APPENDIX F **Traffic, Queue and ATC Data**

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

18-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	17	2	0	0	0	0	0	0	0	0	0	0	0	19
2	9	0	0	0	0	0	0	0	0	0	0	0	0	9
3	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4	13	0	0	0	0	0	0	0	0	0	0	0	0	13
5	13	0	0	0	0	0	0	0	0	0	0	0	0	13
6	63	0	0	0	1	0	0	0	0	0	0	0	0	64
7	80	11	0	0	2	0	0	0	1	0	0	1	0	95
8	168	18	0	2	0	0	0	0	1	0	0	4	0	193
9	329	18	0	1	0	0	0	1	0	0	0	2	0	351
10	220	34	0	3	1	0	0	2	2	0	1	5	0	268
11	141	28	2	1	0	0	0	0	0	0	0	0	0	172
12	172	26	1	1	0	0	0	1	0	0	0	0	0	201
13	198	19	1	2	0	0	1	1	4	0	1	0	0	227
14	229	25	2	2	3	0	0	0	2	0	1	2	0	266
15	244	25	0	0	1	0	0	1	3	0	0	6	0	280
16	307	31	0	0	1	0	0	0	0	0	0	1	0	340
17	291	25	0	0	0	0	0	0	2	0	0	1	0	319
18	291	17	0	0	0	0	0	1	0	0	0	3	0	312
19	204	18	0	0	0	0	0	0	0	0	0	0	0	222
20	165	9	0	1	1	0	0	0	0	0	0	0	0	176
21	110	7	0	0	0	0	0	0	0	0	0	1	0	118
22	101	2	0	0	0	0	0	0	0	0	0	0	0	103
23	84	2	0	0	0	0	0	0	0	0	0	0	0	86
24	34	0	0	0	0	0	0	0	0	0	0	0	0	34
7-19	2794	284	6	12	6	0	1	7	14	0	3	24	0	3151
6-22	3250	313	6	13	9	0	1	7	15	0	3	26	0	3643
6-24	3368	315	6	13	9	0	1	7	15	0	3	26	0	3763
0-24	3489	317	6	13	10	0	1	7	15	0	3	26	0	3887

Channel 2 - Westbound

18-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	20	2	0	0	0	0	0	0	0	0	0	0	0	22
2	15	0	0	0	0	0	0	0	0	0	0	0	0	15
3	7	1	0	0	0	0	0	0	0	0	0	1	0	9
4	12	0	0	0	0	0	0	0	0	0	0	0	0	12
5	10	1	0	0	0	0	0	0	0	0	0	0	0	11
6	57	4	0	0	0	0	0	0	0	0	0	0	0	61
7	102	8	0	0	0	0	0	0	0	0	0	0	0	110
8	207	18	1	0	0	0	0	1	0	1	0	2	0	230
9	385	16	0	0	0	0	0	1	0	0	0	2	0	404
10	221	22	0	1	0	0	0	0	0	0	0	2	0	246
11	149	17	0	1	0	0	0	1	2	0	0	2	0	172
12	187	23	1	2	3	0	1	2	0	0	0	0	0	219
13	214	21	1	2	0	0	0	0	1	0	0	1	0	240
14	254	15	0	0	0	0	0	1	1	0	1	0	0	272
15	317	17	1	0	0	0	0	0	0	0	0	0	0	335
16	395	26	0	1	0	0	0	0	1	0	0	0	0	423
17	359	28	0	0	1	0	0	0	1	0	0	1	0	390
18	402	10	2	0	1	0	0	0	0	0	0	0	0	415
19	272	8	1	0	0	0	0	0	0	0	0	0	0	281
20	161	4	0	0	0	0	0	0	0	0	0	0	0	165
21	111	1	0	0	0	0	0	0	0	0	0	1	0	113
22	77	2	0	0	0	0	0	0	0	0	0	0	0	79
23	60	1	0	0	0	0	0	0	0	0	0	0	0	61
24	38	0	0	0	0	0	0	0	0	0	0	0	0	38
7-19	3362	221	7	7	5	0	1	6	6	1	1	10	0	3627
6-22	3813	236	7	7	5	0	1	6	6	1	1	11	0	4094
6-24	3911	237	7	7	5	0	1	6	6	1	1	11	0	4193
0-24	4032	245	7	7	5	0	1	6	6	1	1	12	0	4323

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

18-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	1	2	10	6	0	0	0	0	0	0	19
2	0	0	0	1	4	4	0	0	0	0	0	0	9
3	0	1	2	1	1	1	0	0	0	0	0	0	6
4	1	0	1	3	7	1	0	0	0	0	0	0	13
5	0	0	1	1	6	5	0	0	0	0	0	0	13
6	0	0	3	11	43	7	0	0	0	0	0	0	64
7	2	3	2	25	46	15	2	0	0	0	0	0	95
8	0	2	3	34	116	36	1	0	0	0	1	0	193
9	0	2	2	55	232	54	6	0	0	0	0	0	351
10	0	1	9	68	156	30	2	2	0	0	0	0	268
11	1	1	1	22	115	29	3	0	0	0	0	0	172
12	0	3	5	49	109	29	6	0	0	0	0	0	201
13	0	2	3	31	115	66	9	1	0	0	0	0	227
14	0	3	4	44	141	72	1	1	0	0	0	0	266
15	1	3	6	53	164	47	6	0	0	0	0	0	280
16	0	0	6	64	210	53	7	0	0	0	0	0	340
17	2	4	5	60	179	66	3	0	0	0	0	0	319
18	0	1	5	56	179	55	15	1	0	0	0	0	312
19	0	3	2	32	142	40	2	1	0	0	0	0	222
20	0	0	3	39	99	32	2	1	0	0	0	0	176
21	0	0	0	15	75	23	2	2	0	1	0	0	118
22	0	0	1	14	48	37	2	1	0	0	0	0	103
23	0	0	1	11	50	18	4	0	2	0	0	0	86
24	0	0	1	4	17	9	2	1	0	0	0	0	34

7-19	4	25	51	568	1858	577	61	6	0	0	1	0	3151
6-22	6	28	57	661	2126	684	69	10	0	1	1	0	3643
6-24	6	28	59	676	2193	711	75	11	2	1	1	0	3763
0-24	7	29	67	695	2264	735	75	11	2	1	1	0	3887

Channel 2 - Westbound

18-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	4	9	7	2	0	0	0	0	0	22
2	0	0	0	3	8	2	2	0	0	0	0	0	15
3	0	0	0	2	5	2	0	0	0	0	0	0	9
4	2	0	1	4	5	0	0	0	0	0	0	0	12
5	0	1	0	4	5	1	0	0	0	0	0	0	11
6	1	0	3	16	29	10	2	0	0	0	0	0	61
7	2	1	4	33	54	14	1	1	0	0	0	0	110
8	0	0	8	90	115	12	1	1	0	1	2	0	230
9	0	5	23	123	223	28	2	0	0	0	0	0	404
10	0	3	6	88	133	16	0	0	0	0	0	0	246
11	0	0	3	71	89	9	0	0	0	0	0	0	172
12	0	2	9	100	101	7	0	0	0	0	0	0	219
13	0	1	3	97	124	14	1	0	0	0	0	0	240
14	1	5	14	75	150	25	2	0	0	0	0	0	272
15	1	6	1	133	168	26	0	0	0	0	0	0	335
16	0	2	8	186	206	21	0	0	0	0	0	0	423
17	1	1	10	145	207	24	2	0	0	0	0	0	390
18	18	9	24	137	198	26	1	2	0	0	0	0	415
19	0	0	4	103	150	24	0	0	0	0	0	0	281
20	0	0	3	78	72	12	0	0	0	0	0	0	165
21	0	0	0	34	57	19	3	0	0	0	0	0	113
22	0	0	2	17	40	19	1	0	0	0	0	0	79
23	0	0	2	23	27	9	0	0	0	0	0	0	61
24	0	0	3	15	13	7	0	0	0	0	0	0	38

7-19	21	34	113	1348	1864	232	9	3	0	1	2	0	3627
6-22	23	35	122	1510	2087	296	14	4	0	1	2	0	4094
6-24	23	35	127	1548	2127	312	14	4	0	1	2	0	4193
0-24	26	36	131	1581	2188	334	20	4	0	1	2	0	4323

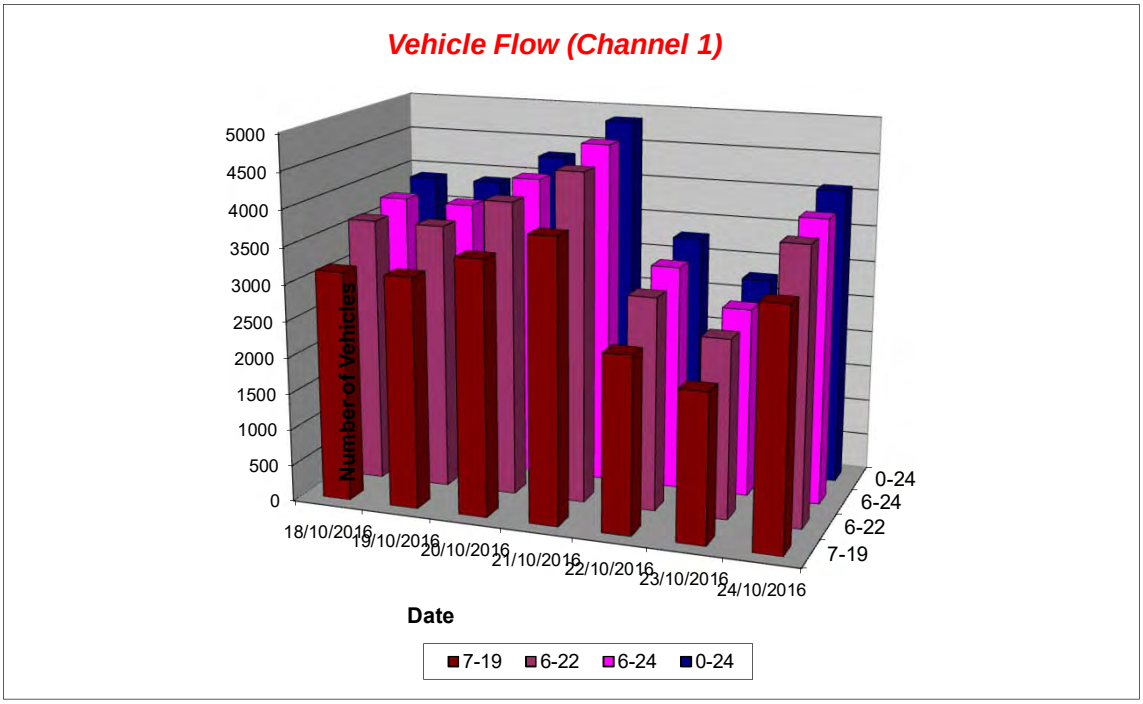
Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound | **Vehicle Flow** | **Week 1**

Hr Ending	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5 Day Ave	7 Day Ave
1	19	31	22	24	62	62	45	28	38
2	9	12	13	7	31	43	19	12	19
3	6	6	8	15	15	25	10	9	12
4	13	21	23	18	25	15	21	19	19
5	13	11	18	13	14	11	19	15	14
6	64	63	57	87	38	19	71	68	57
7	95	97	99	117	72	26	109	103	88
8	193	224	205	253	89	50	241	223	179
9	351	375	370	462	136	65	270	366	290
10	268	280	256	311	178	112	242	271	235
11	172	190	190	250	214	155	245	209	202
12	201	188	208	245	249	177	225	213	213
13	227	213	278	313	269	219	250	256	253
14	266	234	273	339	217	236	303	283	267
15	280	250	318	322	248	230	237	281	269
16	340	346	390	434	184	214	245	351	308
17	319	323	390	314	186	203	403	350	305
18	312	312	371	335	207	211	322	330	296
19	222	231	237	276	234	166	260	245	232
20	176	167	211	244	175	166	176	195	188
21	118	119	131	164	143	132	137	134	135
22	103	92	110	119	116	94	105	106	106
23	86	64	85	122	92	95	82	88	89
24	34	34	42	74	87	50	47	46	53

7-19	3151	3166	3486	3854	2411	2038	3243	3380	3050
6-22	3643	3641	4037	4498	2917	2456	3770	3918	3566
6-24	3763	3739	4164	4694	3096	2601	3899	4052	3708
0-24	3887	3883	4305	4858	3281	2776	4084	4203	3868



Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound **Average Speed** **Week 1**

Hr Ending	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday
1	28.5	30.9	28.7	30.1	31.1	29.2	30.2
2	29.7	31.3	28.8	27.3	30.9	31.2	32.6
3	22.2	33.0	27.4	24.7	29.0	31.0	35.0
4	24.7	23.6	26.5	25.5	30.4	31.7	26.3
5	28.8	22.9	27.6	28.0	33.0	34.4	29.6
6	27.2	27.1	27.2	27.3	27.9	29.3	28.3
7	26.5	27.0	27.9	28.6	28.9	29.3	27.2
8	28.0	27.2	27.5	28.2	29.7	30.1	28.5
9	28.0	27.0	26.5	27.4	29.4	29.8	27.6
10	27.1	28.1	27.5	27.9	29.0	28.8	27.9
11	28.1	28.9	28.2	28.3	28.8	29.7	29.0
12	27.3	28.7	28.5	27.3	29.2	28.9	28.6
13	29.0	28.4	28.1	28.4	29.7	29.5	28.6
14	28.3	27.9	28.4	29.0	29.7	28.7	28.3
15	27.6	27.8	27.9	28.8	28.9	29.0	29.2
16	27.9	27.5	28.0	28.3	29.2	29.1	28.4
17	27.7	28.1	28.0	29.6	29.0	29.5	29.2
18	28.3	28.7	28.5	28.7	29.4	29.4	28.6
19	28.0	28.1	27.3	28.2	29.2	28.3	28.5
20	27.8	28.1	28.0	28.3	28.9	28.8	28.3
21	29.0	29.6	29.0	30.1	30.3	29.6	29.3
22	29.4	28.8	29.5	30.1	29.5	29.3	29.8
23	29.2	30.8	30.0	30.6	29.6	29.2	28.7
24	29.5	30.1	29.8	29.6	29.7	29.4	31.6
10-12	27.7	28.8	28.4	27.8	29.0	29.3	28.8
14-16	27.8	27.6	27.9	28.5	29.0	29.1	28.8
0-24	28.0	28.1	28.0	28.5	29.4	29.2	28.7

7 Day Ave	28.6

85th Percentile

Hr Ending	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday
1	33.7	38.6	34.0	33.7	33.9	33.7	33.2
2	33.5	38.3	33.4	28.9	33.7	33.9	43.5
3	33.6	43.3	28.3	28.8	33.5	33.5	38.3
4	28.3	28.8	28.2	28.0	33.4	33.1	28.3
5	33.3	33.8	33.2	33.5	43.1	43.8	33.0
6	28.8	33.6	33.6	33.9	33.8	33.4	33.5
7	33.0	34.0	33.4	33.4	33.5	33.5	33.2
8	33.8	33.9	33.4	33.7	33.8	33.5	33.9
9	33.8	28.2	28.7	28.5	33.6	33.2	33.6
10	28.7	33.7	33.3	33.5	33.8	33.3	33.8
11	33.0	34.0	33.6	33.5	33.0	33.1	33.9
12	33.4	33.2	33.2	28.4	33.2	33.6	33.3
13	33.9	33.5	33.2	33.4	33.1	33.2	33.5
14	33.8	33.1	33.6	33.3	33.1	33.9	33.1
15	33.4	34.0	33.1	33.1	33.3	33.1	33.6
16	34.0	33.7	33.5	33.2	33.1	33.4	33.4
17	33.9	33.0	33.9	34.0	33.0	33.3	34.0
18	33.1	33.6	33.3	33.1	33.5	33.9	33.1
19	33.9	33.1	28.8	33.4	33.7	33.8	33.9
20	33.4	33.1	33.4	33.4	33.5	33.3	33.6
21	33.5	33.8	33.3	33.5	33.8	33.7	33.3
22	33.8	33.3	33.9	33.2	33.1	33.3	33.1
23	33.1	38.0	33.6	33.5	33.2	33.1	33.5
24	33.6	33.3	33.6	33.3	33.7	33.0	33.2
10-12	33.5	33.4	33.4	33.6	33.5	33.3	34.0
14-16	33.3	33.3	33.1	33.5	33.4	33.8	33.1
0-24	33.6	33.9	33.6	33.2	33.1	33.3	33.0

7 Day Ave	33.4

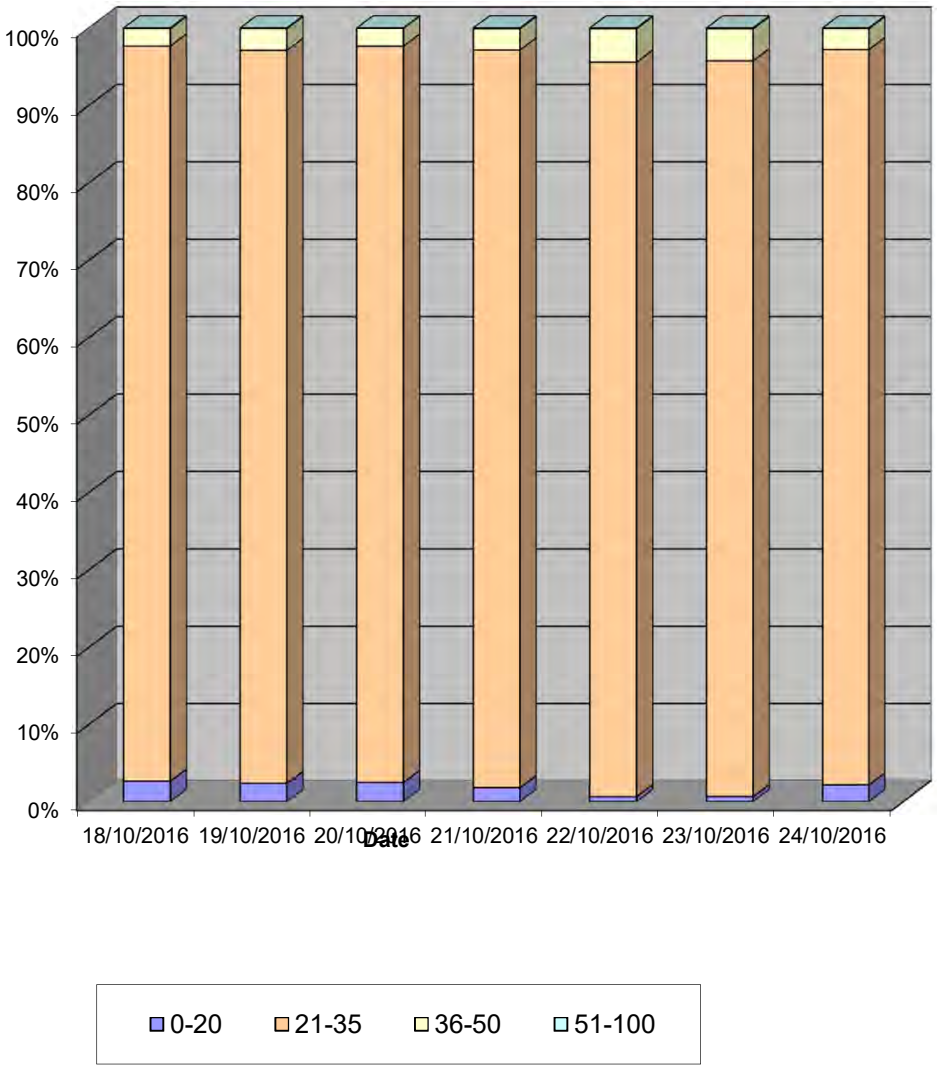
Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound **Speed Summary** **Week 1**

Speed (MPH)	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday
0-20	103	92	107	88	21	18	88
21-35	3694	3680	4098	4633	3116	2641	3883
36-50	88	109	100	134	142	115	111
51-100	2	2	0	3	2	2	2
TOTAL	**3887**	**3883**	**4305**	**4858**	**3281**	**2776**	**4084**

Speed Summary (MPH)



Dewsbury ATC 6, Ravensthorpe Road

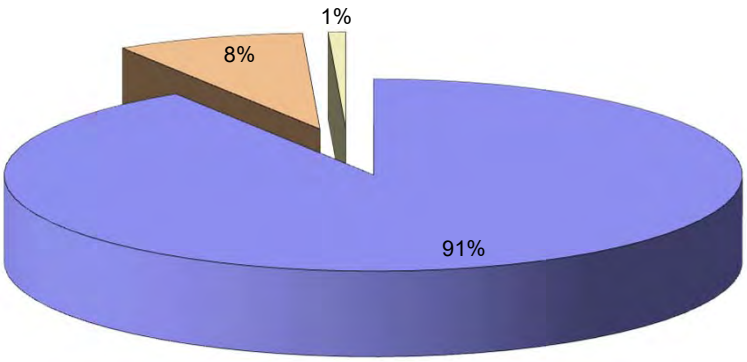
Produced by Streetwise Services Ltd.

Channel 1 - Eastbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
18-10-16				
7-19	2794	321	36	3151
6-22	3250	355	38	3643
6-24	3368	357	38	3763
0-24	3489	360	38	3887
19-10-16				
7-19	2759	364	43	3166
6-22	3200	394	47	3641
6-24	3297	395	47	3739
0-24	3431	404	48	3883
20-10-16				
7-19	3074	375	37	3486
6-22	3581	417	39	4037
6-24	3705	420	39	4164
0-24	3830	432	43	4305
21-10-16				
7-19	3496	322	36	3854
6-22	4100	360	38	4498
6-24	4289	366	39	4694
0-24	4440	375	43	4858
22-10-16				
7-19	2249	159	3	2411
6-22	2738	176	3	2917
6-24	2911	182	3	3096
0-24	3090	188	3	3281
23-10-16				
7-19	1935	103	0	2038
6-22	2335	121	0	2456
6-24	2477	124	0	2601
0-24	2642	134	0	2776
24-10-16				
7-19	2916	302	25	3243
6-22	3413	326	31	3770
6-24	3540	328	31	3899
0-24	3717	336	31	4084

Average				
7-19	2746	278	26	3050
6-22	3231	307	28	3566
6-24	3370	310	28	3708
0-24	3520	318	29	3868

Total Vehicle Class Distribution



Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

19-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	29	2	0	0	0	0	0	0	0	0	0	0	0	31
2	12	0	0	0	0	0	0	0	0	0	0	0	0	12
3	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4	19	2	0	0	0	0	0	0	0	0	0	0	0	21
5	10	1	0	0	0	0	0	0	0	0	0	0	0	11
6	59	3	0	0	0	0	0	0	1	0	0	0	0	63
7	83	7	0	0	3	0	0	0	1	0	2	1	0	97
8	191	27	1	3	0	0	0	0	0	0	0	2	0	224
9	344	27	0	2	0	0	0	0	0	0	0	2	0	375
10	238	32	2	0	3	0	1	0	0	0	2	2	0	280
11	147	34	1	2	1	0	0	2	1	0	0	2	0	190
12	147	30	2	2	2	0	0	1	2	0	0	2	0	188
13	182	24	0	1	0	0	0	3	2	0	0	1	0	213
14	201	20	1	1	4	0	1	1	3	0	1	1	0	234
15	211	34	0	1	1	0	0	1	2	0	0	0	0	250
16	297	38	1	0	2	0	0	2	3	0	1	2	0	346
17	292	27	1	1	0	0	0	1	0	0	0	1	0	323
18	292	17	0	0	1	0	0	2	0	0	0	0	0	312
19	217	13	0	0	1	0	0	0	0	0	0	0	0	231
20	158	7	0	0	1	0	0	0	1	0	0	0	0	167
21	112	7	0	0	0	0	0	0	0	0	0	0	0	119
22	88	4	0	0	0	0	0	0	0	0	0	0	0	92
23	63	1	0	0	0	0	0	0	0	0	0	0	0	64
24	34	0	0	0	0	0	0	0	0	0	0	0	0	34

7-19	2759	323	9	13	15	0	2	13	13	0	4	15	0	3166
6-22	3200	348	9	13	19	0	2	13	15	0	6	16	0	3641
6-24	3297	349	9	13	19	0	2	13	15	0	6	16	0	3739
0-24	3431	358	9	13	19	0	2	13	16	0	6	16	0	3883

Channel 2 - Westbound

19-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	18	4	0	0	0	0	0	0	0	0	0	0	0	22
2	8	0	0	0	0	0	0	0	0	0	0	0	0	8
3	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4	13	0	0	0	0	0	0	0	0	0	0	0	0	13
5	17	2	0	0	0	0	0	0	0	0	0	1	0	20
6	57	3	0	0	0	0	0	0	0	0	0	0	0	60
7	90	4	0	0	0	0	0	0	0	0	0	1	0	95
8	217	5	2	0	0	0	0	1	0	0	0	3	0	228
9	374	18	0	1	0	0	0	1	1	0	0	0	0	395
10	183	22	0	0	0	0	0	1	1	0	0	3	0	210
11	179	20	0	0	2	0	1	1	0	0	0	1	0	204
12	167	20	0	1	0	0	0	1	1	0	1	3	0	194
13	221	17	0	1	0	0	0	2	0	0	0	1	0	242
14	252	24	0	1	2	0	0	0	2	0	0	0	0	281
15	358	27	0	1	0	0	0	0	1	0	0	1	0	388
16	383	28	1	2	0	0	0	0	0	0	0	0	0	414
17	369	22	0	0	1	0	0	1	1	0	0	1	0	395
18	404	17	0	0	0	0	0	0	0	0	0	0	0	421
19	273	4	0	0	0	0	0	1	0	0	0	0	0	278
20	174	8	0	0	0	0	0	0	0	0	0	0	0	182
21	102	6	0	0	0	0	0	0	0	0	0	0	0	108
22	79	2	0	0	0	0	0	0	0	0	0	0	0	81
23	58	1	0	0	0	0	0	0	0	0	0	0	0	59
24	39	2	0	0	0	0	0	0	0	0	0	0	0	41

7-19	3380	224	3	7	5	0	1	9	7	0	1	13	0	3650
6-22	3825	244	3	7	5	0	1	9	7	0	1	14	0	4116
6-24	3922	247	3	7	5	0	1	9	7	0	1	14	0	4216
0-24	4043	256	3	7	5	0	1	9	7	0	1	15	0	4347

