

Stone Cross Lane North, Lowton, Wigan

Transport Assessment

Wainhomes Developments Ltd

24 October 2012

Issue R001F

9W7990

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ROYAL HASKONING

thinking in
all dimensions

8th Floor Portland Tower
Portland Street
Manchester
M1 3LF
United Kingdom

+44 (0)161 236 1018

+44 (0)161 236 1041

info@manchester.royalhaskoning.com

www.royalhaskoning.co.uk

Telephone

Fax

E-mail

Internet

Document title	Stone Cross Lane North, Lowton, Wigan Transport Assessment
Document short title	Transport Assessment
Status	Issue R001F
Date	24 October 2012
Project name	Stone Cross Lane North, Lowton, Wigan
Project number	9W7990
Client	Wainhomes Developments Ltd
Reference	9W7990/R001F/310047/Man

Drafted by YL/AK

Checked by AK/YL

Date/initials check 24.10.2012 AK/YL

Approved by AK

Date/initials approval 24.10.2012 AK

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1 INTRODUCTION

1.1 Background

- 1.1.1 Royal Haskoning (RH) has been appointed by Wainhomes Developments Ltd to prepare a Transport Assessment (TA) in support of a proposed residential development on land off Stone Cross Lane North, Lowton, Wigan.
- 1.1.2 **Plan 1** illustrates the location of the site in a general context and **Plan 2** shows the site relative to the local highway network.
- 1.1.3 It can be seen from **Plan 2** that the site is located immediately to the east of Stone Cross Lane North.
- 1.1.4 The proposed development will be also supported by a comprehensive Travel Plan. This TA should be read in conjunction with the Travel Plan that has been prepared by RH for the proposed development.

1.2 Discussions with Wigan Council

- 1.2.1 In June 2011 RH carried out a detailed 'Scoping Study' with the local highway authority (LHA), for preparing a TA.
- 1.2.2 Based on the agreed 'Scoping Study' RH submitted a detailed TA in November 2011 to the LHA.
- 1.2.3 Subsequently, the LHA provided comments on the submitted TA and a pre-application meeting was held between Wainhomes, RH and Wigan Council, who were represented by two local highway officers, a transport strategy manager and a sustainable travel officer.
- 1.2.4 The meeting and subsequent further discussions confirmed the additional requirements of the LHA.
- 1.2.5 This updated TA incorporates the agreed additional requirements of the LHA.

2 EXISTING CONDITIONS

2.1 Existing Site

- 2.1.1 The site is bounded to south by the A580 East Lancashire Road and Heath Lane, to the west by Stone Cross Lane North and to the north and east by the existing residential areas. The approximate extent of the site is shown on **Plan 3**.
- 2.1.2 There are three farms on the site (see **Plan 3**). The first farm is located to the south and is accessed directly off the A580, via a left-in and left-out priority junction. The second farm is located roughly in the centre of the site is accessed off Heath Lane via a simple priority junction. The third farm is located to the east with access taken off Church Lane (B5207) by way of a simple priority junction.
- 2.1.3 Two footpaths run through the site. One connects Stone Cross Lane North to Church Lane near the northern end of Rutland Avenue (Footpath No. 81) The other footpath runs along the existing farm access off Church Lane and links onto the A580 (Footpath No. 82). Both footpaths are shown in outline on **Plan 2**.

2.2 Local Highway Network

- 2.2.1 The existing highways that comprise the study area are identified on **Plan 2** and the key roads and associated junctions are described in detail below.

Stone Cross Lane North

- 2.2.2 The road is subject to a 30mph speed limit. Near the site Stone Cross Lane North is 6.5m wide and benefits from a 1.8m footway on the west side of the road. On the east side is a verge with variable width along the site frontage. The road benefits from street lighting.
- 2.2.3 Near the site Stone Cross Lane North is traffic calmed with red bar markings across the carriageway, which are supported by 'slow' sign markings. Furthermore, the road has central hatching from the bend on the site frontage, on the southern side, which continues towards a roundabout with Yew Tree Way, within the Stone Cross Park (employment complex).
- 2.2.4 Stone Cross Lane North is a single carriageway road running north to south between the B5207 Golborne Road/Church Lane and the A580 East Lancashire Road. Its southern end does not link directly with the A580, instead access is via a more recent spur leading to a four arm roundabout at Yew Tree Way. From this roundabout to the A580, the road has two southbound lanes and one northbound lane.
- 2.2.5 Stone Cross Lane North features houses fronting the road along all but the vacant section that comprises the site frontage, as well as a few small shops and a public house car park entrance close to the junction with Golborne Road/Church Lane. This four arm junction is signalised, with separate left/ahead and right turning lanes and pedestrian crossings on all arms.

Nook Lane

- 2.2.6 Nook Lane forms a T-junction with Stone Cross Lane North opposite the site (see **Plan 2**). Nook Lane connects Stone Cross Lane North to the A573 High Street, and local facilities in Golborne, as well as providing access to parking for a local outdoor sports facility. The road is single carriageway, and parking controls are in place at the junction with Stone Cross Lane North.

B5207 Church Lane

- 2.2.7 Church Lane forms part of the B5207 which runs from Ashton in Makerfield to the A580 East Lancashire Road. The road is single carriageway, with houses fronting the road on both sides for majority of its length, as well as accesses to several side streets. There are two adjacent shopping parades on Church Lane at the north-west end, close to the junction with Stone Cross Lane North, and a small convenience store at the south-east end, close to the eastern end of the site. The road is a bus route, the nearest bus stops to the site are adjacent to the existing site access off Church Lane.

A580 East Lancashire Road and A572 Newton Road

- 2.2.8 The A580 East Lancashire Road is a major dual carriageway road running from Liverpool in the west to Salford in the east, becoming the A6 in Salford to provide a route into central Manchester. The route follows an alignment parallel to the M62, which is approximately five miles to the south. The road provides links between towns in southern Lancashire, with junctions typically less than 1.5km apart. The section of the road to the south-west of the site, around the Stone Cross Lane North junction has a speed limit of 60 mph, which changes to 50 mph before the junction with Church Lane. Approximately 3km west of the development, the A580 has a junction with the M60, providing excellent links with the wider region and beyond.
- 2.2.9 The closest junction of the A580 to the site is that with Yew Tree Way, which is a recently improved signalised junction. The Yew Tree Way exit features separate left and right approach lanes to accommodate heavy goods vehicles for the industrial sites around Yew Tree Way and the A580 approach features flare lanes for turning vehicles.
- 2.2.10 The A580 also has a junction with the B5207 Church Lane, which signalised, with a flare lane for left turning vehicles and storage pockets for right turning vehicles on the A580.
- 2.2.11 To the east, the A580 crosses the A572 Newton Road, allowing access to Leigh to the north, and to Newton le Willows and the M6 Motorway to the south. The junction is signalised, with all approaches having two or three lanes, although the A572 is a single carriageway road.

3 TRANSPORTATION POLICIES AND GUIDANCE

3.1 Background

3.1.1 This section sets out the relevant national and local transportation related policies and guidance against which the proposed development should be assessed, comprising the following documents:

- National Planning Policy Framework (NPPF), March 2012
- Greater Manchester Local Transport Plan 3 (LTP3); and
- Local Area Implementation Plan (LAIP)
- Replacement Unitary Development Plan for Wigan

3.2 National Planning Policy Framework

3.2.1 The Department for Communities and Local Government published its National Planning Policy Framework (NPPF) on 27th March 2012.

3.2.2 The NPPF replaces all Planning Policy Guidance (PPG) Notes and Planning Policy Statements (PPS) with a single document of under 60 pages. This is in line with the Government's 'Localism' reforms, to reduce the role of central guidance.

3.2.3 The NPPF incorporates sustainable transport policy as a key plank for achieving sustainable development. At the heart of the NPPF is a:

'...presumption in favour of sustainable development...' (paragraph 14)

3.2.4 The NPPF states at paragraph 15 that policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.

3.2.5 Local authorities will be required to grant permission, using the NPPF as guidance, where the Local Plan is absent, silent, indeterminate or where relevant policies are out of date. However, NPPF provides for a 12-month window from 27 March 2012 for the implementation of its provisions. Local Plans will therefore need to be prepared to take into account the content of NPPF.

3.2.6 With regards to the integration of transport and land-use planning the overarching principle is that planning should (see paragraph 17 of the NPPF):

'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'

3.2.7 In terms of promoting sustainable transport, the NPPF states at paragraph 29 that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objective.

- 3.2.8 At paragraph 32 the NPPF confirms that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people;
 - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development; and
 - Development should only be prevented or refused on transport grounds where the residual impacts of development are severe.
- 3.2.9 The NPPF goes on to state at paragraph 35 that Local Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore developments should be located and designed where practical to:
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
 - create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
 - consider the needs of people with disabilities by all modes of transport.
- 3.2.10 All developments which generate significant amounts of movement should be required to provide a Travel Plan (see NPPF paragraph 36). This is to ensure a longer-term management strategy is in place to promote travel in new developments. Travel Plans will play a critical role in delivering the ‘sustainable’ element of a ‘presumption in favour of development’, ensuring that a development is sustainable from a transport perspective.
- 3.2.11 In respect of car parking provision the NPPF states at paragraph 39 that if setting local parking standards for residential and non-residential development, local planning authorities should take into account the following:
- the accessibility of the development;
 - the type, mix and use of development;
 - the availability of and opportunities for public transport;
 - local car ownership levels; and
 - an overall need to reduce the use of high-emission vehicles.

3.2.12 As regards to residential development, the NPPF states in paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

3.3 Greater Manchester Local Transport Plan 3

3.3.1 The 15 year Manchester Local Transport Plan 3 (LTP3) for Greater Manchester covers the period 2011 to 2026. The LTP is the statutory plan for transport in Greater Manchester and has been developed by the Transport for Greater Manchester (TfGM) and Greater Manchester Combined Authority (GMCA), representing the ten constituent Local Authorities that comprise the region, which includes Wigan Council.

3.3.2 The Plan reflects long-term UK commitments and emerging coalition government policies, assessed as five “key challenges”: supporting economic growth and tackling deprivation; delivering a low carbon economy; protecting and enhancing public health and safety; and supporting transport and spending priorities.

3.3.3 Deriving from these key challenges, the plan’s objectives are:

- To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business.
- To ensure that carbon emissions from transport are reduced in line with UK Government targets
- To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties; and that other adverse health impacts are minimised
- To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities
- To maximise value for money in the provision and maintenance of transport infrastructure and services.

3.3.4 The LTP also emphasises the role of creating better awareness of travel options to maximise the benefit of infrastructure and service improvements, with explicit support for the “Smarter Choices” agenda. Example Smarter Choices measures given include travel planning; public transport improvement (including information and ticketing improvement); promotional/marketing activity; supporting and promoting cycling and walking (including infrastructure improvements and cycle training); car share schemes; car clubs and encouraging tele-working.

3.4 Local Area Implementation Plan (LAIP)

3.4.1 A Local Area Implementation Plan (LAIP) has been produced for each Local Authority Area covered by the LTP.

3.4.2 An outline of the priorities for Wigan over the next five years is included in the relevant LAIP. These fall under the headings of a perception of high levels of congestion, and poor accessibility. These are recognised to be key restraints on the area’s economic performance. However, in relation to perceived congestion issues, the following is also noted:

The perception of congestion does not necessarily reflect reality with a number of other authorities in Greater Manchester experiencing higher journey time rates than Wigan.

3.4.3 Improving the current low public transport patronage within Wigan is also recognised within the LAIP as being a potential opportunity in tackling obesity and health problems within the area.

3.5 Replacement Unitary Development Plan for Wigan, Adopted April 2006

3.5.1 The Replacement Unitary Development Plan (RUDP) for Wigan is the statutory development plan for the Wigan Borough and is the prime consideration when the Council makes decisions on planning applications. The RUDP for Wigan was adopted by the Council on the 26th April 2006. The vast majority of the RUDP policies have been 'saved' prior to the completion of the Local Development Framework, and as such are the current policies to be referred to.

3.5.2 Chapter 10 of the RUDP is concerned with "Accessibility Policies", which covers all areas of the Authority's transport policy. It recognises the "fundamental role" of transport in achieving the standard of living we have today, while recognising the cost to the environment, society and the economy of a congested transport system. It also notes the impact that more dispersed land usage has had on those without access to a car.

3.5.3 The accessibility policy is given in the RUDP as follows:

The council, in conjunction with other agencies, will seek to achieve a more sustainable and integrated transport system which meets the needs of residents, assists in the economic and social regeneration of the borough and reduces its environmental impact. Development will be located so that it minimises the need to travel, particularly by car, and can be readily accessible by alternative, more sustainable forms of transport such as Public transport, walking and cycling.

3.5.4 Furthermore, the following hierarchy of accessibility is identified as follows:

- (1) people with disabilities
- (2) pedestrians
- (3) cyclists and horse riders
- (4) public transport
- (5) taxis and private hire vehicles
- (6) commercial traffic for local access
- (7) general road traffic

3.5.5 The purpose of the RUDP is to control the development and use of land and it includes policies, based on the LTP strategy, for use in determining planning applications.

3.5.6 Policy A1A is concerned with Transport Assessments for new developments and states that:

A Transport Assessment will be required for all proposed developments or changes of use that would, either individually or together with other recently completed developments or outstanding planning permissions in the locality, give rise to a material increase in the volume or other impact of road traffic. It should establish whether the proposal is acceptable in transport terms and, if not, whether highway works or other measures are required in order to make it acceptable.

3.5.7 Policy A1B sets out the requirements for Travel Plans.

A Travel Plan will be required alongside planning applications for new development or change of use that would:-

3.5.8 Policy A1C concerns “Access for All”, requiring new development and transport proposals to make provision for safe, clearly defined and convenient access for all users.

3.5.9 Policies A1D and A1E deal with Walking and Cycling respectively, and require developments to make provision for safe and convenient access by these modes on site. Where off site access is inadequate, these policies require a legal agreement to secure the developer’s contribution to the works needed to improve accessibility.

3.5.10 Policies A1R and A1S concern vehicle access to new developments. In respect of general highway access, policy A1R states that:

New development will be required to facilitate safe and convenient access for all road vehicles in a way which is compatible with the hierarchy of accessibility and good urban design. Proposals should ensure that:-

(a) roads, junctions and access points are safe, convenient and suitable for the traffic that will be required to use them;

(b) access for emergency service vehicles is provided;

(c) roads, pavements, footpaths and cycleways are designed and integrated into the development so as to give priority to pedestrians, wheelchair users and cyclists and to promote community safety.

3.5.11 In respect of parking provision, Policy A1S states that:

In new development, convenient, safe and secure provision will be required for:-

(a) cycle and motorcycle parking and car parking for disabled people in accordance with the minimum standards adopted by the Council;

(b) car parking in line with the maximum standards adopted by the Council. The scope for providing cycle or motorcycle parking or car parking for disabled people below the minimum standards, or car parking below the maximum standard, will be considered against the following factors:-

(i) the accessibility of the site by public transport;

(ii) the availability of convenient and safe off-street parking;

(iii) the availability of on-street car parking without detriment to residential amenity and highway safety;

(iv) the feasibility of providing on-site parking relative to other planning issues such as the reuse of a constrained site or building and urban design.

3.5.12 The RUDP notes that central government guidance in PPG13 sets out maximum parking standards, upon which parking standards contained in the RUDP are based. However, it should be noted that PPG13 was amended in January 2011 and this removed the requirement for maximum parking standards for residential developments.

4 DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The overall proposals will deliver circa 660 dwellings on the wider site. However, the current outline proposal is for Phase 1 of the overall development, which will provide up to 400 dwellings.
- 4.1.2 **Plan 4** shows an indicative masterplan for the proposed development.
- 4.1.3 The proposed development will provide car parking in line with the local highway authority's current car parking standards, applicable at the time when a detailed planning application is submitted.
- 4.1.4 The proposed development will be suitably integrated with the existing built-up areas to provide a high level of connectivity by sustainable modes of travel. The internal street layout accords with the Manual for Streets 1 and 2 (MfS), ensuring self-enforcing low traffic speeds.
- 4.1.5 A substantial package of sustainable improvements is proposed, which is described below.

4.2 Proposed Internal Link Road and Site Access Junctions

- 4.2.1 At the request of the LHA the proposed development will be served by two access points, one off Stone Cross Lane North and the other off Church Lane. The two proposed junctions will be connected by an internal link road (see **Plan 4**).
- 4.2.2 There will be no direct access off Heath Lane for the proposed development, due the substandard geometry of the road and lack of footways on both sides of the carriageway. Furthermore the Heath Lane/Stone Cross Lane junction is substandard.
- 4.2.3 The proposed internal link road and the site accesses are described below.

Proposed Internal Link Road

- 4.2.4 The proposed internal link road will connect the two proposed site access junctions off Stone Cross Lane North and Church Lane.
- 4.2.5 The proposed internal link road and the two proposed site access junctions would be built prior to the occupation of the first dwelling of Phase 1 of the development on the site, so that the link road is operational from the outset. This will ensure that a high level of connectivity is provided by all modes of transport from the opening of the development.
- 4.2.6 The link road has been designed to facilitate access by all modes of transport. It will be 6.5m wide to accommodate buses and there will be bus stops on the link road (see **Plan 4**).
- 4.2.7 A combined 3m shared cycle/footway will be provided on both sides of the link road, which will be separated by a verge, as shown on **Plan 4**.
- 4.2.8 The alignment of the link road is such that it will discourage long distance commuter rat-running.

Proposed Site Access off Stone Cross Lane North

- 4.2.9 The proposed vehicular means of access to the site from the west will be from a priority T-junction junction off Stone Cross Lane North. **Plan 5** shows the proposed site access off Stone Cross Lane North.

The proposed priority junction will include a right turn lane on Stone Cross Lane North, which will ensure that the through traffic is not disrupted. The design of the junction conforms to MfS.

Proposed Site Access off Church Lane

- 4.2.10 The proposed vehicular means of access to the site from the east will be from a priority T-junction junction off Church Lane. **Plan 11** shows the proposed site access off Church Lane. The design of the junction conforms to MfS.

4.3 Proposed Pedestrian and Cycle Provision and Off-site Improvements

- 4.3.1 In order to ensure travel by sustainable modes a number of pedestrian/cycle facilities will be provided within the site and some off-site improvements will also be provided. The off-site improvements described below have been discussed and agreed in principle with the LHA following the submission of the original TA in November 2011.

Proposed Dedicated Shared Cycleway/Footway

- 4.3.2 The internal highway layout of the proposed development conforms to MfS, which will ensure the layout is pedestrian and cycle friendly. The proposed development will provide good quality connectivity throughout the site with lit footways/footpaths.
- 4.3.3 As already mentioned above, a combined 3m shared cycle/footway will be provided on both sides of the link road, which will be separated by a verge, as shown on **Plan 4**.

Proposed Footways/Pedestrian Crossings and Improvements to Footways

- 4.3.4 The proposed vehicular accesses off Stone Cross Lane North will include 2m footways on both sides of the site access road (see **Plan 5**). The proposed site access junction will also provide two uncontrolled pedestrian crossings on Stone Cross Lane North, one immediately to the north of the proposed site access road and the other immediately to the south. These crossings will include a pedestrian refuge island in the centre of the road, to assist crossing (see **Plan 5**).
- 4.3.5 Currently there is no footway on the eastern side of Stone Cross Lane North, along the site frontage. As part the proposed site access junction a new footway will be provided along the entire site frontage, this will link to the existing footway to the north of the proposed site access junction (see **Plan 5**).
- 4.3.6 Likewise the proposed site access off Church Lane will provide footways on both sides of the site access road.
- 4.3.7 The existing footpaths that run through the site will be suitably incorporated within the masterplan (see **Plan 4**). They will also be upgraded, surfaced and where possible widened to accommodate both pedestrians and cyclists.
- 4.3.8 Given the size of the proposed development it will be built in several phases, commencing at the western end with the construction of the proposed site access off Stone Cross Lane North. However, a pedestrian link between Stone Cross Lane North and Church Lane will be maintained from the outset, via the existing footpath through the site.

Proposed Toucan Crossing

- 4.3.9 In terms of off-site improvements, a toucan crossing will be provided on Church Lane, near the proposed site access off Church Lane, this will be beneficial not only to the future residents but also the existing residents living in the locality, including children attending nearby schools.

Proposed Off-Site Cycle Improvements

- 4.3.10 Additionally, the developer will provide funding for off-site cycle facilities near the site. Initial discussions with the LHA have identified two possible alternative locations, one relating to the Nook Lane/Tanner Lane bridge (potential closure or shuttle signals) and the other involves a cycle link to the two primary schools east of Church Lane, subject to land availability from one of the schools. Both alternatives are subject to detailed investigation and design at the appropriate time.

4.4 Proposed Public Transport Improvements

- 4.4.1 The site already benefits from access to the existing bus routes that operate on Church Lane, Stone Cross Lane North, Nook Lane and High Street. However, the proposals will include public transport enhancements.
- 4.4.2 The existing two bus stops on Church Lane adjacent to the site will be upgraded to QBC (quality bus corridor) standards, by the developer. The improvements could include, new bus shelters with seating and lighting, raised platform, subject to detailed design.
- 4.4.3 The proposed site access junctions and the internal link road have been designed to allow buses to penetrate the site, allowing bus operators to initiate new circular routes through the site or divert existing services into the site.
- 4.4.4 Notwithstanding the existing good public transport provision, the developer will provide further public transport improvements. A number of alternative improvement options were explored with the LHA with input from Transport for Greater Manchester (TfGM), which would be initially funded by the developer, subject to detailed assessments at the appropriate time:
- Diverting the existing service 589 – not feasible as it is interlinked with other services.
 - A new bus service running through the site, along the link road, to be introduced only after a significant number of dwellings have been completed and occupied – this would not assist the residents of the early phases of the development.
 - Provide a 12-month bus pass to each new household - not practical since separate bus passes are required for different areas (eg areas falling in Merseytravel and TfGM cannot be accessed with a single bus pass).
 - Provide a voucher to each household for purchasing a 12-month bus pass for their preferred destination. Additionally, they could use the voucher to purchase a bike, from a locally nominated cycle shops.
- 4.4.5 Based on the discussions with the LHA, the preferred approach would be to provide each household with a voucher, as detailed above.

4.5 Proposed Travel Plan

- 4.5.1 In order to positively encourage travel by sustainable modes, the proposed development will be supported by a comprehensive residential Travel Plan.
- 4.5.2 This TA should be read in conjunction with the Travel Plan that has been prepared by RH for the proposed development.

5 ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES

5.1 Introduction

- 5.1.1 Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people, particularly accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, so as to reduce the dependence on private cars.
- 5.1.2 In view of the current transport policy requirements, this section considers the accessibility of the potential development land by non-car modes.

5.2 Accessibility on Foot

- 5.2.1 It is generally accepted that walking is the most important mode of travel at the local level and walking offers the greatest potential to replace short car trips, particularly under two kilometres.
- 5.2.2 The proposed development will be pedestrian friendly and will provide high quality connectivity with the adjoining areas. The internal highway layout of the proposed development conforms to MfS, which will ensure the layout is pedestrian and cycle friendly. The proposed development will provide good quality connectivity throughout the site with lit footways/footpaths.
- 5.2.3 As already mentioned above, a combined 3m shared cycle/footway will be provided on both sides of the link road, which will be separated by a verge, as shown on **Plan 4**.
- 5.2.4 The site already benefits from good quality lit footway network, which connects the site to existing local community facilities.
- 5.2.5 The proposed vehicular accesses off Stone Cross Road North and Church Lane will include footways on both sides of the access road.
- 5.2.6 The proposed site access junction off Stone Cross Road North will also provide two uncontrolled pedestrian crossings on Stone Cross Road North, one immediately to the north of the proposed site access road and the other immediately to the south. These crossings will include a pedestrian refuge island in the centre of the road, to assist crossing (see **Plan 5**).
- 5.2.7 Currently there is no footway on the eastside of Stone Cross Road North, along the site frontage. As part the proposed site access junction a new footway will be provided along the entire site frontage, this will link to the existing footway to the north of the proposed site access junction (see **Plan 5**).
- 5.2.8 In terms of off-site improvements, a toucan crossing will be provided on Church Lane, near the proposed site access off Church Lane, this will be beneficial not only to the future residents but also the existing residents living in the locality, including children attending nearby schools.
- 5.2.9 In regard to walking distances to the site, reference has been made to the Institute of Highways and Transportation (IHT) publication 'Guidelines for Providing Journeys on Foot'. The general accepted walking distances for commuting, school and sight-seeing suggested by the IHT is 1,000m with a preferred maximum of 2,000m.

- 5.2.10 **Plan 6** has been prepared to illustrate the 1km (12 minutes) and 2km (24 minutes) walk catchments for the site. An indicative walking speed has been taken from the IHT 'Guidelines for Providing for Journeys on Foot', which states that an average walking speed of approximately 1.4 m/s can be assumed in most cases. This has been used to illustrate the area that is accessible on foot from the possible access points at the proposed development site.
- 5.2.11 **Plan 6** illustrates that there is good access to local facilities within 1km of the site, including a Co-operative supermarket plus smaller local shops and a dental surgery on Church Lane and a Lidl supermarket on A572 High Street. An outdoor sports facility operates less than 100m of the site, with its entrance being on Nook Lane, close to the junction with Stone Cross Lane North. There are a number of employment sites within 1km of the site, including the Parkside Business Park and Millingford Industrial Estate on A573 Bridge Street and the employment area around Yew Tree Way adjacent to the site, which has been recently developed for light industrial use. A number of schools and other local community facilities are within 1km of site (see **Plan 6**). A number of bus routes are within walking distance from the site.
- 5.2.12 Further community facilities are accessible within a 2km walk of the site, including a range of shops along the A573 in Golborne, health, clinic, Golborne High School and employment premises such as Golborne Enterprise Park.

5.3 Accessibility by Cycle

- 5.3.1 It is generally accepted that cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.
- 5.3.2 The internal highway layout of the proposed development will ensure it is cycle friendly, with good quality connectivity with the adjacent areas.
- 5.3.3 As already mentioned above, a combined 3m shared cycle/footway will be provided on both sides of the link road, which will be separated by a verge, as shown on **Plan 4**.
- 5.3.4 Additionally, the developer will provide off-site cycle facilities near the site. Initial discussions with the LHA have identified two possible alternative locations, one relating to Nook Lane/Tanner Lane bridge (potential closure or shuttle signals) and the other involves a cycle link to the two primary schools east of Church Lane, subject to land availability from one of the schools. Both alternatives are subject to detailed investigation and design at the appropriate time.
- 5.3.5 The A580 East Lancashire Road which runs adjacent the site has segregated facilities for cyclists at its junctions with A573 Church Lane and with Stone Cross Lane North, as well as having a shared footway/cycleway running most of its length. There is therefore good access already provided for cyclists to access the wider network.
- 5.3.6 **Plan 7** illustrates the 3km (15 minutes) and 5km (25 minutes) cycling catchment from the site, recognised as acceptable cycling distances at a speed of 3.3 m/s.
- 5.3.7 **Plan 7** shows that East Lancashire Road, which forms the southern boundary of the site, is facilitated with traffic-free cycle route.
- 5.3.8 **Plan 7** illustrates that the 3km catchment allows access to the whole of the existing area of Golborne and Lowton, meaning all existing services in the area can be reached in a short bike ride. **Plan 7** also illustrates that the 5km catchment allows access to further locations in Ashton-in-Makerfield; Leigh and Newton-Le-Willows, including access to the rail network at Newton-Le-Willows station.

5.4 Accessibility by Public Transport

- 5.4.1 The Chartered Institution of Highways and Transport (CIHT) document “Guidelines for Planning for Public Transport in Development”(March 1999) states that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop or 800m from the nearest rail station. However this is guidance, to be achieved where possible by services that operate at regular frequencies and along direct routes. The document states that it is more important to provide services easy and attractive to passengers than to slavishly adhere to arbitrary criteria for walking distances.
- 5.4.2 The site already benefits from access to the existing bus routes that operate on Church Lane, Stone Cross Lane North, Nook Lane and High Street.
- 5.4.3 Notwithstanding the existing generally good public transport provision, the developer will provide further improvement.
- 5.4.4 The proposed site access junctions and the internal link road have been designed to allow buses to penetrate the site.
- 5.4.5 The existing two bus stops on Church Lane adjacent to the site will be upgraded to QBC (quality bus corridor) standards. The improvements would include, new bus shelters with seating and lighting, raised platform, subject to detailed design.
- 5.4.6 The developer will provide a voucher to each household for purchasing a 12-month bus pass for their preferred destination. Additionally, they could use the voucher to purchase a bike, from a locally nominated cycle shops.
- 5.4.7 Bus Services that are currently accessible from the site are illustrated on **Plan 8**.
- 5.4.8 There are a number of bus stops within 400 metres of the site and these are located on Church Lane. Bus routes serving these stops are the 589, 591, 592, 600 and 601. Buses also operate on Nook Lane, Stone Cross Lane North (north of the proposed site access) and the A573 High Street. The bus stops for these services can be reached in approximately 10 minutes from the site.
- 5.4.9 **Table 1** summarises the frequency of the bus services that operate near the site.

Table 1: Summary of Bus Services Operating Near the Site

Bus Number	Route	Frequency (Mins)		
		Monday-Friday	Saturday	Sunday
589	Leigh – Plank Lane – Garton Drive – Lowton Circular	60	60	na
590	Leigh – Lowton Circular via King’s Avenue	60	60	na
592	Leigh – Lowton – Crankwood – Plank Lane Circular	2 per day	na	na
600/601	Leigh – Wigan Moor via Lowton – Golborne – Ashton in Makerfield	10	10	30
584	Crankwood – Plank Lane - Leigh	1 per day	na	na
588	Leigh – Lowton Circular via Plank Lane	60	60	na
34	Leigh – Earlstown – St Helens	20	20	30
X34	Lowton – Leigh – Astley - Manchester	30	2 per day	na
360	Warrington - Wigan	15	15	60

- 5.4.10 As shown in **Table 1**, services 600/601 operate at a 10 minute frequency Monday to Saturday, providing a regular link to Wigan town centre, including Wigan Wallgate and Wigan North Western railway stations. Even on Sundays the service operates at a 30 minute frequency.
- 5.4.11 Service 360 operates on a Quality Bus Corridor, providing high frequency (every 15 minutes) links to Wigan, Newton-Le-Willows and Warrington, including access to the nearest rail facility at Newton-Le-Willows.
- 5.4.12 **Table 1** confirms that access from the site to the various key destinations by bus can be achieved, this includes Manchester city centre, Wigan, Warrington, Leigh and Lowton. The proposed enhancements to the public transport will further encourage the residents of the new development to travel by sustainable modes.

5.5 Travel Plan

- 5.5.1 The proposed development will be supported by a comprehensive Travel Plan, which will positively encourage travel by sustainable modes. This TA should be read in conjunction with the Travel Plan that has been prepared as a separate document.

5.6 Accessibility Summary

- 5.6.1 Evaluation of the site's accessibility by non-car modes has demonstrated that the site is very accessible on foot, by bicycle and public transport. The existing local amenities and appropriate supporting infrastructure is in place to make travel by these modes a viable option for residents of the proposed development. Notwithstanding this, the development proposals will enhance the existing sustainable infrastructure to further encourage travel by sustainable modes. The Travel Plan will positively encourage travel by sustainable modes.
- 5.6.2 Given the above, it can be stated that the site is very accessible to a range of community facilities by walking, cycling and public transport in accordance with national and local transport policies

6 TRAFFIC FLOW ANALYSIS

6.1 Background

6.1.1 As part of the scoping study it was agreed with the LHA that the following junctions would be subjected to detailed capacity assessments:

- 1) Church Ln/Golborne Rd/Slag Ln/Stone Cross Ln North signal junction – (see plan in **Appendix E**)
- 2) & 3) East Lancashire Rd/Stone Cross Ln/Stone Cross Ln North signal junction – (see plan in **Appendix G**)
- 4) East Lancashire Rd/Church Ln signal junction – (see plan in **Appendix I**)
- 5) East Lancashire Rd/Newton Rd signal junction - (see plan in **Appendix K**)
- 6) Newton Rd/Kenyon Ln/Church Ln signal junction - (see plan in **Appendix M**)
- 7) Newton Rd/Winwick Ln signal junction - (see plan in **Appendix O**)
- 8) Stone Cross Ln/A572 Newton Rd priority junction – (see **Plan 9**)
- 9) Bridge St/East Lancashire Rd/A573 Warrington Rd roundabout – (see **Plan 10**)
- 10) Proposed site access priority junction on Stone Cross Ln North – (see **Plan 5**).
- 11) Proposed site access priority junction on Church Ln – (see **Plan 11**)

6.2 Existing Traffic Flows

6.2.1 To determine the existing traffic flows, traffic count surveys were undertaken at the 9 existing off-site key junctions listed under section 6.1, on Wednesday 25th May 2011 (for Junctions 1 to 6) and Thursday 30th June 2011 (for junctions 7 to 9) by Traffic Sense Ltd. The results of the surveys are contained in **Appendix B**.

6.2.2 In order to determine the link flows on Stone Cross Lane North in the vicinity of the proposed development site, a 7-day automated traffic count (ATC) survey was undertaken to record traffic flows in both directions along Stone Cross Lane in the vicinity of the proposed site access. The raw traffic data is shown in **Appendix B**.

6.2.3 The link flows for the proposed access off Church Lane is derived from J4 (East Lancashire Rd/Church Ln signal junction) traffic turning count.

6.2.4 From analysis of the surveyed flows, the AM peak hour period for the local highway network is 07:45-08:45, and the PM peak hour period is 16:45-17:45.

6.2.5 The 2011 surveyed traffic flows are illustrated in **Figures 1** and **2**, in passenger car units (pcu).

6.3 Background Traffic Growth

6.3.1 The normal method of accounting for traffic growth is to apply the Department for Transport's National Road Traffic Forecasts (NRTF). However, it is widely recognised amongst transport planning professionals that these forecasts do not, on the whole, provide a suitable tool from which peak hour traffic growth factors can be derived.

6.3.2 A number of criticisms of NRTF are explained in the Institution of Highways and Transportation Guidelines on Traffic Impact Assessment. Of particular relevance in this case are the following:

- NRTF are demand forecasts and are not constrained by the available amount of capacity of the highway network under consideration. The levels of traffic predicted by these forecasts may not, therefore, be realistic on any given road network, particularly at peak times when the network has less spare capacity.
- The forecasts implicitly include new development related activity, therefore, to apply growth factors based on NRTF and then add development traffic results in an element of double counting, and hence an overestimate of traffic flows.
- The forecasts relate to annual growth in vehicle mileage for all periods, and provide no indication of peak hourly changes in traffic flows. There is evidence available indicating that peak hour traffic activity is not increasing at a similar rate to off-peak traffic levels, therefore, to apply NRTF to peak hours is again likely to overestimate future traffic flows.

6.3.3 Traffic flows from three major committed developments, namely Bickershaw South, Leigh Sports Village and Parsonage site, are directly added onto the local highway network, as detailed in section 6.4.

6.3.4 Given that a number of large committed developments are considered, in order to avoid double counting of trips and as agreed with the LHA no traffic growth is applied to the surveyed baseline flows. Additionally, during the pre-application stage, Transport for Greater Manchester (TfGM) has also confirmed that in the last 5 to ten years there has not been any traffic growth during the peak hours on the local highway network

6.3.5 The eleven junctions listed in **Section 6.1** are to be assessed with forecast traffic flows in the year of opening and 5 years after opening.

6.3.6 The developer has confirmed that the proposed opening year of the development is 2013. Accordingly, 2013 and 2018 are the assessment years in this report.

6.3.7 Given that no traffic growth rate has been applied to the surveyed flows, the 2013 assessment would be the same as the 2018 assessment. Therefore, only 2018 assessment results are presented in this report.

6.3.8 The 2018 morning and evening peak hour growthed surveyed flows (growth rate = 1.000) are illustrated in **Figures 3** and **4** respectively.

6.4 Committed Developments

6.4.1 It has been agreed with the LHA that the forecast traffic from the following three approved developments will be considered in this report:

- Redevelopment of Former Colliery Site at Bickershaw South, Wigan
- Leigh Sports Village Phase III Development, Leigh
- Parsonage Site, Leigh.

6.4.2 **Plan A** in **Appendix C** shows three committed development sites relative to the proposed development site. **Plan A** also shows the relevant assignment routes for the committed development traffic, which are based on the associated TA reports.

6.4.3 The estimated trip generation, distribution and assignment for the three committed developments have been taken directly from the respective TA reports. The forecast trip generations for the three committed development sites are shown in **Table 2**.

Table 2: Trip Generations for Committed Developments

Committed Development Name	AM Peak		PM Peak	
	Arr.	Dep.	Arr.	Dep.
Bickershaw South	128	256	297	216
Leigh Sports Village Phase III	690	358	716	812
Parsonage Site	721	261	419	765

Source: (1). Brickershaw Transport Assessment, Scott Wilson, November 2007, (2). Leigh Sports Village Transport Assessment, Savell Bird & Axon, August 2009 ; (3). Transport Assessment Report for Proposed Mixed-Use Regeneration Scheme: Addendum 1, Leigh, JMP, April, 2010

Bickershaw *South, Wigan*

6.4.4 The Bickershaw South site is located west of Leigh town centre on Plank Lane and Crankwood Road. The proposal is for a mixed-use development comprising 567 houses, 83 apartments, 2,750 sqm GFA commercial centre and 40-boat marina.

6.4.5 Based on the TA for this site, 34% of generated trips would be towards Golborne/Lowton via Slag Lane. The AM and PM Bickershaw South committed traffic flows are illustrate in **Figures 5 to 6**. The relevant TA extracts are contained in **Appendix C**.

Leigh Sports Village Phase III

6.4.6 The Leigh Sports Village Phase III site is located approximately 800 meters southwest of Leigh town centre, on a parcel of land located to the east of the A579 Atherleigh Way, which acts as a principal route into the town. The site would be accessed off Altherleigh Way via an improved priority controlled roundabout.

6.4.7 The TA for this site shows that 11% of generated trips would towards St Helen's Road, which directly leads to Newton Road, and 16% of generated trips would towards East Lancashire Road. These trips were then distributed onto the local highway network in the proportion of the existing traffic flows, which are illustrated in **Figures 7 to 10**.

6.4.8 The AM and PM peak committed traffic flows for the Leigh Sports Village Phase III are illustrated in **Figures 11 to 12**. The relevant TA extracts are contained in **Appendix C**.

Parsonage Site, Leigh

6.4.9 The proposals for this site are a comprehensive employment led mixed-use regeneration scheme comprising employment (use class B1); commercial (use class A1-A5, B1); live/work (use class C3); medical centre and day nursery (use class D1); a retirement village (use class C2) and a residential development (use class C3) including the formation of the Atherleigh Way to Wigan Road Link road and Linear Park.

- 6.4.10 JMP prepared a Transport Assessment (Ref: M077013-061 Issue 2, June 2009) to support the planning application (Reference: A/08/70445). In 2010, JMP prepared a Transport Assessment Addendum 1 Report (Ref: M077013-094, Issue No. 1, April 2010) for the supplementary traffic analysis with regards to the impact arising at the local highway network from phased delivery of the development proposal at the Parsonage site, in which Wigan SATURN model was used to derive a traffic flow data set for the supplementary traffic analysis.
- 6.4.11 The JMP 2010 TA Addendum 1 states that the Parsonage development will be delivered in three distinct phases as follows:
- Phase 1: Construction of the site access at Atherleigh Way accompanied with partial delivery of employment land within Brookhouse ownership and food retail;
 - Phase 2: Delivery of all employment land within Brookhouse ownership, food retail and residential development; and
 - Phase 3: Completion of the connection through to Wigan Road and delivery of the remaining employment land.
- 6.4.12 Assessment year of Phase 3 in JMP 2010 Addendum TA is 2016, and given the assessment year in this report is 2018, the trips from Phase 3 are therefore directly used as the committed flows, which includes Phases 1 and 2 flows.
- 6.4.13 It is assumed that traffic from Parsonage Site towards Lowton would use Atherleigh Way and then East Lancashire Road, which is a primary standard A road in the local highway network.
- 6.4.14 The committed flows onto Atherleigh Way are extracted from ARCADY outputs in JMP 2010 Addendum TA and relevant extracts are contained in **Appendix C**.
- 6.4.15 The AM and PM committed flows from the Parsonage Site onto the local highway network are illustrated in **Figures 13** and **14**. **Figures 15** and **16** illustrate the AM and PM peak total committed flows from the 3 identified committed developments.

6.5 Vehicular Trip Generation of the Proposed Development

- 6.5.1 The proposed development will consists of circa 660 houses.
- 6.5.2 A trip generation exercise has been undertaken to estimate the likely trip generations of the proposed development. The industry-standard TRICS 2011(b) V6.8.1 database has been interrogated to establish an average trip rate for a residential development of the scale proposed. The full TRICS outputs presented in **Appendix D**
- 6.5.3 The resulting trip rates and trip generations for the proposed development are presented in **Table 3**:

Table 3: Proposed Development Vehicular Trip Rates and Trip Generations

Residential Land Use	Unit	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
		Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Rates							
Houses Privately Owned	Dwelling	0.159	0.405	0.564	0.394	0.239	0.633
Trip Generations							
Houses Privately Owned	660 (Dwelling)	95	243	338	236	143	380

6.5.4 As shown in **Table 3**, the proposed residential development could be expected to generate 338 two-way trips during the morning peak hour and 380 two-way trips in the evening peak hour.

6.5.5 It should be noted that in order to provide robust assessments, the highest TRICS rates have been used instead of the TRICS rates corresponding to the local highway network peak period.

6.6 Trip Distribution

6.6.1 The trip distribution in the original TA submitted in November 2011 was based on the Journey to Work Statistics.

6.6.2 However, it was subsequently agreed with the LHA that 60% of new trips generated by the proposals would use the access onto Stone Cross Lane North and remaining 40% would use the access onto Church Lane. This is to reflect the proposed link road, which runs through the site, connecting Stone Cross Lane North to Church Lane and to reflect the proposed improvements to the A580/Stone Cross Lane junction (see **Section 7.13** for details).

6.6.3 The trip distribution for the proposed development within the study area is based on the proportion of the existing traffic flow pattern shown in **Figures 1** and **2**. The AM and PM peak distributions for each site access are shown in **Figures 17** to **20**.

6.6.4 The trip generations in **Table 4** were distributed on the local highway network using the peak hour distribution shown in **Figures 17** to **20**. The resulting trips are shown in **Figures 21** and **26**.

6.7 Future Years Traffic Flows

6.7.1 The committed development traffic flows in **Figures 15** and **16** have been added to the 2018 growthed traffic flows in **Figures 3** and **4** to derive the 2018 'without' development traffic flows, which are shown in **Figures 27** and **28**.

6.7.2 The forecast trip generation for the development (**Figures 23** and **26**) have been added to **Figures 27** and **28** to derive the 2018 AM and PM peak hour 'with' development traffic flows, which are shown in **Figures 29** and **30**.

7 HIGHWAY NETWORK ASSESSMENT

7.1 Background

7.1.1 It should be noted that the junction capacity assessments detailed in this section are based on 660 dwellings, whereas the current outline application is for up to 400 dwellings, representing Phase 1 of the overall development. Accordingly, the assessments are highly robust.

7.1.2 This section assesses the capacity of the following eleven junctions, as per the agreed scoping study:

- 1) Church Ln/Golborne Rd/Slag Ln/Stone Cross Ln North signal junction – (see plan in **Appendix E**)
- 2) & 3) East Lancashire Rd/Stone Cross Ln/Stone Cross Ln North signal junction – (see plan in **Appendix G**)
- 4) East Lancashire Rd/Church Ln signal junction – (see plan in **Appendix I**)
- 5) East Lancashire Rd/Newton Rd signal junction - (see plan in **Appendix K**)
- 6) Newton Rd/Kenyon Ln/Church Ln signal junction - (see plan in **Appendix M**)
- 7) Newton Rd/Winwick Ln signal junction - (see plan in **Appendix O**)
- 8) Stone Cross Ln/A572 Newton Rd priority junction – (see **Plan 9**)
- 9) Bridge St/East Lancashire Rd/A573 Warrington Rd roundabout – (see **Plan 10**)
- 10) Proposed site access priority junction on Stone Cross Ln North – (see **Plan 5**).
- 11) Proposed site access priority junction on Church Ln – (see **Plan 11**)

7.1.3 The roundabouts have been assessed using the ARCADY analysis software. The priority junctions have been assessed using the PICADY analysis software. The key operational parameters of ARCADY and PICADY are summarised as follows:

- The ratio of flow to capacity (RFC), where RFC values less than 1.0 indicates the junction is operating within its ultimate capacity,
- End queues in vehicles, which indicates the forecast length of traffic queues.

7.1.4 The proposed signalised junction has been assessed using the LINSIG software. The key output operational parameters of LINSIG are summarised as follows:

- Degree of saturation (DoS), where DoS values less than 100% indicates the junction is operating within its ultimate capacity.
- The maximum mean queue (MMQ) forecast on a link.

7.2 Discussions with LHA on Highway Capacity

7.2.1 The junction capacity assessments contained in the original TA submitted in November 2011 were discussed in detail with the LHA.

7.2.2 The LHA confirmed that they would not be seeking off-site junction improvements, even though a number of junctions are operating at or over capacity. The only exception to this was the A580/Stone Cross Lane, which will be improved (see **Section 7.13**). The LHA has acknowledged that the site is in a sustainable location and the proposed sustainable improvements would suitably mitigate the impact of the development.

7.3 J1: Church Ln/Golborne Rd/Slag Ln/Stone Cross Ln North Signal Junction

7.3.1 The Church Ln/Golborne Rd/Slag Ln/Stone Cross Ln North signalised junction has been assessed for its peak hour performance using the LINSIG software program.

7.3.2 The existing signal timing data was obtained from Transport for Greater Manchester (TfGM) to ensure the correct modelling parameter are used when assessing the operation of the junction, which is contained in **Appendix G**.

7.3.3 **Table 4** summarises the results of the 2018 ‘without’ and ‘with’ development scenarios. The full LINSIG output report is contained in **Appendix F**.

