



Marsden Island Cellars Clough

Transport Assessment

October 2025

Project number 2422

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Quality Management

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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Transport Assessment relating to a proposed residential development on land accessed via an existing private drive arrangement off the A62 Manchester Road.
- 1.2 The image at Figure 1 shows the general site location of the proposals in relation to the local highway network.

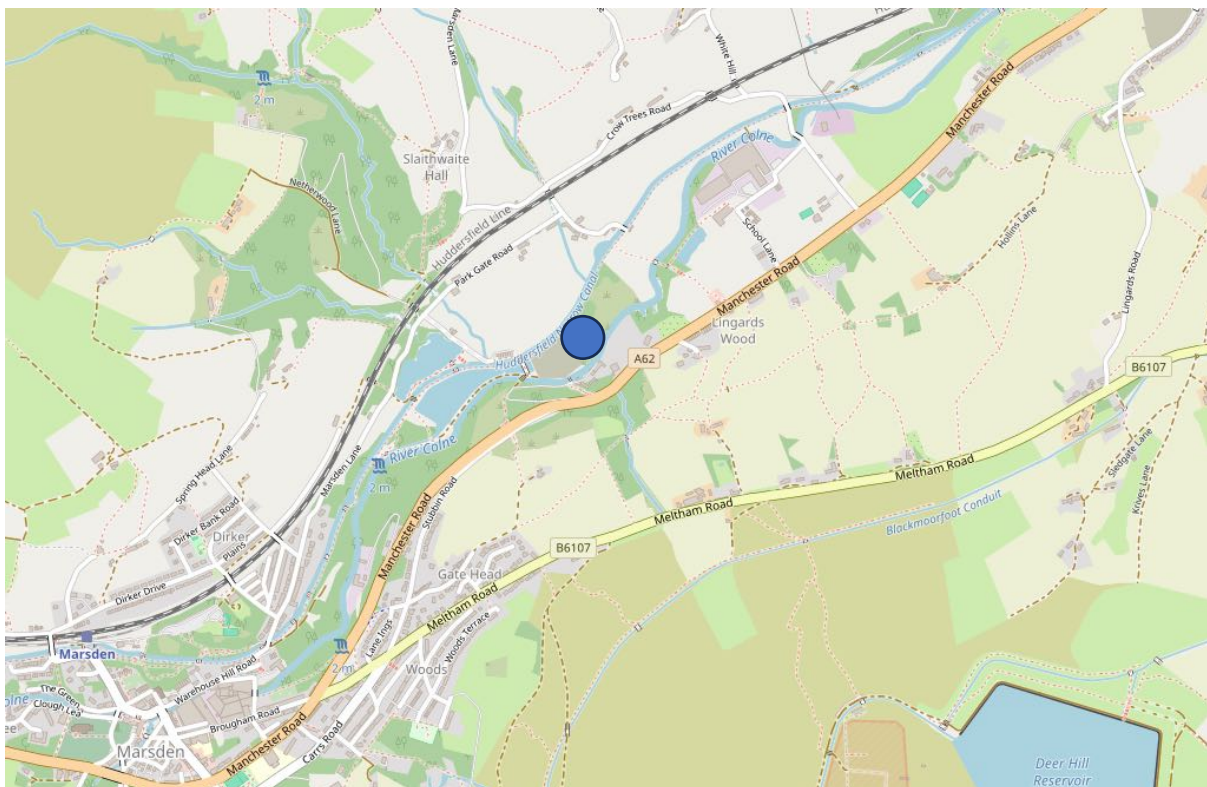


Figure 1 Site location

- 1.3 The site is positioned approximately 1.3 km to the northeast of the village centre of Marsden, and around 2.6 km to the southwest of the town centre of Slaithwaite, and is within the administrative boundary of Kirklees Council (KMC). Presently, the site serves as a large open area of scrubland bounded by Huddersfield Narrow Canal to the north, fields to the east, River Colne to the south, and Cellars Clough Mill Pond to the west.
- 1.4 The development proposals comprise the construction of a residential development made up of 75 dwellings as well as its associated access, parking, and servicing areas in accordance with current KMC guidance. The

dwellings will be a mix of 2, 3, and 4 bedrooms homes and will be served via a right-turn lane arrangement to an upgraded junction and access off the A62 Manchester Road. The development proposals can be found at Appendix A.

1.5 This Transport Assessment demonstrates that:

- The site aligns with relevant local and national transport policies.
- The site is readily accessible via public transport, pedestrian paths, and cycling routes.
- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency.
- Efficient and suitable access to the site can be established from the A62 Manchester Road.
- The trip generation of the proposals will not result in a significant residual impact upon the local transport networks.

1.6 The purpose of this Transport Assessment is to support the proposed application. Following this introduction, the Transport Assessment is organised into the following sections:

- 2.0 Existing Situation – examines the current site utilisation, evaluates its accessibility through various transportation modes, and reviews the local road safety records.
- 3.0 Development Proposals – outlines the proposed development and provides information pertaining to the site’s proposed access routes.
- 4.0 Transport Policy – provides an overview of the relevant Transport Planning Policies associated with this application.
- 5.0 Traffic Impact – conducts an analysis of the potential future influence of the development on local traffic patterns.

- 6.0 Conclusion – contains a summary of the findings and conclusions drawn from the report.

2.0 Existing Situation

2.1 Site Description

- 2.1.1 The site is located towards the north-eastern boundary of the village of Marsden, approximately 1.3 km to the northeast of the village centre and 2.6 km to the southwest of the town centre of Slaithwaite.
- 2.1.2 The application site is a large open area of scrubland bounded by Huddersfield Narrow Canal to the north, fields to the east, River Colne to the south, and Cellars Clough Mill Pond to the west.
- 2.1.3 The site is located just to the north of a café and spa, whilst an industrial estate to the northeast is accessible via the public footpath network, offering job opportunities. Shops and services are available within the nearby Marsden village centre for commercial and recreational purposes. There are many walks along the local footpath network close to the site which provide leisure opportunities. A train station is also located approximately 1.35 km to the southwest of the proposed development site within Marsden village centre.



Figure 2 Existing access

- 2.1.4 As part of the residential development, it is proposed that the existing access off the A62 Manchester Road will be upgraded and a right-turn lane provided. The existing access currently serves as access to a wellness spa and a café.
- 2.1.5 A photograph of the existing access arrangement can be found within Figure 2.

2.2 Local Highway Network

Existing Access

- 2.2.1 The proposed development site currently forms access to the A62 Manchester Road via an existing access and radius junction. The access into the site is approximately 250 metres long. The existing access is constructed with a mixture of bituminous material and compacted stone, however is not in a good state of repair. Street lighting is not provided due to the nature of its type and location.
- 2.2.2 The access road is approximately 4.8 – 6 metres wide along its length, with no footways on either side, but is classified as a Public Right of Way.

A62 Manchester Road

- 2.2.3 Manchester Road is an approximately 16 km section of the A62, becoming the A62 Standedge Cutting in the west as the A62 passes Brun Clough Reservoir, and forming a junction with the A62 Castlegate in Huddersfield town centre in the west.
- 2.2.4 Towards the proposed access, the A62 Manchester Road is subject to a 40-mph speed limit, is constructed as a two-way carriageway providing a kerb-to-kerb carriageway width of around 8.2 metres and provides a footway to the northern edge of the carriageway measuring approximately 4 metres in width. Central double white lines are provided to forbid overtaking, and street lighting is provided to a good standard.

2.3 Active Travel (Walking and Cycling)

- 2.3.1 The site is situated within easy reach of nearby services and amenities, including cafés, pubs, and restaurants, as well as the local bus stops available along the A62 Manchester Road.
- 2.3.2 Footway provision is provided to the northern site side of the A62 Manchester Road, and as part of the proposals the access road from the site to Manchester Road will also be upgraded with footpath provision.

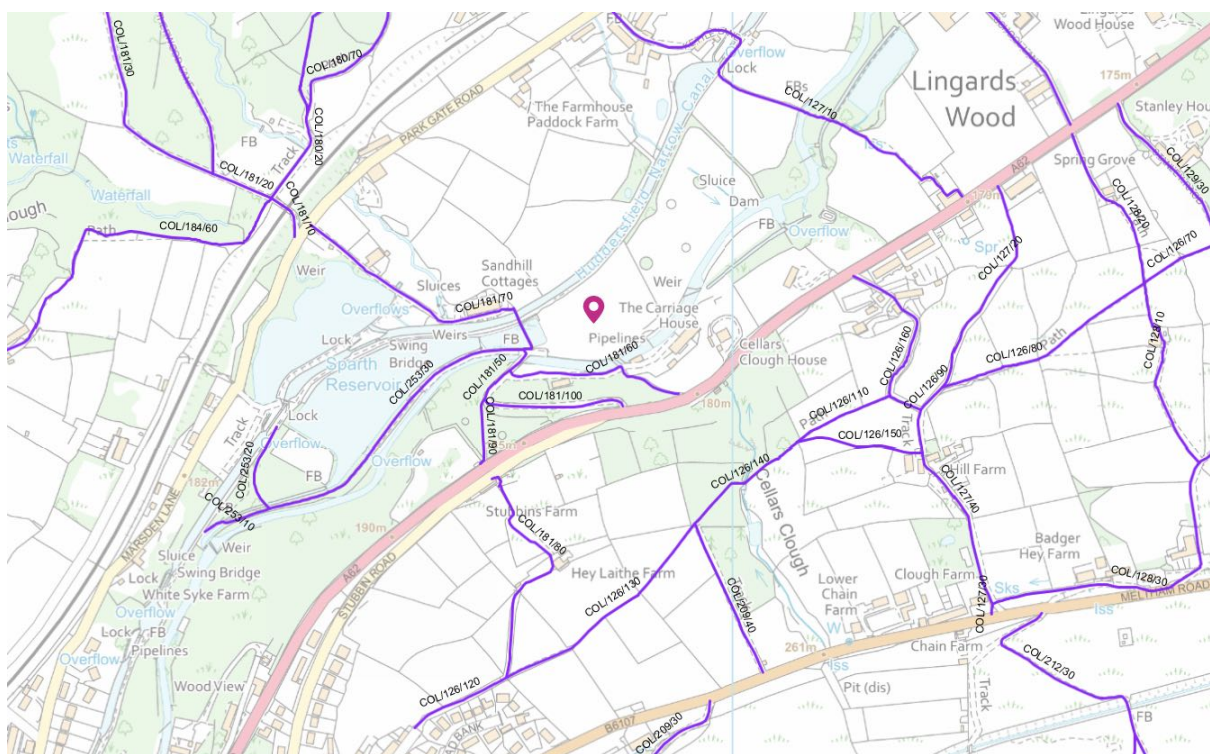


Figure 3 Kirklees PROW map extract

- 2.3.3 The development site is linked to the local Public Right of Way (PROW) network via its existing access route off the A62 Manchester Road, as well as a further route to the south just off Stubbin Road. The PROW network connects the site to locations such as Marsden and Slaithwaite, as well as settlements further afield.

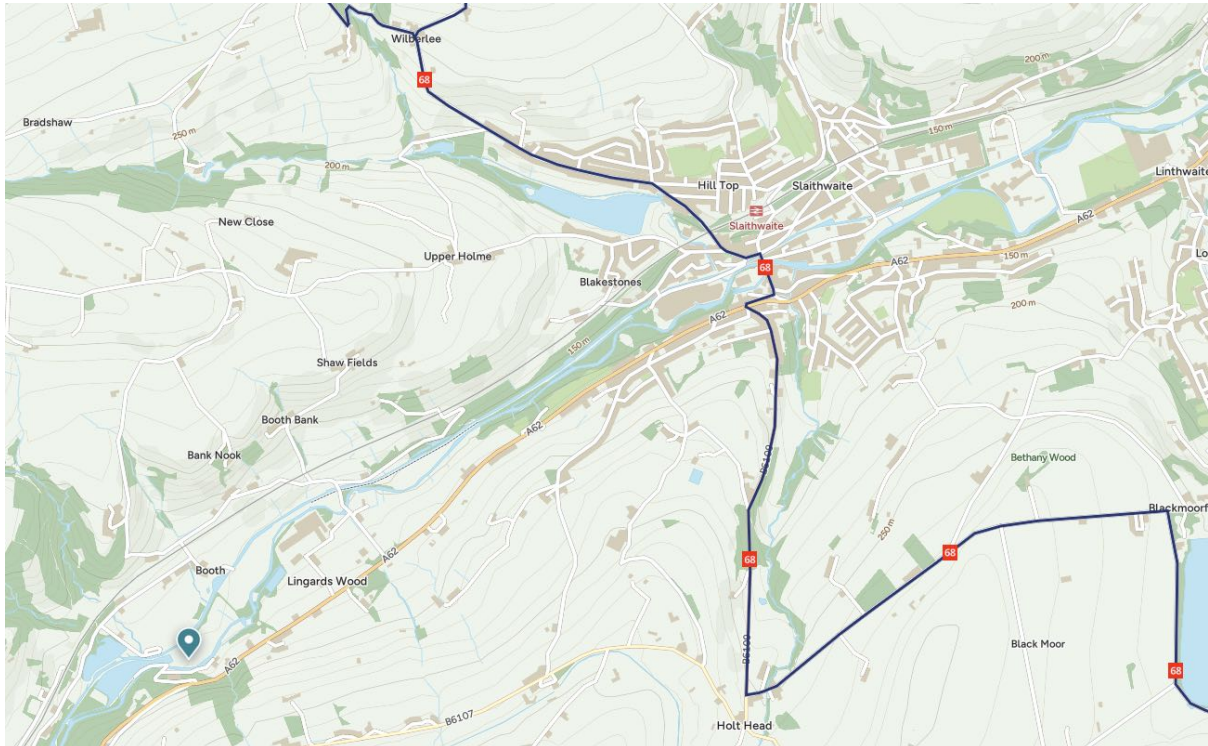


Figure 4 National Cycle Route map extract

- 2.3.4 The closest National Cycle Network Route to the proposed development site is National Cycle Route 68. National Cycle Route 68 is known as the Pennine Cycleway. It runs up the spine of England and through three National Parks between Derby and Berwick-upon-Tweed. Within proximity of the site, Route 68 runs through locations such as Slaithwaite, Meltham, Blackmoorfoot, and Barkisland.
- 2.3.5 Pedestrian and cycling isochrones are illustrated within Figures 5 and 6 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.
- 2.3.6 Figure 5 demonstrates that a large section of Marsden, including the areas of Slaithwaite Hall, Lingards Wood, Woods, and Dirker, are accessible within a 20-minute walking radius from the proposed development site. These zones include a mix of residential, industrial, commercial, and leisure areas, as well as local bus stops.

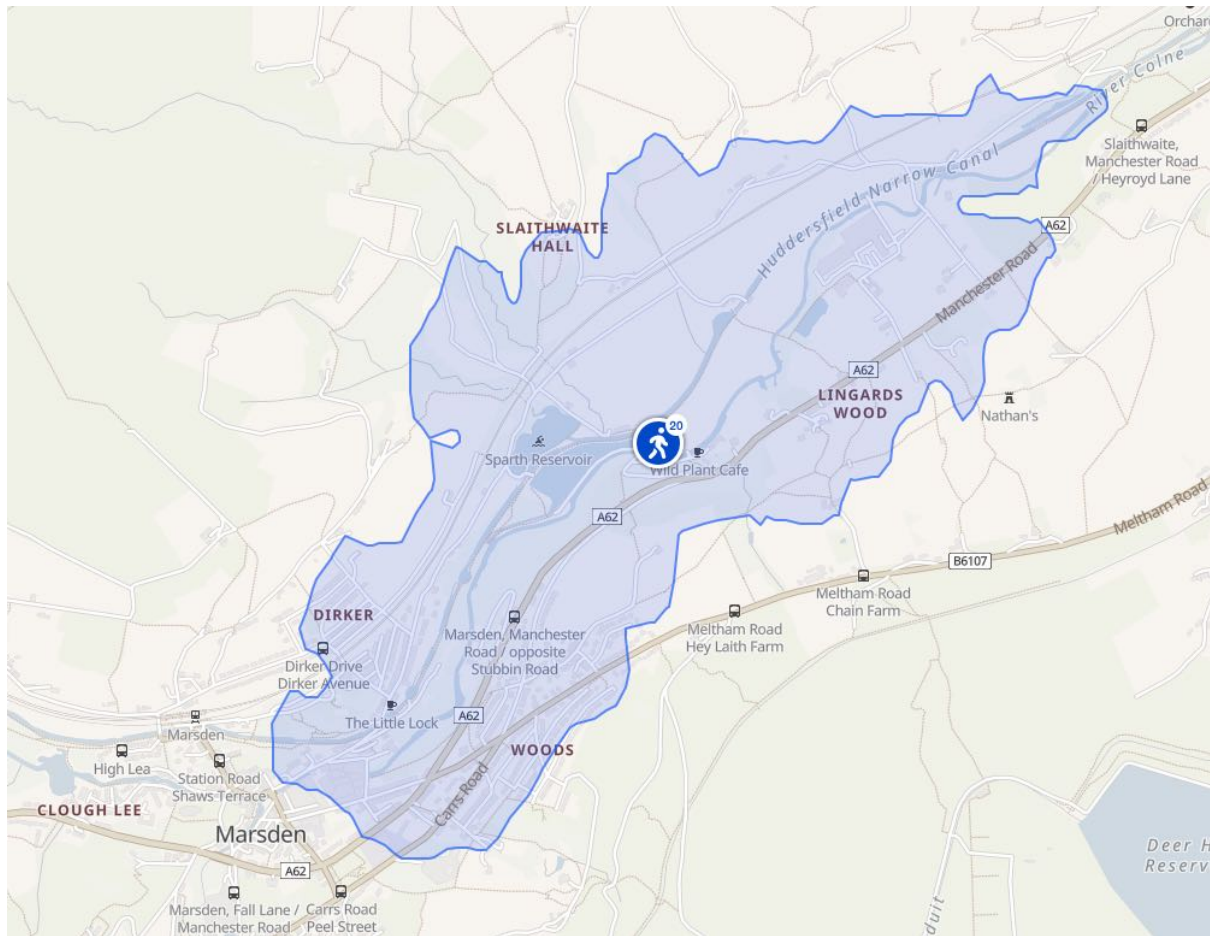


Figure 5 Pedestrian isochrone

- 2.3.7 Figure 6 highlights that residents of the proposed development can reach an expansive catchment of the surrounding area for commuting, education, social, and leisure pursuits within a 20-minute cycling duration. This includes Marsden, Slaithwaite, and Linthwaite, as well as parts of Meltham, Milnsbridge, and Cowlersley.
- 2.3.8 Both Marsden and Slaithwaite rail stations are also accessible within this 20-minute cycling timeframe, with Marsden rail station being the closest of the two.

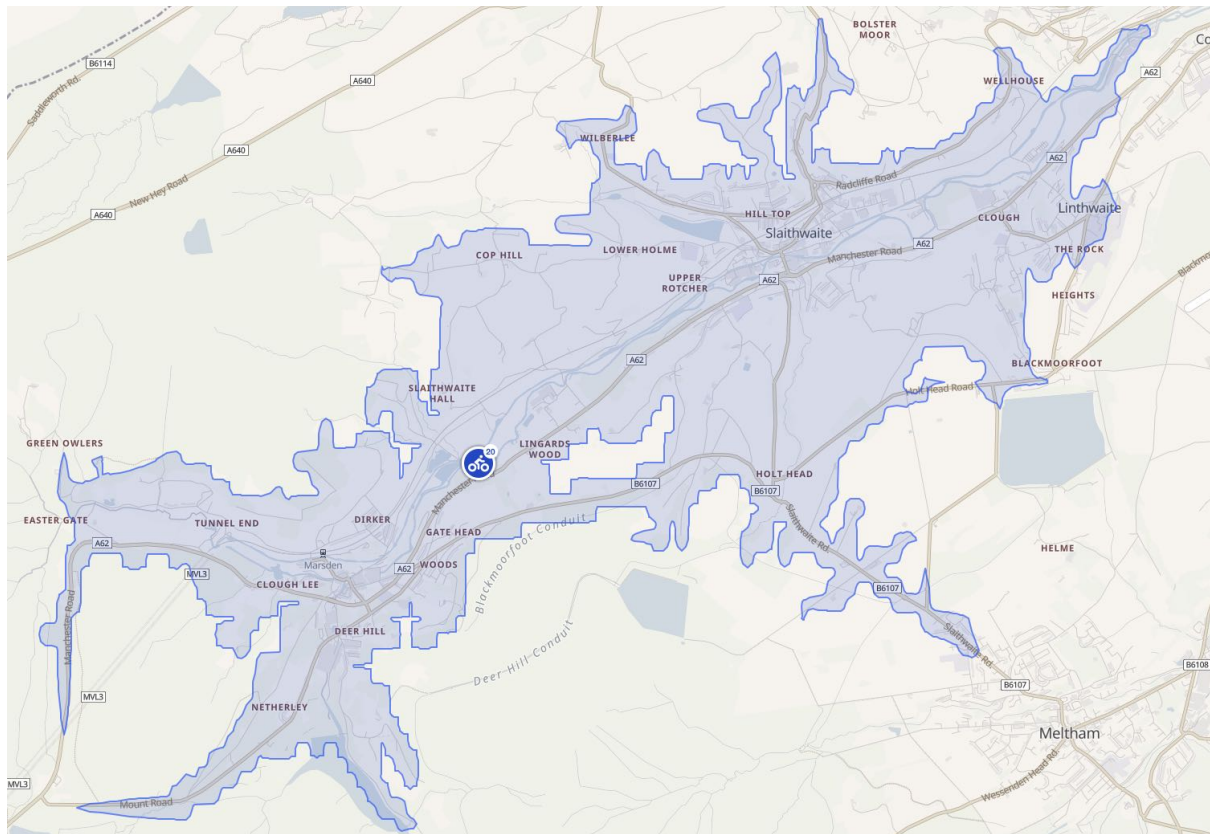


Figure 6 Cycling isochrone

2.4 Public Transport

- 2.4.1 There is a set of bus stops located approximately 208 metres to the southwest of the proposed development along the A62 Manchester Road.
- 2.4.2 A summary of the services available from these nearest bus stops are provided within the table at Figure 7. The table includes information on service routes, frequencies, and service providers.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
184	Oldham Bus Station – Huddersfield Bus Station	60 mins	60 mins	120 mins	Bee Network
383	Huddersfield Bus Station – Marsden Dirker	30 mins	30 mins	60 mins	First Huddersfield

Figure 7 Bus services

- 2.4.3 The bus services depicted within Figure 7 can simplify commuting and leisure opportunities for residents of the proposed development, providing access to Oldham, Huddersfield, and Marsden, as well as the numerous other locations en route.
- 2.4.4 Marsden rail station is located approximately 1.35 km to the southwest of the proposed development site within Marsden village centre and is easily accessible via public transport, as well as being within the 20-minute cycling radius from the site. Marsden rail station benefits from 8 sheltered cycle spaces in the form of stands which are monitored by CCTV.
- 2.4.5 Rail services available from Marsden rail station are provided by TransPennine Express and call at Huddersfield, Stalybridge, Mossley, Greenfield, and Slaithwaite.

2.5 Road Traffic Accidents

- 2.5.1 The personal injury accident records for the 5-year period before December 2023 within the vicinity of the site have been obtained from the CollisionPlot website. This data encompasses any recorded incidents that may have occurred close to the proposed access location. Figure 8 provides a map showing the location of any recorded accidents which may have occurred within this search area as well as the severity of each incident (green = slight, blue = serious, red = fatal).
- 2.5.2 Within the search area stated above, there are 2 accidents. One accident is located on Stubbin Road, whilst the other is located approximately 130 metres to the east of the proposed access location. The table at Figure 9 provides further information regarding the result of the CollisionPlot search. The accident data can be viewed in full at Appendix B.

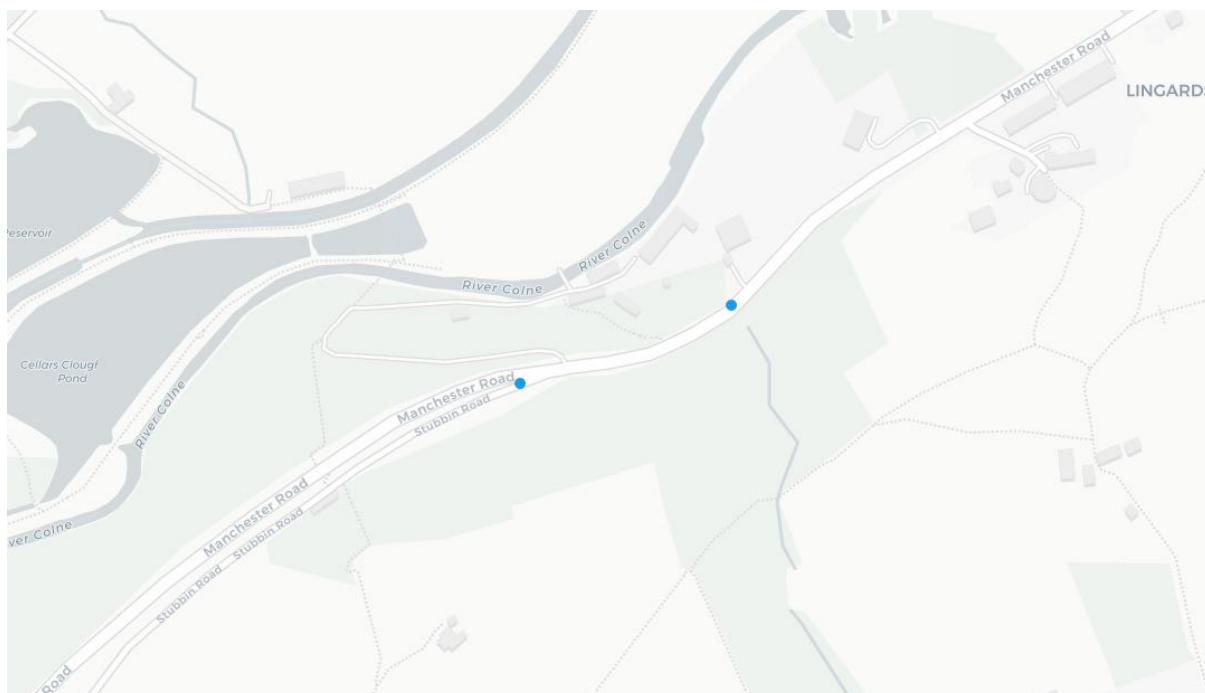


Figure 8 CollisionPlot search area

Reference	Severity	Date / Time	Description
1368Q2384	Serious	2019-08-26 / 22:26	Vehicle 1 (car) is traveling ahead on a left-hand bend in a southwest to northeasterly direction along the A62 Manchester Road, when the vehicle hit the kerb, skidded, and overturned. The driver suffered a serious injury, whilst the passenger suffered a slight injury.
131343416	Serious	2023-08-19 / 13:58	Vehicle 1 (cyclist) is turning right at the junction of Stubbin Road and the A62 Manchester Road, whilst vehicle 2 (car) is travelling ahead along the main carriageway. The front of vehicle 1 impacts the front of vehicle 2 and the rider of vehicle 1 suffers a serious injury.

Figure 9 Injury accident data summary

2.5.3 An analysis of the collisions in Figure 9 suggests that driver recklessness or error is to blame and cannot be attributed to the road layout. The accident data does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to a slight change in flows as a result of the development proposals.

3.0 Development Proposals

3.1 Proposed Development

3.1.1 The development proposals comprise the construction of a residential development made up of 75 dwellings as well as its associated access, parking, and servicing areas in accordance with current KMC guidance. The dwellings will be a mix of 2, 3, and 4 bedrooms homes and will be served via a right-turn lane arrangement to an upgraded junction and access off the A62 Manchester Road.

3.1.2 The development proposals can be found at Appendix A.

3.2 Access and Parking Provision

3.2.1 As part of the residential development, it is proposed that the existing access off the A62 Manchester Road will be upgraded and a right-turn lane provided.

3.2.2 The access will be offered for adoption until the bridge into the site, with the internal arrangement to remain private.

3.2.3 The access was previously approved as part of planning application 2016/62/91573/W and provided visibility splays with an X-distance of 2.4 metres and a Y-distance of 120 metres in both directions. Due to original speed surveys for this site being undertaken in 2018 with a handheld radar speed gun, up-to-date speed surveys were done in the form of a 7-day ATC between the dates of the 23rd to the 29th of September 2025.

3.2.4 The 85th percentile wet weather speeds from the 7-day ATC in an easterly direction were recorded at 39.8 mph, and in a westerly direction at 36.4 mph. This results in visibility splay requirements to CD 123 of 120 metres in the east and 90 metres to the west. As such, the previously approved access layout remains acceptable. The full results of this speed survey can be found at Appendix C.

3.2.5 The approved right turn lane arrangement comprises running lanes in either direction measuring between 3.2 and 3.5 metres and a 3-metre wide right turn lane. The right turn lane will also incorporate traffic islands with illuminated bollards to both the east and west of the proposed access point.

- 3.2.6 The car parking area will comprise parking for 116 vehicles. Spaces will be allocated with 1 space per dwelling for the 29 2-bed dwellings, 1 space per dwelling for 5 of the 3-bed dwellings, 2 spaces each for the further 31 3-bed dwellings, and 2 spaces per dwelling for the 10 4-bed dwellings.

