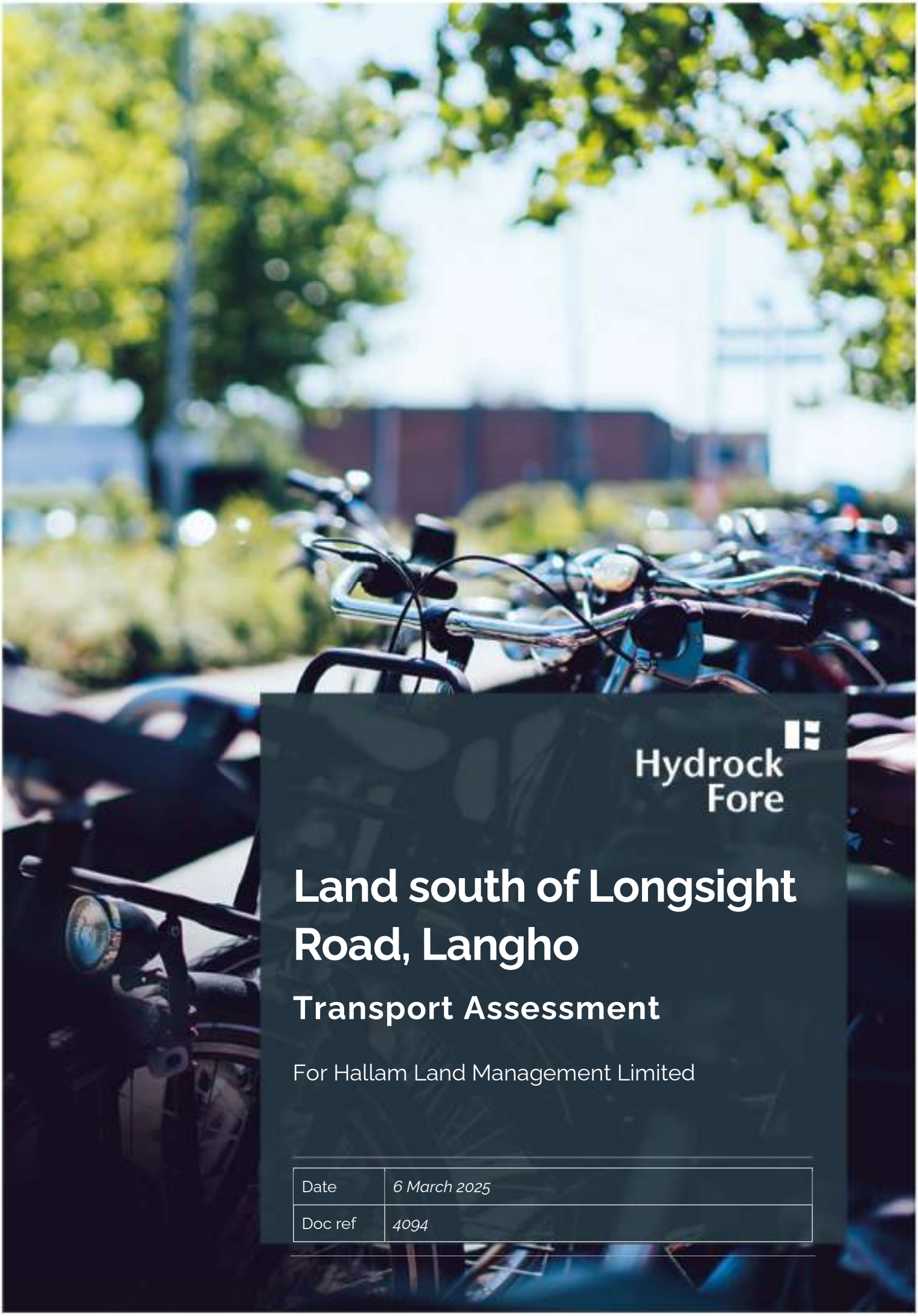

Hydrock Fore

Land south of Longsight Road, Langho

Transport Assessment

For Hallam Land Management Limited

Date	*6 March 2025*
Doc ref	*4094*

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1. Introduction

1.1 Commission

This Transport Assessment, prepared by Hydrock Fore on behalf of Hallam Land Management Limited, supports an outline planning application for a proposed residential development on land off Longsight Road, north of Langho, Lancashire.

A Travel Plan has also been submitted to accompany the application, submitted under a separate cover.

1.2 Development Proposals

Outline planning permission is sought for the following:

Outline Application: Development residential homes (Use Class C3), associated access, rail station car park, green infrastructure and sustainable drainage systems (all matters reserved except for access to, but not within, the site)

The development proposals are detailed at Chapter 4 and demonstrated on an indicative masterplan included at Appendix A.

1.3 Purpose of this Report

This Transport Assessment has been prepared to describe the proposals and demonstrate the impacts on the transport network in the vicinity of the site.

It has been prepared in accordance with pre-application discussions with representatives of Lancashire County Council (LCC) as the local highway authority, as well as Ribble Valley Borough Council (RVBC) planning guidance[1], the National Planning Policy Framework[2] (NPPF) and associated Planning Practice Guidance.

1.4 Structure of this report

This report is set out as follows:

- Chapter 2 describes the existing situation of the site, providing an audit of the present transport network including pedestrian and cycle facilities, public transport provision and the local highway network.
- Chapter 3 summarises the local and national planning and transport policy context for the development site.
- Chapter 4 outlines the development proposals and how the site will be accessed by all modes of transport.
- Chapter 5 sets out the transport impacts associated with the application proposals, including the impact on the local highway network.
- Chapter 6 sets out the existing and future traffic flows on the assessment network.
- Chapter 7 presents the results of detailed capacity assessments.
- Chapter 8 summarises and concludes the report.

[1] Local Validation Checklist for Planning Applications. Ribble Valley Borough Council. Adopted 2023.

[2] Ministry of Housing, Communities and Local Government, 2024.

2. Existing Situation

This Chapter outlines how the site is accessed by all available modes and gives details on planning journeys by sustainable modes.

2.1 Site Location and Existing Use

The site is located directly south of the A59 Longsight Road, north of Langho, 6km north-east of Blackburn and 17km east of Preston.

The site is bound by the A59 Longsight Road to the north, recently completed Northcote Park to the east; the Manchester to Clitheroe rail line to the south and Whitehalgh Lane to the west.

The site is currently undeveloped and does not generate any traffic movement.

The location of the site is shown at Figure 1.

2.2 Pedestrian and Cycle Accessibility

2.2.1 Pedestrian Catchment

Although walking distances vary between individuals and local circumstances, 2.0km is broadly accepted as the maximum justifiable distance for commuting and other journey purposes by foot[3]. Figure 2 presents an isochrone of a 2.0km walking catchment, measured from an indicative central point within the development site.

As can be seen the majority of Langho village is within walking distance of the site. Several local amenities and services are located within a walking distance measured from an indicative centre point of the site as follows:

- **Education** – the nearest school is St. Leonards C of E Primary School located approximately 1.2km east of the site on Whalley Road. St. Mary's Roman Catholic School is situated 1.3km to the south in Langho village on Whalley Road. The closest secondary school is Saint Augustine's RC High School, located on Whalley Road at Billington, approximately 2.8km east of the site.
- **Retail** – The nearest convenience store to the site is a SPAR located approximately 1.2km south at Portland Road. Additional local services such as a hair salon are also located within Langho on Whalley Road, within a similar walking distance.
- **Leisure** – Northcote Hotel and Restaurant is located on Northcote Road approximately 650 m from the site entrance. The Lord Nelson Public House on Whalley Old Road is located within walking distance approximately 2.0km from the site entrance. Langho Park and Community Orchard Is located approximately 1.3km from the site entrance on Longsight Road.
- **Health** - A doctor's surgery and pharmacy is located approximately 1.1km to the south of the site on Whalley Road. The nearest dental practice is located in the village of Ramsgreave, which is accessible by bus.

[3] Guidelines for Providing Journeys On Foot, Chartered Institution of Highways and Transportation, 2000, p49.

2.2.2 *Pedestrian Facilities*

Pedestrian facilities in the vicinity of the site are outlined as follows:

- A footway runs along the northern side of the A59 Longsight Road between Salesbury and the roundabout with Whalley Road, with an existing crossing provided allow crossing to existing footways along the southern edge of the carriageway on the immediate approach to the roundabout.
- To the southeast of the site a pedestrian footpath is present which provides access between the nearby Pringle Homes development to the east, Langho Station and Olive Bank directly linking the site to Langho village centre.

In addition, the following Public Rights of Way (PROW) are located within, or within the vicinity of the site, as follows:

- A PROW[4] runs through the proposed site, providing a connection between Longsight Road to Langho rail station, and continues under the rail line into the village. The pedestrian underpass is illuminated with stepped access only on the southern side.
- A PROW[5] runs between Whitehalgh Lane to the west of the development 200m south of the Whitehalgh Lane / Longsight Road junction.
- An additional PROW[6] exists on Longsight Road, 450m west of the site, providing a connection to the village of Wilpshire.

2.3 Cycle Accessibility

An 8.0km cycling isochrone from the indicative centre of the site is demonstrated in Figure 3 a distance that is generally accepted for people willing to commute to work by cycle[7]. With regard to these distances, the isochrone demonstrates that a large proportion of Blackburn can be accessed within 8.0km of the site, in addition to various towns and villages including Rishton, Great Harwood and Whalley. Within the local network, it is likely that most cyclists will travel by road, though for cyclists travelling on Whalley Road through Langho village, cycle lanes are provided intermittently on both sides of the road.

The following long-distance cycle routes can be accessed within proximity to the site:

- National Cycle Route 90 is the Lancashire Northern Loop which can be accessed at Billington where the route intersects with Route 91. The loop runs through the Forest of Bowland, Arnside, Silverdale, the Ribble Valley, Lancaster and Blackpool.
- National Cycle Route 91 is the Lancashire Southern Loop which can be accessed on Whalley Old Road to the south, 1.5km from the centre of the site. The route runs as far north as Barnoldswick, and as far south as Aughton, running north of Blackburn to the east of Burnley.

2.4 Public Transport

2.4.1 *Bus Network*

Existing bus stops (stop ID: langadwa and langadwd) are located on A59 Longsight Road adjacent to the northern boundary of the site, 550m and 575m west from the site, for eastbound and westbound services, respectively. Flagpoles and bus timetables are provided at both stops. Additional bus stops (stop ID: lanagjaj

[4] FP0306006a

[5] FP0306049

[6] FP0306013

[7] Cycling England, *'Integrating Cycling into Development Proposals'*, 2009.

and lanagjpg) are located on Whalley Road approximately 35m in either direction from the junction at Olive Bank which can be accessed via the pedestrian walkway under Langho station.

The location of the bus stops and routes are shown on Figure 4 A summary of public services is provided in Table 1 and local bus services in Table 2.

Table 1: Public Bus Services

Bus Service	Operator	Destinations Served	Service Frequency	
			Mon-Sat	Sunday
22	Stagecoach Merseyside	Clitheroe - Blackburn Hospital	30 Mins	Hourly
25	Pilkington bus	Clitheroe - Whalley - Mellor - Blackburn	2 Hours	No Service
280	Stagecoach Merseyside	Preston – Clitheroe -Skipton	Hourly	2 Hours

Table 2: Local School Bus Services

Service	Operator	Route
113 (S)	Vision Bus	Preston – Walton Le Dale High School
121 (S)	Burnley & Pendle Travel	Clitheroe – Burnley College
616 (S)	Mario Coach Travel	Lamac – Cliteroe Ribblesdale High School
623	Pilklington buses	Mellor – Clitheroe Royal Grammar School
856	Express Travel	Blackburn – Billington St. Augustines
859	Hodsons Coaches	Wilpshire Turning Circle – Billington St. Augustines
860	Moving People	Blackburn Loe Ree - Clitheroe Royal Grammar School
862	Express Travel	Wilpshire – Ribblesdale High School

2.4.2 Rail Network

Langho railway station is located adjacent to the south-eastern boundary of the site, as shown Figure 2. A PROW and underpass are present and provide a connection between the proposed site to both platforms, though access to both platforms is by means of steps.

Langho station is situated on the Ribble Valley (Manchester to Clitheroe) line, a route which is managed by the Community Rail Lancashire Partnership. Hourly services in each direction are available between Manchester Victoria / Salford / Bolton / Blackburn and Clitheroe, with some additional services at peak hours. The station has platforms on both sides of the track which is accessed via two staircases. As such step free access is not possible. Platforms are unstaffed with ticket machines and customer help points in place. Car parking is on-street, not managed by Northern Trains. Spaces are found within the carpark of a closed restaurant nearby or on-street on Whalley Road.

2.5 Local Highway Network

2.5.1 Key Links and Junctions

The key roads and junctions in the vicinity of the site comprise the following:

- The A59 (Longsight Road) is located adjacent to the northern boundary of the site and provides the main vehicular access to the proposed development. The A59 is a strategic route between Merseyside. Lancashire and North Yorkshire and the most direct connection from the site to Preston and the M6 via Junction 31 to the west and the town of Clitheroe to the northeast. In the immediate vicinity of the site, the A59 Longsight Road is single-carriageway, subject to the National Speed Limit, with a carriageway width of approximately 6.5m.
- Langho Roundabout is 4-arm and priority controlled connecting A59 Longsight Road / A59 (NE) /Whalley Road (E) / A666 Whalley Road (S). The roundabout located 500m northeast of Langho Railway Station and provides access to northern side Langho village. All arms have single-lane access points except for the A59 (Longsight Road W) where two-lanes for entry only are in place. A shared footway cycle is provided on the southern perimeter of the roundabout only between Whalley Road (E), and the A59 Longsight Road connected by uncontrolled crossings. A refuge island is in place between the A666 (Whalley Road (S)).
- A666 (Whalley Road (S)) is located to the east of the site and can be accessed off Langho Roundabout. The road provides a strategic route through Langho and the village's local road network to residential homes Langho railway station and other key amenities. A 30mph speed limit and carriageway width of approximately 7m is observed. Cycle lanes and parking spaces are in place intermittently on both sides of the carriageway when passing Langho village centre. The road continues southwest towards Wilpshire village and beyond towards the outskirts of Blackburn located approximately 9.0km via A666 (Whalley New Road).
- Whitehalgh Lane is a small country lane located on the western side of the site boundary. The road joins from the A59 (Longsight Road) / Chapel Lane / Whitehalgh Lane junction from the north towards the centre of Langho Village at the Whalley Road / Whitehalgh Lane / York Lane roundabout. The road is currently National Speed Limit before it is reduced to 30mph upon enterig Langho village. A road width of approximately 6.0m is exhibited throughout.
- Chapel Lane and Northcote road are located to the west and east of the development respectfully connecting the A59 Longsight Road towards Old Langho to the north the national speed limit is in place on both stretches of road.

2.5.2 Road Safety

Personal injury collision data has been obtained from www.crashmap.co.uk for the highway network in the vicinity of the site, for the most recently available five-year period between 1 January 2018 and 31 December 2022. This confirms the following:

- Three collisions resulting in slight injuries are clustered at the A59 Longsight Road / Chapel Lane / Whitehalgh Lane Junction to the west of the site.
- One collision resulting in a slight injury occurred on Longsight Road50m east of the site.
- One collision resulting in a slight injury occurred on Whitehalgh Lane at the road bend in line with the middle of the site boundary.

Overall, it is considered that there are no discernible patterns of collisions indicating a specific site-related issue that would need to be addressed to accommodate the changes in traffic flows associated with the proposed development.

2.6 Summary

Given the location of the proposed development, opportunities exist for residents of future development on the site to walk, cycle or use public transport to travel to local amenities within Langho, in addition to key regional destinations by public transport. Sustainable modes of travel would be a realistic option for travelling for the key journey purposes.

3. Transport Planning and Policy

3.1 National Policy

3.1.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Levelling Up in December 2024. The NPPF sets out how the planning system will contribute to achieving sustainable development, through the following mutually supportive objectives:

> *"a) an economic objective – to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity; and by identifying and coordinating the provision of infrastructure;*
>
> *b) a social objective – to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
>
> *c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy".*

The NPPF notes that:

> *"These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area".*

The NPPF sets out a presumption in favour of sustainable development, which is defined as follows:

> "*c) approving development proposals that accord with an up-to-date development plan without delay; or*
>
> *d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
>
> > *i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
> >
> > *ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole".*

Paragraph 116 of the NPPF states that:

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

Within this context, Paragraph 117 of the NPPF 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;*
>
> *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

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

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

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

Finally, paragraph 118 of the NPPF states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.".

3.1.2 Planning Practice Guidance

Planning Practice Guidance (PPG) is published by the Ministry of Housing, Communities and Local Government. Specifically, PPG sets out when Transport Assessments and Transport Statements are required, and what they should contain[8]:

"Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (i.e., in the case of developments with anticipated limited transport impacts)."

Furthermore, it states that:

"Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework."

And:

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts."

3.2 Local Policy

3.2.1 Lancashire Highways and transport strategy 2023 – 2025

The Lancashire Highways and Transport Strategy (2023–2025) outlines a focused approach to improving transport infrastructure and connectivity across the county. Key objectives include:

- Reducing congestion and supporting efficient goods movement to enhance economic growth.
- Promoting sustainable and active travel through improved walking, cycling, and public transport facilities.
- Supporting decarbonisation efforts to meet climate targets and improve environmental outcomes.
- Enhancing accessibility and inclusivity for all users.
- Ensuring infrastructure resilience and integrating innovative technologies to future-proof the network.

This strategy aligns transport priorities with wider development and growth objectives for Lancashire.

[8] Paragraph reference: 42-004-20140306

3.2.2 *Ribble Valley Core Strategy 2008 – 2028*

Adopted by the Ribble Valley Borough Council in 2014, the Ribble Valley Core Strategy outlines the strategic vision, objectives, and policies guiding development and growth in the Ribble Valley and forms part of the Local Development Framework (LDF). Key policies in a transport context include:

Policy DMI2: Transport Considerations

> "New development should be located to minimise the need to travel. Also it should incorporate good access by foot and cycle and have convenient links to public transport to reduce the need for travel by private car.."

Policy DMG3: Transport and Mobility

The policy emphasises sustainable transport and mobility in development proposals. It prioritises access to public transport, integration with road networks, and support for walking, cycling, and reduced mobility.

The policy encourages developments in accessible locations to reduce car dependency, enhance town and village centres, and limit parking provisions. It protects land for potential rail station development and promotes rail over road freight.

Developers must address impacts on bus and rail infrastructure and may need to fund public transport improvements. Overall, the policy seeks to balance development with sustainable transport goals, reducing environmental impact and enhancing accessibility.

3.3 Summary

The proposed development accords with the aims and objectives of the relevant local and national policy. The site is in a location which is accessible by a range of transport modes; ensuring sustainable access within the Ribble Valley district, Lancashire, and beyond.

4. Development Proposals

This chapter describes the proposed development and how it will be accessed by all modes of transport.

4.1 Proposed Land Use

Outline planning permission is sought for the following:

Outline Application: Development residential homes (Use Class C3), associated access, rail station car park, green infrastructure and sustainable drainage systems (all matters reserved except for access to, but not within, the site)

The development proposals and demonstrated on the indicative masterplan included at Appendix A.

4.2 Vehicular Access

4.2.1 Access

It is proposed that a vehicular access will be taken from A59 Longsight Road, located approximately 275m east of the A59 Longsight Road / Whitehalgh Lane / Chapel Lane junction. The junction will be priority controlled, and accommodate a ghost island facility for traffic turning right into the development from Longsight Road.

The layout of the proposed access arrangement is demonstrated on Hydrock drawings 4094/100/P001 and 4094/100/P002. Swept path analysis has also been undertaken to demonstrate that the proposed arrangement satisfactorily accommodates manoeuvres by a refuse collection vehicle, as the largest vehicle likely to regularly access the site. The swept path analysis is demonstrated on Fore drawing 4094/100/P003.

Visibility splays of 2.4m x 171m and 2.4m x 160m can be accommodated to the east and west of the proposed access junction, in accordance with surveyed 85th percentile traffic speeds on Longsight Road of 54.3 and 52.1mph respectively. Notwithstanding this, in accordance with pre-application discussions with LCC, it is proposed to provide a gateway feature and traffic calming measures on Longsight Road to the east of the junction with Whitehalgh Lane, to facilitate a reduction in the existing speed limit to 40mph. The proposed measures are demonstrated on the above access plan drawings.

In addition, similarly in accordance with pre-application discussions with LCC, it is proposed to provide traffic calming measures on Whitehalgh Lane in the form of round top speed humps, to support reducing the existing speed limit on Whitehalgh Lane to 30mph. Proposals are shown on Fore Drawing 4094-INFO-SK-001

4.2.2 Internal Layout and Parking

The precise layout of the development will be determined as a reserved matter; however, based on an illustrative masterplan prepared for the purposes of the planning application, the intention is for the access road to run through the site on a looped basis, to provide access to secondary road for access to all individual dwellings. Turning heads will also be provided within the site for safe and efficient entry / egress manoeuvres by refuse vehicles and fire tenders, in accordance with LCC requirements.

Car parking requirements (including for electric vehicle charging facilities) will be considered and determined through future planning applications for reserved matters, in accordance with prevailing LCC parking standards.

In addition, as part of the development, it is proposed to provide a new car park to the southeast of the site, serving Langho rail station (located on the northern side of the rail line). The identified vehicular access arrangement on Longsight Road would be adequate for the purposes of accessing a car park as part of the identified development on the application site. Details regarding the ownership, management, and layout of the car park will be agreed upon at a later stage of the planning process.

4.3 Sustainable Access

The precise internal layout of the development will be determined as a reserved matters, but the development will integrate and provide direct connections to existing Public Rights of Way (PROW) which respectively run through the site. Cycle parking within the curtilage of dwellings will be provided in accordance with prevailing LCC parking standards.

An access for use by pedestrians and cyclists only will be provided to the southwest of the development on Whitehalgh Lane, providing a direct route towards the village and alternative to the railway underpass.

In addition, a range of works are proposed to accommodate the development:

- A new section of 3m wide shared cycle/footway will be provided adjacent to the northern side of the development on A59 Longsight Road, connecting the proposed site access junctions to nearby bus stops and existing footways on the northern side of A59 Longsight Road.
- New bus stops will be provided on either side of Longsight Road close to the proposed access, and existing bus stops on Whalley Road off Olive Bank will be upgraded, to provide replacement facilities.
- A signalised pedestrian/cycle 'toucan' crossing will be provided as part of the proposed access arrangements on Longsight Road. The infrastructure will link the proposed development and the new and existing bus stops on A59 Longsight Road, as well as following the desire lines of PROWs either side of Longsight Road.
- The existing zebra crossing located on Whalley Road to the south of the development is to be upgraded with lighting improvements, and the refuge island at the existing crossing on Whalley Road will be upgraded with tactile paving. These works are intended to support movement to key amenities within the village including nearby shops and schools.

4.4 Travel Planning

A Framework Travel Plan is submitted in conjunction with this Transport Assessment and sets out a package of measures to support residents and visitors in choosing modes other than the private car when travelling, and effectively managing down car-based trips to and from the development. It also sets out the targets, responsibilities, monitoring and future reporting mechanisms needed to ensure success of the Framework Travel Plan objectives.

The Framework Travel Plan will be agreed with LCC through the planning process.

5. Transport Impacts

This chapter sets out the anticipated transport impacts and traffic flows associated with the proposed development, and details the methodology adopted.

5.1 Trip Generation

5.1.1 Vehicle Trip Generation

Vehicle trip rates associated with the proposed residential development have been derived from the TRICS database, based on information provided by LCC as part of pre-application discussions. The resulting vehicle trip rates and trip generation is set out in Table 3 for the weekday AM and PM peak hours.

Table 3: Vehicle Trip Generation - Proposed Residential Development

Time Period	Vehicle Trip Rates *Trips per Dwelling*			Vehicle Trip Generation *300 Dwellings*		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Weekday AM Peak Hour	0.140	0.445	0.585	42	134	176
Weekday PM Peak Hour	0.437	0.226	0.663	131	68	199

5.2 Vehicle Trip Distribution and Assignment

Vehicle trip distribution associated with the proposed development has been estimated based on 2011 Census data for journeys for work[9]. The destination of travel for people who live in Ribble Valley 007 MSOA has been considered, as this MSOA contains part of Langho village to the south of the site and as such represents a reasonable proxy for future residents of the development. Destinations within Ribble Valley have been examined at MSOA level, with other destinations focused at local authority level.

The number of vehicle trips to / from each MSOA / local authority district has been expressed as a percentage of the total trips and assigned to routes on the highway network to calculate the trip distribution to and from the development site. Distribution in the weekday AM and PM peak hours is assumed to be the same.

The resulting vehicle trip distribution is summarised in Table 4, and shown on Figure 5 to Figure 6, and the proposed development.

Table 4: Vehicle Trip Distribution

Route		Vehicle Trip Distribution (% of Journeys)
1	A59 towards Preston	14%
2	Chapel Lane	4%
3	Northcote Road	4%
4	A59 towards Clitheroe	30%

[9] Dataset WU03EW: 'Location of usual residence and place of work by method of travel to work (MSOA) level.'

Route		Vehicle Trip Distribution (% of Journeys)
5	Whalley Road towards Whalley	8%
6	York Lane	0%
7	Snodworth Road	26%
8	Whalley Road towards Blackburn	10%
9	Ribchester Road (N)	4%
10	Ribchester Road (S)	0%
99	Local Trips	0%
Total		**100%**

5.3 Impact on the Highway Network

The resulting total two-way peak hour development traffic flows are demonstrated Figure 7 and Figure 8 for the weekday AM and PM peak hours, respectively; with the traffic impacts associated with the proposed development at key links and junctions in the vicinity of the site summarised in Table 5.

Table 5: Impact on the Highway Network

Route		AM Flow	PM Flow
Key Junctions			
A59 / Whalley Road / A666 Junction	A59 (E)	52	59
	Whalley Road	14	16
	A666	31	36
	A59 (W)	98	111
Northcote Road / Longsight Road Junction	Northcote Road	7	8
	A59 Longsight Road (E)	98	111
	Longsight Road (W)	105	119
Chapel Lane / Longsight Road / Whitehalgh Lane Junction	Chapel Lane	7	8
	Longsight Road (E)	71	80
	Whitehalgh Lane	31	36
	Longsight Road (W)	32	36
Ribchester Road / Longsight Road Junction	Ribchester Road (N)	7	7
	Longsight Road (E)	32	36
	Ribchester Road (S)	0	0
	Longsight Road (W)	25	29

Route		AM Flow	PM Flow
Whalley Road / York Lane / Whitehalgh Lane Junction	Whalley Road (N)	9	10
	York Lane	23	26
	Whalley Road (S)	18	20
	Whitehalgh Lane	31	36
Network End			
1	A59 towards Preston	25	29
2	Chapel Lane	7	8
3	Northcote Road	7	8
4	A59 towards Clitheroe	52	59
5	Whalley Road towards Whalley	14	16
6	York Lane	0	0
7	Snodworth Road	45	51
8	Whalley Road towards Blackburn	18	20
9	Ribchester Road (N)	7	7
10	Ribchester Road (S)	0	0
99	Local Trips	0	0

The assessment demonstrates:

- The proposed development is predicted to generate a total of 299 two-way vehicle at the site access junctions, during the weekday AM and PM peak hours, respectively.
- On the local road network:
  - Langho Roundabout will be subject to an increase of 176 and 192 two-way vehicle movements during the weekday AM and PM peak hours, respectively.
  - Whitehalgh Lane will be subject to 32 and 36 two-way vehicle movements during the weekday AM and PM peak hours, respectively. On average this represents just over one vehicle every two minutes at peak times.

On the basis of the above, the study area for the assessment comprises the following junctions:

- Proposed access junction on the A59 Longsight Road.
- A59 Longsight Road / Whalley Road / A666 roundabout junction.
- A59 Longsight Road / Ribchester Road junction.
- A59 Longsight Road / Whitehalgh Lane / Chapeul Lane junction.
- Whalley Road / York Lane / Whitehalgh Lane junction.

Beyond the above junctions, the impact of the proposed development is not considered to be significant, and consequently further detailed assessment is not required. Detailed junction capacity assessments of the above junctions are provided at Chapter 8.

6. Existing and Future Traffic Flows

This chapter describes the approach to deriving existing and future traffic flows.

6.1 Base Traffic Flows

Base traffic flows on the local road network were collected via, classified turning count surveys undertaken on Wednesday 15th October 2024, covering the AM and PM peak periods (as 07:00 to 09:00 and 15:00 to 18:00, respectively).

Fully classified turning count surveys were carried out at the junctions within the identified study area. Queue length surveys were also carried out at each junction covering the same day as the classified turning count surveys, with the maximum queue per each five-minute interval recorded. The full survey data is enclosed at Appendix B.

The resulting '2024 Base' traffic flows are set out in Figure 9 to Figure 10, with the peak hours observed summarised in Table 6,

Table 6: Base Traffic Survey Peak Hours

Junction	Weekday AM Peak Hour	Weekday PM Peak Hour
A – Langho Roundabout	08:00 - 09:00	16:30 - 17:30
B – A59 – Northcote Road	08:00 - 09:00	16:30 - 17:30
C – A59 (Longsight Road) / Chapel Lane / Whitehalgh Lane	08:00 - 09:00	16:15 - 17:15
D – Ribchester Road – A59 Longsight Road	07:45 - 08:45	08:00 - 09:00
E – York Lane Whalley Road Whitehalgh Lane	16:45 - 17:45	16:30 - 17:30

6.2 Assessment Periods

The periods considered for this assessment are the weekday AM and PM peak hours, representing the weekday hours with the maximum likely combination of existing and development-associated traffic.

Development traffic flows are considered on the basis of the development peak hours during the weekday AM and PM peak periods, identified as 08:00 to 09:00 and 16:30 to 17:50, respectively.

It should be noted that the peak hours identified for development traffic and base traffic do not match exactly, and therefore the assessment robustly assesses the traffic impacts of the proposals.

6.3 Future Year Traffic Growth and Committed Developments

6.3.1 Committed Developments and Allocations

- **Salmesbury Enterprise Zone** In 2011 land at BAE Samlesbury and Warton sites was designated as an 'Enterprise Zone' to promote 125,000 sqm of employment development.
- **Cuerden Garden Village** (Ref: 07/2022/00451/OUT) Consisting of
  - Up to 1,300 residential dwellings
  - Up to 164,000 sqm of employment floorspace and ancillary uses
  - A park and ride facility, including a 500 space car park

- Outdoor recreational facilities and areas of publicly accessible open space, a new local centre; and A 2-form entry primary school.

Vehicle trip generation has been assessed based on the approved trip rates outlined in the respective Transport Assessment for the masterplan.

The total traffic flows associated with the committed developments is demonstrated on Figure 11 and Figure 12, for the weekday AM and PM peak hours, respectively.

6.3.2 *Background Traffic Growth*

A future assessment year of 2030 is considered for the purposes of this assessment, representing a reasonable timescale for the anticipated construction and full occupation of the development.

To avoid double counting of committed development traffic and TEMPro projections, adjustments have been made to the future job and household projections within TEMPro to account for the delivery of the proposed development and the identified committed developments and allocations above. However, the nature of the identified committed developments is such that this would generate negative TEMPro growth factors. Consequently, for robustness in the assessment, background traffic growth has been considered on the basis of the identified committed developments only, and background traffic growth is assumed to remain constant.

6.4 Assessment Scenarios

6.4.1 *2024 Base Year*

The '2024 Base' scenario has been derived from the surveyed traffic flow data collected in October 2024. The classified traffic data has been converted into equivalent Passenger Car Unit (PCU) values[10]. As traffic is composed of various types of vehicles, PCU represents general traffic, with vehicle types assigned a conversion factor so that an equivalent PCU value can be generated from classified vehicle data.

6.4.2 *2030 Assessment Year Do Minimum*

The '20230 Assessment Year Do Minimum' scenario represents the future situation on the local highway network, without the proposed development taking place. All relevant traffic growth committed developments and associated relevant transport improvements have been assumed to be implemented.

The resulting '2030 Assessment Year Do Minimum' traffic flows are set out in Figure 13 and Figure 14 for the weekday AM and PM peak hours, respectively.

6.4.3 *2030 Assessment Year With Development*

The '2030 Assessment Year With Development' scenario represents the future situation on the local highway network, with the proposed development taking place. The traffic flows have been derived by adding the development traffic flows to the '2030 Assessment Year Do Minimum' traffic flows.

The resulting '2030 Assessment Year With Development' traffic flows are set out in Figure 15 to Figure 16for the weekday AM and PM peak hours, respectively.

[10] *Traffic Modelling Guidelines v4.0*, Transport for London, 2021.

7. Detailed Junction Capacity Assessment

This chapter provides an assessment of the capacity associated with the following key junctions on the local highway network, as follows:

- Proposed access junction on the A59 Longsight Road.
- A59 Longsight Road / Whalley Road / A666 roundabout junction.
- A59 Longsight Road / Ribchester Road junction.
- A59 Longsight Road / Whitehalgh Lane / Chapel Lane junction.
- Whalley Road / York Lane / Whitehalgh Lane junction.

7.1 A59 Longsight Road Access Junction

Junctions10 software has been used to build a model of the A59 Longsight Road main vehicular site access. Amongst other performance indicators and statistics, the Junctions10 program calculates the maximum Ratio of Flow to Capacity (RFC) and the average queue length (Q) on each approach (measured in PCU). The RFC is a key indicator of the likely performance of a junction under a given set of traffic flows. An RFC of 0.85 indicates the level at which a junction's operational capacity is reached.

To ensure a robust assessment, geometric parameters for the development access roads assume one lane with no flaring provided..

The model results for the A59 Longsight Road site access junction are summarised in Table 7, and presented in full at Appendix C.

Table 7: Highway Capacity Assessment – A59 Longsight Road Access Junction

Approach	Weekday AM Peak Hour		Weekday PM Peak Hour	
	RFC	Q	RFC	Q
2030 Assessment Year With Development				
Residential Site Access (LT)	0.16	0.2	0.06	0.1
Residential Site Access (RT)	0.53	1.1	0.23	0.3
A59 Longsight Road (RT)	0.04	0.0	0.11	0.1

7.2 A59 Longsight Road / Whalley Road / A666 Roundabout Junction

Junctions10 software has been used to build a model of the existing A59 Longsight Road / Whalley Road / A666 roundabout junction.

The model has been prepared based on measurements of the existing junction geometry as well as observations of the junction operation and comparison with observed queues, and is considered to reflect the existing operation of the junction,

The model results are presented in full at Appendix C, and summarised in Table 8.

Table 8: Highway Capacity Assessment - A59 Longsight Road / Whalley Road / A666 Roundabout Junction

Approach	2024 Base		2030 Do Minimum		2030 With Development	
	RFC	Q	RFC	Q	RFC	Q
Weekday AM Peak Hour						
A59 (E)	0.73	2.6	0.61	3.7	0.79	3.7
Whalley Road	0.50	1.0	0.28	1.1	0.53	1.1
Whalley road (A66)	0.51	1.1	0.50	1.9	0.55	1.9
A59 (W)	0.59	1.4	0.64	1.6	0.62	1.6
Weekday PM Peak Hour						
A59 (E)	0.57	1.3	0.61	1.5	0.79	3.7
Whalley Road	0.27	0.4	0.28	0.4	0.53	1.1
Whalley road (A66)	0.49	0.9	0.50	1.0	0.55	1.2
A59 (W)	0.58	1.4	0.64	1.8	0.62	1.6

The assessment indicates that the changes in traffic flows associated with the proposed development would be satisfactorily accommodated in all future scenarios.

Modelled queues are increased slightly on most junction arms with a larger increase of 2.2pcu on the A59 (E) in the PM on all approaches between the 'Do Minimum' and 'With Development' scenarios. Such impacts are considered negligible in terms of the operation of the wider network.

Consequently, the junction is considered to operate satisfactorily in the 2030 assessment year scenario with the development in place, and no mitigation is considered necessary.

7.3 A59 Longsight Road / Whitehalgh Lane / Chapel Lane junction.

Junctions10 software has been used to build a model of the existing A59 Longsight Road / Whitehalgh Lane / Chapel Lane junction.

The model has been prepared based on measurements of the existing junction geometry as well as observations of the junction operation and comparison with observed queues, and is considered to reflect the existing operation of the junction,

The model results are presented in full at Appendix D, and summarised in Table 9.

Table 9: Highway Capacity Assessment - A59 Longsight Road / Whitehalgh Lane / Chapel Lane Junction

Approach	2024 Base		2030 Do Minimum		2030 With Development	
	RFC	Q	RFC	Q	RFC	Q
Weekday AM Peak Hour						
Whitehalgh Lane	0.23	0.3	0.25	0.3	0.33	0.5
A59 – Longsight Road (E)	0.19	0.6	0.22	0.9	0.27	1.3
Chapel Lane	0.30	0.4	0.35	0.5	0.37	0.6
A59 – Longsight Road (W)	0.30	1.1	0.31	1.3	0.33	1.4
Weekday PM Peak Hour						
Whitehalgh Lane	0.18	0.2	0.19	0.2	0.34	0.5
A59 – Longsight Road (E)	0.16	0.5	0.18	0.6	0.20	0.7
Chapel Lane	0.25	0.3	0.29	0.4	0.32	0.5
A59 – Longsight Road (W)	0.30	1.1	0.35	1.4	0.37	1.6

The assessment indicates that the changes in traffic flows associated with the proposed development would be satisfactorily accommodated in all future scenarios.

Modelled queues are increased slightly by around 0.1 to 0.2 PCU on all approaches between the 'Do Minimum' and 'With Development' scenarios. Such impacts are considered negligible in terms of the operation of the wider network.

Consequently, the junction is considered to operate satisfactorily in the 2030 assessment year scenario with the development in place, and no mitigation is considered necessary.

7.4 Whalley Road / York Lane / Whitehalgh Lane junction.

Junctions10 software has been used to build a model of the existing Whalley Road / York Lane / Whitehalgh Lane junction, comprising linked mini-roundabout junctions.

The model has been prepared based on measurements of the existing junction geometry as well as observations of the junction operation and comparison with observed queues, and is considered to reflect the existing operation of the junction,

The model results are presented in full at Appendix D, and summarised in Table 10.

Table 10: Highway Capacity Assessment - A59 Longsight Road / Whalley Road / A666 Roundabout Junction

Approach	2024 Base		2030 Do Minimum		2030 With Development	
	RFC	Q	RFC	Q	RFC	Q
Weekday AM Peak Hour						
Whalley Road (SW)	0.41	0.7	0.42	0.7	0.42	0.7
Whitehalgh Lane (W)	0.08	0.1	0.08	0.1	0.09	0.1
Mini Roundabout Internal Link (SW)	0.35	0.5	0.35	0.5	0.36	0.6
York Lane	0.14	0.2	0.14	0.2	0.14	0.2
Mini Roundabout Internal Link (NE)	0.39	0.6	0.39	0.6	0.39	0.6
Whalley Road (NE)	0.44	0.8	0.44	0.8	0.45	0.8
Weekday PM Peak Hour						
Whalley Road (SW)	0.39	0.6	0.39	0.6	0.41	0.7
Whitehalgh Lane (W)	0.07	0.1	0.07	0.1	0.08	0.1
Mini Roundabout Internal Link (SW)	0.37	0.6	0.37	0.6	0.37	0.6
York Lane	0.22	0.3	0.22	0.3	0.22	0.3
Mini Roundabout Internal Link (NE)	0.36	0.6	0.36	0.6	0.37	0.6
Whalley Road (NE)	0.39	0.6	0.39	0.6	0.40	0.7

The assessment indicates that the changes in traffic flows associated with the proposed development would be satisfactorily accommodated in all future scenarios.

