SCP

Transportation Planning : Infrastructure Design

# Transport Assessment

## Proposed Residential Development

## Hayfield Road, New Mills

## Wainhomes (NW) Ltd

## September 2017

**Doc Ref: CR/17017/TA/2**

| | |
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## CONTENTS



## APPENDICES

# 1.0 INTRODUCTION

## Overview

1.1 SCP has been commissioned by Wainhomes (NW) Ltd to prepare a transport assessment (TA) in support of a planning application for a proposed residential development on land located between High Hill Road and Hayfield Road in New Mills, in the High Peak district of Derbyshire.

1.2 The site is currently vacant and undeveloped, with electricity pylons passing through the site along the western boundary. The development proposals consist of the construction of 97 dwellings, served from a new access created onto Hayfield Road.

1.3 The site falls within the 'Central Area' of High Peak, and has been listed as an allocated site (reference C3 (Policy DS 8)) within Policy H2 for the 'Central Area' sites in the High Peak Local Plan.

1.4 This TA provides an assessment of the traffic and transport implications associated with the development proposals to inform Derbyshire County Council (DCC), as Highway Authority – regarding the nature and magnitude of their impact.

1.5 The TA has been developed in accordance with the now superseded Department for Transport's (DfT's) March 2007 *"Guidance on Transport Assessment"* document and gives due regard to the National Planning Practice Guidance (NPPG) *"Transport Evidence in Plan Making"* document.

1.6 In January 2017 SCP submitted a scoping note to DCC to agree the specific scope of this TA through pre-application scoping discussions. It was concluded that the scoping proposals are acceptable, however, DCC did note that they expected the TA to include the following:

- Accident data provided by Derbyshire Constabulary;
- Site layout to comply with the recommendations contained within the 6C's Design Guide; and
- Visibility splays provided in accordance with recorded 85%ile vehicle speeds along Hayfield Road.

1.7 DCC's response to the scoping note is presented in **Appendix 1** of this TA.

1.8 Therefore, this report aims to provide evidence on the aforementioned items, and will conclude that the proposed residential development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed on foot, by bicycle and by local public transport services, in accordance with the site's allocation in the development plan.

## Scope of Report

1.9 Following this chapter, the structure of the TA is set out as follows:-

- Chapter 2 – describes in detail the site location, surrounding area, local highway network, existing traffic conditions and road safety record;
- Chapter 3 – summarises the national, regional and local transport policies and describes how the proposed development accords with these;
- Chapter 4 – defines the development proposals including the proposed access, servicing and car parking arrangements;
- Chapter 5 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 6 – describes the future baseline traffic conditions on the local highway network in relation to committed development traffic flows and traffic growth;
- Chapter 7 – estimates the number of multimodal trips generated by the development and distributes and assigns the vehicular trips on the local highway network;
- Chapter 8 – presents an assessment of the impact of the development on the operational performance of the local highway network; and
- Chapter 9 – provides summary and conclusions to this TA derived from the analysis presented in the above chapters.

## 2.0 EXISTING CONDITIONS

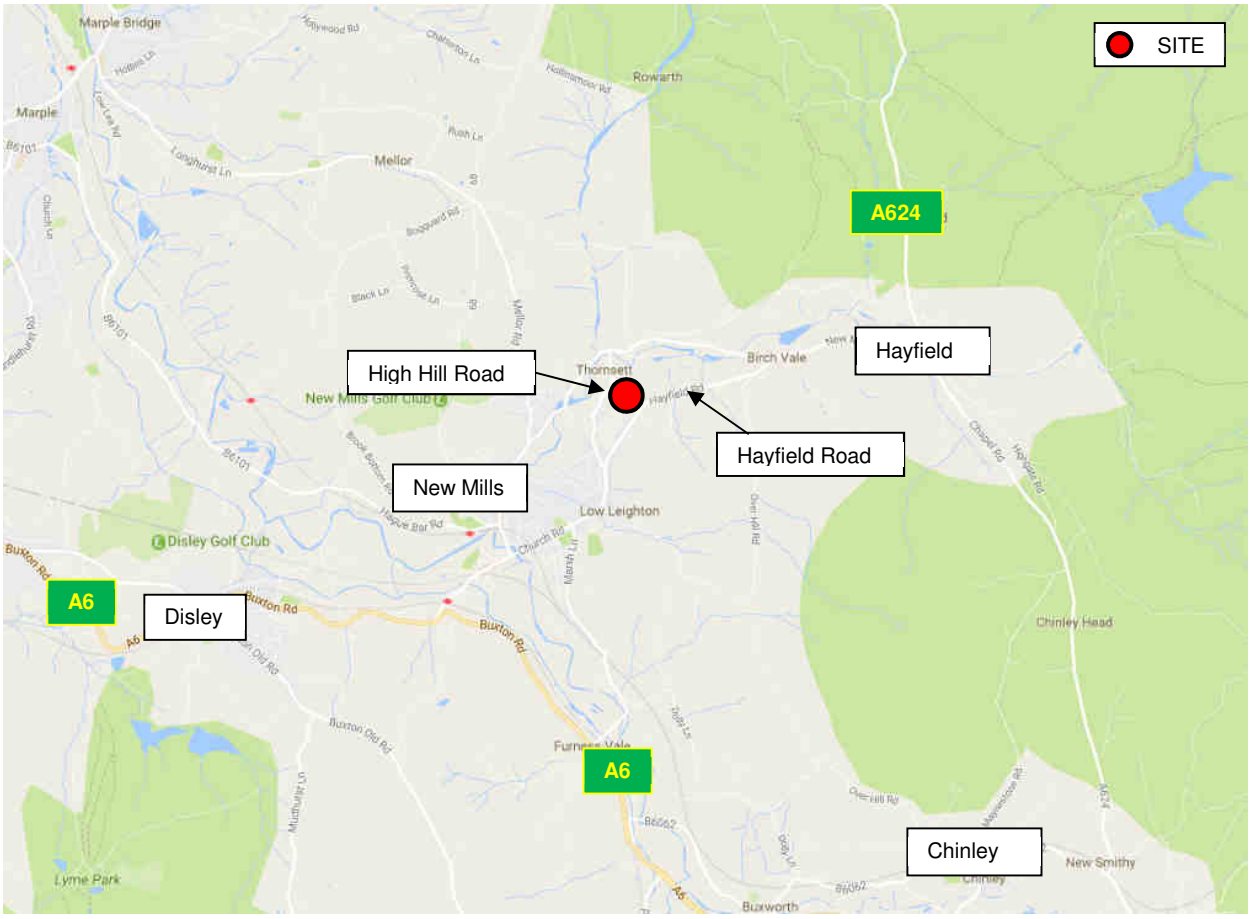
### Introduction

2.1 This section provides a detailed description of the site location and surrounding highway network along with a review of traffic survey data, and a review of the accident data within the area.

### Site Location

2.2 The site is located to the north east of New Mills approximately 1.5km from the town centre. The location of the site in relation to the wider highway network is shown on **Figure 2.1** below:-

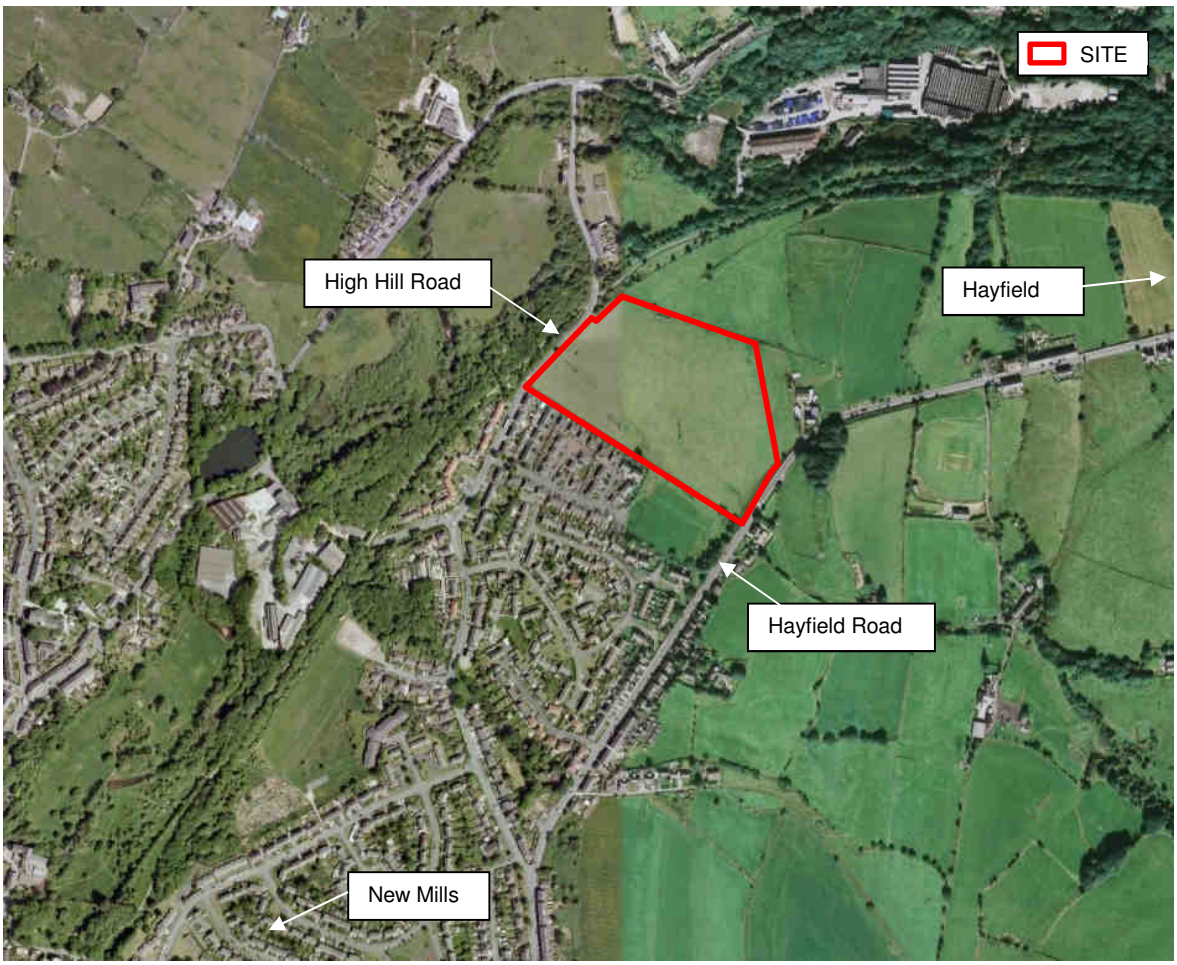
**Figure 2.1 – Site Location – Wider Highway Network**




Source: Google Images ©

2.3 The location of the application site in relation to the local highway network is shown on **Figure 2.2** below.

**Figure 2.2 – Site Location – Local Highway Network**




Source: Google Images ©

## Highways

Hayfield Road

2.4 Hayfield Road is the main road adjacent to the site and will be the location of the vehicular access. It forms the main route between New Mills and Hayfield, 2.5km to the east. Near the site, Hayfield Road comprises an approximate carriageway width of 7.5m, with an approximate 2.0m wide footway along the site frontage. This section is subject to a 40mph speed limit, which reduces to a 30mph speed limit approximately 100m south of the southern boundary of the site.

2.5 Hayfield Road also benefits from bus stops located on Hayfield Road, around 250m to the south of the proposed site.

High Hill Road

2.6 To the north west of the site is High Hill Road. This runs from Hayfield Road via a priority junction located 500m southwest of the site.

2.7 It forms a distributor road through surrounding residential area. It is generally around 6.0m wide with approximately 1.0m wide footways in the residential area and is subject to a 30mph speed limit, traffic calmed with speed cushions. Along the site frontage and further north High Hill Road becomes more rural in nature but still has a footway and a 30mph speed limit.

Union Road / Albion Road / Church Road Signalised Junction

2.8 The signalised junction of Union Road / Albion Road / Church Road is located approximately 1.8km to the south west of the site along Hayfield Road, which becomes Low Leighton Road, and eventually Church Road upon the approach into New Mills.

2.9 The junction benefits from signalised pedestrian crossing points across Union Road and Church Road, with footways, dropped kerbs and tactile paving on both sides at these points.

**Traffic Survey Data**

Turning Count Data - Union Road / Albion Road / Church Road Signalised Junction

2.10 SCP commissioned weekday peak hour traffic surveys of the signalised junction of Union Road / Albion Road / Church Road.

2.11 Full classified traffic survey counts were undertaken for the above, and were undertaken on Tuesday 24th January 2017 between the hours of 07:00 - 10:00 for the AM peak hour, and between the hours of 16:00 - 19:00 for the PM peak hour. **Table 2.1** below summarises the two-way vehicle count, with the full survey data is included in **Appendix 2** for reference.

**Table 2.1 – Survey Data: Union Road / Albion Road / Church Road**

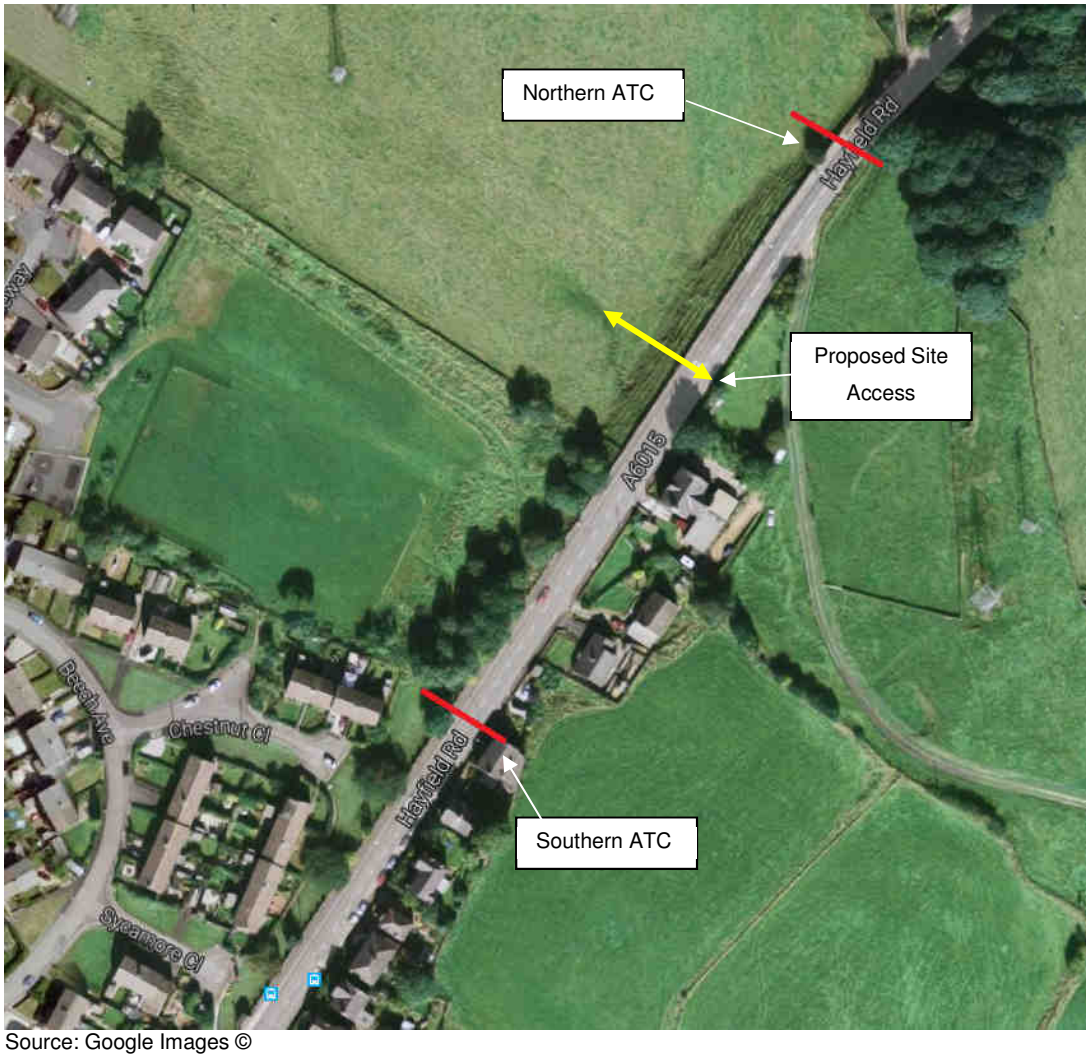
| Tuesday 24th January 2017 | | | |
|---|---|---|---|
| **AM Peak** | | **PM Peak** | |
| 07:00 - 08:00 | 1026 | 16:00 - 17:00 | 1263 |
| 07:15 - 08:15 | 1149 | 16:15 - 17:15 | 1363 |
| 07:30 - 08:30 | 1256 | 16:30 - 17:30 | 1432 |
| 07:45 - 08:45 | 1230 | 16:45 - 17:45 | 1482 |
| 08:00 - 09:00 | **1272** | 17:00 - 18:00 | **1483** |
| 08:15 - 09:15 | 1224 | 17:15 - 18:15 | 1393 |
| 08:30 - 09:30 | 1157 | 17:30 - 18:30 | 1308 |
| 08:45 - 09:45 | 1137 | 17:45 - 18:45 | 1206 |
| 09:00 - 10:00 | 1031 | 18:00 - 19:00 | 1112 |

2.12 **Table 2.1** above highlights 08:00 – 09:00 as the AM peak hour, and 17:00 – 18:00 as the PM peak hour.

Automated Traffic Count (ATC) Data – Hayfield Road

2.13 In order to determine baseline traffic volumes and existing vehicle speeds, SCP commissioned a 7 day 24-hour Automatic Traffic Counters (ATC) survey on Hayfield Road. The ATC was placed to the north and south of the application site access, as shown on **Figure 2.3** below.

**Figure 2.3 – ATC locations along Hayfield Road**




Source: Google Images ©

2.14 The ATC data was collected for a 7 day 24-hour period between the 21st January 2017 and 27th January 2017. Following analysis of the data, 24-hour Monday to Friday and 24-hour 7 day averages of vehicles movement have been calculated. The average and the 85 percentile traffic speeds have also been recorded.

2.15 The results of the ATC have been summarised within **Table 2.2** below, with the full survey data included in **Appendix 2** for reference.