3.3 Pedestrian and Cycle Provision

- 3.3.1 Pedestrians and cyclists will gain access to the site via the proposed access upgrades off the A62 Manchester Road. As part of the upgrades, a 2-metre footpath will be provided up to the access bridge into the development site, increasing safety for all users, especially pedestrians.
- 3.3.2 On-site cycle parking will be provided in bike stores within the site, with 206 cycle parking spaces to be provided double stacked at the end of Volume 1,2 and 3, semi-vertical at the end of Volume 4, and single spaces to the northeast area adjacent to the wall in front of Volume 5.

3.4 Servicing

- 3.4.1 Servicing of the site will be undertaken via the upgraded access off the A62 Manchester Road. This allows access into the site for all service vehicles likely to utilise these areas, such as refuse vehicles and fire tenders, offering the ability to safely turn within the site and exit in a forward gear.
- 3.4.2 Plans showing the vehicle turning for a refuse vehicle and a fire tender entering and exiting the site in a forward gear can be found at Appendix H.

4.0 Transport Policy

- 4.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

4.2 National Policy

National Planning Policy Framework

- 4.2.1 The National Planning Policy Framework (NPPF) was first published in March 2012 and was updated most recently by the Department for Levelling Up, Housing & Communities in December 2024.
- 4.2.2 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans can provide sufficient housing and other development sustainably.
- 4.2.3 Paragraph 109 of Chapter 9 suggests that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
- Making transport considerations an important part of early engagement with local communities.
 - Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
 - Understanding and addressing the potential impacts of development on transport networks.
 - 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.

- Identifying and pursuing opportunities to promote walking, cycling and public transport use.
- 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 environmental gains.

4.2.4 The proposals include a layout that complies with the policy, with suitable street hierarchy, pedestrian and cycle provision along with suitable parking for potential residents and their visitors. The site access points, and external road junctions have been appraised so that the impacts at these junctions can be considered. The proposals also include public transport improvements, pedestrian and cycle link improvements.

4.2.5 Paragraph 115 within Chapter 9 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Sustainable transport modes are prioritised taking into account of the vision for the site, the type of development and its location.
- Safe and suitable access to the site can be achieved for all users.
- 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.
- 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 vision-led approach.

4.2.6 Paragraphs 116 and 117 of Chapter 9 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative

impacts on the road network would be severe. Within this context, applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.
- Address the needs of people with disabilities in relation to all modes of transport.
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.
- Allow for the efficient delivery of goods, and access by service and emergency vehicles.
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.2.7 The proposals are considered to be compliant with the above, the internal design follows the typical hierarchy of consideration, providing good quality pedestrian and cycle links and connections to the wider network. The internal design and connections will meet the Council's standards in terms of layout and levels. EV charging infrastructure will be provided within the site for residents in accordance with current local policy. The internal layout allows for emergency vehicles and waste collection vehicles to enter and exit the site in a forward gear.

4.2.8 Paragraph 118 of Chapter 9 of the NPPF also states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

- 4.2.9 A travel plan has been produced and accompanies this Transport Assessment.
- 4.2.10 The development aligns with the NPPF by addressing transport considerations from the earliest stages of planning. It ensures that any potential impacts on the transport network are addressed, and opportunities from promoting sustainable transport modes, such as walking, cycling, and public transport, are identified and pursued.

4.3 Local Policy

Leeds City Region Transport Strategy

- 4.4 The Transport Strategy was adopted by the West Yorkshire Combined Authority on 3 August 2017 and replaces the Local Transport Plan. The Transport Strategy includes the period up to 2040. The following objectives are identified in the overall vision for the Transport Strategy:
- Economy — create a more reliable, less congested, better connected transport network, increasing business productivity and access to wider labour markets.
 - Environment — have a positive impact on our built and natural environment and increase resilience against climate change.
 - People and Place — put people first to create a strong sense of place; increasing access in a safe, inclusive way and encouraging walking and cycling for health and other benefits.

Kirklees Local Plan

- 4.5 The Kirklees Local Plan was adopted in February 2019 to set out the policies and strategy for the Kirklees Council administrative area and covers the period between 2013 and 2031.
- 4.6 Section 10 of the Kirklees Local Plan contains the policies related to Transport, which include:

- Policy LP20 Sustainable Travel – New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable travel other than private car. The Council will support modes of transport such as public transport, cycling and walking.
- Policy LP21 Highways and Access – Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impact of the development are not severe.
- Policy LP22 Parking – Provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons.

4.7 The proposed development is located in a sustainable area close to good bus and rail routes. Therefore, the proposals generally meet the requirements of both local and national policy.

5.0 Traffic Impact

5.1 The development proposals comprise the construction of a residential development made up of 75 dwellings as well as its associated access, parking, and servicing areas in accordance with current KMC guidance. The dwellings will be a mix of 2, 3, and 4 bedrooms homes and will be served via a right-turn lane arrangement to an upgraded junction and access off the A62 Manchester Road.

5.2 Traffic Generations

5.2.1 The table at Figure 10 provides the likely trip rates and traffic generations of the proposed residential development during the morning and evening peak hours of 08:00 – 09:00 and 17:00 – 18:00. The TRICS data can be found in full at Appendix D.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.134	0.359	0.493	0.314	0.141	0.455
Traffic Generations	10.05	26.925	36.975	23.55	10.575	34.125

Figure 10 Proposed trip rate and traffic generations

5.2.2 As can be seen from Figure 10, the proposals would result in generating around 37 vehicle movements in the AM peak, and approximately 34 vehicle movements in the PM peak.

5.3 Traffic Distributions

5.4 To ascertain the proposed traffic distribution from the site, the census information has been used from the NOMIS website, which provides information on usual residence and place of work.

5.5 The NOMIS output, which can be found at Appendix E, identifies that of the 1810 people trips, 1463 (81%) of all site traffic would travel east along the A62 Manchester Road, and 347 (19%) would travel west. For the proposed

development, this equates to 30 to the east and 7 to the west in the AM peak, and 28 to the east and 6 to the west in the PM peak. This would not meet the trigger for junction assessments.

5.6 Traffic Growth

- 5.6.1 For the Transport Assessment of the site access, it is proposed to assess the 2025 scenarios and 2035 future year scenarios, providing a 10-year future period.
- 5.6.2 The TEMPRO program has been utilised for this purpose and revealed that for the AM weekday period from 2025 to 2035 would equate to a growth factor of 1.1062, whilst the PM weekday peak period would have a growth factor of 1.1067.

5.7 Junction Capacity Assessment

- 5.7.1 Based upon the aforementioned traffic generations and distributions, only the proposed development site access would need assessment during the network peak hours of 08:00 – 09:00 and 17:00 – 18:00.
- 5.7.2 A junction capacity assessment has been carried out for the proposed site access junction using PICADY. The junction has been modelled in the morning and evening peak periods for the application year (2025) and future year (2035). The results of the PICADY assessments are included in Appendix G and are summarised in the table at Figure 11.

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2025 Base				
A – A62 Manchester Road (East)	0.00	0.0	0.01	0.0
B – Stubbin Road	0.02	0.0	0.03	0.0
C – A62 Manchester Road (West)	0.00	0.0	0.00	0.0

D – Proposed Access	0.00	0.0	0.01	0.0
2025 Base + Development				
A – A62 Manchester Road (East)	0.02	0.0	0.04	0.0
B – Stubbin Road	0.02	0.0	0.03	0.0
C – A62 Manchester Road (West)	0.00	0.0	0.00	0.0
D – Proposed Access	0.07	0.1	0.08	0.1
2035				
A – A62 Manchester Road (East)	0.00	0.0	0.01	0.0
B – Stubbin Road	0.03	0.0	0.03	0.0
C – A62 Manchester Road (West)	0.00	0.0	0.00	0.0
D – Proposed Access	0.00	0.0	0.02	0.0
2035 + Development				
A – A62 Manchester Road (East)	0.02	0.0	0.04	0.0
B – Stubbin Road	0.03	0.0	0.03	0.0
C – A62 Manchester Road (West)	0.00	0.0	0.00	0.0
D – Proposed Access	0.08	0.1	0.08	0.1

Figure 11 PICADY results

- 5.7.3 From the above analysis, it can be seen that the access will operate well within the normal requirements for the Ratio of Flow to Capacity (RFC value less than 0.85) during the 2025 and 2035 development scenarios in the working weekday AM and PM peak periods. All queue lengths would be around 0.
- 5.7.4 The assessment above confirms that the proposed development of 75 residential dwellings would have little impact upon the surrounding junctions.

6.0 Conclusion

- 6.1 This Transport Assessment presents the existing characteristics of the proposed development site. The development proposals are then presented. The traffic impact of the development is assessed together with highway safety and access proposals within the existing situation.
- 6.2 The application site is currently a large open area of scrubland bounded by Huddersfield Narrow Canal to the north, fields to the east, River Colne to the south, and Cellars Clough Mill Pond to the west.
- 6.3 The development proposals comprise the construction of a residential development made up of 75 dwellings as well as its associated access, parking, and servicing areas in accordance with current KMC guidance. The dwellings will be a mix of 2, 3, and 4 bedrooms homes and will be served via a right-turn lane arrangement to an upgraded junction and access off the A62 Manchester Road.
- 6.4 It is considered that the anticipated level of traffic generated by the proposed development, based upon TRICS data, would have no material impact on the safe operation of the local highway network.
- 6.5 Junction capacity assessment has been carried out at the proposed access and has determined that the development traffic would have little impact on junction performance and therefore meets the test within paragraph 116 of the current NPPF.
- 6.6 It is therefore concluded that the development should be considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Development proposals

total homes = 75

mix

2 beds = 29

3 beds = 36

4 beds = 10

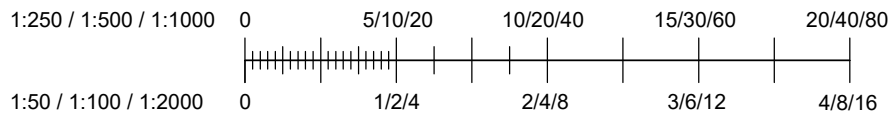
car parking = 116

bike spaces = 206



ground floor site plan

REVISIONS



Drawing Number MI - CITU - P007			
Title ground floor site plan			
Scale @ A1 1 : 250	Revised by Rev	Sheet Created 19/09/25	
Drawn SM	Reviewed SN	T : 0113 320 2355 E : info@citu.co.uk W : www.citu.co.uk	

PLANNING

Marsden Island

CITU DESIGN

Appendix B

Accident data

Authority (highway):	Kirklees	Road 2:	--, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	40	Junction detail:	Not at/within 20m of junction	Light conditions:	Dark	
Police force:	West Yorkshire	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 62	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car
Manoeuvre:	Going ahead left-hand bend
Direction of travel:	Southwest to northeast
Vehicle Location:	On main carriageway
Junction Location:	Not at/within 20m of junction
First point of impact:	Front
Skidding/overturning:	Skidded and overturned
Hit object in road:	Kerb
Leaving road:	Left road offside
Object hit off road:	Road sign/Traffic signal
Driver sex & age:	Female, 19
Engine capacity (cc):	1197
Propulsion:	Petrol
Age of vehicle:	7

Casualties

Casualty reference:	1	2
Vehicle reference:	1 (Car)	1 (Car)
Severity:	Serious	Slight
Class:	Driver or rider	Passenger
Sex & age:	Female, 19	Female, 18
Car passenger:	--	Front seat passenger

Authority (highway):	Kirklees	Road 2:	A, 62	Weather:	Fine	(Image available to ACP users only)
Speed limit:	40	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	West Yorkshire	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Cyclist	2, Car
Manoeuvre:	Turning right	Going ahead
Direction of travel:	North to south	South to north
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road
First point of impact:	Front	Front
Driver sex & age:	Male, 62	Female, 77
Journey purpose:	Other	Other
Engine capacity (cc):	--	1396
Propulsion:	--	Petrol
Age of vehicle:	--	12
Generic make/model:	--	HYUNDAI IX20

Casualties

Casualty reference:	1
Vehicle reference:	1 (Cyclist)
Severity:	Serious
Class:	Driver or rider
Sex & age:	Male, 62

Appendix C

Speed survey

38 A62, Marsden, Huddersfield HD7, UK

☉ 97°E (T) ● 53.608349, -1.912415 ±3m ▲ 227m



PW

17280-01
22-09-25, 8:49:44

	Site / Location:	A62 Manchester Road - 53.608268, -1.912472	Project No:	17278	Photo No:	1	Drawn By:	RN
	Survey Date:	Tuesday, 23 September 2025 - Monday, 29 September 2025	Project Name:	Cellars Clough				
	Survey Times:	00:00 - 00:00 (24 Hour)	Title:	Site Photograph				

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	A62 Manchester Road - 53.608268, -1.912472	East	40	Tuesday, 23 September 2025	Monday, 29 September 2025	22413	3255	3202	3111	13.9	379	1.7	84	0.4	35.7	39.8
		West	40	Tuesday, 23 September 2025	Monday, 29 September 2025	20770	3061	2967	737	3.5	113	0.5	39	0.2	32.0	36.4
		Both Directions	40	Tuesday, 23 September 2025	Monday, 29 September 2025	43183	6317	6169	3848	8.9	492	1.1	123	0.3	33.9	38.6

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction East

17278
 Cellars Clough
 Sep 25

Tuesday, 23 September 2025

Automatic Traffic Count

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	35.3	37.9
0100	10	0	9	0	1	0	0	0	0	0	0	0	0	2	20.0	2	20.0	1	10.0	35.2	-
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	2	20.0	0	0.0	0	0.0	35.5	-
0300	8	0	6	0	2	0	0	0	0	0	0	0	0	5	62.5	1	12.5	0	0.0	40.1	-
0400	12	1	10	0	1	0	0	0	0	0	0	0	0	1	8.3	0	0.0	0	0.0	33.6	38.4
0500	57	1	52	0	4	0	0	0	0	0	0	0	0	22	38.6	5	8.8	0	0.0	38.6	44.6
0600	123	4	98	0	19	1	1	0	0	0	0	0	0	27	22.0	5	4.1	1	0.8	36.1	41
0700	215	3	189	1	18	1	2	0	0	0	1	0	0	31	14.4	5	2.3	0	0.0	36.5	39.9
0800	257	5	237	0	14	1	0	0	0	0	0	0	0	45	17.5	3	1.2	1	0.4	36.3	40.4
0900	197	1	171	0	18	5	1	0	0	0	1	0	0	24	12.2	2	1.0	0	0.0	36.1	39.6
1000	175	4	140	1	14	11	4	0	0	0	1	0	0	28	16.0	4	2.3	1	0.6	35.3	40.2
1100	175	2	146	1	17	7	2	0	0	0	0	0	0	20	11.4	0	0.0	0	0.0	35.4	39.1
1200	211	3	182	1	19	4	1	0	0	0	1	0	0	20	9.5	3	1.4	1	0.5	35.3	38.6
1300	188	2	158	0	11	14	1	0	0	0	2	0	0	16	8.5	1	0.5	1	0.5	35.6	39.4
1400	200	5	176	1	10	5	2	0	1	0	0	0	0	23	11.5	6	3.0	1	0.5	35.9	39.6
1500	217	4	183	1	21	8	0	0	0	0	0	0	0	21	9.7	1	0.5	0	0.0	34.9	38.7
1600	229	2	206	2	11	8	0	0	0	0	0	0	0	38	16.6	3	1.3	0	0.0	35.9	40.4
1700	215	2	198	1	2	12	0	0	0	0	0	0	0	47	21.9	6	2.8	0	0.0	36.5	40.8
1800	232	3	210	0	5	13	0	1	0	0	0	0	0	38	16.4	5	2.2	1	0.4	36.4	40.5
1900	155	1	137	0	8	9	0	0	0	0	0	0	0	12	7.7	1	0.6	0	0.0	34.8	38.9
2000	105	0	91	1	7	5	1	0	0	0	0	0	0	15	14.3	1	1.0	0	0.0	35	39.8
2100	71	0	68	0	2	1	0	0	0	0	0	0	0	15	21.1	4	5.6	0	0.0	36.5	41.5
2200	35	0	31	0	4	0	0	0	0	0	0	0	0	4	11.4	1	2.9	0	0.0	35.8	39.6
2300	33	0	26	0	5	2	0	0	0	0	0	0	0	12	36.4	1	3.0	0	0.0	37.2	41.3
07-19	2511	36	2196	9	160	89	13	1	1	0	6	0	0	351	14.0	39	1.6	6	0.2	35.9	39.8
06-22	2965	41	2590	10	196	105	15	1	1	0	6	0	0	420	14.2	50	1.7	7	0.2	35.8	39.8
06-00	3033	41	2647	10	205	107	15	1	1	0	6	0	0	436	14.4	52	1.7	7	0.2	35.8	39.8
00-00	3147	43	2750	10	214	107	15	1	1	0	6	0	0	468	14.9	60	1.9	8	0.3	35.9	39.9

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction East

17278
 Cellars Clough
 Sep 25

Wednesday, 24 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	21	0	18	0	2	1	0	0	0	0	0	0	0	1	4.8	0	0.0	0	0.0	35.1	38.6
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	2	25.0	1	12.5	1	12.5	37.1	-
0200	6	0	4	0	2	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	35.2	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	2	33.3	0	0.0	0	0.0	37	-
0400	11	0	10	0	1	0	0	0	0	0	0	0	0	2	18.2	1	9.1	0	0.0	36.6	41.3
0500	54	2	49	0	3	0	0	0	0	0	0	0	0	22	40.7	4	7.4	2	3.7	39.3	42.6
0600	122	5	102	0	13	2	0	0	0	0	0	0	0	17	13.9	1	0.8	0	0.0	35.6	39.9
0700	225	7	200	0	11	5	1	0	1	0	0	0	0	36	16.0	4	1.8	1	0.4	36.4	40
0800	238	6	210	2	13	7	0	0	0	0	0	0	0	30	12.6	2	0.8	1	0.4	35.2	39.6
0900	210	1	179	0	19	9	2	0	0	0	0	0	0	18	8.6	0	0.0	0	0.0	35.8	39
1000	182	1	157	1	14	8	1	0	0	0	0	0	0	16	8.8	2	1.1	1	0.5	36.2	39
1100	185	6	148	0	21	9	1	0	0	0	0	0	0	19	10.3	2	1.1	0	0.0	34.7	39.2
1200	204	6	158	0	25	10	3	0	1	1	0	0	0	27	13.2	5	2.5	2	1.0	35.7	39.9
1300	205	3	175	1	13	11	2	0	0	0	0	0	0	16	7.8	1	0.5	0	0.0	35	38.9
1400	202	4	174	1	10	12	1	0	0	0	0	0	0	29	14.4	5	2.5	1	0.5	35.9	39.9
1500	222	4	193	0	15	10	0	0	0	0	0	0	0	31	14.0	6	2.7	1	0.5	35.8	39.9
1600	240	1	206	0	17	14	1	0	0	1	0	0	0	35	14.6	2	0.8	0	0.0	35.6	39.9
1700	269	2	247	1	12	7	0	0	0	0	0	0	0	33	12.3	2	0.7	1	0.4	36.2	39.6
1800	287	0	263	0	8	15	1	0	0	0	0	0	0	30	10.5	2	0.7	0	0.0	35.3	39.1
1900	151	1	138	0	7	4	1	0	0	0	0	0	0	18	11.9	3	2.0	1	0.7	34.6	39.1
2000	113	0	103	0	3	7	0	0	0	0	0	0	0	24	21.2	1	0.9	1	0.9	36.6	41.5
2100	56	0	52	0	3	1	0	0	0	0	0	0	0	12	21.4	0	0.0	0	0.0	36.7	40.8
2200	61	1	53	0	6	1	0	0	0	0	0	0	0	19	31.2	4	6.6	0	0.0	37.5	43.8
2300	30	0	21	0	5	4	0	0	0	0	0	0	0	5	16.7	3	10.0	2	6.7	36	40.8
07-19	2669	41	2310	6	178	117	13	0	2	2	0	0	0	320	12.0	33	1.2	8	0.3	35.7	39.6
06-22	3111	47	2705	6	204	131	14	0	2	2	0	0	0	391	12.6	38	1.2	10	0.3	35.7	39.6
06-00	3202	48	2779	6	215	136	14	0	2	2	0	0	0	415	13.0	45	1.4	12	0.4	35.7	39.7
00-00	3308	50	2873	6	224	137	14	0	2	2	0	0	0	445	13.5	51	1.5	15	0.5	35.8	39.8

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction East

17278
 Cellars Clough
 Sep 25

Thursday, 25 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	19	1	17	0	1	0	0	0	0	0	0	0	0	4	21.1	0	0.0	0	0.0	37.6	42.3
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	0	0.0	0	0.0	36.2	-
0200	9	0	8	0	1	0	0	0	0	0	0	0	0	1	11.1	1	11.1	0	0.0	33.8	-
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	3	60.0	1	20.0	0	0.0	41.1	-
0400	20	0	17	0	3	0	0	0	0	0	0	0	0	5	25.0	1	5.0	1	5.0	35.8	40.9
0500	43	1	39	0	3	0	0	0	0	0	0	0	0	13	30.2	2	4.7	0	0.0	37.8	44.8
0600	116	5	92	0	16	3	0	0	0	0	0	0	0	27	23.3	6	5.2	1	0.9	35.7	41
0700	217	4	193	0	15	3	0	0	0	1	1	0	0	45	20.7	4	1.8	0	0.0	36.5	40.9
0800	219	3	189	0	19	5	2	0	1	0	0	0	0	25	11.4	2	0.9	1	0.5	35.2	39.5
0900	207	1	175	0	17	11	3	0	0	0	0	0	0	29	14.0	3	1.4	0	0.0	36.1	39.9
1000	206	2	179	0	18	6	1	0	0	0	0	0	0	21	10.2	2	1.0	0	0.0	35.5	39.3
1100	209	5	181	1	12	8	2	0	0	0	0	0	0	19	9.1	0	0.0	0	0.0	34.7	38.7
1200	212	5	179	1	12	12	2	0	1	0	0	0	0	17	8.0	2	0.9	0	0.0	34.5	38.4
1300	214	2	182	0	18	10	1	0	0	0	1	0	0	18	8.4	1	0.5	0	0.0	33.6	38.5
1400	218	4	180	0	20	8	6	0	0	0	0	0	0	26	11.9	5	2.3	1	0.5	35	39.1
1500	240	1	203	0	15	19	1	1	0	0	0	0	0	24	10.0	4	1.7	0	0.0	35	38.7
1600	229	4	209	0	6	9	0	0	0	0	1	0	0	33	14.4	1	0.4	1	0.4	35.3	39.9
1700	224	0	199	0	6	19	0	0	0	0	0	0	0	36	16.1	6	2.7	2	0.9	36.3	40.2
1800	238	2	217	2	7	9	1	0	0	0	0	0	0	35	14.7	6	2.5	2	0.8	36.1	39.9
1900	161	5	140	0	7	8	1	0	0	0	0	0	0	19	11.8	4	2.5	1	0.6	35.1	39.2
2000	115	0	102	0	7	6	0	0	0	0	0	0	0	19	16.5	5	4.3	1	0.9	35.8	40.6
2100	88	1	81	0	4	2	0	0	0	0	0	0	0	13	14.8	2	2.3	0	0.0	35.4	40
2200	56	0	50	0	3	3	0	0	0	0	0	0	0	8	14.3	0	0.0	0	0.0	35.6	40.1
2300	33	0	29	0	2	2	0	0	0	0	0	0	0	7	21.2	2	6.1	1	3.0	34.5	40.4
07-19	2633	33	2286	4	165	119	19	1	2	1	3	0	0	328	12.5	36	1.4	7	0.3	35.3	39.4
06-22	3113	44	2701	4	199	138	20	1	2	1	3	0	0	406	13.0	53	1.7	10	0.3	35.3	39.6
06-00	3202	44	2780	4	204	143	20	1	2	1	3	0	0	421	13.2	55	1.7	11	0.3	35.3	39.6
00-00	3304	46	2871	4	213	143	20	1	2	1	3	0	0	449	13.6	60	1.8	12	0.4	35.4	39.7

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction East

17278
 Cellars Clough
 Sep 25

Friday, 26 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	16	1	14	0	0	1	0	0	0	0	0	0	0	6	37.5	1	6.3	1	6.3	39.1	42.4
0100	11	0	10	0	1	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	34.5	39.6
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	38.6	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	41.3	-
0400	13	1	11	0	0	0	0	0	1	0	0	0	0	3	23.1	0	0.0	0	0.0	34.2	42.9
0500	46	1	39	0	3	3	0	0	0	0	0	0	0	17	37.0	5	10.9	1	2.2	38.7	44.3
0600	104	2	86	0	12	4	0	0	0	0	0	0	0	27	26.0	5	4.8	1	1.0	37.3	42.2
0700	192	8	156	0	18	8	0	0	0	1	1	0	0	35	18.2	4	2.1	0	0.0	36.5	40.9
0800	232	4	198	0	24	6	0	0	0	0	0	0	0	31	13.4	2	0.9	1	0.4	35.8	39.7
0900	224	1	195	1	19	7	1	0	0	0	0	0	0	28	12.5	3	1.3	0	0.0	35.7	39.4
1000	216	8	178	0	15	14	0	0	0	1	0	0	0	25	11.6	4	1.9	0	0.0	34.7	39.4
1100	212	6	183	0	8	13	1	0	1	0	0	0	0	15	7.1	1	0.5	0	0.0	34.2	38.7
1200	233	2	206	0	15	8	1	0	1	0	0	0	0	21	9.0	3	1.3	1	0.4	34.6	39
1300	251	4	221	1	14	8	3	0	0	0	0	0	0	26	10.4	3	1.2	1	0.4	35.2	39.2
1400	224	4	194	0	10	12	2	0	1	0	1	0	0	23	10.3	4	1.8	2	0.9	35.4	39.4
1500	248	3	215	1	12	15	1	0	0	0	1	0	0	26	10.5	4	1.6	2	0.8	35.3	39
1600	282	3	248	0	12	16	1	0	0	1	1	0	0	46	16.3	6	2.1	2	0.7	36.2	40.2
1700	247	0	229	0	9	7	1	0	0	1	0	0	0	40	16.2	1	0.4	0	0.0	35.9	40.2
1800	199	4	175	1	9	9	1	0	0	0	0	0	0	29	14.6	3	1.5	2	1.0	35.9	39.9
1900	154	2	132	0	5	15	0	0	0	0	0	0	0	20	13.0	2	1.3	1	0.6	35.8	39.6
2000	122	0	118	0	2	2	0	0	0	0	0	0	0	18	14.8	9	7.4	2	1.6	35.6	40
2100	82	1	75	0	0	6	0	0	0	0	0	0	0	18	22.0	2	2.4	0	0.0	35.9	42.7
2200	53	0	48	0	2	3	0	0	0	0	0	0	0	4	7.5	1	1.9	0	0.0	35.1	38.2
2300	73	0	60	0	3	10	0	0	0	0	0	0	0	10	13.7	0	0.0	0	0.0	35.5	39.9
07-19	2760	47	2398	4	165	123	12	0	3	4	4	0	0	345	12.5	38	1.4	11	0.4	35.5	39.6
06-22	3222	52	2809	4	184	150	12	0	3	4	4	0	0	428	13.3	56	1.7	15	0.5	35.6	39.7
06-00	3348	52	2917	4	189	163	12	0	3	4	4	0	0	442	13.2	57	1.7	15	0.4	35.5	39.7
00-00	3440	55	2997	4	193	167	12	0	4	4	4	0	0	471	13.7	63	1.8	17	0.5	35.6	39.8

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction East

17278
Cellars Clough
Sep 25

Saturday, 27 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	104	1	90	0	3	8	0	0	0	0	2	0	0	13	12.5	3	2.9	1	1.0	34.9	38.8
0100	33	0	33	0	0	0	0	0	0	0	0	0	0	2	6.1	0	0.0	0	0.0	35.3	39.2
0200	15	0	13	0	1	1	0	0	0	0	0	0	0	1	6.7	0	0.0	0	0.0	34.2	38.5
0300	16	1	14	0	1	0	0	0	0	0	0	0	0	3	18.8	1	6.3	0	0.0	35.1	42.1
0400	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.5	37.6
0500	12	0	9	0	0	3	0	0	0	0	0	0	0	6	50.0	0	0.0	0	0.0	38.6	44
0600	45	1	36	0	4	2	1	0	0	0	1	0	0	7	15.6	0	0.0	0	0.0	34.9	40
0700	79	0	71	0	5	3	0	0	0	0	0	0	0	18	22.8	2	2.5	1	1.3	37.8	42
0800	136	4	120	0	6	5	1	0	0	0	0	0	0	37	27.2	5	3.7	0	0.0	36.7	42.2
0900	227	5	200	0	9	13	0	0	0	0	0	0	0	23	10.1	2	0.9	0	0.0	36	39.5
1000	254	3	225	1	8	12	5	0	0	0	0	0	0	28	11.0	3	1.2	0	0.0	35.1	39
1100	240	6	215	0	5	14	0	0	0	0	0	0	0	38	15.8	1	0.4	0	0.0	35.6	40.2
1200	231	11	202	1	10	6	1	0	0	0	0	0	0	32	13.9	3	1.3	0	0.0	34.4	39.7
1300	212	2	195	1	5	8	1	0	0	0	0	0	0	19	9.0	2	0.9	0	0.0	35.2	39
1400	219	0	207	0	10	2	0	0	0	0	0	0	0	30	13.7	2	0.9	0	0.0	36.3	39.6
1500	219	3	205	0	3	8	0	0	0	0	0	0	0	34	15.5	4	1.8	0	0.0	35.9	40.2
1600	237	2	219	0	3	13	0	0	0	0	0	0	0	30	12.7	1	0.4	1	0.4	35.3	39.4
1700	207	1	194	0	7	5	0	0	0	0	0	0	0	31	15.0	4	1.9	1	0.5	35.8	40.1
1800	157	1	145	0	2	8	1	0	0	0	0	0	0	25	15.9	1	0.6	0	0.0	35.4	40.1
1900	136	1	121	0	4	10	0	0	0	0	0	0	0	15	11.0	2	1.5	2	1.5	35.1	38.7
2000	117	0	109	0	3	4	1	0	0	0	0	0	0	11	9.4	1	0.9	0	0.0	34.7	38.8
2100	130	1	114	1	2	11	1	0	0	0	0	0	0	7	5.4	2	1.5	0	0.0	33.4	38.1
2200	87	0	83	0	2	2	0	0	0	0	0	0	0	7	8.0	0	0.0	0	0.0	35.2	39.1
2300	75	0	68	0	2	4	1	0	0	0	0	0	0	3	4.0	0	0.0	0	0.0	33.5	37.4
07-19	2418	38	2198	3	73	97	9	0	0	0	0	0	0	345	14.3	30	1.2	3	0.1	35.6	39.8
06-22	2846	41	2578	4	86	124	12	0	0	0	1	0	0	385	13.5	35	1.2	5	0.2	35.5	39.7
06-00	3008	41	2729	4	90	130	13	0	0	0	1	0	0	395	13.1	35	1.2	5	0.2	35.4	39.6
00-00	3199	43	2899	4	95	142	13	0	0	0	3	0	0	420	13.1	39	1.2	6	0.2	35.4	39.6