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

19-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	1	18	7	3	2	0	0	0	0	31
2	0	0	0	0	7	2	3	0	0	0	0	0	12
3	0	0	0	0	2	3	0	1	0	0	0	0	6
4	1	2	2	6	8	2	0	0	0	0	0	0	21
5	2	0	1	2	4	2	0	0	0	0	0	0	11
6	0	2	2	14	35	8	1	1	0	0	0	0	63
7	2	1	7	15	51	21	0	0	0	0	0	0	97
8	0	3	7	53	123	35	2	1	0	0	0	0	224
9	2	0	9	95	224	41	4	0	0	0	0	0	375
10	0	1	7	55	148	62	5	2	0	0	0	0	280
11	0	0	4	27	101	48	10	0	0	0	0	0	190
12	0	1	2	25	110	43	7	0	0	0	0	0	188
13	0	0	0	37	132	37	5	2	0	0	0	0	213
14	0	0	3	48	138	42	3	0	0	0	0	0	234
15	2	2	5	42	146	47	6	0	0	0	0	0	250
16	0	2	10	78	206	43	5	0	1	0	0	1	346
17	0	2	5	47	204	61	4	0	0	0	0	0	323
18	0	1	1	41	188	76	4	1	0	0	0	0	312
19	0	0	0	45	142	39	5	0	0	0	0	0	231
20	0	0	0	35	100	28	3	1	0	0	0	0	167
21	0	0	1	16	58	37	5	1	0	1	0	0	119
22	0	0	0	18	49	17	8	0	0	0	0	0	92
23	0	0	0	7	26	22	6	3	0	0	0	0	64
24	0	0	0	5	14	11	4	0	0	0	0	0	34

7-19	4	12	53	593	1862	574	60	6	1	0	0	1	3166
6-22	6	13	61	677	2120	677	76	8	1	1	0	1	3641
6-24	6	13	61	689	2160	710	86	11	1	1	0	1	3739
0-24	9	17	66	712	2234	734	93	15	1	1	0	1	3883

Channel 2 - Westbound

19-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	2	12	7	1	0	0	0	0	0	22
2	0	0	1	1	5	0	1	0	0	0	0	0	8
3	0	0	0	2	5	0	1	0	0	0	0	0	8
4	3	2	0	1	7	0	0	0	0	0	0	0	13
5	4	0	0	3	9	3	0	1	0	0	0	0	20
6	0	0	0	12	32	15	1	0	0	0	0	0	60
7	2	0	1	28	57	6	1	0	0	0	0	0	95
8	0	1	4	91	116	15	1	0	0	0	0	0	228
9	2	0	3	113	236	38	2	1	0	0	0	0	395
10	0	0	8	58	118	25	0	1	0	0	0	0	210
11	0	0	13	74	104	13	0	0	0	0	0	0	204
12	0	1	4	67	101	19	2	0	0	0	0	0	194
13	0	3	8	91	127	8	4	1	0	0	0	0	242
14	0	0	9	115	133	21	3	0	0	0	0	0	281
15	1	7	24	181	151	23	1	0	0	0	0	0	388
16	0	2	12	151	223	22	2	0	0	0	0	2	414
17	0	4	5	130	225	28	3	0	0	0	0	0	395
18	0	4	6	145	242	22	2	0	0	0	0	0	421
19	0	0	14	115	132	17	0	0	0	0	0	0	278
20	0	0	0	69	101	12	0	0	0	0	0	0	182
21	0	0	0	31	64	11	2	0	0	0	0	0	108
22	0	0	0	20	48	7	6	0	0	0	0	0	81
23	0	0	0	18	31	8	2	0	0	0	0	0	59
24	0	0	1	7	28	4	1	0	0	0	0	0	41

7-19	3	22	110	1331	1908	251	20	3	0	0	0	2	3650
6-22	5	22	111	1479	2178	287	29	3	0	0	0	2	4116
6-24	5	22	112	1504	2237	299	32	3	0	0	0	2	4216
0-24	12	24	113	1525	2307	324	36	4	0	0	0	2	4347

Dewsbury ATC 6, Ravensthorpe Road

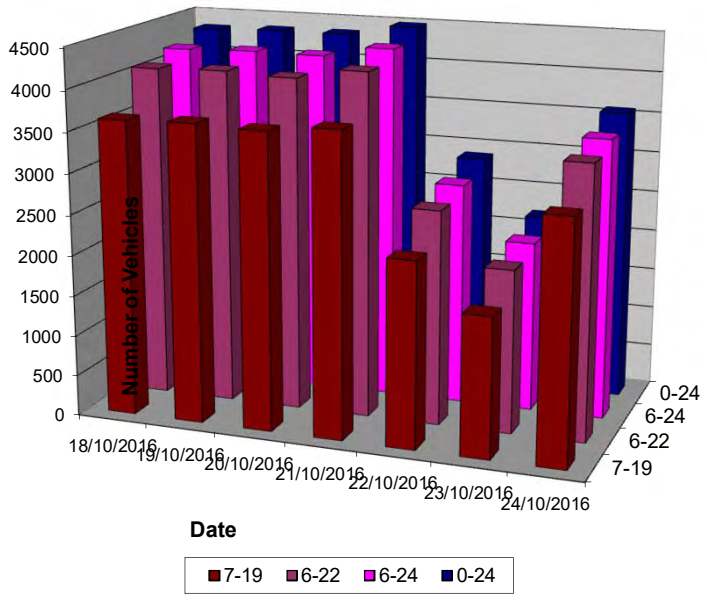
Produced by Streetwise Services Ltd.

Channel 2 - Westbound | **Vehicle Flow** | **Week 1**

Hr Ending	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5 Day Ave	7 Day Ave
1	22	22	23	18	39	30	28	23	26
2	15	8	14	3	24	23	11	10	14
3	9	8	12	9	14	11	13	10	11
4	12	13	17	15	18	9	13	14	14
5	11	20	12	11	7	10	19	15	13
6	61	60	59	82	37	14	58	64	53
7	110	95	111	110	51	24	92	104	85
8	230	228	226	217	66	38	218	224	175
9	404	395	380	405	118	48	219	361	281
10	246	210	257	221	159	80	219	231	199
11	172	204	202	224	179	134	195	199	187
12	219	194	209	220	212	146	209	210	201
13	240	242	239	261	240	194	206	238	232
14	272	281	281	287	230	209	248	274	258
15	335	388	346	377	226	184	230	335	298
16	423	414	402	463	245	220	264	393	347
17	390	395	370	363	226	164	329	369	320
18	415	421	427	401	193	149	338	400	335
19	281	278	285	264	176	144	261	274	241
20	165	182	154	191	141	107	141	167	154
21	113	108	93	123	105	104	87	105	105
22	79	81	103	87	69	61	83	87	80
23	61	59	81	78	52	57	61	68	64
24	38	41	45	52	49	31	32	42	41

7-19	3627	3650	3624	3703	2270	1710	2936	3508	3074
6-22	4094	4116	4085	4214	2636	2006	3339	3970	3499
6-24	4193	4216	4211	4344	2737	2094	3432	4079	3604
0-24	4323	4347	4348	4482	2876	2191	3574	4215	3734

Vehicle Flow (Channel 2)



Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 2 - Westbound **Average Speed** **Week 1**

Hr Ending	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday
1	29.6	29.6	26.9	26.1	26.5	26.3	30.3
2	29.0	27.4	29.4	28.0	28.0	26.3	28.5
3	28.0	28.0	29.7	30.2	27.6	31.6	29.2
4	21.7	20.0	26.2	21.7	23.0	24.7	22.6
5	25.3	24.2	25.0	23.4	25.1	27.5	19.3
6	27.0	28.4	27.6	25.7	25.7	25.9	25.7
7	26.4	26.4	26.8	25.0	25.3	26.1	25.0
8	26.5	26.1	25.6	24.1	25.8	27.1	25.4
9	26.1	26.9	25.5	25.7	27.2	24.0	25.6
10	26.1	26.9	25.1	25.5	25.3	25.3	25.2
11	26.0	25.9	26.0	25.4	26.8	25.8	25.9
12	25.3	26.6	26.2	25.7	26.7	25.6	25.8
13	26.1	26.0	26.1	25.6	27.3	25.8	25.5
14	26.3	26.1	26.2	25.7	26.3	26.2	25.4
15	26.0	25.0	25.9	25.8	26.2	27.8	25.5
16	25.8	26.4	25.8	25.5	25.7	25.1	25.5
17	26.1	26.5	26.6	26.5	26.1	26.8	26.2
18	24.9	26.3	25.4	25.7	27.2	25.3	25.8
19	26.5	25.7	24.9	26.1	26.9	24.8	25.1
20	25.8	26.4	25.9	25.1	25.8	26.8	25.1
21	27.6	27.3	25.8	29.5	26.6	25.3	25.8
22	28.0	27.9	26.5	24.3	26.3	25.6	28.2
23	26.5	27.5	25.3	24.7	27.5	28.5	27.3
24	26.2	27.6	25.9	32.3	25.7	25.1	27.4
10-12	25.6	26.2	26.1	25.6	26.7	25.7	25.9
14-16	25.9	25.7	25.8	25.7	25.9	26.3	25.5
0-24	26.1	26.3	25.9	25.8	26.4	26.0	25.7
						7 Day Ave	26.0

85th Percentile

Hr Ending	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday
1	33.3	33.3	33.7	33.6	33.2	28.6	33.8
2	33.5	28.3	33.5	28.3	33.2	28.8	28.6
3	33.9	28.2	38.6	33.1	28.3	33.5	33.7
4	28.5	28.5	28.2	28.2	23.8	28.2	23.4
5	28.4	33.2	33.5	33.1	28.1	28.9	23.8
6	33.8	33.6	38.7	33.4	28.5	28.4	28.7
7	33.8	28.4	28.8	29.0	28.8	28.3	28.4
8	28.7	28.9	28.4	28.5	28.8	28.8	28.1
9	28.7	28.5	28.9	28.5	28.3	28.2	28.4
10	29.0	28.2	28.7	29.0	29.0	28.4	28.3
11	28.3	28.7	28.1	28.2	28.8	28.2	28.7
12	28.5	28.7	28.6	28.4	28.7	28.9	28.3
13	28.4	28.6	28.7	28.4	28.9	28.6	28.8
14	28.7	28.8	28.0	28.3	28.9	28.4	28.2
15	28.2	28.2	28.4	28.5	28.4	28.4	28.6
16	28.4	28.8	28.4	28.1	28.1	28.9	29.0
17	28.5	28.2	28.3	33.5	29.0	33.6	28.2
18	28.8	29.0	29.0	29.0	28.8	28.9	28.9
19	28.5	28.1	28.8	28.6	33.7	28.5	28.1
20	28.4	28.1	28.7	28.9	28.4	28.3	29.0
21	33.5	28.8	28.4	33.7	28.0	28.9	28.6
22	33.2	33.4	28.7	28.4	28.2	28.3	33.6
23	33.6	33.5	28.3	28.7	33.2	33.3	28.9
24	33.5	28.1	28.4	65.6	28.5	28.2	28.6
10-12	28.7	28.1	28.4	28.8	28.4	28.3	28.2
14-16	28.9	28.2	28.9	28.7	28.1	28.0	28.9
0-24	28.4	28.0	28.1	28.5	28.3	28.7	28.1
						7 Day Ave	28.3

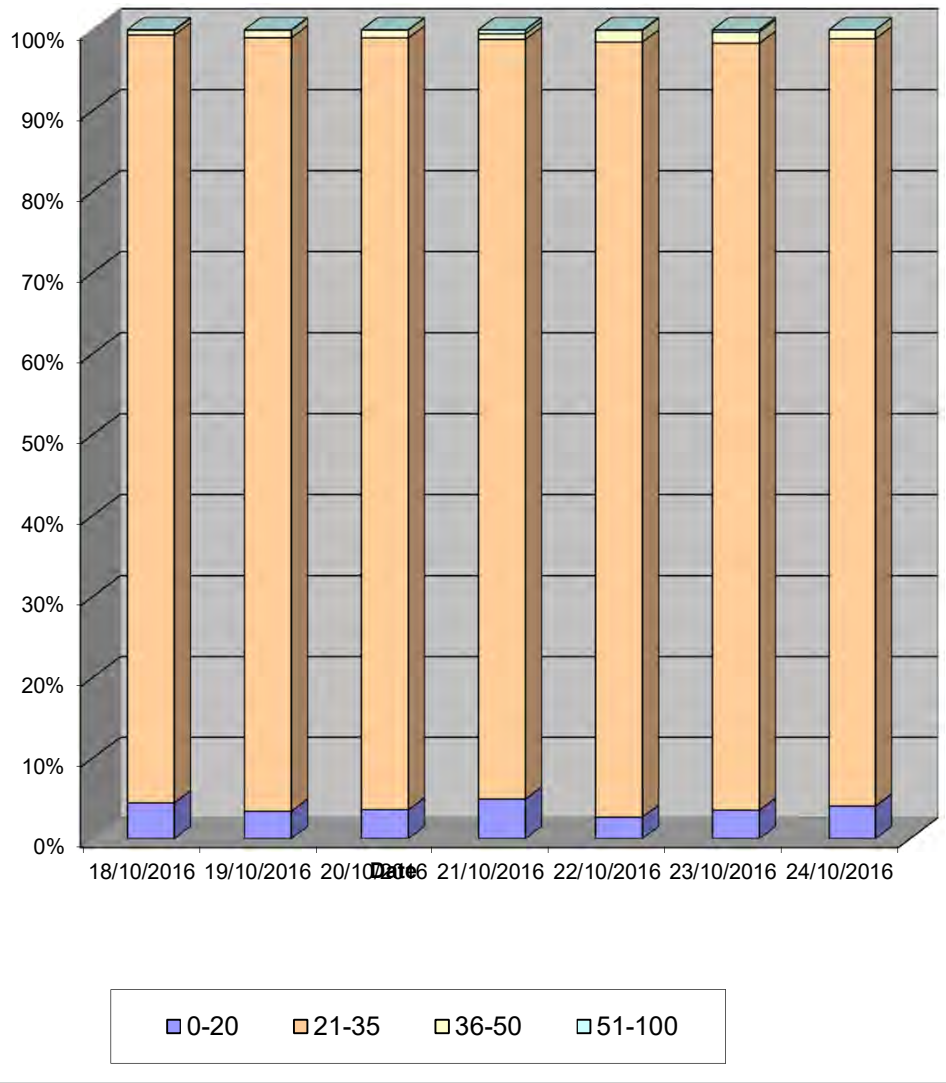
Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 2 - Westbound **Speed Summary** **Week 1**

Speed (MPH)	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday
0-20	193	149	157	221	77	78	145
21-35	4103	4156	4148	4209	2756	2077	3390
36-50	24	40	42	30	41	30	39
51-100	3	2	1	22	2	6	0
TOTAL	**4323**	**4347**	**4348**	**4482**	**2876**	**2191**	**3574**

Speed Summary (MPH)



Dewsbury ATC 6, Ravensthorpe Road

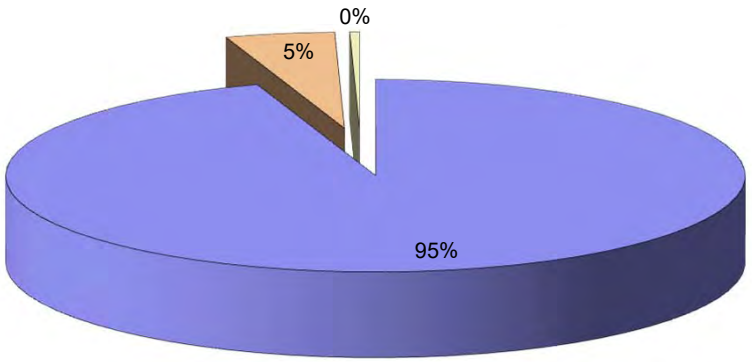
Produced by Streetwise Services Ltd.

Channel 2 - Westbound **Vehicle Class** **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
18-10-16				
7-19	3362	244	21	**3627**
6-22	3813	260	21	**4094**
6-24	3911	261	21	**4193**
0-24	4032	270	21	**4323**
19-10-16				
7-19	3380	246	24	**3650**
6-22	3825	267	24	**4116**
6-24	3922	270	24	**4216**
0-24	4043	280	24	**4347**
20-10-16				
7-19	3352	237	35	**3624**
6-22	3791	257	37	**4085**
6-24	3914	260	37	**4211**
0-24	4040	270	38	**4348**
21-10-16				
7-19	3542	151	10	**3703**
6-22	4039	161	14	**4214**
6-24	4165	165	14	**4344**
0-24	4298	170	14	**4482**
22-10-16				
7-19	2195	72	3	**2270**
6-22	2553	80	3	**2636**
6-24	2653	81	3	**2737**
0-24	2791	82	3	**2876**
23-10-16				
7-19	1687	23	0	**1710**
6-22	1980	26	0	**2006**
6-24	2066	28	0	**2094**
0-24	2161	30	0	**2191**
24-10-16				
7-19	2792	137	7	**2936**
6-22	3185	144	10	**3339**
6-24	3278	144	10	**3432**
0-24	3418	146	10	**3574**

Average				
7-19	2901	159	14	**3074**
6-22	3312	171	16	**3499**
6-24	3416	173	16	**3604**
0-24	3540	178	16	**3734**

Total Vehicle Class Distribution



Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

20-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	19	3	0	0	0	0	0	0	0	0	0	0	0	22
2	13	0	0	0	0	0	0	0	0	0	0	0	0	13
3	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4	23	0	0	0	0	0	0	0	0	0	0	0	0	23
5	15	1	1	0	0	0	0	0	0	0	0	1	0	18
6	47	6	0	0	0	0	0	2	2	0	0	0	0	57
7	81	10	1	1	5	0	0	0	0	0	1	0	0	99
8	177	21	0	1	1	0	0	0	1	0	0	4	0	205
9	324	34	0	2	2	0	1	1	2	0	1	3	0	370
10	213	31	2	2	1	0	0	3	1	0	0	3	0	256
11	153	29	0	1	0	0	0	1	2	0	0	4	0	190
12	171	33	0	0	0	0	0	1	0	0	0	3	0	208
13	240	30	0	3	2	0	0	0	1	0	0	2	0	278
14	235	28	0	1	4	0	1	0	0	0	0	4	0	273
15	277	28	2	1	3	0	0	1	3	0	0	3	0	318
16	352	30	0	1	2	0	0	0	3	0	0	2	0	390
17	364	19	0	0	2	0	0	1	2	0	0	2	0	390
18	344	21	0	0	0	0	0	0	0	0	1	5	0	371
19	224	13	0	0	0	0	0	0	0	0	0	0	0	237
20	197	14	0	0	0	0	0	0	0	0	0	0	0	211
21	121	10	0	0	0	0	0	0	0	0	0	0	0	131
22	108	2	0	0	0	0	0	0	0	0	0	0	0	110
23	83	2	0	0	0	0	0	0	0	0	0	0	0	85
24	41	1	0	0	0	0	0	0	0	0	0	0	0	42

7-19	3074	317	4	12	17	0	2	8	15	0	2	35	0	3486
6-22	3581	353	5	13	22	0	2	8	15	0	3	35	0	4037
6-24	3705	356	5	13	22	0	2	8	15	0	3	35	0	4164
0-24	3830	366	6	13	22	0	2	10	17	0	3	36	0	4305

Channel 2 - Westbound

20-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	22	1	0	0	0	0	0	0	0	0	0	0	0	23
2	14	0	0	0	0	0	0	0	0	0	0	0	0	14
3	11	1	0	0	0	0	0	0	0	0	0	0	0	12
4	15	2	0	0	0	0	0	0	0	0	0	0	0	17
5	10	2	0	0	0	0	0	0	0	0	0	0	0	12
6	54	4	0	0	0	0	0	0	0	0	1	0	0	59
7	99	9	0	0	0	0	0	2	0	0	0	1	0	111
8	208	13	0	1	0	0	0	3	0	0	1	0	0	226
9	353	20	0	1	1	0	0	2	1	0	0	2	0	380
10	214	31	0	1	0	0	1	2	0	0	3	5	0	257
11	178	19	1	3	0	0	0	0	0	0	0	1	0	202
12	186	17	0	2	0	0	0	1	1	0	0	2	0	209
13	226	12	0	0	0	0	0	0	0	0	0	1	0	239
14	254	25	0	1	0	0	0	0	1	0	0	0	0	281
15	330	12	0	0	1	0	0	0	0	0	1	2	0	346
16	371	23	0	1	1	0	0	3	1	0	1	1	0	402
17	353	12	1	2	0	0	0	1	0	0	0	1	0	370
18	407	17	0	0	1	0	0	1	0	0	0	1	0	427
19	272	13	0	0	0	0	0	0	0	0	0	0	0	285
20	148	6	0	0	0	0	0	0	0	0	0	0	0	154
21	89	4	0	0	0	0	0	0	0	0	0	0	0	93
22	103	0	0	0	0	0	0	0	0	0	0	0	0	103
23	80	1	0	0	0	0	0	0	0	0	0	0	0	81
24	43	2	0	0	0	0	0	0	0	0	0	0	0	45

7-19	3352	214	2	12	4	0	1	13	4	0	6	16	0	3624
6-22	3791	233	2	12	4	0	1	15	4	0	6	17	0	4085
6-24	3914	236	2	12	4	0	1	15	4	0	6	17	0	4211
0-24	4040	246	2	12	4	0	1	15	4	0	7	17	0	4348

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

20-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	4	12	5	1	0	0	0	0	0	22
2	0	0	0	3	6	3	1	0	0	0	0	0	13
3	0	0	1	0	6	1	0	0	0	0	0	0	8
4	0	1	2	3	14	3	0	0	0	0	0	0	23
5	1	0	2	0	8	7	0	0	0	0	0	0	18
6	1	2	1	5	40	8	0	0	0	0	0	0	57
7	0	2	3	15	54	24	1	0	0	0	0	0	99
8	0	3	3	48	116	30	3	2	0	0	0	0	205
9	1	5	6	127	190	36	5	0	0	0	0	0	370
10	0	2	9	51	151	38	5	0	0	0	0	0	256
11	0	1	4	32	110	36	6	1	0	0	0	0	190
12	0	0	2	30	125	48	2	1	0	0	0	0	208
13	0	4	4	38	175	52	5	0	0	0	0	0	278
14	1	3	9	35	144	74	7	0	0	0	0	0	273
15	0	2	3	68	179	61	5	0	0	0	0	0	318
16	0	2	10	60	242	69	6	0	1	0	0	0	390
17	0	4	10	46	264	59	5	2	0	0	0	0	390
18	0	0	1	69	203	89	7	1	1	0	0	0	371
19	0	0	2	57	154	20	3	1	0	0	0	0	237
20	0	0	0	37	139	32	3	0	0	0	0	0	211
21	0	0	0	15	79	33	4	0	0	0	0	0	131
22	0	0	0	11	65	24	9	1	0	0	0	0	110
23	0	0	0	5	52	19	7	2	0	0	0	0	85
24	0	0	0	4	21	15	2	0	0	0	0	0	42

7-19	2	26	63	661	2053	612	59	8	2	0	0	0	3486
6-22	2	28	66	739	2390	725	76	9	2	0	0	0	4037
6-24	2	28	66	748	2463	759	85	11	2	0	0	0	4164
0-24	4	31	72	763	2549	786	87	11	2	0	0	0	4305

Channel 2 - Westbound

20-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	1	2	4	10	6	0	0	0	0	0	0	23
2	0	0	0	1	9	3	1	0	0	0	0	0	14
3	0	0	0	4	4	1	2	1	0	0	0	0	12
4	0	0	0	7	9	1	0	0	0	0	0	0	17
5	2	0	0	4	2	3	0	1	0	0	0	0	12
6	1	5	3	6	26	10	7	1	0	0	0	0	59
7	0	1	3	31	64	11	1	0	0	0	0	0	111
8	0	0	7	107	98	14	0	0	0	0	0	0	226
9	0	4	19	169	161	24	3	0	0	0	0	0	380
10	0	1	9	140	93	14	0	0	0	0	0	0	257
11	0	1	10	84	87	14	4	2	0	0	0	0	202
12	0	1	10	80	93	21	4	0	0	0	0	0	209
13	0	5	5	86	126	16	1	0	0	0	0	0	239
14	1	4	2	112	136	22	3	1	0	0	0	0	281
15	0	3	6	146	169	22	0	0	0	0	0	0	346
16	0	0	10	175	201	16	0	0	0	0	0	0	402
17	0	2	4	124	203	36	1	0	0	0	0	0	370
18	0	2	12	218	176	17	1	0	1	0	0	0	427
19	0	0	14	156	108	6	1	0	0	0	0	0	285
20	0	0	0	92	43	17	1	0	0	0	1	0	154
21	0	0	3	40	45	4	1	0	0	0	0	0	93
22	0	0	2	41	48	9	3	0	0	0	0	0	103
23	0	0	1	46	30	4	0	0	0	0	0	0	81
24	0	0	1	23	16	4	1	0	0	0	0	0	45

7-19	1	23	108	1597	1651	222	18	3	1	0	0	0	3624
6-22	1	24	116	1801	1851	263	24	3	1	0	1	0	4085
6-24	1	24	118	1870	1897	271	25	3	1	0	1	0	4211
0-24	4	30	123	1896	1957	295	35	6	1	0	1	0	4348

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

21-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	23	1	0	0	0	0	0	0	0	0	0	0	0	24
2	5	2	0	0	0	0	0	0	0	0	0	0	0	7
3	14	1	0	0	0	0	0	0	0	0	0	0	0	15
4	17	1	0	0	0	0	0	0	0	0	0	0	0	18
5	12	1	0	0	0	0	0	0	0	0	0	0	0	13
6	80	2	0	0	0	0	0	2	0	0	2	1	0	87
7	103	13	0	0	0	0	0	0	1	0	0	0	0	117
8	239	10	2	0	0	0	0	0	0	0	2	0	0	253
9	427	26	0	1	0	0	0	1	0	0	2	5	0	462
10	283	22	0	1	0	0	0	0	2	0	1	2	0	311
11	217	27	1	0	2	0	0	0	1	0	0	2	0	250
12	201	36	0	1	2	0	0	0	3	0	1	1	0	245
13	281	28	1	0	1	0	1	0	0	0	0	1	0	313
14	300	32	0	1	1	0	0	3	2	0	0	0	0	339
15	280	34	0	1	2	0	0	0	4	0	0	1	0	322
16	396	26	0	0	1	0	0	1	6	0	0	4	0	434
17	293	18	0	0	2	0	0	0	1	0	0	0	0	314
18	314	19	0	0	0	0	0	0	1	0	0	1	0	335
19	265	11	0	0	0	0	0	0	0	0	0	0	0	276
20	230	11	0	0	1	0	0	1	0	0	0	1	0	244
21	156	8	0	0	0	0	0	0	0	0	0	0	0	164
22	115	4	0	0	0	0	0	0	0	0	0	0	0	119
23	119	2	0	0	0	0	0	1	0	0	0	0	0	122
24	70	4	0	0	0	0	0	0	0	0	0	0	0	74

