TECHNICAL NOTE

210034 – 04 MARCH 2024

PROPOSED RESIDENTIAL DEVELOPMENT

A49 MILL LANE, NEWTON-LE-WILLOWS

Transportation Planning : Infrastructure Design

Introduction

1 SCP have been appointed by Wainhomes (North West) Limited to provide transport planning and engineering advice in support of a residential development on land to the west of the A49 Mill Lane, Newton-le-Willows.

2 A full planning application (Application Reference: P/2023/0619/FUL) for 99 residential dwellings (resubmission of full planning application P/2022/0575/FUL) on the application site was submitted to St. Helens Borough Council (SHBC) on 1st September 2023 and was supported by a detailed Transport Assessment (TA) and Travel Plan (TP), dated August 2023, which assessed the impact of the development proposals on the local transport network.

3 SHBC reviewed the TA and provided a consultation response, dated 13th December 2023, which acknowledges that the use of the proposed trip rates is considered valid, appropriate committed development has been included in the TA and the trip distribution has been accepted as robust. Notwithstanding this, a number of comments have been provided and this Technical Note has therefore been produced in response to SHBC's outstanding comments and provides the clarification / additional information requested.

4 It should be noted that a number of site layout comments were also raised which have been positively addressed through a revised site layout, presented in **Appendix A**, which has resulted in a reduced development of 92 dwellings, a reduction of 7 dwellings when compared to that assessed in the submitted TA.

5 There have been some changes to the road layout on the revised site layout and therefore, the following drawings in the submitted TA have been updated.

- Drawing number SCP/210034/D01 Rev F and SCP/210034/D02 Rev F – **Appendix B**
- Drawing number SCP/210034/D04 Rev G – **Appendix C**
- Drawing number SCP/210034/ATR01 Rev G and SCP/210034/ATR02 Rev G – **Appendix D**

6 In addition to the above, drawing number SCP/210034/D11 Rev A presented in **Appendix E**, demonstrates that 2.4m x 25m junction visibility is achievable from all internal junctions.

Response to St. Helens Borough Council's Comments

7 This section provides a summary of SHBC's outstanding comments and SCP's response.

Site Access

Speeds/Visibility

8 The traffic speeds on the A49 have been quired by SHBC who have stated that it would be useful if the maximum available splay in both directions is shown on the plans.

9 It should be noted that the 30mph speed limit change to the north of the site was previously proposed to be relocated to the south of the site, however, the change in speed limit has already been relocated to the south of the site and is therefore no longer proposed.

10 Having regard to the above and in order to determine the required visibility splays from the proposed site access off the A49 Mill Lane, independent 7-day ATC surveys were undertaken between Wednesday 14th February 2024 and Tuesday 20th February 2024. It should be noted that the ATC to the south of the proposed site access had a tube failure resulting in the loss of data on the 19th and 20th February 2024, however, new tubes were put down to record a full set of data on 22nd and 23rd February 2024, allowing for 7 full days of data. The ATC data is included at **Appendix F** which confirms that the 7-day average 85th percentile design speed of the A49 Mill Lane in the vicinity of the site is as follows:-

Table 1 – 7-Day Average 85th percentile Design Speed of the A49 Mill Lane in the Vicinity of the Site	
Northbound	35.1mph
Southbound	35.2mph

11 The required level of junction visibility from the proposed site access, based on the above 85th percentile speeds, has been calculated based on the visibility requirements set out in MfS and is confirmed as 2.4m x 52m to the north and 2.4m x 51m to the south.

12 As shown on drawing number SCP/210034/D03 Rev I, presented in **Appendix G**, the required visibility continues to be achievable in both directions and the maximum achievable visibility splays of 2.4m x 65m to the north and 2.4m x 80m to the south are also shown on the plan. It should be noted that the maximum achievable visibility splay to the south has been determined following the production of a long-section plan, as shown on drawing number SCP/210034/D05 Rev C presented in **Appendix H**, which takes into account the crest in the road in the vicinity of the railway bridge as well as the Armco safety barrier and demonstrates that the maximum visibility splay of 2.4m x 80m is fully achievable/there are no constraints from a levels perspective. A long-section of the northern visibility splay has not been produced/is not required given that it is evident from the topographical survey that the A49 Mill Lane carriageway is on a downhill gradient north of the access and there are no constraints from a levels perspective.

13 In addition to the above, the maximum forward visibility splay from a vehicle traveling northbound on the A49 Mill Lane to a vehicle crossing its path turning right into the proposed site access has been plotted on a long-section plan, as shown on drawing number SCP/210034/D05 Rev C presented in **Appendix H**, and has been confirmed as 100m, which is well in excess of the forward visibility requirement based on the above 85th percentile speeds.

Right Turn Bay

14 Justification was provided in the TA for why a right turn lane is not required, however, a short 1.7m wide right turn pocket was proposed given that there is an existing hatched central reservation in this location. SHBC have noted that the proposed right turn bay is only 1.7m in width, which falls below a 2.5m suitable minimum, and have requested a suitable right turn bay on the basis that the full potential of the site is circa 300 units from one access when 5HS is delivered.

15 There are no firm standards for when right turn lanes are required on local roads, however, guidance on the design of vehicular accesses is provided in the Design Manual for Roads and Bridges (DMRB) and the Manual for Street (MfS) 1 & 2. Guidance in the DMRB typically relates to trunk roads, although it is often used to inform the design of junctions on local roads, with the Manual for Streets applicable to non-trunk roads only.

16 Paragraph 2.12 of CD123 of the DMRB provides guidance on when right turn lanes should be provided and states that:-

> *Priority junctions shall include a major road central treatment when the minor road flow exceeds 300 vehicles 2-way annual average daily traffic (AADT), or the major road flow exceeds 13,000 vehicles 2-way AADT.*

17 Further guidance on this matter is provided in paragraph 9.4.7 of the MfS2 which states that:-

> *TD 42/95 [now superseded by CD123] recommends that consideration should be given to providing a right turning lane at priority junctions where the side road flow exceeds 500 vehicles per day, but this advice relates to trunk roads, where there is an emphasis on providing an unimpeded route for through traffic. It is a relatively low flow, and junctions without right turn lanes will often be able to cater for higher levels of turning traffic without resulting in significant congestion.*

18 The A49 Mill Lane is not a Trunk Road and it is not therefore considered appropriate to apply guidance from the DMRB in any event. The critical design considerations are therefore whether the right turn lane is required for highway safety reasons, primarily whether adequate levels of forward visibility are provided to a stationary vehicle waiting to turn right into the site, or for capacity reasons, in order to avoid queuing / delay to through traffic on the A49 Mill Lane.

19 As detailed in the submitted TA, a right turn bay is not required from a capacity perspective when considering the proposed site access junction has been modelled without a right turn lane/bay and with no non-blocking storage. The PICADY results are summarised in **Table 2** below and demonstrate that a simple priority-controlled junction would operate well within practical capacity in the future assessment year of 2028, without significant queuing, and therefore a right turn lane/bay is not required in this location from a capacity perspective.

Table 2 – Proposed Site Access PICADY Results

Approach	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2028 Assessment				
Site Access - Right Left	0.15	0.2	0.07	0.1
A49 Mill Lane – Ahead Right	0.03	0.0	0.07	0.1

20 Whilst it is acknowledged that the proposed access will serve additional development when the 5HS site to the north is developed, a sensitivity test has been undertaken to consider the capacity of the proposed access junction with the additional development, as detailed below.

21 The 5HS site is safeguarded in the Local Plan for a notional capacity of 191 units, which when added to the proposed 92 dwellings equates to a total of 283 dwellings. Notwithstanding this, the below sensitivity assessment is based on 300 dwellings to allow for a robust assessment.

22 It should be noted that the assessment methodology presented in the submitted TA remains unchanged, however, the estimated traffic generation has been uplifted to reflect a total development of 300 dwellings for the purpose of this assessment. The estimated trip generation associated with a 300-dwelling development, based on the accepted trip rates, is summarised in **Table 3** below.

Table 3 - Estimated Trip Generation – 300 Residential Dwellings

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	41	102	91	45

23 The traffic assignment for the proposed residential development was obtained by applying the trip distribution proportions detailed in the TA to the estimated traffic generation figures and are presented diagrammatically on **Traffic Flow Figure 17** in the submitted TA. It should be noted that the trip rates and traffic distribution have been accepted by SHBC and therefore, **Traffic Flow Figure 17** has been updated to reflect the level of trips in **Table 3** and is presented in **Appendix I**.

24 The 2028 'without development' baseline traffic flows for the site access are presented in **Traffic Flow Figure 18** of the submitted TA and have been included in **Appendix I** for reference.

25 The 2028 'with development' assessment traffic flows are the sum of the 2028 'without development' baseline traffic flows (**Traffic Flow Figure 18**) and the proposed development traffic flows (**Traffic Flow Figure 17**), as shown on **Traffic Flow Figure 20** in **Appendix I**.

26 PICADY software has been used in the sensitivity assessment of the proposed site access. Again, the junction has been modelled without a right turn lane/bay and with no non-blocking storage in order to allow for a highly robust assessment and demonstrate that a right turn bay is not required in this location from a capacity perspective. The PICADY results are presented in **Appendix J** with the results summarised in **Table 4** below.

Table 4 – Proposed Site Access Sensitivity Assessment PICADY Results

Approach	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2028 Assessment				
Site Access - Right Left	0.46	0.8	0.22	0.3
A49 Mill Lane – Ahead Right	0.10	0.2	0.21	0.7

27 The above results demonstrate that the proposed site access serving a 300-dwelling development would still operate well within practical capacity in the future assessment year of 2028, without significant queuing, and that a simple priority-controlled junction with no right turn bay would be sufficient from a capacity perspective.

28 In addition and as detailed in the submitted TA, a right turn bay is not considered necessary in this location from a safety perspective given the straight alignment of the A49 Mill Lane. As shown on drawing number SCP/210034/D06 Rev C, presented in **Appendix K**, forward visibility significantly in excess of the visibility requirements detailed earlier is achievable to a blocking vehicle waiting to turn right into the site access.

29 Notwithstanding the above, a short right turn pocket has been proposed given that there is an existing hatched central reservation in this location and the proposed right turn pocket arrangement is considered acceptable from a safety perspective for the following reasons:

- Due to the straight alignment of the road, forward visibility significantly in excess of the visibility requirements detailed earlier is achievable to a vehicle waiting in the bay to turn right into the site access, as shown on drawing number SCP/210034/D06 Rev C, presented in **Appendix K**.
- The proposed pedestrian refuge island prevents overtaking manoeuvres in this location and also provides an element of protection for vehicles waiting to turn right into the site.
- As demonstrated through swept path analysis on drawing number SCP/210034/D03 Rev I, presented in **Appendix G**, the proposed right turn pocket contained within the existing central hatching on the A49 Mill Lane provides sufficient room for more than 2 cars to wait to turn right into the site without blocking a southbound vehicle, which will also minimise the impact / delay to through traffic on the A49 Mill Lane.

- Drawing number SCP/210034/D03 Rev I, presented in **Appendix G**, also demonstrates that a car can pass a refuse vehicle waiting to turn right into the site. Whilst it is acknowledged the tracking is relatively tight, a car would still be able to pass many larger vehicles waiting to turn right into the site. It should also be noted that the number of HGVs such as refuse vehicles and delivery vehicles turning into the proposed residential site will be low, as is typical of residential developments. Notwithstanding this, if a HGV does temporarily block southbound traffic for whatever reason, it would only be momentarily and would not result in any capacity/safety issues as detailed earlier.

- In addition to the above, a Road Safety Audit (RSA) of the proposed site access arrangement has been commissioned which has not raised any safety issues that have not been addressed/cannot be addressed at the detailed design stage, as detailed later.

30 It should also be noted that the existing carriageway width in the vicinity of the proposed site access is insufficient to allow for the provision of a 2.5m right turn bay as well as the footway widening works proposed to the west of the A49 Mill Lane due to the location of the railway bridge/level constraints. Narrowing the footway to the east would impact on the existing Armco safety barrier and potentially raise structural concerns with the railway bridge.

31 Given that a right turn lane is not required in this location for capacity reasons and the use of the existing hatching is considered acceptable from a safety perspective, the proposed right turn pocket arrangement is considered acceptable in this instance.

32 Notwithstanding the above, should the highway authority still require a 2.5m right turn lane, this can be achieved if the proposed footways at the site access tie into the existing pedestrian infrastructure, with the footway to the north of the site maintained at 1.5m and not widened to 1.8m, as shown on drawing number SCP/210034/D10 Rev A presented in **Appendix L**.

33 A 1.5m footway is considered acceptable in this instance for the following reasons:

- To the south of the proposed site access the existing footway measures over 2m and the existing footway to the north of the site access only measures 1.5m for a circa 12m section, before widening to circa 2m.

- Guidance on what movements various footway widths can accommodate is provided in the MfS, which demonstrates that a 1.5m footway width is sufficient for two pedestrians to pass with comfort and can also accommodate a push chair and pedestrian walking side by side.

- In addition to the above, a footway width of 1.5m is regarded as the minimum acceptable under most circumstances in Inclusive Mobility given that it allows a wheelchair user and walker to pass each other.

- This existing situation has evidently not resulted in any highway safety concerns, as detailed in the submitted TA, and there are no compelling empirical or technical reasons to suggest that the local highway network will operate any less safely with the development in place.

34 It should also be noted that an RSA of the aforementioned access variation has been commissioned which has not raised any safety issues that have not been addressed/cannot be addressed at the detailed design stage, as detailed later.

Gradient

35 SHBC have noted that the gradient of the approach to the A49 Mill Lane should not exceed 1:40 for the first 15m into the site, measured from the nearside edge, and have stated that a condition would be required in this regard.

36 The SHBC Street Design Guide states that "*The gradient of the non-priority route on the approach to a junction should be a preferred gradient of 1 in 40 (2.5%) for the initial 10m length with an absolute maximum of 1 in 20 (5%)*". There is a steep level difference between the highway and the site, although the access road will be constructed to a gradient of 1 in 20 (5%) for at least the first 10m which is acceptable given that it is in accordance with the absolute minimum gradient requirements outlined in the SHBC Street Design Guide.

Services

37 SHBC have requested no services within the 7.2m connecting link between the A49 Mill Lane and the internal site loop.

38 This is noted and can be controlled with a suitably worded planning condition.

Pedestrian Island

39 Clarity has been requested in relation to the width of the pedestrian island, which should be a minimum of 1.8m in width.

40 The width of the proposed pedestrian refuge island is confirmed as 2m, as shown on drawing number SCP/210034/D03 Rev I, presented in **Appendix G**.

Road Safety Audit

41 A RSA has been requested by SHBC to consider the suitability of the site access.

42 As requested, SCP have commissioned an independent Stage One RSA of the proposed site access, with a copy of the RSA provided in **Appendix M** along with the design team response. It should also be noted that a separate independent Stage One RSA of the proposed access variation detailed earlier and shown on drawing number SCP/210034/D10 Rev A, presented in **Appendix L**, was also commissioned with a copy of the RSA and design team response provided in **Appendix M**.

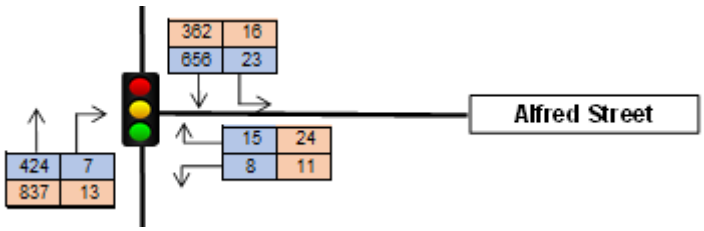
43 The key points highlighted in both RSAs relates to the pedestrian refuge island not meeting the required standards and the southern visibility splay in the vertical plain. All issues raised in the RSAs can either be addressed at the detailed design stage or have been addressed through updated drawings, as detailed in the design team responses.

Traffic surveys

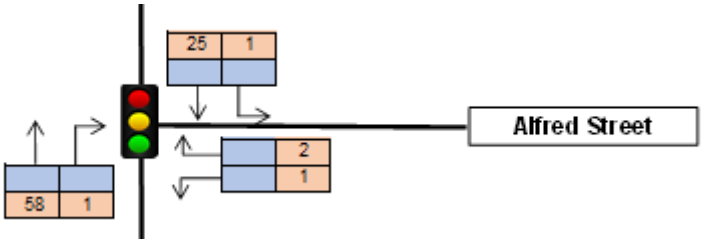
44 Following survey validation, SHBC have accepted that the 2015/2017 AM surveyed flows are representative of 2022 baseline traffic conditions and have also accepted a +6.9% factor to the 2015/2017 PM surveyed flows, although they have calculated the uplift factor used to be 5.2%, not 6.9%.

45 It should be noted that the calculations used have been checked/are correct and it is confirmed that an uplift factor of +6.9% has been applied to the 2015/2017 PM surveyed flows so that they are also representative of 2022 baseline traffic conditions. An example calculation has been presented below for the A49 Mill Lane / Alfred Street junction.

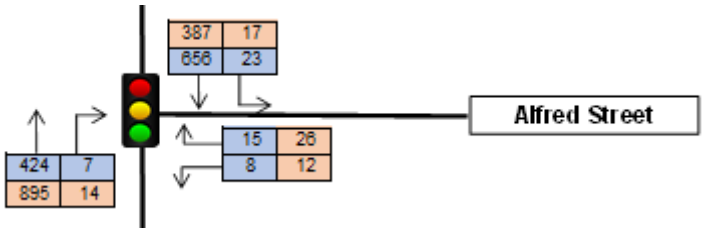
2015/2017 Surveyed Data



+6.9% PM Peak



2015/2017 Surveyed Data +6.9% PM Peak = 2022 Factored Traffic Flows



46 It should be noted, for the avoidance of doubt, that the 2015/2017 PM surveyed flows have only been factored up at the following four junctions, where the PLR 2024 Do Something traffic flows recommended for use by SHBC are not available, as detailed in the submitted TA.

- A49 Mill Lane / Proposed Site Access
- A49 Mill Lane / Alfred Street
- A49 High Street / A49 Church Street / Park Road North
- A49 Ashton Road / A49 High Street / Crow Lane East

Active Travel and Sustainable Transport

47 SHBC consider the accessibility of the proposed development site to be weak and have requested a review of all walking provision from the site towards and beyond the railway station as well as an appropriate contribution towards the Newton-le-Willows to Parkside development Local Cycling and Walking Infrastructure Plan (LCWIP).

Walking Provision Review

48 With the exception of the circa 12m section of 1.5m footway detailed earlier, there are continuous wide footways on the pedestrian desire line between the development site and Newton-le-Willows Railway Station. These footways are of good condition, lit with regularly spaced street lighting columns and benefit from dropped kerbs on all side roads as well as natural surveillance from the existing residential properties in the area. It should be noted that the section of 1.5m footway is considered acceptable for the reasons detailed earlier in this Technical Note, however, it is proposed to be widened to 1.8m depending on the highway authorities preferred access option.

49 In addition, there is a signal-controlled pedestrian crossing immediately north of the A49 Mill Lane / Alfred Street junction to assist pedestrians across the road to access Newton-le-Willows Interchange.

50 There is currently no formal pedestrian crossing facility to the nearest southbound bus stop in the vicinity of the site, however, a pedestrian refuge island crossing facility with dropped kerbs and tactile paving is proposed as part of the development, providing safer crossing opportunities to the bus stop for prospective residents.

51 Beyond Newton-le-Willows Interchange, the main facilities within an acceptable walk distance that have been identified in the submitted TA are off the A49 High Street. Again, there are continuous footways on the pedestrian desire line to the high street that benefit from street lighting and natural surveillance as well as dropped kerbs on all side roads.

Accessibility

52 Whilst the application site is some distance from the highway, it is still considered to provide a well-connected sustainable residential development when considering the following:

- The centre of the site is located just 200m (2-3-minute walk) south of the centre of the aforementioned 5HS site, which is safeguarded in the St Helens Borough Local Plan. The Local Plan identifies site 5HS as "*within a sustainable location, close to a railway station.*" and therefore, it is unclear why the proposed development site is not also regarded as in a sustainable location.

- Newton-le-Willows High Street and the outskirts of Earlestown, as well as the array of facilities they have to offer, are within an acceptable 2km walk distance from the centre of the site allowing walking to be a viable alternative to private car use for prospective residents.

- This is not disputed by SHBC who have stated that "*most amenities to be found beyond the CIHT recommended desirable walk distances, albeit still noted to be within the upper maximum limits*.".

- In addition to the above, a review of walking provision from the site has been undertaken, which has not highlighted any material deficiencies that would deter prospective residents from walking to the array of facilities they have on offer within an acceptable walk distance.

- Cycling is also considered to be a viable alternative to private car use with Newton-le-Willows, Earlestown, Winwick, Golborne and Hulme, amongst others, located within an acceptable 5km cycle distance from the centre of the site.

- The site is within a short walk distance of numerous transport facilities to encourage prospective residents to travel via sustainable modes. There are bus stops located on both sides of the A49 Mill Lane, approximately 550m from the centre of the site. Whilst it is acknowledged the bus stops fall slightly outside the recommended walk distance of 400m, many prospective residents would not be deterred by the additional 150m, particularly when considering the number of services which use these stops providing residents with high-frequency bus services, seven days a week (in combination), to numerous locations including Newton-le-Willows, Wigan, Earlestown, Winwick, Golborne, Hulme and Warrington, amongst others, as well as several schools.

- In addition to the above, Newton-le-Willows Railway Station can be accessed in under a 10-minute walk time from the centre of the site and provides regular direct services to Newcastle, Chester, Manchester, Manchester Airport and Liverpool, amongst others.

- It should be noted that SHBC have acknowledge that "*The site is located within suitable walk distance of some A49 bus stops and Newton Le Willows rail station, in the context of commute-based trips*.", however they consider the site isolated for trips of other purposes. As detailed above, the site is within an acceptable walk distance of an array of facilities and if the public transport connections are considered suitable by SHBC for commute-based trips, when time is more constrained, then it is unclear why they are not also acceptable for other trip purposes such as leisure and recreation, when time is less of a constraint.

53 Having regard to the above, the application site is considered to be well-connected and benefit from good levels of accessibility by sustainable modes, particularly when considering its proximity to safeguarded site 5HS which has been identified in the Local Plan as "*within a sustainable location, close to a railway station.*". These findings demonstrate that prospective residents will have ample opportunity to travel via sustainable modes and will not be wholly reliant on the private car.

Contribution

54 As detailed earlier, an appropriate contribution towards the Newton-le-Willows to Parkside development LCWIP has been requested to address SHBC's considered accessibility weakness of the site. Whilst the site is considered sustainable and prospective residents will have ample opportunity to travel via sustainable modes, as detailed earlier, the applicant is willing to provide a contribution to assist in improving the sustainability of the local area even further, providing that any contribution is reasonable for the reduced scale of development/CIL compliant when considering the sustainable location of the site.

55 In order to allow us to review the contribution request with our client and determine whether it is CIL compliant, confirmation is required on what the scheme involves, the amount being requested and how the requested contribution has been determined. It is understood that this information is to be provided by SHBC highways department, however, this information has not been received at the time of writing this report.

Committed Development

56 As detailed earlier, SHBC have acknowledged that appropriate committed development has been included in the TA, although they have stated that it is not immediately evident how the traffic reassignment effects of the Parkside Link Road (PLR) have been accounted for in the assessments.

57 The methodology used to identify the traffic reassignment effects of the PLR has been presented in paragraphs 6.5-6.10 of the submitted TA, with further clarification provided below.

58 Following the approval of the PPH1 (Ref. P/2018/0048) and PLR (Ref: P/2018/0249) planning applications, SHBC recommend the use of the PLR 2024 Do Something traffic flows appended to the submitted TA during scoping correspondence. It was recommended that the PLR 2024 Do Something traffic flows were growthed to the proposed future assessment year to create the future baseline traffic flows, thereby accounting for all relevant committed developments, including PPH1 and the reassignment effects of the PLR.

59 Therefore, the PLR 2028 Do Something baseline traffic flows, presented in **Traffic Flow Figure 6** in the submitted TA, already account for all relevant committed developments, including PPH1 and the reassignment effects of the PLR. However, as detailed in the submitted TA, the PLR Do Something traffic flows are not available for the following four junctions within the TA study area and therefore, it was necessary to take any committed developments, including the reassignment effects of the PLR, into account at these junctions.

- A49 Mill Lane / Proposed Site Access
- A49 Mill Lane / Alfred Street
- A49 High Street / A49 Church Street / Park Road North
- A49 Ashton Road / A49 High Street / Crow Lane East

60 In order to identify the PPH1 committed development flows and the reassignment effects of the PLR at the above four junctions within the TA study area, not included in the PLR Do Something traffic flows, the PLR 2024 Do Minimum traffic flows (**Traffic Flow Figure 13** in the submitted TA) were obtained from the submitted TA for the PLR. These PLR 2024 Do Minimum traffic flows were subtracted from the PLR 2024 Do Something traffic flows (**Traffic Flow Figure 1** in the submitted TA) to obtain the PPH1/PLR committed development traffic flows, which are presented in **Traffic Flow Figure 14** in the submitted TA. The PPH1/PLR committed development traffic flows were then assigned through the following junctions using the methodology described below, thereby fully taking into account the PPH1 committed development traffic and the traffic reassignment effects associated with the PLR.

- A49 Mill Lane / Alfred Street: All traffic approaching / exiting the A49 Church Street / A49 Mill Lane / A572 Southworth Road junction from / to the A49 Mill Lane has been assigned straight through this junction.

- A49 Mill Lane / Proposed Site Access: All traffic approaching / exiting the A49 Church Street / A49 Mill Lane / A572 Southworth Road junction from / to the A49 Mill Lane has been assigned straight through this junction.

- A49 High Street / A49 Church Street / Park Road North: All traffic exiting / approaching the A49 Church Street / A49 Mill Lane / A572 Southworth Road junction to / from the A49 Church Street has been assigned through this junction based on existing turning proportions.

- A49 Ashton Road / A49 High Street / Crow Lane East: All traffic exiting / approaching the A49 High Street / A49 Church Street / Park Road North junction to / from the A49 High Street has been assigned through this junction based on existing turning proportions.

61 Notwithstanding the above and as demonstrated in the submitted TA, it should be noted that the proposed development will result in less than 30 (16-24) additional two-way trips in the AM and PM peak hours at all junctions within the TA study area, equating to less than a 2% impact at all off-site junctions and only a 1% impact or less at the majority of junctions. Therefore, the proposed development is not anticipated to have a material impact at any of the off-site junctions within the TA study area and detailed capacity assessments were not considered necessary, although they were undertaken following the request of SHBC and Warrington Borough Council. Given that the proposed development has now reduced to 92 dwellings, as detailed earlier, the impact of the development will now be even less.