Modelled queues are increased slightly by around 0to 0.1 PCU on all approaches between the 'Do Minimum' and 'With Development' scenarios. Such impacts are considered negligible in terms of the operation of the wider network.

Consequently, the junction is considered to operate satisfactorily in the 2030 assessment year scenario with the development in place, and no mitigation is considered necessary.

7.5 A59 Longsight Road / Ribchester Road junction

A TRANSYT model of the A59 Longsight Road / Ribchester Road junction has been developed. Amongst other performance indicators and statistics, TRANSYT calculates the Degree of Saturation (DoS %) and Practical Reserve Capacity (PRC %) to indicate the likely performance of links and the overall junction under a given set of traffic flows. A DoS of 90% represents a practical capacity threshold for signalised junctions. The software also calculates the mean maximum queue (MMQ), representing the average position of the furthest vehicle from the stop line in each cycle (measured in PCU).

The model has been prepared based on controller specification information provided by LCC and measurements of the existing junction geometry, as well as and observations of the junction operation and comparison with observed queues. The junction model is considered to reflect the existing operation of the junction,

The resulting assessment is presented in full at Appendix D and summarised in Table 11. For each approach, only the lane / traffic stream with the highest associated DoS has been presented, except for the approaches associated with multiple lanes / traffic streams over 80% within an assessment scenario.

Table 11: Highway Capacity Assessment: A59 Longsight Road / Ribchester Road Junction

Approach	2024 Base		2030 Do Minimum		2030 With Development	
	DoS	MMQ	DoS	MMQ	DoS	MMQ
Weekday AM Peak Hour						
Ribchester Road (N)	87%	13.1	87%	13.1	88%	13.3
Longsight Road (E)	76%	21.3	83%	26.7	85%	28.5
Ribchester Road (S)	81%	11.9	81%	11.2	81%	11.2
Longsight Road (W)	52%	10.6	56%	12	56%	12.1
Weekday PM Peak Hour						
Ribchester Road (N)	82%	11.4	82%	11.4	83%	11.7
Longsight Road (E)	53%	10.9	57%	12.4	58%	12.6
Ribchester Road (S)	51%	5.9	51%	5.9	51%	5.9
Longsight Road (W)	67%	16.5	74%	20.7	76%	21.5

The assessment indicates that the changes in traffic flows associated with the proposed development would be [satisfactorily accommodated in all future scenarios.

Modelled queues are increased slightly on the A59 approaches between the 'Do Minimum' and 'With Development' scenarios. Such impacts are considered negligible in terms of the operation of the wider network.

Consequently, the junction is considered to operate satisfactorily in the 2030 assessment year scenario with the development in place, and no mitigation is considered necessary.

8. Summary and Conclusions

This Transport Assessment has been prepared to demonstrate the transport impacts of the proposed residential development land off Longsight Road, north of Langho. Lancashire.

This report has examined the existing transport network in the vicinity of the site, considered relevant national and local transport planning policy, outlined the development proposals, and determined the resulting impact of on the transport network.

The report demonstrates the following:

- Opportunities are available for future residents to travel to and from the site by modes other than single occupancy car trips, including walking, cycling and public transport. Access by sustainable modes will be supported by the implementation of travel planning measures. As such, the proposals are in accordance with the provisions of local and national transport planning policy guidance.
- Satisfactory means of access can be accommodated from A59 Longsight Road via a new priority-controlled junction. Additional pedestrian /cycle access point are also provided, and a range of measures are proposed to support future residents travelling to local services and amenities by active modes.
- Changes in traffic flows associated with the development can be safely and efficiently accommodated on the local road network, and consequently mitigation (in the form of changes to the existing highway network) are not necessary to accommodate the development.

Considering all the above, it is concluded that the development proposals are acceptable from a transport and highways perspective.

Figures

N

Key:

- Indicative Site Boundary
- Indicative Site Access

Hydrock Fore
Riverside West
Whitehall Road
Leeds
LS1 4AW

hydrock.com

Client:
Hallam Land Management Limited

Project:
Langho, Lancashire

Figure Title:
Site Location

Scale:
1:17,500

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 1

N

Key:

- Indicative Site Boundary
- Indicative Site Access

Walking Catchment

- 500m
- 1.0km
- 2.0km

Local Amenities

- Bus Stop
- Langho Railway Station
- Retail
- Leisure
- Health
- Primary School / Nursery

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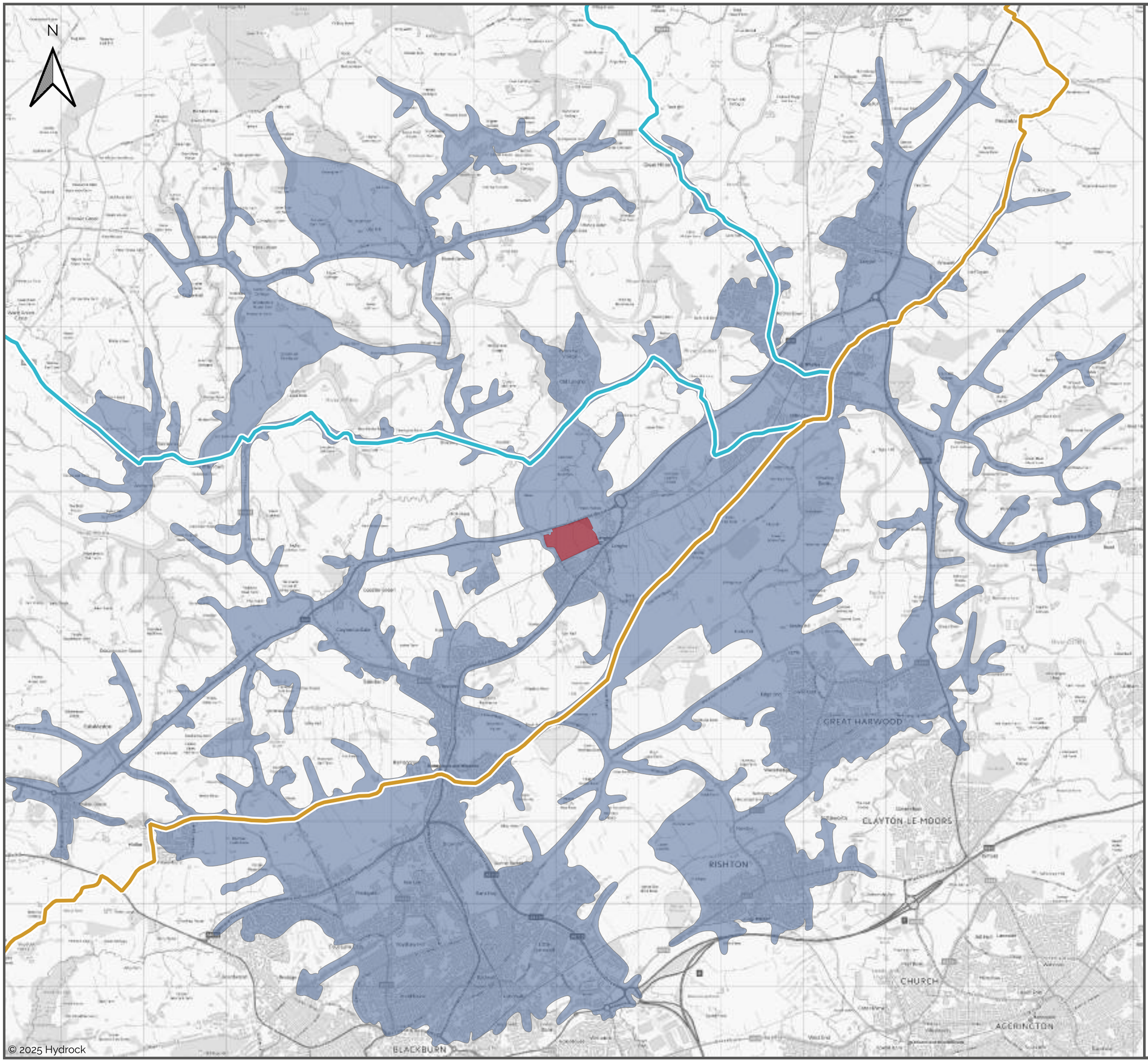
Figure Title:
Walking Catchment and Local Amenities

Scale:	Figure Status:
1:13,000	Issue
Job Number:	Figure Number:
4094	Figure 2



Key:

- Indicative Site Boundary
- 8.0km Cycling Catchment
- National Cycle Route 90
- National Cycle Route 91

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Project:
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Figure Title:
Cycling Catchment and Long Distance Routes

Scale:	Figure Status:
1:45,000	Issue
Job Number:	Figure Number:
4094	Figure 3

N

Wardfall

Field Barn

Lower Fold Farm

Lower Fold Wood

Rileys

Monks Barton

Green Nook Wood

Langho

Education Facility

PW

York

25 / 464 / 623

638 / 860 / 862 / 888 / 890

22 / 113 / 121 / 280 / 458 / 464 / 522 / 616 / 623 / 638 / 856 / 859 / 888

Key Services: 113 / 121 / 458 / 464 / 522 / 616 / 638 / 888

25 / 280 / 458 / 616 / 623 / 859

Key Services: 25 / 280 / 458 / 616 / 623 / 859

Key Services: 22 / 113 / 522 / 856 / 860 / 862

Addtional Service: 890

22 / 113 / 121 / 522 / 856 / 860 / 862 / 890

Key:

- Indicative Site Boundary
- Langho Railway Station
- Bus Stop
- Bus Route

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Project:
Langho, Lancashire

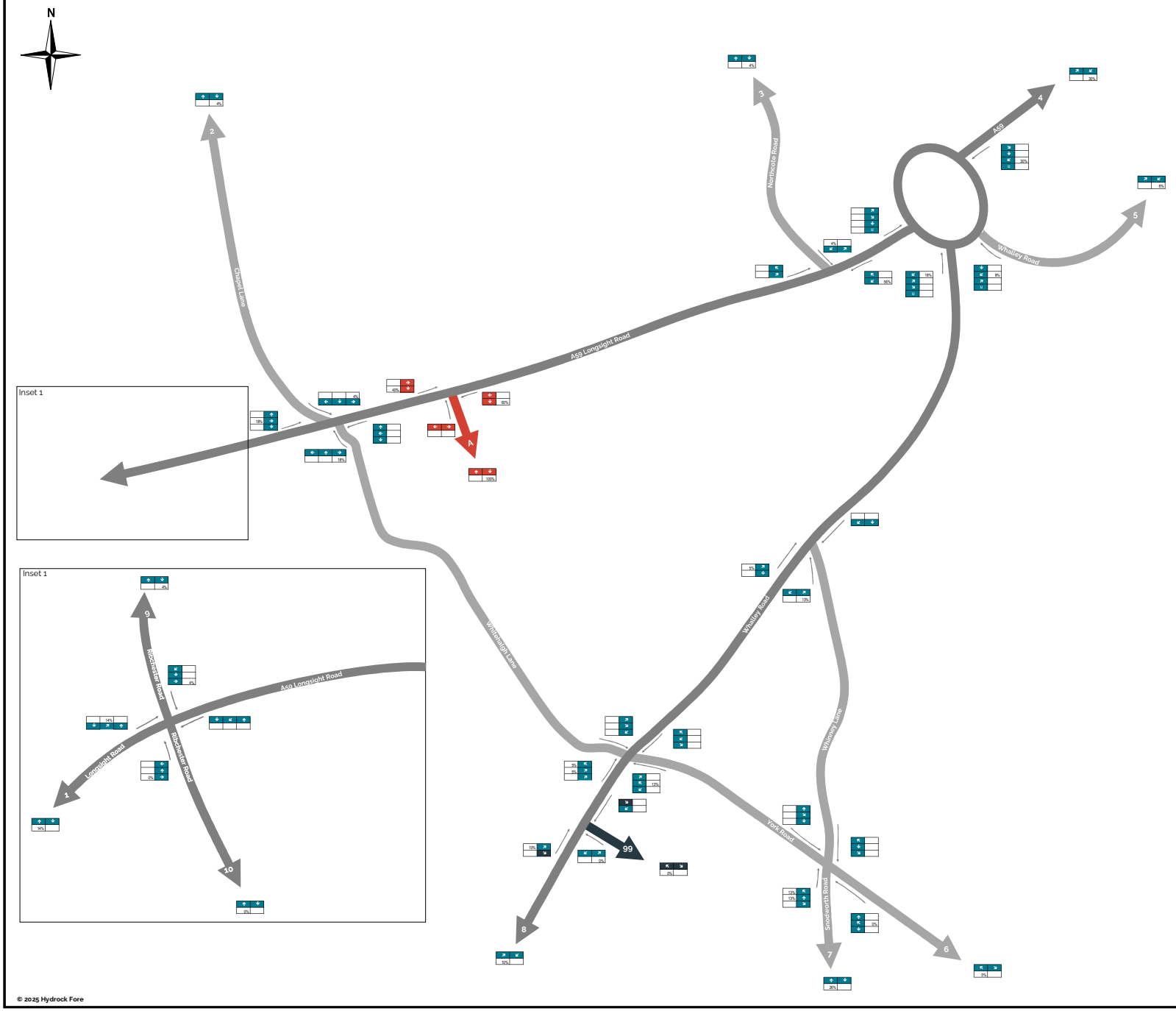
Figure Title:
Public Transport Network

Scale:
1:7,000

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 4



Key:

- Primary Road
- Secondary Road
- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution

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Client:
Hallam Land Management Limited

Project:
Land South of Langho, Lancashire

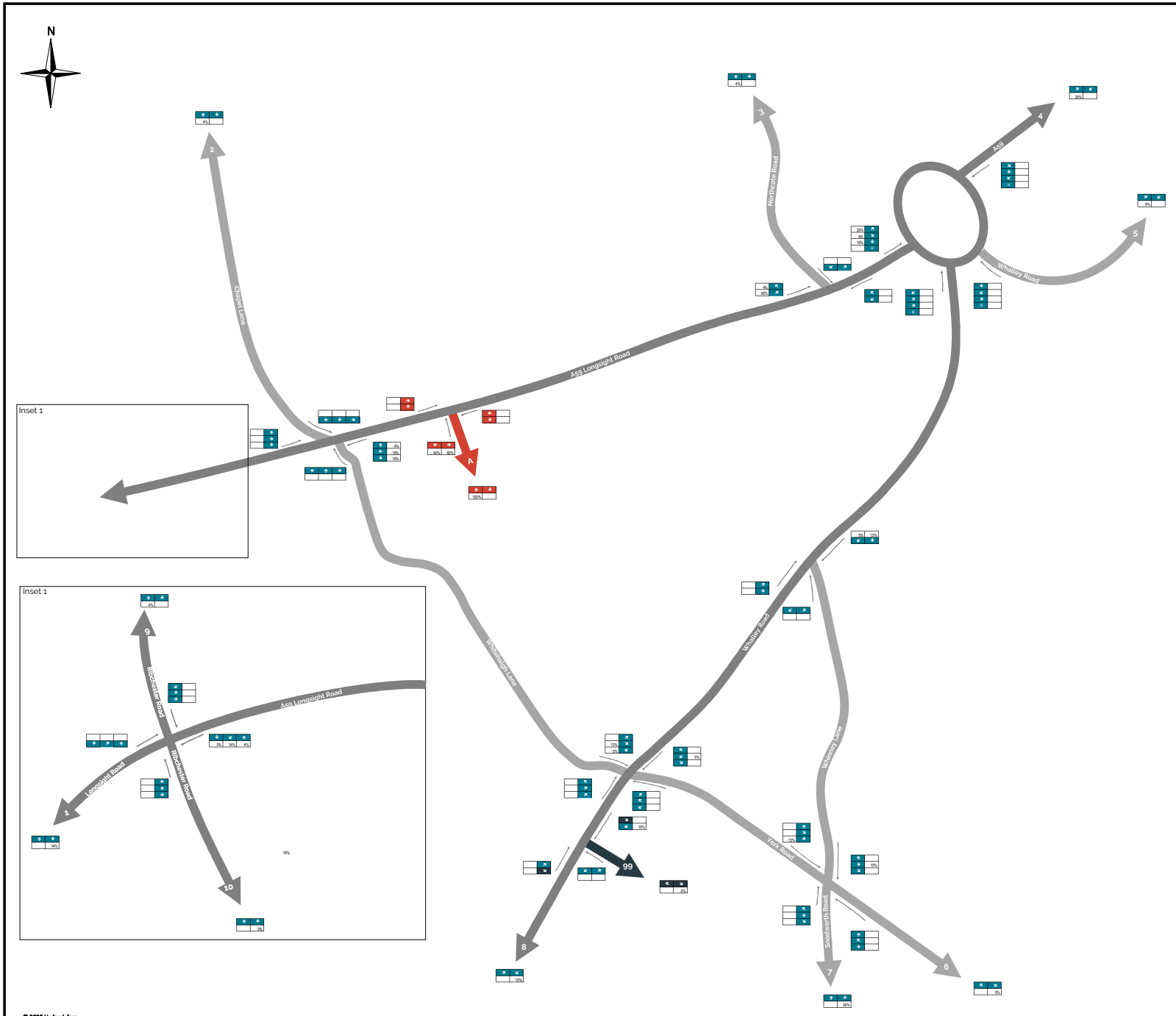
Figure Title:
Trip Distribution - Arrivals %

Scale:
Not to scale

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 5



Key:

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Note: The number in each arrowhead relates to the route reference used in the Trip Distribution

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Client:
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Project:
Land north of Langho, Lancashire

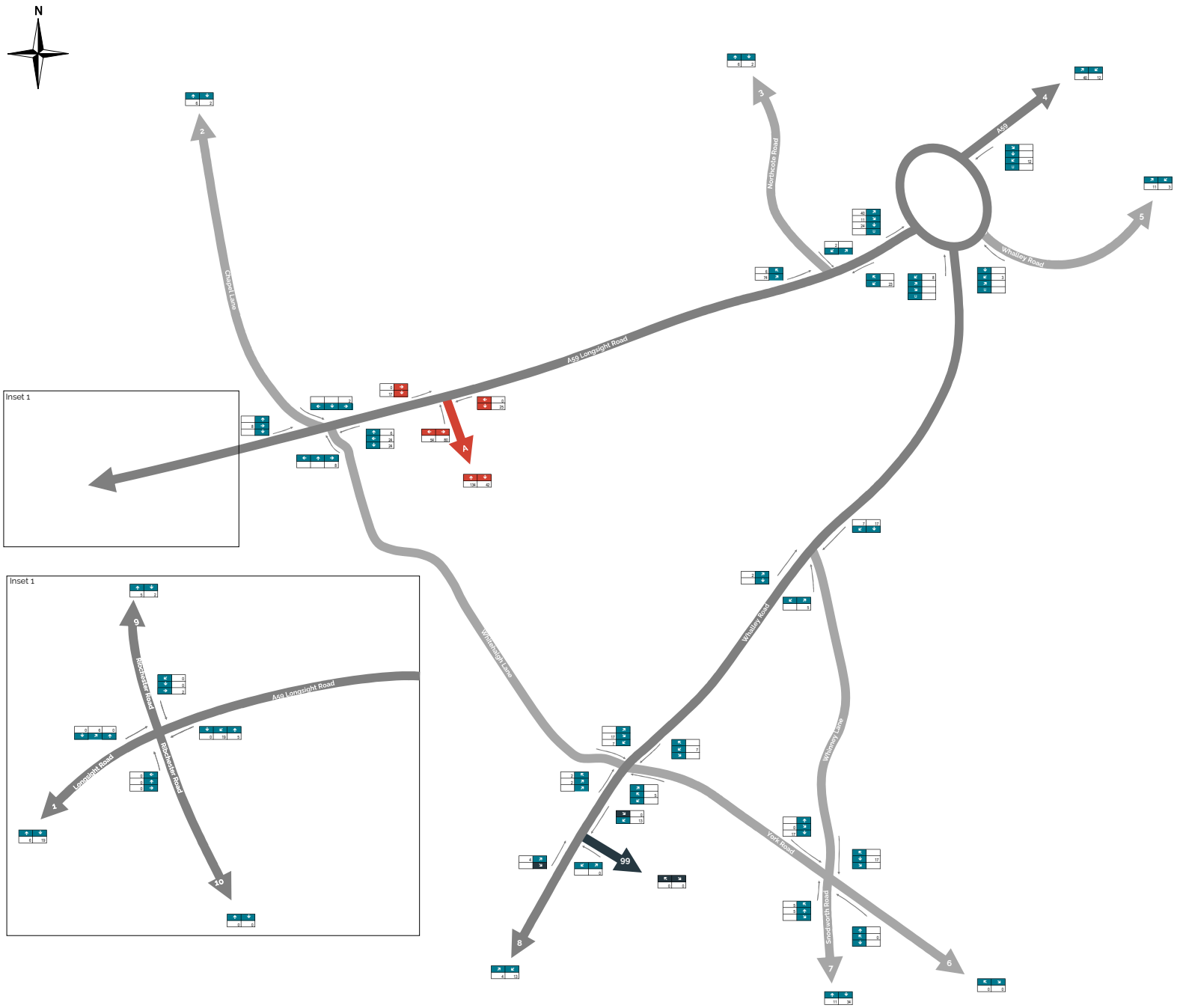
Figure Title:
Trip Distribution - Departures %

Scale:
Not to scale

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 6



Key:

- Primary Road
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Client:
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Project:
Land south of Longsight Road, Langho

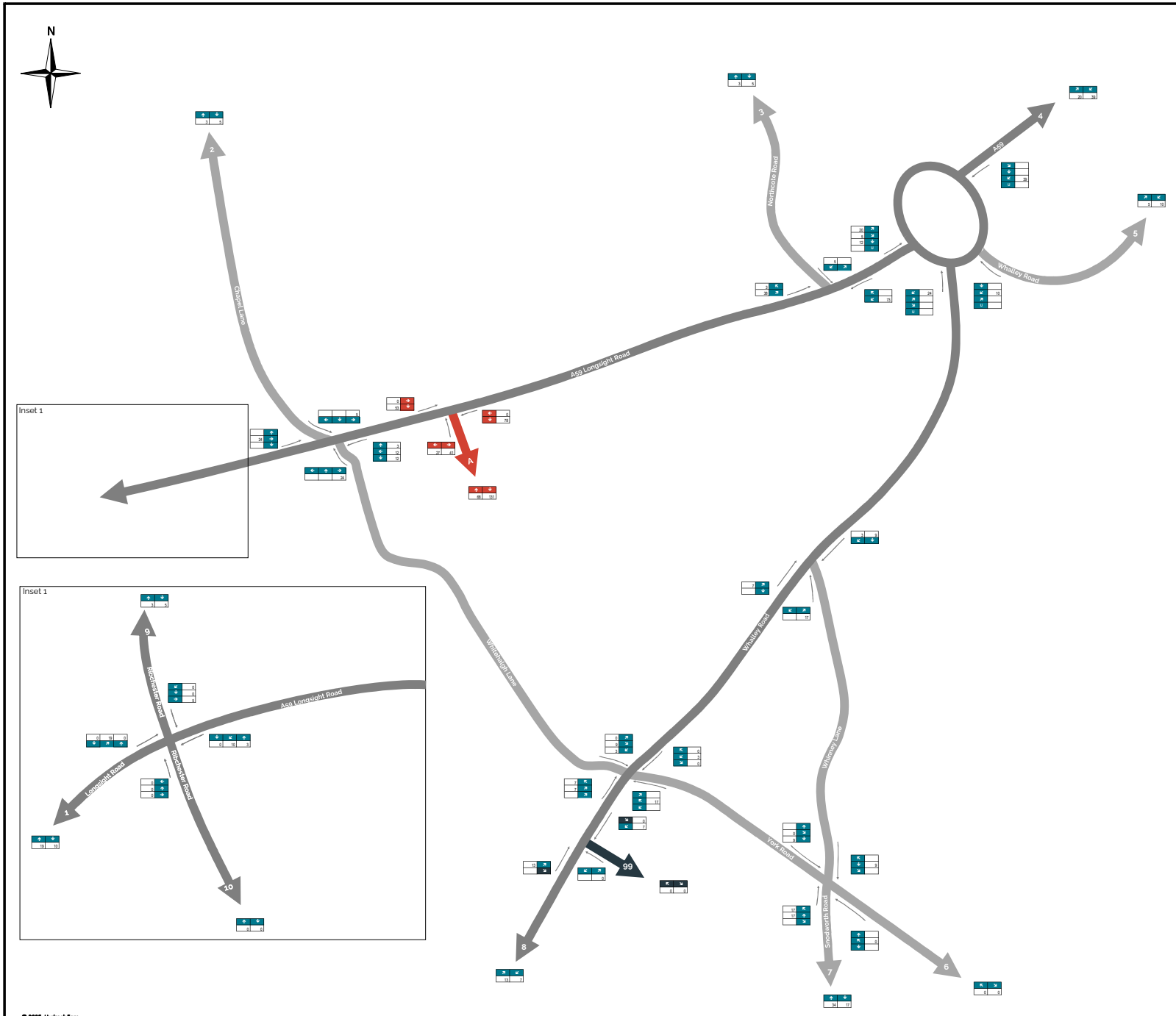
Figure Title:
Two-Way Peak hour development traffic flows – AM Peak

Scale:
Not to scale

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 7



Key:

- Primary Road
- Secondary Road
- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution

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Client:
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Project:
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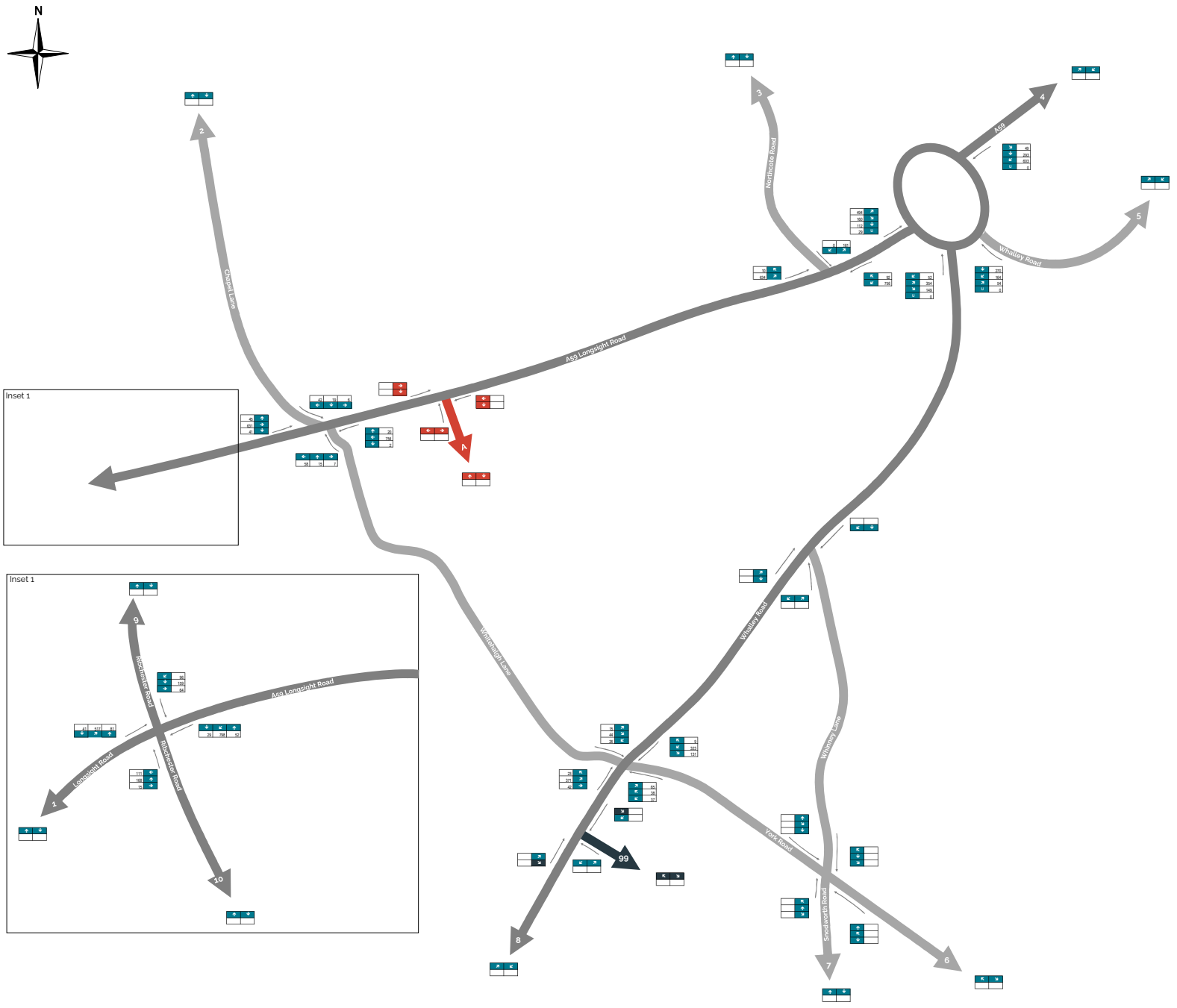
Figure Title:
Two-Way Peak hour development traffic flows – PM Peak

Scale:
Not to scale

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 8



Key:

- Primary Road
- Secondary Road
- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution

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Client:
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Project:
Land south of Longsight Road, Langho

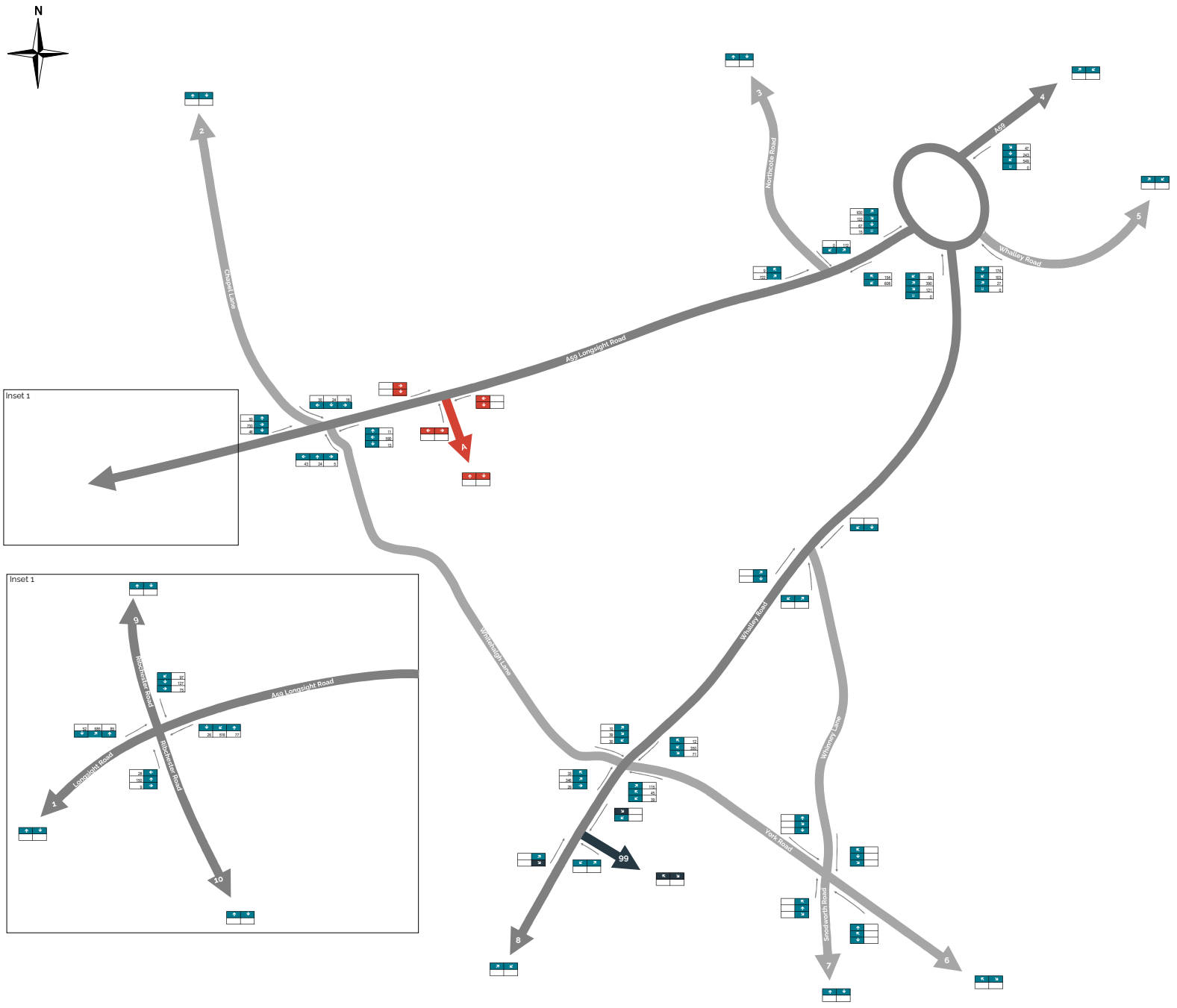
Figure Title:
2024 Base Traffic Flows – AM Peak

Scale:
Not to scale

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 9



Key:

- Primary Road
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- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution

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Client:
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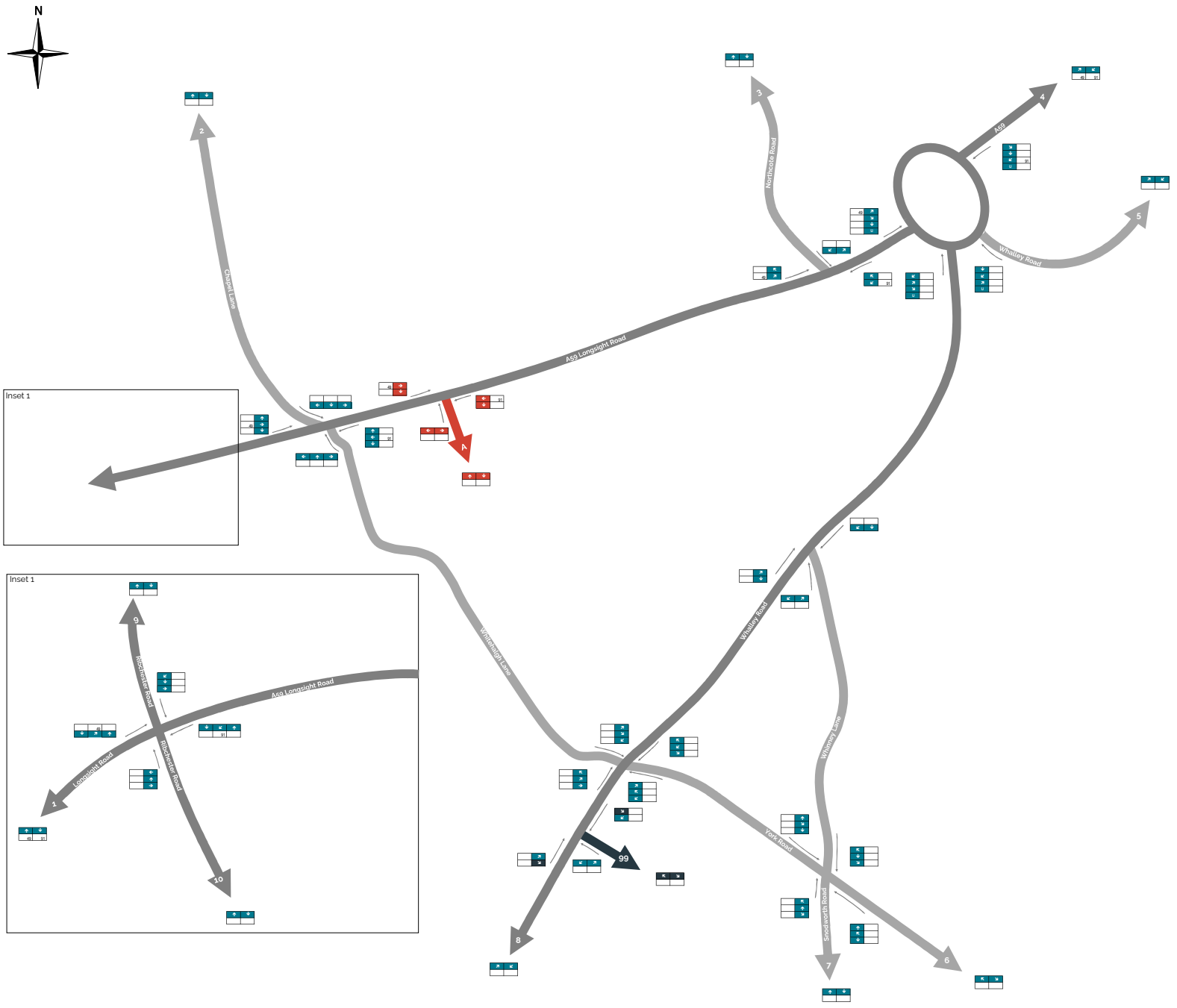
Figure Title:
2024 Base Traffic Flows – PM Peak

Scale:
Not to scale

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 10



Key:

- Primary Road
- Secondary Road
- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution

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Client:
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Project:
Land south of Longsight Road, Langho