7-19	3496	289	4	5	11	0	1	5	20	0	6	17	0	3854
6-22	4100	325	4	5	12	0	1	6	21	0	6	18	0	4498
6-24	4289	331	4	5	12	0	1	7	21	0	6	18	0	4694
0-24	4440	339	4	5	12	0	1	9	21	0	8	19	0	4858

Channel 2 - Westbound

21-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	17	1	0	0	0	0	0	0	0	0	0	0	0	18
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	9	0	0	0	0	0	0	0	0	0	0	0	0	9
4	15	0	0	0	0	0	0	0	0	0	0	0	0	15
5	10	0	1	0	0	0	0	0	0	0	0	0	0	11
6	79	3	0	0	0	0	0	0	0	0	0	0	0	82
7	103	4	0	0	0	0	0	0	1	0	1	1	0	110
8	204	9	0	0	0	0	0	1	0	0	1	2	0	217
9	390	12	0	0	0	0	0	1	0	0	0	2	0	405
10	204	16	0	0	0	0	0	0	0	0	0	1	0	221
11	210	14	0	0	0	0	0	0	0	0	0	0	0	224
12	203	15	1	0	0	0	0	1	0	0	0	0	0	220
13	251	8	0	0	2	0	0	0	0	0	0	0	0	261
14	270	16	0	0	1	0	0	0	0	0	0	0	0	287
15	366	8	1	0	0	0	0	0	1	0	0	1	0	377
16	449	10	0	0	0	0	0	2	0	0	1	1	0	463
17	346	15	2	0	0	0	0	0	0	0	0	0	0	363
18	392	7	1	0	0	0	0	1	0	0	0	0	0	401
19	257	6	0	0	0	0	0	1	0	0	0	0	0	264
20	190	0	0	0	0	0	0	1	0	0	0	0	0	191
21	120	2	0	0	0	0	0	1	0	0	0	0	0	123
22	84	3	0	0	0	0	0	0	0	0	0	0	0	87
23	76	2	0	0	0	0	0	0	0	0	0	0	0	78
24	50	2	0	0	0	0	0	0	0	0	0	0	0	52

7-19	3542	136	5	0	3	0	0	7	1	0	2	7	0	3703
6-22	4039	145	5	0	3	0	0	9	2	0	3	8	0	4214
6-24	4165	149	5	0	3	0	0	9	2	0	3	8	0	4344
0-24	4298	153	6	0	3	0	0	9	2	0	3	8	0	4482

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

21-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	2	12	8	2	0	0	0	0	0	24
2	0	0	0	2	4	1	0	0	0	0	0	0	7
3	0	0	3	6	5	0	1	0	0	0	0	0	15
4	0	1	1	8	6	1	0	1	0	0	0	0	18
5	0	1	0	2	6	3	1	0	0	0	0	0	13
6	1	0	4	16	51	13	2	0	0	0	0	0	87
7	0	1	0	11	80	22	3	0	0	0	0	0	117
8	4	2	3	32	151	53	7	1	0	0	0	0	253
9	0	0	6	106	296	50	4	0	0	0	0	0	462
10	0	2	13	62	151	80	3	0	0	0	0	0	311
11	0	1	1	36	162	46	4	0	0	0	0	0	250
12	0	4	4	48	157	30	2	0	0	0	0	0	245
13	2	0	0	46	194	64	7	0	0	0	0	0	313
14	0	1	5	36	198	83	13	3	0	0	0	0	339
15	0	0	3	41	198	71	8	0	0	0	0	1	322
16	0	1	3	67	280	76	6	0	0	0	0	1	434
17	0	0	0	29	169	107	7	1	1	0	0	0	314
18	0	5	6	36	187	93	8	0	0	0	0	0	335
19	0	0	3	46	170	51	5	1	0	0	0	0	276
20	0	0	3	40	151	42	5	3	0	0	0	0	244
21	0	0	0	12	80	64	7	1	0	0	0	0	164
22	0	0	0	8	67	35	6	2	1	0	0	0	119
23	0	0	0	7	63	39	10	1	2	0	0	0	122
24	0	1	3	9	35	20	5	0	0	0	0	1	74

7-19	6	16	47	585	2313	804	74	6	1	0	0	2	3854
6-22	6	17	50	656	2691	967	95	12	2	0	0	2	4498
6-24	6	18	53	672	2789	1026	110	13	4	0	0	3	4694
0-24	7	20	61	708	2873	1052	116	14	4	0	0	3	4858

Channel 2 - Westbound

21-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	10	5	3	0	0	0	0	0	0	18
2	0	0	0	0	3	0	0	0	0	0	0	0	3
3	0	0	0	2	2	4	1	0	0	0	0	0	9
4	0	4	1	6	3	1	0	0	0	0	0	0	15
5	2	0	0	3	4	2	0	0	0	0	0	0	11
6	1	2	12	18	36	11	2	0	0	0	0	0	82
7	0	0	6	58	42	4	0	0	0	0	0	0	110
8	5	1	20	113	71	6	1	0	0	0	0	0	217
9	1	3	12	164	209	16	0	0	0	0	0	0	405
10	0	0	7	115	83	14	2	0	0	0	0	0	221
11	0	0	9	112	89	13	1	0	0	0	0	0	224
12	0	1	4	103	99	12	1	0	0	0	0	0	220
13	2	4	7	102	132	14	0	0	0	0	0	0	261
14	1	2	20	103	142	15	4	0	0	0	0	0	287
15	0	0	7	204	136	24	4	0	0	0	0	2	377
16	0	3	22	237	169	25	3	1	0	1	0	2	463
17	0	1	14	130	169	48	1	0	0	0	0	0	363
18	0	2	10	172	204	11	2	0	0	0	0	0	401
19	0	1	12	129	110	8	0	0	0	0	0	4	264
20	0	0	8	99	79	5	0	0	0	0	0	0	191
21	0	0	0	45	51	17	3	1	0	2	0	4	123
22	4	1	2	43	34	2	1	0	0	0	0	0	87
23	0	0	4	48	22	4	0	0	0	0	0	0	78
24	1	0	2	19	14	7	1	1	0	0	5	2	52

7-19	9	18	144	1684	1613	206	19	1	0	1	0	8	3703
6-22	13	19	160	1929	1819	234	23	2	0	3	0	12	4214
6-24	14	19	166	1996	1855	245	24	3	0	3	5	14	4344
0-24	17	25	179	2035	1908	266	27	3	0	3	5	14	4482

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

22-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	61	1	0	0	0	0	0	0	0	0	0	0	0	62
2	30	1	0	0	0	0	0	0	0	0	0	0	0	31
3	15	0	0	0	0	0	0	0	0	0	0	0	0	15
4	25	0	0	0	0	0	0	0	0	0	0	0	0	25
5	14	0	0	0	0	0	0	0	0	0	0	0	0	14
6	34	4	0	0	0	0	0	0	0	0	0	0	0	38
7	69	3	0	0	0	0	0	0	0	0	0	0	0	72
8	78	9	1	0	0	0	0	0	0	0	0	1	0	89
9	124	10	0	0	0	0	0	1	0	0	0	1	0	136
10	159	17	1	0	1	0	0	0	0	0	0	0	0	178
11	193	20	0	1	0	0	0	0	0	0	0	0	0	214
12	229	20	0	0	0	0	0	0	0	0	0	0	0	249
13	258	11	0	0	0	0	0	0	0	0	0	0	0	269
14	210	6	0	0	0	0	0	1	0	0	0	0	0	217
15	234	13	0	0	0	0	0	0	0	0	0	1	0	248
16	170	13	0	0	0	0	0	0	0	0	0	1	0	184
17	173	13	0	0	0	0	0	0	0	0	0	0	0	186
18	198	9	0	0	0	0	0	0	0	0	0	0	0	207
19	223	11	0	0	0	0	0	0	0	0	0	0	0	234
20	171	4	0	0	0	0	0	0	0	0	0	0	0	175
21	137	6	0	0	0	0	0	0	0	0	0	0	0	143
22	112	4	0	0	0	0	0	0	0	0	0	0	0	116
23	91	1	0	0	0	0	0	0	0	0	0	0	0	92
24	82	5	0	0	0	0	0	0	0	0	0	0	0	87
7-19	2249	152	2	1	1	0	0	2	0	0	0	4	0	2411
6-22	2738	169	2	1	1	0	0	2	0	0	0	4	0	2917
6-24	2911	175	2	1	1	0	0	2	0	0	0	4	0	3096
0-24	3090	181	2	1	1	0	0	2	0	0	0	4	0	3281

Channel 2 - Westbound

22-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	39	0	0	0	0	0	0	0	0	0	0	0	0	39
2	24	0	0	0	0	0	0	0	0	0	0	0	0	24
3	14	0	0	0	0	0	0	0	0	0	0	0	0	14
4	18	0	0	0	0	0	0	0	0	0	0	0	0	18
5	7	0	0	0	0	0	0	0	0	0	0	0	0	7
6	36	1	0	0	0	0	0	0	0	0	0	0	0	37
7	49	2	0	0	0	0	0	0	0	0	0	0	0	51
8	64	1	0	0	0	0	0	0	0	0	0	1	0	66
9	112	5	0	0	0	0	0	0	0	0	0	1	0	118
10	153	6	0	0	0	0	0	0	0	0	0	0	0	159
11	172	6	0	0	0	0	0	1	0	0	0	0	0	179
12	205	7	0	0	0	0	0	0	0	0	0	0	0	212
13	232	8	0	0	0	0	0	0	0	0	0	0	0	240
14	226	3	0	0	0	0	0	1	0	0	0	0	0	230
15	217	7	0	0	1	0	0	1	0	0	0	0	0	226
16	234	10	0	0	1	0	0	0	0	0	0	0	0	245
17	214	12	0	0	0	0	0	0	0	0	0	0	0	226
18	190	3	0	0	0	0	0	0	0	0	0	0	0	193
19	176	0	0	0	0	0	0	0	0	0	0	0	0	176
20	136	5	0	0	0	0	0	0	0	0	0	0	0	141
21	104	1	0	0	0	0	0	0	0	0	0	0	0	105
22	69	0	0	0	0	0	0	0	0	0	0	0	0	69
23	51	1	0	0	0	0	0	0	0	0	0	0	0	52
24	49	0	0	0	0	0	0	0	0	0	0	0	0	49
7-19	2195	68	0	0	2	0	0	3	0	0	0	2	0	2270
6-22	2553	76	0	0	2	0	0	3	0	0	0	2	0	2636
6-24	2653	77	0	0	2	0	0	3	0	0	0	2	0	2737
0-24	2791	78	0	0	2	0	0	3	0	0	0	2	0	2876

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

22-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	3	26	25	7	1	0	0	0	0	62
2	0	0	0	3	11	14	2	1	0	0	0	0	31
3	0	1	0	1	6	7	0	0	0	0	0	0	15
4	0	0	0	2	14	6	1	2	0	0	0	0	25
5	0	0	0	2	3	4	3	2	0	0	0	0	14
6	0	2	0	8	15	13	0	0	0	0	0	0	38
7	1	0	1	7	38	23	2	0	0	0	0	0	72
8	0	1	0	9	43	31	4	1	0	0	0	0	89
9	0	0	0	12	81	36	7	0	0	0	0	0	136
10	0	0	1	18	105	54	0	0	0	0	0	0	178
11	0	0	0	20	146	43	5	0	0	0	0	0	214
12	0	0	1	17	160	66	3	1	1	0	0	0	249
13	0	0	3	17	167	71	6	2	1	0	0	2	269
14	0	0	0	20	114	75	6	1	1	0	0	0	217
15	0	0	1	37	134	68	8	0	0	0	0	0	248
16	0	0	1	19	108	48	8	0	0	0	0	0	184
17	0	0	1	17	115	48	5	0	0	0	0	0	186
18	0	0	2	14	127	55	7	2	0	0	0	0	207
19	0	0	2	29	130	60	8	5	0	0	0	0	234
20	1	0	0	29	92	43	8	2	0	0	0	0	175
21	0	0	0	7	72	55	8	1	0	0	0	0	143
22	0	0	1	11	63	36	4	0	1	0	0	0	116
23	0	0	1	11	51	20	6	2	1	0	0	0	92
24	0	0	0	6	52	23	6	0	0	0	0	0	87

7-19	0	1	12	229	1430	655	67	12	3	0	0	2	2411
6-22	2	1	14	283	1695	812	89	15	4	0	0	2	2917
6-24	2	1	15	300	1798	855	101	17	5	0	0	2	3096
0-24	2	4	15	319	1873	924	114	23	5	0	0	2	3281

Channel 2 - Westbound

22-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	23	9	5	1	0	1	0	0	0	39
2	0	0	1	3	15	5	0	0	0	0	0	0	24
3	0	0	0	2	11	1	0	0	0	0	0	0	14
4	0	0	1	16	1	0	0	0	0	0	0	0	18
5	0	0	0	5	1	1	0	0	0	0	0	0	7
6	0	0	0	18	18	1	0	0	0	0	0	0	37
7	1	1	1	19	28	1	0	0	0	0	0	0	51
8	0	0	0	37	22	6	1	0	0	0	0	0	66
9	0	0	2	28	77	9	2	0	0	0	0	0	118
10	0	3	7	76	62	9	2	0	0	0	0	0	159
11	0	0	1	66	91	19	1	1	0	0	0	0	179
12	0	0	7	72	108	22	2	0	1	0	0	0	212
13	0	0	4	72	141	19	1	0	1	0	0	2	240
14	0	0	9	84	118	16	3	0	0	0	0	0	230
15	0	0	14	76	116	19	1	0	0	0	0	0	226
16	0	1	9	113	107	12	1	2	0	0	0	0	245
17	0	1	4	88	123	9	1	0	0	0	0	0	226
18	0	2	1	56	107	22	4	0	1	0	0	0	193
19	0	0	2	66	82	23	2	1	0	0	0	0	176
20	0	0	1	69	64	6	1	0	0	0	0	0	141
21	0	0	1	34	65	3	2	0	0	0	0	0	105
22	0	0	1	31	30	5	1	1	0	0	0	0	69
23	0	0	1	21	19	5	5	1	0	0	0	0	52
24	0	0	1	23	23	2	0	0	0	0	0	0	49

7-19	0	7	60	834	1154	185	21	4	3	0	0	2	2270
6-22	1	8	64	987	1341	200	25	5	3	0	0	2	2636
6-24	1	8	66	1031	1383	207	30	6	3	0	0	2	2737
0-24	1	8	68	1098	1438	220	31	6	4	0	0	2	2876

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

23-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	60	2	0	0	0	0	0	0	0	0	0	0	0	62
2	42	1	0	0	0	0	0	0	0	0	0	0	0	43
3	23	2	0	0	0	0	0	0	0	0	0	0	0	25
4	13	1	0	0	1	0	0	0	0	0	0	0	0	15
5	10	1	0	0	0	0	0	0	0	0	0	0	0	11
6	17	2	0	0	0	0	0	0	0	0	0	0	0	19
7	25	1	0	0	0	0	0	0	0	0	0	0	0	26
8	47	3	0	0	0	0	0	0	0	0	0	0	0	50
9	63	2	0	0	0	0	0	0	0	0	0	0	0	65
10	102	10	0	0	0	0	0	0	0	0	0	0	0	112
11	146	9	0	0	0	0	0	0	0	0	0	0	0	155
12	168	9	0	0	0	0	0	0	0	0	0	0	0	177
13	206	13	0	0	0	0	0	0	0	0	0	0	0	219
14	224	12	0	0	0	0	0	0	0	0	0	0	0	236
15	222	8	0	0	0	0	0	0	0	0	0	0	0	230
16	204	10	0	0	0	0	0	0	0	0	0	0	0	214
17	193	10	0	0	0	0	0	0	0	0	0	0	0	203
18	202	9	0	0	0	0	0	0	0	0	0	0	0	211
19	158	8	0	0	0	0	0	0	0	0	0	0	0	166
20	159	7	0	0	0	0	0	0	0	0	0	0	0	166
21	125	7	0	0	0	0	0	0	0	0	0	0	0	132
22	91	3	0	0	0	0	0	0	0	0	0	0	0	94
23	94	1	0	0	0	0	0	0	0	0	0	0	0	95
24	48	2	0	0	0	0	0	0	0	0	0	0	0	50
7-19	1935	103	0	0	0	0	0	0	0	0	0	0	0	2038
6-22	2335	121	0	0	0	0	0	0	0	0	0	0	0	2456
6-24	2477	124	0	0	0	0	0	0	0	0	0	0	0	2601
0-24	2642	133	0	0	1	0	0	0	0	0	0	0	0	2776

Channel 2 - Westbound

23-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	30	0	0	0	0	0	0	0	0	0	0	0	0	30
2	23	0	0	0	0	0	0	0	0	0	0	0	0	23
3	11	0	0	0	0	0	0	0	0	0	0	0	0	11
4	9	0	0	0	0	0	0	0	0	0	0	0	0	9
5	8	1	0	0	0	0	0	0	0	0	0	1	0	10
6	14	0	0	0	0	0	0	0	0	0	0	0	0	14
7	24	0	0	0	0	0	0	0	0	0	0	0	0	24
8	38	0	0	0	0	0	0	0	0	0	0	0	0	38
9	48	0	0	0	0	0	0	0	0	0	0	0	0	48
10	79	0	0	0	1	0	0	0	0	0	0	0	0	80
11	132	1	0	0	0	0	0	0	0	0	0	1	0	134
12	146	0	0	0	0	0	0	0	0	0	0	0	0	146
13	188	6	0	0	0	0	0	0	0	0	0	0	0	194
14	206	3	0	0	0	0	0	0	0	0	0	0	0	209
15	182	2	0	0	0	0	0	0	0	0	0	0	0	184
16	218	2	0	0	0	0	0	0	0	0	0	0	0	220
17	162	2	0	0	0	0	0	0	0	0	0	0	0	164
18	146	3	0	0	0	0	0	0	0	0	0	0	0	149
19	142	2	0	0	0	0	0	0	0	0	0	0	0	144
20	106	1	0	0	0	0	0	0	0	0	0	0	0	107
21	103	1	0	0	0	0	0	0	0	0	0	0	0	104
22	60	0	0	0	0	0	0	0	0	0	0	1	0	61
23	55	2	0	0	0	0	0	0	0	0	0	0	0	57
24	31	0	0	0	0	0	0	0	0	0	0	0	0	31
7-19	1687	21	0	0	1	0	0	0	0	0	0	1	0	1710
6-22	1980	23	0	0	1	0	0	0	0	0	0	2	0	2006
6-24	2066	25	0	0	1	0	0	0	0	0	0	2	0	2094
0-24	2161	26	0	0	1	0	0	0	0	0	0	3	0	2191

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

23-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	7	40	10	4	0	1	0	0	0	62
2	0	0	0	2	18	20	2	0	0	1	0	0	43
3	0	0	0	1	12	9	2	1	0	0	0	0	25
4	0	0	0	0	7	6	1	1	0	0	0	0	15
5	0	0	0	0	4	2	3	2	0	0	0	0	11
6	0	0	0	2	11	5	1	0	0	0	0	0	19
7	0	0	1	2	13	9	1	0	0	0	0	0	26
8	0	0	0	1	29	18	2	0	0	0	0	0	50
9	0	0	0	3	38	22	2	0	0	0	0	0	65
10	0	0	0	16	66	27	2	1	0	0	0	0	112
11	0	0	0	12	84	54	5	0	0	0	0	0	155
12	0	0	0	24	107	35	11	0	0	0	0	0	177
13	0	0	0	15	136	59	6	3	0	0	0	0	219
14	0	0	2	28	146	56	4	0	0	0	0	0	236
15	0	1	3	23	127	72	4	0	0	0	0	0	230
16	1	0	2	18	133	51	7	1	1	0	0	0	214
17	0	0	1	14	115	69	3	1	0	0	0	0	203
18	1	4	0	9	120	71	6	0	0	0	0	0	211
19	0	0	2	28	102	29	4	0	1	0	0	0	166
20	0	0	0	27	98	30	10	1	0	0	0	0	166
21	0	0	0	11	74	40	7	0	0	0	0	0	132
22	0	0	0	7	64	16	6	1	0	0	0	0	94
23	0	0	0	14	51	27	1	1	0	1	0	0	95
24	0	0	0	8	25	12	5	0	0	0	0	0	50

7-19	2	5	10	191	1203	563	56	6	2	0	0	0	2038
6-22	2	5	11	238	1452	658	80	8	2	0	0	0	2456
6-24	2	5	11	260	1528	697	86	9	2	1	0	0	2601
0-24	2	5	11	272	1620	749	99	13	3	2	0	0	2776

Channel 2 - Westbound

23-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	1	10	17	2	0	0	0	0	0	0	30
2	0	0	2	4	17	0	0	0	0	0	0	0	23
3	0	0	0	0	4	6	1	0	0	0	0	0	11
4	0	0	1	4	4	0	0	0	0	0	0	0	9
5	0	0	1	2	6	0	0	1	0	0	0	0	10
6	0	0	0	6	8	0	0	0	0	0	0	0	14
7	0	0	1	9	13	0	1	0	0	0	0	0	24
8	0	0	1	10	23	3	1	0	0	0	0	0	38
9	0	0	4	30	14	0	0	0	0	0	0	0	48
10	0	0	1	45	30	4	0	0	0	0	0	0	80
11	0	1	7	48	74	2	2	0	0	0	0	0	134
12	0	0	12	62	61	9	0	2	0	0	0	0	146
13	0	0	1	92	93	7	0	1	0	0	0	0	194
14	0	0	4	77	122	4	2	0	0	0	0	0	209
15	0	0	0	66	101	9	2	0	0	0	6	0	184
16	1	3	16	108	71	17	4	0	0	0	0	0	220
17	0	1	4	58	78	19	2	2	0	0	0	0	164
18	0	0	3	81	59	5	1	0	0	0	0	0	149
19	0	1	7	81	48	7	0	0	0	0	0	0	144
20	0	0	0	44	49	11	2	1	0	0	0	0	107
21	0	0	2	57	41	4	0	0	0	0	0	0	104
22	0	0	0	33	25	2	1	0	0	0	0	0	61
23	0	0	0	13	31	10	1	1	1	0	0	0	57
24	0	0	3	16	9	2	1	0	0	0	0	0	31

7-19	1	6	60	758	774	86	14	5	0	0	6	0	1710
6-22	1	6	63	901	902	103	18	6	0	0	6	0	2006
6-24	1	6	66	930	942	115	20	7	1	0	6	0	2094
0-24	1	6	71	956	998	123	21	8	1	0	6	0	2191

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

24-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	42	3	0	0	0	0	0	0	0	0	0	0	0	45
2	19	0	0	0	0	0	0	0	0	0	0	0	0	19
3	9	1	0	0	0	0	0	0	0	0	0	0	0	10
4	20	1	0	0	0	0	0	0	0	0	0	0	0	21
5	19	0	0	0	0	0	0	0	0	0	0	0	0	19
6	68	3	0	0	0	0	0	0	0	0	0	0	0	71
7	92	10	0	0	2	0	0	2	2	0	1	0	0	109
8	222	17	0	0	1	0	0	0	0	0	0	1	0	241
9	237	23	0	1	3	0	0	2	3	0	0	1	0	270
10	213	24	0	0	2	0	0	0	0	0	0	3	0	242
11	219	19	1	0	0	0	0	0	2	0	0	4	0	245
12	200	22	0	0	1	0	0	1	0	0	1	0	0	225
13	219	21	1	1	3	0	0	1	3	0	0	1	0	250
14	259	35	0	1	2	0	1	2	3	0	0	0	0	303
15	215	18	1	0	0	0	0	0	1	0	1	1	0	237
16	219	25	0	0	0	0	0	0	0	0	0	1	0	245
17	372	27	0	0	3	0	0	0	0	0	0	1	0	403
18	293	26	0	2	1	0	0	0	0	0	0	0	0	322
19	248	12	0	0	0	0	0	0	0	0	0	0	0	260
20	171	4	0	0	0	0	0	0	0	0	1	0	0	176
21	131	6	0	0	0	0	0	0	0	0	0	0	0	137
22	103	2	0	0	0	0	0	0	0	0	0	0	0	105
23	80	2	0	0	0	0	0	0	0	0	0	0	0	82
24	47	0	0	0	0	0	0	0	0	0	0	0	0	47

7-19	2916	269	3	5	16	0	1	6	12	0	2	13	0	3243
6-22	3413	291	3	5	18	0	1	8	14	0	4	13	0	3770
6-24	3540	293	3	5	18	0	1	8	14	0	4	13	0	3899
0-24	3717	301	3	5	18	0	1	8	14	0	4	13	0	4084

Channel 2 - Westbound

24-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	28	0	0	0	0	0	0	0	0	0	0	0	0	28
2	11	0	0	0	0	0	0	0	0	0	0	0	0	11
3	13	0	0	0	0	0	0	0	0	0	0	0	0	13
4	13	0	0	0	0	0	0	0	0	0	0	0	0	13
5	19	0	0	0	0	0	0	0	0	0	0	0	0	19
6	56	2	0	0	0	0	0	0	0	0	0	0	0	58
7	88	4	0	0	0	0	0	0	0	0	0	0	0	92
8	209	8	0	0	0	0	0	0	0	1	0	0	0	218
9	205	11	0	1	1	0	0	1	0	0	0	0	0	219
10	208	10	0	0	1	0	0	0	0	0	0	0	0	219
11	186	8	1	0	0	0	0	0	0	0	0	0	0	195
12	193	12	1	0	0	0	0	0	1	1	0	1	0	209
13	192	13	0	0	0	0	0	0	0	0	1	0	0	206
14	236	12	0	0	0	0	0	0	0	0	0	0	0	248
15	216	14	0	0	0	0	0	0	0	0	0	0	0	230
16	249	13	0	0	0	0	0	1	0	0	0	1	0	264
17	315	13	0	0	1	0	0	0	0	0	0	0	0	329
18	326	12	0	0	0	0	0	0	0	0	0	0	0	338
19	257	4	0	0	0	0	0	0	0	0	0	0	0	261
20	138	2	0	0	0	0	0	1	0	0	0	0	0	141
21	85	1	0	0	0	0	0	1	0	0	0	0	0	87
22	82	0	0	0	0	0	0	1	0	0	0	0	0	83
23	61	0	0	0	0	0	0	0	0	0	0	0	0	61
24	32	0	0	0	0	0	0	0	0	0	0	0	0	32