62 It should also be noted that the inclusion of all committed developments referred to in the submitted TA in addition to full traffic growth is considered to allow for an element of double counting and therefore, a robust assessment.

Summary

63 The responses and additional information provided above is considered sufficient to positively address SHBC's comments.

S|C|P

APPENDIX A

NORTH

RAILWAY

NEWTON BROOK

MP 0.5

Playing Field

Tank

Vardy House

GANTRY POST

POST

LEGEND

- Application boundary (Red Edge)
- Arrows denotes door entry positions into dwellings
- Gated (Lockable) access into rear garden areas
- Private Drives with Plot Specific Allocation noted
- Private Shared Driveways
- Surpahse Material Change
- Boundary Treatment - Brick - Curved Screen Wall
- Boundary Treatment - Screen Wall + Piers + Timber Infill Panels
- Boundary Treatment - Screen Fence
- Boundary Treatment - Knee Rail
- Boundary Treatment - Rear Fence
- Denotes Affordable Dwellings

House Type		No.
Oakmere	OAK	6
Candlewood	CAN	6
Plum	PLU	17
Aspen	ASP	7
Acacia	ACA	13
Foxglove	FXG	4
Holly	HOL	6
Willow	WIL	3
Spruce	SPR	3
CORAL	COR	14
SPINDLE	SPI	10
ALMOND	ALM	3
	TOTAL	92

0 5 10 15 20 25m

Rev.	Date	Revision Description	Drawn
H	26.02.24		KMO
G	04.08.23	Plots revised along flood zone offset.	KMO
E	19.05.23	Updated Inline with Clients comments	DGL
D	02.03.22	Bin/cycle store added to the Oakmere Apartments	DGL
C	08.02.22	Updated Inline with Clients comments	DGL
B	23.11.22	Various revision throughout site. Mix updated. 100 Plots	KMO
A	18.07.22	Updated Inline with Clients comments	DGL

MILL LANE, NEWTON-LE-WILLOWS

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Client: WAINHOMES

Project: MILL LANE, NEWTON-LE-WILLOWS

Drawing Title: SITE LAYOUT

Drawing No.: 2030WHD/MLNlw-PL01

Revision.		Checked
H	Drawn: B.OSullivan	
	Scale: 1:500	Approved
	Drawn: MARCH 22	

E-mail : ben.dgla@gmail.com

A1

S|C|P

APPENDIX B

SEE INSET 1

SEE INSET 2

SEE INSET 3

RAILWAY

REVISIONS

Rev	Description	Date	By
A	-LATEST SITE PLAN UNDERLAID -	25.07.22	BA
B	-LATEST SITE PLAN UNDERLAID -	09.03.23	BA
C	-LATEST SITE PLAN UNDERLAID -	26.06.23	BA
D	-LATEST SITE PLAN UNDERLAID	11.08.23	LD
E	-LATEST SITE PLAN UNDERLAID	23.02.24	BA
F	-LATEST SITE PLAN UNDERLAID	01.03.24	LD

S|C|P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client: WAINHOMES (NORTH WEST) LIMITED	Drawing Title: FORWARD VISIBILITY SPLAYS OF 25M (1 OF 2, See D02)	Scale: NOT TO SCALE @ A3	By: AM
Project Title: PROPOSED RESIDENTIAL DEVELOPMENT, A49 MILL LANE, NEWTON-LE-WILLOWS		Date: 06.06.2022	Checked: CT
		Approved/ Unapproved: -	Status: PLANNING
			Drawing No.: SCP/210034/D01
			Revision: F

NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-LATEST SITE PLAN UNDERLAID	25.07.22	BA
B	-LATEST SITE PLAN UNDERLAID	09.03.23	BA
C	-LATEST SITE PLAN UNDERLAID	26.06.23	BA
D	-LATEST SITE PLAN UNDERLAID	11.08.23	LD
E	-LATEST SITE PLAN UNDERLAID	23.02.24	BA
F	-LATEST SITE PLAN UNDERLAID	01.03.24	LD

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

WAINHOMES (NORTH WEST) LIMITED

Project Title:

PROPOSED RESIDENTIAL DEVELOPMENT, A49 MILL LANE, NEWTON-LE-WILLOWS

Drawing Title:

FORWARD VISIBILITY SPLAYS OF 25M (2 of 2, See D01)

Date: 06.06.2022	Drawn By: AM
Scale: 1:250 @ A2	Checked: CT
Status: PLANNING	Approved/ Unapproved: -
Drawing No. SCP/210034/D02	Rev. F

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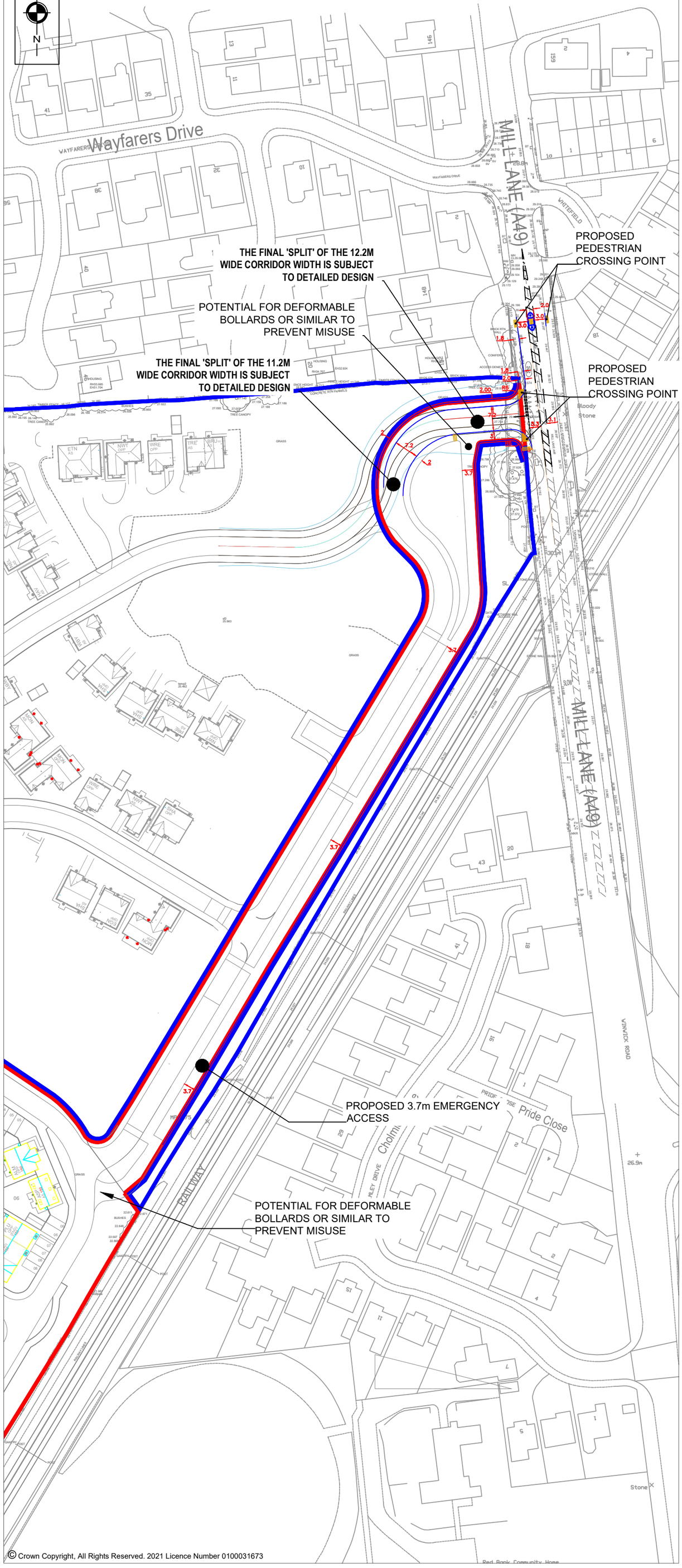
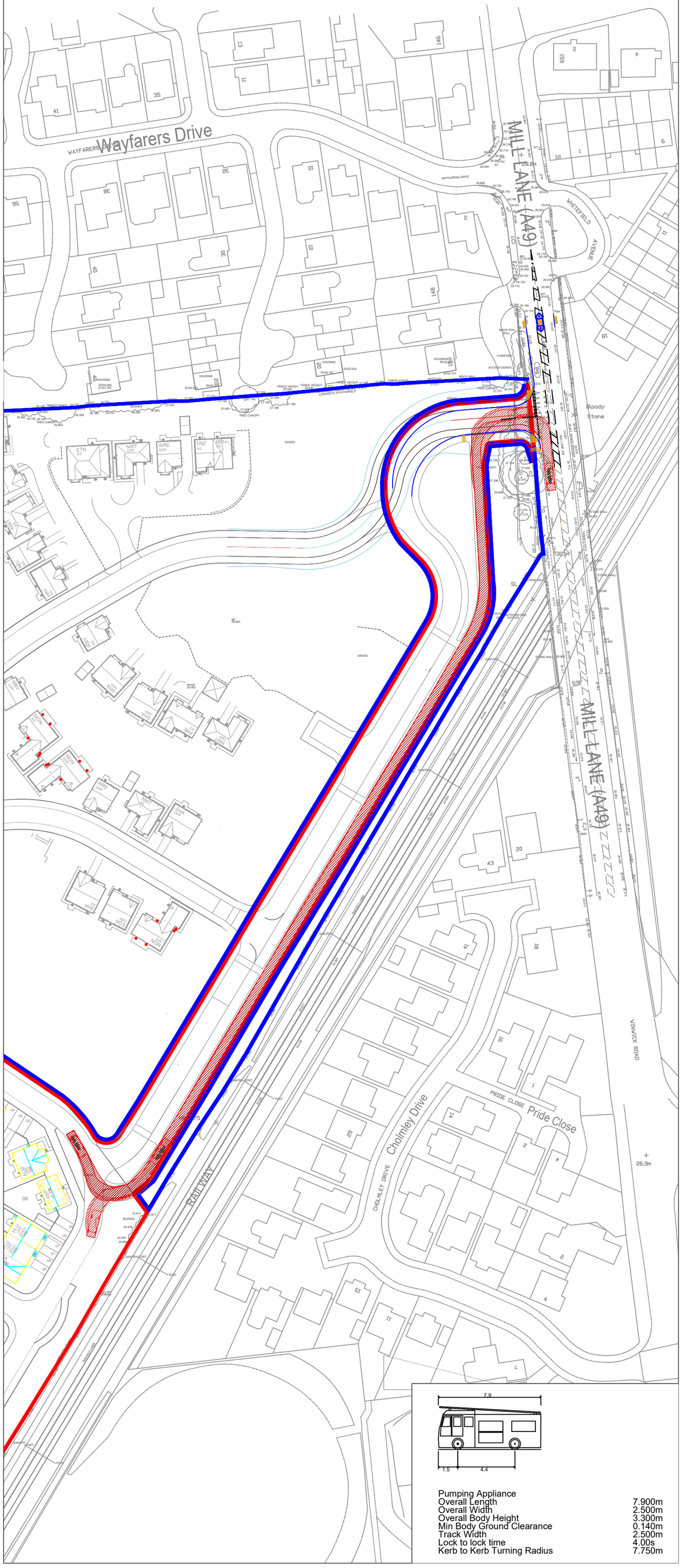
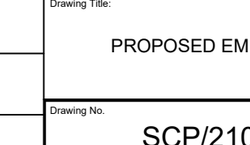
APPENDIX C

GENERAL ARRANGEMENT



SWEPT PATH ANALYSIS - FIRE SERVICE VEHICLE





Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-LATEST SITE PLAN UNDERLAID	24.07.22	BA
B	ACCESS ROAD WIDENING FROM 5.5m TO 7.2m UNTIL THE EMERGENCY ACCESS	26.10.22	BA
C	-LATEST SITE PLAN UNDERLAID -EMERGENCY ACCESS ALIGNMENT UPDATED TO SUIT	09.03.23	BA
D	-LATEST ACCESS DETAIL UNDERLAID -PROPOSED WIDENING TO EMERGENCY LINK AT SOUTHERN END -SWEPT PATHS UPDATED TO SUIT	26.06.23	BA
E	-LATEST SITE PLAN UNDERLAID	11.08.23	BA
F	-LATEST SITE PLAN UNDERLAID	23.02.24	BA
G	-LATEST SITE PLAN UNDERLAID	01.03.24	LD

Date: 20.05.2021	Drawn By: BA
Scale: AS STATED @ A2	Checked: DR
Status: PLANNING	Approved/ Unapproved: -

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www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name: WAINHOMES (NORTH WEST) LIMITED

Project Title: A49 MILL LANE
NEWTON-LE-WILLOWS

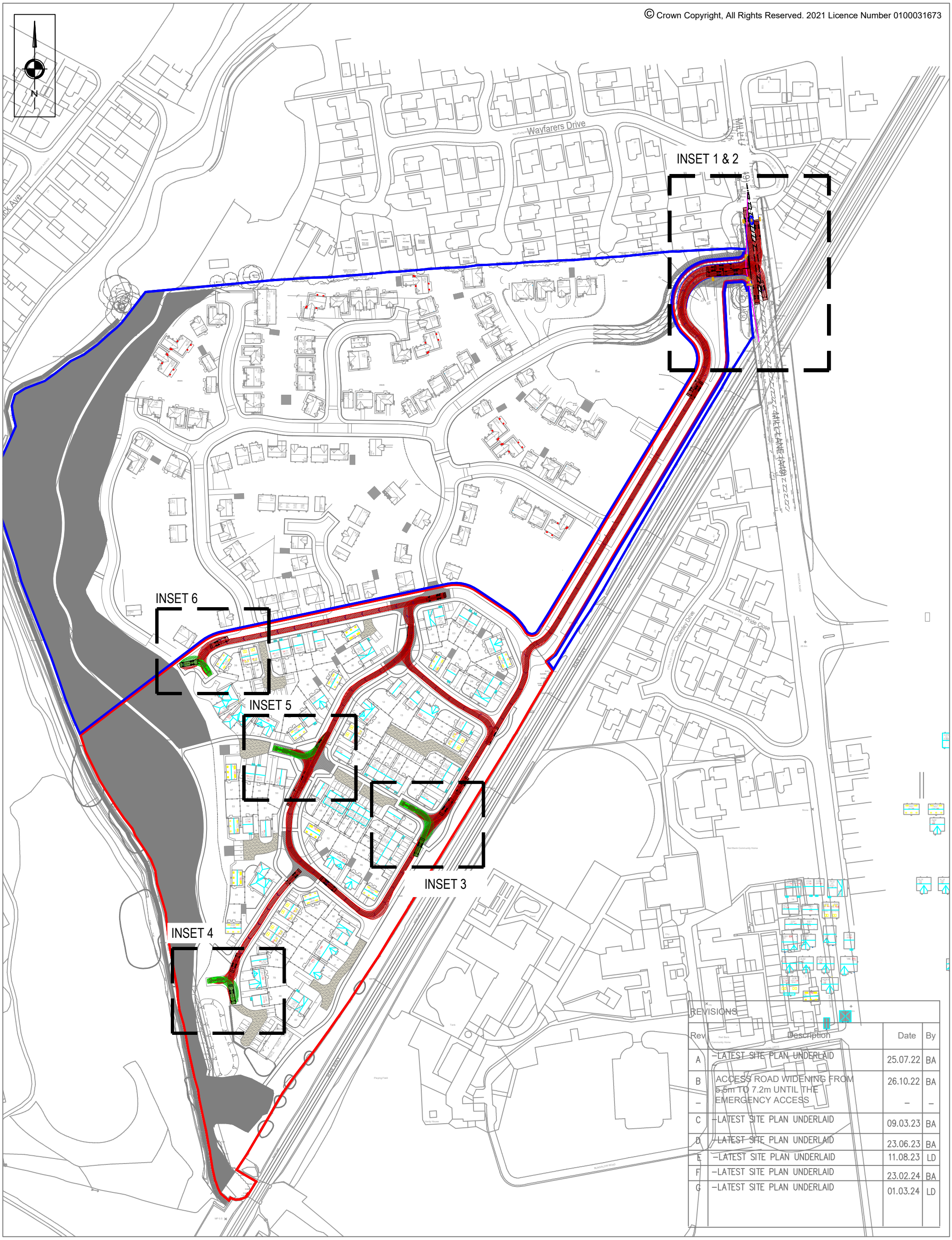
Drawing Title: PROPOSED EMERGENCY ACCESS

Drawing No. SCP/210034/D04

Rev. G

S|C|P

APPENDIX D



REVISIONS

Rev	Description	Date	By
A	–LATEST SITE PLAN UNDERLAID	25.07.22	BA
B	ACCESS ROAD WIDENING FROM 5.5m TO 7.2m UNTIL THE EMERGENCY ACCESS	26.10.22	BA
–		–	–
C	–LATEST SITE PLAN UNDERLAID	09.03.23	BA
D	–LATEST SITE PLAN UNDERLAID	23.06.23	BA
E	–LATEST SITE PLAN UNDERLAID	11.08.23	LD
F	–LATEST SITE PLAN UNDERLAID	23.02.24	BA
G	–LATEST SITE PLAN UNDERLAID	01.03.24	LD

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Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
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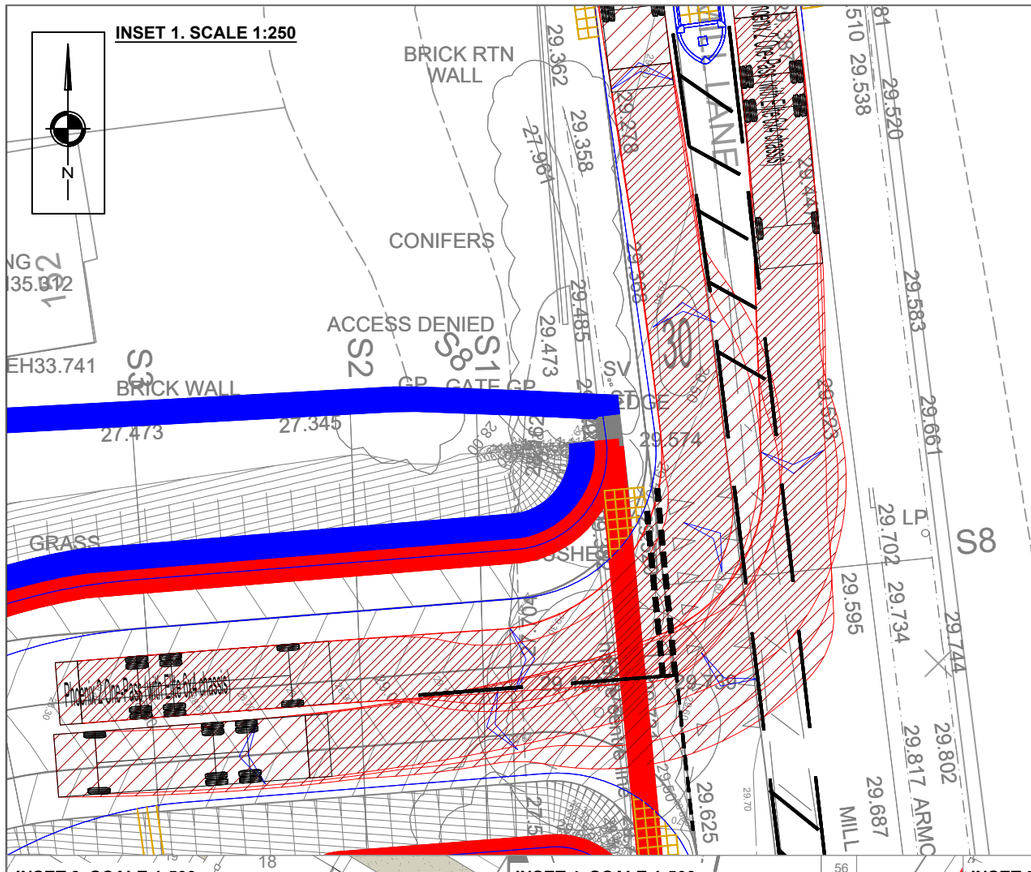
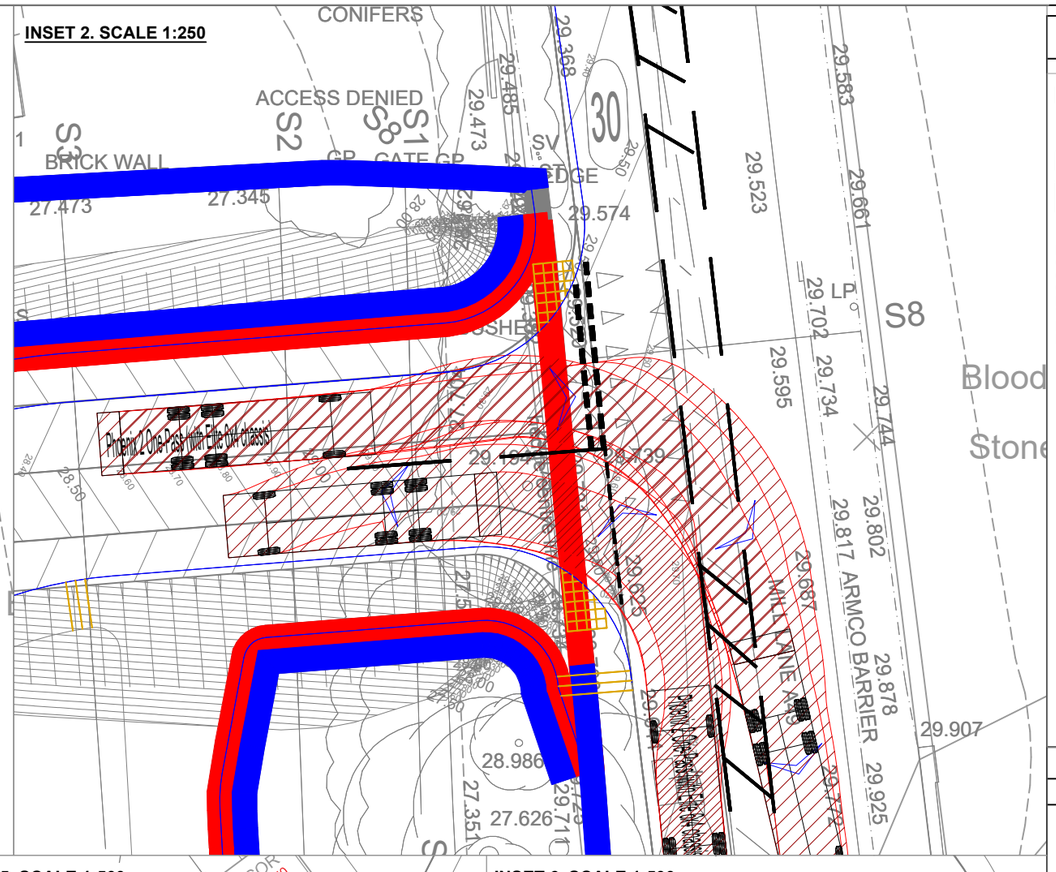
Client: WAINHOMES (NORTH WEST) LIMITED	Drawing Title: SWEPT PATH ANALYSIS (1 OF 2, See ATR02)	Scale: 1:2000 @ A3	By: AM
Project Title: PROPOSED RESIDENTIAL DEVELOPMENT, A49 MILL LANE, NEWTON-LE-WILLOWS		Date: 06.06.2022	Checked: CT
		Approved/ Unapproved: -	Status: PLANNING
			Drawing No.: SCP/210034/ATR01
			Revision: G