**Table 2.2 - ATC Hayfield Road Summary**

| Location | Time period | Total vehicles (PCUs) | Speed (mph) | |
|---|---|---|---|---|
| | | | Ave. | 85th %ile |
| **Northern ATC - Northbound** | | | | |
| Hayfield Road | 24-hour Mon-Fri average | 2827 | 35.6 | 39.8 |
| | 24-hour 7-day average | 2575 | 35.8 | **40.1** |
| **Northern ATC - Southbound** | | | | |
| Hayfield Road | 24-hour Mon-Fri average | 2864 | 34.8 | 38.9 |
| | 24-hour 7-day average | 2631 | 34.9 | 39.0 |
| **Southern ATC - Northbound** | | | | |
| Hayfield Road | 24-hour Mon-Fri average | 2852 | 32.8 | 37.6 |
| | 24-hour 7-day average | 2621 | 32.9 | 37.8 |
| **Southern ATC - Southbound** | | | | |
| Hayfield Road | 24-hour Mon-Fri average | 2867 | 30.3 | 35.0 |
| | 24-hour 7-day average | 2608 | 30.4 | 35.2 |

Source: Observed data

2.16 **Table 2.2** confirms that the maximum 85th percentile wet-weather speed of Hayfield Road within the vicinity of the proposed site access is 40.1mph.

2.17 Given the local built up nature of Hayfield Road in the vicinity of the proposed development site, in addition to the close proximity to New Mills town centre, the existing 40mph speed limit, and the observed maximum 85th percentile speed limit of 40.1mph, it is considered that the visibility standards in the Manual for Streets (MfS) should constitute the basic prevailing guidance in this instance.

2.18 Following the guidance set out in MfS, and using the observed speed survey results as shown in **Table 2.2** above, the appropriate visibility splays have been calculated on what would be the appropriate junction visibility splays from any new access along Hayfield Road for the proposed development site using the stopping sight distances table from MfS as displayed in **Table 2.3** below.

**Table 2.3 – Interpolated Stopping Sight Distances: Manual for Streets (MfS)**

formula = $vt + v^2 / 2d$

| | | |
|---|---|---|
| v (speed m/s) | *variable* | |
| t (driver reaction time) | 1.5 | secs |
| d (deceleration) | 4.41 | $m/s^2$ |
| gradient | 0% | |
| d (deceleration on gradient) | 4.41 | $m/s^2$ |

| km/h | mph | v (m/s) | SSD | SSD on gradient |
|---|---|---|---|---|
| 46 | 28.6 | 12.8 | 38 | 38 |
| 47 | 29.2 | 13.1 | 39 | 39 |
| 48 | 29.8 | 13.3 | 40 | 40 |
| 49 | 30.5 | 13.6 | 41 | 41 |
| 50 | 31.1 | 13.9 | 43 | 43 |
| 51 | 31.7 | 14.2 | 44 | 44 |
| 52 | 32.3 | 14.4 | 45 | 45 |
| 53 | 32.9 | 14.7 | 47 | 47 |
| 54 | 33.6 | 15.0 | 48 | 48 |
| 55 | 34.2 | 15.3 | 49 | 49 |
| 56 | 34.8 | 15.6 | 51 | 51 |
| 57 | 35.4 | 15.8 | 52 | 52 |
| 58 | 36.0 | 16.1 | 54 | 54 |
| 59 | 36.7 | 16.4 | 55 | 55 |
| 60 | 37.3 | 16.7 | 56 | 56 |
| 61 | 37.9 | 16.9 | 58 | 58 |
| 62 | 38.5 | 17.2 | 59 | 59 |
| 63 | 39.2 | 17.5 | 61 | 61 |
| 64 | 39.8 | 17.8 | 62 | 62 |
| 65 | 40.4 | 18.1 | 64 | 64 |

Source: MfS

2.19 As can be seen in **Table 2.3** above, this would equate to the following level of junction visibility from the proposed site access, as shown in **Table 2.4** below:-

**Table 2.4 – Visibility Requirements - MfS**

| **Level of Required Junction Visibility From Proposed Site Access (As Measured From a 2.4m Minor Road Visibility Setback Distance) Having Regard to Speed Survey Results** | |
|---|---|
| To Left (Northbound Traffic) | 64m |
| To Right (Southbound Traffic) | 64m |

2.20 Notwithstanding the above, SCP have undertaken an additional assessment of the observed maximum 85th percentile speed limit of 40.1mph to demonstrate that the visibility standards within the Design Manual for Roads and Bridges (DMRB) can also be incorporated within the proposed site access arrangements.

2.21 Following the guidance set out in DMRB, the appropriate junction visibility splays from any new access along Hayfield Road for the proposed development site using the stopping sight distances table from DMRB are as displayed in **Table 2.5** below.

**Table 2.5 – Interpolated Stopping Sight Distances: Design Manual for Roads and Bridges (DMRB)**

**Stopping Sight Distances - DMRB TD9/93**

**formula = $vt + v^2 / 2d$**

| | | |
|---|---|---|
| v (speed m/s) | *variable* | |
| t (driver reaction time) | 2 | secs |
| d (deceleration) | 2.45 | $m/s^2$ |
| gradient | 0% | |
| d (deceleration on gradient) | 2.45 | $m/s^2$ |

| km/h | mph | v (m/s) | SSD |
|---|---|---|---|
| 51 | 31.7 | 14.2 | 69 |
| 52 | 32.3 | 14.4 | 71 |
| 53 | 32.9 | 14.7 | 74 |
| 54 | 33.6 | 15.0 | 76 |
| 55 | 34.2 | 15.3 | 78 |
| 56 | 34.8 | 15.6 | 80 |
| 57 | 35.4 | 15.8 | 83 |
| 58 | 36.0 | 16.1 | 85 |
| 59 | 36.7 | 16.4 | 88 |
| 60 | 37.3 | 16.7 | 90 |
| 61 | 37.9 | 16.9 | 92 |
| 62 | 38.5 | 17.2 | 95 |
| 63 | 39.2 | 17.5 | 98 |
| 64 | 39.8 | 17.8 | 100 |
| 65 | 40.4 | 18.1 | 103 |
| 66 | 41.0 | 18.3 | 105 |
| 67 | 41.6 | 18.6 | 108 |
| 68 | 42.3 | 18.9 | 111 |
| 69 | 42.9 | 19.2 | 113 |
| 70 | 43.5 | 19.4 | 116 |

Source: DMRB

2.22 As can be seen in **Table 2.5** above, this would equate to the following level of junction visibility from the proposed site access, as shown in **Table 2.6** below:-

### Table 2.6 – Visibility Requirements - DMRB

| Level of Required Junction Visibility From Proposed Site Access (As Measured From a 2.4m Minor Road Visibility Setback Distance) Having Regard to Speed Survey Results | |
|---|---|
| To Left (Northbound Traffic) | 103m |
| To Right (Southbound Traffic) | 103m |

### Personal Injury Accident Records

2.23 In order to identify critical locations on the local highway network, and as per DCC's request, SCP have obtained the most recently available 5 year accident data from Derbyshire Constabulary for the period from 1st July 2012 – 30th June 2016.

2.24 A copy of the data obtained from Derbyshire Constabulary is shown in **Appendix 3**.

2.25 Analysis of the data revealed that no accidents have occurred along Hayfield Road within the location of the proposed site access during this time period.

2.26 However, it is noted that there were three accidents recorded within 400m of the site, all of which are located north of the proposed site access along Hayfield Road. Of the three accidents recorded, two were recorded as resulting in slight severity in 2013, with the remaining accident recorded as resulting in serious severity in 2016.

2.27 Having regard to the absence of any accidents in the vicinity of proposed site access, in addition to the low number of accidents recorded within 400m of the proposed site access, it is considered that the existing road safety record does not lead to any significant concern or demonstrate any discernible pattern that could be affected by the proposed development.

# 3.0 PLANNING POLICY CONTEXT

## Introduction

3.1 This chapter provides a summary of relevant national, regional and local transport policies and provides a brief analysis of how the proposed development will contribute towards their aims and objectives.

## National Planning Policy Framework (NPPF)

3.2 NPPF was published in March 2012 by the Department for Communities and Local Government, replacing numerous planning policy statements (PPS) and guidance notes (PPG) including PPG13 – Transport. The overall theme of the document is 'achieving sustainable development' which applies to all aspects of planning, including transport. In particular:

*"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."*

*"Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."*

3.3 In reference to supporting documentation with planning applications:

*"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. "*

3.4 In reference to the planning of developments:

*"Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised."*

*"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:*

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

3.5 Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

**Local Policy – Derbyshire County Council (General)**

3.6 The Local Transport Plan (LTP) is a long-term transport strategy for Derbyshire County Council which covers the 15 year period of 2011 – 2026, and provides a basis for transport policy to help secure funding for transport initiatives.

3.7 Derbyshire's existing long-term strategy is rolled forward, based on the following two key principles:

- *To adopt sustainable development as the common purpose of our transport strategy; and*
- *To take a holistic approach in all we do, integrating economic, social and environmental needs.*

### Local Policy – High Peak (General)

3.8 The proposed development site falls within the High Peak district of Derbyshire, and is therefore covered within High Peak's Local Plan.

3.9 High Peak's Local Plan was adopted in April 2016. The Local Plan sets out the Council's vision and strategy for the borough until 2031. It also looks at the proposed locations for development, and policies which will be used in determining planning applications. The Local Plan covers the High Peak area except for the part that lies within the Peak District National Park Authority.

### Local Policy – High Peak's Local Plan (Transport)

3.10 The Council will seek to ensure that development can be safely accessed in a sustainable manner.

3.11 The key transport policies that will help to achieve this from High Peak's Local Plan (Policy CF 6) are set out below:-

Delivering Sustainable Patterns of Development

- *Requiring that all new development is located where the highway network can satisfactorily accommodate traffic generated by the development or can be improved as part of the development;*
- *Requiring that new development can be integrated within existing or proposed transport infrastructure to further ensure choice of transportation method and enhance potential accessibility benefits; and*
- *Ensuring development does not lead to an increase in on street parking to the detriment of the free and safe flow of traffic.*

Supporting Transport Infrastructure and services

- *Approving developments provided that the capacity and design of the transport network serving the site will reasonably accommodate the anticipated increase in travel without materially harming highway safety or local amenity. In addition, the traffic generated by the development will not unduly interrupt the safe and free flow of traffic on trunk or primary roads or materially affect existing conditions to an unacceptable extent.*

- *Requiring applicants to submit and implement Travel Plans (or Travel Plan Statements) and Transport Assessments to support relevant proposals, as advised by the Highways Authority.*

### Local Policy – High Peak's Local Plan (Housing)

3.12 In addition, within the High Peak's Local Plan, under Policy S3, housing land has been broken up into the following three sections:

- Glossopdale;
- Central; and
- Buxton

3.13 The proposed development site therefore falls within the 'Central Area', and has also been listed as an allocated site (reference C3 (Policy DS 8)) within Policy H2 for the 'Central Area' sites. The site has been reviewed by High Peak Council in relation to is potential for development, with the council stating the following:

*"This relatively flat substantially undeveloped greenfield site (Policy H2 (C3)) is currently used for open grazing. It is adjacent to existing housing, but the west part is crossed by pylons. There is no vehicular access at present, but the site has frontage to High Hill Road to the north, and Hayfield Road to the south. The latter, however, is about 10-12m higher than the site. There is also the possibility of access from Derby Road which serves the existing development to the west.*

*The Highway Authority advise that there is likely to be an impact on the wider highway network if access is from High Hill Road only, especially at the junction of High Hill Road and Batemill Road, and at Watford Bridge Road.*

*The site is relatively remote from New Mills centre, but is close to existing residential areas although with limited local services. There are bus routes on Hayfield Road and High Hill Road which may require additional stops and a possible link into the site.*

*There are a number of development constraints to development. The developer will need to agree with the power company the need for any gap between the pylons and any housing. In addition, the site may have archaeological potential requiring investigation.*

*The site is within the shallow coal reserve area and in an area that has the potential to be affected by mining legacy issues, and it will be necessary to investigate the mining position and ground conditions. The site is also affected by flood zone 1 (low risk).*

*The site is considered to be deliverable in the medium-term. The site is in single, private ownership with a willing owner."*

3.14 The Council have also listed the site within Policy DS 8 within the High Peak's Local Plan, as is shown below.

### Policy DS 8

**Policy DS 8**

**Land off Derby Road, New Mills**

Land amounting to 5.8 hectares is allocated for residential development of approximately 107 dwellings. Development will be subject to compliance with other relevant Local Plan policies, and:

- The required proportion of affordable housing (currently 30%);
- Developer contribution towards the provision of infrastructure, services and other community needs as required;
- A Transport Assessment;
- Coal mining and ground conditions survey;
- An archaeological assessment.
- A landscaping plan including details of boundary treatment

### Summary

3.15 In general, the relevant transport policies set out above follow similar themes and promote common aims in respect of accessibility by non-car modes. These are to provide sustainable development with good access to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.

3.16 The following chapters of this TA demonstrates that the site is well located in relation to sustainable transport facilities, with good links to New Mills. Furthermore, the proposed development will not have a material impact on the operation of the local highway network. The proposed development is therefore compliant with the aspirations of relevant transport planning policies and can specifically help contribute to their objectives.

## 4.0 PROPOSED DEVELOPMENT

### Overview

4.1 The proposed development includes the construction of 97 residential dwellings, comprising a mixture of 2, 3, 4 and 5 bedrooms, served from a new access off Hayfield Road.

4.2 The site layout is illustrated in **Appendix 4** which shows the proposed 97 residential dwellings in more detail.

### Access Arrangements

4.3 The site will be served by a new access from Hayfield Road, which will provide for both vehicles and pedestrians in and out of the site. The site access will comprise a 5.5m carriageway width, 6.0m radii at the entry point, and 2.0m wide footways either side of the carriageway tying into the existing footways on Hayfield Road. A plan illustrating the proposed site access can be found on SCP drawing SCP/17017/SK01 at **Appendix 5**.

4.4 The plan (SCP drawing SCP/17017/SK01) located at **Appendix 5** also illustrates that the proposed site access provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 64m (for MfS) and 103m (for DMRB) in both the left hand direction and right hand directions, which is in accordance with the visibility requirements for the observed maximum 85$^{th}$ percentile speed limit of 40.1mph within MfS and DMRB respectively, as discussed earlier within this report.

4.5 Vehicle trips generated by the proposed development will access / egress the site via the proposed priority junction from the site access onto Hayfield Road which currently comprises a carriageway of approximately 7.5m wide with an approximate 2.0m wide footway along the site frontage. Vehicle trips will travel east or westbound along Hayfield Road depending on their destination at the priority junction.

4.6 When designing road widths Derbyshire County Council refer to the road widths specified within the '6Cs Design Guide' document. The document sets out the guidance for highways and transportation infrastructure for new developments.

4.7 Following the review of the '6Cs Design Guide' it is noted that all carriageway widths should be designed to 5.5m wide throughout for new residential developments comprising 50+ dwellings.

4.8 However, given the location of the site, and the guidance set out in MfS, only the site access and internal spine road of the proposed site comprises a road width of 5.5m, with side roads providing widths of 4.8m. The carriageway width of the side roads does conform to the recommended width (of 4.8m) as stated within the Manual for Streets (MFS), as shown in **Figure 4.1** below.

**Figure 4.1 – Extract from MFS**

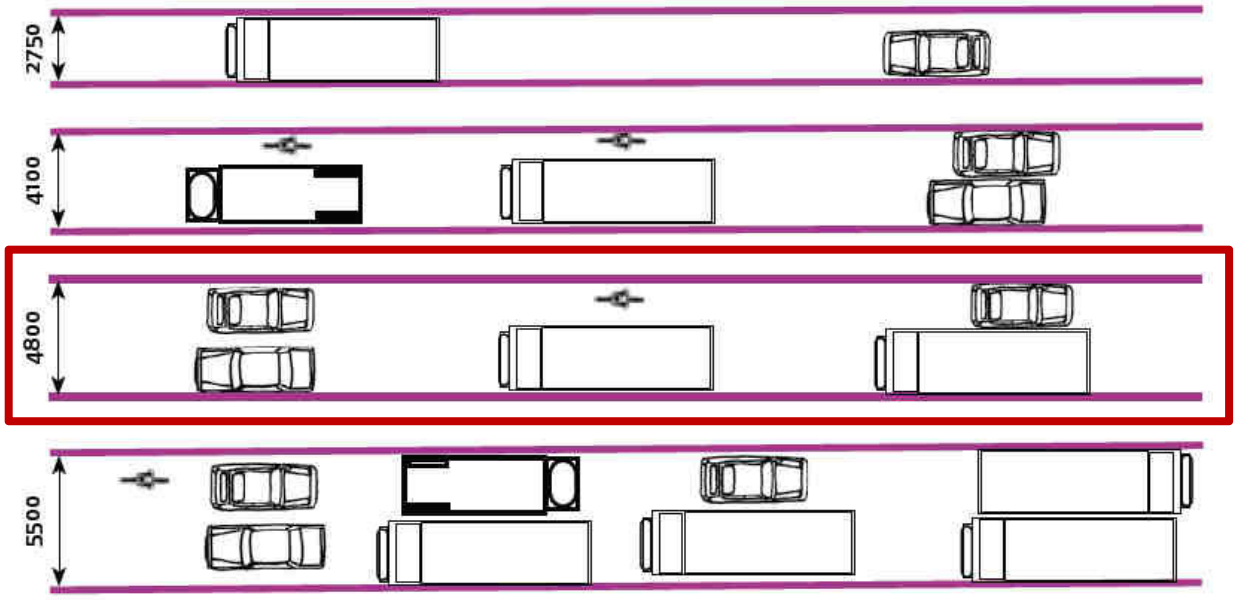



Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

4.9 MFS indicates that a 4.8m access width is enough to allow 2 cars (or a car and large vehicle) to pass one another, which will be the case along the side roads of the development as these roads primarily serve a residential dwellings and a cul-de-sac.

4.10 To further demonstrate the above, swept path analysis of a large 4 axle refuse vehicle has been has been undertaken to demonstrate that the main internal spine road widths of 5.5m, and the side roads providing widths of 4.8m and cul-de-sacs can operate effectively, and are shown on SCP drawing SCP/17017/ATR01 at **Appendix 6.**

4.11 All cul-de-sacs / turning heads within the site have been designed as per the specification within the '6Cs Design Guide' document.

**Servicing**

4.12 It is proposed that the existing waste collection service, currently operating along Hayfield Road, would be extended into the proposed development site and would turn within the site, and exit in a forward gear.

