



transport planning

The Northern Group

Land at Station Road, North Reddish

Transport Assessment

August 2025



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Land at Station Road, North Reddish

Transport Assessment

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1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by The Northern Group (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a residential development at on land at Station Road in North Reddish, Stockport.
- 1.1.2 The proposed development comprises up to 200no. residential units, comprising 109no. residential dwellings and 91no. apartment units. The proposed development will provide a minimum of 50% affordable units. Vehicular access to the site will be taken from Station Road, with additional pedestrian and cycle accesses provide across the site.
- 1.1.3 The development site's redline boundary is shown in [Figure 1.1](#).

Figure 1.1 : Site Redline Boundary (source : Fletcher Rae)



1.2 Methodology

- 1.2.1 This Transport Assessment (TA) has been prepared to assess the development proposals, with consideration to vehicular and pedestrian access, expected trip generation and traffic impact, accessibility by sustainable modes of travel, parking provision and servicing arrangements.

- 1.2.2 The methodology for the TA adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which superseded the Department for Transport's (DfT) 'Guidance on Transport Assessment' (2007). Whilst the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TA.
- 1.2.3 Highways pre-application advice (Pre-App) was sought from the Local Highway Authority, Stockport Metropolitan Borough Council (SMBC) Highways. A formal pre-app response, dated 29th May 2024, was received with comments from Highways, and is attached in [Appendix A](#).
- 1.2.4 A separate Framework Travel Plan (FTP) has also been produced to accompany the planning application, which sets out a framework to encourage sustainable travel and reduce single-occupancy car trips.

2. Policy Consideration

2.1 Introduction

2.1.1 This chapter of the TA considers key current national and local transport policy as they relate to the development proposals. The following relevant documents have been reviewed:

- National Planning Policy Framework (2024);
- Stockport Metropolitan Borough Council Core Strategy DPD (2011); and
- Stockport Metropolitan Borough Council Sustainable Transport SPD (2007).

2.1.2 Legislation and policy play an important role in shaping and guiding new developments. As such, the purpose of this chapter is to outline the relevant transport related policies which influence the proposed development from a national and local level.

2.2 National Transport Planning Policy

National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied.

2.2.2 Chapter 9 of the NPPF, 'Promoting Sustainable Transport', sets out the important role that transport issues and policies have in facilitating sustainable development. Paragraph 110 states that:

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

2.2.3 Specifically, Paragraph 115 states that when assessing applications for development, *"it should be ensured that:*

- *Sustainable transport modes are prioritised taking account the vision for the site, given 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 Code and the National Model Design Code; and*

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

2.2.4 In terms of highways impact and safety, Paragraph 116 states that:

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

2.2.5 Within this context, Paragraph 117 goes on to state that *"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 and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclist 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; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.3 Local Transport Policy

Stockport Metropolitan Borough Council Core Strategy DPD

2.3.1 The Stockport Core Strategy is part of the Local Development Framework (LDF) for Stockport, in place from its adoption in 2011 until 2026 (15 years).

2.3.2 The Core Strategy discusses the spatial strategy for the LDF, identifying the key issues that need to be addresses and the main strategies for addressing these issues. Overall, the Borough aims to become more sustainable through the implementation of policies.

2.3.3 The Core Strategy is seen as 'place-shaping', *'shaping the future of Stockport as a place to live, work, relax and visit'*. The Strategy recognises that different areas within Stockport plays different roles within the Borough and therefore require different infrastructure and development focuses.

2.3.4 The main issues highlighted are as follows:

- *"Pockets of deprivation versus areas of affluence, resulting in inequalities especially in health;*

- *High levels of domestic carbon emissions, third behind Manchester and Wigan within the Greater Manchester area;*
- *The Town Centre is not fulfilling its role as the borough's principal focus of development. The Town Centre requires improvement across a range of uses in a coherent and comprehensive manner;*
- *Issues of cross linkages and opening up river frontage must be considered within the Town Centre; A need to safeguard and enhance the vitality and viability of the Town Centre, District and Local Centres;*
- *Ageing population – a third of houses in the borough house a pensioner;*
- *House prices are generally high and there is significant local need for affordable housing; Accessibility of some services, especially to the more deprived areas of the Borough;*
- *Quality of school buildings and issues of surplus provision;*
- *Quality of other community facilities including health care facilities;*
- *Employment sectors are predominantly in the highly skilled range with 9% of the workforce with no qualifications;*
- *Formal sports provision and accessibility needs improvement;*
- *Uneven distribution of greenspace;*
- *Traffic congestion in the more heavily populated areas and along major road routes, despite there being comparatively good public transport availability in many areas;*
- *Out-commuting levels are high and for every 6 who commute out 4 commute in; and*
- *Provision of cemeteries, in light of predicted need."*

2.3.5 The following issues are highlighted as vital to delivering the spatial needs of the Borough:

- *"Ensure that planning policy contributes to a sustainable development approach in the Borough, particularly with regards to low carbon;*
- *Ensure that in relieving congestion, that management of emission levels are taken into account as well; and*
- *Ensure evidence bases from different sources inform spatial policy development including the needs of a range of minorities."*

2.3.6 Objective 6 of the Core Strategy discusses 'Transport', and "will seek an efficient and extensive transport network which enables services and opportunities to be accessible by all, whilst also reducing congestion and minimising the environmental impact of transport". This will be achieved by:

- *"Promoting development which reduces the need to travel, especially by car.*

- *Promoting development which makes the most efficient use of the existing transport network.*
- *Focusing development in locations accessible by public transport, walking and cycling.*
- *Following a sustainable road user hierarchy which prioritises the needs of the most vulnerable road users.*
- *Supporting the development of new fixed track infrastructure as identified in the SEMMMS Strategy, in order to achieve modal shift away from the car.*
- *Maintaining the existing transport network and associated structures (e.g. retaining walls, bridges) to ensure its continued efficient and safe use.*
- *Improving Air Quality, particularly within Air Quality Management Areas.*
- *Implementing the SEMMMS Relief Road, which will remove through traffic from District and Local Centres and improve access to Manchester Airport.*
- *Providing and improving a network of safe, good quality walking and cycling routes and ensuring provision of appropriate facilities for sustainable transport users."*

Stockport Metropolitan Borough Council Sustainable Transport SPD

2.3.7 The Sustainable Transport Supplementary Planning Document (SPD) provides additional guidance to the Stockport Metropolitan Borough Council Unitary Development Plan (UDP) in regard to sustainable transport in Stockport.

2.3.8 The aim of the SPD is to reduce the potential impact of new development on traffic levels across Stockport:

"The encouragement of a range of transport modes as suggested in this document is a means of addressing congestion, environmental issues, and improving infrastructure to support economic growth, increase social inclusion and address issues surrounding human health."

2.3.9 There are 9 key objectives that the SPD addresses:

- *"Ensuring that Sustainable Transportation is developed in relation to all developments to address access requirements for all users and assist in the development of sustainable communities.*
- *Protecting and enhancing human health by encouraging more sustainable and active transport options where practicable.*
- *Reducing crime and the fear of crime by design.*
- *Congestion reduction by encouraging the use of a range of transport modes.*
- *Planning utility routes that are also pleasant in order to increase mental well-being and increase / protect biodiversity (especially protected species/ habitats).*

- *Increased accessibility for services, education and employment via a range of transport modes to support inclusion and sustainability.*
- *That infrastructure is in keeping with the surrounding area and buildings to support the protection of historic and natural environment and promote regeneration without adversely affecting the future or current enjoyment of an area via the effects of transport. Encouraging the use of less air polluting modes of transport thus reducing the impact on human health and the environment (including climate change).*
- *Ensuring that quality materials are used in keeping with the needs of the area and the needs of sustainability."*

2.3.10 A road user hierarchy is encouraged: pedestrians, cyclists, public transport, goods traffic, powered two wheelers, private car traffic and then long-distance (freight and private car traffic).

2.3.11 Policy TD1 'Transport and Development' in the SPD states that *"transport and development should be located, designed and laid out to minimise, so far as possible, its impact on traffic levels, and to enable access by non-car modes of transport. Developers should put forward measures to encourage trip-making by sustainable modes of transport"*.

2.3.12 Policy TD1.2 'Transport Assessments' states that *"planning applications for development with significant transport implications must be accompanied by a Transport Assessment"*, and therefore the correlates to the creation of this Transport Assessment.

2.4 Summary

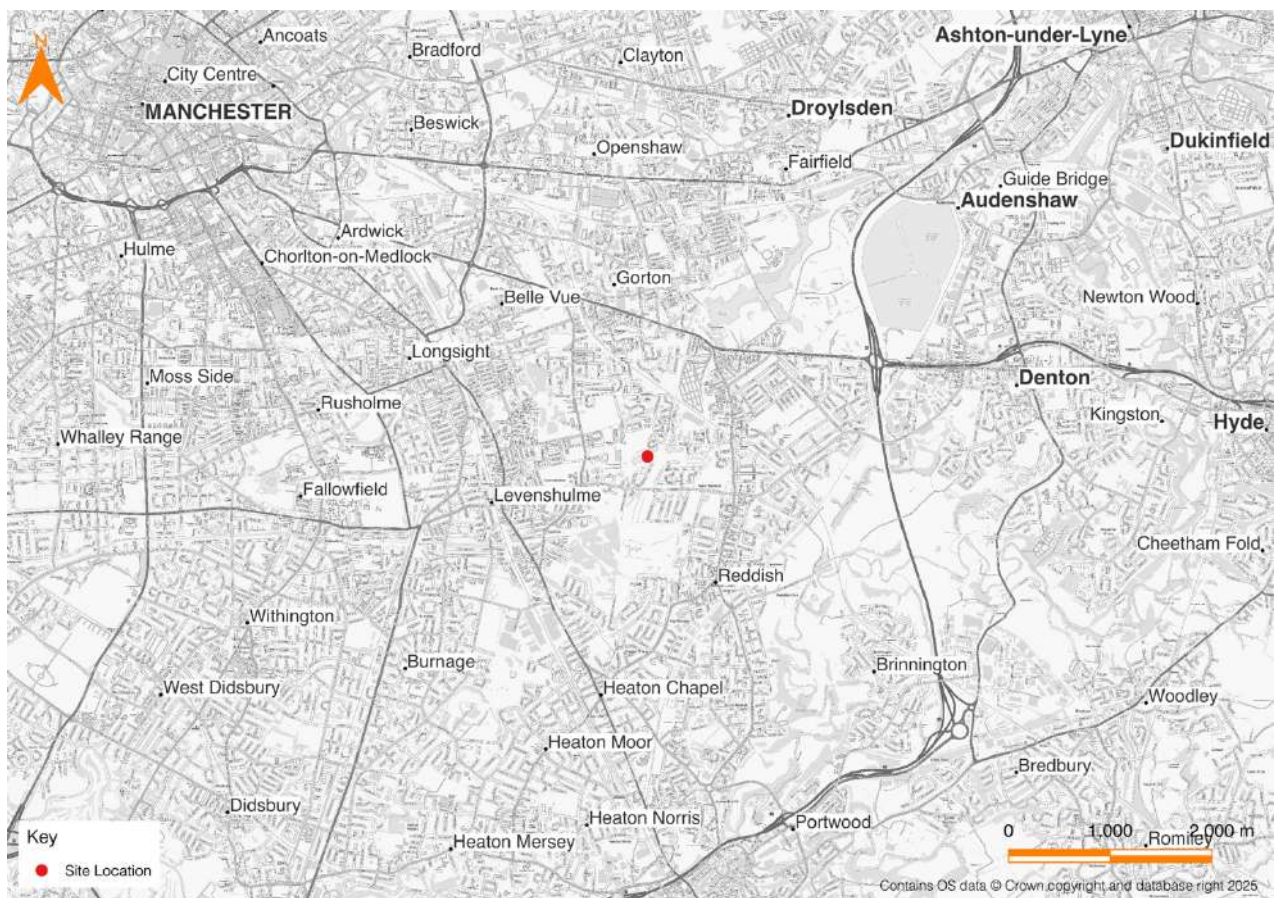
2.4.1 In accordance with the national and local policy, this planning application is supported by a TA which details the site's accessibility by sustainable modes of travel ([Chapter 5](#)) and assesses the impact of the proposed development of the local highway network ([Chapter 7](#)).

3. Existing Conditions

3.1 Site Location

- 3.1.1 As shown in **Figure 3.1**, the development site is located in North Reddish, c.4km north of Stockport Town Centre, c.5.7km southwest of Manchester City Centre, c.2km east of Levenshulme and c.1.5km northwest of Reddish Vale.

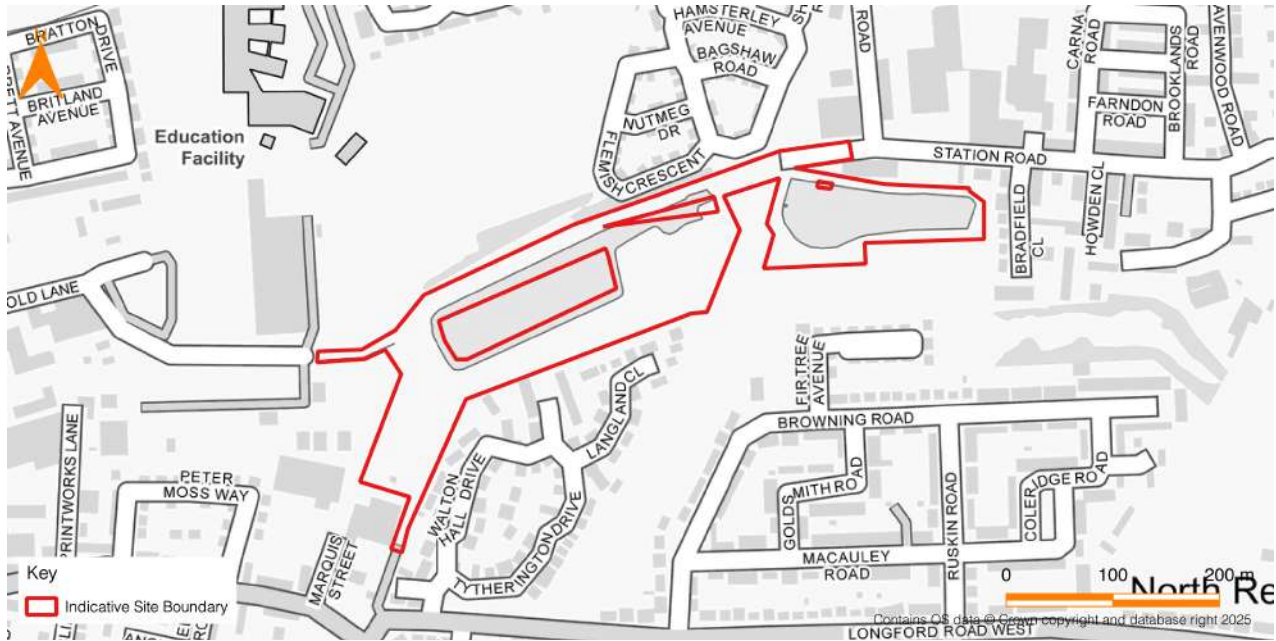
Figure 3.1 : Strategic Site Location



3.2 Local Highway Network

- 3.2.1 The development site is predominately located within the northern part of the Stockport Metropolitan Borough Council (SMBC), with the westernmost part of the site on the west side of Nelstrop Road North located within the jurisdiction of Manchester City Council (MCC).
- 3.2.2 The site is bound to the north and south by residential areas and to the east and west by a mix of residential and employment uses.
- 3.2.3 **Figure 3.2** shows the location of the site in the context of the local highway network.

Figure 3.2 : Local Highway Network



Station Road

- 3.2.4 In the site vicinity, Station Road runs east to west between B6167 Gorton Road and the site access. Station Road, subject to a 20mph speed limit, is a two-way single carriageway with an approximate width of c.6m. c.2m wide footways are present on both sides of the road and there are long sections where titan kerbs are present. There are sections of footway where the current surface has experienced some wear.
- 3.2.5 The existing conditions along Station Road are summarised in [Table 3.1](#) and shown in [Photograph 3.1](#) to [Photograph 3.4](#).

Table 3.1 : Station Road – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Footways
Speed Limit	20mph	Cycle Facilities	No
Carriageway Width	c.6m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

- 3.2.6 As the route serves an existing industrial estate immediately to the east of the site, the route experiences regular HGV movements that currently pass the residential dwellings accessed towards the eastern section of the route.
- 3.2.7 Given the nature of adjacent land uses (industrial and residential), on-street parking is permitted for residents outside sections of terraced housing in the vicinity of and to the east of Bradfield Close and Durham Street. The on-street parking reduces available road widths, which serves as a natural traffic calming feature as it requires co-operation between vehicles undertaking opposing movements and encourages lower vehicle speeds.
- 3.2.8 Parking restrictions for vehicles over 3.5t are enforced between 0700-1900 Monday to Saturday to prevent larger vehicles parking near residential areas.

Photograph 3.1 : Station Road



Photograph 3.2 : Station Road – Titan Kerbs



Photograph 3.3 : Station Road – Footway Provision



Photograph 3.4 : Station Road – Parking Restriction



Site Access

The existing site access is via the Station Road Railway Bridge. As shown in [Photograph 3.5](#), the site is currently closed to general traffic. It comprises a c.5m paved carriageway and does not provide any footways. The bridge forms part of a local active travel route between Station Road and Sandfold Lane. The bridge structure provides non-motorised access to and across National Cycle Network (NCN) Route 60.

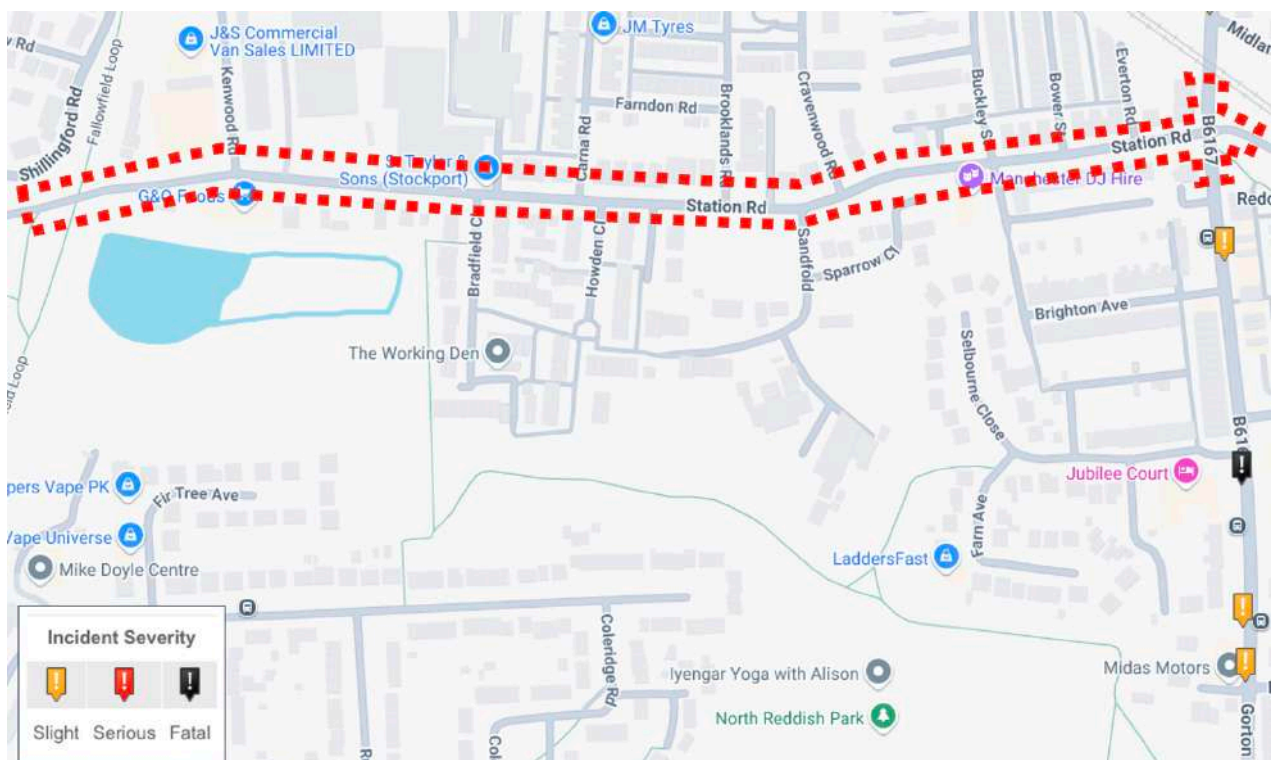
Photograph 3.5 : Existing Site Access and Bridge



3.3 Road Safety

- 3.3.1 Personal Injury Collision (PIC) data in vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the most recently available five-year period between 2019 and 2023.
- 3.3.2 Figure 3.3 shows the extent of the study area on the local highway network, which covers Station Road between the site and its junction with Gorton Road to the east.

Figure 3.3 : Personal Injury Collisions Map (source : CrashMap)

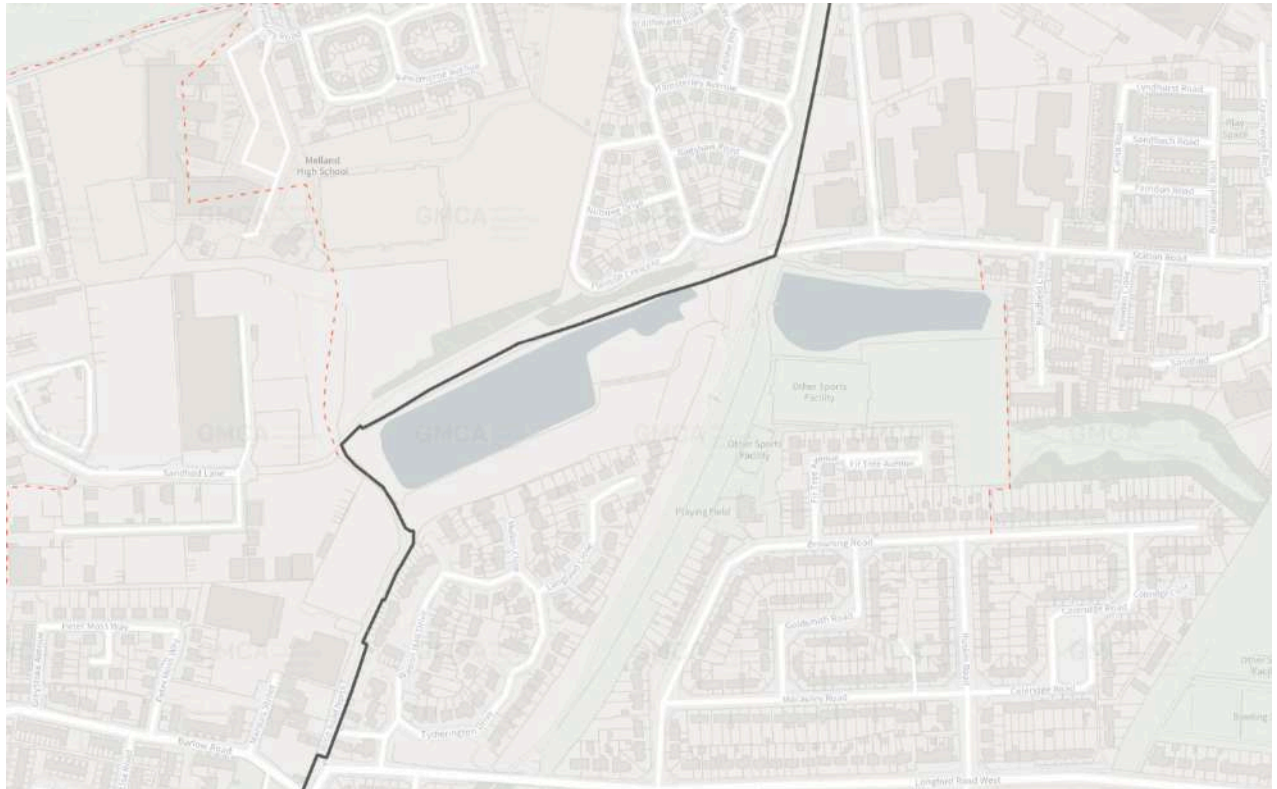


- 3.3.3 As shown in Figure 3.3, no PICs were recorded in the study area between 2019 and 2023, which included Station Road and the Station Road / B6167 Gorton Road junction.

3.4 Public Rights of Way

- 3.4.1 As shown in Figure 3.4, there are no Public Rights of Way (PROWs) within the site boundary.
- 3.4.2 There are however existing PROWs within the immediate vicinity of the site, including Manchester FP123 to the northwest and Stockport FP103 to the east. There is also a network of informal walking routes and paths available within the site, that will continue to be available for use by the local community and by any future residents.

Figure 3.4 : Existing PRow Network (source: TfGM Mapping)



3.4.3 A connection to Stockport FP103 at the eastern portion of the site will be provided. This would allow users to divert along the development's roads / footways. This would also allow users to bypass the section of Station Road where footway provision is less suitable.

3.5 Air Quality

3.5.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the site is not located within an Air Quality Management Area (AQMA).

4. Development Proposals

4.1 Proposed Use

4.1.1 The proposed development comprises up to 200no. residential units, comprising 109no. residential dwellings and 91no. apartment units. The proposed development will provide a minimum of 50% affordable units.

4.1.2 The proposed site layout plan is shown in [Figure 4.1](#) and attached in [Appendix B](#).

Figure 4.1 : Proposed Site Layout (source : Fletcher Rae)



4.2 Development Quantum

4.2.1 The type and mix of properties are set out in [Table 4.1](#).

Table 4.1 : Type and Mix of Residential Dwellings

House Type	No. of Apartments	No. of Houses	Total
1 Bedroom	58	0	58
2 Bedroom	33	62	95
3 Bedroom	0	47	47
Total	91	109	200

4.3 Proposed Site Access Arrangement

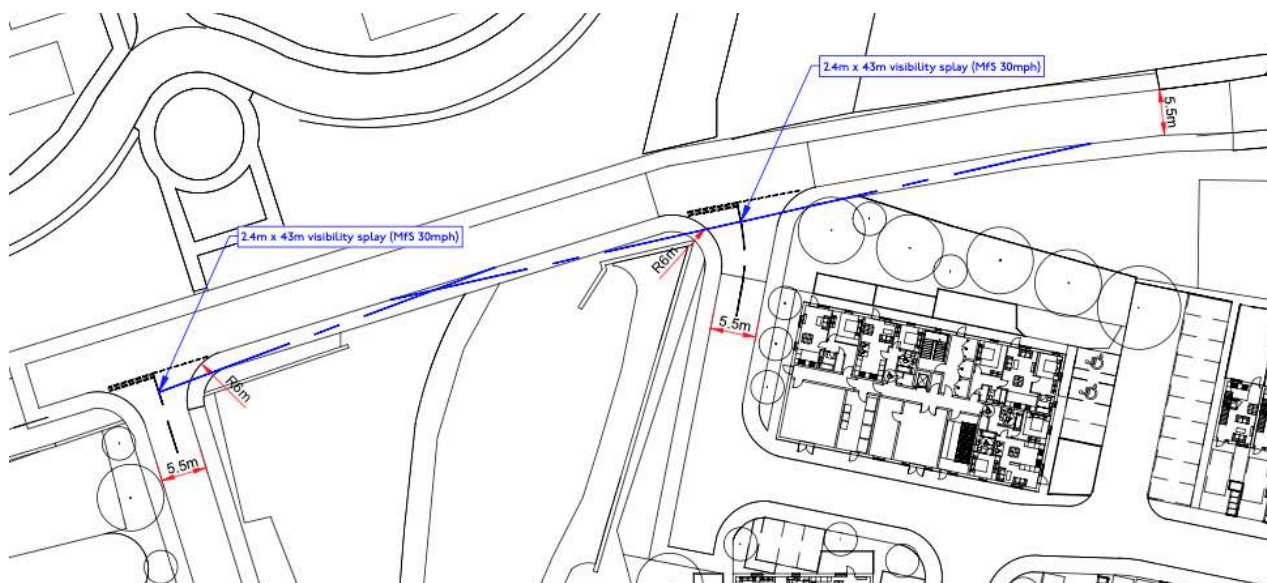
Central and Western Parcels

- 4.3.1 Access to the central and western parcels is proposed via the Station Road bridge that will be upgraded to include a 5.5m wide carriageway and 2m wide footways on both sides of the road.
- 4.3.2 The applicant is currently liaising with the structures team at both MCC and SMBC to determine the extent of structural works required to the existing structure to support vehicular access to the proposed development.

Eastern Parcel

- 4.3.3 Access to the eastern parcel is proposed via a new priority junction on Station Road. The access road will provide a 5.5m wide carriageway and 6m corner radii. The access will include 2m wide shared footways on both sides of the access, that will extend to connect with the existing footways along Station Road to the east.
- 4.3.4 Adjacent to the site, Station Road is currently subject to a 20mph speed limit, as described previously. In line with Manual for Streets (MfS) guidance for 20mph roads, 2.4m x 25m visibility splays are achievable in both directions along Station Road. These visibility splays are deemed appropriate based on the proposals to reduce the speed limit to 20mph adjacent to the site, along with the traffic calming measures.
- 4.3.5 The proposed access arrangement, with achievable visibility splays along Station Road, are shown in [Figure 4.2](#), and the full drawing (**Drawing J32-6075-PS-001**) attached in [Appendix C](#).

Figure 4.2 : Proposed Site Access Arrangement



4.4 Pedestrian, Cycle and Emergency Access

- 4.4.1 As shown in [Figure 4.1](#), a pedestrian connection to FP103 will be provided from the eastern parcel. Connections to the Fallowfield Loop will be retained, as well as the internal walking routes around the Secret Lake.
- 4.4.2 Transport for Greater Manchester (TfGM) have developed a network of future cycle routes in the area known as the “Beelines”. One of these future routes is identified between Nelstrop Road North and Sanfold Lane.
- 4.4.3 As part of the proposals, a 3.7m wide surfaced emergency access route will be provided between Nelstrop Road north and Sandfold Lane, which forms a key section of the proposed Beelines route. When not being used for emergency access, this will be a shared pedestrian / cycle route that will be protected at either end with demountable bollards to prevent access by motorised vehicles. A zebra crossing facility is proposed where the route crosses the internal access road to ensure pedestrian and cyclist movements are given priority, as requested during pre-application discussions.

4.5 Servicing and Delivery Arrangements

- 4.5.1 Swept path analysis for a refuse collection vehicle, the largest vehicle expected to enter the site, has been undertaken at the site access and within the internal road network. This is shown in [Figure 4.3](#), with the full drawing ([Drawing J32-6075-PS-002](#)) attached in [Appendix D](#).

Figure 4.3 : Swept Path Analysis – 11.2m Refuse Vehicle



- 4.5.2 As demonstrated in [Figure 4.3](#), a refuse collection vehicle can safely enter the site, manoeuvre within the internal layout and exit in a forward gear.
- 4.5.3 Refuse collection vehicles can also get within an appropriate distance of each dwelling in line with bin collection distance guidance (MfS and BS:5906).

4.6 Road Safety Audit

- 4.6.1 A Stage 1 Road Safety Audit (RSA) was undertaken at the site accesses by an independent Road Safety Auditor based on a previous version of the site layout. The site layout plan submitted as part of the planning application has been updated to in response to the issues raised.
- 4.6.2 The Stage 1 RSA report and subsequent Designer's Response is attached in [Appendix E](#).
- 4.6.3 All recommendations within the Stage 1 RSA are accepted and have been incorporated into the proposed site layout.

4.7 Active Travel Improvements

- 4.7.1 In addition to the active travel measures proposed within the site, the applicant has identified several off-site measures along Station Road to improve sustainable access to / from the proposed development.
- 4.7.2 On this basis, dropped kerb crossings and tactile paving would be provided at the following locations where there are gaps in the existing provision:
- Bradfield Close
 - Howden Close
 - Sandfold
 - Station Road
- 4.7.3 All locations are located on the southern side of Station Road, and the connection to Stockport FP103 on the eastern parcel will provide an improved and continuous connection between the site and the signalised crossing facility on Gorton Road.
- 4.7.4 The works are intended to improve safety and inclusivity for all users, particularly those with mobility or visual impairments.

4.7.5 The proposed improvements are minor in nature and fall within the adopted public highway. They are considered feasible in principle, subject to detailed design to be developed post-consent. It is therefore proposed that the design and delivery of these works be secured by means of a suitably worded planning condition, with implementation through a Section 278 agreement with the SMBC Highways as the Local Highway Authority.

4.8 Parking Provision

4.8.1 SMBC's residential (Use Class C3) parking standards are summarised in [Table 4.2](#).

Table 4.2 : SMBC's Adopted Car Parking Standards

Type	Maximum Car Parking Standard	Minimum Disabled Parking Standard	Minimum Cycle Parking Standard	Electric Vehicle Charing Point (EVCP)
All C3 Dwelling Houses	2 spaces per dwelling	If parking reserved to individual dwelling, then 1 space per dwelling to disabled standard.	If no garage 1 in lockable store	1 EVCP per dwelling

4.8.2 In accordance with the adopted standards, the proposed development will provide 1no. lockable cycle parking space for each residential dwelling and apartment unit.

4.8.3 All residential dwellings will be provided with an EV charging point, and the proposed car parking for the apartment units will provide 50% EV and infrastructure in place for the remaining spaces.

4.8.4 The proposed development, with a minimum of 50% affordable homes, will provide 2no. car parking spaces at each 3-bedroom dwelling and 1no. car parking space at each of the 2-bed dwellings. This has been based on the level of provision at similar adjacent schemes with high levels of affordable housing. The two comparable sites are listed below:

- Fir Tree Avenue (SMBC)
- Shillingford Road (MCC)

4.8.5 The proposed 91no. apartment units will have 91no. car parking spaces, including 6no. disabled spaces and 10no. visitor spaces.

- 4.8.6 It should be noted that SMBC's parking standards are maximum standards and to justify the proposed level of provision for the apartment units, a parking assessment using car availability data from the 2021 census has been undertaken in [Chapter 6](#).

5. Sustainable Accessibility and Active Travel

5.1 Introduction

- 5.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 5.1.2 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.
- 5.1.3 Paragraph 110 states that: "*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.*"
- 5.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

5.2 Pedestrian Accessibility

- 5.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 5.1](#).

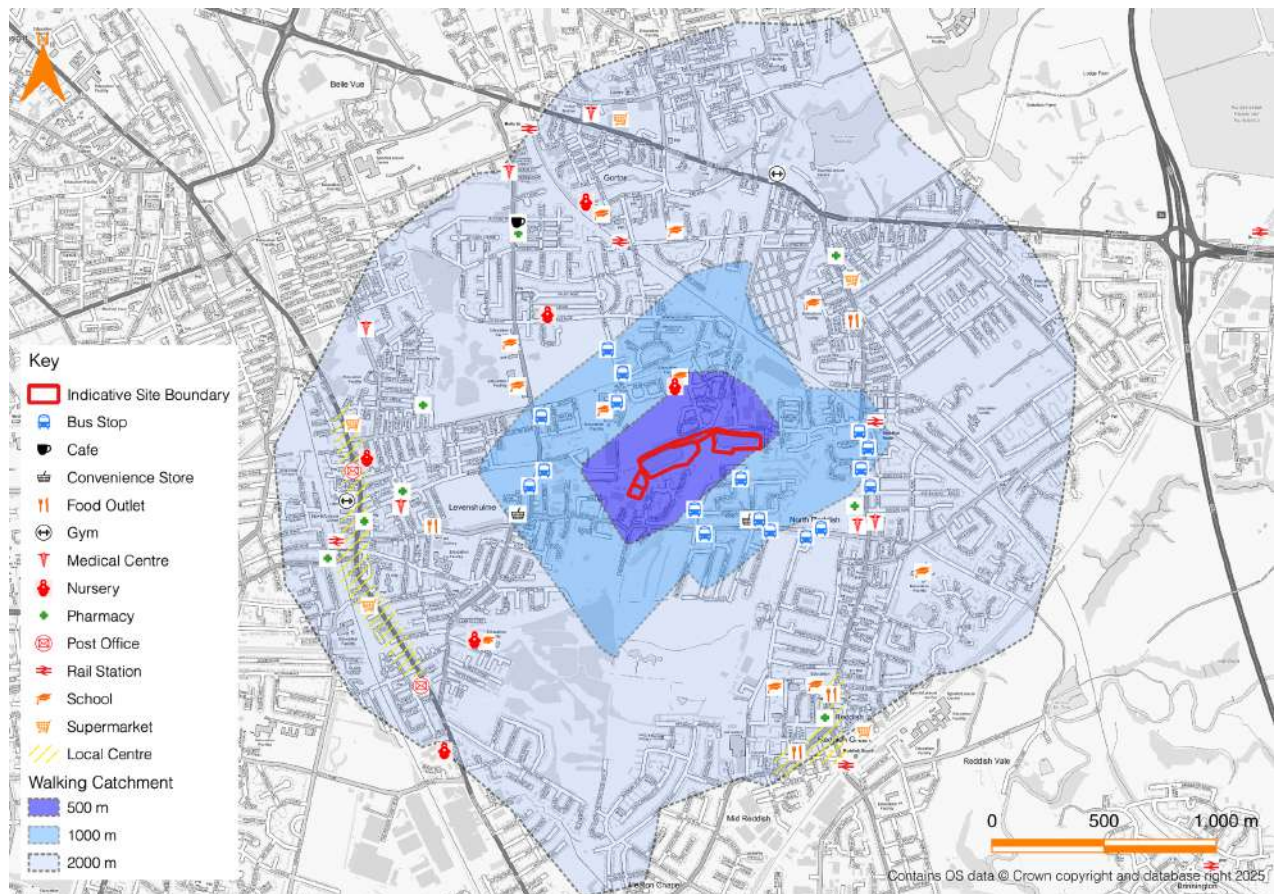
Table 5.1 : CIHT Acceptable Walking Distances

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

- 5.2.2 The CIHT guidelines shown in [Table 5.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

- 5.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 5.2.4 As described previously, a network of existing footways is in place on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.
- 5.2.5 Figure 5.1 presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 5.1 : Walking Catchment Area with Local Amenities



- 5.2.6 Table 5.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 5.2 : Local Amenities – Distances and Walking Times

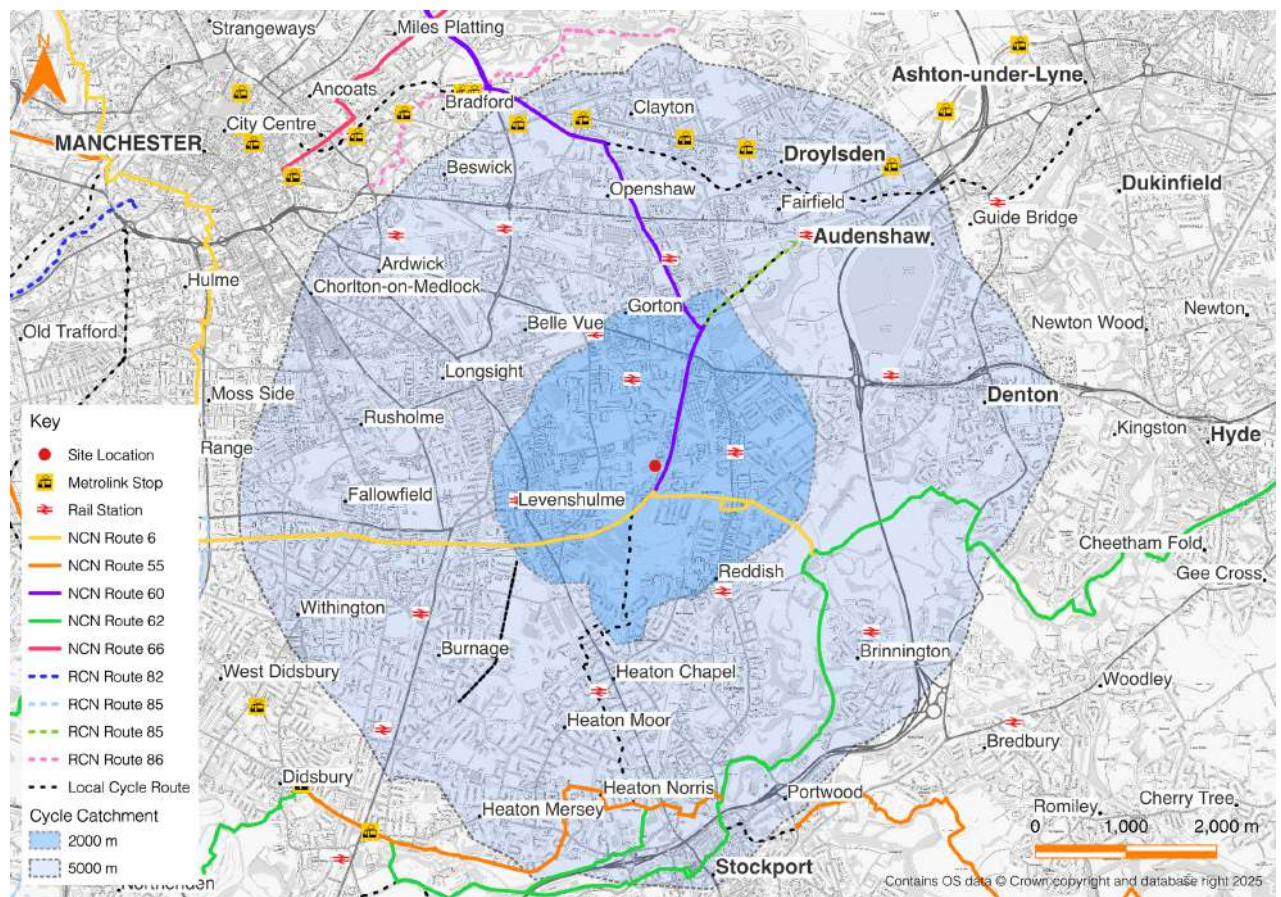
Amenity	Distance	Average Walking Time
Rushbrook Primary Academy School & Nursery	400m	5 minutes
Bus Stops on the Gorton Road	700m	8 minutes
Bus Stops on Longford Road W / Ruskin Road	750m	9 minutes
Reddish North Rail Station	750m	9 minutes
Jams Newsagents	750m	9 minutes
Gorton Educational Village	900m	11 minutes
ASDA Supermarket	1.3km	15 minutes

- 5.2.7 As shown in [Figure 5.1](#), several bus stops are available on the local highway network. The closest bus stops are available on Gorton Road to the west of the site, accessible within c.700m (2-minute walk). They are accessible via the internal footway network of the site, heading north onto Station Road via the existing pedestrian route to the east of the eastern parcel.
- 5.2.8 Bus stops are also available on Longford Road W / Ruskin Road to the south of the site, accessible within c.750m (2-minute walk). They are also accessible via the existing pedestrian route from Station Road heading south.
- 5.2.9 Within a 1,000m walking catchment, a range of amenities are available, particularly to the east of the site along Gorton Road. This includes various food outlets, medical centres and a pharmacy, as Reddish North Rail Station within c.750m (9-minute walk).
- 5.2.10 Several schools and nurseries are also available in the vicinity of the development site. This includes the Rushbrook Primary Academy School & Nursery, accessible to the north of the site within c.400m (5-minute walk). The Gorton Educational Village, which comprises Cedar Mount Academy and Melland SEN High School, is also accessible to the northeast of the site within c.750m (9-minute walk).
- 5.2.11 As described previously, the local highway network benefits from a network of footways, including dropped kerbs and tactile paving at pedestrian crossings, and the development proposals include improvements to pedestrian routes to and from Station Road. The site is well situated in terms of accessibility to local bus services and local amenities. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

5.3 Cycle Accessibility

- 5.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 5.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.
- 5.3.3 Figure 5.2 indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 5.2 : Cycle Catchment Plan

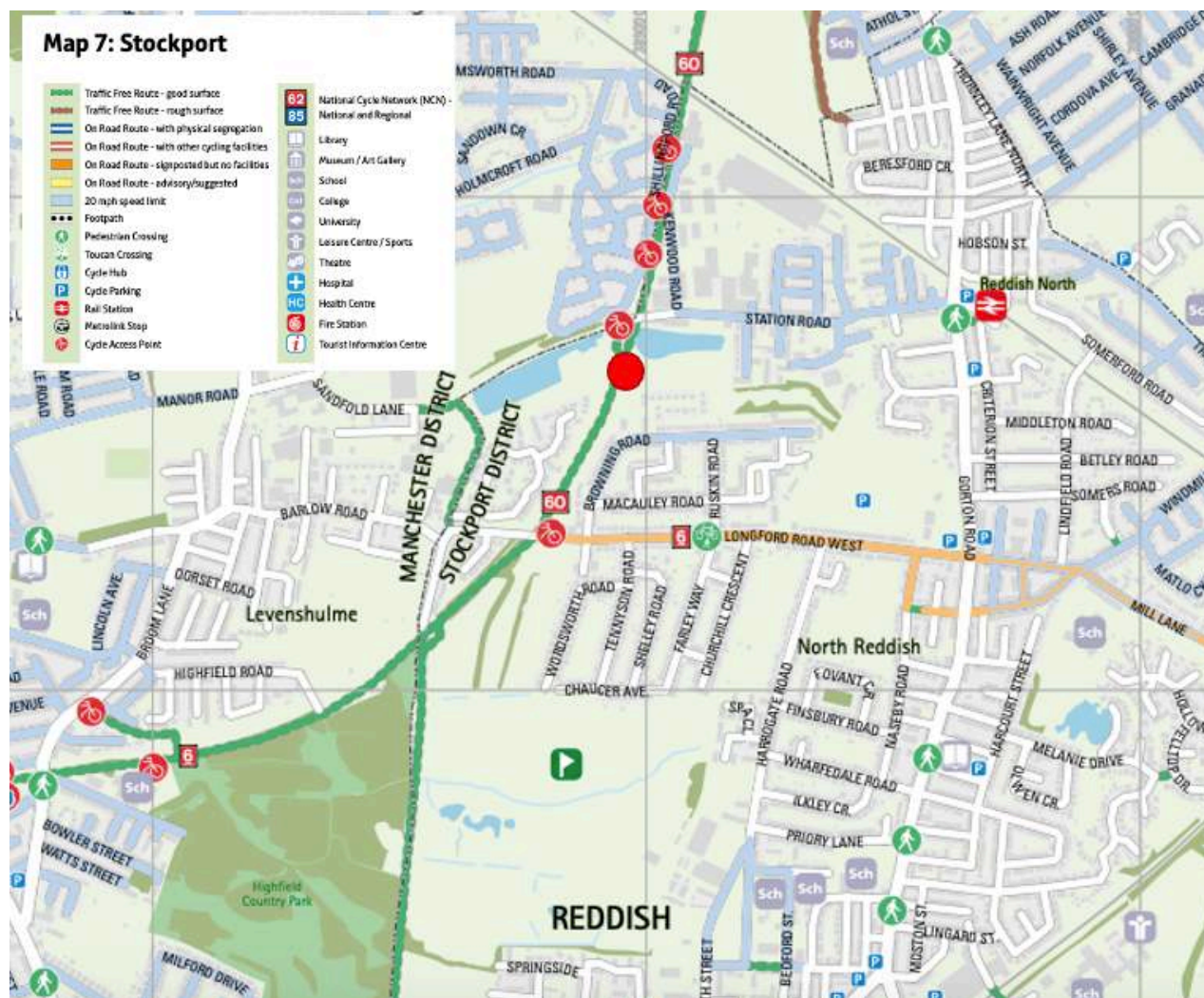


- 5.3.4 As shown in Figure 5.2, Levenshulme and Reddish are available within a 2km cycle catchment, as well as various rail stations including North Reddish. A number of suburban areas, including Openshaw, Brinnington, Heaton Moor and Withington, as well as Audenshaw and Stockport, are located within a 5km cycle catchment of the site.

5.3.5 National Cycle Network (NCN) Routes 6 and 60 are accessible through the centre of the site; these both form the Fallow Loop in the vicinity of the site. These routes also connect with NCN Routes 55 and 62 within the 5km cycle catchment in the vicinity of Stockport.

5.3.6 These connect with a network of local cycle routes and infrastructure in the area, as shown in Figure 5.3.

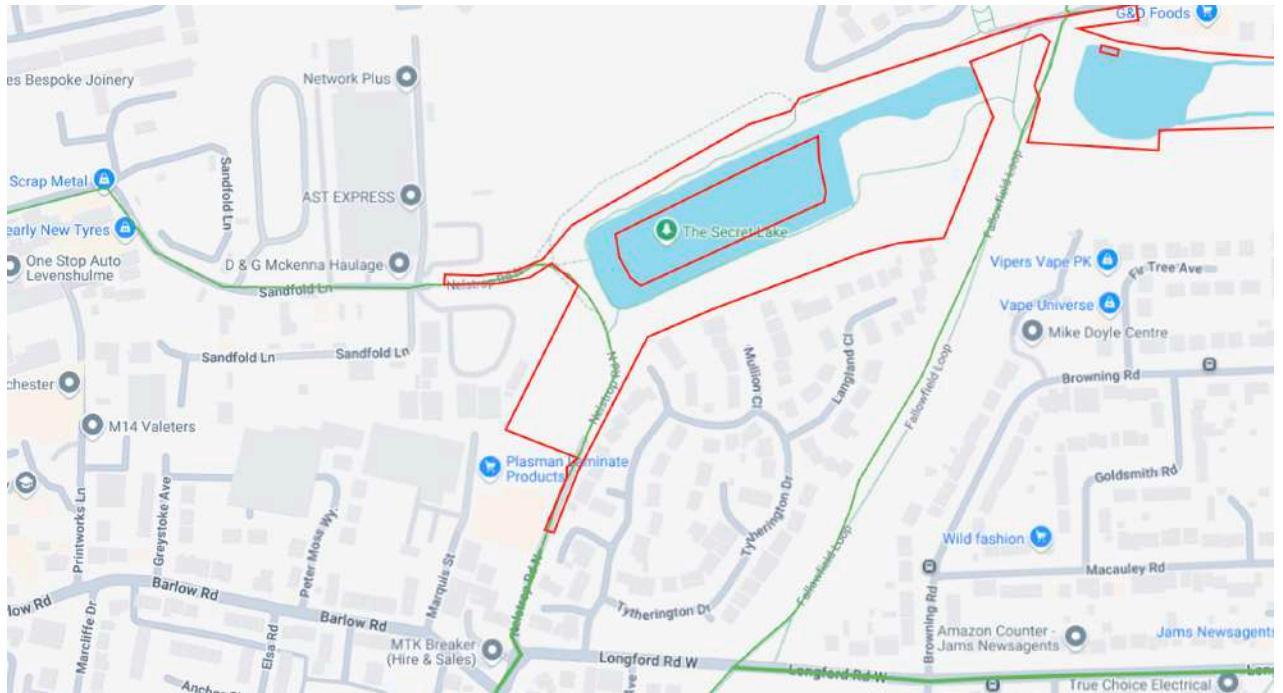
Figure 5.3 : Local Cycle Map – Stockport (source : TfGM)



5.3.7 As shown in Figure 5.3, the Fallowfield Loop provides a traffic free route with a good service, which has several cycle access points in the vicinity of the proposed development site. Longford Road West also provides a signposted on-road route, as part of NCN Route 6, which is accessible via the Fallowfield Loop.

5.3.8 In addition to the existing cycling network, TfGM have developed a network of future cycle routes in the area known as the “Beelines”. As shown in Figure 5.4, part of the proposed Beelines cycle network passes along Sandfold Lane / Nelstrop Road North, which dissects the site.

Figure 5.4 : Beelines Future Network



- 5.3.9 As part of the development proposals, the site will deliver the section of this route that lies within the redline boundary. It is currently proposed to provide a 3.7m wide surfaced shared pedestrian cycle route between Nelstrop Road North and Sandfold Lane. A zebra crossing facility is proposed where the route crosses the internal access road to ensure pedestrian and cyclist movements are given priority.
- 5.3.10 Considering the close proximity of local cycle routes and accessibility to local areas, cycling could be a reasonable method of travel for residents, particularly as an alternative to private car trips.

5.4 Public Transport Services

Local Bus Services

- 5.4.1 Several bus stops are available on the local highway network. The closest bus stops are available on the B6167 to the west of the site, accessible within c.700m (2-minute walk). As described previously, they are accessible via the internal footway network of the site, heading north onto Station Road via the existing pedestrian route to the east of the eastern parcel.
- 5.4.2 Bus stops are also available on Longford Road W / Ruskin Road to the south of the site, accessible within c.750m (2-minute walk). They are also accessible via the existing pedestrian route from Station Road heading south.
- 5.4.3 Table 5.3 provides a summary of routes and times of local public bus services accessible from these stops on the local highway network.

Table 5.3 : Local Bus Services – B6167 and Longford Road W / Ruskin Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
7	Ashton — Droylsden — Gorton — Dane Bank — Reddish — Stockport	2	2	2	2	1
42A	Reddish — Heaton Chapel — Didsbury — Rusholme — Manchester	2	2	2	2	1
203	Stockport — Reddish — Belle Vue — Manchester	6	6	6	6	4
786/790*	St Thomas More RC College	<1	No Service	<1	No Service	No Service
840*	Harrytown High School	<1	No Service	<1	No Service	No Service

**Dedicated school / college service*

5.4.4 As shown in Table 5.3, 3no. regular public services are available from the bus stops identified above on the local highway network. Services operate with a frequency of up to every 10 minutes on weekdays and Saturdays, and up to every 5 minutes on Sundays. These surveys provide access across Greater Manchester, including towards Manchester City Centre, Stockport, Ashton and Didsbury.

5.4.5 Additional school / college only services are also available during peak hours on weekdays, serving St Thomas More RC College and Harrytown High School.

5.4.6 The frequency and proximity of local bus services presents them as a convenient and realistic method of travel for future residents for leisure, commuting or accessing local amenities.

Rail Services

5.4.7 The closest rail station to the site is Reddish North Station within c.750m (9-minute walk) to the east of the site off the B6167. It is therefore accessible within both the walking and cycling catchments. A summary of the direct rail services from Reddish North Station are summarised in Table 5.4.

Table 5.4 : Direct Rail Services – Reddish North Station

Destination	Approx. Frequency	Approx. Journey Time
Manchester Piccadilly	2 services / hour	12 minutes
New Mills Central <i>via Bredbury</i>	1 service / hour	20 minutes
Sheffield <i>via Bredbury and New Mills Central</i>	1 service / hour	1 hour 10 minutes

5.4.8 As shown in Table 5.4, there are 3no. frequent rail services available from Reddish North Station providing direct rail access to destinations including Manchester Piccadilly, New Mills Central, Sheffield and Bredbury. These services also provide access to local stations along each respective route.

5.4.9 This demonstrates the site's accessibility by rail, particularly as an alternative to private car trips for commuting or as part of a multi-modal journey.

5.5 Summary

5.5.1 In summary, it has been shown that the site can be accessed via sustainable modes of travel, including walking, cycling and public transport – thereby offering an alternative to single occupancy car trips. This includes the following:

- Existing footways are available on the local highway network, and the proposed development will provide new pedestrian routes and connections to existing pedestrian routes, providing safe walking routes to local amenities and public transport provision;
- Bus stops are located within an acceptable walking distance from the site and are accessible via dedicated pedestrian routes;
- Access to a network of national and local cycle routes within the local area, including the Fallowfield Loop which runs through the centre of the proposed development site;
- Regular bus services from the local highway network provide access across Greater Manchester, including towards Manchester City Centre, Stockport, Ashton and Didsbury;
- Dedicated school / college only services provide access to local schools during peak hours; and
- Reddish North Station provides frequent and direct rail services to a wide range of destinations including Manchester Piccadilly, New Mills Central, Sheffield and Bredbury. These services also provide access to local stations along their routes.

5.5.2 Overall, alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes and public transport services.

5.5.3 The site is therefore compliant with the NPPF in paragraph 115 which states that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location'*.

5.5.4 Furthermore, the proposals accords with paragraph 117 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.*

6. Car Parking Assessment

6.1 Apartment Parking Assessment

- 6.1.1 The proposed 91no. apartment units will have a total of 91no. courtyard car parking spaces, including 6no. disabled spaces and 10no. visitor spaces.
- 6.1.2 To provide evidence and justification for the proposed levels of car parking provision for the apartments, household car availability data for and flats / apartments has been obtained from the 2021 Census for the 'Stockport 002' Middle Layer Super Output Area (MSOA).
- 6.1.3 The car availability data for people residing in flats / apartments in the study area, based on the 2021 Census, is summarised in [Table 6.1](#).

Table 6.1 : Car Availability (Stockport 002)

	No Car or Van	1 Car or Van	2+ Cars or Vans	Total
Flats / Apartments	45%	47%	8%	100%

- 6.1.4 The number of proposed houses and flats / apartments within each block has been multiplied by the proportions shown in [Table 6.1](#). To estimate the number of cars associated with each phase of the proposed development, and therefore expected parking demand, the resulting values were multiplied by either 0, 1 or 2.
- 6.1.5 The results are shown in the [Table 6.2](#).

Table 6.2 : Expected Parking Demand – 91no. Apartments

	No Car or Van	1 Car or Van	2+ Cars or Vans	Total
No. Apartments	41	42	8	91
Cars	0	42	16	58

- 6.1.6 As shown above, based on 2021 Census data, future residents of the development are estimated to create parking demand for 58no. spaces. Based on the estimated demand, the proposed level of car parking provision is deemed to be sufficient to accommodate the parking requirements of resident. There will also be a surplus allowing for peaks in car parking demand and any visitor parking requirements.
- 6.1.7 Furthermore, it has been demonstrated that development site is benefits from convenient access to a range of local amenities and high level of sustainable transport accessibility, as detailed in [Chapter 5](#).

6.1.8 Therefore, it is considered that the proposed level of on-site parking provision will be sufficient to accommodate the expected levels of parking demand generated by the proposed development.

7. Trip Generation and Trip Distribution

7.1 Modal Share Travel Data

7.1.1 To inform the modal split anticipated at the development site, the journey to work data from the 2011 Census has been reviewed for the population living in the site area. This is shown in [Table 7.1](#).

Table 7.1 : Stockport 002 – Modal Share Data – Census 2011

Mode of Travel	'Stockport 002' – Modal Share
Driving a car or van	61%
Bus, minibus or coach	18%
On foot	8%
Passenger in a car or van	5%
Work mainly at or from home	3%
Train	2%
Bicycle	2%
Motorcycle	1%
Total	100%

7.1.2 [Table 7.1](#) indicates that approximately 61% of people who work in 'Stockport 002' drive to work. The census data also shows that the remaining 36% of work trips are made using sustainable modes as 3% work mainly from home.

7.2 TRICS Trip Rates

7.2.1 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed residential development. Multi-modal trip rates have been derived from the TRICS database (v7.11.4) using the '*Residential – Houses Privately Owned*' and '*Residential – Flats Privately Owned*' land use categories.

7.2.2 The full TRICS outputs are attached in [Appendix F](#).

7.2.3 TRICS surveys containing privately owned units only have been used to provide a robust assessment. The scheme will offer a minimum of 50% affordable units, which are typically associated with lower car ownership and lower numbers of trips.

7.2.4 TRICS surveys during the COVID-19 lockdowns were removed as it is likely that travel behaviours were affected during this time.

- 7.2.5 For the '*Residential – Flats Privately Owned*' land use category, sites with less than 1 parking space per unit were removed to reflect the development proposals.
- 7.2.6 In line with the '*TRICS Good Practice Guide 2021*', no surveys were excluded on the basis of geographical region.
- 7.2.7 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation. Therefore, the 'Suburban Area' and 'Edge of Town' location types have been selected.

7.3 Trip Generation

- 7.3.1 The person TRICS trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in [Table 7.2](#) and [Table 7.3](#) for houses and flats respectively.

Table 7.2 : TRICS Person Trip Generation (per dwelling) - Houses

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate						
<i>'Residential – Houses Privately Owned'</i>	0.227	0.788	1.015	0.573	0.275	0.848
Proposed Development (109no. dwellings)	25	86	111	62	30	92

Table 7.3 : TRICS Person Trip Generation (per dwelling) - Flats

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate						
<i>'Residential – Houses Privately Owned'</i>	0.104	0.616	0.720	0.394	0.180	0.574
Proposed Development (91no. apartment units)	9	56	65	36	16	52

- 7.3.2 The vehicle modal split of 61% has been applied to the total person trips shown in [Table 7.2](#) and [Table 7.3](#). The resulting trips are shown in [Table 7.4](#).

Table 7.4 : Vehicle Trip Generation (per dwelling) – Houses and Flats

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicle Trips - 109 Residential Dwellings	15	52	67	38	18	56
Vehicle Trips - 91 Apartment Units	6	34	40	22	10	32
Total	21	86	107	60	28	88

7.3.3 As shown in [Table 7.4](#), the proposed development is expected to generate **107** two-way trips during the AM peak period and **88** two-way trips during the PM peak period.

7.4 Trip Distribution

7.4.1 A trip distribution exercise has been undertaken based on 2011 Census Data (Location of usual residence and place of work) for 'Car Drivers' residing in Middle Layer Super Output Area (MSOA) 'Stockport 002'.

7.4.2 The data has been used to inform the pattern of arrivals and departures to / from the site to / from the top 30 MSOAs and Local Authority Districts (LAD's) across the northwest of England. Please note that any trips to MSOA's included within the top 30 were subtracted from their corresponding LAD to avoid any double counting.

7.4.3 A summary of the trip distribution is shown in [Table 7.5](#), with full calculations attached in [Appendix G](#).

Table 7.5 : 2011 Census – Trip Distribution

MSOA / LAD	Total	Percentage
E02001200 : Stockport 014	123	7%
E02001193 : Stockport 007	50	3%
E02001195 : Stockport 009	47	3%
E02001097 : Manchester 053	45	2%
E02006902 : Manchester 054	45	2%
E02001192 : Stockport 006	45	2%
E02001062 : Manchester 018	44	2%
E02001188 : Stockport 002	43	2%
E02001197 : Stockport 011	37	2%
E02001189 : Stockport 003	36	2%

MSOA / LAD	Total	Percentage
E02001260 : Trafford 002	35	2%
E02001063 : Manchester 019	34	2%
E02001205 : Stockport 019	34	2%
E02001213 : Stockport 027	34	2%
E02001208 : Stockport 022	32	2%
E02001202 : Stockport 016	29	2%
E02001059 : Manchester 015	28	2%
E02001217 : Stockport 031	27	1%
E02001064 : Manchester 020	26	1%
E02001194 : Stockport 008	26	1%
E02001066 : Manchester 022	24	1%
E02006917 : Manchester 060	24	1%
E02001241 : Tameside 013	24	1%
E02006912 : Manchester 055	23	1%
E02001177 : Salford 021	20	1%
E02001199 : Stockport 013	20	1%
E02001184 : Salford 028	19	1%
E02001253 : Tameside 025	19	1%
E02001075 : Manchester 031	18	1%
E02001095 : Manchester 051	16	1%
Manchester	247	14%
Stockport	150	8%
Trafford	92	5%
Tameside	76	4%
Cheshire East	66	4%
Salford	49	3%
Oldham	43	2%
Rochdale	25	1%
Warrington	23	1%
Bury	16	1%
Total	2,664	100%

- 7.4.4 The percentages shown in [Table 7.5](#) were assigned to routes across the local highway network based on expected journey times to the above locations. The journey time assessment was undertaken using Google Maps for each peak hour.
- 7.4.5 As shown in [Table 7.5](#), 2% of trips are distributed internally within the 'Stockport 002 MSOA'. For route assignment purposes, it was assumed that these trips were distributed to / from Longford Road West.
- 7.4.6 It should also be noted that where a genuine route choice existed with a minimal difference in expected journey time, traffic was assigned evenly to each route. This was the case for trips to / from A57 Hyde Road (W) where there were two routes with a similar journey time. The first route was via Laburnum Road and the second via The Reddish Road / Hyde Road signalised junction.
- 7.4.7 The full calculations for the distribution of trips to each origin / destination the attached in [Appendix G](#).
- 7.4.8 The network diagrams attached in [Appendix H](#) also present the development trip distribution and route assignment across the study area.

8. Traffic Impact Assessment

8.1 Introduction

8.1.1 Off-site capacity assessments have been undertaken at locations where the proposed development would result in an increase of 30 or more two-way vehicle movements during the AM or PM peak period. It should be noted that junctions where the proposed development traffic is expected to continue straight along the major arm have not been included:

- Station Road / B6167 Gorton Road – signalised junction
- B6167 Reddish Road / Longford Road West / Longford Road – signalised junction;
- A57 Hyde Road / B6167 Reddish Lane – signalised junction; and
- B6167 Reddish Road / B5169 Broadstone Road – signalised junction.

8.2 Assessment Traffic Flows

8.2.1 Manual classified count (MCC) and queue length surveys were undertaken at the junctions listed above on Wednesday 14th May 2025. All raw survey data is attached in [Appendix I](#).

8.2.2 The 2025 base traffic flow data in the AM and PM peak hours is shown in the network diagrams attached in [Appendix H](#).

8.3 Assessment Scenarios

8.3.1 The assessment periods over which the development trips will be assessed on the local highway network are based on the individual junction peak hours derived between 0700-1000 and 1600-1900.

- AM Peak: determined by individual junction AM peak hour.
- PM Peak: determined by individual junction PM peak hour.

8.3.2 The following assessment scenarios are proposed for the weekday AM and PM peak hours:

- 2025 Base
- 2030 Base + Committed
- 2030 Base + Committed + Development

8.3.3 The 2030 future year represents a future year 5-years post submission of the planning application.

8.4 Background Traffic Growth

- 8.4.1 To represent future traffic conditions on the local highway network, TEMPRO has been used to derive locally adjusted background traffic growth factors for the weekday AM and PM peak periods.
- 8.4.2 TEMPRO v8.0 calibrated with the Regional Transport Model (RTM 18) dataset has been used to generate traffic growth factors specific to the site's MSOA, 'Stockport 002'.
- 8.4.3 The future year growth factors have been applied to the 2025 base flows to generate future baseline flows for 2030.
- 8.4.4 A summary of the AM and PM peak period TEMPRO growth factors is shown in [Table 8.1](#).

Table 8.1 : TEMPRO Growth Factors ('Ribble Valley 007' MSOA)

Day / Time Period	2025 - 2030
Weekday AM Period	1.0589
Weekday PM Period	1.0579

8.5 Committed Development

- 8.5.1 The following committed developments have been considered:
- **Kao Data (App Ref : DC/090411)** – 'The development proposals for the site comprise the redevelopment of the existing industrial unit (Use Class B2) and associated service yard and to erect a 25,900sqm data centre (Use Class Sui Generis) alongside associated parking and servicing access.
 - **Elsa Waste (App Ref : DC/078979)** - redevelopment of the Climax Works site on Station Road, Reddish. The proposal is to replace all the existing business operations within the Climax Works site with the established Elsa paper and plastics waste transfer operation.
- 8.5.2 It should be noted the expansion of the Elsa Waste site will not generate a material increase in vehicle movements on Station Road.
- 8.5.3 Committed development flows have been included for the Kao Development with flows taken from the approved Transport Statement. Flows have been distributed onto the network in accordance with the methodology set out in [Chapter 7](#). The resulting committed development flows are presented within the network diagrams attached in [Appendix H](#).

8.6 Assessment Tools

LinSig

8.6.1 The industry standard traffic software package LinSig (v3) has been used to model signalised junctions across the study area during the AM and PM peak periods. As an assessment tool, LinSig results are typically reported for the following performance statistics:

- Degree of Saturation (DoS) %
- Mean Maximum Queue (MMQ) (PCU); and
- Practical Reserve Capacity (PRC) %

8.6.2 DoS is expressed as a percentage and is reported for an individual link. It can be defined as the ratio of flow to capacity for the link. A DoS% value of 90% typically demonstrates that a link is operating within capacity.

8.6.3 MMQ is expressed in PCUs and represents the maximum queue within a typical cycle averaged over all the cycles within the modelled time period.

8.6.4 PRC is expressed as a percentage and is reported for each stage stream. The PRC % is calculated from the maximum DoS% on a link controlled by the stage stream and is a measure of how much additional traffic could pass through a junction controlled by the stage stream whilst maintaining a maximum DoS of 90% on all links.

Base Model Calibration / Validation

8.6.5 All signalised junctions included as part of the capacity assessment were calibrated using on signal controller specification and layout plans received from TfGM. All specification data is attached in [Appendix J](#).

8.6.6 It should be noted that the LinSig models do not take into account the benefit of SCOOT and MOVA which is in operation at the junctions assessed. LinSig can only run at fixed cycle times and stage sequences and SCOOT control can vary the cycle time and green times allocated to stages to match local conditions and this can improve overall capacity levels and reduce queuing. It is not possible to replicate this fully within the models.

8.6.7 Further model calibration was also undertaken using video footage captured from the MCC survey. This allowed the frequency of any demand dependent (DD) stages and all red pedestrian phases to be calculated for each peak hour. This enabled the use of 'bonus greens' to account for the additional green time allocated to some phases when the DD stages weren't called.

8.6.8 The video footage also allowed for a review of lane usage to determine queuing behaviour and estimated stacking capacities for each of the flare lanes to be understood. As such, some flare lane lengths were adjusted to account for the observed behaviour at the junctions.

8.6.9 The base models were validated using queue length data and were all considered to be appropriate tools for assessing the impact of the proposed development. The results of the queue length validation exercise are attached in [Appendix K](#).

8.7 Station Road / B6167 Gorton Road

8.7.1 A summary of the junction capacity results at the Station Road / B6167 Gorton Road signal junction are summarised in [Table 8.2](#) to [Table 8.3](#), with the full LinSig outputs included in [Appendix L](#).

8.7.2 It should be noted that due to comments made regarding this junction during the consultation period, it was assumed that the all-red pedestrian phase was called in every cycle. However, this was not observed when the video footage was reviewed. Therefore, the results below are considered to present a robust worst case.

Table 8.2 : 2030 Base + Committed - LinSig Results

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCU/Hr)	Queue (PCU)	DoS (%)	Delay (PCU/Hr)	Queue (PCU)
B6167 Gorton Road N Ahead Left Right	63.8	3.7	11.8	66.1	4.0	13.1
Station Approach Left Right Ahead	4.0	0.1	0.2	7.9	0.2	0.4
B6167 Gorton Road S Right Ahead Left	59.0	3.0	10.6	63.3	3.4	11.8
Station Road Right Ahead Left	62.6	2.2	4.1	64.9	2.4	4.3
Total Delay (PCU/Hr)		9.08			10.01	
PRC%		41.2			36.2	

Table 8.3 : 2030 Base + Committed + Development - LinSig Results

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCU/Hr)	Queue (PCU)	DoS (%)	Delay (PCU/Hr)	Queue (PCU)
B6167 Gorton Road N Ahead Left Right	73.6	5.0	13.9	71.3	4.7	14.4
Station Approach Left Right Ahead	3.3	0.1	0.2	7.5%	0.2	0.4
B6167 Gorton Road S Right Ahead Left	67.4	4.0	12.4	68.9	4.1	13.4
Station Road Right Ahead Left	71.9	3.4	6.4	71.3	2.9	5.2
Total Delay (PCU/Hr)		12.55			11.88	
PRC%		22.2			26.2	

8.7.1 The modelling results show that in the worst-case 2030 Base + Committed + Development scenario all approaches are expected to operate with a DoS below or at 90%, with only minor increases in MMQ and delays.

8.8 B6167 Reddish Road / Longford Road West / Longford Road

8.8.1 A summary of the junction capacity results at the B6167 Reddish Road / Longford Road West / Longford Road signal junction are summarised in [Table 8.4](#) to [Table 8.5](#), with the full LinSig outputs included in [Appendix M](#).

8.8.2 A review of the video footage during the AM and PM peak hour indicated that the pedestrian phases were not called every cycle. On the basis that this junction operates SCOOT, bonus greens were allocated to other stages to account for the additional green time available when the DD stages were not called.

8.8.3 This approach resulted in 2025 Base models validating more closely with the observed queue length data attached in [Appendix H](#). It should be noted that the model overrepresents queuing on the southern arm, which is fed by a signal junction to the south. It is considered that the operation on-site is more efficient than can be replicated in the models. However, it is considered that the LinSig model remains an appropriate tool for assessing the impact of the proposed development.

Table 8.4 : 2030 Base + Committed - LinSig Results

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCU/Hr)	Queue (PCU)	DoS (%)	Delay (PCU/Hr)	Queue (PCU)
B6167 Gorton Road N Ahead Left Right	79.6	7.4	10.9	73.1	6.2	11.6
B6167 Gorton Road S Ahead Right Left	79.6	6.2	17.3	88.7	9.7	22.6
Longford Road West Right Left Ahead	75.5	5.7	6.6	86.4	8.6	11.1
Total Delay (PCU/Hr)		19.24			24.53	
PRC%		13.0			1.5	

Table 8.5 : 2030 Base + Committed + Development - LinSig Results

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCU/Hr)	Queue (PCU)	DoS (%)	Delay (PCU/Hr)	Queue (PCU)
B6167 Gorton Road N Ahead Left Right	82.4	7.5	11.8	77.8	6.4	11.8
B6167 Gorton Road S Ahead Right Left	81.8	6.8	18.4	89.7	10.1	24.0
Longford Road West Right Left Ahead	81.3	6.4	7.2	89.1	9.6	12.0
Total Delay (PCU/Hr)		20.73			26.16	
PRC%		9.2			0.3	

8.8.4 The modelling results show that in the worst-case 2030 + Committed + Development scenario all approaches are expected to operate with a DoS below or at 90%, with only minor increases in MMQ and delays.

8.9 A57 Hyde Road / B6167 Reddish Lane – Signalised Junction

8.9.1 A summary of the junction capacity results at the A57 Hyde Road / B6167 Reddish Lane signal junction are summarised in [Table 8.6](#) to [Table 8.7](#), with the full LinSig outputs included in [Appendix N](#).

8.9.2 A review of the video footage during the AM and PM peak hour indicated that the demand dependent stage for the right turn lane from Hyde Road East to Wall Way was not called every cycle. On the basis that this junction operates MOVA, bonus greens were allocated to other stages to account for the additional green time available when the DD stages were not called.