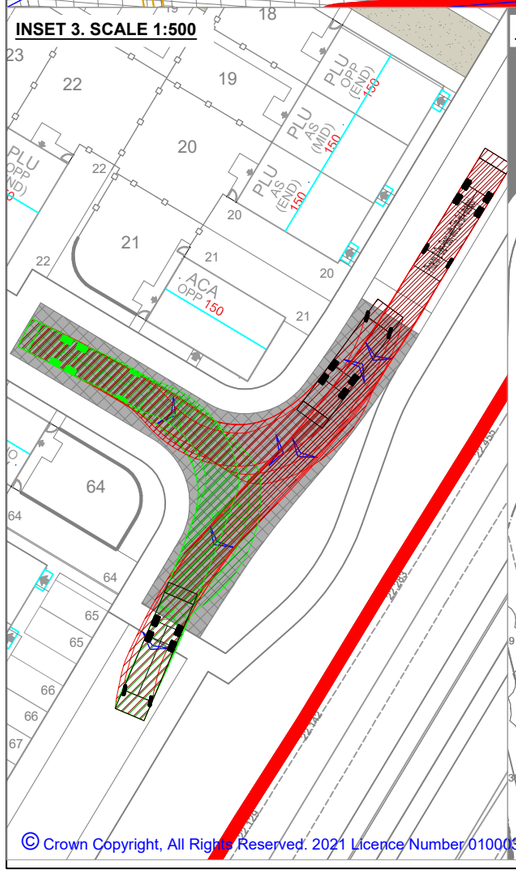
INSET 1. SCALE 1:250



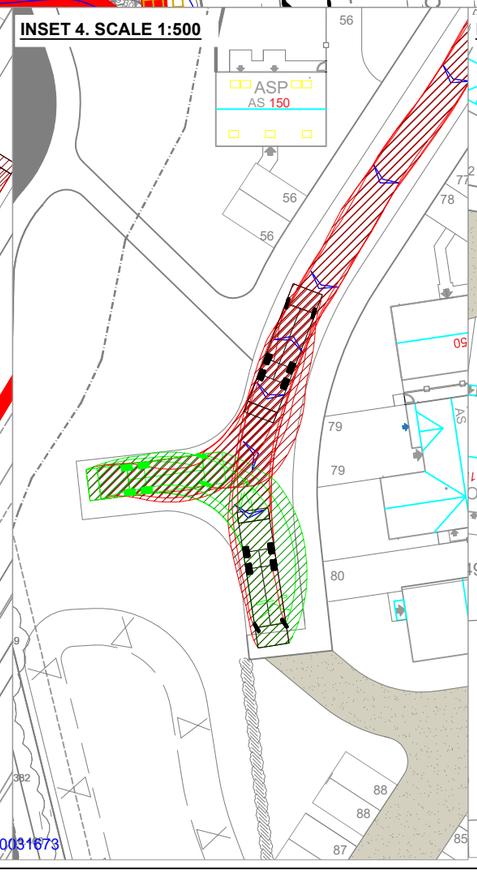
INSET 2. SCALE 1:250



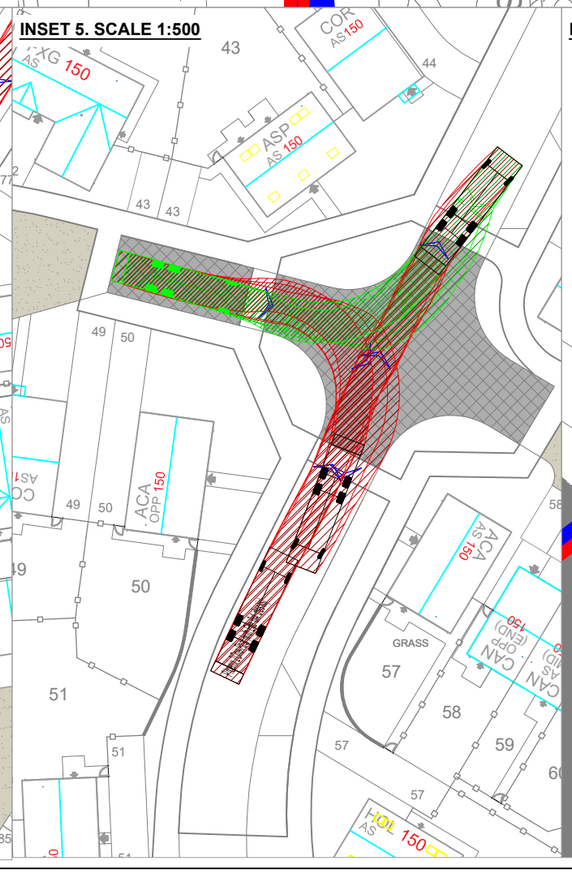
INSET 3. SCALE 1:500



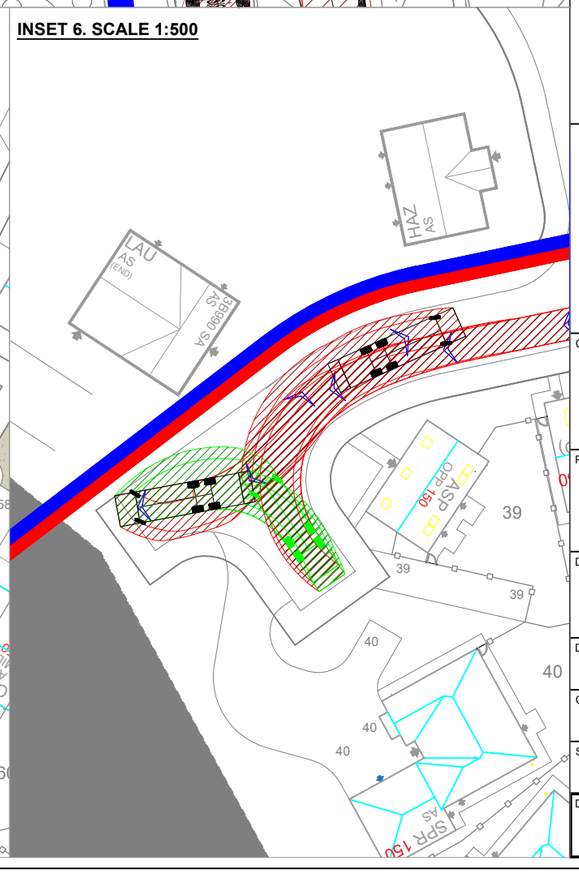
INSET 4. SCALE 1:500



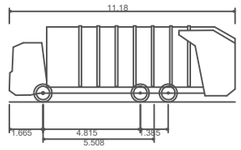
INSET 5. SCALE 1:500



INSET 6. SCALE 1:500



NOTES



Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-LATEST SITE PLAN UNDERLAID	25.07.22	BA
B	ACCESS ROAD WIDENING FROM 5.5m TO 7.2m UNTIL THE EMERGENCY ACCESS	26.10.22	BA
C	-LATEST SITE PLAN UNDERLAID	09.03.23	BA
D	-LATEST SITE PLAN UNDERLAID	23.06.23	BA
E	-LATEST SITE PLAN UNDERLAID	11.08.23	LD
F	-LATEST SITE PLAN UNDERLAID	23.02.24	BA
G	-LATEST SITE PLAN UNDERLAID	01.03.24	LD

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Client Name:
WAINHOMES (NORTH WEST) LIMITED

Project Title:
PROPOSED RESIDENTIAL DEVELOPMENT, A49 MILL LANE, NEWTON-LE-WILLOWS

Drawing Title:
SWEPT PATH ANALYSIS (2 of 2, See ATR01)

Drawn By: AM	Date: 06.06.2022
Checked: CT	Scale: AS STATED @ A3
Status: PLANNING	Approved/Unapproved: -
Drawing No. SCP/210034/ATR02	Rev. G

S|C|P

APPENDIX E

PROPOSED VEGETATION TO BE SET BACK BEHIND VISIBILITY SPLAY / MAINTAINED AT A HEIGHT OF 800MM OR LESS WITHIN THE VISIBILITY SPLAY

PROPOSED BOUNDARY TREATMENT TO BE KEPT BELOW 800MM

PROPOSED VEGETATION TO BE SET BACK BEHIND VISIBILITY SPLAY / MAINTAINED AT A HEIGHT OF 800MM OR LESS WITHIN THE VISIBILITY SPLAY

PROPOSED VEGETATION TO BE SET BACK BEHIND VISIBILITY SPLAY / MAINTAINED AT A HEIGHT OF 800MM OR LESS WITHIN THE VISIBILITY SPLAY

PROPOSED BOUNDARY TREATMENT TO BE KEPT BELOW 800MM

NOTES

2.4m x 25m JUNCTION VISIBILITY SPLAYS

VISIBILITY SPLAY TO THE TANGENT OF THE KERB

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-LATEST SITE PLAN UNDERLAID	01.03.24	LD

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Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
WAINHOMES (NORTH WEST) LIMITED

Project Title:
PROPOSED RESIDENTIAL DEVELOPMENT,
A49 MILL LANE, NEWTON-LE-WILLOWS

Drawing Title:
JUNCTION VISIBILITY SPLAYS

Date: 26.02.2024	Drawn By: AM
Scale: 1:1000 @ A2	Checked: CT
Status: PLANNING	Approved/ Unapproved: -

Drawing No. SCP/210034/D11 | Rev. A

S|C|P

APPENDIX F

Default

Globals

Report Id	CustomList-639
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-02-25T20:59:02
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Newton-le-Willows
Site Attribute	Northern ATC 1
File Name	D:\TDS\2023 - 2024\23.112 Newton-le-Willows ATC\Newton-le-Willows 0 2024-02-21 1634.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Mill Lane (30mph)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-02-13T09:24:25
Start Time	2024-02-13T09:24:25
Finish Time	2024-02-21T16:34:36
Operator	TDS
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2024-02-14T00:00:00
Filter End	2024-02-21T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(N) Sp(0,150) Headway(]0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	150
Posted Limit	30
Speed Limits	30 30 30 30 30 30 30 30 30 30
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Wednesday, 14 February 2024

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp

[--		1	2	3	4	5	6	7	8	9	10	11	12		85
0000	65	1	41	0	7	0	0	0	2	7	7	0	0	33.4	38.8
0100	38	0	17	0	1	1	0	0	2	13	4	0	0	34.1	37.6
0200	38	0	12	0	4	0	0	1	2	9	10	0	0	34.2	40.1
0300	49	0	23	0	5	0	0	0	1	13	7	0	0	33.4	40.2
0400	47	0	28	0	6	0	0	0	2	8	3	0	0	35.8	40.3
0500	86	1	73	0	7	1	0	0	0	4	0	0	0	34.2	38.7
0600	141	1	123	0	12	0	0	0	2	3	0	0	0	33.7	38.1
0700	219	0	193	0	18	1	1	0	1	2	3	0	0	31.3	35.8
0800	333	1	277	2	47	1	1	0	1	0	3	0	0	29.7	33.1
0900	249	2	204	0	34	6	1	0	1	0	1	0	0	29.3	33.9
1000	307	1	253	0	48	0	1	1	2	0	1	0	0	29.7	33.6
1100	331	0	268	1	57	2	1	0	0	2	0	0	0	29.4	33.7
1200	568	1	448	7	87	1	5	0	1	10	7	1	0	18.1	30.3
1300	487	4	407	1	61	2	7	1	0	2	1	0	1	28.4	32.3
1400	532	2	445	1	65	1	4	1	3	6	4	0	0	29.3	33.2
1500	504	1	434	2	58	2	2	1	0	3	1	0	0	29.6	33.3
1600	639	1	561	0	69	0	1	0	1	6	0	0	0	26.4	31.7
1700	603	5	533	2	48	3	1	2	3	2	3	1	0	16.7	29.2
1800	405	1	382	0	19	0	0	0	0	2	1	0	0	29.9	33.8
1900	276	2	251	1	18	0	1	0	0	1	1	1	0	31	35.8
2000	208	1	200	0	4	0	0	0	0	2	1	0	0	32	37.1
2100	299	0	253	0	21	0	0	0	2	13	10	0	0	30.9	34.7
2200	492	1	370	2	25	0	0	0	17	49	27	1	0	30.8	34
2300	298	2	188	0	17	2	0	0	12	38	37	2	0	32.3	35.7
07-19	**5177**	**19**	**4405**	**16**	**611**	**19**	**25**	**6**	**13**	**35**	**25**	**2**	**1**	**26.4**	**32.5**
06-22	**6101**	**23**	**5232**	**17**	**666**	**19**	**26**	**6**	**17**	**54**	**37**	**3**	**1**	**27.2**	**33.3**
06-00	**6891**	**26**	**5790**	**19**	**708**	**21**	**26**	**6**	**46**	**141**	**101**	**6**	**1**	**27.7**	**33.6**
00-00	**7214**	**28**	**5984**	**19**	**738**	**23**	**26**	**7**	**55**	**195**	**132**	**6**	**1**	**27.9**	**33.8**

Thursday, 15 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	244	0	130	0	26	0	0	0	12	45	31	0	0	32.5	36.9
0100	202	0	109	0	18	1	0	0	9	39	26	0	0	32.6	36.2
0200	206	0	86	1	29	1	1	1	16	42	29	0	0	33.4	37.1
0300	261	0	133	0	38	2	1	0	11	32	43	0	1	33.1	36.7
0400	188	0	100	0	30	4	1	1	7	27	18	0	0	34	38.1
0500	105	0	80	0	16	0	0	0	1	6	2	0	0	35.1	40.9
0600	128	0	111	0	15	0	0	0	1	0	1	0	0	34	39.3

0700	242	1	222	0	15	0	3	0	0	1	0	0	0	31.1	34.4
0800	312	2	251	2	44	5	1	1	0	3	2	1	0	29.6	33.3
0900	206	2	172	0	28	0	2	0	0	1	1	0	0	26.7	30.9
1000	254	0	211	1	35	3	1	1	1	1	0	0	0	26	30.2
1100	288	2	254	1	29	1	0	0	0	1	0	0	0	25.2	29.6
1200	363	2	315	1	41	2	1	0	0	1	0	0	0	25.6	29.6
1300	348	1	310	0	31	1	2	0	0	2	1	0	0	26.1	30.5
1400	366	0	301	2	46	4	4	1	0	4	2	1	1	23.9	29.2
1500	550	1	474	2	62	2	1	0	1	4	3	0	0	28.7	32.2
1600	651	3	588	0	50	0	2	1	0	5	2	0	0	20.8	29.9
1700	582	0	537	2	40	0	0	0	1	1	1	0	0	24.8	30.9
1800	435	1	414	2	14	0	0	0	1	3	0	0	0	29	32.7
1900	305	0	290	0	13	0	0	0	0	1	1	0	0	30.5	34.3
2000	212	1	200	0	9	0	0	0	0	0	2	0	0	31.6	36.8
2100	281	0	265	0	6	0	0	0	0	4	6	0	0	31.8	36.2
2200	509	0	416	1	39	4	0	0	6	25	17	0	1	22	33.4
2300	285	0	218	0	20	0	0	1	7	20	18	0	1	32.5	36.7
07-19	**4597**	**15**	**4049**	**13**	**435**	**18**	**17**	**4**	**4**	**27**	**12**	**2**	**1**	**26**	**31.4**
06-22	**5523**	**16**	**4915**	**13**	**478**	**18**	**17**	**4**	**5**	**32**	**22**	**2**	**1**	**27**	**32.3**
06-00	**6317**	**16**	**5549**	**14**	**537**	**22**	**17**	**5**	**18**	**77**	**57**	**2**	**3**	**26.8**	**32.8**
00-00	**7523**	**16**	**6187**	**15**	**694**	**30**	**20**	**7**	**74**	**268**	**206**	**2**	**4**	**27.8**	**33.9**

Friday, 16 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	276	0	195	1	16	0	0	0	6	32	26	0	0	33.7	36.8
0100	225	1	126	2	37	1	0	0	12	27	19	0	0	33.3	38.3
0200	258	0	146	0	30	0	0	1	10	35	36	0	0	32.5	35.8
0300	243	1	141	1	26	3	3	0	14	33	21	0	0	32.3	36.5
0400	101	0	74	2	9	0	0	0	1	12	3	0	0	34.3	38.9
0500	82	1	72	0	7	0	0	0	0	1	1	0	0	35.8	41.2
0600	116	0	96	0	17	1	0	0	0	0	2	0	0	33.9	38.6
0700	203	1	171	0	28	0	0	1	1	1	0	0	0	31.9	36.4
0800	286	2	232	4	46	0	0	0	2	0	0	0	0	30.2	34.3
0900	220	1	179	1	32	3	1	0	3	0	0	0	0	30.1	34.3
1000	291	1	243	2	41	0	1	0	0	2	1	0	0	30.1	34.1
1100	379	2	329	1	43	0	1	0	2	0	0	1	0	29.1	33.7
1200	464	1	400	0	54	2	2	0	1	2	2	0	0	28	32
1300	439	1	386	3	46	1	0	0	0	1	1	0	0	27.4	31.5
1400	576	2	499	2	62	1	4	1	0	1	3	0	1	28.1	31.9
1500	594	0	509	4	65	2	5	0	0	5	4	0	0	22.2	31.1

1600	628	2	575	4	42	0	2	0	0	2	1	0	0	25.2	31.5
1700	566	3	527	2	24	2	2	0	2	3	1	0	0	26.3	31.8
1800	386	1	359	0	13	0	0	0	1	6	6	0	0	30.4	34.2
1900	262	2	239	1	16	1	1	0	1	0	1	0	0	31	35.3
2000	183	0	176	1	5	0	0	0	0	1	0	0	0	32	35.7
2100	151	0	139	0	10	0	0	0	0	0	2	0	0	33.4	38.7
2200	169	1	160	0	6	1	0	0	0	1	0	0	0	32.5	37.9
2300	105	0	98	0	4	0	0	0	1	1	1	0	0	32	36
07-19	**5032**	**17**	**4409**	**23**	**496**	**11**	**18**	**2**	**12**	**23**	**19**	**1**	**1**	**27.5**	**32.7**
06-22	**5744**	**19**	**5059**	**25**	**544**	**13**	**19**	**2**	**13**	**24**	**24**	**1**	**1**	**28.1**	**33.3**
06-00	**6018**	**20**	**5317**	**25**	**554**	**14**	**19**	**2**	**14**	**26**	**25**	**1**	**1**	**28.3**	**33.7**
00-00	**7203**	**23**	**6071**	**31**	**679**	**18**	**22**	**3**	**57**	**166**	**131**	**1**	**1**	**29.1**	**34.4**

Saturday, 17 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	61	0	56	0	2	0	0	0	0	0	3	0	0	33.3	40.9
0100	33	0	30	0	3	0	0	0	0	0	0	0	0	34.7	40.8
0200	29	0	25	0	2	0	0	0	0	0	2	0	0	38.1	44.6
0300	28	0	25	0	1	0	0	0	1	0	1	0	0	36.6	41.2
0400	30	0	24	0	4	0	0	0	0	0	2	0	0	34.9	40
0500	42	1	35	0	4	1	0	0	0	0	1	0	0	35.7	41.7
0600	65	1	56	0	7	0	0	0	0	1	0	0	0	34.8	41.7
0700	80	0	70	0	9	0	0	0	0	1	0	0	0	32.1	37
0800	151	0	134	2	14	0	0	0	0	1	0	0	0	32.5	36.8
0900	225	0	199	4	21	0	0	0	1	0	0	0	0	30	33.9
1000	289	2	269	0	18	0	0	0	0	0	0	0	0	28.8	32.8
1100	374	1	347	1	23	0	0	2	0	0	0	0	0	30.3	33.8
1200	436	1	410	3	21	0	0	0	0	0	0	1	0	29.9	33.2
1300	394	2	367	0	23	1	0	0	0	1	0	0	0	29.5	33.7
1400	358	1	337	0	19	0	0	0	0	1	0	0	0	28.9	32.9
1500	400	2	375	2	20	0	0	0	0	0	1	0	0	29.1	32.9
1600	333	0	323	0	9	0	0	0	0	0	1	0	0	29.4	33.2
1700	353	2	339	0	12	0	0	0	0	0	0	0	0	30.2	34.2
1800	296	1	287	1	7	0	0	0	0	0	0	0	0	29.7	33.8
1900	201	0	191	0	10	0	0	0	0	0	0	0	0	32	36.9
2000	185	2	173	0	9	0	0	0	1	0	0	0	0	31.8	37.4
2100	146	0	142	0	3	1	0	0	0	0	0	0	0	32.4	36.1
2200	122	0	117	0	5	0	0	0	0	0	0	0	0	32.3	36.6
2300	99	0	94	0	4	0	0	0	0	1	0	0	0	32.2	37.2
07-19	**3689**	**12**	**3457**	**13**	**196**	**1**	**0**	**2**	**1**	**4**	**2**	**1**	**0**	**29.8**	**33.7**

06-22	**4286**	**15**	**4019**	**13**	**225**	**2**	**0**	**2**	**2**	**5**	**2**	**1**	**0**	**30.1**	**34.2**
06-00	**4507**	**15**	**4230**	**13**	**234**	**2**	**0**	**2**	**2**	**6**	**2**	**1**	**0**	**30.2**	**34.3**
00-00	**4730**	**16**	**4425**	**13**	**250**	**3**	**0**	**2**	**3**	**6**	**11**	**1**	**0**	**30.5**	**34.8**

Sunday, 18 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	77	1	69	0	7	0	0	0	0	0	0	0	0	33.9	40.1
0100	34	0	31	0	1	0	0	0	0	2	0	0	0	34.9	39.1
0200	19	0	16	0	2	0	0	0	0	1	0	0	0	37.7	44.6
0300	16	0	13	0	1	0	0	0	1	0	1	0	0	36.3	42.4
0400	24	0	23	0	1	0	0	0	0	0	0	0	0	37	42.8
0500	37	1	34	0	2	0	0	0	0	0	0	0	0	36.7	44.5
0600	40	0	38	0	1	0	1	0	0	0	0	0	0	35.8	42.4
0700	69	0	64	0	5	0	0	0	0	0	0	0	0	33.9	39.4
0800	105	0	96	1	7	0	0	0	0	0	1	0	0	31.7	36.2
0900	179	0	169	0	10	0	0	0	0	0	0	0	0	31.1	35.6
1000	325	0	312	4	9	0	0	0	0	0	0	0	0	29.9	33.3
1100	385	2	376	0	7	0	0	0	0	0	0	0	0	29.8	33.5
1200	485	2	463	5	14	1	0	0	0	0	0	0	0	29.8	33.2
1300	474	2	455	1	13	0	1	0	1	1	0	0	0	29.4	33
1400	424	5	400	3	14	0	0	0	0	0	2	0	0	30	34.1
1500	445	7	426	1	11	0	0	0	0	0	0	0	0	31.1	34.9
1600	413	5	392	2	14	0	0	0	0	0	0	0	0	29.7	33.3
1700	283	4	272	0	7	0	0	0	0	0	0	0	0	29.9	33.9
1800	238	2	223	3	9	1	0	0	0	0	0	0	0	30.5	34.8
1900	205	0	199	0	6	0	0	0	0	0	0	0	0	31.1	35.4
2000	159	1	151	0	6	0	0	0	1	0	0	0	0	32.2	37.4
2100	124	0	121	0	2	0	0	0	0	0	1	0	0	33.1	37.9
2200	81	0	79	1	1	0	0	0	0	0	0	0	0	33.2	39.3
2300	56	3	52	1	0	0	0	0	0	0	0	0	0	36.2	43.7
07-19	**3825**	**29**	**3648**	**20**	**120**	**2**	**1**	**0**	**1**	**1**	**3**	**0**	**0**	**30.2**	**34**
06-22	**4353**	**30**	**4157**	**20**	**135**	**2**	**2**	**0**	**2**	**1**	**4**	**0**	**0**	**30.4**	**34.4**
06-00	**4490**	**33**	**4288**	**22**	**136**	**2**	**2**	**0**	**2**	**1**	**4**	**0**	**0**	**30.5**	**34.6**
00-00	**4697**	**35**	**4474**	**22**	**150**	**2**	**2**	**0**	**3**	**4**	**5**	**0**	**0**	**30.8**	**34.9**

Monday, 19 February 2024

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp

[--		1	2	3	4	5	6	7	8	9	10	11	12		85
0000	24	1	21	0	2	0	0	0	0	0	0	0	0	34.9	43.4
0100	6	0	5	0	1	0	0	0	0	0	0	0	0	29.8	-
0200	8	0	4	0	3	0	0	0	0	1	0	0	0	35.7	-
0300	11	0	10	0	1	0	0	0	0	0	0	0	0	34.8	41.8
0400	32	1	26	0	5	0	0	0	0	0	0	0	0	35.4	42.1
0500	66	3	59	0	3	1	0	0	0	0	0	0	0	35.4	40.4
0600	133	0	119	0	13	0	0	0	0	1	0	0	0	33.2	37.8
0700	241	1	221	1	17	0	0	0	0	0	0	0	1	31.2	34.8
0800	321	0	275	1	42	1	0	0	1	1	0	0	0	30.7	34.2
0900	263	1	214	1	40	2	1	0	1	3	0	0	0	30.1	34.2
1000	295	0	251	2	34	0	5	0	1	2	0	0	0	31	34.4
1100	305	0	262	0	35	3	4	0	0	1	0	0	0	30	33.6
1200	317	1	269	0	38	4	0	1	0	3	1	0	0	30.1	33.4
1300	388	3	330	5	43	2	2	1	1	1	0	0	0	29.1	32.3
1400	437	1	381	2	45	2	2	0	3	0	1	0	0	29.6	33
1500	475	1	408	2	57	3	2	0	0	2	0	0	0	27.9	31.6
1600	629	3	559	1	57	1	1	0	2	1	3	1	0	28	31.3
1700	518	4	484	0	30	0	0	0	0	0	0	0	0	28.1	32.4
1800	373	2	348	1	17	0	0	0	3	2	0	0	0	29.6	32.9
1900	241	1	227	1	11	0	0	0	0	0	0	0	1	28.8	33.2
2000	201	1	186	0	14	0	0	0	0	0	0	0	0	31.5	35.5
2100	241	1	219	0	14	0	0	0	0	4	3	0	0	31.6	35.6
2200	215	0	206	0	5	0	0	0	0	2	2	0	0	31.7	35.7
2300	138	0	126	0	6	0	0	0	1	3	2	0	0	33.8	38.3
07-19	**4562**	**17**	**4002**	**16**	**455**	**18**	**17**	**2**	**12**	**16**	**5**	**1**	**1**	**29.3**	**33**
06-22	**5378**	**20**	**4753**	**17**	**507**	**18**	**17**	**2**	**12**	**21**	**8**	**1**	**2**	**29.6**	**33.4**
06-00	**5731**	**20**	**5085**	**17**	**518**	**18**	**17**	**2**	**13**	**26**	**12**	**1**	**2**	**29.8**	**33.7**
00-00	**5878**	**25**	**5210**	**17**	**533**	**19**	**17**	**2**	**13**	**27**	**12**	**1**	**2**	**29.9**	**33.9**

Tuesday, 20 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	68	0	52	1	3	0	0	0	4	7	1	0	0	36.4	41.9
0100	65	0	52	0	5	0	0	0	1	6	1	0	0	34.3	40.4
0200	59	1	37	0	16	0	0	0	2	2	1	0	0	36.8	41.7
0300	41	0	33	1	3	0	0	0	0	1	3	0	0	37.2	42.1
0400	53	1	42	0	4	1	0	0	0	3	2	0	0	33.3	37.4
0500	93	0	83	0	8	0	0	0	0	2	0	0	0	34.5	39
0600	148	2	130	0	13	1	0	0	1	0	1	0	0	33.7	37.7

0700	247	0	225	0	19	0	2	0	1	0	0	0	0	30	34.1
0800	314	1	270	1	37	1	0	0	2	2	0	0	0	29.1	32.7
0900	288	0	241	1	39	2	1	0	0	3	0	0	1	29.2	33
1000	284	3	238	1	40	0	0	0	0	1	1	0	0	29.2	33.4
1100	393	1	331	2	51	3	1	0	2	1	1	0	0	29	32.9
1200	335	3	289	0	41	0	0	0	0	1	1	0	0	28.7	32.8
1300	397	3	339	6	38	4	3	0	1	1	2	0	0	29.2	32.8
1400	452	2	393	0	50	2	3	0	0	1	1	0	0	28.5	32.3
1500	559	2	467	3	82	0	0	0	0	3	2	0	0	27.3	32
1600	673	1	606	5	52	3	3	0	0	2	1	0	0	23.7	30.5
1700	499	6	456	3	26	4	1	0	1	1	1	0	0	13.4	22
1800	409	3	385	1	16	1	0	0	0	3	0	0	0	28.2	32.3
1900	255	0	242	0	13	0	0	0	0	0	0	0	0	30.8	34.9
2000	210	1	200	0	8	0	0	0	0	0	1	0	0	30.8	35.2
2100	163	1	156	0	3	0	0	0	0	0	2	0	1	32.6	37.6
2200	175	2	167	0	4	1	0	0	0	0	1	0	0	30.8	36.3
2300	58	0	57	0	0	0	0	0	0	1	0	0	0	34.8	40.1
07-19	**4850**	**25**	**4240**	**23**	**491**	**20**	**14**	**0**	**7**	**19**	**10**	**0**	**1**	**26.4**	**32.2**
06-22	**5626**	**29**	**4968**	**23**	**528**	**21**	**14**	**0**	**8**	**19**	**14**	**0**	**2**	**27.1**	**32.9**
06-00	**5859**	**31**	**5192**	**23**	**532**	**22**	**14**	**0**	**8**	**20**	**15**	**0**	**2**	**27.3**	**33.1**
00-00	**6238**	**33**	**5491**	**25**	**571**	**23**	**14**	**0**	**15**	**41**	**23**	**0**	**2**	**27.8**	**33.7**

