



The Field, Birch Business Park

Rochdale

Transport Assessment

Prepared for

Yeagate Limited

**May 2026
5248-TA01**



Document Control

Revision	Date	Prepared By	Reviewed / Approved By
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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by Yeargate Limited ('the Applicant') to provide highways and transport advice in relation to an outline planning consent for the employment development of The Field, Birch Business Park, consisting of two units with a combined floorspace of 12,241m² for B2/B8 use ('the Proposed Development'), located in Birch Business Park, Rochdale ('the Site').
- 1.1.2 The purpose of this Transport Assessment (TA) is to inform Rochdale Metropolitan Borough Council (RMBC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related matters associated with the Proposed Development.
- 1.1.3 This TA can be read in conjunction with the Framework Travel Plan that has also been prepared by Axis, to accompany the application.

1.2 Pre-Application Discussions

- 1.2.1 A pre-application meeting was held with RMBC on Wednesday 7th January 2026. This was followed by a number of discussions to agree the appropriate scope of supporting assessments. It was subsequently agreed that an Environmental Statement (ES) should be prepared to align with the wider Northern Gateway (NG) application (ref: 25/00418/OUT), drawing upon the conclusions of that assessment where relevant.
- 1.2.2 Whilst the Proposed Development is not, in isolation, of a scale that would constitute Environmental Impact Assessment (EIA) development, the submission of the adjacent NG application, submitted as a voluntary EIA, has led the Council to advise that a similar approach should be adopted in this instance, primarily to address potential cumulative impacts.
- 1.2.3 The NG ES has usefully considered the cumulative effects associated with the full NG allocation, within which the Birch Business Park site is located. In light of this, and the established assessment framework, a separate scoping stage for this development has not been undertaken.



- 1.2.4 At the time of writing, the NG application remains undetermined. It has therefore been agreed that the ES will be informed by existing baseline conditions and initial highways findings, with updated survey data collected to support both the TA and the associated ES chapter.
- 1.2.5 Separate to these discussions, a Highways Technical Note (HTN) (document reference 5248-TN01), dated July 2025, was prepared and submitted to RMBC. This set out preliminary details of the Proposed Development and proposed the scope of the transport-related work. A copy of the HTN is included in **Appendix A**. Highways comments were received from RMBC (Dated 16th December 2025) in response to the submitted HTN. The officers recommendation cited no objection to this proposal in principle but that a comprehensive TA should be undertaken in support of the application.
- 1.2.6 The junction of Moss Lane and the proposed site access (hereafter referred to as the 'Study Area') has been assessed as part of this TA. This includes consideration of its existing operation, capacity, and the potential impacts arising from the Proposed Development.
- 1.2.7 The TA has therefore been prepared with due regard to the relevant highway-related pre-application discussions with RMBC, alongside applicable guidance set out within the Planning Practice Guidance.

1.3 Report Structure

- 1.3.1 The remainder of this TA is structured as follows:
- i) **Chapter 2** sets out the transport-planning policy that is relevant to the Proposed Development;
 - ii) **Chapter 3** describes the existing conditions on and around the Site, including the Site location, the local highway network, and a review of the accident data on the local highway network;
 - iii) **Chapter 4** provides a high-level review of the accessibility of the Site by sustainable, non-car modes of travel;
 - iv) **Chapter 5** describes the Proposed Development in detail, including reference to the proposed access, parking and servicing arrangements;
 - v) **Chapter 6** forecasts the likely traffic generating potential of the Proposed Development and the distribution of this traffic across the local highway network;



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- vi) **Chapter 7** describes the method of deriving the traffic flows that have been used in the detailed junction capacity assessments;
 - vii) **Chapter 8** assesses the impact of the Proposed Development; and
 - viii) **Chapter 9** summarises and concludes the report.



2.0 NATIONAL AND LOCAL PLANNING POLICY

2.1 Introduction

2.1.1 This section of the TA reviews the transportation planning policy that is relevant to the Site and the Proposed Development, with reference to the following documents:

- i) National Planning Policy Framework (2024);
- ii) Greater Manchester Transport Strategy (2040);
- iii) Places for Everyone (2024);
- iv) Rochdale Core Strategy (2016); and
- v) The Rochdale Borough Transport Strategy (2014).

2.2 National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) was initially published by the Ministry of Housing, Communities and Local Government in 2012 and was published/revised December 2024 and amended February 2025.

2.2.2 At the heart of the NPPF is a presumption in favour of sustainable development. In this context, it is fundamental that sustainable transport is promoted. Section 9 of the NPPF sets out policies for promoting sustainable transport, and the relevant policies for the Proposed Development are set out below.

2.2.3 Paragraph 109 of the NPPF states:

“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.”

2.2.4 At paragraph 110 the NPPF 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.”

2.2.5 The NPPF sets out a key test for the acceptability of planning applications in terms of transport and highway matters at paragraphs 115 and 116. Paragraph 115 of the NPPF states that, when assessing planning applications, it should be ensured that:

“a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48; and

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

2.2.6 At paragraph 116, it is stated that:



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

2.3 Greater Manchester Transport Strategy (2040)

2.3.1 The Greater Manchester Transport Strategy 2040 sets out Greater Manchester’s long-term ambition for transport. The vision of the strategy is to obtain: *“World-class connections that support long-term sustainable economic growth and access to opportunity for all”*.

2.3.2 It sets out commitments aimed to provide a transport system which:

- i) *“Supports sustainable economic growth and the efficient and effective movement of people and goods;*
- ii) *Improves the quality of life for all by being integrated, affordable and reliable;*
- iii) *Protects the environment and supports the target to be net zero carbon by 2038;*
- iv) *Develops an Innovative City Region.”*

2.4 Places for Everyone (2024)

2.4.1 The Places for Everyone Joint Development Plan Document (PfE) covers the period from 2022 to 2039 and was adopted in March 2024. PfE is based on the vision: *“to make Greater Manchester one of the best places in the world to grow up, get on and grow old:*

- i) *A place where all children are given the best start in life and young people grow up inspired to exceed expectations.*
- ii) *A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand, you’ll get it.*
- iii) *A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.*
- iv) *A place where people live healthy lives and older people are valued.*
- v) *A place at the forefront of action on climate change with clean air and a flourishing natural environment.*
- vi) *A place where all voices are heard and where, working together, we can shape our future.”*



- 2.4.2 The plan sets out the need to boost the competitiveness of the northern part of the region. This area has been selected for large-scale development given the presence of well-known established employment locations, including Heywood, as well as the access to the M62.
- 2.4.3 The NG allocation forms one of the interventions proposed for the northern part of the region and is covered by Policy JP Allocation 1.1 (JPA1.1). The plan sets out that: *“The allocation at Heywood/Pilsworth provides an opportunity for a substantial and high-quality employment-led development. The scale and location of this allocation will help to rebalance the Greater Manchester economy, ensure the joint plan plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and international”*.
- 2.4.4 To support the development of the NG and other schemes in the area, PfE sets out that:
- “Works to improve the capacity of Simister Island (the junction of the M62, M60 and M66 motorways) are already planned, but additional investment in the motorway network will be required to support the scale of development proposed within the North-East Growth Corridor, including improvements to Junction 3 of the M66. The area may also be the subject of proposals to improve the performance of the whole length of the M62/M60 through Greater Manchester. Major public transport improvements will be required to ensure that surrounding communities can take advantage of the new jobs, and new residents can access key locations such as the City Centre, nearby main town centres and key employment locations. This provides an opportunity to deliver a more extensive and integrated public transport network in the northeast of Greater Manchester, connecting existing communities that are currently poorly served. Improvements to the Calder Valley Line have received commitments to be delivered and the North-East Growth Corridor will also benefit from additional local bus services as well as proposed Bus Rapid Transit to serve the new developments. Work is also on-going into the future development of Bus Rapid Transit connections from the North-East Growth Corridor and surrounding towns to the City Centre.”*
- 2.4.5 PfE also addresses the requirement for an accessible, low carbon Greater Manchester in Policy JPC1. This specifies that development should be located and designed *“to deliver a significant increase in the proportion of trips that can be made*



by walking, cycling and public transport”. Following this, Policy JP-C8 establishes the transport requirements of new development, to “help deliver high quality, attractive, liveable and sustainable environments”.

2.5 Rochdale Core Strategy (2016)

2.5.1 Rochdale's Core Strategy (2016) overarching vision is:

“To become a prosperous borough: to grow our economy and develop our place through cooperation and partnership, improving the lives of local people.”

2.5.2 In order to achieve this, Rochdale's Strategic Objective 05 aims to improve accessibility and sustainable travel, seeking to:

- i) *“Deliver transport improvements at a strategic, borough-wide and local level to support development proposals;*
- ii) *Ensure that development is in the most appropriate and accessible locations;*
- iii) *Minimise trips, especially single occupancy car journeys, and trip length;*
- iv) *Promote wider travel choice and increase trips made by sustainable forms of travel, including public transport, cycling and walking;*
- v) *Support measures that enhance safety and access for people with impaired mobility, protect traffic-sensitive town centres and residential communities; and*
- vi) *Reduce emissions from traffic (particularly NOx gases, PM10 particulates and CO2 levels) contributing to Greater Manchester Local Transport Plan (GMLTP) and national targets by encouraging more sustainable travel choices and forms of travel, more active and healthier travel behaviour and take advantage of technological innovations.”*

Parking Standards

2.5.3 Rochdale's Core Strategy (2016) provides parking standards for B2 and B8 site uses, these are discussed further in Chapter 5 later within this report.

2.6 Rochdale Borough Transport Strategy (2014)

2.6.1 The Rochdale Transport Strategy (2014) outlines a vision for the transport network across the Rochdale region, which aims for the following:

“By 2026 Rochdale Borough will have an affordable, sustainable, reliable, accessible and integrated transport network that offers travel choice for all, serves its



communities, tackles air quality and climate change, enhances social inclusion, public health and supports economic growth and regeneration of the local area.”

2.6.2 This vision is aiming to be achieved by long term objectives which improve the following:

- i) Strategic rail;
- ii) Better buses;
- iii) More and safer cycling;
- iv) Walking;
- v) Tackling congestion;
- vi) Effective and efficient freight; and
- vii) Connecting people and places.

2.7 Compliance with Policy

2.7.1 Subsequent sections of this TA evaluate how the Proposed Development accords with the relevant transportation policies detailed above.

2.7.2 Additionally, this TA establishes whether the Proposed Development complies with the NPPF test which prevents refusal on highway grounds unless there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road networks would be ‘severe’.



3.0 EXISTING CONDITIONS

3.1 Introduction

- 3.1.1 This section of the TA describes the existing conditions on and around the Site, focussing on the Site location, its existing use, access arrangements and the local highway network, including its accident record.

3.2 Site Location

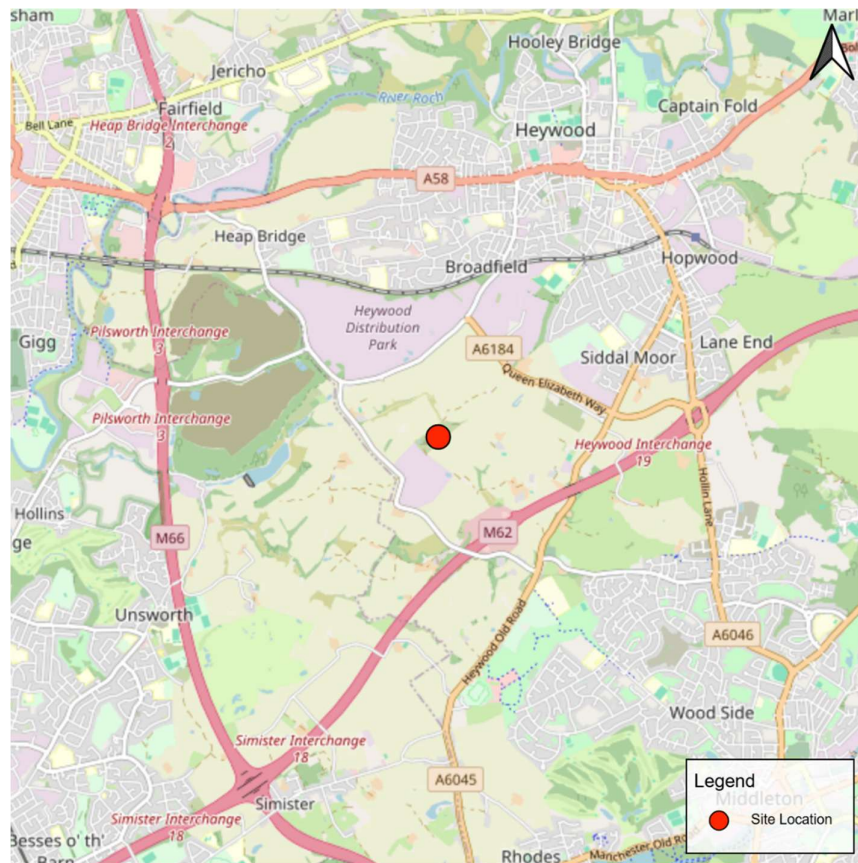
- 3.2.1 The Site covers an area of approximately 3.9 hectares and is located within an established industrial area, positioned between Bury to the northwest and Middleton to the southeast. The Site is bounded to the south by Birch Business Park, a key local employment area, while the remaining boundaries, to the north, east, and west, adjoin open fields, providing a degree of separation from surrounding land uses and offering potential flexibility for future layout and access considerations.
- 3.2.2 The location of the Site in the context of the local highway network is shown on **Image 3.1** following.

Image 3.1 – Site Location (Local Context)



- 3.2.3 The location of the site is shown on **Image 3.2** in relation to the wider highway network.

Image 3.2 – Site Location (Wider Context)



3.3 Existing Use & Allocation Status

- 3.3.1 The existing site lies within a semi-rural setting and currently comprises partially cleared land, which appears to have previously been used for land preparation activities and/or the storage of construction materials. The site retains a mix of disturbed ground and unmanaged vegetation, reflecting its transitional status between active use and natural regeneration.
- 3.3.2 Along the western boundary, there is a small pond or drainage basin, which likely originated as part of earlier site works. This feature may function as part of a basic surface water management system or could simply be the result of ground disturbance and natural water collection.
- 3.3.3 The northern and eastern boundaries of the site are adjacent to open green fields, which appear to be either in agricultural use or maintained as informal grassland.



These edges are partially screened by a buffer of trees and shrubs, forming a natural transition zone between the semi-developed site and the surrounding greenfield landscape. The western edge is similarly bordered by the aforementioned drainage basin, offering a degree of visual and ecological separation.

3.3.4 The southern boundary is distinctly defined by a series of industrial and commercial buildings, forming part of the adjacent industrial estate. Access to the site is gained via this estate, providing a clear link to the local road network and reinforcing the site's connection to existing employment land uses.

3.3.5 The Site forms part of the NG allocation as identified in the PfE 2024 plan. A detailed explanation of the PfE framework is provided earlier in this report, in Section 2.4.

3.4 Existing Access Arrangements

3.4.1 Vehicular and pedestrian access to the Site is currently provided via a priority junction situated on the internal access road within Birch Business Park, to the south of the Site. This existing access point connects the Site to the wider highway network via the established industrial estate roads, enabling movement for both vehicles and pedestrians.

3.5 Site Planning History

3.5.1 As discussed earlier within Section 1.2 of this report, the site falls within a key PfE Allocation known as 'Policy JP Allocation 1.1 Heywood / Pilsworth (Northern Gateway)'. The full allocation seeks to deliver a total of around 1,200,000 sqm of industrial and warehousing space (with around 935,000 sqm being delivered within the plan period).

3.5.2 Public Rights of Way (PRoW) (Footpaths - HeyFp74) passes through the site.

3.5.3 An EIA Scoping Opinion request relating to the entire NG allocation was formally submitted to the local planning authority on Thursday, 17th October 2024 under reference number 24/01039/SCO. A formal response concluded that the proposal was EIA development and that Transport should be scoped into the assessment.

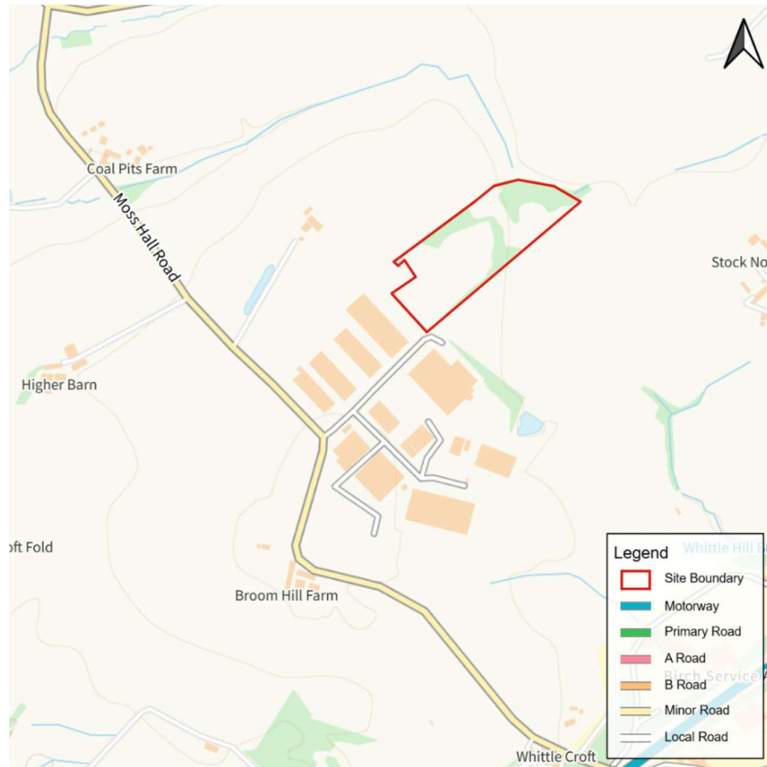
3.5.4 Transport and Access was examined in Chapter 8 of the EIA document and a Transport Assessment (TA) (Dated April 2025) was prepared by Tetra Tech (TT).



3.6 Local Highway Network

- 3.6.1 The following subsections describe the local highway network in the vicinity of the Site, with reference to **Image 3.3**.

Image 3.3 – Local Highway Network



Moss Hall Road

- 3.6.2 Moss Hall Road is an unlit, single carriageway road with a typical width of approximately 7.3 metres. To the west of the site access, footways are available on both sides of the road, although the northern footway ends shortly after the frontage of Birch Business Park. Beyond this point, pedestrian access is only available on the southern side of the carriageway. Further west, after passing a farm located on the northern side of the road, footways resume on both sides as Moss Hall Road approaches Heywood Distribution Park. In contrast, there is no pedestrian footway provision to the east of the site access.

3.7 Baseline Traffic Conditions

- 3.7.1 An assessment of baseline traffic conditions has been undertaken using data collected from a series of detailed traffic surveys. These included a combination of



Table 3.1 – Traffic Count Data Collected

3.7.2 The locations of these surveys are shown in **Image 3.4**. All surveys, were conducted by independent, professional traffic survey specialists.



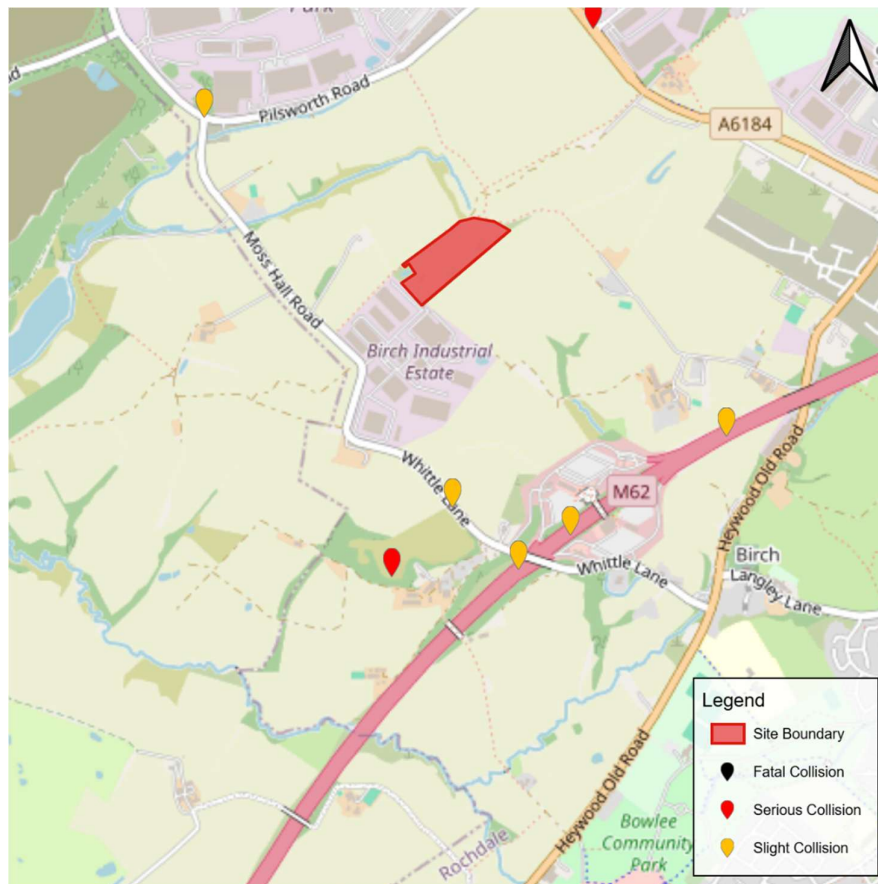
3.7.3 Based on an analysis of the survey data, the AM and PM weekday peak hours have been calculated as being 08:00–09:00 and 17:00–18:00.

3.7.4 Copies of the raw survey data are contained within **Appendix B** and those used within the assessment contained within this TA discussed further in **Chapter 7**.

3.8 Highway Safety

3.8.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the online DfT Road Safety Statistics. Data has been extracted for the most recently available complete 5-year period, which is 2020-2024 inclusive. The location and severity of the accidents are shown on **Image 3.5**.

Image 3.5 – Personal Injury Accident Map Extract (2020-2024 Inclusive)



3.8.2 Review of **Image 3.5** demonstrates that a total of 6 incidents have been recorded within the general vicinity of the Site between 2020 and 2024 (inclusive). Of these:

- i) 5 'slight' severity accidents were recorded;

- ii) 1 ‘serious severity accident was recorded; and
- iii) 0 were recorded as fatal.

3.8.3 **Table 3.2** highlights the overall incidents in the vicinity of the site.

Table 3.2 – Total PIA Collisions

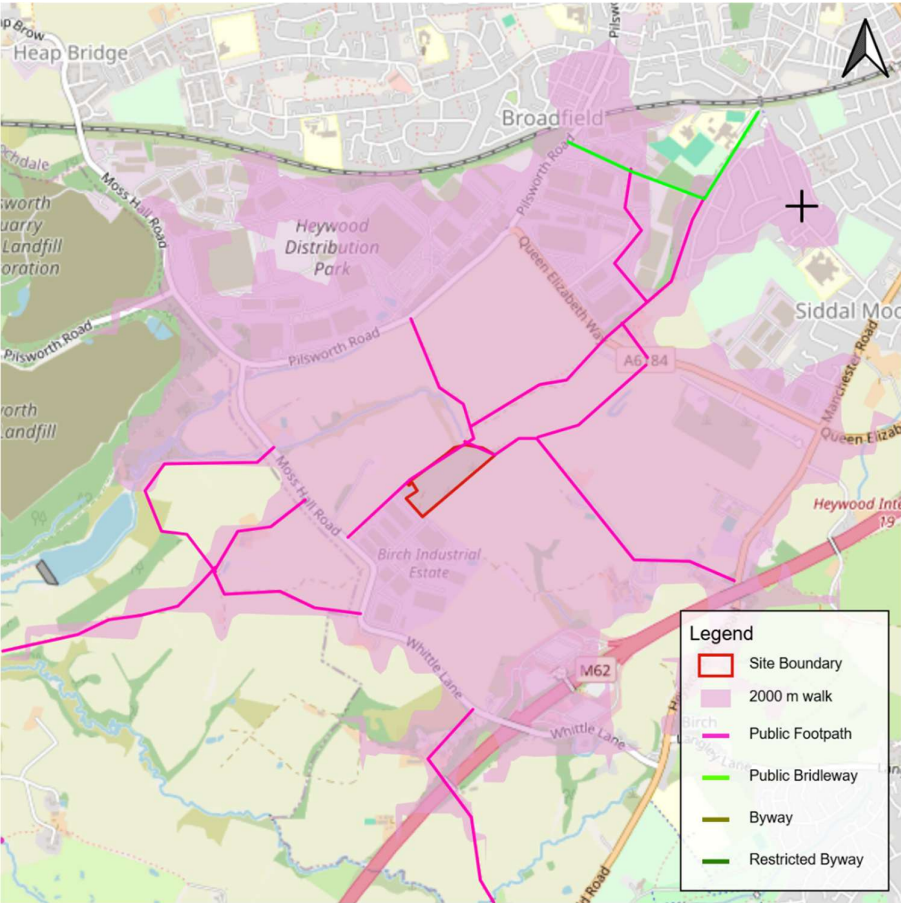
Slight Collisions	Serious Collisions	Fatal Collisions	Total Collisions
5	1	0	6

3.8.4 The accident record does not indicate any concentration of accidents or unusual patterns when compared to the wider highway network. Road safety does not therefore cause a material concern in the context of the Proposed Development.

3.9 Public Rights of Way Network

3.9.1 There are various Public Rights of Way (PRoW) that exist within the vicinity of the Site. These are illustrated on **Image 3.6**.

Image 3.6 – PRoW Network



- 3.9.2 As shown on **Image 3.6**, a PRow (Footpath 74) runs along the north-western boundary of the site, forming a linear corridor between Moss Hall Road and the junction of Pilsworth Road and Newhouse Road. This well-defined footpath provides a key pedestrian link within the local rights of way network, offering both functional connectivity and recreational value to staff and visitors.
- 3.9.3 Footpath 74 connects seamlessly with the surrounding footpath network, facilitating access to nearby residential areas, green spaces, and key local destinations. Its alignment enhances permeability through the wider landscape and contributes to the area's sustainable transport infrastructure by encouraging walking and reducing reliance on motor vehicles.



4.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

4.1 Introduction

4.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use. Section 2.0 earlier demonstrates the importance placed on promoting sustainable transport in planning policy.

4.1.2 Specifically, Paragraph 110 of the NPPF states that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”

4.1.3 Given the nature of the Proposed Development, it is anticipated that a proportion of staff and customers will travel to and from the Site by private car, as is typical for this type of industrial use. Notwithstanding this, the site’s location provides opportunities to encourage travel to and from the Site by sustainable and alternative transport modes.

4.1.4 Accordingly, and to demonstrate the Site’s compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following modes of transport.

- i) Accessibility on foot;
- i) Accessibility by cycle; and,
- ii) Accessibility on public transport

4.2 Accessibility on Foot

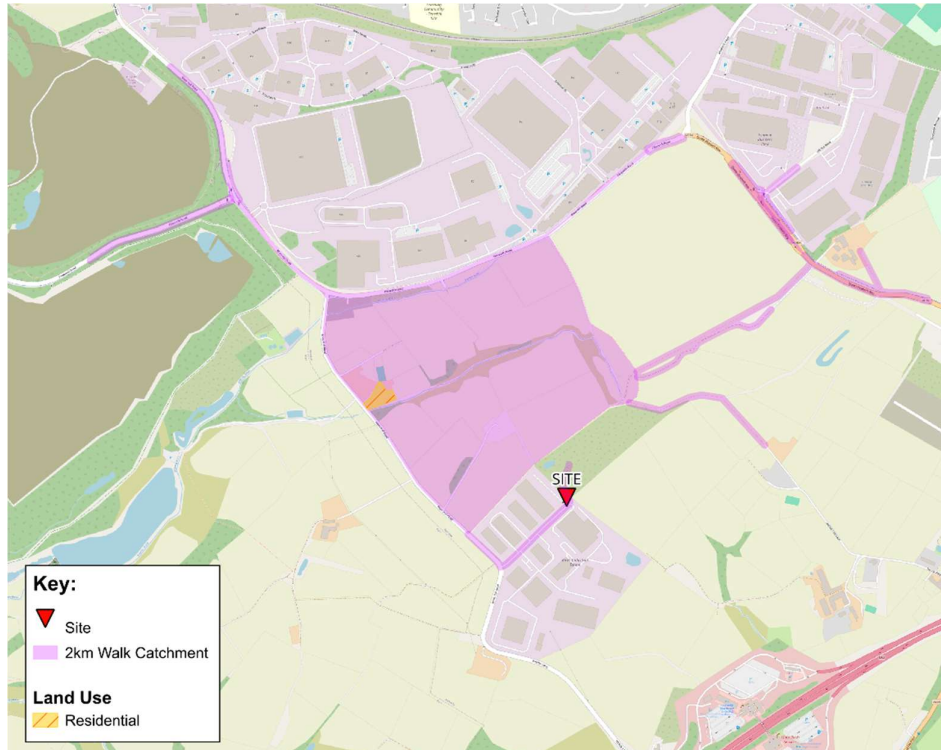
4.2.1 The Chartered Institution of Highways and Transportation (CIHT), formerly known as the Institution of Highways and Transportation (IHT), states in its guidance document Providing for Journeys on Foot that acceptable walking distances can vary depending on individual circumstances. However, for purposes such as commuting,



travel to school, and leisure or sightseeing trips, a walking distance of up to 2 kilometres is generally regarded as a 'preferred maximum'.

- 4.2.2 In line with this guidance, **Image 4.1** illustrates an indicative 2-kilometre walking catchment centred on the Site. This catchment represents the approximate area that can be reached within a 24-minute walk, based on an average walking speed of 1.4 metres per second.

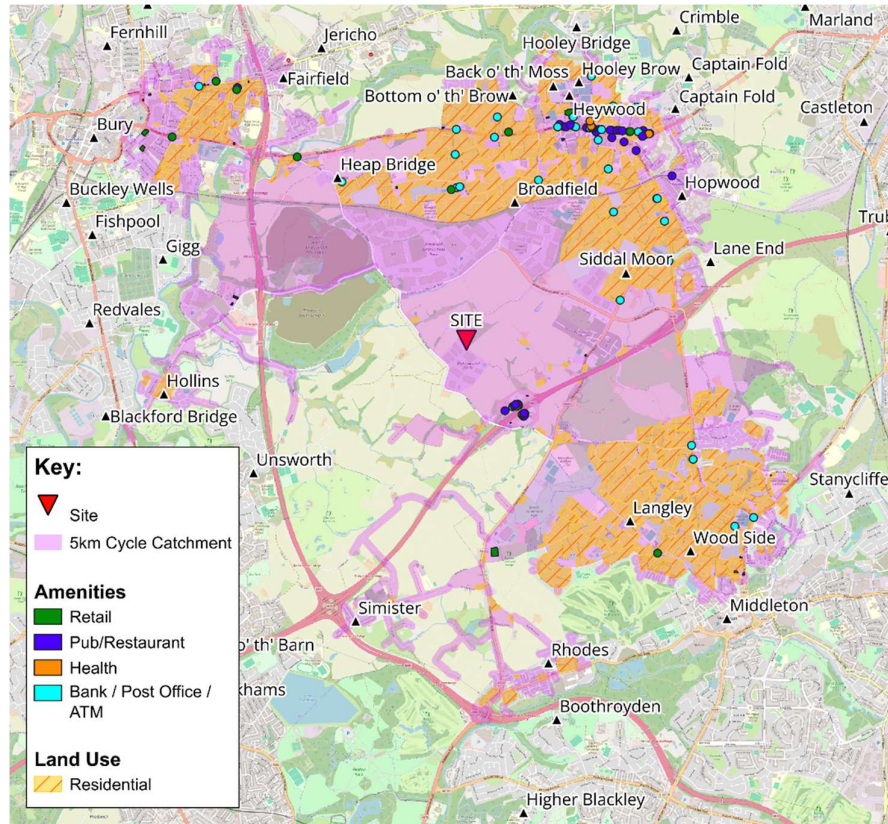
Image 4.1 – 2km Walking Catchment



4.3 Accessibility by Cycle

- 4.3.1 Cycling is widely recognised as a practical, healthy, and sustainable alternative to car travel for journeys of up to 5 kilometres, either as a standalone mode or in combination with public transport. According to Local Transport Note (LTN) 1/20, *“two out of every three personal trips are less than five miles in length”*, a distance that is considered achievable for the majority of people by bicycle.
- 4.3.2 To assess the site's accessibility by bicycle, **Image 4.2** presents indicative 5-kilometre and 8-kilometre (approximately 5-mile) cycling catchments, measured from the centre of the site.

Image 4.2 – 5km Cycling Catchment



- 4.3.3 As illustrated in **Image 4.2**, the identified cycling catchments encompass a number of surrounding residential areas, including Heywood, Bury, Heap Bridge, Langley, Woodside, Middleton, Siddal Moor, Broadfield and Hooley Brow among others.
- 4.3.4 Mills Hill railway station is located within an 8-kilometre radius of the site. This offers staff and visitors the opportunity to undertake multi-modal journeys, combining rail travel with cycling. Further details on rail accessibility are provided in the following section.
- 4.3.5 It is also worth noting that the topography of the local highway network around the site is predominantly flat, creating favourable conditions for cycling and enhancing the practicality of this mode of travel.
- 4.3.6 Based on the above considerations, the site is deemed to be accessible by bicycle.

4.4 Accessibility by Public Transport

By Bus

- 4.4.1 As shown in **Image 4.3**, the nearest bus stops are situated more than 2km from the centre of the Site. This equates to an estimated walking time of around 25 minutes, based on an average walking speed of 1.4 metres per second. These stops provide access to local bus services, offering a realistic and convenient option for staff and visitors to travel to and from the Site via public transport.
- 4.4.2 **Table 4.1** provides a summary of the bus services available from the nearest stops to the Site, located at the Gardeners Arms. It outlines the service routes and their typical one-way frequencies across weekdays, Saturdays, and Sundays/Bank Holidays.

Image 4.3 – Location of Nearest Bus Stops to the Site

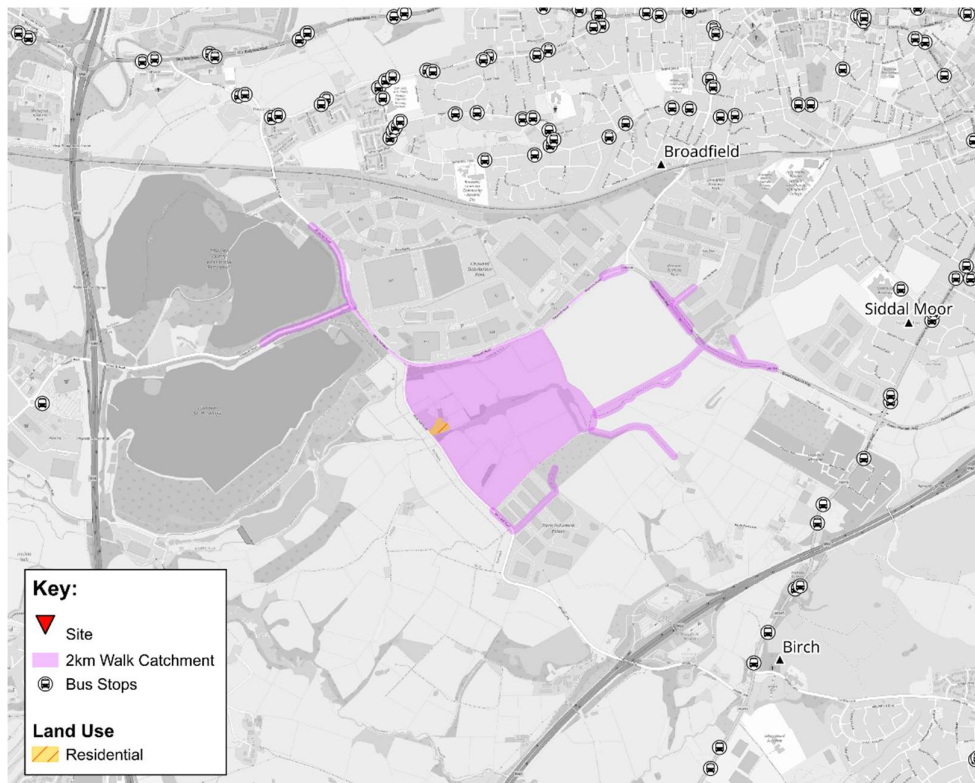


Table 4.1 – Bus Services

Bus Stop	Bus Route No.	Route Description	Typical One-way Frequencies		
			Weekdays	Saturdays	Sundays / Bank Holidays
Gardeners Arms	125	Heywood - Middleton	1 per hour	11 per day	No service
Gardeners Arms	125	Middleton Heywood	11 per day	10 per day	No service

4.4.3 As shown in **Table 4.1**, bus route 125 operates from the Gardeners Arms bus stops, providing regular services in both directions between Heywood and Middleton. On weekdays, services run up to once per hour, with a similar frequency maintained on Saturdays. However, no service is currently available on Sundays or Bank Holidays.

4.4.4 These services offer direct public transport connections to key local destinations, including the town centres of Middleton and Heywood, enhancing the Site's integration with the wider area.

4.4.5 The distance of the nearest bus stops exceeds the typical acceptable walking distance to bus services identified within UK transport planning guidance and therefore cannot reasonably be considered to benefit from convenient pedestrian access to public transport.

By Rail

4.4.6 The nearest railway station to the Site is Mills Hill (Manchester), located approximately 6.6 kilometres away. This station can be reached by walking in around 1 hour and 20 minutes or by cycling in approximately 23 minutes, making it a viable option for those combining active travel with public transport. The Site is therefore considered to be accessible by rail.

4.4.7 **Image 4.4** and **Table 4.2** identify the closest railway stations in relation to the Site, while **Table 4.3** outlines the range of local and regional destinations served by Mills Hill (Manchester), highlighting the station's role in providing wider connectivity.



Key:

- Site
- 8km Cycle Catchment
- Railway Stations

Land Use

- Residential

Amenities

- Retail
- Pub/Restaurant
- Health
- Bank / Post Office / ATM

Cycle Routes

- Kirklees Trail
- NCN Route 6
- NCN Route 66
- Roch Valley Greenway

National Rail Station	Approximate Distance	Walking Duration	Cycling Duration	Driving Duration
Mills Hill (Manchester)	6.6 km	1 hour 20 mins	23 mins	13 mins
Castleton (Manchester)	8 km	1 hour 35 mins	33 mins	16 mins

Rail Station	Destination	Weekday Frequency	Approx Journey Time
Mills Hill (Manchester)	Manchester Victoria	2 / hour	12 mins
Mills Hill (Manchester)	Salford Central	2 / hour	16 mins
Mills Hill (Manchester)	Salford Crescent	2 / hour	20 mins
Mills Hill (Manchester)	Rochdale	2 / hour	8 mins
Mills Hill (Manchester)	Bolton	2 / hour	33 mins
Mills Hill (Manchester)	Leeds	1 / day	1 hour 23 mins
Mills Hill (Manchester)	Hebden Bridge	1 / day	29 mins
Mills Hill (Manchester)	Todmorden	3 / day	23 mins
Mills Hill (Manchester)	Littleborough	3 / day	15 mins
Mills Hill (Manchester)	Castleton (Manchester)	2 / hour	4 mins
Castleton (Manchester)	Manchester Victoria	2 / hour	18 mins
Castleton (Manchester)	Rochdale	2 / hour	3 mins
Castleton (Manchester)	Salford Central	2 / hour	21 mins
Castleton (Manchester)	Salford Crescent	2 / hour	25 mins
Castleton (Manchester)	Littleborough	3 / day	11 mins
Castleton (Manchester)	Mills Hill (Manchester)	2 / hour	5 mins



Castleton (Manchester)	Bolton	2 / hour	38 mins
Castleton (Manchester)	Todmorden	3 / day	19 mins
Castleton (Manchester)	Hebden Bridge	1 / day	25 mins
Castleton (Manchester)	Leeds	1 / day	1 hour 19 mins

4.5 Accessibility Summary

- 4.5.1 Overall, the Site benefits from some opportunities for travel by sustainable modes for both staff and visitors. The surrounding area includes pedestrian infrastructure and conditions that may be suitable for cycling. However, public transport accessibility is relatively limited. The site is located in excess of 2km walking distance from the nearest bus stops, which exceeds typical acceptable walking distances identified within UK transport planning guidance. In addition, the Site is approximately 6.6 km cycling distance from National Rail services at Mills Hill Railway Station, which provides connections to local and national destinations.
- 4.5.2 While the Site offers some potential for access by non-car modes, particularly by cycling from nearby settlements, the relatively limited accessibility to public transport is likely to constrain opportunities for travel by sustainable modes. Given the nature of the proposed business park development, staff and visitor trips are therefore expected to be primarily undertaken by private car, particularly for journeys originating from further afield. Nonetheless, some opportunities for travel by walking, cycling and public transport would remain available.



5.0 PROPOSED DEVELOPMENT

5.1 Overview

- 5.1.1 This planning application seeks an outline planning consent for an employment development, consisting of two units with a combined floorspace of 12,241m² for B2/B8 use, located in Birch Business Park, Rochdale.
- 5.1.2 The proposed site layout plan(s) are contained in **Appendix C** to the rear of this report.

5.2 Proposed Site Access Arrangements

- 5.2.1 Traffic will access the Site via the existing priority junction connecting Birch Business Park to Moss Hall Road. From there, vehicles will proceed northeast along the internal industrial estate road. Access to the Proposed Development will be provided through a new, simple priority-controlled T-junction, positioned off the internal road within Birch Business Park. Following established road design standards, the site access junction will include a 7.3m wide carriageway, 6m corner radii, and a 2m wide footway along the northern edge. Consistent with the current road layout within Birch Business Park, it is assumed that the new access road serving units A & B at 'The Field' will remain private and will not be offered up to the LHA for adoption.
- 5.2.2 **Drawing Numbers 5248-D01 to D05**, contained in **Appendix D**, illustrates the swept path analysis of the proposed site access arrangements.

5.3 Proposed Parking Arrangements

- 5.3.1 RMBC's adopted parking standards are set out in Appendix 5 of the Rochdale Core Strategy (October 2016). For completeness, these standards are reproduced in **Table 5.1** below.

Table 5.1 – Rochdale's Core Strategy Parking Standards

Use	Max. Parking Spaces	Accessible Car Parking (in addition to general parking provision)	Cycles	Two-Wheeled Vehicles
B2: General Industry	1 space per 60m ²	12 to 200 spaces: 3 bays or 6% of total capacity Over 200 spaces: 4 bays plus 4% of total capacity	1 space per 700m ² - minimum of 2 spaces	1 space per 2,800m ² - minimum of 2 spaces
B8: Storage / Distribution Warehousing	1 space per 100m ²		1 space per 850m ² -	1 space per 4,000m ² -



			minimum of 2 spaces	minimum of 2 spaces
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5.3.2 **Table 5.2** sets out the relevant parking standards and the resultant parking requirements when these standards are applied to the Proposed Development.

Table 5.2 – Application of RMBC’s Adopted Car Parking Standards

Use	Car Parking Standards (Max)	Cycle Parking Standards (Min)	Powered Two Wheeler Parking Standards (Min)	Disabled Car Parking Standards (min)
Standards	1 per 60m²	1 per 700m²	1 per 2800m²	3 bays or 6% of total capacity (whichever is the greater)
Unit A	108	10	3	7
Unit B	96	9	3	6
Total	204	19	6	13

5.3.3 Review of **Table 5.2** demonstrates that, in total, the Proposed Development is required to provide a maximum of 204 car parking spaces, a minimum of 19 cycle parking spaces, a minimum of 6 powered two-wheeler parking spaces and a minimum of 13 disabled parking spaces in accordance with the council’s currently adopted parking standards.

5.3.4 Unit A will be supported by a total of 65 car parking spaces, 8 accessible car parking spaces 12 cycle parking spaces, and 3 powered two-wheeler parking spaces. Unit B will be supported by a total 56 car parking spaces, 8 accessible car parking spaces, 12 cycle parking spaces, and 3 powered two-wheeler parking spaces.

5.3.5 Comparison of the proposed parking arrangements with the requirements set out in **Table 5.2** indicates that the proposal meets RMBC’s parking requirements.

Disabled Parking

5.3.6 Accessible parking will be located in a convenient location with access into the building supported by step-free access together with tactile paving provision for varying levels and types of disability, including visual impairment.

Electric Vehicle Charging Provision

5.3.7 Electric Vehicle Charging (EVC) spaces will be provided in accordance with Part S of the Building Regulations, with details to be agreed with RMBC Building Control at the appropriate stage. As this requirement falls under the remit of the Building



Regulations, it is not necessary to secure it through a planning condition, unless specifically required by local planning policy.

5.4 Proposed Servicing Arrangements

- 5.4.1 Refuse collection vehicles will service the Site directly from the internal road of Birch Business Park. This is consistent with the existing servicing arrangements of the neighbouring uses within Birch Business Park. In accordance with Approved Document H of the Building Regulations, the temporary bin collection area will be accessible within 25m of a waiting refuse collection vehicle.



6.0 TRAFFIC GENERATION AND DISTRIBUTION FORECASTS

6.1 Overview

- 6.1.1 This Chapter of the TA forecasts the traffic-generating potential of the Proposed Development, in order to provide the anticipated traffic changes and associated traffic impact that will arise from the Proposed Development.

6.2 Proposed Use Traffic Generation

- 6.2.1 The traffic generation assumptions for the proposed development have been derived using trip rates that are broadly consistent with those applied in the strategic transport modelling supporting the PfE allocations, with particular reference to the modelling undertaken for the NG allocation. This approach ensures that the forecast vehicle movements are robust, comparable with the wider evidence base, and appropriately aligned with the cumulative transport impacts previously assessed as part of the strategic planning process.
- 6.2.2 The relevant trip rates are identified in Appendix D of the Transport for Greater Manchester (TfGM) *PfE Transport Strategic Modelling Technical Note v2.0* (July 2021). Whilst that document provides a useful indication of the appropriate land use category and basis for trip rates in the wider modelling work, it is recognised that the modelling document was prepared in 2021 and that the TRICS database has since been updated. Accordingly, the relevant TRICS selection criteria have been replicated through a new TRICS interrogation in order to provide up-to-date trip rates on a comparable basis.
- 6.2.3 The following search criteria has been applied within the TRICS database in order to re-create these trip rates:
- i) TRICS land use category – “Employment / Industrial Estate (02/D)”;
 - ii) Mainland Britain sites only;
 - iii) Weekday surveys only;
 - iv) Location types: “Edge of Town”;
 - v) Selection by gross floor area; and
 - vi) Date range: 01/01/2016 – 05/06/2024.



6.2.4 The full TRICS outputs are contained within **Appendix E** at the end of this report. The results are provided separately as Total Vehicles, Ordinary Goods Vehicles (OGVs), Cars, and Light Goods Vehicles (LGVs).

6.2.5 **Table 6.1** summarises the weekday peak hour vehicle trip rates (per 100 m²) and the resultant vehicle traffic generated when these trip rates are applied to the Proposed Development (12,241 sq m). **Table 6.2** presents the corresponding OGV trip rates (per 100 m²) and the associated OGV traffic generation for the Proposed Development.

Table 6.1 – Total Vehicle Trip Rates and Traffic Generation Forecasts – Proposed Use

Time Period	Trip Rates (per 100 m ²)			Proposed Use Traffic Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
08:00-09:00	0.754	0.523	1.277	92	64	156
17:00-18:00	0.341	0.644	0.985	42	79	121
Daily (24hr)	8.626	8.651	17.277	1056	1059	2115

Table 6.2 – OGV Trip Rates and OGV Traffic Generation Forecasts – Proposed Use

Time Period	Trip Rates (per 100 m ²)			Proposed Use HGV Traffic Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
08:00-09:00	0.048	0.034	0.082	6	4	10
17:00-18:00	0.019	0.005	0.024	2	1	3
Daily (24hr)	0.425	0.353	0.778	52	43	95

6.2.6 As shown in **Table 6.1** and **Table 6.2**, the Proposed Development is forecast to generate a total of 156 two-way vehicle trips in the weekday AM peak hour of which 10 are OGV trips. During the PM peak hour, the Proposed Development is forecast to result in 121 two-way trips in the weekday PM peak hour of which 3 are OGV trips.

6.2.7 This equates to approximately 1 two-way vehicle trip every 0.4 minutes (approximately 23 seconds) in the AM peak hour, and 1 two-way vehicle trip every 0.5 minutes (approximately 30 seconds) in the PM peak hour, on average. For OGVs specifically, this corresponds to two trips every 12 minutes in the AM peak hour and one every 20 minutes in the PM peak hour, on average.

6.2.8 When assessed on a daily basis, the proposed development could generate 2,115 two-way vehicle trips of which 95 are OGV trips. When considered volumetrically over a typical 8-hour working day, this equates to 264 two-way vehicle trips, or 12 two-way OGV trips per hour.



6.3 Trip Distribution

- 6.3.1 The distribution of trips generated by the Proposed Development has been established through the application of a GIS-based gravity model, which apportions trips across the highway network based on the relative attractiveness and accessibility of surrounding destinations. The model is informed by a defined 45-minute drive-time catchment from the site, ensuring that the analysis captures the realistic extent of the development's travel market and the primary corridors likely to be utilised by vehicles.
- 6.3.2 The gravity model utilises a combination of population data and Travel to Work patterns to represent both the spatial distribution of potential trip origins and destinations, and the observed travel behaviour within the study area. Population data provides a proxy for the scale of trip demand in different zones, while Travel to Work data is used to calibrate the directional flow of trips, reflecting established commuting patterns and journey preferences.
- 6.3.3 By integrating these datasets within a GIS environment, the model assigns trips proportionally to the surrounding highway network based on distance, journey time, and the relative weighting of each zone. This ensures that the resulting trip distribution is both evidence-based and consistent with established travel patterns, thereby providing a robust and realistic basis for subsequent traffic impact assessment.
- 6.3.4 Furthermore, two traffic distribution scenarios have been developed to reflect the infrastructure assumptions set out within the NG ES, specifically in relation to the operation of Whittle Lane and its connection across the M62 motorway.
- 6.3.5 The first scenario reflects the existing situation, whereby Whittle Lane is subject to an HGV weight restriction. Under this scenario, HGVs associated with the Proposed Development are unable to route to or from the east via Whittle Lane and are therefore directed to use the primary highway network via Moss Hall Road / Pilsworth Road. Staff and other non-restricted vehicles are, however, able to utilise Whittle Lane, resulting in a partially distributed pattern of trips across the network.
- 6.3.6 The second scenario assumes the implementation of highway improvements on Whittle Lane, alongside the introduction of a bus gate at the point where the route crosses the M62 motorway. Under this arrangement, Whittle Lane would be



restricted to authorised vehicles only, with both HGVs and general staff traffic prevented from routing to or from the east via this corridor. As a result, all development-generated traffic would be required to utilise the primary access via Moss Hall Road / Pilsworth Road for movements to and from the east, representing a more constrained routing scenario and a robust basis for assessment.

- 6.3.7 The resulting distribution is summarised in **Table 6.3**, with GIS distribution plots contained within **Appendix F** at the end of this report.

Table 6.3 – Summary of Forecast Trip Distribution

Route Description	Vehicle Type	Distribution	
		To the Site	From the Site
Scenario 1 – Core			
North of Moss Hall Road	Light	43%	43%
	HGV	100%	100%
South of Moss Hall Road	Light	57%	57%
	HGV	0%	0%
Scenario 2 – Bus Gate			
North of Moss Hall Road	Light	100%	100%
	HGV	100%	100%
South of Moss Hall Road	Light	0%	0%
	HGV	0%	0%

- 6.3.8 Traffic distribution and assignment for all scenarios is shown in **Figures 10 to 19**.



7.0 DERIVATION OF TRAFFIC FLOWS

7.1 Introduction

- 7.1.1 To assess the ability of the junctions within the TA Study Area to accommodate traffic associated with the Proposed Development, a series of traffic flow calculations has been undertaken. These calculations form the basis of the detailed junction capacity assessments presented in **Chapter 8** of this TA.
- 7.1.2 This Chapter outlines the methodology adopted in the development of the traffic flow forecasts used within the assessment.

7.2 Study Area

- 7.2.1 For the purpose of the traffic impact assessment, the Moss Hall Lane / Birch Business Park Access Road priority junction has been identified for assessment and defines the TA Study Area.

7.3 Observed Traffic Survey Data

- 7.3.1 As identified in **Chapter 3 (Section 3.7)**, fully classified junction turning counts were undertaken at a number of junctions surrounding the site. The Moss Hall Lane / Birch Business Park Access Road Priority Junction was surveyed on Tuesday 1st July 2025 at between 07:00 and 19:00. Moss Hall Road (West) / Moss Hall Road (South) / Pilsworth Road, Moss Hall Road (North) / Pilsworth Road / Moss Hall Road (South), Pilsworth Road (North) / Pilsworth Road (West) / Hareshill Road, Queen Elizabeth II Way (East) / A6045 Manchester Road (South) / Queen Elizabeth ii Way (West) / A6045 Manchester Road (North) and A6045 Heywood Old Road (North) / A6045 Heywood Old Road (South) / Whittle Lane were undertaken on 21st April 2026.
- 7.3.2 The raw survey data is contained in **Appendix B** at the end of this report.

7.4 2027 Baseline Traffic Flows (Opening Year)

- 7.4.1 **Figures 1 to 3** to the rear of this report show the 2027 AM (08:00- 09:00), PM (17:00- 18:00) peak hour and 18 hour AAWT (06:00 – 24:00) flows respectively which have been derived from the survey data.