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction East

17278
Cellars Clough
Sep 25

Sunday, 28 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	53	0	52	0	0	1	0	0	0	0	0	0	0	1	1.9	0	0.0	0	0.0	33.3	38.4
0100	26	1	25	0	0	0	0	0	0	0	0	0	0	4	15.4	1	3.8	1	3.8	33.8	40.5
0200	9	0	9	0	0	0	0	0	0	0	0	0	0	2	22.2	0	0.0	0	0.0	33.3	-
0300	10	0	9	0	0	1	0	0	0	0	0	0	0	1	10.0	0	0.0	0	0.0	34.7	-
0400	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.8	-
0500	12	0	10	0	0	2	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	35.5	39.8
0600	15	0	13	0	1	0	0	0	1	0	0	0	0	3	20.0	0	0.0	0	0.0	38.7	42.8
0700	39	0	36	0	3	0	0	0	0	0	0	0	0	6	15.4	0	0.0	0	0.0	36	40.4
0800	96	4	81	0	6	3	1	0	0	0	1	0	0	20	20.8	5	5.2	3	3.1	35.9	41.1
0900	149	3	134	0	4	6	2	0	0	0	0	0	0	31	20.8	2	1.3	0	0.0	36.2	41.4
1000	199	4	180	0	7	7	0	0	0	1	0	0	0	36	18.1	1	0.5	0	0.0	36.5	40.4
1100	247	8	229	0	5	5	0	0	0	0	0	0	0	34	13.8	2	0.8	0	0.0	35.7	39.8
1200	296	5	270	1	8	12	0	0	0	0	0	0	0	32	10.8	0	0.0	0	0.0	35.2	39.4
1300	313	6	281	2	9	14	0	0	1	0	0	0	0	35	11.2	4	1.3	0	0.0	35.7	39
1400	235	7	212	1	6	8	1	0	0	0	0	0	0	32	13.6	7	3.0	1	0.4	35.6	39.9
1500	238	8	210	0	1	17	2	0	0	0	0	0	0	30	12.6	3	1.3	1	0.4	35.1	39.7
1600	254	5	233	2	5	7	2	0	0	0	0	0	0	31	12.2	2	0.8	1	0.4	35.3	39.6
1700	232	4	213	0	3	10	2	0	0	0	0	0	0	36	15.5	12	5.2	3	1.3	36.3	40.4
1800	151	1	138	0	6	5	1	0	0	0	0	0	0	24	15.9	9	6.0	3	2.0	37.1	40.8
1900	145	1	130	0	5	9	0	0	0	0	0	0	0	13	9.0	2	1.4	0	0.0	35	38.8
2000	93	0	82	0	7	4	0	0	0	0	0	0	0	15	16.1	3	3.2	0	0.0	36.1	40.4
2100	54	0	49	0	2	3	0	0	0	0	0	0	0	6	11.1	1	1.9	0	0.0	32.7	39.7
2200	38	0	31	0	4	2	1	0	0	0	0	0	0	9	23.7	2	5.3	0	0.0	35.2	41.3
2300	25	0	24	0	0	1	0	0	0	0	0	0	0	4	16.0	0	0.0	0	0.0	35.4	40.4
07-19	2449	55	2217	6	63	94	11	0	1	1	1	0	0	347	14.2	47	1.9	12	0.5	35.8	39.9
06-22	2756	56	2491	6	78	110	11	0	2	1	1	0	0	384	13.9	53	1.9	12	0.4	35.7	39.8
06-00	2819	56	2546	6	82	113	12	0	2	1	1	0	0	397	14.1	55	2.0	12	0.4	35.7	39.8
00-00	2937	58	2658	6	82	117	12	0	2	1	1	0	0	405	13.8	56	1.9	13	0.4	35.6	39.8

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction East

17278
 Cellars Clough
 Sep 25

Monday, 29 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	1	10	0	2	0	0	0	0	0	0	0	0	3	23.1	0	0.0	0	0.0	36.3	43
0100	3	0	2	0	0	1	0	0	0	0	0	0	0	1	33.3	1	33.3	1	33.3	40.9	-
0200	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.4	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	1	25.0	1	25.0	42.3	-
0400	13	1	11	0	1	0	0	0	0	0	0	0	0	5	38.5	3	23.1	3	23.1	38.9	54.5
0500	50	2	42	1	5	0	0	0	0	0	0	0	0	20	40.0	3	6.0	2	4.0	39.5	43.3
0600	109	1	97	0	10	1	0	0	0	0	0	0	0	27	24.8	2	1.8	0	0.0	37	41.4
0700	216	3	200	0	9	4	0	0	0	0	0	0	0	43	19.9	1	0.5	0	0.0	37.5	40.8
0800	241	6	212	1	12	8	1	0	0	0	1	0	0	32	13.3	2	0.8	0	0.0	36.3	39.8
0900	169	4	145	0	12	7	0	0	0	0	1	0	0	14	8.3	1	0.6	0	0.0	35.3	38.3
1000	220	2	195	0	11	7	4	0	0	0	1	0	0	15	6.8	3	1.4	0	0.0	35.4	38.4
1100	208	1	190	1	11	4	1	0	0	0	0	0	0	12	5.8	1	0.5	0	0.0	35.4	38.7
1200	188	3	165	0	13	6	1	0	0	0	0	0	0	21	11.2	4	2.1	1	0.5	35.2	38.5
1300	200	6	168	1	9	12	3	0	0	0	1	0	0	29	14.5	3	1.5	1	0.5	35.3	39.8
1400	180	3	151	0	15	9	2	0	0	0	0	0	0	32	17.8	2	1.1	0	0.0	36.4	41.1
1500	209	4	178	0	11	14	2	0	0	0	0	0	0	18	8.6	1	0.5	0	0.0	35.9	39.1
1600	230	1	203	1	12	12	1	0	0	0	0	0	0	38	16.5	7	3.0	2	0.9	36.6	40.6
1700	227	0	211	2	5	7	2	0	0	0	0	0	0	48	21.2	3	1.3	1	0.4	37	40.9
1800	179	2	166	0	3	7	1	0	0	0	0	0	0	31	17.3	4	2.2	0	0.0	36.3	41.9
1900	149	1	136	0	4	8	0	0	0	0	0	0	0	17	11.4	3	2.0	0	0.0	35.5	39.1
2000	114	0	111	0	0	3	0	0	0	0	0	0	0	13	11.4	3	2.6	1	0.9	36.1	39.7
2100	81	1	76	0	1	3	0	0	0	0	0	0	0	10	12.4	2	2.5	0	0.0	34.8	39.5
2200	52	0	49	0	0	3	0	0	0	0	0	0	0	12	23.1	0	0.0	0	0.0	37.1	40.6
2300	17	0	14	0	1	1	1	0	0	0	0	0	0	9	52.9	0	0.0	0	0.0	38.1	41.9
07-19	2467	35	2184	6	123	97	18	0	0	0	4	0	0	333	13.5	32	1.3	5	0.2	36.1	39.7
06-22	2920	38	2604	6	138	112	18	0	0	0	4	0	0	400	13.7	42	1.4	6	0.2	36.1	39.8
06-00	2989	38	2667	6	139	116	19	0	0	0	4	0	0	421	14.1	42	1.4	6	0.2	36.1	39.8
00-00	3078	42	2740	7	149	117	19	0	0	0	4	0	0	453	14.7	50	1.6	13	0.4	36.2	39.9

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction East

17278
 Cellars Clough
 Sep 25

Virtual Day (7)

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	35	1	31	0	1	2	0	0	0	0	0	0	0	4	11.5	1	1.6	0	0.8	35.2	39
0100	14	0	13	0	0	0	0	0	0	0	0	0	0	2	14.4	1	5.2	1	4.1	35.2	40.1
0200	8	0	7	0	1	0	0	0	0	0	0	0	0	1	13.6	0	1.7	0	0.0	34.4	-
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	3	35.3	1	7.8	0	2.0	37.4	-
0400	13	1	11	0	1	0	0	0	0	0	0	0	0	2	18.2	1	5.7	1	4.5	35.2	40.4
0500	39	1	34	0	3	1	0	0	0	0	0	0	0	14	36.5	3	6.9	1	1.8	38.7	43.3
0600	91	3	75	0	11	2	0	0	0	0	0	0	0	19	21.3	3	3.0	0	0.5	36.3	40.9
0700	169	4	149	0	11	3	0	0	0	0	0	0	0	31	18.1	3	1.7	0	0.2	36.7	40.5
0800	203	5	178	0	13	5	1	0	0	0	0	0	0	31	15.5	3	1.5	1	0.5	35.9	40.2
0900	198	2	171	0	14	8	1	0	0	0	0	0	0	24	12.1	2	0.9	0	0.0	35.9	39.5
1000	207	3	179	0	12	9	2	0	0	0	0	0	0	24	11.6	3	1.3	0	0.1	35.5	39.3
1100	211	5	185	0	11	9	1	0	0	0	0	0	0	22	10.6	1	0.5	0	0.0	35.1	39.2
1200	225	5	195	1	15	8	1	0	0	0	0	0	0	24	10.8	3	1.3	1	0.3	35	39.1
1300	226	4	197	1	11	11	2	0	0	0	1	0	0	23	10.0	2	0.9	0	0.2	35.1	39.1
1400	211	4	185	0	12	8	2	0	0	0	0	0	0	28	13.2	4	2.1	1	0.4	35.8	39.7
1500	228	4	198	0	11	13	1	0	0	0	0	0	0	26	11.6	3	1.4	1	0.3	35.4	39.3
1600	243	3	218	1	9	11	1	0	0	0	0	0	0	36	14.8	3	1.3	1	0.4	35.7	39.9
1700	232	1	213	1	6	10	1	0	0	0	0	0	0	39	16.7	5	2.1	1	0.5	36.3	40.3
1800	206	2	188	0	6	9	1	0	0	0	0	0	0	30	14.7	4	2.1	1	0.6	36	39.9
1900	150	2	133	0	6	9	0	0	0	0	0	0	0	16	10.9	2	1.6	1	0.5	35.1	39.1
2000	111	0	102	0	4	4	0	0	0	0	0	0	0	16	14.8	3	3.0	1	0.6	35.7	39.9
2100	80	1	74	0	2	4	0	0	0	0	0	0	0	12	14.4	2	2.3	0	0.0	34.9	39.9
2200	55	0	49	0	3	2	0	0	0	0	0	0	0	9	16.5	1	2.1	0	0.0	35.9	40.3
2300	41	0	35	0	3	3	0	0	0	0	0	0	0	7	17.5	1	2.1	0	1.0	35.3	40.4
07-19	2558	41	2256	5	132	105	14	0	1	1	3	0	0	338	13.2	36	1.4	7	0.3	35.7	39.7
06-22	2990	46	2640	6	155	124	15	0	1	1	3	0	0	402	13.4	47	1.6	9	0.3	35.6	39.7
06-00	3086	46	2724	6	161	130	15	0	1	1	3	0	0	418	13.6	49	1.6	10	0.3	35.6	39.8
00-00	3202	48	2827	6	167	133	15	0	2	1	3	0	0	444	13.9	54	1.7	12	0.4	35.7	39.8

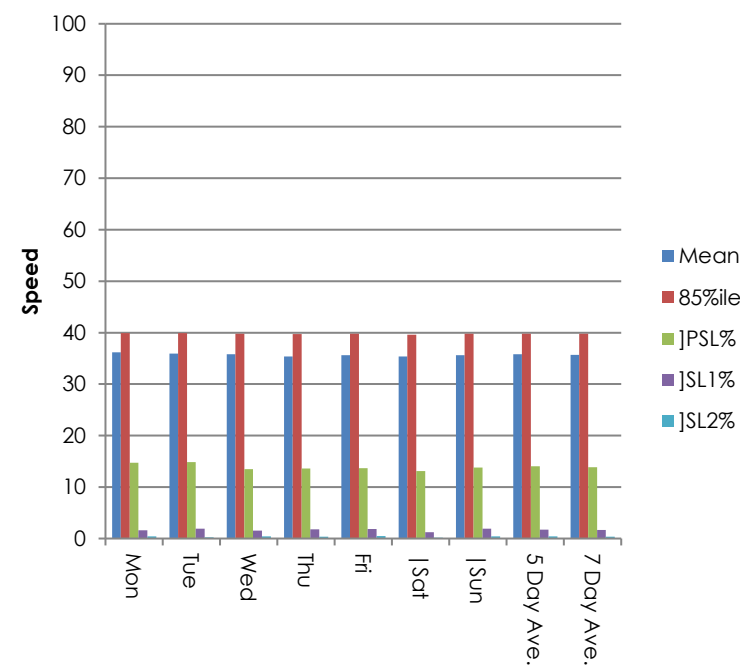
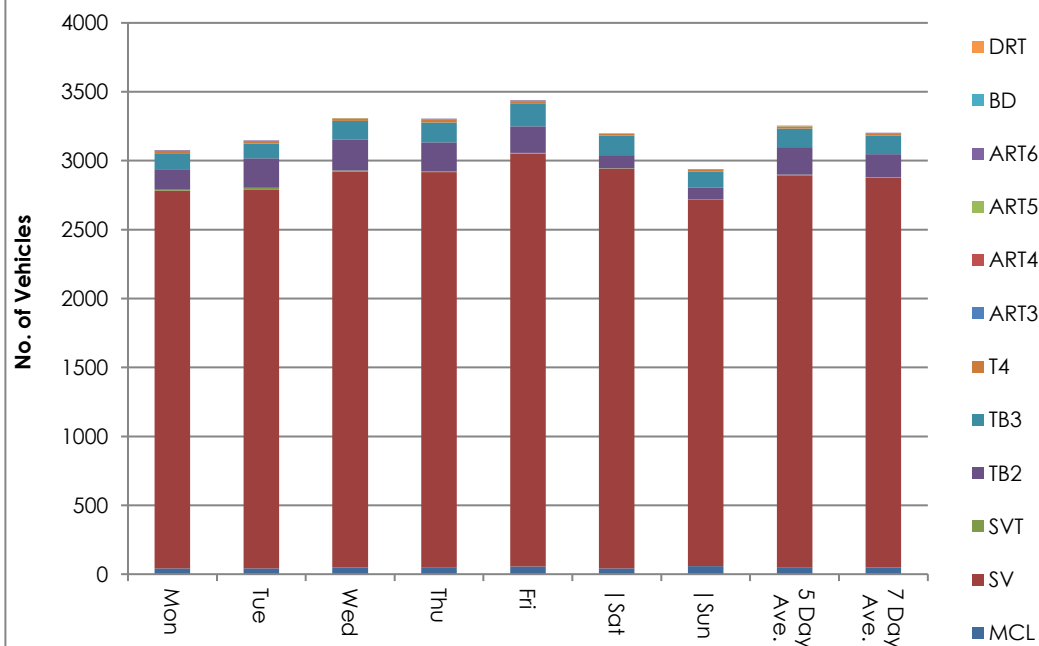
Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction East

17278
 Cellars Clough
 Sep 25

Virtual Week (1)

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	3078	42	2740	7	149	117	19	0	0	0	4	0	0	453	14.7	50	1.6	13	0.4	36.2	39.9
Tue	3147	43	2750	10	214	107	15	1	1	0	6	0	0	468	14.9	60	1.9	8	0.3	35.9	39.9
Wed	3308	50	2873	6	224	137	14	0	2	2	0	0	0	445	13.5	51	1.5	15	0.5	35.8	39.8
Thu	3304	46	2871	4	213	143	20	1	2	1	3	0	0	449	13.6	60	1.8	12	0.4	35.4	39.7
Fri	3440	55	2997	4	193	167	12	0	4	4	4	0	0	471	13.7	63	1.8	17	0.5	35.6	39.8
Sat	3199	43	2899	4	95	142	13	0	0	0	3	0	0	420	13.1	39	1.2	6	0.2	35.4	39.6
Sun	2937	58	2658	6	82	117	12	0	2	1	1	0	0	405	13.8	56	1.9	13	0.4	35.6	39.8
5 Day Ave.	3255	47	2846	6	199	134	16	0	2	1	3	0	0	457	14.0	57	1.8	13	0.4	35.8	39.8
7 Day Ave.	3202	48	2827	6	167	133	15	0	2	1	3	0	0	444	13.9	54	1.7	12	0.4	35.7	39.8
--	22413	337	19788	41	1170	930	105	2	11	8	21	0	0	3111	13.9	379	1.7	84	0.4	35.7	39.8

Summary Graphs



Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction East

17278
 Cellars Clough
 Sep 25

Tuesday, 23 September 2025

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	17	0	0	0	0	0	0	7	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	2	2	2	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	2	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	1	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	1	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	57	0	0	0	0	1	2	9	23	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	123	0	0	0	2	4	8	28	54	22	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	215	0	0	0	1	4	13	46	120	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	257	0	0	1	2	2	10	78	119	39	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	197	0	0	0	0	1	10	66	96	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	175	0	0	1	2	6	15	52	71	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	175	0	0	0	1	4	9	58	83	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	211	0	0	0	0	1	16	76	98	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	188	0	0	0	2	0	18	49	103	15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	200	0	0	0	1	4	9	64	99	17	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	217	0	1	0	3	4	17	72	99	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	229	0	0	0	1	0	18	75	97	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	215	0	0	0	0	0	18	67	83	41	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	232	0	0	0	1	4	10	58	121	32	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	155	0	0	0	0	3	12	57	71	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	105	0	0	0	0	1	13	35	41	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	71	0	0	0	0	1	6	21	28	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	35	0	0	0	0	0	2	16	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	33	0	0	0	0	0	3	6	12	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2511	0	1	2	14	30	163	761	1189	299	46	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2965	0	1	2	16	39	202	902	1383	355	58	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3033	0	1	2	16	39	207	924	1408	369	60	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3147	0	1	2	16	43	215	951	1451	391	69	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction East

17278
Cellars Clough
Sep 25

Wednesday, 24 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	21	0	0	0	0	0	2	6	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	2	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	0	1	2	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	54	0	0	0	0	1	2	4	25	18	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	122	0	0	0	4	1	10	29	61	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	225	0	0	0	3	4	8	53	121	30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	238	1	0	1	3	3	28	62	110	25	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	210	0	0	0	0	1	10	62	119	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	182	0	0	0	2	0	6	39	119	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	185	0	0	0	3	4	15	73	71	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	204	0	0	0	3	4	15	59	96	21	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	205	0	0	0	3	3	12	78	93	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	202	0	0	2	1	3	10	59	98	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	222	0	0	0	0	5	15	69	102	22	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	240	0	0	0	1	5	20	78	101	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	269	0	0	0	0	3	8	80	145	30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	287	0	0	0	0	5	25	95	132	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	151	0	0	0	2	3	20	58	50	15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	113	0	0	0	0	2	5	34	48	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	56	0	0	0	0	1	2	15	26	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	61	0	0	0	0	0	3	19	20	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	30	0	0	0	0	1	5	6	13	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2669	1	0	3	19	40	172	807	1307	267	45	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3111	1	0	3	25	47	209	943	1492	330	51	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3202	1	0	3	25	48	217	968	1525	347	56	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3308	1	0	3	25	49	224	985	1576	370	60	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction East

17278
 Cellars Clough
 Sep 25

Thursday, 25 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	19	0	0	0	0	0	0	4	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	6	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	9	0	0	0	0	0	1	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	5	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	20	0	0	0	0	2	1	7	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	43	0	0	0	0	1	3	7	19	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	116	0	0	0	3	3	10	33	40	21	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	217	0	0	0	4	4	9	45	110	37	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	219	0	0	0	0	7	26	64	97	23	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	207	0	0	0	0	0	7	67	104	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	206	0	0	0	2	2	19	61	101	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	209	0	0	0	0	2	15	92	81	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	212	0	0	0	3	4	11	99	78	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	214	0	0	0	16	4	23	61	92	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	218	0	0	0	1	5	22	75	89	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	240	0	0	0	3	2	15	95	101	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	229	0	0	0	5	4	24	54	109	31	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	224	0	0	0	0	3	11	79	95	30	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
1800	238	0	0	0	0	3	20	65	115	25	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	161	0	0	0	1	2	15	63	61	14	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	115	0	0	0	0	2	6	44	44	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	88	0	0	0	0	0	9	33	33	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	56	0	0	0	0	2	4	19	23	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	33	0	0	0	0	1	8	11	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2633	0	0	0	34	40	202	857	1172	279	42	4	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
06-22	3113	0	0	0	38	47	242	1030	1350	337	59	5	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
06-00	3202	0	0	0	38	50	254	1060	1379	349	61	6	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
00-00	3304	0	0	0	38	53	260	1086	1418	369	68	6	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction East

17278
Cellars Clough
Sep 25

Friday, 26 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	16	0	0	0	0	0	0	2	8	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	1	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	1	2	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	46	0	0	0	0	0	2	9	18	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	104	0	0	0	0	2	8	16	51	19	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	192	0	0	0	5	2	9	40	101	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	232	0	0	0	3	6	9	63	120	29	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	224	0	0	0	1	3	10	69	113	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	216	0	0	1	2	9	18	71	90	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	212	0	0	0	1	7	25	81	83	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	233	0	0	0	3	4	29	87	89	15	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	251	0	0	1	3	2	23	82	114	23	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	224	0	0	0	3	2	18	73	105	18	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	248	0	0	1	3	4	20	69	125	21	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	282	0	0	0	4	3	18	74	137	35	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	247	0	0	0	3	1	20	73	110	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	199	0	0	0	0	2	17	60	91	23	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	154	0	0	0	0	1	8	50	75	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	122	0	0	0	1	0	13	49	41	8	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	82	0	0	0	2	2	7	22	31	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	53	0	0	0	0	2	1	25	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	73	0	0	0	0	0	8	26	29	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2760	0	0	3	31	45	216	842	1278	288	46	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3222	0	0	3	34	50	252	979	1476	345	68	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3348	0	0	3	34	52	261	1030	1526	358	69	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3440	0	0	3	35	54	264	1049	1564	380	74	13	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction East

17278
 Cellars Clough
 Sep 25

Saturday, 27 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	104	0	0	0	0	0	10	46	35	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	33	0	0	0	0	0	2	12	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	0	0	1	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	16	0	0	0	1	0	1	4	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	12	0	0	0	0	0	0	3	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	45	0	0	0	1	2	5	11	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	79	0	0	0	0	0	2	17	42	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	136	0	0	0	2	5	5	28	59	32	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	227	0	0	0	1	1	14	51	137	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	254	0	0	0	3	2	24	83	114	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	240	0	0	0	4	6	18	66	108	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	231	0	0	1	6	8	26	67	91	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	212	0	0	1	2	3	18	65	104	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	219	0	0	0	1	1	8	58	121	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	219	0	0	0	2	3	11	65	104	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	237	0	0	0	6	3	18	68	112	27	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	207	0	0	0	2	2	20	62	90	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	157	0	0	0	1	2	19	44	66	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	136	0	0	0	1	1	11	57	51	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	117	0	0	0	0	1	12	45	48	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	130	0	0	0	2	6	19	51	45	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	87	0	0	0	0	1	12	27	40	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	75	0	0	0	0	0	12	37	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2418	0	0	2	30	36	183	674	1148	303	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2846	0	0	2	34	46	230	838	1311	337	43	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3008	0	0	2	34	47	254	902	1374	346	44	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3199	0	0	2	35	47	268	984	1443	366	48	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction East

17278
Cellars Clough
Sep 25

Sunday, 28 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	53	0	0	0	0	1	13	20	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	26	0	0	0	1	0	4	12	5	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	1	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	1	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	12	0	0	0	0	0	1	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	15	0	0	0	0	0	0	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	39	0	0	0	0	0	2	16	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	96	0	0	2	2	6	1	19	46	14	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	149	0	0	0	4	3	9	32	70	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	199	0	0	0	2	1	11	40	109	35	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	247	0	0	1	1	5	11	73	122	32	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	296	0	0	0	1	4	29	97	133	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	313	0	0	0	3	4	21	80	170	30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	235	0	0	0	2	5	16	86	94	25	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	238	0	0	0	4	10	9	93	92	25	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	254	0	0	0	7	6	15	72	123	28	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	232	0	0	0	7	4	9	55	121	24	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	151	0	0	0	1	1	5	42	78	14	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	145	0	0	0	3	2	14	42	71	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	93	0	0	0	0	1	7	25	45	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	54	0	0	1	3	5	1	24	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	38	0	0	0	0	3	2	16	8	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	25	0	0	0	0	1	4	6	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2449	0	0	3	34	49	138	705	1173	291	44	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2756	0	0	4	40	57	160	797	1314	320	52	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2819	0	0	4	40	61	166	819	1332	330	55	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2937	0	0	4	42	63	186	867	1370	337	55	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction East

17278
Cellars Clough
Sep 25

Monday, 29 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13	0	0	0	0	1	0	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	2	0	3	3	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	50	0	0	0	0	0	1	6	23	16	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	109	0	0	0	0	2	9	24	47	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	216	0	0	0	0	1	6	37	129	41	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	241	0	0	0	3	1	10	54	141	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	169	0	0	0	3	2	6	51	93	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	220	0	0	1	1	4	8	75	116	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	208	0	0	0	2	2	9	68	115	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	188	0	0	0	2	4	9	68	84	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	200	0	0	1	2	9	18	51	90	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	180	0	0	0	0	2	4	59	83	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	209	0	0	0	1	2	8	50	130	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	230	0	0	1	4	4	10	36	137	29	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	227	0	0	1	1	3	10	40	124	44	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	179	0	0	0	2	3	11	49	83	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	149	0	0	0	1	1	13	49	68	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	114	0	0	0	0	1	6	36	58	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	81	0	0	1	0	4	6	25	35	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	52	0	0	0	0	1	2	8	29	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	0	0	2	1	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2467	0	0	4	21	37	109	638	1325	280	48	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2920	0	0	5	22	45	143	772	1533	333	61	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2989	0	0	5	22	46	147	781	1567	354	61	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3078	0	0	5	22	50	148	799	1601	377	63	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction East

17278
 Cellars Clough
 Sep 25

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	35	0	0	0	0	0	4	13	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	0	2	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	1	0	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	39	0	0	0	0	0	2	6	17	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	91	0	0	0	1	2	7	20	40	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	169	0	0	0	2	2	7	36	91	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	203	0	0	1	2	4	13	53	99	27	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	198	0	0	0	1	2	9	57	105	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	207	0	0	0	2	3	14	60	103	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	211	0	0	0	2	4	15	73	95	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	225	0	0	0	3	4	19	79	96	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	226	0	0	0	4	4	19	67	109	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	211	0	0	0	1	3	12	68	98	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	228	0	0	0	2	4	14	73	108	22	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	243	0	0	0	4	4	18	65	117	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	232	0	0	0	2	2	14	65	110	33	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	206	0	0	0	1	3	15	59	98	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	150	0	0	0	1	2	13	54	64	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	111	0	0	0	0	1	9	38	46	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	80	0	0	0	1	3	7	27	30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	55	0	0	0	0	1	4	19	22	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	41	0	0	0	0	0	6	13	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2558	0	0	2	26	40	169	755	1227	287	44	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2990	0	0	3	30	47	205	894	1408	337	56	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3086	0	0	3	30	49	215	926	1444	350	58	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3202	0	0	3	30	51	224	960	1489	370	62	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

