



Cleator Mills Business Park, Cleator

TRANSPORT STATEMENT

for Proposed Office Development
on behalf of Manning Elliott working with Cleator Mills Business Park

2024/8459/TS01

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1 INTRODUCTION

1.1 Report Context

- 1.1.1 RGP is commissioned by Manning Elliott working with Cleator Mills Business Park to provide highways and transport input in support of the proposed redevelopment of the mill building associated with the former Kangol textiles factory at Old Kangol Road, Cleator ("the site").
- 1.1.2 The proposals comprise the demolition of the now vacant mill building and its replacement to provide a new building to house office space (1,361sqm GIA under Use Class E(g)). Vehicle parking would be provided within hardstanding areas to the north and south of the building, with areas for vehicle turning and enhancements to landscaping also provided. The existing means of access via Old Kangol Road, including the roundabout feature directly adjacent to the site, would be retained.
- 1.1.3 A copy of the proposed Site Plan is attached hereto at **Appendix A** for reference.

1.2 Planning Context

- 1.2.1 There are various approved planning applications locally to the site that are relevant to the development proposals, as follows:
- **4/14/2190/001** – Outline application for erection of 79 dwellings and associated infrastructure/landscaping (Land to the north of Cleator Mill, Cleator).
 - **4/14/2191/001** – Outline application for site redevelopment for the erection of new office accommodation (Former Kangol Site, Cleator Mills, Cleator).
 - **4/14/2192/0F1** – Extensions alterations and conversion of former mill buildings into office accommodation.
 - **4/14/2480/001** – Outline for the erection of offices (B1).
 - **4/18/2312/0F1** – Creation of a 600 Space Car Park (Former Kangol Factory).
 - **4/22/2364/0F1** – Construction of New Warehouse Unit with Ancillary Offices (Former Cleator Mills site, adjacent).
 - **4/22/2497/0F1** – Erection of up to 5no. Bus Shelters (Park And Ride Facility).
- 1.2.2 The previous approvals locally to the site for employment use therefore indicate that the development site is appropriate for this type of development. It is noteworthy that previous applications have proposed to utilise the existing access route via Old Kangol Road, as would be the case for the development on this occasion.
- 1.2.3 At the time of writing, the approved commercial development at land adjacent to the development site (4/22/2364/0F1) has not been fully occupied, however is built out pending final fit-out.

1.3 Report Structure

- 1.3.1 This report has been prepared to provide an overview of the key highways and transport implications of the proposals for consideration by Cumberland Council in support of the planning application.
- 1.3.2 The remainder of the report comprises the following sections:
- **Section 2: Policy Context** – details the pertinent national and local highways and transport policies under which the development proposals are framed;
 - **Section 3: Baseline Conditions** – provides an overview of the site in its current form, including the local highway network (featuring a review of the local collision history) and accessibility credentials for travel via alternative modes;
 - **Section 4: Trip Generation & Traffic Impact** – provides an overview of the likely trip generation associated with the proposed development and the impacts of this on the local highway network;
 - **Section 5: Parking, Layout & Access** – details the proposed access and layout arrangements at the site (including technical drawings). Reference to the locally adopted car and cycle parking standards relative to the proposed provisions at the site; and
 - **Section 6: Summary & Conclusion** – provides a concise summary of the proposals in highways and transport terms.
- 1.3.3 RGP has additionally prepared a Travel Plan (document ref. 2024/8459/TP01) to support the planning submission, with the purpose of setting a framework with measures and targets to encourage travel to / from the development via more sustainable modes.

2 POLICY CONTEXT

2.1 National Planning Policy Framework (NPPF)

- 2.1.1 The National Planning Policy Framework (NPPF, 2024) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for development can be produced.
- 2.1.2 Paragraph 115 outlines the basic transport requirements for developments to provide, and states that *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *Safe and suitable access to the site can be achieved for all users;*
 - *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*
- 2.1.3 Paragraph 116 highlights that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*
- 2.1.4 With regards to accessible developments, Paragraph 117 details that *"applications for development should:*
- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.2 Copeland Local Plan (2021-2039)

2.2.1 The Copeland Local Plan (2021-2039) was adopted in November 2024, with several key transport policies.

2.2.2 **Policy CO4: Sustainable Travel** cites that proposals must ensure safe and direct connections for walking and cycling. Development will be supported where they encourage sustainable modes of travel:

- *Proposals that have safe and direct connections to cycling and walking routes where appropriate and those that provide access to regular public transport services;*
- *Proposals that enable the sustainable movement of freight;*
- *Proposals that make provision for electric vehicles*
- *Proposals for the integration of electric vehicle charging infrastructure into new developments. This will have different requirements dependent on the scale of development.*
- *Proposals that take opportunities available to use disused rail track beds to widen sustainable transport choices, encourage active travel within Copeland and provide spaces for biodiversity.*

2.2.3 This policy also cites that a Transport Assessment and Travel Plan should be prepared in support of proposals that are forecasted to generate large amounts of movement.

2.2.4 **Policy CO5: Transport Hierarchy** details the hierarchy of users in respect of promotion in new development, as follows:

- Pedestrians
- Cyclists
- Public and community transport users
- All other vehicles

2.2.5 Developments should maximise the use of transport modes towards the top of the hierarchy. Appropriate access for emergency vehicles should always be ensured in development design.

2.2.6 **Policy CO7: Parking Standards** sets out guidelines for parking provisions in new developments, in accordance with those detailed in the Cumbria Design Guide (2017).

3 BASELINE CONDITIONS

3.1 Site Location & Local Highway Network

- 3.1.1 The site is located to the northeast of the village of Cleator, forming part of the former Kangol textiles factory which closed in 2009. The site in context of the local area is shown in the figure below.



Figure 1 Site Location

- 3.1.2 Old Kangol Road is a private two-way road that facilitates access to adjacent commercial premises and a Park & Ride facility. The road features street lighting and offers a footway connection along its western side, as shown in the photograph below.



Figure 2 Old Kangol Road (February 2025)

- 3.1.3 Old Kangol Road meets the A5086 Trumpet Terrace at a priority junction circa 350m to the north of the site. The A5086 is a two-way road which serves as a primary route connecting the towns of Cockermouth and Egremont. In Cleator, the A5086 serves as the village's central thoroughfare, lined with residential properties, local businesses, and community facilities.
- 3.1.4 To the immediate north of the site lies the Kangol Park & Ride facility which comprises a 600-bay car park serving Sellafield employees and contractors. Vehicles parking at the facility use Old Kangol Road to enter and exit the car parking area, with buses picking-up and dropping-off directly from the kerbside. Buses then travel south along Old Kangol Road before returning via the roundabout arrangement within the development site curtilage.

3.2 Highway Safety Appraisal

- 3.2.1 In order to assess the local highway safety record, collision data has been taken into consideration in line with current Department for Transport (DfT) guidance. Whilst it is the industry standard for the most recent five-year period to be assessed, an additional two years have been considered in light of the unrepresentative data from 2020 and 2021. The range for the analysis is therefore 2017-2023 (the most recent available), with data sourced from [Crashmap.co.uk](https://crashmap.co.uk).
- 3.2.2 A road collision is classified as one that involved personal injury and took place on the public highway. In summary 'road collisions' include the following:
- Collisions which commence on the highway, but which involve casualties off the highway;
 - Collisions involving the boarding and alighting of buses or coaches and accidents in which passengers already aboard a bus / coach are injured, whether or not another vehicle or pedestrian is involved; and

- Collisions with pedal cyclists or horse riders, where they injure themselves or another road user. Only accidents occurring on the public highway are included. The public highway usually includes the adjacent footway.

3.2.3 The figure below provides an overview of the local collision record to the site.



Figure 3 Local Collision Distribution

- 3.2.4 As shown, there have been three recorded collisions within the vicinity of the site and its access via Old Kangol Road. A 'slight' collision was recorded in August 2017 at the junction between Brookside and the A5086 Trumpet Terrace, with a further two collisions of the same severity to the west (September 2020) and east (November 2018).
- 3.2.5 In light of the sporadic record of collisions within the vicinity of the site, both geographically and temporally, it is not considered that the local highway network exhibits an inherent safety issue.

3.3 Accessibility Credentials

Walking

- 3.3.1 It is commonly accepted that walking is the most important mode of travel at the local level, offering the greatest potential to replace short car trips. Walking yields numerous personal benefits such as health and fitness improvement, complementing a positive impact from an environmental standpoint.
- 3.3.2 The 'Planning for Walking' guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has been considered. Further guidance set out within CIHT's 'Providing for Journeys on Foot' (2000) is also considered, in particular the section relating to desirable / acceptable / maximum walking distances. The table below outlines relative distances for different journey purposes from the guidance.

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

Figure 4 Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

3.3.3 The figure below presents an indicative 2km walking catchment surrounding the site with reference to local on-street routes and Public Rights of Way (PRoW).

