



- KEY:**
- Site Location
 - Bus Isochrone
 - Bus Stops

Title: Indicative 400m Walk (to Bus Stops) Isochrone			
Project: North Bierley Residential Development			
Drawn:	DF	Design:	DF
Checked:	MR	Scale:	NTS
Approved:	SM	Date:	06.07.16

Client:

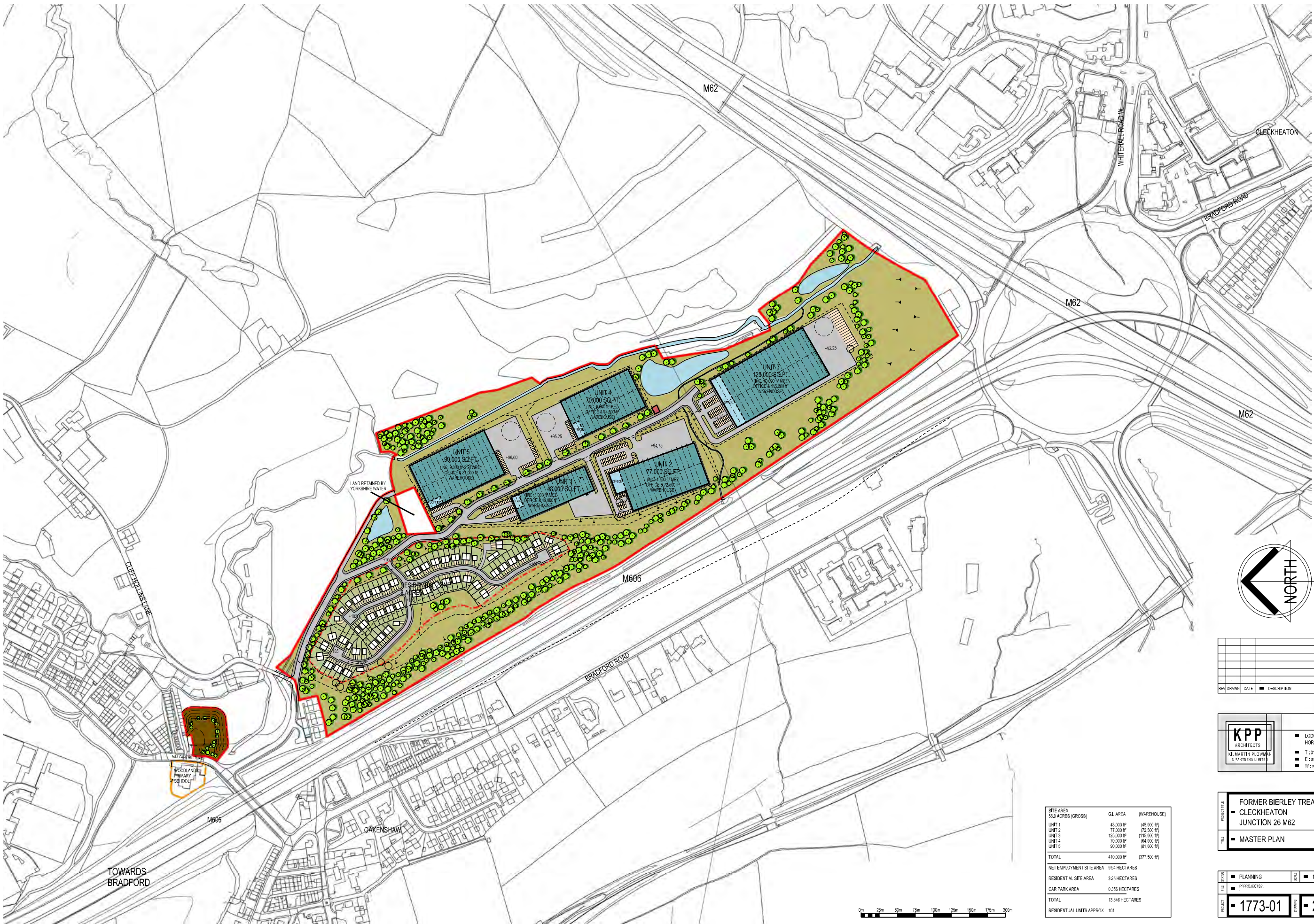
Keyland Developments Ltd

5th Floor
2 City Walk
Leeds
LS11 9AR

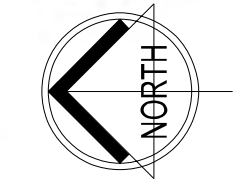
Tel: 0113 391 6800
Fax: 0133 391 6899
www.aecom.com

FIGURE 5

TOWARDS LEEDS



TOWARDS
MANCHESTER



REV	DRAWN	DATE	DESCRIPTION

KPP
ARCHITECTS
KILMARTIN PLOWMAN
& PARTNERS LIMITED

- LODGE HOUSE 12 TOWN STREET
HORSFORTH LEEDS LS18 4RJ
- T: 0113 238 0440 F: 0113 238 0475
- E: architects@kpp-leeds.co.uk
- W: www.kpp-leeds.co.uk

FORMER BIERLEY TREATMENT WORKS

- CLECKHEATON
JUNCTION 26 M62

MASTER PLAN

SITE AREA	G.L. AREA (WAREHOUSE)
56.5 ACRES (GROSS)	
UNIT 1	48,000 SQ. FT. (45,000 SQ. FT.)
UNIT 2	77,000 SQ. FT. (72,500 SQ. FT.)
UNIT 3	125,000 SQ. FT. (115,000 SQ. FT.)
UNIT 4	70,000 SQ. FT. (64,000 SQ. FT.)
UNIT 5	90,000 SQ. FT. (81,000 SQ. FT.)
TOTAL	410,000 SQ. FT. (377,500 SQ. FT.)
NET EMPLOYMENT SITE AREA	9.94 HECTARES
RESIDENTIAL SITE AREA	3.25 HECTARES
CAR PARK AREA	0.356 HECTARES
TOTAL	13.546 HECTARES
RESIDENTIAL UNITS APPROX	101

PLANNING

1773-01

206

B

- EMPLOYMENT ZONE
38,091 SQ M
ON 9.94 Ha
MAX BUILDING HEIGHT 18.0m
VARIES 110.00 To 116.00 AOD
- RESIDENTIAL ZONE
101 HOUSES
ON 3.25 Ha
MAX BUILDING HEIGHT 9.0m
VARIES 112.00 To 116.00 AOD
- SCHOOL PARKING AREA
0.356 Ha
- TOTAL SITE AREA (RED LINE)
23.203 Ha
- ACCESS ROUTE

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PROJECT TITLE
FORMER BIERLEY TREATMENT WORKS
CLECKHEATON
JUNCTION 26 M62

TITLE
PARAMETERS PLAN

REVISIONS
■ PLANNING
■ PROPOSED

SCALE
1:2500 @ A1

DATE
2016

BY
AS

DATE
APR 16

PROJECT
1773-01

PLAN
207

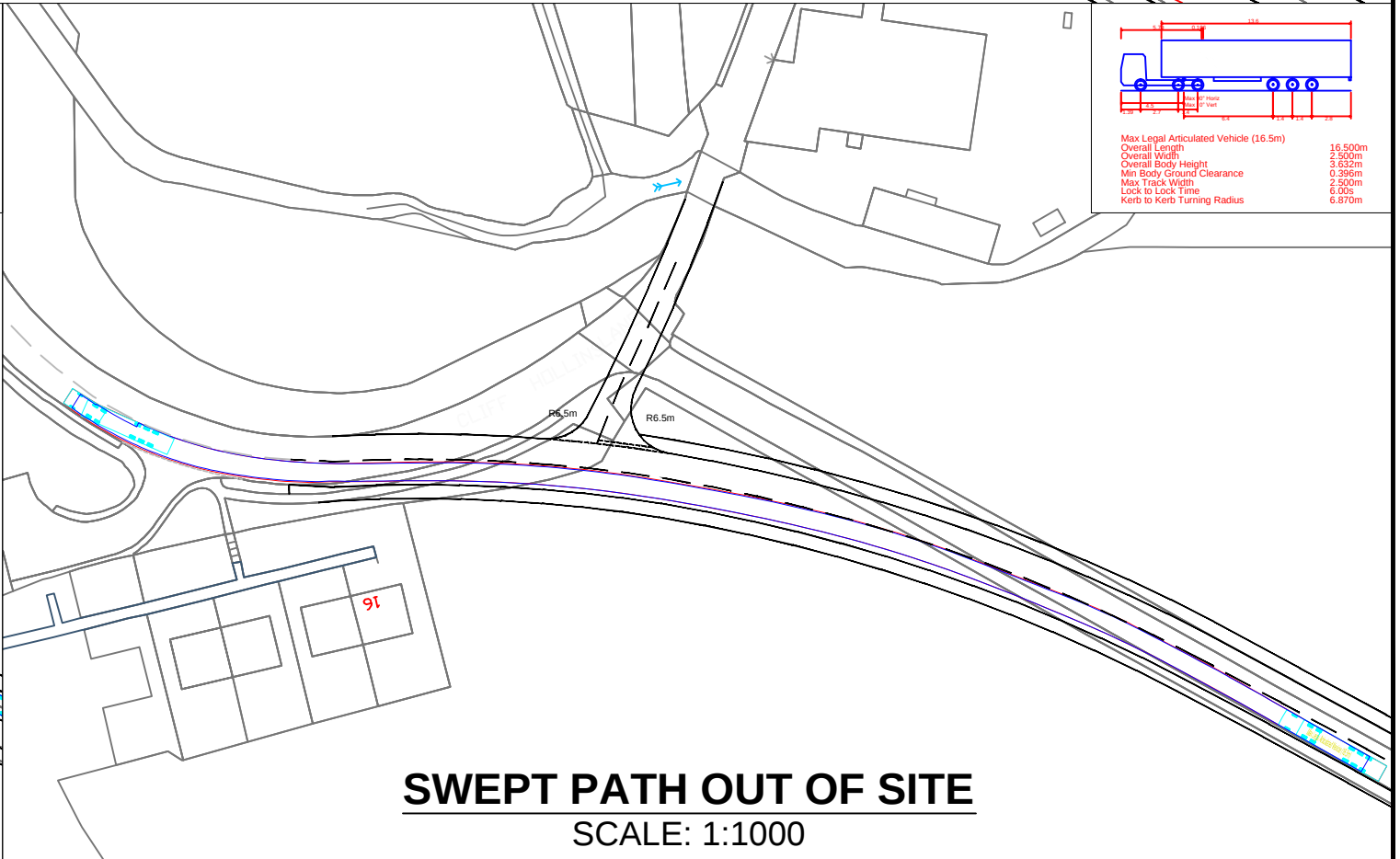
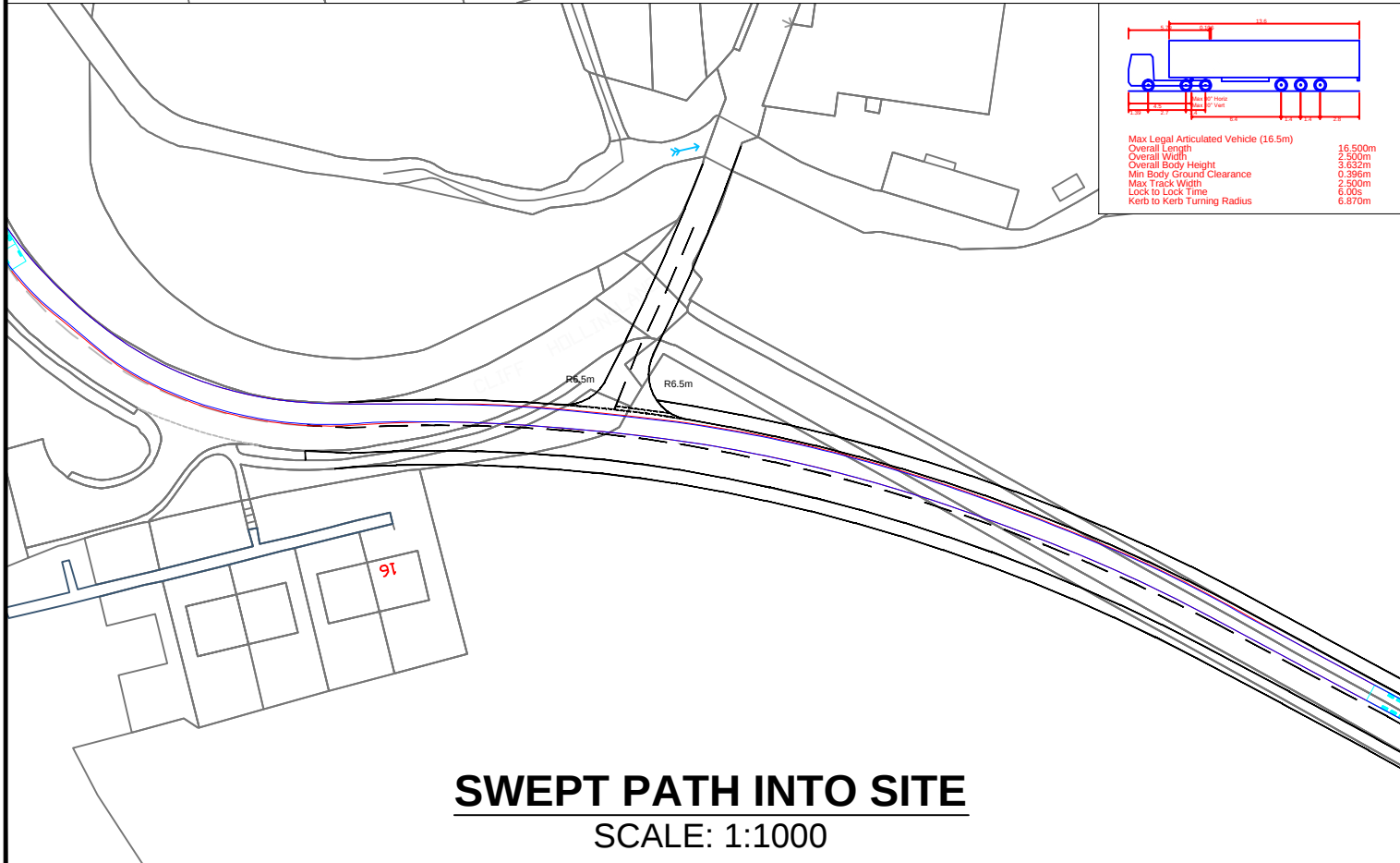
SECTION
A

The site plan illustrates the layout of the former Bierley Treatment Works at Cleckheaton Junction 26 M62. The site is bounded by Bradford Road to the north and east, and the M62 motorway to the south and west. The plan is divided into several key areas:

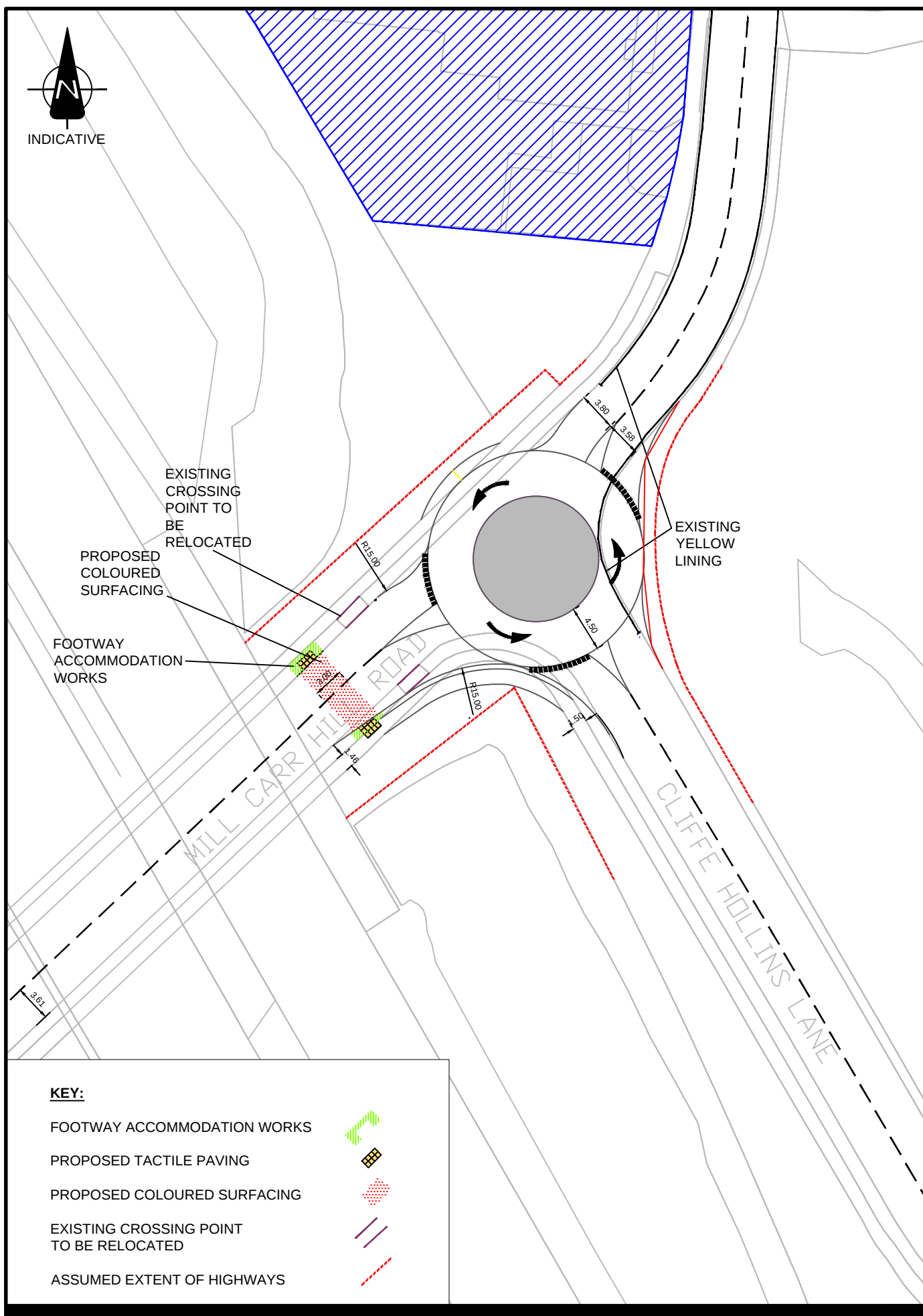
- Employment Zone 1:** 14,865 SQ M, MAX BUILDING HEIGHT 18.0m.
- Employment Zone 2:** 11,613 SQ M, MAX BUILDING HEIGHT 18.0m.
- Employment Zone 3:** 11,613 SQ M, MAX BUILDING HEIGHT 18.0m.
- Residential Zone:** 101 units, MAX BUILDING HEIGHT 9.0m.
- School Parking Area:** 0.356 Ha.

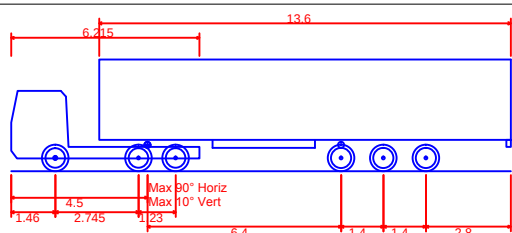
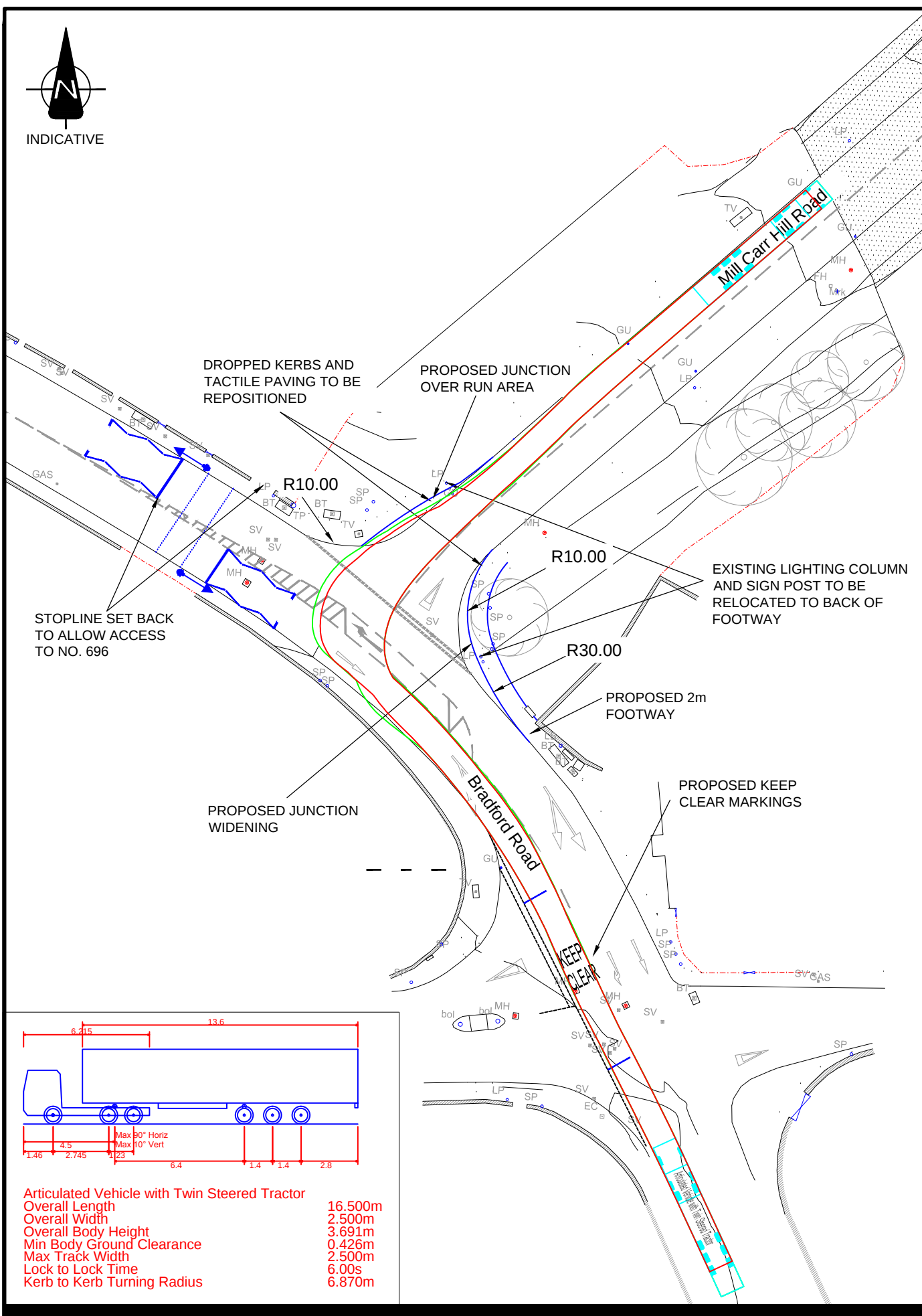
The plan also shows the following features:

- Access Routes:** Indicated by yellow lines, including a route from Bradford Road and another from the M62.
- Structural Landscaping:** Shown as green tree symbols along the boundaries and within the zones.
- Landscaping:** Indicated by green dots, primarily along the M62 and Bradford Road.
- Land Retained by Yorkshire Water:** Located to the west of the site.
- School Drop Off Parking:** Located to the south of the site.
- Orientation:** A north arrow points towards the top right of the plan.
- Scale:** A scale bar at the bottom right indicates distances from 0m to 200m.



Client: KEYLAND DEVELOPMENT LTD	Title: SITE ACCESS JUNCTION AND MAX ARTICULATED VEHICLE SWEPT PATH ANALYSIS	 5th Floor, 2 City Walk LEEDS, LS11 9AR Tel: +44 (0) 113 391 6800 Fax: +44 (0) 113 391 6899 www.aecom.com	Design: DF		CAD: DF						
			Chk'd: CM		App'd: SM						
Date: 19/04/2016			Scale: 1:500@A3								
No. 60345322-001			Rev: --								
Project: NORTH BIERLEY											A3





Articulated Vehicle with Twin Steered Tractor	
Overall Length	13.600m
Overall Width	2.500m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.870m

PROPOSED MILL CARR HILL / BRADFORD ROAD JUNCTION MITIGATION AND VEHICLE SWEEP PATH ANALYSIS

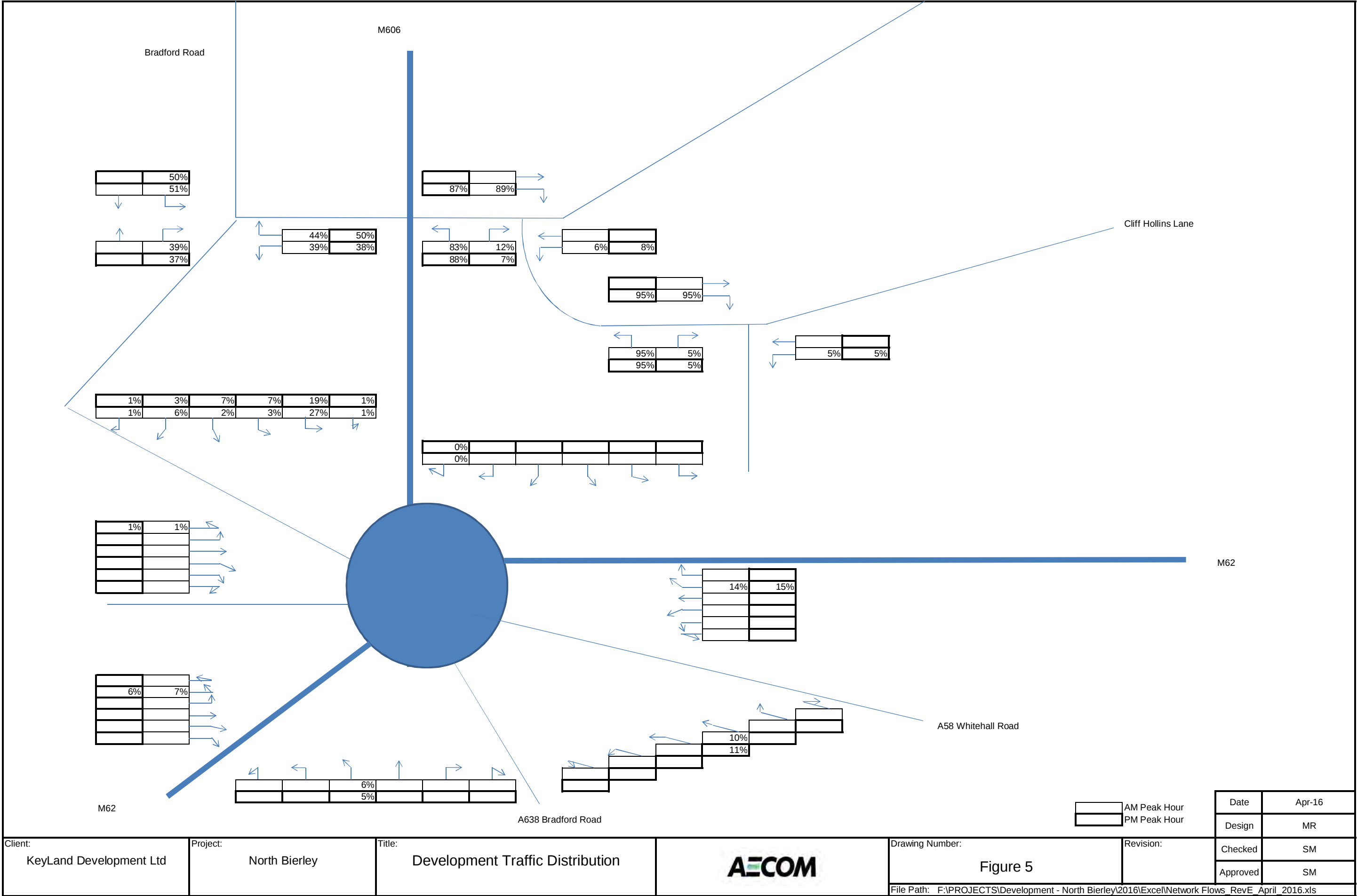
KEYLAND DEVELOPMENTS, NORTH BIERLEY

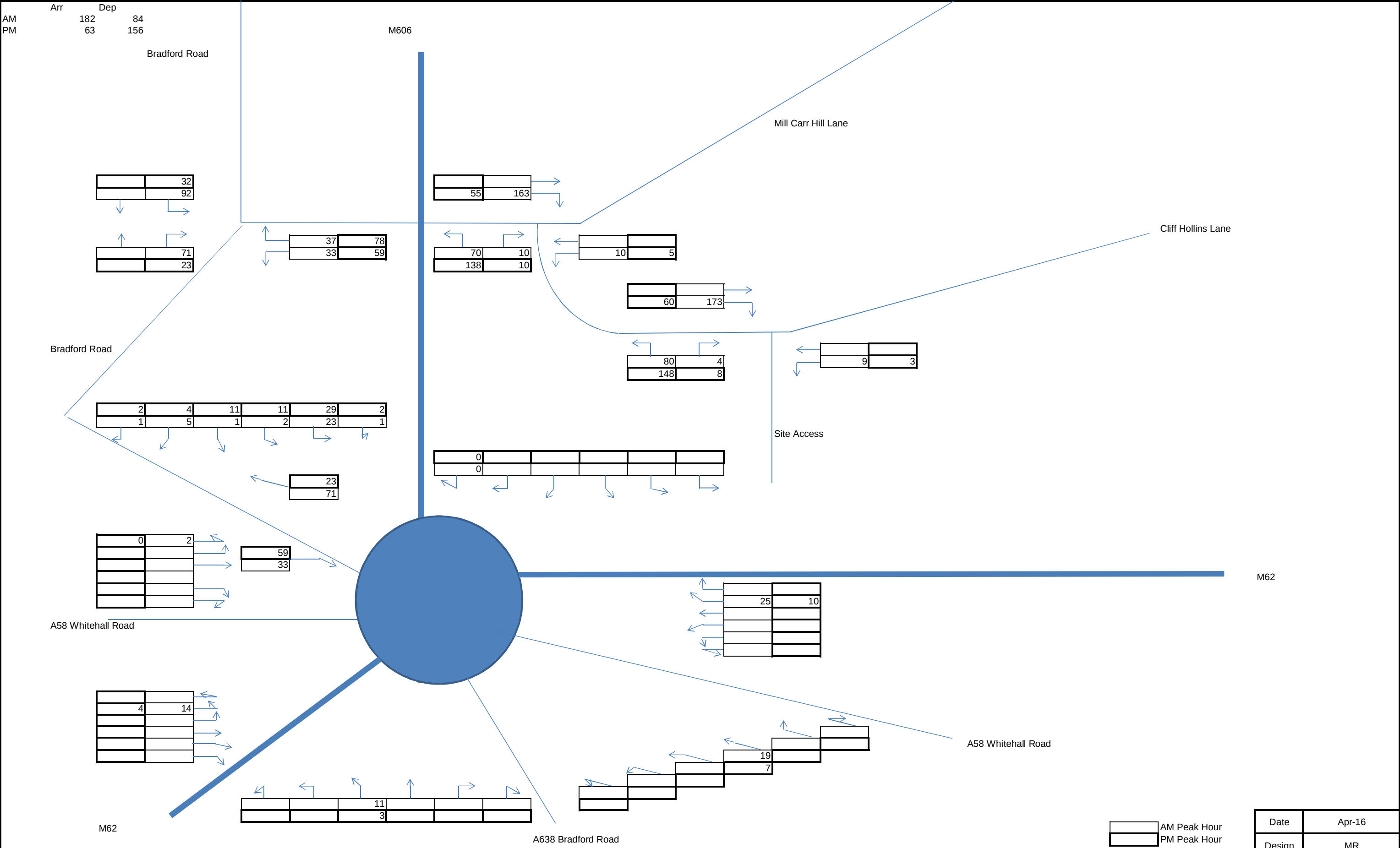
Project No.: 60345322 19-04-2016

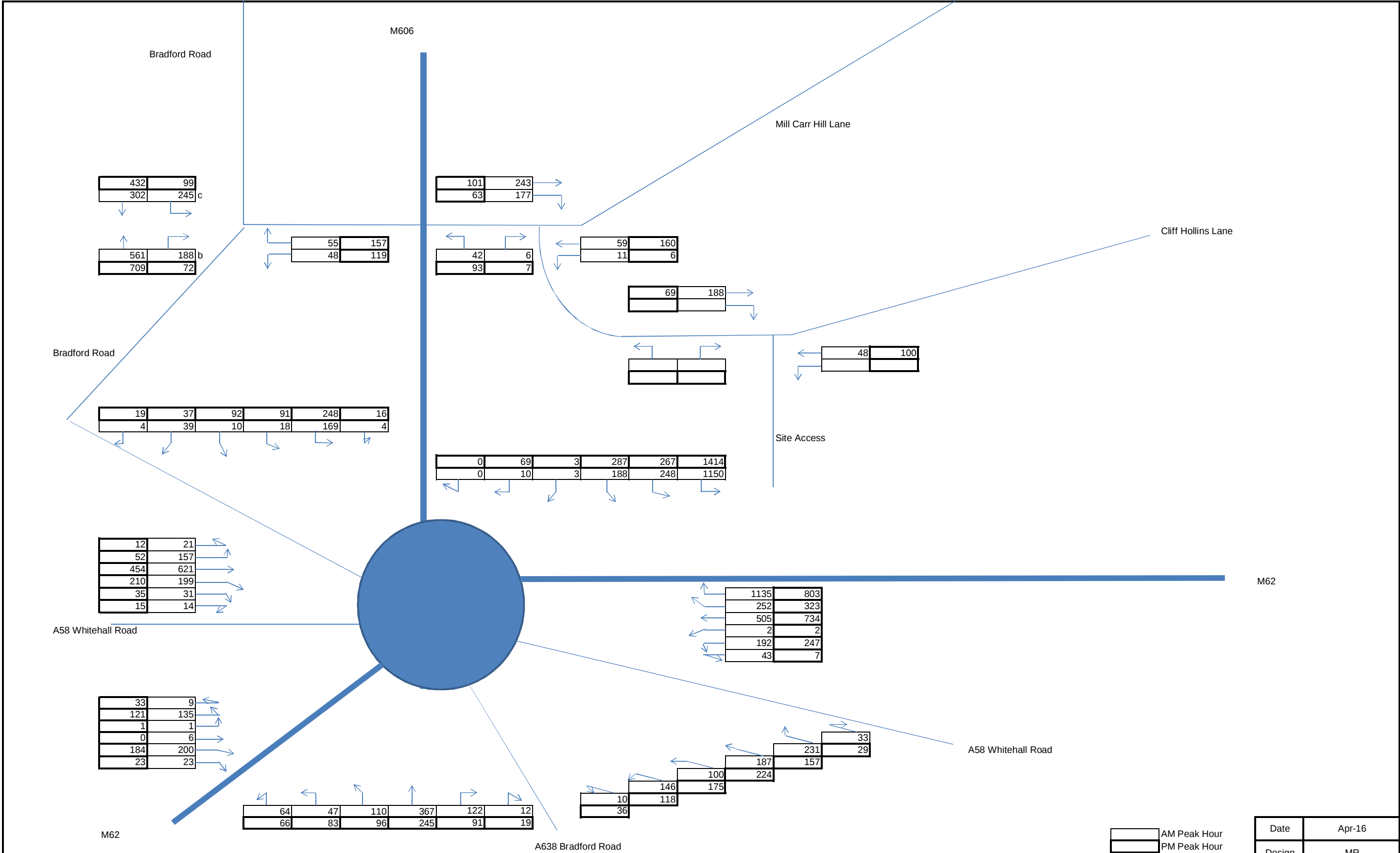
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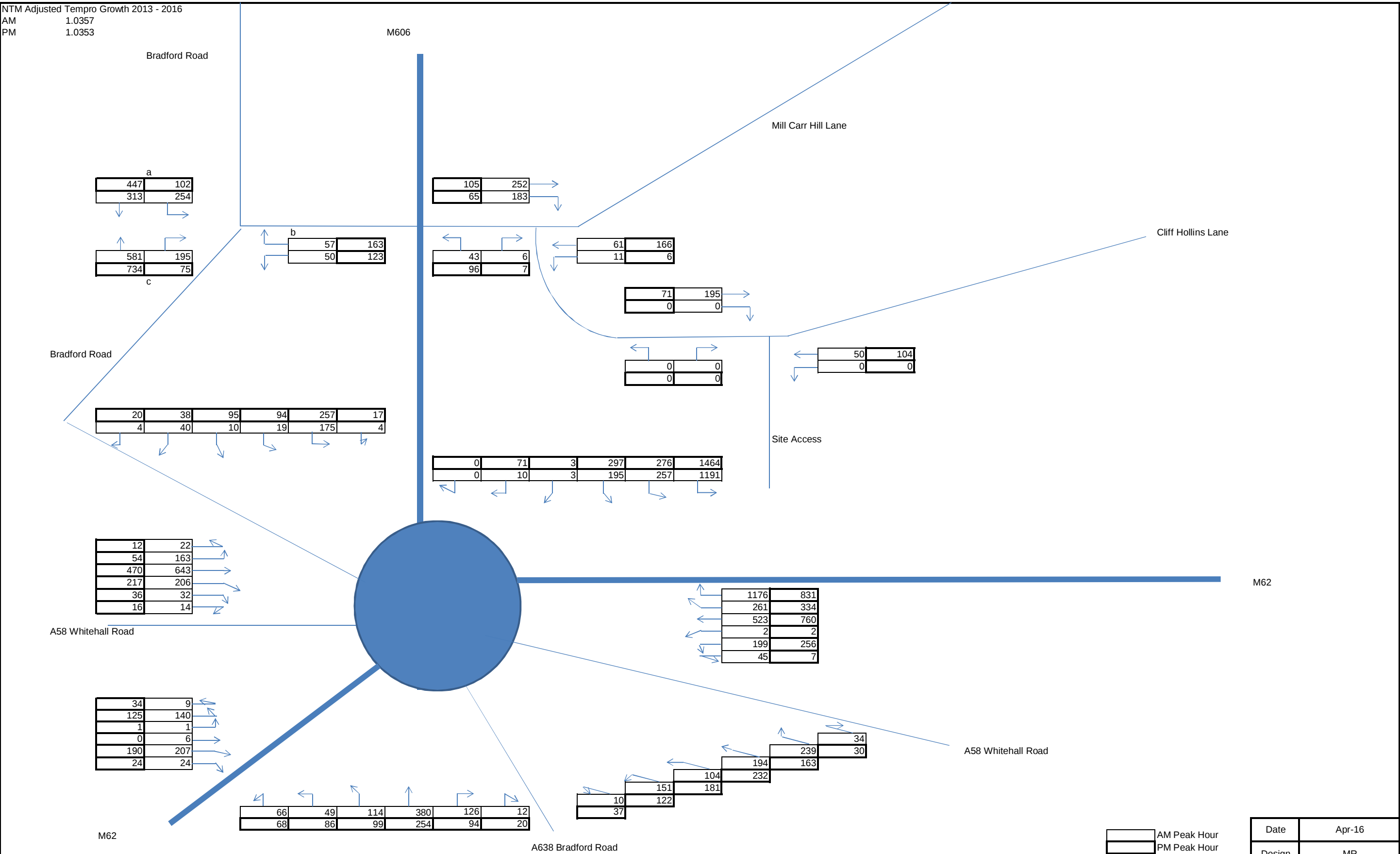
60345322-P-003







NTM Adjusted Tempro Growth 2013 - 2016
AM 1.0357
PM 1.0353



AM Peak Hour
PM Peak Hour

Date	Apr-16
Design	MR
Checked	SM
Approved	SM

Client:
KeyLand Developments Ltd

Project:
North Bierley

Title:
2016 Base

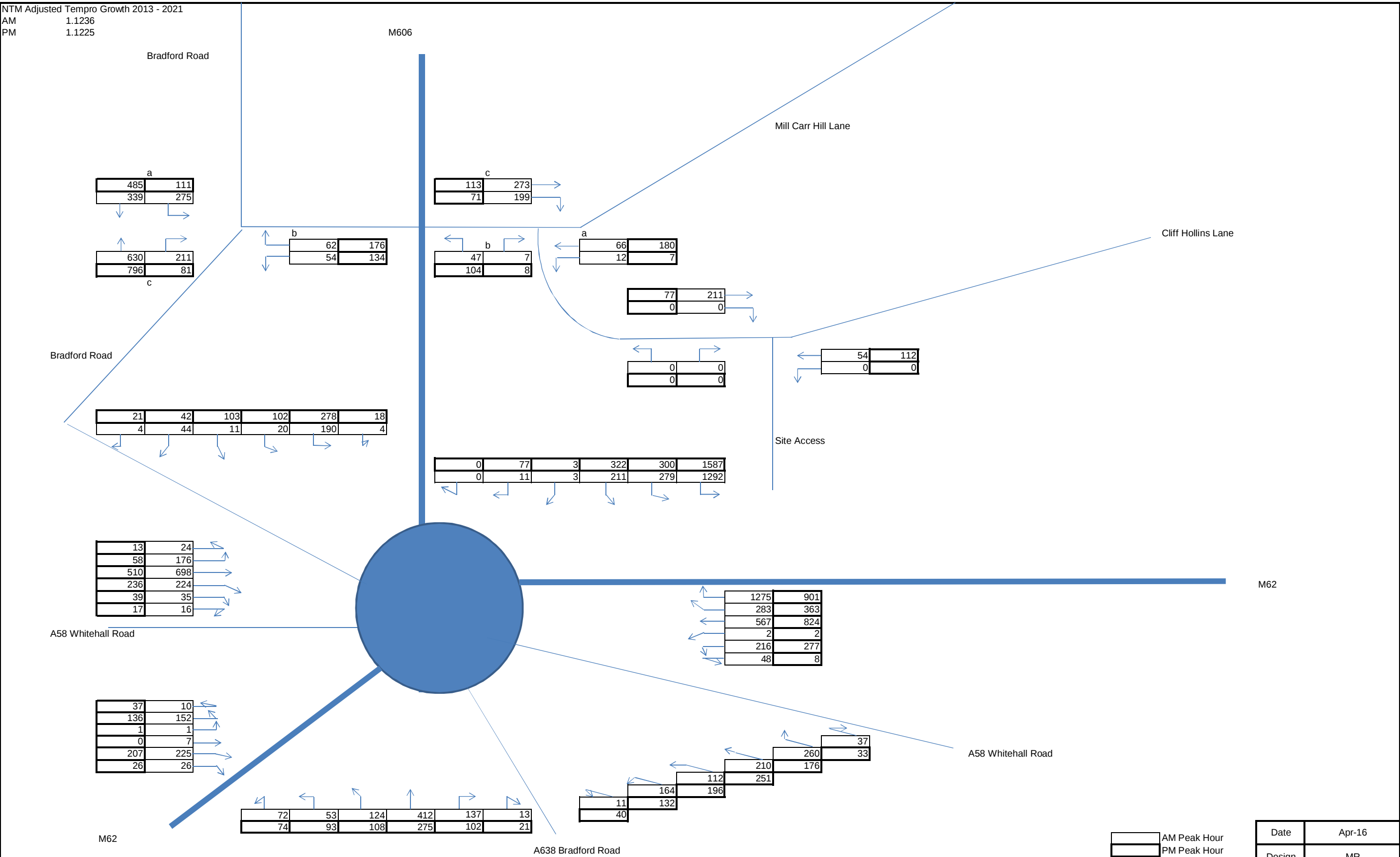


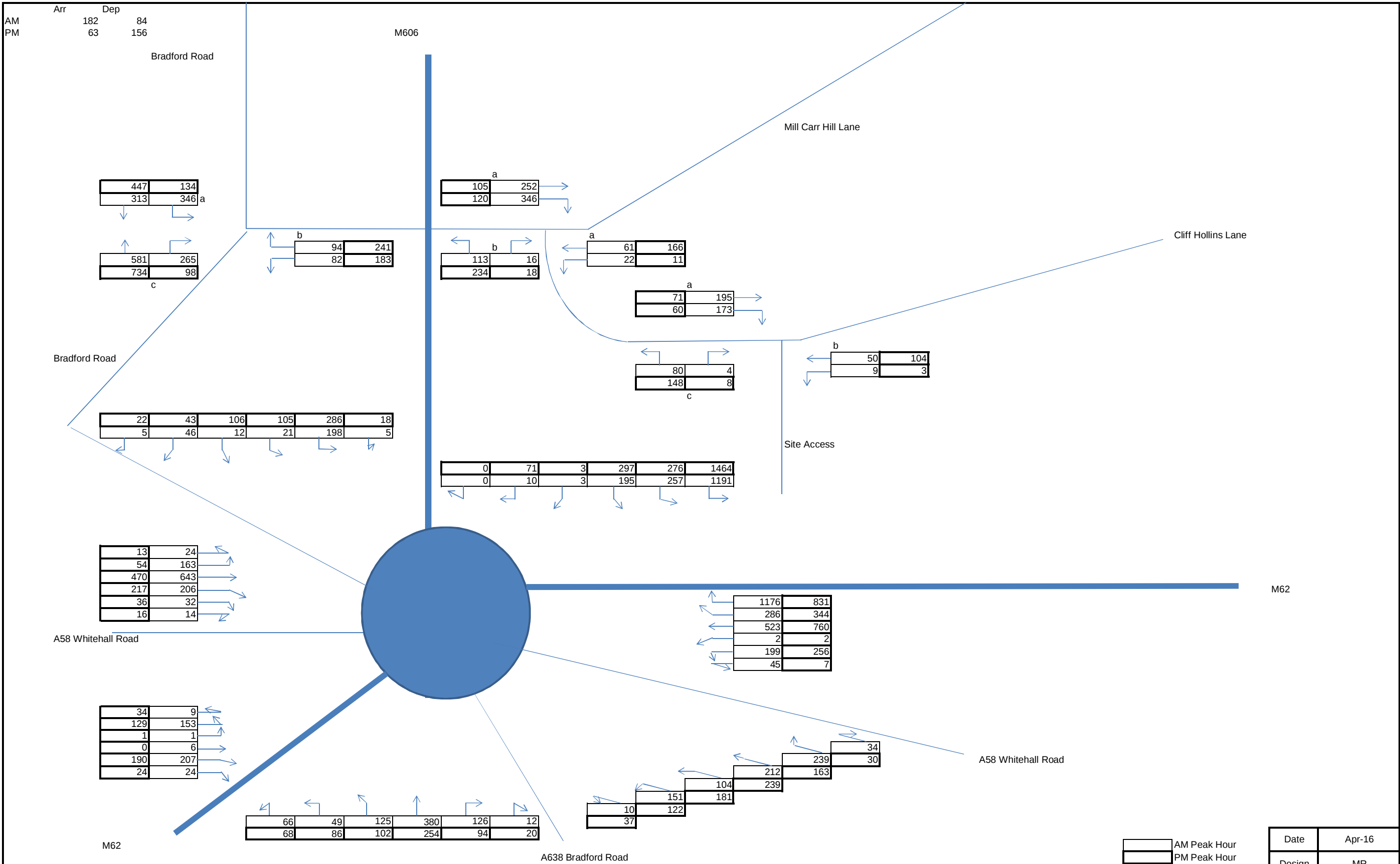
Drawing Number:
Figure 8

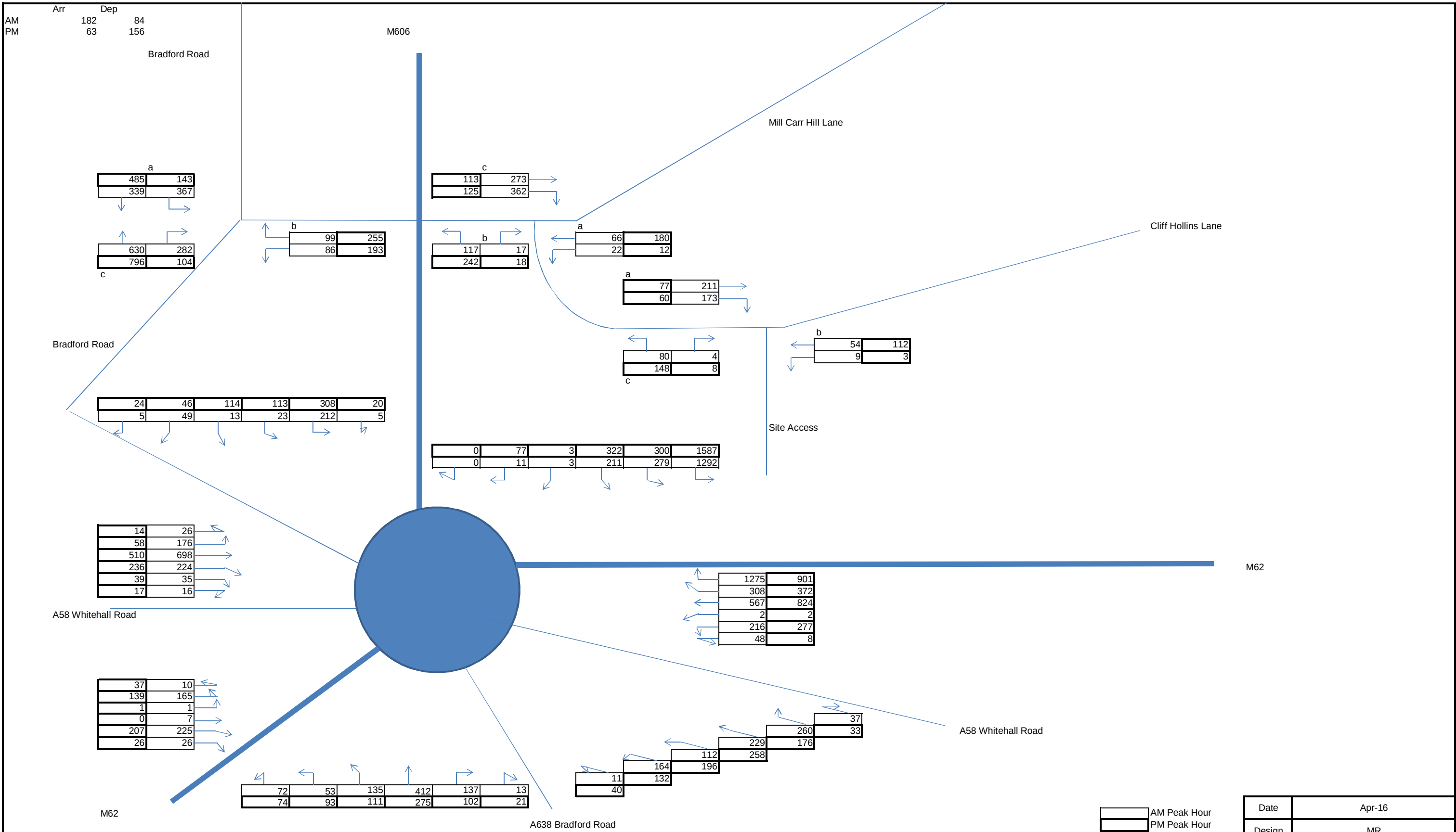
Revision:

File Path: F:\PROJECTS\Development - North Bierley\2016\Excel\Network Flows RevE April 2016.xls

NTM Adjusted Tempro Growth 2013 - 2021
AM 1.1236
PM 1.1225







Appendix B Accident Data

Bierley WWTW 2011 to 2015

<u>0A51343</u>	SLIGHT	416918/426437	05/10/2013	16:10					
LOCATION	Junction of A58 Whitehall Road and Branch Road								
DESCRIPTION	V1 travels up Whitehall Road in the general direction of Hipperholme. Pedestrian is stood at the side of the road waiting to cross Whitehall road. A van passes the pedestrian and he starts to cross the road failing to see the motorcycle (V1) travelling up the road. Motorcycle engine hits the pedestrian knocking him to the floor. Motorcyclist is knocked of his motorbike receiving injuries as a result.								
VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE				
1 M/cycle > 500cc	Male	22	1	Driver/Rider	SLIGHT	1	Male	22	
			2	Pedestrian	SLIGHT	1	Male	22	

<u>0AB1534</u>	SLIGHT	418161/426722	11/10/2013	20:00					
LOCATION	Junction of M606 and M62								
DESCRIPTION	V1 a car went through the lights as they changed and V2 a motorcycle set off just as his turned to green, both meeting mid junction. A minor collision was made in which the motorcyclist was knocked off and injured his right knee causing swelling and bruising.								
VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE				
1 M/cycle 50 - 125cc	Male	25	1	Driver/Rider	SLIGHT	1	Male	25	
2 Car	Female	70							

<u>0AM1161</u>	SLIGHT	417005/426444	22/10/2013	16:46					
LOCATION	A58 Whitehall Road								
DESCRIPTION	V2 is a parked motor vehicle on Whitehall road facing towards Chain bar roundabout.V1 is a 125 cc motor cycle travelling down Whitehall road in the same direction.V1 fails to see that V2 is parked and clips the rear offside of V2 resulting in minor damage to both vehicles and minor injury to rider of V1.								
VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE				
1 M/cycle 50 - 125cc	Male	45	1	Driver/Rider	SLIGHT	1	Male	45	
2 Car	Male	37							

<u>0BD0339</u>	SLIGHT	416895/426430	13/11/2013	09:20					
LOCATION	Junction of A58 Whitehall Road and Branch Road								
DESCRIPTION	V2 travelling A58 Whitehall Road towards Halifax, brakes hard, due to unknown vehicle ahead braking and stopping, as a result of unknown vehicle exiting junction from nearside. V1 to rear of V2 also brakes but is unable to stop in time and collides with rear of V2. Minor impact and minor injury claimed.								
VEHICLES	DRIVER	CASUALTIES				VEH	SEX	AGE	
1 Car	Female	31	1	Driver/Rider	SLIGHT	2	Male	50	
2 Van/Goods < 3.5t	Male	50							

<u>110014556</u>	SLIGHT	418477/426678	05/01/2011	15:00					
LOCATION	Whitehall Road 5 Metres West of Stubs Beck Lane, Cleckheaton								
DESCRIPTION	Veh 1 is Stationary at Traffic Light Controlled Junction of Whitehall Road J/W Hanging Wood Way and Travelling in the Direction of Leeds. the Traffic Lights Are at Red Adn Veh 1 is Held to the Rear of Two Other Vehicles. as the Traffic Lights Changed to Green Driver of Veh 1 Moves to Release Handbrake and Whilst Stood Still is Collided from Behind by Veh 2								
VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE				
1 Car	Female	32	1	Driver/Rider	SLIGHT	1	Female	32	
2 Car	Male	Unk							

<u>110113661</u>	SLIGHT	418299/426763	10/03/2011	08:40							
LOCATION	Chain Bar Roundabout Jw Whitehall Road, Cleckheaton										
DESCRIPTION	V1 Travelling on Chainbar Roundabout in Lane 3. V2 Travelling on Chainbar Roundabout in Lane 2 to N/S of V1. V1 Began to Move into Lane 2 Colliding with V1 Causing Damage and Slight Injury.										
VEHICLES			DRIVER		CASUALTIES			VEH SEX		AGE	
1	Goods > 7.5t		Male	57	1	Driver/Rider		SLIGHT	2	Female	49
2	Car		Female	49							

Bierley WWTW 2011 to 2015

110117586 SLIGHT 418153/426881 12/03/2011 11:20
LOCATION Whitehall Road/Chain Bar R/B Jw M62, Cleckheaton
DESCRIPTION Vehicles 1 and 2 Approach Chainbar Roundabout from M606 Slip Road at Traffic Light Junction at End of the Slip Road Veh 1 in Lane One Marked left Only Towards M62. Veh 2 in Lane Two Marked Towards either M62 or Forward onto Chainbar both Vehicles Set off from Stationary Position Veh 2 Follows Road Towards M62 and Veh 1 Attempts to Move across Towards Chainbar Colliding into Veh 2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	48 1 Driver/Rider	SLIGHT	2 Female	29
2 Car	Female	29			

110192979 SLIGHT 418193/426888 27/04/2011 05:26
LOCATION M62 E/B Entry Slip Jw Chainbar R.About, Cleckheaton
DESCRIPTION V1 Atriculated Heavy Goods Vehicle with the Trailer Travelling down the M606 S/B Before Taking the Slip Road Towards Chainbar R.About. at the Bottom of the Slip Road the Jct is Controlled by Automatic T.Lights. V1 Driver Took the First Exit and Teh Vehicle Rolled onto its Side into Lane 2 and the Central Barrier.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Goods > 7.5t	Male	21 1 Driver/Rider	SLIGHT	1 Male	21

110211381 SLIGHT 418172/426874 08/05/2011 18:26
LOCATION Chainbar Roundabout Jw M62 Entry Slip, Jct 26, Cleckheaton
DESCRIPTION V2 and V1 Entered Chainbar Roundabout from A58. Whilst on the Roundabout V2 Remained in the left Lane and V1 was in the Central Lane. as V1 Passed Turn off for M62 the Driver, in the Wrong Lane, Tried to Exit the Roundabout onto the M62 Slip Road. in Doing So V1 Cut in Front of V2 and Collided with its Offside.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	31 1 Driver/Rider	SLIGHT	2 Male	50
2 Car	Male	50			

110219577 SLIGHT 418024/426678 14/05/2011 07:00
LOCATION Whitehall Road at Junction with Exit Slip (East), Cleckheaton
DESCRIPTION V2 is Broken down at Traffic Light Junction on Chainbar Roundabout Emitting Black Smoke. V1 Negotiating Roundabout Fails to See That V2 was Broken down Thinking it Had Moved Off. V1 Collided with Rear of V2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	28 1 Driver/Rider	SLIGHT	1 Male	28
2 Van/Goods < 3.5t	Male	34			

110250575 SLIGHT 418108/426746 02/06/2011 07:50
LOCATION M606, Mp 0.7, Northbound, Cleckheaton
DESCRIPTION Veh 1 Travelling M606 in Lane 2 and Fails to Negotiate left Hand Bend and Collides with O/S Armco Barrier. it Would Appear That the Driver was Suffering from some Form of Fitting Episode at the Time of the Collision.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	51 1 Driver/Rider	SLIGHT	1 Male	51

110251700 SLIGHT 418159/426880 02/06/2011 14:50
LOCATION M606, 2+ Lane Jw M62 Eastbound Jct 26, Chain Bar
DESCRIPTION both Vehicles Were Exiting the M606 onto the M62 Eastbound on the 2+Lane. V2 Pulled into Path of V1 then Braked Causing V1 to Collide with Rear of V2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	47 1 Driver/Rider	SLIGHT	1 Male	47
2 Goods > 7.5t	Not known	Unk 2 Passenger	SLIGHT	1 Male	15

Bierley WWTW 2011 to 2015

110280094 SLIGHT 418169/426874 19/06/2011 15:50
LOCATION Whitehall Road at Junction with M606, Cleckheaton
DESCRIPTION Veh1 Car Waiting at Lights on Chainbar Roundabout Having Just left M606. Veh2 Car Approaches from Unknown Direction and Collides with Rear of Veh1. Veh2 then Leaves the Scene.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female 48	1 Driver/Rider SLIGHT	1	Female	48
2 Car	Not known Unk	2 Passenger SLIGHT	1	Female	27

110317034 SLIGHT 417893/427020 11/07/2011 16:25
LOCATION Bradford Road O/S Golf Club Entrance, 250 Metres Nw of Whitehall Rd, Cleckheaton
DESCRIPTION Veh1 Car Travelling Along Bradford Road Away from Chain Bar Roundabout. Veh2 Car Travelling Along Bradford Road in Same Direction in Front of Veh1. Veh2 Slows to Turn left into Cleckheaton Golf Club. Veh1 Collides with Rear of Veh2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female 50	1 Driver/Rider SLIGHT	1	Female	50
2 Car	Male 50	2 Driver/Rider SLIGHT	2	Male	50

110323715 SLIGHT 418237/426614 15/07/2011 07:44
LOCATION Chain Bar Roundabout Jw Bradford Road, Cleckheaton
DESCRIPTION V1 is in Lane 2 of Chain Bar Roundabout on Route to M606 and Bradford. V2 is in Lane 1 Also Intending to Exit Roundabout onto M606. as both Vehicles Reach Bradford Road, V1 Begins to Change Lanes from Lane2 to 1, Despite V2 Being Parallel with his Vehicle. V1 Driver Does Not See V2 and he Enters Lane1 Colliding with V2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Goods > 7.5t	Male 37	1 Driver/Rider SLIGHT	2	Female	50
2 Car	Female 50				

110412845 SLIGHT 418004/426470 07/09/2011 17:30
LOCATION M62 Eastbound Carriageway at Marker Post 100.3, Chainbar
DESCRIPTION All Three Vehicles Were Travelling in Lane 3 Eastbound. Veh 1 Stops Due to Traffic Ahead, Veh 2 Stops Behind Veh 1, Veh 3 Collides with Rear of Veh 2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male 41	1 Passenger SLIGHT	3	Male	23
2 Car	Male 32				
3 Car	Male 20				

110414449 SLIGHT 417086/426442 08/09/2011 17:35
LOCATION Whitehall Road 200 Metres East of Branch Road, Scholes
DESCRIPTION V1 is a Pedal Cycle Being Ridden Along the A58 in the Direction of Wyke. V2 is a Van That is Parked N/S to Kerb on the A58 Facing Wyke. the Rider of V1 then Collided into the Rear of V2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Pedal Cycle	Male 43	1 Driver/Rider SLIGHT	1	Male	43
2 Van/Goods < 3.5t	Male 40				

110427276 SLIGHT 418101/426646 16/09/2011 14:00
LOCATION M62 E/B at Marker Post 100.5, Chain Bar
DESCRIPTION All Vehicles Travelling in Lane 3. V1 Stops Due to Queuing Traffic, V2 Collides with Rear of V1. V3 Stops V4 Collides with Rear of V3 & Pushes it into Rear of V2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male 57	1 Driver/Rider SLIGHT	2	Male	34
2 Car	Male 34	2 Passenger SLIGHT	1	Female	37
3 Car	Male 66	3 Passenger SLIGHT	1	Female	35
4 Van/Goods < 3.5t	Male 56	4 Passenger SLIGHT	2	Female	27

Bierley WWTW 2011 to 2015

110458625 SLIGHT 418027/426674 06/10/2011 10:50
LOCATION Chaibar Roundabout Jw Whitehall Road, Cleckheaton
DESCRIPTION both Vehicles Are on Chain Bar Roundabout. Veh2 Car Towing a Caravan is at Lights Next to A58 Exit Slip Towards Halifax. Veh1 Car Behind Veh2 Wanting to Exit on to A58. Veh1 Driver Believing Veh2 was Setting off Collides with Caravan which is then Shunted into Veh2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	38 1 Driver/Rider	SLIGHT	2 Male	59
2 Car	Male	59			

110462511 SLIGHT 418038/426893 08/10/2011 19:50
LOCATION M606, North Bound Entry Slip, Chain Bar
DESCRIPTION V1 Entering the M606 from Chain Bar Towards Bradford. Vehicle is Beleived to Have Skidded on Spilled Deisel, Spinning and Colliding with Lamp Post.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	42 1 Driver/Rider	SLIGHT	1 Male	42

110495684 SLIGHT 417893/427019 28/10/2011 22:30
LOCATION Bradford Road Jw Golf Club Exit, 200 M Ne of Chain Bar Roundabout, Cleckheaton
DESCRIPTION Veh 1 Travels Behind Veh 2 on Bradford Road Heading in the General Direction of Odsal. as Vehicles Approach Cleckheaton and District Golf Club to Their Nearside a Vehicle Emerges from Golf Club Causing Veh 2 to Stop. Veh 1 Fails to Stop in Time and Collides into the Rear of Veh 2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	58 1 Passenger	SLIGHT	1 Male	43
2 Car	Male	26			

110519702 SLIGHT 418431/427182 11/11/2011 19:30
LOCATION M62, Marker Post 101.1, Chain Bar
DESCRIPTION V1 & V2 Were Travelling Along M62 Passing Junction 26 East Bound. V2 Braked and Put his Hazard Lights on to Warn the Drivers Behind That the Fog ahead was Quite Dense. V1 Failed to Notice V2's Indication and Did Not Reduce Speed So Collided into the Rear of V2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	26 1 Driver/Rider	SLIGHT	1 Female	26
2 Car	Male	45			

110586296 SLIGHT 418100/426811 24/12/2011 21:39
LOCATION M606, Mp 0.7, Chain Bar
DESCRIPTION V1 is Travelling Along Dedicated Slip Road from M62 Eastbound onto M606 Northbound. Driver of V1 Looses Control on the Slip Road and Collides with the Offside Central Reservation Crash Barrier. V1 is then Spun into Nearside Crash Barrier and Comes to Rest on Hard Shoulder.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	24 1 Driver/Rider	SLIGHT	1 Male	24
		2 Passenger	SLIGHT	1 Male	22
		3 Passenger	SLIGHT	1 Male	21

110586869 SLIGHT 417458/427801 25/12/2011 20:30
LOCATION Bradford Road at Junction with Wyke Lane, Bradford
DESCRIPTION V1 Travels Along R/H Bend of Bradford Road in Direction of Cleckheaton Approaching Jw Wyke Lane to O/S. V1 Driver Alleges That V2 (Details Unknown) Pulled out of Wyke Lane Causing V1 to Swerve. V1 Driver Lost Control Leaving Carriageway to O/S Colliding with Bus Stop and Stone Wall.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	31 1 Driver/Rider	SLIGHT	1 Male	31
2 Car	Not known	Unk 2 Passenger	SLIGHT	1 Male	24
		3 Passenger	SLIGHT	1 Male	23

Bierley WWTW 2011 to 2015

11A0383

SLIGHT 418470/426307 10/01/2014 06:30

LOCATION

Junction of A638 Bradford Road Cleckheaton and Chain Bar Road Cleckheaton

DESCRIPTION

V2 IS STATIONARY ALONG THE A638 BRADFORD ROAD, CLECKHEATON NEAR TO THE JUNCTION WITH CHAINBAR ROAD. V1 FAILS TO SEE VEHICLES AHEAD SLOWING OR STATIONARY AND HAS BEEN UNABLE TO STOP IN TIME AND COLLIDES WITH REAR OF V2 CAUSING DAMAGE TO THE REAR BUMPER. V1 FAILS TO STOP AT SCENE AND DETAILS OF VEHICLE NOT OBTAINED DUE TO DRIVER OF V2 BEING IN SHOCK. MINOR INJURY SUSTAINED.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Not known	Unk 1 Driver/Rider	SLIGHT	2 Female	24
2 Car	Female	24			

11V1281

SLIGHT 418283/426617 31/01/2014 18:40

LOCATION

A638 Bradford Road

DESCRIPTION

This collision involves two vehicle, Vehicle 1 is a Ford Fiesta motor car, which is being driven at the roundabout at Chain Bar. The vehicle exits the roundabout on to Bradford Road, travelling in the direction of Cleckheaton. On leaving the roundabout the driver of the vehicle loses control and leaves the carriageway to the nearside mounting a grass verge, then collides with the wooden boundary fence of the Silver Birch public house, continues down a grassed bank into the car park of the public house and collides with vehicle 2 which is a parked and unattended Ford Kuga motor car, Driver of Vehicle 1 receives slight injuries.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	32 1 Driver/Rider	SLIGHT	1 Female	32
2 Car	Male	34			

120055840

SERIOUS 417956/426376 05/02/2012 22:10

LOCATION

M62 Eastbound at Marker Post 100.2, Chain Bar

DESCRIPTION

Veh 2 Car Travelling in Lane 1 of Three Lane Carriageway which is Subject to Temporary Speed Restriction of 50 Mph Due to Roadworks, Veh 1 Car Travelling in Same Direction but to Rear of Veh 2, Veh 1 Runs into Rear of Veh 2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	35 1 Driver/Rider	SERIOUS	1 Male	35
2 Car	Male	56 2 Driver/Rider	SLIGHT	2 Male	56
		3 Passenger	SLIGHT	2 Female	54

120063433

SLIGHT 418131/426889 21/01/2012 19:30

LOCATION

Chainbar Roundabout Jw M606, Cleckheaton

DESCRIPTION

Veh 1 in Centre Lane Approaching Roundabout Intending to Travel onto M62 Eastbound Slip Road. Veh 2 in Lane One for M62 Eastbound Only. for no Apparent Reason Veh 2 Pulled across the Front of Veh 1 and a Collision Occurs on Entering Roundabout.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	24 1 Driver/Rider	SLIGHT	1 Male	24
2 Car	Female	Unk			

120108793

SLIGHT 418158/426878 26/02/2012 00:04

LOCATION

Chainbar Roundabout Jw M62, Cleckheaton.