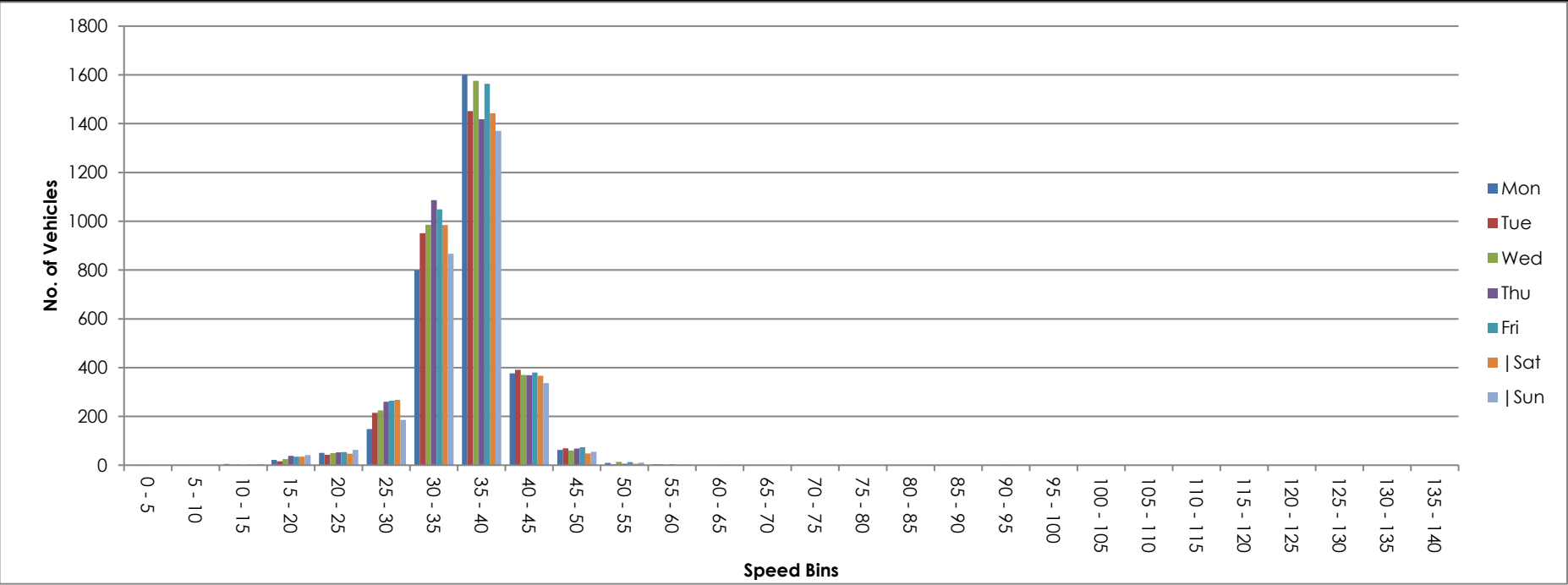
Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction East

17278
Cellars Clough
Sep 25

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	3078	0	0	5	22	50	148	799	1601	377	63	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	3147	0	1	2	16	43	215	951	1451	391	69	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	3308	1	0	3	25	49	224	985	1576	370	60	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	3304	0	0	0	38	53	260	1086	1418	369	68	6	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
Fri	3440	0	0	3	35	54	264	1049	1564	380	74	13	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	3199	0	0	2	35	47	268	984	1443	366	48	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	2937	0	0	4	42	63	186	867	1370	337	55	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	3255	0	0	3	27	50	222	974	1522	377	67	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	3202	0	0	3	30	51	224	960	1489	370	62	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	22413	1	1	19	213	359	1565	6721	10423	2590	437	62	18	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction West

17278
 Cellars Clough
 Sep 25

Tuesday, 23 September 2025

Automatic Traffic Count

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.7	-
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	1	12.5	0	0.0	0	0.0	29.6	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.6	-
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.6	-
0400	13	0	10	0	3	0	0	0	0	0	0	0	0	2	15.4	1	7.7	0	0.0	35.2	42.7
0500	35	0	29	0	5	0	0	0	0	1	0	0	0	10	28.6	2	5.7	1	2.9	36.9	41.9
0600	100	1	86	1	12	0	0	0	0	0	0	0	0	10	10.0	1	1.0	0	0.0	34.9	38.7
0700	192	1	162	1	27	0	0	0	1	0	0	0	0	13	6.8	1	0.5	1	0.5	33.4	37.8
0800	206	2	169	3	27	2	2	1	0	0	0	0	0	5	2.4	1	0.5	0	0.0	31	35.3
0900	172	1	140	1	29	0	0	0	1	0	0	0	0	1	0.6	0	0.0	0	0.0	31.7	35.2
1000	183	1	155	1	22	2	0	1	0	1	0	0	0	2	1.1	0	0.0	0	0.0	31.4	35
1100	169	4	140	1	22	1	1	0	0	0	0	0	0	3	1.8	0	0.0	0	0.0	31.1	36
1200	169	2	143	0	23	0	0	0	0	0	0	0	1	0	0.0	0	0.0	0	0.0	32	35.6
1300	197	3	161	2	27	0	1	0	0	1	2	0	0	3	1.5	2	1.0	1	0.5	31.6	36.1
1400	196	7	166	1	20	0	2	0	0	0	0	0	0	4	2.0	1	0.5	0	0.0	31	35.7
1500	199	2	162	0	30	0	2	1	2	0	0	0	0	7	3.5	1	0.5	0	0.0	32.3	36.2
1600	229	6	205	0	17	0	1	0	0	0	0	0	0	9	3.9	1	0.4	0	0.0	32.8	37.6
1700	229	4	210	1	13	1	0	0	0	0	0	0	0	15	6.6	3	1.3	1	0.4	33.2	37.1
1800	230	3	209	1	16	0	1	0	0	0	0	0	0	8	3.5	0	0.0	0	0.0	32.1	36.5
1900	155	1	142	1	10	1	0	0	0	0	0	0	0	6	3.9	0	0.0	0	0.0	31.8	36.6
2000	97	1	88	0	8	0	0	0	0	0	0	0	0	4	4.1	2	2.1	1	1.0	32.2	35.9
2100	77	0	70	0	6	0	1	0	0	0	0	0	0	2	2.6	2	2.6	0	0.0	32	36.5
2200	38	1	31	0	6	0	0	0	0	0	0	0	0	2	5.3	0	0.0	0	0.0	32.4	38.4
2300	24	0	19	1	3	0	1	0	0	0	0	0	0	4	16.7	1	4.2	1	4.2	33.7	42.7
07-19	2371	36	2022	12	273	6	10	3	4	2	2	0	1	70	3.0	10	0.4	3	0.1	32	36.2
06-22	2800	39	2408	14	309	7	11	3	4	2	2	0	1	92	3.3	15	0.5	4	0.1	32.1	36.4
06-00	2862	40	2458	15	318	7	12	3	4	2	2	0	1	98	3.4	16	0.6	5	0.2	32.1	36.4
00-00	2935	40	2522	15	326	7	12	3	4	3	2	0	1	111	3.8	19	0.6	6	0.2	32.2	36.5

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction West

17278
 Cellars Clough
 Sep 25

Wednesday, 24 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	12	0	11	0	1	0	0	0	0	0	0	0	0	3	25.0	2	16.7	1	8.3	39.1	48.2
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.9	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33	-
0300	9	0	8	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	33.7	-
0400	17	0	15	0	1	1	0	0	0	0	0	0	0	1	5.9	1	5.9	0	0.0	34.7	38
0500	34	0	27	0	7	0	0	0	0	0	0	0	0	7	20.6	2	5.9	0	0.0	35.5	41.3
0600	84	1	70	0	13	0	0	0	0	0	0	0	0	14	16.7	2	2.4	1	1.2	35.6	40.1
0700	199	1	168	0	26	0	3	0	1	0	0	0	0	9	4.5	0	0.0	0	0.0	33.1	37.4
0800	200	2	162	1	31	0	3	0	0	0	1	0	0	5	2.5	0	0.0	0	0.0	31.9	35.4
0900	183	1	155	1	22	3	0	0	0	0	1	0	0	5	2.7	0	0.0	0	0.0	32.1	35.8
1000	169	3	134	1	27	1	1	0	0	1	1	0	0	2	1.2	1	0.6	1	0.6	31.1	35.2
1100	196	6	163	1	25	0	1	0	0	0	0	0	0	4	2.0	1	0.5	1	0.5	31	35.5
1200	215	2	173	0	34	1	4	0	0	1	0	0	0	3	1.4	1	0.5	1	0.5	30.2	34.3
1300	186	2	150	4	27	1	0	0	1	0	1	0	0	4	2.2	0	0.0	0	0.0	31.9	35.4
1400	190	0	162	2	23	1	0	0	1	0	1	0	0	4	2.1	0	0.0	0	0.0	31.2	35.1
1500	191	1	165	0	20	1	1	0	0	2	0	0	1	9	4.7	1	0.5	0	0.0	32.5	36.5
1600	237	2	211	1	22	0	1	0	0	0	0	0	0	3	1.3	0	0.0	0	0.0	32	34.9
1700	265	4	240	0	17	2	1	0	0	0	1	0	0	11	4.2	2	0.8	2	0.8	32.8	37.2
1800	188	2	171	1	14	0	0	0	0	0	0	0	0	2	1.1	0	0.0	0	0.0	32.6	36.1
1900	184	3	169	0	12	0	0	0	0	0	0	0	0	8	4.3	0	0.0	0	0.0	32.2	36.6
2000	97	1	88	0	8	0	0	0	0	0	0	0	0	6	6.2	1	1.0	0	0.0	32.3	37.3
2100	78	1	71	0	5	1	0	0	0	0	0	0	0	8	10.3	1	1.3	0	0.0	33.5	38.4
2200	135	0	125	0	9	0	1	0	0	0	0	0	0	8	5.9	0	0.0	0	0.0	33	37.4
2300	25	0	22	0	2	0	1	0	0	0	0	0	0	3	12.0	1	4.0	1	4.0	33.8	38.3
07-19	2419	26	2054	12	288	10	15	0	3	4	6	0	1	61	2.5	6	0.2	5	0.2	31.9	35.8
06-22	2862	32	2452	12	326	11	15	0	3	4	6	0	1	97	3.4	10	0.3	6	0.2	32.1	36.1
06-00	3022	32	2599	12	337	11	17	0	3	4	6	0	1	108	3.6	11	0.4	7	0.2	32.1	36.2
00-00	3102	32	2668	12	346	12	17	0	4	4	6	0	1	119	3.8	16	0.5	8	0.3	32.2	36.3

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction West

17278
Cellars Clough
Sep 25

Thursday, 25 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	1	10.0	0	0.0	0	0.0	34.6	-
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.3	37.1
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	1	14.3	0	0.0	0	0.0	32.6	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	37.1	-
0400	9	0	8	0	1	0	0	0	0	0	0	0	0	3	33.3	0	0.0	0	0.0	36.8	-
0500	25	0	19	0	5	1	0	0	0	0	0	0	0	6	24.0	3	12.0	0	0.0	35.8	43.6
0600	92	0	79	0	11	1	0	0	0	0	1	0	0	13	14.1	3	3.3	1	1.1	35.1	40
0700	183	0	155	0	24	2	1	1	0	0	0	0	0	5	2.7	1	0.5	0	0.0	32.2	36.9
0800	199	1	173	1	20	1	0	1	0	0	2	0	0	4	2.0	0	0.0	0	0.0	31.5	35
0900	184	5	147	0	32	0	0	0	0	0	0	0	0	5	2.7	1	0.5	0	0.0	31.6	36
1000	194	1	161	1	25	2	0	0	0	0	3	0	1	2	1.0	0	0.0	0	0.0	30	34
1100	209	4	174	0	26	3	2	0	0	0	0	0	0	3	1.4	0	0.0	0	0.0	30.5	34.3
1200	210	2	169	1	34	1	1	0	1	0	1	0	0	2	1.0	0	0.0	0	0.0	30.8	35.1
1300	200	2	170	2	26	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.7	34
1400	207	0	183	1	22	0	1	0	0	0	0	0	0	1	0.5	0	0.0	0	0.0	31.2	35.4
1500	203	5	175	0	22	0	0	0	0	1	0	0	0	6	3.0	0	0.0	0	0.0	29.8	35.2
1600	290	6	260	0	20	2	2	0	0	0	0	0	0	4	1.4	0	0.0	0	0.0	30.5	35
1700	260	4	233	2	19	1	1	0	0	0	0	0	0	10	3.8	1	0.4	1	0.4	32.3	36.2
1800	176	1	156	0	19	0	0	0	0	0	0	0	0	5	2.8	0	0.0	0	0.0	32.4	37
1900	152	3	135	0	14	0	0	0	0	0	0	0	0	3	2.0	0	0.0	0	0.0	31.5	36.4
2000	127	1	115	0	11	0	0	0	0	0	0	0	0	9	7.1	0	0.0	0	0.0	32.8	37.4
2100	100	0	94	0	6	0	0	0	0	0	0	0	0	4	4.0	3	3.0	0	0.0	33.5	37.6
2200	57	1	52	1	3	0	0	0	0	0	0	0	0	3	5.3	0	0.0	0	0.0	31.4	37.4
2300	20	0	17	0	1	1	1	0	0	0	0	0	0	1	5.0	1	5.0	1	5.0	31.5	38.5
07-19	2515	31	2156	8	289	12	8	2	1	1	6	0	1	47	1.9	3	0.1	1	0.0	31.1	35.3
06-22	2986	35	2579	8	331	13	8	2	1	1	7	0	1	76	2.5	9	0.3	2	0.1	31.4	35.7
06-00	3063	36	2648	9	335	14	9	2	1	1	7	0	1	80	2.6	10	0.3	3	0.1	31.4	35.8
00-00	3131	36	2709	9	341	15	9	2	1	1	7	0	1	92	2.9	13	0.4	3	0.1	31.5	35.9

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction West

17278
 Cellars Clough
 Sep 25

Friday, 26 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	14	0	13	0	1	0	0	0	0	0	0	0	0	2	14.3	0	0.0	0	0.0	35.7	41.9
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40.0	1	20.0	0	0.0	37.9	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	2	28.6	2	28.6	1	14.3	38.8	-
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	1	12.5	0	0.0	0	0.0	34.6	-
0400	13	0	7	1	4	0	0	0	0	1	0	0	0	2	15.4	0	0.0	0	0.0	35.1	40.8
0500	19	0	15	0	3	0	0	0	0	1	0	0	0	5	26.3	1	5.3	0	0.0	35.8	43.9
0600	99	3	82	0	11	1	1	0	0	0	1	0	0	19	19.2	5	5.1	0	0.0	35.5	40.9
0700	164	0	125	0	33	2	2	0	1	0	1	0	0	1	0.6	1	0.6	1	0.6	32.9	36.9
0800	184	2	144	3	29	2	2	0	1	1	0	0	0	1	0.5	1	0.5	0	0.0	31.4	36.3
0900	192	2	158	1	27	2	0	0	0	2	0	0	0	6	3.1	1	0.5	0	0.0	30.3	34.3
1000	207	6	174	0	23	3	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	29.2	33.4
1100	212	4	180	1	22	3	1	1	0	0	0	0	0	5	2.4	1	0.5	0	0.0	30.6	35.5
1200	239	8	199	0	25	0	4	0	1	0	2	0	0	6	2.5	2	0.8	1	0.4	31.3	35.6
1300	226	3	198	0	23	0	1	0	1	0	0	0	0	2	0.9	0	0.0	0	0.0	30.3	35.6
1400	255	2	229	1	17	4	2	0	0	0	0	0	0	8	3.1	1	0.4	1	0.4	30.3	35.6
1500	261	5	229	0	24	2	0	0	0	0	1	0	0	4	1.5	0	0.0	0	0.0	31.4	35.1
1600	262	6	232	0	21	0	1	0	0	0	2	0	0	18	6.9	3	1.1	0	0.0	31.6	36.3
1700	265	4	247	1	13	0	0	0	0	0	0	0	0	8	3.0	1	0.4	1	0.4	31.7	35.9
1800	195	5	180	0	8	2	0	0	0	0	0	0	0	2	1.0	0	0.0	0	0.0	31.3	35.2
1900	151	0	137	2	12	0	0	0	0	0	0	0	0	3	2.0	0	0.0	0	0.0	31.4	36.4
2000	115	3	103	0	8	0	1	0	0	0	0	0	0	3	2.6	2	1.7	0	0.0	32	37
2100	70	0	63	0	7	0	0	0	0	0	0	0	0	12	17.1	3	4.3	1	1.4	33.9	40.2
2200	71	0	66	0	5	0	0	0	0	0	0	0	0	3	4.2	0	0.0	0	0.0	32.9	37.2
2300	47	0	44	0	2	1	0	0	0	0	0	0	0	4	8.5	0	0.0	0	0.0	32.9	38.5
07-19	2662	47	2295	7	265	20	13	1	4	4	6	0	0	61	2.3	11	0.4	4	0.2	31	35.6
06-22	3097	53	2680	9	303	21	15	1	4	4	7	0	0	98	3.2	21	0.7	5	0.2	31.3	35.9
06-00	3215	53	2790	9	310	22	15	1	4	4	7	0	0	105	3.3	21	0.7	5	0.2	31.3	36
00-00	3281	53	2845	10	318	22	15	1	4	6	7	0	0	119	3.6	25	0.8	6	0.2	31.4	36.1

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction West

17278
Cellars Clough
Sep 25

Saturday, 27 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	21	0	20	0	1	0	0	0	0	0	0	0	0	1	4.8	0	0.0	0	0.0	32.2	35.8
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	2	28.6	0	0.0	0	0.0	36.2	-
0200	9	0	8	0	1	0	0	0	0	0	0	0	0	2	22.2	0	0.0	0	0.0	33.9	-
0300	13	0	12	0	1	0	0	0	0	0	0	0	0	2	15.4	0	0.0	0	0.0	33.3	42.8
0400	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33	-
0500	17	0	14	0	3	0	0	0	0	0	0	0	0	3	17.7	1	5.9	0	0.0	35.8	40.7
0600	28	1	20	0	7	0	0	0	0	0	0	0	0	2	7.1	0	0.0	0	0.0	33.1	38.3
0700	62	1	47	0	14	0	0	0	0	0	0	0	0	10	16.1	0	0.0	0	0.0	34.8	40.1
0800	128	0	114	0	14	0	0	0	0	0	0	0	0	5	3.9	2	1.6	0	0.0	33.4	36.5
0900	172	2	154	1	15	0	0	0	0	0	0	0	0	6	3.5	1	0.6	0	0.0	31.7	37
1000	244	7	219	0	16	1	1	0	0	0	0	0	0	12	4.9	1	0.4	0	0.0	30.8	36.4
1100	248	11	222	0	14	0	1	0	0	0	0	0	0	4	1.6	0	0.0	0	0.0	32.3	36.2
1200	242	3	229	1	9	0	0	0	0	0	0	0	0	5	2.1	0	0.0	0	0.0	32.2	36.1
1300	247	3	231	1	12	0	0	0	0	0	0	0	0	8	3.2	2	0.8	1	0.4	32.8	36.2
1400	198	2	185	1	9	1	0	0	0	0	0	0	0	16	8.1	3	1.5	2	1.0	33	37.9
1500	231	1	219	0	10	0	1	0	0	0	0	0	0	3	1.3	0	0.0	0	0.0	31.6	35.8
1600	213	4	199	1	9	0	0	0	0	0	0	0	0	5	2.3	2	0.9	1	0.5	32.7	36.7
1700	207	0	194	0	13	0	0	0	0	0	0	0	0	6	2.9	0	0.0	0	0.0	32.4	36.9
1800	196	1	180	1	14	0	0	0	0	0	0	0	0	8	4.1	0	0.0	0	0.0	32.8	37.5
1900	133	0	125	0	7	1	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	31.8	36.4
2000	86	0	76	1	8	1	0	0	0	0	0	0	0	5	5.8	1	1.2	0	0.0	32.3	37.1
2100	82	0	76	1	4	0	1	0	0	0	0	0	0	2	2.4	1	1.2	0	0.0	32.1	36.5
2200	59	0	55	0	4	0	0	0	0	0	0	0	0	1	1.7	0	0.0	0	0.0	31.8	36.3
2300	49	0	48	0	1	0	0	0	0	0	0	0	0	3	6.1	0	0.0	0	0.0	32.5	37.2
07-19	2388	35	2193	6	149	2	3	0	0	0	0	0	0	88	3.7	11	0.5	4	0.2	32.3	36.8
06-22	2717	36	2490	8	175	4	4	0	0	0	0	0	0	98	3.6	13	0.5	4	0.1	32.3	36.8
06-00	2825	36	2593	8	180	4	4	0	0	0	0	0	0	102	3.6	13	0.5	4	0.1	32.3	36.8
00-00	2900	36	2661	8	187	4	4	0	0	0	0	0	0	112	3.9	14	0.5	4	0.1	32.3	36.8

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction West

17278
 Cellars Clough
 Sep 25

Sunday, 28 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	36	0	35	0	1	0	0	0	0	0	0	0	0	2	5.6	0	0.0	0	0.0	33.4	38.4
0100	22	0	21	0	1	0	0	0	0	0	0	0	0	1	4.5	0	0.0	0	0.0	30.4	34.8
0200	14	0	13	0	1	0	0	0	0	0	0	0	0	1	7.1	1	7.1	1	7.1	32	38
0300	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.5	0	0.0	0	0.0	34.2	-
0400	7	0	6	0	1	0	0	0	0	0	0	0	0	1	14.3	0	0.0	0	0.0	33.8	-
0500	14	0	13	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	35	39.3
0600	22	0	17	0	5	0	0	0	0	0	0	0	0	4	18.2	0	0.0	0	0.0	34.3	40.9
0700	36	0	31	0	5	0	0	0	0	0	0	0	0	2	5.6	1	2.8	0	0.0	33.4	37
0800	62	0	50	1	8	2	0	0	1	0	0	0	0	2	3.2	1	1.6	1	1.6	34.4	37.7
0900	150	1	139	0	10	0	0	0	0	0	0	0	0	8	5.3	2	1.3	1	0.7	33.8	37.9
1000	206	5	191	0	8	2	0	0	0	0	0	0	0	5	2.4	0	0.0	0	0.0	33.2	36.9
1100	245	4	232	0	9	0	0	0	0	0	0	0	0	5	2.0	0	0.0	0	0.0	31.7	36.5
1200	247	9	228	0	9	0	1	0	0	0	0	0	0	10	4.0	0	0.0	0	0.0	31.5	36.6
1300	248	6	229	2	9	2	0	0	0	0	0	0	0	5	2.0	1	0.4	0	0.0	31.4	35.8
1400	234	7	218	0	7	1	0	0	0	0	1	0	0	5	2.1	0	0.0	0	0.0	32.3	36.6
1500	217	8	197	0	11	0	1	0	0	0	0	0	0	3	1.4	1	0.5	0	0.0	32.5	36.6
1600	232	3	214	1	13	1	0	0	0	0	0	0	0	6	2.6	0	0.0	0	0.0	31.5	35.7
1700	159	5	146	1	7	0	0	0	0	0	0	0	0	10	6.3	1	0.6	1	0.6	32.3	37.5
1800	116	0	110	0	6	0	0	0	0	0	0	0	0	11	9.5	2	1.7	1	0.9	33.6	38.6
1900	103	0	97	0	6	0	0	0	0	0	0	0	0	6	5.8	1	1.0	1	1.0	32.5	37.6
2000	76	0	65	0	10	1	0	0	0	0	0	0	0	10	13.2	2	2.6	1	1.3	32.8	39.2
2100	53	1	47	0	4	0	1	0	0	0	0	0	0	5	9.4	0	0.0	0	0.0	32.3	38.7
2200	40	0	35	0	4	1	0	0	0	0	0	0	0	2	5.0	0	0.0	0	0.0	30.8	37.2
2300	17	0	14	0	3	0	0	0	0	0	0	0	0	4	23.5	1	5.9	1	5.9	33	42.6
07-19	2152	48	1985	5	102	8	2	0	1	0	1	0	0	72	3.3	9	0.4	4	0.2	32.3	36.6
06-22	2406	49	2211	5	127	9	3	0	1	0	1	0	0	97	4.0	12	0.5	6	0.2	32.3	36.7
06-00	2463	49	2260	5	134	10	3	0	1	0	1	0	0	103	4.2	13	0.5	7	0.3	32.3	36.8
00-00	2564	49	2355	5	140	10	3	0	1	0	1	0	0	109	4.3	14	0.5	8	0.3	32.3	36.8

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction West

17278
 Cellars Clough
 Sep 25

Monday, 29 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	12	0	12	0	0	0	0	0	0	0	0	0	0	2	16.7	2	16.7	0	0.0	33	47.4
0100	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.8	-
0200	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.5	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	36.1	-
0400	15	0	14	0	1	0	0	0	0	0	0	0	0	1	6.7	1	6.7	0	0.0	33.9	38.9
0500	31	0	27	0	3	0	0	0	0	0	1	0	0	5	16.1	0	0.0	0	0.0	36.6	40.7
0600	74	1	63	0	9	0	0	0	0	1	0	0	0	9	12.2	1	1.4	0	0.0	35.1	39.5
0700	210	0	188	0	21	1	0	0	0	0	0	0	0	8	3.8	1	0.5	0	0.0	34.6	37.9
0800	180	2	153	1	22	2	0	0	0	0	0	0	0	6	3.3	0	0.0	0	0.0	33.3	36.3
0900	174	1	144	1	24	1	2	0	0	0	1	0	0	1	0.6	0	0.0	0	0.0	31	35
1000	167	4	140	0	19	2	1	0	0	1	0	0	0	1	0.6	1	0.6	1	0.6	30.5	34.3
1100	169	1	147	0	16	1	2	0	0	2	0	0	0	2	1.2	0	0.0	0	0.0	30.6	35.2
1200	194	2	159	0	30	1	2	0	0	0	0	0	0	1	0.5	0	0.0	0	0.0	30.8	34.5
1300	159	2	136	2	16	1	1	0	0	1	0	0	0	3	1.9	0	0.0	0	0.0	31.7	36.2
1400	185	2	164	0	19	0	0	0	0	0	0	0	0	3	1.6	0	0.0	0	0.0	31.1	35.7
1500	211	3	185	0	19	0	1	0	0	1	2	0	0	3	1.4	0	0.0	0	0.0	31.4	35.8
1600	244	4	217	1	21	0	0	1	0	0	0	0	0	2	0.8	0	0.0	0	0.0	31.2	35.1
1700	276	7	247	1	21	0	0	0	0	0	0	0	0	10	3.6	2	0.7	1	0.4	32.1	37
1800	192	1	183	2	4	1	1	0	0	0	0	0	0	3	1.6	0	0.0	0	0.0	30.9	34.6
1900	149	2	138	0	7	2	0	0	0	0	0	0	0	3	2.0	0	0.0	0	0.0	30.2	35.2
2000	82	0	78	0	4	0	0	0	0	0	0	0	0	2	2.4	1	1.2	1	1.2	31.9	37.1
2100	68	0	65	0	3	0	0	0	0	0	0	0	0	3	4.4	1	1.5	0	0.0	33.5	38.3
2200	43	1	42	0	0	0	0	0	0	0	0	0	0	3	7.0	0	0.0	0	0.0	33.2	39.1
2300	11	0	9	0	2	0	0	0	0	0	0	0	0	3	27.3	2	18.2	1	9.1	38.5	50.7
07-19	2361	29	2063	8	232	10	10	1	0	5	3	0	0	43	1.8	4	0.2	2	0.1	31.7	35.9
06-22	2734	32	2407	8	255	12	10	1	0	6	3	0	0	60	2.2	7	0.3	3	0.1	31.7	36.1
06-00	2788	33	2458	8	257	12	10	1	0	6	3	0	0	66	2.4	9	0.3	4	0.1	31.8	36.2
00-00	2857	33	2519	8	264	12	10	1	0	6	4	0	0	75	2.6	12	0.4	4	0.1	31.8	36.3

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction West

17278
Cellars Clough
Sep 25

Virtual Day (7)

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	16	0	15	0	1	0	0	0	0	0	0	0	0	2	9.9	1	3.6	0	0.9	34.2	39.2
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	1	10.3	0	1.7	0	0.0	31.7	-
0200	7	0	7	0	1	0	0	0	0	0	0	0	0	1	11.5	0	5.8	0	3.8	33.3	-
0300	8	0	7	0	0	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	34	-
0400	12	0	10	0	2	0	0	0	0	0	0	0	0	1	12.2	0	3.7	0	0.0	34.7	39.7
0500	25	0	21	0	4	0	0	0	0	0	0	0	0	5	20.6	1	5.1	0	0.6	36	41.3
0600	71	1	60	0	10	0	0	0	0	0	0	0	0	10	14.2	2	2.4	0	0.4	35.1	39.6
0700	149	0	125	0	21	1	1	0	0	0	0	0	0	7	4.6	1	0.5	0	0.2	33.4	37.5
0800	166	1	138	1	22	1	1	0	0	0	0	0	0	4	2.4	1	0.4	0	0.1	32.1	36
0900	175	2	148	1	23	1	0	0	0	0	0	0	0	5	2.6	1	0.4	0	0.1	31.7	36
1000	196	4	168	0	20	2	0	0	0	1	1	0	0	3	1.8	0	0.2	0	0.1	30.9	35.3
1100	207	5	180	0	19	1	1	0	0	0	0	0	0	4	1.8	0	0.1	0	0.1	31.1	35.7
1200	217	4	186	0	23	0	2	0	0	0	0	0	0	4	1.8	0	0.2	0	0.1	31.3	35.5
1300	209	3	182	2	20	1	0	0	0	0	0	0	0	4	1.7	1	0.3	0	0.1	31.5	35.6
1400	209	3	187	1	17	1	1	0	0	0	0	0	0	6	2.8	1	0.3	0	0.2	31.4	36
1500	216	4	190	0	19	0	1	0	0	1	0	0	0	5	2.3	0	0.2	0	0.0	31.6	35.8
1600	244	4	220	1	18	0	1	0	0	0	0	0	0	7	2.8	1	0.4	0	0.1	31.7	35.8
1700	237	4	217	1	15	1	0	0	0	0	0	0	0	10	4.2	1	0.6	1	0.4	32.4	36.7
1800	185	2	170	1	12	0	0	0	0	0	0	0	0	6	3.0	0	0.2	0	0.1	32.1	36.2
1900	147	1	135	0	10	1	0	0	0	0	0	0	0	4	2.9	0	0.1	0	0.1	31.6	36.4
2000	97	1	88	0	8	0	0	0	0	0	0	0	0	6	5.7	1	1.3	0	0.4	32.3	37.1
2100	75	0	69	0	5	0	0	0	0	0	0	0	0	5	6.8	2	2.1	0	0.2	33	37.6
2200	63	0	58	0	4	0	0	0	0	0	0	0	0	3	5.0	0	0.0	0	0.0	32.4	37.4
2300	28	0	25	0	2	0	0	0	0	0	0	0	0	3	11.4	1	3.1	1	2.6	33.2	38.3
07-19	2410	36	2110	8	228	10	9	1	2	2	3	0	0	63	2.6	8	0.3	3	0.1	31.7	36.1
06-22	2800	39	2461	9	261	11	9	1	2	2	4	0	0	88	3.2	12	0.4	4	0.2	31.9	36.2
06-00	2891	40	2544	9	267	11	10	1	2	2	4	0	0	95	3.3	13	0.5	5	0.2	31.9	36.3
00-00	2967	40	2611	10	275	12	10	1	2	3	4	0	0	105	3.5	16	0.5	6	0.2	32	36.4