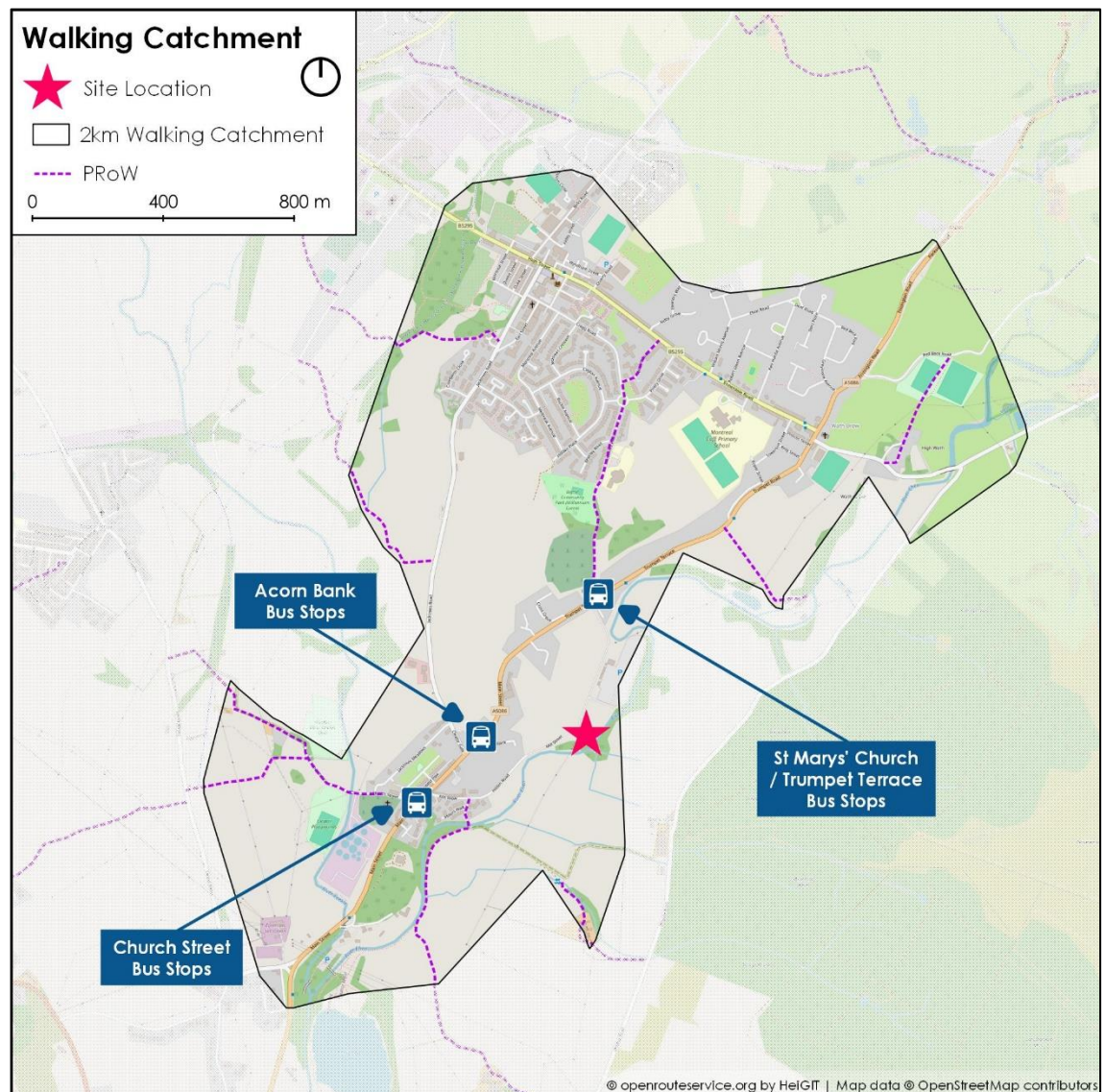


Figure 5 Indicative 2km Walking Catchment

3.3.4 As illustrated, Cleator village centre is accessible to the west of the site within the acceptable walking distance, and this is similarly the case for Cleator Moor to the north of the site. The latter settlement provides local amenities and services including retail, food / drink and community facilities.

- 3.3.5 Should prospective employees reside in Cleator or Cleator Moor, there would therefore be the opportunity to travel to / from the site on foot.
- 3.3.6 As shown, there are several bus stops within a short walk of the site, the closest of which is the St Mary's Church / Trumpet Terrace stop which lies circa 390m walking distance to the north of the site along Kangol Road.

Cycling

- 3.3.7 Cycling is an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling.
- 3.3.8 Traditional Department for Transport (DfT) guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication '*Cycle Friendly Infrastructure*' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations.
- 3.3.9 The figure below illustrates an indicative 5km cycling catchment around the site, with reference to the National Cycle Network (NCN) and on-carriageway routes.

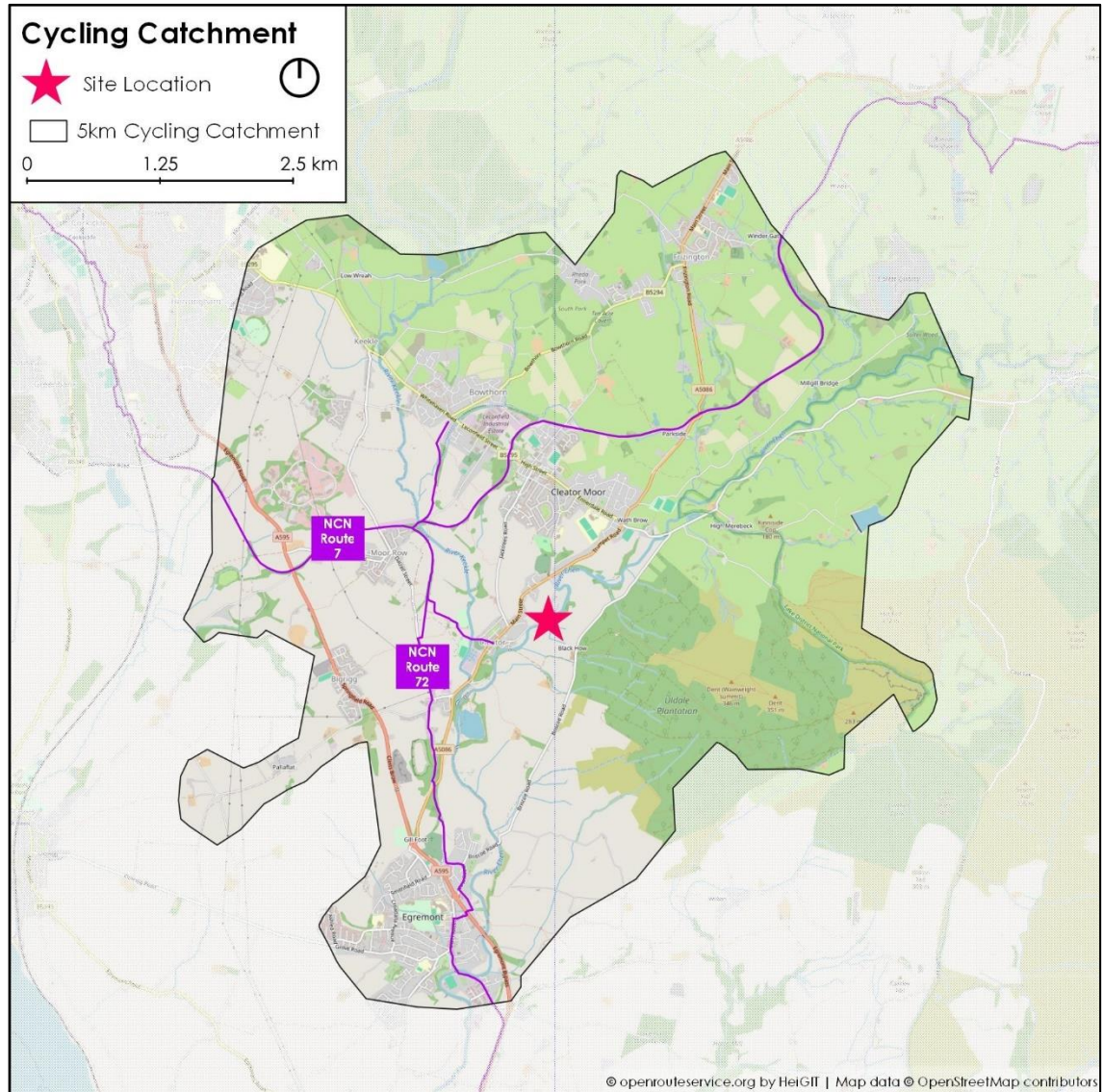


Figure 6 Indicative 5km Cycling Catchment

3.3.10 As illustrated, there are settlements within the 5km distance within which prospective employees could reside, including Cleator Moor and Egremont to the south. Whilst there are no dedicated on-carriageway facilities for cyclists within the immediate vicinity of the site, this means of travel may be more attractive to experienced riders.

3.3.11 Cycle parking would be provided at the development, with full details provided at **Section 5.4**.

Public Transport

3.3.12 As noted above, there are several bus stops within the vicinity of the site which are accessible on-foot. The no.22 service operates to / from the local bus stops which offers an hourly service between Cleator Moor and West Cumberland Hospital. A copy of the bus timetable is attached hereto at **Appendix B** for reference.

- 3.3.13 There are no railway stations within walking or cycling distance from the site, with St Bees located to the southwest of the site (circa 7.7km driving distance) and Corkickle to the northwest (circa 8.7km driving distance). Both stations are served by Northern services between Lancaster, Carlisle and Barrow In Furness.

Accessibility Summary

- 3.3.14 This section has assessed the relative means by which prospective employees and visitors would be able to access the proposed development by means other than the private vehicle. Due to the predominantly rural nature of the site, it is likely that the majority of trips to / from the development would be by vehicle, however there are opportunities for access to the local area on foot and by cycle, with a bus service accessible a short walk from the site.
- 3.3.15 RGP has prepared a Travel Plan (document ref. 2024/8459/TP01) which contains measures and initiatives to reduce vehicle use at the development and promote travel via more sustainable modes. This report should be read alongside the Transport Statement.

4 TRIP GENERATION

4.1 Existing Trip Attraction

- 4.1.1 The two-storey mill building formerly comprised a facility as part of the wider Kangol textiles factory, until its closure in the late 2000's. The site (as part of the wider facilities) operated as a major employment site from the 1960's until this closure, with a significant number of vehicle trips having been attracted across this time.
- 4.1.2 Given the former use of the site and its bespoke characteristics in trip attraction, a detailed assessment has not been undertaken into the historic traffic. It should however be considered through the following forecast for the proposed development that any 'new' trips would be offset by those that will have previously been associated with the site.
- 4.1.3 Furthermore, the former use of the site as an employment facility will have resulted in a generally consistent traffic profile to that of the proposed development in a regular arrival and departure pattern across the respective AM and PM peak periods in alignment to typical commuting patterns and trends.

4.2 Forecasted Trip Attraction

- 4.2.1 The development proposals comprise the construction of a new office building which would house a research and development company (circa 70-80 person capacity). For the purpose of the forthcoming assessment, the site has been assessed based on its proposed use as a generic office space, with its floorspace (1,361sqm GIA) used as the parameter upon which trips are forecasted.
- 4.2.2 An assessment has been undertaken with reference to the industry-standard Trip Rate Information Computer System (TRICS) database. The following filters have been applied:
- Category – 02 / A (Employment / Office);
 - Regions – England (excluding Greater London); and
 - Locations – Edge of Town, Neighbourhood Centre.
- 4.2.3 The full TRICS output is attached hereto at **Appendix C** for reference. The table below summarises the extracted weekday vehicle trip rates, with reference to the respective AM (08:00-09:00) and PM (17:00-18:00) peak hours on the highway network, alongside a daily trip attraction.

Time Period	Trip Rate per 100sqm			Trip Generation – 1,361sqm		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	2.209	0.243	2.452	30	3	33
PM Peak	0.110	2.563	2.673	1	35	36
Daily	8.073	8.316	16.389	110	113	223

Figure 7 Vehicle Trip Rates & Generation (1,361sqm Office)

- 4.2.4 As shown, the proposed development could generate in the order of 33 and 36 two-way trips across the respective AM and PM peak periods, with a forecast of 223 trips across the course of a typical weekday.
- 4.2.5 The forecast into the trip attraction of the development should not be considered significant, with the trips across the peak hours broadly equating to one vehicle movement every two minutes.
- 4.2.6 As noted above, it is important to consider the prospective trips in the context of the trip attraction of the former employment use of the site, hence any net impact of the proposals in these terms would be reduced from the outright forecast as shown.