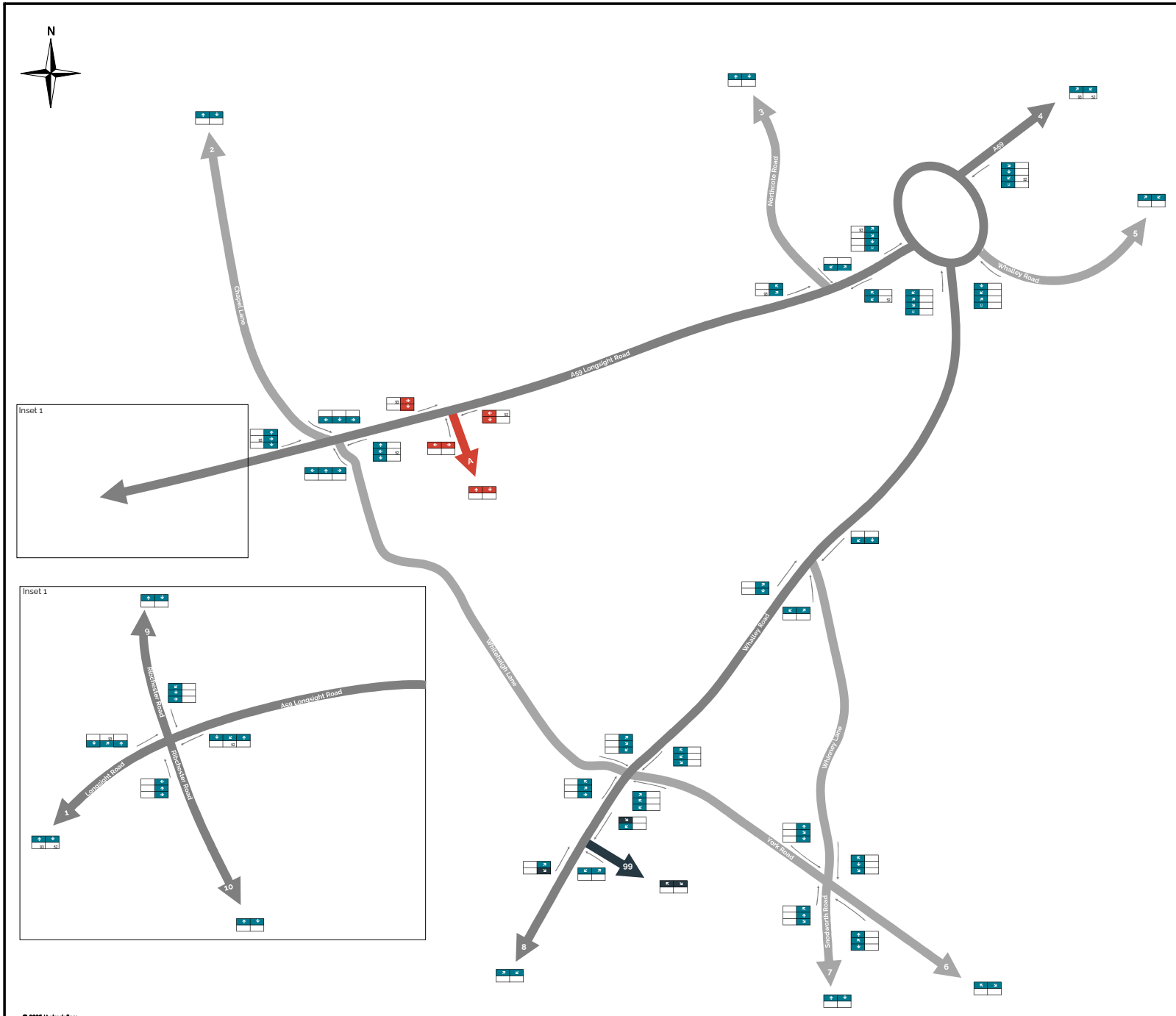
Figure Title:
Committed Development – Combined Flows – AM Peak

Scale:
Not to scale

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 11



Key:

- Primary Road
- Secondary Road
- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution

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Project:
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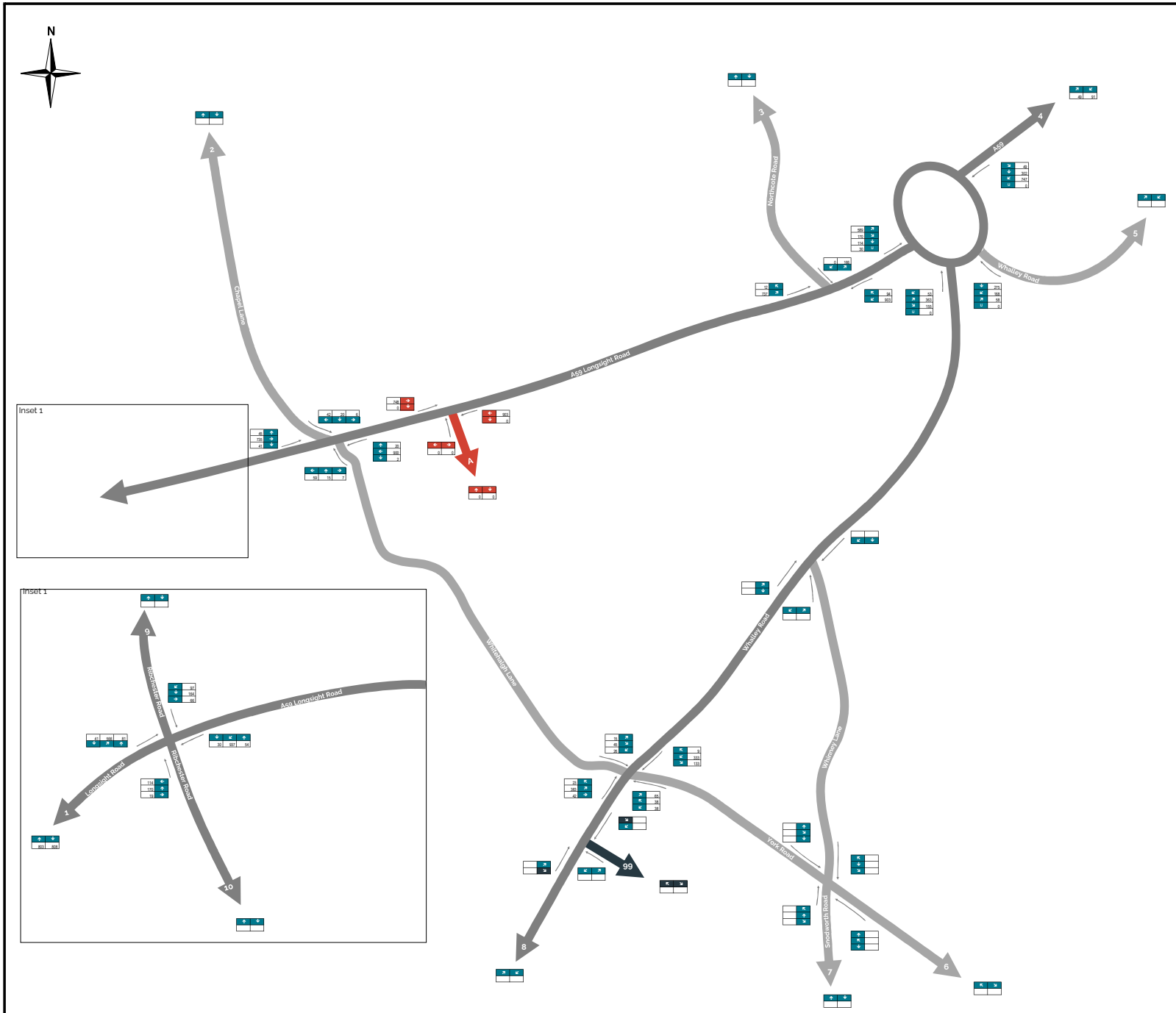
Figure Title:
Committed Development – Combined Flows – PM Peak

Scale:
Not to scale

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 12



Key:

- Primary Road
- Secondary Road
- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution

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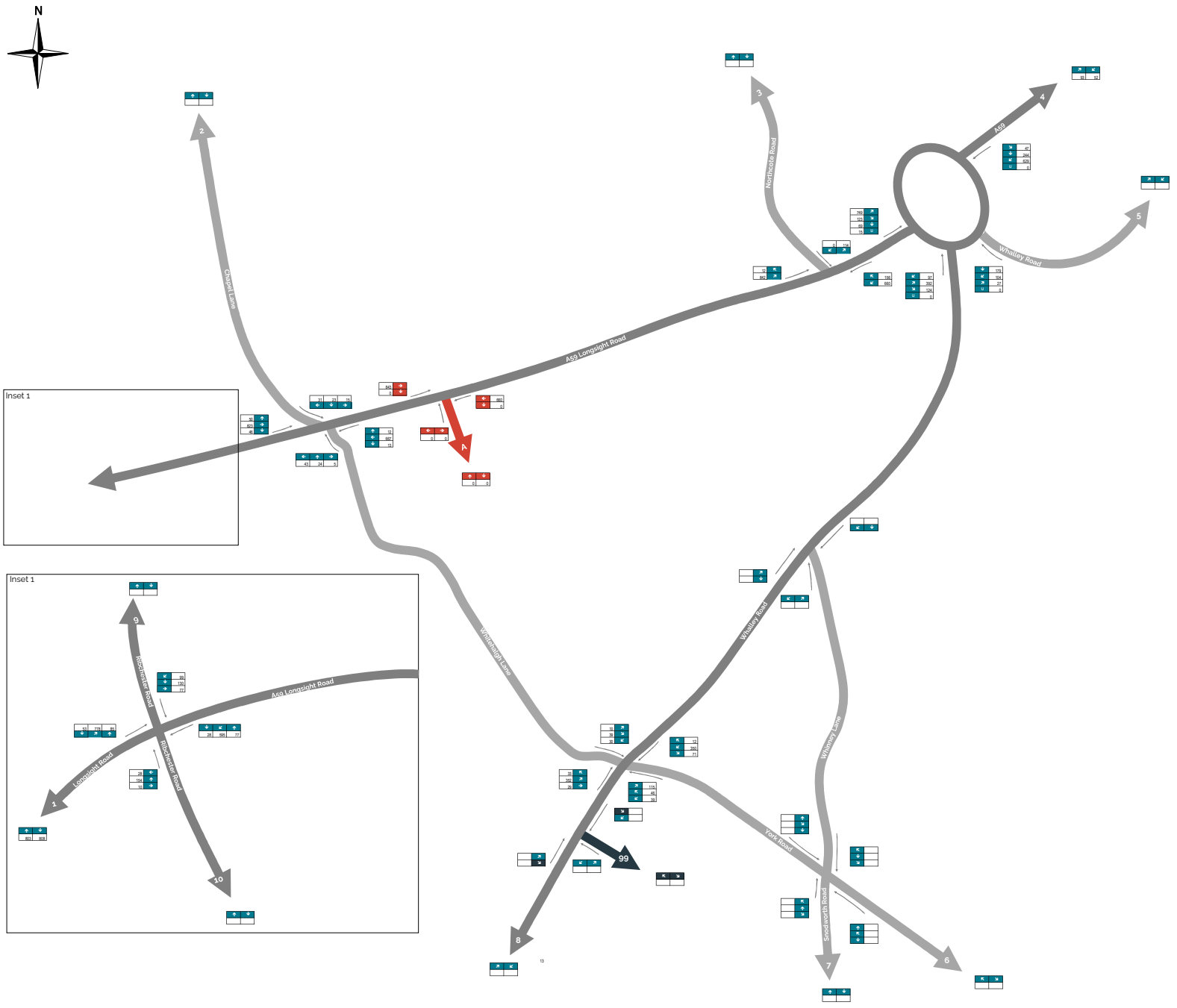
Figure Title:
2030 Do Minimum Traffic Flows – AM Peak

Scale:
Not to scale

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 13



Key:

- Primary Road
- Secondary Road
- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution

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Hallam Land Management

Project:
Land south of Longsight Road, Langho

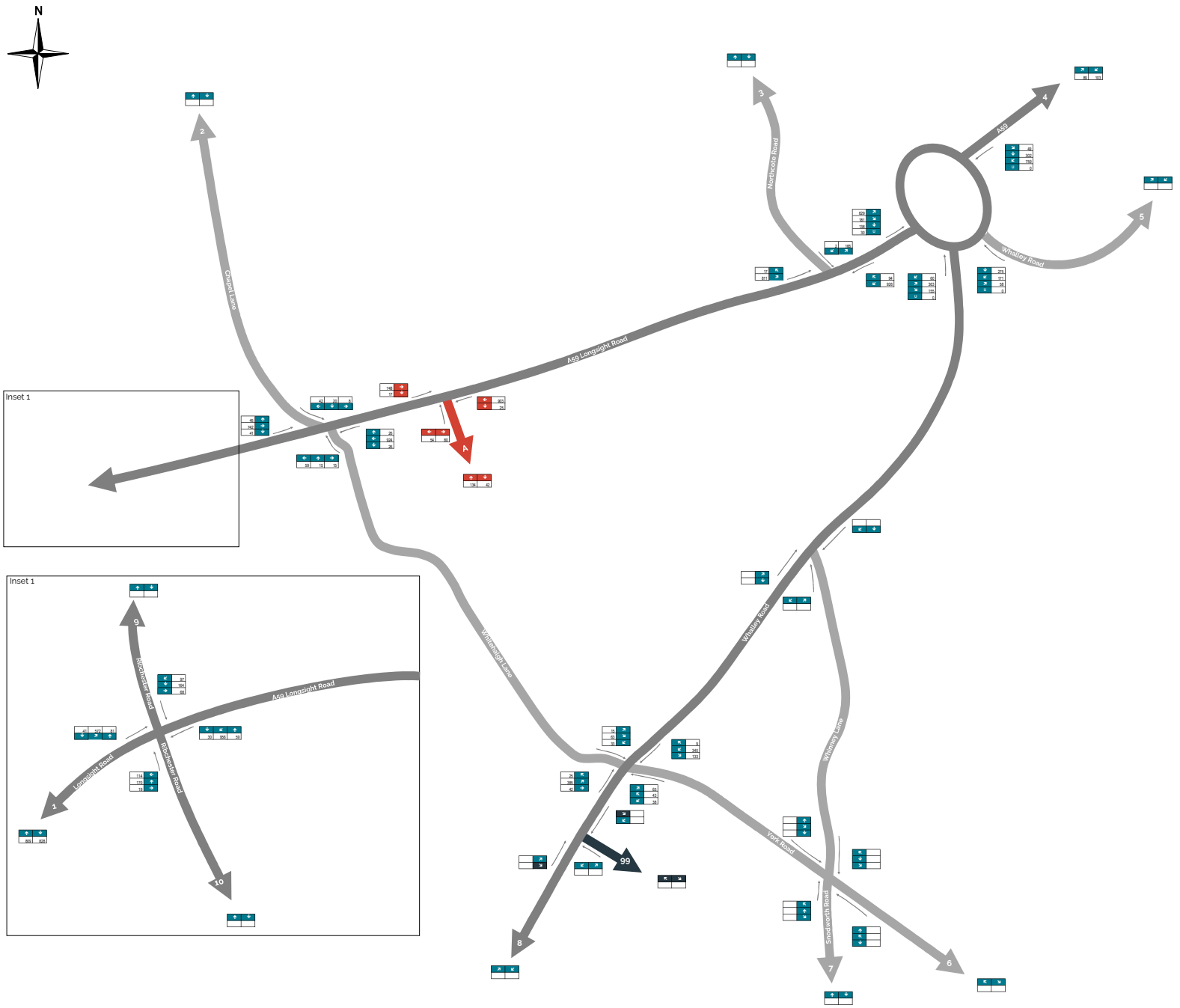
Figure Title:
2030 Do Minimum Traffic Flows – PM Peak

Scale:
Not to scale

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 14



Key:

- Primary Road
- Secondary Road
- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution

Hydrock Fore
Riverside West
Whitehall Road
Leeds
LS1 4AW
+44 (0) 113 543 1700
leeds@hydrock.com

Client:
Hallam Land Management

Project:
Land south of Longsight Road, Langho

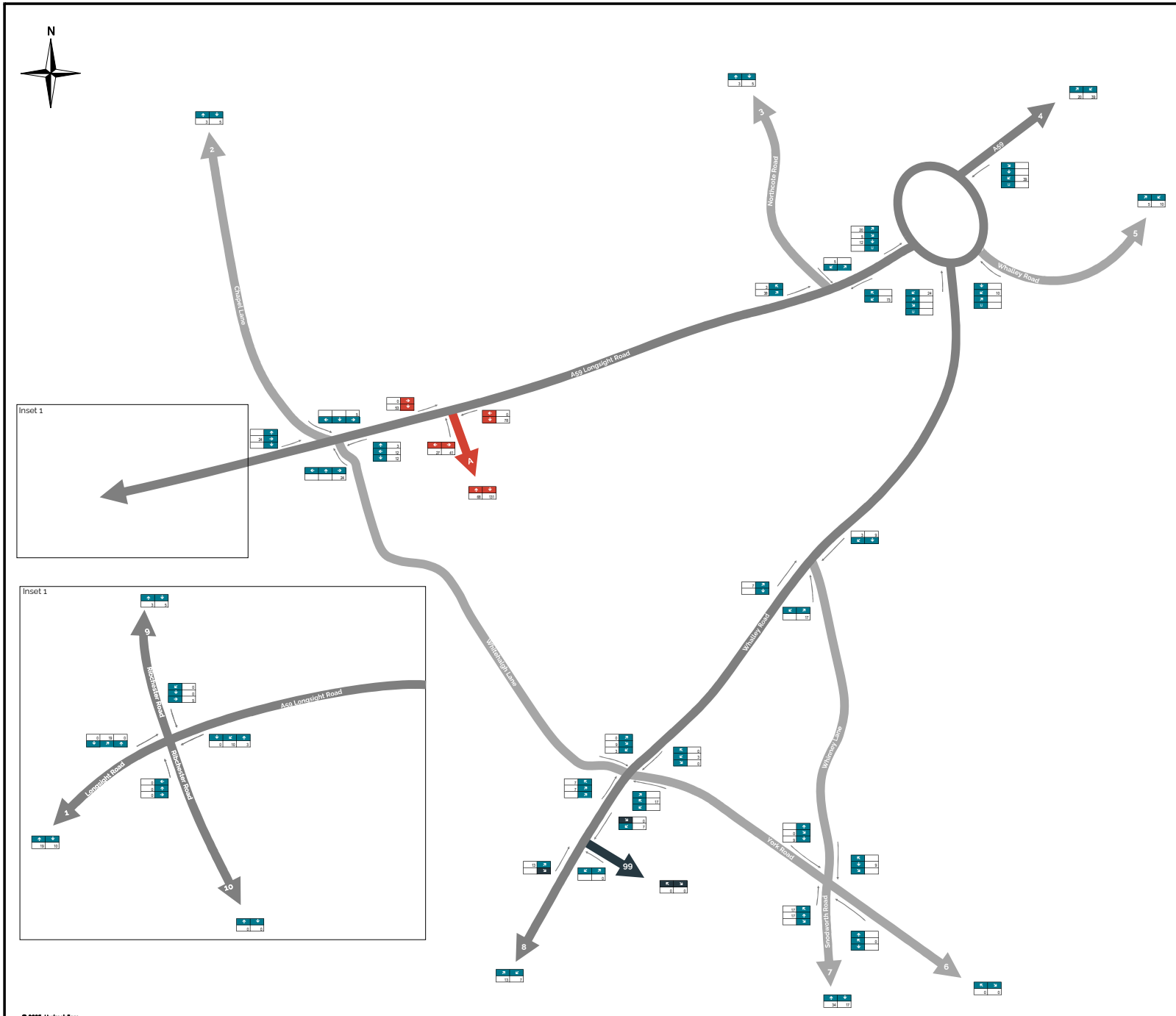
Figure Title:
2030 With Development Traffic Flows – AM Peak

Scale:
Not to scale

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 15



Key:

- Primary Road
- Secondary Road
- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution

Hydrock Fore
Riverside West
Whitehall Road
Leeds
LS1 4AW
+44 (0) 113 543 1700
leeds@hydrock.com

Client:
Hallam Land Management

Project:
Land south of Longsight Road, Langho

Figure Title:
Two-Way Peak hour development traffic flows – PM Peak

Scale:
Not to scale

Figure Status:
Issue

Job Number:
4094

Figure Number:
Figure 8

Drawings

DO NOT SCALE

NOTES

GENERAL NOTES

a. THE TOPOGRAPHICAL SURVEY IS BASED ON INFORMATION PRODUCED BY POWERS & TILTMAN LTD, DRAWINGS:
   - 6886/01 SHEET 1;
   - 6886/01 SHEET 2; AND
   - 6886/01 SHEET 3.

   DATED 25 FEBRUARY 2014. THE INFORMATION USED IN PREPARATION OF THIS AND ALL OTHER FORE CONSULTING DESIGNS AND DRAWINGS IS NOT WARRANTED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL SURVEY INFORMATION PROVIDED AND REPORT ANY ANOMALIES TO FORE CONSULTING.

DESIGN NOTES

1. ALL DESIGN AND WORKS TO COMPLY WITH CURRENT VERSION OF THE FOLLOWING DOCUMENTS:
   - DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB);
   - SPECIFICATION FOR HIGHWAY WORKS (SHW);
   - MANUAL FOR STREETS (MFS); AND
   - LANCASHIRE COUNTY COUNCIL (LCC) DESIGN GUIDE AND SPECIFICATION.
2. FOOTPATH GRADIENT AT TACTILE PAVING TO BE A MAXIMUM OF 1:12.
3. EXISTING FENCES, VERGES/SHRUBBERY, FOOTWAY, AND OTHER PHYSICAL FEATURES TO BE REMOVED WITHIN THE AREA OF WORKS.
4. ALL KERBS TO BE HB WITH 125mm KERB CHECK, EXCEPT DROPPED KERBS AND TRANSITION KERBS AT PEDESTRIAN CROSSING.
5. KERB FACE OF DROPPED CROSSINGS:
   - PEDESTRIAN CROSSING 6mm
   - CYCLISTS CROSSING 0mm
6. ALL FENCING TO BE TAKEN UP AND REMOVED FROM SITE SHALL BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS CLAUSE 201.6 AND SUITABLY DISPOSED.
7. BOUNDARY FENCING TO REPLACE EXISTING SUBJECT TO AGREEMENT WITH WMDC AND LANDSCAPING REQUIREMENTS.
8. ALL IRONWORK WITHIN EXTENT OF WORKS TO BE LOWERED / RAISED AS REQUIRED.
9. ALL PROPOSED ROAD MARKINGS TO BE IN ACCORDANCE WITH THE FOLLOWING:
   - TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD);AND
   - TRAFFIC SIGNS MANUALS CHAPTER 5 - ROAD MARKINGS.
10. DESIGN SPEED FOR LONGSIGHT ROAD: 40mph
11. EARTHWORKS SLOPES TO BE MAXIMUM 1:3.

KEY

- CARRIAGEWAY
- FOOTWAY
- TACTILE PAVING (UNCONTROLLED CROSSING)
- TACTILE PAVING (SIGNAL CONTROLLED CROSSING)
- GRASS VERGE

REV	DESCRIPTION	DATE	BY

Client:
HALLAM LAND MANAGEMENT

Project
PROPOSED RESIDENTIAL ACCESS,
LONGSIGHT ROAD,
LANGHO

Drawing Title
GENERAL ARRANGEMENT

PRELIMINARY

Hydrock Fore, now Stantec
Riverside West, Whitehall Road
Leeds
LS1 4AW
0113 543 1700
www.hydrock.com

Drawn by	Checked by	Issue date	Scale	Format
ML	AS	14.02.2025	1:500	A0

Job Number	Drawing Number	Revision
4094	100-P-001	-

DO NOT SCALE

NOTES

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   - 6886/01 SHEET 1;
   - 6886/01 SHEET 2; AND
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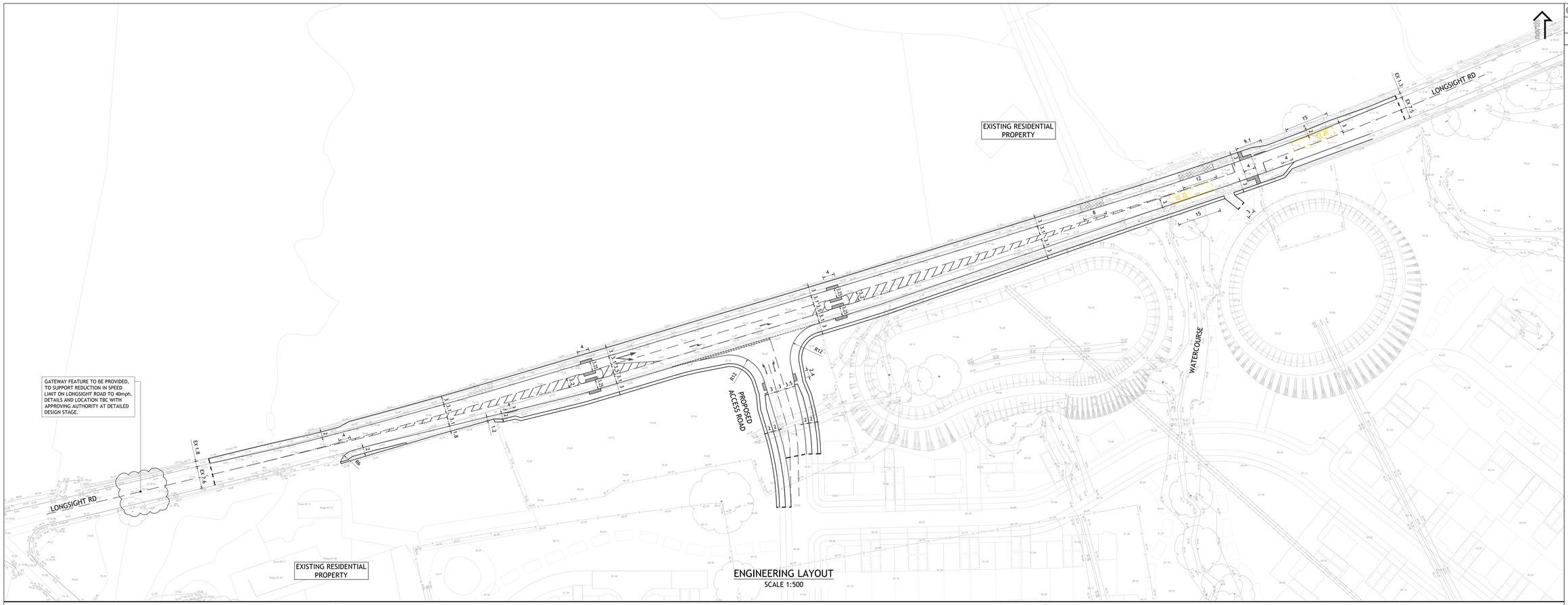
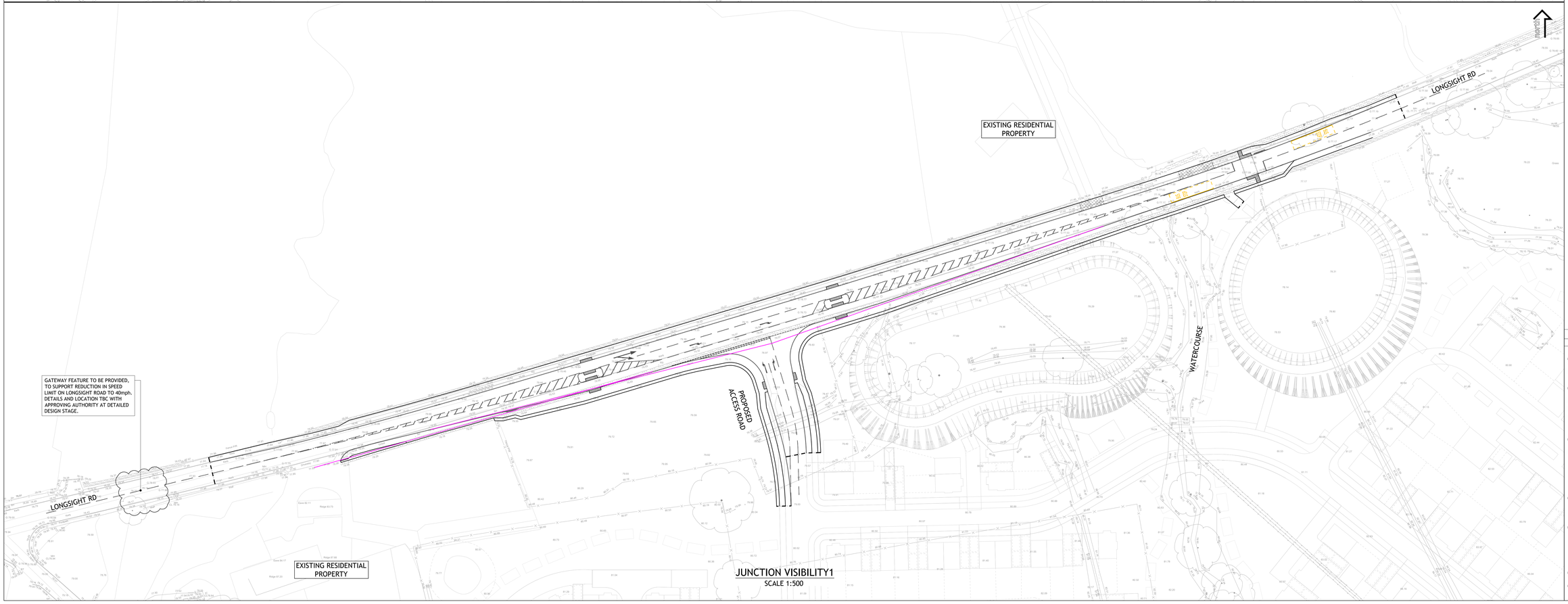
10. DESIGN SPEED FOR LONGSIGHT ROAD: 40mph
11. EARTHWORKS SLOPES TO BE MAXIMUM 1:3.

KEY

JUNCTION VISIBILITY 2.4m x 120m



ENGINEERING LAYOUT
SCALE 1:500



JUNCTION VISIBILITY1
SCALE 1:500

REV	DESCRIPTION	DATE	BY

Client:
HALLAM LAND MANAGEMENT

Project
PROPOSED RESIDENTIAL ACCESS, LONGSIGHT ROAD, LANGHO

Drawing Title
ENGINEERING LAYOUT

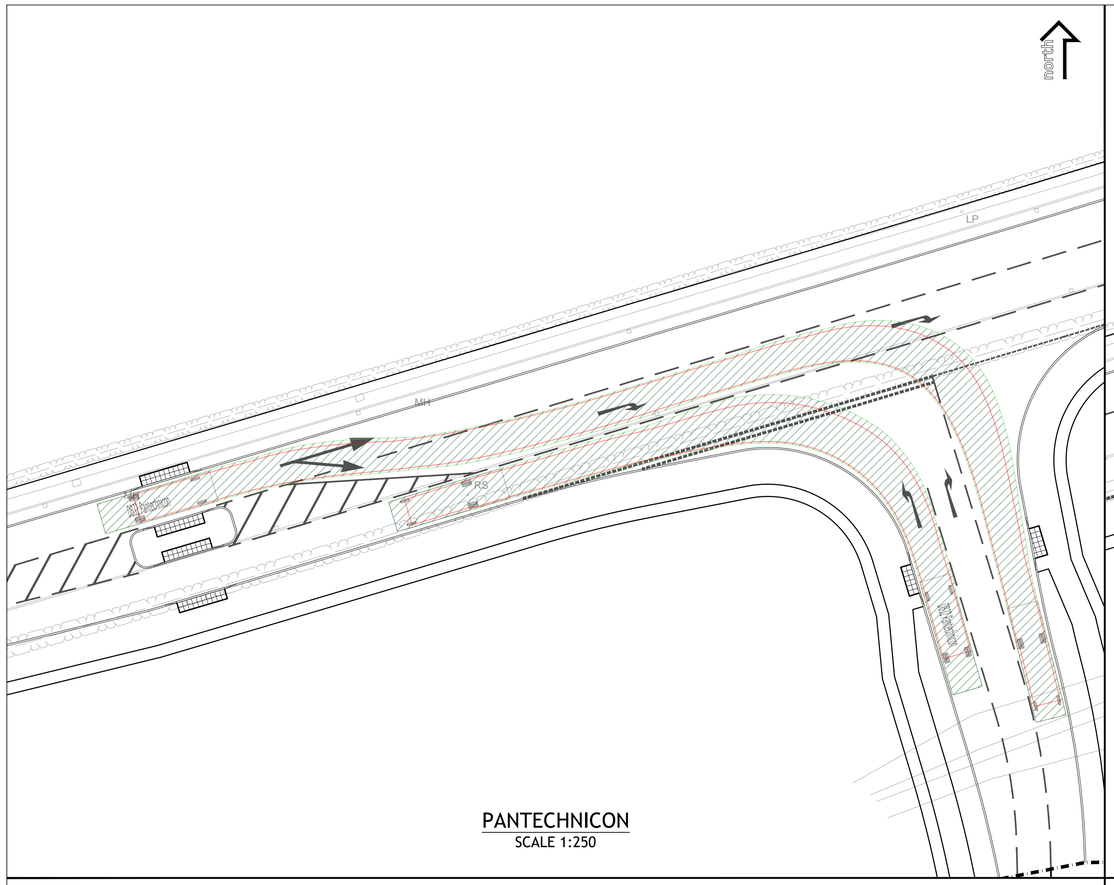
PRELIMINARY

Hydrock Fore, now Stantec
Riverside West, Whitehall Road
Leeds
LS1 4AW
0113 543 1700
www.hydrock.com

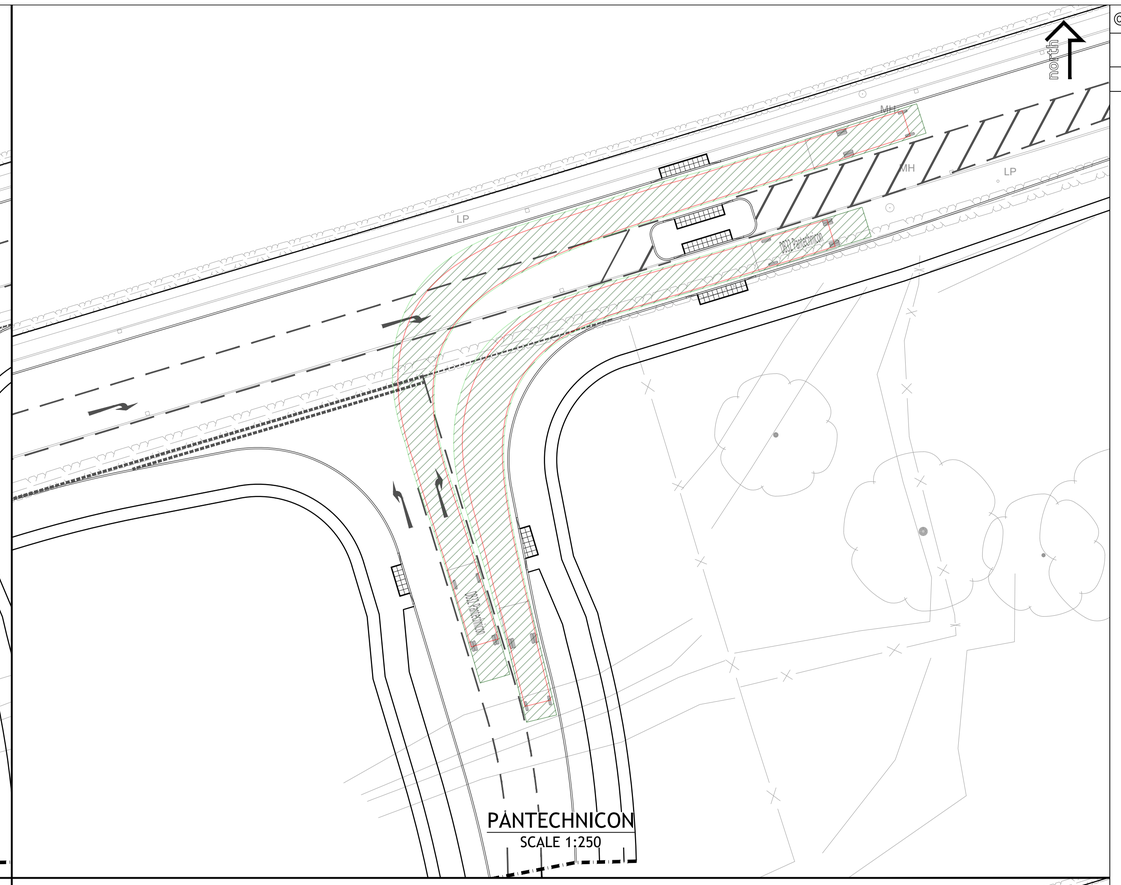
Hydrock Fore

Drawn by	Checked by	Issue Date	Scale	Format
ML	AS	14.02.2025	1:500	A0

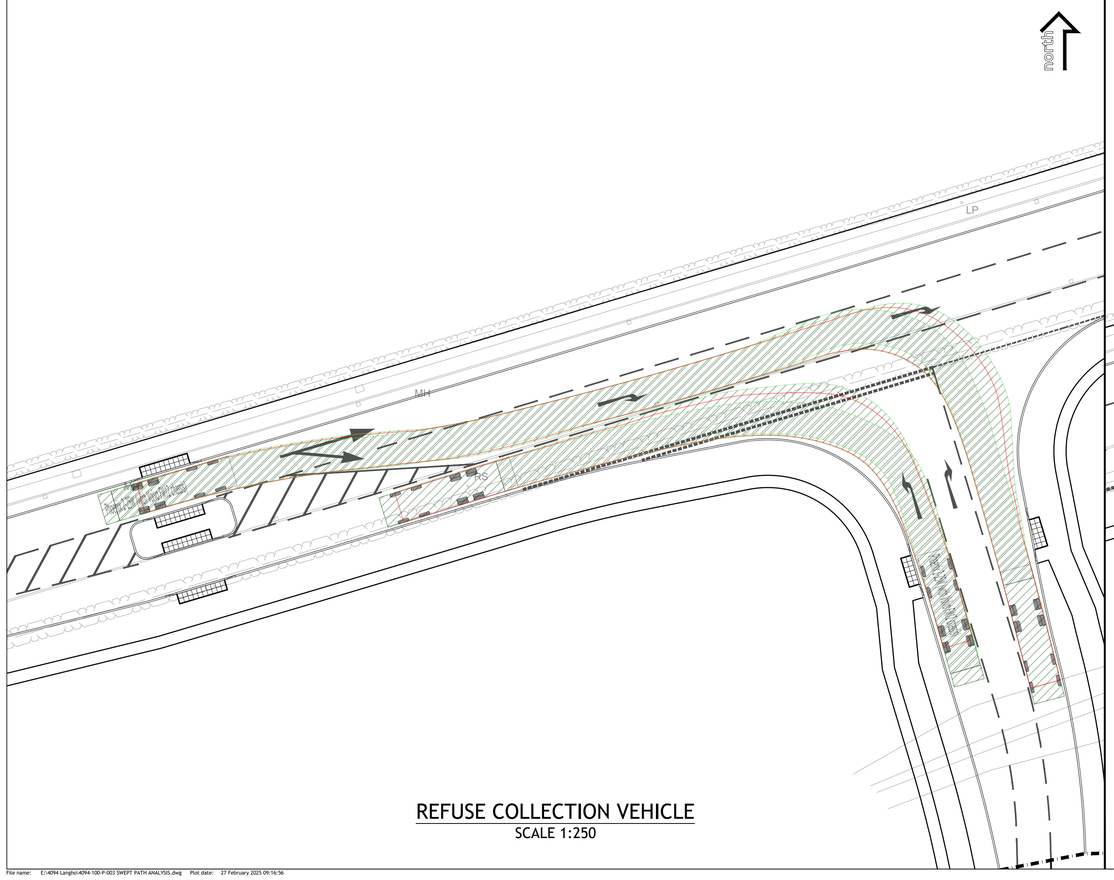
Job Number	Drawing Number	Revision
4094	100-P-002	-



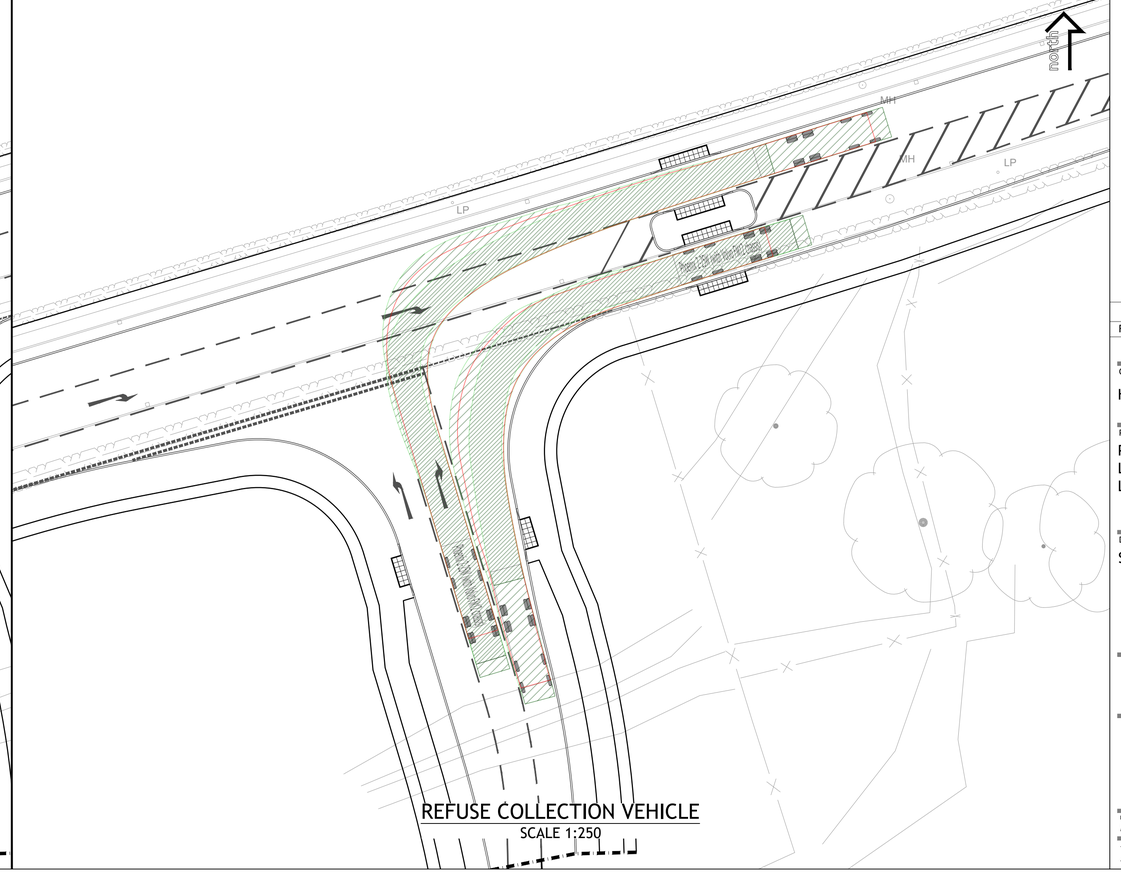
PANTECHNICON
SCALE 1:250



PANTECHNICON
SCALE 1:250



REFUSE COLLECTION VEHICLE
SCALE 1:250



REFUSE COLLECTION VEHICLE
SCALE 1:250

DO NOT SCALE

N O T E S

GENERAL NOTES

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   - 6886/01 SHEET 2; AND
   - 6886/01 SHEET 3,
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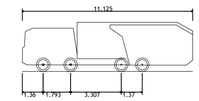
   - LANCASHIRE COUNTY COUNCIL (LCC) DESIGN GUIDE AND SPECIFICATION.

