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Land at Sandown Road, Hazel Grove: Traffic Surveys

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SECTION 1 Introduction

1.1 Story Homes is preparing an outline planning application for up to 250 homes on land at Sandown Road, Hazel Grove. i-Transport has been commissioned to undertake a Transport Assessment to consider the transport implications of the proposed development.

1.2 Following queries raised at the public exhibition event held on the 2nd July, i-Transport has prepared this note to clarify the traffic surveys that have been undertaken, and the next steps in this process.

1.3 To capture the necessary data to undertake an analysis of the highway network, three types of surveys were undertaken. These were as follows:

- Junction Turning Counts
- Queue Length Surveys
- Automatic Traffic Counts

1.4 Details of each survey type is set out herein.

1.5 The traffic surveys were all undertaken by Nationwide Data Collection, and independent traffic survey company. The surveys were commissioned by i-Transport on behalf of Story Homes.

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SECTION 2 Traffic Survey Details

2.1 Junction Turning Counts

2.1.1 Junction Turning Counts (JTC) are used to record the number of vehicles travelling through a junction. The counts identify the turning movements made by each vehicle (e.g. do they turn right or left), and the category of vehicle (e.g. car, goods vehicle etc). The JTCs are recorded via cameras attached to poles – an image of one of these cameras is provided in **Image 1.1**. These cameras are designed to be discreet as the survey companies experience vandalism to their equipment.

Image 1.1 Example of Junction Turning Count Camera

2.1.2 Upon completion of the survey, the video footage is then analysed by the traffic survey company. We are awaiting receipt of the data. The results will provide a breakdown of vehicle turning movements at each junction surveyed in 15-minute intervals.

2.1.3 JTC surveys were conducted at the following seven locations, also identified in **Image 2.2**:

1 Highfield Road /Torkington Road

2 Torkington Road / A627 Offerton Road /A627 Torkington Road

3 A627 Torkington Road / A6 London Road

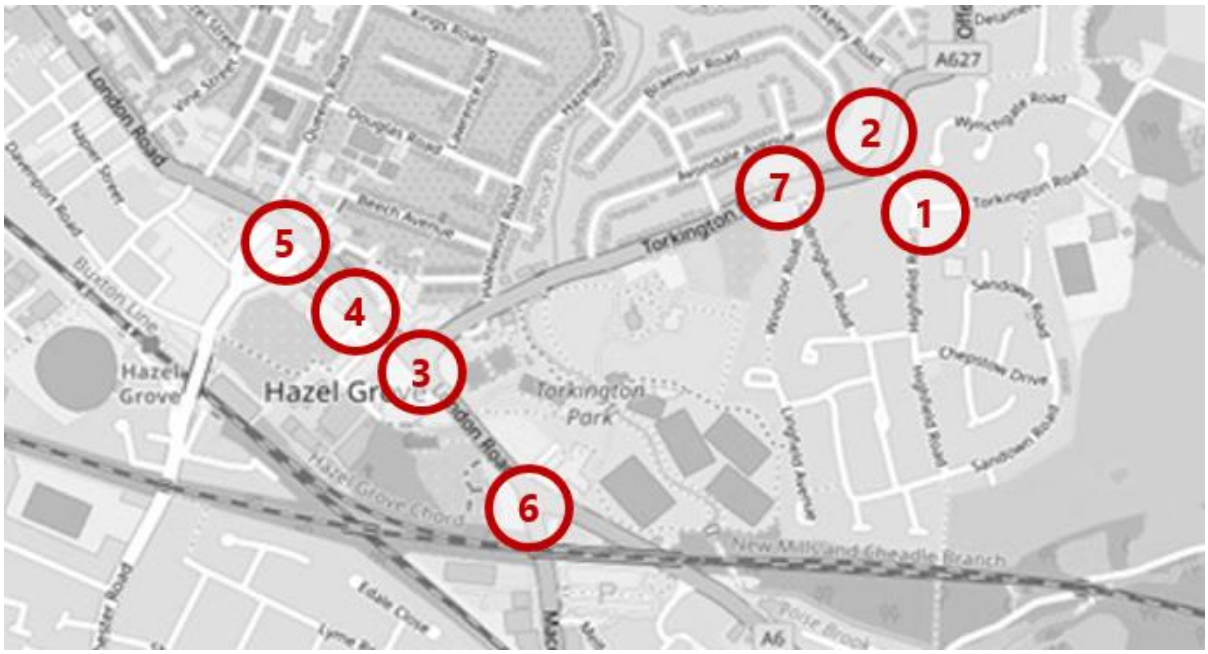
4 A6 London Road / School Street

5 A6 London Road / Chester Road

6 A6 London Road / A523 Macclesfield Road

7 A627 Torkington Road / Windsor Road (leading to Sandringham Road)

Image 2.2: Locations of Junction Turning Count Surveys



2.1.4 The JTCs were conducted on Tuesday 17th June, during school term time. The survey periods were 07:00-10:00 and 15:00-19:00.

2.1.5 The requirement for any additional JTC data will be discussed with the Council's Highways Officer as part of the pre-application discussions.

2.2 Queue Surveys

2.2.1 Queue surveys were also conducted, by camera, for the same day and time periods covered by the JTCs, and for the same locations.

2.2.2 The specification of the queue surveys was as follows:

- For the priority junctions, record:
  - Queues on the minute, every minute on each arm of the junction
  - The maximum queue at a junction every minute on each arm of the junction
- For the signalised junctions, record:
  - The queue in each arm and each lane of the junction just as the traffic light turns green

2.2.3 Upon completion of the survey, the footage is analysed by the traffic survey company. We are awaiting receipt of the data. The results will identify the numbers and classification of vehicles (e.g. cars, goods vehicles etc) within each queue.

2.3 Automatic Traffic Counts

2.3.1 Automatic Traffic Counts (ATCs) were also conducted. The ATCs ran over a longer period and will provide data for use in the Noise and Air Quality Assessments. The data will also be used to review whether the date and time of the JTC survey reflects typical peak traffic conditions. Data from the ATCs is not used in the junction capacity models.

2.3.2 The ATCs were undertaken using pneumatic tubes across the road that measure flow and traffic speed. An ATC is pictured in **Image 2.3**.

Image 2.3: Example ATC

2.3.3 The ATCs were installed at 11 different locations – identified by the blue lines in **Image 2.4**.

Image 2.4: ATC Locations

2.3.4 The ATC survey commenced on the 16th June, recording continuously for two weeks. We understand from the survey company that there was tube damage at one of the ATCs sites, and that this has been repaired and is now running until the 11th July (as long as there is no further damage).

2.3.5 The data from the ATCs, once received, will quantify vehicle numbers and type, and speeds, for each direction, in one hour intervals, across 24 hours, for a two-week period.

SECTION 3 Next Steps

3.1 Upon receipt of the survey data, we will undertake the following:

- Review the ATC data to understand whether the date and time of the JTC survey reflects typical peak traffic conditions.
- Review the JTC data to identify the busiest hour in the morning and the busiest hour in the evening – and we will use these peak hours for our further assessment work.
- Build junction models using software called Junctions 11 (for the priority junctions) and LinSig (for the traffic signal junctions), inputting details of the junction geometry, traffic signal control data provided by Transport for Greater Manchester, and the peak hour turning movements (in 15-minute intervals). The queue length data will be used to validate the models.
- These models will then be used as a base for testing the impact of the additional traffic from the proposed development.

3.2 The scope of the traffic impact assessment will be discussed further with the Council's highways officer.