DESCRIPTION

Accident Reported by Two Passengers in a Taxi. Veh1 Taxi Has Picked up Passengers from Low Moor then Travels onto Chain Bar Roundabout Under M62 Overpass. Cas1 & Cas2 Passengers Allege Veh1 Collided with Rear of another Untraced Vehicle. it is Alleged Driver of Taxi Does Exchange Details with Other Driver.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Taxi	Male	27 1 Passenger	SLIGHT	1 Female	21
		2 Passenger	SLIGHT	1 Female	20

Bierley WWTW 2011 to 2015

120143673 SLIGHT 418276/426838 30/03/2012 12:50
LOCATION M62 Slip Road, Westbound Junction 26 Mp 100.7 Jw Chain Bar Roundabout, Cleckheaton
DESCRIPTION V1 Has left the M62 Carriageway on to the Slip Road and is Waiting at the Traffic Lights at the Bottom of Chain Bar Roundabout. V2 Also Leaves the M62 Behind V1. V2 Fails to Stop in Time and Collides into Rear of Stationary V1.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Other: Motor vehicle	Male	51 1 Driver/Rider	SLIGHT	1 Male	51
2 Car	Male	33 2 Passenger	SLIGHT	1 Female	48

120282598 SLIGHT 418286/426662 28/06/2012 16:19
LOCATION Whitehall Road Jw Bradford Road, Cleckheaton
DESCRIPTION both Vehicles on Chain Bar roundabout looking to exit on to A638 Towards Cleckheaton. Driver Veh1 HGV alleges was in lane 2 when felt a bang which was Veh2 Car colliding with front nearside of Veh1. Driver of Veh2 alleges was in lane 2 and Veh1 in lane 1. Veh2 alleges Veh1 moved sharply into lane 2 and collided with rear nearside. no witnesses.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Goods > 7.5t	Male	42 1 Driver/Rider	SLIGHT	2 Female	31
2 Car	Female	31			

120291705 SLIGHT 418293/426774 27/06/2012 22:10
LOCATION A58 Chain Bar Roundabout Junction 26, Cleckheaton
DESCRIPTION V1 and V2 Are Travelling Around the Roundabout. Cones Had Been Placed which Condensed the Roundabout from 3 Lanes to 1 Lane. as V1 Pulled in Front of V2, V2 Collides into the Rear of V1. Driver of V2 Put on Hazard Lights and Pulled onto Layby on Whitehall Road but V2 Failed to Stop.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	48 1 Driver/Rider	SLIGHT	1 Male	48
2 Goods 3.5 - 7.5t	Not known	Unk			

120318224 SLIGHT 418202/426818 23/07/2012 08:35
LOCATION M62 Eastbound at Marker Post 100.7, Chain Bar
DESCRIPTION V1 and V2 Travel Along M62 Eastbound in Slow Heavy Traffic Due to Roadworks Just Past J26. V1 Collided with Rear of V2 at Slow Speed (5Mph).

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	40 1 Driver/Rider	SLIGHT	2 Male	39
2 Car	Male	39			

120327572 SLIGHT 418118/426681 29/07/2012 10:16
LOCATION M62 Eastbound, Junction 26, Chain Bar
DESCRIPTION V1 Travelling Eastbound on the M62, Junction 26 in Lane 2. V2 is Travelling in the Same Direction in Front of V1. Driver of V2 Says Engine Cuts out Causing the Vehicle to Come to a Stop. V1 Collides into the Rear of V2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	24 1 Driver/Rider	SLIGHT	2 Female	28
2 Car	Female	28 2 Driver/Rider	SLIGHT	1 Female	24

120442172 SLIGHT 418151/426884 06/10/2012 19:00
LOCATION Chain Bar Roundabout at Junction with J26 Eastbound Entry Slip, Cleckheaton
DESCRIPTION V1 Has Failed to Stop Following an Earlier Accident. V1 is Failing to Stop for Police and Has left the M606 Entering the Chain Bar Roundabout Colliding with N/S of V2 Before Travelling Round Roundabout onto A58 Towards Wyke.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	21 1 Driver/Rider	SLIGHT	2 Female	48
2 Car	Female	48			
3 Car	Male	Unk			

Bierley WWTW 2011 to 2015

120508668 SLIGHT 417975/426875 21/11/2012 08:10
LOCATION Bradford Road 50 Metres North West of Chain Bar Roundabout, Cleckheaton
DESCRIPTION Veh1 Car Travelling in Slow Moving Traffic Along Bradford Road Towards Chain Bar. Veh2 Car Travelling in Same Direction Behind Veh1. Veh2 Alleges Foot Slips which Causes Veh2 to Collide with Rear of Veh1.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	36 1 Driver/Rider	SLIGHT	1 Male	36
2 Car	Female	29			

120517083 SLIGHT 418429/427170 27/11/2012 15:00
LOCATION M62, Westbound at Marker Post 101.1, Birstall
DESCRIPTION V1 Travelling in Lane 1, V2 Travelling in Lane 2 both Vehicles Travelling in Heavy Traffic at Approximately 45 Mph. V1 Moves across into Lane 2 and Collides with V2 as a Result of which V2 Spins out of Control from Lane 2 across Lane 3 Colliding with a Concrete Barrier in the Central Reservation and Coming to Rest on its Side.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Goods > 7.5t	Male	38 1 Driver/Rider	SLIGHT	2 Female	34
2 Car	Female	34			

120519618 SLIGHT 417542/427645 29/11/2012 07:55
LOCATION Bradford Road, Bradford
DESCRIPTION V1 Travellin on Bradford Road Heading from the Chain Bar Roundabout Towards Oakenshaw Loses Control on Ice & Skids onto the N/S Path & Collides with Telegraph Polie 488 Situated Outside Number 488.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	36 1 Driver/Rider	SLIGHT	1 Male	36
		2 Passenger	SLIGHT	1 Male	39

120545962 SLIGHT 418747/426687 13/12/2012 17:00
LOCATION Whitehall Road West, Cleckheaton
DESCRIPTION V1 was Travelling Along Whitehall Road West Towards Birkenshaw Approaching the Traffic Lights at the Junction with Hunsworth Lane. There was a Line of Stationary Traffic ahead which Included V2 and V4, Due to the Traffic Signals Being at Red. V1 Positions to the Offside of the Line of Stationary Vehicles and Enters the Crossed Hatched Markings to Pass These Vehicles to Their Offside in Order to Enter a Dedicated Lane for turning right onto Hunsworth Lane. as the Driver Does So he Believes V2 Moves out from the Line of Traffic as If to Check on Traffic Signals and in Doing So, V1 Collides with Offside Front Wheel of V1. V1 Rebounds from V2 Towards Wrong Side of Carriageway and Collides with V3 which was Travelling in the Opposite Direction. the Vehicle then Rebounds Further and Collides with V4 ahead of V2 Causing Further Damage.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	20 1 Driver/Rider	SLIGHT	1 Male	20
2 Car	Female	40 2 Driver/Rider	SLIGHT	2 Female	40
3 Car	Male	43			
4 Car	Male	35			

1201136 SLIGHT 417565/427779 24/02/2014 16:30
LOCATION M606 M606
DESCRIPTION V1 is travelling along the M606 when it loses control and collides with the nearside barrier before coming to a rest across lanes 1 and 2. The driver stated that he had swerved to avoid a van that pulled in front of him resulting in the loss of control. No details of the van and no witnesses. No CCTV available as camera was facing in the wrong direction at the time.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	29 1 Driver/Rider	SLIGHT	1 Male	29

Bierley WWTW 2011 to 2015

130030839 SLIGHT 417588/427556 22/01/2013 11:17
LOCATION Bradford Road at House no 597, Oakenshaw, Bradford
DESCRIPTION Taken Direct from Report. V001 is Travelling Towards Chain Bar Roundabout on Bradford Road. V002 is Parked Unattended to Nearside of Road. V001 Approached V002 and Without Changing Speed or Direction Drives Directly into the Rear of V002. this Pushes V002 off the Carriageway onto the Pavement and V001 Comes to Rest in the Carriageway.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	54 1 Driver/Rider	SLIGHT	1 Male	54
2 Car	Female	22			

130042526 SLIGHT 418885/426707 30/01/2013 00:30
LOCATION Whitehall Road at Junction with Hunsworth Lane, Cleckheaton
DESCRIPTION Veh 1 Has Been Diverted off the M62 and onto the A58 the Driver Has Been Intending to Get to Leeds. Being Unfamilliar with the Location Decided to Turn right at J/W Hunsworth Lane. Veh 1 Has Reached the J/W Whitehall Road and Entered Road and Collided into Veh 2 which was Travelling Towards Junction. the Impact Has Pushed Veh 1 Back across the Road into Veh 3

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	42 1 Driver/Rider	SLIGHT	1 Male	42
2 Car	Male	39 2 Driver/Rider	SLIGHT	2 Male	39
3 Van/Goods < 3.5t	Male	55			

130123325 SLIGHT 417352/426456 22/03/2013 09:10
LOCATION Whitehall Road at O/S Beardsworth Nurseries Ltd, Halifax
DESCRIPTION both Veh 1 and Veh 2 Have Been Travelling on Whitehall Road One Towards Chainbar Roundabout and the Other Towards Halifax. Veh 1 Brakes Due to Slowing Traffic ahead but Due to Snow on the Road Loses Control and Goes onto Opposite Side of Road and Collides into Veh 2

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	26 1 Driver/Rider	SLIGHT	2 Male	41
2 Car	Male	41 2 Passenger	SLIGHT	1 Female	1

130126212 SLIGHT 416893/426431 23/03/2013 08:00
LOCATION Whitehall Road at Junction with Branch Road, Bradford
DESCRIPTION Veh 1 Travels on Whitehall Road Towards Chain Bar Roundabout. Veh 1 Has Skidded on the Snow and Collided with a Stone Wall

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	40 1 Driver/Rider	SLIGHT	1 Female	40

130138221 SLIGHT 418260/426821 01/04/2013 05:35
LOCATION Chain Bar Roundabout at Junction with Whitehall Road, Cleckheaton
DESCRIPTION V1 & V2 Travelling Round the Roundabout V1 Travelling Behind V2 V2 Has Seen Repeater Traffic Light some Distance Away Slammed the Brakes on and V1 Has Collided with the Rear of V2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Goods > 7.5t	Male	63 1 Driver/Rider	SLIGHT	2 Female	48
2 Car	Female	48			

130151584 SLIGHT 418518/426223 12/04/2013 12:15
LOCATION Bradford Road at Junction with Snelsins Lane, Cleckheaton
DESCRIPTION V1 Waiting to Turn right into Bradford Road from Snelsins Lane. V2 Travels Along Bradford Road Approaching Jw Snelsins Lane to N/S. V1 Has Pulled out into Bradford Road Entering Path of V2 Resulting in Collision.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	21 1 Driver/Rider	SLIGHT	1 Female	21
2 Car	Female	21 2 Driver/Rider	SLIGHT	2 Female	21
		3 Passenger	SLIGHT	2 Female	20

Bierley WWTW 2011 to 2015

130163446 SLIGHT 418006/426705 19/04/2013 18:10
LOCATION Whitehall Road at Junction with Bradford Road, Cleckheaton
DESCRIPTION V1 Has Exited onto the Roundabout from the M62 Westbound and Travelled Around the Roundabout Intending to Go onto the A58 Towards Halifax. V1 and V2 Are at Traffic Lights, V1 in the Middle Lane and V2 in the Nearside Lane. as the Lights Change to Green V1 Has Attempted to Cross over to the Nearside Lane on Doing So Has Clipped V2 Causing it to Veer to the Nearside Colliding with a Bollard and Lamppost.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	27 1 Driver/Rider SLIGHT	2	Male	26
2 Car	Male	26			

130167539 SLIGHT 418117/426637 23/04/2013 09:26
LOCATION East at Marker Post 100.5, Dewsbury
DESCRIPTION both Vehicles Were Travelling North East in Moderately Heavy Traffic They Were both Travelling in Lane 3. V2 Braked Heavily & V1 Failed to Brake Enough & Collided with the Rear of V2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	37 1 Driver/Rider SLIGHT	1	Male	37
2 Car	Male	45 2 Driver/Rider SLIGHT	2	Male	45

130219508 SLIGHT 417746/426572 28/05/2013 07:48
LOCATION Whitehall Road 300 Metres West of Bradford Road, Scholes, Cleckheaton
DESCRIPTION All Three Vehicles Are Travelling on Whitehall Road Towards Chain Bar. Veh 1 is Behind Veh 2 and Veh 2 is Behind Veh 3. Veh 1 is Swerving in the Road and Collides with Kerb Driver of Veh 1 then Appears to Regain Control of Vehicle. Further Along Road Driver of Veh 1 Loses Control and Overturns and Slides on its Roof and Collides into Veh 2 and Veh 3

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	46 1 Driver/Rider SLIGHT	1	Male	46
2 Car	Female	52 2 Driver/Rider SLIGHT	2	Female	52
3 Car	Male	58			

130314121 SLIGHT 418154/426881 27/07/2013 09:00
LOCATION Chain Bar Roundabout, Cleckheaton
DESCRIPTION Veh 1 Enters Roundabout from M606 Using Lane Three Straight ahead and Left. Veh 2 Travels Behind in the Same Direction Using Lane Two . as Veh 1 Negotiates a left Bend to Enter M62 Slip Road Veh 2 Approaches from Rear and Cuts across into Next Lane in Doing So it Collides into Veh 1

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	38 1 Driver/Rider SLIGHT	1	Male	38
2 Bus or Coach	Male	Unk			

130316108 SLIGHT 418285/426872 31/07/2013 17:35
LOCATION M62 Exit Slip Junction 26 at Junction with Whitehall Road, Cleckheaton
DESCRIPTION Veh1 Car Travelling Westbound Along M62. Veh1 Exits on to Slip Road at Junction 26 Towards Chain Bar Roundabout. Veh1 Travelling in Offside Lane. Vehicles in Front Stop and Brake Suddenly. Veh1 Moves to Inside Lane to Avoid Collision with Car in Front but Collides with Veh2 Car Travelling in Inside Lane.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	52 1 Driver/Rider SLIGHT	2	Female	54
2 Car	Female	54			

130320119 SLIGHT 418239/426614 03/08/2013 10:30
LOCATION Bradford Road , Cleckheaton
DESCRIPTION V1 & V2 Are both Negotiating Chain Bar Roundabout, and Are both Situated on Lane 4 of 4 (Inner Lane). Traffic Signals at Junction with A638 Bradford Road Turn to Red. Driver of V2 Notices Lights and Quickly Brakes and Comes to a Stop. V1 Also Brakes Quickly as Had Been Expecting V2 to Continue Through Lights. V1 is Unable to Avoid Collision and Collides with Rear of V2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	38 1 Passenger SLIGHT	2	Female	47
2 Car	Female	60			

Bierley WWTW 2011 to 2015

130321035 SLIGHT 416886/426431 03/08/2013 12:20
LOCATION Whitehall Road at Junction with Branch Road, Bradford
DESCRIPTION Veh1 Car Travels Along Branch Road Towards Junction with A58. Veh2 Car Travels Along A58 from Chain Bar Towards Wyke. Veh1 Intends to Turn right onto A58 Towards Chain Bar. Veh1 Edges out into Path of Veh2 and Collision Occurs.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	26 1 Driver/Rider	SLIGHT	2 Female	61
2 Car	Female	61			

130336362 SLIGHT 417859/427076 14/08/2013 16:10
LOCATION Bradford Road at Junction with Woodlands Park, Oakenshaw
DESCRIPTION V1 is Travelling Along Bradford Road, and Away from Chain Bar Roundabout, and is Being Followed by V2 (Hgv). V1 Pulled into Junction with Woodlands Park and Makes a U Turn, to Go Back the Way V1 Had Just Travelled. as V1 is Making U Turn it then Travels Straight into Path of V2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	28 1 Driver/Rider	SLIGHT	1 Male	28
2 Goods > 7.5t	Male	46 2 Driver/Rider	SLIGHT	2 Male	46

130406486 SLIGHT 417960/426380 02/10/2013 18:02
LOCATION M62 Westbound Entry Sliproad at Marker Post 100.2, Chain Bar, Cleckheaton
DESCRIPTION Veh 1 Travels from M606 onto the Westbound Carriageway of the M62 in Dedicated Slip Road Rider Lose Control of Motorcycle and Rider Falls off Causing Injury

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 M/cycle > 500cc	Male	41 1 Driver/Rider	SLIGHT	1 Male	41

130425761 SLIGHT 418281/426862 15/10/2013 16:16
LOCATION M62 Westbound J26 Exit Slip at Junction with Whitehall Road, Cleckheaton
DESCRIPTION All 3 Vehicles in Lane 2 on M62 Exit Slip at Junction 26 Towards Chain Bar Roundabout. Veh3 Hgv Stationary at Red Light. Veh2 Car Stationary Behind Veh3. Veh1 Hgv Fails to Stop in Time and Collides with Rear of Veh2. Veh2 is Shunted into Rear of Veh3.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Goods > 7.5t	Male	52 1 Driver/Rider	SLIGHT	2 Male	51
2 Car	Male	51			
3 Goods > 7.5t	Male	30			

130428290 SLIGHT 418271/426900 17/10/2013 10:42
LOCATION M62 West Exit Slip to J26 at Marker Post 1008B, Bradford
DESCRIPTION All Three Vehicles Had Been Travelling on M62 Westbound and Exited the M62 Towards Chainbar Roundabout. All Three Vehicles Were in Lane Three of Three on the Slip Road. Veh 3 Stops and Veh 2 Stops. Veh 1 Collides into the Rear of Veh 2 which Pushes into Veh 3

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	59 1 Driver/Rider	SLIGHT	1 Female	59
2 Van/Goods < 3.5t	Male	24 2 Driver/Rider	SLIGHT	2 Male	24
3 Car	Female	43			

130431827 SLIGHT 418161/426733 19/10/2013 21:30
LOCATION Motorway, Southbound at Junction with Motorway, Bradford
DESCRIPTION V1 Travelling Along M606 Southbound and Going over Flyover Slip onto M62 West. the Flyover Has a right Hand Bend. V1 is Travelling Too Fast and Fails to Negotiate the Bend, Leaving the Carriageway to Nearsides, Colliding with Barrier. V1 the Bounces off Barrier and Slides 100 Yards Further Along Lane 2 of Motorway Before Coming to a Stop.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	26 1 Driver/Rider	SLIGHT	1 Male	26

Bierley WWTW 2011 to 2015

130450314 SERIOUS 417997/426378 01/11/2013 06:15
LOCATION South to West Metres
DESCRIPTION V1 (M.Cycle) Has Been Travelling on M606 N/B Prior to the right Hand Bend when Approaching right Hand Bend Has Lost Control of the Vehicle Under the Gantry & Gone into Armco Barrier & Come off V1.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 M/cycle 125 - 500cc	Male	40 1 Driver/Rider	SERIOUS	1 Male	40

130509537 SLIGHT 418035/426626 11/12/2013 17:49
LOCATION M62 Eastbound Exit Slip at Junction with Whitehall Road, Cleckheaton
DESCRIPTION both Vheicles Waiting to Join Chain Bar Roundabout. Veh2 Car Stationary in Front of Veh1 Van. Veh1 Sees Gap ahead So Believes Veh2 Will Move Out. Veh2 Remains Stationary While Veh1 Collides with Rear.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Van/Goods < 3.5t	Male	45 1 Driver/Rider	SLIGHT	2 Female	19
2 Car	Female	19			

130519300 SLIGHT 418151/426880 18/12/2013 12:15
LOCATION Cleckheaton Road at Junction with Entry Slip Junction 26, Cleckheaton
DESCRIPTION V2 Travels down A58 Cleckheaton Road and Enters Chain Bar Roundabout in Inside Lane, Intending to Travel onto the East Bound Entry Slip to the M62. V1 Also Travels this Route. V2 Approaches Entry Slip to Motorway, V1 is in the Inside Lane Sign Posted for M62 and Intends to Pass this Junction and Travel onto A58 Towards Gomersal. V1 Strikes Rear Nearside of V2 Causing it to Spin and Strike Armco Barriers.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	72 1 Driver/Rider	SLIGHT	2 Female	41
2 Car	Female	41			

130532456 SLIGHT 418074/426875 30/12/2013 12:00
LOCATION Whitehall Road, Wyke, (not sure if Bradford/Kirklees)
DESCRIPTION (Location verge reported at helpdesk) - V2 was Stationary in the N/S Lane at the T.Lights Waiting to Set Off. V1 Has Come from Behind Unaware from which Direction & Collided into the Drivers Side Causing Damage to V2. the Driver of V1 Has Apologised & Shrugged his Shoulders Before Driving Straight Off.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Not known	Unk 1 Driver/Rider	SLIGHT	2 Male	60
2 Car	Male	60			

14U0539 SLIGHT 417968/426401 30/04/2014 11:28
LOCATION M606
DESCRIPTION Single Vehicle Volkswagen Golf in black PO14 XZK travelling east bound from M62 onto the M606 North bound towards Bradford. Vehicle veered from the outside lane to its off side colliding heavily with central reservation. Extensive damage to vehicle and barriers. Minor laceration to driver's forehead.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	37 1 Driver/Rider	SLIGHT	1 Male	37

15Q1235 SLIGHT 418211/426606 26/05/2014 17:10
LOCATION Junction of Chain Bar and A62(M) M62 Westbound Entry Slip
DESCRIPTION IT APPEARS THAT VEHICLE ONE HAS BEEN TRAVELLING AROUND CHAIN BAR ROUNDABOUT IN LANE TWO OF THREE. VEHICLE TWO HAS BEEN TRAVELLING AROUND CHAIN BAR ROUNDABOUT IN LANE ONE OF THREE INTENDING TO TRAVEL ONTO CLECKHEATON ROAD IN THE DIRECTION OF LOW MOOR. THE DRIVER OF VEHICLE ONE IS UNFAMILIAR WITH THE AREA AND REALISES THAT HE NEEDS TO JOIN THE M62 WESTBOUND ENTRY SLIP ROAD. IN VIEW OF THIS THE DRIVER OF VEHICLE ONE TURNS INTO LANE ONE AND COLLIDES WITH THE OFFSIDE OF VEHICLE TWO CAUSING VEHICLE TWO TO SPIN INTO LANE THREE.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	34 1 Driver/Rider	SLIGHT	2 Female	39
2 Car	Female	39			

1640044

SERIOUS 417464/427800 04/06/2014 00:42

LOCATION

Junction of Bradford Road and Wyke Lane

DESCRIPTION

V1 WAS TRAVELLING SOUTHBOUND ON BRADFORD ROAD TOWARDS JUNCTION 26, CHAIN BARR, OF THE M606 MOTORWAY. AT APPROXIMATELY 20 METRES SOUTH OF THE NEARSIDE JUNCTION WITH MILL CARR HILL ROAD V1 LOST CONTROL DUE TO EXCESS SPEED, SKIDDED, LEFT THE ROADSIDE TO THE NEARSIDE AND COLLIDED WITH TWO PIECES OF STREET LIGHTING. V1 CONTINUED, COLLIDING WITH A WOODEN STRUCTURE ON THE OUTSIDE OF THE RICHARDSON'S ARMS PUB AND THEN TURNED SIDEWAYS AND THE NEARSIDE OF V1 STRUCK THE PERIMETER STONE WALL OF ST. ANDREW'S CHURCH WHERE IT CAME TO REST. V1 SUSTAINED EXTENSIVE FRONT END DAMAGE AND DAMAGE ALONG THE ENTIRE NEARSIDE. TWO OCCUPANTS OF THE VEHICLE WERE TRAPPED INSIDE AND HAD TO BE EXTRACTED BY FIREBRIGADE. ONE OCCUPANT SUSTAINED A SERIOUS HEAD FRACTURE AND A BLEED ON THE BRAIN, REQUIRING IMMEDIATE SURGERY AT LEEDS GENERAL INFIRMARY.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	22	1 Driver/Rider	SLIGHT	22
		2 Passenger	SERIOUS	1 Male	16

1660760

SLIGHT 418114/426888 06/06/2014 14:10

LOCATION

Junction of A58 Whitehall Road and M606

DESCRIPTION

v2 is waiting at traffic lights and is collided with by v1 from rear. details are exchanged but driver of v2 claims whiplash style injuries shortly afterwards and reports the matter occurred at major roundabout of various A and motorway entries and exits.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	30	1 Driver/Rider	SLIGHT	24
2 Car	Female	24			

16D0383

SERIOUS 418070/426981 13/06/2014 09:30

LOCATION

M606

DESCRIPTION

V1 IS CAR PROCEEDING DOWN 2+ LANE ONLY DRIVER AS OCCUPANT, V2 IS MOTORCYCLE FOLLOWING V1 ALSO IN 2+ LANE. DRIVER V1 BRAKES AS HE IS AWARE THAT HE SHOULD NOT BE IN THIS LANE AND V2 COLLIDES WITH THE REAR OF V1. RIDER V2 FALLS FROM MACHINE AND SUSTAINS SERIOUS INJURY TO THE LEFT SHOULDER.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	42	1 Driver/Rider	SERIOUS	48
2 M/cycle > 500cc	Male	48			

16K1429

SLIGHT 417082/426446 20/06/2014 17:50

LOCATION

A58 Whitehall Road

DESCRIPTION

This collision involves four vehicles, all of which are travelling in a queue of slow moving traffic along Whitehall Road towards Chain Bar roundabout. Vehicle 1 is Vauxhall Astra, which is travelling to the rear of Vehicle 2 which is a BMW 320. Vehicle 2 is travelling to the rear to the rear of Vehicle 3 which is Vauxhall Astra. Vehicle 3 is travelling to rear of vehicle 4 which is Vauxhall Astra. Vehicle 4 slows to a stop due to queuing traffic to the front, vehicle 3 also slows to a stop. Vehicle 2 is unable to stop and collides with the rear of vehicle 3, vehicle 1 also does not stop and collides with the rear of vehicle 2. Vehicle 3 is pushed into the rear of vehicle 4 by the impact of vehicles 3 and 4. Two occupants of vehicle 4 receive slight injuries.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	53	1 Driver/Rider	SLIGHT	53
2 Car	Male	56	2 Passenger	SLIGHT	15
3 Car	Male	52			
4 Car	Female	32			

Bierley WWTW 2011 to 2015

1730961

SLIGHT 418118/426901 03/07/2014 14:55

LOCATION

Junction of M606 and A58 Whitehall Road

DESCRIPTION

This rtc involves two vehicles in which the driver and front seat passenger of vehicle 1 sustained minor injuries. Both vehicles are stationary at the traffic lights at the bottom of the M606 onto the chain bar roundabout. Vehicle 1 is in front with vehicle 2 following. Vehicle 1 sets off but has to brake at which point vehicle 2 collides into the rear at slow speed causing damage and injury. There are no independent witnesses to this rtc.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	40 1 Driver/Rider	SLIGHT	1 Male	40
2 Car	Male	19 2 Passenger	SLIGHT	1 Female	24

17A0213

SERIOUS 418400/426683 10/07/2014 06:10

LOCATION

Junction of A58 Whitehall Road West and Stubs Beck Lane

DESCRIPTION

V1, a private hire vehicle, travels down Whitehall Road West from Chain Bar roundabout in the direction of Hunslet. V1 is carrying a fare paying passenger and driver decides to perform U-turn to park in a layby on the opposite side of the carriageway. V2, a motorcycle, travels along Whitehall Road West towards Chain Bar. V3 is parked unattended in the layby facing towards Chain Bar. V1 continues with U-turn and strikes V2, causing both rider and bike to fall to floor and flip over. V2 then slides into the rear of V3, causing very minor damage to rear of V3. Suspected fracture to right leg of rider of V2 and numerous cuts and bruises.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Taxi	Male	55 1 Driver/Rider	SERIOUS	2 Male	26
2 M/cycle 50 - 125cc	Male	26			
3 Car	Not known	Unk			

17L0698

SLIGHT 418149/426885 21/07/2014 11:45

LOCATION

Junction of A58 Chain Bar Roundabout and M62

DESCRIPTION

Vehicle 1 Seat Ibiza is exiting M606 south on to chain bar intending to turn left on to the M62 East. The vehicle is in exit lane two of three which is designated as ahead/left turn. Vehicle 2 reported as VW Passat is in lane one which is designated as left turn only. Both vehicles move off from traffic signal. Vehicle 1 attempts to go straight ahead and in doing so the offside of vehicle 2 collides with the nearside of vehicle 1. Vehicle 2 then enters M62 east. Vehicle 1 stops in lay by on Chain Bar. Driver of vehicle 2 stops but fails to exchange details. Incorrect registration mark obtained .

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	25 1 Driver/Rider	SLIGHT	1 Male	25
2 Car	Not known	Unk			

17T1223

SLIGHT 418174/426878 29/07/2014 17:10

LOCATION

Junction of A58 Chainbar,Bradford and M62 62 East

DESCRIPTION

This is a 2 vehicle RTC involving a large articulated goods vehicle and a motor car, where both vehicles have exited the M606 south bound onto Chainbar roundabout, believed with the motor car in lane 1 and the LGV in lane 2, with the LGV intending to turn left onto the M62 east. Lane 1 of the M606 is a left hand turn lane only onto the M62. The motor car in lane 1 is following sat nav and requires the A58 which is straight across the roundabout. The motor car then enters the roundabout and drives straight ahead whilst the LGV begins to turn right and in doing so collides with the rear of the motor car, spinning the motor car which then collides with street furniture before coming to rest on the nearside of the road facing the wrong way. Driver of motor car receives minor injuries from flying glass and bang to head and is conveyed to hospital by ambulance.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	29 1 Driver/Rider	SLIGHT	1 Female	29
2 Goods > 7.5t	Male	49			

Bierley WWTW 2011 to 2015

18L0611

LOCATION

SERIOUS 417740/426561 21/08/2014 13:05

A58 Whitehall Road

DESCRIPTION

vehicle one is delivery van travelling along A58 away from Chain Bar roundabout in lane 1 of 2. Vehicle two is motorcycle travelling same road and direction in lane 2 of 2 overtaking vehicle 1. As it does so, veh 1 performs a U-turn from lane 1 to offside of road with no apparent indication. vehicle 2 collides with drivers door of vehicle 1 - throwing bike and rider up and over vehicle 1.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Van/Goods < 3.5t	Male	54 1 Driver/Rider	SERIOUS	2 Male	38
2 M/cycle > 500cc	Male	38			

19P0289

LOCATION

SERIOUS 417950/426921 25/09/2014 08:46

Bradford Road

DESCRIPTION

Bradford Road is a single carriageway leading from Chain Bar roundabout towards Odsal, the speed limit is 40 MPH. Bradford Road has a single lane in each direction. Approximately 100 meters prior to the roundabout the Chain Bar lane becomes two lanes wide. Vehicle 1 is travelling along Bradford Road from Bradford towards Chain bar roundabout. Vehicle 2 is travelling along Bradford Road in the opposing direction (from Chain Bar towards Bradford). Vehicle 1 has travelled into a hatched area between the two lane potentially in an attempt to overtake a vehicle in front/in an attempt to move into the right hand lane. Vehicle 1 has collided f/o/s/ with vehicle 2 f/o/s/ resulting in injuries and damage.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	50 1 Driver/Rider	SERIOUS	1 Male	50
2 Car	Female	48 2 Driver/Rider	SLIGHT	2 Female	48

1CA0674

LOCATION

SLIGHT 418020/426681 12/12/2014 13:15

Junction of A58 Chain Bar Roundabout and A58 Whitehall Road

DESCRIPTION

This collision involves two vehicles and takes place on large multi lane roundabout. Vehicle 1 is Volvo XC60 motor car. Vehicle 2 is Vauxhall Movano light goods vehicle. Vehicle 1 is travelling in the middle of 3 lanes and is approaching the exit to the A58 Whitehall Road. Vehicle 2 is travelling in the nearside lane on the nearside of vehicle 1. The driver of Vehicle 2 is intending to take the exit for the A58 Whitehall Road and is in the correct lane to do so. The driver of Vehicle 1 is also intending to take the exit for A58 Whitehall Road but is in the incorrect lane. As the vehicles approach the exit Vehicle 1 moves to the nearside in order to take the exit and collides with the offside of Vehicle 2. The driver of Vehicle 2 receives slight injuries.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	52 1 Driver/Rider	SLIGHT	1 Male	52
2 Van/Goods < 3.5t	Male	37			

21H1437

LOCATION

SLIGHT 418210/426911 17/01/2015 21:40

M62

DESCRIPTION

V001 ENTRY SLIP M62 EAST - SLIDES ON ICE COLLIDES INTO CRASH BARRIER

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	24 1 Driver/Rider	SLIGHT	1 Female	24

23K0802

LOCATION

SLIGHT 418345/427053 20/03/2015 13:39

M62

DESCRIPTION

V1 & V2 are both cars travelling one behind the other on the M62 Motorway. As they approach slowing traffic ahead, V1 brakes and V2 collides into the rear of V1 causing minor whiplash type injuries to both drivers.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	47 1 Driver/Rider	SLIGHT	1 Male	47
2 Car	Female	19 2 Driver/Rider	SLIGHT	2 Female	19

Bierley WWTW 2011 to 2015

2411602 SLIGHT 418293/426595 01/04/2015 22:45
LOCATION A638 Bradford Road
DESCRIPTION This is a one vehicle RTC resulting in minor injuries suffered to the driver. Vehicle one containing its driver and front seat passenger, has exited the Chain Bar roundabout and travelled towards Cleckheaton along the A638 Bradford Road. Whilst travelling around the first left hand bend from the roundabout the vehicle has lost control and exited the carriageway to the nearside, colliding with an illuminated street light. The driver suffers a 3 inch cut to her head, the passenger is un-injured. No other persons were involved in the collision. The road condition at the time was wet.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	26 1 Driver/Rider SLIGHT	1	Female	26

2431018 SLIGHT 418025/426842 03/04/2015 16:30
LOCATION Junction of Bradford Road and M606
DESCRIPTION From details entered on the police log from the Highways agency it appears that vehicle one has travelled around the roundabout in lane one 1 3 and should have continued onto the M606 Northbound in in lane one of two. This vehicle has then continued towards the M62 and left the scene. This manoeuvre has caused a 3 vehicle collision where by 2 drivers have reported slight injuries. No police officers attended the scene as this matter was reported from Highways as a non injury collision, then a driver reported an injury later on.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Not known	Unk 1 Driver/Rider SLIGHT	4	Female	28
2 Car	Male	40 2 Passenger SLIGHT	3	Female	42
3 Car	Male	42			
4 Car	Female	28			

2680594 SLIGHT 418049/426655 08/06/2015 12:40
LOCATION Junction of A58 Chain Bar Roundabout and A58 Whitehall Road
DESCRIPTION V1 TRAVELLING IN 2ND LANE OF 3 ON A58, CHAIN BAR ROUNDABOUT, CLECKHEATON WHEN V2 MOVES ACROSS FROM 3RD LANE AND OFFSIDE OF V1 AND THEN BRAKES CAUSING V1 TO COLLIDE WITH FRONT OFFSIDE CORNER INTO REAR NEARSIDE CORNER OF V2 CAUSING MINOR DAMAGE AND SLIGHT INJURY.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Van/Goods < 3.5t	Male	42 1 Driver/Rider SLIGHT	1	Male	42
2 Car	Male	56 2 Passenger SLIGHT	2	Female	48

2731034 SERIOUS 417893/427021 03/07/2015 15:29
LOCATION Junction of A638 Bradford Road and Golf Course Entrance
DESCRIPTION VEHICLE 2 IS DRIVING DOWN BRADFORD ROAD TOWARDS CLECKHEATON (CHAIN BAR ROUNDERBOUT). VEHICLE 1 IS TRAVELLING UP BRADFORD ROAD TOWARDS BRADFORD AND TURNS LEFT INTO CLECKHEATON GOLF COURSE. AS VEHICLE 1 TURNS LEFT INTO ENTERANCE OF THE GOLF CLUB, HE MAKES A U-TURN IN THE DIRECTION TOWARDS CHAIN BAR ROUNDERBOUT. AS VEHICLE 1 IS MAKING U-TURN ON BRADFORD ROAD, VEHICLE 2 COLLIDES WITH VEHICLE 1 CAUSING HEAVY DAMAGE TO BOTH VEHICLES. BRUISING INJURIES SUSTAINED TO FRONT SEAT PASSENGER FROM VEHICLE 2. BROKEN NOSE INJURY SUSTAINED TO REAR PASSENGER IN VEHICLE 2. MUSCLE INJURY SUSTAINED BY DRIVER OF VEHICLE 1.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	21 1 Driver/Rider SLIGHT	1	Male	21
2 Car	Male	44 2 Passenger SLIGHT	2	Female	44
		3 Passenger SERIOUS	2	Male	4

Bierley WWTW 2011 to 2015

27B0804

SLIGHT 418206/426864 11/07/2015 12:30

LOCATION

Junction of A638 Whitehall Road and A58

DESCRIPTION

Sir I did not witness this collision, Vehicle 2 has been in stationery traffic on the A58 Whitehall Road at the Chain Bar roundabout under the M62, travelling away from the M606. As the traffic has started to move off Vehicle 1 has come round the roundabout and collided into the rear of Vehicle 2, causing minimal damage to both vehicles. All drivers get out and speak to each other. Only one occupant in Vehicle 1. Four occupants in Vehicle 2. Including a 10mth baby and elderly lady in the rear. All properly secured in the correct seats. Minor injuries sustained. Paramedics attended and examined them, prior to transporting to hospital as a precaution.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Van/Goods < 3.5t	Male	23 1 Passenger	SLIGHT	2 Male	0
2 Car	Female	26 2 Passenger	SLIGHT	2 Female	67

2811053

SLIGHT 417581/427845 01/08/2015 15:15

LOCATION

Cliff Hollins Lane

DESCRIPTION

V2 IS TRAVELLING ALONG CLIFF HOLLINS LANE IN THE DIRECTION OF MILL CARR HILL ROAD. V1 IS TRAVELLING IN THE OPPOSITE DIRECTION. V1 FAILS TO NEGOTIATE A BEND AND COLLIDES WITH THE FRONT OF V2 CAUSING DAMAGE.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	58 1 Driver/Rider	SLIGHT	2 Female	40
2 Car	Female	40			

2831374

SLIGHT 418111/426887 03/08/2015 18:35

LOCATION

Junction of A58 Chain Bar and M62

DESCRIPTION

This collision has involved two vehicles and has resulted in no noticeable damage to both vehicles and claimed whiplash to the driver of vehicle two. The circumstances of this collision are as follows: Vehicle two is moving forward slowly on the roundabout in heavy traffic when vehicle one, which is behind vehicle two runs slowly into the rear of vehicle two. Road conditions were dry and the weather fine and dry.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	27 1 Driver/Rider	SLIGHT	2 Male	37
2 Car	Male	37			

28F1287

SLIGHT 416887/426429 15/08/2015 18:30

LOCATION

Junction of A58 Whitehall Road and Branch Road

DESCRIPTION

This collision involves two vehicles and takes place on single carriageway road which is the subject to 60 mph speed limit. Vehicle 1 is Volvo XC90 and Vehicle 2 is Fiat Idea. Vehicle 1 is driven along Branch Road to the junction with A58, the driver is intending to turn right to go towards Chain Bar roundabout. Vehicle 2 is being driven along then A58 in the direction of Wyke. As V2 approaches the junction with Branch Road the driver of Vehicle 1 moves off, Vehicle 2 then collides with the front offside of Vehicle 1. The driver of Vehicle 2 receives slight injury.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	61 1 Driver/Rider	SLIGHT	2 Female	58
2 Car	Female	58			

29Q0955

SLIGHT 418037/426865 26/09/2015 14:00

LOCATION

A606(M)

DESCRIPTION

V001 FROM CHAIN BAR ROUNDABOUT ONTO ENTRY SLIP DUAL CARRIAGEWAY LANE 1
V002 FROM CHAIN BAR ROUNDABOUT ONTO ENTRY SLIP DUAL CARRIAGEWAY LANE 2
V001 DRIFTS FROM LANE 1 INTO LANE 2 COLLIDING INTO V002 R/N/S MINOR DAMAGE TO V001 AND V002 / DAMAGE CONSISTENT WITH SCRAPING NO HEAVY IMPACT TRANSFER NO AIRBAG DEPLOYMENTS NO DENTS TO BODY WORK / SCRAPING ONLY NO VISIBLE INJURIES HOWEVER V002 DRIVER ADMITTED PREVIOUS BACK INJURY THEREFORE ATTENDED BRI TO BE CHECKED OUT

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	61 1 Driver/Rider	SLIGHT	2 Female	32
2 Car	Female	32			

29S0187 SLIGHT 418044/427022 28/09/2015 06:42
LOCATION M606
DESCRIPTION TWO VEHICLE RTC - SLOW MOVING TRAFFIC DUE TO CONGESTION AT THE SCENE. V002 HAS COME TO A STOP DUE TO VEHICLES TO THE FRONT DOING THE SAME. DRIVER OF V001 HAS NOT BEEN ABLE TO STOP IN TIME AND A COLLISION HAS OCCURRED BY WAY OF V001 COLLIDING WITH THE REAR OF V002 WHICH CAUSED MINOR DAMAGE TO BOTH VEHICLES AND VERY MINOR INJURIES TO THE DRIVER OF V002.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	35 1 Driver/Rider	SLIGHT	2 Female	28
2 Car	Female	28			

2A80921 SLIGHT 418285/426662 08/10/2015 15:28
LOCATION Junction of A58 Whitehall Road and A638 Bradford Road
DESCRIPTION Vehicle 1 is negotiating Chain Bar roundabout intending to exit the roundabout onto Bradford Road, Cleckheaton. vehicle two is following vehicle one intending to go in the same direction and at the time both are travelling lane 2 which becomes lane 1. Two unknown vehicles cut across vehicle one which is forced to brake heavily and vehicle two runs into the rear of vehicle one. The driver of vehicle one is wheel chair bound and unable to leave his vehicle. His vehicle has been suitably converted. This driver has suffered minor neck pain as a result of the collision. The driver of vehicle two is un injured.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Van/Goods < 3.5t	Male	40 1 Driver/Rider	SLIGHT	1 Male	40
2 Car	Female	33			

Appendix C TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	2 days
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	FI FIFE	1 days
	HI HIGHLAND	1 days
13	MUNSTER	
	WA WATERFORD	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AR ARMAGH	1 days

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

Filtering Stage 2 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: 3 to 43325 (units: sqm)
Range Selected by User: 16182 to 64730 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 24/01/13

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:

Monday	3 days
Tuesday	4 days
Wednesday	2 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	17 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:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	11
Free Standing (PPS6 Out of Town)	1

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	11
Commercial Zone	1
Out of Town	1
No Sub Category	4

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.

Filtering Stage 3 selection:

Use Class:

B1	11 days
B2	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	7 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 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	5 days
1.1 to 1.5	10 days
1.6 to 2.0	2 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:

Yes	1 days
No	16 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.

LIST OF SITES relevant to selection parameters

1	AR-02-C-02	EMTEK	ARMAGH
	SILVERWOOD ROAD		
	SILVERWOOD INDUSTRIAL AREA		
	LURGAN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2980 sqm	
	Survey date: THURSDAY	12/11/09	Survey Type: MANUAL
2	BR-02-C-01	MECH. ENGINEERS	BRISTOL CITY
	NOVERS HILL		
	BEDMINSTER		
	BRISTOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: MONDAY	19/10/09	Survey Type: MANUAL
3	CF-02-C-01	PLASTICS COMPANY	CARDIFF
	PARC-TY-GLAS		
	LLANISHEN		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1068 sqm	
	Survey date: TUESDAY	24/10/06	Survey Type: MANUAL
4	CH-02-C-01	BAKERY	CHESHIRE
	GADBROOK PARK		
	HIGH SHURLACH		
	NORTHWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	15000 sqm	
	Survey date: THURSDAY	21/06/07	Survey Type: MANUAL
5	CW-02-C-01	FOOD DISTRIBUTION	CORNWALL
	WILSON WAY		
	POOL		
	CAMBORNE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	10200 sqm	
	Survey date: FRIDAY	08/06/07	Survey Type: MANUAL
6	CW-02-C-02	LIGHTING COMPANY	CORNWALL
	NORMANDY WAY		
	BODMIN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	17675 sqm	
	Survey date: WEDNESDAY	06/06/07	Survey Type: MANUAL
7	DC-02-C-07	NEW LOOK	DORSET
	MERCERY ROAD		
	WEYMOUTH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5467 sqm	
	Survey date: MONDAY	07/07/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DS-02-C-01	BAKERY		DERBYSHIRE
	STUBLEY LANE			
	DRONFIELD			
	NEAR SHEFFIELD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	23500 sqm		
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL	
9	FI-02-C-01	REFRIGERATION		FIFE
	HALBEATH PLACE			
	DUNFERMLINE			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	4900 sqm		
	Survey date: FRIDAY	20/04/07	Survey Type: MANUAL	
10	HE-02-C-01	METAL COATINGS		HEREFORDSHIRE
	COLLEGE ROAD			
	HEREFORD			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	1880 sqm		
	Survey date: THURSDAY	14/10/10	Survey Type: MANUAL	
11	HF-02-C-01	INDUSTRIAL UNIT		HERTFORDSHIRE
	BRIDGE ROAD EAST			
	WELWYN GARDEN CITY			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	1800 sqm		
	Survey date: THURSDAY	17/07/08	Survey Type: MANUAL	
12	HI-02-C-01	DAIRY		HIGHLAND
	TOM SEMPLE ROAD			
	BALMAKEITH BUSINESS PK			
	NAIRN			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	3000 sqm		
	Survey date: WEDNESDAY	24/05/06	Survey Type: MANUAL	
13	MG-02-C-01	ENGINEERING		MONAGHAN
	COOLSHANNAGH ROAD			
	COOLSHANNAGH			
	NEAR MONAGHAN			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	3240 sqm		
	Survey date: TUESDAY	04/12/12	Survey Type: MANUAL	
14	NF-02-C-02	GROCERY FACTORY		NORFOLK
	HARDWICK ROAD			
	KINGS LYNN			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	43325 sqm		
	Survey date: MONDAY	19/09/05	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

15	WA-02-C-01	FOODS COMPANY		WATERFORD
	MAYPARK LANE			
	WATERFORD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2800 sqm		
	Survey date: TUESDAY	18/11/08	Survey Type: MANUAL	
16	WM-02-C-03	INDUSTRIAL GLASS		WEST MIDLANDS
	DOWNING STREET			
	SMETHWICK			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	5070 sqm		
	Survey date: TUESDAY	06/11/12	Survey Type: MANUAL	
17	WS-02-C-01	AVIATION COMPANY		WEST SUSSEX
	MAYDWELL AVENUE			
	SLINFOLD			
	NEAR HORSHAM			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Gross floor area:	3 sqm		
	Survey date: THURSDAY	24/01/13	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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	3	0.000	1	3	0.000	1	3	0.000
06:30 - 07:00	1	3	66.667	1	3	0.000	1	3	66.667
07:00 - 07:30	17	8412	0.092	17	8412	0.057	17	8412	0.149
07:30 - 08:00	17	8412	0.211	17	8412	0.032	17	8412	0.243
08:00 - 08:30	17	8412	0.317	17	8412	0.048	17	8412	0.365
08:30 - 09:00	17	8412	0.208	17	8412	0.051	17	8412	0.259
09:00 - 09:30	17	8412	0.106	17	8412	0.057	17	8412	0.163
09:30 - 10:00	17	8412	0.076	17	8412	0.052	17	8412	0.128
10:00 - 10:30	17	8412	0.051	17	8412	0.063	17	8412	0.114
10:30 - 11:00	17	8412	0.059	17	8412	0.052	17	8412	0.111
11:00 - 11:30	17	8412	0.052	17	8412	0.038	17	8412	0.090
11:30 - 12:00	17	8412	0.054	17	8412	0.052	17	8412	0.106
12:00 - 12:30	17	8412	0.059	17	8412	0.082	17	8412	0.141
12:30 - 13:00	17	8412	0.068	17	8412	0.071	17	8412	0.139
13:00 - 13:30	17	8412	0.122	17	8412	0.085	17	8412	0.207
13:30 - 14:00	17	8412	0.161	17	8412	0.087	17	8412	0.248
14:00 - 14:30	17	8412	0.094	17	8412	0.223	17	8412	0.317
14:30 - 15:00	17	8412	0.064	17	8412	0.080	17	8412	0.144
15:00 - 15:30	17	8412	0.057	17	8412	0.086	17	8412	0.143
15:30 - 16:00	17	8412	0.060	17	8412	0.090	17	8412	0.150
16:00 - 16:30	17	8412	0.047	17	8412	0.098	17	8412	0.145
16:30 - 17:00	17	8412	0.049	17	8412	0.188	17	8412	0.237
17:00 - 17:30	17	8412	0.033	17	8412	0.169	17	8412	0.202
17:30 - 18:00	17	8412	0.026	17	8412	0.264	17	8412	0.290
18:00 - 18:30	16	8632	0.030	16	8632	0.122	16	8632	0.152
18:30 - 19:00	16	8632	0.037	16	8632	0.077	16	8632	0.114
19:00 - 19:30	1	3	0.000	1	3	233.333	1	3	233.333
19:30 - 20:00	1	3	66.667	1	3	233.333	1	3	300.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			135.467			468.890			604.357

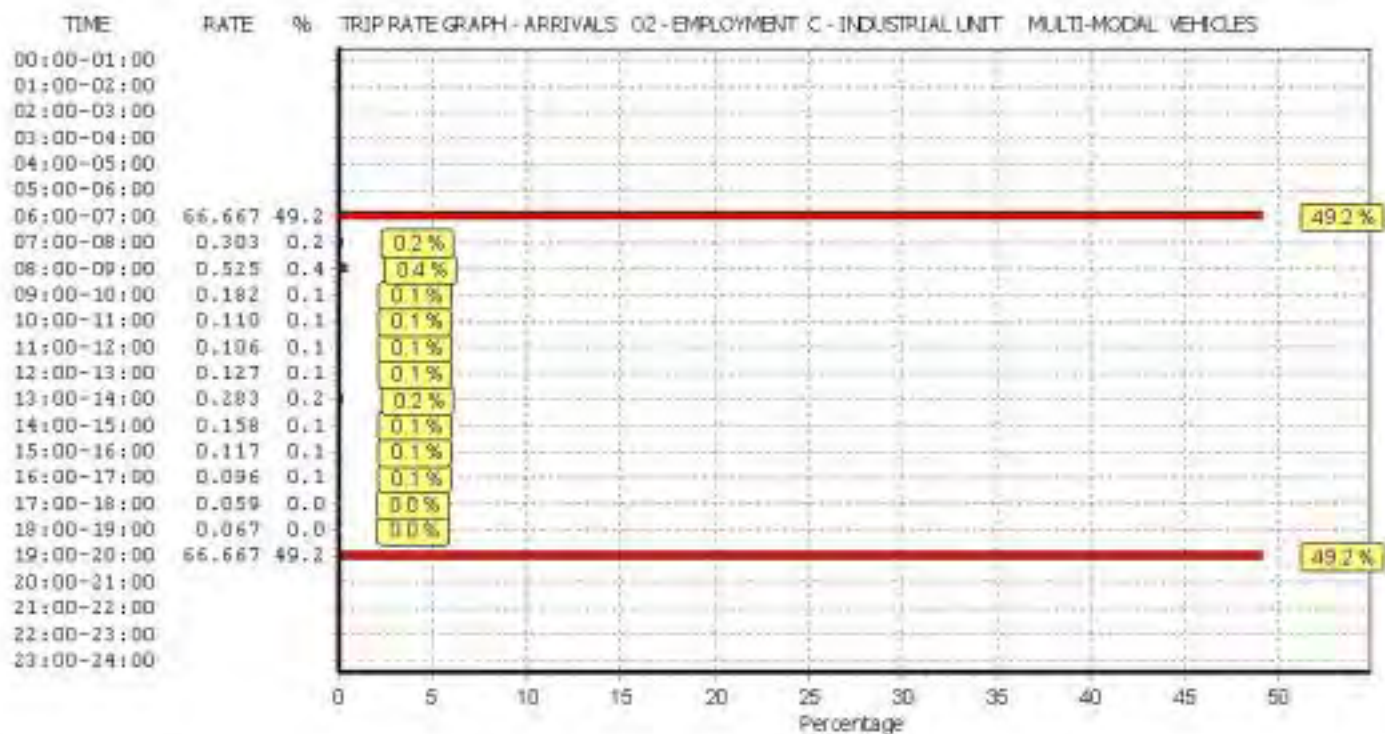
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

Parameter summary

Trip rate parameter range selected:	3 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 24/01/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

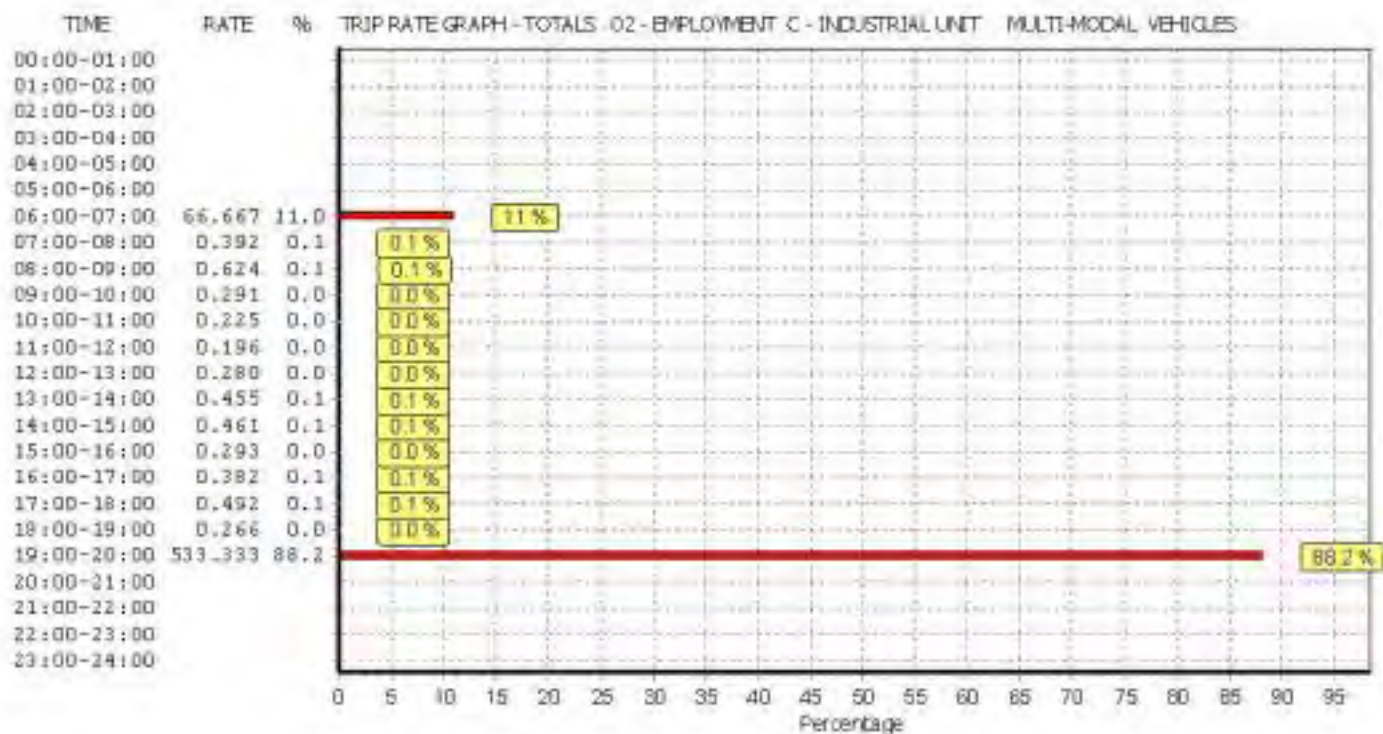
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL OGVS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	3	0.000	1	3	0.000	1	3	0.000
06:30 - 07:00	1	3	0.000	1	3	0.000	1	3	0.000
07:00 - 07:30	17	8412	0.005	17	8412	0.008	17	8412	0.013
07:30 - 08:00	17	8412	0.003	17	8412	0.007	17	8412	0.010
08:00 - 08:30	17	8412	0.015	17	8412	0.010	17	8412	0.025
08:30 - 09:00	17	8412	0.014	17	8412	0.015	17	8412	0.029
09:00 - 09:30	17	8412	0.017	17	8412	0.015	17	8412	0.032
09:30 - 10:00	17	8412	0.020	17	8412	0.010	17	8412	0.030
10:00 - 10:30	17	8412	0.013	17	8412	0.012	17	8412	0.025
10:30 - 11:00	17	8412	0.019	17	8412	0.013	17	8412	0.032
11:00 - 11:30	17	8412	0.015	17	8412	0.011	17	8412	0.026
11:30 - 12:00	17	8412	0.018	17	8412	0.011	17	8412	0.029
12:00 - 12:30	17	8412	0.016	17	8412	0.014	17	8412	0.030
12:30 - 13:00	17	8412	0.013	17	8412	0.007	17	8412	0.020
13:00 - 13:30	17	8412	0.017	17	8412	0.013	17	8412	0.030
13:30 - 14:00	17	8412	0.010	17	8412	0.013	17	8412	0.023
14:00 - 14:30	17	8412	0.020	17	8412	0.012	17	8412	0.032
14:30 - 15:00	17	8412	0.013	17	8412	0.012	17	8412	0.025
15:00 - 15:30	17	8412	0.008	17	8412	0.009	17	8412	0.017
15:30 - 16:00	17	8412	0.009	17	8412	0.008	17	8412	0.017
16:00 - 16:30	17	8412	0.008	17	8412	0.012	17	8412	0.020
16:30 - 17:00	17	8412	0.010	17	8412	0.009	17	8412	0.019
17:00 - 17:30	17	8412	0.008	17	8412	0.003	17	8412	0.011
17:30 - 18:00	17	8412	0.003	17	8412	0.010	17	8412	0.013
18:00 - 18:30	16	8632	0.007	16	8632	0.009	16	8632	0.016
18:30 - 19:00	16	8632	0.004	16	8632	0.004	16	8632	0.008
19:00 - 19:30	1	3	0.000	1	3	0.000	1	3	0.000
19:30 - 20:00	1	3	0.000	1	3	0.000	1	3	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.285			0.247			0.532

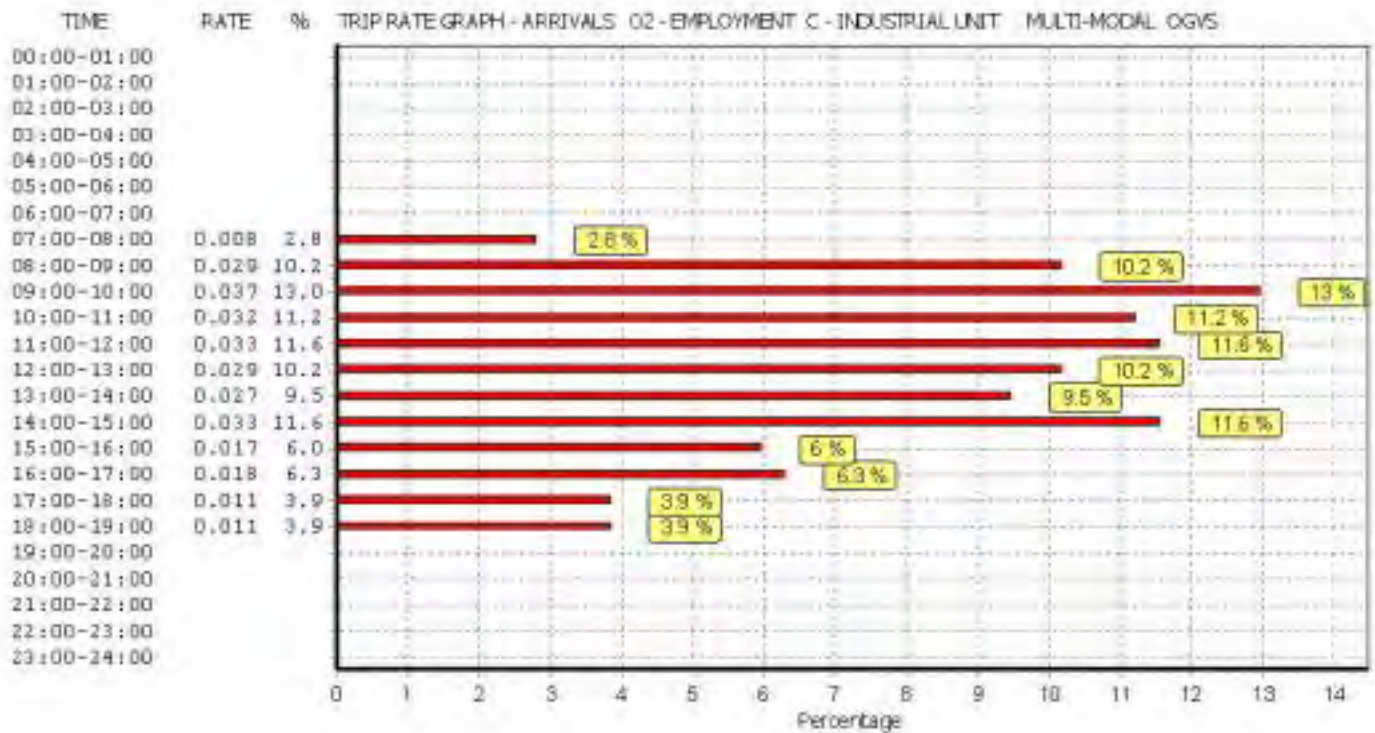
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

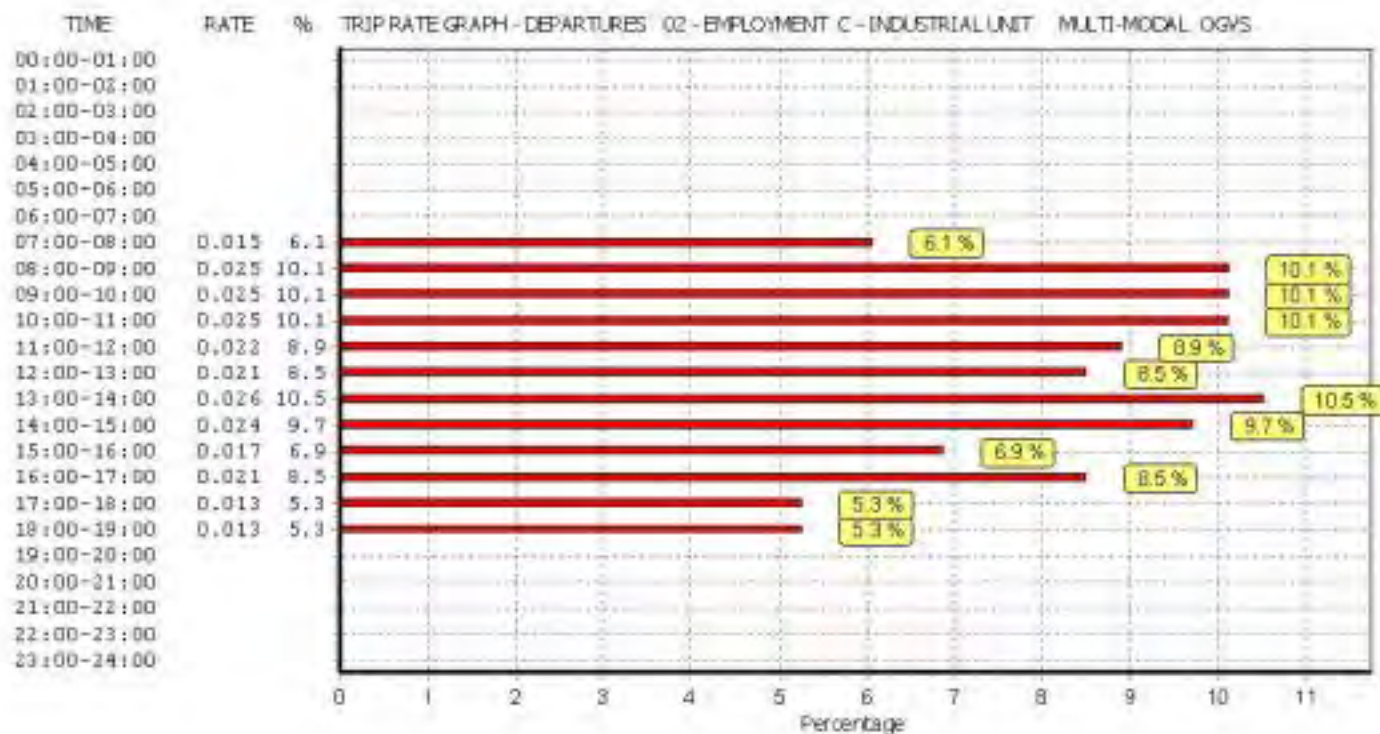
Parameter summary

Trip rate parameter range selected:	3 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 24/01/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

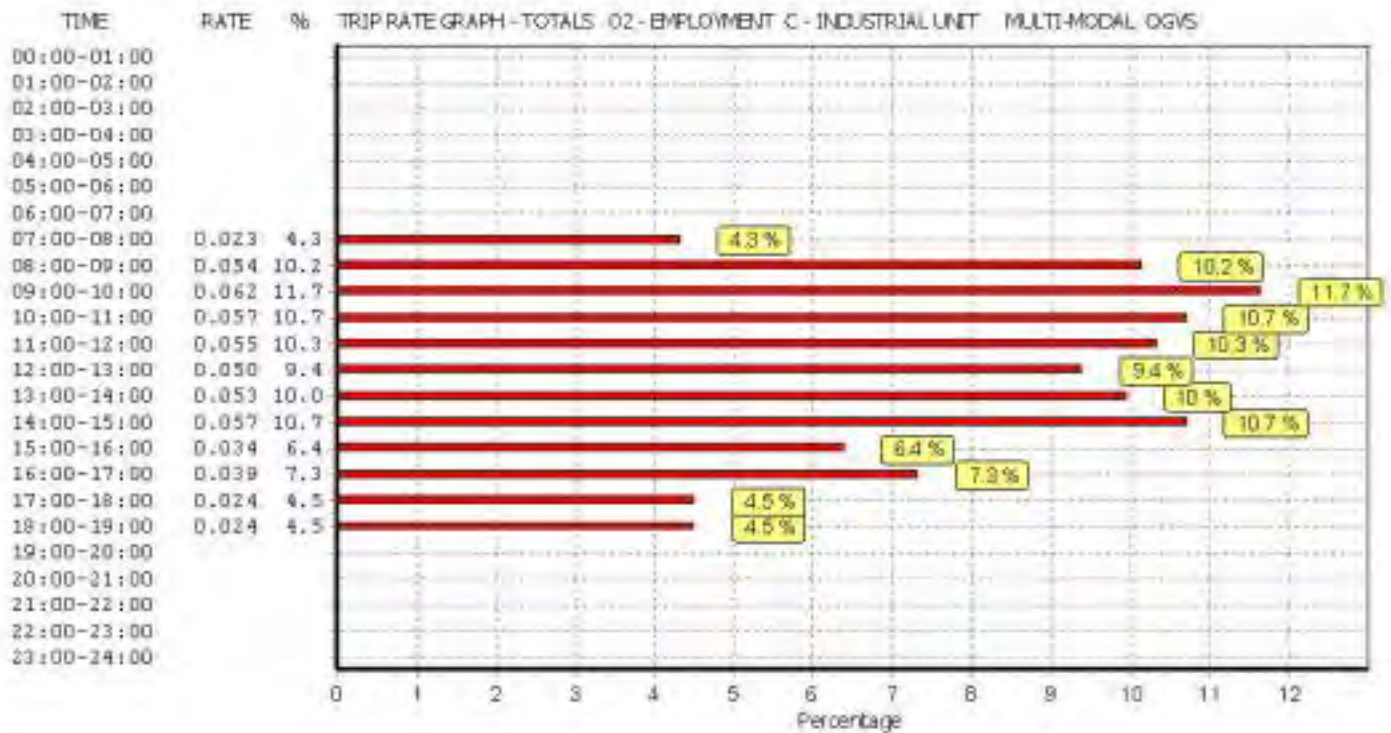
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PSVS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	3	0.000	1	3	0.000	1	3	0.000
06:30 - 07:00	1	3	0.000	1	3	0.000	1	3	0.000
07:00 - 07:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
07:30 - 08:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
08:00 - 08:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
08:30 - 09:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
09:00 - 09:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
09:30 - 10:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
10:00 - 10:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
10:30 - 11:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
11:00 - 11:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
11:30 - 12:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
12:00 - 12:30	17	8412	0.001	17	8412	0.000	17	8412	0.001
12:30 - 13:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
13:00 - 13:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
13:30 - 14:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
14:00 - 14:30	17	8412	0.001	17	8412	0.000	17	8412	0.001
14:30 - 15:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
15:00 - 15:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
15:30 - 16:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
16:00 - 16:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
16:30 - 17:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
17:00 - 17:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
17:30 - 18:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
18:00 - 18:30	16	8632	0.000	16	8632	0.000	16	8632	0.000
18:30 - 19:00	16	8632	0.000	16	8632	0.000	16	8632	0.000
19:00 - 19:30	1	3	0.000	1	3	0.000	1	3	0.000
19:30 - 20:00	1	3	0.000	1	3	0.000	1	3	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.002			0.000			0.002