Table 4: J1- Church Ln/Golborne Rd/Slag Ln/Stone Cross Ln North Signal Junction

Link Number	Link Description	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2018 Without Development Flows					
1/1+1/2	Golborne Rd (Entry) Left Right Ahead	96.6%	28.8	109.7%	50.9
2/1+2/2	Church Ln (Entry) Right Left Ahead	60.6%	11.9	108.0%	43.1
3/1+3/2	Stone Cross Ln North (Exit) Ahead Left Right	97.2%	22.3	111.3%	60.4
4/1+4/2	Slag Ln (Entry) Ahead Right Left	96.3%	32.7	111.0%	62.7
2018 With Development Flows					
1/1+1/2	Golborne Rd (Entry) Left Right Ahead	103.1%	42.3	120.9%	83.4
2/1+2/2	Church Ln (Entry) Right Left Ahead	68.3%	14.2	122.3%	82.7
3/1+3/2	Stone Cross Ln North (Exit) Ahead Left Right	102.5%	29.1	122.3%	96.5
4/1+4/2	Slag Ln (Entry) Ahead Right Left	104.3%	58.2	120.8%	96.2

7.3.4 **Table 4** demonstrates that the junction would operate at capacity in the AM peak hour however in the PM peak hour it would operate above capacity in 2018 under the ‘without’ development traffic flow scenario.

7.3.5 In 2018 under the ‘with’ development traffic flow scenario, the junction is predicted to operate above capacity in the both morning and evening peak hours.

7.3.6 However, this junction operates under MOVA control, which is not modelled by the LINSIG program. The MOVA is likely to give around 10% extra capacity, and accordingly the LINSIG results in **Table 4** over predict queues and degree of saturation.

7.3.7 The proposed sustainable improvements package (see **Section 4**) will mitigate the impact of the development on this junction (see also **section 7.2** above).

7.4 J2&J3: East Lancashire Rd/Stone Cross Ln/Stone Cross Ln North Signal Junction

7.4.1 The Church Ln/Golborne Rd/Slag Ln/Stone Cross Ln North signal junction has been assessed for its peak hour performance using the LINSIG software program.

7.4.2 The existing signal timing data was obtained from TGM to ensure the correct modelling parameter are used when assessing the operation of the junction, which is contained in **Appendix G**.

7.4.3 **Table 5** summarises the results of the 2018 ‘without’ and ‘with’ development scenarios. The full LINSIG output report is contained in **Appendix H**.

Table 5: J2&J3 - East Lancashire Rd/Stone Cross Ln/Stone Cross Ln North Signal Junction

Link Number	Link Description	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2018 Without Development Flows					
J2: Stone Cross Lane North/East Lancashire Road					
1/1	Stone Cross Ln North (Entry) Left	50.2%	9.1	25.2%	3.9
1/2	Stone Cross Ln North (Entry) Right	90.4%	19.6	88.6%	13.7
2/1	East Lancashire Rd Westbound Ahead	58.6%	3.4	60.4%	4.8
2/2	East Lancashire Rd Westbound Ahead	51.8%	3.7	48.1%	5.9
2/3	East Lancashire Rd Westbound Right	63.2%	3.4	88.8%	11.0
3/2+3/1	East Lancashire Rd Eastbound (Entry) Left Ahead	75.5%	21.4	90.3%	32.8
3/3	East Lancashire Rd Eastbound (Entry) Ahead	74.5%	22.0	88.7%	32.4
J3: Stone Cross Lane/East Lancashire Road					
1/2+1/1	East Lancashire Rd Westbound (Entry) Ahead Left	91.6%	27.6	73.4%	21.9
1/3	East Lancashire Rd Westbound (Entry) Ahead	92.1%	28.3	77.1%	24.1
3/2+3/1	Stone Cross Ln (Entry) Left Right	18.5%	2.1	77.2%	8.8
5/1	East Lancashire Rd Eastbound Ahead	64.0%	4.5	60.3%	1.4
5/2	East Lancashire Rd Eastbound Ahead	56.2%	6.9	62.2%	1.5
5/3	East Lancashire Rd Eastbound Right	88.1%	10.3	54.6%	3.6
2018 With Development Flows					
J2: Stone Cross Lane North/East Lancashire Road					
1/1	Stone Cross Ln North (Entry) Left	49.5%	9.8	24.8%	4.0
1/2	Stone Cross Ln North (Entry) Right	96.0%	25.7	94.4%	16.6
2/1	East Lancashire Rd Westbound Ahead	61.1%	4.6	61.7%	6.2
2/2	East Lancashire Rd Westbound Ahead	54.4%	4.8	46.8%	6.0
2/3	East Lancashire Rd Westbound Right	40.7%	2.7	92.0%	13.9
3/2+3/1	East Lancashire Rd Eastbound (Entry) Left Ahead	86.9%	25.8	96.4%	40.4
3/3	East Lancashire Rd Eastbound (Entry) Ahead	86.7%	26.6	95.6%	39.6
J3: Stone Cross Lane/East Lancashire Road					
1/2+1/1	East Lancashire Rd Westbound (Entry) Ahead Left	96.6%	32.2	75.6%	23.0
1/3	East Lancashire Rd Westbound (Entry) Ahead	97.1%	33.3	79.4%	25.3
3/2+3/1	Stone Cross Ln (Entry) Left Right	17.2%	2.0	79.0%	9.5
5/1	East Lancashire Rd Eastbound Ahead	68.2%	4.5	59.8%	1.4
5/2	East Lancashire Rd Eastbound Ahead	60.9%	6.0	63.8%	1.5

5/3	East Lancashire Rd Eastbound Right	96.4%	13.5	54.6%	3.6
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7.4.4 **Table 5** demonstrates that the junctions would operate within capacity in both morning and evening peak hours in 2018 under the ‘without’ and ‘with’ development traffic flow scenarios. However, a number of links are close to capacity.

7.4.5 This junction also operates under MOVA and for the reasons given under section 7.2 the junction would operate better than the results shown in **Table 5**.

7.4.6 As requested by the LHA improvements are proposed at J1 (Stone Cross Lane NorthA50 East Lancashire), by the provision of additional lane on the Stone Cross Lane North approach of the junction. This improvement will encourage more development traffic to use the proposed site access off Stone Cross Lane North.

7.5 J4: East Lancashire Rd/Church Ln Signal Junction

7.5.1 The East Lancashire Rd/Church Ln signal junction has been assessed for its peak hour performance using the LINSIG software program.

7.5.2 The existing signal timing data was obtained from TfGM to ensure the correct modelling parameter are used when assessing the operation of the junction, which is contained in **Appendix I**.

7.5.3 **Table 6** summarises the results of the 2018 ‘without’ and ‘with’ development scenarios. The full LINSIG output report is contained in **Appendix J**.

Table 6: J4- East Lancashire Rd/Church Ln Signal Junction

Link Number	Link Description	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2018 Without Development Flows					
1/2+1/1	East Lancashire Road Eastbound Ahead Left	77.6%	27.5	88.8%	41.3
1/3	East Lancashire Road Eastbound Ahead	78.6%	30.2	89.4%	44.9
1/4	East Lancashire Road Eastbound Right	79.9%	9.5	71.0%	5.3
3/2+3/1	East Lancashire Road Westbound Ahead Left	78.6%	24.8	70.9%	23.5
3/3	East Lancashire Road Westbound Ahead	79.8%	27.3	72.2%	26.0
3/4	East Lancashire Road Westbound Right	76.8%	10.6	87.7%	21.8
5/1	Church Ln Northbound Right Left Ahead	38.5%	6.8	86.2%	16.4
6/1	Church Ln Southbound Left Right Ahead	80.2%	17.9	88.5%	17.8
2018 With Development Flows					
1/2+1/1	East Lancashire Road Eastbound Ahead Left	84.2%	31.1	91.8%	45.8
1/3	East Lancashire Road Eastbound Ahead	85.1%	34.0	92.3%	49.5
1/4	East Lancashire Road Eastbound Right	85.0%	10.4	75.5%	5.7
3/2+3/1	East Lancashire Road Westbound Ahead Left	83.3%	26.4	73.0%	23.7
3/3	East Lancashire Road Westbound Ahead	84.3%	28.9	74.4%	26.2
3/4	East Lancashire Road Westbound Right	81.3%	11.5	91.8%	24.9
5/1	Church Ln Northbound Right Left Ahead	36.5%	6.7	92.4%	20.3
6/1	Church Ln Southbound Left Right Ahead	84.9%	21.1	92.6%	20.8

7.5.4 **Table 6** demonstrates that the junction would operate within capacity in both morning and evening peak hours in 2018 under the ‘without’ and ‘with’ development traffic flow scenarios.

7.5.5 It should be noted that the traffic adaptive urban traffic control (UTC) system SCOOT (Split, Cycle and Offset Optimisation Technique) is operating at this junction, which responds intelligently and continuously as traffic flow changes and fluctuates through the day. The LINSIG model can not accurately replicate SCOOT performance given that it always assumes a flat in-flow profile and uses only one cycle time for the whole peak hour.

7.5.6 The benefits of SCOOT have been well documented and it is believed that reduction in delay would be over 20%. It is therefore reasonable to assume that junction would operate better than the results suggested by LINSIG in **Table 6**.

7.6 J5: East Lancashire Rd/Newton Rd Signal Junction

7.6.1 The East Lancashire Rd/Newton Rd signal junction has been assessed for its peak hour performance using the LINSIG software program.

7.6.2 The existing signal timing data was obtained from TfGM to ensure the correct modelling parameter are used when assessing the operation of the junction, which is contained in **Appendix K**.

7.6.3 **Table 7** summarises the results of the 2018 ‘without’ and ‘with’ development scenarios. The full LINSIG output report is contained in **Appendix L**.

Table 7: J5 - East Lancashire Rd/Newton Rd Signal Junction

Link Number	Link Description	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2018 Without Development Flows					
1/2+1/1	East Lancashire Road Eastbound Ahead Left	94.5%	37.1	92.1%	40.8
1/3	East Lancashire Road Eastbound Ahead	92.3%	35.0	88.6%	38.1
3/1	East Lancashire Rd Westbound Ahead Left	92.5%	35.7	97.2%	47.3
3/2+3/3	East Lancashire Rd Westbound Ahead Right	93.1%	38.3	97.4%	50.4
5/2+5/1	Newton Rd Northbound Left Ahead	52.1%	9.7	62.0%	14.2
5/3	Newton Rd Northbound Right	93.7%	24.7	97.2%	33.1
7/2+7/1	Newton Rd Southbound Left Ahead	93.6%	26.4	96.7%	18.3
7/3	Newton Rd Southbound Right	62.2%	13.7	94.7%	17.2
2018 With Development Flows					
1/2+1/1	East Lancashire Road Eastbound Ahead Left	95.5%	39.6	91.8%	40.2
1/3	East Lancashire Road Eastbound Ahead	93.5%	37.1	88.3%	37.7
3/1	East Lancashire Rd Westbound Ahead Left	90.3%	34.6	99.3%	53.7
3/2+3/3	East Lancashire Rd Westbound Ahead Right	91.1%	37.2	99.6%	57.8
5/2+5/1	Newton Rd Northbound Left Ahead	52.9%	10.1	62.7%	14.0
5/3	Newton Rd Northbound Right	95.2%	26.1	98.5%	34.3
7/2+7/1	Newton Rd Southbound Left Ahead	96.3%	29.1	96.7%	18.1
7/3	Newton Rd Southbound Right	64.3%	14.4	98.3%	19.7

7.6.4 **Table 7** demonstrates that the junction would operate within capacity in both morning and evening peak hours in 2018 under the ‘without’ and ‘with’ development traffic flow scenarios.

7.6.5 However, it should also be noted that the junction operates under SCOOT control, which is believed to reduce delay by at least 20%. It is therefore reasonable to assume that junction would operate better than the LINSIG results shown in **Table 7**.

7.7 J6: Newton Rd/Kenyon Ln/Church Ln Signal Junction

7.7.1 The Newton Rd/Kenyon Ln/Church Ln signal junction has been assessed for its peak hour performance using the LINSIG software program.

7.7.2 The existing signal timing data was obtained from TfGM to ensure the correct modelling parameter are used when assessing the operation of the junction, which is contained in **Appendix M**.

7.7.3 **Table 8** summarises the results of the 2018 ‘without’ and ‘with’ development scenarios. The full LINSIG output report is contained in **Appendix N**.

Table 8: J6 - Newton Rd/Kenyon Ln/Church Ln Signal Junction

Link Number	Link Description	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2018 Without Development Flows					
2/2+2/1	Church Ln Left Right Ahead	91.5%	21.2	82.0%	11.0
4/1+4/2	Newton Rd Southbound Right Ahead Left	84.6%	35.2	76.0%	25.5
5/1	Newton Rd Northbound Left Ahead Right	92.0%	36.2	83.3%	31.8
6/1	Kenyon Ln Ahead Right Left	93.5%	13.2	82.0%	21.8
2018 With Development Flows					
2/2+2/1	Church Ln Left Right Ahead	97.2%	26.7	85.5%	11.9
4/1+4/2	Newton Rd Southbound Right Ahead Left	85.6%	36.0	77.2%	26.0
5/1	Newton Rd Northbound Left Ahead Right	95.3%	39.4	85.4%	32.9
6/1	Kenyon Ln Ahead Right Left	95.7%	14.3	83.8%	23.2

7.7.4 **Table 8** demonstrates that the junction would operate within capacity in both morning and evening peak hours in 2018 under the ‘without’ and ‘with’ development traffic flow scenarios.

7.7.5 It should also be noted that the junction operates under SCOOT control, which is believed to reduce delay by at least 20%. It is therefore reasonable to assume that junction would operate better than the LINSIG results shown in **Table 8**.

7.8 J7: Newton Rd/Winwick Ln Signal Junction

7.8.1 The Newton Rd/Winwick Ln signal junction has been assessed for its peak hour performance using the LINSIG software program.

7.8.2 The existing signal timing data was obtained from TfGM to ensure the correct modelling parameter are used when assessing the operation of the junction, which is contained in **Appendix O**.

7.8.3 **Table 9** summarises the results of the 2018 ‘without’ and ‘with’ development scenarios. The full LINSIG output report is contained in **Appendix P**.

Table 9: J7 - Newton Rd/Winwick Ln Signal Junction

Link	Link Description	AM Peak	PM Peak
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Number		DoS	MMQ	DoS	MMQ
2018 Without Development Flows					
1/1	Newton Road (E) Ahead Left	74.2%	26.4	77.9%	25.9
2/1	Winwick Lane Left Right	76.4%	14.7	78.0%	23.9
3/1	Newton Road (W) Ahead Right	76.7%	13.6	54.9%	7.5
2018 With Development Flows					
1/1	Newton Road (E) Ahead Left	74.5%	26.8	78.3%	26.2
2/1	Winwick Lane Left Right	79.1%	15.2	79.1%	24.5
3/1	Newton Road (W) Ahead Right	80.1%	14.2	54.9%	7.5

7.8.4 **Table 9** demonstrates that the junction would operate with significant spare capacity in both morning and evening peak hours in 2018 under the ‘without’ and ‘with’ development traffic flow scenarios.

7.8.5 It should be noted that the junction operates under SCOOT control, which is believed to reduce delay by at least 20%. It is therefore reasonable to assume that junction would operate better than the LINSIG results shown in **Table 9**.

7.9 J8: Stone Cross Ln/A572 Newton Rd Priority Junction

7.9.1 This junction has been assessed using the software PICADY for the AM and PM peaks in 2018 ‘without’ and ‘with’ development traffic flow scenarios. The layout of this junction is shown on **Plan 9**.

7.9.2 **Table 10** summarises the results of the 2018 ‘without’ and ‘with’ development scenarios. The full PICADY output report is contained in **Appendix Q**.

Table 10: J8 - Stone Cross Ln/A572 Newton Rd Priority Junction

Link Description	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2018 Without Development Flows				
B-C	0.235	0.31	0.119	0.13
B-A	0.352	0.54	0.080	0.09
C-AB	0.020	0.02	0.054	0.06
2018 With Development Flows				
B-C	0.242	0.32	0.119	0.13
B-A	0.362	0.56	0.080	0.09
C-AB	0.020	0.02	0.058	0.06

Arm A - A572 Newton Road (W) Arm B - Stone Cross Ln Arm C - A572 Newton Road (E)

7.9.3 **Table 10** demonstrates that the junction would operate with significant spare capacity in both morning and evening peak hours in 2018 under the ‘without’ and ‘with’ development traffic flow scenarios.

7.10 J9: Bridge St/East Lancashire Rd/A573 Warrington Rd Roundabout

7.10.1 This roundabout has been assessed using the software ARCADY for the AM and PM peaks in 2018 ‘without’ and ‘with’ development traffic flows scenarios. The five-arm layout is shown on **Plan 10**.

7.10.2 **Table 11** summarises the results of the 2018 ‘without’ and ‘with’ development scenarios. The full ARCADY output report is contained in **Appendix R**.

Table 11: J9 - Bridge St/East Lancashire Rd/A573 Warrington Rd Roundabout

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2018 Without Development Flows				
Arm A - Bridge St	0.860	5.6	0.860	5.5
Arm B - East Lancashire Rd (E)	0.751	3.0	0.840	5.1
Arm C - A573 Warrington Rd	0.425	0.7	1.172	57.3
Arm D - East Lancashire Rd (W)	0.893	8.1	0.970	23.5
2018 With Development Flows				
Arm A - Bridge St	0.866	5.9	0.899	7.4
Arm B - East Lancashire Rd (E)	0.798	3.9	0.851	5.5
Arm C - A573 Warrington Rd	0.458	0.8	1.210	66.1
Arm D - East Lancashire Rd (W)	0.898	8.4	0.995	40.2

7.10.3 **Table 11** demonstrates that the junction would operate within capacity in 2018 under the ‘without’ and ‘with’ development traffic flow scenarios, with the exception of arm C, which would operate overcapacity.

7.10.4 It is pertinent to mention that the development will be supported by a Travel Plan, which will positively encourage travel by sustainable modes. The trip generation for the proposed development has not been discounted to take into account the likely traffic reduction that will result from the Travel Plan. Accordingly, the results in **Table 12** overstate the level of queues and RFCs.

7.11 J10: Proposed Priority Site Access Junction off Stone Cross Lane North

7.11.1 The proposed site access on Stone Cross Lane North is a priority junction (see **Plan 5**) and has been assessed using the software PICADY. The AM and PM 2018 with development traffic flows have been modelled. As the site access is part of the proposals, it has not been modelled for the ‘without’ development scenario.

7.11.2 **Table 12** summarises the results of the 2018 ‘with’ development scenario. The full PICADY output report is contained in **Appendix S**.

Table 12: J10 - Proposed Site Access Junction on Stone Cross Lane North

Link Description	2018 With Development Flows			
	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
B-C	0.299	0.42	0.062	0.07
B-A	0.111	0.12	0.219	0.28
C-B	0.025	0.03	0.189	0.23

Arm A - Stone Cross Lane (N) Arm B - Site Access Arm C - Stone Cross Lane (S)

7.11.3 **Table 12** confirms that the junction would operate well within capacity in both the morning and evening peak hours in 2018 assessment year.

7.12 J11: Proposed Priority Site Access Junction off Church Lane

7.12.1 The proposed site access on Church Lane is a priority junction (see **Plan 11**) and has been assessed using the software PICADY. The AM and PM 2018 with development traffic flows have been modelled. As the site access is part of the proposals, it has not been modelled for the ‘without’ development scenario.

7.12.2 **Table 13** summarises the results of the 2018 ‘with’ development scenario. The full PICADY output report is contained in **Appendix T**.

Table 13: J11 - Proposed Site Access Junction on Church Lane

Link Description	2018 With Development Flows			
	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
B-C	0.077	0.08	0.084	0.09
B-A	0.191	0.23	0.094	0.10
C-AB	0.053	0.06	0.096	0.12

Arm A - Church Lane (S) Arm B - Site Access Arm C - Church Lane (N)

7.12.3 **Table 13** confirms that the junction would operate well within capacity in both the morning and evening peak hours in 2018 assessment year.

7.13 Proposed Off-Site Junction Improvements

7.13.1 The 580 East Lancashire Rd/Stone Cross Lane (Junction 2) will be improved by providing an extra lane on the Stone Cross Lane arm of the junction. This will provide additional capacity at this junction, which in turn will encourage more development traffic to use the proposed Stone Cross Lane North site access to reach the A580.

7.13.2 It is proposed to add an additional right turn lane on Stone Cross Lane North (see **Plan 12**)

7.13.3 **Table 14** summarises the results of the 2018 'without' and 'with' development scenarios. The full LINSIG output report is contained in **Appendix H**.

Table 14: J2&J3 - East Lancashire Rd/Stone Cross Ln/Stone Cross Ln North Signal Junction (Improved Layout)

Link Number	Link Description	AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2018 With Development Flows					
J1: Stone Cross Lane North/East Lancashire Road	-				
1/2+1/1	Stone Cross Ln North (Entry) Right Left	84.2%	17.0	71.9%	6.9
1/3	Stone Cross Ln North (Entry) Right	73.3%	11.2	54.8%	5.5
2/1	East Lancashire Rd Westbound Ahead	54.9%	2.7	59.1%	4.2
2/2	East Lancashire Rd Westbound Ahead	48.1%	3.2	44.8%	5.9
2/3	East Lancashire Rd Westbound Right	48.1%	3.0	87.4%	12.6
3/2+3/1	East Lancashire Rd Eastbound (Entry) Left Ahead	72.1%	19.9	91.5%	33.9
3/3	East Lancashire Rd Eastbound (Entry) Ahead	71.4%	20.9	91.5%	35.0
J2: Stone Cross Lane/East Lancashire Road	-				
1/2+1/1	East Lancashire Rd Westbound (Entry) Ahead Left	85.0%	24.5	70.8%	21.2
1/3	East Lancashire Rd Westbound (Entry) Ahead	85.1%	24.9	74.8%	23.5
3/2+3/1	Stone Cross Ln (Entry) Left Right	21.8%	2.2	89.9%	12.0

5/1	East Lancashire Rd Eastbound Ahead	61.0%	5.0	56.8%	1.3
5/2	East Lancashire Rd Eastbound Ahead	54.1%	7.0	61.4%	1.4
5/3	East Lancashire Rd Eastbound Right	80.4%	9.0	54.6%	3.6

7.13.4 **Table 14** demonstrates that the improved junctions would provide better performance in both morning and evening peak hours in 2018 under the 'with' development traffic flow scenarios.

8 SUMMARY AND CONCLUSIONS

8.1 Summary

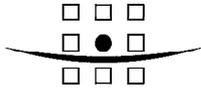
- 8.1.1 Royal Haskoning (RH) has been appointed by Wainhomes Developments Ltd to prepare a Transport Assessment (TA) in support of a proposed residential development on land off Stone Cross Lane North, Lowton, Wigan.
- 8.1.2 In November 2011 RH submitted a detailed TA based on an agreed 'Scoping Study' with the local highway authority (LHA), for pre-application approval in principle.
- 8.1.3 Subsequently, detailed discussions were held with the LHA. During these discussions amendments to the TA and proposed highway/transport improvements were agreed, in principle. This TA includes the agreed amendments and the agreed proposed improvements.
- 8.1.4 The overall proposed development on the wider site will deliver around 660 dwellings. However, the current outline proposal is for Phase 1 of the overall development, which will provide up to 400 dwellings.
- 8.1.5 The development will be accessed from two proposed site access junctions, one off Stone Cross Lane North and the other off Church Lane, these will be connected by a proposed internal link road.
- 8.1.6 The proposed internal link road and the two proposed site access junctions would be built prior to the occupation of the first dwelling of Phase 1 of the development, so that the link road is operational from the outset. This will ensure that a high level of connectivity is provided by all modes of transport from the opening of the development.
- 8.1.7 The proposed development will be pedestrian/cycle friendly and will provide high quality connectivity with the adjoining areas. The site already benefits from good quality lit footway network, which connects the site to existing local community facilities including shops, schools, medical facilities, leisure and large employment premises.
- 8.1.8 The proposals will deliver a substantial package of sustainable improvements including the following:
- A share footway/cycleway will be provided on both sides of the proposed internal link road, which connects Stone Cross Lane North with Church Lane
 - The existing footpaths running through the site will be upgraded
 - A toucan crossing on Church Lane
 - A new footway on Stone Cross Lane North along the site frontage with uncontrolled crossings
 - Funding to improve cycle links adjacent to the site
 - 'Quality Bus Corridor' standards bus stops will be provided on Church Lane to replace the existing, near the site
 - The internal link road is designed to allow buses to penetrate the site and to allow bus operators to operate a new circular bus service or divert existing services.

- Vouchers to be provided to the new residents for purchasing a bus pass or a bike, subject to further discussions with the LHA.

- 8.1.9 The proposed development will also be supported by a comprehensive Travel Plan.
- 8.1.10 There are existing cycle facilities on the local highway network. The internal highway layout of the proposed development will ensure it is cycle friendly, with good quality connectivity with the adjacent areas. It has been demonstrated that access by cycle is excellent to numerous community facilities, including jobs, shops, leisure facilities and education establishments.
- 8.1.11 The site currently enjoys very good access to the existing bus routes that operate on Church Lane, Stone Cross Lane North, Nook Lane and High Street. For example there are a number of bus stops within 400m of the site on Church Lane, which are served by frequent services to Wigan town centre and other destinations, such as services 600/601, which operate at a frequency of 10 minutes.
- 8.1.12 Notwithstanding the existing good public transport provision, the proposals will provide further public transport enhancements, as mentioned above.
- 8.1.13 Wigan Wallgate and Wigan North Western railway stations can be accessed by the buses that pass the site along Church Lane.
- 8.1.14 It can be stated that the proposed development will be very accessible to a range of destinations by walking, cycling and public transport in accordance with NPPF and local transport policies.
- 8.1.15 The key junctions on the local highway network have been assessed with peak hour forecast flows in 2018. A number of major committed developments have also been accounted for in the assessments. Most of the junctions that have been assessed already benefit from MOVA or SCOOT control.
- 8.1.16 It should be noted that the junction capacity assessments are based on 660 dwellings, whereas the current outline application is for up to 400 dwellings, representing Phase 1 of the overall development. Accordingly, the assessments are highly robust.
- 8.1.17 The existing A580/Stone Cross Lane North signalised junction will be improved, by providing additional lane capacity through localised carriageway widening.
- 8.1.18 Taking into account the proposed sustainable transport improvement package and the proposed highway improvements, it has been demonstrated that the proposed overall development will not have any material impact on the local highway network.

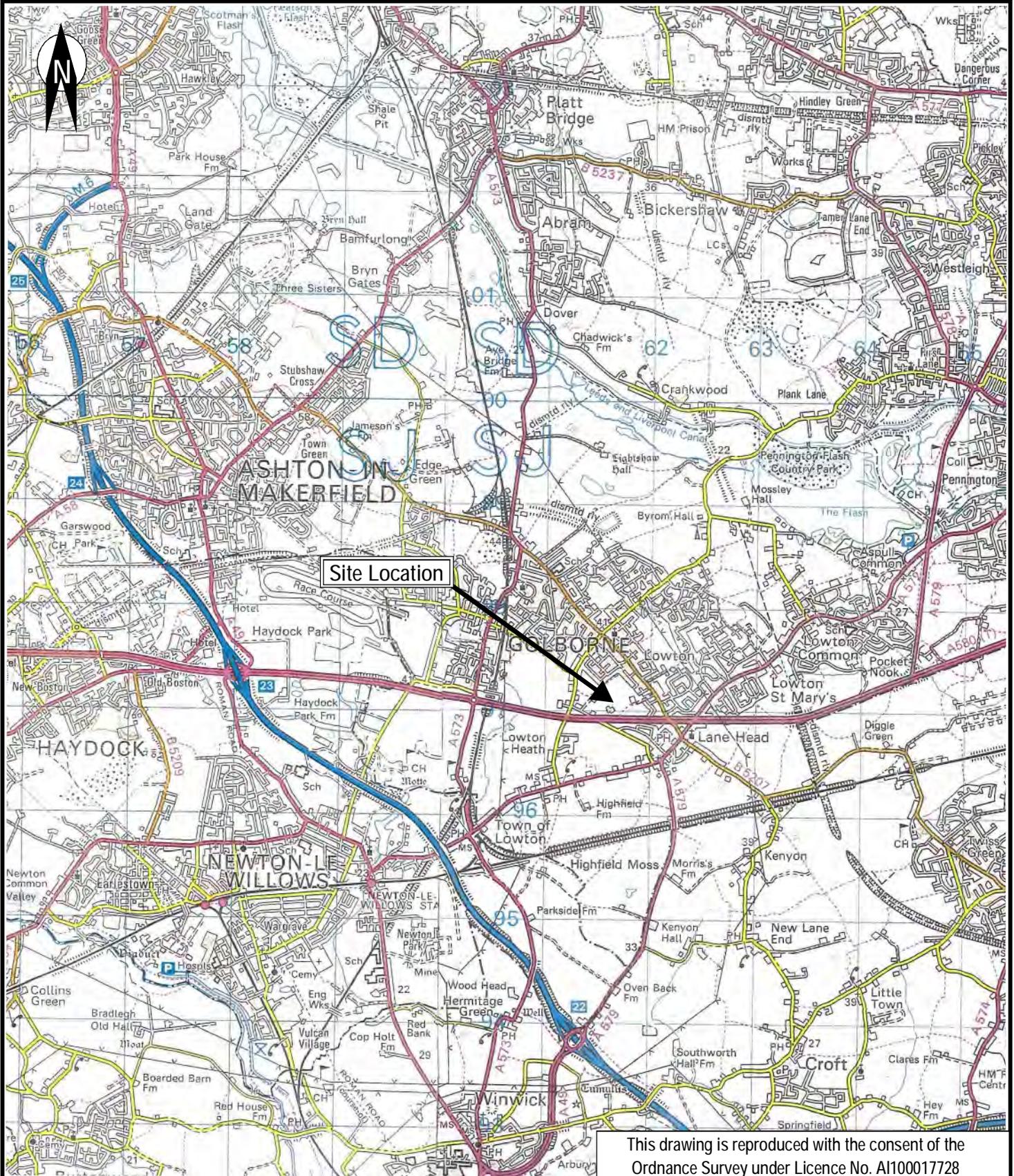
8.2 Conclusions

- 8.2.1 The proposed development is located in a very sustainable location and will be accessible on foot, by cycle and public transport.
- 8.2.2 A substantial package of sustainable transport improvement measures is proposed which will further enhance the accessibility of the site by non-car modes. Accordingly the site will be very accessible, in line with NPPF and local transport policies.
- 8.2.3 The local highway network will be able to accommodate the proposed development traffic.
- 8.2.4 In view of the above positive findings it is considered that the proposed development is acceptable in highway, traffic and transportation terms.



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PLANS



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Stone Cross Lane North, Lowton, Wigan

Plan 1: Site Location

Job No: 9W7990PL

Scale 1:50 000

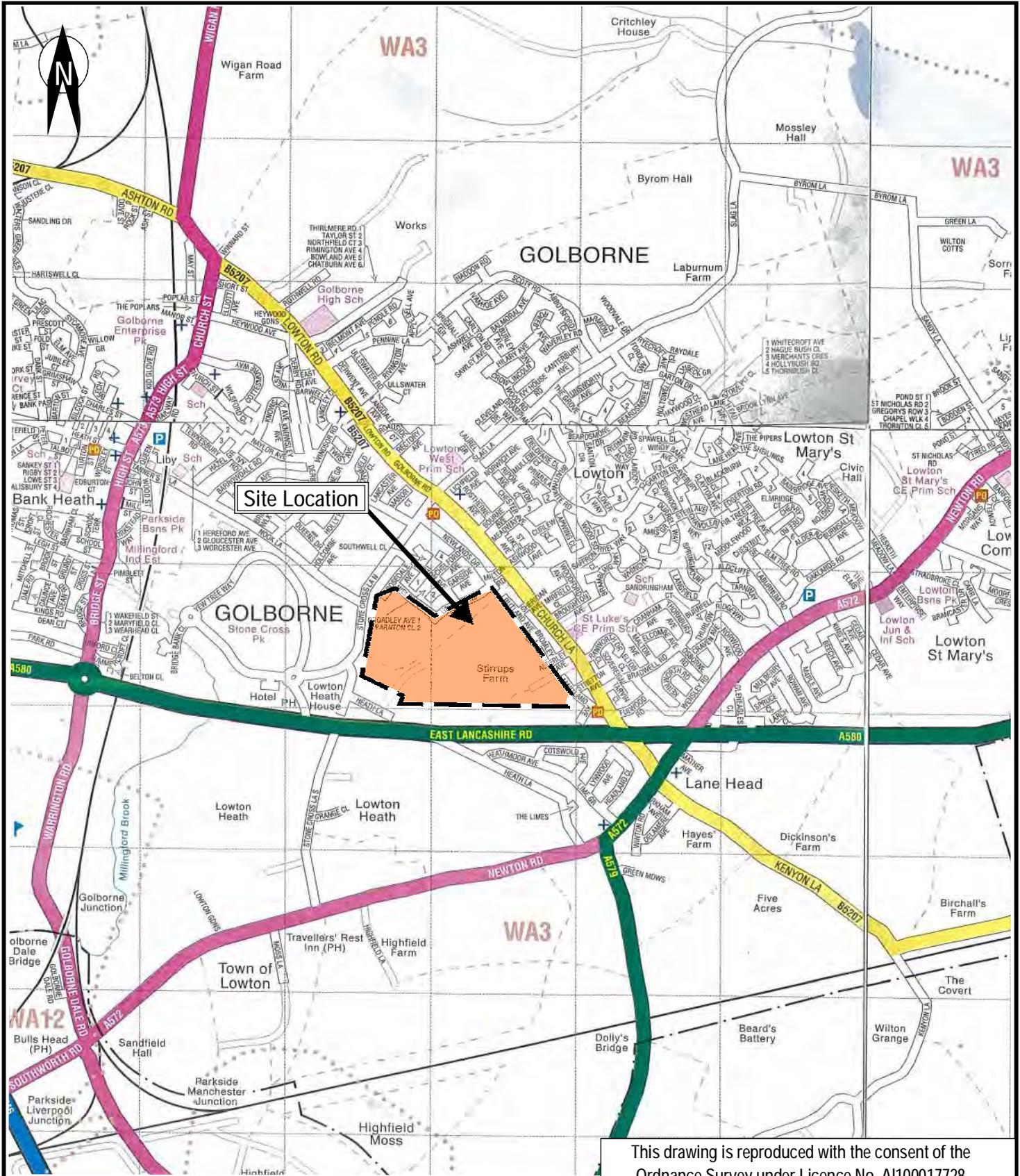
HASKONING UK LTD.

TRANSPORT UK



8th Floor, Portland Tower
 Portland Street, Manchester M1 3LF
 +44(0)161 236 1018
 +44(0)161 236 1041
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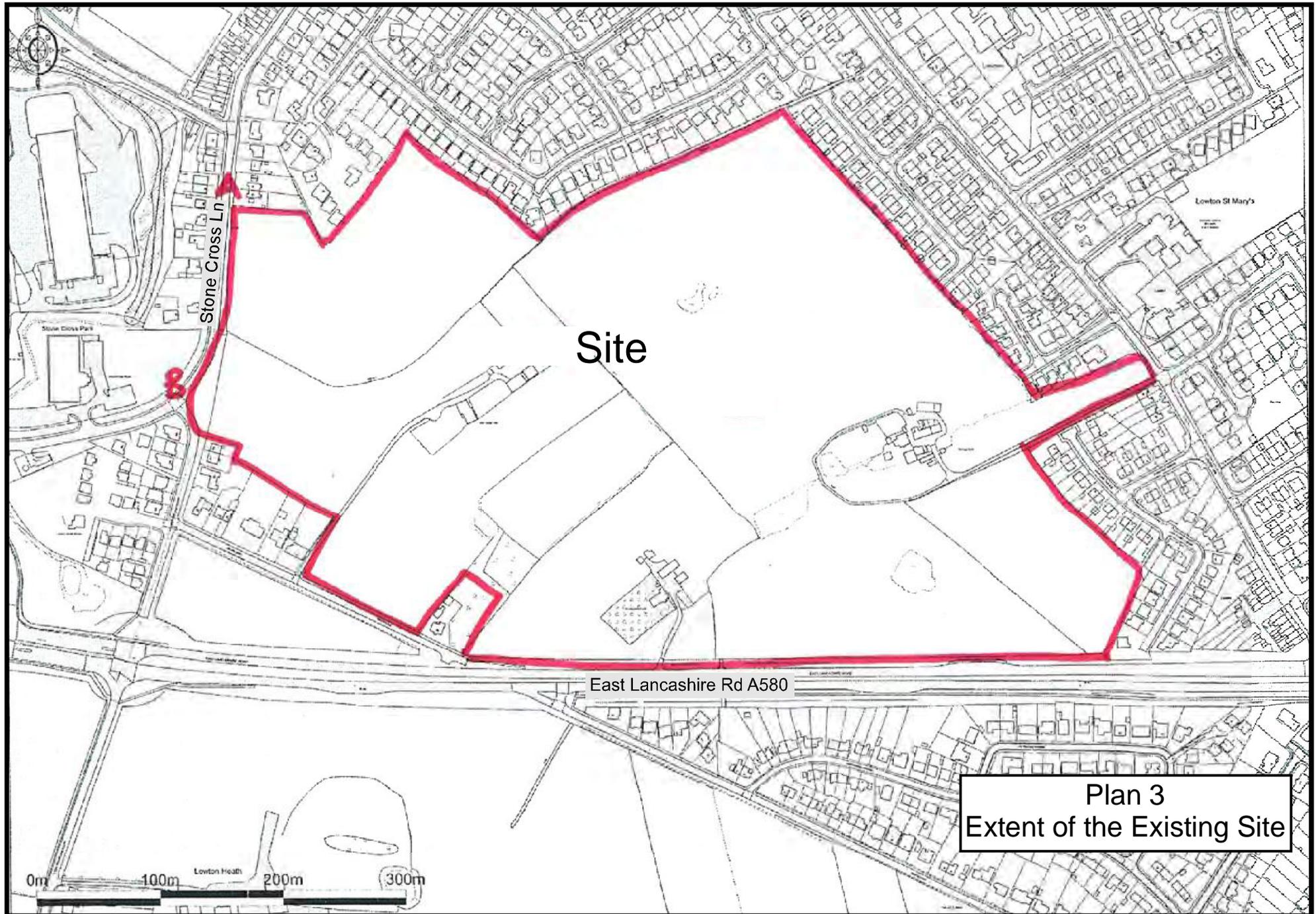
Stone Cross Lane North, Lowton, Wigan
 Plan 2: Local Highway Network
 Job No: 9W7990PL
 Scale 1:25 000

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Site

Lowton St Mary's

East Lancashire Rd A580

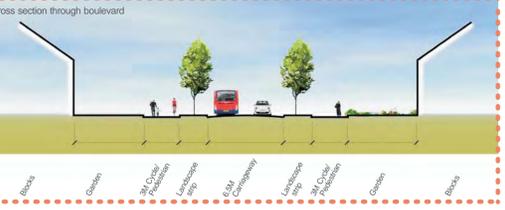
Stone Cross Ln

Plan 3
Extent of the Existing Site

0m 100m 200m 300m
Lowton Heath

Layout narration

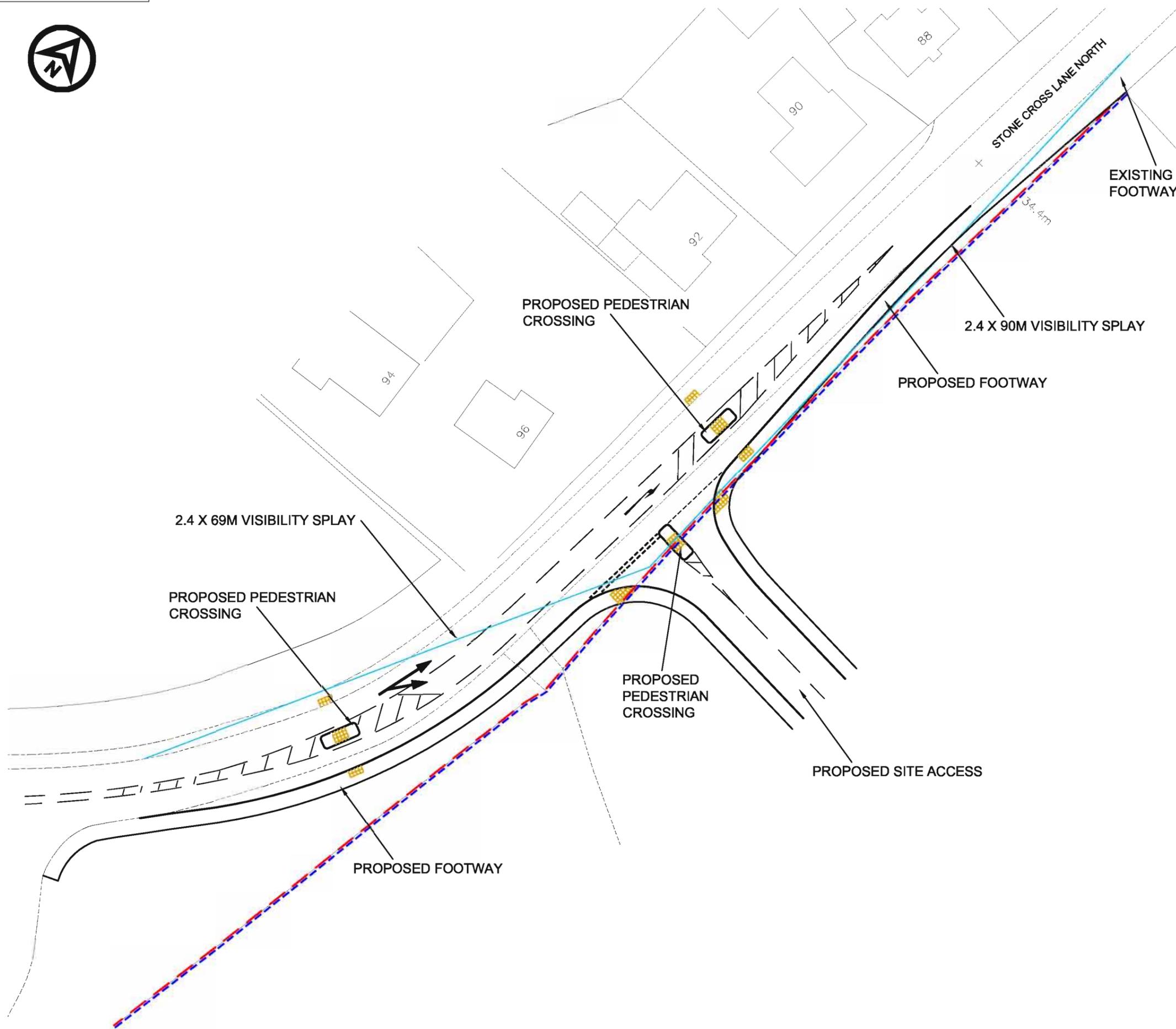
- New primary entrance with carefully designed landscape features create an inviting access point.
- Carefully spaced outward facing feature blocks, overlooking a landscaped amenity area creating an attractive setting along Stone Cross Lane. On street parking restricted providing an uncluttered frontages at the gateway into the development. Blocks set along a street radii that helps create maximum impact when travelling North East along Stone Cross Lane.
- Strong frontage blocks, set along a contrasting radii to that on the opposite side of the boulevard. Central landmark blocks help create a distinct entrance feature, easily visible within street vista when travelling along Stone Cross Lane from the North.
- Strong corner blocks frame important routes along the boulevard.
- Boulevard forms the main distribution route into the heart of the development, interface distances along this route carefully considered. Varied blocks with a mass and scale appropriate to this important route. Frontage parking minimised enforcing an uncluttered approach route.
- Small hard landscaped court with soft edges.
- Low density blocks accessed of Heath Lane, building lines respected and boundary treatments carefully selected to help assimilate the buildings into the landscape setting.
- Semi rural setting with hedge lined streets, careful consideration to vista termination at the open space area (9).
- Primary nodal area creates impact upon arrival. Formal open space encapsulated by strong blocks, orientation and type critical to the success of this area. Dual aspect gateway blocks frame routes in every direction and visually permeable boundary treatments softened by landscaping promote a legible well defined area.
- Cycle/footpath routes along the boulevard form an integral part of and interact with the open space areas and landscape features. This principle of interaction with the features found along this important route creates an interesting and noteworthy journey through the development.
- Careful positioning and orientation of blocks around this attractive amenity area. Existing water feature retained and enhanced.
- Attractive landscape feature which highlights important pedestrian/cycle routes.
- Pinch point segregates the two differently scaled open space environments whilst maintaining a visual link.
- Irregular varied streets 'nuts and bolts' approach, careful consideration given to parking arrangements. Soft edges and tree planting will help create an attractive and inviting environment.
- Well connected and accessible central open space area. Perception changes depending on which approach route is taken, achieved by carefully manipulating vistas, pinch points, block massing and positioning. Attractive and distinctive landscaping and street furniture adds further to this effect.
- Existing high value landscape features retained and enhanced. Street and block design creates a soft edge to this important area. Frontage parking minimised.
- Key focal and nodal area with an attractive view into the development in every direction. Four main axes afford vistas into key locations within the heart of the development. The first axis runs South East along the boulevard terminated by the attractive setting of the green corridor. The second North West into a contrasting more formal landscaped open space area. Third North East in a distinctive hard landscaped court. Fourth South West through the existing mature trees into a lower density rural street.
- Existing public footpath route retained.
- Prominent blocks with mass, character and a suitable street presence to stand at the head of the important vista. Frontage parking minimised creating uncluttered views of this important area.
- Existing public footpath route retained.
- Irregular varied streets 'nuts and bolts' approach with well connected and defined pedestrian/cycle routes.
- Boulevard with its curved geometry and varied central space areas hides and reveals new routes, vistas and design features at every small distance travelled. Creates surprise, interest and maximum impact whilst travelling along this important route.
- Existing water feature retained and sympathetically assimilated into the development.
- Attractive landscape feature which highlights important pedestrian/cycle routes.
- Irregular street geometry and contrasting street surface materials helps calm vehicle speeds. Careful positioning of blocks and vistas helps make this an interesting and easily identifiable area.
- Landscaped bund creates a soft edge and buffer to the development.
- Green corridor formed and new development blocks assimilated into the landscape setting. Retention of existing water features and good quality trees creates a mature landscape environment which will promote and support local wildlife.
- Attractive nodal area with clear well defined routes, feature blocks terminate vistas.
- Well overlooked and inviting pedestrian/cycle only route.
- New connection to existing footpath network, dual aspect blocks highlight this route and provide overlooking. Carefully positioned feature block terminates the vista into the development.
- Careful consideration given to interface distances with properties on Rutland Avenue.
- Soft landscaped edges which respects the green corridor. Block formation and type creates a distinct rural setting.
- Existing water feature retained and enhanced.
- Existing wooded area retained.
- Arrival impact area, houses formed around a small attractive green space.
- Attractive approach route from Church Lane. Interesting vistas into the green corridor create sense of arrival.
- New access point with pedestrian links to the wider area.