7.5 2032 Baseline Traffic Flows (Future Year)

- 7.5.1 Assessments have also been undertaken for a future year of 2032, i.e. opening year plus 5 years.
- 7.5.2 The opening and future year traffic flows have been estimated by applying growth factors to the 2025 and 2026 observed flows. The growth factors have been calculated from TEMPro (version 8.1) and are based on the NTEM 2022 Core Scenario for all road types in the region. Specifically, the growth factors have been calculated for TEMPro zone 'Rochdale 020' MSOA; the area in which the Site is located.
- 7.5.3 The local growth figures used to estimate the future year traffic flows are set out in **Table 7.1**.

Table 7.1 – TEMPro Growth Factors

Year	Area – Rochdale 020		
	AM Period	PM Period	AAWT
2025 – 2026	1.0107	1.0107	1.0110
2026 – 2027	1.0124	1.0126	1.0127
2026 – 2032	1.0704	1.0711	1.0718

- 7.5.4 **Figures 4 to 9** show the 2032 Baseline Flows for the AM & PM peak and AAWT, respectively.
- 7.5.5 The following section of this report considers committed development within the study area. TEMPro growth factors may already incorporate a proportion of this development within the underlying planning assumptions. Therefore, there is potential for double counting where committed developments are also included explicitly within the assessment, as no adjustment has been made to the TEMPro planning data to remove these commitments.

7.6 Committed Development Traffic Flows

- 7.6.1 This section identifies the committed developments within the vicinity of the Site that are anticipated to generate additional traffic within the TA Study Area for the 2032 assessment year.
- 7.6.2 The committed developments included within the assessment, together with the methodology adopted to derive the associated traffic flows, are set out below.



- 7.6.3 Traffic generation and distribution data for the committed developments have been obtained from the available TA and planning application information. In instances where the extent of available data did not cover the full TA study area, professional engineering judgement has been applied to distribute the residual traffic across the wider highway network in a proportionate robust manner.



Plot H4, Heywood Distribution Park (25/00566/REM)

- 7.6.4 This application relates to a proposed employment development comprising up to 52,000 sq. m. of floorspace within Use Classes E(g)(iii), B2 and B8 at Plot H4, Heywood Distribution Park. The associated development traffic flows are presented in **Figures 20 to 25**.

Unit B, Birch Business Park (22/01148/FUL)

- 7.6.5 The proposals comprise the redevelopment and consolidation of existing Units B and G to form a single larger B2/B8 warehouse unit, providing a total Gross Internal Area (GIA) of 8,153.3 sq. m. The corresponding development traffic flows are illustrated in **Figures 26 to 31**.

Plot 3, Heywood Distribution Park (25/00045/REM)

- 7.6.6 This application relates to an outline proposal for a 40,000 sq. m. employment warehouse development (Use Class B8) at Plot 3, Heywood Distribution Park. The associated traffic flows for this development are presented in **Figures 32 to 37**.
- 7.6.7 Notwithstanding the above, it should be noted that the potential impact of wider background development growth within the area has also been accounted for through the application of TEMPro growth factors to observed baseline traffic flows. The principal purpose of applying TEMPro growth is to capture the cumulative effect of general traffic growth and unidentified developments across the network. Accordingly, the explicit inclusion of traffic associated with the committed developments identified above, in addition to the application of TEMPro growth factors, is considered to represent a robust and therefore appropriately conservative assessment approach.
- 7.6.8 The combined traffic flows associated with the committed developments identified above have been assigned across the highway network. The resultant AM peak, PM peak and AAWT development flow diagrams, for both the 'Core' and 'Bus Gate' scenarios, are presented in **Figures 38 to 43**.

7.7 2027 'Without Development' Traffic Flows

- 7.7.1 The 2027 'Without Development' (i.e. 2027 Baseline + Committed Development) flows have been derived by adding the total committed development flows to the 2027 forecast flows, as shown in **Figures 44 to 46**.



7.8 2032 'Without Development' Traffic Flows

- 7.8.1 The 2032 'Without Development' (i.e. 2032 Baseline + Committed Development) flows have been derived by adding the total committed development flows to the 2032 forecast flows, as shown on **Figures 50 to 52** and **Figures 56 to 58**.

7.9 Development Trip Distribution and Traffic Assignment

- 7.9.1 The method of forecasting the trip generation and distribution of trips generated by the Proposed Development is set out in **Chapter 6** of this TA. Traffic distribution and assignment flows are presented within **Figures 10 to 19**.

7.10 2027 'With Development' Traffic Flows

- 7.10.1 The 2027 'With Development' flows have been derived by adding the assigned development flows to the 2027 'Baseline + Committed Development' (i.e. without development) flows. The 2027 'With Development' flows are shown on **Figures 47 to 49**.

7.11 2032 'With Development' Traffic Flows

- 7.11.1 The 2032 'With Development' flows have been derived by adding the assigned development flows to the 2032 'Baseline + Committed Development' (i.e. without development) flows. The 2032 'With Development' flows are shown on **Figures 53 to 55** and **Figures 59 to 61**.

7.12 Sensitivity Testing

- 7.12.1 Sensitivity testing has been undertaken for two separate traffic distribution scenarios, namely the 'Core' scenario and the 'Bus Gate' scenario, as outlined in Section 6.3 of the preceding chapter. These scenarios have been developed to reflect differing infrastructure and access arrangements associated with the operation of Whittle Lane and its connection across the M62 motorway, thereby enabling the assessment to consider a range of realistic and robust traffic routing conditions. The testing therefore provides an understanding of the potential network impacts arising under both the existing access arrangement and the more constrained routing scenario associated with the proposed bus gate and highway improvement measures.



7.13 Summary of Figures

7.13.1 **Table 7.2** below provides a summary of the data presented in this chapter.

Table 7.2 – Summary of Figures

Figure Number	Description	Period	Scenario
Figure 01	2027 Baseline AM Traffic Flows	2027	Core
Figure 02	2027 Baseline PM Traffic Flows	2027	
Figure 03	2027 Baseline 18hr (AAWT) Traffic Flows	2027	
Figure 04	2032 Baseline AM Traffic Flows	2032	Core
Figure 05	2032 Baseline PM Traffic Flows	2032	
Figure 06	2032 Baseline 18hr (AAWT) Traffic Flows	2032	
Figure 07	2032 Baseline AM Traffic Flows	2032	Bus Gate
Figure 08	2032 Baseline PM Traffic Flows	2032	
Figure 09	2032 Baseline 18hr (AAWT) Traffic Flows	2032	

Figure Number	Description	Period	Scenario
Figure 10	Traffic Distribution: Arrivals	N/A	Core
Figure 11	Traffic Distribution: Departures	N/A	
Figure 12	Traffic Distribution: Arrivals	N/A	Bus Gate
Figure 13	Traffic Distribution: Departures	N/A	
Figure 14	Trip Assignment AM Two-Way	AM	Core
Figure 15	Trip Assignment PM Two-Way	PM	
Figure 16	Trip Assignment AAWT Two-Way	AAWT	
Figure 17	Trip Assignment AM Two-Way	AM	Bus Gate
Figure 18	Trip Assignment PM Two-Way	PM	
Figure 19	Trip Assignment AAWT Two-Way	AAWT	

Figure Number	Description	Period	Scenario
Figure 20	Committed Development 25/00566/REM Trip Assignment two-way	AM	Core
Figure 21	Committed Development 25/00566/REM Trip Assignment two-way	PM	
Figure 22	Committed Development 25/00566/REM Trip Assignment two-way	AAWT	
Figure 23	Committed Development 25/00566/REM Trip Assignment two-way	AM	Bus Gate
Figure 24	Committed Development 25/00566/REM Trip Assignment two-way	PM	
Figure 25	Committed Development 25/00566/REM Trip Assignment two-way	AAWT	
Figure 26	Committed Development 22/01148/FUL Trip Assignment two-way	AM	Core
Figure 27	Committed Development 22/01148/FUL Trip Assignment two-way	PM	
Figure 28	Committed Development 22/01148/FUL Trip Assignment two-way	AAWT	
Figure 29	Committed Development 22/01148/FUL Trip Assignment two-way	AM	Bus Gate
Figure 30	Committed Development 22/01148/FUL Trip Assignment two-way	PM	



Figure 31	Committed Development 22/01148/FUL Trip Assignment two-way	AAWT	
Figure 32	Committed Development 25/00045/REM Trip Assignment two-way	AM	Core
Figure 33	Committed Development 25/00045/REM Trip Assignment two-way	PM	
Figure 34	Committed Development 25/00045/REM Trip Assignment two-way	AAWT	
Figure 35	Committed Development 25/00045/REM Trip Assignment two-way	AM	Bus Gate
Figure 36	Committed Development 25/00045/REM Trip Assignment two-way	PM	
Figure 37	Committed Development 25/00045/REM Trip Assignment two-way	AAWT	
Figure 38	Trip Assignment: Committed Development Total	AM	Core
Figure 39	Trip Assignment: Committed Development Total	PM	
Figure 40	Trip Assignment: Committed Development Total	AAWT	
Figure 41	Trip Assignment: Committed Development Total	AM	Bus Gate
Figure 42	Trip Assignment: Committed Development Total	PM	
Figure 43	Trip Assignment: Committed Development Total	AAWT	

Figure Number	Description	Period	Scenario
Figure 44	2027 Without Development AM	AM	Core
Figure 45	2027 Without Development PM	PM	
Figure 46	2027 Without Development AAWT	AAWT	
Figure 47	2027 With Development AM	AM	Core
Figure 48	2027 With Development PM	PM	
Figure 49	2027 With Development AAWT	AAWT	
Figure 50	2032 Without Development AM	AM	Core
Figure 51	2032 Without Development PM	PM	
Figure 52	2032 Without Development AAWT	AAWT	
Figure 53	2032 With Development AM	AM	Core
Figure 54	2032 With Development PM	PM	
Figure 55	2032 With Development AAWT	AAWT	
Figure 56	2032 Without Development AM	AM	Bus
Figure 57	2032 Without Development PM	PM	
Figure 58	2032 Without Development AAWT	AAWT	
Figure 59	2032 With Development AM	AM	Bus Gate
Figure 60	2032 With Development PM	PM	
Figure 61	2032 With Development AAWT	AAWT	



8.0 TRAFFIC IMPACT ASSESSMENT

8.1 Junction Capacity Assessments

8.1.1 Detailed capacity assessments have been carried out at the Birch Business Park / Moss Hall Lane junction.

8.1.2 Junction capacity assessments have been undertaken for the forecast opening year of 2027 and the future assessment year of 2032 (representing the opening year plus five years). The assessments have been completed for both the AM and PM peak hours under the 'Core' and 'Bus Gate' scenarios. The assessment scenarios considered are summarised below: -

- i) Baseline flows – 2027 AM & PM Peak Hours
- ii) Baseline flows – 2032 AM & PM Peak Hours
- iii) Baseline flows - 2032 AM and PM Peak Hours ('Bus Gate' Scenario)
- iv) Do Nothing Scenario - 2032 AM & PM Peak Hours ('Core' Scenario)
- v) Do Nothing Scenario - 2032 AM & PM Peak Hours ('Bus Gate' Scenario)
- vi) Do Something Scenario - 2032 AM & PM Peak Hours ('Core' Scenario)
- vii) Do Something Scenario - 2032 AM & PM Peak Hours ('Bus Gate' Scenario)

8.1.3 The priority-controlled junction has been assessed using the Junctions 10 PICADY analysis software. The key operational output parameters of the software are:

- i) The ratio of flow to capacity (RFC), in which RFC values of less than 1.0 indicate the junction is operating within its ultimate capacity;
- ii) RFC values of less than 0.85 indicate that the junction is operating within its practical capacity threshold, having regard to the accuracy / tolerance of the software; and
- iii) Forecast queues are expressed in PCUs (passenger car units).

Birch Business Park / Moss Hall Lane Junction PICADY Assessment

8.1.4 The results of the PICADY assessment of the Birch Business Park / Moss Hall Lane priority-controlled junction are summarised in **Table 8.1** with the full results provided in **Appendix G** at the end of this report. It should be noted that the junction geometry assessed reflects the existing layout and does not incorporate any proposed NG infrastructure improvements, including the widening of Moss Hall Road (mainline).



Table 8.1 – Birch Business Park / Moss Hall Lane Junction PICADY Results

Approach	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Baseline Flows – 2027 AM & PM Peak Hours						
Stream B-AC	0	8	0.05	0	6	0.13
Stream C-AB	0	5	0.07	0	7	0.01
Baseline Flows – 2032 AM & PM Peak Hours						
Stream B-AC	0	8	0.05	0	6	0.14
Stream C-AB	0	5	0.08	0	7	0.01
Baseline Flows – 2032 AM & PM Peak Hours ('Bus Gate' Scenario)						
Stream B-AC	0	5	0.05	0	6	0.14
Stream C-AB	0	0	0.00	0	0	0.00
Do Nothing Scenario – 2032 AM & PM Peak Hours ('Core' Scenario)						
Stream B-AC	0	7	0.07	0	6	0.15
Stream C-AB	0	5	0.09	0	6	0.01
Do Nothing Scenario – 2032 AM & PM Peak Hours ('Bus Gate' Scenario)						
Stream B-AC	0	7	0.06	0	6	0.15
Stream C-AB	0	0	0.00	0	0	0.00
Do Something Scenario – 2032 AM & PM Peak Hours ('Core' Scenario)						
Stream B-AC	0	8	0.18	0	7	0.28
Stream C-AB	0	6	0.19	0	6	0.06
Do Something Scenario – 2032 AM & PM Peak Hours ('Bus Gate' Scenario)						
Stream B-AC	0	7	0.17	0	7	0.27
Stream C-AB	0	0	0.00	0	0	0.00
A = Moss Hall Lane North, B = Birch Business Park Access, C = Moss Hall Lane South						

8.1.5 The above results demonstrate that a maximum RFC of 0.28 and an associated queue of 0.4 PCU would be experienced during the 2032 Sensitivity Scenario, for the stream B-AC in the PM peak hour.

8.1.6 The results of the junction capacity assessment indicate that the Birch Business Park / Moss Hall Lane Junction is anticipated to operate with sufficient spare capacity in the future year for all peak hour assessment periods and scenarios assessed.

8.2 Percentage Impact Assessment

8.2.1 This subsection considers the impact of development-related traffic on a percentage basis, by comparing the level of development-related traffic to the baseline traffic.

8.2.2 **Table 8.2** shows the predicted changes in two-way background traffic flows within the Study Area for the 2027 and 2032 assessment years, based on the traffic expected from the Proposed Development, and assuming it follows the same distribution patterns as existing traffic.



Table 8.2 – Percentage Impact Assessment – Moss Hall Road (North of Birch Business Park access)

Link Description	2027 Core		2032 Core		2032 Bus	
	AM	PM	AM	PM	AM	PM
HGVs	24%	8%	22%	7%	22%	7%
Lights	17%	11%	16%	10%	59%	41%

8.2.3 Overall, forecast increases in traffic flows are anticipated to remain below 30% of existing background traffic flows across the majority of links within the Study Area under the 2027 core and 2032 core scenarios. As shown in **Table 8.2**, the highest proportional impact is forecast under the 2032 Bus scenario on Moss Hall Road (north of the Birch Business Park access), where light vehicle flows are predicted to increase by up to 59% in the AM peak and 41% in the PM peak. HGV movements on the same link are forecast to increase by up to 22% in the AM peak and 7% in the PM peak under the same scenario.

8.2.4 The guidance on critical thresholds for percentage traffic impacts within the Institute of Environmental Management and Assessment (IEMA) publication ‘*Guidelines for the Environmental Assessment of Traffic and Movement*’ (July 2023) has been considered in the assessment of the results. Although intended to identify highway links that should be included in an environmental impact assessment, it nonetheless offers a useful reference guide for the thresholds at which a development might be considered to cause a material impact on the local highway network.

8.2.5 Paragraph 2.19 of the guidance states:

“Following the determination of a study area, it is recommended the competent traffic and movement expert applies two broad rules of thumb as criteria to assist in delimiting the scale and extent of the environmental assessment:

Rule 1 *include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)*

Rule 2 *include highway links of high sensitivity where traffic flows have increased by 10% or more.”*

8.2.6 Paragraph 2.18 and 2.19 states that:

“Traffic forecasting is not an exact science and the accuracy of projections is open to debate. It is generally accepted that accuracies greater than 10% are not



achievable. It should also be noted that the day-to-day variation of traffic on a road is frequently at least some + or –10%. At a basic level, it should therefore be assumed that projected changes in traffic of less than 10% create no discernible environmental impact.

...the Department for Transport, historically, has assumed that 30%, 60% and 90% changes in traffic levels should be considered as 'slight', 'moderate' and 'substantial' impacts respectively."

- 8.2.7 In light of the above, a link impact of less than 10% can be regarded as negligible, given that natural daily traffic fluctuations often exceed this level. The thresholds of 30%, 60% and 90% may therefore be interpreted as the points at which a development could begin to give rise to slight, moderate, and substantial (i.e. potentially severe) environmental effects, respectively.
- 8.2.8 Based on this approach, and with reference to the figures set out in **Table 8.2**, the impact of development related traffic (total vehicle flows) is considered to fall within the IEMA's 30% and 60% thresholds for a 'slight' and 'moderate' environmental impact.
- 8.2.9 Accordingly, the proposed development is considered to satisfy the test set out in Paragraph 116 of the National Planning Policy Framework (NPPF), which states that development should only be prevented or refused on highways grounds where the residual cumulative impacts on the road network are deemed to be severe.



9.0 SUMMARY AND CONCLUSIONS

9.1 Summary

- 9.1.1 Axis have been appointed by Yeagate Limited ('the Applicant') to provide highways and transport advice in relation to an outline planning consent for the employment development of The Field, Birch Business Park, consisting of two units with a combined floorspace of 12,241m² for B2/B8 use ('the Proposed Development'), located in Birch Business Park, Rochdale ('the Site').
- 9.1.2 The Site covers an area of 3.9 hectares and is located in an industrial area between Bury to the northwest and Middleton to the southeast. It is bordered by Birch Business Park to the south and open fields in all other directions.
- 9.1.3 Vehicular and pedestrian access to the Site is currently provided via a priority junction off the internal road within Birch Business Park, located to the south of the Site. This junction is being formalised as part of the development.
- 9.1.4 Analysis of accident data has been undertaken for the local highway network within the most recently available 5-year period. Overall, it is considered that there are no discernible clusters of accidents that would be cause for concern. Therefore, the existing accident record does not present a material concern in the context of the Proposed Development and the local vehicular access route.
- 9.1.5 While the Site has a reasonable level of accessibility by non-car modes, being within walking and cycling distance of surrounding settlements and served by bus and train services, the nature of the business park development means that travel by sustainable transport modes may be limited, particularly for staff and visitors commuting from further afield. Nonetheless, the location does support some potential for travel by walking, cycling, and public transport.
- 9.1.6 Unit A will be supported by a total of 65 car parking spaces, 8 accessible car parking spaces 12 cycle parking spaces, and 3 powered two-wheeler parking spaces. Unit B will be supported by a total 56 car parking spaces, 8 accessible car parking spaces, 12 cycle parking spaces, and 3 powered two-wheeler parking spaces and the report has demonstrated that this level of provision will be sufficient to cater for the forecast demand associated with the Proposed Development.



- 9.1.7 As the access road within Birch Business Park is privately managed as part of the estate, waste collection is not provided by the local authority. Instead, individual businesses are responsible for arranging their own commercial waste removal through licensed private contractors, in accordance with local regulations. It is therefore expected that the occupants of units A and B will follow this arrangement. The detailed swept path analysis included in this report demonstrates that the new access from the Birch Business Park internal road has suitable geometry to accommodate refuse vehicle access.
- 9.1.8 Average weekday trip rates have been derived from the industry-standard TRICS database in order to forecast the trips that might be generated by the Proposed Development. This demonstrates that the Proposed Development is forecast to generate a total of 156 two-way vehicle trips in the weekday AM peak hour of which 10 are OGV trips and 121 two-way trips in the weekday PM peak hour of which 3 are OGV trips and 2,115 two-way vehicle trips over the course of an average weekday of which 95 are OGV trips.
- 9.1.9 Traffic modelling and percentage impact assessment have been undertaken as part of this Transport Assessment. The results demonstrate that the level of development-related traffic would not have an adverse effect on the safety or operation of the local highway network.

9.2 Conclusions

- 9.2.1 Based on the evidence presented in this report, the Proposed Development is considered to meet the requirements of Paragraph 116 of the NPPF, which states that developments should only be prevented or refused if the traffic impacts on the road network are deemed 'severe'.
- 9.2.2 Therefore, it is considered that there should be no reason to withhold planning permission from a transport perspective.



Traffic Flow Figures



Appendix A – Highways Scoping



Highway Scoping Note

Prepared for: Yeagate Limited

July 2025

5248

1.0 INTRODUCTION

Summary

- 1.1.1 AXIS have been appointed by Yeagate Limited ('the Applicant') to provide highways and transport advice in support of an outline planning application for the development of The Field, Birch Business Park, Rochdale, consisting of the construction of two new units (Units A & B) for B2/B8 warehouse use. Units A & B will have floor areas of 6,452 sq. m and 5,789 sq. m respectively. These will be supported by a total of 65 and 56 car parking spaces (including 8 accessible bays in each parking area).
- 1.1.2 This Highways Scoping Note (HSN) seeks to identify preliminary traffic generation estimates associated with the proposed development. In the light of the traffic generation exercise, the note sets out a suggested scope for the preparation of a formal Transport report to support a forthcoming planning application for the proposal.
- 1.1.3 It is considered that a Transport Assessment (TA) report will be necessary to support this planning application, as it will provide a comprehensive evaluation of the potential impacts of the proposed development on the local transport network. The report will help to ensure that any anticipated traffic generation, access arrangements, and transportation needs are adequately addressed, thereby assisting the local highways authority in making an informed decision regarding the proposal.

TA Report Structure

- 1.1.4 The TA report will consider the following scope of assessment:



- i) **Summary of Scoping / Pre-Application Engagement:** This section will outline the key outcomes of any scoping discussions or pre-application consultations held with the local highway authority. It will summarise any agreed parameters for the assessment, including study area, assessment years, methodologies, and assumptions, ensuring that the TA aligns with local and national transport planning policy requirements;
- ii) **Review of Existing Site Conditions:** A comprehensive review will be undertaken of the current conditions surrounding the site. This will include a description of the site location and its existing land use, an overview of the local highway network, and an analysis of historical road safety records (accident data). Additionally, the review will assess sustainable transport options available including connectivity to surrounding areas. Baseline traffic flow data will also be presented to establish current traffic volumes and patterns as a benchmark for assessing development impact;
- iii) **Description of the Proposed Development:** This section will provide a clear description of the proposed development, including its land use, scale, and operational characteristics. Details of the proposed vehicular access arrangements will be provided, including junction layout and visibility standards. A forecast of the development's trip generation will be included, using the industry-standard Trip Rate Information Computer System TRICS, along with trip distribution and assignment to the surrounding network;
- iv) **Detailed Highway Impact Assessment:** The TA will present a detailed analysis of the potential highway impacts resulting from the proposed development. This will include a percentage impact assessment on key links and junctions in the local highway network, with a particular focus on the Birch Business Park / Moss Hall Road priority junction, where detailed junction modelling (PICADY) will be undertaken. The assessment will consider both the operational capacity and potential mitigation measures, if necessary, to accommodate the development traffic; and
- v) **Summary and Conclusion:** The final section will summarise the key findings of the TA and provide a clear conclusion on the acceptability of the proposed development from a transport and highways perspective. It will highlight any identified impacts, outline recommended mitigation strategies (if required), and confirm the proposal's alignment with relevant planning policy and transport objectives.



- 1.1.5 The following sections provide greater detail as to what each of the report chapters of the TA report would cover.

2.0 RELEVANT SITE PLANNING HISTORY

- 2.1.1 The site falls within the Green Belt however following the adoption of Places for Everyone (PfE), (The joint development plan recently adopted by nine boroughs across Greater Manchester), Birch Business Park and the surrounding area are being removed from the Green Belt and allocated for employment development.

Existing Uses

- 2.1.2 The existing site area is semi-rural in nature and forms partially cleared land, having been used for land preparation and/or material storage.
- 2.1.3 To the western boundary there is a small pond or drainage basin which appears to have been created during site works.
- 2.1.4 The north and east of the site is bordered by green fields, likely used for agriculture or left as open grassland. The western boundary is bordered by the drainage basin. The northern and eastern edges of the site are screened by a tree / shrub buffer zone providing a transitional area between the cleared area and the surrounding greenfield. The southern boundary is clearly defined by industrial / commercial buildings access to the site if facilitated via the industrial estate.

3.0 SITE LOCATION AND EXISTING CONDITIONS

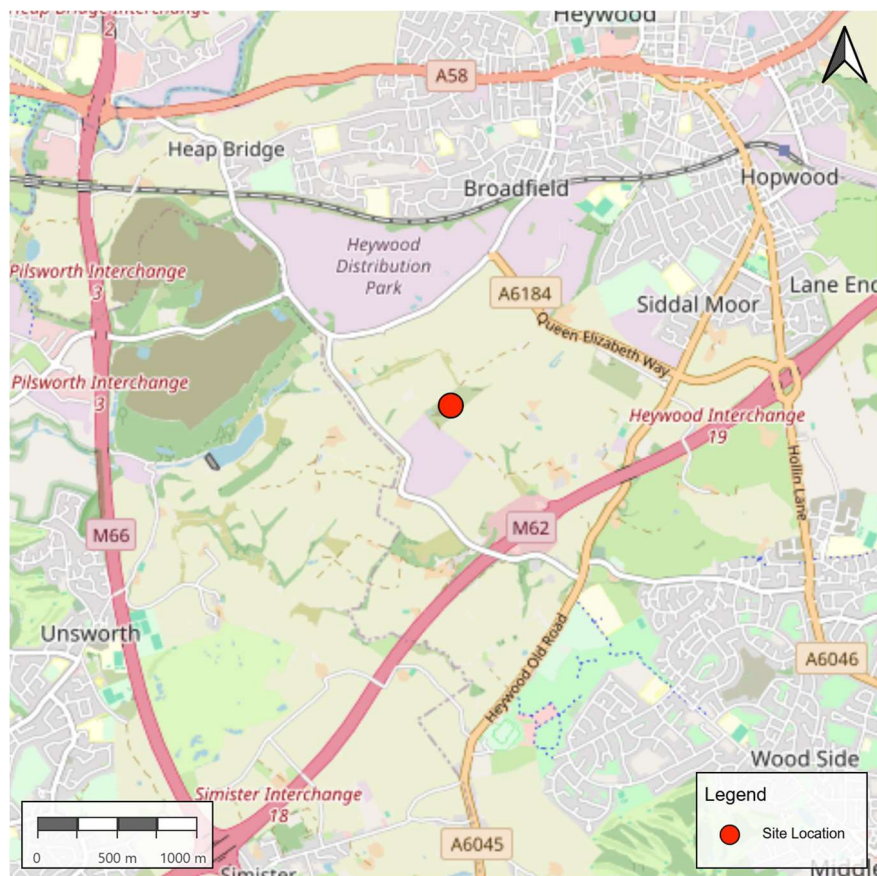
Site Location

- 3.1.1 'The Field' at Birch Business Park (hereafter referred to as the Site), comprises an area of 3.9 ha, situated in an industrial location, between Bury in the northwest and Middleton in the southeast. It is bound by the motorway network which includes the M62 in the south and the M60 in the west.
- 3.1.2 The site is partially disturbed site, likely to have been previously used for groundwork activities and/or the temporary storage of materials. Access to the site is facilitated through the wider business park.
- 3.1.3 In terms of its surroundings, the site is bound to the:
- i) North by agricultural fields and associated hedgerow boundaries;
 - ii) East by agricultural fields;



- iii) South by the business park; and
 - iv) West by an existing drainage basin and wider agricultural fields.
- 3.1.4 Access to the site will be provided via the internal Birch Business Park access road, with a new priority junction to be constructed at its northeastern end.
- 3.1.5 The existing Birch Business Park access road is circa 258m tarmacked road of circa 7.22m in width characterised with footways and lighting on either side.
- 3.1.6 Access to the Business Park is provided via a priority junction on Moss Hall Road. Two entry lanes, each controlled by security barriers, accommodate regular staff and visitor access separately. Exit from the site is via a single outbound lane, also managed with a security barrier.
- 3.1.7 Moss Hall Road provides access to the wider strategic highway network which includes A58 Bury New Road and M66 motorway. In the south easterly direction Moss Hall Road leads to Heywood Old Road which in turn provides access to Junction 19 of the M62.
- 3.1.8 The location of the site in the context of the wider highway network is illustrated on **Image 3.1** following:

Image 3.1 – Site Location and Highway Network Plan

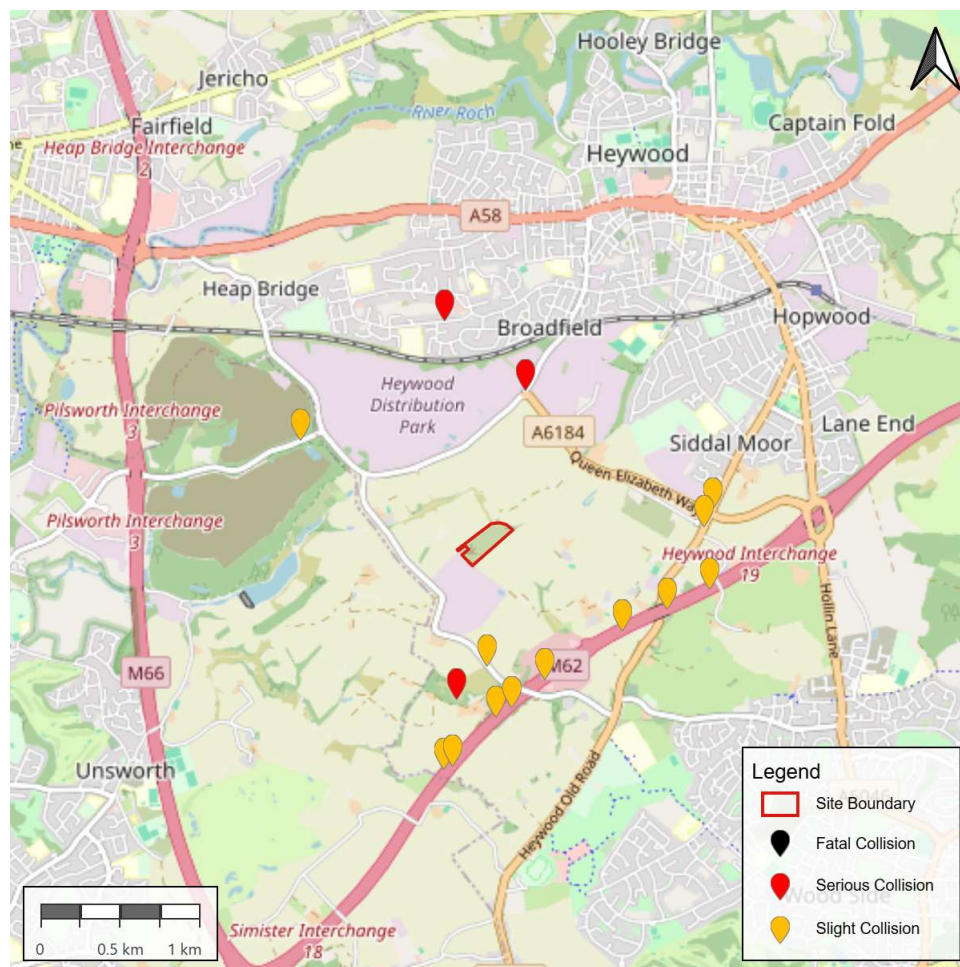


- 3.1.9 Moss Hall Road is a two-way single lane Local Distributor Road that runs in a north-westerly to south-easterly direction between Pilsworth Road in the north-west and the A6045 in the south-east.

Highway Safety

- 3.1.10 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the online CrashMap website¹. Data was extracted for the most recently available 3-year period (2021 to 2023 inclusive). The location and severity of the accidents are shown on **Image 3.2** following.

Image 3.2 – PIA Data



- 3.1.11 Review of **Image 3.2** demonstrates that a total of 15 incidents have been recorded within the general vicinity of the Site between 2021 and 2023 (inclusive). Of these:

¹ <https://www.crashmap.co.uk/Search>

- i) 12 'slight' severity accidents were recorded;
- ii) 3 'serious' severity accidents were recorded; and
- iii) 0 were recorded as fatal.

3.1.12 **Table 3.1** highlights the overall incidents in the vicinity of the site.

Table 3.1 – Total PIA Collisions

Study Area	Slight Collisions	Serious Collisions	Fatal Collisions	Total Collisions
0.3 km	12	3	0	15

3.1.13 The accident record does not indicate any concentration of accidents or unusual patterns when compared to the wider highway network. Road safety does not therefore cause a material concern in the context of the Proposed Development.

Sustainable Transport Connections

3.1.14 The application site is located within walking distance to a limited number of residential properties. Should the site be used for B8 uses the typical staff will be low to moderate, conversely B2 uses will have a moderate to high level of employees.

3.1.15 While a B8 use is expected to generate a modest number of trips via sustainable travel modes, such as walking, cycling, and public transport, it is important to account for the potential for a significantly higher proportion of such trips should the development be occupied for B2 uses.

3.1.16 The TA report will therefore examine the accessibility of the site by non-car modes of transport through consideration of the following modes of transport:

- i) Accessibility on foot;
- ii) Accessibility by cycle; and,
- iii) Accessibility on public transport.

4.0 DEVELOPMENT PROPOSALS

4.1.1 The application involves the construction of two new units (Units A & B) for either B2 or B8 warehouse use. Unit A will have a floor area of 6,452 sq m and Unit B will have a floor area of 5,789 sq m.



Access

- 4.1.2 Traffic would enter the Site using the existing priority access junction to Birch Business Park from Moss Hall Road. Vehicles would travel north east via the internal site road. A new priority access junction would be formed at the end of the existing site access road, providing access to 'The Field' and the new industrial units.
- 4.1.3 A two-way single lane route would be created, providing access both to the service yards and car parking areas associated with each unit.

Parking

- 4.1.4 Unit A will be supported by a total of 65 car parking spaces, 8 accessible car parking spaces 12 cycle parking spaces, and 3 powered two-wheeler parking spaces. Unit B will be supported by a total 56 car parking spaces, 8 accessible car parking spaces, 12 cycle parking spaces, and 3 powered two-wheeler parking spaces.
- 4.1.5 Rochdale Council's currently adopted parking standards are contained in **Appendix 5** of the Rochdale Core Strategy (adopted October 2016).
- 4.1.6 **Table 4.1** sets out the relevant parking standards and the resultant parking requirements when these standards are applied to the Proposed Development.

Table 4.1 – Application of Rochdale Council's Adopted Car Parking Standards

Use	Car Parking Standards (Max)	Cycle Parking Standards (Min)	Powered Two Wheeler Parking Standards (Min)	Disabled Car Parking Standards (min)
Standards	1 per 60m ²	1 per 700m ²	1 per 2800m ²	3 bays or 6% of total capacity (whichever is the greater)
Unit A	108	10	3	7
Unit B	96	9	3	6
Total	204	19	6	13

- 4.1.7 Review of **Table 4.1** demonstrates that the Proposed Development is required to provide a maximum of 204 car parking spaces, a minimum of 19 cycle parking spaces, a minimum of 6 powered two-wheeler parking spaces and a minimum of 13 disabled parking spaces in accordance with the council's currently adopted parking standards. The Proposed Development therefore meets Rochdale Council's parking requirements.



5.0 FORECAST TRIP GENERATION

- 5.1.1 To determine trip rates for the Proposed Development comprising B2/B8 uses, all potential site uses have been considered (to include industrial unit, industrial estate, warehouse (self-storage), warehousing (commercial) and parcel distribution centre, with the highest trip-generating scenario selected to ensure a robust assessment.
- 5.1.2 Since the highest trip-generation scenario is a parcel distribution centre, the following search criteria has been applied within the TRICS database:
- i) TRICS land use category – “Parcel Distribution Centre (02/G)”;
 - ii) Mainland Britain sites only;
 - iii) Weekday surveys only;
 - iv) Location types: “Edge of Town and Neighbourhood Centre”;
 - v) Selection by gross floor area; and
 - vi) Date range: 01/01/2016 – 23/11/2023.
- 5.1.3 The full TRICS outputs are contained in **Appendix A** and **Table 5.1** summarises the weekday peak hour vehicle trip rates (per 100 m²) and the resultant vehicle traffic generated when these trip rates are applied to the Proposed Development. **Table 5.2** presents the corresponding OGV trip rates (per 100 m²) and the associated OGV traffic generation for the Proposed Development.

Table 5.1 – Vehicle Trip Rates and Traffic Generation Forecasts – Proposed Use

Time Period	Trip Rates (per 100 m ²)			Proposed Use Traffic Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
08:00-09:00	0.429	0.359	0.788	53	44	96
17:00-18:00	0.394	0.628	1.022	48	77	125
Daily	7.257	7.264	14.521	888	889	1778

Table 5.2 – OGV Trip Rates and OGV Traffic Generation Forecasts – Proposed Use

Time Period	Trip Rates (per 100 m ²)			Proposed Use HGV Traffic Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
08:00-09:00	0.095	0.108	0.203	12	13	25
17:00-18:00	0.091	0.113	0.204	11	14	25
Daily	2.215	2.221	4.436	271	272	543



- 5.1.4 As shown in **Table 5.1**, the Proposed Development is forecast to generate a total of 96 two-way vehicle trips in the weekday AM peak hour of which 25 are OGV trips and 125 two-way trips in the weekday PM peak hour of which 25 are OGV trips. This equates to approximately 1 two-way vehicle trip every 0.625 minutes in the AM peak hour and 1 two-way vehicle trip every 0.48 minutes in the PM peak hour, on average. For OGVs specifically, this corresponds to two trips every 5.0 minutes in the AM and PM peak hours, on average.
- 5.1.5 When assessed on a daily basis, the proposed development could generate 1,778 two-way vehicle trips of which 543 are OGV trips.

6.0 HIGHWAYS ANALYSIS

Percentage Impact

- 6.1.1 A percentage link impact assessment has been undertaken utilising traffic count data recently obtained between 1st and 8th July 2025. The data obtained includes an ATC along Moss Hall Lane north of the business park access and an MCTC at the Birch Business Park / Moss Hall Lane priority access.
- 6.1.2 Assessments have been undertaken for a future year of 2030, i.e. year of application plus 5 years.
- 6.1.3 The future year traffic flows have been estimated by applying growth factors to the 2025 observed flows for the AM and PM peak hours. The growth factors have been calculated from TEMPro (version 8.1) and are based on the NTM 2022 Core Scenario for all road types in the region. Specifically, the growth factors have been calculated for TEMPro zone 'Rochdale 020' MSOA; the area in which the Site is located.
- 6.1.4 The resultant locally adjusted local growth figures used to estimate the future year traffic flows are set out in Table 6.1.

Table 6.1 – TEMPro Growth Factors

Area	Growth Factors 2025 – 2030		
	AM Period	PM Period	Daily
Rochdale 020	1.0610	1.0615	1.0622

- 6.1.5 The percentage link analysis of the forecast development movements on Moss Hall Lane are illustrated within **Table 6.1** following:



Table 6.2 – Percentage Link Impact Assessment (2030)

	Moss Hall Lane (Two-way Flows)		Proposed Development Traffic Flows (Two-way movements)		Percentage Impact (%)	
	Total Vehicles	HGVs	Total Vehicles	HGVs	Total Vehicles	HGVs
AM Peak (08:00-09:00)	341	62	96	25	28%	41%
PM Peak (17:00-18:00)	452	55	125	25	28%	45%
AADT	5254	852	1778	543	34%	64%

6.1.6 The proposed development is expected to increase traffic on Moss Hall Lane, with total vehicle flows rising by 28–34% and HGV movements increasing by 41–64%. The impact is most pronounced for HGVs, particularly during an average day where HGV traffic more than halves the baseline. Both AM and PM peak periods show consistent increases in overall and heavy vehicle movements.

6.1.7 The March 2007 Guidance on Transport Assessment (GoTA) brought the previous guidance on the assessment of the transport implications of development proposals (The guidelines for Traffic Impact Assessment, published by the Institution of Highways and Transportation (IHT)) up to date. Whilst the 1994 guidance, which referred to assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background growth, is no longer deemed an acceptable mechanism, it is still a useful point of reference.

6.1.8 Although intended to instruct the scope of EIA documents, the IEMA publication ‘Guidelines for the Environmental Assessment of Road Traffic (1993) also provides a useful reference point for the extent to which a change in traffic might result in a significant environmental effect. In particular paragraph 3.15 states that;

“To assist the assessor it is suggested that two broad rules-of-thumb could be used as a screening process to delimit the scale and extent of the assessment. The rules are described and justified in the following paragraphs:

- i) *include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)*
- ii) *include any other specifically sensitive areas where traffic flows have increased by 10% or more.”*

6.1.9 The guidance also states that:



“Traffic forecasting is not an exact science, and the accuracy of projections is open to debate. It is generally accepted that accuracies greater than 10% are not available. It should be noted that the day-to-day variation of traffic on a road is frequently at least some + or – 10%. At a basic level, it should therefore be assumed that projected changes in traffic of less than 10% create no discernible environmental impact....”

6.1.10 Furthermore, GoTA sets indicative thresholds for Transport Assessments. Appendix B states that developments generating 30 or more two-way vehicle movements in any hour should require a full TA..

6.1.11 Based on both guidance thresholds and the projected percentage increase in traffic, derived from the 2030 background traffic flow data, it is recommended that a detailed highway assessment be carried out at the Moss Hall Lane and Birch Business Park access junction.

7.0 Summary and Conclusions

7.1.1 The TA report will be summarised with a series of conclusions.





Highways and Engineering Service

Economy and Environment

Pre-application advice on behalf of Head of Highways and Engineering

Pre-application: PREAPP-00118-25

Date Received: 09 December 2025

Date of Response: 16 December 2025

PROPOSAL:

Erection of 2 Industrial Warehouse Units.

CONSULTATION REPORT:

The application site is removed from the built up area. It is unclear where the nearest public transport links can be accessed from. This should be considered as part of subsequent applications under the Transport Assessment.

The traffic generation associated with usage will need to be considered with junctions in the proximity being fully assessed for capacity.

The level of parking provided appears to be adequate.

The proposed site access would appear to be suitable but a swept path analysis of HGVs should be included within the Transport Assessment.

No PROW will be obstructed by this proposal.

We have no new road safety concerns as a result of this proposal

The plans indicate separate areas for servicing/deliveries keeping private vehicles and HGVs separated which is ideal.

AMENDMENTS TO CONSULTATION RESPONSE:

No amendments to report

OFFICERS RECOMMENDATION:

We have no objection to this proposal in principle but a comprehensive Transport Assessment should be undertaken to support any future applications submitted.

SIGNED:

John Gilligan 16/12/2025

Appendix B – Survey Data





MERCURY
TRAFFIC SURVEYS LTD

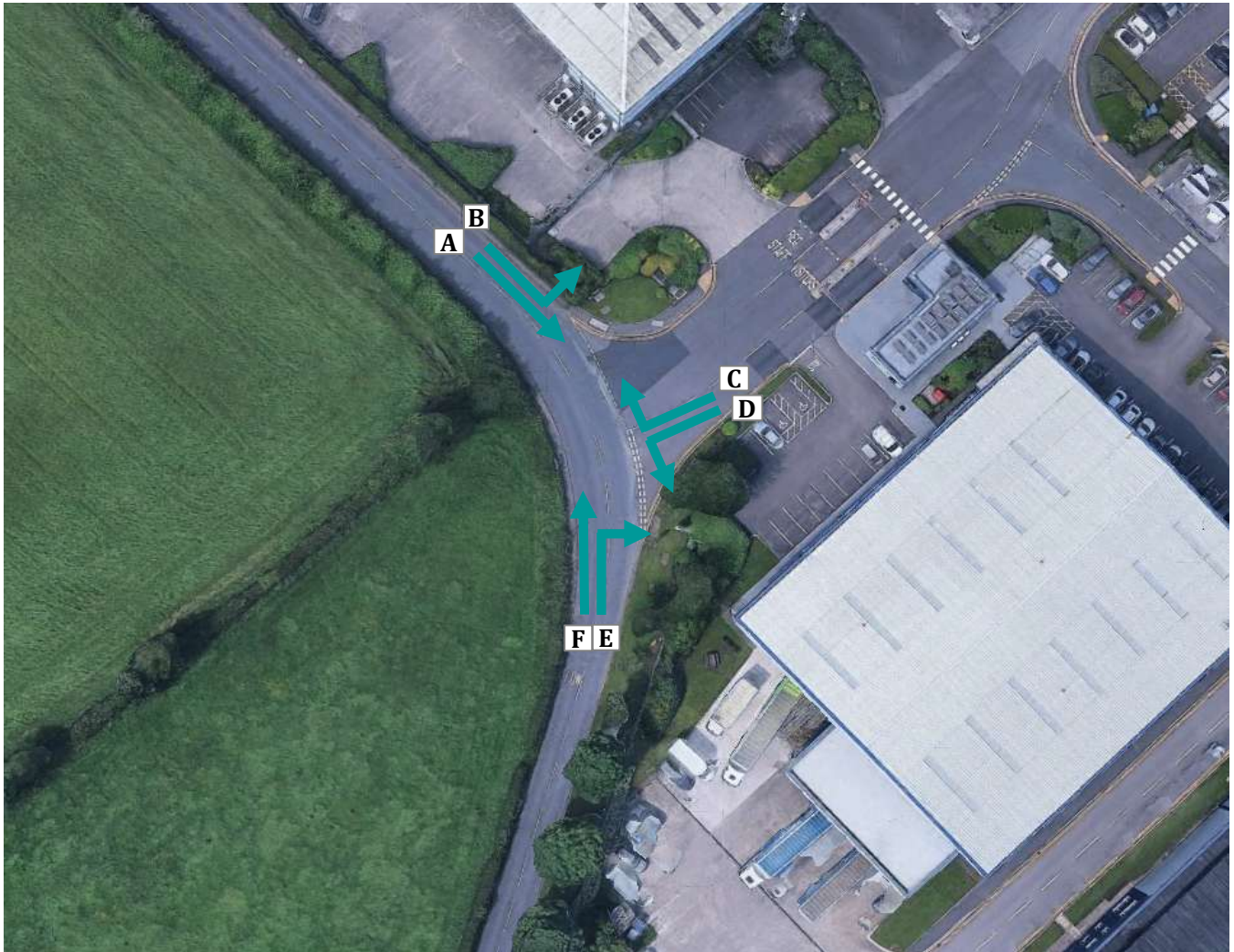
CLIENT: AXIS

PROJECT NUMBER: 250610

PROJECT MANAGER: ADAM CARTER

DATE: TUES 1ST JULY 2025

SURVEY DESCRIPTION: BIRCH INDUSTRIAL PARK - MCTC - SITE PLAN





PROJECT NUMBER: 250610

DATE: TUES 1ST JULY 2025

SURVEY DESCRIPTION: BIRCH INDUSTRIAL PARK - MCTC

		MOVEMENT A							MOVEMENT B							
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	
07:00	- 07:15	13	1	0	0	0	0	2	7	3	1	0	0	0	0	
07:15	- 07:30	18	5	0	0	0	0	0	10	0	0	0	0	0	0	
07:30	- 07:45	27	4	0	0	0	1	0	9	2	0	0	0	1	0	
07:45	- 08:00	42	2	0	0	0	0	0	12	2	0	0	0	0	0	
TOTAL		100	12	0	0	0	1	2	38	7	1	0	0	1	0	
08:00	- 08:15	41	6	0	0	0	0	0	8	1	0	1	0	0	0	
08:15	- 08:30	40	11	1	0	0	0	0	13	3	1	2	0	0	0	
08:30	- 08:45	29	5	0	0	0	0	0	11	2	0	0	0	0	0	
08:45	- 09:00	24	2	0	0	0	1	0	7	2	1	2	0	0	0	
TOTAL		134	24	1	0	0	1	0	39	8	2	5	0	0	0	
09:00	- 09:15	21	3	1	0	0	0	0	5	2	1	0	0	0	0	
09:15	- 09:30	20	0	0	0	0	0	0	3	1	1	1	0	0	0	
09:30	- 09:45	16	7	1	0	0	0	0	3	1	2	4	0	0	0	
09:45	- 10:00	15	6	1	0	0	0	0	4	4	2	2	0	0	0	
TOTAL		72	16	3	0	0	0	0	15	8	6	7	0	0	0	
10:00	- 10:15	9	1	1	1	0	0	0	3	0	3	3	0	0	0	
10:15	- 10:30	16	1	0	0	0	0	0	1	3	2	2	0	0	0	
10:30	- 10:45	20	5	0	1	0	1	0	4	6	1	3	0	0	0	
10:45	- 11:00	26	2	0	0	0	0	0	1	2	2	3	0	0	0	
TOTAL		71	9	1	2	0	1	0	9	11	8	11	0	0	0	
11:00	- 11:15	13	3	0	0	0	0	0	2	2	2	3	0	0	0	
11:15	- 11:30	23	4	0	0	0	1	0	1	1	2	4	0	0	0	
11:30	- 11:45	17	6	1	0	0	0	0	2	3	0	4	0	0	0	
11:45	- 12:00	16	3	0	0	0	0	0	2	4	0	2	0	0	0	
TOTAL		69	16	1	0	0	1	0	7	10	4	13	0	0	0	
12:00	- 12:15	15	1	0	0	0	0	0	1	3	1	0	0	0	0	
12:15	- 12:30	14	1	0	0	0	0	0	4	7	2	2	0	0	0	
12:30	- 12:45	26	2	0	0	0	0	0	3	4	2	3	0	0	0	
12:45	- 13:00	29	3	0	1	0	0	1	6	1	1	1	0	0	0	
TOTAL		84	7	0	1	0	0	1	14	15	6	6	0	0	0	
PERIOD TOTAL		530	84	6	3	0	4	3	122	59	27	42	0	1	0	
13:00	- 13:15	28	0	1	0	0	1	1	3	3	2	0	0	0	0	
13:15	- 13:30	15	4	0	0	0	0	2	5	2	2	2	0	0	1	
13:30	- 13:45	29	4	0	0	0	0	1	3	3	2	3	0	0	0	
13:45	- 14:00	21	1	0	0	0	0	0	5	1	2	1	0	0	0	
TOTAL		93	9	1	0	0	1	4	16	9	8	6	0	0	1	
14:00	- 14:15	28	3	0	0	0	1	0	2	5	1	1	0	0	0	
14:15	- 14:30	27	4	0	0	0	0	1	0	2	3	1	0	0	0	
14:30	- 14:45	35	4	0	0	0	2	0	3	0	3	2	0	0	0	
14:45	- 15:00	36	5	1	0	0	3	0	1	0	5	4	0	0	0	
TOTAL		126	16	1	0	0	6	1	6	7	12	8	0	0	0	
15:00	- 15:15	24	1	2	0	0	0	1	1	2	1	1	0	0	0	
15:15	- 15:30	19	4	0	0	0	0	0	0	3	0	1	0	0	0	
15:30	- 15:45	31	1	0	0	0	0	1	0	2	3	0	0	0	0	
15:45	- 16:00	43	4	0	1	0	0	0	0	3	0	0	0	0	0	
TOTAL		117	10	2	1	0	0	2	1	10	4	2	0	0	0	
16:00	- 16:15	27	8	0	0	0	1	0	2	0	4	1	0	0	0	
16:15	- 16:30	32	6	0	0	0	2	0	2	1	3	1	0	0	0	
16:30	- 16:45	32	5	0	0	0	0	0	1	3	1	0	0	0	0	
16:45	- 17:00	25	9	0	0	0	2	0	0	2	2	2	0	0	0	
TOTAL		116	28	0	0	0	5	0	5	6	10	4	0	0	0	
17:00	- 17:15	28	2	0	0	0	1	1	1	1	1	3	0	0	0	
17:15	- 17:30	42	8	0	0	0	1	0	1	0	3	2	0	0	0	
17:30	- 17:45	39	4	0	0	0	0	0	2	0	1	1	0	0	0	
17:45	- 18:00	43	1	0	0	0	0	1	3	1	1	5	0	0	0	
TOTAL		152	15	0	0	0	2	2	7	2	6	11	0	0	0	
18:00	- 18:15	25	2	0	0	0	0	0	0	0	1	1	0	0	0	
18:15	- 18:30	23	1	0	0	0	1	1	1	1	3	1	0	0	0	
18:30	- 18:45	20	2	0	0	0	0	1	0	0	0	3	0	0	0	
18:45	- 19:00	26	2	0	0	0	0	0	1	1	0	1	0	0	0	
TOTAL		94	7	0	0	0	1	2	2	2	4	6	0	0	0	
PERIOD TOTAL		698	85	4	1	0	15	11	37	36	44	37	0	0	1	
DAILY TOTAL		1228	169	10	4	0	19	14	159	95	71	79	0	1	1	
GRAND TOTAL				1444							406					