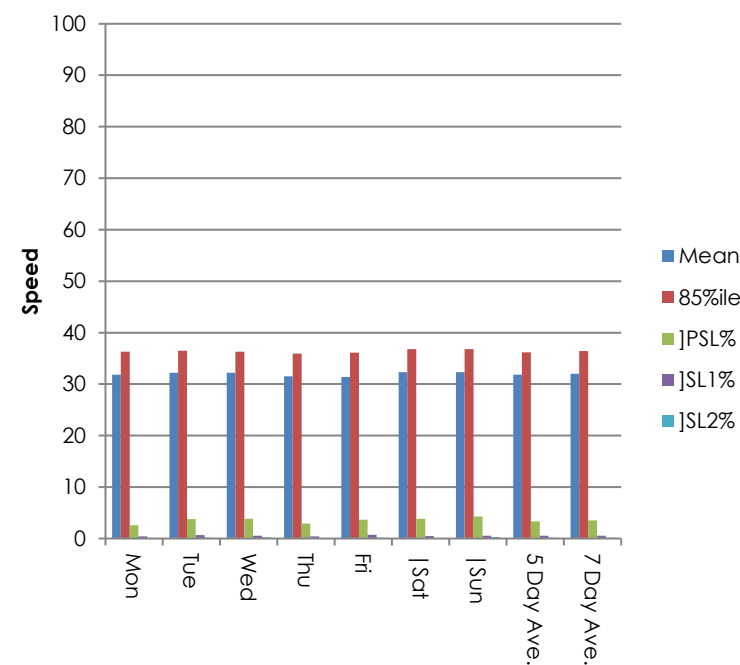
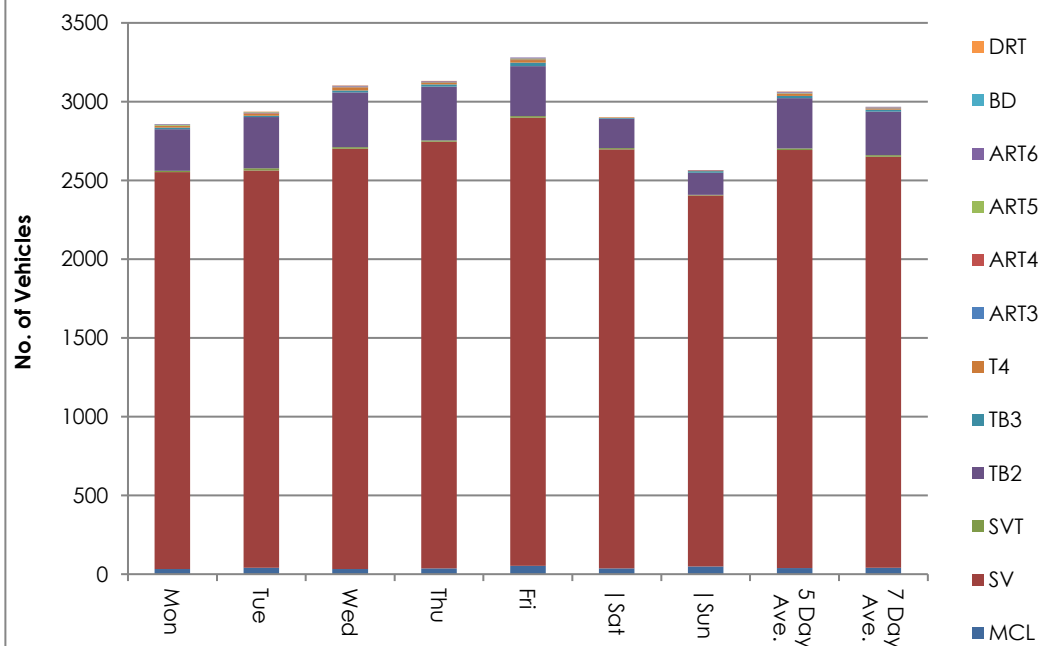
Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction West

17278
 Cellars Clough
 Sep 25

Virtual Week (1)

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	2857	33	2519	8	264	12	10	1	0	6	4	0	0	75	2.6	12	0.4	4	0.1	31.8	36.3
Tue	2935	40	2522	15	326	7	12	3	4	3	2	0	1	111	3.8	19	0.6	6	0.2	32.2	36.5
Wed	3102	32	2668	12	346	12	17	0	4	4	6	0	1	119	3.8	16	0.5	8	0.3	32.2	36.3
Thu	3131	36	2709	9	341	15	9	2	1	1	7	0	1	92	2.9	13	0.4	3	0.1	31.5	35.9
Fri	3281	53	2845	10	318	22	15	1	4	6	7	0	0	119	3.6	25	0.8	6	0.2	31.4	36.1
Sat	2900	36	2661	8	187	4	4	0	0	0	0	0	0	112	3.9	14	0.5	4	0.1	32.3	36.8
Sun	2564	49	2355	5	140	10	3	0	1	0	1	0	0	109	4.3	14	0.5	8	0.3	32.3	36.8
5 Day Ave.	3061	39	2653	11	319	14	13	1	3	4	5	0	1	103	3.4	17	0.6	5	0.2	31.8	36.2
7 Day Ave.	2967	40	2611	10	275	12	10	1	2	3	4	0	0	105	3.5	16	0.5	6	0.2	32.0	36.4
--	20770	279	18279	67	1922	82	70	7	14	20	27	0	3	737	3.5	113	0.5	39	0.2	32.0	36.4

Summary Graphs



Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction West

17278
 Cellars Clough
 Sep 25

Tuesday, 23 September 2025

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	6	0	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	8	0	0	0	0	1	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	7	0	0	0	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	13	0	0	0	0	0	1	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	35	0	0	0	0	0	5	6	14	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	100	0	0	0	0	2	8	40	40	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	192	0	0	1	0	5	23	99	51	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	206	0	0	1	3	20	48	97	32	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	172	0	0	1	0	8	40	96	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	183	0	0	1	0	11	52	93	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	169	1	0	2	3	7	49	73	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	169	0	0	0	0	5	44	81	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	197	0	0	0	2	10	60	83	39	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	196	0	0	1	0	13	69	78	31	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	199	0	0	1	1	2	45	103	40	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	229	0	0	0	3	9	46	98	64	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	229	0	1	0	0	0	50	113	50	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	230	0	0	0	2	7	65	104	44	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	155	0	0	1	0	11	43	59	35	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	97	0	0	0	0	2	31	41	19	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	77	0	0	0	0	7	17	36	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	38	0	0	1	0	3	9	7	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	24	0	0	0	0	4	2	8	6	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2371	1	1	8	14	97	591	1118	471	56	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	2800	1	1	9	14	119	690	1294	580	71	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	2862	1	1	10	14	126	701	1309	602	76	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	2935	1	1	10	14	129	713	1332	624	86	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction West

17278
Cellars Clough
Sep 25

Wednesday, 24 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	12	0	0	0	0	0	1	2	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	0	0	0	3	5	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	34	0	0	0	0	2	3	9	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	84	0	0	1	0	0	5	31	33	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	199	0	0	0	0	5	42	89	54	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	200	0	0	2	0	8	44	109	32	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	183	0	0	0	0	7	49	82	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	169	0	0	0	0	13	54	74	26	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	196	0	0	4	1	13	53	92	29	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	215	0	0	2	2	22	75	86	25	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	186	0	0	0	2	3	46	106	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	190	0	2	3	2	4	46	102	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	191	0	0	0	2	3	43	96	38	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	237	0	0	0	0	4	54	147	29	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	265	0	2	2	4	4	45	120	77	8	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	188	0	0	1	0	2	36	104	43	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	184	0	0	0	0	7	50	78	41	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	97	0	0	0	0	4	27	44	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	78	0	0	0	0	1	20	31	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	135	0	0	0	0	2	29	63	33	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	25	0	0	0	0	1	3	13	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2419	0	4	14	13	88	587	1207	445	52	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2862	0	4	15	13	100	689	1391	553	83	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3022	0	4	15	13	103	721	1467	591	92	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3102	0	4	15	13	105	731	1494	621	98	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction West

17278
 Cellars Clough
 Sep 25

Thursday, 25 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	0	0	0	0	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	1	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	1	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	25	0	0	0	0	1	1	10	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	92	0	0	0	0	0	17	31	31	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	183	0	0	1	7	6	38	74	52	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	199	0	0	1	3	4	57	104	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	184	0	0	2	1	7	49	86	34	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	194	0	0	5	5	11	56	100	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	209	0	0	5	1	13	60	109	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	210	0	0	1	3	19	48	106	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	200	0	0	1	2	5	69	103	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	207	0	0	0	2	7	72	87	38	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	203	1	1	3	6	14	72	75	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	290	0	0	3	9	16	85	136	37	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	260	0	0	1	1	11	50	135	52	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	176	0	0	1	0	2	46	76	46	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	152	0	0	2	1	13	32	71	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	127	0	0	0	0	7	29	50	32	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	100	0	0	0	0	4	19	42	31	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	57	0	0	1	0	5	12	25	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	20	0	0	0	0	4	3	8	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2515	1	1	24	40	115	702	1191	394	43	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2986	1	1	26	41	139	799	1385	518	65	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3063	1	1	27	41	148	814	1418	533	68	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3131	1	1	27	41	150	824	1440	555	77	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction West

17278
 Cellars Clough
 Sep 25

Friday, 26 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	14	0	0	0	0	0	3	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	1	1	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	1	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	19	0	0	0	0	1	3	4	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	99	0	0	1	0	0	11	34	34	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	164	0	0	0	0	5	31	70	57	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	184	0	0	2	3	14	41	82	41	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	192	0	0	1	1	19	69	79	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	207	0	0	3	2	28	78	82	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	212	0	0	1	6	17	71	78	34	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	239	0	1	3	5	8	66	109	41	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	226	0	0	0	6	20	79	79	40	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	255	0	0	0	7	42	69	91	38	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	261	0	0	1	3	11	63	143	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	262	0	1	4	4	17	65	109	44	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	265	0	0	1	8	10	59	130	49	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	195	0	0	2	0	7	64	91	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	151	0	0	0	0	12	43	63	30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	115	0	0	0	0	1	42	49	20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	70	0	0	0	0	3	13	30	12	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	71	0	0	0	0	3	13	32	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	47	0	0	0	0	6	7	15	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2662	0	2	18	45	198	755	1143	440	48	9	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3097	0	2	19	45	214	864	1319	536	72	21	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3215	0	2	19	45	223	884	1366	571	79	21	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3281	0	2	19	45	224	895	1382	595	87	26	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction West

17278
 Cellars Clough
 Sep 25

Saturday, 27 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	21	0	0	0	0	1	4	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	2	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	0	0	0	1	3	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	17	0	0	0	0	0	2	5	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	28	0	0	0	0	2	8	6	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	62	0	0	1	0	2	9	15	25	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	128	0	0	0	0	5	16	59	43	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	172	0	0	2	1	8	50	64	41	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	244	0	0	7	18	16	45	101	45	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	248	0	0	2	0	12	49	122	59	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	242	0	0	1	4	7	47	130	48	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	247	0	0	0	2	4	48	129	56	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	198	0	0	0	2	5	53	68	54	13	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	231	0	0	0	1	15	54	118	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	213	0	0	1	0	8	47	96	56	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	207	0	0	0	2	10	41	91	57	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	196	0	0	0	0	2	45	96	45	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	133	0	0	0	0	4	41	59	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	86	0	0	0	0	8	16	40	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	82	0	0	0	0	5	22	31	22	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	59	0	0	0	0	3	18	23	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	49	0	0	0	0	0	14	23	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2388	0	0	14	30	94	504	1089	569	75	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2717	0	0	14	30	113	591	1225	646	83	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2825	0	0	14	30	116	623	1271	669	87	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2900	0	0	14	30	120	634	1303	687	95	13	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction West

17278
 Cellars Clough
 Sep 25

Sunday, 28 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	36	0	0	0	0	1	10	11	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	0	0	0	3	6	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	0	7	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	2	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	0	0	0	0	1	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	22	0	0	0	0	1	5	7	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	36	0	0	0	0	1	4	22	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	62	0	0	0	0	1	7	24	28	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	150	0	0	0	2	2	17	70	51	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	206	0	0	0	0	4	34	99	64	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	245	0	0	3	5	9	63	106	54	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	247	0	0	5	8	10	56	103	55	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	248	0	1	4	5	5	62	125	41	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	234	0	1	1	1	10	54	103	59	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	217	0	0	1	1	5	42	114	51	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	232	0	0	1	4	18	43	122	38	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	159	0	1	0	0	8	40	66	34	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	116	0	0	0	0	2	29	49	25	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	103	0	0	0	2	4	26	42	23	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	76	0	0	0	0	3	22	28	13	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	53	0	0	1	1	2	10	24	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	0	5	13	15	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	0	3	1	9	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2152	0	3	15	26	75	451	1003	507	61	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2406	0	3	16	29	85	514	1104	558	81	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2463	0	3	16	29	93	528	1128	563	86	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2564	0	3	16	29	97	557	1162	591	90	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction West

17278
Cellars Clough
Sep 25

Monday, 29 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	12	0	0	0	0	0	5	3	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	5	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	31	0	0	0	0	0	0	11	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	74	0	0	0	0	2	9	21	33	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	210	0	0	0	0	1	15	103	83	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	180	0	0	0	0	1	21	119	33	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	174	0	0	0	3	8	50	87	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	167	0	2	1	2	11	53	78	19	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	169	0	0	3	2	9	55	71	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	194	0	0	0	1	12	66	92	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	159	0	0	0	1	12	35	80	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	185	0	0	0	3	14	52	80	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	211	0	0	0	1	14	58	96	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	244	0	1	2	4	10	67	122	36	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	276	0	0	4	2	22	59	103	76	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	192	0	0	0	4	10	61	94	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	149	0	0	6	2	10	43	65	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	82	0	0	0	0	4	27	33	16	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	68	0	0	0	0	1	12	32	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	43	0	0	1	0	2	5	18	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	0	2	1	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2361	0	3	10	23	124	592	1125	441	37	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2734	0	3	16	25	141	683	1276	530	51	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2788	0	3	17	25	143	690	1295	549	54	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2857	0	3	17	25	144	702	1319	572	60	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction West

17278
Cellars Clough
Sep 25

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	16	0	0	0	0	0	3	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	1	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	2	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	25	0	0	0	0	1	2	7	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	71	0	0	0	0	1	9	24	27	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	149	0	0	0	1	4	23	67	47	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	166	0	0	1	1	8	33	85	34	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	175	0	0	1	1	8	46	81	33	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	196	0	0	2	4	13	53	90	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	207	0	0	3	3	11	57	93	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	217	0	0	2	3	12	57	101	37	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	209	0	0	1	3	8	57	101	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	209	0	0	1	2	14	59	87	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	216	0	0	1	2	9	54	106	38	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	244	0	0	2	3	12	58	119	43	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	237	0	1	1	2	9	49	108	56	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	185	0	0	1	1	5	49	88	36	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	147	0	0	1	1	9	40	62	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	97	0	0	0	0	4	28	41	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	75	0	0	0	0	3	16	32	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	63	0	0	0	0	3	14	26	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	3	5	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2410	0	2	15	27	113	597	1125	467	53	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2800	0	2	16	28	130	690	1285	560	72	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2891	0	2	17	28	136	709	1322	583	77	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2967	0	2	17	28	138	722	1347	606	85	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

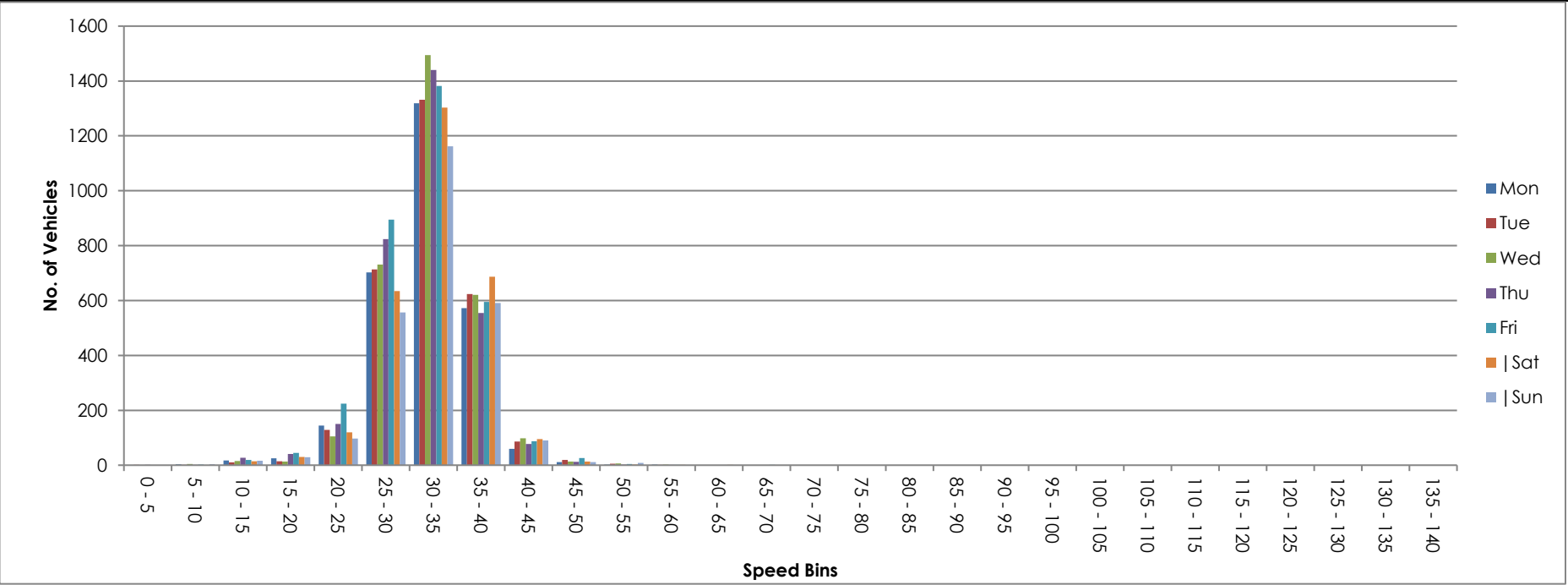
Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction West

17278
Cellars Clough
Sep 25

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	2857	0	3	17	25	144	702	1319	572	60	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	2935	1	1	10	14	129	713	1332	624	86	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	3102	0	4	15	13	105	731	1494	621	98	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	3131	1	1	27	41	150	824	1440	555	77	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	3281	0	2	19	45	224	895	1382	595	87	26	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	2900	0	0	14	30	120	634	1303	687	95	13	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	2564	0	3	16	29	97	557	1162	591	90	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	3061	0	2	18	28	150	773	1393	593	82	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	2967	0	2	17	28	138	722	1347	606	85	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	20770	2	14	118	197	969	5056	9432	4245	593	105	29	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction Both Directions

17278
Cellars Clough
Sep 25

Tuesday, 23 September 2025

Automatic Traffic Count

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.9	37.9
0100	18	0	17	0	1	0	0	0	0	0	0	0	0	3	16.7	2	11.1	1	5.6	32.7	44.7
0200	14	0	13	0	1	0	0	0	0	0	0	0	0	2	14.3	0	0.0	0	0.0	34.4	40
0300	15	0	13	0	2	0	0	0	0	0	0	0	0	5	33.3	1	6.7	0	0.0	36.1	43.9
0400	25	1	20	0	4	0	0	0	0	0	0	0	0	3	12.0	1	4.0	0	0.0	34.5	38.5
0500	92	1	81	0	9	0	0	0	0	1	0	0	0	32	34.8	7	7.6	1	1.1	38	43.1
0600	223	5	184	1	31	1	1	0	0	0	0	0	0	37	16.6	6	2.7	1	0.4	35.6	40.4
0700	407	4	351	2	45	1	2	0	1	0	1	0	0	44	10.8	6	1.5	1	0.2	35.1	39.5
0800	463	7	406	3	41	3	2	1	0	0	0	0	0	50	10.8	4	0.9	1	0.2	33.9	39
0900	369	2	311	1	47	5	1	0	1	0	1	0	0	25	6.8	2	0.5	0	0.0	34	38.2
1000	358	5	295	2	36	13	4	1	0	1	1	0	0	30	8.4	4	1.1	1	0.3	33.3	38.1
1100	344	6	286	2	39	8	3	0	0	0	0	0	0	23	6.7	0	0.0	0	0.0	33.3	38.4
1200	380	5	325	1	42	4	1	0	0	0	1	0	1	20	5.3	3	0.8	1	0.3	33.8	37.6
1300	385	5	319	2	38	14	2	0	0	1	4	0	0	19	4.9	3	0.8	2	0.5	33.5	38.1
1400	396	12	342	2	30	5	4	0	1	0	0	0	0	27	6.8	7	1.8	1	0.3	33.5	38.2
1500	416	6	345	1	51	8	2	1	2	0	0	0	0	28	6.7	2	0.5	0	0.0	33.7	38
1600	458	8	411	2	28	8	1	0	0	0	0	0	0	47	10.3	4	0.9	0	0.0	34.4	39.2
1700	444	6	408	2	15	13	0	0	0	0	0	0	0	62	14.0	9	2.0	1	0.2	34.8	39.5
1800	462	6	419	1	21	13	1	1	0	0	0	0	0	46	10.0	5	1.1	1	0.2	34.3	38.7
1900	310	2	279	1	18	10	0	0	0	0	0	0	0	18	5.8	1	0.3	0	0.0	33.3	38
2000	202	1	179	1	15	5	1	0	0	0	0	0	0	19	9.4	3	1.5	1	0.5	33.6	38.1
2100	148	0	138	0	8	1	1	0	0	0	0	0	0	17	11.5	6	4.1	0	0.0	34.2	39.5
2200	73	1	62	0	10	0	0	0	0	0	0	0	0	6	8.2	1	1.4	0	0.0	34	38.7
2300	57	0	45	1	8	2	1	0	0	0	0	0	0	16	28.1	2	3.5	1	1.8	35.7	41.5
07-19	4882	72	4218	21	433	95	23	4	5	2	8	0	1	421	8.6	49	1.0	9	0.2	34	38.6
06-22	5765	80	4998	24	505	112	26	4	5	2	8	0	1	512	8.9	65	1.1	11	0.2	34	38.6
06-00	5895	81	5105	25	523	114	27	4	5	2	8	0	1	534	9.1	68	1.2	12	0.2	34	38.7
00-00	6082	83	5272	25	540	114	27	4	5	3	8	0	1	579	9.5	79	1.3	14	0.2	34.1	38.8

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction Both Directions

17278
Cellars Clough
Sep 25

Wednesday, 24 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	33	0	29	0	3	1	0	0	0	0	0	0	0	4	12.1	2	6.1	1	3.0	36.6	39.9
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	2	18.2	1	9.1	1	9.1	35.1	46.8
0200	11	0	9	0	2	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	34.2	38.9
0300	15	0	13	0	1	0	0	0	1	0	0	0	0	2	13.3	0	0.0	0	0.0	35	39.8
0400	28	0	25	0	2	1	0	0	0	0	0	0	0	3	10.7	2	7.1	0	0.0	35.4	39.3
0500	88	2	76	0	10	0	0	0	0	0	0	0	0	29	33.0	6	6.8	2	2.3	37.9	42.4
0600	206	6	172	0	26	2	0	0	0	0	0	0	0	31	15.1	3	1.5	1	0.5	35.6	40
0700	424	8	368	0	37	5	4	0	2	0	0	0	0	45	10.6	4	0.9	1	0.2	34.9	39
0800	438	8	372	3	44	7	3	0	0	0	1	0	0	35	8.0	2	0.5	1	0.2	33.7	38.4
0900	393	2	334	1	41	12	2	0	0	0	1	0	0	23	5.9	0	0.0	0	0.0	34	37.7
1000	351	4	291	2	41	9	2	0	0	1	1	0	0	18	5.1	3	0.9	2	0.6	33.7	38
1100	381	12	311	1	46	9	2	0	0	0	0	0	0	23	6.0	3	0.8	1	0.3	32.8	37.6
1200	419	8	331	0	59	11	7	0	1	2	0	0	0	30	7.2	6	1.4	3	0.7	32.9	38.6
1300	391	5	325	5	40	12	2	0	1	0	1	0	0	20	5.1	1	0.3	0	0.0	33.5	37.9
1400	392	4	336	3	33	13	1	0	1	0	1	0	0	33	8.4	5	1.3	1	0.3	33.6	38.1
1500	413	5	358	0	35	11	1	0	0	2	0	0	1	40	9.7	7	1.7	1	0.2	34.3	38.7
1600	477	3	417	1	39	14	2	0	0	1	0	0	0	38	8.0	2	0.4	0	0.0	33.8	38.4
1700	534	6	487	1	29	9	1	0	0	0	1	0	0	44	8.2	4	0.7	3	0.6	34.5	38.6
1800	475	2	434	1	22	15	1	0	0	0	0	0	0	32	6.7	2	0.4	0	0.0	34.2	38.5
1900	335	4	307	0	19	4	1	0	0	0	0	0	0	26	7.8	3	0.9	1	0.3	33.3	37.9
2000	210	1	191	0	11	7	0	0	0	0	0	0	0	30	14.3	2	1.0	1	0.5	34.6	39.4
2100	134	1	123	0	8	2	0	0	0	0	0	0	0	20	14.9	1	0.7	0	0.0	34.9	40
2200	196	1	178	0	15	1	1	0	0	0	0	0	0	27	13.8	4	2.0	0	0.0	34.4	39.6
2300	55	0	43	0	7	4	1	0	0	0	0	0	0	8	14.6	4	7.3	3	5.5	35	40
07-19	5088	67	4364	18	466	127	28	0	5	6	6	0	1	381	7.5	39	0.8	13	0.3	33.9	38.4
06-22	5973	79	5157	18	530	142	29	0	5	6	6	0	1	488	8.2	48	0.8	16	0.3	33.9	38.5
06-00	6224	80	5378	18	552	147	31	0	5	6	6	0	1	523	8.4	56	0.9	19	0.3	34	38.5
00-00	6410	82	5541	18	570	149	31	0	6	6	6	0	1	564	8.8	67	1.0	23	0.4	34	38.6

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction Both Directions

17278
Cellars Clough
Sep 25

Thursday, 25 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	29	1	27	0	1	0	0	0	0	0	0	0	0	5	17.2	0	0.0	0	0.0	36.6	41.2
0100	17	0	17	0	0	0	0	0	0	0	0	0	0	2	11.8	0	0.0	0	0.0	33	39.7
0200	16	0	15	0	1	0	0	0	0	0	0	0	0	2	12.5	1	6.3	0	0.0	33.3	40
0300	11	0	10	0	1	0	0	0	0	0	0	0	0	4	36.4	1	9.1	0	0.0	38.9	44.2
0400	29	0	25	0	4	0	0	0	0	0	0	0	0	8	27.6	1	3.4	1	3.4	36.1	41.4
0500	68	1	58	0	8	1	0	0	0	0	0	0	0	19	27.9	5	7.4	0	0.0	37.1	44.2
0600	208	5	171	0	27	4	0	0	0	0	1	0	0	40	19.2	9	4.3	2	1.0	35.5	40.6
0700	400	4	348	0	39	5	1	1	0	1	1	0	0	50	12.5	5	1.3	0	0.0	34.6	39.4
0800	418	4	362	1	39	6	2	1	1	0	2	0	0	29	6.9	2	0.5	1	0.2	33.4	38
0900	391	6	322	0	49	11	3	0	0	0	0	0	0	34	8.7	4	1.0	0	0.0	34	38.4
1000	400	3	340	1	43	8	1	0	0	0	3	0	1	23	5.8	2	0.5	0	0.0	32.8	38.1
1100	418	9	355	1	38	11	4	0	0	0	0	0	0	22	5.3	0	0.0	0	0.0	32.6	36.9
1200	422	7	348	2	46	13	3	0	2	0	1	0	0	19	4.5	2	0.5	0	0.0	32.7	36.9
1300	414	4	352	2	44	10	1	0	0	0	1	0	0	18	4.3	1	0.2	0	0.0	32.2	36.8
1400	425	4	363	1	42	8	7	0	0	0	0	0	0	27	6.4	5	1.2	1	0.2	33.2	37.6
1500	443	6	378	0	37	19	1	1	0	1	0	0	0	30	6.8	4	0.9	0	0.0	32.6	37.5
1600	519	10	469	0	26	11	2	0	0	0	1	0	0	37	7.1	1	0.2	1	0.2	32.6	38.2
1700	484	4	432	2	25	20	1	0	0	0	0	0	0	46	9.5	7	1.4	3	0.6	34.1	38.3
1800	414	3	373	2	26	9	1	0	0	0	0	0	0	40	9.7	6	1.4	2	0.5	34.5	38.7
1900	313	8	275	0	21	8	1	0	0	0	0	0	0	22	7.0	4	1.3	1	0.3	33.3	37.9
2000	242	1	217	0	18	6	0	0	0	0	0	0	0	28	11.6	5	2.1	1	0.4	34.2	38.9
2100	188	1	175	0	10	2	0	0	0	0	0	0	0	17	9.0	5	2.7	0	0.0	34.4	38.9
2200	113	1	102	1	6	3	0	0	0	0	0	0	0	11	9.7	0	0.0	0	0.0	33.5	39.2
2300	53	0	46	0	3	3	1	0	0	0	0	0	0	8	15.1	3	5.7	2	3.8	33.3	40
07-19	5148	64	4442	12	454	131	27	3	3	2	9	0	1	375	7.3	39	0.8	8	0.2	33.3	38
06-22	6099	79	5280	12	530	151	28	3	3	2	10	0	1	482	7.9	62	1.0	12	0.2	33.4	38.2
06-00	6265	80	5428	13	539	157	29	3	3	2	10	0	1	501	8.0	65	1.0	14	0.2	33.4	38.2
00-00	6435	82	5580	13	554	158	29	3	3	2	10	0	1	541	8.4	73	1.1	15	0.2	33.5	38.3