4.3 Old Kangol Road Baseline Traffic

- 4.3.1 To ascertain the current level of traffic along Old Kangol Road, an Automatic Traffic Count (ATC) survey was undertaken between Saturday 8th and Friday 14th February inclusive. The figure below illustrates the location of the ATC and full results from the surveys are attached hereto at **Appendix D** for reference.



Figure 8 ATC Location – Old Kangol Road

- 4.3.2 The table below summarises the recorded through traffic along Old Kangol Road, with an average value provided for the respective AM and PM peak periods on the local highway network, alongside a weekday daily average and a full 7-day AADT value.

	Northbound	Southbound	Total
AM Peak	11	22	33
PM Peak	62	16	78
Weekday Daily	539	591	1,130
AADT 7-day	402	438	841

Figure 9 Old Kangol Road Average Directional Traffic Flow Summary

- 4.3.3 As shown, Old Kangol Road was subject to an average of 33 two-way vehicle movements across the AM weekday peak hour, with 78 across the corresponding PM peak hour. Across the course of an average weekday, there was an average of 1,130 two-way vehicle trips, whilst this is reduced to 841 across the full seven days of the survey.
- 4.3.4 The forecasted trip generation would therefore indicate that the proposed development would not exert a significant impact upon Old Kangol Road in traffic terms when considering the baseline level of flows.
- 4.3.5 The employment led-use for the development site would attract the majority of trips across the traditional AM and PM peak hours in light of the standard commuting patterns and working hours that would be expected. This, when considered against the baseline traffic data on an hourly basis, would not coincide with the most prevalent times for existing vehicle trips and hence any impact would not be pronounced in these terms.
- 4.3.6 The figure below illustrates the hourly profiles for 7-day and weekday traffic recorded along Old Kangol Road, overlaid against the proposed development traffic.

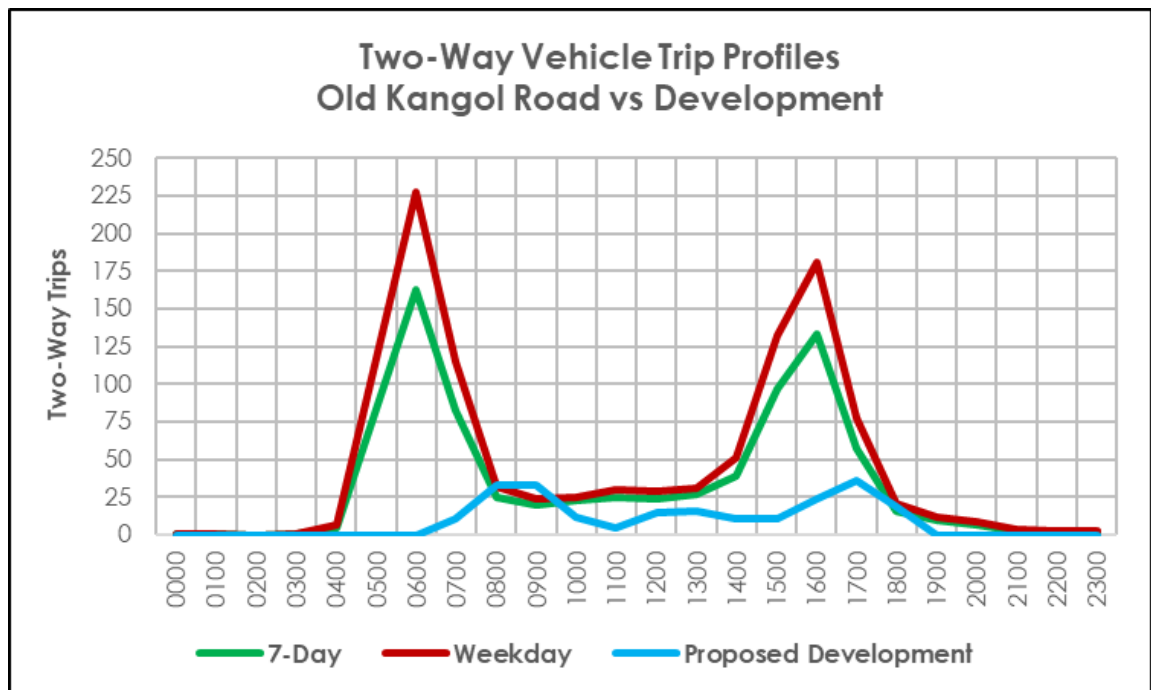


Figure 10 Old Kangol Road vs Proposed Development Traffic Profile

- 4.3.7 As shown, the proposed development traffic would generally not coincide with the observed peak hours for traffic across the existing local uses, with the relative impact of the proposals in the context of the overall traffic on the local network again shown to be minimal.
- 4.3.8 Furthermore, it is important to note that the relative traffic impact of the proposed development would be further diluted when considering the additional vehicle trips that would be generated by the adjacent 4/22/2364/0F1 development which was not fully operational at the time of the surveys being undertaken. Anecdotal estimations from the operator of this scheme detail an occupancy of circa 12-15 people, attracting in the order of 60 two-way daily movements throughout the hours of 07:30 to 18:30, Monday to Saturday.

5 PARKING, LAYOUT & ACCESS

5.1 Car Parking

- 5.1.1 Policy CO7 ('Parking Standards') within the Copeland Local Plan 2021-2039, adopted in November 2024, details that parking provisions should be provided in accordance with standards within Appendix 1 of the 2017 Cumbria Design Guide.
- 5.1.2 Standards for former B1 (Business) Use Class developments for car parking are detailed as one space per 25sqm. The proposed building Gross Internal Area (GIA) would total 1,361sqm, therefore requiring 55 car parking spaces to be provided. The Design Guide details at Appendix 1 that development may prove acceptable without offering parking levels as stipulated by the standards.
- 5.1.3 The proposed Site Plan, attached hereto at **Appendix A** details the provision of 70 car parking spaces to serve the development. It is considered that this is an appropriate provision for car parking given the location of the site.
- 5.1.4 The Cumbria Design Guide details the requirements for developments (former B1 use class) to provide a minimum proportion of total car parking spaces as accessible / disabled spaces at a ratio of 3%. This would equate to three spaces in the case of the proposed development. The proposed Site Plan details the provision of four accessible spaces which would be conveniently located adjacent to the main building, with direct access to / from the entrance.

5.2 Car Parking Accumulation Assessment

- 5.2.1 To assess the acceptability of the proposed car parking provisions, an indicative accumulation assessment has been undertaken using the trip rates as presented in **Section 4.2**.
- 5.2.2 Through calculation of the hourly arrivals and departures for the proposed development based on its floorspace of 1,361sqm, an hour-by-hour parking accumulation profile can be derived, as summarised in the figure below.

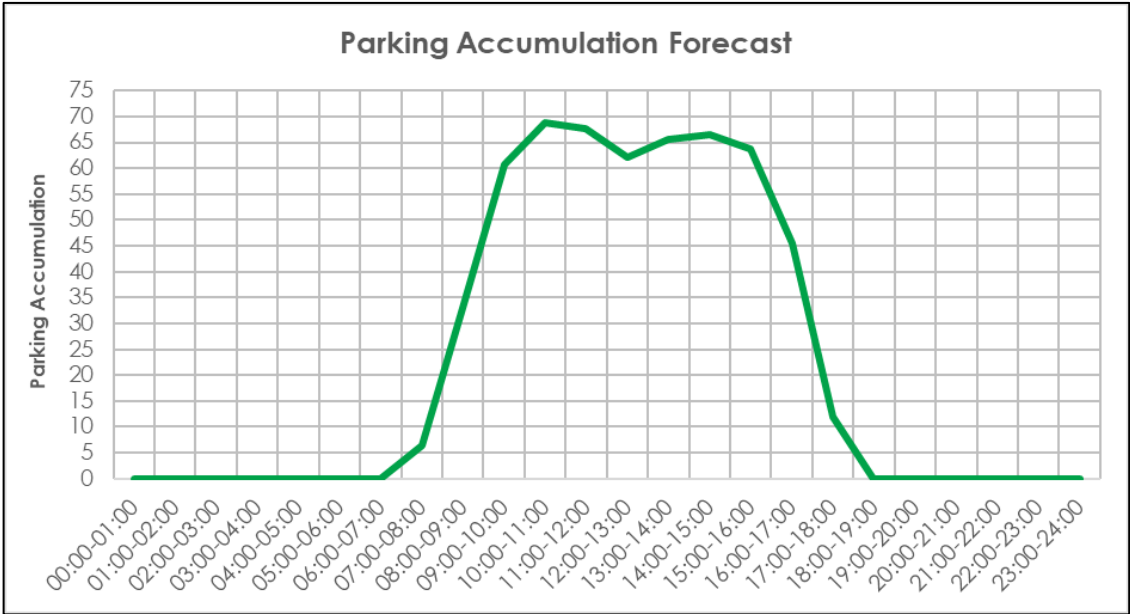


Figure 11 Forecasted Parking Accumulation Profile

- 5.2.3 As illustrated, the robust assessment highlights that the proposed provisions for car parking at the site would be sufficient to accommodate the expected demands.
- 5.2.4 It should be noted that RGP has prepared a Travel Plan (document ref. 2024/8459/TP01) to support the planning application, with a view to reducing the demands for car parking in encouraging travel via alternative, more sustainable modes.

5.3 Electric Vehicle Charging Points (EVCPs)

- 5.3.1 The proposed Site Plan illustrates that a total of four car parking spaces would be equipped with active EVCPs which would equate to 6% of the total provisions.

5.4 Cycle Parking

- 5.4.1 The Cumbria Design Guide details that cycle parking spaces should be provided as a 10% proportion of the total car parking spaces at developments such as that proposed.
- 5.4.2 This ratio would therefore require seven cycle parking spaces to be provided for staff and visitors' use. As shown in the proposed Site Plan attached hereto at **Appendix A**, the development would be afforded four cycle stands (eight spaces), with an additional 10 spaces to be provided internally within the building, therefore in excess of the prescribed requirements.

5.5 Internal Layout

- 5.5.1 As illustrated in the proposed Site Plan, the main building would continue to occupy the central portion of the site, with areas provided for car parking and vehicle turning to the north and south respectively.

- 5.5.2 The development would provide enhanced landscaping and planting, whilst retaining vehicle access both to the main building and via Old Kangol Road for the adjacent premises. This includes the roundabout feature to the northwest of the mill building which currently provides a turning feature for traffic associated with the Park & Ride, whilst also servicing as the access route into / out of the adjacent 4/22/2364/0F1 development.