7-19	2792	130	2	1	3	0	0	2	1	2	1	2	0	2936
6-22	3185	137	2	1	3	0	0	5	1	2	1	2	0	3339
6-24	3278	137	2	1	3	0	0	5	1	2	1	2	0	3432
0-24	3418	139	2	1	3	0	0	5	1	2	1	2	0	3574

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

24-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	2	30	11	0	1	0	0	1	0	45
2	0	0	0	2	8	4	2	2	0	1	0	0	19
3	0	0	0	0	1	4	5	0	0	0	0	0	10
4	0	1	2	4	12	0	2	0	0	0	0	0	21
5	0	0	0	0	13	6	0	0	0	0	0	0	19
6	0	0	4	4	48	14	1	0	0	0	0	0	71
7	3	1	4	18	59	23	1	0	0	0	0	0	109
8	2	1	4	22	156	49	6	1	0	0	0	0	241
9	0	4	2	51	169	41	3	0	0	0	0	0	270
10	0	0	11	37	140	52	2	0	0	0	0	0	242
11	1	0	0	25	147	65	5	2	0	0	0	0	245
12	0	0	3	28	139	49	5	1	0	0	0	0	225
13	0	1	8	22	153	60	5	1	0	0	0	0	250
14	0	2	5	39	188	62	7	0	0	0	0	0	303
15	0	0	2	35	117	72	8	2	1	0	0	0	237
16	1	1	3	36	141	59	4	0	0	0	0	0	245
17	0	1	2	29	249	110	10	2	0	0	0	0	403
18	1	3	9	31	191	78	7	1	1	0	0	0	322
19	0	0	1	33	170	51	4	1	0	0	0	0	260
20	0	0	5	31	94	43	2	0	1	0	0	0	176
21	0	0	0	14	77	43	3	0	0	0	0	0	137
22	0	0	0	11	51	37	6	0	0	0	0	0	105
23	0	0	0	12	48	20	2	0	0	0	0	0	82
24	0	0	0	2	14	27	3	1	0	0	0	0	47

7-19	5	13	50	388	1960	748	66	11	2	0	0	0	3243
6-22	8	14	59	462	2241	894	78	11	3	0	0	0	3770
6-24	8	14	59	476	2303	941	83	12	3	0	0	0	3899
0-24	8	15	65	488	2415	980	93	15	3	1	1	0	4084

Channel 2 - Westbound

24-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	5	9	12	1	0	1	0	0	0	28
2	0	0	0	2	8	0	0	1	0	0	0	0	11
3	0	0	0	1	8	4	0	0	0	0	0	0	13
4	0	0	1	12	0	0	0	0	0	0	0	0	13
5	0	8	1	8	1	1	0	0	0	0	0	0	19
6	0	1	3	19	34	1	0	0	0	0	0	0	58
7	3	2	2	32	52	1	0	0	0	0	0	0	92
8	2	1	7	106	88	11	3	0	0	0	0	0	218
9	0	3	4	96	110	3	3	0	0	0	0	0	219
10	1	0	6	119	81	9	3	0	0	0	0	0	219
11	0	0	7	75	104	9	0	0	0	0	0	0	195
12	2	1	10	73	112	8	3	0	0	0	0	0	209
13	0	1	12	94	85	12	1	0	1	0	0	0	206
14	0	1	7	123	107	8	1	1	0	0	0	0	248
15	0	0	10	113	91	15	0	1	0	0	0	0	230
16	0	1	11	129	106	15	1	1	0	0	0	0	264
17	0	4	7	130	155	27	5	1	0	0	0	0	329
18	0	1	12	134	180	10	1	0	0	0	0	0	338
19	0	1	7	141	105	6	1	0	0	0	0	0	261
20	0	0	1	85	51	4	0	0	0	0	0	0	141
21	0	0	0	45	38	2	2	0	0	0	0	0	87
22	0	0	1	20	43	12	7	0	0	0	0	0	83
23	0	0	1	11	45	4	0	0	0	0	0	0	61
24	0	0	2	4	22	4	0	0	0	0	0	0	32

7-19	5	14	100	1333	1324	133	22	4	1	0	0	0	2936
6-22	8	16	104	1515	1508	152	31	4	1	0	0	0	3339
6-24	8	16	107	1530	1575	160	31	4	1	0	0	0	3432
0-24	8	25	112	1577	1635	178	32	5	2	0	0	0	3574

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	3887	3883	4305	4858	3281	2776	4084	**4203**	**3868**
Mean Speed	28.0	28.1	28.0	28.5	29.4	29.2	28.7	**28.3**	**28.6**
85%ile Speed	33.6	33.9	33.6	33.2	33.1	33.3	33.0	**33.5**	**33.4**
No. Vehicles > 30 MPH Limit	825	845	886	1189	1068	866	1093	**968**	**967**
% Vehicles > 30 MPH Limit	21.2	21.8	20.6	24.5	32.6	31.2	26.8	**23.0**	**25.5**
No. Vehicles > 45 MPH	4	3	2	7	7	5	5	**4**	**5**
% Vehicles > 45 MPH	0.1	0.1	0.0	0.1	0.2	0.2	0.1	**0.1**	**0.1**

Channel 2 - Westbound

	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	4323	4347	4348	4482	2876	2191	3574	**4215**	**3734**
Mean Speed	26.1	26.3	25.9	25.8	26.4	26.0	25.7	**26.0**	**26.0**
85%ile Speed	28.4	28.0	28.1	28.5	28.3	28.7	28.1	**28.2**	**28.3**
No. Vehicles > 30 MPH Limit	361	366	338	318	263	159	217	**320**	**289**
% Vehicles > 30 MPH Limit	8.4	8.4	7.8	7.1	9.1	7.3	6.1	**7.5**	**7.7**
No. Vehicles > 45 MPH	3	2	2	22	6	7	2	**6**	**6**
% Vehicles > 45 MPH	0.1	0.0	0.0	0.5	0.2	0.3	0.1	**0.1**	**0.2**

Channels 1+2 - Eastbound & Westbound

	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	8210	8230	8653	9340	6157	4967	7658	**8418**	**7602**
Mean Speed	27.1	27.2	27.0	27.2	27.9	27.6	27.2	**27.1**	**27.3**
85%ile Speed	31.0	31.0	30.8	30.9	30.7	31.0	30.6	**30.8**	**30.8**
No. Vehicles > 30 MPH Limit	1186	1211	1224	1507	1331	1025	1310	**1288**	**1256**
% Vehicles > 30 MPH Limit	14.4	14.7	14.1	16.1	21.6	20.6	17.1	**15.3**	**17.0**
No. Vehicles > 45 MPH	7	5	4	29	13	12	7	**10**	**11**
% Vehicles > 45 MPH	0.1	0.1	0.0	0.3	0.2	0.2	0.1	**0.1**	**0.1**

Dewsbury ATC 6, Ravensthorpe Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	2712	2649	2969	3494	2663	2247	2848	**2934**	**2797**
Mean Speed	27.8	28.4	28.2	28.3	29.6	29.7	29.3	**28.4**	**28.8**
85%ile Speed	32.8	34.5	32.7	32.4	33.9	33.9	33.9	**33.3**	**33.5**
No. Vehicles > 30 MPH Limit	587	616	646	857	872	672	784	**698**	**719**
% Vehicles > 30 MPH Limit	21.6	23.3	21.8	24.5	32.7	29.9	27.5	**23.7**	**25.9**
No. Vehicles > 45 MPH	3	3	1	6	7	5	4	**3**	**4**
% Vehicles > 45 MPH	0.1	0.1	0.0	0.2	0.3	0.2	0.1	**0.1**	**0.2**

Channel 2 - Westbound

	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	2884	2908	2945	3096	2273	1792	2470	**2861**	**2624**
Mean Speed	26.5	26.5	26.4	26.1	26.2	26.3	25.9	**26.3**	**26.3**
85%ile Speed	30.8	29.7	30.3	31.6	29.2	29.0	28.9	**30.2**	**29.9**
No. Vehicles > 30 MPH Limit	259	254	241	233	208	126	153	**228**	**211**
% Vehicles > 30 MPH Limit	9.0	8.7	8.2	7.5	9.2	7.0	6.2	**7.9**	**8.0**
No. Vehicles > 45 MPH	0	2	1	22	5	7	2	**5**	**6**
% Vehicles > 45 MPH	0.0	0.1	0.0	0.7	0.2	0.4	0.1	**0.2**	**0.2**

Channels 1+2 - Eastbound & Westbound

	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	5596	5557	5914	6590	4936	4039	5318	**5795**	**5421**
Mean Speed	27.1	27.4	27.3	27.2	27.9	28.0	27.6	**27.3**	**27.5**
85%ile Speed	31.8	32.1	31.5	32.0	31.6	31.5	31.4	**31.7**	**31.7**
No. Vehicles > 30 MPH Limit	846	870	887	1090	1080	798	937	**926**	**930**
% Vehicles > 30 MPH Limit	15.1	15.7	15.0	16.5	21.9	19.8	17.6	**16.0**	**17.4**
No. Vehicles > 45 MPH	3	5	2	28	12	12	6	**9**	**10**
% Vehicles > 45 MPH	0.1	0.1	0.0	0.4	0.2	0.3	0.1	**0.1**	**0.2**

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

18-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	5	0	0	0	0	0	0	0	0	0	0	0	0	5
6	15	0	0	0	0	0	0	0	0	0	0	0	0	15
7	31	2	0	0	0	0	0	0	0	0	0	2	0	35
8	73	10	1	0	0	0	0	0	0	0	0	6	0	90
9	137	6	3	1	0	0	0	0	0	0	0	1	0	148
10	100	13	1	1	1	0	0	0	0	0	1	3	0	120
11	94	5	4	0	0	0	0	0	0	0	0	2	0	105
12	100	7	2	1	0	0	0	0	0	0	1	2	0	113
13	101	8	0	0	0	0	0	0	0	0	0	5	0	114
14	108	8	1	0	2	0	0	1	0	0	0	1	0	121
15	155	18	0	0	0	0	0	0	0	0	0	4	0	177
16	167	14	0	0	0	0	0	0	0	0	0	4	0	185
17	144	10	0	1	0	0	0	0	1	0	0	3	0	159
18	137	9	1	0	0	0	0	0	0	0	0	2	0	149
19	151	3	1	0	0	0	0	0	0	0	0	1	0	156
20	98	3	0	0	1	0	0	0	0	0	0	0	0	102
21	76	2	1	0	0	0	0	0	0	0	0	0	0	79
22	56	3	1	0	0	0	0	0	0	0	0	2	0	62
23	42	1	1	0	0	0	0	0	0	0	0	1	0	45
24	21	0	0	0	0	0	0	0	0	0	0	0	0	21

7-19	1467	111	14	4	3	0	0	1	1	0	2	34	0	1637
6-22	1728	121	16	4	4	0	0	1	1	0	2	38	0	1915
6-24	1791	122	17	4	4	0	0	1	1	0	2	39	0	1981
0-24	1823	122	17	4	4	0	0	1	1	0	2	39	0	2013

Channel 2 - Westbound

18-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	12	0	0	0	0	0	0	0	0	0	0	0	0	12
2	8	0	0	0	0	0	0	0	0	0	0	0	0	8
3	3	0	1	0	0	0	0	0	0	0	0	0	0	4
4	2	2	0	0	0	0	0	0	0	0	0	0	0	4
5	6	1	0	0	0	0	0	0	0	0	0	0	0	7
6	36	3	0	0	0	0	0	0	0	0	0	0	0	39
7	64	8	0	0	0	0	0	0	0	0	0	3	0	75
8	142	18	0	0	1	0	0	0	1	0	0	5	0	167
9	279	26	1	1	0	0	1	1	1	0	0	4	0	314
10	165	12	1	0	0	0	0	0	0	0	0	4	0	182
11	92	15	1	0	0	0	0	0	0	0	0	3	0	111
12	111	12	2	0	0	0	0	0	0	0	0	0	0	125
13	141	13	0	0	1	0	0	0	0	0	0	5	0	160
14	129	9	1	0	0	0	0	0	0	0	0	2	0	141
15	143	21	0	0	0	0	0	0	0	0	0	5	0	169
16	196	13	1	0	0	0	0	1	0	0	0	3	0	214
17	186	35	1	0	0	0	0	0	0	0	0	3	0	225
18	185	12	0	0	0	0	0	0	0	0	0	5	0	202
19	177	13	0	0	0	0	0	0	0	0	0	3	0	193
20	153	5	0	0	0	0	0	0	0	0	0	1	0	159
21	81	4	1	0	0	0	0	0	0	0	0	2	0	88
22	46	1	0	0	0	0	0	0	0	0	0	0	0	47
23	43	3	1	0	0	0	0	0	0	0	0	1	0	48
24	27	0	0	0	0	0	0	0	0	0	0	0	0	27

7-19	1946	199	8	1	2	0	1	2	2	0	0	42	0	2203
6-22	2290	217	9	1	2	0	1	2	2	0	0	48	0	2572
6-24	2360	220	10	1	2	0	1	2	2	0	0	49	0	2647
0-24	2427	226	11	1	2	0	1	2	2	0	0	49	0	2721

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

18-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	3	3	2	0	0	0	0	0	0	8
2	0	0	0	0	1	1	1	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	0	0	1	2	2	0	0	0	0	0	0	0	5
6	1	0	0	4	8	2	0	0	0	0	0	0	15
7	0	2	2	5	18	8	0	0	0	0	0	0	35
8	0	1	8	26	39	14	1	0	1	0	0	0	90
9	0	7	17	37	61	24	2	0	0	0	0	0	148
10	0	0	8	46	52	10	4	0	0	0	0	0	120
11	1	2	6	39	51	6	0	0	0	0	0	0	105
12	0	1	6	47	38	16	5	0	0	0	0	0	113
13	0	2	10	47	40	10	4	1	0	0	0	0	114
14	5	4	5	24	58	20	2	0	2	1	0	0	121
15	0	6	6	49	92	19	3	2	0	0	0	0	177
16	0	1	10	59	96	14	4	1	0	0	0	0	185
17	2	2	9	54	69	20	2	1	0	0	0	0	159
18	1	6	2	55	59	21	2	3	0	0	0	0	149
19	1	6	13	63	56	13	3	1	0	0	0	0	156
20	1	2	5	40	43	9	1	1	0	0	0	0	102
21	0	2	4	35	29	6	3	0	0	0	0	0	79
22	1	1	5	17	29	7	2	0	0	0	0	0	62
23	0	0	1	9	19	11	4	0	1	0	0	0	45
24	0	0	1	5	9	5	1	0	0	0	0	0	21

7-19	10	38	100	546	711	187	32	9	3	1	0	0	1637
6-22	12	45	116	643	830	217	38	10	3	1	0	0	1915
6-24	12	45	118	657	858	233	43	10	4	1	0	0	1981
0-24	13	46	119	666	872	238	44	10	4	1	0	0	2013

Channel 2 - Westbound

18-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	1	6	3	2	0	0	0	0	0	12
2	0	0	0	4	3	1	0	0	0	0	0	0	8
3	0	0	0	2	2	0	0	0	0	0	0	0	4
4	0	0	0	0	3	1	0	0	0	0	0	0	4
5	0	0	0	1	4	2	0	0	0	0	0	0	7
6	0	0	0	5	25	7	1	1	0	0	0	0	39
7	0	0	2	29	29	11	3	1	0	0	0	0	75
8	0	6	9	62	69	18	3	0	0	0	0	0	167
9	1	6	20	118	138	23	8	0	0	0	0	0	314
10	0	0	7	69	85	17	2	2	0	0	0	0	182
11	0	1	2	43	50	14	1	0	0	0	0	0	111
12	0	1	9	45	51	18	1	0	0	0	0	0	125
13	0	4	9	59	73	13	1	0	1	0	0	0	160
14	1	1	10	42	60	23	4	0	0	0	0	0	141
15	0	3	11	64	70	15	4	0	2	0	0	0	169
16	0	7	9	66	102	29	1	0	0	0	0	0	214
17	1	1	9	78	99	33	2	2	0	0	0	0	225
18	0	3	13	71	89	22	4	0	0	0	0	0	202
19	1	4	16	63	86	15	5	3	0	0	0	0	193
20	0	2	13	60	63	17	4	0	0	0	0	0	159
21	0	1	8	27	38	13	1	0	0	0	0	0	88
22	0	2	3	9	27	3	2	0	1	0	0	0	47
23	0	2	4	16	20	5	0	1	0	0	0	0	48
24	0	1	4	4	13	3	2	0	0	0	0	0	27

7-19	4	37	124	780	972	240	36	7	3	0	0	0	2203
6-22	4	42	150	905	1129	284	46	8	4	0	0	0	2572
6-24	4	45	158	925	1162	292	48	9	4	0	0	0	2647
0-24	4	45	158	938	1205	306	51	10	4	0	0	0	2721

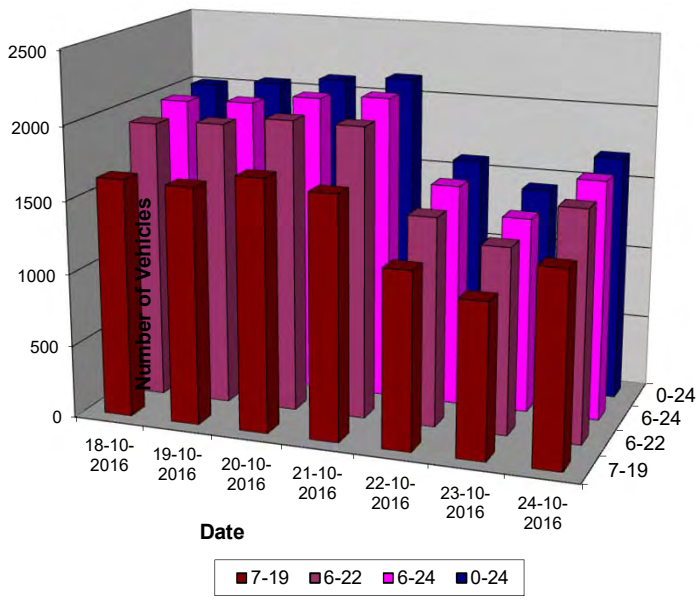
Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound **Vehicle Flow** **Week 1**

Hr Ending	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5 Day Ave	7 Day Ave
1	8	15	12	14	28	28	15	13	17
2	3	8	8	2	11	21	5	5	8
3	0	6	2	3	8	13	1	2	5
4	1	2	2	2	7	8	2	2	3
5	5	6	6	5	2	5	6	6	5
6	15	17	12	20	8	6	17	16	14
7	35	45	42	40	21	12	41	41	34
8	90	102	103	80	32	24	72	89	72
9	148	161	166	146	57	26	80	140	112
10	120	111	128	127	78	60	80	113	101
11	105	91	99	109	97	78	103	101	97
12	113	139	101	110	114	99	99	112	111
13	114	104	148	118	133	119	99	117	119
14	121	111	121	128	119	122	134	123	122
15	177	140	152	161	127	113	95	145	138
16	185	188	216	201	123	105	128	184	164
17	159	166	167	182	112	117	155	166	151
18	149	169	163	155	95	96	130	153	137
19	156	142	162	146	126	103	146	150	140
20	102	118	109	135	83	93	100	113	106
21	79	95	75	90	69	70	69	82	78
22	62	63	52	70	50	45	48	59	56
23	45	31	41	62	50	44	42	44	45
24	21	24	19	35	45	23	25	25	27
7-19	1637	1624	1726	1663	1213	1062	1321	1594	1464
6-22	1915	1945	2004	1998	1436	1282	1579	1888	1737
6-24	1981	2000	2064	2095	1531	1349	1646	1957	1809
0-24	2013	2054	2106	2141	1595	1430	1692	2001	1862

Vehicle Flow (Channel 1)



Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound **Average Speed** **Week 1**

Hr Ending	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday
1	27.4	31.7	28.8	28.4	31.6	28.0	29.3
2	33.0	33.0	28.0	28.0	32.1	31.5	27.0
3	-	35.9	28.0	28.0	26.1	33.6	38.0
4	13.0	25.5	25.5	23.0	28.7	31.1	23.0
5	24.0	27.2	28.8	26.0	38.0	30.0	28.0
6	25.8	30.5	27.6	29.0	30.5	33.4	27.7
7	27.0	28.4	29.4	27.9	28.2	27.6	28.2
8	26.6	27.3	26.1	27.0	28.3	28.6	28.8
9	25.8	26.5	24.5	26.5	28.5	28.0	28.4
10	26.2	26.3	26.5	25.9	27.9	28.5	24.9
11	25.4	27.4	26.8	26.7	26.5	26.7	26.2
12	26.4	26.8	25.3	26.9	27.2	26.9	27.2
13	25.7	26.2	26.2	26.6	25.9	26.6	26.3
14	26.7	25.2	26.7	26.2	27.4	25.9	26.8
15	26.6	26.1	26.3	26.0	26.1	25.8	27.2
16	26.5	24.9	26.3	26.3	27.1	27.1	27.0
17	26.1	27.2	25.5	25.4	26.9	25.9	26.9
18	26.4	26.1	25.7	26.9	28.4	26.8	26.2
19	25.1	26.3	24.5	25.6	26.1	25.9	26.9
20	25.7	28.1	25.7	26.5	25.6	27.7	26.8
21	25.7	27.0	27.3	25.9	27.7	25.4	26.8
22	26.1	26.8	26.6	29.2	27.8	26.2	27.2
23	29.3	27.6	27.9	28.6	27.3	29.0	27.0
24	28.0	26.6	27.2	27.9	28.1	28.9	28.2
10-12	25.9	27.0	26.1	26.8	26.9	26.8	26.7
14-16	26.5	25.4	26.3	26.2	26.6	26.4	27.1
0-24	26.2	26.6	26.1	26.5	27.2	26.9	26.9

7 Day Ave	26.6

85th Percentile

Hr Ending	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday
1	33.7	38.6	33.9	38.6	38.2	33.1	33.3
2	38.5	38.6	29.0	33.7	38.9	38.7	33.2
3	-	55.8	33.4	33.9	33.7	43.9	38.5
4	13.6	28.3	28.3	23.8	38.5	33.5	23.3
5	28.3	38.8	38.2	33.0	48.4	43.1	43.3
6	28.3	38.8	28.2	33.5	38.1	56.3	33.0
7	33.8	33.6	33.6	33.9	33.8	33.4	33.5
8	33.0	34.0	28.4	33.4	33.5	33.5	33.2
9	33.8	33.9	28.4	33.7	33.8	33.5	33.9
10	28.8	33.2	33.7	33.5	33.6	33.2	28.6
11	28.7	33.7	28.3	33.5	33.8	33.3	33.8
12	33.0	34.0	33.6	33.5	33.0	33.1	33.9
13	28.4	33.2	33.2	33.4	28.2	33.6	33.3
14	33.9	28.5	33.2	28.4	33.1	33.2	33.5
15	33.8	33.1	28.6	33.3	28.1	33.9	33.1
16	28.4	34.0	33.1	33.1	33.3	33.1	33.6
17	34.0	33.7	33.5	28.2	33.1	33.4	33.4
18	33.9	33.0	28.9	34.0	33.0	33.3	34.0
19	28.1	33.6	28.3	28.1	33.5	33.9	33.1
20	28.9	33.1	33.8	33.4	33.7	33.8	33.9
21	28.4	33.1	33.4	33.4	33.5	28.3	33.6
22	33.5	33.8	33.3	33.5	33.8	33.7	33.3
23	33.8	33.3	33.9	33.2	33.1	33.3	33.1
24	33.1	33.0	33.6	33.5	33.2	38.1	33.5
10-12	28.6	33.3	28.6	33.3	33.7	33.0	33.2
14-16	28.5	33.4	33.4	33.6	33.5	33.3	34.0
0-24	33.3	33.3	33.1	33.5	33.4	33.8	33.1

7 Day Ave	33.4

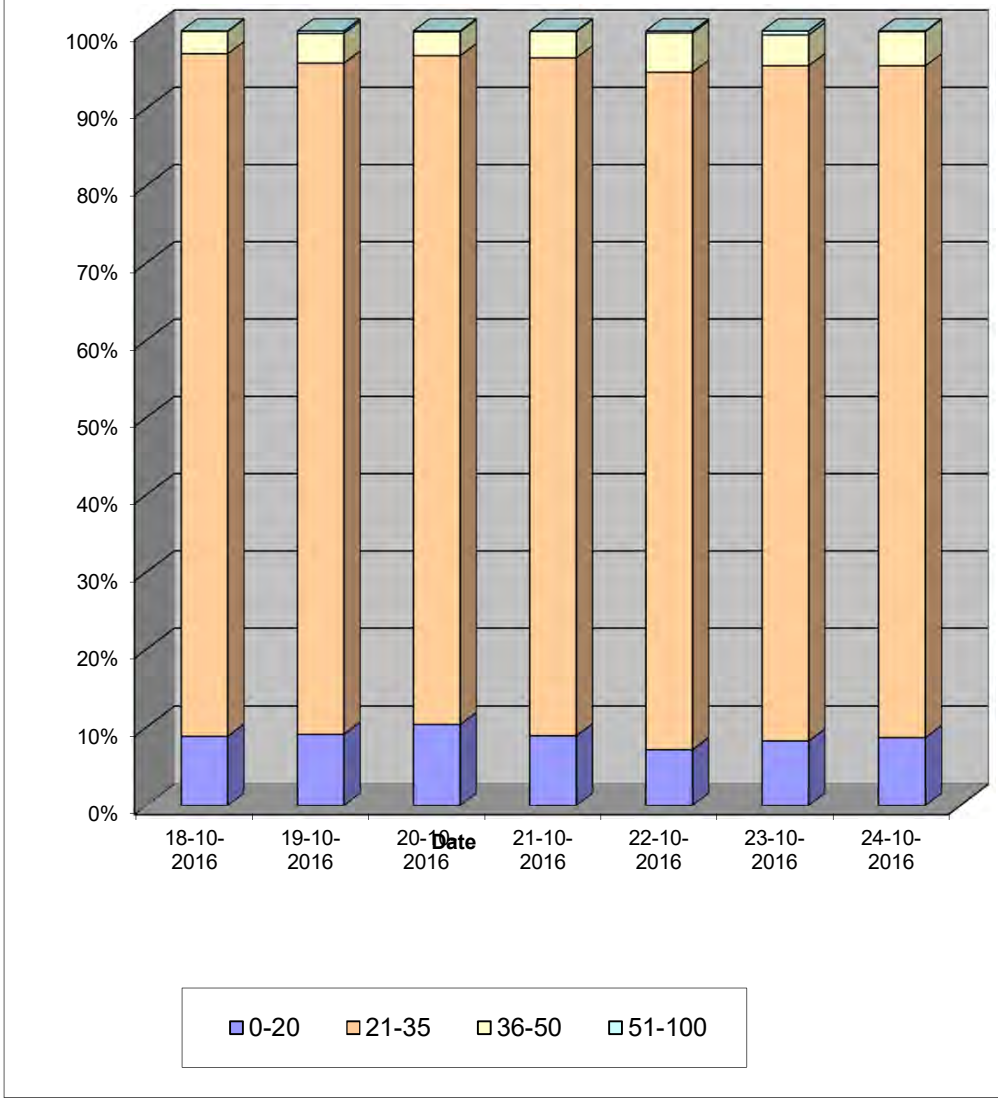
Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound **Speed Summary** **Week 1**

Speed (MPH)	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday
0-20	178	187	218	191	114	118	147
21-35	1776	1782	1821	1876	1396	1248	1469
36-50	58	79	65	73	81	57	75
51-100	1	6	2	1	4	7	1
TOTAL	**2013**	**2054**	**2106**	**2141**	**1595**	**1430**	**1692**

Speed Summary (MPH)



Dewsbury ATC 7, Less Hall Road

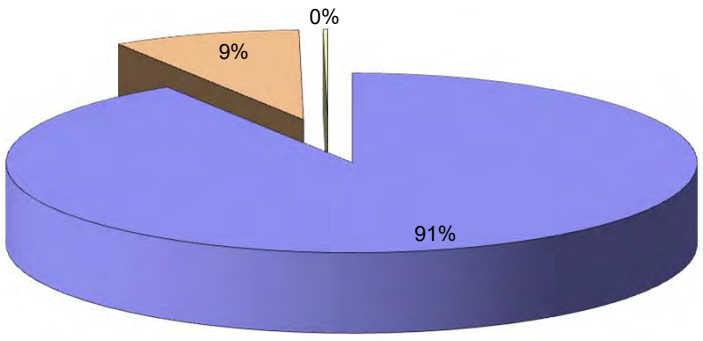
Produced by Streetwise Services Ltd.