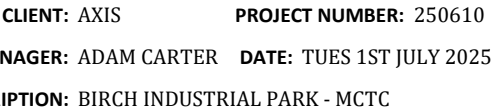


PROJECT NUMBER: 250610

DATE: TUES 1ST JULY 2025

SURVEY DESCRIPTION: BIRCH INDUSTRIAL PARK - MCTC

		MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	- 07:15	5	0	2	3	0	0	0	0	0	0	0	0	0	0
07:15	- 07:30	1	0	0	1	0	0	0	1	2	1	0	0	0	0
07:30	- 07:45	0	0	0	1	0	0	0	0	2	0	0	0	0	0
07:45	- 08:00	1	1	2	0	0	0	0	2	2	0	0	0	0	0
TOTAL		7	1	4	5	0	0	0	3	6	1	0	0	0	0
08:00	- 08:15	0	1	2	1	0	0	0	0	0	0	0	0	0	0
08:15	- 08:30	2	1	2	1	0	0	0	0	1	0	0	0	0	0
08:30	- 08:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0
08:45	- 09:00	3	2	1	0	0	0	0	0	2	0	0	0	0	0
TOTAL		5	5	5	2	0	0	0	1	4	0	0	0	0	0
09:00	- 09:15	1	2	2	2	0	0	0	1	0	0	0	0	0	0
09:15	- 09:30	2	0	2	1	0	0	0	2	2	1	0	0	0	0
09:30	- 09:45	1	3	1	0	0	0	0	0	2	1	0	0	0	0
09:45	- 10:00	0	3	6	3	0	0	0	1	1	2	0	0	0	0
TOTAL		4	8	11	6	0	0	0	4	5	4	0	0	0	0
10:00	- 10:15	2	1	2	1	0	0	0	2	1	1	0	0	0	0
10:15	- 10:30	1	1	0	1	0	0	0	3	0	0	0	0	0	1
10:30	- 10:45	4	4	3	4	0	0	0	1	3	1	0	0	0	0
10:45	- 11:00	0	3	1	2	0	0	0	1	1	0	0	0	0	0
TOTAL		7	9	6	8	0	0	0	7	5	2	0	0	0	1
11:00	- 11:15	0	4	3	3	0	0	0	0	3	2	0	0	0	0
11:15	- 11:30	0	2	6	1	0	0	0	0	2	2	0	0	0	0
11:30	- 11:45	2	2	1	1	0	0	0	1	0	0	0	0	0	0
11:45	- 12:00	0	1	0	4	0	0	0	3	0	0	0	0	0	0
TOTAL		2	9	10	9	0	0	0	4	5	4	0	0	0	0
12:00	- 12:15	6	2	0	0	0	0	0	2	1	0	1	0	0	0
12:15	- 12:30	7	1	0	6	0	0	0	2	2	2	0	0	0	0
12:30	- 12:45	3	4	3	2	0	0	0	1	0	1	0	0	0	0
12:45	- 13:00	5	5	1	3	0	0	0	3	1	0	0	0	0	0
TOTAL		21	12	4	11	0	0	0	8	4	3	1	0	0	0
PERIOD TOTAL		46	44	40	41	0	0	0	27	29	14	1	0	0	1
13:00	- 13:15	7	1	2	4	0	0	0	1	1	1	0	0	0	0
13:15	- 13:30	0	2	1	1	0	0	0	3	4	0	0	0	0	0
13:30	- 13:45	3	2	2	1	0	0	0	1	0	1	0	0	0	0
13:45	- 14:00	3	1	4	1	0	0	0	3	2	1	0	0	0	0
TOTAL		13	6	9	7	0	0	0	8	7	3	0	0	0	0
14:00	- 14:15	5	3	0	2	0	0	0	4	1	1	0	0	0	0



		MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	- 07:15	3	2	0	0	0	0	0	33	9	0	0	0	3	0
07:15	- 07:30	10	2	0	0	0	0	0	33	2	0	0	0	2	0
07:30	- 07:45	6	2	0	0	0	1	0	38	7	0	0	0	0	0
07:45	- 08:00	7	1	0	0	0	0	0	31	4	0	0	0	0	1
TOTAL		26	7	0	0	0	1	0	135	22	0	0	0	5	1
08:00	- 08:15	4	3	0	0	0	0	0	29	4	0	0	0	0	0
08:15	- 08:30	9	1	0	0	0	1	1	29	5	1	0	0	0	1
08:30	- 08:45	9	2	0	0	0	0	0	34	3	1	0	0	0	0
08:45	- 09:00	5	3	0	0	0	0	0	34	4	0	0	0	0	1
TOTAL		27	9	0	0	0	1	1	126	16	2	0	0	0	2
09:00	- 09:15	7	4	0	1	0	0	0	42	5	1	0	0	0	0
09:15	- 09:30	6	1	1	0	0	0	0	28	5	0	0	0	0	0
09:30	- 09:45	4	1	0	0	0	0	0	24	2	1	0	0	0	0
09:45	- 10:00	4	0	0	0	0	0	0	18	4	0	0	0	0	0
TOTAL		21	6	1	1	0	0	0	112	16	2	0	0	0	0
10:00	- 10:15	5	2	0	0	0	0	0	21	1	0	0	0	0	1
10:15	- 10:30	7	1	0	0	0	0	0	19	2	1	0	0	0	0
10:30	- 10:45	2	1	0	0	0	0	0	19	1	0	0	0	1	1
10:45	- 11:00	2	1	2	0	0	0	0	16	2	2	0	0	1	0
TOTAL		16	5	2	0	0	0	0	75	6	3	0	0	2	2
11:00	- 11:15	1	1	1	1	0	0	0	10	0	1	0	0	0	0
11:15	- 11:30	1	1	0	0	0	0	0	14	2	0	0	0	0	0
11:30	- 11:45	1	2	0	0	0	0	0	20	1	0	0	0	1	0
11:45	- 12:00	0	2	0	0	0	0	0	18	2	0	1	0	0	0
TOTAL		3	6	1	1	0	0	0	62	5	1	1	0	1	0
12:00	- 12:15	3	1	1	1	0	0	0	20	7	1	0	0	0	0
12:15	- 12:30	4	4	1	0	0	0	0	25	4	0	0	0	0	0
12:30	- 12:45	0	3	0	0	0	0	0	19	2	0	0	0	0	0
12:45	- 13:00	0	0	1	0	0	0	0	21	4	0	0	0	0	1
TOTAL		7	8	3	1	0	0	0	85	17	1	0	0	0	1
PERIOD TOTAL		100	41	7	3	0	2	1	595	82	9	1	0	8	6
13:00	- 13:15	3	5	2	0	0	0	0	16	0	0	0	0	0	0
13:15	- 13:30	0	0	1	0	0	0	0	23	6	0	0	0	0	0
13:30	- 13:45	0	2	1	0	0	0	0	26	6	0	0	0	0	0
13:45	- 14:00	2	1	0	0	0	0	0	19	2	0	1	0	0	0
TOTAL		5	8	4	0	0	0	0	84	14	0	1	0	0	0
14:00	- 14:15	0	1	0	0	0	0	0	21	5	2	0	0	0	0
14:15	- 14:30	0	3	0	0	0	0	0	25	3	0	0	0	0	0
14:30	- 14:45	1	3	1	0	0	0	0	25	1	0	0	0	0	0
14:45	- 15:00	1	3	1	2	0	0	0	28	3	0	0	0	0	0
TOTAL		2	10	2	2	0	0	0	99	12	2	0	0	0	0
15:00	- 15:15	1	2	1	0	0	0	0	22	8	1	0	0	0	0
15:15	- 15:30	0	0	0	0	0	0	0	26	5	0	0	0	1	0
15:30	- 15:45	2	2	1	0	0	0	0	35	5	0	0	0	0	0
15:45	- 16:00	2	2	1	1	0	0	0	46	9	0	0	0	0	0
TOTAL		5	6	3	1	0	0	0	129	27	1	0	0	1	0
16:00	- 16:15	2	1	1	0	0	0	1	46	8	0	0	0	0	0
16:15	- 16:30	0	2	0	0	0	0	0	28	12	0	0	0	2	0
16:30	- 16:45	2	2	1	0	0	0	0	46	8	0	0	0	0	0
16:45	- 17:00	1	0	1	0	0	0	0	33	12	1	0	0	0	0
TOTAL		5	5	3	0	0	0	1	153	40	1	0	0	2	0
17:00	- 17:15	0	0	0	0	0	0	0	37	5	1	0	0	1	0
17:15	- 17:30	0	1	0	0	0	0	0	22	1	0	0	0	2	0
17:30	- 17:45	0	1	0	1	0	0	0	27	4	0	0	0	0	0
17:45	- 18:00	0	0	0	0	0	0	0	20	1	0	0	0	0	2
TOTAL		0	2	0	1	0	0	0	106	11	1	0	0	3	2
18:00	- 18:15	0	0	0	1	0	0	0	28	3	0	0	0	1	1
18:15	- 18:30	1	1	0	0	0	0	0	22	5	0	0	0	1	1
18:30	- 18:45	2	0	0	0	0	0	0	21	6	0	0	0	0	0
18:45	- 19:00	1	0	0	0	0	0	0	27	3	0	0	0	1	0
TOTAL		4	1	0	1	0	0	0	98	17	0	0	0	3	2
PERIOD TOTAL		21	32	12	5	0	0	1	669	121	5	1	0	9	4
DAILY TOTAL		121	73	19	8	0	2	2	1264	203	14	2	0	17	10
GRAND TOTAL		225							1510						

Heywood
Classified Junction Count

Site 1 of 5
Pilsworth Road
Moss Hall Road (South)
Moss Hall Road (West)

Lat/Long
lat 53.578697° lon -2.249858°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.1: Left from Pilsworth Road to Moss Hall Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	5	0	1	0	2	0	8	10.60
0730 - 0745	0	1	2	1	0	0	0	0	4	3.40
0745 - 0800	0	0	12	2	7	0	1	0	22	23.30
Hourly Total	0	1	21	3	8	0	3	0	36	39.30
Hourly Average	0.00	0.25	5.25	0.75	2.00	0.00	0.75	0.00	9.00	9.83
0800 - 0815	0	0	27	1	1	0	3	0	32	35.90
0815 - 0830	0	0	23	1	5	0	0	0	29	29.00
0830 - 0845	0	0	19	0	3	0	0	0	22	22.00
0845 - 0900	0	0	14	1	0	1	3	0	19	23.40
Hourly Total	0	0	83	3	9	1	6	0	102	110.30
Hourly Average	0.00	0.00	20.75	0.75	2.25	0.25	1.50	0.00	25.50	27.58
0900 - 0915	0	0	5	1	1	0	0	0	7	7.00
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	2	1	0	1	2	0	6	9.10
0945 - 1000	0	0	4	0	1	0	1	0	6	7.30
Hourly Total	0	0	13	2	3	1	3	0	22	26.40
Hourly Average	0.00	0.00	3.25	0.50	0.75	0.25	0.75	0.00	5.50	6.60
1000 - 1015	0	0	0	0	1	0	1	0	2	3.30
1015 - 1030	0	0	1	0	2	1	0	0	4	4.50
1030 - 1045	0	0	5	0	0	1	0	0	6	6.50
1045 - 1100	0	0	3	0	1	1	0	0	5	5.50
Hourly Total	0	0	9	0	4	3	1	0	17	19.80
Hourly Average	0.00	0.00	2.25	0.00	1.00	0.75	0.25	0.00	4.25	4.95
1100 - 1115	0	0	1	1	1	1	1	0	5	6.80
1115 - 1130	0	0	2	0	2	0	0	0	4	4.00
1130 - 1145	0	0	3	0	0	0	2	0	5	7.60
1145 - 1200	0	0	1	0	3	1	0	0	5	5.50
Hourly Total	0	0	7	1	6	2	3	0	19	23.90
Hourly Average	0.00	0.00	1.75	0.25	1.50	0.50	0.75	0.00	4.75	5.98
1200 - 1215	0	0	4	0	2	0	1	0	7	8.30
1215 - 1230	0	0	2	0	1	0	1	0	4	5.30
1230 - 1245	0	0	4	0	0	1	0	0	5	5.50
1245 - 1300	0	0	4	1	3	2	1	0	11	13.30
Hourly Total	0	0	14	1	6	3	3	0	27	32.40
Hourly Average	0.00	0.00	3.50	0.25	1.50	0.75	0.75	0.00	6.75	8.10
1300 - 1315	0	0	4	0	2	1	0	0	7	7.50
1315 - 1330	0	1	4	0	3	0	0	0	8	7.40
1330 - 1345	0	0	1	0	1	0	1	0	3	4.30
1345 - 1400	0	0	2	0	4	1	2	0	9	12.10
Hourly Total	0	1	11	0	10	2	3	0	27	31.30
Hourly Average	0.00	0.25	2.75	0.00	2.50	0.50	0.75	0.00	6.75	7.83
1400 - 1415	0	0	4	0	1	2	1	0	8	10.30
1415 - 1430	1	0	4	1	1	0	1	0	8	8.50
1430 - 1445	1	0	2	0	1	0	0	0	4	3.20
1445 - 1500	0	0	2	0	1	0	4	0	7	12.20
Hourly Total	2	0	12	1	4	2	6	0	27	34.20
Hourly Average	0.50	0.00	3.00	0.25	1.00	0.50	1.50	0.00	6.75	8.55
1500 - 1515	0	0	4	0	1	0	1	0	6	7.30
1515 - 1530	0	0	4	0	1	2	1	0	8	10.30
1530 - 1545	0	0	5	0	0	2	4	0	11	17.20
1545 - 1600	0	0	2	0	0	1	0	0	3	3.50
Hourly Total	0	0	15	0	2	5	6	0	28	38.30
Hourly Average	0.00	0.00	3.75	0.00	0.50	1.25	1.50	0.00	7.00	9.58
1600 - 1615	0	0	4	0	0	0	0	0	4	4.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	2	1	4	0	0	0	7	7.00
1645 - 1700	0	0	3	0	1	0	1	0	5	6.30
Hourly Total	0	0	11	1	5	0	1	0	18	19.30
Hourly Average	0.00	0.00	2.75	0.25	1.25	0.00	0.25	0.00	4.50	4.83
1700 - 1715	0	0	2	0	1	0	1	0	4	5.30
1715 - 1730	0	0	3	0	1	1	1	0	6	7.80
1730 - 1745	0	0	9	0	0	0	0	0	9	9.00
1745 - 1800	0	0	1	0	0	0	1	0	2	3.30
Hourly Total	0	0	15	0	2	1	3	0	21	25.40
Hourly Average	0.00	0.00	3.75	0.00	0.50	0.25	0.75	0.00	5.25	6.35
1800 - 1815	0	1	6	0	1	1	0	0	9	8.90
1815 - 1830	0	0	3	1	0	0	2	0	6	8.60
1830 - 1845	0	0	0	0	1	0	1	0	2	3.30
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	1	12	1	2	1	3	0	20	23.80
Hourly Average	0.00	0.25	3.00	0.25	0.50	0.25	0.75	0.00	5.00	5.95
Session Total	2	3	223	13	61	21	41	0	364	424.40
Session Average	0.04	0.06	4.65	0.27	1.27	0.44	0.85	0.00	7.58	8.84

Heywood
Classified Junction Count

Site 1 of 5
Pilsworth Road
Moss Hall Road (South)
Moss Hall Road (West)

Lat/Long
lat 53.578697° lon -2.249858°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

Movement 1.2: Westbound from Pilsworth Road to Moss Hall Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	103	2	44	2	6	3	160	171.80
0715 - 0730	0	0	117	2	23	4	5	1	152	161.50
0730 - 0745	0	0	108	0	19	2	4	0	133	139.20
0745 - 0800	0	0	81	0	26	3	6	0	116	125.30
Hourly Total	0	0	409	4	112	11	21	4	561	597.80
Hourly Average	0.00	0.00	102.25	1.00	28.00	2.75	5.25	1.00	140.25	149.45
0800 - 0815	0	0	83	0	13	1	2	0	99	102.10
0815 - 0830	0	0	80	4	20	2	2	0	108	111.60
0830 - 0845	0	1	92	4	27	3	4	0	131	137.10
0845 - 0900	0	2	82	2	19	2	8	1	116	127.20
Hourly Total	0	3	337	10	79	8	16	1	454	478.00
Hourly Average	0.00	0.75	84.25	2.50	19.75	2.00	4.00	0.25	113.50	119.50
0900 - 0915	0	0	83	2	21	3	5	0	114	122.00
0915 - 0930	0	1	76	0	19	5	2	0	103	107.50
0930 - 0945	1	0	58	2	9	4	5	0	79	86.70
0945 - 1000	0	0	54	1	7	2	2	1	67	71.60
Hourly Total	1	1	271	5	56	14	14	1	363	387.80
Hourly Average	0.25	0.25	67.75	1.25	14.00	3.50	3.50	0.25	90.75	96.95
1000 - 1015	0	0	42	0	10	2	0	0	54	55.00
1015 - 1030	0	0	50	1	15	4	1	0	71	74.30
1030 - 1045	0	0	53	1	16	3	4	0	77	83.70
1045 - 1100	1	0	52	1	20	7	2	0	83	88.30
Hourly Total	1	0	197	3	61	16	7	0	285	301.30
Hourly Average	0.25	0.00	49.25	0.75	15.25	4.00	1.75	0.00	71.25	75.33
1100 - 1115	0	0	40	2	21	3	2	1	69	74.10
1115 - 1130	0	0	48	0	9	5	2	0	64	69.10
1130 - 1145	0	0	49	1	18	4	0	0	72	74.00
1145 - 1200	0	0	42	0	14	5	2	0	63	68.10
Hourly Total	0	0	179	3	62	17	6	1	268	285.30
Hourly Average	0.00	0.00	44.75	0.75	15.50	4.25	1.50	0.25	67.00	71.33
1200 - 1215	0	0	50	1	11	2	5	0	69	76.50
1215 - 1230	0	0	59	1	12	2	6	0	80	88.80
1230 - 1245	0	0	55	1	7	3	2	0	68	72.10
1245 - 1300	0	0	52	1	11	7	5	0	76	86.00
Hourly Total	0	0	216	4	41	14	18	0	293	323.40
Hourly Average	0.00	0.00	54.00	1.00	10.25	3.50	4.50	0.00	73.25	80.85
1300 - 1315	0	0	48	0	14	2	1	0	65	67.30
1315 - 1330	0	1	56	1	16	4	2	0	80	84.00
1330 - 1345	0	1	67	1	12	2	2	0	85	88.00
1345 - 1400	1	1	55	0	6	3	5	3	74	83.60
Hourly Total	1	3	226	2	48	11	10	3	304	322.90
Hourly Average	0.25	0.75	56.50	0.50	12.00	2.75	2.50	0.75	76.00	80.73
1400 - 1415	1	0	54	3	14	1	4	1	78	83.90
1415 - 1430	1	0	51	4	7	3	1	1	68	71.00
1430 - 1445	0	1	80	4	16	1	1	3	106	110.20
1445 - 1500	1	0	61	0	8	5	2	0	77	81.30
Hourly Total	3	1	246	11	45	10	8	5	329	346.40
Hourly Average	0.75	0.25	61.50	2.75	11.25	2.50	2.00	1.25	82.25	86.60
1500 - 1515	0	1	68	0	8	1	4	1	83	89.10
1515 - 1530	0	0	53	1	17	1	3	1	76	81.40
1530 - 1545	0	1	89	0	11	5	4	0	110	117.10
1545 - 1600	0	0	80	5	19	0	3	0	107	110.90
Hourly Total	0	2	290	6	55	7	14	2	376	398.50
Hourly Average	0.00	0.50	72.50	1.50	13.75	1.75	3.50	0.50	94.00	99.63
1600 - 1615	1	2	129	4	23	3	0	0	162	161.50
1615 - 1630	0	1	87	2	13	3	2	0	108	111.50
1630 - 1645	0	0	122	5	23	3	2	0	155	159.10
1645 - 1700	0	0	122	2	8	1	5	0	138	145.00
Hourly Total	1	3	460	13	67	10	9	0	563	577.10
Hourly Average	0.25	0.75	115.00	3.25	16.75	2.50	2.25	0.00	140.75	144.28
1700 - 1715	0	1	137	2	4	0	2	0	146	148.00
1715 - 1730	0	1	108	4	18	2	4	0	137	142.60
1730 - 1745	0	2	94	2	7	2	1	0	108	109.10
1745 - 1800	0	0	73	2	5	2	4	1	87	94.20
Hourly Total	0	4	412	10	34	6	11	1	478	493.90
Hourly Average	0.00	1.00	103.00	2.50	8.50	1.50	2.75	0.25	119.50	123.48
1800 - 1815	0	0	69	2	4	2	1	0	78	80.30
1815 - 1830	1	2	53	0	4	1	3	0	64	66.40
1830 - 1845	0	0	40	0	2	0	0	0	42	42.00
1845 - 1900	0	0	36	2	8	0	2	0	48	50.60
Hourly Total	1	2	198	4	18	3	6	0	232	239.30
Hourly Average	0.25	0.50	49.50	1.00	4.50	0.75	1.50	0.00	58.00	59.83
Session Total	8	19	3441	75	678	127	140	18	4506	4751.70
Session Average	0.17	0.40	71.69	1.56	14.13	2.65	2.92	0.38	93.88	98.99

Heywood
Classified Junction Count

Site 1 of 5
Pilsworth Road
Moss Hall Road (South)
Moss Hall Road (West)

Lat/Long
lat 53.578697° lon -2.249858°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.3: Left from Moss Hall Road (South) to Moss Hall Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	28	0	8	1	1	0	38	39.80
0715 - 0730	0	0	35	3	9	2	1	0	50	52.30
0730 - 0745	0	0	29	1	5	1	1	0	37	38.80
0745 - 0800	0	0	37	1	4	1	1	0	44	45.80
Hourly Total	0	0	129	5	26	5	4	0	169	176.70
Hourly Average	0.00	0.00	32.25	1.25	6.50	1.25	1.00	0.00	42.25	44.18
0800 - 0815	0	0	32	1	4	3	0	0	40	41.50
0815 - 0830	0	0	25	0	7	0	0	0	32	32.00
0830 - 0845	0	1	23	0	3	0	0	0	27	26.40
0845 - 0900	1	1	24	1	4	0	0	0	31	29.60
Hourly Total	1	2	104	2	18	3	0	0	130	129.50
Hourly Average	0.25	0.50	26.00	0.50	4.50	0.75	0.00	0.00	32.50	32.38
0900 - 0915	0	0	30	5	9	1	1	0	46	47.80
0915 - 0930	0	0	21	1	8	1	2	0	33	36.10
0930 - 0945	0	0	20	0	3	2	1	0	26	28.30
0945 - 1000	0	0	27	2	5	1	1	0	36	37.80
Hourly Total	0	0	98	8	25	5	5	0	141	150.00
Hourly Average	0.00	0.00	24.50	2.00	6.25	1.25	1.25	0.00	35.25	37.50
1000 - 1015	1	1	18	2	3	1	1	0	27	27.40
1015 - 1030	0	0	19	1	7	2	1	0	30	32.30
1030 - 1045	0	0	20	1	4	0	2	0	27	29.60
1045 - 1100	0	2	21	0	4	2	1	0	30	31.10
Hourly Total	1	3	78	4	18	5	5	0	114	120.40
Hourly Average	0.25	0.75	19.50	1.00	4.50	1.25	1.25	0.00	28.50	30.10
1100 - 1115	1	0	15	0	4	1	0	0	21	20.70
1115 - 1130	0	0	14	0	6	0	0	0	20	20.00
1130 - 1145	0	0	17	1	6	2	0	0	26	27.00
1145 - 1200	0	0	20	0	3	1	2	0	26	29.10
Hourly Total	1	0	66	1	19	4	2	0	93	96.80
Hourly Average	0.25	0.00	16.50	0.25	4.75	1.00	0.50	0.00	23.25	24.20
1200 - 1215	0	0	23	0	2	0	0	0	25	25.00
1215 - 1230	0	0	23	0	6	0	2	0	31	33.60
1230 - 1245	0	0	22	0	9	1	2	0	34	37.10
1245 - 1300	1	1	20	0	8	0	0	0	30	28.60
Hourly Total	1	1	88	0	25	1	4	0	120	124.30
Hourly Average	0.25	0.25	22.00	0.00	6.25	0.25	1.00	0.00	30.00	31.08
1300 - 1315	0	0	22	0	4	0	3	0	29	32.90
1315 - 1330	1	0	35	0	4	2	1	0	43	44.50
1330 - 1345	0	0	27	0	3	0	2	0	32	34.60
1345 - 1400	0	0	15	0	7	0	2	0	24	26.60
Hourly Total	1	0	99	0	18	2	8	0	128	138.60
Hourly Average	0.25	0.00	24.75	0.00	4.50	0.50	2.00	0.00	32.00	34.65
1400 - 1415	0	0	24	2	5	0	0	0	31	31.00
1415 - 1430	0	0	18	2	6	1	2	0	29	32.10
1430 - 1445	0	0	20	2	5	3	2	0	32	36.10
1445 - 1500	0	0	14	1	4	0	1	0	20	21.30
Hourly Total	0	0	76	7	20	4	5	0	112	120.50
Hourly Average	0.00	0.00	19.00	1.75	5.00	1.00	1.25	0.00	28.00	30.13
1500 - 1515	0	1	24	2	6	0	6	0	39	46.20
1515 - 1530	0	0	23	1	2	1	1	0	28	29.80
1530 - 1545	0	1	31	0	5	1	1	0	39	40.20
1545 - 1600	0	0	28	0	7	0	0	0	35	35.00
Hourly Total	0	2	106	3	20	2	8	0	141	151.20
Hourly Average	0.00	0.50	26.50	0.75	5.00	0.50	2.00	0.00	35.25	37.80
1600 - 1615	0	0	49	0	6	1	0	0	56	56.50
1615 - 1630	0	1	45	1	6	0	2	0	55	57.00
1630 - 1645	0	0	42	0	3	0	2	0	47	49.60
1645 - 1700	0	1	32	0	4	0	0	0	37	36.40
Hourly Total	0	2	168	1	19	1	4	0	195	199.50
Hourly Average	0.00	0.50	42.00	0.25	4.75	0.25	1.00	0.00	48.75	49.88
1700 - 1715	0	0	45	0	8	0	0	0	53	53.00
1715 - 1730	0	1	33	0	4	0	1	0	39	39.70
1730 - 1745	0	0	42	0	5	0	1	0	48	49.30
1745 - 1800	0	1	23	0	1	0	0	0	25	24.40
Hourly Total	0	2	143	0	18	0	2	0	165	166.40
Hourly Average	0.00	0.50	35.75	0.00	4.50	0.00	0.50	0.00	41.25	41.60
1800 - 1815	0	1	26	1	1	0	0	0	29	28.40
1815 - 1830	1	0	34	1	2	1	1	0	40	41.00
1830 - 1845	0	1	28	0	4	1	0	0	34	33.90
1845 - 1900	0	0	17	0	1	1	0	0	19	19.50
Hourly Total	1	2	105	2	8	3	1	0	122	122.80
Hourly Average	0.25	0.50	26.25	0.50	2.00	0.75	0.25	0.00	30.50	30.70
Session Total	6	14	1260	33	234	35	48	0	1630	1696.70
Session Average	0.13	0.29	26.25	0.69	4.88	0.73	1.00	0.00	33.96	35.35

Heywood
Classified Junction Count

Site 1 of 5
Pilsworth Road
Moss Hall Road (South)
Moss Hall Road (West)

Lat/Long
lat 53.578697° lon -2.249858°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.4: Right from Moss Hall Road (South) to Pilsworth Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	2	1	0	4	6.30
0715 - 0730	0	0	2	0	0	1	1	0	4	5.80
0730 - 0745	0	0	1	0	0	1	1	0	3	4.80
0745 - 0800	0	0	5	1	1	0	0	0	7	7.00
Hourly Total	0	0	9	1	1	4	3	0	18	23.90
Hourly Average	0.00	0.00	2.25	0.25	0.25	1.00	0.75	0.00	4.50	5.98
0800 - 0815	0	0	3	0	2	0	0	0	5	5.00
0815 - 0830	0	0	4	0	2	1	0	0	7	7.50
0830 - 0845	0	0	5	0	1	3	1	0	10	12.80
0845 - 0900	1	0	5	0	3	1	2	0	12	14.30
Hourly Total	1	0	17	0	8	5	3	0	34	39.60
Hourly Average	0.25	0.00	4.25	0.00	2.00	1.25	0.75	0.00	8.50	9.90
0900 - 0915	0	0	3	0	2	1	0	0	6	6.50
0915 - 0930	0	0	1	0	2	1	0	0	4	4.50
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	0	2	0	2	0	5	7.60
Hourly Total	0	0	6	0	6	2	2	0	16	19.60
Hourly Average	0.00	0.00	1.50	0.00	1.50	0.50	0.50	0.00	4.00	4.90
1000 - 1015	0	0	1	0	1	0	1	0	3	4.30
1015 - 1030	0	0	1	0	1	3	1	0	6	8.80
1030 - 1045	0	0	0	0	0	0	1	0	1	2.30
1045 - 1100	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	3	0	3	3	3	0	12	17.40
Hourly Average	0.00	0.00	0.75	0.00	0.75	0.75	0.75	0.00	3.00	4.35
1100 - 1115	0	0	5	1	2	0	0	0	8	8.00
1115 - 1130	0	0	2	0	4	2	1	0	9	11.30
1130 - 1145	0	0	3	0	3	0	0	0	6	6.00
1145 - 1200	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	12	1	10	2	1	0	26	28.30
Hourly Average	0.00	0.00	3.00	0.25	2.50	0.50	0.25	0.00	6.50	7.08
1200 - 1215	0	0	2	0	2	0	0	0	4	4.00
1215 - 1230	0	0	1	1	1	2	0	0	5	6.00
1230 - 1245	0	0	2	0	3	0	1	0	6	7.30
1245 - 1300	0	0	2	0	1	1	0	0	4	4.50
Hourly Total	0	0	7	1	7	3	1	0	19	21.80
Hourly Average	0.00	0.00	1.75	0.25	1.75	0.75	0.25	0.00	4.75	5.45
1300 - 1315	0	0	4	0	1	1	1	0	7	8.80
1315 - 1330	0	0	2	0	0	0	1	0	3	4.30
1330 - 1345	0	0	1	0	1	0	0	0	2	2.00
1345 - 1400	0	0	2	0	2	1	0	0	5	5.50
Hourly Total	0	0	9	0	4	2	2	0	17	20.60
Hourly Average	0.00	0.00	2.25	0.00	1.00	0.50	0.50	0.00	4.25	5.15
1400 - 1415	0	0	6	0	2	1	1	0	10	11.80
1415 - 1430	0	0	5	0	0	2	0	0	7	8.00
1430 - 1445	0	0	1	0	2	1	1	0	5	6.80
1445 - 1500	0	0	3	0	2	0	1	0	6	7.30
Hourly Total	0	0	15	0	6	4	3	0	28	33.90
Hourly Average	0.00	0.00	3.75	0.00	1.50	1.00	0.75	0.00	7.00	8.48
1500 - 1515	0	0	7	0	1	0	0	0	8	8.00
1515 - 1530	0	0	1	1	2	0	3	0	7	10.90
1530 - 1545	0	0	6	0	3	0	0	0	9	9.00
1545 - 1600	0	0	3	0	1	0	2	0	6	8.60
Hourly Total	0	0	17	1	7	0	5	0	30	36.50
Hourly Average	0.00	0.00	4.25	0.25	1.75	0.00	1.25	0.00	7.50	9.13
1600 - 1615	0	0	7	0	3	0	0	0	10	10.00
1615 - 1630	0	0	4	0	3	1	2	0	10	13.10
1630 - 1645	0	0	7	0	3	0	1	0	11	12.30
1645 - 1700	0	0	3	0	0	0	2	0	5	7.60
Hourly Total	0	0	21	0	9	1	5	0	36	43.00
Hourly Average	0.00	0.00	5.25	0.00	2.25	0.25	1.25	0.00	9.00	10.75
1700 - 1715	0	0	12	0	1	1	0	0	14	14.50
1715 - 1730	0	0	3	0	2	0	1	0	6	7.30
1730 - 1745	1	0	2	0	1	0	0	0	4	3.20
1745 - 1800	0	0	1	0	1	1	0	0	3	3.50
Hourly Total	1	0	18	0	5	2	1	0	27	28.50
Hourly Average	0.25	0.00	4.50	0.00	1.25	0.50	0.25	0.00	6.75	7.13
1800 - 1815	1	1	1	0	0	1	1	0	5	5.40
1815 - 1830	0	0	2	0	0	1	0	0	3	3.50
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	2	0	0	1	0	0	3	3.50
Hourly Total	1	1	5	0	0	3	1	0	11	12.40
Hourly Average	0.25	0.25	1.25	0.00	0.00	0.75	0.25	0.00	2.75	3.10
Session Total	3	1	139	4	66	31	30	0	274	325.50
Session Average	0.06	0.02	2.90	0.08	1.38	0.65	0.63	0.00	5.71	6.78

Heywood
Classified Junction Count

Site 1 of 5
Pilsworth Road
Moss Hall Road (South)
Moss Hall Road (West)

Lat/Long
lat 53.578697° lon -2.249858°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.5: U-Turn from Moss Hall Road (South) to Moss Hall Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	1	0	0	1	1.50
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
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	1	0	0	0	0	0	0	0	1	0.20
Hourly Average	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.05
1800 - 1815	1	0	0	0	0	0	0	0	1	0.20
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	1	0	0	0	0	0	0	0	1	0.20
Hourly Average	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.05
Session Total	2	0	0	0	0	1	0	0	3	1.90
Session Average	0.04	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.06	0.04

Heywood
Classified Junction Count

Site 1 of 5
Pilsworth Road
Moss Hall Road (South)
Moss Hall Road (West)

Lat/Long
lat 53.578697° lon -2.249858°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.6: Eastbound from Moss Hall Road (West) to Pilsworth Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	62	2	16	2	2	0	85	87.80
0715 - 0730	0	1	80	1	14	4	2	0	102	106.00
0730 - 0745	0	0	85	3	7	2	4	0	101	107.20
0745 - 0800	0	2	111	4	13	1	2	0	133	134.90
Hourly Total	1	3	338	10	50	9	10	0	421	435.90
Hourly Average	0.25	0.75	84.50	2.50	12.50	2.25	2.50	0.00	105.25	108.98
0800 - 0815	0	0	74	0	12	2	2	0	90	93.60
0815 - 0830	0	2	83	1	13	2	4	0	105	110.00
0830 - 0845	0	1	54	3	9	2	3	1	73	78.30
0845 - 0900	2	0	85	0	13	2	1	2	105	107.70
Hourly Total	2	3	296	4	47	8	10	3	373	389.60
Hourly Average	0.50	0.75	74.00	1.00	11.75	2.00	2.50	0.75	93.25	97.40
0900 - 0915	0	0	52	3	13	1	1	0	70	71.80
0915 - 0930	0	0	58	3	16	3	4	3	87	96.70
0930 - 0945	0	0	45	3	12	4	0	0	64	66.00
0945 - 1000	0	0	51	2	14	5	1	1	74	78.80
Hourly Total	0	0	206	11	55	13	6	4	295	313.30
Hourly Average	0.00	0.00	51.50	2.75	13.75	3.25	1.50	1.00	73.75	78.33
1000 - 1015	0	0	34	1	13	3	2	1	54	59.10
1015 - 1030	0	0	27	3	9	1	0	1	41	42.50
1030 - 1045	0	0	28	1	11	4	3	0	47	52.90
1045 - 1100	0	0	52	1	14	5	5	0	77	86.00
Hourly Total	0	0	141	6	47	13	10	2	219	240.50
Hourly Average	0.00	0.00	35.25	1.50	11.75	3.25	2.50	0.50	54.75	60.13
1100 - 1115	0	0	37	2	5	0	2	1	47	50.60
1115 - 1130	0	2	41	0	15	3	1	0	62	63.60
1130 - 1145	0	0	53	2	12	5	2	0	74	79.10
1145 - 1200	0	0	54	1	10	1	2	0	68	71.10
Hourly Total	0	2	185	5	42	9	7	1	251	264.40
Hourly Average	0.00	0.50	46.25	1.25	10.50	2.25	1.75	0.25	62.75	66.10
1200 - 1215	0	2	53	0	12	4	3	0	74	78.70
1215 - 1230	1	0	49	2	12	2	3	0	69	73.10
1230 - 1245	1	0	67	1	10	5	2	0	86	90.30
1245 - 1300	0	0	64	0	5	1	2	0	72	75.10
Hourly Total	2	2	233	3	39	12	10	0	301	317.20
Hourly Average	0.50	0.50	58.25	0.75	9.75	3.00	2.50	0.00	75.25	79.30
1300 - 1315	1	0	58	1	10	4	5	0	79	86.70
1315 - 1330	0	0	59	1	10	4	3	0	77	82.90
1330 - 1345	0	0	79	1	11	7	2	1	101	108.10
1345 - 1400	0	0	63	2	17	1	2	1	86	90.10
Hourly Total	1	0	259	5	48	16	12	2	343	367.80
Hourly Average	0.25	0.00	64.75	1.25	12.00	4.00	3.00	0.50	85.75	91.95
1400 - 1415	0	1	69	2	12	5	3	0	92	97.80
1415 - 1430	1	2	65	1	8	2	2	0	81	82.60
1430 - 1445	0	1	56	1	13	3	3	0	77	81.80
1445 - 1500	0	1	66	4	14	4	2	0	91	95.00
Hourly Total	1	5	256	8	47	14	10	0	341	357.20
Hourly Average	0.25	1.25	64.00	2.00	11.75	3.50	2.50	0.00	85.25	89.30
1500 - 1515	0	0	57	3	12	4	2	0	78	82.60
1515 - 1530	0	1	65	1	15	2	1	1	86	88.70
1530 - 1545	0	0	66	1	24	2	1	1	95	98.30
1545 - 1600	0	1	82	1	18	6	3	1	112	119.30
Hourly Total	0	2	270	6	69	14	7	3	371	388.90
Hourly Average	0.00	0.50	67.50	1.50	17.25	3.50	1.75	0.75	92.75	97.23
1600 - 1615	0	2	68	0	12	2	2	2	88	92.40
1615 - 1630	0	1	71	0	13	2	1	1	89	91.70
1630 - 1645	0	0	73	1	10	3	2	0	89	93.10
1645 - 1700	0	0	71	2	10	3	3	0	89	94.40
Hourly Total	0	3	283	3	45	10	8	3	355	371.60
Hourly Average	0.00	0.75	70.75	0.75	11.25	2.50	2.00	0.75	88.75	92.90
1700 - 1715	0	0	98	2	10	3	0	0	113	114.50
1715 - 1730	0	0	86	0	4	1	2	0	93	96.10
1730 - 1745	0	0	83	0	6	2	1	0	92	94.30
1745 - 1800	0	1	78	1	8	0	1	0	89	89.70
Hourly Total	0	1	345	3	28	6	4	0	387	394.60
Hourly Average	0.00	0.25	86.25	0.75	7.00	1.50	1.00	0.00	96.75	98.65
1800 - 1815	0	0	88	3	4	0	2	0	97	99.60
1815 - 1830	0	0	75	2	4	1	1	0	83	84.80
1830 - 1845	0	1	71	1	3	0	1	0	77	77.70
1845 - 1900	0	1	63	2	5	0	2	0	73	75.00
Hourly Total	0	2	297	8	16	1	6	0	330	337.10
Hourly Average	0.00	0.50	74.25	2.00	4.00	0.25	1.50	0.00	82.50	84.28
Session Total	7	23	3109	72	533	125	100	18	3987	4178.10
Session Average	0.15	0.48	64.77	1.50	11.10	2.60	2.08	0.38	83.06	87.04

Heywood
Classified Junction Count

Site 1 of 5
Pilsworth Road
Moss Hall Road (South)
Moss Hall Road (West)

Lat/Long
lat 53.578697° lon -2.249858°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.7: Right from Moss Hall Road (West) to Moss Hall Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	24	0	2	0	1	0	27	28.30
0715 - 0730	0	0	32	0	6	0	0	0	38	38.00
0730 - 0745	0	0	27	0	4	0	0	0	31	31.00
0745 - 0800	0	0	41	1	6	1	0	0	49	49.50
Hourly Total	0	0	124	1	18	1	1	0	145	146.80
Hourly Average	0.00	0.00	31.00	0.25	4.50	0.25	0.25	0.00	36.25	36.70
0800 - 0815	0	0	32	0	7	0	0	0	39	39.00
0815 - 0830	0	1	43	1	6	0	0	0	51	50.40
0830 - 0845	0	0	30	1	3	1	2	0	37	40.10
0845 - 0900	0	0	33	4	8	1	1	0	47	48.80
Hourly Total	0	1	138	6	24	2	3	0	174	178.30
Hourly Average	0.00	0.25	34.50	1.50	6.00	0.50	0.75	0.00	43.50	44.58
0900 - 0915	0	0	18	3	7	0	1	0	29	30.30
0915 - 0930	0	0	16	1	4	1	0	0	22	22.50
0930 - 0945	0	0	18	0	5	1	1	0	25	26.80
0945 - 1000	0	0	25	4	9	0	0	0	38	38.00
Hourly Total	0	0	77	8	25	2	2	0	114	117.60
Hourly Average	0.00	0.00	19.25	2.00	6.25	0.50	0.50	0.00	28.50	29.40
1000 - 1015	0	0	17	0	6	2	0	0	25	26.00
1015 - 1030	0	0	13	0	6	0	0	0	19	19.00
1030 - 1045	0	0	16	1	5	1	0	0	23	23.50
1045 - 1100	0	0	13	1	1	1	0	0	16	16.50
Hourly Total	0	0	59	2	18	4	0	0	83	85.00
Hourly Average	0.00	0.00	14.75	0.50	4.50	1.00	0.00	0.00	20.75	21.25
1100 - 1115	0	1	17	1	4	0	5	0	28	33.90
1115 - 1130	0	0	21	0	5	1	2	0	29	32.10
1130 - 1145	0	0	10	0	6	0	3	0	19	22.90
1145 - 1200	0	0	14	1	3	0	2	0	20	22.60
Hourly Total	0	1	62	2	18	1	12	0	96	111.50
Hourly Average	0.00	0.25	15.50	0.50	4.50	0.25	3.00	0.00	24.00	27.88
1200 - 1215	1	0	16	1	5	0	1	0	24	24.50
1215 - 1230	1	1	25	1	6	0	0	0	34	32.60
1230 - 1245	0	0	13	1	7	1	0	0	22	22.50
1245 - 1300	0	0	16	0	4	2	2	0	24	27.60
Hourly Total	2	1	70	3	22	3	3	0	104	107.20
Hourly Average	0.50	0.25	17.50	0.75	5.50	0.75	0.75	0.00	26.00	26.80
1300 - 1315	0	0	25	0	2	2	0	0	29	30.00
1315 - 1330	1	0	34	1	6	0	1	0	43	43.50
1330 - 1345	0	0	23	0	2	2	1	0	28	30.30
1345 - 1400	0	1	24	1	3	2	1	0	32	33.70
Hourly Total	1	1	106	2	13	6	3	0	132	137.50
Hourly Average	0.25	0.25	26.50	0.50	3.25	1.50	0.75	0.00	33.00	34.38
1400 - 1415	0	0	26	0	4	1	4	0	35	40.70
1415 - 1430	0	0	24	0	5	1	3	0	33	37.40
1430 - 1445	0	0	23	1	7	2	4	0	37	43.20
1445 - 1500	0	1	37	2	6	1	0	0	47	46.90
Hourly Total	0	1	110	3	22	5	11	0	152	168.20
Hourly Average	0.00	0.25	27.50	0.75	5.50	1.25	2.75	0.00	38.00	42.05
1500 - 1515	0	2	18	1	3	0	0	0	24	22.80
1515 - 1530	0	0	29	0	5	0	1	0	35	36.30
1530 - 1545	0	1	30	0	9	0	0	0	40	39.40
1545 - 1600	0	1	25	0	6	1	1	0	34	35.20
Hourly Total	0	4	102	1	23	1	2	0	133	133.70
Hourly Average	0.00	1.00	25.50	0.25	5.75	0.25	0.50	0.00	33.25	33.43
1600 - 1615	0	2	28	1	5	1	4	0	41	45.50
1615 - 1630	0	0	21	0	3	1	1	0	26	27.80
1630 - 1645	0	0	34	1	4	1	0	0	40	40.50
1645 - 1700	0	1	37	0	2	1	1	0	42	43.20
Hourly Total	0	3	120	2	14	4	6	0	149	157.00
Hourly Average	0.00	0.75	30.00	0.50	3.50	1.00	1.50	0.00	37.25	39.25
1700 - 1715	0	0	24	0	3	0	1	0	28	29.30
1715 - 1730	0	0	46	0	6	1	2	0	55	58.10
1730 - 1745	0	0	35	0	9	0	1	0	45	46.30
1745 - 1800	0	0	40	0	8	1	1	0	50	51.80
Hourly Total	0	0	145	0	26	2	5	0	178	185.50
Hourly Average	0.00	0.00	36.25	0.00	6.50	0.50	1.25	0.00	44.50	46.38
1800 - 1815	0	0	45	0	4	2	0	0	51	52.00
1815 - 1830	0	0	24	0	1	1	2	0	28	31.10
1830 - 1845	0	0	25	0	2	1	0	0	28	28.50
1845 - 1900	0	0	24	1	2	0	0	0	27	27.00
Hourly Total	0	0	118	1	9	4	2	0	134	138.60
Hourly Average	0.00	0.00	29.50	0.25	2.25	1.00	0.50	0.00	33.50	34.65
Session Total	3	12	1231	31	232	35	50	0	1594	1666.90
Session Average	0.06	0.25	25.65	0.65	4.83	0.73	1.04	0.00	33.21	34.73

Heywood
Classified Junction Count

Site 2 of 5
Moss Hall Road (North)
Moss Hall Road (South)
Pilsworth Road

Lat/Long
lat 53.581106° lon -2.253853°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.1: Southbound from Moss Hall Road (North) to Moss Hall Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	30	2	6	1	0	0	39	39.50
0715 - 0730	0	0	44	0	7	2	0	0	53	54.00
0730 - 0745	0	0	44	2	4	0	0	0	50	50.00
0745 - 0800	0	0	50	1	8	0	0	0	59	59.00
Hourly Total	0	0	168	5	25	3	0	0	201	202.50
Hourly Average	0.00	0.00	42.00	1.25	6.25	0.75	0.00	0.00	50.25	50.63
0800 - 0815	0	0	42	2	3	1	0	0	48	48.50
0815 - 0830	0	3	54	0	11	0	0	0	68	66.20
0830 - 0845	0	1	33	2	3	2	0	0	41	41.40
0845 - 0900	0	0	40	1	5	1	0	1	48	49.50
Hourly Total	0	4	169	5	22	4	0	1	205	205.60
Hourly Average	0.00	1.00	42.25	1.25	5.50	1.00	0.00	0.25	51.25	51.40
0900 - 0915	0	0	24	1	6	0	1	0	32	33.30
0915 - 0930	0	0	20	3	7	3	0	3	36	40.50
0930 - 0945	0	0	19	2	5	1	0	0	27	27.50
0945 - 1000	0	0	25	4	8	0	0	1	38	39.00
Hourly Total	0	0	88	10	26	4	1	4	133	140.30
Hourly Average	0.00	0.00	22.00	2.50	6.50	1.00	0.25	1.00	33.25	35.08
1000 - 1015	0	0	18	0	5	0	0	0	23	23.00
1015 - 1030	0	0	8	2	9	1	0	1	21	22.50
1030 - 1045	0	0	24	0	3	1	0	0	28	28.50
1045 - 1100	0	0	16	2	1	0	1	0	20	21.30
Hourly Total	0	0	66	4	18	2	1	1	92	95.30
Hourly Average	0.00	0.00	16.50	1.00	4.50	0.50	0.25	0.25	23.00	23.83
1100 - 1115	0	1	20	0	6	0	0	0	27	26.40
1115 - 1130	0	0	19	1	13	1	0	0	34	34.50
1130 - 1145	0	0	20	1	7	1	0	0	29	29.50
1145 - 1200	0	0	26	0	7	0	0	0	33	33.00
Hourly Total	0	1	85	2	33	2	0	0	123	123.40
Hourly Average	0.00	0.25	21.25	0.50	8.25	0.50	0.00	0.00	30.75	30.85
1200 - 1215	0	2	21	0	3	2	0	0	28	27.80
1215 - 1230	1	0	22	1	3	0	1	0	28	28.50
1230 - 1245	0	0	24	0	3	1	0	0	28	28.50
1245 - 1300	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	1	2	88	1	11	3	1	0	107	107.80
Hourly Average	0.25	0.50	22.00	0.25	2.75	0.75	0.25	0.00	26.75	26.95
1300 - 1315	1	0	21	1	4	0	1	0	28	28.50
1315 - 1330	1	0	27	0	5	1	0	0	34	33.70
1330 - 1345	0	0	35	1	3	3	0	0	42	43.50
1345 - 1400	0	1	25	0	10	1	1	0	38	39.20
Hourly Total	2	1	108	2	22	5	2	0	142	144.90
Hourly Average	0.50	0.25	27.00	0.50	5.50	1.25	0.50	0.00	35.50	36.23
1400 - 1415	0	0	36	1	7	2	0	0	46	47.00
1415 - 1430	0	0	31	0	4	0	1	0	36	37.30
1430 - 1445	0	1	30	1	7	1	1	0	41	42.20
1445 - 1500	0	1	33	1	8	0	0	0	43	42.40
Hourly Total	0	2	130	3	26	3	2	0	168	168.90
Hourly Average	0.00	0.50	32.50	0.75	6.50	0.75	0.50	0.00	41.50	42.23
1500 - 1515	0	2	23	3	8	1	1	0	38	38.60
1515 - 1530	1	0	49	0	5	0	0	0	55	54.20
1530 - 1545	0	1	33	2	7	0	0	0	43	42.40
1545 - 1600	0	1	31	0	9	1	0	0	42	41.90
Hourly Total	1	4	136	5	29	2	1	0	178	177.10
Hourly Average	0.25	1.00	34.00	1.25	7.25	0.50	0.25	0.00	44.50	44.28
1600 - 1615	0	1	23	1	4	2	0	1	32	33.40
1615 - 1630	0	0	40	0	4	0	0	1	45	46.00
1630 - 1645	0	0	45	1	7	0	1	0	54	55.30
1645 - 1700	0	1	45	1	4	0	0	0	51	50.40
Hourly Total	0	2	153	3	19	2	1	2	182	185.10
Hourly Average	0.00	0.50	38.25	0.75	4.75	0.50	0.25	0.50	45.50	46.28
1700 - 1715	0	0	37	0	3	1	0	0	41	41.50
1715 - 1730	0	0	66	0	7	0	0	0	73	73.00
1730 - 1745	0	0	56	0	9	1	0	0	66	66.50
1745 - 1800	0	0	49	1	7	0	0	0	57	57.00
Hourly Total	0	0	208	1	26	2	0	0	237	238.00
Hourly Average	0.00	0.00	52.00	0.25	6.50	0.50	0.00	0.00	59.25	59.50
1800 - 1815	0	0	41	1	3	0	1	0	46	47.30
1815 - 1830	0	0	25	1	2	0	0	0	28	28.00
1830 - 1845	0	0	29	0	2	0	0	0	31	31.00
1845 - 1900	0	1	32	2	1	0	1	0	37	37.70
Hourly Total	0	1	127	4	8	0	2	0	142	144.00
Hourly Average	0.00	0.25	31.75	1.00	2.00	0.00	0.50	0.00	35.50	36.00
Session Total	4	17	1526	45	265	32	11	8	1908	1932.90
Session Average	0.08	0.35	31.79	0.94	5.52	0.67	0.23	0.17	39.75	40.27

Heywood
Classified Junction Count

Site 2 of 5

Moss Hall Road (North)
Moss Hall Road (South)
Pilsworth Road

Lat/Long
lat 53.581106° lon -2.253853°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