2. SWEPT PATH ANALYSIS PERFORMED USING AUTODESK VEHICLE TRACKING 2019 SOFTWARE.

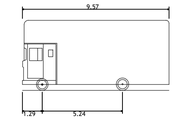
KEY

WHEEL TRACK LINES

VEHICLE MOVEMENT ENVELOPE



Phoenix 2-25W (with Volvo FM12 chassis)	
Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m



DB32 Pantechnicon	
Overall Length	9.570m
Overall Width	2.520m
Overall Body Height	4.571m
Min Body Ground Clearance	0.383m
Max Track Width	2.300m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.450m

REV	DESCRIPTION	DATE	BY

Client:
HALLAM LAND MANAGEMENT

Project
PROPOSED RESIDENTIAL ACCESS,
LONGSIGHT ROAD,
LANGHO

Drawing Title
SWEPT PATH ANALYSIS

PRELIMINARY

Hydrock Fore, now Stantec
Riverside West, Whitehall Road
Leeds
LS1 4AW
0113 543 1700
www.hydrock.com

Drawn by	Checked by	Issue Date	Scale	Format
ML	AS	14.02.2025	1:500	A1

Job Number	Drawing Number	Revision
4094	100-P-003	-

File name: E:\4094 Langho\4094-100-P-003 SWEPT PATH ANALYSIS.dwg Plot date: 27 February 2025 09:16:56

DO NOT SCALE

NOTES

KEY

- PROPOSED ROUND TOP SPEED HUMP (TBC BY APPROVING AUTHORITY AT DETAILED DESIGN STAGE)
- PROPOSED RAISED TABLE (TBC BY APPROVING AUTHORITY AT DETAILED DESIGN STAGE)
- PROPOSED PEDESTRIAN/CYCLE ACCESS

GATEWAY FEATURE TO BE PROVIDED, TO SUPPORT REDUCTION IN SPEED LIMIT ON LONGSIGHT ROAD TO 40mph. DETAILS AND LOCATION TBC WITH APPROVING AUTHORITY AT DETAILED DESIGN STAGE.

NEW 30/60mph SPEED LIMIT SIGNAGE TO BE PROVIDED.

PROPOSED DEVELOPMENT

EXISTING TWO BUS STOPS TO BE EQUIPPED WITH NEW SHELTERS MEETING APPROVING AUTHORITY SPECIFICATION. DETAILS TBC AT DETAILED DESIGN STAGE.

EXISTING ZEBRA CROSSING TO BE UPGRADED TO INCLUDE STREET LIGHTING IMPROVEMENTS TO APPROVING AUTHORITY REQUIREMENTS. DETAILS TBC AT DETAILED DESIGN STAGE.

RAISED TABLE AT PEDESTRIAN/CYCLIST ACCESS TO PROPOSED DEVELOPMENT. DETAILS AND EXACT LOCATION TBC WITH APPROVING AUTHORITY AT DETAILED DESIGN STAGE.

EXISTING PEDESTRIAN UNCONTROLLED CROSSING TO BE UPGRADED TO INCLUDE TACTILE PAVING AT EXISTING TRAFFIC ISLAND WITH ASSOCIATED SIGNAGE, ROAD MARKINGS AND STREET LIGHTING.

EXISTING 30/60mph SPEED LIMIT TO BE REMOVED AND RELOCATED.

RAISED TABLE. DETAILS AND EXACT LOCATION TBC WITH APPROVING AUTHORITY AT DETAILED DESIGN STAGE.

REV	DESCRIPTION	DATE	BY

Client:
HALLAM LAND MANAGEMENT

Project
PROPOSED RESIDENTIAL ACCESS, LONGSIGHT ROAD, LANGHO

Drawing Title
PROPOSED OFF-SITE HIGHWAY WORKS ON WHITEHALGH LANE AND WHALLEY ROAD

Hydrock Fore, now Stantec
Riverside West, Whitehall Road
Leeds
LS1 4AW
0113 543 1700
www.hydrock.com

Drawn by	Checked by	Issue date	Scale	Format
ML	AS	14.02.2025	1:1000	A0

Job Number	Drawing Number	Revision
4094	INFO-SK-001	-

Appendix A

Illustrative Masterplan

Monks Barton

77m

LONGSIGHT ROAD

A59

Green Nook Woodland (Retained)

LAP

LEAP

Indicative provision for Langho Station

WHITE HALGH LANE

BUSHBURN DRIVE

MOORLAND ROAD

N

0 25 50 75 m

Key:

- Site Boundary (19.88ha)
- Indicative residential dwellings
- Indicative private amenity space
- Proposed public open space
- Proposed BNG area (high value land- no public access)
- Proposed attenuation basins
- Proposed LEAP/LAP
- Existing vegetation
- Proposed vegetation
- Existing Public Right of Way
- Existing pedestrian access
- Indicative informal pedestrian and cycle routes
- Proposed vehiclular access
- Proposed pedestrian/cycle access
- Indicative tree lined primary street (adoptable)
- Indicative Private Drives
- Safeguarded for possible future improvement to railway station

Land Use Summary:

Red Line Boundary Area: 20.013ha

Net Developable Area: 9.00ha

Public Open Space: 10.84ha

Station Car Park: 0.159ha

Station Safeguarded Land: 0.01ha

Drawing Title
ILLUSTRATIVE MASTERPLAN

Project
LAND AT LONGSIGHT ROAD, LANGHO

Date	Scale	Drawn by	Approved by
20/02/2025	1:1000@A1	EF/SN	JB

Project No	Drawing No	Revision
333101612	0104	D

Client
HALLAM LAND

Stantec

Stantec UK Limited

100 Barbirolli Square
Manchester
M2 3PW
T: 0161 245 8900

stantec.com\uk

Appendix B

Traffic Survey Data

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: A
Approach: A59 East

	To Whalley Road									To A666									To A59 (W)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	10	1	0	0	0	11	11.0	0	0	66	10	2	0	0	78	79.0	0	0	147	21	5	4	2	179	188.7
07:45 - 08:00	0	0	11	0	0	0	0	11	11.0	0	1	48	5	0	1	0	55	55.7	0	0	130	16	7	5	1	159	170.0
Hourly Total	**0**	**0**	**21**	**1**	**0**	**0**	**0**	**22**	**22.0**	**0**	**1**	**114**	**15**	**2**	**1**	**0**	**133**	**134.7**	**0**	**0**	**277**	**37**	**12**	**9**	**3**	**338**	**358.7**
08:00 - 08:15	0	0	12	2	0	0	0	14	14.0	0	0	65	8	1	0	1	75	76.5	0	0	141	25	1	12	0	179	195.1
08:15 - 08:30	0	0	10	1	0	0	0	11	11.0	0	0	77	8	2	1	0	88	90.3	0	1	108	22	8	5	0	144	153.9
08:30 - 08:45	0	0	9	0	0	0	0	9	9.0	0	0	63	10	0	1	1	75	77.3	0	0	98	9	4	8	0	119	131.4
08:45 - 09:00	0	0	13	2	0	0	0	15	15.0	0	1	42	7	4	0	1	55	57.4	0	1	118	28	3	9	2	161	175.6
Hourly Total	**0**	**0**	**44**	**5**	**0**	**0**	**0**	**49**	**49.0**	**0**	**1**	**247**	**33**	**7**	**2**	**3**	**293**	**301.5**	**0**	**2**	**465**	**84**	**16**	**34**	**2**	**603**	**656.0**
09:00 - 09:15	0	0	8	0	0	0	0	8	8.0	0	0	36	15	3	0	0	54	55.5	0	0	85	18	7	10	0	120	136.5
09:15 - 09:30	0	0	4	1	0	0	0	5	5.0	0	0	21	3	4	0	0	28	30.0	0	0	89	12	5	9	1	116	131.2
Hourly Total	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**13.0**	**0**	**0**	**57**	**18**	**7**	**0**	**0**	**82**	**85.5**	**0**	**0**	**174**	**30**	**12**	**19**	**1**	**236**	**267.7**
TOTAL	**0**	**0**	**77**	**7**	**0**	**0**	**0**	**84**	**84.0**	**0**	**2**	**418**	**66**	**16**	**3**	**3**	**508**	**521.7**	**0**	**2**	**916**	**151**	**40**	**62**	**6**	**1177**	**1282.4**
15:30 - 15:45	0	0	11	1	0	0	0	12	12.0	0	0	31	6	0	1	0	38	39.3	0	0	75	25	3	4	1	108	115.7
15:45 - 16:00	0	0	8	1	0	0	0	9	9.0	0	0	37	9	1	0	1	48	49.5	0	4	88	27	4	6	2	131	140.4
Hourly Total	**0**	**0**	**19**	**2**	**0**	**0**	**0**	**21**	**21.0**	**0**	**0**	**68**	**15**	**1**	**1**	**1**	**86**	**88.8**	**0**	**4**	**163**	**52**	**7**	**10**	**3**	**239**	**256.1**
16:00 - 16:15	0	0	12	1	0	0	0	13	13.0	0	1	47	8	3	0	0	59	59.9	0	1	106	27	1	6	0	141	148.7
16:15 - 16:30	0	0	11	0	0	0	0	11	11.0	0	0	44	11	1	0	2	58	60.5	0	0	101	26	2	3	2	134	140.9
16:30 - 16:45	0	0	13	1	0	0	0	14	14.0	0	0	40	12	0	0	0	52	52.0	0	1	98	27	3	3	2	134	140.8
16:45 - 17:00	0	0	9	0	0	0	0	9	9.0	0	0	55	16	2	0	0	73	74.0	0	1	100	17	3	5	1	127	135.4
Hourly Total	**0**	**0**	**45**	**2**	**0**	**0**	**0**	**47**	**47.0**	**0**	**1**	**186**	**47**	**6**	**0**	**2**	**242**	**246.4**	**0**	**3**	**405**	**97**	**9**	**17**	**5**	**536**	**565.8**
17:00 - 17:15	0	0	10	1	0	0	0	11	11.0	0	1	45	7	2	0	0	55	55.4	0	0	111	20	0	3	0	134	137.9
17:15 - 17:30	0	0	12	1	0	0	0	13	13.0	0	1	51	11	0	0	0	63	62.4	0	1	118	26	3	6	0	154	162.7
17:30 - 17:45	0	0	8	0	0	0	0	8	8.0	0	0	32	9	0	0	0	41	41.0	0	0	89	27	2	1	0	119	121.3
17:45 - 18:00	0	0	5	0	0	0	0	5	5.0	0	0	31	4	1	0	0	36	36.5	0	0	79	8	1	6	0	94	102.3
Hourly Total	**0**	**0**	**35**	**2**	**0**	**0**	**0**	**37**	**37.0**	**0**	**2**	**159**	**31**	**3**	**0**	**0**	**195**	**195.3**	**0**	**1**	**397**	**81**	**6**	**16**	**0**	**501**	**524.2**
18:00 - 18:15	0	0	8	0	0	0	0	8	8.0	0	0	34	5	1	0	0	40	40.5	0	0	70	8	1	4	1	84	90.7
18:15 - 18:30	0	0	4	0	0	0	0	4	4.0	0	0	30	8	0	0	0	38	38.0	0	0	58	12	2	2	2	76	81.6
Hourly Total	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**12**	**12.0**	**0**	**0**	**64**	**13**	**1**	**0**	**0**	**78**	**78.5**	**0**	**0**	**128**	**20**	**3**	**6**	**3**	**160**	**172.3**
TOTAL	**0**	**0**	**111**	**6**	**0**	**0**	**0**	**117**	**117.0**	**0**	**3**	**477**	**106**	**11**	**1**	**3**	**601**	**609.0**	**0**	**8**	**1093**	**250**	**25**	**49**	**11**	**1436**	**1518.4**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: A
Approach: Whalley Road

	To A666									To A59 (W)									To A59 (E)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	33	5	1	0	1	**40**	**41.5**	0	0	31	7	0	0	0	**38**	**38.0**	0	0	3	0	0	0	0	**3**	**3.0**
07:45 - 08:00	0	0	33	2	2	0	0	**37**	**38.0**	0	0	39	3	0	0	1	**43**	**44.0**	0	0	3	0	0	0	0	**3**	**3.0**
Hourly Total	**0**	**0**	**66**	**7**	**3**	**0**	**1**	**77**	**79.5**	**0**	**0**	**70**	**10**	**0**	**0**	**1**	**81**	**82.0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**6.0**
08:00 - 08:15	0	0	30	7	0	0	1	**38**	**39.0**	0	0	32	7	1	0	0	**40**	**40.5**	0	0	7	1	0	0	0	**8**	**8.0**
08:15 - 08:30	0	0	49	4	3	0	1	**57**	**59.5**	0	0	28	6	0	2	0	**36**	**38.6**	0	0	7	0	0	0	0	**7**	**7.0**
08:30 - 08:45	0	0	73	7	1	0	0	**81**	**81.5**	0	0	33	12	0	0	0	**45**	**45.0**	0	0	11	0	0	1	2	**14**	**17.3**
08:45 - 09:00	0	0	82	11	0	0	1	**94**	**95.0**	0	0	39	3	1	0	0	**43**	**43.5**	0	0	20	4	0	0	1	**25**	**26.0**
Hourly Total	**0**	**0**	**234**	**29**	**4**	**0**	**3**	**270**	**275.0**	**0**	**0**	**132**	**28**	**2**	**2**	**0**	**164**	**167.6**	**0**	**0**	**45**	**5**	**0**	**1**	**3**	**54**	**58.3**
09:00 - 09:15	0	0	36	4	0	0	1	**41**	**42.0**	0	0	18	4	3	3	0	**28**	**33.4**	0	0	6	1	0	0	0	**7**	**7.0**
09:15 - 09:30	0	0	25	4	0	0	0	**29**	**29.0**	0	0	14	5	0	0	1	**20**	**21.0**	0	0	3	1	0	0	0	**4**	**4.0**
Hourly Total	**0**	**0**	**61**	**8**	**0**	**0**	**1**	**70**	**71.0**	**0**	**0**	**32**	**9**	**3**	**3**	**1**	**48**	**54.4**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**11**	**11.0**
TOTAL	**0**	**0**	**361**	**44**	**7**	**0**	**5**	**417**	**425.5**	**0**	**0**	**234**	**47**	**5**	**5**	**2**	**293**	**304.0**	**0**	**0**	**60**	**7**	**0**	**1**	**3**	**71**	**75.3**
15:30 - 15:45	0	0	78	6	3	0	1	**88**	**90.5**	0	0	41	5	1	1	3	**51**	**55.8**	0	0	14	2	0	0	0	**16**	**16.0**
15:45 - 16:00	0	0	41	2	0	0	1	**44**	**45.0**	0	0	17	8	1	2	0	**28**	**31.1**	0	0	13	0	0	0	0	**13**	**13.0**
Hourly Total	**0**	**0**	**119**	**8**	**3**	**0**	**2**	**132**	**135.5**	**0**	**0**	**58**	**13**	**2**	**3**	**3**	**79**	**86.9**	**0**	**0**	**27**	**2**	**0**	**0**	**0**	**29**	**29.0**
16:00 - 16:15	1	0	28	4	1	0	0	**34**	**33.7**	0	0	25	8	0	0	0	**33**	**33.0**	0	0	5	0	0	1	0	**6**	**7.3**
16:15 - 16:30	0	0	38	9	0	0	0	**47**	**47.0**	0	0	28	6	0	0	1	**35**	**36.0**	0	0	4	0	0	0	0	**4**	**4.0**
16:30 - 16:45	0	0	41	11	0	0	1	**53**	**54.0**	0	0	31	6	0	0	0	**37**	**37.0**	0	0	2	0	0	0	0	**2**	**2.0**
16:45 - 17:00	0	0	38	6	0	0	2	**46**	**48.0**	0	0	15	1	0	0	0	**16**	**16.0**	0	0	13	1	0	0	0	**14**	**14.0**
Hourly Total	**1**	**0**	**145**	**30**	**1**	**0**	**3**	**180**	**182.7**	**0**	**0**	**99**	**21**	**0**	**0**	**1**	**121**	**122.0**	**0**	**0**	**24**	**1**	**0**	**1**	**0**	**26**	**27.3**
17:00 - 17:15	0	0	35	5	0	0	1	**41**	**42.0**	0	0	26	0	2	0	0	**28**	**29.0**	0	0	7	1	0	0	0	**8**	**8.0**
17:15 - 17:30	0	0	28	5	0	0	1	**34**	**35.0**	0	0	19	3	0	0	0	**22**	**22.0**	0	0	3	0	0	0	0	**3**	**3.0**
17:30 - 17:45	0	0	30	3	0	0	1	**34**	**35.0**	0	0	22	3	0	0	0	**25**	**25.0**	0	0	4	1	0	0	0	**5**	**5.0**
17:45 - 18:00	0	0	28	1	0	0	0	**29**	**29.0**	0	0	13	4	0	0	1	**18**	**19.0**	0	0	3	0	0	0	0	**3**	**3.0**
Hourly Total	**0**	**0**	**121**	**14**	**0**	**0**	**3**	**138**	**141.0**	**0**	**0**	**80**	**10**	**2**	**0**	**1**	**93**	**95.0**	**0**	**0**	**17**	**2**	**0**	**0**	**0**	**19**	**19.0**
18:00 - 18:15	0	0	25	2	0	0	1	**28**	**29.0**	0	0	20	1	0	0	0	**21**	**21.0**	0	0	2	0	0	0	0	**2**	**2.0**
18:15 - 18:30	0	0	25	1	1	0	0	**27**	**27.5**	0	0	16	0	0	0	0	**16**	**16.0**	0	0	1	0	0	0	0	**1**	**1.0**
Hourly Total	**0**	**0**	**50**	**3**	**1**	**0**	**1**	**55**	**56.5**	**0**	**0**	**36**	**1**	**0**	**0**	**0**	**37**	**37.0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**
TOTAL	**1**	**0**	**435**	**55**	**5**	**0**	**9**	**505**	**515.7**	**0**	**0**	**273**	**45**	**4**	**3**	**5**	**330**	**340.9**	**0**	**0**	**71**	**5**	**0**	**1**	**0**	**77**	**78.3**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: A
Approach: A666

	To A59 (W)									To A59 (E)									To Whalley Road								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	9	4	0	0	0	13	13.0	0	0	41	8	2	1	0	52	54.3	0	1	9	3	0	0	0	13	12.4
07:45 - 08:00	0	0	12	3	1	1	0	17	18.8	0	0	56	9	2	2	0	69	72.6	0	0	15	6	0	0	0	21	21.0
Hourly Total	**0**	**0**	**21**	**7**	**1**	**1**	**0**	**30**	**31.8**	**0**	**0**	**97**	**17**	**4**	**3**	**0**	**121**	**126.9**	**0**	**1**	**24**	**9**	**0**	**0**	**0**	**34**	**33.4**
08:00 - 08:15	0	0	12	2	1	0	0	15	15.5	0	0	54	9	2	0	0	65	66.0	0	0	15	3	0	0	4	22	26.0
08:15 - 08:30	0	0	6	3	0	0	0	9	9.0	0	0	85	15	2	0	1	103	105.0	0	0	22	2	2	0	0	26	27.0
08:30 - 08:45	0	0	9	2	0	0	0	11	11.0	0	0	81	13	3	1	0	98	100.8	0	0	55	3	0	0	0	58	58.0
08:45 - 09:00	0	0	16	1	0	0	0	17	17.0	0	0	69	14	4	0	1	88	91.0	0	0	39	3	0	0	1	43	44.0
Hourly Total	**0**	**0**	**43**	**8**	**1**	**0**	**0**	**52**	**52.5**	**0**	**0**	**289**	**51**	**11**	**1**	**2**	**354**	**362.8**	**0**	**0**	**131**	**11**	**2**	**0**	**5**	**149**	**155.0**
09:00 - 09:15	0	0	13	1	0	0	0	14	14.0	0	0	44	8	3	0	0	55	56.5	0	0	29	3	0	0	0	32	32.0
09:15 - 09:30	0	0	6	2	1	1	0	10	11.8	0	2	48	8	4	0	0	62	62.8	0	0	21	2	0	0	1	24	25.0
Hourly Total	**0**	**0**	**19**	**3**	**1**	**1**	**0**	**24**	**25.8**	**0**	**2**	**92**	**16**	**7**	**0**	**0**	**117**	**119.3**	**0**	**0**	**50**	**5**	**0**	**0**	**1**	**56**	**57.0**
TOTAL	**0**	**0**	**83**	**18**	**3**	**2**	**0**	**106**	**110.1**	**0**	**2**	**478**	**84**	**22**	**4**	**2**	**592**	**609.0**	**0**	**1**	**205**	**25**	**2**	**0**	**6**	**239**	**245.4**
15:30 - 15:45	0	0	16	2	0	0	0	18	18.0	0	1	51	7	0	0	0	59	58.4	0	0	30	1	0	0	0	31	31.0
15:45 - 16:00	0	0	14	2	0	0	0	16	16.0	0	1	59	9	1	0	0	70	69.9	0	0	27	0	0	0	2	29	31.0
Hourly Total	**0**	**0**	**30**	**4**	**0**	**0**	**0**	**34**	**34.0**	**0**	**2**	**110**	**16**	**1**	**0**	**0**	**129**	**128.3**	**0**	**0**	**57**	**1**	**0**	**0**	**2**	**60**	**62.0**
16:00 - 16:15	0	0	15	0	1	0	0	16	16.5	0	0	56	12	1	0	0	69	69.5	0	0	31	3	0	0	1	35	36.0
16:15 - 16:30	0	0	12	3	0	0	0	15	15.0	0	0	56	8	0	0	0	64	64.0	0	0	33	1	0	0	0	34	34.0
16:30 - 16:45	0	0	14	0	0	0	1	15	16.0	0	0	82	11	0	1	0	94	95.3	0	0	28	1	0	0	0	29	29.0
16:45 - 17:00	0	0	15	3	0	0	0	18	18.0	0	0	75	11	1	0	0	87	87.5	0	0	31	0	1	0	1	33	34.5
Hourly Total	**0**	**0**	**56**	**6**	**1**	**0**	**1**	**64**	**65.5**	**0**	**0**	**269**	**42**	**2**	**1**	**0**	**314**	**316.3**	**0**	**0**	**123**	**5**	**1**	**0**	**2**	**131**	**133.5**
17:00 - 17:15	0	0	24	0	1	0	0	25	25.5	0	1	84	12	1	0	0	98	97.9	0	0	29	2	0	0	1	32	33.0
17:15 - 17:30	0	0	34	2	1	0	0	37	37.5	0	0	103	7	1	0	0	111	111.5	0	0	25	2	0	0	0	27	27.0
17:30 - 17:45	0	0	26	3	0	0	0	29	29.0	0	0	78	10	0	0	0	88	88.0	0	0	27	1	0	0	0	28	28.0
17:45 - 18:00	0	0	20	1	0	0	0	21	21.0	0	0	80	9	0	0	0	89	89.0	0	0	22	1	0	0	0	23	23.0
Hourly Total	**0**	**0**	**104**	**6**	**2**	**0**	**0**	**112**	**113.0**	**0**	**1**	**345**	**38**	**2**	**0**	**0**	**386**	**386.4**	**0**	**0**	**103**	**6**	**0**	**0**	**1**	**110**	**111.0**
18:00 - 18:15	0	0	17	4	0	0	0	21	21.0	0	0	65	12	1	0	1	79	80.5	0	0	18	1	0	0	1	20	21.0
18:15 - 18:30	0	0	9	1	0	0	0	10	10.0	0	0	48	7	0	0	0	55	55.0	0	0	20	1	0	0	0	21	21.0
Hourly Total	**0**	**0**	**26**	**5**	**0**	**0**	**0**	**31**	**31.0**	**0**	**0**	**113**	**19**	**1**	**0**	**1**	**134**	**135.5**	**0**	**0**	**38**	**2**	**0**	**0**	**1**	**41**	**42.0**
TOTAL	**0**	**0**	**216**	**21**	**3**	**0**	**1**	**241**	**243.5**	**0**	**3**	**837**	**115**	**6**	**1**	**1**	**963**	**966.5**	**0**	**0**	**321**	**14**	**1**	**0**	**6**	**342**	**348.5**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: A
Approach: A59 West

	To A59 (E)									To Whalley Road									To A666									U-Turn								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	75	27	7	5	1	115	126.0	0	0	12	2	1	2	0	17	20.1	0	0	13	1	1	0	0	15	15.5	0	0	6	0	0	0	0	6	6.0
07:45 - 08:00	0	0	80	14	4	7	0	105	116.1	0	0	14	7	2	0	0	23	24.0	0	0	21	2	0	0	1	24	25.0	0	0	3	1	0	0	0	4	4.0
Hourly Total	**0**	**0**	**155**	**41**	**11**	**12**	**1**	**220**	**242.1**	**0**	**0**	**26**	**9**	**3**	**2**	**0**	**40**	**44.1**	**0**	**0**	**34**	**3**	**1**	**0**	**1**	**39**	**40.5**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**10.0**
08:00 - 08:15	0	1	83	22	9	3	0	118	125.8	0	0	25	6	0	0	5	36	41.0	0	0	23	1	0	1	0	25	26.3	0	0	6	0	0	0	0	6	6.0
08:15 - 08:30	0	1	69	31	3	3	2	109	115.8	0	0	24	6	1	2	0	33	36.1	0	0	20	4	1	0	0	25	25.5	0	0	5	1	1	0	0	7	7.5
08:30 - 08:45	0	0	97	27	8	5	0	137	147.5	0	0	41	7	1	1	0	50	51.8	0	0	21	1	0	0	0	22	22.0	0	0	7	2	0	0	0	9	9.0
08:45 - 09:00	0	0	67	39	12	11	1	130	151.3	1	0	35	6	0	0	0	42	41.2	0	0	38	2	0	0	0	40	40.0	0	0	7	0	0	0	0	7	7.0
Hourly Total	**0**	**2**	**316**	**119**	**32**	**22**	**3**	**494**	**540.4**	**1**	**0**	**125**	**25**	**2**	**3**	**5**	**161**	**170.1**	**0**	**0**	**102**	**8**	**1**	**1**	**0**	**112**	**113.8**	**0**	**0**	**25**	**3**	**1**	**0**	**0**	**29**	**29.5**
09:00 - 09:15	0	0	62	32	10	9	0	113	129.7	0	0	14	1	0	0	0	15	15.0	0	0	27	0	0	0	0	27	27.0	0	0	4	0	0	0	0	4	4.0
09:15 - 09:30	0	0	56	28	10	6	0	100	112.8	0	0	17	4	0	0	0	21	21.0	0	0	18	2	0	0	0	20	20.0	0	0	4	1	0	0	0	5	5.0
Hourly Total	**0**	**0**	**118**	**60**	**20**	**15**	**0**	**213**	**242.5**	**0**	**0**	**31**	**5**	**0**	**0**	**0**	**36**	**36.0**	**0**	**0**	**45**	**2**	**0**	**0**	**0**	**47**	**47.0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**9.0**
TOTAL	**0**	**2**	**589**	**220**	**63**	**49**	**4**	**927**	**1025.0**	**1**	**0**	**182**	**39**	**5**	**5**	**5**	**237**	**250.2**	**0**	**0**	**181**	**13**	**2**	**1**	**1**	**198**	**201.3**	**0**	**0**	**42**	**5**	**1**	**0**	**0**	**48**	**48.5**
15:30 - 15:45	0	1	81	20	3	7	0	112	122.0	0	0	28	1	1	0	0	30	30.5	0	0	12	1	0	0	1	14	15.0	0	0	2	1	0	0	0	3	3.0
15:45 - 16:00	0	3	74	22	1	13	0	113	128.6	0	0	18	1	0	0	2	21	23.0	0	0	18	1	0	0	1	20	21.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	**0**	**4**	**155**	**42**	**4**	**20**	**0**	**225**	**250.6**	**0**	**0**	**46**	**2**	**1**	**0**	**2**	**51**	**53.5**	**0**	**0**	**30**	**2**	**0**	**0**	**2**	**34**	**36.0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**6.0**
16:00 - 16:15	0	0	88	34	5	5	0	132	141.0	0	0	25	4	0	0	0	29	29.0	0	1	13	2	0	0	0	16	15.4	0	0	2	2	0	0	0	4	4.0
16:15 - 16:30	0	0	103	30	2	1	0	136	138.3	0	2	25	5	0	0	0	32	30.8	0	0	16	0	0	0	0	16	16.0	0	0	6	0	0	0	0	6	6.0
16:30 - 16:45	0	1	138	25	1	4	0	169	174.1	0	0	31	3	0	0	0	34	34.0	0	0	9	1	0	0	2	12	14.0	0	0	4	1	0	0	0	5	5.0
16:45 - 17:00	0	1	117	26	2	7	1	154	164.5	0	0	28	1	0	0	0	29	29.0	0	0	13	2	0	0	0	15	15.0	0	0	2	1	0	0	0	3	3.0
Hourly Total	**0**	**2**	**446**	**115**	**10**	**17**	**1**	**591**	**617.9**	**0**	**2**	**109**	**13**	**0**	**0**	**0**	**124**	**122.8**	**0**	**1**	**51**	**5**	**0**	**0**	**2**	**59**	**60.4**	**0**	**0**	**14**	**4**	**0**	**0**	**0**	**18**	**18.0**
17:00 - 17:15	0	0	140	23	2	4	0	169	175.2	0	0	30	2	0	0	1	33	34.0	0	0	21	1	0	0	0	22	22.0	0	0	4	0	0	0	0	4	4.0
17:15 - 17:30	0	0	109	25	1	3	0	138	142.4	0	0	24	2	0	0	0	26	26.0	0	0	18	0	0	0	0	18	18.0	0	0	3	0	0	0	0	3	3.0
17:30 - 17:45	0	0	129	17	1	3	0	150	154.4	0	0	42	2	1	0	0	45	45.5	0	0	21	2	1	0	0	24	24.5	0	0	3	0	0	0	0	3	3.0
17:45 - 18:00	0	2	109	15	2	9	1	138	150.5	0	0	29	3	0	0	1	33	34.0	0	0	15	1	0	0	0	16	16.0	0	0	4	2	0	0	0	6	6.0
Hourly Total	**0**	**2**	**487**	**80**	**6**	**19**	**1**	**595**	**622.5**	**0**	**0**	**125**	**9**	**1**	**0**	**2**	**137**	**139.5**	**0**	**0**	**75**	**4**	**1**	**0**	**0**	**80**	**80.5**	**0**	**0**	**14**	**2**	**0**	**0**	**0**	**16**	**16.0**
18:00 - 18:15	0	0	93	14	0	1	0	108	109.3	0	0	23	1	0	0	2	26	28.0	0	0	17	1	0	0	0	18	18.0	0	0	3	0	0	0	0	3	3.0
18:15 - 18:30	0	1	63	10	4	4	0	82	88.6	1	0	23	1	0	0	0	25	24.2	0	0	11	2	0	0	0	13	13.0	0	0	3	1	0	0	0	4	4.0
Hourly Total	**0**	**1**	**156**	**24**	**4**	**5**	**0**	**190**	**197.9**	**1**	**0**	**46**	**2**	**0**	**0**	**2**	**51**	**52.2**	**0**	**0**	**28**	**3**	**0**	**0**	**0**	**31**	**31.0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**7.0**
TOTAL	**0**	**9**	**1244**	**261**	**24**	**61**	**2**	**1601**	**1688.9**	**1**	**2**	**326**	**26**	**2**	**0**	**6**	**363**	**368.0**	**0**	**1**	**184**	**14**	**1**	**0**	**4**	**204**	**207.9**	**0**	**0**	**39**	**8**	**0**	**0**	**0**	**47**	**47.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: B
Approach: Northcote Road

	Left to Longsight Road (E)									Right to Longsight Road (W)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	28	2	1	0	0	**31**	**31.5**	0	0	0	0	1	0	0	**1**	**1.5**
07:45 - 08:00	0	0	32	2	0	0	1	**35**	**36.0**	0	0	0	0	0	0	0	**0**	**0.0**
Hourly Total	**0**	**0**	**60**	**4**	**1**	**0**	**1**	**66**	**67.5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1.5**
08:00 - 08:15	0	0	32	2	1	0	1	**36**	**37.5**	0	0	0	0	0	0	0	**0**	**0.0**
08:15 - 08:30	0	0	26	4	2	0	2	**34**	**37.0**	0	0	0	0	0	0	0	**0**	**0.0**
08:30 - 08:45	0	0	49	4	0	0	0	**53**	**53.0**	0	0	0	0	0	0	0	**0**	**0.0**
08:45 - 09:00	1	0	37	1	0	0	0	**39**	**38.2**	0	0	0	0	0	0	0	**0**	**0.0**
Hourly Total	**1**	**0**	**144**	**11**	**3**	**0**	**3**	**162**	**165.7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
09:00 - 09:15	0	0	22	0	0	1	0	**23**	**24.3**	0	0	0	0	0	0	0	**0**	**0.0**
09:15 - 09:30	0	0	17	3	1	0	0	**21**	**21.5**	0	0	0	0	0	0	0	**0**	**0.0**
Hourly Total	**0**	**0**	**39**	**3**	**1**	**1**	**0**	**44**	**45.8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**1**	**0**	**243**	**18**	**5**	**1**	**4**	**272**	**279.0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1.5**
15:30 - 15:45	0	0	14	3	0	0	1	**18**	**19.0**	0	0	0	0	0	0	0	**0**	**0.0**
15:45 - 16:00	0	1	12	4	0	0	1	**18**	**18.4**	0	0	0	0	0	0	0	**0**	**0.0**
Hourly Total	**0**	**1**	**26**	**7**	**0**	**0**	**2**	**36**	**37.4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
16:00 - 16:15	0	1	18	7	1	0	0	**27**	**26.9**	0	0	0	0	0	0	0	**0**	**0.0**
16:15 - 16:30	0	0	22	1	1	0	0	**24**	**24.5**	0	0	1	0	0	0	0	**1**	**1.0**
16:30 - 16:45	0	0	21	2	0	0	1	**24**	**25.0**	0	0	0	0	0	0	0	**0**	**0.0**
16:45 - 17:00	0	0	23	4	0	0	1	**28**	**29.0**	0	0	0	0	0	0	0	**0**	**0.0**
Hourly Total	**0**	**1**	**84**	**14**	**2**	**0**	**2**	**103**	**105.4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
17:00 - 17:15	0	0	31	1	0	0	0	**32**	**32.0**	0	0	0	0	0	0	0	**0**	**0.0**
17:15 - 17:30	0	0	24	4	0	0	0	**28**	**28.0**	0	0	0	0	0	0	0	**0**	**0.0**
17:30 - 17:45	0	0	24	0	1	0	0	**25**	**25.5**	0	0	0	0	0	0	0	**0**	**0.0**
17:45 - 18:00	0	0	13	4	0	0	0	**17**	**17.0**	0	0	0	0	0	0	0	**0**	**0.0**
Hourly Total	**0**	**0**	**92**	**9**	**1**	**0**	**0**	**102**	**102.5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
18:00 - 18:15	0	0	11	1	0	0	1	**13**	**14.0**	0	0	1	0	0	0	0	**1**	**1.0**
18:15 - 18:30	0	0	13	3	0	0	0	**16**	**16.0**	0	0	0	0	0	0	0	**0**	**0.0**
Hourly Total	**0**	**0**	**24**	**4**	**0**	**0**	**1**	**29**	**30.0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
TOTAL	**0**	**2**	**226**	**34**	**3**	**0**	**5**	**270**	**275.3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: B
Approach: Longsight Road East