Default

Globals

Report Id	CustomList-641
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-02-25T20:59:46
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Newton-le-Willows
Site Attribute	Northern ATC 1
File Name	D:\TDS\2023 - 2024\23.112 Newton-le-Willows ATC\Newton-le-Willows 0 2024-02-21 1634.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Mill Lane (30mph)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-02-13T09:24:25
Start Time	2024-02-13T09:24:25
Finish Time	2024-02-21T16:34:36
Operator	TDS
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2024-02-14T00:00:00
Filter End	2024-02-21T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(S) Sp(0,100) Headway(]0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	30
Speed Limits	30 30 30 30 30 30 30 30 30 30
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Wednesday, 14 February 2024

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp

[--		1	2	3	4	5	6	7	8	9	10	11	12		85
0000	32	2	19	0	2	0	0	0	0	4	5	0	0	30.2	36.5
0100	31	0	15	0	8	0	0	0	0	5	3	0	0	34.5	41.6
0200	19	0	13	0	2	0	0	0	1	1	2	0	0	33.8	39.1
0300	21	0	13	0	3	0	0	0	1	2	2	0	0	33.4	42.4
0400	56	0	38	0	10	0	0	0	0	3	5	0	0	35	39.6
0500	126	1	110	0	7	1	0	0	0	4	3	0	0	33.9	39.9
0600	326	4	277	0	37	2	2	0	0	1	2	1	0	33.5	38.3
0700	627	3	531	2	75	0	2	1	5	4	4	0	0	31.3	35
0800	408	1	362	0	37	3	0	0	1	0	4	0	0	30.9	34.6
0900	356	2	298	0	46	0	5	0	0	2	3	0	0	29.3	33.4
1000	301	0	264	0	30	1	1	0	1	3	1	0	0	29.3	33.3
1100	318	0	276	0	33	0	3	0	1	4	1	0	0	30.2	34.2
1200	268	3	244	0	19	1	0	0	0	0	1	0	0	28.3	32.1
1300	328	1	293	0	29	1	1	1	1	0	1	0	0	30	33.2
1400	291	4	252	2	24	1	5	0	0	3	0	0	0	30.2	34.2
1500	272	0	239	1	25	1	4	0	1	0	1	0	0	30.3	34.8
1600	265	5	238	0	20	0	0	0	0	1	1	0	0	30.5	35.3
1700	285	2	270	0	11	0	1	1	0	0	0	0	0	27.8	32.4
1800	251	1	238	1	11	0	0	0	0	0	0	0	0	30.5	34.4
1900	189	0	176	0	9	0	0	0	1	1	2	0	0	32.3	36.7
2000	121	1	112	0	5	0	0	0	0	0	3	0	0	31.6	35.4
2100	119	0	115	0	4	0	0	0	0	0	0	0	0	32.2	38.1
2200	93	0	85	0	4	0	0	0	0	1	3	0	0	31.9	36.8
2300	44	1	36	0	5	0	0	0	0	0	2	0	0	31.8	33.8
07-19	**3970**	**22**	**3505**	**6**	**360**	**8**	**22**	**3**	**10**	**17**	**17**	**0**	**0**	**30**	**34**
06-22	**4725**	**27**	**4185**	**6**	**415**	**10**	**24**	**3**	**11**	**19**	**24**	**1**	**0**	**30.5**	**34.7**
06-00	**4862**	**28**	**4306**	**6**	**424**	**10**	**24**	**3**	**11**	**20**	**29**	**1**	**0**	**30.5**	**34.7**
00-00	**5147**	**31**	**4514**	**6**	**456**	**11**	**24**	**3**	**13**	**39**	**49**	**1**	**0**	**30.7**	**35**

Thursday, 15 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	51	0	43	0	3	0	0	0	0	1	4	0	0	32	37
0100	49	1	38	0	6	0	0	0	0	2	2	0	0	33.2	37.9
0200	44	1	37	0	3	0	0	0	0	1	2	0	0	31.2	31.9
0300	63	0	57	0	1	0	0	0	0	4	1	0	0	34.4	43.6
0400	60	0	51	0	5	0	0	0	0	1	3	0	0	35.2	40
0500	137	1	114	0	13	0	1	0	0	5	3	0	0	33.9	38.9
0600	339	5	284	0	41	1	1	0	0	3	4	0	0	32.8	36.9

0700	608	7	517	4	67	2	2	0	1	3	5	0	0	31.2	34.9
0800	448	3	382	1	44	2	6	0	1	5	4	0	0	30.6	34.3
0900	291	1	244	2	33	5	2	0	1	2	1	0	0	19.6	29.6
1000	246	0	216	0	21	6	0	2	0	1	0	0	0	23.6	29.4
1100	297	1	275	1	19	0	0	0	0	0	1	0	0	21.6	28.8
1200	314	2	274	1	29	3	4	0	0	1	0	0	0	20.5	27.5
1300	289	5	255	2	22	1	2	0	1	0	0	1	0	21.8	28.8
1400	267	3	237	1	21	3	1	0	0	1	0	0	0	22.8	29.4
1500	270	1	238	2	25	0	1	0	0	1	2	0	0	28.9	32.9
1600	265	2	249	0	13	0	0	0	0	1	0	0	0	28.1	33.3
1700	312	1	298	0	10	0	0	1	1	0	1	0	0	29.7	34
1800	248	2	227	3	13	0	1	0	0	1	1	0	0	30	34.9
1900	208	1	194	2	7	0	0	0	0	0	3	1	0	31.5	36.2
2000	149	0	138	0	8	0	0	0	0	2	1	0	0	31.9	36.1
2100	119	0	111	0	6	0	0	0	0	2	0	0	0	33	37.6
2200	122	0	116	0	3	0	0	0	0	1	2	0	0	28.9	35.4
2300	91	1	80	0	6	0	0	0	0	2	2	0	0	31.3	35
07-19	**3855**	**28**	**3412**	**17**	**317**	**22**	**19**	**3**	**5**	**16**	**15**	**1**	**0**	**26.3**	**33.1**
06-22	**4670**	**34**	**4139**	**19**	**379**	**23**	**20**	**3**	**5**	**23**	**23**	**2**	**0**	**27.4**	**33.8**
06-00	**4883**	**35**	**4335**	**19**	**388**	**23**	**20**	**3**	**5**	**26**	**27**	**2**	**0**	**27.5**	**33.8**
00-00	**5287**	**38**	**4675**	**19**	**419**	**23**	**21**	**3**	**5**	**40**	**42**	**2**	**0**	**27.9**	**34.2**

Friday, 16 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	77	1	72	0	1	0	0	0	0	1	2	0	0	31	34.6
0100	66	0	53	0	8	0	0	1	0	0	4	0	0	33.7	37.5
0200	77	0	67	0	3	0	0	0	1	2	4	0	0	32.6	36.6
0300	79	0	77	0	2	0	0	0	0	0	0	0	0	31.3	36.5
0400	66	1	51	0	9	0	0	0	1	1	3	0	0	33.5	38.5
0500	116	2	97	0	9	0	0	0	0	5	3	0	0	33.3	37.6
0600	296	5	238	3	34	3	4	0	1	4	4	0	0	33.3	38.2
0700	446	2	394	0	43	2	2	0	1	0	2	0	0	31.9	35.3
0800	343	0	285	1	44	3	4	0	0	1	5	0	0	31.8	36.1
0900	309	2	249	0	48	1	2	0	1	2	4	0	0	31.2	35.1
1000	320	2	264	3	42	2	2	0	3	0	1	0	1	30.1	34.3
1100	323	3	285	0	29	1	2	0	1	0	1	1	0	30.6	34.7
1200	319	0	282	0	31	1	1	1	0	1	2	0	0	29.8	34.3
1300	358	3	322	1	28	2	1	0	1	0	0	0	0	30	34.6
1400	307	1	272	1	27	1	2	0	1	1	1	0	0	30.5	34.3
1500	311	3	283	0	22	1	0	0	2	0	0	0	0	29.1	33.8

1600	310	3	288	0	19	0	0	0	0	0	0	0	0	29	33.3
1700	292	2	272	0	18	0	0	0	0	0	0	0	0	30.5	34.4
1800	294	0	276	0	14	0	1	0	0	0	2	0	1	29.2	32.5
1900	189	0	177	0	7	0	1	0	0	0	4	0	0	30.2	34.8
2000	141	0	128	0	11	0	0	1	1	0	0	0	0	30.9	36
2100	92	0	86	0	4	0	0	0	0	0	2	0	0	30.9	37.7
2200	103	1	90	0	6	0	0	0	0	3	3	0	0	31.3	35.7
2300	75	0	71	0	3	0	0	0	0	1	0	0	0	32.3	36.4
07-19	**3932**	**21**	**3472**	**6**	**365**	**14**	**17**	**1**	**10**	**5**	**18**	**1**	**2**	**30.4**	**34.6**
06-22	**4650**	**26**	**4101**	**9**	**421**	**17**	**22**	**2**	**12**	**9**	**28**	**1**	**2**	**30.6**	**35**
06-00	**4828**	**27**	**4262**	**9**	**430**	**17**	**22**	**2**	**12**	**13**	**31**	**1**	**2**	**30.6**	**35**
00-00	**5309**	**31**	**4679**	**9**	**462**	**17**	**22**	**3**	**14**	**22**	**47**	**1**	**2**	**30.8**	**35.2**

Saturday, 17 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	35	0	28	0	4	0	0	0	0	2	1	0	0	32.4	37.1
0100	32	0	23	0	7	0	0	0	1	0	1	0	0	32.6	37.5
0200	20	0	19	0	0	0	0	0	0	0	0	0	1	34.5	41.3
0300	13	0	11	0	1	0	0	0	0	1	0	0	0	32.9	37.4
0400	36	0	29	0	5	0	0	0	0	1	1	0	0	34.2	39
0500	70	1	65	0	1	0	0	0	0	3	0	0	0	35.8	42.9
0600	92	0	80	1	11	0	0	0	0	0	0	0	0	34.7	39.5
0700	131	1	110	2	16	0	0	0	0	1	1	0	0	34.2	39.4
0800	199	0	180	0	19	0	0	0	0	0	0	0	0	33.3	37.2
0900	297	1	269	1	25	0	1	0	0	0	0	0	0	30.3	35.3
1000	334	1	310	3	19	0	0	1	0	0	0	0	0	30.5	34.7
1100	379	4	353	1	16	1	2	0	0	0	2	0	0	30.7	34.9
1200	397	3	368	0	25	0	0	0	0	1	0	0	0	31.1	35.5
1300	369	2	343	0	21	0	2	0	0	1	0	0	0	30.4	34.8
1400	376	7	348	0	21	0	0	0	0	0	0	0	0	29.7	33.8
1500	311	3	296	0	12	0	0	0	0	0	0	0	0	30.4	35.1
1600	301	0	282	0	17	0	1	0	1	0	0	0	0	30.7	34.9
1700	237	0	224	0	11	0	1	0	0	1	0	0	0	30.2	33.7
1800	208	1	197	1	9	0	0	0	0	0	0	0	0	30.9	35.6
1900	152	1	145	0	6	0	0	0	0	0	0	0	0	31.4	37
2000	129	0	124	0	4	0	0	0	1	0	0	0	0	31.2	35.5
2100	81	1	77	0	3	0	0	0	0	0	0	0	0	31.9	36.8
2200	81	0	75	0	6	0	0	0	0	0	0	0	0	33.1	38.5
2300	72	0	66	0	5	0	0	0	1	0	0	0	0	31.8	36.1
07-19	**3539**	**23**	**3280**	**8**	**211**	**1**	**7**	**1**	**1**	**4**	**3**	**0**	**0**	**30.8**	**35.2**

06-22	**3993**	**25**	**3706**	**9**	**235**	**1**	**7**	**1**	**2**	**4**	**3**	**0**	**0**	**30.9**	**35.5**
06-00	**4146**	**25**	**3847**	**9**	**246**	**1**	**7**	**1**	**3**	**4**	**3**	**0**	**0**	**31**	**35.6**
00-00	**4352**	**26**	**4022**	**9**	**264**	**1**	**7**	**1**	**4**	**11**	**6**	**0**	**1**	**31.1**	**35.8**

Sunday, 18 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	52	1	49	0	2	0	0	0	0	0	0	0	0	32	37.6
0100	29	0	28	0	1	0	0	0	0	0	0	0	0	32.5	38.8
0200	26	0	22	0	4	0	0	0	0	0	0	0	0	34.3	42.4
0300	21	0	18	0	2	0	0	0	0	1	0	0	0	35.6	43.4
0400	26	2	24	0	0	0	0	0	0	0	0	0	0	34	40.5
0500	61	0	54	1	4	0	0	0	1	1	0	0	0	34.2	39.7
0600	84	1	75	0	7	0	0	0	0	0	1	0	0	35	41.6
0700	136	1	124	1	8	0	0	0	2	0	0	0	0	33.6	39.3
0800	208	3	190	1	13	0	0	0	0	1	0	0	0	33.3	38.4
0900	310	1	297	0	10	0	1	0	0	0	1	0	0	32.6	37.3
1000	435	5	418	1	11	0	0	0	0	0	0	0	0	32.1	36
1100	505	3	484	2	16	0	0	0	0	0	0	0	0	30.3	34.1
1200	500	2	483	0	15	0	0	0	0	0	0	0	0	31.3	35.3
1300	454	10	431	2	11	0	0	0	0	0	0	0	0	31.5	35
1400	386	7	360	1	17	0	1	0	0	0	0	0	0	30.9	34.8
1500	301	1	288	1	11	0	0	0	0	0	0	0	0	31.9	35.8
1600	245	0	230	0	13	1	0	0	1	0	0	0	0	31.8	36.9
1700	209	0	202	0	6	1	0	0	0	0	0	0	0	32.2	36
1800	189	2	182	0	4	0	0	0	0	0	1	0	0	31.6	35.1
1900	175	0	170	0	4	0	0	0	0	1	0	0	0	30.6	35.3
2000	117	0	109	0	7	0	0	0	1	0	0	0	0	31.8	35
2100	84	0	77	0	4	0	0	0	1	2	0	0	0	31.9	36
2200	55	2	49	0	3	0	0	0	0	1	0	0	0	34.9	42.5
2300	38	1	34	0	2	0	0	0	1	0	0	0	0	31.8	37.5
07-19	**3878**	**35**	**3689**	**9**	**135**	**2**	**2**	**0**	**3**	**1**	**2**	**0**	**0**	**31.7**	**35.9**
06-22	**4338**	**36**	**4120**	**9**	**157**	**2**	**2**	**0**	**5**	**4**	**3**	**0**	**0**	**31.7**	**35.9**
06-00	**4431**	**39**	**4203**	**9**	**162**	**2**	**2**	**0**	**6**	**5**	**3**	**0**	**0**	**31.7**	**36**
00-00	**4646**	**42**	**4398**	**10**	**175**	**2**	**2**	**0**	**7**	**7**	**3**	**0**	**0**	**31.8**	**36.1**

Monday, 19 February 2024

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp

[--		1	2	3	4	5	6	7	8	9	10	11	12		85
0000	20	1	18	0	1	0	0	0	0	0	0	0	0	32.1	39
0100	5	0	1	0	2	0	0	0	1	1	0	0	0	33	-
0200	13	1	9	0	2	0	0	0	0	0	1	0	0	36.4	40.6
0300	23	0	15	0	5	0	0	0	0	3	0	0	0	34.9	41.1
0400	58	0	42	0	7	0	0	0	0	6	3	0	0	36	42.3
0500	177	4	155	0	14	0	0	0	0	3	1	0	0	33.4	37.9
0600	358	5	309	1	33	1	2	0	0	5	2	0	0	32.1	36.8
0700	668	6	581	0	60	5	2	2	5	3	3	1	0	31.2	35.1
0800	558	0	469	2	72	3	2	1	0	6	3	0	0	31.1	34.9
0900	308	2	254	1	43	0	0	2	2	1	3	0	0	31.5	35.5
1000	308	2	256	1	37	1	7	0	0	3	1	0	0	31.5	36.3
1100	322	1	268	0	42	4	5	0	0	1	0	0	1	30	33.8
1200	296	1	267	0	23	0	0	0	2	2	1	0	0	31.8	35.9
1300	348	2	299	2	32	1	6	2	1	1	2	0	0	29.9	34
1400	282	2	253	1	22	2	1	0	0	1	0	0	0	31.2	35.1
1500	301	5	264	1	29	0	1	0	1	0	0	0	0	30.4	33.7
1600	288	3	254	1	27	0	0	0	1	1	1	0	0	31.1	35.3
1700	300	2	285	2	10	0	0	0	0	0	1	0	0	30.7	35.1
1800	254	2	238	0	12	1	0	0	0	0	1	0	0	30.3	34.3
1900	181	1	171	0	7	0	1	0	0	0	1	0	0	30.1	34.9
2000	92	0	84	0	6	0	0	0	0	0	2	0	0	33	37.7
2100	96	0	92	0	4	0	0	0	0	0	0	0	0	33.7	39.2
2200	71	0	65	0	3	0	0	0	0	0	3	0	0	32.3	37.2
2300	56	0	50	0	5	0	0	0	0	0	1	0	0	34	39.5
07-19	**4233**	**28**	**3688**	**11**	**409**	**17**	**24**	**7**	**12**	**19**	**16**	**1**	**1**	**30.9**	**34.9**
06-22	**4960**	**34**	**4344**	**12**	**459**	**18**	**27**	**7**	**12**	**24**	**21**	**1**	**1**	**31.1**	**35.1**
06-00	**5087**	**34**	**4459**	**12**	**467**	**18**	**27**	**7**	**12**	**24**	**25**	**1**	**1**	**31.1**	**35.1**
00-00	**5383**	**40**	**4699**	**12**	**498**	**18**	**27**	**7**	**13**	**37**	**30**	**1**	**1**	**31.3**	**35.5**

Tuesday, 20 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	35	0	28	0	3	0	0	0	1	1	2	0	0	32.4	37.1
0100	26	0	20	0	4	0	0	0	0	2	0	0	0	35.8	39
0200	28	0	27	0	1	0	0	0	0	0	0	0	0	33.2	37.1
0300	23	0	22	0	1	0	0	0	0	0	0	0	0	36.6	45.5
0400	64	2	44	0	11	0	0	0	0	3	4	0	0	34.3	39.2
0500	136	2	113	0	14	0	0	0	0	2	5	0	0	33.1	38.4
0600	354	5	294	0	39	3	5	0	0	6	2	0	0	32.9	37

0700	644	5	552	2	67	5	0	0	4	3	6	0	0	31.1	34.7
0800	515	1	443	1	54	4	3	0	0	5	4	0	0	29.7	33.3
0900	350	1	303	0	31	2	5	0	1	4	3	0	0	30.3	33.9
1000	271	1	232	0	32	1	2	0	1	2	0	0	0	30.6	34.6
1100	383	4	336	1	39	1	0	0	0	2	0	0	0	29.6	33.7
1200	313	6	256	0	43	0	3	0	0	3	2	0	0	30.9	35
1300	301	2	260	1	27	0	3	0	0	5	2	0	1	29.6	34
1400	304	0	270	0	26	2	1	0	2	2	1	0	0	30.1	33.5
1500	292	3	259	0	28	2	0	0	0	0	0	0	0	29.6	33.1
1600	302	2	272	0	27	1	0	0	0	0	0	0	0	29.4	33.1
1700	279	6	261	0	10	0	0	1	0	1	0	0	0	26.6	31.3
1800	266	0	249	0	16	1	0	0	0	0	0	0	0	29.9	34.3
1900	189	0	179	0	7	0	1	0	0	0	2	0	0	31.4	35.2
2000	145	1	131	2	10	0	0	0	0	1	0	0	0	32.6	36.9
2100	174	1	129	0	12	0	3	0	5	14	8	1	1	30.3	34.1
2200	330	3	207	0	26	1	1	1	11	44	32	4	0	29.1	32
2300	215	1	92	2	19	2	0	0	14	51	33	0	1	29.5	32.7
07-19	**4220**	**31**	**3693**	**5**	**400**	**19**	**17**	**1**	**8**	**27**	**18**	**0**	**1**	**29.9**	**33.9**
06-22	**5082**	**38**	**4426**	**7**	**468**	**22**	**26**	**1**	**13**	**48**	**30**	**1**	**2**	**30.2**	**34.4**
06-00	**5627**	**42**	**4725**	**9**	**513**	**25**	**27**	**2**	**38**	**143**	**95**	**5**	**3**	**30.1**	**34.2**
00-00	**5939**	**46**	**4979**	**9**	**547**	**25**	**27**	**2**	**39**	**151**	**106**	**5**	**3**	**30.3**	**34.4**

Default

Globals

Report Id	CustomList-633
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-02-25T20:41:00
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Newton-le-Willows
Site Attribute	Southern ATC 2
File Name	D:\TDS\2023 - 2024\23.112 Newton-le-Willows ATC\Newton-le-Willows 0 2024-02-25 0928.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Mill Lane (40mph)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-02-13T09:28:56
Start Time	2024-02-13T09:28:56
Finish Time	2024-02-25T09:27:32
Operator	TDS
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95

Pace	10
Filter Start	2024-02-14T00:00:00
Filter End	2024-02-25T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(N) Sp(0,100) Headway(]0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Wednesday, 14 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	64	0	42	0	5	0	0	0	2	8	7	0	0	33.3	39.8				
0100	37	0	16	0	1	1	0	0	2	13	4	0	0	34.1	37.4				
0200	38	0	12	0	4	0	0	1	2	9	10	0	0	34.2	40.3				
0300	49	0	22	0	6	0	0	0	1	13	7	0	0	34	40.6				
0400	47	0	28	0	6	0	0	0	2	8	3	0	0	35.9	41.1				

0500	87	1	74	0	7	1	0	0	0	4	0	0	0	34.7	39.3				
0600	140	1	122	0	11	1	0	0	2	3	0	0	0	34.2	39.8				
0700	224	0	202	1	15	0	1	0	1	3	1	0	0	32.5	36.9				
0800	329	0	273	1	50	2	0	0	0	0	3	0	0	31.4	34.8				
0900	246	1	201	1	35	4	2	0	1	0	1	0	0	30.8	34.9				
1000	300	0	245	1	48	0	1	2	2	0	0	0	1	31.7	34.9				
1100	324	0	265	1	53	2	1	0	0	2	0	0	0	31.2	34.3				
1200	541	1	422	1	81	3	9	1	1	9	11	1	1	21	31.2				
1300	480	4	411	1	49	2	6	2	1	2	1	1	0	30.4	33.5				
1400	533	2	449	0	61	2	5	1	3	6	4	0	0	30.7	33.6				
1500	509	1	445	2	54	1	1	2	0	2	1	0	0	30.7	33.7				
1600	645	1	570	1	66	0	0	0	1	5	0	0	1	28.9	33				
1700	587	2	529	2	42	5	2	0	2	1	2	0	0	18.4	30.6				
1800	403	1	382	0	17	0	0	0	0	2	1	0	0	31.8	34.8				
1900	273	2	250	1	17	0	0	0	0	1	1	1	0	32.4	35.9				
2000	205	1	197	0	4	0	0	0	0	2	1	0	0	33.2	37.4				
2100	300	0	253	0	22	0	0	0	2	11	9	1	2	31.5	34.9				
2200	485	1	357	2	28	0	0	0	16	51	29	0	1	31.3	34				
2300	291	2	171	0	19	2	0	0	14	44	39	0	0	32.6	35.9				
07-19	**5121**	**13**	**4394**	**12**	**571**	**21**	**28**	**8**	**12**	**32**	**25**	**2**	**3**	**28.3**	**33.8**				
06-22	**6039**	**17**	**5216**	**13**	**625**	**22**	**28**	**8**	**16**	**49**	**36**	**4**	**5**	**29**	**34.2**				
06-00	**6815**	**20**	**5744**	**15**	**672**	**24**	**28**	**8**	**46**	**144**	**104**	**4**	**6**	**29.3**	**34.2**				
00-00	**7137**	**21**	**5938**	**15**	**701**	**26**	**28**	**9**	**55**	**199**	**135**	**4**	**6**	**29.5**	**34.6**				

Thursday, 15 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	231	1	98	0	29	0	0	0	14	54	33	1	1	32.4	35.9				
0100	182	0	63	0	19	1	0	0	18	47	33	1	0	32.4	36.1				
0200	184	0	39	1	29	1	1	1	22	55	35	0	0	32.6	37.2				
0300	227	0	60	0	40	4	1	0	14	46	62	0	0	32.5	35.8				
0400	175	0	74	0	30	5	1	1	8	35	21	0	0	33.7	38.3				
0500	107	1	83	0	15	0	0	0	1	6	1	0	0	35.2	39.7				
0600	127	0	110	1	13	0	0	0	1	0	2	0	0	34.3	39.9				
0700	247	2	227	1	15	0	1	0	0	1	0	0	0	31.8	35.5				
0800	310	2	244	2	49	4	2	1	0	3	3	0	0	30.6	33.8				
0900	222	0	182	0	34	0	2	0	0	3	1	0	0	27.7	32				
1000	276	0	228	1	37	4	1	1	1	3	0	0	0	27	31.3				
1100	284	0	245	0	29	2	1	0	2	4	1	0	0	26.5	29.9				
1200	370	1	315	1	45	2	2	0	0	3	1	0	0	27.3	30.1				
1300	351	2	309	0	32	1	3	0	0	3	1	0	0	26.6	31				
1400	370	0	301	3	49	5	4	1	0	5	2	0	0	26.8	30.8				
1500	552	1	475	2	62	3	1	0	1	6	1	0	0	30.3	33.7				
1600	649	4	580	2	51	2	3	0	0	6	1	0	0	23.4	31.9				
1700	572	2	521	1	42	0	0	0	1	2	2	0	1	29.6	33				

1800	432	1	408	1	13	1	0	0	2	5	0	0	1	30.9	34.2
1900	300	0	284	1	13	0	0	0	0	1	1	0	0	31.9	35.5
2000	209	1	197	0	9	0	0	0	0	0	2	0	0	33.5	37.9
2100	273	1	248	0	7	0	0	0	0	8	9	0	0	32.5	37.6
2200	493	5	371	0	45	7	1	0	6	38	20	0	0	23.3	33.4
2300	253	0	148	1	22	0	0	0	9	41	32	0	0	32	35.8
07-19	**4635**	**15**	**4035**	**14**	**458**	**24**	**20**	**3**	**7**	**44**	**13**	**0**	**2**	**28**	**32.7**
06-22	**5544**	**17**	**4874**	**16**	**500**	**24**	**20**	**3**	**8**	**53**	**27**	**0**	**2**	**28.8**	**33.6**
06-00	**6290**	**22**	**5393**	**17**	**567**	**31**	**21**	**3**	**23**	**132**	**79**	**0**	**2**	**28.5**	**33.7**
00-00	**7396**	**24**	**5810**	**18**	**729**	**42**	**24**	**5**	**100**	**375**	**264**	**2**	**3**	**29.2**	**34.3**