Key

- * Focal building's
- * Landmark building's
- Existing Footpath/cycle routes to wider area
- Potential/existing footpath Cycle/links connections
- Primary vista enforcing desire routes
- Potential bus stop location





NOTES

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- APPROXIMATE HIGHWAY BOUNDARY
- APPROXIMATE SITE BOUNDARY

PLAN 5

REV	DATE	DESCRIPTION	BY	CHK	APP
A	10.06.11	FIRST_ISSUE		CY	AC AK

REVISIONS

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WAINHOMES

PROJECT

**STONE CROSS LANE NORTH
LOWTON**

TITLE

**PROPOSED SITE
ACCESS JUNCTION**

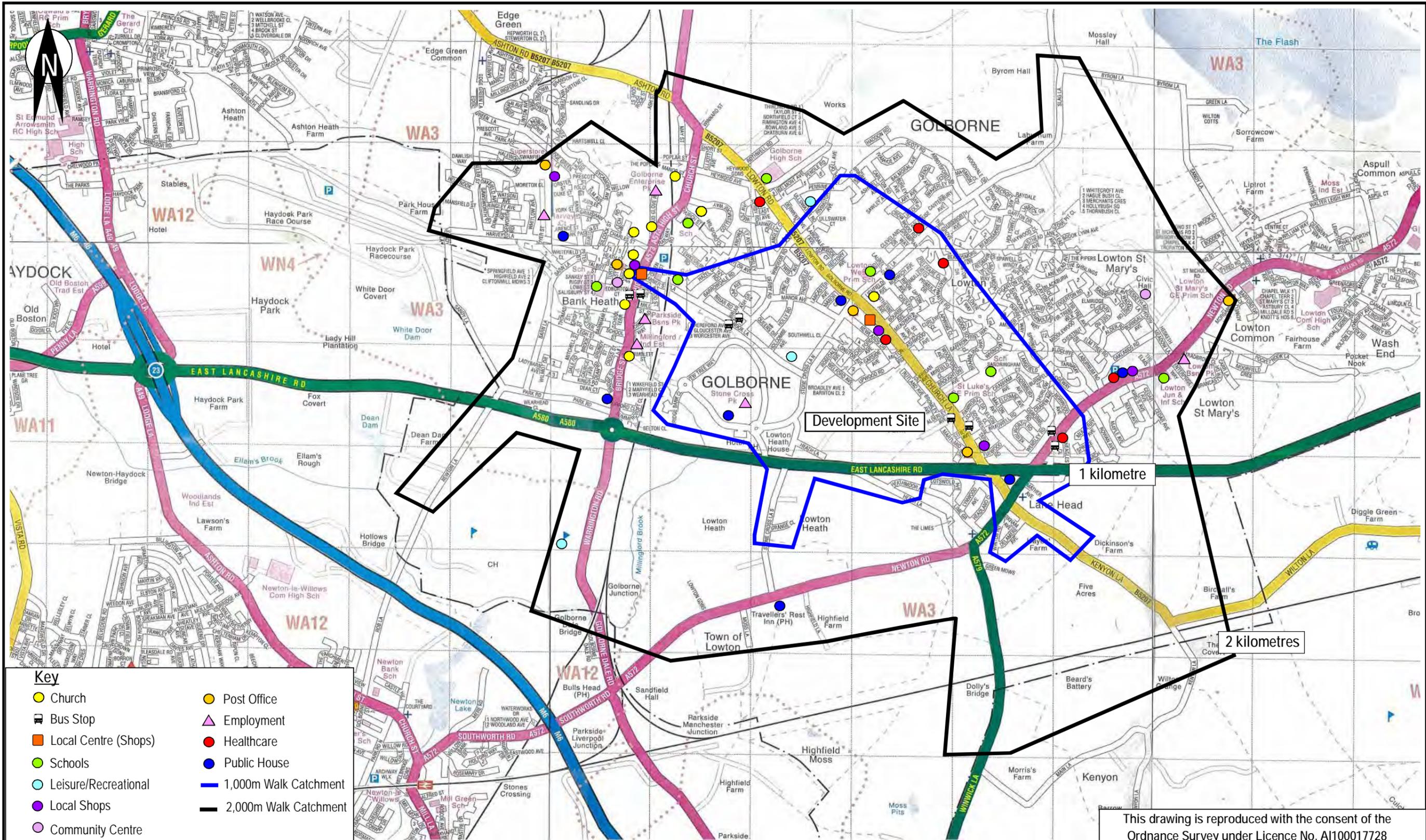
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DATE	10.06.2011	DATE	10.06.2011	DATE	10.06.2011
SCALE	1:500 @ A3	STATUS	APPROVAL		
DRAWING No.	9W7990 SK001				REVISION
					A



Key

Church	Post Office
Bus Stop	Employment
Local Centre (Shops)	Healthcare
Schools	Public House
Leisure/Recreational	1,000m Walk Catchment
Local Shops	2,000m Walk Catchment
Community Centre	

Stone Cross Lane North, Lowton, Wigan
 Plan 6: 1km and 2km Walking Catchment
 Job No: 9W7990PL

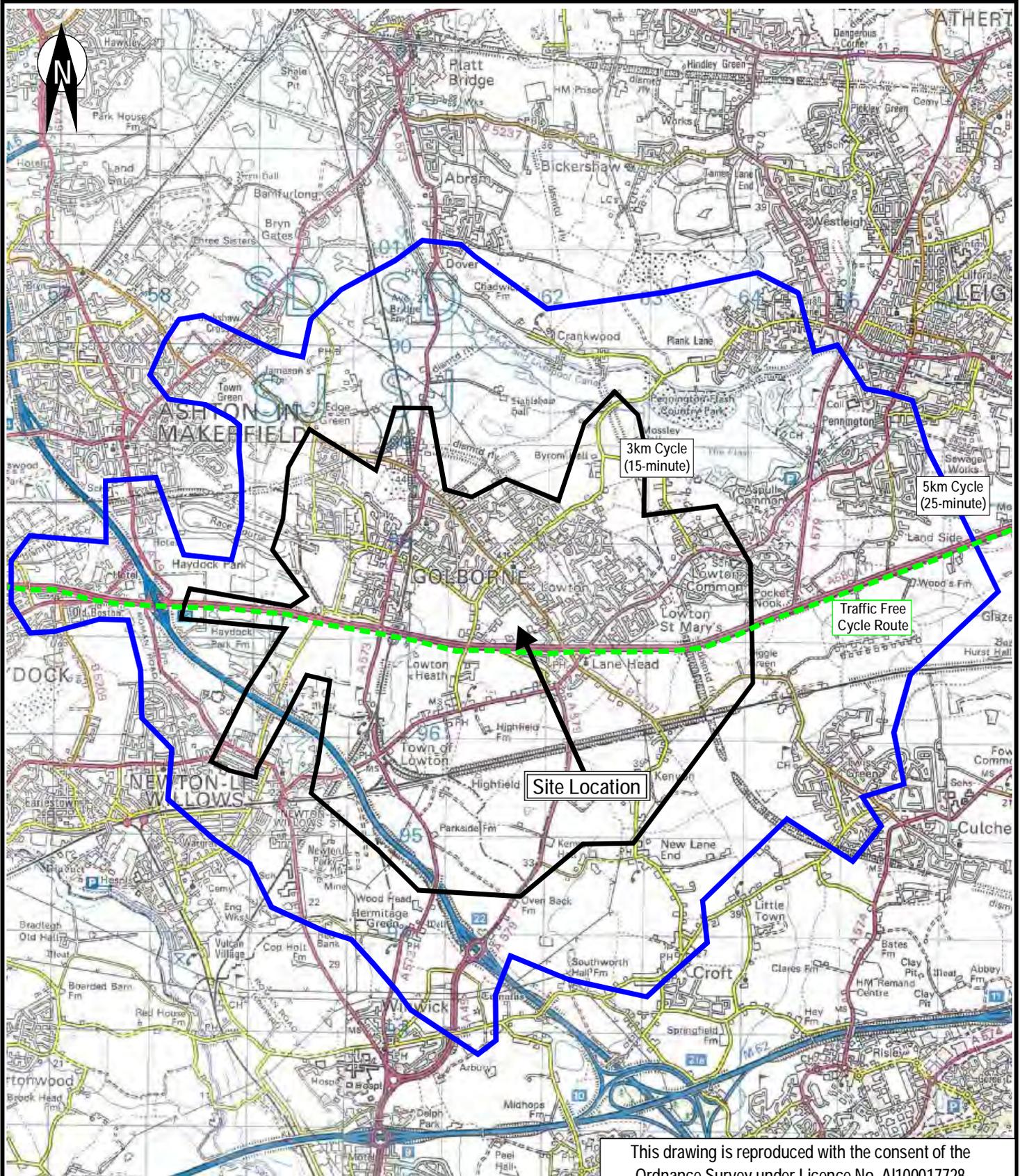
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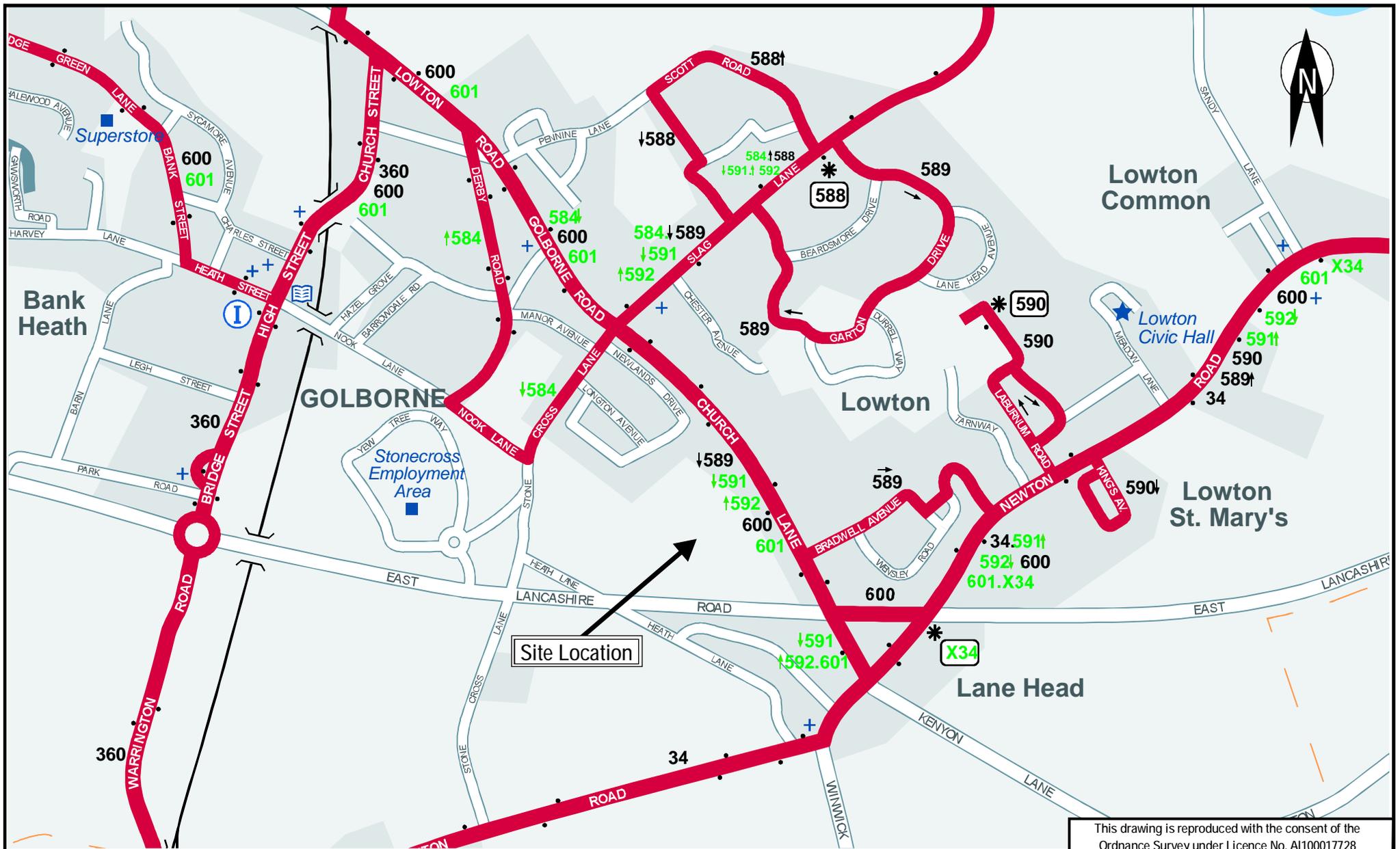
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 Plan 7: 3km and 5km Cycling Catchment
 Job No: 9W7990PL

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Stone Cross Lane North, Lowton, Wigan

Plan 8: Existing Bus Provision

Job No: 9W7990PL

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PLAN 9

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A	25.11.11	FIRST ISSUE	JC	AC	AK

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CLIENT
WAINHOMES

PROJECT
**STONE CROSS LANE NORTH
LOWTON**

TITLE
**STONE CROSS LANE/
A572 NEWTON
JUNCTION EXISTING LAYOUT**

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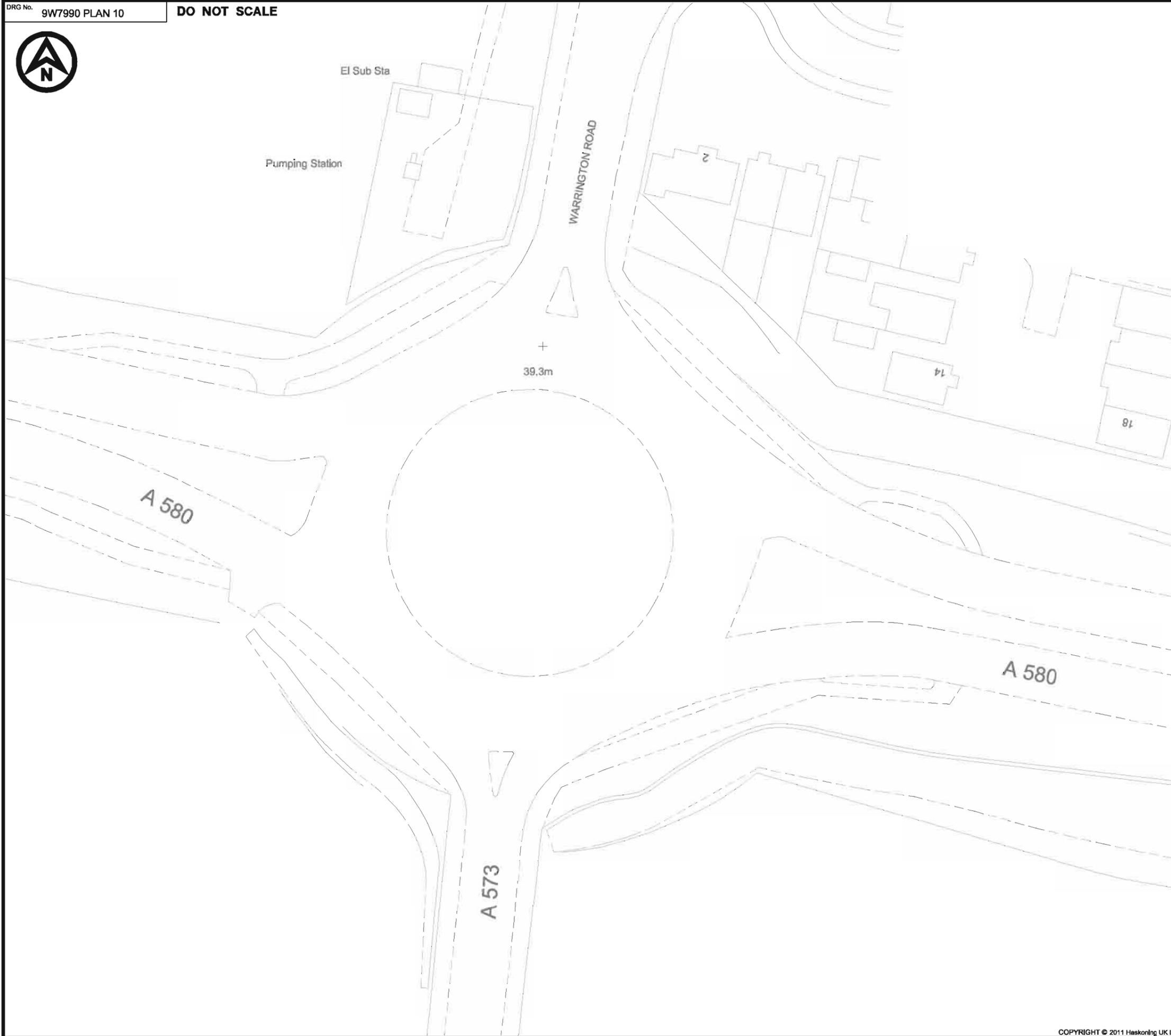


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SCALE	1:500 @ A3	STATUS	APPROVAL		

DRAWING No.	REVISION
9W7990 PLAN 9	A



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PLAN 10

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CLIENT
WAINHOMES

PROJECT
**STONE CROSS LANE NORTH
 LOWTON**

TITLE
**BRIDGE STREET/EAST LANCS
 ROAD/A573 WARRINGTON ROAD
 ROUNDABOUT EXISTING LAYOUT**

A COMPANY OF

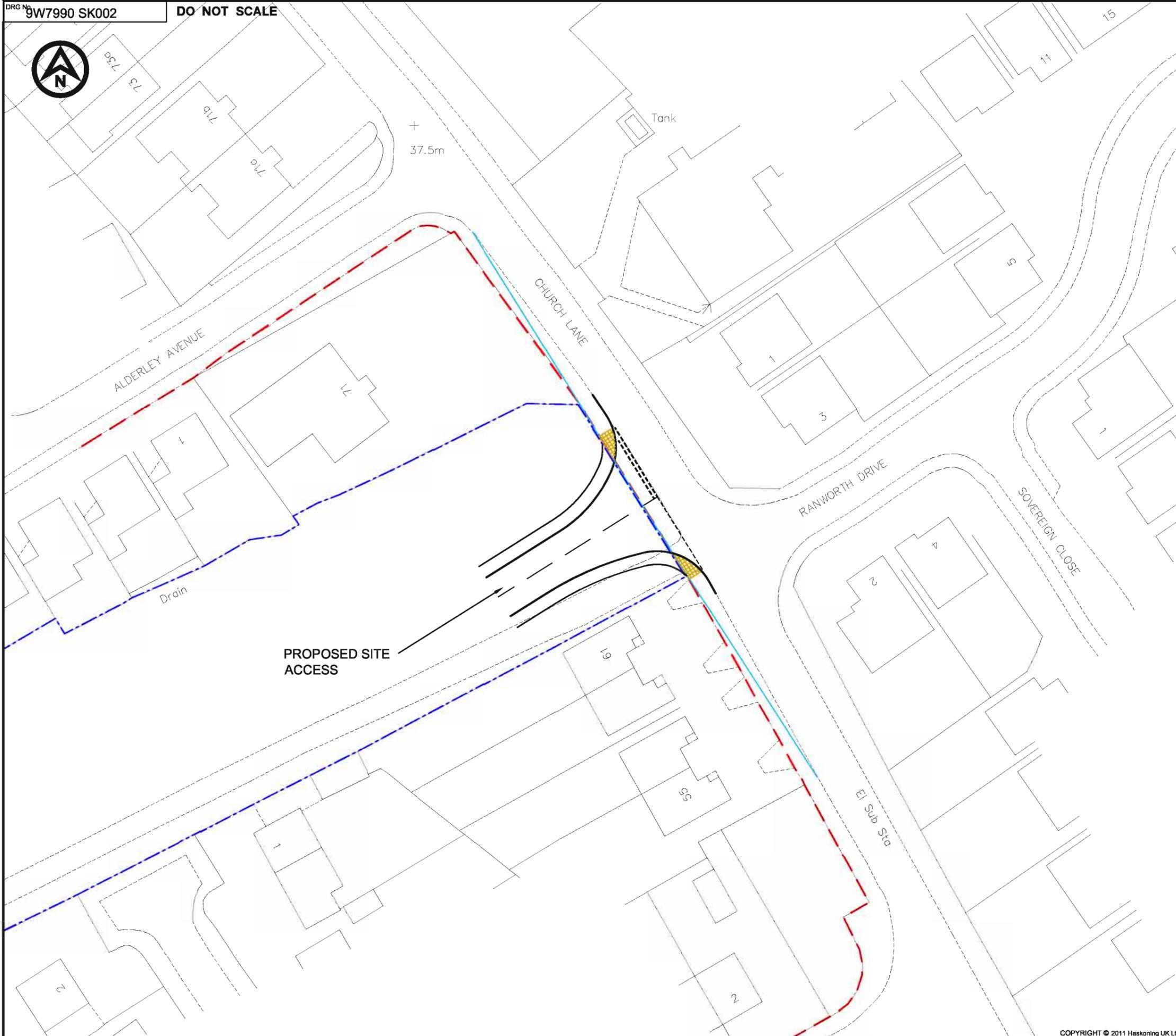


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9W7990 PLAN 10	A



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- 2.4M x 43M VISIBILITY SPY
- - - APPROXIMATE HIGHWAY BOUNDARY
- - - SITE BOUNDARY

PLAN 11

REV	DATE	DESCRIPTION	BY	CHK	APP
B	12.04.12	SITE ACCESS AMENDED	CY	DJ	AK
A	21.02.12	FIRST ISSUE	CY	AK	AK

REVISIONS

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WAINHOMES

PROJECT
**STONE CROSS LANE NORTH
 LOWTON**

TITLE
**PROPOSED SITE ACCESS
 OFF CHURCH LANE**

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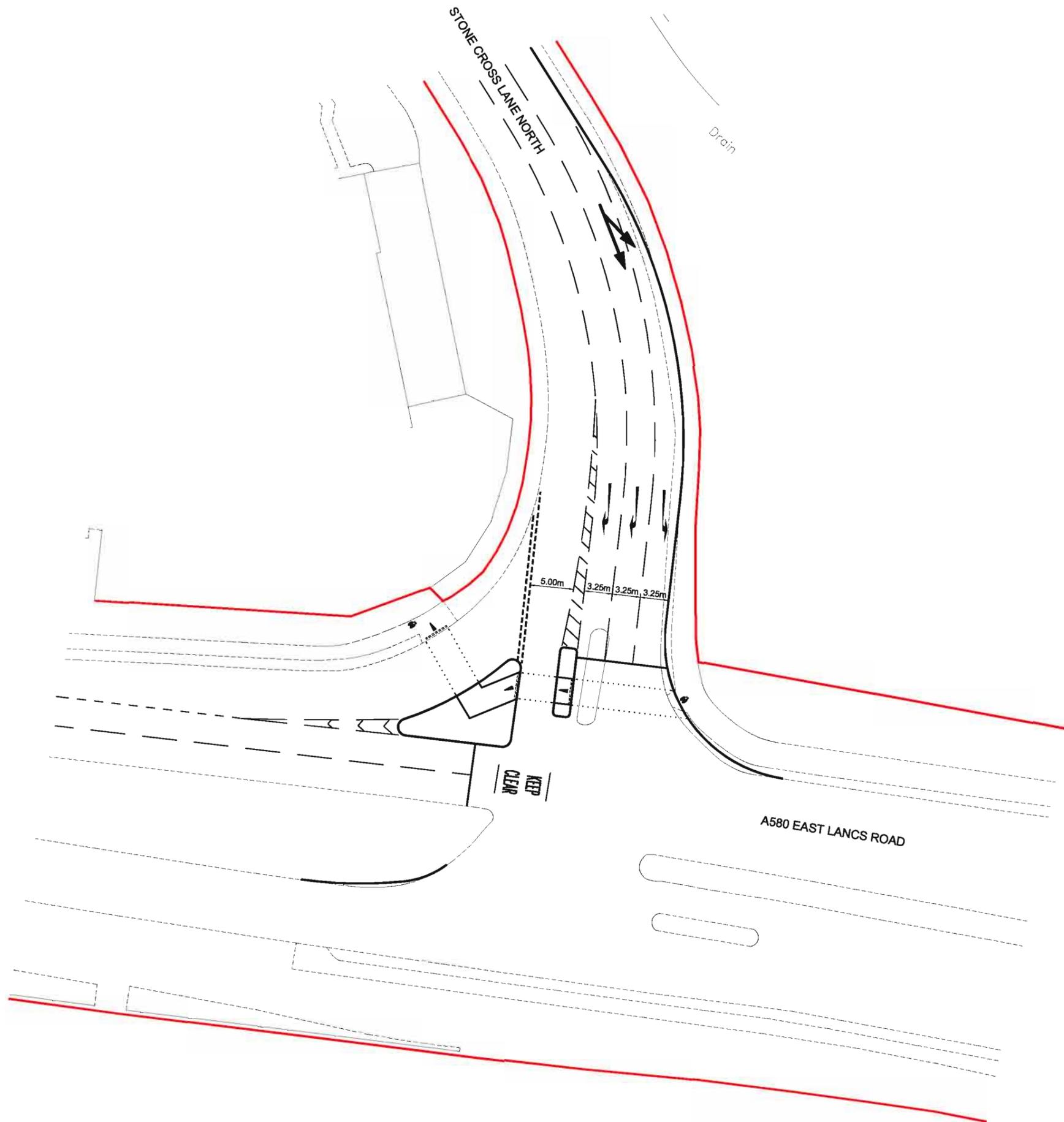
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DRAWING No.	9W7990 SK002				REVISION
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— APPROXIMATE HIGHWAY BOUNDARY

PLAN 12

REV	DATE	DESCRIPTION	BY	CHK	APP
A	04.04.12	FIRST ISSUE	CY	DJ	DJ

REVISIONS

CLIENT
WAINHOMES DEVELOPMENTS

PROJECT
STONE CROSS LANE NORTH, LOWTON

TITLE
PROPOSED IMPROVEMENTS TO A580/STONE CROSS LANE NORTH JUNCTION

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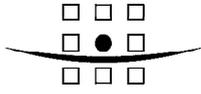


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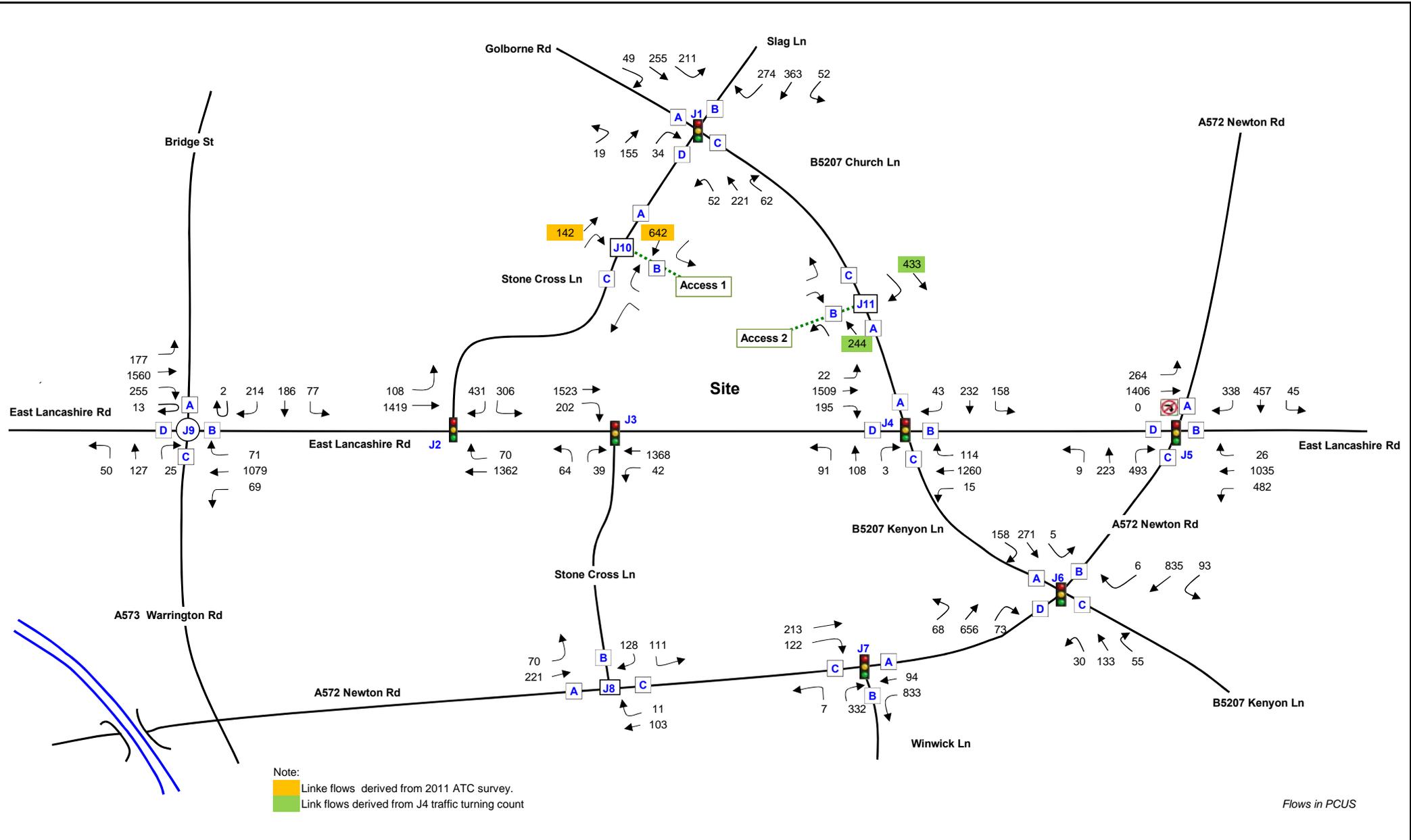
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FIGURES



Stonecross Lane, Lowton Wigan

Fig 1: AM Peak 2011 Surveyed Flows (07:45-08:45)

Job No. 9W7990PL

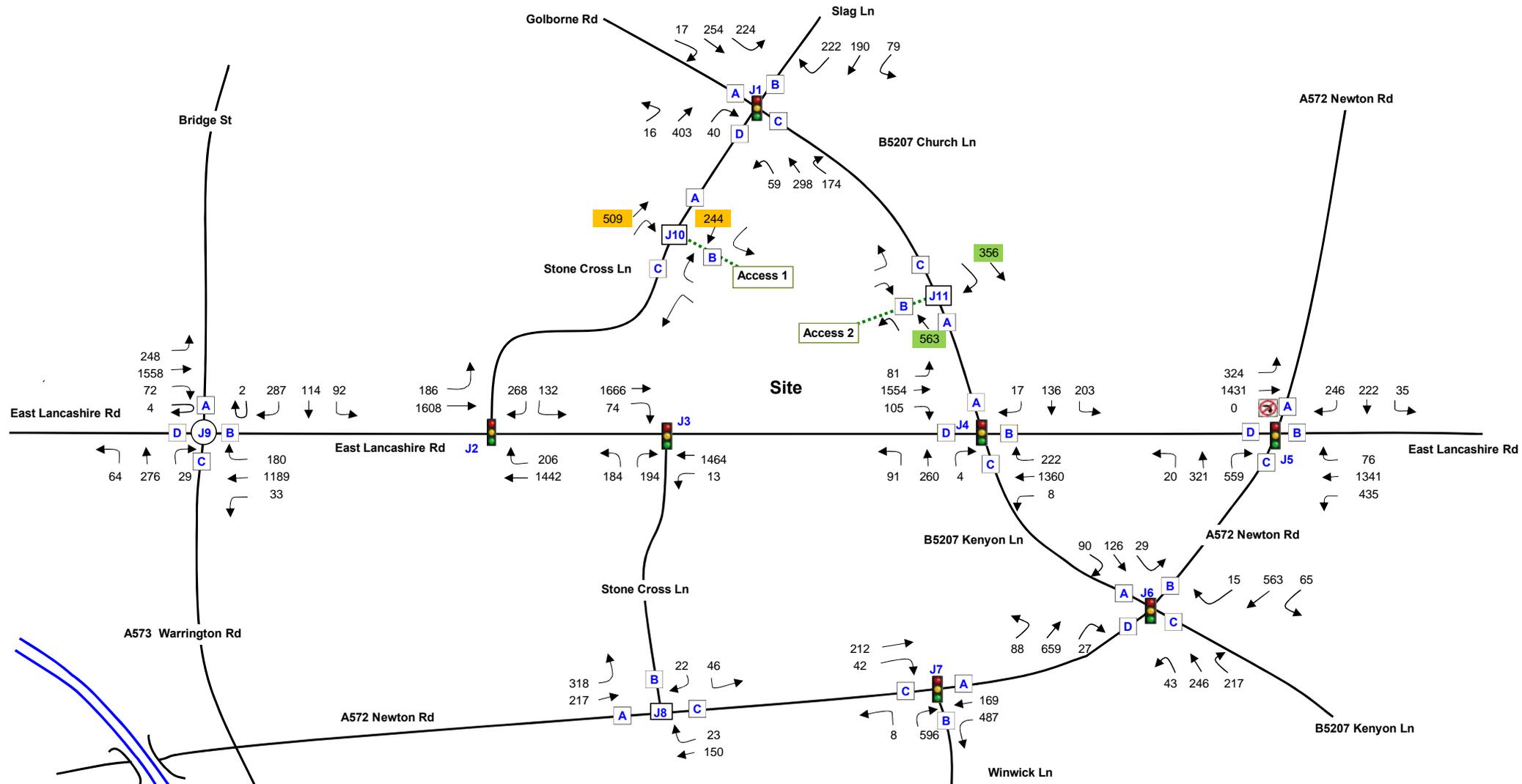
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Flows in PCUS

Stonecross Lane, Lowton Wigan

Fig 2: PM Peak 2011 Surveyed Flows (16:45-17:45)

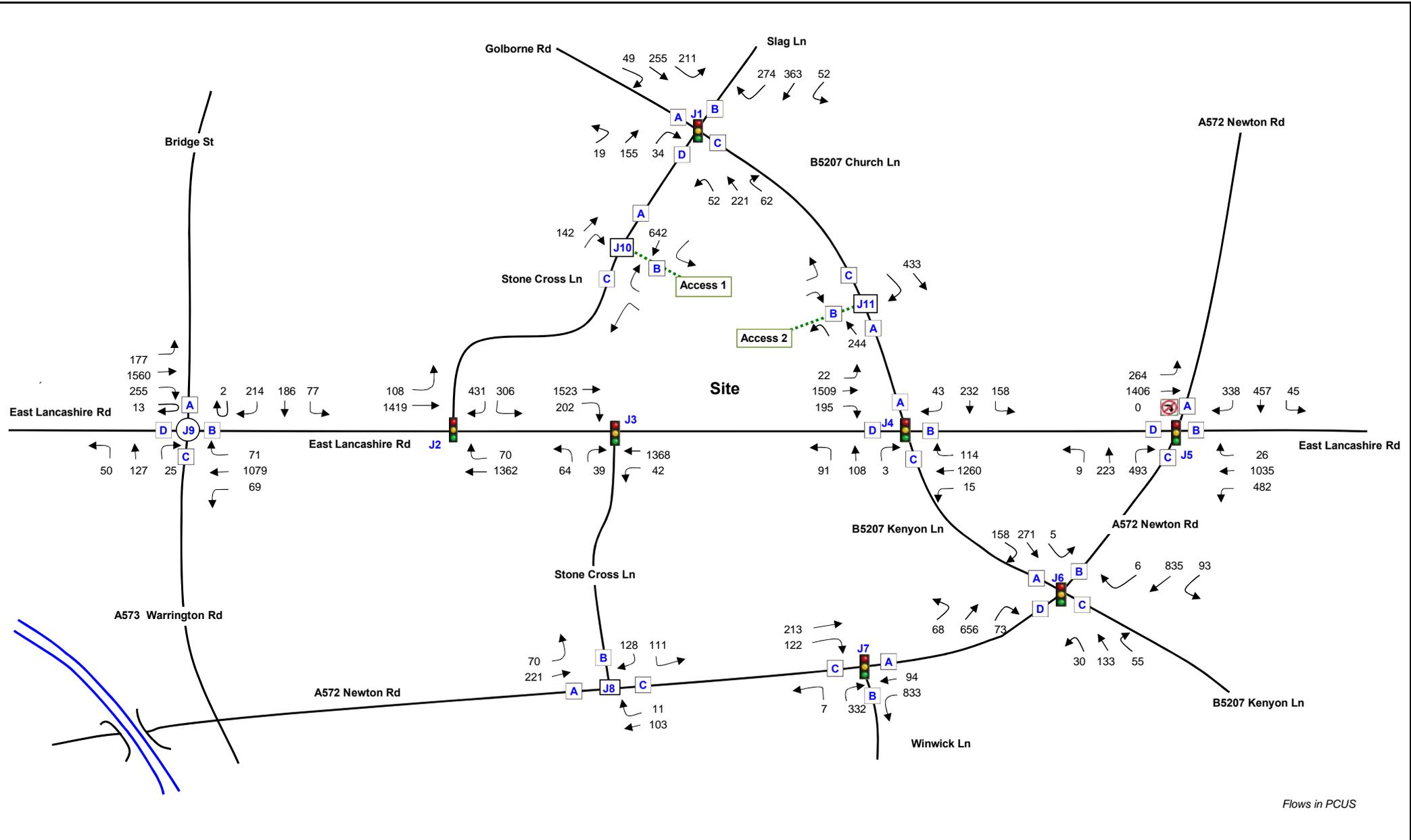
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Stonecross Lane, Lowton Wigan

Fig 3: AM Peak 2018 Growthed Surveyed Flows (07:45-08:45)

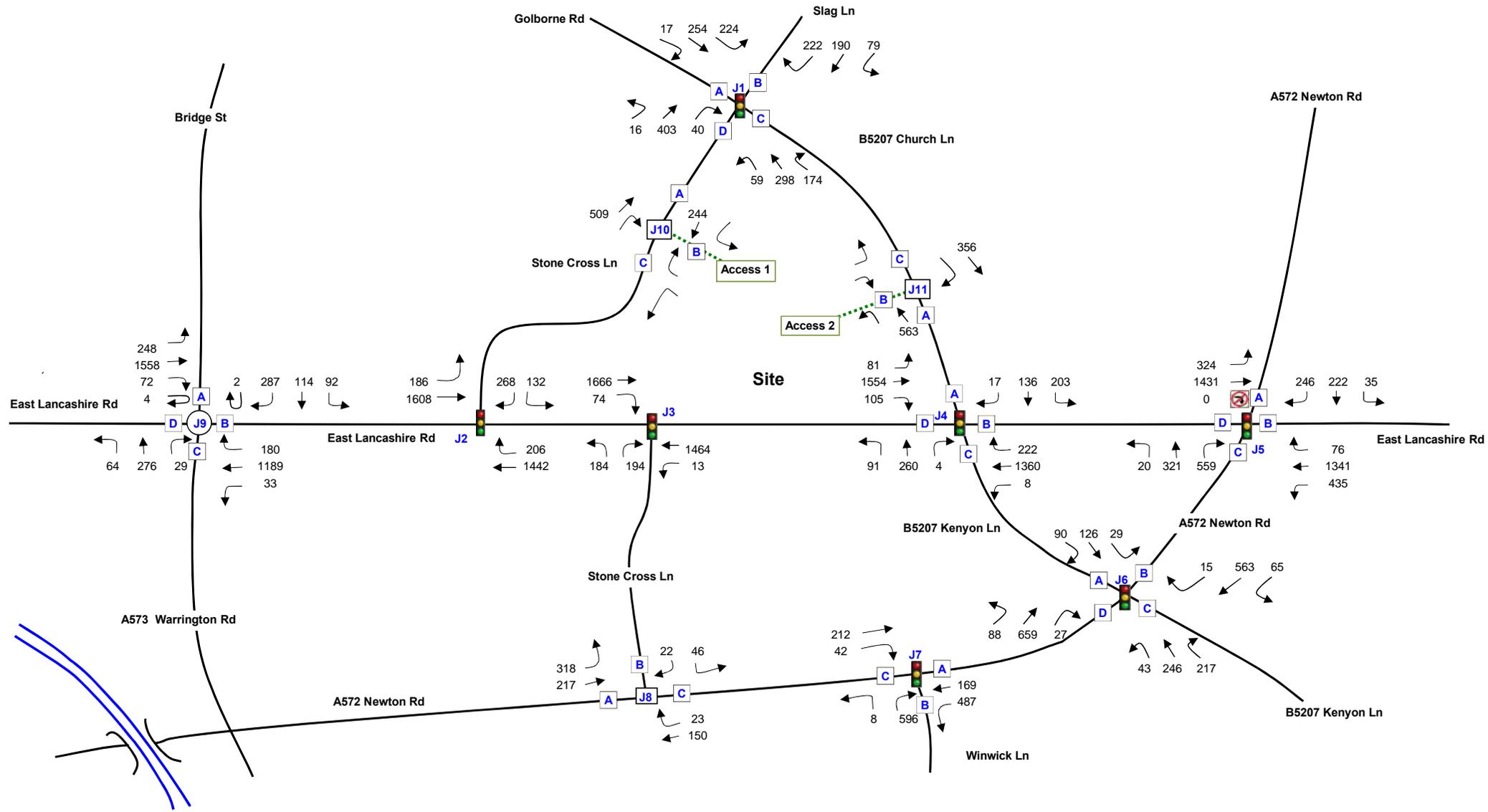
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Fig 4: PM Peak 2018 Growthed Surveyed Flows (16:45-17:45)

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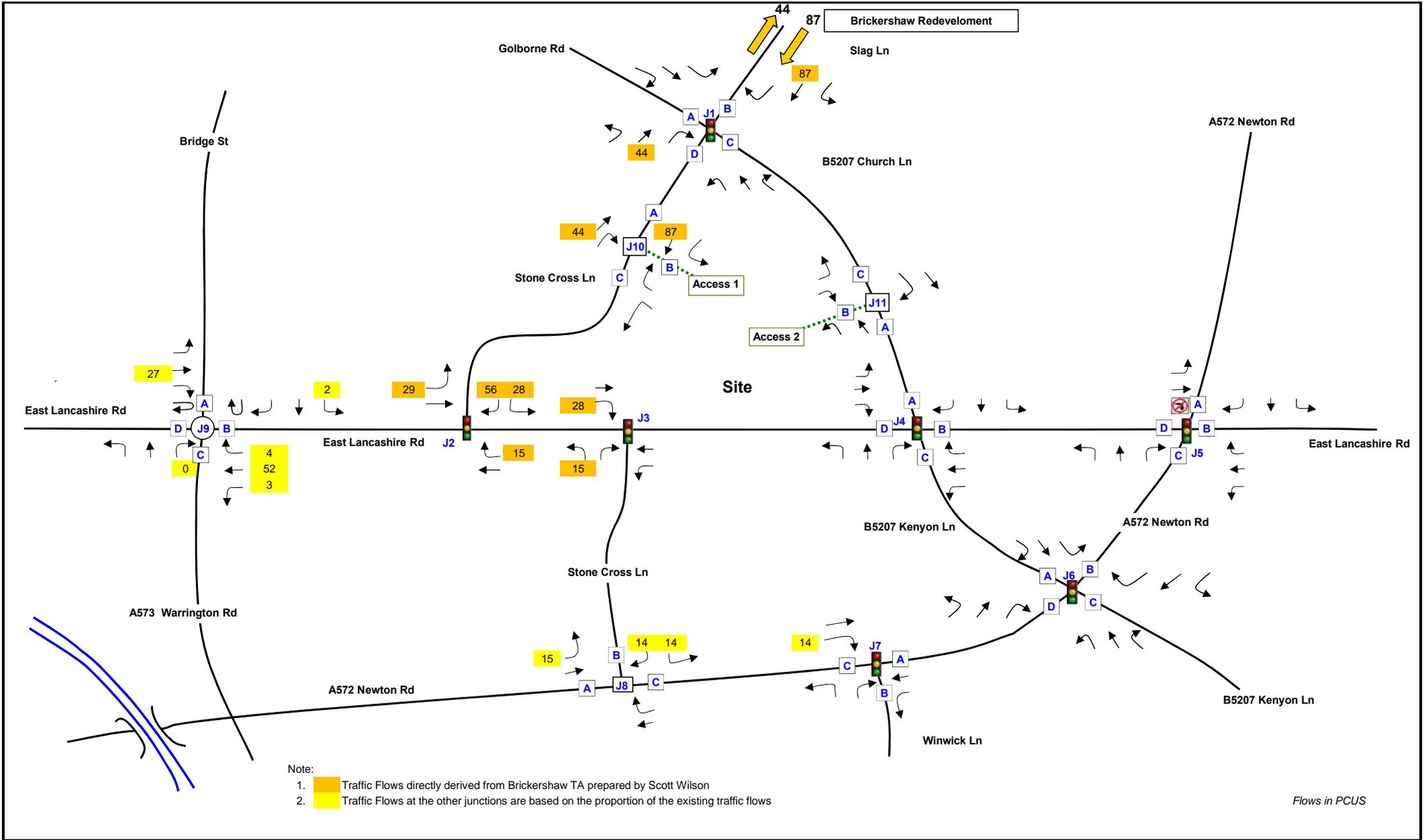
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Fig 5: AM Peak Committed Development Flows- Bickershaw South, Wigan