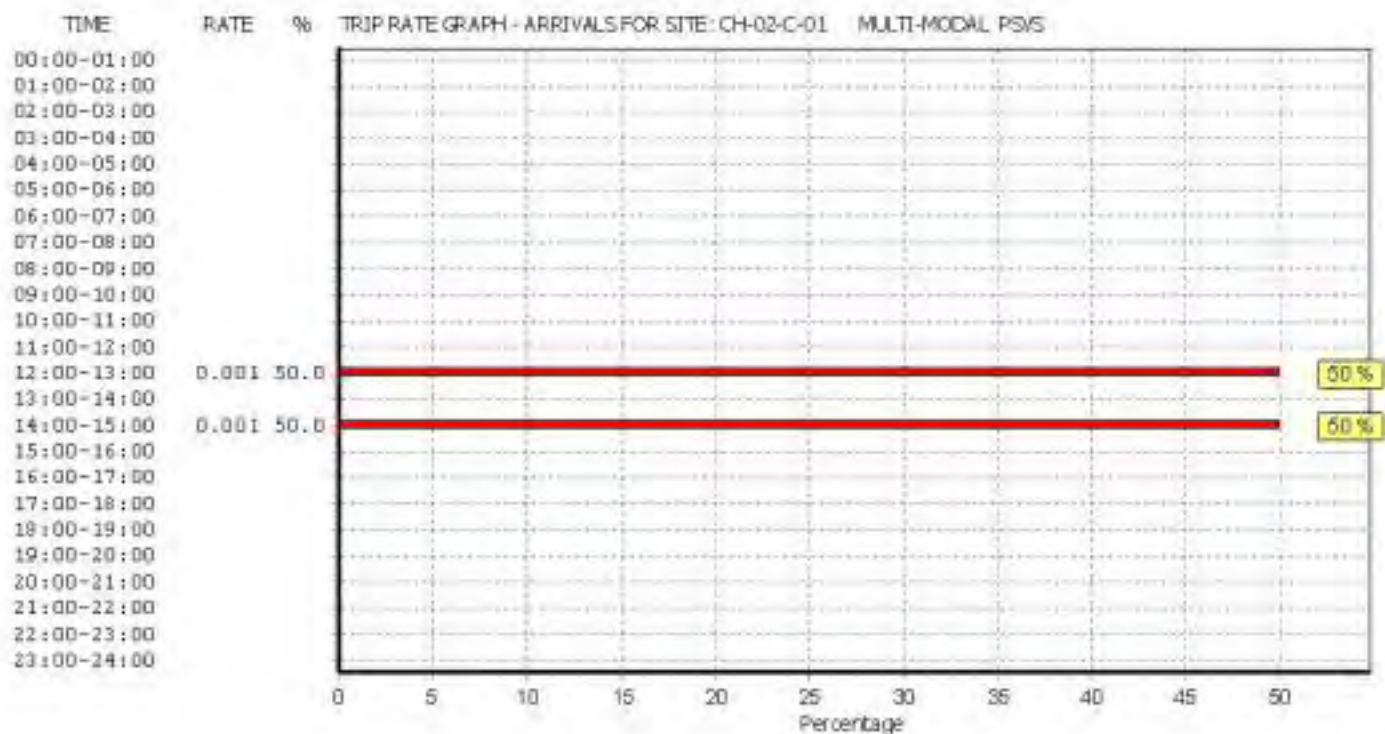
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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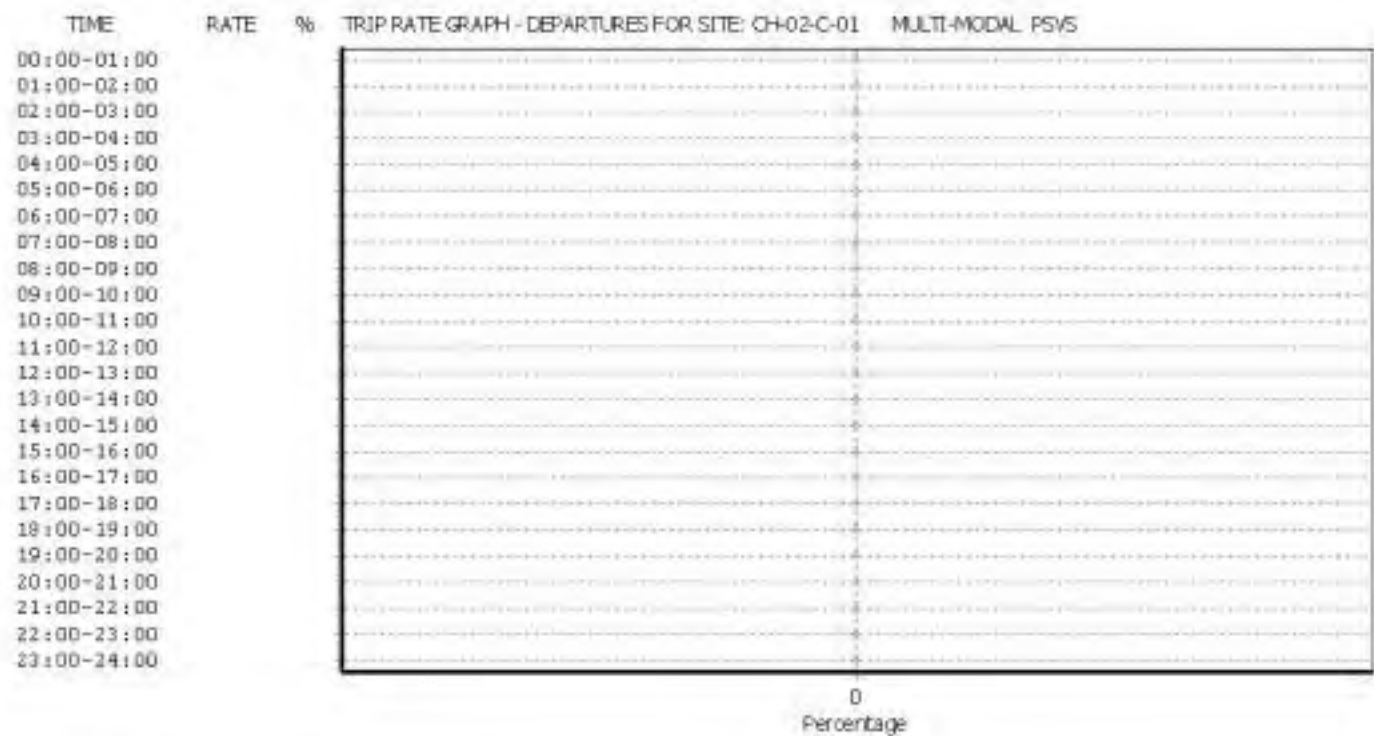
Parameter summary

Trip rate parameter range selected:	3 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 24/01/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

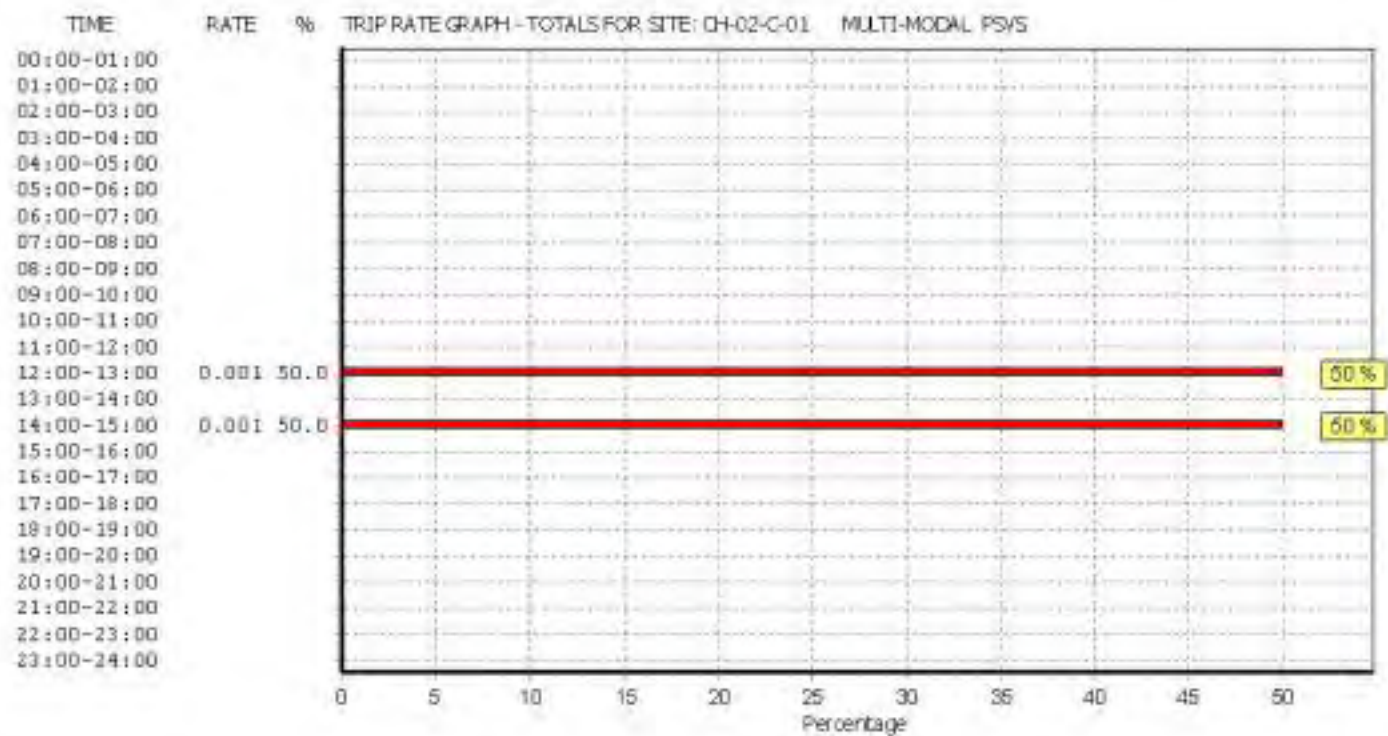
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL CYCLISTS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	3	0.000	1	3	0.000	1	3	0.000
06:30 - 07:00	1	3	0.000	1	3	0.000	1	3	0.000
07:00 - 07:30	17	8412	0.003	17	8412	0.001	17	8412	0.004
07:30 - 08:00	17	8412	0.008	17	8412	0.001	17	8412	0.009
08:00 - 08:30	17	8412	0.006	17	8412	0.001	17	8412	0.007
08:30 - 09:00	17	8412	0.003	17	8412	0.002	17	8412	0.005
09:00 - 09:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
09:30 - 10:00	17	8412	0.001	17	8412	0.001	17	8412	0.002
10:00 - 10:30	17	8412	0.000	17	8412	0.001	17	8412	0.001
10:30 - 11:00	17	8412	0.001	17	8412	0.001	17	8412	0.002
11:00 - 11:30	17	8412	0.000	17	8412	0.001	17	8412	0.001
11:30 - 12:00	17	8412	0.001	17	8412	0.000	17	8412	0.001
12:00 - 12:30	17	8412	0.001	17	8412	0.002	17	8412	0.003
12:30 - 13:00	17	8412	0.001	17	8412	0.000	17	8412	0.001
13:00 - 13:30	17	8412	0.010	17	8412	0.004	17	8412	0.014
13:30 - 14:00	17	8412	0.006	17	8412	0.001	17	8412	0.007
14:00 - 14:30	17	8412	0.001	17	8412	0.017	17	8412	0.018
14:30 - 15:00	17	8412	0.001	17	8412	0.003	17	8412	0.004
15:00 - 15:30	17	8412	0.000	17	8412	0.003	17	8412	0.003
15:30 - 16:00	17	8412	0.000	17	8412	0.002	17	8412	0.002
16:00 - 16:30	17	8412	0.000	17	8412	0.003	17	8412	0.003
16:30 - 17:00	17	8412	0.001	17	8412	0.006	17	8412	0.007
17:00 - 17:30	17	8412	0.001	17	8412	0.001	17	8412	0.002
17:30 - 18:00	17	8412	0.000	17	8412	0.005	17	8412	0.005
18:00 - 18:30	16	8632	0.000	16	8632	0.002	16	8632	0.002
18:30 - 19:00	16	8632	0.002	16	8632	0.001	16	8632	0.003
19:00 - 19:30	1	3	0.000	1	3	0.000	1	3	0.000
19:30 - 20:00	1	3	0.000	1	3	0.000	1	3	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.047			0.059			0.106

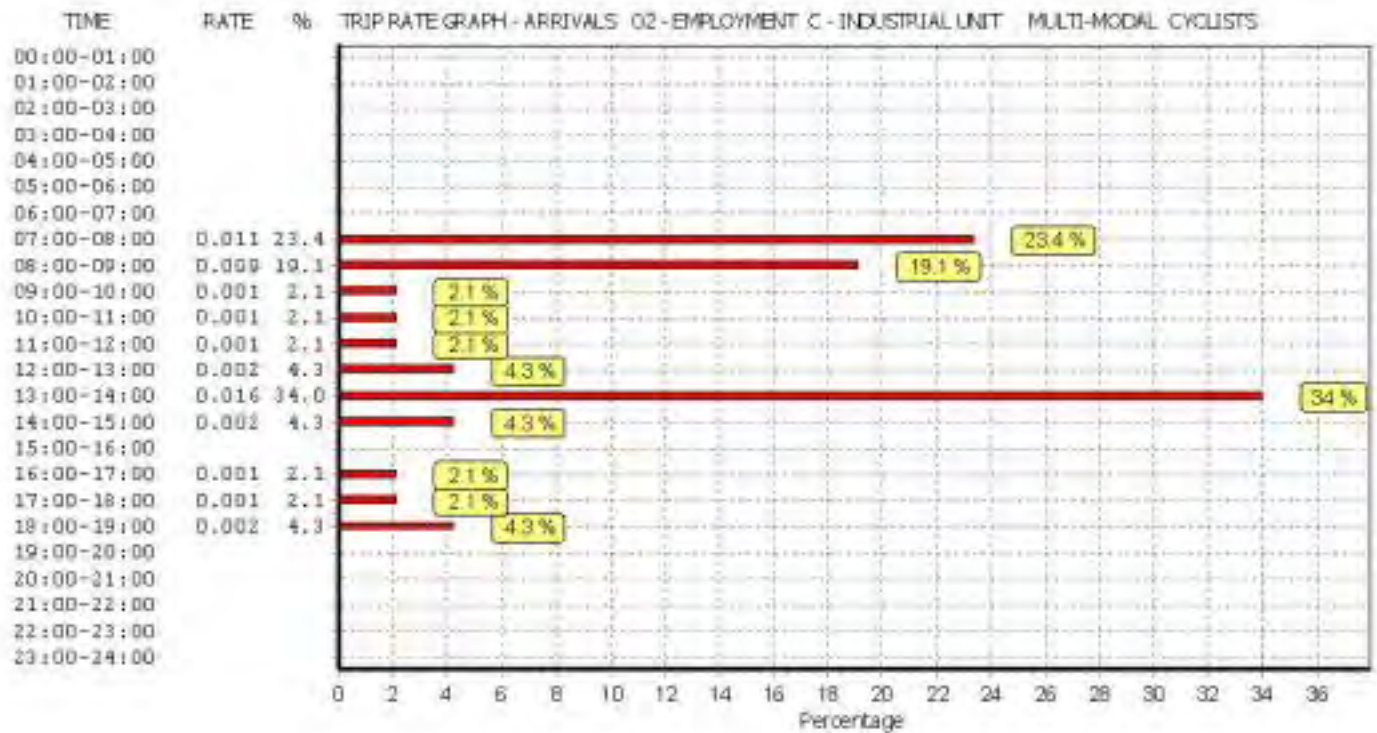
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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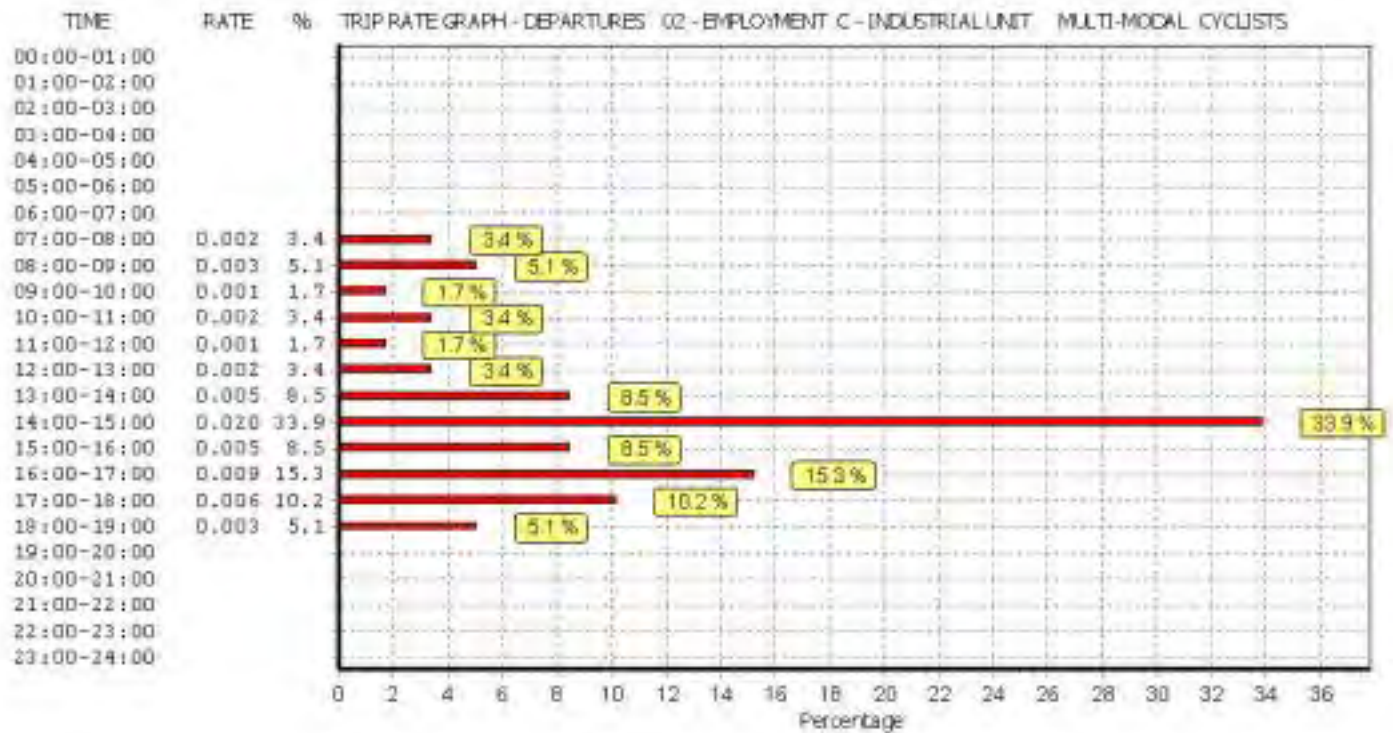
Parameter summary

Trip rate parameter range selected:	3 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 24/01/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

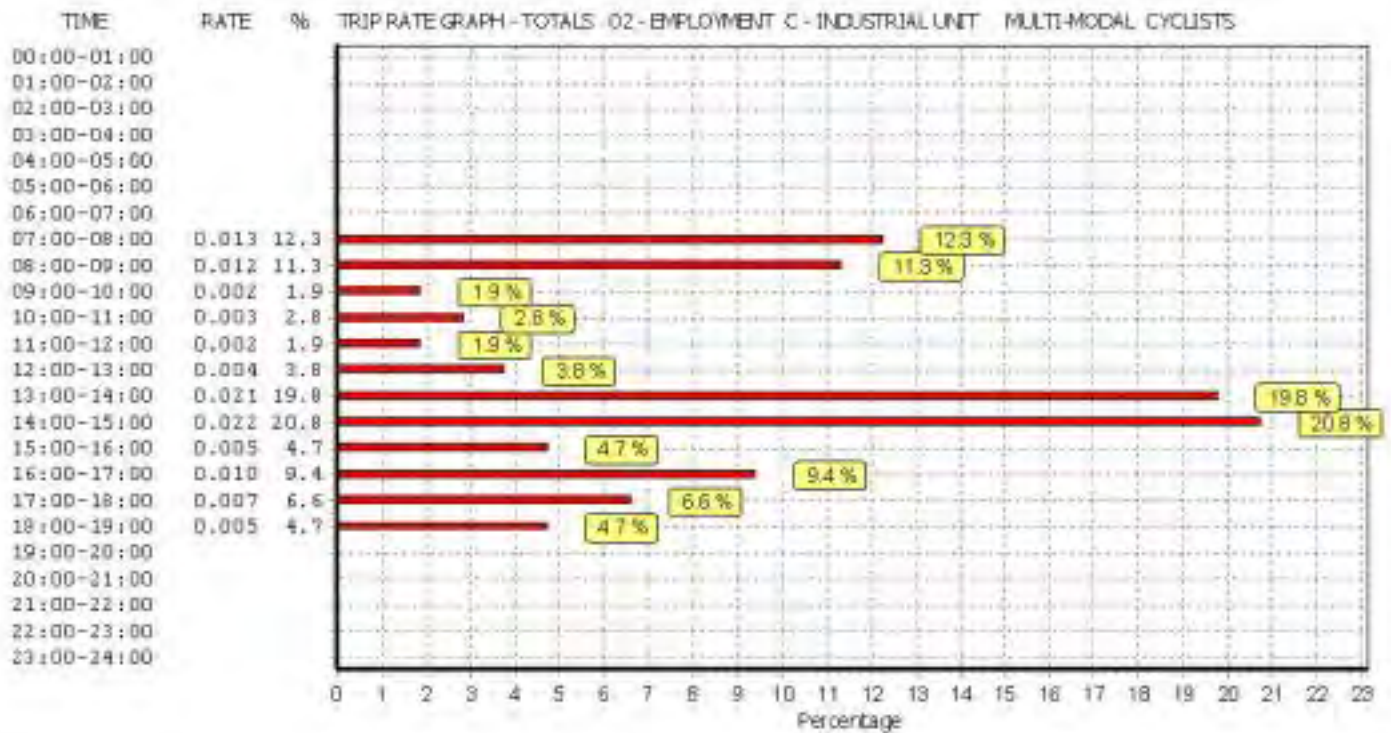
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL VEHICLE OCCUPANTS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	3	0.000	1	3	0.000	1	3	0.000
06:30 - 07:00	1	3	66.667	1	3	0.000	1	3	66.667
07:00 - 07:30	17	8412	0.117	17	8412	0.059	17	8412	0.176
07:30 - 08:00	17	8412	0.238	17	8412	0.028	17	8412	0.266
08:00 - 08:30	17	8412	0.350	17	8412	0.048	17	8412	0.398
08:30 - 09:00	17	8412	0.227	17	8412	0.055	17	8412	0.282
09:00 - 09:30	17	8412	0.117	17	8412	0.057	17	8412	0.174
09:30 - 10:00	17	8412	0.084	17	8412	0.055	17	8412	0.139
10:00 - 10:30	17	8412	0.055	17	8412	0.067	17	8412	0.122
10:30 - 11:00	17	8412	0.070	17	8412	0.057	17	8412	0.127
11:00 - 11:30	17	8412	0.060	17	8412	0.041	17	8412	0.101
11:30 - 12:00	17	8412	0.059	17	8412	0.059	17	8412	0.118
12:00 - 12:30	17	8412	0.062	17	8412	0.093	17	8412	0.155
12:30 - 13:00	17	8412	0.080	17	8412	0.085	17	8412	0.165
13:00 - 13:30	17	8412	0.142	17	8412	0.101	17	8412	0.243
13:30 - 14:00	17	8412	0.210	17	8412	0.092	17	8412	0.302
14:00 - 14:30	17	8412	0.114	17	8412	0.280	17	8412	0.394
14:30 - 15:00	17	8412	0.084	17	8412	0.089	17	8412	0.173
15:00 - 15:30	17	8412	0.079	17	8412	0.096	17	8412	0.175
15:30 - 16:00	17	8412	0.071	17	8412	0.119	17	8412	0.190
16:00 - 16:30	17	8412	0.049	17	8412	0.108	17	8412	0.157
16:30 - 17:00	17	8412	0.052	17	8412	0.236	17	8412	0.288
17:00 - 17:30	17	8412	0.036	17	8412	0.195	17	8412	0.231
17:30 - 18:00	17	8412	0.027	17	8412	0.300	17	8412	0.327
18:00 - 18:30	16	8632	0.030	16	8632	0.140	16	8632	0.170
18:30 - 19:00	16	8632	0.038	16	8632	0.085	16	8632	0.123
19:00 - 19:30	1	3	0.000	1	3	266.667	1	3	266.667
19:30 - 20:00	1	3	100.000	1	3	233.333	1	3	333.333
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			169.118			502.545			671.663

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.

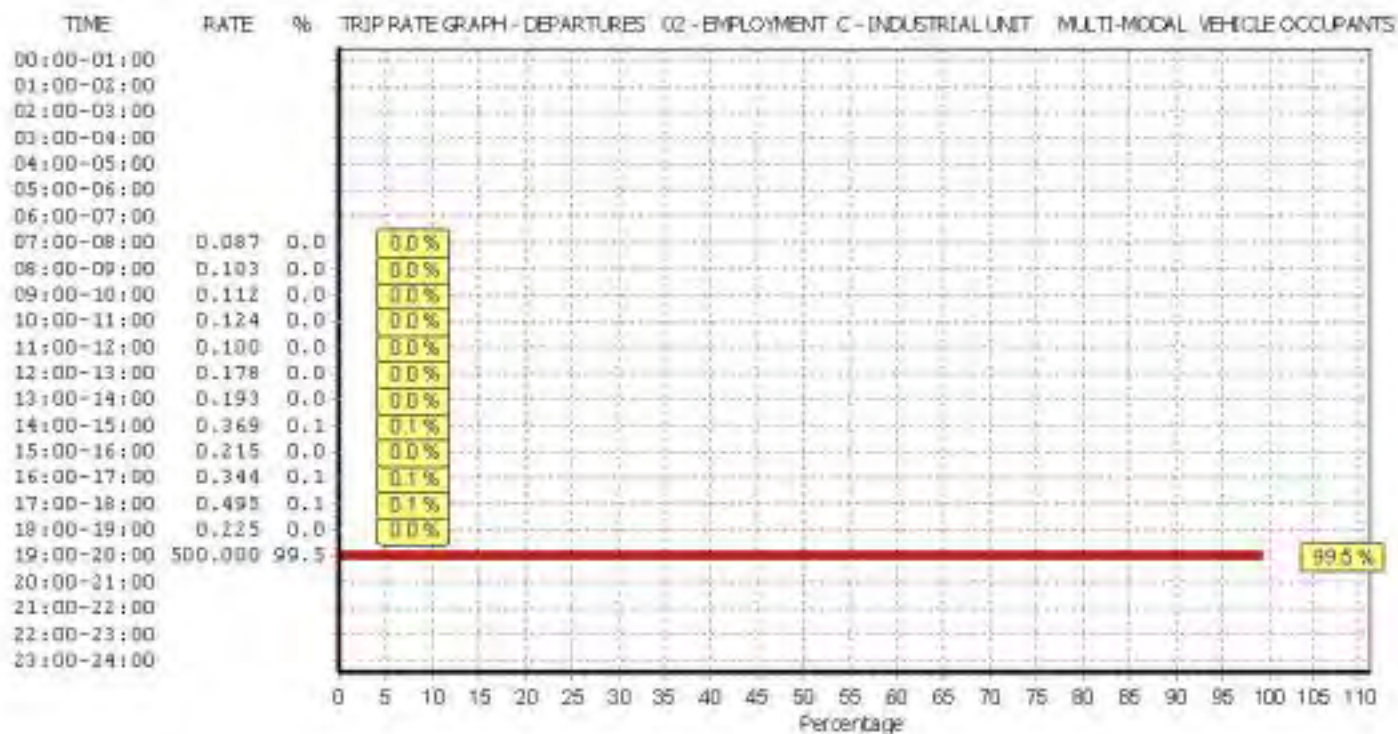
Parameter summary

Trip rate parameter range selected:	3 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 24/01/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PEDESTRIANS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	3	0.000	1	3	0.000	1	3	0.000
06:30 - 07:00	1	3	0.000	1	3	0.000	1	3	0.000
07:00 - 07:30	17	8412	0.003	17	8412	0.008	17	8412	0.011
07:30 - 08:00	17	8412	0.017	17	8412	0.001	17	8412	0.018
08:00 - 08:30	17	8412	0.020	17	8412	0.002	17	8412	0.022
08:30 - 09:00	17	8412	0.016	17	8412	0.006	17	8412	0.022
09:00 - 09:30	17	8412	0.020	17	8412	0.012	17	8412	0.032
09:30 - 10:00	17	8412	0.010	17	8412	0.010	17	8412	0.020
10:00 - 10:30	17	8412	0.010	17	8412	0.008	17	8412	0.018
10:30 - 11:00	17	8412	0.008	17	8412	0.005	17	8412	0.013
11:00 - 11:30	17	8412	0.003	17	8412	0.008	17	8412	0.011
11:30 - 12:00	17	8412	0.008	17	8412	0.008	17	8412	0.016
12:00 - 12:30	17	8412	0.010	17	8412	0.028	17	8412	0.038
12:30 - 13:00	17	8412	0.015	17	8412	0.017	17	8412	0.032
13:00 - 13:30	17	8412	0.053	17	8412	0.018	17	8412	0.071
13:30 - 14:00	17	8412	0.050	17	8412	0.022	17	8412	0.072
14:00 - 14:30	17	8412	0.011	17	8412	0.062	17	8412	0.073
14:30 - 15:00	17	8412	0.001	17	8412	0.013	17	8412	0.014
15:00 - 15:30	17	8412	0.002	17	8412	0.027	17	8412	0.029
15:30 - 16:00	17	8412	0.006	17	8412	0.022	17	8412	0.028
16:00 - 16:30	17	8412	0.005	17	8412	0.011	17	8412	0.016
16:30 - 17:00	17	8412	0.010	17	8412	0.013	17	8412	0.023
17:00 - 17:30	17	8412	0.006	17	8412	0.014	17	8412	0.020
17:30 - 18:00	17	8412	0.002	17	8412	0.019	17	8412	0.021
18:00 - 18:30	16	8632	0.001	16	8632	0.009	16	8632	0.010
18:30 - 19:00	16	8632	0.005	16	8632	0.008	16	8632	0.013
19:00 - 19:30	1	3	0.000	1	3	0.000	1	3	0.000
19:30 - 20:00	1	3	0.000	1	3	0.000	1	3	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.292			0.351			0.643

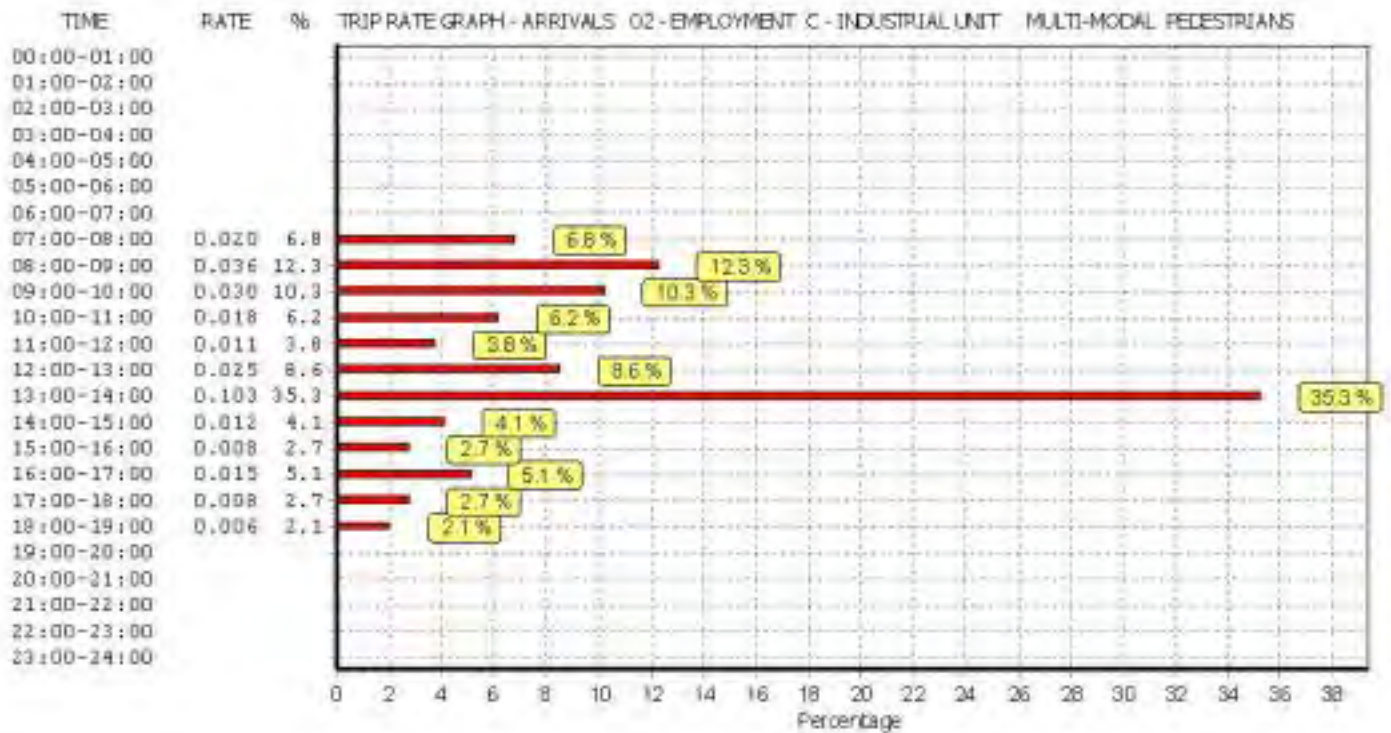
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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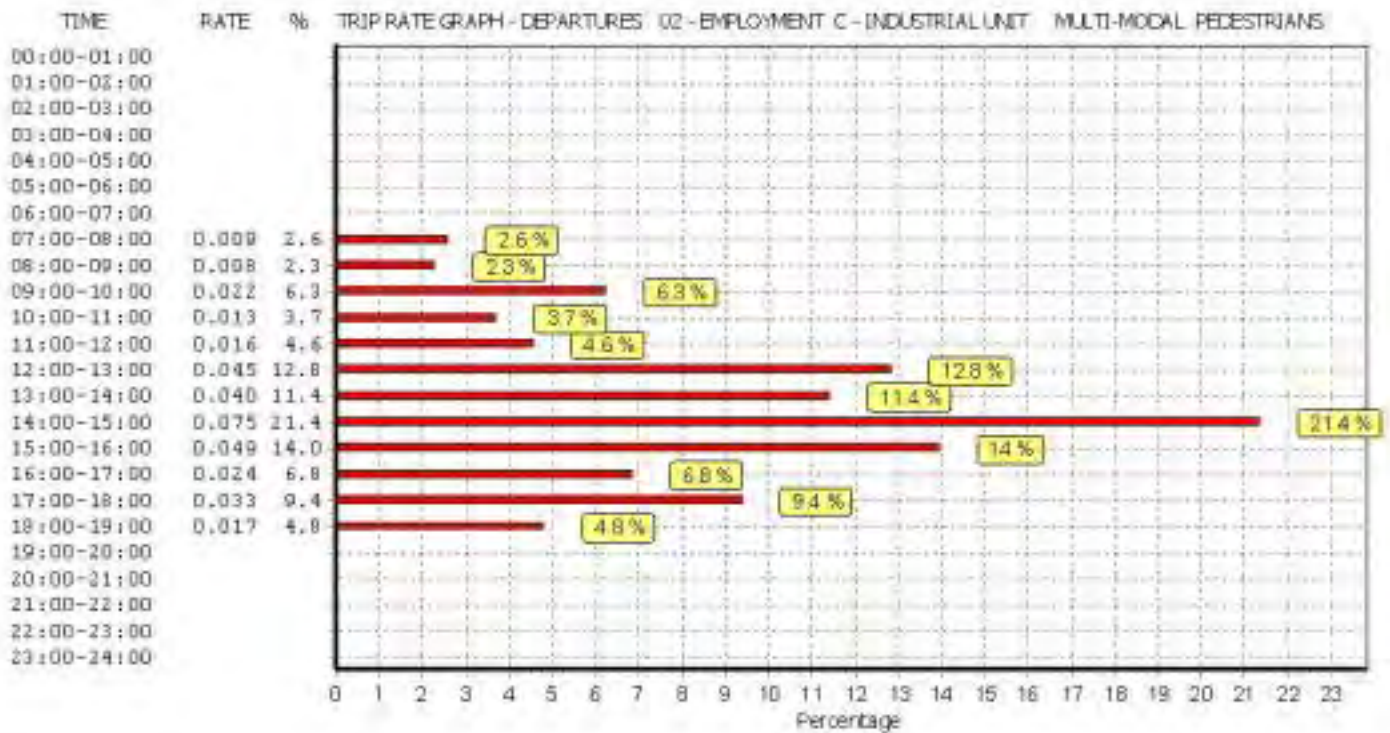
Parameter summary

Trip rate parameter range selected:	3 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 24/01/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

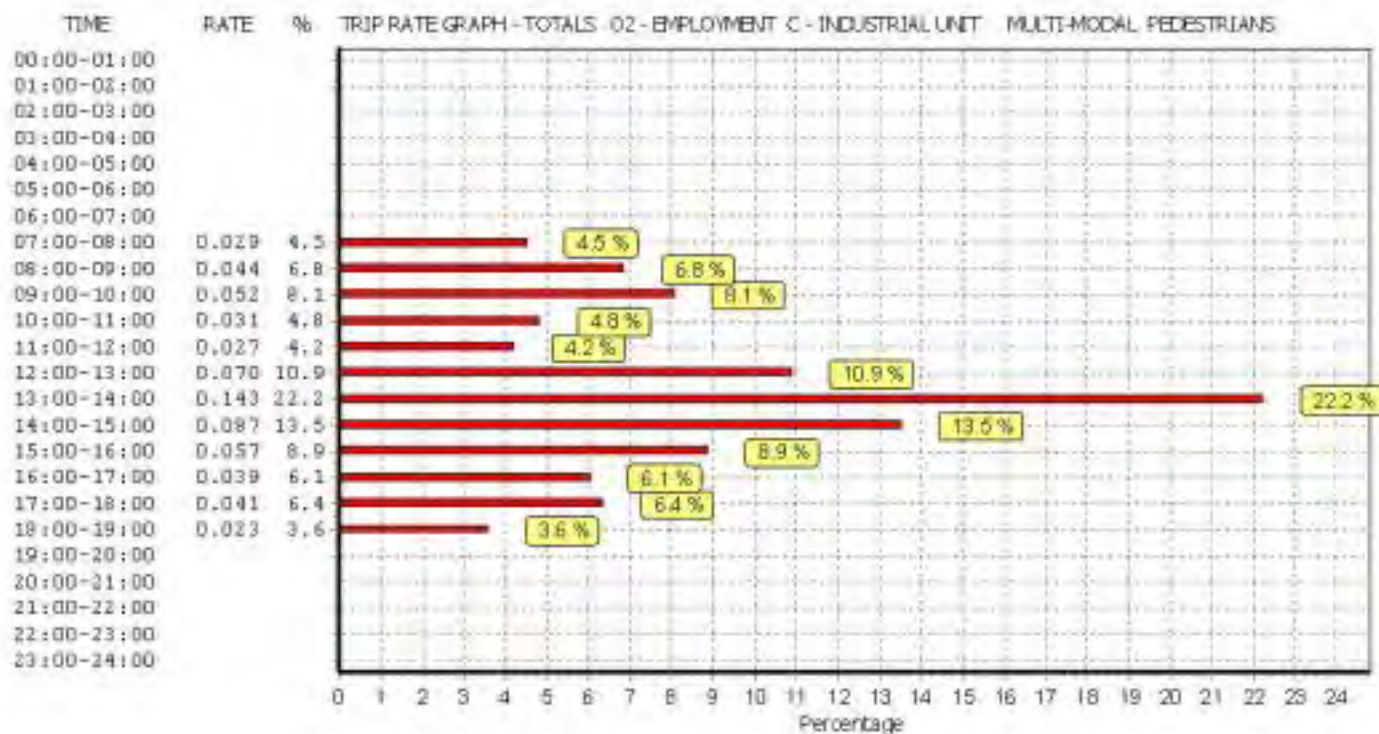
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL BUS/TRAM PASSENGERS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	3	0.000	1	3	0.000	1	3	0.000
06:30 - 07:00	1	3	0.000	1	3	0.000	1	3	0.000
07:00 - 07:30	17	8412	0.008	17	8412	0.000	17	8412	0.008
07:30 - 08:00	17	8412	0.003	17	8412	0.001	17	8412	0.004
08:00 - 08:30	17	8412	0.001	17	8412	0.000	17	8412	0.001
08:30 - 09:00	17	8412	0.001	17	8412	0.001	17	8412	0.002
09:00 - 09:30	17	8412	0.001	17	8412	0.000	17	8412	0.001
09:30 - 10:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
10:00 - 10:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
10:30 - 11:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
11:00 - 11:30	17	8412	0.001	17	8412	0.000	17	8412	0.001
11:30 - 12:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
12:00 - 12:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
12:30 - 13:00	17	8412	0.001	17	8412	0.001	17	8412	0.002
13:00 - 13:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
13:30 - 14:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
14:00 - 14:30	17	8412	0.002	17	8412	0.013	17	8412	0.015
14:30 - 15:00	17	8412	0.000	17	8412	0.002	17	8412	0.002
15:00 - 15:30	17	8412	0.000	17	8412	0.017	17	8412	0.017
15:30 - 16:00	17	8412	0.000	17	8412	0.003	17	8412	0.003
16:00 - 16:30	17	8412	0.000	17	8412	0.008	17	8412	0.008
16:30 - 17:00	17	8412	0.000	17	8412	0.001	17	8412	0.001
17:00 - 17:30	17	8412	0.001	17	8412	0.003	17	8412	0.004
17:30 - 18:00	17	8412	0.000	17	8412	0.001	17	8412	0.001
18:00 - 18:30	16	8632	0.000	16	8632	0.001	16	8632	0.001
18:30 - 19:00	16	8632	0.000	16	8632	0.000	16	8632	0.000
19:00 - 19:30	1	3	0.000	1	3	0.000	1	3	0.000
19:30 - 20:00	1	3	0.000	1	3	0.000	1	3	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.019			0.052			0.071

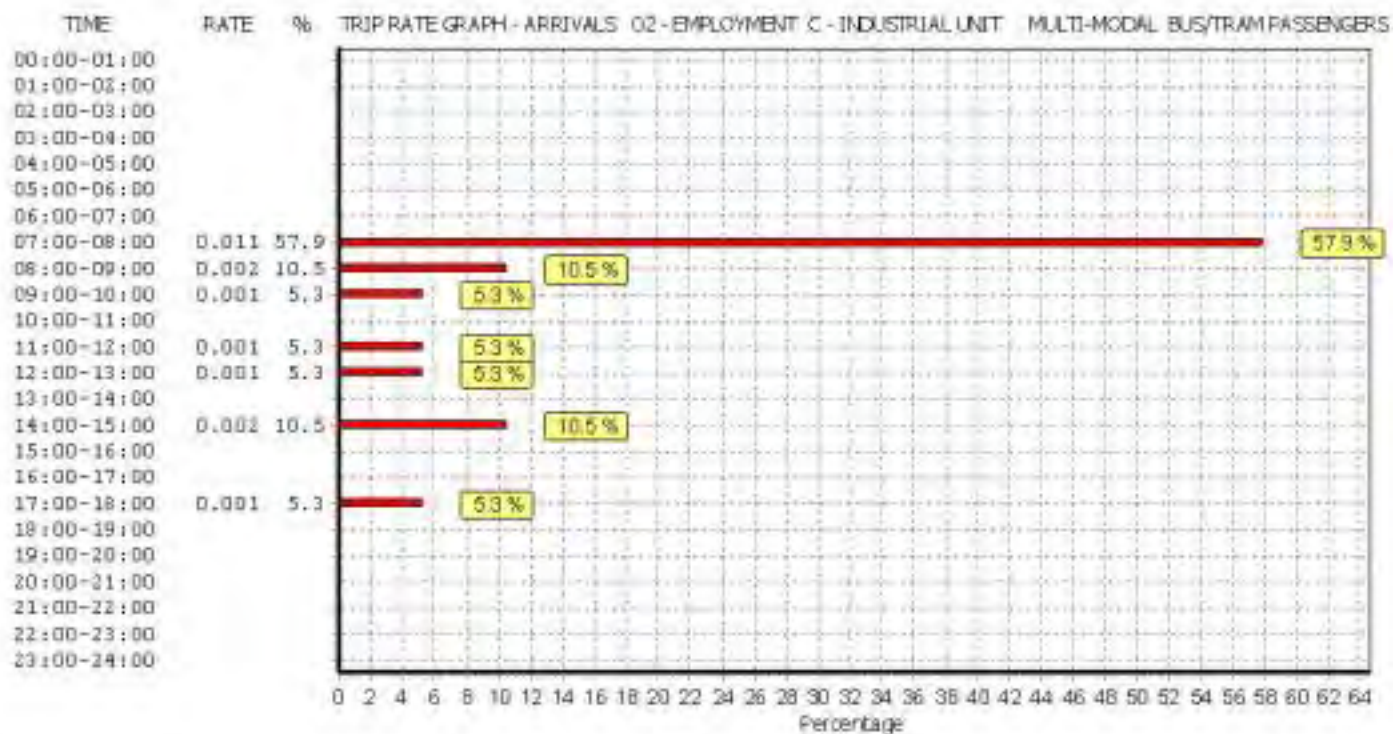
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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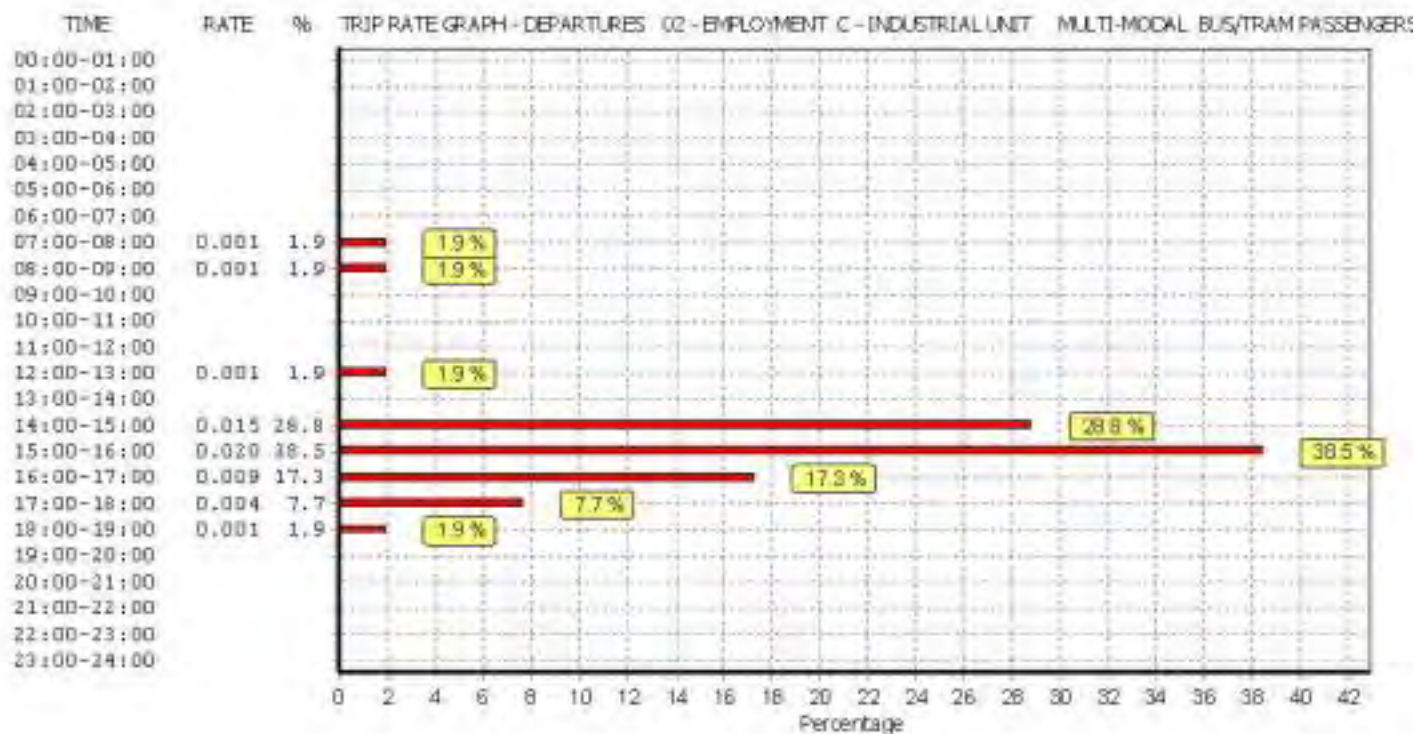
Parameter summary

Trip rate parameter range selected:	3 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 24/01/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

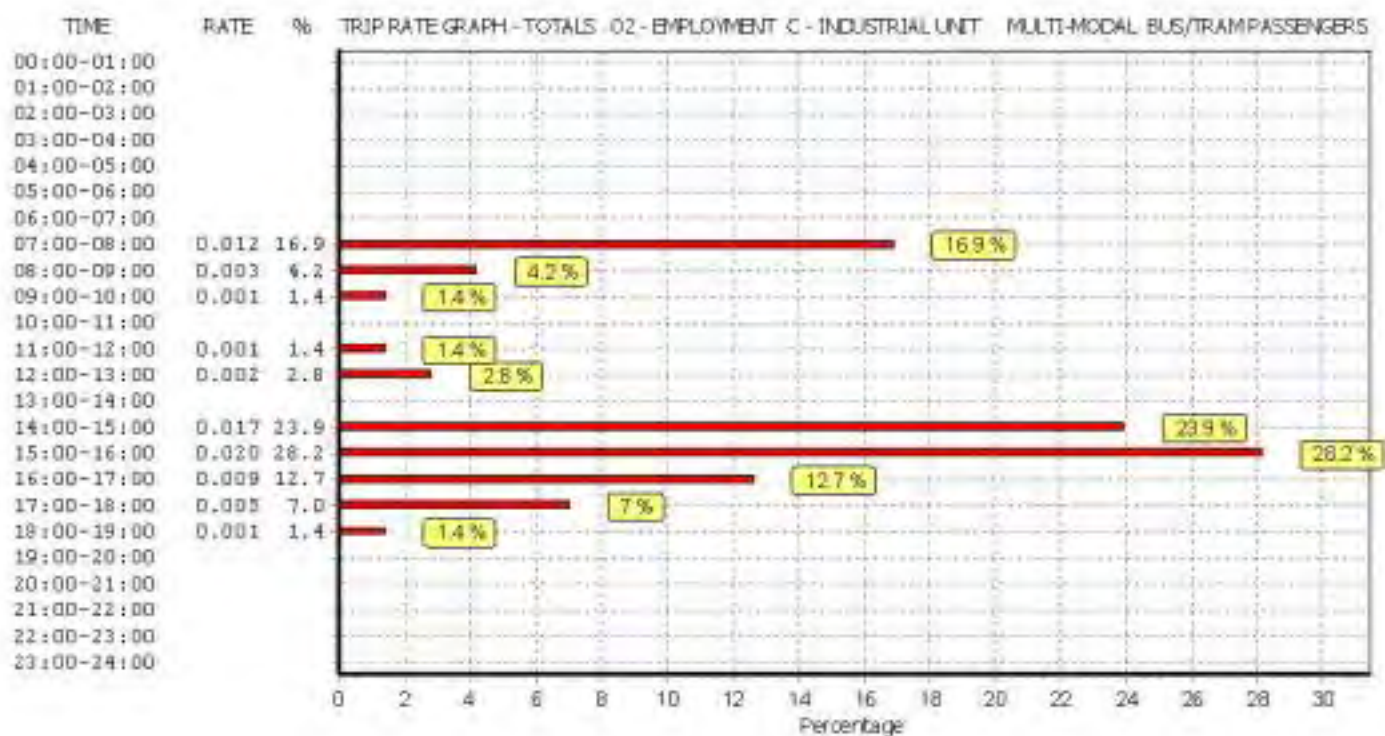
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TRAIN PASSENGERS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	3	0.000	1	3	0.000	1	3	0.000
06:30 - 07:00	1	3	0.000	1	3	0.000	1	3	0.000
07:00 - 07:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
07:30 - 08:00	17	8412	0.001	17	8412	0.000	17	8412	0.001
08:00 - 08:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
08:30 - 09:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
09:00 - 09:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
09:30 - 10:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
10:00 - 10:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
10:30 - 11:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
11:00 - 11:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
11:30 - 12:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
12:00 - 12:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
12:30 - 13:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
13:00 - 13:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
13:30 - 14:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
14:00 - 14:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
14:30 - 15:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
15:00 - 15:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
15:30 - 16:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
16:00 - 16:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
16:30 - 17:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
17:00 - 17:30	17	8412	0.000	17	8412	0.001	17	8412	0.001
17:30 - 18:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
18:00 - 18:30	16	8632	0.000	16	8632	0.000	16	8632	0.000
18:30 - 19:00	16	8632	0.000	16	8632	0.000	16	8632	0.000
19:00 - 19:30	1	3	0.000	1	3	0.000	1	3	0.000
19:30 - 20:00	1	3	0.000	1	3	0.000	1	3	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.001			0.001			0.002

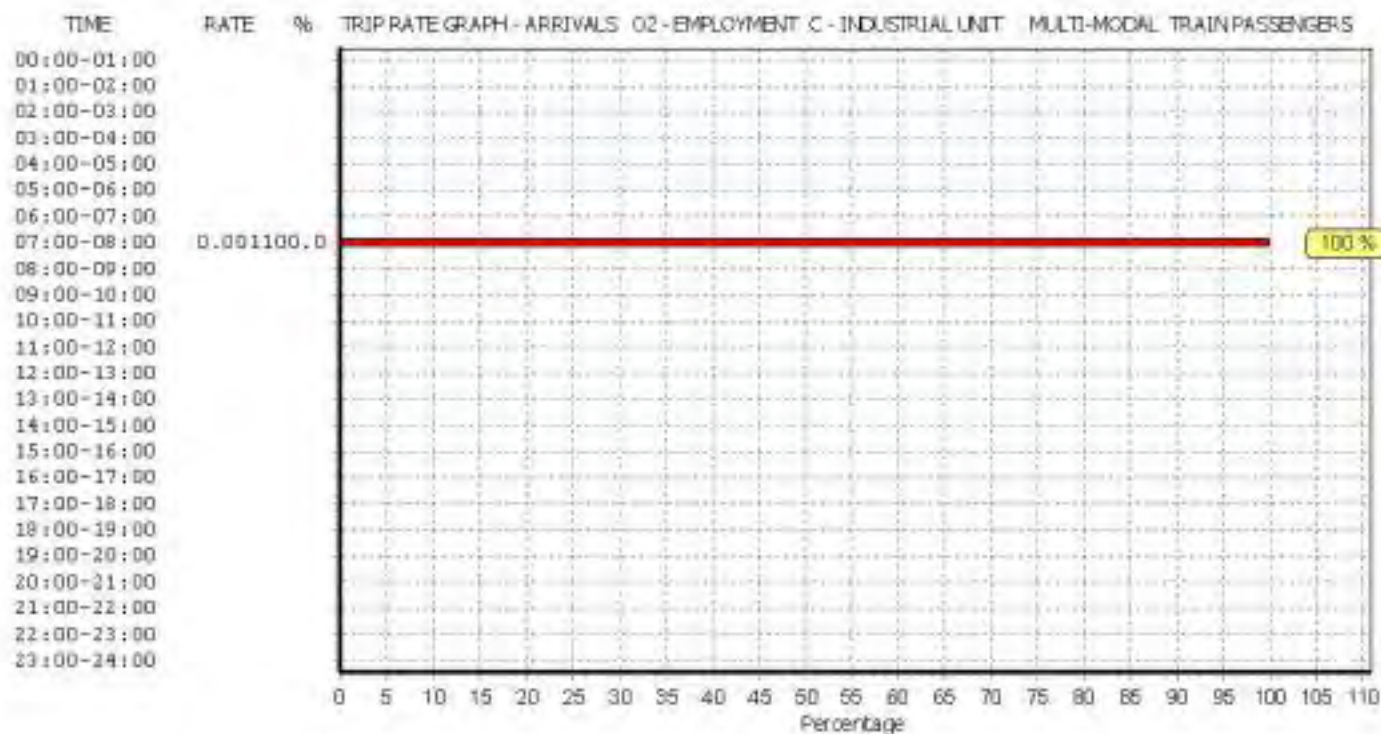
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

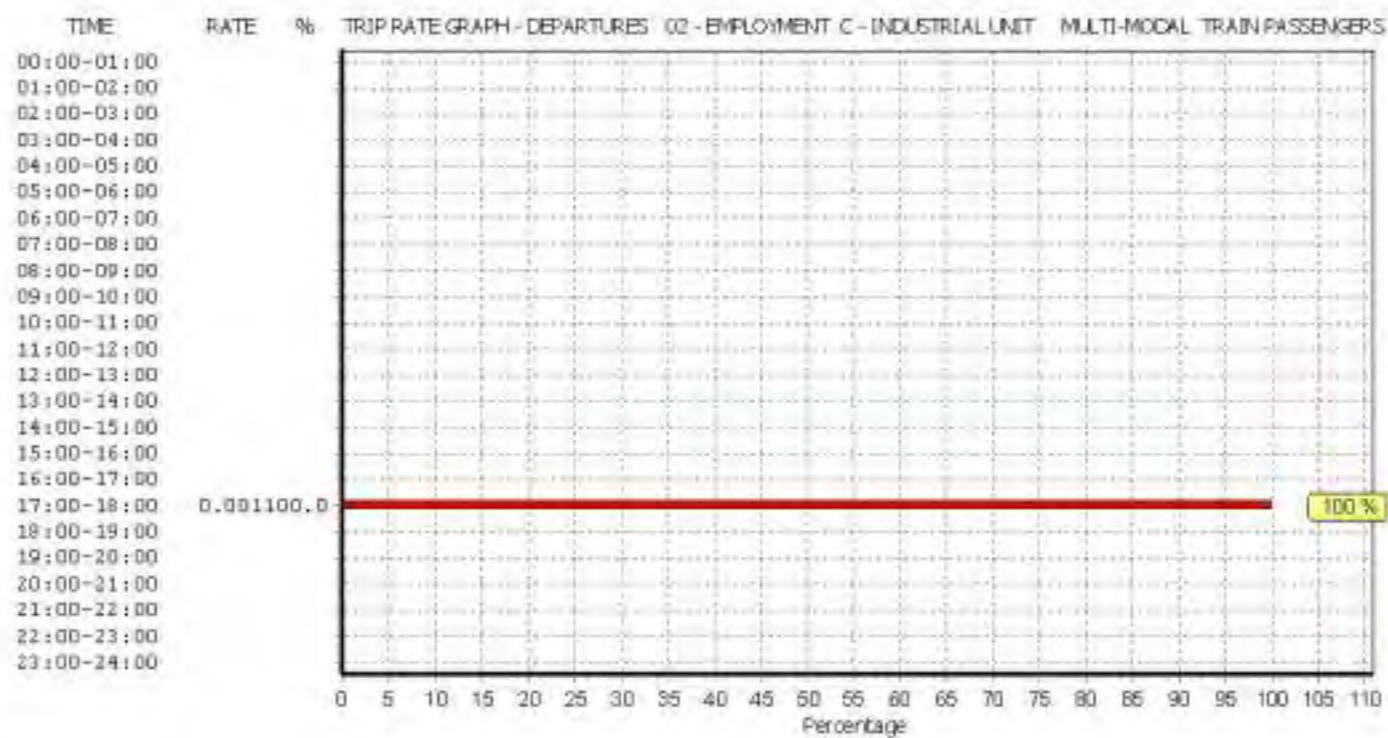
Parameter summary

Trip rate parameter range selected:	3 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 24/01/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

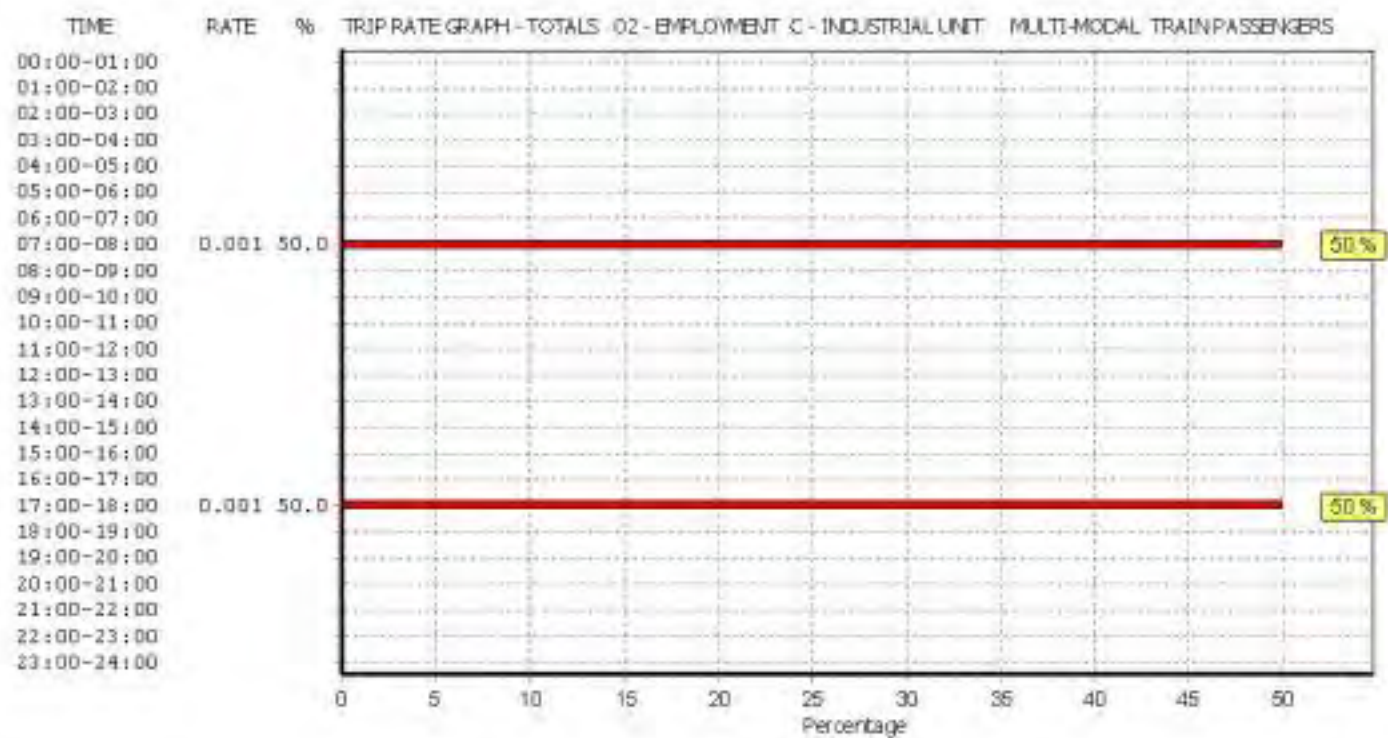
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL COACH PASSENGERS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	3	0.000	1	3	0.000	1	3	0.000
06:30 - 07:00	1	3	0.000	1	3	0.000	1	3	0.000
07:00 - 07:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
07:30 - 08:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
08:00 - 08:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
08:30 - 09:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
09:00 - 09:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
09:30 - 10:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
10:00 - 10:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
10:30 - 11:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
11:00 - 11:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
11:30 - 12:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
12:00 - 12:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
12:30 - 13:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
13:00 - 13:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
13:30 - 14:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
14:00 - 14:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
14:30 - 15:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
15:00 - 15:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
15:30 - 16:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
16:00 - 16:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
16:30 - 17:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
17:00 - 17:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
17:30 - 18:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
18:00 - 18:30	16	8632	0.000	16	8632	0.000	16	8632	0.000
18:30 - 19:00	16	8632	0.000	16	8632	0.000	16	8632	0.000
19:00 - 19:30	1	3	0.000	1	3	0.000	1	3	0.000
19:30 - 20:00	1	3	0.000	1	3	0.000	1	3	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

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Parameter summary

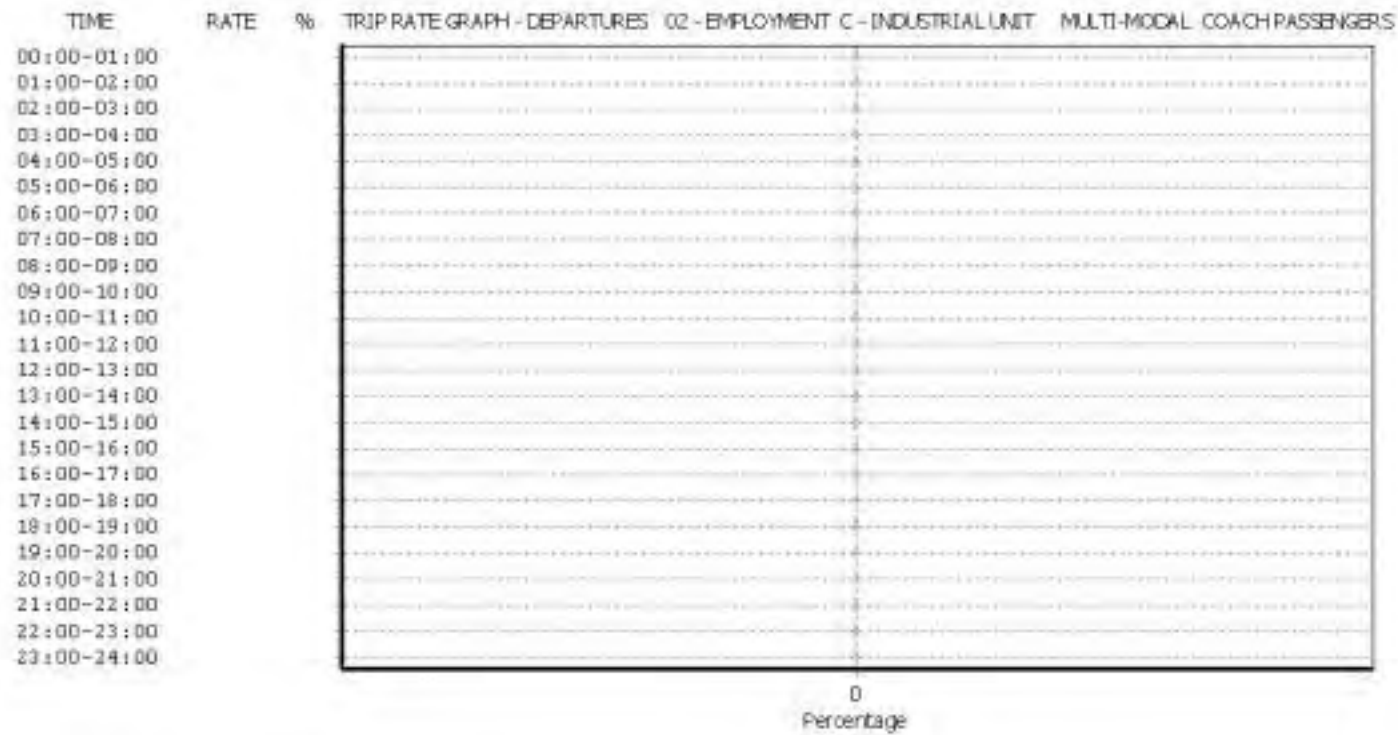
Trip rate parameter range selected:	3 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 24/01/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