Friday, 16 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	237	1	109	2	16	1	0	0	15	53	40	0	0	32.7	36
0100	193	0	62	2	37	1	0	0	17	47	27	0	0	33.1	37.6
0200	225	0	69	0	33	1	0	1	16	61	44	0	0	32.3	35.1
0300	204	0	62	1	27	5	2	0	20	49	38	0	0	32.2	36.8
0400	88	0	48	1	10	0	0	0	1	16	12	0	0	34.1	38.2
0500	79	1	66	0	8	0	0	0	0	3	1	0	0	36.2	40.5
0600	116	0	96	0	16	1	0	0	0	1	2	0	0	34.2	38.8
0700	202	2	167	0	28	0	1	1	2	1	0	0	0	32.8	37.5
0800	288	2	238	0	44	0	0	0	2	1	0	1	0	31.3	35.1
0900	221	2	182	1	28	3	0	0	4	1	0	0	0	31.7	35.3
1000	290	1	240	0	43	0	1	0	1	3	1	0	0	31.6	35.1
1100	377	2	318	1	49	0	1	0	2	1	2	0	1	30.8	34.5
1200	462	2	392	3	55	2	3	0	0	2	3	0	0	30.3	33.6
1300	433	1	380	4	44	0	1	0	1	2	0	0	0	29.9	33.1
1400	571	2	489	1	66	0	3	1	0	4	5	0	0	30.3	33
1500	596	0	508	1	67	5	3	0	1	7	4	0	0	25	32.1
1600	642	2	582	2	45	1	1	0	0	6	3	0	0	29.5	32.5
1700	568	3	530	1	22	2	1	1	1	4	2	0	1	30.3	33.8
1800	388	1	358	1	14	0	0	0	2	5	7	0	0	31.8	35.3
1900	260	2	240	0	14	1	0	0	1	0	2	0	0	32.7	36.4
2000	182	0	175	1	5	0	0	0	0	0	1	0	0	33.2	37.1
2100	146	0	132	0	9	0	0	0	0	0	5	0	0	34.2	39.3
2200	167	1	157	0	7	1	0	0	0	1	0	0	0	33.6	38.3
2300	100	0	92	0	2	0	0	0	2	1	3	0	0	33.6	38
07-19	**5038**	**20**	**4384**	**15**	**505**	**13**	**15**	**3**	**16**	**37**	**27**	**1**	**2**	**30**	**34**
06-22	**5742**	**22**	**5027**	**16**	**549**	**15**	**15**	**3**	**17**	**38**	**37**	**1**	**2**	**30.4**	**34.5**
06-00	**6009**	**23**	**5276**	**16**	**558**	**16**	**15**	**3**	**19**	**40**	**40**	**1**	**2**	**30.5**	**34.7**
00-00	**7035**	**25**	**5692**	**22**	**689**	**24**	**17**	**4**	**88**	**269**	**202**	**1**	**2**	**30.9**	**35**

Saturday, 17 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	60	0	54	0	2	0	0	0	0	1	3	0	0	34.8	41.2				
0100	33	0	30	0	2	1	0	0	0	0	0	0	0	34.6	40.6				
0200	29	0	24	0	2	0	0	0	0	0	3	0	0	36.3	40.9				
0300	27	0	21	0	3	0	0	0	1	1	1	0	0	37	40				
0400	27	0	17	0	4	0	0	0	0	3	3	0	0	35.3	40				
0500	38	1	28	0	5	0	0	0	0	1	3	0	0	36.9	43.6				
0600	63	1	51	0	8	0	1	0	0	2	0	0	0	34.9	40.8				
0700	79	0	66	1	9	0	0	0	0	3	0	0	0	33.3	39.1				
0800	148	0	135	1	11	0	0	0	0	1	0	0	0	33.4	37.8				
0900	226	1	202	1	21	0	0	0	1	0	0	0	0	31.4	35.7				
1000	286	4	265	0	15	0	1	0	0	1	0	0	0	30.6	34.3				
1100	380	1	350	1	25	1	0	2	0	0	0	0	0	31.4	34.4				
1200	431	0	412	0	18	0	0	0	0	1	0	0	0	31.2	34.4				
1300	396	2	366	2	24	1	0	0	0	1	0	0	0	31	34.8				
1400	361	2	339	1	18	0	0	0	0	1	0	0	0	30.5	33.8				
1500	397	2	374	1	19	0	0	0	0	0	1	0	0	31	34.7				
1600	331	0	319	0	11	0	0	0	0	0	1	0	0	30.9	34.4				
1700	352	2	338	0	12	0	0	0	0	0	0	0	0	31.6	35.3				
1800	297	1	285	3	8	0	0	0	0	0	0	0	0	31	34.3				
1900	199	1	186	0	11	0	0	0	0	0	1	0	0	33.2	37.6				
2000	185	2	174	0	9	0	0	0	0	0	0	0	0	33.4	37.7				
2100	145	0	142	0	3	0	0	0	0	0	0	0	0	33.8	37.3				
2200	123	0	118	0	5	0	0	0	0	0	0	0	0	33.3	37.8				
2300	98	0	94	0	3	0	0	0	0	1	0	0	0	33.1	37.6				
07-19	**3684**	**15**	**3451**	**11**	**191**	**2**	**1**	**2**	**1**	**8**	**2**	**0**	**0**	**31.2**	**34.8**				
06-22	**4276**	**19**	**4004**	**11**	**222**	**2**	**2**	**2**	**1**	**10**	**3**	**0**	**0**	**31.5**	**35.2**				
06-00	**4497**	**19**	**4216**	**11**	**230**	**2**	**2**	**2**	**1**	**11**	**3**	**0**	**0**	**31.6**	**35.5**				
00-00	**4711**	**20**	**4390**	**11**	**248**	**3**	**2**	**2**	**2**	**17**	**16**	**0**	**0**	**31.8**	**35.8**				

Sunday, 18 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	76	0	70	0	6	0	0	0	0	0	0	0	0	34.7	39.7				
0100	34	0	31	0	1	0	0	0	0	2	0	0	0	34.8	39.1				
0200	20	0	17	0	2	0	0	0	0	1	0	0	0	37	43.7				
0300	16	0	13	0	1	0	0	0	1	0	1	0	0	36.4	41.8				
0400	24	0	23	0	1	0	0	0	0	0	0	0	0	36.3	41.3				
0500	37	1	34	0	2	0	0	0	0	0	0	0	0	37.1	42.7				
0600	39	0	37	0	1	0	0	0	0	1	0	0	0	35.6	41.3				

0700	69	0	64	0	5	0	0	0	0	0	0	0	0	34	39				
0800	102	0	91	1	7	0	0	0	0	1	2	0	0	32.6	37.4				
0900	180	0	169	0	11	0	0	0	0	0	0	0	0	32.4	36.8				
1000	319	1	306	2	10	0	0	0	0	0	0	0	0	31.3	34.2				
1100	382	3	364	2	12	0	0	0	1	0	0	0	0	30.8	34.3				
1200	484	3	465	2	13	0	1	0	0	0	0	0	0	31.3	34.4				
1300	479	6	457	1	13	0	1	0	0	1	0	0	0	30.6	34.2				
1400	427	6	405	1	12	0	1	0	1	0	1	0	0	31.6	35.1				
1500	443	6	422	3	11	1	0	0	0	0	0	0	0	31.9	35.6				
1600	415	6	396	0	10	1	1	0	1	0	0	0	0	31.2	34.9				
1700	283	4	271	1	7	0	0	0	0	0	0	0	0	31.3	34.7				
1800	239	2	228	1	8	0	0	0	0	0	0	0	0	32	35.8				
1900	208	0	201	0	7	0	0	0	0	0	0	0	0	32.4	36.4				
2000	156	1	147	0	6	0	0	0	2	0	0	0	0	33.7	38.3				
2100	124	0	121	0	2	0	0	0	0	0	1	0	0	34	38.7				
2200	78	0	76	0	1	0	0	0	1	0	0	0	0	34.4	39				
2300	56	3	50	1	0	0	1	0	0	0	1	0	0	37	43.6				
07-19	**3822**	**37**	**3638**	**14**	**119**	**2**	**4**	**0**	**3**	**2**	**3**	**0**	**0**	**31.4**	**35.1**				
06-22	**4349**	**38**	**4144**	**14**	**135**	**2**	**4**	**0**	**5**	**3**	**4**	**0**	**0**	**31.7**	**35.6**				
06-00	**4483**	**41**	**4270**	**15**	**136**	**2**	**5**	**0**	**6**	**3**	**5**	**0**	**0**	**31.8**	**35.7**				
00-00	**4690**	**42**	**4458**	**15**	**149**	**2**	**5**	**0**	**7**	**6**	**6**	**0**	**0**	**32**	**36**				

Monday, 19 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	24	0	22	0	2	0	0	0	0	0	0	0	0	35.1	42.9				
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	32.1	-				
0200	8	0	4	0	3	0	0	0	0	1	0	0	0	37.5	-				
0300	12	0	11	0	1	0	0	0	0	0	0	0	0	35.1	41.9				
0400	33	1	25	0	6	0	0	0	0	1	0	0	0	36.3	41				
0500	66	3	59	0	3	1	0	0	0	0	0	0	0	35.6	40.9				
0600	134	0	119	0	13	0	0	0	0	2	0	0	0	33.7	38.5				
0700	244	3	212	2	22	2	1	0	0	1	1	0	0	32	35.8				
0800	325	0	274	1	46	3	0	0	0	1	0	0	0	31.7	35.2				
0900	263	1	212	3	39	2	2	0	1	2	1	0	0	31.4	35.3				
1000	282	1	232	1	38	0	7	0	1	2	0	0	0	31.2	35				
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				

Key:
Tube failure

2000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
07-19	**1114**	**5**	**930**	**7**	**145**	**7**	**10**	**0**	**2**	**6**	**2**	**0**	**0**	**31.6**	**35.1**				
06-22	**1248**	**5**	**1049**	**7**	**158**	**7**	**10**	**0**	**2**	**8**	**2**	**0**	**0**	**31.8**	**35.6**				
06-00	**1248**	**5**	**1049**	**7**	**158**	**7**	**10**	**0**	**2**	**8**	**2**	**0**	**0**	**31.8**	**35.6**				
00-00	**1397**	**9**	**1176**	**7**	**173**	**8**	**10**	**0**	**2**	**10**	**2**	**0**	**0**	**32.2**	**36.4**				

Tuesday, 20 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**				
06-22	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**				
06-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**				
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**				

Wednesday, 21 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1500	13	0	12	0	1	0	0	0	0	0	0	0	0	26.4	31.4				
1600	574	2	510	0	52	1	2	1	0	2	2	1	1	29.4	32.7				
1700	656	1	599	3	49	1	0	0	1	2	0	0	0	29	32.7				
1800	526	2	484	2	30	0	0	0	1	4	3	0	0	30.1	33.2				
1900	417	2	379	2	21	0	0	0	2	8	3	0	0	30.5	34.2				
2000	204	3	185	0	13	0	0	0	1	2	0	0	0	32.6	36.8				
2100	187	0	174	0	10	0	0	0	1	1	1	0	0	32.4	36.7				
2200	170	2	163	0	4	0	0	0	0	0	0	1	0	32.2	36.8				
2300	70	0	61	0	5	0	0	0	0	1	3	0	0	34.8	39.8				
07-19	**1769**	**5**	**1605**	**5**	**132**	**2**	**2**	**1**	**2**	**8**	**5**	**1**	**1**	**29.4**	**32.8**				
06-22	**2577**	**10**	**2343**	**7**	**176**	**2**	**2**	**1**	**6**	**19**	**9**	**1**	**1**	**30.1**	**33.7**				
06-00	**2817**	**12**	**2567**	**7**	**185**	**2**	**2**	**1**	**6**	**20**	**12**	**2**	**1**	**30.3**	**34.1**				
00-00	**2817**	**12**	**2567**	**7**	**185**	**2**	**2**	**1**	**6**	**20**	**12**	**2**	**1**	**30.3**	**34.1**				

Thursday, 22 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	37	0	27	0	3	0	0	0	0	5	2	0	0	33.9	39				
0100	23	0	17	0	2	0	0	0	0	3	1	0	0	35.9	41				
0200	22	0	10	1	4	0	1	0	0	4	2	0	0	35.7	43.8				
0300	18	0	12	0	2	0	0	0	1	1	2	0	0	33.3	37.1				
0400	34	1	25	0	5	0	0	0	0	3	0	0	0	38	45.9				
0500	78	2	65	0	7	0	0	0	1	2	1	0	0	34.6	39				
0600	168	1	141	0	18	0	0	0	2	3	2	0	1	33	36.9				
0700	245	0	220	1	20	2	1	0	0	0	1	0	0	31.3	35.1				
0800	316	1	276	0	29	3	0	0	1	4	2	0	0	31.1	35.2				
0900	265	0	229	1	31	2	1	0	0	0	1	0	0	30.2	33.7				

1000	278	0	233	0	38	4	0	0	0	3	0	0	0	30.1	34.1				
1100	313	1	255	1	48	0	4	0	1	2	1	0	0	29.8	33.4				
1200	372	0	319	1	48	0	1	0	1	0	2	0	0	29.8	33.6				
1300	436	3	355	7	57	2	3	0	0	8	1	0	0	28.8	32.2				
1400	489	2	425	1	48	4	2	0	1	3	3	0	0	29	32.7				
1500	536	7	461	2	57	1	3	0	0	2	2	0	1	29.2	33.3				
1600	648	1	583	0	62	1	0	0	0	1	0	0	0	30.6	33.9				
1700	566	4	513	4	36	0	1	1	1	1	5	0	0	24.6	32				
1800	452	1	426	1	19	1	0	0	0	2	2	0	0	31	34				
1900	323	1	306	1	12	0	1	0	0	0	2	0	0	31.8	35.1				
2000	222	1	213	1	7	0	0	0	0	0	0	0	0	32.4	37.2				
2100	221	0	210	0	4	0	0	0	0	3	4	0	0	32	36.1				
2200	350	3	267	1	23	0	0	0	8	27	21	0	0	32.3	35.8				
2300	201	0	135	0	12	1	0	0	7	30	16	0	0	33.3	37.4				
07-19	**4916**	**20**	**4295**	**19**	**493**	**20**	**16**	**1**	**5**	**26**	**20**	**0**	**1**	**29.4**	**33.4**				
06-22	**5850**	**23**	**5165**	**21**	**534**	**20**	**17**	**1**	**7**	**32**	**28**	**0**	**2**	**29.8**	**34**				
06-00	**6401**	**26**	**5567**	**22**	**569**	**21**	**17**	**1**	**22**	**89**	**65**	**0**	**2**	**30.1**	**34.2**				
00-00	**6613**	**29**	**5723**	**23**	**592**	**21**	**18**	**1**	**24**	**107**	**73**	**0**	**2**	**30.2**	**34.6**				

Friday, 23 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	195	0	104	0	19	2	0	0	11	29	30	0	0	33.7	38.5				
0100	137	1	45	1	17	1	1	0	10	35	26	0	0	33.7	38.8				
0200	135	0	39	0	21	2	1	0	12	26	34	0	0	33.9	38.9				
0300	167	0	69	0	24	4	1	1	11	34	22	0	1	34.3	38.5				
0400	112	1	64	0	11	1	0	0	1	16	18	0	0	34	37.8				
0500	83	1	63	0	12	0	0	0	1	4	2	0	0	35.7	40.6				
0600	135	1	117	0	11	0	1	0	0	3	2	0	0	33.5	38.3				
0700	240	2	210	1	25	0	0	0	0	1	1	0	0	32.5	36.9				
0800	331	0	283	4	35	3	2	0	2	0	2	0	0	32	35.7				
0900	298	0	243	1	49	1	1	0	0	1	2	0	0	32.2	35.7				
1000	341	2	290	2	41	2	1	1	1	0	1	0	0	31.3	34.1				
1100	358	0	294	3	53	2	0	0	0	3	2	1	0	31	34.8				
1200	468	3	400	0	59	2	0	1	1	0	2	0	0	31.2	34				
1300	465	1	404	1	52	3	1	0	0	3	0	0	0	31	34.6				
1400	507	3	448	1	46	2	3	0	1	2	1	0	0	30.9	34				
1500	580	4	500	4	58	3	2	0	3	3	3	0	0	30.7	34.3				
1600	626	1	570	2	47	0	1	0	1	0	4	0	0	29.9	34				
1700	498	1	454	3	33	2	0	0	1	1	3	0	0	27.3	33.8				
1800	339	3	315	0	18	0	0	0	0	2	1	0	0	31.8	35				
1900	273	0	255	1	12	1	0	1	0	1	2	0	0	32.4	36.1				
2000	197	1	183	0	13	0	0	0	0	0	0	0	0	33.5	36.7				
2100	148	0	137	0	10	0	0	0	0	0	1	0	0	34.4	39.5				
2200	177	3	171	0	2	0	0	0	0	1	0	0	0	33.1	37.4				

2300	96	0	86	0	6	0	0	0	0	2	2	0	0	33	37.4				
07-19	**5051**	**20**	**4411**	**22**	**516**	**20**	**11**	**2**	**10**	**16**	**22**	**1**	**0**	**30.8**	**34.6**				
06-22	**5804**	**22**	**5103**	**23**	**562**	**21**	**12**	**3**	**10**	**20**	**27**	**1**	**0**	**31.1**	**35**				
06-00	**6077**	**25**	**5360**	**23**	**570**	**21**	**12**	**3**	**10**	**23**	**29**	**1**	**0**	**31.2**	**35.1**				
00-00	**6906**	**28**	**5744**	**24**	**674**	**31**	**15**	**4**	**56**	**167**	**161**	**1**	**1**	**31.5**	**35.6**				

Default

Globals

Report Id	CustomList-636
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-02-25T20:41:08
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Newton-le-Willows
Site Attribute	Southern ATC 2
File Name	D:\TDS\2023 - 2024\23.112 Newton-le-Willows ATC\Newton-le-Willows 0 2024-02-25 0928.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Mill Lane (40mph)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-02-13T09:28:56
Start Time	2024-02-13T09:28:56
Finish Time	2024-02-25T09:27:32
Operator	TDS
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95

Pace	10
Filter Start	2024-02-14T00:00:00
Filter End	2024-02-25T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(S) Sp(0,100) Headway(]0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Wednesday, 14 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	32	2	19	1	1	0	0	0	0	4	5	0	0	30.3	35.7				
0100	31	0	15	0	8	0	0	0	0	5	3	0	0	34.4	42.1				
0200	19	0	13	0	2	0	0	0	1	1	2	0	0	33.8	39.3				
0300	21	0	13	0	3	0	0	0	1	2	2	0	0	33.5	39.6				
0400	56	0	38	0	10	0	0	0	0	3	5	0	0	34.5	38.5				

0500	124	1	110	0	6	0	0	0	0	4	3	0	0	34	38.2				
0600	328	5	281	0	34	2	3	0	0	1	2	0	0	33.4	37.8				
0700	629	3	541	1	66	0	2	1	8	3	4	0	0	31.2	34.3				
0800	414	1	364	0	39	3	1	0	1	1	4	0	0	31.4	34.7				
0900	354	0	299	1	44	0	4	0	0	2	4	0	0	30.6	33.7				
1000	297	0	260	1	28	1	1	0	1	4	1	0	0	30.4	33.7				
1100	320	0	278	1	32	0	3	0	1	3	2	0	0	30.6	34.4				
1200	262	2	242	0	16	1	0	0	0	0	1	0	0	28.9	31.9				
1300	327	0	292	0	27	1	3	1	1	1	1	0	0	30.7	33.4				
1400	292	3	255	2	23	1	5	0	0	3	0	0	0	30.9	34.1				
1500	278	0	246	0	28	0	3	0	1	0	0	0	0	31.3	34.3				
1600	271	4	245	0	21	0	0	0	0	0	1	0	0	31.4	34.6				
1700	283	3	266	1	11	0	1	0	1	0	0	0	0	29.5	33.4				
1800	251	1	240	1	9	0	0	0	0	0	0	0	0	31.8	35				
1900	194	0	183	1	8	0	0	0	1	1	0	0	0	32.7	36.9				
2000	119	1	109	0	5	0	0	0	1	0	3	0	0	32.6	37.2				
2100	116	0	109	1	6	0	0	0	0	0	0	0	0	32.6	37.2				
2200	84	0	75	1	3	0	0	0	0	1	3	0	1	32.5	36.6				
2300	39	1	30	0	6	0	0	0	0	0	2	0	0	32.4	35.1				
07-19	**3978**	**17**	**3528**	**8**	**344**	**7**	**23**	**2**	**14**	**17**	**18**	**0**	**0**	**30.8**	**34.1**				
06-22	**4735**	**23**	**4210**	**10**	**397**	**9**	**26**	**2**	**16**	**19**	**23**	**0**	**0**	**31.1**	**34.6**				
06-00	**4858**	**24**	**4315**	**11**	**406**	**9**	**26**	**2**	**16**	**20**	**28**	**0**	**1**	**31.2**	**34.6**				
00-00	**5141**	**27**	**4523**	**12**	**436**	**9**	**26**	**2**	**18**	**39**	**48**	**0**	**1**	**31.3**	**34.9**				

Thursday, 15 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	35	0	28	0	2	0	0	0	0	1	4	0	0	32.4	35.1				
0100	22	1	11	0	6	0	0	0	0	2	2	0	0	32.4	38.6				
0200	13	0	8	0	2	0	0	0	0	1	2	0	0	31.8	35				
0300	20	0	14	0	1	0	0	0	0	4	1	0	0	33.4	40.9				
0400	46	0	35	0	6	0	0	0	0	1	3	1	0	35.1	38.4				
0500	136	1	114	1	12	0	0	0	0	5	3	0	0	33.7	38.1				
0600	336	5	284	1	37	1	1	0	0	3	4	0	0	32.9	36.8				
0700	606	6	519	1	66	2	3	0	1	3	4	0	1	31.6	34.9				
0800	449	2	379	2	46	2	7	0	1	6	4	0	0	30.7	34.2				
0900	290	1	249	0	29	3	4	0	1	2	1	0	0	22.1	28.7				
1000	254	0	217	0	26	6	1	1	1	0	2	0	0	20.1	23.8				
1100	297	1	270	1	20	2	0	0	0	3	0	0	0	21.3	25.4				
1200	309	1	271	1	26	1	6	0	2	0	1	0	0	20.2	24				
1300	277	3	241	2	24	1	2	0	1	2	1	0	0	20.3	24.6				
1400	279	2	245	0	26	3	2	0	0	0	1	0	0	21.7	25.8				
1500	272	2	239	1	25	0	1	0	0	2	2	0	0	28.6	32.2				
1600	258	4	242	1	10	0	0	0	0	1	0	0	0	29.5	33.8				
1700	318	1	301	0	12	0	0	1	1	1	1	0	0	31.2	34.4				

1800	240	1	221	4	12	0	0	0	0	0	2	0	0	31.2	35.2				
1900	209	0	193	3	9	0	0	0	0	0	4	0	0	31.8	35.7				
2000	149	0	135	1	9	0	0	1	0	2	1	0	0	32.7	36.7				
2100	111	0	102	0	6	0	0	0	0	2	0	1	0	33.3	37.4				
2200	93	4	84	0	3	0	0	0	0	1	1	0	0	29.6	34.6				
2300	52	1	41	0	7	0	0	0	0	1	2	0	0	31.9	36.6				
07-19	**3849**	**24**	**3394**	**13**	**322**	**20**	**26**	**2**	**8**	**20**	**19**	**0**	**1**	**26.3**	**32.7**				
06-22	**4654**	**29**	**4108**	**18**	**383**	**21**	**27**	**3**	**8**	**27**	**28**	**1**	**1**	**27.4**	**33.7**				
06-00	**4799**	**34**	**4233**	**18**	**393**	**21**	**27**	**3**	**8**	**29**	**31**	**1**	**1**	**27.5**	**33.7**				
00-00	**5071**	**36**	**4443**	**19**	**422**	**21**	**27**	**3**	**8**	**43**	**46**	**2**	**1**	**27.8**	**34.1**				

Friday, 16 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	25	1	20	0	1	0	0	0	0	1	2	0	0	31.5	35.4				
0100	31	0	19	0	7	0	0	1	0	0	4	0	0	33.8	39.2				
0200	35	0	25	0	4	0	0	0	0	2	3	0	1	33	36.7				
0300	27	0	23	0	3	0	0	0	0	1	0	0	0	33.7	38				
0400	53	1	40	0	7	0	0	0	1	1	2	0	1	34.1	38.9				
0500	114	2	95	0	9	0	0	0	0	4	4	0	0	32.9	36.2				
0600	294	3	234	5	35	3	4	0	1	4	5	0	0	33.3	37.4				
0700	443	2	387	0	46	2	3	0	1	0	2	0	0	32.1	35.4				
0800	348	4	287	1	43	4	3	0	0	2	4	0	0	32.3	35.8				
0900	310	2	255	0	45	1	1	0	0	2	4	0	0	30.9	34.2				
1000	317	2	265	3	39	3	1	0	2	0	2	0	0	31	34.5				
1100	314	3	276	0	31	0	1	0	0	1	1	1	0	30.8	34.1				
1200	312	0	270	0	37	0	1	1	1	1	1	0	0	30.6	34.1				
1300	356	3	314	3	29	3	1	0	1	1	1	0	0	31	34.2				
1400	304	1	269	2	27	0	2	0	1	1	0	1	0	31.2	34.6				
1500	299	2	272	0	23	0	0	1	1	0	0	0	0	30.3	34.2				
1600	319	2	293	0	24	0	0	0	0	0	0	0	0	30.8	34.2				
1700	294	2	279	0	13	0	0	0	0	0	0	0	0	31.5	34.7				
1800	287	0	267	1	16	0	0	0	0	1	2	0	0	30.9	33.8				
1900	187	0	177	0	6	0	0	0	0	0	4	0	0	31.8	35.5				
2000	142	0	129	0	11	0	0	1	1	0	0	0	0	32	36.3				
2100	89	0	82	1	4	0	0	0	0	0	2	0	0	32.4	37.8				
2200	103	1	91	0	5	0	0	0	0	2	3	0	1	32	35.3				
2300	72	0	69	0	2	0	0	0	0	1	0	0	0	33.6	36.8				
07-19	**3903**	**23**	**3434**	**10**	**373**	**13**	**13**	**2**	**7**	**9**	**17**	**2**	**0**	**31.2**	**34.6**				
06-22	**4615**	**26**	**4056**	**16**	**429**	**16**	**17**	**3**	**9**	**13**	**28**	**2**	**0**	**31.4**	**34.9**				
06-00	**4790**	**27**	**4216**	**16**	**436**	**16**	**17**	**3**	**9**	**16**	**31**	**2**	**1**	**31.4**	**34.9**				
00-00	**5075**	**31**	**4438**	**16**	**467**	**16**	**17**	**4**	**10**	**25**	**46**	**2**	**3**	**31.5**	**35.1**				