5.6 Vehicle Access

- 5.6.1 Drawing **8459-CM-RGP-XX-XX-DR-T-101**, attached hereto, illustrates that a double-decker bus, the largest vehicle associated with the Park & Ride facility that would use the roundabout to return along Old Kangol Road, would be able to satisfactorily traverse the amended agreement.
- 5.6.2 In terms of vehicles associated with the proposed development, these would largely comprise cars and smaller vehicles which would be those of staff travelling to / from the site. As illustrated in the proposed Site Plan, an aisle width of 6m would be provided between parallel parking spaces which would allow for sufficient turning space for efficient entry and egress. This is confirmed in drawing **8459-CM-RGP-XX-XX-DR-T-104**, also attached hereto.
- 5.6.3 The nature of the development use as an office space would result in a low number of ancillary vehicle visits for delivery and servicing purposes. These would largely be limited to refuse / recycling collections and ad hoc deliveries with supplies.
- 5.6.4 Drawing **CM-RGP-XX-XX-DR-T-102**, attached hereto, illustrates that a refuse vehicle is able to traverse the arrangement with Old Kangol Road and subsequently manoeuvre within the car parking areas adjacent to the main building in the event of collections.
- 5.6.5 Other vehicles that would require access to the development would be smaller than the refuse vehicle shown and hence would be able to access and egress the development in a forward gear via Old Kangol Road.
- 5.6.6 In the event of an emergency vehicle requiring access to the main building, drawing **CM-RGP-XX-XX-DR-T-103**, attached hereto, illustrates that a fire tender would be able to access the front and rear of the building respectively.
- 5.6.7 There is currently an existing link to the centre of Cleator via Mill Street / Hilden Road / Kiln Brow to the southwest of the site. This route is a narrow access route that would be controlled with bollards to limit vehicle access except in the case of emergency.

5.7 Pedestrian Access

- 5.7.1 A new pedestrian footpath would be provided around the eastern perimeter of the roundabout feature adjacent to the site, offering connection between the main building and the onward footway network along Old Kangol Road. This would also be supported by the existing footpath along the western side of the site at the adjacent 4/22/2364/0F1 development.
- 5.7.2 The thoroughfare to the southwest of the site via Kiln Brow would be retained for pedestrian passage from the site towards the centre of Cleator.

6 SUMMARY & CONCLUSION

6.1 Summary

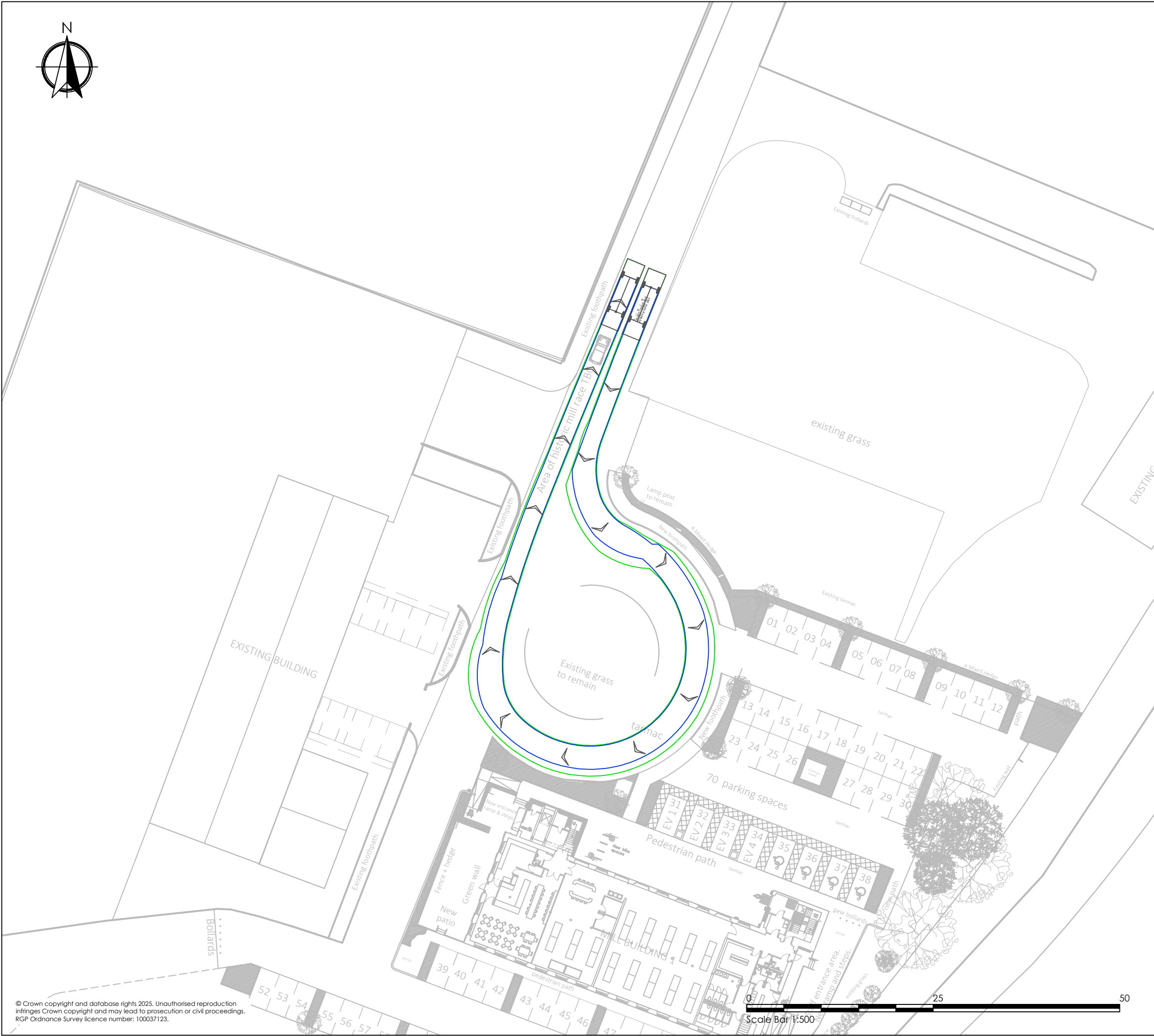
- 6.1.1 RGP is commissioned by Manning Elliott working with Cleator Mills Business Park to provide highways and transport input in support of the proposed redevelopment of the mill building associated with the former Kangol textiles factory at Old Kangol Road, Cleator ("the site").
- 6.1.2 The proposals comprise the demolition of the now vacant mill building and its replacement to provide a new building to house office space (1,361sqm GIA under Use Class E(g)). Vehicle parking would be provided within hardstanding areas to the north and south of the building, with areas for vehicle turning and enhancements to landscaping also provided. The existing means of access via Old Kangol Road, including the roundabout feature directly adjacent to the site, would be retained.
- 6.1.3 This report has assessed the key highways and transport considerations of the development proposals and can draw the following conclusions:
- The site is well-located with respect to the local highway network with an established means of access for vehicles and pedestrians;
 - The adjacent site was approved for a commercial-led development, with no highways objections raised;
 - There are local amenities and services within an acceptable walking distance of the site, with prospective employees potentially residing in these areas;
 - The primarily rural nature of the site would result in the majority of trips being undertaken by vehicle to / from the development;
 - RGP has prepared a Travel Plan to discourage car use and encourage travel via more sustainable modes;
 - The site, both that to be redeveloped and that as part of the wider former Kangol factory premises, will have generated a significant number of trips by vehicle across the course of a typical day, including across the respective peak hours in light of its employment characteristics;
 - The proposed development is not forecasted to generate a significant number of trips, both in isolation and when considering the baseline traffic flows along Old Kangol Road;
 - Vehicle trips would not coincide significantly with those observed along Old Kangol Road during the traffic surveys undertaken;
 - Sufficient vehicle parking provisions would be made as part of the development design, including spaces for accessible and EV purposes;
 - Cycle parking would be provided at the site in accordance with local standards;
 - The means of access for vehicles to the site would remain as existing via Old Kangol Road, with the roundabout feature retained and enhanced with landscaping and improved footway provisions; and

- Pedestrian access would be retained to the southwest of the site via Kiln Brow, however this would be limited for use by emergency vehicles only with the presence of bollards adjacent to the site.

6.2 Conclusion

- 6.2.1 In light of the information and assessments contained within this report, and the recent and historic planning history for the site and its neighbouring premises, it is not considered that the proposed development would result in a significant nor severe highways impact.

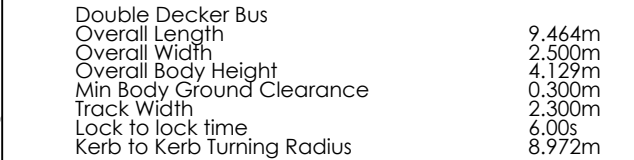
DRAWINGS



Notes:

1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
4. This drawing should be printed in colour.
5. This drawing is to be read in conjunction with all other engineer's drawings.

- ### Notes:
1. Do not scale from this drawing.
 2. All dimensions are in metres unless noted otherwise.
 3. All levels are in metres above ordnance datum (AOD).
 4. This drawing should be printed in colour.
 5. This drawing is to be read in conjunction with all other engineer's drawings.



Double Decker Bus	
Overall Length	9.464m
Overall Width	2.500m
Overall Body Height	4.129m
Min Body Ground Clearance	0.300m
Track Width	2.300m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.972m

P02	SITE LAYOUT UPDATED	11/03/25	GE	JC	NR
P01	FIRST ISSUE	04/02/25	GE	JC	NR
Rev	Details	Date	By	Chkd	Appd



