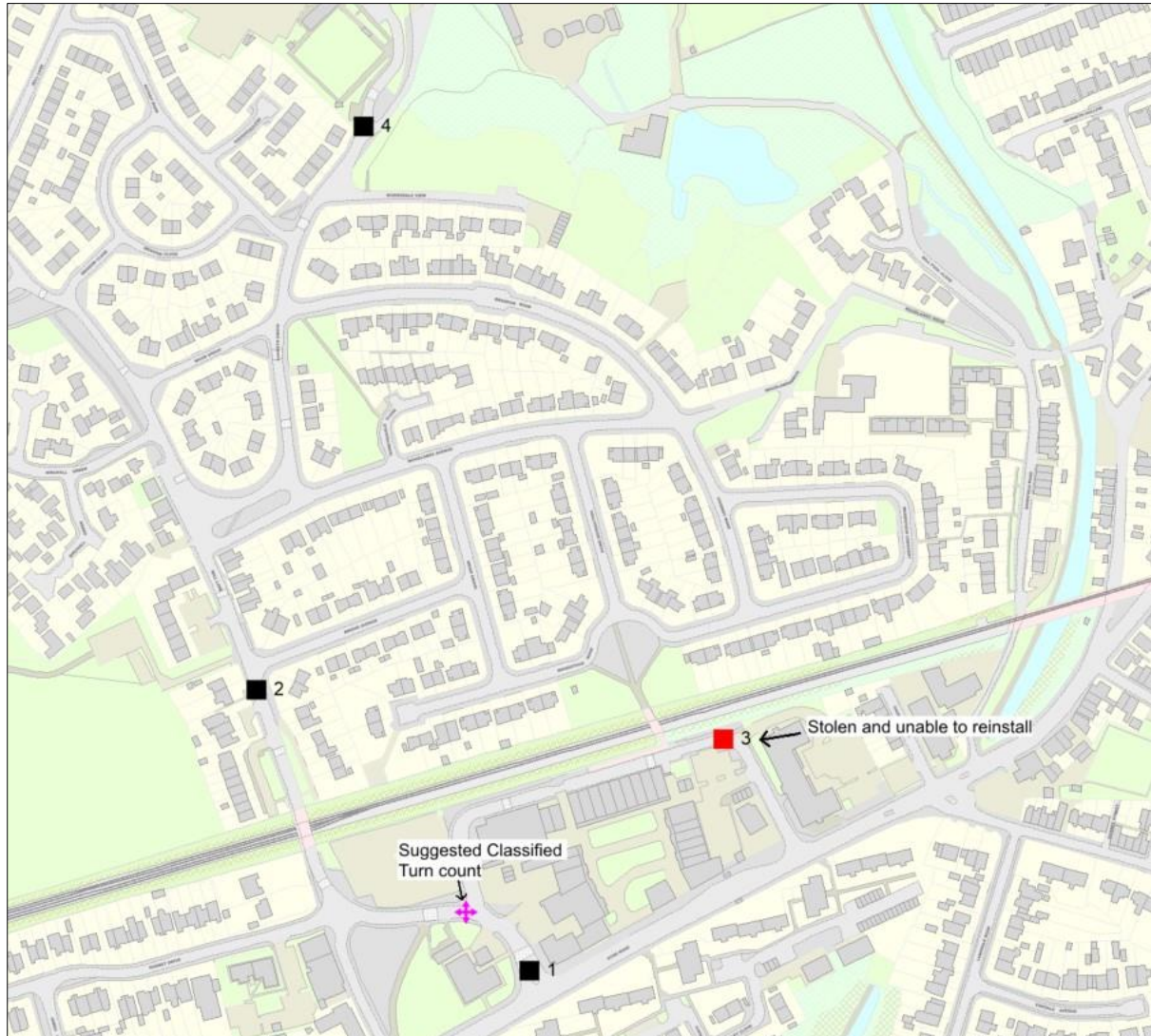


Background

ANPR data collection was commissioned at four sites in Woodley, near Stockport Sports Village. Data collection was unable to be carried out at Site 3, and the data from Site 4 may be incomplete.

As such, a manual traffic count was also carried out at the location specified below.

All data was collected on 19th and 21st September, 2024.



Checking Data from ANPR 2 and 1

First, a comparison was made between the Classified Turn Count (CTC) at Mill Lane and the number of matched routes between ANPR 2 (south) and ANPR 1 (south).

Thursday 19th			
Time period	ANPR count	CTC count	ANPR / CTC [%]
16:00-16:15	30	36	83%
16:15-16:30	22	26	85%
16:30-16:45	43	52	83%
16:45-17:00	33	39	85%
17:00-17:15	27	27	100%
17:15-17:30	24	28	86%
17:30-17:45	29	34	85%
17:45-18:00	23	25	92%
18:00-18:15	61	67	91%
18:15-18:30	35	35	100%
18:30-18:45	24	31	77%
18:45-19:00	42	53	79%
19:00-19:15	115	122	94%
19:15-19:30	61	61	100%
19:30-19:45	19	24	79%
19:45-20:00	30	56	54%
20:00-20:15	40	88	45%
20:15-20:30	37	65	57%
20:30-20:45	40	69	58%
20:45-21:00	17	35	49%

Poor visibility will have been a contributory factor to the lower 2-1 matched counts after 19:45.