Movement 2.2: Right from Moss Hall Road (North) to Pilsworth Road									Original Data	
TIME	P/CYCLE	M/CYCLE	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	1	0	11	1	2	0	0	0	15	14.20
0730 - 0745	0	0	12	0	2	0	0	0	14	14.00
0745 - 0800	0	0	9	1	2	0	0	0	12	12.00
Hourly Total	1	0	42	2	7	0	0	0	52	51.20
Hourly Average	0.25	0.00	10.50	0.50	1.75	0.00	0.00	0.00	13.00	12.80
0800 - 0815	0	0	8	0	5	0	0	0	13	13.00
0815 - 0830	0	0	19	1	3	0	0	0	23	23.00
0830 - 0845	0	0	24	0	6	1	1	0	32	33.80
0845 - 0900	0	0	28	1	4	0	0	0	33	33.00
Hourly Total	0	0	79	2	18	1	1	0	101	102.80
Hourly Average	0.00	0.00	19.75	0.50	4.50	0.25	0.25	0.00	25.25	25.70
0900 - 0915	0	0	27	3	6	1	2	0	39	42.10
0915 - 0930	0	1	26	1	5	0	0	0	33	32.40
0930 - 0945	0	0	23	0	5	0	0	0	28	28.00
0945 - 1000	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	1	82	4	17	1	2	0	107	109.50
Hourly Average	0.00	0.25	20.50	1.00	4.25	0.25	0.50	0.00	26.75	27.38
1000 - 1015	0	0	11	0	2	1	0	0	14	14.50
1015 - 1030	0	0	14	1	3	0	1	0	19	20.30
1030 - 1045	0	0	19	0	1	0	0	0	20	20.00
1045 - 1100	0	0	8	0	1	1	0	0	10	10.50
Hourly Total	0	0	52	1	7	2	1	0	63	65.30
Hourly Average	0.00	0.00	13.00	0.25	1.75	0.50	0.25	0.00	15.75	16.33
1100 - 1115	0	0	14	0	5	0	1	0	20	21.30
1115 - 1130	0	0	11	0	4	0	0	0	15	15.00
1130 - 1145	0	0	11	0	1	0	0	0	12	12.00
1145 - 1200	0	0	9	0	3	1	0	0	13	13.50
Hourly Total	0	0	45	0	13	1	1	0	60	61.80
Hourly Average	0.00	0.00	11.25	0.00	3.25	0.25	0.25	0.00	15.00	15.45
1200 - 1215	0	0	13	0	3	1	0	0	17	17.50
1215 - 1230	0	0	14	0	2	1	1	0	18	19.80
1230 - 1245	0	0	17	0	0	1	0	0	18	18.50
1245 - 1300	0	0	13	0	3	1	0	1	18	19.50
Hourly Total	0	0	57	0	8	4	1	1	71	75.30
Hourly Average	0.00	0.00	14.25	0.00	2.00	1.00	0.25	0.25	17.75	18.83
1300 - 1315	0	0	18	1	3	0	0	0	22	22.00
1315 - 1330	0	0	16	0	1	0	0	0	17	17.00
1330 - 1345	0	0	15	0	2	0	0	0	17	17.00
1345 - 1400	0	0	9	0	4	0	0	0	13	13.00
Hourly Total	0	0	58	1	10	0	0	0	69	69.00
Hourly Average	0.00	0.00	14.50	0.25	2.50	0.00	0.00	0.00	17.25	17.25
1400 - 1415	0	0	7	2	4	0	1	0	14	15.30
1415 - 1430	0	0	13	0	0	0	0	0	13	13.00
1430 - 1445	0	0	13	0	5	0	0	0	18	18.00
1445 - 1500	0	0	10	2	5	0	0	0	17	17.00
Hourly Total	0	0	43	4	14	0	1	0	62	63.30
Hourly Average	0.00	0.00	10.75	1.00	3.50	0.00	0.25	0.00	15.50	15.83
1500 - 1515	0	0	7	0	4	0	0	0	11	11.00
1515 - 1530	0	1	14	0	0	0	0	0	15	14.40
1530 - 1545	0	0	12	0	2	0	0	0	14	14.00
1545 - 1600	0	0	15	0	10	1	0	0	26	26.50
Hourly Total	0	1	48	0	16	1	0	0	66	65.90
Hourly Average	0.00	0.25	12.00	0.00	4.00	0.25	0.00	0.00	16.50	16.48
1600 - 1615	0	0	27	0	5	0	0	0	32	32.00
1615 - 1630	0	0	19	0	4	0	0	0	23	23.00
1630 - 1645	0	0	13	0	3	0	0	0	16	16.00
1645 - 1700	0	0	17	0	5	1	1	0	24	25.80
Hourly Total	0	0	76	0	17	1	1	0	95	96.80
Hourly Average	0.00	0.00	19.00	0.00	4.25	0.25	0.25	0.00	23.75	24.20
1700 - 1715	0	1	39	1	2	0	0	0	43	42.40
1715 - 1730	0	0	49	0	6	0	0	0	55	55.00
1730 - 1745	0	0	30	0	3	0	0	0	33	33.00
1745 - 1800	0	0	18	2	1	0	0	0	21	21.00
Hourly Total	0	1	136	3	12	0	0	0	152	151.40
Hourly Average	0.00	0.25	34.00	0.75	3.00	0.00	0.00	0.00	38.00	37.85
1800 - 1815	0	0	12	0	2	0	0	0	14	14.00
1815 - 1830	0	0	31	0	2	0	0	0	33	33.00
1830 - 1845	0	0	20	0	4	0	1	0	25	26.30
1845 - 1900	0	0	13	0	3	0	0	0	16	16.00
Hourly Total	0	0	76	0	11	0	1	0	88	89.30
Hourly Average	0.00	0.00	19.00	0.00	2.75	0.00	0.25	0.00	22.00	22.33
Session Total	1	3	794	17	150	11	9	1	986	1001.60
Session Average	0.02	0.06	16.54	0.35	3.13	0.23	0.19	0.02	20.54	20.87

Heywood
Classified Junction Count

Site 2 of 5

Moss Hall Road (North)
Moss Hall Road (South)
Pilsworth Road

Lat/Long
lat 53.581106° lon -2.253853°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.3: Left from Moss Hall Road (South) to Pilsworth Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	103	1	35	1	6	3	150	160.70
0715 - 0730	0	0	95	2	24	5	6	1	133	144.30
0730 - 0745	0	0	85	2	12	2	5	0	106	113.50
0745 - 0800	0	0	68	0	15	2	8	0	93	104.40
Hourly Total	0	1	351	5	86	10	25	4	482	522.90
Hourly Average	0.00	0.25	87.75	1.25	21.50	2.50	6.25	1.00	120.50	130.73
0800 - 0815	0	0	59	0	13	3	3	0	78	83.40
0815 - 0830	0	0	63	0	14	3	2	0	82	86.10
0830 - 0845	0	1	79	3	27	3	4	0	117	123.10
0845 - 0900	0	0	66	2	17	1	5	0	91	98.00
Hourly Total	0	1	267	5	71	10	14	0	368	390.60
Hourly Average	0.00	0.25	66.75	1.25	17.75	2.50	3.50	0.00	92.00	97.65
0900 - 0915	0	0	81	3	22	3	6	0	115	124.30
0915 - 0930	0	1	75	0	14	5	3	0	98	103.80
0930 - 0945	0	0	49	1	12	4	5	0	71	79.50
0945 - 1000	0	0	57	1	12	4	3	1	78	84.90
Hourly Total	0	1	262	5	60	16	17	1	362	392.50
Hourly Average	0.00	0.25	65.50	1.25	15.00	4.00	4.25	0.25	90.50	96.13
1000 - 1015	0	0	41	2	9	3	2	0	57	61.10
1015 - 1030	0	0	56	0	13	6	4	0	79	87.20
1030 - 1045	0	0	42	3	14	3	3	0	65	70.40
1045 - 1100	0	1	48	1	16	9	1	0	76	81.20
Hourly Total	0	1	187	6	52	21	10	0	277	299.90
Hourly Average	0.00	0.25	46.75	1.50	13.00	5.25	2.50	0.00	69.25	74.98
1100 - 1115	0	0	38	1	20	5	1	0	65	68.80
1115 - 1130	0	0	47	1	7	4	3	0	62	67.90
1130 - 1145	0	0	51	0	16	5	1	0	73	76.80
1145 - 1200	0	0	46	0	13	5	5	0	69	78.00
Hourly Total	0	0	182	2	56	19	10	0	269	291.50
Hourly Average	0.00	0.00	45.50	0.50	14.00	4.75	2.50	0.00	67.25	72.88
1200 - 1215	0	0	54	0	7	3	4	0	68	74.70
1215 - 1230	0	0	58	1	10	2	8	0	79	90.40
1230 - 1245	0	0	48	1	9	1	5	0	64	71.00
1245 - 1300	0	0	56	0	15	9	4	0	84	93.70
Hourly Total	0	0	216	2	41	15	21	0	295	329.80
Hourly Average	0.00	0.00	54.00	0.50	10.25	3.75	5.25	0.00	73.75	82.45
1300 - 1315	0	0	52	1	12	4	6	0	75	84.80
1315 - 1330	0	1	64	0	12	4	1	0	82	84.70
1330 - 1345	0	0	66	2	9	3	4	0	84	90.70
1345 - 1400	0	1	49	0	8	2	8	2	70	82.80
Hourly Total	0	2	231	3	41	13	19	2	311	343.00
Hourly Average	0.00	0.50	57.75	0.75	10.25	3.25	4.75	0.50	77.75	85.75
1400 - 1415	0	0	62	3	12	0	5	0	82	88.50
1415 - 1430	0	0	43	3	8	2	4	1	61	68.20
1430 - 1445	0	0	65	4	12	2	5	3	91	101.50
1445 - 1500	0	0	54	0	7	5	1	0	67	70.80
Hourly Total	0	0	224	10	39	9	15	4	301	329.00
Hourly Average	0.00	0.00	56.00	2.50	9.75	2.25	3.75	1.00	75.25	82.25
1500 - 1515	0	0	55	0	11	2	9	0	77	89.70
1515 - 1530	0	0	51	0	14	2	4	1	72	79.20
1530 - 1545	0	1	94	0	12	3	5	0	115	122.40
1545 - 1600	0	0	75	3	17	0	3	0	98	101.90
Hourly Total	0	1	275	3	54	7	21	1	362	393.20
Hourly Average	0.00	0.25	68.75	0.75	13.50	1.75	5.25	0.25	90.50	98.30
1600 - 1615	0	1	117	3	22	5	2	0	150	154.50
1615 - 1630	0	2	97	1	18	3	4	0	125	130.50
1630 - 1645	0	0	101	2	16	2	3	0	124	128.90
1645 - 1700	0	0	104	0	9	1	3	0	117	121.40
Hourly Total	0	3	419	6	65	11	12	0	516	535.30
Hourly Average	0.00	0.75	104.75	1.50	16.25	2.75	3.00	0.00	129.00	133.83
1700 - 1715	0	1	137	3	7	0	3	0	151	154.30
1715 - 1730	0	1	101	2	15	0	3	0	122	125.30
1730 - 1745	0	1	92	4	8	2	2	0	109	112.00
1745 - 1800	0	0	68	0	4	1	3	1	77	82.40
Hourly Total	0	3	398	9	34	3	11	1	459	474.00
Hourly Average	0.00	0.75	99.50	2.25	8.50	0.75	2.75	0.25	114.75	118.50
1800 - 1815	0	0	64	3	4	0	0	0	71	71.00
1815 - 1830	0	2	54	0	5	2	2	0	65	67.40
1830 - 1845	0	0	43	0	4	1	1	0	49	50.80
1845 - 1900	0	0	35	0	5	0	0	0	40	40.00
Hourly Total	0	2	196	3	18	3	3	0	225	229.20
Hourly Average	0.00	0.50	49.00	0.75	4.50	0.75	0.75	0.00	56.25	57.30
Session Total	0	15	3208	59	617	137	178	13	4227	4530.90
Session Average	0.00	0.31	66.83	1.23	12.85	2.85	3.71	0.27	88.06	94.39

Heywood
Classified Junction Count

Site 2 of 5

Moss Hall Road (North)
Moss Hall Road (South)
Pilsworth Road

Lat/Long

lat 53.581106° lon -2.253853°

Date

Tuesday 21 April 2026

Weather

Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.4: Northbound from Moss Hall Road (South) to Moss Hall Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	25	1	12	0	0	0	38	38.00
0715 - 0730	0	0	47	2	11	2	0	0	62	63.00
0730 - 0745	0	0	63	0	15	0	0	0	78	78.00
0745 - 0800	0	0	48	0	12	1	0	0	61	61.50
Hourly Total	0	0	183	3	50	3	0	0	239	240.50
Hourly Average	0.00	0.00	45.75	0.75	12.50	0.75	0.00	0.00	59.75	60.13
0800 - 0815	0	0	63	2	6	0	1	0	72	73.30
0815 - 0830	0	0	43	1	13	0	1	0	58	59.30
0830 - 0845	0	1	31	4	7	1	0	0	44	43.90
0845 - 0900	1	3	29	1	2	1	0	0	37	34.90
Hourly Total	1	4	166	8	28	2	2	0	211	211.40
Hourly Average	0.25	1.00	41.50	2.00	7.00	0.50	0.50	0.00	52.75	52.85
0900 - 0915	0	0	37	4	9	2	0	1	53	55.00
0915 - 0930	0	0	21	0	16	1	0	0	38	38.50
0930 - 0945	1	0	33	2	2	1	0	0	39	38.70
0945 - 1000	0	0	24	0	3	1	0	0	28	28.50
Hourly Total	1	0	115	6	30	5	0	1	158	160.70
Hourly Average	0.25	0.00	28.75	1.50	7.50	1.25	0.00	0.25	39.50	40.18
1000 - 1015	1	1	15	2	5	0	0	0	24	22.60
1015 - 1030	0	0	17	0	8	1	0	0	26	26.50
1030 - 1045	0	0	30	1	6	1	1	0	39	40.80
1045 - 1100	0	1	24	0	4	2	1	0	32	33.70
Hourly Total	1	2	86	3	23	4	2	0	121	123.60
Hourly Average	0.25	0.50	21.50	0.75	5.75	1.00	0.50	0.00	30.25	30.90
1100 - 1115	0	0	18	0	7	0	1	1	27	29.30
1115 - 1130	0	0	19	0	6	1	0	0	26	26.50
1130 - 1145	0	0	18	0	8	2	0	0	28	29.00
1145 - 1200	0	0	11	2	3	1	0	0	17	17.50
Hourly Total	0	0	66	2	24	4	1	1	98	102.30
Hourly Average	0.00	0.00	16.50	0.50	6.00	1.00	0.25	0.25	24.50	25.58
1200 - 1215	0	0	20	0	4	0	0	0	24	24.00
1215 - 1230	0	0	23	1	9	0	0	0	33	33.00
1230 - 1245	0	0	25	0	7	1	1	0	34	35.80
1245 - 1300	0	1	16	0	5	0	0	0	22	21.40
Hourly Total	0	1	84	1	25	1	1	0	113	114.20
Hourly Average	0.00	0.25	21.00	0.25	6.25	0.25	0.25	0.00	28.25	28.55
1300 - 1315	0	0	16	0	7	0	0	0	23	23.00
1315 - 1330	1	0	25	0	8	0	0	0	34	33.20
1330 - 1345	0	1	31	0	7	0	0	0	39	38.40
1345 - 1400	0	0	16	0	7	2	1	1	27	30.30
Hourly Total	1	1	88	0	29	2	1	1	123	124.90
Hourly Average	0.25	0.25	22.00	0.00	7.25	0.50	0.25	0.25	30.75	31.23
1400 - 1415	0	0	24	1	7	0	0	1	33	34.00
1415 - 1430	1	0	19	4	5	1	0	0	30	29.70
1430 - 1445	0	1	29	1	11	1	0	0	43	42.90
1445 - 1500	0	0	27	2	6	2	0	0	37	38.00
Hourly Total	1	1	99	8	29	4	0	1	143	144.60
Hourly Average	0.25	0.25	24.75	2.00	7.25	1.00	0.00	0.25	35.75	36.15
1500 - 1515	0	1	39	1	5	0	0	1	47	47.40
1515 - 1530	0	1	18	3	5	0	0	0	27	26.40
1530 - 1545	0	1	27	0	4	2	1	0	35	36.70
1545 - 1600	0	0	38	0	9	0	0	0	47	47.00
Hourly Total	0	3	122	4	23	2	1	1	156	157.50
Hourly Average	0.00	0.75	30.50	1.00	5.75	0.50	0.25	0.25	39.00	39.38
1600 - 1615	0	1	51	3	3	0	0	0	58	57.40
1615 - 1630	0	0	49	1	6	0	0	0	56	56.00
1630 - 1645	0	0	59	4	9	0	0	0	72	72.00
1645 - 1700	0	1	48	0	4	0	0	0	53	52.40
Hourly Total	0	2	207	8	22	0	0	0	239	237.80
Hourly Average	0.00	0.50	51.75	2.00	5.50	0.00	0.00	0.00	59.75	59.45
1700 - 1715	0	0	45	1	6	0	1	0	53	54.30
1715 - 1730	0	1	45	0	4	1	1	0	52	53.20
1730 - 1745	1	1	43	0	7	0	0	0	52	50.60
1745 - 1800	0	1	31	0	3	0	0	0	35	34.40
Hourly Total	1	3	164	1	20	1	2	0	192	192.50
Hourly Average	0.25	0.75	41.00	0.25	5.00	0.25	0.50	0.00	48.00	48.13
1800 - 1815	0	1	38	2	2	1	1	0	45	46.20
1815 - 1830	1	0	31	1	2	0	0	0	35	34.20
1830 - 1845	0	1	25	0	2	0	0	0	28	27.40
1845 - 1900	0	0	21	0	4	0	0	0	25	25.00
Hourly Total	1	2	115	3	10	1	1	0	133	132.80
Hourly Average	0.25	0.50	28.75	0.75	2.50	0.25	0.25	0.00	33.25	33.20
Session Total	7	19	1495	47	313	29	11	5	1926	1942.80
Session Average	0.15	0.40	31.15	0.98	6.82	0.60	0.23	0.10	40.13	40.48

Heywood
Classified Junction Count

Site 2 of 5

Moss Hall Road (North)
Moss Hall Road (South)
Pilsworth Road

Lat/Long
lat 53.581106° lon -2.253853°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.5: Left from Pilsworth Road to Moss Hall Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	1	0	0	0	7	7.00
0715 - 0730	0	0	5	0	2	0	0	0	7	7.00
0730 - 0745	0	0	9	0	3	0	0	0	12	12.00
0745 - 0800	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	0	0	31	0	8	0	0	0	39	39.00
Hourly Average	0.00	0.00	7.75	0.00	2.00	0.00	0.00	0.00	9.75	9.75
0800 - 0815	0	0	8	2	5	0	1	0	16	17.30
0815 - 0830	0	0	8	0	2	0	1	0	11	12.30
0830 - 0845	0	0	14	0	2	0	0	0	16	16.00
0845 - 0900	0	0	12	0	2	1	0	0	15	15.50
Hourly Total	0	0	42	2	11	1	2	0	58	61.10
Hourly Average	0.00	0.00	10.50	0.50	2.75	0.25	0.50	0.00	14.50	15.28
0900 - 0915	0	0	18	0	6	1	0	0	25	25.50
0915 - 0930	0	0	10	0	4	1	0	0	15	15.50
0930 - 0945	0	1	9	0	7	0	0	0	17	16.40
0945 - 1000	0	0	11	0	3	1	0	0	15	15.50
Hourly Total	0	1	48	0	20	3	0	0	72	72.90
Hourly Average	0.00	0.25	12.00	0.00	5.00	0.75	0.00	0.00	18.00	18.23
1000 - 1015	0	0	13	0	5	0	0	0	18	18.00
1015 - 1030	0	0	11	0	3	0	0	0	14	14.00
1030 - 1045	0	0	10	0	1	0	0	0	11	11.00
1045 - 1100	0	0	16	0	2	0	0	1	19	20.00
Hourly Total	0	0	50	0	11	0	0	1	62	63.00
Hourly Average	0.00	0.00	12.50	0.00	2.75	0.00	0.00	0.25	15.50	15.75
1100 - 1115	0	0	11	0	2	0	0	0	13	13.00
1115 - 1130	0	0	12	1	3	0	0	0	16	16.00
1130 - 1145	0	0	12	0	0	0	0	0	12	12.00
1145 - 1200	0	0	16	0	2	0	1	0	19	20.30
Hourly Total	0	0	51	1	7	0	1	0	60	61.30
Hourly Average	0.00	0.00	12.75	0.25	1.75	0.00	0.25	0.00	15.00	15.33
1200 - 1215	0	0	15	0	5	1	0	0	21	21.50
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	22	0	2	0	0	0	24	24.00
1245 - 1300	0	0	18	0	7	0	1	0	26	27.30
Hourly Total	0	0	55	0	14	1	1	0	71	72.80
Hourly Average	0.00	0.00	13.75	0.00	3.50	0.25	0.25	0.00	17.75	18.20
1300 - 1315	0	0	18	1	2	0	1	0	22	23.30
1315 - 1330	0	0	13	0	1	0	0	0	14	14.00
1330 - 1345	0	0	10	0	0	0	1	0	11	12.30
1345 - 1400	0	0	12	0	4	0	2	0	18	20.60
Hourly Total	0	0	53	1	7	0	4	0	65	70.20
Hourly Average	0.00	0.00	13.25	0.25	1.75	0.00	1.00	0.00	16.25	17.55
1400 - 1415	0	0	17	0	2	1	0	0	20	20.50
1415 - 1430	0	0	11	0	4	0	0	0	15	15.00
1430 - 1445	0	0	21	1	8	3	0	0	33	34.50
1445 - 1500	0	0	22	1	4	0	0	0	27	27.00
Hourly Total	0	0	71	2	18	4	0	0	95	97.00
Hourly Average	0.00	0.00	17.75	0.50	4.50	1.00	0.00	0.00	23.75	24.25
1500 - 1515	0	0	17	0	6	3	0	0	26	27.50
1515 - 1530	0	1	10	2	4	0	0	0	17	16.40
1530 - 1545	0	0	20	0	5	0	0	0	25	25.00
1545 - 1600	0	0	18	0	5	1	0	0	24	24.50
Hourly Total	0	1	65	2	20	4	0	0	92	93.40
Hourly Average	0.00	0.25	16.25	0.50	5.00	1.00	0.00	0.00	23.00	23.35
1600 - 1615	0	0	20	1	8	0	0	0	29	29.00
1615 - 1630	0	0	17	0	3	0	1	0	21	22.30
1630 - 1645	0	0	19	0	4	0	0	0	23	23.00
1645 - 1700	0	0	23	0	4	1	0	0	28	28.50
Hourly Total	0	0	79	1	19	1	1	0	101	102.80
Hourly Average	0.00	0.00	19.75	0.25	4.75	0.25	0.25	0.00	25.25	25.70
1700 - 1715	0	0	30	0	5	0	0	0	35	35.00
1715 - 1730	0	0	15	0	4	1	0	0	20	20.50
1730 - 1745	0	0	22	0	0	0	0	0	22	22.00
1745 - 1800	0	0	32	0	3	0	0	0	35	35.00
Hourly Total	0	0	99	0	12	1	0	0	112	112.50
Hourly Average	0.00	0.00	24.75	0.00	3.00	0.25	0.00	0.00	28.00	28.13
1800 - 1815	0	0	34	0	2	0	0	0	36	36.00
1815 - 1830	0	0	22	0	1	0	0	0	23	23.00
1830 - 1845	0	0	20	0	3	0	0	0	23	23.00
1845 - 1900	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	0	0	94	0	8	0	0	0	102	102.00
Hourly Average	0.00	0.00	23.50	0.00	2.00	0.00	0.00	0.00	25.50	25.50
Session Total	0	2	738	9	155	15	9	1	929	948.00
Session Average	0.00	0.04	15.38	0.19	3.23	0.31	0.19	0.02	19.35	19.75

Heywood
Classified Junction Count

Site 2 of 5
Moss Hall Road (North)
Moss Hall Road (South)
Pilsworth Road

Lat/Long
lat 53.581106° lon -2.253853°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

Movement 2.6: Right from Pilsworth Road to Moss Hall Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	54	1	12	0	4	0	71	76.20
0715 - 0730	0	1	65	0	12	3	2	0	83	86.50
0730 - 0745	0	0	79	3	9	0	6	0	97	104.80
0745 - 0800	0	2	92	2	13	3	3	0	115	119.20
Hourly Total	0	3	290	6	46	6	15	0	366	386.70
Hourly Average	0.00	0.75	72.50	1.50	11.50	1.50	3.75	0.00	91.50	96.68
0800 - 0815	0	0	63	0	15	0	2	0	80	82.60
0815 - 0830	0	0	68	0	13	2	4	0	87	93.20
0830 - 0845	0	0	54	2	9	2	7	2	76	88.10
0845 - 0900	0	0	77	5	17	2	4	0	105	111.20
Hourly Total	0	0	262	7	54	6	17	2	348	375.10
Hourly Average	0.00	0.00	65.50	1.75	13.50	1.50	4.25	0.50	87.00	93.78
0900 - 0915	0	0	52	3	14	0	1	0	70	71.30
0915 - 0930	0	0	56	2	15	1	3	0	77	81.40
0930 - 0945	0	0	44	0	10	3	1	0	58	60.80
0945 - 1000	0	0	53	3	17	5	2	0	80	85.10
Hourly Total	0	0	205	8	56	9	7	0	285	298.60
Hourly Average	0.00	0.00	51.25	2.00	14.00	2.25	1.75	0.00	71.25	74.65
1000 - 1015	0	0	34	0	13	6	1	1	55	60.30
1015 - 1030	0	0	28	2	7	0	1	0	38	39.30
1030 - 1045	0	0	23	1	12	5	1	0	42	45.80
1045 - 1100	0	0	49	0	14	5	5	1	74	84.00
Hourly Total	0	0	134	3	46	16	8	2	209	229.40
Hourly Average	0.00	0.00	33.50	0.75	11.50	4.00	2.00	0.50	52.25	57.35
1100 - 1115	0	0	34	3	6	1	7	0	51	60.60
1115 - 1130	0	2	43	0	8	3	3	0	59	63.20
1130 - 1145	0	0	45	0	12	3	9	0	69	82.20
1145 - 1200	0	0	39	3	8	1	7	0	58	67.60
Hourly Total	0	2	161	6	34	8	26	0	237	273.60
Hourly Average	0.00	0.50	40.25	1.50	8.50	2.00	6.50	0.00	59.25	68.40
1200 - 1215	0	0	46	0	16	2	4	0	68	74.20
1215 - 1230	0	1	51	3	11	4	1	0	71	73.70
1230 - 1245	1	0	59	1	13	4	5	0	83	90.70
1245 - 1300	0	0	57	0	6	2	4	0	69	75.20
Hourly Total	1	1	213	4	46	12	14	0	291	313.80
Hourly Average	0.25	0.25	53.25	1.00	11.50	3.00	3.50	0.00	72.75	78.45
1300 - 1315	0	0	58	0	10	5	7	0	80	91.60
1315 - 1330	0	0	70	2	8	3	5	0	88	96.00
1330 - 1345	0	0	70	2	10	4	2	1	89	94.60
1345 - 1400	0	0	56	1	12	3	3	1	76	82.40
Hourly Total	0	0	254	5	40	15	17	2	333	364.60
Hourly Average	0.00	0.00	63.50	1.25	10.00	3.75	4.25	0.50	83.25	91.15
1400 - 1415	0	1	62	2	11	3	6	0	85	93.70
1415 - 1430	0	2	53	0	8	3	6	0	72	80.10
1430 - 1445	0	0	46	2	16	4	6	0	74	83.80
1445 - 1500	0	1	71	4	10	5	3	0	94	99.80
Hourly Total	0	4	232	8	45	15	21	0	325	357.40
Hourly Average	0.00	1.00	58.00	2.00	11.25	3.75	5.25	0.00	81.25	89.35
1500 - 1515	0	0	47	2	8	3	3	0	63	68.40
1515 - 1530	0	1	48	0	17	1	3	1	71	75.80
1530 - 1545	0	0	58	0	26	2	1	1	88	91.30
1545 - 1600	0	1	76	0	16	4	6	1	104	114.20
Hourly Total	0	2	229	2	67	10	13	3	326	349.70
Hourly Average	0.00	0.50	57.25	0.50	16.75	2.50	3.25	0.75	81.50	87.43
1600 - 1615	0	3	67	0	13	1	6	1	91	98.50
1615 - 1630	0	1	52	0	12	3	2	0	70	73.50
1630 - 1645	0	0	64	1	7	5	2	0	79	84.10
1645 - 1700	0	0	61	2	8	0	3	0	74	77.90
Hourly Total	0	4	244	3	40	9	13	1	314	334.00
Hourly Average	0.00	1.00	61.00	0.75	10.00	2.25	3.25	0.25	78.50	83.50
1700 - 1715	0	0	81	1	11	2	1	0	96	98.30
1715 - 1730	0	0	71	0	4	3	4	0	82	88.70
1730 - 1745	0	0	63	0	6	0	1	0	70	71.30
1745 - 1800	0	1	70	1	9	1	2	0	84	86.50
Hourly Total	0	1	285	2	30	6	8	0	332	344.80
Hourly Average	0.00	0.25	71.25	0.50	7.50	1.50	2.00	0.00	83.00	86.20
1800 - 1815	0	0	89	1	5	2	1	0	98	100.30
1815 - 1830	0	0	74	2	4	1	2	0	83	86.10
1830 - 1845	0	1	63	0	5	1	3	0	73	76.80
1845 - 1900	0	0	52	2	5	0	2	0	61	63.60
Hourly Total	0	1	278	5	19	4	8	0	315	326.80
Hourly Average	0.00	0.25	69.50	1.25	4.75	1.00	2.00	0.00	78.75	81.70
Session Total	1	18	2787	59	523	116	167	10	3681	3954.50
Session Average	0.02	0.38	58.06	1.23	10.90	2.42	3.48	0.21	76.69	82.39

Heywood
Classified Junction Count

Site 2 of 5
Moss Hall Road (North)
Moss Hall Road (South)
Pilsworth Road

Lat/Long
lat 53.581106° lon -2.253853°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

Movement 2.7: U-Turn from Pilsworth Road to Pilsworth Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	2	0	1	0	0	0	3	3.00
Session Average	0.00	0.00	0.04	0.00	0.02	0.00	0.00	0.00	0.06	0.06

Heywood
Classified Junction Count

Site 3 of 5
Pilsworth Road (North)
Hareshill Road
Pilsworth Road (West)

Lat/Long
lat 53.582714° lon -2.234736°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

Movement 3.1: Left from Pilsworth Road (North) to Hareshill Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	37	3	6	1	2	0	50	52.50
0715 - 0730	0	1	49	0	8	0	1	0	59	59.70
0730 - 0745	0	0	57	3	13	0	1	0	74	75.30
0745 - 0800	0	0	95	2	10	0	0	0	107	107.00
Hourly Total	0	2	238	8	37	1	4	0	290	294.50
Hourly Average	0.00	0.50	59.50	2.00	9.25	0.25	1.00	0.00	72.50	73.63
0800 - 0815	0	0	91	6	9	4	0	1	111	114.00
0815 - 0830	0	0	58	1	16	0	2	0	77	79.60
0830 - 0845	0	0	50	2	4	1	0	0	57	57.50
0845 - 0900	0	1	41	2	9	2	0	0	55	55.40
Hourly Total	0	1	240	11	38	7	2	1	300	306.50
Hourly Average	0.00	0.25	60.00	2.75	9.50	1.75	0.50	0.25	75.00	76.63
0900 - 0915	0	0	40	2	4	0	1	0	47	48.30
0915 - 0930	0	0	18	0	4	0	0	0	22	22.00
0930 - 0945	0	0	26	0	7	1	2	0	36	39.10
0945 - 1000	0	0	30	0	10	2	1	0	43	45.30
Hourly Total	0	0	114	2	25	3	4	0	148	154.70
Hourly Average	0.00	0.00	28.50	0.50	6.25	0.75	1.00	0.00	37.00	38.68
1000 - 1015	0	0	18	1	7	0	1	0	27	28.30
1015 - 1030	0	0	21	1	6	5	1	0	34	37.80
1030 - 1045	0	1	21	0	6	0	0	0	28	27.40
1045 - 1100	1	0	20	2	5	0	2	0	30	31.80
Hourly Total	1	1	80	4	24	5	4	0	119	125.30
Hourly Average	0.25	0.25	20.00	1.00	6.00	1.25	1.00	0.00	29.75	31.33
1100 - 1115	0	0	16	1	8	2	2	0	29	32.60
1115 - 1130	0	0	17	4	2	1	2	0	26	29.10
1130 - 1145	0	0	25	1	7	0	1	0	34	35.30
1145 - 1200	0	0	21	0	6	1	0	0	28	28.50
Hourly Total	0	0	79	6	23	4	5	0	117	125.50
Hourly Average	0.00	0.00	19.75	1.50	5.75	1.00	1.25	0.00	29.25	31.38
1200 - 1215	0	0	31	1	8	1	1	0	42	43.80
1215 - 1230	0	0	31	2	3	0	0	0	36	36.00
1230 - 1245	0	0	34	0	2	2	0	0	38	39.00
1245 - 1300	0	1	35	2	7	0	2	0	47	49.00
Hourly Total	0	1	131	5	20	3	3	0	163	167.80
Hourly Average	0.00	0.25	32.75	1.25	5.00	0.75	0.75	0.00	40.75	41.95
1300 - 1315	0	1	35	1	2	3	1	0	43	45.20
1315 - 1330	0	0	35	1	8	2	4	0	50	56.20
1330 - 1345	0	0	43	2	6	0	1	0	52	53.30
1345 - 1400	0	0	28	0	7	1	0	0	36	36.50
Hourly Total	0	1	141	4	23	6	6	0	181	191.20
Hourly Average	0.00	0.25	35.25	1.00	5.75	1.50	1.50	0.00	45.25	47.80
1400 - 1415	0	1	25	2	9	1	2	0	40	42.50
1415 - 1430	0	0	23	0	9	0	1	0	33	34.30
1430 - 1445	0	1	48	3	12	0	0	0	64	63.40
1445 - 1500	0	0	38	0	11	1	2	0	52	55.10
Hourly Total	0	2	134	5	41	2	5	0	189	195.30
Hourly Average	0.00	0.50	33.50	1.25	10.25	0.50	1.25	0.00	47.25	48.83
1500 - 1515	0	0	37	4	7	0	0	0	48	48.00
1515 - 1530	0	0	26	1	4	1	0	0	32	32.50
1530 - 1545	0	0	53	2	8	1	0	0	64	64.50
1545 - 1600	0	0	40	0	9	1	1	0	51	52.80
Hourly Total	0	0	156	7	28	3	1	0	195	197.80
Hourly Average	0.00	0.00	39.00	1.75	7.00	0.75	0.25	0.00	48.75	49.45
1600 - 1615	0	0	60	1	8	1	3	0	73	77.40
1615 - 1630	0	0	37	0	5	0	0	0	42	42.00
1630 - 1645	0	1	40	4	4	0	0	0	49	48.40
1645 - 1700	0	0	41	0	4	1	3	0	49	45.00
Hourly Total	0	1	178	5	21	2	6	0	209	212.80
Hourly Average	0.00	0.25	44.50	1.25	5.25	0.25	0.75	0.00	52.25	53.20
1700 - 1715	0	0	48	1	5	1	1	0	56	57.80
1715 - 1730	0	0	47	2	6	1	3	0	59	63.40
1730 - 1745	0	0	38	1	7	0	0	0	46	46.00
1745 - 1800	0	0	35	0	3	1	0	0	39	39.50
Hourly Total	0	0	168	4	21	3	4	0	200	206.70
Hourly Average	0.00	0.00	42.00	1.00	5.25	0.75	1.00	0.00	50.00	51.68
1800 - 1815	0	2	41	3	8	0	1	0	55	55.10
1815 - 1830	0	1	29	0	2	0	1	0	33	33.70
1830 - 1845	0	0	24	2	5	0	1	0	32	33.30
1845 - 1900	0	0	27	0	2	0	1	0	30	31.30
Hourly Total	0	3	121	5	17	0	4	0	150	153.40
Hourly Average	0.00	0.75	30.25	1.25	4.25	0.00	1.00	0.00	37.50	38.35
Session Total	1	12	1780	66	318	38	45	1	2261	2331.50
Session Average	0.02	0.25	37.08	1.38	6.63	0.79	0.94	0.02	47.10	48.57

Heywood
Classified Junction Count

Site 3 of 5
Pilsworth Road (North)
Hareshill Road
Pilsworth Road (West)

Lat/Long
lat 53.582714° lon -2.234736°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 3.2: Right from Pilsworth Road (North) to Pilsworth Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	45	2	10	0	1	0	59	59.70
0715 - 0730	0	2	48	0	8	0	1	0	59	59.10
0730 - 0745	0	1	49	2	4	0	0	0	56	55.40
0745 - 0800	0	1	52	0	8	1	2	0	64	66.50
Hourly Total	0	5	194	4	30	1	4	0	238	240.70
Hourly Average	0.00	1.25	48.50	1.00	7.50	0.25	1.00	0.00	59.50	60.18
0800 - 0815	0	1	52	1	2	1	1	0	58	59.20
0815 - 0830	0	1	65	0	6	1	1	0	74	75.20
0830 - 0845	0	0	53	3	12	1	1	0	70	71.80
0845 - 0900	0	0	52	2	14	2	3	0	73	77.90
Hourly Total	0	2	222	6	34	5	6	0	275	284.10
Hourly Average	0.00	0.50	55.50	1.50	8.50	1.25	1.50	0.00	68.75	71.03
0900 - 0915	1	0	32	2	4	3	0	0	42	42.70
0915 - 0930	0	1	32	2	6	1	0	0	42	41.90
0930 - 0945	0	0	28	1	1	4	2	0	36	40.60
0945 - 1000	0	0	29	1	8	2	1	1	42	45.30
Hourly Total	1	1	121	6	19	10	3	1	162	170.50
Hourly Average	0.25	0.25	30.25	1.50	4.75	2.50	0.75	0.25	40.50	42.63
1000 - 1015	0	0	24	0	3	3	0	0	30	31.50
1015 - 1030	0	0	35	0	10	1	1	0	47	48.80
1030 - 1045	0	0	24	2	2	1	1	0	30	31.80
1045 - 1100	0	0	26	0	12	3	0	0	41	42.50
Hourly Total	0	0	109	2	27	8	2	0	148	154.60
Hourly Average	0.00	0.00	27.25	0.50	6.75	2.00	0.50	0.00	37.00	38.65
1100 - 1115	0	0	21	1	7	1	0	0	30	30.50
1115 - 1130	0	0	19	0	4	2	2	0	27	30.60
1130 - 1145	0	0	27	0	4	1	0	0	32	32.50
1145 - 1200	0	0	26	1	8	1	2	0	38	41.10
Hourly Total	0	0	93	2	23	5	4	0	127	134.70
Hourly Average	0.00	0.00	23.25	0.50	5.75	1.25	1.00	0.00	31.75	33.68
1200 - 1215	0	0	25	0	1	0	3	0	29	32.90
1215 - 1230	0	0	34	1	3	0	4	0	42	47.20
1230 - 1245	0	0	37	0	3	1	1	0	42	43.80
1245 - 1300	0	0	31	1	7	1	0	0	40	40.50
Hourly Total	0	0	127	2	14	2	8	0	153	164.40
Hourly Average	0.00	0.00	31.75	0.50	3.50	0.50	2.00	0.00	38.25	41.10
1300 - 1315	0	0	28	0	4	2	0	0	34	35.00
1315 - 1330	0	2	29	1	4	1	1	0	38	38.60
1330 - 1345	0	0	40	0	2	1	0	0	43	43.50
1345 - 1400	1	0	39	0	5	2	0	0	47	47.20
Hourly Total	1	2	136	1	15	6	1	0	162	164.30
Hourly Average	0.25	0.50	34.00	0.25	3.75	1.50	0.25	0.00	40.50	41.08
1400 - 1415	0	0	27	2	6	1	1	0	37	38.80
1415 - 1430	0	0	19	3	6	1	2	0	31	34.10
1430 - 1445	1	0	32	2	8	1	0	0	44	43.70
1445 - 1500	0	0	19	0	2	3	1	0	25	27.80
Hourly Total	1	0	97	7	22	6	4	0	137	144.40
Hourly Average	0.25	0.00	24.25	1.75	5.50	1.50	1.00	0.00	34.25	36.10
1500 - 1515	0	0	17	0	4	2	2	0	25	28.60
1515 - 1530	0	0	29	0	5	0	1	1	36	38.30
1530 - 1545	0	0	36	0	1	1	0	0	38	38.50
1545 - 1600	0	0	37	3	9	0	1	0	50	51.30
Hourly Total	0	0	119	3	19	3	4	1	149	156.70
Hourly Average	0.00	0.00	29.75	0.75	4.75	0.75	1.00	0.25	37.25	39.18
1600 - 1615	0	1	53	0	8	0	2	0	64	66.00
1615 - 1630	0	1	25	2	3	3	0	0	34	34.90
1630 - 1645	0	0	35	6	6	1	1	0	49	50.80
1645 - 1700	0	0	42	0	3	0	0	0	45	45.00
Hourly Total	0	2	155	8	20	4	3	0	192	196.70
Hourly Average	0.00	0.50	38.75	2.00	5.00	1.00	0.75	0.00	48.00	49.18
1700 - 1715	0	0	50	2	1	0	0	0	53	53.00
1715 - 1730	0	1	51	0	8	0	1	0	61	61.70
1730 - 1745	0	0	39	2	4	2	0	0	47	48.00
1745 - 1800	0	0	36	0	1	0	1	0	38	39.30
Hourly Total	0	1	176	4	14	2	2	0	199	202.00
Hourly Average	0.00	0.25	44.00	1.00	3.50	0.50	0.50	0.00	49.75	50.50
1800 - 1815	0	0	37	0	2	1	0	0	40	40.50
1815 - 1830	0	0	23	0	3	0	0	0	26	28.00
1830 - 1845	0	0	28	0	2	0	0	0	30	30.00
1845 - 1900	0	0	17	0	3	1	0	0	21	21.50
Hourly Total	0	0	105	0	10	2	0	0	117	118.00
Hourly Average	0.00	0.00	26.25	0.00	2.50	0.50	0.00	0.00	29.25	29.50
Session Total	3	13	1654	45	247	54	41	2	2059	2131.10
Session Average	0.06	0.27	34.46	0.94	5.15	1.13	0.85	0.04	42.90	44.40

Heywood
Classified Junction Count

Site 3 of 5
Pilsworth Road (North)
Hareshill Road
Pilsworth Road (West)

Lat/Long
lat 53.582714° lon -2.234736°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 3.3: Westbound from Hareshill Road to Pilsworth Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	67	2	29	1	4	0	104	109.10
0715 - 0730	0	0	92	0	17	4	6	0	119	128.80
0730 - 0745	0	0	81	1	14	3	4	0	103	109.70
0745 - 0800	1	1	73	0	15	6	6	0	102	111.40
Hourly Total	1	2	313	3	75	14	20	0	428	459.00
Hourly Average	0.25	0.50	78.25	0.75	18.75	3.50	5.00	0.00	107.00	114.75
0800 - 0815	0	1	90	1	12	1	1	0	106	107.20
0815 - 0830	0	1	61	4	18	3	5	0	92	99.40
0830 - 0845	0	0	54	2	18	3	5	0	82	90.00
0845 - 0900	0	2	72	0	10	1	10	0	95	107.30
Hourly Total	0	4	277	7	58	8	21	0	375	403.90
Hourly Average	0.00	1.00	69.25	1.75	14.50	2.00	5.25	0.00	93.75	100.98
0900 - 0915	0	0	50	1	15	2	7	0	75	85.10
0915 - 0930	0	0	53	0	18	5	6	0	82	92.30
0930 - 0945	0	0	26	0	7	2	5	0	40	47.50
0945 - 1000	0	0	29	0	3	1	4	0	37	42.70
Hourly Total	0	0	158	1	43	10	22	0	234	267.60
Hourly Average	0.00	0.00	39.50	0.25	10.75	2.50	5.50	0.00	58.50	66.90
1000 - 1015	0	0	13	1	11	6	1	0	32	36.30
1015 - 1030	0	0	25	0	11	5	5	0	46	55.00
1030 - 1045	0	0	36	0	12	7	4	0	59	67.70
1045 - 1100	0	0	28	0	18	4	7	0	57	68.10
Hourly Total	0	0	102	1	52	22	17	0	194	227.10
Hourly Average	0.00	0.00	25.50	0.25	13.00	5.50	4.25	0.00	48.50	56.78
1100 - 1115	0	0	16	2	10	3	3	1	35	41.40
1115 - 1130	0	0	25	1	4	4	2	0	36	40.60
1130 - 1145	0	0	17	0	11	3	2	0	33	37.10
1145 - 1200	0	0	15	0	5	2	4	0	26	32.20
Hourly Total	0	0	73	3	30	12	11	1	130	151.30
Hourly Average	0.00	0.00	18.25	0.75	7.50	3.00	2.75	0.25	32.50	37.83
1200 - 1215	0	0	26	0	6	1	3	0	36	40.40
1215 - 1230	0	0	28	1	14	3	7	0	53	63.60
1230 - 1245	0	0	31	0	4	5	2	0	42	47.10
1245 - 1300	0	0	28	1	1	9	4	0	43	52.70
Hourly Total	0	0	113	2	25	18	16	0	174	203.80
Hourly Average	0.00	0.00	28.25	0.50	6.25	4.50	4.00	0.00	43.50	50.95
1300 - 1315	0	0	25	0	13	1	4	0	43	48.70
1315 - 1330	0	0	31	1	11	4	7	0	54	65.10
1330 - 1345	0	0	33	0	13	0	5	1	52	59.50
1345 - 1400	0	0	31	0	7	4	5	1	48	57.50
Hourly Total	0	0	120	1	44	9	21	2	197	230.80
Hourly Average	0.00	0.00	30.00	0.25	11.00	2.25	5.25	0.50	49.25	57.70
1400 - 1415	0	0	39	3	9	5	7	0	63	74.60
1415 - 1430	1	1	34	0	5	1	3	0	45	48.00
1430 - 1445	0	1	30	2	10	3	2	0	48	51.50
1445 - 1500	0	0	34	0	6	3	9	0	52	65.20
Hourly Total	1	2	137	5	30	12	21	0	208	239.30
Hourly Average	0.25	0.50	34.25	1.25	7.50	3.00	5.25	0.00	52.00	59.83
1500 - 1515	0	0	43	1	7	0	3	0	54	57.90
1515 - 1530	0	0	33	0	9	6	4	0	52	60.20
1530 - 1545	0	1	31	0	14	7	9	0	62	76.60
1545 - 1600	0	0	41	4	10	2	4	0	61	67.20
Hourly Total	0	1	148	5	40	15	20	0	229	261.90
Hourly Average	0.00	0.25	37.00	1.25	10.00	3.75	5.00	0.00	57.25	65.48
1600 - 1615	0	0	51	2	9	1	2	0	65	68.10
1615 - 1630	0	0	45	0	9	3	1	1	59	62.80
1630 - 1645	0	0	64	2	20	4	3	0	93	98.90
1645 - 1700	0	0	79	0	2	2	8	1	92	104.40
Hourly Total	0	0	239	4	40	10	14	2	309	334.20
Hourly Average	0.00	0.00	59.75	1.00	10.00	2.50	3.50	0.50	77.25	83.55
1700 - 1715	0	1	55	2	6	1	6	0	71	78.70
1715 - 1730	0	0	55	2	7	5	4	0	73	80.70
1730 - 1745	0	1	40	2	2	1	1	0	47	48.20
1745 - 1800	0	0	41	0	2	2	4	1	50	57.20
Hourly Total	0	2	191	6	17	9	15	1	241	264.80
Hourly Average	0.00	0.50	47.75	1.50	4.25	2.25	3.75	0.25	60.25	66.20
1800 - 1815	0	0	27	3	3	2	2	0	37	40.60
1815 - 1830	0	1	24	0	1	1	4	1	32	38.10
1830 - 1845	0	0	16	2	2	0	1	0	21	22.30
1845 - 1900	0	0	23	0	5	0	2	0	30	32.60
Hourly Total	0	1	90	5	11	3	9	1	120	133.60
Hourly Average	0.00	0.25	22.50	1.25	2.75	0.75	2.25	0.25	30.00	33.40
Session Total	2	12	1961	43	465	142	207	7	2839	3177.30
Session Average	0.04	0.25	40.85	0.90	9.69	2.96	4.31	0.15	59.15	66.19

Heywood
Classified Junction Count

Site 3 of 5
Pilsworth Road (North)
Hareshill Road
Pilsworth Road (West)

Lat/Long
lat 53.582714° lon -2.234736°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 3.4: Right from Hareshill Road to Pilsworth Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	22	0	13	0	0	0	36	35.40
0715 - 0730	0	0	23	2	5	1	0	0	31	31.50
0730 - 0745	0	0	36	4	3	0	2	0	45	47.60
0745 - 0800	0	0	46	3	10	3	0	0	62	63.50
Hourly Total	0	1	127	9	31	4	2	0	174	178.00
Hourly Average	0.00	0.25	31.75	2.25	7.75	1.00	0.50	0.00	43.50	44.50
0800 - 0815	0	0	76	0	7	1	1	0	85	86.80
0815 - 0830	0	1	69	0	12	1	0	0	83	82.90
0830 - 0845	0	0	54	6	8	0	3	0	71	74.90
0845 - 0900	0	0	40	2	9	1	0	0	52	52.50
Hourly Total	0	1	239	8	36	3	4	0	291	297.10
Hourly Average	0.00	0.25	59.75	2.00	9.00	0.75	1.00	0.00	72.75	74.28
0900 - 0915	0	0	35	2	6	1	0	0	44	44.50
0915 - 0930	0	1	32	0	4	2	4	0	43	48.60
0930 - 0945	0	0	24	2	9	0	2	0	37	39.60
0945 - 1000	0	0	28	2	13	0	3	0	46	49.90
Hourly Total	0	1	119	6	32	3	9	0	170	182.60
Hourly Average	0.00	0.25	29.75	1.50	8.00	0.75	2.25	0.00	42.50	45.65
1000 - 1015	0	0	12	2	5	0	2	0	21	23.60
1015 - 1030	0	0	19	0	8	1	1	0	29	30.80
1030 - 1045	0	0	18	2	9	2	1	0	32	34.30
1045 - 1100	0	0	15	2	6	2	2	0	27	30.60
Hourly Total	0	0	64	6	28	5	6	0	109	119.30
Hourly Average	0.00	0.00	16.00	1.50	7.00	1.25	1.50	0.00	27.25	29.83
1100 - 1115	0	0	26	3	4	1	3	0	37	41.40
1115 - 1130	0	0	10	1	10	4	4	0	29	36.20
1130 - 1145	0	0	26	2	9	1	0	0	38	38.50
1145 - 1200	0	1	20	3	11	0	2	0	37	39.00
Hourly Total	0	1	82	9	34	6	9	0	141	155.10
Hourly Average	0.00	0.25	20.50	2.25	8.50	1.50	2.25	0.00	35.25	38.78
1200 - 1215	0	0	32	1	7	2	1	0	43	45.30
1215 - 1230	0	0	35	1	2	2	1	0	41	43.30
1230 - 1245	0	0	24	1	13	0	2	0	40	42.60
1245 - 1300	0	1	23	3	12	0	1	0	40	40.70
Hourly Total	0	1	114	6	34	4	5	0	164	171.90
Hourly Average	0.00	0.25	28.50	1.50	8.50	1.00	1.25	0.00	41.00	42.98
1300 - 1315	0	0	36	0	12	2	0	0	50	51.00
1315 - 1330	0	0	32	3	7	1	0	0	43	43.50
1330 - 1345	0	0	26	0	7	4	0	0	37	39.00
1345 - 1400	0	0	36	2	9	0	3	0	50	53.90
Hourly Total	0	0	130	5	35	7	3	0	180	187.40
Hourly Average	0.00	0.00	32.50	1.25	8.75	1.75	0.75	0.00	45.00	46.85
1400 - 1415	0	0	61	0	5	0	0	0	66	66.00
1415 - 1430	0	0	39	2	12	0	2	0	55	57.60
1430 - 1445	0	0	37	2	7	2	2	0	50	53.60
1445 - 1500	0	0	62	4	11	2	0	0	79	80.00
Hourly Total	0	0	199	8	35	4	4	0	250	257.20
Hourly Average	0.00	0.00	49.75	2.00	8.75	1.00	1.00	0.00	62.50	64.30
1500 - 1515	0	0	45	4	11	0	4	1	65	71.20
1515 - 1530	0	0	46	4	9	1	4	0	64	69.70
1530 - 1545	0	0	43	4	16	0	0	0	63	63.00
1545 - 1600	0	0	49	0	13	1	2	0	65	68.10
Hourly Total	0	0	183	12	49	2	10	1	257	272.00
Hourly Average	0.00	0.00	45.75	3.00	12.25	0.50	2.50	0.25	64.25	68.00
1600 - 1615	0	0	73	0	11	0	0	0	84	84.00
1615 - 1630	0	1	61	1	10	0	1	0	74	74.70
1630 - 1645	0	3	66	2	14	1	2	0	88	89.30
1645 - 1700	0	1	57	1	14	0	2	0	75	77.00
Hourly Total	0	5	257	4	49	1	5	0	321	325.00
Hourly Average	0.00	1.25	64.25	1.00	12.25	0.25	1.25	0.00	80.25	81.25
1700 - 1715	0	1	83	2	11	1	0	0	98	97.90
1715 - 1730	0	1	71	0	12	1	0	0	85	84.90
1730 - 1745	0	0	61	1	5	0	1	0	68	69.30
1745 - 1800	0	0	66	1	9	0	1	0	77	78.30
Hourly Total	0	2	281	4	37	2	2	0	328	330.40
Hourly Average	0.00	0.50	70.25	1.00	9.25	0.50	0.50	0.00	82.00	82.60
1800 - 1815	0	0	43	1	6	1	3	0	54	58.40
1815 - 1830	0	1	62	0	4	0	4	0	71	75.60
1830 - 1845	0	2	36	0	5	0	0	0	43	41.80
1845 - 1900	0	0	42	0	2	0	3	0	47	50.90
Hourly Total	0	3	183	1	17	1	10	0	215	226.70
Hourly Average	0.00	0.75	45.75	0.25	4.25	0.25	2.50	0.00	53.75	56.68
Session Total	0	15	1978	78	417	42	69	1	2600	2702.70
Session Average	0.00	0.31	41.21	1.63	8.69	0.88	1.44	0.02	54.17	56.31

Heywood
Classified Junction Count

Site 3 of 5
Pilsworth Road (North)
Hareshill Road
Pilsworth Road (West)