4.13 Consequently, a swept path analysis of a large 4 axle refuse vehicle has been undertaken, which demonstrates that a vehicle of this size can access / egress from the site, and then turn within the site. These swept path drawings are shown on SCP drawing SCP\17017\ATR01 and presented in **Appendix 6.**

### Parking

4.14 High Peak Councils parking standards are outlined in Appendix 1 of the Local Plan and are shown below in **Table 4.1**.

**Table 4.1 – C3 Residential Parking Standards**

| High Peak Council Parking Guidance - C3 Residential Dwellings | | |
|---|---|---|
| **Type** | **Car Parking Standards** | **Cycle Parking Standards** |
| 1 bed dwellings & apartments | 1.5 spaces per unit | 1 cycle parking space per unit if no garage or shed is provided |
| 2 bed dwellings | 1.5 spaces per unit | 1 cycle parking space per unit if no garage or shed is provided |
| 3 bed dwellings | 2 spaces per unit | 1 cycle parking space per unit if no garage or shed is provided |
| 4+ bed dwellings | 3 spaces per unit | 1 cycle parking space per unit if no garage or shed is provided |

Source: High Peak Local Plan (Appendix 1)

4.15 The car parking proposals for the proposed development will provide 1.5 car parking spaces for the 12 apartments, and 2 car parking spaces for the 85 dwellings. It should be noted that some of the 85 dwellings will also benefit from garages, and thus providing 3 car parking spaces per dwelling, and thus aligning with the car High Peak Council car parking standards set out above.

4.16 Therefore, in terms of the overall level of parking, this is considered to be acceptable, especially given the sites location on the edge of a town centre, and the accessibility to bus stops along Hayfield Road.

4.17 In relation to cycle parking, the cycle parking standards set by High Peak Council states:

*"1 cycle parking space per unit is required if no garage or shed is provided."*

4.18 The cycle parking proposals for the proposed development will be contained within the curtilage of each residential property. This level of cycle spaces across the site exceeds the Council's cycle parking standards, and are consequently deemed acceptable.

# 5.0 ACCESSIBILITY

## Overview

This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

## Pedestrians

5.1 The Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to 800m) walking distance of residential areas which residents may access comfortably on foot.

5.2 However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2.0km.

5.3 The pedestrian accessibility of the development has been modelled using the Geographical Information System (GIS) software TRACC to produce isochrone mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walking distance of 2.0km of the site. The areas located within 2.0km walking distance of the site are shown in Figure 5.1 within **Appendix 7**.

5.4 As can be seen from Figure 5.1, much of Thornsett and Low Leighton is located within 2.0km of the site, with New Mills town centre located on the periphery where there is a range of facilities such as a pharmacy, banks, convenience stores, and a Co-op supermarket.

5.5 Also located within this distance are several primary schools and a secondary school with sixth form. There are a range of leisure facilities within 2km of the site such as pubs and restaurants. New Mills Leisure Centre is located on Hyde Bank Road and is equipped with a sports hall, gym, squash courts and swimming pool.

5.6 A summary of facilities surrounding the development site is presented in **Table 5.1** below.

**Table 5.1 - Accessibility to Local Facilities from the Development Site**

| Facility | Name | Distance from the Development Site |
|---|---|---|
| Supermarket | Co-op | 1.5km |
| ATM | Natwest | 1.8km |
| Convenience Store | Premier Convenience Store (Hayfield Road) | 900m |
| Leisure Centre | New Mills Leisure Centre | 1.6km |
| Bank | Natwest | 1.8km |
| Pharmacy | Boots Pharmacy | 1.6km |
| Primary School | St. George's Primary School | 1.5km |
| Secondary School | New Mills High School & Sixth Form | 1.5km |
| Public House | Hare & Hounds | 900m |
| Community Centre | Low Leighton Methodist Church | 600m |
| Hairdressers | Adeva | 1.5km |
| Bus Stop | Hayfield Road – Ellerscroft Stop | 250m |
| Railway Station | New Mills Central | 2.0km |
| Railway Station | New Mills Newtown | 2.5km |

5.7 A 2.0m wide pedestrian footway is situated along the northern side of Hayfield Road, which also benefits from street lighting along the route into New Mills. A typical example of this within the vicinity of the site is shown in **Figure 5.1** below.

**Figure 5.1 – Pedestrian footways in the vicinity of the site**


Source: Google Images ©

## Cyclists

5.8 This method of travel also represents a realistic and healthy option to use rather than the private car for making journeys up to 5.0km as a whole journey or as part of a longer journey by public transport.

5.9 A 5km cycle catchment from the site has been undertaken, again using GIS software (TRACC) to illustrate the areas within this catchment, and is shown in Figure 5.2 within **Appendix 7**.

5.10 The plans demonstrate that all of New Mills lies within a 5km cycle of the site. Therefore, the town centre and both New Mills Central and New Mills Newtown railway stations are accessible. Surrounding roads are not generally equipped with cycle specific infrastructure. However many are residential in nature and lightly trafficked and therefore will be suitable for many cyclists. National Cycle Route 68 (Pennine Cycleway) runs through New Mills town centre, providing access to Furness Vale and Whaley Bridge. The Sett Valley Trail runs just to the north of the site and provides an off-road route into New Mills and to Hayfield.

5.11 In addition, a 5km cycle catchment from the site has been undertaken, again using GIS software (TRACC) to illustrate the areas within this catchment, and is shown in Figure 5.2 within **Appendix 7**.

## Public Transport

Bus and Rail

5.12 The nearest bus stops are located on Hayfield Road, around 250m to the south of the proposed site access.

5.13 The bus stops located on Hayfield Road are equipped with a flag pole and timetable information, with some bus stops benefiting from shelters as shown in **Figure 5.2** below.

**Figure 5.2 Bus Stops on Hayfield Road**


Source: Google Images ©

5.14 It should also be noted that two sets of stops are also present on High Hill Road, one adjacent to the Sett Valley Trail and a second at Watford Bridge Road.

5.15 Timetable information for the above service bus stops is provided in **Table 5.2** below.

**Table 5.2 - Bus Accessibility from the Development Site**

| Service Number | Route | Operator | Average Service Headway (mins) |
|---|---|---|---|
| **61** | Glossop - Buxton | High Peak | 60 mins |
| **62** | Hayfield - Marple | High Peak | 60 mins |
| **358** | Hayfield - Stockport | Stagecoach | 60 mins |
| **389** | New Mills Town Service | High Peak | 60 mins |

Source: Traveline

5.16 Overall, the site is considered well located in terms of its accessibility by bus with four services per hour operating into New Mills town centre and New Mills bus station where onward connections can be made. Connections are also available at both New Mills Central and New Mills Newtown railway stations for train services. A number of nearby towns are also accessible by regular services including Glossop, Buxton, Marple and Stockport.

5.17 New Mills is served by two railway stations, Central and Newtown.

5.18 New Mills Central lies on the Manchester Piccadilly to Sheffield line with weekday frequencies of one train every half an hour to Manchester and one every two hours to Sheffield. New Mills Newtown lies on the Manchester Piccadilly to Buxton line and is generally served by one train per hour in each direction.

5.19 A further calculation has been undertaken using GIS software (TRACC) to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site, with the results shown within Figure 5.3 located in **Appendix 7**. The time includes the walk to the bus stops or railway station and demonstrates that key areas such as Manchester, Stockport and Macclesfield are within a 60 minute public transport journey.

### Summary

5.20 Overall, the site is considered to be well located in terms of its accessibility by all the major non-car modes of transport.

# 6.0 FUTURE BASELINE TRAFFIC CONDITIONS

## Introduction

6.1 This chapter describes the future baseline traffic conditions on the local highway network in relation to traffic growth and committed development traffic flows.

## Traffic Growth

6.2 Assessments will be undertaken in 2017, with a future-year assessment of five years from application in 2022 using the following growth factors taken from the Tempro 7 database for principal urban roads within the MSOA in which the site is located.

**Table 6 – Growth Factors**

| High Peak 005 MSOA | Morning Peak | Evening Peak |
|---|---|---|
| **2017 - 2022** | 1.0759 | 1.0744 |

6.3 The above growth factors are applied to the surveyed traffic flows to obtain the predicted 2022 growthed surveyed traffic flows, as shown on the traffic flow figures within **Appendix 8**.

## Committed Development

6.4 Following DCC's response to the SCP's scoping note, DCC confirmed that no committed developments need to be considered along with this application.

## Assessment Traffic Flows

6.5 The 2022 assessment traffic flows are the sum of the growthed surveyed base traffic flows plus the proposed development flows and are shown on the traffic flow figures within **Appendix 8**, and discussed in more detail in Chapter 7.

# 7.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

## Introduction

7.1 This chapter provides an estimate the trips generated by the proposed development, along with its distribution and assignment on the local highway network.

## Trip Distribution

7.2 Ideally, trips will be distributed used a travel to work model based on 2011 Census data for the Middle Super Output Area [MSOA] in which the site is located. In this instance, the MSOA in question is large and contains the neighbouring settlements of Chinley, Buxworth and Hayfield, which may influence the results.

7.3 Therefore, it is proposed to distribute traffic using the results of traffic surveys undertaken along Hayfield Road and at the Church Road / Albion Road / Union Road junction, as presented in **Appendix 2**.

## Traffic Assignment

7.4 The development related traffic has been assigned to the above distribution method and are shown diagrammatically on the traffic flow figures within **Appendix 8**.

## Trip Generation

7.5 In order to estimate the trip generating potential of the site, SCP has derived multi-modal trip rates utilising the TRICS database (v7.3.2) for residential developments between 50 and 210 dwellings located in suburban or edge of town areas. All sites in Greater London, Northern Ireland and the Republic of Ireland were excluded.

7.6 The trip rates are presented in **Table 7.1** below, with TRICS outputs at **Appendix 9**.

**Table 7.1 - Proposed trip rates**

| Trip rate per dwelling | Weekday Morning Peak (08:00 – 09:00) | | Weekday Evening Peak (17:00 – 18:00) | |
|---|---|---|---|---|
| | Arr. | Dep. | Arr. | Dep. |
| **97 Houses (Privately Owned)** | 0.287 | 0.454 | 0.463 | 0.296 |

7.7 The above vehicular trip rates have been applied to the proposed 97 dwellings with the resulting trip generation presented in **Table 7.2** below.

**Table 7.2 - Proposed vehicular trips**

| | Weekday Morning Peak (08:00 – 09:00) | | Weekday Evening Peak (17:00 – 18:00) | |
|---|---|---|---|---|
| | Arr. | Dep. | Arr. | Dep. |
| **97 Houses (Privately Owned)** | 28 | 44 | 45 | 29 |
| **Total** | 72 | | 74 | |

7.8 As can be seen from **Table 7.2**, the site is predicted to generate 72 two-way trips in the AM peak hour, and a further 74 two-way trips in the PM peak hour.

7.9 This equates to approximately one additional vehicle movement every minute during the peak hours on average. As such it is concluded that such an increase in traffic levels will be imperceptible on the local highway network.

# 8.0 HIGHWAY IMPACT ASSESSMENT

## Introduction

8.1 This Chapter describes the impact of the additional trips generated by the proposed development on the operation of the local highway network. The study area includes the following junctions:-

- Hayfield Road / Proposed Site Access Priority Junction; and
- Union Road / Albion Road / Church Road Signalised Junction.

## Assessment Methodology

8.2 Assessments of the priority controlled site access have been assessed using Junctions 9 (PICADY) software, and the signalised junction have been assessed using LINSIG software.

8.3 In relation to the Junctions 9 model, the results generated provide a Ratio to Flow capacity (RFC) along with an estimate of the likely traffic queues. RFC values between 0.00 and 0.85 are generally accepted as representing stable and acceptable operating conditions. Values between 0.85 and one and represents variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction). RFC values in excess of one represents overloaded conditions (i.e. congested conditions).

8.4 The LINSIG software presents results as a percentage Degree of Saturation (DoS) and corresponding likely traffic queues for each modelled link at the junction. For Traffic Signals it is generally accepted that DoS of 90% or less on individual links represents satisfactory signal operation. DoS of between 90% and 100% represent variable operation which warrants further investigation and values in excess of 100% represent overloaded conditions.

8.5 Assessments of the operation of the off-site junctions have initially been undertaken in the surveyed year in order to validate the models against the observed queue lengths. Once the models have been validated, assessments have then been undertaken in the future assessment year (2022), both in the ‘with’ and ‘without’ development scenarios. The 2022 ‘with development’ assessment traffic flows are the sum of the baseline traffic flows and the proposed development traffic flows, as shown on the traffic flow figures within **Appendix 8**.

### Proposed Northern Site Access

8.6 PICADY software has been used in the assessment of the proposed priority controlled site access off Hayfield Road. The PICADY results are presented in **Appendix 10** with the results summarised in **Table 8.1** below.

**Table 8.1 – Proposed Site Access – 2022 'With Development' PICADY Results**

| Arm | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | RFC | Queue (PCU) | RFC | Queue (PCU) |
| Site Access - Left / Right Turn Exit | 0.11 | 0.1 | 0.08 | 0.1 |
| Hayfield Road (Southbound) – Right Turn into Site | 0.04 | 0.1 | 0.04 | 0.1 |

8.7 The above results clearly show that the proposed site access junction will operate well within its practical capacity in the future assessment year of 2022, with minimal queuing and delay.

### Union Road / Albion Road / Church Road Signalised Junction

8.8 LINSIG software has been used in the assessment of the Union Road / Albion Road / Church Road signalised junction. The LINSIG outputs are presented in **Appendix 11** with the results summarised in **Table 8.2** below.

**Table 8.2 – Union Road / Albion Road / Church Road Signalised Junction– 2022 'With Development' LINSIG Results**

| Arm | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | DoS (%) | Queue (PCU) | DoS (%) | Queue (PCU) |
| Union Road - Left / Right | 78.2 | 6.1 | 88.5 | 11.7 |
| Church Road - Right / Ahead | 73.3 | 4.9 | 81.3 | 5.5 |
| Albion Road – Left / Ahead | 77.6 | 7.9 | 89.8 | 17.7 |
| **PRC** | 15.1% | | 0.2% | |
| **Cycle Time** | 90 | | 140 | |

8.9 The above results show that the existing layout of the Union Road / Albion Road / Church Road signalised junction will operate within its practical capacity, in a future assessment year of 2022, with the proposed development in place during both weekday peak hour periods.

## 9.0 SUMMARY AND CONCLUSION

9.1 SCP has been commissioned by Wainhomes (NW) Ltd to prepare a transport assessment (TA) in support of a planning application for a proposed residential development on land located between High Hill Road and Hayfield Road in New Mills, in the High Peak district of Derbyshire.

9.2 The site falls within the 'Central Area' of High Peak, and has been listed as an allocated site (reference C3 (Policy DS 8)) within Policy H2 for the 'Central Area' sites in the High Peak Local Plan.

9.3 The proposed development includes the construction of 97 residential dwellings, comprising a mixture of 2, 3, 4 and 5 bedrooms, served from a new access off Hayfield Road.

9.4 The nearest bus stops are located on Hayfield Road, around 250m from the proposed access and on High Hill Road. The bus stops located on Hayfield Road are equipped with a flag pole and timetable information, with some bus stops benefiting from shelters

9.5 Overall, the site is considered well located in terms of its accessibility by bus with four services per hour operating into New Mills town centre and New Mills bus station where onward connections can be made. Connections are also available at both New Mills Central and New Mills Newtown railway stations for train services. A number of nearby towns are also accessible by regular services including Glossop, Buxton, Marple and Stockport.

9.6 The site is predicted to generate 72 two-way trips in the AM peak hour, and a further 74 two-way trips in the PM peak hour. This equates to approximately one additional vehicle movement every minute during the peak hours on average. As such it is concluded that such an increase in traffic levels will be imperceptible on the local highway network.

9.7 Junction assessments have been undertaken for both the priority junction for the proposed access / Hayfield Road, and for the signalised junction of Union Road / Albion Road / Church Road in New Mills. The assessment results for both junctions indicate that in a future assessment year of 2022, with the proposed development in place, both junctions will operate satisfactory during the weekday peak hour periods.

9.8 It is therefore concluded that there are no highways or transport reasons to withhold planning permission.

S|C|P

# APPENDIX 1

## Chris Rushton

**From:** Jon Addy
**Sent:** 01 March 2017 15:54
**To:** Chris Rushton
**Subject:** FW: Scoping Advice - Hayfield Road, New Mills
**Attachments:** SCP_17017_JA_Scoping Note.pdf

FYI,

Scoping response from Derbyshire.