8.9.3 This approach resulted in 2025 Base models validating more closely with the observed queue length data.

Table 8.6 : 2030 Base + Committed - LinSig Results

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCU/Hr)	Queue (PCU)	DoS (%)	Delay (PCU/Hr)	Queue (PCU)
Wall Way Ahead Left	52.9	2.2	3.0	71.3	3.1	4.1
A57 Hyde Road E Left Ahead	94.7	14.2	33.4	85.2	8.6	21.0
A57 Hyde Road E Right Ahead	94.6	14.6	33.7	85.3	9.4	21.4
B6167 Reddish Lane Ahead Left	95.8	15.7	29.4	84.5	6.9	9.9
A57 Hyde Road W Left Ahead	61.5	3.1	15.4	83.0	6.5	28.8
A57 Hyde Road W Right Ahead	62.9	4.0	8.9	84.6	7.1	16.6
Central SB Ahead Right	40.6	0.4	4.8	44.4	0.5	5.4
Central NB Ahead Right	59.7	1.0	5.4	71.3	1.5	6.3
Total Delay (PCU/Hr)		55.25			43.78	
PRC%		-6.4			5.5	

Table 8.7 : 2030 Base + Committed + Development - LinSig Results

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCU/Hr)	Queue (PCU)	DoS (%)	Delay (PCU/Hr)	Queue (PCU)
Wall Way Ahead Left	52.9	2.2	3.0	71.3	3.1	4.1
A57 Hyde Road E Left Ahead	96.5	16.3	35.8	85.4	8.7	21.1
A57 Hyde Road E Right Ahead	96.5	16.7	36.1	85.6	9.5	21.5
B6167 Reddish Lane Ahead Left	97.3	17.8	32.3	86.1	7.3	10.4
A57 Hyde Road W Left Ahead	61.3	3.1	15.3	85.4	7.3	31.3
A57 Hyde Road W Right Ahead	62.6	3.9	8.9	85.6	7.4	17.7
Central SB Ahead Right	41.4	0.4	4.8	45.6	0.5	5.4
Central NB Ahead Right	62.7	1.2	5.7	72.8	1.6	6.5
Total Delay (PCU/Hr)		61.73			45.52	
PRC%		-8.1			4.6	

8.9.4 The modelling results show that in the worst-case 2030 + Committed + Development **PM** scenario, all approaches are expected to operate with a DoS below or at 90%, with only minor increases in MMQ and delays.

8.9.5 The modelling results show that 3 arms are expected to operate with a DoS% of over 90% in the 2030 + Committed **AM** scenario. Despite the additional development traffic, the increases in DoS% at these arms in the 2030 Base + Committed + Development scenario are only forecast to be minor. This is reflected by minor increases in queuing and delay.

8.9.1 The traffic signal data provided by TfGM indicates that the junction operates under MOVA control. This allows the signal staging/ timings at the junction to be optimised in real-time depending on traffic conditions – which LinSig modelling cannot replicate.

8.10 Broadstone Hall Road / B6167 Reddish Lane – Signalised Junction

8.10.1 A summary of the junction capacity results at the Broadstone Hall Road / B6167 Reddish Lane signal junction are summarised in [Table 8.8](#) to [Table 8.9](#), with the full LinSig outputs included in [Appendix O](#).

8.10.2 A review of the video footage during the AM and PM peak hour indicated that the pedestrian phases were not called every cycle. On the basis that this junction operates SCOOT, bonus greens were allocated to other stages to account for the additional green time available when the DD stages were not called.

8.10.3 This approach resulted in 2025 Base models validating more closely with the observed queue length data attached in [Appendix H](#).

Table 8.8 : 2030 Base + Committed - LinSig Results

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCU/Hr)	Queue (PCU)	DoS (%)	Delay (PCU/Hr)	Queue (PCU)
B6167 Gorton Road N Ahead Left Right	71.6	2.9	12.5	57.7	1.9	6.4
B6167 Gorton Road S Ahead Right Left	37.6	1.3	5.8	55.8	2.5	10.4
Broadstone Road Right Left Ahead	46.3	2.5	4.3	57.5	3.5	6.1
Total Delay (PCU/Hr)		6.64			7.87	
PRC%		25.6			55.9	

Table 8.9 : 2030 Base + Committed + Development - LinSig Results

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCU/Hr)	Queue (PCU)	DoS (%)	Delay (PCU/Hr)	Queue (PCU)
B6167 Gorton Road N Ahead Left Right	74.0	3.1	13.6	58.6	1.9	6.4
B6167 Gorton Road S Ahead Right Left	38.1	1.3	5.8	57.3	2.6	10.7
Broadstone Road Right Left Ahead	46.5	2.5	4.3	58.4	3.6	6.3
Total Delay (PCU/Hr)		6.96			8.14	
PRC%		21.7			53.6	

8.10.4 The modelling results show that in the worst-case 2030 + Committed + Development scenario all approaches are expected to operate with a DoS below or at 90%, with only minor increases in MMQ and delays.

8.11 Summary

8.11.1 Overall, the junction capacity analysis shows that the proposed development is expected to have a low impact on the local highway network, with low increases in queuing, delay and impact on capacity. The analysis shows that the proposed development will not have a severe impact on the local highway network, which is the threshold stated by NPPF (Paragraph 116) under which development should not be refused on highways grounds.

9. Construction Traffic Management

9.1 Overview

9.1.1 A Construction Traffic Management Plan (CTMP) will be drawn up for the proposed development prior to commencement of works on site. This is a common approach for developments and construction projects in the UK.

9.1.2 The CTMP would need to be discussed and agreed with the Local Planning Authority, SMBC, prior to commencement of any construction works and is subject to planning approval being granted.

9.2 Construction Traffic Movement and Distribution

9.2.1 Appointed contractors will be required to operate in accordance with a full CTMP. This will contain identified construction traffic routes to the site, estimated movements per day and safety procedure, including but not limited to:

- Integration of a traffic management scheme with surrounding construction developments and any traffic engineering or traffic calming measures;
- Access, egress, drop off and turning area;
- Temporary alterations to local traffic routes (both vehicular and pedestrian);
- Additions, alterations and position of any temporary signage, road markings or protection barriers;
- Pedestrian access around site and relevant protection, lighting and signage schemes;
- Temporary suspension/relocation of parking bays and bus stops;
- Segregation of plant, materials and pedestrians on-site and safe access routes between welfare and site areas;
- The provision of car parking, and public transport strategy to all site staff; and
- Loading bays, hoist positions and crane areas.

9.2.2 The principle objective of the CTMP is to minimise the impact of construction operations on the surrounding properties, local highways and public space.

9.2.3 Deliveries will endeavour to be made outside of peak network hours to minimise local disruption to the highway network. Construction traffic routes will be outlined and agreed with the SMBC as part of the CTMP ahead of commencement of site works.

10. Summary and Conclusion

10.1 Summary

10.1.1 Mode Transport Planning has been appointed by The Northern Group to provide transport planning and highways advice in relation to a planning application for a residential development at on land at Station Road in North Reddish, Stockport.

10.1.2 The proposed development comprises up to 200no. residential units, comprising 109no. residential dwellings and 91no. apartment units. The proposed development will provide a minimum of 50% affordable units. Vehicular access to the site will be taken from Station Road, with additional pedestrian and cycle accesses provide across the site.

10.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:

- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling and bus services. These travel options provide a realistic alternative to single occupancy car travel.
- Following a review of the most recent personal injury collision records, there is no evidence to show the proposed development will have a detrimental impact on highway safety.
- Access to the site will be provided via the Station Road bridge to the central and western parcels and via a new priority junction on Station Road to the eastern parcel. The site access has been designed in accordance with the adopted highway design standards and can provide achievable visibility splays in line with Manual for Streets guidance.
- Swept path analysis shows that a refuse collection vehicle is able to safely access the site and manoeuvre within the internal layout.
- The proposed residential dwellings will provide 1 space for each 2-bed unit and 2 spaces for each 3-bed unit. This reflects similar predominantly affordable schemes in the vicinity of the development site.
- The proposed 91no. apartment units will provide 91no car parking spaces. A Census-based car parking assessment has been undertaken to provide evidence and justification for the proposed level of car parking provision for the apartment units which is shown to be sufficient to accommodate expected levels of car parking demand.
- 1 cycle parking space per unit has been provided in accordance with the minimum standards.
- 100% EV parking has been provided for each dwelling, and for the apartment units, 50% EV is proposed, with infrastructure in place for the remaining spaces.
- The proposed development is expected to generate 107 two-way trips during the AM peak period and 88 two-way trips during the PM peak period.

- Junction capacity analysis demonstrates that the proposed development's impact on the local highway network is expected to be low and is not considered 'severe' in the 2030 with development scenario.
- Overall, it can be concluded that the proposed development will not have an unacceptable impact on highway safety or a severe impact on the operation of the road network, which is the threshold stated by NPPF (Paragraph 116) under which development should not be refused on highways grounds.

10.2 Conclusion

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

APPENDICES

APPENDIX A SMBC Highways' Pre-App Correspondence

Application ENQ/091744	Planning CO Jeni Regan	Case Engineer Alex Bond	Date 29th May 2024
Location Land At Station Road (Land At Secret Lake) Reddish Stockport.	Description of Development Proposed redevelopment of the site to include:-Erection of new residential development (138 units). Restoration of one of the water bodies. Creation of new vehicular, pedestrian and cycle links through the site. Site wide landscaping including lakeside paths, seating areas, fishing huts and piers		Date Consulted 28th May 2024
Applicant Justine Entezari Iceni Projects WeWork Dalton Street Manchester M2 6FW	Agent		Date Validated 12th April 2024

RELEVANT PLANNING HISTORY/APPEAL DECISIONS

Application numbers(s)	Issues Raised

SITE VISIT

Date	Officers Notes

PRE-APPLICATION COMMENTS

I write with reference to the pre-application enquiry for a residential development comprising of 134 dwellings on land to the west of Station Road, Reddish, which will also include the creation of new vehicular, pedestrian and cycle links through the site and site wide landscaping including lakeside paths, seating areas, fishing huts and piers. After examining the submitted information, I would make the following comments on the submitted drawings / information:

Transport Assessment: Having regard to Paragraph 117 of the National Planning Policy Framework (NPPF), Policy T-1 'Transport and Development' of the Stockport Core Strategy DPD, Chapter 2 of the Sustainable Transport SPD, the thresholds outlined in 'Guidance on Transport Assessment' (DCLG/DfT), the location of the site and the scale and nature of the development a Transport Assessment (TA) will be required to be submitted in support of any subsequent planning application for the proposed development. This must be produced in complete accordance with the guidance outlined in 'Guidance on Transport Assessment' but the 'scope' of the TA must be agreed with the Council's Highways Development Management Team and Transport for Greater Manchester prior to its production. Guidance on the production of transport assessments, together with the Council's Transport Assessment Checklist, which outlines what should be included in a Transport Assessment, can be obtained from the 'Highways and Transport Advice for new development' pages on the Council's website (www.stockport.gov.uk).

With respect to agreeing the scope, I note that a Scoping Note has been submitted in support of this application. I will provide separate comments on this in due course. The applicant

should liaise with me directly in respect to reviewing the scope (and agreeing fees for this). Prior to the review, they may wish to update the Scope to have regard to these comments.

Travel Plan: Having regard to Paragraph 117 of the National Planning Policy Framework (NPPF), Policy T-1 'Transport and Development' of the Core Strategy DPD, Chapter 4 of the Sustainable Transport SPD, the thresholds outlined in 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (DCLG/DfT), the location of the site and the scale and nature of the development a residential Travel Plan will be required to be submitted in support of any subsequent planning application for the proposed development. This must be produced in conjunction with the Transport Assessment in complete accordance with the guidance outlined in 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' and 'Making residential travel plans work: guidelines for new development' (DfT). These documents, together with the Council's Travel Plan checklists, which provides guidance on what should be included in a Travel Plan, can be accessed from the 'Highways and Transport Advice for new development' pages on the Council's website (www.stockport.gov.uk).

Highways impact: Development Management Policy T-3 of the Core Strategy DPD outlines that developments development which will have an adverse impact on the safety and/or capacity of the highway network will only be permitted if mitigation measures are provided to sufficiently address such issues. Paragraph 114 of the National Planning Policy Framework (NPPF), outlines that when assessing applications for development, it should be ensured that 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.

It is noted that the development would take access from Station Road. This road currently serves both residential areas and various commercial premises and, as such, is well trafficked and is used by a large number of HGVs each day. As a result of its layout / geometry, the fact that it is used for parking and the fact that a number of residential dwellings front the road, existing vehicle movements affect the operation of the road, as well as residential amenity. The Transport Assessment will therefore need to include a detailed review of Station Road and consider the impact that the development will have on the road (as well as its junction with Gorton Road), demonstrating that any impact will not be significant or can be sufficiently mitigated. Where mitigation is required, full details of such measures will need to be outlined.

Highways: A development of the scale and nature proposed will need to be served by access roads designed and constructed to adoptable standard. Details of the requirements for this are outlined in the SMBC Transport and Highways in Residential Areas SPD and Sustainable Transport SPD. Guidance on the design of roads and paths is contained in these documents. Designers should note that Development Management Policy T-1 of the Core Strategy states that "New residential development should be designed taking into account the principle of Home Zones" and therefore the road layouts should accord with Home Zone / Manual for Streets principles. Developers are also advised to refer to 'Manual for Streets' and 'Manual for Streets 2 - Wider Application of the Principles', as well as the Council's standard detail drawings. These documents can be accessed via the 'Highways and Transport Advice for new development' pages on the Council's website (www.stockport.gov.uk). Chapter 3 of the Sustainable Transport SPD (and Section 3.2.1.1 of the Transport and Highways in Residential Areas SPD' in the case of residential development) outlines the need for a Stage 1 Road Safety Audit to be produced and submitted in support of any planning application that includes a new highway. Policy T-3

'Safety and Capacity on the Highway Network' of the Core Strategy DPD outlines that developments must be of a safe and practical design, with safe and well-designed access arrangements, internal layouts, parking and servicing facilities.

As part of any planning application, developers must demonstrate, through the submission of vehicle swept-path tracking diagrams, that a range of vehicles, including cars, fire appliances, delivery vehicles and refuse vehicles, will be able to negotiate the site's access and access roads. To ensure that the roads and paths within the site will be properly managed and maintained in perpetuity, the Council would expect the developer to enter into a Section 38 Agreement with the Council in respect to the adoption of the roads and paths as highways maintained at public expense. If the applicant / developer is not considering offering the roads up for adoption and wishes for them to remain private, this should be outlined as part of the submission and details of how the roads and paths would be maintained instead will need to be submitted (e.g. through the creation of a management company). As part of any planning application, the applicant must therefore submit:

- 1) A detailed drawing/s of the site access and all access roads and paths within the site.
- 2) Vehicle swept-path tracking diagrams, that demonstrate that a range of vehicles, including cars, fire appliances, delivery vehicles and refuse vehicles, will be able to negotiate the site's access and access roads.
- 3) A Stage 1 Road Safety Audit for the proposed access and access roads and paths
- 4) A Designer's Response / Exception Report to the Road Safety Audit.
- 5) Confirmation on whether the applicant / developer is intending offer the roads up for adoption (and if not, outline how the roads would be managed and maintained)

I note a detailed site layout has not been submitted in support of this application, although an Illustrative Masterplan is included in the Pre-App document (Draft – 4 April 2024). Although this is only a 'sketch style' plan and is not to scale, a review of the layout concludes that the roads are currently not to adoptable standard. Whilst I note that the layout appears to have been designed so as to take into account Manual for Streets / Home Zone principles and has some positive features, the roads shown are not to adoptable standard and I would question whether they would function in a safe and practical way. The main areas of concern are:

- 1) The design of the roads do not follow the usual hierarchy of minor residential access roads followed by shared surface access roads.
- 2) Footways are not provided on both sides of non shared-surfaced roads, as required.
- 3) It is not clear that service vehicles would be able to negotiate all the roads.
- 4) The main access road takes the form of a long cul-de-sac and there is no alternative access in the event of emergencies.
- 5) Link paths appear to be all designed only for pedestrian use and not cycles.
- 6) There are some large banks of car parking (banks of more than 5-6 parking spaces are not recommended).
- 7) It is not clear how far the proposed pedestrian / cycle connections to nearby roads / paths extend to.

I therefore consider the scheme needs further development and I would recommend that the applicant enters into discussions with myself in respect to this. The first stage of this process should be to produce an accurate CAD-produced layout to an appropriate scale (e.g. 1:500) and submit it for review.

When developing the scheme, the applicant will need to take into account existing levels.

As outlined above, guidance on the design of access roads is available from Council's website. The applicant may also wish to contact myself to discuss options.

It is noted that the access road that will serve the western part of the development will cross over an existing bridge which the applicant outlines will be upgraded. It is not clear what works are intended in respect to this. This needs to be clarified. It is recommended that the applicant enters into discussions with the Council's Structures Team with respect to this.

In addition to a detailed drawings of the roads and paths within the site, vehicle swept-path tracking diagrams, a Stage 1 Road Safety Audit, a Designer's Response / Exception Report and details of whether the roads will be offered up for adoption, will need to be submitted in support of any planning application.

Notwithstanding the above comments, the applicant should note that not all of the development site is situated within the Borough of Stockport. As such, some of the access roads in the western part of the site will be within the City of Manchester. As such, the developer will need to have regard to Manchester City Council's adoption standards for these sections of road.

For information, subject to the application being approved, the applicant / developer will need to enter into a Section 38 Agreement with the two Highway Authorities that are responsible for the area (SMBC and MCC) with respect to construction of the proposed roads.

Parking: Policy T-2 'Parking in Developments' of the Core Strategy DPD requires an appropriate level of parking to be provided. It outlines that car parking should be provided in developments in accordance with maximum parking standards as set out in the Council's adopted parking standards. The Council's parking standards can be accessed via the 'Highways and Transport Advice for new development' pages on the Council's website (www.stockport.gov.uk). The policy also outlines, however, that developers will need to demonstrate that developments will avoid resulting in inappropriate on-street parking taking place that has a detrimental impact on the safety of the highway. Policy T-1 'Transport and Development' outlines that developments should also provide cycle parking, disabled parking and parking for powered two-wheelers (motorcycles, mopeds and scooters) in accordance with the Council's parking standards, as well as associated infrastructure (e.g. shower and changing facilities). Paragraph 110 of the National Planning Policy Framework outlines that development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Having regard to the adopted parking standards, nature of the development and the site's location, it is considered the development should have the following parking provision:

- 1) Two parking spaces per dwelling if in-curtilage parking (with one space suitable for disabled persons)
- 2) 1.5-2 spaces per dwelling if communal parking is proposed (with a disabled space for every 10 dwellings)
- 3) A cycle store for each dwelling for a minimum of one cycle
- 4) Electric vehicle charging points for each dwelling

I note that this requirement is acknowledged in the Scoping Note.

Although not clearly detailed, it would appear that most of the dwellings will have 2 parking car spaces. Assuming this is the case, this should meet demand. The applicant should ensure that an adequate level of parking is provided throughout the development so that parking demand is catered for in a way that does not affect access, highway safety or the ability to service the site. Parking can be provided as in-curtilage parking spaces, banks of communal private parking spaces or in the form of on-carriageway laybys.

With respect to cycle parking, whilst the Illustrative Masterplan included in the Pre-App document does not show cycle parking, I note that document outlines that secure cycle parking will be provided. Secure cycle stores need to be provided for each dwelling and these need to be fully secure and of a size that can accommodate all types of cycles. Short-stay / visitor cycle parking should be provided for users of the recreational features within the site.

Advice on the design of cycle parking is contained in the Council's 'Cycle Parking' advice note which is available from the 'Highways and Transport Advice for new development' pages on the Council's website (www.stockport.gov.uk).

In order to avoid the need to submit a subsequent discharge of conditions application to agree full details of the parking facilities, the applicant is advised to submit full details of the parking facilities in support of the planning application. This should include how the car parking facilities will be surfaced, drained, marked out and lit and details of the cycle parking and EV charging facilities. Details of what would need to be included can also be obtained from the Council's website.

Servicing: Policy T-3 'Safety and Capacity on the Highway Network' of the Core Strategy DPD outlines that developments shall be of a safe and practical design, with safe and well-designed access arrangements, internal layouts, parking and servicing facilities.

The applicant will need to demonstrate as part of any subsequent planning application that the development will be able to be serviced in a safe and practical manner. The Transport Assessment will therefore need to include:

- 1) A detailed site layout plan showing all proposed roads and driveways, bin stores and locations where bins will be placed on bin day
- 2) Vehicle swept-path tracking diagrams (produced using Autotrack, or similar) that demonstrate that service vehicles will be able to service the site.

Accessibility: Local and national policy (including Policies CS9 'Transport and Development' and T-1 'Transport and Development') encourages / requires development to be located in accessible locations and easily accessible by sustainable modes of transport. Paragraph 114 of the National Planning Policy Framework (NPPF) outlines that when assessing applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location. Paragraph 102 outlines the need for transport issues to be considered so that opportunities to promote walking, cycling and public transport use are identified and pursued.

I note that the site is located adjacent to existing residential areas, abuts a cycle route (the Fallowfield Link) and is within reasonable walking distance of a primary school, a high school, Reddish North train station, bus route and a number of local shops and services. It

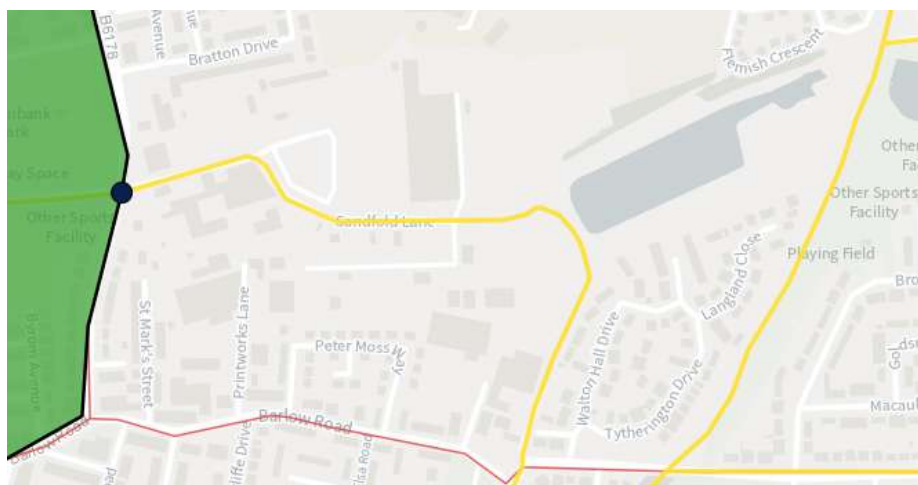
is also within reasonable cycling distance of many parts of the Borough, as well as other parts of Greater Manchester. The scheme also has the potential of improving pedestrian and cycle accessibility in the area by improving east-west links and providing improved connections to the Fallowfield Link. As such, I would have no objection, in principle, to developing the site for residential use.

The Transport Assessment to be produced for any subsequent planning application must, however, include a full review of the site's accessibility, including a qualitative assessment of transport infrastructure and services in the area and routes to / from all parts of the local area. If this review determines that infrastructure or services are lacking in the area which may deter access to the site by sustainable modes proposals to address these deficiencies should be tabled. This could include:

- 1) The provision of new / improved pedestrian / cycle crossings,
- 2) New / improved bus stops
- 3) Improvements to existing paths (e.g. lighting, surfacing, width improvements etc.)
- 4) New footpaths or cycle tracks
- 5) Connections to existing paths
- 6) New signage
- 7) Traffic calming

The review must also consider the GM beeline network, as discussed in more detail below.

Beelines network: Part of the proposed Beelines cycle network passes along Sandfold Lane / Nelstrop Road North, which dissects the site. The development must not prejudice this route, must include paths to connect with it and, if this has not been provided at the time that the development is implemented, as part of the development, an appropriate section of this route must be provided so as to ensure that the development can be safely accessed by cycle (as well as foot) and connects into the wider cycle network. In addition, where the route crosses the access road, a suitable crossing facility must be provided.



Detailed matters: In addition to the above comments on issues such as parking, access and servicing arrangements, I would make the following comments on specific matters of detail design. These should all be taken into account when developing the scheme for submission as a subsequent planning application.

- 1) The bridge that carries Station Road over the Fallowfield Loop will need to be upgraded or replaced with a bridge that meets the council's adoptable standards.

Early discussions should take place with the Council's Structures Team in respect to this.

- 2) It is noted that there are various structures within the site, including a retaining wall to the west of the bridge over the Fallowfield Loop. These will need to be removed / replaced / taken into account as part of the development.
- 3) Watercourses will need to be taken into account with the scheme. Where roads and paths cross these, bridges / culverts that accord with adoptable standards will need to be provided.
- 4) Single driveways should be between 5.5m and 7.0m long. Double driveways should be 10m or longer. Driveways of between 7m and 10m in length are not permitted.
- 5) The gradient of driveways should not exceed 1 in 12.
- 6) If dwellings will have garages, they will need to be of sufficient size to accommodate cycles (as well as cars). Paragraph 5.3.3.1 of the Transport and Highways in Residential Areas SPD advises minimum dimensions of 6m by 3.6m. If garages are smaller than this separate cycle stores will be required.
- 7) It is noted that part of the existing lake is to be retained. Full details of this, including a detailed plan and cross sections must be submitted in support of any subsequent planning application, together with details of how it will be constructed / formed, details of future ownership and how it will be managed and maintained following construction of the development. Details of how the lake will relate to the road and any structures required should also be provided.
- 8) Dwellings to be located within the Borough of Stockport will need to have bin stores that can accommodate 4 bins, plus a food waste caddy (as per the details below). Bin stores will therefore need to be of a design that allows for this. Advice will need to be sought from Manchester City Council in respect to bin storage requirements for the dwellings that will be within Manchester City Council's area. BS5906:2005 'Waste management in buildings - Code of practice' outlines that waste collectors should not be required to move two-wheeled containers for a distance of more than 15m, or manoeuvre four-wheeled waste storage for a distance of more than 10m.

 Paper, card and cartons	 Glass, cans and plastic bottles	 Garden waste	 Residual domestic waste	 Food waste
volume				
180 litres	180 litres	240 litres	140 litres	23 litres
dimensions				
Height 1100mm Width 480mm Depth 730mm Height lid open 1600mm	Height 1100mm Width 480mm Depth 730mm Height lid open 1600mm	Height 1100mm Width 580mm Depth 740mm Height lid open 1700mm	Height 1065mm Width 480mm Depth 560mm Height lid open 1450mm	Height 405mm Width 320mm Depth 400mm Height with handle extended 630mm
floor space				
Width 680mm Depth 930mm	Width 680mm Depth 930mm	Width 780mm Depth 940mm	Width 680mm Depth 760mm	Width 320mm Depth 400mm

Construction: Policy T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD outlines that development which will have an adverse impact on the safety and / or capacity of the highway network will only be permitted if mitigation measures are provided to sufficiently address such issues. The construction of all development will have an impact on the local highway network, as well as nearby businesses and dwellings, and, in line with this policy, development is only permitted if construction of the development will not have an adverse impact on the highway network. Whilst full details of how a development is to be constructed, are normally agreed following the issue of planning approval / at discharge of conditions stage, guidance on 'Guidance on Transport Assessment' (DCLG/DfT), outlines that the transport impacts of site construction need to be considered as part the assessment of a planning application, with details provided in a Transport Statement or Assessment. As such, the TA should outline how the development is to be constructed and demonstrate that it can be constructed in a safe and practical manner without adversely impacting on the highway network.

Drainage: Policy SD-6 'Adapting to the impacts of Climate Change' states that, where planning permission is required, areas of hard standing or other surfaces (e.g. car parks, drives etc.) should be of a permeable construction (i.e. surfacing that allows rainwater to drain through it and into the ground) or drain to an alternative form of Sustainable Urban Drainage System (SUDS). Details of how the hard standing areas within the site will be drained should be provided as part of any subsequent planning application, with the proposed drainage solution according with this requirement. The applicant / developer is also advised that there is also a requirement to demonstrate that the overall drainage of the site accords with Policy SD-6. The applicant is therefore advised to liaise with the Council's Drainage / Lead Local Flood Authority Team, ensure that the site's drainage system is designed to accord with the Council's drainage policies and having regard to their guidance and submit all required information detailing how the site will be drained in support of any subsequent planning application.

Further information: The applicant / developer is advised to refer to the Council's advice on highways and transport matters relating to new development when developing the scheme and producing drawings and supporting information, such as Transport Assessments and Travel Plans. This is available from the 'Highways and transport advice for new development' pages on the Council's website. This can be accessed from: www.stockport.gov.uk/highways-and-transport-advice

Please note that the above comments are without prejudice and are based on the information submitted. Applicants are also advised to refer to the 'Highways and Transport Advice for new development' page on the Council's website (www.stockport.gov.uk/planningadvice).

SIGNED
DATE

APPENDIX B

Proposed Site Layout



90-XX_Proposed Site Plan
1 : 1000

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All dimensions are to be checked on site by the contractor prior to proceeding with any work. This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.

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Units Key

Apartments

- 1 Bed
- 2 Bed

Houses

- 2 Bed
- 3 Bed

Total Scheme	
Name	Count
Apartment	
1B2P	52
1B2P (M4)	6
2B4P	30
2B4P (M4)	3
Townhouse	
2Bed/3P/2SU/TH	62
3Bed/5P/3SU/TH	47
Grand total: 200	

Rev	Revision Details	Drawn	Date	Chk'd
Project No.	PR1889			
Suitability	S0 WORK IN PROGRESS			
Status	PLANNING			

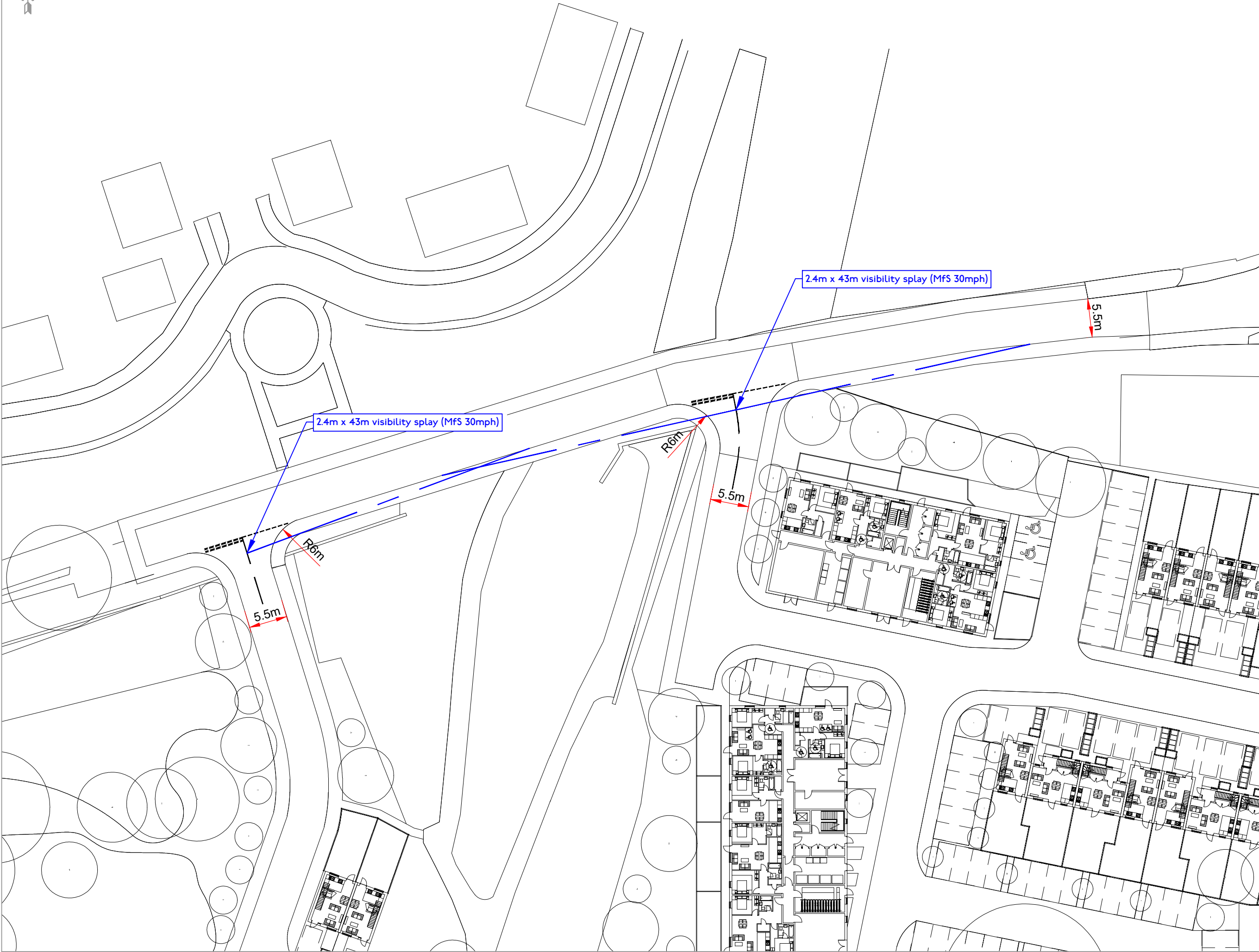
Client:
Northern Group

Project:
**Station Road
Reddish**

Sheet Name: Planning - Proposed Site Plan	
Drawing No. PR1889-HFR-XX-ZZ-DR-A-9002	Rev.
Drawn By EG	Scale As indicated @ A1
Created JULY 2025	

APPENDIX C

Proposed Site Access



transport planning

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

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester and stockport councils.
 5. drawing based on os mapping.

issue/revision		
-	29/07/2025	issued
l/r	date	description

client: northern group
project: secret lake, reddish
project number: J326075
scale: 1:500@A3
drawing title:
preliminary site access

drawing number:
J32-6075-PS-001

APPENDIX D

Swept Path Analysis

Filename: \\MAC\DROPBOX FOR BUSINESS\PROJECT\MANCHESTER 2. PROJECTS\J326075_SECRET LAKE, NORTH REDDISH\5. GRAPHICS\3.2 CAD\3.2 SHEETS\J32-6075-PS-001.DWG
Last saved by: LUKEWHEELER Last Purged: 2025-07-29

Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm



transport planning

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w www.modetransport.co.uk

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester and stockport councils.
 5. drawing based on os mapping.

issue/revision		
-	29/07/2025	issued
l/r	date	description

client: northern group
project: secret lake, reddish
project number: J326075
scale: 1:500@A3
drawing title:
swept path analysis
drawing number:
J32-6075-PS-002

APPENDIX E

Stage 1 Road Safety Audit



Midlands Road Safety Ltd

PROPOSED RESIDENTIAL DEVELOPMENT SECRET LAKE, STATION ROAD, NORTH REDDISH

STAGE 1 – ROAD SAFETY AUDIT

MAY 2025

REPORT REF: 25-1954-RSA1



PROPOSED RESIDENTIAL DEVELOPMENT

SECRET LAKE, STATION ROAD, NORTH REDDISH

STAGE 1 ROAD SAFETY AUDIT

MAY 2025

REPORT REF: 25-1954-RSA1

CLIENT: mode transport planning

ENGINEER: Midlands Road Safety Ltd

TEL: 0779 112 1104

EMAIL: chris.berry@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
-	27.05.2025	SC	CB
Draft (Internal)	21.05.2025	SC	CB

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3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	4
4.	ADDITIONAL OBSERVATIONS	6
5.	AUDIT STATEMENT	8

APPENDICES	
A.	DRAWINGS AND DOCUMENTS REVIEWED
B.	SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

1. INTRODUCTION

- 1.1 This report comprises a Stage 1 Road Safety Audit (RSA) on the proposed residential development access and internal road layout, at the Secret Lake Site, Station Road, North Reddish, Stockport. The works are arising from a new housing development of approximately 200 houses and apartments delivered as an eastern, central and western parcel. The development is to be served via an extension of Station Road to the west and two proposed priority access junctions connecting to it from the south.
- 1.2 The report was requested by mode transport planning on behalf of Northern Group. The Overseeing Organisation is Stockport Metropolitan Borough Council.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader
Sarah Cooke, BA (Hons), MCIHT
- Audit Team Member
Chris Berry, MSc Transport Planning, MCIHT, NH RSA Certificate of Competency
- 1.4 A site inspection was carried out by the Audit Team together on Thursday 15th May 2025 between the hours of 11:00 and 11:45. During the site visit the weather conditions were sunny and the road surface was dry. Traffic flows were observed as being light, with few pedestrians and no cycle movements being observed.
- 1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.
- 1.6 The audit has been carried out in accordance with the principles of the National Highways document GG 119 'Road Safety Audit' (version 2.0.1). A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.
- 1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

- 1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of “Additional Observations” will follow from any safety problems raised. These are not identified safety problems but generalised observations, outside of the scope of the relevant stage of audit, that may highlight potential safety problems that could arise at future stages of the safety audit process.
- 1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. It is understood that no previous Road Safety Audits have been undertaken for the proposals subject to this report.

3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

3.1. The Audit Team has identified two safety problems to be addressed.

3.2. **Problem 1**

Location: Western industrial section of Station Road.

Summary: Lack of existing pedestrian infrastructure and connectivity risks pedestrian trips / collisions with vehicles.

Station Road provides the main access to and from the proposed residential site. The existing western section of Station Road is predominantly industrial in nature with a lack of continuous footway and dropped crossing provision, particularly at site accesses. The various kerb upstands and lack of crossing facilities risk pedestrian trip type incidents and barriers to accessibility for mobility and visually impaired users, whilst the high HGV use increased the risk to pedestrians forced to travel any distances within the carriageway due to the lack of facilities.



Recommendation:

It is recommended that a continuous footway is provided between the site and existing onward routes on the southern side of Station Road, including the provision of pedestrian dropped crossings at side roads and accesses and appropriate street furniture or parking restrictions to prevent obstructions of pedestrian routes.

3.3. Problem 2

Location: Proposed new spinal roads within the development.

Summary: Carriageway geometry and lack of speed mitigation measures risks speed related collisions.

There are sections of the proposed spinal roads within the central and eastern parcels with only slight horizontal/vertical alignment changes along it and no changes to the surface type. This may lead to vehicles travelling along the spine roads travelling at an inappropriately high speeds for the residential nature of the development, risking speed related collisions.



Recommendation:

It is recommended that speed mitigation measures are provided as part of the detailed design.

End of the 'Safety Problems' in this Section of the Report

4. ADDITIONAL OBSERVATIONS

4.1. Additional Observation 1

It was observed on site that there are some notable gradients dropping away towards the south of the site from Station Road, where the two proposed residential accesses are located. As part of the detailed design, it is recommended that the carriageway and footway gradients for the new spine roads are amended so that they are appropriate for all road users and that there is an area of level carriageway provided at the approach to their junctions with Station Road to allow vehicles to enter Station Road safely.



4.2. Additional Observation 2

It is unclear from the provided drawings which of the existing pedestrian footpaths and cycle routes within the area are to be maintained within the new proposals and how they interact with the proposed new layout. It is recommended that this is addressed within the detailed design ensuring that pedestrian and cycle connectivity is maintained throughout.



4.3. **Additional Observation 3**

Vehicle tracking details and junction visibility splays have not been provided as part of the audit drawing submission and therefore this report does not include comments on these design elements in relation to the proposed site layout. It is recommended that these are submitted for consideration.

5. AUDIT STATEMENT

- 5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

5.2. **AUDIT TEAM LEADER:**

Sarah Cooke, BA (Hons)
Associate
Midlands Road Safety Ltd

Signed: 

Date: 27.05.2025

5.3. **AUDIT TEAM MEMBER:**

Chris Berry, MSc Transport Planning, MCIHT, NH RSA Certificate of Competency
Director
Midlands Road Safety Ltd

Signed: 

Date: 27.05.2025

APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

Drawings

Number	Title	Rev
PR1889-2000	Proposed Site Plan	P2
PR1889-HFR-XX-ZZ-DR-A-2000	Proposed Site Plan	P3
PR1889-HFR-XX-ZZ-DR-A-2001	Proposed Site Plan Western & Central Parcel	P11
PR1889-HFR-XX-ZZ-DR-A-2002	Proposed Site Plan – Eastern Parcel	P11

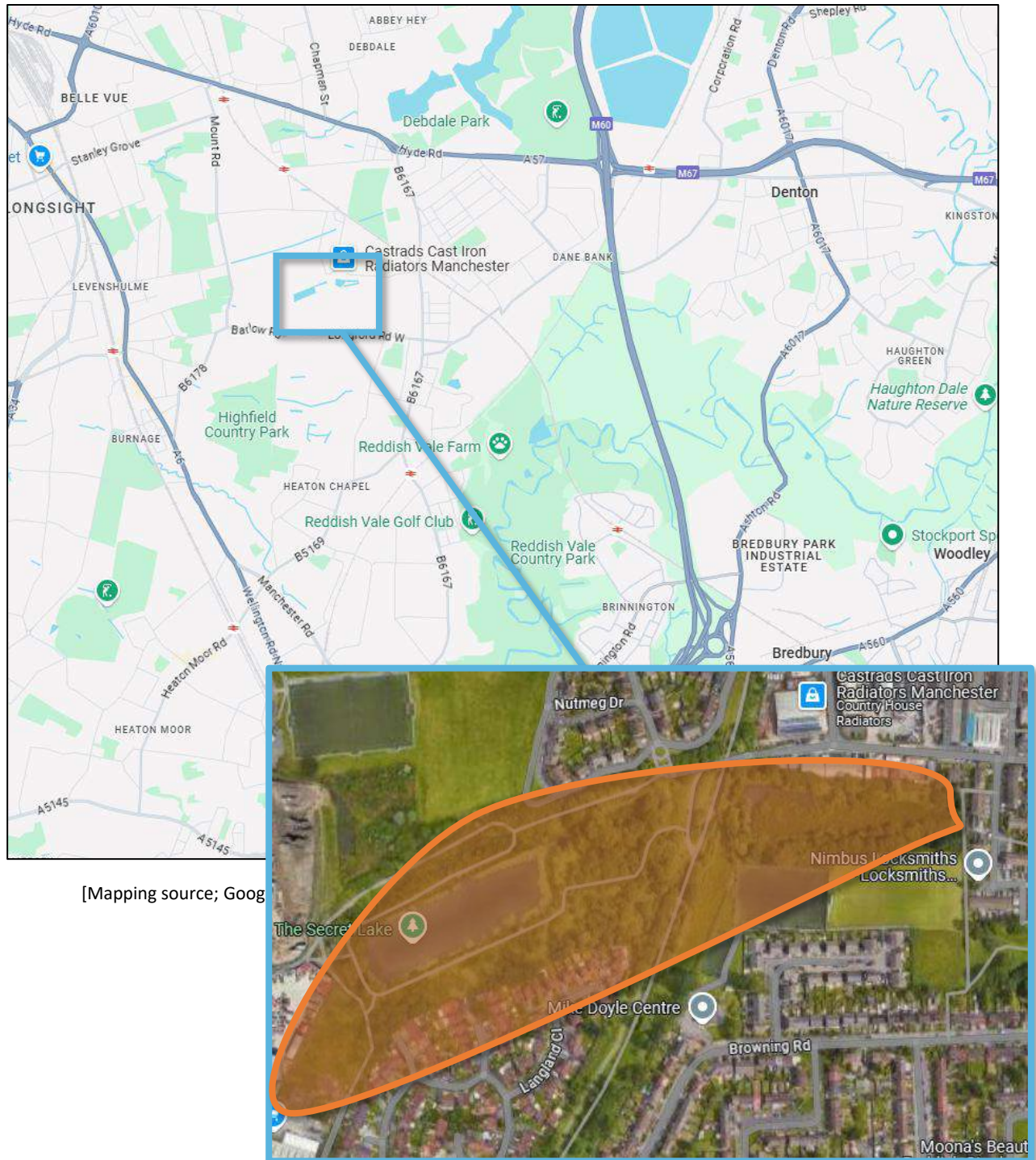
Documents

Author	Title	Rev	Date
mode transport planning	Road Safety Audit Details (by email)	-	12.05.2025
Crashmap.co.uk	Accident Details	-	21.05.2025

APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location



[Mapping source; Google]

Figure 2 – Problem Location Plan





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Secret Lake, North Reddish - Stage 1 Road Safety Audit Designer Response

Project No: J326075

Date: 29th July 2025



No.	Problem	Problem Accepted?	Recommendation	Recommendation Accepted?	Action
1	Lack of existing pedestrian infrastructure and connectivity risks pedestrian trips / collisions with vehicles.	Yes	It is recommended that a continuous footway is provided between the site and existing onward routes on the southern side of Station Road, including the provision of pedestrian dropped crossings at side roads and accesses and appropriate street furniture or parking restrictions to prevent obstructions of pedestrian routes.	Yes	A continuous footway will be provided along the southern side of Station Road. Dropped crossings will be provided at side roads and accesses.
2	Carriageway geometry and lack of speed mitigation measures risks speed related collisions.	Yes	It is recommended that speed mitigation measures are provided as part of the detailed design.	Yes	The horizontal alignment of the roads has been designed to act as a traffic calming feature where possible. Indicative raised table locations have been shown on the proposed site layout however the need for further vertical traffic calming measures will be reviewed at detailed design.

APPENDIX F

Full TRICS Outputs

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

Calculation Reference: AUDIT-754101-240220-0244

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	2 days
02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	5 days
	EX ESSEX	1 days
	HC HAMPSHIRE	8 days
	HF HERTFORDSHIRE	1 days
	KC KENT	5 days
	MW MEDWAY	1 days
	SC SURREY	2 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	14 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	2 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days
	HI HIGHLAND	1 days
12	CONNAUGHT	
	LT LEITRIM	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	2 days
	TY TYRONE	1 days

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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: No of Dwellings
Actual Range: 6 to 1146 (units:)
Range Selected by User: 4 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 04/07/23

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

Selected survey days:

Monday	13 days
Tuesday	15 days
Wednesday	25 days
Thursday	12 days
Friday	8 days

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

Selected survey types:

Manual count	73 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	15
Edge of Town	58

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

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	71

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	31 days - Selected
Servicing vehicles Excluded	59 days - Selected

Secondary Filtering selection:**Use Class:**

C3	73 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	8 days
5,001 to 10,000	18 days
10,001 to 15,000	23 days
15,001 to 20,000	13 days
20,001 to 25,000	7 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	14 days
25,001 to 50,000	7 days
50,001 to 75,000	13 days
75,001 to 100,000	8 days
100,001 to 125,000	2 days
125,001 to 250,000	23 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	17 days
1.1 to 1.5	51 days
1.6 to 2.0	5 days

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

Travel Plan:

Yes	36 days
No	37 days

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

PTAL Rating:

No PTAL Present	71 days
1a (Low) Very poor	1 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
2	AS-03-A-02	MIXED HOUSES		ABERDEENSHIRE
	FARROCHIE ROAD			
	STONEHAVEN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	131		
	Survey date: WEDNESDAY	20/04/22	Survey Type: MANUAL	
3	CT-03-A-01	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	ARLESEY ROAD			
	STOTFOLD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	46		
	Survey date: WEDNESDAY	22/06/22	Survey Type: MANUAL	
4	DC-03-A-10	MIXED HOUSES		DORSET
	ADDISON CLOSE			
	GILLINGHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL	
5	DE-03-A-04	SEMI-DETACHED & TERRACED		DERRY
	GREENHALL HIGHWAY			
	COLERAINE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	38		
	Survey date: THURSDAY	19/05/22	Survey Type: MANUAL	
6	DE-03-A-05	SEMI-DETACHED & TERRACED		DERRY
	CLOYFIN ROAD			
	COLERAINE			
	LOGUESTOWN IND. ESTATE			
	Edge of Town			
	Industrial Zone			
	Total No of Dwellings:	51		
	Survey date: FRIDAY	20/05/22	Survey Type: MANUAL	
7	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
9	DL-03-A-10 R124 MALAHIDE SAINT HELENS	SEMI DETACHED & DETACHED	DUBLIN
	Edge of Town Residential Zone Total No of Dwellings: 65 Survey date: WEDNESDAY 20/06/18		Survey Type: MANUAL
10	DN-03-A-06 GLENFIN ROAD BALLYBOFEY	DETACHED HOUSING	DONEGAL
	Edge of Town Residential Zone Total No of Dwellings: 6 Survey date: WEDNESDAY 10/10/18		Survey Type: MANUAL
11	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15		Survey Type: MANUAL
12	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15		Survey Type: MANUAL
13	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES	DERBY
	Edge of Town Residential Zone Total No of Dwellings: 371 Survey date: TUESDAY 10/07/18		Survey Type: MANUAL
14	EN-03-A-01 BOLLINGBROKE PARK COCKFOSTERS	TERRACED & SEMI-DETACHED	ENFIELD
	Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: WEDNESDAY 24/11/21		Survey Type: MANUAL
15	EN-03-A-02 DUCHY ROAD HADLEY WOOD	DETACHED HOUSES	ENFIELD
	Edge of Town Residential Zone Total No of Dwellings: 9 Survey date: WEDNESDAY 14/09/22		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
17	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
18	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19		Survey Type: MANUAL
19	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: WEDNESDAY 12/10/22		Survey Type: MANUAL
20	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 13/03/23		Survey Type: MANUAL
21	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 Survey date: MONDAY 27/09/21		Survey Type: MANUAL
22	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL

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Licence No: 754101

LIST OF SITES relevant to selection parameters (Cont.)

23	HC-03-A-22	MIXED HOUSES		HAMPSHIRE
	BOW LAKE GARDENS			
	NEAR EASTLEIGH			
	BISHOPSTOKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL	
24	HC-03-A-23	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL	
25	HC-03-A-24	MIXED HOUSES & FLATS		HAMPSHIRE
	STONEHAM LANE			
	EASTLEIGH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	243		
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL	
26	HC-03-A-27	MIXED HOUSES		HAMPSHIRE
	DAIRY ROAD			
	ANDOVER			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL	
27	HC-03-A-28	MIXED HOUSES & FLATS		HAMPSHIRE
	EAGLE AVENUE			
	WATERLOOVILLE			
	LOVEDEAN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	125		
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL	
28	HC-03-A-31	MIXED HOUSES & FLATS		HAMPSHIRE
	KILN ROAD			
	LIPHOOK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	44		
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL	
29	HC-03-A-33	MIXED HOUSES & FLATS		HAMPSHIRE
	CROW LANE			
	RINGWOOD			
	CROW			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	195		
	Survey date: TUESDAY	04/07/23	Survey Type: MANUAL	

30	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19		Survey Type: MANUAL
31	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16	SEMI-DETACHED & TERRACED	HIGHLAND
32	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT
33	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT
34	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
35	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings: 288 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
36	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings: 106 Survey date: TUESDAY 09/05/23		Survey Type: MANUAL
37	LT-03-A-01 ARD NA SI CARRICK-ON-SHANNON ATTIRORY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 90 Survey date: FRIDAY 24/04/15	SEMI-DETACHED & DETACHED	LEITRIM
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

38	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	19		
	Survey date: MONDAY	06/06/22		Survey Type: MANUAL
39	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
40	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	19/09/19		Survey Type: MANUAL
41	NF-03-A-06	MIXED HOUSES		NORFOLK
	BEAUFORT WAY			
	GREAT YARMOUTH			
	BRADWELL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	275		
	Survey date: MONDAY	23/09/19		Survey Type: MANUAL
42	NF-03-A-09	MIXED HOUSES & FLATS		NORFOLK
	ROUND HOUSE WAY			
	NORWICH			
	CRINGLEFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	984		
	Survey date: TUESDAY	24/09/19		Survey Type: MANUAL
43	NF-03-A-25	MIXED HOUSES & FLATS		NORFOLK
	WOODFARM LANE			
	GORLESTON-ON-SEA			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	55		
	Survey date: TUESDAY	21/09/21		Survey Type: MANUAL
44	NF-03-A-28	MIXED HOUSES & FLATS		NORFOLK
	ATLANTIC AVENUE			
	NORWICH			
	SPROWSTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	1146		
	Survey date: THURSDAY	22/09/22		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

45	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		266	
	Survey date: THURSDAY		23/09/21	Survey Type: MANUAL
46	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
47	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		116	
	Survey date: WEDNESDAY		28/09/22	Survey Type: MANUAL
48	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
49	NF-03-A-38 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		537	
	Survey date: TUESDAY		20/09/22	Survey Type: MANUAL
50	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
51	NF-03-A-46 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		300	
	Survey date: TUESDAY		14/09/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

52	NF-03-A-51	SEMI-DETACHED		NORFOLK
	CITY ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	34		
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL	
53	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL	
54	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL	
55	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	45		
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL	
56	PB-03-A-04	DETACHED HOUSES		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL	
57	PS-03-A-02	DETACHED / SEMI-DETACHED		POWYS
	GUNROG ROAD			
	WELSHPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL	
58	SC-03-A-07	MIXED HOUSES		SURREY
	FOLLY HILL			
	FARNHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	41		
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

59	SC-03-A-08 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		790	
	Survey date: WEDNESDAY		04/05/22	Survey Type: MANUAL
60	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	Survey date: THURSDAY		22/09/16	Survey Type: MANUAL
61	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
62	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL
63	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		248	
	Survey date: WEDNESDAY		22/11/17	Survey Type: MANUAL
64	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		37	
	Survey date: WEDNESDAY		30/09/15	Survey Type: MANUAL
65	TY-03-A-02 SANDHOLES ROAD COOKSTOWN DERRYLORAN	SEMI DETACHED & BUNGALOWS		TYRONE
	Edge of Town Industrial Zone Total No of Dwellings:		101	
	Survey date: THURSDAY		14/03/19	Survey Type: MANUAL
66	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	Survey date: MONDAY		08/05/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

67	WB-03-A-03 DORKING WAY READING CALCOT Edge of Town Residential Zone Total No of Dwellings: 108 Survey date: FRIDAY 09/09/22	MIXED HOUSES	WEST BERKSHIRE	Survey Type: MANUAL
68	WK-03-A-04 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19	DETACHED HOUSES	WARWICKSHIRE	Survey Type: MANUAL
69	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total No of Dwellings: 180 Survey date: THURSDAY 19/04/18	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
70	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 918 Survey date: TUESDAY 02/04/19	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
71	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: 117 Survey date: WEDNESDAY 20/10/21	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
72	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Total No of Dwellings: 86 Survey date: WEDNESDAY 01/03/23	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: MANUAL
73	WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD Edge of Town Residential Zone Total No of Dwellings: 92 Survey date: MONDAY 15/05/23	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DL-03-A-11	COVID-19
HF-03-A-04	COVID-19
KC-03-A-09	COVID-19
MG-03-A-01	COVID-19
SF-03-A-09	COVID-19
SF-03-A-10	COVID-19
WS-03-A-13	COVID-19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.67

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	73	151	0.077	73	151	0.299	73	151	0.376
08:00 - 09:00	73	151	0.153	73	151	0.391	73	151	0.544
09:00 - 10:00	73	151	0.142	73	151	0.167	73	151	0.309
10:00 - 11:00	73	151	0.117	73	151	0.141	73	151	0.258
11:00 - 12:00	73	151	0.130	73	151	0.133	73	151	0.263
12:00 - 13:00	73	151	0.153	73	151	0.147	73	151	0.300
13:00 - 14:00	73	151	0.155	73	151	0.145	73	151	0.300
14:00 - 15:00	73	151	0.158	73	151	0.177	73	151	0.335
15:00 - 16:00	73	151	0.253	73	151	0.167	73	151	0.420
16:00 - 17:00	73	151	0.266	73	151	0.162	73	151	0.428
17:00 - 18:00	73	151	0.352	73	151	0.166	73	151	0.518
18:00 - 19:00	73	151	0.293	73	151	0.156	73	151	0.449
19:00 - 20:00	2	21	0.171	2	21	0.122	2	21	0.293
20:00 - 21:00	2	21	0.195	2	21	0.146	2	21	0.341
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.615			2.519			5.134

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

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

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Parameter summary

Trip rate parameter range selected:	6 - 1146 (units:)
Survey date range:	01/01/15 - 04/07/23
Number of weekdays (Monday-Friday):	73
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	7

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.67

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	73	151	0.112	73	151	0.487	73	151	0.599
08:00 - 09:00	73	151	0.227	73	151	0.788	73	151	1.015
09:00 - 10:00	73	151	0.211	73	151	0.273	73	151	0.484
10:00 - 11:00	73	151	0.179	73	151	0.225	73	151	0.404
11:00 - 12:00	73	151	0.203	73	151	0.214	73	151	0.417
12:00 - 13:00	73	151	0.232	73	151	0.223	73	151	0.455
13:00 - 14:00	73	151	0.235	73	151	0.219	73	151	0.454
14:00 - 15:00	73	151	0.253	73	151	0.268	73	151	0.521
15:00 - 16:00	73	151	0.548	73	151	0.280	73	151	0.828
16:00 - 17:00	73	151	0.495	73	151	0.265	73	151	0.760
17:00 - 18:00	73	151	0.573	73	151	0.275	73	151	0.848
18:00 - 19:00	73	151	0.483	73	151	0.269	73	151	0.752
19:00 - 20:00	2	21	0.293	2	21	0.195	2	21	0.488
20:00 - 21:00	2	21	0.268	2	21	0.195	2	21	0.463
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.312			4.176			8.488

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.*

Calculation Reference: AUDIT-754101-250613-0600

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BM BROMLEY	2 days
	BT BRENT	1 days
	RD RICHMOND	1 days
02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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: No of Dwellings
Actual Range: 12 to 184 (units:)
Range Selected by User: 10 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 1 to 4.38 Actual: 0.07 to 4.38

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/09/24

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	3 days
Tuesday	4 days
Wednesday	3 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	3

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:

Development Zone	2
Residential Zone	9
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	15 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:**Use Class:**

C3	13 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	6 days
25,001 to 50,000	6 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days
500,001 or More	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	4 days
No	9 days

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

PTAL Rating:

No PTAL Present	9 days
1b Very poor	3 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1	BM-03-C-02 ORCHARD ROAD BROMLEY	BLOCK OF FLATS		BROMLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	20		
	Survey date: TUESDAY	17/10/23		Survey Type: MANUAL
2	BM-03-C-03 ORCHARD ROAD BROMLEY	BLOCKS OF FLATS		BROMLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	26		
	Survey date: WEDNESDAY	18/10/23		Survey Type: MANUAL
3	BT-03-C-01 LAKESIDE DRIVE PARK ROYAL	BLOCKS OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	170		
	Survey date: WEDNESDAY	28/09/16		Survey Type: MANUAL
4	CA-03-C-03 CROMWELL ROAD CAMBRIDGE	BLOCKS OF FLATS		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	82		
	Survey date: MONDAY	18/09/17		Survey Type: MANUAL
5	HF-03-C-06 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings:	26		
	Survey date: THURSDAY	08/06/23		Survey Type: MANUAL
6	HF-03-C-08 HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings:	22		
	Survey date: TUESDAY	06/06/23		Survey Type: MANUAL
7	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	184		
	Survey date: TUESDAY	13/11/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-C-02 HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 82 Survey date: MONDAY 18/11/19	MIXED FLATS & HOUSES	NORFOLK	Survey Type: MANUAL
9	NG-03-C-01 LAWRENCE WAY NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56 Survey date: TUESDAY 08/11/16	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM	Survey Type: MANUAL
10	RD-03-C-07 BESSANT DRIVE KEW Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 170 Survey date: WEDNESDAY 14/06/23	BLOCKS OF FLATS	RICHMOND	Survey Type: MANUAL
11	SH-03-C-01 ABBEY FOREGATE SHREWSBURY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 19/06/23	BLOCK OF FLATS	SHROPSHIRE	Survey Type: MANUAL
12	SH-03-C-02 ABBEY FOREGATE SHREWSBURY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 12 Survey date: FRIDAY 16/06/23	BLOCKS OF FLATS	TYNE & WEAR	Survey Type: MANUAL
13	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: FRIDAY 15/10/21	BLOCKS OF FLATS	TYNE & WEAR	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WF-03-C-06	COVID19

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.46

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	13	72	0.051	13	72	0.156	13	72	0.207
08:00 - 09:00	13	72	0.052	13	72	0.178	13	72	0.230
09:00 - 10:00	13	72	0.082	13	72	0.119	13	72	0.201
10:00 - 11:00	13	72	0.081	13	72	0.102	13	72	0.183
11:00 - 12:00	13	72	0.079	13	72	0.100	13	72	0.179
12:00 - 13:00	13	72	0.089	13	72	0.096	13	72	0.185
13:00 - 14:00	13	72	0.085	13	72	0.099	13	72	0.184
14:00 - 15:00	13	72	0.070	13	72	0.077	13	72	0.147
15:00 - 16:00	13	72	0.124	13	72	0.071	13	72	0.195
16:00 - 17:00	13	72	0.120	13	72	0.085	13	72	0.205
17:00 - 18:00	13	72	0.161	13	72	0.087	13	72	0.248
18:00 - 19:00	13	72	0.131	13	72	0.073	13	72	0.204
19:00 - 20:00	4	97	0.119	4	97	0.041	4	97	0.160
20:00 - 21:00	4	97	0.080	4	97	0.054	4	97	0.134
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.324			1.338			2.662

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

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

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Parameter summary

Trip rate parameter range selected:	12 - 184 (units:)
Survey date range:	01/01/16 - 05/09/24
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.46

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	13	72	0.080	13	72	0.398	13	72	0.478
08:00 - 09:00	13	72	0.104	13	72	0.616	13	72	0.720
09:00 - 10:00	13	72	0.174	13	72	0.304	13	72	0.478
10:00 - 11:00	13	72	0.157	13	72	0.228	13	72	0.385
11:00 - 12:00	13	72	0.163	13	72	0.226	13	72	0.389
12:00 - 13:00	13	72	0.209	13	72	0.218	13	72	0.427
13:00 - 14:00	13	72	0.185	13	72	0.213	13	72	0.398
14:00 - 15:00	13	72	0.187	13	72	0.177	13	72	0.364
15:00 - 16:00	13	72	0.339	13	72	0.173	13	72	0.512
16:00 - 17:00	13	72	0.328	13	72	0.169	13	72	0.497
17:00 - 18:00	13	72	0.394	13	72	0.180	13	72	0.574
18:00 - 19:00	13	72	0.374	13	72	0.158	13	72	0.532
19:00 - 20:00	4	97	0.383	4	97	0.132	4	97	0.515
20:00 - 21:00	4	97	0.218	4	97	0.140	4	97	0.358
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.295			3.332			6.627

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.*

APPENDIX G Trip Distribution Calculations

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population

units

date

method of travel to work

All usual residents aged 16 and over in employment the week before the census

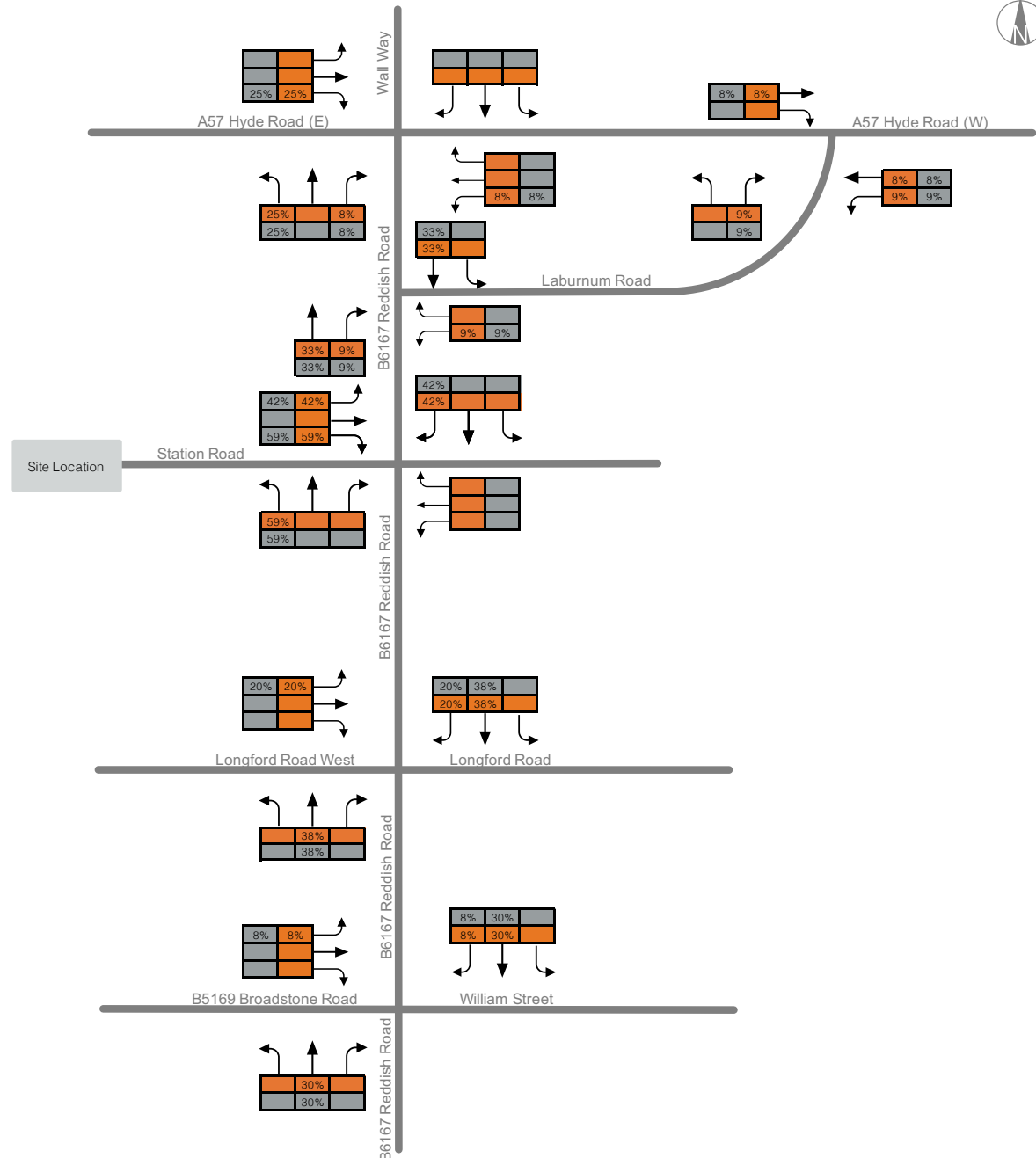
Persons

2011

Driving a car or van

place of work : 2011 super output area - middle layer	Usual Residence: E02001189 : Stockport 003	%	A57 Hyde Road E	A57 Hyde Road W	Longford Road W	B6167 Reddish Road
E02001200 : Stockport 014	123	7%				7%
E02001193 : Stockport 007	50	3%				1%
E02001195 : Stockport 009	47	3%	3%			
E02001097 : Manchester 053	45	2%	1%		1%	
E02006902 : Manchester 054	45	2%		2%		
E02001192 : Stockport 006	45	2%			1%	
E02001062 : Manchester 018	44	2%		1%	1%	
E02001188 : Stockport 002	43	2%			2%	
E02001197 : Stockport 011	37	2%				1%
E02001189 : Stockport 003	36	2%				2%
E02001260 : Trafford 002	35	2%		2%		
E02001063 : Manchester 019	34	2%		2%		
E02001205 : Stockport 019	34	2%				2%
E02001213 : Stockport 027	34	2%				2%
E02001208 : Stockport 022	32	2%	1%		1%	
E02001202 : Stockport 016	29	2%				2%
E02001059 : Manchester 015	28	2%		2%		
E02001217 : Stockport 031	27	1%	1%			1%
E02001064 : Manchester 020	26	1%		1%		
E02001194 : Stockport 008	26	1%			1%	
E02001066 : Manchester 022	24	1%		1%	1%	
E02006917 : Manchester 060	24	1%		1%		
E02001241 : Tameside 013	24	1%	1%			
E02006912 : Manchester 055	23	1%		1%		
E02001177 : Salford 021	20	1%		1%	1%	
E02001199 : Stockport 013	20	1%			1%	
E02001184 : Salford 028	19	1%		1%	1%	
E02001253 : Tameside 025	19	1%	1%			
E02001075 : Manchester 031	18	1%			1%	
E02001095 : Manchester 051	16	1%	0%			0%
Manchester	247	14%		5%	5%	5%
Stockport	150	8%			3%	3%
Trafford	92	5%	3%			3%
Tameside	76	4%	4%			
Cheshire East	66	4%	2%			2%
Salford	49	3%		1%	1%	
Oldham	43	2%		2%		
Rochdale	25	1%		1%		
Warrington	23	1%				1%
Bury	16	1%		1%		
Total	1814	100%	17%	25%	20%	31%

APPENDIX H Network Diagrams



NOTES

AM Network Peak Hour (08:00 - 09:00)
 PM Network Peak Hour (17:15 - 18:15)
 All Flows are in PCU's

LEGEND

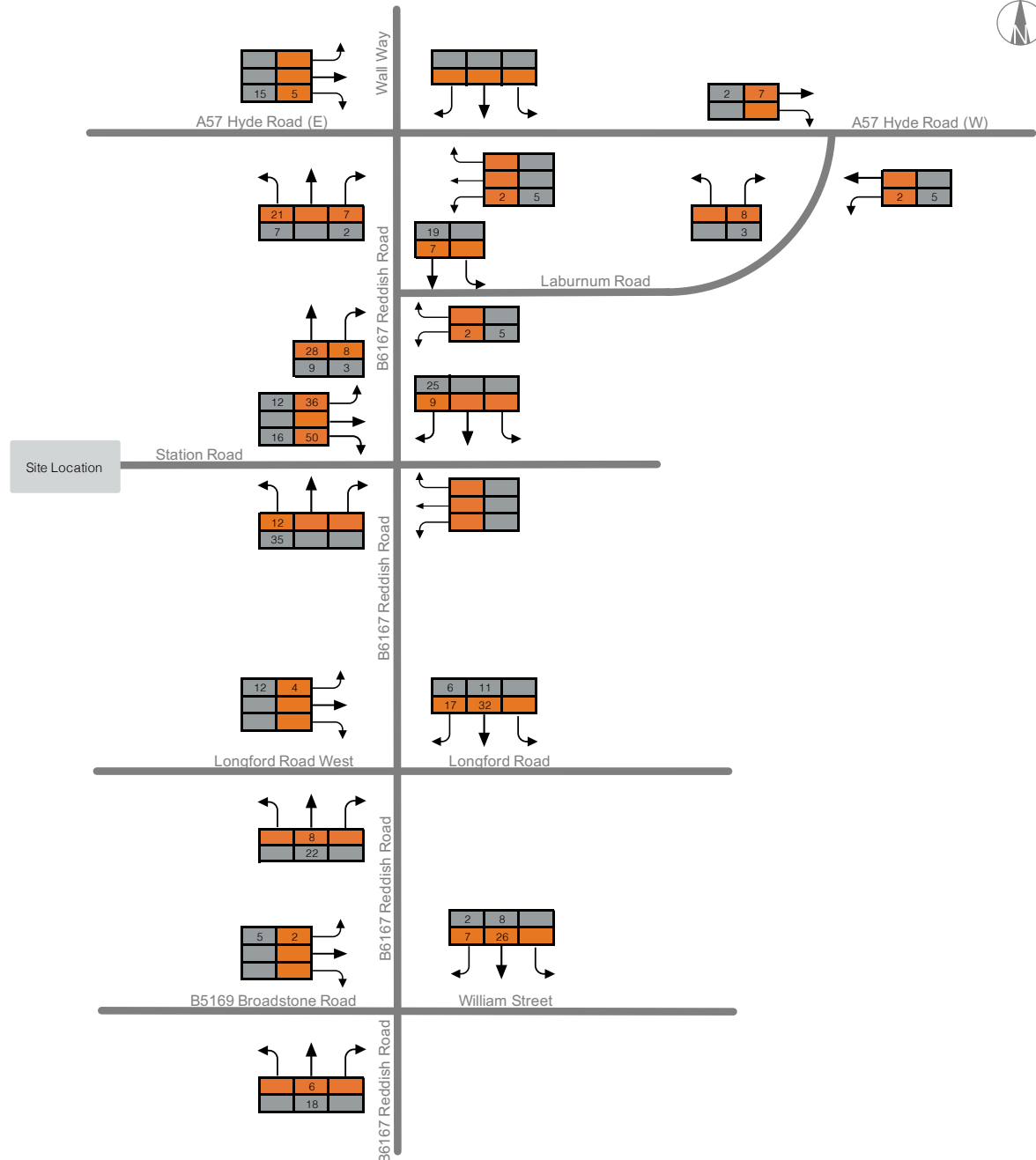
AM
 PM

Northerngroup Developments
 The Secret Lake, North Reddish
 J326075

Trip Distribution

PREPARED RW
 CHECKED LJ

mode
 transport planning



NOTES

AM Network Peak Hour (08:00 - 09:00)
PM Network Peak Hour (17:15 - 18:15)
All Flows are in PCU's

LEGEND

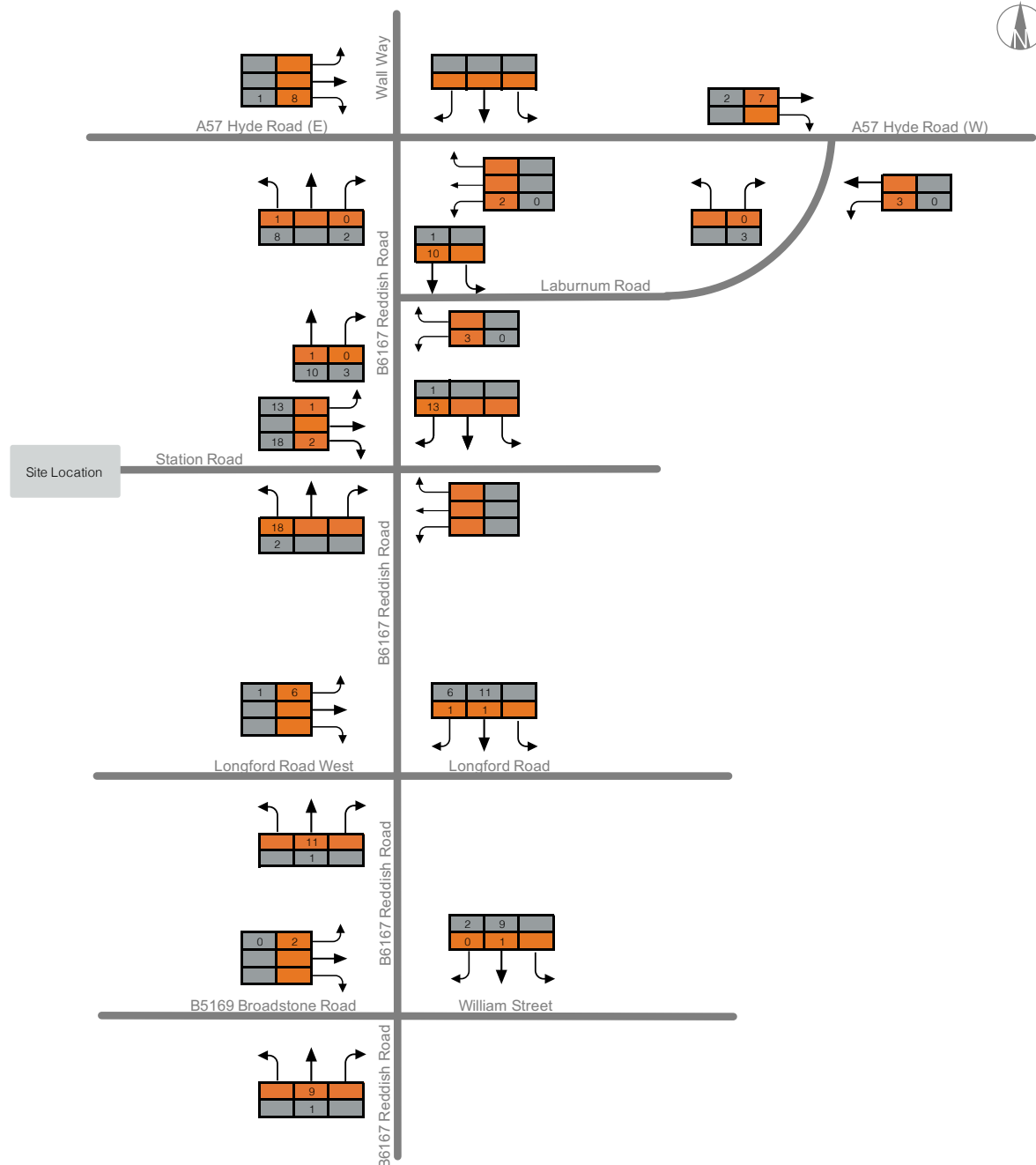


Northerngroup Developments
The Secret Lake, North Reddish
J326075

Development Trips

PREPARED CHECKED
RW LJ

mode
transport planning



NOTES

AM Network Peak Hour (08:00 - 09:00)