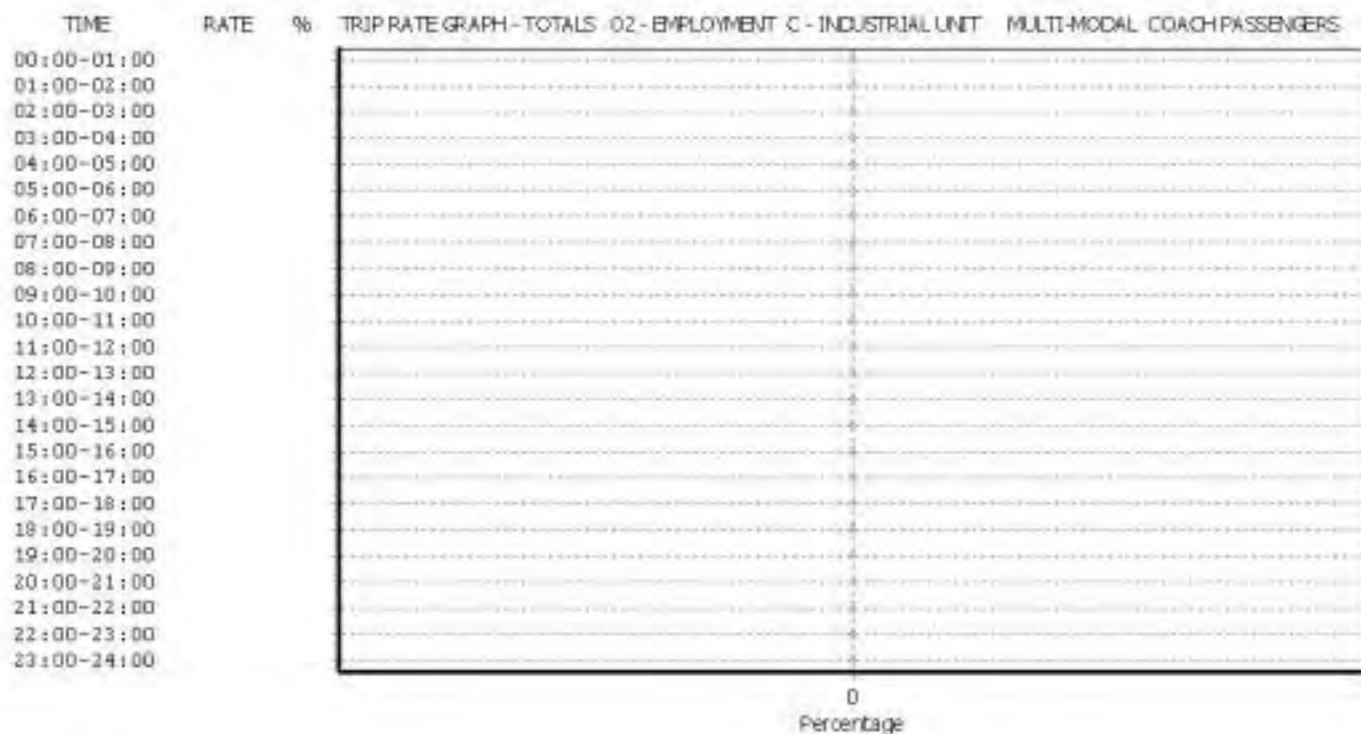


0
Percentage

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PUBLIC TRANSPORT USERS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	3	0.000	1	3	0.000	1	3	0.000
06:30 - 07:00	1	3	0.000	1	3	0.000	1	3	0.000
07:00 - 07:30	17	8412	0.008	17	8412	0.000	17	8412	0.008
07:30 - 08:00	17	8412	0.003	17	8412	0.001	17	8412	0.004
08:00 - 08:30	17	8412	0.001	17	8412	0.000	17	8412	0.001
08:30 - 09:00	17	8412	0.001	17	8412	0.001	17	8412	0.002
09:00 - 09:30	17	8412	0.001	17	8412	0.000	17	8412	0.001
09:30 - 10:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
10:00 - 10:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
10:30 - 11:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
11:00 - 11:30	17	8412	0.001	17	8412	0.000	17	8412	0.001
11:30 - 12:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
12:00 - 12:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
12:30 - 13:00	17	8412	0.001	17	8412	0.001	17	8412	0.002
13:00 - 13:30	17	8412	0.000	17	8412	0.000	17	8412	0.000
13:30 - 14:00	17	8412	0.000	17	8412	0.000	17	8412	0.000
14:00 - 14:30	17	8412	0.002	17	8412	0.013	17	8412	0.015
14:30 - 15:00	17	8412	0.000	17	8412	0.002	17	8412	0.002
15:00 - 15:30	17	8412	0.000	17	8412	0.017	17	8412	0.017
15:30 - 16:00	17	8412	0.000	17	8412	0.003	17	8412	0.003
16:00 - 16:30	17	8412	0.000	17	8412	0.008	17	8412	0.008
16:30 - 17:00	17	8412	0.000	17	8412	0.001	17	8412	0.001
17:00 - 17:30	17	8412	0.001	17	8412	0.003	17	8412	0.004
17:30 - 18:00	17	8412	0.000	17	8412	0.001	17	8412	0.001
18:00 - 18:30	16	8632	0.000	16	8632	0.001	16	8632	0.001
18:30 - 19:00	16	8632	0.000	16	8632	0.000	16	8632	0.000
19:00 - 19:30	1	3	0.000	1	3	0.000	1	3	0.000
19:30 - 20:00	1	3	0.000	1	3	0.000	1	3	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.019			0.052			0.071

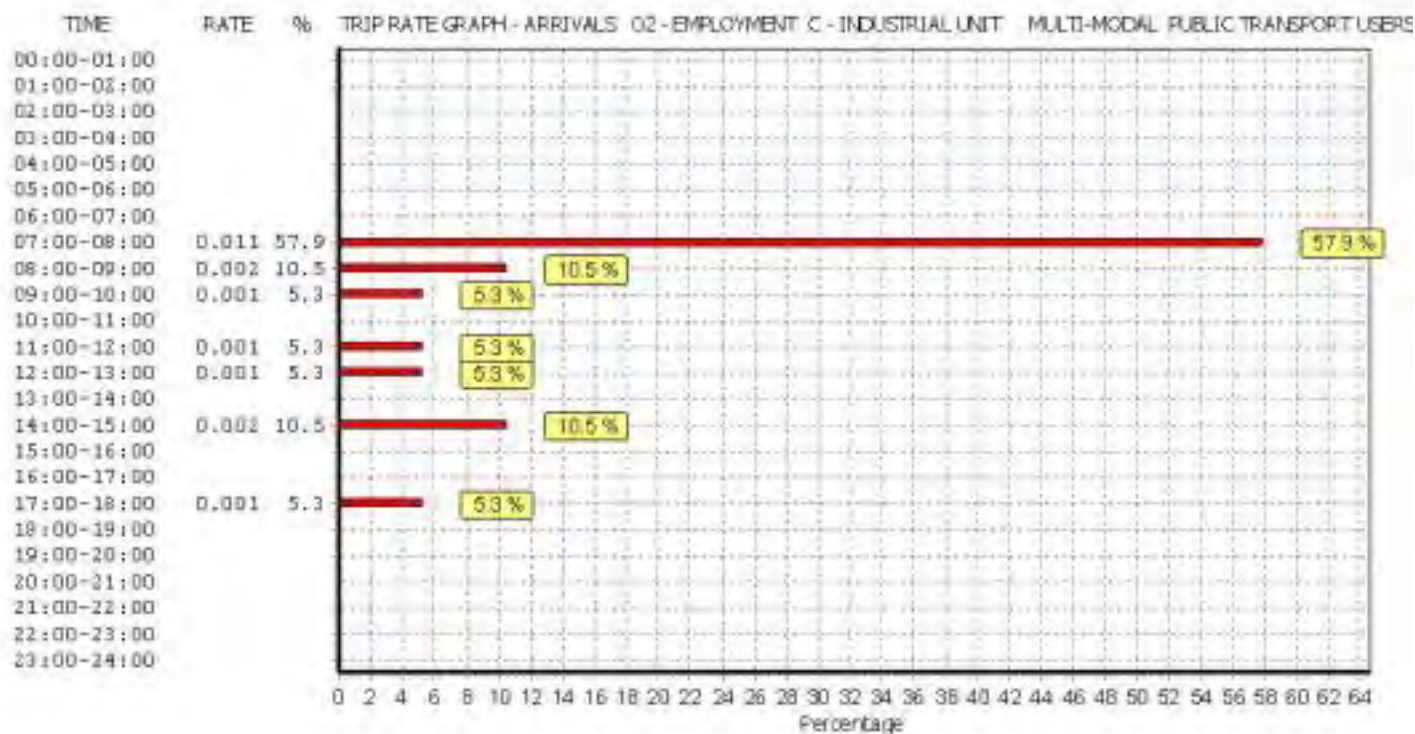
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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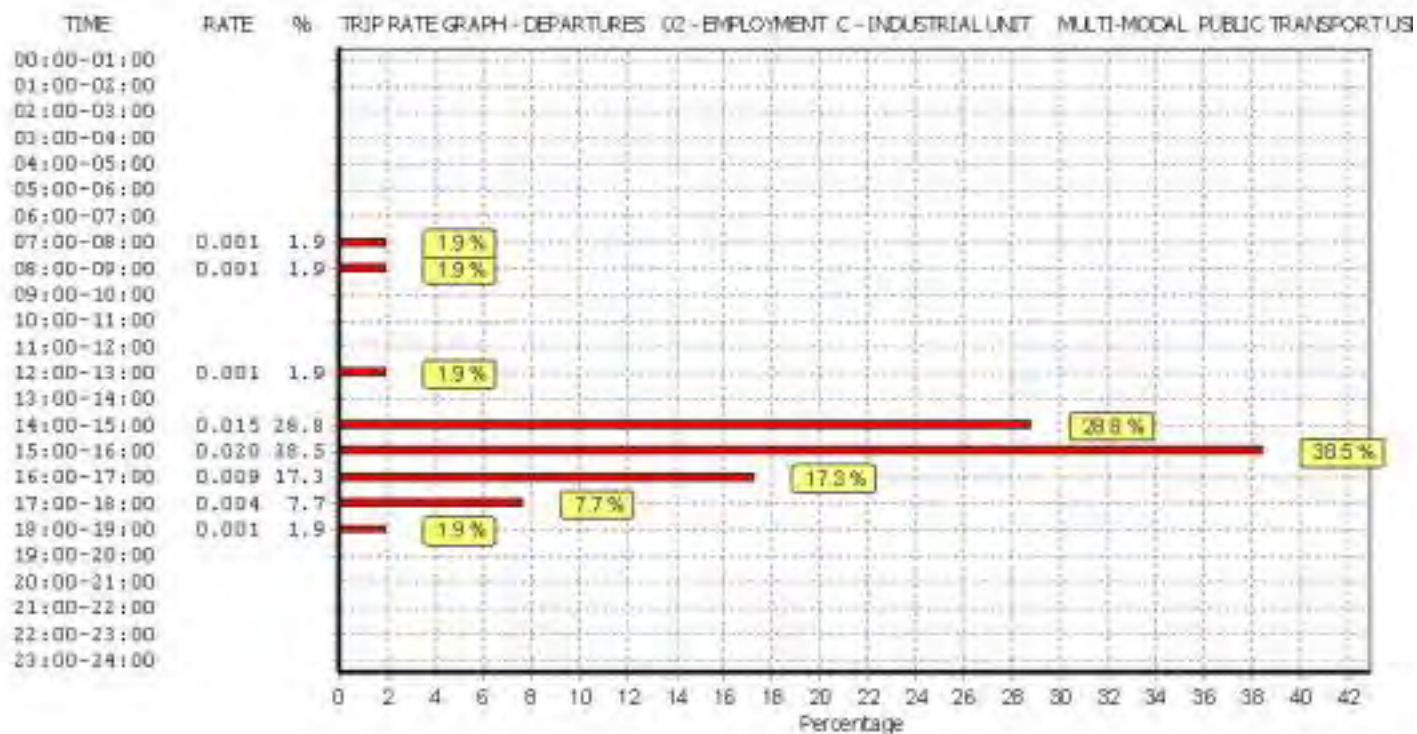
Parameter summary

Trip rate parameter range selected:	3 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 24/01/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

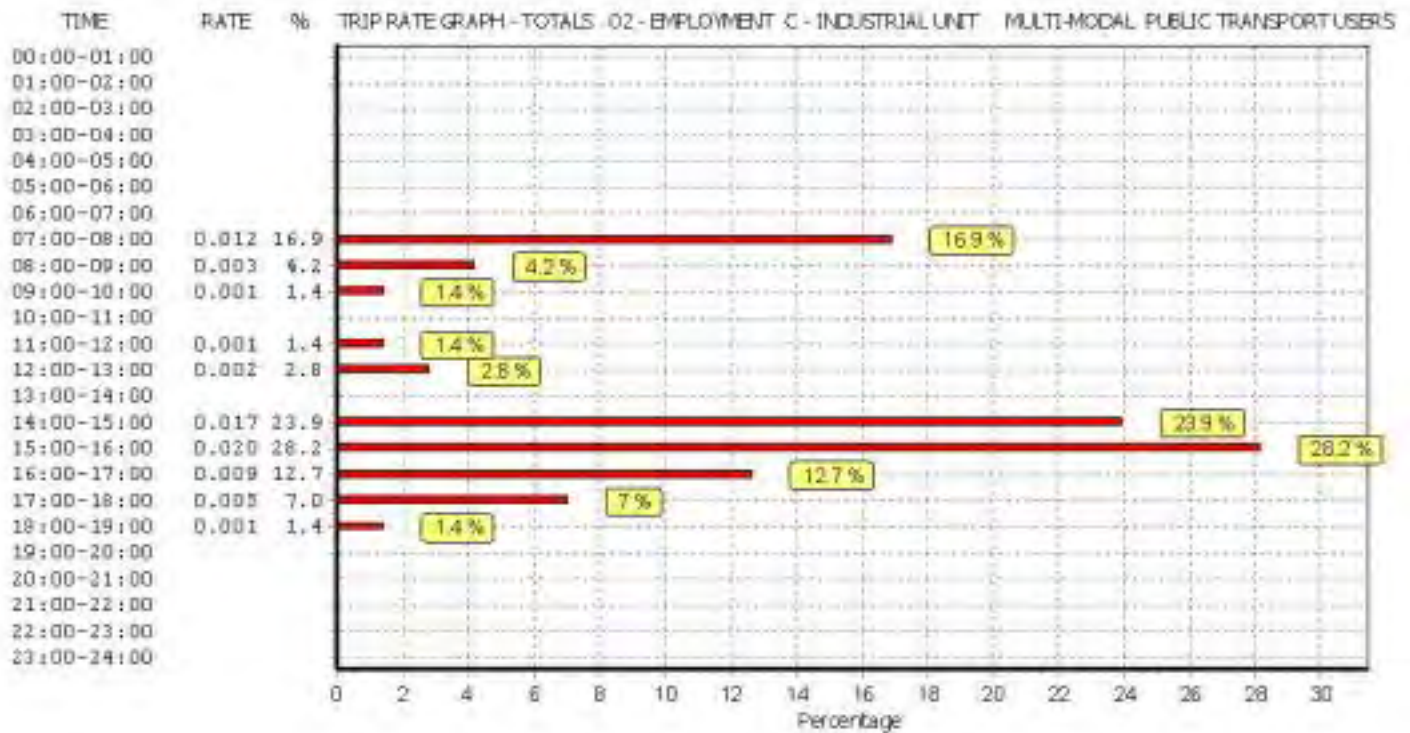
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL PEOPLE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	3	0.000	1	3	0.000	1	3	0.000
06:30 - 07:00	1	3	66.667	1	3	0.000	1	3	66.667
07:00 - 07:30	17	8412	0.132	17	8412	0.069	17	8412	0.201
07:30 - 08:00	17	8412	0.266	17	8412	0.031	17	8412	0.297
08:00 - 08:30	17	8412	0.376	17	8412	0.052	17	8412	0.428
08:30 - 09:00	17	8412	0.248	17	8412	0.064	17	8412	0.312
09:00 - 09:30	17	8412	0.138	17	8412	0.069	17	8412	0.207
09:30 - 10:00	17	8412	0.096	17	8412	0.066	17	8412	0.162
10:00 - 10:30	17	8412	0.064	17	8412	0.076	17	8412	0.140
10:30 - 11:00	17	8412	0.080	17	8412	0.064	17	8412	0.144
11:00 - 11:30	17	8412	0.065	17	8412	0.050	17	8412	0.115
11:30 - 12:00	17	8412	0.069	17	8412	0.066	17	8412	0.135
12:00 - 12:30	17	8412	0.073	17	8412	0.123	17	8412	0.196
12:30 - 13:00	17	8412	0.097	17	8412	0.103	17	8412	0.200
13:00 - 13:30	17	8412	0.205	17	8412	0.124	17	8412	0.329
13:30 - 14:00	17	8412	0.266	17	8412	0.116	17	8412	0.382
14:00 - 14:30	17	8412	0.129	17	8412	0.373	17	8412	0.502
14:30 - 15:00	17	8412	0.086	17	8412	0.107	17	8412	0.193
15:00 - 15:30	17	8412	0.081	17	8412	0.143	17	8412	0.224
15:30 - 16:00	17	8412	0.076	17	8412	0.146	17	8412	0.222
16:00 - 16:30	17	8412	0.054	17	8412	0.131	17	8412	0.185
16:30 - 17:00	17	8412	0.064	17	8412	0.255	17	8412	0.319
17:00 - 17:30	17	8412	0.044	17	8412	0.213	17	8412	0.257
17:30 - 18:00	17	8412	0.029	17	8412	0.325	17	8412	0.354
18:00 - 18:30	16	8632	0.030	16	8632	0.152	16	8632	0.182
18:30 - 19:00	16	8632	0.045	16	8632	0.095	16	8632	0.140
19:00 - 19:30	1	3	0.000	1	3	266.667	1	3	266.667
19:30 - 20:00	1	3	100.000	1	3	233.333	1	3	333.333
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			169.480			503.013			672.493

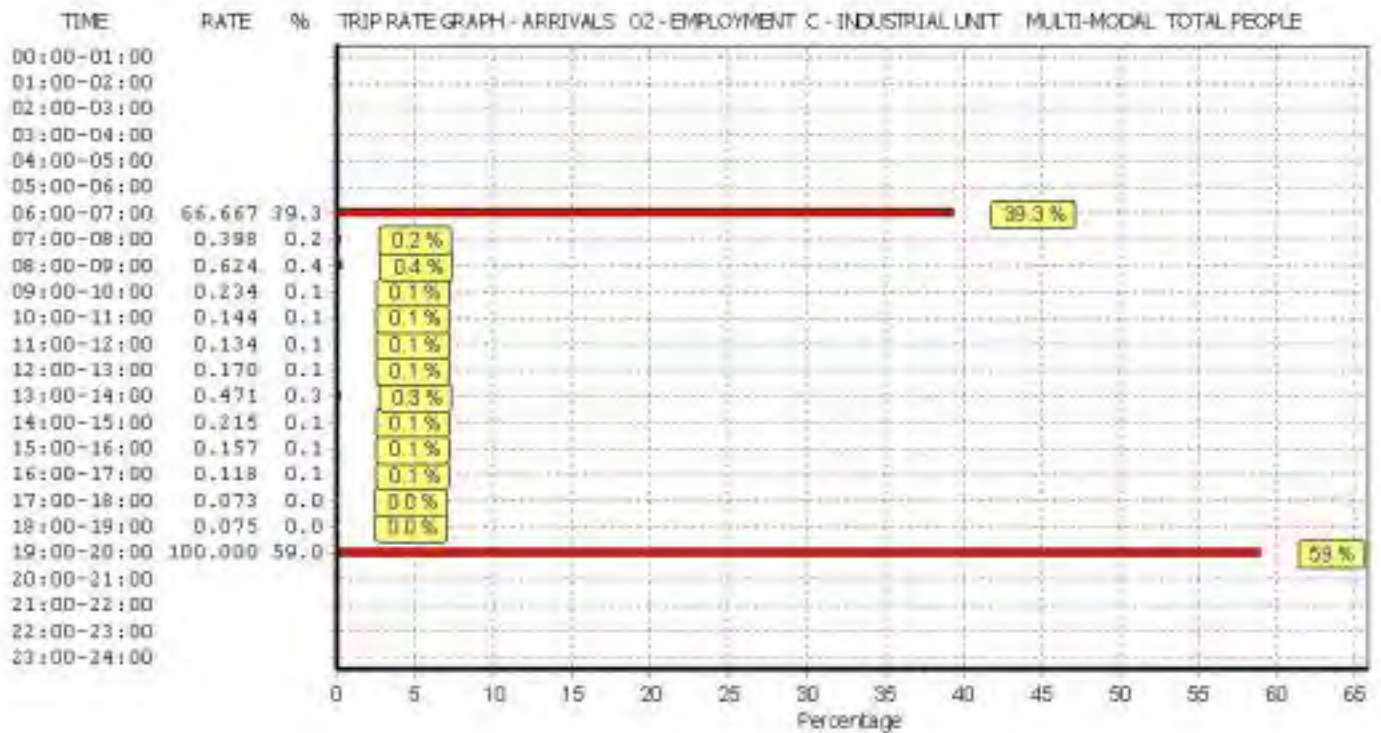
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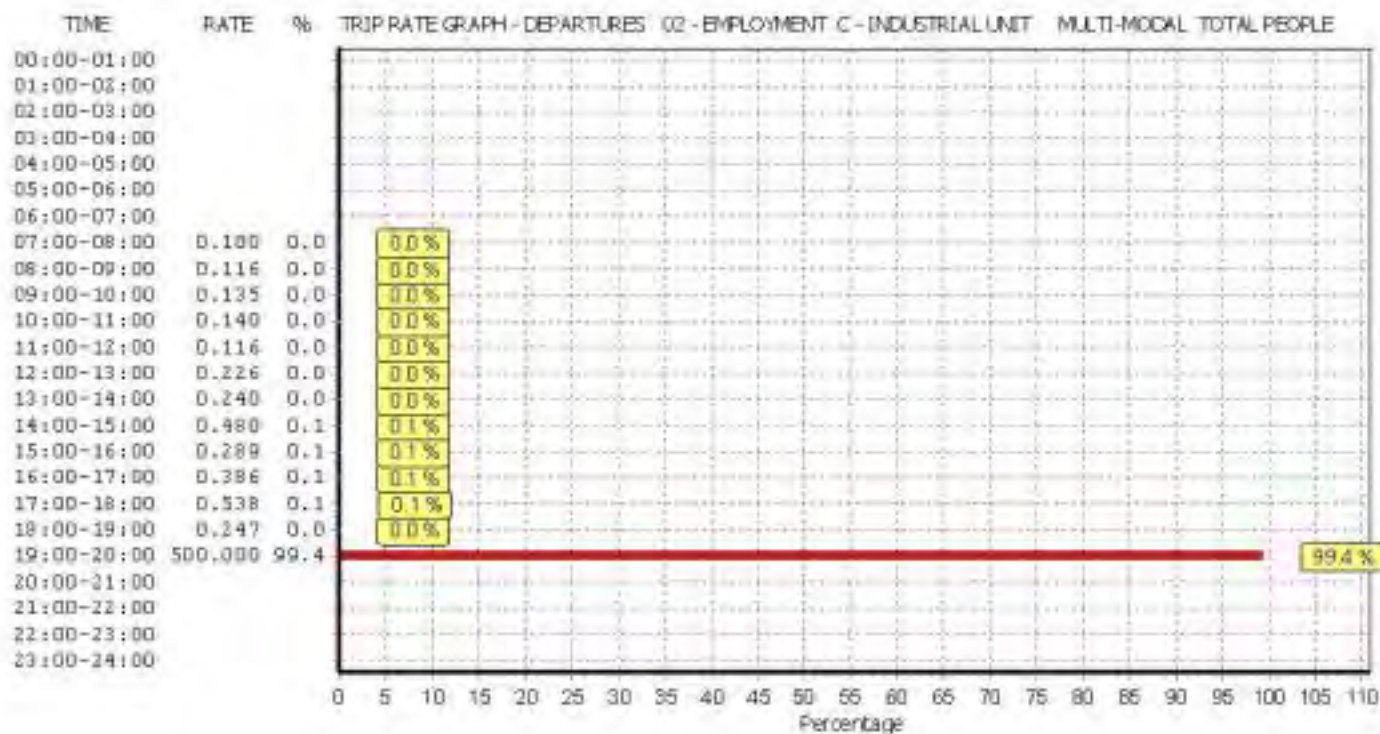
Parameter summary

Trip rate parameter range selected:	3 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 24/01/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
13	MUNSTER	
	CR CORK	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Filtering Stage 2 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: 3760 to 80066 (units: sqm)
Range Selected by User: 5394 to 21576 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 29/11/10

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:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	5 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:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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	2
No Sub Category	3

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.

Filtering Stage 3 selection:

Use Class:

B8	5 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
50,001 to 100,000	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	2 days
250,001 to 500,000	2 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	3 days
1.1 to 1.5	2 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:

Yes	2 days
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.

LIST OF SITES relevant to selection parameters

1	AN-02-F-02 APOLLO ROAD	DISTRIBUTION CENTRE	ANTRIM
	BELFAST Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 10832 sqm Survey date: THURSDAY 29/07/10		Survey Type: MANUAL
2	CR-02-F-01 TRAMORE ROAD	WAREHOUSING ESTATE	CORK
	BALLYPHEHANE CORK Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 14400 sqm Survey date: WEDNESDAY 07/12/05		Survey Type: MANUAL
3	DL-02-F-01 BLESSINGTON ROAD	CLARITY	DUBLIN
	TALLAGHT DUBLIN Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 3760 sqm Survey date: THURSDAY 03/12/09		Survey Type: MANUAL
4	LN-02-F-01 TRENT ROAD	BOOK SERVICE	LINCOLNSHIRE
	GRANTHAM Edge of Town No Sub Category Total Gross floor area: 32300 sqm Survey date: MONDAY 29/11/10		Survey Type: MANUAL
5	TV-02-F-02 ROUNDHOUSE ROAD	ARGOS WAREHOUSE	TEES VALLEY
	FAVERDALE DARLINGTON Edge of Town Industrial Zone Total Gross floor area: 80066 sqm Survey date: TUESDAY 07/10/08		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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	28272	0.056	5	28272	0.044	5	28272	0.100
07:30 - 08:00	5	28272	0.115	5	28272	0.049	5	28272	0.164
08:00 - 08:30	5	28272	0.069	5	28272	0.033	5	28272	0.102
08:30 - 09:00	5	28272	0.096	5	28272	0.024	5	28272	0.120
09:00 - 09:30	5	28272	0.110	5	28272	0.034	5	28272	0.144
09:30 - 10:00	5	28272	0.051	5	28272	0.033	5	28272	0.084
10:00 - 10:30	5	28272	0.055	5	28272	0.037	5	28272	0.092
10:30 - 11:00	5	28272	0.036	5	28272	0.023	5	28272	0.059
11:00 - 11:30	5	28272	0.041	5	28272	0.041	5	28272	0.082
11:30 - 12:00	5	28272	0.033	5	28272	0.028	5	28272	0.061
12:00 - 12:30	5	28272	0.042	5	28272	0.043	5	28272	0.085
12:30 - 13:00	5	28272	0.037	5	28272	0.050	5	28272	0.087
13:00 - 13:30	5	28272	0.071	5	28272	0.072	5	28272	0.143
13:30 - 14:00	5	28272	0.122	5	28272	0.081	5	28272	0.203
14:00 - 14:30	5	28272	0.069	5	28272	0.081	5	28272	0.150
14:30 - 15:00	5	28272	0.062	5	28272	0.074	5	28272	0.136
15:00 - 15:30	5	28272	0.035	5	28272	0.059	5	28272	0.094
15:30 - 16:00	5	28272	0.042	5	28272	0.066	5	28272	0.108
16:00 - 16:30	5	28272	0.028	5	28272	0.080	5	28272	0.108
16:30 - 17:00	5	28272	0.028	5	28272	0.058	5	28272	0.086
17:00 - 17:30	5	28272	0.031	5	28272	0.074	5	28272	0.105
17:30 - 18:00	5	28272	0.028	5	28272	0.086	5	28272	0.114
18:00 - 18:30	5	28272	0.022	5	28272	0.083	5	28272	0.105
18:30 - 19:00	5	28272	0.008	5	28272	0.040	5	28272	0.048
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.287			1.293			2.580

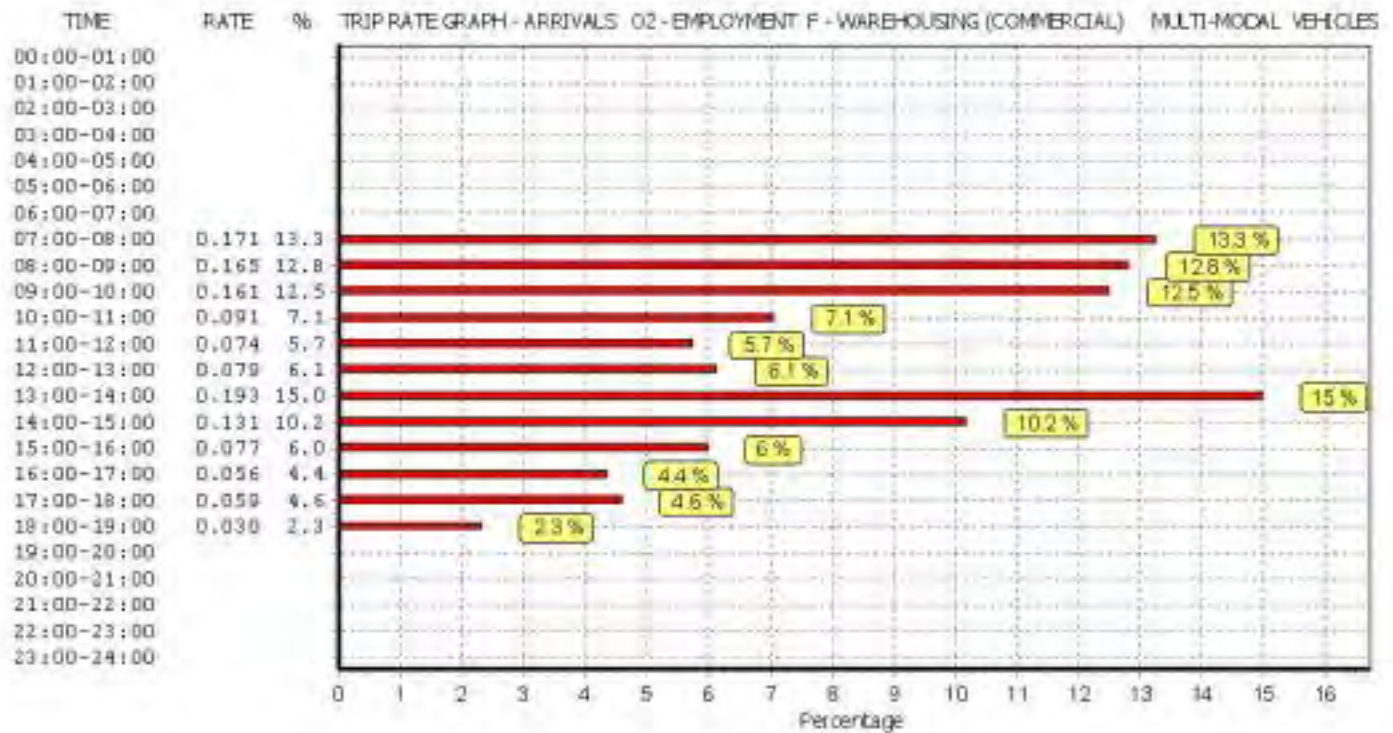
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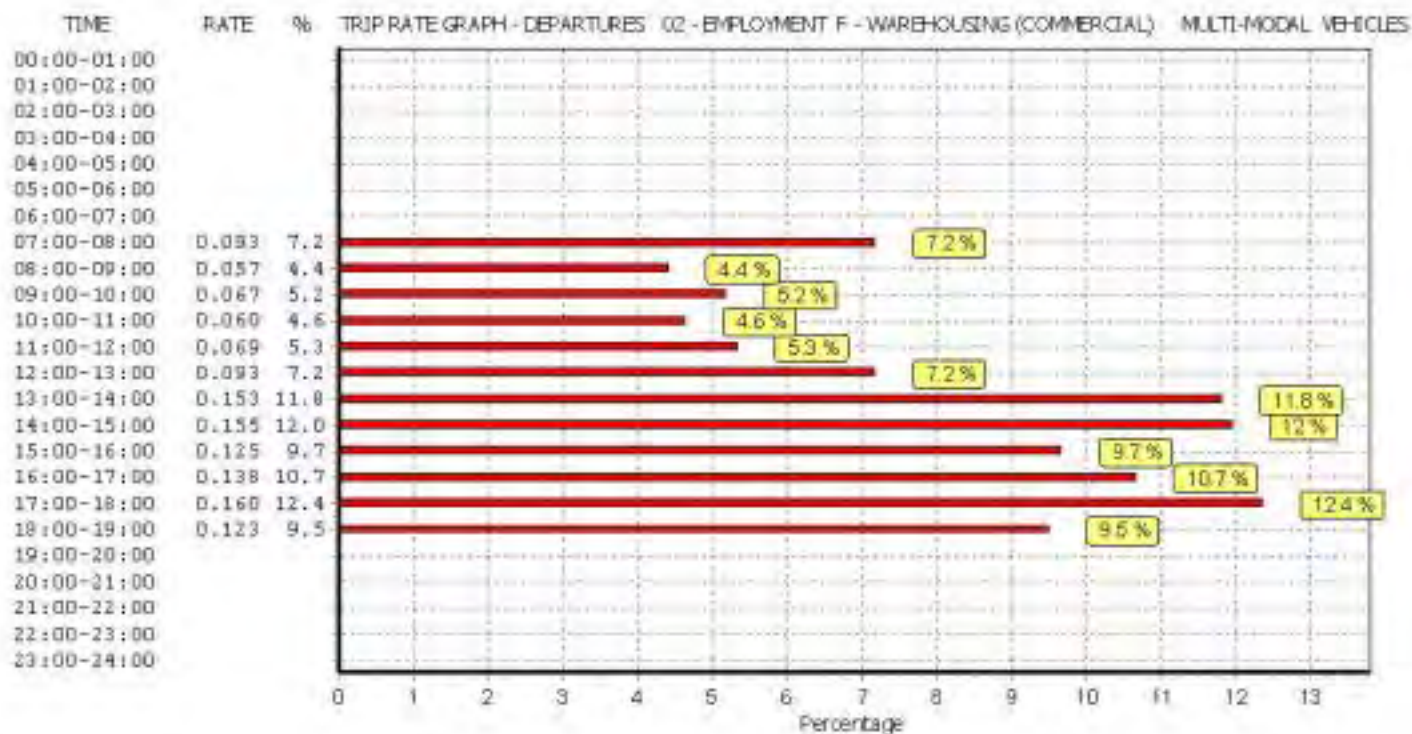
Parameter summary

Trip rate parameter range selected:	3760 - 80066 (units: sqm)
Survey date date range:	01/01/05 - 29/11/10
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

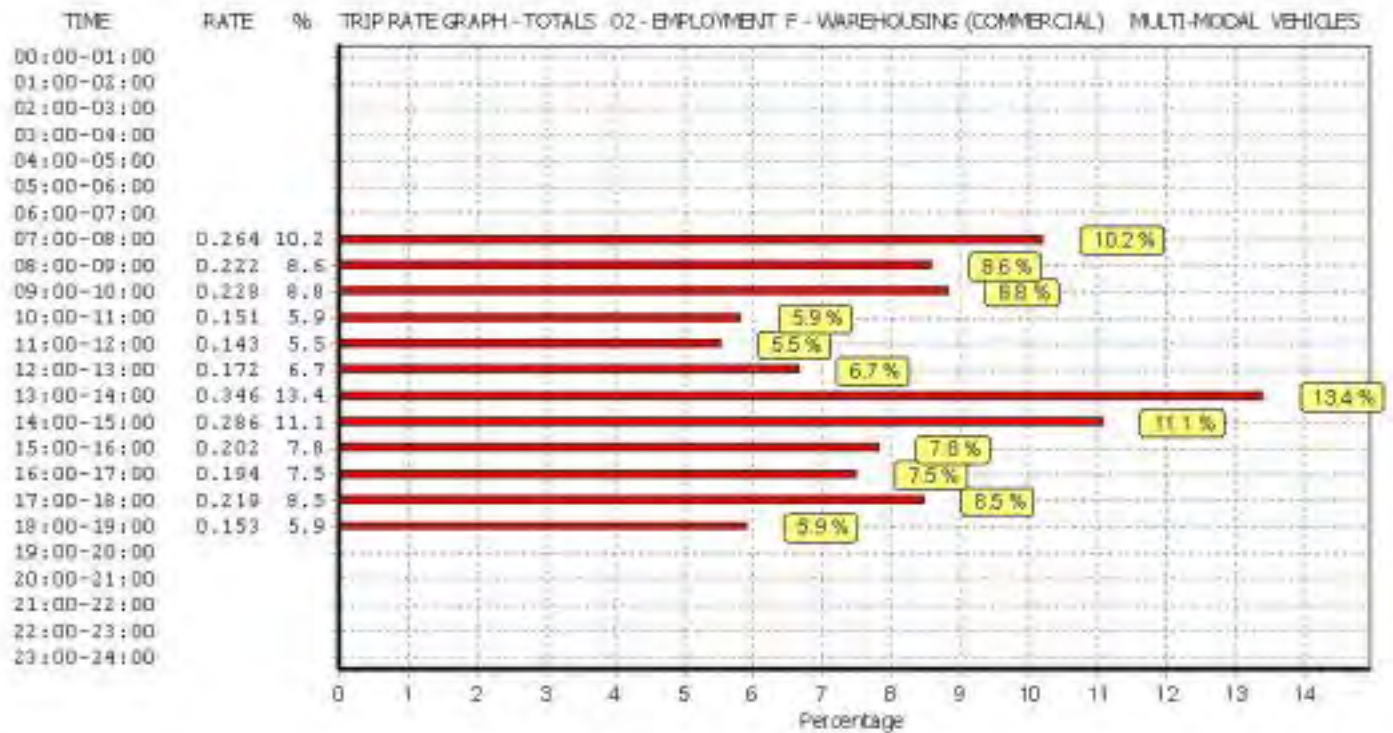
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL OGVS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	28272	0.013	5	28272	0.014	5	28272	0.027
07:30 - 08:00	5	28272	0.012	5	28272	0.016	5	28272	0.028
08:00 - 08:30	5	28272	0.013	5	28272	0.018	5	28272	0.031
08:30 - 09:00	5	28272	0.008	5	28272	0.014	5	28272	0.022
09:00 - 09:30	5	28272	0.008	5	28272	0.015	5	28272	0.023
09:30 - 10:00	5	28272	0.005	5	28272	0.011	5	28272	0.016
10:00 - 10:30	5	28272	0.023	5	28272	0.015	5	28272	0.038
10:30 - 11:00	5	28272	0.013	5	28272	0.009	5	28272	0.022
11:00 - 11:30	5	28272	0.018	5	28272	0.018	5	28272	0.036
11:30 - 12:00	5	28272	0.020	5	28272	0.014	5	28272	0.034
12:00 - 12:30	5	28272	0.017	5	28272	0.012	5	28272	0.029
12:30 - 13:00	5	28272	0.022	5	28272	0.011	5	28272	0.033
13:00 - 13:30	5	28272	0.013	5	28272	0.016	5	28272	0.029
13:30 - 14:00	5	28272	0.025	5	28272	0.009	5	28272	0.034
14:00 - 14:30	5	28272	0.022	5	28272	0.014	5	28272	0.036
14:30 - 15:00	5	28272	0.016	5	28272	0.016	5	28272	0.032
15:00 - 15:30	5	28272	0.018	5	28272	0.014	5	28272	0.032
15:30 - 16:00	5	28272	0.021	5	28272	0.016	5	28272	0.037
16:00 - 16:30	5	28272	0.016	5	28272	0.010	5	28272	0.026
16:30 - 17:00	5	28272	0.013	5	28272	0.008	5	28272	0.021
17:00 - 17:30	5	28272	0.015	5	28272	0.006	5	28272	0.021
17:30 - 18:00	5	28272	0.008	5	28272	0.011	5	28272	0.019
18:00 - 18:30	5	28272	0.006	5	28272	0.012	5	28272	0.018
18:30 - 19:00	5	28272	0.002	5	28272	0.008	5	28272	0.010
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.347			0.307			0.654

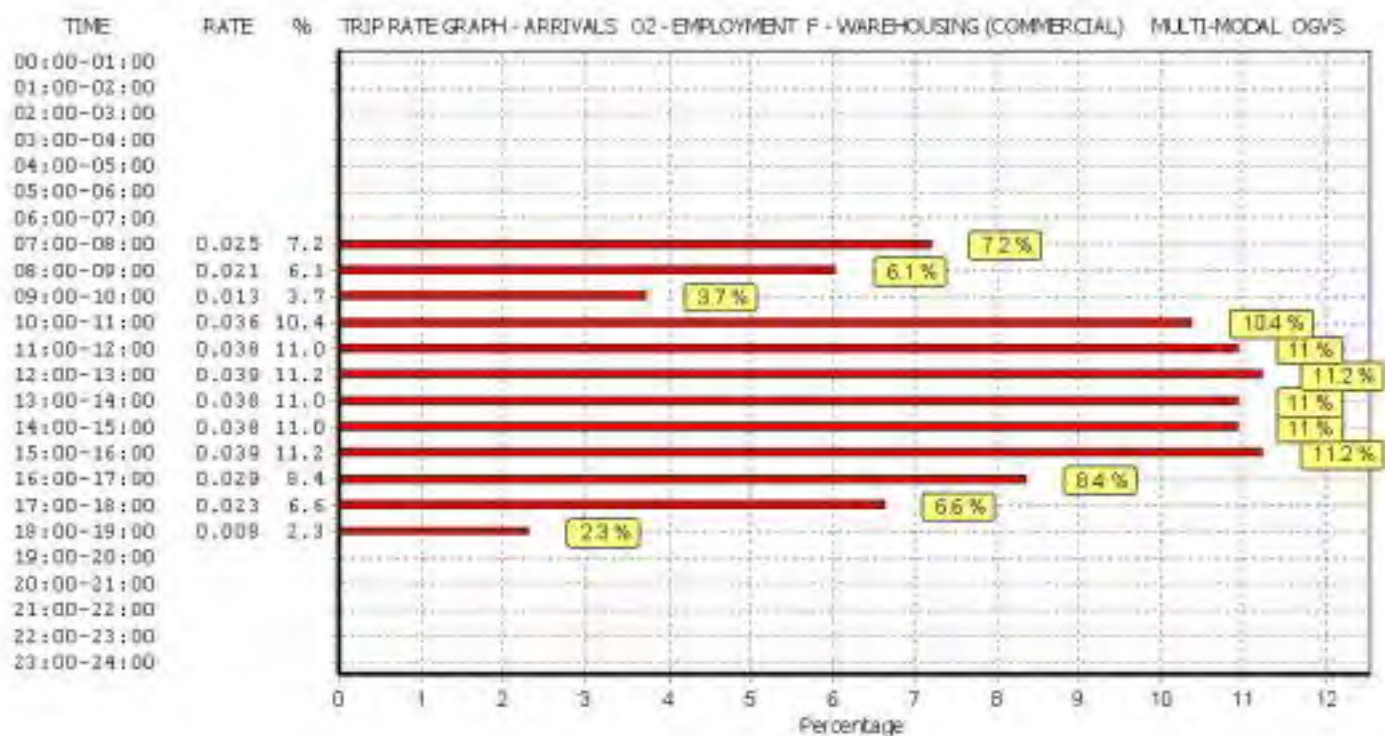
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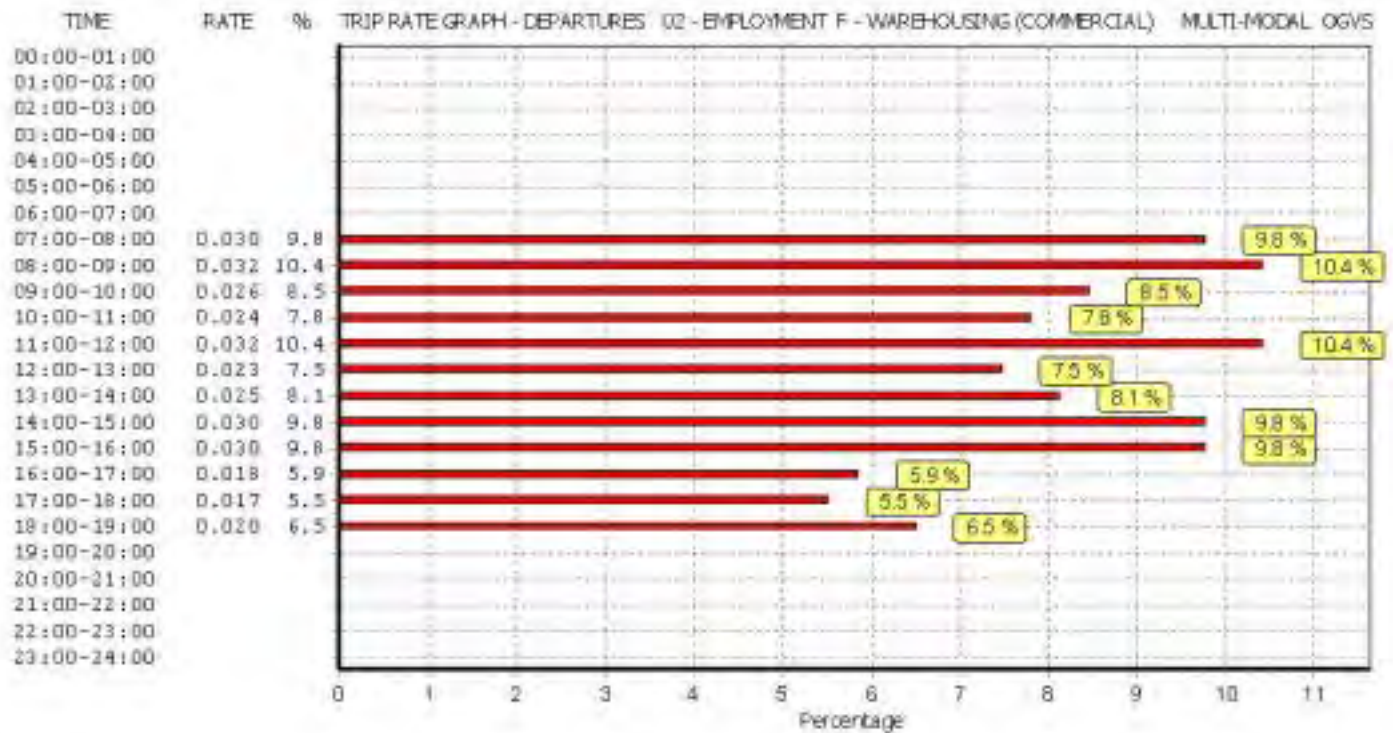
Parameter summary

Trip rate parameter range selected:	3760 - 80066 (units: sqm)
Survey date date range:	01/01/05 - 29/11/10
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

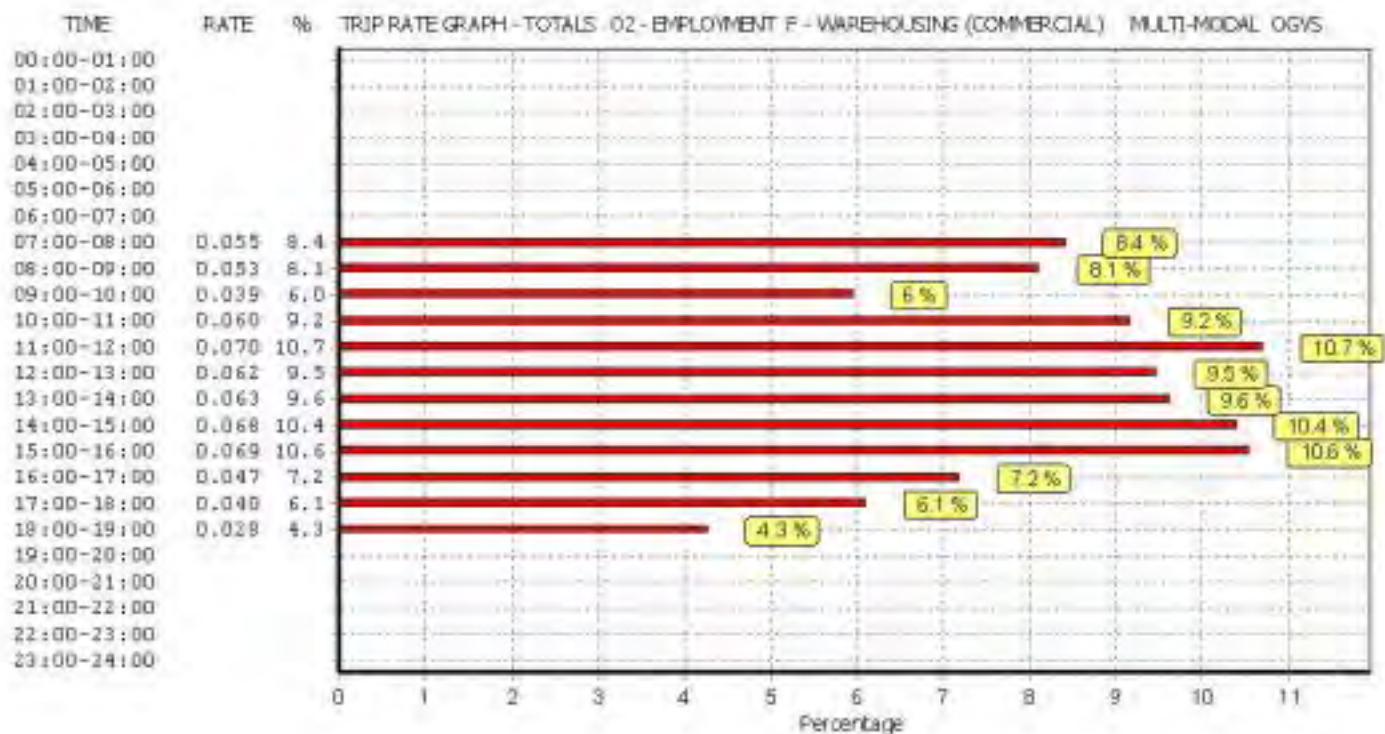
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PSVS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
07:30 - 08:00	5	28272	0.002	5	28272	0.000	5	28272	0.002
08:00 - 08:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
08:30 - 09:00	5	28272	0.001	5	28272	0.001	5	28272	0.002
09:00 - 09:30	5	28272	0.001	5	28272	0.000	5	28272	0.001
09:30 - 10:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
10:00 - 10:30	5	28272	0.000	5	28272	0.001	5	28272	0.001
10:30 - 11:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
11:00 - 11:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
11:30 - 12:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
12:00 - 12:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
12:30 - 13:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
13:00 - 13:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
13:30 - 14:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
14:00 - 14:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
14:30 - 15:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
15:00 - 15:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
15:30 - 16:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
16:00 - 16:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
16:30 - 17:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
17:00 - 17:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
17:30 - 18:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
18:00 - 18:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
18:30 - 19:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.004			0.002			0.006

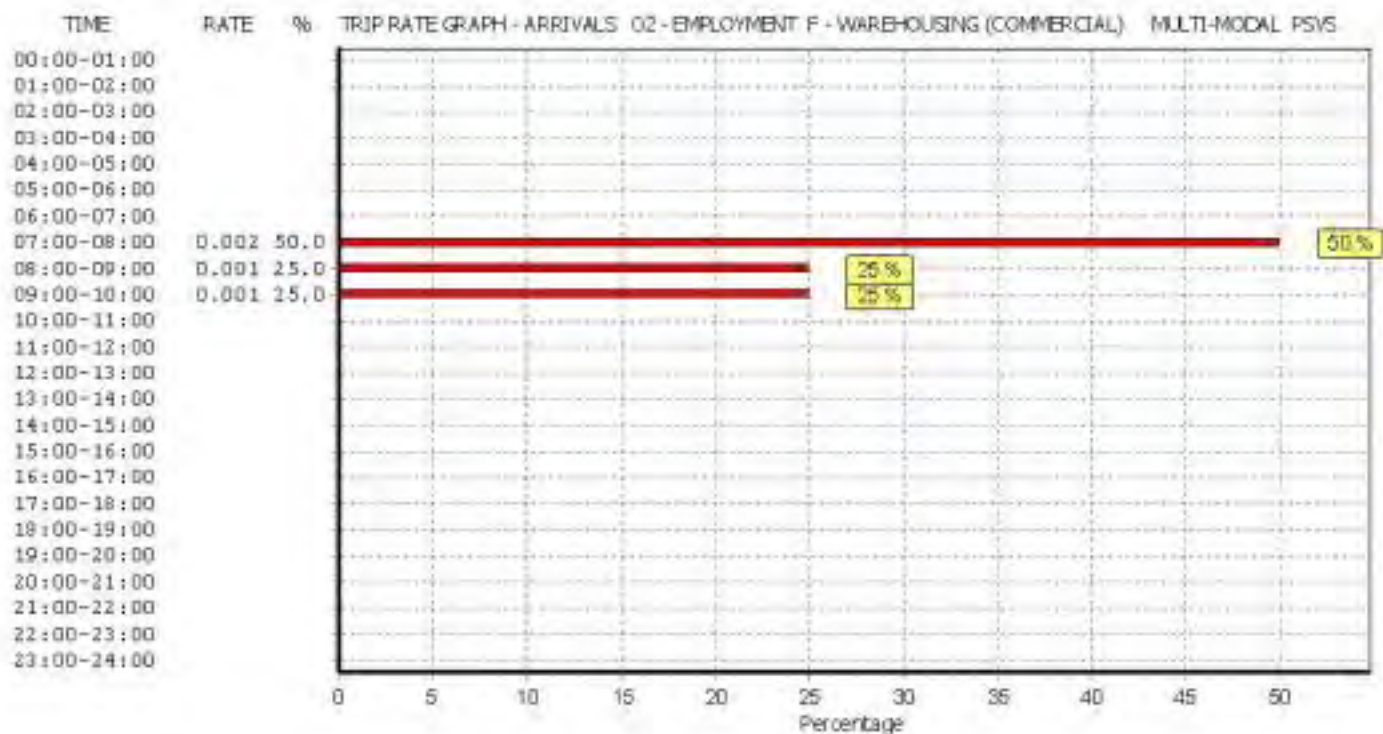
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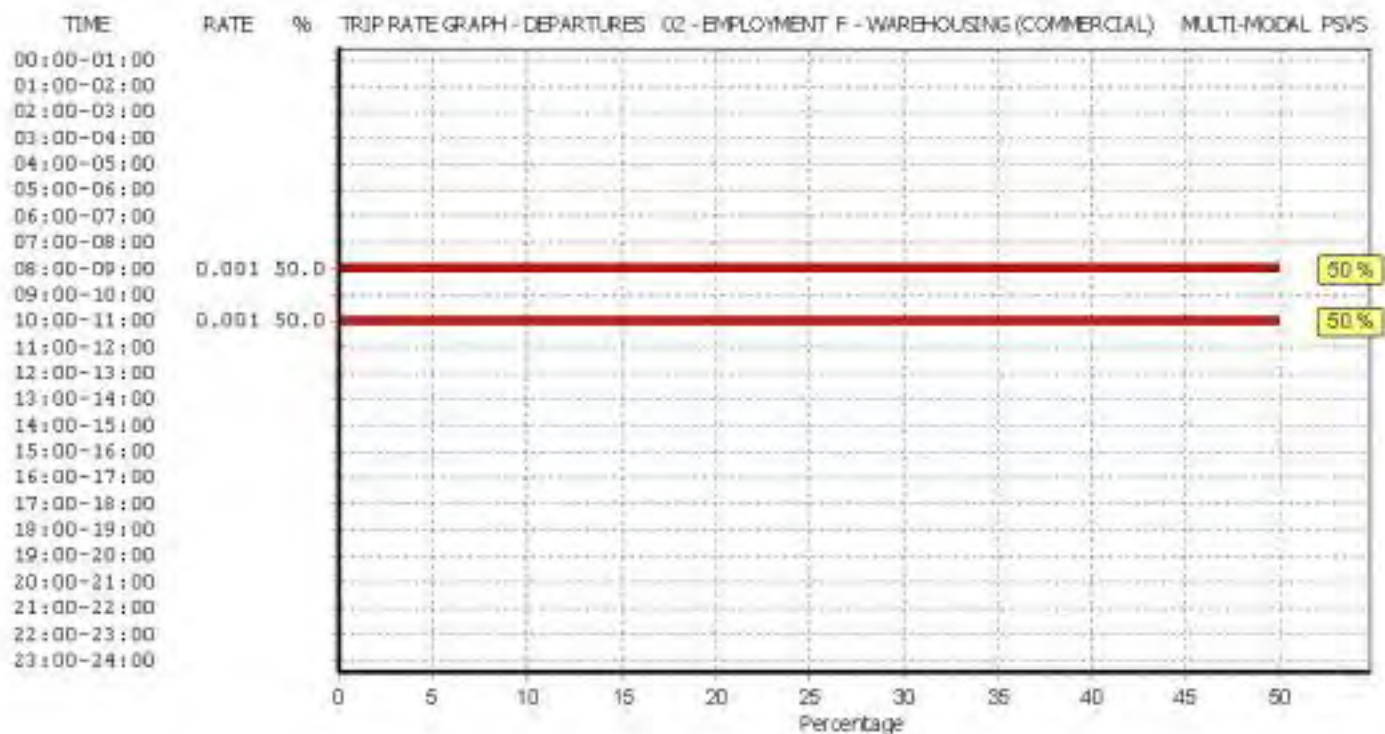
Parameter summary

Trip rate parameter range selected:	3760 - 80066 (units: sqm)
Survey date date range:	01/01/05 - 29/11/10
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

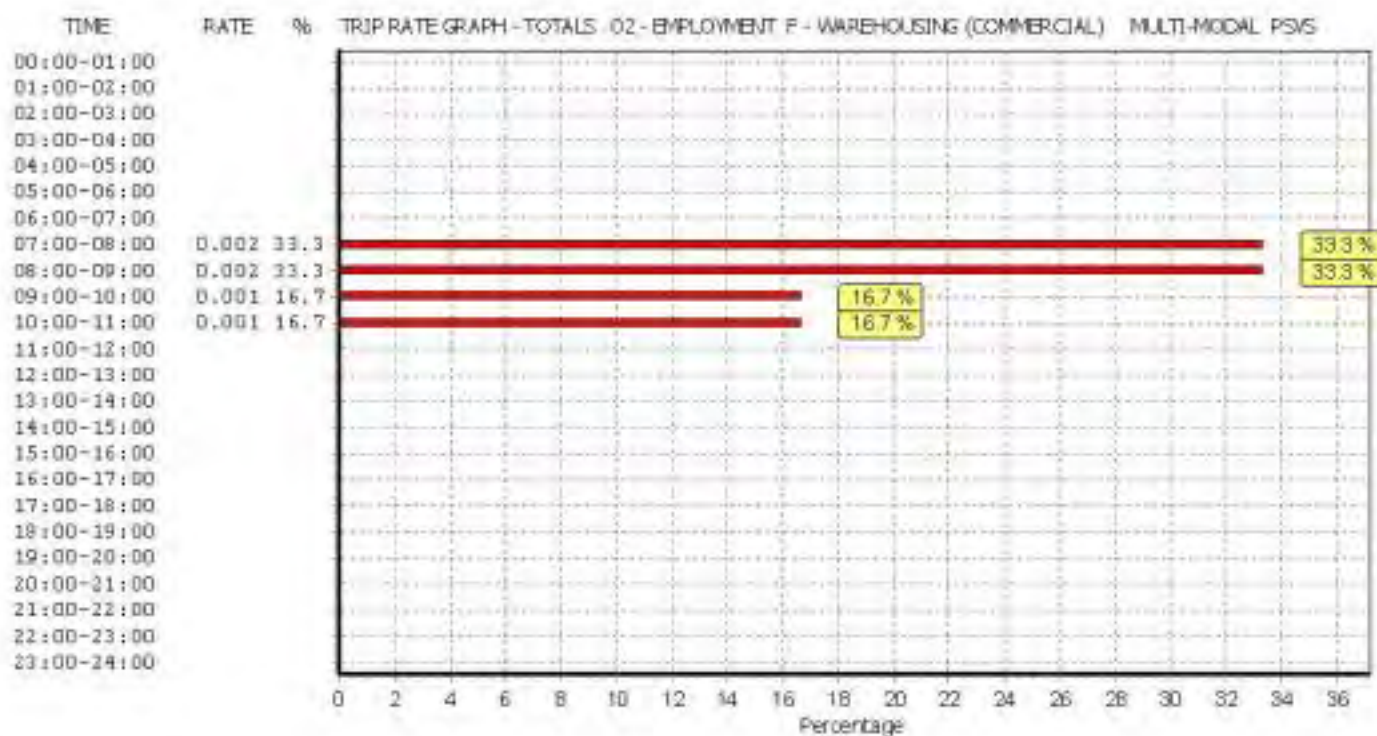
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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL CYCLISTS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
07:30 - 08:00	5	28272	0.004	5	28272	0.000	5	28272	0.004
08:00 - 08:30	5	28272	0.001	5	28272	0.000	5	28272	0.001
08:30 - 09:00	5	28272	0.002	5	28272	0.000	5	28272	0.002
09:00 - 09:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
09:30 - 10:00	5	28272	0.001	5	28272	0.001	5	28272	0.002
10:00 - 10:30	5	28272	0.000	5	28272	0.001	5	28272	0.001
10:30 - 11:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
11:00 - 11:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
11:30 - 12:00	5	28272	0.000	5	28272	0.001	5	28272	0.001
12:00 - 12:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
12:30 - 13:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
13:00 - 13:30	5	28272	0.003	5	28272	0.001	5	28272	0.004
13:30 - 14:00	5	28272	0.006	5	28272	0.009	5	28272	0.015
14:00 - 14:30	5	28272	0.001	5	28272	0.004	5	28272	0.005
14:30 - 15:00	5	28272	0.001	5	28272	0.000	5	28272	0.001
15:00 - 15:30	5	28272	0.000	5	28272	0.002	5	28272	0.002
15:30 - 16:00	5	28272	0.000	5	28272	0.001	5	28272	0.001
16:00 - 16:30	5	28272	0.001	5	28272	0.001	5	28272	0.002
16:30 - 17:00	5	28272	0.000	5	28272	0.001	5	28272	0.001
17:00 - 17:30	5	28272	0.000	5	28272	0.001	5	28272	0.001
17:30 - 18:00	5	28272	0.001	5	28272	0.000	5	28272	0.001
18:00 - 18:30	5	28272	0.000	5	28272	0.001	5	28272	0.001
18:30 - 19:00	5	28272	0.000	5	28272	0.001	5	28272	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.021			0.025			0.046

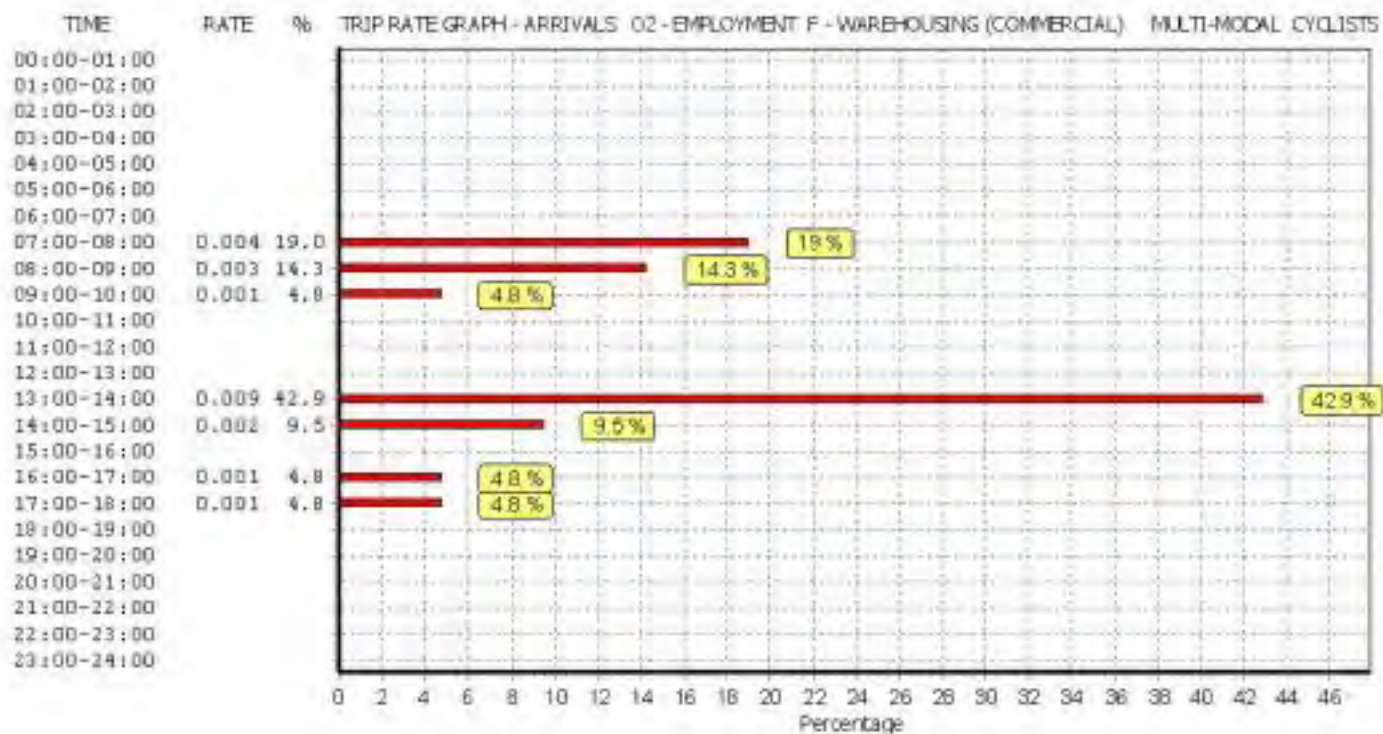
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

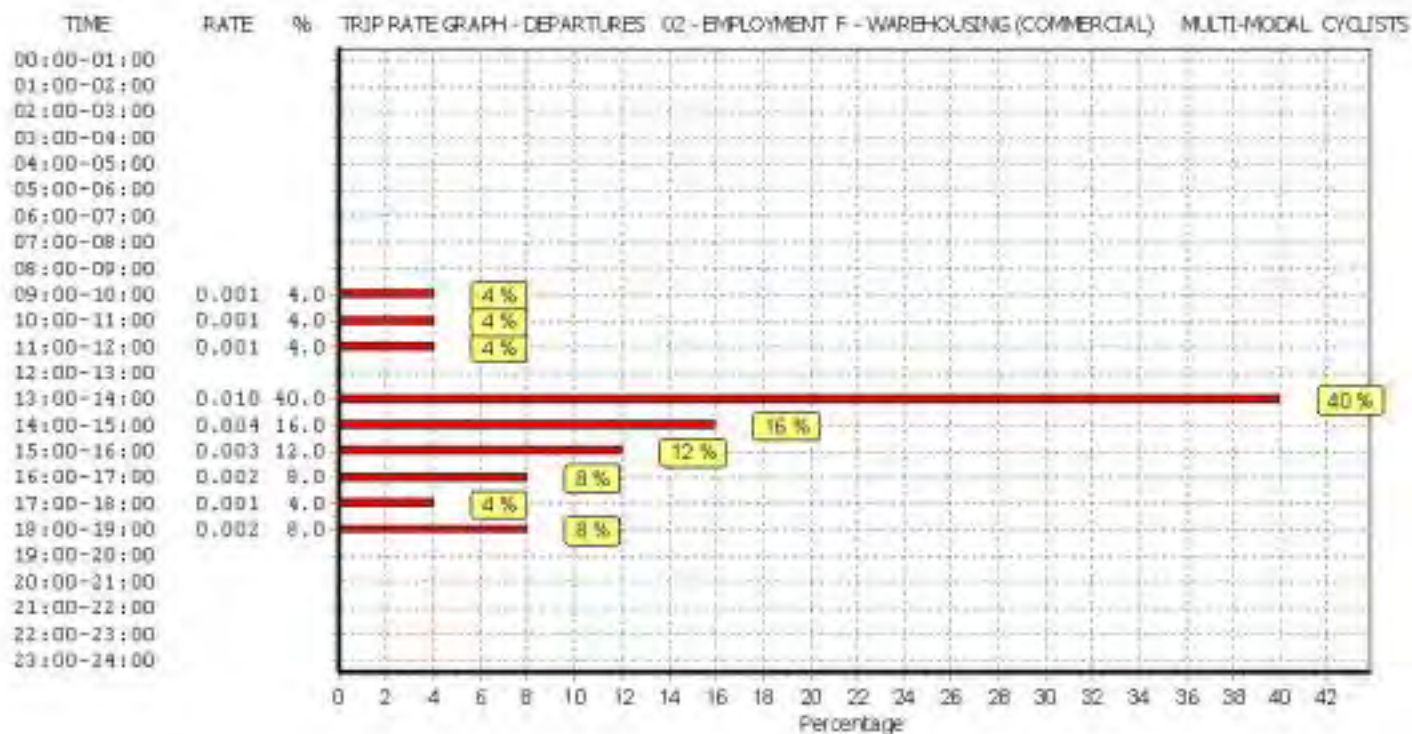
Parameter summary

Trip rate parameter range selected:	3760 - 80066 (units: sqm)
Survey date date range:	01/01/05 - 29/11/10
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