PRELIMINARY

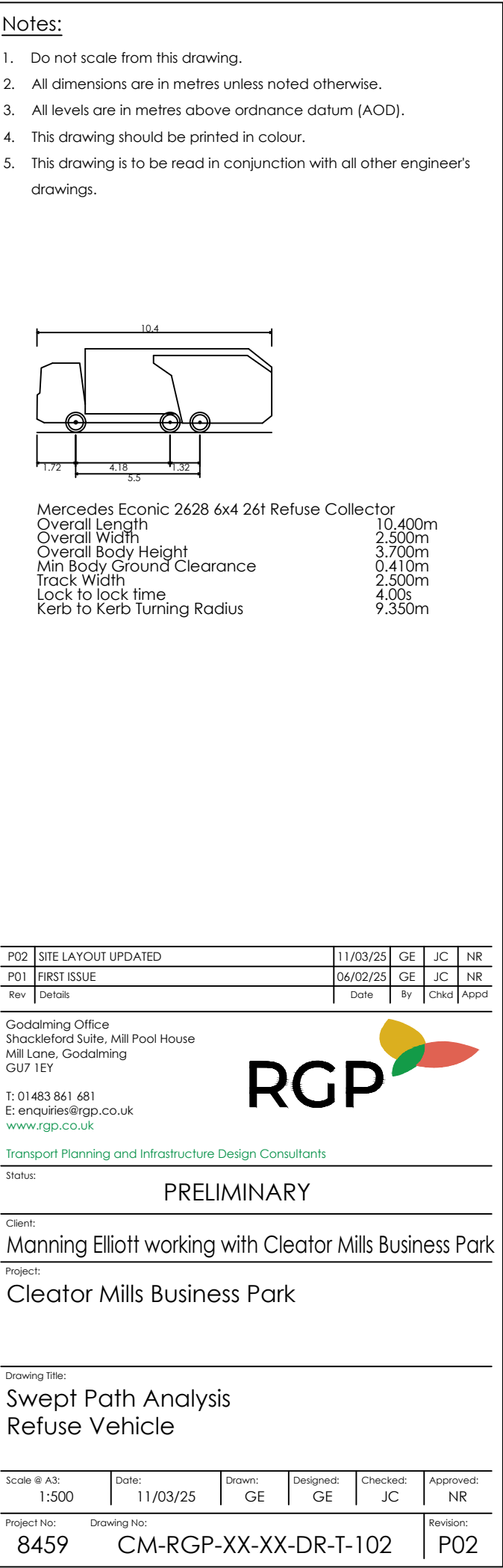
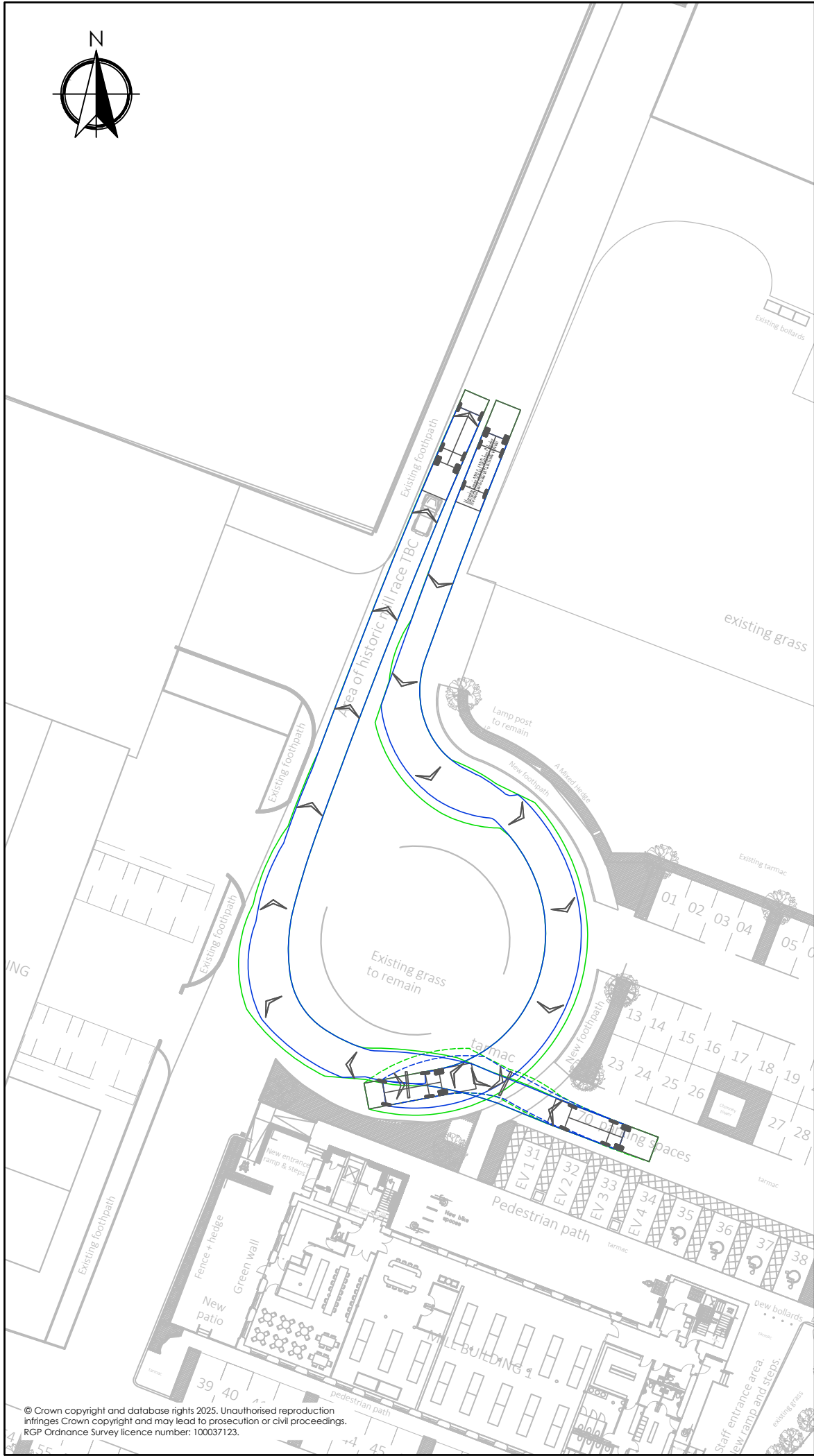
Client: Manning Elliott working with Cleator Mills Business Park

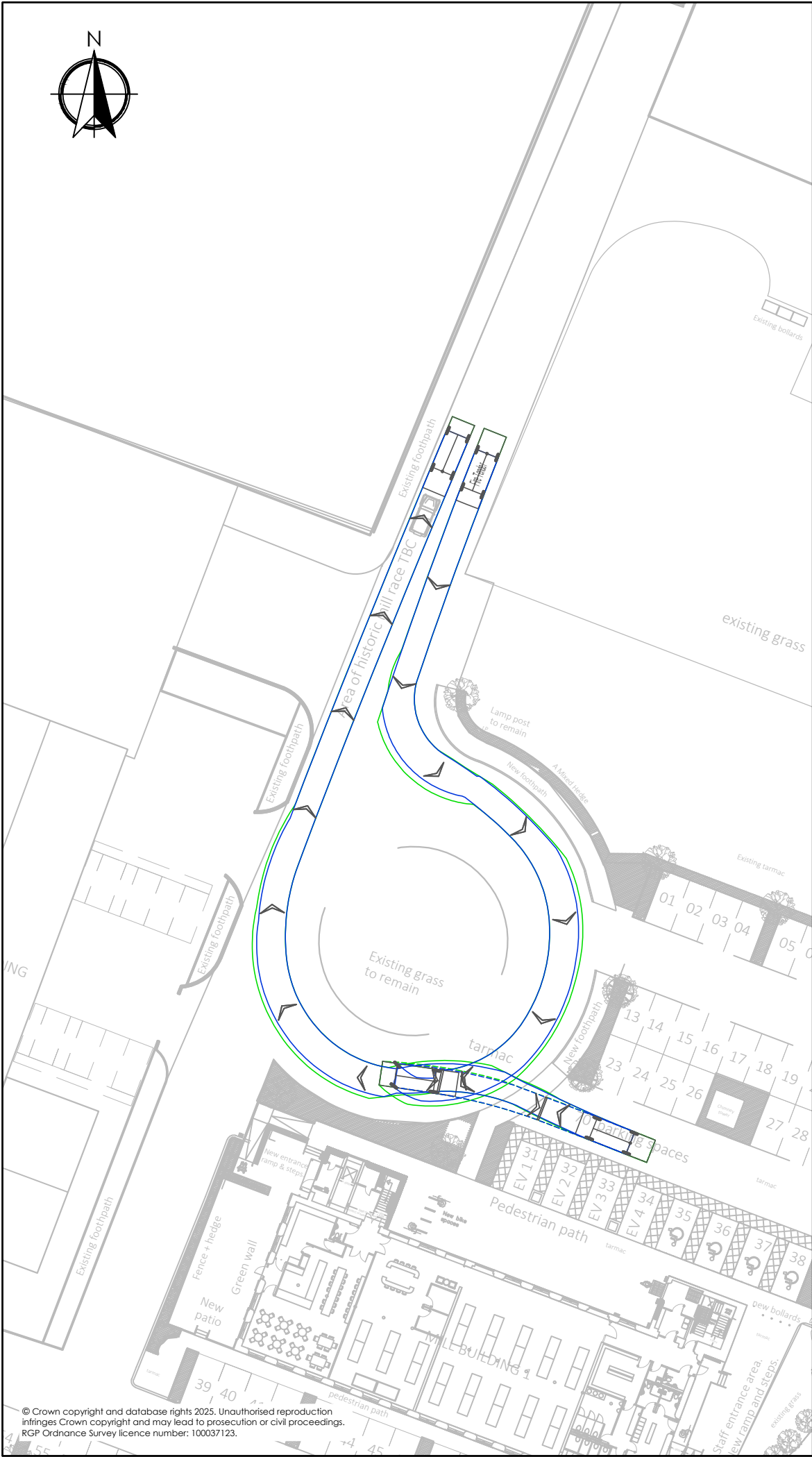
Project:
Cleator Mills Business Park

Swept Path Analysis Double Decker Bus

Scale @ A3: 1:500	Date: 11/03/25	Drawn: GE	Designed: GE	Checked: JC	Approved: NR
----------------------	-------------------	--------------	-----------------	----------------	-----------------

Project No:	Drawing No:	Revision:
8459	CM-RGP-XX-XX-DR-T-101	P02





1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
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5. This drawing is to be read in conjunction with all other engineer's drawings.