PM Network Peak Hour (17:15 - 18:15)

All Flows are in PCU's

LEGEND



Northerngroup Developments

The Secret Lake, North Reddish

J326075

Committed Development Trips

PREPARED

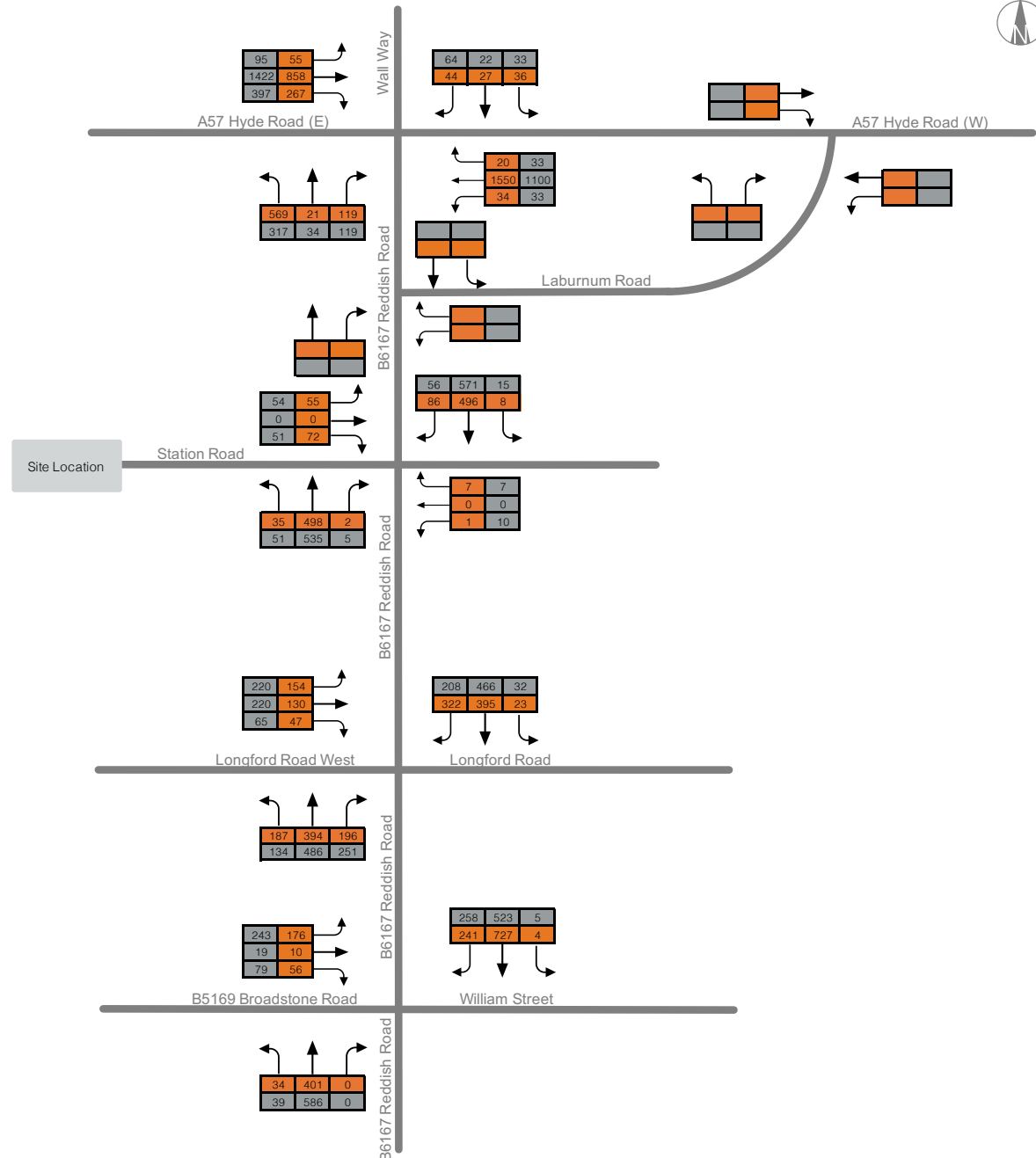
CHECKED

RW

LJ

mode

transport planning



NOTES

AM Network Peak Hour (08:00 - 09:00)
PM Network Peak Hour (17:15 - 18:15)
All Flows are in PCU's

LEGEND

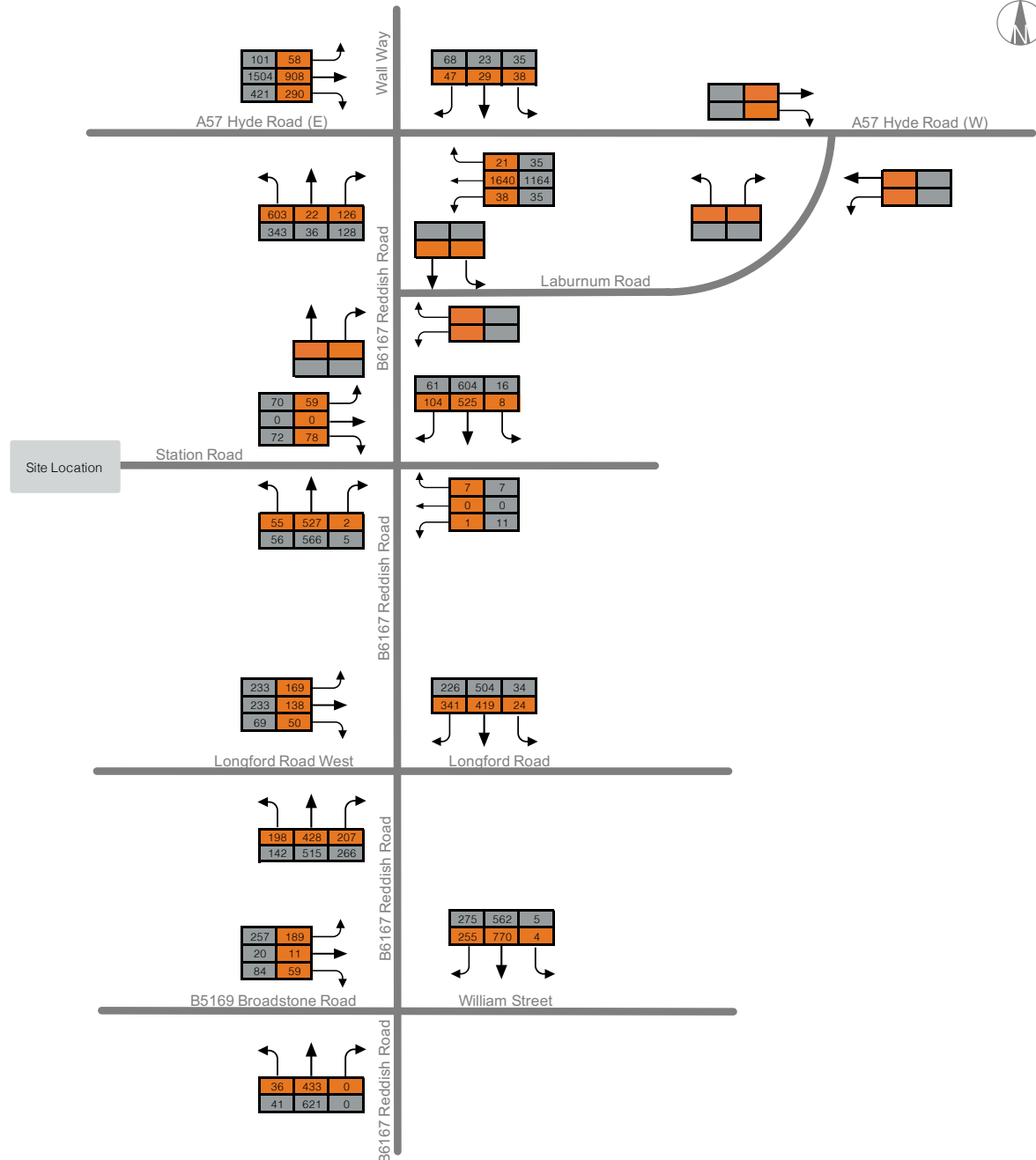


Northerngroup Developments
The Secret Lake, North Reddish
J326075

2025 Base

PREPARED RW
CHECKED LJ

mode
transport planning



NOTES

AM Network Peak Hour (08:00 - 09:00)
 PM Network Peak Hour (17:15 - 18:15)
 All Flows are in PCU's

LEGEND

AM
 PM

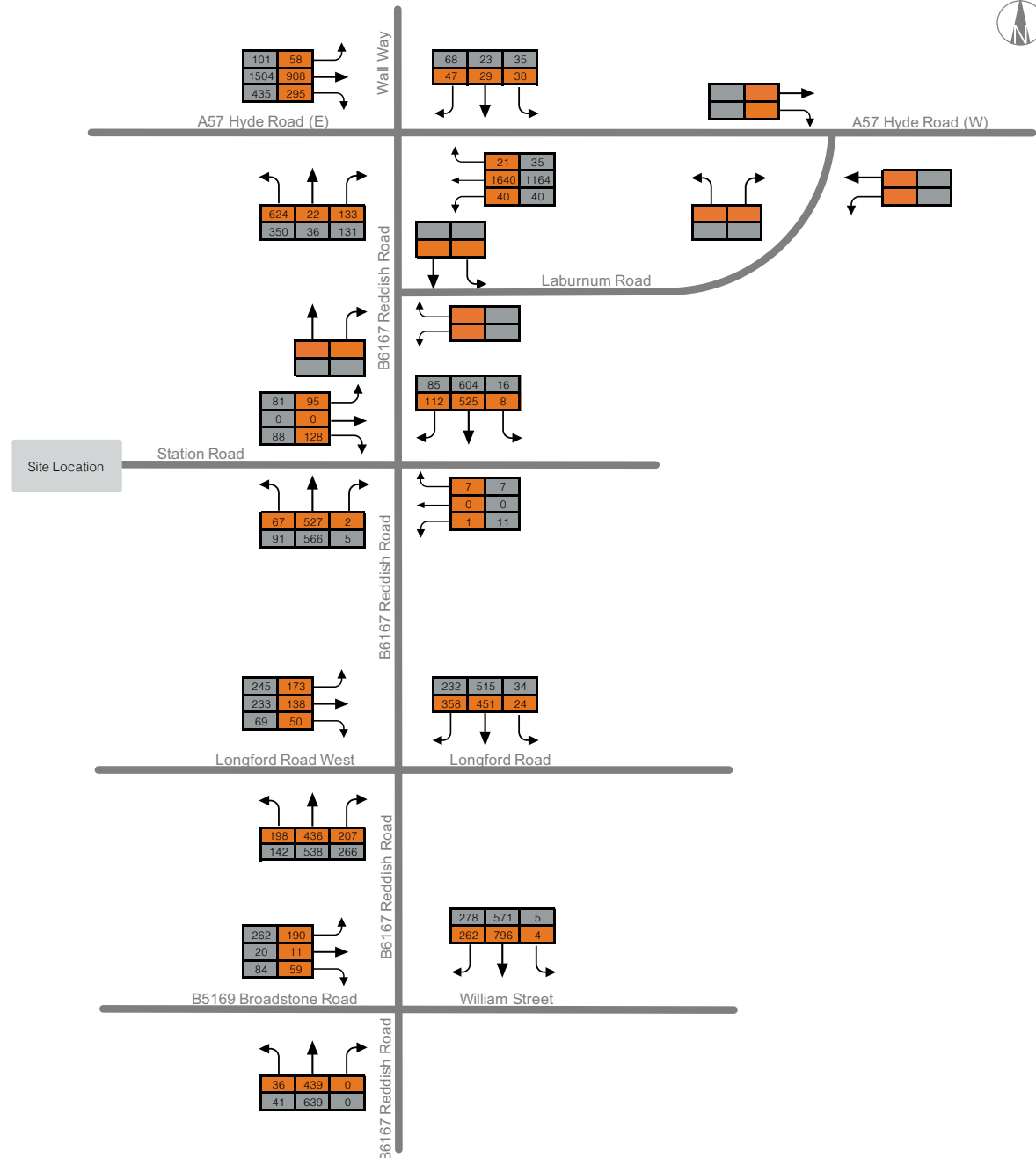
Northerngroup Developments
 The Secret Lake, North Reddish
 J326075

2030 Base + Committed

PREPARED
 RW

CHECKED
 LJ

mode
 transport planning



NOTES

AM Network Peak Hour (08:00 - 09:00)
PM Network Peak Hour (17:15 - 18:15)
All Flows are in PCU's

LEGEND



Northerngroup Developments

The Secret Lake, North Reddish

J326075

2030 Base + Committed
+ Development

PREPARED
RW

CHECKED
LJ

mode
transport planning

APPENDIX I

Raw Data

North Reddish
Classified Junction Count

Site 1 of 5
B6167 Gorton Road (North)
Stockport Timber Access
B6167 Gorton Road (South)
Station Road

Lat/Long
lat 53.449767° lon -2.157710°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.1: Left from B6167 Gorton Road (North) to Stockport Timber Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	0	0	0	0	6	6.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	10	0	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.00	2.75	2.75
0800 - 0815	0	0	0	0	0	0	1	0	1	2.30
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	0	0	0	1	0	0	1	1.50
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	1	1	0	5	6.80
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.25	0.25	0.00	1.25	1.70
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	2	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.00	0.00	1.75	1.75
1000 - 1015	0	0	0	0	2	0	0	0	2	2.00
1015 - 1030	0	0	2	0	1	0	0	0	3	3.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	3	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.50	0.00	0.75	0.00	0.00	0.00	1.25	1.25
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	1	0	0	1	1.50
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	3	0	0	3	4.50
Hourly Total	0	0	1	0	0	4	0	0	5	7.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	1.00	0.00	0.00	1.25	1.75
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	2	0	0	0	0	0	2	2.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	1	0	0	0	2	2.00
1430 - 1445	0	0	1	0	1	0	0	0	2	2.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	2	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	1.00	1.00
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	1	0	0	1	0	0	2	2.50
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	6	0	0	1	0	0	7	7.50
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.25	0.00	0.00	1.75	1.88
1600 - 1615	0	0	0	0	2	1	0	0	3	3.50
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	2	1	0	0	8	8.50
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.25	0.00	0.00	2.00	2.13
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	7	0	1	0	0	0	8	8.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	16	0	1	0	0	0	17	17.00
Hourly Average	0.00	0.00	4.00	0.00	0.25	0.00	0.00	0.00	4.25	4.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	56	0	12	7	1	0	76	80.80
Session Average	0.00	0.00	1.17	0.00	0.25	0.15	0.02	0.00	1.58	1.68

North Reddish
Classified Junction Count

Site 1 of 5
B6167 Gorton Road (North)
Stockport Timber Access
B6167 Gorton Road (South)
Station Road

Lat/Long
lat 53.449767° lon -2.157710°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.2: Southbound from B6167 Gorton Road (North) to B6167 Gorton Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	85	0	33	5	1	4	130	136.60
0715 - 0730	0	0	104	1	25	5	0	4	139	145.50
0730 - 0745	1	0	105	0	15	3	1	2	127	131.00
0745 - 0800	0	0	67	0	16	6	2	2	93	100.60
Hourly Total	1	2	361	1	89	19	4	12	489	513.70
Hourly Average	0.25	0.50	90.25	0.25	22.25	4.75	1.00	3.00	122.25	128.43
0800 - 0815	1	0	76	0	9	3	1	3	93	98.00
0815 - 0830	0	1	104	0	20	5	0	1	131	133.90
0830 - 0845	0	0	86	0	25	6	0	2	119	124.00
0845 - 0900	1	1	99	1	17	6	2	4	131	139.20
Hourly Total	2	2	365	1	71	20	3	10	474	495.10
Hourly Average	0.50	0.50	91.25	0.25	17.75	5.00	0.75	2.50	118.50	123.78
0900 - 0915	0	4	81	0	17	4	0	1	107	107.60
0915 - 0930	0	1	96	0	17	4	0	3	121	125.40
0930 - 0945	0	0	93	0	16	7	1	2	119	125.80
0945 - 1000	0	0	106	0	20	4	0	3	133	138.00
Hourly Total	0	5	376	0	70	19	1	9	480	496.80
Hourly Average	0.00	1.25	94.00	0.00	17.50	4.75	0.25	2.25	120.00	124.20
1000 - 1015	0	0	84	0	17	5	1	3	110	116.80
1015 - 1030	0	1	88	0	14	3	0	3	109	112.90
1030 - 1045	1	1	84	0	21	6	1	1	115	118.90
1045 - 1100	1	0	78	0	25	5	1	3	113	119.00
Hourly Total	2	2	334	0	77	19	3	10	447	467.60
Hourly Average	0.50	0.50	83.50	0.00	19.25	4.75	0.75	2.50	111.75	116.90
1100 - 1115	0	0	91	1	17	4	0	2	115	119.00
1115 - 1130	1	0	90	0	16	0	0	3	110	112.20
1130 - 1145	1	0	76	1	11	6	1	1	97	101.50
1145 - 1200	0	0	80	0	9	5	4	3	101	111.70
Hourly Total	2	0	337	2	53	15	5	9	423	444.40
Hourly Average	0.50	0.00	84.25	0.50	13.25	3.75	1.25	2.25	105.75	111.10
1200 - 1215	1	1	89	1	15	5	0	2	114	117.10
1215 - 1230	0	0	91	0	21	4	0	3	119	124.00
1230 - 1245	0	0	70	1	12	5	0	1	89	92.50
1245 - 1300	1	0	102	0	17	7	1	3	131	138.00
Hourly Total	2	1	352	2	65	21	1	9	453	471.60
Hourly Average	0.50	0.25	88.00	0.50	16.25	5.25	0.25	2.25	113.25	117.90
1300 - 1315	0	2	81	0	12	3	0	1	99	100.30
1315 - 1330	0	1	83	0	11	4	2	2	103	109.00
1330 - 1345	0	0	93	0	19	6	1	3	122	129.30
1345 - 1400	2	0	95	0	18	5	1	2	123	127.20
Hourly Total	2	3	352	0	60	18	4	8	447	465.80
Hourly Average	0.50	0.75	88.00	0.00	15.00	4.50	1.00	2.00	111.75	116.45
1400 - 1415	1	0	91	0	13	1	0	1	107	107.70
1415 - 1430	0	1	97	2	8	1	2	3	114	119.50
1430 - 1445	0	0	93	0	12	8	1	3	117	125.30
1445 - 1500	0	1	108	0	11	2	0	4	126	130.40
Hourly Total	1	2	389	2	44	12	3	11	464	482.90
Hourly Average	0.25	0.50	97.25	0.50	11.00	3.00	0.75	2.75	116.00	120.73
1500 - 1515	1	0	86	0	8	5	1	3	104	110.00
1515 - 1530	2	0	91	0	17	3	0	2	115	116.90
1530 - 1545	3	0	117	0	17	3	2	4	146	151.70
1545 - 1600	1	0	107	0	19	5	1	2	135	140.00
Hourly Total	7	0	401	0	61	16	4	11	500	518.60
Hourly Average	1.75	0.00	100.25	0.00	15.25	4.00	1.00	2.75	125.00	129.65
1600 - 1615	1	1	111	1	25	1	0	0	140	139.10
1615 - 1630	0	0	107	0	21	3	0	3	134	138.50
1630 - 1645	0	0	121	0	22	0	0	1	144	145.00
1645 - 1700	1	0	118	0	15	0	0	3	137	139.20
Hourly Total	2	1	457	1	83	4	0	7	555	561.80
Hourly Average	0.50	0.25	114.25	0.25	20.75	1.00	0.00	1.75	138.75	140.45
1700 - 1715	0	1	108	0	22	1	0	2	134	135.90
1715 - 1730	0	1	112	0	13	1	0	3	130	132.90
1730 - 1745	2	0	127	0	15	0	0	1	145	144.40
1745 - 1800	0	0	125	0	18	1	0	2	146	148.50
Hourly Total	2	2	472	0	68	3	0	8	555	561.70
Hourly Average	0.50	0.50	118.00	0.00	17.00	0.75	0.00	2.00	138.75	140.43
1800 - 1815	3	2	126	0	14	1	0	1	147	144.90
1815 - 1830	0	0	128	0	12	0	0	3	143	146.00
1830 - 1845	2	1	123	1	10	2	0	4	143	145.80
1845 - 1900	1	1	135	0	15	1	0	2	155	156.10
Hourly Total	6	4	512	1	51	4	0	10	588	592.80
Hourly Average	1.50	1.00	128.00	0.25	12.75	1.00	0.00	2.50	147.00	148.20
Session Total	29	24	4708	10	792	170	28	114	5875	6072.80
Session Average	0.60	0.50	98.08	0.21	16.50	3.54	0.58	2.38	122.40	126.52

North Reddish
Classified Junction Count

Site 1 of 5
B6167 Gorton Road (North)
Stockport Timber Access
B6167 Gorton Road (South)
Station Road

Lat/Long
lat 53.449767° lon -2.157710°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.3: Right from B6167 Gorton Road (North) to Station Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	3	0	2	0	16	18.60
0715 - 0730	0	0	11	0	0	1	0	0	12	12.50
0730 - 0745	2	0	8	0	2	1	1	0	14	14.20
0745 - 0800	0	0	16	0	4	1	0	0	21	21.50
Hourly Total	2	0	46	0	9	3	3	0	63	66.80
Hourly Average	0.50	0.00	11.50	0.00	2.25	0.75	0.75	0.00	15.75	16.70
0800 - 0815	0	0	10	0	1	1	1	0	13	14.80
0815 - 0830	1	0	8	0	1	3	0	0	13	13.70
0830 - 0845	1	1	7	0	8	1	1	0	19	19.40
0845 - 0900	0	0	16	0	3	2	0	0	21	22.00
Hourly Total	2	1	41	0	13	7	2	0	66	69.90
Hourly Average	0.50	0.25	10.25	0.00	3.25	1.75	0.50	0.00	16.50	17.48
0900 - 0915	0	0	8	0	5	0	5	0	18	24.50
0915 - 0930	0	0	10	0	6	1	1	0	18	19.80
0930 - 0945	0	0	8	0	2	0	2	0	12	14.60
0945 - 1000	0	0	4	0	0	1	1	0	6	7.80
Hourly Total	0	0	30	0	13	2	9	0	54	66.70
Hourly Average	0.00	0.00	7.50	0.00	3.25	0.50	2.25	0.00	13.50	16.68
1000 - 1015	0	0	6	0	2	1	1	0	10	11.80
1015 - 1030	0	0	3	0	2	1	1	0	7	8.80
1030 - 1045	0	0	12	0	5	0	3	0	20	23.90
1045 - 1100	0	0	5	0	3	2	1	0	11	13.30
Hourly Total	0	0	26	0	12	4	6	0	48	57.80
Hourly Average	0.00	0.00	6.50	0.00	3.00	1.00	1.50	0.00	12.00	14.45
1100 - 1115	0	0	5	0	4	1	3	0	13	17.40
1115 - 1130	0	0	6	0	6	1	0	0	13	13.50
1130 - 1145	0	0	8	0	0	0	0	0	8	8.00
1145 - 1200	0	0	5	0	1	1	1	0	8	9.80
Hourly Total	0	0	24	0	11	3	4	0	42	48.70
Hourly Average	0.00	0.00	6.00	0.00	2.75	0.75	1.00	0.00	10.50	12.18
1200 - 1215	0	0	5	0	2	1	0	0	8	8.50
1215 - 1230	0	0	7	0	6	2	1	0	16	18.30
1230 - 1245	0	0	8	0	2	1	1	0	12	13.80
1245 - 1300	0	0	10	0	4	1	0	0	15	15.50
Hourly Total	0	0	30	0	14	5	2	0	51	56.10
Hourly Average	0.00	0.00	7.50	0.00	3.50	1.25	0.50	0.00	12.75	14.03
1300 - 1315	0	0	10	0	2	2	1	0	15	17.30
1315 - 1330	0	0	10	0	1	1	0	0	12	12.50
1330 - 1345	0	0	7	0	4	3	0	0	14	15.50
1345 - 1400	0	1	8	0	3	1	4	0	17	22.10
Hourly Total	0	1	35	0	10	7	5	0	58	67.40
Hourly Average	0.00	0.25	8.75	0.00	2.50	1.75	1.25	0.00	14.50	16.85
1400 - 1415	1	0	9	0	3	1	3	0	17	20.60
1415 - 1430	0	0	9	0	3	3	1	0	16	18.80
1430 - 1445	1	0	9	0	3	4	0	0	17	18.20
1445 - 1500	0	1	4	0	2	1	1	0	9	10.20
Hourly Total	2	1	31	0	11	9	5	0	59	67.80
Hourly Average	0.50	0.25	7.75	0.00	2.75	2.25	1.25	0.00	14.75	16.95
1500 - 1515	1	0	9	0	0	0	0	0	10	9.20
1515 - 1530	0	0	9	0	1	3	0	0	13	14.50
1530 - 1545	0	0	15	0	3	2	1	0	21	23.30
1545 - 1600	1	0	9	0	1	0	0	0	11	10.20
Hourly Total	2	0	42	0	5	5	1	0	55	57.20
Hourly Average	0.50	0.00	10.50	0.00	1.25	1.25	0.25	0.00	13.75	14.30
1600 - 1615	0	0	11	0	0	1	0	0	12	12.50
1615 - 1630	0	1	10	0	5	2	0	0	18	18.40
1630 - 1645	0	0	11	0	1	2	0	0	14	15.00
1645 - 1700	0	0	17	0	0	1	0	0	18	18.50
Hourly Total	0	1	49	0	6	6	0	0	62	64.40
Hourly Average	0.00	0.25	12.25	0.00	1.50	1.50	0.00	0.00	15.50	16.10
1700 - 1715	0	0	7	0	1	0	0	0	8	8.00
1715 - 1730	2	0	10	0	2	0	0	0	14	12.40
1730 - 1745	0	0	9	0	4	0	0	0	13	13.00
1745 - 1800	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	2	0	38	0	8	0	0	0	48	46.40
Hourly Average	0.50	0.00	9.50	0.00	2.00	0.00	0.00	0.00	12.00	11.60
1800 - 1815	0	0	18	0	0	0	0	0	18	18.00
1815 - 1830	0	0	11	0	0	0	0	0	11	11.00
1830 - 1845	0	0	13	0	0	0	0	0	13	13.00
1845 - 1900	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	53	0	1	0	0	0	54	54.00
Hourly Average	0.00	0.00	13.25	0.00	0.25	0.00	0.00	0.00	13.50	13.50
Session Total	10	4	445	0	113	51	37	0	660	723.20
Session Average	0.21	0.08	9.27	0.00	2.35	1.06	0.77	0.00	13.75	15.07

North Reddish
Classified Junction Count

Site 1 of 5
B6167 Gorton Road (North)
Stockport Timber Access
B6167 Gorton Road (South)
Station Road

Lat/Long
lat 53.449767° lon -2.157710°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.4: Left from Stockport Timber Access to B6167 Gorton Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	1	1	0	0	3	3.50
Hourly Total	0	0	5	0	1	1	0	0	7	7.50
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.25	0.00	0.00	1.75	1.88
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	1	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	0	0	1	1	0	0	2	2.50
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.50	0.63
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	2	0	1	0	0	0	3	3.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1100 - 1115	0	0	0	0	2	0	0	0	2	2.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	2	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	1.00	1.00
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	2	0	0	0	0	0	2	2.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	3	0	0	0	0	0	3	3.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	3	0	0	0	0	0	3	3.00
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	1	0	5	0	1	0	0	0	7	6.20
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	8	0	1	0	0	0	10	9.20
Hourly Average	0.25	0.00	2.00	0.00	0.25	0.00	0.00	0.00	2.50	2.30
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	1	0	1	0	0	0	2	2.00
1730 - 1745	0	0	2	0	1	0	0	0	3	3.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	8	0	2	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.00	0.00	0.50	0.00	0.00	0.00	2.50	2.50
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
Session Total	1	0	54	0	9	2	0	0	66	66.20
Session Average	0.02	0.00	1.13	0.00	0.19	0.04	0.00	0.00	1.38	1.38

North Reddish
Classified Junction Count

Site 1 of 5
B6167 Gorton Road (North)
Stockport Timber Access
B6167 Gorton Road (South)
Station Road

Lat/Long
lat 53.449767° lon -2.157710°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.5: Westbound from Stockport Timber Access to Station Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30
0800 - 0815	1	0	0	0	0	0	0	0	1	0.20
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	0	0	0	0	0	0	1	0.20
Hourly Average	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.05
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	1	0	1	0	0	0	2	2.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	1	0	0	0	0	0	0	0	1	0.20
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	0	0	0	0	0	0	1	0.20
Hourly Average	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.05
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	1	0	0	0	0	0	0	0	1	0.20
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	4	0	0	0	0	0	0	0	4	0.80
Hourly Total	5	0	0	0	0	0	0	0	5	1.00
Hourly Average	1.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.25	0.25
Session Total	8	0	8	0	2	0	0	0	18	11.60
Session Average	0.17	0.00	0.17	0.00	0.04	0.00	0.00	0.00	0.38	0.24

North Reddish
Classified Junction Count

Site 1 of 5
B6167 Gorton Road (North)
Stockport Timber Access
B6167 Gorton Road (South)
Station Road

Lat/Long
lat 53.449767° lon -2.157710°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.6: Right from Stockport Timber Access to B6167 Gorton Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	2	0	0	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.25	0.00	0.00	0.75	0.88
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	1	0	1	2.30
Hourly Total	0	0	1	0	0	0	1	0	2	3.30
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.83
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	2	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.25	1.25
1000 - 1015	0	0	2	0	1	0	0	0	3	3.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	1	0	0	1	1.50
1045 - 1100	0	0	1	0	0	1	0	0	2	2.50
Hourly Total	0	0	3	0	1	2	0	0	6	7.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.50	0.00	0.00	1.50	1.75
1100 - 1115	0	0	1	0	1	0	0	0	2	2.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	0	2	0	0	3	4.00
1145 - 1200	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	3	0	2	2	0	0	7	8.00
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.50	0.00	0.00	1.75	2.00
1200 - 1215	0	0	1	0	0	1	0	0	2	2.50
1215 - 1230	0	0	0	0	1	1	0	0	2	2.50
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	2	0	0	5	6.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.50	0.00	0.00	1.25	1.50
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	3	0	4	0	0	0	7	7.00
1445 - 1500	0	0	1	0	0	1	0	0	2	2.50
Hourly Total	0	0	4	0	4	1	0	0	9	9.50
Hourly Average	0.00	0.00	1.00	0.00	1.00	0.25	0.00	0.00	2.25	2.38
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	3	0	2	0	0	0	5	5.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	9	0	2	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.25	0.00	0.50	0.00	0.00	0.00	2.75	2.75
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	2	0	1	0	0	0	3	3.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	42	0	13	8	1	0	64	69.30
Session Average	0.00	0.00	0.88	0.00	0.27	0.17	0.02	0.00	1.33	1.44

North Reddish
Classified Junction Count

Site 1 of 5
B6167 Gorton Road (North)
Stockport Timber Access
B6167 Gorton Road (South)
Station Road

Lat/Long
lat 53.449767° lon -2.157710°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.7: Left from B6167 Gorton Road (South) to Station Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	4	0	0	0	0	0	5	4.40
0715 - 0730	0	0	8	0	0	1	0	0	9	9.50
0730 - 0745	0	0	9	0	1	1	0	0	11	11.50
0745 - 0800	0	0	5	0	6	0	0	0	11	11.00
Hourly Total	0	1	26	0	7	2	0	0	36	36.40
Hourly Average	0.00	0.25	6.50	0.00	1.75	0.50	0.00	0.00	9.00	9.10
0800 - 0815	0	0	13	0	3	1	0	0	17	17.50
0815 - 0830	0	0	5	0	5	0	0	0	10	10.00
0830 - 0845	0	1	4	0	1	0	0	0	6	5.40
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	1	22	0	9	1	0	0	33	32.90
Hourly Average	0.00	0.25	5.50	0.00	2.25	0.25	0.00	0.00	8.25	8.23
0900 - 0915	0	0	9	0	5	0	0	0	14	14.00
0915 - 0930	0	0	9	0	5	1	0	0	15	15.50
0930 - 0945	0	0	15	0	1	2	1	0	19	21.30
0945 - 1000	0	0	10	0	3	0	0	1	14	15.00
Hourly Total	0	0	43	0	14	3	1	1	62	65.80
Hourly Average	0.00	0.00	10.75	0.00	3.50	0.75	0.25	0.25	15.50	16.45
1000 - 1015	0	0	5	0	2	1	0	0	8	8.50
1015 - 1030	0	0	7	0	3	3	1	0	14	16.80
1030 - 1045	0	0	15	0	3	1	0	0	19	19.50
1045 - 1100	0	0	2	0	4	0	0	0	6	6.00
Hourly Total	0	0	29	0	12	5	1	0	47	50.80
Hourly Average	0.00	0.00	7.25	0.00	3.00	1.25	0.25	0.00	11.75	12.70
1100 - 1115	0	0	9	0	3	2	0	0	14	15.00
1115 - 1130	0	0	10	0	3	3	0	0	16	17.50
1130 - 1145	0	0	6	0	1	1	0	0	8	8.50
1145 - 1200	0	0	14	0	6	1	0	0	21	21.50
Hourly Total	0	0	39	0	13	7	0	0	59	62.50
Hourly Average	0.00	0.00	9.75	0.00	3.25	1.75	0.00	0.00	14.75	15.63
1200 - 1215	0	0	6	0	4	0	1	0	11	12.30
1215 - 1230	0	0	10	0	3	0	0	0	13	13.00
1230 - 1245	0	0	2	0	3	1	0	0	6	6.50
1245 - 1300	0	0	5	0	4	1	0	0	10	10.50
Hourly Total	0	0	23	0	14	2	1	0	40	42.30
Hourly Average	0.00	0.00	5.75	0.00	3.50	0.50	0.25	0.00	10.00	10.58
1300 - 1315	0	0	14	0	3	1	0	0	18	18.50
1315 - 1330	0	1	8	0	2	1	0	0	12	11.90
1330 - 1345	0	0	7	0	0	2	0	0	9	10.00
1345 - 1400	0	0	15	0	0	0	1	0	16	17.30
Hourly Total	0	1	44	0	5	4	1	0	55	57.70
Hourly Average	0.00	0.25	11.00	0.00	1.25	1.00	0.25	0.00	13.75	14.43
1400 - 1415	0	0	6	0	2	0	0	0	8	8.00
1415 - 1430	0	0	11	0	2	0	0	0	13	13.00
1430 - 1445	1	0	10	0	0	1	0	0	12	11.70
1445 - 1500	0	0	8	0	3	1	0	0	12	12.50
Hourly Total	1	0	35	0	7	2	0	0	45	45.20
Hourly Average	0.25	0.00	8.75	0.00	1.75	0.50	0.00	0.00	11.25	11.30
1500 - 1515	0	0	8	0	3	1	0	0	12	12.50
1515 - 1530	0	0	20	0	3	0	0	0	23	23.00
1530 - 1545	0	0	14	0	7	3	0	0	24	25.50
1545 - 1600	0	0	9	0	3	1	0	0	13	13.50
Hourly Total	0	0	51	0	16	5	0	0	72	74.50
Hourly Average	0.00	0.00	12.75	0.00	4.00	1.25	0.00	0.00	18.00	18.63
1600 - 1615	0	0	6	0	2	2	0	0	10	11.00
1615 - 1630	0	0	9	0	3	0	0	0	12	12.00
1630 - 1645	0	0	8	0	2	1	0	0	11	11.50
1645 - 1700	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	30	0	8	3	0	0	41	42.50
Hourly Average	0.00	0.00	7.50	0.00	2.00	0.75	0.00	0.00	10.25	10.63
1700 - 1715	0	0	8	0	2	0	0	0	10	10.00
1715 - 1730	0	0	14	0	3	0	0	0	17	17.00
1730 - 1745	1	0	11	0	2	0	0	0	14	13.20
1745 - 1800	0	0	12	0	1	0	0	1	14	15.00
Hourly Total	1	0	45	0	8	0	0	1	55	55.20
Hourly Average	0.25	0.00	11.25	0.00	2.00	0.00	0.00	0.25	13.75	13.80
1800 - 1815	0	0	5	0	1	0	0	0	6	6.00
1815 - 1830	0	0	15	0	0	0	0	0	15	15.00
1830 - 1845	0	0	9	0	0	0	0	0	9	9.00
1845 - 1900	1	0	9	0	0	0	0	0	10	9.20
Hourly Total	1	0	38	0	1	0	0	0	40	39.20
Hourly Average	0.25	0.00	9.50	0.00	0.25	0.00	0.00	0.00	10.00	9.80
Session Total	3	3	425	0	114	34	4	2	585	605.00
Session Average	0.06	0.06	8.85	0.00	2.38	0.71	0.08	0.04	12.19	12.60

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Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.8: Northbound from B6167 Gorton Road (South) to B6167 Gorton Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	66	0	12	2	0	2	82	85.00
0715 - 0730	0	1	92	0	16	4	1	2	116	120.70
0730 - 0745	0	1	108	0	17	0	2	3	131	136.00
0745 - 0800	0	2	97	0	20	3	0	1	123	124.30
Hourly Total	0	4	363	0	65	9	3	8	452	466.00
Hourly Average	0.00	1.00	90.75	0.00	16.25	2.25	0.75	2.00	113.00	116.50
0800 - 0815	1	1	72	0	10	1	0	3	88	90.10
0815 - 0830	0	0	77	0	13	3	0	3	96	100.50
0830 - 0845	0	0	89	1	15	4	0	1	110	113.00
0845 - 0900	2	1	100	0	27	0	0	2	132	131.80
Hourly Total	3	2	338	1	65	8	0	9	426	435.40
Hourly Average	0.75	0.50	84.50	0.25	16.25	2.00	0.00	2.25	106.50	108.85
0900 - 0915	0	0	99	0	11	5	0	2	117	121.50
0915 - 0930	0	0	100	0	16	6	1	2	125	131.30
0930 - 0945	1	0	79	0	11	3	0	1	95	96.70
0945 - 1000	0	0	72	0	11	8	0	3	94	101.00
Hourly Total	1	0	350	0	49	22	1	8	431	450.50
Hourly Average	0.25	0.00	87.50	0.00	12.25	5.50	0.25	2.00	107.75	112.63
1000 - 1015	0	0	59	1	20	8	2	4	94	104.60
1015 - 1030	0	1	71	0	13	6	1	1	93	97.70
1030 - 1045	0	1	63	0	18	5	0	3	90	94.90
1045 - 1100	2	1	69	1	14	2	1	1	91	92.10
Hourly Total	2	3	262	2	65	21	4	9	368	389.30
Hourly Average	0.50	0.75	65.50	0.50	16.25	5.25	1.00	2.25	92.00	97.33
1100 - 1115	0	0	69	0	17	3	2	2	93	99.10
1115 - 1130	0	0	80	0	13	6	0	2	101	106.00
1130 - 1145	0	0	78	0	14	1	1	2	96	99.80
1145 - 1200	1	0	82	1	14	5	1	1	105	109.00
Hourly Total	1	0	309	1	58	15	4	7	395	413.90
Hourly Average	0.25	0.00	77.25	0.25	14.50	3.75	1.00	1.75	98.75	103.48
1200 - 1215	2	0	91	0	13	1	0	2	109	109.90
1215 - 1230	2	0	98	0	15	3	1	3	122	126.20
1230 - 1245	1	0	75	0	12	4	2	1	95	99.80
1245 - 1300	0	0	76	0	21	1	1	3	102	106.80
Hourly Total	5	0	340	0	61	9	4	9	428	442.70
Hourly Average	1.25	0.00	85.00	0.00	15.25	2.25	1.00	2.25	107.00	110.68
1300 - 1315	2	1	86	0	13	3	2	1	108	110.90
1315 - 1330	0	0	82	0	13	5	1	3	104	110.80
1330 - 1345	0	0	83	0	21	8	1	1	114	120.30
1345 - 1400	0	1	94	0	17	5	3	3	123	131.80
Hourly Total	2	2	345	0	64	21	7	8	449	473.80
Hourly Average	0.50	0.50	86.25	0.00	16.00	5.25	1.75	2.00	112.25	118.45
1400 - 1415	0	0	73	0	17	4	0	3	97	102.00
1415 - 1430	0	0	84	0	15	5	1	2	107	112.80
1430 - 1445	0	0	87	1	17	4	2	2	113	119.60
1445 - 1500	0	0	85	0	16	3	1	3	108	113.80
Hourly Total	0	0	329	1	65	16	4	10	425	448.20
Hourly Average	0.00	0.00	82.25	0.25	16.25	4.00	1.00	2.50	106.25	112.05
1500 - 1515	0	0	86	0	14	4	0	1	105	108.00
1515 - 1530	0	0	97	0	19	3	1	4	124	130.80
1530 - 1545	2	0	91	0	13	0	1	2	109	110.70
1545 - 1600	0	0	94	0	21	0	1	3	119	123.30
Hourly Total	2	0	368	0	67	7	3	10	457	472.80
Hourly Average	0.50	0.00	92.00	0.00	16.75	1.75	0.75	2.50	114.25	118.20
1600 - 1615	0	1	93	0	10	3	1	2	110	114.20
1615 - 1630	0	1	86	0	10	0	0	0	97	96.40
1630 - 1645	3	1	81	0	13	0	0	4	102	103.00
1645 - 1700	0	2	94	0	14	0	0	2	112	112.80
Hourly Total	3	5	354	0	47	3	1	8	421	426.40
Hourly Average	0.75	1.25	88.50	0.00	11.75	0.75	0.25	2.00	105.25	106.60
1700 - 1715	1	1	112	0	13	1	0	2	130	131.10
1715 - 1730	0	0	121	0	18	0	0	2	141	143.00
1730 - 1745	0	1	112	0	11	1	0	3	128	130.90
1745 - 1800	0	0	100	0	7	2	0	1	110	112.00
Hourly Total	1	2	445	0	49	4	0	8	509	517.00
Hourly Average	0.25	0.50	111.25	0.00	12.25	1.00	0.00	2.00	127.25	129.25
1800 - 1815	1	0	131	0	10	1	0	3	146	148.70
1815 - 1830	1	0	100	0	11	0	0	3	115	117.20
1830 - 1845	0	1	109	0	11	1	0	2	124	125.90
1845 - 1900	0	1	89	0	7	0	0	2	99	100.40
Hourly Total	2	2	429	0	39	2	0	10	484	492.20
Hourly Average	0.50	0.50	107.25	0.00	9.75	0.50	0.00	2.50	121.00	123.05
Session Total	22	20	4232	5	694	137	31	104	5245	5428.20
Session Average	0.46	0.42	88.17	0.10	14.46	2.85	0.65	2.17	109.27	113.09

North Reddish
Classified Junction Count

Site 1 of 5
B6167 Gorton Road (North)
Stockport Timber Access
B6167 Gorton Road (South)
Station Road

Lat/Long
lat 53.449767° lon -2.157710°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.9: Right from B6167 Gorton Road (South) to Stockport Timber Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	1	0	0	1	1.50
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
1100 - 1115	0	0	2	0	1	0	0	0	3	3.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	1	0	0	1	1.50
1145 - 1200	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	0	0	3	0	3	1	0	0	7	7.50
Hourly Average	0.00	0.00	0.75	0.00	0.75	0.25	0.00	0.00	1.75	1.88
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	2	0	1	0	0	0	3	3.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	3	0	2	0	0	0	5	5.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	9	0	3	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.00	0.00	0.00	3.00	3.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	1	0	1	0	0	0	2	2.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	2	0	1	0	0	0	3	3.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	30	0	9	2	0	0	41	42.00
Session Average	0.00	0.00	0.63	0.00	0.19	0.04	0.00	0.00	0.85	0.88

North Reddish
Classified Junction Count

Site 1 of 5
B6167 Gorton Road (North)
Stockport Timber Access
B6167 Gorton Road (South)
Station Road

Lat/Long
lat 53.449767° lon -2.157710°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.10: Left from Station Road to B6167 Gorton Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	1	1	0	0	10	10.50
0715 - 0730	1	0	4	0	1	3	0	0	9	9.70
0730 - 0745	0	0	13	0	1	3	1	0	18	20.80
0745 - 0800	0	0	10	0	3	1	0	0	14	14.50
Hourly Total	1	0	35	0	6	8	1	0	51	55.50
Hourly Average	0.25	0.00	8.75	0.00	1.50	2.00	0.25	0.00	12.75	13.88
0800 - 0815	0	0	12	0	6	1	1	0	20	21.80
0815 - 0830	0	0	14	0	2	2	0	0	18	19.00
0830 - 0845	0	0	7	0	1	1	0	0	9	9.50
0845 - 0900	0	0	8	0	5	2	0	0	15	16.00
Hourly Total	0	0	41	0	14	6	1	0	62	66.30
Hourly Average	0.00	0.00	10.25	0.00	3.50	1.50	0.25	0.00	15.50	16.58
0900 - 0915	0	0	9	0	2	5	0	0	16	18.50
0915 - 0930	0	0	7	0	2	0	1	0	10	11.30
0930 - 0945	0	0	3	0	0	0	1	0	4	5.30
0945 - 1000	0	0	7	0	8	4	2	0	21	25.60
Hourly Total	0	0	26	0	12	9	4	0	51	60.70
Hourly Average	0.00	0.00	6.50	0.00	3.00	2.25	1.00	0.00	12.75	15.18
1000 - 1015	0	1	6	0	0	0	2	0	9	11.00
1015 - 1030	0	0	2	0	3	1	2	0	8	11.10
1030 - 1045	0	0	7	0	2	3	0	0	12	13.50
1045 - 1100	0	0	4	0	1	0	1	0	6	7.30
Hourly Total	0	1	19	0	6	4	5	0	35	42.90
Hourly Average	0.00	0.25	4.75	0.00	1.50	1.00	1.25	0.00	8.75	10.73
1100 - 1115	0	0	7	0	2	2	0	0	11	12.00
1115 - 1130	0	0	4	0	4	2	4	0	14	20.20
1130 - 1145	0	0	12	0	7	3	0	0	22	23.50
1145 - 1200	1	0	7	0	1	0	3	0	12	15.10
Hourly Total	1	0	30	0	14	7	7	0	59	70.80
Hourly Average	0.25	0.00	7.50	0.00	3.50	1.75	1.75	0.00	14.75	17.70
1200 - 1215	0	0	18	0	1	0	0	0	19	19.00
1215 - 1230	0	0	6	0	2	0	0	0	8	8.00
1230 - 1245	0	0	10	0	0	1	1	0	12	13.80
1245 - 1300	0	0	6	0	3	1	2	0	12	15.10
Hourly Total	0	0	40	0	6	2	3	0	51	55.90
Hourly Average	0.00	0.00	10.00	0.00	1.50	0.50	0.75	0.00	12.75	13.98
1300 - 1315	0	0	6	0	4	0	0	0	10	10.00
1315 - 1330	1	1	6	0	2	0	1	0	11	10.90
1330 - 1345	0	0	8	0	1	2	0	0	11	12.00
1345 - 1400	0	0	7	0	1	2	2	0	12	15.60
Hourly Total	1	1	27	0	8	4	3	0	44	48.50
Hourly Average	0.25	0.25	6.75	0.00	2.00	1.00	0.75	0.00	11.00	12.13
1400 - 1415	0	0	12	0	1	0	0	0	13	13.00
1415 - 1430	0	0	8	0	1	1	0	1	11	12.50
1430 - 1445	0	0	17	0	4	2	1	0	24	26.30
1445 - 1500	0	1	2	0	4	1	1	0	9	10.20
Hourly Total	0	1	39	0	10	4	2	1	57	62.00
Hourly Average	0.00	0.25	9.75	0.00	2.50	1.00	0.50	0.25	14.25	15.50
1500 - 1515	0	0	8	0	2	3	0	0	13	14.50
1515 - 1530	0	0	5	0	1	1	1	0	8	9.80
1530 - 1545	0	0	12	0	2	0	0	0	14	14.00
1545 - 1600	0	0	9	0	3	1	0	0	13	13.50
Hourly Total	0	0	34	0	8	5	1	0	48	51.80
Hourly Average	0.00	0.00	8.50	0.00	2.00	1.25	0.25	0.00	12.00	12.95
1600 - 1615	0	0	18	0	2	0	0	0	20	20.00
1615 - 1630	0	0	9	0	3	1	0	0	13	13.50
1630 - 1645	1	0	19	0	0	1	1	0	22	23.00
1645 - 1700	3	0	11	0	2	0	0	0	16	13.60
Hourly Total	4	0	57	0	7	2	1	0	71	70.10
Hourly Average	1.00	0.00	14.25	0.00	1.75	0.50	0.25	0.00	17.75	17.53
1700 - 1715	0	1	17	0	2	0	0	0	20	19.40
1715 - 1730	0	0	9	0	0	0	1	0	10	11.30
1730 - 1745	0	0	5	0	5	0	1	0	11	12.30
1745 - 1800	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	1	45	0	7	0	2	0	55	57.00
Hourly Average	0.00	0.25	11.25	0.00	1.75	0.00	0.50	0.00	13.75	14.25
1800 - 1815	0	0	13	0	3	0	0	0	16	16.00
1815 - 1830	1	0	9	0	0	0	0	0	10	9.20
1830 - 1845	1	0	4	0	0	0	0	0	5	4.20
1845 - 1900	3	0	8	0	2	0	0	0	13	10.60
Hourly Total	5	0	34	0	5	0	0	0	44	40.00
Hourly Average	1.25	0.00	8.50	0.00	1.25	0.00	0.00	0.00	11.00	10.00
Session Total	12	4	427	0	103	51	30	1	628	681.50
Session Average	0.25	0.08	8.90	0.00	2.15	1.06	0.63	0.02	13.08	14.20

North Reddish
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B6167 Gorton Road (North)
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B6167 Gorton Road (South)
Station Road

Lat/Long
lat 53.449767° lon -2.157710°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

	Movement 1.11: Eastbound from Station Road to Stockport Timber Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	1	0	0	0	0	0	0	0	1	0.20
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	0	0	0	0	0	0	1	0.20
Hourly Average	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.05
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	1	0	0	0	0	0	0	0	1	0.20
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	1	0	0	0	0	0	0	0	1	0.20
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	0	0	0	0	0	0	1	0.20
Hourly Average	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.05
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	1	0	0	0	0	0	0	0	1	0.20
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	0	0	0	0	0	0	1	0.20
Hourly Average	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.05
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	4	0	4	0	0	0	0	0	8	4.80
Session Average	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.17	0.10

North Reddish
Classified Junction Count

Site 1 of 5
B6167 Gorton Road (North)
Stockport Timber Access
B6167 Gorton Road (South)
Station Road

Lat/Long
lat 53.449767° lon -2.157710°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.12: Right from Station Road to B6167 Gorton Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	14	0	3	0	0	0	17	17.00
0715 - 0730	0	0	16	0	0	0	0	1	17	18.00
0730 - 0745	0	0	10	0	1	0	0	0	11	11.00
0745 - 0800	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	0	56	0	5	0	0	1	62	63.00
Hourly Average	0.00	0.00	14.00	0.00	1.25	0.00	0.00	0.25	15.50	15.75
0800 - 0815	0	0	12	0	7	2	0	0	21	22.00
0815 - 0830	0	0	15	0	2	1	0	0	18	18.50
0830 - 0845	0	0	24	0	2	2	1	0	29	31.30
0845 - 0900	0	0	8	0	5	0	0	0	13	13.00
Hourly Total	0	0	59	0	16	5	1	0	81	84.80
Hourly Average	0.00	0.00	14.75	0.00	4.00	1.25	0.25	0.00	20.25	21.20
0900 - 0915	0	0	8	0	3	1	0	0	12	12.50
0915 - 0930	0	0	9	0	4	0	1	0	14	15.30
0930 - 0945	2	0	10	0	4	1	0	0	17	15.90
0945 - 1000	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	2	0	36	0	13	2	1	0	54	54.70
Hourly Average	0.50	0.00	9.00	0.00	3.25	0.50	0.25	0.00	13.50	13.68
1000 - 1015	0	0	5	0	4	0	0	0	9	9.00
1015 - 1030	0	0	11	0	3	0	1	0	15	16.30
1030 - 1045	0	0	8	0	4	1	0	0	13	13.50
1045 - 1100	0	0	12	0	5	2	0	0	19	20.00
Hourly Total	0	0	36	0	16	3	1	0	56	58.80
Hourly Average	0.00	0.00	9.00	0.00	4.00	0.75	0.25	0.00	14.00	14.70
1100 - 1115	0	0	7	0	4	2	1	0	14	16.30
1115 - 1130	0	0	10	0	5	2	0	0	17	18.00
1130 - 1145	0	0	13	0	1	1	0	0	15	15.50
1145 - 1200	0	0	8	0	5	0	0	0	13	13.00
Hourly Total	0	0	38	0	15	5	1	0	59	62.80
Hourly Average	0.00	0.00	9.50	0.00	3.75	1.25	0.25	0.00	14.75	15.70
1200 - 1215	0	0	10	0	0	1	0	0	11	11.50
1215 - 1230	0	0	2	0	2	1	0	0	5	5.50
1230 - 1245	0	0	14	0	8	0	2	0	24	26.60
1245 - 1300	0	0	6	0	5	1	0	0	12	12.50
Hourly Total	0	0	32	0	15	3	2	0	52	56.10
Hourly Average	0.00	0.00	8.00	0.00	3.75	0.75	0.50	0.00	13.00	14.03
1300 - 1315	0	0	8	0	5	0	0	0	13	13.00
1315 - 1330	0	0	9	0	3	1	0	0	13	13.50
1330 - 1345	0	1	9	0	1	1	0	0	12	11.90
1345 - 1400	0	0	15	0	2	1	0	0	18	18.50
Hourly Total	0	1	41	0	11	3	0	0	56	56.90
Hourly Average	0.00	0.25	10.25	0.00	2.75	0.75	0.00	0.00	14.00	14.23
1400 - 1415	0	0	14	0	1	1	0	0	16	16.50
1415 - 1430	0	0	12	0	5	0	0	0	17	17.00
1430 - 1445	0	0	13	0	2	0	2	0	17	19.60
1445 - 1500	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	52	0	8	1	2	0	63	66.10
Hourly Average	0.00	0.00	13.00	0.00	2.00	0.25	0.50	0.00	15.75	16.53
1500 - 1515	0	1	8	0	3	3	1	0	16	18.20
1515 - 1530	0	0	10	0	1	1	1	0	13	14.80
1530 - 1545	0	0	7	0	2	2	0	0	11	12.00
1545 - 1600	0	0	10	0	6	0	6	0	22	29.80
Hourly Total	0	1	35	0	12	6	8	0	62	74.80
Hourly Average	0.00	0.25	8.75	0.00	3.00	1.50	2.00	0.00	15.50	18.70
1600 - 1615	0	1	22	0	6	1	1	0	31	32.20
1615 - 1630	0	0	9	0	3	0	0	0	12	12.00
1630 - 1645	0	0	12	0	2	2	3	0	19	23.90
1645 - 1700	0	0	9	0	2	0	1	0	12	13.30
Hourly Total	0	1	52	0	13	3	5	0	74	81.40
Hourly Average	0.00	0.25	13.00	0.00	3.25	0.75	1.25	0.00	18.50	20.35
1700 - 1715	0	0	10	0	1	0	0	0	11	11.00
1715 - 1730	0	0	12	0	2	0	0	0	14	14.00
1730 - 1745	1	0	15	0	2	1	0	0	19	18.70
1745 - 1800	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	1	0	44	0	6	1	0	0	52	51.70
Hourly Average	0.25	0.00	11.00	0.00	1.50	0.25	0.00	0.00	13.00	12.93
1800 - 1815	0	0	10	0	0	0	0	0	10	10.00
1815 - 1830	0	0	15	0	0	0	0	0	15	15.00
1830 - 1845	0	0	5	0	1	0	0	0	6	6.00
1845 - 1900	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	39	0	2	0	0	0	41	41.00
Hourly Average	0.00	0.00	9.75	0.00	0.50	0.00	0.00	0.00	10.25	10.25
Session Total	3	3	520	0	132	32	21	1	712	752.10
Session Average	0.06	0.06	10.83	0.00	2.75	0.67	0.44	0.02	14.83	15.67

North Reddish
Classified Junction Count

Site 2 of 5
Wall Way
A57 Hyde Road (East)
B6167 Reddish Lane
A57 Hyde Road (West)

Lat/Long
lat 53.458098° lon -2.160263°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.1: Left from Wall Way to A57 Hyde Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	0	3	3.00
0715 - 0730	0	0	7	0	1	0	0	0	8	8.00
0730 - 0745	0	0	14	0	1	0	0	0	15	15.00
0745 - 0800	1	1	5	0	1	0	0	0	8	6.60
Hourly Total	1	1	28	0	4	0	0	0	34	32.60
Hourly Average	0.25	0.25	7.00	0.00	1.00	0.00	0.00	0.00	8.50	8.15
0800 - 0815	0	0	5	0	3	1	0	0	9	9.50
0815 - 0830	0	0	8	0	1	1	0	0	10	10.50
0830 - 0845	0	0	9	0	0	0	0	0	9	9.00
0845 - 0900	0	0	7	0	2	0	0	0	9	9.00
Hourly Total	0	0	29	0	6	2	0	0	37	38.00
Hourly Average	0.00	0.00	7.25	0.00	1.50	0.50	0.00	0.00	9.25	9.50
0900 - 0915	0	0	5	0	1	0	0	0	6	6.00
0915 - 0930	0	0	7	0	0	1	0	0	8	8.50
0930 - 0945	0	0	6	0	1	0	0	0	7	7.00
0945 - 1000	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	26	0	3	1	0	0	30	30.50
Hourly Average	0.00	0.00	6.50	0.00	0.75	0.25	0.00	0.00	7.50	7.63
1000 - 1015	0	0	4	0	3	1	0	0	8	8.50
1015 - 1030	0	0	4	0	1	0	0	0	5	5.00
1030 - 1045	0	0	7	0	2	0	0	0	9	9.00
1045 - 1100	0	0	7	0	1	1	0	0	9	9.50
Hourly Total	0	0	22	0	7	2	0	0	31	32.00
Hourly Average	0.00	0.00	5.50	0.00	1.75	0.50	0.00	0.00	7.75	8.00
1100 - 1115	0	0	6	0	0	0	0	0	6	6.00
1115 - 1130	0	0	6	0	0	1	0	0	7	7.50
1130 - 1145	0	0	8	0	0	0	0	0	8	8.00
1145 - 1200	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	29	0	1	1	0	0	31	31.50
Hourly Average	0.00	0.00	7.25	0.00	0.25	0.25	0.00	0.00	7.75	7.88
1200 - 1215	0	0	8	0	0	0	0	0	8	8.00
1215 - 1230	1	0	10	0	1	1	0	0	13	12.70
1230 - 1245	0	0	11	0	1	0	1	0	13	14.30
1245 - 1300	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	1	0	35	0	3	1	1	0	41	42.00
Hourly Average	0.25	0.00	8.75	0.00	0.75	0.25	0.25	0.00	10.25	10.50
1300 - 1315	1	0	12	0	2	1	0	0	16	15.70
1315 - 1330	0	0	6	0	1	0	0	0	7	7.00
1330 - 1345	0	0	13	0	1	0	0	0	14	14.00
1345 - 1400	0	0	7	0	3	0	0	0	10	10.00
Hourly Total	1	0	38	0	7	1	0	0	47	46.70
Hourly Average	0.25	0.00	9.50	0.00	1.75	0.25	0.00	0.00	11.75	11.68
1400 - 1415	0	0	14	0	2	1	0	0	17	17.50
1415 - 1430	0	0	6	0	2	0	0	0	8	8.00
1430 - 1445	0	0	10	0	1	2	0	0	13	14.00
1445 - 1500	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	35	0	5	3	0	0	43	44.50
Hourly Average	0.00	0.00	8.75	0.00	1.25	0.75	0.00	0.00	10.75	11.13
1500 - 1515	0	0	2	0	1	1	0	0	4	4.50
1515 - 1530	0	0	7	0	3	0	0	0	10	10.00
1530 - 1545	0	0	7	0	2	0	0	0	9	9.00
1545 - 1600	1	0	11	0	0	0	0	0	12	11.20
Hourly Total	1	0	27	0	6	1	0	0	35	34.70
Hourly Average	0.25	0.00	6.75	0.00	1.50	0.25	0.00	0.00	8.75	8.68
1600 - 1615	0	0	7	0	0	0	0	0	7	7.00
1615 - 1630	0	0	6	0	2	0	0	0	8	8.00
1630 - 1645	0	0	5	0	0	0	0	0	5	5.00
1645 - 1700	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	28	0	3	0	0	0	31	31.00
Hourly Average	0.00	0.00	7.00	0.00	0.75	0.00	0.00	0.00	7.75	7.75
1700 - 1715	0	0	6	0	0	0	0	0	6	6.00
1715 - 1730	0	0	7	0	0	0	0	0	7	7.00
1730 - 1745	0	0	8	0	2	0	0	0	10	10.00
1745 - 1800	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	26	0	3	0	0	0	29	29.00
Hourly Average	0.00	0.00	6.50	0.00	0.75	0.00	0.00	0.00	7.25	7.25
1800 - 1815	1	0	10	0	0	0	0	0	11	10.20
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	4	0	2	0	0	0	6	6.00
1845 - 1900	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	1	0	27	0	2	0	0	0	30	29.20
Hourly Average	0.25	0.00	6.75	0.00	0.50	0.00	0.00	0.00	7.50	7.30
Session Total	5	1	350	0	50	12	1	0	419	421.70
Session Average	0.10	0.02	7.29	0.00	1.04	0.25	0.02	0.00	8.73	8.79

North Reddish
Classified Junction Count

Site 2 of 5
Wall Way
A57 Hyde Road (East)
B6167 Reddish Lane
A57 Hyde Road (West)

Lat/Long
lat 53.458098° lon -2.160263°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.2: Southbound from Wall Way to B6167 Reddish Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	5	0	0	0	0	0	5	5.00
0730 - 0745	1	0	7	0	2	0	0	0	10	9.20
0745 - 0800	0	0	2	0	3	0	0	0	5	5.00
Hourly Total	1	0	14	0	6	0	0	0	21	20.20
Hourly Average	0.25	0.00	3.50	0.00	1.50	0.00	0.00	0.00	5.25	5.05
0800 - 0815	0	0	5	0	1	0	0	0	6	6.00
0815 - 0830	0	0	4	0	2	0	0	0	6	6.00
0830 - 0845	0	0	8	0	2	0	0	0	10	10.00
0845 - 0900	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	1	0	18	0	5	0	0	0	24	23.20
Hourly Average	0.25	0.00	4.50	0.00	1.25	0.00	0.00	0.00	6.00	5.80
0900 - 0915	0	0	4	0	1	0	0	0	5	5.00
0915 - 0930	0	0	4	0	0	0	0	0	4	4.00
0930 - 0945	0	0	7	0	1	0	0	0	8	8.00
0945 - 1000	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	21	0	3	0	0	0	24	24.00
Hourly Average	0.00	0.00	5.25	0.00	0.75	0.00	0.00	0.00	6.00	6.00
1000 - 1015	0	0	10	0	1	0	0	0	11	11.00
1015 - 1030	0	0	4	0	0	0	0	0	4	4.00
1030 - 1045	1	0	7	0	2	1	0	0	11	10.70
1045 - 1100	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	0	26	0	3	1	0	0	31	30.70
Hourly Average	0.25	0.00	6.50	0.00	0.75	0.25	0.00	0.00	7.75	7.68
1100 - 1115	0	0	3	0	0	0	0	0	3	3.00
1115 - 1130	0	0	4	0	1	0	0	0	5	5.00
1130 - 1145	0	0	3	0	0	0	0	0	3	3.00
1145 - 1200	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	16	0	1	0	0	0	17	17.00
Hourly Average	0.00	0.00	4.00	0.00	0.25	0.00	0.00	0.00	4.25	4.25
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	1	0	6	0	1	0	0	0	8	7.20
1230 - 1245	0	0	8	0	0	0	0	0	8	8.00
1245 - 1300	0	0	4	0	3	0	0	0	7	7.00
Hourly Total	1	0	19	0	4	0	0	0	24	23.20
Hourly Average	0.25	0.00	4.75	0.00	1.00	0.00	0.00	0.00	6.00	5.80
1300 - 1315	0	0	8	0	2	0	0	0	10	10.00
1315 - 1330	0	0	6	0	0	1	0	0	7	7.50
1330 - 1345	1	0	6	0	1	0	0	0	8	7.20
1345 - 1400	1	0	5	0	0	0	0	0	6	5.20
Hourly Total	2	0	25	0	3	1	0	0	31	29.90
Hourly Average	0.50	0.00	6.25	0.00	0.75	0.25	0.00	0.00	7.75	7.48
1400 - 1415	1	0	5	0	1	0	0	0	7	6.20
1415 - 1430	0	0	5	0	0	0	0	0	5	5.00
1430 - 1445	1	0	3	0	1	0	0	0	5	4.20
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	2	0	14	0	2	0	0	0	18	16.40
Hourly Average	0.50	0.00	3.50	0.00	0.50	0.00	0.00	0.00	4.50	4.10
1500 - 1515	1	0	3	0	0	0	0	0	4	3.20
1515 - 1530	0	0	10	0	1	0	0	0	11	11.00
1530 - 1545	1	0	4	0	1	0	0	0	6	5.20
1545 - 1600	1	0	4	0	0	0	0	0	5	4.20
Hourly Total	3	0	21	0	2	0	0	0	26	23.60
Hourly Average	0.75	0.00	5.25	0.00	0.50	0.00	0.00	0.00	6.50	5.90
1600 - 1615	0	0	4	0	1	0	0	0	5	5.00
1615 - 1630	2	0	7	0	1	0	0	0	10	8.40
1630 - 1645	0	0	5	0	2	1	0	0	8	8.50
1645 - 1700	2	0	8	0	0	0	0	0	10	8.40
Hourly Total	4	0	24	0	4	1	0	0	33	30.30
Hourly Average	1.00	0.00	6.00	0.00	1.00	0.25	0.00	0.00	8.25	7.58
1700 - 1715	2	0	4	0	0	0	0	0	6	4.40
1715 - 1730	0	0	2	0	2	0	0	0	4	4.00
1730 - 1745	1	0	8	0	0	0	0	0	9	8.20
1745 - 1800	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	3	0	20	0	2	0	0	0	25	22.60
Hourly Average	0.75	0.00	5.00	0.00	0.50	0.00	0.00	0.00	6.25	5.65
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	9	0	0	0	0	0	9	9.00
1830 - 1845	0	0	9	0	0	0	0	0	9	9.00
1845 - 1900	2	0	8	0	0	0	0	0	10	8.40
Hourly Total	2	0	30	0	0	0	0	0	32	30.40
Hourly Average	0.50	0.00	7.50	0.00	0.00	0.00	0.00	0.00	8.00	7.60
Session Total	20	0	248	0	35	3	0	0	306	291.50
Session Average	0.42	0.00	5.17	0.00	0.73	0.06	0.00	0.00	6.38	6.07

North Reddish
Classified Junction Count

Site 2 of 5
Wall Way
A57 Hyde Road (East)
B6167 Reddish Lane
A57 Hyde Road (West)

Lat/Long
lat 53.458098° lon -2.160263°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.3: Right from Wall Way to A57 Hyde Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	3	0	0	0	11	11.00
0715 - 0730	0	0	7	0	1	0	0	0	8	8.00
0730 - 0745	0	0	1	0	4	0	0	0	5	5.00
0745 - 0800	0	0	9	0	4	0	0	0	13	13.00
Hourly Total	0	0	25	0	12	0	0	0	37	37.00
Hourly Average	0.00	0.00	6.25	0.00	3.00	0.00	0.00	0.00	9.25	9.25
0800 - 0815	0	0	6	0	2	0	0	0	8	8.00
0815 - 0830	0	0	5	0	1	1	0	0	7	7.50
0830 - 0845	0	0	10	0	2	2	0	0	14	15.00
0845 - 0900	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	0	32	0	5	3	0	0	40	41.50
Hourly Average	0.00	0.00	8.00	0.00	1.25	0.75	0.00	0.00	10.00	10.38
0900 - 0915	0	0	11	0	5	0	0	0	16	16.00
0915 - 0930	0	0	13	0	1	0	0	0	14	14.00
0930 - 0945	0	0	11	0	0	0	0	0	11	11.00
0945 - 1000	0	0	14	0	4	0	0	0	18	18.00
Hourly Total	0	0	49	0	10	0	0	0	59	59.00
Hourly Average	0.00	0.00	12.25	0.00	2.50	0.00	0.00	0.00	14.75	14.75
1000 - 1015	0	0	9	0	0	0	0	0	9	9.00
1015 - 1030	0	0	11	0	2	0	0	0	13	13.00
1030 - 1045	0	0	11	0	2	0	0	0	13	13.00
1045 - 1100	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	44	0	5	0	0	0	49	49.00
Hourly Average	0.00	0.00	11.00	0.00	1.25	0.00	0.00	0.00	12.25	12.25
1100 - 1115	0	0	10	0	0	0	0	0	10	10.00
1115 - 1130	0	0	7	0	1	0	0	0	8	8.00
1130 - 1145	0	0	7	0	1	0	0	0	8	8.00
1145 - 1200	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	32	0	3	0	0	0	35	35.00
Hourly Average	0.00	0.00	8.00	0.00	0.75	0.00	0.00	0.00	8.75	8.75
1200 - 1215	0	0	10	0	2	0	0	0	12	12.00
1215 - 1230	0	0	5	0	0	1	0	0	6	6.50
1230 - 1245	0	0	8	0	0	0	0	0	8	8.00
1245 - 1300	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	32	0	2	1	0	0	35	35.50
Hourly Average	0.00	0.00	8.00	0.00	0.50	0.25	0.00	0.00	8.75	8.88
1300 - 1315	0	0	12	0	0	0	0	0	12	12.00
1315 - 1330	0	0	9	0	0	1	0	0	10	10.50
1330 - 1345	0	0	6	0	1	0	0	0	7	7.00
1345 - 1400	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	36	0	3	1	0	0	40	40.50
Hourly Average	0.00	0.00	9.00	0.00	0.75	0.25	0.00	0.00	10.00	10.13
1400 - 1415	0	0	6	0	1	2	0	0	9	10.00
1415 - 1430	0	0	8	0	0	0	0	0	8	8.00
1430 - 1445	0	0	9	0	3	0	1	0	13	14.30
1445 - 1500	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	0	0	35	0	6	2	1	0	44	46.30
Hourly Average	0.00	0.00	8.75	0.00	1.50	0.50	0.25	0.00	11.00	11.58
1500 - 1515	0	0	12	0	1	0	0	0	13	13.00
1515 - 1530	0	0	8	0	1	0	0	0	9	9.00
1530 - 1545	0	0	13	0	0	0	0	0	13	13.00
1545 - 1600	0	0	12	0	0	1	0	0	13	13.50
Hourly Total	0	0	45	0	2	1	0	0	48	48.50
Hourly Average	0.00	0.00	11.25	0.00	0.50	0.25	0.00	0.00	12.00	12.13
1600 - 1615	0	0	10	0	1	0	0	0	11	11.00
1615 - 1630	0	0	10	0	0	0	0	0	10	10.00
1630 - 1645	0	0	8	0	1	0	0	0	9	9.00
1645 - 1700	0	0	14	0	1	2	0	0	17	18.00
Hourly Total	0	0	42	0	3	2	0	0	47	48.00
Hourly Average	0.00	0.00	10.50	0.00	0.75	0.50	0.00	0.00	11.75	12.00
1700 - 1715	0	0	14	0	1	0	0	1	16	17.00
1715 - 1730	0	0	10	0	0	0	0	0	10	10.00
1730 - 1745	0	0	18	0	2	0	0	0	20	20.00
1745 - 1800	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	56	0	3	0	0	1	60	61.00
Hourly Average	0.00	0.00	14.00	0.00	0.75	0.00	0.00	0.25	15.00	15.25
1800 - 1815	0	0	18	0	2	0	0	0	20	20.00
1815 - 1830	0	0	13	0	1	0	0	0	14	14.00
1830 - 1845	0	0	20	0	2	0	0	0	22	22.00
1845 - 1900	0	0	19	0	0	0	0	0	19	19.00
Hourly Total	0	0	70	0	5	0	0	0	75	75.00
Hourly Average	0.00	0.00	17.50	0.00	1.25	0.00	0.00	0.00	18.75	18.75
Session Total	0	0	498	0	59	10	1	1	569	576.30
Session Average	0.00	0.00	10.38	0.00	1.23	0.21	0.02	0.02	11.85	12.01

North Reddish
Classified Junction Count

Site 2 of 5
Wall Way
A57 Hyde Road (East)
B6167 Reddish Lane
A57 Hyde Road (West)