Regards,
Jon Addy BSc (Hons), MSc, MILT
Principal Transport Planner
**On behalf of**

S|C|P
Transportation Planning : Infrastructure Design
Colwyn Chambers • 19 York Street • Manchester • M2 3BA
Tel 0161 8324400
Email: jon.addy@scptransport.co.uk
Web: www.scptransport.co.uk

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**From:** Knowles,Nick (Economy Transport and Communities) [mailto:Nick.Knowles@derbyshire.gov.uk]
**Sent:** 01 February 2017 14:08
**To:** Jon Addy <jon.addy@scptransport.co.uk>
**Subject:** FW: Scoping Advice - Hayfield Road, New Mills

Hi Jon
Further to your enquiry I can confirm that the Scoping proposals are acceptable but please include accident data that can be provided by Derbyshire Constabulary. Contact Alison Morse 0300 122 8743 or 122 5043.
Were you after comment on the Feasibility Layout at this stage? As a starter though, this should generally comply with the recommendations contained within the 6C's Design Guide and the junction provided with sightlines commensurate with recorded 85%ile vehicle approach speeds. The central spine road would appear to be overlong for a 20mph design speed and I can't see the Highway Authority being keen on turning facilities being provided adjacent to the site boundary with little, or no, frontage development.
I hope that the above comments are of use.
Regards
Nick

N Knowles
Highways Development Control

Economy, Transport and Communities | Derbyshire County Council
County Hall, Matlock, Derbyshire, DE4 3AG

**From:** Jon Addy [mailto:jon.addy@scptransport.co.uk]
**Sent:** 24 January 2017 12:13
**To:** Knowles,Nick (Economy Transport and Communities)
**Subject:** Scoping Advice - Hayfield Road, New Mills

Hi Nick,
I trust you are well.
SCP has been commissioned to provide transport work for a planning application for around 100 houses on land at Hayfield Road, New Mills.
We will be preparing a transport assessment and travel plan for the site, however we wish to engage early with yourselves to discuss the site and the scope of the assessments.
I have attached a scoping note which outlines our current thoughts on the scope and parameters proposed for use in the TA.
I would be grateful if you could review and provide any comments or additions which you would need to see included.
Please let me know if you have any questions.
Many thanks,

Jon

Regards,
Jon Addy BSc (Hons), MSc, MILT
Principal Transport Planner
**On behalf of**
Transportation Planning : Infrastructure Design
Colwyn Chambers • 19 York Street • Manchester • M2 3BA
Tel 0161 8324400
Email: jon.addy@scptransport.co.uk
Web: www.scptransport.co.uk

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S|C|P

# APPENDIX 2

TRANSPORT Data Collection

DATE: TUESDAY 24th JANUARY 2017

TURNING COUNT LOCATION: ALBION ROAD / CHURCH ROAD / B6101

APPROACHING FROM: ALBION ROAD

| TIME / CLASS | LEFT TO B6101 | | | | | | | | STRAIGHT TO CHURCH ROAD | | | | | | | | U-TURN TO ALBION ROAD | | | | | | | | TOTAL MOVEMENT FROM APPROACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PEDAL CYCLE | MOTOR CYCLE | CAR TAXI | LGV | OGV1 | OGV2 | BUS COACH | TOTAL | PEDAL CYCLE | MOTOR CYCLE | CAR TAXI | LGV | OGV1 | OGV2 | BUS COACH | TOTAL | PEDAL CYCLE | MOTOR CYCLE | CAR TAXI | LGV | OGV1 | OGV2 | BUS COACH | TOTAL | |
| 7:00 - 7:15 | 0 | 1 | 14 | 5 | 0 | 0 | 1 | 21 | 0 | 1 | 7 | 4 | 4 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 7:15 - 7:30 | 0 | 1 | 28 | 4 | 0 | 0 | 3 | 36 | 0 | 0 | 25 | 4 | 5 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 7:30 - 7:45 | 0 | 0 | 33 | 2 | 2 | 1 | 0 | 38 | 0 | 0 | 28 | 7 | 1 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 7:45 - 8:00 | 0 | 0 | 26 | 5 | 0 | 2 | 1 | 34 | 0 | 2 | 41 | 9 | 0 | 2 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| HOURLY TOTAL | 0 | 2 | 101 | 16 | 2 | 3 | 5 | 129 | 0 | 3 | 101 | 24 | 10 | 2 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 |
| 8:00 - 8:15 | 0 | 0 | 32 | 10 | 2 | 1 | 1 | 46 | 0 | 1 | 30 | 6 | 1 | 2 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 8:15 - 8:30 | 0 | 0 | 35 | 7 | 0 | 0 | 2 | 44 | 0 | 0 | 58 | 6 | 2 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 8:30 - 8:45 | 0 | 0 | 42 | 5 | 1 | 0 | 2 | 50 | 0 | 1 | 35 | 7 | 0 | 1 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 8:45 - 9:00 | 0 | 0 | 47 | 6 | 1 | 1 | 0 | 55 | 0 | 0 | 39 | 11 | 1 | 0 | 1 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| HOURLY TOTAL | 0 | 0 | 156 | 28 | 4 | 2 | 5 | 195 | 0 | 2 | 162 | 30 | 4 | 3 | 1 | 202 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 397 |
| 9:00 - 9:15 | 0 | 0 | 25 | 7 | 1 | 0 | 0 | 33 | 0 | 0 | 26 | 5 | 2 | 1 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 9:15 - 9:30 | 1 | 0 | 31 | 7 | 1 | 0 | 2 | 42 | 0 | 0 | 28 | 5 | 4 | 1 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 9:30 - 9:45 | 0 | 0 | 35 | 7 | 1 | 0 | 0 | 43 | 0 | 0 | 36 | 5 | 3 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 9:45 - 10:00 | 0 | 0 | 28 | 8 | 1 | 0 | 1 | 38 | 0 | 0 | 39 | 4 | 3 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| HOURLY TOTAL | 1 | 0 | 119 | 29 | 4 | 0 | 3 | 156 | 0 | 0 | 129 | 19 | 12 | 2 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 318 |
| PERIOD TOTAL | 1 | 2 | 376 | 73 | 10 | 5 | 13 | 480 | 0 | 5 | 392 | 73 | 26 | 7 | 1 | 504 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 984 |
| 16:00 - 16:15 | 0 | 0 | 39 | 6 | 3 | 0 | 2 | 50 | 0 | 0 | 50 | 3 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 16:15 - 16:30 | 0 | 0 | 51 | 7 | 0 | 0 | 0 | 58 | 0 | 0 | 73 | 7 | 3 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 16:30 - 16:45 | 0 | 0 | 41 | 9 | 3 | 0 | 0 | 53 | 1 | 0 | 66 | 14 | 0 | 1 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 16:45 - 17:00 | 1 | 0 | 43 | 4 | 2 | 0 | 1 | 51 | 2 | 3 | 79 | 13 | 5 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| HOURLY TOTAL | 1 | 0 | 174 | 26 | 8 | 0 | 3 | 212 | 3 | 3 | 268 | 37 | 8 | 1 | 0 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 532 |
| 17:00 - 17:15 | 0 | 0 | 51 | 6 | 1 | 0 | 1 | 59 | 0 | 0 | 94 | 11 | 2 | 1 | 1 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 |
| 17:15 - 17:30 | 1 | 1 | 52 | 4 | 1 | 0 | 1 | 60 | 0 | 0 | 75 | 10 | 1 | 1 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 17:30 - 17:45 | 2 | 0 | 76 | 5 | 1 | 0 | 0 | 84 | 2 | 1 | 87 | 8 | 2 | 1 | 2 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 17:45 - 18:00 | 1 | 0 | 58 | 7 | 2 | 0 | 1 | 69 | 2 | 0 | 68 | 6 | 1 | 1 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| HOURLY TOTAL | 4 | 1 | 237 | 22 | 5 | 0 | 3 | 272 | 4 | 1 | 324 | 35 | 6 | 4 | 3 | 377 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 649 |
| 18:00 - 18:15 | 0 | 0 | 57 | 3 | 0 | 0 | 0 | 60 | 0 | 0 | 73 | 5 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 18:15 - 18:30 | 3 | 0 | 43 | 5 | 0 | 0 | 1 | 52 | 1 | 0 | 72 | 4 | 0 | 2 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 18:30 - 18:45 | 0 | 0 | 34 | 2 | 3 | 0 | 0 | 39 | 1 | 0 | 67 | 2 | 1 | 2 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 18:45 - 19:00 | 0 | 0 | 38 | 5 | 1 | 0 | 0 | 44 | 1 | 0 | 55 | 0 | 1 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| HOURLY TOTAL | 3 | 0 | 172 | 15 | 4 | 0 | 1 | 195 | 3 | 0 | 267 | 11 | 2 | 4 | 0 | 287 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 482 |
| PERIOD TOTAL | 8 | 1 | 583 | 63 | 17 | 0 | 7 | 679 | 10 | 4 | 859 | 83 | 16 | 9 | 3 | 984 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1663 |

TRANSPORT Data Collection

DATE: TUESDAY 24th JANUARY 2017

TURNING COUNT LOCATION: ALBION ROAD / CHURCH ROAD / B6101

APPROACHING FROM: B6101

| TIME / CLASS | LEFT TO CHURCH ROAD | | | | | | | | RIGHT TO ALBION ROAD | | | | | | | | U-TURN TO B6101 | | | | | | | | TOTAL MOVEMENT FROM APPROACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PEDAL CYCLE | MOTOR CYCLE | CAR TAXI | LGV | OGV1 | OGV2 | BUS COACH | TOTAL | PEDAL CYCLE | MOTOR CYCLE | CAR TAXI | LGV | OGV1 | OGV2 | BUS COACH | TOTAL | PEDAL CYCLE | MOTOR CYCLE | CAR TAXI | LGV | OGV1 | OGV2 | BUS COACH | TOTAL | |
| 7:00 - 7:15 | 0 | 0 | 7 | 2 | 0 | 0 | 1 | 10 | 0 | 0 | 35 | 6 | 2 | 0 | 1 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 7:15 - 7:30 | 0 | 0 | 8 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 33 | 5 | 1 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 7:30 - 7:45 | 0 | 0 | 27 | 9 | 0 | 0 | 0 | 36 | 2 | 0 | 48 | 11 | 2 | 0 | 1 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 7:45 - 8:00 | 0 | 0 | 25 | 5 | 2 | 0 | 0 | 32 | 0 | 0 | 43 | 8 | 1 | 0 | 2 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| HOURLY TOTAL | 0 | 0 | 67 | 21 | 2 | 0 | 1 | 91 | 2 | 0 | 159 | 30 | 6 | 0 | 4 | 201 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 292 |
| 8:00 - 8:15 | 0 | 0 | 22 | 5 | 0 | 1 | 3 | 31 | 0 | 1 | 50 | 7 | 1 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 8:15 - 8:30 | 0 | 0 | 31 | 5 | 2 | 0 | 1 | 39 | 0 | 0 | 42 | 5 | 2 | 0 | 1 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 8:30 - 8:45 | 0 | 0 | 30 | 3 | 0 | 0 | 0 | 33 | 1 | 0 | 30 | 3 | 3 | 1 | 1 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 8:45 - 9:00 | 0 | 1 | 57 | 4 | 1 | 0 | 0 | 63 | 0 | 0 | 49 | 13 | 1 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| HOURLY TOTAL | 0 | 1 | 140 | 17 | 3 | 1 | 4 | 166 | 1 | 1 | 171 | 28 | 7 | 1 | 2 | 211 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 377 |
| 9:00 - 9:15 | 0 | 0 | 43 | 5 | 2 | 0 | 0 | 50 | 0 | 0 | 43 | 6 | 2 | 0 | 2 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 9:15 - 9:30 | 0 | 0 | 28 | 7 | 1 | 0 | 1 | 37 | 2 | 1 | 40 | 5 | 0 | 0 | 1 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 9:30 - 9:45 | 0 | 0 | 23 | 3 | 1 | 1 | 1 | 29 | 1 | 0 | 29 | 4 | 1 | 1 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 9:45 - 10:00 | 0 | 0 | 27 | 6 | 0 | 0 | 1 | 34 | 0 | 0 | 32 | 6 | 2 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| HOURLY TOTAL | 0 | 0 | 121 | 21 | 4 | 1 | 3 | 150 | 3 | 1 | 144 | 21 | 5 | 1 | 3 | 178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 328 |
| PERIOD TOTAL | 0 | 1 | 328 | 59 | 9 | 2 | 8 | 407 | 6 | 2 | 474 | 79 | 18 | 2 | 9 | 590 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 997 |
| 16:00 - 16:15 | 0 | 1 | 43 | 5 | 2 | 0 | 1 | 52 | 0 | 0 | 40 | 1 | 1 | 0 | 1 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 16:15 - 16:30 | 0 | 0 | 41 | 3 | 0 | 0 | 0 | 44 | 0 | 0 | 34 | 6 | 0 | 0 | 1 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 16:30 - 16:45 | 1 | 0 | 47 | 4 | 0 | 0 | 2 | 54 | 0 | 0 | 44 | 6 | 0 | 0 | 1 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 16:45 - 17:00 | 0 | 0 | 46 | 6 | 2 | 0 | 1 | 55 | 0 | 0 | 44 | 6 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| HOURLY TOTAL | 1 | 1 | 177 | 18 | 4 | 0 | 4 | 205 | 0 | 0 | 162 | 19 | 1 | 0 | 3 | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 390 |
| 17:00 - 17:15 | 0 | 0 | 48 | 10 | 1 | 0 | 1 | 60 | 0 | 0 | 44 | 5 | 1 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 17:15 - 17:30 | 0 | 0 | 66 | 4 | 0 | 0 | 1 | 71 | 2 | 0 | 59 | 5 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 17:30 - 17:45 | 0 | 0 | 45 | 1 | 0 | 0 | 0 | 46 | 0 | 1 | 34 | 4 | 0 | 0 | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 17:45 - 18:00 | 1 | 1 | 46 | 1 | 0 | 0 | 1 | 50 | 0 | 0 | 50 | 2 | 0 | 0 | 1 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| HOURLY TOTAL | 1 | 1 | 205 | 16 | 1 | 0 | 3 | 227 | 2 | 1 | 187 | 16 | 1 | 0 | 2 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 436 |
| 18:00 - 18:15 | 0 | 0 | 36 | 3 | 0 | 0 | 2 | 41 | 0 | 1 | 30 | 1 | 0 | 0 | 1 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 18:15 - 18:30 | 2 | 0 | 43 | 7 | 0 | 0 | 0 | 52 | 0 | 0 | 42 | 2 | 0 | 0 | 1 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 18:30 - 18:45 | 0 | 0 | 32 | 3 | 0 | 0 | 0 | 35 | 0 | 0 | 39 | 3 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 18:45 - 19:00 | 0 | 0 | 34 | 1 | 0 | 0 | 1 | 36 | 1 | 0 | 31 | 3 | 2 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| HOURLY TOTAL | 2 | 0 | 145 | 14 | 0 | 0 | 3 | 164 | 1 | 1 | 142 | 9 | 2 | 0 | 2 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 321 |
| PERIOD TOTAL | 4 | 2 | 527 | 48 | 5 | 0 | 10 | 596 | 3 | 2 | 491 | 44 | 4 | 0 | 7 | 551 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1147 |