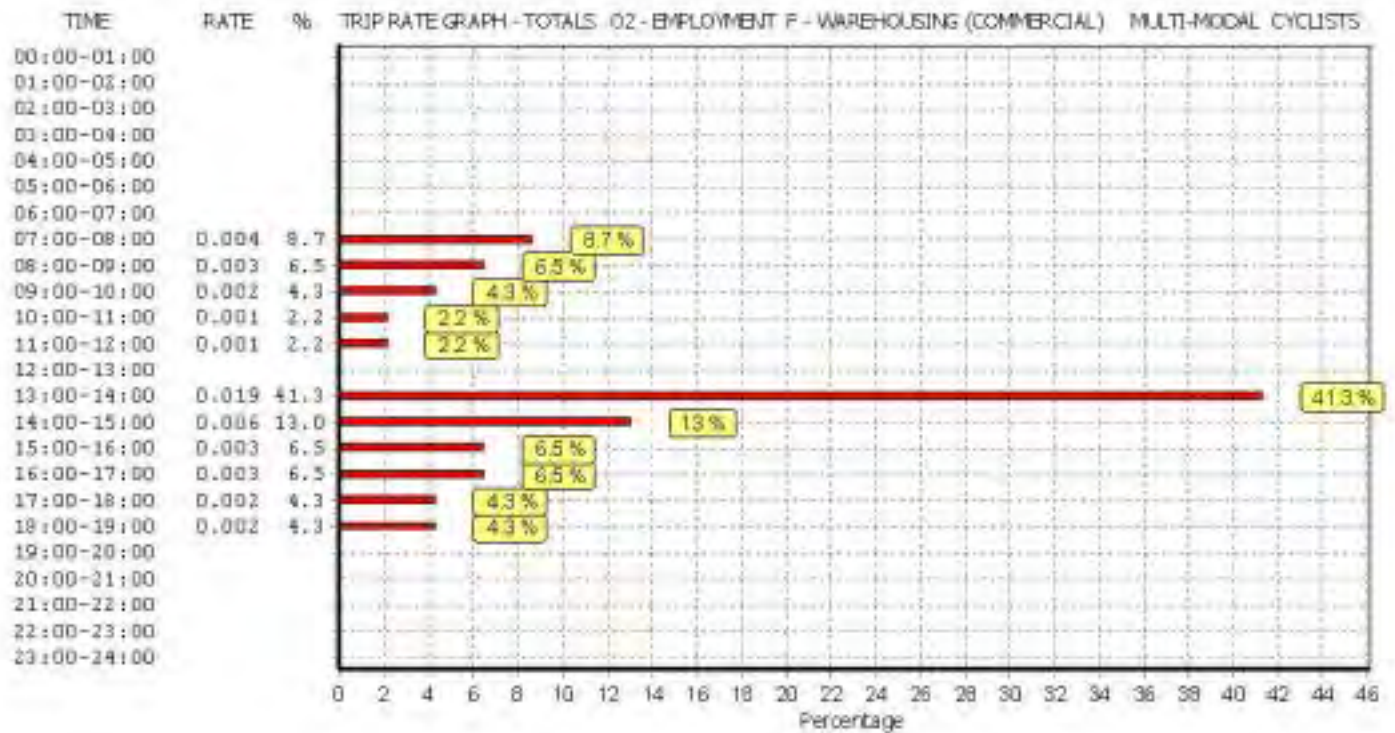
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL VEHICLE OCCUPANTS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	28272	0.061	5	28272	0.051	5	28272	0.112
07:30 - 08:00	5	28272	0.129	5	28272	0.053	5	28272	0.182
08:00 - 08:30	5	28272	0.072	5	28272	0.033	5	28272	0.105
08:30 - 09:00	5	28272	0.098	5	28272	0.023	5	28272	0.121
09:00 - 09:30	5	28272	0.115	5	28272	0.037	5	28272	0.152
09:30 - 10:00	5	28272	0.060	5	28272	0.034	5	28272	0.094
10:00 - 10:30	5	28272	0.059	5	28272	0.042	5	28272	0.101
10:30 - 11:00	5	28272	0.038	5	28272	0.023	5	28272	0.061
11:00 - 11:30	5	28272	0.044	5	28272	0.043	5	28272	0.087
11:30 - 12:00	5	28272	0.035	5	28272	0.029	5	28272	0.064
12:00 - 12:30	5	28272	0.044	5	28272	0.047	5	28272	0.091
12:30 - 13:00	5	28272	0.040	5	28272	0.057	5	28272	0.097
13:00 - 13:30	5	28272	0.075	5	28272	0.076	5	28272	0.151
13:30 - 14:00	5	28272	0.148	5	28272	0.104	5	28272	0.252
14:00 - 14:30	5	28272	0.076	5	28272	0.090	5	28272	0.166
14:30 - 15:00	5	28272	0.068	5	28272	0.077	5	28272	0.145
15:00 - 15:30	5	28272	0.038	5	28272	0.064	5	28272	0.102
15:30 - 16:00	5	28272	0.045	5	28272	0.071	5	28272	0.116
16:00 - 16:30	5	28272	0.033	5	28272	0.086	5	28272	0.119
16:30 - 17:00	5	28272	0.028	5	28272	0.064	5	28272	0.092
17:00 - 17:30	5	28272	0.033	5	28272	0.076	5	28272	0.109
17:30 - 18:00	5	28272	0.030	5	28272	0.091	5	28272	0.121
18:00 - 18:30	5	28272	0.023	5	28272	0.085	5	28272	0.108
18:30 - 19:00	5	28272	0.009	5	28272	0.044	5	28272	0.053
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		1.401			1.400			2.801	

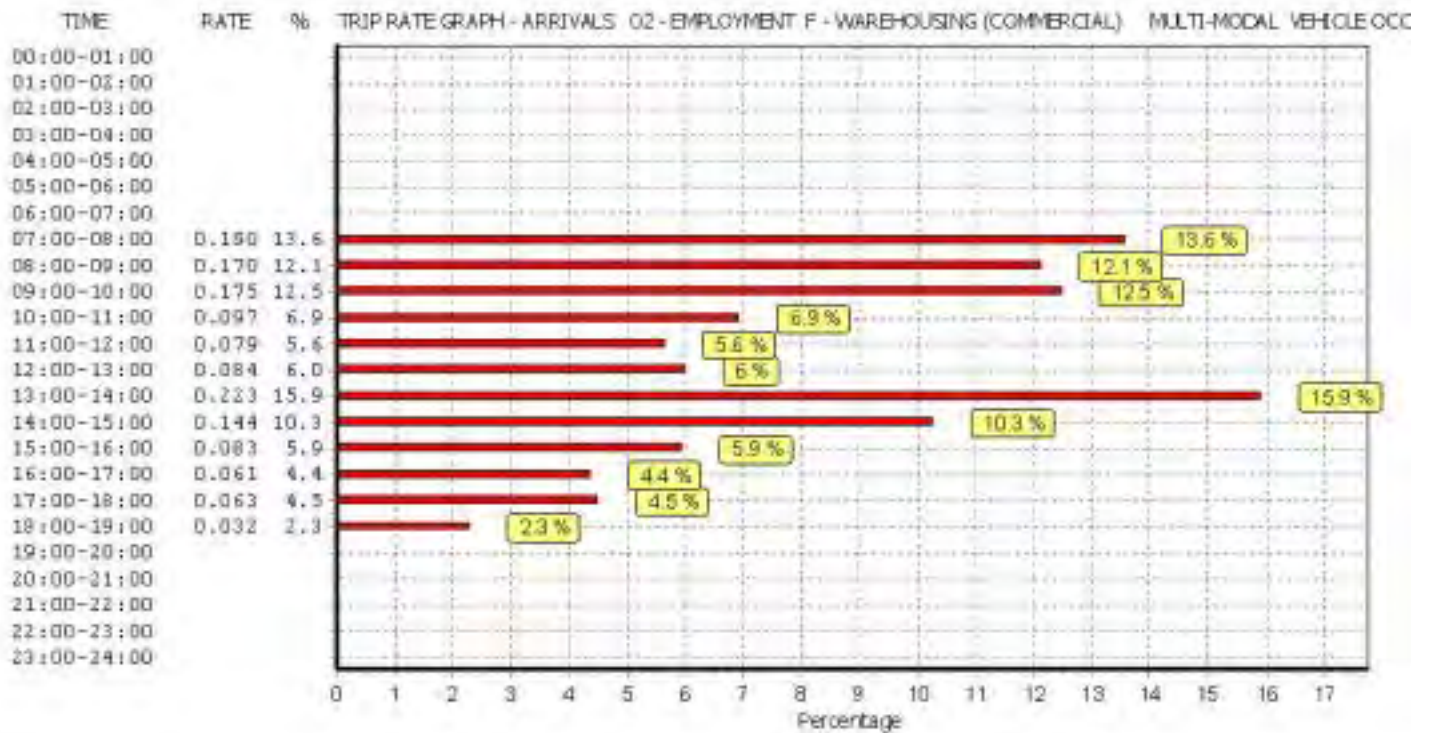
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

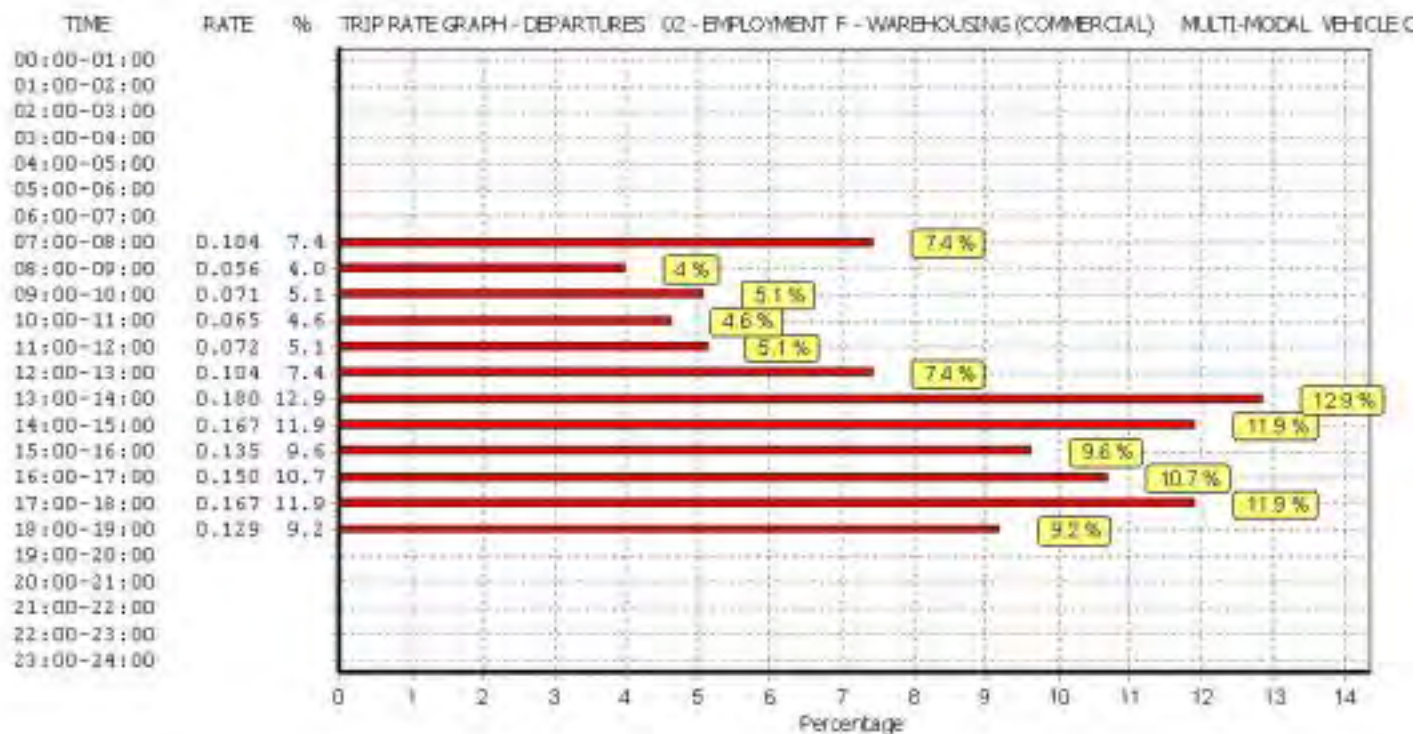
Parameter summary

Trip rate parameter range selected:	3760 - 80066 (units: sqm)
Survey date date range:	01/01/05 - 29/11/10
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

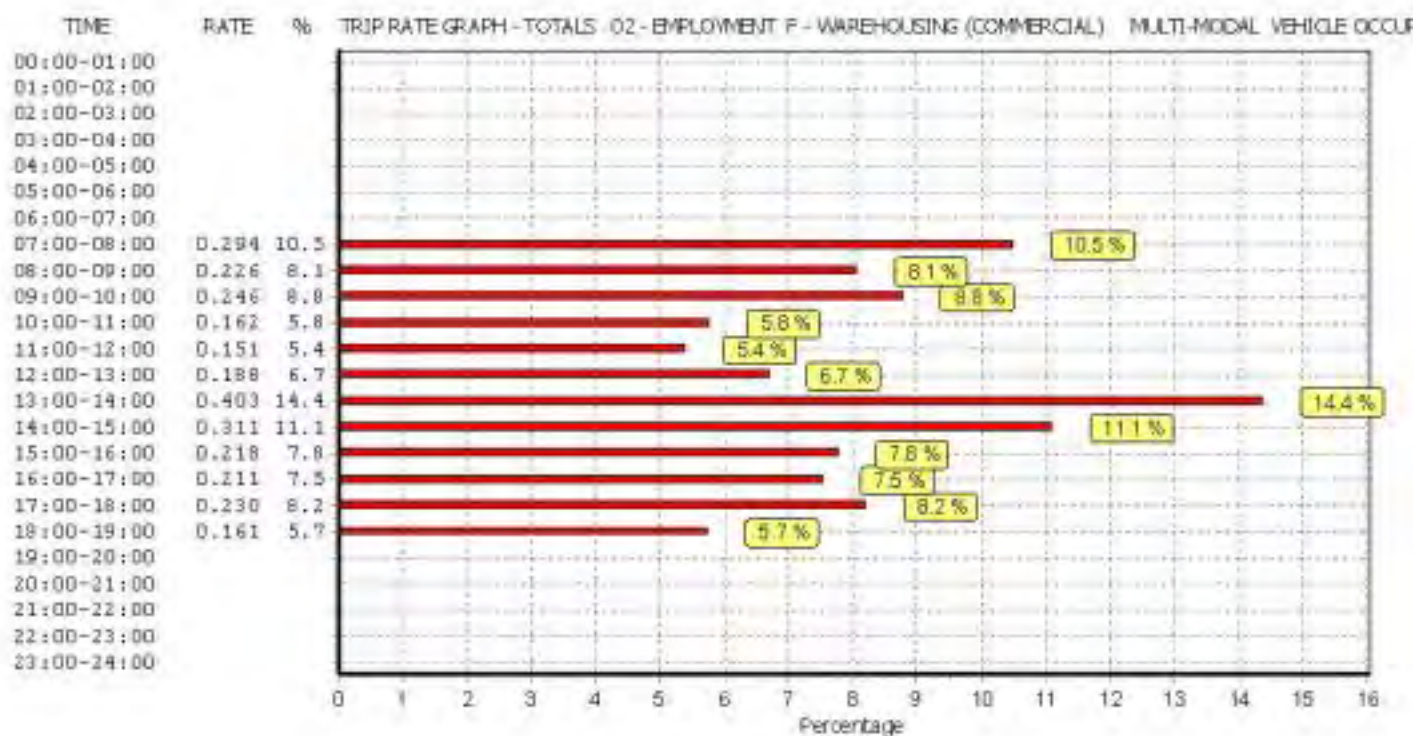
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PEDESTRIANS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	28272	0.001	5	28272	0.000	5	28272	0.001
07:30 - 08:00	5	28272	0.008	5	28272	0.001	5	28272	0.009
08:00 - 08:30	5	28272	0.006	5	28272	0.003	5	28272	0.009
08:30 - 09:00	5	28272	0.010	5	28272	0.000	5	28272	0.010
09:00 - 09:30	5	28272	0.001	5	28272	0.001	5	28272	0.002
09:30 - 10:00	5	28272	0.010	5	28272	0.003	5	28272	0.013
10:00 - 10:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
10:30 - 11:00	5	28272	0.004	5	28272	0.000	5	28272	0.004
11:00 - 11:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
11:30 - 12:00	5	28272	0.001	5	28272	0.002	5	28272	0.003
12:00 - 12:30	5	28272	0.004	5	28272	0.004	5	28272	0.008
12:30 - 13:00	5	28272	0.001	5	28272	0.004	5	28272	0.005
13:00 - 13:30	5	28272	0.011	5	28272	0.011	5	28272	0.022
13:30 - 14:00	5	28272	0.011	5	28272	0.006	5	28272	0.017
14:00 - 14:30	5	28272	0.008	5	28272	0.011	5	28272	0.019
14:30 - 15:00	5	28272	0.010	5	28272	0.001	5	28272	0.011
15:00 - 15:30	5	28272	0.000	5	28272	0.007	5	28272	0.007
15:30 - 16:00	5	28272	0.003	5	28272	0.006	5	28272	0.009
16:00 - 16:30	5	28272	0.000	5	28272	0.001	5	28272	0.001
16:30 - 17:00	5	28272	0.002	5	28272	0.005	5	28272	0.007
17:00 - 17:30	5	28272	0.002	5	28272	0.001	5	28272	0.003
17:30 - 18:00	5	28272	0.000	5	28272	0.001	5	28272	0.001
18:00 - 18:30	5	28272	0.001	5	28272	0.004	5	28272	0.005
18:30 - 19:00	5	28272	0.001	5	28272	0.003	5	28272	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.095			0.075			0.170

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.

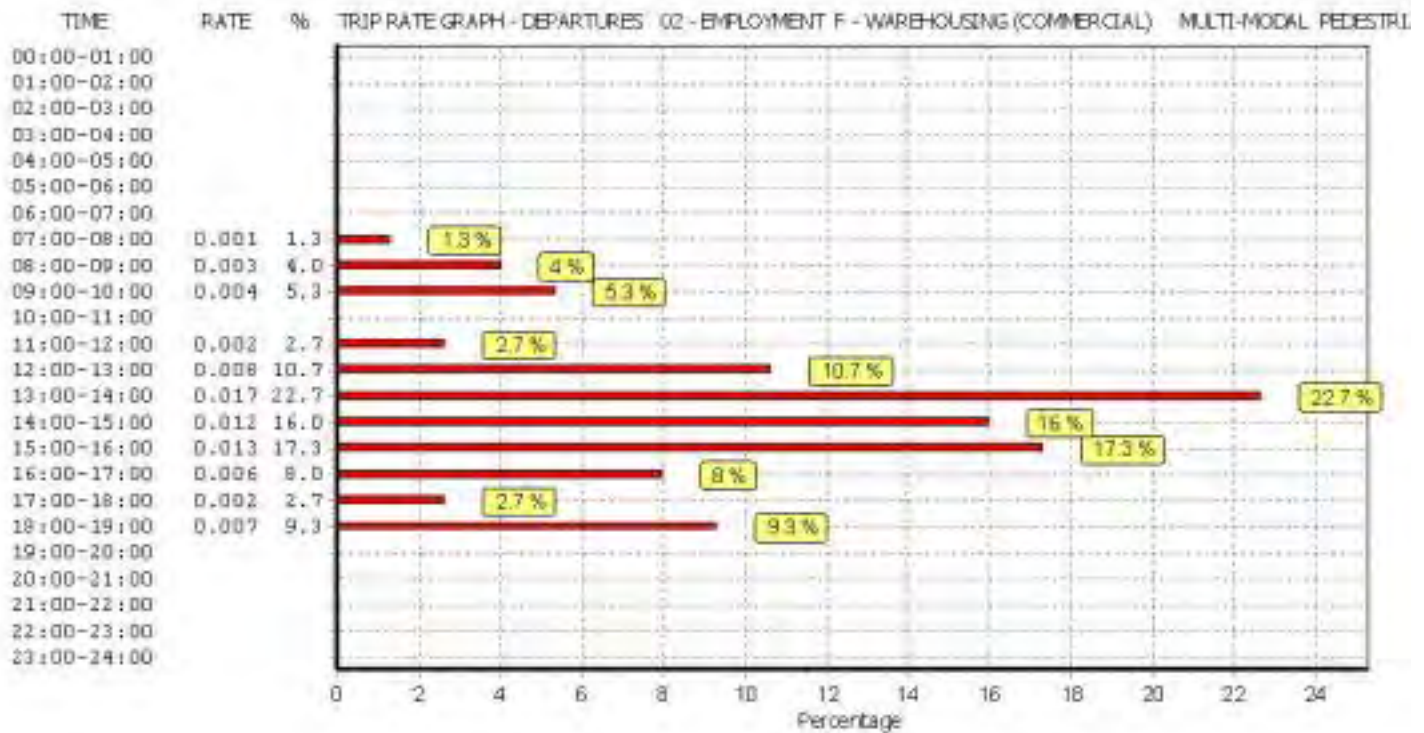
Parameter summary

Trip rate parameter range selected:	3760 - 80066 (units: sqm)
Survey date date range:	01/01/05 - 29/11/10
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

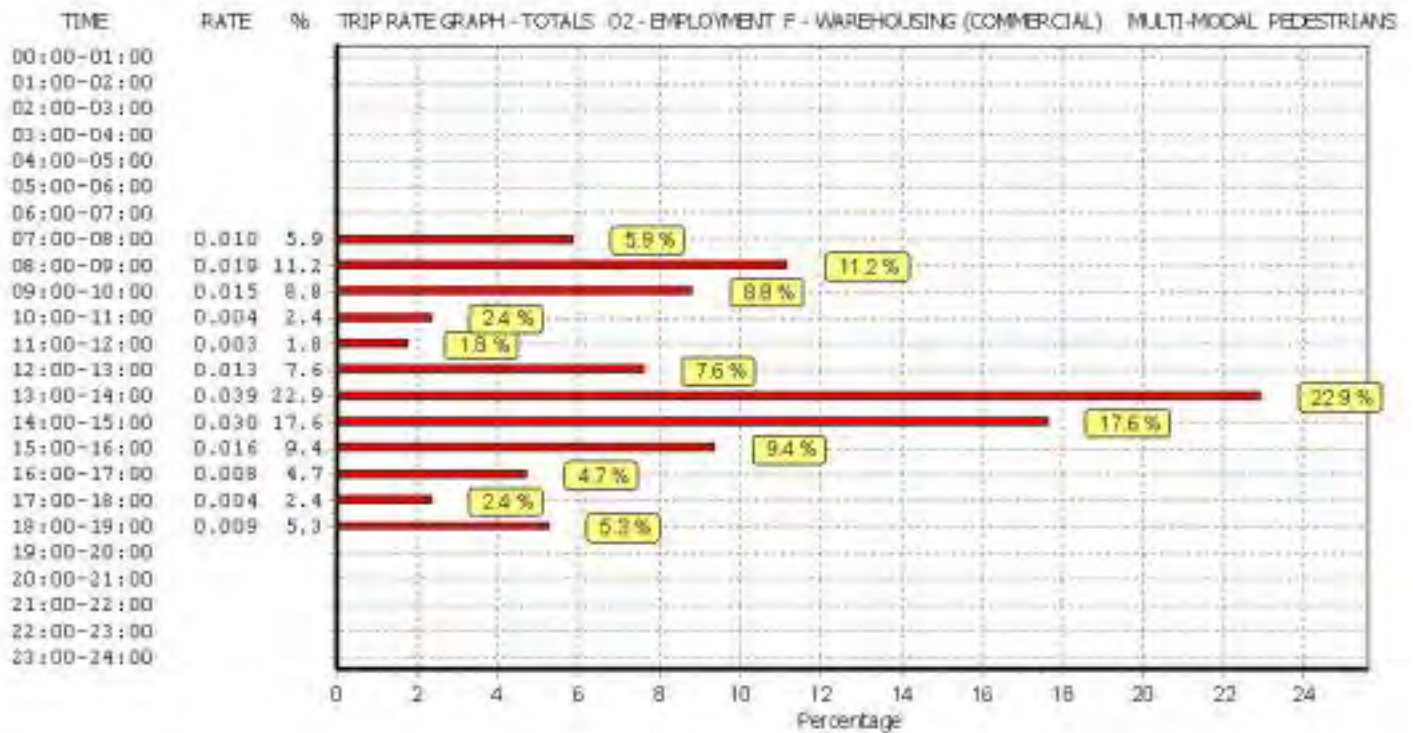
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	28272	0.001	5	28272	0.000	5	28272	0.001
07:30 - 08:00	5	28272	0.002	5	28272	0.001	5	28272	0.003
08:00 - 08:30	5	28272	0.004	5	28272	0.000	5	28272	0.004
08:30 - 09:00	5	28272	0.003	5	28272	0.000	5	28272	0.003
09:00 - 09:30	5	28272	0.003	5	28272	0.001	5	28272	0.004
09:30 - 10:00	5	28272	0.003	5	28272	0.000	5	28272	0.003
10:00 - 10:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
10:30 - 11:00	5	28272	0.001	5	28272	0.000	5	28272	0.001
11:00 - 11:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
11:30 - 12:00	5	28272	0.000	5	28272	0.001	5	28272	0.001
12:00 - 12:30	5	28272	0.000	5	28272	0.000	5	28272	0.000
12:30 - 13:00	5	28272	0.002	5	28272	0.000	5	28272	0.002
13:00 - 13:30	5	28272	0.000	5	28272	0.001	5	28272	0.001
13:30 - 14:00	5	28272	0.001	5	28272	0.001	5	28272	0.002
14:00 - 14:30	5	28272	0.000	5	28272	0.001	5	28272	0.001
14:30 - 15:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
15:00 - 15:30	5	28272	0.001	5	28272	0.001	5	28272	0.002
15:30 - 16:00	5	28272	0.000	5	28272	0.001	5	28272	0.001
16:00 - 16:30	5	28272	0.000	5	28272	0.001	5	28272	0.001
16:30 - 17:00	5	28272	0.000	5	28272	0.002	5	28272	0.002
17:00 - 17:30	5	28272	0.000	5	28272	0.001	5	28272	0.001
17:30 - 18:00	5	28272	0.000	5	28272	0.002	5	28272	0.002
18:00 - 18:30	5	28272	0.000	5	28272	0.003	5	28272	0.003
18:30 - 19:00	5	28272	0.000	5	28272	0.000	5	28272	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.021			0.017			0.038

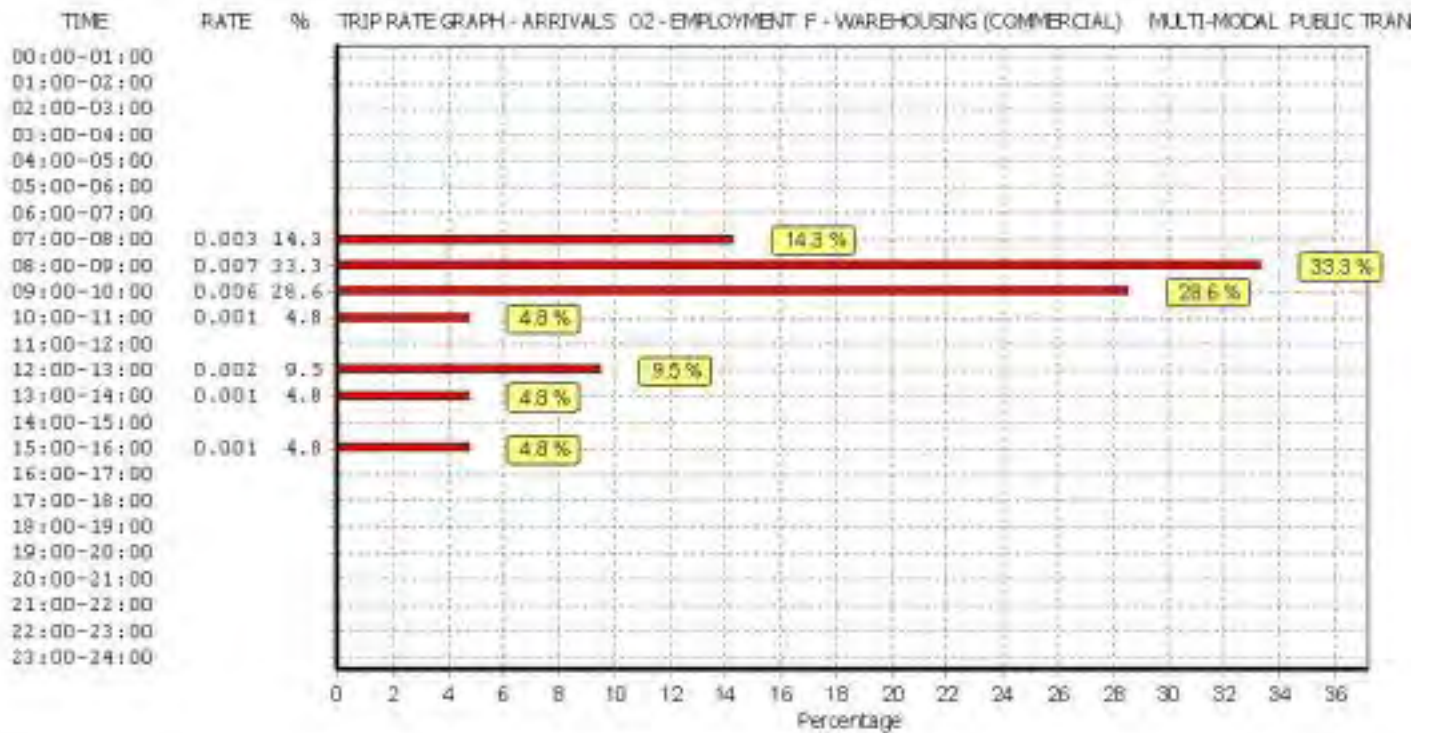
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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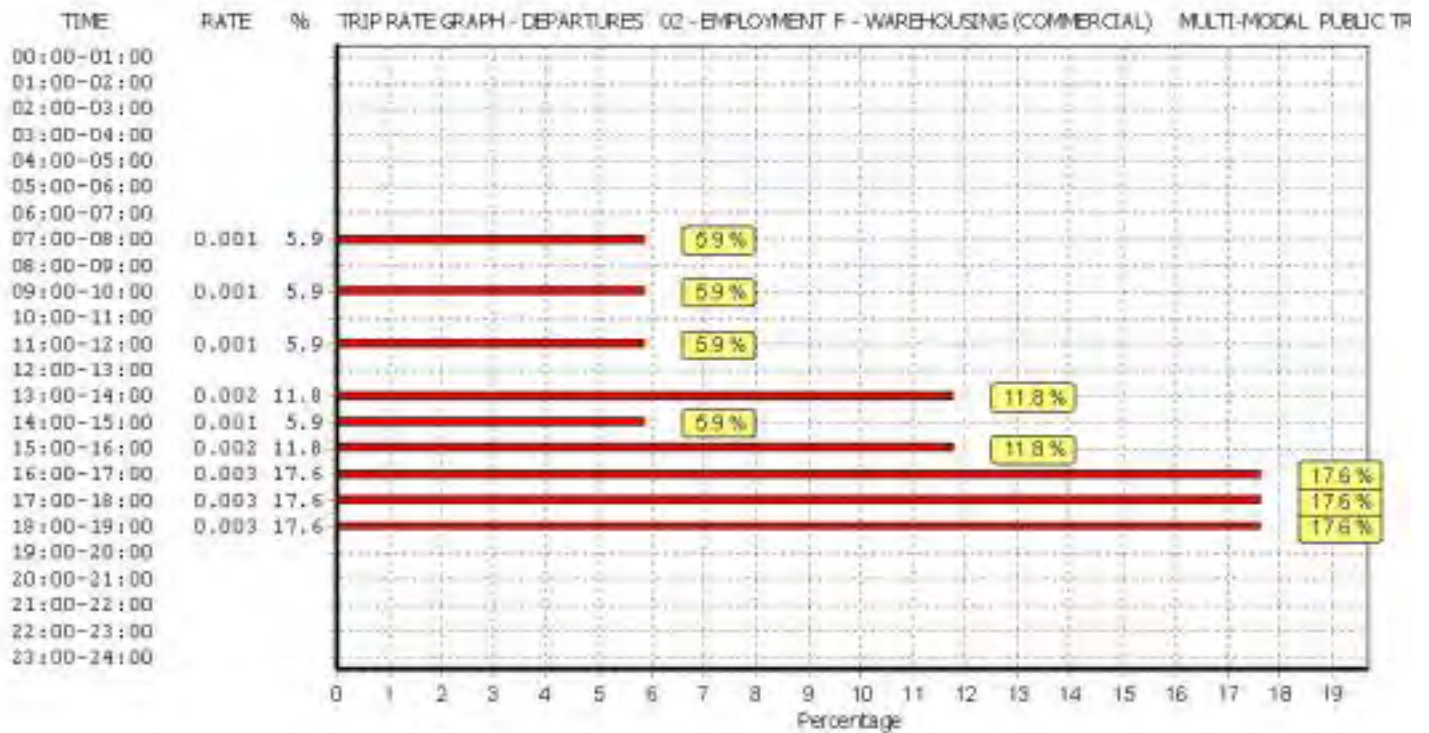
Parameter summary

Trip rate parameter range selected:	3760 - 80066 (units: sqm)
Survey date date range:	01/01/05 - 29/11/10
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

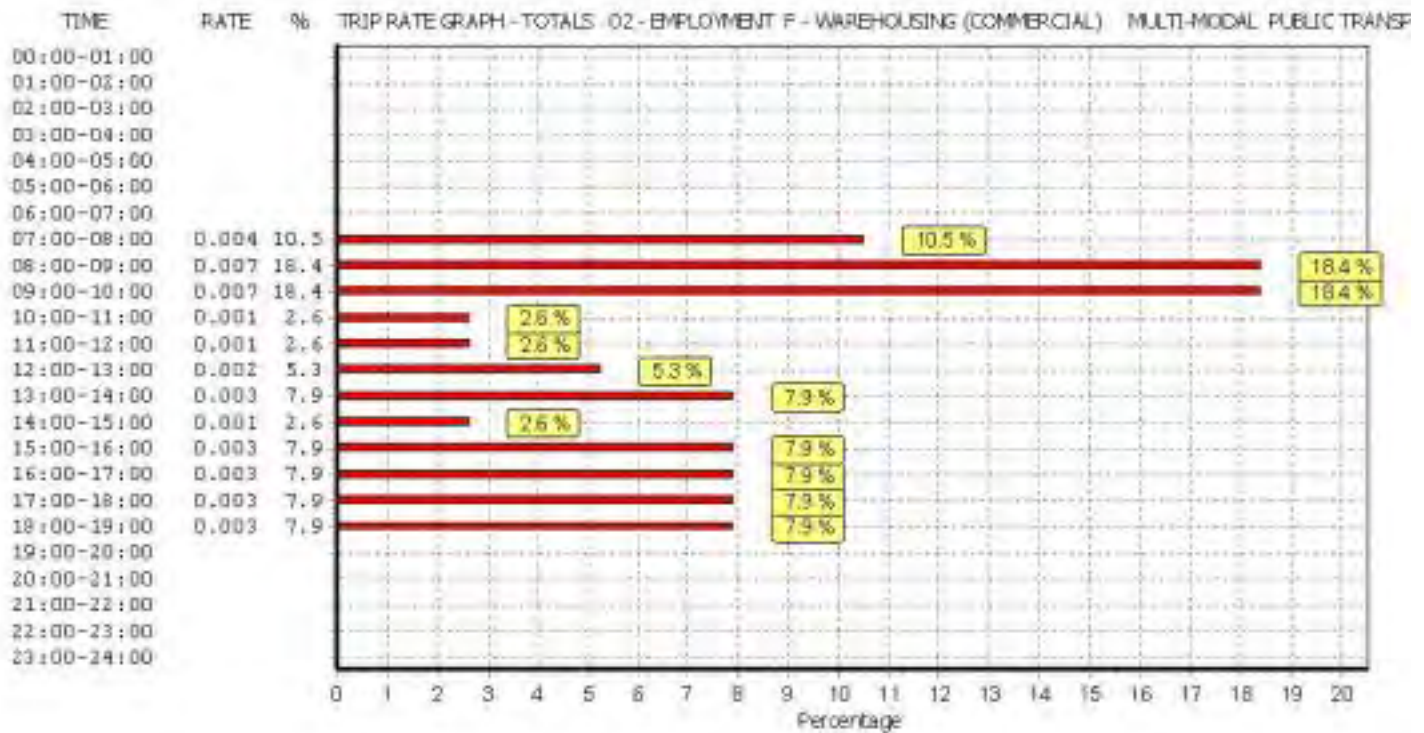
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL PEOPLE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	28272	0.064	5	28272	0.051	5	28272	0.115
07:30 - 08:00	5	28272	0.143	5	28272	0.055	5	28272	0.198
08:00 - 08:30	5	28272	0.083	5	28272	0.035	5	28272	0.118
08:30 - 09:00	5	28272	0.113	5	28272	0.023	5	28272	0.136
09:00 - 09:30	5	28272	0.120	5	28272	0.040	5	28272	0.160
09:30 - 10:00	5	28272	0.074	5	28272	0.037	5	28272	0.111
10:00 - 10:30	5	28272	0.059	5	28272	0.043	5	28272	0.102
10:30 - 11:00	5	28272	0.042	5	28272	0.023	5	28272	0.065
11:00 - 11:30	5	28272	0.044	5	28272	0.043	5	28272	0.087
11:30 - 12:00	5	28272	0.037	5	28272	0.033	5	28272	0.070
12:00 - 12:30	5	28272	0.047	5	28272	0.051	5	28272	0.098
12:30 - 13:00	5	28272	0.044	5	28272	0.061	5	28272	0.105
13:00 - 13:30	5	28272	0.088	5	28272	0.089	5	28272	0.177
13:30 - 14:00	5	28272	0.166	5	28272	0.120	5	28272	0.286
14:00 - 14:30	5	28272	0.086	5	28272	0.107	5	28272	0.193
14:30 - 15:00	5	28272	0.079	5	28272	0.079	5	28272	0.158
15:00 - 15:30	5	28272	0.039	5	28272	0.075	5	28272	0.114
15:30 - 16:00	5	28272	0.048	5	28272	0.079	5	28272	0.127
16:00 - 16:30	5	28272	0.035	5	28272	0.090	5	28272	0.125
16:30 - 17:00	5	28272	0.030	5	28272	0.071	5	28272	0.101
17:00 - 17:30	5	28272	0.035	5	28272	0.079	5	28272	0.114
17:30 - 18:00	5	28272	0.031	5	28272	0.094	5	28272	0.125
18:00 - 18:30	5	28272	0.025	5	28272	0.093	5	28272	0.118
18:30 - 19:00	5	28272	0.010	5	28272	0.047	5	28272	0.057
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		1.542			1.518			3.060	

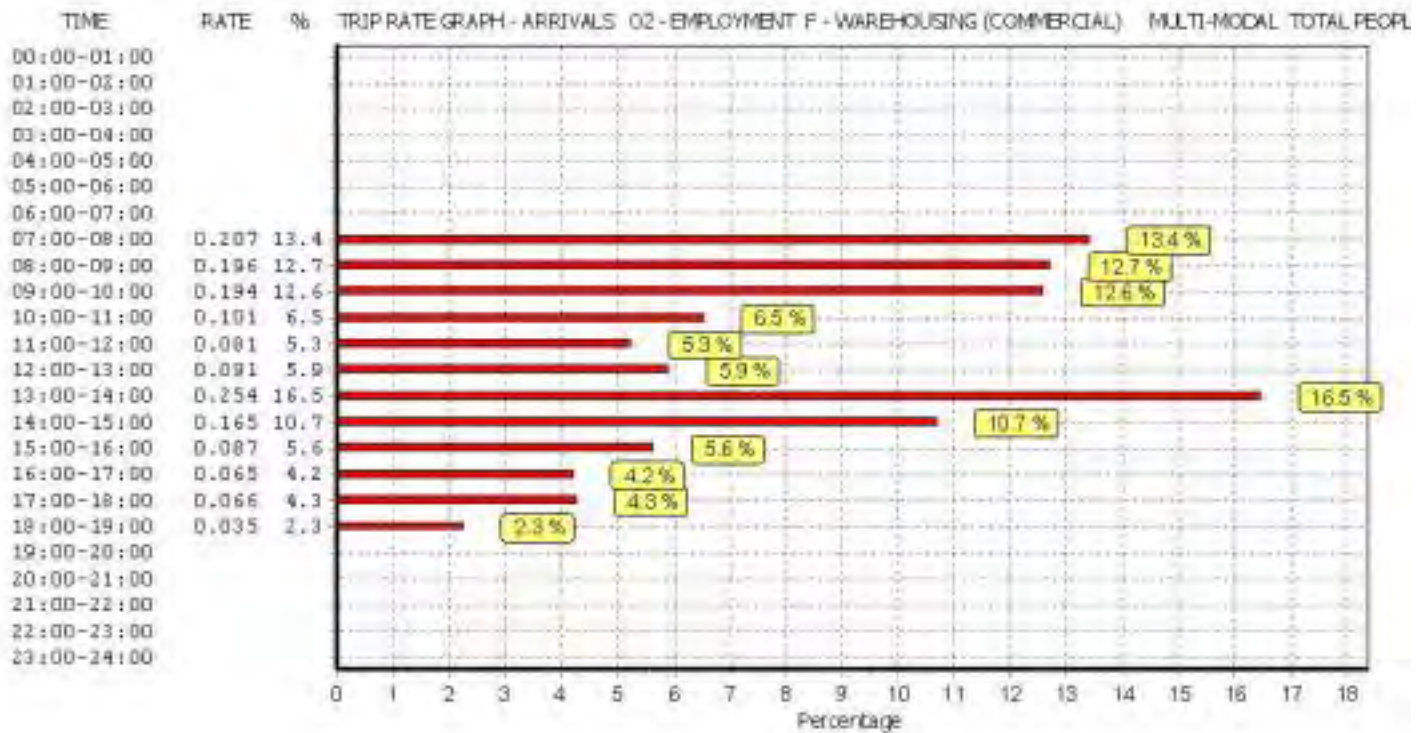
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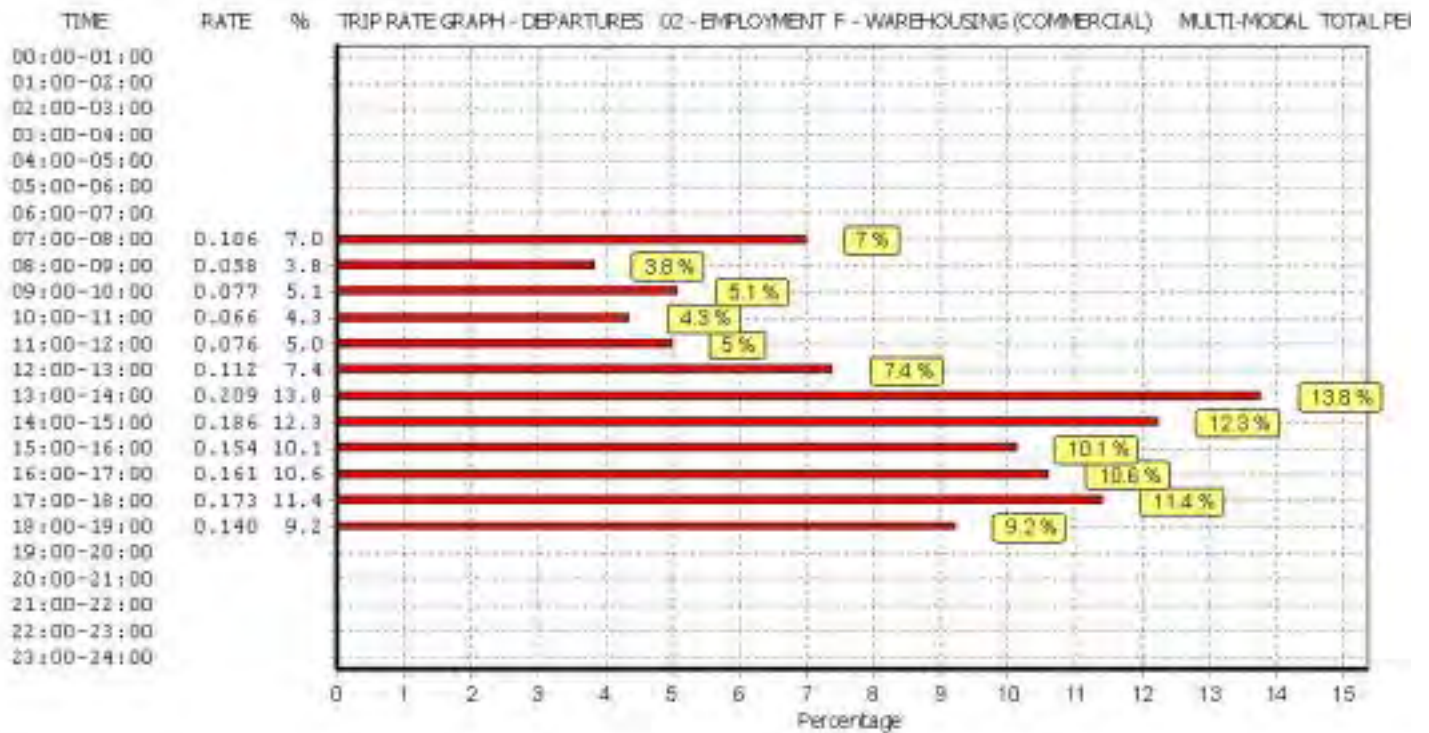
Parameter summary

Trip rate parameter range selected:	3760 - 80066 (units: sqm)
Survey date date range:	01/01/05 - 29/11/10
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

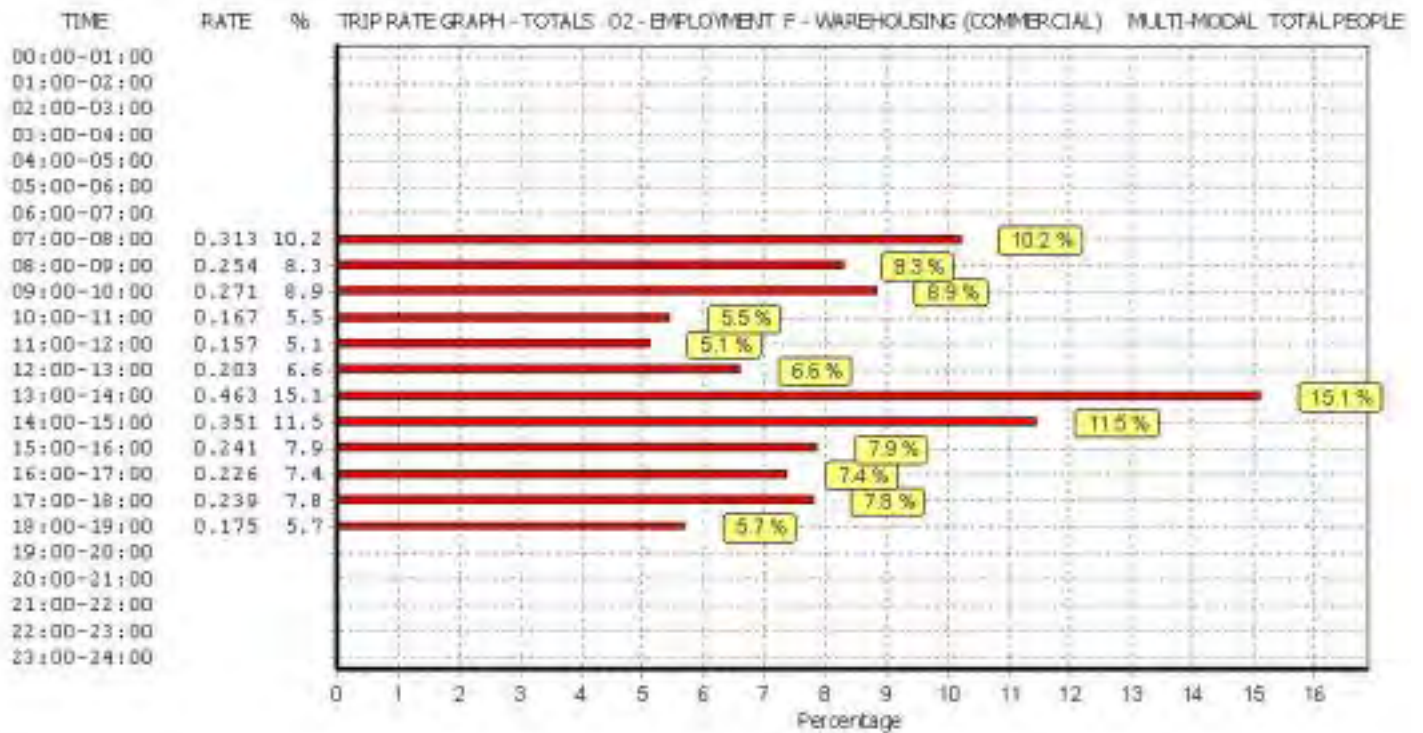
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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 52 to 115 (units:)
 Range Selected by User: 50 to 300 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 23/01/14

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:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	9 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:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	4

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:

Residential Zone	6
No Sub Category	3

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.

Filtering Stage 3 selection:

Use Class:

C3 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	1 days
1.1 to 1.5	8 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 9 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.

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09	Survey Type: MANUAL	
2	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL	
3	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL	
4	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	52		
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL	
5	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL	
6	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

7	SH-03-A-04	TERRACED	SHROPSHIRE
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	108	
	Survey date: THURSDAY	11/06/09	Survey Type: MANUAL
8	SH-03-A-05	SEMI-DETACHED / TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
9	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	78	0.070	9	78	0.264	9	78	0.334
08:00 - 09:00	9	78	0.157	9	78	0.387	9	78	0.544
09:00 - 10:00	9	78	0.145	9	78	0.176	9	78	0.321
10:00 - 11:00	9	78	0.135	9	78	0.165	9	78	0.300
11:00 - 12:00	9	78	0.150	9	78	0.159	9	78	0.309
12:00 - 13:00	9	78	0.156	9	78	0.152	9	78	0.308
13:00 - 14:00	9	78	0.172	9	78	0.156	9	78	0.328
14:00 - 15:00	9	78	0.157	9	78	0.167	9	78	0.324
15:00 - 16:00	9	78	0.234	9	78	0.160	9	78	0.394
16:00 - 17:00	9	78	0.260	9	78	0.159	9	78	0.419
17:00 - 18:00	9	78	0.338	9	78	0.166	9	78	0.504
18:00 - 19:00	9	78	0.206	9	78	0.139	9	78	0.345
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.180			2.250			4.430	

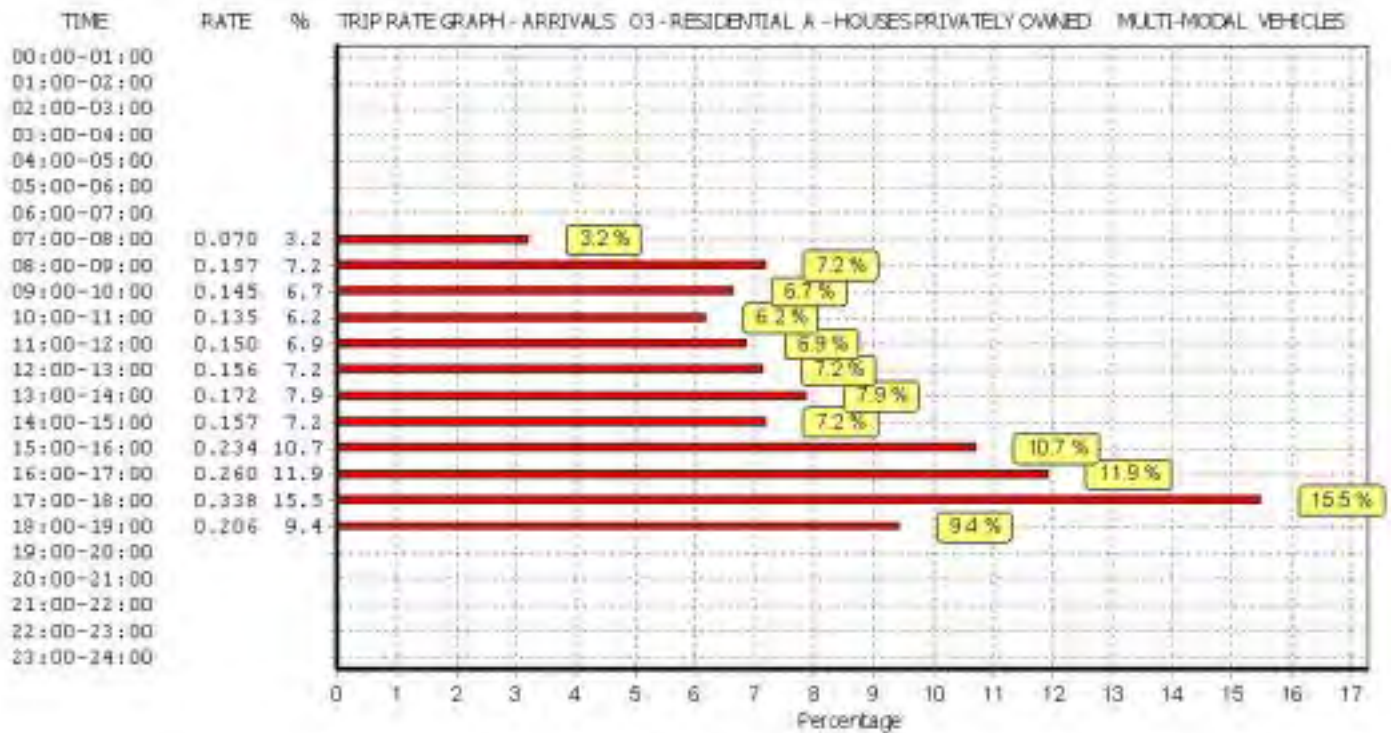
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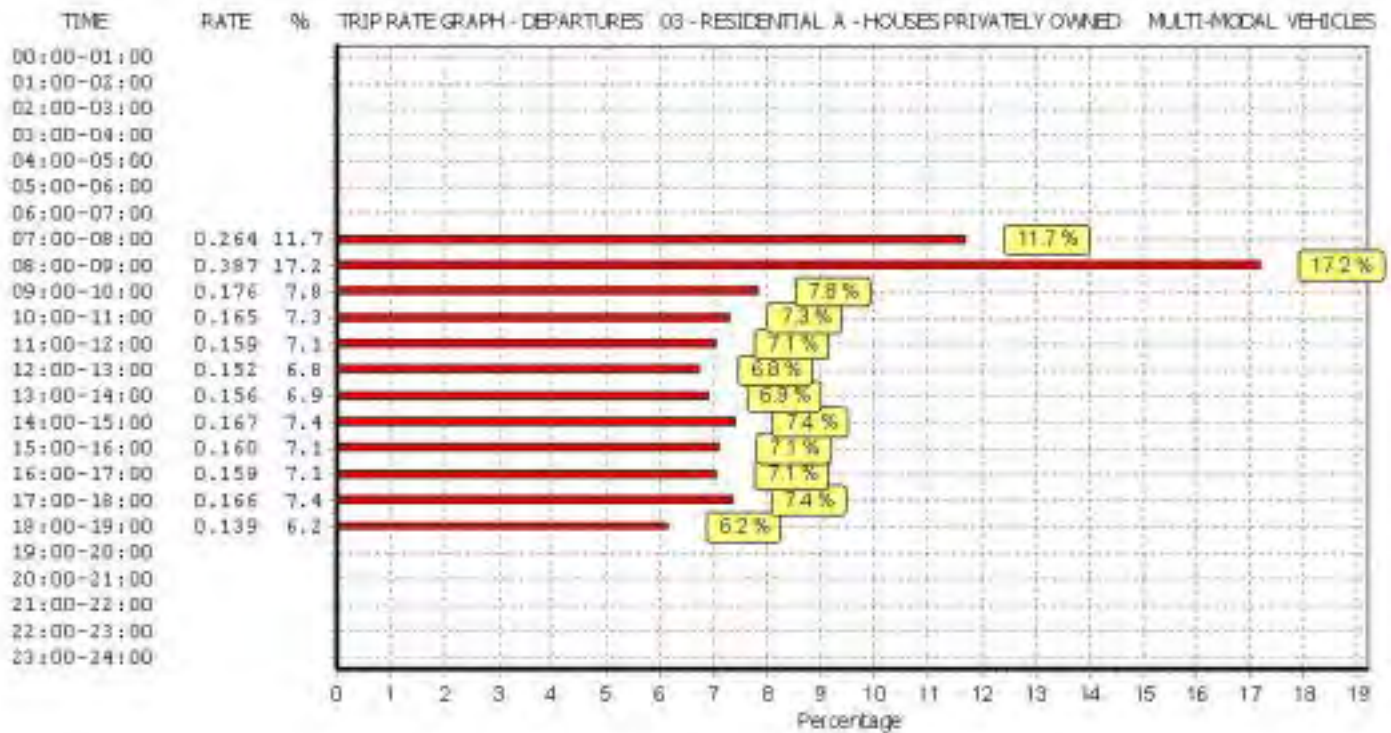
Parameter summary

Trip rate parameter range selected: 52 - 115 (units:)
 Survey date range: 01/01/09 - 23/01/14
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

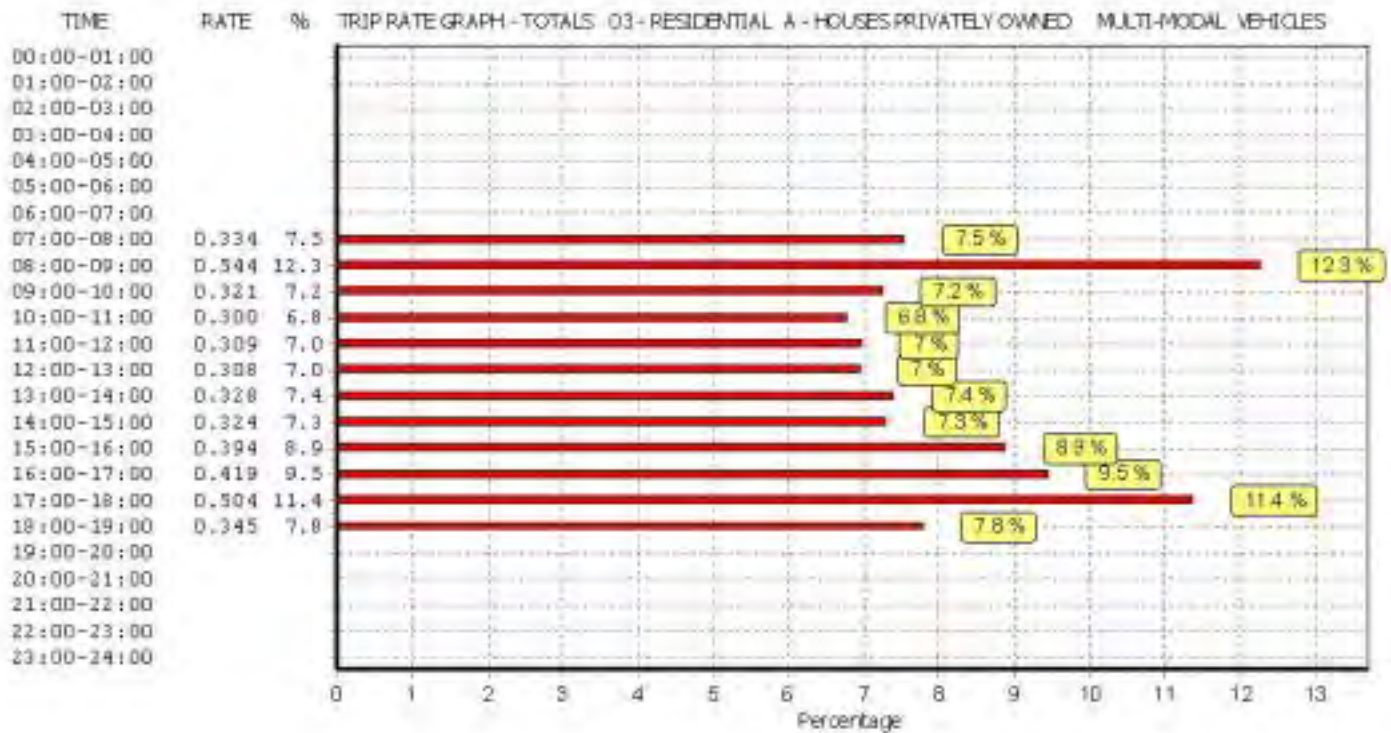
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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	78	0.017	9	78	0.071	9	78	0.088
08:00 - 09:00	9	78	0.026	9	78	0.119	9	78	0.145
09:00 - 10:00	9	78	0.040	9	78	0.047	9	78	0.087
10:00 - 11:00	9	78	0.045	9	78	0.038	9	78	0.083
11:00 - 12:00	9	78	0.024	9	78	0.024	9	78	0.048
12:00 - 13:00	9	78	0.031	9	78	0.037	9	78	0.068
13:00 - 14:00	9	78	0.033	9	78	0.051	9	78	0.084
14:00 - 15:00	9	78	0.041	9	78	0.037	9	78	0.078
15:00 - 16:00	9	78	0.095	9	78	0.081	9	78	0.176
16:00 - 17:00	9	78	0.094	9	78	0.043	9	78	0.137
17:00 - 18:00	9	78	0.091	9	78	0.033	9	78	0.124
18:00 - 19:00	9	78	0.055	9	78	0.030	9	78	0.085
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.592			0.611			1.203

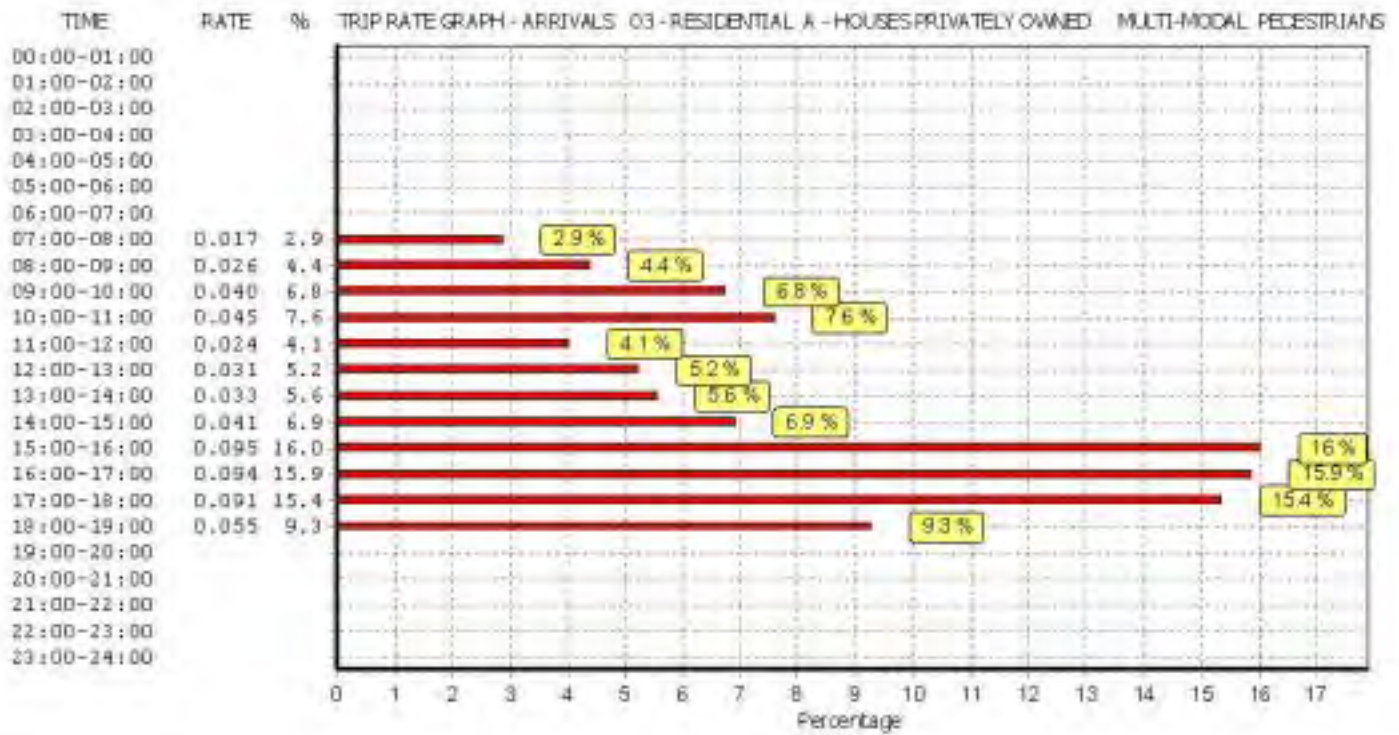
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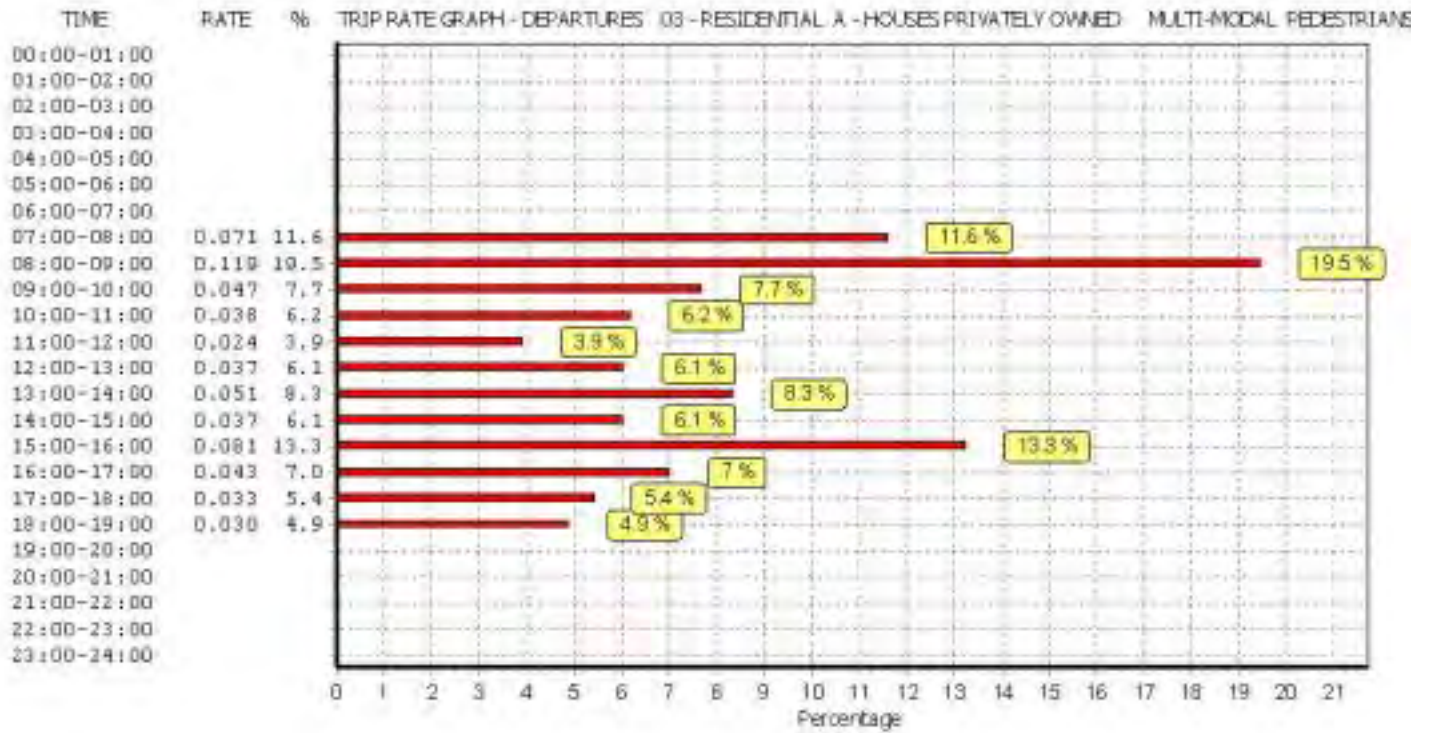
Parameter summary