Lat/Long
lat 53.458098° lon -2.160263°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.4: Left from A57 Hyde Road (East) to B6167 Reddish Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	1	1	0	0	7	7.50
0715 - 0730	0	0	4	0	0	1	1	1	7	9.80
0730 - 0745	0	0	5	0	0	1	2	1	9	13.10
0745 - 0800	0	0	1	0	0	1	1	1	4	6.80
Hourly Total	0	0	15	0	1	4	4	3	27	37.20
Hourly Average	0.00	0.00	3.75	0.00	0.25	1.00	1.00	0.75	6.75	9.30
0800 - 0815	0	0	1	0	0	1	2	0	4	7.10
0815 - 0830	0	0	2	0	0	2	0	0	4	5.00
0830 - 0845	0	0	2	0	2	4	2	0	10	14.60
0845 - 0900	0	0	4	1	1	3	2	0	11	15.10
Hourly Total	0	0	9	1	3	10	6	0	29	41.80
Hourly Average	0.00	0.00	2.25	0.25	0.75	2.50	1.50	0.00	7.25	10.45
0900 - 0915	0	0	5	0	4	1	3	0	13	17.40
0915 - 0930	0	0	3	0	1	3	1	1	9	12.80
0930 - 0945	0	0	6	0	1	4	3	0	14	19.90
0945 - 1000	0	0	9	0	0	2	0	2	13	16.00
Hourly Total	0	0	23	0	6	10	7	3	49	66.10
Hourly Average	0.00	0.00	5.75	0.00	1.50	2.50	1.75	0.75	12.25	16.53
1000 - 1015	0	0	4	0	2	2	2	0	10	13.60
1015 - 1030	0	0	8	0	3	3	1	0	15	17.80
1030 - 1045	0	0	7	0	1	2	3	0	13	17.90
1045 - 1100	1	1	6	0	1	0	2	0	11	12.20
Hourly Total	1	1	25	0	7	7	8	0	49	61.50
Hourly Average	0.25	0.25	6.25	0.00	1.75	1.75	2.00	0.00	12.25	15.38
1100 - 1115	0	0	16	0	1	2	2	0	21	24.60
1115 - 1130	0	0	14	0	3	2	0	0	19	20.00
1130 - 1145	0	0	4	0	1	5	2	0	12	17.10
1145 - 1200	0	0	5	0	0	5	3	0	13	19.40
Hourly Total	0	0	39	0	5	14	7	0	65	81.10
Hourly Average	0.00	0.00	9.75	0.00	1.25	3.50	1.75	0.00	16.25	20.28
1200 - 1215	0	0	5	0	1	3	0	0	9	10.50
1215 - 1230	0	0	5	0	2	1	1	0	9	10.80
1230 - 1245	0	0	8	0	2	2	1	0	13	15.30
1245 - 1300	0	0	6	0	1	3	0	0	10	11.50
Hourly Total	0	0	24	0	6	9	2	0	41	48.10
Hourly Average	0.00	0.00	6.00	0.00	1.50	2.25	0.50	0.00	10.25	12.03
1300 - 1315	0	1	5	0	0	3	0	0	9	9.90
1315 - 1330	0	0	10	0	2	1	1	0	14	15.80
1330 - 1345	0	0	6	0	1	6	2	0	15	20.60
1345 - 1400	1	0	3	0	1	2	2	0	9	11.80
Hourly Total	1	1	24	0	4	12	5	0	47	58.10
Hourly Average	0.25	0.25	6.00	0.00	1.00	3.00	1.25	0.00	11.75	14.53
1400 - 1415	0	0	9	0	2	1	3	0	15	19.40
1415 - 1430	0	0	8	0	0	3	1	0	12	14.80
1430 - 1445	0	0	8	0	0	5	1	0	14	17.80
1445 - 1500	0	0	5	0	1	2	1	1	10	13.30
Hourly Total	0	0	30	0	3	11	6	1	51	65.30
Hourly Average	0.00	0.00	7.50	0.00	0.75	2.75	1.50	0.25	12.75	16.33
1500 - 1515	0	0	3	0	0	0	1	1	5	7.30
1515 - 1530	0	0	5	0	1	4	1	0	11	14.30
1530 - 1545	0	0	4	0	2	1	0	0	7	7.50
1545 - 1600	0	0	7	0	0	1	0	0	8	8.50
Hourly Total	0	0	19	0	3	6	2	1	31	37.60
Hourly Average	0.00	0.00	4.75	0.00	0.75	1.50	0.50	0.25	7.75	9.40
1600 - 1615	0	0	5	0	2	1	0	0	8	8.50
1615 - 1630	0	0	6	0	1	1	0	0	8	8.50
1630 - 1645	4	0	7	0	1	2	0	0	14	11.80
1645 - 1700	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	4	0	22	0	6	4	0	0	36	34.80
Hourly Average	1.00	0.00	5.50	0.00	1.50	1.00	0.00	0.00	9.00	8.70
1700 - 1715	0	0	4	0	2	0	0	1	7	8.00
1715 - 1730	0	0	7	0	0	0	0	0	7	7.00
1730 - 1745	0	0	5	0	1	0	0	0	6	6.00
1745 - 1800	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	26	0	4	0	0	1	31	32.00
Hourly Average	0.00	0.00	6.50	0.00	1.00	0.00	0.00	0.25	7.75	8.00
1800 - 1815	0	0	9	0	0	0	0	0	9	9.00
1815 - 1830	0	0	8	0	0	0	0	0	8	8.00
1830 - 1845	0	0	6	0	1	1	0	0	8	8.50
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	28	0	1	1	0	0	30	30.50
Hourly Average	0.00	0.00	7.00	0.00	0.25	0.25	0.00	0.00	7.50	7.63
Session Total	6	2	284	1	49	88	47	9	486	594.10
Session Average	0.13	0.04	5.92	0.02	1.02	1.83	0.98	0.19	10.13	12.38

North Reddish
Classified Junction Count

Site 2 of 5
Wall Way
A57 Hyde Road (East)
B6167 Reddish Lane
A57 Hyde Road (West)

Lat/Long
lat 53.458098° lon -2.160263°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.5: Right from A57 Hyde Road (East) to A57 Hyde Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	4	323	2	62	7	2	3	406	410.30
0715 - 0730	1	4	357	0	62	13	5	4	446	459.80
0730 - 0745	3	5	313	0	57	7	4	1	390	394.30
0745 - 0800	1	2	311	0	49	3	3	5	374	382.40
Hourly Total	8	15	1304	2	230	30	14	13	1616	1646.80
Hourly Average	2.00	3.75	326.00	0.50	57.50	7.50	3.50	3.25	404.00	411.70
0800 - 0815	2	3	330	0	53	3	5	2	398	404.60
0815 - 0830	6	4	300	0	36	9	8	6	369	382.70
0830 - 0845	2	1	288	0	50	15	4	5	365	380.50
0845 - 0900	1	3	291	0	58	12	6	3	374	388.20
Hourly Total	11	11	1209	0	197	39	23	16	1506	1556.00
Hourly Average	2.75	2.75	302.25	0.00	49.25	9.75	5.75	4.00	376.50	389.00
0900 - 0915	2	0	278	0	48	14	8	5	355	375.80
0915 - 0930	2	1	267	1	52	12	8	5	348	367.20
0930 - 0945	1	3	281	2	41	11	3	5	347	358.80
0945 - 1000	0	0	243	2	56	12	1	3	317	327.30
Hourly Total	5	4	1069	5	197	49	20	18	1367	1429.10
Hourly Average	1.25	1.00	267.25	1.25	49.25	12.25	5.00	4.50	341.75	357.28
1000 - 1015	1	0	209	0	37	13	6	3	269	285.50
1015 - 1030	0	0	207	0	45	13	0	4	269	279.50
1030 - 1045	0	0	183	0	37	12	6	3	241	257.80
1045 - 1100	0	1	171	0	48	17	4	3	244	260.10
Hourly Total	1	1	770	0	167	55	16	13	1023	1082.90
Hourly Average	0.25	0.25	192.50	0.00	41.75	13.75	4.00	3.25	255.75	270.73
1100 - 1115	0	1	170	0	34	14	3	6	228	244.30
1115 - 1130	0	1	169	0	42	9	5	2	228	240.40
1130 - 1145	0	0	174	0	39	9	0	3	225	232.50
1145 - 1200	0	2	194	0	39	9	4	3	251	262.50
Hourly Total	0	4	707	0	154	41	12	14	932	979.70
Hourly Average	0.00	1.00	176.75	0.00	38.50	10.25	3.00	3.50	233.00	244.93
1200 - 1215	1	1	185	0	35	9	3	4	238	249.00
1215 - 1230	0	2	175	0	44	9	1	2	233	239.60
1230 - 1245	1	0	171	0	51	15	0	4	242	252.70
1245 - 1300	0	0	178	0	22	18	4	3	225	242.20
Hourly Total	2	3	709	0	152	51	8	13	938	983.50
Hourly Average	0.50	0.75	177.25	0.00	38.00	12.75	2.00	3.25	234.50	245.88
1300 - 1315	0	0	187	0	34	11	7	2	241	257.60
1315 - 1330	0	1	208	0	33	14	6	5	267	286.20
1330 - 1345	0	1	185	0	29	15	4	3	237	252.10
1345 - 1400	1	0	181	0	26	11	4	3	226	238.90
Hourly Total	1	2	761	0	122	51	21	13	971	1034.80
Hourly Average	0.25	0.50	190.25	0.00	30.50	12.75	5.25	3.25	242.75	258.70
1400 - 1415	1	0	152	0	33	10	7	4	207	224.30
1415 - 1430	0	0	190	1	30	17	2	4	244	259.10
1430 - 1445	0	1	176	1	35	12	0	2	227	234.40
1445 - 1500	1	0	177	1	19	6	4	4	212	223.40
Hourly Total	2	1	695	3	117	45	13	14	890	941.20
Hourly Average	0.50	0.25	173.75	0.75	29.25	11.25	3.25	3.50	222.50	235.30
1500 - 1515	0	1	196	0	31	7	3	5	243	254.80
1515 - 1530	0	0	220	1	30	10	3	3	267	278.90
1530 - 1545	0	0	152	0	23	8	5	2	190	202.50
1545 - 1600	1	1	180	0	18	4	7	2	213	224.70
Hourly Total	1	2	748	1	102	29	18	12	913	960.90
Hourly Average	0.25	0.50	187.00	0.25	25.50	7.25	4.50	3.00	228.25	240.23
1600 - 1615	0	1	146	0	24	4	2	4	181	189.00
1615 - 1630	0	1	161	1	27	7	3	3	203	212.80
1630 - 1645	1	0	180	0	23	5	3	5	217	227.60
1645 - 1700	0	0	171	2	14	3	3	2	195	202.40
Hourly Total	1	2	658	3	88	19	11	14	796	831.80
Hourly Average	0.25	0.50	164.50	0.75	22.00	4.75	2.75	3.50	199.00	207.95
1700 - 1715	1	0	179	0	13	6	4	1	204	212.40
1715 - 1730	2	2	226	0	26	5	3	5	269	277.60
1730 - 1745	2	1	238	0	20	3	1	4	269	273.60
1745 - 1800	0	2	236	2	19	5	4	4	272	282.50
Hourly Total	5	5	879	2	78	19	12	14	1014	1046.10
Hourly Average	1.25	1.25	219.75	0.50	19.50	4.75	3.00	3.50	253.50	261.53
1800 - 1815	1	0	223	0	22	7	2	3	258	266.30
1815 - 1830	0	0	232	0	14	5	3	4	258	268.40
1830 - 1845	1	0	206	0	23	3	1	2	236	240.00
1845 - 1900	1	1	182	0	22	4	2	5	217	225.20
Hourly Total	3	1	843	0	81	19	8	14	969	999.90
Hourly Average	0.75	0.25	210.75	0.00	20.25	4.75	2.00	3.50	242.25	249.98
Session Total	40	51	10352	16	1685	447	176	168	12935	13492.70
Session Average	0.83	1.06	215.67	0.33	35.10	9.31	3.67	3.50	269.48	281.10

North Reddish
Classified Junction Count

Site 2 of 5
Wall Way
A57 Hyde Road (East)
B6167 Reddish Lane
A57 Hyde Road (West)

Lat/Long
lat 53.458098° lon -2.160263°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.6: Right from A57 Hyde Road (East) to Wall Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	1	0	0	1	1.50
0715 - 0730	0	0	7	0	1	0	0	0	8	8.00
0730 - 0745	0	0	2	0	1	0	0	0	3	3.00
0745 - 0800	0	0	4	0	0	1	0	0	5	5.50
Hourly Total	0	0	13	0	2	2	0	0	17	18.00
Hourly Average	0.00	0.00	3.25	0.00	0.50	0.50	0.00	0.00	4.25	4.50
0800 - 0815	0	0	2	0	1	0	0	0	3	3.00
0815 - 0830	0	0	3	0	1	1	0	0	5	5.50
0830 - 0845	0	0	5	0	1	0	0	0	6	6.00
0845 - 0900	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	18	0	4	1	0	0	23	23.50
Hourly Average	0.00	0.00	4.50	0.00	1.00	0.25	0.00	0.00	5.75	5.88
0900 - 0915	0	0	7	0	1	0	0	0	8	8.00
0915 - 0930	0	0	7	0	1	0	0	0	8	8.00
0930 - 0945	0	0	2	0	1	0	0	0	3	3.00
0945 - 1000	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	25	0	4	0	0	0	29	29.00
Hourly Average	0.00	0.00	6.25	0.00	1.00	0.00	0.00	0.00	7.25	7.25
1000 - 1015	0	0	5	0	1	0	0	0	6	6.00
1015 - 1030	0	0	2	0	1	0	0	0	3	3.00
1030 - 1045	0	0	2	0	2	0	0	0	4	4.00
1045 - 1100	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	18	0	4	0	0	0	22	22.00
Hourly Average	0.00	0.00	4.50	0.00	1.00	0.00	0.00	0.00	5.50	5.50
1100 - 1115	0	0	5	0	0	0	0	0	5	5.00
1115 - 1130	0	0	4	0	0	0	0	0	4	4.00
1130 - 1145	0	0	8	0	0	0	0	0	8	8.00
1145 - 1200	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	21	0	1	0	0	0	22	22.00
Hourly Average	0.00	0.00	5.25	0.00	0.25	0.00	0.00	0.00	5.50	5.50
1200 - 1215	0	0	4	0	0	0	0	0	4	4.00
1215 - 1230	0	0	11	0	0	0	0	0	11	11.00
1230 - 1245	0	0	3	0	1	0	0	0	4	4.00
1245 - 1300	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	20	0	1	0	0	0	21	21.00
Hourly Average	0.00	0.00	5.00	0.00	0.25	0.00	0.00	0.00	5.25	5.25
1300 - 1315	0	0	4	0	0	0	0	0	4	4.00
1315 - 1330	0	0	3	0	0	1	0	0	4	4.50
1330 - 1345	0	0	6	0	1	0	0	0	7	7.00
1345 - 1400	0	0	2	0	1	0	1	0	4	5.30
Hourly Total	0	0	15	0	2	1	1	0	19	20.80
Hourly Average	0.00	0.00	3.75	0.00	0.50	0.25	0.25	0.00	4.75	5.20
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	1	0	2	0	0	0	3	3.00
1430 - 1445	0	0	4	0	1	0	0	0	5	5.00
1445 - 1500	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	10	0	4	0	0	0	14	14.00
Hourly Average	0.00	0.00	2.50	0.00	1.00	0.00	0.00	0.00	3.50	3.50
1500 - 1515	0	0	8	0	0	0	0	0	8	8.00
1515 - 1530	0	0	3	0	1	1	0	0	5	5.50
1530 - 1545	0	0	3	0	1	1	0	0	5	5.50
1545 - 1600	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	20	0	2	2	0	0	24	25.00
Hourly Average	0.00	0.00	5.00	0.00	0.50	0.50	0.00	0.00	6.00	6.25
1600 - 1615	0	0	7	0	1	0	0	0	8	8.00
1615 - 1630	0	0	5	0	2	0	0	0	7	7.00
1630 - 1645	0	0	10	0	0	0	0	0	10	10.00
1645 - 1700	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	32	0	5	0	0	0	37	37.00
Hourly Average	0.00	0.00	8.00	0.00	1.25	0.00	0.00	0.00	9.25	9.25
1700 - 1715	0	0	6	0	0	0	0	0	6	6.00
1715 - 1730	0	0	6	0	1	0	0	0	7	7.00
1730 - 1745	0	0	8	0	1	0	0	0	9	9.00
1745 - 1800	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	27	0	2	0	0	0	29	29.00
Hourly Average	0.00	0.00	6.75	0.00	0.50	0.00	0.00	0.00	7.25	7.25
1800 - 1815	0	0	8	0	2	0	0	0	10	10.00
1815 - 1830	0	0	14	0	1	0	0	0	15	15.00
1830 - 1845	0	0	7	0	1	0	0	0	8	8.00
1845 - 1900	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	37	0	4	0	0	0	41	41.00
Hourly Average	0.00	0.00	9.25	0.00	1.00	0.00	0.00	0.00	10.25	10.25
Session Total	0	0	256	0	35	6	1	0	298	302.30
Session Average	0.00	0.00	5.33	0.00	0.73	0.13	0.02	0.00	6.21	6.30

North Reddish
Classified Junction Count

Site 2 of 5
Wall Way
A57 Hyde Road (East)
B6167 Reddish Lane
A57 Hyde Road (West)

Lat/Long
lat 53.458098° lon -2.160263°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.7: Left from B6167 Reddish Lane to A57 Hyde Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	65	0	11	1	1	1	80	82.00
0715 - 0730	0	0	75	0	11	3	1	2	92	96.80
0730 - 0745	0	1	117	0	12	2	2	2	136	141.00
0745 - 0800	0	1	118	0	23	2	1	2	147	150.70
Hourly Total	1	2	375	0	57	8	5	7	455	470.50
Hourly Average	0.25	0.50	93.75	0.00	14.25	2.00	1.25	1.75	113.75	117.63
0800 - 0815	2	0	122	1	16	1	1	1	144	145.20
0815 - 0830	1	0	117	0	22	3	0	2	145	147.70
0830 - 0845	1	1	111	1	11	0	0	1	126	125.60
0845 - 0900	1	0	67	0	13	2	0	0	83	83.20
Hourly Total	5	1	417	2	62	6	1	4	498	501.70
Hourly Average	1.25	0.25	104.25	0.50	15.50	1.50	0.25	1.00	124.50	125.43
0900 - 0915	0	1	68	0	8	7	0	0	84	86.90
0915 - 0930	0	0	58	1	9	4	2	4	78	86.60
0930 - 0945	0	1	59	0	6	0	0	2	68	69.40
0945 - 1000	0	0	55	0	8	3	2	3	71	78.10
Hourly Total	0	2	240	1	31	14	4	9	301	321.00
Hourly Average	0.00	0.50	60.00	0.25	7.75	3.50	1.00	2.25	75.25	80.25
1000 - 1015	1	0	46	0	9	2	3	2	63	69.10
1015 - 1030	1	0	39	1	8	3	0	2	54	56.70
1030 - 1045	0	0	55	0	10	4	0	2	71	75.00
1045 - 1100	0	0	51	0	6	2	1	1	61	64.30
Hourly Total	2	0	191	1	33	11	4	7	249	265.10
Hourly Average	0.50	0.00	47.75	0.25	8.25	2.75	1.00	1.75	62.25	66.28
1100 - 1115	0	0	50	1	7	7	1	2	68	74.80
1115 - 1130	0	0	44	0	8	2	1	2	57	61.30
1130 - 1145	0	0	56	0	6	3	1	1	67	70.80
1145 - 1200	0	0	47	0	5	3	1	2	58	62.80
Hourly Total	0	0	197	1	26	15	4	7	250	269.70
Hourly Average	0.00	0.00	49.25	0.25	6.50	3.75	1.00	1.75	62.50	67.43
1200 - 1215	0	0	45	1	5	0	1	2	54	57.30
1215 - 1230	0	0	47	0	5	2	1	3	58	63.30
1230 - 1245	0	0	50	0	7	5	1	1	64	68.80
1245 - 1300	1	0	52	0	6	0	2	2	63	66.80
Hourly Total	1	0	194	1	23	7	5	8	239	256.20
Hourly Average	0.25	0.00	48.50	0.25	5.75	1.75	1.25	2.00	59.75	64.05
1300 - 1315	0	0	49	0	10	0	0	2	61	63.00
1315 - 1330	0	1	43	0	10	1	0	2	57	58.90
1330 - 1345	0	1	69	0	17	1	2	1	91	94.50
1345 - 1400	0	0	51	0	7	1	1	3	63	67.80
Hourly Total	0	2	212	0	44	3	3	8	272	284.20
Hourly Average	0.00	0.50	53.00	0.00	11.00	0.75	0.75	2.00	68.00	71.05
1400 - 1415	0	12	2	0	2	2	0	2	20	15.80
1415 - 1430	0	0	42	0	4	1	0	3	50	53.50
1430 - 1445	0	0	55	1	4	3	0	1	64	66.50
1445 - 1500	0	1	42	0	9	3	1	1	57	60.20
Hourly Total	0	13	141	1	19	9	1	7	191	196.00
Hourly Average	0.00	3.25	35.25	0.25	4.75	2.25	0.25	1.75	47.75	49.00
1500 - 1515	0	0	68	0	13	4	0	2	87	91.00
1515 - 1530	1	0	61	0	7	1	0	3	73	75.70
1530 - 1545	1	0	62	0	8	0	1	2	74	76.50
1545 - 1600	0	0	52	0	2	0	1	2	57	60.30
Hourly Total	2	0	243	0	30	5	2	9	291	303.50
Hourly Average	0.50	0.00	60.75	0.00	7.50	1.25	0.50	2.25	72.75	75.88
1600 - 1615	0	0	60	0	10	1	0	2	73	75.50
1615 - 1630	0	2	61	0	6	0	0	0	69	67.80
1630 - 1645	0	0	36	0	5	1	0	5	47	52.50
1645 - 1700	0	0	57	0	5	0	0	1	63	64.00
Hourly Total	0	2	214	0	26	2	0	8	252	259.80
Hourly Average	0.00	0.50	53.50	0.00	6.50	0.50	0.00	2.00	63.00	64.95
1700 - 1715	1	1	65	0	4	0	0	3	74	75.60
1715 - 1730	2	0	61	0	4	0	1	1	69	69.70
1730 - 1745	0	0	81	0	11	0	0	4	96	100.00
1745 - 1800	2	0	60	0	3	1	0	1	67	66.90
Hourly Total	5	1	267	0	22	1	1	9	306	312.20
Hourly Average	1.25	0.25	66.75	0.00	5.50	0.25	0.25	2.25	76.50	78.05
1800 - 1815	0	0	69	0	4	1	0	3	77	80.50
1815 - 1830	1	0	50	0	5	0	0	1	57	57.20
1830 - 1845	0	0	68	0	5	0	0	4	77	81.00
1845 - 1900	0	0	56	0	8	0	0	1	65	66.00
Hourly Total	1	0	243	0	22	1	0	9	276	284.70
Hourly Average	0.25	0.00	60.75	0.00	5.50	0.25	0.00	2.25	69.00	71.18
Session Total	17	23	2934	7	395	82	30	92	3580	3724.60
Session Average	0.35	0.48	61.13	0.15	8.23	1.71	0.63	1.92	74.58	77.60

North Reddish
Classified Junction Count

Site 2 of 5
Wall Way
A57 Hyde Road (East)
B6167 Reddish Lane
A57 Hyde Road (West)

Lat/Long
lat 53.458098° lon -2.160263°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.8: Northbound from B6167 Reddish Lane to Wall Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	1	0	0	0	2	2.00
0715 - 0730	0	0	9	0	1	0	0	0	10	10.00
0730 - 0745	0	0	5	0	1	1	0	0	7	7.50
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	16	0	3	1	0	0	20	20.50
Hourly Average	0.00	0.00	4.00	0.00	0.75	0.25	0.00	0.00	5.00	5.13
0800 - 0815	0	0	2	0	3	0	0	0	5	5.00
0815 - 0830	0	0	6	0	1	1	0	0	8	8.50
0830 - 0845	1	0	4	0	2	0	0	0	7	6.20
0845 - 0900	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	1	0	16	0	8	1	0	0	26	25.70
Hourly Average	0.25	0.00	4.00	0.00	2.00	0.25	0.00	0.00	6.50	6.43
0900 - 0915	2	0	5	0	0	0	0	0	7	5.40
0915 - 0930	0	0	8	0	1	0	0	0	9	9.00
0930 - 0945	0	0	7	0	1	0	0	0	8	8.00
0945 - 1000	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	2	0	23	0	3	0	0	0	28	26.40
Hourly Average	0.50	0.00	5.75	0.00	0.75	0.00	0.00	0.00	7.00	6.60
1000 - 1015	0	0	6	0	0	0	0	0	6	6.00
1015 - 1030	0	0	5	0	0	0	0	0	5	5.00
1030 - 1045	1	0	4	0	0	0	0	0	5	4.20
1045 - 1100	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	1	0	19	0	1	0	0	0	21	20.20
Hourly Average	0.25	0.00	4.75	0.00	0.25	0.00	0.00	0.00	5.25	5.05
1100 - 1115	0	0	3	0	1	0	0	0	4	4.00
1115 - 1130	0	0	5	0	0	1	0	0	6	6.50
1130 - 1145	0	0	4	0	1	0	0	0	5	5.00
1145 - 1200	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	15	0	3	1	0	0	19	19.50
Hourly Average	0.00	0.00	3.75	0.00	0.75	0.25	0.00	0.00	4.75	4.88
1200 - 1215	0	0	13	0	0	0	0	0	13	13.00
1215 - 1230	0	0	3	0	0	0	0	0	3	3.00
1230 - 1245	2	0	10	0	1	1	0	0	14	12.90
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	2	0	26	0	1	1	0	0	30	28.90
Hourly Average	0.50	0.00	6.50	0.00	0.25	0.25	0.00	0.00	7.50	7.23
1300 - 1315	1	0	7	0	0	0	0	0	8	7.20
1315 - 1330	0	0	4	0	1	1	0	0	6	6.50
1330 - 1345	0	0	4	0	1	1	0	0	6	6.50
1345 - 1400	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	0	20	0	2	2	0	0	25	25.20
Hourly Average	0.25	0.00	5.00	0.00	0.50	0.50	0.00	0.00	6.25	6.30
1400 - 1415	0	0	6	0	0	0	0	0	6	6.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	1	0	4	0	1	0	0	0	6	5.20
1445 - 1500	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	1	0	16	0	2	0	0	0	19	18.20
Hourly Average	0.25	0.00	4.00	0.00	0.50	0.00	0.00	0.00	4.75	4.55
1500 - 1515	0	0	3	0	2	0	0	0	5	5.00
1515 - 1530	0	0	4	0	0	0	0	0	4	4.00
1530 - 1545	0	0	5	0	1	0	0	0	6	6.00
1545 - 1600	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	18	0	4	0	0	0	22	22.00
Hourly Average	0.00	0.00	4.50	0.00	1.00	0.00	0.00	0.00	5.50	5.50
1600 - 1615	0	0	4	0	0	1	0	0	5	5.50
1615 - 1630	1	0	8	0	0	0	0	0	9	8.20
1630 - 1645	0	0	2	0	1	1	0	0	4	4.50
1645 - 1700	1	0	8	0	0	1	0	0	10	9.70
Hourly Total	2	0	22	0	1	3	0	0	28	27.90
Hourly Average	0.50	0.00	5.50	0.00	0.25	0.75	0.00	0.00	7.00	6.98
1700 - 1715	1	0	4	0	0	0	0	0	5	4.20
1715 - 1730	1	0	5	0	2	0	0	0	8	7.20
1730 - 1745	0	0	12	0	0	0	0	0	12	12.00
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	2	0	26	0	2	0	0	0	30	28.40
Hourly Average	0.50	0.00	6.50	0.00	0.50	0.00	0.00	0.00	7.50	7.10
1800 - 1815	0	0	10	0	0	0	0	0	10	10.00
1815 - 1830	0	0	9	0	0	0	0	0	9	9.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	32	0	1	0	0	0	33	33.00
Hourly Average	0.00	0.00	8.00	0.00	0.25	0.00	0.00	0.00	8.25	8.25
Session Total	12	0	249	0	31	9	0	0	301	295.90
Session Average	0.25	0.00	5.19	0.00	0.65	0.19	0.00	0.00	6.27	6.16

North Reddish
Classified Junction Count

Site 2 of 5
Wall Way
A57 Hyde Road (East)
B6167 Reddish Lane
A57 Hyde Road (West)

Lat/Long
lat 53.458098° lon -2.160263°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.9: Right from B6167 Reddish Lane to A57 Hyde Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	29	0	4	1	0	0	34	34.50
0715 - 0730	0	0	36	0	9	2	0	0	47	48.00
0730 - 0745	0	0	32	0	4	3	0	1	40	42.50
0745 - 0800	0	0	18	0	6	0	1	1	26	28.30
Hourly Total	0	0	115	0	23	6	1	2	147	153.30
Hourly Average	0.00	0.00	28.75	0.00	5.75	1.50	0.25	0.50	36.75	38.33
0800 - 0815	0	0	17	0	0	1	0	1	19	20.50
0815 - 0830	0	0	24	0	5	2	0	1	32	34.00
0830 - 0845	0	0	25	0	5	4	0	0	34	36.00
0845 - 0900	0	0	28	0	5	2	2	0	37	40.60
Hourly Total	0	0	94	0	15	9	2	2	122	131.10
Hourly Average	0.00	0.00	23.50	0.00	3.75	2.25	0.50	0.50	30.50	32.78
0900 - 0915	0	0	23	0	4	3	0	0	30	31.50
0915 - 0930	0	0	27	1	4	2	2	0	36	39.60
0930 - 0945	0	0	23	0	5	2	0	0	30	31.00
0945 - 1000	0	0	21	0	7	6	1	0	35	39.30
Hourly Total	0	0	94	1	20	13	3	0	131	141.40
Hourly Average	0.00	0.00	23.50	0.25	5.00	3.25	0.75	0.00	32.75	35.35
1000 - 1015	0	1	25	0	4	10	2	0	42	49.00
1015 - 1030	0	0	19	0	6	4	2	1	32	37.60
1030 - 1045	0	1	11	0	7	3	0	0	22	22.90
1045 - 1100	0	0	22	0	11	2	1	0	36	38.30
Hourly Total	0	2	77	0	28	19	5	1	132	147.80
Hourly Average	0.00	0.50	19.25	0.00	7.00	4.75	1.25	0.25	33.00	36.95
1100 - 1115	0	0	22	0	3	2	1	0	28	30.30
1115 - 1130	0	0	22	0	3	4	3	0	32	37.90
1130 - 1145	0	0	21	0	9	3	0	0	33	34.50
1145 - 1200	0	0	22	0	8	1	1	0	32	33.80
Hourly Total	0	0	87	0	23	10	5	0	125	136.50
Hourly Average	0.00	0.00	21.75	0.00	5.75	2.50	1.25	0.00	31.25	34.13
1200 - 1215	0	0	23	0	5	5	0	0	33	35.50
1215 - 1230	0	0	27	0	4	2	0	1	34	36.00
1230 - 1245	0	0	27	0	5	1	0	0	33	33.50
1245 - 1300	0	0	23	0	4	1	1	0	29	30.80
Hourly Total	0	0	100	0	18	9	1	1	129	135.80
Hourly Average	0.00	0.00	25.00	0.00	4.50	2.25	0.25	0.25	32.25	33.95
1300 - 1315	0	0	22	0	6	1	2	0	31	34.10
1315 - 1330	0	0	17	0	2	3	2	0	24	28.10
1330 - 1345	0	0	27	0	10	6	1	0	44	48.30
1345 - 1400	0	0	17	0	6	7	2	1	33	40.10
Hourly Total	0	0	83	0	24	17	7	1	132	150.60
Hourly Average	0.00	0.00	20.75	0.00	6.00	4.25	1.75	0.25	33.00	37.65
1400 - 1415	0	0	23	0	10	2	1	0	36	38.30
1415 - 1430	0	0	30	0	5	2	0	0	37	38.00
1430 - 1445	0	0	29	0	11	4	0	0	44	46.00
1445 - 1500	0	0	17	0	4	3	2	0	26	30.10
Hourly Total	0	0	99	0	30	11	3	0	143	152.40
Hourly Average	0.00	0.00	24.75	0.00	7.50	2.75	0.75	0.00	35.75	38.10
1500 - 1515	0	0	19	0	2	3	0	0	24	25.50
1515 - 1530	0	0	27	0	1	3	1	0	32	34.80
1530 - 1545	0	0	22	0	6	1	1	0	30	31.80
1545 - 1600	0	0	15	0	4	1	0	0	20	20.50
Hourly Total	0	0	83	0	13	8	2	0	106	112.60
Hourly Average	0.00	0.00	20.75	0.00	3.25	2.00	0.50	0.00	26.50	28.15
1600 - 1615	0	0	25	0	5	2	0	0	32	33.00
1615 - 1630	0	0	18	0	1	0	0	0	19	19.00
1630 - 1645	0	0	19	0	2	0	2	0	23	25.60
1645 - 1700	0	0	11	0	3	0	0	0	14	14.00
Hourly Total	0	0	73	0	11	2	2	0	88	91.60
Hourly Average	0.00	0.00	18.25	0.00	2.75	0.50	0.50	0.00	22.00	22.90
1700 - 1715	0	0	21	0	4	1	0	0	26	26.50
1715 - 1730	0	0	20	0	7	0	0	0	27	27.00
1730 - 1745	0	0	20	0	2	0	1	0	23	24.30
1745 - 1800	0	0	24	0	5	1	0	0	30	30.50
Hourly Total	0	0	85	0	18	2	1	0	106	108.30
Hourly Average	0.00	0.00	21.25	0.00	4.50	0.50	0.25	0.00	26.50	27.08
1800 - 1815	1	0	33	0	4	0	0	0	38	37.20
1815 - 1830	0	0	25	0	3	0	0	0	28	28.00
1830 - 1845	0	1	27	0	2	1	0	0	31	30.90
1845 - 1900	0	0	27	0	3	0	0	1	31	32.00
Hourly Total	1	1	112	0	12	1	0	1	128	128.10
Hourly Average	0.25	0.25	28.00	0.00	3.00	0.25	0.00	0.25	32.00	32.03
Session Total	1	3	1102	1	235	107	32	8	1489	1589.50
Session Average	0.02	0.06	22.96	0.02	4.90	2.23	0.67	0.17	31.02	33.11

North Reddish
Classified Junction Count

Site 2 of 5
Wall Way
A57 Hyde Road (East)
B6167 Reddish Lane
A57 Hyde Road (West)

Lat/Long
lat 53.458098° lon -2.160263°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.10: Left from A57 Hyde Road (West) to Wall Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	1	0	0	0	7	7.00
0715 - 0730	0	0	4	0	1	0	0	0	5	5.00
0730 - 0745	1	0	10	0	8	0	0	0	19	18.20
0745 - 0800	0	0	9	0	4	0	0	0	13	13.00
Hourly Total	1	0	29	0	14	0	0	0	44	43.20
Hourly Average	0.25	0.00	7.25	0.00	3.50	0.00	0.00	0.00	11.00	10.80
0800 - 0815	0	0	6	1	1	0	0	0	8	8.00
0815 - 0830	0	0	18	1	1	0	0	0	20	20.00
0830 - 0845	0	0	12	0	2	0	0	0	14	14.00
0845 - 0900	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	0	0	58	2	4	0	0	0	64	64.00
Hourly Average	0.00	0.00	14.50	0.50	1.00	0.00	0.00	0.00	16.00	16.00
0900 - 0915	0	0	13	0	3	0	0	0	16	16.00
0915 - 0930	0	0	14	0	0	1	0	0	15	15.50
0930 - 0945	0	0	12	0	2	0	0	0	14	14.00
0945 - 1000	0	0	12	0	1	2	0	0	15	16.00
Hourly Total	0	0	51	0	6	3	0	0	60	61.50
Hourly Average	0.00	0.00	12.75	0.00	1.50	0.75	0.00	0.00	15.00	15.38
1000 - 1015	0	0	12	0	2	1	0	0	15	15.50
1015 - 1030	0	0	14	0	2	0	0	0	16	16.00
1030 - 1045	0	0	10	0	1	1	0	0	12	12.50
1045 - 1100	0	0	13	0	3	0	0	0	16	16.00
Hourly Total	0	0	49	0	8	2	0	0	59	60.00
Hourly Average	0.00	0.00	12.25	0.00	2.00	0.50	0.00	0.00	14.75	15.00
1100 - 1115	0	0	10	0	0	1	0	0	11	11.50
1115 - 1130	0	0	12	0	2	0	0	0	14	14.00
1130 - 1145	0	0	14	0	2	1	0	0	17	17.50
1145 - 1200	0	0	15	0	0	1	1	0	17	18.80
Hourly Total	0	0	51	0	4	3	1	0	59	61.80
Hourly Average	0.00	0.00	12.75	0.00	1.00	0.75	0.25	0.00	14.75	15.45
1200 - 1215	0	0	8	0	0	0	0	0	8	8.00
1215 - 1230	0	0	15	0	2	0	0	0	17	17.00
1230 - 1245	0	0	9	0	0	1	0	0	10	10.50
1245 - 1300	0	0	26	0	3	0	0	0	29	29.00
Hourly Total	0	0	58	0	5	1	0	0	64	64.50
Hourly Average	0.00	0.00	14.50	0.00	1.25	0.25	0.00	0.00	16.00	16.13
1300 - 1315	0	0	18	0	0	0	0	0	18	18.00
1315 - 1330	0	0	15	0	5	1	0	0	21	21.50
1330 - 1345	0	0	12	0	1	2	0	0	15	16.00
1345 - 1400	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	0	0	61	0	6	3	0	0	70	71.50
Hourly Average	0.00	0.00	15.25	0.00	1.50	0.75	0.00	0.00	17.50	17.88
1400 - 1415	0	0	9	0	3	0	0	0	12	12.00
1415 - 1430	0	0	10	0	0	0	1	0	11	12.30
1430 - 1445	1	0	10	0	1	0	0	0	12	11.20
1445 - 1500	0	0	8	0	2	0	1	0	11	12.30
Hourly Total	1	0	37	0	6	0	2	0	46	47.80
Hourly Average	0.25	0.00	9.25	0.00	1.50	0.00	0.50	0.00	11.50	11.95
1500 - 1515	1	0	14	0	1	0	0	0	16	15.20
1515 - 1530	0	0	18	0	0	0	0	0	18	18.00
1530 - 1545	0	0	16	1	2	0	0	0	19	19.00
1545 - 1600	1	0	22	0	0	0	0	0	23	22.20
Hourly Total	2	0	70	1	3	0	0	0	76	74.40
Hourly Average	0.50	0.00	17.50	0.25	0.75	0.00	0.00	0.00	19.00	18.60
1600 - 1615	0	0	26	0	0	0	0	0	26	26.00
1615 - 1630	0	0	9	0	2	0	0	0	11	11.00
1630 - 1645	0	0	16	0	2	0	0	0	18	18.00
1645 - 1700	1	0	23	0	1	0	0	0	25	24.20
Hourly Total	1	0	74	0	5	0	0	0	80	79.20
Hourly Average	0.25	0.00	18.50	0.00	1.25	0.00	0.00	0.00	20.00	19.80
1700 - 1715	0	0	18	0	0	0	0	1	19	20.00
1715 - 1730	0	0	23	0	2	0	0	0	25	25.00
1730 - 1745	0	0	18	0	4	0	0	0	22	22.00
1745 - 1800	0	0	27	0	0	0	0	0	27	27.00
Hourly Total	0	0	86	0	6	0	0	1	93	94.00
Hourly Average	0.00	0.00	21.50	0.00	1.50	0.00	0.00	0.25	23.25	23.50
1800 - 1815	0	0	19	0	2	0	0	0	21	21.00
1815 - 1830	0	0	19	0	0	0	0	0	19	19.00
1830 - 1845	0	0	19	0	3	0	0	0	22	22.00
1845 - 1900	0	0	17	0	2	0	0	0	19	19.00
Hourly Total	0	0	74	0	7	0	0	0	81	81.00
Hourly Average	0.00	0.00	18.50	0.00	1.75	0.00	0.00	0.00	20.25	20.25
Session Total	5	0	698	3	74	12	3	1	796	802.90
Session Average	0.10	0.00	14.54	0.06	1.54	0.25	0.06	0.02	16.58	16.73

North Reddish
Classified Junction Count

Site 2 of 5
Wall Way
A57 Hyde Road (East)
B6167 Reddish Lane
A57 Hyde Road (West)

Lat/Long
lat 53.458098° lon -2.160263°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.11: Left from A57 Hyde Road (West) to A57 Hyde Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	95	0	27	5	7	2	136	149.60
0715 - 0730	0	1	129	0	23	11	3	6	173	187.80
0730 - 0745	1	1	122	0	27	11	6	2	170	183.90
0745 - 0800	1	1	129	2	18	9	3	3	166	176.00
Hourly Total	2	3	475	2	95	36	19	13	645	697.30
Hourly Average	0.50	0.75	118.75	0.50	23.75	9.00	4.75	3.25	161.25	174.33
0800 - 0815	0	0	185	1	30	15	2	3	236	249.10
0815 - 0830	0	0	150	0	24	12	3	2	191	202.90
0830 - 0845	0	0	166	0	29	9	4	6	214	229.70
0845 - 0900	0	0	147	0	20	5	1	4	177	184.80
Hourly Total	0	0	648	1	103	41	10	15	818	866.50
Hourly Average	0.00	0.00	162.00	0.25	25.75	10.25	2.50	3.75	204.50	216.63
0900 - 0915	0	1	156	0	30	10	4	6	207	222.60
0915 - 0930	0	0	140	1	29	12	5	5	192	209.50
0930 - 0945	1	0	138	0	35	6	5	2	187	197.70
0945 - 1000	0	0	132	0	23	12	5	3	175	190.50
Hourly Total	1	1	566	1	117	40	19	16	761	820.30
Hourly Average	0.25	0.25	141.50	0.25	29.25	10.00	4.75	4.00	190.25	205.08
1000 - 1015	0	1	150	1	37	10	4	6	209	224.60
1015 - 1030	0	2	127	1	30	14	4	3	181	195.00
1030 - 1045	0	0	129	0	39	14	5	3	190	206.50
1045 - 1100	0	0	138	0	34	14	6	5	197	216.80
Hourly Total	0	3	544	2	140	52	19	17	777	842.90
Hourly Average	0.00	0.75	136.00	0.50	35.00	13.00	4.75	4.25	194.25	210.73
1100 - 1115	1	2	134	0	40	13	5	2	197	210.00
1115 - 1130	0	0	156	0	29	13	6	3	207	224.30
1130 - 1145	0	1	162	1	38	7	5	3	217	229.40
1145 - 1200	0	1	164	0	27	13	5	5	215	232.40
Hourly Total	1	4	616	1	134	46	21	13	836	896.10
Hourly Average	0.25	1.00	154.00	0.25	33.50	11.50	5.25	3.25	209.00	224.03
1200 - 1215	0	1	182	0	38	9	1	3	234	242.20
1215 - 1230	0	0	220	0	48	14	2	4	288	301.60
1230 - 1245	0	2	182	1	49	8	2	3	247	255.40
1245 - 1300	3	0	219	0	48	7	5	2	284	293.60
Hourly Total	3	3	803	1	183	38	10	12	1053	1092.80
Hourly Average	0.75	0.75	200.75	0.25	45.75	9.50	2.50	3.00	263.25	273.20
1300 - 1315	0	0	193	1	55	9	7	4	269	286.60
1315 - 1330	1	1	194	1	47	12	6	3	265	280.40
1330 - 1345	0	1	240	0	48	10	1	3	303	311.70
1345 - 1400	1	1	239	1	44	8	9	3	306	323.30
Hourly Total	2	3	866	3	194	39	23	13	1143	1202.00
Hourly Average	0.50	0.75	216.50	0.75	48.50	9.75	5.75	3.25	285.75	300.50
1400 - 1415	0	0	269	1	46	15	3	3	337	351.40
1415 - 1430	0	1	251	2	44	20	2	7	327	346.00
1430 - 1445	1	1	262	1	56	12	5	4	342	357.10
1445 - 1500	0	1	269	1	52	14	3	3	343	356.30
Hourly Total	1	3	1051	5	198	61	13	17	1349	1410.80
Hourly Average	0.25	0.75	262.75	1.25	49.50	15.25	3.25	4.25	337.25	352.70
1500 - 1515	1	1	270	0	51	8	2	3	336	344.20
1515 - 1530	2	3	282	0	57	8	4	5	361	371.80
1530 - 1545	1	3	303	0	61	10	2	2	382	389.00
1545 - 1600	0	1	327	1	69	13	2	2	415	425.50
Hourly Total	4	8	1182	1	238	39	10	12	1494	1530.50
Hourly Average	1.00	2.00	295.50	0.25	59.50	9.75	2.50	3.00	373.50	382.63
1600 - 1615	0	3	283	0	59	9	3	3	360	369.60
1615 - 1630	3	1	314	0	36	12	1	3	370	377.30
1630 - 1645	2	2	303	0	41	5	1	3	357	361.00
1645 - 1700	3	4	309	0	42	3	3	5	369	374.60
Hourly Total	8	10	1209	0	178	29	8	14	1456	1482.50
Hourly Average	2.00	2.50	302.25	0.00	44.50	7.25	2.00	3.50	364.00	370.63
1700 - 1715	4	1	323	0	31	10	1	4	374	380.50
1715 - 1730	1	3	339	0	28	5	2	2	380	384.50
1730 - 1745	1	6	272	0	29	3	1	4	316	318.40
1745 - 1800	0	6	313	0	33	7	3	2	364	369.80
Hourly Total	6	16	1247	0	121	25	7	12	1434	1453.20
Hourly Average	1.50	4.00	311.75	0.00	30.25	6.25	1.75	3.00	358.50	363.30
1800 - 1815	0	3	302	1	25	2	2	6	341	348.80
1815 - 1830	1	1	315	0	28	2	3	3	353	359.50
1830 - 1845	0	3	275	0	26	3	0	3	310	312.70
1845 - 1900	0	4	224	0	13	5	2	3	251	256.70
Hourly Total	1	11	1116	1	92	12	7	15	1255	1277.70
Hourly Average	0.25	2.75	279.00	0.25	23.00	3.00	1.75	3.75	313.75	319.43
Session Total	29	65	10323	18	1793	458	166	169	13021	13572.60
Session Average	0.60	1.35	215.06	0.38	37.35	9.54	3.46	3.52	271.27	282.76

North Reddish
Classified Junction Count

Site 2 of 5
Wall Way
A57 Hyde Road (East)
B6167 Reddish Lane
A57 Hyde Road (West)

Lat/Long
lat 53.458098° lon -2.160263°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 2.12: Right from A57 Hyde Road (West) to B6167 Reddish Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	31	0	7	4	1	5	49	56.70
0715 - 0730	0	0	31	0	8	3	0	2	44	47.50
0730 - 0745	0	0	45	0	5	1	0	3	54	57.50
0745 - 0800	0	0	40	0	7	4	0	0	51	53.00
Hourly Total	0	1	147	0	27	12	1	10	198	214.70
Hourly Average	0.00	0.25	36.75	0.00	6.75	3.00	0.25	2.50	49.50	53.68
0800 - 0815	0	0	40	0	6	0	1	3	50	54.30
0815 - 0830	0	1	75	0	10	3	0	1	90	91.90
0830 - 0845	0	0	48	1	10	2	0	3	64	68.00
0845 - 0900	0	1	46	1	2	1	1	2	54	57.20
Hourly Total	0	2	209	2	28	6	2	9	258	271.40
Hourly Average	0.00	0.50	52.25	0.50	7.00	1.50	0.50	2.25	64.50	67.85
0900 - 0915	0	4	46	0	5	1	1	1	58	58.40
0915 - 0930	0	0	48	0	4	1	0	3	56	59.50
0930 - 0945	0	0	39	0	7	2	2	1	51	55.60
0945 - 1000	0	0	43	0	9	2	0	4	58	63.00
Hourly Total	0	4	176	0	25	6	3	9	223	236.50
Hourly Average	0.00	1.00	44.00	0.00	6.25	1.50	0.75	2.25	55.75	59.13
1000 - 1015	0	0	38	0	4	3	0	1	46	48.50
1015 - 1030	0	0	37	0	4	1	0	3	45	48.50
1030 - 1045	0	0	41	0	10	0	2	1	54	57.60
1045 - 1100	0	0	44	0	13	3	1	3	64	69.80
Hourly Total	0	0	160	0	31	7	3	8	209	224.40
Hourly Average	0.00	0.00	40.00	0.00	7.75	1.75	0.75	2.00	52.25	56.10
1100 - 1115	0	0	37	1	15	2	0	2	57	60.00
1115 - 1130	0	0	51	0	7	1	1	2	62	65.80
1130 - 1145	0	0	42	1	7	4	2	1	57	62.60
1145 - 1200	1	0	49	0	4	1	0	3	58	60.70
Hourly Total	1	0	179	2	33	8	3	8	234	249.10
Hourly Average	0.25	0.00	44.75	0.50	8.25	2.00	0.75	2.00	58.50	62.28
1200 - 1215	0	1	53	1	10	2	2	1	70	74.00
1215 - 1230	0	0	59	0	13	2	0	3	77	81.00
1230 - 1245	0	0	44	1	5	0	0	1	51	52.00
1245 - 1300	0	0	50	0	7	5	0	3	65	70.50
Hourly Total	0	1	206	2	35	9	2	8	263	277.50
Hourly Average	0.00	0.25	51.50	0.50	8.75	2.25	0.50	2.00	65.75	69.38
1300 - 1315	0	0	51	0	15	1	2	1	70	74.10
1315 - 1330	0	0	52	0	6	4	1	2	65	70.30
1330 - 1345	0	0	53	0	9	2	0	2	66	69.00
1345 - 1400	0	0	51	0	8	2	1	2	64	68.30
Hourly Total	0	0	207	0	38	9	4	7	265	281.70
Hourly Average	0.00	0.00	51.75	0.00	9.50	2.25	1.00	1.75	66.25	70.43
1400 - 1415	0	0	52	0	9	1	0	1	63	64.50
1415 - 1430	1	0	54	1	11	2	4	3	76	84.40
1430 - 1445	0	0	46	1	7	2	0	3	59	63.00
1445 - 1500	0	2	74	0	10	1	0	2	89	90.30
Hourly Total	1	2	226	2	37	6	4	9	287	302.20
Hourly Average	0.25	0.50	56.50	0.50	9.25	1.50	1.00	2.25	71.75	75.55
1500 - 1515	0	0	86	0	9	3	2	1	101	106.10
1515 - 1530	2	0	65	0	10	3	0	2	82	83.90
1530 - 1545	1	0	83	0	14	1	0	4	103	106.70
1545 - 1600	0	2	79	0	13	3	1	2	100	103.60
Hourly Total	3	2	313	0	46	10	3	9	386	400.30
Hourly Average	0.75	0.50	78.25	0.00	11.50	2.50	0.75	2.25	96.50	100.08
1600 - 1615	1	0	81	0	14	3	0	1	100	101.70
1615 - 1630	0	1	101	0	11	3	0	2	118	120.90
1630 - 1645	1	0	99	0	14	0	0	0	114	113.20
1645 - 1700	0	0	95	0	10	0	0	2	107	109.00
Hourly Total	2	1	376	0	49	6	0	5	439	444.80
Hourly Average	0.50	0.25	94.00	0.00	12.25	1.50	0.00	1.25	109.75	111.20
1700 - 1715	0	2	96	1	11	1	0	2	113	114.30
1715 - 1730	0	0	81	0	9	0	0	3	93	96.00
1730 - 1745	1	0	94	0	10	1	0	1	107	107.70
1745 - 1800	0	0	72	0	8	0	0	1	81	82.00
Hourly Total	1	2	343	1	38	2	0	7	394	400.00
Hourly Average	0.25	0.50	85.75	0.25	9.50	0.50	0.00	1.75	98.50	100.00
1800 - 1815	0	1	97	1	7	1	0	2	109	110.90
1815 - 1830	0	0	87	0	5	0	0	3	95	98.00
1830 - 1845	0	0	91	0	6	0	0	3	100	103.00
1845 - 1900	0	0	85	1	4	0	0	3	93	96.00
Hourly Total	0	1	360	2	22	1	0	11	397	407.90
Hourly Average	0.00	0.25	90.00	0.50	5.50	0.25	0.00	2.75	99.25	101.98
Session Total	8	16	2902	11	409	82	25	100	3553	3710.50
Session Average	0.17	0.33	60.46	0.23	8.52	1.71	0.52	2.08	74.02	77.30

North Reddish
Classified Junction Count

Site 3 of 5
B6167 Gorton Road (North)
Longford Road
B6167 Gorton Road (South)
Longford Road West

Lat/Long
lat 53.445090° lon -2.157253°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 3.1: Left from B6167 Gorton Road (North) to Longford Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
0800 - 0815	0	0	3	0	0	1	0	0	4	4.50
0815 - 0830	0	0	5	0	0	0	0	0	5	5.00
0830 - 0845	0	0	6	0	1	0	0	0	7	7.00
0845 - 0900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	16	0	2	1	0	0	19	19.50
Hourly Average	0.00	0.00	4.00	0.00	0.50	0.25	0.00	0.00	4.75	4.88
0900 - 0915	0	0	7	0	1	0	0	0	8	8.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	16	0	3	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.00	0.00	0.75	0.00	0.00	0.00	4.75	4.75
1000 - 1015	0	0	8	0	0	0	0	0	8	8.00
1015 - 1030	0	0	4	0	1	0	0	0	5	5.00
1030 - 1045	0	0	2	0	0	0	0	0	2	2.00
1045 - 1100	0	0	7	0	1	2	0	0	10	11.00
Hourly Total	0	0	21	0	2	2	0	0	25	26.00
Hourly Average	0.00	0.00	5.25	0.00	0.50	0.50	0.00	0.00	6.25	6.50
1100 - 1115	0	0	8	0	1	0	0	0	9	9.00
1115 - 1130	0	0	3	0	0	0	0	0	3	3.00
1130 - 1145	0	0	2	0	1	0	0	0	3	3.00
1145 - 1200	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	22	0	3	0	0	0	25	25.00
Hourly Average	0.00	0.00	5.50	0.00	0.75	0.00	0.00	0.00	6.25	6.25
1200 - 1215	0	0	2	0	0	0	0	0	2	2.00
1215 - 1230	0	0	4	0	1	0	0	0	5	5.00
1230 - 1245	0	0	7	0	0	0	0	0	7	7.00
1245 - 1300	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	17	0	2	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.25	0.00	0.50	0.00	0.00	0.00	4.75	4.75
1300 - 1315	0	0	4	0	1	0	0	0	5	5.00
1315 - 1330	0	0	10	0	2	0	1	0	13	14.30
1330 - 1345	0	1	2	0	0	0	0	0	3	2.40
1345 - 1400	1	0	4	0	0	0	0	0	5	4.20
Hourly Total	1	1	20	0	3	0	1	0	26	25.90
Hourly Average	0.25	0.25	5.00	0.00	0.75	0.00	0.25	0.00	6.50	6.48
1400 - 1415	0	0	7	0	2	0	0	0	9	9.00
1415 - 1430	0	0	5	0	0	0	0	0	5	5.00
1430 - 1445	0	0	8	0	1	0	1	0	10	11.30
1445 - 1500	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	31	0	4	0	1	0	36	37.30
Hourly Average	0.00	0.00	7.75	0.00	1.00	0.00	0.25	0.00	9.00	9.33
1500 - 1515	0	0	6	0	1	0	0	0	7	7.00
1515 - 1530	1	0	15	0	2	0	0	0	18	17.20
1530 - 1545	0	0	5	0	2	1	0	0	8	8.50
1545 - 1600	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	1	0	36	0	6	1	0	0	44	43.70
Hourly Average	0.25	0.00	9.00	0.00	1.50	0.25	0.00	0.00	11.00	10.93
1600 - 1615	0	0	5	0	2	0	0	0	7	7.00
1615 - 1630	0	0	7	0	0	0	0	0	7	7.00
1630 - 1645	0	0	5	0	0	0	0	0	5	5.00
1645 - 1700	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	25	0	2	0	0	0	27	27.00
Hourly Average	0.00	0.00	6.25	0.00	0.50	0.00	0.00	0.00	6.75	6.75
1700 - 1715	0	0	5	0	1	0	0	0	6	6.00
1715 - 1730	0	0	7	0	0	0	0	0	7	7.00
1730 - 1745	0	0	5	0	1	0	0	0	6	6.00
1745 - 1800	0	0	7	0	0	1	0	0	8	8.50
Hourly Total	0	0	24	0	2	1	0	0	27	27.50
Hourly Average	0.00	0.00	6.00	0.00	0.50	0.25	0.00	0.00	6.75	6.88
1800 - 1815	1	0	10	0	0	0	0	0	11	10.20
1815 - 1830	0	0	13	0	0	1	0	0	14	14.50
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	1	0	37	0	1	1	0	0	40	39.70
Hourly Average	0.25	0.00	9.25	0.00	0.25	0.25	0.00	0.00	10.00	9.93
Session Total	3	1	274	0	30	6	2	0	316	318.60
Session Average	0.06	0.02	5.71	0.00	0.63	0.13	0.04	0.00	6.58	6.64

North Reddish
Classified Junction Count

Site 3 of 5
B6167 Gorton Road (North)
Longford Road
B6167 Gorton Road (South)
Longford Road West

Lat/Long
lat 53.445090° lon -2.157253°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 3.2: Southbound from B6167 Gorton Road (North) to B6167 Gorton Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	73	0	28	2	1	5	111	117.10
0715 - 0730	0	0	90	0	15	4	0	4	113	119.00
0730 - 0745	1	1	84	0	13	1	1	3	104	107.40
0745 - 0800	0	0	81	0	17	6	0	2	106	111.00
Hourly Total	1	3	328	0	73	13	2	14	434	454.50
Hourly Average	0.25	0.75	82.00	0.00	18.25	3.25	0.50	3.50	108.50	113.63
0800 - 0815	0	0	73	0	10	4	0	3	90	95.00
0815 - 0830	0	1	76	0	16	3	0	1	97	98.90
0830 - 0845	0	0	65	1	11	4	1	0	82	85.30
0845 - 0900	2	1	70	1	16	6	1	5	102	109.10
Hourly Total	2	2	284	2	53	17	2	9	371	388.30
Hourly Average	0.50	0.50	71.00	0.50	13.25	4.25	0.50	2.25	92.75	97.08
0900 - 0915	0	3	74	0	15	5	0	2	99	101.70
0915 - 0930	0	1	54	0	20	1	1	3	80	84.20
0930 - 0945	0	0	79	0	16	5	0	1	101	104.50
0945 - 1000	1	0	76	0	15	0	0	4	96	99.20
Hourly Total	1	4	283	0	66	11	1	10	376	389.60
Hourly Average	0.25	1.00	70.75	0.00	16.50	2.75	0.25	2.50	94.00	97.40
1000 - 1015	0	0	73	0	14	5	2	3	97	105.10
1015 - 1030	0	0	66	0	10	0	0	2	78	80.00
1030 - 1045	0	0	62	0	16	1	0	2	81	83.50
1045 - 1100	0	0	63	0	16	5	1	2	87	92.80
Hourly Total	0	0	264	0	56	11	3	9	343	361.40
Hourly Average	0.00	0.00	66.00	0.00	14.00	2.75	0.75	2.25	85.75	90.35
1100 - 1115	1	0	74	0	32	4	1	3	115	120.50
1115 - 1130	1	0	80	0	15	2	0	3	101	104.20
1130 - 1145	0	0	61	1	7	4	1	1	75	79.30
1145 - 1200	0	0	68	0	13	3	4	3	91	100.70
Hourly Total	2	0	283	1	67	13	6	10	382	404.70
Hourly Average	0.50	0.00	70.75	0.25	16.75	3.25	1.50	2.50	95.50	101.18
1200 - 1215	1	0	65	1	5	7	0	2	81	85.70
1215 - 1230	0	1	68	0	21	3	1	2	96	100.20
1230 - 1245	0	0	62	1	11	2	0	2	78	81.00
1245 - 1300	1	0	80	0	17	7	1	2	108	114.00
Hourly Total	2	1	275	2	54	19	2	8	363	380.90
Hourly Average	0.50	0.25	68.75	0.50	13.50	4.75	0.50	2.00	90.75	95.23
1300 - 1315	0	1	64	0	8	1	0	2	76	77.90
1315 - 1330	0	1	63	0	10	2	0	1	77	78.40
1330 - 1345	0	1	59	0	10	5	1	3	79	85.20
1345 - 1400	1	0	68	0	16	2	1	3	91	95.50
Hourly Total	1	3	254	0	44	10	2	9	323	337.00
Hourly Average	0.25	0.75	63.50	0.00	11.00	2.50	0.50	2.25	80.75	84.25
1400 - 1415	1	0	75	0	14	2	0	1	93	94.20
1415 - 1430	1	1	69	0	11	1	1	3	87	90.40
1430 - 1445	0	0	76	0	19	4	2	2	103	109.60
1445 - 1500	0	1	98	0	12	0	0	4	115	118.40
Hourly Total	2	2	318	0	56	7	3	10	398	412.60
Hourly Average	0.50	0.50	79.50	0.00	14.00	1.75	0.75	2.50	99.50	103.15
1500 - 1515	1	1	78	0	10	5	0	2	97	100.10
1515 - 1530	2	0	68	0	10	4	2	2	88	93.00
1530 - 1545	0	0	89	0	11	2	0	4	106	111.00
1545 - 1600	2	0	78	0	16	2	3	2	103	108.30
Hourly Total	5	1	313	0	47	13	5	10	394	412.40
Hourly Average	1.25	0.25	78.25	0.00	11.75	3.25	1.25	2.50	98.50	103.10
1600 - 1615	0	2	93	1	20	4	0	0	120	120.80
1615 - 1630	2	0	81	0	19	1	1	3	107	110.20
1630 - 1645	1	0	87	0	15	2	3	1	109	114.10
1645 - 1700	0	1	86	0	21	0	1	3	112	115.70
Hourly Total	3	3	347	1	75	7	5	7	448	460.80
Hourly Average	0.75	0.75	86.75	0.25	18.75	1.75	1.25	1.75	112.00	115.20
1700 - 1715	0	2	86	0	9	1	0	2	100	101.30
1715 - 1730	1	1	96	0	13	0	0	1	112	111.60
1730 - 1745	2	0	101	0	7	1	0	3	114	115.90
1745 - 1800	1	0	103	0	9	0	0	2	115	116.20
Hourly Total	4	3	386	0	38	2	0	8	441	445.00
Hourly Average	1.00	0.75	96.50	0.00	9.50	0.50	0.00	2.00	110.25	111.25
1800 - 1815	0	2	103	0	16	0	0	1	122	121.80
1815 - 1830	0	0	85	0	8	1	0	2	96	98.50
1830 - 1845	1	0	111	1	6	1	0	5	125	129.70
1845 - 1900	1	0	69	0	6	1	0	1	78	78.70
Hourly Total	2	2	368	1	36	3	0	9	421	428.70
Hourly Average	0.50	0.50	92.00	0.25	9.00	0.75	0.00	2.25	105.25	107.18
Session Total	25	24	3703	7	665	126	31	113	4694	4875.90
Session Average	0.52	0.50	77.15	0.15	13.85	2.63	0.65	2.35	97.79	101.58

North Reddish
Classified Junction Count

Site 3 of 5
B6167 Gorton Road (North)
Longford Road
B6167 Gorton Road (South)
Longford Road West

Lat/Long
lat 53.445090° lon -2.157253°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 3.3: Right from B6167 Gorton Road (North) to Longford Road West								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	44	0	15	2	0	0	62	62.20
0715 - 0730	0	0	52	0	16	2	0	0	70	71.00
0730 - 0745	0	0	68	0	10	1	0	0	79	79.50
0745 - 0800	0	0	71	0	8	2	1	0	82	84.30
Hourly Total	1	0	235	0	49	7	1	0	293	297.00
Hourly Average	0.25	0.00	58.75	0.00	12.25	1.75	0.25	0.00	73.25	74.25
0800 - 0815	0	0	63	0	13	1	0	0	77	77.50
0815 - 0830	0	0	79	1	6	2	1	0	89	91.30
0830 - 0845	0	0	78	0	12	2	0	0	92	93.00
0845 - 0900	0	0	60	0	12	1	1	0	74	75.80
Hourly Total	0	0	280	1	43	6	2	0	332	337.60
Hourly Average	0.00	0.00	70.00	0.25	10.75	1.50	0.50	0.00	83.00	84.40
0900 - 0915	0	0	51	0	8	2	0	0	61	62.00
0915 - 0930	0	0	52	0	8	1	0	0	61	61.50
0930 - 0945	0	0	37	0	10	6	1	0	54	58.30
0945 - 1000	0	0	48	0	7	4	0	0	59	61.00
Hourly Total	0	0	188	0	33	13	1	0	235	242.80
Hourly Average	0.00	0.00	47.00	0.00	8.25	3.25	0.25	0.00	58.75	60.70
1000 - 1015	0	0	33	0	7	2	0	0	42	43.00
1015 - 1030	0	0	36	1	11	2	1	0	51	53.30
1030 - 1045	0	1	30	0	11	3	1	0	46	48.20
1045 - 1100	1	0	41	0	8	3	0	0	53	53.70
Hourly Total	1	1	140	1	37	10	2	0	192	198.20
Hourly Average	0.25	0.25	35.00	0.25	9.25	2.50	0.50	0.00	48.00	49.55
1100 - 1115	0	0	33	1	5	4	0	0	43	45.00
1115 - 1130	0	0	36	0	9	1	0	0	46	46.50
1130 - 1145	0	0	47	0	8	1	0	0	56	56.50
1145 - 1200	0	0	26	0	2	2	0	0	30	31.00
Hourly Total	0	0	142	1	24	8	0	0	175	179.00
Hourly Average	0.00	0.00	35.50	0.25	6.00	2.00	0.00	0.00	43.75	44.75
1200 - 1215	0	0	29	0	6	1	0	0	36	36.50
1215 - 1230	0	0	42	0	10	2	0	0	54	55.00
1230 - 1245	0	0	24	0	5	4	0	0	33	35.00
1245 - 1300	0	0	50	0	6	1	1	0	58	59.80
Hourly Total	0	0	145	0	27	8	1	0	181	186.30
Hourly Average	0.00	0.00	36.25	0.00	6.75	2.00	0.25	0.00	45.25	46.58
1300 - 1315	0	0	38	0	8	0	0	0	46	46.00
1315 - 1330	0	0	30	0	4	1	0	0	35	35.50
1330 - 1345	0	0	57	0	8	3	1	0	69	71.80
1345 - 1400	1	0	37	0	6	4	0	0	48	49.20
Hourly Total	1	0	162	0	26	8	1	0	198	202.50
Hourly Average	0.25	0.00	40.50	0.00	6.50	2.00	0.25	0.00	49.50	50.63
1400 - 1415	0	0	32	0	4	1	0	0	37	37.50
1415 - 1430	0	0	36	0	4	0	0	0	40	40.00
1430 - 1445	0	0	43	0	1	3	1	1	49	52.80
1445 - 1500	0	0	48	0	3	3	0	0	54	55.50
Hourly Total	0	0	159	0	12	7	1	1	180	185.80
Hourly Average	0.00	0.00	39.75	0.00	3.00	1.75	0.25	0.25	45.00	46.45
1500 - 1515	0	0	35	0	3	2	1	1	42	45.30
1515 - 1530	1	0	37	0	5	1	0	0	44	43.70
1530 - 1545	2	0	43	0	6	2	2	0	55	57.00
1545 - 1600	0	0	36	0	7	2	2	0	47	50.60
Hourly Total	3	0	151	0	21	7	5	1	188	196.60
Hourly Average	0.75	0.00	37.75	0.00	5.25	1.75	1.25	0.25	47.00	49.15
1600 - 1615	0	0	40	0	7	1	0	0	48	48.50
1615 - 1630	0	0	41	0	8	1	0	0	50	50.50
1630 - 1645	0	0	42	0	3	1	0	0	46	46.50
1645 - 1700	0	0	36	0	5	0	0	0	41	41.00
Hourly Total	0	0	159	0	23	3	0	0	185	186.50
Hourly Average	0.00	0.00	39.75	0.00	5.75	0.75	0.00	0.00	46.25	46.63
1700 - 1715	0	0	39	1	8	0	0	0	48	48.00
1715 - 1730	0	0	44	0	6	0	0	0	50	50.00
1730 - 1745	0	0	37	0	4	1	0	0	42	42.50
1745 - 1800	0	0	53	0	7	2	0	0	62	63.00
Hourly Total	0	0	173	1	25	3	0	0	202	203.50
Hourly Average	0.00	0.00	43.25	0.25	6.25	0.75	0.00	0.00	50.50	50.88
1800 - 1815	0	0	49	0	3	0	0	0	52	52.00
1815 - 1830	0	0	46	0	4	0	0	0	50	50.00
1830 - 1845	1	1	56	1	1	0	0	0	60	58.60
1845 - 1900	0	0	54	1	9	0	0	0	64	64.00
Hourly Total	1	1	205	2	17	0	0	0	226	224.60
Hourly Average	0.25	0.25	51.25	0.50	4.25	0.00	0.00	0.00	56.50	56.15
Session Total	7	2	2139	6	337	80	14	2	2587	2640.40
Session Average	0.15	0.04	44.56	0.13	7.02	1.67	0.29	0.04	53.90	55.01

North Reddish
Classified Junction Count

Site 3 of 5
B6167 Gorton Road (North)
Longford Road
B6167 Gorton Road (South)
Longford Road West

Lat/Long
lat 53.445090° lon -2.157253°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 3.4: Left from B6167 Gorton Road (South) to Longford Road West								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	32	0	8	0	0	2	43	44.40
0715 - 0730	1	1	47	0	11	3	0	2	65	67.10
0730 - 0745	0	0	50	0	4	0	0	1	55	56.00
0745 - 0800	0	0	27	0	7	0	0	1	35	36.00
Hourly Total	1	2	156	0	30	3	0	6	198	203.50
Hourly Average	0.25	0.50	39.00	0.00	7.50	0.75	0.00	1.50	49.50	50.88
0800 - 0815	1	0	31	0	10	1	0	2	45	46.70
0815 - 0830	0	1	34	0	4	6	0	1	46	49.40
0830 - 0845	1	0	25	0	6	2	0	0	34	34.20
0845 - 0900	2	0	37	0	6	0	0	2	47	47.40
Hourly Total	4	1	127	0	26	9	0	5	172	177.70
Hourly Average	1.00	0.25	31.75	0.00	6.50	2.25	0.00	1.25	43.00	44.43
0900 - 0915	1	0	47	0	7	1	0	0	56	55.70
0915 - 0930	0	0	30	0	3	1	1	1	36	38.80
0930 - 0945	1	0	34	0	6	1	0	1	43	43.70
0945 - 1000	0	0	23	0	1	2	0	2	28	31.00
Hourly Total	2	0	134	0	17	5	1	4	163	169.20
Hourly Average	0.50	0.00	33.50	0.00	4.25	1.25	0.25	1.00	40.75	42.30
1000 - 1015	1	0	26	0	5	5	1	0	38	41.00
1015 - 1030	0	0	13	0	1	0	0	2	16	18.00
1030 - 1045	1	0	20	0	4	3	0	0	28	28.70
1045 - 1100	1	0	22	0	3	2	0	2	30	32.20
Hourly Total	3	0	81	0	13	10	1	4	112	119.90
Hourly Average	0.75	0.00	20.25	0.00	3.25	2.50	0.25	1.00	28.00	29.98
1100 - 1115	1	0	24	0	7	1	0	0	33	32.70
1115 - 1130	0	0	26	1	4	2	0	1	34	36.00
1130 - 1145	2	0	20	0	3	3	0	1	29	29.90
1145 - 1200	1	0	25	0	5	0	0	1	32	32.20
Hourly Total	4	0	95	1	19	6	0	3	128	130.80
Hourly Average	1.00	0.00	23.75	0.25	4.75	1.50	0.00	0.75	32.00	32.70
1200 - 1215	0	0	19	0	1	0	1	1	22	24.30
1215 - 1230	0	0	30	0	6	1	1	2	40	43.80
1230 - 1245	1	0	25	0	2	0	0	0	28	27.20
1245 - 1300	0	0	31	0	7	2	0	1	41	43.00
Hourly Total	1	0	105	0	16	3	2	4	131	138.30
Hourly Average	0.25	0.00	26.25	0.00	4.00	0.75	0.50	1.00	32.75	34.58
1300 - 1315	0	0	17	0	4	1	0	1	23	24.50
1315 - 1330	0	0	18	0	1	1	0	1	21	22.50
1330 - 1345	0	0	29	0	5	2	1	1	38	41.30
1345 - 1400	0	0	15	0	4	0	0	0	19	19.00
Hourly Total	0	0	79	0	14	4	1	3	101	107.30
Hourly Average	0.00	0.00	19.75	0.00	3.50	1.00	0.25	0.75	25.25	26.83
1400 - 1415	1	0	22	0	5	0	0	2	30	31.20
1415 - 1430	0	0	18	0	2	0	0	0	20	20.00
1430 - 1445	1	0	25	0	4	2	0	2	34	36.20
1445 - 1500	1	0	23	0	5	1	0	1	31	31.70
Hourly Total	3	0	88	0	16	3	0	5	115	119.10
Hourly Average	0.75	0.00	22.00	0.00	4.00	0.75	0.00	1.25	28.75	29.78
1500 - 1515	0	0	25	0	3	3	0	1	32	34.50
1515 - 1530	0	0	30	0	2	0	0	0	32	32.00
1530 - 1545	0	0	28	0	3	0	0	1	32	33.00
1545 - 1600	1	0	31	0	5	0	0	1	38	38.20
Hourly Total	1	0	114	0	13	3	0	3	134	137.70
Hourly Average	0.25	0.00	28.50	0.00	3.25	0.75	0.00	0.75	33.50	34.43
1600 - 1615	0	1	24	0	3	1	0	0	29	28.90
1615 - 1630	0	0	26	0	2	0	0	1	29	30.00
1630 - 1645	0	0	18	0	4	0	0	1	23	24.00
1645 - 1700	0	0	18	0	1	1	0	1	21	22.50
Hourly Total	0	1	86	0	10	2	0	3	102	105.40
Hourly Average	0.00	0.25	21.50	0.00	2.50	0.50	0.00	0.75	25.50	26.35
1700 - 1715	0	0	27	0	0	0	0	1	28	29.00
1715 - 1730	1	0	22	0	3	0	0	0	26	25.20
1730 - 1745	0	0	28	1	1	2	0	2	34	37.00
1745 - 1800	0	0	34	0	3	0	0	0	37	37.00
Hourly Total	1	0	111	1	7	2	0	3	125	128.20
Hourly Average	0.25	0.00	27.75	0.25	1.75	0.50	0.00	0.75	31.25	32.05
1800 - 1815	0	0	32	0	1	0	0	1	34	35.00
1815 - 1830	0	0	25	0	1	0	0	1	27	28.00
1830 - 1845	1	0	47	0	4	0	0	0	52	51.20
1845 - 1900	0	0	26	0	1	0	0	2	29	31.00
Hourly Total	1	0	130	0	7	0	0	4	142	145.20
Hourly Average	0.25	0.00	32.50	0.00	1.75	0.00	0.00	1.00	35.50	36.30
Session Total	21	4	1306	2	188	50	5	47	1623	1682.30
Session Average	0.44	0.08	27.21	0.04	3.92	1.04	0.10	0.98	33.81	35.05

North Reddish
Classified Junction Count

Site 3 of 5
B6167 Gorton Road (North)
Longford Road
B6167 Gorton Road (South)
Longford Road West