Lat/Long
lat 53.582714° lon -2.234736°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 3.5: Left from Pilsworth Road (West) to Pilsworth Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	27	1	3	0	0	0	31	31.00
0715 - 0730	0	1	22	0	4	2	1	0	30	31.70
0730 - 0745	0	0	34	4	3	1	0	0	42	42.50
0745 - 0800	0	0	30	4	6	1	2	0	43	46.10
Hourly Total	0	1	113	9	16	4	3	0	146	151.30
Hourly Average	0.00	0.25	28.25	2.25	4.00	1.00	0.75	0.00	36.50	37.83
0800 - 0815	0	0	33	1	12	1	0	0	47	47.50
0815 - 0830	0	0	37	1	6	2	0	0	46	47.00
0830 - 0845	0	1	23	1	6	1	2	0	34	36.50
0845 - 0900	0	0	44	0	7	0	0	0	51	51.00
Hourly Total	0	1	137	3	31	4	2	0	178	182.00
Hourly Average	0.00	0.25	34.25	0.75	7.75	1.00	0.50	0.00	44.50	45.50
0900 - 0915	0	0	24	2	4	0	0	0	30	30.00
0915 - 0930	0	0	20	2	9	1	0	0	32	32.50
0930 - 0945	0	0	23	0	9	1	1	0	34	35.80
0945 - 1000	0	0	27	1	8	4	0	0	40	42.00
Hourly Total	0	0	94	5	30	6	1	0	136	140.30
Hourly Average	0.00	0.00	23.50	1.25	7.50	1.50	0.25	0.00	34.00	35.08
1000 - 1015	0	0	21	1	4	2	1	0	29	31.30
1015 - 1030	0	0	14	3	4	0	0	0	21	21.00
1030 - 1045	0	0	15	0	3	1	0	0	19	19.50
1045 - 1100	0	0	29	0	7	3	1	0	40	42.80
Hourly Total	0	0	79	4	18	6	2	0	109	114.60
Hourly Average	0.00	0.00	19.75	1.00	4.50	1.50	0.50	0.00	27.25	28.65
1100 - 1115	0	0	23	2	3	1	0	0	29	29.50
1115 - 1130	0	0	19	1	7	0	0	0	27	27.00
1130 - 1145	0	0	31	0	7	0	1	0	39	40.30
1145 - 1200	0	0	23	2	5	0	1	0	31	32.30
Hourly Total	0	0	96	5	22	1	2	0	126	129.10
Hourly Average	0.00	0.00	24.00	1.25	5.50	0.25	0.50	0.00	31.50	32.28
1200 - 1215	0	0	44	0	3	0	0	0	47	47.00
1215 - 1230	0	0	25	2	2	2	0	0	31	32.00
1230 - 1245	0	0	44	0	7	1	0	0	52	52.50
1245 - 1300	1	0	38	0	3	1	2	0	45	47.30
Hourly Total	1	0	151	2	15	4	2	0	175	178.80
Hourly Average	0.25	0.00	37.75	0.50	3.75	1.00	0.50	0.00	43.75	44.70
1300 - 1315	0	0	33	0	2	0	1	0	36	37.30
1315 - 1330	0	0	38	0	3	0	0	0	41	41.00
1330 - 1345	0	1	47	0	4	1	0	1	54	54.90
1345 - 1400	0	0	28	1	8	0	0	0	37	37.00
Hourly Total	0	1	146	1	17	1	1	1	168	170.20
Hourly Average	0.00	0.25	36.50	0.25	4.25	0.25	0.25	0.25	42.00	42.55
1400 - 1415	0	1	42	0	7	0	0	0	50	49.40
1415 - 1430	0	3	29	3	5	0	2	0	42	42.80
1430 - 1445	1	0	39	0	7	3	1	0	51	53.00
1445 - 1500	0	2	40	3	13	2	0	0	60	59.80
Hourly Total	1	6	150	6	32	5	3	0	203	205.00
Hourly Average	0.25	1.50	37.50	1.50	8.00	1.25	0.75	0.00	50.75	51.25
1500 - 1515	0	0	44	1	2	0	0	0	47	47.00
1515 - 1530	0	0	41	1	11	0	1	0	54	55.30
1530 - 1545	0	0	45	0	16	1	0	0	62	62.50
1545 - 1600	0	0	55	1	11	4	1	0	72	75.30
Hourly Total	0	0	185	3	40	5	2	0	235	240.10
Hourly Average	0.00	0.00	46.25	0.75	10.00	1.25	0.50	0.00	58.75	60.03
1600 - 1615	0	1	72	0	9	1	0	0	83	82.90
1615 - 1630	0	1	36	0	11	1	0	0	49	48.90
1630 - 1645	0	0	49	0	8	1	1	0	59	60.80
1645 - 1700	0	0	37	3	7	1	1	0	49	50.80
Hourly Total	0	2	194	3	35	4	2	0	240	243.40
Hourly Average	0.00	0.50	48.50	0.75	8.75	1.00	0.50	0.00	60.00	60.85
1700 - 1715	0	1	72	0	8	1	0	0	82	81.90
1715 - 1730	0	2	46	0	4	1	1	0	54	54.60
1730 - 1745	0	0	45	0	0	0	0	0	45	45.00
1745 - 1800	0	0	47	1	6	0	0	0	54	54.00
Hourly Total	0	3	210	1	18	2	1	0	235	235.50
Hourly Average	0.00	0.75	52.50	0.25	4.50	0.50	0.25	0.00	58.75	58.88
1800 - 1815	0	0	59	1	3	0	0	0	63	63.00
1815 - 1830	0	0	52	3	1	0	0	0	56	56.00
1830 - 1845	0	1	43	0	1	0	0	0	45	44.40
1845 - 1900	0	0	35	3	1	0	1	0	40	41.30
Hourly Total	0	1	189	7	6	0	1	0	204	204.70
Hourly Average	0.00	0.25	47.25	1.75	1.50	0.00	0.25	0.00	51.00	51.18
Session Total	2	15	1744	49	280	42	22	1	2155	2195.00
Session Average	0.04	0.31	36.33	1.02	5.83	0.88	0.46	0.02	44.90	45.73

Heywood
Classified Junction Count

Site 3 of 5
Pilsworth Road (North)
Hareshill Road
Pilsworth Road (West)

Lat/Long
lat 53.582714° lon -2.234736°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

Movement 3.6: Eastbound from Pilsworth Road (West) to Hareshill Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	28	1	11	4	5	0	49	57.50
0715 - 0730	0	0	36	0	8	1	3	0	48	52.40
0730 - 0745	0	0	43	0	6	8	3	0	60	67.90
0745 - 0800	0	1	43	0	4	2	3	0	53	57.30
Hourly Total	0	1	150	1	29	15	14	0	210	235.10
Hourly Average	0.00	0.25	37.50	0.25	7.25	3.75	3.50	0.00	52.50	58.78
0800 - 0815	0	0	40	0	4	4	3	0	51	56.90
0815 - 0830	0	1	36	0	9	4	5	0	55	62.90
0830 - 0845	0	0	23	1	6	4	1	0	35	38.30
0845 - 0900	0	0	27	1	3	4	5	0	40	48.50
Hourly Total	0	1	126	2	22	16	14	0	181	206.60
Hourly Average	0.00	0.25	31.50	0.50	5.50	4.00	3.50	0.00	45.25	51.65
0900 - 0915	0	1	25	0	10	3	2	0	41	44.50
0915 - 0930	0	0	31	2	11	3	3	0	50	55.40
0930 - 0945	0	0	21	2	6	5	4	0	38	45.70
0945 - 1000	0	0	28	2	7	0	5	2	44	52.50
Hourly Total	0	1	105	6	34	11	14	2	173	198.10
Hourly Average	0.00	0.25	26.25	1.50	8.50	2.75	3.50	0.50	43.25	49.53
1000 - 1015	0	0	14	0	5	1	6	1	27	36.30
1015 - 1030	0	0	10	0	8	5	6	0	29	39.30
1030 - 1045	0	0	10	0	7	2	5	0	24	31.50
1045 - 1100	0	0	20	2	9	7	5	0	43	53.00
Hourly Total	0	0	54	2	29	15	22	1	123	160.10
Hourly Average	0.00	0.00	13.50	0.50	7.25	3.75	5.50	0.25	30.75	40.03
1100 - 1115	0	0	19	0	7	0	4	0	30	35.20
1115 - 1130	0	2	25	0	9	3	1	0	40	41.60
1130 - 1145	0	0	25	0	14	6	2	0	47	52.60
1145 - 1200	0	0	21	1	9	0	3	0	34	37.90
Hourly Total	0	2	90	1	39	9	10	0	151	167.30
Hourly Average	0.00	0.50	22.50	0.25	9.75	2.25	2.50	0.00	37.75	41.83
1200 - 1215	0	2	28	0	3	4	3	0	40	44.70
1215 - 1230	0	0	18	1	11	3	4	0	37	43.70
1230 - 1245	0	0	29	0	6	4	4	0	43	50.20
1245 - 1300	0	0	23	1	5	1	2	0	32	35.10
Hourly Total	0	2	98	2	25	12	13	0	152	173.70
Hourly Average	0.00	0.50	24.50	0.50	6.25	3.00	3.25	0.00	38.00	43.43
1300 - 1315	0	0	27	0	4	1	5	0	37	44.00
1315 - 1330	0	0	28	2	1	3	4	0	38	44.70
1330 - 1345	0	0	32	0	8	8	2	0	50	56.60
1345 - 1400	0	0	37	2	10	2	6	0	57	65.80
Hourly Total	0	0	124	4	23	14	17	0	182	211.10
Hourly Average	0.00	0.00	31.00	1.00	5.75	3.50	4.25	0.00	45.50	52.78
1400 - 1415	0	1	33	0	12	3	3	0	52	56.80
1415 - 1430	0	0	38	0	6	3	5	1	53	62.00
1430 - 1445	0	0	51	0	10	0	2	0	63	65.60
1445 - 1500	0	0	27	2	4	2	3	0	38	42.90
Hourly Total	0	1	149	2	32	8	13	1	206	227.30
Hourly Average	0.00	0.25	37.25	0.50	8.00	2.00	3.25	0.25	51.50	56.83
1500 - 1515	0	0	38	0	13	3	5	1	60	69.00
1515 - 1530	0	1	27	3	2	0	8	1	42	52.80
1530 - 1545	0	0	46	0	11	1	8	0	66	76.90
1545 - 1600	0	2	43	1	13	2	5	0	66	72.30
Hourly Total	0	3	154	4	39	6	26	2	234	271.00
Hourly Average	0.00	0.75	38.50	1.00	9.75	1.50	6.50	0.50	58.50	67.75
1600 - 1615	0	1	52	0	13	2	1	0	69	70.70
1615 - 1630	0	1	42	0	8	4	3	0	58	63.30
1630 - 1645	0	0	58	0	8	4	2	0	72	76.60
1645 - 1700	0	0	46	0	8	0	6	0	60	67.80
Hourly Total	0	2	198	0	37	10	12	0	259	278.40
Hourly Average	0.00	0.50	49.50	0.00	9.25	2.50	3.00	0.00	64.75	69.60
1700 - 1715	0	0	65	1	3	2	1	0	72	74.30
1715 - 1730	0	0	59	1	3	1	4	0	68	73.70
1730 - 1745	0	1	49	0	4	2	5	0	61	67.90
1745 - 1800	0	0	39	0	3	1	4	0	47	52.70
Hourly Total	0	1	212	2	13	6	14	0	248	268.60
Hourly Average	0.00	0.25	53.00	0.50	3.25	1.50	3.50	0.00	62.00	67.15
1800 - 1815	0	1	42	1	1	2	3	0	50	54.30
1815 - 1830	0	0	34	0	2	1	6	0	43	51.30
1830 - 1845	0	0	35	0	6	0	1	0	42	43.30
1845 - 1900	0	1	31	0	3	2	4	0	41	46.60
Hourly Total	0	2	142	1	12	5	14	0	176	195.50
Hourly Average	0.00	0.50	35.50	0.25	3.00	1.25	3.50	0.00	44.00	48.88
Session Total	0	16	1602	27	334	127	183	6	2295	2592.80
Session Average	0.00	0.33	33.38	0.56	6.96	2.65	3.81	0.13	47.81	54.02

Heywood
Classified Junction Count

Site 4 of 5
A6045 Manchester Road (North)
Queen Elizabeth II Way (East)
A6045 Manchester Road (South)
Queen Elizabeth II Way (West)

Lat/Long
lat 53.576403° lon -2.217053°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.1: Left from A6045 Manchester Road (North) to Queen Elizabeth II Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	1	2	0	7	10.10
0715 - 0730	0	0	3	0	1	0	0	0	4	4.00
0730 - 0745	0	0	13	0	2	0	2	0	17	19.60
0745 - 0800	0	1	12	0	4	0	2	0	19	21.00
Hourly Total	0	1	31	0	8	1	6	0	47	54.70
Hourly Average	0.00	0.25	7.75	0.00	2.00	0.25	1.50	0.00	11.75	13.68
0800 - 0815	0	0	18	0	1	0	0	0	19	19.00
0815 - 0830	0	0	12	0	2	0	0	0	14	14.00
0830 - 0845	0	0	13	1	1	2	0	0	17	18.00
0845 - 0900	0	0	9	0	1	0	2	0	12	14.60
Hourly Total	0	0	52	1	5	2	2	0	62	65.60
Hourly Average	0.00	0.00	13.00	0.25	1.25	0.50	0.50	0.00	15.50	16.40
0900 - 0915	0	0	7	0	1	1	2	0	11	14.10
0915 - 0930	0	0	6	0	0	0	1	0	7	8.30
0930 - 0945	0	0	8	0	0	0	1	0	9	10.30
0945 - 1000	0	0	5	1	1	0	1	0	8	9.30
Hourly Total	0	0	26	1	2	1	5	0	35	42.00
Hourly Average	0.00	0.00	6.50	0.25	0.50	0.25	1.25	0.00	8.75	10.50
1000 - 1015	0	0	8	0	1	0	0	0	9	9.00
1015 - 1030	0	0	5	0	1	0	2	0	8	10.60
1030 - 1045	0	0	8	0	2	0	2	0	12	14.60
1045 - 1100	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	29	0	4	0	4	0	37	42.20
Hourly Average	0.00	0.00	7.25	0.00	1.00	0.00	1.00	0.00	9.25	10.55
1100 - 1115	0	0	5	0	2	0	0	0	7	7.00
1115 - 1130	0	0	5	0	0	1	0	0	6	6.50
1130 - 1145	0	0	5	0	2	1	1	0	9	10.80
1145 - 1200	0	0	4	1	1	2	0	0	8	9.00
Hourly Total	0	0	19	1	5	4	1	0	30	33.30
Hourly Average	0.00	0.00	4.75	0.25	1.25	1.00	0.25	0.00	7.50	8.33
1200 - 1215	0	1	8	0	0	0	0	0	9	8.40
1215 - 1230	0	0	4	0	1	0	2	0	7	9.60
1230 - 1245	0	0	4	0	2	1	0	0	7	7.50
1245 - 1300	0	0	3	0	3	1	2	0	9	12.10
Hourly Total	0	1	19	0	6	2	4	0	32	37.60
Hourly Average	0.00	0.25	4.75	0.00	1.50	0.50	1.00	0.00	8.00	9.40
1300 - 1315	0	0	2	0	2	1	3	0	8	12.40
1315 - 1330	0	0	7	1	4	0	1	0	13	14.30
1330 - 1345	0	0	8	0	1	0	0	0	9	9.00
1345 - 1400	0	0	7	0	0	1	1	0	9	10.80
Hourly Total	0	0	24	1	7	2	5	0	39	46.50
Hourly Average	0.00	0.00	6.00	0.25	1.75	0.50	1.25	0.00	9.75	11.63
1400 - 1415	0	0	6	1	2	0	0	0	9	9.00
1415 - 1430	0	0	4	0	3	0	2	0	9	11.60
1430 - 1445	0	0	5	1	2	2	0	0	10	11.00
1445 - 1500	0	0	15	0	1	0	1	0	17	18.30
Hourly Total	0	0	30	2	8	2	3	0	45	49.90
Hourly Average	0.00	0.00	7.50	0.50	2.00	0.50	0.75	0.00	11.25	12.48
1500 - 1515	0	0	13	0	7	0	0	0	20	20.00
1515 - 1530	0	0	15	0	3	0	3	0	21	24.90
1530 - 1545	0	0	18	0	3	0	3	0	24	27.90
1545 - 1600	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	55	0	14	0	6	0	75	82.80
Hourly Average	0.00	0.00	13.75	0.00	3.50	0.00	1.50	0.00	18.75	20.70
1600 - 1615	0	0	8	0	3	0	2	0	13	15.60
1615 - 1630	0	0	10	0	1	0	1	0	12	13.30
1630 - 1645	0	0	9	0	0	0	1	1	11	13.30
1645 - 1700	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	33	0	5	0	4	1	43	49.20
Hourly Average	0.00	0.00	8.25	0.00	1.25	0.00	1.00	0.25	10.75	12.30
1700 - 1715	0	0	1	0	1	0	0	0	2	2.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	5	0	1	0	0	0	6	6.00
1745 - 1800	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	18	0	3	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.50	0.00	0.75	0.00	0.00	0.00	5.25	5.25
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1815 - 1830	0	0	10	0	0	0	0	0	10	10.00
1830 - 1845	0	0	8	0	0	0	0	0	8	8.00
1845 - 1900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	32	0	0	0	0	0	32	32.00
Hourly Average	0.00	0.00	8.00	0.00	0.00	0.00	0.00	0.00	8.00	8.00
Session Total	0	2	368	6	67	14	40	1	498	556.80
Session Average	0.00	0.04	7.67	0.13	1.40	0.29	0.83	0.02	10.38	11.60

Heywood
Classified Junction Count

Site 4 of 5

A6045 Manchester Road (North)
Queen Elizabeth II Way (East)
A6045 Manchester Road (South)
Queen Elizabeth II Way (West)

Lat/Long
lat 53.576403° lon -2.217053°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

Movement 4.2: Southbound from A6045 Manchester Road (North) to A6045 Manchester Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	2	99	0	25	3	0	1	133	131.90
0715 - 0730	1	0	101	2	22	1	1	1	129	131.00
0730 - 0745	0	2	100	2	26	3	1	0	134	135.60
0745 - 0800	1	1	101	1	20	0	0	0	124	122.60
Hourly Total	5	5	401	5	93	7	2	2	520	521.10
Hourly Average	1.25	1.25	100.25	1.25	23.25	1.75	0.50	0.50	130.00	130.28
0800 - 0815	0	0	100	2	16	2	0	0	120	121.00
0815 - 0830	1	0	83	2	10	0	3	0	99	102.10
0830 - 0845	0	0	78	1	10	1	0	1	91	92.50
0845 - 0900	0	0	66	1	10	2	1	1	81	84.30
Hourly Total	1	0	327	6	46	5	4	2	391	399.90
Hourly Average	0.25	0.00	81.75	1.50	11.50	1.25	1.00	0.50	97.75	99.98
0900 - 0915	0	1	72	1	10	2	1	0	87	88.70
0915 - 0930	0	0	71	0	9	1	0	0	81	81.50
0930 - 0945	0	1	59	1	10	0	0	0	71	70.40
0945 - 1000	0	0	47	0	9	0	0	1	57	58.00
Hourly Total	0	2	249	2	38	3	1	1	296	298.60
Hourly Average	0.00	0.50	62.25	0.50	9.50	0.75	0.25	0.25	74.00	74.65
1000 - 1015	0	0	46	0	8	2	0	0	56	57.00
1015 - 1030	0	0	44	0	11	0	0	0	55	55.00
1030 - 1045	0	1	47	1	9	1	0	0	59	58.90
1045 - 1100	2	0	39	0	7	1	0	1	50	49.90
Hourly Total	2	1	176	1	35	4	0	1	220	220.80
Hourly Average	0.50	0.25	44.00	0.25	8.75	1.00	0.00	0.25	55.00	55.20
1100 - 1115	0	0	32	0	6	2	1	0	41	43.30
1115 - 1130	0	0	31	0	5	2	0	1	39	41.00
1130 - 1145	0	0	38	0	10	0	2	1	51	54.60
1145 - 1200	0	0	38	0	5	0	0	0	43	43.00
Hourly Total	0	0	139	0	26	4	3	2	174	181.90
Hourly Average	0.00	0.00	34.75	0.00	6.50	1.00	0.75	0.50	43.50	45.48
1200 - 1215	0	0	37	1	7	1	1	0	47	48.80
1215 - 1230	0	0	43	1	9	0	0	0	53	53.00
1230 - 1245	0	0	36	1	12	0	0	1	50	51.00
1245 - 1300	0	0	31	1	4	0	0	0	36	36.00
Hourly Total	0	0	147	4	32	1	1	1	186	188.80
Hourly Average	0.00	0.00	36.75	1.00	8.00	0.25	0.25	0.25	46.50	47.20
1300 - 1315	0	0	40	0	14	0	2	0	56	58.60
1315 - 1330	0	0	29	2	6	1	0	0	38	38.50
1330 - 1345	1	0	38	1	8	0	0	1	49	49.20
1345 - 1400	0	0	42	1	5	1	1	0	50	51.80
Hourly Total	1	0	149	4	33	2	3	1	193	198.10
Hourly Average	0.25	0.00	37.25	1.00	8.25	0.50	0.75	0.25	48.25	49.53
1400 - 1415	1	0	30	0	12	0	0	0	43	42.20
1415 - 1430	0	0	35	0	8	1	2	0	46	49.10
1430 - 1445	0	0	58	3	5	0	1	0	67	68.30
1445 - 1500	0	1	49	2	7	0	1	1	61	62.70
Hourly Total	1	1	172	5	32	1	4	1	217	222.30
Hourly Average	0.25	0.25	43.00	1.25	8.00	0.25	1.00	0.25	54.25	55.58
1500 - 1515	0	0	55	2	11	1	2	1	72	76.10
1515 - 1530	0	0	61	1	7	0	0	0	69	69.00
1530 - 1545	0	0	57	0	3	1	2	0	63	66.10
1545 - 1600	0	0	51	0	6	0	0	0	57	57.00
Hourly Total	0	0	224	3	27	2	4	1	261	268.20
Hourly Average	0.00	0.00	56.00	0.75	6.75	0.50	1.00	0.25	65.25	67.05
1600 - 1615	1	0	72	1	6	0	0	0	80	79.20
1615 - 1630	2	0	55	0	8	0	1	0	66	65.70
1630 - 1645	0	0	53	0	10	1	2	1	67	71.10
1645 - 1700	1	2	60	2	3	0	0	1	69	68.00
Hourly Total	4	2	240	3	27	1	3	2	282	284.00
Hourly Average	1.00	0.50	60.00	0.75	6.75	0.25	0.75	0.50	70.50	71.00
1700 - 1715	1	1	61	3	7	1	0	0	74	73.10
1715 - 1730	0	0	66	2	10	0	0	0	78	78.00
1730 - 1745	1	0	59	0	7	0	0	1	68	68.20
1745 - 1800	0	1	50	0	8	0	0	0	59	58.40
Hourly Total	2	2	236	5	32	1	0	1	279	277.70
Hourly Average	0.50	0.50	59.00	1.25	8.00	0.25	0.00	0.25	69.75	69.43
1800 - 1815	0	0	51	0	9	0	0	0	60	60.00
1815 - 1830	0	1	53	2	2	0	0	0	58	57.40
1830 - 1845	0	0	33	0	1	0	1	1	36	38.30
1845 - 1900	0	0	45	0	4	0	0	0	49	49.00
Hourly Total	0	1	182	2	16	0	1	1	203	204.70
Hourly Average	0.00	0.25	45.50	0.50	4.00	0.00	0.25	0.25	50.75	51.18
Session Total	16	14	2642	40	437	31	26	16	3222	3266.10
Session Average	0.33	0.29	55.04	0.83	9.10	0.65	0.54	0.33	67.13	68.04

Heywood
Classified Junction Count

Site 4 of 5
A6045 Manchester Road (North)
Queen Elizabeth II Way (East)
A6045 Manchester Road (South)
Queen Elizabeth II Way (West)

Lat/Long
lat 53.576403° lon -2.217053°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.3: Right from A6045 Manchester Road (North) to Queen Elizabeth II Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	12	0	3	1	0	0	16	16.50
0715 - 0730	0	0	23	0	4	0	0	0	27	27.00
0730 - 0745	0	0	25	1	4	1	0	0	31	31.50
0745 - 0800	0	0	24	1	4	0	0	0	29	29.00
Hourly Total	0	0	84	2	15	2	0	0	103	104.00
Hourly Average	0.00	0.00	21.00	0.50	3.75	0.50	0.00	0.00	25.75	26.00
0800 - 0815	0	0	32	1	3	0	0	0	36	36.00
0815 - 0830	0	2	36	0	6	1	0	0	45	44.30
0830 - 0845	0	0	21	1	2	0	0	0	24	24.00
0845 - 0900	0	0	19	0	2	0	1	0	22	23.30
Hourly Total	0	2	108	2	13	1	1	0	127	127.60
Hourly Average	0.00	0.50	27.00	0.50	3.25	0.25	0.25	0.00	31.75	31.90
0900 - 0915	0	0	14	0	2	1	0	0	17	17.50
0915 - 0930	0	0	20	0	4	1	0	0	25	25.50
0930 - 0945	0	0	10	0	1	0	0	0	11	11.00
0945 - 1000	0	0	14	0	3	1	1	0	19	20.80
Hourly Total	0	0	58	0	10	3	1	0	72	74.80
Hourly Average	0.00	0.00	14.50	0.00	2.50	0.75	0.25	0.00	18.00	18.70
1000 - 1015	0	0	10	0	4	0	0	0	14	14.00
1015 - 1030	0	0	14	0	3	3	1	0	21	23.80
1030 - 1045	0	0	17	0	5	3	0	0	25	26.50
1045 - 1100	0	0	8	0	4	1	0	0	13	13.50
Hourly Total	0	0	49	0	16	7	1	0	73	77.80
Hourly Average	0.00	0.00	12.25	0.00	4.00	1.75	0.25	0.00	18.25	19.45
1100 - 1115	0	0	6	1	1	0	0	0	8	8.00
1115 - 1130	0	0	16	1	3	1	1	0	22	23.80
1130 - 1145	0	0	8	0	6	0	0	0	14	14.00
1145 - 1200	0	0	4	0	4	1	0	0	9	9.50
Hourly Total	0	0	34	2	14	2	1	0	53	55.30
Hourly Average	0.00	0.00	8.50	0.50	3.50	0.50	0.25	0.00	13.25	13.83
1200 - 1215	0	0	13	0	5	1	0	0	19	19.50
1215 - 1230	0	0	25	1	2	0	1	0	29	30.30
1230 - 1245	0	0	16	1	3	0	0	0	20	20.00
1245 - 1300	0	0	16	1	3	1	0	0	21	21.50
Hourly Total	0	0	70	3	13	2	1	0	89	91.30
Hourly Average	0.00	0.00	17.50	0.75	3.25	0.50	0.25	0.00	22.25	22.83
1300 - 1315	0	0	14	0	2	0	0	0	16	16.00
1315 - 1330	0	0	18	1	2	2	1	0	24	26.30
1330 - 1345	0	0	11	0	3	0	2	0	16	18.60
1345 - 1400	0	0	12	0	4	0	0	0	16	16.00
Hourly Total	0	0	55	1	11	2	3	0	72	76.90
Hourly Average	0.00	0.00	13.75	0.25	2.75	0.50	0.75	0.00	18.00	19.23
1400 - 1415	0	0	18	0	3	2	0	0	23	24.00
1415 - 1430	0	0	12	0	3	1	1	0	17	18.80
1430 - 1445	0	1	16	0	1	2	1	0	21	22.70
1445 - 1500	0	0	30	2	5	0	0	0	37	37.00
Hourly Total	0	1	76	2	12	5	2	0	98	102.50
Hourly Average	0.00	0.25	19.00	0.50	3.00	1.25	0.50	0.00	24.50	25.63
1500 - 1515	0	0	19	1	6	0	0	0	26	26.00
1515 - 1530	0	0	16	0	3	1	0	0	20	20.50
1530 - 1545	0	0	14	0	4	0	0	0	18	18.00
1545 - 1600	0	0	14	0	3	0	0	0	17	17.00
Hourly Total	0	0	63	1	16	1	0	0	81	81.50
Hourly Average	0.00	0.00	15.75	0.25	4.00	0.25	0.00	0.00	20.25	20.38
1600 - 1615	0	0	17	1	4	0	0	0	22	22.00
1615 - 1630	0	0	16	1	1	2	0	1	21	23.00
1630 - 1645	0	0	21	1	6	0	0	0	28	28.00
1645 - 1700	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	66	3	11	2	0	1	83	85.00
Hourly Average	0.00	0.00	16.50	0.75	2.75	0.50	0.00	0.25	20.75	21.25
1700 - 1715	0	0	21	0	1	0	0	0	22	22.00
1715 - 1730	0	0	23	0	6	0	0	0	29	29.00
1730 - 1745	0	0	17	1	2	0	0	0	20	20.00
1745 - 1800	0	0	18	0	3	1	1	0	23	24.80
Hourly Total	0	0	79	1	12	1	1	0	94	95.80
Hourly Average	0.00	0.00	19.75	0.25	3.00	0.25	0.25	0.00	23.50	23.95
1800 - 1815	0	1	8	2	1	0	0	0	12	11.40
1815 - 1830	0	0	19	0	1	0	0	0	20	20.00
1830 - 1845	0	0	10	0	1	0	0	0	11	11.00
1845 - 1900	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	1	45	2	5	0	0	0	53	52.40
Hourly Average	0.00	0.25	11.25	0.50	1.25	0.00	0.00	0.00	13.25	13.10
Session Total	0	4	787	19	148	28	11	1	998	1024.90
Session Average	0.00	0.08	16.40	0.40	3.08	0.58	0.23	0.02	20.79	21.35

Heywood
Classified Junction Count

Site 4 of 5
A6045 Manchester Road (North)
Queen Elizabeth II Way (East)
A6045 Manchester Road (South)
Queen Elizabeth II Way (West)

Lat/Long
lat 53.576403° lon -2.217053°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.4: Left from Queen Elizabeth II Way (East) to A6045 Manchester Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	24	0	7	0	1	1	33	35.30
0715 - 0730	0	0	18	0	6	0	0	0	24	24.00
0730 - 0745	0	0	34	0	8	0	1	0	43	44.30
0745 - 0800	0	0	33	0	9	2	0	0	44	45.00
Hourly Total	0	0	109	0	30	2	2	1	144	148.60
Hourly Average	0.00	0.00	27.25	0.00	7.50	0.50	0.50	0.25	36.00	37.15
0800 - 0815	0	0	42	0	12	0	2	0	56	58.60
0815 - 0830	0	0	13	0	2	0	1	0	16	17.30
0830 - 0845	0	0	8	0	3	0	1	0	12	13.30
0845 - 0900	0	0	18	0	8	0	1	0	27	28.30
Hourly Total	0	0	81	0	25	0	5	0	111	117.50
Hourly Average	0.00	0.00	20.25	0.00	6.25	0.00	1.25	0.00	27.75	29.38
0900 - 0915	0	1	10	0	3	0	0	0	14	13.40
0915 - 0930	0	0	5	0	1	0	0	0	6	6.00
0930 - 0945	0	0	9	0	4	0	0	0	13	13.00
0945 - 1000	0	0	13	0	2	1	0	0	16	16.50
Hourly Total	0	1	37	0	10	1	0	0	49	48.90
Hourly Average	0.00	0.25	9.25	0.00	2.50	0.25	0.00	0.00	12.25	12.23
1000 - 1015	0	0	3	0	1	0	0	0	4	4.00
1015 - 1030	0	0	7	1	1	1	0	0	10	10.50
1030 - 1045	0	0	9	0	4	2	2	0	17	20.60
1045 - 1100	0	0	1	0	1	0	2	0	4	6.60
Hourly Total	0	0	20	1	7	3	4	0	35	41.70
Hourly Average	0.00	0.00	5.00	0.25	1.75	0.75	1.00	0.00	8.75	10.43
1100 - 1115	0	0	4	0	3	0	0	0	7	7.00
1115 - 1130	0	0	5	1	2	0	1	0	9	10.30
1130 - 1145	0	0	6	0	6	0	1	0	13	14.30
1145 - 1200	0	0	10	0	3	0	0	0	13	13.00
Hourly Total	0	0	25	1	14	0	2	0	42	44.60
Hourly Average	0.00	0.00	6.25	0.25	3.50	0.00	0.50	0.00	10.50	11.15
1200 - 1215	0	0	4	0	2	1	1	0	8	9.80
1215 - 1230	0	0	7	0	1	0	0	0	8	8.00
1230 - 1245	0	0	10	0	2	1	0	0	13	13.50
1245 - 1300	0	0	4	0	2	1	2	0	9	12.10
Hourly Total	0	0	25	0	7	3	3	0	38	43.40
Hourly Average	0.00	0.00	6.25	0.00	1.75	0.75	0.75	0.00	9.50	10.85
1300 - 1315	0	0	10	0	2	1	0	0	13	13.50
1315 - 1330	0	0	3	0	0	0	1	0	4	5.30
1330 - 1345	0	0	7	2	0	0	0	0	9	9.00
1345 - 1400	0	0	12	0	3	0	2	0	17	19.60
Hourly Total	0	0	32	2	5	1	3	0	43	47.40
Hourly Average	0.00	0.00	8.00	0.50	1.25	0.25	0.75	0.00	10.75	11.85
1400 - 1415	0	0	5	0	1	1	0	0	7	7.50
1415 - 1430	0	0	4	0	2	0	1	0	7	8.30
1430 - 1445	0	0	3	2	6	1	0	0	12	12.50
1445 - 1500	0	0	10	0	6	0	0	0	16	16.00
Hourly Total	0	0	22	2	15	2	1	0	42	44.30
Hourly Average	0.00	0.00	5.50	0.50	3.75	0.50	0.25	0.00	10.50	11.08
1500 - 1515	0	1	2	0	1	0	0	0	4	3.40
1515 - 1530	1	0	7	0	1	0	1	0	10	10.50
1530 - 1545	0	0	14	0	8	0	0	0	22	22.00
1545 - 1600	0	0	11	0	2	0	1	0	14	15.30
Hourly Total	1	1	34	0	12	0	2	0	50	51.20
Hourly Average	0.25	0.25	8.50	0.00	3.00	0.00	0.50	0.00	12.50	12.80
1600 - 1615	0	0	13	0	0	0	0	0	13	13.00
1615 - 1630	0	0	14	0	4	0	1	0	19	20.30
1630 - 1645	0	1	14	0	3	0	0	1	19	19.40
1645 - 1700	0	0	11	0	6	0	0	0	17	17.00
Hourly Total	0	1	52	0	13	0	1	1	68	69.70
Hourly Average	0.00	0.25	13.00	0.00	3.25	0.00	0.25	0.25	17.00	17.43
1700 - 1715	0	0	9	0	2	0	0	0	11	11.00
1715 - 1730	0	0	8	0	2	0	0	0	10	10.00
1730 - 1745	0	0	11	0	1	0	0	0	12	12.00
1745 - 1800	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	0	0	45	0	5	0	0	0	50	50.00
Hourly Average	0.00	0.00	11.25	0.00	1.25	0.00	0.00	0.00	12.50	12.50
1800 - 1815	0	0	12	0	1	0	0	0	13	13.00
1815 - 1830	0	0	6	0	0	0	0	0	6	6.00
1830 - 1845	0	0	19	0	2	0	0	0	21	21.00
1845 - 1900	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	0	0	53	0	3	0	0	0	56	56.00
Hourly Average	0.00	0.00	13.25	0.00	0.75	0.00	0.00	0.00	14.00	14.00
Session Total	1	3	535	6	146	12	23	2	728	763.30
Session Average	0.02	0.06	11.15	0.13	3.04	0.25	0.48	0.04	15.17	15.90

Heywood
Classified Junction Count

Site 4 of 5
A6045 Manchester Road (North)
Queen Elizabeth II Way (East)
A6045 Manchester Road (South)
Queen Elizabeth II Way (West)

Lat/Long
lat 53.576403° lon -2.217053°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

Movement 4.5: Westbound from Queen Elizabeth II Way (East) to Queen Elizabeth II Way (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	70	3	34	1	6	0	115	122.70
0715 - 0730	0	0	86	1	17	4	6	0	114	123.80
0730 - 0745	0	0	95	5	16	5	4	0	125	132.70
0745 - 0800	1	2	101	0	24	4	9	0	141	152.70
Hourly Total	1	3	352	9	91	14	25	0	495	531.90
Hourly Average	0.25	0.75	88.00	2.25	22.75	3.50	6.25	0.00	123.75	132.98
0800 - 0815	0	2	98	1	18	1	1	0	121	121.60
0815 - 0830	0	2	96	3	27	0	6	0	134	140.60
0830 - 0845	0	1	61	5	16	5	10	0	98	112.90
0845 - 0900	0	0	86	3	17	0	12	0	118	133.60
Hourly Total	0	5	341	12	78	6	29	0	471	508.70
Hourly Average	0.00	1.25	85.25	3.00	19.50	1.50	7.25	0.00	117.75	127.18
0900 - 0915	0	0	58	2	13	2	9	0	84	96.70
0915 - 0930	0	0	50	0	11	5	10	0	76	91.50
0930 - 0945	0	0	33	2	10	3	12	0	60	77.10
0945 - 1000	0	0	17	4	10	1	9	0	41	53.20
Hourly Total	0	0	158	8	44	11	40	0	261	318.50
Hourly Average	0.00	0.00	39.50	2.00	11.00	2.75	10.00	0.00	65.25	79.63
1000 - 1015	0	0	24	1	11	1	12	0	49	65.10
1015 - 1030	0	0	21	0	12	5	3	0	41	47.40
1030 - 1045	0	0	26	2	15	8	10	0	61	78.00
1045 - 1100	0	0	22	2	14	2	11	0	51	66.30
Hourly Total	0	0	93	5	52	16	36	0	202	256.80
Hourly Average	0.00	0.00	23.25	1.25	13.00	4.00	9.00	0.00	50.50	64.20
1100 - 1115	0	0	26	3	9	4	6	1	49	59.80
1115 - 1130	0	0	16	3	8	4	1	0	32	35.30
1130 - 1145	0	0	24	0	13	1	5	0	43	50.00
1145 - 1200	0	1	22	3	5	3	8	0	42	53.30
Hourly Total	0	1	88	9	35	12	20	1	166	198.40
Hourly Average	0.00	0.25	22.00	2.25	8.75	3.00	5.00	0.25	41.50	49.60
1200 - 1215	0	0	22	1	13	4	11	0	51	67.30
1215 - 1230	0	0	25	0	11	3	5	0	44	52.00
1230 - 1245	0	0	34	2	13	3	3	0	55	60.40
1245 - 1300	0	0	25	0	14	4	10	0	53	68.00
Hourly Total	0	0	106	3	51	14	29	0	203	247.70
Hourly Average	0.00	0.00	26.50	0.75	12.75	3.50	7.25	0.00	50.75	61.93
1300 - 1315	0	0	28	1	21	2	4	0	56	62.20
1315 - 1330	0	0	25	2	11	3	6	0	47	56.30
1330 - 1345	0	1	32	2	15	1	5	1	57	64.40
1345 - 1400	0	0	50	0	8	4	9	1	72	86.70
Hourly Total	0	1	135	5	55	10	24	2	232	269.60
Hourly Average	0.00	0.25	33.75	1.25	13.75	2.50	6.00	0.50	58.00	67.40
1400 - 1415	0	1	40	2	14	4	7	0	68	78.50
1415 - 1430	0	0	38	3	12	2	6	0	61	69.80
1430 - 1445	0	0	22	0	7	3	6	0	38	47.30
1445 - 1500	0	0	47	3	10	4	12	0	76	93.60
Hourly Total	0	1	147	8	43	13	31	0	243	289.20
Hourly Average	0.00	0.25	36.75	2.00	10.75	3.25	7.75	0.00	60.75	72.30
1500 - 1515	0	0	36	1	13	1	10	0	61	74.50
1515 - 1530	0	0	51	3	9	6	8	0	77	90.40
1530 - 1545	0	1	31	2	20	5	7	0	66	77.00
1545 - 1600	0	0	51	4	17	3	7	0	82	92.60
Hourly Total	0	1	169	10	59	15	32	0	286	334.50
Hourly Average	0.00	0.25	42.25	2.50	14.75	3.75	8.00	0.00	71.50	83.63
1600 - 1615	0	0	61	1	13	1	1	0	77	78.80
1615 - 1630	0	1	58	0	16	3	3	0	81	85.80
1630 - 1645	0	1	77	2	21	1	8	0	110	120.30
1645 - 1700	0	1	89	2	11	2	9	1	115	128.10
Hourly Total	0	3	285	5	61	7	21	1	383	413.00
Hourly Average	0.00	0.75	71.25	1.25	15.25	1.75	5.25	0.25	95.75	103.25
1700 - 1715	0	1	62	2	16	0	5	0	86	91.90
1715 - 1730	0	1	70	1	9	4	4	0	89	95.60
1730 - 1745	0	1	55	1	4	0	2	0	63	65.00
1745 - 1800	0	0	66	1	7	1	6	1	82	91.30
Hourly Total	0	3	253	5	36	5	17	1	320	343.80
Hourly Average	0.00	0.75	63.25	1.25	9.00	1.25	4.25	0.25	80.00	85.95
1800 - 1815	0	0	45	1	4	2	7	0	59	69.10
1815 - 1830	0	3	40	1	2	1	6	1	54	61.50
1830 - 1845	0	1	40	1	3	0	2	0	47	49.00
1845 - 1900	0	0	45	1	3	1	3	0	53	57.40
Hourly Total	0	4	170	4	12	4	18	1	213	237.00
Hourly Average	0.00	1.00	42.50	1.00	3.00	1.00	4.50	0.25	53.25	59.25
Session Total	1	22	2297	83	617	127	322	6	3475	3949.10
Session Average	0.02	0.46	47.85	1.73	12.85	2.65	6.71	0.13	72.40	82.27

Heywood
Classified Junction Count

Site 4 of 5
A6045 Manchester Road (North)
Queen Elizabeth II Way (East)
A6045 Manchester Road (South)
Queen Elizabeth II Way (West)

Lat/Long
lat 53.576403° lon -2.217053°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.6: Right from Queen Elizabeth II Way (East) to A6045 Manchester Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	0	1	0	0	10	10.50
0715 - 0730	0	0	10	0	4	1	1	0	16	17.80
0730 - 0745	0	0	14	0	4	0	1	0	19	20.30
0745 - 0800	0	0	18	0	8	0	2	0	28	30.60
Hourly Total	0	0	51	0	16	2	4	0	73	79.20
Hourly Average	0.00	0.00	12.75	0.00	4.00	0.50	1.00	0.00	18.25	19.80
0800 - 0815	0	0	26	2	5	2	0	0	35	36.00
0815 - 0830	0	0	16	1	2	0	0	0	19	19.00
0830 - 0845	0	0	9	2	3	0	2	0	16	18.60
0845 - 0900	0	0	7	0	4	0	4	0	15	20.20
Hourly Total	0	0	58	5	14	2	6	0	85	93.80
Hourly Average	0.00	0.00	14.50	1.25	3.50	0.50	1.50	0.00	21.25	23.45
0900 - 0915	0	0	11	1	7	0	1	0	20	21.30
0915 - 0930	0	0	8	1	5	0	3	0	17	20.90
0930 - 0945	0	0	7	1	0	1	2	0	11	14.10
0945 - 1000	0	0	12	0	6	0	0	0	18	18.00
Hourly Total	0	0	38	3	18	1	6	0	66	74.30
Hourly Average	0.00	0.00	9.50	0.75	4.50	0.25	1.50	0.00	16.50	18.58
1000 - 1015	0	0	10	0	2	2	0	0	14	15.00
1015 - 1030	0	0	10	1	5	1	2	0	19	22.10
1030 - 1045	0	0	15	0	5	0	2	0	22	24.60
1045 - 1100	0	0	14	0	6	0	1	0	21	22.30
Hourly Total	0	0	49	1	18	3	5	0	76	84.00
Hourly Average	0.00	0.00	12.25	0.25	4.50	0.75	1.25	0.00	19.00	21.00
1100 - 1115	0	0	7	0	6	1	1	0	15	16.80
1115 - 1130	0	0	11	0	3	0	1	0	15	16.30
1130 - 1145	0	0	15	0	3	1	1	0	20	21.80
1145 - 1200	0	0	5	0	3	0	3	0	11	14.90
Hourly Total	0	0	38	0	15	2	6	0	61	69.80
Hourly Average	0.00	0.00	9.50	0.00	3.75	0.50	1.50	0.00	15.25	17.45
1200 - 1215	0	0	14	0	6	1	1	0	22	23.80
1215 - 1230	0	0	10	0	1	0	0	0	11	11.00
1230 - 1245	0	0	7	0	6	0	0	0	13	13.00
1245 - 1300	0	0	10	0	4	0	1	0	15	16.30
Hourly Total	0	0	41	0	17	1	2	0	61	64.10
Hourly Average	0.00	0.00	10.25	0.00	4.25	0.25	0.50	0.00	15.25	16.03
1300 - 1315	0	0	6	0	5	2	0	0	13	14.00
1315 - 1330	0	0	10	0	3	0	2	0	15	17.60
1330 - 1345	0	0	6	0	2	0	1	0	9	10.30
1345 - 1400	0	0	5	0	3	1	0	0	9	9.50
Hourly Total	0	0	27	0	13	3	3	0	46	51.40
Hourly Average	0.00	0.00	6.75	0.00	3.25	0.75	0.75	0.00	11.50	12.85
1400 - 1415	0	0	9	0	3	2	1	0	15	17.30
1415 - 1430	0	0	13	0	5	0	1	0	19	20.30
1430 - 1445	0	0	23	0	2	0	1	0	26	27.30
1445 - 1500	0	0	12	0	3	2	1	0	18	20.30
Hourly Total	0	0	57	0	13	4	4	0	78	85.20
Hourly Average	0.00	0.00	14.25	0.00	3.25	1.00	1.00	0.00	19.50	21.30
1500 - 1515	0	0	8	0	1	0	1	0	10	11.30
1515 - 1530	0	0	10	1	6	2	0	0	19	20.00
1530 - 1545	0	0	11	0	7	1	3	0	22	26.40
1545 - 1600	0	0	12	0	4	2	1	0	19	21.30
Hourly Total	0	0	41	1	18	5	5	0	70	79.00
Hourly Average	0.00	0.00	10.25	0.25	4.50	1.25	1.25	0.00	17.50	19.75
1600 - 1615	0	0	20	0	4	0	1	0	25	26.30
1615 - 1630	0	0	17	0	3	0	0	0	20	20.00
1630 - 1645	0	0	14	0	1	0	2	0	17	19.60
1645 - 1700	0	0	21	1	4	0	1	0	27	28.30
Hourly Total	0	0	72	1	12	0	4	0	89	94.20
Hourly Average	0.00	0.00	18.00	0.25	3.00	0.00	1.00	0.00	22.25	23.55
1700 - 1715	0	1	23	0	3	1	2	0	30	32.50
1715 - 1730	0	0	14	0	1	0	1	0	16	17.30
1730 - 1745	0	0	16	0	5	0	0	0	21	21.00
1745 - 1800	0	0	25	0	4	0	1	0	30	31.30
Hourly Total	0	1	78	0	13	1	4	0	97	102.10
Hourly Average	0.00	0.25	19.50	0.00	3.25	0.25	1.00	0.00	24.25	25.53
1800 - 1815	0	0	10	0	1	0	3	0	14	17.90
1815 - 1830	0	0	17	0	3	0	1	0	21	22.30
1830 - 1845	0	0	11	0	4	0	1	0	16	17.30
1845 - 1900	0	0	15	0	4	0	1	0	20	21.30
Hourly Total	0	0	53	0	12	0	6	0	71	78.80
Hourly Average	0.00	0.00	13.25	0.00	3.00	0.00	1.50	0.00	17.75	19.70
Session Total	0	1	603	11	179	24	55	0	873	955.90
Session Average	0.00	0.02	12.56	0.23	3.73	0.50	1.15	0.00	18.19	19.91

Heywood
Classified Junction Count

Site 4 of 5
A6045 Manchester Road (North)
Queen Elizabeth II Way (East)
A6045 Manchester Road (South)
Queen Elizabeth II Way (West)

Lat/Long
lat 53.576403° lon -2.217053°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.7: Left from A6045 Manchester Road (South) to Queen Elizabeth II Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	3	0	0	0	11	11.00
0715 - 0730	0	0	8	0	0	0	0	0	8	8.00
0730 - 0745	0	0	14	0	2	0	0	0	16	16.00
0745 - 0800	0	0	27	1	2	3	0	0	33	34.50
Hourly Total	0	0	57	1	7	3	0	0	68	69.50
Hourly Average	0.00	0.00	14.25	0.25	1.75	0.75	0.00	0.00	17.00	17.38
0800 - 0815	0	1	30	0	2	0	0	0	33	32.40
0815 - 0830	0	0	15	0	2	1	0	0	18	18.50
0830 - 0845	0	2	26	2	5	1	0	0	36	35.30
0845 - 0900	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	3	84	2	10	2	0	0	101	100.20
Hourly Average	0.00	0.75	21.00	0.50	2.50	0.50	0.00	0.00	25.25	25.05
0900 - 0915	0	0	15	0	5	0	0	0	20	20.00
0915 - 0930	0	1	9	0	2	0	0	0	12	11.40
0930 - 0945	0	0	12	0	2	1	0	0	15	15.50
0945 - 1000	0	0	12	0	5	0	0	0	17	17.00
Hourly Total	0	1	48	0	14	1	0	0	64	63.90
Hourly Average	0.00	0.25	12.00	0.00	3.50	0.25	0.00	0.00	16.00	15.98
1000 - 1015	0	0	6	0	3	0	0	0	9	9.00
1015 - 1030	0	0	7	0	4	1	0	0	12	12.50
1030 - 1045	0	0	12	0	0	0	0	0	12	12.00
1045 - 1100	0	0	10	1	2	1	0	0	14	14.50
Hourly Total	0	0	35	1	9	2	0	0	47	48.00
Hourly Average	0.00	0.00	8.75	0.25	2.25	0.50	0.00	0.00	11.75	12.00
1100 - 1115	0	0	7	0	2	1	0	0	10	10.50
1115 - 1130	0	0	5	0	4	2	0	0	11	12.00
1130 - 1145	0	0	6	0	1	0	0	0	7	7.00
1145 - 1200	0	0	11	0	3	0	0	0	14	14.00
Hourly Total	0	0	29	0	10	3	0	0	42	43.50
Hourly Average	0.00	0.00	7.25	0.00	2.50	0.75	0.00	0.00	10.50	10.88
1200 - 1215	0	0	8	1	1	0	1	0	11	12.30
1215 - 1230	0	0	11	0	2	1	0	0	14	14.50
1230 - 1245	0	0	11	0	0	0	0	0	11	11.00
1245 - 1300	0	1	4	1	1	1	1	0	9	10.20
Hourly Total	0	1	34	2	4	2	2	0	45	48.00
Hourly Average	0.00	0.25	8.50	0.50	1.00	0.50	0.50	0.00	11.25	12.00
1300 - 1315	0	0	8	0	4	0	1	0	13	14.30
1315 - 1330	0	0	13	0	3	1	1	0	18	19.80
1330 - 1345	0	1	13	0	1	1	0	0	16	15.90
1345 - 1400	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	0	1	52	0	10	2	2	0	67	70.00
Hourly Average	0.00	0.25	13.00	0.00	2.50	0.50	0.50	0.00	16.75	17.50
1400 - 1415	0	0	16	1	1	0	0	0	18	18.00
1415 - 1430	0	0	12	1	4	0	0	0	17	17.00
1430 - 1445	0	0	17	2	4	1	0	0	24	24.50
1445 - 1500	0	0	14	1	2	0	0	0	17	17.00
Hourly Total	0	0	59	5	11	1	0	0	76	76.50
Hourly Average	0.00	0.00	14.75	1.25	2.75	0.25	0.00	0.00	19.00	19.13
1500 - 1515	0	0	15	1	3	0	0	1	20	21.00
1515 - 1530	0	0	14	2	3	0	0	0	19	19.00
1530 - 1545	0	0	19	1	2	0	1	0	23	24.30
1545 - 1600	0	0	28	0	6	0	0	0	34	34.00
Hourly Total	0	0	76	4	14	0	1	1	96	98.30
Hourly Average	0.00	0.00	19.00	1.00	3.50	0.00	0.25	0.25	24.00	24.58
1600 - 1615	0	0	26	0	3	0	0	0	29	29.00
1615 - 1630	0	0	28	1	2	0	0	0	31	31.00
1630 - 1645	0	1	21	0	3	0	0	0	25	24.40
1645 - 1700	0	0	16	1	3	0	0	0	20	20.00
Hourly Total	0	1	91	2	11	0	0	0	105	104.40
Hourly Average	0.00	0.25	22.75	0.50	2.75	0.00	0.00	0.00	26.25	26.10
1700 - 1715	0	0	22	0	6	0	0	0	28	28.00
1715 - 1730	0	0	17	2	4	0	1	0	24	25.30
1730 - 1745	0	0	25	0	5	0	0	0	30	30.00
1745 - 1800	1	0	17	1	1	1	0	0	21	20.70
Hourly Total	1	0	81	3	16	1	1	0	103	104.00
Hourly Average	0.25	0.00	20.25	0.75	4.00	0.25	0.25	0.00	25.75	26.00
1800 - 1815	0	0	18	0	4	0	0	0	22	22.00
1815 - 1830	0	0	21	0	1	0	0	0	22	22.00
1830 - 1845	0	3	12	0	1	0	0	0	16	14.20
1845 - 1900	0	0	16	1	1	0	0	0	18	18.00
Hourly Total	0	3	67	1	7	0	0	0	78	76.20
Hourly Average	0.00	0.75	16.75	0.25	1.75	0.00	0.00	0.00	19.50	19.05
Session Total	1	10	713	21	123	17	6	1	892	902.50
Session Average	0.02	0.21	14.85	0.44	2.56	0.35	0.13	0.02	18.58	18.80

Heywood
Classified Junction Count

Site 4 of 5
A6045 Manchester Road (North)
Queen Elizabeth II Way (East)
A6045 Manchester Road (South)
Queen Elizabeth II Way (West)