Trip rate parameter range selected: 52 - 115 (units:)
 Survey date range: 01/01/09 - 23/01/14
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

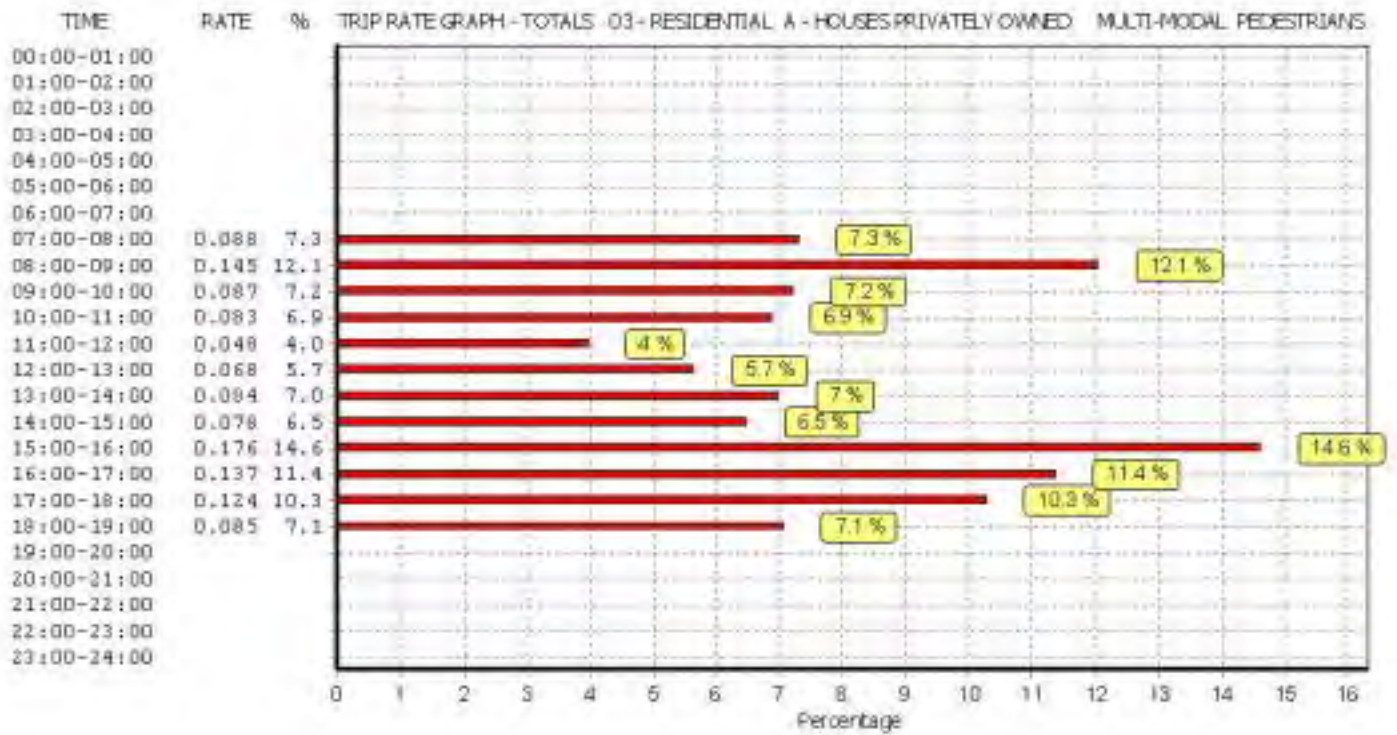
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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	78	0.101	9	78	0.428	9	78	0.529
08:00 - 09:00	9	78	0.235	9	78	0.718	9	78	0.953
09:00 - 10:00	9	78	0.218	9	78	0.285	9	78	0.503
10:00 - 11:00	9	78	0.220	9	78	0.265	9	78	0.485
11:00 - 12:00	9	78	0.230	9	78	0.227	9	78	0.457
12:00 - 13:00	9	78	0.234	9	78	0.234	9	78	0.468
13:00 - 14:00	9	78	0.255	9	78	0.265	9	78	0.520
14:00 - 15:00	9	78	0.244	9	78	0.257	9	78	0.501
15:00 - 16:00	9	78	0.460	9	78	0.295	9	78	0.755
16:00 - 17:00	9	78	0.475	9	78	0.258	9	78	0.733
17:00 - 18:00	9	78	0.577	9	78	0.241	9	78	0.818
18:00 - 19:00	9	78	0.333	9	78	0.221	9	78	0.554
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		3.582			3.694			7.276	

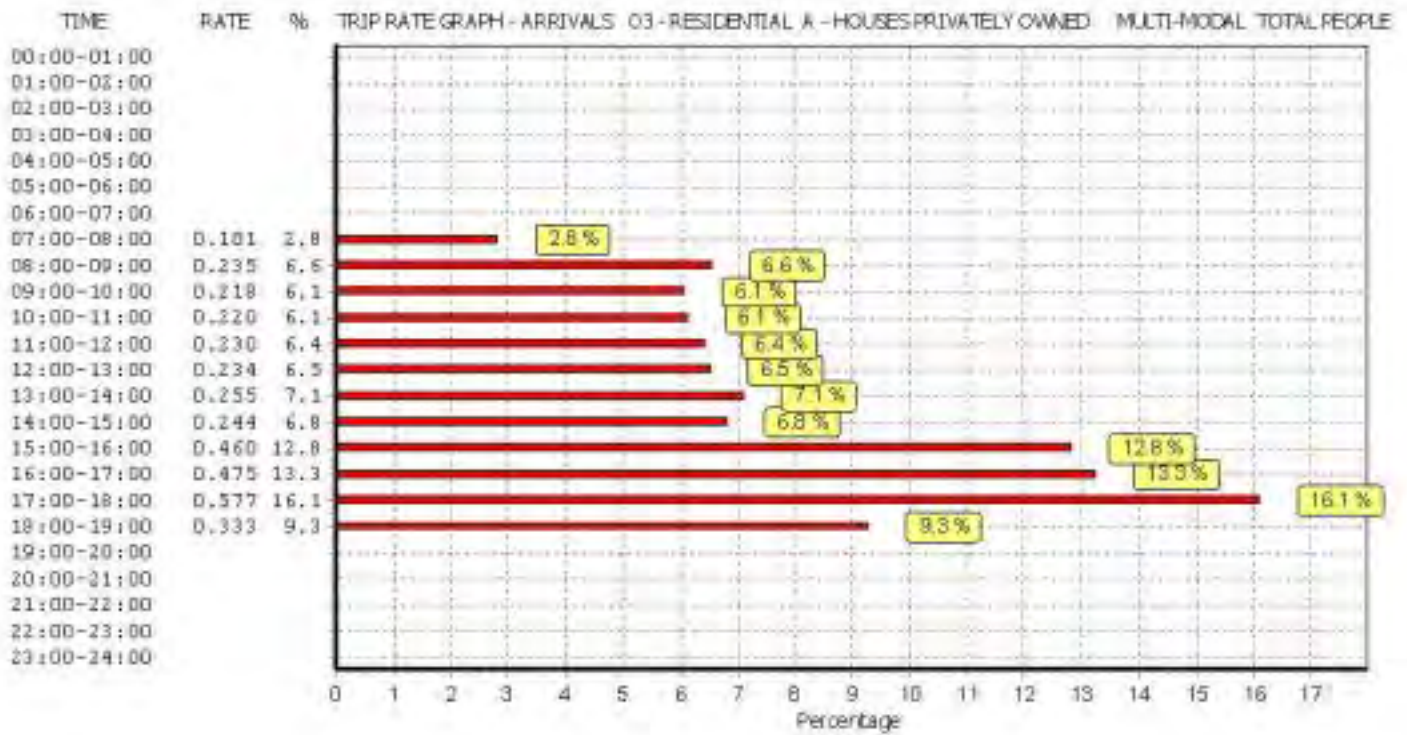
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

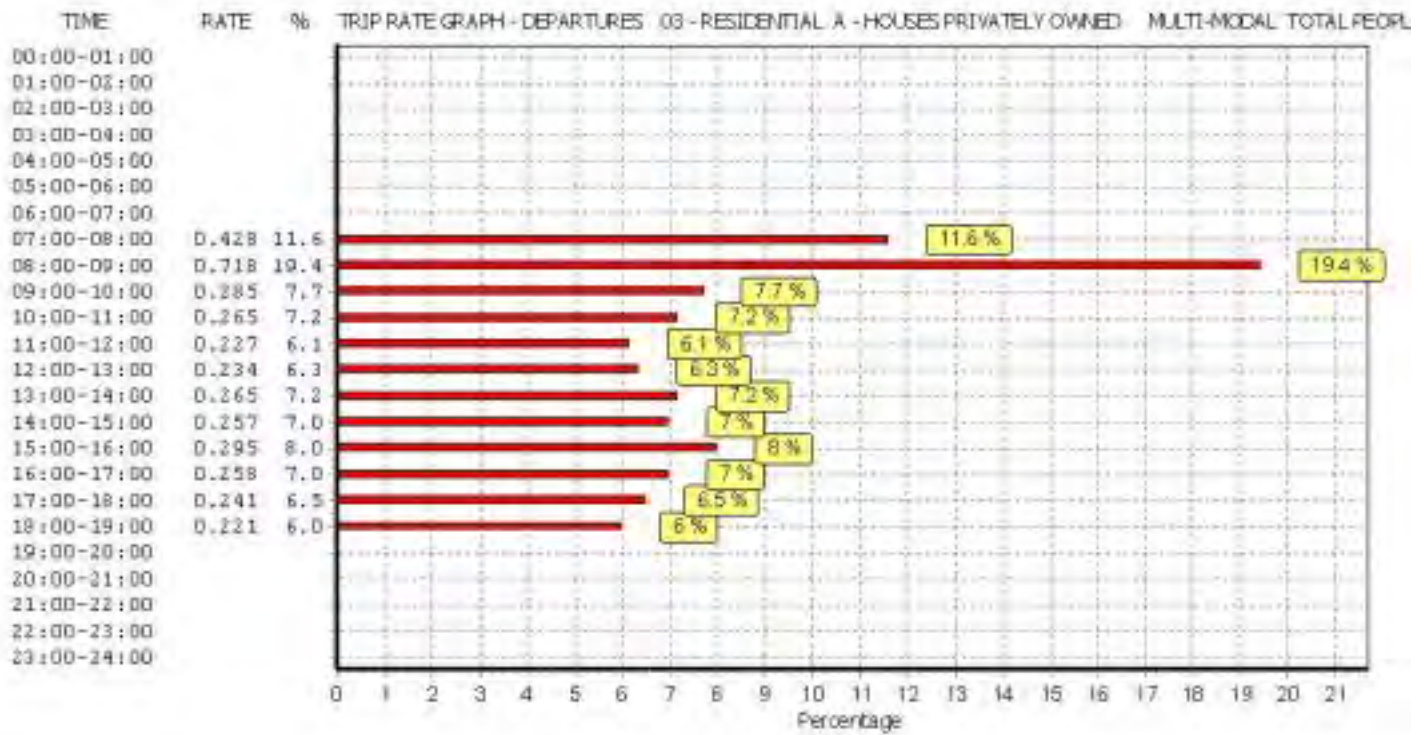
Parameter summary

Trip rate parameter range selected: 52 - 115 (units:)
 Survey date range: 01/01/09 - 23/01/14
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

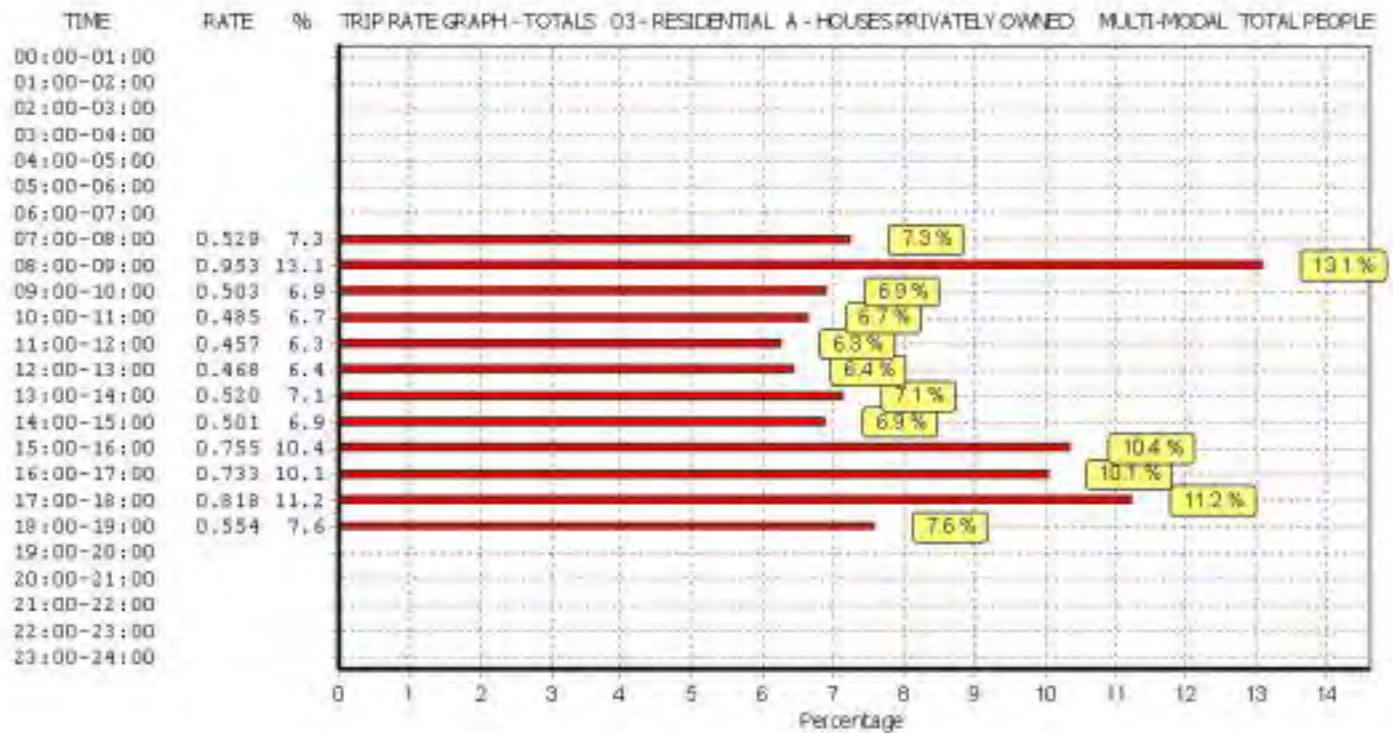
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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Appendix D Traffic Survey Data

Bradford - Manual Traffic Survey, Thursday 7th November 2013



Produced by Streetwise Services Ltd.

Junction: (3) A - M62 North / B - A58 Whitehall Road East / C - A638 Bradford Road / D - M62 South / E - A58 Whitehall Road West / F - Bradford Road / G - M606

Approach: B - A58 Whitehall Road East

TIME	First Left to C - A638 Bradford Road								Second Left to D - M62 South								W/B to E - A58 Whitehall Road West								First Right to F - Bradford Road							
	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	0	0	1	0	3	0	0	26	5	3	0	0	34	0	0	19	4	2	6	0	31	0	0	17	4	2	0	0	23
0715 - 0730	0	0	3	0	1	0	0	4	0	0	41	11	1	0	0	53	1	0	15	3	1	0	0	20	0	0	36	6	1	2	0	45
0730 - 0745	0	0	2	0	0	0	0	2	0	0	34	4	4	0	0	42	0	0	24	8	0	0	0	32	0	0	35	0	2	0	0	37
0745 - 0800	0	0	2	1	0	0	0	3	0	0	36	14	3	0	0	53	2	0	24	2	2	0	0	30	0	0	55	2	1	1	0	59
Hourly Total	0	0	9	1	1	1	0	12	0	0	137	34	11	0	0	182	3	0	82	17	5	6	0	113	0	0	143	12	6	3	0	164
0800 - 0815	0	0	0	3	0	0	0	3	1	0	31	4	8	1	0	45	1	0	16	2	3	0	0	22	0	0	32	2	3	0	0	37
0815 - 0830	0	0	2	0	0	0	0	2	0	0	13	4	4	0	0	21	0	0	17	4	0	0	0	21	0	0	41	2	1	1	0	45
0830 - 0845	0	0	2	0	0	0	0	2	0	0	21	3	3	0	0	27	0	0	18	5	4	0	0	27	0	0	37	8	1	0	0	46
0845 - 0900	0	0	2	1	0	0	0	3	0	0	24	6	2	0	0	32	0	0	18	11	0	0	0	29	0	0	43	4	3	0	0	50
Hourly Total	0	0	6	4	0	0	0	10	1	0	89	17	17	1	0	125	1	0	69	22	7	0	0	99	0	0	153	16	8	1	0	178
0900 - 0915	0	0	4	2	0	0	0	6	0	0	25	7	2	1	0	35	0	0	17	4	2	0	0	23	0	0	33	5	1	1	0	40
0915 - 0930	0	0	2	3	0	0	0	5	0	0	26	6	2	0	0	34	0	0	10	6	5	0	0	21	0	0	26	2	0	1	0	29
0930 - 0945	0	0	6	2	0	0	0	8	0	0	13	7	5	3	0	28	0	0	16	3	0	0	1	20	0	0	18	1	0	0	0	19
0945 - 1000	0	0	1	1	0	0	0	2	0	0	20	2	1	2	0	25	1	0	14	2	3	0	0	20	0	0	11	6	0	1	0	18
Hourly Total	0	0	13	8	0	0	0	21	0	0	84	22	10	6	0	122	1	0	57	15	10	0	1	84	0	0	88	14	1	3	0	106
Session Total	0	0	28	13	1	1	0	43	1	0	310	73	38	7	0	429	5	0	208	54	22	6	1	296	0	0	384	42	15	7	0	448
1600 - 1615	0	0	3	0	1	0	0	4	0	0	23	4	3	0	0	30	0	0	26	2	0	0	0	28	2	0	43	5	1	0	0	51
1615 - 1630	0	0	3	2	0	0	0	5	0	0	24	4	2	2	0	32	1	0	23	5	0	0	0	29	0	0	40	4	1	0	0	45
1630 - 1645	0	0	3	1	0	1	0	5	0	0	34	8	3	2	0	47	1	0	27	5	0	0	0	33	1	0	40	2	1	0	0	44
1645 - 1700	0	0	6	1	0	0	0	7	0	0	27	2	0	1	0	30	1	0	34	4	1	0	0	40	1	0	39	10	0	0	0	50
Hourly Total	0	0	15	4	1	1	0	21	0	0	108	18	8	5	0	139	3	0	110	16	1	0	0	130	4	0	162	21	3	0	0	190
1700 - 1715	0	0	18	0	0	1	0	19	0	0	26	3	2	0	0	31	4	0	37	2	0	0	0	43	0	0	50	6	1	2	0	59
1715 - 1730	0	0	5	2	0	0	0	7	0	0	29	2	1	0	0	32	0	0	44	6	1	0	0	51	0	0	51	9	2	0	0	62
1730 - 1745	1	0	2	0	0	0	0	3	0	0	19	2	2	2	0	25	1	0	35	4	1	0	0	41	0	0	48	4	1	0	0	53
1745 - 1800	0	0	8	0	0	0	0	8	0	0	22	0	1	0	0	23	0	0	41	4	1	0	0	46	0	0	37	2	0	0	0	39
Hourly Total	1	0	33	2	0	1	0	37	0	0	96	7	6	2	0	111	5	0	157	16	3	0	0	181	0	0	186	21	4	2	0	213
1800 - 1815	0	0	4	0	0	0	0	4	0	0	12	5	1	2	0	20	0	0	46	4	1	0	0	51	0	0	40	3	0	0	0	43
1815 - 1830	0	0	6	0	0	0	0	6	0	0	25	3	0	1	0	29	0	0	37	3	0	0	0	40	2	0	44	3	0	0	0	49
1830 - 1845	0	0	6	0	0	0	0	6	0	0	27	7	1	1	0	36	1	0	24	5	1	0	0	31	0	0	45	2	3	0	0	50
1845 - 1900	0	0	3	1	0	0	0	4	0	0	18	2	0	2	0	22	0	0	19	1	0	0	0	20	0	0	32	2	0	0	0	34
Hourly Total	0	0	19	1	0	0	0	20	0	0	82	17	2	6	0	107	1	0	126	13	2	0	0	142	2	0	161	10	3	0	0	176
Session Total	1	0	67	7	1	2	0	78	0	0	286	42	16	13	0	357	9	0	393	45	6	0	0	453	6	0	509	52	10	2	0	579

Second Right to G - M606								Last Right to A - M62 North								U-Turns to B - A58 Whitehall Road East							
M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	34	1	0	1	0	36	0	0	5	1	1	0	0	7	0	0	0	0	0	0	0	0
0	0	46	3	1	2	0	52	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
0	0	59	6	0	3	0	68	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0	0	45	1	3	2	0	51	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
0	0	184	11	4	8	0	207	0	0	24	1	1	0	0	26	0	0	0	0	0	0	0	0
0	0	59	6	0	2	0	67	0	0	10	1	0	1	0	12	0	0	0	0	0	0	0	0
0	0	47	3	1	1	0	52	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
0	0	58	1	2	0	0	61	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0	0	41	3	0	3	0	47	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
0	0	205	13	3	6	0	227	0	0	28	2	0	1	0	31	0	0	0	0	0	0	0	0
0	0	19	2	1	0	0	22	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	29	4	2	1	1	37	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
0	0	17	0	0	0	1	18	0	0	5	0	0	2	0	7	0	0	0	0	0	0	0	0
0	0	11	1	3	0	0	15	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0
0	0	76	7	6	1	2	92	0	0	10	1	1	2	0	14	0	0	0	0	0	0	0	0
0	0	465	31	13	15	2	526	0	0	62	4	2	3	0	71	0	0	0	0	0	0	0	0
0	0	17	7	0	1	0	25	0	0	4	0	1	1	0	6	0	0	0	0	0	0	0	0
0	0	26	3	0	0	1	30	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
0	0	37	5	1	0	0	43	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	28	4	4	0	0	36	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
0	0	108	19	5	1	1	134	0	0	17	1	1	1	0	20	0	0	0	0	0	0	0	0
0	0	28	3	1	0	0	32	0	0	7	2	0	2	0	11	0	0	0	0	0	0	0	0
0	0	46	3	1	0	0	50	0	0	8	0	1	0	0	9	0	0	0	0	0	0	0	0
0	0	35	2	1	1	0	39	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0	0	36	2	1	0	0	39	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
0	0	145	10	4	1	0	160	0	0	20	3	1	2	0	26	0	0	0	0	0	0	0	0
0	0	43	3	0	0	0	46	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
0	0	25	1	1	0	0	27	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
0	0	29	1	0	0	0	30	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
0	0	26	1	0	0	0	27	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	123	6	1	0	0	130	0	0	18	1	0	0	0	19	0	0	0	0	0	0	0	0
0	0	376	35	10	2	1	424	0	0	55	5	2	3	0	65	0	0	0	0	0	0	0	0

134
180
185
205

186
149
167
168

128
128
100
83

704

756
725
707
670

144
148
174
168

195
211
165
157

171
158
157
108
594

634

685
748
739
728

704
651
643
594

Second Right to C - A638 Bradford Road								Last Right to D - M62 South								U-Turns to E - A58 Whitehall Road West							
M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	6	0	0	0	0	6	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	6	2	0	0	0	8	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	6	1	0	0	0	7	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
0	0	22	4	0	0	0	26	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
0	0	6	0	0	0	0	6	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	9	1	0	0	0	10	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	6	2	0	0	0	8	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	11	1	0	0	0	12	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	32	4	0	0	0	36	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
0	0	7	2	0	0	0	9	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	9	1	0	0	0	10	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	27	3	0	0	0	30	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
0	0	81	11	0	0	0	92	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0
0	0	9	1	0	0	0	10	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	10	2	0	0	0	12	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	7	1	0	0	0	8	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	7	1	0	0	0	8	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	33	5	0	0	0	38	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
0	0	7	5	0	0	0	12	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0
0	0	8	1	0	0	0	9	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	26	7	0	0	0	33	0	0	12	1	1	0	0	14	0	0	0	0	0	0	0	0
0	0	7	1	0	0	0	8	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	26	1	0	0	0	27	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
0	0	85	13	0	0	0	98	0	0	31	1	1	0	0	33	0	0	0	0	0	0	0	0

Bradford - Manual Traffic Survey, Thursday 7th November 2013



Produced by Streetwise Services Ltd.

Junction: (3) A - M62 North / B - A58 Whitehall Road East / C - A638 Bradford Road / D - M62 South / E - A58 Whitehall Road West / F - Bradford Road / G - M606

Approach: E - A58 Whitehall Road West

TIME	First Left to F - Bradford Road								Second Left to G - M606								N/B to A - M62 North								First Right to B - A58 Whitehall Road East							
	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	28	1	2	0	0	31	0	0	148	35	3	5	0	191	0	0	34	2	0	0	0	36
0715 - 0730	0	0	2	0	0	0	0	2	0	0	23	4	0	0	0	27	3	0	177	29	3	6	0	218	0	0	27	7	0	1	0	35
0730 - 0745	0	0	1	0	0	0	0	1	0	0	17	1	2	1	0	21	2	0	123	29	2	7	0	163	2	0	51	7	4	1	0	65
0745 - 0800	0	0	2	0	0	0	0	2	0	0	48	3	3	0	0	54	0	0	131	15	10	0	0	156	0	0	38	7	4	2	0	51
Hourly Total	0	0	5	0	0	0	0	5	0	0	116	9	7	1	0	133	5	0	579	108	18	18	0	728	2	0	150	23	8	4	0	187
0800 - 0815	0	0	4	0	0	0	0	4	0	0	22	4	0	0	0	26	0	0	118	25	3	5	0	151	4	0	28	3	5	2	0	42
0815 - 0830	0	0	6	2	0	0	0	8	0	0	25	4	1	1	0	31	0	0	149	17	2	3	0	171	0	1	39	7	4	0	0	51
0830 - 0845	1	0	6	0	0	0	0	7	0	0	44	1	0	1	0	46	1	0	114	16	5	7	0	143	0	0	47	5	3	0	0	55
0845 - 0900	1	0	7	1	1	0	0	10	0	0	44	3	0	1	0	48	0	0	103	26	5	5	0	139	0	0	42	9	2	1	0	54
Hourly Total	2	0	23	3	1	0	0	29	0	0	135	12	1	3	0	151	1	0	484	84	15	20	0	604	4	1	156	24	14	3	0	202
0900 - 0915	0	1	6	1	0	0	0	8	0	0	33	1	0	0	0	34	0	0	90	6	7	7	1	111	0	0	36	5	2	1	0	44
0915 - 0930	0	0	2	1	0	0	0	3	0	0	31	5	0	2	0	38	0	0	85	7	2	3	0	97	0	0	27	3	1	1	0	32
0930 - 0945	0	0	2	0	0	0	0	2	0	0	25	1	6	0	0	32	1	0	65	15	7	5	0	93	1	0	24	5	0	2	0	32
0945 - 1000	0	0	4	1	0	0	0	5	0	0	14	3	6	0	0	23	1	0	96	17	6	5	0	125	0	0	24	3	2	1	0	30
Hourly Total	0	1	14	3	0	0	0	18	0	0	103	10	12	2	0	127	2	0	336	45	22	20	1	426	1	0	111	16	5	5	0	138
Session Total	2	1	42	6	1	0	0	52	0	0	354	31	20	6	0	411	8	0	1399	237	55	58	1	1758	7	1	417	63	27	12	0	527
1600 - 1615	0	0	3	1	1	0	0	5	0	0	22	7	5	1	0	35	0	0	61	22	0	9	0	92	0	0	53	6	3	0	0	62
1615 - 1630	0	0	1	0	0	0	0	1	0	0	13	1	0	0	0	14	1	0	82	13	1	4	0	101	0	0	48	6	3	0	0	57
1630 - 1645	0	0	5	0	0	0	0	5	0	0	9	1	0	1	0	11	0	0	81	23	2	6	0	112	0	0	39	8	6	0	0	53
1645 - 1700	0	0	1	0	0	0	0	1	0	0	8	1	1	0	0	10	0	0	96	18	4	2	0	120	5	0	44	4	3	0	0	56
Hourly Total	0	0	10	1	1	0	0	12	0	0	52	10	6	2	0	70	1	0	320	76	7	21	0	425	5	0	184	24	15	0	0	228
1700 - 1715	0	0	1	1	0	0	0	2	0	0	9	5	2	1	0	17	0	0	105	15	6	0	0	126	0	0	38	8	3	3	0	52
1715 - 1730	0	0	5	0	2	0	0	7	0	0	8	1	0	2	0	11	2	0	97	12	4	0	0	115	0	0	47	1	2	0	0	50
1730 - 1745	0	0	1	0	1	0	0	2	0	0	13	1	0	0	0	14	0	0	85	6	2	0	0	93	0	0	46	5	1	0	0	52
1745 - 1800	0	0	4	1	0	0	0	5	0	0	17	2	0	0	0	19	0	0	90	11	1	1	0	103	0	0	53	3	0	1	0	57
Hourly Total	0	0	11	2	3	0	0	16	0	0	47	9	2	3	0	61	2	0	377	44	13	1	0	437	0	0	184	17	6	4	0	211
1800 - 1815	0	0	5	1	0	0	0	6	1	0	11	0	0	0	0	12	0	0	91	3	1	3	0	98	0	0	34	4	0	0	0	38
1815 - 1830	0	0	7	0	0	0	0	7	0	0	17	3	0	3	0	23	0	0	95	5	0	2	0	102	0	0	41	3	3	0	0	47
1830 - 1845	0	0	5	1	0	0	0	6	0	0	14	3	2	0	0	19	0	0	89	0	2	1	0	92	0	0	35	2	0	0	0	37
1845 - 1900	0	0	4	0	0	0	0	4	0	0	12	1	0	1	0	14	0	0	78	7	2	3	0	90	0	0	24	1	0	0	0	25
Hourly Total	0	0	21	2	0	0	0	23	1	0	54	7	2	4	0	68	0	0	353	15	5	9	0	382	0	0	134	10	3	0	0	147
Session Total	0	0	42	5	4	0	0	51	1	0	153	26	10	9	0	199	3	0	1050	135	25	31	0	1244	5	0	502	51	24	4	0	586

Bradford - Manual Traffic Survey, Thursday 7th November 2013



Produced by Streetwise Services Ltd.

Junction: (3) A - M62 North / B - A58 Whitehall Road East / C - A638 Bradford Road / D - M62 South / E - A58 Whitehall Road West / F - Bradford Road / G - M606

Approach: C - A638 Bradford Road

TIME	First Left to D - M62 South								Second Left to E - A58 Whitehall Road West								N/B to F - Bradford Road								First Right to G - M606							
	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	14	4	1	1	0	20	0	0	10	0	0	0	0	10	0	0	16	4	0	0	2	22	0	0	65	13	1	0	0	79
0715 - 0730	0	0	13	3	1	0	0	17	0	0	12	1	0	0	0	13	0	0	25	4	3	0	2	34	0	0	81	12	1	0	0	94
0730 - 0745	0	0	18	4	0	0	0	22	0	0	12	0	0	0	0	12	0	0	25	3	1	0	1	30	0	0	72	9	0	0	0	81
0745 - 0800	0	0	16	4	0	1	0	21	0	0	5	0	1	0	0	6	0	0	26	4	2	1	1	34	0	0	84	15	3	0	0	102
Hourly Total	0	0	61	15	2	2	0	80	0	0	39	1	1	0	0	41	0	0	92	15	6	1	6	120	0	0	302	49	5	0	0	356
0800 - 0815	0	0	7	3	0	0	0	10	0	0	11	1	0	0	0	12	0	0	18	2	1	0	1	22	0	0	65	6	8	0	0	79
0815 - 0830	0	0	12	0	1	2	0	15	0	0	17	1	0	0	0	18	0	0	22	3	0	0	1	26	0	0	77	12	3	1	0	93
0830 - 0845	0	0	8	6	3	1	0	18	0	0	8	2	1	0	0	11	0	0	22	4	0	0	2	28	0	0	80	9	3	1	0	93
0845 - 0900	0	0	11	2	2	1	0	16	0	0	10	3	0	0	0	13	0	0	29	4	0	0	1	34	0	0	74	7	3	1	0	85
Hourly Total	0	0	38	11	6	4	0	59	0	0	46	7	1	0	0	54	0	0	91	13	1	0	5	110	0	0	296	34	17	3	0	350
0900 - 0915	0	0	12	1	1	0	0	14	0	0	6	2	0	0	0	8	0	0	17	5	0	0	1	23	0	0	64	6	7	1	0	78
0915 - 0930	0	0	6	3	4	2	0	15	0	0	7	2	1	0	0	10	0	0	16	6	1	0	1	24	0	0	45	10	2	4	0	61
0930 - 0945	0	0	6	4	1	1	0	12	0	0	6	1	0	0	0	7	0	0	16	2	1	0	0	19	0	0	43	3	8	2	0	56
0945 - 1000	0	0	7	4	2	2	0	15	0	0	6	2	0	0	0	8	0	0	16	3	3	0	2	24	0	0	56	10	4	1	0	71
Hourly Total	0	0	31	12	8	5	0	56	0	0	25	7	1	0	0	33	0	0	65	16	5	0	4	90	0	0	208	29	21	8	0	266
Session Total	0	0	130	38	16	11	0	195	0	0	110	15	3	0	0	128	0	0	248	44	12	1	15	320	0	0	806	112	43	11	0	972
1600 - 1615	0	0	12	3	1	1	0	17	2	0	14	2	0	0	0	18	0	0	19	2	4	0	1	26	0	0	54	4	4	2	0	64
1615 - 1630	0	0	9	0	0	1	0	10	0	0	9	0	0	0	0	9	0	0	18	7	1	0	2	28	0	0	48	7	1	0	0	56
1630 - 1645	0	0	12	1	0	0	0	13	0	0	11	1	1	0	0	14	0	0	22	4	0	0	2	28	0	0	38	6	4	5	0	53
1645 - 1700	0	0	16	0	0	0	0	16	0	0	10	1	0	0	0	11	0	0	13	3	2	0	2	20	0	0	42	10	3	1	0	56
Hourly Total	0	0	49	4	1	2	0	56	2	0	44	4	1	1	0	52	0	0	72	16	7	0	7	102	0	0	182	27	12	8	0	229
1700 - 1715	0	0	11	1	1	0	0	13	0	0	23	1	0	0	0	24	0	0	19	5	0	0	1	25	0	0	67	5	2	2	0	76
1715 - 1730	0	0	19	1	1	0	0	21	0	0	24	2	1	0	0	27	0	0	23	2	1	0	1	27	0	0	59	3	1	1	0	64
1730 - 1745	0	0	16	0	0	0	0	16	0	0	19	2	0	0	0	21	0	0	17	5	0	0	2	24	0	0	44	3	2	0	0	49
1745 - 1800	0	0	9	1	0	0	0	10	0	0	22	5	0	0	0	27	0	0	14	1	0	0	1	16	0	0	39	1	5	0	0	45
Hourly Total	0	0	55	3	2	0	0	60	0	0	88	10	1	0	0	99	0	0	73	13	1	0	5	92	0	0	209	12	10	3	0	234
1800 - 1815	0	0	9	0	2	1	0	12	0	0	11	3	0	0	0	14	0	0	22	2	0	0	1	25	0	0	41	6	1	0	0	48
1815 - 1830	0	0	8	0	1	0	0	9	0	0	10	0	0	0	0	10	0	0	16	5	0	0	0	21	0	0	44	1	0	0	0	45
1830 - 1845	0	0	11	0	1	0	0	12	0	0	18	2	0	0	0	20	0	0	22	1	0	0	2	25	0	0	43	2	0	0	0	45
1845 - 1900	0	0	10	0	0	0	0	10	0	0	11	0	0	0	0	11	0	0	14	0	0	0	1	15	0	0	39	4	0	1	0	44
Hourly Total	0	0	38	0	4	1	0	43	0	0	50	5	0	0	0	55	0	0	74	8	0	0	4	86	0	0	167	13	1	1	0	182
Session Total	0	0	142	7	7	3	0	159	2	0	182	19	2	1	0	206	0	0	219	37	8	0	16	280	0	0	558	52	23	12	0	645

Second Right to A - M62 North								Last Right to B - A58 Whitehall Road East								U-Turns to C - A638 Bradford Road							
M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	22	3	1	0	0	26	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	36	4	0	0	0	40	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
0	0	31	0	1	2	0	34	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	28	3	0	0	0	31	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	117	10	2	2	0	131	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
0	0	26	3	2	0	0	31	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0	0	27	3	1	1	0	32	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0	0	24	2	2	0	0	28	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	34	2	2	0	0	38	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
0	0	111	10	7	1	0	129	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0
0	0	27	6	2	0	0	35	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	20	2	4	0	0	26	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	15	1	1	0	0	17	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0
0	0	16	3	1	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	78	12	8	0	0	98	0	0	6	0	1	0	0	7	0	0	0	0	0	0	0	0
0	0	306	32	17	3	0	358	0	0	37	0	1	0	0	38	0	0	0	0	0	0	0	0
0	0	17	1	1	0	0	19	0	0	3	0	1	0	0	4	0	0	0	0	0	0	0	0
0	0	20	2	0	0	0	22	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	15	1	0	0	0	16	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
0	0	17	3	0	0	0	20	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
0	0	69	7	1	0	0	77	0	0	14	1	1	0	0	16	0	0	0	0	0	0	0	0
0	0	21	1	0	0	0	22	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0	0	29	1	0	0	0	30	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
0	0	17	2	0	0	0	19	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	13	1	0	0	0	14	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
0	0	80	5	0	0	0	85	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0
0	0	14	0	0	2	0	16	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	16	0	0	0	0	16	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	22	0	0	0	0	22	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
0	0	12	0	0	0	0	12	0	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0
0	0	64	0	0	2	0	66	0	0	11	0	2	0	0	13	0	0	0	0	0	0	0	0
0	0	213	12	1	2	0	228	0	0	44	2	3	0	0	49	0	0	0	0	0	0	0	0

160
 205
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 164
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 118
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Bradford - Manual Traffic Survey, Thursday 7th November 2013



Produced by Streetwise Services Ltd.

Junction: (3) A - M62 North / B - A58 Whitehall Road East / C - A638 Bradford Road / D - M62 South / E - A58 Whitehall Road West / F - Bradford Road / G - M606

Approach: F - Bradford Road

TIME	First Left to G - M606								Second Left to A - M62 North								Last Left to B - A58 Whitehall Road East								E/B to C - A638 Bradford Road							
	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	2	0	2	1	0	30	4	8	1	0	44	0	0	16	2	2	1	0	21	0	0	3	1	0	0	0	4
0715 - 0730	0	0	0	0	0	0	0	0	0	0	29	8	7	2	0	46	0	0	8	2	0	0	0	10	0	0	2	0	0	0	1	3
0730 - 0745	0	0	3	0	0	0	0	3	0	0	19	7	6	3	0	35	0	0	3	1	0	0	0	4	0	0	1	0	0	0	1	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	18	2	4	9	0	33	0	0	3	2	0	0	0	5	0	0	1	0	0	0	2	3
Hourly Total	0	0	3	0	0	2	0	5	1	0	96	21	25	15	0	158	0	0	30	7	2	1	0	40	0	0	7	1	0	0	4	12
0800 - 0815	0	0	1	0	0	0	0	1	0	0	19	8	7	5	0	39	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0
0815 - 0830	0	0	1	0	0	0	0	1	0	0	23	5	6	5	0	39	0	0	4	1	2	0	0	7	0	0	2	0	0	0	2	4
0830 - 0845	0	0	0	2	0	0	0	2	0	0	39	9	4	6	0	58	0	0	3	0	1	0	0	4	0	0	2	0	0	0	1	3
0845 - 0900	0	0	2	2	0	0	0	4	0	0	35	19	5	7	0	66	0	0	4	0	1	0	0	5	0	0	8	3	2	2	1	16
Hourly Total	0	0	4	4	0	0	0	8	0	0	116	41	22	23	0	202	0	0	12	1	5	0	0	18	0	0	12	3	2	2	4	23
0900 - 0915	0	0	6	0	2	0	0	8	0	0	38	9	2	1	0	50	0	0	8	3	1	0	0	12	0	0	5	2	0	0	2	9
0915 - 0930	0	0	5	6	0	0	0	11	0	0	30	9	2	4	0	45	0	0	4	0	1	0	0	5	0	0	3	0	0	0	1	4
0930 - 0945	0	0	4	3	0	0	0	7	0	0	33	10	3	5	0	51	0	0	7	1	1	0	0	9	0	0	6	3	5	0	1	15
0945 - 1000	0	0	3	1	1	0	0	5	0	0	23	4	1	2	0	30	0	0	5	0	0	1	0	6	0	0	8	2	0	0	2	12
Hourly Total	0	0	18	10	3	0	0	31	0	0	124	32	8	12	0	176	0	0	24	4	3	1	0	32	0	0	22	7	5	0	6	40
Session Total	0	0	25	14	3	2	0	44	1	0	336	94	55	50	0	536	0	0	66	12	10	2	0	90	0	0	41	11	7	2	14	75
1600 - 1615	0	0	2	0	0	0	0	2	0	0	64	2	3	0	0	69	0	0	12	3	0	0	0	15	0	0	20	4	0	0	2	26
1615 - 1630	0	0	2	1	1	0	0	4	0	0	42	10	4	5	0	61	0	0	11	3	1	0	0	15	0	0	18	3	0	0	1	22
1630 - 1645	0	0	1	1	2	0	0	4	0	0	54	9	0	2	0	65	1	0	13	1	0	0	0	15	0	0	23	3	3	0	1	30
1645 - 1700	0	0	4	0	1	0	0	5	0	0	53	6	0	3	0	62	0	0	19	2	0	0	0	21	0	0	18	4	0	0	1	23
Hourly Total	0	0	9	2	4	0	0	15	0	0	213	27	7	10	0	257	1	0	55	9	1	0	0	66	0	0	79	14	3	0	5	101
1700 - 1715	0	0	1	0	0	0	0	1	0	0	51	1	0	3	0	55	0	0	25	2	1	1	0	29	0	0	16	4	1	0	0	21
1715 - 1730	0	0	4	0	1	0	0	5	0	0	40	7	1	8	0	56	0	0	16	1	0	0	0	17	0	0	21	3	0	0	0	24
1730 - 1745	0	0	4	1	0	0	0	5	0	0	66	7	1	1	0	75	0	0	21	1	2	0	0	24	0	0	20	1	0	0	3	24
1745 - 1800	0	0	2	0	0	0	0	2	0	0	33	6	1	2	0	42	0	0	15	2	0	0	0	17	0	0	24	0	0	0	3	27
Hourly Total	0	0	11	1	1	0	0	13	0	0	190	21	3	14	0	228	0	0	77	6	3	1	0	87	0	0	81	8	1	0	6	96
1800 - 1815	0	0	5	1	0	0	0	6	1	0	55	3	1	3	0	63	0	0	14	1	1	0	0	16	0	0	22	2	0	0	1	25
1815 - 1830	0	0	2	0	0	1	0	3	0	0	44	0	0	3	0	47	0	0	10	4	1	0	0	15	0	0	22	3	2	1	1	29
1830 - 1845	0	0	4	1	1	0	0	6	0	0	29	4	2	0	0	35	0	0	14	1	0	0	0	15	0	0	15	4	1	0	2	22
1845 - 1900	0	0	4	0	0	0	0	4	0	0	25	2	1	3	0	31	0	0	10	1	0	0	0	11	0	0	28	2	0	0	1	31
Hourly Total	0	0	15	2	1	1	0	19	1	0	153	9	4	9	0	176	0	0	48	7	2	0	0	57	0	0	87	11	3	1	5	107
Session Total	0	0	35	5	6	1	0	47	1	0	556	57	14	33	0	661	1	0	180	22	6	1	0	210	0	0	247	33	7	1	16	304

First Right to D - M62 South								Last Right to E - A58 Whitehall Road West								U-Turn to F - Bradford Road							
M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	3	2	3	2	0	10	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
0	0	7	2	0	2	0	11	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
0	0	2	1	2	7	0	12	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
0	0	5	1	0	2	0	8	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
0	0	17	6	5	13	0	41	0	0	7	3	0	1	0	11	0	0	0	0	0	0	0	0
0	0	8	2	2	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	10	1	1	0	0	12	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0
0	0	12	5	2	0	0	19	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0
0	0	33	10	7	0	0	50	0	0	4	0	2	0	0	6	0	0	0	0	0	0	0	0
0	0	11	2	2	4	0	19	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
0	0	8	3	1	4	0	16	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	2	0	0	2	0	4	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	3	2	3	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	24	7	6	11	0	48	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
0	0	74	23	18	24	0	139	0	0	21	4	2	1	0	28	0	0	0	0	0	0	0	0
0	0	13	2	0	3	0	18	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	3	2	0	2	0	7	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	6	0	0	1	0	7	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
0	0	2	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	24	5	0	7	0	36	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
0	0	3	2	0	0	0	5	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	12	3	0	0	0	15	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
0	0	11	0	0	2	0	13	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
0	0	12	0	0	0	0	12	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0	0	38	5	0	2	0	45	0	0	23	0	0	0	0	23	0	0	0	0	0	0	0	0
0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	6	0	0	1	0	7	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
0	0	5	0	0	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	22	0	0	5	0	27	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0	0	84	10	0	14	0	108	0	0	40	0	0	0	0	40	0	0	0	0	0	0	0	0

Bradford - Manual Traffic Survey, Thursday 7th November 2013

Produced by Streetwise Services Ltd.



Junction: (2) A - Mill Carr Hill Road / B - Bradford Road South / C - Bradford Road North

Approach: C - Bradford Road North

	Left to A - Mill Carr Hill Road								E/B to B - Bradford Road South								U-Turns to C - Bradford Road North							
TIME	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	20	2	0	0	0	22	1	0	59	13	12	6	1	92	0	0	0	0	0	0	0	0
0715 - 0730	0	0	32	8	1	0	0	41	1	0	56	13	10	8	2	90	0	0	0	0	0	0	0	0
0730 - 0745	0	0	59	10	2	0	0	71	0	0	31	8	8	11	1	59	0	0	0	0	0	0	0	0
0745 - 0800	0	0	49	5	1	0	0	55	1	0	37	9	7	8	1	63	0	0	0	0	0	0	0	0
Hourly Total	0	0	160	25	4	0	0	189	3	0	183	43	37	33	5	304	0	0	0	0	0	0	0	0
0800 - 0815	0	0	62	5	0	0	0	67	0	1	37	10	12	5	2	67	0	0	0	0	0	0	0	0
0815 - 0830	0	0	51	4	2	0	0	57	1	0	56	10	8	8	0	83	0	0	0	0	0	0	0	0
0830 - 0845	0	0	58	5	3	0	0	66	0	0	59	18	4	7	1	89	0	0	0	0	0	0	0	0
0845 - 0900	0	0	38	5	0	0	0	43	1	0	48	17	5	4	1	76	0	0	0	0	0	0	0	0
Hourly Total	0	0	209	19	5	0	0	233	2	1	200	55	29	24	4	315	0	0	0	0	0	0	0	0
0900 - 0915	0	0	20	1	0	0	0	21	0	0	68	14	6	5	2	95	0	0	0	1	0	0	0	1
0915 - 0930	0	0	11	2	1	0	0	14	0	1	43	14	2	8	1	69	0	0	0	0	0	0	0	0
0930 - 0945	0	0	16	0	1	0	0	17	0	0	41	10	6	6	1	64	0	0	0	0	0	0	0	0
0945 - 1000	0	0	13	2	0	0	0	15	0	0	32	4	5	4	2	47	0	0	1	0	0	0	0	1
Hourly Total	0	0	60	5	2	0	0	67	0	1	184	42	19	23	6	275	0	0	1	1	0	0	0	2
Session Total	0	0	429	49	11	0	0	489	5	2	567	140	85	80	15	894	0	0	1	1	0	0	0	2
1600 - 1615	1	0	20	1	0	0	0	22	0	0	95	11	2	3	2	113	0	0	0	0	0	0	0	0
1615 - 1630	0	0	15	6	1	0	0	22	1	0	76	13	4	7	1	102	0	0	0	0	0	0	0	0
1630 - 1645	0	0	7	2	0	0	0	9	0	0	87	14	2	3	1	107	0	0	0	0	0	0	0	0
1645 - 1700	0	0	23	2	1	0	0	26	0	1	79	15	2	4	1	102	0	0	0	0	0	0	0	0
Hourly Total	1	0	65	11	2	0	0	79	1	1	337	53	10	17	5	424	0	0	0	0	0	0	0	0
1700 - 1715	0	1	12	6	0	0	0	19	1	0	102	11	2	7	0	123	0	0	0	0	0	0	0	0
1715 - 1730	0	0	21	5	0	0	0	26	0	0	90	10	3	6	1	110	0	0	0	0	0	0	0	0
1730 - 1745	0	0	25	3	0	0	0	28	0	0	87	5	2	1	2	97	0	0	0	0	0	0	0	0
1745 - 1800	0	0	17	2	1	0	0	20	0	0	92	8	1	2	3	106	0	0	0	0	0	0	0	0
Hourly Total	0	1	75	16	1	0	0	93	1	0	371	34	8	16	6	436	0	0	0	0	0	0	0	0
1800 - 1815	0	0	22	3	0	0	0	25	0	0	96	6	3	3	1	109	0	0	0	0	0	0	0	0
1815 - 1830	0	0	13	2	0	0	0	15	1	0	80	6	0	7	1	95	0	0	0	0	0	0	0	0
1830 - 1845	0	0	12	0	0	0	0	12	0	0	65	8	3	3	2	81	0	0	0	0	0	0	0	0
1845 - 1900	1	0	11	1	0	0	0	13	0	1	58	4	1	4	1	69	0	0	0	0	0	0	0	0
Hourly Total	1	0	58	6	0	0	0	65	1	1	299	24	7	17	5	354	0	0	0	0	0	0	0	0
Session Total	2	1	198	33	3	0	0	237	3	2	1007	111	25	50	16	1214	0	0	0	0	0	0	0	0

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Bradford - Manual Traffic Survey, Thursday 7th November 2013

Produced by Streetwise Services Ltd.



Junction: (2) A - Mill Carr Hill Road / B - Bradford Road South / C - Bradford Road

Approach: B - Bradford Road South

	W/B to C - Bradford Road North								Right to A - Mill Carr Hill Road								U-Turns to B - Bradford Road South							
TIME	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	67	17	3	4	1	93	0	1	10	2	0	0	0	13	0	0	0	0	0	0	0	0
0715 - 0730	0	0	99	10	5	5	1	120	0	1	24	4	0	0	0	29	0	0	0	0	0	0	0	0
0730 - 0745	2	0	94	17	6	4	1	124	1	0	40	7	0	0	0	48	0	0	0	0	0	0	0	0
0745 - 0800	0	0	131	14	7	5	2	159	0	0	42	3	1	0	0	46	0	0	0	0	0	0	0	0
Hourly Total	3	0	391	58	21	18	5	496	1	2	116	16	1	0	0	136	0	0	0	0	0	0	0	0
0800 - 0815	1	0	106	16	6	6	1	136	0	0	33	4	0	0	0	37	0	0	0	0	0	0	0	0
0815 - 0830	0	0	100	19	6	4	1	130	0	0	50	1	1	0	0	52	0	0	0	0	0	0	0	0
0830 - 0845	2	0	100	19	7	7	1	136	0	0	50	3	0	0	0	53	0	0	0	0	0	0	0	0
0845 - 0900	0	0	115	16	10	4	2	147	0	0	30	0	1	0	0	31	0	0	0	0	0	0	0	0
Hourly Total	3	0	421	70	29	21	5	549	0	0	163	8	2	0	0	173	0	0	0	0	0	0	0	0
0900 - 0915	0	1	67	11	4	4	1	88	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
0915 - 0930	0	0	67	10	4	4	0	85	0	0	13	2	1	0	0	16	0	0	0	0	0	0	0	0
0930 - 0945	0	0	53	12	6	7	2	80	0	0	11	2	0	0	0	13	0	0	0	0	0	0	0	0
0945 - 1000	0	0	46	16	6	9	2	79	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	0	1	233	49	20	24	5	332	0	0	49	7	1	0	0	57	0	0	0	0	0	0	0	0
Session Total	6	1	1045	177	70	63	15	1377	1	2	328	31	4	0	0	366	0	0	0	0	0	0	0	0
1600 - 1615	1	0	93	28	5	12	1	140	0	0	17	2	0	0	0	19	0	0	0	0	0	0	0	0
1615 - 1630	1	0	121	29	10	5	1	167	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
1630 - 1645	1	0	118	25	7	3	2	156	0	1	8	4	0	0	0	13	0	0	0	0	0	0	0	0
1645 - 1700	1	0	103	33	8	13	3	161	1	0	11	3	1	0	0	16	0	0	0	0	0	0	0	0
Hourly Total	4	0	435	115	30	33	7	624	1	1	47	10	1	0	0	60	0	0	0	0	0	0	0	0
1700 - 1715	0	0	133	34	9	9	1	186	2	0	10	0	0	0	0	12	0	0	0	0	0	0	0	0
1715 - 1730	0	0	149	22	9	7	1	188	1	1	20	1	0	0	0	23	0	0	0	0	0	0	0	0
1730 - 1745	3	0	135	18	11	5	2	174	2	0	16	0	3	0	0	21	0	0	0	0	0	0	0	0
1745 - 1800	1	0	131	21	5	8	1	167	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	4	0	548	95	34	29	5	715	5	1	56	3	3	0	0	68	0	0	0	0	0	0	0	0
1800 - 1815	0	0	107	19	7	9	1	143	0	0	11	4	1	0	0	16	0	0	0	0	0	0	0	0
1815 - 1830	1	0	101	13	2	5	0	122	0	0	12	1	1	0	0	14	0	0	0	0	0	0	0	0
1830 - 1845	1	0	88	12	5	4	2	112	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
1845 - 1900	0	0	92	11	1	2	1	107	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	2	0	388	55	15	20	4	484	0	0	43	7	2	0	0	52	0	0	0	0	0	0	0	0
Session Total	10	0	1371	265	79	82	16	1823	6	2	146	20	6	0	0	180	0	0	0	0	0	0	0	0

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Bradford - Manual Traffic Survey, Thursday 7th November 2013

Produced by Streetwise Services Ltd.

Junction: (1) A - Mill Carr Hill Road North / B - Cliff Hollins Lane / C - Mill Carr Hill Road South



Approach: B - Cliff Hollins Lane

	Left to C - Mill Car Hill Road South								Right to A - Mill Carr Hill Road North								U-Turns to B - Cliff Hollins Lane							
TIME	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0715 - 0730	1	1	6	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	4	2	0	0	0	6	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0745 - 0800	0	0	8	2	1	0	0	11	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	1	1	19	5	1	0	0	27	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
0800 - 0815	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	12	2	0	0	0	14	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0830 - 0845	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0845 - 0900	0	0	7	0	1	0	0	8	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	35	3	1	0	0	39	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
0900 - 0915	0	0	11	3	0	0	0	14	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0915 - 0930	0	0	7	0	2	0	0	9	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0930 - 0945	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	27	3	3	0	0	33	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Session Total	1	1	81	11	5	0	0	99	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
1600 - 1615	0	0	9	0	0	1	0	10	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1615 - 1630	0	0	12	4	1	0	0	17	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
1630 - 1645	0	0	14	1	0	0	0	15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1645 - 1700	0	0	32	4	1	0	0	37	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	67	9	2	1	0	79	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
1700 - 1715	0	0	13	5	0	0	0	18	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
1715 - 1730	0	0	19	6	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	25	3	0	0	0	28	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1745 - 1800	0	1	19	1	1	0	0	22	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	1	76	15	1	0	0	93	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0
1800 - 1815	0	1	22	3	0	0	0	26	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
1815 - 1830	0	0	17	1	0	0	0	18	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
1830 - 1845	1	0	14	4	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	7	1	1	0	0	9	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	1	1	60	9	1	0	0	72	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0
Session Total	1	2	203	33	4	1	0	244	0	0	18	5	0	0	0	23	0	0	0	0	0	0	0	0

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Second Right to F - Bradford Road								Last Right to G - M606								U-Turns to A - M62 North							
M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	31	11	0	3	0	45	0	0	201	48	11	14	0	274	0	0	0	0	0	0	0	0
0	0	28	11	2	5	0	46	0	0	257	55	14	21	0	347	0	0	0	0	0	0	0	0
0	0	49	5	2	1	0	57	0	0	252	53	18	14	0	337	0	0	0	0	0	0	0	0
0	0	54	14	0	3	0	71	0	0	253	41	15	17	0	326	0	0	0	0	0	0	0	0
0	0	162	41	4	12	0	219	0	0	963	197	58	66	0	1284	0	0	0	0	0	0	0	0
0	0	43	4	3	1	0	51	0	0	196	41	13	17	0	267	0	0	0	0	0	0	0	0
0	0	53	13	5	4	0	75	0	0	190	45	17	14	0	266	0	0	0	0	0	0	0	0
0	0	38	8	7	2	0	55	0	0	193	45	18	20	0	276	0	0	0	0	0	0	0	0
0	0	39	5	6	3	0	53	0	0	202	32	15	14	0	263	0	0	0	0	0	0	0	0
0	0	173	30	21	10	0	234	0	0	781	163	63	65	0	1072	0	0	0	0	0	0	0	0
0	0	22	2	3	2	0	29	0	0	156	43	14	18	1	232	0	0	0	0	0	0	0	0
0	0	26	2	0	4	0	32	0	0	151	34	16	26	0	227	0	0	0	0	0	0	0	0
0	0	18	9	2	4	0	33	0	0	135	36	18	17	0	206	0	0	0	0	0	0	0	0
0	0	19	5	5	0	0	29	0	0	138	36	14	19	0	207	0	0	0	0	0	0	0	0
0	0	85	18	10	10	0	123	0	0	580	149	62	80	1	872	0	0	0	0	0	0	0	0
0	0	420	89	35	32	0	576	0	0	2324	509	183	211	1	3228	0	0	0	0	0	0	0	0
0	0	37	13	1	8	0	59	1	0	147	43	11	12	1	215	0	0	0	0	0	0	0	0
0	0	61	13	4	3	0	81	0	0	158	37	10	16	1	222	0	0	0	0	0	0	0	0
0	0	41	7	7	3	0	58	0	0	155	18	14	12	0	199	0	0	0	0	0	0	0	0
0	0	51	21	5	2	0	79	0	0	153	29	11	14	0	207	0	0	0	0	0	0	0	0
0	0	190	54	17	16	0	277	1	0	613	127	46	54	2	843	0	0	0	0	0	0	0	0
0	0	46	15	4	8	0	73	0	0	150	41	7	15	0	213	0	0	0	0	0	0	0	0
0	0	61	11	7	2	0	81	0	0	132	29	4	9	0	174	0	0	0	0	0	0	0	0
0	0	63	11	7	9	0	90	0	0	164	30	9	6	0	209	0	0	0	0	0	0	0	0
0	0	61	14	4	3	0	82	0	0	149	34	3	9	0	195	0	0	0	0	0	0	0	0
0	0	231	51	22	22	0	326	0	0	595	134	23	39	0	791	0	0	0	0	0	0	0	0
0	0	38	8	4	9	0	59	0	0	141	24	5	12	0	182	0	0	0	0	0	0	0	0
0	0	31	3	3	4	0	41	0	0	183	24	7	4	0	218	0	0	0	0	0	0	0	0
0	0	31	7	1	4	0	43	0	0	185	29	7	9	0	230	0	0	0	0	0	0	0	0
0	0	34	6	0	2	0	42	0	0	166	22	5	5	0	198	0	0	0	0	0	0	0	0
0	0	134	24	8	19	0	185	0	0	675	99	24	30	0	828	0	0	0	0	0	0	0	0
0	0	555	129	47	57	0	788	1	0	1883	360	93	123	2	2462	0	0	0	0	0	0	0	0

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Bradford - Manual Traffic Survey, Thursday 7th November 2013



Produced by Streetwise Services Ltd.

Junction: (3) A - M62 North / B - A58 Whitehall Road East / C - A638 Bradford Road / D - M62 South / E - A58 Whitehall Road West / F - Bradford Road / G - M606

Approach: D - M62 South

TIME	Left to E - A58 Whitehall Road West								Second Left to F - Bradford Road								Last Left to G - M606								N/B to A - M62 North									
	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	12	4	0	3	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0715 - 0730	0	0	3	0	0	0	0	3	0	0	18	2	0	1	0	21	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2		
0730 - 0745	0	0	3	1	0	0	0	4	0	0	26	0	4	0	0	32	0	0	1	1	0	0	0	0	2	0	0	1	1	0	0	2		
0745 - 0800	0	0	1	0	0	0	0	1	0	0	32	1	3	2	0	38	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3		
Hourly Total	0	0	7	1	0	0	0	8	0	0	90	7	7	6	0	110	0	0	1	1	0	0	0	2	0	0	4	3	0	0	0	7		
0800 - 0815	0	0	0	0	0	1	0	1	0	0	28	2	0	5	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0815 - 0830	0	0	1	2	0	0	0	3	0	0	28	3	1	2	0	34	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2		
0830 - 0845	0	0	4	0	0	0	0	4	0	0	23	5	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1		
0845 - 0900	0	0	5	0	1	1	0	7	0	0	21	3	6	2	0	32	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0		
Hourly Total	0	0	10	2	1	2	0	15	0	0	100	13	7	9	0	129	0	0	2	0	0	0	0	2	0	0	2	1	0	0	0	3		
0900 - 0915	0	0	4	1	0	2	0	7	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1		
0915 - 0930	0	0	2	0	1	0	0	3	0	0	17	1	4	0	0	22	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2		
0930 - 0945	0	0	1	0	1	1	0	3	0	0	10	2	4	5	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0945 - 1000	0	0	4	1	1	0	0	6	0	0	17	6	0	5	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	11	2	3	3	0	19	0	0	52	11	8	10	0	81	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3		
Session Total	0	0	0	28	5	4	5	0	42	0	0	242	31	22	25	0	320	0	0	0	4	1	0	0	0	5	0	0	9	4	0	0	0	13
1600 - 1615	0	0	6	0	0	0	0	6	0	0	18	8	4	4	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	2	0	1	0	0	3	0	0	22	3	3	0	0	28	0	0	1	0	0	0	0	1	0	0	0	1	1	0	0	0	2	
1630 - 1645	0	0	1	1	0	0	0	2	0	0	16	10	1	5	0	32	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
1645 - 1700	0	0	6	2	0	0	0	8	0	0	15	9	2	7	1	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	15	3	1	0	0	19	0	0	71	30	10	16	1	128	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4		
1700 - 1715	0	0	6	3	0	0	0	9	0	0	22	1	6	7	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	6	2	0	0	0	8	0	0	22	0	4	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	6	2	0	0	0	8	0	0	21	2	2	0	0	25	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	4	1	0	0	0	5	0	0	22	4	3	2	0	31	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2		
Hourly Total	0	0	22	8	0	0	0	30	0	0	87	7	15	9	0	118	0	0	1	1	0	0	0	2	0	0	1	1	0	0	0	2		
1800 - 1815	0	0	3	2	0	0	0	5	0	0	17	0	1	1	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1815 - 1830	0	0	6	0	0	0	0	6	0	0	23	4	0	1	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	7	0	0	0	0	7	1	0	15	1	1	0	0	18	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2		
1845 - 1900	0	0	3	2	0	0	0	5	0	0	13	5	2	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	19	4	0	0	0	23	1	0	68	10	4	2	0	85	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	
Session Total	0	0	56	15	1	0	0	72	1	0	226	47	29	27	1	331	0	0	2	1	0	0	0	3	0	0	5	3	0	0	0	0	8	

Bradford - Manual Traffic Survey, Thursday 7th November 2013



Produced by Streetwise Services Ltd.

Junction: (3) A - M62 North / B - A58 Whitehall Road East / C - A638 Bradford Road / D - M62 South / E - A58 Whitehall Road West / F - Bradford Road / G - M606

Approach: D - M62 South

TIME	Left to E - A58 Whitehall Road West									Second Left to F - Bradford Road									Last Left to G - M606									N/B to A - M62 North								
	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL				
0700 - 0715	0	0	0	0	0	0	0	0	0	0	12	4	0	3	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0715 - 0730	0	0	3	0	0	0	0	3	0	0	18	2	0	1	0	21	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2				
0730 - 0745	0	0	3	1	0	0	0	4	0	0	26	0	4	0	0	32	0	0	1	1	0	0	0	0	2	0	0	1	1	0	0	2				
0745 - 0800	0	0	1	0	0	0	0	1	0	0	32	1	3	2	0	38	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3				
Hourly Total	0	0	7	1	0	0	0	8	0	0	90	7	7	6	0	110	0	0	1	1	0	0	0	2	0	0	4	3	0	0	0	7				
0800 - 0815	0	0	0	0	0	1	0	1	0	0	28	2	0	5	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0815 - 0830	0	0	1	2	0	0	0	3	0	0	28	3	1	2	0	34	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2				
0830 - 0845	0	0	4	0	0	0	0	4	0	0	23	5	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1				
0845 - 0900	0	0	5	0	1	1	0	7	0	0	21	3	6	2	0	32	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0				
Hourly Total	0	0	10	2	1	2	0	15	0	0	100	13	7	9	0	129	0	0	2	0	0	0	0	2	0	0	2	1	0	0	0	3				
0900 - 0915	0	0	4	1	0	2	0	7	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1				
0915 - 0930	0	0	2	0	1	0	0	3	0	0	17	1	4	0	0	22	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2				
0930 - 0945	0	0	1	0	1	1	0	3	0	0	10	2	4	5	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0945 - 1000	0	0	4	1	1	0	0	6	0	0	17	6	0	5	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Hourly Total	0	0	11	2	3	3	0	19	0	0	52	11	8	10	0	81	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3				
Session Total	0	0	28	5	4	5	0	42	0	0	242	31	22	25	0	320	0	0	4	1	0	0	0	5	0	0	9	4	0	0	0	13				
1600 - 1615	0	0	6	0	0	0	0	6	0	0	18	8	4	4	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1615 - 1630	0	0	2	0	1	0	0	3	0	0	22	3	3	0	0	28	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2				
1630 - 1645	0	0	1	1	0	0	0	2	0	0	16	10	1	5	0	32	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0				
1645 - 1700	0	0	6	2	0	0	0	8	0	0	15	9	2	7	1	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Hourly Total	0	0	15	3	1	0	0	19	0	0	71	30	10	16	1	128	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4				
1700 - 1715	0	0	6	3	0	0	0	9	0	0	22	1	6	7	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1715 - 1730	0	0	6	2	0	0	0	8	0	0	22	0	4	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1730 - 1745	0	0	6	2	0	0	0	8	0	0	21	2	2	0	0	25	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0				
1745 - 1800	0	0	4	1	0	0	0	5	0	0	22	4	3	2	0	31	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2				
Hourly Total	0	0	22	8	0	0	0	30	0	0	87	7	15	9	0	118	0	0	1	1	0	0	0	2	0	0	1	1	0	0	0	2				
1800 - 1815	0	0	3	2	0	0	0	5	0	0	17	0	1	1	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1815 - 1830	0	0	6	0	0	0	0	6	0	0	23	4	0	1	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1830 - 1845	0	0	7	0	0	0	0	7	1	0	15	1	1	0	0	18	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2				
1845 - 1900	0	0	3	2	0	0	0	5	0	0	13	5	2	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Hourly Total	0	0	19	4	0	0	0	23	1	0	68	10	4	2	0	85	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2				
Session Total	0	0	56	15	1	0	0	72	1	0	226	47	29	27	1	331	0	0	2	1	0	0	0	3	0	0	5	3	0	0	0	8				

Bradford - Manual Traffic Survey, Thursday 7th November 2013



Produced by Streetwise Services Ltd.