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction Both Directions

17278
Cellars Clough
Sep 25

Friday, 26 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	30	1	27	0	1	1	0	0	0	0	0	0	0	8	26.7	1	3.3	1	3.3	37.5	41.9
0100	16	0	15	0	1	0	0	0	0	0	0	0	0	3	18.8	1	6.3	0	0.0	35.5	42.9
0200	11	0	11	0	0	0	0	0	0	0	0	0	0	3	27.3	2	18.2	1	9.1	38.7	47.7
0300	10	0	10	0	0	0	0	0	0	0	0	0	0	2	20.0	0	0.0	0	0.0	35.9	-
0400	26	1	18	1	4	0	0	0	1	1	0	0	0	5	19.2	0	0.0	0	0.0	34.6	40.8
0500	65	1	54	0	6	3	0	0	0	1	0	0	0	22	33.9	6	9.2	1	1.5	37.9	43.9
0600	203	5	168	0	23	5	1	0	0	0	1	0	0	46	22.7	10	4.9	1	0.5	36.4	41.5
0700	356	8	281	0	51	10	2	0	1	1	2	0	0	36	10.1	5	1.4	1	0.3	34.8	39.1
0800	416	6	342	3	53	8	2	0	1	1	0	0	0	32	7.7	3	0.7	1	0.2	33.8	38.3
0900	416	3	353	2	46	9	1	0	0	2	0	0	0	34	8.2	4	1.0	0	0.0	33.2	37.8
1000	423	14	352	0	38	17	0	0	0	2	0	0	0	25	5.9	4	0.9	0	0.0	32	37.1
1100	424	10	363	1	30	16	2	1	1	0	0	0	0	20	4.7	2	0.5	0	0.0	32.4	37.3
1200	472	10	405	0	40	8	5	0	2	0	2	0	0	27	5.7	5	1.1	2	0.4	32.9	38
1300	477	7	419	1	37	8	4	0	1	0	0	0	0	28	5.9	3	0.6	1	0.2	32.9	38.2
1400	479	6	423	1	27	16	4	0	1	0	1	0	0	31	6.5	5	1.0	3	0.6	32.7	37.9
1500	509	8	444	1	36	17	1	0	0	0	2	0	0	30	5.9	4	0.8	2	0.4	33.3	37.7
1600	544	9	480	0	33	16	2	0	0	1	3	0	0	64	11.8	9	1.7	2	0.4	34	39
1700	512	4	476	1	22	7	1	0	0	1	0	0	0	48	9.4	2	0.4	1	0.2	33.7	38.5
1800	394	9	355	1	17	11	1	0	0	0	0	0	0	31	7.9	3	0.8	2	0.5	33.6	38.2
1900	305	2	269	2	17	15	0	0	0	0	0	0	0	23	7.5	2	0.7	1	0.3	33.7	38.2
2000	237	3	221	0	10	2	1	0	0	0	0	0	0	21	8.9	11	4.6	2	0.8	33.9	38.5
2100	152	1	138	0	7	6	0	0	0	0	0	0	0	30	19.7	5	3.3	1	0.7	35	40.7
2200	124	0	114	0	7	3	0	0	0	0	0	0	0	7	5.6	1	0.8	0	0.0	33.8	37.5
2300	120	0	104	0	5	11	0	0	0	0	0	0	0	14	11.7	0	0.0	0	0.0	34.5	39.9
07-19	5422	94	4693	11	430	143	25	1	7	8	10	0	0	406	7.5	49	0.9	15	0.3	33.3	38.1
06-22	6319	105	5489	13	487	171	27	1	7	8	11	0	0	526	8.3	77	1.2	20	0.3	33.5	38.3
06-00	6563	105	5707	13	499	185	27	1	7	8	11	0	0	547	8.3	78	1.2	20	0.3	33.5	38.3
00-00	6721	108	5842	14	511	189	27	1	8	10	11	0	0	590	8.8	88	1.3	23	0.3	33.6	38.4

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction Both Directions

17278
 Cellars Clough
 Sep 25

Saturday, 27 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	125	1	110	0	4	8	0	0	0	0	2	0	0	14	11.2	3	2.4	1	0.8	34.5	38.5
0100	40	0	40	0	0	0	0	0	0	0	0	0	0	4	10.0	0	0.0	0	0.0	35.5	39.4
0200	24	0	21	0	2	1	0	0	0	0	0	0	0	3	12.5	0	0.0	0	0.0	34.1	39.4
0300	29	1	26	0	2	0	0	0	0	0	0	0	0	5	17.2	1	3.4	0	0.0	34.3	41.7
0400	19	0	18	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.8	37.4
0500	29	0	23	0	3	3	0	0	0	0	0	0	0	9	31.0	1	3.4	0	0.0	37	41.4
0600	73	2	56	0	11	2	1	0	0	0	1	0	0	9	12.3	0	0.0	0	0.0	34.2	39.7
0700	141	1	118	0	19	3	0	0	0	0	0	0	0	28	19.9	2	1.4	1	0.7	36.5	41.4
0800	264	4	234	0	20	5	1	0	0	0	0	0	0	42	15.9	7	2.7	0	0.0	35.1	40.2
0900	399	7	354	1	24	13	0	0	0	0	0	0	0	29	7.3	3	0.8	0	0.0	34.2	38.5
1000	498	10	444	1	24	13	6	0	0	0	0	0	0	40	8.0	4	0.8	0	0.0	33	38.3
1100	488	17	437	0	19	14	1	0	0	0	0	0	0	42	8.6	1	0.2	0	0.0	33.9	38.7
1200	473	14	431	2	19	6	1	0	0	0	0	0	0	37	7.8	3	0.6	0	0.0	33.3	38.1
1300	459	5	426	2	17	8	1	0	0	0	0	0	0	27	5.9	4	0.9	1	0.2	33.9	38
1400	417	2	392	1	19	3	0	0	0	0	0	0	0	46	11.0	5	1.2	2	0.5	34.7	39.1
1500	450	4	424	0	13	8	1	0	0	0	0	0	0	37	8.2	4	0.9	0	0.0	33.6	38
1600	450	6	418	1	12	13	0	0	0	0	0	0	0	35	7.8	3	0.7	2	0.4	34	38.3
1700	414	1	388	0	20	5	0	0	0	0	0	0	0	37	8.9	4	1.0	1	0.2	34.1	38.6
1800	353	2	325	1	16	8	1	0	0	0	0	0	0	33	9.3	1	0.3	0	0.0	34	38.7
1900	269	1	246	0	11	11	0	0	0	0	0	0	0	16	5.9	2	0.7	2	0.7	33.5	37.7
2000	203	0	185	1	11	5	1	0	0	0	0	0	0	16	7.9	2	1.0	0	0.0	33.7	38
2100	212	1	190	2	6	11	2	0	0	0	0	0	0	9	4.2	3	1.4	0	0.0	32.9	37.6
2200	146	0	138	0	6	2	0	0	0	0	0	0	0	8	5.5	0	0.0	0	0.0	33.9	38.4
2300	124	0	116	0	3	4	1	0	0	0	0	0	0	6	4.8	0	0.0	0	0.0	33.1	37.4
07-19	4806	73	4391	9	222	99	12	0	0	0	0	0	0	433	9.0	41	0.9	7	0.1	34	38.6
06-22	5563	77	5068	12	261	128	16	0	0	0	1	0	0	483	8.7	48	0.9	9	0.2	33.9	38.5
06-00	5833	77	5322	12	270	134	17	0	0	0	1	0	0	497	8.5	48	0.8	9	0.2	33.9	38.5
00-00	6099	79	5560	12	282	146	17	0	0	0	3	0	0	532	8.7	53	0.9	10	0.2	33.9	38.5

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction Both Directions

17278
 Cellars Clough
 Sep 25

Sunday, 28 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	89	0	87	0	1	1	0	0	0	0	0	0	0	3	3.4	0	0.0	0	0.0	33.3	38.3
0100	48	1	46	0	1	0	0	0	0	0	0	0	0	5	10.4	1	2.1	1	2.1	32.2	37.1
0200	23	0	22	0	1	0	0	0	0	0	0	0	0	3	13.0	1	4.3	1	4.3	32.5	39.3
0300	18	0	16	0	1	1	0	0	0	0	0	0	0	2	11.1	0	0.0	0	0.0	34.5	38.4
0400	15	1	13	0	1	0	0	0	0	0	0	0	0	1	6.7	0	0.0	0	0.0	32.2	38.1
0500	26	0	23	0	1	2	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	35.2	39.7
0600	37	0	30	0	6	0	0	0	1	0	0	0	0	7	18.9	0	0.0	0	0.0	36.1	41.9
0700	75	0	67	0	8	0	0	0	0	0	0	0	0	8	10.7	1	1.3	0	0.0	34.8	38.8
0800	158	4	131	1	14	5	1	0	1	0	1	0	0	22	13.9	6	3.8	4	2.5	35.3	39.9
0900	299	4	273	0	14	6	2	0	0	0	0	0	0	39	13.0	4	1.3	1	0.3	35	39.5
1000	405	9	371	0	15	9	0	0	0	1	0	0	0	41	10.1	1	0.2	0	0.0	34.8	39
1100	492	12	461	0	14	5	0	0	0	0	0	0	0	39	7.9	2	0.4	0	0.0	33.7	38.4
1200	543	14	498	1	17	12	1	0	0	0	0	0	0	42	7.7	0	0.0	0	0.0	33.5	38.3
1300	561	12	510	4	18	16	0	0	1	0	0	0	0	40	7.1	5	0.9	0	0.0	33.8	38.2
1400	469	14	430	1	13	9	1	0	0	0	1	0	0	37	7.9	7	1.5	1	0.2	33.9	38.5
1500	455	16	407	0	12	17	3	0	0	0	0	0	0	33	7.3	4	0.9	1	0.2	33.9	38.5
1600	486	8	447	3	18	8	2	0	0	0	0	0	0	37	7.6	2	0.4	1	0.2	33.5	38.8
1700	391	9	359	1	10	10	2	0	0	0	0	0	0	46	11.8	13	3.3	4	1.0	34.7	39.3
1800	267	1	248	0	12	5	1	0	0	0	0	0	0	35	13.1	11	4.1	4	1.5	35.6	39.4
1900	248	1	227	0	11	9	0	0	0	0	0	0	0	19	7.7	3	1.2	1	0.4	33.9	38.3
2000	169	0	147	0	17	5	0	0	0	0	0	0	0	25	14.8	5	3.0	1	0.6	34.6	39.8
2100	107	1	96	0	6	3	1	0	0	0	0	0	0	11	10.3	1	0.9	0	0.0	32.5	39.2
2200	78	0	66	0	8	3	1	0	0	0	0	0	0	11	14.1	2	2.6	0	0.0	32.9	39.6
2300	42	0	38	0	3	1	0	0	0	0	0	0	0	8	19.1	1	2.4	1	2.4	34.4	41.4
07-19	4601	103	4202	11	165	102	13	0	2	1	2	0	0	419	9.1	56	1.2	16	0.3	34.2	38.8
06-22	5162	105	4702	11	205	119	14	0	3	1	2	0	0	481	9.3	65	1.3	18	0.3	34.1	38.8
06-00	5282	105	4806	11	216	123	15	0	3	1	2	0	0	500	9.5	68	1.3	19	0.4	34.1	38.9
00-00	5501	107	5013	11	222	127	15	0	3	1	2	0	0	514	9.3	70	1.3	21	0.4	34.1	38.8

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction Both Directions

17278
 Cellars Clough
 Sep 25

Monday, 29 September 2025

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	25	1	22	0	2	0	0	0	0	0	0	0	0	5	20.0	2	8.0	0	0.0	34.7	43.2
0100	5	0	3	0	1	1	0	0	0	0	0	0	0	1	20.0	1	20.0	1	20.0	35.7	-
0200	12	0	8	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.9	36.8
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	4	57.1	1	14.3	1	14.3	39.6	-
0400	28	1	25	0	2	0	0	0	0	0	0	0	0	6	21.4	4	14.3	3	10.7	36.3	45.2
0500	81	2	69	1	8	0	0	0	0	0	1	0	0	25	30.9	3	3.7	2	2.5	38.4	42
0600	183	2	160	0	19	1	0	0	0	1	0	0	0	36	19.7	3	1.6	0	0.0	36.2	40.7
0700	426	3	388	0	30	5	0	0	0	0	0	0	0	51	12.0	2	0.5	0	0.0	36.1	39.5
0800	421	8	365	2	34	10	1	0	0	0	1	0	0	38	9.0	2	0.5	0	0.0	35	38.6
0900	343	5	289	1	36	8	2	0	0	0	2	0	0	15	4.4	1	0.3	0	0.0	33.1	37.2
1000	387	6	335	0	30	9	5	0	0	1	1	0	0	16	4.1	4	1.0	1	0.3	33.3	37.7
1100	377	2	337	1	27	5	3	0	0	2	0	0	0	14	3.7	1	0.3	0	0.0	33.3	37.7
1200	382	5	324	0	43	7	3	0	0	0	0	0	0	22	5.8	4	1.0	1	0.3	33	37.3
1300	359	8	304	3	25	13	4	0	0	1	1	0	0	32	8.9	3	0.8	1	0.3	33.7	38.9
1400	365	5	315	0	34	9	2	0	0	0	0	0	0	35	9.6	2	0.5	0	0.0	33.7	38.4
1500	420	7	363	0	30	14	3	0	0	1	2	0	0	21	5.0	1	0.2	0	0.0	33.7	38.1
1600	474	5	420	2	33	12	1	1	0	0	0	0	0	40	8.4	7	1.5	2	0.4	33.8	38.6
1700	503	7	458	3	26	7	2	0	0	0	0	0	0	58	11.5	5	1.0	2	0.4	34.3	39.4
1800	371	3	349	2	7	8	2	0	0	0	0	0	0	34	9.2	4	1.1	0	0.0	33.5	38.9
1900	298	3	274	0	11	10	0	0	0	0	0	0	0	20	6.7	3	1.0	0	0.0	32.9	38
2000	196	0	189	0	4	3	0	0	0	0	0	0	0	15	7.7	4	2.0	2	1.0	34.3	39
2100	149	1	141	0	4	3	0	0	0	0	0	0	0	13	8.7	3	2.0	0	0.0	34.2	38.5
2200	95	1	91	0	0	3	0	0	0	0	0	0	0	15	15.8	0	0.0	0	0.0	35.3	40
2300	28	0	23	0	3	1	1	0	0	0	0	0	0	12	42.9	2	7.1	1	3.6	38.2	43.4
07-19	4828	64	4247	14	355	107	28	1	0	5	7	0	0	376	7.8	36	0.7	7	0.1	33.9	38.5
06-22	5654	70	5011	14	393	124	28	1	0	6	7	0	0	460	8.1	49	0.9	9	0.2	34	38.5
06-00	5777	71	5125	14	396	128	29	1	0	6	7	0	0	487	8.4	51	0.9	10	0.2	34	38.6
00-00	5935	75	5259	15	413	129	29	1	0	6	8	0	0	528	8.9	62	1.0	17	0.3	34.1	38.7

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction Both Directions

17278
Cellars Clough
Sep 25

Virtual Day (7)

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	51	1	46	0	2	2	0	0	0	0	0	0	0	6	11.0	1	2.3	0	0.8	34.9	39
0100	22	0	21	0	1	0	0	0	0	0	0	0	0	3	12.9	1	3.9	1	2.6	33.9	39.5
0200	16	0	14	0	2	0	0	0	0	0	0	0	0	2	12.6	1	3.6	0	1.8	33.9	39
0300	15	0	14	0	1	0	0	0	0	0	0	0	0	3	22.9	1	3.8	0	1.0	35.7	42.1
0400	24	1	21	0	3	0	0	0	0	0	0	0	0	4	15.3	1	4.7	1	2.4	35	40.1
0500	64	1	55	0	6	1	0	0	0	0	0	0	0	19	30.3	4	6.2	1	1.3	37.6	42.6
0600	162	4	134	0	20	2	0	0	0	0	0	0	0	29	18.2	4	2.7	1	0.4	35.7	40.4
0700	318	4	274	0	33	4	1	0	1	0	1	0	0	37	11.8	4	1.1	1	0.2	35.2	39.4
0800	368	6	316	2	35	6	2	0	0	0	1	0	0	35	9.6	4	1.0	1	0.3	34.2	38.7
0900	373	4	319	1	37	9	2	0	0	0	1	0	0	28	7.6	3	0.7	0	0.0	33.9	38.1
1000	403	7	347	1	32	11	3	0	0	1	1	0	0	28	6.8	3	0.8	1	0.1	33.3	38.1
1100	418	10	364	1	30	10	2	0	0	0	0	0	0	26	6.3	1	0.3	0	0.0	33.2	38
1200	442	9	380	1	38	9	3	0	1	0	1	0	0	28	6.4	3	0.7	1	0.2	33.2	37.9
1300	435	7	379	3	31	12	2	0	0	0	1	0	0	26	6.0	3	0.7	1	0.2	33.4	38.1
1400	420	7	372	1	28	9	3	0	0	0	0	0	0	34	8.0	5	1.2	1	0.3	33.6	38.3
1500	444	7	388	0	31	13	2	0	0	1	1	0	0	31	7.1	4	0.8	1	0.1	33.6	38
1600	487	7	437	1	27	12	1	0	0	0	1	0	0	43	8.7	4	0.8	1	0.2	33.7	38.6
1700	469	5	430	1	21	10	1	0	0	0	0	0	0	49	10.4	6	1.3	2	0.5	34.3	39
1800	391	4	358	1	17	10	1	0	0	0	0	0	0	36	9.2	5	1.2	1	0.3	34.2	38.7
1900	297	3	268	0	15	10	0	0	0	0	0	0	0	21	6.9	3	0.9	1	0.3	33.4	37.9
2000	208	1	190	0	12	5	0	0	0	0	0	0	0	22	10.6	5	2.2	1	0.5	34.1	38.8
2100	156	1	143	0	7	4	1	0	0	0	0	0	0	17	10.7	3	2.2	0	0.1	34	39
2200	118	1	107	0	7	2	0	0	0	0	0	0	0	12	10.3	1	1.0	0	0.0	34	39.1
2300	68	0	59	0	5	4	1	0	0	0	0	0	0	10	15.0	2	2.5	1	1.7	34.4	40
07-19	4968	77	4365	14	361	115	22	1	3	3	6	0	0	402	8.1	44	0.9	11	0.2	33.8	38.4
06-22	5791	85	5101	15	416	135	24	1	3	4	6	0	0	490	8.5	59	1.0	14	0.2	33.8	38.5
06-00	5977	86	5267	15	428	141	25	1	3	4	6	0	0	513	8.6	62	1.0	15	0.2	33.8	38.5
00-00	6169	88	5438	15	442	145	25	1	4	4	7	0	0	550	8.9	70	1.1	18	0.3	33.9	38.6

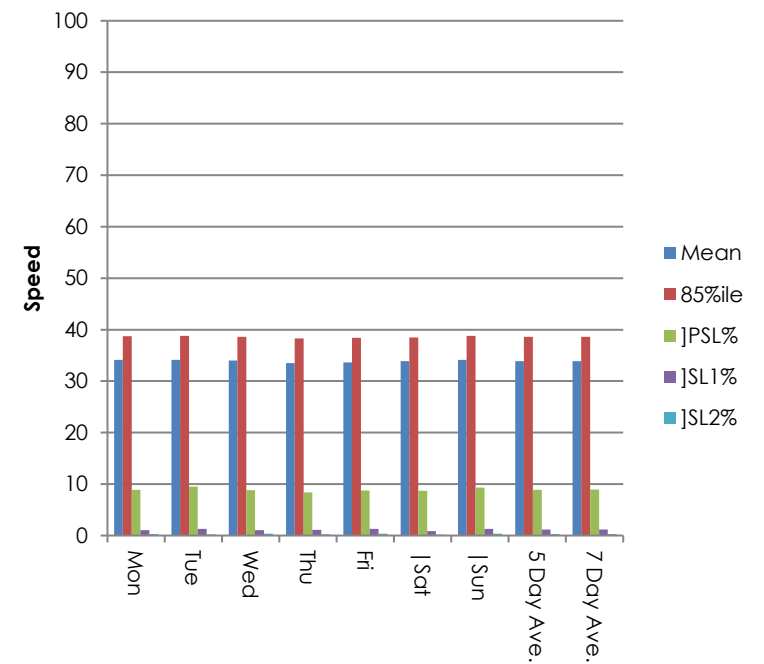
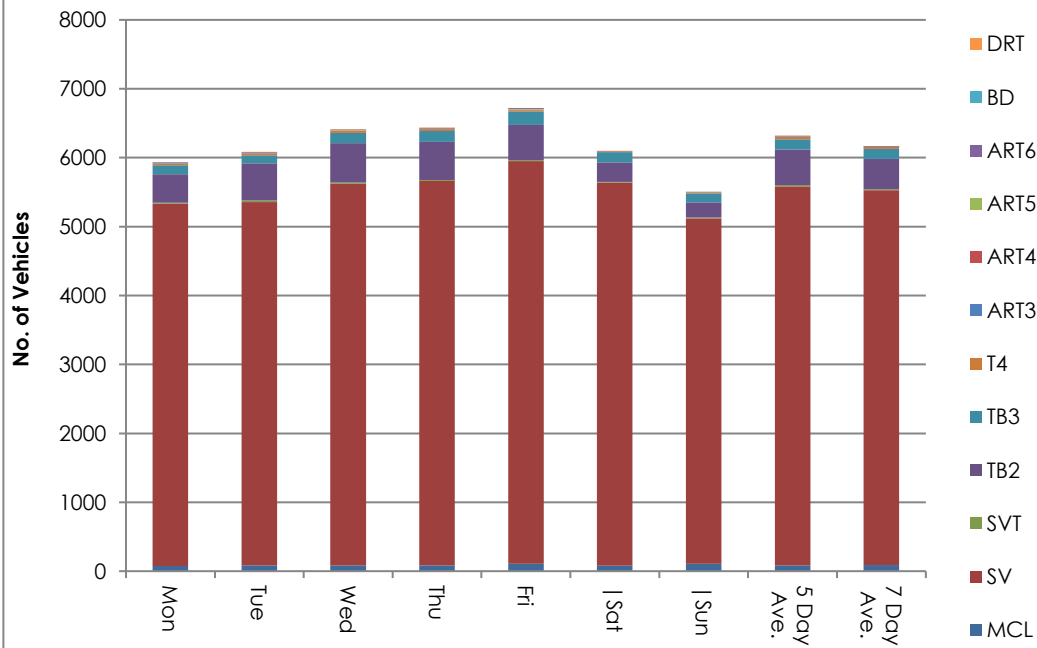
Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction Both Directions

17278
 Cellars Clough
 Sep 25

Virtual Week (1)

Time	Total	Classification												JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 50 DfT	JSL2% 50 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	5935	75	5259	15	413	129	29	1	0	6	8	0	0	528	8.9	62	1.0	17	0.3	34.1	38.7
Tue	6082	83	5272	25	540	114	27	4	5	3	8	0	1	579	9.5	79	1.3	14	0.2	34.1	38.8
Wed	6410	82	5541	18	570	149	31	0	6	6	6	0	1	564	8.8	67	1.0	23	0.4	34	38.6
Thu	6435	82	5580	13	554	158	29	3	3	2	10	0	1	541	8.4	73	1.1	15	0.2	33.5	38.3
Fri	6721	108	5842	14	511	189	27	1	8	10	11	0	0	590	8.8	88	1.3	23	0.3	33.6	38.4
Sat	6099	79	5560	12	282	146	17	0	0	0	3	0	0	532	8.7	53	0.9	10	0.2	33.9	38.5
Sun	5501	107	5013	11	222	127	15	0	3	1	2	0	0	514	9.3	70	1.3	21	0.4	34.1	38.8
5 Day Ave.	6317	86	5499	17	518	148	29	2	4	5	9	0	1	560	8.9	74	1.2	18	0.3	33.9	38.6
7 Day Ave.	6169	88	5438	15	442	145	25	1	4	4	7	0	0	550	8.9	70	1.1	18	0.3	33.9	38.6
--	43183	616	38067	108	3092	1012	175	9	25	28	48	0	3	3848	8.9	492	1.1	123	0.3	33.9	38.6

Summary Graphs



Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction Both Directions

17278
 Cellars Clough
 Sep 25

Tuesday, 23 September 2025

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	23	0	0	0	0	1	0	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	18	0	0	0	0	3	7	2	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	0	3	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	1	1	5	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	25	0	0	0	0	1	2	12	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	92	0	0	0	0	1	7	15	37	23	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	223	0	0	0	2	6	16	68	94	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	407	0	0	1	1	9	36	145	171	36	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	463	0	0	2	5	22	58	175	151	43	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	369	0	0	1	0	9	50	162	122	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	358	0	0	2	2	17	67	145	95	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	344	1	0	2	4	11	58	131	114	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	380	0	0	0	0	6	60	157	137	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	385	0	0	0	4	10	78	132	142	16	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	396	0	0	1	1	17	78	142	130	20	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	416	0	1	1	4	6	62	175	139	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	458	0	0	0	4	9	64	173	161	39	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	444	0	1	0	0	0	68	180	133	51	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	462	0	0	0	3	11	75	162	165	40	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	310	0	0	1	0	14	55	116	106	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	202	0	0	0	0	3	44	76	60	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	148	0	0	0	0	8	23	57	43	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	73	0	0	1	0	3	11	23	29	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	57	0	0	0	0	4	5	14	18	14	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4882	1	2	10	28	127	754	1879	1660	355	57	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5765	1	2	11	30	158	892	2196	1963	426	75	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5895	1	2	12	30	165	908	2233	2010	445	77	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6082	1	2	12	30	172	928	2283	2075	477	88	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction Both Directions

17278
 Cellars Clough
 Sep 25

Wednesday, 24 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	33	0	0	0	0	0	3	8	18	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	4	1	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	0	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	0	1	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	28	0	0	0	0	0	4	7	14	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	88	0	0	0	0	3	5	13	38	23	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	206	0	0	1	4	1	15	60	94	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	424	0	0	0	3	9	50	142	175	39	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	438	1	0	3	3	11	72	171	142	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	393	0	0	0	0	8	59	144	159	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	351	0	0	0	2	13	60	113	145	14	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	381	0	0	4	4	17	68	165	100	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	419	0	0	2	5	26	90	145	121	23	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	391	0	0	0	5	6	58	184	118	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	392	0	2	5	3	7	56	161	125	26	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	413	0	0	0	2	8	58	165	140	30	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	477	0	0	0	1	9	74	225	130	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	534	0	2	2	4	7	53	200	222	38	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	475	0	0	1	0	7	61	199	175	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	335	0	0	0	2	10	70	136	91	23	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	210	0	0	0	0	6	32	78	64	25	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	134	0	0	0	0	2	22	46	44	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	196	0	0	0	0	2	32	82	53	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	55	0	0	0	0	2	8	19	18	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5088	1	4	17	32	128	759	2014	1752	319	49	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5973	1	4	18	38	147	898	2334	2045	413	59	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	6224	1	4	18	38	151	938	2435	2116	439	65	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6410	1	4	18	38	154	955	2479	2197	468	73	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction Both Directions