Lat/Long
lat 53.576403° lon -2.217053°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.8: Northbound from A6045 Manchester Road (South) to A6045 Manchester Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	23	3	9	0	0	1	37	37.20
0715 - 0730	1	1	29	2	4	0	0	0	37	35.60
0730 - 0745	0	0	34	1	7	0	0	0	42	42.00
0745 - 0800	0	0	57	2	10	2	1	0	72	74.30
Hourly Total	2	1	143	8	30	2	1	1	188	189.10
Hourly Average	0.50	0.25	35.75	2.00	7.50	0.50	0.25	0.25	47.00	47.28
0800 - 0815	0	0	56	5	1	1	0	2	65	67.50
0815 - 0830	0	0	64	3	11	0	0	1	79	80.00
0830 - 0845	0	0	62	1	8	0	0	0	71	71.00
0845 - 0900	1	0	35	0	6	0	0	0	42	41.20
Hourly Total	1	0	217	9	26	1	0	3	257	259.70
Hourly Average	0.25	0.00	54.25	2.25	6.50	0.25	0.00	0.75	64.25	64.93
0900 - 0915	0	0	41	3	14	0	0	0	58	58.00
0915 - 0930	0	0	31	3	4	0	1	0	39	40.30
0930 - 0945	1	0	42	2	7	0	0	1	53	53.20
0945 - 1000	0	0	31	2	6	0	2	0	41	43.60
Hourly Total	1	0	145	10	31	0	3	1	191	195.10
Hourly Average	0.25	0.00	36.25	2.50	7.75	0.00	0.75	0.25	47.75	48.78
1000 - 1015	0	0	28	2	6	1	1	0	38	39.80
1015 - 1030	0	0	21	0	5	0	1	1	28	30.30
1030 - 1045	0	0	26	1	3	1	1	0	32	33.80
1045 - 1100	0	0	36	2	3	0	0	0	41	41.00
Hourly Total	0	0	111	5	17	2	3	1	139	144.90
Hourly Average	0.00	0.00	27.75	1.25	4.25	0.50	0.75	0.25	34.75	36.23
1100 - 1115	1	0	27	3	7	2	0	0	40	40.20
1115 - 1130	0	0	44	2	8	3	0	1	58	60.50
1130 - 1145	0	0	48	1	7	2	0	0	58	59.00
1145 - 1200	0	0	49	0	6	3	1	0	59	61.80
Hourly Total	1	0	168	6	28	10	1	1	215	221.50
Hourly Average	0.25	0.00	42.00	1.50	7.00	2.50	0.25	0.25	53.75	55.38
1200 - 1215	0	0	36	3	8	0	0	0	47	47.00
1215 - 1230	0	0	43	1	8	0	1	2	55	58.30
1230 - 1245	0	1	37	3	7	2	0	0	50	50.40
1245 - 1300	0	0	36	0	5	0	0	0	41	41.00
Hourly Total	0	1	152	7	28	2	1	2	193	196.70
Hourly Average	0.00	0.25	38.00	1.75	7.00	0.50	0.25	0.50	48.25	49.18
1300 - 1315	0	0	45	2	7	1	1	0	56	57.80
1315 - 1330	0	1	38	0	6	1	0	1	47	47.90
1330 - 1345	0	0	36	2	7	1	0	0	46	46.50
1345 - 1400	0	0	35	2	9	1	0	0	47	47.50
Hourly Total	0	1	154	6	29	4	1	1	196	199.70
Hourly Average	0.00	0.25	38.50	1.50	7.25	1.00	0.25	0.25	49.00	49.93
1400 - 1415	0	0	55	3	14	0	1	0	73	74.30
1415 - 1430	0	0	57	3	3	1	1	1	66	68.80
1430 - 1445	0	1	53	4	9	1	0	0	68	67.90
1445 - 1500	0	0	60	5	11	4	0	0	80	82.00
Hourly Total	0	1	225	15	37	6	2	1	287	293.00
Hourly Average	0.00	0.25	56.25	3.75	9.25	1.50	0.50	0.25	71.75	73.25
1500 - 1515	0	0	62	4	11	0	0	1	78	79.00
1515 - 1530	0	0	58	1	14	0	1	0	74	75.30
1530 - 1545	0	1	74	5	15	1	1	0	97	98.20
1545 - 1600	0	2	68	2	17	2	3	0	94	97.70
Hourly Total	0	3	262	12	57	3	5	1	343	350.20
Hourly Average	0.00	0.75	65.50	3.00	14.25	0.75	1.25	0.25	85.75	87.55
1600 - 1615	0	1	79	7	14	2	0	0	103	103.40
1615 - 1630	1	0	97	0	16	1	0	1	116	116.70
1630 - 1645	0	1	88	0	16	0	0	0	105	104.40
1645 - 1700	0	0	79	3	14	0	2	0	98	100.60
Hourly Total	1	2	343	10	60	3	2	1	422	425.10
Hourly Average	0.25	0.50	85.75	2.50	15.00	0.75	0.50	0.25	105.50	106.28
1700 - 1715	0	0	97	0	14	0	2	0	113	115.60
1715 - 1730	1	0	91	1	15	0	1	1	110	111.50
1730 - 1745	0	2	108	3	12	0	0	0	125	123.80
1745 - 1800	0	0	85	0	6	0	0	0	91	91.00
Hourly Total	1	2	381	4	47	0	3	1	439	441.90
Hourly Average	0.25	0.50	95.25	1.00	11.75	0.00	0.75	0.25	109.75	110.48
1800 - 1815	0	0	92	0	5	0	0	0	97	97.00
1815 - 1830	1	0	49	1	3	0	0	1	55	55.20
1830 - 1845	0	1	65	1	8	0	0	0	75	74.40
1845 - 1900	0	0	82	1	2	0	0	0	85	85.00
Hourly Total	1	1	288	3	18	0	0	1	312	311.60
Hourly Average	0.25	0.25	72.00	0.75	4.50	0.00	0.00	0.25	78.00	77.90
Session Total	8	12	2589	95	408	33	22	15	3182	3228.50
Session Average	0.17	0.25	53.94	1.98	8.50	0.69	0.46	0.31	66.29	67.26

Heywood
Classified Junction Count

Site 4 of 5
A6045 Manchester Road (North)
Queen Elizabeth II Way (East)
A6045 Manchester Road (South)
Queen Elizabeth II Way (West)

Lat/Long
lat 53.576403° lon -2.217053°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

Movement 4.9: Right from A6045 Manchester Road (South) to Queen Elizabeth II Way (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	1	2	0	0	0	10	10.00
0715 - 0730	0	0	12	1	1	0	0	0	14	14.00
0730 - 0745	0	0	9	1	1	0	0	0	11	11.00
0745 - 0800	0	0	12	1	3	1	0	0	17	17.50
Hourly Total	0	0	40	4	7	1	0	0	52	52.50
Hourly Average	0.00	0.00	10.00	1.00	1.75	0.25	0.00	0.00	13.00	13.13
0800 - 0815	0	0	16	0	3	0	0	0	19	19.00
0815 - 0830	0	0	25	0	4	1	0	0	30	30.50
0830 - 0845	0	0	23	0	6	0	0	0	29	29.00
0845 - 0900	0	0	16	0	3	0	1	0	20	21.30
Hourly Total	0	0	80	0	16	1	1	0	98	99.80
Hourly Average	0.00	0.00	20.00	0.00	4.00	0.25	0.25	0.00	24.50	24.95
0900 - 0915	0	0	9	0	3	2	1	0	15	17.30
0915 - 0930	0	0	6	0	3	0	0	0	9	9.00
0930 - 0945	0	0	9	0	2	0	0	0	11	11.00
0945 - 1000	0	0	6	0	3	0	0	0	9	9.00
Hourly Total	0	0	30	0	11	2	1	0	44	46.30
Hourly Average	0.00	0.00	7.50	0.00	2.75	0.50	0.25	0.00	11.00	11.58
1000 - 1015	0	0	6	0	2	0	0	0	8	8.00
1015 - 1030	0	0	9	0	3	0	0	0	12	12.00
1030 - 1045	0	0	5	0	1	0	0	0	6	6.00
1045 - 1100	0	0	6	0	6	1	1	0	14	15.80
Hourly Total	0	0	26	0	12	1	1	0	40	41.80
Hourly Average	0.00	0.00	6.50	0.00	3.00	0.25	0.25	0.00	10.00	10.45
1100 - 1115	0	0	3	0	3	1	1	0	8	9.80
1115 - 1130	0	0	10	0	3	0	0	0	13	13.00
1130 - 1145	0	0	4	1	2	0	0	0	7	7.00
1145 - 1200	0	0	10	1	5	0	0	0	16	16.00
Hourly Total	0	0	27	2	13	1	1	0	44	45.80
Hourly Average	0.00	0.00	6.75	0.50	3.25	0.25	0.25	0.00	11.00	11.45
1200 - 1215	0	0	9	0	3	0	1	0	13	14.30
1215 - 1230	0	0	5	0	2	0	0	0	7	7.00
1230 - 1245	0	0	4	1	1	0	0	0	6	6.00
1245 - 1300	0	0	15	0	5	0	0	0	20	20.00
Hourly Total	0	0	33	1	11	0	1	0	46	47.30
Hourly Average	0.00	0.00	8.25	0.25	2.75	0.00	0.25	0.00	11.50	11.83
1300 - 1315	0	0	4	0	3	0	1	0	8	9.30
1315 - 1330	0	0	10	0	1	1	1	0	13	14.80
1330 - 1345	0	0	5	0	2	0	0	0	7	7.00
1345 - 1400	0	0	9	0	4	1	1	0	15	16.80
Hourly Total	0	0	28	0	10	2	3	0	43	47.90
Hourly Average	0.00	0.00	7.00	0.00	2.50	0.50	0.75	0.00	10.75	11.98
1400 - 1415	0	0	10	0	5	0	1	0	16	17.30
1415 - 1430	0	1	7	0	3	0	0	0	11	10.40
1430 - 1445	0	0	8	0	3	0	0	0	11	11.00
1445 - 1500	0	0	17	0	4	0	0	0	21	21.00
Hourly Total	0	1	42	0	15	0	1	0	59	59.70
Hourly Average	0.00	0.25	10.50	0.00	3.75	0.00	0.25	0.00	14.75	14.93
1500 - 1515	0	0	15	2	8	0	0	0	25	25.00
1515 - 1530	0	0	11	2	3	0	0	0	16	16.00
1530 - 1545	0	0	15	0	4	0	0	0	19	19.00
1545 - 1600	0	0	14	0	3	0	0	0	17	17.00
Hourly Total	0	0	55	4	18	0	0	0	77	77.00
Hourly Average	0.00	0.00	13.75	1.00	4.50	0.00	0.00	0.00	19.25	19.25
1600 - 1615	0	1	10	0	4	0	0	0	15	14.40
1615 - 1630	0	1	25	0	9	0	0	0	35	34.40
1630 - 1645	0	0	17	0	2	0	2	0	21	23.60
1645 - 1700	0	0	14	1	3	0	1	0	19	20.30
Hourly Total	0	2	66	1	18	0	3	0	90	92.70
Hourly Average	0.00	0.50	16.50	0.25	4.50	0.00	0.75	0.00	22.50	23.18
1700 - 1715	0	0	19	0	10	0	0	0	29	29.00
1715 - 1730	0	0	24	0	6	0	0	0	30	30.00
1730 - 1745	0	0	29	0	5	0	0	0	34	34.00
1745 - 1800	0	0	21	0	0	0	0	0	21	21.00
Hourly Total	0	0	93	0	21	0	0	0	114	114.00
Hourly Average	0.00	0.00	23.25	0.00	5.25	0.00	0.00	0.00	28.50	28.50
1800 - 1815	0	0	15	0	1	1	0	0	17	17.50
1815 - 1830	0	0	12	0	1	0	0	0	13	13.00
1830 - 1845	0	0	13	0	0	0	0	0	13	13.00
1845 - 1900	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	48	0	2	1	0	0	51	51.50
Hourly Average	0.00	0.00	12.00	0.00	0.50	0.25	0.00	0.00	12.75	12.88
Session Total	0	3	568	12	154	9	12	0	758	776.30
Session Average	0.00	0.06	11.83	0.25	3.21	0.19	0.25	0.00	15.79	16.17

Heywood
Classified Junction Count

Site 4 of 5
A6045 Manchester Road (North)
Queen Elizabeth II Way (East)
A6045 Manchester Road (South)
Queen Elizabeth II Way (West)

Lat/Long
lat 53.576403° lon -2.217053°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.10: Left from Queen Elizabeth II Way (West) to A6045 Manchester Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	5	0	1	0	17	18.30
0715 - 0730	0	0	14	1	0	1	0	0	16	16.50
0730 - 0745	0	0	13	1	2	0	0	0	16	16.00
0745 - 0800	0	1	22	1	3	0	0	0	27	26.40
Hourly Total	0	1	60	3	10	1	1	0	76	77.20
Hourly Average	0.00	0.25	15.00	0.75	2.50	0.25	0.25	0.00	19.00	19.30
0800 - 0815	0	0	52	1	5	0	0	0	58	58.00
0815 - 0830	0	0	21	0	4	0	0	0	25	25.00
0830 - 0845	0	0	11	0	3	0	0	0	14	14.00
0845 - 0900	0	0	20	0	4	1	0	0	25	25.50
Hourly Total	0	0	104	1	16	1	0	0	122	122.50
Hourly Average	0.00	0.00	26.00	0.25	4.00	0.25	0.00	0.00	30.50	30.63
0900 - 0915	0	0	11	0	1	0	0	0	12	12.00
0915 - 0930	0	0	5	0	3	2	0	0	10	11.00
0930 - 0945	0	0	12	0	3	1	0	0	16	16.50
0945 - 1000	0	0	16	0	7	0	0	0	23	23.00
Hourly Total	0	0	44	0	14	3	0	0	61	62.50
Hourly Average	0.00	0.00	11.00	0.00	3.50	0.75	0.00	0.00	15.25	15.63
1000 - 1015	0	0	9	0	3	0	0	0	12	12.00
1015 - 1030	0	0	11	0	8	2	0	0	21	22.00
1030 - 1045	0	0	6	0	1	0	0	0	7	7.00
1045 - 1100	1	0	6	1	4	1	0	0	13	12.70
Hourly Total	1	0	32	1	16	3	0	0	53	53.70
Hourly Average	0.25	0.00	8.00	0.25	4.00	0.75	0.00	0.00	13.25	13.43
1100 - 1115	0	0	14	0	5	0	0	0	19	19.00
1115 - 1130	0	0	12	1	3	2	1	0	19	21.30
1130 - 1145	0	0	11	0	3	1	0	0	15	15.50
1145 - 1200	0	0	14	0	4	0	0	0	18	18.00
Hourly Total	0	0	51	1	15	3	1	0	71	73.80
Hourly Average	0.00	0.00	12.75	0.25	3.75	0.75	0.25	0.00	17.75	18.45
1200 - 1215	0	0	28	1	1	1	0	0	31	31.50
1215 - 1230	0	0	13	1	1	1	0	0	16	16.50
1230 - 1245	0	0	17	0	2	1	0	0	20	20.50
1245 - 1300	0	0	14	1	5	0	0	0	20	20.00
Hourly Total	0	0	72	3	9	3	0	0	87	88.50
Hourly Average	0.00	0.00	18.00	0.75	2.25	0.75	0.00	0.00	21.75	22.13
1300 - 1315	0	0	14	0	2	0	0	0	16	16.00
1315 - 1330	0	0	16	1	0	0	0	0	17	17.00
1330 - 1345	0	0	17	0	2	1	0	0	20	20.50
1345 - 1400	0	0	17	0	7	0	0	0	24	24.00
Hourly Total	0	0	64	1	11	1	0	0	77	77.50
Hourly Average	0.00	0.00	16.00	0.25	2.75	0.25	0.00	0.00	19.25	19.38
1400 - 1415	0	1	16	1	7	0	1	0	26	26.70
1415 - 1430	0	0	18	1	3	0	0	0	22	22.00
1430 - 1445	0	0	36	1	5	0	0	0	42	42.00
1445 - 1500	0	0	21	0	1	0	0	0	22	22.00
Hourly Total	0	1	91	3	16	0	1	0	112	112.70
Hourly Average	0.00	0.25	22.75	0.75	4.00	0.00	0.25	0.00	28.00	28.18
1500 - 1515	0	0	21	2	3	2	0	0	28	29.00
1515 - 1530	0	0	16	1	1	0	0	0	18	18.00
1530 - 1545	0	1	21	0	1	0	0	0	23	22.40
1545 - 1600	0	0	20	1	6	0	1	0	28	29.30
Hourly Total	0	1	78	4	11	2	1	0	97	98.70
Hourly Average	0.00	0.25	19.50	1.00	2.75	0.50	0.25	0.00	24.25	24.68
1600 - 1615	0	1	28	1	3	0	1	0	34	34.70
1615 - 1630	1	1	15	0	4	0	1	0	22	21.90
1630 - 1645	0	0	21	0	1	0	0	0	22	22.00
1645 - 1700	1	0	24	2	2	0	0	0	29	28.20
Hourly Total	2	2	88	3	10	0	2	0	107	106.80
Hourly Average	0.50	0.50	22.00	0.75	2.50	0.00	0.50	0.00	26.75	26.70
1700 - 1715	1	1	24	0	0	0	0	0	26	24.60
1715 - 1730	0	0	24	0	3	1	0	0	28	28.50
1730 - 1745	0	0	17	0	1	0	0	0	18	18.00
1745 - 1800	0	0	17	0	2	0	0	0	19	19.00
Hourly Total	1	1	82	0	6	1	0	0	91	90.10
Hourly Average	0.25	0.25	20.50	0.00	1.50	0.25	0.00	0.00	22.75	22.53
1800 - 1815	0	0	19	0	1	0	1	0	21	22.30
1815 - 1830	0	0	20	0	1	0	0	0	21	21.00
1830 - 1845	0	0	18	0	0	0	0	0	18	18.00
1845 - 1900	0	0	18	0	2	1	0	0	21	21.50
Hourly Total	0	0	75	0	4	1	1	0	81	82.80
Hourly Average	0.00	0.00	18.75	0.00	1.00	0.25	0.25	0.00	20.25	20.70
Session Total	4	6	841	20	138	19	7	0	1035	1046.80
Session Average	0.08	0.13	17.52	0.42	2.88	0.40	0.15	0.00	21.56	21.81

Heywood
Classified Junction Count

Site 4 of 5
A6045 Manchester Road (North)
Queen Elizabeth II Way (East)
A6045 Manchester Road (South)
Queen Elizabeth II Way (West)

Lat/Long
lat 53.576403° lon -2.217053°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

Movement 4.11: Eastbound from Queen Elizabeth II Way (West) to Queen Elizabeth II Way (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	30	0	12	3	8	0	53	64.90
0715 - 0730	0	0	28	2	8	2	7	0	47	57.10
0730 - 0745	0	0	56	0	14	5	6	0	81	91.30
0745 - 0800	0	0	48	3	13	2	5	0	71	78.50
Hourly Total	0	0	162	5	47	12	26	0	252	291.80
Hourly Average	0.00	0.00	40.50	1.25	11.75	3.00	6.50	0.00	63.00	72.95
0800 - 0815	0	0	54	2	6	3	4	0	69	75.70
0815 - 0830	0	1	41	0	15	2	10	0	69	82.40
0830 - 0845	0	0	39	3	5	3	5	0	55	63.00
0845 - 0900	0	1	35	2	5	2	6	0	51	59.20
Hourly Total	0	2	169	7	31	10	25	0	244	280.30
Hourly Average	0.00	0.50	42.25	1.75	7.75	2.50	6.25	0.00	61.00	70.08
0900 - 0915	0	1	30	0	4	1	5	0	41	47.40
0915 - 0930	0	0	27	4	10	1	3	0	45	49.40
0930 - 0945	0	0	31	1	9	1	7	0	49	58.60
0945 - 1000	0	0	17	3	11	2	4	2	39	47.20
Hourly Total	0	1	105	8	34	5	19	2	174	202.60
Hourly Average	0.00	0.25	26.25	2.00	8.50	1.25	4.75	0.50	43.50	50.65
1000 - 1015	0	0	19	1	6	1	7	0	34	43.60
1015 - 1030	0	0	15	0	8	5	12	1	41	60.10
1030 - 1045	0	0	16	0	10	1	5	0	32	39.00
1045 - 1100	0	0	21	2	5	5	6	0	39	49.30
Hourly Total	0	0	71	3	29	12	30	1	146	192.00
Hourly Average	0.00	0.00	17.75	0.75	7.25	3.00	7.50	0.25	36.50	48.00
1100 - 1115	0	0	23	1	9	0	4	0	37	42.20
1115 - 1130	0	0	26	2	8	1	6	0	43	51.30
1130 - 1145	0	0	33	2	11	2	5	0	53	60.50
1145 - 1200	0	0	19	0	9	4	4	0	36	43.20
Hourly Total	0	0	101	5	37	7	19	0	169	197.20
Hourly Average	0.00	0.00	25.25	1.25	9.25	1.75	4.75	0.00	42.25	49.30
1200 - 1215	0	0	37	1	9	1	3	0	51	55.40
1215 - 1230	0	0	26	0	11	4	5	0	46	54.50
1230 - 1245	0	0	34	0	7	4	4	0	49	56.20
1245 - 1300	0	0	28	0	5	2	8	0	43	54.40
Hourly Total	0	0	125	1	32	11	20	0	189	220.50
Hourly Average	0.00	0.00	31.25	0.25	8.00	2.75	5.00	0.00	47.25	55.13
1300 - 1315	0	1	31	3	6	3	4	0	48	54.10
1315 - 1330	0	0	34	2	8	2	8	0	54	65.40
1330 - 1345	0	0	41	0	6	4	5	0	56	64.50
1345 - 1400	0	0	38	4	8	1	13	0	64	81.40
Hourly Total	0	1	144	9	28	10	30	0	222	265.40
Hourly Average	0.00	0.25	36.00	2.25	7.00	2.50	7.50	0.00	55.50	66.35
1400 - 1415	0	0	42	0	11	2	5	0	60	67.50
1415 - 1430	0	0	41	0	10	2	5	1	59	67.50
1430 - 1445	0	0	56	0	16	3	4	0	79	85.70
1445 - 1500	0	0	29	4	13	2	7	0	55	65.10
Hourly Total	0	0	168	4	50	9	21	1	253	285.80
Hourly Average	0.00	0.00	42.00	1.00	12.50	2.25	5.25	0.25	63.25	71.45
1500 - 1515	0	0	44	0	14	3	4	1	66	73.70
1515 - 1530	0	0	24	4	6	0	9	0	43	54.70
1530 - 1545	0	0	59	0	11	3	10	0	83	97.50
1545 - 1600	0	1	44	2	11	1	5	0	64	70.40
Hourly Total	0	1	171	6	42	7	28	1	256	296.30
Hourly Average	0.00	0.25	42.75	1.50	10.50	1.75	7.00	0.25	64.00	74.08
1600 - 1615	0	1	94	0	10	2	3	0	110	114.30
1615 - 1630	0	1	53	0	8	2	4	0	68	73.60
1630 - 1645	0	1	81	2	10	4	1	0	99	101.70
1645 - 1700	0	0	42	0	12	1	7	0	62	71.60
Hourly Total	0	3	270	2	40	9	15	0	339	361.20
Hourly Average	0.00	0.75	67.50	0.50	10.00	2.25	3.75	0.00	84.75	90.30
1700 - 1715	0	0	88	1	6	1	5	0	101	108.00
1715 - 1730	0	0	72	3	7	2	7	0	91	101.10
1730 - 1745	0	1	49	0	3	0	8	0	61	70.80
1745 - 1800	0	0	41	1	3	1	4	0	50	55.70
Hourly Total	0	1	250	5	19	4	24	0	303	335.60
Hourly Average	0.00	0.25	62.50	1.25	4.75	1.00	6.00	0.00	75.75	83.90
1800 - 1815	0	1	55	2	5	1	4	0	68	73.10
1815 - 1830	0	0	30	2	2	1	9	0	44	56.20
1830 - 1845	0	0	46	0	5	0	4	0	55	60.20
1845 - 1900	0	1	22	1	0	1	7	0	32	41.00
Hourly Total	0	2	153	5	12	3	24	0	199	230.50
Hourly Average	0.00	0.50	38.25	1.25	3.00	0.75	6.00	0.00	49.75	57.63
Session Total	0	11	1889	60	401	99	281	5	2746	3159.20
Session Average	0.00	0.23	39.35	1.25	8.35	2.06	5.85	0.10	57.21	65.82

Heywood
Classified Junction Count

Site 4 of 5

A6045 Manchester Road (North)
Queen Elizabeth II Way (East)
A6045 Manchester Road (South)
Queen Elizabeth II Way (West)

Lat/Long
lat 53.576403° lon -2.217053°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.12: Right from Queen Elizabeth II Way (West) to A6045 Manchester Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	21	0	1	1	0	0	24	23.90
0715 - 0730	0	0	13	1	4	0	0	0	18	18.00
0730 - 0745	0	0	20	0	4	2	0	0	26	27.00
0745 - 0800	0	0	22	0	1	0	1	0	24	25.30
Hourly Total	0	1	76	1	10	3	1	0	92	94.20
Hourly Average	0.00	0.25	19.00	0.25	2.50	0.75	0.25	0.00	23.00	23.55
0800 - 0815	0	0	21	3	1	2	0	1	28	30.00
0815 - 0830	0	0	11	0	7	0	0	0	18	18.00
0830 - 0845	0	0	14	1	2	1	0	0	18	18.50
0845 - 0900	0	0	15	1	3	0	0	0	19	19.00
Hourly Total	0	0	61	5	13	3	0	1	83	85.50
Hourly Average	0.00	0.00	15.25	1.25	3.25	0.75	0.00	0.25	20.75	21.38
0900 - 0915	0	0	16	0	7	0	0	0	23	23.00
0915 - 0930	0	0	4	0	2	0	0	0	6	6.00
0930 - 0945	0	0	8	0	4	0	1	0	13	14.30
0945 - 1000	0	0	23	0	3	1	0	0	27	27.50
Hourly Total	0	0	51	0	16	1	1	0	69	70.80
Hourly Average	0.00	0.00	12.75	0.00	4.00	0.25	0.25	0.00	17.25	17.70
1000 - 1015	0	0	8	0	3	0	0	0	11	11.00
1015 - 1030	0	0	12	0	2	0	0	0	14	14.00
1030 - 1045	0	1	5	1	1	0	0	0	8	7.40
1045 - 1100	0	0	8	1	2	0	0	0	11	11.00
Hourly Total	0	1	33	2	8	0	0	0	44	43.40
Hourly Average	0.00	0.25	8.25	0.50	2.00	0.00	0.00	0.00	11.00	10.85
1100 - 1115	0	0	10	0	1	0	0	0	11	11.00
1115 - 1130	0	0	7	0	1	0	0	0	8	8.00
1130 - 1145	0	0	6	0	2	0	0	0	8	8.00
1145 - 1200	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	32	0	6	0	0	0	38	38.00
Hourly Average	0.00	0.00	8.00	0.00	1.50	0.00	0.00	0.00	9.50	9.50
1200 - 1215	0	2	7	0	1	0	1	0	11	11.10
1215 - 1230	0	0	6	0	0	1	1	0	8	9.80
1230 - 1245	0	0	8	2	3	1	0	0	14	14.50
1245 - 1300	0	1	9	0	2	0	0	0	12	11.40
Hourly Total	0	3	30	2	6	2	2	0	45	46.80
Hourly Average	0.00	0.75	7.50	0.50	1.50	0.50	0.50	0.00	11.25	11.70
1300 - 1315	0	0	14	0	2	0	0	0	16	16.00
1315 - 1330	1	0	9	0	2	0	0	0	12	11.20
1330 - 1345	0	1	8	0	2	1	0	0	12	11.90
1345 - 1400	1	0	15	0	1	0	0	0	17	16.20
Hourly Total	2	1	46	0	7	1	0	0	57	55.30
Hourly Average	0.50	0.25	11.50	0.00	1.75	0.25	0.00	0.00	14.25	13.83
1400 - 1415	0	0	14	0	1	1	0	0	16	16.50
1415 - 1430	0	0	10	0	3	1	0	0	14	14.50
1430 - 1445	0	1	16	0	0	1	0	0	18	17.90
1445 - 1500	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	1	53	0	5	3	0	0	62	62.90
Hourly Average	0.00	0.25	13.25	0.00	1.25	0.75	0.00	0.00	15.50	15.73
1500 - 1515	0	0	15	1	4	0	0	0	20	20.00
1515 - 1530	0	0	18	0	1	0	0	0	19	19.00
1530 - 1545	0	0	21	0	3	0	0	1	25	26.00
1545 - 1600	0	1	17	0	4	0	0	0	22	21.40
Hourly Total	0	1	71	1	12	0	0	1	86	86.40
Hourly Average	0.00	0.25	17.75	0.25	3.00	0.00	0.00	0.25	21.50	21.60
1600 - 1615	0	0	28	0	5	1	0	0	34	34.50
1615 - 1630	0	0	24	0	1	0	0	0	25	25.00
1630 - 1645	0	0	28	0	0	0	1	0	29	30.30
1645 - 1700	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	0	0	98	0	7	1	1	0	107	108.80
Hourly Average	0.00	0.00	24.50	0.00	1.75	0.25	0.25	0.00	26.75	27.20
1700 - 1715	0	0	29	0	1	0	0	0	30	30.00
1715 - 1730	0	0	26	1	1	0	0	0	28	28.00
1730 - 1745	0	0	21	0	2	0	0	0	23	23.00
1745 - 1800	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	0	96	1	5	0	0	0	102	102.00
Hourly Average	0.00	0.00	24.00	0.25	1.25	0.00	0.00	0.00	25.50	25.50
1800 - 1815	1	0	19	0	2	0	0	0	22	21.20
1815 - 1830	0	1	15	0	3	0	0	0	19	18.40
1830 - 1845	0	0	11	1	0	0	0	0	12	12.00
1845 - 1900	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	1	1	53	1	6	0	0	0	62	60.60
Hourly Average	0.25	0.25	13.25	0.25	1.50	0.00	0.00	0.00	15.50	15.15
Session Total	3	9	700	13	101	14	5	2	847	854.70
Session Average	0.06	0.19	14.58	0.27	2.10	0.29	0.10	0.04	17.65	17.81

Heywood
Classified Junction Count

Site 4 of 5
A6045 Manchester Road (North)
Queen Elizabeth II Way (East)
A6045 Manchester Road (South)
Queen Elizabeth II Way (West)

Lat/Long
lat 53.576403° lon -2.217053°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.13: U-Turn from Queen Elizabeth II Way (West) to Queen Elizabeth II Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	1	0	0	0	1	1.00
Session Average	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.02	0.02

Heywood
Classified Junction Count

Site 5 of 5
A6045 Heywood Old Road (North)
A6045 Heywood Old Road (South)
Whittle Lane

Lat/Long
lat 53.565039° lon -2.226250°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.1: Southbound from A6045 Heywood Old Road (North) to A6045 Heywood Old Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	3	171	1	38	4	0	1	219	219.40
0715 - 0730	2	0	171	3	31	2	1	0	210	210.70
0730 - 0745	0	1	183	1	43	0	0	0	228	227.40
0745 - 0800	1	2	191	0	38	1	3	0	236	238.40
Hourly Total	4	6	716	5	150	7	4	1	893	895.90
Hourly Average	1.00	1.50	179.00	1.25	37.50	1.75	1.00	0.25	223.25	223.98
0800 - 0815	0	1	163	2	19	1	0	0	186	185.90
0815 - 0830	1	0	163	5	25	3	2	0	199	202.30
0830 - 0845	1	0	161	4	20	4	3	1	194	200.10
0845 - 0900	0	0	118	3	30	3	1	2	157	161.80
Hourly Total	2	1	605	14	94	11	6	3	736	750.10
Hourly Average	0.50	0.25	151.25	3.50	23.50	2.75	1.50	0.75	184.00	187.53
0900 - 0915	0	1	121	4	22	2	1	0	151	152.70
0915 - 0930	0	0	87	2	16	2	0	0	107	108.00
0930 - 0945	1	0	92	0	16	1	0	0	110	109.70
0945 - 1000	0	0	90	3	11	2	0	0	106	107.00
Hourly Total	1	1	390	9	65	7	1	0	474	477.40
Hourly Average	0.25	0.25	97.50	2.25	16.25	1.75	0.25	0.00	118.50	119.35
1000 - 1015	0	0	68	1	12	4	0	0	85	87.00
1015 - 1030	0	0	75	1	11	0	0	0	87	87.00
1030 - 1045	0	1	71	0	14	0	0	0	86	85.40
1045 - 1100	1	0	56	4	8	0	1	0	70	70.50
Hourly Total	1	1	270	6	45	4	1	0	328	329.90
Hourly Average	0.25	0.25	67.50	1.50	11.25	1.00	0.25	0.00	82.00	82.48
1100 - 1115	0	0	54	1	12	3	1	0	71	73.80
1115 - 1130	0	0	44	1	11	2	1	1	60	63.30
1130 - 1145	0	0	62	0	11	0	2	0	75	77.60
1145 - 1200	1	0	54	1	11	0	0	0	67	66.20
Hourly Total	1	0	214	3	45	5	4	1	273	280.90
Hourly Average	0.25	0.00	53.50	0.75	11.25	1.25	1.00	0.25	68.25	70.23
1200 - 1215	0	0	56	0	12	0	2	0	70	72.60
1215 - 1230	0	0	59	2	5	0	1	0	67	68.30
1230 - 1245	0	1	64	1	12	1	0	0	79	78.90
1245 - 1300	0	1	53	1	7	0	0	0	62	61.40
Hourly Total	0	2	232	4	36	1	3	0	278	281.20
Hourly Average	0.00	0.50	58.00	1.00	9.00	0.25	0.75	0.00	69.50	70.30
1300 - 1315	0	0	77	0	8	1	1	0	87	88.80
1315 - 1330	0	1	41	2	15	0	0	0	59	58.40
1330 - 1345	1	0	50	2	11	1	0	0	65	64.70
1345 - 1400	1	1	67	0	9	2	0	0	80	79.60
Hourly Total	2	2	235	4	43	4	1	0	291	291.50
Hourly Average	0.50	0.50	58.75	1.00	10.75	1.00	0.25	0.00	72.75	72.88
1400 - 1415	1	0	62	4	15	1	0	0	83	82.70
1415 - 1430	0	0	56	2	13	1	1	0	73	74.80
1430 - 1445	0	0	76	3	15	1	2	0	97	100.10
1445 - 1500	0	1	75	6	9	0	1	0	92	92.70
Hourly Total	1	1	269	15	52	3	4	0	345	350.30
Hourly Average	0.25	0.25	67.25	3.75	13.00	0.75	1.00	0.00	86.25	87.58
1500 - 1515	0	0	87	5	21	1	2	0	116	119.10
1515 - 1530	0	0	69	2	7	0	0	0	78	78.00
1530 - 1545	0	0	71	0	14	0	0	0	85	85.00
1545 - 1600	0	1	94	1	15	1	2	1	115	118.50
Hourly Total	0	1	321	8	57	2	4	1	394	400.60
Hourly Average	0.00	0.25	80.25	2.00	14.25	0.50	1.00	0.25	98.50	100.15
1600 - 1615	1	0	115	1	14	1	0	0	132	131.70
1615 - 1630	2	1	99	0	18	0	1	0	121	120.10
1630 - 1645	0	1	115	0	16	1	2	0	135	137.50
1645 - 1700	2	3	90	1	4	0	0	1	101	98.60
Hourly Total	5	5	419	2	52	2	3	1	489	487.90
Hourly Average	1.25	1.25	104.75	0.50	13.00	0.50	0.75	0.25	122.25	121.98
1700 - 1715	1	0	98	0	12	0	0	0	111	110.20
1715 - 1730	1	1	101	0	11	1	0	0	115	114.10
1730 - 1745	1	1	103	2	13	0	0	0	120	118.60
1745 - 1800	0	1	93	1	8	0	0	0	103	102.40
Hourly Total	3	3	395	3	44	1	0	0	449	445.30
Hourly Average	0.75	0.75	98.75	0.75	11.00	0.25	0.00	0.00	112.25	111.33
1800 - 1815	0	0	85	2	10	0	0	0	97	97.00
1815 - 1830	0	1	89	2	5	0	0	0	97	96.40
1830 - 1845	0	0	83	2	3	0	1	0	89	90.30
1845 - 1900	0	0	66	1	6	0	0	0	73	73.00
Hourly Total	0	1	323	7	24	0	1	0	356	356.70
Hourly Average	0.00	0.25	80.75	1.75	6.00	0.00	0.25	0.00	89.00	89.18
Session Total	20	24	4389	80	707	47	32	7	5306	5347.70
Session Average	0.42	0.50	91.44	1.67	14.73	0.98	0.67	0.15	110.54	111.41

Heywood
Classified Junction Count

Site 5 of 5
A6045 Heywood Old Road (North)
A6045 Heywood Old Road (South)
Whittle Lane

Lat/Long
lat 53.565039° lon -2.226250°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.2: Right from A6045 Heywood Old Road (North) to Whittle Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	17	1	6	0	1	0	26	26.70
0715 - 0730	0	0	34	3	13	0	0	0	50	50.00
0730 - 0745	0	1	38	0	6	1	0	0	46	45.90
0745 - 0800	0	0	42	1	6	1	0	0	50	50.50
Hourly Total	0	2	131	5	31	2	1	0	172	173.10
Hourly Average	0.00	0.50	32.75	1.25	7.75	0.50	0.25	0.00	43.00	43.28
0800 - 0815	0	0	33	1	3	1	1	0	39	40.80
0815 - 0830	0	0	31	0	6	0	0	0	37	37.00
0830 - 0845	0	1	20	2	3	0	0	0	26	25.40
0845 - 0900	0	1	32	2	3	0	0	0	38	37.40
Hourly Total	0	2	116	5	15	1	1	0	140	140.60
Hourly Average	0.00	0.50	29.00	1.25	3.75	0.25	0.25	0.00	35.00	35.15
0900 - 0915	0	0	25	5	11	0	0	0	41	41.00
0915 - 0930	0	0	21	2	4	1	0	0	28	28.50
0930 - 0945	0	0	19	0	2	0	0	0	21	21.00
0945 - 1000	0	0	27	1	6	1	0	0	35	35.50
Hourly Total	0	0	92	8	23	2	0	0	125	126.00
Hourly Average	0.00	0.00	23.00	2.00	5.75	0.50	0.00	0.00	31.25	31.50
1000 - 1015	1	1	14	1	2	0	0	0	19	17.60
1015 - 1030	0	0	17	1	5	0	1	0	24	25.30
1030 - 1045	0	0	16	2	2	0	0	0	20	20.00
1045 - 1100	0	1	21	0	4	1	0	0	27	26.90
Hourly Total	1	2	68	4	13	1	1	0	90	89.80
Hourly Average	0.25	0.50	17.00	1.00	3.25	0.25	0.25	0.00	22.50	22.45
1100 - 1115	0	0	13	0	6	1	0	0	20	20.50
1115 - 1130	0	0	15	0	3	0	0	0	18	18.00
1130 - 1145	0	0	16	0	5	0	0	0	21	21.00
1145 - 1200	0	0	19	1	3	0	0	0	23	23.00
Hourly Total	0	0	63	1	17	1	0	0	82	82.50
Hourly Average	0.00	0.00	15.75	0.25	4.25	0.25	0.00	0.00	20.50	20.63
1200 - 1215	0	0	17	0	2	2	0	0	21	22.00
1215 - 1230	0	0	17	1	3	0	1	0	22	23.30
1230 - 1245	0	0	15	1	8	0	0	0	24	24.00
1245 - 1300	0	0	14	0	3	0	0	0	17	17.00
Hourly Total	0	0	63	2	16	2	1	0	84	86.30
Hourly Average	0.00	0.00	15.75	0.50	4.00	0.50	0.25	0.00	21.00	21.58
1300 - 1315	0	0	14	1	7	0	1	0	23	24.30
1315 - 1330	0	0	31	1	2	0	0	0	34	34.00
1330 - 1345	0	0	21	0	7	0	0	0	28	28.00
1345 - 1400	0	0	13	0	3	1	0	0	17	17.50
Hourly Total	0	0	79	2	19	1	1	0	102	103.80
Hourly Average	0.00	0.00	19.75	0.50	4.75	0.25	0.25	0.00	25.50	25.95
1400 - 1415	0	0	17	1	3	0	0	0	21	21.00
1415 - 1430	0	0	11	3	4	0	0	0	18	18.00
1430 - 1445	0	0	21	3	7	0	0	0	31	31.00
1445 - 1500	0	0	19	1	5	0	0	0	25	25.00
Hourly Total	0	0	68	8	19	0	0	0	95	95.00
Hourly Average	0.00	0.00	17.00	2.00	4.75	0.00	0.00	0.00	23.75	23.75
1500 - 1515	0	1	26	1	4	0	1	0	33	33.70
1515 - 1530	0	0	20	1	4	0	1	0	26	27.30
1530 - 1545	0	1	26	0	4	0	0	0	31	30.40
1545 - 1600	0	0	21	1	6	0	0	0	28	28.00
Hourly Total	0	2	93	3	18	0	2	0	118	119.40
Hourly Average	0.00	0.50	23.25	0.75	4.50	0.00	0.50	0.00	29.50	29.85
1600 - 1615	0	1	32	0	10	1	0	0	44	43.90
1615 - 1630	0	1	34	1	5	0	1	0	42	42.70
1630 - 1645	0	0	36	0	1	0	1	0	38	39.30
1645 - 1700	0	1	23	0	7	0	0	0	31	30.40
Hourly Total	0	3	125	1	23	1	2	0	155	156.30
Hourly Average	0.00	0.75	31.25	0.25	5.75	0.25	0.50	0.00	38.75	39.08
1700 - 1715	0	1	23	2	6	0	0	0	32	31.40
1715 - 1730	0	0	25	1	3	0	0	0	29	29.00
1730 - 1745	1	0	23	0	2	0	0	0	26	25.20
1745 - 1800	0	0	20	0	3	0	0	0	23	23.00
Hourly Total	1	1	91	3	14	0	0	0	110	108.60
Hourly Average	0.25	0.25	22.75	0.75	3.50	0.00	0.00	0.00	27.50	27.15
1800 - 1815	1	0	26	0	0	0	0	0	27	26.20
1815 - 1830	0	0	29	2	5	0	0	0	36	36.00
1830 - 1845	0	0	22	0	0	0	0	0	22	22.00
1845 - 1900	0	0	14	0	3	1	0	0	18	18.50
Hourly Total	1	0	91	2	8	1	0	0	103	102.70
Hourly Average	0.25	0.00	22.75	0.50	2.00	0.25	0.00	0.00	25.75	25.68
Session Total	3	12	1080	44	216	12	9	0	1376	1384.10
Session Average	0.06	0.25	22.50	0.92	4.50	0.25	0.19	0.00	28.67	28.84

Heywood
Classified Junction Count

Site 5 of 5
A6045 Heywood Old Road (North)
A6045 Heywood Old Road (South)
Whittle Lane

Lat/Long
lat 53.565039° lon -2.226250°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.3: U-Turn from A6045 Heywood Old Road (North) to A6045 Heywood Old Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	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	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	1	0	0	1	1.50
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
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	1	0	1	2.30
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	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
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	1	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	1	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	1	0	1	1	0	4	5.80
Session Average	0.00	0.00	0.02	0.02	0.00	0.02	0.02	0.00	0.08	0.12

Heywood
Classified Junction Count

Site 5 of 5

A6045 Heywood Old Road (North)
A6045 Heywood Old Road (South)
Whittle Lane

Lat/Long
lat 53.565039° lon -2.226250°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

Movement 5.4: Left from A6045 Heywood Old Road (South) to Whittle Lane									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	1	0	0	0	8	8.00
0715 - 0730	0	0	4	0	3	0	0	0	7	7.00
0730 - 0745	0	0	4	0	2	0	0	0	6	6.00
0745 - 0800	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	24	0	8	0	0	0	32	32.00
Hourly Average	0.00	0.00	6.00	0.00	2.00	0.00	0.00	0.00	8.00	8.00
0800 - 0815	0	0	10	0	1	0	0	0	11	11.00
0815 - 0830	0	0	7	0	2	0	0	0	9	9.00
0830 - 0845	0	0	7	0	0	0	0	0	7	7.00
0845 - 0900	2	0	12	0	3	0	0	0	17	15.40
Hourly Total	2	0	36	0	6	0	0	0	44	42.40
Hourly Average	0.50	0.00	9.00	0.00	1.50	0.00	0.00	0.00	11.00	10.60
0900 - 0915	0	0	10	0	4	0	0	0	14	14.00
0915 - 0930	0	0	9	0	3	0	1	0	13	14.30
0930 - 0945	0	0	7	0	1	0	0	0	8	8.00
0945 - 1000	0	0	3	0	3	0	0	0	6	6.00
Hourly Total	0	0	29	0	11	0	1	0	41	42.30
Hourly Average	0.00	0.00	7.25	0.00	2.75	0.00	0.25	0.00	10.25	10.58
1000 - 1015	0	0	9	0	3	1	0	0	13	13.50
1015 - 1030	0	0	7	0	1	0	0	0	8	8.00
1030 - 1045	0	1	9	0	3	0	0	0	13	12.40
1045 - 1100	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	1	30	0	8	1	0	0	40	39.90
Hourly Average	0.00	0.25	7.50	0.00	2.00	0.25	0.00	0.00	10.00	9.98
1100 - 1115	1	0	7	0	1	0	0	0	9	8.20
1115 - 1130	0	0	9	0	2	0	0	0	11	11.00
1130 - 1145	0	0	1	0	0	1	0	0	2	2.50
1145 - 1200	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	0	22	0	3	1	0	0	27	26.70
Hourly Average	0.25	0.00	5.50	0.00	0.75	0.25	0.00	0.00	6.75	6.68
1200 - 1215	0	0	12	0	2	0	0	0	14	14.00
1215 - 1230	0	0	13	0	6	0	0	0	19	19.00
1230 - 1245	2	0	9	0	1	0	1	0	13	12.70
1245 - 1300	1	1	9	0	3	0	0	0	14	12.60
Hourly Total	3	1	43	0	12	0	1	0	60	58.30
Hourly Average	0.75	0.25	10.75	0.00	3.00	0.00	0.25	0.00	15.00	14.58
1300 - 1315	0	0	10	0	1	0	0	0	11	11.00
1315 - 1330	0	0	4	0	0	0	0	0	4	4.00
1330 - 1345	0	0	10	0	1	0	0	0	11	11.00
1345 - 1400	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	29	0	3	0	0	0	32	32.00
Hourly Average	0.00	0.00	7.25	0.00	0.75	0.00	0.00	0.00	8.00	8.00
1400 - 1415	0	0	9	1	2	0	0	0	12	12.00
1415 - 1430	0	0	7	0	4	0	0	0	11	11.00
1430 - 1445	0	0	3	0	1	0	0	0	4	4.00
1445 - 1500	0	0	5	1	1	0	0	0	7	7.00
Hourly Total	0	0	24	2	8	0	0	0	34	34.00
Hourly Average	0.00	0.00	6.00	0.50	2.00	0.00	0.00	0.00	8.50	8.50
1500 - 1515	0	0	11	1	2	0	0	0	14	14.00
1515 - 1530	0	0	11	1	2	0	0	0	14	14.00
1530 - 1545	0	0	7	1	1	0	0	0	9	9.00
1545 - 1600	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	38	3	6	0	0	0	47	47.00
Hourly Average	0.00	0.00	9.50	0.75	1.50	0.00	0.00	0.00	11.75	11.75
1600 - 1615	1	0	18	2	2	0	0	0	23	22.20
1615 - 1630	0	0	19	0	4	0	0	0	23	23.00
1630 - 1645	0	0	16	0	0	2	0	0	18	19.00
1645 - 1700	0	1	9	0	3	1	0	0	14	13.90
Hourly Total	1	1	62	2	9	3	0	0	78	78.10
Hourly Average	0.25	0.25	15.50	0.50	2.25	0.75	0.00	0.00	19.50	19.53
1700 - 1715	0	0	16	2	4	0	0	0	22	22.00
1715 - 1730	0	0	13	0	4	0	0	0	17	17.00
1730 - 1745	0	0	16	0	2	0	0	0	18	18.00
1745 - 1800	1	1	13	0	2	0	0	0	17	15.60
Hourly Total	1	1	58	2	12	0	0	0	74	72.60
Hourly Average	0.25	0.25	14.50	0.50	3.00	0.00	0.00	0.00	18.50	18.15
1800 - 1815	0	0	14	1	3	0	0	0	18	18.00
1815 - 1830	0	0	7	0	1	0	0	0	8	8.00
1830 - 1845	0	1	4	1	0	0	0	0	6	5.40
1845 - 1900	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	1	34	2	4	0	0	0	41	40.40
Hourly Average	0.00	0.25	8.50	0.50	1.00	0.00	0.00	0.00	10.25	10.10
Session Total	8	5	429	11	90	5	2	0	550	545.70
Session Average	0.17	0.10	8.94	0.23	1.88	0.10	0.04	0.00	11.46	11.37

Heywood
Classified Junction Count

Site 5 of 5
A6045 Heywood Old Road (North)
A6045 Heywood Old Road (South)
Whittle Lane

Lat/Long
lat 53.565039° lon -2.226250°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.5: Northbound from A6045 Heywood Old Road (South) to A6045 Heywood Old Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	48	0	10	0	0	1	61	60.60
0715 - 0730	1	0	48	0	10	1	0	0	60	59.70
0730 - 0745	1	0	49	0	11	0	0	0	61	60.20
0745 - 0800	1	0	92	0	15	1	0	0	109	108.70
Hourly Total	4	1	237	0	46	2	0	1	291	289.20
Hourly Average	1.00	0.25	59.25	0.00	11.50	0.50	0.00	0.25	72.75	72.30
0800 - 0815	0	1	83	1	15	1	0	0	101	100.90
0815 - 0830	0	0	113	1	21	0	0	0	135	135.00
0830 - 0845	2	0	129	2	12	1	0	0	146	144.90
0845 - 0900	1	0	54	2	11	0	1	1	70	71.50
Hourly Total	3	1	379	6	59	2	1	1	452	452.30
Hourly Average	0.75	0.25	94.75	1.50	14.75	0.50	0.25	0.25	113.00	113.08
0900 - 0915	0	0	58	2	17	0	0	0	77	77.00
0915 - 0930	1	1	58	0	8	0	1	0	69	68.90
0930 - 0945	0	0	61	0	12	1	0	0	74	74.50
0945 - 1000	0	0	48	2	13	0	2	0	65	67.60
Hourly Total	1	1	225	4	50	1	3	0	285	288.00
Hourly Average	0.25	0.25	56.25	1.00	12.50	0.25	0.75	0.00	71.25	72.00
1000 - 1015	0	0	46	2	12	0	2	0	62	64.60
1015 - 1030	0	0	50	0	5	0	0	0	55	55.00
1030 - 1045	0	0	40	0	6	1	1	0	48	49.80
1045 - 1100	1	0	63	1	9	1	1	0	76	77.00
Hourly Total	1	0	199	3	32	2	4	0	241	246.40
Hourly Average	0.25	0.00	49.75	0.75	8.00	0.50	1.00	0.00	60.25	61.60
1100 - 1115	0	0	55	0	15	0	1	0	71	72.30
1115 - 1130	0	0	69	0	12	1	0	0	82	82.50
1130 - 1145	1	0	64	1	8	1	1	0	76	77.00
1145 - 1200	0	0	63	1	11	0	0	0	75	75.00
Hourly Total	1	0	251	2	46	2	2	0	304	306.80
Hourly Average	0.25	0.00	62.75	0.50	11.50	0.50	0.50	0.00	76.00	76.70
1200 - 1215	1	0	53	0	10	0	0	0	64	63.20
1215 - 1230	0	1	68	1	18	0	1	1	90	91.70
1230 - 1245	0	1	61	0	8	1	0	0	71	70.90
1245 - 1300	0	0	59	0	8	1	1	0	69	70.80
Hourly Total	1	2	241	1	44	2	2	1	294	296.60
Hourly Average	0.25	0.50	60.25	0.25	11.00	0.50	0.50	0.25	73.50	74.15
1300 - 1315	0	0	65	2	15	0	2	0	84	86.60
1315 - 1330	1	2	57	1	11	1	0	0	73	71.50
1330 - 1345	0	0	77	1	15	0	0	0	93	93.00
1345 - 1400	0	0	73	0	12	0	0	0	85	85.00
Hourly Total	1	2	272	4	53	1	2	0	335	336.10
Hourly Average	0.25	0.50	68.00	1.00	13.25	0.25	0.50	0.00	83.75	84.03
1400 - 1415	0	0	82	3	20	1	1	0	107	108.80
1415 - 1430	0	0	81	1	12	0	0	0	94	94.00
1430 - 1445	0	1	91	5	17	2	0	0	116	116.40
1445 - 1500	0	0	93	5	15	1	0	0	114	114.50
Hourly Total	0	1	347	14	64	4	1	0	431	433.70
Hourly Average	0.00	0.25	86.75	3.50	16.00	1.00	0.25	0.00	107.75	108.43
1500 - 1515	0	0	137	6	18	0	0	0	161	161.00
1515 - 1530	0	0	103	5	19	1	1	0	129	130.80
1530 - 1545	0	1	132	10	27	0	3	0	173	176.30
1545 - 1600	0	0	116	2	28	3	2	0	151	155.10
Hourly Total	0	1	488	23	92	4	6	0	614	623.20
Hourly Average	0.00	0.25	122.00	5.75	23.00	1.00	1.50	0.00	153.50	155.80
1600 - 1615	0	1	161	8	29	0	0	0	199	198.40
1615 - 1630	1	1	147	3	20	2	0	0	174	173.60
1630 - 1645	0	2	138	3	31	0	1	0	175	175.10
1645 - 1700	1	0	145	4	24	1	3	1	179	183.60
Hourly Total	2	4	591	18	104	3	4	1	727	730.70
Hourly Average	0.50	1.00	147.75	4.50	26.00	0.75	1.00	0.25	181.75	182.68
1700 - 1715	1	2	137	2	25	0	2	0	169	169.60
1715 - 1730	0	0	167	8	26	0	1	0	202	203.30
1730 - 1745	0	2	174	1	20	1	0	0	198	197.30
1745 - 1800	1	1	160	4	10	0	0	0	176	174.60
Hourly Total	2	5	638	15	81	1	3	0	745	744.80
Hourly Average	0.50	1.25	159.50	3.75	20.25	0.25	0.75	0.00	186.25	186.20
1800 - 1815	1	0	134	5	10	1	0	0	151	150.70
1815 - 1830	3	0	110	2	5	0	0	1	121	119.60
1830 - 1845	0	6	106	3	8	0	0	0	123	119.40
1845 - 1900	1	0	131	0	5	0	0	0	137	136.20
Hourly Total	5	6	481	10	28	1	0	1	532	525.90
Hourly Average	1.25	1.50	120.25	2.50	7.00	0.25	0.00	0.25	133.00	131.48
Session Total	21	24	4349	100	699	25	28	5	5251	5273.70
Session Average	0.44	0.50	90.60	2.08	14.56	0.52	0.58	0.10	109.40	109.87