Saturday, 17 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	35	0	28	0	4	0	0	0	0	2	1	0	0	32.9	36.4				
0100	32	0	24	0	6	0	0	0	1	0	1	0	0	32.7	39.2				
0200	18	0	17	0	0	0	0	0	0	1	0	0	0	35.7	42.4				
0300	12	0	10	0	1	0	0	0	0	1	0	0	0	34.3	37.4				
0400	35	0	29	0	5	0	0	0	0	0	1	0	0	33.4	38.3				
0500	67	1	62	0	1	0	0	0	0	2	1	0	0	35	40.6				
0600	88	0	75	1	11	1	0	0	0	0	0	0	0	34.7	39.3				
0700	128	1	106	2	17	0	0	0	0	1	1	0	0	34.4	39.4				
0800	202	1	181	1	19	0	0	0	0	0	0	0	0	33.1	36.5				
0900	299	1	273	1	22	0	1	0	0	1	0	0	0	31.4	34.9				
1000	335	2	313	2	17	0	0	1	0	0	0	0	0	31.1	35				
1100	382	3	357	2	17	0	1	0	0	1	1	0	0	31.2	34.8				
1200	402	2	376	0	23	0	0	0	0	1	0	0	0	31.5	35.1				
1300	367	1	346	1	18	0	0	0	0	1	0	0	0	31.4	35				
1400	376	4	350	1	20	0	1	0	0	0	0	0	0	30.9	33.7				
1500	314	3	297	1	13	0	0	0	0	0	0	0	0	31.6	34.9				
1600	303	0	284	1	16	0	0	0	1	0	1	0	0	31.5	35.3				
1700	235	0	225	0	10	0	0	0	0	0	0	0	0	31.6	35				
1800	208	1	197	2	8	0	0	0	0	0	0	0	0	31.2	35.4				
1900	151	1	143	1	6	0	0	0	0	0	0	0	0	32.6	37.3				
2000	129	0	125	0	3	0	0	0	1	0	0	0	0	31.6	35.1				
2100	81	1	77	0	3	0	0	0	0	0	0	0	0	32.2	36.9				
2200	81	0	75	0	6	0	0	0	0	0	0	0	0	33	38				
2300	72	0	67	0	4	0	0	0	1	0	0	0	0	32	36.7				
07-19	**3551**	**19**	**3305**	**14**	**200**	**0**	**3**	**1**	**1**	**5**	**3**	**0**	**0**	**31.6**	**35.1**				
06-22	**4000**	**21**	**3725**	**16**	**223**	**1**	**3**	**1**	**2**	**5**	**3**	**0**	**0**	**31.7**	**35.3**				
06-00	**4153**	**21**	**3867**	**16**	**233**	**1**	**3**	**1**	**3**	**5**	**3**	**0**	**0**	**31.7**	**35.3**				
00-00	**4352**	**22**	**4037**	**16**	**250**	**1**	**3**	**1**	**4**	**11**	**7**	**0**	**0**	**31.8**	**35.6**				

Sunday, 18 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	52	1	49	0	2	0	0	0	0	0	0	0	0	32.3	36.4				
0100	29	0	28	0	1	0	0	0	0	0	0	0	0	33.2	38.4				
0200	27	0	23	0	4	0	0	0	0	0	0	0	0	34.7	42.7				
0300	21	0	18	0	2	0	0	0	0	1	0	0	0	34.4	41.1				
0400	26	2	24	0	0	0	0	0	0	0	0	0	0	34.4	39.4				
0500	61	0	55	1	3	0	0	0	1	1	0	0	0	33.6	38.1				
0600	84	1	75	0	7	0	0	0	0	0	1	0	0	34.5	40.3				

0700	136	1	124	1	8	0	0	0	2	0	0	0	0	33.9	38.4
0800	209	3	192	0	13	0	0	0	0	1	0	0	0	33.4	37.4
0900	310	1	301	0	6	0	1	0	0	0	1	0	0	32.6	37.1
1000	439	5	420	3	10	1	0	0	0	0	0	0	0	32.2	35.9
1100	501	3	479	2	15	0	2	0	0	0	0	0	0	31.1	34.1
1200	496	0	483	0	13	0	0	0	0	0	0	0	0	32	35.5
1300	455	8	433	2	11	0	0	0	1	0	0	0	0	32.4	35.6
1400	383	7	361	0	15	0	0	0	0	0	0	0	0	31.6	34.8
1500	299	0	288	1	9	0	0	0	0	1	0	0	0	32.5	35.9
1600	243	1	230	0	11	0	0	0	0	1	0	0	0	33.1	37.8
1700	206	0	199	0	6	1	0	0	0	0	0	0	0	32.4	36
1800	192	2	185	0	4	0	0	0	0	1	0	0	0	32.1	35.5
1900	174	0	169	0	3	1	0	0	0	1	0	0	0	31.9	35.4
2000	116	0	109	0	7	0	0	0	0	0	0	0	0	32.5	36
2100	85	0	79	0	4	0	0	0	1	1	0	0	0	32.8	36.5
2200	55	2	48	1	3	0	0	0	0	1	0	0	0	35.5	42.8
2300	37	1	33	0	2	0	0	0	1	0	0	0	0	32.5	37
07-19	**3869**	**31**	**3695**	**9**	**121**	**2**	**3**	**0**	**3**	**4**	**1**	**0**	**0**	**32.3**	**35.9**
06-22	**4328**	**32**	**4127**	**9**	**142**	**3**	**3**	**0**	**4**	**6**	**2**	**0**	**0**	**32.3**	**36**
06-00	**4420**	**35**	**4208**	**10**	**147**	**3**	**3**	**0**	**5**	**7**	**2**	**0**	**0**	**32.3**	**36**
00-00	**4636**	**38**	**4405**	**11**	**159**	**3**	**3**	**0**	**6**	**9**	**2**	**0**	**0**	**32.4**	**36.1**

Monday, 19 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	21	1	19	0	1	0	0	0	0	0	0	0	0	31.4	37.2
0100	6	0	2	0	2	0	0	0	1	1	0	0	0	31.8	-
0200	13	1	10	0	1	0	0	0	0	0	1	0	0	35.3	39.9
0300	24	0	17	0	5	0	0	0	0	2	0	0	0	33.4	39.3
0400	58	0	44	0	6	0	0	0	0	5	3	0	0	36	41
0500	175	4	152	0	14	0	0	0	0	4	1	0	0	33.4	37.7
0600	359	4	313	1	32	1	2	0	0	3	3	0	0	31.9	36.2
0700	659	6	574	0	61	4	2	2	3	4	3	0	0	31.6	35
0800	563	0	474	2	72	3	3	2	0	5	2	0	0	31.5	34.9
0900	300	1	250	1	41	0	0	2	2	0	3	0	0	31.5	35.8
1000	298	2	250	1	34	1	6	0	0	3	1	0	0	31.9	35.2
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

Key:
Tube failure

2000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
07-19	**1820**	**9**	**1548**	**4**	**208**	**8**	**11**	**6**	**5**	**12**	**9**	**0**	**0**	**31.6**	**35.1**				
06-22	**2179**	**13**	**1861**	**5**	**240**	**9**	**13**	**6**	**5**	**15**	**12**	**0**	**0**	**31.7**	**35.3**				
06-00	**2179**	**13**	**1861**	**5**	**240**	**9**	**13**	**6**	**5**	**15**	**12**	**0**	**0**	**31.7**	**35.3**				
00-00	**2476**	**19**	**2105**	**5**	**269**	**9**	**13**	**6**	**6**	**27**	**17**	**0**	**0**	**31.9**	**35.7**				

Tuesday, 20 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**				
06-22	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**				
06-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**				
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**				

Wednesday, 21 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
1500	4	1	3	0	0	0	0	0	0	0	0	0	0	24.1	-				
1600	299	1	276	1	19	2	0	0	0	0	0	0	0	29	33.4				
1700	334	0	306	0	22	1	1	0	1	1	2	0	0	28.6	32.8				
1800	272	3	249	3	17	0	0	0	0	0	0	0	0	29.2	33.8				
1900	225	0	214	0	7	0	0	0	0	0	4	0	0	28.8	32.9				
2000	154	0	144	1	6	1	0	0	1	1	0	0	0	30.3	34.6				
2100	285	1	211	1	23	0	0	1	6	30	11	1	0	26.9	30.4				
2200	331	7	220	0	29	6	0	0	11	31	27	0	0	23.1	29.2				
2300	199	4	95	2	28	3	0	0	16	31	20	0	0	26.1	30.9				
07-19	**909**	**5**	**834**	**4**	**58**	**3**	**1**	**0**	**1**	**1**	**2**	**0**	**0**	**28.9**	**33.4**				
06-22	**1573**	**6**	**1403**	**6**	**94**	**4**	**1**	**1**	**8**	**32**	**17**	**1**	**0**	**28.7**	**32.9**				
06-00	**2103**	**17**	**1718**	**8**	**151**	**13**	**1**	**1**	**35**	**94**	**64**	**1**	**0**	**27.6**	**32.3**				
00-00	**2103**	**17**	**1718**	**8**	**151**	**13**	**1**	**1**	**35**	**94**	**64**	**1**	**0**	**27.6**	**32.3**				

Thursday, 22 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	142	1	56	0	12	0	1	0	9	41	22	0	0	28.2	32.1				
0100	124	0	44	0	12	1	0	0	10	36	21	0	0	27.4	31.1				
0200	99	0	23	1	13	2	0	0	8	29	23	0	0	26.8	31.3				
0300	140	0	64	1	20	1	0	1	5	31	17	0	0	27.2	31.9				
0400	153	1	87	0	16	2	0	0	5	22	20	0	0	28.3	33				
0500	151	3	126	0	15	0	0	0	0	2	5	0	0	30.1	34.9				
0600	353	1	295	1	44	2	1	0	1	3	5	0	0	27	32.9				
0700	654	6	579	3	48	3	2	2	1	5	5	0	0	22.8	30.4				
0800	479	1	413	1	53	3	4	0	0	0	4	0	0	26.6	31.8				
0900	317	0	265	1	39	1	3	0	0	6	1	0	1	28	32				

1000	311	1	258	1	41	2	2	0	0	2	3	1	0	28.4	32.2				
1100	350	1	308	3	31	0	5	0	0	2	0	0	0	28.2	32.4				
1200	320	1	283	2	21	2	2	0	2	5	1	0	1	28.4	32.3				
1300	327	2	289	2	26	2	4	0	1	0	1	0	0	28.1	31.5				
1400	303	1	261	2	36	1	1	0	0	1	0	0	0	28.7	32.1				
1500	331	1	292	1	33	1	0	0	0	2	1	0	0	31.8	34.7				
1600	302	1	267	1	30	1	0	0	0	1	1	0	0	33	36.2				
1700	331	2	312	0	17	0	0	0	0	0	0	0	0	31.5	35.6				
1800	270	3	256	0	11	0	0	0	0	0	0	0	0	32.7	36.4				
1900	211	1	198	0	9	0	1	0	0	0	2	0	0	32.6	35.8				
2000	156	0	143	0	5	1	0	0	2	1	4	0	0	32	36.4				
2100	144	1	132	0	8	0	0	0	1	1	1	0	0	33.4	36.8				
2200	107	1	101	0	1	0	0	0	0	2	2	0	0	33.7	39				
2300	64	0	56	0	7	0	0	0	0	0	1	0	0	33.4	37.6				
07-19	**4295**	**20**	**3783**	**17**	**386**	**16**	**23**	**2**	**4**	**24**	**17**	**1**	**2**	**28.4**	**33.6**				
06-22	**5159**	**23**	**4551**	**18**	**452**	**19**	**25**	**2**	**8**	**29**	**29**	**1**	**2**	**28.7**	**33.9**				
06-00	**5330**	**24**	**4708**	**18**	**460**	**19**	**25**	**2**	**8**	**31**	**32**	**1**	**2**	**28.9**	**34**				
00-00	**6139**	**29**	**5108**	**20**	**548**	**25**	**26**	**3**	**45**	**192**	**140**	**1**	**2**	**28.8**	**33.9**				

Friday, 23 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85				
0000	27	0	23	0	0	0	0	0	0	1	3	0	0	34.2	37.2				
0100	24	1	13	0	5	0	0	0	0	3	2	0	0	38	42.2				
0200	16	0	12	0	0	0	0	0	1	1	2	0	0	35.2	41.3				
0300	40	0	32	0	6	0	0	0	0	2	0	0	0	33.3	37.8				
0400	61	0	46	0	8	2	0	0	1	2	1	1	0	35.8	40.7				
0500	125	1	104	0	11	0	0	0	2	6	1	0	0	34.9	38.9				
0600	337	3	278	0	39	3	1	0	0	7	6	0	0	33.1	37.6				
0700	562	3	498	1	49	2	1	0	1	2	5	0	0	32.4	35.1				
0800	477	1	421	0	46	1	1	0	0	4	3	0	0	32.3	35.8				
0900	346	0	285	2	52	3	0	0	0	3	1	0	0	32.3	36.4				
1000	338	3	293	1	34	1	4	0	0	1	0	1	0	32.3	35.7				
1100	345	1	296	1	39	4	2	0	1	0	1	0	0	31.6	35.4				
1200	348	4	310	1	28	3	0	0	0	1	1	0	0	32.4	35.6				
1300	356	3	318	0	31	1	1	0	0	2	0	0	0	32.1	35.7				
1400	317	1	275	1	36	1	1	0	0	2	0	0	0	32.3	35.7				
1500	337	4	301	1	26	2	0	0	0	1	2	0	0	31.6	35.6				
1600	336	1	313	0	21	0	0	0	0	1	0	0	0	32.7	36.2				
1700	298	2	273	1	20	1	0	0	1	0	0	0	0	32	35.5				
1800	245	0	227	0	17	1	0	0	0	0	0	0	0	32.4	35.8				
1900	217	2	205	1	6	0	0	0	0	0	3	0	0	32.6	36.3				
2000	131	0	122	1	4	0	0	0	1	1	2	0	0	32.6	37.1				
2100	124	1	115	1	5	0	0	0	0	0	2	0	0	33.7	37.2				
2200	99	1	90	0	3	0	1	0	0	3	1	0	0	33	37.8				

2300	72	1	65	0	5	0	0	0	0	0	1	0	0	33.2	37.1				
07-19	**4305**	**23**	**3810**	**9**	**399**	**20**	**10**	**0**	**3**	**17**	**13**	**1**	**0**	**32.2**	**35.7**				
06-22	**5114**	**29**	**4530**	**12**	**453**	**23**	**11**	**0**	**4**	**25**	**26**	**1**	**0**	**32.3**	**35.9**				
06-00	**5285**	**31**	**4685**	**12**	**461**	**23**	**12**	**0**	**4**	**28**	**28**	**1**	**0**	**32.4**	**35.9**				
00-00	**5578**	**33**	**4915**	**12**	**491**	**25**	**12**	**0**	**8**	**43**	**37**	**2**	**0**	**32.5**	**36.1**				

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APPENDIX G

SITE ACCESS ARRANGEMENT AND VISIBILITY SPLAYS. SCALE 1:500

2.4m x 65m MAXIMUM ACHIEVABLE VISIBILITY SPLAY TO THE NORTH (MEASURED TO THE CENTRE LINE)

2.4m x 52m VISIBILITY SPLAY (MEASURED TO CENTRE LINE)

PROPOSED TRAFFIC ISLAND TO PROHIBIT OVERTAKING

PROPOSED PEDESTRIAN CROSSING POINT

PROPOSED KERB BUILDOUT

PROPOSED PEDESTRIAN CROSSING POINT

SEE INSET 1 FOR A TYPICAL SITE ACCESS DETAIL

2.4m x 51m VISIBILITY SPLAY (MEASURED TO NEARSIDE KERB)

2.4m x 80m MAXIMUM ACHIEVABLE VISIBILITY SPLAY TO THE SOUTH (MEASURED TO NEARSIDE KERB)

THE FINAL 'SPLIT' OF THE 12.2M WIDE CORRIDOR WIDTH IS SUBJECT TO DETAILED DESIGN

THE FINAL 'SPLIT' OF THE 11.2M WIDE CORRIDOR WIDTH IS SUBJECT TO DETAILED DESIGN

THE FINAL 'SPLIT' OF THE 12.2M WIDE CORRIDOR WIDTH IS SUBJECT TO DETAILED DESIGN

WAYFARERS DRIVE

AVENUE

MILL LANE A49

INSET 1 - TYPICAL SITE ACCESS DETAILS. SCALE 1:200

INSET 2 - LARGE CAR TRAVELLING SOUTHBOUND AND PASSING A CAR WAITING TO TURN RIGHT IN. SCALE 1:250

INSET 3 - LARGE CAR TRAVELLING SOUTHBOUND AND PASSING A REFUSE VEHICLE WAITING TO TURN RIGHT IN. SCALE 1:250

INSET 4 - 2 LARGE CARS ABLE TO WAIT WITHIN THE RIGHT TURN LANE. SCALE 1:200

REVISIONS

REV	DESCRIPTION	DATE	BY
A	THROUGH LANE WIDTHS AMENDED. RT LANE REMOVED	07.04.21	BA
B	MINOR AMENDMENTS TO ACCESS	13.05.21	BA
C	ACCESS ROAD WIDENING FROM 5.5m TO 7.2m UNTIL THE EMERGENCY ACCESS	26.10.22	BA
D	LATEST SITE PLAN UNDERLAID	16.02.23	BA
E	LATEST SITE PLAN UNDERLAID	23.06.23	BA
F	LATEST SITE PLAN UNDERLAID	11.08.23	LD
G	INSET 3 ADDED	16.01.24	BA
H	ROAD MARKINGS ADJUSTED NEAR REFUGE ISLAND. TACTILE PAVING ADDED TO SUIT.	22.01.24	BA
I	GENERAL DRAWING UPDATES	01.03.24	LD

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Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name: WAINHOMES (NORTH WEST) LIMITED

Project Title: A49 MILL LANE NEWTON-LE-WILLOWS

Drawing Title: PROPOSED SITE ACCESS ARRANGEMENT WITH RIGHT TURN LANE

Date:	Drawn By:
23.03.2021	BA
Scale: AS STATED @ A2	Checked: CT
Status: PLANNING	Approved/ Unapproved: -

Drawing No. SCP/210034/D03 | Rev. I

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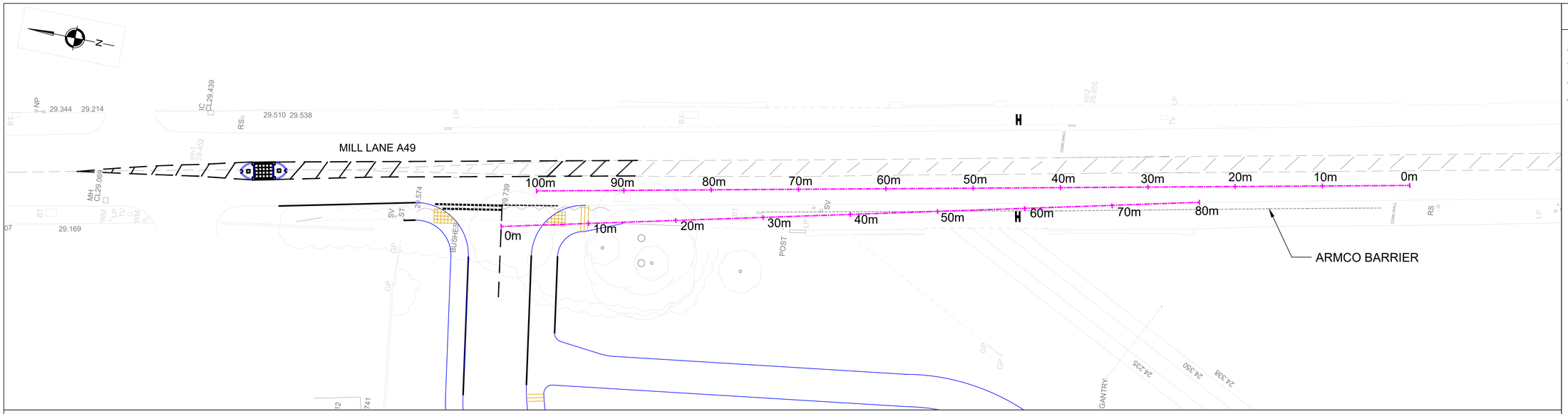
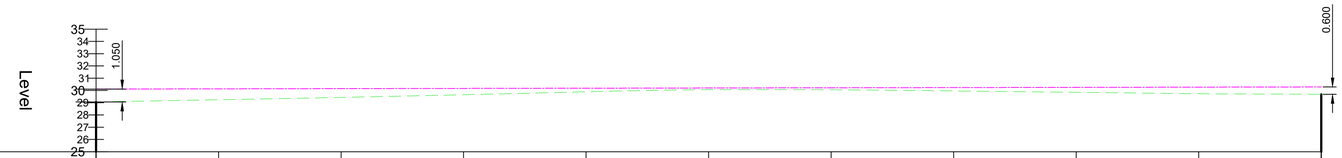
APPENDIX H

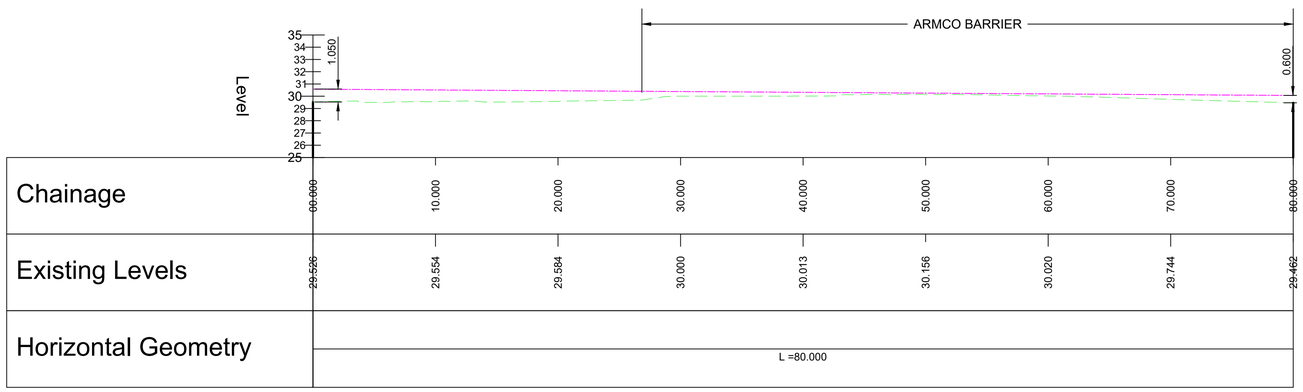


LONGSECTION OF NORTHBOUND VISIBILITY TO CAR TURNING INTO THE ACCESS
SCALE: H 1:100,V 1:100. DATUM: 25.000



Chainage	00.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000
Existing Levels	29.664	29.240	29.430	29.650	29.891	30.065	30.053	29.962	29.847	29.733	29.685
Horizontal Geometry	L =100.000										

LONGSECTION OF RIGHT HAND VISIBILITY SPLAY
SCALE: H 1:100,V 1:100. DATUM: 25.000



Chainage	00.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000
Existing Levels	29.526	29.554	29.584	30.000	30.013	30.156	30.020	29.744	29.462
Horizontal Geometry	L =80.000								

NOTES

KEY

- EXISTING GROUND
- VERTICAL VISIBILITY
- PROPOSED KERB

REVISIONS

REV	DESCRIPTION	DATE	BY
A	REVISED SITE ARRANGEMENT UNDERLAID, ADDITIONAL VISIBILITY SPLAY TO A VEHICLE TURNING RIGHT INTO THE SITE	04.11.22	BA
B	VISIBILITY SPLAYS EXTENDED	12.01.24	AQ
C	VISIBILITY SPLAYS AMENDED DUE TO ARMCO BARRIER	23.02.24	AQ

S|C|P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
WAINHOMES (NORTH WEST) LIMITED

Project Title:
A49 MILL LANE
NEWTON-LE-WILLOWS

Drawing Title:
PROPOSED SITE ACCESS ARRANGEMENT
VISIBILITY LONGSECTION

Date:	23.03.21	Drawn By:	BA
Scale:	1:250 @ A1	Checked:	CT
Status:	PLANNING	Approved:	UNAPPROVED