Channel 1 - Eastbound **Vehicle Class** **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
18-10-16				
7-19	1467	162	8	1637
6-22	1728	179	8	1915
6-24	1791	182	8	1981
0-24	1823	182	8	2013
19-10-16				
7-19	1439	182	3	1624
6-22	1747	194	4	1945
6-24	1799	197	4	2000
0-24	1848	202	4	2054
20-10-16				
7-19	1524	197	5	1726
6-22	1783	216	5	2004
6-24	1841	218	5	2064
0-24	1878	223	5	2106
21-10-16				
7-19	1493	167	3	1663
6-22	1813	181	4	1998
6-24	1907	184	4	2095
0-24	1948	189	4	2141
22-10-16				
7-19	1127	85	1	1213
6-22	1338	97	1	1436
6-24	1431	99	1	1531
0-24	1492	102	1	1595
23-10-16				
7-19	1004	57	1	1062
6-22	1217	64	1	1282
6-24	1281	67	1	1349
0-24	1357	72	1	1430
24-10-16				
7-19	1165	152	4	1321
6-22	1406	168	5	1579
6-24	1471	170	5	1646
0-24	1514	173	5	1692

Average				
7-19	1317	143	4	1464
6-22	1576	157	4	1737
6-24	1646	160	4	1809
0-24	1694	163	4	1862

Total Vehicle Class Distribution



Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

19-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	15	0	0	0	0	0	0	0	0	0	0	0	0	15
2	8	0	0	0	0	0	0	0	0	0	0	0	0	8
3	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	3	3	0	0	0	0	0	0	0	0	0	0	0	6
6	15	2	0	0	0	0	0	0	0	0	0	0	0	17
7	39	3	1	0	0	0	0	0	0	0	1	1	0	45
8	81	16	1	0	0	0	0	0	0	0	0	4	0	102
9	140	15	3	0	0	0	0	0	0	0	0	3	0	161
10	99	6	3	0	0	0	0	0	0	0	1	2	0	111
11	72	14	1	0	0	0	0	0	0	0	0	4	0	91
12	121	13	0	1	0	0	0	0	0	0	0	4	0	139
13	90	10	0	0	0	0	0	0	0	0	0	4	0	104
14	94	11	0	0	0	0	1	1	0	0	0	4	0	111
15	126	9	0	0	0	0	0	0	0	0	0	5	0	140
16	169	15	1	0	0	0	0	0	0	0	0	3	0	188
17	152	12	0	0	0	0	0	0	0	0	0	2	0	166
18	160	6	0	0	1	0	0	0	0	0	0	2	0	169
19	135	4	0	0	1	0	0	0	0	0	0	2	0	142
20	113	4	0	0	0	0	0	0	0	0	0	1	0	118
21	94	0	0	0	1	0	0	0	0	0	0	0	0	95
22	62	1	0	0	0	0	0	0	0	0	0	0	0	63
23	29	0	0	0	0	0	0	0	0	0	0	2	0	31
24	23	1	0	0	0	0	0	0	0	0	0	0	0	24

7-19	1439	131	9	1	2	0	1	1	0	0	1	39	0	1624
6-22	1747	139	10	1	3	0	1	1	0	0	2	41	0	1945
6-24	1799	140	10	1	3	0	1	1	0	0	2	43	0	2000
0-24	1848	145	10	1	3	0	1	1	0	0	2	43	0	2054

Channel 2 - Westbound

19-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	11	0	0	0	0	0	0	0	0	0	0	0	0	11
2	8	0	0	0	0	0	0	0	0	0	0	0	0	8
3	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4	1	3	0	0	0	0	0	0	0	0	0	0	0	4
5	6	3	0	0	0	0	0	0	0	0	0	1	0	10
6	34	4	0	0	0	0	0	0	0	0	0	0	0	38
7	52	10	1	0	0	0	0	0	0	0	0	3	0	66
8	144	13	0	0	2	0	0	0	0	0	0	4	0	163
9	269	30	1	0	0	0	0	0	1	0	0	3	0	304
10	138	24	2	0	0	0	0	0	0	0	0	5	0	169
11	118	14	0	0	0	0	0	0	0	0	0	3	0	135
12	117	12	0	0	0	0	0	0	0	0	0	0	0	129
13	119	11	2	0	0	0	0	0	0	0	0	2	0	134
14	117	15	0	0	0	0	0	0	0	0	0	2	0	134
15	163	20	0	0	0	0	0	1	0	0	0	4	0	188
16	210	13	0	0	0	0	0	0	1	0	0	0	0	224
17	197	24	0	0	0	0	0	1	0	0	0	3	0	225
18	198	12	0	0	0	0	0	0	0	0	0	4	0	214
19	178	7	0	0	0	0	0	1	0	0	0	1	0	187
20	150	4	0	0	0	0	0	0	0	0	0	0	0	154
21	93	5	0	0	0	0	0	0	0	0	0	0	0	98
22	49	0	0	0	0	0	0	0	0	0	0	0	0	49
23	46	1	0	0	0	0	0	0	0	0	0	1	0	48
24	31	1	0	0	0	0	0	0	0	0	0	0	0	32

7-19	1968	195	5	0	2	0	0	3	2	0	0	31	0	2206
6-22	2312	214	6	0	2	0	0	3	2	0	0	34	0	2573
6-24	2389	216	6	0	2	0	0	3	2	0	0	35	0	2653
0-24	2455	226	6	0	2	0	0	3	2	0	0	36	0	2730

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

19-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	2	6	3	3	0	1	0	0	0	15
2	0	0	0	1	0	5	2	0	0	0	0	0	8
3	0	0	0	0	3	1	0	1	0	1	0	0	6
4	0	0	0	1	1	0	0	0	0	0	0	0	2
5	0	0	1	2	1	1	1	0	0	0	0	0	6
6	0	0	0	4	7	3	2	0	0	1	0	0	17
7	0	1	1	9	19	12	3	0	0	0	0	0	45
8	2	1	5	25	45	17	6	1	0	0	0	0	102
9	2	1	9	57	68	16	6	0	1	1	0	0	161
10	2	3	11	32	36	21	5	1	0	0	0	0	111
11	1	4	2	22	41	16	3	0	1	1	0	0	91
12	1	2	8	36	68	19	5	0	0	0	0	0	139
13	1	3	6	35	39	17	3	0	0	0	0	0	104
14	0	6	6	45	43	10	1	0	0	0	0	0	111
15	1	7	12	37	57	24	1	0	0	0	1	0	140
16	4	7	22	63	63	27	2	0	0	0	0	0	188
17	0	2	9	41	83	25	3	3	0	0	0	0	166
18	1	1	12	57	76	21	0	1	0	0	0	0	169
19	3	1	7	47	58	23	3	0	0	0	0	0	142
20	1	4	0	27	60	16	6	2	1	0	1	0	118
21	1	1	5	30	39	11	7	1	0	0	0	0	95
22	1	1	1	22	24	12	1	1	0	0	0	0	63
23	1	0	1	5	16	7	1	0	0	0	0	0	31
24	1	0	1	5	12	5	0	0	0	0	0	0	24

7-19	18	38	109	497	677	236	38	6	2	2	1	0	1624
6-22	21	45	116	585	819	287	55	10	3	2	2	0	1945
6-24	23	45	118	595	847	299	56	10	3	2	2	0	2000
0-24	23	45	119	605	865	312	64	11	4	4	2	0	2054

Channel 2 - Westbound

19-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	3	4	3	1	0	0	0	0	0	11
2	0	0	1	2	2	2	0	0	0	1	0	0	8
3	0	0	0	1	3	2	0	0	0	0	0	0	6
4	0	0	0	1	1	2	0	0	0	0	0	0	4
5	0	1	0	1	5	1	1	0	0	1	0	0	10
6	0	0	2	4	22	8	1	1	0	0	0	0	38
7	0	0	5	13	32	12	3	1	0	0	0	0	66
8	1	0	12	52	72	23	3	0	0	0	0	0	163
9	0	7	16	111	141	28	1	0	0	0	0	0	304
10	1	3	16	51	72	22	3	0	0	1	0	0	169
11	0	3	9	40	64	18	1	0	0	0	0	0	135
12	1	2	6	40	57	20	2	1	0	0	0	0	129
13	1	2	12	35	60	20	3	0	0	1	0	0	134
14	0	3	21	47	44	15	4	0	0	0	0	0	134
15	0	4	16	59	89	14	6	0	0	0	0	0	188
16	0	7	14	59	120	20	4	0	0	0	0	0	224
17	0	3	6	69	119	27	1	0	0	0	0	0	225
18	0	7	16	64	102	22	3	0	0	0	0	0	214
19	0	4	10	84	74	14	0	0	0	1	0	0	187
20	0	3	10	62	59	17	2	0	1	0	0	0	154
21	0	1	7	25	50	14	1	0	0	0	0	0	98
22	0	1	4	14	21	6	3	0	0	0	0	0	49
23	0	2	3	11	23	8	1	0	0	0	0	0	48
24	0	0	3	11	12	4	1	1	0	0	0	0	32

7-19	4	45	154	711	1014	243	31	1	0	3	0	0	2206
6-22	4	50	180	825	1176	292	40	2	1	3	0	0	2573
6-24	4	52	186	847	1211	304	42	3	1	3	0	0	2653
0-24	4	53	189	859	1248	322	45	4	1	5	0	0	2730

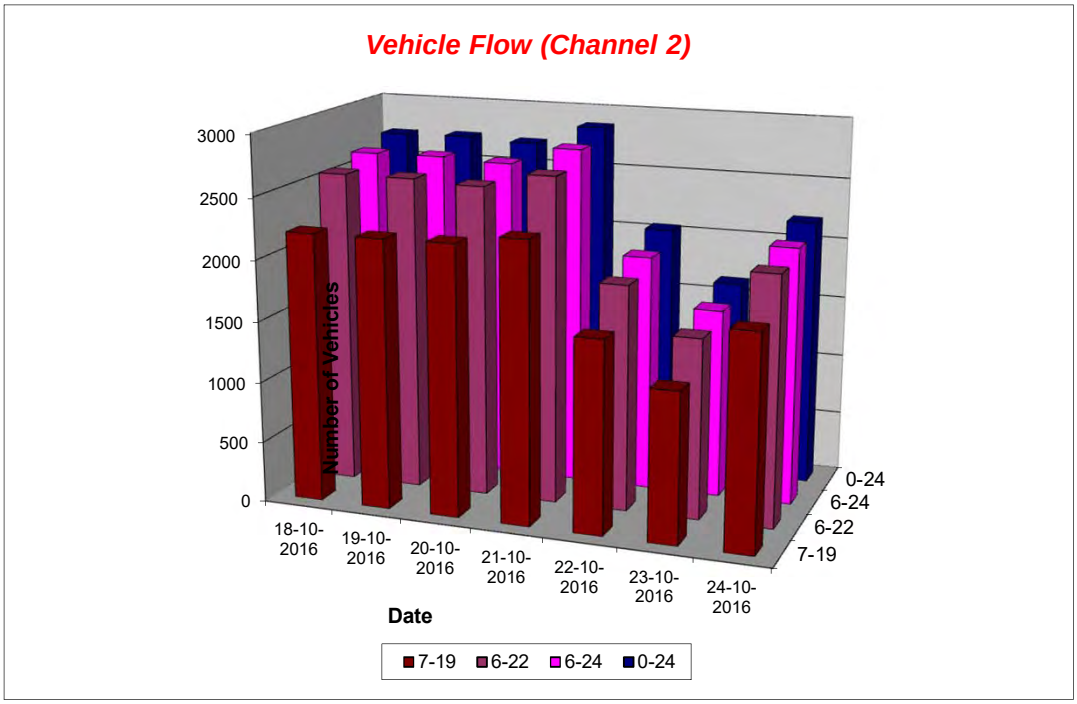
Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 2 - Westbound **Vehicle Flow** **Week 1**

Hr Ending	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5 Day Ave	7 Day Ave
1	12	11	11	13	36	29	14	12	18
2	8	8	8	7	18	17	8	8	11
3	4	6	4	4	15	9	14	6	8
4	4	4	5	6	6	9	5	5	6
5	7	10	10	12	8	7	7	9	9
6	39	38	37	46	21	10	34	39	32
7	75	66	77	71	37	18	66	71	59
8	167	163	154	154	50	23	148	157	123
9	314	304	291	289	108	33	139	267	211
10	182	169	177	162	124	71	139	166	146
11	111	135	143	139	130	101	126	131	126
12	125	129	132	128	129	118	125	128	127
13	160	134	126	144	178	142	146	142	147
14	141	134	150	181	159	156	131	147	150
15	169	188	177	209	140	123	143	177	164
16	214	224	224	243	148	132	146	210	190
17	225	225	223	252	138	130	164	218	194
18	202	214	230	215	149	106	187	210	186
19	193	187	187	175	121	97	150	178	159
20	159	154	106	147	102	81	100	133	121
21	88	98	79	87	71	90	67	84	83
22	47	49	72	71	68	60	61	60	61
23	48	48	60	65	55	48	53	55	54
24	27	32	23	48	34	24	20	30	30

7-19	2203	2206	2214	2291	1574	1232	1744	2132	1923
6-22	2572	2573	2548	2667	1852	1481	2038	2480	2247
6-24	2647	2653	2631	2780	1941	1553	2111	2564	2331
0-24	2721	2730	2706	2868	2045	1634	2193	2644	2414



Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 2 - Westbound **Average Speed** **Week 1**

Hr Ending	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday
1	30.5	28.9	26.2	24.2	27.9	27.8	29.8
2	26.1	30.2	28.0	23.7	26.1	24.8	34.6
3	25.5	28.8	25.5	25.5	28.0	31.3	26.9
4	29.2	29.2	27.0	30.5	31.3	27.4	31.0
5	28.7	30.2	33.8	26.8	27.4	30.5	28.7
6	28.9	28.7	27.9	27.8	28.2	27.0	28.4
7	27.1	27.8	28.2	27.2	27.9	26.3	27.8
8	25.8	26.4	25.8	26.9	27.5	28.9	27.5
9	25.7	25.8	24.8	26.0	27.5	28.3	27.7
10	26.5	26.1	26.2	26.1	26.7	27.9	26.5
11	26.5	26.3	26.4	26.0	26.6	26.5	26.4
12	26.2	26.6	25.3	26.2	26.5	27.1	26.8
13	25.8	26.6	25.3	26.6	26.2	26.5	25.9
14	26.6	25.2	25.8	26.9	26.0	26.9	26.1
15	26.1	26.0	25.5	26.1	26.5	26.4	27.0
16	26.3	26.2	25.0	26.8	27.4	26.8	26.5
17	26.7	26.6	26.2	26.6	26.5	26.2	27.1
18	26.1	25.9	24.4	26.7	26.8	26.0	27.1
19	26.0	25.4	24.2	25.7	26.4	25.4	26.4
20	25.9	25.9	25.5	25.9	26.8	25.6	26.2
21	26.2	26.7	26.9	26.4	25.6	25.7	27.2
22	26.9	26.7	25.4	26.7	26.7	26.3	27.1
23	25.7	26.6	25.2	26.9	25.8	26.9	26.7
24	26.5	26.8	28.2	26.9	29.2	28.8	28.2

10-12	26.3	26.4	25.9	26.1	26.5	26.8	26.6
14-16	26.2	26.1	25.2	26.5	26.9	26.6	26.8
0-24	26.2	26.2	25.6	26.4	26.7	26.6	26.9

7 Day Ave	26.4

85th Percentile

Hr Ending	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday
1	38.0	33.4	33.0	28.1	33.5	33.3	38.7
2	28.3	33.3	33.7	33.6	33.2	33.6	48.8
3	28.5	33.3	28.5	33.3	33.2	33.8	33.3
4	33.9	33.2	33.6	33.1	38.3	38.5	38.7
5	33.5	38.5	38.2	33.2	28.8	55.7	33.4
6	33.4	33.2	33.5	33.1	33.1	33.9	33.8
7	33.8	33.6	33.7	33.4	33.5	28.4	33.7
8	28.8	33.4	28.8	34.0	33.8	33.3	33.4
9	28.7	28.9	28.4	28.5	33.8	33.8	33.1
10	28.7	33.5	33.9	28.5	33.3	33.2	28.4
11	34.0	33.2	28.7	34.0	34.0	33.4	28.3
12	33.3	33.7	28.1	33.2	28.8	33.2	33.7
13	28.5	33.7	28.6	28.4	33.7	33.9	28.3
14	33.4	33.6	28.7	33.4	28.9	33.6	28.8
15	28.7	28.8	28.0	28.3	28.9	28.4	33.2
16	33.2	28.2	28.4	33.5	33.4	33.4	33.6
17	33.4	28.8	33.4	33.1	33.1	28.9	34.0
18	28.5	28.2	28.3	33.5	34.0	28.6	33.2
19	28.8	29.0	29.0	29.0	33.8	28.9	33.9
20	28.5	28.1	28.8	33.6	33.7	33.5	33.1
21	33.4	33.1	33.7	33.9	33.4	28.3	34.0
22	28.5	33.8	28.4	33.7	33.0	33.9	33.6
23	28.2	33.4	33.7	33.4	28.2	33.3	33.6
24	33.6	33.5	33.3	33.7	33.2	33.3	33.9

10-12	33.5	33.1	28.4	33.1	28.5	33.2	28.6
14-16	33.7	28.1	28.4	33.8	33.4	33.3	33.2
0-24	33.9	33.2	28.9	33.7	33.1	33.0	33.9

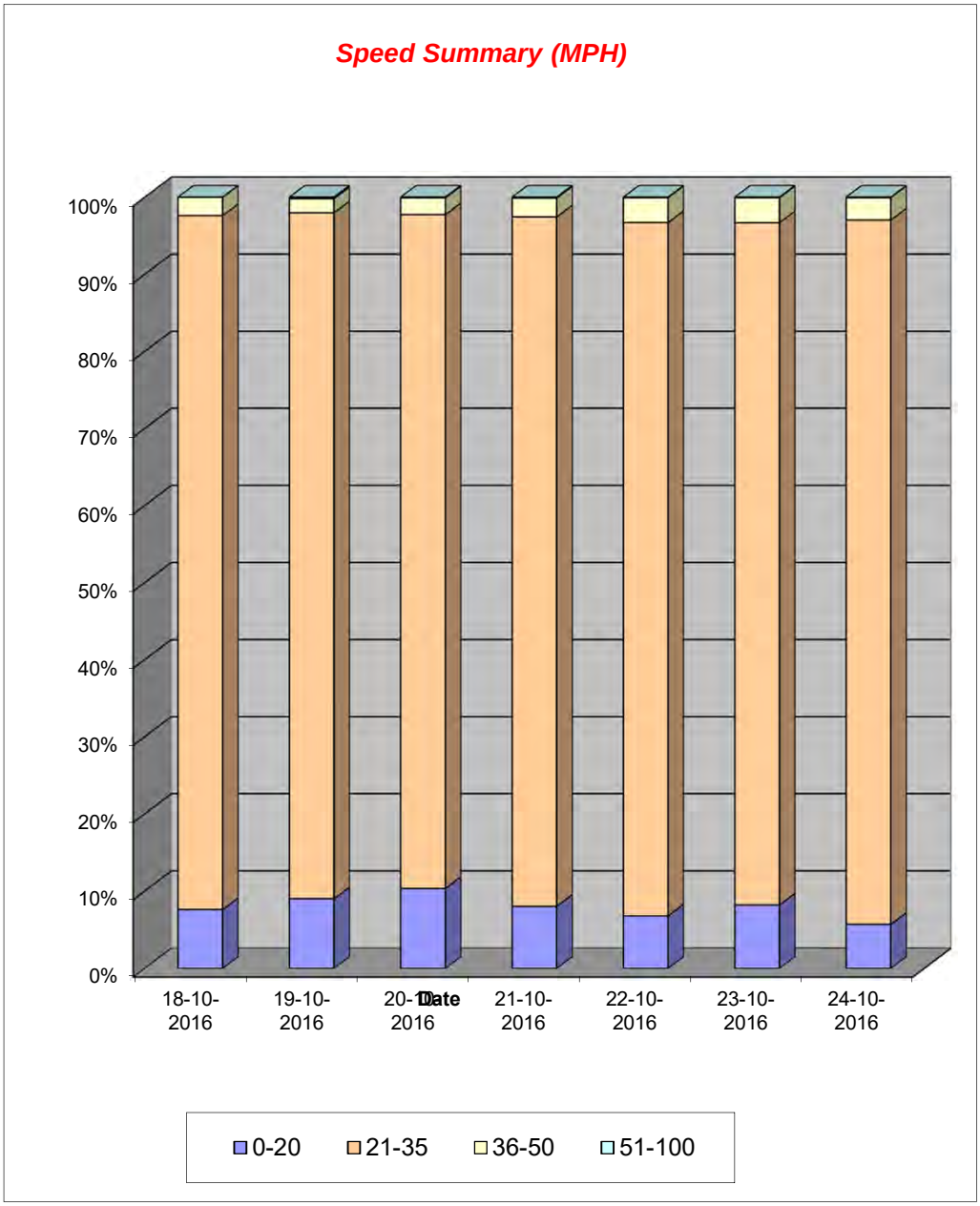
7 Day Ave	32.8

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 2 - Westbound **Speed Summary** **Week 1**

Speed (MPH)	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday
0-20	207	246	280	230	139	134	125
21-35	2449	2429	2365	2565	1839	1446	2003
36-50	65	50	59	70	66	53	64
51-100	0	5	2	3	1	1	1
TOTAL	**2721**	**2730**	**2706**	**2868**	**2045**	**1634**	**2193**



Dewsbury ATC 7, Less Hall Road

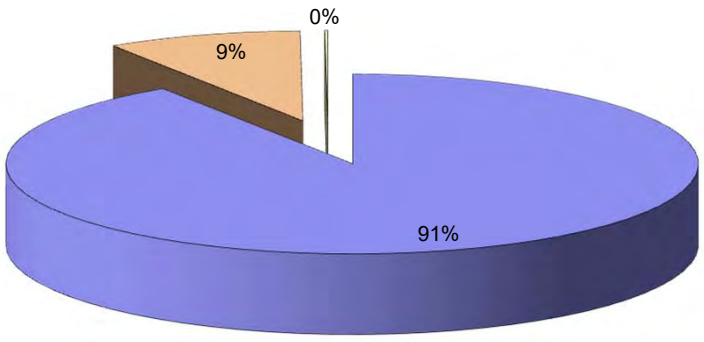
Produced by Streetwise Services Ltd.