	Ahead to Longsight Road (W)									Right to Northcote Road								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	184	29	5	4	1	**223**	**231.7**	0	0	9	3	0	0	1	**13**	**14.0**
07:45 - 08:00	0	0	168	22	8	6	2	**206**	**219.8**	0	0	16	1	0	0	0	**17**	**17.0**
Hourly Total	**0**	**0**	**352**	**51**	**13**	**10**	**3**	**429**	**451.5**	**0**	**0**	**25**	**4**	**0**	**0**	**1**	**30**	**31.0**
08:00 - 08:15	0	0	172	30	3	12	0	**217**	**234.1**	0	0	19	4	0	0	0	**23**	**23.0**
08:15 - 08:30	0	1	134	29	9	7	0	**180**	**193.0**	0	0	13	3	0	0	0	**16**	**16.0**
08:30 - 08:45	0	0	132	22	4	7	0	**165**	**176.1**	0	0	15	3	0	1	0	**19**	**20.3**
08:45 - 09:00	0	1	149	30	3	9	2	**194**	**208.6**	0	0	31	2	1	0	0	**34**	**34.5**
Hourly Total	**0**	**2**	**587**	**111**	**19**	**35**	**2**	**756**	**811.8**	**0**	**0**	**78**	**12**	**1**	**1**	**0**	**92**	**93.8**
09:00 - 09:15	0	0	98	21	9	13	0	**141**	**162.4**	0	0	22	2	1	0	0	**25**	**25.5**
09:15 - 09:30	0	0	103	16	5	10	2	**136**	**153.5**	0	0	10	4	1	0	0	**15**	**15.5**
Hourly Total	**0**	**0**	**201**	**37**	**14**	**23**	**2**	**277**	**315.9**	**0**	**0**	**32**	**6**	**2**	**0**	**0**	**40**	**41.0**
TOTAL	**0**	**2**	**1140**	**199**	**46**	**68**	**7**	**1462**	**1579.2**	**0**	**0**	**135**	**22**	**3**	**1**	**1**	**162**	**165.8**
15:30 - 15:45	0	0	99	32	3	5	4	**143**	**155.0**	0	0	35	1	1	0	0	**37**	**37.5**
15:45 - 16:00	0	4	97	33	5	8	2	**149**	**161.5**	0	0	25	4	0	0	0	**29**	**29.0**
Hourly Total	**0**	**4**	**196**	**65**	**8**	**13**	**6**	**292**	**316.5**	**0**	**0**	**60**	**5**	**1**	**0**	**0**	**66**	**66.5**
16:00 - 16:15	0	1	121	35	2	6	0	**165**	**173.2**	0	0	27	2	0	0	0	**29**	**29.0**
16:15 - 16:30	0	0	133	30	2	3	2	**170**	**176.9**	0	0	14	5	0	0	1	**20**	**21.0**
16:30 - 16:45	0	1	121	32	2	3	3	**162**	**169.3**	0	0	26	2	1	0	0	**29**	**29.5**
16:45 - 17:00	0	1	114	20	3	5	0	**143**	**150.4**	0	0	18	2	0	0	1	**21**	**22.0**
Hourly Total	**0**	**3**	**489**	**117**	**9**	**17**	**5**	**640**	**669.8**	**0**	**0**	**85**	**11**	**1**	**0**	**2**	**99**	**101.5**
17:00 - 17:15	0	0	126	17	2	3	0	**148**	**152.9**	0	0	39	3	1	0	0	**43**	**43.5**
17:15 - 17:30	0	1	118	26	4	6	0	**155**	**164.2**	0	0	56	5	0	0	0	**61**	**61.0**
17:30 - 17:45	0	0	103	29	2	1	0	**135**	**137.3**	0	0	37	4	0	0	0	**41**	**41.0**
17:45 - 18:00	0	0	88	12	0	6	0	**106**	**113.8**	0	0	28	3	1	0	1	**33**	**34.5**
Hourly Total	**0**	**1**	**435**	**84**	**8**	**16**	**0**	**544**	**568.2**	**0**	**0**	**160**	**15**	**2**	**0**	**1**	**178**	**180.0**
18:00 - 18:15	0	0	80	9	1	4	1	**95**	**101.7**	0	0	30	4	0	0	0	**34**	**34.0**
18:15 - 18:30	0	0	73	14	2	2	2	**93**	**98.6**	0	0	13	0	0	0	0	**13**	**13.0**
Hourly Total	**0**	**0**	**153**	**23**	**3**	**6**	**3**	**188**	**200.3**	**0**	**0**	**43**	**4**	**0**	**0**	**0**	**47**	**47.0**
TOTAL	**0**	**8**	**1273**	**289**	**28**	**52**	**14**	**1664**	**1754.8**	**0**	**0**	**348**	**35**	**4**	**0**	**3**	**390**	**395.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: B
Approach: Longsight Road West

	Left to Northcote Road									Ahead to Longsight Road (E)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	0	0	0	0	1	1	2.0	0	0	78	28	8	7	1	122	136.1
07:45 - 08:00	0	0	3	2	0	0	1	6	7.0	0	0	86	22	6	7	0	121	133.1
Hourly Total	**0**	**0**	**3**	**2**	**0**	**0**	**2**	**7**	**9.0**	**0**	**0**	**164**	**50**	**14**	**14**	**1**	**243**	**269.2**
08:00 - 08:15	0	0	0	1	0	0	1	2	3.0	0	1	105	27	8	4	4	149	161.6
08:15 - 08:30	0	0	1	1	0	0	0	2	2.0	0	1	92	38	4	5	0	140	147.9
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	117	33	9	6	0	165	177.3
08:45 - 09:00	0	0	3	2	1	0	0	6	6.5	0	0	110	46	12	11	1	180	201.3
Hourly Total	**0**	**0**	**4**	**4**	**1**	**0**	**1**	**10**	**11.5**	**0**	**2**	**424**	**144**	**33**	**26**	**5**	**634**	**688.1**
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	85	33	10	8	0	136	151.4
09:15 - 09:30	0	0	1	2	1	0	0	4	4.5	0	0	78	32	9	6	0	125	137.3
Hourly Total	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**4**	**4.5**	**0**	**0**	**163**	**65**	**19**	**14**	**0**	**261**	**288.7**
TOTAL	**0**	**0**	**8**	**8**	**2**	**0**	**3**	**21**	**25.0**	**0**	**2**	**751**	**259**	**66**	**54**	**6**	**1138**	**1246.0**
15:30 - 15:45	0	0	3	1	0	0	0	4	4.0	0	1	109	20	4	7	0	141	151.5
15:45 - 16:00	3	0	1	1	1	0	1	7	6.1	0	2	101	20	1	13	2	139	157.2
Hourly Total	**3**	**0**	**4**	**2**	**1**	**0**	**1**	**11**	**10.1**	**0**	**3**	**210**	**40**	**5**	**20**	**2**	**280**	**308.7**
16:00 - 16:15	0	0	4	0	0	0	0	4	4.0	0	0	110	35	4	5	0	154	162.5
16:15 - 16:30	0	0	1	0	0	0	0	1	1.0	0	2	128	34	1	1	0	166	166.6
16:30 - 16:45	0	0	1	0	0	0	1	2	3.0	0	1	161	28	1	4	1	196	202.1
16:45 - 17:00	0	0	1	0	0	0	0	1	1.0	0	1	137	26	2	7	0	173	182.5
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**8**	**9.0**	**0**	**4**	**536**	**123**	**8**	**17**	**1**	**689**	**713.7**
17:00 - 17:15	0	0	2	0	0	0	1	3	4.0	0	0	164	25	2	4	1	196	203.2
17:15 - 17:30	0	0	1	1	1	0	0	3	3.5	0	0	130	23	1	3	0	157	161.4
17:30 - 17:45	0	0	5	2	0	0	0	7	7.0	0	0	171	21	2	3	0	197	201.9
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	0	2	144	17	2	9	2	176	189.5
Hourly Total	**0**	**0**	**9**	**3**	**1**	**0**	**1**	**14**	**15.5**	**0**	**2**	**609**	**86**	**7**	**19**	**3**	**726**	**756.0**
18:00 - 18:15	0	0	1	0	0	0	1	2	3.0	0	0	125	15	0	1	1	142	144.3
18:15 - 18:30	0	0	4	1	0	0	0	5	5.0	1	1	87	11	4	4	0	108	113.8
Hourly Total	**0**	**0**	**5**	**1**	**0**	**0**	**1**	**7**	**8.0**	**1**	**1**	**212**	**26**	**4**	**5**	**1**	**250**	**258.1**
TOTAL	**3**	**0**	**25**	**6**	**2**	**0**	**4**	**40**	**42.6**	**1**	**10**	**1567**	**275**	**24**	**61**	**7**	**1945**	**2036.5**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: C
Approach: Chapel Lane

	Left to Longsight Road (E)									Ahead to Whitehalgh Lane									Right to Longsight Road (W)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	1	0	0	0	0	1	1.0	0	0	7	2	0	0	0	9	9.0	0	0	9	2	0	0	0	11	11.0
07:45 - 08:00	0	0	2	1	0	0	0	3	3.0	0	0	4	0	0	0	0	4	4.0	0	0	12	1	0	0	0	13	13.0
Hourly Total	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**4.0**	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**13**	**13.0**	**0**	**0**	**21**	**3**	**0**	**0**	**0**	**24**	**24.0**
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	0	4	0	0	1	0	5	6.3	0	0	12	1	0	0	0	13	13.0
08:15 - 08:30	0	0	0	2	0	0	0	2	2.0	0	0	1	3	0	0	0	4	4.0	0	0	10	1	0	0	0	11	11.0
08:30 - 08:45	0	0	1	0	0	0	0	1	1.0	0	0	5	1	0	0	0	6	6.0	0	0	9	3	0	0	0	12	12.0
08:45 - 09:00	0	0	2	0	0	0	0	2	2.0	0	0	4	0	0	0	0	4	4.0	0	0	6	0	0	0	0	6	6.0
Hourly Total	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**	**6.0**	**0**	**0**	**14**	**4**	**0**	**1**	**0**	**19**	**20.3**	**0**	**0**	**37**	**5**	**0**	**0**	**0**	**42**	**42.0**
09:00 - 09:15	0	0	1	0	0	0	0	1	1.0	0	0	3	0	0	0	0	3	3.0	0	0	6	3	0	0	0	9	9.0
09:15 - 09:30	0	0	1	0	0	0	0	1	1.0	0	0	2	0	0	0	0	2	2.0	0	0	6	3	0	0	0	9	9.0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**5.0**	**0**	**0**	**12**	**6**	**0**	**0**	**0**	**18**	**18.0**
TOTAL	**0**	**0**	**9**	**3**	**0**	**0**	**0**	**12**	**12.0**	**0**	**0**	**30**	**6**	**0**	**1**	**0**	**37**	**38.3**	**0**	**0**	**70**	**14**	**0**	**0**	**0**	**84**	**84.0**
15:30 - 15:45	0	0	3	0	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0	0	0	5	2	0	0	0	7	7.0
15:45 - 16:00	0	0	1	0	0	0	0	1	1.0	0	0	3	0	0	0	0	3	3.0	0	0	5	1	0	0	0	6	6.0
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**4.0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**5.0**	**0**	**0**	**10**	**3**	**0**	**0**	**0**	**13**	**13.0**
16:00 - 16:15	0	0	2	1	0	0	0	3	3.0	0	0	3	3	0	0	0	6	6.0	0	0	9	3	0	0	0	12	12.0
16:15 - 16:30	0	0	1	2	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0	0	0	9	2	0	0	0	11	11.0
16:30 - 16:45	0	1	2	0	0	0	0	3	2.4	0	0	7	0	0	0	0	7	7.0	0	0	3	2	0	0	0	5	5.0
16:45 - 17:00	0	0	3	0	0	0	0	3	3.0	0	0	8	1	0	0	0	9	9.0	0	0	6	1	0	0	1	8	9.0
Hourly Total	**0**	**1**	**8**	**3**	**0**	**0**	**0**	**12**	**11.4**	**0**	**0**	**20**	**4**	**0**	**0**	**0**	**24**	**24.0**	**0**	**0**	**27**	**8**	**0**	**0**	**1**	**36**	**37.0**
17:00 - 17:15	0	0	7	0	0	0	0	7	7.0	0	1	5	0	0	0	0	6	5.4	0	0	4	2	0	0	0	6	6.0
17:15 - 17:30	0	0	5	0	0	0	0	5	5.0	0	0	2	0	0	0	0	2	2.0	0	0	1	1	0	0	0	2	2.0
17:30 - 17:45	0	0	2	0	0	0	0	2	2.0	0	0	3	0	0	0	0	3	3.0	0	0	7	2	0	0	0	9	9.0
17:45 - 18:00	0	0	1	1	0	0	0	2	2.0	0	0	8	0	0	0	0	8	8.0	0	0	10	1	0	0	0	11	11.0
Hourly Total	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**16**	**16.0**	**0**	**1**	**18**	**0**	**0**	**0**	**0**	**19**	**18.4**	**0**	**0**	**22**	**6**	**0**	**0**	**0**	**28**	**28.0**
18:00 - 18:15	0	0	1	0	0	0	0	1	1.0	0	0	4	1	0	0	0	5	5.0	0	0	3	1	0	0	0	4	4.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	4	4.0	0	0	6	0	0	0	0	6	6.0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**9.0**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**10.0**
TOTAL	**0**	**1**	**28**	**4**	**0**	**0**	**0**	**33**	**32.4**	**0**	**1**	**51**	**5**	**0**	**0**	**0**	**57**	**56.4**	**0**	**0**	**68**	**18**	**0**	**0**	**1**	**87**	**88.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: C
Approach: Longsight Road East

	Left to Whitehalgh Lane									Ahead to Longsight Road (W)									Right to Chapel Lane								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	1	0	0	0	0	1	1.0	0	0	181	27	5	3	1	217	224.4	0	0	1	0	0	0	0	1	1.0
07:45 - 08:00	0	0	1	0	0	0	0	1	1.0	0	0	164	21	9	5	2	201	214.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**	**0**	**0**	**345**	**48**	**14**	**8**	**3**	**418**	**438.4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	177	27	4	12	0	220	237.6	0	0	4	0	0	0	0	4	4.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	1	136	29	8	6	0	180	191.2	0	0	3	0	0	0	0	3	3.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	132	25	3	8	0	168	179.9	0	0	6	0	0	0	0	6	6.0
08:45 - 09:00	0	0	2	0	0	0	0	2	2.0	0	1	143	28	3	9	2	186	200.6	0	0	5	2	0	0	0	7	7.0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**	**0**	**2**	**588**	**109**	**18**	**35**	**2**	**754**	**809.3**	**0**	**0**	**18**	**2**	**0**	**0**	**0**	**20**	**20.0**
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	107	21	6	16	0	150	173.8	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	106	18	4	10	2	140	157.0	0	0	2	1	0	0	0	3	3.0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**213**	**39**	**10**	**26**	**2**	**290**	**330.8**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**3.0**
TOTAL	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**4.0**	**0**	**2**	**1146**	**196**	**42**	**69**	**7**	**1462**	**1578.5**	**0**	**0**	**22**	**3**	**0**	**0**	**0**	**25**	**25.0**
15:30 - 15:45	0	0	4	1	0	0	0	5	5.0	0	0	94	33	2	5	4	138	149.5	0	0	0	1	0	0	0	1	1.0
15:45 - 16:00	0	0	1	0	0	0	0	1	1.0	0	4	107	34	4	6	2	157	166.4	0	0	2	0	0	0	0	2	2.0
Hourly Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**6.0**	**0**	**4**	**201**	**67**	**6**	**11**	**6**	**295**	**315.9**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**3.0**
16:00 - 16:15	0	0	1	0	0	0	0	1	1.0	0	1	129	30	2	6	0	168	176.2	0	0	2	0	0	0	0	2	2.0
16:15 - 16:30	0	0	1	0	0	0	0	1	1.0	0	0	124	31	2	3	2	162	168.9	0	0	2	0	0	1	0	3	4.3
16:30 - 16:45	0	0	5	1	0	0	0	6	6.0	0	0	113	28	2	3	2	148	154.9	0	0	3	0	0	0	0	3	3.0
16:45 - 17:00	0	0	3	0	0	0	0	3	3.0	0	1	112	26	2	5	1	147	154.9	0	0	3	2	0	0	0	5	5.0
Hourly Total	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**11.0**	**0**	**2**	**478**	**115**	**8**	**17**	**5**	**625**	**654.9**	**0**	**0**	**10**	**2**	**0**	**1**	**0**	**13**	**14.3**
17:00 - 17:15	0	0	3	0	0	0	0	3	3.0	0	1	110	18	2	2	0	133	136.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	1	0	0	1	1.5	0	1	114	25	2	7	0	149	158.5	0	0	0	1	0	0	0	1	1.0
17:30 - 17:45	0	0	4	0	0	0	0	4	4.0	0	0	112	25	2	0	0	139	140.0	0	0	1	0	0	0	0	1	1.0
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	0	0	98	12	0	6	1	117	125.8	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**9**	**9.5**	**0**	**2**	**434**	**80**	**6**	**15**	**1**	**538**	**560.3**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**3.0**
18:00 - 18:15	0	0	1	0	0	0	0	1	1.0	0	0	95	10	2	4	1	112	119.2	0	0	2	1	0	0	0	3	3.0
18:15 - 18:30	0	0	1	0	0	0	0	1	1.0	0	0	81	11	2	2	1	97	101.6	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**	**0**	**0**	**176**	**21**	**4**	**6**	**2**	**209**	**220.8**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**4.0**
TOTAL	**0**	**0**	**25**	**2**	**1**	**0**	**0**	**28**	**28.5**	**0**	**8**	**1289**	**283**	**24**	**49**	**14**	**1667**	**1751.9**	**0**	**0**	**17**	**5**	**0**	**1**	**0**	**23**	**24.3**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: C
Approach: Whitehalgh Lane

	Left to Longsight Road (W)									Ahead to Chapel Lane									Right to Longsight Road (E)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	18	1	0	0	0	**19**	**19.0**	0	0	1	1	0	0	0	**2**	**2.0**	0	0	0	0	0	0	0	**0**	**0.0**
07:45 - 08:00	0	0	11	3	0	0	0	**14**	**14.0**	0	0	1	1	0	0	0	**2**	**2.0**	0	0	1	0	0	0	0	**1**	**1.0**
Hourly Total	**0**	**0**	**29**	**4**	**0**	**0**	**0**	**33**	**33.0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**4.0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
08:00 - 08:15	0	0	9	3	0	0	0	**12**	**12.0**	0	0	3	0	0	0	0	**3**	**3.0**	0	0	0	0	0	0	0	**0**	**0.0**
08:15 - 08:30	0	0	13	0	0	0	0	**13**	**13.0**	0	0	5	0	0	0	0	**5**	**5.0**	0	0	2	0	0	0	0	**2**	**2.0**
08:30 - 08:45	0	0	11	2	0	0	0	**13**	**13.0**	0	0	2	0	0	0	0	**2**	**2.0**	0	0	2	1	0	0	0	**3**	**3.0**
08:45 - 09:00	0	0	19	0	1	0	0	**20**	**20.5**	0	0	5	0	0	0	0	**5**	**5.0**	0	0	2	0	0	0	0	**2**	**2.0**
Hourly Total	**0**	**0**	**52**	**5**	**1**	**0**	**0**	**58**	**58.5**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**	**15.0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**7.0**
09:00 - 09:15	0	0	7	4	0	0	0	**11**	**11.0**	0	0	1	0	0	0	0	**1**	**1.0**	0	0	1	0	0	0	0	**1**	**1.0**
09:15 - 09:30	0	0	5	0	0	0	0	**5**	**5.0**	1	0	3	1	0	0	0	**5**	**4.2**	0	0	2	1	0	0	0	**3**	**3.0**
Hourly Total	**0**	**0**	**12**	**4**	**0**	**0**	**0**	**16**	**16.0**	**1**	**0**	**4**	**1**	**0**	**0**	**0**	**6**	**5.2**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**4.0**
TOTAL	**0**	**0**	**93**	**13**	**1**	**0**	**0**	**107**	**107.5**	**1**	**0**	**21**	**3**	**0**	**0**	**0**	**25**	**24.2**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**12**	**12.0**
15:30 - 15:45	0	0	13	0	0	0	0	**13**	**13.0**	0	0	8	1	0	0	0	**9**	**9.0**	0	0	1	0	0	0	0	**1**	**1.0**
15:45 - 16:00	0	0	2	2	0	0	0	**4**	**4.0**	0	0	5	1	0	0	0	**6**	**6.0**	0	0	1	0	0	0	0	**1**	**1.0**
Hourly Total	**0**	**0**	**15**	**2**	**0**	**0**	**0**	**17**	**17.0**	**0**	**0**	**13**	**2**	**0**	**0**	**0**	**15**	**15.0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**
16:00 - 16:15	0	0	6	0	0	0	0	**6**	**6.0**	0	0	2	1	0	0	0	**3**	**3.0**	0	0	2	0	0	0	0	**2**	**2.0**
16:15 - 16:30	0	0	7	0	0	0	0	**7**	**7.0**	0	0	5	0	0	0	0	**5**	**5.0**	0	0	2	0	0	0	0	**2**	**2.0**
16:30 - 16:45	0	0	7	3	0	0	0	**10**	**10.0**	0	0	5	2	0	0	0	**7**	**7.0**	0	0	2	0	0	0	0	**2**	**2.0**
16:45 - 17:00	0	0	12	2	0	0	0	**14**	**14.0**	0	0	9	1	0	0	0	**10**	**10.0**	0	0	0	0	0	0	0	**0**	**0.0**
Hourly Total	**0**	**0**	**32**	**5**	**0**	**0**	**0**	**37**	**37.0**	**0**	**0**	**21**	**4**	**0**	**0**	**0**	**25**	**25.0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**6.0**
17:00 - 17:15	0	0	12	0	0	0	0	**12**	**12.0**	0	0	2	0	0	0	0	**2**	**2.0**	0	0	1	0	0	0	0	**1**	**1.0**
17:15 - 17:30	0	0	10	0	0	0	0	**10**	**10.0**	0	0	5	0	0	0	0	**5**	**5.0**	0	0	1	0	0	0	0	**1**	**1.0**
17:30 - 17:45	0	0	10	0	0	0	0	**10**	**10.0**	0	0	2	1	0	1	0	**4**	**5.3**	0	0	0	0	0	0	0	**0**	**0.0**
17:45 - 18:00	0	0	6	1	0	0	0	**7**	**7.0**	0	0	4	0	0	0	0	**4**	**4.0**	0	0	1	0	0	0	0	**1**	**1.0**
Hourly Total	**0**	**0**	**38**	**1**	**0**	**0**	**0**	**39**	**39.0**	**0**	**0**	**13**	**1**	**0**	**1**	**0**	**15**	**16.3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**
18:00 - 18:15	0	0	9	1	0	0	0	**10**	**10.0**	0	0	1	0	1	0	0	**2**	**2.5**	0	0	1	0	0	0	0	**1**	**1.0**
18:15 - 18:30	0	0	5	0	0	0	0	**5**	**5.0**	0	0	5	0	0	0	0	**5**	**5.0**	0	0	3	0	0	0	0	**3**	**3.0**
Hourly Total	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**15**	**15.0**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**7**	**7.5**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**4.0**
TOTAL	**0**	**0**	**99**	**9**	**0**	**0**	**0**	**108**	**108.0**	**0**	**0**	**53**	**7**	**1**	**1**	**0**	**62**	**63.8**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**	**15.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: C
Approach: Longsight Road West

	Left to Chapel Lane									Ahead to Longsight Road (E)									Right to Whitehalgh Lane								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	1	0	0	0	0	1	1.0	0	0	82	28	6	7	2	125	139.1	0	0	7	3	0	0	0	10	10.0
07:45 - 08:00	0	0	7	3	0	0	0	10	10.0	0	0	87	28	7	8	2	132	147.9	0	0	7	3	0	0	0	10	10.0
Hourly Total	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**11**	**11.0**	**0**	**0**	**169**	**56**	**13**	**15**	**4**	**257**	**287.0**	**0**	**0**	**14**	**6**	**0**	**0**	**0**	**20**	**20.0**
08:00 - 08:15	0	0	4	2	0	0	0	6	6.0	0	1	109	27	7	5	4	153	166.4	0	0	5	1	0	0	0	6	6.0
08:15 - 08:30	0	0	10	4	0	0	0	14	14.0	0	1	96	34	3	5	0	139	146.4	0	0	7	2	0	0	0	9	9.0
08:30 - 08:45	0	0	7	2	0	0	0	9	9.0	0	0	111	35	9	5	0	160	171.0	0	0	14	1	0	0	0	15	15.0
08:45 - 09:00	0	0	12	4	0	0	0	16	16.0	0	0	111	41	15	11	1	179	201.8	0	0	8	3	0	0	0	11	11.0
Hourly Total	**0**	**0**	**33**	**12**	**0**	**0**	**0**	**45**	**45.0**	**0**	**2**	**427**	**137**	**34**	**26**	**5**	**631**	**685.6**	**0**	**0**	**34**	**7**	**0**	**0**	**0**	**41**	**41.0**
09:00 - 09:15	0	0	15	2	0	0	0	17	17.0	0	0	81	33	11	8	0	133	148.9	0	0	5	0	0	0	0	5	5.0
09:15 - 09:30	0	0	3	0	0	0	0	3	3.0	0	0	79	30	9	6	0	124	136.3	0	0	2	2	0	0	0	4	4.0
Hourly Total	**0**	**0**	**18**	**2**	**0**	**0**	**0**	**20**	**20.0**	**0**	**0**	**160**	**63**	**20**	**14**	**0**	**257**	**285.2**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**9**	**9.0**
TOTAL	**0**	**0**	**59**	**17**	**0**	**0**	**0**	**76**	**76.0**	**0**	**2**	**756**	**256**	**67**	**55**	**9**	**1145**	**1257.8**	**0**	**0**	**55**	**15**	**0**	**0**	**0**	**70**	**70.0**
15:30 - 15:45	0	0	8	0	0	0	0	8	8.0	0	1	94	18	2	9	0	124	136.1	0	0	3	0	0	0	0	3	3.0
15:45 - 16:00	0	0	5	0	0	0	0	5	5.0	0	2	111	24	4	12	3	156	175.4	0	1	12	3	0	0	0	16	15.4
Hourly Total	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**	**13.0**	**0**	**3**	**205**	**42**	**6**	**21**	**3**	**280**	**311.5**	**0**	**1**	**15**	**3**	**0**	**0**	**0**	**19**	**18.4**
16:00 - 16:15	0	0	13	1	0	0	0	14	14.0	0	0	114	35	3	5	0	157	165.0	0	0	10	3	0	0	0	13	13.0
16:15 - 16:30	0	0	6	0	0	1	0	7	8.3	0	2	124	33	1	1	0	161	161.6	0	0	10	3	0	0	0	13	13.0
16:30 - 16:45	0	0	10	1	0	0	0	11	11.0	0	1	162	28	1	4	2	198	205.1	0	1	8	3	0	0	0	12	11.4
16:45 - 17:00	0	0	9	1	0	0	0	10	10.0	0	1	138	25	1	8	0	173	183.3	0	0	9	1	0	0	0	10	10.0
Hourly Total	**0**	**0**	**38**	**3**	**0**	**1**	**0**	**42**	**43.3**	**0**	**4**	**538**	**121**	**6**	**18**	**2**	**689**	**715.0**	**0**	**1**	**37**	**10**	**0**	**0**	**0**	**48**	**47.4**
17:00 - 17:15	0	0	21	1	0	0	0	22	22.0	0	0	169	22	1	4	2	198	205.7	0	0	10	1	0	0	0	11	11.0
17:15 - 17:30	0	0	8	3	0	0	0	11	11.0	0	0	129	23	2	4	0	158	164.2	0	0	8	0	0	0	0	8	8.0
17:30 - 17:45	0	0	19	0	0	0	0	19	19.0	0	0	180	23	2	3	0	208	212.9	0	0	9	0	0	0	0	9	9.0
17:45 - 18:00	0	0	17	0	0	0	0	17	17.0	0	2	105	17	1	8	1	134	144.7	0	0	10	2	0	0	0	12	12.0
Hourly Total	**0**	**0**	**65**	**4**	**0**	**0**	**0**	**69**	**69.0**	**0**	**2**	**583**	**85**	**6**	**19**	**3**	**698**	**727.5**	**0**	**0**	**37**	**3**	**0**	**0**	**0**	**40**	**40.0**
18:00 - 18:15	0	0	11	1	0	0	0	12	12.0	0	0	106	14	0	1	2	123	126.3	0	0	14	1	0	0	0	15	15.0
18:15 - 18:30	0	0	6	0	0	0	0	6	6.0	0	1	96	9	3	4	0	113	119.1	0	0	3	0	0	0	0	3	3.0
Hourly Total	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**18**	**18.0**	**0**	**1**	**202**	**23**	**3**	**5**	**2**	**236**	**245.4**	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**18**	**18.0**
TOTAL	**0**	**0**	**133**	**8**	**0**	**1**	**0**	**142**	**143.3**	**0**	**10**	**1528**	**271**	**21**	**63**	**10**	**1903**	**1999.4**	**0**	**2**	**106**	**17**	**0**	**0**	**0**	**125**	**123.8**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: D
Approach: Ribchester Road North

	Left to Longsight Road (E)									Ahead to Ribchester Road (S)									Right to Longsight Road (W)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	9	1	0	0	1	11	12.0	0	1	46	5	1	0	1	54	54.9	0	0	26	7	0	0	0	33	33.0
07:45 - 08:00	0	0	8	0	0	0	0	8	8.0	0	0	32	5	2	1	0	40	42.3	1	0	25	1	0	0	0	27	26.2
Hourly Total	**0**	**0**	**17**	**1**	**0**	**0**	**1**	**19**	**20.0**	**0**	**1**	**78**	**10**	**3**	**1**	**1**	**94**	**97.2**	**1**	**0**	**51**	**8**	**0**	**0**	**0**	**60**	**59.2**
08:00 - 08:15	0	0	17	3	1	1	0	22	23.8	0	0	33	5	0	0	1	39	40.0	0	0	28	2	0	0	0	30	30.0
08:15 - 08:30	0	1	13	3	1	0	0	18	17.9	0	0	42	2	0	0	1	45	46.0	0	0	13	9	0	1	0	23	24.3
08:30 - 08:45	0	0	9	6	1	0	0	16	16.5	0	0	31	3	1	0	0	35	35.5	0	1	15	1	0	0	0	17	16.4
08:45 - 09:00	0	0	14	2	0	0	0	16	16.0	0	0	22	4	0	1	0	27	28.3	1	0	11	5	0	0	0	17	16.2
Hourly Total	**0**	**1**	**53**	**14**	**3**	**1**	**0**	**72**	**74.2**	**0**	**0**	**128**	**14**	**1**	**1**	**2**	**146**	**149.8**	**1**	**1**	**67**	**17**	**0**	**1**	**0**	**87**	**86.9**
09:00 - 09:15	0	0	8	0	1	0	0	9	9.5	0	0	17	7	0	0	0	24	24.0	0	0	10	3	0	0	0	13	13.0
09:15 - 09:30	0	0	7	2	0	0	0	9	9.0	0	0	18	4	1	0	1	24	25.5	0	0	8	3	0	0	0	11	11.0
Hourly Total	**0**	**0**	**15**	**2**	**1**	**0**	**0**	**18**	**18.5**	**0**	**0**	**35**	**11**	**1**	**0**	**1**	**48**	**49.5**	**0**	**0**	**18**	**6**	**0**	**0**	**0**	**24**	**24.0**
TOTAL	**0**	**1**	**85**	**17**	**4**	**1**	**1**	**109**	**112.7**	**0**	**1**	**241**	**35**	**5**	**2**	**4**	**288**	**296.5**	**2**	**1**	**136**	**31**	**0**	**1**	**0**	**171**	**170.1**
15:30 - 15:45	0	0	14	2	1	1	0	18	19.8	0	2	12	4	0	0	1	19	18.8	0	1	8	3	2	0	0	14	14.4
15:45 - 16:00	0	0	11	2	0	0	0	13	13.0	0	0	21	7	1	0	0	29	29.5	2	0	16	5	0	0	0	23	21.4
Hourly Total	**0**	**0**	**25**	**4**	**1**	**1**	**0**	**31**	**32.8**	**0**	**2**	**33**	**11**	**1**	**0**	**1**	**48**	**48.3**	**2**	**1**	**24**	**8**	**2**	**0**	**0**	**37**	**35.8**
16:00 - 16:15	0	0	7	2	0	0	0	9	9.0	0	1	26	9	0	1	0	37	37.7	0	0	12	5	0	0	0	17	17.0
16:15 - 16:30	0	0	10	3	0	0	0	13	13.0	0	1	32	5	1	0	0	39	38.9	0	0	14	3	0	0	0	17	17.0
16:30 - 16:45	0	0	16	3	0	0	0	19	19.0	0	0	21	4	0	0	0	25	25.0	0	0	14	4	1	0	0	19	19.5
16:45 - 17:00	0	0	14	4	0	0	0	18	18.0	0	0	25	2	0	0	2	29	31.0	0	0	19	6	0	0	1	26	27.0
Hourly Total	**0**	**0**	**47**	**12**	**0**	**0**	**0**	**59**	**59.0**	**0**	**2**	**104**	**20**	**1**	**1**	**2**	**130**	**132.6**	**0**	**0**	**59**	**18**	**1**	**0**	**1**	**79**	**80.5**
17:00 - 17:15	0	0	19	2	1	1	0	23	24.8	0	0	29	7	0	0	0	36	36.0	0	0	24	0	0	0	0	24	24.0
17:15 - 17:30	0	0	14	1	0	0	0	15	15.0	0	0	32	4	0	0	1	37	38.0	0	0	26	2	0	0	0	28	28.0
17:30 - 17:45	0	0	10	4	0	0	0	14	14.0	0	0	24	2	0	0	0	26	26.0	0	0	15	1	0	0	0	16	16.0
17:45 - 18:00	0	1	7	0	0	0	0	8	7.4	0	0	19	1	0	0	0	20	20.0	0	0	13	1	1	0	0	15	15.5
Hourly Total	**0**	**1**	**50**	**7**	**1**	**1**	**0**	**60**	**61.2**	**0**	**0**	**104**	**14**	**0**	**0**	**1**	**119**	**120.0**	**0**	**0**	**78**	**4**	**1**	**0**	**0**	**83**	**83.5**
18:00 - 18:15	0	0	12	0	0	0	0	12	12.0	0	0	17	3	0	0	1	21	22.0	0	0	12	1	0	0	0	13	13.0
18:15 - 18:30	0	0	9	0	1	0	0	10	10.5	1	0	12	0	0	0	0	13	12.2	1	0	4	1	0	0	0	6	5.2
Hourly Total	**0**	**0**	**21**	**0**	**1**	**0**	**0**	**22**	**22.5**	**1**	**0**	**29**	**3**	**0**	**0**	**1**	**34**	**34.2**	**1**	**0**	**16**	**2**	**0**	**0**	**0**	**19**	**18.2**
TOTAL	**0**	**1**	**143**	**23**	**3**	**2**	**0**	**172**	**175.5**	**1**	**4**	**270**	**48**	**2**	**1**	**5**	**331**	**335.1**	**3**	**1**	**177**	**32**	**4**	**0**	**1**	**218**	**218.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: D
Approach: Longsight Road East

	Left to Ribchester Road (S)									Ahead to Longsight Road (W)									Right to Ribchester Road (N)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	2	0	0	0	1	3	4.0	0	0	172	22	3	5	0	202	210.0	0	0	7	2	1	0	0	10	10.5
07:45 - 08:00	0	0	8	2	0	1	0	11	12.3	0	0	184	19	4	5	2	214	224.5	0	0	13	0	2	0	0	15	16.0
Hourly Total	**0**	**0**	**10**	**2**	**0**	**1**	**1**	**14**	**16.3**	**0**	**0**	**356**	**41**	**7**	**10**	**2**	**416**	**434.5**	**0**	**0**	**20**	**2**	**3**	**0**	**0**	**25**	**26.5**
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	167	24	1	6	0	198	206.3	0	0	9	1	0	0	0	10	10.0
08:15 - 08:30	0	0	1	1	0	0	0	2	2.0	0	1	164	25	4	10	0	204	218.4	0	0	11	3	0	0	0	14	14.0
08:30 - 08:45	0	0	12	4	0	0	0	16	16.0	0	0	144	23	6	9	0	182	196.7	0	0	9	3	0	1	0	13	14.3
08:45 - 09:00	0	0	29	4	0	0	0	33	33.0	0	0	133	14	2	4	0	153	159.2	0	0	16	0	1	1	2	20	23.8
Hourly Total	**0**	**0**	**42**	**9**	**0**	**0**	**0**	**51**	**51.0**	**0**	**1**	**608**	**86**	**13**	**29**	**0**	**737**	**780.6**	**0**	**0**	**45**	**7**	**1**	**2**	**2**	**57**	**62.1**
09:00 - 09:15	0	0	12	1	0	0	0	13	13.0	0	1	101	22	5	15	0	144	165.4	0	0	10	3	1	0	0	14	14.5
09:15 - 09:30	0	0	2	2	1	0	0	5	5.5	0	0	102	24	4	7	2	139	152.1	0	0	8	1	0	1	0	10	11.3
Hourly Total	**0**	**0**	**14**	**3**	**1**	**0**	**0**	**18**	**18.5**	**0**	**1**	**203**	**46**	**9**	**22**	**2**	**283**	**317.5**	**0**	**0**	**18**	**4**	**1**	**1**	**0**	**24**	**25.8**
TOTAL	**0**	**0**	**66**	**14**	**1**	**1**	**1**	**83**	**85.8**	**0**	**2**	**1167**	**173**	**29**	**61**	**4**	**1436**	**1532.6**	**0**	**0**	**83**	**13**	**5**	**3**	**2**	**106**	**114.4**
15:30 - 15:45	0	0	20	1	0	0	1	22	23.0	0	0	88	26	3	9	4	130	147.2	0	0	12	1	0	0	0	13	13.0
15:45 - 16:00	0	0	10	0	1	0	0	11	11.5	0	4	96	34	3	6	1	144	151.9	0	0	10	3	0	0	1	14	15.0
Hourly Total	**0**	**0**	**30**	**1**	**1**	**0**	**1**	**33**	**34.5**	**0**	**4**	**184**	**60**	**6**	**15**	**5**	**274**	**299.1**	**0**	**0**	**22**	**4**	**0**	**0**	**1**	**27**	**28.0**
16:00 - 16:15	0	0	4	1	0	0	0	5	5.0	0	0	105	28	1	8	0	142	152.9	0	0	11	2	0	0	0	13	13.0
16:15 - 16:30	0	0	9	0	1	0	2	12	14.5	0	1	95	29	1	2	0	128	130.5	0	0	17	2	0	0	0	19	19.0
16:30 - 16:45	0	0	4	2	0	0	1	7	8.0	0	0	102	22	2	3	1	130	135.9	0	0	13	4	1	0	0	18	18.5
16:45 - 17:00	0	0	3	0	0	0	1	4	5.0	0	1	109	19	1	5	1	136	143.4	0	0	15	1	0	0	0	16	16.0
Hourly Total	**0**	**0**	**20**	**3**	**1**	**0**	**4**	**28**	**32.5**	**0**	**2**	**411**	**98**	**5**	**18**	**2**	**536**	**562.7**	**0**	**0**	**56**	**9**	**1**	**0**	**0**	**66**	**66.5**
17:00 - 17:15	0	0	5	2	0	0	0	7	7.0	0	1	94	20	1	4	0	120	125.1	0	0	16	4	0	0	0	20	20.0
17:15 - 17:30	0	0	7	1	0	0	0	8	8.0	0	0	105	18	1	6	0	130	138.3	0	1	18	4	0	0	0	23	22.4
17:30 - 17:45	0	0	5	0	0	0	0	5	5.0	0	0	88	19	0	1	0	108	109.3	0	0	13	4	0	0	0	17	17.0
17:45 - 18:00	0	0	2	0	0	0	0	2	2.0	0	0	86	10	0	5	0	101	107.5	0	0	10	3	0	0	0	13	13.0
Hourly Total	**0**	**0**	**19**	**3**	**0**	**0**	**0**	**22**	**22.0**	**0**	**1**	**373**	**67**	**2**	**16**	**0**	**459**	**480.2**	**0**	**1**	**57**	**15**	**0**	**0**	**0**	**73**	**72.4**
18:00 - 18:15	0	0	5	0	0	0	0	5	5.0	0	0	77	6	1	6	2	92	102.3	0	0	11	1	0	0	0	12	12.0
18:15 - 18:30	0	0	3	0	0	0	0	3	3.0	0	0	67	10	1	0	1	79	80.5	0	0	5	1	0	0	0	6	6.0
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**8.0**	**0**	**0**	**144**	**16**	**2**	**6**	**3**	**171**	**182.8**	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**18**	**18.0**
TOTAL	**0**	**0**	**77**	**7**	**2**	**0**	**5**	**91**	**97.0**	**0**	**7**	**1112**	**241**	**15**	**55**	**10**	**1440**	**1524.8**	**0**	**1**	**151**	**30**	**1**	**0**	**1**	**184**	**184.9**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: D
Approach: Ribchester Road South