Junction: (3) A - M62 North / B - A58 Whitehall Road East / C - A638 Bradford Road / D - M62 South / E - A58 Whitehall Road West / F - Bradford Road / G - M606

Approach: A - M62 North

TIME	First Left to B - A58 Whitehall Road East								Second Left to C - A638 Bradford Road								S/B to D - M62 South								First Right to E - A58 Whitehall Road West								
	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	13	3	3	4	0	23	0	0	0	0	0	0	0	0	0	0	117	28	5	4	0	154	
0715 - 0730	0	0	4	0	0	0	0	4	0	0	24	3	0	3	0	30	0	0	0	0	0	0	0	0	0	105	21	5	1	0	132		
0730 - 0745	0	0	6	2	1	0	0	9	0	0	23	5	0	0	0	28	0	0	1	0	0	0	0	0	1	0	97	17	5	5	0	124	
0745 - 0800	0	0	11	5	0	1	0	17	0	0	37	5	1	3	0	46	0	0	0	0	0	0	0	0	0	69	22	7	6	0	104		
Hourly Total	0	0	21	7	1	1	0	30	0	0	97	16	4	10	0	127	0	0	1	0	0	0	0	0	1	0	0	388	88	22	16	0	514
0800 - 0815	0	0	7	0	0	0	0	7	0	0	37	5	0	0	0	42	0	0	0	0	0	0	0	0	0	0	77	22	16	7	0	122	
0815 - 0830	0	0	6	0	0	0	0	6	0	0	36	6	3	0	0	45	0	0	0	1	0	0	0	0	1	0	106	18	7	7	0	138	
0830 - 0845	0	0	10	2	0	1	0	13	0	0	46	9	2	2	0	59	0	0	1	0	0	0	0	0	1	0	110	16	8	7	0	141	
0845 - 0900	0	0	13	1	0	1	0	15	0	0	4	8	4	2	0	18	0	0	0	0	0	0	0	0	0	0	81	19	5	9	0	114	
Hourly Total	0	0	36	3	0	2	0	41	0	0	123	28	9	4	0	164	0	0	1	1	0	0	0	0	2	0	0	374	75	36	30	0	515
0900 - 0915	0	0	4	2	2	2	0	10	0	0	25	3	4	1	0	33	0	0	0	0	0	0	0	0	0	0	44	12	7	3	1	67	
0915 - 0930	1	0	5	2	2	1	0	11	0	0	25	5	4	5	0	39	0	0	0	0	0	0	0	0	0	0	76	16	3	10	0	105	
0930 - 0945	0	0	9	2	1	0	0	12	0	0	22	5	3	3	0	33	0	0	0	0	0	0	0	0	0	0	58	13	3	6	0	80	
0945 - 1000	0	0	4	2	1	1	0	8	0	0	26	6	0	0	0	32	0	0	0	0	0	0	0	0	0	0	69	9	8	7	2	95	
Hourly Total	1	0	22	8	6	4	0	41	0	0	98	19	11	9	0	137	0	0	0	0	0	0	0	0	0	0	0	247	50	21	26	3	347
Session Total	1	0	79	18	7	7	0	112	0	0	318	63	24	23	0	428	0	0	2	1	0	0	0	0	3	0	0	1009	213	79	72	3	1376
1600 - 1615	0	0	1	0	0	0	0	1	0	0	32	3	0	1	0	36	0	0	1	0	0	0	0	0	1	1	0	162	29	1	2	0	195
1615 - 1630	0	0	3	1	0	3	0	7	0	0	40	10	1	0	0	51	0	0	0	0	0	0	0	0	0	0	176	22	9	1	1	0	208
1630 - 1645	0	0	2	0	0	0	0	2	0	0	45	4	0	0	0	49	0	0	1	0	0	0	0	0	1	2	0	158	26	3	4	0	193
1645 - 1700	0	0	1	0	1	0	0	2	0	0	67	13	4	0	0	84	0	0	0	0	0	0	0	0	0	1	0	179	19	2	0	0	201
Hourly Total	0	0	7	1	1	3	0	12	0	0	184	30	5	1	0	220	0	0	2	0	0	0	0	0	2	4	0	675	96	15	7	0	797
1700 - 1715	0	0	1	0	0	0	0	1	0	0	38	7	2	1	0	48	0	0	0	0	0	0	0	0	0	0	0	165	15	0	0	0	180
1715 - 1730	0	0	2	0	0	0	0	2	0	0	58	4	0	0	0	62	0	0	0	0	0	0	0	0	0	0	0	166	16	4	3	0	189
1730 - 1745	0	0	2	0	0	0	0	2	0	0	49	4	0	0	0	53	0	0	1	1	0	0	0	0	2	0	0	150	9	2	3	0	164
1745 - 1800	0	0	1	0	0	0	0	1	0	0	53	2	3	0	0	58	0	0	0	0	0	0	0	0	0	0	0	178	17	0	3	0	198
Hourly Total	0	0	6	0	0	0	0	6	0	0	198	17	5	1	0	221	0	0	1	1	0	0	0	0	2	0	0	659	57	6	9	0	731
1800 - 1815	0	0	0	0	0	0	0	0	0	0	45	2	1	0	0	48	0	0	0	0	0	0	0	0	2	0	157	10	7	0	0	176	
1815 - 1830	0	0	1	0	0	0	0	1	1	0	43	2	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	182	14	2	0	0	198
1830 - 1845	0	0	0	0	0	0	0	0	0	0	54	4	0	0	0	58	0	0	1	0	0	0	0	0	1	2	0	162	12	6	2	0	184
1845 - 1900	0	0	0	0	0	0	0	0	0	0	35	3	2	0	0	40	0	0	0	0	0	0	0	0	0	0	0	124	9	1	0	0	134
Hourly Total	0	0	1	0	0	0	0	1	1	0	177	11	3	0	0	192	0	0	1	0	0	0	0	0	1	4	0	625	45	16	2	0	692
Session Total	0	0	14	1	1	3	0	19	1	0	559	58	13	2	0	633	0	0	4	1	0	0	0	0	5	8	0	1959	198	37	18	0	2220

Bradford - Manual Traffic Survey, Thursday 7th November 2013



Produced by Streetwise Services Ltd.

Junction: (3) A - M62 North / B - A58 Whitehall Road East / C - A638 Bradford Road / D - M62 South / E - A58 Whitehall Road West / F - Bradford Road / G - M606

Approach: G - M606

TIME	First Left to A - M62 North								Second Left to B - A58 Whitehall Road East								S/B to C - A638 Bradford Road								First Right to D - M62 South							
	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	2	0	284	70	13	8	0	377	0	0	31	6	2	0	0	39	0	0	39	8	3	0	1	51	0	0	0	0	0	0	0	0
0715 - 0730	0	0	270	58	21	7	0	356	0	0	29	5	1	0	0	35	0	0	31	4	2	0	1	38	0	0	0	0	0	0	0	0
0730 - 0745	0	0	265	48	8	11	1	333	0	0	36	3	0	0	0	39	0	0	34	6	0	0	0	40	0	0	1	2	0	0	0	3
0745 - 0800	0	0	209	43	11	6	1	270	0	0	59	7	2	0	0	68	0	0	37	5	3	1	0	46	0	0	1	0	0	0	0	1
Hourly Total	2	0	1028	219	53	32	2	1336	0	0	155	21	5	0	0	181	0	0	141	23	8	1	2	175	0	0	2	2	0	0	0	4
0800 - 0815	0	0	227	27	6	9	0	269	0	0	58	5	0	1	0	64	0	0	36	7	5	0	0	48	0	0	0	0	0	0	0	0
0815 - 0830	0	0	279	38	16	22	2	357	1	0	49	7	3	0	0	60	0	0	39	8	3	0	0	50	0	0	1	0	0	0	0	1
0830 - 0845	0	0	205	27	10	12	0	254	0	0	47	4	3	2	0	56	0	0	35	6	3	0	0	44	0	0	1	0	0	0	0	1
0845 - 0900	0	0	160	32	14	13	0	219	0	0	28	4	1	0	0	33	0	0	46	6	3	1	0	56	0	0	0	1	0	0	0	1
Hourly Total	0	0	871	124	46	56	2	1099	1	0	182	20	7	3	0	213	0	0	156	27	14	1	0	198	0	0	2	1	0	0	0	3
0900 - 0915	0	0	187	34	16	19	0	256	0	0	24	2	0	2	0	28	0	0	22	6	2	0	0	30	0	0	1	0	0	0	0	1
0915 - 0930	0	0	175	45	18	15	3	256	0	0	20	6	0	0	0	26	0	0	31	9	3	0	1	44	0	0	0	0	0	0	0	0
0930 - 0945	0	0	162	37	10	16	1	226	0	0	18	0	2	0	0	20	0	0	24	9	4	0	0	37	0	0	0	0	0	0	0	0
0945 - 1000	0	0	119	37	17	19	0	192	0	0	20	4	2	0	0	26	0	0	32	7	5	0	0	44	0	0	0	1	0	1	0	2
Hourly Total	0	0	643	153	61	69	4	930	0	0	82	12	4	2	0	100	0	0	109	31	14	0	1	155	0	0	1	1	0	1	0	3
Session Total	2	0	2542	496	160	157	8	3365	1	0	419	53	16	5	0	494	0	0	406	81	36	2	3	528	0	0	5	4	0	1	0	10
1600 - 1615	1	0	291	67	17	12	2	390	0	0	50	6	1	1	0	58	0	0	60	8	5	0	0	73	0	0	0	0	0	0	0	0
1615 - 1630	1	0	273	52	13	13	0	352	0	0	44	7	3	0	0	54	1	0	55	13	2	0	0	71	0	0	2	0	0	0	0	2
1630 - 1645	0	0	286	59	17	13	2	377	0	0	48	6	0	0	0	54	2	0	82	9	2	0	0	95	0	0	1	0	0	0	0	1
1645 - 1700	0	0	300	45	6	12	0	363	0	0	52	8	2	0	0	62	1	0	63	11	2	0	0	77	0	0	0	1	0	0	0	1
Hourly Total	2	0	1150	223	53	50	4	1482	0	0	194	27	6	1	0	228	4	0	260	41	11	0	0	316	0	0	3	1	0	0	0	4
1700 - 1715	1	0	274	39	7	9	1	331	0	0	49	2	4	0	0	55	0	0	62	1	2	0	0	65	0	0	1	0	0	0	0	1
1715 - 1730	0	0	309	30	7	16	0	362	0	0	81	1	0	0	0	82	0	0	65	9	1	0	0	75	0	0	0	1	0	0	0	1
1730 - 1745	1	0	304	32	11	10	0	358	0	0	64	4	0	0	0	68	0	0	61	7	2	0	0	70	0	0	0	0	0	0	0	0
1745 - 1800	0	0	301	32	6	9	0	348	0	0	46	0	0	0	0	46	0	0	74	9	0	0	0	83	0	0	1	0	0	0	0	1
Hourly Total	2	0	1188	133	31	44	1	1399	0	0	240	7	4	0	0	251	0	0	262	26	5	0	0	293	0	0	2	1	0	0	0	3
1800 - 1815	0	0	280	32	6	8	0	326	0	0	40	5	0	0	0	45	0	0	59	11	5	0	0	75	0	0	0	0	0	0	0	0
1815 - 1830	1	0	247	22	5	9	2	286	0	0	42	3	0	0	0	45	0	0	60	7	4	0	0	71	0	0	1	0	0	0	0	1
1830 - 1845	1	0	216	13	6	8	0	244	0	0	32	1	0	0	0	33	0	0	66	2	0	0	0	68	0	0	1	0	0	0	0	1
1845 - 1900	0	0	136	15	8	13	0	172	0	0	22	1	0	0	0	23	0	0	50	2	0	0	0	52	0	0	0	0	0	0	0	0
Hourly Total	2	0	879	82	25	38	2	1028	0	0	136	10	0	0	0	146	0	0	235	22	9	0	0	266	0	0	2	0	0	0	0	2
Session Total	6	0	3217	438	109	132	7	3909	0	0	570	44	10	1	0	625	4	0	757	89	25	0	0	875	0	0	7	2	0	0	0	9

Second Right to E - A58 Whitehall Road West							Last Right to F - Bradford Road							U-Turn to G - M606									
MCYCLE	PICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	MCYCLE	PICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	MCYCLE	PICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	1	0	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	6	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	7	2	1	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	12	8	5	3	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	4	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	6	4	3	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	3	2	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	7	5	3	4	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	25	17	11	7	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	7	5	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	14	0	0	1	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	36	7	1	1	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	18	2	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	20	0	0	2	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	68	2	0	2	0	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	12	3	0	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	5	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	24	8	1	2	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	128	17	2	5	0	152	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

First Left to A - M62 North (DEDICATED MOVEMENT)							First Left to A - M62 North (AT GRADE MOVEMENT)								
MCYCLE	PICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	MCYCLE	PICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
2	0	51	27	2	0	0	82	0	0	233	43	11	8	0	295
0	0	55	19	2	0	0	76	0	0	215	39	19	7	0	280
0	0	67	14	4	0	1	86	0	0	198	34	4	11	0	247
0	0	54	17	7	2	1	81	0	0	155	26	4	4	0	189
2	0	227	77	15	2	2	325	0	0	801	142	38	30	0	1011
0	0	60	12	1	0	0	73	0	0	167	15	5	9	0	196
0	0	51	18	2	1	2	74	0	0	228	20	14	21	0	283
0	0	46	9	1	0	0	56	0	0	159	18	9	12	0	198
0	0	28	10	0	0	0	38	0	0	132	22	14	13	0	181
0	0	185	49	4	1	2	241	0	0	686	75	42	55	0	858
0	0	37	10	2	1	0	50	0	0	150	24	14	18	0	206
0	0	45	13	1	1	3	63	0	0	130	32	17	14	0	193
0	0	56	10	0	1	1	68	0	0	106	27	10	15	0	198
0	0	35	9	1	2	0	47	0	0	84	28	16	17	0	145
0	0	173	42	4	5	4	228	0	0	470	111	57	64	0	702
2	0	585	168	23	8	8	794	0	0	1957	328	137	149	0	2571
1	0	101	31	2	2	2	139	0	0	190	36	15	10	0	251
1	0	98	29	4	0	0	133	0	0	175	23	9	12	0	219
0	0	62	28	5	0	2	127	0	0	194	31	12	13	0	250
0	0	105	17	0	2	0	124	0	0	195	28	6	10	0	239
2	0	396	105	11	5	4	523	0	0	754	118	42	45	0	959
1	0	81	17	2	1	1	103	0	0	193	22	5	8	0	228
0	0	87	21	3	0	0	111	0	0	222	9	4	15	0	251
1	0	80	17	1	0	0	99	0	0	224	15	10	10	0	259
0	0	59	11	1	0	0	71	0	0	242	21	5	9	0	277
2	0	307	66	7	1	1	384	0	0	881	67	24	43	0	1015
0	0	83	11	1	4	0	99	0	0	197	21	5	4	0	227
1	0	72	13	2	0	2	90	0	0	175	9	3	9	0	196
1	0	72	5	3	1	0	82	0	0	144	8	3	7	0	162
0	0	48	6	1	0	0	55	0	0	88	9	7	13	0	117
2	0	275	35	7	5	2	326	0	0	604	47	18	33	0	702
6	0	978	206	25	11	7	1233	0	0	2239	232	84	121	0	2676

Bradford - Manual Traffic Survey, Thursday 7th November 2013

Produced by Streetwise Services Ltd.

Junction: (1) A - Mill Carr Hill Road North / B - Cliff Hollins Lane / C - Mill Car Hill Ro



Approach: A - Mill Carr Hill Road North

	Left to B - Cliff Hollins Lane								S/B to C - Mill Car Hill Road South								U-Turns to A - Mill Carr Hill Road North							
TIME	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	9	4	0	0	0	13	0	0	0	0	0	0	0	0
0730 - 0745	0	0	2	1	0	0	0	3	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0
0745 - 0800	0	0	2	0	0	0	0	2	0	0	14	0	0	0	0	14	0	0	1	0	0	0	0	1
Hourly Total	0	0	4	1	0	0	0	5	0	0	38	8	0	0	0	46	0	0	1	0	0	0	0	0
0800 - 0815	0	0	6	0	0	0	0	6	0	0	15	1	1	0	0	17	0	0	0	0	0	0	0	0
0815 - 0830	0	0	2	0	0	0	0	2	0	3	9	0	0	0	0	12	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	1	0	0	0	1	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
0845 - 0900	0	0	6	0	1	0	0	7	0	0	19	1	2	0	0	22	0	0	0	0	0	0	0	0
Hourly Total	0	0	14	1	1	0	0	16	0	3	58	3	3	0	0	67	0	0	0	0	0	0	0	0
0900 - 0915	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
0915 - 0930	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0
0945 - 1000	0	0	1	0	0	0	0	1	0	0	17	1	0	0	0	18	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	0	48	6	0	0	0	54	0	0	1	0	0	0	0	1
Session Total	0	0	20	2	1	0	0	23	0	3	144	17	3	0	0	167	0	0	2	0	0	0	0	1
1600 - 1615	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	10	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	27	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	1	28	4	2	0	0	35	0	0	0	0	0	0	0	0
1645 - 1700	0	0	2	0	0	0	0	2	1	1	31	6	1	0	0	40	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	2	1	93	12	4	0	0	112	0	0	0	0	0	0	0	0
1700 - 1715	0	0	2	0	0	0	0	2	0	2	29	5	1	0	0	37	0	0	0	0	0	0	0	0
1715 - 1730	0	0	2	1	0	0	0	3	0	0	44	4	1	0	0	49	0	0	0	0	0	0	0	0
1730 - 1745	0	0	1	0	0	0	0	1	1	0	38	3	0	0	0	42	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	30	2	0	0	0	32	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	1	0	0	0	6	1	2	141	14	2	0	0	160	0	0	0	0	0	0	0	0
1800 - 1815	0	0	1	0	0	0	0	1	0	1	22	2	1	0	0	26	0	0	0	0	0	0	0	0
1815 - 1830	0	0	1	0	0	0	0	1	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	1	0	17	1	1	0	0	20	0	0	0	0	0	0	0	0
1845 - 1900	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	1	1	64	5	2	0	0	73	0	0	0	0	0	0	0	0
Session Total	0	0	10	1	0	0	0	11	4	4	298	31	8	0	0	345	0	0	0	0	0	0	0	0

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125
712
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551
443
751

Bradford - Manual Traffic Survey, Thursday 7th November 2013

Produced by Streetwise Services Ltd.



Junction: (2) A - Mill Carr Hill Road / B - Bradford Road South / C - Bradford Road

Approach: A - Mill Carr Hill Road

	Left to B - Bradford Road South								Right to C - Bradford Road North								U-Turns to A - Mill Carr Hill Road							
TIME	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	P/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	5	0	0	0	0	5	0	0	4	3	0	0	0	7	0	0	0	0	0	0	0	0
0715 - 0730	0	1	6	2	0	0	0	9	1	0	10	2	0	0	0	13	0	0	0	0	0	0	0	0
0730 - 0745	0	0	4	1	0	0	0	5	0	0	6	3	0	0	0	9	0	0	0	0	0	0	0	0
0745 - 0800	0	0	10	1	0	0	0	11	0	0	13	1	1	0	0	15	0	0	0	0	0	0	0	0
Hourly Total	0	1	25	4	0	0	0	30	1	0	33	9	1	0	0	44	0	0	0	0	0	0	0	0
0800 - 0815	0	0	11	1	1	0	0	13	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
0815 - 0830	0	3	9	1	0	0	0	13	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
0830 - 0845	0	0	11	0	0	0	0	11	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
0845 - 0900	0	0	18	1	3	0	0	22	0	0	21	0	0	0	0	21	0	0	0	0	0	0	0	0
Hourly Total	0	3	49	3	4	0	0	59	0	0	58	3	0	0	0	61	0	0	0	0	0	0	0	0
0900 - 0915	0	0	8	2	0	0	0	10	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0
0915 - 0930	0	0	11	0	2	0	0	13	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
0930 - 0945	0	0	7	1	1	0	0	9	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0
0945 - 1000	0	0	14	0	0	0	0	14	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	0	0	40	3	3	0	0	46	0	0	35	6	0	0	0	41	0	0	0	0	0	0	0	0
Session Total	0	4	114	10	7	0	0	135	1	0	126	18	1	0	0	146	0	0	0	0	0	0	0	0
1600 - 1615	0	0	10	0	0	1	0	11	0	0	8	0	1	0	0	9	0	0	0	0	0	0	0	0
1615 - 1630	0	0	16	2	0	0	0	18	0	0	22	4	1	0	0	27	0	0	0	0	0	0	0	0
1630 - 1645	1	0	18	0	2	0	0	21	0	0	23	4	0	0	0	27	0	0	0	0	0	0	0	0
1645 - 1700	1	1	33	6	1	0	0	42	0	0	30	4	1	0	0	35	0	0	0	0	0	0	0	0
Hourly Total	2	1	77	8	3	1	0	92	0	0	83	12	3	0	0	98	0	0	0	0	0	0	0	0
1700 - 1715	0	2	25	3	1	0	0	31	0	0	19	6	0	0	0	25	0	0	0	0	0	0	0	0
1715 - 1730	0	0	40	7	1	0	0	48	0	0	24	5	0	0	0	29	0	0	0	0	0	0	0	0
1730 - 1745	0	0	34	2	0	0	0	36	1	0	24	5	0	0	0	30	0	0	0	0	0	0	0	0
1745 - 1800	0	1	19	4	0	0	0	24	0	0	28	0	1	0	0	29	0	0	0	0	0	0	0	0
Hourly Total	0	3	118	16	2	0	0	139	1	0	95	16	1	0	0	113	0	0	0	0	0	0	0	0
1800 - 1815	0	1	23	2	0	0	0	26	0	1	22	3	1	0	0	27	0	0	0	0	0	0	0	0
1815 - 1830	0	0	16	2	0	0	0	18	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0
1830 - 1845	1	0	11	2	1	0	0	15	1	0	21	3	0	0	0	25	0	0	0	0	0	0	0	0
1845 - 1900	0	0	5	1	0	0	0	6	0	0	12	1	1	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	1	1	55	7	1	0	0	65	1	1	72	7	2	0	0	83	0	0	0	0	0	0	0	0
Session Total	3	5	250	31	6	1	0	296	2	1	250	35	6	0	0	294	0	0	0	0	0	0	0	0

74
136
142
154
506

120
212
210
207
749

87
150
130
393
716
654
574
760

190
360
371
400
1321

252
448
424
393
1517

148
243
208
758
1413
1208
992
1357

137	
234	
230	
256	857
165	885
299	950
294	1014
272	1030
117	982
191	874
160	740
557	1025

Appendix E PICADY / Junctions 8 Outputs

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"F:\PROJECTS\Development - North Bierley\2016\Modelling\Cliff Hollins Lane Mill Carr Hill Road\
Cliff Hollins Lane_Mill Carr Hill Road_2021.vpi"
(drive-on-the-left) at 14:27:23 on Thursday, 14 April 2016

RUN INFORMATION

RUN TITLE : Cliff Hollins Lane / Mill Carr Hill Road
LOCATION : North Bierley
DATE : 06/10/15
CLIENT : Keyland
ENUMERATOR : ovendenc1 [UKLDS2PC27989]
JOB NUMBER : 60221630
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Mill Hill Carr Road North
ARM B IS Cliff Hollins Lane
ARM C IS Mill Hill Carr Road South

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	7.37 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	46.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)	
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	34.0 M.
- VISIBILITY TO RIGHT	(VB-A)	26.0 M.
- LANE 1 WIDTH	(WB-C)	-
- LANE 2 WIDTH	(WB-A)	-
WIDTH AT 0 M FROM JUNCTION		10.00 M.
WIDTH AT 5 M FROM JUNCTION		6.00 M.
WIDTH AT 10 M FROM JUNCTION		4.00 M.
WIDTH AT 15 M FROM JUNCTION		3.75 M.
WIDTH AT 20 M FROM JUNCTION		3.75 M.
- LENGTH OF FLARED SECTION	DERIVED:	1 PCU

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For Stream B-C	Slope For Stream A-C	Slope For Opposing Stream A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream B-A	Slope For Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream C-B	Slope For Stream A-C	Slope For Opposing Stream A-B
600.60	0.22	0.22

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW	SCALE(%)
A	100	
B	100	
C	100	

Demand set: 2016 AM Base + Development

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

		NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)									
I	ARM	I	I	I	I	I	I							
		FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER							
					PEAK	OF PEAK	PEAK							
		TO RISE	IS REACHED	FALLING										
I		I	I	I	I	I	I							
I	ARM	A	I	15.00	I	45.00	I	75.00	I	1.04	I	1.56	I	1.04
I	ARM	B	I	15.00	I	45.00	I	75.00	I	1.61	I	2.42	I	1.61
I	ARM	C	I	15.00	I	45.00	I	75.00	I	7.47	I	11.21	I	7.47

I		I	TURNING PROPORTIONS								I
I		I	TURNING COUNTS								I
I		I	(PERCENTAGE OF H.V.S)								I
I											
I	TIME	I FROM/TO	I ARM	A I	ARM	B I	ARM	C I			
I	07.45 - 09.15	I	I	I	I	I	I	I	I		
I		I ARM A	I	0.000	I	0.265	I	0.735	I		
I		I	I	0.0	I	22.0	I	61.0	I		
I		I	I (	0.0)	I (	10.0)	I (	10.0)	I		
I		I	I	I	I	I	I	I	I		
I		I ARM B	I	0.124	I	0.000	I	0.876	I		
I		I	I	16.0	I	0.0	I	113.0	I		
I		I	I (	10.0)	I (	0.0)	I (	10.0)	I		
I		I	I	I	I	I	I	I	I		
I		I ARM C	I	0.421	I	0.579	I	0.000	I		
I		I	I	252.0	I	346.0	I	0.0	I		
I		I	I (	10.0)	I (	10.0)	I (	0.0)	I		
I		I	I	I	I	I	I	I	I		

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-C	2.07	10.45	0.198		0.25	0.25	3.7		0.12	I
I	B-A	0.29	4.62	0.064		0.07	0.07	1.0		0.23	I
I	C-AB	6.35	8.77	0.724		3.30	3.45	53.4		0.43	I
I	A-B	0.40									I
I	A-C	1.12									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-C	1.69	10.56	0.160		0.25	0.19	3.0		0.11	I
I	B-A	0.24	5.16	0.046		0.07	0.05	0.8		0.20	I
I	C-AB	5.18	8.83	0.587		3.45	1.87	29.0		0.29	I
I	A-B	0.33									I
I	A-C	0.91									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-C	1.42	10.63	0.133		0.19	0.16	2.4		0.11	I
I	B-A	0.20	5.58	0.036		0.05	0.04	0.6		0.19	I
I	C-AB	4.34	8.87	0.489		1.87	1.17	17.8		0.23	I
I	A-B	0.28									I
I	A-C	0.77									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.2

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.1
08.45	0.1
09.00	0.0
09.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.1	*
08.15	1.7	**
08.30	3.3	***
08.45	3.5	***
09.00	1.9	**
09.15	1.2	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	155.5	I	103.7	I	17.6	I	0.11	I
I	B-A	I	22.0	I	14.7	I	4.5	I	0.21	I
I	C-AB	I	476.2	I	317.5	I	189.2	I	0.40	I
I	A-B	I	30.3	I	20.2	I		I		I
I	A-C	I	84.0	I	56.0	I		I		I
I	ALL	I	1114.9	I	743.3	I	211.4	I	0.19	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	600.60		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2016 PM Base + Development

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	4.29	9.99	0.430		0.74	0.75	11.2		0.18
B-A	0.33	5.52	0.060		0.06	0.06	0.9		0.19
C-AB	2.20	8.39	0.262		0.37	0.37	5.7		0.16
A-B	0.20								
A-C	3.05								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	3.51	10.17	0.345		0.75	0.53	8.3		0.15
B-A	0.27	6.02	0.045		0.06	0.05	0.7		0.17
C-AB	1.80	8.52	0.211		0.37	0.28	4.2		0.15
A-B	0.16								
A-C	2.49								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	2.94	10.31	0.285		0.53	0.40	6.2		0.14
B-A	0.23	6.34	0.036		0.05	0.04	0.6		0.16
C-AB	1.51	8.61	0.175		0.28	0.22	3.3		0.14
A-B	0.14								
A-C	2.08								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.4
17.15	0.5 *
17.30	0.7 *
17.45	0.7 *
18.00	0.5 *
18.15	0.4

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	322.1	I 214.7	I	49.5	I 0.15	I	49.6	I 0.15	I
I	B-A	I	24.8	I 16.5	I	4.4	I 0.18	I	4.4	I 0.18	I
I	C-AB	I	165.2	I 110.1	I	26.1	I 0.16	I	26.1	I 0.16	I
I	A-B	I	15.1	I 10.1	I			I			I
I	A-C	I	228.5	I 152.3	I			I			I
I	ALL	I	900.2	I 600.1	I	80.0	I 0.09	I	80.0	I 0.09	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

Printed at 14:27:31 on 14/04/2016]

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"F:\PROJECTS\Development - North Bierley\2016\Modelling\Cliff Hollins Lane Mill Carr Hill Road\
Cliff Hollins Lane_Mill Carr Hill Road_2021.vpi"
(drive-on-the-left) at 13:55:28 on Thursday, 14 April 2016

RUN INFORMATION

RUN TITLE : Cliff Hollins Lane / Mill Carr Hill Road
LOCATION : North Bierley
DATE : 06/10/15
CLIENT : Keyland
ENUMERATOR : ovendenc1 [UKLDS2PC27989]
JOB NUMBER : 60221630
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Mill Hill Carr Road North
ARM B IS Cliff Hollins Lane
ARM C IS Mill Hill Carr Road South

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	7.37 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	46.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)	
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	34.0 M.
- VISIBILITY TO RIGHT	(VB-A)	26.0 M.
- LANE 1 WIDTH	(WB-C)	-
- LANE 2 WIDTH	(WB-A)	-
WIDTH AT 0 M FROM JUNCTION		10.00 M.
WIDTH AT 5 M FROM JUNCTION		6.00 M.
WIDTH AT 10 M FROM JUNCTION		4.00 M.
WIDTH AT 15 M FROM JUNCTION		3.75 M.
WIDTH AT 20 M FROM JUNCTION		3.75 M.
- LENGTH OF FLARED SECTION	DERIVED:	1 PCU

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For Stream B-C	Slope For Stream A-C	Slope For Opposing Stream A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream B-A	Slope For Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream C-B	Slope For Stream A-C	Slope For Opposing Stream A-B
600.60	0.22	0.22

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW	SCALE(%)
A	100	
B	100	
C	100	

Demand set: 2016 AM Base

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	I	NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)			I			
		I	I	I	I	I	I				
									I	I	I
ARM	FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER					
	TO RISE	IS REACHED	FALLING	PEAK	OF PEAK	PEAK					
I ARM	A	I 15.00	I 45.00	I 75.00	I 0.90	I 1.35	I 0.90	I			
I ARM	B	I 15.00	I 45.00	I 75.00	I 0.61	I 0.92	I 0.61	I			
I ARM	C	I 15.00	I 45.00	I 75.00	I 5.44	I 8.16	I 5.44	I			

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME		FROM/TO	I ARM	A	I ARM	B	I ARM	C	I
07.45 - 09.15									
		I ARM A	I 0.000	I 0.153	I 0.847				
			I 0.0	I 11.0	I 61.0				
			I (0.0)	I (10.0)	I (10.0)				
			I	I	I				
		I ARM B	I 0.122	I 0.000	I 0.878				
			I 6.0	I 0.0	I 43.0				
			I (10.0)	I (0.0)	I (10.0)				
			I	I	I				
		I ARM C	I 0.579	I 0.421	I 0.000				
			I 252.0	I 183.0	I 0.0				
			I (10.0)	I (10.0)	I (0.0)				
			I	I	I				

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.79	10.60	0.074		0.08	0.08	1.2		
B-A	0.11	5.65	0.019		0.02	0.02	0.3		
C-AB	3.36	8.81	0.381		0.72	0.73	11.1		
A-B	0.20								
A-C	1.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.64	10.67	0.060		0.08	0.06	1.0		
B-A	0.09	6.00	0.015		0.02	0.02	0.2		
C-AB	2.74	8.86	0.309		0.73	0.52	7.8		
A-B	0.16								
A-C	0.91								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	0.54	10.72	0.050		0.06	0.05	0.8		
B-A	0.08	6.26	0.012		0.02	0.01	0.2		
C-AB	2.30	8.90	0.258		0.52	0.39	5.8		
A-B	0.14								
A-C	0.77								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.5	
08.30	0.7	*
08.45	0.7	*
09.00	0.5	*
09.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	59.2	I	39.5	I	5.9	I	0.10	I
I	B-A	I	8.3	I	5.5	I	1.4	I	0.17	I
I	C-AB	I	251.9	I	167.9	I	48.4	I	0.19	I
I	A-B	I	15.1	I	10.1	I		I		I
I	A-C	I	84.0	I	56.0	I		I		I
I	ALL	I	765.3	I	510.2	I	55.7	I	0.07	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	600.60		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set:2016 PM Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	1.76	10.10	0.174		0.21	0.21	3.1			I
I	B-A	0.13	6.26	0.021		0.02	0.02	0.3			I
I	C-AB	1.19	8.41	0.142		0.17	0.17	2.6			I
I	A-B	0.11									I
I	A-C	3.05									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	1.44	10.26	0.140		0.21	0.16	2.5			I
I	B-A	0.10	6.51	0.016		0.02	0.02	0.3			I
I	C-AB	0.97	8.54	0.114		0.17	0.13	2.0			I
I	A-B	0.09									I
I	A-C	2.49									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	1.20	10.37	0.116		0.16	0.13	2.0			I
I	B-A	0.09	6.69	0.013		0.02	0.01	0.2			I
I	C-AB	0.82	8.63	0.095		0.13	0.11	1.6			I
I	A-B	0.08									I
I	A-C	2.08									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	132.1	I	88.1	I	15.0	I	0.11	I
I	B-A	I	9.6	I	6.4	I	1.5	I	0.16	I
I	C-AB	I	89.5	I	59.6	I	12.2	I	0.14	I
I	A-B	I	8.3	I	5.5	I		I		I
I	A-C	I	228.5	I	152.3	I		I		I
I	ALL	I	612.5	I	408.3	I	28.7	I	0.05	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

***** PICADY 5 run completed.

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
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Run with file:-
"F:\PROJECTS\Development - North Bierley\2016\Modelling\Cliff Hollins Lane Mill Carr Hill Road\
Cliff Hollins Lane_Mill Carr Hill Road_2021.vpi"
(drive-on-the-left) at 15:50:56 on Thursday, 14 April 2016

RUN INFORMATION

RUN TITLE : Cliff Hollins Lane / Mill Carr Hill Road
LOCATION : North Bierley
DATE : 06/10/15
CLIENT : Keyland
ENUMERATOR : owendenc1 [UKLDS2PC27989]
JOB NUMBER : 60221630
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Mill Hill Carr Road North
ARM B IS Cliff Hollins Lane
ARM C IS Mill Hill Carr Road South

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	7.37 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	46.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)	
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	34.0 M.
- VISIBILITY TO RIGHT	(VB-A)	26.0 M.
- LANE 1 WIDTH	(WB-C)	-
- LANE 2 WIDTH	(WB-A)	-
WIDTH AT 0 M FROM JUNCTION		10.00 M.
WIDTH AT 5 M FROM JUNCTION		6.00 M.
WIDTH AT 10 M FROM JUNCTION		4.00 M.
WIDTH AT 15 M FROM JUNCTION		3.75 M.
WIDTH AT 20 M FROM JUNCTION		3.75 M.
- LENGTH OF FLARED SECTION	DERIVED:	1 PCU

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For Stream B-C	Slope For Stream A-C	Slope For Opposing Stream A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream B-A	Slope For Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream C-B	Slope For Stream A-C	Slope For Opposing Stream A-B
600.60	0.22	0.22

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW	SCALE(%)
A	100	
B	100	
C	100	

Demand set: 2021 AM Base + Development

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-C	2.15	10.41	0.206		0.26	0.26	3.9		0.12	I
I	B-A	0.31	4.44	0.070		0.07	0.07	1.1		0.24	I
I	C-AB	6.64	8.75	0.759		4.03	4.25	65.9		0.50	I
I	A-B	0.40									I
I	A-C	1.21									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-C	1.75	10.53	0.167		0.26	0.20	3.1		0.11	I
I	B-A	0.25	5.01	0.051		0.07	0.05	0.8		0.21	I
I	C-AB	5.42	8.81	0.616		4.25	2.17	34.0		0.33	I
I	A-B	0.33									I
I	A-C	0.99									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-C	1.47	10.61	0.138		0.20	0.16	2.5		0.11	I
I	B-A	0.21	5.46	0.039		0.05	0.04	0.6		0.19	I
I	C-AB	4.54	8.86	0.513		2.17	1.31	20.0		0.24	I
I	A-B	0.28									I
I	A-C	0.83									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C	
TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

QUEUE FOR STREAM B-A	
TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.0

QUEUE FOR STREAM C-AB		
TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.2	*
08.15	2.0	**
08.30	4.0	****
08.45	4.2	****
09.00	2.2	**
09.15	1.3	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	161.0	I	107.4	I	18.4	I	18.4	I
I	B-A	I	23.4	I	15.6	I	5.0	I	5.0	I
I	C-AB	I	498.3	I	332.2	I	224.2	I	224.3	I
I	A-B	I	30.3	I	20.2	I		I		I
I	A-C	I	90.8	I	60.6	I		I		I
I	ALL	I	1179.6	I	786.4	I	247.6	I	247.7	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	600.60		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2021 PM Base + Development

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	4.44	9.91	0.448		0.79	0.80	12.0		0.18
B-A	0.33	5.36	0.062		0.06	0.07	1.0		0.20
C-AB	2.29	8.33	0.275		0.40	0.40	6.1		0.17
A-B	0.22								
A-C	3.30								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	3.63	10.11	0.358		0.80	0.57	8.8		0.15
B-A	0.27	5.90	0.046		0.07	0.05	0.7		0.18
C-AB	1.87	8.47	0.221		0.40	0.30	4.5		0.15
A-B	0.18								
A-C	2.70								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	3.04	10.26	0.296		0.57	0.43	6.6		0.14
B-A	0.23	6.25	0.036		0.05	0.04	0.6		0.17
C-AB	1.57	8.57	0.183		0.30	0.23	3.5		0.14
A-B	0.15								
A-C	2.26								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.4
17.15	0.6 *
17.30	0.8 *
17.45	0.8 *
18.00	0.6 *
18.15	0.4

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	333.1	I 222.1	I	52.8	I 0.16	I	52.8	I 0.16	I
I	B-A	I	24.8	I 16.5	I	4.5	I 0.18	I	4.5	I 0.18	I
I	C-AB	I	172.1	I 114.7	I	27.9	I 0.16	I	27.9	I 0.16	I
I	A-B	I	16.5	I 11.0	I			I			I
I	A-C	I	247.8	I 165.2	I			I			I
I	ALL	I	949.7	I 633.2	I	85.1	I 0.09	I	85.2	I 0.09	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"F:\PROJECTS\Development - North Bierley\2016\Modelling\Cliff Hollins Lane Mill Carr Hill Road\
Cliff Hollins Lane_Mill Carr Hill Road_2021.vpi"
(drive-on-the-left) at 13:57:04 on Thursday, 14 April 2016

RUN INFORMATION

RUN TITLE : Cliff Hollins Lane / Mill Carr Hill Road
LOCATION : North Bierley
DATE : 06/10/15
CLIENT : Keyland
ENUMERATOR : ovendenc1 [UKLDS2PC27989]
JOB NUMBER : 60221630
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Mill Hill Carr Road North
ARM B IS Cliff Hollins Lane
ARM C IS Mill Hill Carr Road South

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	7.37 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	46.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)	
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	34.0 M.
- VISIBILITY TO RIGHT	(VB-A)	26.0 M.
- LANE 1 WIDTH	(WB-C)	-
- LANE 2 WIDTH	(WB-A)	-
WIDTH AT 0 M FROM JUNCTION		10.00 M.
WIDTH AT 5 M FROM JUNCTION		6.00 M.
WIDTH AT 10 M FROM JUNCTION		4.00 M.
WIDTH AT 15 M FROM JUNCTION		3.75 M.
WIDTH AT 20 M FROM JUNCTION		3.75 M.
- LENGTH OF FLARED SECTION	DERIVED:	1 PCU

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For Stream B-C	Slope For Stream A-C	Slope For Opposing Stream A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream B-A	Slope For Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream C-B	Slope For Stream A-C	Slope For Opposing Stream A-B
600.60	0.22	0.22

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW	SCALE(%)
A	100	
B	100	
C	100	

Demand set: 2021 AM Base

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)			I																		
			I	FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS		I	BEFORE	I	AT TOP	I	AFTER												
																I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK	I	PEAK
I	ARM	A	I	15.00	I	45.00	I	75.00	I	0.98	I	1.46	I	0.98	I												
I	ARM	B	I	15.00	I	45.00	I	75.00	I	0.68	I	1.01	I	0.68	I												
I	ARM	C	I	15.00	I	45.00	I	75.00	I	5.90	I	8.85	I	5.90	I												

Demand set: 2021 AM Base

I I I I I	I	TURNING PROPORTIONS								I		
		I	TURNING COUNTS								I	
			(PERCENTAGE OF H.V.S)									
TIME	FROM/TO	ARM	A	ARM	B	ARM	C					
07.45 - 09.15												
	ARM	A	0.000		0.154		0.846					
			0.0		12.0		66.0					
			(0.0)		(10.0)		(10.0)					
	ARM	B	0.130		0.000		0.870					
			7.0		0.0		47.0					
			(10.0)		(0.0)		(10.0)					
	ARM	C	0.578		0.422		0.000					
			273.0		199.0		0.0					
			(10.0)		(10.0)		(0.0)					

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.59	10.69	0.055		0.00	0.06	0.8		
B-A	0.09	6.16	0.014		0.00	0.01	0.2		
C-AB	2.50	8.89	0.281		0.00	0.43	6.3		
A-B	0.15								
A-C	0.83								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.70	10.64	0.066		0.06	0.07	1.0		
B-A	0.10	5.87	0.018		0.01	0.02	0.3		
C-AB	2.98	8.84	0.337		0.43	0.58	8.6		
A-B	0.18								
A-C	0.99								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.86	10.56	0.082		0.07	0.09	1.3		
B-A	0.13	5.48	0.023		0.02	0.02	0.3		
C-AB	3.65	8.79	0.416		0.58	0.85	12.8		
A-B	0.22								
A-C	1.21								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.86	10.56	0.082		0.09	0.09	1.3		
B-A	0.13	5.48	0.023		0.02	0.02	0.4		
C-AB	3.65	8.79	0.416		0.85	0.87	13.2		
A-B	0.22								
A-C	1.21								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.70	10.64	0.066		0.09	0.07	1.1		
B-A	0.10	5.86	0.018		0.02	0.02	0.3		
C-AB	2.98	8.84	0.337		0.87	0.60	9.1		
A-B	0.18								
A-C	0.99								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	0.59	10.69	0.055		0.07	0.06	0.9		
B-A	0.09	6.15	0.014		0.02	0.01	0.2		
C-AB	2.50	8.89	0.281		0.60	0.44	6.6		
A-B	0.15								
A-C	0.83								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.6	*
08.30	0.9	*
08.45	0.9	*
09.00	0.6	*
09.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	64.7	I	43.1	I	6.5	I	6.5	I
I	B-A	I	9.6	I	6.4	I	1.7	I	1.7	I
I	C-AB	I	273.9	I	182.6	I	56.6	I	56.6	I
I	A-B	I	16.5	I	11.0	I		I		I
I	A-C	I	90.8	I	60.6	I		I		I
I	ALL	I	831.4	I	554.2	I	64.8	I	64.8	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	600.60		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2021 PM Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	ARM	NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)									
		I	FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	BEFORE	I	AT TOP	I	AFTER	
I	I	I	I	I	I	I	I	I	I	I	I	I	I	
I	I	I	I	I	I	I	I	I	I	I	I	I	I	
I	I	I	I	I	I	I	I	I	I	I	I	I	I	
I	ARM	A	I	15.00	I	45.00	I	75.00	I	2.34	I	3.51	I	2.34
I	ARM	B	I	15.00	I	45.00	I	75.00	I	1.40	I	2.10	I	1.40
I	ARM	C	I	15.00	I	45.00	I	75.00	I	2.30	I	3.45	I	2.30

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME		FROM/TO	I ARM	A	I ARM	B	I ARM	C	I
16.45	- 18.15	I	I	I	I	I	I	I	I
		I ARM A	I	0.000	I	0.037	I	0.963	I
			I	0.0	I	7.0	I	180.0	I
			I	(0.0)	I	(10.0)	I	(10.0)	I
			I	I	I	I	I	I	I
		I ARM B	I	0.071	I	0.000	I	0.929	I
			I	8.0	I	0.0	I	104.0	I
			I	(10.0)	I	(0.0)	I	(10.0)	I
			I	I	I	I	I	I	I
		I ARM C	I	0.614	I	0.386	I	0.000	I
			I	113.0	I	71.0	I	0.0	I
			I	(10.0)	I	(10.0)	I	(0.0)	I
			I	I	I	I	I	I	I

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.91	10.02	0.190		0.23	0.23	3.5		
B-A	0.15	6.14	0.024		0.02	0.02	0.4		
C-AB	1.30	8.35	0.156		0.19	0.19	2.9		
A-B	0.13								
A-C	3.30								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	1.56	10.19	0.153		0.23	0.18	2.8		
B-A	0.12	6.42	0.019		0.02	0.02	0.3		
C-AB	1.06	8.49	0.125		0.19	0.15	2.2		
A-B	0.10								
A-C	2.70								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	1.30	10.32	0.126		0.18	0.15	2.2		
B-A	0.10	6.61	0.015		0.02	0.02	0.2		
C-AB	0.89	8.59	0.104		0.15	0.12	1.8		
A-B	0.09								
A-C	2.26								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	143.1	I	95.4	I	16.7	I	0.12	I
I	B-A	I	11.0	I	7.3	I	1.8	I	0.16	I
I	C-AB	I	97.7	I	65.2	I	13.7	I	0.14	I
I	A-B	I	9.6	I	6.4	I		I		I
I	A-C	I	247.8	I	165.2	I		I		I
I	ALL	I	664.8	I	443.2	I	32.1	I	0.05	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

***** PICADY 5 run completed.

===== end of file =====

Junctions 8	
ARCADY 8 - Roundabout Module	
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016	
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Filename: Cliff Hollins Lane_Mill Carr Hill Road_2021 Rbt.arc8

Path: F:\PROJECTS\Development - North Bierley\2016\Modelling\Cliff Hollins Lane Mill Carr Hill Road

Report generation date: 14/04/2016 14:31:20

« Mill Carr Lane / Cliff Hollins Lane - Base 2021 + Development, AM

» Junction Network

» Arms

» Traffic Flows

» Entry Flows

» Turning Proportions

» Vehicle Mix

» Results

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
Mill Carr Lane / Cliff Hollins Lane - Base 2021 + Development				
Arm A	0.13	4.86	0.12	A
Arm B	0.18	4.39	0.15	A
Arm C	2.40	12.63	0.71	B

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

"D1 - Base 2021 + Development, AM " model duration: 07:45 - 09:15

"D2 - Base 2021 + Development, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 14/04/2016 14:31:20

File summary

Title	(untitled)
Location	
Site Number	
Date	15/09/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	romanowskim
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Mill Carr Lane / Cliff Hollins Lane - Base 2021 + Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Mill Carr Lane / Cliff Hollins Lane	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2021 + Development, AM	Base 2021 + Development	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	A,B,C	10.54	B

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Arm	Name	Description
A	A	Mill Carr Lane East	
B	B	Cliff Hollins Lane	
C	C	Mill Carr Lane West	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A	0.00	99999.00
B	0.00	99999.00
C	0.00	99999.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.80	3.60	4.60	6.80	5.00	2.00	0.00	
B	3.80	3.60	4.30	3.30	5.00	2.00	0.00	
C	3.90	3.60	4.60	2.00	5.00	2.00	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.568	1063.776
B		(calculated)	(calculated)	0.555	1008.276
C		(calculated)	(calculated)	0.553	993.690

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	88.00	100.000
B	ONE HOUR	✓	134.00	100.000
C	ONE HOUR	✓	635.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	22.000	66.000
	B	17.000	0.000	117.000
	C	273.000	362.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.25	0.75
	B	0.13	0.00	0.87
	C	0.43	0.57	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.12	4.86	0.13	A
B	0.15	4.39	0.18	A
C	0.71	12.63	2.40	B

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	66.25	65.94	270.42	0.00	910.16	0.073	0.08	4.263	A
B	100.88	100.43	49.45	0.00	980.83	0.103	0.11	4.087	A
C	478.06	474.36	12.74	0.00	986.64	0.485	0.93	6.978	A

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	79.11	79.03	324.47	0.00	879.46	0.090	0.10	4.497	A
B	120.46	120.36	59.27	0.00	975.38	0.124	0.14	4.210	A
C	570.85	569.16	15.27	0.00	985.24	0.579	1.35	8.615	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	96.89	96.76	396.28	0.00	838.66	0.116	0.13	4.852	A
B	147.54	147.38	72.57	0.00	968.00	0.152	0.18	4.387	A
C	699.15	695.13	18.70	0.00	983.34	0.711	2.35	12.315	B

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	96.89	96.89	398.45	0.00	837.43	0.116	0.13	4.860	A
B	147.54	147.53	72.67	0.00	967.95	0.152	0.18	4.387	A
C	699.15	698.95	18.72	0.00	983.33	0.711	2.40	12.631	B

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	79.11	79.23	327.70	0.00	877.62	0.090	0.10	4.509	A
B	120.46	120.61	59.43	0.00	975.30	0.124	0.14	4.212	A
C	570.85	574.83	15.30	0.00	985.22	0.579	1.41	8.855	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	66.25	66.33	273.57	0.00	908.37	0.073	0.08	4.275	A
B	100.88	100.99	49.75	0.00	980.67	0.103	0.12	4.092	A
C	478.06	479.88	12.81	0.00	986.60	0.485	0.95	7.131	A

Junctions 8	
ARCADY 8 - Roundabout Module	
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016	
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Filename: Cliff Hollins Lane_Mill Carr Hill Road_2021 Rbt.arc8

Path: F:\PROJECTS\Development - North Bierley\2016\Modelling\Cliff Hollins Lane Mill Carr Hill Road

Report generation date: 14/04/2016 14:30:47

« Mill Carr Lane / Cliff Hollins Lane - Base 2021 + Development, PM

» Junction Network

» Arms

» Traffic Flows

» Entry Flows

» Turning Proportions

» Vehicle Mix

» Results

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
Mill Carr Lane / Cliff Hollins Lane - Base 2021 + Development				
Arm A	0.27	4.65	0.21	A
Arm B	0.47	5.88	0.32	A
Arm C	0.36	4.99	0.27	A

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

"D1 - Base 2021 + Development, AM" model duration: 07:45 - 09:15

"D2 - Base 2021 + Development, PM " model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 14/04/2016 14:30:47

File summary

Title	(untitled)
Location	
Site Number	
Date	15/09/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	romanowskim
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Mill Carr Lane / Cliff Hollins Lane - Base 2021 + Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Mill Carr Lane / Cliff Hollins Lane	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2021 + Development, PM	Base 2021 + Development	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	A,B,C	5.23	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Arm	Name	Description
A	A	Mill Carr Lane East	
B	B	Cliff Hollins Lane	
C	C	Mill Carr Lane West	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A	0.00	99999.00
B	0.00	99999.00
C	0.00	99999.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.80	3.60	4.60	6.80	5.00	2.00	0.00	
B	3.80	3.60	4.30	3.30	5.00	2.00	0.00	
C	3.90	3.60	4.60	2.00	5.00	2.00	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.568	1063.776
B		(calculated)	(calculated)	0.555	1008.276
C		(calculated)	(calculated)	0.553	993.690

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	192.00	100.000
B	ONE HOUR	✓	260.00	100.000
C	ONE HOUR	✓	238.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	12.000	180.000
	B	18.000	0.000	242.000
	C	113.000	125.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.07	0.00	0.93
	C	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.21	4.65	0.27	A
B	0.32	5.88	0.47	A
C	0.27	4.99	0.36	A

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	144.55	143.88	93.64	0.00	1010.58	0.143	0.17	4.151	A
B	195.74	194.69	134.89	0.00	933.42	0.210	0.26	4.866	A
C	179.18	178.30	13.48	0.00	986.23	0.182	0.22	4.451	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	172.60	172.44	112.26	0.00	1000.01	0.173	0.21	4.348	A
B	233.73	233.43	161.66	0.00	918.57	0.254	0.34	5.252	A
C	213.96	213.74	16.16	0.00	984.75	0.217	0.28	4.668	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	211.40	211.14	137.45	0.00	985.70	0.214	0.27	4.647	A
B	286.27	285.77	197.94	0.00	898.43	0.319	0.46	5.870	A
C	262.04	261.70	19.78	0.00	982.74	0.267	0.36	4.990	A

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	211.40	211.39	137.62	0.00	985.60	0.214	0.27	4.649	A
B	286.27	286.26	198.18	0.00	898.30	0.319	0.47	5.881	A
C	262.04	262.04	19.82	0.00	982.72	0.267	0.36	4.994	A

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	172.60	172.85	112.55	0.00	999.84	0.173	0.21	4.355	A
B	233.73	234.22	162.05	0.00	918.35	0.255	0.34	5.267	A
C	213.96	214.29	16.22	0.00	984.72	0.217	0.28	4.676	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	144.55	144.72	94.22	0.00	1010.25	0.143	0.17	4.159	A
B	195.74	196.05	135.67	0.00	932.99	0.210	0.27	4.888	A
C	179.18	179.40	13.57	0.00	986.18	0.182	0.22	4.464	A

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RELEASE 5.0 (JUNE 2010)

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Run with file:-
"F:\PROJECTS\Development - North Bierley\2016\Modelling\Site Access_Cliff Hollins Lane\
Site Access_Cliff Hollins Lane.vpi"
(drive-on-the-left) at 15:04:37 on Thursday, 14 April 2016

RUN INFORMATION

RUN TITLE : Site Access / Cliff Hollins Lane
LOCATION : North Bierley
DATE : 06/10/15
CLIENT : Keyland Development
ENUMERATOR : ovendenc1 [UKLDS2PC27989]
JOB NUMBER : 60221630
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Cliff Hollins Lane North
ARM B IS Cliff Hollins Lane South
ARM C IS Site Access

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 30.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 25.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 42.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	6.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	6.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.00 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	6.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	6.00 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00	0.00	0.00	0.00		I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	591.34	0.23	0.23			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2016 AM Base + Development

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.17	6.74	0.024		0.02	0.02	0.4		0.15
B-A	0.92	7.64	0.120		0.14	0.14	2.0		0.15
C-AB	0.07	7.41	0.010		0.01	0.01	0.1		0.14
A-B	3.58								
A-C	3.17								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.13	6.96	0.019		0.02	0.02	0.3		0.15
B-A	0.75	7.92	0.095		0.14	0.11	1.6		0.14
C-AB	0.06	7.70	0.008		0.01	0.01	0.1		0.13
A-B	2.92								
A-C	2.59								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	0.11	7.11	0.016		0.02	0.02	0.2		0.14
B-A	0.63	8.13	0.077		0.11	0.08	1.3		0.13
C-AB	0.05	7.90	0.006		0.01	0.01	0.1		0.13
A-B	2.45								
A-C	2.17								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	12.4	I	8.3	I	1.8	I	0.15	I
I	B-A	I	68.8	I	45.9	I	9.6	I	0.14	I
I	C-AB	I	5.5	I	3.7	I	0.7	I	0.13	I
I	A-B	I	268.4	I	178.9	I		I		I
I	A-C	I	238.1	I	158.7	I		I		I
I	ALL	I	703.4	I	468.9	I	12.2	I	0.02	I
I		I		I		I		I		I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	591.34		0.23		0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2016 PM Base + Development

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.06	7.11	0.008		0.01	0.01	0.1		0.14
B-A	1.91	8.22	0.232		0.30	0.30	4.5		0.16
C-AB	0.15	8.41	0.017		0.02	0.02	0.3		0.12
A-B	1.30								
A-C	1.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.04	7.26	0.006		0.01	0.01	0.1		0.14
B-A	1.56	8.40	0.186		0.30	0.23	3.6		0.15
C-AB	0.12	8.51	0.014		0.02	0.01	0.2		0.12
A-B	1.06								
A-C	0.90								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.04	7.36	0.005		0.01	0.01	0.1		0.14
B-A	1.30	8.53	0.153		0.23	0.18	2.8		0.14
C-AB	0.10	8.58	0.012		0.01	0.01	0.2		0.12
A-B	0.89								
A-C	0.75								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	4.1	I 2.8	I	0.6	I 0.14	I	0.6	I 0.14	I
I	B-A	I	143.1	I 95.4	I	21.1	I 0.15	I	21.1	I 0.15	I
I	C-AB	I	11.0	I 7.3	I	1.3	I 0.12	I	1.3	I 0.12	I
I	A-B	I	97.7	I 65.2	I			I			I
I	A-C	I	82.6	I 55.1	I			I			I
I	ALL	I	542.3	I 361.5	I	23.0	I 0.04	I	23.0	I 0.04	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

Printed at 15:05:14 on 14/04/2016]

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"F:\PROJECTS\Development - North Bierley\2016\Modelling\Site Access_Cliff Hollins Lane\
Site Access_Cliff Hollins Lane.vpi"
(drive-on-the-left) at 15:06:46 on Thursday, 14 April 2016

RUN INFORMATION

RUN TITLE : Site Access / Cliff Hollins Lane
LOCATION : North Bierley
DATE : 06/10/15
CLIENT : Keyland Development
ENUMERATOR : ovendenc1 [UKLDS2PC27989]
JOB NUMBER : 60221630
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Cliff Hollins Lane North
ARM B IS Cliff Hollins Lane South
ARM C IS Site Access

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 30.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 25.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 42.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	6.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	6.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.00 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	6.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	6.00 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00	0.00	0.00	0.00		I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	I
I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	591.34	0.23	0.23			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2021 AM Base + Development

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.17	6.70	0.025		0.03	0.03	0.4		0.15
B-A	0.99	7.60	0.130		0.15	0.15	2.2		0.15
C-AB	0.07	7.35	0.010		0.01	0.01	0.1		0.14
A-B	3.87								
A-C	3.17								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.13	6.92	0.019		0.03	0.02	0.3		0.15
B-A	0.81	7.90	0.102		0.15	0.12	1.8		0.14
C-AB	0.06	7.64	0.008		0.01	0.01	0.1		0.13
A-B	3.16								
A-C	2.59								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	0.11	7.08	0.016		0.02	0.02	0.3		0.14
B-A	0.68	8.11	0.084		0.12	0.09	1.4		0.13
C-AB	0.05	7.86	0.006		0.01	0.01	0.1		0.13
A-B	2.65								
A-C	2.17								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	12.4	I	8.3	I	1.8	I	0.15	I
I	B-A	I	74.3	I	49.6	I	10.5	I	0.14	I
I	C-AB	I	5.5	I	3.7	I	0.7	I	0.13	I
I	A-B	I	290.4	I	193.6	I		I		I
I	A-C	I	238.1	I	158.7	I		I		I
I	ALL	I	730.9	I	487.3	I	13.1	I	0.02	I

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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	591.34		0.23		0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2021 PM Base + Development

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.06	7.06	0.008		0.01	0.01	0.1		0.14
B-A	2.06	8.21	0.250		0.33	0.33	5.0		0.16
C-AB	0.15	8.38	0.018		0.02	0.02	0.3		0.12
A-B	1.41								
A-C	1.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.04	7.22	0.006		0.01	0.01	0.1		0.14
B-A	1.68	8.39	0.200		0.33	0.25	3.9		0.15
C-AB	0.12	8.49	0.014		0.02	0.01	0.2		0.12
A-B	1.15								
A-C	0.90								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.04	7.33	0.005		0.01	0.01	0.1		0.14
B-A	1.41	8.52	0.165		0.25	0.20	3.1		0.14
C-AB	0.10	8.57	0.012		0.01	0.01	0.2		0.12
A-B	0.97								
A-C	0.75								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.3
18.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	4.1	I 2.8	I	0.6	I 0.14	I	0.6	I 0.14	I
I	B-A	I	154.2	I 102.8	I	23.2	I 0.15	I	23.2	I 0.15	I
I	C-AB	I	11.0	I 7.3	I	1.3	I 0.12	I	1.3	I 0.12	I
I	A-B	I	106.0	I 70.7	I			I			I
I	A-C	I	82.6	I 55.1	I			I			I
I	ALL	I	561.6	I 374.4	I	25.1	I 0.04	I	25.1	I 0.04	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

Printed at 15:06:55 on 14/04/2016]

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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Run with file:-
"F:\PROJECTS\Development - North Bierley\2016\Modelling\Mill Carr Hill Road_Bradford Road\
Mill Carr Hill Road_Bradford Road_2021_DESIGN_Ghost_Island.vpi"
(drive-on-the-left) at 11:04:17 on Monday, 18 April 2016

RUN INFORMATION

RUN TITLE : Mill Carr Hill Road / Bradford Road
LOCATION : North Bierley
DATE : 06/10/15
CLIENT : Keyland
ENUMERATOR : ovendenc1 [UKLDS2PC27989]
JOB NUMBER : 60221630
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Bradford Road North
ARM B IS Mill Carr Hill Road
ARM C IS Bradford Road South

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 9.74 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 3.50 M.	I
I	- VISIBILITY	I	(VC-B) 250.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 30.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 45.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.80 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	704.51	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	550.23	0.21	0.08	0.13	0.30	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	820.43	0.27	0.27	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2016 AM Base + Development

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS I TOP OF PEAK I FLOW STOPS	I	BEFORE I AT TOP I AFTER	I
I		I	TO RISE I IS REACHED I FALLING	I	PEAK I OF PEAK I PEAK	I
I		I	I	I	I	I
I	ARM A	I	15.00 I 45.00 I 75.00	I	8.24 I 12.36 I 8.24	I
I	ARM B	I	15.00 I 45.00 I 75.00	I	2.20 I 3.30 I 2.20	I
I	ARM C	I	15.00 I 45.00 I 75.00	I	10.57 I 15.86 I 10.57	I

Demand set: 2016 AM Base + Development

TIME	TURNING PROPORTIONS									
	TURNING COUNTS									
	(PERCENTAGE OF H.V.S)									
	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C
07.45 - 09.15										
	ARM A	0.000		0.525		0.475				
		0.0		346.0		313.0				
		(0.0)		(10.0)		(10.0)				
	ARM B	0.534		0.000		0.466				
		94.0		0.0		82.0				
		(10.0)		(0.0)		(10.0)				
	ARM C	0.687		0.313		0.000				
		581.0		265.0		0.0				
		(10.0)		(10.0)		(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	2.21	6.53	0.338		0.00	0.50	7.0		0.23
C-A	7.29								
C-B	3.33	10.23	0.325		0.00	0.47	6.8		0.14
A-B	4.34								
A-C	3.93								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	2.64	5.92	0.445		0.50	0.78	11.0		0.30
C-A	8.71								
C-B	3.97	9.80	0.405		0.47	0.67	9.7		0.17
A-B	5.18								
A-C	4.69								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	3.23	5.04	0.640		0.78	1.63	21.8		0.52
C-A	10.66								
C-B	4.86	9.21	0.528		0.67	1.08	15.4		0.23
A-B	6.35								
A-C	5.74								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	3.23	5.03	0.641		1.63	1.70	25.1		0.55
C-A	10.66								
C-B	4.86	9.21	0.528		1.08	1.10	16.4		0.23
A-B	6.35								
A-C	5.74								

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	2.64	5.91	0.446		1.70	0.83	13.5		0.32	I
I	C-A	8.71									I
I	C-B	3.97	9.80	0.405		1.10	0.69	10.9		0.17	I
I	A-B	5.18									I
I	A-C	4.69									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	2.21	6.52	0.339		0.83	0.52	8.3		0.23	I
I	C-A	7.29									I
I	C-B	3.33	10.23	0.325		0.69	0.49	7.6		0.15	I
I	A-B	4.34									I
I	A-C	3.93									I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	
08.15	0.8	*
08.30	1.6	**
08.45	1.7	**
09.00	0.8	*
09.15	0.5	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	
08.15	0.7	*
08.30	1.1	*
08.45	1.1	*
09.00	0.7	*
09.15	0.5	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-AC	I	242.3	I	161.5	I	86.7	I	0.36	I
I	C-A	I	799.7	I	533.1	I		I	86.8	I
I	C-B	I	364.8	I	243.2	I	66.7	I	0.18	I
I	A-B	I	476.2	I	317.5	I		I		I
I	A-C	I	430.8	I	287.2	I		I		I
I	ALL	I	2313.8	I	1542.5	I	153.5	I	0.07	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	704.51		0.23		0.09	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	I
I	550.23		0.21		0.08		0.13	I
							0.30	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	820.43		0.27		0.27	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	I	SCALE(%)	I
I	A	I	100	I		I
I	B	I	100	I		I
I	C	I	100	I		I

Demand set: 2016 PM Base + Development

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	BEFORE	I
I		I	TO RISE	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I	A	I	15.00	I	7.26	I
I	B	I	15.00	I	5.30	I
I	C	I	15.00	I	10.40	I

Demand set: 2016 PM Base + Development

		TURNING PROPORTIONS									
		TURNING COUNTS									
		(PERCENTAGE OF H.V.S)									
TIME		FROM/TO	ARM	A	ARM	B	ARM	C			
16.45 - 18.15											
		ARM	A	0.000	0.231	0.769					
				0.0	134.0	447.0					
				(0.0)	(10.0)	(10.0)					
		ARM	B	0.568	0.000	0.432					
				241.0	0.0	183.0					
				(10.0)	(0.0)	(10.0)					
		ARM	C	0.882	0.118	0.000					
				734.0	98.0	0.0					
				(10.0)	(10.0)	(0.0)					

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	6.35	6.03	1.053		89.41	94.39	1378.5		14.81	I
I	C-A	11.00									I
I	C-B	1.47	10.11	0.145		0.23	0.17	2.6		0.12	I
I	A-B	2.01									I
I	A-C	6.70									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	5.32	6.58	0.808		94.39	76.51	1281.7		13.14	I
I	C-A	9.21									I
I	C-B	1.23	10.49	0.117		0.17	0.13	2.1		0.11	I
I	A-B	1.68									I
I	A-C	5.61									I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	3.4	***
17.15	12.9	*****
17.30	51.2	*****
17.45	89.4	*****
18.00	94.4	*****
18.15	76.5	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(MIN)	I	(MIN)	I
I		I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-AC	I	583.6	I	389.1	I	4367.7	I
I	C-A	I	1010.3	I	673.5	I		I
I	C-B	I	134.9	I	89.9	I	15.8	I
I	A-B	I	184.4	I	123.0	I		I
I	A-C	I	615.3	I	410.2	I		I
I	ALL	I	2528.5	I	1685.7	I	4383.5	I
							1.73	
							4828.2	
							1.91	

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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Run with file:-
"F:\PROJECTS\Development - North Bierley\2016\Modelling\Mill Carr Hill Road_Bradford Road\
Mill Carr Hill Road_Bradford Road_2021_BASE_Ghost_Island.vpi"
(drive-on-the-left) at 10:45:46 on Monday, 18 April 2016

RUN INFORMATION

RUN TITLE : Mill Carr Hill Road / Bradford Road
LOCATION : North Bierley
DATE : 21/11/13
CLIENT : Keyland
ENUMERATOR : ovendenc1 [UKLDS2PC27989]
JOB NUMBER : 60221630
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Bradford Road North
ARM B IS Mill Carr Hill Road
ARM C IS Bradford Road South

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 9.74 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 3.50 M.	I
I	- VISIBILITY	I	(VC-B)250.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 200.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 45.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	8.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	4.09 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	3.85 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	3.85 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.85 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00	0.00	0.00	0.00		I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	I
I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	820.43	0.27	0.27			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2016 AM Base

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.92	9.49	0.097		0.11	0.11	1.6		0.12
B-A	1.05	5.69	0.184		0.22	0.22	3.3		0.22
C-A	10.66								
C-B	3.58	10.90	0.328		0.48	0.49	7.3		0.14
A-B	4.66								
A-C	5.74								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.75	9.93	0.075		0.11	0.08	1.3		0.11
B-A	0.85	6.55	0.130		0.22	0.15	2.4		0.18
C-A	8.71								
C-B	2.92	11.41	0.256		0.49	0.35	5.4		0.12
A-B	3.81								
A-C	4.69								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	0.63	10.23	0.061		0.08	0.07	1.0		0.10
B-A	0.72	7.16	0.100		0.15	0.11	1.7		0.16
C-A	7.29								
C-B	2.45	11.78	0.208		0.35	0.26	4.1		0.11
A-B	3.19								
A-C	3.93								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.3
08.15	0.3
08.30	0.5
08.45	0.5
09.00	0.3
09.15	0.3