Job No. 9W7990PL

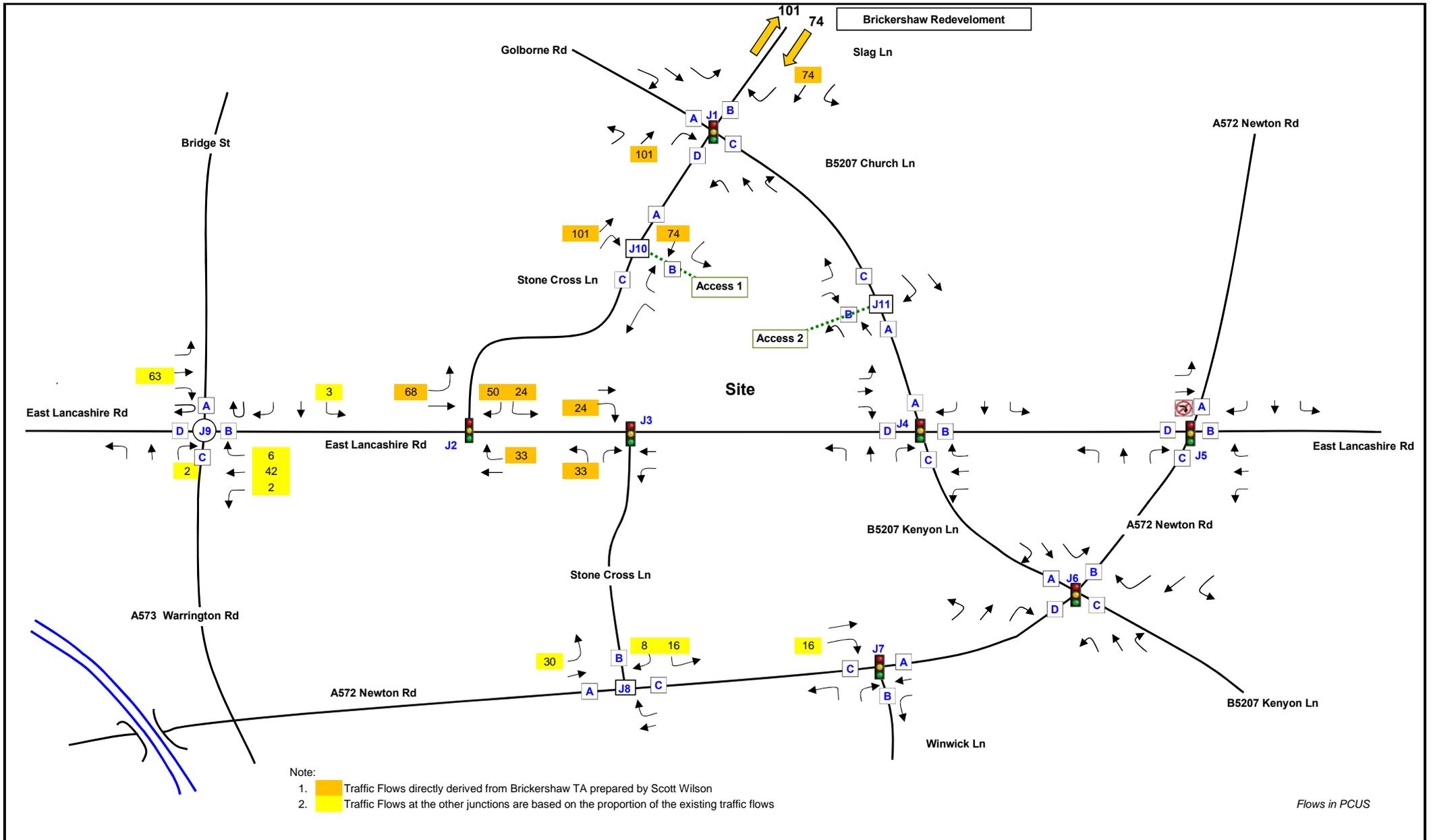
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Fig 6: PM Peak Committed Development Flows - Bickershaw South, Wigan

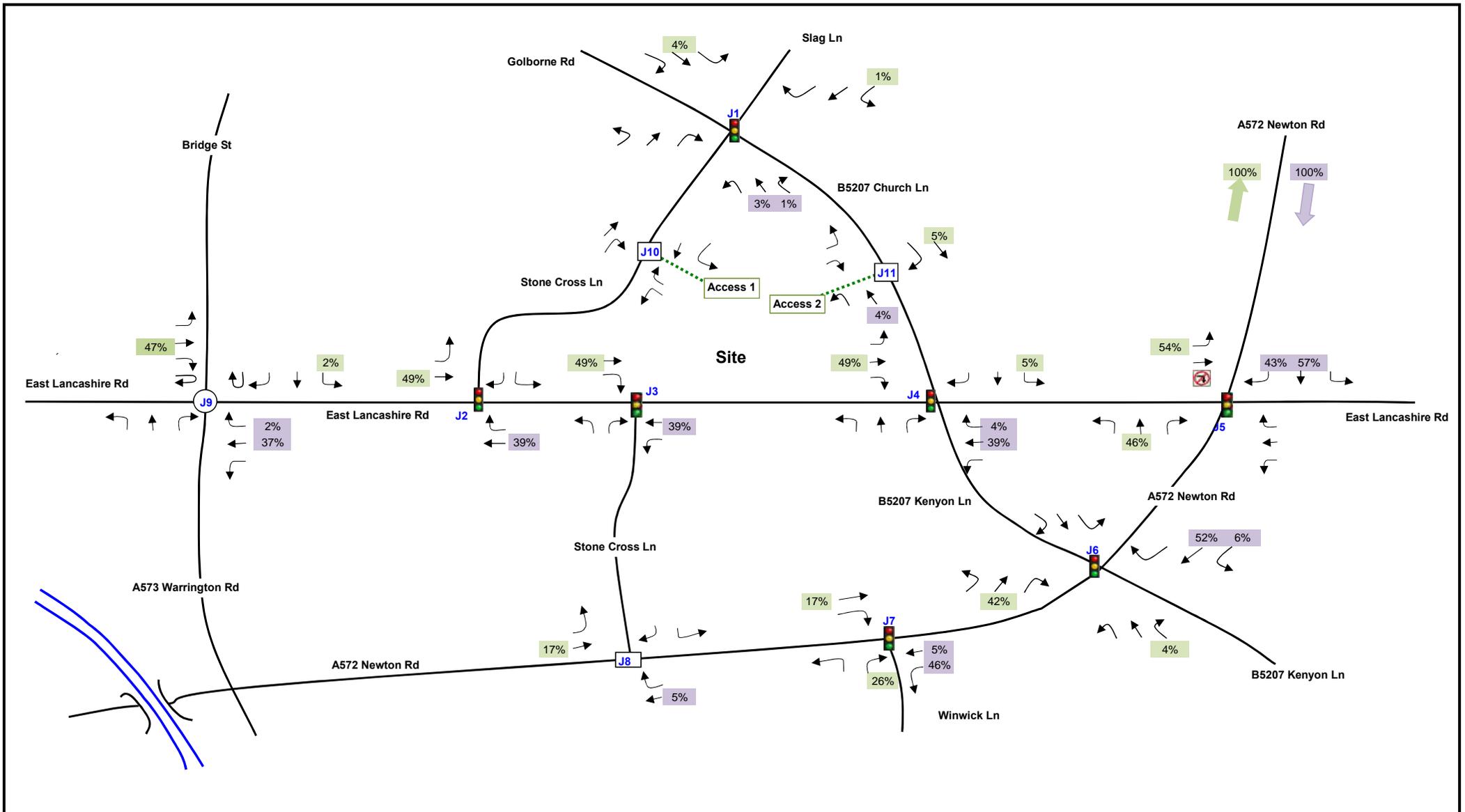
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Stonecross Lane, Lowton Wigan

Fig 7: AM Peak Trip Distribution for Committed Flows Entering the Network via A572 Newton Road - Leigh Sports Village Phase III

Job No. 9W7990PL

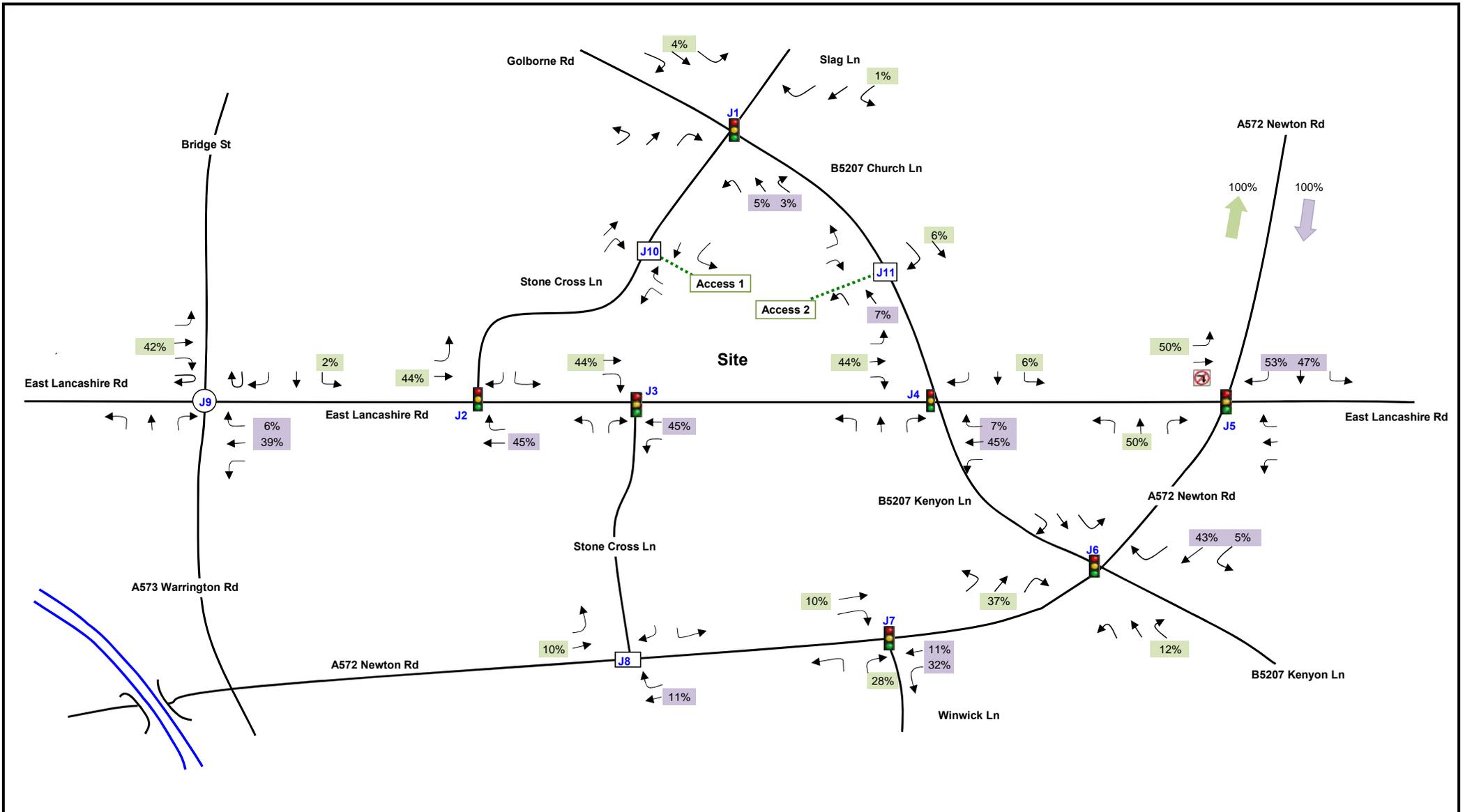
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Fig 8: PM Peak Trip Distribution for Committed Flows Entering the Network via A572 Newton Road - Leigh Sports Village Phase III

Job No. 9W7990PL

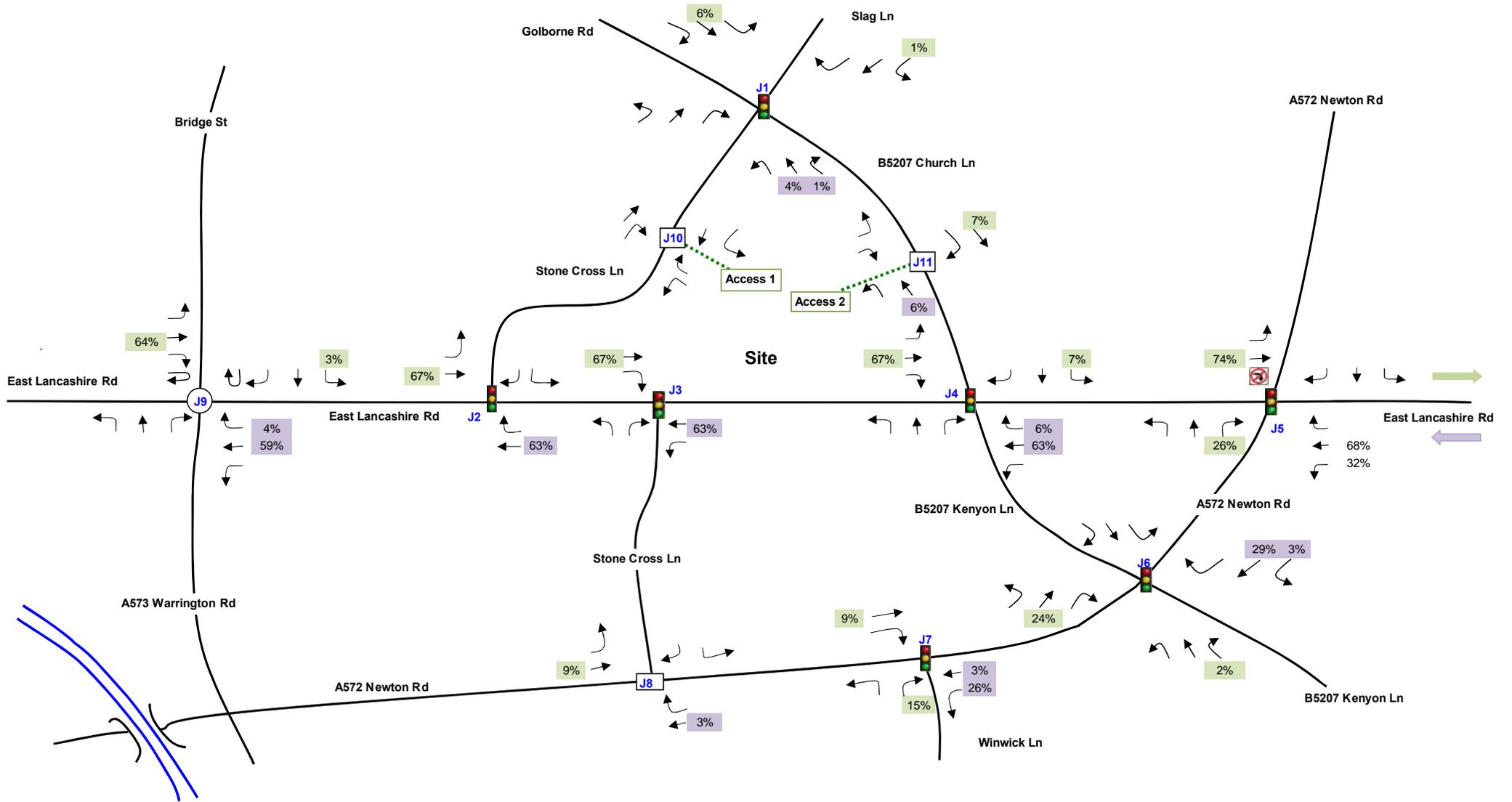
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Fig 9: AM Peak Trip Distribution for Committed Flows Entering the Network via East Lancashire Road - Leigh Sports Village Phase III

Job No. 9W7990PL

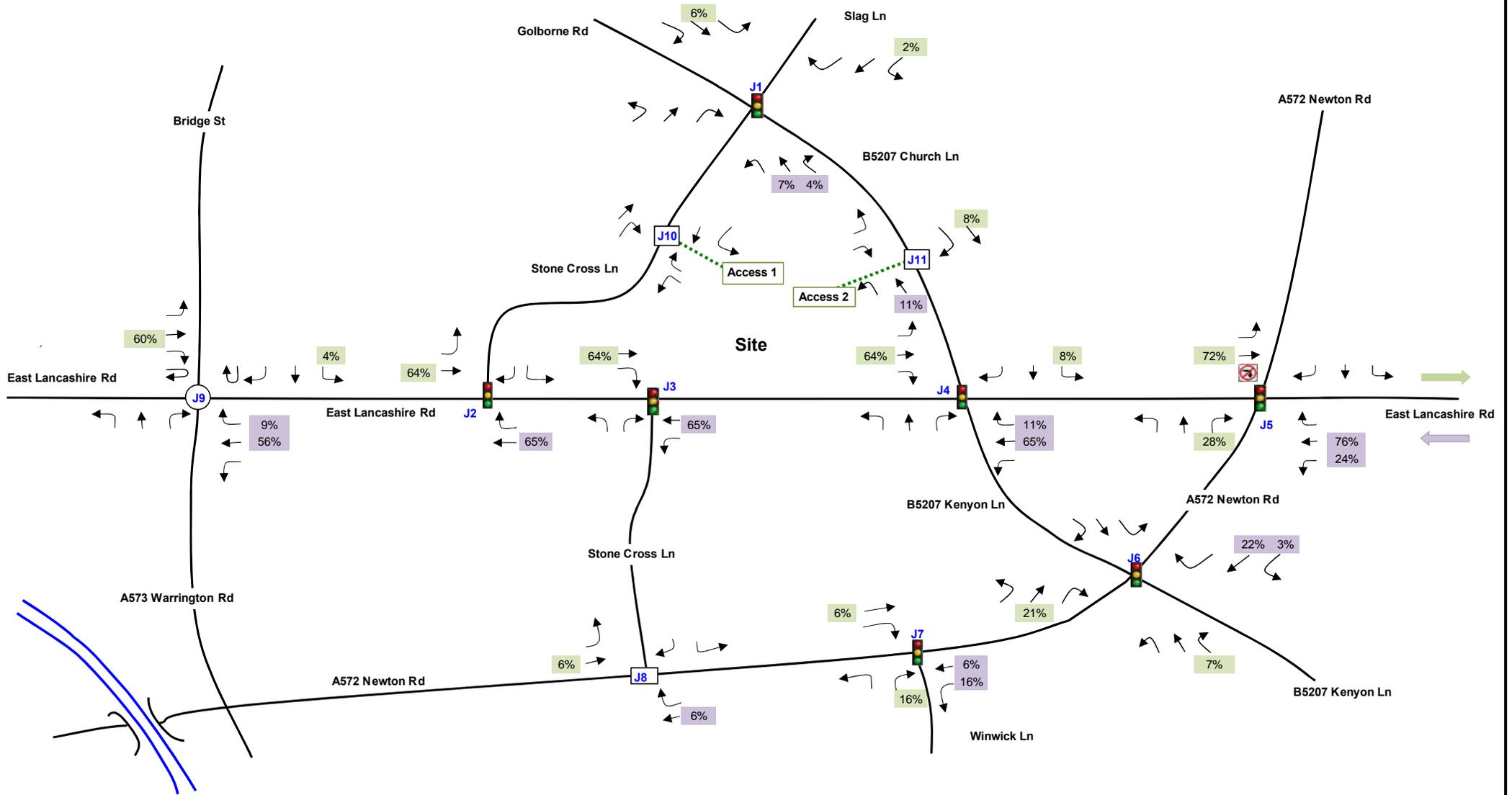
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Fig 10: PM Peak Trip Distribution for Committed Flows Entering the Network via East Lancashire Road - Leigh Sports Village Phase III

Job No. 9W7990PL

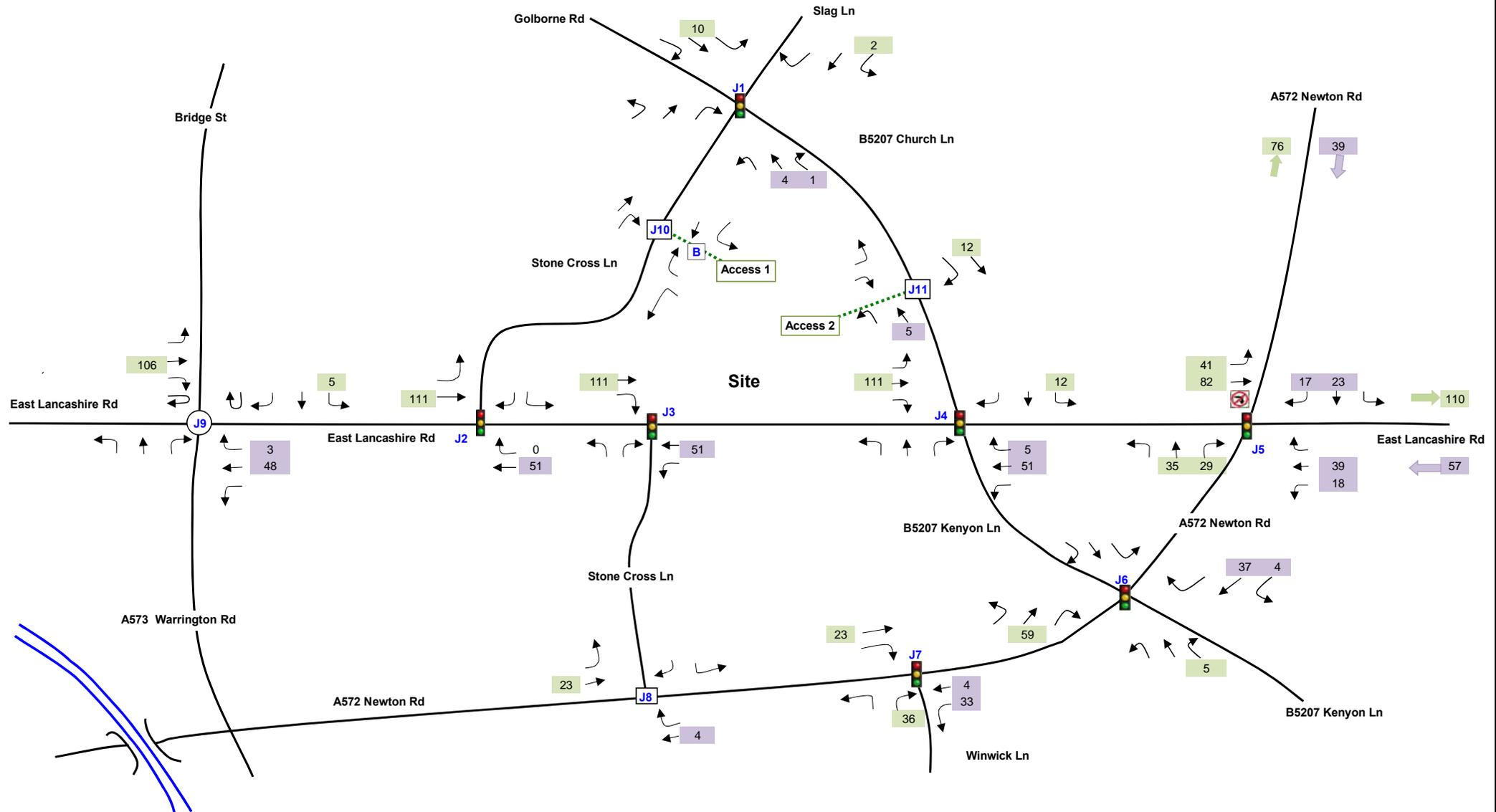
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Fig 11: AM Peak Committed Development - Leigh Sports Village Phase III

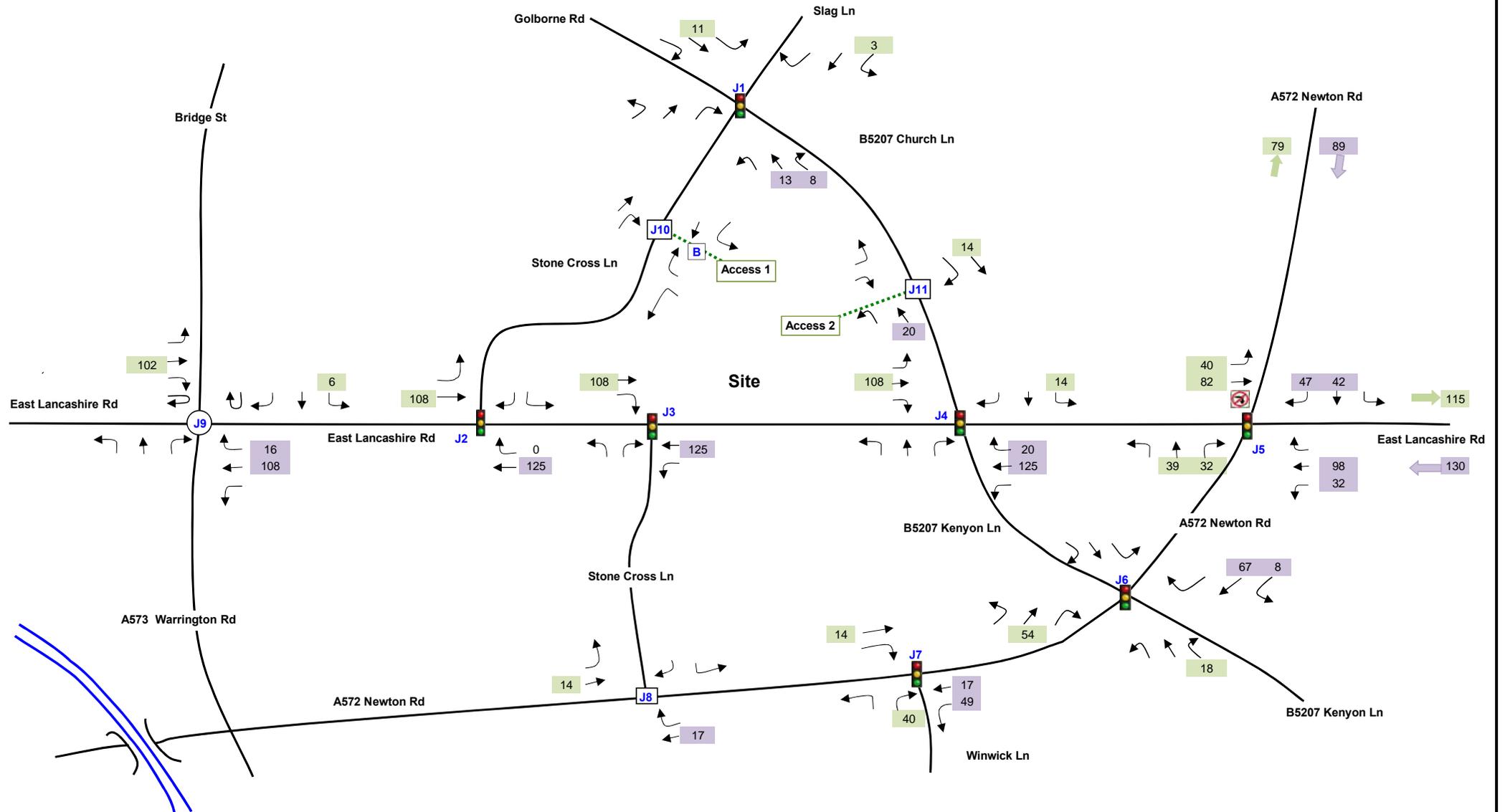
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Flows in PCUS

Stonecross Lane, Lowton Wigan

Fig 12: PM Peak Committed Development - Leigh Sports Village Phase III

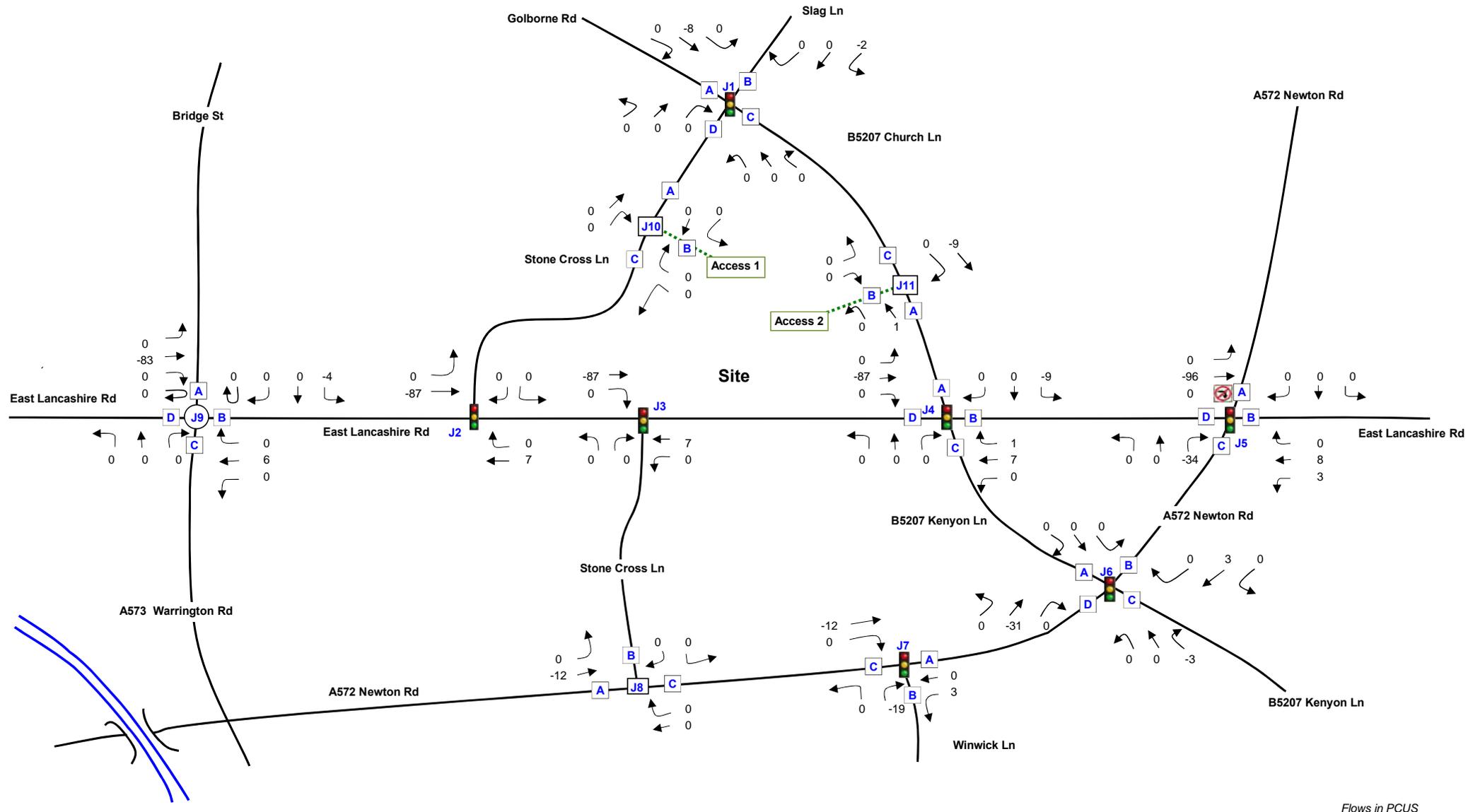
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Stonecross Lane, Lowton Wigan

Fig 13: AM Peak Committed Development - Parsonage Mixed Use Scheme

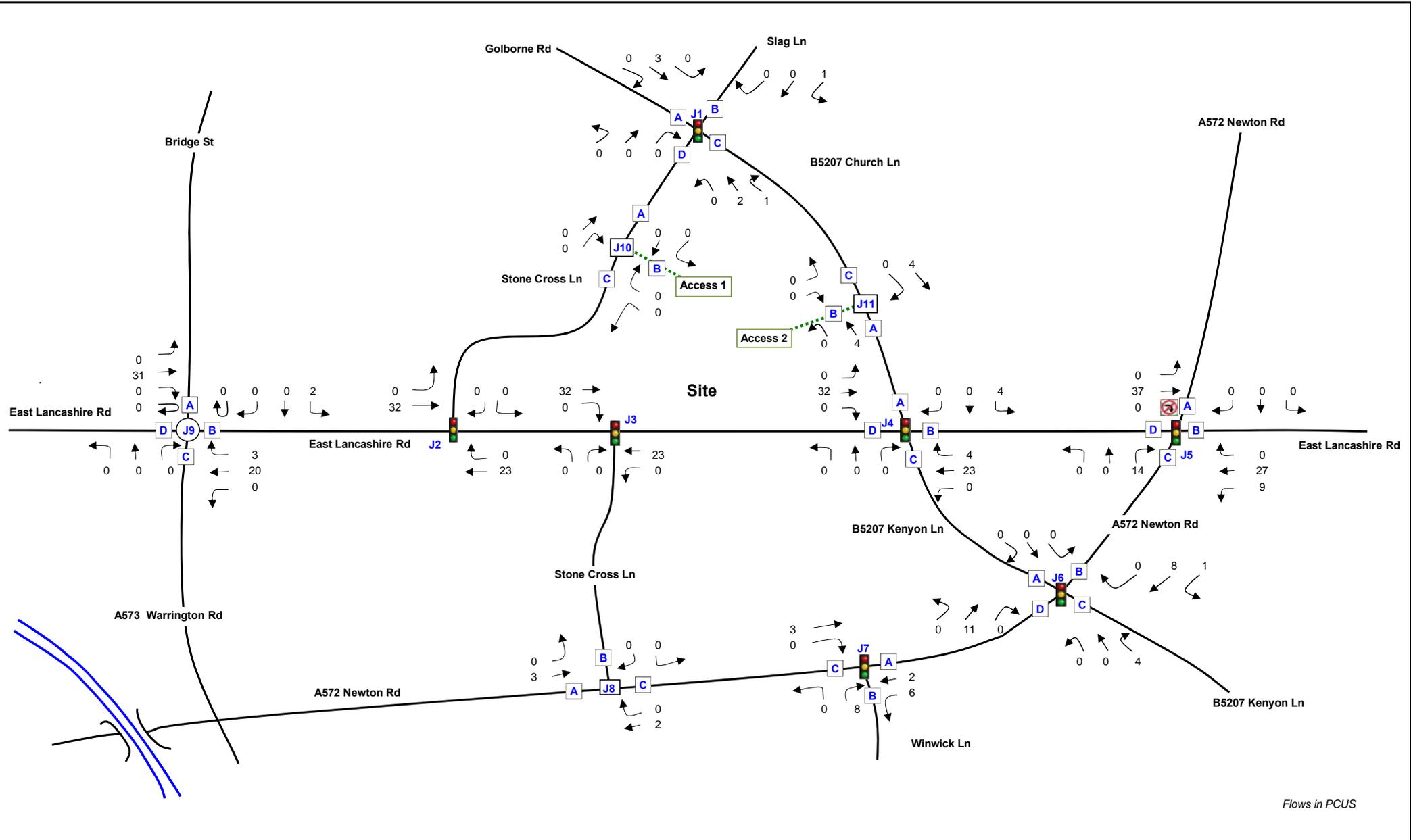
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Stonecross Lane, Lowton Wigan

Fig 14: PM Peak Committed Development - Parsonage Mixed Use Scheme

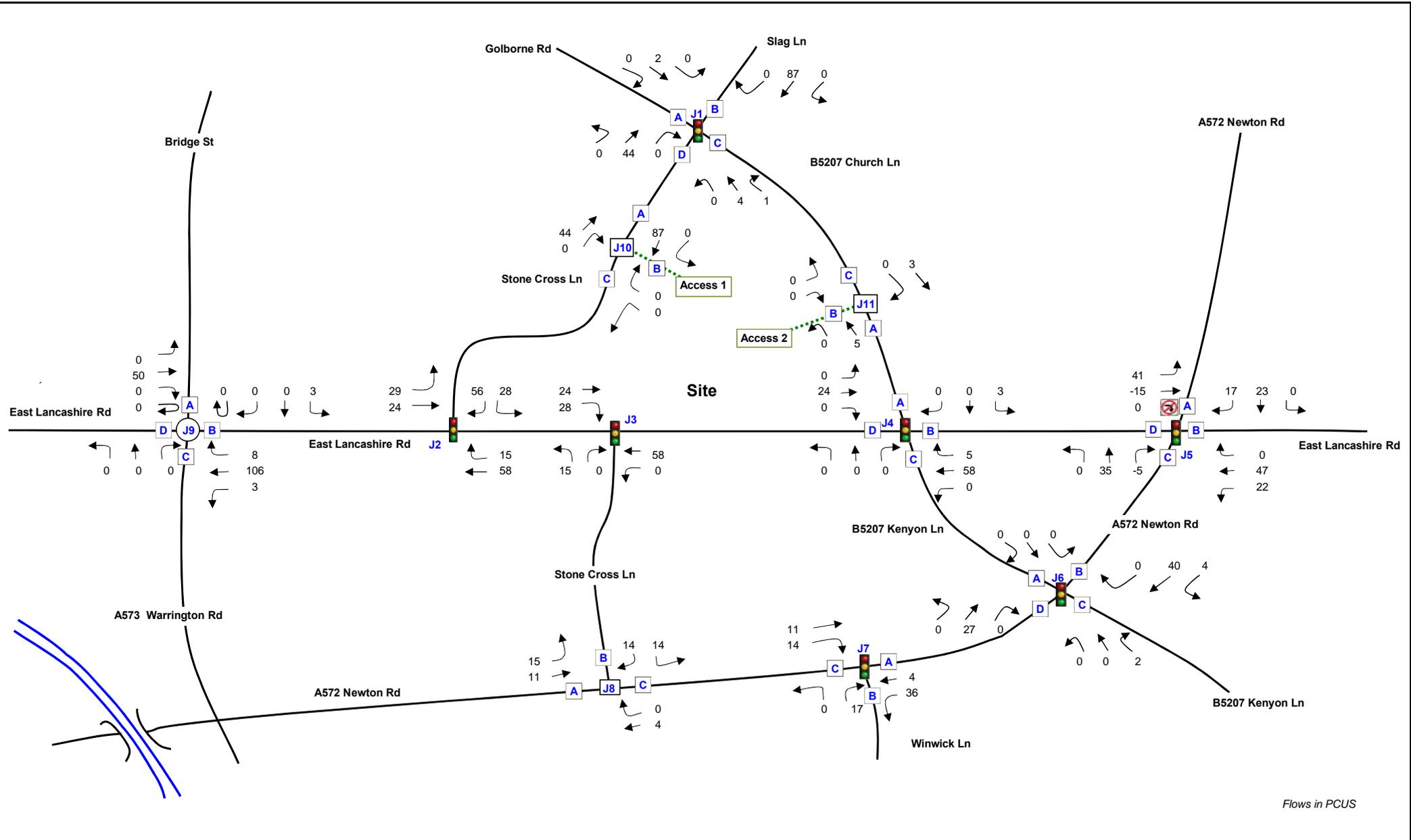
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Fig 15: AM Peak Total Committed Development

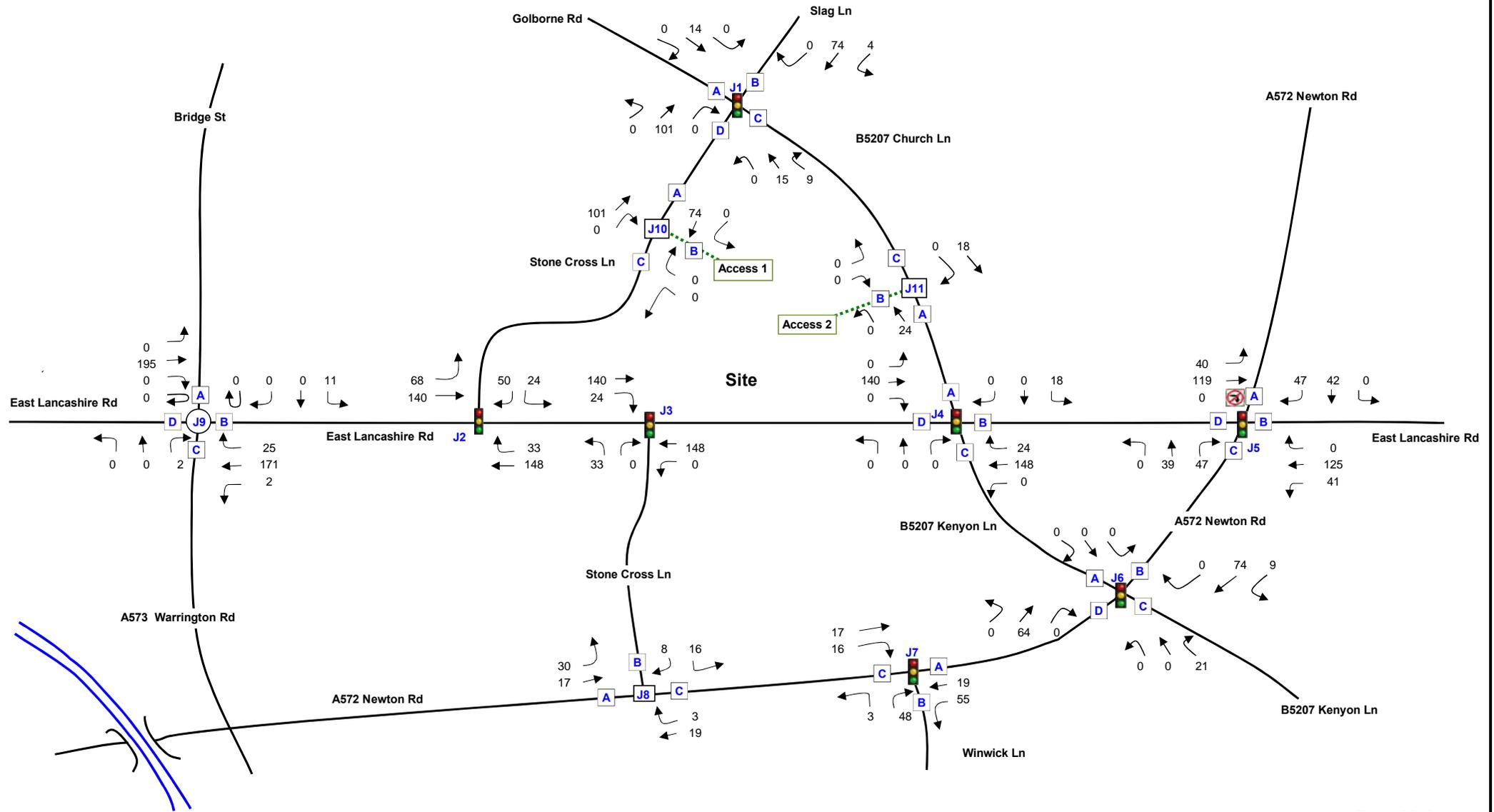
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Fig 16: PM Peak Total Committed Development

Job No. 9W7990PL

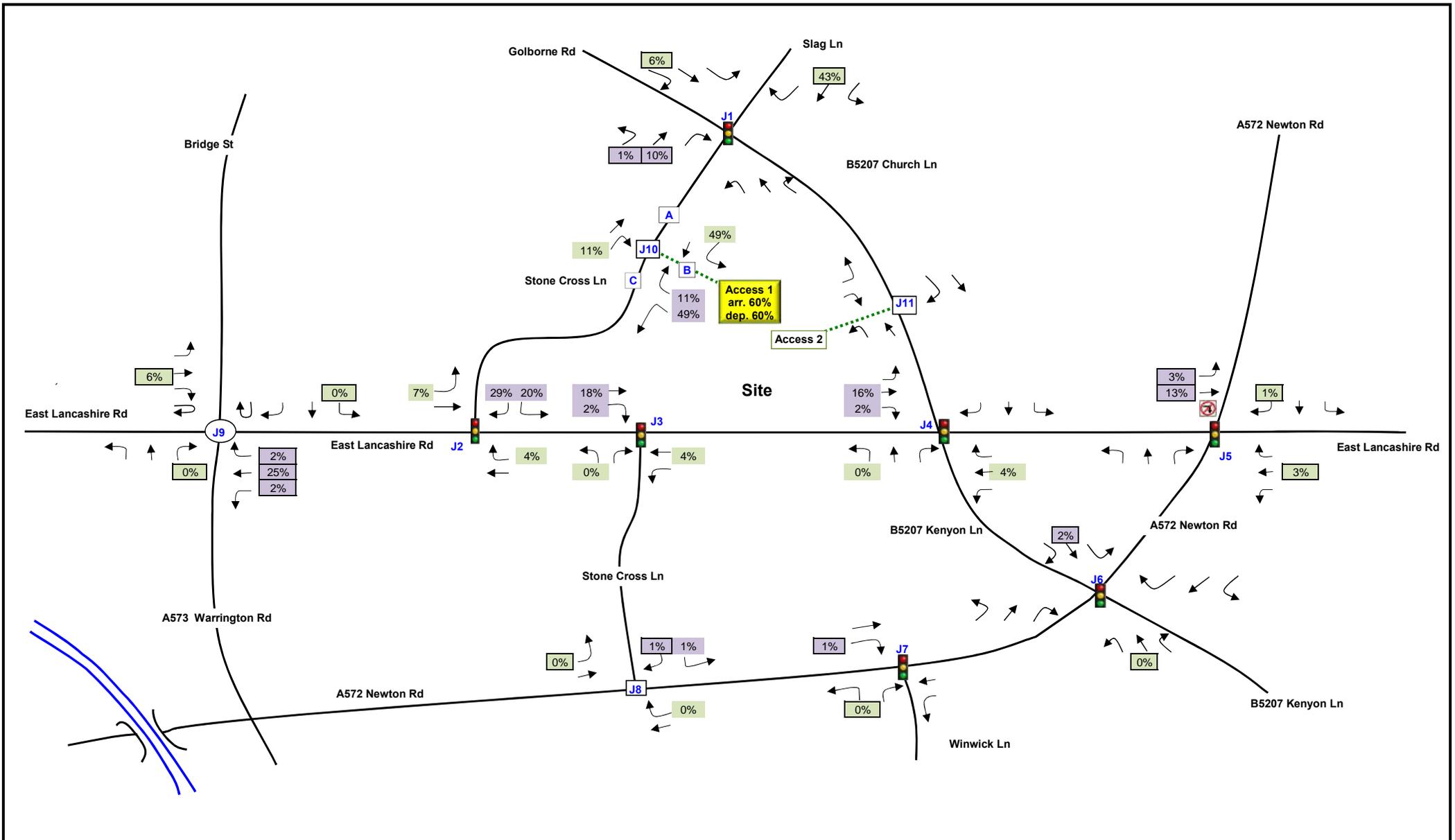
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Stonecross Lane, Lowton Wigan