17278
 Cellars Clough
 Sep 25

Thursday, 25 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	29	0	0	0	0	0	1	7	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	0	0	0	1	5	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	16	0	0	0	0	0	4	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	0	2	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	29	0	0	0	0	2	2	9	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	68	0	0	0	0	2	4	17	26	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	208	0	0	0	3	3	27	64	71	31	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	400	0	0	1	11	10	47	119	162	41	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	418	0	0	1	3	11	83	168	123	27	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	391	0	0	2	1	7	56	153	138	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	400	0	0	5	7	13	75	161	116	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	418	0	0	5	1	15	75	201	99	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	422	0	0	1	6	23	59	205	109	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	414	0	0	1	18	9	92	164	112	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	425	0	0	0	3	12	94	162	127	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	443	1	1	3	9	16	87	170	126	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	519	0	0	3	14	20	109	190	146	35	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	484	0	0	1	1	14	61	214	147	39	4	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
1800	414	0	0	1	0	5	66	141	161	29	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	313	0	0	2	2	15	47	134	91	17	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	242	0	0	0	0	9	35	94	76	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	188	0	0	0	0	4	28	75	64	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	113	0	0	1	0	7	16	44	34	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	53	0	0	0	0	5	11	19	10	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5148	1	1	24	74	155	904	2048	1566	322	45	5	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
06-22	6099	1	1	26	79	186	1041	2415	1868	402	68	6	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
06-00	6265	1	1	27	79	198	1068	2478	1912	417	70	8	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
00-00	6435	1	1	27	79	203	1084	2526	1973	446	80	8	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction Both Directions

17278
 Cellars Clough
 Sep 25

Friday, 26 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	30	0	0	0	0	0	3	4	15	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	0	0	0	0	2	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	1	1	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	2	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	26	0	0	0	1	2	1	8	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	65	0	0	0	0	1	5	13	24	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	203	0	0	1	0	2	19	50	85	32	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	356	0	0	0	5	7	40	110	158	29	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	416	0	0	2	6	20	50	145	161	29	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	416	0	0	1	2	22	79	148	130	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	423	0	0	4	4	37	96	153	104	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	424	0	0	1	7	24	96	159	117	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	472	0	1	3	8	12	95	196	130	19	6	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	477	0	0	1	9	22	102	161	154	25	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	479	0	0	0	10	44	87	164	143	25	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	509	0	0	2	6	15	83	212	161	25	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	544	0	1	4	8	20	83	183	181	48	14	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	512	0	0	1	11	11	79	203	159	43	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	394	0	0	2	0	9	81	151	120	25	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	305	0	0	0	0	13	51	113	105	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	237	0	0	0	1	1	55	98	61	8	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	152	0	0	0	2	5	20	52	43	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	124	0	0	0	0	5	14	57	41	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	120	0	0	0	0	6	15	41	44	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5422	0	2	21	76	243	971	1985	1718	336	55	10	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	6319	0	2	22	79	264	1116	2298	2012	417	89	14	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	6563	0	2	22	79	275	1145	2396	2097	437	90	14	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6721	0	2	22	80	278	1159	2431	2159	467	100	17	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction Both Directions

17278
Cellars Clough
Sep 25

Saturday, 27 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	125	0	0	0	0	1	14	57	39	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	40	0	0	0	0	0	2	15	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	24	0	0	0	0	2	2	13	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	29	0	0	0	1	1	4	9	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	19	0	0	0	0	0	1	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	29	0	0	0	0	0	2	8	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	73	0	0	0	1	4	13	17	29	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	141	0	0	1	0	2	11	32	67	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	264	0	0	0	2	10	21	87	102	35	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	399	0	0	2	2	9	64	115	178	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	498	0	0	7	21	18	69	184	159	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	488	0	0	2	4	18	67	188	167	40	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	473	0	0	2	10	15	73	197	139	33	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	459	0	0	1	4	7	66	194	160	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	417	0	0	0	3	6	61	126	175	41	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	450	0	0	0	3	18	65	183	144	33	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	450	0	0	1	6	11	65	164	168	30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	414	0	0	0	4	12	61	153	147	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	353	0	0	0	1	4	64	140	111	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	269	0	0	0	1	5	52	116	79	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	203	0	0	0	0	9	28	85	65	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	212	0	0	0	2	11	41	82	67	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	146	0	0	0	0	4	30	50	54	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	124	0	0	0	0	0	26	60	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4806	0	0	16	60	130	687	1763	1717	378	48	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5563	0	0	16	64	159	821	2063	1957	420	54	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5833	0	0	16	64	163	877	2173	2043	433	55	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6099	0	0	16	65	167	902	2287	2130	461	61	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction Both Directions

17278
 Cellars Clough
 Sep 25

Sunday, 28 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	89	0	0	0	0	2	23	31	30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	48	0	0	0	1	3	10	22	7	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	23	0	0	0	0	1	8	7	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	0	0	0	0	3	6	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	1	0	3	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	26	0	0	0	0	0	2	9	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	37	0	0	0	0	1	5	8	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	75	0	0	0	0	1	6	38	22	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	158	0	0	2	2	7	8	43	74	15	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	299	0	0	0	6	5	26	102	121	33	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	405	0	0	0	2	5	45	139	173	40	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	492	0	0	4	6	14	74	179	176	37	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	543	0	0	5	9	14	85	200	188	41	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	561	0	1	4	8	9	83	205	211	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	469	0	1	1	3	15	70	189	153	30	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	455	0	0	1	5	15	51	207	143	26	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	486	0	0	1	11	24	58	194	161	34	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	391	0	1	0	7	12	49	121	155	32	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	267	0	0	0	1	3	34	91	103	23	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	248	0	0	0	5	6	40	84	94	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	169	0	0	0	0	4	29	53	58	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	107	0	0	2	4	7	11	48	24	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	78	0	0	0	0	8	15	31	13	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	4	5	15	10	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4601	0	3	18	60	124	589	1708	1680	352	51	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5162	0	3	20	69	142	674	1901	1872	401	62	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5282	0	3	20	69	154	694	1947	1895	416	65	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5501	0	3	20	71	160	743	2029	1961	427	66	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction Both Directions

17278
 Cellars Clough
 Sep 25

Monday, 29 September 2025

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	25	0	0	0	0	1	5	7	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	1	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	1	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	2	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	28	0	0	0	0	2	5	7	8	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	81	0	0	0	0	0	1	17	38	21	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	183	0	0	0	0	4	18	45	80	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	426	0	0	0	0	2	21	140	212	48	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	421	0	0	0	3	2	31	173	174	31	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	343	0	0	0	6	10	56	138	118	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	387	0	2	2	3	15	61	153	135	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	377	0	0	3	4	11	64	139	142	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	382	0	0	0	3	16	75	160	106	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	359	0	0	1	3	21	53	131	118	27	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	365	0	0	0	3	16	56	139	116	32	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	420	0	0	0	2	16	66	146	169	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	474	0	1	3	8	14	77	158	173	30	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	503	0	0	5	3	25	69	143	200	52	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	371	0	0	0	6	13	72	143	103	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	298	0	0	6	3	11	56	114	88	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	196	0	0	0	0	5	33	69	74	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	149	0	0	1	0	5	18	57	55	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	95	0	0	1	0	3	7	26	43	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	0	4	2	10	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4828	0	3	14	44	161	701	1763	1766	317	52	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5654	0	3	21	47	186	826	2048	2063	384	67	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5777	0	3	22	47	189	837	2076	2116	408	69	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5935	0	3	22	47	194	850	2118	2173	437	74	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location A62 Manchester Road - 53.608268, -1.912472
 Direction Both Directions

17278
 Cellars Clough
 Sep 25

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	51	0	0	0	0	1	7	18	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	0	0	0	1	4	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	16	0	0	0	0	1	3	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	0	2	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	24	0	0	0	0	1	3	9	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	64	0	0	0	0	1	4	13	27	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	162	0	0	0	1	3	16	45	67	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	318	0	0	0	3	6	30	104	138	32	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	368	0	0	1	3	12	46	137	132	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	373	0	0	1	2	10	56	137	138	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	403	0	0	3	6	17	68	150	132	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	418	0	0	3	4	16	72	166	131	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	442	0	0	2	6	16	77	180	133	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	435	0	0	1	7	12	76	167	145	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	420	0	0	1	4	17	72	155	138	28	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	444	0	0	1	4	13	67	180	146	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	487	0	0	2	7	15	76	184	160	36	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	469	0	1	1	4	12	63	173	166	41	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	391	0	0	1	2	7	65	147	134	29	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	297	0	0	1	2	11	53	116	93	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	208	0	0	0	0	5	37	79	65	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	156	0	0	0	1	6	23	60	49	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	118	0	0	0	0	5	18	45	38	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	68	0	0	0	0	3	11	24	20	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4968	0	2	17	53	153	766	1880	1694	340	51	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5791	0	2	19	58	177	895	2179	1969	409	68	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5977	0	2	20	58	185	924	2248	2027	428	70	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6169	0	2	20	59	190	946	2308	2095	455	77	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

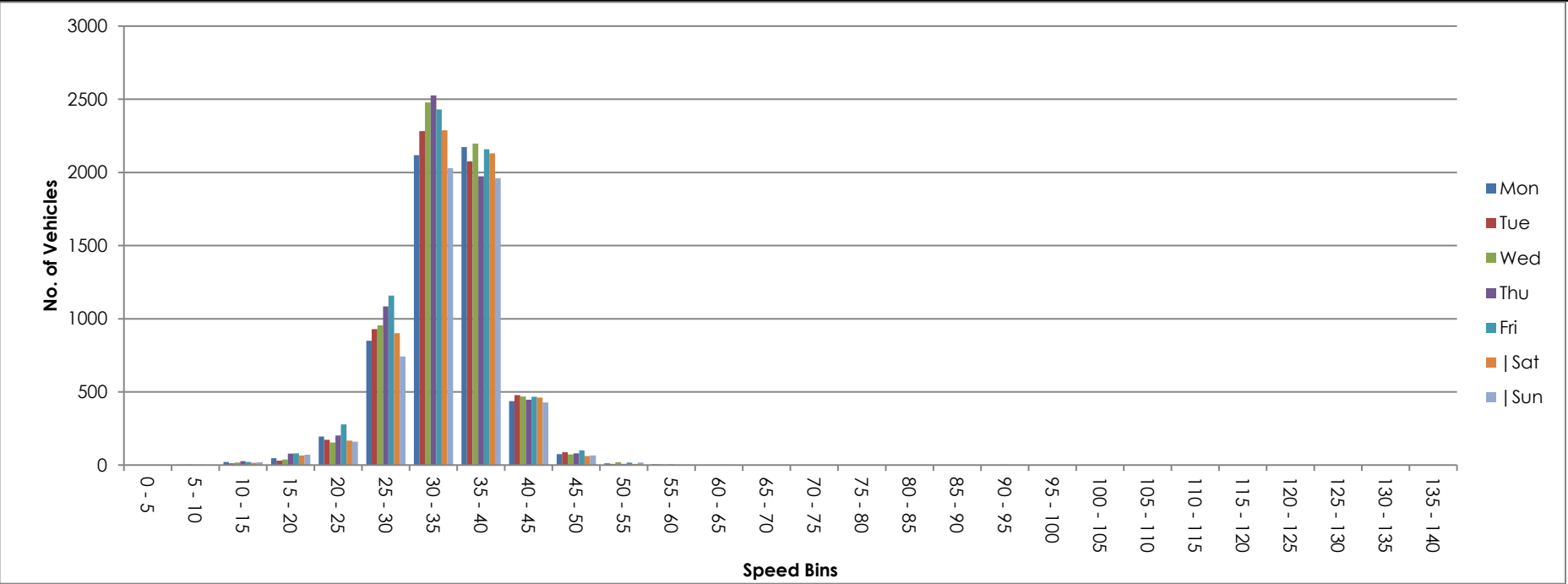
Site 1
Location A62 Manchester Road - 53.608268, -1.912472
Direction Both Directions

17278
Cellars Clough
Sep 25

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	5935	0	3	22	47	194	850	2118	2173	437	74	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	6082	1	2	12	30	172	928	2283	2075	477	88	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	6410	1	4	18	38	154	955	2479	2197	468	73	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	6435	1	1	27	79	203	1084	2526	1973	446	80	8	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
Fri	6721	0	2	22	80	278	1159	2431	2159	467	100	17	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	6099	0	0	16	65	167	902	2287	2130	461	61	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	5501	0	3	20	71	160	743	2029	1961	427	66	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	6317	1	2	20	55	200	995	2367	2115	459	83	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	6169	0	2	20	59	190	946	2308	2095	455	77	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	43183	3	15	137	410	1328	6621	16153	14668	3183	542	91	26	3	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0

Summary Graphs



ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7\text{m}$ & axles=2		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7\text{m}$, $d(1) \leq 3.2\text{m}$ & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, $d(1) \geq 2.1\text{m}$, $d(1) \leq 3.2\text{m}$, $d(2) \geq 2.1\text{m}$ & axles=3,4,5		
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2\text{m}$ & axles=2		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2\text{m}$, axles=3 & groups=3		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10 - 15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DfT (Department For Transport) standard. DfT is PSL plus 10mph.
>SL2% DfT	Greater than DfT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed

Appendix D

TRICS data

Audit Code: 23a2bcf9-2dc4-4f73-9ebc-2d42bb465289

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
	IW	ISLE OF WIGHT	1 day
	KC	KENT	1 day
	SP	SOUTHAMPTON	1 day
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	DC	DORSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	3 days

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

Audit Code: 23a2bcf9-2dc4-4f73-9ebc-2d42bb465289

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:	DWELLS
Actual Range:	3.15 to 26.43 (units:DWELLS)
Range Selected by User:	4 to 4334 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 22/05/24

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:

Monday	1 days
Thursday	3 days
Tuesday	4 days
Wednesday	1 days

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

Selected survey types:

Manual count	9
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	8 days
Free Standing (PPS6 Out of Town)	1 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:

No Sub Category	3 days
Out of Town	5 days
Village	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 Excluded	8 days
Servicing vehicles Included	1 days

Audit Code: 23a2bcf9-2dc4-4f73-9ebc-2d42bb465289

Secondary Filtering Selection:

Use Class:

C3	9 surveys
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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:

220 - 4126

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	3 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	4 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	1 surveys
25,001 to 50,000	3 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	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	2 surveys
1.1 to 1.5	7 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: 23a2bcf9-2dc4-4f73-9ebc-2d42bb465289

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	1 surveys
Yes	8 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:

No PTAL Present	9 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:

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

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.

Audit Code: 23a2bcf9-2dc4-4f73-9ebc-2d42bb465289

1 A350 SHAFTESBURY Edge of Town No Sub Category Site area: 6.63 hect Survey date: Tuesday 31/10/2023	DC-03-A-11	MIXED HOUSES	DORSET	Survey Type: Manual
2 BOTLEY ROAD WHITELEY Edge of Town Out of Town Site area: 7.01 hect Survey date: Thursday 24/06/2021	HC-03-A-26	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
3 MEDHAM FARM LANE NEAR COWES MEDHAM Free Standing (PPS6 Out of Town) Out of Town Site area: 7.19 hect Survey date: Tuesday 25/06/2019	IW-03-A-01	DETACHED HOUSES	ISLE OF WIGHT	Survey Type: Manual
4 COLDHARBOUR ROAD GRAVESEND Edge of Town No Sub Category Site area: 7.2 hect Survey date: Monday 20/03/2023	KC-03-A-11	MIXED HOUSES & FLATS	KENT	Survey Type: Manual
5 SILFIELD ROAD WYMONDHAM Edge of Town Out of Town Site area: 26.43 hect Survey date: Wednesday 22/09/2021	NF-03-A-23	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
6 NORWICH ROAD SWAFFHAM Edge of Town Out of Town Site area: 3.15 hect Survey date: Tuesday 27/09/2022	NF-03-A-34	MIXED HOUSES	NORFOLK	Survey Type: Manual
7 LONDON ROAD WYMONDHAM Edge of Town No Sub Category Site area: 3.2 hect Survey date: Thursday 29/09/2022	NF-03-A-36	MIXED HOUSES	NORFOLK	Survey Type: Manual
8 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END Edge of Town Out of Town	SP-03-A-02	MIXED HOUSES & FLATS	SOUTHAMPTON	

Audit Code: 23a2bcf9-2dc4-4f73-9ebc-2d42bb465289

Site area: 20.9 hect
Survey date: Tuesday 12/10/2021

Survey Type: Manual

9 WS-03-A-24 MIXED HOUSES WEST SUSSEX

MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village

Site area: 13.49 hect
Survey date: Thursday 23/05/2024

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-03-A-09	12-10-2016	Northern Ireland
CV-03-A-02	22-05-2017	Rol
CV-03-A-03	22-05-2017	Rol
DC-03-A-09	19-11-2021	Removed: Site re-surveyed by DC-03-A-11
NF-03-A-07	16-09-2019	Removed: Site re-surveyed by NF-03-A-23
NF-03-A-07	17-09-2019	Removed: Site re-surveyed by NF-03-A-23
NF-03-A-07	18-09-2019	Removed: Site re-surveyed by NF-03-A-23
NF-03-A-07	19-09-2019	Removed: Site re-surveyed by NF-03-A-23
NF-03-A-07	20-09-2019	Removed: Site re-surveyed by NF-03-A-23
NF-03-A-15	20-09-2018	Removed: Site re-surveyed by NF-03-A-07
TI-03-A-01	17-06-2021	Rol
WC-03-A-01	28-05-2018	Rol
WS-03-A-12	16-06-2021	Removed: Site re-surveyed by WS-03-A-24

Audit Code: 23a2bcf9-2dc4-4f73-9ebc-2d42bb465289

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 73 DWELLS shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	9	231	0.078	5.659	0.260	18.944	0.338	24.603
08:00-09:00	9	231	0.134	9.771	0.359	26.220	0.493	35.990
09:00-10:00	9	231	0.123	8.962	0.146	10.685	0.269	19.647
10:00-11:00	9	231	0.115	8.400	0.137	10.017	0.252	18.417
11:00-12:00	9	231	0.107	7.803	0.152	11.071	0.259	18.874
12:00-13:00	9	231	0.133	9.736	0.147	10.720	0.280	20.455
13:00-14:00	9	231	0.143	10.439	0.140	10.228	0.283	20.666
14:00-15:00	9	231	0.132	9.630	0.139	10.157	0.271	19.788
15:00-16:00	9	231	0.234	17.117	0.168	12.231	0.402	29.348
16:00-17:00	9	231	0.277	20.209	0.156	11.352	0.433	31.562
17:00-18:00	9	231	0.314	22.951	0.141	10.298	0.455	33.249
18:00-19:00	9	231	0.231	16.835	0.115	8.365	0.346	25.200
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			2.021	147.511	2.060	150.288	4.081	297.799

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: 23a2bcf9-2dc4-4f73-9ebc-2d42bb465289

Parameter Summary:

Trip rate parameter range selected:	4 - 4334 (units: DWELLS)
Survey date date range:	25/06/2019 - 23/05/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
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 E

NOMIS output

WU01EW - Location of usual residence and place of work by sex (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
sex All persons

usual residence

place of work	E02002322 : Kirklees 052		
	East	West	
Barnsley	13	6	7
Bradford	72	72	0
Calderdale	179	179	0
East Riding of Yorkshire	2	2	0
Harrogate	4	4	0
Kingston upon Hull, City of	1	1	0
Leeds	137	137	0
North East Lincolnshire	1	1	0
Richmondshire	1	1	0
Rotherham	4	0	4
Selby	2	2	0
Sheffield	10	0	10
Wakefield	36	36	0
York	1	1	0
E02002271 : Kirklees 001	5	5	0
E02002272 : Kirklees 002	5	5	0
E02002273 : Kirklees 003	6	6	0
E02002274 : Kirklees 004	2	2	0
E02002275 : Kirklees 005	12	12	0
E02002277 : Kirklees 007	1	1	0
E02002278 : Kirklees 008	3	3	0
E02002279 : Kirklees 009	8	8	0
E02002280 : Kirklees 010	4	4	0
E02002281 : Kirklees 011	5	5	0
E02002283 : Kirklees 013	2	2	0
E02002284 : Kirklees 014	2	2	0
E02002285 : Kirklees 015	10	10	0
E02002286 : Kirklees 016	9	9	0
E02002287 : Kirklees 017	12	12	0
E02002288 : Kirklees 018	3	3	0
E02002289 : Kirklees 019	3	3	0
E02002291 : Kirklees 021	4	4	0
E02002292 : Kirklees 022	11	11	0
E02002293 : Kirklees 023	11	11	0
E02002294 : Kirklees 024	4	4	0
E02002295 : Kirklees 025	37	37	0
E02002296 : Kirklees 026	11	11	0
E02002297 : Kirklees 027	10	10	0
E02002298 : Kirklees 028	2	2	0
E02002299 : Kirklees 029	232	232	0
E02002300 : Kirklees 030	7	7	0
E02002301 : Kirklees 031	22	22	0
E02002302 : Kirklees 032	7	3	4
E02002303 : Kirklees 033	78	78	0
E02002304 : Kirklees 034	54	54	0
E02002305 : Kirklees 035	5	5	0
E02002306 : Kirklees 036	16	16	0

E02002307 : Kirklees 037	5	5	0
E02002308 : Kirklees 038	34	34	0
E02002309 : Kirklees 039	47	47	0
E02002310 : Kirklees 040	7	4	3
E02002311 : Kirklees 041	18	18	0
E02002312 : Kirklees 042	127	0	127
E02002313 : Kirklees 043	35	35	0
E02002314 : Kirklees 044	15	15	0
E02002315 : Kirklees 045	96	96	0
E02002316 : Kirklees 046	1	1	0
E02002317 : Kirklees 047	10	5	5
E02002318 : Kirklees 048	9	5	4
E02002319 : Kirklees 049	188	94	94
E02002320 : Kirklees 050	16	8	8
E02002321 : Kirklees 051	12	6	6
E02002323 : Kirklees 053	16	0	16
E02002324 : Kirklees 054	10	5	5
E02002325 : Kirklees 055	46	13	33
E02002326 : Kirklees 056	3	0	3
E02002327 : Kirklees 057	10	2	8
E02002328 : Kirklees 058	16	6	10
E02002329 : Kirklees 059	23	23	0
Total	1,810	1,463	347
Percentage		81%	19%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix F

Junction survey

	Marsden to Huddersfield	Huddersfield to Stubbins Lane	Marsden to Stubbins Lane	Stubbins Lane to Huddersfield	Stubbins Lane to Marsden	Huddersfield to Marsden	Site Access to Huddersfield	Site Access to Marsden	Huddersfield to Site Access	Marsden to Site Access
07:00 - 07:14	43	2	0	1	0	41	0	0	0	0
07:15 - 07:29	45	2	0	2	0	45	0	0	0	0
07:30 - 07:44	50	6	1	3	0	67	0	0	0	0
07:45 - 07:59	55	1	0	1	0	53	0	1	1	0
08:00 - 08:14	69	1	1	1	0	39	0	1	1	1
08:15 - 08:29	56	5	0	4	0	77	0	0	0	0
08:30 - 08:44	46	5	0	0	0	61	0	0	0	0
08:45 - 08:59	53	5	0	4	0	43	0	1	0	1
09:00 - 09:14	47	3	0	2	0	48	0	0	1	0
09:15 - 09:30	48	2	1	2	0	51	0	1	1	1
AM Total	512	32	3	20	0	525	0	4	4	3
16:00 - 16:14	54	2	0	2	0	85	1	1	0	0
16:15 - 16:29	48	7	0	3	0	87	2	0	1	0
16:30 - 16:44	62	6	0	3	0	65	1	1	2	1
16:45 - 16:59	53	5	0	1	0	67	0	0	1	0
17:00 - 17:14	65	9	0	2	0	78	2	1	0	0
17:15 - 17:29	62	7	0	3	0	68	0	1	2	0
17:30 - 17:44	51	4	0	3	0	68	0	0	1	0
17:45 - 17:59	47	3	0	2	0	65	1	0	1	0
18:00 - 18:14	54	2	1	1	0	69	1	0	1	0
18:15 - 18:30	45	1	1	1	0	56	1	0	1	0
PM Total	541	46	2	21	0	708	9	4	10	1
Overall	1053	78	5	41	0	1233	9	8	14	4

Appendix G

PICADY assessments

Junctions 11				
PICADY 11 - Priority Intersection Module				
Version: 11.0.0.2177				
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Filename: marsden island 2025.j11

Path: C:\Users\leighogden\Desktop\Marsden Island

Report generation date: 9/30/2025 1:43:43 PM

»2025 | Base | AM

»2025 | Base | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 - Base										
Stream B-ACD	D1	0.0	10.05	0.02	B	D2	0.0	10.44	0.03	B
Stream A-BCD		0.0	6.43	0.00	A		0.0	6.45	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	7.20	0.01	A
Stream C-ABD		0.0	6.66	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	
Location	
Site number	
Date	9/30/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LEIGHOGDEN5BEE\leighogden
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:15	08:45	15
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Base Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.24	A

Junction Network

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

Arms

Arms

Arm	Name	Description	Arm type
A	A62 Manchester Road		Major
B	Stubbin Road		Minor
C	A62 Manchester Road		Major
D	Site Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A62 Manchester Road	8.23		✓	3.00	90.0	✓	6.00
C - A62 Manchester Road	8.21		✓	2.50	109.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Stubbin Road	One lane	2.60	37	45
D - Site Access	One lane	3.91	17	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	681	-	-	-	0.238	0.238	0.238	-	0.238	-	-
B-AD	491	0.081	0.204	-	-	-	0.129	0.292	0.129	0.081	0.204
B-C	626	0.087	0.219	-	-	-	-	-	-	0.087	0.219
C-B	658	0.230	0.230	-	-	-	-	-	-	0.230	0.230
D-A	697	-	-	-	0.244	0.096	0.244	-	0.096	-	-
D-BC	540	0.141	0.141	0.321	0.224	0.089	0.224	-	0.089	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A62 Manchester Road		✓	251	100.000
B - Stubbin Road		✓	9	100.000
C - A62 Manchester Road		✓	233	100.000
D - Site Access		✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	0	13	236	2
	B - Stubbin Road	9	0	0	0
	C - A62 Manchester Road	230	2	0	1
	D - Site Access	0	0	2	0

Vehicle Mix

Heavy Vehicle %

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	10	10	10	10
	B - Stubbin Road	10	10	10	10
	C - A62 Manchester Road	10	10	10	10
	D - Site Access	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-ACD	0.02	10.05	0.0	0.5	B
ABCD	0.00	6.43	0.0	0.5	A
AB					
AC					
D-ABC	0.00	0.00	0.0	~1	A
C-ABD	0.00	6.66	0.0	0.5	A
C-D					
C-A					

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	0.00	431	0.016	7	0.0	9.322	A
ABCD	2	0.00	638	0.002	1	0.0	6.225	A
AB	10	0.00			10			
AC	178	0.00			178			
D-ABC	0	0.00	548	0.000	0	0.0	0.000	A
C-ABD	2	0.00	615	0.002	1	0.0	6.449	A
C-D	0.75	0.00			0.75			
C-A	173	0.00			173			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	420	0.019	8	0.0	9.617	A
ABCD	2	0.00	629	0.003	2	0.0	6.310	A
AB	12	0.00			12			
AC	212	0.00			212			
D-ABC	0	0.00	536	0.000	0	0.0	0.000	A
C-ABD	2	0.00	607	0.003	2	0.0	6.538	A
C-D	0.90	0.00			0.90			
C-A	207	0.00			207			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	0.00	404	0.025	10	0.0	10.054	B
ABCD	2	0.00	618	0.004	2	0.0	6.433	A
AB	14	0.00			14			
AC	260	0.00			260			
D-ABC	0	0.00	520	0.000	0	0.0	0.000	A
C-ABD	2	0.00	596	0.004	2	0.0	6.664	A
C-D	1	0.00			1			
C-A	253	0.00			253			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	0.00	404	0.025	10	0.0	10.054	B
ABCD	2	0.00	618	0.004	2	0.0	6.433	A
AB	14	0.00			14			
AC	260	0.00			260			
D-ABC	0	0.00	520	0.000	0	0.0	0.000	A
C-ABD	2	0.00	596	0.004	2	0.0	6.664	A
C-D	1	0.00			1			
C-A	253	0.00			253			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	420	0.019	8	0.0	9.620	A
ABCD	2	0.00	629	0.003	2	0.0	6.311	A
A-B	12	0.00			12			
A-C	212	0.00			212			
D-ABC	0	0.00	536	0.000	0	0.0	0.000	A
C-ABD	2	0.00	607	0.003	2	0.0	6.538	A
C-D	0.90	0.00			0.90			
C-A	207	0.00			207			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	0.00	431	0.016	7	0.0	9.324	A
ABCD	2	0.00	638	0.002	2	0.0	6.227	A
A-B	10	0.00			10			
A-C	178	0.00			178			
D-ABC	0	0.00	548	0.000	0	0.0	0.000	A
C-ABD	2	0.00	615	0.002	2	0.0	6.449	A
C-D	0.75	0.00			0.75			
C-A	173	0.00			173			

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
ABCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.02	0.28	0.50	0.53			N/A	N/A
ABCD	0.00	0.00	0.28	0.50	0.52			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.28	0.50	0.52			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
ABCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
ABCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Base Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A62 Manchester Road		✓	328	100.000
B - Stubbin Road		✓	9	100.000
C - A62 Manchester Road		✓	229	100.000
D - Site Access		✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	0	27	297	4
	B - Stubbin Road	9	0	0	0
	C - A62 Manchester Road	228	0	0	1
	D - Site Access	5	0	2	0

Vehicle Mix

Heavy Vehicle %

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	10	10	10	10
	B - Stubbin Road	10	10	10	10
	C - A62 Manchester Road	10	10	10	10
	D - Site Access	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-ACD	0.03	10.44	0.0	0.5	B
A-BCD	0.01	6.45	0.0	0.5	A
A-B					
A-C					
D-ABC	0.01	7.20	0.0	0.5	A
C-ABD	0.00	0.00	0.0	~1	A
C-D					
C-A					