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I			I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I		I			I			I	(MIN/VEH)
I	B-C	I	68.8	I 45.9	I	7.6	I 0.11	I	7.6
I	B-A	I	78.5	I 52.3	I	14.4	I 0.18	I	14.4
I	C-A	I	799.7	I 533.1	I		I	I	
I	C-B	I	268.4	I 178.9	I	32.5	I 0.12	I	32.5
I	A-B	I	349.6	I 233.1	I		I	I	
I	A-C	I	430.8	I 287.2	I		I	I	
I	ALL	I	1995.8	I 1330.5	I	54.4	I 0.03	I	54.4

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WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
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A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	820.43		0.27		0.27	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2016 PM Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	2.26	8.12	0.278		0.38	0.38	5.7		0.17	I
I	B-A	2.99	5.74	0.521		1.04	1.06	15.8		0.36	I
I	C-A	13.47									I
I	C-B	1.38	10.99	0.125		0.14	0.14	2.1		0.10	I
I	A-B	1.87									I
I	A-C	8.20									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	1.84	8.81	0.209		0.38	0.27	4.1		0.14	I
I	B-A	2.44	6.59	0.370		1.06	0.60	9.6		0.24	I
I	C-A	11.00									I
I	C-B	1.12	11.48	0.098		0.14	0.11	1.7		0.10	I
I	A-B	1.53									I
I	A-C	6.70									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	1.54	9.28	0.166		0.27	0.20	3.1		0.13	I
I	B-A	2.05	7.21	0.284		0.60	0.40	6.3		0.19	I
I	C-A	9.21									I
I	C-B	0.94	11.84	0.079		0.11	0.09	1.3		0.09	I
I	A-B	1.28									I
I	A-C	5.61									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	1.0	*
17.45	1.1	*
18.00	0.6	*
18.15	0.4	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I		I		I		I		I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	169.3	I	112.9	I	25.1	I	0.15	I
I	B-A	I	224.4	I	149.6	I	59.9	I	0.27	I
I	C-A	I	1010.3	I	673.5	I	I	I	I	I
I	C-B	I	103.2	I	68.8	I	10.1	I	0.10	I
I	A-B	I	140.4	I	93.6	I	I	I	I	I
I	A-C	I	615.3	I	410.2	I	I	I	I	I
I	ALL	I	2262.8	I	1508.6	I	95.0	I	0.04	I

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*****END OF RUN*****

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"F:\PROJECTS\Development - North Bierley\2016\Modelling\Mill Carr Hill Road_Bradford Road\
Mill Carr Hill Road_Bradford Road_2021_DESIGN_Ghost_Island.vpi"
(drive-on-the-left) at 11:03:49 on Monday, 18 April 2016

RUN INFORMATION

RUN TITLE : Mill Carr Hill Road / Bradford Road
LOCATION : North Bierley
DATE : 06/10/15
CLIENT : Keyland
ENUMERATOR : ovendenc1 [UKLDS2PC27989]
JOB NUMBER : 60221630
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Bradford Road North
ARM B IS Mill Carr Hill Road
ARM C IS Bradford Road South

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 9.74 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 3.50 M.	I
I	- VISIBILITY	I	(VC-B) 250.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 30.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 45.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.80 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	704.51		0.23		0.09	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	550.23		0.21		0.08		0.13		0.30	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	820.43		0.27		0.27	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2021 AM Base + Development

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	BEFORE	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I		I		I		I
I	ARM A	I	15.00	I	8.82	I
I	ARM B	I	15.00	I	2.31	I
I	ARM C	I	15.00	I	11.40	I

Demand set: 2021 AM Base + Development

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME		FROM/TO	ARM	A	ARM	B	ARM	C	
07.45 - 09.15									
		ARM	A	0.000	0.520	0.480			
				0.0	367.0	339.0			
				(0.0)	(10.0)	(10.0)			
		ARM	B	0.535	0.000	0.465			
				99.0	0.0	86.0			
				(10.0)	(0.0)	(10.0)			
		ARM	C	0.691	0.309	0.000			
				630.0	282.0	0.0			
				(10.0)	(10.0)	(0.0)			

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	2.77	5.62	0.493		2.48	1.02	17.1		0.38	I
I	C-A	9.44									I
I	C-B	4.23	9.62	0.439		1.33	0.80	12.6		0.19	I
I	A-B	5.50									I
I	A-C	5.08									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	2.32	6.28	0.369		1.02	0.60	9.6		0.26	I
I	C-A	7.90									I
I	C-B	3.54	10.07	0.351		0.80	0.55	8.6		0.15	I
I	A-B	4.60									I
I	A-C	4.25									I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.9	*
08.30	2.3	**
08.45	2.5	**
09.00	1.0	*
09.15	0.6	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	0.8	*
08.30	1.3	*
08.45	1.3	*
09.00	0.8	*
09.15	0.5	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-AC	I	254.6	I	169.8	I	113.2	I	0.44	I
I	C-A	I	867.1	I	578.1	I		I	113.3	I
I	C-B	I	388.2	I	258.8	I	78.1	I	0.20	I
I	A-B	I	505.1	I	336.8	I		I		I
I	A-C	I	466.6	I	311.1	I		I		I
I	ALL	I	2481.7	I	1654.5	I	191.3	I	0.08	I

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*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	704.51		0.23		0.09	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	I
I	550.23		0.21		0.08		0.13	I
							0.30	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	820.43		0.27		0.27	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	I	SCALE(%)	I
I	A	I	100	I		I
I	B	I	100	I		I
I	C	I	100	I		I

Demand set: 2021 PM Base + Development

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	BEFORE	I
I		I	TO RISE	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I	A	I	15.00	I	7.85	I
I	B	I	15.00	I	5.60	I
I	C	I	15.00	I	11.25	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	6.71	5.75	1.168		122.01	136.53	1939.0		21.98	I
I	C-A	11.93									I
I	C-B	1.56	9.93	0.157		0.25	0.19	2.9		0.12	I
I	A-B	2.14									I
I	A-C	7.27									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	5.62	6.35	0.885		136.53	126.28	1971.1		20.85	I
I	C-A	9.99									I
I	C-B	1.30	10.33	0.126		0.19	0.15	2.2		0.11	I
I	A-B	1.79									I
I	A-C	6.09									I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	5.0	*****
17.15	21.4	*****
17.30	71.8	*****
17.45	122.0	*****
18.00	136.5	*****
18.15	126.3	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(MIN)	I	(MIN)	I
I		I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-AC	I	616.6	I	411.1	I	6321.2	I
I	C-A	I	1095.6	I	730.4	I	10.25	I
I	C-B	I	143.1	I	95.4	I	17.4	I
I	A-B	I	196.8	I	131.2	I	0.12	I
I	A-C	I	667.6	I	445.0	I	17.4	I
I	ALL	I	2719.8	I	1813.2	I	6338.6	I
I		I		I		I	2.33	I
I		I		I		I	7594.1	I
I		I		I		I	2.79	I

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*****END OF RUN*****

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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Run with file:-
"F:\PROJECTS\Development - North Bierley\2016\Modelling\Mill Carr Hill Road_Bradford Road\
Mill Carr Hill Road_Bradford Road_2021_BASE_Ghost_Island.vpi"
(drive-on-the-left) at 10:59:30 on Monday, 18 April 2016

RUN INFORMATION

RUN TITLE : Mill Carr Hill Road / Bradford Road
LOCATION : North Bierley
DATE : 21/11/13
CLIENT : Keyland
ENUMERATOR : ovendenc1 [UKLDS2PC27989]
JOB NUMBER : 60221630
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Bradford Road North
ARM B IS Mill Carr Hill Road
ARM C IS Bradford Road South

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 9.74 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 3.50 M.	I
I	- VISIBILITY	I	(VC-B)250.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 200.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 45.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	8.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	4.09 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	3.85 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	3.85 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.85 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00	0.00	0.00	0.00		I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	I
I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	820.43	0.27	0.27			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2021 AM Base

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-C	0.99	9.26	0.107		0.12	0.12	1.8		0.12	I
I	B-A	1.14	5.31	0.214		0.27	0.27	4.0		0.24	I
I	C-A	11.56									I
I	C-B	3.87	10.68	0.363		0.56	0.56	8.4		0.15	I
I	A-B	5.05									I
I	A-C	6.22									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-C	0.81	9.75	0.083		0.12	0.09	1.4		0.11	I
I	B-A	0.93	6.23	0.149		0.27	0.18	2.8		0.19	I
I	C-A	9.44									I
I	C-B	3.16	11.23	0.282		0.56	0.40	6.1		0.12	I
I	A-B	4.12									I
I	A-C	5.08									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-C	0.68	10.09	0.067		0.09	0.07	1.1		0.11	I
I	B-A	0.78	6.90	0.113		0.18	0.13	2.0		0.16	I
I	C-A	7.90									I
I	C-B	2.65	11.62	0.228		0.40	0.30	4.6		0.11	I
I	A-B	3.45									I
I	A-C	4.25									I

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.1

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.3
08.15	0.4
08.30	0.6
08.45	0.6
09.00	0.4
09.15	0.3

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	74.3	I	49.6	I	8.4	I	0.11	I
I	B-A	I	85.3	I	56.9	I	17.0	I	0.20	I
I	C-A	I	867.1	I	578.1	I		I		I
I	C-B	I	290.4	I	193.6	I	37.2	I	0.13	I
I	A-B	I	378.5	I	252.3	I		I		I
I	A-C	I	466.6	I	311.1	I		I		I
I	ALL	I	2162.4	I	1441.6	I	62.5	I	0.03	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B		I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		820.43		0.27		0.27			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I		I			I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2021 PM Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	2.46	7.79	0.316		0.45	0.46	6.8		0.19	I
I	B-A	3.23	5.34	0.605		1.42	1.47	21.8		0.47	I
I	C-A	14.61									I
I	C-B	1.49	10.76	0.138		0.16	0.16	2.4		0.11	I
I	A-B	2.04									I
I	A-C	8.90									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	2.01	8.57	0.234		0.46	0.31	4.8		0.15	I
I	B-A	2.64	6.27	0.421		1.47	0.75	12.0		0.28	I
I	C-A	11.93									I
I	C-B	1.21	11.30	0.107		0.16	0.12	1.9		0.10	I
I	A-B	1.66									I
I	A-C	7.27									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	1.68	9.10	0.185		0.31	0.23	3.5		0.14	I
I	B-A	2.21	6.94	0.318		0.75	0.48	7.5		0.21	I
I	C-A	9.99									I
I	C-B	1.02	11.68	0.087		0.12	0.10	1.5		0.09	I
I	A-B	1.39									I
I	A-C	6.09									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.3
18.15	0.2

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.7	*
17.30	1.4	*
17.45	1.5	*
18.00	0.7	*
18.15	0.5	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I		I		I		I		I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	184.4	I	123.0	I	29.3	I	0.16	I
I	B-A	I	242.3	I	161.5	I	77.1	I	0.32	I
I	C-A	I	1095.6	I	730.4	I		I		I
I	C-B	I	111.5	I	74.3	I	11.2	I	0.10	I
I	A-B	I	152.8	I	101.9	I		I		I
I	A-C	I	667.6	I	445.0	I		I		I
I	ALL	I	2454.2	I	1636.1	I	117.6	I	0.05	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

Appendix F TRANSYT Outputs

TRANSYT 15	
Version: 15.0.4.3457 [] © Copyright TRL Limited, 2016	
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Last run: 15/04/2016 08:35:41

Analysis Set used for last run: A1 - (untitled)

Filename: Bradford Road_Car Hill Road 2021_Base + Dev AM.t15

Path: F:\PROJECTS GENERAL\Highways General\DP General\TRANSYT Bradford

Report generation date: 15/04/2016 08:36:06

-
- » Network Diagrams
 - « A1 - (untitled) *: D1 - (untitled)*
 - » Summary
 - » Network Options
 - » Traffic Nodes
 - » Arms and Traffic Streams
 - » Pedestrian Crossings
 - » Local OD Matrix - Local Matrix: 1
 - » Local OD Matrix - Local Matrix: Ped
 - » Signal Timings
 - » TRANSYT 12 Tables
 - » Traffic Stream Results
 - » Pedestrian Crossing Results
 - » Network Results
 - » Point to Point Journey Time
 - » Final Prediction Table
 - » Results - Link
 - » Results - Traffic Stream
 - » Data Entry - Stage Start and End
 - » Data Entry - Phase
 - » Data Entry - Traffic Stream
 - » Data entry - Link
 - » Results - Pedestrian

File summary

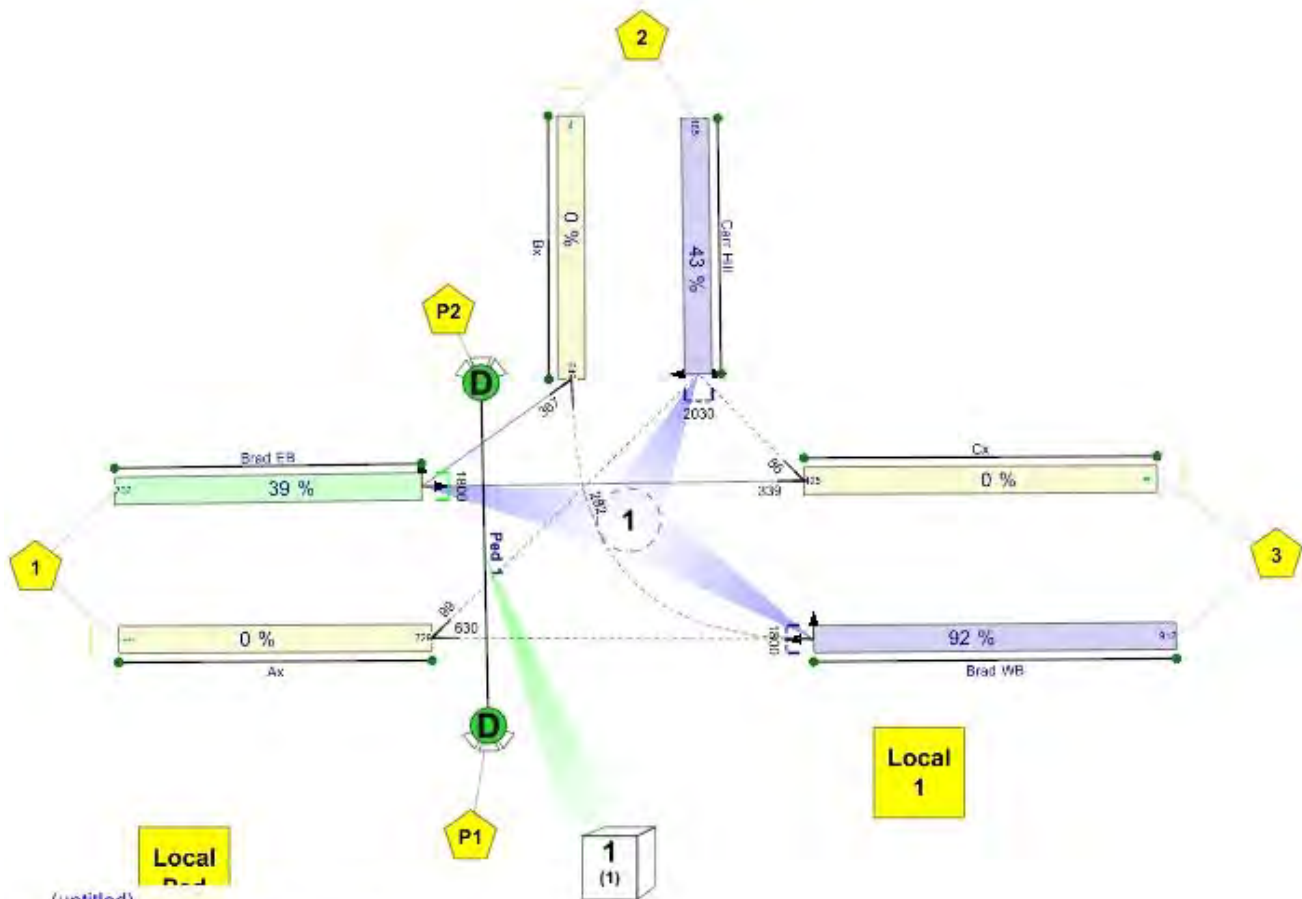
File Description

Title	(untitled)
Location	
Site Number	
UTCRegion	
Driving Side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\searlej
Description	

Units

Cost Units	Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units
£	kph	m	mpg	l/h

Network Diagrams



(untitled)

Cycletime 0s / 60s . Timesteps 59 / 60

Diagram produced using TRANSYT 15.0.4.3457

A1 - (untitled) *: D1 - (untitled)*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Modelling Start Time (HH:mm)	Network Cycle Time (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Network Within Capacity
08:00	60	5.01	92.15	Brad WB/1	1	12	

Network Options

Network Timings

Network Cycle Time (s)	Time Segment Length (min)
60	60

Signals Options

Start Displacement (s)	End Displacement (s)
2	3

Traffic Options

Traffic Model	Vehicle Flow Scaling Factor (%)	Pedestrian Flow Scaling Factor (%)	Cruise Times Or Speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Optimisation Options

Enable Optimisation	Auto Redistribute	Optimisation Level	Enable Out Profile Accuracy
✓	✓	Offsets And Green Splits	✓

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian Monetary Value Of Delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

ID	Name	Description
1	(untitled)	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic Node
Ax	(untitled)		
Brad EB			1
Brad WB			1
Bx	(untitled)		
Carr Hill	Carr Hill Road		1
Cx	(untitled)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto Length	Length (m)	Has Restricted Flow	Saturation Flow Source	Saturation Flow (PCU/hr)	Is Signal Controlled	Is Give Way	Traffic Type
Ax	1	(untitled)			100.00						Normal
Brad EB	1	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Brad WB	1	(untitled)			100.00	✓	SumOfLanes	1800		✓	Normal
Bx	1	(untitled)			100.00						Normal
Carr Hill	3	(untitled)			100.00	✓	SumOfLanes	2030		✓	Normal
Cx	1	(untitled)			100.00						Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation Flow (PCU/hr)
Ax	1	1	(untitled)			
Brad EB	1	1	(untitled)			1800
Brad WB	1	1	(untitled)			1800
Bx	1	1	(untitled)			
Carr Hill	3	1	(untitled)			2030
Cx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic Model	Stop Weighting Multiplier (%)	Delay Weighting Multiplier (%)	Assignment Cost Weighting (%)	Exclude From Results Calculation	Max Queue Storage (PCU)	Has Queue Limit
Ax	1	NetworkDefault	100	100	100		0.00	
Brad EB	1	NetworkDefault	100	100	100		0.00	
Brad WB	1	NetworkDefault	100	100	100		0.00	
Bx	1	NetworkDefault	100	100	100		0.00	
Carr Hill	3	NetworkDefault	100	100	100		0.00	
Cx	1	NetworkDefault	100	100	100		0.00	

Normal - Modelling

Arm	Traffic Stream	Stop Weighting (%)	Delay Weighting (%)
Ax	1	100	100
Brad EB	1	100	100
Brad WB	1	100	100
Bx	1	100	100
Carr Hill	3	100	100
Cx	1	100	100

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Ax	1	729	729
Brad EB	1	706	706
Brad WB	1	912	912
Bx	1	649	649
Carr Hill	3	185	185
Cx	1	425	425

Entry Sources

Arm	Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)
Brad EB	1	12.00	30.00
Brad WB	1	12.00	30.00
Carr Hill	3	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source Type	Source Traffic Stream	Destination Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)	Auto Turning Radius	Traffic Turn Style	Turning Radius (m)
Ax	1	1	TrafficStream	Carr Hill/3	Ax/1	12.00	30.00	✓	Straight	Straight Movement
Bx	1	1	TrafficStream	Brad EB/1	Bx/1	12.00	30.00	✓	Nearside	58.97
Cx	1	1	TrafficStream	Brad EB/1	Cx/1	12.00	30.00	✓	Straight	Straight Movement
Ax	1	2	TrafficStream	Brad WB/1	Ax/1	12.00	30.00	✓	Straight	Straight Movement
Bx	1	2	TrafficStream	Brad WB/1	Bx/1	12.00	30.00	✓	Straight	Straight Movement
Cx	1	2	TrafficStream	Carr Hill/3	Cx/1	12.00	30.00	✓	Nearside	58.15

Give Way Data

Arm	Traffic Stream	Opposed Traffic	Use Step-wise Opposed Turn Model	Number Of Storage Spaces	Use Connector Turning Radius	Radius Of Turn (m)
Brad WB	1	Movement	✓	2	✓	99999.00
Carr Hill	3	Movement			✓	

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination Traffic Stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage Opposed (%)
Brad WB	1	1	Ax/1		1800	100
Brad WB	1	2	Bx/1		1800	100
Carr Hill	3	1	Ax/1	550	2030	100
Carr Hill	3	2	Cx/1	705	2030	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination Traffic Stream	Description	Controlling Type	Controlling Traffic Stream	Controlling From Traffic Stream	Controlling To Traffic Stream	Percentage Opposing (%)	Slope Coefficient	Upstream Signals Visible	C
Brad WB	1	2	Bx/1		TrafficStream	Brad EB/1			100			
Carr Hill	3	1	Ax/1		TrafficStreamMovement		Brad EB/1	Cx/1	100	0.21	✓	
Carr Hill	3	1	Ax/1		TrafficStream	Brad WB/1			100	0.13		
Carr Hill	3	2	Cx/1		TrafficStream	Brad EB/1			100	0.23		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic Node	Allow Walk On Red	Length (m)	Cruise Time (seconds)	Cruise Speed (kph)
Ped 1	(untitled)				3.00	2.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller Stream	Phase	Phase2 Enabled
Ped 1	1	D	

Pedestrian Crossings - Sides

Crossing	Side	Pedestrian Crossing Style	Pedestrian Look Direction	Saturation Flow (Ped/hr)
Ped 1	1	Pavement	LookRight	11000
Ped 1	2	Pavement	LookLeft	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay Weighting (%)	Assignment Cost Weighting (%)	Exclude From Results Calculation	Max Queue Storage (Ped)	Has Queue Limit
Ped 1	1	100	100		0.00	
Ped 1	2	100	100		0.00	

Local OD Matrix - Local Matrix: 1

Normal Input Flows (PCU/hr)

	To		
	1	2	3
From	1	0	367
	2	99	0
	3	630	282

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits
1	1	(untitled)	Brad EB/1	Ax/1
1	2	(untitled)	Carr Hill/3	Bx/1
1	3	(untitled)	Brad WB/1	Cx/1

Normal Paths and Flows

OD Matrix	Path	Description	From Location	To Location	Path Items	Allocation Type	Normal Calculated Flow (PCU/hr)
1	1		3	1	Brad WB/1,Ax/1	Normal	630
1	2		3	2	Brad WB/1,Bx/1	Normal	282
1	3		1	2	Brad EB/1,Bx/1	Normal	367
1	4		1	3	Brad EB/1,Cx/1	Normal	339
1	5		2	1	Carr Hill/3,Ax/1	Normal	99
1	6		2	3	Carr Hill/3,Cx/1	Normal	86

Local OD Matrix - Local Matrix: Ped

Normal Input Flows not shown as they are blank.

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

	To		
		P1	P2
	From	P1	P2
		0	100
		100	0

Locations

OD Matrix	Location	Name	Entries	Exits
Ped	P1	(untitled)	Ped 1:2E	Ped 1:2X
Ped	P2	(untitled)	Ped 1:1E	Ped 1:1X

Pedestrian Paths and Flows

OD Matrix	Path	Description	From Location	To Location	Path Items	Allocation Type	Pedestrian Calculated Flow (Ped/hr)
Ped	1		P1	P2	Ped 1:2E,Ped 1:1X	Normal	100
Ped	2		P2	P1	Ped 1:1E,Ped 1:2X	Normal	100

Signal Timings

Network Default: 60s cycle time; 60 steps

Controller Stream 1

Controller Stream	Name	Description	Use Sequence
1	Ped Crossing		2

Controller Stream 1 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Enable Stage Constraint
1	✓	✓	

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type	Blackout Time (s)
1	D	(untitled)	7	0	0	Pedestrian	0

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
1	1	D	1
1	2	D	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs
1	2	(untitled)	Single	2,1

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
1	1	✓	2	D	33	34	1	1	1
1	2	✓	1	D	34	33	59	1	1

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
1	D	1	✓	0	0	60

Intergreen Matrix for Controller Stream 1

	To
From	D
	D

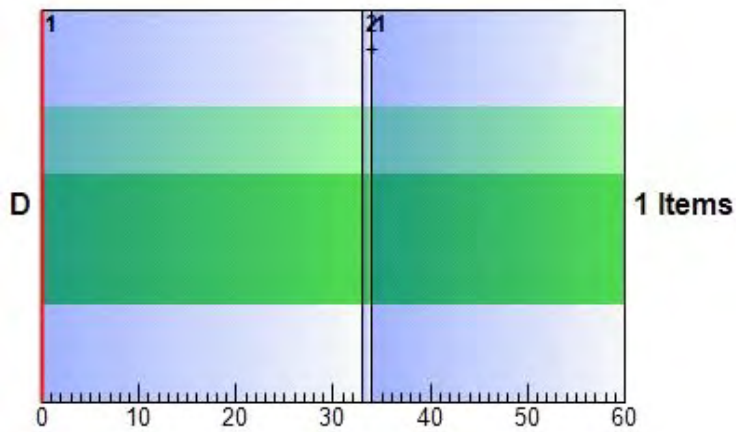
Interstage Matrix for Controller Stream 1

	To
From	1 2
	1 0 0
	2 0 0

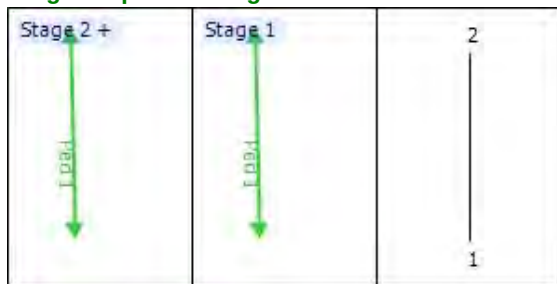
Banned Stage transitions for Controller Stream 1

	To
From	1 2
	1
	2

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

ID	Stage	Is Base Stage	Library Stage ID	Phases In This Stage
1	1	✓	2	D
1	2	✓	1	D

Resultant Phase Green Periods

ID	ID	Green Period	TRANSYT Starting Stage (s)	TRANSYT Ending Stage (s)	TRANSYT Start Lag (s)	TRANSYT End Lag (s)
1	D	1	1	1	27	27

Stage Timings (TRANSYT 12 timings)

Network Default: 60s cycle time; 60 steps

Controller Stream	Number of Stages	Stage 1	Stage 2
1	2	33	34

Traffic Stream Results

Traffic Stream Results: Vehicle Summary

Time Segment	Arm	Traffic Stream	Degree Of Saturation (%)	Practical Reserve Capacity	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Mean Max Queue (PCU)	Utilised Storage (%)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	Ax	1	0	Unrestricted	729	Unrestricted	60	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Brad EB	1	39	129	706	1800	60	0.64	0.13	0.73	1.80	0.00	1.80
08:00-09:00	Brad WB	1	92!	-2	912	990	60	18.64	4.72	27.15	67.05	0.00	67.05
08:00-09:00	Bx	1	0	Unrestricted	649	Unrestricted	60	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Carr Hill	3	43	108	185	427	60	3.21	0.16	0.95	2.34	0.00	2.34
08:00-09:00	Cx	1	0	Unrestricted	425	Unrestricted	60	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows And Signals

Time Segment	Arm	Traffic Stream	Calculated Flow Entering (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Calculated Sat Flow	Calculated Capacity	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity	Mean Modulus Of Error	Flow On Red Per Cycle (PCU)	Actual Green (s (per cycle))	Eff Gr (c)
08:00-09:00	Ax	1	729	0		Unrestricted	Unrestricted	0		Unrestricted	0.00	0.0	60	
08:00-09:00	Brad EB	1	706	0		1800	1800	39		129	0.00	0.0	60	
08:00-09:00	Brad WB	1	912	0		990	990	92!	✓	-2	0.00	0.0	60	
08:00-09:00	Bx	1	649	0		Unrestricted	Unrestricted	0		Unrestricted	0.00	0.0	60	
08:00-09:00	Carr Hill	3	185	0		427	427	43		108	0.00	0.0	60	
08:00-09:00	Cx	1	425	0		Unrestricted	Unrestricted	0		Unrestricted	0.00	0.0	60	

Traffic Stream Results: Stops And Delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Weighted Cost Of Stops (£ per hr)
08:00-09:00	Ax	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Brad EB	1	12.00	0.64	0.00	0.13	1.80	0.00	0.00	0.00	0.00
08:00-09:00	Brad WB	1	12.00	18.64	0.00	4.72	67.05	0.00	0.00	0.00	0.00
08:00-09:00	Bx	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Carr Hill	3	12.00	3.21	0.00	0.16	2.34	0.00	0.00	0.00	0.00
08:00-09:00	Cx	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues And Blocking

Time Segment	Arm	Traffic Stream	Mean Max Queue (PCU)	Max Queue Storage (PCU)	Utilised Storage (%)	Average Link Excess Queue (PCU)	Average Limit Excess Queue (PCU)	Excess Queue Penalty (£ per hr)
08:00-09:00	Ax	1	0.00	17.39	0.00	0.00	0.00	0.00
08:00-09:00	Brad EB	1	0.13	17.39	0.73	0.00	0.00	0.00
08:00-09:00	Brad WB	1	4.72	17.39	27.15	0.00	0.00	0.00
08:00-09:00	Bx	1	0.00	17.39	0.00	0.00	0.00	0.00
08:00-09:00	Carr Hill	3	0.16	17.39	0.95	0.00	0.00	0.00
08:00-09:00	Cx	1	0.00	17.39	0.00	0.00	0.00	0.00

Traffic Stream Results: Journey Times

Time Segment	Arm	Traffic Stream	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Journey Time Per PCU (s)
08:00-09:00	Ax	1	72.90	2.43	30.00	12.00
08:00-09:00	Brad EB	1	70.60	2.48	28.47	12.64
08:00-09:00	Brad WB	1	91.20	7.76	11.75	30.64
08:00-09:00	Bx	1	64.90	2.16	30.00	12.00
08:00-09:00	Carr Hill	3	18.50	0.78	23.67	15.21
08:00-09:00	Cx	1	42.50	1.42	30.00	12.00

Pedestrian Crossing Results

Pedestrian Crossing Results: Pedestrian Summary

Time Segment	Crossing	Side	Degree Of Saturation (%)	Calculated Flow Entering (Ped/hr)	Calculated Sat Flow (Ped/hr)	Actual Green (s (per cycle))	Mean Delay Per Ped (s)	Mean Max Queue (Ped)	Weighted Cost Of Delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	Ped 1	1	1	100	11000	60	0.00	0.00	0.00	0.00
08:00-09:00	Ped 1	2	1	100	11000	60	0.00	0.00	0.00	0.00

Pedestrian Crossing Results: Flows And Signals

Time Segment	Crossing	Side	Calculated Flow Entering (Ped/hr)	Flow Discrepancy (Ped/hr)	Adjusted Flow Warning	Calculated Sat Flow (Ped/hr)	Calculated Capacity (Ped/hr)	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Mean Modulus Of Error	Flow On Red Per Cycle (Ped)	Actual Green (s (per cycle))	Effective Green (s (per cycle))
08:00-09:00	Ped 1	1	100	0		11000	11000	1		9800	0.00	0.0	60	60
08:00-09:00	Ped 1	2	100	0		11000	11000	1		9800	0.00	0.0	60	60

Pedestrian Crossing Results: Stops And Delays

Time Segment	Crossing	Side	Mean Cruise Time Per Ped (s)	Mean Delay Per Ped (s)	Uniform Delay (Ped-hr/hr)	Random Plus Oversat Delay (Ped-hr/hr)	Weighted Cost Of Delay (£ per hr)
08:00-09:00	Ped 1	1	3.00	0.00	0.00	0.00	0.00
08:00-09:00	Ped 1	2	3.00	0.00	0.00	0.00	0.00

Pedestrian Crossing Results: Queues And Blocking

Time Segment	Crossing	Side	Mean Max Queue (Ped)	Max Queue Storage (Ped)	Utilised Storage (%)	Average Link Excess Queue (Ped)	Average Limit Excess Queue (Ped)	Excess Queue Penalty (£ per hr)
08:00-09:00	Ped 1	1	0.00	10.00	0.00	0.00	0.00	0.00
08:00-09:00	Ped 1	2	0.00	10.00	0.00	0.00	0.00	0.00

Pedestrian Crossing Results: Journey Times

Time Segment	Crossing	Side	Distance Travelled (Ped-km/hr)	Time Spent (Ped-hr/hr)	Mean Journey Speed (kph)	Journey Time Per Ped (s)
08:00-09:00	Ped 1	1	1.30	0.08	15.60	3.00
08:00-09:00	Ped 1	2	1.30	0.08	15.60	3.00

Network Results

Run Summary

Modelling Start Time (HH:mm)	Network Cycle Time (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Network Within Capacity
08:00	60	5.01	92.15	Brad WB/1	1	12	

Network Results: Vehicle Summary

Time Segment	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Calculated Flow Entering (PCU/hr)	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	92!	-2	3606	360	4.74	71.19	0.00	71.19

Network Results: Pedestrian Summary

Time Segment	Degree Of Saturation (%)	Calculated Flow Entering (Ped/hr)	Actual Green (s (per cycle))	Mean Delay Per Ped (s)	Weighted Cost Of Delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	92!	200	120	0.00	0.00	0.00

Network Results: Flows And Signals

Time Segment	Calculated Flow Entering (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Actual Green (s (per cycle))	Effective Green (s (per cycle))
08:00-09:00	3806	0		92!	✓	-2	480	480

Network Results: Stops And Delays

Time Segment	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Weighted Cost Of Stops (£ per hr)
08:00-09:00	11.53	4.74	0.00	5.01	71.19	0.00	0.00	0.00	0.00

Network Results: Queues And Blocking

Time Segment	Max Queue Storage (PCU)	Excess Queue Penalty (£ per hr)
08:00-09:00	124.35	0.00

Network Results: Journey Times

Time Segment	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)
08:00-09:00	363.20	17.20	21.12

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

	To			
From		1	2	3
	1	0.0	24.6	24.6
	2	27.2	0.0	27.2
	3	42.6	42.6	0.0

Path Journey Time

Path	Normal Calculated Flow (PCU/hr)	Normal Journey Time (s)	Calculated Total Flow (PCU/hr)	Avg Journey Time (s)
1	630	42.64	630	42.64
2	282	42.64	282	42.64
3	367	24.64	367	24.64
4	339	24.64	339	24.64
5	99	27.21	99	27.21
6	86	27.21	86	27.21

Average Journey Time (s) for Local Matrix: Ped

	To		
From		P1	P2
	P1	0.0	3.0
	P2	3.0	0.0

Path Journey Time

Path	Pedestrian Calculated Flow (Ped/hr)	Pedestrian Journey Time (s)	Calculated Total Flow (PCU/hr)	Avg Journey Time (s)
1	100	3.00	100	3.00
2	100	3.00	100	3.00

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE			PER PCU			QUEUES	WEIGHTS		PE
Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow	Actual Green (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	
Ax	1	(untitled)		729	Unrestricted	60	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	
Brad EB	1	(untitled)	1	706	1800	60	39	129	12.64	0.64	0.00	0.13	100	100	
Brad WB	1	(untitled)	1	912	990	60	92!	-2	30.64	18.64	0.00	4.72	100	100	
Bx	1	(untitled)		649	Unrestricted	60	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	
Carr Hill	3	(untitled)	1	185	427	60	43	108	15.21	3.21	0.00	0.16	100	100	
Cx	1	(untitled)		425	Unrestricted	60	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PENA
Pedestrian	Side	Name	Traffic Node	Controller Stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated Sat Flow (Ped/hr)	Actual Green (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per Ped (s)	Mean Delay Per Ped (s)	Mean Max Queue (Ped)	Delay Weighting (%)	P.
Ped 1	1	(untitled)		1	D	100	11000	60	1	9800	3.00	0.00	0.00	100	0.
Ped 1	2	(untitled)		1	D	100	11000	60	1	9800	3.00	0.00	0.00	100	0.

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	363.20	17.20	21.12	0.00	5.01	71.19	0.00	0.00	71.19
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PEDESTRIANS	2.60	0.17	15.60	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	360.60	17.03	21.17	0.00	5.01	71.19	0.00	0.00	71.19

- 1 B = at least one source for this link carries buses
- 1 T = at least one source for this link carries trams
- 1 P = this link is a pedestrian link
- 1 < = adjusted flow warning (upstream links are over-saturated)
- 1 != DoS threshold exceeded
- 1 f = average saturation flow for flared link
- 1 * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- 1 ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- 1 + = average link excess queue is greater than 0
- 1 P.I. = PERFORMANCE INDEX

Results - Link

Results - Traffic Stream

Results - Traffic Stream: Vehicle Summary

Time Segment	Arm	Traffic Stream	Name	Phase	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow	Actual Green (s (per cycle))	Calculated Capacity	Degree Of Saturation (%)	Practical Reserve Capacity	Mean Delay Per PCU (s)	Mean Max Queue (PCU)	Utilised Storage (%)	Journey Time Per PCU (s)
08:00-09:00	Ax	1	(untitled)		729	Unrestricted	60	Unrestricted	0	Unrestricted	0.00	0.00	0.00	12.00
08:00-09:00	Brad EB	1	(untitled)		706	1800	60	1800	39	129	0.64	0.13	0.73	12.64
08:00-09:00	Brad WB	1	(untitled)		912	990	60	990	92!	-2	18.64	4.72	27.15	30.64
08:00-09:00	Bx	1	(untitled)		649	Unrestricted	60	Unrestricted	0	Unrestricted	0.00	0.00	0.00	12.00
08:00-09:00	Carr Hill	3	(untitled)		185	427	60	427	43	108	3.21	0.16	0.95	15.21
08:00-09:00	Cx	1	(untitled)		425	Unrestricted	60	Unrestricted	0	Unrestricted	0.00	0.00	0.00	12.00

Data Entry - Stage Start and End

Stage

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	Split (%)	User Stage Minimum (s)	Stage Minimum (s)
1	1	✓	2	D	33	34	1	2	1	1
1	2	✓	1	D	34	33	59	98	1	1

Data Entry - Phase

Phase

Controller Stream	Phase	ID	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
1	D	D	7	300	0	0	Pedestrian

Data Entry - Traffic Stream

Traffic Stream

Arm	Traffic Stream	Auto Length	Length (m)	Traffic Model	Max Queue Storage (PCU)	Traffic Type	Has Restricted Flow	Is Signal Controlled	Is Give Way	Saturation Flow Source	Saturation Flow (PCU/hr)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)
Ax	1		100.00	NetworkDefault	0.00	Normal						100	100
Brad EB	1		100.00	NetworkDefault	0.00	Normal	✓			SumOfLanes	1800	100	100
Brad WB	1		100.00	NetworkDefault	0.00	Normal	✓		✓	SumOfLanes	1800	100	100
Bx	1		100.00	NetworkDefault	0.00	Normal						100	100
Carr Hill	3		100.00	NetworkDefault	0.00	Normal	✓		✓	SumOfLanes	2030	100	100
Cx	1		100.00	NetworkDefault	0.00	Normal						100	100

Data entry - Link

Results - Pedestrian

Results - Pedestrian: Pedestrian Summary

Time Segment	Pedestrian Crossing	Side	Calculated Flow Entering (Ped/hr)	Degree Of Saturation (%)	Actual Green (s (per cycle))	Effective Green (s (per cycle))	Mean Delay Per Ped (s)	Mean Max Queue (Ped)	Flow During Before Green (Ped/hr)	Flow During Green (Ped/hr)	Flow During After Green (Ped/hr)	Flow During Gap Accepting (Ped/hr)
08:00-09:00	Ped 1	1	100	1	60	60	0.00	0.00				
08:00-09:00	Ped 1	2	100	1	60	60	0.00	0.00				



TRANSYT 15

Version: 15.0.4.3457
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Last run: 15/04/2016 08:34:18

Analysis Set used for last run: A1 - (untitled)

Filename: Bradford Road_Car Hill Road 2021_Base + Dev PM.t15

Path: F:\PROJECTS GENERAL\Highways General\DP General\TRANSYT Bradford

Report generation date: 15/04/2016 08:34:33

» Network Diagrams

« A1 - (untitled) *: D1 - (untitled)*

» Summary

» Network Options

» Traffic Nodes

» Arms and Traffic Streams

» Pedestrian Crossings

» Local OD Matrix - Local Matrix: 1

» Local OD Matrix - Local Matrix: Ped

» Signal Timings

» TRANSYT 12 Tables

» Traffic Stream Results

» Pedestrian Crossing Results

» Network Results

» Point to Point Journey Time

» Final Prediction Table

» Results - Link

» Results - Traffic Stream

» Data Entry - Stage Start and End

» Data Entry - Phase

» Data Entry - Traffic Stream

» Data entry - Link

» Results - Pedestrian

File summary

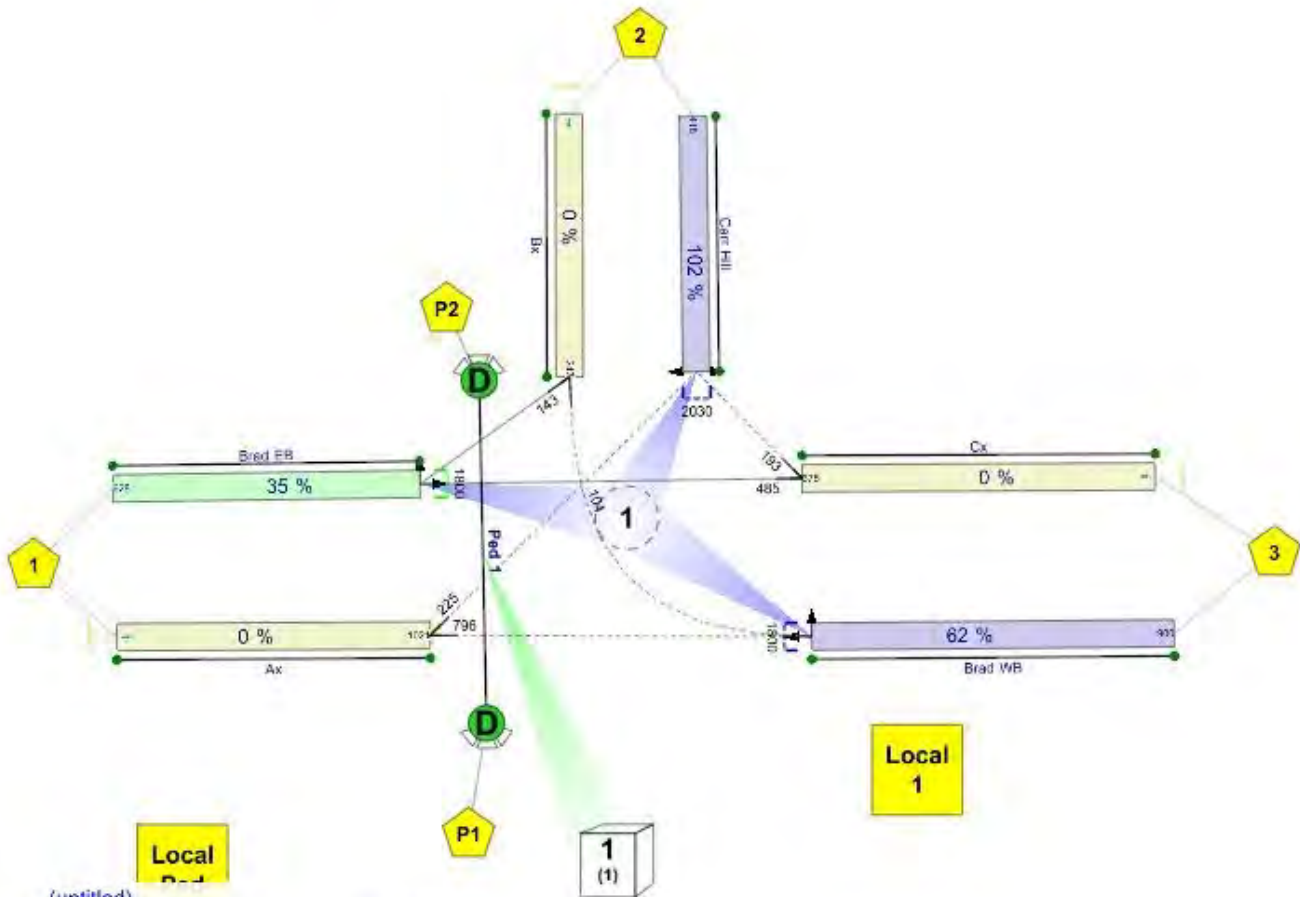
File Description

Title	(untitled)
Location	
Site Number	
UTCRegion	
Driving Side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\searlej
Description	

Units

Cost Units	Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units
£	kph	m	mpg	l/h

Network Diagrams



(untitled)

Cycletime 0s / 60s , Timesteps 59 / 60

Diagram produced using TRANSYT 15.0.4.3457

A1 - (untitled) *: D1 - (untitled)*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Modelling Start Time (HH:mm)	Network Cycle Time (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Network Within Capacity
08:00	60	13.04	102.37	Carr Hill/3	1	12	

Network Options

Network Timings

Network Cycle Time (s)	Time Segment Length (min)
60	60

Signals Options

Start Displacement (s)	End Displacement (s)
2	3

Traffic Options

Traffic Model	Vehicle Flow Scaling Factor (%)	Pedestrian Flow Scaling Factor (%)	Cruise Times Or Speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Optimisation Options

Enable Optimisation	Auto Redistribute	Optimisation Level	Enable Out Profile Accuracy
✓	✓	Offsets And Green Splits	✓

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian Monetary Value Of Delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

ID	Name	Description
1	(untitled)	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic Node
Ax	(untitled)		
Brad EB			1
Brad WB			1
Bx	(untitled)		
Carr Hill	Carr Hill Road		1
Cx	(untitled)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto Length	Length (m)	Has Restricted Flow	Saturation Flow Source	Saturation Flow (PCU/hr)	Is Signal Controlled	Is Give Way	Traffic Type
Ax	1	(untitled)			100.00						Normal
Brad EB	1	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Brad WB	1	(untitled)			100.00	✓	SumOfLanes	1800		✓	Normal
Bx	1	(untitled)			100.00						Normal
Carr Hill	3	(untitled)			100.00	✓	SumOfLanes	2030		✓	Normal
Cx	1	(untitled)			100.00						Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation Flow (PCU/hr)
Ax	1	1	(untitled)			
Brad EB	1	1	(untitled)			1800
Brad WB	1	1	(untitled)			1800
Bx	1	1	(untitled)			
Carr Hill	3	1	(untitled)			2030
Cx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic Model	Stop Weighting Multiplier (%)	Delay Weighting Multiplier (%)	Assignment Cost Weighting (%)	Exclude From Results Calculation	Max Queue Storage (PCU)	Has Queue Limit
Ax	1	NetworkDefault	100	100	100		0.00	
Brad EB	1	NetworkDefault	100	100	100		0.00	
Brad WB	1	NetworkDefault	100	100	100		0.00	
Bx	1	NetworkDefault	100	100	100		0.00	
Carr Hill	3	NetworkDefault	100	100	100		0.00	
Cx	1	NetworkDefault	100	100	100		0.00	

Normal - Modelling

Arm	Traffic Stream	Stop Weighting (%)	Delay Weighting (%)
Ax	1	100	100
Brad EB	1	100	100
Brad WB	1	100	100
Bx	1	100	100
Carr Hill	3	100	100
Cx	1	100	100

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Ax	1	1021	1021
Brad EB	1	628	628
Brad WB	1	900	900
Bx	1	247	247
Carr Hill	3	418	418
Cx	1	678	678

Entry Sources

Arm	Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)
Brad EB	1	12.00	30.00
Brad WB	1	12.00	30.00
Carr Hill	3	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source Type	Source Traffic Stream	Destination Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)	Auto Turning Radius	Traffic Turn Style	Turning Radius (m)
Ax	1	1	TrafficStream	Carr Hill/3	Ax/1	12.00	30.00	✓	Straight	Straight Movement
Bx	1	1	TrafficStream	Brad EB/1	Bx/1	12.00	30.00	✓	Nearside	58.97
Cx	1	1	TrafficStream	Brad EB/1	Cx/1	12.00	30.00	✓	Straight	Straight Movement
Ax	1	2	TrafficStream	Brad WB/1	Ax/1	12.00	30.00	✓	Straight	Straight Movement
Bx	1	2	TrafficStream	Brad WB/1	Bx/1	12.00	30.00	✓	Straight	Straight Movement
Cx	1	2	TrafficStream	Carr Hill/3	Cx/1	12.00	30.00	✓	Nearside	58.15

Give Way Data

Arm	Traffic Stream	Opposed Traffic	Use Step-wise Opposed Turn Model	Number Of Storage Spaces	Use Connector Turning Radius	Radius Of Turn (m)
Brad WB	1	Movement	✓	2	✓	99999.00
Carr Hill	3	Movement			✓	

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination Traffic Stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage Opposed (%)
Brad WB	1	1	Ax/1		1800	100
Brad WB	1	2	Bx/1		1800	100
Carr Hill	3	1	Ax/1	550	2030	100
Carr Hill	3	2	Cx/1	705	2030	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination Traffic Stream	Description	Controlling Type	Controlling Traffic Stream	Controlling From Traffic Stream	Controlling To Traffic Stream	Percentage Opposing (%)	Slope Coefficient	Upstream Signals Visible	Cr
Brad WB	1	2	Bx/1		TrafficStream	Brad EB/1			100			
Carr Hill	3	1	Ax/1		TrafficStreamMovement		Brad EB/1	Cx/1	100	0.21	✓	
Carr Hill	3	1	Ax/1		TrafficStream	Brad WB/1			100	0.13		
Carr Hill	3	2	Cx/1		TrafficStream	Brad EB/1			100	0.23		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic Node	Allow Walk On Red	Length (m)	Cruise Time (seconds)	Cruise Speed (kph)
Ped 1	(untitled)				3.00	2.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller Stream	Phase	Phase2 Enabled
Ped 1	1	D	

Pedestrian Crossings - Sides

Crossing	Side	Pedestrian Crossing Style	Pedestrian Look Direction	Saturation Flow (Ped/hr)
Ped 1	1	Pavement	LookRight	11000
Ped 1	2	Pavement	LookLeft	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay Weighting (%)	Assignment Cost Weighting (%)	Exclude From Results Calculation	Max Queue Storage (Ped)	Has Queue Limit
Ped 1	1	100	100		0.00	
Ped 1	2	100	100		0.00	

Local OD Matrix - Local Matrix: 1

Normal Input Flows (PCU/hr)

	To		
	1	2	3
From	1	0	143
	2	225	0
	3	796	104

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits
1	1	(untitled)	Brad EB/1	Ax/1
1	2	(untitled)	Carr Hill/3	Bx/1
1	3	(untitled)	Brad WB/1	Cx/1

Normal Paths and Flows

OD Matrix	Path	Description	From Location	To Location	Path Items	Allocation Type	Normal Calculated Flow (PCU/hr)
1	1		3	1	Brad WB/1,Ax/1	Normal	796
1	2		3	2	Brad WB/1,Bx/1	Normal	104
1	3		1	2	Brad EB/1,Bx/1	Normal	143
1	4		1	3	Brad EB/1,Cx/1	Normal	485
1	5		2	1	Carr Hill/3,Ax/1	Normal	225
1	6		2	3	Carr Hill/3,Cx/1	Normal	193

Local OD Matrix - Local Matrix: Ped

Normal Input Flows not shown as they are blank.

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

From	To	
	P1	P2
	P1	0
	P2	100
		0

Locations

OD Matrix	Location	Name	Entries	Exits
Ped	P1	(untitled)	Ped 1:2E	Ped 1:2X
Ped	P2	(untitled)	Ped 1:1E	Ped 1:1X

Pedestrian Paths and Flows

OD Matrix	Path	Description	From Location	To Location	Path Items	Allocation Type	Pedestrian Calculated Flow (Ped/hr)
Ped	1		P1	P2	Ped 1:2E,Ped 1:1X	Normal	100
Ped	2		P2	P1	Ped 1:1E,Ped 1:2X	Normal	100

Signal Timings

Network Default: 60s cycle time; 60 steps

Controller Stream 1

Controller Stream	Name	Description	Use Sequence
1	Ped Crossing		2

Controller Stream 1 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Enable Stage Constraint
1	✓	✓	

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type	Blackout Time (s)
1	D	(untitled)	7	0	0	Pedestrian	0

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
1	1	D	1
1	2	D	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs
1	2	(untitled)	Single	2,1

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
1	1	✓	2	D	33	34	1	1	1
1	2	✓	1	D	34	33	59	1	1

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
1	D	1	✓	0	0	60

Intergreen Matrix for Controller Stream 1

	To
From	D
	D

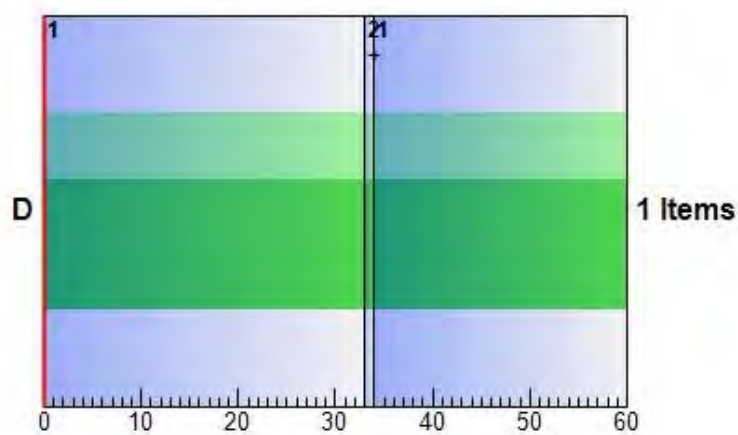
Interstage Matrix for Controller Stream 1

	To
From	1 2
	1 0 0
	2 0 0

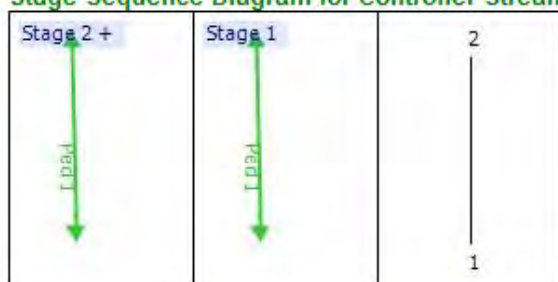
Banned Stage transitions for Controller Stream 1

	To
From	1 2
	1
	2

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

ID	Stage	Is Base Stage	Library Stage ID	Phases In This Stage
1	1	✓	2	D
1	2	✓	1	D

Resultant Phase Green Periods

ID	ID	Green Period	TRANSYT Starting Stage (s)	TRANSYT Ending Stage (s)	TRANSYT Start Lag (s)	TRANSYT End Lag (s)
1	D	1	1	1	27	27

Stage Timings (TRANSYT 12 timings)

Network Default: 60s cycle time; 60 steps

Controller Stream	Number of Stages	Stage 1	Stage 2
1	2	33	34

Traffic Stream Results

Traffic Stream Results: Vehicle Summary

Time Segment	Arm	Traffic Stream	Degree Of Saturation (%)	Practical Reserve Capacity	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Mean Max Queue (PCU)	Utilised Storage (%)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	Ax	1	0	Unrestricted	1016	Unrestricted	60	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Brad EB	1	35	158	628	1800	60	0.54	0.09	0.54	1.33	0.00	1.33
08:00-09:00	Brad WB	1	62	45	900	1455	60	2.00	0.50	2.87	7.10	0.00	7.10
08:00-09:00	Bx	1	0	Unrestricted	247	Unrestricted	60	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Carr Hill	3	102	-12	418	408	60	107.21	12.45	71.58	176.77	1.84	178.61
08:00-09:00	Cx	1	0	Unrestricted	674	Unrestricted	60	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows And Signals

Time Segment	Arm	Traffic Stream	Calculated Flow Entering (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Calculated Sat Flow	Calculated Capacity	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity	Mean Modulus Of Error	Flow On Red Per Cycle (PCU)	Actual Green (s (per cycle))	Eff Gr
08:00-09:00	Ax	1	1016	5	✓	Unrestricted	Unrestricted	0		Unrestricted	0.00	0.0	60	
08:00-09:00	Brad EB	1	628	0		1800	1800	35		158	0.00	0.0	60	
08:00-09:00	Brad WB	1	900	0		1455	1455	62		45	0.00	0.0	60	
08:00-09:00	Bx	1	247	0		Unrestricted	Unrestricted	0		Unrestricted	0.00	0.0	60	
08:00-09:00	Carr Hill	3	418	0		408	408	102	✓	-12	0.00	0.0	60	
08:00-09:00	Cx	1	674	4	✓	Unrestricted	Unrestricted	0		Unrestricted	0.00	0.0	60	

Traffic Stream Results: Stops And Delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Weighted Cost Of Stops (£ per hr)
08:00-09:00	Ax	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Brad EB	1	12.00	0.54	0.00	0.09	1.33	0.00	0.00	0.00	0.00
08:00-09:00	Brad WB	1	12.00	2.00	0.00	0.50	7.10	0.00	0.00	0.00	0.00
08:00-09:00	Bx	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Carr Hill	3	12.00	107.21	0.00	12.45	176.77	35.95	146.80	0.00	1.84
08:00-09:00	Cx	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues And Blocking

Time Segment	Arm	Traffic Stream	Mean Max Queue (PCU)	Max Queue Storage (PCU)	Utilised Storage (%)	Average Link Excess Queue (PCU)	Average Limit Excess Queue (PCU)	Excess Queue Penalty (£ per hr)
08:00-09:00	Ax	1	0.00	17.39	0.00	0.00	0.00	0.00
08:00-09:00	Brad EB	1	0.09	17.39	0.54	0.00	0.00	0.00
08:00-09:00	Brad WB	1	0.50	17.39	2.87	0.00	0.00	0.00
08:00-09:00	Bx	1	0.00	17.39	0.00	0.00	0.00	0.00
08:00-09:00	Carr Hill	3	12.45	17.39	71.58	0.00	0.00	0.00
08:00-09:00	Cx	1	0.00	17.39	0.00	0.00	0.00	0.00

Traffic Stream Results: Journey Times

Time Segment	Arm	Traffic Stream	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Journey Time Per PCU (s)
08:00-09:00	Ax	1	101.58	3.39	30.00	12.00
08:00-09:00	Brad EB	1	62.80	2.19	28.72	12.54
08:00-09:00	Brad WB	1	90.00	3.50	25.72	14.00
08:00-09:00	Bx	1	24.70	0.82	30.00	12.00
08:00-09:00	Carr Hill	3	41.80	13.84	3.02	119.21
08:00-09:00	Cx	1	67.35	2.25	30.00	12.00

Pedestrian Crossing Results

Pedestrian Crossing Results: Pedestrian Summary

Time Segment	Crossing	Side	Degree Of Saturation (%)	Calculated Flow Entering (Ped/hr)	Calculated Sat Flow (Ped/hr)	Actual Green (s (per cycle))	Mean Delay Per Ped (s)	Mean Max Queue (Ped)	Weighted Cost Of Delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	Ped 1	1	1	100	11000	60	0.00	0.00	0.00	0.00
08:00-09:00	Ped 1	2	1	100	11000	60	0.00	0.00	0.00	0.00

Pedestrian Crossing Results: Flows And Signals

Time Segment	Crossing	Side	Calculated Flow Entering (Ped/hr)	Flow Discrepancy (Ped/hr)	Adjusted Flow Warning	Calculated Sat Flow (Ped/hr)	Calculated Capacity (Ped/hr)	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Mean Modulus Of Error	Flow On Red Per Cycle (Ped)	Actual Green (s (per cycle))	Effective Green (s (per cycle))
08:00-09:00	Ped 1	1	100	0		11000	11000	1		9800	0.00	0.0	60	60
08:00-09:00	Ped 1	2	100	0		11000	11000	1		9800	0.00	0.0	60	60

Pedestrian Crossing Results: Stops And Delays

Time Segment	Crossing	Side	Mean Cruise Time Per Ped (s)	Mean Delay Per Ped (s)	Uniform Delay (Ped-hr/hr)	Random Plus Oversat Delay (Ped-hr/hr)	Weighted Cost Of Delay (£ per hr)
08:00-09:00	Ped 1	1	3.00	0.00	0.00	0.00	0.00
08:00-09:00	Ped 1	2	3.00	0.00	0.00	0.00	0.00

Pedestrian Crossing Results: Queues And Blocking

Time Segment	Crossing	Side	Mean Max Queue (Ped)	Max Queue Storage (Ped)	Utilised Storage (%)	Average Link Excess Queue (Ped)	Average Limit Excess Queue (Ped)	Excess Queue Penalty (£ per hr)
08:00-09:00	Ped 1	1	0.00	10.00	0.00	0.00	0.00	0.00
08:00-09:00	Ped 1	2	0.00	10.00	0.00	0.00	0.00	0.00

Pedestrian Crossing Results: Journey Times

Time Segment	Crossing	Side	Distance Travelled (Ped-km/hr)	Time Spent (Ped-hr/hr)	Mean Journey Speed (kph)	Journey Time Per Ped (s)
08:00-09:00	Ped 1	1	1.30	0.08	15.60	3.00
08:00-09:00	Ped 1	2	1.30	0.08	15.60	3.00

Network Results

Run Summary

Modelling Start Time (HH:mm)	Network Cycle Time (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Network Within Capacity
08:00	60	13.04	102.37	Carr Hill/3	1	12	

Network Results: Vehicle Summary

Time Segment	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Calculated Flow Entering (PCU/hr)	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	102%	-12	3882	360	11.50	185.20	1.84	187.04

Network Results: Pedestrian Summary

Time Segment	Degree Of Saturation (%)	Calculated Flow Entering (Ped/hr)	Actual Green (s (per cycle))	Mean Delay Per Ped (s)	Weighted Cost Of Delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	102%	200	120	0.00	0.00	0.00

Network Results: Flows And Signals

Time Segment	Calculated Flow Entering (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Actual Green (s (per cycle))	Effective Green (s (per cycle))
08:00-09:00	4082	10	✓	102	✓	-12	480	480

Network Results: Stops And Delays

Time Segment	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Weighted Cost Of Stops (£ per hr)
08:00-09:00	11.56	11.50	0.00	13.04	185.20	3.68	146.80	0.00	1.84

Network Results: Queues And Blocking

Time Segment	Max Queue Storage (PCU)	Excess Queue Penalty (£ per hr)
08:00-09:00	124.35	0.00

Network Results: Journey Times

Time Segment	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)
08:00-09:00	390.83	26.15	14.95

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

	To			
		1	2	3
From	1	0.0	24.5	24.5
	2	131.2	0.0	131.2
	3	26.0	26.0	0.0

Path Journey Time

Path	Normal Calculated Flow (PCU/hr)	Normal Journey Time (s)	Calculated Total Flow (PCU/hr)	Avg Journey Time (s)
1	796	26.00	796	26.00
2	104	26.00	104	26.00
3	143	24.54	143	24.54
4	485	24.54	485	24.54
5	225	131.21	225	131.21
6	193	131.21	193	131.21

Average Journey Time (s) for Local Matrix: Ped

	To		
From		P1	P2
	P1	0.0	3.0
	P2	3.0	0.0

Path Journey Time

Path	Pedestrian Calculated Flow (Ped/hr)	Pedestrian Journey Time (s)	Calculated Total Flow (PCU/hr)	Avg Journey Time (s)
1	100	3.00	100	3.00
2	100	3.00	100	3.00

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE			PER PCU			QUEUES	WEIGHTS		F
Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow	Actual Green (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	
Ax	1	(untitled)		1016	Unrestricted	60	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	
Brad EB	1	(untitled)	1	628	1800	60	35	158	12.54	0.54	0.00	0.09	100	100	
Brad WB	1	(untitled)	1	900	1455	60	62	45	14.00	2.00	0.00	0.50	100	100	
Bx	1	(untitled)		247	Unrestricted	60	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	
Carr Hill	3	(untitled)	1	418	408	60	102	-12	119.21	107.21	35.95	12.45	100	100	
Cx	1	(untitled)		674	Unrestricted	60	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PENAL
Pedestrian	Side	Name	Traffic Node	Controller Stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated Sat Flow (Ped/hr)	Actual Green (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per Ped (s)	Mean Delay Per Ped (s)	Mean Max Queue (Ped)	Delay Weighting (%)	P.
Ped 1	1	(untitled)		1	D	100	11000	60	1	9800	3.00	0.00	0.00	100	0.1
Ped 1	2	(untitled)		1	D	100	11000	60	1	9800	3.00	0.00	0.00	100	0.1

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	390.83	26.15	14.95	0.00	13.04	185.20	1.84	0.00	187.04
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PEDESTRIANS	2.60	0.17	15.60	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	388.23	25.98	14.94	0.00	13.04	185.20	1.84	0.00	187.04

- B = at least one source for this link carries buses
- T = at least one source for this link carries trams
- P = this link is a pedestrian link
- < = adjusted flow warning (upstream links are over-saturated)
- ! = DoS threshold exceeded
- f = average saturation flow for flared link
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

Results - Link

Results - Traffic Stream

Results - Traffic Stream: Vehicle Summary

Time Segment	Arm	Traffic Stream	Name	Phase	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow	Actual Green (s (per cycle))	Calculated Capacity	Degree Of Saturation (%)	Practical Reserve Capacity	Mean Delay Per PCU (s)	Mean Max Queue (PCU)	Utilised Storage (%)	Journey Time Per PCU (s)
08:00-09:00	Ax	1	(untitled)		1016	Unrestricted	60	Unrestricted	0	Unrestricted	0.00	0.00	0.00	12.00
08:00-09:00	Brad EB	1	(untitled)		628	1800	60	1800	35	158	0.54	0.09	0.54	12.54
08:00-09:00	Brad WB	1	(untitled)		900	1455	60	1455	62	45	2.00	0.50	2.87	14.00
08:00-09:00	Bx	1	(untitled)		247	Unrestricted	60	Unrestricted	0	Unrestricted	0.00	0.00	0.00	12.00
08:00-09:00	Carr Hill	3	(untitled)		418	408	60	408	102	-12	107.21	12.45	71.58	119.21
08:00-09:00	Cx	1	(untitled)		674	Unrestricted	60	Unrestricted	0	Unrestricted	0.00	0.00	0.00	12.00

Data Entry - Stage Start and End

Stage

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	Split (%)	User Stage Minimum (s)	Stage Minimum (s)
1	1	✓	2	D	33	34	1	2	1	1
1	2	✓	1	D	34	33	59	98	1	1

Data Entry - Phase

Phase

Controller Stream	Phase	ID	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
1	D	D	7	300	0	0	Pedestrian

Data Entry - Traffic Stream

Traffic Stream

Arm	Traffic Stream	Auto Length	Length (m)	Traffic Model	Max Queue Storage (PCU)	Traffic Type	Has Restricted Flow	Is Signal Controlled	Is Give Way	Saturation Flow Source	Saturation Flow (PCU/hr)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)
Ax	1		100.00	NetworkDefault	0.00	Normal						100	100
Brad EB	1		100.00	NetworkDefault	0.00	Normal	✓			SumOfLanes	1800	100	100
Brad WB	1		100.00	NetworkDefault	0.00	Normal	✓		✓	SumOfLanes	1800	100	100
Bx	1		100.00	NetworkDefault	0.00	Normal						100	100
Carr Hill	3		100.00	NetworkDefault	0.00	Normal	✓		✓	SumOfLanes	2030	100	100
Cx	1		100.00	NetworkDefault	0.00	Normal						100	100

Data entry - Link

Results - Pedestrian

Results - Pedestrian: Pedestrian Summary

Time Segment	Pedestrian Crossing	Side	Calculated Flow Entering (Ped/hr)	Degree Of Saturation (%)	Actual Green (s (per cycle))	Effective Green (s (per cycle))	Mean Delay Per Ped (s)	Mean Max Queue (Ped)	Flow During Before Green (Ped/hr)	Flow During Green (Ped/hr)	Flow During After Green (Ped/hr)	Flow During Gap Accepting (Ped/hr)
08:00-09:00	Ped 1	1	100	1	60	60	0.00	0.00				
08:00-09:00	Ped 1	2	100	1	60	60	0.00	0.00				