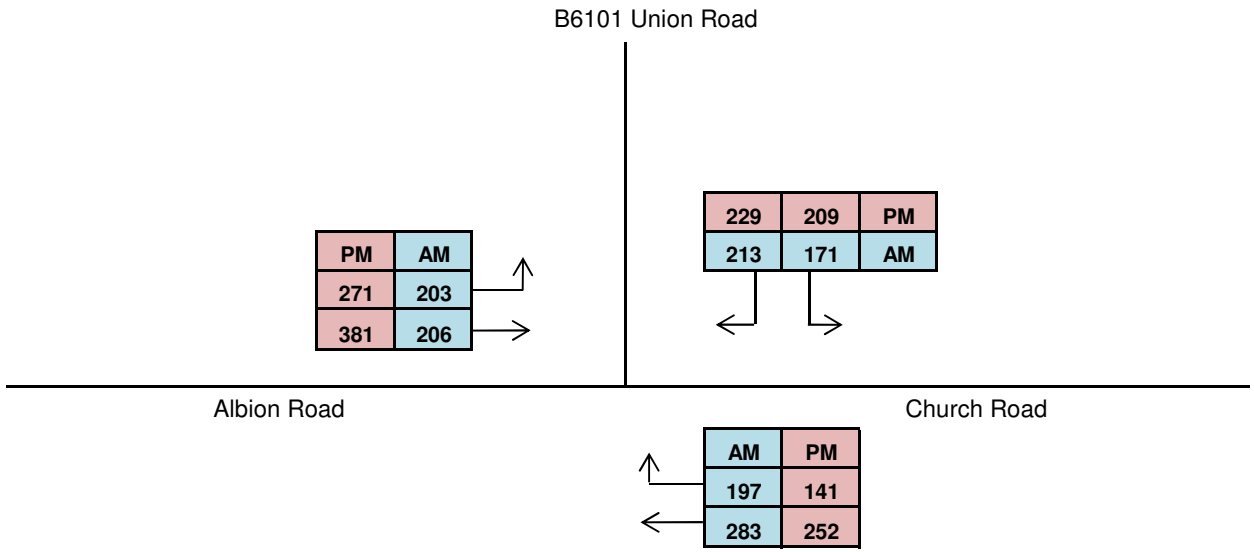
TRANSPORT Data Collection

DATE: TUESDAY 24th JANUARY 2017

TURNING COUNT LOCATION: ALBION ROAD / CHURCH ROAD / B6101

APPROACHING FROM: CHURCH ROAD

| TIME / CLASS | STRAIGHT TO ALBION ROAD | | | | | | | | RIGHT TO B6101 | | | | | | | | U-TURN TO CHURCH ROAD | | | | | | | | TOTAL MOVEMENT FROM APPROACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PEDAL CYCLE | MOTOR CYCLE | CAR TAXI | LGV | OGV1 | OGV2 | BUS COACH | TOTAL | PEDAL CYCLE | MOTOR CYCLE | CAR TAXI | LGV | OGV1 | OGV2 | BUS COACH | TOTAL | PEDAL CYCLE | MOTOR CYCLE | CAR TAXI | LGV | OGV1 | OGV2 | BUS COACH | TOTAL | |
| 7:00 - 7:15 | 2 | 1 | 62 | 7 | 3 | 1 | 0 | 76 | 2 | 0 | 22 | 1 | 1 | 0 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 7:15 - 7:30 | 1 | 0 | 51 | 9 | 3 | 0 | 1 | 65 | 1 | 0 | 20 | 4 | 1 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 7:30 - 7:45 | 1 | 2 | 70 | 8 | 4 | 2 | 2 | 89 | 0 | 0 | 34 | 7 | 0 | 0 | 1 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 7:45 - 8:00 | 0 | 2 | 60 | 9 | 4 | 0 | 3 | 78 | 0 | 0 | 36 | 4 | 0 | 1 | 1 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| HOURLY TOTAL | 4 | 5 | 243 | 33 | 14 | 3 | 6 | 308 | 3 | 0 | 112 | 16 | 2 | 2 | 3 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 446 |
| 8:00 - 8:15 | 1 | 1 | 74 | 6 | 2 | 3 | 0 | 87 | 0 | 0 | 35 | 6 | 1 | 0 | 1 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 8:15 - 8:30 | 0 | 0 | 65 | 5 | 1 | 2 | 2 | 75 | 0 | 1 | 35 | 4 | 0 | 0 | 1 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 8:30 - 8:45 | 0 | 0 | 50 | 5 | 2 | 0 | 0 | 57 | 0 | 0 | 44 | 4 | 2 | 1 | 2 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 8:45 - 9:00 | 0 | 0 | 46 | 7 | 4 | 0 | 0 | 57 | 1 | 0 | 49 | 5 | 1 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| HOURLY TOTAL | 1 | 1 | 235 | 23 | 9 | 5 | 2 | 276 | 1 | 1 | 163 | 19 | 4 | 1 | 4 | 193 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 469 |
| 9:00 - 9:15 | 2 | 0 | 41 | 6 | 3 | 1 | 0 | 53 | 0 | 0 | 36 | 6 | 0 | 0 | 1 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 9:15 - 9:30 | 0 | 0 | 35 | 5 | 2 | 0 | 0 | 42 | 1 | 0 | 38 | 3 | 3 | 0 | 1 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 9:30 - 9:45 | 0 | 0 | 46 | 10 | 4 | 2 | 0 | 62 | 1 | 0 | 36 | 7 | 1 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 9:45 - 10:00 | 0 | 0 | 38 | 7 | 1 | 0 | 0 | 46 | 0 | 0 | 29 | 4 | 0 | 0 | 1 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| HOURLY TOTAL | 2 | 0 | 160 | 28 | 10 | 3 | 0 | 203 | 2 | 0 | 139 | 20 | 4 | 0 | 3 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 371 |
| PERIOD TOTAL | 7 | 6 | 638 | 84 | 33 | 11 | 8 | 787 | 6 | 1 | 414 | 55 | 10 | 3 | 10 | 499 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1286 |
| 16:00 - 16:15 | 1 | 0 | 28 | 4 | 3 | 0 | 0 | 36 | 0 | 0 | 37 | 5 | 1 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 16:15 - 16:30 | 1 | 0 | 40 | 8 | 1 | 1 | 0 | 51 | 1 | 0 | 28 | 6 | 1 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 16:30 - 16:45 | 0 | 1 | 43 | 15 | 0 | 1 | 0 | 60 | 0 | 0 | 35 | 4 | 0 | 0 | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 16:45 - 17:00 | 0 | 1 | 60 | 8 | 1 | 1 | 0 | 71 | 0 | 0 | 35 | 8 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| HOURLY TOTAL | 2 | 2 | 171 | 35 | 5 | 3 | 0 | 218 | 1 | 0 | 135 | 23 | 2 | 0 | 1 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 380 |
| 17:00 - 17:15 | 1 | 0 | 49 | 5 | 4 | 1 | 0 | 60 | 0 | 0 | 28 | 7 | 0 | 0 | 1 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 17:15 - 17:30 | 0 | 1 | 52 | 4 | 4 | 0 | 0 | 61 | 0 | 0 | 36 | 2 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 17:30 - 17:45 | 0 | 0 | 62 | 8 | 1 | 0 | 0 | 71 | 0 | 0 | 35 | 3 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 17:45 - 18:00 | 2 | 0 | 55 | 5 | 0 | 0 | 0 | 62 | 0 | 0 | 23 | 3 | 0 | 0 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| HOURLY TOTAL | 3 | 1 | 218 | 22 | 9 | 1 | 0 | 254 | 0 | 0 | 122 | 15 | 0 | 0 | 2 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 393 |
| 18:00 - 18:15 | 2 | 2 | 34 | 2 | 2 | 0 | 0 | 42 | 0 | 0 | 30 | 1 | 1 | 0 | 2 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 18:15 - 18:30 | 0 | 0 | 46 | 0 | 1 | 0 | 0 | 47 | 0 | 0 | 21 | 2 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 18:30 - 18:45 | 1 | 0 | 44 | 3 | 0 | 0 | 0 | 48 | 0 | 0 | 36 | 4 | 0 | 0 | 1 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 18:45 - 19:00 | 1 | 0 | 44 | 4 | 0 | 1 | 0 | 50 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| HOURLY TOTAL | 4 | 2 | 168 | 9 | 3 | 1 | 0 | 187 | 0 | 0 | 107 | 8 | 1 | 0 | 3 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 306 |
| PERIOD TOTAL | 9 | 5 | 557 | 66 | 17 | 5 | 0 | 659 | 1 | 0 | 364 | 46 | 3 | 0 | 6 | 420 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1079 |




Note: Survey undertaken on Tuesday 24th January 2017

| | |
|---|---|
| AM | 08:00-09:00 |
| PM | 17:00-18:00 |

| | | |
|---|---|---|
| SCP Transportation Planning : Infrastructure Design | **AM & PM Peak Hour - Base Flows 2017- PCUs** | **10/04/2017** | Job Number - SCP/17017 |
| | **Proposed Residential Development, High Hill Road, New Mills** | **Appendix 2** | |

# Automatic Classified Counts, New Mills

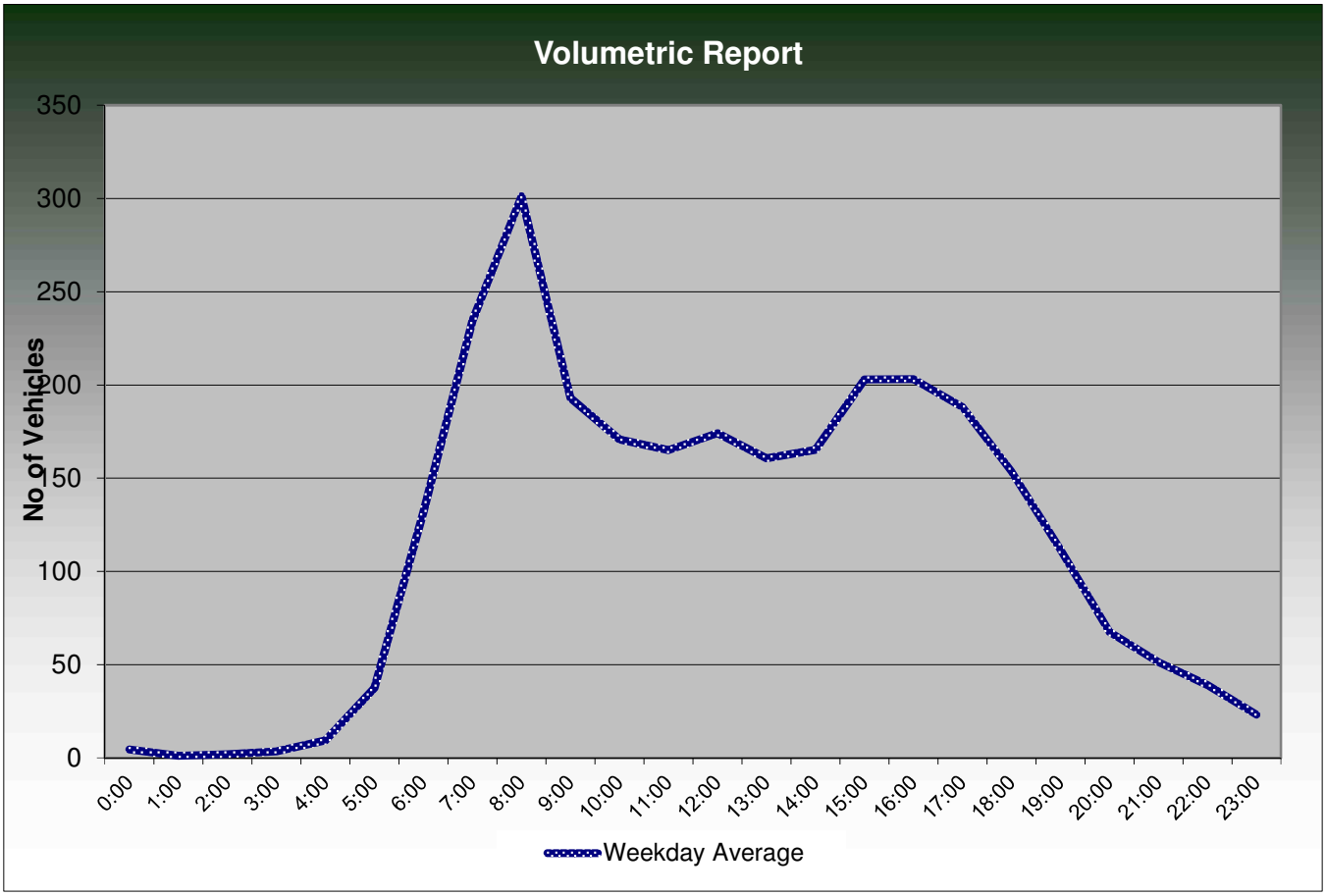
DATE: 21/01/2017 TO 27/01/2017

LOCATION: HAYFIELD ROAD (NORTHERN SITE)

Direction : NORTHBOUND

| TIME PERIOD | VEHICLE VOLUMES | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekday | Week |
| | 21/01/2017 | 22/01/2017 | 23/01/2017 | 24/01/2017 | 25/01/2017 | 26/01/2017 | 27/01/2017 | Average | Average |
| 0:00 - 1:00 | 11 | 20 | 3 | 4 | 5 | 3 | 8 | 5 | 8 |
| 1:00 - 2:00 | 10 | 9 | 0 | 2 | 2 | 1 | 1 | 1 | 4 |
| 2:00 - 3:00 | 8 | 7 | 4 | 0 | 3 | 0 | 3 | 2 | 4 |
| 3:00 - 4:00 | 10 | 4 | 4 | 2 | 1 | 3 | 8 | 4 | 5 |
| 4:00 - 5:00 | 5 | 7 | 8 | 11 | 11 | 7 | 10 | 9 | 8 |
| 5:00 - 6:00 | 17 | 7 | 43 | 38 | 33 | 37 | 37 | 38 | 30 |
| 6:00 - 7:00 | 21 | 10 | 128 | 145 | 131 | 131 | 124 | 132 | 99 |
| 7:00 - 8:00 | 72 | 28 | 201 | 257 | 243 | 245 | 226 | 234 | 182 |
| 8:00 - 9:00 | 98 | 53 | 316 | 324 | 295 | 275 | 296 | 301 | 237 |
| 9:00 - 10:00 | 175 | 119 | 188 | 200 | 190 | 203 | 184 | 193 | 180 |
| 10:00 - 11:00 | 183 | 137 | 177 | 158 | 158 | 186 | 175 | 171 | 168 |
| 11:00 - 12:00 | 185 | 174 | 155 | 150 | 157 | 188 | 175 | 165 | 169 |
| 12:00 - 13:00 | 185 | 139 | 153 | 167 | 195 | 156 | 200 | 174 | 171 |
| 13:00 - 14:00 | 174 | 170 | 146 | 155 | 159 | 158 | 185 | 161 | 164 |
| 14:00 - 15:00 | 185 | 158 | 177 | 162 | 161 | 139 | 187 | 165 | 167 |
| 15:00 - 16:00 | 164 | 148 | 170 | 191 | 217 | 191 | 246 | 203 | 190 |
| 16:00 - 17:00 | 166 | 150 | 175 | 212 | 228 | 204 | 197 | 203 | 190 |
| 17:00 - 18:00 | 130 | 110 | 183 | 194 | 188 | 189 | 187 | 188 | 169 |
| 18:00 - 19:00 | 97 | 84 | 155 | 131 | 152 | 158 | 172 | 154 | 136 |
| 19:00 - 20:00 | 81 | 73 | 99 | 107 | 108 | 125 | 119 | 112 | 102 |
| 20:00 - 21:00 | 46 | 54 | 67 | 58 | 63 | 86 | 64 | 68 | 63 |
| 21:00 - 22:00 | 55 | 44 | 32 | 45 | 44 | 59 | 77 | 51 | 51 |
| 22:00 - 23:00 | 43 | 21 | 29 | 40 | 34 | 46 | 46 | 39 | 37 |
| 23:00 - 0:00 | 19 | 9 | 16 | 10 | 23 | 28 | 39 | 23 | 21 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 7-19 | 1814 | 1470 | 2196 | 2301 | 2343 | 2292 | 2430 | 2312 | 2121 |
| 6-22 | 2017 | 1651 | 2522 | 2656 | 2689 | 2693 | 2814 | 2675 | 2435 |
| 6-24 | 2079 | 1681 | 2567 | 2706 | 2746 | 2767 | 2899 | 2737 | 2492 |
| 0-24 | 2140 | 1735 | 2629 | 2763 | 2801 | 2818 | 2966 | 2795 | 2550 |



# Automatic Classified Counts, New Mills

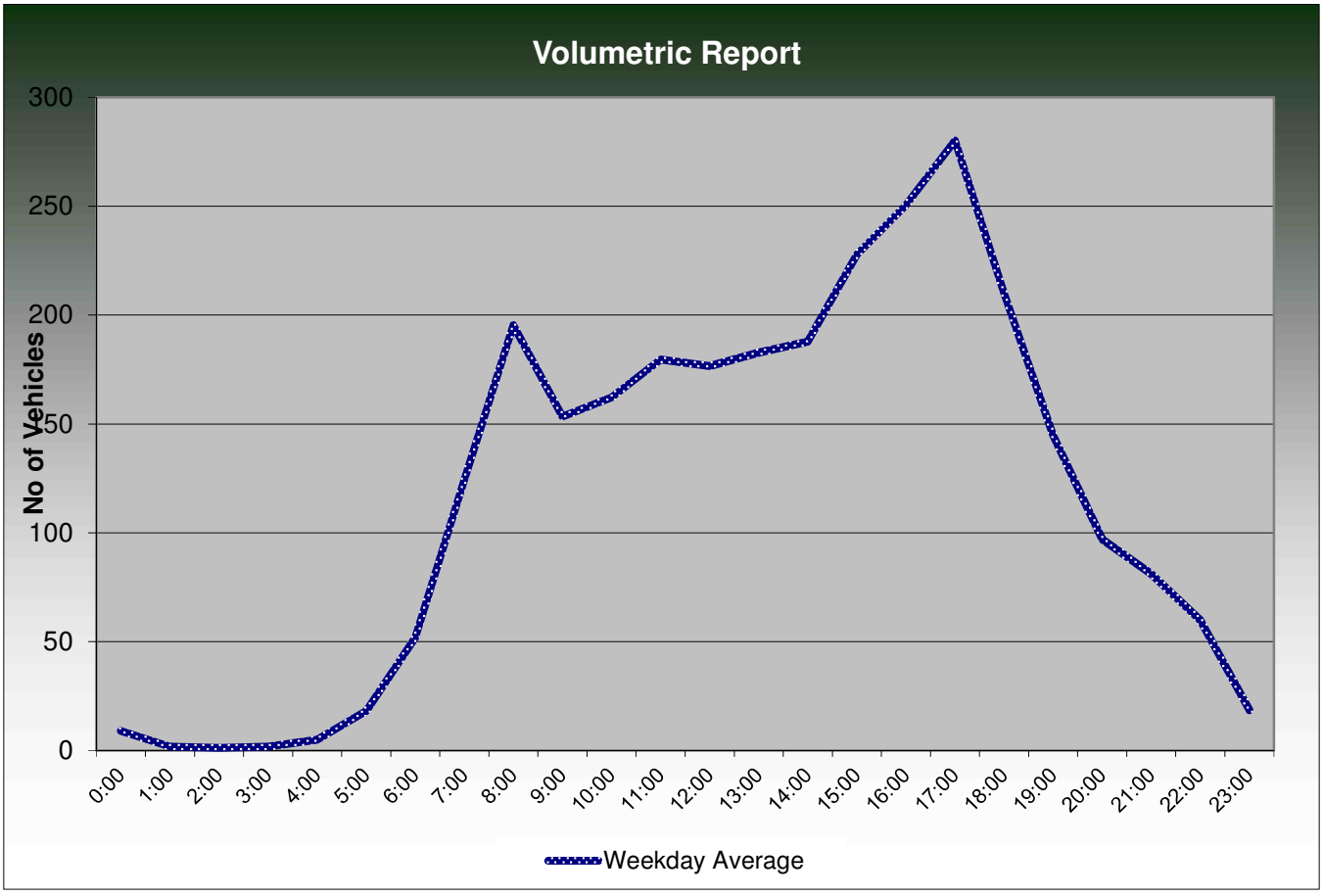
DATE: 21/01/2017 TO 27/01/2017

LOCATION: HAYFIELD ROAD (NORTHERN SITE)

Direction : SOUTHBOUND

| TIME PERIOD | VEHICLE VOLUMES | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekday | Week |
| | 21/01/2017 | 22/01/2017 | 23/01/2017 | 24/01/2017 | 25/01/2017 | 26/01/2017 | 27/01/2017 | Average | Average |
| 0:00 - 1:00 | 21 | 20 | 5 | 8 | 7 | 7 | 18 | 9 | 12 |
| 1:00 - 2:00 | 12 | 11 | 2 | 0 | 4 | 2 | 1 | 2 | 5 |
| 2:00 - 3:00 | 6 | 6 | 1 | 1 | 2 | 0 | 2 | 1 | 3 |
| 3:00 - 4:00 | 3 | 4 | 1 | 2 | 3 | 1 | 2 | 2 | 2 |
| 4:00 - 5:00 | 8 | 3 | 6 | 4 | 4 | 3 | 8 | 5 | 5 |
| 5:00 - 6:00 | 11 | 11 | 14 | 17 | 20 | 18 | 22 | 18 | 16 |
| 6:00 - 7:00 | 20 | 10 | 56 | 59 | 47 | 56 | 42 | 52 | 41 |
| 7:00 - 8:00 | 27 | 18 | 131 | 127 | 120 | 130 | 115 | 125 | 95 |
| 8:00 - 9:00 | 103 | 42 | 183 | 224 | 179 | 186 | 205 | 195 | 160 |
| 9:00 - 10:00 | 179 | 89 | 162 | 133 | 166 | 144 | 162 | 153 | 148 |
| 10:00 - 11:00 | 178 | 161 | 139 | 171 | 158 | 159 | 184 | 162 | 164 |
| 11:00 - 12:00 | 232 | 173 | 185 | 170 | 169 | 185 | 189 | 180 | 186 |
| 12:00 - 13:00 | 204 | 205 | 161 | 169 | 171 | 183 | 199 | 177 | 185 |
| 13:00 - 14:00 | 205 | 183 | 187 | 170 | 168 | 183 | 206 | 183 | 186 |
| 14:00 - 15:00 | 178 | 158 | 163 | 175 | 211 | 174 | 216 | 188 | 182 |
| 15:00 - 16:00 | 192 | 154 | 195 | 232 | 228 | 232 | 252 | 228 | 212 |
| 16:00 - 17:00 | 157 | 141 | 242 | 256 | 239 | 271 | 244 | 250 | 221 |
| 17:00 - 18:00 | 143 | 108 | 285 | 294 | 288 | 280 | 254 | 280 | 236 |
| 18:00 - 19:00 | 132 | 82 | 191 | 207 | 212 | 240 | 199 | 210 | 180 |
| 19:00 - 20:00 | 93 | 74 | 137 | 134 | 171 | 136 | 146 | 145 | 127 |
| 20:00 - 21:00 | 54 | 75 | 90 | 107 | 81 | 117 | 90 | 97 | 88 |
| 21:00 - 22:00 | 43 | 37 | 104 | 76 | 73 | 94 | 59 | 81 | 69 |
| 22:00 - 23:00 | 35 | 25 | 50 | 58 | 61 | 60 | 70 | 60 | 51 |
| 23:00 - 0:00 | 26 | 13 | 9 | 9 | 19 | 20 | 36 | 19 | 19 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 7-19 | 1930 | 1514 | 2224 | 2328 | 2309 | 2367 | 2425 | 2331 | 2157 |
| 6-22 | 2140 | 1710 | 2611 | 2704 | 2681 | 2770 | 2762 | 2706 | 2483 |
| 6-24 | 2201 | 1748 | 2670 | 2771 | 2761 | 2850 | 2868 | 2784 | 2553 |
| 0-24 | 2262 | 1803 | 2699 | 2803 | 2801 | 2881 | 2921 | 2821 | 2596 |