Drawing No.: SCP/210034/D05 Rev.: C

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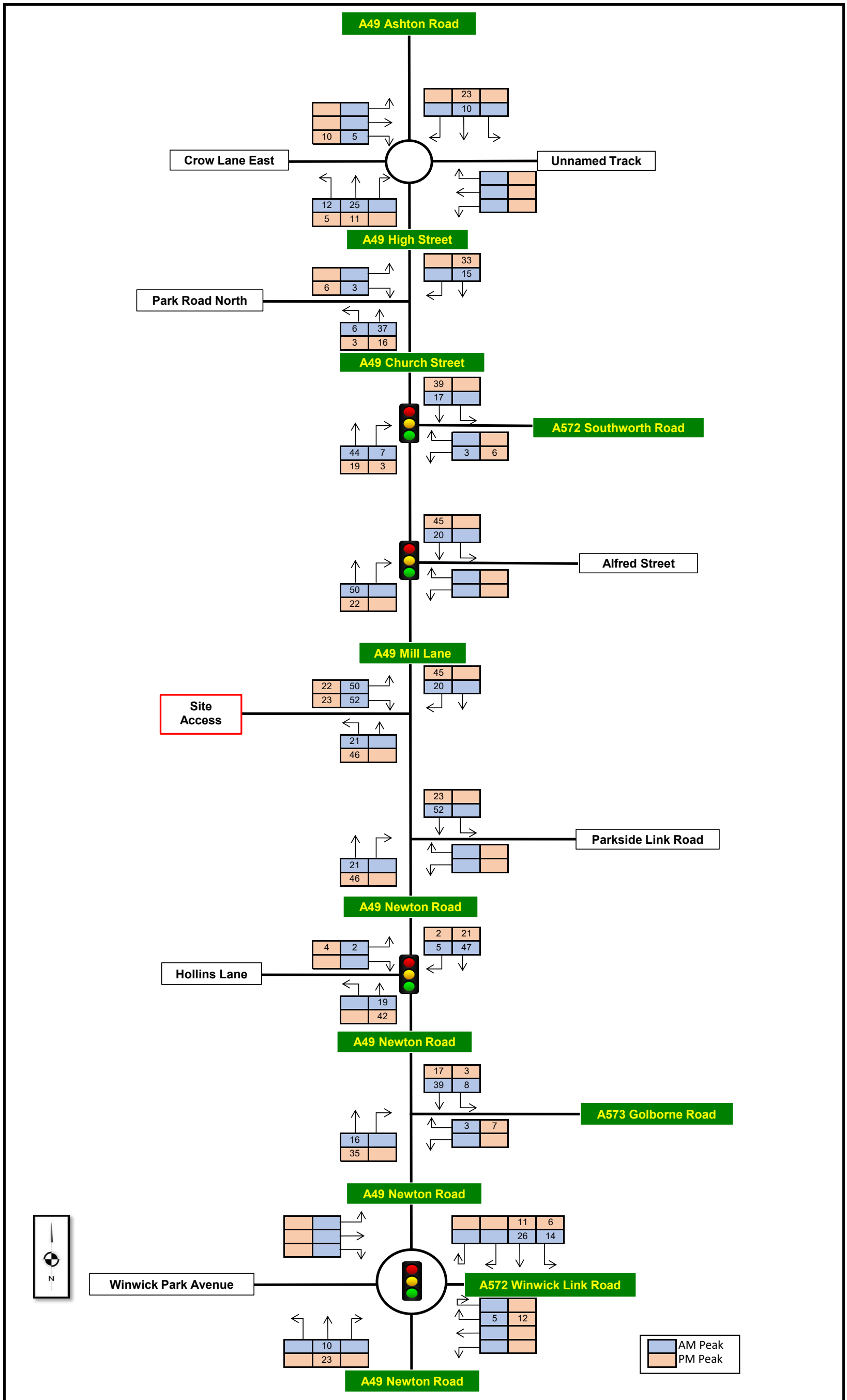
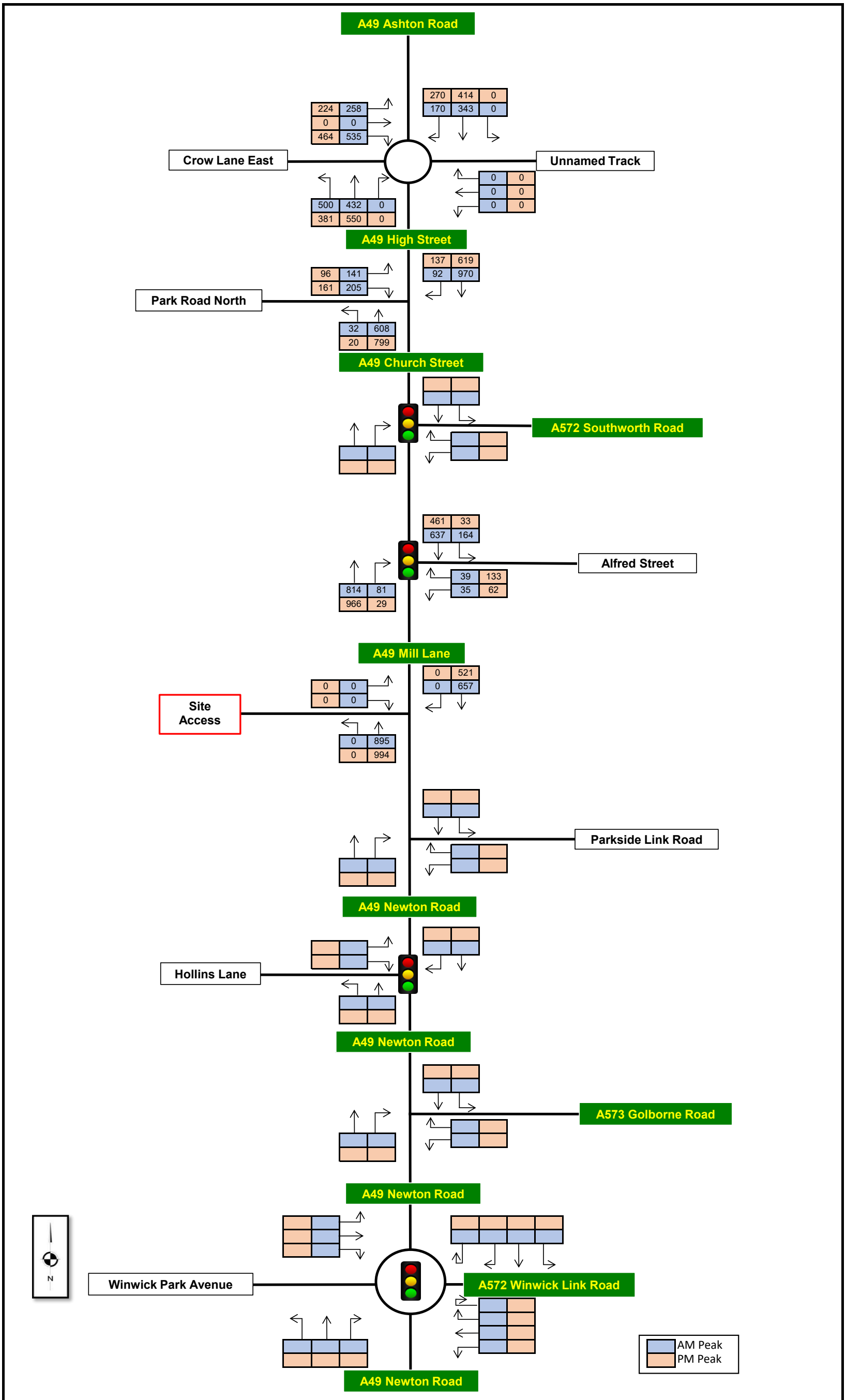
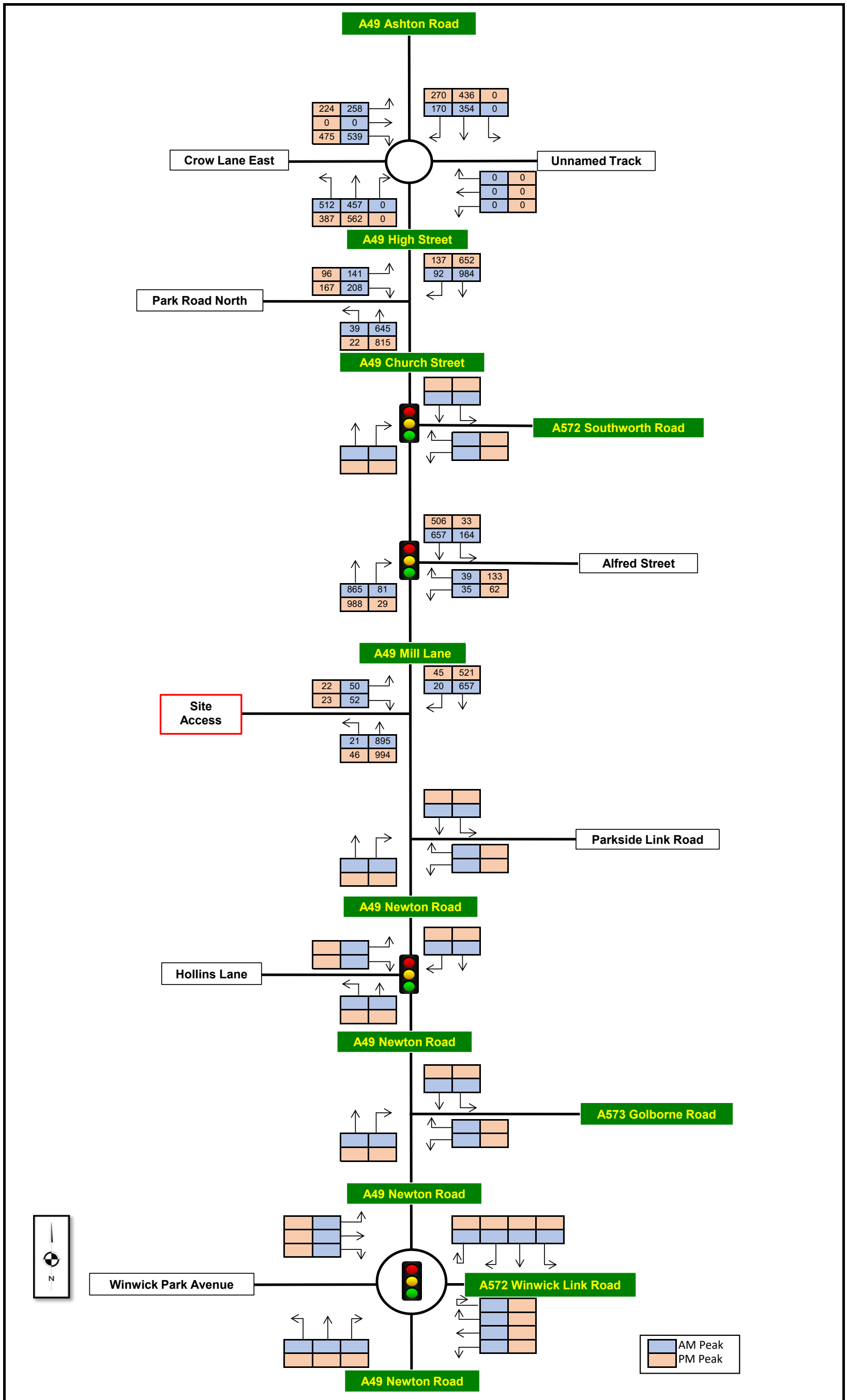
APPENDIX I



S|C|P Transportation Planning : Infrastructure Design	**Traffic Generation**	**29 February 2024**
	Proposed Residential Development, A49 Mill Lane, Newton-le-Willows	Job Number - SCP/210034
		Traffic Figure 17



S|C|P Transportation Planning : Infrastructure Design	2028 Baseline Traffic Flows (PCUs)	29 February 2024
	Proposed Residential Development, A49 Mill Lane, Newton-le-Willows	Job Number - SCP/210034
		Traffic Figure 18



SCP
Transportation Planning : Infrastructure Design

2028 Assessment Traffic Flows (PCUs)

Proposed Residential Development, A49 Mill Lane, Newton-le-Willows

29 February 2024

Job Number - SCP/210034

Traffic Figure 20

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APPENDIX J

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013

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

Filename: Revised Proposed Site Access - 300 Dwell.j9
Path: Z:\Job Library\2021\210034 - A49 Mill Lane, Newton-le-Willows\Traffic Data\March 2023 TA Junction Assessments\1. Proposed Site Access
Report generation date: 29/02/2024 14:27:53

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Assessment									
Stream B-AC	D1	0.8	27.67	0.46	D	D2	0.3	21.00	0.22	C
Stream C-AB		0.2	4.53	0.10	A		0.7	5.57	0.21	A

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Site Access
Location	
Site number	
Date	16/03/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\craig.thomson
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028 Assessment	AM	ONE HOUR	07:15	08:45	15
D2	2028 Assessment	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 Assessment, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A49 Mill Lane (South)		Major
B	Site Access		Minor
C	A49 Mill Lane (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.40			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.60	22	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	523	0.094	0.236	0.149	0.338
B-C	673	0.101	0.256	-	-
C-B	632	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028 Assessment	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	916	100.000
B		✓	102	100.000
C		✓	677	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	21	895
	B	52	0	50
	C	657	20	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.46	27.67	0.8	D
C-AB	0.10	4.53	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	359	0.214	76	0.3	12.649	B
C-AB	37	833	0.045	37	0.1	4.523	A
C-A	473			473			
A-B	16			16			
A-C	674			674			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	312	0.294	91	0.4	16.281	C
C-AB	55	882	0.062	54	0.1	4.349	A
C-A	554			554			
A-B	19			19			
A-C	805			805			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	242	0.464	111	0.8	27.036	D
C-AB	91	956	0.095	91	0.2	4.158	A
C-A	655			655			
A-B	23			23			
A-C	985			985			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	242	0.464	112	0.8	27.667	D
C-AB	91	957	0.095	91	0.2	4.161	A
C-A	654			654			
A-B	23			23			
A-C	985			985			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	312	0.294	93	0.4	16.616	C
C-AB	55	883	0.062	55	0.1	4.354	A
C-A	554			554			
A-B	19			19			
A-C	805			805			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	359	0.214	77	0.3	12.798	B
C-AB	37	833	0.045	37	0.1	4.529	A
C-A	472			472			
A-B	16			16			
A-C	674			674			

2028 Assessment, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028 Assessment	PM	ONE HOUR	16:00	17:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1040	100.000
B		✓	45	100.000
C		✓	566	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	46	994
	B	23	0	22
	C	521	45	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	21.00	0.3	C
C-AB	0.21	5.57	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	345	0.098	33	0.1	11.537	B
C-AB	72	739	0.098	71	0.2	5.391	A
C-A	354			354			
A-B	35			35			
A-C	748			748			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	295	0.137	40	0.2	14.127	B
C-AB	104	770	0.135	103	0.3	5.409	A
C-A	405			405			
A-B	41			41			
A-C	894			894			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	221	0.224	49	0.3	20.853	C
C-AB	168	817	0.205	167	0.7	5.552	A
C-A	455			455			
A-B	51			51			
A-C	1094			1094			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	221	0.224	50	0.3	21.004	C
C-AB	169	818	0.206	169	0.7	5.572	A
C-A	454			454			
A-B	51			51			
A-C	1094			1094			

17:00 - 17:15

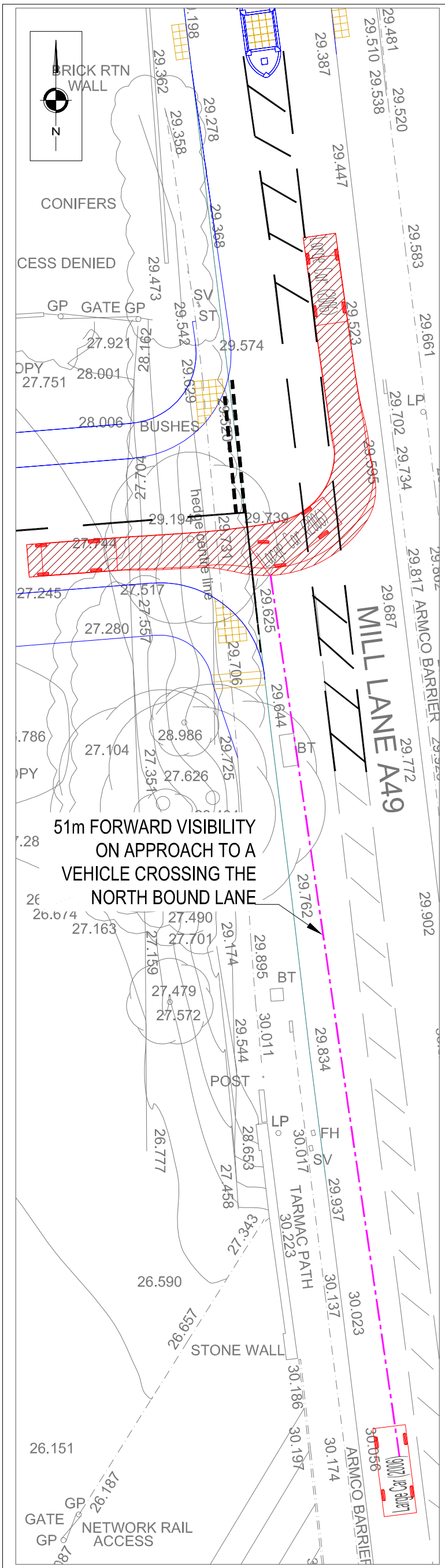
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	294	0.137	41	0.2	14.234	B
C-AB	105	771	0.136	106	0.4	5.440	A
C-A	404			404			
A-B	41			41			
A-C	894			894			

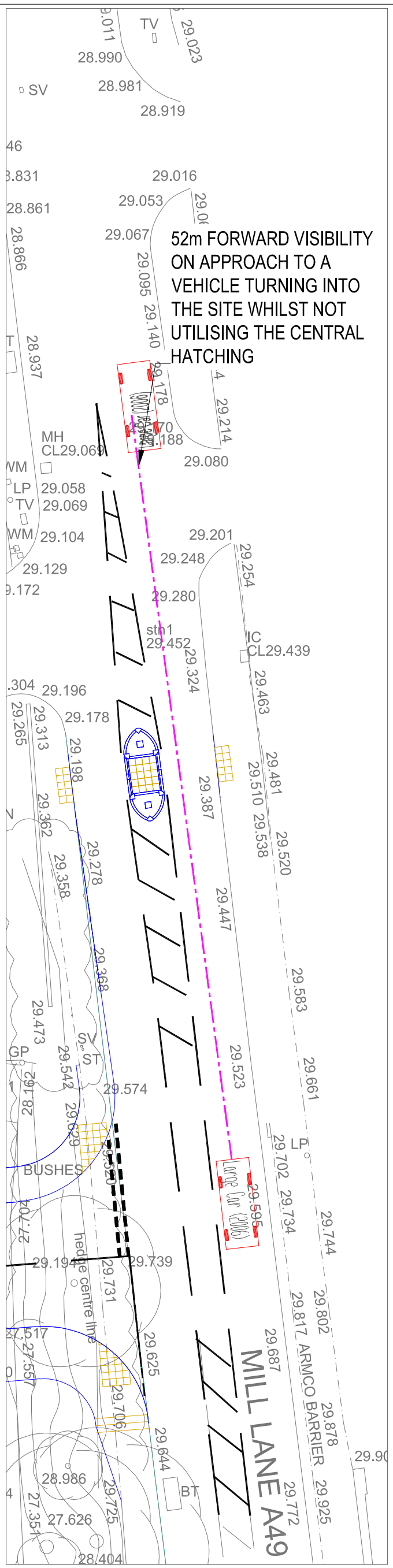
17:15 - 17:30

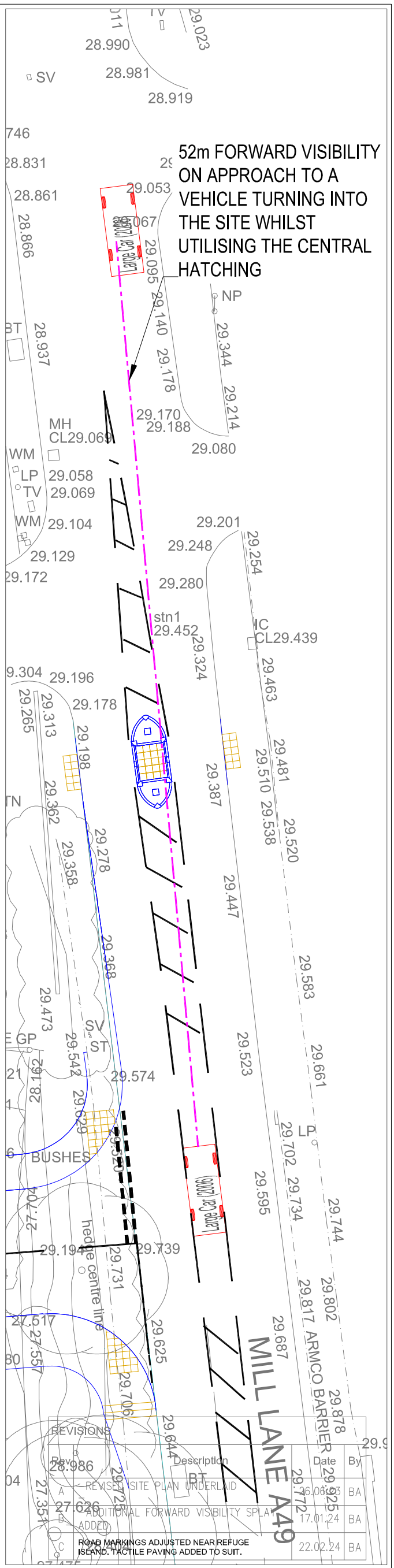
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	345	0.098	34	0.1	11.593	B
C-AB	73	740	0.098	73	0.2	5.415	A
C-A	353			353			
A-B	35			35			
A-C	748			748			

S|C|P

APPENDIX K







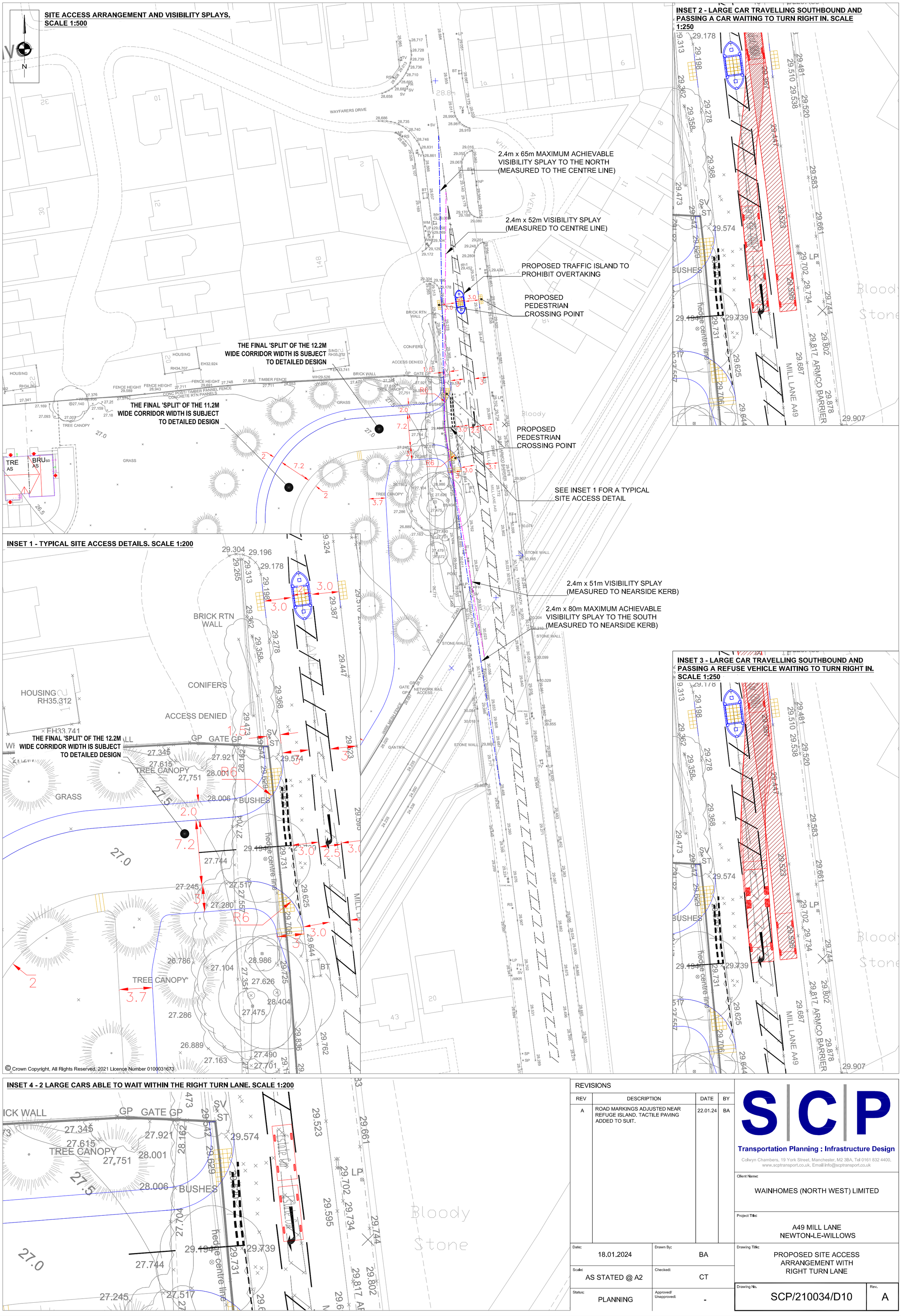
SCP
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email Info@scptransport.co.uk

Client: WAINHOMES (NORTH WEST) LIMITED	Drawing Title: FORWARD VISIBILITY TO TURNING VEHICLES	Scale: 1:250 @ A3	By: BA
Project Title: A49 MILL LANE, NEWTON-LE-WILLOWS		Date: 27.10.2022	Checked: CT
		Approved/ Unapproved: -	Status: PLANNING
			Drawing No.: SCP/210034/D06
			Revision: C

S|C|P

APPENDIX L

SITE ACCESS ARRANGEMENT AND VISIBILITY SPLAYS. SCALE 1:500



INSET 1 - TYPICAL SITE ACCESS DETAILS. SCALE 1:200

INSET 2 - LARGE CAR TRAVELLING SOUTHBOUND AND PASSING A CAR WAITING TO TURN RIGHT IN. SCALE 1:250

INSET 3 - LARGE CAR TRAVELLING SOUTHBOUND AND PASSING A REFUSE VEHICLE WAITING TO TURN RIGHT IN. SCALE 1:250

INSET 4 - 2 LARGE CARS ABLE TO WAIT WITHIN THE RIGHT TURN LANE. SCALE 1:200

REVISIONS

REV	DESCRIPTION	DATE	BY
A	ROAD MARKINGS ADJUSTED NEAR REFUGE ISLAND. TACTILE PAVING ADDED TO SUIT.	22.01.24	BA

Date: 18.01.2024	Drawn By: BA
Scale: AS STATED @ A2	Checked: CT
Status: PLANNING	Approved/ Unapproved: -

S C P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name: WAINHOMES (NORTH WEST) LIMITED

Project Title: A49 MILL LANE NEWTON-LE-WILLOWS

Drawing Title: PROPOSED SITE ACCESS ARRANGEMENT WITH RIGHT TURN LANE

Drawing No. SCP/210034/D10 | Rev. A

S|C|P

APPENDIX M

meraki alliance
Highways, Transportation & Safety Consulting

Residential Development – A49 Mill Lane Newton-le-Willows
No Right Turn Lane

Road Safety Audit: Stage 1

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Residential Development – A49 Mill Lane Newton-le-Willows No Right Turn Lane

Road Safety Audit: Stage 1

Report Produced for:	St Helens Council
Report Produced by:	Jonathan Birkett
Report Dated:	21 February 2024
Report Reference:	MAL/MLNlWRSA1Rev0
Road Safety Audit Team Leader:	Jonathan Birkett

Residential Development – A49 Mill Lane Newton-le-Willows No Right Turn Lane

Road Safety Audit: Stage 1

Contents Amendment Record

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1	0	Draft Report	20 Feb 2024	JB
1	0	FINAL REPORT	21 Feb 2024	JB/GK

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
	St Helens Council	Electronic	
Craig Thomson	SCP	Electronic	21 Feb 2024
Gillian Kidd	Meraki Alliance Ltd	Electronic	21 Feb 2024

Contents

1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (i.e., carried out prior to detailed design), by Craig Thomson (SCP) on behalf of St Helens Council. The scheme submitted for Audit is the proposed new residential development located off the A49 Mill Lane Newton-le-Willows. The site is located to the west of Mill Road. The location of the proposed site access is within a 30mph speed limit and is street lit.