Lat/Long
lat 53.445090° lon -2.157253°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 3.5: Northbound from B6167 Gorton Road (South) to B6167 Gorton Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	57	0	8	2	0	3	71	74.40
0715 - 0730	0	1	76	0	13	2	1	1	94	96.70
0730 - 0745	1	1	91	0	8	1	2	3	107	111.70
0745 - 0800	0	3	82	0	17	2	0	2	106	107.20
Hourly Total	1	6	306	0	46	7	3	9	378	390.00
Hourly Average	0.25	1.50	76.50	0.00	11.50	1.75	0.75	2.25	94.50	97.50
0800 - 0815	1	1	63	0	9	1	0	2	77	78.10
0815 - 0830	1	0	71	0	12	2	0	2	88	90.20
0830 - 0845	0	1	61	0	14	2	0	1	79	80.40
0845 - 0900	2	1	99	0	11	0	0	2	115	114.80
Hourly Total	4	3	294	0	46	5	0	7	359	363.50
Hourly Average	1.00	0.75	73.50	0.00	11.50	1.25	0.00	1.75	89.75	90.88
0900 - 0915	0	1	89	0	12	2	0	2	106	108.40
0915 - 0930	0	0	67	0	9	5	1	2	84	89.80
0930 - 0945	1	1	66	0	9	6	1	2	86	90.90
0945 - 1000	1	0	67	0	8	4	0	1	81	83.20
Hourly Total	2	2	289	0	38	17	2	7	357	372.30
Hourly Average	0.50	0.50	72.25	0.00	9.50	4.25	0.50	1.75	89.25	93.08
1000 - 1015	0	0	54	0	15	4	1	3	77	83.30
1015 - 1030	1	0	61	0	12	4	2	1	81	85.80
1030 - 1045	1	0	66	0	13	6	0	3	89	94.20
1045 - 1100	1	0	58	0	12	7	1	1	80	85.00
Hourly Total	3	0	239	0	52	21	4	8	327	348.30
Hourly Average	0.75	0.00	59.75	0.00	13.00	5.25	1.00	2.00	81.75	87.08
1100 - 1115	1	0	67	0	12	5	2	3	90	97.30
1115 - 1130	0	0	75	0	10	5	1	1	92	96.80
1130 - 1145	0	0	74	0	11	5	1	2	93	98.80
1145 - 1200	0	0	70	1	15	1	2	2	91	96.10
Hourly Total	1	0	286	1	48	16	6	8	366	389.00
Hourly Average	0.25	0.00	71.50	0.25	12.00	4.00	1.50	2.00	91.50	97.25
1200 - 1215	1	0	79	0	20	2	1	1	104	106.50
1215 - 1230	1	0	83	0	8	2	0	3	97	100.20
1230 - 1245	0	0	69	0	11	2	4	3	89	98.20
1245 - 1300	1	0	80	0	12	1	0	1	95	95.70
Hourly Total	3	0	311	0	51	7	5	8	385	400.60
Hourly Average	0.75	0.00	77.75	0.00	12.75	1.75	1.25	2.00	96.25	100.15
1300 - 1315	3	0	68	0	10	1	1	1	84	84.40
1315 - 1330	0	1	77	0	14	4	2	3	101	108.00
1330 - 1345	0	0	66	0	13	4	2	2	87	93.60
1345 - 1400	1	0	75	0	15	3	2	2	98	103.30
Hourly Total	4	1	286	0	52	12	7	8	370	389.30
Hourly Average	1.00	0.25	71.50	0.00	13.00	3.00	1.75	2.00	92.50	97.33
1400 - 1415	0	0	70	0	12	3	0	3	88	92.50
1415 - 1430	0	0	74	0	12	1	1	2	90	93.80
1430 - 1445	0	0	96	0	7	4	2	3	112	119.60
1445 - 1500	1	0	80	0	13	4	0	2	100	103.20
Hourly Total	1	0	320	0	44	12	3	10	390	409.10
Hourly Average	0.25	0.00	80.00	0.00	11.00	3.00	0.75	2.50	97.50	102.28
1500 - 1515	0	0	86	0	14	3	0	2	105	108.50
1515 - 1530	0	0	110	0	15	4	0	3	132	137.00
1530 - 1545	2	0	115	0	9	1	1	2	130	132.20
1545 - 1600	0	1	101	0	18	0	1	4	125	129.70
Hourly Total	2	1	412	0	56	8	2	11	492	507.40
Hourly Average	0.50	0.25	103.00	0.00	14.00	2.00	0.50	2.75	123.00	126.85
1600 - 1615	0	0	78	0	8	5	1	1	93	97.80
1615 - 1630	0	0	71	0	8	1	0	0	80	80.50
1630 - 1645	0	0	56	0	9	0	0	4	69	73.00
1645 - 1700	0	0	81	0	16	1	0	2	100	102.50
Hourly Total	0	0	286	0	41	7	1	7	342	353.80
Hourly Average	0.00	0.00	71.50	0.00	10.25	1.75	0.25	1.75	85.50	88.45
1700 - 1715	0	0	77	0	7	0	0	3	87	90.00
1715 - 1730	0	0	104	0	15	1	0	2	122	124.50
1730 - 1745	0	0	113	0	10	0	0	2	125	127.00
1745 - 1800	0	0	97	0	6	3	0	3	109	113.50
Hourly Total	0	0	391	0	38	4	0	10	443	455.00
Hourly Average	0.00	0.00	97.75	0.00	9.50	1.00	0.00	2.50	110.75	113.75
1800 - 1815	1	1	102	1	10	1	0	3	119	121.10
1815 - 1830	0	0	79	0	10	0	0	2	91	93.00
1830 - 1845	0	2	87	1	12	0	0	2	104	104.80
1845 - 1900	1	0	72	0	7	0	0	3	83	85.20
Hourly Total	2	3	340	2	39	1	0	10	397	404.10
Hourly Average	0.50	0.75	85.00	0.50	9.75	0.25	0.00	2.50	99.25	101.03
Session Total	23	16	3760	3	551	117	33	103	4606	4782.40
Session Average	0.48	0.33	78.33	0.06	11.48	2.44	0.69	2.15	95.96	99.63

North Reddish
Classified Junction Count

Site 3 of 5
B6167 Gorton Road (North)
Longford Road
B6167 Gorton Road (South)
Longford Road West

Lat/Long
lat 53.445090° lon -2.157253°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 3.6: Right from B6167 Gorton Road (South) to Longford Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	16	0	0	0	0	0	16	16.00
0715 - 0730	1	0	22	0	6	0	0	0	29	28.20
0730 - 0745	0	0	42	0	4	0	0	0	46	46.00
0745 - 0800	1	0	42	0	6	1	0	0	50	49.70
Hourly Total	2	0	122	0	16	1	0	0	141	139.90
Hourly Average	0.50	0.00	30.50	0.00	4.00	0.25	0.00	0.00	35.25	34.98
0800 - 0815	1	0	44	0	5	0	0	0	50	49.20
0815 - 0830	0	0	45	0	2	0	0	0	47	47.00
0830 - 0845	2	0	40	0	5	0	0	0	47	45.40
0845 - 0900	0	0	46	0	6	1	0	0	53	53.50
Hourly Total	3	0	175	0	18	1	0	0	197	195.10
Hourly Average	0.75	0.00	43.75	0.00	4.50	0.25	0.00	0.00	49.25	48.78
0900 - 0915	0	0	31	0	12	2	0	2	47	50.00
0915 - 0930	0	0	33	0	5	0	0	0	38	38.00
0930 - 0945	0	0	26	0	8	2	0	0	36	37.00
0945 - 1000	0	0	27	0	5	0	0	0	32	32.00
Hourly Total	0	0	117	0	30	4	0	2	153	157.00
Hourly Average	0.00	0.00	29.25	0.00	7.50	1.00	0.00	0.50	38.25	39.25
1000 - 1015	0	0	21	0	3	0	0	0	24	24.00
1015 - 1030	0	0	27	0	3	4	0	0	34	36.00
1030 - 1045	0	0	38	0	8	1	0	0	47	47.50
1045 - 1100	0	0	30	0	8	0	0	0	38	38.00
Hourly Total	0	0	116	0	22	5	0	0	143	145.50
Hourly Average	0.00	0.00	29.00	0.00	5.50	1.25	0.00	0.00	35.75	36.38
1100 - 1115	1	0	32	0	5	0	0	0	38	37.20
1115 - 1130	0	0	48	0	4	1	0	0	53	53.50
1130 - 1145	0	1	42	0	4	2	0	0	49	49.40
1145 - 1200	0	0	40	0	1	0	0	0	41	41.00
Hourly Total	1	1	162	0	14	3	0	0	181	181.10
Hourly Average	0.25	0.25	40.50	0.00	3.50	0.75	0.00	0.00	45.25	45.28
1200 - 1215	0	0	46	0	7	1	0	0	54	54.50
1215 - 1230	0	0	57	1	2	0	0	0	60	60.00
1230 - 1245	0	0	35	0	6	3	0	0	44	45.50
1245 - 1300	0	0	40	1	6	1	0	0	48	48.50
Hourly Total	0	0	178	2	21	5	0	0	206	208.50
Hourly Average	0.00	0.00	44.50	0.50	5.25	1.25	0.00	0.00	51.50	52.13
1300 - 1315	0	0	48	0	3	1	0	0	52	52.50
1315 - 1330	0	0	45	0	6	0	0	0	51	51.00
1330 - 1345	0	0	33	0	9	0	0	0	42	42.00
1345 - 1400	0	0	41	0	7	0	0	0	48	48.00
Hourly Total	0	0	167	0	25	1	0	0	193	193.50
Hourly Average	0.00	0.00	41.75	0.00	6.25	0.25	0.00	0.00	48.25	48.38
1400 - 1415	0	0	40	0	2	0	0	0	42	42.00
1415 - 1430	0	0	46	0	1	1	0	0	48	48.50
1430 - 1445	0	0	59	0	5	0	0	0	64	64.00
1445 - 1500	0	0	42	0	8	1	0	0	51	51.50
Hourly Total	0	0	187	0	16	2	0	0	205	206.00
Hourly Average	0.00	0.00	46.75	0.00	4.00	0.50	0.00	0.00	51.25	51.50
1500 - 1515	1	0	40	0	6	2	0	0	49	49.20
1515 - 1530	0	0	65	0	3	0	0	0	68	68.00
1530 - 1545	0	0	68	0	8	2	1	0	79	81.30
1545 - 1600	0	0	62	0	4	2	0	0	68	69.00
Hourly Total	1	0	235	0	21	6	1	0	264	267.50
Hourly Average	0.25	0.00	58.75	0.00	5.25	1.50	0.25	0.00	66.00	66.88
1600 - 1615	1	0	47	0	16	1	0	0	65	64.70
1615 - 1630	0	1	50	0	6	1	0	0	58	57.90
1630 - 1645	0	0	58	0	4	0	0	0	62	62.00
1645 - 1700	0	0	71	0	12	0	0	0	83	83.00
Hourly Total	1	1	226	0	38	2	0	0	268	267.60
Hourly Average	0.25	0.25	56.50	0.00	9.50	0.50	0.00	0.00	67.00	66.90
1700 - 1715	0	0	66	0	9	0	0	0	75	75.00
1715 - 1730	0	0	47	0	5	0	0	0	52	52.00
1730 - 1745	0	0	67	0	2	0	0	0	69	69.00
1745 - 1800	1	0	53	1	5	0	0	0	60	59.20
Hourly Total	1	0	233	1	21	0	0	0	256	255.20
Hourly Average	0.25	0.00	58.25	0.25	5.25	0.00	0.00	0.00	64.00	63.80
1800 - 1815	0	0	63	0	8	0	0	0	71	71.00
1815 - 1830	0	0	42	0	3	0	0	0	45	45.00
1830 - 1845	0	0	52	0	5	0	0	0	57	57.00
1845 - 1900	0	2	37	0	2	0	0	0	41	39.80
Hourly Total	0	2	194	0	18	0	0	0	214	212.80
Hourly Average	0.00	0.50	48.50	0.00	4.50	0.00	0.00	0.00	53.50	53.20
Session Total	9	4	2112	3	260	30	1	2	2421	2429.70
Session Average	0.19	0.08	44.00	0.06	5.42	0.63	0.02	0.04	50.44	50.62

North Reddish
Classified Junction Count

Site 3 of 5
B6167 Gorton Road (North)
Longford Road
B6167 Gorton Road (South)
Longford Road West

Lat/Long
lat 53.445090° lon -2.157253°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 3.7: Left from Longford Road West to B6167 Gorton Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	17	0	2	1	1	0	21	22.80
0715 - 0730	0	0	27	0	2	0	0	0	29	29.00
0730 - 0745	0	0	23	0	5	1	0	0	29	29.50
0745 - 0800	0	0	31	0	4	1	0	0	36	36.50
Hourly Total	0	0	98	0	13	3	1	0	115	117.80
Hourly Average	0.00	0.00	24.50	0.00	3.25	0.75	0.25	0.00	28.75	29.45
0800 - 0815	0	0	26	0	2	0	0	1	29	30.00
0815 - 0830	0	0	26	0	7	1	0	0	34	34.50
0830 - 0845	0	0	32	0	3	3	0	0	38	39.50
0845 - 0900	0	0	39	0	7	1	0	0	47	47.50
Hourly Total	0	0	123	0	19	5	0	1	148	151.50
Hourly Average	0.00	0.00	30.75	0.00	4.75	1.25	0.00	0.25	37.00	37.88
0900 - 0915	0	0	29	0	2	1	0	0	32	32.50
0915 - 0930	0	0	41	0	10	2	0	1	54	56.00
0930 - 0945	0	0	33	0	5	2	0	0	40	41.00
0945 - 1000	0	0	19	0	4	3	1	2	29	33.80
Hourly Total	0	0	122	0	21	8	1	3	155	163.30
Hourly Average	0.00	0.00	30.50	0.00	5.25	2.00	0.25	0.75	38.75	40.83
1000 - 1015	0	0	24	0	7	2	0	0	33	34.00
1015 - 1030	0	0	26	0	3	3	0	0	32	33.50
1030 - 1045	0	0	29	0	7	1	0	0	37	37.50
1045 - 1100	0	1	23	0	3	1	0	0	28	27.90
Hourly Total	0	1	102	0	20	7	0	0	130	132.90
Hourly Average	0.00	0.25	25.50	0.00	5.00	1.75	0.00	0.00	32.50	33.23
1100 - 1115	0	0	25	0	4	2	0	0	31	32.00
1115 - 1130	0	0	23	0	8	2	0	0	33	34.00
1130 - 1145	0	0	25	0	6	0	0	0	31	31.00
1145 - 1200	0	0	33	0	7	1	0	0	41	41.50
Hourly Total	0	0	106	0	25	5	0	0	136	138.50
Hourly Average	0.00	0.00	26.50	0.00	6.25	1.25	0.00	0.00	34.00	34.63
1200 - 1215	0	0	34	0	3	1	0	0	38	38.50
1215 - 1230	1	0	26	0	6	0	0	0	33	32.20
1230 - 1245	0	0	27	0	3	3	0	0	33	34.50
1245 - 1300	0	0	25	0	10	0	0	0	35	35.00
Hourly Total	1	0	112	0	22	4	0	0	139	140.20
Hourly Average	0.25	0.00	28.00	0.00	5.50	1.00	0.00	0.00	34.75	35.05
1300 - 1315	0	0	28	0	7	2	1	0	38	40.30
1315 - 1330	0	0	29	0	6	2	0	0	37	38.00
1330 - 1345	0	0	28	0	6	1	0	0	35	35.50
1345 - 1400	0	0	44	0	6	3	1	0	54	56.80
Hourly Total	0	0	129	0	25	8	2	0	164	170.60
Hourly Average	0.00	0.00	32.25	0.00	6.25	2.00	0.50	0.00	41.00	42.65
1400 - 1415	0	0	34	0	11	1	0	0	46	46.50
1415 - 1430	0	0	38	0	7	2	0	0	47	48.00
1430 - 1445	0	0	32	0	13	0	1	0	46	47.30
1445 - 1500	0	0	34	0	6	1	0	0	41	41.50
Hourly Total	0	0	138	0	37	4	1	0	180	183.30
Hourly Average	0.00	0.00	34.50	0.00	9.25	1.00	0.25	0.00	45.00	45.83
1500 - 1515	0	0	40	0	7	0	0	0	47	47.00
1515 - 1530	0	0	31	0	9	0	1	0	41	42.30
1530 - 1545	1	0	41	0	10	1	0	0	53	52.70
1545 - 1600	0	0	47	0	8	1	0	0	56	56.50
Hourly Total	1	0	159	0	34	2	1	0	197	198.50
Hourly Average	0.25	0.00	39.75	0.00	8.50	0.50	0.25	0.00	49.25	49.63
1600 - 1615	0	0	43	0	3	1	0	0	47	47.50
1615 - 1630	0	1	82	0	19	1	0	0	103	102.90
1630 - 1645	0	0	46	0	7	0	0	0	53	53.00
1645 - 1700	0	1	48	0	7	0	0	0	56	55.40
Hourly Total	0	2	219	0	36	2	0	0	259	258.80
Hourly Average	0.00	0.50	54.75	0.00	9.00	0.50	0.00	0.00	64.75	64.70
1700 - 1715	0	0	59	0	18	1	0	0	78	78.50
1715 - 1730	0	1	63	0	6	2	0	0	72	72.40
1730 - 1745	0	0	40	0	6	1	0	0	47	47.50
1745 - 1800	0	0	50	0	7	1	0	0	58	58.50
Hourly Total	0	1	212	0	37	5	0	0	255	256.90
Hourly Average	0.00	0.25	53.00	0.00	9.25	1.25	0.00	0.00	63.75	64.23
1800 - 1815	0	0	40	0	2	0	0	0	42	42.00
1815 - 1830	0	0	50	0	3	1	0	0	54	54.50
1830 - 1845	0	0	50	0	1	0	0	0	51	51.00
1845 - 1900	1	0	49	0	1	0	0	0	51	50.20
Hourly Total	1	0	189	0	7	1	0	0	198	197.70
Hourly Average	0.25	0.00	47.25	0.00	1.75	0.25	0.00	0.00	49.50	49.43
Session Total	3	4	1709	0	296	54	6	4	2076	2110.00
Session Average	0.06	0.08	35.60	0.00	6.17	1.13	0.13	0.08	43.25	43.96

North Reddish
Classified Junction Count

Site 3 of 5
B6167 Gorton Road (North)
Longford Road
B6167 Gorton Road (South)
Longford Road West

Lat/Long
lat 53.445090° lon -2.157253°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 3.8: Eastbound from Longford Road West to Longford Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	0	0	0	1	11	12.00
0715 - 0730	1	0	17	0	1	0	0	0	19	18.20
0730 - 0745	1	0	25	0	2	0	0	1	29	29.20
0745 - 0800	1	0	24	0	2	0	1	0	28	28.50
Hourly Total	3	0	76	0	5	0	1	2	87	87.90
Hourly Average	0.75	0.00	19.00	0.00	1.25	0.00	0.25	0.50	21.75	21.98
0800 - 0815	0	0	39	0	0	1	0	0	40	40.50
0815 - 0830	0	0	27	0	5	0	0	1	33	34.00
0830 - 0845	3	1	37	0	1	2	0	0	44	42.00
0845 - 0900	0	0	26	0	0	0	0	0	26	26.00
Hourly Total	3	1	129	0	6	3	0	1	143	142.50
Hourly Average	0.75	0.25	32.25	0.00	1.50	0.75	0.00	0.25	35.75	35.63
0900 - 0915	0	0	22	0	1	2	0	1	26	28.00
0915 - 0930	1	0	13	0	5	0	1	0	20	20.50
0930 - 0945	0	0	17	0	5	0	0	1	23	24.00
0945 - 1000	0	0	12	0	0	2	0	0	14	15.00
Hourly Total	1	0	64	0	11	4	1	2	83	87.50
Hourly Average	0.25	0.00	16.00	0.00	2.75	1.00	0.25	0.50	20.75	21.88
1000 - 1015	0	0	16	0	3	3	0	1	23	25.50
1015 - 1030	0	0	20	0	3	0	0	0	23	23.00
1030 - 1045	0	0	12	0	3	0	0	1	16	17.00
1045 - 1100	1	0	14	0	3	0	0	0	18	17.20
Hourly Total	1	0	62	0	12	3	0	2	80	82.70
Hourly Average	0.25	0.00	15.50	0.00	3.00	0.75	0.00	0.50	20.00	20.68
1100 - 1115	0	0	14	0	5	2	0	1	22	24.00
1115 - 1130	0	0	15	0	3	2	0	0	20	21.00
1130 - 1145	0	0	19	0	2	0	0	1	22	23.00
1145 - 1200	0	1	20	0	3	2	0	0	26	26.40
Hourly Total	0	1	68	0	13	6	0	2	90	94.40
Hourly Average	0.00	0.25	17.00	0.00	3.25	1.50	0.00	0.50	22.50	23.60
1200 - 1215	0	0	14	0	6	0	0	1	21	22.00
1215 - 1230	1	0	19	0	1	1	0	0	22	21.70
1230 - 1245	1	0	15	0	4	0	0	1	21	21.20
1245 - 1300	0	0	19	0	6	0	0	0	25	25.00
Hourly Total	2	0	67	0	17	1	0	2	89	89.90
Hourly Average	0.50	0.00	16.75	0.00	4.25	0.25	0.00	0.50	22.25	22.48
1300 - 1315	0	1	13	0	3	2	1	1	21	23.70
1315 - 1330	0	0	24	0	3	0	0	0	27	27.00
1330 - 1345	1	0	15	0	5	1	0	1	23	23.70
1345 - 1400	0	0	24	0	2	1	0	0	27	27.50
Hourly Total	1	1	76	0	13	4	1	2	98	101.90
Hourly Average	0.25	0.25	19.00	0.00	3.25	1.00	0.25	0.50	24.50	25.48
1400 - 1415	1	0	33	0	3	0	0	1	38	38.20
1415 - 1430	0	0	29	0	5	2	0	0	36	37.00
1430 - 1445	0	0	33	0	5	0	0	1	39	40.00
1445 - 1500	0	0	30	0	2	0	1	0	33	34.30
Hourly Total	1	0	125	0	15	2	1	2	146	149.50
Hourly Average	0.25	0.00	31.25	0.00	3.75	0.50	0.25	0.50	36.50	37.38
1500 - 1515	0	0	36	0	8	3	0	1	48	50.50
1515 - 1530	0	0	28	0	4	2	0	0	34	35.00
1530 - 1545	0	1	38	0	5	0	1	0	45	45.70
1545 - 1600	0	0	57	0	6	0	0	1	64	65.00
Hourly Total	0	1	159	0	23	5	1	2	191	196.20
Hourly Average	0.00	0.25	39.75	0.00	5.75	1.25	0.25	0.50	47.75	49.05
1600 - 1615	0	0	44	0	9	0	0	0	53	53.00
1615 - 1630	2	1	75	0	14	4	0	0	96	95.80
1630 - 1645	1	0	66	0	8	0	0	1	76	76.20
1645 - 1700	0	0	57	0	4	2	0	0	63	64.00
Hourly Total	3	1	242	0	35	6	0	1	288	289.00
Hourly Average	0.75	0.25	60.50	0.00	8.75	1.50	0.00	0.25	72.00	72.25
1700 - 1715	2	1	63	0	11	0	0	1	78	76.80
1715 - 1730	2	0	61	0	5	0	0	0	68	66.40
1730 - 1745	1	1	52	0	5	0	0	1	60	59.60
1745 - 1800	5	1	39	0	6	1	0	0	52	47.90
Hourly Total	10	3	215	0	27	1	0	2	258	250.70
Hourly Average	2.50	0.75	53.75	0.00	6.75	0.25	0.00	0.50	64.50	62.68
1800 - 1815	0	0	41	0	5	0	0	0	46	46.00
1815 - 1830	4	0	44	0	1	0	0	1	50	47.80
1830 - 1845	13	0	23	0	2	0	0	0	38	27.60
1845 - 1900	4	0	39	0	2	0	0	1	46	43.80
Hourly Total	21	0	147	0	10	0	0	2	180	165.20
Hourly Average	5.25	0.00	36.75	0.00	2.50	0.00	0.00	0.50	45.00	41.30
Session Total	46	8	1430	0	187	35	5	22	1733	1737.40
Session Average	0.96	0.17	29.79	0.00	3.90	0.73	0.10	0.46	36.10	36.20

North Reddish
Classified Junction Count

Site 3 of 5
B6167 Gorton Road (North)
Longford Road
B6167 Gorton Road (South)
Longford Road West

Lat/Long
lat 53.445090° lon -2.157253°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 3.9: Right from Longford Road West to B6167 Gorton Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	11	0	1	0	0	1	14	14.40
0715 - 0730	0	0	8	0	2	0	0	0	10	10.00
0730 - 0745	1	0	5	0	2	0	0	0	8	7.20
0745 - 0800	0	0	3	0	2	0	0	0	5	5.00
Hourly Total	1	1	27	0	7	0	0	1	37	36.60
Hourly Average	0.25	0.25	6.75	0.00	1.75	0.00	0.00	0.25	9.25	9.15
0800 - 0815	0	0	11	0	0	0	0	1	12	13.00
0815 - 0830	0	0	9	0	1	0	0	0	10	10.00
0830 - 0845	0	0	13	0	2	0	0	1	16	17.00
0845 - 0900	0	1	9	0	2	0	0	0	12	11.40
Hourly Total	0	1	42	0	5	0	0	2	50	51.40
Hourly Average	0.00	0.25	10.50	0.00	1.25	0.00	0.00	0.50	12.50	12.85
0900 - 0915	0	0	6	0	1	0	0	1	8	9.00
0915 - 0930	1	0	15	0	2	1	0	0	19	18.70
0930 - 0945	0	0	14	0	4	2	0	1	21	23.00
0945 - 1000	0	0	12	0	1	1	0	0	14	14.50
Hourly Total	1	0	47	0	8	4	0	2	62	65.20
Hourly Average	0.25	0.00	11.75	0.00	2.00	1.00	0.00	0.50	15.50	16.30
1000 - 1015	0	0	11	0	3	2	0	1	17	19.00
1015 - 1030	0	0	21	0	3	0	0	0	24	24.00
1030 - 1045	0	0	9	0	2	1	0	1	13	14.50
1045 - 1100	0	0	18	0	0	0	0	0	18	18.00
Hourly Total	0	0	59	0	8	3	0	2	72	75.50
Hourly Average	0.00	0.00	14.75	0.00	2.00	0.75	0.00	0.50	18.00	18.88
1100 - 1115	0	0	14	0	1	0	0	1	16	17.00
1115 - 1130	0	0	20	0	1	1	0	0	22	22.50
1130 - 1145	0	0	13	0	4	0	0	1	18	19.00
1145 - 1200	0	0	20	0	2	2	0	0	24	25.00
Hourly Total	0	0	67	0	8	3	0	2	80	83.50
Hourly Average	0.00	0.00	16.75	0.00	2.00	0.75	0.00	0.50	20.00	20.88
1200 - 1215	0	0	17	0	6	1	0	1	25	26.50
1215 - 1230	0	0	16	0	2	2	0	0	20	21.00
1230 - 1245	0	0	14	0	3	1	0	1	19	20.50
1245 - 1300	0	0	17	0	2	1	0	0	20	20.50
Hourly Total	0	0	64	0	13	5	0	2	84	88.50
Hourly Average	0.00	0.00	16.00	0.00	3.25	1.25	0.00	0.50	21.00	22.13
1300 - 1315	0	0	14	0	3	1	0	1	19	20.50
1315 - 1330	0	0	13	0	4	0	0	0	17	17.00
1330 - 1345	0	0	11	0	0	0	0	1	12	13.00
1345 - 1400	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	0	0	51	0	9	1	0	2	63	65.50
Hourly Average	0.00	0.00	12.75	0.00	2.25	0.25	0.00	0.50	15.75	16.38
1400 - 1415	0	0	16	0	6	1	1	1	25	27.80
1415 - 1430	0	0	15	0	0	0	0	0	15	15.00
1430 - 1445	1	0	13	0	0	1	0	1	16	16.70
1445 - 1500	0	0	7	0	5	1	0	0	13	13.50
Hourly Total	1	0	51	0	11	3	1	2	69	73.00
Hourly Average	0.25	0.00	12.75	0.00	2.75	0.75	0.25	0.50	17.25	18.25
1500 - 1515	0	0	13	0	2	1	0	2	18	20.50
1515 - 1530	0	0	6	0	3	0	0	0	9	9.00
1530 - 1545	0	0	8	0	1	0	0	0	9	9.00
1545 - 1600	0	0	7	0	2	0	0	1	10	11.00
Hourly Total	0	0	34	0	8	1	0	3	46	49.50
Hourly Average	0.00	0.00	8.50	0.00	2.00	0.25	0.00	0.75	11.50	12.38
1600 - 1615	0	0	13	0	2	0	0	0	15	15.00
1615 - 1630	0	0	29	0	3	2	0	0	34	35.00
1630 - 1645	0	0	7	0	2	1	0	2	12	14.50
1645 - 1700	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	55	0	7	3	0	2	67	70.50
Hourly Average	0.00	0.00	13.75	0.00	1.75	0.75	0.00	0.50	16.75	17.63
1700 - 1715	0	0	7	0	0	0	0	1	8	9.00
1715 - 1730	0	0	17	0	1	0	0	0	18	18.00
1730 - 1745	0	0	10	0	1	1	0	0	12	12.50
1745 - 1800	0	0	15	0	1	0	0	1	17	18.00
Hourly Total	0	0	49	0	3	1	0	2	55	57.50
Hourly Average	0.00	0.00	12.25	0.00	0.75	0.25	0.00	0.50	13.75	14.38
1800 - 1815	0	0	15	0	1	0	0	0	16	16.00
1815 - 1830	0	0	19	0	4	0	0	1	24	25.00
1830 - 1845	0	0	18	0	1	0	0	0	19	19.00
1845 - 1900	0	0	22	0	1	0	0	1	24	25.00
Hourly Total	0	0	74	0	7	0	0	2	83	85.00
Hourly Average	0.00	0.00	18.50	0.00	1.75	0.00	0.00	0.50	20.75	21.25
Session Total	3	2	620	0	94	24	1	24	768	801.70
Session Average	0.06	0.04	12.92	0.00	1.96	0.50	0.02	0.50	16.00	16.70

North Reddish
Classified Junction Count

Site 4 of 5
B6167 Gorton Road
Williamson Street
B6167 Reddish Road
B5169 Broadstone Road

Lat/Long
lat 53.437491° lon -2.159714°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.1: Left from B6167 Gorton Road to Williamson Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	1	0	0	1	1.50
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	1	0	0	4	4.50
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.25	0.00	0.00	1.00	1.13
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	1	0	2	0	0	0	0	0	3	2.20
0845 - 0900	0	0	2	0	0	1	0	0	3	3.50
Hourly Total	1	0	6	0	0	1	0	0	8	7.70
Hourly Average	0.25	0.00	1.50	0.00	0.00	0.25	0.00	0.00	2.00	1.93
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	11	0	1	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.00	3.00
1000 - 1015	0	0	1	0	2	0	0	0	3	3.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
1100 - 1115	0	0	2	0	0	0	0	0	2	2.00
1115 - 1130	0	0	2	0	0	0	0	0	2	2.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	10	0	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.50	2.50
1200 - 1215	0	0	1	0	1	0	0	0	2	2.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	9	0	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.00	0.00	0.00	2.50	2.50
1300 - 1315	0	0	0	0	1	0	0	0	1	1.00
1315 - 1330	0	0	1	0	1	0	0	0	2	2.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	3	0	2	0	0	0	5	5.00
Hourly Total	0	0	4	0	4	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00
1400 - 1415	0	0	3	0	0	0	0	0	3	3.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	8	0	1	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.00	0.00	0.25	0.00	0.00	0.00	2.25	2.25
1500 - 1515	0	0	1	0	1	0	0	0	2	2.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	5	0	0	0	0	0	5	5.00
1545 - 1600	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	11	0	1	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.00	3.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	5	0	2	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.00	0.00	1.75	1.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	1	0	0	0	2	2.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
Session Total	1	0	75	0	14	2	0	0	92	92.20
Session Average	0.02	0.00	1.56	0.00	0.29	0.04	0.00	0.00	1.92	1.92

North Reddish
Classified Junction Count

Site 4 of 5
B6167 Gorton Road
Williamson Street
B6167 Reddish Road
B5169 Broadstone Road

Lat/Long
lat 53.437491° lon -2.159714°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.2: Southbound from B6167 Gorton Road to B6167 Reddish Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	2	120	0	32	3	1	2	161	163.80
0715 - 0730	0	0	123	0	26	5	0	4	158	164.50
0730 - 0745	1	0	165	0	29	3	0	2	200	202.70
0745 - 0800	2	0	149	0	28	3	1	2	185	188.20
Hourly Total	4	2	557	0	115	14	2	10	704	719.20
Hourly Average	1.00	0.50	139.25	0.00	28.75	3.50	0.50	2.50	176.00	179.80
0800 - 0815	1	0	136	0	25	5	0	1	168	170.70
0815 - 0830	0	1	134	0	19	5	0	2	161	164.90
0830 - 0845	1	0	141	2	20	4	0	1	169	171.20
0845 - 0900	2	1	116	0	17	5	1	2	144	147.60
Hourly Total	4	2	527	2	81	19	1	6	642	654.40
Hourly Average	1.00	0.50	131.75	0.50	20.25	4.75	0.25	1.50	160.50	163.60
0900 - 0915	1	4	147	1	14	8	1	3	179	184.10
0915 - 0930	1	1	103	0	25	4	1	3	138	142.90
0930 - 0945	1	0	115	0	20	5	0	1	142	144.70
0945 - 1000	0	0	117	1	15	3	0	3	139	143.50
Hourly Total	3	5	482	2	74	20	2	10	598	615.20
Hourly Average	0.75	1.25	120.50	0.50	18.50	5.00	0.50	2.50	149.50	153.80
1000 - 1015	0	0	88	0	15	3	1	2	109	113.80
1015 - 1030	0	1	118	0	18	2	1	2	142	145.70
1030 - 1045	1	0	84	0	13	0	0	1	99	99.20
1045 - 1100	0	0	86	0	16	8	0	3	113	120.00
Hourly Total	1	1	376	0	62	13	2	8	463	478.70
Hourly Average	0.25	0.25	94.00	0.00	15.50	3.25	0.50	2.00	115.75	119.68
1100 - 1115	0	1	93	1	22	2	2	1	122	126.00
1115 - 1130	0	0	107	1	14	3	0	2	127	130.50
1130 - 1145	1	0	94	0	12	3	1	1	112	115.00
1145 - 1200	0	0	110	0	22	2	5	3	142	152.50
Hourly Total	1	1	404	2	70	10	8	7	503	524.00
Hourly Average	0.25	0.25	101.00	0.50	17.50	2.50	2.00	1.75	125.75	131.00
1200 - 1215	0	0	99	1	18	6	0	1	125	129.00
1215 - 1230	0	1	84	0	17	6	2	1	111	117.00
1230 - 1245	0	0	82	2	18	2	0	2	106	109.00
1245 - 1300	0	0	106	1	18	10	0	2	137	144.00
Hourly Total	0	1	371	4	71	24	2	6	479	499.00
Hourly Average	0.00	0.25	92.75	1.00	17.75	6.00	0.50	1.50	119.75	124.75
1300 - 1315	0	1	88	0	19	2	0	2	112	114.40
1315 - 1330	0	0	103	0	12	1	0	1	117	118.50
1330 - 1345	0	2	71	0	18	5	1	2	99	103.60
1345 - 1400	0	0	102	0	21	4	1	1	129	133.30
Hourly Total	0	3	364	0	70	12	2	6	457	469.80
Hourly Average	0.00	0.75	91.00	0.00	17.50	3.00	0.50	1.50	114.25	117.45
1400 - 1415	1	0	99	0	11	3	1	2	117	121.00
1415 - 1430	1	1	95	0	18	3	1	2	121	124.40
1430 - 1445	2	0	124	1	21	4	3	1	156	161.30
1445 - 1500	2	1	105	0	28	1	0	3	140	141.30
Hourly Total	6	2	423	1	78	11	5	8	534	548.00
Hourly Average	1.50	0.50	105.75	0.25	19.50	2.75	1.25	2.00	133.50	137.00
1500 - 1515	1	2	85	0	13	4	0	1	106	107.00
1515 - 1530	1	0	102	0	14	3	1	3	124	129.00
1530 - 1545	1	0	94	0	13	1	1	3	113	117.00
1545 - 1600	1	0	104	0	21	2	2	1	131	134.80
Hourly Total	4	2	385	0	61	10	4	8	474	487.80
Hourly Average	1.00	0.50	96.25	0.00	15.25	2.50	1.00	2.00	118.50	121.95
1600 - 1615	1	1	124	1	25	4	0	2	158	160.60
1615 - 1630	1	1	114	0	19	2	1	2	140	142.90
1630 - 1645	1	0	131	0	14	2	1	1	150	152.50
1645 - 1700	1	0	120	0	12	2	1	1	137	139.50
Hourly Total	4	2	489	1	70	10	3	6	585	595.50
Hourly Average	1.00	0.50	122.25	0.25	17.50	2.50	0.75	1.50	146.25	148.88
1700 - 1715	1	1	112	0	12	3	1	2	132	135.40
1715 - 1730	0	1	121	0	12	0	0	0	134	133.40
1730 - 1745	2	0	120	0	8	0	0	3	133	134.40
1745 - 1800	1	0	118	1	5	1	0	1	127	127.70
Hourly Total	4	2	471	1	37	4	1	6	526	530.90
Hourly Average	1.00	0.50	117.75	0.25	9.25	1.00	0.25	1.50	131.50	132.73
1800 - 1815	0	2	116	0	11	0	0	0	129	127.80
1815 - 1830	1	0	125	0	12	1	0	2	141	142.70
1830 - 1845	0	0	125	1	8	0	0	3	137	140.00
1845 - 1900	1	1	99	0	7	1	0	2	111	112.10
Hourly Total	2	3	465	1	38	2	0	7	518	522.60
Hourly Average	0.50	0.75	116.25	0.25	9.50	0.50	0.00	1.75	129.50	130.65
Session Total	33	26	5314	14	827	149	32	88	6483	6645.10
Session Average	0.69	0.54	110.71	0.29	17.23	3.10	0.67	1.83	135.06	138.44

North Reddish
Classified Junction Count

Site 4 of 5
B6167 Gorton Road
Williamson Street
B6167 Reddish Road
B5169 Broadstone Road

Lat/Long
lat 53.437491° lon -2.159714°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.3: Right from B6167 Gorton Road to B5169 Broadstone Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	67	0	11	1	0	2	81	83.50
0715 - 0730	1	0	55	0	18	1	0	1	76	76.70
0730 - 0745	0	1	51	0	9	1	0	1	63	63.90
0745 - 0800	0	1	42	0	7	2	0	1	53	54.40
Hourly Total	1	2	215	0	45	5	0	5	273	278.50
Hourly Average	0.25	0.50	53.75	0.00	11.25	1.25	0.00	1.25	68.25	69.63
0800 - 0815	0	0	49	0	12	2	1	1	65	68.30
0815 - 0830	0	0	43	0	7	3	0	0	53	54.50
0830 - 0845	0	0	49	0	2	0	0	1	52	53.00
0845 - 0900	0	0	37	1	7	2	0	1	48	50.00
Hourly Total	0	0	178	1	28	7	1	3	218	225.80
Hourly Average	0.00	0.00	44.50	0.25	7.00	1.75	0.25	0.75	54.50	56.45
0900 - 0915	0	0	39	0	13	3	0	1	56	58.50
0915 - 0930	0	1	44	0	2	0	0	0	47	46.40
0930 - 0945	0	0	50	0	8	2	0	2	62	65.00
0945 - 1000	1	0	44	0	7	1	0	1	54	54.70
Hourly Total	1	1	177	0	30	6	0	4	219	224.60
Hourly Average	0.25	0.25	44.25	0.00	7.50	1.50	0.00	1.00	54.75	56.15
1000 - 1015	0	0	50	0	11	4	0	1	66	69.00
1015 - 1030	1	0	28	0	1	2	0	1	33	34.20
1030 - 1045	0	0	41	0	9	0	0	1	51	52.00
1045 - 1100	0	0	43	0	6	1	0	0	50	50.50
Hourly Total	1	0	162	0	27	7	0	3	200	205.70
Hourly Average	0.25	0.00	40.50	0.00	6.75	1.75	0.00	0.75	50.00	51.43
1100 - 1115	2	0	43	0	7	2	0	2	56	57.40
1115 - 1130	0	0	54	0	7	1	0	1	63	64.50
1130 - 1145	1	0	34	0	6	4	0	1	46	48.20
1145 - 1200	0	0	40	0	9	2	0	1	52	54.00
Hourly Total	3	0	171	0	29	9	0	5	217	224.10
Hourly Average	0.75	0.00	42.75	0.00	7.25	2.25	0.00	1.25	54.25	56.03
1200 - 1215	0	0	46	0	5	3	0	1	55	57.50
1215 - 1230	0	0	44	0	6	1	0	1	52	53.50
1230 - 1245	0	0	30	0	3	2	0	1	36	38.00
1245 - 1300	1	0	40	0	8	0	0	1	50	50.20
Hourly Total	1	0	160	0	22	6	0	4	193	199.20
Hourly Average	0.25	0.00	40.00	0.00	5.50	1.50	0.00	1.00	48.25	49.80
1300 - 1315	2	0	35	0	6	1	0	1	45	44.90
1315 - 1330	0	0	41	0	2	0	0	1	44	45.00
1330 - 1345	0	0	41	0	5	0	0	2	48	50.00
1345 - 1400	1	0	34	0	4	1	0	1	41	41.70
Hourly Total	3	0	151	0	17	2	0	5	178	181.60
Hourly Average	0.75	0.00	37.75	0.00	4.25	0.50	0.00	1.25	44.50	45.40
1400 - 1415	0	0	37	0	4	0	0	1	42	43.00
1415 - 1430	0	0	36	0	6	0	0	1	43	44.00
1430 - 1445	1	0	23	0	7	1	0	2	34	35.70
1445 - 1500	0	0	38	0	5	0	0	1	44	45.00
Hourly Total	1	0	134	0	22	1	0	5	163	167.70
Hourly Average	0.25	0.00	33.50	0.00	5.50	0.25	0.00	1.25	40.75	41.93
1500 - 1515	0	1	38	0	4	2	0	1	46	47.40
1515 - 1530	0	0	39	0	3	1	0	1	44	45.50
1530 - 1545	0	0	42	0	5	1	0	1	49	50.50
1545 - 1600	1	0	56	0	5	1	0	1	64	64.70
Hourly Total	1	1	175	0	17	5	0	4	203	208.10
Hourly Average	0.25	0.25	43.75	0.00	4.25	1.25	0.00	1.00	50.75	52.03
1600 - 1615	0	0	36	0	9	1	0	0	46	46.50
1615 - 1630	3	1	52	0	5	0	0	1	62	60.00
1630 - 1645	2	0	40	0	9	1	1	1	54	55.20
1645 - 1700	0	1	43	0	10	2	0	1	57	58.40
Hourly Total	5	2	171	0	33	4	1	3	219	220.10
Hourly Average	1.25	0.50	42.75	0.00	8.25	1.00	0.25	0.75	54.75	55.03
1700 - 1715	1	1	62	0	2	0	0	1	67	66.60
1715 - 1730	2	0	68	0	4	1	0	2	77	77.90
1730 - 1745	0	0	53	0	3	1	0	0	57	57.50
1745 - 1800	1	0	60	0	3	0	0	1	65	65.20
Hourly Total	4	1	243	0	12	2	0	4	266	267.20
Hourly Average	1.00	0.25	60.75	0.00	3.00	0.50	0.00	1.00	66.50	66.80
1800 - 1815	0	0	48	0	6	1	0	1	56	57.50
1815 - 1830	2	0	53	0	4	0	0	1	60	59.40
1830 - 1845	1	0	61	0	0	1	0	1	64	64.70
1845 - 1900	0	0	45	0	3	0	0	0	48	48.00
Hourly Total	3	0	207	0	13	2	0	3	228	229.60
Hourly Average	0.75	0.00	51.75	0.00	3.25	0.50	0.00	0.75	57.00	57.40
Session Total	24	7	2144	1	295	56	2	48	2577	2632.20
Session Average	0.50	0.15	44.67	0.02	6.15	1.17	0.04	1.00	53.69	54.84

North Reddish
Classified Junction Count

Site 4 of 5
B6167 Gorton Road
Williamson Street
B6167 Reddish Road
B5169 Broadstone Road

Lat/Long
lat 53.437491° lon -2.159714°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.4: Left from B6167 Reddish Road to B5169 Broadstone Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	3	0	0	0	5	5.00
0715 - 0730	0	0	4	0	2	1	0	0	7	7.50
0730 - 0745	0	0	2	0	0	2	0	0	4	5.00
0745 - 0800	0	0	5	0	0	1	0	1	7	8.50
Hourly Total	0	0	13	0	5	4	0	1	23	26.00
Hourly Average	0.00	0.00	3.25	0.00	1.25	1.00	0.00	0.25	5.75	6.50
0800 - 0815	0	0	7	0	0	0	0	0	7	7.00
0815 - 0830	0	0	9	0	3	1	0	0	13	13.50
0830 - 0845	0	0	3	0	1	0	0	0	4	4.00
0845 - 0900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	26	0	4	1	0	0	31	31.50
Hourly Average	0.00	0.00	6.50	0.00	1.00	0.25	0.00	0.00	7.75	7.88
0900 - 0915	0	0	13	0	2	1	0	0	16	16.50
0915 - 0930	1	0	8	0	0	0	0	0	9	8.20
0930 - 0945	0	0	10	0	0	0	1	0	11	12.30
0945 - 1000	0	0	7	0	1	1	0	0	9	9.50
Hourly Total	1	0	38	0	3	2	1	0	45	46.50
Hourly Average	0.25	0.00	9.50	0.00	0.75	0.50	0.25	0.00	11.25	11.63
1000 - 1015	1	0	7	3	0	0	1	0	12	12.50
1015 - 1030	0	0	9	0	1	1	1	0	12	13.80
1030 - 1045	0	0	9	0	1	0	0	0	10	10.00
1045 - 1100	0	0	12	0	3	0	0	0	15	15.00
Hourly Total	1	0	37	3	5	1	2	0	49	51.30
Hourly Average	0.25	0.00	9.25	0.75	1.25	0.25	0.50	0.00	12.25	12.83
1100 - 1115	0	0	19	0	0	1	0	0	20	20.50
1115 - 1130	0	0	8	0	1	1	0	0	10	10.50
1130 - 1145	0	0	13	0	3	0	0	0	16	16.00
1145 - 1200	0	0	9	0	0	0	1	0	10	11.30
Hourly Total	0	0	49	0	4	2	1	0	56	58.30
Hourly Average	0.00	0.00	12.25	0.00	1.00	0.50	0.25	0.00	14.00	14.58
1200 - 1215	0	0	11	0	2	0	0	0	13	13.00
1215 - 1230	1	0	12	0	1	1	0	0	15	14.70
1230 - 1245	0	0	15	0	0	1	0	0	16	16.50
1245 - 1300	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	1	0	50	0	4	2	0	0	57	57.20
Hourly Average	0.25	0.00	12.50	0.00	1.00	0.50	0.00	0.00	14.25	14.30
1300 - 1315	0	0	12	0	1	1	0	0	14	14.50
1315 - 1330	0	0	8	0	2	1	0	0	11	11.50
1330 - 1345	0	0	7	0	0	0	1	0	8	9.30
1345 - 1400	0	0	7	0	1	0	1	0	9	10.30
Hourly Total	0	0	34	0	4	2	2	0	42	45.60
Hourly Average	0.00	0.00	8.50	0.00	1.00	0.50	0.50	0.00	10.50	11.40
1400 - 1415	0	0	10	0	4	0	1	0	15	16.30
1415 - 1430	0	0	12	0	0	0	0	0	12	12.00
1430 - 1445	0	0	12	0	1	0	0	0	13	13.00
1445 - 1500	0	0	14	0	3	1	0	0	18	18.50
Hourly Total	0	0	48	0	8	1	1	0	58	59.80
Hourly Average	0.00	0.00	12.00	0.00	2.00	0.25	0.25	0.00	14.50	14.95
1500 - 1515	0	0	7	0	2	0	0	0	9	9.00
1515 - 1530	0	0	9	0	0	0	0	0	9	9.00
1530 - 1545	0	0	8	0	1	0	0	0	9	9.00
1545 - 1600	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	33	0	5	0	0	0	38	38.00
Hourly Average	0.00	0.00	8.25	0.00	1.25	0.00	0.00	0.00	9.50	9.50
1600 - 1615	0	0	8	0	1	0	0	0	9	9.00
1615 - 1630	0	0	7	0	0	0	0	0	7	7.00
1630 - 1645	0	0	8	0	0	0	0	0	8	8.00
1645 - 1700	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	35	0	1	0	0	0	36	36.00
Hourly Average	0.00	0.00	8.75	0.00	0.25	0.00	0.00	0.00	9.00	9.00
1700 - 1715	0	0	6	0	0	0	0	0	6	6.00
1715 - 1730	0	0	7	0	1	0	0	0	8	8.00
1730 - 1745	0	0	10	0	0	0	0	0	10	10.00
1745 - 1800	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	0	0	34	0	3	0	0	0	37	37.00
Hourly Average	0.00	0.00	8.50	0.00	0.75	0.00	0.00	0.00	9.25	9.25
1800 - 1815	0	0	8	0	0	0	0	0	8	8.00
1815 - 1830	0	0	10	0	2	0	0	0	12	12.00
1830 - 1845	1	0	11	0	1	0	0	0	13	12.20
1845 - 1900	1	0	12	0	1	0	0	0	14	13.20
Hourly Total	2	0	41	0	4	0	0	0	47	45.40
Hourly Average	0.50	0.00	10.25	0.00	1.00	0.00	0.00	0.00	11.75	11.35
Session Total	5	0	438	3	50	15	7	1	519	532.60
Session Average	0.10	0.00	9.13	0.06	1.04	0.31	0.15	0.02	10.81	11.10

North Reddish
Classified Junction Count

Site 4 of 5
B6167 Gorton Road
Williamson Street
B6167 Reddish Road
B5169 Broadstone Road

Lat/Long
lat 53.437491° lon -2.159714°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.5: Northbound from B6167 Reddish Road to B6167 Gorton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	1	46	0	12	3	0	3	67	69.30
0715 - 0730	0	0	57	0	9	2	0	1	69	71.00
0730 - 0745	1	0	77	0	10	1	2	3	94	99.30
0745 - 0800	2	2	78	1	15	1	0	1	100	98.70
Hourly Total	5	3	258	1	46	7	2	8	330	338.30
Hourly Average	1.25	0.75	64.50	0.25	11.50	1.75	0.50	2.00	82.50	84.58
0800 - 0815	0	1	83	0	15	0	0	3	102	104.40
0815 - 0830	1	0	80	1	14	1	0	1	98	98.70
0830 - 0845	1	1	82	1	17	3	0	1	106	107.10
0845 - 0900	0	0	99	1	18	5	0	3	126	131.50
Hourly Total	2	2	344	3	64	9	0	8	432	441.70
Hourly Average	0.50	0.50	86.00	0.75	16.00	2.25	0.00	2.00	108.00	110.43
0900 - 0915	0	0	82	0	15	0	0	1	98	99.00
0915 - 0930	1	0	76	0	16	6	1	3	103	109.50
0930 - 0945	1	1	63	0	16	4	1	1	87	89.90
0945 - 1000	0	0	88	1	17	5	0	2	113	117.50
Hourly Total	2	1	309	1	64	15	2	7	401	415.90
Hourly Average	0.50	0.25	77.25	0.25	16.00	3.75	0.50	1.75	100.25	103.98
1000 - 1015	0	0	69	2	18	5	0	2	96	100.50
1015 - 1030	1	0	68	0	13	8	1	3	94	101.50
1030 - 1045	0	0	91	0	19	4	0	2	116	120.00
1045 - 1100	2	0	70	1	19	5	0	2	99	101.90
Hourly Total	3	0	298	3	69	22	1	9	405	423.90
Hourly Average	0.75	0.00	74.50	0.75	17.25	5.50	0.25	2.25	101.25	105.98
1100 - 1115	0	0	102	0	16	6	1	2	127	133.30
1115 - 1130	0	0	84	0	11	3	1	2	101	105.80
1130 - 1145	0	0	104	0	15	3	0	2	124	127.50
1145 - 1200	0	0	88	1	18	1	1	2	111	114.80
Hourly Total	0	0	378	1	60	13	3	8	463	481.40
Hourly Average	0.00	0.00	94.50	0.25	15.00	3.25	0.75	2.00	115.75	120.35
1200 - 1215	0	0	98	0	20	2	1	2	123	127.30
1215 - 1230	1	0	112	1	14	0	0	2	130	131.20
1230 - 1245	0	0	97	1	16	3	2	3	122	129.10
1245 - 1300	0	0	109	0	15	1	0	2	127	129.50
Hourly Total	1	0	416	2	65	6	3	9	502	517.10
Hourly Average	0.25	0.00	104.00	0.50	16.25	1.50	0.75	2.25	125.50	129.28
1300 - 1315	2	2	103	0	11	1	1	0	120	119.00
1315 - 1330	0	1	102	0	15	4	0	3	125	129.40
1330 - 1345	0	2	94	0	20	5	1	3	125	130.60
1345 - 1400	0	0	102	0	24	3	0	2	131	134.50
Hourly Total	2	5	401	0	70	13	2	8	501	513.50
Hourly Average	0.50	1.25	100.25	0.00	17.50	3.25	0.50	2.00	125.25	128.38
1400 - 1415	0	2	100	0	14	2	0	3	121	123.80
1415 - 1430	0	0	115	0	9	4	0	1	129	132.00
1430 - 1445	1	1	113	1	17	6	0	3	142	146.60
1445 - 1500	1	0	122	0	11	6	0	2	142	146.20
Hourly Total	2	3	450	1	51	18	0	9	534	548.60
Hourly Average	0.50	0.75	112.50	0.25	12.75	4.50	0.00	2.25	133.50	137.15
1500 - 1515	0	0	112	0	18	4	0	4	138	144.00
1515 - 1530	1	0	79	0	11	1	0	2	94	95.70
1530 - 1545	3	0	133	0	20	1	1	2	160	161.40
1545 - 1600	1	0	109	0	25	2	0	2	139	141.20
Hourly Total	5	0	433	0	74	8	1	10	531	542.30
Hourly Average	1.25	0.00	108.25	0.00	18.50	2.00	0.25	2.50	132.75	135.58
1600 - 1615	0	1	114	0	26	2	0	1	144	145.40
1615 - 1630	0	1	98	0	8	1	1	4	113	118.20
1630 - 1645	3	3	83	0	12	0	0	0	101	96.80
1645 - 1700	2	0	121	0	19	0	0	4	146	148.40
Hourly Total	5	5	416	0	65	3	1	9	504	508.80
Hourly Average	1.25	1.25	104.00	0.00	16.25	0.75	0.25	2.25	126.00	127.20
1700 - 1715	7	0	96	0	7	0	0	1	111	106.40
1715 - 1730	3	0	126	0	8	2	0	3	142	143.60
1730 - 1745	0	0	128	0	8	2	0	2	140	143.00
1745 - 1800	0	0	119	1	13	2	1	2	138	142.30
Hourly Total	10	0	469	1	36	6	1	8	531	535.30
Hourly Average	2.50	0.00	117.25	0.25	9.00	1.50	0.25	2.00	132.75	133.83
1800 - 1815	1	1	136	0	16	0	0	2	156	156.60
1815 - 1830	0	0	124	1	10	0	0	2	137	139.00
1830 - 1845	0	1	114	0	13	1	0	2	131	132.90
1845 - 1900	0	0	102	0	6	1	0	3	112	115.50
Hourly Total	1	2	476	1	45	2	0	9	536	544.00
Hourly Average	0.25	0.50	119.00	0.25	11.25	0.50	0.00	2.25	134.00	136.00
Session Total	38	21	4648	14	709	122	16	102	5670	5810.80
Session Average	0.79	0.44	96.83	0.29	14.77	2.54	0.33	2.13	118.13	121.06

North Reddish
Classified Junction Count

Site 4 of 5
B6167 Gorton Road
Williamson Street
B6167 Reddish Road
B5169 Broadstone Road

Lat/Long
lat 53.437491° lon -2.159714°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

	Movement 4.6: Right from B6167 Reddish Road to Williamson Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	5	0	0	0	0	0	5	5.00
Session Average	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.10

North Reddish
Classified Junction Count

Site 4 of 5
B6167 Gorton Road
Williamson Street
B6167 Reddish Road
B5169 Broadstone Road

Lat/Long
lat 53.437491° lon -2.159714°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.7: Left from B5169 Broadstone Road to B6167 Gorton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	33	0	4	0	0	1	39	39.20
0715 - 0730	0	1	41	0	2	0	0	1	45	45.40
0730 - 0745	0	0	46	0	2	0	0	1	49	50.00
0745 - 0800	0	0	37	0	6	2	0	1	46	48.00
Hourly Total	1	1	157	0	14	2	0	4	179	182.60
Hourly Average	0.25	0.25	39.25	0.00	3.50	0.50	0.00	1.00	44.75	45.65
0800 - 0815	1	0	31	0	6	1	0	1	40	40.70
0815 - 0830	1	0	32	0	5	0	0	0	38	37.20
0830 - 0845	2	0	42	0	5	0	0	0	49	47.40
0845 - 0900	0	0	38	0	8	0	0	1	47	48.00
Hourly Total	4	0	143	0	24	1	0	2	174	173.30
Hourly Average	1.00	0.00	35.75	0.00	6.00	0.25	0.00	0.50	43.50	43.33
0900 - 0915	0	0	29	0	4	2	0	0	35	36.00
0915 - 0930	0	0	40	0	6	1	0	1	48	49.50
0930 - 0945	0	0	32	0	5	3	0	0	40	41.50
0945 - 1000	0	0	29	0	3	0	0	1	33	34.00
Hourly Total	0	0	130	0	18	6	0	2	156	161.00
Hourly Average	0.00	0.00	32.50	0.00	4.50	1.50	0.00	0.50	39.00	40.25
1000 - 1015	0	0	25	0	5	2	0	0	32	33.00
1015 - 1030	0	0	32	0	7	2	0	1	42	44.00
1030 - 1045	1	0	26	0	3	1	0	0	31	30.70
1045 - 1100	0	0	35	0	5	1	0	1	42	43.50
Hourly Total	1	0	118	0	20	6	0	2	147	151.20
Hourly Average	0.25	0.00	29.50	0.00	5.00	1.50	0.00	0.50	36.75	37.80
1100 - 1115	1	0	33	0	7	1	0	0	42	41.70
1115 - 1130	0	1	28	0	6	1	0	1	37	37.90
1130 - 1145	0	0	47	0	7	3	0	0	57	58.50
1145 - 1200	0	0	46	0	4	1	0	1	52	53.50
Hourly Total	1	1	154	0	24	6	0	2	188	191.60
Hourly Average	0.25	0.25	38.50	0.00	6.00	1.50	0.00	0.50	47.00	47.90
1200 - 1215	0	1	40	0	10	2	0	0	53	53.40
1215 - 1230	0	0	50	0	6	1	0	1	58	59.50
1230 - 1245	0	0	41	0	10	2	1	0	54	56.30
1245 - 1300	0	0	38	0	8	1	0	1	48	49.50
Hourly Total	0	1	169	0	34	6	1	2	213	218.70
Hourly Average	0.00	0.25	42.25	0.00	8.50	1.50	0.25	0.50	53.25	54.68
1300 - 1315	0	0	37	0	6	1	0	0	44	44.50
1315 - 1330	0	0	56	0	5	0	1	1	63	65.30
1330 - 1345	0	0	38	0	6	2	0	1	47	49.00
1345 - 1400	0	0	38	0	5	0	0	1	44	45.00
Hourly Total	0	0	169	0	22	3	1	3	198	203.80
Hourly Average	0.00	0.00	42.25	0.00	5.50	0.75	0.25	0.75	49.50	50.95
1400 - 1415	0	0	48	0	5	0	0	0	53	53.00
1415 - 1430	0	0	41	0	11	0	0	1	53	54.00
1430 - 1445	0	0	41	0	6	1	0	0	48	48.50
1445 - 1500	0	1	35	0	4	3	0	1	44	45.90
Hourly Total	0	1	165	0	26	4	0	2	198	201.40
Hourly Average	0.00	0.25	41.25	0.00	6.50	1.00	0.00	0.50	49.50	50.35
1500 - 1515	0	0	33	0	9	2	0	0	44	45.00
1515 - 1530	0	0	46	0	6	1	0	0	53	53.50
1530 - 1545	0	0	43	0	6	2	0	0	51	52.00
1545 - 1600	2	0	31	0	6	1	0	1	41	40.90
Hourly Total	2	0	153	0	27	6	0	1	189	191.40
Hourly Average	0.50	0.00	38.25	0.00	6.75	1.50	0.00	0.25	47.25	47.85
1600 - 1615	2	0	43	0	8	2	1	0	56	56.70
1615 - 1630	0	0	30	0	5	0	0	1	36	37.00
1630 - 1645	0	0	34	0	5	0	0	0	39	39.00
1645 - 1700	0	0	47	0	8	1	0	1	57	58.50
Hourly Total	2	0	154	0	26	3	1	2	188	191.20
Hourly Average	0.50	0.00	38.50	0.00	6.50	0.75	0.25	0.50	47.00	47.80
1700 - 1715	2	0	59	0	4	0	0	0	65	63.40
1715 - 1730	0	1	53	0	4	2	0	0	60	60.40
1730 - 1745	0	0	51	0	2	0	0	1	54	55.00
1745 - 1800	0	0	50	0	3	0	0	0	53	53.00
Hourly Total	2	1	213	0	13	2	0	1	232	231.80
Hourly Average	0.50	0.25	53.25	0.00	3.25	0.50	0.00	0.25	58.00	57.95
1800 - 1815	2	0	66	1	4	1	0	1	75	74.90
1815 - 1830	0	0	51	0	2	0	0	0	53	53.00
1830 - 1845	0	0	47	0	5	0	0	0	52	52.00
1845 - 1900	0	2	39	0	4	0	0	2	47	47.80
Hourly Total	2	2	203	1	15	1	0	3	227	227.70
Hourly Average	0.50	0.50	50.75	0.25	3.75	0.25	0.00	0.75	56.75	56.93
Session Total	15	7	1928	1	263	46	3	26	2289	2325.70
Session Average	0.31	0.15	40.17	0.02	5.48	0.96	0.06	0.54	47.69	48.45

North Reddish
Classified Junction Count

Site 4 of 5
B6167 Gorton Road
Williamson Street
B6167 Reddish Road
B5169 Broadstone Road

Lat/Long
lat 53.437491° lon -2.159714°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.8: Eastbound from B5169 Broadstone Road to Williamson Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	3	0	1	0	0	0	4	4.00
0730 - 0745	0	0	1	0	1	0	0	0	2	2.00
0745 - 0800	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	9	0	3	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.00	0.00	0.00	3.00	3.00
0800 - 0815	1	0	1	0	0	0	0	0	2	1.20
0815 - 0830	1	0	1	0	0	0	0	0	2	1.20
0830 - 0845	1	0	2	0	0	0	0	0	3	2.20
0845 - 0900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	3	0	11	0	0	0	0	0	14	11.60
Hourly Average	0.75	0.00	2.75	0.00	0.00	0.00	0.00	0.00	3.50	2.90
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	11	0	1	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.00	3.00
1000 - 1015	2	0	2	0	1	0	0	0	5	3.40
1015 - 1030	0	0	3	0	1	0	0	0	4	4.00
1030 - 1045	0	0	2	0	2	0	0	0	4	4.00
1045 - 1100	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	2	0	10	0	5	0	0	0	17	15.40
Hourly Average	0.50	0.00	2.50	0.00	1.25	0.00	0.00	0.00	4.25	3.85
1100 - 1115	0	0	2	0	0	0	0	0	2	2.00
1115 - 1130	0	0	5	0	1	0	0	0	6	6.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	11	0	2	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.75	0.00	0.50	0.00	0.00	0.00	3.25	3.25
1200 - 1215	0	0	6	0	0	0	0	0	6	6.00
1215 - 1230	1	0	1	0	1	0	0	0	3	2.20
1230 - 1245	0	0	2	0	1	0	0	0	3	3.00
1245 - 1300	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	1	0	10	0	3	0	0	0	14	13.20
Hourly Average	0.25	0.00	2.50	0.00	0.75	0.00	0.00	0.00	3.50	3.30
1300 - 1315	0	0	4	0	0	0	0	0	4	4.00
1315 - 1330	0	1	5	0	0	0	0	0	6	5.40
1330 - 1345	0	0	6	0	1	0	0	0	7	7.00
1345 - 1400	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	1	18	0	1	0	0	0	20	19.40
Hourly Average	0.00	0.25	4.50	0.00	0.25	0.00	0.00	0.00	5.00	4.85
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	2	0	1	0	0	0	3	3.00
1430 - 1445	0	0	2	0	2	0	0	0	4	4.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	7	0	3	0	0	0	10	10.00
Hourly Average	0.00	0.00	1.75	0.00	0.75	0.00	0.00	0.00	2.50	2.50
1500 - 1515	2	0	3	0	0	0	0	0	5	3.40
1515 - 1530	0	0	4	0	1	1	0	0	6	6.50
1530 - 1545	1	0	3	0	0	0	0	0	4	3.20
1545 - 1600	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	3	0	14	0	2	1	0	0	20	18.10
Hourly Average	0.75	0.00	3.50	0.00	0.50	0.25	0.00	0.00	5.00	4.53
1600 - 1615	1	0	2	0	0	0	0	0	3	2.20
1615 - 1630	0	0	6	0	1	0	0	0	7	7.00
1630 - 1645	0	0	10	0	2	0	0	0	12	12.00
1645 - 1700	1	0	6	0	1	0	0	0	8	7.20
Hourly Total	2	0	24	0	4	0	0	0	30	28.40
Hourly Average	0.50	0.00	6.00	0.00	1.00	0.00	0.00	0.00	7.50	7.10
1700 - 1715	1	0	4	0	1	0	0	0	6	5.20
1715 - 1730	0	0	8	0	0	0	0	0	8	8.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	1	0	4	0	0	0	0	0	5	4.20
Hourly Total	2	0	18	0	1	0	0	0	21	19.40
Hourly Average	0.50	0.00	4.50	0.00	0.25	0.00	0.00	0.00	5.25	4.85
1800 - 1815	0	0	5	0	0	0	0	0	5	5.00
1815 - 1830	1	0	1	0	0	0	0	0	2	1.20
1830 - 1845	2	0	2	0	0	0	0	0	4	2.40
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	3	0	9	0	0	0	0	0	12	9.60
Hourly Average	0.75	0.00	2.25	0.00	0.00	0.00	0.00	0.00	3.00	2.40
Session Total	16	1	152	0	25	1	0	0	195	182.10
Session Average	0.33	0.02	3.17	0.00	0.52	0.02	0.00	0.00	4.06	3.79

North Reddish
Classified Junction Count

Site 4 of 5
B6167 Gorton Road
Williamson Street
B6167 Reddish Road
B5169 Broadstone Road

Lat/Long
lat 53.437491° lon -2.159714°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 4.9: Right from B5169 Broadstone Road to B6167 Reddish Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	12	0	2	1	0	0	15	15.50
0730 - 0745	0	1	10	0	0	0	0	0	11	10.40
0745 - 0800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	1	27	0	3	1	0	0	32	31.90
Hourly Average	0.00	0.25	6.75	0.00	0.75	0.25	0.00	0.00	8.00	7.98
0800 - 0815	1	0	19	0	2	1	0	0	23	22.70
0815 - 0830	0	0	18	0	1	1	0	0	20	20.50
0830 - 0845	0	0	17	0	2	2	0	0	21	22.00
0845 - 0900	0	0	23	0	2	1	0	0	26	26.50
Hourly Total	1	0	77	0	7	5	0	0	90	91.70
Hourly Average	0.25	0.00	19.25	0.00	1.75	1.25	0.00	0.00	22.50	22.93
0900 - 0915	0	0	8	0	4	0	0	0	12	12.00
0915 - 0930	0	0	16	0	5	1	0	0	22	22.50
0930 - 0945	0	0	10	0	1	0	0	0	11	11.00
0945 - 1000	0	0	17	0	2	0	0	0	19	19.00
Hourly Total	0	0	51	0	12	1	0	0	64	64.50
Hourly Average	0.00	0.00	12.75	0.00	3.00	0.25	0.00	0.00	16.00	16.13
1000 - 1015	0	0	14	0	1	1	0	0	16	16.50
1015 - 1030	0	0	19	0	1	0	0	0	20	20.00
1030 - 1045	0	0	18	0	2	0	0	0	20	20.00
1045 - 1100	0	0	16	0	2	0	0	0	18	18.00
Hourly Total	0	0	67	0	6	1	0	0	74	74.50
Hourly Average	0.00	0.00	16.75	0.00	1.50	0.25	0.00	0.00	18.50	18.63
1100 - 1115	0	0	17	0	2	0	0	0	19	19.00
1115 - 1130	0	0	10	0	1	0	0	0	11	11.00
1130 - 1145	0	0	12	0	2	0	0	0	14	14.00
1145 - 1200	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	51	0	6	0	0	0	57	57.00
Hourly Average	0.00	0.00	12.75	0.00	1.50	0.00	0.00	0.00	14.25	14.25
1200 - 1215	0	0	16	0	4	0	0	0	20	20.00
1215 - 1230	0	0	22	0	0	0	0	0	22	22.00
1230 - 1245	0	0	16	0	0	0	0	0	16	16.00
1245 - 1300	0	0	15	0	1	0	0	0	16	16.00
Hourly Total	0	0	69	0	5	0	0	0	74	74.00
Hourly Average	0.00	0.00	17.25	0.00	1.25	0.00	0.00	0.00	18.50	18.50
1300 - 1315	0	0	13	0	2	0	0	0	15	15.00
1315 - 1330	0	1	14	0	2	2	0	0	19	19.40
1330 - 1345	0	0	11	0	4	0	0	0	15	15.00
1345 - 1400	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	0	1	53	0	10	2	0	0	66	66.40
Hourly Average	0.00	0.25	13.25	0.00	2.50	0.50	0.00	0.00	16.50	16.60
1400 - 1415	0	0	14	0	3	0	0	0	17	17.00
1415 - 1430	0	0	19	0	1	0	0	0	20	20.00
1430 - 1445	0	0	9	0	2	0	0	0	11	11.00
1445 - 1500	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	0	56	0	7	0	0	0	63	63.00
Hourly Average	0.00	0.00	14.00	0.00	1.75	0.00	0.00	0.00	15.75	15.75
1500 - 1515	0	0	15	0	5	0	0	0	20	20.00
1515 - 1530	0	0	27	0	1	0	0	0	28	28.00
1530 - 1545	0	0	18	0	0	0	0	0	18	18.00
1545 - 1600	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	0	0	75	0	6	0	0	0	81	81.00
Hourly Average	0.00	0.00	18.75	0.00	1.50	0.00	0.00	0.00	20.25	20.25
1600 - 1615	0	0	18	0	3	1	0	0	22	22.50
1615 - 1630	0	0	19	0	1	0	0	0	20	20.00
1630 - 1645	1	0	18	0	0	0	0	1	20	20.20
1645 - 1700	0	0	16	0	1	1	0	0	18	18.50
Hourly Total	1	0	71	0	5	2	0	1	80	81.20
Hourly Average	0.25	0.00	17.75	0.00	1.25	0.50	0.00	0.25	20.00	20.30
1700 - 1715	1	0	19	0	0	0	0	0	20	19.20
1715 - 1730	1	0	19	0	1	1	0	0	22	21.70
1730 - 1745	1	0	17	0	0	1	0	0	19	18.70
1745 - 1800	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	3	0	71	0	1	2	0	0	77	75.60
Hourly Average	0.75	0.00	17.75	0.00	0.25	0.50	0.00	0.00	19.25	18.90
1800 - 1815	0	0	23	0	0	0	0	0	23	23.00
1815 - 1830	0	0	15	0	2	0	0	0	17	17.00
1830 - 1845	0	0	12	0	0	0	0	0	12	12.00
1845 - 1900	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	0	0	67	0	3	0	0	0	70	70.00
Hourly Average	0.00	0.00	16.75	0.00	0.75	0.00	0.00	0.00	17.50	17.50
Session Total	5	2	735	0	71	14	0	1	828	830.80
Session Average	0.10	0.04	15.31	0.00	1.48	0.29	0.00	0.02	17.25	17.31

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

	Movement 5.1: Left from Roland Road to Reddish Vale Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.2: Southbound from Roland Road to B6167 Gorton Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	4	0	1	0	0	0	5	5.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	9	0	2	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.25	0.00	0.50	0.00	0.00	0.00	2.75	2.75
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	4	0	0	0	0	0	4	4.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	1	0	0	0	1	1.00
1145 - 1200	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	1	0	1	0	0	0	2	2.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1300 - 1315	0	0	0	0	0	1	0	0	1	1.50
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	0	1	0	0	5	5.50
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.25	0.00	0.00	1.25	1.38
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	2	0	2	0	0	0	4	4.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	2	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.50	0.00	0.50	0.00	0.00	0.00	2.00	2.00
1600 - 1615	0	0	2	0	1	0	0	0	3	3.00
1615 - 1630	0	0	0	0	1	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	3	0	3	0	0	0	6	6.00
Hourly Average	0.00	0.00	0.75	0.00	0.75	0.00	0.00	0.00	1.50	1.50
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	38	0	14	1	0	0	53	53.50
Session Average	0.00	0.00	0.79	0.00	0.29	0.02	0.00	0.00	1.10	1.11

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.3: Right from Roland Road to Greg Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	1	1	0	0	2	2.50
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.25	0.00	0.00	0.75	0.88
0800 - 0815	0	0	0	0	1	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	1	0	0	0	1	1.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	1	0	0	0	0	0	0	0	1	0.20
1230 - 1245	0	0	0	0	1	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	0	0	1	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.50	0.30
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	1	0	0	0	1	1.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	1	0	10	0	5	1	0	0	17	16.70
Session Average	0.02	0.00	0.21	0.00	0.10	0.02	0.00	0.00	0.35	0.35

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.4: Right from Roland Road to B6167 Gorton Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	11	0	0	0	0	0	11	11.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	3	0	1	1	0	0	5	5.50
Hourly Total	0	0	19	0	1	1	0	0	21	21.50
Hourly Average	0.00	0.00	4.75	0.00	0.25	0.25	0.00	0.00	5.25	5.38
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	3	0	0	0	0	0	3	3.00
1445 - 1500	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
1500 - 1515	0	0	5	0	0	0	0	0	5	5.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	47	0	2	1	0	0	50	50.50
Session Average	0.00	0.00	0.98	0.00	0.04	0.02	0.00	0.00	1.04	1.05