Fig 17: AM Peak Hour Trip Distribution (Via Access on Stone Cross Lane)

Job No. 9W7990PL

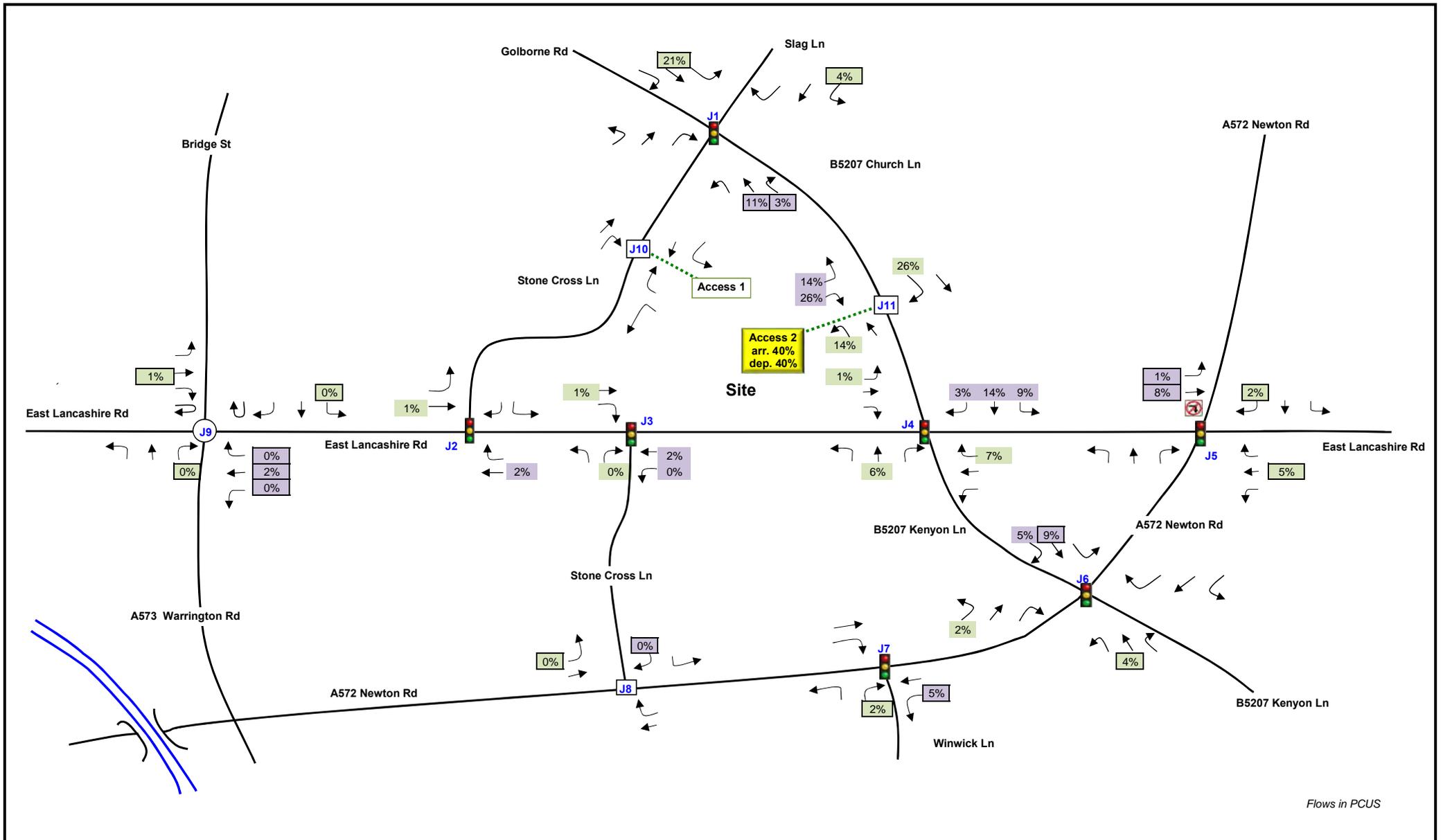
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Stonecross Lane, Lowton Wigan

Fig 18: AM Peak Hour Trip Distribution (Via Access on Church Lane)

Job No. 9W7990PL

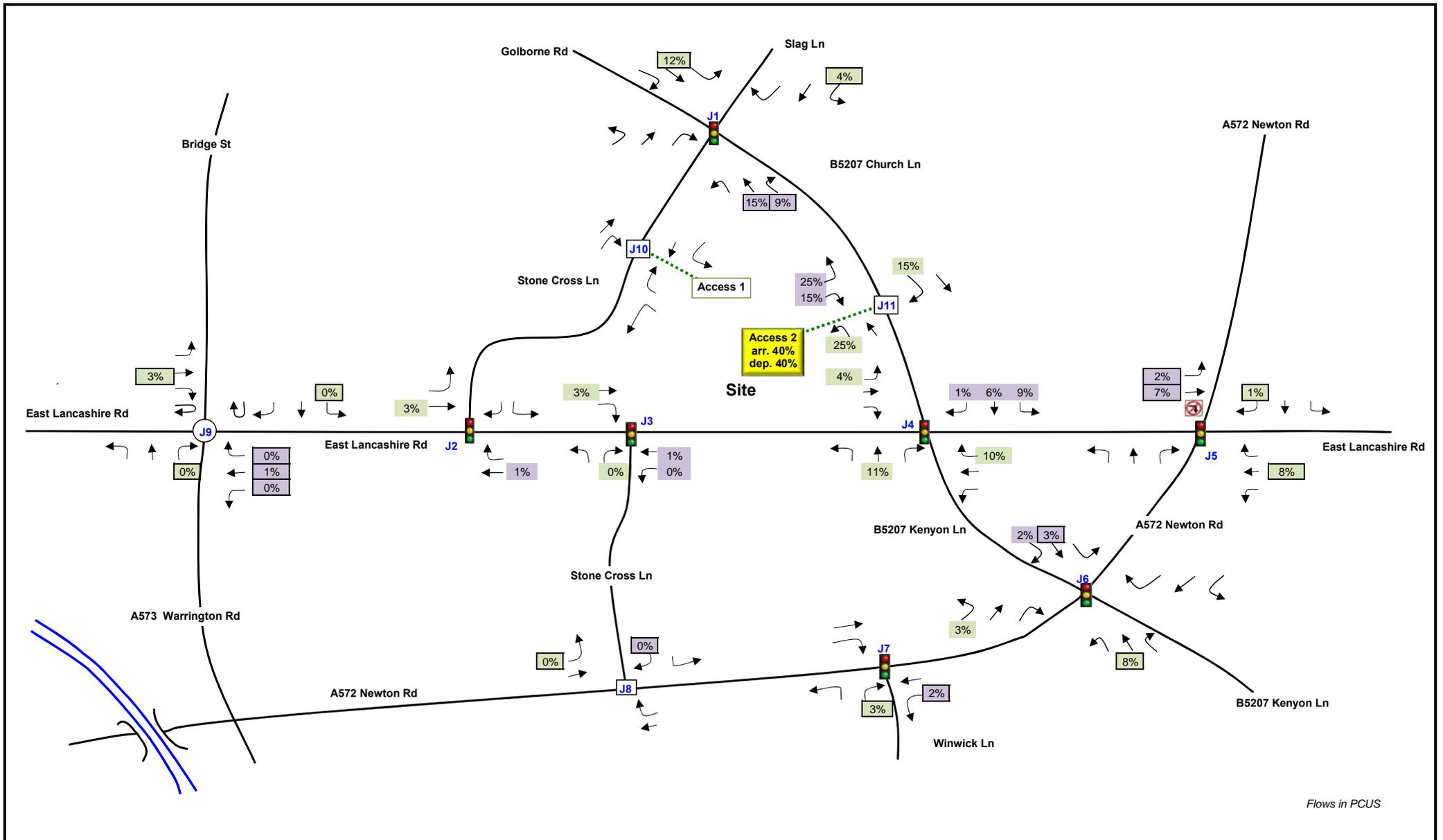
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Stonecross Lane, Lowton Wigan

Fig 20: PM Peak Hour Trip Distribution (Via Access on Church Lane)

Job No. 9W7990PL

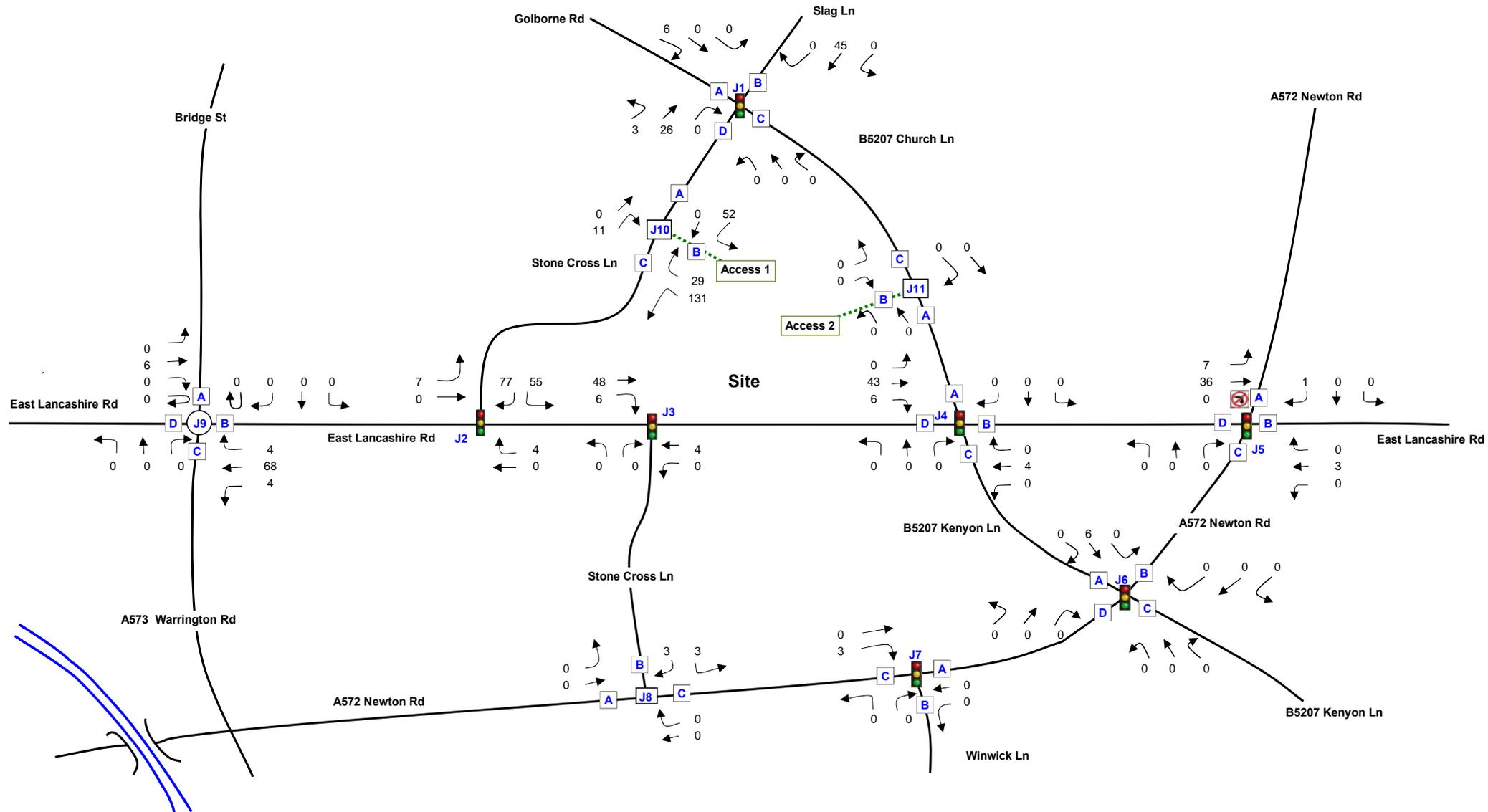
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Flows in PCUS

Stonecross Lane, Lowton Wigan

Fig 21: AM Peak Trip Generation (Via Access on Stone Cross Lane)

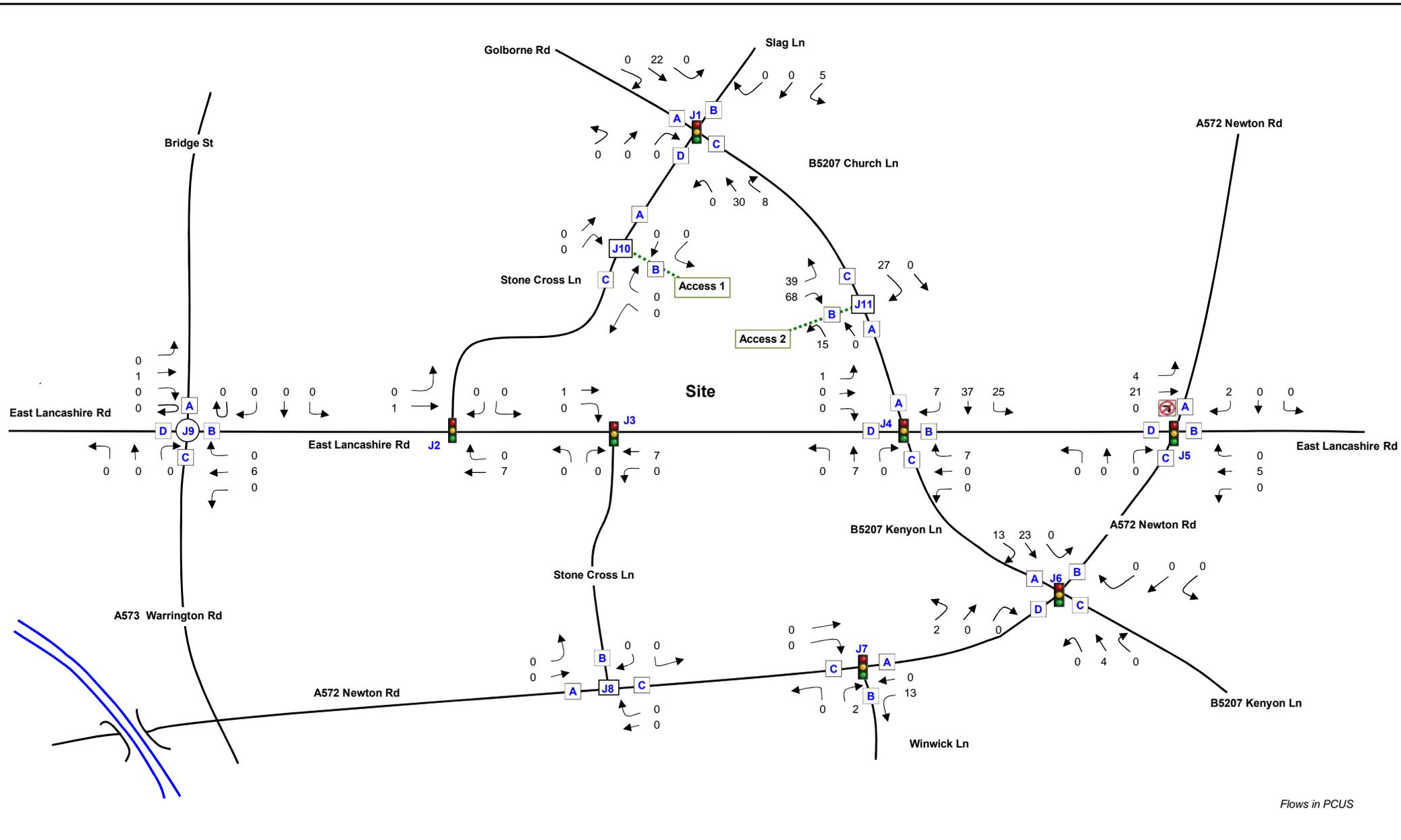
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www.royalhaskoning.com

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Email:
Internet



Stonecross Lane, Lowton Wigan

Fig 22: AM Peak Trip Generation (Via Access on Church Lane)

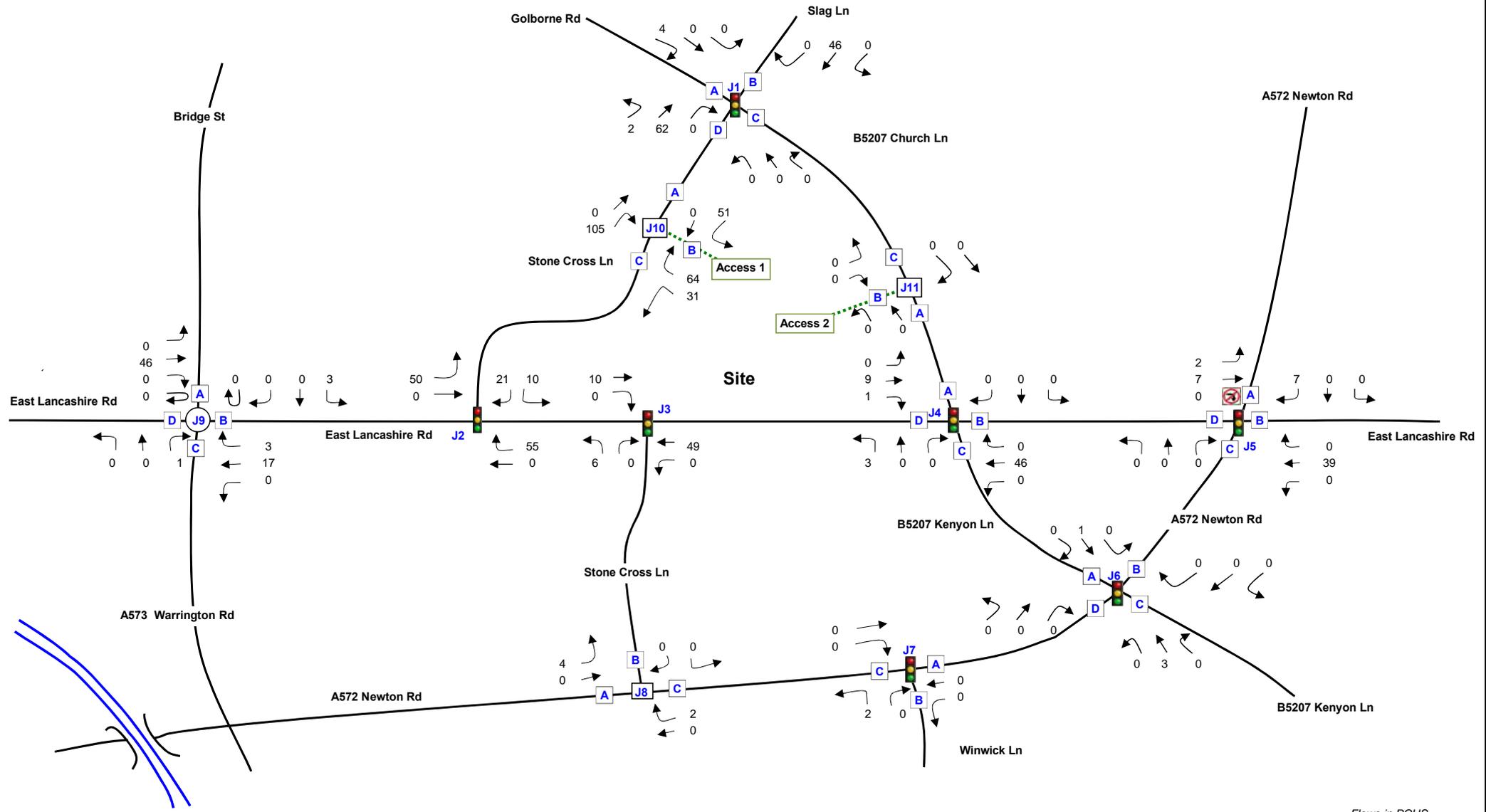
Job No. 9W7990PL

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TRANSPORT UK



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Portland Street, Manchester M1 3LF
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+44(0)161 236 1041
info@manchester.royalhaskoning.com
www.royalhaskoning.com

Telephone:
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Email:
Internet:



Stonecross Lane, Lowton Wigan

Fig 24: PM Peak Trip Generation (Via Access on Stone Cross Lane)

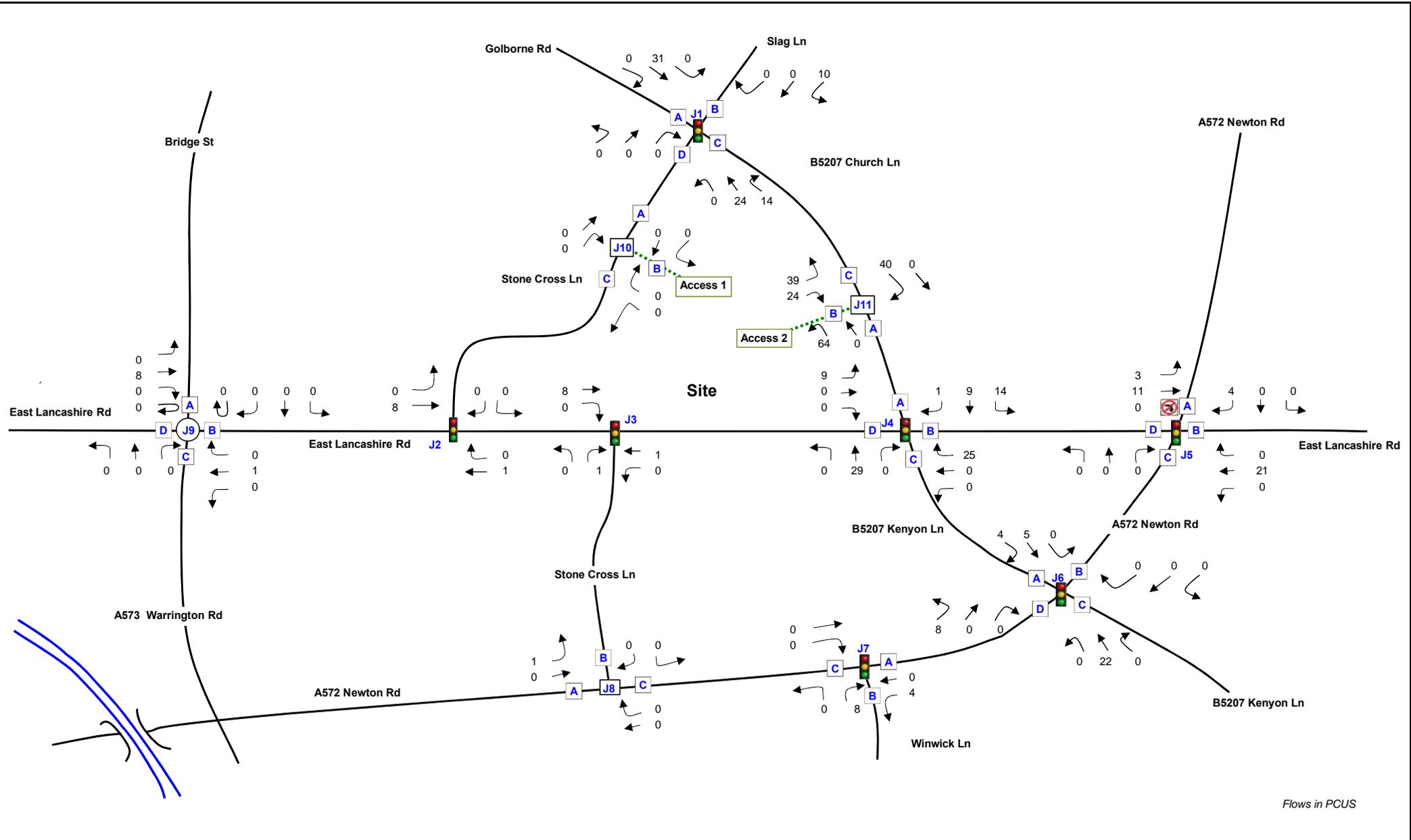
Job No. 9W7990PL

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Portland Street, Manchester M1 3LF
+44(0)161 236 1018
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www.royalhaskoning.com

Telephone:
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Email:
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Stonecross Lane, Lowton Wigan

Fig 25: PM Peak Trip Generation (Via Access on Church Lane)

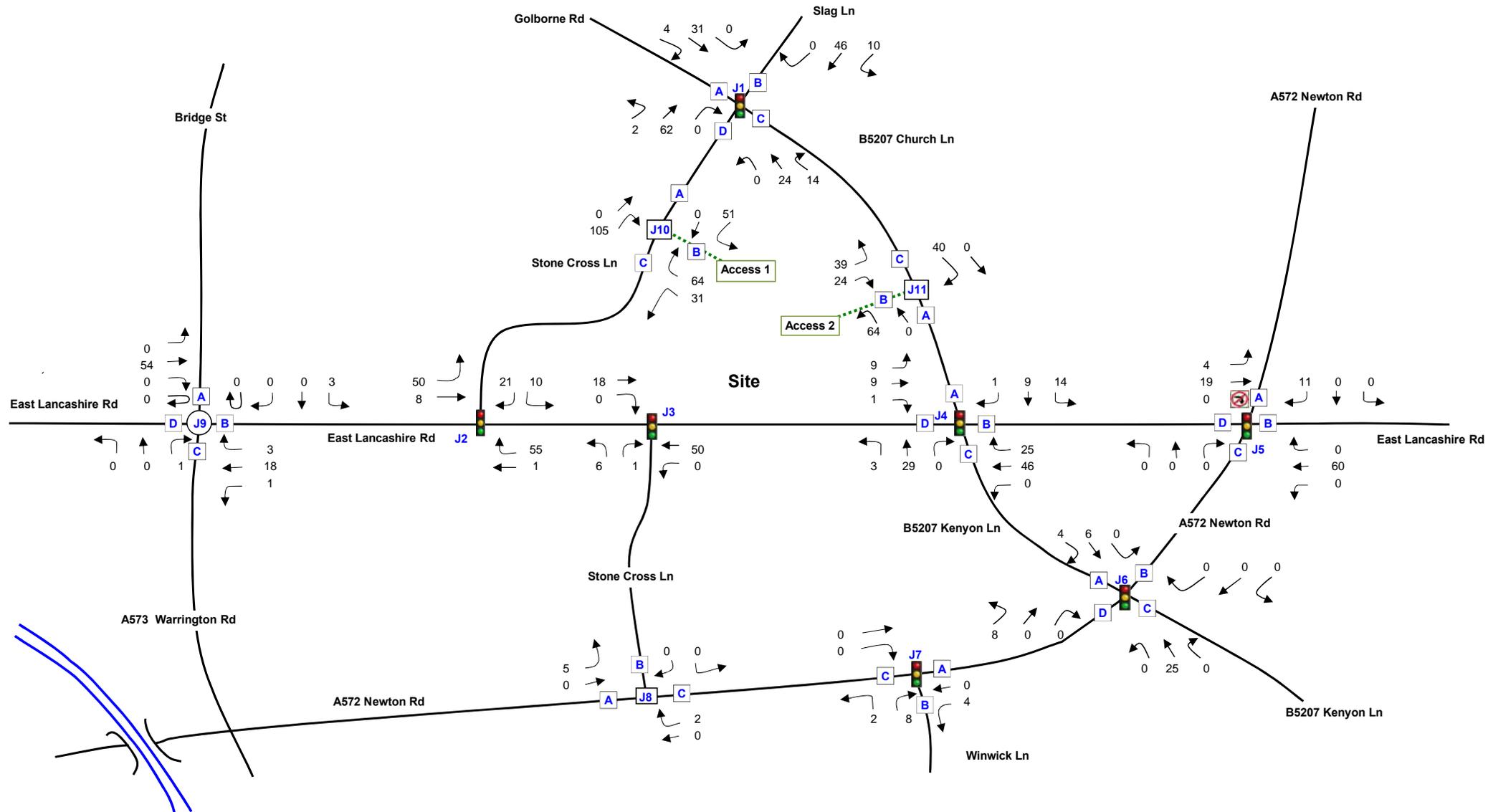
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+44(0)161 236 1041
info@manchester.royalhaskoning.com
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Stonecross Lane, Lowton Wigan

Fig 26: PM Peak Total Trip Generation

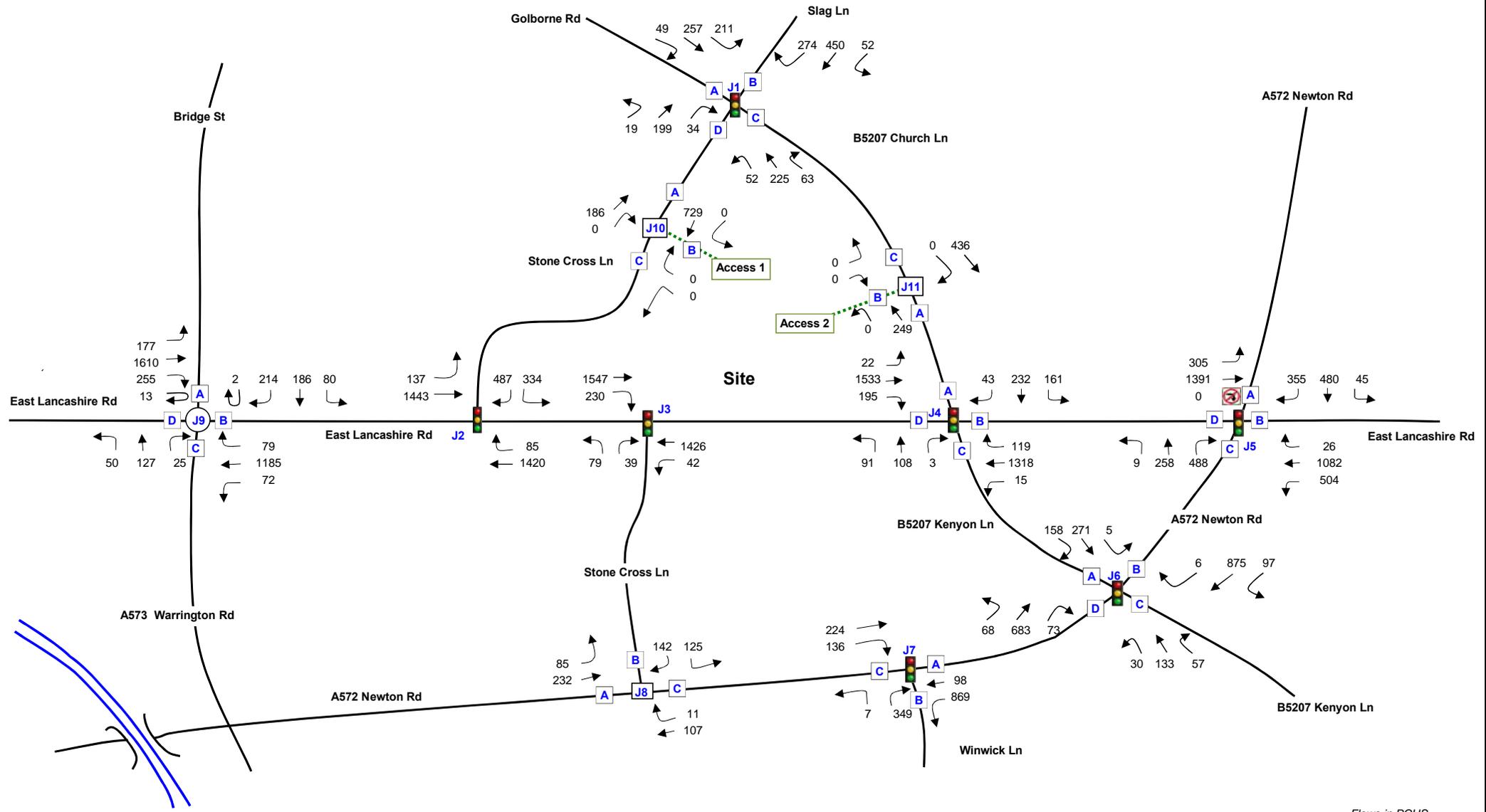
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info@manchester.royalhaskoning.com
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Stonecross Lane, Lowton Wigan

Fig 27: AM Peak 2018 Without Development Flows

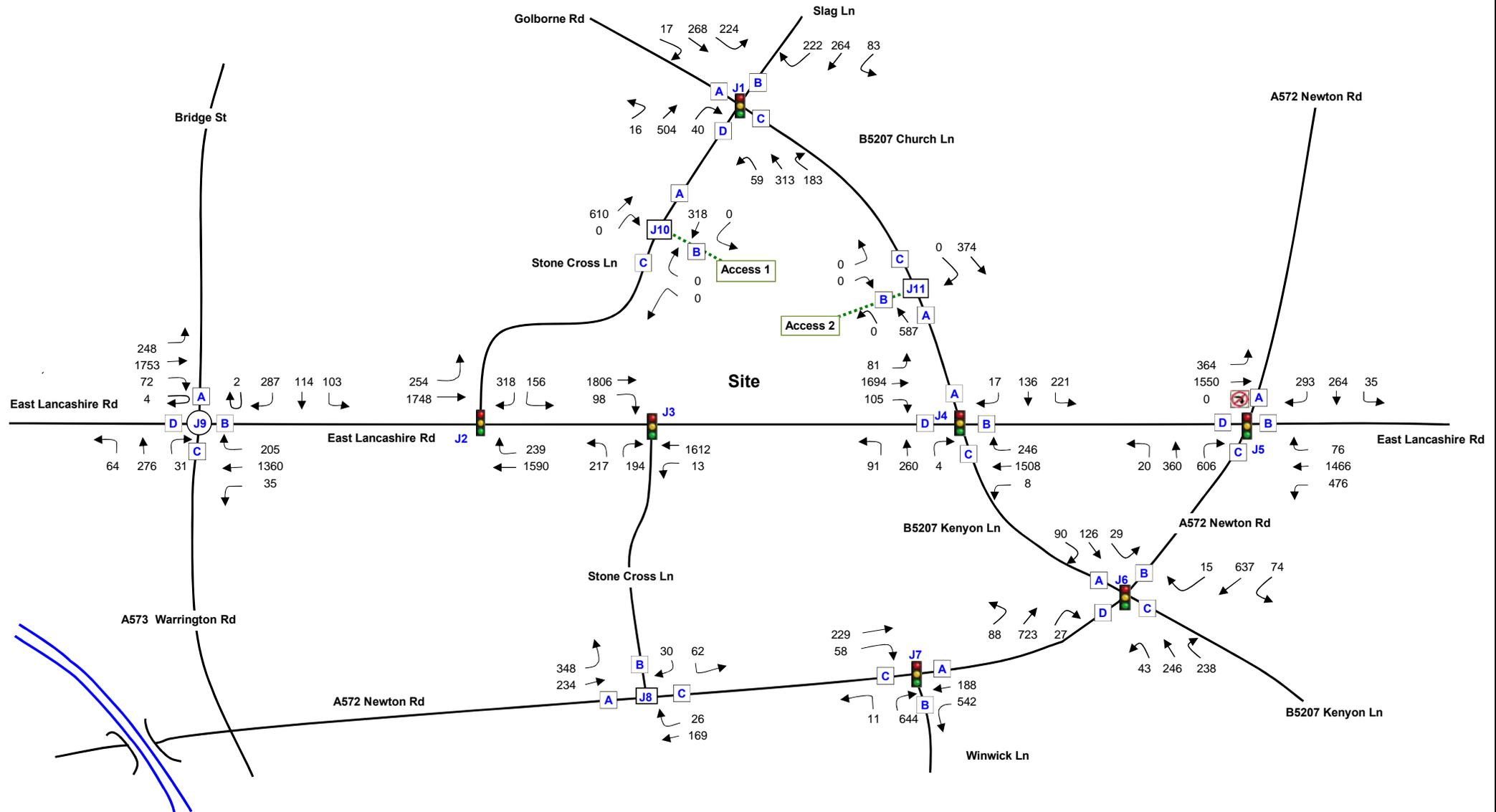
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info@manchester.royalhaskoning.com
www.royalhaskoning.com

Telephone:
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Stonecross Lane, Lowton Wigan

Fig 28: PM Peak 2018 Without Development Flows

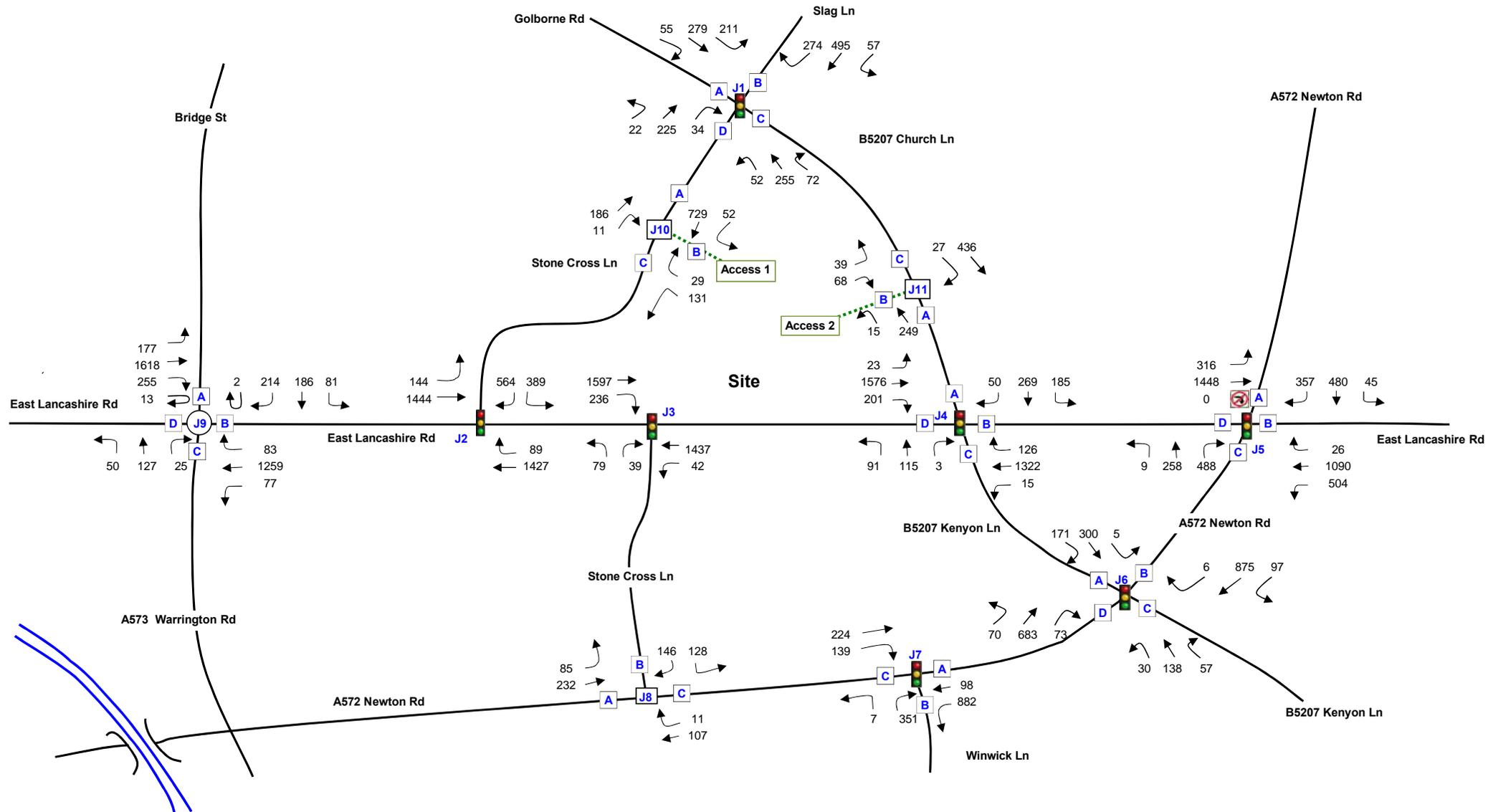
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info@manchester.royalhaskoning.com
www.royalhaskoning.com

Telephone:
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Stonecross Lane, Lowton Wigan

Fig 29: AM Peak 2018 With Development Flows

Job No. 9W7990PL

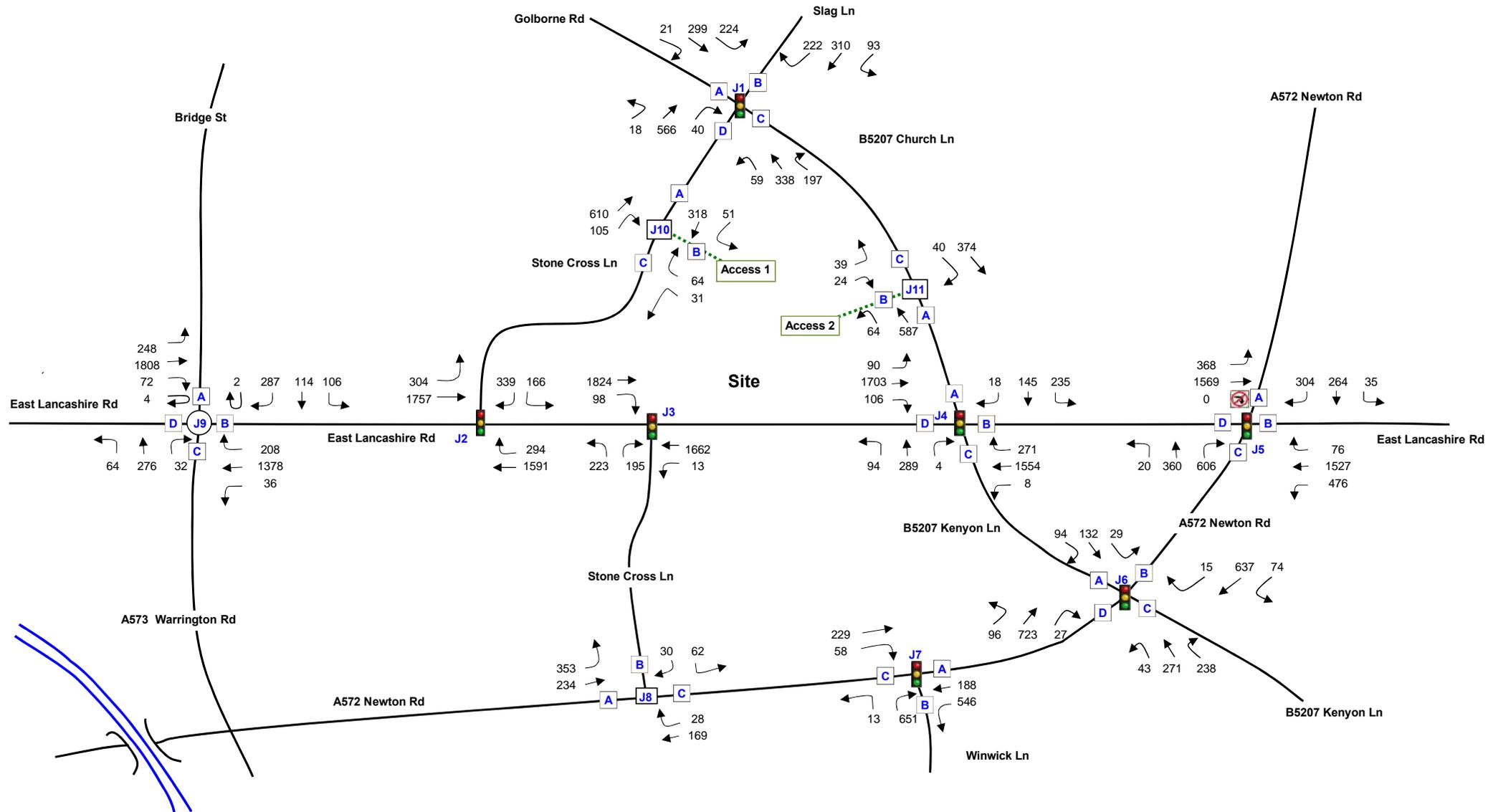
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 +44(0)161 236 1041
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Stonecross Lane, Lowton Wigan

Fig 30: PM Peak 2018 With Development Flows

Job No. 9W7990PL

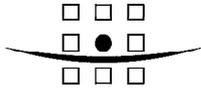
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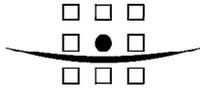


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 Portland Street, Manchester M1 3LF
 +44(0)161 236 1018
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info@manchester.royalhaskoning.com
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Telephone:
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APPENDICES



APPENDIX A

Liu, Y. (Yujing)

From: Khan, A. (Amjid)
Sent: 06 October 2011 17:37
To: 'R.Owen@wigan.gov.uk'
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Rob

Many thanks for confirming that we do not need to apply NRTF/Tempo growth to background flows. We will use the committed developments you have provided us to complete the TA.

Kind Regards

Amjid

Amjid Khan
BSc MSc CEng MICE MCIHT MCILT
Director
Transport UK

T: +44 (0) 161 236 1018 F: +44 (0) 161 236 1041
M: 078 999 7 666 9 E: a.khan@royalhaskoning.com

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From: R.Owen@wigan.gov.uk [<mailto:R.Owen@wigan.gov.uk>]
Sent: 06 October 2011 17:20
To: Khan, A. (Amjid)
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Amjid,
Please proceed with the committed developments and submit the TA on that basis.
Many Thanks,

Rob

Rob Owen - Team Leader
(Highways DC & Parking)
Traffic Group, Wigan Council,
Places Directorate,
PO Box 100, Wigan, WN1 3DS.
01942 489310 (internal ext. 89310)
www.wigan.gov.uk

From: Khan, A. (Amjid) [<mailto:a.khan@royalhaskoning.com>]
Sent: 06 October 2011 11:23
To: Owen, Robert

25/11/2011

Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Rob

Thank you for this information.

TfGM confirm that in the last 5 to ten years there has not been any traffic growth during the peak periods. We have also provided you with hard evidence that confirms that on the local highway network there has been negative growth in the past few years.

I take it from your email that we should not be applying NRTF/Tempo growth, instead we should use the committed developments to represent growth, to avoid double counting.

Please re-confirm your position.