Site 5 of 5
A6045 Heywood Old Road (North)
A6045 Heywood Old Road (South)
Whittle Lane

Date
Tuesday 21 April 2026

0700 - 1900 (Weekday 12H Session)

	Movement 5.6: U-Turn from A6045 Heywood Old Road (South) to A6045 Heywood Old Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	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	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
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	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	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	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	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
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	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	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	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	11	0	0	0	0	0	11	11.00
Session Average	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.00	0.23	0.23

Heywood
Classified Junction Count

Site 5 of 5

A6045 Heywood Old Road (North)
A6045 Heywood Old Road (South)
Whittle Lane

Lat/Long
lat 53.565039° lon -2.226250°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.7: Left from Whittle Lane to A6045 Heywood Old Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	16	3	2	0	0	0	21	21.00
0715 - 0730	0	0	25	4	7	0	0	0	36	36.00
0730 - 0745	0	0	20	2	5	0	0	0	27	27.00
0745 - 0800	0	0	19	1	4	0	0	0	24	24.00
Hourly Total	0	0	80	10	18	0	0	0	108	108.00
Hourly Average	0.00	0.00	20.00	2.50	4.50	0.00	0.00	0.00	27.00	27.00
0800 - 0815	0	0	26	0	4	0	0	0	30	30.00
0815 - 0830	0	0	25	0	6	1	0	0	32	32.50
0830 - 0845	0	0	20	1	8	0	0	0	29	29.00
0845 - 0900	0	0	27	1	2	1	0	0	31	31.50
Hourly Total	0	0	98	2	20	2	0	0	122	123.00
Hourly Average	0.00	0.00	24.50	0.50	5.00	0.50	0.00	0.00	30.50	30.75
0900 - 0915	0	0	18	1	2	0	0	0	21	21.00
0915 - 0930	0	0	18	0	17	0	0	0	35	35.00
0930 - 0945	0	0	12	0	3	0	0	0	15	15.00
0945 - 1000	0	0	17	1	4	0	0	0	22	22.00
Hourly Total	0	0	65	2	26	0	0	0	93	93.00
Hourly Average	0.00	0.00	16.25	0.50	6.50	0.00	0.00	0.00	23.25	23.25
1000 - 1015	0	0	17	0	5	0	0	0	22	22.00
1015 - 1030	0	0	13	0	6	0	0	0	19	19.00
1030 - 1045	0	0	15	0	3	0	0	0	18	18.00
1045 - 1100	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	0	0	58	0	16	0	0	0	74	74.00
Hourly Average	0.00	0.00	14.50	0.00	4.00	0.00	0.00	0.00	18.50	18.50
1100 - 1115	0	1	19	0	5	0	0	0	25	24.40
1115 - 1130	0	0	14	0	6	0	0	0	20	20.00
1130 - 1145	0	0	9	1	2	0	0	0	12	12.00
1145 - 1200	0	0	21	1	3	0	0	0	25	25.00
Hourly Total	0	1	63	2	16	0	0	0	82	81.40
Hourly Average	0.00	0.25	15.75	0.50	4.00	0.00	0.00	0.00	20.50	20.35
1200 - 1215	1	0	20	1	2	0	0	0	24	23.20
1215 - 1230	0	1	17	0	4	0	0	0	22	21.40
1230 - 1245	1	0	22	1	8	0	0	0	32	31.20
1245 - 1300	1	0	15	1	2	0	0	0	19	18.20
Hourly Total	3	1	74	3	16	0	0	0	97	94.00
Hourly Average	0.75	0.25	18.50	0.75	4.00	0.00	0.00	0.00	24.25	23.50
1300 - 1315	0	0	21	1	0	0	0	0	22	22.00
1315 - 1330	0	0	32	0	6	0	0	0	38	38.00
1330 - 1345	0	0	23	0	5	0	0	0	28	28.00
1345 - 1400	0	1	19	2	7	0	0	0	29	28.40
Hourly Total	0	1	95	3	18	0	0	0	117	116.40
Hourly Average	0.00	0.25	23.75	0.75	4.50	0.00	0.00	0.00	29.25	29.10
1400 - 1415	0	0	27	1	6	0	0	0	34	34.00
1415 - 1430	0	1	33	1	4	0	0	0	39	38.40
1430 - 1445	0	0	22	1	10	0	0	0	33	33.00
1445 - 1500	0	1	38	2	9	0	0	0	50	49.40
Hourly Total	0	2	120	5	29	0	0	0	156	154.80
Hourly Average	0.00	0.50	30.00	1.25	7.25	0.00	0.00	0.00	39.00	38.70
1500 - 1515	0	0	31	4	4	0	0	0	39	39.00
1515 - 1530	0	0	32	1	10	0	0	0	43	43.00
1530 - 1545	1	1	31	2	9	0	1	0	45	44.90
1545 - 1600	0	1	27	0	5	0	0	0	33	32.40
Hourly Total	1	2	121	7	28	0	1	0	160	159.30
Hourly Average	0.25	0.50	30.25	1.75	7.00	0.00	0.25	0.00	40.00	39.83
1600 - 1615	1	2	31	1	4	1	0	0	40	38.50
1615 - 1630	0	0	24	0	9	0	0	0	33	33.00
1630 - 1645	0	0	41	0	6	0	1	0	48	49.30
1645 - 1700	0	2	33	0	8	0	0	0	43	41.80
Hourly Total	1	4	129	1	27	1	1	0	164	162.60
Hourly Average	0.25	1.00	32.25	0.25	6.75	0.25	0.25	0.00	41.00	40.65
1700 - 1715	0	0	25	0	6	0	0	0	31	31.00
1715 - 1730	0	1	60	1	5	0	0	0	67	66.40
1730 - 1745	0	0	30	0	7	0	0	0	37	37.00
1745 - 1800	0	0	32	0	8	0	0	0	40	40.00
Hourly Total	0	1	147	1	26	0	0	0	175	174.40
Hourly Average	0.00	0.25	36.75	0.25	6.50	0.00	0.00	0.00	43.75	43.60
1800 - 1815	0	0	42	2	7	0	0	0	51	51.00
1815 - 1830	0	0	40	1	1	0	0	0	42	42.00
1830 - 1845	0	0	19	0	2	0	0	0	21	21.00
1845 - 1900	0	0	26	2	0	0	1	0	29	30.30
Hourly Total	0	0	127	5	10	0	1	0	143	144.30
Hourly Average	0.00	0.00	31.75	1.25	2.50	0.00	0.25	0.00	35.75	36.08
Session Total	5	12	1177	41	250	3	3	0	1491	1485.20
Session Average	0.10	0.25	24.52	0.85	5.21	0.06	0.06	0.00	31.06	30.94

Heywood
Classified Junction Count

Site 5 of 5
A6045 Heywood Old Road (North)
A6045 Heywood Old Road (South)
Whittle Lane

Lat/Long
lat 53.565039° lon -2.226250°

Date
Tuesday 21 April 2026

Weather
Cloudy
Temp: 14°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.8: Right from Whittle Lane to A6045 Heywood Old Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	15	0	11	0	0	0	26	26.00
0715 - 0730	0	0	7	0	3	0	0	0	10	10.00
0730 - 0745	0	0	10	0	3	0	0	0	13	13.00
0745 - 0800	0	0	28	0	6	0	0	0	34	34.00
Hourly Total	0	0	60	0	23	0	0	0	83	83.00
Hourly Average	0.00	0.00	15.00	0.00	5.75	0.00	0.00	0.00	20.75	20.75
0800 - 0815	0	0	32	1	2	1	0	0	36	36.50
0815 - 0830	0	1	31	0	9	0	1	0	42	42.70
0830 - 0845	0	0	30	0	4	1	0	0	35	35.50
0845 - 0900	0	0	16	1	4	0	2	0	23	25.60
Hourly Total	0	1	109	2	19	2	3	0	136	140.30
Hourly Average	0.00	0.25	27.25	0.50	4.75	0.50	0.75	0.00	34.00	35.08
0900 - 0915	0	0	18	1	3	1	1	0	24	25.80
0915 - 0930	0	0	5	0	2	1	0	0	8	8.50
0930 - 0945	0	0	5	0	7	0	0	0	12	12.00
0945 - 1000	0	0	9	0	3	0	0	0	12	12.00
Hourly Total	0	0	37	1	15	2	1	0	56	58.30
Hourly Average	0.00	0.00	9.25	0.25	3.75	0.50	0.25	0.00	14.00	14.58
1000 - 1015	0	0	5	1	1	0	0	0	7	7.00
1015 - 1030	0	0	5	0	4	0	0	0	9	9.00
1030 - 1045	0	0	4	1	2	0	0	0	7	7.00
1045 - 1100	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	23	2	9	0	0	0	34	34.00
Hourly Average	0.00	0.00	5.75	0.50	2.25	0.00	0.00	0.00	8.50	8.50
1100 - 1115	0	0	3	1	1	0	0	0	5	5.00
1115 - 1130	0	0	8	0	1	0	0	0	9	9.00
1130 - 1145	0	0	4	0	3	1	0	0	8	8.50
1145 - 1200	0	0	7	0	2	0	0	0	9	9.00
Hourly Total	0	0	22	1	7	1	0	0	31	31.50
Hourly Average	0.00	0.00	5.50	0.25	1.75	0.25	0.00	0.00	7.75	7.88
1200 - 1215	0	0	9	0	3	0	0	0	12	12.00
1215 - 1230	0	0	6	0	2	0	0	0	8	8.00
1230 - 1245	0	0	6	0	1	1	0	0	8	8.50
1245 - 1300	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	26	0	6	1	0	0	33	33.50
Hourly Average	0.00	0.00	6.50	0.00	1.50	0.25	0.00	0.00	8.25	8.38
1300 - 1315	0	0	9	0	2	0	0	0	11	11.00
1315 - 1330	0	1	10	0	0	0	0	0	11	10.40
1330 - 1345	0	0	4	0	1	0	0	0	5	5.00
1345 - 1400	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	1	29	0	4	0	0	0	34	33.40
Hourly Average	0.00	0.25	7.25	0.00	1.00	0.00	0.00	0.00	8.50	8.35
1400 - 1415	0	0	8	0	3	0	0	0	11	11.00
1415 - 1430	1	0	11	1	1	0	0	0	14	13.20
1430 - 1445	1	0	11	0	2	0	0	0	14	13.20
1445 - 1500	0	0	14	1	2	0	0	0	17	17.00
Hourly Total	2	0	44	2	8	0	0	0	56	54.40
Hourly Average	0.50	0.00	11.00	0.50	2.00	0.00	0.00	0.00	14.00	13.60
1500 - 1515	0	2	11	0	1	0	0	0	14	12.80
1515 - 1530	0	0	9	0	1	0	0	0	10	10.00
1530 - 1545	0	0	14	0	2	0	0	0	16	16.00
1545 - 1600	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	2	44	0	4	0	0	0	50	48.80
Hourly Average	0.00	0.50	11.00	0.00	1.00	0.00	0.00	0.00	12.50	12.20
1600 - 1615	0	0	14	0	4	0	0	0	18	18.00
1615 - 1630	0	0	3	0	1	0	0	0	4	4.00
1630 - 1645	0	0	17	0	4	0	0	0	21	21.00
1645 - 1700	0	0	15	0	2	1	0	0	18	18.50
Hourly Total	0	0	49	0	11	1	0	0	61	61.50
Hourly Average	0.00	0.00	12.25	0.00	2.75	0.25	0.00	0.00	15.25	15.38
1700 - 1715	0	0	14	0	3	0	0	0	17	17.00
1715 - 1730	0	0	12	0	1	0	0	0	13	13.00
1730 - 1745	0	0	22	0	2	0	0	0	24	24.00
1745 - 1800	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	62	0	6	0	0	0	68	68.00
Hourly Average	0.00	0.00	15.50	0.00	1.50	0.00	0.00	0.00	17.00	17.00
1800 - 1815	1	0	14	0	4	0	0	0	19	18.20
1815 - 1830	0	0	11	0	2	0	0	0	13	13.00
1830 - 1845	0	0	10	0	1	0	0	0	11	11.00
1845 - 1900	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	1	0	46	0	7	0	0	0	54	53.20
Hourly Average	0.25	0.00	11.50	0.00	1.75	0.00	0.00	0.00	13.50	13.30
Session Total	3	4	551	8	119	7	4	0	696	699.90
Session Average	0.06	0.08	11.48	0.17	2.48	0.15	0.08	0.00	14.50	14.58

Saturday 11 September 2021

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation
			3 Axle Rigid	3 Axle Rigid						4 Axle Rigid	4 Axle Rigid	5 Axle Artic	6 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph			MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph						
0000 - 0100	27	9	9	6	3	0	0	26	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	48.2	40.2	7.4			
0100 - 0200	5	0	1	2	2	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	7.1				
0200 - 0300	15	5	2	4	4	0	1	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	4	0	0	0	45.1	37	5.8				
0300 - 0400	11	5	0	2	4	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	1	1	0	0	45.7	38	5.2				
0400 - 0500	17	4	4	3	6	0	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	5	5	1	0	48.5	41.4	6.2			
0500 - 0600	36	6	6	16	10	4	2	26	0	5	0	0	0	0	1	0	0	0	0	0	0	0	1	7	16	7	4	0	0	44.3	38	6				
0600 - 0700	35	7	11	12	5	0	2	30	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3	3	7	12	4	5	0	1	0	46.3	37.3	8		
0700 - 0800	49	13	8	15	13	1	2	39	0	5	1	0	0	0	0	1	1	0	0	0	2	0	0	3	5	22	12	3	1	0	44	37.9	8.4			
0800 - 0900	86	11	27	19	29	1	1	79	0	3	1	0	0	0	0	0	0	0	0	0	1	0	0	1	5	22	41	8	4	2	42	37.1	6.7			
0900 - 1000	95	21	19	24	31	0	0	91	0	3	0	0	1	0	0	0	0	0	0	0	0	1	4	31	41	14	2	1	0	0	41.9	36.9	5.1			
1000 - 1100	144	29	38	41	36	0	0	132	0	12	0	0	0	0	0	0	0	0	0	0	0	17	44	54	22	6	0	0	0	41	36	4.9				
1100 - 1200	190	41	44	50	55	2	1	169	1	15	0	0	0	0	0	1	1	0	0	0	0	12	49	85	29	10	2	0	0	40.9	36.6	5.4				
1200 - 1300	222	54	52	56	60	1	5	201	2	11	1	0	0	0	0	1	0	0	0	0	0	1	4	3	13	63	93	30	11	2	1	0	41.6	36.5	6.1	
1300 - 1400	188	42	48	51	47	0	1	182	0	4	0	0	0	0	0	0	0	0	0	0	0	7	60	88	23	5	3	0	0	40.6	36.6	4.4				
1400 - 1500	206	54	50	56	46	1	2	194	1	7	1	0	0	0	0	0	0	0	0	0	0	1	8	58	104	28	4	1	1	0	0	40.2	36.4	4.5		
1500 - 1600	194	44	58	49	43	0	3	179	2	7	0	0	0	0	0	0	0	0	0	0	0	13	14	55	65	30	11	4	0	0	42.2	35.8	6.6			
1600 - 1700	138	33	40	27	38	0	1	126	0	7	0	0	0	0	0	2	0	0	0	0	0	0	17	38	51	24	7	1	0	0	42.2	36.2	5.3			
1700 - 1800	141	36	37	29	39	0	0	134	0	4	0	1	0	0	0	2	0	0	0	0	0	0	0	4	40	61	24	9	2	1	0	0	43.3	37.8	5.1	
1800 - 1900	142	39	42	30	31	1	2	133	0	5	0	0	0	0	0	1	0	0	0	0	0	0	4	40	61	23	5	4	1	0	42	37.5	6.2			
1900 - 2000	94	29	21	26	18	0	0	89	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	32	31	19	6	0	0	1	0	43.3	37.1	5.5		
2000 - 2100	72	22	18	19	13	0	0	70	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	20	27	12	6	2	0	0	43.2	37.4	5.7		
2100 - 2200	69	13	16	16	14	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15	22	11	3	2	0	1	0	43.4	37.8	6.1		
2200 - 2300	49	9	10	22	8	0	2	45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	16	15	8	4	0	0	0	41.8	35.6	5.9		
2300 - 0000	62	14	17	18	13	0	0	57	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	22	20	12	3	0	0	0	42.1	36.3	4.9		
0700 - 1900	1795	417	463	447	468	7	18	1659	11	83	4	2	1	0	11	6	1	0	1	0	1	8	5	22	108	505	766	269	77	23	6	2	41.6	36.6	5.6	
0600 - 2200	2055	488	529	520	518	7	20	1907	6	91	3	2	1	0	11	6	1	0	1	0	1	9	5	25	126	579	858	315	97	27	6	5	2	41.8	36.7	5.7
0600 - 0800	2106	511	556	560	539	7	22	2009	6	98	3	2	1	0	11	6	1	0	1	0	1	9	5	28	134	617	883	335	104	27	6	5	2	41.8	36.7	5.7
0000 - 0000	2277	538	577	593	568	8	25	2101	6	108	4	2	1	0	15	6	1	0	1	0	1	10	5	28	138	639	941	354	117	28	8	6	2	41.9	36.8	5.7

Sunday 12 September 2021

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation		
			00-15	15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph			MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
0000 - 0100	97	26	20	24	18	0	0	0	85	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	24	42	21	1	0	0	42.2	37.4	5.4	
0100 - 0200	37	12	10	9	6	0	0	36	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	16	4	1	0	0	44.9	39.9	5.3	
0200 - 0300	11	3	4	1	3	0	1	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	3	0	1	0	0	0	46.3	39.9	5.6		
0300 - 0400	14	5	0	4	5	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	2	0	3	0	0	52.3	39.5	8	
0400 - 0500	11	6	3	1	1	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	3	1	1	0	0	0	45.1	34.8	6.7		
0500 - 0600	37	9	7	13	8	0	1	33	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	11	14	3	2	1	0	0	0	40.4	35.5	6			
0600 - 0700	54	13	11	15	15	0	0	52	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	9	20	11	10	2	1	0	1	0	43	36.1	6.8		
0700 - 0800	51	10	19	11	11	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20	16	8	2	1	0	0	0	41.5	36.1	5		
0800 - 0900	79	11	23	20	25	1	0	77	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	30	25	13	3	1	0	0	0	41.4	35.5	6			
0900 - 1000	75	22	16	18	19	1	1	70	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	10	22	24	9	5	2	0	0	0	43.3	35.7	6.8	
1000 - 1100	110	23	23	26	38	5	3	110	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	2	3	27	47	17	7	2	0	0	0	42.7	36	7.6
1100 - 1200	130	24	35	32	39	1	1	119	1	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	36	62	20	2	3	2	0	0	41.1	37	5.8	
1200 - 1300	158	50	31	33	44	0	1	147	1	7	0	0	1	0	0	0	0	1	0	0	0	0	0	2	16	60	61	14	3	2	0	0	0	39.3	35.2	4.9	
1300 - 1400	184	53	36	36	59	1	0	173	0	10	0	0	0	0	0	0	0	0	0	0	0	1	11	57	82	24	4	3	0	0	0	40.2	36.2	4.9			
1400 - 1500	203	47	45	62	49	1	0	190	1	10	0	0	0	0	0	0	1	0	0	0	0	1	9	69	86	30	6	1	0	0	0	40.6	36.1	4.7			
1500 - 1600	192	49	60	40	43	0	4	178	1	6	0	0	0	0	0	1	2	0	0	0	0	0	2	13	47	95	26	7	1	0	1	0	40.8	36.8	4.9		
1600 - 1700	161	36	37	26	37	0	8	156	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8	42	88	63	28	10	5	0	0	0	42.5	36.9	5.8		
1700 - 1800	140	32	26	24	22	0	0	96	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	13	36	33	16	3	2	0	0	0	41	35.7	5.4		
1800 - 1900	86	25	24	20	24	0	0	82	0	9	0	0	0	0	0	0	0	0	0	0	0	0	4	17	39	17	7	2	1	0	0	0	41.9	37.4	5.4		
1900 - 2000	90	32	28	17	13	0	0	85	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	22	31	24	6	3	0	0	0	42.9	38	5.4		
2000 - 2100	61	15	20	18	8	0	0	59	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	10	19	20	5	3	0	0	0	0	39.7	34.2	5.5		
2100 - 2200	20	8	7	8	7	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.9	39.2	6.4		
2200 - 2300	59	11	18	19	11	0	2	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	45.4	36.8	6.7	
2300 - 0000	62	13	20	12	17	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14	16	23	5	2	0	0	0	1	39.4	35	6.7		
0000 - 0100	1535	388	344	358	408	10	15	1440	15	15	0	0	0	0	0	0	0	0	0	0	0	1	108	99	473	633	219	363	53	23	2	0	0	43.3	36.3	5.5	
0600 - 0700	1770	456	409	416	448	10	15	1665	5	62	0	1	0	1	0	1	5	6	0	0	0	0	22	123	546	791	264	699	27	4	2	1	0	41.2	36.3	5.6	
1800 - 1900	1891	486	481	447	476	10	17	1773	5	63	0	0	0	0	0	6	7	0	0	0	0	0	24	146	575	744	276	70	28	5	2	0	41.2	36.3	5.7		
2000 - 2030	691	166	157	170	20	20	20	156	6	32	0	0	0	0	0	2	3	0	0	0	0	1	37	157	626	822	322	8	87	3	2	0	41.2	36.4	5.7		

Monday 13 September 2021

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation				
			00-15	15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph			
0000 - 0100	46	14	12	13	7	0			13		2	0	0	0	0	0	0	0	0	0	0	0	0	10	14	14	5	0	0	0	44.3	38.1	7				
0100 - 0200	15	7	3	3	2	0			0	13	0	0	0	0	0	2	0	0	0	0	0	0	0	2	4	4	1	2	0	0	46.3	37	6				
0200 - 0300	7	7	2	1	6	0			1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	47	0				
0300 - 0400	17	4	4	2	7	0			0	12	0	1	0	0	0	0	3	1	0	0	0	0	0	0	1	4	3	6	2	1	0	41.7	34.6	6.2			
0400 - 0500	15	5	5	2	3	0			10	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	4	1	1	0	0	45.5	39.5	5.8			
0500 - 0600	40	5	8	11	16	0			40	34	1	16	34	1	0	0	0	0	0	0	0	0	0	1	11	13	9	5	1	0	0	45.4	38.9	5.3			
0600 - 0700	92	20	20	28	24	1			3	80	2	4	3	80	1	0	0	0	0	0	0	0	1	0	4	20	33	22	7	4	1	0	44.5	38.5	6.6		
0700 - 0800	204	45	49	54	56	1			4	177	0	18	0	1	0	0	0	0	0	0	0	0	1	0	2	14	69	73	31	11	1	0	41.5	36.7	5.8		
0800 - 0900	201	55	49	46	51	0			0	176	2	18	0	0	0	0	0	0	0	0	0	0	0	1	10	15	71	72	20	9	1	0	40.4	35.3	5.6		
0900 - 1000	152	43	43	32	34	0			1	121	2	22	0	0	0	0	4	1	0	0	0	0	1	4	15	59	49	15	7	0	1	0	40.1	35	5.9		
1000 - 1100	132	39	36	29	28	0			0	112	0	19	0	0	0	0	0	0	0	0	0	0	1	9	53	50	17	7	0	0	0	38.7	35.7	4.4			
1100 - 1200	138	20	36	45	37	0			0	113	0	21	0	0	0	0	2	2	0	0	0	0	0	0	26	52	42	15	2	0	0	0	1	39.6	34.7	5.4	
1200 - 1300	173	38	50	39	46	0			1	152	1	13	1	0	0	3	1	1	0	0	0	0	0	2	1	25	43	69	24	4	3	1	0	41.8	35.9	6.3	
1300 - 1400	184	49	44	35	56	0			2	159	0	17	0	0	0	0	0	0	0	0	0	0	0	0	10	59	70	29	8	1	0	0	41.3	35.9	5.2		
1400 - 1500	229	60	48	73	48	1			1	208	1	11	1	0	1	0	4	1	0	0	0	0	0	0	2	13	68	102	30	8	4	0	1	40.7	36.6	5.3	
1500 - 1600	199	55	53	41	49	0			1	163	0	28	0	0	0	0	3	2	1	0	0	0	0	1	23	54	63	26	6	4	1	0	40.9	36.2	5.3		
1600 - 1700	287	60	60	77	2	0			0	287	0	25	4	0	0	0	20	0	0	0	0	0	0	0	2	39	84	118	35	7	2	0	0	40.2	35.5	4.9	
1700 - 1800	263	79	70	62	52	1			3	232	1	23	0	0	0	0	1	0	0	0	0	0	1	4	2	18	73	107	42	12	1	3	0	41.1	36.5	5.8	
1800 - 1900	177	52	54	30	41	1			3	159	0	3	0	0	0	0	5	1	0	0	0	0	0	1	0	0	12	52	55	33	18	5	0	0	43.7	37.2	6.5
1900 - 2000	95	24	20	23	28	0			1	90	0	3	0	0	0	0	0	0	0	0	0	0	0	1	9	28	33	14	6	2	1	1	0	42.8	37.3	6.4	
2000 - 2100	67	18	19	16	14	1			0	62	0	3	0	0	0	0	0	0	0	0	0	0	0	1	5	18	20	7	8	3	3	0	1	48.9	38.3	9.1	
2100 - 2200	66	15	13	18	10	0			0	54	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	16	16	15	5	0	0	0	0	43.6	37.7	5.6	
2200 - 2300	46	8	15	15	7	0			1	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	38.6	4.1	
2300 - 0000	14	7	1	4	2	0			0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	13	4	0	0	0	0	48.2	38.7	7.8	
0700 - 1900	2338	612	612	547	567	4	23	2027	6	212	6	21	6	2	1	7	30	19	4	8	32	219	737	891	317	93	22	9	2	2	2	2	48.9	36.0	5.6		
0600 - 2200	2648	689	684	632	643	6	27	2313	6	226	6	2	1	8	32	20	1	0	3	5	8	35	240	819	993	375	119	31	14	3	3	41.2	36.2	5.8			
0600 - 0800	2708	704	701	651	652	6	28	2372	6	226	6	2	1	8	32	20	1	0	3	5	8	35	242	830	1016	382	123	31	15	3	3	41.4	36.3	5.8			
0600 - 0000	2848	742	734	684	688	6	31	2490	6	238	6	2	1	8	38	21	1	0	4	5	8	37	250	860	1067	423	140	33	15	3	3	41.5	36.4	5.8			

Tuesday 14 September 2021

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30			45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed											P-Title 85%	Average Speed	Standard Deviation																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
			3 Axle Rigid	4 Axle Rigid	5 Axle Artic						4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
0000 - 0100	6	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	44.9	4.9																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
0100 - 0200	9	3	3	1	2	0	0	0	6	0	1	0	0	0	0	1	1	0	0	0	0	0	0	5	5	5	1	0	0	0	0	40.8	7.4	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
0200 - 0300	17	8	1	5	3	0	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	1	0	0	0	0	44.3	39.2	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
0300 - 0400	14	2	3	3	6	0	0	0	8	0	4	0	0	0	0	0	1	1	3	2	5	1	0	0	0	0	0	0	0	0	45.5	38.8	8.3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
0400 - 0500	22	5	10	3	4	0	0	0	20	0	0	0	0	0	0	1	1	0	0	0	0	0	7	4	7	1	3	0	0	0	49.7	39.9	6.4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
0500 - 0600	47	4	5	17	21	0	1	36	0	6	0	0	0	0	0	4	0	0	0	0	0	1	4	7	20	10	3	2	0	0	43.4	38	5.6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
0600 - 0700	117	23	31	34	29	1	4	95	0	12	0	0	0	0	0	4	1	0	0	0	1	0	2	6	33	42	20	8	5	0	0	42.6	37.4	6.3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
0700 - 0800	187	38	50	48	51	2	3	162	0	16	2	1	0	0	0	1	0	0	0	1	1	2	4	6	45	86	32	7	1	1	0	0	41.6	36.8	6.4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
0800 - 0900	204	67	50	39	48	1	0	177	4	17	1	1	0	0	0	2	0	0	0	0	0	4	28	77	62	25	7	0	0	0	0	40.3	34.9	5.3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
0900 - 1000	142	44	36	27	35	0	2	117	0	18	1	0	0	0	0	4	0	0	0	0	0	2	1	9	50	53	18	7	2	0	0	41.9	35.9	5.3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
1000 - 1100	127	26	40	26	35	0	0	106	4	13	0	0	0	1	2	0	0	0	0	0	0	5	3	14	47	38	11	5	2	1	1	40.2	36	6.9																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
1100 - 1200	158	37	44	41	36	0	2	114	3	33	0	1	0	3	2	2	0	0	0	0	0	3	18	66	47	19	4	1	0	0	0	40.3	34.8	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
1200 - 1300	143	26	42	41	34	0	0	119	1	15	0	0	0	2	4	2	0	0	0	0	0	5	16	64	40	13	3	1	1	0	0	38.5	34.5	5.4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
1300 - 1400	181	42	47	40	52	0	1	149	0	23	0	0	0	1	6	1	0	0	0	0	0	7	17	76	53	18	3	1	0	0	0	38.8	34.1	5.5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
1400 - 1500	233	54	57	66	56	0	1	201	1	24	0	1	0	0	2	3	0	0	0	0	0	1	18	91	92	22	7	1	1	0	0	39.5	35.4	4.7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
1500 - 1600	213	59	56	46	52	0	2	190	0	16	0	0	0	2	3	0	0	0	0	0	0	2	25	56	82	31	13	2	0	1	1	42.3	36.6	5.9																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
1600 - 1700	180	17	18	17	18	1	3	157	0	20	1	0	0	0	0	1	0	0	0	0	0	19	30	112	56	19	4	0	0	0	0	41.3	36.6	5.2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
1700 - 1800	277	86	66	69	56	2	2	240	0	22	0	0	0	2	3	0	0	0	0	0	0	6	26	72	108	34	21	5	1	0	0	41.8	36.4	6.7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
1800 - 1900	154	2	1	15	14	0	2	134	3	34	3	0	0	0	4	2	0	0	0	0	0	6	21	64	27	10	2	2	0	0	43.7	37.2	7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
1900 - 2000	101	28	30	24	19	0	3	87	0	7	0	0	0	0	0	2	0	0	0	0	0	2	6	28	44	11	6	1	0	0	0	43.7	37.1	6.5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
2000 - 2100	91	24	24	23	20	0	1	86	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	31	38	11	6	0	0	0	0	41.7	37	5.1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
2100 - 2200	73	7	3	40	22	0	3	76	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6	20	37	0	0	0	0	0	0	46	37.3	7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
2200 - 2300	42	13	8	15	6	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	18	4	4	2	1	0	0	46.2	38.3	6.3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
2300 - 0000	22	6	4	4	8	0	0	1	19	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	3	11	2	1	1	0	0	0	46.7	40.8	7.2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
0000 - 0100	678	180	143	143	146	8	7	546	17	54	17	12	3	114	712	8	416	612	765	817	367	814	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414	414

Wednesday 15 September 2021

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation
			3 Axle Rigid	4 Axle Rigid						3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph			MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph						
0000 - 0100	16	2	10	1	3	0	7	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	37.6	5.7
0100 - 0200	9	1	2	3	3	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	2.8	
0200 - 0300	9	5	1	0	3	0	1	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	7.2	
0300 - 0400	11	2	3	0	6	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.3	40.5	7.9
0400 - 0500	22	7	3	6	6	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.4	40.2	5.9
0500 - 0600	42	3	8	9	22	0	0	35	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	38.4	6.9
0600 - 0700	119	19	29	36	35	1	3	98	0	10	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	36.9	6.7
0700 - 0800	195	39	46	51	59	2	5	169	1	35	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	37	5.5
0800 - 0900	192	67	51	44	30	0	1	176	0	12	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	36.5	5.1
0900 - 1000	155	49	38	34	34	0	2	124	0	22	1	1	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	36.3	4.8
1000 - 1100	123	27	36	26	34	1	0	123	0	22	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	37	6.9
1100 - 1200	148	29	45	33	41	0	1	121	2	15	0	1	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	34.8	5.9
1200 - 1300	153	45	46	32	30	0	0	130	1	18	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	35.6	4.9
1300 - 1400	187	53	44	31	59	0	4	159	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	36.6	5.4
1400 - 1500	226	49	59	66	52	1	4	203	0	14	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	36.2	5.2
1500 - 1600	216	40	45	61	70	0	2	189	2	17	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	36.5	5.8
1600 - 1700	298	99	44	73	82	0	4	271	0	18	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	35.3	5.2
1700 - 1800	294	91	71	65	67	3	5	262	0	21	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	37.5	5.5
1800 - 1900	179	64	42	43	30	1	3	160	0	12	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	37.9	6.3
1900 - 2000	133	38	38	27	30	1	1	125	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	37.2	5.4
2000 - 2100	67	25	21	11	10	0	2	57	0	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	36.8	5.9
2100 - 2200	57	16	17	15	9	0	0	55	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.8	38.6	7.4
2200 - 2300	41	9	12	10	10	0	2	37	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	38.9	7.9
2300 - 0000	23	10	5	6	2	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.6	38.5	6.2
0700 - 1900	2466	652	567	559	588	8	31	2059	6	206	7	5	1	8	23	11	0	1	3	7	2	35	184	683	913	416	118	28	3	1	3	41.6	36.4	5.6
0600 - 2200	2742	750	672	648	672	10	37	2394	7	225	7	5	1	9	31	15	0	1	3	9	3	38	212	782	1059	476	112	35	9	1	3	41.7	36.6	5.7
0600 - 0800	2606	769	693	654	684	10	39	2453	6	226	8	5	1	9	32	15	0	1	3	9	3	40	215	797	1079	468	121	36	9	3	3	41.8	36.6	5.7
0600 - 0000	2915	789	716	683	727	10	41	2544	7	234	8	5	1	9	39	16	0	1	3	9	3	42	219	815	1124	509	134	40	11	3	3	42.0	36.7	5.8

Virtual Day (7.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation	
			00-15	15-30						30-45	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <70mph
0000 - 0100	31	9	10	7	5	0	0	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.7	38	6.8	
0100 - 0200	14	4	3	3	3	0	0	12	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	38.6	6.1	
0200 - 0300	12	5	2	2	2	0	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.7	38	5.7	
0300 - 0400	13	3	2	2	5	0	0	10	0	2	0	0	0	0	0	1	0	0	0	0	0	0	1	1	2	4	3	1	1	0	0	0	45.7	37.8	7.5
0400 - 0500	19	5	7	4	4	0	0	15	0	2	0	0	0	0	1	1	0	0	0	0	0	0	1	5	5	4	3	1	0	0	0	0	46.5	38.8	6.5
0500 - 0600	43	6	7	15	15	0	1	35	0	4	0	0	0	0	2	0	0	0	0	0	0	0	3	9	18	8	4	4	0	0	0	0	43.3	37.9	6
0600 - 0700	91	17	22	28	24	1	2	77	0	8	0	0	0	0	1	1	0	0	0	0	1	0	1	6	24	31	17	7	2	0	0	0	43.1	37.2	6.9
0700 - 0800	150	32	36	40	42	1	3	131	0	10	0	1	0	0	2	1	0	0	0	0	2	10	40	59	26	8	1	0	0	0	0	41.8	36.7	6.2	
0800 - 0900	168	48	42	36	41	1	1	149	1	12	1	0	0	0	1	1	0	0	0	0	3	15	55	63	21	8	2	1	0	0	0	40.9	35.9	5.6	
0900 - 1000	132	39	33	28	32	0	1	111	0	15	1	0	0	0	0	3	1	0	0	0	0	1	3	13	48	46	16	5	1	0	0	0	40.4	35.4	5.5
1000 - 1100	131	30	35	32	34	1	1	111	1	14	1	0	0	0	0	2	1	0	0	0	1	2	11	42	47	20	5	2	0	0	0	41.1	36	5.9	
1100 - 1200	152	32	41	39	40	0	1	127	0	18	0	0	0	1	2	1	0	0	0	0	0	0	3	12	52	61	18	4	1	0	0	0	40.1	35.6	5.3
1200 - 1300	169	41	43	41	44	0	1	149	1	13	0	0	0	0	1	1	0	0	0	0	2	2	17	55	64	21	6	2	1	0	0	0	40.8	35.8	5.8
1300 - 1400	186	47	43	43	53	0	2	162	0	16	0	0	0	1	3	1	0	0	0	0	2	15	51	72	25	6	2	0	0	0	0	40.6	35.6	5.5	
1400 - 1500	226	54	55	65	63	1	1	203	1	15	1	0	0	0	2	1	0	0	0	1	1	2	18	73	91	31	6	2	0	0	0	0	40.5	35.9	5.2
1500 - 1600	207	54	51	50	51	0	2	182	1	16	0	0	0	0	3	1	0	0	0	0	1	1	18	60	82	30	9	3	1	0	0	0	41.5	36.4	5.7
1600 - 1700	74	24	27	24	24	0	1	24	0	14	0	0	0	0	0	0	0	0	0	0	0	2	24	77	91	31	6	2	0	0	0	0	41.4	36.8	5.5
1700 - 1800	233	72	57	54	50	1	2	212	1	21	0	0	0	0	0	3	1	0	0	0	1	4	16	60	100	37	11	3	1	0	0	0	41.5	36.7	5.9
1800 - 1900	139	33	33	33	33	0	1	139	0	7	0	0	0	0	2	1	0	0	0	0	0	0	43	60	60	20	8	3	1	0	0	0	42.3	37.2	5.8
1900 - 2000	110	35	29	23	22	0	1	103	0	4	0	0	0	0	0	0	0	0	0	0	0	7	14	41	18	6	2	1	1	0	0	0	42.7	37.1	6
2000 - 2100	77	24	21	18	14	0	1	72	0	1	0	0	0	0	1	1	0	0	0	0	0	7	24	28	10	5	1	1	0	0	0	41.4	36.5	6.4	
2100 - 2200	53	13	13	13	13	0	1	56	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16	18	8	4	2	0	0	0	0	42.7	37.8	6.3	
2200 - 2300	50	11	13	16	9	0	1	48	0	3	0	0	0	0	0	0	0	0	0	0	0	1	3	12	19	9	5	1	0	0	0	0	43.2	37.5	5.9
2300 - 0000	35	11	9	8	8	0	0	32	0	2	0	0	0	0	0	0	0	0	0	0	0	3	10	11	7	2	0	0	0	0	0	41.3	37	6.3	
0000 - 0000	2161	572	572	533	533	6	22	1907	6	165	6	0	0	0	13	29	178	666	666	666	666	312	141	23	23	41	37	41	37	41	37	41	37	36.9	5.7
0000 - 2200	2496	665	621	607	663	63	7	27	2313	7	181	5	3	1	6	240	34	203	764	957	389	105	29	9	3	2	2	41	37	41	37	41	37	36.2	5.8
0000 - 2300	2380	687	644	632	630	7	28	2232	6	195	6	3	1	6	249	35	21	785	947	389	105	112	28	10	4	3	2	41	37	41	37	41	37	36.3	5.8
0000 - 2712	686	719	686	650	650	8	31	620	8	650	8	31	1	8	249	4	8	1296	1636	413	172	44	33	11	4	3	2	41	37	41	37	41	37	36.4	5.8

Virtual Week (1.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed																P-Title 85%	Average Speed	Standard Deviation
			15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph			MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph								
Mon	2848	742	734	684	688	6	31	2490	6	238	6	2	1	8	38	21	1	0	4	5	8	37	250	860	1067	423	140	33	15	3	3	41.5	36.4	5.8					
Tue	2884	769	734	695	686	8	34	2486	12	252	8	4	1	10	46	22	1	0	4	6	15	54	239	913	1045	410	136	39	15	5	3	41.6	36.2	6					
Wed	2915	789	716	683	727	10	41	2544	7	234	8	5	1	9	39	16	0	1	3	9	3	42	219	815	1124	509	134	40	11	3	3	42	36.7	5.8					
Thu	2910	822	662	730	696	6	31	2539	3	236	8	4	1	13	50	18	0	1	6	14	20	36	285	899	1070	423	114	27	10	3	3	41	35.9	6					
Fri	3049	827	750	769	703	6	32	2685	10	217	7	5	1	8	50	27	1	0	4	4	17	35	235	931	1186	447	140	32	12	4	2	41.4	36.3	5.7					
Sat	2277	538	579	593	568	8	25	2101	6	108	4	2	1	0	15	6	1	0	1	10	5	28	138	639	941	354	117	28	8	6	2	41.9	36.8	5.7					
Sun	2088	541	541	499	517	10	20	1958	6	90	0	1	0	2	5	6	0	0	3	8	1	27	157	626	822	322	87	35	5	3	2	41.4	36.4	5.7					
19981		5028	4715	4653	4585	54	214	16803	50	1375	41	23	6	50	243	116	4	2	25	56	69	259	1523	5683	7255	2898	868	234	76	27	18	41.5	36.4	5.8					

Total

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Number Vehicle Classes ARX Scheme										Vehicle Speed														P-Title 85%	Average Speed	Standard Deviation
			Motor Cycles	Car Van			2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
18091	5028	4715	4653	4585	54	214	16803	50	1375	41	23	6	50	243	116	4	2	25	56	69	259	1523	5683	7255	2898	868	234	76	27	18	41.5	36.4	5.8

Appendix C – Site Layout Plan(s)



SCHEDULE OF AREAS

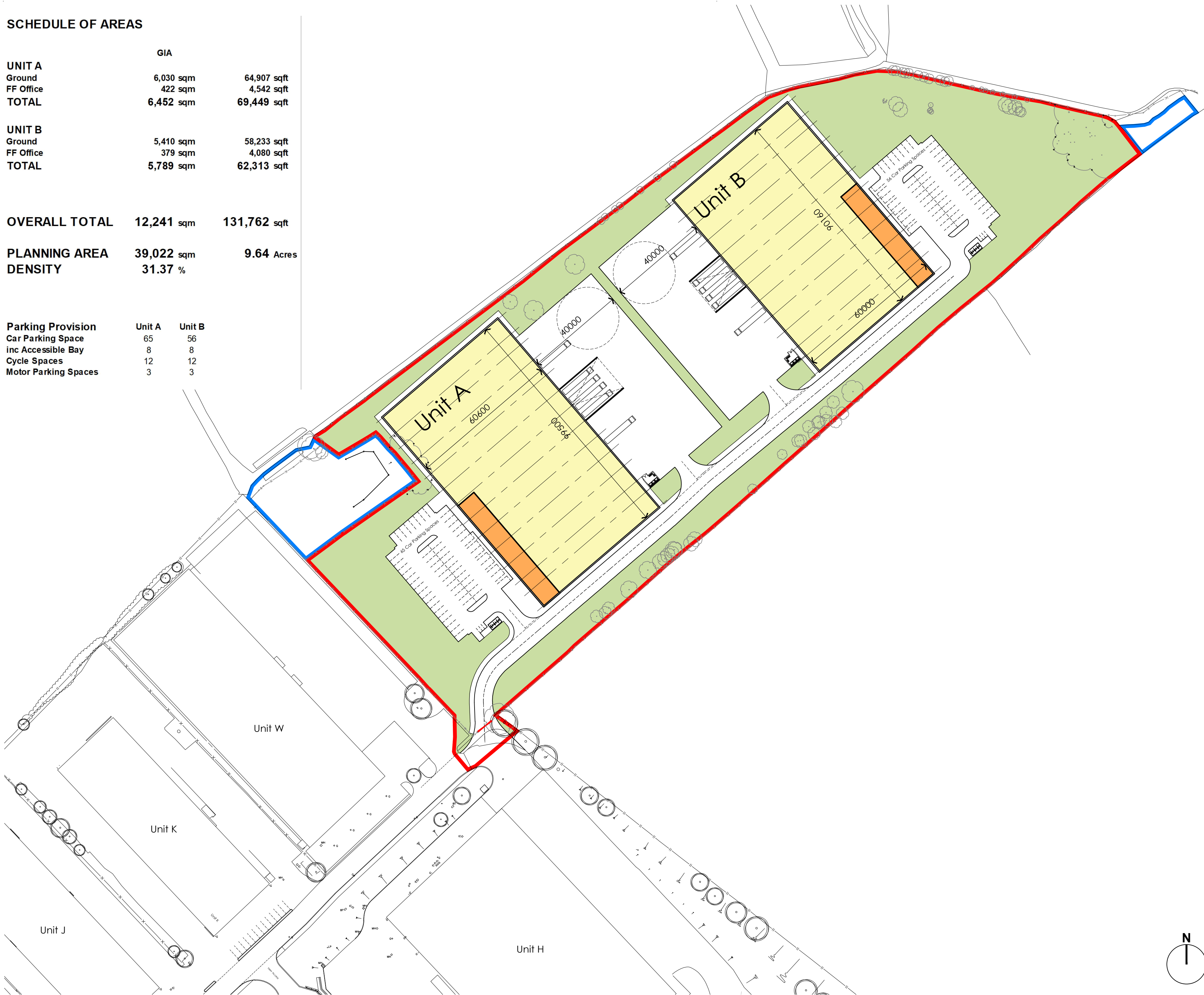
	GIA	
UNIT A		
Ground	6,030 sqm	64,907 sqft
FF Office	422 sqm	4,542 sqft
TOTAL	6,452 sqm	69,449 sqft

UNIT B		
Ground	5,410 sqm	58,233 sqft
FF Office	379 sqm	4,080 sqft
TOTAL	5,789 sqm	62,313 sqft

OVERALL TOTAL 12,241 sqm 131,762 sqft

PLANNING AREA	39,022 sqm	9.64 Acres
DENSITY	31.37 %	

Parking Provision	Unit A	Unit B
Car Parking Space	65	56
inc Accessible Bay	8	8
Cycle Spaces	12	12
Motor Parking Spaces	3	3



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 Hazard Identification		
Ref	Hazard	Date

 Planning Boundary
 Area: 39,022sqm (9.64Acres)

 Ownership Boundary

**WORK IN
PROGRESS**

P1	First Issue	AL	11.07.25	BB
Rev	Revision Details	Drawn	Date	Chck'd

Project No.	25017
Suitability	S0 Work in Progress
Status	S

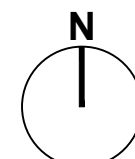
Client:
Yeargate

Project:

The Field, Birch Business Park

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Illustrative Masterplan	
Drawing No.	Rev.
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Created	11.07.25

HORIZON

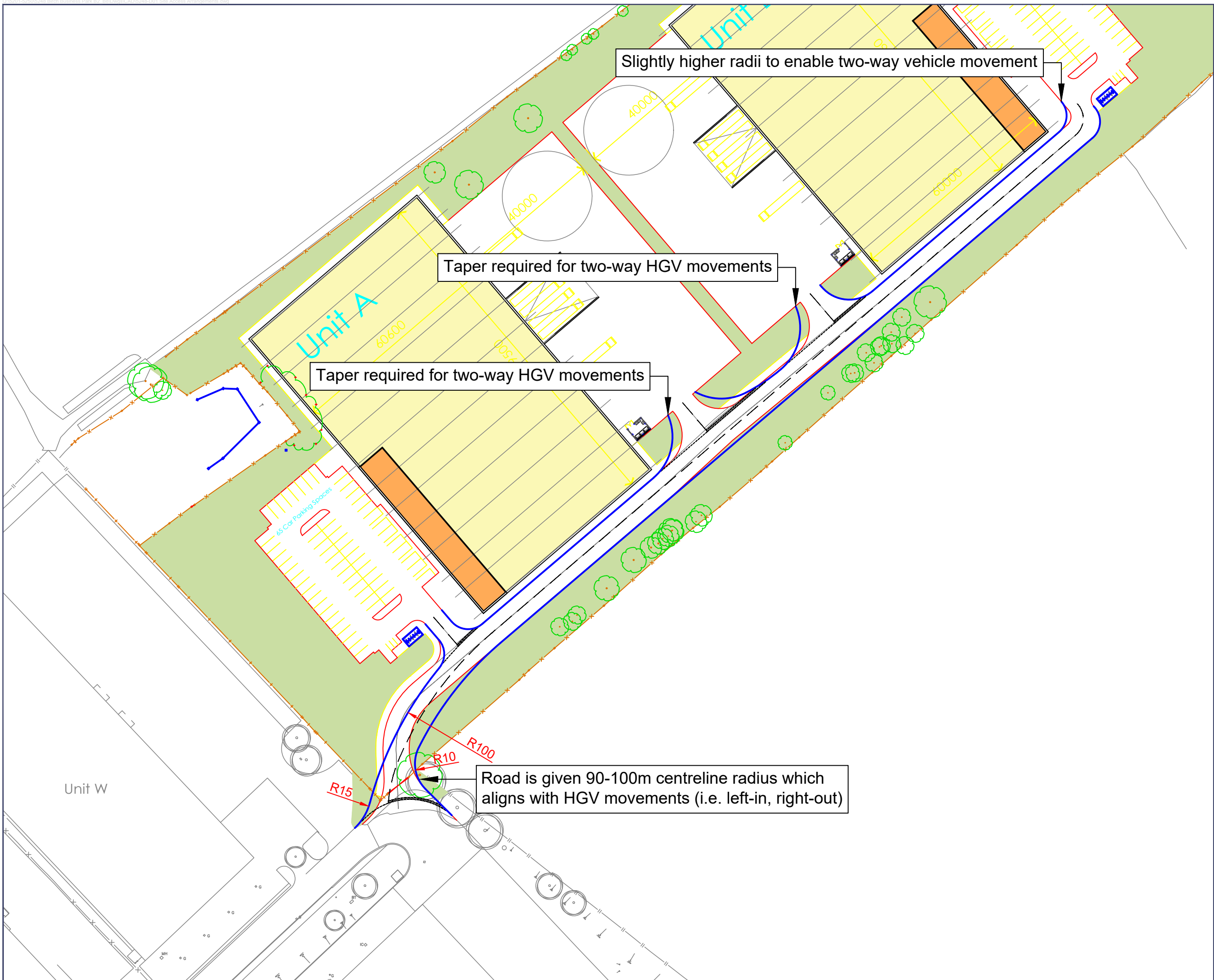
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w www.fletcher-rae.com
e info@fletcher-rae.com