# Automatic Classified Counts, New Mills

DATE: 21/01/2017 TO 27/01/2017

LOCATION: HAYFIELD ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

| TIME PERIOD | AVERAGE SPEEDS | | | | | | |
|---|---|---|---|---|---|---|---|
| | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday |
| | 21/01/2017 | 22/01/2017 | 23/01/2017 | 24/01/2017 | 25/01/2017 | 26/01/2017 | 27/01/2017 |
| 0:00 - 1:00 | 34.9 | 34.2 | 23.3 | 34.6 | 33.6 | 40.6 | 34.6 |
| 1:00 - 2:00 | 41.8 | 35.5 | 43.5 | - | 34.3 | 35.0 | 41.0 |
| 2:00 - 3:00 | 35.7 | 44.8 | 36.0 | 39.0 | 30.0 | - | 36.0 |
| 3:00 - 4:00 | 34.0 | 40.8 | 28.0 | 33.0 | 34.3 | 27.0 | 34.5 |
| 4:00 - 5:00 | 32.0 | 41.8 | 39.0 | 40.3 | 34.0 | 42.0 | 31.0 |
| 5:00 - 6:00 | 34.3 | 33.9 | 36.8 | 38.9 | 39.2 | 35.8 | 36.6 |
| 6:00 - 7:00 | 34.8 | 36.4 | 35.7 | 35.5 | 35.1 | 35.3 | 35.7 |
| 7:00 - 8:00 | 36.0 | 35.3 | 32.7 | 33.1 | 32.8 | 33.8 | 34.1 |
| 8:00 - 9:00 | 34.1 | 34.8 | 32.3 | 32.4 | 33.3 | 33.2 | 32.6 |
| 9:00 - 10:00 | 32.2 | 33.4 | 31.8 | 33.5 | 32.1 | 33.7 | 31.3 |
| 10:00 - 11:00 | 32.2 | 33.1 | 31.0 | 32.7 | 32.6 | 32.1 | 31.5 |
| 11:00 - 12:00 | 32.4 | 32.5 | 32.0 | 32.4 | 32.6 | 32.2 | 32.1 |
| 12:00 - 13:00 | 32.8 | 32.2 | 32.0 | 32.4 | 32.6 | 31.8 | 32.1 |
| 13:00 - 14:00 | 32.9 | 32.3 | 32.6 | 32.7 | 32.5 | 33.0 | 32.7 |
| 14:00 - 15:00 | 32.5 | 32.5 | 32.5 | 32.5 | 32.8 | 32.7 | 32.0 |
| 15:00 - 16:00 | 33.1 | 33.1 | 33.1 | 32.4 | 33.0 | 32.8 | 32.2 |
| 16:00 - 17:00 | 32.9 | 32.4 | 32.0 | 32.1 | 32.5 | 32.5 | 32.9 |
| 17:00 - 18:00 | 33.6 | 33.1 | 31.8 | 32.1 | 31.9 | 32.3 | 32.5 |
| 18:00 - 19:00 | 34.1 | 34.8 | 32.7 | 32.8 | 32.1 | 32.7 | 33.3 |
| 19:00 - 20:00 | 34.4 | 34.6 | 34.1 | 33.5 | 34.0 | 33.3 | 33.4 |
| 20:00 - 21:00 | 34.3 | 34.3 | 34.8 | 34.0 | 34.7 | 34.6 | 34.1 |
| 21:00 - 22:00 | 34.6 | 34.5 | 33.5 | 34.6 | 33.2 | 34.7 | 33.9 |
| 22:00 - 23:00 | 34.0 | 35.3 | 34.3 | 34.2 | 33.4 | 33.9 | 33.4 |
| 23:00 - 0:00 | 35.3 | 35.8 | 33.7 | 36.7 | 34.7 | 36.4 | 35.3 |
| 10-12 | 32.3 | 32.8 | 31.5 | 32.6 | 32.6 | 32.1 | 31.8 |
| 14-16 | 32.8 | 32.7 | 32.9 | 32.4 | 32.9 | 32.8 | 32.1 |
| 0-24 | 33.2 | 33.2 | 32.6 | 32.8 | 32.8 | 33.0 | 32.7 |

| TIME PERIOD | 85TH PERCENTILE | | | | | | |
|---|---|---|---|---|---|---|---|
| | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday |
| | 21/01/2017 | 22/01/2017 | 23/01/2017 | 24/01/2017 | 25/01/2017 | 26/01/2017 | 27/01/2017 |
| 0:00 - 1:00 | 40.9 | 39.2 | 30.8 | 36.9 | 37.3 | 51.9 | 39.9 |
| 1:00 - 2:00 | 54.0 | 41.7 | 49.9 | - | 36.9 | 37.8 | 41.0 |
| 2:00 - 3:00 | 42.5 | 52.2 | 36.0 | 39.0 | 35.7 | - | 41.7 |
| 3:00 - 4:00 | 52.8 | 49.3 | 28.0 | 34.4 | 40.0 | 27.0 | 37.5 |
| 4:00 - 5:00 | 38.1 | 43.8 | 44.5 | 45.2 | 37.5 | 51.2 | 39.3 |
| 5:00 - 6:00 | 40.5 | 40.1 | 44.4 | 45.6 | 51.9 | 43.0 | 44.6 |
| 6:00 - 7:00 | 39.0 | 41.6 | 41.6 | 41.0 | 40.9 | 41.2 | 42.4 |
| 7:00 - 8:00 | 40.9 | 41.5 | 37.6 | 37.6 | 38.2 | 38.7 | 38.9 |
| 8:00 - 9:00 | 39.3 | 39.4 | 36.7 | 37.0 | 37.7 | 37.6 | 36.8 |
| 9:00 - 10:00 | 36.6 | 38.1 | 35.7 | 37.9 | 37.1 | 38.5 | 36.7 |
| 10:00 - 11:00 | 37.2 | 37.7 | 35.7 | 37.0 | 37.2 | 35.9 | 35.3 |
| 11:00 - 12:00 | 36.7 | 36.6 | 37.3 | 36.8 | 36.9 | 36.9 | 37.4 |
| 12:00 - 13:00 | 37.1 | 36.1 | 36.4 | 36.4 | 36.9 | 36.1 | 36.6 |
| 13:00 - 14:00 | 37.3 | 37.6 | 36.6 | 37.8 | 37.2 | 37.9 | 36.6 |
| 14:00 - 15:00 | 37.0 | 37.1 | 36.9 | 37.0 | 37.8 | 36.6 | 38.3 |
| 15:00 - 16:00 | 37.8 | 37.9 | 37.6 | 36.3 | 37.3 | 37.0 | 36.4 |
| 16:00 - 17:00 | 39.5 | 36.5 | 36.6 | 35.9 | 36.9 | 36.7 | 37.2 |
| 17:00 - 18:00 | 38.8 | 37.6 | 35.7 | 36.6 | 35.3 | 36.5 | 36.4 |
| 18:00 - 19:00 | 39.1 | 40.9 | 38.2 | 37.1 | 36.9 | 37.4 | 38.4 |
| 19:00 - 20:00 | 38.9 | 41.7 | 39.6 | 38.9 | 38.8 | 38.7 | 38.9 |
| 20:00 - 21:00 | 40.1 | 39.1 | 40.8 | 39.5 | 40.1 | 39.7 | 39.6 |
| 21:00 - 22:00 | 39.9 | 39.6 | 38.7 | 40.7 | 38.3 | 40.8 | 39.2 |
| 22:00 - 23:00 | 39.8 | 41.8 | 39.9 | 39.0 | 38.9 | 39.6 | 39.4 |
| 23:00 - 0:00 | 39.6 | 42.6 | 37.6 | 43.8 | 41.4 | 46.0 | 41.2 |
| 10-12 | 36.9 | 37.2 | 36.6 | 36.9 | 37.0 | 36.5 | 36.5 |
| 14-16 | 37.4 | 37.3 | 37.3 | 37.0 | 37.9 | 37.1 | 37.7 |
| 0-24 | 38.3 | 38.2 | 37.5 | 37.5 | 37.6 | 37.8 | 37.7 |

| | |
|---|---|
| 7 DAY AVERAGE SPEED | 32.9 |
| 7 DAY AVERAGE 85th PERCENTILE | 37.8 |

| | |
|---|---|
| mon-fri AVERAGE SPEED | 32.8 |
| mon-fri AVERAGE 85th PERCENTILE | 37.6 |

# Automatic Classified Counts, New Mills

DATE: 21/01/2017 TO 27/01/2017

LOCATION: HAYFIELD ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

TRANSPORT DATA COLLECTION

| TIME PERIOD | AVERAGE SPEEDS | | | | | | |
|---|---|---|---|---|---|---|---|
| | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday |
| | 21/01/2017 | 22/01/2017 | 23/01/2017 | 24/01/2017 | 25/01/2017 | 26/01/2017 | 27/01/2017 |
| 0:00 - 1:00 | 34.9 | 34.2 | 42.7 | 35.3 | 27.8 | 30.0 | 35.9 |
| 1:00 - 2:00 | 38.7 | 33.9 | - | 34.0 | 41.0 | 32.0 | 34.0 |
| 2:00 - 3:00 | 37.5 | 36.1 | 32.0 | - | 23.7 | - | 30.0 |
| 3:00 - 4:00 | 36.2 | 37.0 | 37.0 | 34.5 | 33.0 | 32.3 | 37.8 |
| 4:00 - 5:00 | 34.2 | 39.1 | 37.9 | 37.2 | 35.4 | 36.1 | 35.8 |
| 5:00 - 6:00 | 32.5 | 31.0 | 36.0 | 34.7 | 35.7 | 35.3 | 36.1 |
| 6:00 - 7:00 | 32.6 | 35.0 | 30.9 | 31.4 | 32.0 | 30.9 | 31.5 |
| 7:00 - 8:00 | 33.3 | 33.4 | 29.6 | 28.4 | 30.7 | 30.3 | 30.3 |
| 8:00 - 9:00 | 31.4 | 32.8 | 27.8 | 28.6 | 29.1 | 30.4 | 27.9 |
| 9:00 - 10:00 | 30.2 | 32.4 | 27.6 | 30.4 | 30.1 | 29.6 | 30.4 |
| 10:00 - 11:00 | 29.6 | 29.9 | 29.0 | 30.2 | 29.6 | 30.4 | 28.2 |
| 11:00 - 12:00 | 29.2 | 29.3 | 29.7 | 30.0 | 30.6 | 30.2 | 28.8 |
| 12:00 - 13:00 | 30.7 | 29.7 | 29.2 | 30.4 | 31.0 | 29.9 | 29.0 |
| 13:00 - 14:00 | 29.2 | 30.5 | 29.9 | 30.6 | 30.9 | 30.7 | 30.8 |
| 14:00 - 15:00 | 29.9 | 29.9 | 29.5 | 30.5 | 30.0 | 30.7 | 29.8 |
| 15:00 - 16:00 | 29.8 | 29.3 | 30.3 | 30.7 | 30.1 | 31.1 | 30.1 |
| 16:00 - 17:00 | 29.9 | 30.3 | 29.8 | 29.4 | 29.5 | 29.9 | 31.3 |
| 17:00 - 18:00 | 30.0 | 31.4 | 28.2 | 30.1 | 29.8 | 30.7 | 30.2 |
| 18:00 - 19:00 | 31.1 | 32.2 | 30.4 | 30.6 | 29.3 | 31.1 | 30.7 |
| 19:00 - 20:00 | 31.2 | 33.1 | 31.1 | 32.3 | 32.5 | 31.3 | 30.0 |
| 20:00 - 21:00 | 33.1 | 33.1 | 32.6 | 32.4 | 32.4 | 32.5 | 31.6 |
| 21:00 - 22:00 | 31.7 | 33.0 | 30.5 | 33.0 | 32.8 | 34.8 | 33.3 |
| 22:00 - 23:00 | 33.3 | 33.0 | 33.5 | 34.1 | 31.7 | 32.7 | 32.8 |
| 23:00 - 0:00 | 34.6 | 37.7 | 32.7 | 31.8 | 30.3 | 33.5 | 33.1 |
| 10-12 | 29.4 | 29.6 | 29.4 | 30.1 | 30.1 | 30.3 | 28.5 |
| 14-16 | 29.9 | 29.6 | 29.9 | 30.6 | 30.1 | 30.9 | 30.0 |
| 0-24 | 30.5 | 31.0 | 29.6 | 30.3 | 30.4 | 30.8 | 30.2 |

| TIME PERIOD | 85TH PERCENTILE | | | | | | |
|---|---|---|---|---|---|---|---|
| | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday |
| | 21/01/2017 | 22/01/2017 | 23/01/2017 | 24/01/2017 | 25/01/2017 | 26/01/2017 | 27/01/2017 |
| 0:00 - 1:00 | 44.5 | 41.6 | 54.3 | 43.1 | 32.4 | 35.0 | 44.6 |
| 1:00 - 2:00 | 47.9 | 38.7 | - | 34.0 | 45.2 | 32.0 | 34.0 |
| 2:00 - 3:00 | 48.0 | 44.0 | 40.8 | - | 26.9 | - | 38.5 |
| 3:00 - 4:00 | 49.6 | 44.4 | 49.6 | 36.6 | 33.0 | 37.5 | 47.3 |
| 4:00 - 5:00 | 39.0 | 48.7 | 45.5 | 44.1 | 43.1 | 42.4 | 44.7 |
| 5:00 - 6:00 | 37.4 | 38.7 | 44.1 | 42.1 | 42.2 | 42.1 | 42.1 |
| 6:00 - 7:00 | 37.8 | 41.8 | 35.7 | 35.8 | 36.0 | 36.6 | 35.2 |
| 7:00 - 8:00 | 38.9 | 38.4 | 33.7 | 32.8 | 34.5 | 34.7 | 34.4 |
| 8:00 - 9:00 | 36.4 | 39.4 | 35.4 | 32.8 | 33.6 | 33.8 | 33.0 |
| 9:00 - 10:00 | 35.0 | 37.6 | 33.2 | 34.8 | 34.2 | 34.0 | 34.4 |
| 10:00 - 11:00 | 34.2 | 34.9 | 33.0 | 34.8 | 34.8 | 34.0 | 32.3 |
| 11:00 - 12:00 | 34.2 | 34.6 | 34.0 | 34.9 | 35.6 | 34.0 | 34.7 |
| 12:00 - 13:00 | 35.2 | 33.8 | 34.0 | 34.7 | 35.2 | 33.6 | 33.6 |
| 13:00 - 14:00 | 33.2 | 34.5 | 34.5 | 34.9 | 35.5 | 34.2 | 34.5 |
| 14:00 - 15:00 | 33.7 | 33.9 | 34.3 | 33.9 | 33.5 | 34.6 | 35.6 |
| 15:00 - 16:00 | 34.0 | 34.7 | 34.2 | 33.3 | 33.8 | 35.5 | 33.9 |
| 16:00 - 17:00 | 34.9 | 34.1 | 33.9 | 33.2 | 34.7 | 34.2 | 35.1 |
| 17:00 - 18:00 | 34.3 | 36.1 | 33.5 | 33.7 | 33.6 | 34.6 | 33.7 |
| 18:00 - 19:00 | 35.8 | 37.0 | 34.1 | 34.8 | 33.7 | 35.0 | 35.3 |
| 19:00 - 20:00 | 35.2 | 37.9 | 35.3 | 37.0 | 37.4 | 36.1 | 35.0 |
| 20:00 - 21:00 | 38.5 | 39.2 | 38.7 | 37.7 | 38.6 | 36.9 | 36.1 |
| 21:00 - 22:00 | 36.9 | 38.0 | 36.2 | 38.1 | 38.6 | 42.8 | 39.5 |
| 22:00 - 23:00 | 38.5 | 39.4 | 40.5 | 40.8 | 36.1 | 37.8 | 38.5 |
| 23:00 - 0:00 | 39.9 | 46.5 | 36.1 | 34.8 | 32.5 | 40.1 | 38.0 |
| 10-12 | 34.2 | 34.7 | 33.5 | 34.8 | 35.2 | 34.0 | 33.6 |
| 14-16 | 33.8 | 34.2 | 34.4 | 33.8 | 34.0 | 35.3 | 35.1 |
| 0-24 | 35.5 | 36.1 | 35.1 | 34.8 | 35.0 | 35.2 | 35.0 |

| | |
|---|---|
| 7 DAY AVERAGE SPEED | 30.4 |
| 7 DAY AVERAGE 85th PERCENTILE | 35.2 |

| | |
|---|---|
| mon-fri AVERAGE SPEED | 30.3 |
| mon-fri AVERAGE 85th PERCENTILE | 35.0 |


| SAT | PM | AM |
|---|---|---|
| 186 | 195 | 326 |

Hayfield Road (Northbound)

Hayfield Road (Southbound)

| AM | PM | SAT |
|---|---|---|
| 226 | 296 | 232 |

Note: Surveys from Northern ATC undertaken between 21/01/17 - 27/01/17

| | |
|---|---|
| AM | 08:00-09:00 |
| PM | 17:00-18:00 |
| SAT | 11:00-12:00 |

| | | |
|---|---|---|
| SCP Transportation Planning : Infrastructure Design | **Weekday AM & PM, and Saturday Peak Hours - Base Flows 2017- PCUs (Northern ATC)** | **10/04/2017** / Job Number - SCP/17017 |
| | **Proposed Residential Development, High Hill Road, New Mills** | **Appendix 2** |