Kind Regards

Amjid

Amjid Khan
BSc MSc CEng MICE MCIHT MCILT
Director
Transport UK

T: +44 (0) 161 236 1018 F: +44 (0) 161 236 1041
M: 078 999 7 666 9 E: a.khan@royalhaskoning.com

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From: R.Owen@wigan.gov.uk [<mailto:R.Owen@wigan.gov.uk>]
Sent: 06 October 2011 11:13
To: Khan, A. (Amjid)
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Amjid,
Further to our discussions regarding the potential double counting resulting from committed development and growth, please find below the comments from TfGM. There is some agreement that we will be some element of double counting and that this can be resolved.
If you require any further information, please let me know.
Regards,
Rob

I understand the approach to dealing with traffic growth that is being suggested. It's probably a question of wording as much as anything. Based on our monitoring of traffic growth in GM over the last 5 to 10 years, it is clear that there has been little or no peak hour growth on the all-purpose network. What growth there has been has largely been confined to the motorway network. I don't think he's suggesting that he doesn't apply any growth at all, but rather than using NRTF/Tempo, he is arguing that the traffic generated by the committed developments that you've asked him to consider is equivalent to the total anticipated traffic growth in the area. While NRTF/Tempo does not reflect the impact of specific developments, it is still a reflection of the overall anticipated growth in economic activity in an area plus changes in average trip length and car ownership levels. It is certainly true that if they were to apply trend growth and then add the traffic from other developments on top of it, this could represent double counting.

25/11/2011

I don't know what forecast years he is intending to look at, but the key is the profile of the growth of development traffic up to the forecast year and how that compares with NRTF/Tempro. If the development traffic really does represent more growth than trend growth, the approach he is considering is probably OK. If however, it is less, then he would need to "top-up" the growth to ensure that overall it still matches NRTF/Tempro forecast growth.

Another point is that there is a new version of the NTEM dataset (version 6.2), released earlier this year. I understand that this revised growth forecast recognises the recent downturn in the economy and its impact on traffic growth, so it should represent a reasonably realistic view of the future.

**Rob Owen - Team Leader
(Highways DC & Parking)**
Traffic Group, Wigan Council,
Places Directorate,
PO Box 100, Wigan, WN1 3DS.
01942 489310 (internal ext. 89310)
www.wigan.gov.uk

From: Khan, A. (Amjid) [<mailto:a.khan@royalhaskoning.com>]
Sent: 05 October 2011 15:37
To: Owen, Robert
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Rob

Thanks for updating me this afternoon on the above.

You have confirmed that TfGM have responded to you and they concur with us that there will be double counting if NRTF growth is applied on top of the committed developments you have asked us to consider. TfGM have also informed you that there has not been any traffic growth during peak periods in the last few years. As you know we have provided you DfT flows, which show a negative growth on the local highway network over the last few years.

I understand you will now check with your LDF modelling officer Emma, to ensure their growth assumptions/etc do not conflict with yours. You will talk to Emma and respond to us tomorrow, since Emma is not in today.

I look forward to your response tomorrow.

Regards

Amjid

Amjid Khan
BSc MSc CEng MICE MCIHT MCILT
Director
Transport UK

T: +44 (0) 161 236 1018 F: +44 (0) 161 236 1041
M: 078 999 7 666 9 E: a.khan@royalhaskoning.com

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From: Khan, A. (Amjid)
Sent: 03 October 2011 17:06
To: 'R.Owen@wigan.gov.uk'
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Rob
Any news from TfGM? If no, can you please chase them for us.
We are required to urgently make progress on the TA and accordingly need your input asap.
Thank you in advance.
Regards
Amjid

Amjid Khan
BSc MSc CEng MICE MCIHT MCILT
Director
Transport UK

T: +44 (0) 161 236 1018 F: +44 (0) 161 236 1041
M: 078 999 7 666 9 E: a.khan@royalhaskoning.com

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From: Khan, A. (Amjid)
Sent: 29 September 2011 09:08
To: 'R.Owen@wigan.gov.uk'
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Rob

Okay, but hope this will not take too long, as we urgently need to complete the TA. Will we have a response by end of this week?

Thank you for your anticipated assistance in this matter.

Regards

Amjid

Amjid Khan
BSc MSc CEng MICE MCIHT MCILT
Director
Transport UK

T: +44 (0) 161 236 1018 F: +44 (0) 161 236 1041
M: 078 999 7 666 9 E: a.khan@royalhaskoning.com

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From: R.Owen@wigan.gov.uk [mailto:R.Owen@wigan.gov.uk]
Sent: 29 September 2011 08:58
To: Khan, A. (Amjid)
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Amjid,
I am consulting with TfGM on this issue and will respond as soon as possible.
Regards,
Rob

Rob Owen - Team Leader
(Highways DC & Parking)
Traffic Group, Wigan Council,
Places Directorate,
PO Box 100, Wigan, WN1 3DS.
01942 489310 (internal ext. 89310)
www.wigan.gov.uk

From: Khan, A. (Amjid) [mailto:a.khan@royalhaskoning.com]
Sent: 28 September 2011 09:25
To: Owen, Robert
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Rob

Will we have a response from you later today? We really need to press ahead quickly with this project.

Thank you in advance.

Regards

Amjid

Amjid Khan
BSc MSc CEng MICE MCIHT MCILT
Director
Transport UK

T: +44 (0) 161 236 1018 F: +44 (0) 161 236 1041
M: 078 999 7 666 9 E: a.khan@royalhaskoning.com

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25/11/2011

From: Khan, A. (Amjid)
Sent: 22 September 2011 16:53
To: 'R.Owen@wigan.gov.uk'
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Rob

I write further to our conversation of this afternoon.

I understand that you have been very busy lately with committee/cabinet meetings and have not had chance to review my email of 20-9-2011, however, you will respond to my email early next week.

As indicated, sooner the better for us, our client is very keen for us to complete the Transport Assessment ASAP and submit it to the LHA.

I look forward to hearing from you.

Kind Regards

Amjid

Amjid Khan
BSc MSc CEng MICE MCIHT MCILT
Director
Transport UK

T: +44 (0) 161 236 1018 F: +44 (0) 161 236 1041
M: 078 999 7 666 9 E: a.khan@royalhaskoning.com

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From: Khan, A. (Amjid)
Sent: 20 September 2011 15:11
To: 'R.Owen@wigan.gov.uk'
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Rob

Thank you for your email.

The whole of the local highway network we have been asked to consider by you is impacted by the committed development flows. We have compared the 2011 surveyed flows with the committed development flows you have provided us. The committed development increases flows on the network under consideration, between 2% and 17%. For example, on the A580 East Lancs Road in the PM peak typically the increase is over 10%.

By way of further evidence, we have gathered AADT surveyed flows for 2007 and 2010 for the A580 East Lancs Road at three locations very close to our site, from the Department for Transport. The three locations are shown on the attached Map 1, which is from the DfT. Using the DfT flow data we have compared the 2007 and 2010 flows, as shown on the enclosed Table 1.

25/11/2011

It can be seen from Table 1 that between 2007 and 2010, at all three locations, traffic flows have reduced. The reduction varies between 5.4% and 12.3%. This provides further compelling evidence that we should not be applying traffic growth when there has been confirmed negative growth (reduction), in the past few years, which is likely to continue for several years, given the gloomy prognosis for the economy for the coming years.

As regards to the status of the site in planning terms, our understanding from the LPA is that our site is one of 4 sites which the LPA is keen to develop by 2014. Accordingly, our site is a short term proposition not longer term as you have stated in your email.

I hope that the above and attached evidence will now allow you to disregard the traffic growth requirement.

Our client is very keen for us to complete the TA, asap, and accordingly your early response would be greatly appreciated. I will call you tomorrow in case you need any more information from us

Thank you for your anticipated assistance in this matter.

Kind Regards

Amjid

Amjid Khan
BSc MSc CEng MICE MCIHT MCILT
Director
Transport UK

T: +44 (0) 161 236 1018 F: +44 (0) 161 236 1041
M: 078 999 7 666 9 E: a.khan@royalhaskoning.com

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-----Original Message-----

From: R.Owen@wigan.gov.uk [<mailto:R.Owen@wigan.gov.uk>]

Sent: 12 September 2011 11:46

To: Khan, A. (Amjid)

Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Amjid,

Thank you for the further detail regarding the site at Stone Cross Lane North.

1. If you provide some justification and reasoning as to where you consider the double counting takes place, I can consider this as part of my assessment of your submission.
2. This site will not be brought forward in the near future but is a long term site. The size of the site and number of residential units being considered, even when a start on site is made, it will be many years before the site is completed. Furthermore, it is my opinion that this site will only be brought forward for development when the financial situation improves.
3. Increased peak hour demands on the Strategic Route Network will throttle development and economic aspirations elsewhere in the Borough. This is not acceptable.

25/11/2011

Regards,

Rob

Rob Owen - Team Leader
(Highways DC & Parking)
Wigan Council, Places Directorate,
PO Box 100, Wigan, WN1 3DS.
01942 489310 (internal ext. 89310)
www.wigan.gov.uk

-----Original Message-----

From: Khan, A. (Amjid) [<mailto:a.khan@royalhaskoning.com>]
Sent: 08 September 2011 12:28
To: Owen, Robert
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Rob
Thanks for your interim response.
Regards
Amjid

Amjid Khan
BSc MSc CEng MICE MCIHT MCILT
Director
Transport UK

T: +44 (0) 161 236 1018 F: +44 (0) 161 236 1041
M: 078 999 7 666 9 E: a.khan@royalhaskoning.com

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-----Original Message-----

From: R.Owen@wigan.gov.uk [<mailto:R.Owen@wigan.gov.uk>]
Sent: 08 September 2011 12:09
To: Khan, A. (Amjid)
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Amjid,
I did get a message to call you on Tuesday, however, your office was closed when I tried to return your call, it was probably after 5.30. You may be aware that we moved offices at the beginning of this week and my new contact details are given below. I will respond to the content of your email later this week.
Regards,
Rob

Rob Owen - Team Leader
(Highways DC & Parking)
Wigan Council, Places Directorate,
PO Box 100, Wigan, WN1 3DS.
01942 489310 (internal ext. 89310)
www.wigan.gov.uk

25/11/2011

-----Original Message-----

From: Khan, A. (Amjid) [<mailto:a.khan@royalhaskoning.com>]
Sent: 07 September 2011 17:11
To: Owen, Robert
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Update

Rob

Hope you are well.

I have been trying to contact you without much luck since last week. Hope you got my messages. I appreciate that you are a busy officer. I wanted to discuss the above with you verbally.

I have reviewed the scoping study we jointly carried out in June 2011 (see the below email trail).

I would like to make a slight change to the scoping study, with your agreement. The details are as follows.

In my email of 10 June 2011, I stated that we would apply NRTF/Tempro growth rates to the surveyed flows to derive future year flows. We believe this is no longer appropriate for the following reasons:

1. Subsequent to my email of 10-6-2011 you asked us to consider additional committed developments. NRTF/Tempro allows for committed developments and hence if we include the large number of committed developments you have asked us to consider and apply NRTF/Tempro growth to the surveyed flows then there will be a significant double counting.
2. Since 2008, due to credit crunch/recession/etc, road traffic growth has been either negligible or negative (reducing) on many roads in the UK and this trend is likely to continue for many years due to the general downturn in the economy and the long term austerity measures the coalition government has put in place.
3. Should we be catering for traffic growth during PEAK hours, when there is ample spare network capacity during off peak periods? Is this a sustainable approach in a built-up area with existing local communality facilities?

I am looking at another site in Cheshire and the local highway officer there has discounted the need to growth traffic, as we are including committed developments directly and for the other above reasons.

I trust that you will concur with me on the above and I look forward to your confirmation.

Kind Regards

Amjid

Amjid Khan
BSc MSc CEng MICE MCIHT MCILT
Director
Development & Transport

T: +44 (0) 161 236 1018 F: +44 (0) 161 236 1041
M: 078 999 7 666 9 E: a.khan@royalhaskoning.com
<<mailto:akkhan@royalhaskoning.com>>

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25/11/2011

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-----Original Message-----

From: Khan, A. (Amjid)

Sent: Wednesday, June 29, 2011 7:25 PM

To: 'R.Owen@wigan.gov.uk'

Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Confirmation

Rob

Very disappointing that you have done a U-turn on the agreed scope!

However, we will accommodate your new requirements albeit reluctantly.

We have commissioned a new traffic survey at the three additional off-site junctions you have specified in your email and the survey will take place tomorrow.

You have also specified two more committed developments to be considered. Can you please email us the relevant traffic information for these and let us know if any of these are partially open, if so, to what extent.

We need to complete the TA asap and accordingly your early response would be appreciated.

Regards

Amjid

Amjid Khan

BSc MSc CEng MICE MCIHT MCILT

Director

Development & Transport

T: +44 (0) 161 236 1018 F: +44 (0) 161 236 1041

M: 078 999 7 666 9 E: a.khan@royalhaskoning.com

<<mailto:a.kkan@royalhaskoning.com>>

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From: R.Owen@wigan.gov.uk [<mailto:R.Owen@wigan.gov.uk>]

Sent: 27 June 2011 12:12

To: Khan, A. (Amjid)

Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Confirmation

Amjid,

Sorry for not getting back to you last week as promised.

25/11/2011

These additional items should be considered:

6. Include committed developments at Parsonage (phase 1 & 2) and full LSV including Morrison's.
8. h) Stone Cross Lane South / A572 Newton Road, i) A579 Winwick Lane / A572 Newton Road, j) A580 East Lancashire Road / A573 Warrington Road (roundabout)

Regards,
Rob

Rob Owen - Team Leader
(Highways DC & Parking)
Wigan Council, Places Directorate,
Civic Buildings, New Market Street, Wigan, WN1 1RP.
01942 404315 (internal ext. 4315)
www.wigan.gov.uk

From: Khan, A. (Amjid) [<mailto:a.khan@royalhaskoning.com>]
Sent: 22 June 2011 12:49
To: Owen, Robert
Subject: RE: Stone Cross Lane North, Lowton, Wigan - Scoping Study Confirmation

Rob
Thanks for informing me that you will be responding to the TA scope by the end of this week.
Kind Regards
Amjid

Amjid Khan

BSc MSc CEng MICE MCIHT MCILT

Director

Development & Transport

T: +44 (0) 161 236 1018 F: +44 (0) 161 236 1041
M: 078 999 7 666 9 E: a.khan@royalhaskoning.com
<<mailto:akkhan@royalhaskoning.com>>

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Manchester, M1 3LF
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From: Khan, A. (Amjid)
Sent: 10 June 2011 15:18
To: r.owen@wiganmbc.gov.uk

25/11/2011

Subject: Stone Cross Lane North, Lowton, Wigan - Scoping Study Confirmation

Rob

Further to our conversation of 10 May 2011, for the avoidance of doubt, I confirm the agreed scope for preparing a Transport Assessment (TA) for the above potential proposed allocation scheme.

Background

The proposals is for approximately 800 houses. The TA is being prepared in support of an allocation rather than a planning application. The site will be accessed off Stone Cross Lane North by way of a new priority T-junction. A number of pedestrian and cycle links will be provided to connect the site with the adjoining built-up areas.

Scope of the Transport Assessment

1. Undertake an assessment of accessibility by sustainable modes (on foot, by cycle and public transport)
2. Peak hour traffic surveys will be undertaken at the off-site junctions to be assessed.
3. NRTF/Tempo growth will be applied to surveyed flows to derive future year flows
4. Undertake trip generation assessment using the TRICS national database
5. Derive a trip distribution using the existing flows turning proportions
6. Incorporate committed development flows from the proposed Bickershawe South residential development
7. Undertake junction capacity assessments at the opening year of the scheme and 5 years after opening, for the AM and PM peak hours
8. The following junctions to be assessed: (a) Proposed site access road/Stone Cross Lane North (b) Stone Cross Lane North/Golbourne Road/Church Lane/Slag Lane (c) Stone Cross Lane North (new spur)/A580 East Lancs Road (d) A580 East Lancs Road/ Stone Cross Lane South (e) A580 East Lancs Road/B5207 Church Lane (f) A580 East Lancs Road/A572 Newton Lane (g) A572 Newton Lane/B5207 Church Lane/B5207 Kenyon Lane
9. Signal setting data for the off-site junctions will be purchased from TfGM.

I trust that you will find the above to be as per our conversation. I would greatly appreciate it if you could re-confirm the above scope by responding to this email.

Kind Regards

Amjid

Amjid Khan

BSc MSc CEng MICE MCIHT MCILT

Director

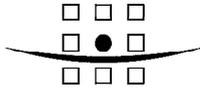
Development & Transport

T: +44 (0) 161 236 1018 F: +44 (0) 161 236 1041
M: 078 999 7 666 9 E: a.khan@royalhaskoning.com
<<mailto:a.kkan@royalhaskoning.com>>

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Manchester, M1 3LF
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25/11/2011



APPENDIX B

Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: STAG LANE/STONE CROSS LANE/GOLDBOURN ROAD/CHURCH LANE

ARM: STAG LANE

TIME / CLASS	LEFT TO CHURCH LANE						STRAIGHT TO STONE CROSS LANE						RIGHT TO GOLDBOURNE ROAD					
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL
07:30 - 07:45	0	25	5	0	0	30	3	129	8	3	0	143	1	45	4	0	0	50
07:45 - 08:00	0	12	1	0	0	13	0	84	12	1	0	97	1	43	4	1	0	49
08:00 - 08:15	0	14	2	0	1	17	0	102	13	1	0	116	0	65	1	1	1	68
08:15 - 08:30	0	7	2	0	0	9	0	69	8	0	0	77	0	69	8	0	0	77
HOURLY TOTAL	0	58	10	0	1	69	3	384	41	5	0	433	2	222	17	2	1	244
08:30 - 08:45	0	11	1	0	0	12	0	67	2	1	0	70	1	67	6	2	0	76
08:45 - 09:00	0	6	2	0	0	8	0	41	4	2	0	47	0	31	6	0	0	37
09:00 - 09:15	0	21	1	0	0	22	0	54	6	0	0	60	0	54	7	1	1	63
09:15 - 09:30	0	15	1	0	1	17	0	50	3	0	0	53	0	48	4	0	0	52
HOURLY TOTAL	0	53	5	0	1	59	0	212	15	3	0	230	1	200	23	3	1	228
PERIOD TOTAL	0	111	15	0	2	128	3	596	56	8	0	663	3	422	40	5	2	472

16:00 - 16:15	0	18	3	0	1	22	0	32	3	0	2	37	1	31	6	1	1	40
16:15 - 16:30	1	21	2	0	0	24	0	40	4	3	0	47	0	52	3	2	0	57
16:30 - 16:45	0	24	3	0	0	27	1	41	3	0	0	45	0	37	10	1	0	48
16:45 - 17:00	0	20	1	0	0	21	0	39	2	1	0	42	0	32	7	0	0	39
HOURLY TOTAL	1	83	9	0	1	94	1	152	12	4	2	171	1	152	26	4	1	184
17:00 - 17:15	0	15	2	2	0	19	1	48	6	2	0	57	0	58	4	1	0	63
17:15 - 17:30	0	18	1	0	0	19	0	30	5	0	0	35	2	46	7	1	0	56
17:30 - 17:45	0	15	3	0	0	18	1	50	3	0	0	54	0	57	6	0	0	63
17:45 - 18:00	0	12	2	0	0	14	0	45	2	0	0	47	0	49	4	0	0	53
HOURLY TOTAL	0	60	8	2	0	70	2	173	16	2	0	193	2	210	21	2	0	235
PERIOD TOTAL	1	143	17	2	1	164	3	325	28	6	2	364	3	362	47	6	1	419

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: STAG LANE/STONE CROSS LANE/GOLDBOURNE ROAD/CHURCH LANE

ARM: CHURCH LANE

TOTAL MOVEMENT FROM ARM	TIME / CLASS	LEFT TO STONE CROSS LANE						STRAIGHT TO GOLDBOURNE ROAD						RIGHT TO STAG LANE						TOTAL MOVEMENT FROM ARM
		MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
223	07:30 - 07:45	0	14	1	0	0	15	1	32	7	2	1	43	0	14	2	1	0	17	75
159	07:45 - 08:00	0	14	2	0	0	16	1	23	8	0	2	34	0	19	1	0	0	20	70
201	08:00 - 08:15	0	16	3	0	0	19	0	46	3	1	7	57	0	9	2	0	0	11	87
163	08:15 - 08:30	0	5	0	0	0	5	0	31	8	5	0	44	0	11	2	0	1	14	63
746	HOURLY TOTAL	0	49	6	0	0	55	2	132	26	8	10	178	0	53	7	1	1	62	295
158	08:30 - 08:45	0	10	2	0	0	12	0	52	6	4	3	65	0	12	3	0	0	15	92
92	08:45 - 09:00	0	13	2	0	0	15	0	51	8	5	3	67	1	16	4	0	0	21	103
145	09:00 - 09:15	0	15	2	0	0	17	0	38	7	6	0	51	0	18	3	1	0	22	90
122	09:15 - 09:30	0	12	1	0	0	13	0	43	5	3	0	51	0	22	2	0	0	24	88
517	HOURLY TOTAL	0	50	7	0	0	57	0	184	26	18	6	234	1	68	12	1	0	82	373
1263	PERIOD TOTAL	0	99	13	0	0	112	2	316	52	26	16	412	1	121	19	2	1	144	668

99	16:00 - 16:15	0	7	2	0	0	9	1	42	7	3	1	54	0	41	4	0	0	45	108
128	16:15 - 16:30	0	10	0	0	0	10	0	53	10	3	3	69	0	36	2	1	0	39	118
120	16:30 - 16:45	0	8	1	1	0	10	1	42	14	3	1	61	0	25	6	0	0	31	102
102	16:45 - 17:00	0	11	2	0	0	13	0	56	12	1	1	70	1	31	6	0	1	39	122
449	HOURLY TOTAL	0	36	5	1	0	42	2	193	43	10	6	254	1	133	18	1	1	154	450
139	17:00 - 17:15	0	14	1	0	0	15	1	57	9	2	2	71	1	45	5	0	0	51	137
110	17:15 - 17:30	0	12	2	0	0	14	0	63	11	0	3	77	0	43	3	0	0	46	137
135	17:30 - 17:45	0	17	0	0	0	17	1	58	7	1	2	69	0	35	3	0	0	38	124
114	17:45 - 18:00	0	13	1	0	0	14	0	48	5	0	1	54	0	39	4	0	0	43	111
498	HOURLY TOTAL	0	56	4	0	0	60	2	226	32	3	8	271	1	162	15	0	0	178	509
947	PERIOD TOTAL	0	92	9	1	0	102	4	419	75	13	14	525	2	295	33	1	1	332	959

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: STAG LANE/STONE CROSS LANE/GOLDBOURN ROAD/CHURCH LANE

ARM: STONE CROSS LANE

TIME / CLASS	LEFT TO GOLDBOURNE ROAD						STRAIGHT TO STAG LANE						RIGHT TO CHURCH LANE						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	0	1	1	0	0	2	0	31	4	0	0	35	0	2	0	0	0	2	39
07:45 - 08:00	0	7	0	1	0	8	0	32	7	0	0	39	0	2	0	0	0	2	49
08:00 - 08:15	0	2	0	0	0	2	0	34	4	1	0	39	0	8	1	0	0	9	50
08:15 - 08:30	0	4	0	0	0	4	0	32	3	2	0	37	0	7	1	0	0	8	49
HOURLY TOTAL	0	14	1	1	0	16	0	129	18	3	0	150	0	19	2	0	0	21	187
08:30 - 08:45	0	3	1	0	0	4	0	26	3	3	1	33	0	12	1	0	1	14	51
08:45 - 09:00	0	3	0	1	0	4	0	27	3	3	1	34	0	14	1	0	0	15	53
09:00 - 09:15	0	9	0	0	0	9	0	17	2	1	0	20	0	14	2	0	0	16	45
09:15 - 09:30	0	6	1	0	0	7	0	18	1	2	0	21	0	12	1	0	1	14	42
HOURLY TOTAL	0	21	2	1	0	24	0	88	9	9	2	108	0	52	5	0	2	59	191
PERIOD TOTAL	0	35	3	2	0	40	0	217	27	12	2	258	0	71	7	0	2	80	378

16:00 - 16:15	0	8	2	0	0	10	0	57	7	1	0	65	0	11	0	1	0	12	87
16:15 - 16:30	0	6	2	1	0	9	0	75	7	2	0	84	0	10	1	1	0	12	105
16:30 - 16:45	0	4	0	0	0	4	0	55	12	0	0	67	0	9	0	1	0	10	81
16:45 - 17:00	0	5	0	0	0	5	1	87	19	0	0	107	0	8	0	0	0	8	120
HOURLY TOTAL	0	23	4	1	0	28	1	274	45	3	0	323	0	38	1	3	0	42	393
17:00 - 17:15	0	1	0	0	0	1	1	96	10	3	0	110	0	5	0	0	0	5	116
17:15 - 17:30	0	4	0	0	0	4	2	88	12	0	0	102	0	10	1	0	0	11	117
17:30 - 17:45	0	5	1	0	0	6	1	69	14	0	0	84	0	15	1	0	0	16	106
17:45 - 18:00	0	7	2	0	0	9	0	74	12	0	0	86	0	14	1	0	0	15	110
HOURLY TOTAL	0	17	3	0	0	20	4	327	48	3	0	382	0	44	3	0	0	47	449
PERIOD TOTAL	0	40	7	1	0	48	5	601	93	6	0	705	0	82	4	3	0	89	842

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: STAG LANE/STONE CROSS LANE/GOLDBOURN ROAD/CHURCH LANE

ARM: GOLDBOURNE ROAD

TIME / CLASS	LEFT TO STAG LANE						STRAIGHT TO CHURCH LANE						RIGHT TO STONE CROSS LANE						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	1	33	4	0	3	41	2	48	8	4	2	64	0	21	1	0	0	22	127
07:45 - 08:00	0	34	6	0	0	40	0	45	12	7	1	65	0	10	3	2	0	15	120
08:00 - 08:15	0	52	12	1	1	66	0	52	7	1	2	62	0	9	2	0	0	11	139
08:15 - 08:30	1	43	7	0	0	51	0	43	6	2	0	51	0	6	1	0	0	7	109
HOURLY TOTAL	2	162	29	1	4	198	2	188	33	14	5	242	0	46	7	2	0	55	495
08:30 - 08:45	1	46	4	1	0	52	1	50	4	3	2	60	0	14	0	0	0	14	126
08:45 - 09:00	0	46	9	2	0	57	0	33	5	4	2	44	0	6	3	0	0	9	110
09:00 - 09:15	0	35	4	2	0	41	0	40	5	6	1	52	0	7	1	0	0	8	101
09:15 - 09:30	0	32	5	2	0	39	0	36	4	5	1	46	0	9	1	0	0	10	95
HOURLY TOTAL	1	159	22	7	0	189	1	159	18	18	6	202	0	36	5	0	0	41	432
PERIOD TOTAL	3	321	51	8	4	387	3	347	51	32	11	444	0	82	12	2	0	96	927

16:00 - 16:15	0	29	6	1	1	37	0	58	9	1	2	70	0	4	0	1	0	5	112
16:15 - 16:30	1	41	8	1	0	51	2	37	4	4	2	49	0	11	1	0	0	12	112
16:30 - 16:45	0	42	8	0	0	50	2	34	8	0	3	47	0	3	1	0	0	4	101
16:45 - 17:00	1	53	5	1	0	60	1	51	7	0	4	63	0	2	0	0	0	2	125
HOURLY TOTAL	2	165	27	3	1	198	5	180	28	5	11	229	0	20	2	1	0	23	450
17:00 - 17:15	2	49	5	0	0	56	0	47	7	2	1	57	0	5	1	0	0	6	119
17:15 - 17:30	0	44	8	1	0	53	0	49	9	2	2	62	0	6	0	0	0	6	121
17:30 - 17:45	0	47	6	1	0	54	0	49	5	2	2	58	0	3	0	0	0	3	115
17:45 - 18:00	0	41	5	1	0	47	0	47	7	2	1	57	0	5	1	0	0	6	110
HOURLY TOTAL	2	181	24	3	0	210	0	192	28	8	6	234	0	19	2	0	0	21	465
PERIOD TOTAL	4	346	51	6	1	408	5	372	56	13	17	463	0	39	4	1	0	44	915

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS ROAD/STONE CROSS LANE (north)

ARM: EAST LANCS ROAD WEST

TIME / CLASS	LEFT TO STONE CROSS LANE						STRAIGHT TO EAST LANCS ROAD EAST						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	1	20	2	5	0	28	0	156	38	21	0	215	243
07:45 - 08:00	0	41	5	5	0	51	3	280	61	19	0	363	414
08:00 - 08:15	0	8	3	4	1	16	3	260	60	20	0	343	359
08:15 - 08:30	0	10	1	3	0	14	3	261	66	27	0	357	371
HOURLY TOTAL	1	79	11	17	1	109	9	957	225	87	0	1278	1387
08:30 - 08:45	0	12	2	0	0	14	2	196	61	19	0	278	292
08:45 - 09:00	0	18	0	4	0	22	0	197	47	22	0	266	288
09:00 - 09:15	0	4	3	0	0	7	1	189	35	27	0	252	259
09:15 - 09:30	0	5	2	0	0	7	1	170	32	24	0	227	234
HOURLY TOTAL	0	39	7	4	0	50	4	752	175	92	0	1023	1073
PERIOD TOTAL	1	118	18	21	1	159	13	1709	400	179	0	2301	2460

16:00 - 16:15	0	17	3	6	0	26	5	202	67	29	0	303	329
16:15 - 16:30	0	43	7	5	0	55	2	217	72	24	1	316	371
16:30 - 16:45	1	70	7	7	0	85	2	216	59	13	0	290	375
16:45 - 17:00	0	58	7	2	0	67	5	281	65	24	2	377	444
HOURLY TOTAL	1	188	24	20	0	233	14	916	263	90	3	1286	1519
17:00 - 17:15	1	25	4	1	0	31	6	299	58	13	1	377	408
17:15 - 17:30	1	29	3	3	0	36	3	317	57	15	0	392	428
17:30 - 17:45	1	37	6	2	0	46	3	345	47	11	0	406	452
17:45 - 18:00	0	34	4	0	0	38	2	284	43	11	0	340	378
HOURLY TOTAL	3	125	17	6	0	151	14	1245	205	50	1	1515	1666
PERIOD TOTAL	4	313	41	26	0	384	28	2161	468	140	4	2801	3185

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS ROAD/STONE CROSS LANE (north)

ARM: STONE CROSS LANE

TIME / CLASS	LEFT TO EAST LANCS ROAD EAST						RIGHT TO EAST LANCS ROAD WEST						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	2	73	1	3	0	79	1	106	2	7	0	116	195
07:45 - 08:00	0	67	2	4	0	73	0	94	8	2	0	104	177
08:00 - 08:15	0	50	4	0	0	54	0	79	7	4	0	90	144
08:15 - 08:30	0	64	0	2	0	66	0	92	4	7	0	103	169
HOURLY TOTAL	2	254	7	9	0	272	1	371	21	20	0	413	685
08:30 - 08:45	0	97	0	5	0	102	0	101	0	10	0	111	213
08:45 - 09:00	0	41	0	1	0	42	0	46	4	6	0	56	98
09:00 - 09:15	0	21	3	2	0	26	0	23	4	5	0	32	58
09:15 - 09:30	0	19	2	1	0	22	0	21	2	3	0	26	48
HOURLY TOTAL	0	178	5	9	0	192	0	191	10	24	0	225	417
PERIOD TOTAL	2	432	12	18	0	464	1	562	31	44	0	638	1102

16:00 - 16:15	0	16	1	1	0	18	0	37	4	2	0	43	61
16:15 - 16:30	1	21	5	0	0	27	0	40	4	4	0	48	75
16:30 - 16:45	0	22	1	3	0	26	0	72	6	1	0	79	105
16:45 - 17:00	0	39	2	1	0	42	0	84	7	3	0	94	136
HOURLY TOTAL	1	98	9	5	0	113	0	233	21	10	0	264	377
17:00 - 17:15	0	23	1	1	0	25	0	50	5	2	0	57	82
17:15 - 17:30	0	26	3	0	0	29	0	46	3	3	0	52	81
17:30 - 17:45	1	31	1	1	0	34	0	55	2	0	0	57	91
17:45 - 18:00	0	29	2	0	0	31	0	49	3	0	0	52	83
HOURLY TOTAL	1	109	7	2	0	119	0	200	13	5	0	218	337
PERIOD TOTAL	2	207	16	7	0	232	0	433	34	15	0	482	714

survey and presentation by trafficsense Ltd.

Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS ROAD/STONE CROSS LANE (north)

ARM: EAST LANCS ROAD EAST

TIME / CLASS	STRAIGHT TO EAST LANCS ROAD WEST						RIGHT TO STONE CROSS LANE						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	2	225	40	19	0	286	0	4	0	0	0	4	290
07:45 - 08:00	0	268	43	22	2	335	0	22	1	3	0	26	361
08:00 - 08:15	3	226	39	26	2	296	0	2	1	3	0	6	302
08:15 - 08:30	2	237	48	30	1	318	0	10	3	0	0	13	331
HOURLY TOTAL	7	956	170	97	5	1235	0	38	5	6	0	49	1284
08:30 - 08:45	2	229	35	34	0	300	0	19	0	0	0	19	319
08:45 - 09:00	0	217	45	35	1	298	0	20	2	1	0	23	321
09:00 - 09:15	0	172	53	34	0	259	0	9	0	1	0	10	269
09:15 - 09:30	4	156	28	34	0	222	0	11	2	0	0	13	235
HOURLY TOTAL	6	774	161	137	1	1079	0	59	4	2	0	65	1144
PERIOD TOTAL	13	1730	331	234	6	2314	0	97	9	8	0	114	2428

16:00 - 16:15	2	199	52	26	1	280	0	14	3	4	0	21	301
16:15 - 16:30	1	223	41	13	1	279	0	24	5	2	0	31	310
16:30 - 16:45	7	0	62	21	0	90	1	55	2	1	0	59	149
16:45 - 17:00	2	268	69	11	0	350	0	57	0	1	0	58	408
HOURLY TOTAL	12	690	224	71	2	999	1	150	10	8	0	169	1168
17:00 - 17:15	3	267	47	22	1	340	0	38	2	0	0	40	380
17:15 - 17:30	1	290	52	14	0	357	0	43	1	1	0	45	402
17:30 - 17:45	5	283	36	12	3	339	0	57	2	1	0	60	399
17:45 - 18:00	6	285	46	7	1	345	0	52	1	0	0	53	398
HOURLY TOTAL	15	1125	181	55	5	1381	0	190	6	2	0	198	1579
PERIOD TOTAL	27	1815	405	126	7	2380	1	340	16	10	0	367	2747

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS LANE S / STONE CROSS LANE

ARM: EAST LANCS ROAD EAST

TIME / CLASS	LEFT TO STONE CROSS LANE S						STRAIGHT TO EAST LANCS ROAD WEST						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	0	18	1	1	0	20	2	220	39	19	0	280	300
07:45 - 08:00	0	5	0	0	0	5	0	272	42	25	2	341	346
08:00 - 08:15	0	12	2	0	0	14	3	220	40	29	2	294	308
08:15 - 08:30	0	12	1	0	1	14	2	232	47	30	1	312	326
HOURLY TOTAL	0	47	4	1	1	53	7	944	168	103	5	1227	1280
08:30 - 08:45	1	8	0	0	0	9	2	233	35	33	0	303	312
08:45 - 09:00	0	3	1	0	0	4	0	229	47	36	1	313	317
09:00 - 09:15	0	4	1	0	0	5	0	172	51	35	0	258	263
09:15 - 09:30	0	3	1	0	0	4	4	160	29	34	0	227	231
HOURLY TOTAL	1	18	3	0	0	22	6	794	162	138	1	1101	1123
PERIOD TOTAL	1	65	7	1	1	75	13	1738	330	241	6	2328	2403

16:00 - 16:15	0	4	0	0	0	4	2	195	54	30	1	282	286
16:15 - 16:30	0	2	0	0	1	3	1	226	45	15	1	288	291
16:30 - 16:45	0	3	2	0	0	5	7	22	61	22	0	112	117
16:45 - 17:00	0	3	0	0	0	3	2	286	64	12	0	364	367
HOURLY TOTAL	0	12	2	0	1	15	12	729	224	79	2	1046	1061
17:00 - 17:15	0	4	2	0	0	6	1	260	42	22	1	326	332
17:15 - 17:30	0	1	0	0	0	1	1	292	50	15	0	358	359
17:30 - 17:45	0	3	0	0	0	3	4	300	35	13	3	355	358
17:45 - 18:00	0	6	0	0	0	6	4	290	43	7	1	345	351
HOURLY TOTAL	0	14	2	0	0	16	10	1142	170	57	5	1384	1400
PERIOD TOTAL	0	26	4	0	1	31	22	1871	394	136	7	2430	2461

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS LANE S / STONE CROSS LANE

ARM: STONE CROSS LANE S

TIME / CLASS	LEFT TO EAST LANCS ROAD WEST						RIGHT TO EAST LANCS ROAD EAST						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	0	9	1	0	0	10	0	6	0	0	0	6	16
07:45 - 08:00	0	18	2	0	0	20	0	11	0	0	0	11	31
08:00 - 08:15	0	8	0	0	0	8	0	8	0	0	0	8	16
08:15 - 08:30	0	15	4	0	0	19	1	9	0	0	0	10	29
HOURLY TOTAL	0	50	7	0	0	57	1	34	0	0	0	35	92
08:30 - 08:45	0	15	0	1	0	16	0	11	0	0	0	11	27
08:45 - 09:00	0	8	0	0	0	8	0	10	0	0	0	10	18
09:00 - 09:15	0	9	2	0	0	11	0	3	0	0	0	3	14
09:15 - 09:30	0	7	1	0	0	8	0	4	0	0	0	4	12
HOURLY TOTAL	0	39	3	1	0	43	0	28	0	0	0	28	71
PERIOD TOTAL	0	89	10	1	0	100	1	62	0	0	0	63	163

16:00 - 16:15	0	18	1	0	0	19	0	6	1	0	0	7	26
16:15 - 16:30	0	21	1	0	0	22	0	20	1	0	0	21	43
16:30 - 16:45	1	33	3	0	0	37	1	29	3	0	0	33	70
16:45 - 17:00	0	39	5	0	0	44	1	46	5	0	0	52	96
HOURLY TOTAL	1	111	10	0	0	122	2	101	10	0	0	113	235
17:00 - 17:15	2	45	7	0	0	54	1	40	7	0	0	48	102
17:15 - 17:30	0	41	3	0	0	44	0	44	3	0	0	47	91
17:30 - 17:45	1	40	3	0	0	44	0	45	3	0	0	48	92
17:45 - 18:00	2	47	4	0	0	53	0	47	4	0	0	51	104
HOURLY TOTAL	5	173	17	0	0	195	1	176	17	0	0	194	389
PERIOD TOTAL	6	284	27	0	0	317	3	277	27	0	0	307	624

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS LANE S / STONE CROSS LANE

ARM: EAST LANCS ROAD WEST

TIME / CLASS	STRAIGHT TO EAST LANCS ROAD EAST						RIGHT TO STONE CROSS LANE S						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	1	182	35	24	0	242	1	47	4	0	0	52	294
07:45 - 08:00	3	301	59	23	0	386	0	46	4	0	0	50	436
08:00 - 08:15	3	272	61	20	0	356	0	38	3	0	0	41	397
08:15 - 08:30	3	267	63	29	0	362	0	58	3	0	0	61	423
HOURLY TOTAL	10	1022	218	96	0	1346	1	189	14	0	0	204	1550
08:30 - 08:45	1	246	58	24	0	329	1	47	3	0	0	51	380
08:45 - 09:00	0	217	45	23	0	285	0	21	2	0	0	23	308
09:00 - 09:15	1	190	37	27	0	255	0	20	1	2	0	23	278
09:15 - 09:30	1	170	32	25	0	228	0	19	2	0	0	21	249
HOURLY TOTAL	3	823	172	99	0	1097	1	107	8	2	0	118	1215
PERIOD TOTAL	13	1845	390	195	0	2443	2	296	22	2	0	322	2765

16:00 - 16:15	5	208	65	30	0	308	0	10	3	0	0	13	321
16:15 - 16:30	2	229	77	24	1	333	1	9	0	0	0	10	343
16:30 - 16:45	2	232	58	16	0	308	0	6	2	0	0	8	316
16:45 - 17:00	5	310	63	25	2	405	0	10	4	0	0	14	419
HOURLY TOTAL	14	979	263	95	3	1354	1	35	9	0	0	45	1399
17:00 - 17:15	6	286	57	14	1	364	0	36	2	0	0	38	402
17:15 - 17:30	3	336	57	15	0	411	0	7	3	0	0	10	421
17:30 - 17:45	4	365	47	12	0	428	0	11	1	0	0	12	440
17:45 - 18:00	2	301	43	11	0	357	0	12	2	0	0	14	371
HOURLY TOTAL	15	1288	204	52	1	1560	0	66	8	0	0	74	1634
PERIOD TOTAL	29	2267	467	147	4	2914	1	101	17	0	0	119	3033

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS ROAD/CHURCH LANE/KENYON ROAD

ARM: EAST LANCS ROAD WEST

TIME / CLASS	LEFT TO CHURCH LANE						STRAIGHT TO EAST LANCS ROAD EAST						RIGHT TO KENYON ROAD						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	0	3	1	0	0	4	0	195	36	23	0	254	2	31	2	1	0	36	294
07:45 - 08:00	0	3	1	0	0	4	2	294	57	20	0	373	1	50	5	3	0	59	436
08:00 - 08:15	0	7	1	0	0	8	2	272	60	17	0	351	1	31	3	3	0	38	397
08:15 - 08:30	0	3	0	0	0	3	3	282	61	28	0	374	0	40	5	1	0	46	423
HOURLY TOTAL	0	16	3	0	0	19	7	1043	214	88	0	1352	4	152	15	8	0	179	1550
08:30 - 08:45	0	4	1	1	0	6	2	253	56	20	0	331	0	36	4	3	0	43	380
08:45 - 09:00	0	6	1	0	0	7	0	199	42	21	0	262	0	33	4	2	0	39	308
09:00 - 09:15	0	6	6	2	0	14	1	181	29	26	0	237	0	23	3	1	0	27	278
09:15 - 09:30	0	5	1	3	0	9	1	170	29	21	0	221	0	14	4	1	0	19	249
HOURLY TOTAL	0	21	9	6	0	36	4	803	156	88	0	1051	0	106	15	7	0	128	1215

PERIOD TOTAL	0	37	12	6	0	55	11	1846	370	176	0	2403	4	258	30	15	0	307	2765
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16:00 - 16:15	0	7	2	1	0	10	3	193	63	28	0	287	2	18	3	1	0	24	321
16:15 - 16:30	0	12	2	0	0	14	3	203	74	24	1	305	0	23	1	0	0	24	343
16:30 - 16:45	0	10	4	0	0	14	1	205	52	16	0	274	1	23	4	0	0	28	316
16:45 - 17:00	0	21	4	0	1	26	5	275	62	24	1	367	0	24	1	1	0	26	419
HOURLY TOTAL	0	50	12	1	1	64	12	876	251	92	2	1233	3	88	9	2	0	102	1399
17:00 - 17:15	1	14	3	0	0	18	5	289	56	13	0	363	0	19	0	1	1	21	402
17:15 - 17:30	0	21	3	0	0	24	3	295	55	15	0	368	0	27	2	0	0	29	421
17:30 - 17:45	0	13	0	0	0	13	4	341	46	11	0	402	0	22	2	1	0	25	440
17:45 - 18:00	0	16	1	0	0	17	0	275	42	11	0	328	2	22	2	0	0	26	371
HOURLY TOTAL	1	64	7	0	0	72	12	1200	199	50	0	1461	2	90	6	2	1	101	1634

PERIOD TOTAL	1	114	19	1	1	136	24	2076	450	142	2	2694	5	178	15	4	1	203	3033
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survey and presentation by trafficsense Ltd.

Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS ROAD/CHURCH LANE/KENYON ROAD

ARM: CHURCH LANE

TIME / CLASS	LEFT TO EAST LANCS ROAD EAST						STRAIGHT TO KENYON ROAD						RIGHT TO EAST LANCS ROAD WEST						TOTAL MOVEMENT FROM ARM
	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	0	19	2	3	2	26	1	64	3	0	0	68	0	12	2	1	0	15	109
07:45 - 08:00	0	27	4	5	2	38	2	52	11	0	0	65	0	14	1	0	0	15	118
08:00 - 08:15	0	32	4	3	1	40	0	78	5	1	0	84	0	12	0	0	0	12	136
08:15 - 08:30	1	25	4	2	1	33	0	29	6	1	0	36	0	6	1	0	0	7	76
HOURLY TOTAL	1	103	14	13	6	137	3	223	25	2	0	253	0	44	4	1	0	49	439
08:30 - 08:45	0	19	1	4	3	27	0	41	3	1	0	45	1	7	2	0	0	10	82
08:45 - 09:00	0	22	4	2	1	29	0	39	5	2	1	47	0	5	3	0	0	8	84
09:00 - 09:15	0	39	5	5	2	51	0	46	4	1	0	51	0	9	0	0	0	9	111
09:15 - 09:30	0	34	6	5	5	50	0	30	1	1	0	32	0	5	2	0	0	7	89
HOURLY TOTAL	0	114	16	16	11	157	0	156	13	5	1	175	1	26	7	0	0	34	366
PERIOD TOTAL	1	217	30	29	17	294	3	379	38	7	1	428	1	70	11	1	0	83	805

16:00 - 16:15	0	29	9	2	3	43	0	27	2	1	1	31	0	7	1	0	0	8	82
16:15 - 16:30	1	41	12	2	1	57	1	47	2	0	0	50	0	16	3	1	0	20	127
16:30 - 16:45	0	46	5	2	3	56	1	21	5	1	0	28	0	13	1	0	0	14	98
16:45 - 17:00	0	36	3	1	2	42	1	28	2	0	1	32	1	3	1	0	0	5	79
HOURLY TOTAL	1	152	29	7	9	198	3	123	11	2	2	141	1	39	6	1	0	47	386
17:00 - 17:15	1	35	4	1	3	44	0	30	3	2	0	35	0	6	2	0	0	8	87
17:15 - 17:30	0	47	5	1	2	55	0	31	1	1	0	33	0	2	0	0	0	2	90
17:30 - 17:45	1	43	5	1	1	51	0	28	5	0	0	33	0	3	0	0	0	3	87
17:45 - 18:00	1	41	3	1	1	47	0	39	3	0	0	42	0	7	1	0	0	8	97
HOURLY TOTAL	3	166	17	4	7	197	0	128	12	3	0	143	0	18	3	0	0	21	361
PERIOD TOTAL	4	318	46	11	16	395	3	251	23	5	2	284	1	57	9	1	0	68	747

survey and presentation by trafficsense Ltd.

Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS ROAD/CHURCH LANE/KENYON ROAD

ARM: EAST LANCS ROAD EAST

TIME / CLASS	LEFT TO KENYON ROAD						STRAIGHT TO EAST LANCS ROAD WEST						RIGHT TO CHURCH LANE						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	0	3	1	0	0	4	2	209	38	19	0	268	0	16	2	2	1	21	293
07:45 - 08:00	0	2	0	1	0	3	0	243	39	25	1	308	0	10	6	1	4	21	332
08:00 - 08:15	0	3	0	0	0	3	3	204	40	28	0	275	0	21	2	0	2	25	303
08:15 - 08:30	0	3	0	1	0	4	2	213	47	30	0	292	1	10	3	3	1	18	314
HOURLY TOTAL	0	11	1	2	0	14	7	869	164	102	1	1143	1	57	13	6	8	85	1242
08:30 - 08:45	0	3	0	0	0	3	2	211	30	31	0	274	0	28	8	1	1	38	315
08:45 - 09:00	0	0	0	0	0	0	0	203	41	36	0	280	1	31	6	5	2	45	325
09:00 - 09:15	0	2	0	1	0	3	0	146	46	35	0	227	0	22	7	7	0	36	266
09:15 - 09:30	0	0	0	0	0	0	4	135	26	33	0	198	0	21	6	1	4	32	230
HOURLY TOTAL	0	5	0	1	0	6	6	695	143	135	0	979	1	102	27	14	7	151	1136
PERIOD TOTAL	0	16	1	3	0	20	13	1564	307	237	1	2122	2	159	40	20	15	236	2378

16:00 - 16:15	0	2	0	0	0	2	2	169	48	28	1	248	0	25	4	2	1	32	282
16:15 - 16:30	0	1	0	0	0	1	0	188	42	13	2	245	0	35	6	1	1	43	289
16:30 - 16:45	1	3	0	0	0	4	7	212	59	21	1	300	0	44	10	2	1	57	361
16:45 - 17:00	0	0	0	0	0	0	0	261	62	11	0	334	3	44	5	1	2	55	389
HOURLY TOTAL	1	6	0	0	0	7	9	830	211	73	4	1127	3	148	25	6	5	187	1321
17:00 - 17:15	0	4	0	1	0	5	1	237	43	22	1	304	0	40	8	1	1	50	359
17:15 - 17:30	0	0	0	0	0	0	1	277	48	14	0	340	2	46	6	2	1	57	397
17:30 - 17:45	0	2	0	0	0	2	4	270	34	12	3	323	0	47	6	0	1	54	379
17:45 - 18:00	0	0	0	0	0	0	2	264	41	7	1	315	0	38	7	0	2	47	362
HOURLY TOTAL	0	6	0	1	0	7	8	1048	166	55	5	1282	2	171	27	3	5	208	1497
PERIOD TOTAL	1	12	0	1	0	14	17	1878	377	128	9	2409	5	319	52	9	10	395	2818

survey and presentation by trafficsense Ltd.

Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS ROAD/CHURCH LANE/KENYON ROAD

ARM: KENYON ROAD

TIME / CLASS	LEFT TO EAST LANCS ROAD WEST						STRAIGHT TO CHURCH LANE						RIGHT TO EAST LANCS ROAD EAST						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	0	12	0	0	0	12	0	14	3	0	0	17	0	0	0	0	0	0	0
07:45 - 08:00	0	17	2	0	1	20	0	23	1	0	0	24	0	0	0	0	0	0	0
08:00 - 08:15	0	11	2	1	2	16	0	13	3	0	0	16	1	1	0	0	0	2	34
08:15 - 08:30	0	23	0	0	0	23	1	26	4	2	2	35	0	1	0	0	0	1	59
HOURLY TOTAL	0	63	4	1	3	71	1	76	11	2	2	92	1	2	0	0	0	3	166
08:30 - 08:45	0	21	3	2	0	26	0	21	3	2	1	27	0	1	0	0	0	1	54
08:45 - 09:00	0	19	4	0	1	24	2	28	4	1	0	35	0	0	0	0	0	0	59
09:00 - 09:15	0	13	6	0	0	19	0	19	0	0	0	19	0	0	0	0	0	0	38
09:15 - 09:30	0	21	2	1	0	24	0	25	2	2	1	30	0	0	0	0	0	0	54
HOURLY TOTAL	0	74	15	3	1	93	2	93	9	5	2	111	0	1	0	0	0	1	205

PERIOD TOTAL	0	137	19	4	4	164	3	169	20	7	4	203	1	3	0	0	0	4	371
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16:00 - 16:15	0	21	5	2	0	28	1	52	6	1	0	60	0	1	0	0	0	1	89
16:15 - 16:30	1	19	0	1	0	21	1	49	5	0	0	55	0	1	0	0	0	1	77
16:30 - 16:45	0	16	5	1	0	22	0	34	9	1	0	44	0	1	0	0	0	1	67
16:45 - 17:00	1	22	1	0	0	24	1	48	9	0	1	59	0	2	0	0	0	2	85
HOURLY TOTAL	2	78	11	4	0	95	3	183	29	2	1	218	0	5	0	0	0	5	318
17:00 - 17:15	0	18	2	0	0	20	2	71	4	1	0	78	0	1	0	0	0	1	99
17:15 - 17:30	0	13	2	1	0	16	0	55	4	0	1	60	0	0	0	0	0	0	76
17:30 - 17:45	0	29	2	0	0	31	1	52	7	1	0	61	0	1	0	0	0	1	93
17:45 - 18:00	2	23	1	0	0	26	1	49	7	1	0	58	0	1	0	0	0	1	85
HOURLY TOTAL	2	83	7	1	0	93	4	227	22	3	1	257	0	3	0	0	0	3	353

PERIOD TOTAL	4	161	18	5	0	188	7	410	51	5	2	475	0	8	0	0	0	8	671
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survey and presentation by trafficsense Ltd.

Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS ROAD/NEWTON ROAD

ARM: EAST LANCS ROAD WEST

TIME / CLASS	LEFT TO NEWTON ROAD NORTH						STRAIGHT TO EAST LANCS ROAD EAST						RIGHT TO NEWTON ROAD SOUTH						TOTAL MOVEMENT FROM ARM
	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	0	15	4	1	1	21	1	196	36	25	2	260	0	3	0	0	0	3	284
07:45 - 08:00	1	51	12	1	2	67	3	272	47	23	1	346	0	0	0	0	0	0	413
08:00 - 08:15	0	44	13	0	1	58	2	259	51	20	1	333	0	0	0	0	0	0	391
08:15 - 08:30	0	59	15	2	1	77	3	251	50	28	0	332	0	0	0	0	0	0	409
HOURLY TOTAL	1	169	44	4	5	223	9	978	184	96	4	1271	0	3	0	0	0	3	1497
08:30 - 08:45	0	35	11	3	2	51	2	236	46	21	1	306	0	0	0	0	0	0	357
08:45 - 09:00	0	50	8	0	0	58	0	172	38	23	1	234	0	0	0	0	0	0	292
09:00 - 09:15	0	41	6	4	2	53	1	182	29	27	0	239	0	0	0	0	0	0	292
09:15 - 09:30	0	32	8	3	4	47	1	172	28	23	1	225	0	0	0	0	0	0	272
HOURLY TOTAL	0	158	33	10	8	209	4	762	141	94	3	1004	0	0	0	0	0	0	1213
PERIOD TOTAL	1	327	77	14	13	432	13	1740	325	190	7	2275	0	3	0	0	0	3	2710

16:00 - 16:15	0	32	12	4	3	51	2	193	60	26	0	281	0	0	0	0	0	0	332
16:15 - 16:30	0	44	16	1	2	63	5	200	72	25	0	302	0	0	0	0	0	0	365
16:30 - 16:45	0	47	10	4	3	64	2	206	44	14	0	266	0	0	0	0	0	0	330
16:45 - 17:00	1	58	9	2	3	73	2	251	56	23	0	332	0	0	0	0	0	0	405
HOURLY TOTAL	1	181	47	11	11	251	11	850	232	88	0	1181	0	0	0	0	0	0	1432
17:00 - 17:15	2	69	10	2	3	86	5	260	50	12	0	327	0	0	0	0	0	0	413
17:15 - 17:30	1	65	11	0	2	79	1	272	49	16	0	338	0	0	0	0	0	0	417
17:30 - 17:45	2	60	14	0	1	77	3	325	38	12	0	378	0	0	0	0	0	0	455
17:45 - 18:00	1	77	12	1	1	92	0	244	31	11	0	286	0	0	0	0	0	0	378
HOURLY TOTAL	6	271	47	3	7	334	9	1101	168	51	0	1329	0	0	0	0	0	0	1663
PERIOD TOTAL	7	452	94	14	18	585	20	1951	400	139	0	2510	0	0	0	0	0	0	3095

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS ROAD/NEWTON ROAD

ARM: NEWTON ROAD NORTH

TIME / CLASS	LEFT TO EAST LANCS ROAD EAST						STRAIGHT TO NEWTON ROAD SOUTH						RIGHT TO EAST LANCS ROAD WEST						TOTAL MOVEMENT FROM ARM
	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	0	5	3	1	0	9	1	72	17	8	3	101	0	46	1	6	0	53	163
07:45 - 08:00	0	6	1	1	0	8	1	80	16	2	3	102	0	79	8	5	4	96	206
08:00 - 08:15	0	11	2	0	0	13	1	86	23	5	3	118	1	61	18	3	2	85	216
08:15 - 08:30	0	10	1	1	1	13	1	97	9	4	1	112	0	66	4	5	1	76	201
HOURLY TOTAL	0	32	7	3	1	43	4	335	65	19	10	433	1	252	31	19	7	310	786
08:30 - 08:45	0	5	1	1	0	7	1	85	15	3	1	105	0	54	4	2	0	60	172
08:45 - 09:00	0	10	1	0	0	11	0	76	14	2	1	93	0	50	6	4	1	61	165
09:00 - 09:15	0	7	2	1	0	10	0	86	10	1	1	98	0	44	9	5	0	58	166
09:15 - 09:30	0	5	0	2	0	7	1	27	3	0	1	32	0	27	1	5	2	35	74
HOURLY TOTAL	0	27	4	4	0	35	2	274	42	6	4	328	0	175	20	16	3	214	577
PERIOD TOTAL	0	59	11	7	1	78	6	609	107	25	14	761	1	427	51	35	10	524	1363

16:00 - 16:15	0	2	1	2	0	5	2	42	6	2	1	53	0	49	16	1	0	66	124
16:15 - 16:30	0	3	1	0	0	4	1	37	12	3	0	53	0	29	7	1	1	38	95
16:30 - 16:45	0	4	1	1	0	6	0	42	7	3	2	54	4	33	4	1	1	43	103
16:45 - 17:00	0	2	1	0	0	3	1	39	4	1	2	47	1	42	6	1	1	51	101
HOURLY TOTAL	0	11	4	3	0	18	4	160	29	9	5	207	5	153	33	4	3	198	423
17:00 - 17:15	0	9	0	0	0	9	0	53	3	4	0	60	0	51	5	1	2	59	128
17:15 - 17:30	0	11	1	0	0	12	1	48	6	1	0	56	1	52	9	2	1	65	133
17:30 - 17:45	0	11	0	0	0	11	1	43	3	2	1	50	0	50	6	2	2	60	121
17:45 - 18:00	0	7	0	0	0	7	1	39	6	0	1	47	0	42	2	0	1	45	99
HOURLY TOTAL	0	38	1	0	0	39	3	183	18	7	2	213	1	195	22	5	6	229	481
PERIOD TOTAL	0	49	5	3	0	57	7	343	47	16	7	420	6	348	55	9	9	427	904

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS ROAD/NEWTON ROAD

ARM: EAST LANCS ROAD EAST

TIME / CLASS	LEFT TO NEWTON ROAD SOUTH						STRAIGHT TO EAST LANCS ROAD WEST						RIGHT TO NEWTON ROAD NORTH						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	4	98	21	11	0	134	2	186	38	15	1	242	0	2	0	1	0	3	379
07:45 - 08:00	6	97	17	19	1	140	2	182	38	20	1	243	0	4	2	0	0	6	389
08:00 - 08:15	2	60	11	10	0	83	1	155	25	25	0	206	0	5	1	0	0	6	295
08:15 - 08:30	0	72	8	15	0	95	5	154	44	28	0	231	0	3	1	0	0	4	330
HOURLY TOTAL	12	327	57	55	1	452	10	677	145	88	2	922	0	14	4	1	0	19	1393
08:30 - 08:45	2	86	11	13	0	112	0	188	34	31	1	254	0	10	0	0	0	10	376
08:45 - 09:00	1	104	17	12	0	134	0	175	43	36	1	255	0	10	2	1	1	14	403
09:00 - 09:15	1	69	19	7	1	97	1	118	44	36	1	200	0	4	0	1	0	5	302
09:15 - 09:30	0	54	19	12	0	85	3	132	32	27	1	195	0	8	7	1	0	16	296
HOURLY TOTAL	4	313	66	44	1	428	4	613	153	130	4	904	0	32	9	3	1	45	1377
PERIOD TOTAL	16	640	123	99	2	880	14	1290	298	218	6	1826	0	46	13	4	1	64	2770

16:00 - 16:15	1	82	21	11	0	115	1	152	35	28	2	218	0	9	0	0	0	9	342
16:15 - 16:30	1	95	10	7	0	113	0	183	39	13	2	237	0	14	1	0	0	15	365
16:30 - 16:45	0	65	14	6	0	85	6	215	63	21	1	306	0	10	3	0	0	13	404
16:45 - 17:00	0	83	7	6	1	97	2	264	61	11	0	338	0	10	6	1	0	17	452
HOURLY TOTAL	2	325	52	30	1	410	9	814	198	73	5	1099	0	43	10	1	0	54	1563
17:00 - 17:15	3	93	13	1	0	110	3	251	46	23	1	324	0	15	4	2	0	21	455
17:15 - 17:30	1	101	8	3	0	113	1	245	44	13	0	303	0	15	1	0	0	16	432
17:30 - 17:45	0	86	16	2	0	104	4	268	34	11	3	320	0	19	0	0	0	19	443
17:45 - 18:00	0	104	10	3	0	117	3	252	47	5	1	308	1	20	0	0	0	21	446
HOURLY TOTAL	4	384	47	9	0	444	11	1016	171	52	5	1255	1	69	5	2	0	77	1776
PERIOD TOTAL	6	709	99	39	1	854	20	1830	369	125	10	2354	1	112	15	3	0	131	3339

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: EAST LANCS ROAD/NEWTON ROAD

ARM: NEWTON ROAD SOUTH

TIME / CLASS	LEFT TO EAST LANCS ROAD WEST						STRAIGHT TO NEWTON ROAD NORTH						RIGHT TO EAST LANCS ROAD EAST						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	0	0	0	0	0	0	1	27	5	3	0	36	0	71	17	12	1	101	137
07:45 - 08:00	0	2	1	2	0	5	0	38	6	4	1	49	0	80	22	6	2	110	164
08:00 - 08:15	0	1	0	0	0	1	0	38	11	8	0	57	1	82	26	8	1	118	176
08:15 - 08:30	0	0	0	0	0	0	0	31	5	8	1	45	0	92	15	3	1	111	156
HOURLY TOTAL	0	3	1	2	0	6	1	134	27	23	2	187	1	325	80	29	5	440	633
08:30 - 08:45	0	1	0	0	0	1	0	38	8	1	1	48	1	103	18	6	0	128	177
08:45 - 09:00	0	0	0	1	0	1	0	41	7	2	1	51	0	83	11	2	0	96	148
09:00 - 09:15	1	3	0	2	0	6	0	34	10	0	1	45	0	67	11	7	0	85	136
09:15 - 09:30	0	0	0	2	0	2	0	37	12	4	1	54	0	54	8	11	0	73	129
HOURLY TOTAL	1	4	0	5	0	10	0	150	37	7	4	198	1	307	48	26	0	382	590
PERIOD TOTAL	1	7	1	7	0	16	1	284	64	30	6	385	2	632	128	55	5	822	1223

16:00 - 16:15	0	2	1	0	0	3	1	64	22	4	3	94	1	97	14	7	0	119	216
16:15 - 16:30	0	1	1	0	0	2	1	71	19	5	1	97	1	88	24	8	0	121	220
16:30 - 16:45	0	2	3	0	0	5	0	94	13	3	0	110	1	90	22	5	0	118	233
16:45 - 17:00	0	3	0	1	1	5	0	62	7	0	1	70	1	105	17	5	1	129	204
HOURLY TOTAL	0	8	5	1	1	15	2	291	61	12	5	371	4	380	77	25	1	487	873
17:00 - 17:15	0	1	0	1	0	2	1	60	13	3	1	78	2	92	19	8	0	121	201
17:15 - 17:30	1	6	0	0	0	7	0	76	9	3	1	89	4	122	19	4	0	149	245
17:30 - 17:45	0	3	1	0	0	4	0	67	5	2	0	74	1	111	19	8	0	139	217
17:45 - 18:00	0	3	1	0	0	4	1	81	6	3	1	92	2	84	17	8	1	112	208
HOURLY TOTAL	1	13	2	1	0	17	2	284	33	11	3	333	9	409	74	28	1	521	871
PERIOD TOTAL	1	21	7	2	1	32	4	575	94	23	8	704	13	789	151	53	2	1008	1744

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: KENYON ROAD/A52/NEWTON ROAD

ARM: KENYON ROAD NORTH

TIME / CLASS	LEFT TO NEWTON ROAD						STRAIGHT TO KENYON ROAD SOUTH						RIGHT TO A52						TOTAL MOVEMENT FROM ARM
	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	0	0	0	0	0	0	3	63	5	2	0	73	0	35	1	0	0	36	109
07:45 - 08:00	0	1	0	0	0	1	1	66	6	1	0	74	0	35	9	2	0	46	121
08:00 - 08:15	0	1	0	0	0	1	0	73	4	0	0	77	1	38	3	4	0	46	124
08:15 - 08:30	0	0	0	1	0	1	0	49	6	0	0	55	0	22	5	3	0	30	86
HOURLY TOTAL	0	2	0	1	0	3	4	251	21	3	0	279	1	130	18	9	0	158	440
08:30 - 08:45	0	0	1	0	0	1	1	59	3	1	0	64	0	21	3	2	0	26	91
08:45 - 09:00	0	1	0	0	1	2	0	50	5	2	0	57	0	26	4	2	0	32	91
09:00 - 09:15	0	5	0	0	0	5	0	41	2	1	0	44	0	25	5	2	0	32	81
09:15 - 09:30	0	3	0	0	0	3	0	24	3	0	0	27	0	20	3	2	0	25	55
HOURLY TOTAL	0	9	1	0	1	11	1	174	13	4	0	192	0	92	15	8	0	115	318
PERIOD TOTAL	0	11	1	1	1	14	5	425	34	7	0	471	1	222	33	17	0	273	758

16:00 - 16:15	0	9	0	0	0	9	1	24	2	1	0	28	1	13	2	1	1	18	55
16:15 - 16:30	0	7	0	0	0	7	0	44	0	0	0	44	1	18	3	0	0	22	73
16:30 - 16:45	0	5	2	1	0	8	1	22	0	0	0	23	1	22	7	1	0	31	62
16:45 - 17:00	0	8	1	0	1	10	1	29	1	0	0	31	0	15	0	1	0	16	57
HOURLY TOTAL	0	29	3	1	1	34	3	119	3	1	0	126	3	68	12	3	1	87	247
17:00 - 17:15	0	2	0	0	1	3	0	26	0	2	0	28	0	24	2	1	0	27	58
17:15 - 17:30	0	10	0	0	0	10	0	30	2	1	0	33	0	18	2	1	0	21	64
17:30 - 17:45	0	4	0	0	0	4	0	28	2	1	0	31	0	18	5	0	0	23	58
17:45 - 18:00	0	6	0	0	0	6	2	38	1	0	0	41	0	15	4	0	0	19	66
HOURLY TOTAL	0	22	0	0	1	23	2	122	5	4	0	133	0	75	13	2	0	90	246
PERIOD TOTAL	0	51	3	1	2	57	5	241	8	5	0	259	3	143	25	5	1	177	493

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: KENYON ROAD/A52/NEWTON ROAD

ARM: NEWTON ROAD

TIME / CLASS	LEFT TO KENYON ROAD SOUTH						STRAIGHT TO A572						RIGHT TO KENYON ROAD NORTH						TOTAL MOVEMENT FROM ARM
	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCY CLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	2	14	2	1	1	20	6	160	40	18	2	226	0	0	0	0	0	0	246
07:45 - 08:00	0	11	1	3	0	15	3	163	32	17	3	218	0	0	0	0	1	1	234
08:00 - 08:15	1	13	6	0	0	20	1	132	29	15	2	179	0	0	0	0	1	1	200
08:15 - 08:30	0	28	0	2	0	30	0	147	18	19	0	184	0	0	0	0	1	1	215
HOURLY TOTAL	3	66	9	6	1	85	10	602	119	69	7	807	0	0	0	0	3	3	895
08:30 - 08:45	2	21	2	0	0	25	0	144	22	16	1	183	0	0	0	0	0	0	208
08:45 - 09:00	0	34	5	0	0	39	1	142	29	14	1	187	0	0	0	0	0	0	226
09:00 - 09:15	0	24	1	0	0	25	1	134	22	8	2	167	0	1	0	0	0	1	193
09:15 - 09:30	0	6	2	1	0	9	1	85	23	6	0	115	0	1	0	0	1	2	126
HOURLY TOTAL	2	85	10	1	0	98	3	505	96	44	4	652	0	2	0	0	1	3	753
PERIOD TOTAL	5	151	19	7	1	183	13	1107	215	113	11	1459	0	2	0	0	4	6	1648

16:00 - 16:15	0	45	2	2	0	49	1	83	26	12	1	123	0	4	0	0	0	4	176
16:15 - 16:30	2	39	2	2	0	45	0	91	20	7	0	118	0	0	0	0	0	0	163
16:30 - 16:45	0	8	1	0	1	10	0	88	19	9	2	118	0	4	0	0	0	4	132
16:45 - 17:00	0	16	1	0	1	18	1	100	11	7	1	120	0	5	1	0	0	6	144
HOURLY TOTAL	2	108	6	4	2	122	2	362	76	35	4	479	0	13	1	0	0	14	615
17:00 - 17:15	0	17	2	0	0	19	3	116	12	5	1	137	0	5	0	0	0	5	161
17:15 - 17:30	1	14	1	0	0	16	1	123	13	3	0	140	0	1	1	0	0	2	158
17:30 - 17:45	0	12	0	0	0	12	1	125	15	5	1	147	0	2	0	0	0	2	161
17:45 - 18:00	0	14	2	0	0	16	1	115	16	4	1	137	0	6	0	0	0	6	159
HOURLY TOTAL	1	57	5	0	0	63	6	479	56	17	3	561	0	14	1	0	0	15	639
PERIOD TOTAL	3	165	11	4	2	185	8	841	132	52	7	1040	0	27	2	0	0	29	1254

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: KENYON ROAD/A52/NEWTON ROAD

ARM: KENYON ROAD SOUTH

TIME / CLASS	LEFT TO A572						STRAIGHT TO KENYON ROAD NORTH						RIGHT TO NEWTON ROAD						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	0	4	0	0	0	4	0	21	1	0	0	22	0	8	0	0	0	8	34
07:45 - 08:00	0	3	1	0	0	4	0	30	3	0	0	33	0	9	0	0	0	9	46
08:00 - 08:15	0	7	0	0	0	7	1	20	0	0	1	22	0	13	2	0	1	16	45
08:15 - 08:30	0	6	4	0	1	11	1	35	2	3	0	41	0	11	0	1	0	12	64
HOURLY TOTAL	0	20	5	0	1	26	2	106	6	3	1	118	0	41	2	1	1	45	189
08:30 - 08:45	0	6	1	0	0	7	2	29	2	1	0	34	0	14	2	0	0	16	57
08:45 - 09:00	1	6	0	1	1	9	1	28	5	0	1	35	0	14	2	0	0	16	60
09:00 - 09:15	0	6	1	0	0	7	0	22	3	0	0	25	1	7	3	0	0	11	43
09:15 - 09:30	0	4	1	2	0	7	0	28	2	0	0	30	0	11	3	4	0	18	55
HOURLY TOTAL	1	22	3	3	1	30	3	107	12	1	1	124	1	46	10	4	0	61	215
PERIOD TOTAL	1	42	8	3	2	56	5	213	18	4	2	242	1	87	12	5	1	106	404

16:00 - 16:15	0	9	0	1	0	10	0	46	5	0	0	51	0	41	4	2	0	47	108
16:15 - 16:30	0	5	1	1	0	7	2	50	3	1	0	56	0	44	13	3	0	60	123
16:30 - 16:45	0	7	2	0	0	9	0	31	6	1	0	38	1	48	6	0	0	55	102
16:45 - 17:00	0	9	2	2	0	13	3	51	6	0	0	60	0	57	4	0	0	61	134
HOURLY TOTAL	0	30	5	4	0	39	5	178	20	2	0	205	1	190	27	5	0	223	467
17:00 - 17:15	0	8	2	0	0	10	1	62	5	0	0	68	0	41	4	1	1	47	125
17:15 - 17:30	0	9	3	0	0	12	0	47	4	0	1	52	1	44	5	0	0	50	114
17:30 - 17:45	0	5	1	0	0	6	0	61	6	0	0	67	0	48	8	1	0	57	130
17:45 - 18:00	0	9	0	1	0	10	2	41	6	0	0	49	0	40	6	1	0	47	106
HOURLY TOTAL	0	31	6	1	0	38	3	211	21	0	1	236	1	173	23	3	1	201	475
PERIOD TOTAL	0	61	11	5	0	77	8	389	41	2	1	441	2	363	50	8	1	424	942

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Manual Classified Turning Counts, Lowton

DATE: Wednesday 25th May 2011

LOCATION: KENYON ROAD/A52/NEWTON ROAD

ARM: A572

TIME / CLASS	LEFT TO KENYON ROAD NORTH						STRAIGHT TO NEWTON ROAD						RIGHT TO KENYON ROAD SOUTH						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
07:30 - 07:45	0	6	1	0	0	7	0	93	20	15	2	130	0	13	2	0	0	15	152
07:45 - 08:00	0	9	1	0	0	10	0	104	29	12	1	146	0	13	2	0	0	15	171
08:00 - 08:15	0	5	5	2	0	12	0	105	35	16	1	157	0	12	2	0	1	15	184
08:15 - 08:30	0	16	2	0	0	18	0	114	23	8	1	146	0	19	2	1	0	22	186
HOURLY TOTAL	0	36	9	2	0	47	0	416	107	51	5	579	0	57	8	1	1	67	693
08:30 - 08:45	0	16	4	2	1	23	1	128	22	8	1	160	0	16	1	1	0	18	201
08:45 - 09:00	1	19	3	1	0	24	0	101	18	4	1	124	0	7	4	2	0	13	161
09:00 - 09:15	0	9	2	0	0	11	1	92	16	8	1	118	1	8	3	4	0	16	145
09:15 - 09:30	0	18	3	1	0	22	0	72	18	15	2	107	0	6	0	1	0	7	136
HOURLY TOTAL	1	62	12	4	1	80	2	393	74	35	5	509	1	37	8	8	0	54	643
PERIOD TOTAL	1	98	21	6	1	127	2	809	181	86	10	1088	1	94	16	9	1	121	1336

16:00 - 16:15	0	23	6	3	0	32	1	106	32	7	1	147	1	5	2	1	0	9	188
16:15 - 16:30	0	19	2	1	0	22	1	102	31	10	1	145	0	4	0	0	0	4	171
16:30 - 16:45	0	16	8	0	0	24	2	120	31	7	0	160	0	6	0	0	0	6	190
16:45 - 17:00	0	16	2	1	0	19	2	123	19	6	2	152	0	4	0	1	0	5	176
HOURLY TOTAL	0	74	18	5	0	97	6	451	113	30	4	604	1	19	2	2	0	24	725
17:00 - 17:15	0	20	1	0	0	21	3	108	29	11	2	153	0	3	0	2	0	5	179
17:15 - 17:30	0	21	1	1	0	23	5	135	20	7	1	168	0	3	0	0	0	3	194
17:30 - 17:45	1	18	3	1	0	23	1	126	17	10	0	154	0	10	1	0	0	11	188
17:45 - 18:00	1	26	2	1	0	30	3	127	20	9	2	161	0	4	0	0	0	4	195
HOURLY TOTAL	2	85	7	3	0	97	12	496	86	37	5	636	0	20	1	2	0	23	756
PERIOD TOTAL	2	159	25	8	0	194	18	947	199	67	9	1240	1	39	3	4	0	47	1481

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Manual Classified Turning Counts, Lowton

DATE: Thursday 30th June 2011

LOCATION: EAST LANCS ROAD/WARRINGTON ROAD/BRIDGE STREET

ARM: EAST LANCS ROAD WEST

TIME / CLASS	LEFT TO BRIDGE STREET						STRAIGHT TO EAST LANCS ROAD EAST						RIGHT TO WARRINGTON ROAD						U TL		
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV
7:30 - 7:45	0	38	4	1	0	43	0	255	59	29	0	343	0	60	1	0	0	61	0	0	0
7:45 - 8:00	0	45	6	0	0	51	1	269	74	33	0	377	0	61	6	0	0	67	0	0	0
8:00 - 8:15	0	34	8	1	0	43	1	344	45	26	0	416	0	67	9	0	0	76	0	0	0
8:15 - 8:30	0	39	3	1	0	43	0	233	42	36	0	311	0	51	3	0	0	54	0	1	0
HOURLY TOTAL	0	156	21	3	0	180	2	1101	220	124	0	1447	0	239	19	0	0	258	0	1	0
8:30 - 8:45	0	33	1	2	0	36	0	270	38	27	0	335	0	54	4	0	0	58	0	0	0
8:45 - 9:00	0	35	0	1	0	36	1	221	56	36	0	314	0	45	1	1	0	47	0	0	0
9:00 - 9:15	0	12	5	1	0	18	0	296	44	42	1	383	0	15	6	1	0	22	0	0	0
9:15 - 9:30	0	10	3	0	0	13	0	179	37	36	0	252	0	14	3	0	0	17	0	0	0
HOURLY TOTAL	0	90	9	4	0	103	1	966	175	141	1	1284	0	128	14	2	0	144	0	0	0
PERIOD TOTAL	0	246	30	7	0	283	3	2067	395	265	1	2731	0	367	33	2	0	402	0	1	0

16:00 - 16:15	0	39	6	2	0	47	0	257	55	25	1	338	0	14	1	0	0	15	0	0	0
16:15 - 16:30	1	47	9	5	0	62	1	264	78	29	0	372	0	15	2	0	0	17	0	0	0
16:30 - 16:45	0	63	13	4	0	80	2	260	63	29	0	354	0	19	0	0	0	19	0	0	0
16:45 - 17:00	0	61	10	2	0	73	1	286	64	28	0	379	0	16	2	0	0	18	0	0	0
HOURLY TOTAL	1	210	38	13	0	262	4	1067	260	111	1	1443	0	64	5	0	0	69	0	0	0
17:00 - 17:15	1	58	8	1	0	68	3	290	61	21	0	375	0	14	0	0	0	14	0	0	0
17:15 - 17:30	1	48	6	1	0	56	4	289	41	22	0	356	0	17	0	0	0	17	0	0	0
17:30 - 17:45	1	39	7	0	1	48	4	285	51	21	1	362	0	23	0	0	0	23	0	0	0
17:45 - 18:00	0	36	5	0	0	41	2	279	47	21	0	349	0	19	1	0	0	20	0	0	0
HOURLY TOTAL	3	181	26	2	1	213	13	1143	200	85	1	1442	0	73	1	0	0	74	0	0	0
PERIOD TOTAL	4	391	64	15	1	475	17	2210	460	196	2	2885	0	137	6	0	0	143	0	0	0

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JRN

HGV	BUSES	TOTAL
0	0	0
4	0	4
0	0	0
1	0	2
5	0	6
1	0	1
1	0	1
1	0	1
0	0	0
3	0	3

8	0	9
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0	0	0
0	0	0
0	0	0
1	0	1
1	0	1
1	0	1
0	0	0
0	0	0
0	0	0
1	0	1

2	0	2
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Manual Classified Turning Counts, Lowton

DATE: Thursday 30th June 2011

LOCATION: EAST LANCS ROAD/WARRINGTON ROAD/BRIDGE STREET

ARM: BRIDGE STREET

TOTAL MOVEMENT FROM ARM	TIME / CLASS	LEFT TO EAST LANCS ROAD EAST						STRAIGHT TO WARRINGTON ROAD						RIGHT TO EAST LANCS ROAD WEST							
		MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI
447	7:30 - 7:45	0	24	4	0	0	28	1	59	8	1	0	69	0	52	12	1	0	65	0	0
499	7:45 - 8:00	0	16	1	0	0	17	1	46	5	0	2	54	0	44	8	1	0	53	0	0
535	8:00 - 8:15	1	14	2	0	0	17	0	41	5	1	0	47	0	42	12	2	0	56	0	0
410	8:15 - 8:30	0	14	5	1	0	20	1	36	7	1	3	48	0	44	8	2	0	54	0	0
1891	HOURLY TOTAL	1	68	12	1	0	82	3	182	25	3	5	218	0	182	40	6	0	228	0	0
430	8:30 - 8:45	0	17	4	1	0	22	0	25	2	1	1	29	0	36	6	2	0	44	0	0
398	8:45 - 9:00	0	14	3	0	0	17	0	23	2	0	0	25	0	30	4	3	0	37	0	0
424	9:00 - 9:15	0	9	6	1	0	16	1	19	3	2	0	25	0	31	2	2	0	35	0	0
282	9:15 - 9:30	0	12	6	2	0	20	0	17	2	1	0	20	0	28	3	3	0	34	0	0
1534	HOURLY TOTAL	0	52	19	4	0	75	1	84	9	4	1	99	0	125	15	10	0	150	0	0
3023	PERIOD TOTAL	1	120	31	5	0	157	4	266	34	7	6	317	0	307	55	16	0	378	0	0

400	16:00 - 16:15	0	26	3	3	0	32	1	20	5	0	1	27	0	53	7	0	0	60	0	0
451	16:15 - 16:30	0	21	4	3	0	28	0	24	3	0	1	28	0	51	8	1	0	60	0	0
453	16:30 - 16:45	1	16	3	2	0	22	0	21	3	0	0	24	0	64	7	1	0	72	0	0
471	16:45 - 17:00	1	17	3	2	0	23	2	22	2	0	1	27	0	69	8	0	0	77	0	0
1775	HOURLY TOTAL	2	80	13	10	0	105	3	87	13	0	3	106	0	237	30	2	0	269	0	0
458	17:00 - 17:15	0	19	1	1	0	21	2	27	1	0	0	30	0	71	5	1	0	77	0	0
429	17:15 - 17:30	1	15	2	1	0	19	1	22	3	0	1	27	0	62	4	1	0	67	0	0
433	17:30 - 17:45	2	22	1	1	0	26	1	29	2	0	0	32	0	54	8	1	0	63	0	0
410	17:45 - 18:00	0	16	2	1	0	19	1	23	2	0	0	26	0	51	5	1	0	57	0	0
1730	HOURLY TOTAL	3	72	6	4	0	85	5	101	8	0	1	115	0	238	22	4	0	264	0	0
3362	PERIOD TOTAL	5	152	19	14	0	190	8	188	21	0	4	221	0	475	52	6	0	533	0	0

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U TURN				TOTAL MOVEMENT FROM ARM
LGV	HGV	BUSES	TOTAL	
0	0	0	0	162
0	0	0	0	124
0	0	0	0	120
0	0	1	1	123
0	0	1	1	529
0	0	0	0	95
0	0	1	1	80
0	0	0	0	76
0	0	0	0	74
0	0	1	1	325
0	0	2	2	476

0	0	0	0	119
0	0	0	0	116
0	0	1	1	119
0	0	0	0	127
0	0	1	1	481
0	0	1	1	129
0	0	0	0	113
0	0	0	0	121
0	0	0	0	102
0	0	1	1	465
0	0	2	2	413

Manual Classified Turning Counts, Lowton

DATE: Thursday 30th June 2011

LOCATION: EAST LANCS ROAD/WARRINGTON ROAD/BRIDGE STREET

ARM: EAST LANCS ROAD EAST

TIME / CLASS	LEFT TO WARRINGTON ROAD						STRAIGHT TO EAST LANCS ROAD WEST						RIGHT TO BRIDGE STREET						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
7:30 - 7:45	1	16	2	1	0	20	0	195	54	25	1	275	0	7	0	0	0	7	302
7:45 - 8:00	0	12	1	0	0	13	2	199	49	28	0	278	1	10	5	3	0	19	310
8:00 - 8:15	0	17	2	0	0	19	0	181	32	29	0	242	0	8	3	2	0	13	274
8:15 - 8:30	0	24	4	0	0	28	1	165	38	32	1	237	0	13	2	1	0	16	281
HOURLY TOTAL	1	69	9	1	0	80	3	740	173	114	2	1032	1	38	10	6	0	55	1167
8:30 - 8:45	0	9	0	0	0	9	1	136	35	30	1	203	0	17	1	0	0	18	230
8:45 - 9:00	0	9	2	1	0	12	1	150	46	34	0	231	0	22	1	1	0	24	267
9:00 - 9:15	0	7	1	0	0	8	0	144	42	27	0	213	0	13	1	0	0	14	235
9:15 - 9:30	0	13	0	0	0	13	1	149	37	28	0	215	0	18	0	2	0	20	248
HOURLY TOTAL	0	38	3	1	0	42	3	579	160	119	1	862	0	70	3	3	0	76	980
PERIOD TOTAL	1	107	12	2	0	122	6	1319	333	233	3	1894	1	108	13	9	0	131	2147

16:00 - 16:15	0	19	1	0	0	20	4	205	47	23	0	279	0	26	7	1	0	34	333
16:15 - 16:30	0	18	2	0	0	20	6	195	62	18	0	281	2	36	12	1	0	51	352
16:30 - 16:45	0	16	3	0	0	19	2	241	62	27	0	332	0	25	4	0	0	29	380
16:45 - 17:00	0	7	0	0	0	7	2	210	74	18	0	304	1	39	8	3	0	51	362
HOURLY TOTAL	0	60	6	0	0	66	14	851	245	86	0	1196	3	126	31	5	0	165	1427
17:00 - 17:15	0	8	0	0	0	8	2	244	38	10	0	294	1	33	3	2	0	39	341
17:15 - 17:30	0	10	0	0	0	10	1	204	41	16	0	262	1	27	5	4	0	37	309
17:30 - 17:45	0	8	0	0	0	8	2	216	51	10	0	279	0	41	3	1	0	45	332
17:45 - 18:00	0	7	0	0	0	7	1	227	58	13	0	299	1	35	3	2	0	41	347
HOURLY TOTAL	0	33	0	0	0	33	6	891	188	49	0	1134	3	136	14	9	0	162	1329
PERIOD TOTAL	0	93	6	0	0	99	20	1742	433	135	0	2330	6	262	45	14	0	327	2756

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Manual Classified Turning Counts, Lowton

DATE: Thursday 30th June 2011

LOCATION: EAST LANCS ROAD/WARRINGTON ROAD/BRIDGE STREET

ARM: WARRINGTON ROAD

TIME / CLASS	LEFT TO EAST LANCS ROAD WEST						STRAIGHT TO BRIDGE STREET						RIGHT TO EAST LANCS ROAD EAST						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
7:30 - 7:45	0	7	0	0	0	7	0	20	5	1	0	26	0	5	0	0	0	5	38
7:45 - 8:00	0	9	0	0	0	9	2	27	5	0	1	35	0	4	0	0	0	4	48
8:00 - 8:15	0	16	0	0	0	16	0	19	1	1	0	21	0	4	2	1	0	7	44
8:15 - 8:30	0	10	1	0	0	11	0	23	2	2	1	28	0	6	0	0	0	6	45
HOURLY TOTAL	0	42	1	0	0	43	2	89	13	4	2	110	0	19	2	1	0	22	175
8:30 - 8:45	0	13	1	0	0	14	0	29	8	1	0	38	0	6	1	0	0	7	59
8:45 - 9:00	0	10	2	0	0	12	0	19	5	0	1	25	0	5	2	0	0	7	44
9:00 - 9:15	0	8	3	0	0	11	0	16	3	1	0	20	0	3	0	1	0	4	35
9:15 - 9:30	0	6	1	0	0	7	0	13	2	0	1	16	0	2	1	0	0	3	26
HOURLY TOTAL	0	37	7	0	0	44	0	77	18	2	2	99	0	16	4	1	0	21	164
PERIOD TOTAL	0	79	8	0	0	87	2	166	31	6	4	209	0	35	6	2	0	43	339

16:00 - 16:15	0	10	0	0	0	10	0	49	7	1	0	57	0	8	1	0	0	9	76
16:15 - 16:30	0	12	1	0	0	13	0	56	9	0	1	66	0	10	3	0	0	13	92
16:30 - 16:45	0	15	0	0	0	15	0	50	13	3	0	66	0	9	0	0	0	9	90
16:45 - 17:00	0	15	0	0	0	15	0	49	8	1	1	59	0	9	2	0	0	11	85
HOURLY TOTAL	0	52	1	0	0	53	0	204	37	5	2	248	0	36	6	0	0	42	343
17:00 - 17:15	0	9	3	0	0	12	0	52	12	3	0	67	0	2	4	0	0	6	85
17:15 - 17:30	0	18	3	0	0	21	0	58	7	0	1	66	0	5	2	0	0	7	94
17:30 - 17:45	0	12	4	0	0	16	0	65	11	1	0	77	0	4	1	0	0	5	98
17:45 - 18:00	0	7	2	0	0	9	0	59	8	0	1	68	0	2	1	0	0	3	80
HOURLY TOTAL	0	46	12	0	0	58	0	234	38	4	2	278	0	13	8	0	0	21	357
PERIOD TOTAL	0	98	13	0	0	111	0	438	75	9	4	526	0	49	14	0	0	63	700

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Manual Classified Turning Counts, Lowton

DATE: Thursday 30th June 2011

LOCATION: NEWTON ROAD/STONE CROSS LANE

ARM: NEWTON ROAD SOUTH

TIME / CLASS	LEFT TO STONE CROSS LANE						STRAIGHT TO NEWTON ROAD NORTH						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
7:30 - 7:45	0	15	0	0	0	15	0	32	5	2	1	40	55
7:45 - 8:00	0	21	0	0	0	21	0	48	9	5	0	62	83
8:00 - 8:15	0	22	3	1	0	26	0	45	8	3	2	58	84
8:15 - 8:30	1	8	0	0	0	9	0	44	6	1	1	52	61
HOURLY TOTAL	1	66	3	1	0	71	0	169	28	11	4	212	283
8:30 - 8:45	0	14	0	0	0	14	1	31	4	0	1	37	51
8:45 - 9:00	0	19	2	0	0	21	0	49	2	3	1	55	76
9:00 - 9:15	0	5	1	0	0	6	0	33	1	0	1	35	41
9:15 - 9:30	0	3	0	0	0	3	0	28	2	2	0	32	35
HOURLY TOTAL	0	41	3	0	0	44	1	141	9	5	3	159	203
PERIOD TOTAL	1	107	6	1	0	115	1	310	37	16	7	371	486

16:00 - 16:15	0	19	4	0	0	23	0	36	3	1	0	40	63
16:15 - 16:30	0	55	3	0	0	58	0	52	9	0	2	63	121
16:30 - 16:45	0	45	5	1	0	51	3	64	6	3	2	78	129
16:45 - 17:00	1	77	3	1	0	82	1	40	1	1	0	43	125
HOURLY TOTAL	1	196	15	2	0	214	4	192	19	5	4	224	438
17:00 - 17:15	1	68	4	1	0	74	0	46	4	2	1	53	127
17:15 - 17:30	0	76	10	1	0	87	1	53	4	2	1	61	148
17:30 - 17:45	1	67	2	2	0	72	1	42	4	3	1	51	123
17:45 - 18:00	1	71	3	1	0	76	0	45	3	3	1	52	128
HOURLY TOTAL	3	282	19	5	0	309	2	186	15	10	4	217	526
PERIOD TOTAL	4	478	34	7	0	523	0	378	34	15	8	441	964

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Manual Classified Turning Counts, Lowton

DATE: Thursday 30th June 2011

LOCATION: NEWTON ROAD/STONE CROSS LANE

ARM: STONE CROSS LANE

TIME / CLASS	LEFT TO NEWTON ROAD NORTH						RIGHT TO NEWTON ROAD SOUTH						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
7:30 - 7:45	0	20	5	0	0	25	0	34	3	0	0	37	62
7:45 - 8:00	0	23	3	0	0	26	0	35	2	0	0	37	63
8:00 - 8:15	0	32	4	0	0	36	0	37	3	0	0	40	76
8:15 - 8:30	0	22	1	0	1	24	0	25	1	0	1	27	51
HOURLY TOTAL	0	97	13	0	1	111	0	131	9	0	1	141	252
8:30 - 8:45	0	23	1	0	0	24	0	23	0	0	0	23	47
8:45 - 9:00	0	25	0	0	0	25	0	15	2	0	0	17	42
9:00 - 9:15	0	6	0	0	0	6	0	9	1	0	0	10	16
9:15 - 9:30	0	4	2	0	0	6	0	5	1	0	0	6	12
HOURLY TOTAL	0	58	3	0	0	61	0	52	4	0	0	56	117
PERIOD TOTAL	0	155	16	0	1	172	0	183	13	0	1	197	369

16:00 - 16:15	0	3	1	0	0	4	0	7	0	0	0	7	11
16:15 - 16:30	0	7	1	0	0	8	0	2	0	0	1	3	11
16:30 - 16:45	0	8	0	0	0	8	0	10	0	0	0	10	18
16:45 - 17:00	0	6	2	0	0	8	0	3	1	0	0	4	12
HOURLY TOTAL	0	24	4	0	0	28	0	22	1	0	1	24	52
17:00 - 17:15	0	11	2	0	0	13	0	9	1	2	0	12	25
17:15 - 17:30	0	10	2	0	0	12	0	0	1	0	0	1	13
17:30 - 17:45	0	12	1	0	0	13	0	3	0	0	0	3	16
17:45 - 18:00	0	18	0	0	0	18	0	5	0	0	0	5	23
HOURLY TOTAL	0	51	5	0	0	56	0	17	2	2	0	21	77
PERIOD TOTAL	0	75	9	0	0	84	0	39	3	2	1	45	129