	Left to Longsight Road (W)									Ahead to Ribchester Road (N)									Right to Longsight Road (E)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	24	2	0	0	0	**26**	**26.0**	1	0	27	4	2	1	0	**35**	**36.5**	0	0	5	0	0	0	0	**5**	**5.0**
07:45 - 08:00	0	0	25	2	0	0	0	**27**	**27.0**	0	0	23	7	0	0	0	**30**	**30.0**	0	0	3	1	0	0	0	**4**	**4.0**
Hourly Total	**0**	**0**	**49**	**4**	**0**	**0**	**0**	**53**	**53.0**	**1**	**0**	**50**	**11**	**2**	**1**	**0**	**65**	**66.5**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**9.0**
08:00 - 08:15	0	0	30	3	0	0	0	**33**	**33.0**	0	0	30	12	0	0	1	**43**	**44.0**	0	0	2	0	0	0	3	**5**	**8.0**
08:15 - 08:30	0	0	22	2	0	1	0	**25**	**26.3**	0	0	34	8	0	0	0	**42**	**42.0**	0	0	2	1	0	1	0	**4**	**5.3**
08:30 - 08:45	0	0	21	4	0	1	0	**26**	**27.3**	0	1	38	12	1	1	0	**53**	**54.2**	0	0	2	0	0	0	0	**2**	**2.0**
08:45 - 09:00	0	0	22	2	0	0	0	**24**	**24.0**	0	1	26	11	0	0	0	**38**	**37.4**	0	0	6	1	0	0	0	**7**	**7.0**
Hourly Total	**0**	**0**	**95**	**11**	**0**	**2**	**0**	**108**	**110.6**	**0**	**2**	**128**	**43**	**1**	**1**	**1**	**176**	**177.6**	**0**	**0**	**12**	**2**	**0**	**1**	**3**	**18**	**22.3**
09:00 - 09:15	0	0	22	1	0	0	0	**23**	**23.0**	0	0	19	4	0	1	1	**25**	**27.3**	0	0	9	1	1	0	0	**11**	**11.5**
09:15 - 09:30	0	0	18	4	0	0	0	**22**	**22.0**	1	0	18	5	0	0	1	**25**	**25.2**	0	0	0	0	0	0	0	**0**	**0.0**
Hourly Total	**0**	**0**	**40**	**5**	**0**	**0**	**0**	**45**	**45.0**	**1**	**0**	**37**	**9**	**0**	**1**	**2**	**50**	**52.5**	**0**	**0**	**9**	**1**	**1**	**0**	**0**	**11**	**11.5**
TOTAL	**0**	**0**	**184**	**20**	**0**	**2**	**0**	**206**	**208.6**	**2**	**2**	**215**	**63**	**3**	**3**	**3**	**291**	**296.6**	**0**	**0**	**29**	**4**	**1**	**1**	**3**	**38**	**42.8**
15:30 - 15:45	0	0	9	1	0	0	0	**10**	**10.0**	0	0	22	2	0	0	1	**25**	**26.0**	0	0	5	2	0	0	0	**7**	**7.0**
15:45 - 16:00	0	0	8	4	0	0	0	**12**	**12.0**	0	0	24	6	0	0	1	**31**	**32.0**	0	0	1	0	0	0	1	**2**	**3.0**
Hourly Total	**0**	**0**	**17**	**5**	**0**	**0**	**0**	**22**	**22.0**	**0**	**0**	**46**	**8**	**0**	**0**	**2**	**56**	**58.0**	**0**	**0**	**6**	**2**	**0**	**0**	**1**	**9**	**10.0**
16:00 - 16:15	0	0	3	2	0	0	0	**5**	**5.0**	0	0	18	4	1	0	1	**24**	**25.5**	0	0	4	0	0	1	0	**5**	**6.3**
16:15 - 16:30	0	0	9	4	0	0	0	**13**	**13.0**	2	1	22	3	2	0	0	**30**	**28.8**	0	0	3	1	0	0	0	**4**	**4.0**
16:30 - 16:45	0	0	5	2	0	0	0	**7**	**7.0**	0	0	34	6	1	0	3	**44**	**47.5**	0	0	2	2	0	0	1	**5**	**6.0**
16:45 - 17:00	0	0	6	1	0	0	0	**7**	**7.0**	0	0	27	4	0	0	1	**32**	**33.0**	0	0	2	0	0	0	0	**2**	**2.0**
Hourly Total	**0**	**0**	**23**	**9**	**0**	**0**	**0**	**32**	**32.0**	**2**	**1**	**101**	**17**	**4**	**0**	**5**	**130**	**134.8**	**0**	**0**	**11**	**3**	**0**	**1**	**1**	**16**	**18.3**
17:00 - 17:15	0	0	8	0	0	0	0	**8**	**8.0**	0	1	25	4	0	0	0	**30**	**29.4**	0	0	1	0	0	0	0	**1**	**1.0**
17:15 - 17:30	0	0	6	0	0	0	0	**6**	**6.0**	0	0	37	6	1	0	0	**44**	**44.5**	0	0	1	0	0	0	0	**1**	**1.0**
17:30 - 17:45	0	0	10	0	0	0	0	**10**	**10.0**	0	0	35	3	1	0	0	**39**	**39.5**	0	0	1	0	0	0	0	**1**	**1.0**
17:45 - 18:00	0	0	5	1	0	0	0	**6**	**6.0**	0	1	34	3	0	0	1	**39**	**39.4**	0	0	5	0	0	0	0	**5**	**5.0**
Hourly Total	**0**	**0**	**29**	**1**	**0**	**0**	**0**	**30**	**30.0**	**0**	**2**	**131**	**16**	**2**	**0**	**1**	**152**	**152.8**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**8.0**
18:00 - 18:15	0	0	10	1	0	0	0	**11**	**11.0**	0	0	27	1	0	0	0	**28**	**28.0**	0	0	4	0	0	0	0	**4**	**4.0**
18:15 - 18:30	0	0	13	0	0	0	0	**13**	**13.0**	0	0	19	0	0	0	0	**19**	**19.0**	0	0	1	1	0	0	0	**2**	**2.0**
Hourly Total	**0**	**0**	**23**	**1**	**0**	**0**	**0**	**24**	**24.0**	**0**	**0**	**46**	**1**	**0**	**0**	**0**	**47**	**47.0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**6.0**
TOTAL	**0**	**0**	**92**	**16**	**0**	**0**	**0**	**108**	**108.0**	**2**	**3**	**324**	**42**	**6**	**0**	**8**	**385**	**392.6**	**0**	**0**	**30**	**6**	**0**	**1**	**2**	**39**	**42.3**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: D
Approach: Longsight Road West

	Left to Ribchester Road (N)									Ahead to Longsight Road (E)									Right to Ribchester Road (S)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	12	2	0	0	0	**14**	**14.0**	0	0	80	26	5	6	0	**117**	**127.3**	0	0	4	0	0	0	0	**4**	**4.0**
07:45 - 08:00	0	0	21	3	0	0	0	**24**	**24.0**	0	0	85	23	3	6	2	**119**	**130.3**	0	0	9	2	0	0	0	**11**	**11.0**
Hourly Total	**0**	**0**	**33**	**5**	**0**	**0**	**0**	**38**	**38.0**	**0**	**0**	**165**	**49**	**8**	**12**	**2**	**236**	**257.6**	**0**	**0**	**13**	**2**	**0**	**0**	**0**	**15**	**15.0**
08:00 - 08:15	0	0	15	1	1	1	0	**18**	**19.8**	0	1	97	30	5	4	1	**138**	**146.1**	0	0	4	2	1	0	0	**7**	**7.5**
08:15 - 08:30	0	0	17	7	1	0	0	**25**	**25.5**	0	0	82	25	2	5	0	**114**	**121.5**	0	0	8	4	0	0	0	**12**	**12.0**
08:30 - 08:45	0	0	8	5	1	0	0	**14**	**14.5**	0	0	95	34	9	8	0	**146**	**160.9**	0	0	7	4	0	0	0	**11**	**11.0**
08:45 - 09:00	0	0	13	3	0	0	0	**16**	**16.0**	0	0	91	39	9	11	1	**151**	**170.8**	0	0	11	3	0	0	0	**14**	**14.0**
Hourly Total	**0**	**0**	**53**	**16**	**3**	**1**	**0**	**73**	**75.8**	**0**	**1**	**365**	**128**	**25**	**28**	**2**	**549**	**599.3**	**0**	**0**	**30**	**13**	**1**	**0**	**0**	**44**	**44.5**
09:00 - 09:15	0	0	14	7	0	0	1	**22**	**23.0**	0	0	82	31	7	5	0	**125**	**135.0**	0	0	7	5	0	1	0	**13**	**14.3**
09:15 - 09:30	0	0	9	2	0	0	0	**11**	**11.0**	0	0	53	26	4	9	0	**92**	**105.7**	0	1	7	6	1	0	0	**15**	**14.9**
Hourly Total	**0**	**0**	**23**	**9**	**0**	**0**	**1**	**33**	**34.0**	**0**	**0**	**135**	**57**	**11**	**14**	**0**	**217**	**240.7**	**0**	**1**	**14**	**11**	**1**	**1**	**0**	**28**	**29.2**
TOTAL	**0**	**0**	**109**	**30**	**3**	**1**	**1**	**144**	**147.8**	**0**	**1**	**665**	**234**	**44**	**54**	**4**	**1002**	**1097.6**	**0**	**1**	**57**	**26**	**2**	**1**	**0**	**87**	**88.7**
15:30 - 15:45	0	0	16	2	0	0	0	**18**	**18.0**	0	3	114	17	2	9	0	**145**	**155.9**	0	0	15	1	0	0	0	**16**	**16.0**
15:45 - 16:00	0	0	11	1	0	0	0	**12**	**12.0**	0	2	85	17	3	10	2	**119**	**134.3**	0	0	14	3	0	0	0	**17**	**17.0**
Hourly Total	**0**	**0**	**27**	**3**	**0**	**0**	**0**	**30**	**30.0**	**0**	**5**	**199**	**34**	**5**	**19**	**2**	**264**	**290.2**	**0**	**0**	**29**	**4**	**0**	**0**	**0**	**33**	**33.0**
16:00 - 16:15	0	0	25	3	1	0	0	**29**	**29.5**	0	0	99	28	2	4	0	**133**	**139.2**	0	0	13	1	1	0	0	**15**	**15.5**
16:15 - 16:30	0	0	20	3	0	0	0	**23**	**23.0**	0	4	134	28	0	4	0	**170**	**172.8**	0	0	15	2	1	0	0	**18**	**18.5**
16:30 - 16:45	0	0	18	3	0	0	0	**21**	**21.0**	0	1	140	19	0	3	0	**163**	**166.3**	0	0	10	2	0	0	0	**12**	**12.0**
16:45 - 17:00	0	0	17	2	0	0	0	**19**	**19.0**	0	0	151	21	0	7	2	**181**	**192.1**	0	0	14	2	1	0	0	**17**	**17.5**
Hourly Total	**0**	**0**	**80**	**11**	**1**	**0**	**0**	**92**	**92.5**	**0**	**5**	**524**	**96**	**2**	**18**	**2**	**647**	**670.4**	**0**	**0**	**52**	**7**	**3**	**0**	**0**	**62**	**63.5**
17:00 - 17:15	0	0	20	5	1	0	0	**26**	**26.5**	0	0	142	23	2	2	0	**169**	**172.6**	0	0	8	2	1	0	0	**11**	**11.5**
17:15 - 17:30	0	0	18	1	0	0	0	**19**	**19.0**	0	0	142	24	2	4	0	**172**	**178.2**	0	0	10	2	0	0	0	**12**	**12.0**
17:30 - 17:45	0	0	24	1	0	0	0	**25**	**25.0**	0	0	172	21	0	5	0	**198**	**204.5**	0	0	13	0	0	0	0	**13**	**13.0**
17:45 - 18:00	0	0	19	3	0	0	0	**22**	**22.0**	0	1	151	17	1	6	2	**178**	**187.7**	0	0	13	2	0	0	0	**15**	**15.0**
Hourly Total	**0**	**0**	**81**	**10**	**1**	**0**	**0**	**92**	**92.5**	**0**	**1**	**607**	**85**	**5**	**17**	**2**	**717**	**743.0**	**0**	**0**	**44**	**6**	**1**	**0**	**0**	**51**	**51.5**
18:00 - 18:15	0	0	21	0	0	0	0	**21**	**21.0**	1	1	116	10	1	1	1	**131**	**132.4**	0	0	10	1	0	0	0	**11**	**11.0**
18:15 - 18:30	1	0	13	1	0	0	0	**15**	**14.2**	0	0	108	8	2	5	0	**123**	**130.5**	0	0	10	0	0	0	0	**10**	**10.0**
Hourly Total	**1**	**0**	**34**	**1**	**0**	**0**	**0**	**36**	**35.2**	**1**	**1**	**224**	**18**	**3**	**6**	**1**	**254**	**262.9**	**0**	**0**	**20**	**1**	**0**	**0**	**0**	**21**	**21.0**
TOTAL	**1**	**0**	**222**	**25**	**2**	**0**	**0**	**250**	**250.2**	**1**	**12**	**1554**	**233**	**15**	**60**	**7**	**1882**	**1966.5**	**0**	**0**	**145**	**18**	**4**	**0**	**0**	**167**	**169.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: E
Approach: Whalley Road North

	Left to York Lane									Ahead to Whalley Road (S)									Right to Whitehalgh Lane								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	27	6	1	0	0	**34**	**34.5**	1	0	68	7	0	1	1	**78**	**79.5**	0	0	1	0	0	0	0	**1**	**1.0**
07:45 - 08:00	0	0	28	4	1	0	0	**33**	**33.5**	0	1	53	9	0	0	0	**63**	**62.4**	0	0	0	0	0	0	0	**0**	**0.0**
Hourly Total	**0**	**0**	**55**	**10**	**2**	**0**	**0**	**67**	**68.0**	**1**	**1**	**121**	**16**	**0**	**1**	**1**	**141**	**141.9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
08:00 - 08:15	0	0	30	1	0	0	0	**31**	**31.0**	1	0	62	7	0	1	1	**72**	**73.5**	0	0	0	0	0	0	0	**0**	**0.0**
08:15 - 08:30	0	0	24	1	1	0	0	**26**	**26.5**	0	0	70	10	3	0	2	**85**	**88.5**	0	0	1	0	0	0	0	**1**	**1.0**
08:30 - 08:45	0	0	29	4	0	1	0	**34**	**35.3**	0	0	56	7	1	1	0	**65**	**66.8**	0	0	0	0	0	0	0	**0**	**0.0**
08:45 - 09:00	0	0	34	5	1	0	0	**40**	**40.5**	0	0	91	8	2	0	1	**102**	**104.0**	0	0	8	0	0	0	0	**8**	**8.0**
Hourly Total	**0**	**0**	**117**	**11**	**2**	**1**	**0**	**131**	**133.3**	**1**	**0**	**279**	**32**	**6**	**2**	**4**	**324**	**332.8**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**9.0**
09:00 - 09:15	0	0	14	1	0	1	0	**16**	**17.3**	0	0	56	5	2	0	1	**64**	**66.0**	0	0	1	1	0	0	0	**2**	**2.0**
09:15 - 09:30	0	0	12	2	0	0	0	**14**	**14.0**	0	0	49	6	3	1	0	**59**	**61.8**	0	0	1	0	0	0	0	**1**	**1.0**
Hourly Total	**0**	**0**	**26**	**3**	**0**	**1**	**0**	**30**	**31.3**	**0**	**0**	**105**	**11**	**5**	**1**	**1**	**123**	**127.8**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**3.0**
TOTAL	**0**	**0**	**198**	**24**	**4**	**2**	**0**	**228**	**232.6**	**2**	**1**	**505**	**59**	**11**	**4**	**6**	**588**	**602.5**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**13.0**
15:30 - 15:45	0	0	14	1	0	0	0	**15**	**15.0**	0	0	94	12	1	1	0	**108**	**109.8**	0	0	5	0	0	0	1	**6**	**7.0**
15:45 - 16:00	0	0	14	0	0	0	0	**14**	**14.0**	1	0	66	7	1	0	0	**75**	**74.7**	0	0	4	0	0	0	0	**4**	**4.0**
Hourly Total	**0**	**0**	**28**	**1**	**0**	**0**	**0**	**29**	**29.0**	**1**	**0**	**160**	**19**	**2**	**1**	**0**	**183**	**184.5**	**0**	**0**	**9**	**0**	**0**	**0**	**1**	**10**	**11.0**
16:00 - 16:15	0	0	10	1	0	0	0	**11**	**11.0**	1	1	78	12	1	0	1	**94**	**94.1**	0	0	3	0	0	0	0	**3**	**3.0**
16:15 - 16:30	0	0	13	1	0	0	0	**14**	**14.0**	1	0	71	10	1	0	1	**84**	**84.7**	0	0	4	0	0	0	0	**4**	**4.0**
16:30 - 16:45	0	0	14	3	0	0	0	**17**	**17.0**	0	0	80	13	1	0	1	**95**	**96.5**	0	0	2	0	0	0	0	**2**	**2.0**
16:45 - 17:00	0	0	15	6	0	0	0	**21**	**21.0**	0	0	72	8	0	0	2	**82**	**84.0**	0	0	3	0	0	0	0	**3**	**3.0**
Hourly Total	**0**	**0**	**52**	**11**	**0**	**0**	**0**	**63**	**63.0**	**2**	**1**	**301**	**43**	**3**	**0**	**5**	**355**	**359.3**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**12**	**12.0**
17:00 - 17:15	0	0	17	1	0	0	0	**18**	**18.0**	0	1	73	11	1	0	1	**87**	**87.9**	0	0	3	0	0	0	0	**3**	**3.0**
17:15 - 17:30	0	0	14	1	0	0	0	**15**	**15.0**	0	1	75	9	0	0	1	**86**	**86.4**	0	0	4	0	0	0	0	**4**	**4.0**
17:30 - 17:45	0	0	8	1	0	0	0	**9**	**9.0**	0	0	56	7	0	0	1	**64**	**65.0**	0	0	2	0	0	0	0	**2**	**2.0**
17:45 - 18:00	0	0	9	1	0	0	0	**10**	**10.0**	0	0	58	4	1	0	0	**63**	**63.5**	0	0	1	0	0	0	0	**1**	**1.0**
Hourly Total	**0**	**0**	**48**	**4**	**0**	**0**	**0**	**52**	**52.0**	**0**	**2**	**262**	**31**	**2**	**0**	**3**	**300**	**302.8**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**	**10.0**
18:00 - 18:15	0	0	10	0	0	0	0	**10**	**10.0**	0	0	55	5	1	0	1	**62**	**63.5**	0	0	5	0	0	0	0	**5**	**5.0**
18:15 - 18:30	0	0	4	1	0	0	0	**5**	**5.0**	0	0	60	3	0	0	0	**63**	**63.0**	0	0	3	0	0	0	0	**3**	**3.0**
Hourly Total	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**15**	**15.0**	**0**	**0**	**115**	**8**	**1**	**0**	**1**	**125**	**126.5**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**8.0**
TOTAL	**0**	**0**	**142**	**17**	**0**	**0**	**0**	**159**	**159.0**	**3**	**3**	**838**	**101**	**8**	**1**	**9**	**963**	**973.1**	**0**	**0**	**39**	**0**	**0**	**0**	**1**	**40**	**41.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: E
Approach: York Lane

	Left to Whalley Road (S)									Ahead to Whitehalgh Lane									Right to Whalley Road (N)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	4	1	0	0	0	5	5.0	0	0	6	1	0	0	0	7	7.0	0	0	9	1	0	0	0	10	10.0
07:45 - 08:00	0	0	6	0	0	0	0	6	6.0	0	0	7	4	0	0	0	11	11.0	0	0	11	1	0	0	0	12	12.0
Hourly Total	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**11.0**	**0**	**0**	**13**	**5**	**0**	**0**	**0**	**18**	**18.0**	**0**	**0**	**20**	**2**	**0**	**0**	**0**	**22**	**22.0**
08:00 - 08:15	0	0	8	0	1	0	0	9	9.5	0	0	5	2	0	0	0	7	7.0	0	0	9	3	0	0	0	12	12.0
08:15 - 08:30	0	0	6	1	0	0	0	7	7.0	0	0	9	0	0	0	0	9	9.0	0	0	16	4	0	0	0	20	20.0
08:30 - 08:45	0	0	2	0	0	0	0	2	2.0	0	0	7	1	0	0	0	8	8.0	0	0	16	2	0	0	0	18	18.0
08:45 - 09:00	0	0	18	1	0	0	0	19	19.0	0	0	14	0	0	0	0	14	14.0	0	0	11	4	0	0	0	15	15.0
Hourly Total	**0**	**0**	**34**	**2**	**1**	**0**	**0**	**37**	**37.5**	**0**	**0**	**35**	**3**	**0**	**0**	**0**	**38**	**38.0**	**0**	**0**	**52**	**13**	**0**	**0**	**0**	**65**	**65.0**
09:00 - 09:15	0	0	3	0	0	0	0	3	3.0	0	0	3	2	0	0	0	5	5.0	0	0	7	2	0	0	0	9	9.0
09:15 - 09:30	0	0	10	0	0	0	0	10	10.0	0	0	5	0	0	0	0	5	5.0	0	0	5	0	0	0	0	5	5.0
Hourly Total	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**	**13.0**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**	**10.0**	**0**	**0**	**12**	**2**	**0**	**0**	**0**	**14**	**14.0**
TOTAL	**0**	**0**	**57**	**3**	**1**	**0**	**0**	**61**	**61.5**	**0**	**0**	**56**	**10**	**0**	**0**	**0**	**66**	**66.0**	**0**	**0**	**84**	**17**	**0**	**0**	**0**	**101**	**101.0**
15:30 - 15:45	0	0	20	1	0	0	0	21	21.0	0	0	10	0	0	0	0	10	10.0	0	0	11	1	0	0	0	12	12.0
15:45 - 16:00	0	0	7	0	0	0	0	7	7.0	0	0	3	1	0	0	0	4	4.0	0	0	13	1	0	0	0	14	14.0
Hourly Total	**0**	**0**	**27**	**1**	**0**	**0**	**0**	**28**	**28.0**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**	**14.0**	**0**	**0**	**24**	**2**	**0**	**0**	**0**	**26**	**26.0**
16:00 - 16:15	0	0	9	1	0	0	0	10	10.0	0	0	7	1	0	0	0	8	8.0	0	0	19	1	0	0	0	20	20.0
16:15 - 16:30	0	0	8	0	0	0	0	8	8.0	0	0	6	0	0	0	0	6	6.0	0	0	14	5	0	0	0	19	19.0
16:30 - 16:45	0	0	12	1	0	0	0	13	13.0	0	0	10	2	0	0	0	12	12.0	0	0	23	0	0	0	0	23	23.0
16:45 - 17:00	0	0	7	0	0	0	0	7	7.0	0	0	11	1	0	0	1	13	14.0	0	0	17	0	1	0	0	18	18.5
Hourly Total	**0**	**0**	**36**	**2**	**0**	**0**	**0**	**38**	**38.0**	**0**	**0**	**34**	**4**	**0**	**0**	**1**	**39**	**40.0**	**0**	**0**	**73**	**6**	**1**	**0**	**0**	**80**	**80.5**
17:00 - 17:15	0	0	8	1	0	0	0	9	9.0	0	0	11	1	0	0	0	12	12.0	0	1	26	0	0	0	0	27	26.4
17:15 - 17:30	0	0	9	1	0	0	0	10	10.0	0	0	8	0	0	0	0	8	8.0	0	0	46	1	0	0	0	47	47.0
17:30 - 17:45	0	0	8	4	0	0	0	12	12.0	0	0	6	0	0	0	0	6	6.0	0	0	24	0	0	0	0	24	24.0
17:45 - 18:00	0	0	3	1	0	0	0	4	4.0	0	0	12	1	0	0	0	13	13.0	0	0	15	0	0	0	0	15	15.0
Hourly Total	**0**	**0**	**28**	**7**	**0**	**0**	**0**	**35**	**35.0**	**0**	**0**	**37**	**2**	**0**	**0**	**0**	**39**	**39.0**	**0**	**1**	**111**	**1**	**0**	**0**	**0**	**113**	**112.4**
18:00 - 18:15	0	0	5	0	0	0	0	5	5.0	0	0	8	1	0	0	0	9	9.0	0	0	15	0	0	0	0	15	15.0
18:15 - 18:30	0	0	5	0	0	0	0	5	5.0	1	0	2	0	0	0	0	3	2.2	0	0	7	0	0	0	0	7	7.0
Hourly Total	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**	**10.0**	**1**	**0**	**10**	**1**	**0**	**0**	**0**	**12**	**11.2**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**22**	**22.0**
TOTAL	**0**	**0**	**101**	**10**	**0**	**0**	**0**	**111**	**111.0**	**1**	**0**	**94**	**8**	**0**	**0**	**1**	**104**	**104.2**	**0**	**1**	**230**	**9**	**1**	**0**	**0**	**241**	**240.9**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: E
Approach: Whalley Road South

	Left to Whitehalgh Lane									Ahead to Whalley Road (N)									Right to York Lane								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	6	0	0	0	0	**6**	**6.0**	0	1	47	7	2	2	0	**59**	**62.0**	0	0	4	1	0	0	0	**5**	**5.0**
07:45 - 08:00	0	0	3	1	0	0	0	**4**	**4.0**	0	0	52	11	1	1	2	**67**	**70.8**	0	0	10	4	0	0	0	**14**	**14.0**
Hourly Total	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**10.0**	**0**	**1**	**99**	**18**	**3**	**3**	**2**	**126**	**132.8**	**0**	**0**	**14**	**5**	**0**	**0**	**0**	**19**	**19.0**
08:00 - 08:15	0	0	5	1	0	0	0	**6**	**6.0**	0	0	74	10	0	0	3	**87**	**90.0**	0	0	6	2	0	0	0	**8**	**8.0**
08:15 - 08:30	0	0	6	0	0	0	0	**6**	**6.0**	1	0	88	10	3	2	1	**105**	**109.3**	0	0	5	0	0	0	0	**5**	**5.0**
08:30 - 08:45	0	0	7	0	0	0	0	**7**	**7.0**	0	0	95	8	2	0	1	**106**	**108.0**	0	0	11	0	0	0	0	**11**	**11.0**
08:45 - 09:00	0	0	3	1	0	0	0	**4**	**4.0**	0	0	65	6	2	0	1	**74**	**76.0**	0	0	18	0	0	0	0	**18**	**18.0**
Hourly Total	**0**	**0**	**21**	**2**	**0**	**0**	**0**	**23**	**23.0**	**1**	**0**	**322**	**34**	**7**	**2**	**6**	**372**	**383.3**	**0**	**0**	**40**	**2**	**0**	**0**	**0**	**42**	**42.0**
09:00 - 09:15	1	0	2	0	0	0	0	**3**	**2.2**	0	0	38	5	2	0	0	**45**	**46.0**	0	0	5	0	1	0	0	**6**	**6.5**
09:15 - 09:30	0	0	5	2	1	0	1	**9**	**10.5**	0	2	42	5	5	0	1	**55**	**57.3**	0	0	8	0	0	0	0	**8**	**8.0**
Hourly Total	**1**	**0**	**7**	**2**	**1**	**0**	**1**	**12**	**12.7**	**0**	**2**	**80**	**10**	**7**	**0**	**1**	**100**	**103.3**	**0**	**0**	**13**	**0**	**1**	**0**	**0**	**14**	**14.5**
TOTAL	**1**	**0**	**37**	**5**	**1**	**0**	**1**	**45**	**45.7**	**1**	**3**	**501**	**62**	**17**	**5**	**9**	**598**	**619.4**	**0**	**0**	**67**	**7**	**1**	**0**	**0**	**75**	**75.5**
15:30 - 15:45	0	0	9	2	0	0	0	**11**	**11.0**	1	0	66	5	0	0	0	**72**	**71.2**	0	0	6	0	0	0	0	**6**	**6.0**
15:45 - 16:00	0	0	5	2	0	0	0	**7**	**7.0**	0	1	66	11	1	0	1	**80**	**80.9**	0	0	5	0	0	0	0	**5**	**5.0**
Hourly Total	**0**	**0**	**14**	**4**	**0**	**0**	**0**	**18**	**18.0**	**1**	**1**	**132**	**16**	**1**	**0**	**1**	**152**	**152.1**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**11**	**11.0**
16:00 - 16:15	0	0	7	0	0	0	0	**7**	**7.0**	0	0	63	4	0	0	0	**67**	**67.0**	0	0	10	0	0	0	0	**10**	**10.0**
16:15 - 16:30	0	0	11	0	0	0	0	**11**	**11.0**	0	1	70	4	0	0	1	**76**	**76.4**	0	0	7	0	0	0	0	**7**	**7.0**
16:30 - 16:45	0	0	8	1	0	0	0	**9**	**9.0**	0	0	76	7	0	1	1	**85**	**87.3**	0	0	6	0	0	0	0	**6**	**6.0**
16:45 - 17:00	0	0	10	1	0	0	0	**11**	**11.0**	0	0	68	10	2	0	1	**81**	**83.0**	0	0	3	1	0	0	0	**4**	**4.0**
Hourly Total	**0**	**0**	**36**	**2**	**0**	**0**	**0**	**38**	**38.0**	**0**	**1**	**277**	**25**	**2**	**1**	**3**	**309**	**313.7**	**0**	**0**	**26**	**1**	**0**	**0**	**0**	**27**	**27.0**
17:00 - 17:15	0	0	6	0	0	0	0	**6**	**6.0**	0	0	78	12	0	0	1	**91**	**92.0**	0	0	10	1	0	0	0	**11**	**11.0**
17:15 - 17:30	0	0	7	0	0	0	0	**7**	**7.0**	1	0	81	7	1	0	0	**90**	**89.7**	0	0	5	3	0	0	0	**8**	**8.0**
17:30 - 17:45	0	0	9	0	0	0	0	**9**	**9.0**	0	0	83	6	0	0	0	**89**	**89.0**	0	0	1	2	0	0	0	**3**	**3.0**
17:45 - 18:00	0	0	4	1	0	0	0	**5**	**5.0**	0	0	85	5	0	0	1	**91**	**92.0**	0	0	5	0	0	0	0	**5**	**5.0**
Hourly Total	**0**	**0**	**26**	**1**	**0**	**0**	**0**	**27**	**27.0**	**1**	**0**	**327**	**30**	**1**	**0**	**2**	**361**	**362.7**	**0**	**0**	**21**	**6**	**0**	**0**	**0**	**27**	**27.0**
18:00 - 18:15	0	0	4	0	1	0	0	**5**	**5.5**	2	0	63	12	0	0	1	**78**	**77.4**	0	0	5	1	0	0	0	**6**	**6.0**
18:15 - 18:30	0	0	7	1	0	0	0	**8**	**8.0**	0	1	47	2	0	0	0	**50**	**49.4**	0	0	4	0	0	0	0	**4**	**4.0**
Hourly Total	**0**	**0**	**11**	**1**	**1**	**0**	**0**	**13**	**13.5**	**2**	**1**	**110**	**14**	**0**	**0**	**1**	**128**	**126.8**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**10.0**
TOTAL	**0**	**0**	**87**	**8**	**1**	**0**	**0**	**96**	**96.5**	**4**	**3**	**846**	**85**	**4**	**1**	**7**	**950**	**955.3**	**0**	**0**	**67**	**8**	**0**	**0**	**0**	**75**	**75.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Langho
Tuesday 15th October 2024
Junction: E
Approach: Whitehalgh Lane

	Left to Whalley Road (N)									Ahead to York Lane									Right to Whalley Road (S)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	2	0	0	0	0	2	2.0	0	0	12	0	0	0	0	12	12.0	0	0	5	2	0	0	0	7	7.0
07:45 - 08:00	0	0	1	0	0	0	0	1	1.0	0	0	19	4	0	0	0	23	23.0	0	0	3	1	0	0	0	4	4.0
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**	**0**	**0**	**31**	**4**	**0**	**0**	**0**	**35**	**35.0**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**11**	**11.0**
08:00 - 08:15	0	0	0	1	0	0	0	1	1.0	0	0	7	1	0	0	0	8	8.0	0	0	4	0	0	0	0	4	4.0
08:15 - 08:30	0	0	2	0	0	0	0	2	2.0	0	0	8	2	0	1	0	11	12.3	0	0	2	2	0	0	0	4	4.0
08:30 - 08:45	0	0	9	0	0	0	0	9	9.0	0	0	14	1	0	0	0	15	15.0	0	0	3	3	0	0	0	6	6.0
08:45 - 09:00	0	0	2	1	0	0	0	3	3.0	0	0	10	0	0	0	0	10	10.0	0	0	11	1	0	0	0	12	12.0
Hourly Total	**0**	**0**	**13**	**2**	**0**	**0**	**0**	**15**	**15.0**	**0**	**0**	**39**	**4**	**0**	**1**	**0**	**44**	**45.3**	**0**	**0**	**20**	**6**	**0**	**0**	**0**	**26**	**26.0**
09:00 - 09:15	0	0	5	0	0	0	0	5	5.0	0	0	3	0	0	0	0	3	3.0	0	0	4	0	0	0	0	4	4.0
09:15 - 09:30	0	0	2	0	0	0	0	2	2.0	0	0	6	1	0	0	1	8	9.0	0	0	5	1	0	0	0	6	6.0
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**7.0**	**0**	**0**	**9**	**1**	**0**	**0**	**1**	**11**	**12.0**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**10.0**
TOTAL	**0**	**0**	**23**	**2**	**0**	**0**	**0**	**25**	**25.0**	**0**	**0**	**79**	**9**	**0**	**1**	**1**	**90**	**92.3**	**0**	**0**	**37**	**10**	**0**	**0**	**0**	**47**	**47.0**
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0	0	0	11	0	0	0	0	11	11.0
15:45 - 16:00	0	0	3	0	0	0	0	3	3.0	0	1	5	1	0	0	0	7	6.4	0	0	9	1	0	0	0	10	10.0
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**	**0**	**1**	**7**	**1**	**0**	**0**	**0**	**9**	**8.4**	**0**	**0**	**20**	**1**	**0**	**0**	**0**	**21**	**21.0**
16:00 - 16:15	0	0	5	0	0	0	0	5	5.0	0	0	7	3	0	0	0	10	10.0	0	0	4	2	0	0	0	6	6.0
16:15 - 16:30	0	0	3	0	0	0	0	3	3.0	0	0	3	2	0	0	0	5	5.0	0	0	7	0	0	0	0	7	7.0
16:30 - 16:45	0	0	5	0	0	0	0	5	5.0	0	0	10	1	0	0	0	11	11.0	0	0	5	0	0	0	0	5	5.0
16:45 - 17:00	0	0	4	0	0	0	0	4	4.0	0	1	7	2	0	0	1	11	11.4	0	0	9	1	0	0	0	10	10.0
Hourly Total	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**17**	**17.0**	**0**	**1**	**27**	**8**	**0**	**0**	**1**	**37**	**37.4**	**0**	**0**	**25**	**3**	**0**	**0**	**0**	**28**	**28.0**
17:00 - 17:15	0	0	1	0	0	0	0	1	1.0	0	1	9	0	0	0	0	10	9.4	0	0	8	2	0	0	0	10	10.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	7	0	0	0	0	7	7.0	0	0	5	0	0	0	0	5	5.0
17:30 - 17:45	0	0	2	0	0	0	0	2	2.0	0	0	6	0	0	0	0	6	6.0	0	0	7	1	0	0	0	8	8.0
17:45 - 18:00	0	0	4	0	0	0	0	4	4.0	0	0	14	1	0	0	0	15	15.0	0	0	4	1	0	0	0	5	5.0
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**7.0**	**0**	**1**	**36**	**1**	**0**	**0**	**0**	**38**	**37.4**	**0**	**0**	**24**	**4**	**0**	**0**	**0**	**28**	**28.0**
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	0	0	11	1	0	0	0	12	12.0	0	0	5	1	0	0	0	6	6.0
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0	0	0	9	0	0	0	0	9	9.0
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**4.0**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**13.0**	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**15**	**15.0**
TOTAL	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**31**	**31.0**	**0**	**3**	**82**	**11**	**0**	**0**	**1**	**97**	**96.2**	**0**	**0**	**83**	**9**	**0**	**0**	**0**	**92**	**92.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Langho Queues, Tuesday 15th October 2024

Produced by Road Data Services Ltd.