Appendix D – Swept Path Analysis





Kerb Line

0344 8700 007
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Client

Yeagate Limited

Project

The Field, Birch Business Park

Drawing Title

Site Access Arrangements

Scale

1:1000 @A3

Date

22-07-25

Dwg no

5248-D01

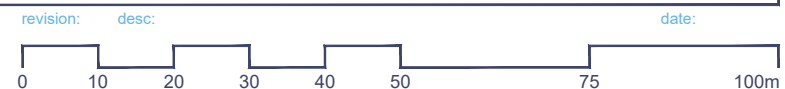
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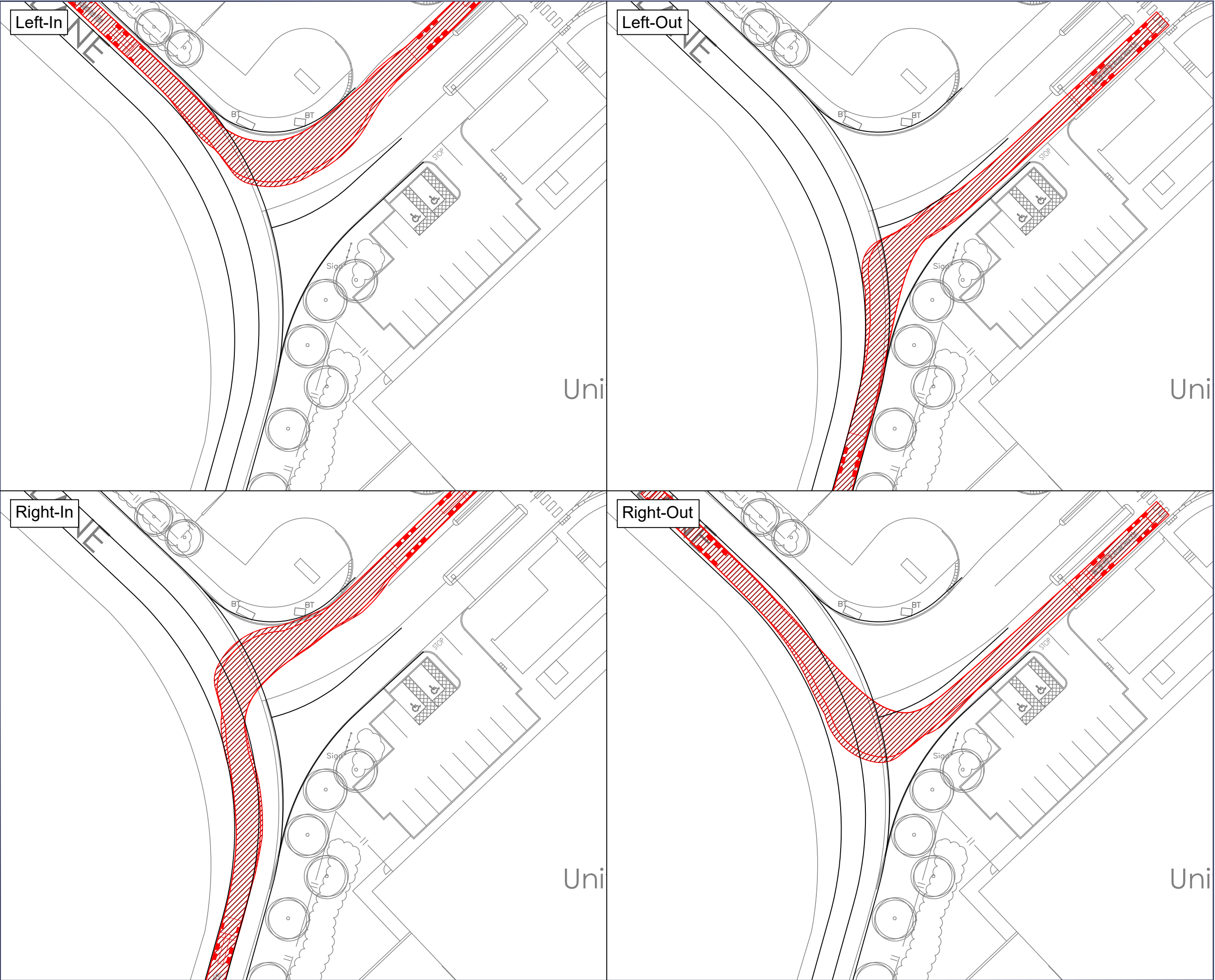
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Drawn Checked

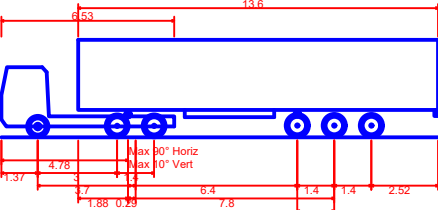
MK CZ

Rev





Kerb / Road Marking lines according to aerial imagery as OS mapping do not show western kerbline & centreline marking



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

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0344 8700 007
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Client

Yeagate Limited

Project

The Field, Birch Business Park

Drawing Title

Birch Business Park Access Swept Path Analysis

Scale

1:500 @A3

Date

23-07-25

Dwg no

5248-D02

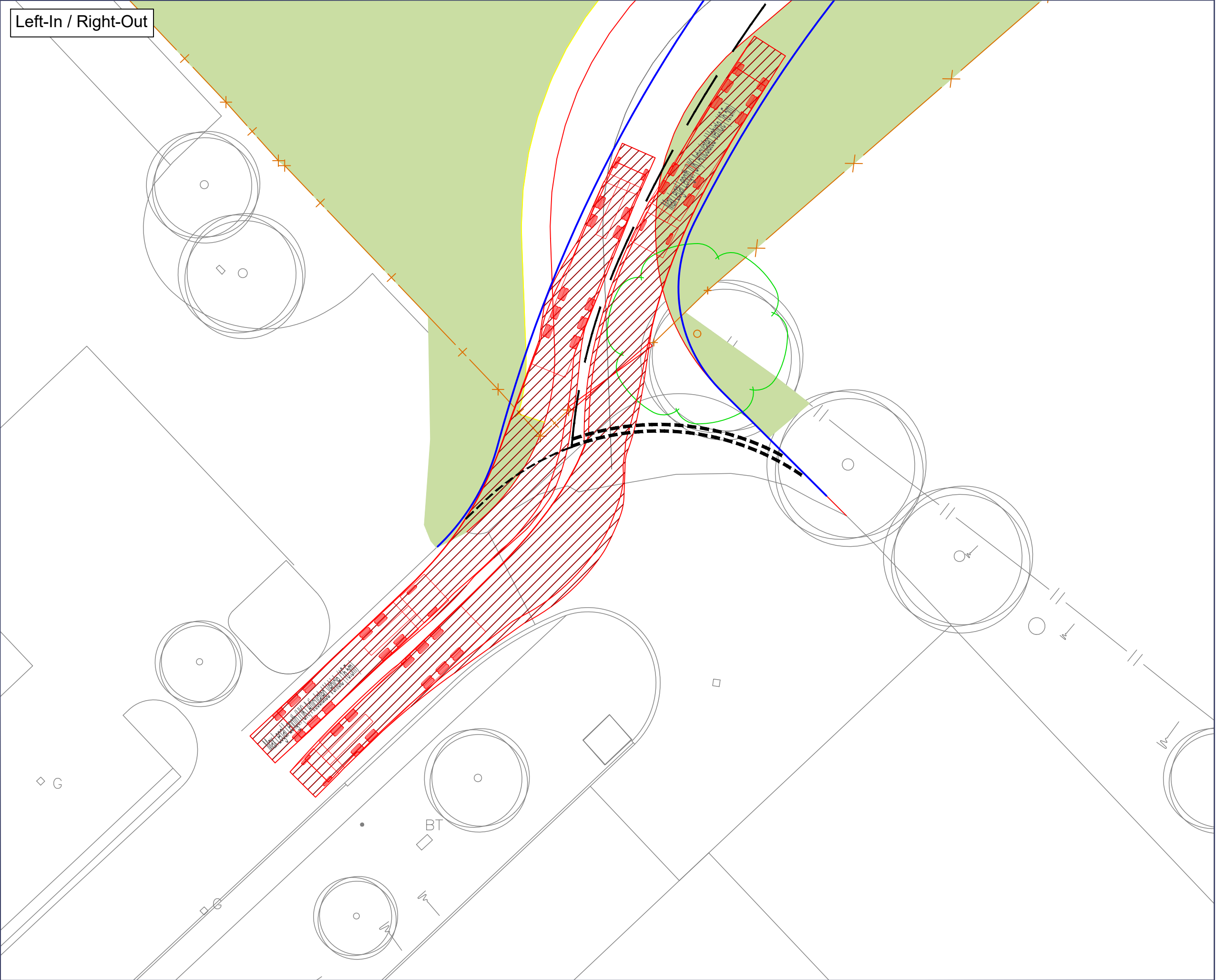
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Preliminary

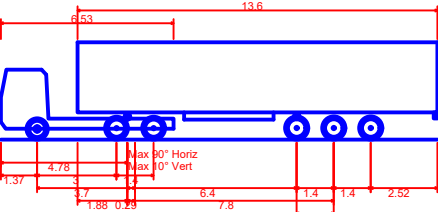
Drawn Checked

MK CZ

Rev



Proposed Kerb Line



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

0344 8700 007
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Client

Yeargate Limited

Project

The Field, Birch Business Park

Drawing Title

Site Access Swept Path Analysis

Scale

1:500 @A3

Date

22-07-25

Dwg no

5248-D03

Status

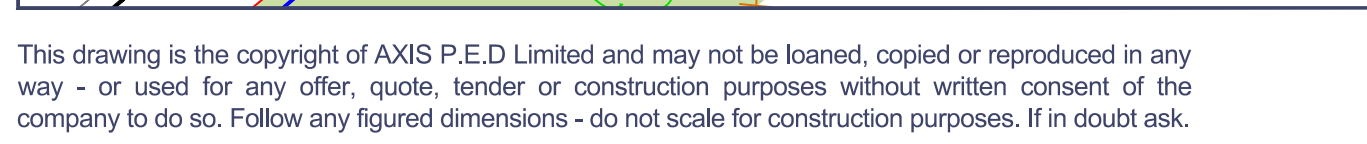
Preliminary

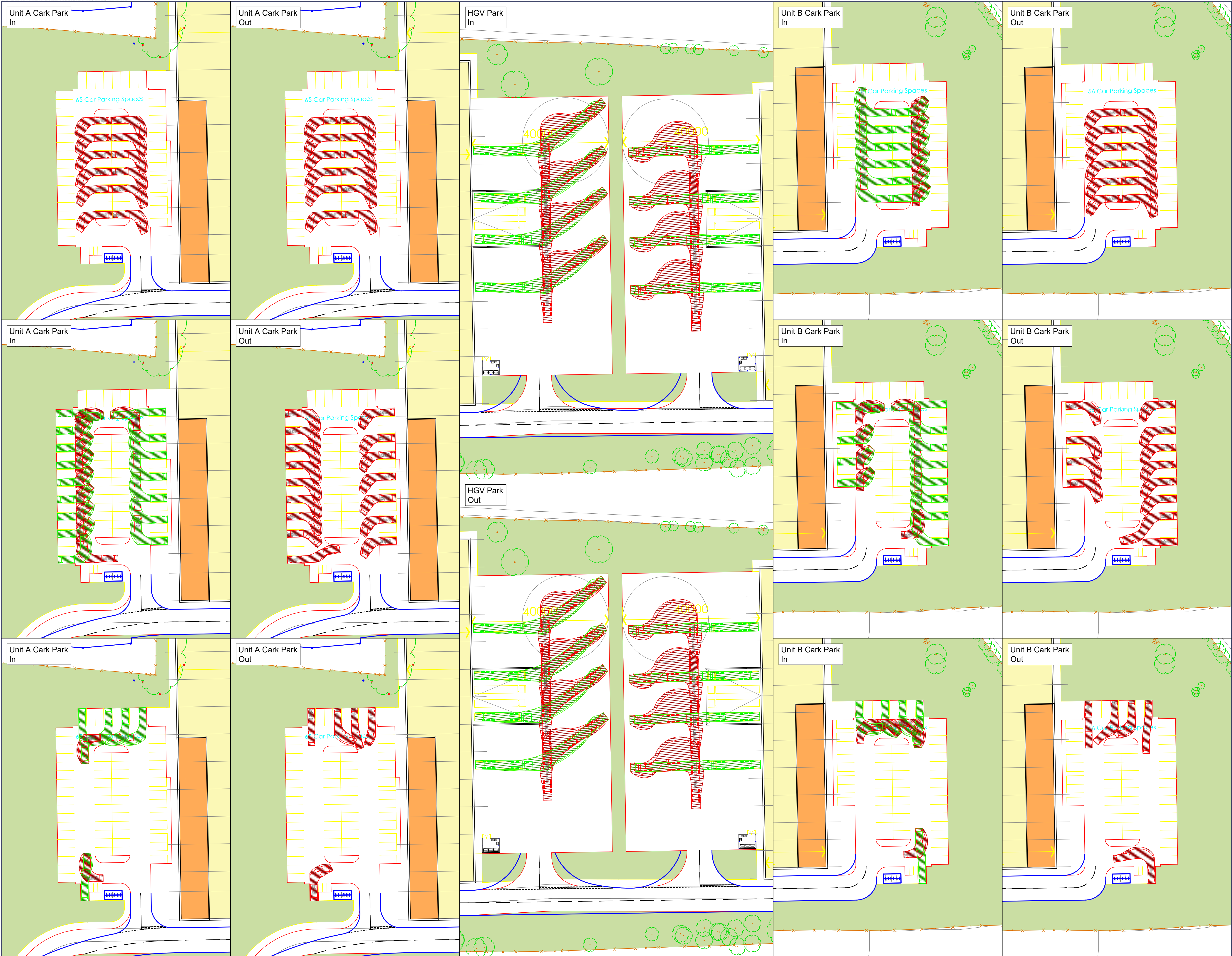
Drawn Checked

MK CZ

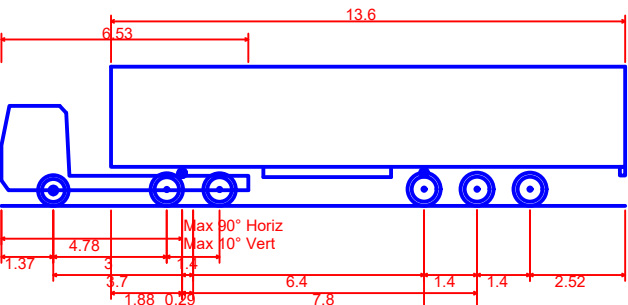
Rev



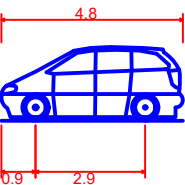




Proposed Kerb Line



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

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Client

Yeargate Limited

Project

The Field, Birch Business Park

Drawing Title

Internal Parking Areas Swept Path Analysis

Scale

1:250 @A1

Date

22-07-25

Dwg no

5248-D05

Status

Preliminary

Drawn Checked

MK CZ

Rev

Appendix E – TRICS Outputs



Audit Code: 846f7e99-6726-4c43-8e8a-b05df2643d72

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: D - INDUSTRIAL ESTATE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BE	BEXLEY
		1 day
02	SOUTH EAST	
	EX	ESSEX
		2 days
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK	WAKEFIELD
		1 day

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



Audit Code: 846f7e99-6726-4c43-8e8a-b05df2643d72

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:	GFA
Actual Range:	2030 to 7280 (units:sqm)
Range Selected by User:	2000 to 24000 (units:sqm)
Parking Spaces Range:	18 - 2130

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 05/06/24

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

Selected survey days:

Friday	2 days
Monday	1 days
Thursday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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	5 days
--------------	--------

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	4 days
No Sub Category	1 days

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 Vehicle Counts:

Servicing vehicles Included	5 days
-----------------------------	--------

Audit Code: 846f7e99-6726-4c43-8e8a-b05df2643d72

Secondary Filtering Selection:

Use Class:

Not Known	5 surveys
-----------	-----------

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:

0 - 1986

Population within 1 mile:

10,001 to 15,000	3 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	3 surveys
5,001 to 25,000	1 surveys
500,001 or More	1 surveys

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	3 surveys
1.1 to 1.5	2 surveys

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.

Audit Code: 846f7e99-6726-4c43-8e8a-b05df2643d72

Petrol filling station:

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:

No	5 surveys
----	-----------

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:

1b - Very poor	1 surveys
No PTAL Present	4 surveys

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.

COVID-19 Restrictions:

No

Audit Code: 846f7e99-6726-4c43-8e8a-b05df2643d72

1	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
THUNDERHEAD RIDGE RD CASTLEFORD GLASSHOUGHTON Edge of Town No Sub Category Gross floor area: 3191.00 sqm Survey date:			
			Survey Type: Manual
2	BE-02-D-01	INDUSTRIAL ESTATE	BEXLEY
CRABTREE MANORWAY N. ERITH Edge of Town Industrial Zone Gross floor area: 3300.00 sqm Survey date: Wednesday 19/09/2018			
			Survey Type: Manual
3	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Gross floor area: 4876.00 sqm Survey date: Friday 18/05/2018			
			Survey Type: Manual
4	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
HECKWORTH CLOSE COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Gross floor area: 7280.00 sqm Survey date: Friday 18/05/2018			
			Survey Type: Manual
5	LN-02-D-05	INDUSTRIAL ESTATE	LINCOLNSHIRE
BELVOIR WAY LOUTH Edge of Town Industrial Zone Gross floor area: 2176.00 sqm Survey date: Thursday 18/04/2024			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
RO-02-D-01 27-04-2018	27-04-2018	Outside UK

Audit Code: 846f7e99-6726-4c43-8e8a-b05df2643d72

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	2176	0.230	0.046	0.276
06:00-07:00	1	2176	0.735	0.414	1.149
07:00-08:00	5	4165	0.317	0.207	0.524
08:00-09:00	5	4165	0.754	0.523	1.277
09:00-10:00	5	4165	0.912	0.696	1.608
10:00-11:00	5	4165	0.984	0.860	1.844
11:00-12:00	5	4165	0.816	0.932	1.748
12:00-13:00	5	4165	0.663	0.821	1.484
13:00-14:00	5	4165	0.730	0.711	1.441
14:00-15:00	5	4165	0.634	0.754	1.388
15:00-16:00	5	4165	0.672	0.644	1.316
16:00-17:00	5	4165	0.658	0.759	1.417
17:00-18:00	5	4165	0.341	0.644	0.985
18:00-19:00	5	4165	0.125	0.293	0.418
19:00-20:00	2	2738	0.055	0.237	0.292
20:00-21:00	2	2738	0.000	0.110	0.110
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			8.626	8.651	17.277

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 846f7e99-6726-4c43-8e8a-b05df2643d72

Parameter Summary:

Trip rate parameter range selected:	2000 - 24000 (units: sqm)
Survey date date range:	15/05/2017 - 18/04/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: 846f7e99-6726-4c43-8e8a-b05df2643d72

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	2176	0.000	0.000	0.000
06:00-07:00	1	2176	0.046	0.000	0.046
07:00-08:00	5	4165	0.034	0.029	0.063
08:00-09:00	5	4165	0.048	0.034	0.082
09:00-10:00	5	4165	0.062	0.053	0.115
10:00-11:00	5	4165	0.019	0.043	0.062
11:00-12:00	5	4165	0.029	0.034	0.063
12:00-13:00	5	4165	0.029	0.034	0.063
13:00-14:00	5	4165	0.034	0.024	0.058
14:00-15:00	5	4165	0.029	0.010	0.039
15:00-16:00	5	4165	0.038	0.034	0.072
16:00-17:00	5	4165	0.038	0.043	0.081
17:00-18:00	5	4165	0.019	0.005	0.024
18:00-19:00	5	4165	0.000	0.010	0.010
19:00-20:00	2	2738	0.000	0.000	0.000
20:00-21:00	2	2738	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.425	0.353	0.778

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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Audit Code: 846f7e99-6726-4c43-8e8a-b05df2643d72

Parameter Summary:

Trip rate parameter range selected:	2000 - 24000 (units: sqm)
Survey date date range:	15/05/2017 - 18/04/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: 846f7e99-6726-4c43-8e8a-b05df2643d72

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	2176	0.230	0.046	0.276
06:00-07:00	1	2176	0.506	0.368	0.874
07:00-08:00	5	4165	0.130	0.053	0.183
08:00-09:00	5	4165	0.447	0.187	0.634
09:00-10:00	5	4165	0.576	0.341	0.917
10:00-11:00	5	4165	0.576	0.451	1.027
11:00-12:00	5	4165	0.466	0.547	1.013
12:00-13:00	5	4165	0.379	0.475	0.854
13:00-14:00	5	4165	0.447	0.466	0.913
14:00-15:00	5	4165	0.394	0.523	0.917
15:00-16:00	5	4165	0.370	0.427	0.797
16:00-17:00	5	4165	0.423	0.523	0.946
17:00-18:00	5	4165	0.283	0.547	0.830
18:00-19:00	5	4165	0.096	0.211	0.307
19:00-20:00	2	2738	0.055	0.237	0.292
20:00-21:00	2	2738	0.000	0.091	0.091
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.378	5.493	10.871

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.

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Parameter Summary:

Trip rate parameter range selected:	2000 - 24000 (units: sqm)
Survey date date range:	15/05/2017 - 18/04/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: 846f7e99-6726-4c43-8e8a-b05df2643d72

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	2176	0.000	0.000	0.000
06:00-07:00	1	2176	0.046	0.000	0.046
07:00-08:00	5	4165	0.168	0.082	0.250
08:00-09:00	5	4165	0.274	0.303	0.577
09:00-10:00	5	4165	0.269	0.293	0.562
10:00-11:00	5	4165	0.384	0.355	0.739
11:00-12:00	5	4165	0.317	0.351	0.668
12:00-13:00	5	4165	0.250	0.298	0.548
13:00-14:00	5	4165	0.245	0.216	0.461
14:00-15:00	5	4165	0.211	0.216	0.427
15:00-16:00	5	4165	0.235	0.182	0.417
16:00-17:00	5	4165	0.173	0.182	0.355
17:00-18:00	5	4165	0.038	0.091	0.129
18:00-19:00	5	4165	0.029	0.067	0.096
19:00-20:00	2	2738	0.000	0.000	0.000
20:00-21:00	2	2738	0.000	0.018	0.018
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.639	2.654	5.293

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.

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Audit Code: 846f7e99-6726-4c43-8e8a-b05df2643d72

Parameter Summary:

Trip rate parameter range selected:	2000 - 24000 (units: sqm)
Survey date date range:	15/05/2017 - 18/04/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

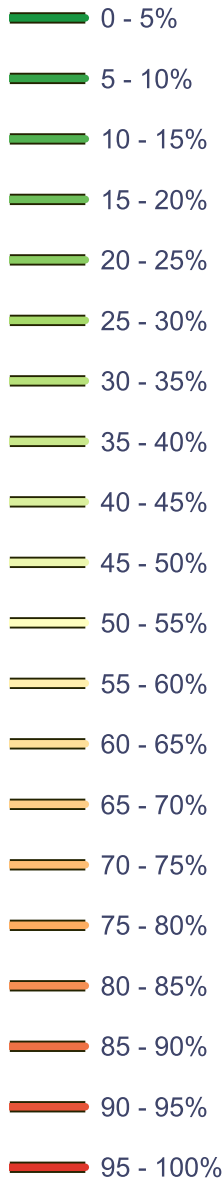
Appendix F – GIS Distribution Plots





- ▼ Site
- Home Location
(Population Weighted Centroid)

Lights Distribution



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Project

Birch Business Park

Figure Number

5248-GIS01

Figure Title

Lights Distribution - Core Scenario

Scale

1:25000@A3

Date

02.05.26

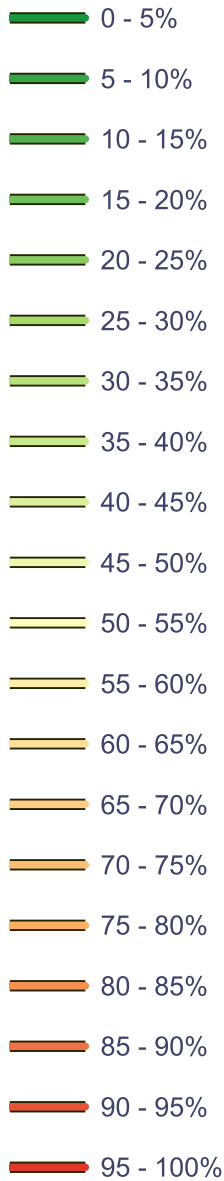


0 500 1,000 1,500 2,000 2,500 m



- ▼ Site
- Home Location
(Population Weighted Centroid)

Lights Distribution



0344 8700 007
axis.co.uk



Project

Birch Business Park

Figure Number

5248-GIS02

Figure Title

Lights Distribution - Bus Gate
Scenario

Scale

1:25000@A3

Date

02.05.26

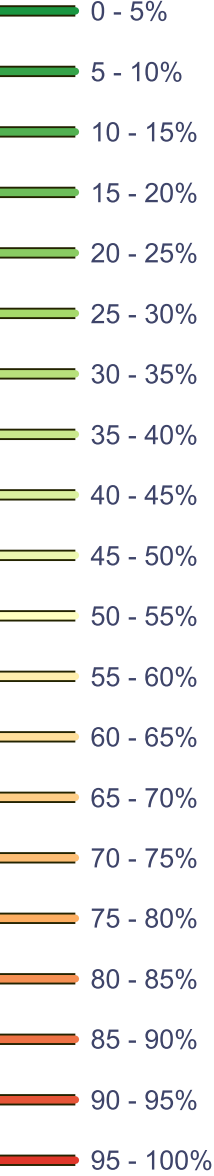


0 500 1,000 1,500 2,000 2,500 m



- ▼ Site
- Population Centre
(Population Weighted Centroid)

HGV Distribution



0344 8700 007
axis.co.uk



Project

Birch Business Park

Figure Number

5248-GIS03

Figure Title

HGV Distribution

Scale

1:25000@A3

Date

02.05.26



0 500 1,000 1,500 2,000 2,500 m

Appendix G – PICADY Analysis Results



Junctions 10	
PICADY 10 - Priority Intersection Module	
Version: 10.1.1.1905	
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Filename: Moss Hall Lane - Birch Business Park Access Junction_Draft_RB.j10

Path: Q:\5201-5250\5248 Birch Business Park B2_B8\Documents\Transport Assessment\Modelling

Report generation date: 15/05/2026 10:11:48

-
- »Baseline Flows 2027, AM
 - »Baseline Flows 2027, PM
 - »Baseline Flows 2032, AM
 - »Baseline Flows 2032, PM
 - »Baseline Flows Bus 2032, AM
 - »Baseline Flows Bus 2032, PM
 - »Do Nothing 2032 Core, AM
 - »Do Nothing 2032 Core, PM
 - »Do Nothing Bus 2032, AM
 - »Do Nothing Bus 2032, PM
 - »Do Something 2032 , AM
 - »Do Something 2032, PM
 - »Do Something Bus 2032, AM
 - »Do Something Bus 2032, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Baseline Flows 2027									
Stream B-AC	D1	0.1	7.58	0.05	A	D2	0.2	5.83	0.13	A
Stream C-AB		0.1	5.32	0.07	A		0.0	6.56	0.01	A
	Baseline Flows 2032									
Stream B-AC	D3	0.1	7.71	0.05	A	D4	0.2	5.93	0.14	A
Stream C-AB		0.1	5.33	0.08	A		0.0	6.53	0.01	A
	Baseline Flows Bus 2032									
Stream B-AC	D5	0.0	5.15	0.05	A	D6	0.2	5.97	0.14	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Do Nothing 2032 Core									
Stream B-AC	D7	0.1	7.35	0.07	A	D8	0.2	6.08	0.15	A
Stream C-AB		0.1	5.38	0.09	A		0.0	5.95	0.01	A
	Do Nothing Bus 2032									
Stream B-AC	D9	0.1	6.60	0.06	A	D10	0.2	6.07	0.15	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Do Something 2032									
Stream B-AC	D11	0.2	7.51	0.18	A	D12	0.4	7.10	0.28	A
Stream C-AB		0.3	6.18	0.19	A		0.1	5.54	0.06	A
	Do Something Bus 2032									
Stream B-AC	D13	0.2	6.82	0.17	A	D14	0.4	7.03	0.27	A
Stream C-AB		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.

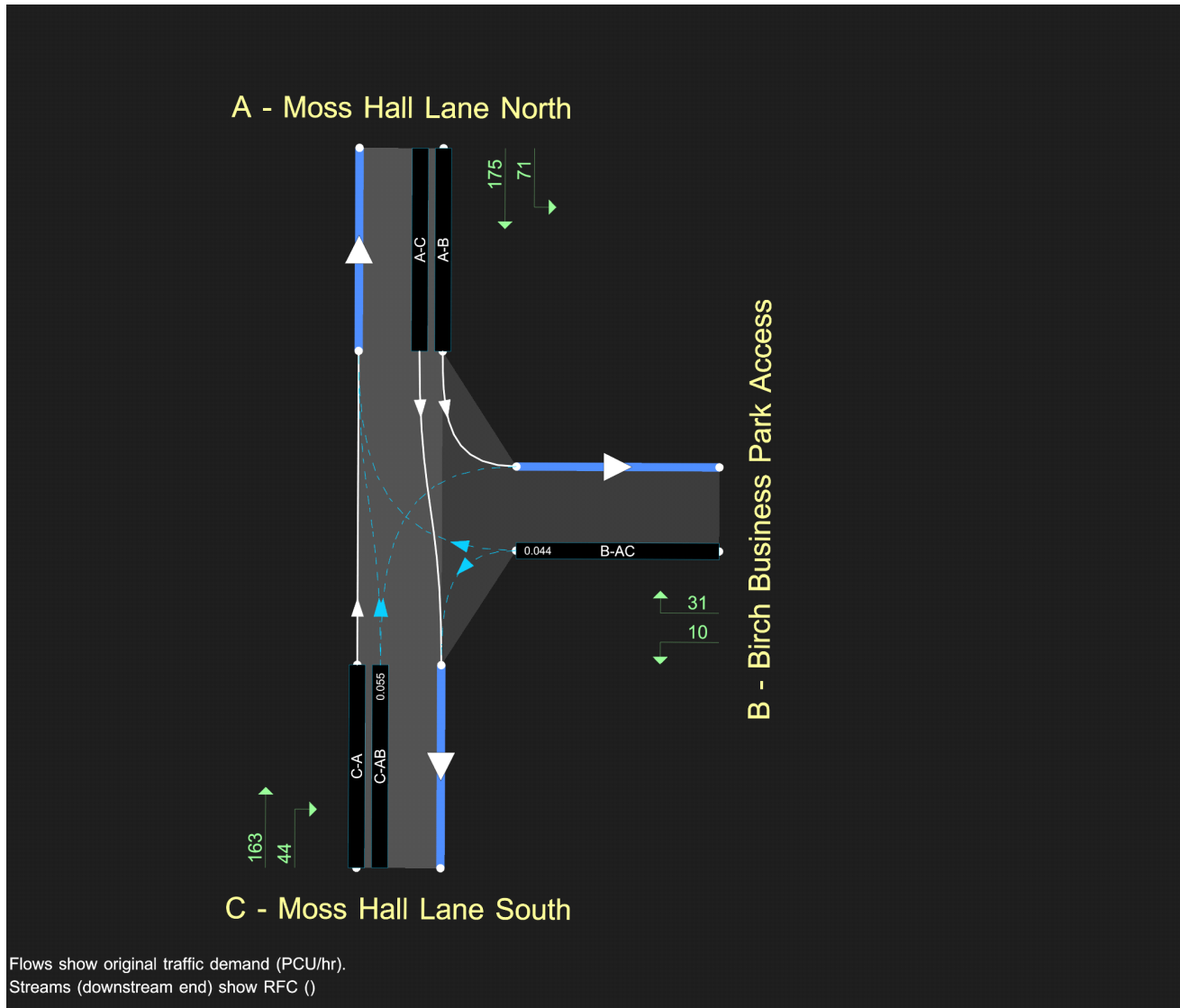
File summary

File Description

Title	The Field, Birch Business Park
Location	Rochdale
Site number	B2/B8
Date	14/05/2026
Version	Preliminary
Status	(new file)
Identifier	
Client	Yeagate Limited
Jobnumber	5248
Enumerator	AzureAD\MertKiray
Description	Excel Spreadsheet: Traffic Flow Diagram v3 - Transport Only RAK

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline Flows 2027	AM	ONE HOUR	07:30	09:00	15	✓
D2	Baseline Flows 2027	PM	ONE HOUR	16:30	18:00	15	✓
D3	Baseline Flows 2032	AM	ONE HOUR	07:30	09:00	15	✓
D4	Baseline Flows 2032	PM	ONE HOUR	16:30	18:00	15	✓
D5	Baseline Flows Bus 2032	AM	ONE HOUR	07:30	09:00	15	✓
D6	Baseline Flows Bus 2032	PM	ONE HOUR	16:30	18:00	15	✓
D7	Do Nothing 2032 Core	AM	ONE HOUR	07:30	09:00	15	✓
D8	Do Nothing 2032 Core	PM	ONE HOUR	16:30	18:00	15	✓
D9	Do Nothing Bus 2032	AM	ONE HOUR	07:30	09:00	15	✓
D10	Do Nothing Bus 2032	PM	ONE HOUR	16:30	18:00	15	✓
D11	Do Something 2032	AM	ONE HOUR	07:30	09:00	15	✓
D12	Do Something 2032	PM	ONE HOUR	16:30	18:00	15	✓
D13	Do Something Bus 2032	AM	ONE HOUR	07:30	09:00	15	✓
D14	Do Something Bus 2032	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

Baseline Flows 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.07	A

Arms

Arms

Arm	Name	Description	Arm type
A	Moss Hall Lane North		Major
B	Birch Business Park Access		Minor
C	Moss Hall Lane South		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 - Moss Hall Lane South	6.40			200.0	✓	0.00

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 - Birch Business Park Access	One lane	4.75	214	200

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	770	0.143	0.362	0.228	0.518
B-C	881	0.127	0.322	-	-
C-B	690	0.263	0.263	-	-

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)	Run automatically
D1	Baseline Flows 2027	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	226	100.000
B - Birch Business Park Access		ONE HOUR	✓	30	100.000
C - Moss Hall Lane South		ONE HOUR	✓	186	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
A - Moss Hall Lane North		0	62	164
B - Birch Business Park Access		25	0	5
C - Moss Hall Lane South		149	37	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
A - Moss Hall Lane North		0	13	1
B - Birch Business Park Access		41	0	0
C - Moss Hall Lane South		1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.58	0.1	A	28	41
C-AB	0.07	5.32	0.1	A	42	63
C-A					128	193
A-B					57	85
A-C					150	226

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	701	0.032	22	0.0	0.0	7.009	A
C-AB	33	8	717	0.046	33	0.0	0.1	5.271	A
C-A	107	27			107				
A-B	47	12			47				
A-C	123	31			123				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	684	0.039	27	0.0	0.1	7.239	A
C-AB	41	10	723	0.057	41	0.1	0.1	5.291	A
C-A	126	32			126				
A-B	56	14			56				
A-C	147	37			147				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	660	0.050	33	0.1	0.1	7.578	A
C-AB	53	13	732	0.072	52	0.1	0.1	5.316	A
C-A	152	38			152				
A-B	68	17			68				
A-C	181	45			181				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	660	0.050	33	0.1	0.1	7.579	A
C-AB	53	13	732	0.072	53	0.1	0.1	5.321	A
C-A	152	38			152				
A-B	68	17			68				
A-C	181	45			181				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	684	0.039	27	0.1	0.1	7.241	A
C-AB	41	10	723	0.057	41	0.1	0.1	5.294	A
C-A	126	32			126				
A-B	56	14			56				
A-C	147	37			147				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	701	0.032	23	0.1	0.0	7.014	A
C-AB	33	8	717	0.046	33	0.1	0.1	5.276	A
C-A	107	27			107				
A-B	47	12			47				
A-C	123	31			123				

Baseline Flows 2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		1.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.26	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)	Run automatically
D2	Baseline Flows 2027	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	215	100.000
B - Birch Business Park Access		ONE HOUR	✓	87	100.000
C - Moss Hall Lane South		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	44	171
	B - Birch Business Park Access	36	0	51
	C - Moss Hall Lane South	122	4	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	65	0
	B - Birch Business Park Access	13	0	0
	C - Moss Hall Lane South	1	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	5.83	0.2	A	80	120
C-AB	0.01	6.56	0.0	A	4	7
C-A					111	167
A-B					40	61
A-C					157	235

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	772	0.085	65	0.0	0.1	5.345	A
C-AB	3	0.87	706	0.005	3	0.0	0.0	6.555	A
C-A	91	23			91				
A-B	33	8			33				
A-C	129	32			129				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	760	0.103	78	0.1	0.1	5.541	A
C-AB	4	1	710	0.006	4	0.0	0.0	6.501	A
C-A	109	27			109				
A-B	40	10			40				
A-C	154	38			154				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	744	0.129	96	0.1	0.2	5.828	A
C-AB	5	1	715	0.008	5	0.0	0.0	6.403	A
C-A	133	33			133				
A-B	48	12			48				
A-C	188	47			188				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	744	0.129	96	0.2	0.2	5.831	A
C-AB	5	1	715	0.008	5	0.0	0.0	6.377	A
C-A	133	33			133				
A-B	48	12			48				
A-C	188	47			188				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	760	0.103	78	0.2	0.1	5.543	A
C-AB	4	1	710	0.006	4	0.0	0.0	6.443	A
C-A	109	27			109				
A-B	40	10			40				
A-C	154	38			154				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	772	0.085	66	0.1	0.1	5.351	A
C-AB	3	0.87	706	0.005	3	0.0	0.0	6.528	A
C-A	91	23			91				
A-B	33	8			33				
A-C	129	32			129				

Baseline Flows 2032, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.07	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)	Run automatically
D3	Baseline Flows 2032	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	239	100.000
B - Birch Business Park Access		ONE HOUR	✓	31	100.000
C - Moss Hall Lane South		ONE HOUR	✓	197	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	66	173
	B - Birch Business Park Access	26	0	5
	C - Moss Hall Lane South	158	39	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	13	1
	B - Birch Business Park Access	41	0	0
	C - Moss Hall Lane South	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.71	0.1	A	28	43
C-AB	0.08	5.33	0.1	A	45	68
C-A					136	204
A-B					61	91
A-C					159	238

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	695	0.034	23	0.0	0.0	7.090	A
C-AB	35	9	719	0.049	35	0.0	0.1	5.273	A
C-A	113	28			113				
A-B	50	12			50				
A-C	130	33			130				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	677	0.041	28	0.0	0.1	7.339	A
C-AB	44	11	725	0.060	44	0.1	0.1	5.292	A
C-A	133	33			133				
A-B	59	15			59				
A-C	156	39			156				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	652	0.052	34	0.1	0.1	7.706	A
C-AB	56	14	735	0.077	56	0.1	0.1	5.322	A
C-A	161	40			161				
A-B	73	18			73				
A-C	190	48			190				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	652	0.052	34	0.1	0.1	7.708	A
C-AB	56	14	735	0.077	56	0.1	0.1	5.327	A
C-A	161	40			161				
A-B	73	18			73				
A-C	190	48			190				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	677	0.041	28	0.1	0.1	7.341	A
C-AB	44	11	725	0.060	44	0.1	0.1	5.300	A
C-A	133	33			133				
A-B	59	15			59				
A-C	156	39			156				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	695	0.034	23	0.1	0.0	7.096	A
C-AB	35	9	719	0.049	35	0.1	0.1	5.279	A
C-A	113	28			113				
A-B	50	12			50				
A-C	130	33			130				

Baseline Flows 2032, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		1.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.27	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)	Run automatically
D4	Baseline Flows 2032	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	228	100.000
B - Birch Business Park Access		ONE HOUR	✓	92	100.000
C - Moss Hall Lane South		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	47	181
	B - Birch Business Park Access	38	0	54
	C - Moss Hall Lane South	129	4	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	65	0
	B - Birch Business Park Access	13	0	0
	C - Moss Hall Lane South	1	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	5.93	0.2	A	84	127
C-AB	0.01	6.53	0.0	A	4	7
C-A					118	176
A-B					43	65
A-C					166	249

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	768	0.090	69	0.0	0.1	5.397	A
C-AB	3	0.87	707	0.005	3	0.0	0.0	6.532	A
C-A	97	24			97				
A-B	35	9			35				
A-C	136	34			136				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	756	0.109	83	0.1	0.1	5.611	A
C-AB	4	1	711	0.006	4	0.0	0.0	6.474	A
C-A	115	29			115				
A-B	42	11			42				
A-C	163	41			163				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	739	0.137	101	0.1	0.2	5.925	A
C-AB	5	1	717	0.008	5	0.0	0.0	6.371	A
C-A	141	35			141				
A-B	52	13			52				
A-C	199	50			199				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	739	0.137	101	0.2	0.2	5.927	A
C-AB	6	1	717	0.008	6	0.0	0.0	6.341	A
C-A	141	35			141				
A-B	52	13			52				
A-C	199	50			199				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	756	0.109	83	0.2	0.1	5.616	A
C-AB	4	1	711	0.006	4	0.0	0.0	6.414	A
C-A	115	29			115				
A-B	42	11			42				
A-C	163	41			163				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	768	0.090	69	0.1	0.1	5.405	A
C-AB	3	0.87	707	0.005	4	0.0	0.0	6.504	A
C-A	97	24			97				
A-B	35	9			35				
A-C	136	34			136				

Baseline Flows Bus 2032, 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	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		0.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.59	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)	Run automatically
D5	Baseline Flows Bus 2032	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	239	100.000
B - Birch Business Park Access		ONE HOUR	✓	31	100.000
C - Moss Hall Lane South		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From			
A - Moss Hall Lane North	0	239	0
B - Birch Business Park Access	31	0	0
C - Moss Hall Lane South	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To		
	A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From			
A - Moss Hall Lane North	0	0	0
B - Birch Business Park Access	0	0	0
C - Moss Hall Lane South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	5.15	0.0	A	28	43
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					219	329
A-C					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	744	0.031	23	0.0	0.0	4.991	A
C-AB	0	0	643	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	180	45			180				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	739	0.038	28	0.0	0.0	5.058	A
C-AB	0	0	633	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	215	54			215				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	733	0.047	34	0.0	0.0	5.154	A
C-AB	0	0	621	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	263	66			263				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	733	0.047	34	0.0	0.0	5.154	A
C-AB	0	0	621	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	263	66			263				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	739	0.038	28	0.0	0.0	5.059	A
C-AB	0	0	633	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	215	54			215				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	744	0.031	23	0.0	0.0	4.992	A
C-AB	0	0	643	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	180	45			180				
A-C	0	0			0				

Baseline Flows Bus 2032, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		1.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.72	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)	Run automatically
D6	Baseline Flows Bus 2032	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	227	100.000
B - Birch Business Park Access		ONE HOUR	✓	92	100.000
C - Moss Hall Lane South		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	227	0
	B - Birch Business Park Access	92	0	0
	C - Moss Hall Lane South	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	9	0
	B - Birch Business Park Access	5	0	0
	C - Moss Hall Lane South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	5.97	0.2	A	84	127
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					208	312
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	746	0.093	69	0.0	0.1	5.580	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	171	43			171				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	741	0.112	83	0.1	0.1	5.741	A
C-AB	0	0	636	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	204	51			204				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	734	0.138	101	0.1	0.2	5.967	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	250	62			250				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	734	0.138	101	0.2	0.2	5.969	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	250	62			250				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	741	0.112	83	0.2	0.1	5.746	A
C-AB	0	0	636	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	204	51			204				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	746	0.093	69	0.1	0.1	5.588	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	171	43			171				
A-C	0	0			0				

Do Nothing 2032 Core, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		1.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.22	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)	Run automatically
D7	Do Nothing 2032 Core	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	246	100.000
B - Birch Business Park Access		ONE HOUR	✓	41	100.000
C - Moss Hall Lane South		ONE HOUR	✓	207	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	71	175
	B - Birch Business Park Access	31	0	10
	C - Moss Hall Lane South	163	44	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	13	1
	B - Birch Business Park Access	37	0	0
	C - Moss Hall Lane South	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	7.35	0.1	A	38	56
C-AB	0.09	5.38	0.1	A	51	77
C-A					139	208
A-B					65	98
A-C					161	241

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	703	0.044	31	0.0	0.1	6.724	A
C-AB	40	10	720	0.055	40	0.0	0.1	5.301	A
C-A	116	29			116				
A-B	53	13			53				
A-C	132	33			132				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	685	0.054	37	0.1	0.1	6.977	A
C-AB	50	12	727	0.068	50	0.1	0.1	5.330	A
C-A	136	34			136				
A-B	64	16			64				
A-C	157	39			157				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	660	0.068	45	0.1	0.1	7.354	A
C-AB	64	16	736	0.087	64	0.1	0.1	5.370	A
C-A	164	41			164				
A-B	78	20			78				
A-C	193	48			193				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	660	0.068	45	0.1	0.1	7.355	A
C-AB	64	16	737	0.087	64	0.1	0.1	5.375	A
C-A	164	41			164				
A-B	78	20			78				
A-C	193	48			193				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	685	0.054	37	0.1	0.1	6.982	A
C-AB	50	12	727	0.068	50	0.1	0.1	5.337	A
C-A	136	34			136				
A-B	64	16			64				
A-C	157	39			157				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	703	0.044	31	0.1	0.1	6.730	A
C-AB	40	10	720	0.056	40	0.1	0.1	5.309	A
C-A	116	29			116				
A-B	53	13			53				
A-C	132	33			132				

Do Nothing 2032 Core, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		1.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.41	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)	Run automatically
D8	Do Nothing 2032 Core	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	233	100.000
B - Birch Business Park Access		ONE HOUR	✓	102	100.000
C - Moss Hall Lane South		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	49	184
	B - Birch Business Park Access	43	0	59
	C - Moss Hall Lane South	133	7	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	62	0
	B - Birch Business Park Access	13	0	0
	C - Moss Hall Lane South	1	19	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	6.08	0.2	A	94	140
C-AB	0.01	5.95	0.0	A	8	12
C-A					121	181
A-B					45	67
A-C					169	253

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	765	0.100	76	0.0	0.1	5.489	A
C-AB	6	2	708	0.009	6	0.0	0.0	5.950	A
C-A	99	25			99				
A-B	37	9			37				
A-C	139	35			139				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	752	0.122	92	0.1	0.1	5.726	A
C-AB	8	2	712	0.011	8	0.0	0.0	5.912	A
C-A	118	30			118				
A-B	44	11			44				
A-C	165	41			165				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	734	0.153	112	0.1	0.2	6.078	A
C-AB	10	2	718	0.014	10	0.0	0.0	5.846	A
C-A	144	36			144				
A-B	54	13			54				
A-C	203	51			203				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	734	0.153	112	0.2	0.2	6.081	A
C-AB	10	2	718	0.014	10	0.0	0.0	5.830	A
C-A	144	36			144				
A-B	54	13			54				
A-C	203	51			203				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	752	0.122	92	0.2	0.1	5.729	A
C-AB	8	2	712	0.011	8	0.0	0.0	5.878	A
C-A	118	30			118				
A-B	44	11			44				
A-C	165	41			165				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	765	0.100	77	0.1	0.1	5.499	A
C-AB	6	2	708	0.009	6	0.0	0.0	5.936	A
C-A	99	25			99				
A-B	37	9			37				
A-C	139	35			139				

Do Nothing Bus 2032, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		0.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.91	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)	Run automatically
D9	Do Nothing Bus 2032	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	249	100.000
B - Birch Business Park Access		ONE HOUR	✓	40	100.000
C - Moss Hall Lane South		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	249	0
	B - Birch Business Park Access	40	0	0
	C - Moss Hall Lane South	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	4	0
	B - Birch Business Park Access	26	0	0
	C - Moss Hall Lane South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	6.60	0.1	A	37	55
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					228	343
A-C					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	8	743	0.041	30	0.0	0.1	6.356	A
C-AB	0	0	641	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	187	47			187				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	738	0.049	36	0.1	0.1	6.458	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	224	56			224				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	731	0.060	44	0.1	0.1	6.602	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	274	69			274				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	731	0.060	44	0.1	0.1	6.602	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	274	69			274				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	738	0.049	36	0.1	0.1	6.462	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	224	56			224				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	8	743	0.041	30	0.1	0.1	6.362	A
C-AB	0	0	641	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	187	47			187				
A-C	0	0			0				

Do Nothing Bus 2032, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		1.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.84	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)	Run automatically
D10	Do Nothing Bus 2032	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	233	100.000
B - Birch Business Park Access		ONE HOUR	✓	101	100.000
C - Moss Hall Lane South		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	233	0
	B - Birch Business Park Access	101	0	0
	C - Moss Hall Lane South	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	9	0
	B - Birch Business Park Access	5	0	0
	C - Moss Hall Lane South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	6.07	0.2	A	93	139
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					214	321
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	745	0.102	76	0.0	0.1	5.642	A
C-AB	0	0	644	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	175	44			175				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	740	0.123	91	0.1	0.1	5.819	A
C-AB	0	0	635	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	209	52			209				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	733	0.152	111	0.1	0.2	6.071	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	257	64			257				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	733	0.152	111	0.2	0.2	6.073	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	257	64			257				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	740	0.123	91	0.2	0.1	5.824	A
C-AB	0	0	635	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	209	52			209				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	745	0.102	76	0.1	0.1	5.650	A
C-AB	0	0	644	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	175	44			175				
A-C	0	0			0				

Do Something 2032 , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		2.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.36	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)	Run automatically
D11	Do Something 2032	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	296	100.000
B - Birch Business Park Access		ONE HOUR	✓	108	100.000
C - Moss Hall Lane South		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	121	175
	B - Birch Business Park Access	64	0	44
	C - Moss Hall Lane South	163	95	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	13	1
	B - Birch Business Park Access	23	0	0
	C - Moss Hall Lane South	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	7.51	0.2	A	99	149
C-AB	0.19	6.18	0.3	A	111	167
C-A					126	188
A-B					111	167
A-C					161	241

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	708	0.115	81	0.0	0.1	6.446	A
C-AB	86	22	711	0.122	86	0.0	0.2	5.764	A
C-A	108	27			108				
A-B	91	23			91				
A-C	132	33			132				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	687	0.141	97	0.1	0.2	6.856	A
C-AB	108	27	716	0.150	107	0.2	0.2	5.926	A
C-A	124	31			124				
A-B	109	27			109				
A-C	157	39			157				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	658	0.181	119	0.2	0.2	7.499	A
C-AB	139	35	724	0.193	139	0.2	0.3	6.175	A
C-A	145	36			145				
A-B	133	33			133				
A-C	193	48			193				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	658	0.181	119	0.2	0.2	7.507	A
C-AB	139	35	724	0.193	139	0.3	0.3	6.184	A
C-A	145	36			145				
A-B	133	33			133				
A-C	193	48			193				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	687	0.141	97	0.2	0.2	6.869	A
C-AB	108	27	716	0.150	108	0.3	0.2	5.940	A
C-A	124	31			124				
A-B	109	27			109				
A-C	157	39			157				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	708	0.115	81	0.2	0.1	6.463	A
C-AB	87	22	711	0.122	87	0.2	0.2	5.783	A
C-A	108	27			108				
A-B	91	23			91				
A-C	132	33			132				

Do Something 2032, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		2.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.48	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)	Run automatically
D12	Do Something 2032	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	255	100.000
B - Birch Business Park Access		ONE HOUR	✓	181	100.000
C - Moss Hall Lane South		ONE HOUR	✓	162	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	71	184
	B - Birch Business Park Access	78	0	103
	C - Moss Hall Lane South	133	29	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	42	0
	B - Birch Business Park Access	8	0	0
	C - Moss Hall Lane South	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.28	7.10	0.4	A	166	249
C-AB	0.06	5.54	0.1	A	32	49
C-A					116	174
A-B					65	98
A-C					169	253

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	34	757	0.180	135	0.0	0.2	5.973	A
C-AB	25	6	704	0.036	25	0.0	0.0	5.492	A
C-A	97	24			97				
A-B	53	13			53				
A-C	139	35			139				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41	743	0.219	162	0.2	0.3	6.407	A
C-AB	31	8	707	0.044	31	0.0	0.1	5.514	A
C-A	114	29			114				
A-B	64	16			64				
A-C	165	41			165				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	50	723	0.276	199	0.3	0.4	7.094	A
C-AB	40	10	712	0.056	40	0.1	0.1	5.540	A
C-A	138	35			138				
A-B	78	20			78				
A-C	203	51			203				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	50	723	0.276	199	0.4	0.4	7.105	A
C-AB	40	10	712	0.057	40	0.1	0.1	5.536	A
C-A	138	35			138				
A-B	78	20			78				
A-C	203	51			203				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41	743	0.219	163	0.4	0.3	6.421	A
C-AB	31	8	707	0.044	32	0.1	0.1	5.511	A
C-A	114	29			114				
A-B	64	16			64				
A-C	165	41			165				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	34	757	0.180	137	0.3	0.2	5.998	A
C-AB	25	6	704	0.036	26	0.1	0.1	5.495	A
C-A	96	24			96				
A-B	53	13			53				
A-C	139	35			139				

Do Something Bus 2032, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		1.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.61	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)	Run automatically
D13	Do Something Bus 2032	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	350	100.000
B - Birch Business Park Access		ONE HOUR	✓	108	100.000
C - Moss Hall Lane South		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	350	0
	B - Birch Business Park Access	108	0	0
	C - Moss Hall Lane South	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	5	0
	B - Birch Business Park Access	13	0	0
	C - Moss Hall Lane South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	6.82	0.2	A	99	149
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					321	482
A-C					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	732	0.111	81	0.0	0.1	6.236	A
C-AB	0	0	621	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	263	66			263				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	725	0.134	97	0.1	0.2	6.473	A
C-AB	0	0	607	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	315	79			315				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	715	0.166	119	0.2	0.2	6.820	A
C-AB	0	0	589	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	385	96			385				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	715	0.166	119	0.2	0.2	6.823	A
C-AB	0	0	589	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	385	96			385				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	725	0.134	97	0.2	0.2	6.482	A
C-AB	0	0	607	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	315	79			315				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	732	0.111	81	0.2	0.1	6.249	A
C-AB	0	0	621	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	263	66			263				
A-C	0	0			0				

Do Something Bus 2032, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moss Hall Lane / Birch Business Park Access Junction	T-Junction	Two-way	Two-way	Two-way		2.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.78	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)	Run automatically
D14	Do Something Bus 2032	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Hall Lane North		ONE HOUR	✓	277	100.000
B - Birch Business Park Access		ONE HOUR	✓	181	100.000
C - Moss Hall Lane South		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	277	0
	B - Birch Business Park Access	181	0	0
	C - Moss Hall Lane South	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Moss Hall Lane North	B - Birch Business Park Access	C - Moss Hall Lane South
From	A - Moss Hall Lane North	0	8	0
	B - Birch Business Park Access	3	0	0
	C - Moss Hall Lane South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	7.03	0.4	A	166	249
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					254	381
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	34	740	0.184	135	0.0	0.2	6.120	A
C-AB	0	0	635	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	209	52			209				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41	735	0.222	162	0.2	0.3	6.478	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	249	62			249				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	50	727	0.274	199	0.3	0.4	7.023	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	305	76			305				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	50	727	0.274	199	0.4	0.4	7.031	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	305	76			305				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41	735	0.222	163	0.4	0.3	6.494	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	249	62			249				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	34	740	0.184	137	0.3	0.2	6.144	A
C-AB	0	0	635	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	209	52			209				
A-C	0	0			0				