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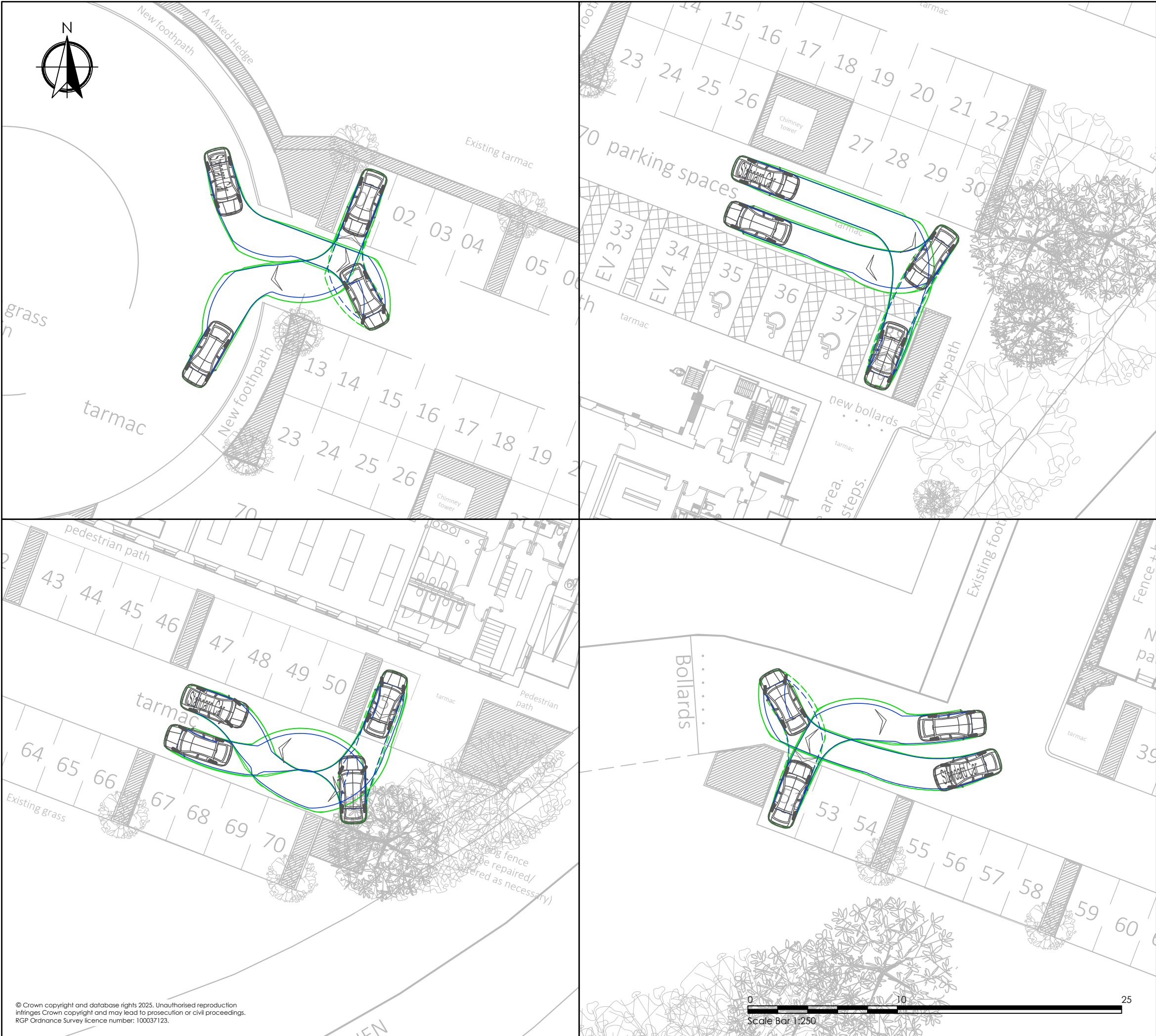
RGP

Transport Planning and Infrastructure Design Consultants

Client: Manning Elliott working with Cleator Mills Business Park

Project: Cleator Mills Business Park

Scale @ A3: 1:500	Date: 11/03/25	Drawn: GE	Designed: GE	Checked: JC	Approved: NR
Project No: 8459 Drawing No: CM-RGP-XX-XX-DR-T-103					Revision: P02



Notes:

- Do not scale from this drawing.
- All dimensions are in metres unless noted otherwise.
- All levels are in metres above ordnance datum (AOD).
- This drawing should be printed in colour.
- This drawing is to be read in conjunction with all other engineer's drawings.

Standard Car

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

P01	FIRST ISSUE	11/03/25	GE	JC	NR
Rev	Details	Date	By	Chkd	Appd

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Transport Planning and Infrastructure Design Consultants

Status: PRELIMINARY

Client: Manning Elliott working with Cleator Mills Business Park

Project: Cleator Mills Business Park

Drawing Title: Swept Path Analysis
Standard Car

Scale @ A3: 1:250	Date: 11/03/25	Drawn: GE	Designed: GE	Checked: JC	Approved: NR
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Project No: 8459	Drawing No: CM-RGP-XX-XX-DR-T-104	Revision: P01
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APPENDIX A



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REVISIONS:		
Revision	--	00.00.00
DESCRIPTION		

-  New Landscaping areas
-  Site Ownership
-  Area of Work

MANNINGELLIOTT
PARTNERSHIP

Chartered Architects & Designers

Langlands
Pallet Hill, Penrith
Cumbria CA11 0BY

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w: manning-elliott.co.uk

project title:
The Flaxworks, Mill Building 1
Cleator Mills
Cleator
REACT Engineering / GenR8 North

drawing title:
Proposed Site Plan

issue stage: PLANNING-FOR INFO		
date:	drawn:	scale @ A3:
MARCH 2025	BY	1:500
drawing number:	revision:	
2413-PL202	-	

APPENDIX B

Cleator Moor - Cleator - Egremont - Moor Row - West Cumberland Hospital [22] (page 1 of 2)

Monday to Saturday				
Cleator Moor, Square	09:25	10:35	11:45	12:55
Cleator	09:31	10:41	11:51	13:01
Egremont, Main Street (arr)	09:38	10:48	11:58	13:08
Egremont, Main Street (dep)	09:43	10:53	12:03	13:13
Moor Row	09:50	11:00	12:10	13:20
West Cumberland Hospital	10:00	11:10	12:20	13:30

Notes

[02/12/24]

Cleator Moor - Cleator - Egremont - Moor Row - West Cumberland Hospital [22] (page 2 of 2)

Monday to Saturday				
West Cumberland Hospital	10:01	11:11	12:21	13:31
Moor Row	10:11	11:21	12:31	13:41
Egremont, Main St (arr)	10:18	11:28	12:38	13:48
Egremont, Main St (dep)	10:23	11:33	12:43	13:53
Cleator	10:29	11:39	12:49	13:59
Cleator Moor, Square	10:34	11:44	12:54	14:04

Notes

This service is provided with the help of financial support from Cumberland Council using funding from the UK Government's Bus Improvement Plan
[02/12/24]

APPENDIX C

Calculation Reference: AUDIT-728001-250307-0314

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days

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

RGP Mill Pool House Godalming

Licence No: 728001

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 796 to 2500 (units: sqm)
 Range Selected by User: 500 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 28/06/24

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

Selected survey days:

Tuesday 2 days
 Wednesday 1 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 3

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

Selected Location Sub Categories:

Industrial Zone 1
 Development Zone 1
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected
 Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 3 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

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Licence No: 728001

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

- | | | | |
|---|--|---|---------------------|
| 1 | AK-02-A-01
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY 23/05/17 | OFFICES

WAKEFIELD | Survey Type: MANUAL |
| 2 | WK-02-A-03
BUDBROOKE ROAD
WARWICK

Edge of Town
Industrial Zone
Total Gross floor area: 796 sqm
Survey date: WEDNESDAY 23/11/22 | ENGINEERING CONSULTANTS

WARWICKSHIRE | Survey Type: MANUAL |
| 3 | WL-02-A-01
THE CRESCENT
AMESBURY
SUNRISE WAY
Edge of Town
Development Zone
Total Gross floor area: 2500 sqm
Survey date: TUESDAY 18/09/18 | PET INSURANCE COMPANY

WILTSHIRE | Survey Type: MANUAL |

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EC-02-A-04	Covid
GM-02-A-10	Covid
LN-02-A-01	Location Representativeness
LN-02-A-02	Location Representativeness
MS-02-A-03	Covid
NF-02-A-04	Location Representativeness
TW-02-A-09	Location Representativeness
WM-02-A-04	Location Representativeness

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1509	0.619	3	1509	0.155	3	1509	0.774
08:00 - 09:00	3	1509	2.209	3	1509	0.243	3	1509	2.452
09:00 - 10:00	3	1509	2.209	3	1509	0.177	3	1509	2.386
10:00 - 11:00	3	1509	0.729	3	1509	0.133	3	1509	0.862
11:00 - 12:00	3	1509	0.110	3	1509	0.199	3	1509	0.309
12:00 - 13:00	3	1509	0.331	3	1509	0.729	3	1509	1.060
13:00 - 14:00	3	1509	0.707	3	1509	0.464	3	1509	1.171
14:00 - 15:00	3	1509	0.420	3	1509	0.354	3	1509	0.774
15:00 - 16:00	3	1509	0.309	3	1509	0.508	3	1509	0.817
16:00 - 17:00	3	1509	0.199	3	1509	1.547	3	1509	1.746
17:00 - 18:00	3	1509	0.110	3	1509	2.563	3	1509	2.673
18:00 - 19:00	2	1648	0.121	2	1648	1.244	2	1648	1.365
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.073			8.316			16.389

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

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

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Parameter summary

Trip rate parameter range selected:	796 - 2500 (units: sqm)
Survey date date range:	01/01/14 - 28/06/24
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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

APPENDIX D



SITE: ATC 1 - Old Kangol Road (54.511860, -3.513844)

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		Light
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Northbound	Southbound
Total	2815	3069
Mean Speed	16.6	19.5
85%	21.6	22.8



SITE: ATC 1 - Old Kangol Road

LOCATION: Attached to lamppost

GRID REFERENCE: 54.511860, -3.513844

DIRECTION: NORTHBOUND

SPEED LIMIT: 5

08 February 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
0800	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	19.2	-
0900	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	18.3	-
1000	4	2	0	1	0	0	0	0	0	0	0	0	0	1	0	15.8	-
1100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-
1200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
1300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	16.7	-
1400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	14.9	-
1500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
1600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
07-19	40	32	0	7	0	0	0	0	0	0	0	0	0	1	0	17	21.1
06-22	43	35	0	7	0	0	0	0	0	0	0	0	0	1	0	17.1	21.2
06-00	45	37	0	7	0	0	0	0	0	0	0	0	0	1	0	17.1	21.2

00-00	45	37	0	7	0	0	0	0	0	0	0	0	0	1	0	17.1	21.2
-------	----	----	---	---	---	---	---	---	---	---	---	---	---	---	---	------	------

09 February 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
0900	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13.2	-
1000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-
1100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-
1200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-
1300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
1400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
1600	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.9	18.5
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
1800	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1900	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	66	58	0	7	0	0	0	0	0	0	0	0	0	0	0	1	16.1	19.6
06-22	76	68	0	7	0	0	0	0	0	0	0	0	0	0	0	1	16.5	20.5
06-00	76	68	0	7	0	0	0	0	0	0	0	0	0	0	0	1	16.5	20.5
00-00	76	68	0	7	0	0	0	0	0	0	0	0	0	0	0	1	16.5	20.5

10 February 2025

[illegible]