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.5: Left from Reddish Vale Road to B6167 Gorton Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	4	0	0	0	0	0	4	4.00
0745 - 0800	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	12	0	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	9	0	1	0	0	0	10	10.00
0830 - 0845	0	0	1	0	1	0	0	0	2	2.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	15	0	2	0	0	0	17	17.00
Hourly Average	0.00	0.00	3.75	0.00	0.50	0.00	0.00	0.00	4.25	4.25
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	7	0	1	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.00	2.00
1000 - 1015	0	0	4	0	0	0	0	0	4	4.00
1015 - 1030	0	0	3	0	1	0	0	0	4	4.00
1030 - 1045	0	0	3	0	0	0	0	0	3	3.00
1045 - 1100	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	11	0	2	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.75	0.00	0.50	0.00	0.00	0.00	3.25	3.25
1100 - 1115	0	0	6	0	0	0	0	0	6	6.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	4	0	0	0	0	0	4	4.00
1145 - 1200	0	0	2	0	0	0	0	1	3	4.00
Hourly Total	0	0	13	0	0	0	0	1	14	15.00
Hourly Average	0.00	0.00	3.25	0.00	0.00	0.00	0.00	0.25	3.50	3.75
1200 - 1215	0	0	4	0	1	1	0	0	6	6.50
1215 - 1230	0	0	1	0	1	0	0	0	2	2.00
1230 - 1245	0	0	2	0	0	0	0	0	2	2.00
1245 - 1300	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	0	0	11	0	4	1	0	0	16	16.50
Hourly Average	0.00	0.00	2.75	0.00	1.00	0.25	0.00	0.00	4.00	4.13
1300 - 1315	0	0	2	1	1	1	0	0	5	5.50
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	11	0	0	0	0	0	11	11.00
1345 - 1400	0	0	5	0	2	0	0	0	7	7.00
Hourly Total	0	0	19	1	3	1	0	0	24	24.50
Hourly Average	0.00	0.00	4.75	0.25	0.75	0.25	0.00	0.00	6.00	6.13
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	4	0	0	0	0	0	4	4.00
1430 - 1445	0	0	8	0	2	0	0	0	10	10.00
1445 - 1500	0	0	7	0	2	0	0	0	9	9.00
Hourly Total	0	0	21	0	4	0	0	0	25	25.00
Hourly Average	0.00	0.00	5.25	0.00	1.00	0.00	0.00	0.00	6.25	6.25
1500 - 1515	0	0	6	0	0	0	0	0	6	6.00
1515 - 1530	0	0	6	0	0	1	0	0	7	7.50
1530 - 1545	0	0	1	0	1	0	0	0	2	2.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	14	0	1	1	0	0	16	16.50
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.25	0.00	0.00	4.00	4.13
1600 - 1615	0	0	7	0	1	0	0	0	8	8.00
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	5	0	0	0	0	0	5	5.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	16	0	1	0	0	0	17	17.00
Hourly Average	0.00	0.00	4.00	0.00	0.25	0.00	0.00	0.00	4.25	4.25
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	6	0	1	0	0	0	7	7.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	16	0	1	0	0	0	17	17.00
Hourly Average	0.00	0.00	4.00	0.00	0.25	0.00	0.00	0.00	4.25	4.25
1800 - 1815	1	0	7	0	0	0	0	0	8	7.20
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	9	0	0	0	0	0	9	9.00
1845 - 1900	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	1	0	23	0	1	0	0	0	25	24.20
Hourly Average	0.25	0.00	5.75	0.00	0.25	0.00	0.00	0.00	6.25	6.05
Session Total	1	0	178	1	20	3	0	1	204	205.70
Session Average	0.02	0.00	3.71	0.02	0.42	0.06	0.00	0.02	4.25	4.29

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.6: Westbound from Reddish Vale Road to Greg Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	1	0	0	0	2	2.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	1	0	2	0	0	0	0	0	3	2.20
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	5	0	1	0	0	0	7	6.20
Hourly Average	0.25	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.75	1.55
0800 - 0815	0	0	4	0	1	0	0	0	5	5.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	11	0	1	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.00	3.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	2	0	0	0	0	0	2	2.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1100 - 1115	0	0	4	0	0	0	0	0	4	4.00
1115 - 1130	0	0	3	0	1	0	0	0	4	4.00
1130 - 1145	0	0	1	0	1	0	0	0	2	2.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	8	0	2	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.00	0.00	0.50	0.00	0.00	0.00	2.50	2.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	1	0	0	0	1	0	0	0	2	1.20
1230 - 1245	0	0	3	0	1	0	0	0	4	4.00
1245 - 1300	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	1	0	6	0	2	0	0	0	9	8.20
Hourly Average	0.25	0.00	1.50	0.00	0.50	0.00	0.00	0.00	2.25	2.05
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	3	0	1	0	0	0	4	4.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
1500 - 1515	0	0	5	0	0	0	0	0	5	5.00
1515 - 1530	0	0	7	0	0	0	0	0	7	7.00
1530 - 1545	0	0	3	0	1	0	0	0	4	4.00
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	17	0	1	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.25	0.00	0.25	0.00	0.00	0.00	4.50	4.50
1600 - 1615	1	0	2	0	0	0	0	0	3	2.20
1615 - 1630	0	0	4	0	0	0	0	0	4	4.00
1630 - 1645	1	0	7	0	1	0	0	0	9	8.20
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	2	0	18	0	1	0	0	0	21	19.40
Hourly Average	0.50	0.00	4.50	0.00	0.25	0.00	0.00	0.00	5.25	4.85
1700 - 1715	0	0	5	0	0	0	0	0	5	5.00
1715 - 1730	1	0	1	0	0	0	0	0	2	1.20
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	1	0	2	0	0	0	0	0	3	2.20
Hourly Total	2	0	11	0	0	0	0	0	13	11.40
Hourly Average	0.50	0.00	2.75	0.00	0.00	0.00	0.00	0.00	3.25	2.85
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	6	0	0	0	0	0	6	6.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	11	0	0	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.75	0.00	0.00	0.00	0.00	0.00	2.75	2.75
Session Total	6	0	103	0	9	0	0	0	118	113.20
Session Average	0.13	0.00	2.15	0.00	0.19	0.00	0.00	0.00	2.46	2.36

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.7: Right from Reddish Vale Road to B6167 Gorton Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	1	0	0	0	5	5.00
0715 - 0730	0	0	6	0	1	1	0	0	8	8.50
0730 - 0745	1	0	5	0	1	1	0	0	8	7.70
0745 - 0800	1	1	9	0	0	0	0	0	11	9.60
Hourly Total	2	1	24	0	3	2	0	0	32	30.80
Hourly Average	0.50	0.25	6.00	0.00	0.75	0.50	0.00	0.00	8.00	7.70
0800 - 0815	0	0	13	0	2	0	0	0	15	15.00
0815 - 0830	0	0	12	0	0	0	0	0	12	12.00
0830 - 0845	0	0	15	0	0	0	0	0	15	15.00
0845 - 0900	0	0	31	0	1	0	0	0	32	32.00
Hourly Total	0	0	71	0	3	0	0	0	74	74.00
Hourly Average	0.00	0.00	17.75	0.00	0.75	0.00	0.00	0.00	18.50	18.50
0900 - 0915	0	0	12	0	0	1	0	0	13	13.50
0915 - 0930	0	0	12	0	1	0	0	0	13	13.00
0930 - 0945	0	0	8	0	0	1	0	0	9	9.50
0945 - 1000	0	0	8	1	2	0	0	0	11	11.00
Hourly Total	0	0	40	1	3	2	0	0	46	47.00
Hourly Average	0.00	0.00	10.00	0.25	0.75	0.50	0.00	0.00	11.50	11.75
1000 - 1015	0	0	5	1	0	0	0	1	7	8.00
1015 - 1030	0	0	3	0	1	0	0	0	4	4.00
1030 - 1045	0	0	6	0	0	0	0	0	6	6.00
1045 - 1100	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	21	1	1	0	0	1	24	25.00
Hourly Average	0.00	0.00	5.25	0.25	0.25	0.00	0.00	0.25	6.00	6.25
1100 - 1115	0	0	18	0	1	0	0	0	19	19.00
1115 - 1130	0	0	11	0	2	0	0	0	13	13.00
1130 - 1145	0	0	11	0	1	0	0	0	12	12.00
1145 - 1200	1	0	5	0	1	0	0	0	7	6.20
Hourly Total	1	0	45	0	5	0	0	0	51	50.20
Hourly Average	0.25	0.00	11.25	0.00	1.25	0.00	0.00	0.00	12.75	12.55
1200 - 1215	0	0	11	0	2	0	0	0	13	13.00
1215 - 1230	1	0	8	0	0	0	0	1	10	10.20
1230 - 1245	0	0	11	0	2	0	0	0	13	13.00
1245 - 1300	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	1	0	38	0	6	0	0	1	46	46.20
Hourly Average	0.25	0.00	9.50	0.00	1.50	0.00	0.00	0.25	11.50	11.55
1300 - 1315	0	0	5	0	1	0	0	0	6	6.00
1315 - 1330	0	0	9	0	0	0	0	0	9	9.00
1330 - 1345	1	0	10	0	0	0	0	0	11	10.20
1345 - 1400	0	0	7	0	2	0	0	0	9	9.00
Hourly Total	1	0	31	0	3	0	0	0	35	34.20
Hourly Average	0.25	0.00	7.75	0.00	0.75	0.00	0.00	0.00	8.75	8.55
1400 - 1415	0	0	9	0	0	0	0	0	9	9.00
1415 - 1430	0	0	6	0	1	0	0	0	7	7.00
1430 - 1445	0	0	10	0	3	0	0	0	13	13.00
1445 - 1500	0	0	14	0	2	2	0	0	18	19.00
Hourly Total	0	0	39	0	6	2	0	0	47	48.00
Hourly Average	0.00	0.00	9.75	0.00	1.50	0.50	0.00	0.00	11.75	12.00
1500 - 1515	0	0	22	0	1	0	0	0	23	23.00
1515 - 1530	0	0	16	0	0	0	0	0	16	16.00
1530 - 1545	0	0	13	0	0	0	0	0	13	13.00
1545 - 1600	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	60	0	2	0	0	0	62	62.00
Hourly Average	0.00	0.00	15.00	0.00	0.50	0.00	0.00	0.00	15.50	15.50
1600 - 1615	0	0	10	0	1	0	0	0	11	11.00
1615 - 1630	0	0	12	0	1	0	0	0	13	13.00
1630 - 1645	1	0	12	0	2	0	0	0	15	14.20
1645 - 1700	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	1	0	44	0	4	0	0	0	49	48.20
Hourly Average	0.25	0.00	11.00	0.00	1.00	0.00	0.00	0.00	12.25	12.05
1700 - 1715	0	0	4	0	1	0	0	0	5	5.00
1715 - 1730	0	0	11	0	0	0	0	0	11	11.00
1730 - 1745	0	0	10	0	0	0	0	0	10	10.00
1745 - 1800	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	37	0	2	0	0	0	39	39.00
Hourly Average	0.00	0.00	9.25	0.00	0.50	0.00	0.00	0.00	9.75	9.75
1800 - 1815	0	0	11	0	2	0	0	0	13	13.00
1815 - 1830	0	0	8	0	2	0	0	0	10	10.00
1830 - 1845	0	0	11	0	1	0	0	0	12	12.00
1845 - 1900	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	42	0	6	0	0	0	48	48.00
Hourly Average	0.00	0.00	10.50	0.00	1.50	0.00	0.00	0.00	12.00	12.00
Session Total	6	1	492	2	44	6	0	2	553	552.60
Session Average	0.13	0.02	10.25	0.04	0.92	0.13	0.00	0.04	11.52	11.51

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.8: Right from Reddish Vale Road to Roland Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	1	0	0	1	1.50
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	1	0	0	2	2.50
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.50	0.63
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	3	0	0	1	0	0	4	4.50
Session Average	0.00	0.00	0.06	0.00	0.00	0.02	0.00	0.00	0.08	0.09

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.9: Left from B6167 Gorton Road (South) to Greg Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	6	0	1	0	0	0	7	7.00
0745 - 0800	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	13	0	2	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.25	0.00	0.50	0.00	0.00	0.00	3.75	3.75
0800 - 0815	0	0	5	0	1	3	0	0	9	10.50
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	1	0	0	1	1	0	3	4.80
0845 - 0900	0	0	2	0	0	0	1	0	3	4.30
Hourly Total	0	0	11	0	1	4	2	0	18	22.60
Hourly Average	0.00	0.00	2.75	0.00	0.25	1.00	0.50	0.00	4.50	5.65
0900 - 0915	0	0	4	0	2	1	0	0	7	7.50
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	3	0	1	0	0	0	4	4.00
0945 - 1000	0	0	6	0	0	1	0	0	7	7.50
Hourly Total	0	0	15	0	3	2	0	0	20	21.00
Hourly Average	0.00	0.00	3.75	0.00	0.75	0.50	0.00	0.00	5.00	5.25
1000 - 1015	0	0	2	0	0	0	0	0	2	2.00
1015 - 1030	0	0	3	0	1	0	0	0	4	4.00
1030 - 1045	0	0	7	0	0	1	0	0	8	8.50
1045 - 1100	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	15	0	1	1	0	0	17	17.50
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.25	0.00	0.00	4.25	4.38
1100 - 1115	0	0	5	0	3	0	1	0	9	10.30
1115 - 1130	0	0	3	0	0	2	0	0	5	6.00
1130 - 1145	0	0	9	0	0	0	1	0	10	11.30
1145 - 1200	0	0	3	0	2	1	0	0	6	6.50
Hourly Total	0	0	20	0	5	3	2	0	30	34.10
Hourly Average	0.00	0.00	5.00	0.00	1.25	0.75	0.50	0.00	7.50	8.53
1200 - 1215	0	0	2	0	0	0	1	0	3	4.30
1215 - 1230	0	0	7	0	2	0	0	0	9	9.00
1230 - 1245	0	0	5	0	0	0	0	0	5	5.00
1245 - 1300	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	19	0	2	0	1	0	22	23.30
Hourly Average	0.00	0.00	4.75	0.00	0.50	0.00	0.25	0.00	5.50	5.83
1300 - 1315	0	0	5	0	1	0	0	0	6	6.00
1315 - 1330	0	0	4	0	0	0	0	0	4	4.00
1330 - 1345	0	0	9	0	1	0	0	0	10	10.00
1345 - 1400	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	21	0	2	0	0	0	23	23.00
Hourly Average	0.00	0.00	5.25	0.00	0.50	0.00	0.00	0.00	5.75	5.75
1400 - 1415	0	0	8	0	2	0	0	0	10	10.00
1415 - 1430	0	0	3	0	1	0	0	0	4	4.00
1430 - 1445	0	0	3	0	1	2	0	0	6	7.00
1445 - 1500	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	16	0	5	2	0	0	23	24.00
Hourly Average	0.00	0.00	4.00	0.00	1.25	0.50	0.00	0.00	5.75	6.00
1500 - 1515	0	0	4	0	1	1	0	0	6	6.50
1515 - 1530	0	0	2	0	1	0	0	0	3	3.00
1530 - 1545	0	0	4	0	1	2	0	0	7	8.00
1545 - 1600	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	15	0	3	3	0	0	21	22.50
Hourly Average	0.00	0.00	3.75	0.00	0.75	0.75	0.00	0.00	5.25	5.63
1600 - 1615	0	0	4	0	0	0	0	0	4	4.00
1615 - 1630	0	0	2	0	0	1	0	0	3	3.50
1630 - 1645	0	0	5	0	0	1	0	0	6	6.50
1645 - 1700	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	23	0	1	2	0	0	26	27.00
Hourly Average	0.00	0.00	5.75	0.00	0.25	0.50	0.00	0.00	6.50	6.75
1700 - 1715	0	0	4	0	0	1	0	0	5	5.50
1715 - 1730	0	0	8	0	1	0	0	0	9	9.00
1730 - 1745	0	0	6	0	0	0	0	0	6	6.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	21	0	1	1	0	0	23	23.50
Hourly Average	0.00	0.00	5.25	0.00	0.25	0.25	0.00	0.00	5.75	5.88
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	13	0	0	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.25	0.00	0.00	0.00	0.00	0.00	3.25	3.25
Session Total	0	0	202	0	26	18	5	0	251	266.50
Session Average	0.00	0.00	4.21	0.00	0.54	0.38	0.10	0.00	5.23	5.55

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.10: Left from B6167 Gorton Road (South) to B6167 Gorton Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	44	0	16	3	0	1	66	67.10
0715 - 0730	0	0	52	0	8	2	0	2	64	67.00
0730 - 0745	0	0	73	1	11	2	0	2	89	92.00
0745 - 0800	0	1	73	0	14	1	0	2	91	92.90
Hourly Total	1	2	242	1	49	8	0	7	310	319.00
Hourly Average	0.25	0.50	60.50	0.25	12.25	2.00	0.00	1.75	77.50	79.75
0800 - 0815	0	1	79	0	15	1	0	2	98	99.90
0815 - 0830	1	0	91	1	13	3	0	1	110	111.70
0830 - 0845	1	0	87	1	25	4	0	1	119	121.20
0845 - 0900	2	0	96	1	16	5	0	2	122	124.90
Hourly Total	4	1	353	3	69	13	0	6	449	457.70
Hourly Average	1.00	0.25	88.25	0.75	17.25	3.25	0.00	1.50	112.25	114.43
0900 - 0915	0	0	86	0	13	1	0	1	101	102.50
0915 - 0930	0	0	83	0	14	5	0	2	104	108.50
0930 - 0945	0	1	69	0	13	4	1	1	89	92.70
0945 - 1000	0	0	91	0	13	5	0	2	111	115.50
Hourly Total	0	1	329	0	53	15	1	6	405	419.20
Hourly Average	0.00	0.25	82.25	0.00	13.25	3.75	0.25	1.50	101.25	104.80
1000 - 1015	0	0	70	2	13	4	1	1	91	95.30
1015 - 1030	0	0	77	0	13	4	1	2	97	102.30
1030 - 1045	1	0	88	0	11	3	0	1	104	105.70
1045 - 1100	1	0	81	0	15	5	0	2	104	107.70
Hourly Total	2	0	316	2	52	16	2	6	396	411.00
Hourly Average	0.50	0.00	79.00	0.50	13.00	4.00	0.50	1.50	99.00	102.75
1100 - 1115	0	0	89	0	17	7	0	2	115	120.50
1115 - 1130	0	0	84	0	8	4	0	1	97	100.00
1130 - 1145	0	0	104	0	17	4	0	1	126	129.00
1145 - 1200	0	0	81	1	22	2	0	2	108	111.00
Hourly Total	0	0	358	1	64	17	0	6	446	460.50
Hourly Average	0.00	0.00	89.50	0.25	16.00	4.25	0.00	1.50	111.50	115.13
1200 - 1215	0	0	93	0	15	2	0	1	111	113.00
1215 - 1230	0	0	92	1	10	2	0	1	106	108.00
1230 - 1245	1	0	104	1	14	2	0	2	124	126.20
1245 - 1300	0	0	124	0	17	3	0	2	146	149.50
Hourly Total	1	0	413	2	56	9	0	6	487	496.70
Hourly Average	0.25	0.00	103.25	0.50	14.00	2.25	0.00	1.50	121.75	124.18
1300 - 1315	2	1	99	0	15	2	1	2	122	124.10
1315 - 1330	0	0	85	0	13	2	1	1	102	105.30
1330 - 1345	0	1	98	0	27	4	1	1	132	135.70
1345 - 1400	0	0	101	0	20	3	0	2	126	129.50
Hourly Total	2	2	383	0	75	11	3	6	482	494.60
Hourly Average	0.50	0.50	95.75	0.00	18.75	2.75	0.75	1.50	120.50	123.65
1400 - 1415	0	2	83	0	19	1	0	1	106	106.30
1415 - 1430	0	0	110	0	11	5	0	1	127	130.50
1430 - 1445	1	1	107	1	17	5	0	2	134	137.10
1445 - 1500	1	0	112	0	16	6	0	2	137	141.20
Hourly Total	2	3	412	1	63	17	0	6	504	515.10
Hourly Average	0.50	0.75	103.00	0.25	15.75	4.25	0.00	1.50	126.00	128.78
1500 - 1515	0	0	99	0	12	3	0	3	117	121.50
1515 - 1530	0	0	102	0	13	0	1	3	119	123.30
1530 - 1545	2	0	109	0	17	0	0	2	130	130.40
1545 - 1600	0	0	102	0	28	0	0	1	131	132.00
Hourly Total	2	0	412	0	70	3	1	9	497	507.20
Hourly Average	0.50	0.00	103.00	0.00	17.50	0.75	0.25	2.25	124.25	126.80
1600 - 1615	0	2	106	0	16	0	0	0	124	122.80
1615 - 1630	0	0	102	0	12	1	1	3	119	123.80
1630 - 1645	3	1	78	0	14	0	0	2	98	97.00
1645 - 1700	1	2	116	0	12	1	0	2	134	134.50
Hourly Total	4	5	402	0	54	2	1	7	475	478.10
Hourly Average	1.00	1.25	100.50	0.00	13.50	0.50	0.25	1.75	118.75	119.53
1700 - 1715	2	0	94	0	5	0	0	1	102	101.40
1715 - 1730	1	0	96	0	7	0	0	2	106	107.20
1730 - 1745	1	0	107	0	15	3	0	2	128	130.70
1745 - 1800	0	0	119	1	7	1	0	2	130	132.50
Hourly Total	4	0	416	1	34	4	0	7	466	471.80
Hourly Average	1.00	0.00	104.00	0.25	8.50	1.00	0.00	1.75	116.50	117.95
1800 - 1815	1	0	121	0	13	0	0	1	136	136.20
1815 - 1830	0	0	124	1	10	0	0	2	137	139.00
1830 - 1845	0	0	107	0	12	1	0	1	121	122.50
1845 - 1900	0	0	104	0	5	1	0	2	112	114.50
Hourly Total	1	0	456	1	40	2	0	6	506	512.20
Hourly Average	0.25	0.00	114.00	0.25	10.00	0.50	0.00	1.50	126.50	128.05
Session Total	23	14	4492	12	679	117	8	78	5423	5543.10
Session Average	0.48	0.29	93.58	0.25	14.15	2.44	0.17	1.63	112.98	115.48

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.11: Northbound from B6167 Gorton Road (South) to Roland Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	3	0	1	0	0	0	4	4.00
0745 - 0800	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	0	0	6	0	3	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.50	0.00	0.75	0.00	0.00	0.00	2.25	2.25
0800 - 0815	0	0	1	0	1	0	0	1	3	4.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	2	0	0	1	6	7.00
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.25	1.50	1.75
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	2	0	0	0	0	0	2	2.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1200 - 1215	0	0	2	0	0	0	0	0	2	2.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	2	0	0	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.25	0.00	0.00	0.75	0.88
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	1	0	0	1	1.50
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	1	0	0	2	2.50
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.50	0.63
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	1	0	0	1	0	1	3	4.50
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	1	0	3	0	0	0	4	4.00
Hourly Total	0	0	3	0	3	1	0	1	8	9.50
Hourly Average	0.00	0.00	0.75	0.00	0.75	0.25	0.00	0.25	2.00	2.38
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	1	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	28	0	11	3	0	2	44	47.50
Session Average	0.00	0.00	0.58	0.00	0.23	0.06	0.00	0.04	0.92	0.99

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.12: Right from B6167 Gorton Road (South) to Reddish Vale Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	0	3	3.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	9	0	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.00	0.00	0.00	2.50	2.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	4	0	0	0	0	0	4	4.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	4	0	0	0	0	0	4	4.00
0930 - 0945	0	0	2	0	1	0	0	0	3	3.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	9	0	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.00	0.00	0.00	2.50	2.50
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	4	0	0	0	0	0	4	4.00
1030 - 1045	0	0	3	0	0	0	0	0	3	3.00
1045 - 1100	0	0	4	0	0	0	0	1	5	6.00
Hourly Total	0	0	12	0	0	0	0	1	13	14.00
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.25	3.25	3.50
1100 - 1115	0	0	8	0	1	0	0	0	9	9.00
1115 - 1130	0	0	4	0	1	0	0	0	5	5.00
1130 - 1145	0	0	4	0	0	0	0	0	4	4.00
1145 - 1200	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	22	0	2	0	0	0	24	24.00
Hourly Average	0.00	0.00	5.50	0.00	0.50	0.00	0.00	0.00	6.00	6.00
1200 - 1215	0	0	4	0	0	0	0	0	4	4.00
1215 - 1230	0	0	6	0	1	0	0	0	7	7.00
1230 - 1245	0	0	5	0	0	0	0	0	5	5.00
1245 - 1300	0	0	2	0	0	1	0	0	3	3.50
Hourly Total	0	0	17	0	1	1	0	0	19	19.50
Hourly Average	0.00	0.00	4.25	0.00	0.25	0.25	0.00	0.00	4.75	4.88
1300 - 1315	0	0	5	0	2	0	0	0	7	7.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	2	0	1	0	0	0	3	3.00
1345 - 1400	0	0	1	0	0	0	0	1	2	3.00
Hourly Total	0	0	9	0	3	0	0	1	13	14.00
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.00	0.00	0.25	3.25	3.50
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	3	0	1	1	0	0	5	5.50
1445 - 1500	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	12	0	1	1	0	0	14	14.50
Hourly Average	0.00	0.00	3.00	0.00	0.25	0.25	0.00	0.00	3.50	3.63
1500 - 1515	0	0	6	0	0	0	0	0	6	6.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1600 - 1615	0	0	1	0	1	0	0	0	2	2.00
1615 - 1630	0	0	5	0	1	0	0	0	6	6.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	12	0	2	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.00	0.00	0.50	0.00	0.00	0.00	3.50	3.50
1700 - 1715	1	0	1	0	1	0	0	0	3	2.20
1715 - 1730	0	0	5	0	0	0	0	0	5	5.00
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	1	0	14	0	1	0	0	0	16	15.20
Hourly Average	0.25	0.00	3.50	0.00	0.25	0.00	0.00	0.00	4.00	3.80
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	5	0	0	0	0	1	6	7.00
1830 - 1845	0	0	6	0	0	0	0	0	6	6.00
1845 - 1900	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	17	0	1	0	0	1	19	20.00
Hourly Average	0.00	0.00	4.25	0.00	0.25	0.00	0.00	0.25	4.75	5.00
Session Total	1	0	148	0	13	2	0	3	167	170.20
Session Average	0.02	0.00	3.08	0.00	0.27	0.04	0.00	0.06	3.48	3.55

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.13: Left from Greg Street to B6167 Gorton Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	9	0	2	0	0	0	12	11.20
0715 - 0730	0	0	7	0	2	0	1	0	10	11.30
0730 - 0745	0	0	10	0	1	1	2	0	14	17.10
0745 - 0800	0	0	11	0	5	2	0	0	18	19.00
Hourly Total	1	0	37	0	10	3	3	0	54	58.60
Hourly Average	0.25	0.00	9.25	0.00	2.50	0.75	0.75	0.00	13.50	14.65
0800 - 0815	0	0	8	0	1	0	0	0	9	9.00
0815 - 0830	0	0	11	0	4	0	0	0	15	15.00
0830 - 0845	0	0	11	0	1	1	0	0	13	13.50
0845 - 0900	0	0	10	0	4	0	0	0	14	14.00
Hourly Total	0	0	40	0	10	1	0	0	51	51.50
Hourly Average	0.00	0.00	10.00	0.00	2.50	0.25	0.00	0.00	12.75	12.88
0900 - 0915	0	0	10	0	5	0	0	0	15	15.00
0915 - 0930	0	0	7	0	4	3	1	0	15	17.80
0930 - 0945	0	0	13	0	7	0	1	0	21	22.30
0945 - 1000	0	0	12	0	5	2	1	0	20	22.30
Hourly Total	0	0	42	0	21	5	3	0	71	77.40
Hourly Average	0.00	0.00	10.50	0.00	5.25	1.25	0.75	0.00	17.75	19.35
1000 - 1015	0	0	14	0	6	3	1	0	24	26.80
1015 - 1030	0	0	13	0	4	4	0	0	21	23.00
1030 - 1045	0	0	8	0	5	2	0	0	15	16.00
1045 - 1100	0	0	11	0	9	1	0	0	21	21.50
Hourly Total	0	0	46	0	24	10	1	0	81	87.30
Hourly Average	0.00	0.00	11.50	0.00	6.00	2.50	0.25	0.00	20.25	21.83
1100 - 1115	0	0	9	0	5	2	1	0	17	19.30
1115 - 1130	0	0	9	0	4	1	1	0	15	16.80
1130 - 1145	0	0	10	0	3	0	0	0	13	13.00
1145 - 1200	0	0	12	0	4	0	1	0	17	18.30
Hourly Total	0	0	40	0	16	3	3	0	62	67.40
Hourly Average	0.00	0.00	10.00	0.00	4.00	0.75	0.75	0.00	15.50	16.85
1200 - 1215	0	0	13	0	5	0	2	0	20	22.60
1215 - 1230	0	0	18	0	5	0	0	0	23	23.00
1230 - 1245	0	0	16	0	6	2	1	0	25	27.30
1245 - 1300	0	0	15	0	4	0	0	0	19	19.00
Hourly Total	0	0	62	0	20	2	3	0	87	91.90
Hourly Average	0.00	0.00	15.50	0.00	5.00	0.50	0.75	0.00	21.75	22.98
1300 - 1315	0	0	14	0	7	1	0	0	22	22.50
1315 - 1330	0	0	16	0	3	2	0	0	21	22.00
1330 - 1345	0	0	12	0	4	1	0	0	17	17.50
1345 - 1400	0	0	13	0	3	2	0	0	18	19.00
Hourly Total	0	0	55	0	17	6	0	0	78	81.00
Hourly Average	0.00	0.00	13.75	0.00	4.25	1.50	0.00	0.00	19.50	20.25
1400 - 1415	0	0	12	0	4	0	1	0	17	18.30
1415 - 1430	0	0	13	0	3	1	0	0	17	17.50
1430 - 1445	0	0	13	0	3	1	0	0	17	17.50
1445 - 1500	0	0	14	0	0	1	0	0	15	15.50
Hourly Total	0	0	52	0	10	3	1	0	66	68.80
Hourly Average	0.00	0.00	13.00	0.00	2.50	0.75	0.25	0.00	16.50	17.20
1500 - 1515	0	0	9	0	10	1	0	0	20	20.50
1515 - 1530	0	0	15	0	4	2	0	0	21	22.00
1530 - 1545	1	0	16	0	5	2	1	0	25	26.50
1545 - 1600	0	0	9	0	3	1	0	0	13	13.50
Hourly Total	1	0	49	0	22	6	1	0	79	82.50
Hourly Average	0.25	0.00	12.25	0.00	5.50	1.50	0.25	0.00	19.75	20.63
1600 - 1615	0	0	18	0	8	2	0	0	28	29.00
1615 - 1630	0	1	22	0	0	0	0	0	23	22.40
1630 - 1645	0	0	17	0	5	0	0	0	22	22.00
1645 - 1700	0	0	31	0	3	1	0	0	35	35.50
Hourly Total	0	1	88	0	16	3	0	0	108	108.90
Hourly Average	0.00	0.25	22.00	0.00	4.00	0.75	0.00	0.00	27.00	27.23
1700 - 1715	0	0	39	0	3	1	0	0	43	43.50
1715 - 1730	0	1	19	0	3	1	0	0	24	23.90
1730 - 1745	0	0	23	0	1	0	0	0	24	24.00
1745 - 1800	1	0	15	0	3	1	0	0	20	19.70
Hourly Total	1	1	96	0	10	3	0	0	111	111.10
Hourly Average	0.25	0.25	24.00	0.00	2.50	0.75	0.00	0.00	27.75	27.78
1800 - 1815	0	0	20	0	1	0	0	0	21	21.00
1815 - 1830	0	0	12	0	0	0	0	0	12	12.00
1830 - 1845	1	0	8	0	1	0	0	0	10	9.20
1845 - 1900	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	1	0	52	0	4	0	0	0	57	56.20
Hourly Average	0.25	0.00	13.00	0.00	1.00	0.00	0.00	0.00	14.25	14.05
Session Total	4	2	659	0	180	45	15	0	905	942.60
Session Average	0.08	0.04	13.73	0.00	3.75	0.94	0.31	0.00	18.85	19.64

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.14: Left from Greg Street to Roland Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	1	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	16	0	2	0	0	0	18	18.00
Session Average	0.00	0.00	0.33	0.00	0.04	0.00	0.00	0.00	0.38	0.38

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.15: Eastbound from Greg Street to Reddish Vale Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	1	0	0	0	0	0	2	1.20
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	0	0	6	0	0	0	0	0	6	6.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	1	0	10	0	1	0	0	0	12	11.20
Hourly Average	0.25	0.00	2.50	0.00	0.25	0.00	0.00	0.00	3.00	2.80
0800 - 0815	1	0	11	0	0	0	0	0	12	11.20
0815 - 0830	0	0	11	0	0	0	0	0	11	11.00
0830 - 0845	0	0	9	0	0	0	0	0	9	9.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	33	0	0	0	0	0	34	33.20
Hourly Average	0.25	0.00	8.25	0.00	0.00	0.00	0.00	0.00	8.50	8.30
0900 - 0915	1	0	3	0	0	0	0	0	4	3.20
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	1	0	3	0	0	0	0	0	4	3.20
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	2	0	7	0	0	0	0	0	9	7.40
Hourly Average	0.50	0.00	1.75	0.00	0.00	0.00	0.00	0.00	2.25	1.85
1000 - 1015	1	0	0	0	0	0	0	0	1	0.20
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	1	0	4	0	0	0	0	0	5	4.20
Hourly Average	0.25	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.25	1.05
1100 - 1115	0	0	0	0	1	0	0	0	1	1.00
1115 - 1130	0	0	1	0	1	0	0	0	2	2.00
1130 - 1145	0	0	3	0	0	0	0	0	3	3.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	2	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.00	0.00	1.75	1.75
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	1	0	1	0	0	0	2	2.00
1245 - 1300	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	7	0	1	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.00	2.00
1300 - 1315	1	0	2	0	0	0	0	0	3	2.20
1315 - 1330	0	0	2	0	0	0	0	0	2	2.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	6	0	0	0	0	0	7	6.20
Hourly Average	0.25	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.75	1.55
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	4	0	1	0	0	0	5	5.00
1430 - 1445	0	0	3	0	0	0	0	0	3	3.00
1445 - 1500	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	13	0	1	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.25	0.00	0.25	0.00	0.00	0.00	3.50	3.50
1500 - 1515	0	0	4	0	0	0	0	0	4	4.00
1515 - 1530	0	0	4	0	1	0	0	0	5	5.00
1530 - 1545	0	0	6	0	0	0	0	0	6	6.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	15	0	1	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.00	0.00	0.00	4.00	4.00
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	6	0	0	1	0	0	7	7.50
1630 - 1645	0	0	1	0	1	0	0	0	2	2.00
1645 - 1700	0	0	2	0	0	1	0	0	3	3.50
Hourly Total	0	0	11	0	1	2	0	0	14	15.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.50	0.00	0.00	3.50	3.75
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	6	0	1	0	0	0	7	7.00
1730 - 1745	0	0	6	0	0	0	0	0	6	6.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	17	0	1	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.25	0.00	0.25	0.00	0.00	0.00	4.50	4.50
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	6	0	0	0	0	0	6	6.00
1830 - 1845	0	0	4	0	1	0	0	0	5	5.00
1845 - 1900	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	27	0	2	0	0	0	29	29.00
Hourly Average	0.00	0.00	6.75	0.00	0.50	0.00	0.00	0.00	7.25	7.25
Session Total	6	0	155	0	10	2	0	0	173	169.20
Session Average	0.13	0.00	3.23	0.00	0.21	0.04	0.00	0.00	3.60	3.53

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.16: Right from Greg Street to B6167 Gorton Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	2	0	0	3	4.00
0715 - 0730	0	0	4	0	1	1	0	0	6	6.50
0730 - 0745	1	0	9	0	0	0	0	0	10	9.20
0745 - 0800	0	0	5	0	0	2	0	0	7	8.00
Hourly Total	1	0	19	0	1	5	0	0	26	27.70
Hourly Average	0.25	0.00	4.75	0.00	0.25	1.25	0.00	0.00	6.50	6.93
0800 - 0815	0	0	7	0	1	0	0	0	8	8.00
0815 - 0830	0	0	1	0	1	1	0	0	3	3.50
0830 - 0845	0	0	5	0	1	0	1	0	7	8.30
0845 - 0900	0	0	1	0	2	1	0	0	4	4.50
Hourly Total	0	0	14	0	5	2	1	0	22	24.30
Hourly Average	0.00	0.00	3.50	0.00	1.25	0.50	0.25	0.00	5.50	6.08
0900 - 0915	0	0	5	0	1	0	0	0	6	6.00
0915 - 0930	0	0	6	0	0	2	0	0	8	9.00
0930 - 0945	0	0	5	0	1	0	2	0	8	10.60
0945 - 1000	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	19	0	2	2	2	0	25	28.60
Hourly Average	0.00	0.00	4.75	0.00	0.50	0.50	0.50	0.00	6.25	7.15
1000 - 1015	0	0	9	0	1	0	0	0	10	10.00
1015 - 1030	0	0	5	0	0	1	0	0	6	6.50
1030 - 1045	0	0	9	0	0	1	0	0	10	10.50
1045 - 1100	0	0	5	0	2	0	0	0	7	7.00
Hourly Total	0	0	28	0	3	2	0	0	33	34.00
Hourly Average	0.00	0.00	7.00	0.00	0.75	0.50	0.00	0.00	8.25	8.50
1100 - 1115	0	0	5	0	1	1	0	0	7	7.50
1115 - 1130	0	0	6	0	1	0	0	0	7	7.00
1130 - 1145	0	0	6	0	0	0	0	0	6	6.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	18	0	2	1	0	0	21	21.50
Hourly Average	0.00	0.00	4.50	0.00	0.50	0.25	0.00	0.00	5.25	5.38
1200 - 1215	0	0	4	0	0	2	1	0	7	9.30
1215 - 1230	0	0	1	0	1	0	0	0	2	2.00
1230 - 1245	0	0	5	0	3	1	0	0	9	9.50
1245 - 1300	0	0	4	0	2	0	2	0	8	10.60
Hourly Total	0	0	14	0	6	3	3	0	26	31.40
Hourly Average	0.00	0.00	3.50	0.00	1.50	0.75	0.75	0.00	6.50	7.85
1300 - 1315	0	0	10	0	1	1	1	0	13	14.80
1315 - 1330	0	0	6	0	0	1	1	1	9	11.80
1330 - 1345	0	0	6	0	3	1	1	0	11	12.80
1345 - 1400	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	27	0	4	3	3	1	38	44.40
Hourly Average	0.00	0.00	6.75	0.00	1.00	0.75	0.75	0.25	9.50	11.10
1400 - 1415	0	0	9	0	1	1	0	0	11	11.50
1415 - 1430	0	0	8	0	1	1	0	0	10	10.50
1430 - 1445	0	0	9	0	0	0	0	0	9	9.00
1445 - 1500	0	0	9	0	0	0	1	0	10	11.30
Hourly Total	0	0	35	0	2	2	1	0	40	42.30
Hourly Average	0.00	0.00	8.75	0.00	0.50	0.50	0.25	0.00	10.00	10.58
1500 - 1515	0	0	8	0	1	0	0	1	10	11.00
1515 - 1530	0	0	4	0	1	1	0	0	6	6.50
1530 - 1545	0	0	2	0	1	1	0	0	4	4.50
1545 - 1600	0	0	5	0	0	1	0	0	6	6.50
Hourly Total	0	0	19	0	3	3	0	1	26	28.50
Hourly Average	0.00	0.00	4.75	0.00	0.75	0.75	0.00	0.25	6.50	7.13
1600 - 1615	0	0	7	0	1	0	1	0	9	10.30
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	7	0	0	1	0	0	8	8.50
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	21	0	1	1	1	0	24	25.80
Hourly Average	0.00	0.00	5.25	0.00	0.25	0.25	0.25	0.00	6.00	6.45
1700 - 1715	0	0	8	0	0	1	0	0	9	9.50
1715 - 1730	0	0	7	0	0	0	0	0	7	7.00
1730 - 1745	0	0	5	0	2	0	0	0	7	7.00
1745 - 1800	0	0	3	0	0	1	0	0	4	4.50
Hourly Total	0	0	23	0	2	2	0	0	27	28.00
Hourly Average	0.00	0.00	5.75	0.00	0.50	0.50	0.00	0.00	6.75	7.00
1800 - 1815	1	0	5	0	1	1	0	0	8	7.70
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	7	0	1	0	0	0	8	8.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	0	19	0	2	1	0	0	23	22.70
Hourly Average	0.25	0.00	4.75	0.00	0.50	0.25	0.00	0.00	5.75	5.68
Session Total	2	0	256	0	33	27	11	2	331	359.20
Session Average	0.04	0.00	5.33	0.00	0.69	0.56	0.23	0.04	6.90	7.48

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.17: Left from B6167 Gorton Road (East) to Roland Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	1	0	0	1	1.50
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	1	0	1	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.25	0.00	0.00	0.75	0.88
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	2	0	1	0	0	0	3	3.00
1345 - 1400	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	2	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	1.00	1.00
1400 - 1415	0	0	1	0	1	0	0	0	2	2.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	5	0	0	0	0	0	5	5.00
1445 - 1500	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	8	0	2	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.00	0.00	0.50	0.00	0.00	0.00	2.50	2.50
1500 - 1515	0	0	2	0	0	1	0	0	3	3.50
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	1	0	1	0	0	0	2	2.00
1545 - 1600	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	1	0	4	0	1	1	0	0	7	6.70
Hourly Average	0.25	0.00	1.00	0.00	0.25	0.25	0.00	0.00	1.75	1.68
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	1	0	0	1	0	0	2	2.50
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.25	0.00	0.00	0.75	0.88
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	1	0	41	0	6	3	0	0	51	51.70
Session Average	0.02	0.00	0.85	0.00	0.13	0.06	0.00	0.00	1.06	1.08

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.18: Left from B6167 Gorton Road (East) to Reddish Vale Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	2	1	0	0	6	6.50
0715 - 0730	0	0	4	0	0	0	0	0	4	4.00
0730 - 0745	0	0	8	0	1	0	0	0	9	9.00
0745 - 0800	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	0	35	0	4	1	0	0	40	40.50
Hourly Average	0.00	0.00	8.75	0.00	1.00	0.25	0.00	0.00	10.00	10.13
0800 - 0815	0	0	23	0	1	1	0	0	25	25.50
0815 - 0830	0	0	34	0	1	0	0	0	35	35.00
0830 - 0845	0	0	18	0	0	0	0	0	18	18.00
0845 - 0900	1	0	18	0	1	1	0	0	21	20.70
Hourly Total	1	0	93	0	3	2	0	0	99	99.20
Hourly Average	0.25	0.00	23.25	0.00	0.75	0.50	0.00	0.00	24.75	24.80
0900 - 0915	0	0	13	1	1	0	0	0	15	15.00
0915 - 0930	0	0	6	0	1	0	0	0	7	7.00
0930 - 0945	0	0	9	0	1	0	0	0	10	10.00
0945 - 1000	0	0	5	0	2	0	0	1	8	9.00
Hourly Total	0	0	33	1	5	0	0	1	40	41.00
Hourly Average	0.00	0.00	8.25	0.25	1.25	0.00	0.00	0.25	10.00	10.25
1000 - 1015	1	0	7	0	0	0	0	0	8	7.20
1015 - 1030	0	0	7	0	0	0	0	0	7	7.00
1030 - 1045	0	0	5	0	1	0	0	0	6	6.00
1045 - 1100	0	0	9	0	0	0	0	1	10	11.00
Hourly Total	1	0	28	0	1	0	0	1	31	31.20
Hourly Average	0.25	0.00	7.00	0.00	0.25	0.00	0.00	0.25	7.75	7.80
1100 - 1115	0	0	17	0	2	0	0	0	19	19.00
1115 - 1130	0	0	10	0	3	0	0	0	13	13.00
1130 - 1145	0	0	7	0	1	1	0	0	9	9.50
1145 - 1200	0	0	4	0	1	0	0	1	6	7.00
Hourly Total	0	0	38	0	7	1	0	1	47	48.50
Hourly Average	0.00	0.00	9.50	0.00	1.75	0.25	0.00	0.25	11.75	12.13
1200 - 1215	0	0	12	0	0	0	0	0	12	12.00
1215 - 1230	0	0	13	0	1	0	0	0	14	14.00
1230 - 1245	0	0	16	0	1	0	0	0	17	17.00
1245 - 1300	0	0	7	0	1	1	0	0	9	9.50
Hourly Total	0	0	48	0	3	1	0	0	52	52.50
Hourly Average	0.00	0.00	12.00	0.00	0.75	0.25	0.00	0.00	13.00	13.13
1300 - 1315	0	0	6	0	2	0	0	0	8	8.00
1315 - 1330	0	0	7	0	1	0	0	0	8	8.00
1330 - 1345	0	0	4	0	3	0	0	0	7	7.00
1345 - 1400	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	0	25	0	8	0	0	0	33	33.00
Hourly Average	0.00	0.00	6.25	0.00	2.00	0.00	0.00	0.00	8.25	8.25
1400 - 1415	0	0	8	0	1	0	0	0	9	9.00
1415 - 1430	0	0	12	0	2	0	0	0	14	14.00
1430 - 1445	0	0	18	0	2	0	0	0	20	20.00
1445 - 1500	0	0	25	0	1	0	0	0	26	26.00
Hourly Total	0	0	63	0	6	0	0	0	69	69.00
Hourly Average	0.00	0.00	15.75	0.00	1.50	0.00	0.00	0.00	17.25	17.25
1500 - 1515	0	0	6	0	1	0	0	0	7	7.00
1515 - 1530	0	0	15	0	0	0	0	1	16	17.00
1530 - 1545	1	0	11	0	0	0	0	0	12	11.20
1545 - 1600	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	1	0	39	0	2	0	0	1	43	43.20
Hourly Average	0.25	0.00	9.75	0.00	0.50	0.00	0.00	0.25	10.75	10.80
1600 - 1615	0	0	7	0	0	0	0	0	7	7.00
1615 - 1630	0	1	8	0	1	0	0	0	10	9.40
1630 - 1645	0	0	8	0	2	1	0	0	11	11.50
1645 - 1700	0	1	17	0	2	0	0	0	20	19.40
Hourly Total	0	2	40	0	5	1	0	0	48	47.30
Hourly Average	0.00	0.50	10.00	0.00	1.25	0.25	0.00	0.00	12.00	11.83
1700 - 1715	0	0	15	0	1	0	0	0	16	16.00
1715 - 1730	0	0	17	0	0	0	0	0	17	17.00
1730 - 1745	1	0	15	0	1	0	0	0	17	16.20
1745 - 1800	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	1	0	57	0	2	0	0	0	60	59.20
Hourly Average	0.25	0.00	14.25	0.00	0.50	0.00	0.00	0.00	15.00	14.80
1800 - 1815	0	0	15	0	0	0	0	0	15	15.00
1815 - 1830	0	0	16	0	1	0	0	0	17	17.00
1830 - 1845	0	0	18	0	1	0	0	0	19	19.00
1845 - 1900	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	0	0	66	0	3	0	0	0	69	69.00
Hourly Average	0.00	0.00	16.50	0.00	0.75	0.00	0.00	0.00	17.25	17.25
Session Total	4	2	565	1	49	6	0	4	631	633.60
Session Average	0.08	0.04	11.77	0.02	1.02	0.13	0.00	0.08	13.15	13.20

North Reddish
Classified Junction Count

Site 5 of 5
Roland Road
Reddish Vale Road
B6167 Gorton Road (South)
Greg Street
B6167 Gorton Road (East)

Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.19: Right from B6167 Gorton Road (East) to B6167 Gorton Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	105	0	30	3	0	2	141	143.90
0715 - 0730	1	0	112	0	25	5	0	4	147	152.70
0730 - 0745	2	0	141	0	31	2	0	2	178	179.40
0745 - 0800	3	0	130	0	21	3	1	1	159	160.40
Hourly Total	6	1	488	0	107	13	1	9	625	636.40
Hourly Average	1.50	0.25	122.00	0.00	26.75	3.25	0.25	2.25	156.25	159.10
0800 - 0815	0	0	118	0	32	1	0	1	152	153.50
0815 - 0830	1	1	126	0	16	4	0	3	151	154.60
0830 - 0845	1	0	145	3	20	4	0	1	174	176.20
0845 - 0900	1	1	122	0	18	4	1	1	148	150.90
Hourly Total	3	2	511	3	86	13	1	6	625	635.20
Hourly Average	0.75	0.50	127.75	0.75	21.50	3.25	0.25	1.50	156.25	158.80
0900 - 0915	0	3	135	1	16	5	0	4	164	168.70
0915 - 0930	0	0	101	0	20	3	0	3	127	131.50
0930 - 0945	0	1	95	0	20	5	0	1	122	124.90
0945 - 1000	0	0	119	0	11	2	0	2	134	137.00
Hourly Total	0	4	450	1	67	15	0	10	547	562.10
Hourly Average	0.00	1.00	112.50	0.25	16.75	3.75	0.00	2.50	136.75	140.53
1000 - 1015	0	0	77	0	14	1	1	2	95	98.80
1015 - 1030	0	1	98	0	14	4	2	0	119	123.00
1030 - 1045	0	0	87	0	10	2	0	2	101	104.00
1045 - 1100	0	0	67	1	14	4	0	1	87	90.00
Hourly Total	0	1	329	1	52	11	3	5	402	415.80
Hourly Average	0.00	0.25	82.25	0.25	13.00	2.75	0.75	1.25	100.50	103.95
1100 - 1115	0	0	70	1	14	2	1	2	90	94.30
1115 - 1130	0	0	113	1	19	3	0	2	138	141.50
1130 - 1145	0	0	102	0	9	2	0	1	114	116.00
1145 - 1200	0	0	96	0	17	4	0	2	119	123.00
Hourly Total	0	0	381	2	59	11	1	7	461	474.80
Hourly Average	0.00	0.00	95.25	0.50	14.75	2.75	0.25	1.75	115.25	118.70
1200 - 1215	0	0	99	0	19	2	0	1	121	123.00
1215 - 1230	1	1	83	0	13	2	1	1	102	103.90
1230 - 1245	0	0	92	2	10	2	0	2	108	111.00
1245 - 1300	0	0	99	1	14	3	0	2	119	122.50
Hourly Total	1	1	373	3	56	9	1	6	450	460.40
Hourly Average	0.25	0.25	93.25	0.75	14.00	2.25	0.25	1.50	112.50	115.10
1300 - 1315	0	1	94	0	22	3	0	1	121	122.90
1315 - 1330	0	0	88	0	13	0	0	2	103	105.00
1330 - 1345	0	1	79	0	13	7	1	2	103	109.20
1345 - 1400	0	0	96	0	17	2	0	1	116	118.00
Hourly Total	0	2	357	0	65	12	1	6	443	455.10
Hourly Average	0.00	0.50	89.25	0.00	16.25	3.00	0.25	1.50	110.75	113.78
1400 - 1415	1	0	100	0	14	1	1	2	119	122.00
1415 - 1430	1	1	85	0	14	2	0	2	105	106.60
1430 - 1445	0	0	105	0	17	5	1	1	129	133.80
1445 - 1500	2	1	92	2	21	1	0	3	122	123.30
Hourly Total	4	2	382	2	66	9	2	8	475	485.70
Hourly Average	1.00	0.50	95.50	0.50	16.50	2.25	0.50	2.00	118.75	121.43
1500 - 1515	1	1	96	0	15	1	0	1	115	115.10
1515 - 1530	0	0	114	0	19	1	1	2	137	140.80
1530 - 1545	1	0	103	0	10	1	1	1	117	119.00
1545 - 1600	2	0	120	0	18	3	2	3	148	153.50
Hourly Total	4	1	433	0	62	6	4	7	517	528.40
Hourly Average	1.00	0.25	108.25	0.00	15.50	1.50	1.00	1.75	129.25	132.10
1600 - 1615	1	1	121	2	22	2	0	2	151	152.60
1615 - 1630	1	0	114	0	14	3	1	2	135	139.00
1630 - 1645	0	0	145	1	20	1	1	2	170	173.80
1645 - 1700	0	0	124	0	10	1	0	0	135	135.50
Hourly Total	2	1	504	3	66	7	2	6	591	600.90
Hourly Average	0.50	0.25	126.00	0.75	16.50	1.75	0.50	1.50	147.75	150.23
1700 - 1715	2	1	123	0	14	3	1	2	146	148.60
1715 - 1730	1	2	111	0	10	1	0	1	126	125.50
1730 - 1745	3	0	127	0	10	1	0	3	144	145.10
1745 - 1800	1	0	126	0	9	0	1	0	137	137.50
Hourly Total	7	3	487	0	43	5	2	6	553	556.70
Hourly Average	1.75	0.75	121.75	0.00	10.75	1.25	0.50	1.50	138.25	139.18
1800 - 1815	1	2	118	1	8	2	0	0	132	131.00
1815 - 1830	1	0	111	0	15	0	2	0	129	130.80
1830 - 1845	1	0	108	1	5	0	3	0	118	121.10
1845 - 1900	1	0	95	0	8	0	1	1	106	107.50
Hourly Total	4	2	432	2	36	2	6	1	485	490.40
Hourly Average	1.00	0.50	108.00	0.50	9.00	0.50	1.50	0.25	121.25	122.60
Session Total	31	20	5127	17	765	113	24	77	6174	6301.90
Session Average	0.65	0.42	106.81	0.35	15.94	2.35	0.50	1.60	128.63	131.29

North Reddish
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Site 5 of 5
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Lat/Long
lat 53.434836° lon -2.157415°

Date
Wednesday 14 May 2025

Weather
Sunny Intervals
Temp: 22°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 5.20: Right from B6167 Gorton Road (East) to Greg Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	14	0	4	1	0	0	20	19.70
0715 - 0730	0	0	19	0	5	2	0	0	26	27.00
0730 - 0745	0	0	19	0	7	1	0	0	27	27.50
0745 - 0800	0	0	27	0	5	0	2	0	34	36.60
Hourly Total	1	0	79	0	21	4	2	0	107	110.80
Hourly Average	0.25	0.00	19.75	0.00	5.25	1.00	0.50	0.00	26.75	27.70
0800 - 0815	0	0	25	0	1	2	0	0	28	29.00
0815 - 0830	0	0	16	0	3	1	0	0	20	20.50
0830 - 0845	0	0	15	0	7	3	0	0	25	26.50
0845 - 0900	0	0	18	0	4	2	0	0	24	25.00
Hourly Total	0	0	74	0	15	8	0	0	97	101.00
Hourly Average	0.00	0.00	18.50	0.00	3.75	2.00	0.00	0.00	24.25	25.25
0900 - 0915	0	1	17	0	5	4	1	0	28	30.70
0915 - 0930	0	0	19	0	3	2	1	0	25	27.30
0930 - 0945	0	0	16	0	6	0	0	0	22	22.00
0945 - 1000	0	0	8	0	9	1	0	0	18	18.50
Hourly Total	0	1	60	0	23	7	2	0	93	98.50
Hourly Average	0.00	0.25	15.00	0.00	5.75	1.75	0.50	0.00	23.25	24.63
1000 - 1015	0	0	9	0	2	2	0	0	13	14.00
1015 - 1030	0	0	10	0	5	0	1	0	16	17.30
1030 - 1045	0	0	7	0	4	0	0	0	11	11.00
1045 - 1100	0	0	10	0	6	5	0	0	21	23.50
Hourly Total	0	0	36	0	17	7	1	0	61	65.80
Hourly Average	0.00	0.00	9.00	0.00	4.25	1.75	0.25	0.00	15.25	16.45
1100 - 1115	0	0	6	0	7	0	1	0	14	15.30
1115 - 1130	0	0	16	0	1	1	0	0	18	18.50
1130 - 1145	0	0	11	0	2	1	1	0	15	16.80
1145 - 1200	0	0	6	0	8	1	5	0	20	27.00
Hourly Total	0	0	39	0	18	3	7	0	67	77.60
Hourly Average	0.00	0.00	9.75	0.00	4.50	0.75	1.75	0.00	16.75	19.40
1200 - 1215	0	0	8	0	7	4	0	0	19	21.00
1215 - 1230	1	0	11	0	4	3	0	0	19	19.70
1230 - 1245	0	0	12	0	5	0	0	0	17	17.00
1245 - 1300	1	0	14	0	6	4	0	0	25	26.20
Hourly Total	2	0	45	0	22	11	0	0	80	83.90
Hourly Average	0.50	0.00	11.25	0.00	5.50	2.75	0.00	0.00	20.00	20.98
1300 - 1315	0	0	14	0	1	2	0	0	17	18.00
1315 - 1330	0	0	14	0	2	3	0	0	19	20.50
1330 - 1345	0	0	13	0	5	0	0	0	18	18.00
1345 - 1400	0	0	17	0	1	1	1	0	20	21.80
Hourly Total	0	0	58	0	9	6	1	0	74	78.30
Hourly Average	0.00	0.00	14.50	0.00	2.25	1.50	0.25	0.00	18.50	19.58
1400 - 1415	0	0	3	0	2	2	0	0	7	8.00
1415 - 1430	2	0	8	0	5	2	1	0	18	18.70
1430 - 1445	0	0	7	0	5	2	2	0	16	19.60
1445 - 1500	0	0	10	0	5	0	0	0	15	15.00
Hourly Total	2	0	28	0	17	6	3	0	56	61.30
Hourly Average	0.50	0.00	7.00	0.00	4.25	1.50	0.75	0.00	14.00	15.33
1500 - 1515	0	1	6	0	4	1	0	0	12	11.90
1515 - 1530	0	0	15	0	3	2	0	0	20	21.00
1530 - 1545	0	0	12	0	2	0	0	0	14	14.00
1545 - 1600	0	0	7	0	2	1	0	0	10	10.50
Hourly Total	0	1	40	0	11	4	0	0	56	57.40
Hourly Average	0.00	0.25	10.00	0.00	2.75	1.00	0.00	0.00	14.00	14.35
1600 - 1615	0	0	14	0	2	2	0	0	18	19.00
1615 - 1630	0	0	8	0	3	0	0	0	11	11.00
1630 - 1645	1	0	7	0	1	3	0	0	12	12.70
1645 - 1700	0	0	13	0	1	1	1	0	16	17.80
Hourly Total	1	0	42	0	7	6	1	0	57	60.50
Hourly Average	0.25	0.00	10.50	0.00	1.75	1.50	0.25	0.00	14.25	15.13
1700 - 1715	0	0	9	0	1	2	0	0	12	13.00
1715 - 1730	0	0	15	0	1	0	0	0	16	16.00
1730 - 1745	0	0	5	0	1	1	0	0	7	7.50
1745 - 1800	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	37	0	4	3	0	0	44	45.50
Hourly Average	0.00	0.00	9.25	0.00	1.00	0.75	0.00	0.00	11.00	11.38
1800 - 1815	0	0	12	0	2	0	0	0	14	14.00
1815 - 1830	0	0	11	0	1	0	0	0	12	12.00
1830 - 1845	0	0	12	0	1	0	0	0	13	13.00
1845 - 1900	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	46	0	5	0	0	0	51	51.00
Hourly Average	0.00	0.00	11.50	0.00	1.25	0.00	0.00	0.00	12.75	12.75
Session Total	6	2	584	0	169	65	17	0	843	891.60
Session Average	0.13	0.04	12.17	0.00	3.52	1.35	0.35	0.00	17.56	18.58

APPENDIX J

Signal Specifications

Urban Traffic Control Unit

Subject: Controller data and traffic signal timings information

Doc: 3-235_info_June25_JR_2.0

Author: Joe Roberts

Location: Hyde Road / Reddish Lane [3/235]

This Site Operates under MOVA Control

Staging

1.	Phase A - A57 Hyde Road Eastbound Phase B - A57 Hyde Road Westbound Phase L - Pedestrians across Wall Way Phase M - Pedestrians across Hyde Road Westbound Right Turn Phase Q - A57 Hyde Road Eastbound Left Turn into Wall Way
2.	Phase A - A57 Hyde Road Eastbound Phase C - A57 Hyde Road Eastbound Right Turn into Reddish Lane Phase F - Reddish Lane Left Turn Phase G - Southbound Reservoir Ahead Phase L - Pedestrians across Wall Way Phase M - Pedestrians across Hyde Road Westbound Right Turn Phase N - Pedestrians across A57 Hyde Road Westbound Phase Q - A57 Hyde Road Eastbound Left Turn into Wall Way
3.	Phase D - Wall Way Phase E - Reddish Lane Ahead Phase F - Reddish Lane Left Turn Phase G - Southbound Reservoir Ahead Phase H - Northbound Reservoir Ahead Phase M - Pedestrians across Hyde Road Westbound Right Turn Phase N - Pedestrians across A57 Hyde Road Westbound Phase O - Pedestrians across Hyde Road Eastbound Left Turn

4.	Phase G - Southbound Reservoir Ahead Phase H - Northbound Reservoir Ahead Phase J - Southbound Reservoir Right Turn Green Arrow Phase K - Northbound Reservoir Right Turn Green Arrow Phase M - Pedestrians across Hyde Road Westbound Right Turn Phase N - Pedestrians across A57 Hyde Road Westbound Phase O - Pedestrians across Hyde Road Eastbound Left Turn
5.	Phase B - A57 Hyde Road Westbound Phase I - A57 Hyde Road Westbound Right Turn into Wall Way Phase O - Pedestrians across Hyde Road Eastbound Left Turn Phase P - Pedestrians across Hyde Road Eastside

Note: The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

Phase Minimum Green & Intergreen Times

Minimum phase green	To From	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
7	A				6				5	5		6					9	
7	B					5	6	5			5				5			
7	C				5				7	5		7						
7	D	5		5						6		6	5				9	
7	E		5								5							
7	F		5								5							
7	G		5															
7	H	6		5						5			9				7	8
7	I	7		5	5				6			6	10	5				10
3	J		5			5	5											
3	K	6		5	5					5			8				7	
9	L				6				6	6		6						
5	M									5								
7	N		9															
5	O																	5
5	P	7			7				7			7						
7	Q								5	5							5	

Phase Delays

Phase	M	runs on for an additional 1	seconds on the change from stage 1	to	5
Phase	F	runs on for an additional 4	seconds on the change from stage 2	to	1
Phase	G	runs on for an additional 4	seconds on the change from stage 2	to	1
Phase	F	runs on for an additional 4	seconds on the change from stage 2	to	5
Phase	G	runs on for an additional 4	seconds on the change from stage 2	to	5
Phase	M	runs on for an additional 1	seconds on the change from stage 2	to	5
Phase	O	runs on for an additional 5	seconds on the change from stage 5	to	1
Phase	O	runs on for an additional 5	seconds on the change from stage 5	to	2
Phase	I	runs on for an additional 1	seconds on the change from stage 5	to	3
Phase	G	runs on for an additional 4	seconds on the change from stage 4	to	1
Phase	J	runs on for an additional 4	seconds on the change from stage 4	to	1
Phase	O	runs on for an additional 3	seconds on the change from stage 4	to	1
Phase	G	runs on for an additional 4	seconds on the change from stage 4	to	5
Phase	J	runs on for an additional 4	seconds on the change from stage 4	to	5

Stage Lengths

MOVA

This site operates under MOVA Control. The green times are variable throughout the day depending on traffic conditions on site.

MOVA Backup Timings

This site utilises VA as backup timings. These timings will operate when MOVA is disabled.

Phase Maximum Green Times

Phase	Phase Maximum Green Time (Seconds)		
	AM Peak (07:00 – 10:00)	Off Peak (10:00 – 15:30)	PM Peak (15:30 – 18:30)
A	53	27	50
B	44	21	23
C	22	23	44
D	9	7	12
E	9	7	12
F	40	34	42
G	22	19	42
H	9	7	12
I	7	7	7
J	7	7	7

K	7	7	7
L	0	0	0
M	0	0	0
N	0	0	0
O	0	0	0
P	0	0	0
Q	53	27	50

Urban Traffic Control Unit

Subject: Controller data and traffic signal timings information
Doc: 7-053_info_June25_JR_3.0
Author: Joe Roberts
Location: Gorton Road / Station Road, Stockport [7/053]

This Site Operates under MOVA Control

Staging

1.	Gorton Road Southbound (Phase A) Gorton Road Northbound (Phase B)
2.*	Pedestrians across Gorton Road Northside (Phase E) Pedestrians across Gorton Road Southside (Phase F) Pedestrians across Station Road (Phase G) Pedestrians across Station Approach (Phase H)
3.	Station Road (Phase C) Station Approach (Phase D)

*Stage 2 is demand dependant. All phases in stage 2 are demand dependant within the stage and each phase will only appear if demanded.

Note: The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

Phase Minimum Green & Intergreen Times

Minimum phase green	To From	A	B	C	D	E	F	G	H	I
7	A			9	7	5	8	8	6	8
7	B			6	9	8	5	7	7	8
7	C	7	8		8	10	9	6	8	10
7	D	9	9	8		9	9	8	6	9
6	E	8	8	8	8					
6	F	9	9	9	9					
5	G	6	6	6	6					
7	H	9	9	9	9					

Phase Delays

There are no phase delays at this site.

Stage Lengths

MOVA

This site operates under MOVA Control. The green times are variable throughout the day depending on traffic conditions on site.

MOVA Backup Timings

This site utilises VA as backup timings. These timings will operate when MOVA is disabled.

Phase Maximum Green Times

Phase	Phase Maximum Green Time (Seconds)		
	AM Peak (07:00 – 09:30)	Off Peak (09:30 – 15:30)	PM Peak (15:30 – 18:30)
A	40	25	40
B	40	25	40
C	15	12	15
D	9	9	9
E	0	0	0
F	0	0	0
G	0	0	0
H	0	0	0

Urban Traffic Control Unit

Client: Luke Jones, Mode Transport Planning
Subject: Controller data and traffic signal timings information
Doc: 995_info_June25_JR_2.0
Author: Joe Roberts
Location: Gorton Road / Longford Road / Longford Road West - 995

Contact:	E-Mail:	Tel:
Joe Roberts	Joe.roberts@tfgm.com	07789 793141
Richard Dolphin	Richard.Dolphin@TfGM.com	0161 244 1800

This Site Operates under SCOOT Control

Staging

1.	Gorton Road Northbound (Phase A) Gorton Road Northbound Right Turn Green Arrow (Phase D)
2.	Gorton Road Northbound (Phase A) Gorton Road Southbound (Phase B)
3.	Gorton Road Southbound (Phase B) Gorton Road Southbound Right Turn Indicative Green Arrow (Phase E)
4.	Pedestrians across Gorton Road Southside (Phase F) Pedestrians across Gorton Road Northside (Phase G) Pedestrians across Longford Road West (Phase H) Pedestrians across Longford Road (Phase I)
5.	Longford Road West (Phase C)

Note: The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

Controller phase minimum greens and intergreens

Minimum phase green	To From	A	B	C	D	E	F	G	H	I
7	A		-	6	-	5	5	7	7	7
7	B	-		6	6	-	7	5	8	7
7	C	7	7		7	7	7	7	5	8
4	D	-	4	6		5	5	7	7	7
4	E	4	-	6	4		7	5	8	7
8	F	10	10	10	10	10		-	-	-
9	G	11	11	11	11	11	-		-	-
7	H	9	9	9	9	9	-	-		-
5	I	5	5	5	5	5	-	-	-	

Pedestrian phases F, G, H and I are demand dependent within stage 4. Any one of the phases can demand stage 4, but only the demanded phases will appear.

Phase Delays

There are no phase delays at this site.

Stage Lengths - SCOOT

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 104 seconds and the site will run up to this cycle time during the peak periods.

Urban Traffic Control Unit

Subject: Controller data and traffic signal timings information
Doc: 998_info_June25_JR_2.0
Author: Joe Roberts
Location: Gorton Rd / Broadstone Rd / Reddish Rd / Williamson St [998]

This Site Operates under SCOOT Control

Staging

1.	Phase B – Gorton Road Southbound Phase C – Gorton Road Southbound Right Turn Green Arrow Phase D – Broadstone Road Left Turn Phase H – Pedestrians across Broadstone Road Ahead and R/T
2.	Phase A – Reddish Road Northbound Phase B – Gorton Road Southbound Phase G – Pedestrians across Broadstone Road Left Turn Phase H – Pedestrians across Broadstone Road Ahead and R/T
3.	Phase D – Broadstone Road Left Turn Phase E – Broadstone Road Ahead and Right Turn Phase F – Pedestrians across Gorton Road S/B + Right Turn Arrow Phase I – Pedestrians across Broadstone Road Entrance

Note: The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

Phase Minimum Green & Intergreen Times

Minimum phase green	To From	A	B	C	D	E	F	G	H	I
7	A			5	7	6	8			8
7	B					5	6			8
4	C	5				5	6			8
7	D	3						5		
7	E	5	5	5					5	
7	F	9	9	9						
5	G				5					
5	H					5				
5	I	5	5	5						

Phase Delays

Phase D runs on for an additional 2 seconds on the change from stage 1 to 2

Phase G runs on for an additional 2 seconds on the change from stage 2 to 3

Phase H runs on for an additional 1 seconds on the change from stage 2 to 3

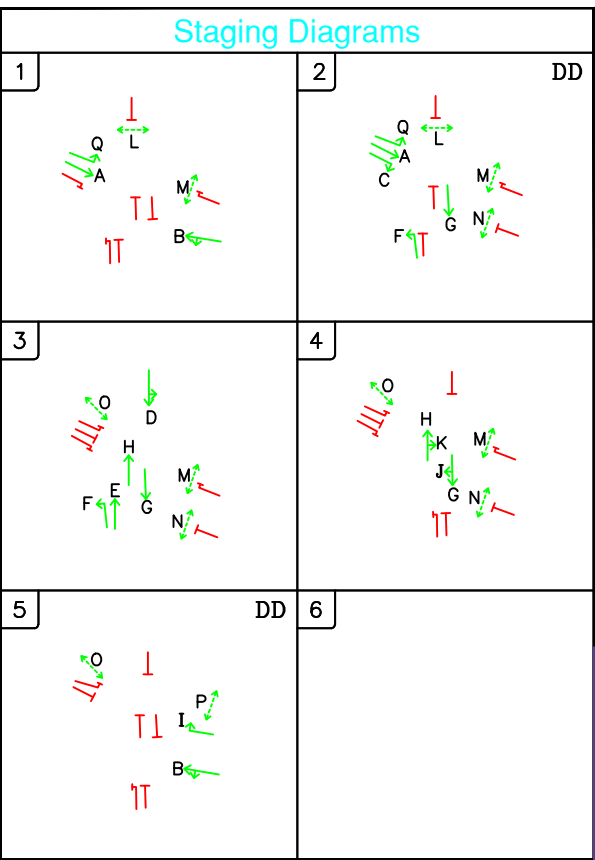
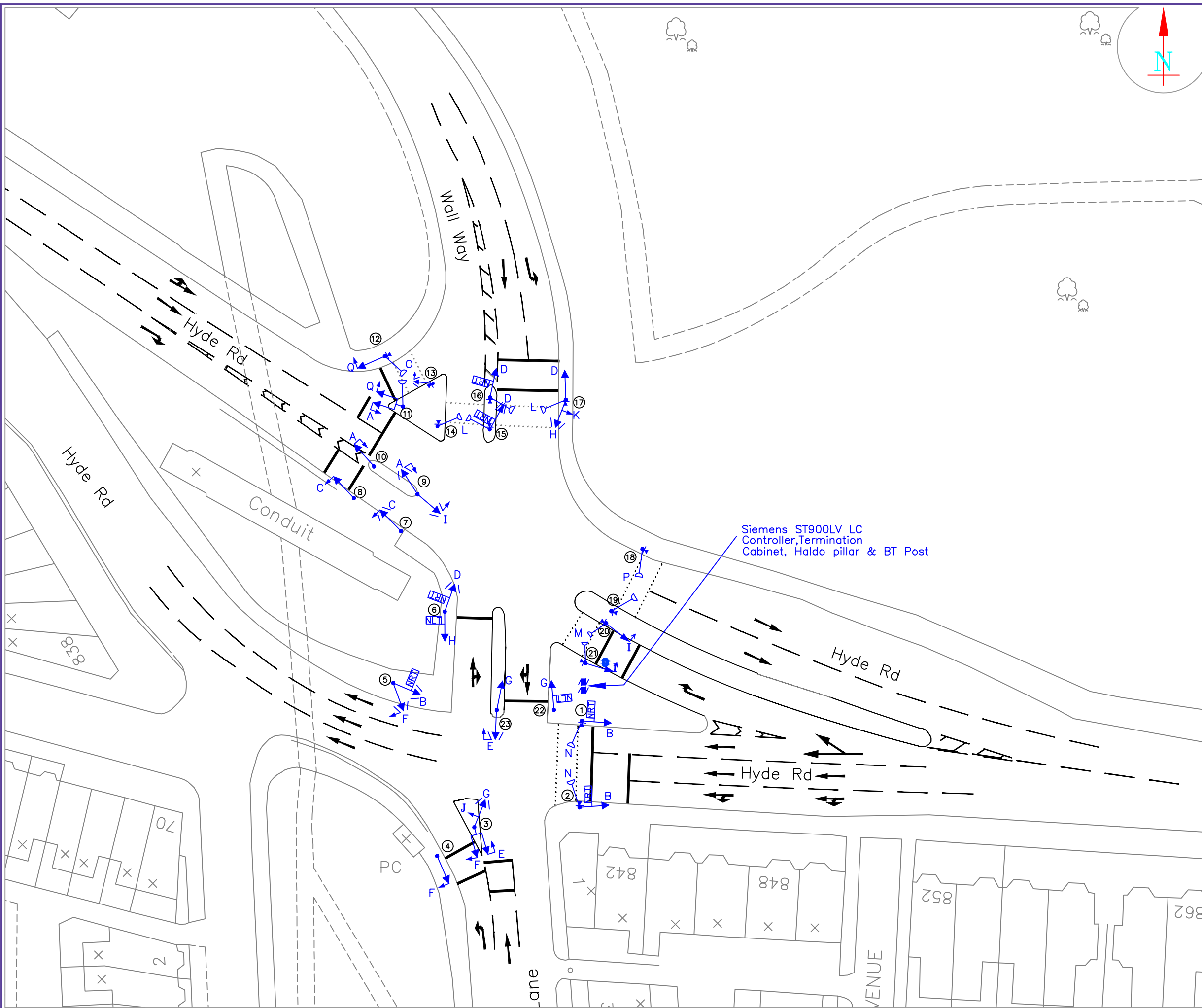
Phase E runs on for an additional 4 seconds on the change from stage 3 to 1

Phase I runs on for an additional 4 seconds on the change from stage 3 to 1

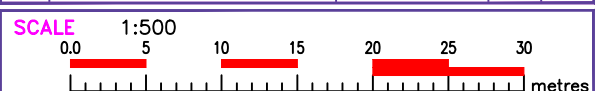
Stage Lengths

SCOOT

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 96 seconds and the site will run up to this cycle time during the peak periods.