The scope of the proposed highway works includes:

- Construction of a new site access (simple priority junction) – No right turn lane.
- Uncontrolled crossing of the site access,
- Relocation of the existing change in speed limit (30/40) to the south of the site,
- Uncontrolled crossing with central refuge of the A49, and
- Road markings.

Highway Authority

St Helens Council.

Client

Wainhomes (Northwest) Limited.

Designers

SCP.

The audit comprised an examination of documents forming the Audit Brief and an examination of the site. This Audit is restricted to the S278 works.

1.2 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by Craig Thomson (SCP) on behalf of St Helens Council.

The total documents forming the Audit Brief are listed in Appendix 1:

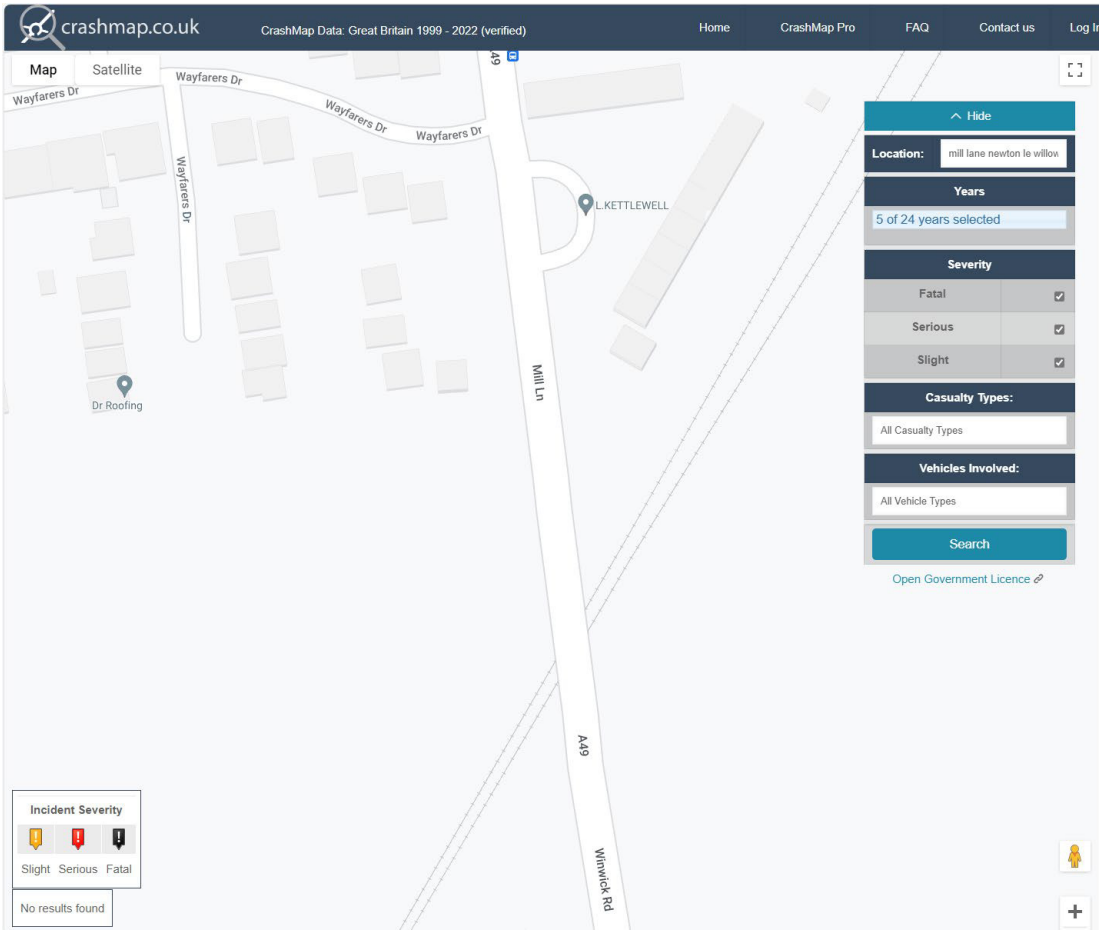
Generally, the Brief comprised:

- Drawings.

1.3 Collision, Traffic and Speed Data

Collision data was not available as part of the brief. Therefore the Audit Team looked at the most up to date collision data held on the Crashmap website. The data examined covered the period 2018-2022.

No collisions have been recorded either side of the proposed junction.



Traffic data was not available as part of this RSA 1.

Speed data was not available as part of this RSA 1.

1.4 Details of Site Visit

A site inspection was undertaken on Tuesday 20 February 2024 between 08:00 and 09:00. The RSA team spent 60 minutes on site understanding the proposed works and their interaction with the local road network.

During the visit, the weather was fine, and the carriageway was wet. No incidents or issues were identified at the time of the RSA site visit.

1.5 RSA Team and Format

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.

The Road Safety Audit Team membership approved on behalf of the Highway Authority was:

JONATHAN BIRKETT IENG MICE FIHE

Holder of Highways England Certificate of Competency

Road Safety Audit Team Leader

G KIDD MIHE

Road Safety Audit Team Member

J PRESTON MCIHT MSORSA

Observer on Behalf of St Helens Council

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

1.6 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

1.7 Issues Raised in Previous RSA(s)

No previous RSA stages have been undertaken.

1.8 Items not Included in this RSA Stage 1

- Lighting.
- Construction details.
- Site clearance.
- Surfacing.
- Drainage.

2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 RSA Problems Stage 1

Problem	**1-1**
Location:	A49 Mill Road.
Summary:	Ghosting of road markings will result in an increased risk of collisions.
It is proposed in to alter the central hatching to create a gap in the existing hatching to allow vehicles waiting to turn right to sit within a narrow central area. The Audit Team were concerned that in many cases these markings remain visible after the works have been undertaken. This will result in confusing road layouts and will result in late lane change and heavy breaking increasing the risk of collisions.	
RECOMMENDATION	
It is recommended that where the central hatching is to be removed/altered that the carriageway is resurfaced to remove the risk of “ghosting” of existing markings.	

PROBLEM	**1-2**
Location:	Uncontrolled crossing A49 Mill Road.
Summary:	Uncontrolled crossings that do not meet the required standards will increase both the risk of pedestrian trips and falls as well as pedestrian/vehicle collisions.
It is proposed to construct a new central refuge with tactile paving to the north of the site access. The Audit Team note that there are no dropped kerbs on the eastern and western side of the Mill Road nor is there any tactile paving. The proposed layout will be confusing to visually impaired pedestrians and is likely to increase the risk of pedestrian trips and falls as well as the visually impaired pedestrians crossing at inappropriate locations increasing the risk of pedestrian/vehicle collisions.	
RECOMMENDATION	
Provide dropped kerbs and tactile paving on either side of Mill Road.	

PROBLEM	1-3
Location:	Uncontrolled crossing A49 Mill Road.
Summary:	Refuges that do not meet the required standards will increase the risk of vehicle strikes and loss of control type collisions.

It is proposed to construct a new central refuge to the north of the site access. The Audit Team has examined the proposed refuge and have identified two issues that could affect vehicles.

1. Where hatching approaches a refuge, the lines must terminate a minimum of 150mm from the kerb face (speeds under 40mph).
2. No details have been provided regarding the kerb upstand on the central island. Should the kerb face be greater than 75mm then the offset of the lining needs to be 300mm.
3. Changes to the road markings may affect the through lane widths either side of the refuge.

Drawing SCP/210034/D03 Rev G shows the hatching terminating at the kerb face and as such does not comply with the required layout and will increase the risk of vehicle strikes and loss of control type collisions.

RECOMMENDATION

Ensure that the road markings comply with the relevant standards (Chapter 5 TSM).

PROBLEM	1-4
Location:	Mill Lane.
Summary:	Obstructed visibility will increase the risk of failure to give way type collisions.

It is proposed to construct a new priority junction to access the development site. Visibility splays of 2.4 x 43m are shown on the drawings. The Audit Team did not consider that these visibility sprays, especially to the south, reflected the speed of vehicles on Mill Lane. The Audit Team noted that the existing 30/40mph change in speed limit has already been moved to the south beyond the new traffic signal junction. The concern is that the existing Open Box Beam (OBB) safety barrier could affect the visibility splay in both the horizontal and vertical plains obstructing visibility and result in failure to give way type collisions.

RECOMMENDATION

During the site visit it was noted that there are temporary counter loops on the A49 close to the proposed site access that would give accurate speed measurements. It is therefore recommended that the visibility splays to the south are provided based on the actual 85th percentile vehicle speeds and that the impact of the OBB is checked.

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

1 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	21 FEBRUARY 2024
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	21 FEBRUARY 2024

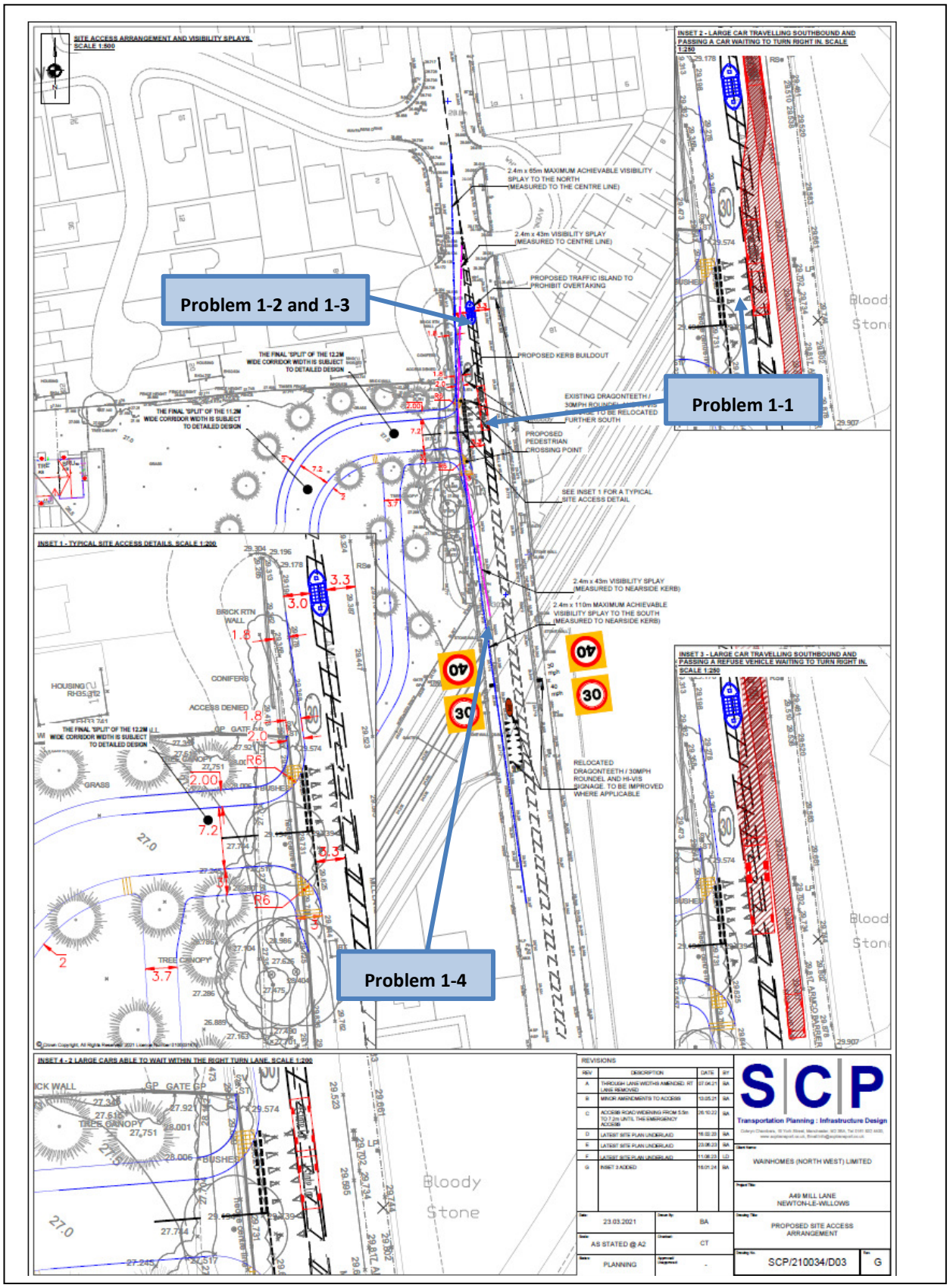
Appendix 1 – Audited Drawings and Documents

SCP_210034_ ATR02 Rev E

SCP_210034_D03 Rev G

SCP_210034_D06 Rev B

Appendix 2 – Problem Location Plan



ROAD SAFETY AUDIT (RSA) DESIGNERS RESPONSE FORM - A49 MILL LANE, NEWTON-LE-WILLOWS

RSA Ref No : **MAL/MLNIWRSA1Rev0**

RSA Stage : **One**

RSA Auditors : **MERAKI ALLIANCE**

Scheme : **Proposed Residential Development, A49 Mill Lane, Newton-Le-Willows**

Response By: **Craig Thomson**

Problem No. in RSA Report	Problem Accepted (Yes/No)	Recommended Measure Accepted (Yes/No)	Alternative Measure / Design Team Response
1.1	Yes	Yes	To be addressed at detailed design stage.
1.2	Yes	Yes	Drawing number SCP/210034/D03 has been updated (Rev I) as recommended to ensure that there are dropped kerbs with tactile paving on the eastern and western side of the crossing.
1.3	Yes	Yes	The location of the proposed pedestrian refuge island has been amended slightly, as shown on drawing number SCP/210034/D03 Rev I, to ensure that the proposed road markings comply with the relevant standards, as recommended. It should be noted that the kerb face will not be greater than 75mm which can be addressed at the detailed design stage.
1.4	Yes	Yes	As detailed in the Technical Note this design team response is appended to, a speed survey has been undertaken and a long-section plan of the southern visibility splay has been produced (drawing number SCP/210034/D05 Rev C) which takes into account the crest in the road in the vicinity of the railway bridge as well as the Armco safety barrier. This demonstrates that a maximum visibility splay of 2.4m x 80m, which is significantly in excess of the visibility requirement based on the recorded 85th percentile speeds, is fully achievable/there are no constraints from a levels perspective.

Craig Thomson
Principal Transport Planner
SCP

Signed:

Date: 29/02/2024

meraki alliance
Highways, Transportation & Safety Consulting

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The scope of the proposed highway works includes:

- Construction of a new site access 2.5m right turn lane.
- Uncontrolled crossing of the site access,
- Relocation of the existing change in speed limit (30/40mph) to the south of the site,
- Uncontrolled crossing with central refuge of the A49, and
- Road markings.

Highway Authority

St Helens Council.

Client

Wainhomes (Northwest) Limited.

Designers

SCP.

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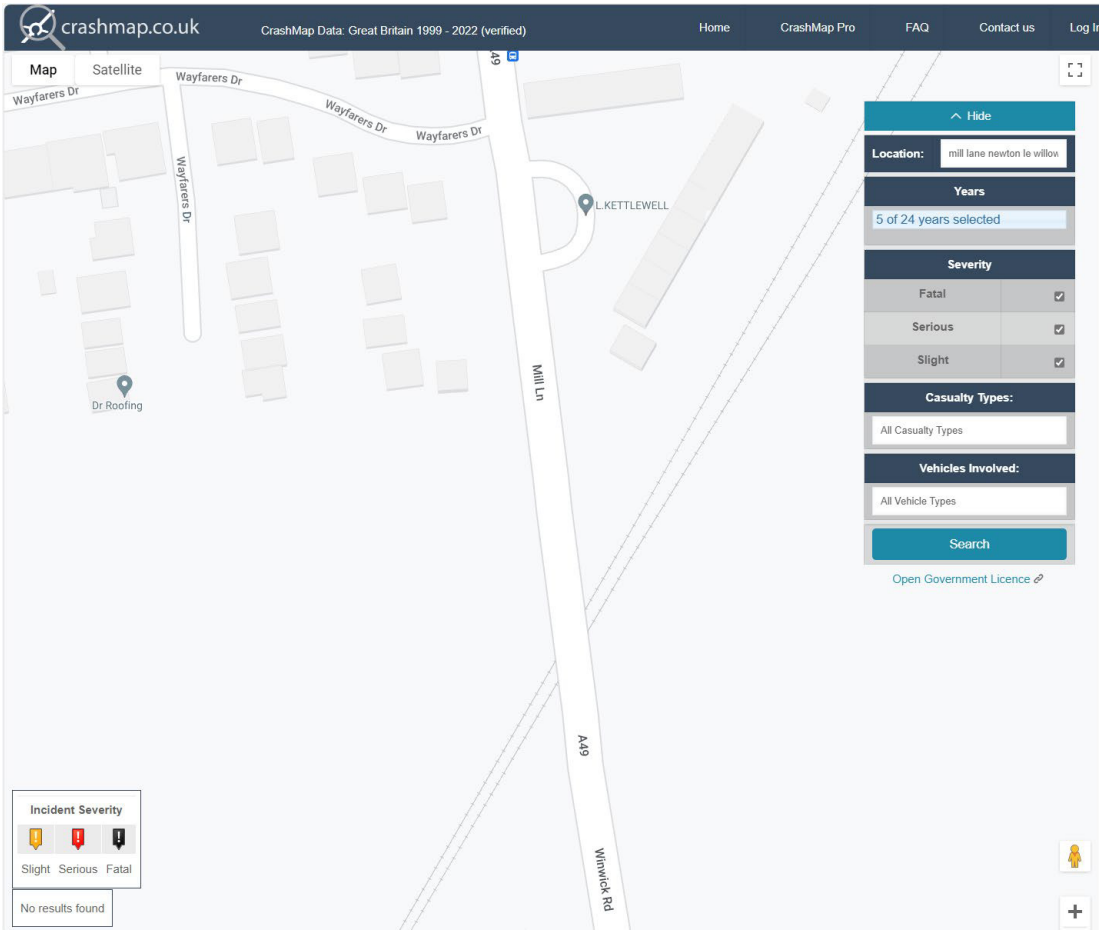

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Holder of Highways England Certificate of Competency

Road Safety Audit Team Leader

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No previous RSA stages have been undertaken.

1.8 Items not Included in this RSA Stage 1

- Lighting.
- Construction details.
- Site clearance.
- Surfacing.
- Drainage.

2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 RSA Problems Stage 1

Problem	**1-1**
Location:	A49 Mill Road.
Summary:	Ghosting of road markings will result in an increased risk of collisions.
It is proposed in to alter the central hatching to create a gap in the existing hatching to allow vehicles waiting to turn right to sit within a narrow central area. The Audit Team were concerned that in many cases these markings remain visible after the works have been undertaken. This will result in confusing road layouts and will result in late lane change and heavy breaking increasing the risk of collisions.	
RECOMMENDATION	
It is recommended that where the central hatching is to be removed/altered that the carriageway is resurfaced to remove the risk of “ghosting” of existing markings.	

PROBLEM	**1-2**
Location:	Uncontrolled crossing A49 Mill Road.
Summary:	Uncontrolled crossings that do not meet the required standards will increase both the risk of pedestrian trips and falls as well as pedestrian/vehicle collisions.
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RECOMMENDATION	
Provide dropped kerbs and tactile paving on either side of Mill Road	

PROBLEM		1-3
Location:	Uncontrolled crossing A49 Mill Road.	
Summary:	Refuges that do not meet the required standards will increase the risk of vehicle strikes and loss of control type collisions.	

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1. Where hatching approaches a refuge, the lines must terminate a minimum of 150mm from the kerb face (speeds under 40mph).
2. No details have been provided regarding the kerb upstand on the central island. Should the kerb face be greater than 75mm then the offset of the lining needs to be 300mm.
3. Changes to the road markings may affect the through lane widths either side of the refuge.

Drawing SCP/210034/D10 shows the hatching terminating at the kerb face and as such does not comply with the required layout and will increase the risk of vehicle strikes and loss of control type collisions.

RECOMMENDATION

Ensure that the road markings comply with the relevant standards (Chapter 5 TSM).

PROBLEM		1-4
Location:	Mill Lane.	
Summary:	Obstructed visibility will increase the risk of failure to give way type collisions.	

It is proposed to construct a new priority junction to access the development site. Visibility splays of 2.4 x 43m are shown on the drawings. The Audit Team did not consider that these visibility sprays, especially to the south, reflected the speed of vehicles on Mill Lane. The Audit Team noted that the existing 30/40mph change in speed limit has already been moved to the south beyond the new traffic signal junction. The concern is that the existing Open Box Beam (OBB) safety barrier could affect the visibility splay in both the horizontal and vertical plains obstructing visibility and result in failure to give way type collisions.

RECOMMENDATION

During the site visit it was noted that there are temporary counter loops on the A49 close to the proposed site access that would give accurate speed measurements. It is therefore recommended that the visibility splays to the south are provided based on the actual 85th percentile vehicle speeds and that the impact of the OBB is checked.

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

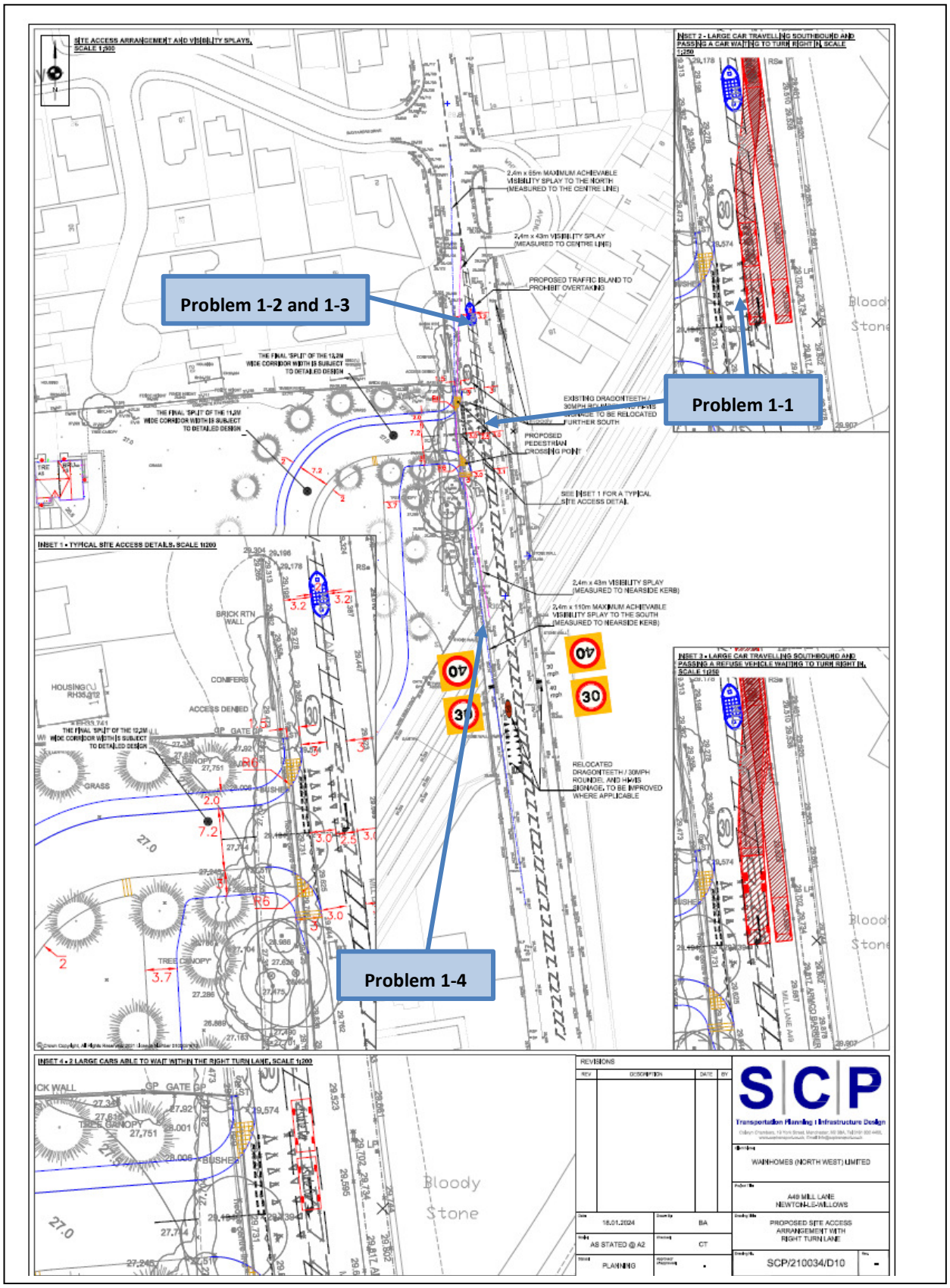
1 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	21 FEBRUARY 2024
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	21 FEBRUARY 2024

Appendix 1 – Audited Drawings and Documents

SCP/210034/D10 Proposed Site Access Arrangement with Right Turn Lane

Appendix 2 – Problem Location Plan



ROAD SAFETY AUDIT (RSA) DESIGNERS RESPONSE FORM - A49 MILL LANE, NEWTON-LE-WILLOWS

RSA Ref No : **MAL/MLNIRTWRSA1Rev0**

RSA Stage : **One**

RSA Auditors : **MERAKI ALLIANCE**

Scheme : **Proposed Residential Development, A49 Mill Lane, Newton-Le-Willows**

Response By: **Craig Thomson**

Problem No. in RSA Report	Problem Accepted (Yes/No)	Recommended Measure Accepted (Yes/No)	Alternative Measure / Design Team Response
1.1	Yes	Yes	To be addressed at detailed design stage.
1.2	Yes	Yes	Drawing number SCP/210034/D10 has been updated (Rev A) as recommended to ensure that there are dropped kerbs with tactile paving on the eastern and western side of the crossing.
1.3	Yes	Yes	The location of the proposed pedestrian refuge island has been amended slightly, as shown on drawing number SCP/210034/D10 Rev A, to ensure that the proposed road markings comply with the relevant standards, as recommended. It should be noted that the kerb face will not be greater than 75mm which can be addressed at the detailed design stage.
1.4	Yes	Yes	As detailed in the Technical Note this design team response is appended to, a speed survey has been undertaken and a long-section plan of the southern visibility splay has been produced (drawing number SCP/210034/D05 Rev C) which takes into account the crest in the road in the vicinity of the railway bridge as well as the Armco safety barrier. This demonstrates that a maximum visibility splay of 2.4m x 80m, which is significantly in excess of the visibility requirement based on the recorded 85th percentile speeds, is fully achievable/there are no constraints from a levels perspective.

Craig Thomson
Principal Transport Planner
SCP

Signed: 

Date: 29/02/2024