11 February 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	11	7	0	4	0	0	0	0	0	0	0	0	0	0	0	18.1	22.3
0600	25	15	0	9	0	0	0	0	0	0	0	0	0	0	1	17.2	21.7
0700	15	6	0	9	0	0	0	0	0	0	0	0	0	0	0	16.4	17.9
0800	9	4	0	5	0	0	0	0	0	0	0	0	0	0	0	16.3	-
0900	12	7	0	4	1	0	0	0	0	0	0	0	0	0	0	18.1	23.3
1000	16	9	0	5	1	0	0	0	1	0	0	0	0	0	0	18	22.2
1100	18	10	0	7	0	1	0	0	0	0	0	0	0	0	0	17.3	22.7
1200	15	12	0	2	0	0	0	0	0	0	0	0	0	0	1	18.9	24.1
1300	15	11	0	3	0	0	0	0	0	0	0	0	0	0	1	19.2	24.6
1400	46	41	0	5	0	0	0	0	0	0	0	0	0	0	0	17.3	22
1500	122	111	0	9	1	0	0	0	1	0	0	0	0	0	0	14.2	21.4
1600	148	137	0	11	0	0	0	0	0	0	0	0	0	0	0	13.7	20.1
1700	87	73	1	12	0	0	0	0	0	0	0	0	0	0	1	18.8	22.8
1800	15	11	0	4	0	0	0	0	0	0	0	0	0	0	0	19.6	24.4
1900	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	22.7
2000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	17	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	518	432	1	76	3	1	0	0	2	0	0	0	0	0	3	16	21.6
06-22	567	470	1	86	3	1	0	0	2	0	0	0	0	0	4	16.1	21.6
06-00	569	472	1	86	3	1	0	0	2	0	0	0	0	0	4	16.1	21.6
00-00	583	482	1	90	3	1	0	0	2	0	0	0	0	0	4	16.2	21.6

12 February 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
0500	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	18.1	-
0600	21	14	0	5	0	1	0	0	0	0	0	0	0	0	1	16.9	21.3
0700	18	8	0	9	0	1	0	0	0	0	0	0	0	0	0	17.9	21.9
0800	12	4	0	7	0	0	0	1	0	0	0	0	0	0	0	17.2	20.5
0900	7	3	0	4	0	0	0	0	0	0	0	0	0	0	0	17	-
1000	17	11	0	4	1	0	0	1	0	0	0	0	0	0	0	18.2	22.8
1100	22	16	0	5	0	0	0	0	0	0	0	0	0	0	1	17.8	24
1200	10	5	0	4	1	0	0	0	0	0	0	0	0	0	0	18.8	-
1300	23	16	0	7	0	0	0	0	0	0	0	0	0	0	0	19.9	24.3
1400	48	42	0	6	0	0	0	0	0	0	0	0	0	0	0	17.6	22.1
1500	105	98	0	6	1	0	0	0	0	0	0	0	0	0	0	14.6	20.5
1600	181	166	1	14	0	0	0	0	0	0	0	0	0	0	0	16.1	20.3
1700	81	68	0	12	0	0	0	0	0	0	0	0	0	0	1	18	22.1
1800	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	-
1900	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	16.9	-
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
07-19	533	445	1	79	3	1	0	2	0	0	0	0	0	0	2	16.7	21.6
06-22	567	471	1	85	3	2	0	2	0	0	0	0	0	0	3	16.8	21.6
06-00	570	474	1	85	3	2	0	2	0	0	0	0	0	0	3	16.8	21.6
00-00	581	482	1	88	3	2	0	2	0	0	0	0	0	0	3	16.8	21.7

13 February 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	11	6	0	3	1	1	0	0	0	0	0	0	0	0	0	18.7	22.7
0600	24	13	0	9	0	0	0	0	0	0	0	0	0	0	2	17.9	21.7
0700	15	5	0	10	0	0	0	0	0	0	0	0	0	0	0	17.1	21.1
0800	13	5	0	6	0	1	0	0	0	1	0	0	0	0	0	17	21.4
0900	14	6	0	8	0	0	0	0	0	0	0	0	0	0	0	19.1	22.8
1000	13	7	0	6	0	0	0	0	0	0	0	0	0	0	0	19.1	22.8
1100	16	9	0	6	0	0	0	1	0	0	0	0	0	0	0	18.5	22.8
1200	23	18	0	4	0	1	0	0	0	0	0	0	0	0	0	17.9	21.5
1300	15	12	0	3	0	0	0	0	0	0	0	0	0	0	0	18.2	23.3
1400	17	11	0	5	1	0	0	0	0	0	0	0	0	0	0	18.8	25.1
1500	98	89	0	8	1	0	0	0	0	0	0	0	0	0	0	14.5	20.8
1600	179	168	0	10	0	0	1	0	0	0	0	0	0	0	0	13.8	18.5
1700	73	63	0	9	1	0	0	0	0	0	0	0	0	0	0	16.5	19.9
1800	20	17	0	3	0	0	0	0	0	0	0	0	0	0	0	18.8	22.4
1900	8	4	0	3	0	0	0	0	0	0	0	0	0	1	0	17.5	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
07-19	496	410	0	78	3	2	1	1	0	1	0	0	0	0	0	15.7	20.9
06-22	537	436	0	90	3	2	1	1	0	1	0	0	0	1	2	15.8	20.9
06-00	543	442	0	90	3	2	1	1	0	1	0	0	0	1	2	15.8	21
00-00	554	448	0	93	4	3	1	1	0	1	0	0	0	1	2	15.9	21

14 February 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	11	7	0	4	0	0	0	0	0	0	0	0	0	0	0	20.7	27.9
0600	18	8	0	5	2	0	0	0	0	0	0	0	0	0	3	15.5	19.1
0700	12	6	1	5	0	0	0	0	0	0	0	0	0	0	0	19.2	22.7
0800	9	2	0	3	1	0	0	1	0	0	0	0	0	0	2	14.6	-
0900	11	6	0	5	0	0	0	0	0	0	0	0	0	0	0	17.5	22.7
1000	19	11	0	7	0	1	0	0	0	0	0	0	0	0	0	17	19
1100	24	15	0	8	0	0	0	1	0	0	0	0	0	0	0	19.7	24
1200	32	24	0	7	0	0	1	0	0	0	0	0	0	0	0	19.4	24.2
1300	46	39	0	6	0	1	0	0	0	0	0	0	0	0	0	20.2	25.1
1400	55	49	0	6	0	0	0	0	0	0	0	0	0	0	0	18.7	24.2
1500	109	97	0	11	0	1	0	0	0	0	0	0	0	0	0	17.2	21.8
1600	94	86	1	5	1	0	0	0	1	0	0	0	0	0	0	16.7	20
1700	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	21.8	28.7
1800	4	3	0	0	0	0	0	0	1	0	0	0	0	0	0	22.6	-
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
2000	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
07-19	428	349	2	65	2	3	1	2	2	0	0	0	0	0	2	18.1	22.8
06-22	458	368	3	70	4	3	1	2	2	0	0	0	0	0	5	18	22.6
06-00	459	369	3	70	4	3	1	2	2	0	0	0	0	0	5	18	22.6
00-00	470	376	3	74	4	3	1	2	2	0	0	0	0	0	5	18	22.7

[illegible]

[illegible]

09 February 2025

[illegible]

10 February 2025

[illegible]

11 February 2025

[illegible]

12 February 2025

[illegible]

13 February 2025

[illegible]

14 February 2025

[illegible]

Grand Total

[illegible]



SITE: ATC 1 - Old Kangol Road

LOCATION: Attached to lamppost

GRID REFERENCE: 54.511860, -3.513844

DIRECTION: NORTHBOUND

	Sat	Sun	Mon	Tue	Wed	Thu	Fri
	08-Feb	09-Feb	10-Feb	11-Feb	12-Feb	13-Feb	14-Feb
Hour							
0000-0100	0	0	0	1	2	0	0
0100-0200	0	0	0	1	0	0	0
0200-0300	0	0	0	0	0	0	0
0300-0400	0	0	0	1	0	0	0
0400-0500	0	0	1	0	1	0	0
0500-0600	0	0	9	11	8	11	11
0600-0700	0	0	25	25	21	24	18
0700-0800	1	0	16	15	18	15	12
0800-0900	3	3	8	9	12	13	9
0900-1000	5	6	15	12	7	14	11
1000-1100	4	8	10	16	17	13	19
1100-1200	4	7	12	18	22	16	24
1200-1300	4	8	12	15	10	23	32
1300-1400	4	7	15	15	23	15	46
1400-1500	3	4	26	46	48	17	55
1500-1600	2	6	107	122	105	98	109
1600-1700	4	11	164	148	181	179	94
1700-1800	5	2	56	87	81	73	13
1800-1900	1	4	14	15	9	20	4
1900-2000	0	9	7	14	5	8	3
2000-2100	0	0	7	9	6	3	8
2100-2200	3	1	1	1	2	6	1
2200-2300	2	0	0	2	2	1	0
2300-2400	0	0	1	0	1	5	1
Totals							
0700-1900	40	66	455	518	533	496	428
0600-2200	43	76	495	567	567	537	458
0600-0000	45	76	496	569	570	543	459
0000-0000	45	76	506	583	581	554	470
AM Peak	900	1000	600	600	1100	600	1100
	5	8	25	25	22	24	24
PM Peak	1700	1600	1600	1600	1600	1600	1500
	5	11	164	148	181	179	109

SPEED LIMIT: 5

Averages

1-5.

1-7.

0.6	0.4
0.2	0.1
0	0
0.2	0.1
0.4	0.3
10	7.1
22.6	16.1
15.2	11
10.2	8.1
11.8	10
15	12.4
18.4	14.7
18.4	14.9
22.8	17.9
38.4	28.4
108.2	78.4
153.2	111.6
62	45.3
12.4	9.6
7.4	6.6
6.6	4.7
2.2	2.1
1	1
1.6	1.1

486	362.3
524.8	391.9
527.4	394
538.8	402.1



SITE: ATC 1 - Old Kangol Road

LOCATION: Attached to lamppost

GRID REFERENCE: 54.511860, -3.513844

DIRECTION: SOUTHBOUND

SPEED LIMIT: 5

08 February 2025

[illegible]

[illegible]

09 February 2025

[illegible]