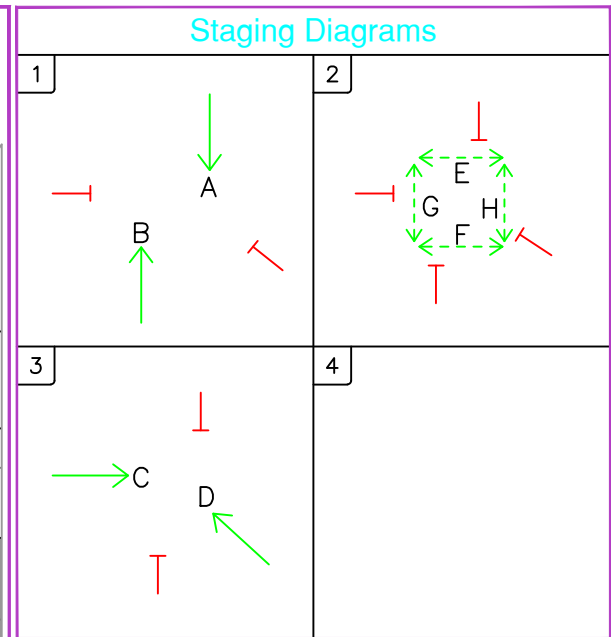
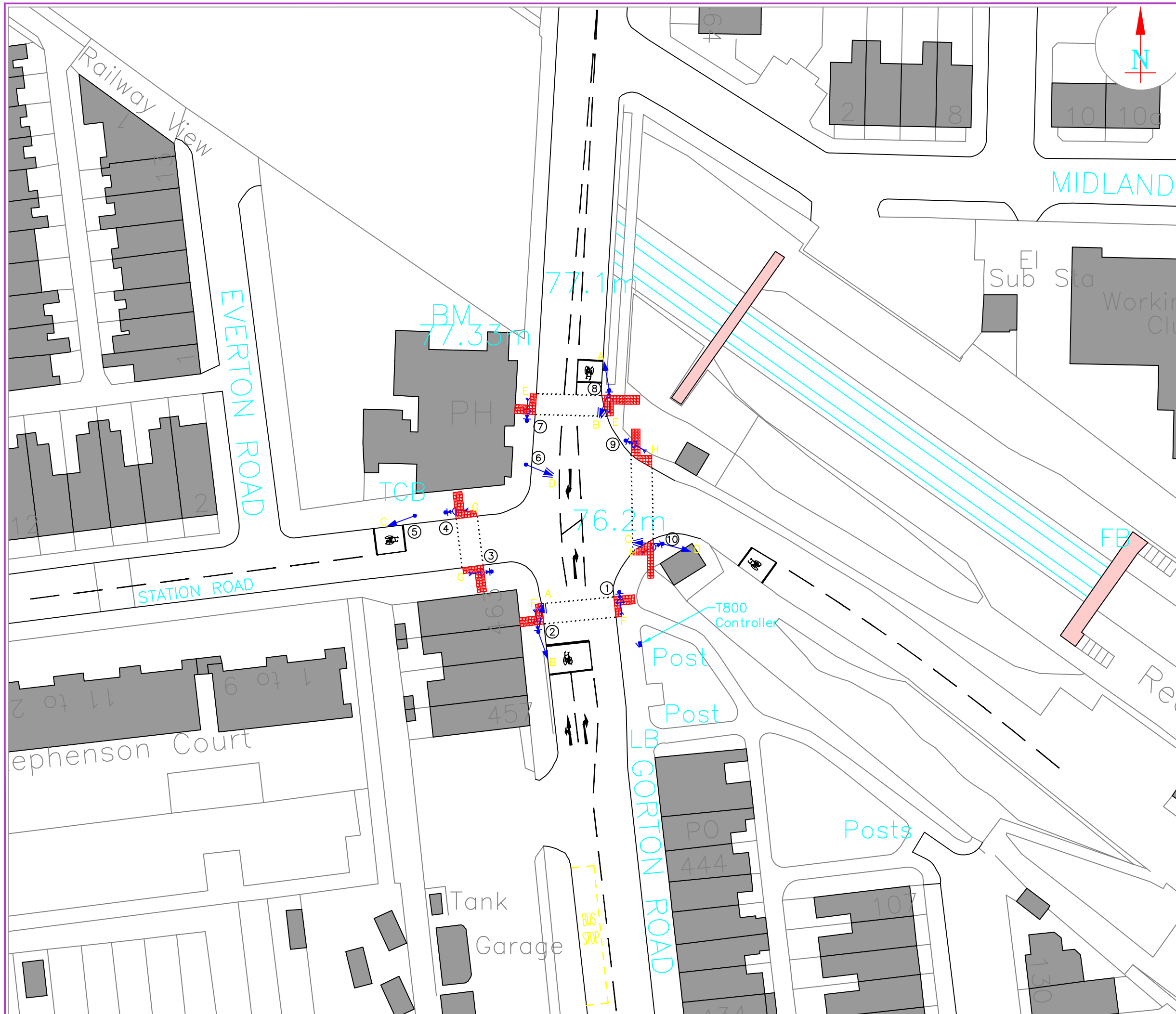


REVISIONS	DATE	BY	APP

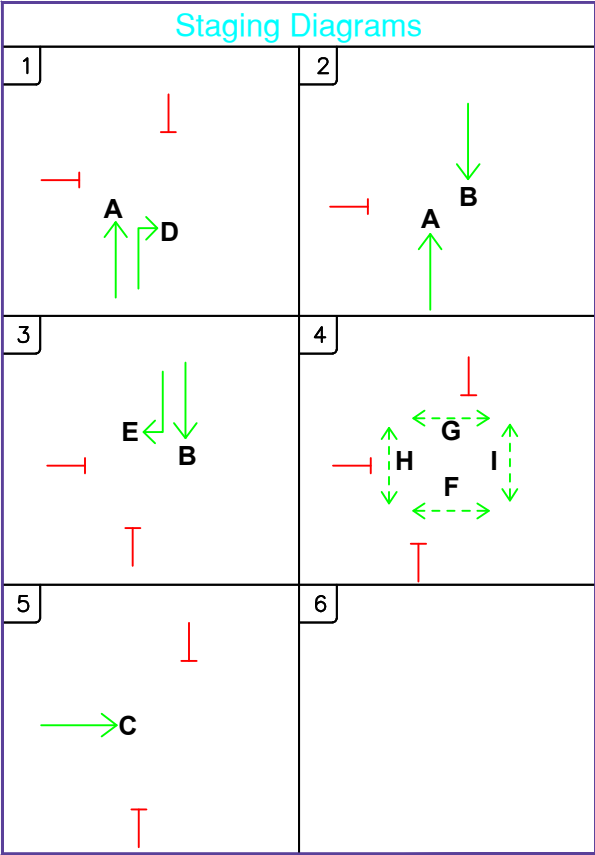
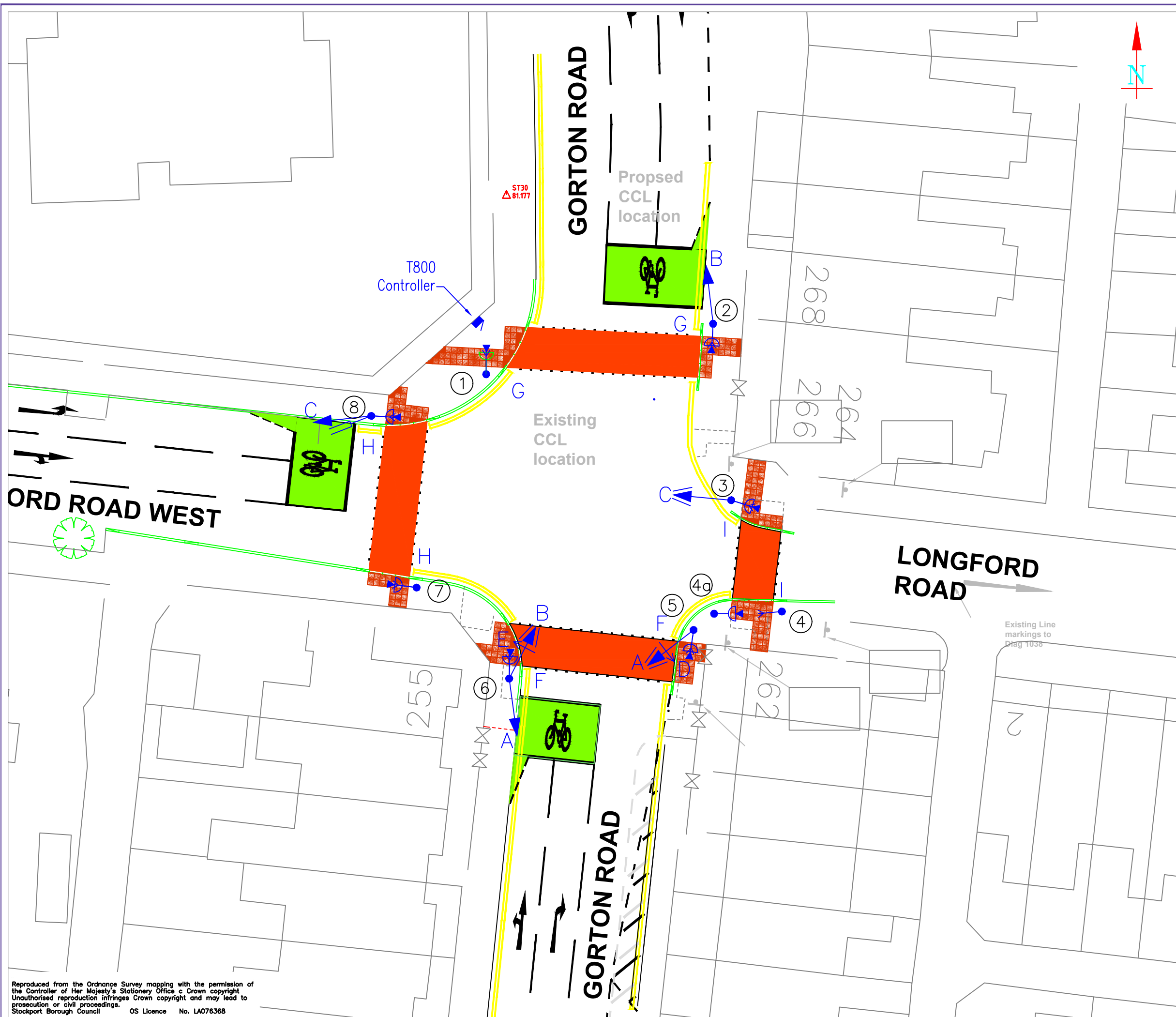


Hyde Rd / Reddish Ln
Manchester (3/235)

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DRAWN BY	PH	SITE CHCKD BY	-
FILENAME	Sig3-235_info_June25_JR.dwg		
XREFS			REV
DWG No.	A3 / 3 / 51 / 02		-



REVISIONS		DATE	BY	APP
Gorton Road - Station Road STOCKPORT (07-053)				
SUBDISTRICT		REDDISH		
OS_REF		STATUS	STATUS	
DATE	15.05.08	DWG CHCKD BY	-	
DRAWN BY	SD	SITE CHCKD BY	-	
FILENAME	Sig7-53_info_June25_JR.dwg			
XREFS				REV
DWG No.	A3/3/07-053/1			-
 •A•G•M•A•		This map is reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright ©. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. GMPTE LA 100022610 2007		



1. Kerbside detection to be installed.
2. Existing ducts shown in blue.
3. Existing link duct to site x996 to be retained.
4. Vehicle MVD on pole no.8.

A	Site survey & photos	05.10.09	PM	
	REVISIONS	DATE	BY	APP

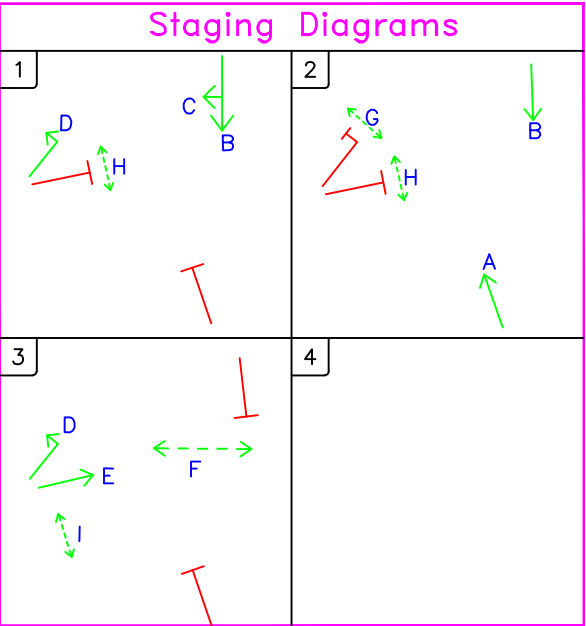
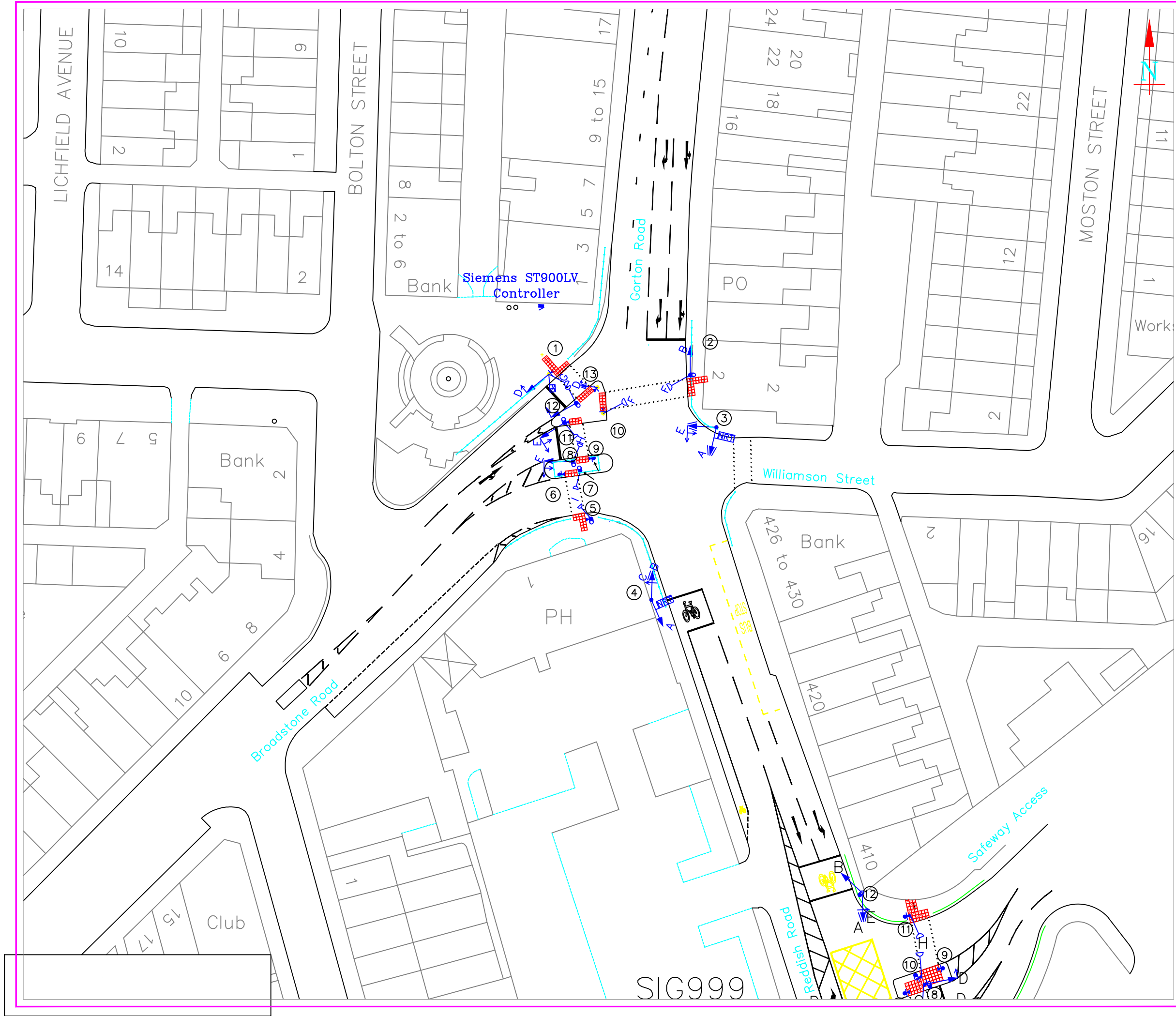


Gorton Road - Longford Road West, Reddish
Stockport (X995)

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DRAWN BY	SD	SITE CHCKD BY	PM
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			REV

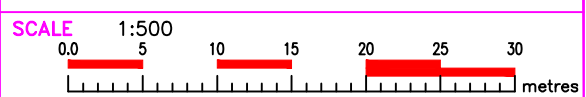


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GMPTF LA 100022610 2007



D	T900 added	15/4/12		
C	NRT box's added to Phase A	10/09/08	DJW	
B	Site survey	24/02/05	PM	
A	Ducting revised for SC1 loop. Advanced cycle stop line omitted Staging revised.	24/01/02	DW	
REVISIONS		DATE	BY	APP

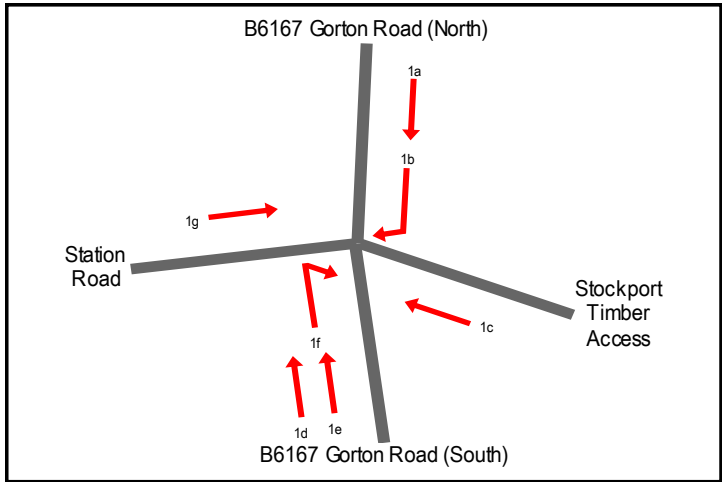
Gorton Rd/Broadstone Rd/Reddish Rd
Stockport (998)



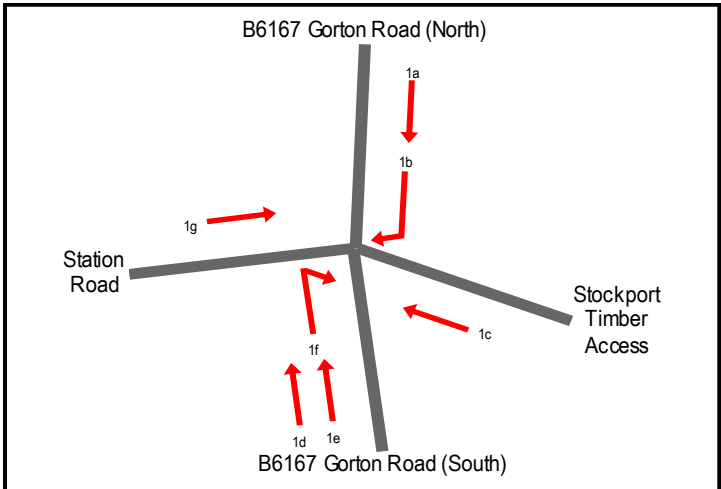
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DATE	09/10/08	CHECKED BY	
STATUS	As Built	DRAWN BY	DW
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DRAWING No.	A3/7/998/2	D	

APPENDIX K

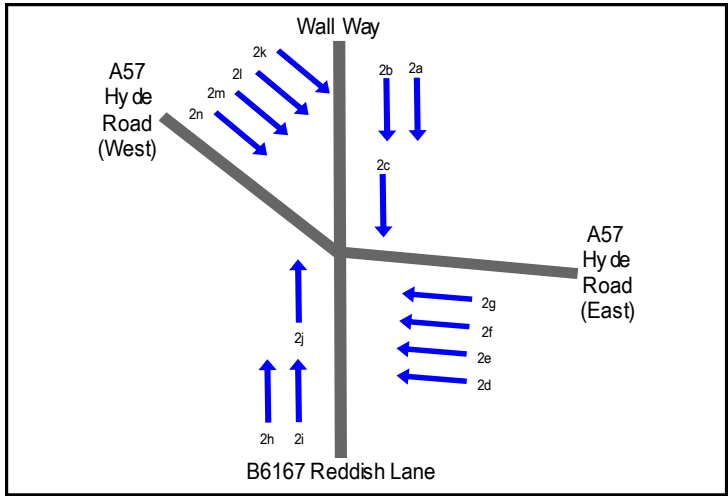
Base Model Queue Validation



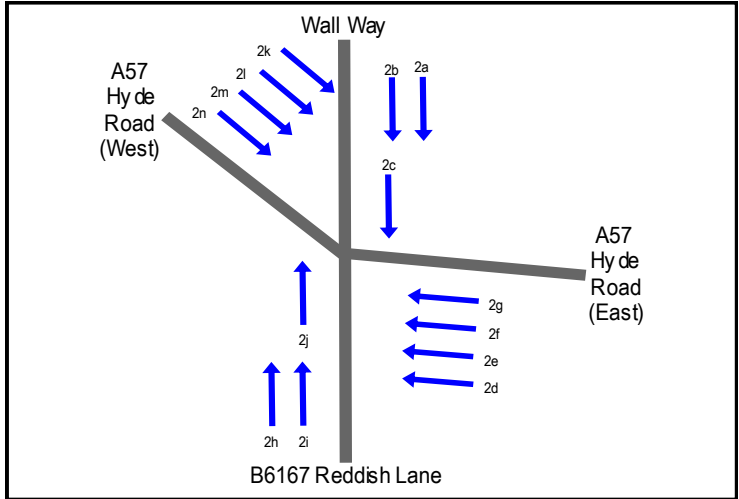
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0840 - 0845	10	1	0	8	0	0	3
0845 - 0850	8	3	1	11	0	0	3
0850 - 0855	7	2	0	10	0	0	2
0855 - 0900	9	1	0	7	0	0	2
0900 - 0905	8	2	0	10	0	0	4
0905 - 0910	10	1	0	9	0	0	2
0910 - 0915	6	2	0	6	0	0	3
0915 - 0920	8	1	1	9	0	0	3
0920 - 0925	10	0	2	14	0	0	3
0925 - 0930	6	1	1	9	0	1	3
Average Observed	8	2	1	9	0	0	3
Modelled MMQ	11	SHORT	0	9	SHORT	SHORT	4



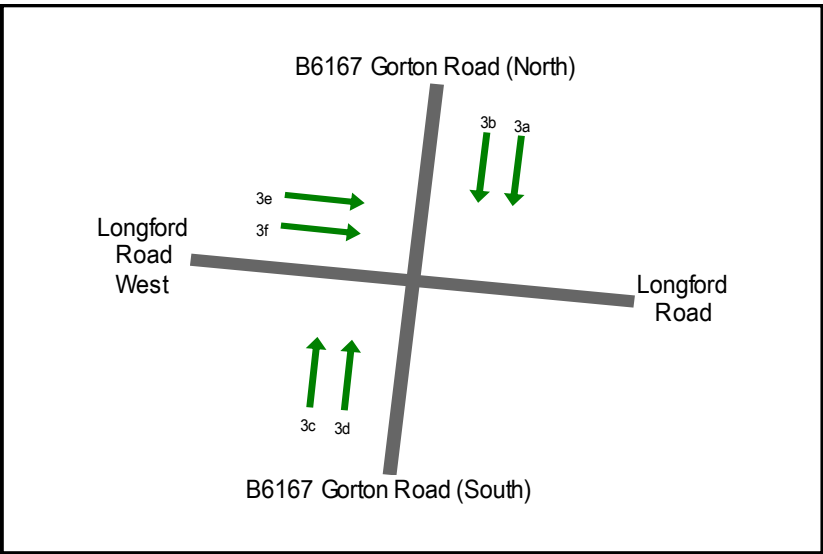
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1720 - 1725	10	0	0	8	1	1	4
1725 - 1730	13	1	3	14	0	0	3
1730 - 1735	12	2	5	15	1	0	4
1735 - 1740	10	2	1	8	0	0	3
1740 - 1745	5	0	0	7	0	0	4
1745 - 1750	8	1	0	9	0	0	2
1750 - 1755	11	1	2	8	0	0	2
1755 - 1800	9	1	1	5	0	0	2
1800 - 1805	10	2	3	14	0	0	3
1805 - 1810	12	1	0	10	0	0	4
1810 - 1815	8	1	0	7	0	0	2
Average Observed	10	1	1	10	0	0	3
Modelled MMQ	14	SHORT	0	13	SHORT	SHORT	4



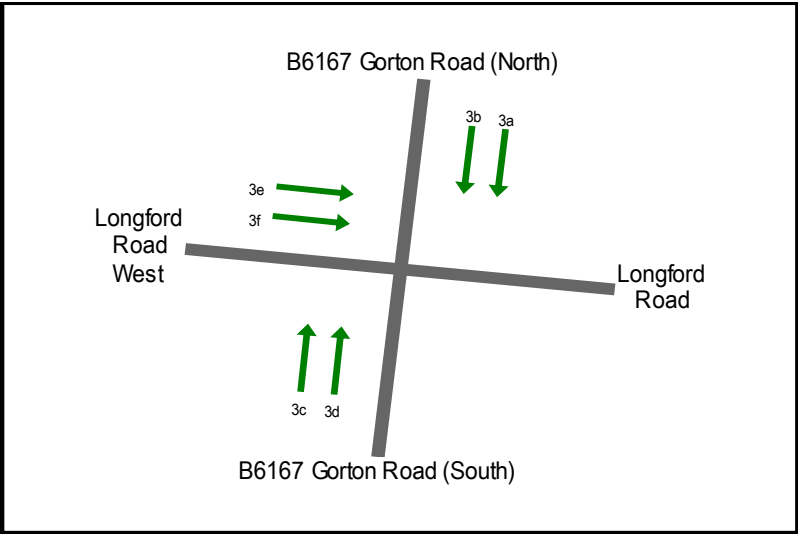
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0750 - 0755	0	3	2	0	21	21	1	18	4	1	0	16	13	8
0755 - 0800	1	6	1	0	20	20	1	19	5	3	1	13	5	6
0800 - 0805	1	2	0	0	19	19	1	18	6	0	0	11	9	7
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0810 - 0815	3	1	0	0	20	20	1	19	5	3	0	13	14	9
0815 - 0820	3	2	0	1	19	19	1	18	6	3	1	12	9	8
0820 - 0825	2	3	0	1	20	20	1	15	8	3	0	8	9	10
0825 - 0830	1	3	2	1	21	21	1	16	7	0	0	8	9	15
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0835 - 0840	0	2	3	1	18	18	2	10	6	3	0	11	6	12
0840 - 0845	2	5	0	2	19	21	2	15	9	3	1	9	5	7
Average Observed	2	3	1	1	20	20	1	17	6	2	0	10	8	9
Modelled MMQ	FLARE	3	4	FLARE	28	28	FLARE	24	FLARE	5	FLARE	13	8	FLARE



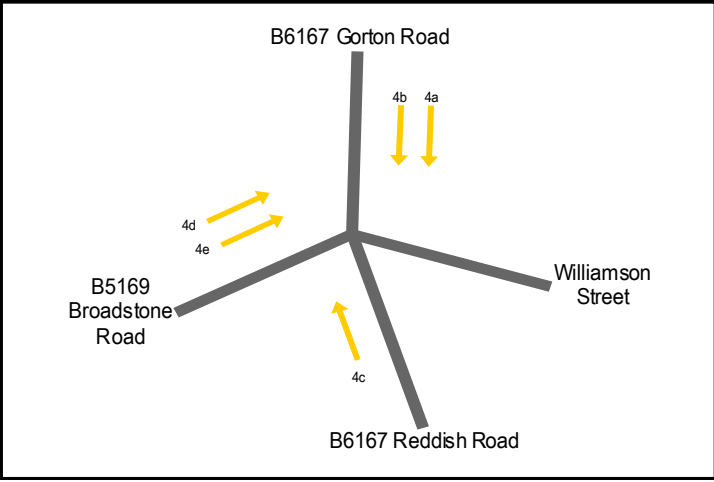
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1725 - 1730	1	3	0	1	17	17	2	7	9	3	1	17	17	13
1730 - 1735	3	6	3	1	14	14	1	9	7	4	1	15	15	13
1735 - 1740	1	3	0	1	18	18	1	8	6	2	1	13	13	10
1740 - 1745	2	3	0	1	19	19	2	9	4	0	0	10	11	11
1745 - 1750	1	3	1	1	12	12	1	5	5	3	0	19	19	7
1750 - 1755	2	4	0	1	10	10	2	6	4	0	1	20	20	6
1755 - 1800	1	3	0	2	11	11	2	7	8	3	0	19	19	13
1800 - 1805	1	2	0	1	19	19	2	3	9	1	0	11	13	12
1805 - 1810	2	6	0	1	14	14	5	9	5	3	0	10	10	13
1810 - 1815	1	6	2	1	17	17	6	12	9	3	0	11	12	13
Average Observed	2	4	1	1	15	15	2	7	7	2	0	15	16	11
Modelled MMQ	FLARE	4	5	FLARE	19	19	FLARE	9	FLARE	6	FLARE	24	13	FLARE



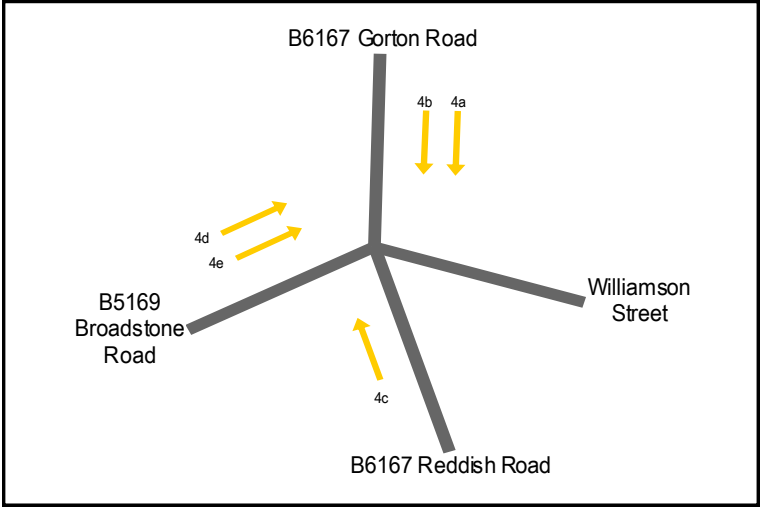
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0820 - 0825	10	12	12	9	8	7
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0830 - 0835	13	13	11	7	8	7
0835 - 0840	15	10	11	4	8	5
0840 - 0845	10	14	12	6	8	9
0845 - 0850	15	13	12	12	10	7
0850 - 0855	16	14	13	9	8	7
0855 - 0900	15	13	12	11	9	7
0900 - 0905	16	14	11	9	4	10
0905 - 0910	15	14	12	5	5	10
0910 - 0915	12	13	13	4	10	10
Average Observed	13	13	12	7	8	8
Modelled MMQ	9	SHORT	15	SHORT	SHORT	6



TIME	3a	3b	3c	3d	3e	3f
1715 - 1720	9	10	11	10	9	9
1720 - 1725	11	10	12	9	9	10
1725 - 1730	12	11	13	8	10	10
1730 - 1735	10	12	13	7	10	8
1735 - 1740	8	11	12	9	11	10
1740 - 1745	13	10	11	10	10	9
1745 - 1750	10	9	13	7	8	10
1750 - 1755	11	8	14	8	9	10
1755 - 1800	9	10	13	12	10	10
1800 - 1805	10	9	11	8	7	8
1805 - 1810	10	6	10	9	8	10
1810 - 1815	11	5	11	9	10	10
Average Observed	10	9	12	9	9	10
Modelled MMQ	10	SHORT	19	SHORT	SHORT	10



TIME	4a	4b	4c	4d	4e
0730 - 0735	10	7	6	5	3
0735 - 0740	7	3	5	5	2
0740 - 0745	10	4	7	5	1
0745 - 0750	11	3	6	4	1
0750 - 0755	12	1	4	5	1
0755 - 0800	13	3	5	2	0
0800 - 0805	8	3	3	5	2
0805 - 0810	9	4	8	3	3
0810 - 0815	10	2	7	5	4
0815 - 0820	11	1	7	5	3
0820 - 0825	8	4	5	4	1
0825 - 0830	11	5	3	4	4
Average Observed	10	3	6	4	2
Modelled MMQ	11	SHORT	5	4	SHORT



TIME	4a	4b	4c	4d	4e
1715 - 1720	6	3	9	7	5
1720 - 1725	5	7	8	4	4
1725 - 1730	8	8	6	6	3
1730 - 1735	5	7	8	4	3
1735 - 1740	6	3	8	5	4
1740 - 1745	12	4	7	6	2
1745 - 1750	7	3	7	7	2
1750 - 1755	6	2	8	5	4
1755 - 1800	10	5	8	6	3
1800 - 1805	8	4	8	7	3
1805 - 1810	10	3	5	6	2
1810 - 1815	7	7	8	7	5
Average Observed	8	5	8	6	3
Modelled MMQ	5	SHORT	10	5	SHORT

APPENDIX L Station Road / Gorton Road LinSig Outputs

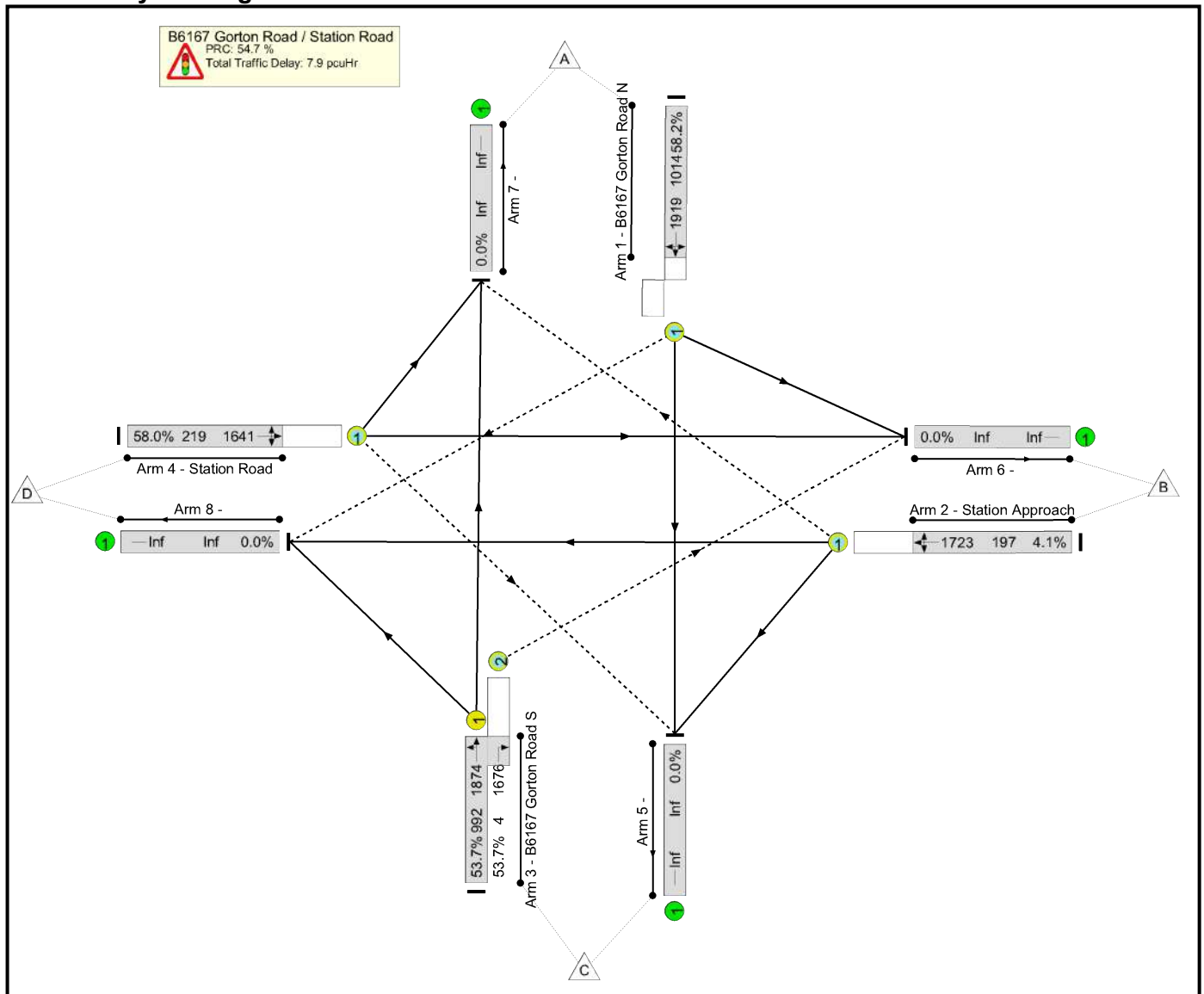
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	J326075 Secret Lake, North Reddish
Title:	
Location:	
Client:	Northerngroup
Additional detail:	
File name:	B6167 Gorton Road_Station Road.lsg3x
Author:	
Company:	Mode Transport Planning
Address:	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

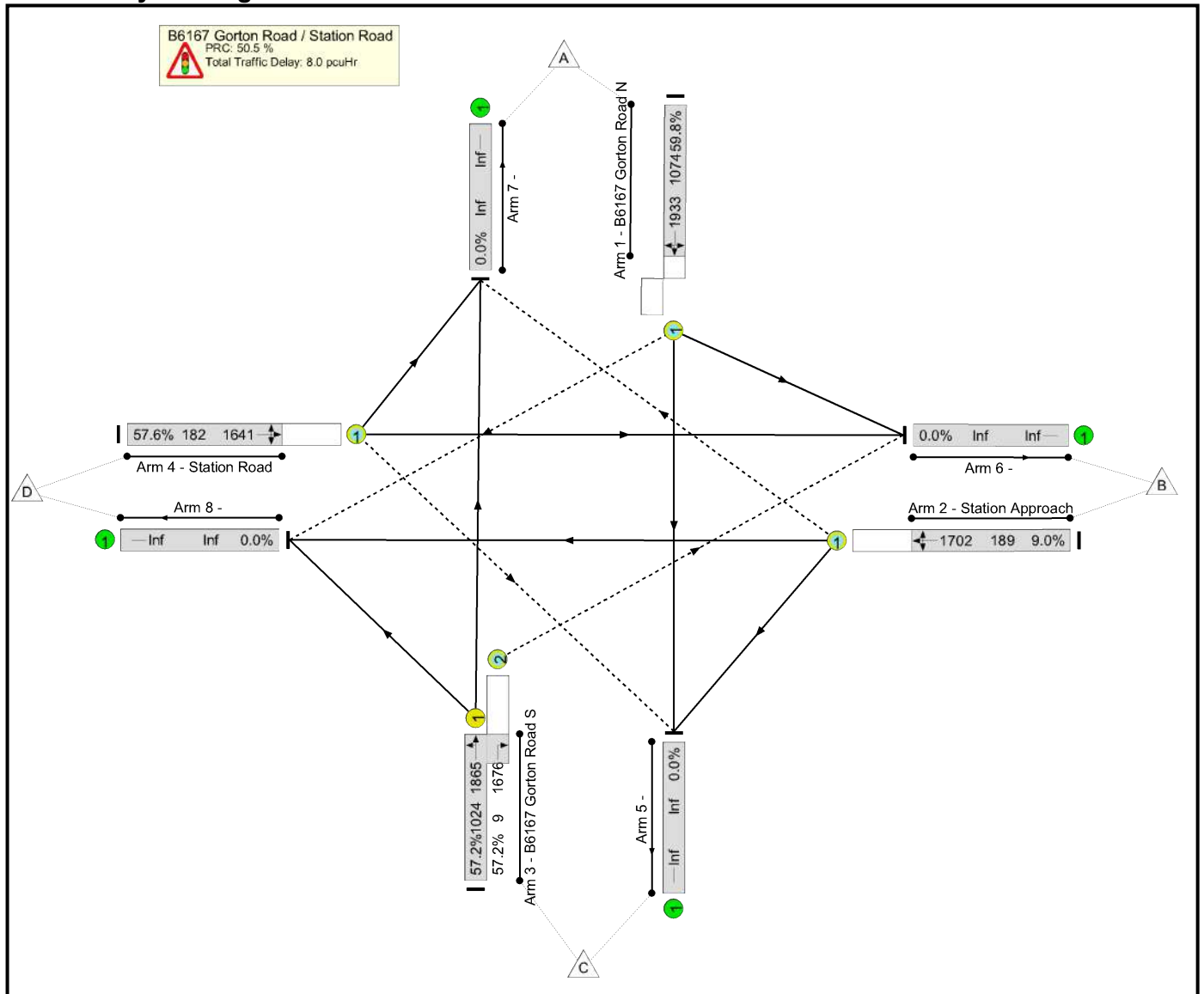


Network Results

Basic Results Summary

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

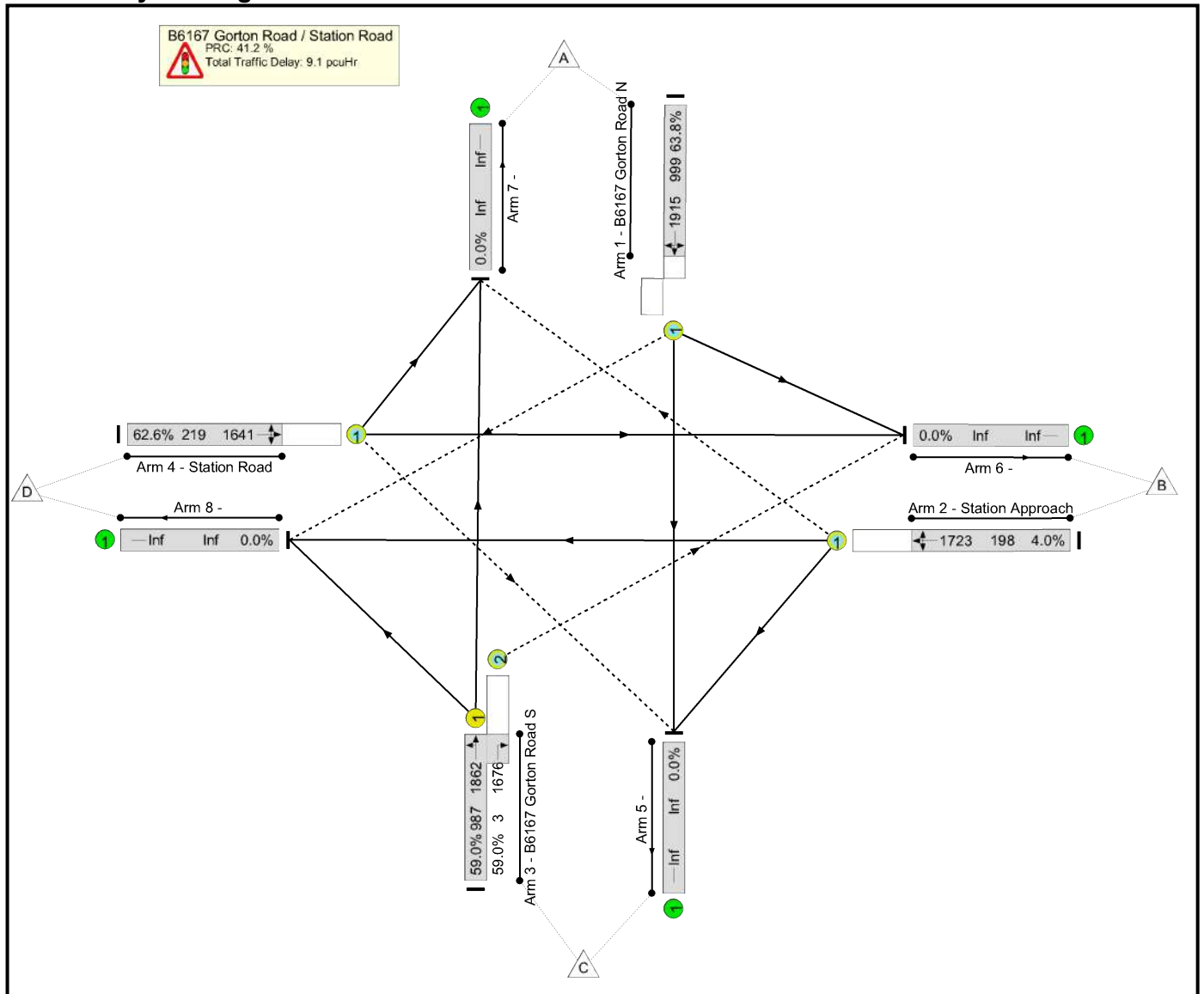


Network Results

Basic Results Summary

Scenario 3: '2030 B + C AM' (FG3: '2030 Base + Comm AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

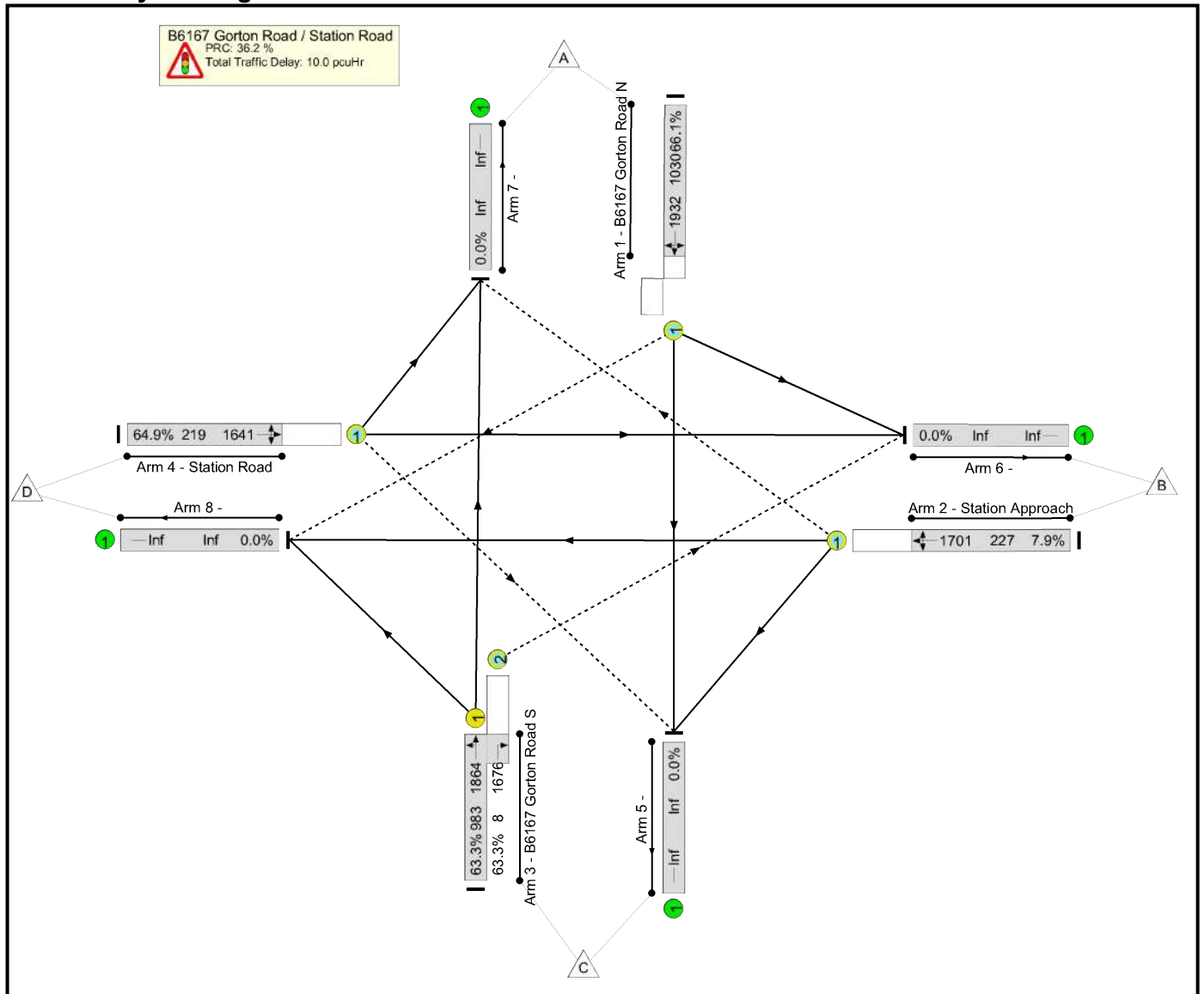


Network Results

Basic Results Summary

Scenario 4: '2030 B + C PM' (FG4: '2030 Base + Comm PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



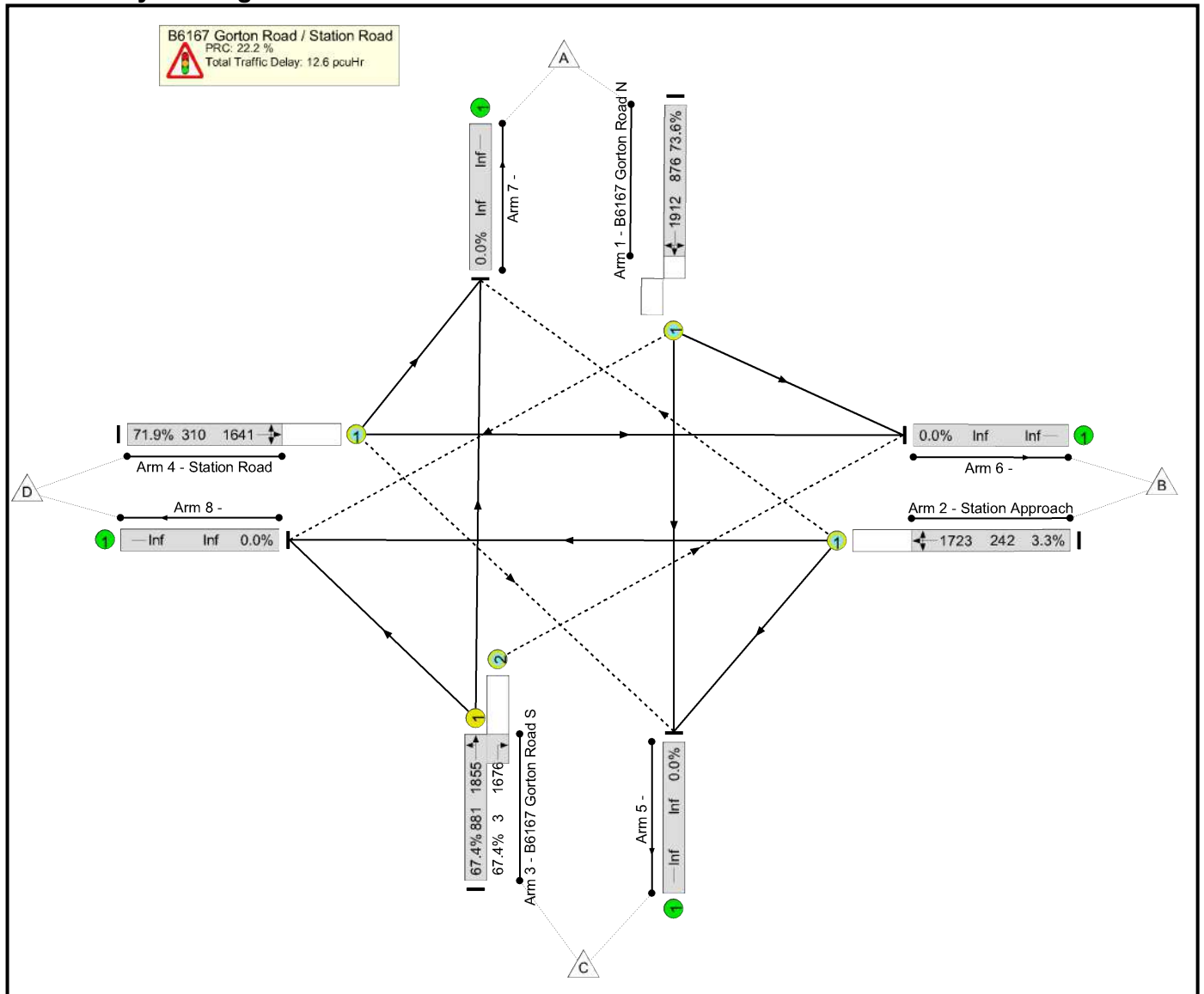
Network Results

Network Results																	
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	66.1%	136	0	9	10.0	-	-
B6167 Gorton Road / Station Road	-	-	-		-	-	-	-	-	-	66.1%	136	0	9	10.0	-	-
1/1	B6167 Gorton Road N Ahead Left Right	O	A		1	47	-	681	1932	1030	66.1%	60	0	1	4.0	21.0	13.1
2/1	Station Approach Left Right Ahead	O	D		1	11	-	18	1701	227	7.9%	7	0	0	0.2	42.9	0.4
3/1+3/2	B6167 Gorton Road S Right Ahead Left	U+O	B		1	47	-	627	1864:1676	983+8	63.3 : 63.3%	5	0	0	3.4	19.8	11.8
4/1	Station Road Right Ahead Left	O	C		1	11	-	142	1641	219	64.9%	64	0	8	2.4	60.3	4.3
C1 PRC for Signalled Lanes (%): 36.2 PRC Over All Lanes (%): 36.2 Total Delay for Signalled Lanes (pcuHr): 10.01 Total Delay Over All Lanes(pcuHr): 10.01 Cycle Time (s): 90																	

Basic Results Summary

Scenario 5: '2030 B + C + D AM' (FG5: '2030 Base + Comm + Dev AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

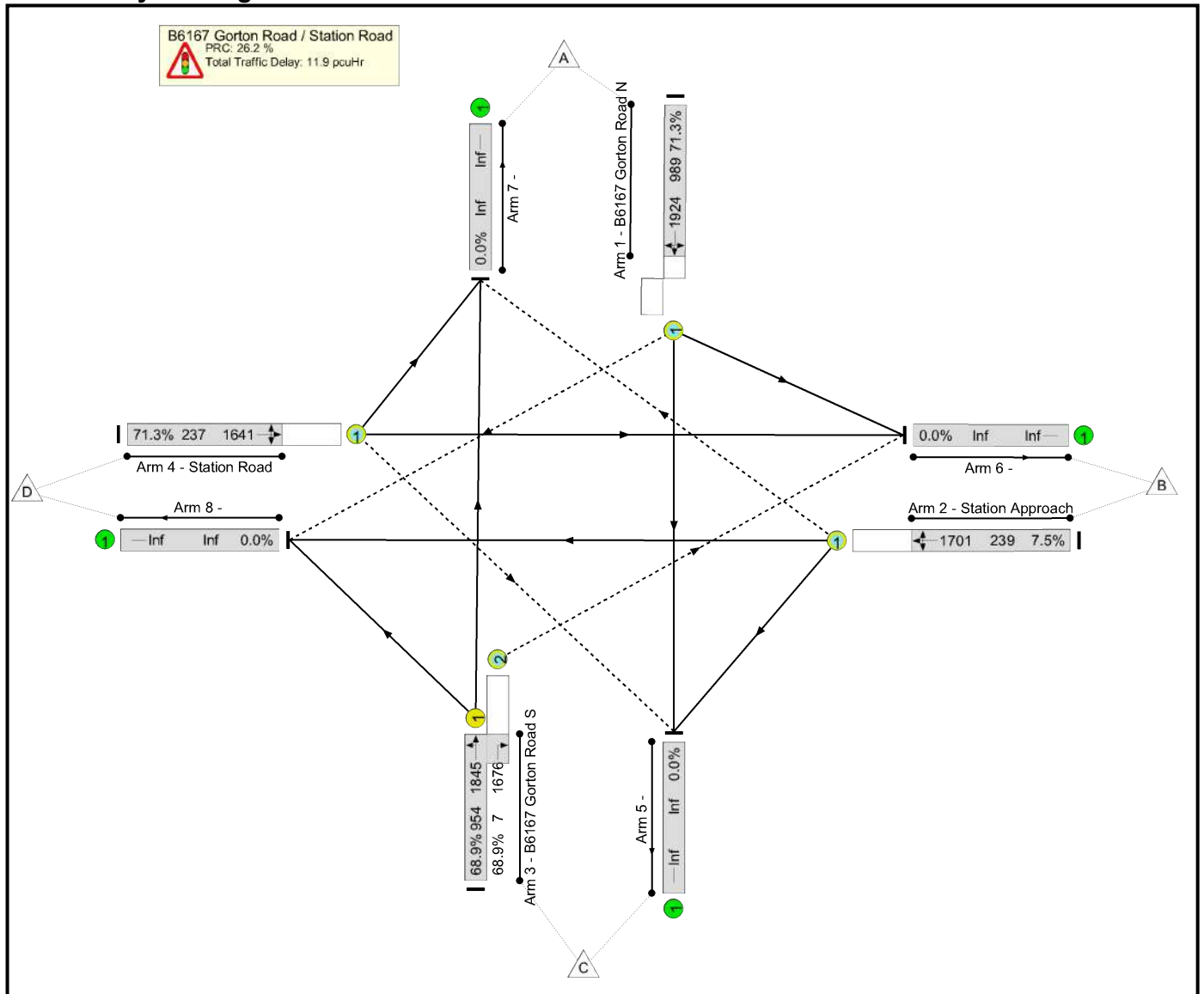


Network Results

Basic Results Summary

Scenario 6: '2030 B + C + D PM' (FG6: '2030 Base + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

APPENDIX M Longford Road West / Reddish Road – LinSig Outputs

Basic Results Summary

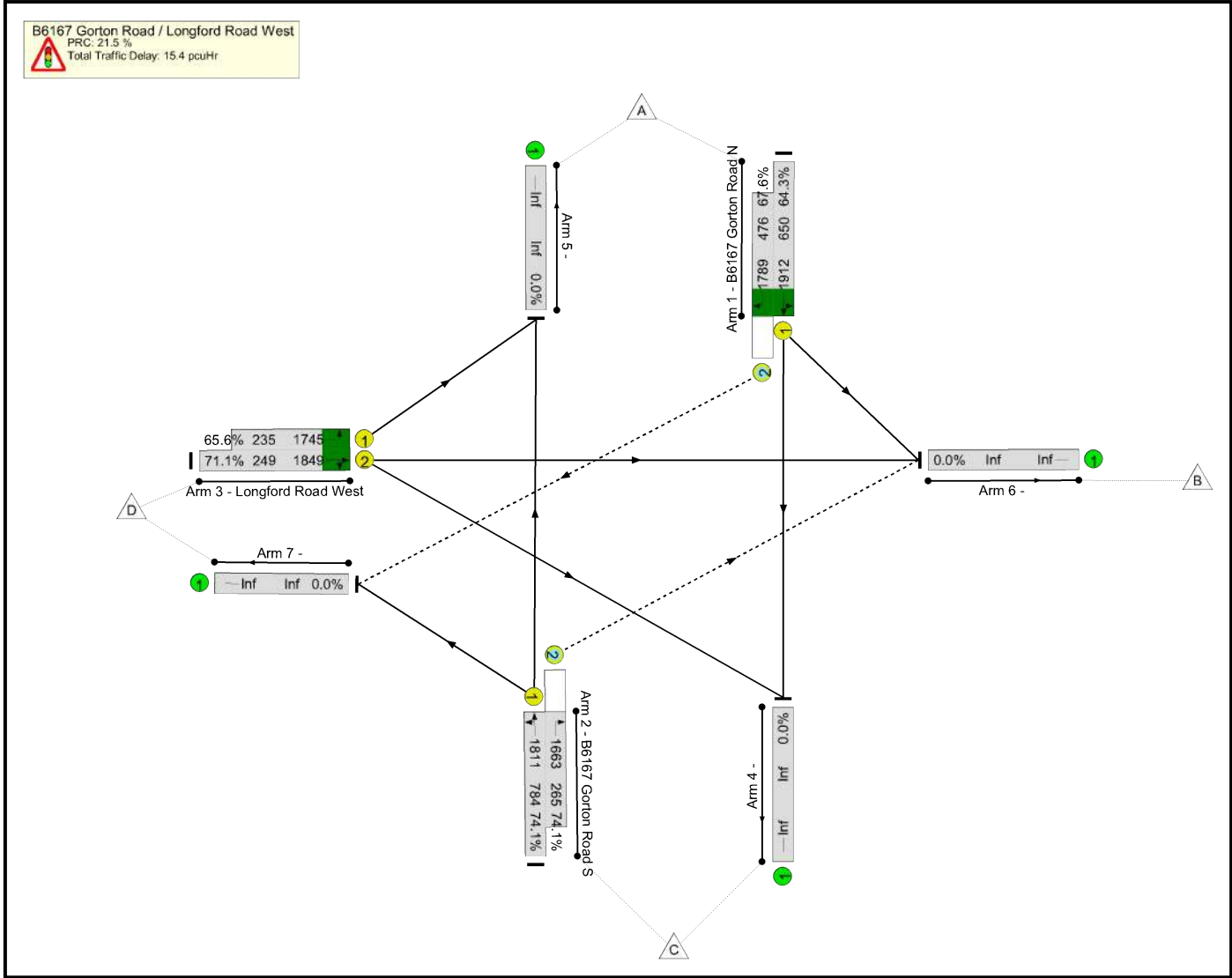
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	B6167 Gorton Road_Longford Road West.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



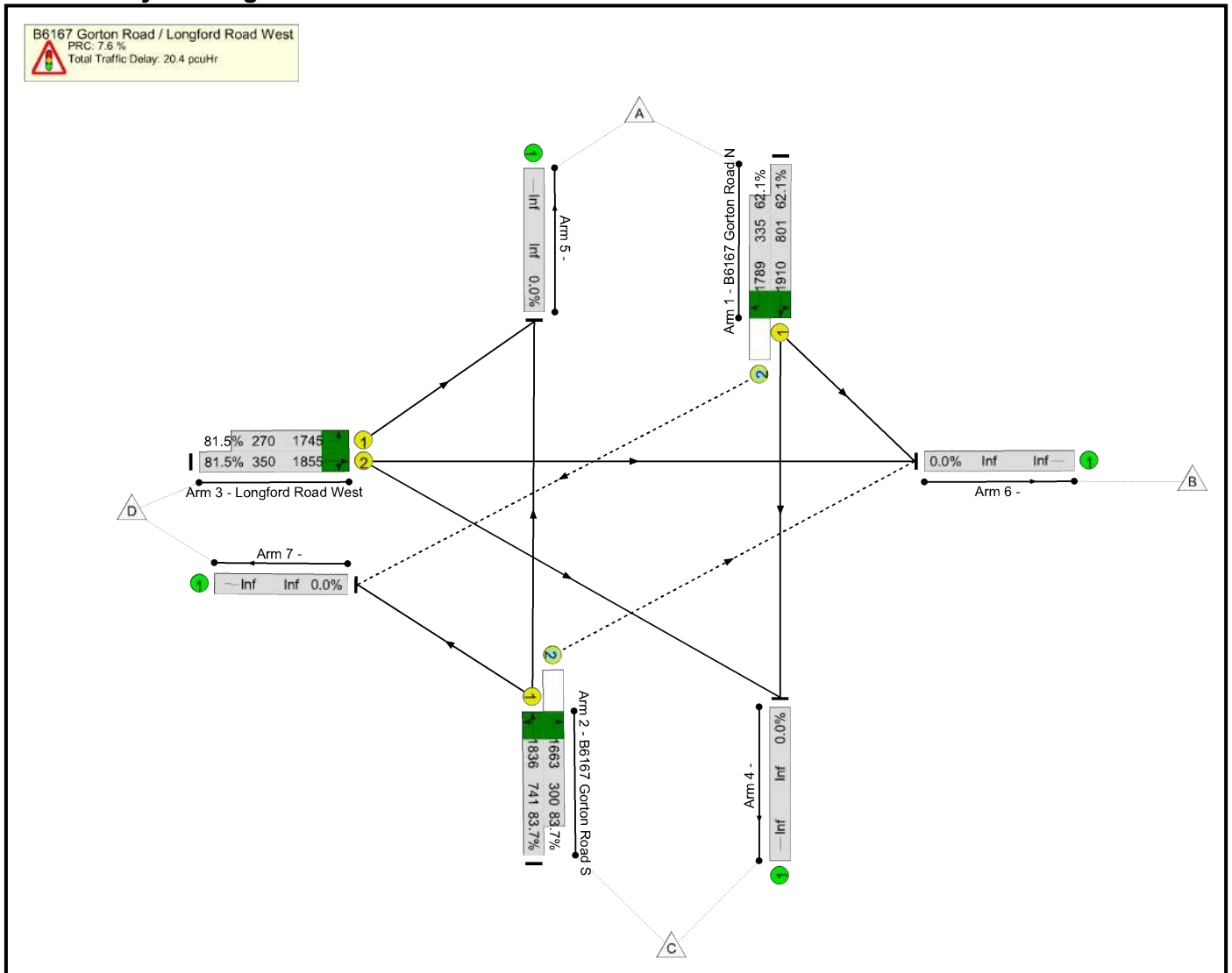
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	74.1%	307	202	9	15.4	-	-
B6167 Gorton Road / Longford Road West	-	-	-		-	-	-	-	-	-	74.1%	307	202	9	15.4	-	-
1/1+1/2	B6167 Gorton Road N Ahead Left Right	U+O	B	E	1	51	4	740	1912:1789	650+476	64.3 : 67.6%	220	93	9	5.3	25.6	8.6
2/1+2/2	B6167 Gorton Road S Ahead Right Left	U+O	A	D	1	53	7	777	1811:1663	784+265	74.1 : 74.1%	87	109	0	5.1	23.7	14.5
3/2+3/1	Longford Road West Right Left Ahead	U	C		1	9	-	331	1849:1745	249+235	71.1 : 65.6%	-	-	-	5.0	54.5	5.9
C1			PRC for Signalled Lanes (%):				21.5	Total Delay for Signalled Lanes (pcuHr):				15.39	Cycle Time (s): 104				
			PRC Over All Lanes (%):				21.5	Total Delay Over All Lanes(pcuHr):				15.39					

Basic Results Summary

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

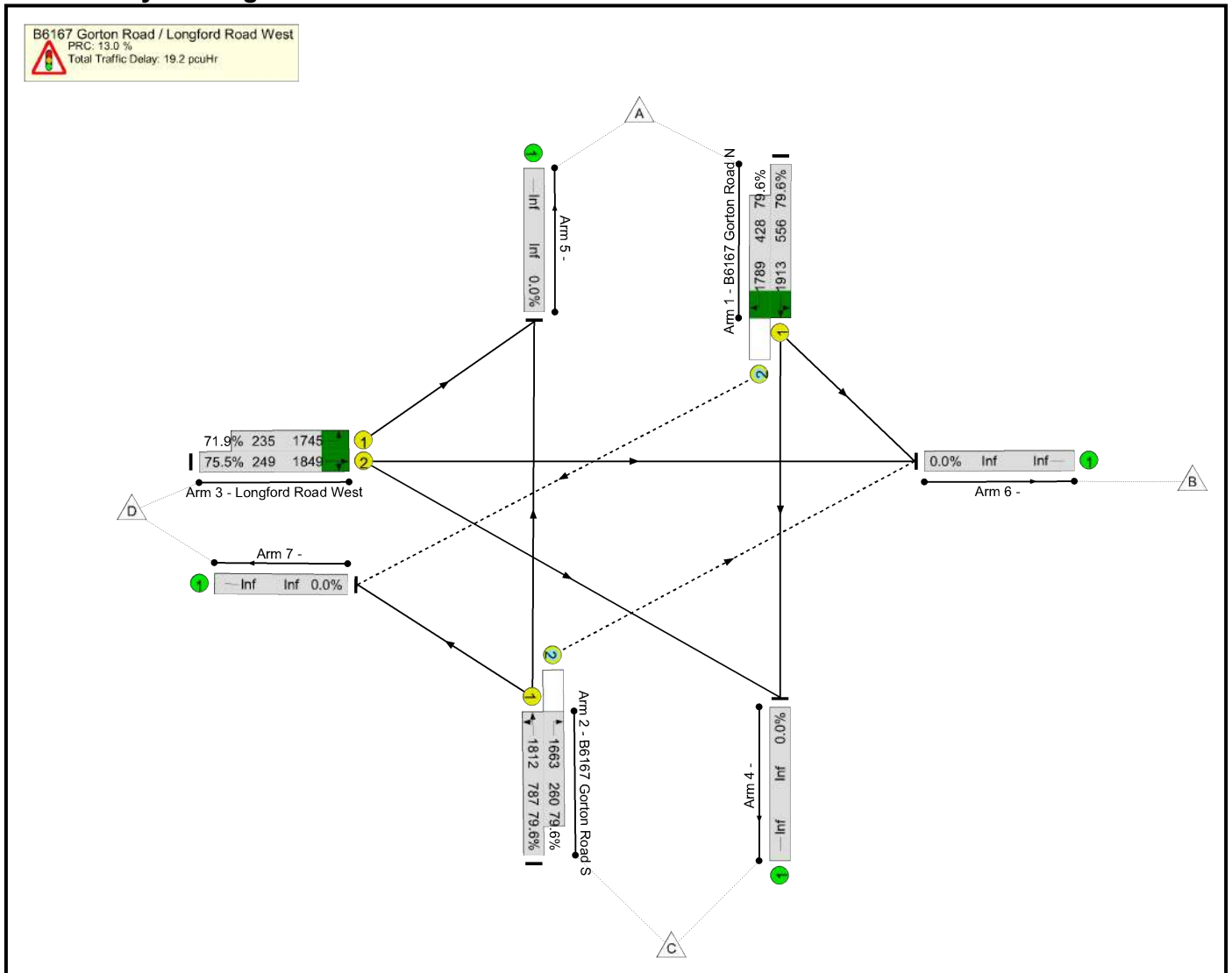
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	83.7%	331	122	6	20.4	-	-
B6167 Gorton Road / Longford Road West	-	-	-		-	-	-	-	-	-	83.7%	331	122	6	20.4	-	-
1/1+1/2	B6167 Gorton Road N Ahead Left Right	U+O	B	E	1	43	4	706	1910:1789	801+335	62.1 : 62.1%	149	53	6	5.2	26.5	10.2
2/1+2/2	B6167 Gorton Road S Ahead Right Left	U+O	A	D	1	42	4	871	1836:1663	741+300	83.7 : 83.7%	182	69	0	7.8	32.2	18.9
3/2+3/1	Longford Road West Right Left Ahead	U	C		1	20	-	505	1855:1745	350+270	81.5 : 81.5%	-	-	-	7.4	52.8	9.7
C1				PRC for Signalled Lanes (%):		7.6		Total Delay for Signalled Lanes (pcuHr):				20.41		Cycle Time (s): 104			
				PRC Over All Lanes (%):		7.6		Total Delay Over All Lanes(pcuHr):				20.41					

Basic Results Summary

Scenario 3: '2030 B+C AM' (FG3: '2030 B+C AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



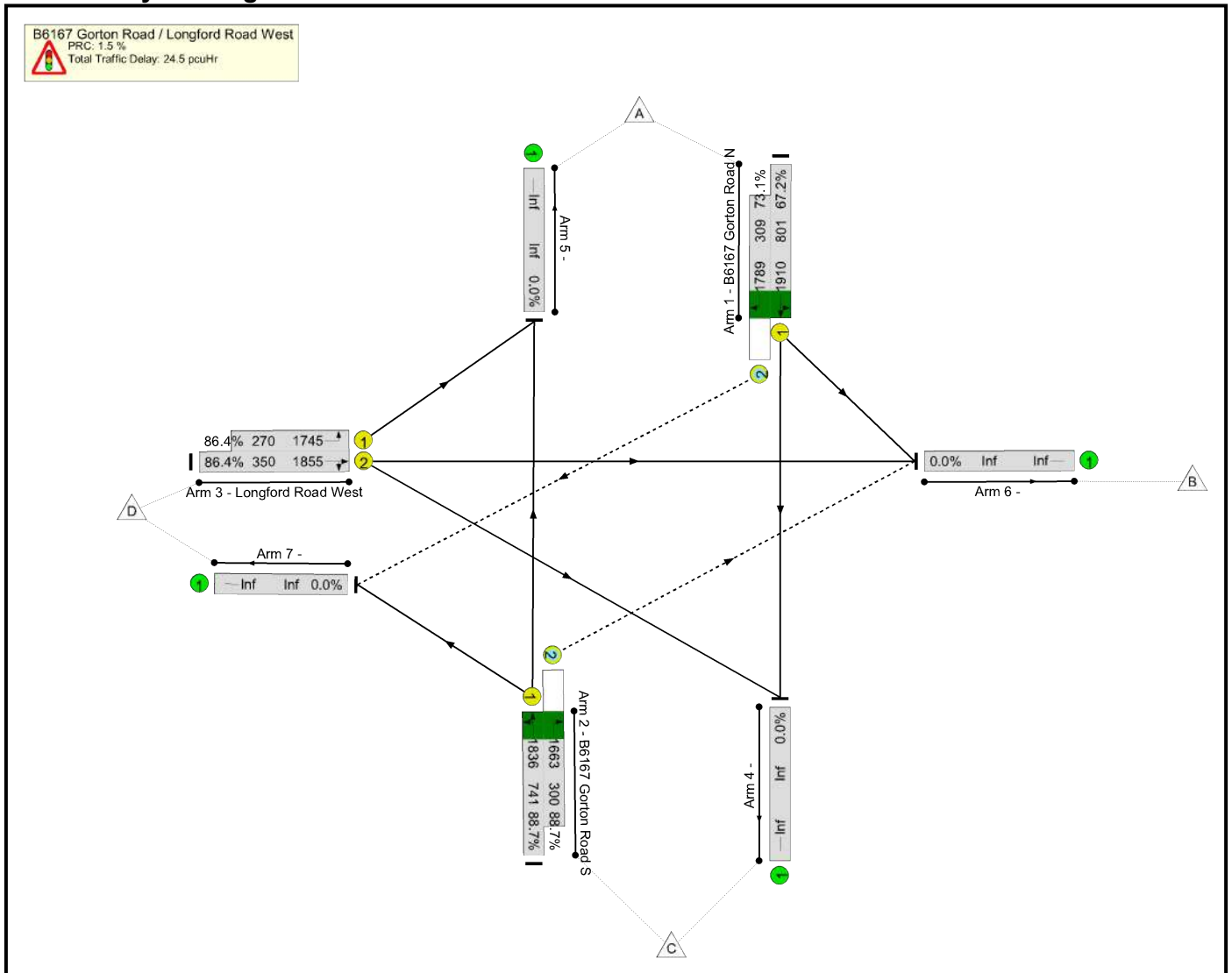
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	79.6%	267	264	17	19.2	-	-
B6167 Gorton Road / Longford Road West	-	-	-		-	-	-	-	-	-	79.6%	267	264	17	19.2	-	-
1/1+1/2	B6167 Gorton Road N Ahead Left Right	U+O	B	E	1	46	4	784	1913:1789	556+428	79.6 : 79.6%	172	152	17	7.4	34.0	10.9
2/1+2/2	B6167 Gorton Road S Ahead Right Left	U+O	A	D	1	53	12	833	1812:1663	787+260	79.6 : 79.6%	95	112	0	6.2	26.7	17.3
3/2+3/1	Longford Road West Right Left Ahead	U	C		1	9	-	357	1849:1745	249+235	75.5 : 71.9%	-	-	-	5.7	57.1	6.6
C1				PRC for Signalled Lanes (%):			13.0	Total Delay for Signalled Lanes (pcuHr):				19.24	Cycle Time (s): 104				
				PRC Over All Lanes (%):			13.0	Total Delay Over All Lanes(pcuHr):				19.24					