Channel 2 - Westbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
18-10-16				
7-19	1946	252	5	2203
6-22	2290	277	5	2572
6-24	2360	282	5	2647
0-24	2427	289	5	2721
19-10-16				
7-19	1968	233	5	2206
6-22	2312	256	5	2573
6-24	2389	259	5	2653
0-24	2455	270	5	2730
20-10-16				
7-19	2013	197	4	2214
6-22	2323	221	4	2548
6-24	2401	226	4	2631
0-24	2468	234	4	2706
21-10-16				
7-19	2060	228	3	2291
6-22	2415	248	4	2667
6-24	2523	253	4	2780
0-24	2595	269	4	2868
22-10-16				
7-19	1463	109	2	1574
6-22	1725	125	2	1852
6-24	1810	128	3	1941
0-24	1906	136	3	2045
23-10-16				
7-19	1148	84	0	1232
6-22	1387	94	0	1481
6-24	1457	96	0	1553
0-24	1532	102	0	1634
24-10-16				
7-19	1534	208	2	1744
6-22	1810	226	2	2038
6-24	1880	229	2	2111
0-24	1955	236	2	2193

Average				
7-19	1733	187	3	1923
6-22	2037	207	3	2247
6-24	2117	210	3	2331
0-24	2191	219	3	2414

Total Vehicle Class Distribution



Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

20-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	11	1	0	0	0	0	0	0	0	0	0	0	0	12
2	8	0	0	0	0	0	0	0	0	0	0	0	0	8
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	4	2	0	0	0	0	0	0	0	0	0	0	0	6
6	10	2	0	0	0	0	0	0	0	0	0	0	0	12
7	35	6	0	0	0	0	0	0	0	0	0	1	0	42
8	89	10	2	0	0	0	0	0	0	0	0	2	0	103
9	150	11	2	0	2	0	0	0	0	0	0	1	0	166
10	116	8	2	0	0	0	0	0	0	0	0	2	0	128
11	85	9	1	0	0	0	0	0	0	0	0	4	0	99
12	88	11	0	0	0	0	0	0	0	0	0	2	0	101
13	127	13	0	1	0	0	0	0	0	0	0	7	0	148
14	100	15	0	1	0	0	0	0	0	0	0	5	0	121
15	133	14	0	1	0	0	0	0	0	0	0	4	0	152
16	184	26	0	0	0	0	0	0	0	0	0	6	0	216
17	153	7	1	0	2	0	0	1	0	0	0	3	0	167
18	147	10	2	0	0	0	0	1	0	0	0	3	0	163
19	152	9	0	0	0	0	0	0	0	0	0	1	0	162
20	104	4	0	0	0	0	0	0	0	0	0	1	0	109
21	71	3	0	0	0	0	0	0	0	0	0	1	0	75
22	49	0	2	0	0	0	0	0	0	0	0	1	0	52
23	40	0	0	0	0	0	0	0	0	0	0	1	0	41
24	18	0	0	0	0	0	0	0	0	0	0	1	0	19

7-19	1524	143	10	3	4	0	0	2	0	0	0	40	0	1726
6-22	1783	156	12	3	4	0	0	2	0	0	0	44	0	2004
6-24	1841	156	12	3	4	0	0	2	0	0	0	46	0	2064
0-24	1878	161	12	3	4	0	0	2	0	0	0	46	0	2106

Channel 2 - Westbound

20-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	11	0	0	0	0	0	0	0	0	0	0	0	0	11
2	8	0	0	0	0	0	0	0	0	0	0	0	0	8
3	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4	3	2	0	0	0	0	0	0	0	0	0	0	0	5
5	8	2	0	0	0	0	0	0	0	0	0	0	0	10
6	34	3	0	0	0	0	0	0	0	0	0	0	0	37
7	67	10	0	0	0	0	0	0	0	0	0	0	0	77
8	142	10	0	1	0	0	0	0	0	0	0	1	0	154
9	275	14	1	0	0	0	0	0	0	0	0	1	0	291
10	162	14	0	0	0	0	0	0	0	0	1	0	0	177
11	127	13	1	0	0	0	0	0	0	0	0	2	0	143
12	125	5	1	0	0	0	0	0	0	0	0	1	0	132
13	105	19	0	0	0	0	0	0	0	0	0	2	0	126
14	129	18	0	0	1	0	0	0	0	0	0	2	0	150
15	157	17	0	1	0	0	0	0	0	0	0	2	0	177
16	209	12	0	0	0	0	0	0	0	0	0	3	0	224
17	198	23	0	0	0	0	0	0	1	0	0	1	0	223
18	207	17	3	0	0	0	0	0	0	0	0	3	0	230
19	177	8	0	0	0	0	0	0	0	0	0	2	0	187
20	101	5	0	0	0	0	0	0	0	0	0	0	0	106
21	71	8	0	0	0	0	0	0	0	0	0	0	0	79
22	71	0	0	0	0	0	0	0	0	0	0	1	0	72
23	57	1	1	0	0	0	0	0	0	0	0	1	0	60
24	21	2	0	0	0	0	0	0	0	0	0	0	0	23

7-19	2013	170	6	2	1	0	0	0	1	0	1	20	0	2214
6-22	2323	193	6	2	1	0	0	0	1	0	1	21	0	2548
6-24	2401	196	7	2	1	0	0	0	1	0	1	22	0	2631
0-24	2468	204	7	2	1	0	0	0	1	0	1	22	0	2706

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

20-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	3	5	3	1	0	0	0	0	0	12
2	0	0	0	2	5	0	1	0	0	0	0	0	8
3	0	0	0	1	0	1	0	0	0	0	0	0	2
4	0	0	0	1	1	0	0	0	0	0	0	0	2
5	0	0	1	1	1	2	1	0	0	0	0	0	6
6	0	0	0	2	9	1	0	0	0	0	0	0	12
7	0	0	0	5	23	11	3	0	0	0	0	0	42
8	1	0	7	33	51	10	1	0	0	0	0	0	103
9	2	3	24	68	52	16	1	0	0	0	0	0	166
10	0	3	7	39	61	13	4	1	0	0	0	0	128
11	0	0	3	34	50	9	2	0	1	0	0	0	99
12	1	3	9	38	37	12	0	1	0	0	0	0	101
13	1	3	12	44	62	24	1	1	0	0	0	0	148
14	3	3	6	28	59	16	4	1	0	1	0	0	121
15	0	5	8	46	73	14	6	0	0	0	0	0	152
16	3	4	18	60	93	29	7	2	0	0	0	0	216
17	1	6	19	52	66	19	3	1	0	0	0	0	167
18	1	2	8	69	66	14	2	1	0	0	0	0	163
19	0	2	20	80	50	8	0	2	0	0	0	0	162
20	2	3	7	36	45	13	3	0	0	0	0	0	109
21	0	2	4	25	22	17	4	1	0	0	0	0	75
22	0	2	3	16	24	3	2	2	0	0	0	0	52
23	0	2	2	10	16	6	4	0	0	1	0	0	41
24	0	1	1	5	6	5	1	0	0	0	0	0	19

7-19	13	34	141	591	720	184	31	10	1	1	0	0	1726
6-22	15	41	155	673	834	228	43	13	1	1	0	0	2004
6-24	15	44	158	688	856	239	48	13	1	2	0	0	2064
0-24	15	44	159	698	877	246	51	13	1	2	0	0	2106

Channel 2 - Westbound

20-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	2	2	5	2	0	0	0	0	0	0	11
2	0	0	0	3	3	1	1	0	0	0	0	0	8
3	0	0	0	2	2	0	0	0	0	0	0	0	4
4	0	0	0	3	0	2	0	0	0	0	0	0	5
5	0	0	0	2	1	4	2	0	0	1	0	0	10
6	0	0	2	11	14	7	2	1	0	0	0	0	37
7	0	0	1	17	42	13	3	1	0	0	0	0	77
8	1	1	10	63	64	8	5	2	0	0	0	0	154
9	1	7	24	132	108	18	1	0	0	0	0	0	291
10	0	5	10	55	82	24	0	1	0	0	0	0	177
11	0	0	6	56	64	14	1	2	0	0	0	0	143
12	0	3	13	53	52	7	3	1	0	0	0	0	132
13	0	4	11	47	51	12	1	0	0	0	0	0	126
14	0	5	8	63	56	13	4	0	0	1	0	0	150
15	0	6	13	72	64	18	4	0	0	0	0	0	177
16	2	4	20	95	85	13	5	0	0	0	0	0	224
17	1	2	13	81	93	31	0	2	0	0	0	0	223
18	0	11	21	105	81	9	3	0	0	0	0	0	230
19	0	10	23	86	53	11	4	0	0	0	0	0	187
20	0	0	11	44	40	10	1	0	0	0	0	0	106
21	0	2	5	20	36	14	2	0	0	0	0	0	79
22	0	3	6	28	28	4	2	1	0	0	0	0	72
23	0	2	10	22	13	11	2	0	0	0	0	0	60
24	0	0	1	7	8	5	1	1	0	0	0	0	23

7-19	5	58	172	908	853	178	31	8	0	1	0	0	2214
6-22	5	63	195	1017	999	219	39	10	0	1	0	0	2548
6-24	5	65	206	1046	1020	235	42	11	0	1	0	0	2631
0-24	5	65	210	1069	1045	251	47	12	0	2	0	0	2706

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

21-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	14	0	0	0	0	0	0	0	0	0	0	0	0	14
2	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5	3	2	0	0	0	0	0	0	0	0	0	0	0	5
6	20	0	0	0	0	0	0	0	0	0	0	0	0	20
7	33	6	1	0	0	0	0	0	0	0	0	0	0	40
8	74	3	1	0	0	0	0	0	0	0	0	2	0	80
9	139	6	0	0	0	0	0	0	0	0	0	1	0	146
10	116	7	1	0	0	0	0	0	0	0	0	3	0	127
11	94	10	0	0	0	0	0	0	0	0	0	5	0	109
12	89	18	1	0	0	0	0	0	0	0	0	2	0	110
13	104	10	0	0	1	0	0	0	0	0	0	3	0	118
14	107	16	0	0	1	0	0	0	0	0	0	4	0	128
15	145	11	0	0	0	0	0	1	0	0	0	4	0	161
16	178	18	0	0	0	0	0	1	0	0	0	4	0	201
17	167	11	0	0	0	0	0	0	0	0	0	4	0	182
18	143	7	0	0	0	0	0	1	0	0	0	4	0	155
19	137	5	2	0	0	0	0	0	0	0	0	2	0	146
20	130	3	1	0	0	0	0	1	0	0	0	0	0	135
21	88	2	0	0	0	0	0	0	0	0	0	0	0	90
22	69	0	0	0	0	0	0	0	0	0	0	1	0	70
23	60	1	1	0	0	0	0	0	0	0	0	0	0	62
24	34	1	0	0	0	0	0	0	0	0	0	0	0	35

7-19	1493	122	5	0	2	0	0	3	0	0	0	38	0	1663
6-22	1813	133	7	0	2	0	0	4	0	0	0	39	0	1998
6-24	1907	135	8	0	2	0	0	4	0	0	0	39	0	2095
0-24	1948	140	8	0	2	0	0	4	0	0	0	39	0	2141

Channel 2 - Westbound

21-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	13	0	0	0	0	0	0	0	0	0	0	0	0	13
2	2	5	0	0	0	0	0	0	0	0	0	0	0	7
3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4	4	2	0	0	0	0	0	0	0	0	0	0	0	6
5	10	2	0	0	0	0	0	0	0	0	0	0	0	12
6	39	6	0	0	0	0	0	0	0	0	0	1	0	46
7	58	9	2	0	0	0	0	0	0	0	0	2	0	71
8	134	16	1	0	1	0	0	0	0	0	0	2	0	154
9	262	22	1	0	0	0	0	1	0	0	0	3	0	289
10	145	15	0	0	0	0	0	0	0	0	0	2	0	162
11	120	16	1	0	0	0	0	0	0	0	0	2	0	139
12	109	17	1	0	0	0	0	0	0	0	0	1	0	128
13	130	14	0	0	0	0	0	0	0	0	0	0	0	144
14	158	20	0	0	0	0	0	1	0	0	0	2	0	181
15	194	13	0	0	0	0	0	0	0	0	0	2	0	209
16	225	16	0	0	0	0	0	0	1	0	0	1	0	243
17	222	27	0	0	0	0	0	0	0	0	0	3	0	252
18	199	13	1	0	0	0	0	0	0	0	0	2	0	215
19	162	12	0	0	0	0	0	0	0	0	0	1	0	175
20	142	4	0	0	0	0	0	1	0	0	0	0	0	147
21	86	1	0	0	0	0	0	0	0	0	0	0	0	87
22	69	1	1	0	0	0	0	0	0	0	0	0	0	71
23	62	2	1	0	0	0	0	0	0	0	0	0	0	65
24	46	2	0	0	0	0	0	0	0	0	0	0	0	48

7-19	2060	201	5	0	1	0	0	2	1	0	0	21	0	2291
6-22	2415	216	8	0	1	0	0	3	1	0	0	23	0	2667
6-24	2523	220	9	0	1	0	0	3	1	0	0	23	0	2780
0-24	2595	235	9	0	1	0	0	3	1	0	0	24	0	2868

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

21-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	6	5	1	1	0	1	0	0	0	14
2	0	0	0	1	0	1	0	0	0	0	0	0	2
3	0	0	0	1	1	1	0	0	0	0	0	0	3
4	0	0	0	2	0	0	0	0	0	0	0	0	2
5	0	0	0	3	1	1	0	0	0	0	0	0	5
6	0	0	0	5	7	7	1	0	0	0	0	0	20
7	0	0	5	5	18	10	2	0	0	0	0	0	40
8	0	1	4	21	42	11	0	0	0	1	0	0	80
9	1	3	9	37	75	17	4	0	0	0	0	0	146
10	1	5	11	39	50	16	4	1	0	0	0	0	127
11	1	1	11	20	56	19	0	1	0	0	0	0	109
12	0	1	4	35	51	16	3	0	0	0	0	0	110
13	0	3	7	38	47	21	0	1	1	0	0	0	118
14	0	2	8	44	59	12	2	1	0	0	0	0	128
15	1	6	17	40	71	22	3	0	1	0	0	0	161
16	1	5	11	70	78	29	5	2	0	0	0	0	201
17	3	7	15	54	85	13	4	1	0	0	0	0	182
18	1	3	6	44	74	21	5	1	0	0	0	0	155
19	0	4	10	57	62	8	5	0	0	0	0	0	146
20	1	1	6	46	62	15	2	2	0	0	0	0	135
21	0	3	7	33	35	7	4	0	1	0	0	0	90
22	0	1	1	13	29	19	5	2	0	0	0	0	70
23	0	0	1	13	32	12	3	0	1	0	0	0	62
24	0	1	1	7	19	4	2	1	0	0	0	0	35

7-19	9	41	113	499	750	205	35	8	2	1	0	0	1663
6-22	10	46	132	596	894	256	48	12	3	1	0	0	1998
6-24	10	47	134	616	945	272	53	13	4	1	0	0	2095
0-24	10	47	134	634	959	283	55	13	5	1	0	0	2141

Channel 2 - Westbound

21-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	1	1	6	4	1	0	0	0	0	0	0	13
2	0	0	2	3	1	1	0	0	0	0	0	0	7
3	0	0	1	1	1	1	0	0	0	0	0	0	4
4	0	0	0	1	1	4	0	0	0	0	0	0	6
5	0	1	0	4	4	2	1	0	0	0	0	0	12
6	0	0	1	16	16	10	3	0	0	0	0	0	46
7	0	0	3	22	32	12	2	0	0	0	0	0	71
8	0	0	7	49	72	22	4	0	0	0	0	0	154
9	0	5	25	93	130	32	4	0	0	0	0	0	289
10	0	4	7	60	73	14	3	1	0	0	0	0	162
11	1	3	11	45	56	20	3	0	0	0	0	0	139
12	0	2	6	46	57	15	2	0	0	0	0	0	128
13	0	1	6	46	74	14	3	0	0	0	0	0	144
14	0	3	13	49	87	21	3	3	1	1	0	0	181
15	0	5	9	73	100	18	4	0	0	0	0	0	209
16	0	6	15	64	114	34	9	1	0	0	0	0	243
17	0	4	15	72	120	38	3	0	0	0	0	0	252
18	0	2	12	59	112	27	2	1	0	0	0	0	215
19	0	4	15	57	82	16	1	0	0	0	0	0	175
20	0	5	9	62	49	13	7	2	0	0	0	0	147
21	0	2	6	30	35	12	1	0	0	1	0	0	87
22	0	3	5	17	29	16	1	0	0	0	0	0	71
23	0	4	1	22	25	10	2	0	0	0	1	0	65
24	0	1	3	13	23	5	3	0	0	0	0	0	48

7-19	1	39	141	713	1077	271	41	6	1	1	0	0	2291
6-22	1	49	164	844	1222	324	52	8	1	2	0	0	2667
6-24	1	54	168	879	1270	339	57	8	1	2	1	0	2780
0-24	1	56	173	910	1297	358	61	8	1	2	1	0	2868

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

22-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	26	2	0	0	0	0	0	0	0	0	0	0	0	28
2	11	0	0	0	0	0	0	0	0	0	0	0	0	11
3	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4	7	0	0	0	0	0	0	0	0	0	0	0	0	7
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	7	1	0	0	0	0	0	0	0	0	0	0	0	8
7	20	1	0	0	0	0	0	0	0	0	0	0	0	21
8	27	3	1	0	0	0	0	0	0	0	0	1	0	32
9	52	3	1	0	0	0	0	0	0	0	0	1	0	57
10	70	5	3	0	0	0	0	0	0	0	0	0	0	78
11	90	4	1	0	0	0	0	0	0	0	0	2	0	97
12	99	11	0	0	0	0	0	0	0	0	0	4	0	114
13	126	4	1	0	0	0	0	0	0	0	0	2	0	133
14	113	2	0	0	0	0	0	0	0	0	0	4	0	119
15	119	4	0	0	0	0	0	0	0	0	0	4	0	127
16	115	5	0	0	0	0	0	0	0	0	0	3	0	123
17	105	4	0	0	0	0	0	0	0	0	0	3	0	112
18	93	1	0	0	0	0	0	0	0	0	0	1	0	95
19	118	5	0	0	1	0	0	1	0	0	0	1	0	126
20	80	0	3	0	0	0	0	0	0	0	0	0	0	83
21	65	3	0	0	0	0	0	0	0	0	0	1	0	69
22	46	3	1	0	0	0	0	0	0	0	0	0	0	50
23	49	1	0	0	0	0	0	0	0	0	0	0	0	50
24	44	1	0	0	0	0	0	0	0	0	0	0	0	45

7-19	1127	51	7	0	1	0	0	1	0	0	0	26	0	1213
6-22	1338	58	11	0	1	0	0	1	0	0	0	27	0	1436
6-24	1431	60	11	0	1	0	0	1	0	0	0	27	0	1531
0-24	1492	63	11	0	1	0	0	1	0	0	0	27	0	1595

Channel 2 - Westbound

22-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	32	4	0	0	0	0	0	0	0	0	0	0	0	36
2	17	1	0	0	0	0	0	0	0	0	0	0	0	18
3	15	0	0	0	0	0	0	0	0	0	0	0	0	15
4	6	0	0	0	0	0	0	0	0	0	0	0	0	6
5	8	0	0	0	0	0	0	0	0	0	0	0	0	8
6	18	3	0	0	0	0	0	0	0	0	0	0	0	21
7	34	3	0	0	0	0	0	0	0	0	0	0	0	37
8	43	4	1	0	0	0	0	0	0	0	0	2	0	50
9	93	11	1	0	0	0	0	0	0	0	0	3	0	108
10	115	7	0	0	1	0	0	0	0	0	0	1	0	124
11	121	8	1	0	0	0	0	0	0	0	0	0	0	130
12	122	6	0	0	0	0	0	0	0	0	0	1	0	129
13	165	11	0	0	0	0	0	0	0	0	0	2	0	178
14	149	7	0	0	0	0	0	2	0	0	0	1	0	159
15	135	4	0	0	0	0	0	0	0	0	0	1	0	140
16	133	9	1	0	1	0	0	0	0	0	0	4	0	148
17	129	8	0	0	0	0	0	0	0	0	0	1	0	138
18	141	6	1	0	0	0	0	0	0	0	0	1	0	149
19	117	3	0	0	0	0	0	0	0	0	0	1	0	121
20	97	5	0	0	0	0	0	0	0	0	0	0	0	102
21	67	2	1	0	0	0	0	0	0	0	0	1	0	71
22	64	3	1	0	0	0	0	0	0	0	0	0	0	68
23	53	1	0	1	0	0	0	0	0	0	0	0	0	55
24	32	1	0	0	0	0	0	0	0	0	0	1	0	34

7-19	1463	84	5	0	2	0	0	2	0	0	0	18	0	1574
6-22	1725	97	7	0	2	0	0	2	0	0	0	19	0	1852
6-24	1810	99	7	1	2	0	0	2	0	0	0	20	0	1941
0-24	1906	107	7	1	2	0	0	2	0	0	0	20	0	2045

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

22-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	6	6	9	4	3	0	0	0	0	28
2	0	0	0	2	2	5	1	0	1	0	0	0	11
3	0	1	0	3	1	3	0	0	0	0	0	0	8
4	0	0	0	3	2	0	2	0	0	0	0	0	7
5	0	0	0	0	1	0	0	0	1	0	0	0	2
6	0	0	0	2	2	2	2	0	0	0	0	0	8
7	0	0	3	3	7	6	2	0	0	0	0	0	21
8	0	0	1	8	14	7	1	1	0	0	0	0	32
9	1	1	2	6	28	17	1	0	1	0	0	0	57
10	0	0	1	22	35	17	3	0	0	0	0	0	78
11	2	1	5	31	39	13	6	0	0	0	0	0	97
12	1	1	6	37	41	20	6	2	0	0	0	0	114
13	0	4	9	47	56	12	5	0	0	0	0	0	133
14	1	2	4	30	56	21	4	0	0	1	0	0	119
15	0	1	6	47	63	7	3	0	0	0	0	0	127
16	0	4	6	34	51	23	4	0	0	1	0	0	123
17	0	3	6	28	51	23	1	0	0	0	0	0	112
18	0	2	0	25	45	16	2	3	1	1	0	0	95
19	0	5	10	35	57	17	2	0	0	0	0	0	126
20	1	3	6	30	30	11	2	0	0	0	0	0	83
21	1	1	3	17	30	9	6	2	0	0	0	0	69
22	0	1	4	10	20	11	4	0	0	0	0	0	50
23	0	2	0	14	25	5	4	0	0	0	0	0	50
24	1	0	2	14	11	15	0	1	0	1	0	0	45

7-19	5	24	56	350	536	193	38	6	2	3	0	0	1213
6-22	7	29	72	410	623	230	52	8	2	3	0	0	1436
6-24	8	31	74	438	659	250	56	9	2	4	0	0	1531
0-24	8	32	74	454	673	269	65	12	4	4	0	0	1595

Channel 2 - Westbound

22-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	1	8	18	9	0	0	0	0	0	0	36
2	0	1	0	7	7	3	0	0	0	0	0	0	18
3	1	0	0	6	3	3	1	0	0	1	0	0	15
4	0	0	0	0	3	2	1	0	0	0	0	0	6
5	0	0	0	2	5	1	0	0	0	0	0	0	8
6	0	0	1	6	7	5	2	0	0	0	0	0	21
7	0	0	1	11	18	3	3	1	0	0	0	0	37
8	0	0	2	15	21	10	2	0	0	0	0	0	50
9	0	1	4	28	51	20	4	0	0	0	0	0	108
10	0	4	8	34	55	17	5	1	0	0	0	0	124
11	0	1	9	37	65	15	3	0	0	0	0	0	130
12	0	1	7	41	64	14	1	1	0	0	0	0	129
13	0	5	7	63	78	23	2	0	0	0	0	0	178
14	0	2	12	53	72	20	0	0	0	0	0	0	159
15	0	1	6	48	66	17	2	0	0	0	0	0	140
16	0	1	3	43	75	21	3	2	0	0	0	0	148
17	1	2	7	42	65	17	4	0	0	0	0	0	138
18	0	1	11	50	58	21	7	1	0	0	0	0	149
19	0	1	6	47	46	19	1	1	0	0	0	0	121
20	0	2	5	32	44	15	3	1	0	0	0	0	102
21	0	2	8	27	23	9	0	2	0	0	0	0	71
22	1	2	5	21	24	7	7	1	0	0	0	0	68
23	0	0	4	23	23	4	0	1	0	0	0	0	55
24	0	1	1	3	18	8	1	2	0	0	0	0	34

7-19	1	20	82	501	716	214	34	6	0	0	0	0	1574
6-22	2	26	101	592	825	248	47	11	0	0	0	0	1852
6-24	2	27	106	618	866	260	48	14	0	0	0	0	1941
0-24	3	28	108	647	909	283	52	14	0	1	0	0	2045

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

23-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	26	2	0	0	0	0	0	0	0	0	0	0	0	28
2	20	1	0	0	0	0	0	0	0	0	0	0	0	21
3	13	0	0	0	0	0	0	0	0	0	0	0	0	13
4	7	1	0	0	0	0	0	0	0	0	0	0	0	8
5	5	0	0	0	0	0	0	0	0	0	0	0	0	5
6	5	1	0	0	0	0	0	0	0	0	0	0	0	6
7	11	1	0	0	0	0	0	0	0	0	0	0	0	12
8	22	2	0	0	0	0	0	0	0	0	0	0	0	24
9	24	2	0	0	0	0	0	0	0	0	0	0	0	26
10	55	4	0	0	0	0	0	0	0	0	0	1	0	60
11	74	3	0	0	0	0	0	0	0	0	0	1	0	78
12	94	4	1	0	0	0	0	0	0	0	0	0	0	99
13	112	5	0	0	0	0	0	0	0	0	0	2	0	119
14	111	9	1	0	0	0	0	0	0	0	0	1	0	122
15	107	4	0	1	0	0	0	0	0	0	0	1	0	113
16	100	5	0	0	0	0	0	0	0	0	0	0	0	105
17	113	3	0	0	0	0	0	0	0	0	0	1	0	117
18	93	2	1	0	0	0	0	0	0	0	0	0	0	96
19	99	3	1	0	0	0	0	0	0	0	0	0	0	103
20	92	0	0	0	0	0	0	0	0	0	0	1	0	93
21	67	2	1	0	0	0	0	0	0	0	0	0	0	70
22	43	0	1	0	0	0	0	0	0	0	0	1	0	45
23	42	1	1	0	0	0	0	0	0	0	0	0	0	44
24	22	0	0	0	0	0	0	0	0	0	0	1	0	23

7-19	1004	46	4	1	0	0	0	0	0	0	0	7	0	1062
6-22	1217	49	6	1	0	0	0	0	0	0	0	9	0	1282
6-24	1281	50	7	1	0	0	0	0	0	0	0	10	0	1349
0-24	1357	55	7	1	0	0	0	0	0	0	0	10	0	1430

Channel 2 - Westbound

23-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	27	2	0	0	0	0	0	0	0	0	0	0	0	29
2	15	2	0	0	0	0	0	0	0	0	0	0	0	17
3	9	0	0	0	0	0	0	0	0	0	0	0	0	9
4	9	0	0	0	0	0	0	0	0	0	0	0	0	9
5	6	1	0	0	0	0	0	0	0	0	0	0	0	7
6	9	1	0	0	0	0	0	0	0	0	0	0	0	10
7	18	0	0	0	0	0	0	0	0	0	0	0	0	18
8	22	1	0	0	0	0	0	0	0	0	0	0	0	23
9	31	2	0	0	0	0	0	0	0	0	0	0	0	33
10	62	6	1	0	1	0	0	0	0	0	0	1	0	71
11	91	7	0	0	0	0	0	0	0	0	0	3	0	101
12	110	7	1	0	0	0	0	0	0	0	0	0	0	118
13	136	5	1	0	0	0	0	0	0	0	0	0	0	142
14	148	8	0	0	0	0	0	0	0	0	0	0	0	156
15	106	16	0	0	0	0	0	0	0	0	0	1	0	123
16	123	8	0	0	0	0	0	0	0	0	0	1	0	132
17	125	5	0	0	0	0	0	0	0	0	0	0	0	130
18	103	2	1	0	0	0	0	0	0	0	0	0	0	106
19	91	4	0	0	0	0	0	0	0	0	0	2	0	97
20	78	3	0	0	0	0	0	0	0	0	0	0	0	81
21	86	4	0	0	0	0	0	0	0	0	0	0	0	90
22	57	2	0	0	0	0	0	0	0	0	0	1	0	60
23	46	2	0	0	0	0	0	0	0	0	0	0	0	48
24	24	0	0	0	0	0	0	0	0	0	0	0	0	24