Lane is nearside lane
* Queue behind the flared lanes

	A59 (East)	Whalley Road		A666			A59 (West)	
Time	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2	* Single	Lane 1	Lane 2
7:30 - 7:31	0	0	0	0	0	0	0	0
7:31 - 7:32	0	0	0	0	4	1	0	0
7:32 - 7:33	0	0	0	3	1	0	6	0
7:33 - 7:34	0	0	0	0	0	0	0	0
7:34 - 7:35	0	0	0	0	1	0	0	1
7:35 - 7:36	0	0	0	0	0	0	0	0
7:36 - 7:37	0	0	0	0	0	0	0	0
7:37 - 7:38	0	0	0	2	2	0	1	1
7:38 - 7:39	0	0	0	0	0	0	0	0
7:39 - 7:40	0	12	0	1	0	0	1	0
7:40 - 7:41	0	4	0	1	1	0	0	0
7:41 - 7:42	0	0	0	1	2	0	0	0
7:42 - 7:43	0	0	0	1	0	0	0	0
7:43 - 7:44	0	0	0	1	1	0	0	0
7:44 - 7:45	0	0	0	3	0	0	0	0
7:45 - 7:46	0	0	0	0	0	0	0	0
7:46 - 7:47	0	0	0	1	0	0	0	3
7:47 - 7:48	0	2	0	1	0	0	0	1
7:48 - 7:49	0	0	0	0	0	0	0	0
7:49 - 7:50	0	0	0	0	0	0	0	0
7:50 - 7:51	0	4	0	1	0	0	0	0
7:51 - 7:52	0	8	0	0	0	0	0	0
7:52 - 7:53	0	0	0	0	0	0	0	0
7:53 - 7:54	2	1	0	0	1	0	0	3
7:54 - 7:55	2	0	0	0	0	0	0	0
7:55 - 7:56	0	0	0	4	0	2	0	0
7:56 - 7:57	0	0	0	4	3	2	5	1
7:57 - 7:58	0	0	0	4	1	0	0	1
7:58 - 7:59	0	0	0	0	0	0	0	0
7:59 - 8:00	0	3	0	0	0	0	0	0
8:00 - 8:01	1	2	0	0	4	2	1	4
8:01 - 8:02	9	0	0	0	0	0	0	0
8:02 - 8:03	0	0	0	4	0	3	0	0
8:03 - 8:04	0	0	0	1	4	4	0	0
8:04 - 8:05	2	3	0	0	0	0	0	0
8:05 - 8:06	1	0	0	0	1	0	0	0
8:06 - 8:07	0	0	0	2	3	0	5	1
8:07 - 8:08	6	3	0	0	0	0	0	0
8:08 - 8:09	0	0	0	4	3	5	0	0
8:09 - 8:10	0	0	0	0	0	0	0	0
8:10 - 8:11	0	0	0	0	0	0	3	0
8:11 - 8:12	0	2	0	4	0	5	0	0
8:12 - 8:13	0	3	0	2	0	0	0	0
8:13 - 8:14	0	0	0	4	1	1	8	0
8:14 - 8:15	0	0	0	0	0	0	0	0
8:15 - 8:16	0	1	1	1	0	0	1	0
8:16 - 8:17	0	0	0	1	1	0	0	0
8:17 - 8:18	0	4	0	0	0	0	0	0
8:18 - 8:19	0	0	0	0	0	0	0	0
8:19 - 8:20	0	7	0	3	0	0	3	3
8:20 - 8:21	0	6	0	4	0	3	0	0
8:21 - 8:22	0	3	0	4	0	5	0	1
8:22 - 8:23	2	9	0	1	2	0	0	0
8:23 - 8:24	0	0	0	4	2	4	0	0
8:24 - 8:25	0	0	0	2	0	0	0	0
8:25 - 8:26	0	0	0	0	0	0	2	0
8:26 - 8:27	5	0	0	4	0	2	0	0
8:27 - 8:28	1	0	0	0	0	0	2	1
8:28 - 8:29	0	3	0	2	0	0	0	0
8:29 - 8:30	0	0	0	0	0	0	0	0
8:30 - 8:31	8	7	0	0	0	0	4	1
8:31 - 8:32	0	0	0	4	0	2	2	3
8:32 - 8:33	0	1	0	2	2	0	0	1
8:33 - 8:34	0	0	0	0	0	0	3	4
8:34 - 8:35	10	0	0	1	0	0	0	0
8:35 - 8:36	0	0	0	0	2	0	0	0
8:36 - 8:37	4	6	0	0	4	8	0	0
8:37 - 8:38	0	0	0	0	4	9	3	0
8:38 - 8:39	1	0	0	0	3	0	0	1
8:39 - 8:40	6	4	0	4	0	0	0	0
8:40 - 8:41	0	6	0	0	1	0	0	4
8:41 - 8:42	0	3	0	0	1	0	0	1
8:42 - 8:43	7	0	0	4	0	1	0	0
8:43 - 8:44	0	4	0	0	3	0	0	0
8:44 - 8:45	0	0	0	0	0	0	2	1
8:45 - 8:46	0	0	0	1	3	0	0	0
8:46 - 8:47	0	3	1	1	2	0	3	3
8:47 - 8:48	9	0	0	0	4	0	0	0
8:48 - 8:49	0	0	0	0	0	0	3	0
8:49 - 8:50	0	0	0	1	2	0	1	2
8:50 - 8:51	12	12	0	0	4	9	0	0
8:51 - 8:52	0	15	0	0	4	11	5	1
8:52 - 8:53	0	21	0	1	4	1	2	1
8:53 - 8:54	9	22	0	0	0	0	0	0
8:54 - 8:55	0	25	0	0	4	6	0	1
8:55 - 8:56	0	25	0	1	0	0	0	0
8:56 - 8:57	0	22	0	1	0	0	0	0
8:57 - 8:58	0	20	0	1	1	0	3	0
8:58 - 8:59	0	21	0	4	2	6	0	0
8:59 - 9:00	0	20	0	0	4	7	0	0
9:00 - 9:01	2	0	0	0	4	10	2	0
9:01 - 9:02	0	2	1	0	4	2	0	0
9:02 - 9:03	0	3	0	0	0	0	0	0
9:03 - 9:04	0	0	0	0	0	0	0	0
9:04 - 9:05	3	0	0	0	0	0	0	0
9:05 - 9:06	0	0	0	4	0	1	0	0
9:06 - 9:07	0	2	0	0	0	0	0	0
9:07 - 9:08	0	0	0	0	1	0	0	0
9:08 - 9:09	0	1	0	0	1	0	0	0
9:09 - 9:10	0	3	0	0	0	0	0	0
9:10 - 9:11	0	0	0	0	0	0	0	0
9:11 - 9:12	0	5	0	1	0	0	0	0
9:12 - 9:13	0	0	0	1	0	0	0	0
9:13 - 9:14	0	0	0	0	0	0	0	0
9:14 - 9:15	0	0	0	2	2	0	1	0
9:15 - 9:16	0	0	0	0	0	0	0	0
9:16 - 9:17	0	0	0	1	0	0	0	0
9:17 - 9:18	0	0	0	1	1	0	0	0
9:18 - 9:19	5	0	0	0	0	0	1	0
9:19 - 9:20	0	0	0	0	0	0	0	0
9:20 - 9:21	0	0	0	0	0	0	0	0
9:21 - 9:22	3	0	0	0	0	0	1	0
9:22 - 9:23	0	0	0	0	0	0	0	0
9:23 - 9:24	9	0	0	0	0	0	0	0
9:24 - 9:25	0	0	0	0	0	0	0	0
9:25 - 9:26	0	0	0	0	0	0	0	0
9:26 - 9:27	0	0	0	1	0	0	0	0
9:27 - 9:28	0	0	0	2	0	0	0	0
9:28 - 9:29	0	0	0	0	0	0	0	0
9:29 - 9:30	0	0	0	0	0	0	1	0
15:30 - 15:31	5	0	0	0	4	2	0	0
15:31 - 15:32	0	0	0	0	4	2	0	1
15:32 - 15:33	0	0	0	0	1	0	0	0
15:33 - 15:34	11	0	0	0	4	4	5	0
15:34 - 15:35	13	6	0	1	4	0	1	1
15:35 - 15:36	0	0	0	4	2	0	0	0
15:36 - 15:37	0	0	0	0	4	2	0	0
15:37 - 15:38	0	0	0	0	4	1	0	0
15:38 - 15:39	0	0	0	0	0	0	0	0
15:39 - 15:40	0	0	0	0	0	0	0	0
15:40 - 15:41	0	0	0	1	2	0	0	0
15:41 - 15:42	0	12	0	0	1	0	0	0
15:42 - 15:43	0	11	0	0	1	0	0	0
15:43 - 15:44	1	0	0	1	0	0	0	0
15:44 - 15:45	0	4	0	0	0	0	0	0
15:45 - 15:46	0	0	0	0	0	0	0	1
15:46 - 15:47	0	2	0	1	0	0	0	0
15:47 - 15:48	0	0	0	0	0	0	0	0
15:48 - 15:49	0	0	0	0	4	1	5	0
15:49 - 15:50	0	0	0	0	1	0	1	0
15:50 - 15:51	0	0	0	0	4	5	1	1
15:51 - 15:52	0	7	0	0	0	0	0	0
15:52 - 15:53	0	0	0	0	0	0	0	0
15:53 - 15:54	0	0	0	0	2	0	0	0
15:54 - 15:55	0	0	0	0	0	0	4	0
15:55 - 15:56	7	1	1	1	1	0	1	0
15:56 - 15:57	0	0	0	0	0	0	5	0
15:57 - 15:58	0	0	0	0	0	0	0	0

15:58 - 15:59	0	2	0	0	0	0	0	0
15:59 - 16:00	0	0	0	0	0	0	0	0
16:00 - 16:01	0	0	0	0	0	0	0	0
16:01 - 16:02	0	0	0	3	0	0	0	0
16:02 - 16:03	1	0	0	0	0	0	2	0
16:03 - 16:04	6	4	0	0	0	0	0	0
16:04 - 16:05	0	0	0	3	0	0	0	1
16:05 - 16:06	0	0	0	0	0	0	2	1
16:06 - 16:07	3	1	0	0	0	0	0	0
16:07 - 16:08	0	0	0	0	1	0	0	1
16:08 - 16:09	0	2	0	2	0	0	0	0
16:09 - 16:10	0	6	0	2	2	0	0	0
16:10 - 16:11	0	0	0	0	1	0	0	0
16:11 - 16:12	0	0	0	0	0	0	0	1
16:12 - 16:13	0	0	0	4	0	1	0	1
16:13 - 16:14	2	0	0	0	0	0	0	0
16:14 - 16:15	4	0	0	0	0	0	0	0
16:15 - 16:16	0	0	0	0	3	0	2	0
16:16 - 16:17	0	0	0	0	0	0	0	1
16:17 - 16:18	0	0	0	0	0	0	0	0
16:18 - 16:19	2	0	0	0	0	0	0	0
16:19 - 16:20	0	1	0	0	0	0	0	0
16:20 - 16:21	16	0	0	0	0	0	0	0
16:21 - 16:22	0	7	0	0	1	0	0	0
16:22 - 16:23	0	5	1	0	0	0	7	1
16:23 - 16:24	0	3	0	0	4	1	2	0
16:24 - 16:25	0	2	0	1	0	0	1	1
16:25 - 16:26	0	0	0	0	1	0	1	0
16:26 - 16:27	0	6	0	0	0	0	0	0
16:27 - 16:28	3	0	0	2	1	0	0	0
16:28 - 16:29	0	0	0	0	2	0	0	0
16:29 - 16:30	0	0	0	0	0	0	0	0
16:30 - 16:31	0	2	0	0	0	0	0	0
16:31 - 16:32	0	0	0	0	0	0	0	0
16:32 - 16:33	0	0	0	0	4	2	5	2
16:33 - 16:34	0	0	0	0	0	0	0	0
16:34 - 16:35	0	0	0	0	2	0	3	0
16:35 - 16:36	3	0	0	0	1	0	0	0
16:36 - 16:37	0	0	0	1	4	0	0	0
16:37 - 16:38	0	0	0	0	4	4	0	0
16:38 - 16:39	4	0	0	0	0	0	0	0
16:39 - 16:40	0	0	0	0	0	0	4	0
16:40 - 16:41	0	6	0	0	0	0	4	0
16:41 - 16:42	0	0	0	0	0	0	2	1
16:42 - 16:43	0	8	0	0	4	1	1	0
16:43 - 16:44	0	11	0	3	0	0	0	0
16:44 - 16:45	0	5	0	1	4	0	1	0
16:45 - 16:46	0	2	1	0	0	0	0	0
16:46 - 16:47	0	0	0	4	1	2	0	0
16:47 - 16:48	0	0	0	0	0	0	0	0
16:48 - 16:49	0	0	0	1	0	0	0	0
16:49 - 16:50	4	2	0	0	0	0	0	0
16:50 - 16:51	0	0	0	0	0	0	0	0
16:51 - 16:52	0	0	0	0	0	0	0	0
16:52 - 16:53	0	0	0	0	1	0	2	1
16:53 - 16:54	2	0	0	0	0	0	0	0
16:54 - 16:55	0	0	0	0	0	0	2	0
16:55 - 16:56	0	3	1	0	0	0	0	0
16:56 - 16:57	0	0	0	1	0	0	2	0
16:57 - 16:58	5	0	0	0	1	0	1	1
16:58 - 16:59	0	0	0	3	1	0	0	0
16:59 - 17:00	0	0	0	0	0	0	0	0
17:00 - 17:01	0	12	0	4	0	2	4	2
17:01 - 17:02	0	0	0	1	0	0	0	0
17:02 - 17:03	0	0	0	4	2	4	0	2
17:03 - 17:04	0	4	0	3	0	0	0	1
17:04 - 17:05	1	0	0	0	0	0	0	0
17:05 - 17:06	0	0	0	0	0	0	1	1
17:06 - 17:07	0	0	0	0	1	0	0	0
17:07 - 17:08	2	0	0	4	0	0	11	2
17:08 - 17:09	0	0	0	0	0	0	5	1
17:09 - 17:10	0	0	0	0	0	0	2	0
17:10 - 17:11	2	0	0	4	0	0	0	1
17:11 - 17:12	0	0	0	4	3	1	0	0
17:12 - 17:13	0	2	0	0	2	0	2	1
17:13 - 17:14	0	0	0	1	1	0	0	0
17:14 - 17:15	0	3	0	4	0	2	0	0
17:15 - 17:16	16	0	0	4	0	0	0	0
17:16 - 17:17	2	3	0	2	3	0	1	0
17:17 - 17:18	0	0	0	4	1	5	0	0
17:18 - 17:19	0	0	0	0	0	0	0	0
17:19 - 17:20	0	0	0	0	0	0	1	0
17:20 - 17:21	0	0	0	0	1	0	0	0
17:21 - 17:22	0	4	0	2	3	0	0	1
17:22 - 17:23	0	0	0	3	0	0	0	0
17:23 - 17:24	0	0	0	2	0	0	0	0
17:24 - 17:25	0	0	0	0	4	2	0	0
17:25 - 17:26	0	0	0	2	4	1	2	0
17:26 - 17:27	0	0	0	2	0	0	0	0
17:27 - 17:28	0	3	0	0	2	0	0	0
17:28 - 17:29	0	0	0	0	0	0	0	0
17:29 - 17:30	0	0	0	1	4	2	0	0
17:30 - 17:31	2	0	0	0	0	0	0	0
17:31 - 17:32	0	0	0	3	0	0	15	1
17:32 - 17:33	0	0	0	0	0	0	0	0
17:33 - 17:34	8	0	0	0	0	0	0	0
17:34 - 17:35	0	0	0	0	1	0	0	0
17:35 - 17:36	0	0	0	0	1	0	0	0
17:36 - 17:37	1	0	0	0	0	0	4	0
17:37 - 17:38	0	0	0	0	0	0	1	1
17:38 - 17:39	0	0	0	0	4	1	0	1
17:39 - 17:40	0	0	0	0	0	0	2	1
17:40 - 17:41	0	0	0	1	0	0	0	0
17:41 - 17:42	3	0	0	0	1	0	4	1
17:42 - 17:43	2	0	0	0	4	4	0	0
17:43 - 17:44	0	0	0	0	4	3	0	0
17:44 - 17:45	0	0	0	1	0	0	0	0
17:45 - 17:46	0	0	0	1	0	0	0	0
17:46 - 17:47	0	0	0	0	0	0	0	0
17:47 - 17:48	4	0	0	0	2	0	0	0
17:48 - 17:49	0	0	0	0	0	0	0	0
17:49 - 17:50	0	0	0	0	1	0	1	0
17:50 - 17:51	0	0	0	0	0	0	0	0
17:51 - 17:52	0	0	0	0	0	0	1	0
17:52 - 17:53	0	0	0	0	0	0	9	1
17:53 - 17:54	0	0	0	0	0	0	1	0
17:54 - 17:55	0	0	0	1	0	0	0	0
17:55 - 17:56	0	0	0	0	4	3	0	0
17:56 - 17:57	0	0	0	0	2	0	0	0
17:57 - 17:58	0	0	0	0	0	0	0	0
17:58 - 17:59	0	0	0	0	0	0	4	0
17:59 - 18:00	0	0	0	1	0	0	1	0
18:00 - 18:01	0	0	0	0	0	0	3	0
18:01 - 18:02	0	0	0	0	4	4	0	0
18:02 - 18:03	0	0	0	0	0	0	0	0
18:03 - 18:04	0	0	0	0	0	0	0	0
18:04 - 18:05	0	0	0	4	0	1	0	0
18:05 - 18:06	0	0	0	0	0	0	1	0
18:06 - 18:07	0	0	0	0	0	0	0	0
18:07 - 18:08	0	0	0	0	2	0	2	0
18:08 - 18:09	0	0	0	0	0	0	0	0
18:09 - 18:10	0	0	0	0	0	0	0	0
18:10 - 18:11	0	2	1	0	0	0	0	0
18:11 - 18:12	0	0	0	0	0	0	0	0
18:12 - 18:13	0	0	0	0	4	4	2	1
18:13 - 18:14	0	0	0	0	0	0	1	0
18:14 - 18:15	0	0	0	0	4	0	0	0
18:15 - 18:16	0	0	0	0	0	0	0	0
18:16 - 18:17	0	0	0	0	0	0	0	0
18:17 - 18:18	0	0	0	0	0	0	2	0
18:18 - 18:19	0	0	0	0	0	0	0	0
18:19 - 18:20	0	0	0	0	0	0	1	0
18:20 - 18:21	0	0	0	1	1	0	1	1
18:21 - 18:22	0	3	0	0	0	0	0	0
18:22 - 18:23	0	0	0	0	0	0	0	0
18:23 - 18:24	0	0	0	0	0	0	0	0
18:24 - 18:25	0	0	0	0	0	0	0	0
18:25 - 18:26	0	0	0	0	0	0	0	0
18:26 - 18:27	0	0	0	0	0	0	0	0
18:27 - 18:28	0	0	0	0	0	0	0	0
18:28 - 18:29	0	0	0	0	0	0	1	0
18:29 - 18:30	0	0	0	0	0	0	0	0

Queues are spot Queues each minute

Langho Queues, Tuesday 15th October 2024

Produced by Road Data Services Ltd.

	Northcote Road	A59 (East)
Time	Lane 1	Right Turn
7:30 - 7:31	0	0
7:31 - 7:32	0	0
7:32 - 7:33	2	0
7:33 - 7:34	1	0
7:34 - 7:35	0	0
7:35 - 7:36	2	0
7:36 - 7:37	0	0
7:37 - 7:38	1	0
7:38 - 7:39	0	0
7:39 - 7:40	0	0
7:40 - 7:41	0	0
7:41 - 7:42	0	0
7:42 - 7:43	0	0
7:43 - 7:44	0	0
7:44 - 7:45	1	2
7:45 - 7:46	0	0
7:46 - 7:47	0	0
7:47 - 7:48	0	0
7:48 - 7:49	2	0
7:49 - 7:50	1	0
7:50 - 7:51	0	0
7:51 - 7:52	0	0
7:52 - 7:53	0	0
7:53 - 7:54	1	0
7:54 - 7:55	1	0
7:55 - 7:56	0	0
7:56 - 7:57	0	0
7:57 - 7:58	1	0
7:58 - 7:59	0	0
7:59 - 8:00	0	0
8:00 - 8:01	2	0
8:01 - 8:02	1	1
8:02 - 8:03	0	0
8:03 - 8:04	0	0
8:04 - 8:05	0	0
8:05 - 8:06	0	1
8:06 - 8:07	1	1
8:07 - 8:08	0	0
8:08 - 8:09	4	0
8:09 - 8:10	2	0
8:10 - 8:11	0	0
8:11 - 8:12	0	0
8:12 - 8:13	0	0
8:13 - 8:14	1	1
8:14 - 8:15	0	1
8:15 - 8:16	3	0
8:16 - 8:17	0	0
8:17 - 8:18	3	0
8:18 - 8:19	0	0
8:19 - 8:20	6	0
8:20 - 8:21	4	1
8:21 - 8:22	1	0
8:22 - 8:23	0	0
8:23 - 8:24	0	0
8:24 - 8:25	0	0
8:25 - 8:26	0	0
8:26 - 8:27	0	0
8:27 - 8:28	0	0
8:28 - 8:29	0	0
8:29 - 8:30	0	0
8:30 - 8:31	2	0
8:31 - 8:32	0	0
8:32 - 8:33	0	0
8:33 - 8:34	1	0
8:34 - 8:35	1	0
8:35 - 8:36	0	0
8:36 - 8:37	0	1
8:37 - 8:38	0	0
8:38 - 8:39	3	0
8:39 - 8:40	4	0
8:40 - 8:41	0	0
8:41 - 8:42	4	2
8:42 - 8:43	4	0
8:43 - 8:44	1	0
8:44 - 8:45	0	0
8:45 - 8:46	4	1
8:46 - 8:47	8	0
8:47 - 8:48	5	0
8:48 - 8:49	0	0
8:49 - 8:50	0	0
8:50 - 8:51	1	1
8:51 - 8:52	2	0
8:52 - 8:53	0	0
8:53 - 8:54	0	0
8:54 - 8:55	0	0
8:55 - 8:56	2	0
8:56 - 8:57	1	0
8:57 - 8:58	1	2
8:58 - 8:59	0	0
8:59 - 9:00	0	0
9:00 - 9:01	0	1
9:01 - 9:02	0	0
9:02 - 9:03	1	2
9:03 - 9:04	1	0
9:04 - 9:05	1	0
9:05 - 9:06	0	0
9:06 - 9:07	0	0
9:07 - 9:08	0	0
9:08 - 9:09	0	0
9:09 - 9:10	0	0
9:10 - 9:11	2	2
9:11 - 9:12	0	0
9:12 - 9:13	0	0
9:13 - 9:14	0	0
9:14 - 9:15	0	0
9:15 - 9:16	2	0
9:16 - 9:17	1	0
9:17 - 9:18	0	0
9:18 - 9:19	0	0
9:19 - 9:20	0	0
9:20 - 9:21	0	0
9:21 - 9:22	0	0
9:22 - 9:23	0	1
9:23 - 9:24	0	0
9:24 - 9:25	1	0
9:25 - 9:26	0	0
9:26 - 9:27	0	0
9:27 - 9:28	0	1
9:28 - 9:29	0	0
9:29 - 9:30	0	0
15:30 - 15:31	0	0
15:31 - 15:32	0	0
15:32 - 15:33	0	0
15:33 - 15:34	2	0
15:34 - 15:35	0	0
15:35 - 15:36	0	0
15:36 - 15:37	0	0
15:37 - 15:38	1	0
15:38 - 15:39	0	0
15:39 - 15:40	0	0
15:40 - 15:41	0	0
15:41 - 15:42	0	0
15:42 - 15:43	0	0
15:43 - 15:44	0	0
15:44 - 15:45	2	0
15:45 - 15:46	0	0
15:46 - 15:47	0	0
15:47 - 15:48	0	0
15:48 - 15:49	0	3
15:49 - 15:50	0	0
15:50 - 15:51	0	0
15:51 - 15:52	1	0
15:52 - 15:53	0	0
15:53 - 15:54	0	0
15:54 - 15:55	0	0
15:55 - 15:56	0	0
15:56 - 15:57	0	2
15:57 - 15:58	0	0

15:58	-	15:59	0	0
15:59	-	16:00	0	0
16:00	-	16:01	0	0
16:01	-	16:02	0	0
16:02	-	16:03	0	1
16:03	-	16:04	0	0
16:04	-	16:05	0	2
16:05	-	16:06	0	0
16:06	-	16:07	0	0
16:07	-	16:08	0	1
16:08	-	16:09	1	0
16:09	-	16:10	0	0
16:10	-	16:11	2	0
16:11	-	16:12	0	0
16:12	-	16:13	0	0
16:13	-	16:14	0	0
16:14	-	16:15	0	0
16:15	-	16:16	0	0
16:16	-	16:17	0	0
16:17	-	16:18	0	0
16:18	-	16:19	0	0
16:19	-	16:20	0	0
16:20	-	16:21	1	0
16:21	-	16:22	1	0
16:22	-	16:23	1	1
16:23	-	16:24	0	0
16:24	-	16:25	0	0
16:25	-	16:26	2	0
16:26	-	16:27	0	0
16:27	-	16:28	0	0
16:28	-	16:29	1	0
16:29	-	16:30	0	0
16:30	-	16:31	0	0
16:31	-	16:32	1	0
16:32	-	16:33	2	2
16:33	-	16:34	0	1
16:34	-	16:35	0	0
16:35	-	16:36	0	0
16:36	-	16:37	1	0
16:37	-	16:38	0	1
16:38	-	16:39	1	0
16:39	-	16:40	2	0
16:40	-	16:41	1	0
16:41	-	16:42	0	1
16:42	-	16:43	0	0
16:43	-	16:44	0	0
16:44	-	16:45	2	1
16:45	-	16:46	0	0
16:46	-	16:47	0	0
16:47	-	16:48	0	0
16:48	-	16:49	3	0
16:49	-	16:50	1	0
16:50	-	16:51	0	0
16:51	-	16:52	1	1
16:52	-	16:53	1	0
16:53	-	16:54	1	0
16:54	-	16:55	0	0
16:55	-	16:56	1	0
16:56	-	16:57	4	0
16:57	-	16:58	2	1
16:58	-	16:59	1	0
16:59	-	17:00	1	0
17:00	-	17:01	1	1
17:01	-	17:02	2	1
17:02	-	17:03	1	0
17:03	-	17:04	0	0
17:04	-	17:05	0	0
17:05	-	17:06	0	0
17:06	-	17:07	0	0
17:07	-	17:08	4	2
17:08	-	17:09	2	1
17:09	-	17:10	1	0
17:10	-	17:11	0	0
17:11	-	17:12	0	2
17:12	-	17:13	0	0
17:13	-	17:14	2	1
17:14	-	17:15	3	0
17:15	-	17:16	5	0
17:16	-	17:17	2	0
17:17	-	17:18	0	3
17:18	-	17:19	0	0
17:19	-	17:20	0	0
17:20	-	17:21	0	0
17:21	-	17:22	0	0
17:22	-	17:23	0	0
17:23	-	17:24	0	1
17:24	-	17:25	0	1
17:25	-	17:26	0	0
17:26	-	17:27	1	0
17:27	-	17:28	0	0
17:28	-	17:29	0	0
17:29	-	17:30	0	3
17:30	-	17:31	0	0
17:31	-	17:32	1	2
17:32	-	17:33	1	1
17:33	-	17:34	0	0
17:34	-	17:35	0	0
17:35	-	17:36	1	2
17:36	-	17:37	0	3
17:37	-	17:38	0	0
17:38	-	17:39	0	0
17:39	-	17:40	0	0
17:40	-	17:41	4	1
17:41	-	17:42	0	0
17:42	-	17:43	0	2
17:43	-	17:44	3	2
17:44	-	17:45	0	0
17:45	-	17:46	1	0
17:46	-	17:47	0	0
17:47	-	17:48	0	2
17:48	-	17:49	0	0
17:49	-	17:50	0	0
17:50	-	17:51	0	0
17:51	-	17:52	2	0
17:52	-	17:53	0	0
17:53	-	17:54	0	0
17:54	-	17:55	0	1
17:55	-	17:56	0	0
17:56	-	17:57	0	0
17:57	-	17:58	1	0
17:58	-	17:59	0	0
17:59	-	18:00	0	0
18:00	-	18:01	0	0
18:01	-	18:02	0	0
18:02	-	18:03	0	0
18:03	-	18:04	0	1
18:04	-	18:05	0	0
18:05	-	18:06	0	0
18:06	-	18:07	0	0
18:07	-	18:08	1	0
18:08	-	18:09	0	0
18:09	-	18:10	0	0
18:10	-	18:11	0	0
18:11	-	18:12	0	0
18:12	-	18:13	1	1
18:13	-	18:14	1	0
18:14	-	18:15	0	0
18:15	-	18:16	1	0
18:16	-	18:17	0	0
18:17	-	18:18	1	0
18:18	-	18:19	0	0
18:19	-	18:20	1	0
18:20	-	18:21	0	0
18:21	-	18:22	1	0
18:22	-	18:23	0	0
18:23	-	18:24	1	0
18:24	-	18:25	1	0
18:25	-	18:26	0	0
18:26	-	18:27	0	0
18:27	-	18:28	0	0
18:28	-	18:29	2	0
18:29	-	18:30	1	0

Queues are spot queues each minute

Langho Queues, Tuesday 15th October 2024

Produced by Road Data Services Ltd.

	Chapel Lane	A59 (East)	Whitehalgh Lane	A59 (West)
Time	Lane 1	Right Turn	Lane 1	Right Turn
7:30 - 7:31	2	0	0	0
7:31 - 7:32	0	0	2	0
7:32 - 7:33	0	0	0	0
7:33 - 7:34	0	0	1	0
7:34 - 7:35	0	0	3	0
7:35 - 7:36	2	0	2	1
7:36 - 7:37	2	0	0	0
7:37 - 7:38	0	0	0	0
7:38 - 7:39	1	0	0	0
7:39 - 7:40	0	0	0	0
7:40 - 7:41	1	0	0	0
7:41 - 7:42	2	0	1	0
7:42 - 7:43	2	0	0	0
7:43 - 7:44	2	0	2	0
7:44 - 7:45	0	0	0	3
7:45 - 7:46	0	0	0	0
7:46 - 7:47	0	0	0	1
7:47 - 7:48	1	0	0	0
7:48 - 7:49	0	0	0	0
7:49 - 7:50	1	0	2	0
7:50 - 7:51	4	0	1	0
7:51 - 7:52	0	0	0	1
7:52 - 7:53	0	0	0	0
7:53 - 7:54	1	0	0	3
7:54 - 7:55	0	0	0	0
7:55 - 7:56	0	0	1	0
7:56 - 7:57	2	0	0	0
7:57 - 7:58	0	0	0	2
7:58 - 7:59	3	0	0	0
7:59 - 8:00	0	0	0	0
8:00 - 8:01	1	0	2	0
8:01 - 8:02	1	0	0	0
8:02 - 8:03	0	0	0	0
8:03 - 8:04	4	0	1	0
8:04 - 8:05	3	0	0	0
8:05 - 8:06	1	0	0	0
8:06 - 8:07	1	0	0	0
8:07 - 8:08	3	0	0	0
8:08 - 8:09	0	0	0	0
8:09 - 8:10	0	0	0	0
8:10 - 8:11	0	0	0	0
8:11 - 8:12	0	0	1	0
8:12 - 8:13	2	0	0	0
8:13 - 8:14	1	0	1	0
8:14 - 8:15	0	0	1	0
8:15 - 8:16	1	0	0	1
8:16 - 8:17	0	0	0	0
8:17 - 8:18	0	0	0	0
8:18 - 8:19	0	0	0	0
8:19 - 8:20	1	0	0	0
8:20 - 8:21	1	0	0	2
8:21 - 8:22	1	0	0	0
8:22 - 8:23	0	0	1	0
8:23 - 8:24	0	0	0	0
8:24 - 8:25	1	0	0	1
8:25 - 8:26	0	0	1	0
8:26 - 8:27	0	0	0	0
8:27 - 8:28	0	0	2	0
8:28 - 8:29	0	0	0	0
8:29 - 8:30	1	0	0	0
8:30 - 8:31	0	0	0	0
8:31 - 8:32	0	0	2	0
8:32 - 8:33	2	0	0	0
8:33 - 8:34	0	0	0	0
8:34 - 8:35	0	0	0	0
8:35 - 8:36	1	0	1	0
8:36 - 8:37	1	0	0	0
8:37 - 8:38	0	0	1	0
8:38 - 8:39	0	0	1	0
8:39 - 8:40	0	0	0	0
8:40 - 8:41	1	0	0	0
8:41 - 8:42	1	0	0	0
8:42 - 8:43	0	0	0	0
8:43 - 8:44	0	0	0	0
8:44 - 8:45	0	0	0	0
8:45 - 8:46	0	0	0	0
8:46 - 8:47	0	0	0	0
8:47 - 8:48	0	0	0	0
8:48 - 8:49	1	0	0	0
8:49 - 8:50	0	0	0	0
8:50 - 8:51	1	0	0	0
8:51 - 8:52	0	0	2	0
8:52 - 8:53	0	0	1	1
8:53 - 8:54	0	0	3	0
8:54 - 8:55	2	1	2	0
8:55 - 8:56	0	0	1	0
8:56 - 8:57	1	0	1	0
8:57 - 8:58	1	0	0	0
8:58 - 8:59	0	0	0	0
8:59 - 9:00	0	0	0	0
9:00 - 9:01	0	0	0	0
9:01 - 9:02	0	0	1	0
9:02 - 9:03	1	0	0	0
9:03 - 9:04	1	0	1	0
9:04 - 9:05	1	0	0	0
9:05 - 9:06	0	0	0	0
9:06 - 9:07	2	0	0	0
9:07 - 9:08	0	0	0	0
9:08 - 9:09	0	0	0	0
9:09 - 9:10	0	1	0	0
9:10 - 9:11	0	0	2	0
9:11 - 9:12	0	0	0	1
9:12 - 9:13	0	0	0	0
9:13 - 9:14	0	0	0	0
9:14 - 9:15	0	0	0	0
9:15 - 9:16	0	0	1	0
9:16 - 9:17	0	1	2	0
9:17 - 9:18	0	0	0	0
9:18 - 9:19	0	0	1	0
9:19 - 9:20	0	0	0	0
9:20 - 9:21	0	0	1	0
9:21 - 9:22	0	0	1	0
9:22 - 9:23	0	0	1	0
9:23 - 9:24	0	0	0	0
9:24 - 9:25	0	1	0	0
9:25 - 9:26	0	0	0	0
9:26 - 9:27	0	1	0	0
9:27 - 9:28	0	0	0	0
9:28 - 9:29	0	0	0	0
9:29 - 9:30	0	1	0	0
15:30 - 15:31	0	0	0	0
15:31 - 15:32	2	0	0	0
15:32 - 15:33	1	0	0	0
15:33 - 15:34	0	0	0	0
15:34 - 15:35	0	0	0	0
15:35 - 15:36	0	0	0	0
15:36 - 15:37	0	0	1	0
15:37 - 15:38	0	0	0	0
15:38 - 15:39	1	0	0	0
15:39 - 15:40	0	0	0	0
15:40 - 15:41	0	0	0	0
15:41 - 15:42	0	0	0	0
15:42 - 15:43	1	0	0	0
15:43 - 15:44	0	0	0	0
15:44 - 15:45	0	0	0	0
15:45 - 15:46	0	0	0	1
15:46 - 15:47	1	0	0	0
15:47 - 15:48	0	0	0	0
15:48 - 15:49	0	0	0	0
15:49 - 15:50	0	0	0	0
15:50 - 15:51	1	0	1	0
15:51 - 15:52	1	0	1	0
15:52 - 15:53	1	0	0	0
15:53 - 15:54	0	0	0	0
15:54 - 15:55	0	0	0	0
15:55 - 15:56	0	0	1	0
15:56 - 15:57	1	0	0	0
15:57 - 15:58	0	0	0	0

15:58	15:59	0	0	0	0
15:59	16:00	1	0	0	0
16:00	16:01	1	0	0	0
16:01	16:02	0	0	0	0
16:02	16:03	0	0	0	1
16:03	16:04	2	0	0	0
16:04	16:05	0	0	1	0
16:05	16:06	2	0	0	0
16:06	16:07	0	0	0	0
16:07	16:08	0	0	0	0
16:08	16:09	1	0	1	0
16:09	16:10	0	0	0	0
16:10	16:11	0	0	0	0
16:11	16:12	0	0	0	0
16:12	16:13	1	0	0	0
16:13	16:14	0	0	0	0
16:14	16:15	0	0	0	0
16:15	16:16	0	0	0	0
16:16	16:17	0	0	0	0
16:17	16:18	1	0	1	0
16:18	16:19	0	0	0	0
16:19	16:20	0	0	0	0
16:20	16:21	2	0	0	0
16:21	16:22	1	0	0	0
16:22	16:23	2	0	1	0
16:23	16:24	0	0	0	0
16:24	16:25	1	0	1	0
16:25	16:26	0	0	0	0
16:26	16:27	0	0	0	0
16:27	16:28	0	0	0	1
16:28	16:29	1	0	0	0
16:29	16:30	0	0	1	1
16:30	16:31	0	0	0	0
16:31	16:32	1	1	0	0
16:32	16:33	1	0	0	0
16:33	16:34	0	0	0	0
16:34	16:35	0	0	0	0
16:35	16:36	1	0	0	0
16:36	16:37	0	0	0	1
16:37	16:38	0	0	1	0
16:38	16:39	1	0	0	0
16:39	16:40	0	0	0	0
16:40	16:41	0	0	0	0
16:41	16:42	0	1	0	0
16:42	16:43	0	0	0	0
16:43	16:44	3	0	1	0
16:44	16:45	0	0	0	0
16:45	16:46	0	0	2	0
16:46	16:47	0	0	0	1
16:47	16:48	3	0	0	0
16:48	16:49	1	0	0	0
16:49	16:50	1	0	1	0
16:50	16:51	0	0	0	0
16:51	16:52	0	0	1	0
16:52	16:53	0	0	0	0
16:53	16:54	0	0	0	0
16:54	16:55	2	0	0	0
16:55	16:56	0	0	0	0
16:56	16:57	0	0	0	0
16:57	16:58	2	0	2	0
16:58	16:59	0	0	4	0
16:59	17:00	0	0	0	1
17:00	17:01	1	0	2	0
17:01	17:02	0	0	0	0
17:02	17:03	0	0	0	0
17:03	17:04	0	0	1	0
17:04	17:05	0	0	0	0
17:05	17:06	0	0	0	0
17:06	17:07	0	0	0	0
17:07	17:08	0	0	0	0
17:08	17:09	0	0	0	0
17:09	17:10	4	0	0	0
17:10	17:11	1	0	0	0
17:11	17:12	0	0	2	0
17:12	17:13	2	0	0	0
17:13	17:14	2	0	0	0
17:14	17:15	0	0	0	0
17:15	17:16	0	0	2	0
17:16	17:17	0	0	0	0
17:17	17:18	0	0	0	0
17:18	17:19	0	0	0	0
17:19	17:20	3	0	0	0
17:20	17:21	3	0	0	1
17:21	17:22	0	0	0	0
17:22	17:23	0	0	0	0
17:23	17:24	0	0	0	0
17:24	17:25	0	0	0	0
17:25	17:26	1	0	0	0
17:26	17:27	0	0	0	0
17:27	17:28	1	0	0	0
17:28	17:29	0	0	0	0
17:29	17:30	0	0	0	0
17:30	17:31	0	0	0	0
17:31	17:32	0	0	0	0
17:32	17:33	1	0	0	0
17:33	17:34	2	0	0	0
17:34	17:35	2	0	0	0
17:35	17:36	2	0	0	0
17:36	17:37	0	0	0	0
17:37	17:38	0	0	2	0
17:38	17:39	1	1	3	0
17:39	17:40	1	0	0	0
17:40	17:41	0	0	0	0
17:41	17:42	0	0	0	0
17:42	17:43	1	0	0	0
17:43	17:44	3	0	0	0
17:44	17:45	1	0	0	0
17:45	17:46	5	0	0	0
17:46	17:47	4	0	0	0
17:47	17:48	0	0	0	0
17:48	17:49	2	0	0	0
17:49	17:50	1	0	0	0
17:50	17:51	2	0	0	0
17:51	17:52	0	0	0	0
17:52	17:53	0	0	1	0
17:53	17:54	0	0	1	0
17:54	17:55	0	0	0	0
17:55	17:56	0	0	1	0
17:56	17:57	1	0	0	0
17:57	17:58	1	0	0	0
17:58	17:59	0	0	0	0
17:59	18:00	0	0	0	0
18:00	18:01	1	0	0	0
18:01	18:02	0	0	0	0
18:02	18:03	0	0	0	0
18:03	18:04	0	0	0	0
18:04	18:05	0	0	0	0
18:05	18:06	0	0	0	0
18:06	18:07	0	0	1	0
18:07	18:08	0	0	0	0
18:08	18:09	0	0	0	0
18:09	18:10	0	0	0	0
18:10	18:11	0	0	0	0
18:11	18:12	1	0	0	0
18:12	18:13	0	0	0	0
18:13	18:14	0	0	1	0
18:14	18:15	0	0	0	0
18:15	18:16	0	0	0	0
18:16	18:17	0	0	0	0
18:17	18:18	1	0	0	0
18:18	18:19	1	0	0	0
18:19	18:20	0	0	0	0
18:20	18:21	0	0	0	0
18:21	18:22	0	0	0	0
18:22	18:23	0	0	1	0
18:23	18:24	0	0	0	0
18:24	18:25	0	0	0	0
18:25	18:26	0	0	1	0
18:26	18:27	0	0	1	0
18:27	18:28	0	0	0	0
18:28	18:29	0	0	0	0
18:29	18:30	0	0	0	0

Queues are spot queues each minute

Langho Queues, Tuesday 15th October 2024

Produced by Road Data Services Ltd.