Basic Results Summary

Scenario 4: '2030 B+C PM' (FG4: '2030 B+C PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



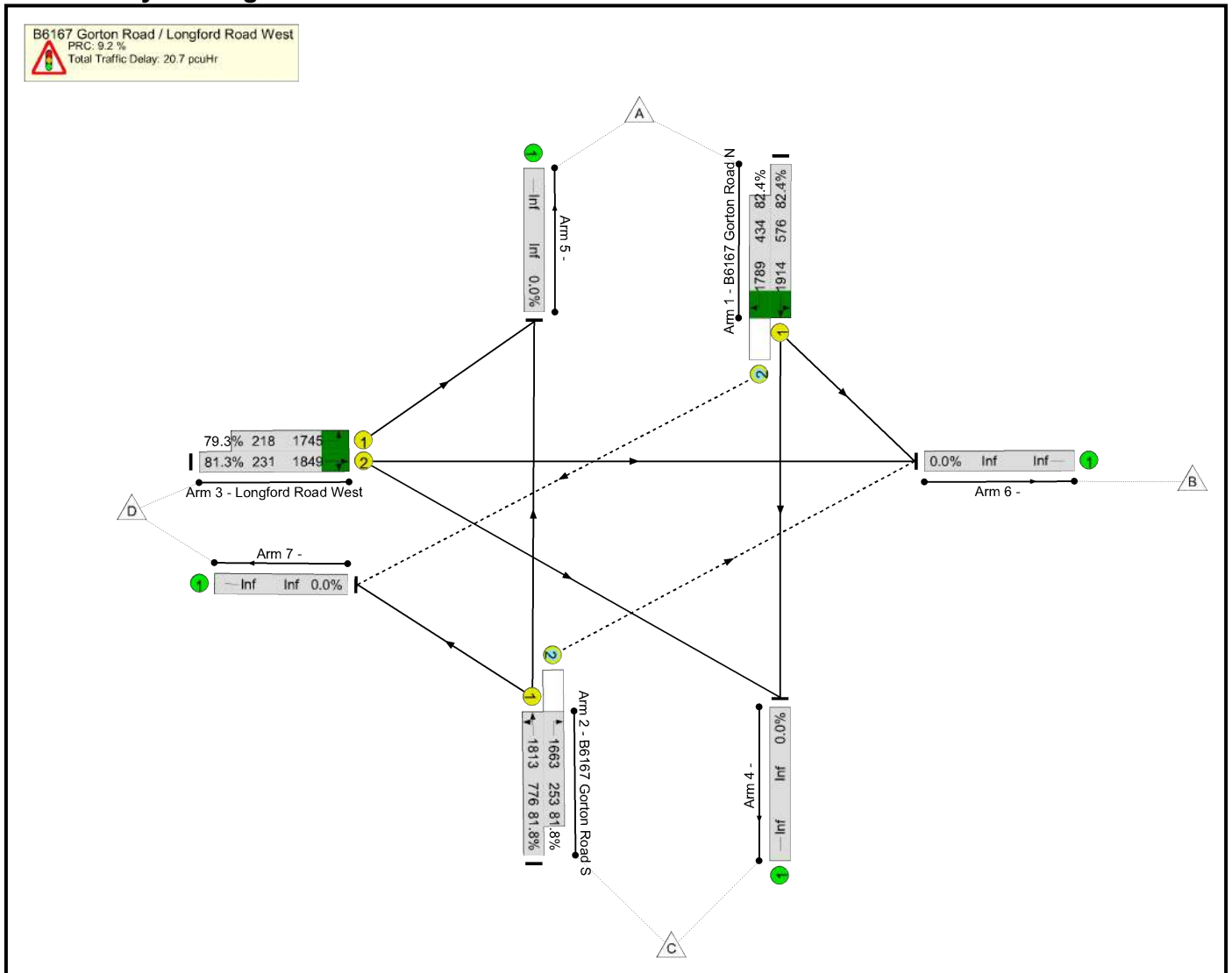
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	88.7%	305	166	20	24.5	-	-
B6167 Gorton Road / Longford Road West	-	-	-		-	-	-	-	-	-	88.7%	305	166	20	24.5	-	-
1/1+1/2	B6167 Gorton Road N Ahead Left Right	U+O	B	E	1	42	4	764	1910:1789	801+309	67.2 : 73.1%	109	97	20	6.2	29.3	11.6
2/1+2/2	B6167 Gorton Road S Ahead Right Left	U+O	A	D	1	41	4	923	1836:1663	741+300	88.7 : 88.7%	197	69	0	9.7	37.8	22.6
3/2+3/1	Longford Road West Right Left Ahead	U	C		1	21	-	535	1855:1745	350+270	86.4 : 86.4%	-	-	-	8.6	58.0	11.1
C1			PRC for Signalled Lanes (%):				1.5	Total Delay for Signalled Lanes (pcuHr):				24.53	Cycle Time (s): 104				
			PRC Over All Lanes (%):				1.5	Total Delay Over All Lanes(pcuHr):				24.53					

Basic Results Summary

Scenario 5: '2030 B+C+D AM' (FG5: '2030 B+C+D AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

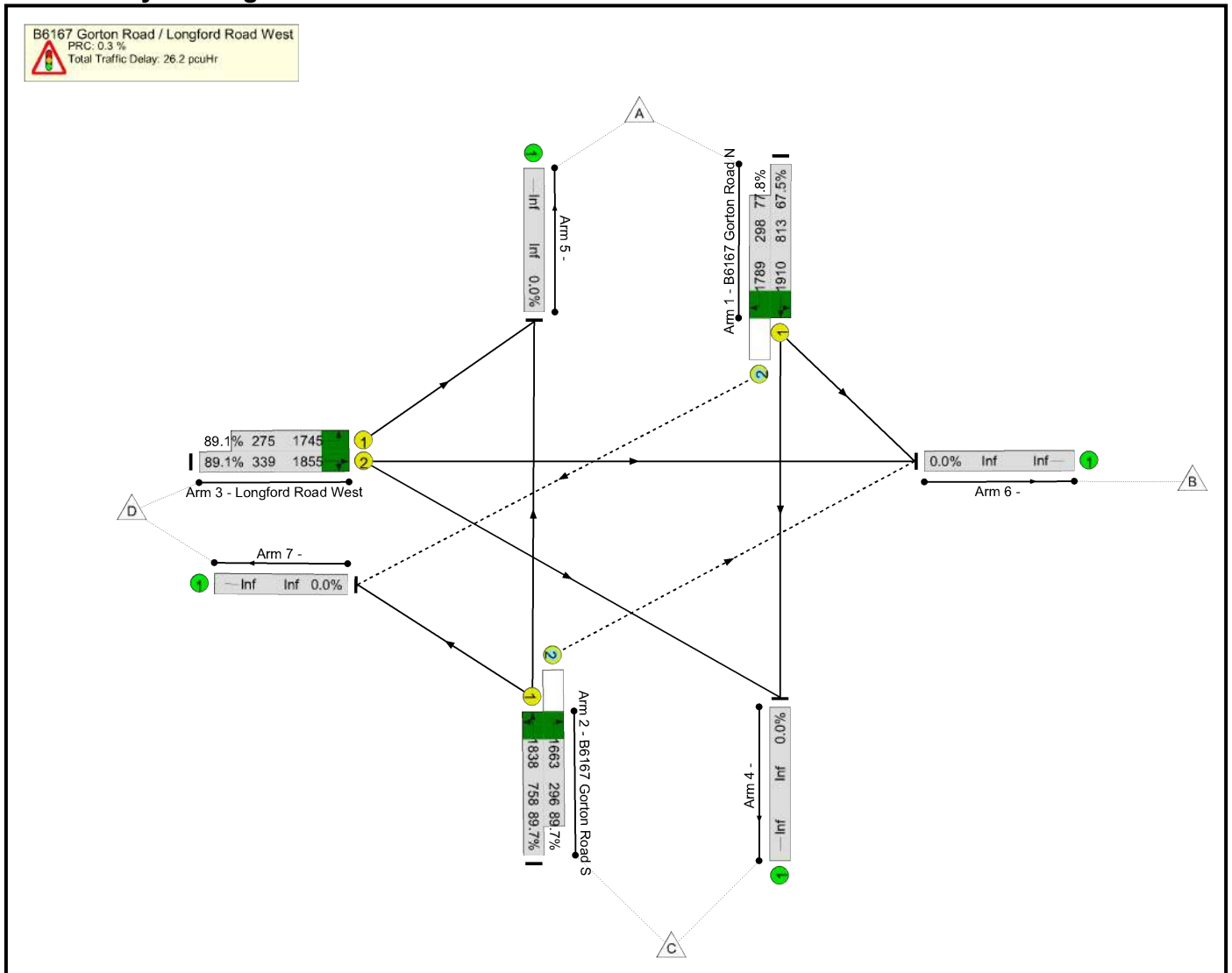
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	82.4%	288	249	28	20.7	-	-
B6167 Gorton Road / Longford Road West	-	-	-		-	-	-	-	-	-	82.4%	288	249	28	20.7	-	-
1/1+1/2	B6167 Gorton Road N Ahead Left Right	U+O	B	E	1	55	6	833	1914:1789	576+434	82.4 : 82.4%	151	180	28	7.5	32.4	11.8
2/1+2/2	B6167 Gorton Road S Ahead Right Left	U+O	A	D	1	52	4	841	1813:1663	776+253	81.8 : 81.8%	138	69	0	6.8	29.3	18.4
3/2+3/1	Longford Road West Right Left Ahead	U	C		1	8	-	361	1849:1745	231+218	81.3 : 79.3%	-	-	-	6.4	63.8	7.2
C1				PRC for Signalled Lanes (%):			9.2	Total Delay for Signalled Lanes (pcuHr):				20.73	Cycle Time (s): 104				
				PRC Over All Lanes (%):			9.2	Total Delay Over All Lanes(pcuHr):				20.73					

Basic Results Summary

Scenario 6: '2030 B+C+D PM' (FG6: '2030 B+C+D PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	89.7%	294	166	38	26.2	-	-
B6167 Gorton Road / Longford Road West	-	-	-		-	-	-	-	-	-	89.7%	294	166	38	26.2	-	-
1/1+1/2	B6167 Gorton Road N Ahead Left Right	U+O	B	E	1	46	4	781	1910:1789	813+298	67.5 : 77.8%	98	97	38	6.4	29.6	11.8
2/1+2/2	B6167 Gorton Road S Ahead Right Left	U+O	A	D	1	45	4	946	1838:1663	758+296	89.7 : 89.7%	197	69	0	10.1	38.4	24.0
3/2+3/1	Longford Road West Right Left Ahead	U	C		1	17	-	547	1855:1745	339+275	89.1 : 89.1%	-	-	-	9.6	63.4	12.0
C1				PRC for Signalled Lanes (%):		0.3		Total Delay for Signalled Lanes (pcuHr):				26.16		Cycle Time (s): 104			
				PRC Over All Lanes (%):		0.3		Total Delay Over All Lanes(pcuHr):				26.16					

APPENDIX N A57 Hyde Road / Reddish Lane – LinSig Outputs

Basic Results Summary

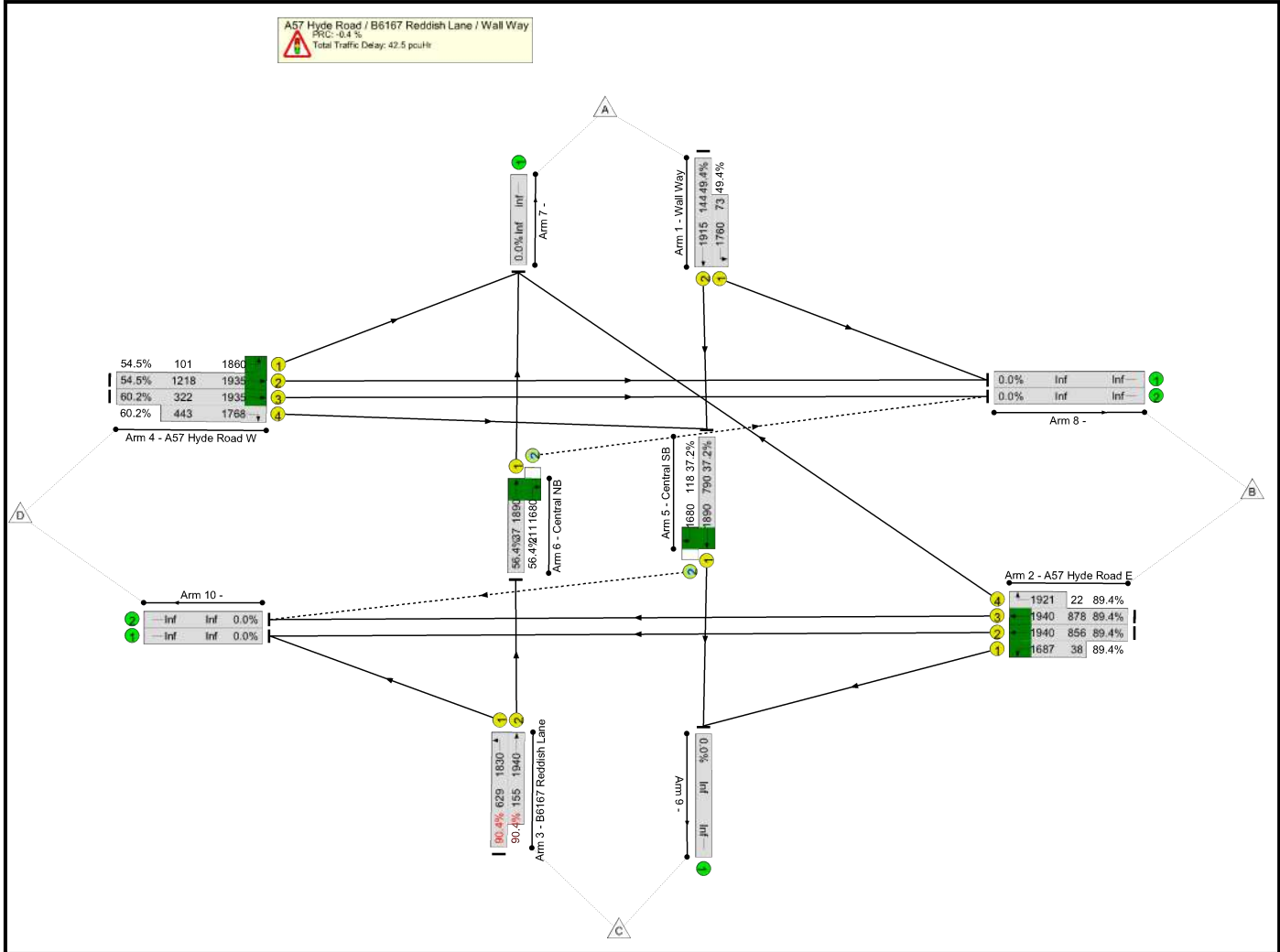
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	B6167 Reddish Lane_A57 Hyde Road.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

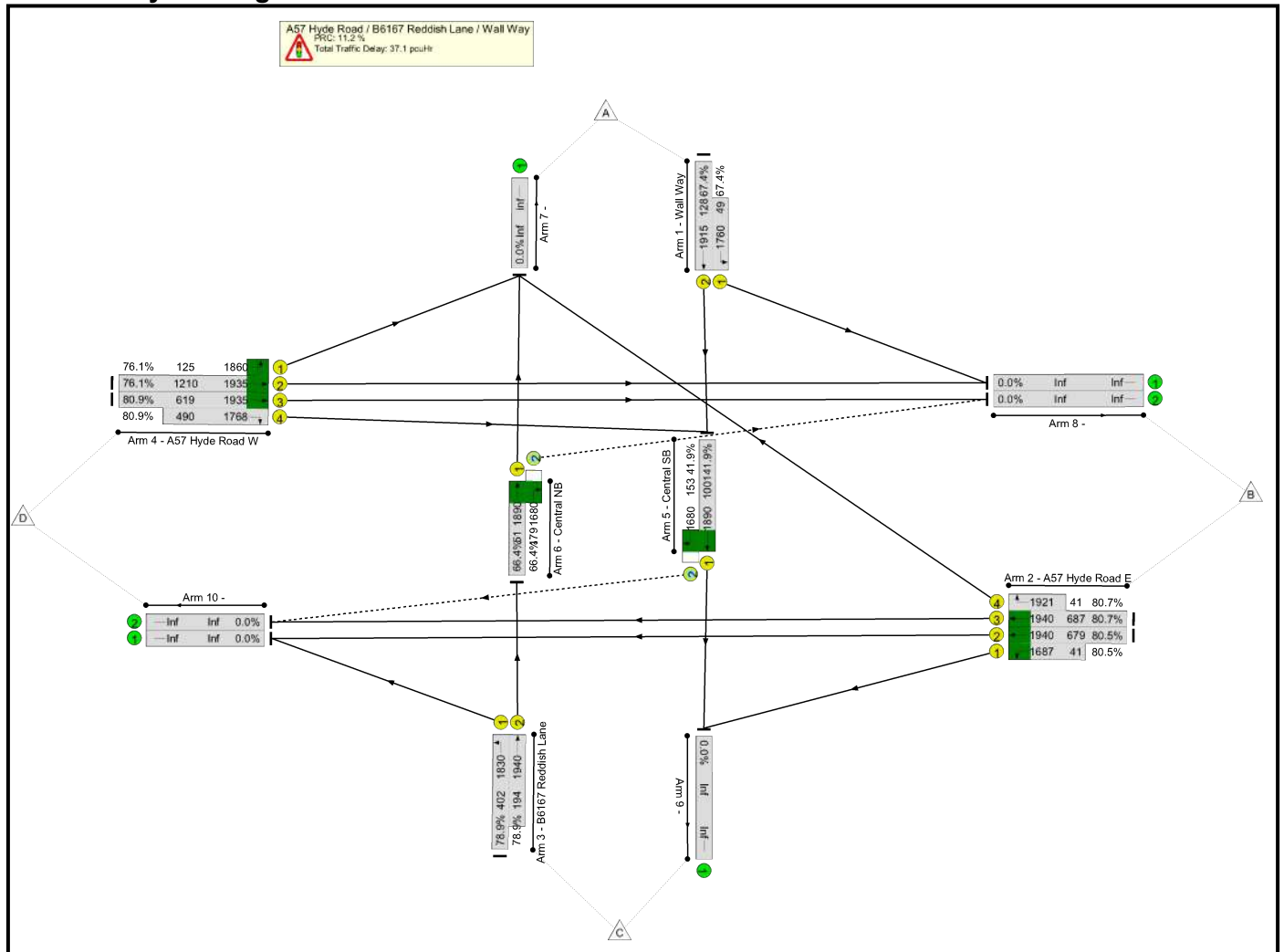
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	90.4%	73	90	0	42.5	-	-
A57 Hyde Road / B6167 Reddish Lane / Wall Way	-	-	-		-	-	-	-	-	-	90.4%	73	90	0	42.5	-	-
1/2+1/1	Wall Way Ahead Left	U	D		1	8	-	107	1915:1760	144+73	49.4 : 49.4%	-	-	-	2.1	69.3	2.8
2/2+2/1	A57 Hyde Road E Left Ahead	U	B		1	51	-	799	1940:1687	856+38	89.4 : 89.4%	-	-	-	10.4	47.0	27.8
2/3+2/4	A57 Hyde Road E Right Ahead	U	B I		1	51:7	-	805	1940:1921	878+22	89.4 : 89.4%	-	-	-	10.9	48.9	28.1
3/1+3/2	B6167 Reddish Lane Ahead Left	U	F E		1	45:12	-	709	1830:1940	629+155	90.4 : 90.4%	-	-	-	11.5	58.6	23.7
4/2+4/1	A57 Hyde Road W Left Ahead	U	A Q		1	78:75	-	719	1935:1860	1218+101	54.5 : 54.5%	-	-	-	2.5	12.6	12.5
4/3+4/4	A57 Hyde Road W Right Ahead	U	A C		1	78:35	-	461	1935:1768	322+443	60.2 : 60.2%	-	-	-	3.7	28.8	8.0
5/1+5/2	Central SB Ahead Right	U+O	G	J	1	59	8	338	1890:1680	790+118	37.2 : 37.2%	22	22	0	0.4	3.8	4.4
6/1+6/2	Central NB Ahead Right	U+O	H	K	1	16	3	140	1890:1680	37+211	56.4 : 56.4%	51	68	0	0.9	23.7	5.0
C1				PRC for Signalled Lanes (%):		-0.4		Total Delay for Signalled Lanes (pcuHr):				42.45		Cycle Time (s): 120			
				PRC Over All Lanes (%):		-0.4		Total Delay Over All Lanes(pcuHr):				42.45					

Basic Results Summary

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

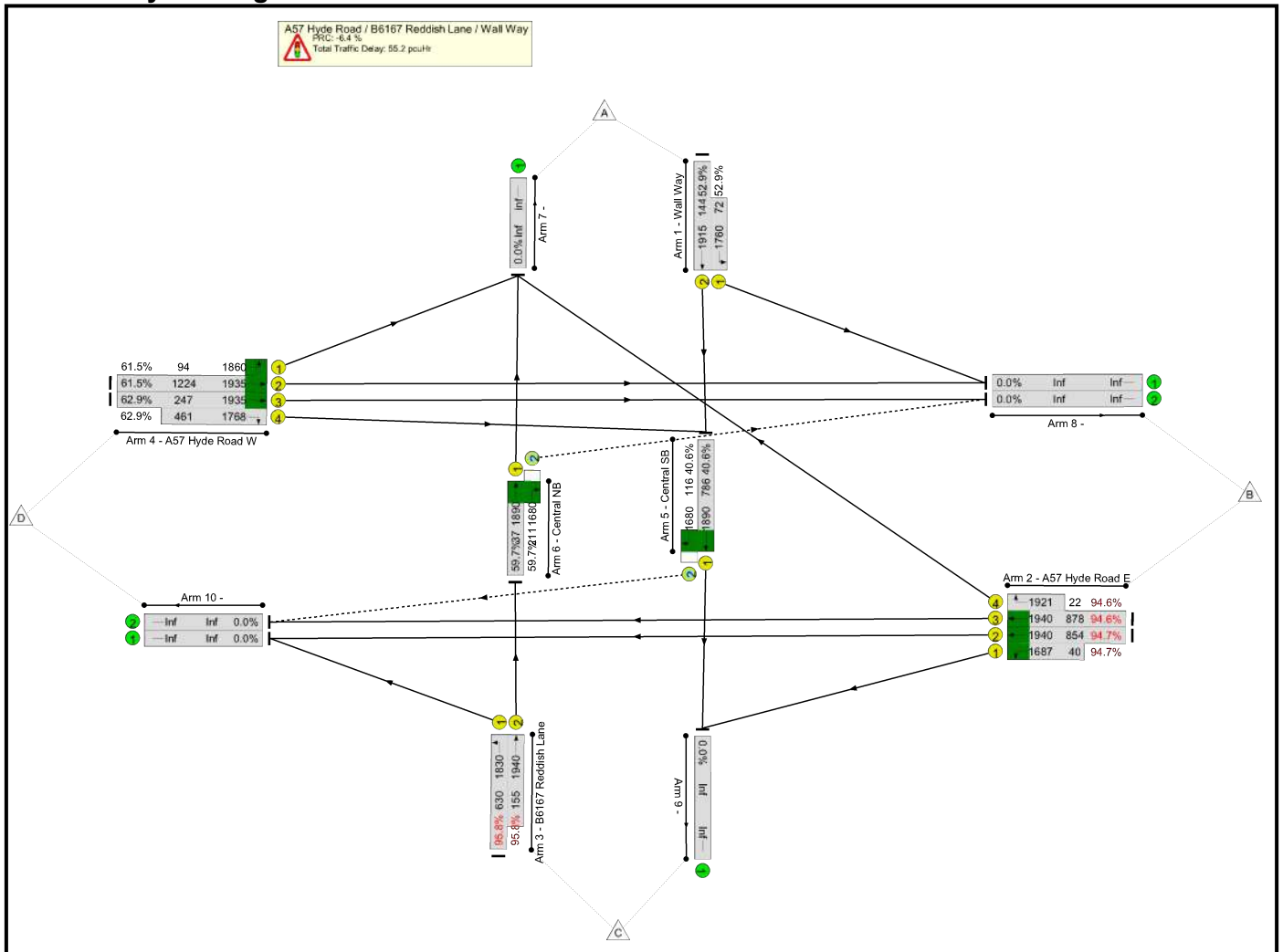
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	80.9%	47	136	0	37.1	-	-
A57 Hyde Road / B6167 Reddish Lane / Wall Way	-	-	-		-	-	-	-	-	-	80.9%	47	136	0	37.1	-	-
1/2+1/1	Wall Way Ahead Left	U	D		1	7	-	119	1915:1760	128+49	67.4 : 67.4%	-	-	-	2.8	84.5	3.8
2/2+2/1	A57 Hyde Road E Left Ahead	U	B		1	40	-	579	1940:1687	679+41	80.5 : 80.5%	-	-	-	7.4	46.1	18.8
2/3+2/4	A57 Hyde Road E Right Ahead	U	B I		1	40:7	-	587	1940:1921	687+41	80.7 : 80.7%	-	-	-	8.2	50.1	19.2
3/1+3/2	B6167 Reddish Lane Ahead Left	U	F E		1	56:11	-	470	1830:1940	402+194	78.9 : 78.9%	-	-	-	5.8	44.6	8.5
4/2+4/1	A57 Hyde Road W Left Ahead	U	A Q		1	79:76	-	1016	1935:1860	1210+125	76.1 : 76.1%	-	-	-	5.0	17.6	23.5
4/3+4/4	A57 Hyde Road W Right Ahead	U	A C		1	79:47	-	898	1935:1768	619+490	80.9 : 80.9%	-	-	-	6.2	25.0	13.4
5/1+5/2	Central SB Ahead Right	U+O	G	J	1	70	8	483	1890:1680	1001+153	41.9 : 41.9%	19	45	0	0.5	3.4	5.0
6/1+6/2	Central NB Ahead Right	U+O	H	K	1	15	3	153	1890:1680	51+179	66.4 : 66.4%	28	91	0	1.3	29.8	5.7
C1				PRC for Signalled Lanes (%):		11.2		Total Delay for Signalled Lanes (pcuHr):				37.14		Cycle Time (s): 120			
				PRC Over All Lanes (%):		11.2		Total Delay Over All Lanes(pcuHr):				37.14					

Basic Results Summary

Scenario 3: '2030 B+C AM' (FG3: '2030 B+C AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

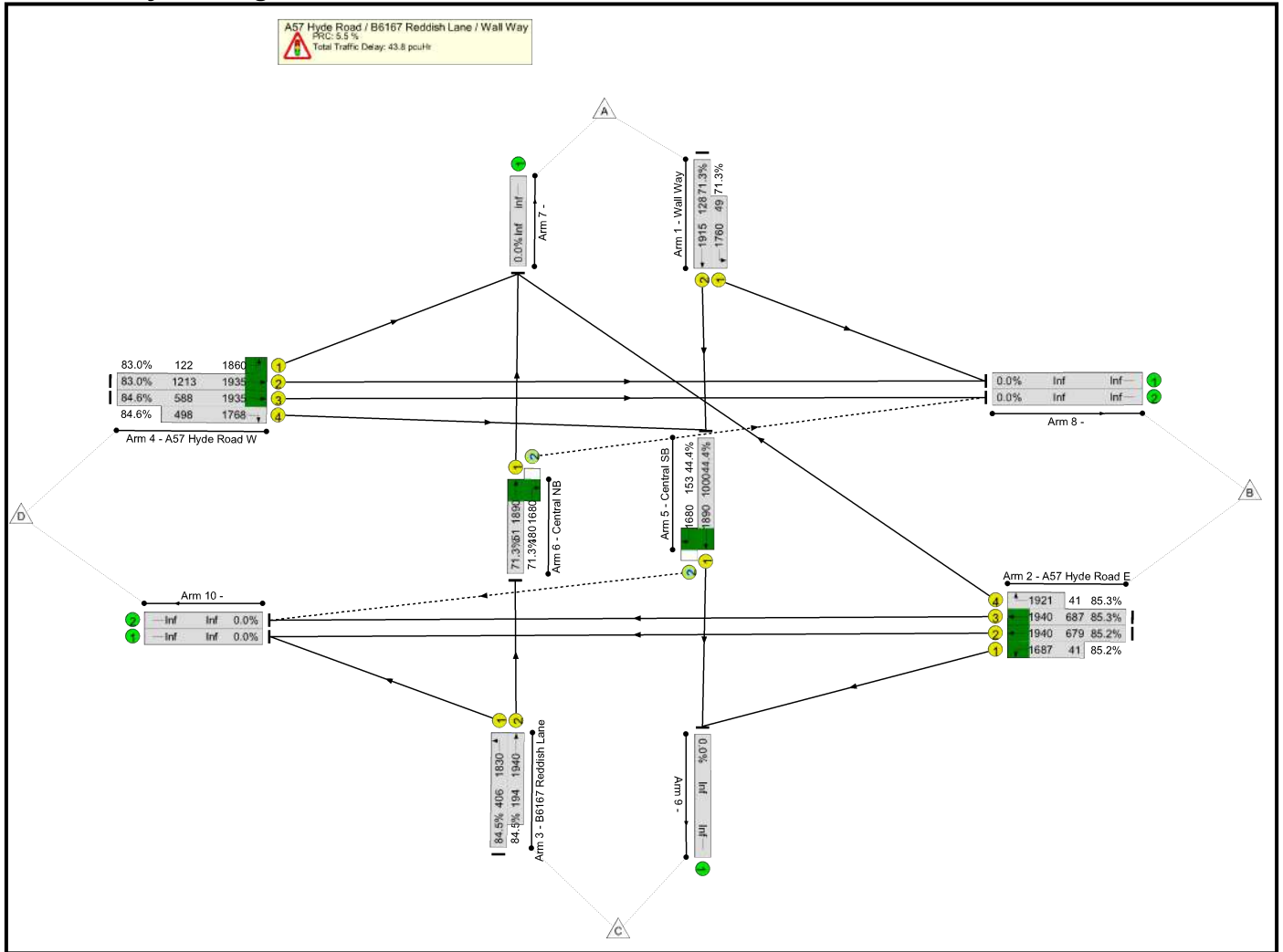
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	95.8%	63	110	0	55.2	-	-
A57 Hyde Road / B6167 Reddish Lane / Wall Way	-	-	-		-	-	-	-	-	-	95.8%	63	110	0	55.2	-	-
1/2+1/1	Wall Way Ahead Left	U	D		1	8	-	114	1915:1760	144+72	52.9 : 52.9%	-	-	-	2.2	70.7	3.0
2/2+2/1	A57 Hyde Road E Left Ahead	U	B		1	51	-	847	1940:1687	854+40	94.7 : 94.7%	-	-	-	14.2	60.2	33.4
2/3+2/4	A57 Hyde Road E Right Ahead	U	B I		1	51:7	-	852	1940:1921	878+22	94.6 : 94.6%	-	-	-	14.6	61.7	33.7
3/1+3/2	B6167 Reddish Lane Ahead Left	U	F E		1	45:12	-	751	1830:1940	630+155	95.8 : 95.8%	-	-	-	15.7	75.2	29.4
4/2+4/1	A57 Hyde Road W Left Ahead	U	A Q		1	78:75	-	811	1935:1860	1224+94	61.5 : 61.5%	-	-	-	3.1	13.9	15.4
4/3+4/4	A57 Hyde Road W Right Ahead	U	A C		1	78:35	-	445	1935:1768	247+461	62.9 : 62.9%	-	-	-	4.0	32.0	8.9
5/1+5/2	Central SB Ahead Right	U+O	G	J	1	59	8	366	1890:1680	786+116	40.6 : 40.6%	18	29	0	0.4	4.1	4.8
6/1+6/2	Central NB Ahead Right	U+O	H	K	1	16	3	148	1890:1680	37+211	59.7 : 59.7%	45	81	0	1.0	25.4	5.4
C1				PRC for Signalled Lanes (%):		-6.4		Total Delay for Signalled Lanes (pcuHr):				55.25		Cycle Time (s): 120			
				PRC Over All Lanes (%):		-6.4		Total Delay Over All Lanes(pcuHr):				55.25					

Basic Results Summary

Scenario 4: '2030 B+C PM' (FG4: '2030 B+C PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

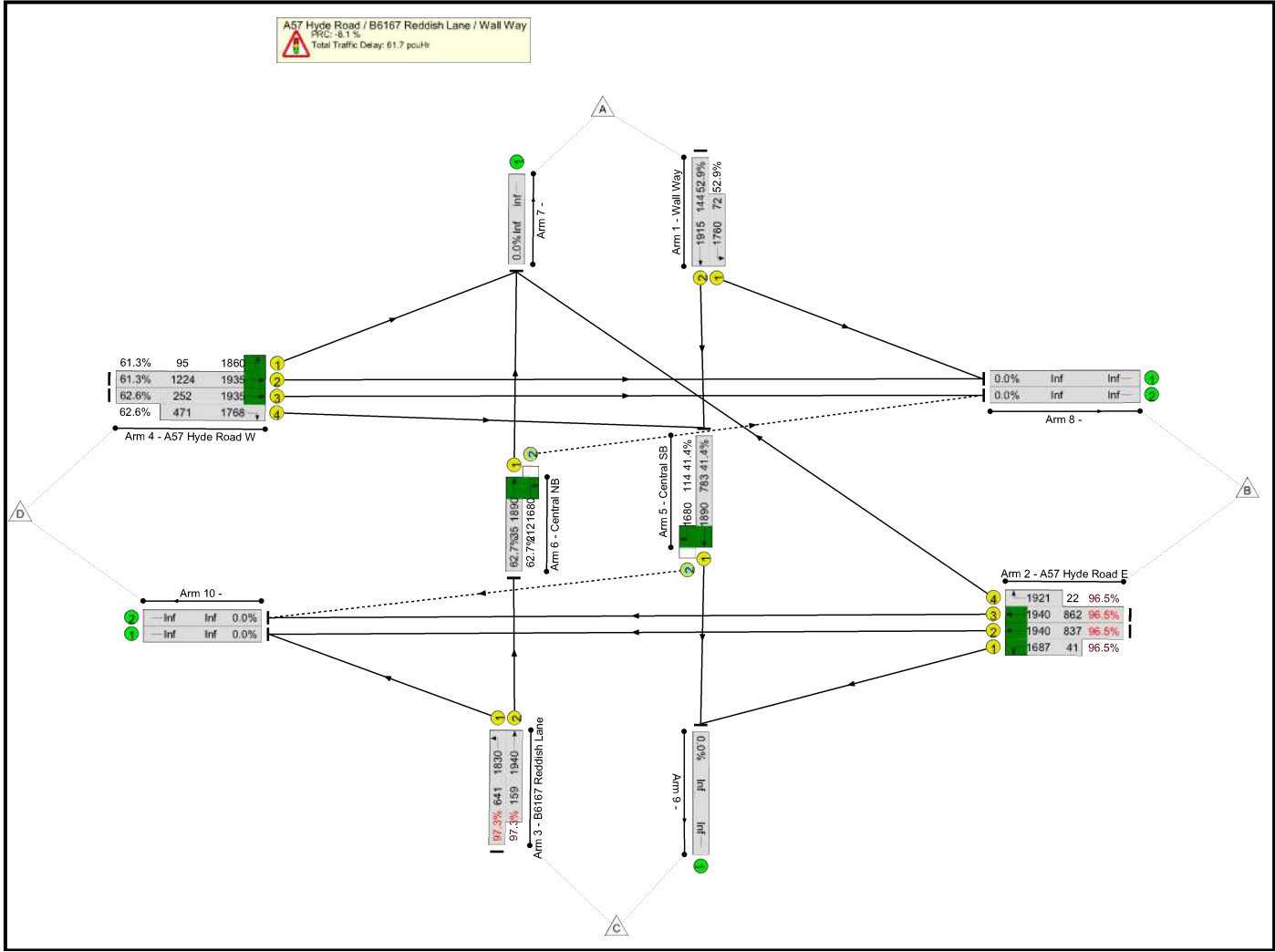
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	85.3%	38	158	0	43.8	-	-
A57 Hyde Road / B6167 Reddish Lane / Wall Way	-	-	-		-	-	-	-	-	-	85.3%	38	158	0	43.8	-	-
1/2+1/1	Wall Way Ahead Left	U	D		1	7	-	126	1915:1760	128+49	71.3 : 71.3%	-	-	-	3.1	88.3	4.1
2/2+2/1	A57 Hyde Road E Left Ahead	U	B		1	40	-	613	1940:1687	679+41	85.2 : 85.2%	-	-	-	8.6	50.6	21.0
2/3+2/4	A57 Hyde Road E Right Ahead	U	B I		1	40:7	-	621	1940:1921	687+41	85.3 : 85.3%	-	-	-	9.4	54.6	21.4
3/1+3/2	B6167 Reddish Lane Ahead Left	U	F E		1	56:11	-	507	1830:1940	406+194	84.5 : 84.5%	-	-	-	6.9	49.3	9.9
4/2+4/1	A57 Hyde Road W Left Ahead	U	A Q		1	79:76	-	1108	1935:1860	1213+122	83.0 : 83.0%	-	-	-	6.5	21.2	28.8
4/3+4/4	A57 Hyde Road W Right Ahead	U	A C		1	79:47	-	918	1935:1768	588+498	84.6 : 84.6%	-	-	-	7.1	27.9	16.6
5/1+5/2	Central SB Ahead Right	U+O	G	J	1	70	8	512	1890:1680	1000+153	44.4 : 44.4%	15	53	0	0.5	3.6	5.4
6/1+6/2	Central NB Ahead Right	U+O	H	K	1	15	3	164	1890:1680	51+180	71.3 : 71.3%	23	105	0	1.5	33.9	6.3
C1				PRC for Signalled Lanes (%):		5.5	PRC Over All Lanes (%):		5.5	Total Delay for Signalled Lanes (pcuHr):		43.78	Total Delay Over All Lanes(pcuHr):		43.78	Cycle Time (s): 120	

Basic Results Summary

Scenario 5: '2030 B+C+D AM' (FG5: '2030 B+C+D AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

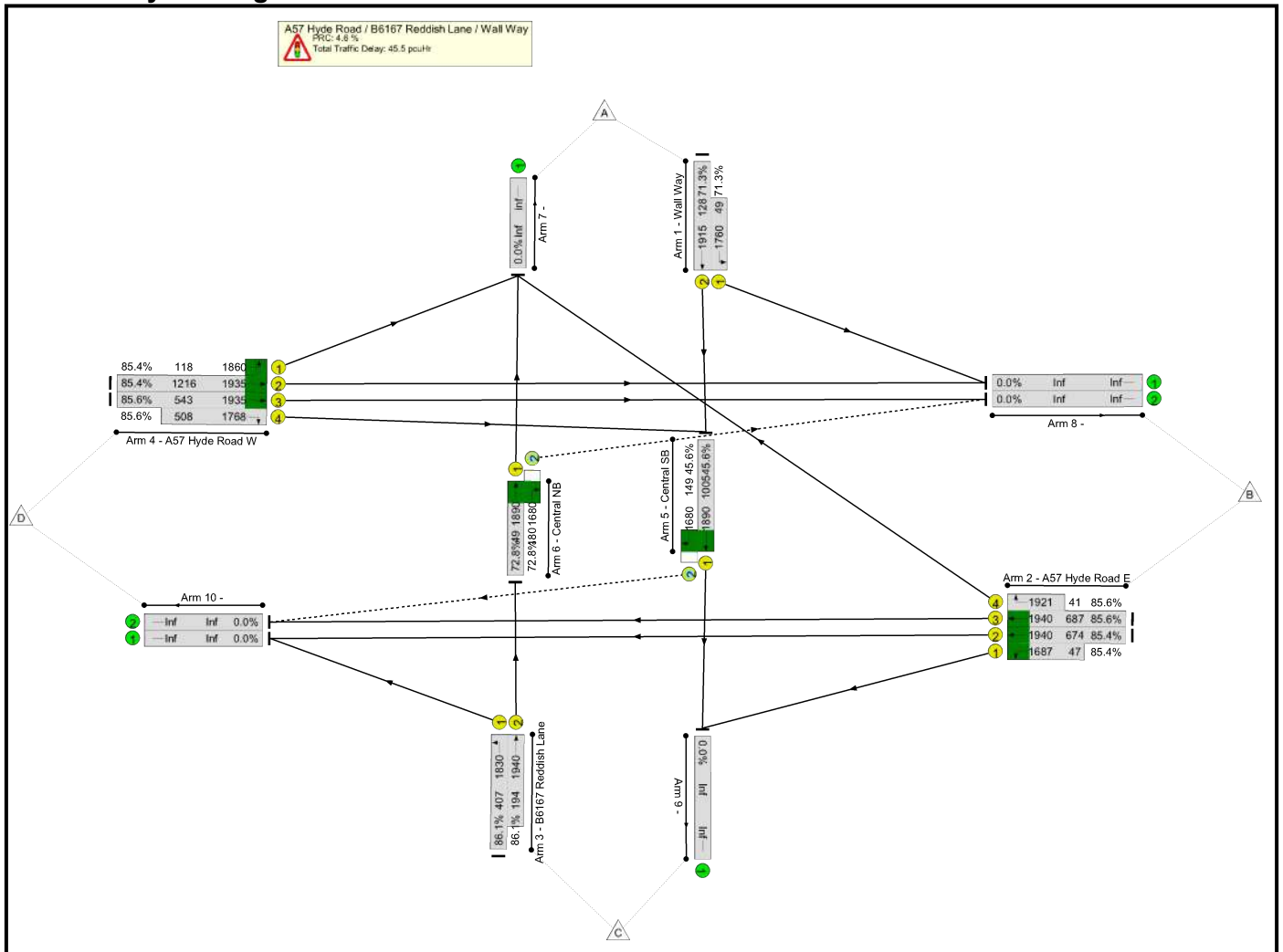
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	97.3%	55	125	0	61.7	-	-
A57 Hyde Road / B6167 Reddish Lane / Wall Way	-	-	-		-	-	-	-	-	-	97.3%	55	125	0	61.7	-	-
1/2+1/1	Wall Way Ahead Left	U	D		1	8	-	114	1915:1760	144+72	52.9 : 52.9%	-	-	-	2.2	70.7	3.0
2/2+2/1	A57 Hyde Road E Left Ahead	U	B		1	50	-	848	1940:1687	837+41	96.5 : 96.5%	-	-	-	16.3	69.1	35.8
2/3+2/4	A57 Hyde Road E Right Ahead	U	B I		1	50:7	-	853	1940:1921	862+22	96.5 : 96.5%	-	-	-	16.7	70.7	36.1
3/1+3/2	B6167 Reddish Lane Ahead Left	U	F E		1	46:12	-	779	1830:1940	641+159	97.3 : 97.3%	-	-	-	17.8	82.3	32.3
4/2+4/1	A57 Hyde Road W Left Ahead	U	A Q		1	78:75	-	808	1935:1860	1224+95	61.3 : 61.3%	-	-	-	3.1	13.9	15.3
4/3+4/4	A57 Hyde Road W Right Ahead	U	A C		1	78:36	-	453	1935:1768	252+471	62.6 : 62.6%	-	-	-	3.9	31.3	8.9
5/1+5/2	Central SB Ahead Right	U+O	G	J	1	60	8	371	1890:1680	783+114	41.4 : 41.4%	10	37	0	0.4	4.3	4.8
6/1+6/2	Central NB Ahead Right	U+O	H	K	1	16	3	155	1890:1680	35+212	62.7 : 62.7%	45	88	0	1.2	27.0	5.7
C1				PRC for Signalled Lanes (%):		-8.1		Total Delay for Signalled Lanes (pcuHr):				61.73		Cycle Time (s): 120			
				PRC Over All Lanes (%):		-8.1		Total Delay Over All Lanes(pcuHr):				61.73					

Basic Results Summary

Scenario 6: '2030 B+C+D PM' (FG6: '2030 B+C+D PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	86.1%	35	164	0	45.5	-	-
A57 Hyde Road / B6167 Reddish Lane / Wall Way	-	-	-		-	-	-	-	-	-	86.1%	35	164	0	45.5	-	-
1/2+1/1	Wall Way Ahead Left	U	D		1	7	-	126	1915:1760	128+49	71.3 : 71.3%	-	-	-	3.1	88.3	4.1
2/2+2/1	A57 Hyde Road E Left Ahead	U	B		1	40	-	616	1940:1687	674+47	85.4 : 85.4%	-	-	-	8.7	50.8	21.1
2/3+2/4	A57 Hyde Road E Right Ahead	U	B I		1	40:7	-	623	1940:1921	687+41	85.6 : 85.6%	-	-	-	9.5	55.0	21.5
3/1+3/2	B6167 Reddish Lane Ahead Left	U	F E		1	56:11	-	517	1830:1940	407+194	86.1 : 86.1%	-	-	-	7.3	51.2	10.4
4/2+4/1	A57 Hyde Road W Left Ahead	U	A Q		1	79:76	-	1140	1935:1860	1216+118	85.4 : 85.4%	-	-	-	7.3	22.9	31.3
4/3+4/4	A57 Hyde Road W Right Ahead	U	A C		1	79:47	-	900	1935:1768	543+508	85.6 : 85.6%	-	-	-	7.4	29.8	17.7
5/1+5/2	Central SB Ahead Right	U+O	G	J	1	70	8	526	1890:1680	1005+149	45.6 : 45.6%	12	56	0	0.5	3.6	5.4
6/1+6/2	Central NB Ahead Right	U+O	H	K	1	15	3	167	1890:1680	49+180	72.8 : 72.8%	23	108	0	1.6	35.3	6.5
C1 PRC for Signalled Lanes (%): 4.6 PRC Over All Lanes (%): 4.6 Total Delay for Signalled Lanes (pcuHr): 45.52 Total Delay Over All Lanes(pcuHr): 45.52 Cycle Time (s): 120																	

APPENDIX O Broadstone Hall Road / Reddish Road– LinSig Outputs

Basic Results Summary

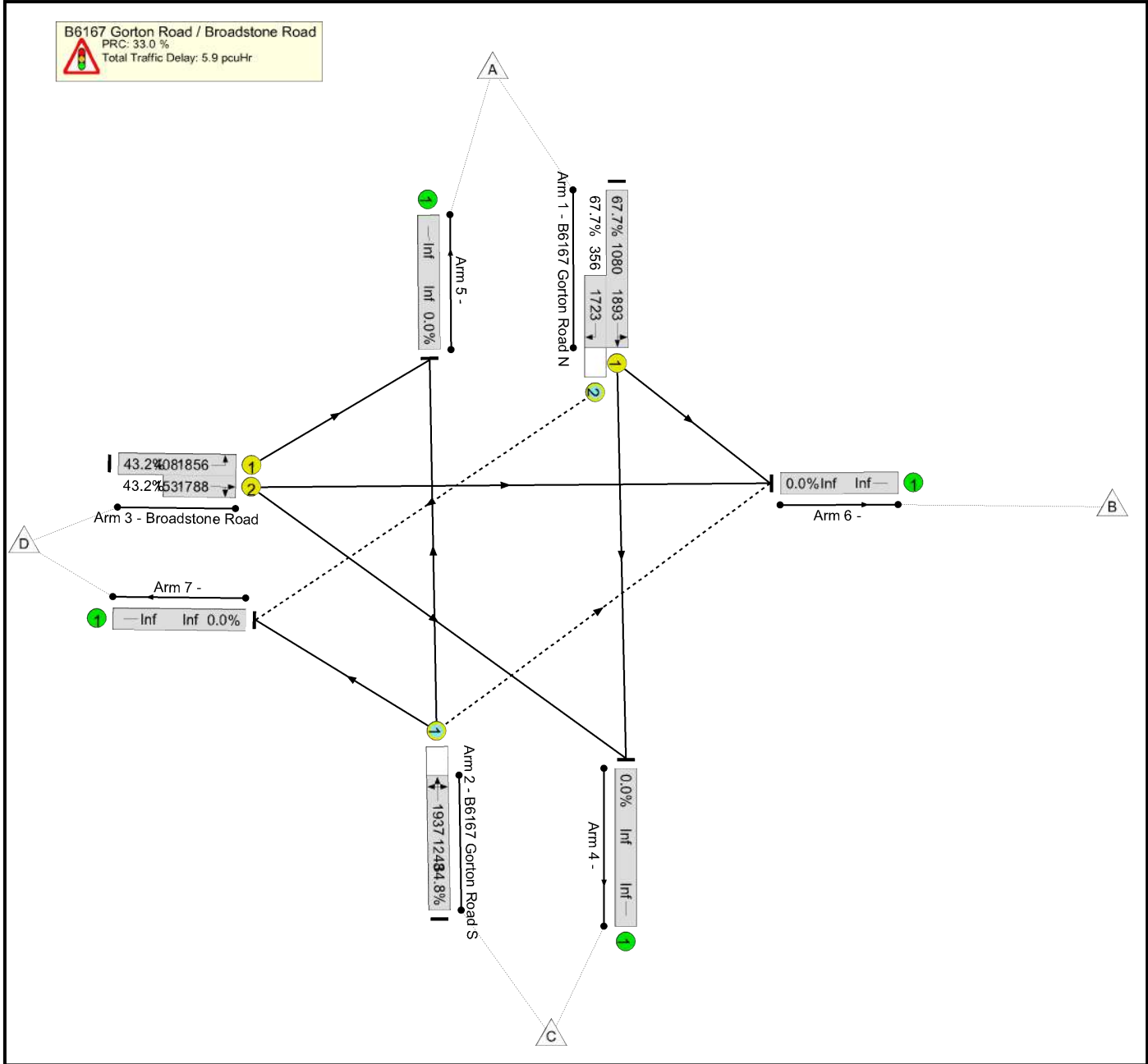
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	B6167 Gorton Road_Broadstone Road.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



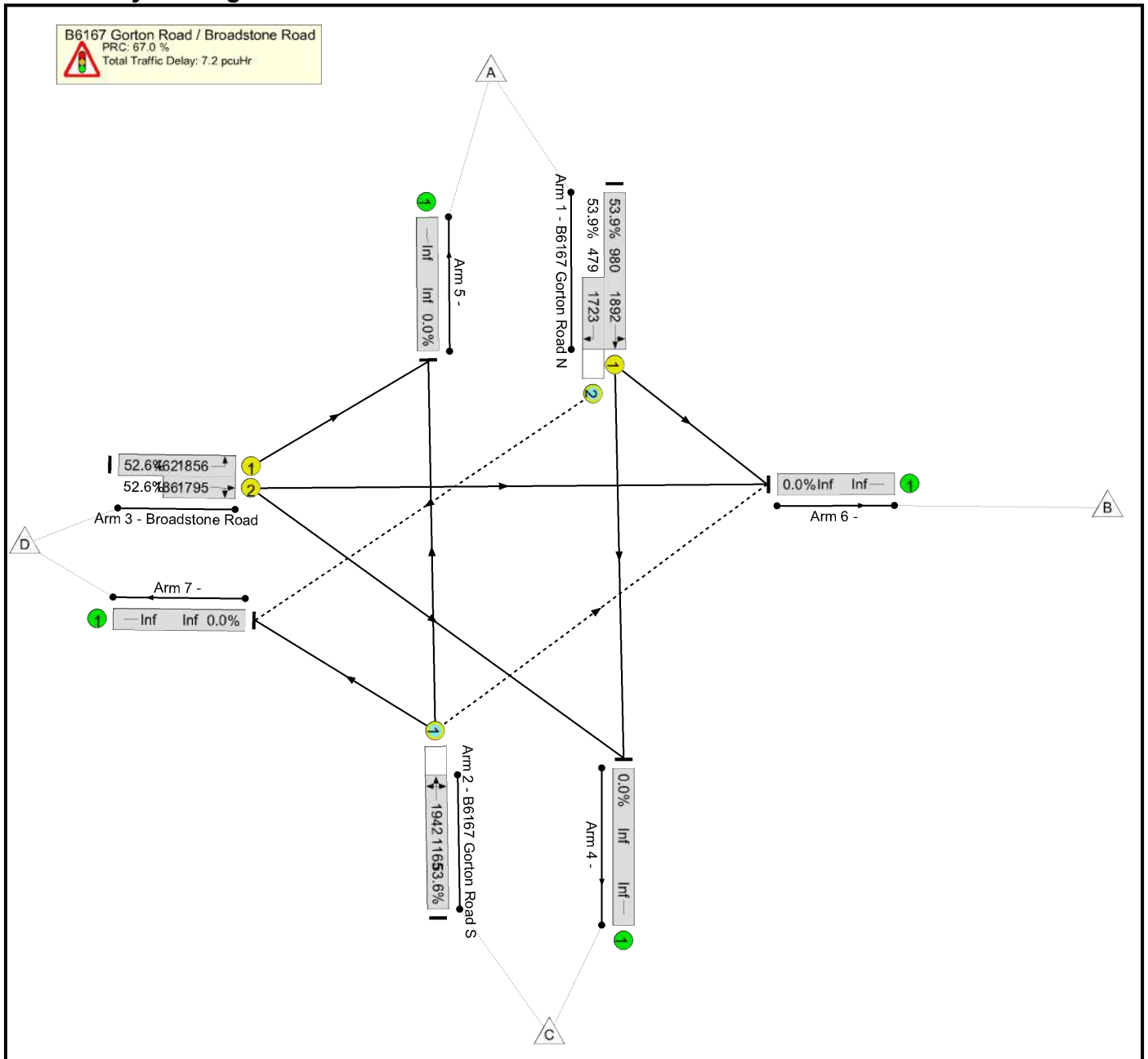
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	67.7%	175	66	0	5.9	-	-
B6167 Gorton Road / Broadstone Road	-	-	-		-	-	-	-	-	-	67.7%	175	66	0	5.9	-	-
1/1+1/2	B6167 Gorton Road N Ahead Left Right	U+O	B	C	1	66	4	972	1893:1723	1080+356	67.7 : 67.7%	175	66	0	2.5	9.1	10.7
2/1	B6167 Gorton Road S Ahead Right Left	O	A		1	57	-	435	1937	1248	34.8%	0	0	0	1.2	9.6	5.2
3/1+3/2	Broadstone Road Right Left Ahead	U	D E		1	23:13	-	242	1856:1788	408+153	43.2 : 43.2%	-	-	-	2.3	34.2	3.9
C1				PRC for Signalled Lanes (%):			33.0	Total Delay for Signalled Lanes (pcuHr):				5.91	Cycle Time (s):		90		
				PRC Over All Lanes (%):			33.0	Total Delay Over All Lanes(pcuHr):				5.91					

Basic Results Summary

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

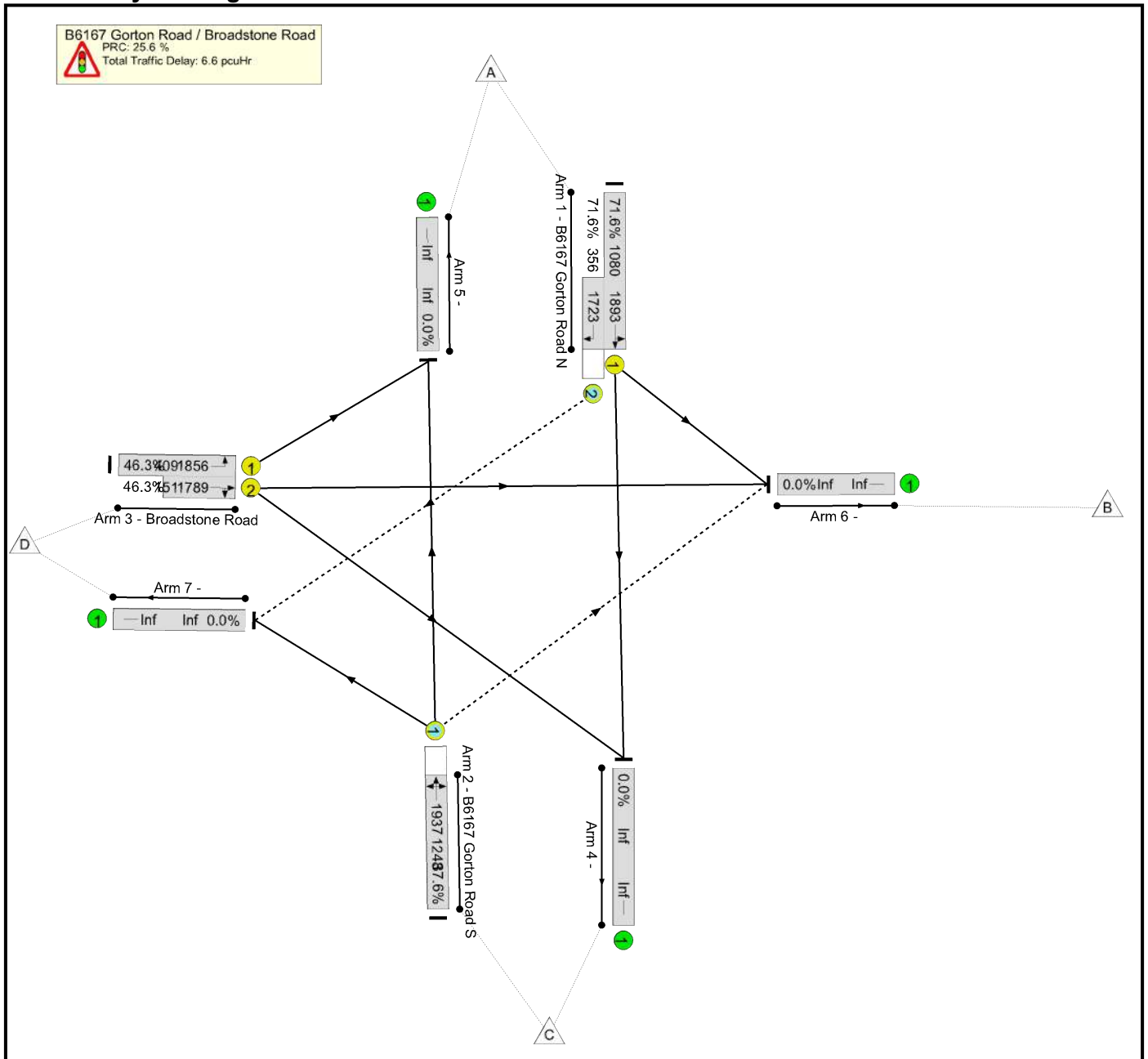
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	53.9%	161	97	0	7.2	-	-
B6167 Gorton Road / Broadstone Road	-	-	-		-	-	-	-	-	-	53.9%	161	97	0	7.2	-	-
1/1+1/2	B6167 Gorton Road N Ahead Left Right	U+O	B	C	1	66	8	786	1892:1723	980+479	53.9 : 53.9%	161	97	0	1.6	7.4	5.1
2/1	B6167 Gorton Road S Ahead Right Left	O	A		1	53	-	625	1942	1165	53.6%	0	0	0	2.4	13.9	9.8
3/1+3/2	Broadstone Road Right Left Ahead	U	D E		1	27:13	-	341	1856:1795	462+186	52.6 : 52.6%	-	-	-	3.1	33.1	5.3
C1																	

Basic Results Summary

Scenario 3: '2030 B+C AM' (FG3: '2030 B+C AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



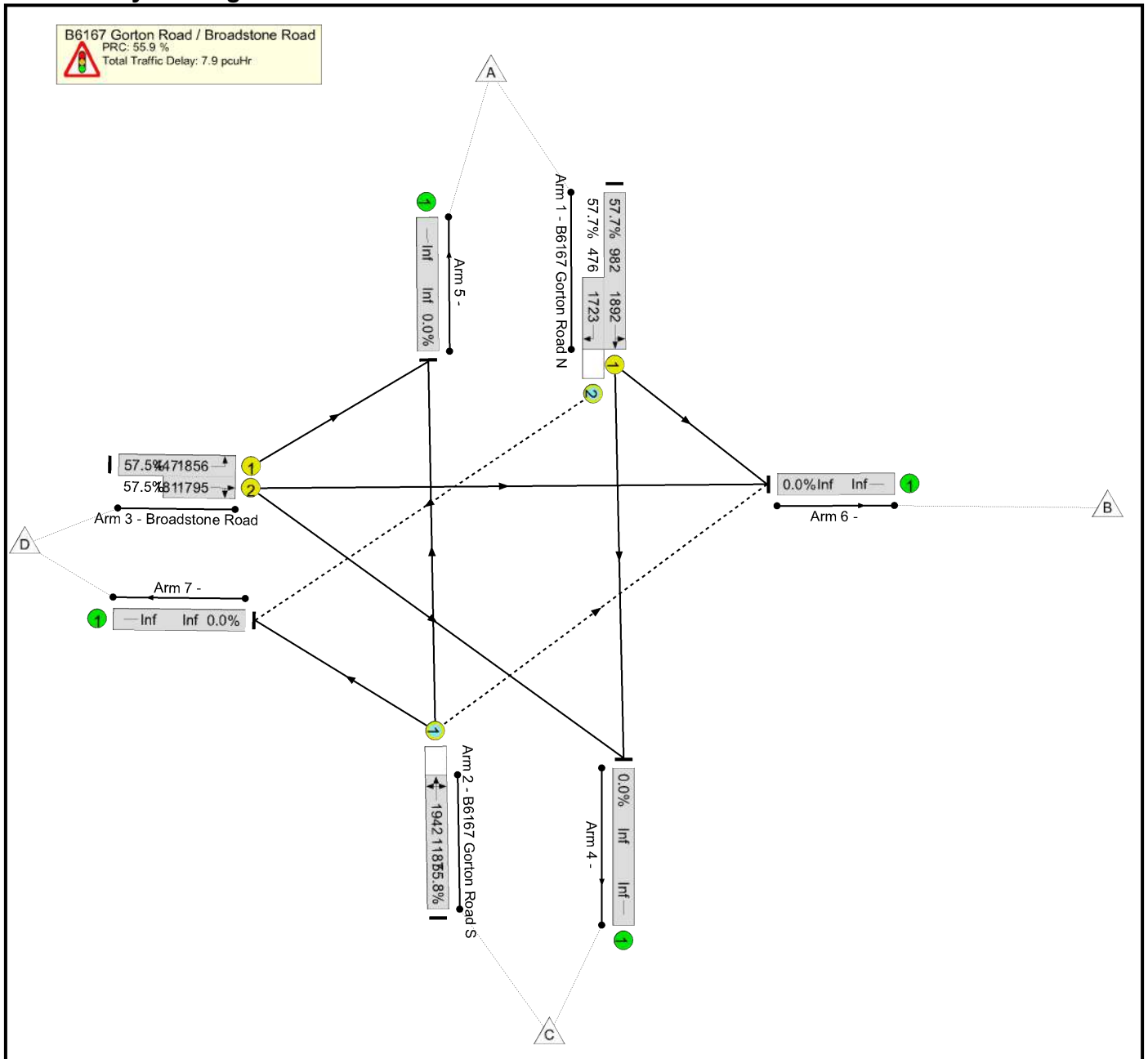
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	71.6%	189	66	0	6.6	-	-
B6167 Gorton Road / Broadstone Road	-	-	-		-	-	-	-	-	-	71.6%	189	66	0	6.6	-	-
1/1+1/2	B6167 Gorton Road N Ahead Left Right	U+O	B	C	1	66	4	1029	1893:1723	1080+356	71.6 : 71.6%	189	66	0	2.9	10.0	12.5
2/1	B6167 Gorton Road S Ahead Right Left	O	A		1	57	-	469	1937	1248	37.6%	0	0	0	1.3	9.8	5.8
3/1+3/2	Broadstone Road Right Left Ahead	U	D E		1	23:13	-	259	1856:1789	409+151	46.3 : 46.3%	-	-	-	2.5	34.7	4.3
C1				PRC for Signalled Lanes (%):			25.6	Total Delay for Signalled Lanes (pcuHr):				6.64	Cycle Time (s):		90		
				PRC Over All Lanes (%):			25.6	Total Delay Over All Lanes(pcuHr):				6.64					

Basic Results Summary

Scenario 4: '2030 B+C PM' (FG4: '2030 B+C PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



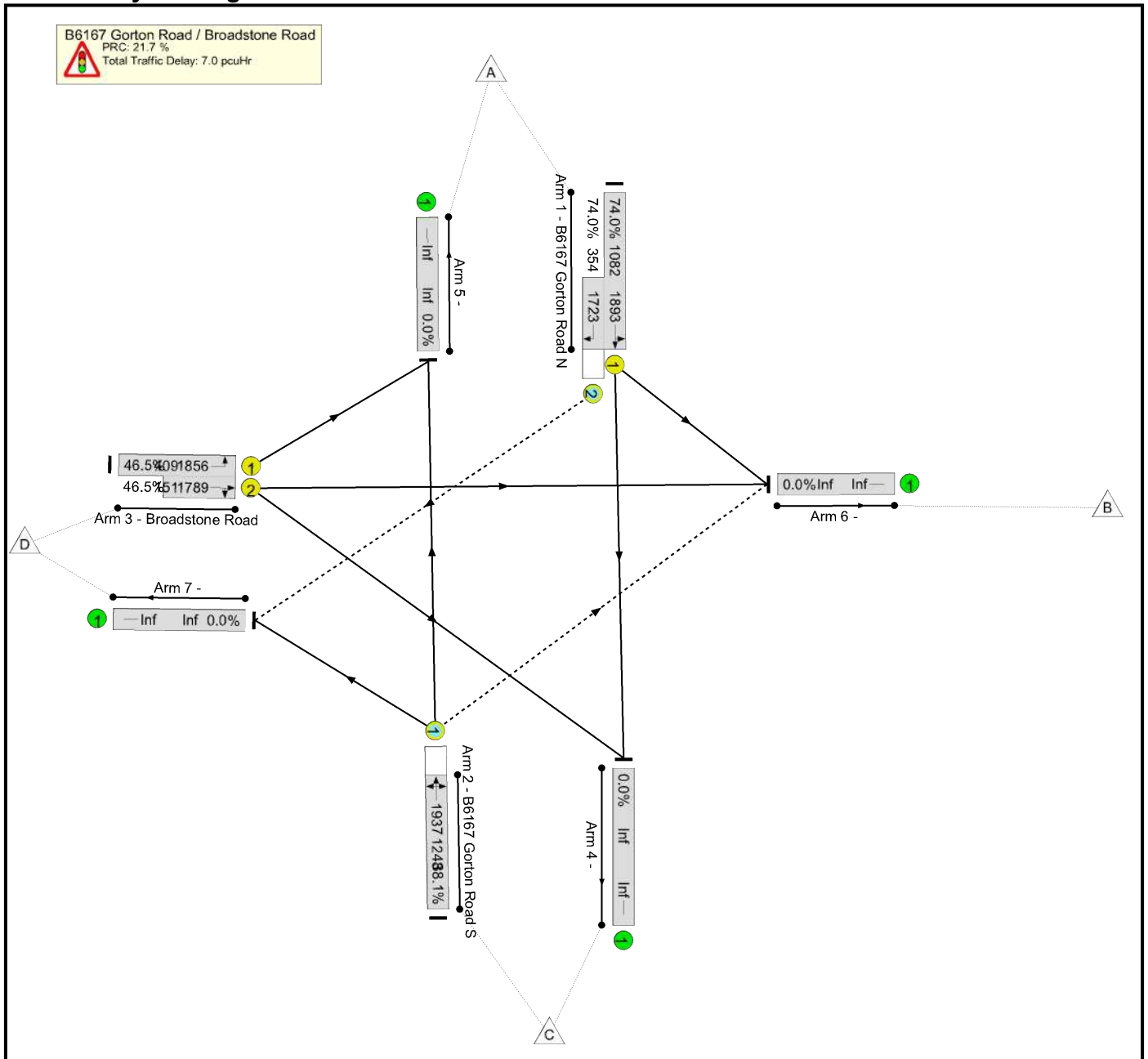
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	57.7%	178	97	0	7.9	-	-
B6167 Gorton Road / Broadstone Road	-	-	-		-	-	-	-	-	-	57.7%	178	97	0	7.9	-	-
1/1+1/2	B6167 Gorton Road N Ahead Left Right	U+O	B	C	1	66	7	842	1892:1723	982+476	57.7 : 57.7%	178	97	0	1.9	7.9	6.4
2/1	B6167 Gorton Road S Ahead Right Left	O	A		1	54	-	662	1942	1187	55.8%	0	0	0	2.5	13.7	10.4
3/1+3/2	Broadstone Road Right Left Ahead	U	D E		1	26:13	-	361	1856:1795	447+181	57.5 : 57.5%	-	-	-	3.5	34.8	6.1
C1				PRC for Signalled Lanes (%):			55.9	Total Delay for Signalled Lanes (pcuHr):				7.87	Cycle Time (s):		90		
				PRC Over All Lanes (%):			55.9	Total Delay Over All Lanes(pcuHr):				7.87					

Basic Results Summary

Scenario 5: '2030 B+C+D AM' (FG5: '2030 B+C+D AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

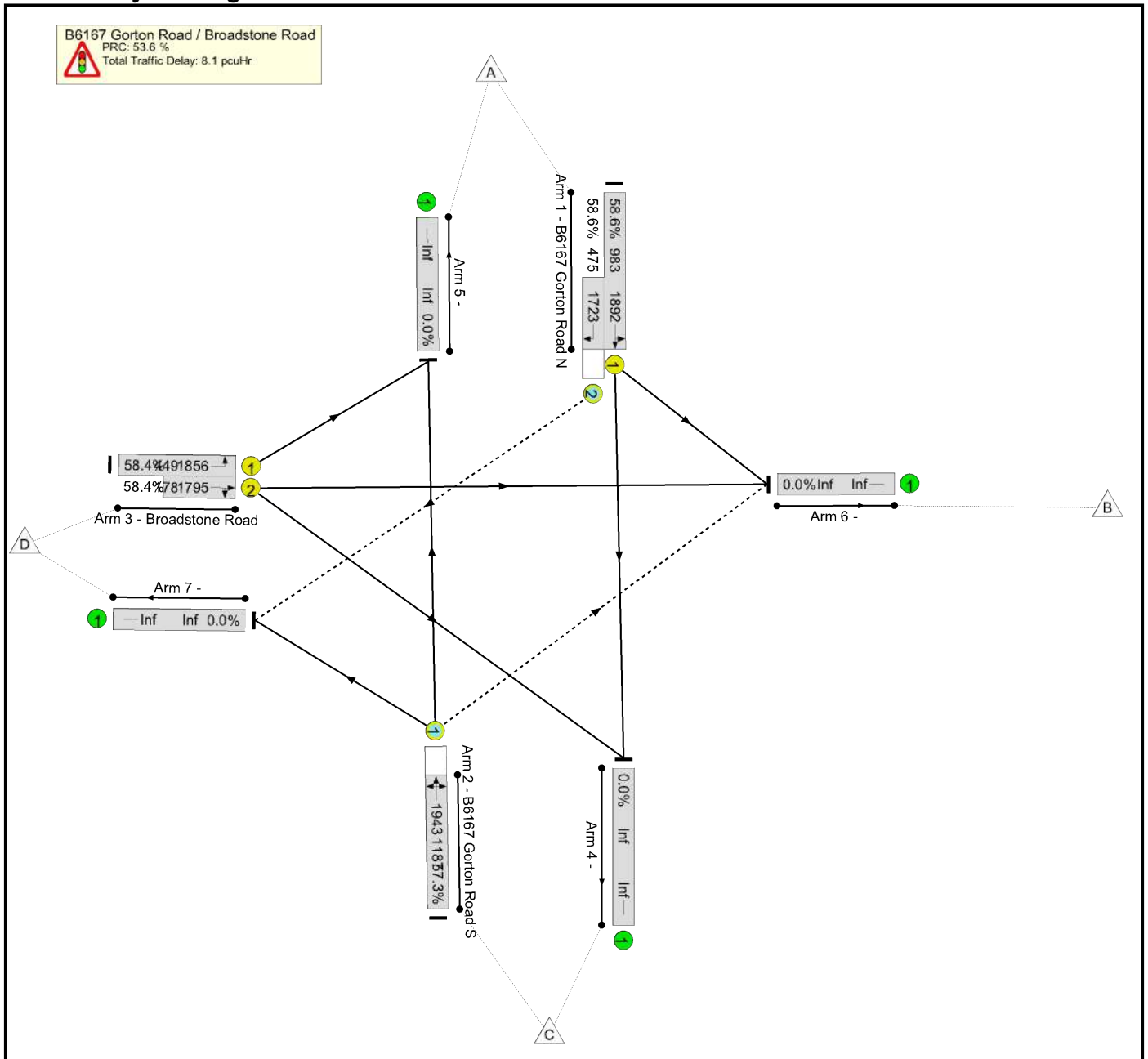
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	74.0%	197	66	0	7.0	-	-	
B6167 Gorton Road / Broadstone Road	-	-	-		-	-	-	-	-	-	74.0%	197	66	0	7.0	-	-	
1/1+1/2	B6167 Gorton Road N Ahead Left Right	U+O	B	C	1	66	4	1062	1893:1723	1082+354	74.0 : 74.0%	197	66	0	3.1	10.7	13.6	
2/1	B6167 Gorton Road S Ahead Right Left	O	A		1	57	-	475	1937	1248	38.1%	0	0	0	1.3	9.9	5.8	
3/1+3/2	Broadstone Road Right Left Ahead	U	D E		1	23:13	-	260	1856:1789	409+151	46.5 : 46.5%	-	-	-	2.5	34.7	4.3	
C1			PRC for Signalled Lanes (%):				21.7	Total Delay for Signalled Lanes (pcuHr):				6.96	Cycle Time (s):		90			
			PRC Over All Lanes (%):				21.7	Total Delay Over All Lanes(pcuHr):				6.96						

Basic Results Summary

Scenario 6: '2030 B+C+D PM' (FG6: '2030 B+C+D PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	58.6%	181	97	0	8.1	-	-
B6167 Gorton Road / Broadstone Road	-	-	-		-	-	-	-	-	-	58.6%	181	97	0	8.1	-	-
1/1+1/2	B6167 Gorton Road N Ahead Left Right	U+O	B	C	1	66	7	854	1892:1723	983+475	58.6 : 58.6%	181	97	0	1.9	8.1	6.4
2/1	B6167 Gorton Road S Ahead Right Left	O	A		1	54	-	680	1943	1187	57.3%	0	0	0	2.6	14.0	10.7
3/1+3/2	Broadstone Road Right Left Ahead	U	D E		1	26:13	-	366	1856:1795	449+178	58.4 : 58.4%	-	-	-	3.6	35.0	6.3
C1				PRC for Signalled Lanes (%):			53.6	Total Delay for Signalled Lanes (pcuHr):				8.14	Cycle Time (s):		90		
				PRC Over All Lanes (%):			53.6	Total Delay Over All Lanes(pcuHr):				8.14					



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