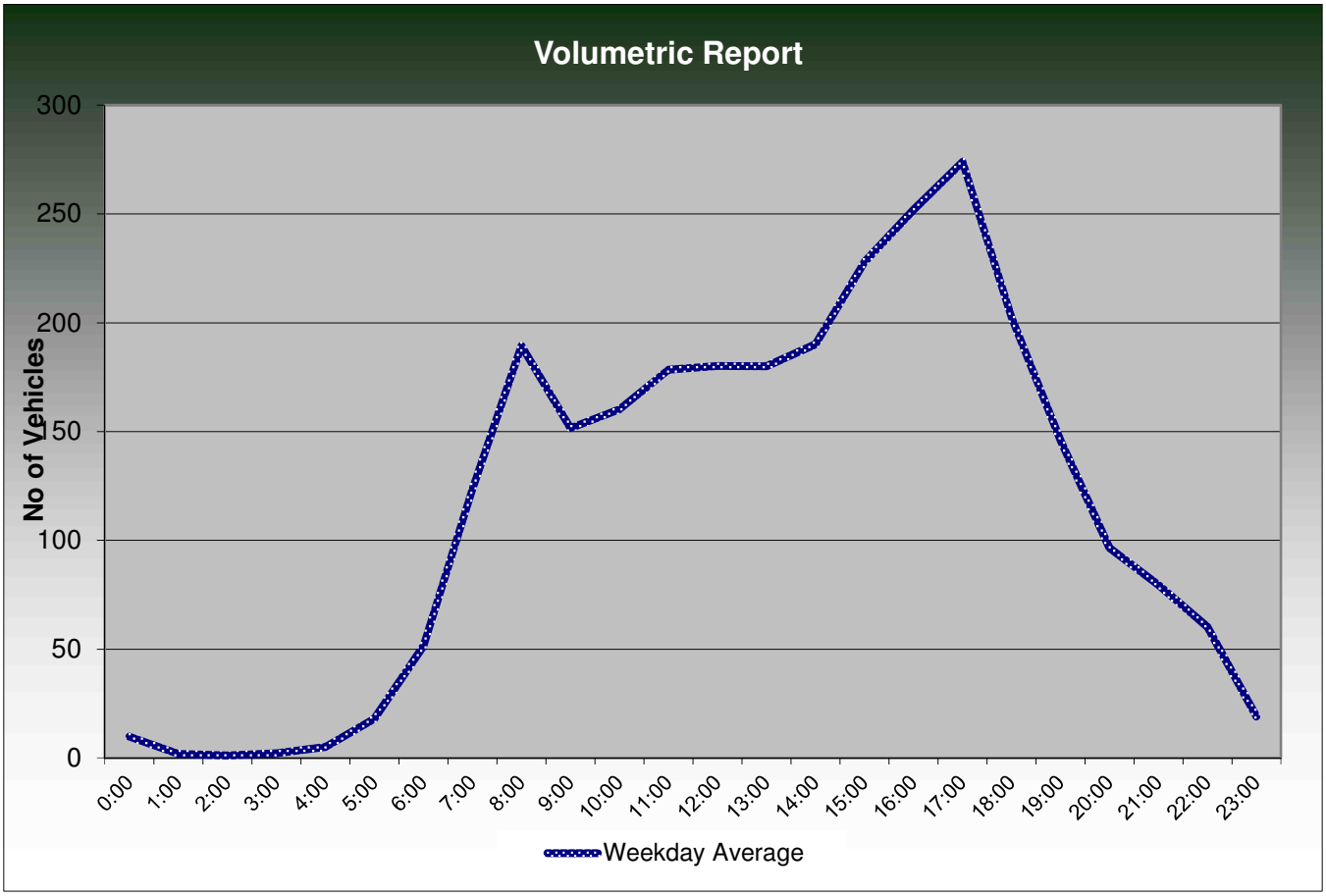
# Automatic Classified Counts, New Mills

DATE: 21/01/2017 TO 27/01/2017

LOCATION: HAYFIELD ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

| TIME PERIOD | VEHICLE VOLUMES | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekday | Week |
| | 21/01/2017 | 22/01/2017 | 23/01/2017 | 24/01/2017 | 25/01/2017 | 26/01/2017 | 27/01/2017 | Average | Average |
| 0:00 - 1:00 | 18 | 21 | 9 | 7 | 8 | 7 | 18 | 10 | 13 |
| 1:00 - 2:00 | 12 | 10 | 2 | 0 | 4 | 2 | 1 | 2 | 4 |
| 2:00 - 3:00 | 6 | 6 | 1 | 1 | 2 | 0 | 2 | 1 | 3 |
| 3:00 - 4:00 | 4 | 4 | 1 | 2 | 3 | 1 | 4 | 2 | 3 |
| 4:00 - 5:00 | 7 | 4 | 6 | 4 | 4 | 3 | 8 | 5 | 5 |
| 5:00 - 6:00 | 8 | 11 | 18 | 14 | 21 | 19 | 18 | 18 | 16 |
| 6:00 - 7:00 | 18 | 10 | 57 | 55 | 48 | 54 | 43 | 51 | 41 |
| 7:00 - 8:00 | 27 | 20 | 130 | 125 | 123 | 133 | 107 | 124 | 95 |
| 8:00 - 9:00 | 103 | 42 | 177 | 206 | 176 | 193 | 195 | 189 | 156 |
| 9:00 - 10:00 | 184 | 90 | 159 | 134 | 165 | 144 | 156 | 152 | 147 |
| 10:00 - 11:00 | 173 | 168 | 140 | 168 | 153 | 160 | 180 | 160 | 163 |
| 11:00 - 12:00 | 221 | 171 | 179 | 173 | 171 | 186 | 183 | 178 | 183 |
| 12:00 - 13:00 | 204 | 193 | 161 | 178 | 175 | 180 | 207 | 180 | 185 |
| 13:00 - 14:00 | 202 | 181 | 188 | 166 | 167 | 182 | 197 | 180 | 183 |
| 14:00 - 15:00 | 177 | 164 | 162 | 175 | 217 | 175 | 222 | 190 | 185 |
| 15:00 - 16:00 | 195 | 152 | 193 | 226 | 228 | 239 | 254 | 228 | 212 |
| 16:00 - 17:00 | 156 | 138 | 242 | 256 | 244 | 267 | 251 | 252 | 222 |
| 17:00 - 18:00 | 142 | 108 | 280 | 291 | 275 | 271 | 253 | 274 | 231 |
| 18:00 - 19:00 | 131 | 80 | 181 | 206 | 209 | 222 | 195 | 203 | 175 |
| 19:00 - 20:00 | 93 | 74 | 137 | 137 | 173 | 132 | 151 | 146 | 128 |
| 20:00 - 21:00 | 55 | 75 | 91 | 109 | 80 | 113 | 89 | 96 | 87 |
| 21:00 - 22:00 | 42 | 38 | 99 | 76 | 75 | 90 | 58 | 79 | 68 |
| 22:00 - 23:00 | 35 | 27 | 51 | 58 | 62 | 62 | 68 | 60 | 52 |
| 23:00 - 0:00 | 27 | 13 | 10 | 9 | 19 | 20 | 37 | 19 | 19 |
| 7-19 | 1915 | 1507 | 2192 | 2304 | 2303 | 2352 | 2400 | 2310 | 2139 |
| 6-22 | 2123 | 1704 | 2576 | 2681 | 2679 | 2741 | 2741 | 2683 | 2464 |
| 6-24 | 2185 | 1744 | 2637 | 2748 | 2760 | 2823 | 2846 | 2763 | 2535 |
| 0-24 | 2240 | 1800 | 2674 | 2776 | 2802 | 2855 | 2897 | 2801 | 2578 |



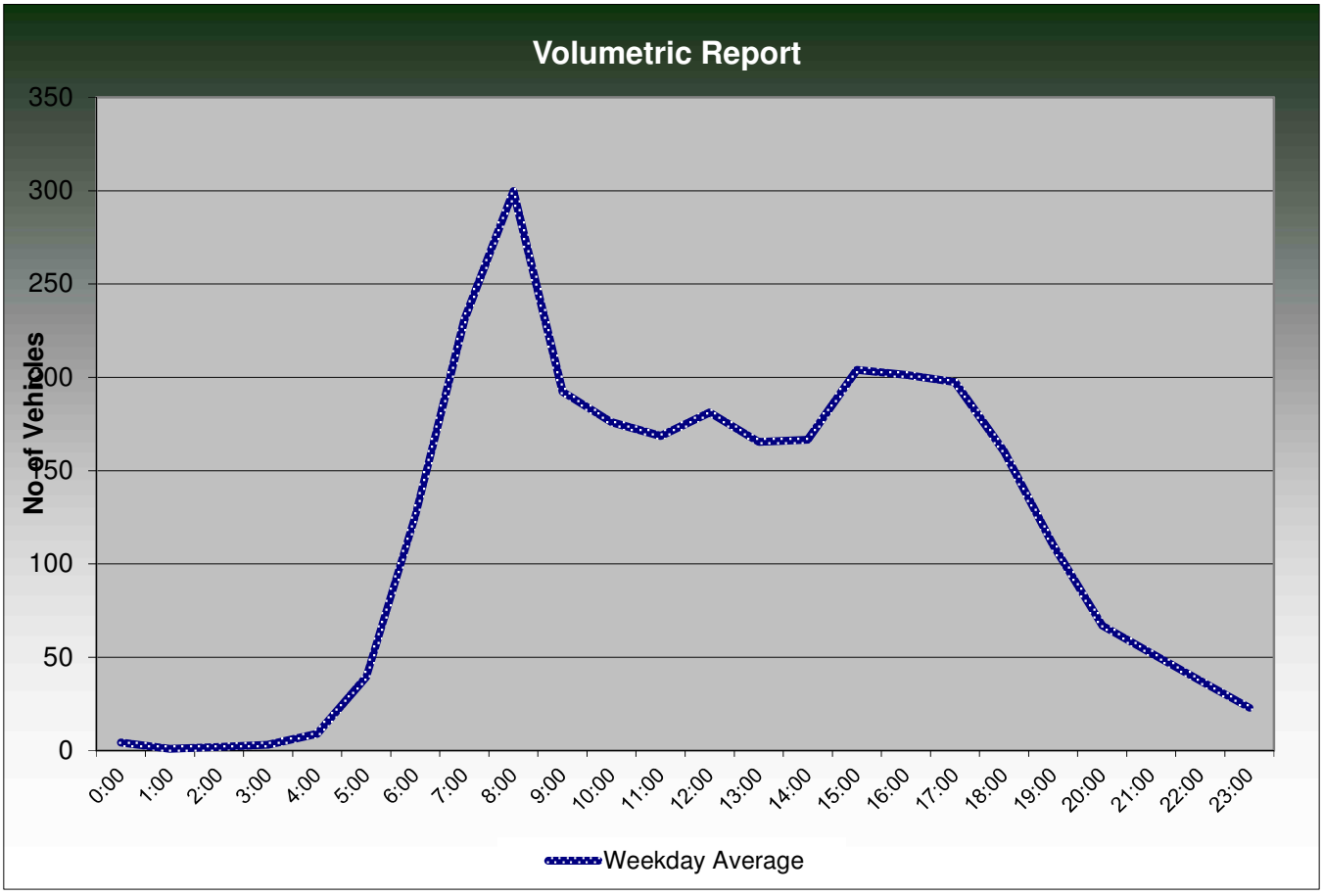
# Automatic Classified Counts, New Mills

DATE: 21/01/2017 TO 27/01/2017

LOCATION: HAYFIELD ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

| TIME PERIOD | VEHICLE VOLUMES | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekday | Week |
| | 21/01/2017 | 22/01/2017 | 23/01/2017 | 24/01/2017 | 25/01/2017 | 26/01/2017 | 27/01/2017 | Average | Average |
| 0:00 - 1:00 | 11 | 18 | 3 | 4 | 5 | 3 | 7 | 4 | 7 |
| 1:00 - 2:00 | 10 | 10 | 0 | 1 | 2 | 1 | 1 | 1 | 4 |
| 2:00 - 3:00 | 8 | 7 | 4 | 0 | 3 | 0 | 3 | 2 | 4 |
| 3:00 - 4:00 | 10 | 4 | 4 | 2 | 1 | 3 | 6 | 3 | 4 |
| 4:00 - 5:00 | 5 | 7 | 8 | 10 | 11 | 7 | 9 | 9 | 8 |
| 5:00 - 6:00 | 17 | 8 | 43 | 41 | 34 | 38 | 42 | 40 | 32 |
| 6:00 - 7:00 | 22 | 10 | 125 | 134 | 125 | 125 | 120 | 126 | 94 |
| 7:00 - 8:00 | 69 | 26 | 195 | 242 | 238 | 247 | 233 | 231 | 179 |
| 8:00 - 9:00 | 100 | 51 | 304 | 320 | 303 | 265 | 307 | 300 | 236 |
| 9:00 - 10:00 | 170 | 115 | 177 | 197 | 190 | 214 | 183 | 192 | 178 |
| 10:00 - 11:00 | 188 | 141 | 187 | 161 | 166 | 187 | 179 | 176 | 173 |
| 11:00 - 12:00 | 190 | 174 | 153 | 152 | 160 | 193 | 185 | 169 | 172 |
| 12:00 - 13:00 | 186 | 142 | 157 | 171 | 200 | 173 | 205 | 181 | 176 |
| 13:00 - 14:00 | 172 | 173 | 149 | 159 | 163 | 160 | 196 | 165 | 167 |
| 14:00 - 15:00 | 189 | 153 | 179 | 166 | 150 | 148 | 190 | 167 | 168 |
| 15:00 - 16:00 | 162 | 152 | 168 | 196 | 217 | 192 | 247 | 204 | 191 |
| 16:00 - 17:00 | 168 | 143 | 178 | 207 | 228 | 203 | 191 | 201 | 188 |
| 17:00 - 18:00 | 131 | 113 | 189 | 199 | 198 | 201 | 200 | 197 | 176 |
| 18:00 - 19:00 | 98 | 82 | 159 | 134 | 152 | 166 | 190 | 160 | 140 |
| 19:00 - 20:00 | 80 | 76 | 95 | 102 | 107 | 127 | 120 | 110 | 101 |
| 20:00 - 21:00 | 44 | 51 | 65 | 55 | 65 | 86 | 64 | 67 | 61 |
| 21:00 - 22:00 | 56 | 45 | 32 | 45 | 43 | 61 | 80 | 52 | 52 |
| 22:00 - 23:00 | 43 | 21 | 28 | 40 | 33 | 42 | 44 | 37 | 36 |
| 23:00 - 0:00 | 19 | 9 | 15 | 10 | 22 | 26 | 42 | 23 | 20 |
| 7-19 | 1823 | 1465 | 2195 | 2304 | 2365 | 2349 | 2506 | 2344 | 2144 |
| 6-22 | 2025 | 1647 | 2512 | 2640 | 2705 | 2748 | 2890 | 2699 | 2452 |
| 6-24 | 2087 | 1677 | 2555 | 2690 | 2760 | 2816 | 2976 | 2759 | 2509 |
| 0-24 | 2148 | 1731 | 2617 | 2748 | 2816 | 2868 | 3044 | 2819 | 2567 |



# Automatic Classified Counts, New Mills

DATE: 21/01/2017 TO 27/01/2017

LOCATION: HAYFIELD ROAD (NORTHERN SITE)

Direction : NORTHBOUND

| TIME PERIOD | AVERAGE SPEEDS | | | | | | |
|---|---|---|---|---|---|---|---|
| | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday |
| | 21/01/2017 | 22/01/2017 | 23/01/2017 | 24/01/2017 | 25/01/2017 | 26/01/2017 | 27/01/2017 |
| 0:00 - 1:00 | 38.7 | 38.0 | 46.3 | 38.0 | 30.8 | 33.3 | 39.0 |
| 1:00 - 2:00 | 40.6 | 38.2 | - | 41.0 | 40.5 | 33.0 | 36.0 |
| 2:00 - 3:00 | 43.1 | 39.4 | 38.8 | - | 36.0 | - | 39.3 |
| 3:00 - 4:00 | 40.9 | 40.0 | 38.3 | 39.5 | 37.0 | 36.3 | 39.5 |
| 4:00 - 5:00 | 37.8 | 42.4 | 40.0 | 39.1 | 39.0 | 40.1 | 41.9 |
| 5:00 - 6:00 | 36.0 | 37.1 | 40.4 | 38.7 | 40.2 | 39.8 | 40.1 |
| 6:00 - 7:00 | 36.6 | 38.0 | 35.6 | 35.4 | 36.5 | 35.6 | 35.5 |
| 7:00 - 8:00 | 36.5 | 37.0 | 35.2 | 33.8 | 35.8 | 35.3 | 35.7 |
| 8:00 - 9:00 | 37.2 | 37.1 | 34.8 | 34.4 | 35.0 | 35.8 | 35.2 |
| 9:00 - 10:00 | 37.1 | 37.9 | 34.5 | 35.6 | 36.0 | 35.2 | 36.8 |
| 10:00 - 11:00 | 36.1 | 36.3 | 35.3 | 35.3 | 35.5 | 34.9 | 34.7 |
| 11:00 - 12:00 | 36.1 | 35.1 | 35.4 | 35.5 | 35.4 | 35.6 | 36.3 |
| 12:00 - 13:00 | 37.4 | 35.5 | 35.3 | 35.4 | 35.9 | 35.8 | 34.9 |
| 13:00 - 14:00 | 35.3 | 35.9 | 36.1 | 36.1 | 35.7 | 36.2 | 35.8 |
| 14:00 - 15:00 | 36.2 | 36.2 | 34.9 | 35.4 | 35.5 | 36.1 | 36.2 |
| 15:00 - 16:00 | 36.5 | 35.5 | 35.7 | 35.4 | 34.8 | 36.4 | 36.5 |
| 16:00 - 17:00 | 35.8 | 36.6 | 34.4 | 34.6 | 34.4 | 35.0 | 36.3 |
| 17:00 - 18:00 | 36.1 | 36.9 | 35.0 | 35.1 | 35.1 | 35.2 | 35.7 |
| 18:00 - 19:00 | 36.5 | 37.2 | 35.1 | 35.7 | 34.5 | 36.2 | 35.8 |
| 19:00 - 20:00 | 35.9 | 37.5 | 36.4 | 36.6 | 36.5 | 36.0 | 36.1 |
| 20:00 - 21:00 | 37.9 | 39.1 | 36.8 | 37.0 | 37.6 | 37.2 | 36.6 |
| 21:00 - 22:00 | 36.7 | 38.7 | 35.8 | 36.9 | 37.1 | 38.8 | 36.7 |
| 22:00 - 23:00 | 36.7 | 36.8 | 37.7 | 38.1 | 36.2 | 36.8 | 36.8 |
| 23:00 - 0:00 | 37.9 | 41.9 | 36.0 | 36.0 | 35.9 | 36.3 | 37.7 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10-12 | 36.1 | 35.6 | 35.4 | 35.4 | 35.5 | 35.3 | 35.5 |
| 14-16 | 36.3 | 35.8 | 35.3 | 35.4 | 35.1 | 36.3 | 36.4 |
| 0-24 | 36.5 | 36.6 | 35.4 | 35.3 | 35.6 | 35.8 | 36.0 |