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	0.00	422	0.016	7	0.0	9.545	A
A-BCD	3	0.00	638	0.005	3	0.0	6.236	A
A-B	20	0.00			20			
A-C	224	0.00			224			
D-ABC	5	0.00	585	0.009	5	0.0	6.827	A
C-ABD	0	0.00	1203	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	172	0.00			172			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	408	0.020	8	0.0	9.902	A
A-BCD	4	0.00	630	0.006	4	0.0	6.324	A
A-B	24	0.00			24			
A-C	267	0.00			267			
D-ABC	6	0.00	574	0.011	6	0.0	6.979	A
C-ABD	0	0.00	1181	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	205	0.00			205			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	0.00	389	0.025	10	0.0	10.438	B
ABCD	4	0.00	618	0.007	4	0.0	6.451	A
A-B	30	0.00			30			
A-C	327	0.00			327			
D-ABC	8	0.00	557	0.014	8	0.0	7.202	A
C-ABD	0	0.00	1150	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	251	0.00			251			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	0.00	389	0.025	10	0.0	10.438	B
ABCD	4	0.00	618	0.007	4	0.0	6.451	A
A-B	30	0.00			30			
A-C	327	0.00			327			
D-ABC	8	0.00	557	0.014	8	0.0	7.202	A
C-ABD	0	0.00	1150	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	251	0.00			251			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	408	0.020	8	0.0	9.905	A
ABCD	4	0.00	630	0.006	4	0.0	6.325	A
A-B	24	0.00			24			
A-C	267	0.00			267			
D-ABC	6	0.00	574	0.011	6	0.0	6.979	A
C-ABD	0	0.00	1181	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	205	0.00			205			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	0.00	422	0.016	7	0.0	9.549	A
ABCD	3	0.00	638	0.005	3	0.0	6.236	A
A-B	20	0.00			20			
A-C	224	0.00			224			
D-ABC	5	0.00	585	0.009	5	0.0	6.830	A
C-ABD	0	0.00	1203	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	172	0.00			172			

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
ABCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.02	0.28	0.50	0.53			N/A	N/A
A-BCD	0.01	0.01	0.28	0.50	0.52			N/A	N/A
D-ABC	0.01	0.01	0.28	0.50	0.52			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 11				
PICADY 11 - Priority Intersection Module				
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024				
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Filename: marsden island 2025 witj development.j11
Path: C:\Users\leighogden\Desktop\Marsden Island
Report generation date: 9/30/2025 2:12:11 PM

»2025 | Base | AM
 »2025 | Base | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 - Base										
Stream B-ACD	D1	0.0	10.11	0.02	B	D2	0.0	10.50	0.03	B
Stream A-BCD		0.0	6.53	0.02	A		0.0	6.69	0.04	A
Stream D-ABC		0.1	7.46	0.07	A		0.1	7.45	0.08	A
Stream C-ABD		0.0	6.69	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	
Location	
Site number	
Date	9/30/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LEIGHOGDEN5BEE\leighogden
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:15	08:45	15
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Base Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.85	A

Arms

Arms

Arm	Name	Description	Arm type
A	A62 Manchester Road		Major
B	Stubbin Road		Minor
C	A62 Manchester Road		Major
D	Site Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A62 Manchester Road	8.23		✓	3.00	90.0	✓	6.00
C - A62 Manchester Road	8.21		✓	2.50	109.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Stubbin Road	One lane	2.60	37	45
D - Site Access	One lane	3.91	17	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	681	-	-	-	0.238	0.238	0.238	-	0.238	-	-
B-AD	491	0.081	0.204	-	-	-	0.129	0.292	0.129	0.081	0.204
B-C	626	0.087	0.219	-	-	-	-	-	-	0.087	0.219
C-B	658	0.230	0.230	-	-	-	-	-	-	0.230	0.230
D-A	697	-	-	-	0.244	0.096	0.244	-	0.096	-	-
D-BC	540	0.141	0.141	0.321	0.224	0.089	0.224	-	0.089	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A62 Manchester Road		✓	259	100.000
B - Stubbin Road		✓	9	100.000
C - A62 Manchester Road		✓	235	100.000
D - Site Access		✓	39	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	0	13	236	10
	B - Stubbin Road	9	0	0	0
	C - A62 Manchester Road	230	2	0	3
	D - Site Access	30	0	9	0

Vehicle Mix

Heavy Vehicle %

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	10	10	10	10
	B - Stubbin Road	10	10	10	10
	C - A62 Manchester Road	10	10	10	10
	D - Site Access	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-ACD	0.02	10.11	0.0	0.5	B
ABCD	0.02	6.53	0.0	0.5	A
AB					
AC					
D-ABC	0.07	7.46	0.1	0.5	A
C-ABD	0.00	6.69	0.0	0.5	A
C-D					
C-A					

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	0.00	430	0.016	7	0.0	9.356	A
A-BCD	8	0.00	637	0.012	7	0.0	6.288	A
A-B	10	0.00			10			
A-C	178	0.00			178			
D-ABC	29	0.00	599	0.049	29	0.1	6.942	A
C-ABD	2	0.00	614	0.002	1	0.0	6.465	A
C-D	2	0.00			2			
C-A	173	0.00			173			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	418	0.019	8	0.0	9.661	A
A-BCD	9	0.00	629	0.014	9	0.0	6.388	A
A-B	12	0.00			12			
A-C	212	0.00			212			
D-ABC	35	0.00	588	0.060	35	0.1	7.154	A
C-ABD	2	0.00	605	0.003	2	0.0	6.558	A
C-D	3	0.00			3			
C-A	207	0.00			207			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	0.00	401	0.025	10	0.0	10.114	B
A-BCD	11	0.00	617	0.018	11	0.0	6.532	A
A-B	14	0.00			14			
A-C	260	0.00			260			
D-ABC	43	0.00	574	0.075	43	0.1	7.460	A
C-ABD	2	0.00	594	0.004	2	0.0	6.690	A
C-D	3	0.00			3			
C-A	253	0.00			253			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	0.00	401	0.025	10	0.0	10.114	B
A-BCD	11	0.00	617	0.018	11	0.0	6.532	A
A-B	14	0.00			14			
A-C	260	0.00			260			
D-ABC	43	0.00	574	0.075	43	0.1	7.460	A
C-ABD	2	0.00	594	0.004	2	0.0	6.690	A
C-D	3	0.00			3			
C-A	253	0.00			253			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	418	0.019	8	0.0	9.664	A
ABCD	9	0.00	629	0.014	9	0.0	6.391	A
A-B	12	0.00			12			
A-C	212	0.00			212			
D-ABC	35	0.00	588	0.060	35	0.1	7.156	A
C-ABD	2	0.00	605	0.003	2	0.0	6.558	A
C-D	3	0.00			3			
C-A	207	0.00			207			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	0.00	430	0.016	7	0.0	9.361	A
ABCD	8	0.00	637	0.012	8	0.0	6.291	A
A-B	10	0.00			10			
A-C	178	0.00			178			
D-ABC	29	0.00	599	0.049	29	0.1	6.953	A
C-ABD	2	0.00	614	0.002	2	0.0	6.466	A
C-D	2	0.00			2			
C-A	173	0.00			173			

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
ABCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.02	0.28	0.50	0.53			N/A	N/A
ABCD	0.02	0.02	0.28	0.50	0.52			N/A	N/A
D-ABC	0.07	0.03	0.28	0.50	0.53			N/A	N/A
C-ABD	0.00	0.00	0.28	0.50	0.52			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
ABCD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-ABC	0.09	0.03	0.29	0.51	0.54			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
ABCD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-ABC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-ABC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Base Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A62 Manchester Road		✓	347	100.000
B - Stubbin Road		✓	9	100.000
C - A62 Manchester Road		✓	234	100.000
D - Site Access		✓	41	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	0	27	297	23
	B - Stubbin Road	9	0	0	0
	C - A62 Manchester Road	228	0	0	6
	D - Site Access	33	0	8	0

Vehicle Mix

Heavy Vehicle %

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	10	10	10	10
	B - Stubbin Road	10	10	10	10
	C - A62 Manchester Road	10	10	10	10
	D - Site Access	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-ACD	0.03	10.50	0.0	0.5	B
A-BCD	0.04	6.69	0.0	0.5	A
A-B					
A-C					
D-ABC	0.08	7.45	0.1	0.5	A
C-ABD	0.00	0.00	0.0	~1	A
C-D					
C-A					

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	0.00	420	0.016	7	0.0	9.577	A
A-BCD	17	0.00	637	0.027	17	0.0	6.386	A
A-B	20	0.00			20			
A-C	224	0.00			224			
D-ABC	31	0.00	603	0.051	31	0.1	6.911	A
C-ABD	0	0.00	1201	0.000	0	0.0	0.000	A
C-D	5	0.00			5			
C-A	172	0.00			172			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	406	0.020	8	0.0	9.944	A
A-BCD	21	0.00	629	0.033	21	0.0	6.513	A
A-B	24	0.00			24			
A-C	267	0.00			267			
D-ABC	37	0.00	592	0.062	37	0.1	7.131	A
C-ABD	0	0.00	1178	0.000	0	0.0	0.000	A
C-D	5	0.00			5			
C-A	205	0.00			205			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	0.00	387	0.026	10	0.0	10.496	B
ABCD	25	0.00	617	0.041	25	0.0	6.693	A
A-B	30	0.00			30			
A-C	327	0.00			327			
D-ABC	45	0.00	576	0.078	45	0.1	7.452	A
C-ABD	0	0.00	1147	0.000	0	0.0	0.000	A
C-D	7	0.00			7			
C-A	251	0.00			251			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	0.00	387	0.026	10	0.0	10.496	B
ABCD	25	0.00	617	0.041	25	0.0	6.693	A
A-B	30	0.00			30			
A-C	327	0.00			327			
D-ABC	45	0.00	576	0.078	45	0.1	7.452	A
C-ABD	0	0.00	1147	0.000	0	0.0	0.000	A
C-D	7	0.00			7			
C-A	251	0.00			251			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	406	0.020	8	0.0	9.945	A
ABCD	21	0.00	629	0.033	21	0.0	6.517	A
A-B	24	0.00			24			
A-C	267	0.00			267			
D-ABC	37	0.00	592	0.062	37	0.1	7.133	A
C-ABD	0	0.00	1178	0.000	0	0.0	0.000	A
C-D	5	0.00			5			
C-A	205	0.00			205			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	0.00	420	0.016	7	0.0	9.580	A
ABCD	17	0.00	637	0.027	17	0.0	6.390	A
A-B	20	0.00			20			
A-C	224	0.00			224			
D-ABC	31	0.00	603	0.051	31	0.1	6.921	A
C-ABD	0	0.00	1201	0.000	0	0.0	0.000	A
C-D	5	0.00			5			
C-A	172	0.00			172			

Queue Variation Results for each time segment
16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
ABCD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.02	0.28	0.50	0.53			N/A	N/A
A-BCD	0.04	0.03	0.28	0.50	0.52			N/A	N/A
D-ABC	0.07	0.03	0.28	0.50	0.53			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.05	0.03	0.28	0.50	0.53			N/A	N/A
D-ABC	0.09	0.03	0.29	0.51	0.54			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-ABC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
D-ABC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 11				
PICADY 11 - Priority Intersection Module				
Version: 11.0.0.2177				
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Filename: marsden island 2035.j11

Path: C:\Users\leighogden\Desktop\Marsden Island

Report generation date: 9/30/2025 1:57:36 PM

»2025 | Base | AM

»2025 | Base | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 - Base										
Stream B-ACD	D1	0.0	10.32	0.03	B	D2	0.0	10.78	0.03	B
Stream A-BCD		0.0	6.50	0.00	A		0.0	6.52	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	7.22	0.02	A
Stream C-ABD		0.0	6.74	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	
Location	
Site number	
Date	9/30/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LEIGHOGDEN5BEE\leighogden
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:15	08:45	15
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Base Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.24	A

Junction Network

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

Arms

Arms

Arm	Name	Description	Arm type
A	A62 Manchester Road		Major
B	Stubbin Road		Minor
C	A62 Manchester Road		Major
D	Site Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A62 Manchester Road	8.23		✓	3.00	90.0	✓	6.00
C - A62 Manchester Road	8.21		✓	2.50	109.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Stubbin Road	One lane	2.60	37	45
D - Site Access	One lane	3.91	17	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	681	-	-	-	0.238	0.238	0.238	-	0.238	-	-
B-AD	491	0.081	0.204	-	-	-	0.129	0.292	0.129	0.081	0.204
B-C	626	0.087	0.219	-	-	-	-	-	-	0.087	0.219
C-B	658	0.230	0.230	-	-	-	-	-	-	0.230	0.230
D-A	697	-	-	-	0.244	0.096	0.244	-	0.096	-	-
D-BC	540	0.141	0.141	0.321	0.224	0.089	0.224	-	0.089	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A62 Manchester Road		✓	277	100.000
B - Stubbin Road		✓	10	100.000
C - A62 Manchester Road		✓	257	100.000
D - Site Access		✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	0	14	261	2
	B - Stubbin Road	10	0	0	0
	C - A62 Manchester Road	254	2	0	1
	D - Site Access	0	0	2	0

Vehicle Mix

Heavy Vehicle %

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	10	10	10	10
	B - Stubbin Road	10	10	10	10
	C - A62 Manchester Road	10	10	10	10
	D - Site Access	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-ACD	0.03	10.32	0.0	0.5	B
ABCD	0.00	6.50	0.0	0.5	A
AB					
AC					
D-ABC	0.00	0.00	0.0	~1	A
C-ABD	0.00	6.74	0.0	0.5	A
C-D					
C-A					

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	425	0.018	7	0.0	9.479	A
A-BCD	2	0.00	633	0.002	1	0.0	6.269	A
A-B	11	0.00			11			
A-C	196	0.00			196			
D-ABC	0	0.00	542	0.000	0	0.0	0.000	A
C-ABD	2	0.00	611	0.002	1	0.0	6.496	A
C-D	0.75	0.00			0.75			
C-A	191	0.00			191			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	0.00	412	0.022	9	0.0	9.816	A
A-BCD	2	0.00	624	0.003	2	0.0	6.365	A
A-B	13	0.00			13			
A-C	235	0.00			235			
D-ABC	0	0.00	529	0.000	0	0.0	0.000	A
C-ABD	2	0.00	602	0.003	2	0.0	6.596	A
C-D	0.90	0.00			0.90			
C-A	228	0.00			228			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	0.00	395	0.028	11	0.0	10.322	B
A-BCD	2	0.00	611	0.004	2	0.0	6.502	A
A-B	15	0.00			15			
A-C	287	0.00			287			
D-ABC	0	0.00	510	0.000	0	0.0	0.000	A
C-ABD	2	0.00	590	0.004	2	0.0	6.737	A
C-D	1	0.00			1			
C-A	280	0.00			280			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	0.00	395	0.028	11	0.0	10.322	B
A-BCD	2	0.00	611	0.004	2	0.0	6.502	A
A-B	15	0.00			15			
A-C	287	0.00			287			
D-ABC	0	0.00	510	0.000	0	0.0	0.000	A
C-ABD	2	0.00	590	0.004	2	0.0	6.737	A
C-D	1	0.00			1			
C-A	280	0.00			280			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	0.00	412	0.022	9	0.0	9.819	A
ABCD	2	0.00	624	0.003	2	0.0	6.367	A
A-B	13	0.00			13			
A-C	235	0.00			235			
D-ABC	0	0.00	529	0.000	0	0.0	0.000	A
C-ABD	2	0.00	602	0.003	2	0.0	6.598	A
C-D	0.90	0.00			0.90			
C-A	228	0.00			228			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	425	0.018	8	0.0	9.480	A
ABCD	2	0.00	633	0.002	2	0.0	6.271	A
A-B	11	0.00			11			
A-C	196	0.00			196			
D-ABC	0	0.00	542	0.000	0	0.0	0.000	A
C-ABD	2	0.00	611	0.002	2	0.0	6.496	A
C-D	0.75	0.00			0.75			
C-A	191	0.00			191			

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
ABCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.02	0.28	0.50	0.53			N/A	N/A
ABCD	0.00	0.00	0.28	0.50	0.52			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.28	0.50	0.52			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
ABCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
ABCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Base Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A62 Manchester Road		✓	363	100.000
B - Stubbin Road		✓	10	100.000
C - A62 Manchester Road		✓	253	100.000
D - Site Access		✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	0	30	329	4
	B - Stubbin Road	10	0	0	0
	C - A62 Manchester Road	252	0	0	1
	D - Site Access	6	0	2	0

Vehicle Mix

Heavy Vehicle %

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	10	10	10	10
	B - Stubbin Road	10	10	10	10
	C - A62 Manchester Road	10	10	10	10
	D - Site Access	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-ACD	0.03	10.78	0.0	0.5	B
A-BCD	0.01	6.52	0.0	0.5	A
A-B					
A-C					
D-ABC	0.02	7.22	0.0	0.5	A
C-ABD	0.00	0.00	0.0	~1	A
C-D					
C-A					

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	414	0.018	7	0.0	9.734	A
A-BCD	3	0.00	633	0.005	3	0.0	6.280	A
A-B	23	0.00			23			
A-C	248	0.00			248			
D-ABC	6	0.00	587	0.010	6	0.0	6.817	A
C-ABD	0	0.00	1191	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	190	0.00			190			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	0.00	399	0.023	9	0.0	10.150	B
A-BCD	4	0.00	624	0.006	4	0.0	6.379	A
A-B	27	0.00			27			
A-C	296	0.00			296			
D-ABC	7	0.00	574	0.013	7	0.0	6.981	A
C-ABD	0	0.00	1166	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	227	0.00			227			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	0.00	378	0.029	11	0.0	10.778	B
ABCD	4	0.00	612	0.007	4	0.0	6.520	A
A-B	33	0.00			33			
A-C	362	0.00			362			
D-ABC	9	0.00	557	0.016	9	0.0	7.225	A
C-ABD	0	0.00	1133	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	277	0.00			277			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	0.00	378	0.029	11	0.0	10.779	B
ABCD	4	0.00	612	0.007	4	0.0	6.520	A
A-B	33	0.00			33			
A-C	362	0.00			362			
D-ABC	9	0.00	557	0.016	9	0.0	7.225	A
C-ABD	0	0.00	1133	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	277	0.00			277			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	0.00	399	0.023	9	0.0	10.151	B
ABCD	4	0.00	624	0.006	4	0.0	6.382	A
A-B	27	0.00			27			
A-C	296	0.00			296			
D-ABC	7	0.00	574	0.013	7	0.0	6.982	A
C-ABD	0	0.00	1166	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	227	0.00			227			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	414	0.018	8	0.0	9.742	A
ABCD	3	0.00	633	0.005	3	0.0	6.280	A
A-B	23	0.00			23			
A-C	248	0.00			248			
D-ABC	6	0.00	587	0.010	6	0.0	6.820	A
C-ABD	0	0.00	1191	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	190	0.00			190			

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
ABCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.03	0.28	0.50	0.53			N/A	N/A
A-BCD	0.01	0.01	0.28	0.50	0.52			N/A	N/A
D-ABC	0.01	0.01	0.28	0.50	0.52			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 11				
PICADY 11 - Priority Intersection Module				
Version: 11.0.0.2177				
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Filename: marsden island 2035 with development.j11

Path: C:\Users\leighogden\Desktop\Marsden Island

Report generation date: 9/30/2025 2:13:33 PM

»2025 | Base | AM

»2025 | Base | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 - Base										
Stream B-ACD	D1	0.0	10.45	0.03	B	D2	0.0	10.84	0.03	B
Stream A-BCD		0.0	6.65	0.02	A		0.0	6.77	0.04	A
Stream D-ABC		0.1	7.61	0.08	A		0.1	7.57	0.08	A
Stream C-ABD		0.0	6.76	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	
Location	
Site number	
Date	9/30/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LEIGHOGDEN5BEE\leighogden
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:15	08:45	15
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Base Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.79	A

Arms

Arms

Arm	Name	Description	Arm type
A	A62 Manchester Road		Major
B	Stubbin Road		Minor
C	A62 Manchester Road		Major
D	Site Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A62 Manchester Road	8.23		✓	3.00	90.0	✓	6.00
C - A62 Manchester Road	8.21		✓	2.50	109.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Stubbin Road	One lane	2.60	37	45
D - Site Access	One lane	3.91	17	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	681	-	-	-	0.238	0.238	0.238	-	0.238	-	-
B-AD	491	0.081	0.204	-	-	-	0.129	0.292	0.129	0.081	0.204
B-C	626	0.087	0.219	-	-	-	-	-	-	0.087	0.219
C-B	658	0.230	0.230	-	-	-	-	-	-	0.230	0.230
D-A	697	-	-	-	0.244	0.096	0.244	-	0.096	-	-
D-BC	540	0.141	0.141	0.321	0.224	0.089	0.224	-	0.089	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A62 Manchester Road		✓	285	100.000
B - Stubbin Road		✓	10	100.000
C - A62 Manchester Road		✓	276	100.000
D - Site Access		✓	39	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	0	14	261	10
	B - Stubbin Road	10	0	0	0
	C - A62 Manchester Road	254	2	0	20
	D - Site Access	30	0	9	0

Vehicle Mix

Heavy Vehicle %

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	10	10	10	10
	B - Stubbin Road	10	10	10	10
	C - A62 Manchester Road	10	10	10	10
	D - Site Access	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-ACD	0.03	10.45	0.0	0.5	B
ABCD	0.02	6.65	0.0	0.5	A
AB					
AC					
D-ABC	0.08	7.61	0.1	0.5	A
C-ABD	0.00	6.76	0.0	0.5	A
C-D					
C-A					

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	422	0.018	7	0.0	9.552	A
A-BCD	8	0.00	630	0.012	7	0.0	6.364	A
A-B	11	0.00			11			
A-C	196	0.00			196			
D-ABC	29	0.00	592	0.050	29	0.1	7.026	A
C-ABD	2	0.00	610	0.002	1	0.0	6.512	A
C-D	15	0.00			15			
C-A	191	0.00			191			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	0.00	409	0.022	9	0.0	9.911	A
A-BCD	9	0.00	620	0.015	9	0.0	6.482	A
A-B	13	0.00			13			
A-C	235	0.00			235			
D-ABC	35	0.00	580	0.060	35	0.1	7.262	A
C-ABD	2	0.00	600	0.003	2	0.0	6.615	A
C-D	18	0.00			18			
C-A	228	0.00			228			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	0.00	390	0.028	11	0.0	10.451	B
A-BCD	11	0.00	606	0.018	11	0.0	6.653	A
A-B	15	0.00			15			
A-C	287	0.00			287			
D-ABC	43	0.00	564	0.076	43	0.1	7.605	A
C-ABD	2	0.00	588	0.004	2	0.0	6.762	A
C-D	22	0.00			22			
C-A	280	0.00			280			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	0.00	390	0.028	11	0.0	10.451	B
A-BCD	11	0.00	606	0.018	11	0.0	6.653	A
A-B	15	0.00			15			
A-C	287	0.00			287			
D-ABC	43	0.00	564	0.076	43	0.1	7.605	A
C-ABD	2	0.00	588	0.004	2	0.0	6.762	A
C-D	22	0.00			22			
C-A	280	0.00			280			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	0.00	409	0.022	9	0.0	9.912	A
ABCD	9	0.00	620	0.015	9	0.0	6.483	A
A-B	13	0.00			13			
A-C	235	0.00			235			
D-ABC	35	0.00	580	0.060	35	0.1	7.267	A
C-ABD	2	0.00	600	0.003	2	0.0	6.618	A
C-D	18	0.00			18			
C-A	228	0.00			228			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	422	0.018	8	0.0	9.555	A
ABCD	8	0.00	630	0.012	8	0.0	6.367	A
A-B	11	0.00			11			
A-C	196	0.00			196			
D-ABC	29	0.00	592	0.050	29	0.1	7.035	A
C-ABD	2	0.00	609	0.002	2	0.0	6.515	A
C-D	15	0.00			15			
C-A	191	0.00			191			

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
ABCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.02	0.28	0.50	0.53			N/A	N/A
ABCD	0.02	0.02	0.28	0.50	0.52			N/A	N/A
D-ABC	0.07	0.03	0.28	0.50	0.53			N/A	N/A
C-ABD	0.00	0.00	0.28	0.50	0.52			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
ABCD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-ABC	0.09	0.03	0.29	0.51	0.54			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
ABCD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-ABC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-ABC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Base Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A62 Manchester Road		✓	382	100.000
B - Stubbin Road		✓	10	100.000
C - A62 Manchester Road		✓	258	100.000
D - Site Access		✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	0	30	329	23
	B - Stubbin Road	10	0	0	0
	C - A62 Manchester Road	252	0	0	6
	D - Site Access	34	0	8	0

Vehicle Mix

Heavy Vehicle %

	To				
		A - A62 Manchester Road	B - Stubbin Road	C - A62 Manchester Road	D - Site Access
From	A - A62 Manchester Road	10	10	10	10
	B - Stubbin Road	10	10	10	10
	C - A62 Manchester Road	10	10	10	10
	D - Site Access	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-ACD	0.03	10.84	0.0	0.5	B
A-BCD	0.04	6.77	0.0	0.5	A
A-B					
A-C					
D-ABC	0.08	7.57	0.1	0.5	A
C-ABD	0.00	0.00	0.0	~1	A
C-D					
C-A					

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	413	0.018	7	0.0	9.768	A
A-BCD	17	0.00	633	0.027	17	0.0	6.433	A
A-B	23	0.00			23			
A-C	248	0.00			248			
D-ABC	32	0.00	599	0.053	31	0.1	6.978	A
C-ABD	0	0.00	1188	0.000	0	0.0	0.000	A
C-D	5	0.00			5			
C-A	190	0.00			190			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	0.00	397	0.023	9	0.0	10.194	B
A-BCD	21	0.00	623	0.033	21	0.0	6.571	A
A-B	27	0.00			27			
A-C	296	0.00			296			
D-ABC	38	0.00	586	0.064	38	0.1	7.219	A
C-ABD	0	0.00	1164	0.000	0	0.0	0.000	A
C-D	5	0.00			5			
C-A	227	0.00			227			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	0.00	376	0.029	11	0.0	10.840	B
ABCD	25	0.00	610	0.041	25	0.0	6.768	A
A-B	33	0.00			33			
A-C	362	0.00			362			
D-ABC	46	0.00	569	0.081	46	0.1	7.574	A
C-ABD	0	0.00	1130	0.000	0	0.0	0.000	A
C-D	7	0.00			7			
C-A	277	0.00			277			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	0.00	376	0.029	11	0.0	10.840	B
ABCD	25	0.00	610	0.041	25	0.0	6.768	A
A-B	33	0.00			33			
A-C	362	0.00			362			
D-ABC	46	0.00	569	0.081	46	0.1	7.574	A
C-ABD	0	0.00	1130	0.000	0	0.0	0.000	A
C-D	7	0.00			7			
C-A	277	0.00			277			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	0.00	397	0.023	9	0.0	10.197	B
ABCD	21	0.00	623	0.033	21	0.0	6.575	A
A-B	27	0.00			27			
A-C	296	0.00			296			
D-ABC	38	0.00	586	0.064	38	0.1	7.221	A
C-ABD	0	0.00	1164	0.000	0	0.0	0.000	A
C-D	5	0.00			5			
C-A	227	0.00			227			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	0.00	413	0.018	8	0.0	9.776	A
ABCD	17	0.00	633	0.027	17	0.0	6.436	A
A-B	23	0.00			23			
A-C	248	0.00			248			
D-ABC	32	0.00	599	0.053	32	0.1	6.988	A
C-ABD	0	0.00	1188	0.000	0	0.0	0.000	A
C-D	5	0.00			5			
C-A	190	0.00			190			

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
ABCD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.03	0.28	0.50	0.53			N/A	N/A
A-BCD	0.04	0.03	0.28	0.50	0.52			N/A	N/A
D-ABC	0.08	0.03	0.28	0.50	0.53			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.05	0.03	0.28	0.50	0.53			N/A	N/A
D-ABC	0.10	0.03	0.29	0.51	0.54			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-ABC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

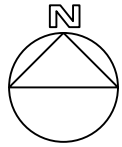
Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
D-ABC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Appendix H

Vehicle tracking



- General Notes
- This drawing should not be scaled for setting out purposes.
 - This drawing shows the provisional design only and is subject to Local Authority approval.
 - This drawing is based upon a topographical / ordnance survey provided by others.

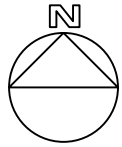


PROJECT TITLE						
MARSDEN ISLAND, CELLARS CLOUGH						
DRAWING TITLE						
VEHICLE TRACKING (KIRKLEES REFUSE VEHICLE)						
DRAWING NUMBER						
ORIGINATOR	PROJECT	VOL	TYPE	ROLE	NUMBER	
PRGN -	2422 -	HGN	DR	CH	RV01	
CLIENT						
CITU						
SCALE						
1:500	A3	AH	LO	AH	DATE	OCT 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

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- General Notes
- This drawing should not be scaled for setting out purposes.
 - This drawing shows the provisional design only and is subject to Local Authority approval.
 - This drawing is based upon a topographical / ordnance survey provided by others.



PROJECT TITLE
MARSDEN ISLAND, CELLARS CLOUGH

DRAWING TITLE
VEHICLE TRACKING (KIRKLEES FIRE TENDER)

DRAWING NUMBER
ORIGINATOR - PROJECT - VOL. - TYPE - ROLE - NUMBER
PRGN - 2422 - HGN - DR - CH - FT01

CLIENT
CITU

SCALE - SIZE - DRAWN - CHECKED - AUTHORIZED - DATE
1:500 - A3 - AH - LO - AH - OCT 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

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