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Manual Classified Turning Counts, Lowton

DATE: Thursday 30th June 2011

LOCATION: NEWTON ROAD/STONE CROSS LANE

ARM: NEWTON ROAD NORTH

TIME / CLASS	STRAIGHT TO NEWTON ROAD SOUTH						RIGHT TO STONE CROSS LANE						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
7:30 - 7:45	1	14	0	1	1	17	0	1	1	0	0	2	19
7:45 - 8:00	0	24	2	0	1	27	0	3	0	0	0	3	30
8:00 - 8:15	0	12	3	1	1	17	0	2	0	0	0	2	19
8:15 - 8:30	0	23	3	1	2	29	0	4	0	0	0	4	33
HOURLY TOTAL	1	73	8	3	5	90	0	10	1	0	0	11	101
8:30 - 8:45	0	18	0	1	2	21	0	1	1	0	0	2	23
8:45 - 9:00	0	30	4	2	1	37	0	2	1	0	0	3	40
9:00 - 9:15	1	20	2	1	1	25	0	1	0	1	0	2	27
9:15 - 9:30	0	14	1	1	1	17	0	0	0	0	0	0	17
HOURLY TOTAL	1	82	7	5	5	100	0	4	2	1	0	7	107
PERIOD TOTAL	2	155	15	8	10	190	0	14	3	1	0	18	208

16:00 - 16:15	1	22	2	1	0	26	0	0	0	0	0	0	26
16:15 - 16:30	0	36	5	4	1	46	0	2	0	0	0	2	48
16:30 - 16:45	0	21	6	1	1	29	0	7	0	0	0	7	36
16:45 - 17:00	0	28	3	2	1	34	0	2	0	0	0	2	36
HOURLY TOTAL	1	107	16	8	3	135	0	11	0	0	0	11	146
17:00 - 17:15	1	24	8	2	0	35	0	5	0	0	0	5	40
17:15 - 17:30	0	37	7	0	1	45	0	7	0	0	0	7	52
17:30 - 17:45	0	25	4	0	1	30	0	9	0	0	0	9	39
17:45 - 18:00	0	30	1	0	1	32	0	3	0	0	0	3	35
HOURLY TOTAL	1	116	20	2	3	142	0	24	0	0	0	24	166
PERIOD TOTAL	2	223	36	10	6	277	0	35	0	0	0	35	312

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Manual Classified Turning Counts, Lowton

DATE: Thursday 30th June 2011

LOCATION: NEWTON ROAD/WINWICK LANE

ARM: NEWTON ROAD NORTH

TIME / CLASS	LEFT TO WINWICK LANE						STRAIGHT TO NEWTON ROAD SOUTH						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
7:30 - 7:45	4	157	24	15	0	200	0	18	2	0	1	21	221
7:45 - 8:00	1	148	28	21	0	198	0	20	1	1	1	23	221
8:00 - 8:15	2	137	27	19	0	185	0	10	3	0	1	14	199
8:15 - 8:30	3	138	25	14	0	180	0	21	2	0	2	25	205
HOURLY TOTAL	10	580	104	69	0	763	0	69	8	1	5	83	846
8:30 - 8:45	1	148	31	20	0	200	0	19	2	1	2	24	224
8:45 - 9:00	1	101	25	7	0	134	1	23	6	2	1	33	167
9:00 - 9:15	0	107	16	12	0	135	0	27	3	1	2	33	168
9:15 - 9:30	1	112	17	15	0	145	0	13	3	2	0	18	163
HOURLY TOTAL	3	468	89	54	0	614	1	82	14	6	5	108	722
PERIOD TOTAL	13	1048	193	123	0	1377	1	151	22	7	10	191	1568

16:00 - 16:15	0	63	15	4	1	83	1	24	2	2	0	29	112
16:15 - 16:30	0	79	23	2	0	104	0	39	4	4	1	48	152
16:30 - 16:45	2	97	22	7	0	128	0	30	5	0	1	36	164
16:45 - 17:00	1	69	16	3	0	89	0	28	2	2	1	33	122
HOURLY TOTAL	3	308	76	16	1	404	1	121	13	8	3	146	550
17:00 - 17:15	1	96	16	2	0	115	0	34	5	2	1	42	157
17:15 - 17:30	3	133	27	3	0	166	0	37	8	3	0	48	214
17:30 - 17:45	1	97	11	2	0	111	0	31	4	0	1	36	147
17:45 - 18:00	0	100	6	6	0	112	1	19	1	0	1	22	134
HOURLY TOTAL	5	426	60	13	0	504	1	121	18	5	3	148	652
PERIOD TOTAL	8	734	136	29	1	908	2	242	31	13	6	294	1202

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Manual Classified Turning Counts, Lowton

DATE: Thursday 30th June 2011

LOCATION: NEWTON ROAD/WINWICK LANE

ARM: WINWICK LANE

TIME / CLASS	LEFT TO NEWTON ROAD SOUTH						RIGHT TO NEWTON ROAD NORTH						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
7:30 - 7:45	0	0	0	0	0	0	0	159	13	11	0	183	183
7:45 - 8:00	0	2	0	0	0	2	0	62	15	6	0	83	85
8:00 - 8:15	0	0	0	0	0	0	1	41	20	6	0	68	68
8:15 - 8:30	0	3	0	0	0	3	0	59	11	8	0	78	81
HOURLY TOTAL	0	5	0	0	0	5	1	321	59	31	0	412	417
8:30 - 8:45	0	1	1	0	0	2	0	55	11	9	0	75	77
8:45 - 9:00	0	0	1	0	0	1	0	43	13	12	0	68	69
9:00 - 9:15	0	0	0	0	0	0	0	49	11	6	0	66	66
9:15 - 9:30	0	0	0	0	0	0	0	46	5	5	0	56	56
HOURLY TOTAL	0	1	2	0	0	3	0	193	40	32	0	265	268
PERIOD TOTAL	0	6	2	0	0	8	1	514	99	63	0	677	685

16:00 - 16:15	0	2	1	1	0	4	0	134	39	13	0	186	190
16:15 - 16:30	0	1	0	0	0	1	3	92	18	8	1	122	123
16:30 - 16:45	0	1	0	0	0	1	4	102	36	9	0	151	152
16:45 - 17:00	1	0	0	0	0	1	2	128	36	15	0	181	182
HOURLY TOTAL	1	4	1	1	0	7	9	456	129	45	1	640	647
17:00 - 17:15	0	1	1	0	0	2	1	125	14	7	0	147	149
17:15 - 17:30	1	0	2	1	0	4	2	81	16	6	0	105	109
17:30 - 17:45	0	1	0	0	0	1	3	109	16	6	0	134	135
17:45 - 18:00	0	1	0	0	0	1	0	112	10	12	0	134	135
HOURLY TOTAL	1	3	3	1	0	8	6	427	56	31	0	520	528
PERIOD TOTAL	2	7	4	2	0	15	15	883	185	76	1	1160	1175

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Manual Classified Turning Counts, Lowton

DATE: Thursday 30th June 2011

LOCATION: NEWTON ROAD/WINWICK LANE

ARM: NEWTON ROAD SOUTH

TIME / CLASS	STRAIGHT TO NEWTON ROAD NORTH						RIGHT TO WINWICK LANE						TOTAL MOVEMENT FROM ARM
	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	MOTORCYCLES	CAR/TAXI	LGV	HGV	BUSES	TOTAL	
7:30 - 7:45	0	30	0	2	0	32	0	24	10	0	0	34	66
7:45 - 8:00	1	47	10	2	0	60	0	24	2	2	0	28	88
8:00 - 8:15	0	45	8	3	1	57	0	27	4	0	1	32	89
8:15 - 8:30	0	39	4	1	2	46	0	30	3	0	0	33	79
HOURLY TOTAL	1	161	22	8	3	195	0	105	19	2	1	127	322
8:30 - 8:45	1	32	3	2	1	39	0	24	2	0	0	26	65
8:45 - 9:00	0	51	2	1	1	55	0	25	0	1	0	26	81
9:00 - 9:15	0	21	1	0	0	22	0	14	0	0	0	14	36
9:15 - 9:30	0	21	2	2	1	26	0	12	2	0	0	14	40
HOURLY TOTAL	1	125	8	5	3	142	0	75	4	1	0	80	222
PERIOD TOTAL	2	286	30	13	6	337	0	180	23	3	1	207	544

16:00 - 16:15	0	27	2	1	1	31	0	11	2	0	0	13	44
16:15 - 16:30	0	53	7	1	2	63	0	6	3	1	0	10	73
16:30 - 16:45	3	59	6	2	1	71	0	12	0	0	0	12	83
16:45 - 17:00	1	42	2	1	0	46	1	4	1	0	0	6	52
HOURLY TOTAL	4	181	17	5	4	211	1	33	6	1	0	41	252
17:00 - 17:15	0	42	4	0	1	47	0	14	2	0	0	16	63
17:15 - 17:30	0	49	5	2	1	57	0	12	1	0	0	13	70
17:30 - 17:45	1	47	4	2	1	55	0	5	1	1	0	7	62
17:45 - 18:00	1	55	1	3	1	61	0	8	2	0	0	10	71
HOURLY TOTAL	2	193	14	7	4	220	0	39	6	1	0	46	266
PERIOD TOTAL	6	374	31	12	8	431	1	72	12	2	0	87	518

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Automatic Classified Counts, Lowton ATC

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Wednesday 25/05/2011	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	14	3	0	0	0	0	0	0	1	0	0	0	0	18
6	77	5	0	0	0	0	0	0	0	0	0	0	0	82
7	195	21	1	0	0	0	0	0	0	0	2	0	0	219
8	627	47	0	1	1	0	0	2	0	0	0	1	0	679
9	532	37	0	1	0	0	0	0	0	0	0	2	0	572
10	211	27	0	0	0	0	1	0	0	0	1	1	0	241
11	140	12	0	0	0	0	0	0	0	0	0	2	0	154
12	127	12	1	0	0	0	0	0	1	0	0	1	0	142
13	184	9	1	0	1	0	0	0	0	0	0	2	0	197
14	160	14	0	0	0	0	0	0	0	0	0	0	0	174
15	118	15	0	0	0	0	1	0	0	0	0	1	0	135
16	162	15	0	0	0	0	1	0	0	0	0	3	0	181
17	179	13	1	0	1	0	1	0	1	0	1	2	0	199
18	216	15	0	0	1	0	0	1	1	0	0	0	0	234
19	174	8	0	1	0	0	0	0	0	0	0	0	0	183
20	137	5	0	0	0	0	0	0	0	0	0	0	0	142
21	100	2	0	0	0	0	0	0	0	0	0	0	0	102
22	67	3	0	0	0	0	1	0	0	0	0	0	0	71
23	47	2	0	0	0	0	0	0	0	0	0	0	0	49
24	23	2	0	0	0	0	0	0	0	0	0	0	0	25
7-19	2830	224	3	3	4	0	4	3	3	0	2	15	0	3091
6-22	3329	255	4	3	4	0	5	3	3	0	4	15	0	3625
6-24	3399	259	4	3	4	0	5	3	3	0	4	15	0	3699
0-24	3511	267	4	3	4	0	5	3	4	0	4	15	0	3820

Direction : NORTHBOUND

Wednesday 25/05/2011	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	16	1	0	0	0	0	0	0	0	0	0	0	0	17
2	8	0	0	0	0	0	0	0	0	0	0	0	0	8
3	10	0	0	0	0	0	0	0	0	0	0	0	0	10
4	7	0	0	0	0	0	0	0	0	0	0	0	0	7
5	5	0	0	0	0	0	0	0	1	0	0	0	0	6
6	17	1	0	0	0	0	0	0	0	0	0	0	0	18
7	44	4	0	0	0	0	0	0	0	0	0	0	0	48
8	89	10	0	0	0	0	0	0	0	0	1	0	0	100
9	116	15	1	0	1	0	0	0	1	0	0	0	0	134
10	91	18	0	0	1	0	0	0	0	0	1	0	0	111
11	69	12	0	0	0	0	1	0	0	0	0	2	0	84
12	112	14	0	0	1	0	0	0	0	0	0	0	0	127
13	160	10	0	0	0	0	1	0	0	0	0	2	0	173
14	142	10	1	0	0	0	0	0	0	0	0	0	0	153
15	188	17	0	0	0	0	0	0	0	0	1	0	0	206
16	215	15	0	0	0	0	0	0	1	0	0	1	0	232
17	402	36	1	1	1	0	0	0	0	0	0	0	0	441
18	450	30	2	1	0	0	0	1	0	0	0	0	0	484
19	369	8	0	0	0	0	0	0	0	0	0	1	0	378
20	169	7	0	1	0	0	0	0	0	0	0	0	0	177
21	106	3	0	0	0	0	0	0	0	0	0	0	0	109
22	100	3	0	0	0	0	0	0	0	0	0	0	0	103
23	79	2	0	0	0	0	0	0	0	0	0	0	0	81
24	43	1	0	0	0	0	0	0	0	0	0	0	0	44
7-19	2403	195	5	2	4	0	2	1	2	0	3	6	0	2623
6-22	2822	212	5	3	4	0	2	1	2	0	3	6	0	3060
6-24	2944	215	5	3	4	0	2	1	2	0	3	6	0	3185
0-24	3007	217	5	3	4	0	2	1	3	0	3	6	0	3251

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Wednesday 25/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	4	2	0	0	0	0	0	7
2	0	0	0	0	0	1	1	1	1	0	0	0	4
3	0	1	0	0	1	2	2	1	0	0	0	0	7
4	0	1	0	0	0	0	0	1	1	0	0	0	3
5	0	0	0	1	2	4	9	2	0	0	0	0	18
6	0	1	0	0	12	24	33	8	4	0	0	0	82
7	0	1	1	0	20	84	81	25	7	0	0	0	219
8	5	9	16	29	109	307	182	16	5	1	0	0	679
9	10	7	9	17	124	276	113	16	0	0	0	0	572
10	1	0	1	4	24	120	77	10	4	0	0	0	241
11	0	0	0	2	43	76	19	12	1	1	0	0	154
12	0	1	0	4	19	74	35	8	1	0	0	0	142
13	0	1	2	2	37	86	49	16	3	1	0	0	197
14	0	1	1	1	42	86	35	6	0	1	0	1	174
15	0	1	0	2	29	61	39	3	0	0	0	0	135
16	0	0	0	3	34	93	40	9	2	0	0	0	181
17	1	1	1	0	47	93	49	7	0	0	0	0	199
18	0	0	0	3	36	110	66	16	3	0	0	0	234
19	0	2	2	1	29	96	43	10	0	0	0	0	183
20	1	0	0	1	17	63	45	10	4	1	0	0	142
21	0	0	0	0	9	53	31	7	2	0	0	0	102
22	0	0	0	0	11	36	15	7	1	1	0	0	71
23	0	0	0	0	3	24	14	7	0	1	0	0	49
24	0	0	0	0	1	13	7	3	1	0	0	0	25
7-19	17	23	32	68	573	1478	747	129	19	4	0	1	3091
6-22	18	24	33	69	630	1714	919	178	33	6	0	1	3625
6-24	18	24	33	69	634	1751	940	188	34	7	0	1	3699
0-24	18	27	33	71	649	1786	987	201	40	7	0	1	3820

Direction : NORTHBOUND

Wednesday 25/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	3	7	6	1	0	0	0	0	17
2	0	0	0	0	1	3	3	1	0	0	0	0	8
3	0	0	0	1	1	3	4	1	0	0	0	0	10
4	0	0	0	1	1	3	2	0	0	0	0	0	7
5	0	0	0	0	2	2	1	1	0	0	0	0	6
6	0	0	0	1	6	6	5	0	0	0	0	0	18
7	0	1	0	1	4	16	22	2	1	1	0	0	48
8	0	0	3	2	17	44	27	7	0	0	0	0	100
9	1	0	1	5	31	53	38	4	0	1	0	0	134
10	0	0	1	3	30	48	27	1	1	0	0	0	111
11	1	0	2	5	25	38	11	2	0	0	0	0	84
12	0	1	2	8	32	60	19	5	0	0	0	0	127
13	0	0	0	2	43	85	37	5	1	0	0	0	173
14	0	0	4	6	42	66	28	5	2	0	0	0	153
15	0	1	3	8	57	88	41	8	0	0	0	0	206
16	0	1	3	17	64	99	40	8	0	0	0	0	232
17	0	0	3	16	109	220	85	8	0	0	0	0	441
18	5	12	24	33	113	191	94	10	2	0	0	0	484
19	2	1	1	9	117	168	68	10	1	1	0	0	378
20	1	1	0	3	31	86	39	13	2	1	0	0	177
21	0	1	0	5	23	52	22	3	2	1	0	0	109
22	0	0	0	2	25	41	23	10	2	0	0	0	103
23	0	1	0	0	19	36	18	3	1	2	1	0	81
24	0	0	1	1	9	22	8	2	1	0	0	0	44
7-19	9	16	47	114	680	1160	515	73	7	2	0	0	2623
6-22	10	19	47	125	763	1355	621	101	14	5	0	0	3060
6-24	10	20	48	126	791	1413	647	106	16	7	1	0	3185
0-24	10	20	48	129	805	1437	668	110	16	7	1	0	3251

Automatic Classified Counts, Lowton ATC

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Thursday 26/05/2011	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : NORTHBOUND

Thursday 26/05/2011	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Thursday 26/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : NORTHBOUND

Thursday 26/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Lowton ATC

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Friday 27/05/2011	VEHICLE CLASSIFICATION													TOTAL	
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : NORTHBOUND

Friday 27/05/2011	VEHICLE CLASSIFICATION													TOTAL	
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Friday 27/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : NORTHBOUND

Friday 27/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Lowton ATC

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Saturday 28/05/2011	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : NORTHBOUND

Saturday 28/05/2011	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Saturday 28/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : NORTHBOUND

Saturday 28/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Lowton ATC

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Sunday 29/05/2011	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : NORTHBOUND

Sunday 29/05/2011	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Sunday 29/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : NORTHBOUND

Sunday 29/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Lowton ATC

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Monday 30/05/2011	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : NORTHBOUND

Monday 30/05/2011	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Monday 30/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : NORTHBOUND

Monday 30/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Lowton ATC

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Tuesday 31/05/2011	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : NORTHBOUND

Tuesday 31/05/2011	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

Tuesday 31/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : NORTHBOUND

Tuesday 31/05/2011	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

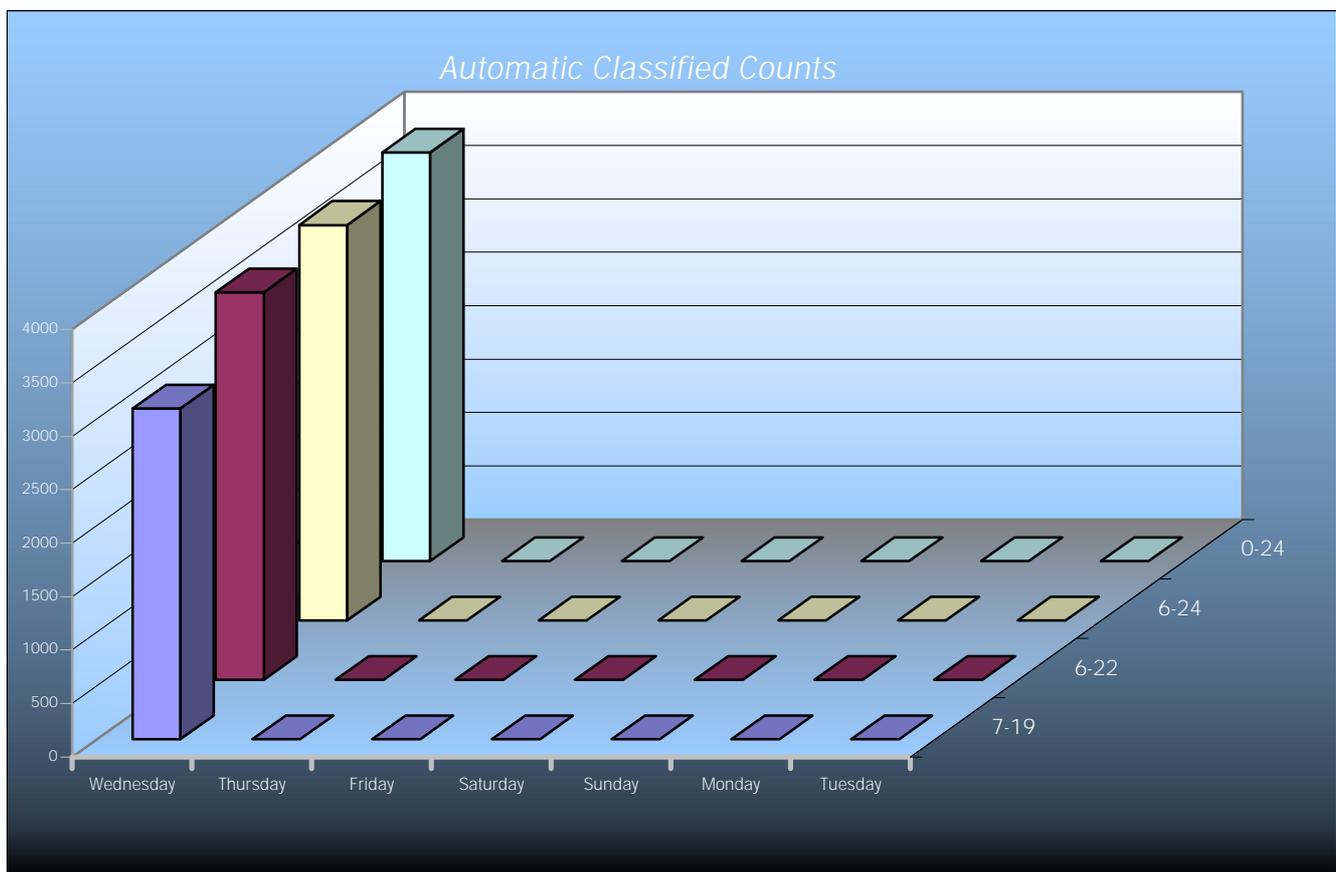
Automatic Classified Counts, Lowton ATC

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

VEHICLE FLOWS

Hr Ending	Wednesday 25-May-11	Thursday 26-May-11	Friday 27-May-11	Saturday 28-May-11	Sunday 29-May-11	Monday 30-May-11	Tuesday 31-May-11	WEEKDAY AVERAGE	WEEK AVERAGE
1	7	0	0	0	0	0	0	0	1
2	4	0	0	0	0	0	0	0	1
3	7	0	0	0	0	0	0	0	1
4	3	0	0	0	0	0	0	0	0
5	18	0	0	0	0	0	0	0	3
6	82	0	0	0	0	0	0	0	12
7	219	0	0	0	0	0	0	0	31
8	679	0	0	0	0	0	0	0	97
9	572	0	0	0	0	0	0	0	82
10	241	0	0	0	0	0	0	0	34
11	154	0	0	0	0	0	0	0	22
12	142	0	0	0	0	0	0	0	20
13	197	0	0	0	0	0	0	0	28
14	174	0	0	0	0	0	0	0	25
15	135	0	0	0	0	0	0	0	19
16	181	0	0	0	0	0	0	0	26
17	199	0	0	0	0	0	0	0	28
18	234	0	0	0	0	0	0	0	33
19	183	0	0	0	0	0	0	0	26
20	142	0	0	0	0	0	0	0	20
21	102	0	0	0	0	0	0	0	15
22	71	0	0	0	0	0	0	0	10
23	49	0	0	0	0	0	0	0	7
24	25	0	0	0	0	0	0	0	4
7-19	3091	0	0	0	0	0	0	0	442
6-22	3625	0	0	0	0	0	0	0	518
6-24	3699	0	0	0	0	0	0	0	528
0-24	3820	0	0	0	0	0	0	0	546

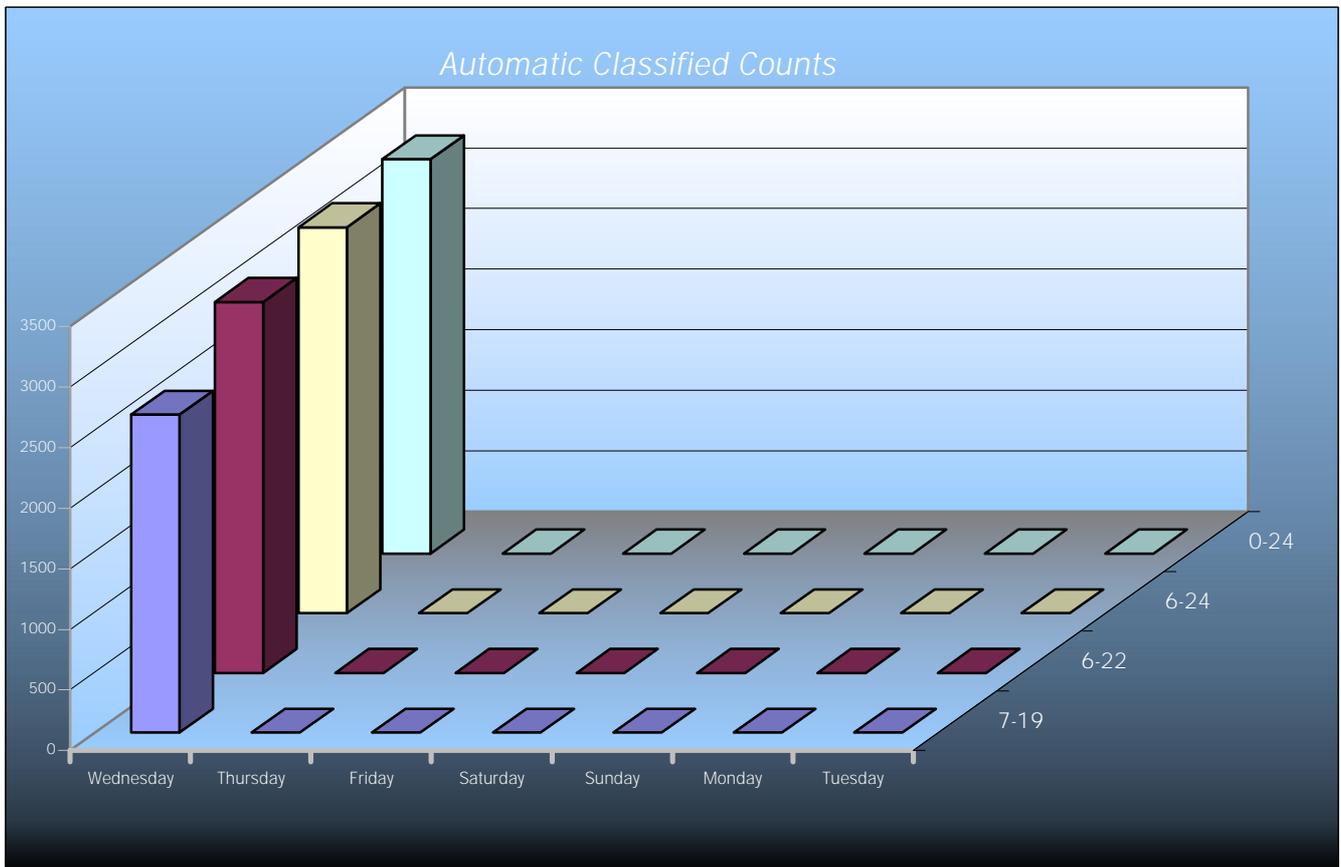


survey and presentation by **trafficsense** Ltd.

LOCATION: STONE CROSS LANE NORTH

Direction : NORTHBOUND

NORTHBOUND									
Hr Ending	Wednesday 25-May-11	Thursday 26-May-11	Friday 27-May-11	Saturday 28-May-11	Sunday 29-May-11	Monday 30-May-11	Tuesday 31-May-11	WEEKDAY AVERAGE	WEEK AVERAGE
1	17	0	0	0	0	0	0	0	2
2	8	0	0	0	0	0	0	0	1
3	10	0	0	0	0	0	0	0	1
4	7	0	0	0	0	0	0	0	1
5	6	0	0	0	0	0	0	0	1
6	18	0	0	0	0	0	0	0	3
7	48	0	0	0	0	0	0	0	7
8	100	0	0	0	0	0	0	0	14
9	134	0	0	0	0	0	0	0	19
10	111	0	0	0	0	0	0	0	16
11	84	0	0	0	0	0	0	0	12
12	127	0	0	0	0	0	0	0	18
13	173	0	0	0	0	0	0	0	25
14	153	0	0	0	0	0	0	0	22
15	206	0	0	0	0	0	0	0	29
16	232	0	0	0	0	0	0	0	33
17	441	0	0	0	0	0	0	0	63
18	484	0	0	0	0	0	0	0	69
19	378	0	0	0	0	0	0	0	54
20	177	0	0	0	0	0	0	0	25
21	109	0	0	0	0	0	0	0	16
22	103	0	0	0	0	0	0	0	15
23	81	0	0	0	0	0	0	0	12
24	44	0	0	0	0	0	0	0	6
7-19	2623	0	0	0	0	0	0	0	375
6-22	3060	0	0	0	0	0	0	0	437
6-24	3185	0	0	0	0	0	0	0	455
0-24	3251	0	0	0	0	0	0	0	464



Automatic Classified Counts, Lowton ATC

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Wednesday 25-May-11	Thursday 26-May-11	Friday 27-May-11	Saturday 28-May-11	Sunday 29-May-11	Monday 30-May-11	Tuesday 31-May-11
1	35.0	-	-	-	-	-	-
2	58.1	-	-	-	-	-	-
3	41.4	-	-	-	-	-	-
4	35.8	-	-	-	-	-	-
5	39.6	-	-	-	-	-	-
6	47.6	-	-	-	-	-	-
7	41.9	-	-	-	-	-	-
8	42.8	-	-	-	-	-	-
9	49.5	-	-	-	-	-	-
10	48.5	-	-	-	-	-	-
11	49.5	-	-	-	-	-	-
12	41.8	-	-	-	-	-	-
13	52.2	-	-	-	-	-	-
14	45.4	-	-	-	-	-	-
15	45.9	-	-	-	-	-	-
16	46.2	-	-	-	-	-	-
17	45.0	-	-	-	-	-	-
18	47.9	-	-	-	-	-	-
19	40.7	-	-	-	-	-	-
20	47.1	-	-	-	-	-	-
21	36.5	-	-	-	-	-	-
22	53.4	-	-	-	-	-	-
23	47.4	-	-	-	-	-	-
24	54.2	-	-	-	-	-	-
10-12	45.7	-	-	-	-	-	-
14-16	46.0	-	-	-	-	-	-
0-24	45.6	-	-	-	-	-	-

85TH PERCENTILE							
Hr Ending	Wednesday 25-May-11	Thursday 26-May-11	Friday 27-May-11	Saturday 28-May-11	Sunday 29-May-11	Monday 30-May-11	Tuesday 31-May-11
1	40.0	-	-	-	-	-	-
2	64.6	-	-	-	-	-	-
3	53.7	-	-	-	-	-	-
4	59.0	-	-	-	-	-	-
5	44.9	-	-	-	-	-	-
6	53.7	-	-	-	-	-	-
7	47.1	-	-	-	-	-	-
8	49.7	-	-	-	-	-	-
9	56.7	-	-	-	-	-	-
10	53.6	-	-	-	-	-	-
11	54.4	-	-	-	-	-	-
12	46.8	-	-	-	-	-	-
13	57.9	-	-	-	-	-	-
14	52.0	-	-	-	-	-	-
15	50.5	-	-	-	-	-	-
16	50.6	-	-	-	-	-	-
17	50.4	-	-	-	-	-	-
18	52.4	-	-	-	-	-	-
19	46.0	-	-	-	-	-	-
20	53.0	-	-	-	-	-	-
21	40.6	-	-	-	-	-	-
22	58.6	-	-	-	-	-	-
23	52.3	-	-	-	-	-	-
24	58.8	-	-	-	-	-	-
10-12	50.6	-	-	-	-	-	-
14-16	50.6	-	-	-	-	-	-
0-24	52.0	-	-	-	-	-	-

7 DAY AVERAGE SPEED	45.6
7 DAY AVERAGE 85th PERCENTILE	52.0

LOCATION: STONE CROSS LANE NORTH

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Wednesday 25-May-11	Thursday 26-May-11	Friday 27-May-11	Saturday 28-May-11	Sunday 29-May-11	Monday 30-May-11	Tuesday 31-May-11
1	43.3	-	-	-	-	-	-
2	40.6	-	-	-	-	-	-
3	46.3	-	-	-	-	-	-
4	38.5	-	-	-	-	-	-
5	39.1	-	-	-	-	-	-
6	33.9	-	-	-	-	-	-
7	47.8	-	-	-	-	-	-
8	47.1	-	-	-	-	-	-
9	43.8	-	-	-	-	-	-
10	45.3	-	-	-	-	-	-
11	42.6	-	-	-	-	-	-
12	33.5	-	-	-	-	-	-
13	41.5	-	-	-	-	-	-
14	46.9	-	-	-	-	-	-
15	37.7	-	-	-	-	-	-
16	46.1	-	-	-	-	-	-
17	37.8	-	-	-	-	-	-
18	33.1	-	-	-	-	-	-
19	38.2	-	-	-	-	-	-
20	36.8	-	-	-	-	-	-
21	34.5	-	-	-	-	-	-
22	49.3	-	-	-	-	-	-
23	37.2	-	-	-	-	-	-
24	50.6	-	-	-	-	-	-
10-12	38.0	-	-	-	-	-	-
14-16	41.9	-	-	-	-	-	-
0-24	41.3	-	-	-	-	-	-

85TH PERCENTILE							
Hr Ending	Wednesday 25-May-11	Thursday 26-May-11	Friday 27-May-11	Saturday 28-May-11	Sunday 29-May-11	Monday 30-May-11	Tuesday 31-May-11
1	47.6	-	-	-	-	-	-
2	45.3	-	-	-	-	-	-
3	52.1	-	-	-	-	-	-
4	43.8	-	-	-	-	-	-
5	44.9	-	-	-	-	-	-
6	38.5	-	-	-	-	-	-
7	54.6	-	-	-	-	-	-
8	52.5	-	-	-	-	-	-
9	49.8	-	-	-	-	-	-
10	49.9	-	-	-	-	-	-
11	48.9	-	-	-	-	-	-
12	38.9	-	-	-	-	-	-
13	45.6	-	-	-	-	-	-
14	52.3	-	-	-	-	-	-
15	42.9	-	-	-	-	-	-
16	51.4	-	-	-	-	-	-
17	42.0	-	-	-	-	-	-
18	41.0	-	-	-	-	-	-
19	43.6	-	-	-	-	-	-
20	42.8	-	-	-	-	-	-
21	40.3	-	-	-	-	-	-
22	54.5	-	-	-	-	-	-
23	44.4	-	-	-	-	-	-
24	56.0	-	-	-	-	-	-
10-12	43.9	-	-	-	-	-	-
14-16	47.1	-	-	-	-	-	-
0-24	46.8	-	-	-	-	-	-

7 DAY AVERAGE SPEED	41.3
7 DAY AVERAGE 85th PERCENTILE	46.8

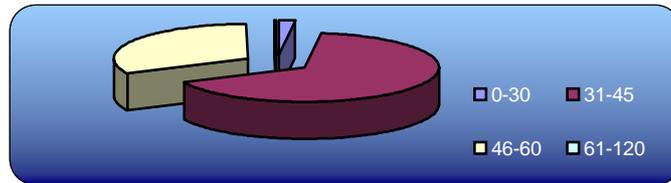
Automatic Classified Counts, Lowton ATC

LOCATION: STONE CROSS LANE NORTH

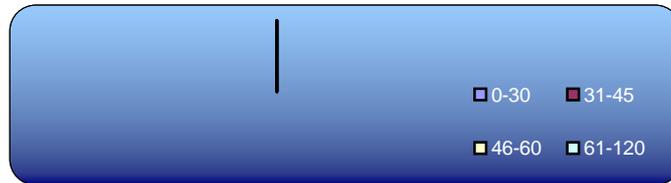
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 25-May-11	Thursday 26-May-11	Friday 27-May-11	Saturday 28-May-11	Sunday 29-May-11	Monday 30-May-11	Tuesday 31-May-11
0-30	78	0	0	0	0	0	0
31-45	2506	0	0	0	0	0	0
46-60	1228	0	0	0	0	0	0
61-120	8	0	0	0	0	0	0
TOTAL	3820	0	0	0	0	0	0

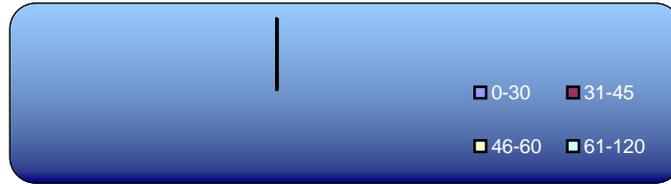
Wednesday
25-May-11



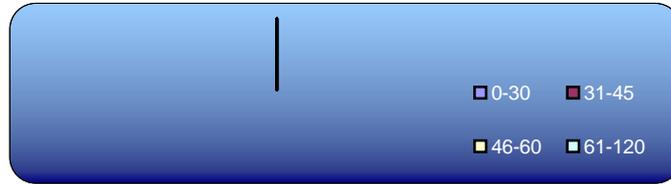
Thursday
26-May-11



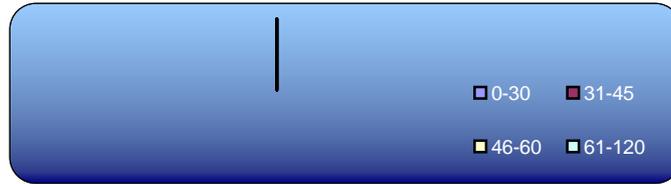
Friday
27-May-11



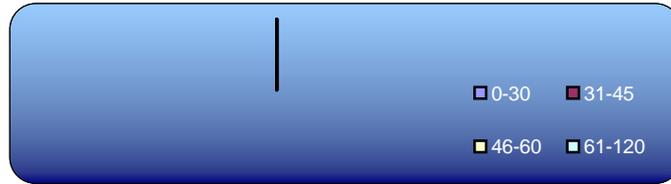
Saturday
28-May-11



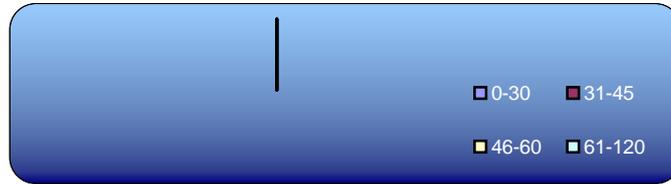
Sunday
29-May-11



Monday
30-May-11



Tuesday
31-May-11

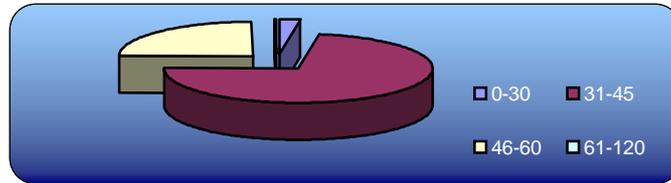


LOCATION: STONE CROSS LANE NORTH

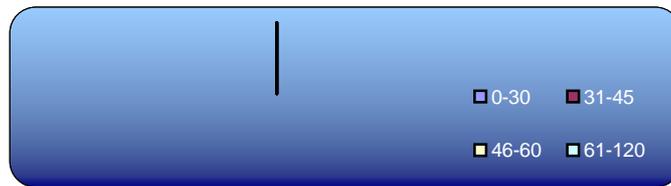
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 25-May-11	Thursday 26-May-11	Friday 27-May-11	Saturday 28-May-11	Sunday 29-May-11	Monday 30-May-11	Tuesday 31-May-11
0-30	78	0	0	0	0	0	0
31-45	2371	0	0	0	0	0	0
46-60	794	0	0	0	0	0	0
61-120	8	0	0	0	0	0	0
TOTAL	3251	0	0	0	0	0	0

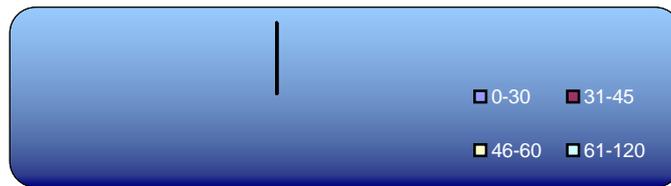
Wednesday
25-May-11



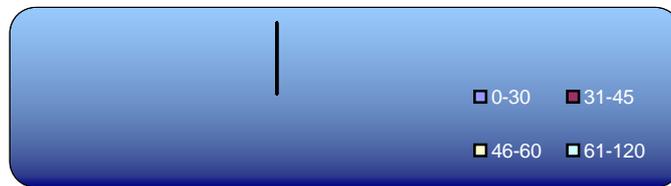
Thursday
26-May-11



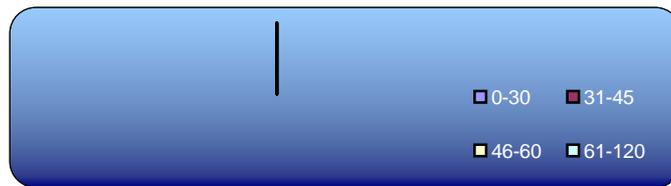
Friday
27-May-11



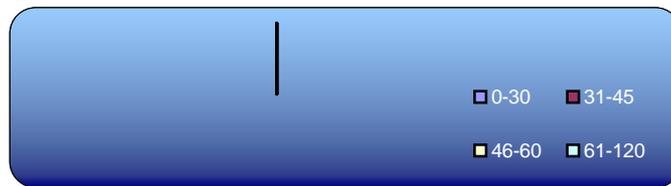
Saturday
28-May-11



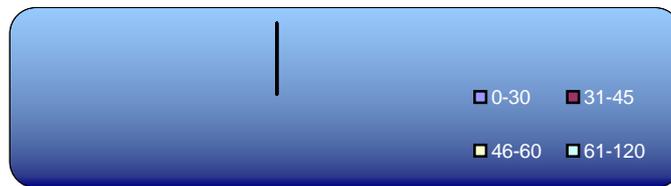
Sunday
29-May-11



Monday
30-May-11



Tuesday
31-May-11

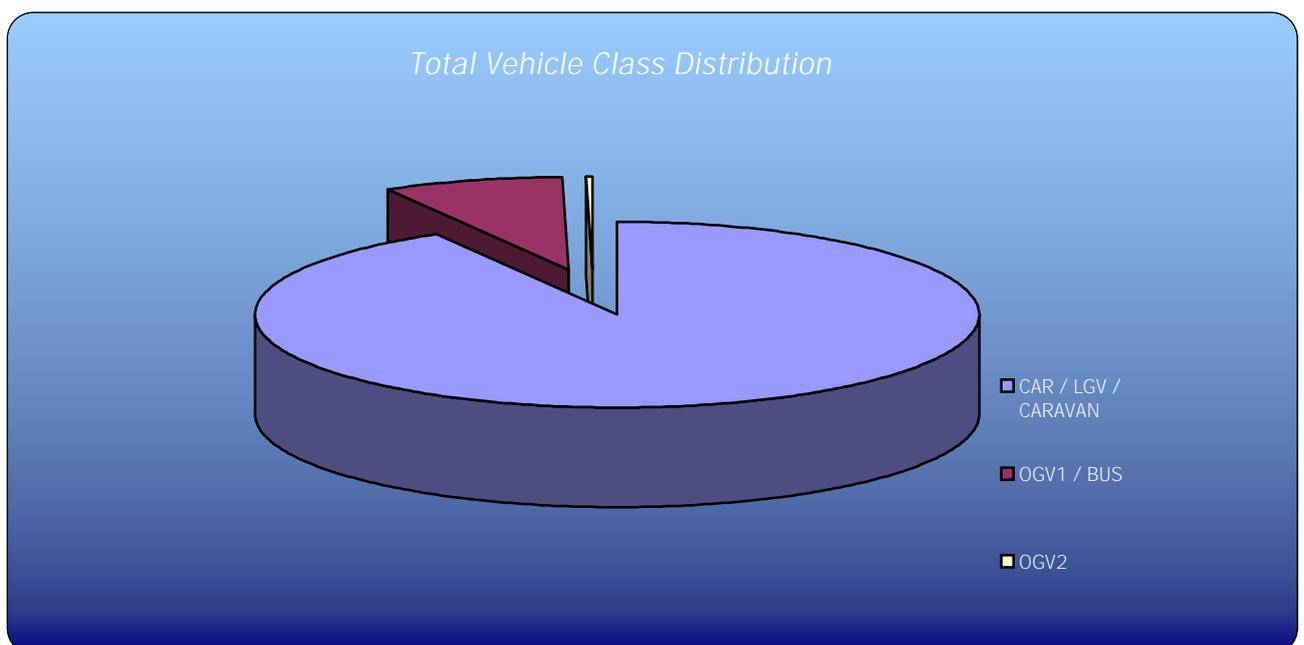


Automatic Classified Counts, Lowton ATC

LOCATION: STONE CROSS LANE NORTH

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
25-May-11				
7-19	2830	250	11	3091
6-22	3329	283	13	3625
6-24	3399	287	13	3699
0-24	3511	295	14	3820
26-May-11				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
27-May-11				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
28-May-11				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
29-May-11				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
30-May-11				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
31-May-11				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
AVERAGE				
7-19	404	36	2	442
6-22	476	40	2	518
6-24	486	41	2	528
0-24	502	42	2	546



LOCATION: STONE CROSS LANE NORTH

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
25-May-11				
7-19	2403	212	8	2623
6-22	2822	229	9	3060
6-24	2944	232	9	3185
0-24	3007	234	10	3251
26-May-11				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
27-May-11				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
28-May-11				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
29-May-11				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
30-May-11				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
31-May-11				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
AVERAGE				
7-19	343	30	1	375
6-22	403	33	1	437
6-24	421	33	1	455
0-24	430	33	1	464

Total Vehicle Class Distribution