| TIME PERIOD | 85TH PERCENTILE | | | | | | |
|---|---|---|---|---|---|---|---|
| | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday |
| | 21/01/2017 | 22/01/2017 | 23/01/2017 | 24/01/2017 | 25/01/2017 | 26/01/2017 | 27/01/2017 |
| 0:00 - 1:00 | 45.7 | 42.4 | 56.0 | 45.7 | 35.4 | 40.0 | 45.7 |
| 1:00 - 2:00 | 47.8 | 42.8 | - | 41.0 | 44.0 | 33.0 | 36.0 |
| 2:00 - 3:00 | 51.8 | 45.6 | 44.9 | - | 41.6 | - | 44.8 |
| 3:00 - 4:00 | 49.0 | 47.1 | 48.9 | 40.2 | 37.0 | 41.1 | 47.3 |
| 4:00 - 5:00 | 43.4 | 50.1 | 45.4 | 44.3 | 45.4 | 43.8 | 49.4 |
| 5:00 - 6:00 | 41.3 | 40.4 | 46.8 | 44.3 | 45.8 | 44.9 | 45.8 |
| 6:00 - 7:00 | 41.6 | 42.5 | 39.6 | 38.9 | 40.2 | 40.5 | 38.9 |
| 7:00 - 8:00 | 42.7 | 42.6 | 39.0 | 37.2 | 39.5 | 39.5 | 39.5 |
| 8:00 - 9:00 | 41.4 | 41.7 | 41.3 | 37.6 | 38.4 | 39.2 | 38.6 |
| 9:00 - 10:00 | 41.0 | 42.2 | 38.5 | 39.8 | 39.7 | 39.1 | 40.2 |
| 10:00 - 11:00 | 40.7 | 40.7 | 39.8 | 40.0 | 39.9 | 38.6 | 38.3 |
| 11:00 - 12:00 | 39.7 | 39.6 | 39.6 | 38.9 | 40.4 | 39.2 | 40.4 |
| 12:00 - 13:00 | 41.0 | 40.1 | 39.7 | 39.5 | 40.2 | 39.9 | 39.1 |
| 13:00 - 14:00 | 39.8 | 39.8 | 39.9 | 39.9 | 39.3 | 39.9 | 39.7 |
| 14:00 - 15:00 | 39.4 | 39.4 | 39.5 | 38.8 | 39.2 | 39.9 | 40.3 |
| 15:00 - 16:00 | 40.3 | 39.5 | 40.0 | 38.2 | 38.4 | 41.2 | 39.9 |
| 16:00 - 17:00 | 39.9 | 39.4 | 38.8 | 38.3 | 38.6 | 39.1 | 40.1 |
| 17:00 - 18:00 | 39.5 | 40.8 | 38.9 | 38.8 | 39.1 | 39.4 | 38.8 |
| 18:00 - 19:00 | 40.3 | 40.7 | 38.5 | 39.6 | 38.6 | 40.6 | 39.7 |
| 19:00 - 20:00 | 40.9 | 41.6 | 40.5 | 40.9 | 41.4 | 40.0 | 39.8 |
| 20:00 - 21:00 | 42.8 | 44.7 | 41.5 | 41.0 | 43.3 | 41.2 | 41.3 |
| 21:00 - 22:00 | 41.2 | 43.4 | 39.9 | 42.0 | 43.5 | 44.7 | 42.5 |
| 22:00 - 23:00 | 41.2 | 42.8 | 43.0 | 43.3 | 40.1 | 41.8 | 41.8 |
| 23:00 - 0:00 | 42.7 | 49.1 | 38.5 | 40.2 | 39.5 | 41.3 | 42.6 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10-12 | 40.2 | 40.1 | 39.7 | 39.5 | 40.2 | 38.9 | 39.4 |
| 14-16 | 39.8 | 39.4 | 39.9 | 38.7 | 39.1 | 40.9 | 40.4 |
| 0-24 | 40.8 | 40.9 | 40.0 | 39.2 | 39.8 | 40.0 | 40.0 |

| | |
|---|---|
| 7 DAY AVERAGE SPEED | 35.9 |
| 7 DAY AVERAGE 85th PERCENTILE | 40.1 |

| | |
|---|---|
| mon-fri AVERAGE SPEED | 35.6 |
| mon-fri AVERAGE 85th PERCENTILE | 39.8 |

# Automatic Classified Counts, New Mills

DATE: 21/01/2017 TO 27/01/2017

LOCATION: HAYFIELD ROAD (NORTHERN SITE)

Direction : SOUTHBOUND

| TIME PERIOD | AVERAGE SPEEDS | | | | | | |
|---|---|---|---|---|---|---|---|
| | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday |
| | 21/01/2017 | 22/01/2017 | 23/01/2017 | 24/01/2017 | 25/01/2017 | 26/01/2017 | 27/01/2017 |
| 0:00 - 1:00 | 36.0 | 37.0 | 31.8 | 35.8 | 34.0 | 40.4 | 34.9 |
| 1:00 - 2:00 | 40.2 | 36.9 | 40.0 | - | 35.3 | 37.5 | 43.0 |
| 2:00 - 3:00 | 36.0 | 42.5 | 39.0 | 41.0 | 32.0 | - | 36.0 |
| 3:00 - 4:00 | 31.3 | 40.5 | 29.0 | 32.5 | 33.3 | 29.0 | 32.5 |
| 4:00 - 5:00 | 32.1 | 34.0 | 37.8 | 39.0 | 37.3 | 37.7 | 34.6 |
| 5:00 - 6:00 | 33.1 | 38.5 | 38.9 | 37.5 | 39.5 | 38.1 | 37.4 |
| 6:00 - 7:00 | 34.7 | 36.9 | 36.9 | 35.8 | 36.2 | 36.5 | 37.7 |
| 7:00 - 8:00 | 36.6 | 36.5 | 34.7 | 33.4 | 34.8 | 35.9 | 35.8 |
| 8:00 - 9:00 | 35.7 | 35.7 | 34.5 | 34.5 | 35.1 | 35.5 | 36.0 |
| 9:00 - 10:00 | 34.6 | 35.7 | 34.2 | 35.1 | 34.2 | 34.9 | 34.5 |
| 10:00 - 11:00 | 34.1 | 34.6 | 33.6 | 34.0 | 34.3 | 34.3 | 34.3 |
| 11:00 - 12:00 | 34.9 | 34.1 | 33.7 | 34.3 | 35.1 | 34.6 | 34.5 |
| 12:00 - 13:00 | 34.9 | 34.0 | 34.1 | 34.2 | 34.6 | 34.4 | 34.5 |
| 13:00 - 14:00 | 35.5 | 34.3 | 34.4 | 34.4 | 34.3 | 35.1 | 35.1 |
| 14:00 - 15:00 | 34.8 | 35.0 | 33.9 | 34.7 | 35.0 | 34.5 | 34.7 |
| 15:00 - 16:00 | 35.3 | 34.9 | 35.0 | 34.6 | 34.8 | 35.0 | 34.6 |
| 16:00 - 17:00 | 35.2 | 34.7 | 34.0 | 34.2 | 34.5 | 34.3 | 34.9 |
| 17:00 - 18:00 | 35.9 | 35.6 | 33.9 | 34.7 | 34.5 | 34.1 | 34.7 |
| 18:00 - 19:00 | 35.8 | 35.9 | 35.1 | 34.6 | 34.3 | 34.3 | 35.0 |
| 19:00 - 20:00 | 36.0 | 36.7 | 35.2 | 35.2 | 35.9 | 34.7 | 35.3 |
| 20:00 - 21:00 | 35.4 | 36.1 | 35.8 | 35.6 | 36.7 | 35.7 | 35.4 |
| 21:00 - 22:00 | 36.0 | 36.1 | 35.2 | 36.4 | 35.2 | 36.2 | 36.0 |
| 22:00 - 23:00 | 35.6 | 36.8 | 36.3 | 35.9 | 34.8 | 34.8 | 34.7 |
| 23:00 - 0:00 | 37.1 | 37.1 | 34.8 | 37.8 | 36.1 | 35.9 | 36.7 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10-12 | 34.5 | 34.3 | 33.6 | 34.2 | 34.7 | 34.4 | 34.4 |
| 14-16 | 35.1 | 35.0 | 34.5 | 34.6 | 34.9 | 34.8 | 34.7 |
| 0-24 | 35.2 | 35.1 | 34.5 | 34.6 | 34.9 | 34.8 | 35.0 |

| TIME PERIOD | 85TH PERCENTILE | | | | | | |
|---|---|---|---|---|---|---|---|
| | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday |
| | 21/01/2017 | 22/01/2017 | 23/01/2017 | 24/01/2017 | 25/01/2017 | 26/01/2017 | 27/01/2017 |
| 0:00 - 1:00 | 40.8 | 41.4 | 40.8 | 38.7 | 37.5 | 45.8 | 39.7 |
| 1:00 - 2:00 | 47.2 | 41.3 | 41.4 | - | 35.8 | 39.6 | 43.0 |
| 2:00 - 3:00 | 39.7 | 47.9 | 39.0 | 41.0 | 37.7 | - | 37.4 |
| 3:00 - 4:00 | 32.5 | 48.6 | 29.0 | 33.2 | 40.0 | 29.0 | 36.0 |
| 4:00 - 5:00 | 37.3 | 52.4 | 43.0 | 42.3 | 38.5 | 44.0 | 40.9 |
| 5:00 - 6:00 | 39.1 | 41.5 | 46.2 | 39.8 | 47.6 | 43.3 | 42.6 |
| 6:00 - 7:00 | 38.4 | 41.9 | 42.1 | 40.4 | 41.6 | 41.7 | 43.9 |
| 7:00 - 8:00 | 41.7 | 39.6 | 39.2 | 37.2 | 39.3 | 40.0 | 40.0 |
| 8:00 - 9:00 | 40.0 | 40.3 | 38.0 | 38.1 | 38.8 | 39.2 | 39.9 |
| 9:00 - 10:00 | 38.1 | 39.8 | 37.6 | 38.7 | 38.2 | 39.5 | 38.5 |
| 10:00 - 11:00 | 38.2 | 38.3 | 37.4 | 37.8 | 37.8 | 38.0 | 38.0 |
| 11:00 - 12:00 | 38.4 | 37.9 | 37.4 | 38.1 | 39.2 | 38.4 | 39.1 |
| 12:00 - 13:00 | 38.6 | 38.0 | 37.5 | 38.0 | 38.0 | 37.8 | 38.6 |
| 13:00 - 14:00 | 40.0 | 38.7 | 37.9 | 38.8 | 38.6 | 39.4 | 39.0 |
| 14:00 - 15:00 | 38.9 | 38.8 | 38.6 | 38.2 | 39.1 | 37.9 | 41.2 |
| 15:00 - 16:00 | 39.0 | 39.3 | 39.0 | 37.9 | 38.5 | 38.3 | 38.1 |
| 16:00 - 17:00 | 39.2 | 38.7 | 37.8 | 38.1 | 38.0 | 38.0 | 38.6 |
| 17:00 - 18:00 | 40.0 | 39.7 | 37.1 | 38.7 | 37.9 | 37.4 | 38.0 |
| 18:00 - 19:00 | 39.8 | 41.2 | 39.0 | 38.3 | 38.3 | 38.1 | 39.4 |
| 19:00 - 20:00 | 40.4 | 42.4 | 40.8 | 39.3 | 40.0 | 38.9 | 39.9 |
| 20:00 - 21:00 | 39.8 | 40.4 | 40.5 | 40.3 | 41.4 | 40.1 | 39.9 |
| 21:00 - 22:00 | 40.2 | 40.2 | 39.4 | 41.4 | 40.1 | 41.1 | 41.3 |
| 22:00 - 23:00 | 40.8 | 41.6 | 41.1 | 39.4 | 38.9 | 39.6 | 39.3 |
| 23:00 - 0:00 | 40.8 | 42.4 | 38.3 | 43.9 | 41.8 | 41.9 | 41.3 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10-12 | 38.3 | 38.1 | 37.4 | 37.9 | 38.5 | 38.2 | 38.6 |
| 14-16 | 38.9 | 38.9 | 38.9 | 38.3 | 39.1 | 38.4 | 40.0 |
| 0-24 | 39.3 | 39.5 | 38.6 | 38.6 | 38.9 | 38.8 | 39.3 |

| | |
|---|---|
| 7 DAY AVERAGE SPEED | 34.9 |
| 7 DAY AVERAGE 85th PERCENTILE | 39.0 |

| | |
|---|---|
| mon-fri AVERAGE SPEED | 34.8 |
| mon-fri AVERAGE 85th PERCENTILE | 38.9 |


| SAT | PM | AM |
|---|---|---|
| 222 | 293 | 210 |

Hayfield Road (Northbound)

Hayfield Road (Southbound)

| AM | PM | SAT |
|---|---|---|
| 324 | 203 | 193 |

Note: Surveys from Southern ATC undertaken between 21/01/17 - 27/01/17

| | |
|---|---|
| AM | 08:00-09:00 |
| PM | 17:00-18:00 |
| SAT | 11:00-12:00 |

SCP Transportation Planning : Infrastructure Design

| | | |
|---|---|---|
| **Weekday AM & PM, and Saturday Peak Hours - Base Flows 2017- PCUs (Southern ATC)** | **10/04/2017** | Job Number - SCP/17017 |
| **Proposed Residential Development, High Hill Road, New Mills** | **Appendix 2** | |

S|C|P

# APPENDIX 3


Hayfield Road, New Mills



**Selected Range of Accidents between dates 01/07/2011 and 30/06/2016**
**Selected using Manual Selection**

| | |
|---|---|
| SCALE | 1 : 6047 |
| DATE | 28/03/2017 |
| DRAWING No. | 1 of 1 |
| DRAWN BY | Gill Pryor |
| | ipqa@derbyshire.pnn.police.uk |

**Details of Personal Injury Accidents for Period -** **01/07/2011** **to** **30/06/2016** (60) months

**Selection:**
Selected using Pre-defined Query :

**Notes:**

| Police Ref. / Road No. / 2nd Road No. / Grid Ref. | Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident / Causation Factor: | Location Description | Vehicles: Veh No / Type / Manv / Dir / Class | Casualties: Sex / Age / Sev |
|---|---|---|---|---|
| **B001581/12**<br>**R1: A 6015**<br>**E 400,889**<br>**N 385,938** | Wednesday<br>01/08/201<br>1320hrs<br>Dry<br>Unknown<br>30 mph | NEW MILLS A6015 HAYFIELD RD NR J/W HIGH HILL RD LOC N/V | Veh 1 Car O/take m/veh o/side S to NE Dri<br>Veh 1 Car O/take m/veh o/side S to NE FSP<br>Veh 2 Minibus Starting NE to S | M 44 Slight<br>F 41 Slight |
| **B000036/13**<br>**R1: A 6015**<br>**E 401,485**<br>**N 386,527** | Saturday<br>05/01/201<br>0745hrs<br>Dry<br>Fine without high winds<br>30 mph | NEW MILLS A6015 HAYFIELD RD O/S NO. 128 | Veh 1 Car Going ahead NE to SW Dri<br>Veh 1 Car Going ahead NE to SW FSP<br>Veh 2 Car Parked 0 to 0 | M 36 Slight<br>F 26 Slight |
| **B000488/13**<br>**R1: A 6015**<br>**E 401,269**<br>**N 386,483** | Friday<br>22/03/201<br>0700hrs<br>Snow<br>Snowing with high winds<br>40 mph | NEW MILLS A6015 HAYFIELD RD ON R/H BEND PRIOR TO PH AT L/P 62980 | Veh 1 Car Going ahead RH bend SW to E Dri<br>Veh 2 Car Going ahead RH bend SW to E Dri<br>Veh 3 Car Going ahead RH bend SW to E | M 56 Slight<br>F 19 Slight |

**Details of Personal Injury Accidents for Period -** **01/07/2011** **to** **30/06/2016** (60) months

**Selection:** **Notes:**

Selected using Pre-defined Query :

| Police Ref. / Road No. / 2nd Road No. / Grid Ref. | Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident / Causation Factor: | Location Description | Vehicles: Veh No / Type / Manv / Dir / Class | | | | | Casualties: Sex / Age / Sev |
|---|---|---|---|---|---|---|---|---|
| **0003418/13** | Saturday | New Mills A6015 Low Leighton Road nr. | Veh 1 | Car | Going ahead | N to S Dri | | M 24 Slight |
| | 02/11/201 | outside number 172 | Veh 2 | Car | Parked | 0 to 0 | | |
| **R1: A 6015** | 0303hrs | | Veh 3 | Car | Parked | 0 to 0 | | |
| | Darkness: street lights present | | Veh 4 | Car | Parked | 0 to 0 | | |
| **E 400,881** | Dry | | Veh 5 | Car | Parked | 0 to 0 | | |
| **N 385,822** | Fine without high winds | | Veh 6 | Car | Parked | 0 to 0 | | |
| | 30 mph | | | | | | | |
| **0005744/14** | Friday | BIRCH VALE A6015 HAYFIELD RD nr. | Veh 1 | Car | Going ahead | E to W FSP | | M 19 Slight |
| | 07/03/201 | possibly o/s number 156 & 158 | Veh 2 | Car | Parked | 0 to 0 | | |
| **R1: A 6015** | 1715hrs | | Veh 3 | Car | Parked | 0 to 0 | | |
| **E 401,737** | Dry | | | | | | | |
| **N 386,587** | Fine without high winds | | | | | | | |
| | 30 mph | | | | | | | |
| **0018794/16** | Tuesday | BIRCH VALE A6015 | Veh 1 | Car | Going ahead | SW to NE Dri | | F 25 Serious |
| | 12/04/201 | | Veh 2 | Car | Parked | 0 to 0 | | |
| **R1: A 6015** | 2118hrs | | | | | | | |
| | Darkness: street lights present | | | | | | | |
| **E 401,513** | Dry | | | | | | | |
| **N 386,538** | Fine without high winds | | | | | | | |
| | 30 mph | | | | | | | |

S|C|P

# APPENDIX 4