	Ribchester Road (North)	A59 (East)	Ribchester Road (South)	A59 (West)
Time	Lane 1	Lane 1	Lane 1	Lane 1
7:30	19	9	6	7
	22	2	6	10
	20	12	3	2
	5		7	
7:35	4	11	9	6
	20	10	9	12
	23	12	4	4
		13		4
7:40	15	11	4	3
	21	10	5	13
	23	12	6	8
7:45	9	16	8	24
	13	18	6	16
	9	19	3	18
7:50	6	18	4	20
	5	19	3	25
	4	2	7	5
7:55	24	12	8	1
	24	2	3	9
	33	21	2	10
8:00	29	27	12	8
	38	29	12	7
	21	33	4	0
	20		12	
8:05	14	26	11	5
	8	25	7	3
	7	22	3	15
		20		16
8:10	8	18	9	7
	8	21	6	10
	19	24	8	16
8:15	11	25	12	8
	7	28	12	8
	14	31	8	22
8:20	21	21	10	25
	26	24	3	22
	28	27	7	26
8:25	13	21	7	24
	20	24	5	18
	8	17	1	32
8:30	2	4	2	10
	6	18	8	5
	1	21	10	9
8:35	15	20	9	10
	26	17	13	12
	16	21	8	18
8:40	18	23	11	22
	24	26	7	31
	7	20	7	35
8:45	12	22	5	26
	4	12	6	30
	6	6	8	24
8:50	5	30	7	12
	6	26	10	7
	7	26	8	21
8:55	3	14	1	24
	6	20	8	29
	2	12	5	26
9:00	6	23	5	34
	2	13	3	14
	10	21	3	4
	3		7	
9:05	1	26	6	1
	1	9	2	5
	1	10	4	1
		8		0
9:10	1	5	4	10
	4	6	10	16
	4	7	6	13
	0		2	
9:15	0	1	1	1
	3	0	2	1
	3	10	3	5
	7	0	4	21
9:20	2	1	0	0
	0	12	7	5
	6	0	0	10
	2	10	1	13
9:25	6	3	4	0
	5	5	1	6
	1	3	4	1
	1	8	0	9
	2	7	0	0
		0		8
15:30	9	10	3	16
	4	2	3	1
	2	10	0	13
15:35	8	5	5	24
	1	2	3	18
	0	14	5	24
15:40	3	16	1	12
	4	13	10	30
	5	3	1	17
	4		4	
15:45	1	11	2	14
	21	0	4	16
	9	10	5	6
		1		8
15:50	10	12	4	3
	0	7	0	9
	7	7	6	11
	5		0	
15:55	6	17	10	16
	4	1	1	12
	5	5	7	10
		0		16

16:00	4	1	1	21
	0	6	7	4
	5	2	3	9
16:05	16	12	3	4
	8	11	0	6
	10	4	4	14
16:10	3	8	3	16
	5	8	5	14
	7	3	3	7
16:15	9	9	4	13
	6	9	6	12
	11	7	5	14
16:20	4	5	3	0
	7	2	1	17
	8	4	5	24
	4		3	
16:25	5	11	4	16
	9	13	6	21
	6	7	4	27
16:30	4	1	4	18
	7	8	4	0
	2	10	3	7
16:35	6	7	6	12
	1	8	7	15
	4	3	6	21
		7		16
16:40	1	15	4	9
	9	9	7	13
	17	3	0	22
16:45	8	4	4	26
	4	15	5	24
	4	8	3	24
16:50	13	7	4	20
	27	8	0	18
	14	4	3	25
16:55	15	6	4	19
	10	1	2	20
	4	3	3	25
17:00	13	16	4	26
	2	6	2	19
	4	5	1	18
	5		0	
17:05	2	6	6	18
	2	6	2	20
	15	1	5	25
17:10	16	3	5	17
	16	5	3	23
	19	9	2	28
17:15	20	1	2	14
	18	9	3	17
	14	11	7	20
17:20	8	14	0	24
	2	3	9	19
	10	15	5	26
17:25	8	2	6	23
	9	10	5	17
	6	17	5	25
17:30	8	4	4	31
	5	9	5	36
	4	9	3	22
17:35	13	6	8	18
	10	2	4	14
		11		13
17:40	0	4	5	20
	6	12	5	11
	0	9	6	5
	6		2	
17:45	0	16	3	11
	3	5	8	16
	2	3	6	18
		13		22
17:50	6	1	5	23
	0	4	3	18
	1	2	4	17
	0		2	
17:55	7	0	7	5
	2	13	1	0
	6	1	5	7
18:00	5	0	4	10
	6	5	3	11
	2	8	8	10
18:05	3	14	4	11
	3	3	1	1
	1	6	2	1
		0		6
18:10	4	6	1	5
	2	3	6	17
	4	6	7	2
18:15	1	2	6	4
	6	7	1	13
	0	2	3	11
18:20	6	9	9	3
	1	0	2	1
	1	5	1	8
18:25	4	4	2	0
	4	1	4	0
	2	4	4	10

Queues at the start of each green light

Langho Queues, Tuesday 15th October 2024

Produced by Road Data Services Ltd.

Time	Whalley Road (North) Lane 1	York Lane Lane 1	Whalley Road (South) Lane 1	Whitehalgh Lane Lane 1
7:30 - 7:31	0	0	0	0
7:31 - 7:32	0	0	0	0
7:32 - 7:33	0	0	0	0
7:33 - 7:34	0	0	0	0
7:34 - 7:35	0	0	0	0
7:35 - 7:36	0	0	0	0
7:36 - 7:37	0	0	0	0
7:37 - 7:38	0	0	0	0
7:38 - 7:39	0	0	0	0
7:39 - 7:40	0	0	0	0
7:40 - 7:41	0	0	0	0
7:41 - 7:42	6	0	0	1
7:42 - 7:43	0	0	0	0
7:43 - 7:44	0	0	0	0
7:44 - 7:45	0	0	0	0
7:45 - 7:46	0	0	0	3
7:46 - 7:47	0	0	0	0
7:47 - 7:48	0	0	0	0
7:48 - 7:49	0	0	0	0
7:49 - 7:50	0	0	0	0
7:50 - 7:51	0	0	0	0
7:51 - 7:52	0	0	0	0
7:52 - 7:53	0	0	0	0
7:53 - 7:54	0	0	0	0
7:54 - 7:55	0	0	0	1
7:55 - 7:56	0	0	0	1
7:56 - 7:57	0	0	0	0
7:57 - 7:58	0	0	0	0
7:58 - 7:59	0	0	0	0
7:59 - 8:00	0	0	0	0
8:00 - 8:01	0	0	0	0
8:01 - 8:02	0	0	0	0
8:02 - 8:03	0	0	0	0
8:03 - 8:04	0	0	0	0
8:04 - 8:05	0	0	0	0
8:05 - 8:06	0	0	0	0
8:06 - 8:07	0	0	0	1
8:07 - 8:08	0	0	0	0
8:08 - 8:09	0	0	0	0
8:09 - 8:10	0	0	0	0
8:10 - 8:11	0	0	0	0
8:11 - 8:12	0	0	0	0
8:12 - 8:13	0	0	0	0
8:13 - 8:14	0	0	0	0
8:14 - 8:15	0	0	0	0
8:15 - 8:16	0	0	0	0
8:16 - 8:17	0	0	0	2
8:17 - 8:18	0	0	0	0
8:18 - 8:19	0	0	0	0
8:19 - 8:20	0	0	0	0
8:20 - 8:21	0	2	0	0
8:21 - 8:22	0	0	0	0
8:22 - 8:23	0	0	0	0
8:23 - 8:24	0	0	0	0
8:24 - 8:25	0	3	0	0
8:25 - 8:26	0	0	0	0
8:26 - 8:27	1	0	0	0
8:27 - 8:28	0	0	0	0
8:28 - 8:29	0	1	0	0
8:29 - 8:30	0	0	0	0
8:30 - 8:31	0	0	0	0
8:31 - 8:32	0	0	0	0
8:32 - 8:33	0	0	0	0
8:33 - 8:34	0	0	0	0
8:34 - 8:35	0	0	0	0
8:35 - 8:36	0	0	0	0
8:36 - 8:37	0	0	0	0
8:37 - 8:38	0	0	0	0
8:38 - 8:39	0	0	0	0
8:39 - 8:40	0	0	0	0
8:40 - 8:41	0	0	0	0
8:41 - 8:42	0	0	0	1
8:42 - 8:43	0	0	0	0
8:43 - 8:44	0	0	0	0
8:44 - 8:45	0	0	0	0
8:45 - 8:46	0	1	0	2
8:46 - 8:47	0	0	0	0
8:47 - 8:48	0	0	0	0
8:48 - 8:49	0	0	0	0
8:49 - 8:50	0	0	0	0
8:50 - 8:51	0	0	0	0
8:51 - 8:52	0	0	0	0
8:52 - 8:53	0	0	0	0
8:53 - 8:54	0	0	0	0
8:54 - 8:55	0	0	0	0
8:55 - 8:56	0	0	0	0
8:56 - 8:57	0	0	0	0
8:57 - 8:58	0	0	0	0
8:58 - 8:59	0	0	0	0
8:59 - 9:00	0	0	0	0
9:00 - 9:01	0	0	0	0
9:01 - 9:02	0	0	0	0
9:02 - 9:03	0	0	0	0
9:03 - 9:04	0	0	0	0
9:04 - 9:05	0	0	0	0
9:05 - 9:06	0	0	0	0
9:06 - 9:07	0	0	0	0
9:07 - 9:08	0	0	0	0
9:08 - 9:09	0	0	0	0
9:09 - 9:10	0	0	0	0
9:10 - 9:11	0	0	0	0
9:11 - 9:12	0	0	0	0
9:12 - 9:13	0	0	0	0
9:13 - 9:14	0	0	0	0
9:14 - 9:15	0	0	0	0
9:15 - 9:16	0	0	0	0
9:16 - 9:17	0	0	0	0
9:17 - 9:18	0	0	0	0
9:18 - 9:19	0	0	0	0
9:19 - 9:20	0	0	0	0
9:20 - 9:21	0	0	0	0
9:21 - 9:22	0	0	0	0
9:22 - 9:23	0	0	0	0
9:23 - 9:24	0	0	0	0
9:24 - 9:25	0	0	0	0
9:25 - 9:26	0	0	0	0
9:26 - 9:27	0	0	0	0
9:27 - 9:28	0	0	0	0
9:28 - 9:29	0	0	0	0
9:29 - 9:30	0	0	0	0
15:30 - 15:31	0	0	0	1
15:31 - 15:32	0	0	0	0
15:32 - 15:33	0	0	0	0
15:33 - 15:34	0	0	0	0
15:34 - 15:35	0	0	0	0
15:35 - 15:36	0	0	0	0
15:36 - 15:37	0	0	0	0
15:37 - 15:38	0	0	0	0
15:38 - 15:39	0	0	0	1
15:39 - 15:40	0	0	0	0
15:40 - 15:41	0	0	0	1
15:41 - 15:42	0	0	0	0
15:42 - 15:43	0	0	0	0
15:43 - 15:44	0	0	0	0
15:44 - 15:45	0	0	0	0
15:45 - 15:46	0	0	0	0
15:46 - 15:47	0	0	0	0
15:47 - 15:48	0	0	0	0
15:48 - 15:49	0	0	0	0
15:49 - 15:50	0	0	0	0
15:50 - 15:51	0	0	0	0
15:51 - 15:52	0	0	0	0
15:52 - 15:53	0	0	0	0
15:53 - 15:54	0	0	0	0
15:54 - 15:55	0	0	0	0
15:55 - 15:56	0	0	0	0
15:56 - 15:57	0	0	0	0
15:57 - 15:58	0	0	0	0

15:58	15:59	0	0	0	0
15:59	16:00	0	0	0	0
16:00	16:01	0	0	0	0
16:01	16:02	0	0	0	0
16:02	16:03	0	5	0	0
16:03	16:04	0	0	0	0
16:04	16:05	0	0	0	0
16:05	16:06	0	0	0	0
16:06	16:07	0	0	0	0
16:07	16:08	0	0	0	0
16:08	16:09	0	0	0	0
16:09	16:10	0	0	0	0
16:10	16:11	0	0	0	0
16:11	16:12	0	0	0	0
16:12	16:13	0	0	0	0
16:13	16:14	0	0	0	0
16:14	16:15	0	0	0	0
16:15	16:16	0	0	0	0
16:16	16:17	0	0	0	0
16:17	16:18	0	0	0	0
16:18	16:19	0	0	0	0
16:19	16:20	0	0	0	0
16:20	16:21	0	0	0	0
16:21	16:22	0	1	0	0
16:22	16:23	0	0	0	0
16:23	16:24	0	0	0	0
16:24	16:25	0	0	0	0
16:25	16:26	0	0	0	0
16:26	16:27	0	0	0	0
16:27	16:28	0	0	0	0
16:28	16:29	0	0	0	0
16:29	16:30	0	0	0	0
16:30	16:31	0	0	0	0
16:31	16:32	0	0	0	0
16:32	16:33	0	0	0	0
16:33	16:34	0	0	0	0
16:34	16:35	0	0	0	0
16:35	16:36	0	2	0	1
16:36	16:37	0	3	0	0
16:37	16:38	0	0	0	0
16:38	16:39	0	0	0	1
16:39	16:40	0	0	0	0
16:40	16:41	0	0	0	1
16:41	16:42	0	0	0	0
16:42	16:43	0	0	0	0
16:43	16:44	0	0	0	0
16:44	16:45	0	0	0	0
16:45	16:46	0	0	0	0
16:46	16:47	0	0	0	0
16:47	16:48	0	0	0	0
16:48	16:49	0	0	0	0
16:49	16:50	0	0	0	0
16:50	16:51	0	0	0	0
16:51	16:52	0	0	0	0
16:52	16:53	0	0	0	0
16:53	16:54	0	0	0	0
16:54	16:55	0	0	0	0
16:55	16:56	0	0	0	0
16:56	16:57	0	0	0	0
16:57	16:58	0	0	6	0
16:58	16:59	0	1	0	0
16:59	17:00	0	0	0	0
17:00	17:01	0	0	0	2
17:01	17:02	0	4	0	0
17:02	17:03	0	0	0	1
17:03	17:04	0	0	0	0
17:04	17:05	0	0	0	0
17:05	17:06	0	0	0	0
17:06	17:07	0	0	0	0
17:07	17:08	0	0	0	0
17:08	17:09	0	0	0	0
17:09	17:10	0	0	0	0
17:10	17:11	0	0	0	1
17:11	17:12	0	0	0	0
17:12	17:13	0	0	0	0
17:13	17:14	0	0	1	1
17:14	17:15	0	0	0	0
17:15	17:16	0	0	0	0
17:16	17:17	0	0	0	0
17:17	17:18	0	0	0	0
17:18	17:19	0	4	0	0
17:19	17:20	0	0	0	2
17:20	17:21	0	0	0	0
17:21	17:22	0	3	0	0
17:22	17:23	0	0	0	0
17:23	17:24	0	0	0	0
17:24	17:25	0	0	0	0
17:25	17:26	0	0	0	0
17:26	17:27	0	0	0	0
17:27	17:28	0	2	0	0
17:28	17:29	0	1	0	0
17:29	17:30	0	1	0	0
17:30	17:31	0	0	0	0
17:31	17:32	0	0	0	0
17:32	17:33	0	0	0	0
17:33	17:34	0	0	0	0
17:34	17:35	0	0	0	0
17:35	17:36	0	0	0	0
17:36	17:37	0	0	0	0
17:37	17:38	0	0	0	0
17:38	17:39	0	2	0	0
17:39	17:40	0	4	0	0
17:40	17:41	0	0	0	0
17:41	17:42	0	0	0	0
17:42	17:43	0	0	0	0
17:43	17:44	0	0	0	0
17:44	17:45	0	1	0	0
17:45	17:46	0	0	0	0
17:46	17:47	0	0	0	0
17:47	17:48	0	0	0	0
17:48	17:49	0	0	0	0
17:49	17:50	0	1	0	0
17:50	17:51	0	0	0	0
17:51	17:52	0	0	0	0
17:52	17:53	0	0	0	0
17:53	17:54	0	0	0	0
17:54	17:55	0	0	0	0
17:55	17:56	0	0	0	0
17:56	17:57	0	1	0	0
17:57	17:58	0	0	0	0
17:58	17:59	0	0	0	0
17:59	18:00	0	0	0	0
18:00	18:01	0	0	0	1
18:01	18:02	0	0	0	0
18:02	18:03	0	0	0	0
18:03	18:04	0	0	0	0
18:04	18:05	0	0	0	0
18:05	18:06	0	0	0	0
18:06	18:07	0	0	0	0
18:07	18:08	0	2	0	0
18:08	18:09	0	0	0	0
18:09	18:10	0	0	0	0
18:10	18:11	0	0	0	0
18:11	18:12	0	0	0	0
18:12	18:13	0	2	0	0
18:13	18:14	0	0	0	0
18:14	18:15	1	2	0	0
18:15	18:16	0	0	0	0
18:16	18:17	0	0	0	0
18:17	18:18	0	0	0	0
18:18	18:19	0	0	0	0
18:19	18:20	0	0	0	0
18:20	18:21	0	1	0	0
18:21	18:22	0	0	0	0
18:22	18:23	0	0	0	0
18:23	18:24	0	0	0	0
18:24	18:25	0	0	0	0
18:25	18:26	0	0	0	0
18:26	18:27	0	0	0	0
18:27	18:28	0	0	0	0
18:28	18:29	0	0	0	0
18:29	18:30	0	0	0	0

Queues are spot queues each minute

Appendix C

JUNCTIONS 10 -Junction Model Results

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Site Access A59.j10
Path: G:\Shared drives\Jobs4000\4094 Langho, Lancashire\Modelling\Junctions 10
Report generation date: 26/02/2025 18:34:50

»2030 With Development, AM
»2030 With Development, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2030 With Development											
Stream B-C	D1	0.2	11.68	0.16	B	-5 % [Stream B-A]	D2	0.1	8.28	0.06	A	12 % [Stream B-A]
Stream B-A		1.1	46.08	0.53	E			0.3	23.56	0.23	C	
Stream C-AB		0.0	8.09	0.04	A			0.1	7.70	0.11	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

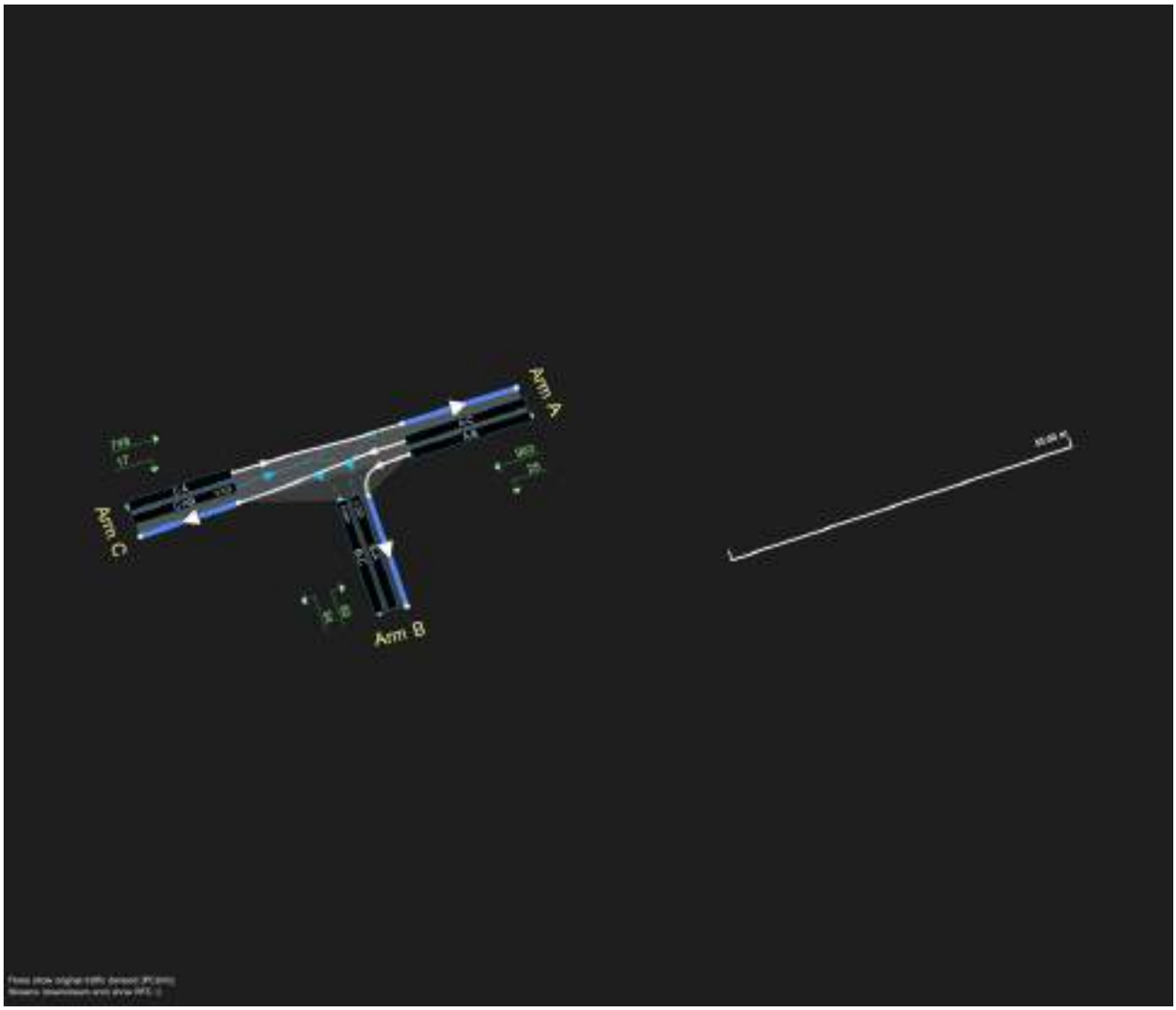
File summary

File Description

Title	
Location	
Site number	
Date	20/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-AIMMLSN\Rory Osborne
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 With Development	AM	ONE HOUR	08:00	09:30	15
D2	2030 With Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.44	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-5	Stream B-A	2.44	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.50	170.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.00	3.00	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	578	0.105	0.266	0.167	0.380
B-C	699	0.107	0.271	-	-
C-B	768	0.297	0.297	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 With Development	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	928	100.000
B		✓	134	100.000
C		✓	765	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	903
	B	80	0	54
	C	748	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	699	699
	B	101	101
	C	576	576
08:15-08:30	A	834	834
	B	120	120
	C	688	688
08:30-08:45	A	1022	1022
	B	148	148
	C	842	842
08:45-09:00	A	1022	1022
	B	148	148
	C	842	842
09:00-09:15	A	834	834
	B	120	120
	C	688	688
09:15-09:30	A	699	699
	B	101	101
	C	576	576

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	11.68	0.2	B
B-A	0.53	46.08	1.1	E
C-AB	0.04	8.09	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	487	0.083	40	0.1	8.050	A
B-A	60	296	0.203	59	0.3	15.140	C
C-AB	13	560	0.023	13	0.0	6.580	A
C-A	563			563			
A-B	19			19			
A-C	680			680			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	441	0.110	48	0.1	9.166	A
B-A	72	241	0.298	71	0.4	21.097	C
C-AB	15	519	0.029	15	0.0	7.139	A
C-A	672			672			
A-B	22			22			
A-C	812			812			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	369	0.161	59	0.2	11.603	B
B-A	88	166	0.532	86	1.0	43.759	E
C-AB	19	464	0.040	19	0.0	8.088	A
C-A	824			824			
A-B	28			28			
A-C	994			994			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	368	0.162	59	0.2	11.682	B
B-A	88	166	0.532	88	1.1	46.078	E
C-AB	19	464	0.040	19	0.0	8.090	A
C-A	824			824			
A-B	28			28			
A-C	994			994			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	439	0.110	49	0.1	9.225	A
B-A	72	241	0.298	74	0.4	21.897	C
C-AB	15	519	0.029	15	0.0	7.140	A
C-A	672			672			
A-B	22			22			
A-C	812			812			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	486	0.084	41	0.1	8.081	A
B-A	60	296	0.203	61	0.3	15.361	C
C-AB	13	560	0.023	13	0.0	6.581	A
C-A	563			563			
A-B	19			19			
A-C	680			680			

2030 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.94	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	12	Stream B-A	0.94	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030 With Development	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	738	100.000
B		✓	68	100.000
C		✓	896	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	78	660
	B	41	0	27
	C	843	53	0

Vehicle Mix

Heavy Vehicle Percentages

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A	556	556
	B	51	51
	C	675	675
16:45-17:00	A	663	663
	B	61	61
	C	805	805
17:00-17:15	A	813	813
	B	75	75
	C	987	987
17:15-17:30	A	813	813
	B	75	75
	C	987	987
17:30-17:45	A	663	663
	B	61	61
	C	805	805
17:45-18:00	A	556	556
	B	51	51
	C	675	675

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	8.28	0.1	A
B-A	0.23	23.56	0.3	C
C-AB	0.11	7.70	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	545	0.037	20	0.0	6.858	A
B-A	31	318	0.097	30	0.1	12.492	B
C-AB	40	602	0.066	40	0.1	6.395	A
C-A	635			635			
A-B	59			59			
A-C	497			497			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	513	0.047	24	0.0	7.370	A
B-A	37	268	0.138	37	0.2	15.567	C
C-AB	48	570	0.084	48	0.1	6.887	A
C-A	758			758			
A-B	70			70			
A-C	593			593			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	465	0.064	30	0.1	8.272	A
B-A	45	198	0.228	45	0.3	23.402	C
C-AB	58	526	0.111	58	0.1	7.696	A
C-A	928			928			
A-B	86			86			
A-C	727			727			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	464	0.064	30	0.1	8.280	A
B-A	45	198	0.228	45	0.3	23.560	C
C-AB	58	526	0.111	58	0.1	7.699	A
C-A	928			928			
A-B	86			86			
A-C	727			727			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	512	0.047	24	0.1	7.377	A
B-A	37	268	0.138	37	0.2	15.668	C
C-AB	48	570	0.084	48	0.1	6.893	A
C-A	758			758			
A-B	70			70			
A-C	593			593			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	545	0.037	20	0.0	6.865	A
B-A	31	318	0.097	31	0.1	12.553	B
C-AB	40	602	0.066	40	0.1	6.404	A
C-A	635			635			
A-B	59			59			
A-C	497			497			

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Langho Roundabout.j10
Path: G:\Shared drives\Jobs4000\4094 Langho, Lancashire\Modelling\Junctions 10
Report generation date: 26/02/2025 18:37:19

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2024 Base											
Arm 1	D1	2.6	8.66	0.73	A	22 % [Arm 1]	D2	1.3	5.05	0.57	A	41 % [Arm 4]
Arm 2		1.0	6.45	0.50	A			0.4	3.87	0.27	A	
Arm 3		1.1	6.07	0.51	A			0.9	5.04	0.49	A	
Arm 4		1.4	5.48	0.59	A			1.4	5.27	0.58	A	
	2030 Do Minimum											
Arm 1	D3	3.7	11.38	0.79	B	14 % [Arm 1]	D4	1.5	5.49	0.61	A	32 % [Arm 4]
Arm 2		1.1	7.36	0.53	A			0.4	4.06	0.28	A	
Arm 3		1.2	6.96	0.55	A			1.0	5.40	0.50	A	
Arm 4		1.6	5.97	0.62	A			1.8	6.20	0.64	A	
	2030 With Development											
Arm 1	D5	3.7	11.38	0.79	B	14 % [Arm 1]	D6	3.7	11.38	0.79	B	14 % [Arm 1]
Arm 2		1.1	7.36	0.53	A			1.1	7.36	0.53	A	
Arm 3		1.9	9.20	0.66	A			1.2	6.96	0.55	A	
Arm 4		1.6	5.96	0.62	A			1.6	5.97	0.62	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	20/01/2025

Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-AIMMLSN\Rory Osborne
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2024 Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2030 Do Minimum	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030 Do Minimum	PM	ONE HOUR	16:30	18:00	15	✓
D5	2030 With Development	AM	ONE HOUR	08:00	09:30	15	✓
D6	2030 With Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2024 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	6.85	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	22	Arm 1	6.85	A

Arms

Arms

Arm	Name	Description	No give-way line
1	untitled		
2	untitled		
3	untitled		
4	untitled		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.70	5.00	30.0	25.0	105.0	45.0		
2	3.50	5.00	25.0	25.0	105.0	45.0		
3	3.50	5.00	25.0	25.0	105.0	45.0		
4	6.20	6.20	0.0	25.0	105.0	45.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	516	✓	106.00
2	1213	✓	25.00
3	1004	✓	45.00
4	634	✓	175.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.773	1923
2	0.661	1912
3	0.693	1917

4	0.859	2142

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1007	100.000
2		ONE HOUR	✓	501	100.000
3		ONE HOUR	✓	571	100.000
4		ONE HOUR	✓	854	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	**2**	**3**	**4**
From	**1**	0	49	302	656
	2	58	0	275	168
	3	363	155	0	53
	4	540	170	114	30

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	**2**	**3**	**4**
From	**1**	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.73	8.66	2.6	A	924	1386
2	0.50	6.45	1.0	A	460	690
3	0.51	6.07	1.1	A	524	786
4	0.59	5.48	1.4	A	784	1175

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	758	190	352	1651	0.459	755	721	0.0	0.8	4.002	A
2	377	94	826	1366	0.276	376	280	0.0	0.4	3.631	A
3	430	107	684	1444	0.298	428	518	0.0	0.4	3.539	A
4	643	161	432	1771	0.363	641	680	0.0	0.6	3.177	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	905	226	421	1597	0.567	903	863	0.8	1.3	5.174	A
2	450	113	989	1258	0.358	450	336	0.4	0.6	4.448	A
3	513	128	818	1350	0.380	513	620	0.4	0.6	4.293	A
4	768	192	517	1698	0.452	767	814	0.6	0.8	3.862	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1109	277	515	1525	0.727	1104	1055	1.3	2.6	8.445	A
2	552	138	1208	1113	0.495	550	411	0.6	1.0	6.370	A
3	629	157	1000	1225	0.513	627	758	0.6	1.0	6.007	A
4	940	235	632	1599	0.588	938	994	0.8	1.4	5.427	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1109	277	516	1524	0.728	1109	1058	2.6	2.6	8.660	A
2	552	138	1213	1110	0.497	552	412	1.0	1.0	6.447	A
3	629	157	1004	1222	0.515	629	761	1.0	1.1	6.069	A
4	940	235	634	1597	0.589	940	998	1.4	1.4	5.478	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	905	226	423	1596	0.567	910	867	2.6	1.3	5.292	A
2	450	113	996	1253	0.359	452	337	1.0	0.6	4.502	A
3	513	128	824	1346	0.381	515	624	1.1	0.6	4.338	A
4	768	192	520	1696	0.453	770	820	1.4	0.8	3.898	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	758	190	354	1649	0.460	760	725	1.3	0.9	4.057	A
2	377	94	832	1362	0.277	378	282	0.6	0.4	3.662	A
3	430	107	688	1441	0.298	431	521	0.6	0.4	3.566	A
4	643	161	434	1769	0.363	644	684	0.8	0.6	3.202	A

2024 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	4.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	41	Arm 4	4.98	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	364	✓	106.00
2	996	✓	25.00
3	796	✓	45.00
4	598	✓	175.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	868	100.000
2		ONE HOUR	✓	310	100.000
3		ONE HOUR	✓	613	100.000
4		ONE HOUR	✓	863	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	47	244	577
	2	27	0	179	104
	3	392	124	0	97
	4	656	123	69	15

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.57	5.05	1.3	A	796	1195
2	0.27	3.87	0.4	A	284	427
3	0.49	5.04	0.9	A	562	844
4	0.58	5.27	1.4	A	792	1188

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	653	163	248	1760	0.371	651	806	0.0	0.6	3.238	A
2	233	58	679	1491	0.157	233	221	0.0	0.2	2.859	A
3	461	115	542	1573	0.293	460	369	0.0	0.4	3.231	A
4	650	162	407	1798	0.361	647	595	0.0	0.6	3.124	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service

1	780	195	297	1721	0.453	779	965	0.6	0.8	3.818	A
2	279	70	813	1398	0.199	278	264	0.2	0.2	3.214	A
3	551	138	649	1495	0.369	550	442	0.4	0.6	3.808	A
4	776	194	488	1729	0.449	775	712	0.6	0.8	3.771	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	956	239	364	1669	0.573	954	1181	0.8	1.3	5.021	A
2	341	85	994	1272	0.268	341	323	0.2	0.4	3.863	A
3	675	169	794	1390	0.486	674	541	0.6	0.9	5.013	A
4	950	238	597	1634	0.581	948	871	0.8	1.4	5.229	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	956	239	364	1668	0.573	956	1184	1.3	1.3	5.053	A
2	341	85	996	1271	0.269	341	324	0.4	0.4	3.872	A
3	675	169	796	1389	0.486	675	542	0.9	0.9	5.040	A
4	950	238	598	1633	0.582	950	873	1.4	1.4	5.270	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	780	195	298	1721	0.454	782	969	1.3	0.8	3.844	A
2	279	70	816	1396	0.200	279	265	0.4	0.3	3.223	A
3	551	138	652	1494	0.369	552	443	0.9	0.6	3.832	A
4	776	194	489	1727	0.449	778	715	1.4	0.8	3.801	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	653	163	250	1759	0.371	654	811	0.8	0.6	3.262	A
2	233	58	682	1489	0.157	234	222	0.3	0.2	2.868	A
3	461	115	545	1571	0.294	462	371	0.6	0.4	3.251	A
4	650	162	409	1796	0.362	651	598	0.8	0.6	3.144	A

2030 Do Minimum, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	8.31	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	14	Arm 1	8.31	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	516	✓	106.00
2	1314	✓	25.00
3	1104	✓	45.00
4	634	✓	175.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Do Minimum	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1098	100.000
2		ONE HOUR	✓	501	100.000
3		ONE HOUR	✓	571	100.000
4		ONE HOUR	✓	903	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	49	302	747
	2	58	0	275	168
	3	363	155	0	53
	4	589	170	114	30

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.79	11.38	3.7	B	1008	1511
2	0.53	7.36	1.1	A	460	690
3	0.55	6.96	1.2	A	524	786
4	0.62	5.97	1.6	A	829	1243

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	827	207	352	1651	0.501	823	757	0.0	1.0	4.325	A
2	377	94	894	1311	0.288	376	280	0.0	0.4	3.841	A
3	430	107	752	1385	0.310	428	518	0.0	0.4	3.757	A
4	680	170	432	1771	0.384	677	748	0.0	0.6	3.284	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service

1	987	247	421	1597	0.618	985	907	1.0	1.6	5.851	A
2	450	113	1070	1198	0.376	450	336	0.4	0.6	4.808	A
3	513	128	900	1284	0.400	512	620	0.4	0.7	4.659	A
4	812	203	517	1698	0.478	811	895	0.6	0.9	4.052	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1209	302	515	1525	0.793	1201	1109	1.6	3.6	10.842	B
2	552	138	1305	1046	0.528	550	410	0.6	1.1	7.230	A
3	629	157	1098	1150	0.547	627	757	0.7	1.2	6.848	A
4	994	249	632	1599	0.622	991	1092	0.9	1.6	5.896	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1209	302	516	1524	0.793	1208	1112	3.6	3.7	11.378	B
2	552	138	1313	1041	0.530	552	412	1.1	1.1	7.359	A
3	629	157	1104	1146	0.549	629	761	1.2	1.2	6.955	A
4	994	249	634	1597	0.622	994	1098	1.6	1.6	5.965	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	987	247	423	1596	0.619	995	911	3.7	1.6	6.078	A
2	450	113	1081	1191	0.378	452	338	1.1	0.6	4.889	A
3	513	128	908	1279	0.401	515	625	1.2	0.7	4.731	A
4	812	203	520	1695	0.479	815	904	1.6	0.9	4.101	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	827	207	354	1649	0.501	829	762	1.6	1.0	4.402	A
2	377	94	901	1307	0.289	378	282	0.6	0.4	3.880	A
3	430	107	757	1381	0.311	431	522	0.7	0.5	3.791	A
4	680	170	435	1769	0.384	681	753	0.9	0.6	3.314	A

2030 Do Minimum, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	5.55	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	32	Arm 4	5.55	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	364	✓	106.00
2	1054	✓	25.00
3	853	✓	45.00
4	598	✓	175.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Do Minimum	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)