7-19	1148	71	4	0	1	0	0	0	0	0	0	8	0	1232
6-22	1387	80	4	0	1	0	0	0	0	0	0	9	0	1481
6-24	1457	82	4	0	1	0	0	0	0	0	0	9	0	1553
0-24	1532	88	4	0	1	0	0	0	0	0	0	9	0	1634

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

23-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	9	13	4	1	1	0	0	0	0	28
2	0	0	0	2	11	4	2	1	0	1	0	0	21
3	0	0	0	1	6	3	1	1	0	0	1	0	13
4	0	0	0	0	6	1	0	0	1	0	0	0	8
5	0	0	0	2	1	1	0	1	0	0	0	0	5
6	0	0	0	1	2	2	0	0	0	1	0	0	6
7	0	0	0	4	6	1	1	0	0	0	0	0	12
8	0	0	1	2	15	5	1	0	0	0	0	0	24
9	0	1	0	8	9	5	3	0	0	0	0	0	26
10	1	0	1	11	27	17	2	1	0	0	0	0	60
11	0	5	2	15	45	9	2	0	0	0	0	0	78
12	2	0	5	27	43	19	3	0	0	0	0	0	99
13	4	0	5	34	52	20	2	2	0	0	0	0	119
14	1	5	7	37	53	18	1	0	0	0	0	0	122
15	0	5	6	39	47	15	1	0	0	0	0	0	113
16	1	2	3	22	60	14	3	0	0	0	0	0	105
17	2	4	14	25	52	17	2	1	0	0	0	0	117
18	2	7	2	20	40	21	3	0	1	0	0	0	96
19	3	0	8	37	41	9	2	2	0	1	0	0	103
20	0	3	1	24	49	10	4	0	1	0	1	0	93
21	0	1	5	33	25	3	2	1	0	0	0	0	70
22	1	1	4	11	20	6	2	0	0	0	0	0	45
23	0	0	2	14	13	12	1	0	0	1	1	0	44
24	0	0	1	6	10	2	2	2	0	0	0	0	23
7-19	16	29	54	277	484	169	25	6	1	1	0	0	1062
6-22	17	34	64	349	584	189	34	7	2	1	1	0	1282
6-24	17	34	67	369	607	203	37	9	2	2	2	0	1349
0-24	17	34	67	384	646	218	41	13	3	4	3	0	1430

Channel 2 - Westbound

23-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	2	6	12	9	0	0	0	0	0	0	29
2	0	1	4	3	6	3	0	0	0	0	0	0	17
3	0	0	0	1	4	3	0	0	1	0	0	0	9
4	0	2	0	1	3	1	1	1	0	0	0	0	9
5	0	1	1	0	2	1	1	0	0	1	0	0	7
6	0	0	1	3	3	3	0	0	0	0	0	0	10
7	0	0	1	6	9	2	0	0	0	0	0	0	18
8	0	2	0	0	12	8	1	0	0	0	0	0	23
9	0	0	3	4	16	9	0	1	0	0	0	0	33
10	0	3	5	11	27	21	4	0	0	0	0	0	71
11	0	3	3	34	46	12	3	0	0	0	0	0	101
12	0	2	7	30	54	21	4	0	0	0	0	0	118
13	0	0	6	55	60	18	3	0	0	0	0	0	142
14	1	1	6	44	80	19	4	1	0	0	0	0	156
15	0	2	5	38	66	9	3	0	0	0	0	0	123
16	0	2	4	46	56	21	3	0	0	0	0	0	132
17	0	3	8	46	58	10	2	3	0	0	0	0	130
18	0	1	11	33	48	11	2	0	0	0	0	0	106
19	0	3	7	37	41	8	1	0	0	0	0	0	97
20	0	5	11	20	32	8	5	0	0	0	0	0	81
21	0	0	6	36	42	6	0	0	0	0	0	0	90
22	0	5	2	21	23	4	0	4	1	0	0	0	60
23	0	0	4	18	17	7	0	0	2	0	0	0	48
24	0	0	0	5	12	5	2	0	0	0	0	0	24
7-19	1	22	65	378	564	167	30	5	0	0	0	0	1232
6-22	1	32	85	461	670	187	35	9	1	0	0	0	1481
6-24	1	32	89	484	699	199	37	9	3	0	0	0	1553
0-24	1	36	97	498	729	219	39	10	4	1	0	0	1634

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

24-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	15	0	0	0	0	0	0	0	0	0	0	0	0	15
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5	6	0	0	0	0	0	0	0	0	0	0	0	0	6
6	15	2	0	0	0	0	0	0	0	0	0	0	0	17
7	35	3	2	0	0	0	0	1	0	0	0	0	0	41
8	63	6	1	1	0	0	0	0	0	0	0	1	0	72
9	67	8	2	0	0	0	0	0	0	0	0	3	0	80
10	71	3	1	0	0	0	0	0	0	0	0	5	0	80
11	88	8	5	0	0	0	0	0	0	0	0	2	0	103
12	80	14	1	0	0	0	0	0	0	0	0	4	0	99
13	83	9	1	0	0	0	0	0	1	0	0	5	0	99
14	115	12	1	1	0	0	0	1	0	0	0	4	0	134
15	82	7	1	0	1	0	0	0	0	0	0	4	0	95
16	117	7	0	0	0	0	0	0	0	0	0	4	0	128
17	138	13	1	0	0	0	0	0	0	0	0	3	0	155
18	117	9	1	0	0	0	0	0	0	0	0	3	0	130
19	144	1	0	0	0	0	0	0	0	0	0	1	0	146
20	94	3	2	0	0	0	0	0	0	0	0	1	0	100
21	65	3	0	0	0	0	0	0	0	0	0	1	0	69
22	47	0	1	0	0	0	0	0	0	0	0	0	0	48
23	40	0	2	0	0	0	0	0	0	0	0	0	0	42
24	25	0	0	0	0	0	0	0	0	0	0	0	0	25

7-19	1165	97	15	2	1	0	0	1	1	0	0	39	0	1321
6-22	1406	106	20	2	1	0	0	2	1	0	0	41	0	1579
6-24	1471	106	22	2	1	0	0	2	1	0	0	41	0	1646
0-24	1514	109	22	2	1	0	0	2	1	0	0	41	0	1692

Channel 2 - Westbound

24-10-16	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	13	1	0	0	0	0	0	0	0	0	0	0	0	14
2	7	1	0	0	0	0	0	0	0	0	0	0	0	8
3	13	1	0	0	0	0	0	0	0	0	0	0	0	14
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5	6	1	0	0	0	0	0	0	0	0	0	0	0	7
6	31	2	0	0	0	0	0	0	0	0	0	1	0	34
7	56	6	1	0	0	0	0	0	0	0	0	3	0	66
8	130	12	1	0	1	0	0	0	0	0	0	4	0	148
9	123	13	2	0	0	0	0	0	0	0	0	1	0	139
10	120	14	1	0	0	0	0	0	0	0	0	4	0	139
11	113	11	1	0	0	0	0	0	0	0	0	1	0	126
12	105	17	0	0	1	0	0	0	0	0	0	2	0	125
13	131	13	0	1	0	0	0	0	0	0	0	1	0	146
14	113	15	1	0	0	0	0	0	0	0	0	2	0	131
15	124	14	0	0	0	0	0	0	0	0	0	5	0	143
16	120	23	0	0	1	0	0	0	0	0	0	2	0	146
17	149	14	0	0	0	0	0	0	0	0	0	1	0	164
18	171	12	0	1	0	0	0	0	0	0	0	3	0	187
19	135	14	0	0	1	0	0	0	0	0	0	0	0	150
20	95	5	0	0	0	0	0	0	0	0	0	0	0	100
21	65	2	0	0	0	0	0	0	0	0	0	0	0	67
22	60	1	0	0	0	0	0	0	0	0	0	0	0	61
23	51	2	0	0	0	0	0	0	0	0	0	0	0	53
24	19	1	0	0	0	0	0	0	0	0	0	0	0	20

7-19	1534	172	6	2	4	0	0	0	0	0	0	26	0	1744
6-22	1810	186	7	2	4	0	0	0	0	0	0	29	0	2038
6-24	1880	189	7	2	4	0	0	0	0	0	0	29	0	2111
0-24	1955	195	7	2	4	0	0	0	0	0	0	30	0	2193

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

24-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	3	5	7	0	0	0	0	0	0	15
2	0	0	1	0	3	1	0	0	0	0	0	0	5
3	0	0	0	0	0	0	1	0	0	0	0	0	1
4	0	0	0	2	0	0	0	0	0	0	0	0	2
5	0	0	0	3	2	0	0	1	0	0	0	0	6
6	0	1	0	5	6	3	2	0	0	0	0	0	17
7	0	0	3	8	17	10	3	0	0	0	0	0	41
8	0	0	2	12	36	16	6	0	0	0	0	0	72
9	0	1	2	17	38	19	1	0	1	1	0	0	80
10	2	2	13	18	37	7	1	0	0	0	0	0	80
11	0	2	11	29	45	13	3	0	0	0	0	0	103
12	0	4	3	26	41	22	3	0	0	0	0	0	99
13	1	2	9	32	32	20	3	0	0	0	0	0	99
14	1	2	7	41	55	23	4	1	0	0	0	0	134
15	1	0	6	25	41	18	4	0	0	0	0	0	95
16	1	2	4	41	52	23	5	0	0	0	0	0	128
17	0	2	9	47	68	23	5	1	0	0	0	0	155
18	0	2	9	41	60	17	1	0	0	0	0	0	130
19	3	1	12	39	55	28	5	2	1	0	0	0	146
20	0	4	6	31	35	18	4	2	0	0	0	0	100
21	0	2	2	23	31	7	3	1	0	0	0	0	69
22	1	0	4	13	15	12	3	0	0	0	0	0	48
23	1	2	3	8	17	6	5	0	0	0	0	0	42
24	0	0	1	7	10	4	3	0	0	0	0	0	25

7-19	9	20	87	368	560	229	41	4	2	1	0	0	1321
6-22	10	26	102	443	658	276	54	7	2	1	0	0	1579
6-24	11	28	106	458	685	286	62	7	2	1	0	0	1646
0-24	11	29	107	471	701	297	65	8	2	1	0	0	1692

Channel 2 - Westbound

24-10-16	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	1	2	5	4	1	1	0	0	0	0	14
2	0	0	0	1	4	0	1	0	1	1	0	0	8
3	0	0	2	3	6	2	1	0	0	0	0	0	14
4	0	0	0	1	2	0	2	0	0	0	0	0	5
5	0	0	0	1	4	2	0	0	0	0	0	0	7
6	0	1	1	5	18	6	2	1	0	0	0	0	34
7	0	0	2	16	33	12	3	0	0	0	0	0	66
8	0	0	5	33	83	25	2	0	0	0	0	0	148
9	0	0	2	38	69	26	3	1	0	0	0	0	139
10	0	2	6	42	73	14	2	0	0	0	0	0	139
11	0	1	4	41	70	9	1	0	0	0	0	0	126
12	0	4	8	25	68	16	4	0	0	0	0	0	125
13	0	3	10	54	60	15	4	0	0	0	0	0	146
14	1	1	6	46	61	16	0	0	0	0	0	0	131
15	0	2	4	41	72	22	2	0	0	0	0	0	143
16	0	0	6	55	64	18	3	0	0	0	0	0	146
17	0	0	8	49	78	24	3	1	1	0	0	0	164
18	0	1	7	58	84	34	2	1	0	0	0	0	187
19	0	2	10	54	59	20	4	1	0	0	0	0	150
20	0	4	5	32	42	16	1	0	0	0	0	0	100
21	0	2	5	10	40	7	1	2	0	0	0	0	67
22	2	0	1	19	27	7	3	2	0	0	0	0	61
23	0	3	3	15	21	6	5	0	0	0	0	0	53
24	0	0	0	6	9	3	2	0	0	0	0	0	20

7-19	1	16	76	536	841	239	30	4	1	0	0	0	1744
6-22	3	22	89	613	983	281	38	8	1	0	0	0	2038
6-24	3	25	92	634	1013	290	45	8	1	0	0	0	2111
0-24	3	26	96	647	1052	304	52	10	2	1	0	0	2193

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	2013	2054	2106	2141	1595	1430	1692	**2001**	**1862**
Mean Speed	26.2	26.6	26.1	26.5	27.2	26.9	26.9	**26.5**	**26.6**
85%ile Speed	33.3	33.3	33.1	33.5	33.4	33.8	33.1	**33.3**	**33.4**
No. Vehicles > 30 MPH Limit	297	397	313	357	354	282	373	**347**	**339**
% Vehicles > 30 MPH Limit	14.8	19.3	14.9	16.7	22.2	19.7	22.0	**17.5**	**18.5**
No. Vehicles > 45 MPH	5	10	3	6	8	10	3	**5**	**6**
% Vehicles > 45 MPH	0.2	0.5	0.1	0.3	0.5	0.7	0.2	**0.3**	**0.4**

Channel 2 - Westbound

	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	2721	2730	2706	2868	2045	1634	2193	**2644**	**2414**
Mean Speed	26.2	26.2	25.6	26.4	26.7	26.6	26.9	**26.3**	**26.4**
85%ile Speed	33.9	33.2	28.9	33.7	33.1	33.0	33.9	**32.7**	**32.8**
No. Vehicles > 30 MPH Limit	371	377	312	431	350	273	369	**372**	**355**
% Vehicles > 30 MPH Limit	13.6	13.8	11.5	15.0	17.1	16.7	16.8	**14.2**	**15.0**
No. Vehicles > 45 MPH	4	6	2	4	1	5	3	**4**	**4**
% Vehicles > 45 MPH	0.1	0.2	0.1	0.1	0.0	0.3	0.1	**0.1**	**0.2**

Channels 1+2 - Eastbound & Westbound

	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	4734	4784	4812	5009	3640	3064	3885	**4645**	**4275**
Mean Speed	26.2	26.4	25.9	26.5	27.0	26.8	26.9	**26.4**	**26.5**
85%ile Speed	33.6	33.3	31.0	33.6	33.3	33.4	33.5	**33.0**	**33.1**
No. Vehicles > 30 MPH Limit	668	774	625	788	704	555	742	**719**	**694**
% Vehicles > 30 MPH Limit	14.1	16.2	13.0	15.7	19.3	18.1	19.1	**15.6**	**16.5**
No. Vehicles > 45 MPH	9	16	5	10	9	15	6	**9**	**10**
% Vehicles > 45 MPH	0.2	0.3	0.1	0.2	0.2	0.5	0.2	**0.2**	**0.2**

Dewsbury ATC 7, Less Hall Road

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound

	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	1467	1456	1507	1578	1299	1167	1255	**1453**	**1390**
Mean Speed	26.0	27.9	27.0	26.9	28.3	28.3	27.5	**27.0**	**27.4**
85%ile Speed	30.4	35.1	32.2	32.7	34.7	35.8	33.4	**32.8**	**33.5**
No. Vehicles > 30 MPH Limit	206	296	245	279	279	223	282	**262**	**259**
% Vehicles > 30 MPH Limit	14.0	20.3	16.3	17.7	21.5	19.1	22.5	**18.2**	**18.8**
No. Vehicles > 45 MPH	4	8	3	5	5	9	1	**4**	**5**
% Vehicles > 45 MPH	0.3	0.5	0.2	0.3	0.4	0.8	0.1	**0.3**	**0.4**

Channel 2 - Westbound

	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	1813	1824	1808	1958	1600	1342	1555	**1792**	**1700**
Mean Speed	26.9	27.2	26.6	26.4	27.2	27.1	27.7	**27.0**	**27.0**
85%ile Speed	31.5	32.7	31.3	32.2	32.5	33.9	33.8	**32.3**	**32.6**
No. Vehicles > 30 MPH Limit	256	269	233	298	264	226	246	**260**	**256**
% Vehicles > 30 MPH Limit	14.1	14.7	12.9	15.2	16.5	16.8	15.8	**14.6**	**15.2**
No. Vehicles > 45 MPH	4	6	2	4	1	5	2	**4**	**3**
% Vehicles > 45 MPH	0.2	0.3	0.1	0.2	0.1	0.4	0.1	**0.2**	**0.2**

Channels 1+2 - Eastbound & Westbound

	18-10-16 Tuesday	19-10-16 Wednesday	20-10-16 Thursday	21-10-16 Friday	22-10-16 Saturday	23-10-16 Sunday	24-10-16 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	3280	3280	3315	3536	2899	2509	2810	**3244**	**3090**
Mean Speed	26.4	27.6	26.8	26.7	27.7	27.7	27.6	**27.0**	**27.2**
85%ile Speed	30.9	33.9	31.8	32.5	33.6	34.8	33.6	**32.5**	**33.0**
No. Vehicles > 30 MPH Limit	462	565	478	577	543	449	528	**522**	**515**
% Vehicles > 30 MPH Limit	14.1	17.2	14.4	16.3	18.7	17.9	18.8	**16.2**	**16.8**
No. Vehicles > 45 MPH	8	14	5	9	6	14	3	**8**	**8**
% Vehicles > 45 MPH	0.2	0.4	0.2	0.3	0.2	0.6	0.1	**0.2**	**0.3**

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Brewery Lane / B - Lees Hall Road East / C - Unnamed Road / D - Lees Hall Road West

Approach: A - Brewery Lane

	A to B								A to C								A to D								A to A							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	2	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
07:30 - 07:45	1	0	7	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	5	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**15**	**1**	**0**	**0**	**6**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	6	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	6	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	9	0	0	0	0	0	0	0	0
08:45 - 09:00	0	1	10	0	0	0	1	12	0	0	0	0	0	0	0	0	0	0	14	2	2	0	0	18	0	0	1	1	0	0	0	2
Hourly Total	**0**	**1**	**26**	**0**	**0**	**0**	**4**	**31**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**49**	**8**	**2**	**0**	**0**	**59**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
09:00 - 09:15	0	0	9	1	0	0	1	11	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	5	3	0	0	2	10	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	4	2	0	0	1	7	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**19**	**6**	**0**	**0**	**5**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**3**	**2**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**1**	**60**	**7**	**0**	**0**	**15**	**84**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**105**	**11**	**4**	**0**	**0**	**120**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
10:00 - 10:15	0	0	9	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	21	1	0	0	1	23	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	6	0	0	0	2	8	0	0	1	0	0	0	0	1	0	1	6	2	1	0	0	10	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	5	0	0	0	1	6	0	0	1	0	0	0	0	1	0	1	13	1	1	0	0	15	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**41**	**1**	**0**	**0**	**5**	**47**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**43**	**5**	**2**	**0**	**0**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	3	1	0	0	1	5	0	0	1	1	0	0	0	2	0	0	12	1	1	0	0	14	0	0	0	0	0	0	0	0
11:15 - 11:30	1	0	7	0	0	0	1	9	0	0	1	0	0	0	0	1	0	0	8	0	1	0	0	9	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	10	1	0	0	2	13	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	14	1	0	0	1	16	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	0	0	2	0	0	0	0	2
Hourly Total	**1**	**0**	**34**	**3**	**0**	**0**	**5**	**43**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**47**	**1**	**2**	**0**	**0**	**50**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
12:00 - 12:15	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	1	0	0	20	0	0	0	0	20	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	4	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
12:30 - 12:45	2	0	9	1	0	0	2	14	0	0	1	0	0	0	0	1	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	4	1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	0	0	3	0	0	0	0	3
Hourly Total	**2**	**0**	**28**	**2**	**0**	**0**	**5**	**37**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**52**	**2**	**0**	**0**	**0**	**54**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
13:00 - 13:15	0	0	11	1	0	0	1	13	1	0	3	0	0	0	0	4	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1
13:15 - 13:30	0	0	6	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	12	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**35**	**1**	**0**	**0**	**3**	**39**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**52**	**1**	**0**	**0**	**0**	**53**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**3**	**0**	**138**	**7**	**0**	**0**	**18**	**166**	**1**	**0**	**9**	**1**	**0**	**0**	**0**	**11**	**0**	**1**	**194**	**9**	**4**	**0**	**0**	**208**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**

	From A								To A							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	7	1	0	0	1	9	0	0	8	1	0	0	1	10
07:15 - 07:30	0	0	7	0	0	0	1	8	0	0	10	2	0	0	1	13
07:30 - 07:45	1	0	14	0	0	0	2	17	0	0	17	0	0	0	0	17
07:45 - 08:00	0	0	13	0	0	0	2	15	2	0	25	1	0	0	2	30
Hourly Total	**1**	**0**	**41**	**1**	**0**	**0**	**6**	**49**	**2**	**0**	**60**	**4**	**0**	**0**	**4**	**70**
08:00 - 08:15	0	0	17	2	0	0	0	19	1	0	28	1	0	0	1	31
08:15 - 08:30	0	0	23	1	0	0	1	25	0	0	32	1	1	0	1	35
08:30 - 08:45	0	0	12	3	0	0	2	17	0	0	46	4	1	0	1	52
08:45 - 09:00	0	1	25	3	2	0	1	32	0	0	41	4	0	0	1	46
Hourly Total	**0**	**1**	**77**	**9**	**2**	**0**	**4**	**93**	**1**	**0**	**147**	**10**	**2**	**0**	**4**	**164**
09:00 - 09:15	0	0	18	2	0	0	1	21	1	0	18	4	2	0	2	27
09:15 - 09:30	0	0	9	1	1	0	1	12	0	0	17	1	1	0	1	20
09:30 - 09:45	0	0	11	3	0	0	2	16	0	0	19	1	0	0	1	21
09:45 - 10:00	0	0	11	3	1	0	1	16	0	0	7	3	0	0	2	12
Hourly Total	**0**	**0**	**49**	**9**	**2**	**0**	**5**	**65**	**1**	**0**	**61**	**9**	**3**	**0**	**6**	**80**
Session Total	**1**	**1**	**167**	**19**	**4**	**0**	**15**	**207**	**4**	**0**	**268**	**23**	**5**	**0**	**14**	**314**
10:00 - 10:15	0	0	19	2	0	0	1	22	0	0	24	0	0	0	1	25
10:15 - 10:30	0	0	35	1	0	0	1	37	0	0	24	1	0	0	1	26
10:30 - 10:45	0	1	13	2	1	0	2	19	0	0	31	2	1	0	1	35
10:45 - 11:00	0	0	19	1	1	0	1	22	0	0	19	0	0	0	1	20
Hourly Total	**0**	**1**	**86**	**6**	**2**	**0**	**5**	**100**	**0**	**0**	**98**	**3**	**1**	**0**	**4**	**106**
11:00 - 11:15	0	0	16	3	1	0	1	21	0	0	21	2	0	0	2	25
11:15 - 11:30	1	0	16	0	1	0	1	19	0	0	20	1	1	0	1	23
11:30 - 11:45	0	0	20	1	0	0	2	23	0	0	27	0	0	0	2	29
11:45 - 12:00	0	0	33	1	0	0	1	35	0	0	55	4	0	0	1	60
Hourly Total	**1**	**0**	**85**	**5**	**2**	**0**	**5**	**98**	**0**	**0**	**123**	**7**	**1**	**0**	**6**	**137**
12:00 - 12:15	0	0	32	0	0	0	0	32	0	0	36	1	0	0	1	38
12:15 - 12:30	0	0	12	0	0	0	2	14	0	1	28	0	0	0	1	30
12:30 - 12:45	2	0	24	1	0	0	2	29	0	0	21	2	0	0	0	23
12:45 - 13:00	0	0	17	3	0	0	1	21	0	0	25	2	0	0	2	29
Hourly Total	**2**	**0**	**85**	**4**	**0**	**0**	**5**	**96**	**0**	**1**	**110**	**5**	**0**	**0**	**4**	**120**
13:00 - 13:15	1	0	27	1	0	0	1	30	0	0	31	2	0	0	1	34
13:15 - 13:30	0	0	25	1	0	0	1	27	0	0	36	1	0	0	0	37
13:30 - 13:45	0	0	24	0	0	0	1	25	0	0	22	1	0	0	1	24
13:45 - 14:00	0	0	15	0	0	0	0	15	0	0	10	1	0	0	0	11
Hourly Total	**1**	**0**	**91**	**2**	**0**	**0**	**3**	**97**	**0**	**0**	**99**	**5**	**0**	**0**	**2**	**106**
Session Total	**4**	**1**	**347**	**17**	**4**	**0**	**18**	**391**	**0**	**1**	**430**	**20**	**2**	**0**	**16**	**469**

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Brewery Lane / B - Lees Hall Road East / C - Unnamed Road / D - Lees Hall Road West