Saturday 21st			
Time period	ANPR count	CTC count	ANPR / CTC [%]
08:00-08:15	22	24	92%
08:15-08:30	14	17	82%
08:30-08:45	16	24	67%
08:45-09:00	22	26	85%
09:00-09:15	59	60	98%
09:15-09:30	76	77	99%
09:30-09:45	58	56	104%
09:45-10:00	41	49	84%
10:00-10:15	76	88	86%
10:15-10:30	76	83	92%
10:30-10:45	48	51	94%
10:45-11:00	60	74	81%
11:00-11:15	71	67	106%
11:15-11:30	51	59	86%
11:30-11:45	44	53	83%
11:45-12:00	76	82	93%
12:00-12:15	57	58	98%
12:15-12:30	64	73	88%
12:30-12:45	63	68	93%
12:45-13:00	52	58	90%
13:00-13:15	29	36	81%
13:15-13:30	48	57	84%
13:30-13:45	67	71	94%
13:45-14:00	39	45	87%
14:00-14:15	54	59	92%
14:15-14:30	67	72	93%
14:30-14:45	61	63	97%
14:45-15:00	24	28	86%

Noting that some of the turn movements could have originated from Rodney Drive (and thus we would expect the CTC data to be a little higher than the ANPR data), this implies the ANPR data at sites 2 and 1 is good and consistent with the CTC data.

Comparing Journeys From Sports Centre and "Not"

With full data coverage, all journeys leaving the area to the south on Mill Lane would have a trip of ANPR 2 (south) to ANPR 1 (south) without necessarily passing ANPR 4. However, a trip originating at Stockport Sports Village would have a route of ANPR 4 (south) to ANPR 2 (south) to ANPR 1 (south).

Therefore, for each day, the number of trips matched at each of these site combinations was calculated, only including total trip lengths of less than 1 hour. The percentage match recorded at ANPR 4 is also noted.

Day	2 – 1 (south)	4 – 2 – 1 (south)	Implied % from Sports Village	Recorded match % at 4 (south)
Thurs	752	65	8.6%	76.8%
Sat	1435	459	32.0%	59.2%

This implies that the majority of people leaving the area are not coming from the sports centre, particularly on the Thursday.

Since there is a higher percentage of leaving trips passing ANPR 4 on the Saturday, this implies more trips come from the sports centre on a Saturday than a Thursday. The low match rates mean it would be hard to determine a quantitative number. Trip destinations within the area to the north of the railway bridge may contribute to the unmatched plates.

Delays Between ANPRs 2 and 1

To look at the relative delays between ANPRs 2 and 1, the average journey time for each interval was extracted (excluding any total trip lengths of greater than 30 minutes). This is shown both for Thursday 19th data (left) and Saturday 21st data (right).

Time Period	Count	Time Between (Average)	Time Period	Count	Time Between (Average)
16:00-16:15	30	00:01:22	08:00-08:15	22	00:00:53
16:15-16:30	22	00:01:04	08:15-08:30	14	00:00:32
16:30-16:45	43	00:01:09	08:30-08:45	16	00:00:30
16:45-17:00	33	00:01:02	08:45-09:00	22	00:00:41
17:00-17:15	27	00:03:03	09:00-09:15	59	00:01:05
17:15-17:30	24	00:04:16	09:15-09:30	76	00:02:01
17:30-17:45	29	00:00:56	09:30-09:45	58	00:01:11
17:45-18:00	23	00:01:10	09:45-10:00	41	00:00:34
18:00-18:15	61	00:01:51	10:00-10:15	76	00:01:49
18:15-18:30	35	00:11:04	10:15-10:30	76	00:05:10
18:30-18:45	24	00:05:46	10:30-10:45	48	00:00:51
18:45-19:00	42	00:01:11	10:45-11:00	60	00:01:21
19:00-19:15	115	00:02:32	11:00-11:15	71	00:04:54
19:15-19:30	61	00:03:55	11:15-11:30	51	00:06:47
19:30-19:45	19	00:03:35	11:30-11:45	44	00:01:14
19:45-20:00	30	00:01:18	11:45-12:00	76	00:04:05
20:00-20:15	40	00:03:23	12:00-12:15	57	00:06:52
20:15-20:30	37	00:04:00	12:15-12:30	64	00:05:02
20:30-20:45	40	00:01:05	12:30-12:45	63	00:02:41
20:45-21:00	17	00:01:04	12:45-13:00	52	00:01:10
			13:00-13:15	29	00:01:42
			13:15-13:30	48	00:01:59
			13:30-13:45	67	00:01:53
			13:45-14:00	39	00:01:04
			14:00-14:15	54	00:03:06
			14:15-14:30	67	00:05:56
			14:30-14:45	61	00:02:54
			14:45-15:00	24	00:01:21

This implies that the average journey times between ANPRs 1 and 2 show some notable peaks on Saturday at around 11:15, 12:00 and 14:15.

However, there are also some localised peaks in the journey times on Thursday. Most notably around 18:30. Given the count for this 15 minute interval is 35 vehicles, it is likely that this is an outlier and may have been due to an temporary incident at the junction.