10 February 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	19.3	-
0500	103	97	0	6	0	0	0	0	0	0	0	0	0	0	0	19.8	23.4
0600	201	193	0	8	0	0	0	0	0	0	0	0	0	0	0	19.8	22.7
0700	98	85	1	12	0	0	0	0	0	0	0	0	0	0	0	19.7	23.5
0800	17	10	0	7	0	0	0	0	0	0	0	0	0	0	0	18.3	24
0900	11	7	0	4	0	0	0	0	0	0	0	0	0	0	0	17	20
1000	7	3	0	2	0	0	1	1	0	0	0	0	0	0	0	19.1	-
1100	13	4	0	7	1	0	0	0	0	0	0	0	0	0	1	18.8	23.1
1200	9	3	0	5	1	0	0	0	0	0	0	0	0	0	0	19.8	-
1300	7	4	0	2	1	0	0	0	0	0	0	0	0	0	0	20.4	-
1400	11	6	0	4	0	0	0	0	0	0	0	0	0	0	1	17.2	21.3
1500	24	15	0	7	0	0	0	1	0	0	0	0	0	0	1	18.7	22.5
1600	29	17	0	11	0	1	0	0	0	0	0	0	0	0	0	18.6	23
1700	17	11	0	6	0	0	0	0	0	0	0	0	0	0	0	18.9	22.4
1800	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	19.4	-
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
2000	3	2	0	0	0	0	0	0	0	1	0	0	0	0	0	17.1	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
07-19	253	173	1	69	3	1	1	2	0	0	0	0	0	0	3	19	22.9
06-22	461	372	1	77	3	1	1	2	0	1	0	0	0	0	3	19.4	22.8
06-00	462	373	1	77	3	1	1	2	0	1	0	0	0	0	3	19.4	22.8
00-00	571	475	1	84	3	1	1	2	0	1	0	0	0	0	3	19.5	22.8

11 February 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
0400	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	16.6	-
0500	115	108	0	7	0	0	0	0	0	0	0	0	0	0	0	19.9	24.4
0600	234	222	0	12	0	0	0	0	0	0	0	0	0	0	0	19.4	22.5
0700	114	99	1	14	0	0	0	0	0	0	0	0	0	0	0	19.8	22.7
0800	21	14	0	7	0	0	0	0	0	0	0	0	0	0	0	20	25
0900	14	7	0	6	1	0	0	0	0	0	0	0	0	0	0	19.5	23.6
1000	13	7	0	5	0	0	0	0	0	1	0	0	0	0	0	18.8	22.2
1100	9	5	0	3	0	1	0	0	0	0	0	0	0	0	0	17.7	-
1200	9	5	0	3	0	0	0	0	0	0	0	0	0	0	1	21.5	-
1300	6	3	0	2	0	0	0	0	0	1	0	0	0	0	0	18.2	-
1400	11	7	0	4	0	0	0	0	0	0	0	0	0	0	0	19.9	25.1
1500	21	14	0	7	0	0	0	0	0	0	0	0	0	0	0	19.5	23.6
1600	27	17	0	10	0	0	0	0	0	0	0	0	0	0	0	17.6	20.6
1700	18	11	0	6	0	0	0	0	0	0	0	0	0	0	1	18.4	21.5
1800	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	18.5	23.9
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	274	197	1	70	1	1	0	0	0	2	0	0	0	0	2	19.3	22.7
06-22	516	427	1	82	1	1	0	0	0	2	0	0	0	0	2	19.4	22.6
06-00	518	429	1	82	1	1	0	0	0	2	0	0	0	0	2	19.4	22.6
00-00	642	545	1	90	1	1	0	0	0	2	0	0	0	0	2	19.5	22.7

12 February 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0500	131	124	0	7	0	0	0	0	0	0	0	0	0	0	0	19.6	22.8
0600	220	208	0	12	0	0	0	0	0	0	0	0	0	0	0	19.2	22.1
0700	109	99	0	10	0	0	0	0	0	0	0	0	0	0	0	19.7	22.6
0800	25	15	1	7	1	0	0	1	0	0	0	0	0	0	0	19	24
0900	11	5	0	5	1	0	0	0	0	0	0	0	0	0	0	19	24.2
1000	7	3	0	3	0	0	0	1	0	0	0	0	0	0	0	20.3	-
1100	16	8	0	7	0	0	0	0	0	0	0	0	0	0	1	17.2	21.4
1200	9	4	0	5	0	0	0	0	0	0	0	0	0	0	0	21	-
1300	9	5	0	4	0	0	0	0	0	0	0	0	0	0	0	20.5	-
1400	13	10	0	3	0	0	0	0	0	0	0	0	0	0	0	19	22.1
1500	22	12	0	6	0	1	0	0	0	0	0	0	0	0	3	19.4	24
1600	31	24	0	7	0	0	0	0	0	0	0	0	0	0	0	18.6	22.1
1700	16	8	0	7	0	0	0	0	0	1	0	0	0	0	0	19.8	24
1800	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	19.6	-
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
07-19	271	194	1	66	2	1	0	2	0	1	0	0	0	0	4	19.4	22.6
06-22	497	408	1	78	2	1	0	2	0	1	0	0	0	0	4	19.3	22.3
06-00	499	410	1	78	2	1	0	2	0	1	0	0	0	0	4	19.3	22.4
00-00	638	541	1	86	2	1	0	2	0	1	0	0	0	0	4	19.3	22.6

13 February 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	18	-
0500	112	106	0	6	0	0	0	0	0	0	0	0	0	0	0	20.5	24.4
0600	214	204	0	10	0	0	0	0	0	0	0	0	0	0	0	20.3	23.6
0700	112	97	0	15	0	0	0	0	0	0	0	0	0	0	0	19.8	22.4
0800	26	14	0	10	0	1	0	0	1	0	0	0	0	0	0	18.7	23.5
0900	12	6	0	6	0	0	0	0	0	0	0	0	0	0	0	19.6	23.7
1000	9	5	0	4	0	0	0	0	0	0	0	0	0	0	0	20.8	-
1100	11	5	0	6	0	0	0	0	0	0	0	0	0	0	0	18.6	23.2
1200	14	10	0	2	1	1	0	0	0	0	0	0	0	0	0	17.2	20.4
1300	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	18.2	-
1400	11	7	0	3	0	0	0	1	0	0	0	0	0	0	0	19.7	22.6
1500	29	18	0	9	0	1	0	0	0	0	0	0	0	0	1	19.3	23.5
1600	29	19	0	9	1	0	0	0	0	0	0	0	0	0	0	17.3	20.7
1700	20	14	0	5	0	0	0	0	0	0	0	0	0	0	1	19.2	23.2
1800	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	19.4	-
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-
2000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	12.1	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
07-19	287	204	0	74	2	3	0	1	1	0	0	0	0	0	2	19.2	22.5
06-22	509	415	0	85	2	3	0	1	1	0	0	0	0	0	2	19.6	23
06-00	514	420	0	85	2	3	0	1	1	0	0	0	0	0	2	19.6	23.1
00-00	632	531	0	92	2	3	0	1	1	0	0	0	0	0	2	19.8	23.3

14 February 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
0500	75	68	0	6	1	0	0	0	0	0	0	0	0	0	0	19.8	23.4
0600	154	146	0	8	0	0	0	0	0	0	0	0	0	0	0	19.9	23.2
0700	64	57	0	7	0	0	0	0	0	0	0	0	0	0	0	20.5	24.5
0800	21	14	1	5	0	1	0	0	0	0	0	0	0	0	0	18.3	22.3
0900	14	5	0	7	0	0	0	1	1	0	0	0	0	0	0	19.4	22.7
1000	15	11	0	4	0	0	0	0	0	0	0	0	0	0	0	18.2	24.6
1100	11	7	0	4	0	0	0	0	0	0	0	0	0	0	0	21.9	26.3
1200	14	7	0	5	0	1	1	0	0	0	0	0	0	0	0	20.1	22.1
1300	16	7	0	9	0	0	0	0	0	0	0	0	0	0	0	19.8	22.7
1400	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	20.7	24.5
1500	22	11	0	7	0	1	0	1	1	0	0	0	0	0	1	19.3	23.6
1600	21	15	0	5	0	0	0	0	0	0	0	0	0	0	1	18	21.4
1700	7	2	0	2	0	1	0	0	1	0	0	0	0	0	1	19.5	-
1800	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-
1900	3	2	0	0	0	0	0	0	1	0	0	0	0	0	0	20.7	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	230	157	2	58	0	4	1	2	3	0	0	0	0	0	3	19.6	23.2
06-22	390	308	2	66	0	4	1	2	4	0	0	0	0	0	3	19.7	23.2
06-00	391	309	2	66	0	4	1	2	4	0	0	0	0	0	3	19.7	23.2
00-00	472	383	2	72	1	4	1	2	4	0	0	0	0	0	3	19.8	23.2

[illegible]

[illegible]

09 February 2025

[illegible]

10 February 2025

[illegible]

11 February 2025

[illegible]

12 February 2025

[illegible]

13 February 2025

[illegible]

14 February 2025

[illegible]

Grand Total

[illegible]



SITE: ATC 1 - Old Kangol Road

LOCATION: Attached to lamppost

GRID REFERENCE: 54.511860, -3.513844

DIRECTION: SOUTHBOUND

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	
	08-Feb	09-Feb	10-Feb	11-Feb	12-Feb	13-Feb	14-Feb	
Hour								
0000-0100	0	0	0	0	0	0	0	
0100-0200	0	0	0	1	0	0	0	
0200-0300	0	0	0	0	0	0	0	
0300-0400	0	0	0	1	0	0	0	
0400-0500	0	0	6	7	8	6	6	
0500-0600	0	0	103	115	131	112	75	
0600-0700	0	0	201	234	220	214	154	
0700-0800	1	1	98	114	109	112	64	
0800-0900	6	2	17	21	25	26	21	
0900-1000	3	5	11	14	11	12	14	
1000-1100	4	15	7	13	7	9	15	
1100-1200	1	7	13	9	16	11	11	
1200-1300	5	2	9	9	9	14	14	
1300-1400	3	15	7	6	9	4	16	
1400-1500	4	5	11	11	13	11	18	
1500-1600	3	4	24	21	22	29	22	
1600-1700	3	12	29	27	31	29	21	
1700-1800	5	1	17	18	16	20	7	
1800-1900	0	3	10	11	3	10	7	
1900-2000	0	1	3	6	4	4	3	
2000-2100	0	1	3	0	2	2	3	
2100-2200	1	0	1	2	0	2	0	
2200-2300	1	0	0	2	1	4	1	
2300-2400	0	0	1	0	1	1	0	
Totals								
0700-1900	38	72	253	274	271	287	230	
0600-2200	39	74	461	516	497	509	390	
0600-0000	40	74	462	518	499	514	391	
0000-0000	40	74	571	642	638	632	472	
AM Peak	800	1000	600	600	600	600	600	
	6	15	201	234	220	214	154	
PM Peak	1700	1300	1600	1600	1600	1600	1500	
	5	15	29	27	31	29	22	

SPEED LIMIT: 5

Averages

1-5.

1-7.

0	0
0.2	0.1
0	0
0.2	0.1
6.6	4.7
107.2	76.6
204.6	146.1
99.4	71.3
22	16.9
12.4	10
10.2	10
12	9.7
11	8.9
8.4	8.6
12.8	10.4
23.6	17.9
27.4	21.7
15.6	12
8.2	6.3
4	3
2	1.6
1	0.9
1.6	1.3
0.6	0.4

263	203.6
474.6	355.1
476.8	356.9
591	438.4



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