Approach: B - Lees Hall Road East

	B to C								B to D								B to A								B to B							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	0	1	25	3	0	0	0	**29**	0	0	4	0	0	0	1	**5**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0**	1	1	20	1	1	0	1	**25**	0	0	3	0	0	0	1	**4**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0**	1	2	33	4	0	0	0	**40**	0	0	10	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	0	0	0	0	0	**0**	0	0	40	8	1	1	2	**52**	1	0	8	0	0	0	2	**11**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**118**	**16**	**2**	**1**	**3**	**146**	**1**	**0**	**26**	**0**	**0**	**0**	**4**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	**0**	0	1	48	7	2	0	0	**58**	1	0	10	0	0	0	1	**12**	0	0	1	0	0	0	0	**1**
08:15 - 08:30	0	0	0	0	0	0	0	**0**	0	0	58	4	3	0	0	**65**	0	0	19	0	1	0	1	**21**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	0	0	0	0	0	**0**	0	1	62	6	2	0	2	**73**	0	0	21	1	0	0	1	**23**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	0	0	0	0	0	0	**0**	0	1	46	2	3	0	1	**53**	0	0	14	0	0	0	1	**15**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**214**	**19**	**10**	**0**	**3**	**249**	**1**	**0**	**64**	**1**	**1**	**0**	**4**	**71**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
09:00 - 09:15	0	0	0	0	0	0	0	**0**	0	0	45	4	0	0	0	**49**	1	0	9	1	1	0	2	**14**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	0	0	0	0	0	**0**	1	0	23	5	1	0	0	**30**	0	0	9	1	0	0	1	**11**	0	0	0	0	0	0	0	**0**
09:30 - 09:45	0	0	0	0	0	0	0	**0**	0	1	23	0	1	0	1	**26**	0	0	12	0	0	0	1	**13**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0**	0	0	23	7	2	0	0	**32**	0	0	2	0	0	0	2	**4**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**114**	**16**	**4**	**0**	**1**	**137**	**1**	**0**	**32**	**2**	**1**	**0**	**6**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**8**	**446**	**51**	**16**	**1**	**7**	**532**	**3**	**0**	**121**	**3**	**2**	**0**	**14**	**143**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
15:00 - 15:15	0	0	0	0	0	0	0	**0**	0	0	48	1	0	0	0	**49**	0	0	9	0	0	0	1	**10**	0	0	1	0	0	0	0	**1**
15:15 - 15:30	0	0	0	0	0	0	0	**0**	0	0	34	0	2	1	0	**37**	0	0	5	0	0	0	1	**6**	0	0	0	0	0	0	0	**0**
15:30 - 15:45	0	0	0	0	0	0	0	**0**	0	0	43	5	1	0	1	**50**	0	0	13	0	0	0	1	**14**	0	0	1	0	0	0	0	**1**
15:45 - 16:00	0	0	0	0	0	0	0	**0**	0	0	28	4	0	0	1	**33**	0	0	5	0	0	0	1	**6**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**153**	**10**	**3**	**1**	**2**	**169**	**0**	**0**	**32**	**0**	**0**	**0**	**4**	**36**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
16:00 - 16:15	0	0	0	0	0	0	0	**0**	1	0	28	11	3	0	0	**43**	0	0	8	0	0	0	2	**10**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	0	0	0	0	0	0	0	**0**	0	0	34	11	0	0	0	**45**	0	0	6	0	1	0	1	**8**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	0	0	0	0	0	0	**0**	0	0	45	7	3	0	1	**56**	0	0	13	0	0	0	2	**15**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	0	0	0	0	0	0	**0**	1	1	34	4	0	0	0	**40**	0	0	18	0	0	0	1	**19**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**141**	**33**	**6**	**0**	**1**	**184**	**0**	**0**	**45**	**0**	**1**	**0**	**6**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	**0**	0	1	38	6	1	0	1	**47**	0	0	10	1	0	0	1	**12**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	0	0	0	0	0	0	0	**0**	0	1	37	2	2	0	1	**43**	0	0	5	0	0	0	1	**6**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	0	0	0	0	0	0	0	**0**	0	1	33	1	1	0	1	**37**	0	0	7	1	0	0	0	**8**	0	0	0	0	0	0	0	**0**
17:45 - 18:00	0	0	0	0	0	0	0	**0**	0	0	32	1	0	0	0	**33**	0	0	11	1	0	0	2	**14**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**140**	**10**	**4**	**0**	**3**	**160**	**0**	**0**	**33**	**3**	**0**	**0**	**4**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	**0**	0	0	29	4	0	0	0	**33**	0	0	13	0	0	0	1	**14**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	0	0	0	0	0	0	0	**0**	0	0	36	2	0	0	0	**38**	0	0	13	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	0	0	0	0	0	**0**	0	1	39	1	0	0	1	**42**	0	0	10	1	0	0	1	**12**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	0	0	0	0	0	0	**0**	0	0	29	3	0	0	0	**32**	0	0	3	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**133**	**10**	**0**	**0**	**1**	**145**	**0**	**0**	**39**	**1**	**0**	**0**	**2**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**567**	**63**	**13**	**1**	**7**	**658**	**0**	**0**	**149**	**4**	**1**	**0**	**16**	**170**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

	From B								To B							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	29	3	0	0	1	**34**	0	0	10	3	0	0	1	**14**
07:15 - 07:30	1	1	23	1	1	0	2	**29**	0	0	16	2	2	0	2	**22**
07:30 - 07:45	1	2	43	4	0	0	0	**50**	3	0	22	2	0	0	4	**31**
07:45 - 08:00	1	0	48	8	1	1	4	**63**	1	0	22	3	1	1	2	**30**
Hourly Total	**3**	**4**	**143**	**16**	**2**	**1**	**7**	**176**	**4**	**0**	**70**	**10**	**3**	**1**	**9**	**97**
08:00 - 08:15	1	1	59	7	2	0	1	**71**	1	1	38	3	2	0	0	**45**
08:15 - 08:30	0	0	77	4	4	0	1	**86**	0	0	25	2	1	0	2	**30**
08:30 - 08:45	0	1	83	7	2	0	3	**96**	0	1	29	1	0	0	2	**33**
08:45 - 09:00	0	1	60	2	3	0	2	**68**	0	1	35	2	0	0	1	**39**
Hourly Total	**1**	**3**	**279**	**20**	**11**	**0**	**7**	**321**	**1**	**3**	**127**	**8**	**3**	**0**	**5**	**147**
09:00 - 09:15	1	0	54	5	1	0	2	**63**	0	2	25	2	1	0	1	**31**
09:15 - 09:30	1	0	32	6	1	0	1	**41**	0	0	14	4	0	1	2	**21**
09:30 - 09:45	0	1	35	0	1	0	2	**39**	0	0	18	10	1	1	2	**32**
09:45 - 10:00	0	0	25	7	2	0	2	**36**	0	0	22	4	3	2	1	**32**
Hourly Total	**2**	**1**	**146**	**18**	**5**	**0**	**7**	**179**	**0**	**2**	**79**	**20**	**5**	**4**	**6**	**116**
Session Total	**6**	**8**	**568**	**54**	**18**	**1**	**21**	**676**	**5**	**5**	**276**	**38**	**11**	**5**	**20**	**360**
15:00 - 15:15	0	0	58	1	0	0	1	**60**	0	0	44	2	1	0	1	**48**
15:15 - 15:30	0	0	39	0	2	1	1	**43**	0	0	45	5	2	0	1	**53**
15:30 - 15:45	0	0	57	5	1	0	2	**65**	1	0	33	2	2	0	3	**41**
15:45 - 16:00	0	0	33	4	0	0	2	**39**	0	0	37	1	1	0	1	**40**
Hourly Total	**0**	**0**	**187**	**10**	**3**	**1**	**6**	**207**	**1**	**0**	**159**	**10**	**6**	**0**	**6**	**182**
16:00 - 16:15	1	0	36	11	3	0	2	**53**	0	0	25	1	1	0	1	**28**
16:15 - 16:30	0	0	40	11	1	0	1	**53**	1	0	35	5	1	0	3	**45**
16:30 - 16:45	0	0	68	7	3	0	3	**71**	1	0	38	4	0	0	2	**45**
16:45 - 17:00	1	1	52	4	0	0	1	**59**	1	0	37	4	0	0	1	**43**
Hourly Total	**2**	**1**	**196**	**33**	**7**	**0**	**7**	**236**	**3**	**0**	**135**	**14**	**2**	**0**	**7**	**161**
17:00 - 17:15	0	1	46	7	1	0	2	**59**	0	0	42	4	2	0	1	**49**
17:15 - 17:30	0	1	42	2	2	0	2	**49**	0	1	27	2	0	0	2	**32**
17:30 - 17:45	0	1	40	2	1	0	1	**45**	3	0	33	4	0	0	2	**42**
17:45 - 18:00	0	0	43	2	0	0	2	**47**	0	0	28	1	0	0	1	**30**
Hourly Total	**0**	**3**	**173**	**13**	**4**	**0**	**7**	**200**	**3**	**1**	**130**	**11**	**2**	**0**	**6**	**153**
18:00 - 18:15	0	0	42	4	0	0	1	**47**	0	1	32	1	0	0	2	**36**
18:15 - 18:30	0	0	49	2	0	0	0	**51**	0	0	45	3	0	0	1	**49**
18:30 - 18:45	0	1	49	2	0	0	2	**54**	0	0	41	3	0	0	1	**45**
18:45 - 19:00	0	0	32	3	0	0	0	**35**	0	0	19	3	0	0	0	**22**
Hourly Total	**0**	**1**	**172**	**11**	**0**	**0**	**3**	**187**	**0**	**1**	**137**	**10**	**0**	**0**	**4**	**152**
Session Total	**2**	**5**	**718**	**67**	**14**	**1**	**23**	**830**	**7**	**2**	**561**	**46**	**10**	**0**	**23**	**648**

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Brewery Lane / B - Lees Hall Road East / C - Unnamed Road / D - Lees Hall Road West

Approach: C - Unnamed Road

	C to D								C to A								C to B								C to C							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	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
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	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
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	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
08:15 - 08:30	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
08:30 - 08:45	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
08:45 - 09:00	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
Hourly Total	**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**
09:00 - 09:15	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
09:15 - 09:30	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
09:30 - 09:45	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
09:45 - 10:00	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
Hourly Total	**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**
Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	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
10:15 - 10:30	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
10:30 - 10:45	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
10:45 - 11:00	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
Hourly Total	**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**
11:00 - 11:15	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
11:15 - 11:30	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
11:30 - 11:45	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
11:45 - 12:00	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
Hourly Total	**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**
12:00 - 12:15	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
12:15 - 12:30	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
12:30 - 12:45	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
12:45 - 13:00	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
Hourly Total	**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**
13:00 - 13:15	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
13:15 - 13:30	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
13:30 - 13:45	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
13:45 - 14:00	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
Hourly Total	**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**
14:00 - 14:15	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
14:15 - 14:30	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
14:30 - 14:45	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
14:45 - 15:00	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
Hourly Total	**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**
Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From C								To C							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	2	0	0	0	0	2	0	0	0	0	1	0	0	1
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**
Session Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	2	0	0	0	0	2	0	0	0	0	1	0	0	1
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**3**
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**
18:00 - 18:15	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**4**
Session Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**9**	**1**	**0**	**0**	**0**	**11**

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Brewery Lane / B - Lees Hall Road East / C - Unnamed Road / D - Lees Hall Road West

Approach: D - Lees Hall Road West

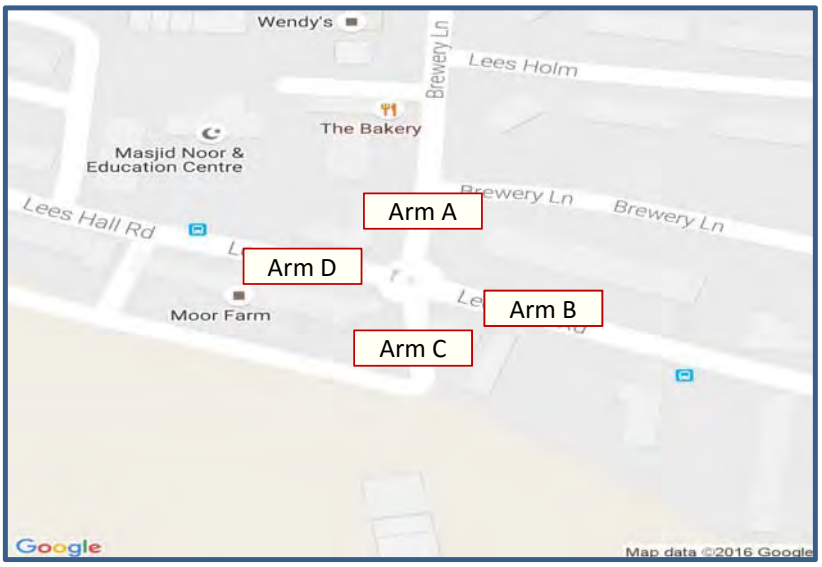
	D to A								D to B								D to C								D to D							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	4	1	0	0	0	**5**	0	0	8	2	0	0	0	**10**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	7	2	0	0	0	**9**	0	0	15	2	2	0	1	**20**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	6	0	0	0	0	**6**	2	0	15	2	0	0	2	**21**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	1	0	17	1	0	0	0	**19**	1	0	17	3	1	1	0	**23**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**34**	**4**	**0**	**0**	**0**	**39**	**3**	**0**	**55**	**9**	**3**	**1**	**3**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	18	1	0	0	0	**19**	1	1	33	3	2	0	0	**40**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	0	13	1	0	0	0	**14**	0	0	19	2	1	0	1	**23**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	25	3	1	0	0	**29**	0	1	23	1	0	0	0	**25**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	0	26	3	0	0	0	**29**	0	0	25	2	0	0	0	**27**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**82**	**8**	**1**	**0**	**0**	**91**	**1**	**2**	**100**	**8**	**3**	**0**	**1**	**115**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	9	3	1	0	0	**13**	0	2	16	1	1	0	0	**20**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	8	0	1	0	0	**9**	0	0	13	4	0	1	1	**19**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:30 - 09:45	0	0	7	1	0	0	0	**8**	0	0	13	7	1	1	0	**22**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	5	3	0	0	0	**8**	0	0	18	2	3	2	0	**25**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**29**	**7**	**2**	**0**	**0**	**38**	**0**	**2**	**60**	**14**	**5**	**4**	**1**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**0**	**145**	**19**	**3**	**0**	**0**	**168**	**4**	**4**	**215**	**31**	**11**	**5**	**5**	**275**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	15	0	0	0	0	**15**	0	0	34	2	1	0	0	**37**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
10:15 - 10:30	0	0	19	1	0	0	0	**20**	0	0	24	4	2	0	0	**30**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
10:30 - 10:45	0	0	16	2	1	0	0	**19**	1	0	26	2	2	0	1	**32**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
10:45 - 11:00	0	0	14	0	0	0	0	**14**	0	0	32	1	1	0	0	**34**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**64**	**3**	**1**	**0**	**0**	**68**	**1**	**0**	**116**	**9**	**6**	**0**	**1**	**133**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	13	2	0	0	0	**15**	0	0	22	0	1	0	0	**23**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
11:15 - 11:30	0	0	14	1	0	0	0	**15**	0	0	28	5	1	0	2	**36**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
11:30 - 11:45	0	0	14	0	0	0	0	**14**	1	0	28	3	0	0	0	**32**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
11:45 - 12:00	0	0	35	4	0	0	0	**39**	1	0	23	3	0	0	0	**27**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**76**	**7**	**0**	**0**	**0**	**83**	**2**	**0**	**101**	**11**	**2**	**0**	**2**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	26	0	0	0	0	**26**	0	0	31	4	2	0	1	**38**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
12:15 - 12:30	0	1	22	0	0	0	0	**23**	0	1	23	2	0	0	0	**26**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
12:30 - 12:45	0	0	14	1	0	0	0	**15**	1	0	24	3	0	0	0	**28**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
12:45 - 13:00	0	0	11	1	0	0	0	**12**	0	0	24	0	0	0	0	**24**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**73**	**2**	**0**	**0**	**0**	**76**	**1**	**1**	**102**	**9**	**2**	**0**	**1**	**116**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	17	2	0	0	0	**19**	0	1	21	0	0	0	1	**23**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
13:15 - 13:30	0	0	23	1	0	0	0	**24**	0	0	38	3	0	0	0	**41**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
13:30 - 13:45	0	0	12	0	0	0	0	**12**	0	0	29	3	0	0	0	**32**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
13:45 - 14:00	0	0	7	1	0	0	0	**8**	0	0	13	3	0	0	0	**16**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**59**	**4**	**0**	**0**	**0**	**63**	**0**	**1**	**101**	**9**	**0**	**0**	**1**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**1**	**272**	**16**	**1**	**0**	**0**	**290**	**4**	**2**	**420**	**38**	**10**	**0**	**5**	**479**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From D								To D							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	12	3	0	0	0	**15**	0	1	31	3	0	0	0	**35**
07:15 - 07:30	0	0	22	4	2	0	1	**29**	1	1	26	1	1	0	1	**31**
07:30 - 07:45	2	0	21	2	0	0	2	**27**	1	2	40	4	0	0	0	**47**
07:45 - 08:00	2	0	34	4	1	1	0	**42**	0	0	48	8	1	1	2	**60**
Hourly Total	**4**	**0**	**89**	**13**	**3**	**1**	**3**	**113**	**2**	**4**	**145**	**16**	**2**	**1**	**3**	**173**
08:00 - 08:15	1	1	51	4	2	0	0	**59**	0	1	60	9	2	0	0	**72**
08:15 - 08:30	0	0	32	3	1	0	1	**37**	0	0	75	5	3	0	0	**83**
08:30 - 08:45	0	1	48	4	1	0	0	**54**	0	1	68	9	2	0	2	**82**
08:45 - 09:00	0	0	51	5	0	0	0	**56**	0	1	60	4	5	0	1	**71**
Hourly Total	**1**	**2**	**182**	**16**	**4**	**0**	**1**	**206**	**0**	**3**	**263**	**27**	**12**	**0**	**3**	**308**
09:00 - 09:15	0	2	25	4	2	0	0	**33**	0	0	54	5	0	0	0	**59**
09:15 - 09:30	0	0	21	4	1	1	1	**28**	1	0	31	6	2	0	0	**40**
09:30 - 09:45	0	0	20	8	1	1	0	**30**	0	1	29	0	1	0	1	**32**
09:45 - 10:00	0	0	23	5	3	2	0	**33**	0	0	30	8	3	0	0	**41**
Hourly Total	**0**	**2**	**89**	**21**	**7**	**4**	**1**	**124**	**1**	**1**	**144**	**19**	**6**	**0**	**1**	**172**
Session Total	**5**	**4**	**360**	**50**	**14**	**5**	**5**	**443**	**3**	**8**	**552**	**62**	**20**	**1**	**7**	**653**
10:00 - 10:15	0	0	49	2	1	0	0	**52**	0	0	58	3	0	0	0	**61**
10:15 - 10:30	0	0	43	5	2	0	0	**50**	0	0	48	0	2	1	0	**51**
10:30 - 10:45	1	0	42	4	3	0	1	**51**	0	1	49	7	2	0	1	**60**
10:45 - 11:00	0	0	46	1	1	0	0	**48**	0	0	41	5	1	0	1	**48**
Hourly Total	**1**	**0**	**180**	**12**	**7**	**0**	**1**	**201**	**0**	**1**	**196**	**15**	**5**	**1**	**2**	**220**
11:00 - 11:15	0	0	35	2	1	0	0	**38**	1	0	40	12	4	0	0	**57**
11:15 - 11:30	0	0	42	6	1	0	2	**51**	0	0	43	11	1	0	0	**55**
11:30 - 11:45	1	0	42	3	0	0	0	**46**	0	0	55	7	3	0	1	**66**
11:45 - 12:00	1	0	58	7	0	0	0	**66**	1	1	51	4	0	0	0	**57**
Hourly Total	**2**	**0**	**177**	**18**	**2**	**0**	**2**	**201**	**2**	**1**	**189**	**34**	**8**	**0**	**1**	**235**
12:00 - 12:15	0	0	57	4	2	0	1	**64**	0	1	58	6	1	0	1	**67**
12:15 - 12:30	0	2	45	2	0	0	0	**49**	0	1	45	2	2	0	1	**51**
12:30 - 12:45	1	0	38	4	0	0	0	**43**	0	1	47	1	1	0	1	**51**
12:45 - 13:00	0	0	35	1	0	0	0	**36**	0	0	42	3	0	0	0	**45**
Hourly Total	**1**	**2**	**175**	**11**	**2**	**0**	**1**	**192**	**0**	**3**	**192**	**12**	**4**	**0**	**3**	**214**
13:00 - 13:15	0	1	38	2	0	0	1	**42**	0	0	41	4	0	0	0	**45**
13:15 - 13:30	0	0	61	4	0	0	0	**65**	0	0	56	3	0	0	0	**59**
13:30 - 13:45	0	0	41	3	0	0	0	**44**	0	1	51	1	0	0	1	**54**
13:45 - 14:00	0	0	20	4	0	0	0	**24**	0	0	38	3	0	0	0	**41**
Hourly Total	**0**	**1**	**160**	**13**	**0**	**0**	**1**	**175**	**0**	**1**	**186**	**11**	**0**	**0**	**1**	**199**
Session Total	**4**	**3**	**692**	**54**	**11**	**0**	**5**	**769**	**2**	**6**	**763**	**72**	**17**	**1**	**7**	**868**

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: **A - Brewery Lane / B - Lees Hall Road East / C - Unnamed Road / D - Lees Hall Road West**



Vehicle Class: All classes

Start Time: 7:00

End Time: 19:00

Show Peak Times: No

Arm Destination

Arm Origin	A	B	C	D
A	8	250	12	328
B	313	3	0	1190
C	4	1	0	3
D	458	754	0	0

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Brewery Lane / B - Lees Hall Road East / C - Unnamed Road / D - Lees Hall Road West

	A - Brewery Lane				B - Lees Hall Road East				C - Unnamed Road				D - Lees Hall Road West			
	Lane 1				Lane 1				Lane 1				Lane 1			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
7:00 - 7:01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:01 - 7:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:02 - 7:03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:03 - 7:04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:04 - 7:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 - 7:06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:06 - 7:07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:07 - 7:08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:08 - 7:09	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:09 - 7:10	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:10 - 7:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:11 - 7:12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:12 - 7:13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:13 - 7:14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:14 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:16 - 7:17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:17 - 7:18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:18 - 7:19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:19 - 7:20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 - 7:21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:21 - 7:22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:22 - 7:23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:23 - 7:24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:24 - 7:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 - 7:26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:26 - 7:27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:27 - 7:28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:28 - 7:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:29 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:31 - 7:32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:32 - 7:33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:33 - 7:34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:34 - 7:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 - 7:36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:36 - 7:37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:37 - 7:38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:38 - 7:39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:39 - 7:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:40 - 7:41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:41 - 7:42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:42 - 7:43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:43 - 7:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:44 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 - 7:46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:46 - 7:47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:47 - 7:48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:48 - 7:49	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
7:49 - 7:50	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:50 - 7:51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:51 - 7:52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:52 - 7:53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:53 - 7:54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:54 - 7:55	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 - 7:56	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:56 - 7:57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:57 - 7:58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:58 - 7:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:59 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:01 - 8:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:02 - 8:03	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:03 - 8:04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:04 - 8:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 - 8:06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:06 - 8:07	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
8:07 - 8:08	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:08 - 8:09	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:09 - 8:10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 - 8:11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:11 - 8:12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:12 - 8:13	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:13 - 8:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:14 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:16 - 8:17	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
8:17 - 8:18	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0
8:18 - 8:19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:19 - 8:20	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
8:20 - 8:21	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:21 - 8:22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:22 - 8:23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:23 - 8:24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:24 - 8:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 - 8:26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:26 - 8:27	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
8:27 - 8:28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:28 - 8:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:29 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:31 - 8:32	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:32 - 8:33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:33 - 8:34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:34 - 8:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 - 8:36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:36 - 8:37	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:37 - 8:38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:38 - 8:39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:39 - 8:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 - 8:41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:41 - 8:42	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:42 - 8:43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:43 - 8:44	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:44 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 8:46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:46 - 8:47	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:47 - 8:48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Brewery Lane / B - Lees Hall Road East / C - Unnamed Road / D - Lees Hall Road West

	A - Brewery Lane				B - Lees Hall Road East				C - Unnamed Road				D - Lees Hall Road West			
	Lane 1				Lane 1				Lane 1				Lane 1			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
8:48 - 8:49	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:49 - 8:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 - 8:51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:51 - 8:52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:52 - 8:53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:53 - 8:54	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:54 - 8:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 - 8:56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:56 - 8:57	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:57 - 8:58	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:58 - 8:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:59 - 9:00	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:00 - 9:01	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:01 - 9:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:02 - 9:03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:03 - 9:04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:04 - 9:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:05 - 9:06	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:06 - 9:07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:07 - 9:08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:08 - 9:09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:09 - 9:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10 - 9:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:11 - 9:12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:12 - 9:13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:13 - 9:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:14 - 9:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:16 - 9:17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:17 - 9:18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:18 - 9:19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:19 - 9:20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:20 - 9:21	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
9:21 - 9:22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:22 - 9:23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:23 - 9:24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:24 - 9:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:25 - 9:26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:26 - 9:27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:27 - 9:28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:28 - 9:29	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:29 - 9:30	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:31 - 9:32	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:32 - 9:33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:33 - 9:34	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:34 - 9:35	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35 - 9:36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:36 - 9:37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:37 - 9:38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:38 - 9:39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:39 - 9:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40 - 9:41	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:41 - 9:42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:42 - 9:43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:43 - 9:44	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:44 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 9:46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:46 - 9:47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:47 - 9:48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:48 - 9:49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:49 - 9:50	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:50 - 9:51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:51 - 9:52	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:52 - 9:53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:53 - 9:54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:54 - 9:55	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:55 - 9:56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:56 - 9:57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:57 - 9:58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:58 - 9:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:59 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:01	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:01 - 15:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:02 - 15:03	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:03 - 15:04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:04 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:05 - 15:06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:06 - 15:07	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:07 - 15:08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:08 - 15:09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:09 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:11 - 15:12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:12 - 15:13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:13 - 15:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:14 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:16 - 15:17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:17 - 15:18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:18 - 15:19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:19 - 15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20 - 15:21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:21 - 15:22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:22 - 15:23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:23 - 15:24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:24 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:26 - 15:27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:27 - 15:28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:28 - 15:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:29 - 15:30	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:31	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:31 - 15:32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:32 - 15:33	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0
15:33 - 15:34	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:34 - 15:35	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
15:35 - 15:36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Brewery Lane / B - Lees Hall Road East / C - Unnamed Road / D - Lees Hall Road West

	A - Brewery Lane				B - Lees Hall Road East				C - Unnamed Road				D - Lees Hall Road West			
	Lane 1				Lane 1				Lane 1				Lane 1			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
15:36 - 15:37	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:37 - 15:38	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
15:38 - 15:39	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0
15:39 - 15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40 - 15:41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:41 - 15:42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:42 - 15:43	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:43 - 15:44	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
15:44 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:46 - 15:47	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
15:47 - 15:48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:48 - 15:49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:49 - 15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:51	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
15:51 - 15:52	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:52 - 15:53	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:53 - 15:54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:54 - 15:55	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55 - 15:56	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:56 - 15:57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:57 - 15:58	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:58 - 15:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:59 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:01 - 16:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:02 - 16:03	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:03 - 16:04	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:04 - 16:05	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05 - 16:06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:06 - 16:07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:07 - 16:08	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
16:08 - 16:09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:09 - 16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10 - 16:11	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:11 - 16:12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:12 - 16:13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:13 - 16:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:14 - 16:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:16	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0
16:16 - 16:17	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
16:17 - 16:18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:18 - 16:19	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:19 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:20 - 16:21	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:21 - 16:22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:22 - 16:23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:23 - 16:24	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:24 - 16:25	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:25 - 16:26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:26 - 16:27	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:27 - 16:28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:28 - 16:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:29 - 16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:31	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
16:31 - 16:32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:32 - 16:33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:33 - 16:34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:34 - 16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35 - 16:36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:36 - 16:37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:37 - 16:38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:38 - 16:39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:39 - 16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:41 - 16:42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:42 - 16:43	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:43 - 16:44	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0
16:44 - 16:45	2	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
16:45 - 16:46	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3	0
16:46 - 16:47	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:47 - 16:48	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:48 - 16:49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:49 - 16:50	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50 - 16:51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:51 - 16:52	2	0	2	0	1	0	0	0	0	0	0	0	1	0	0	0
16:52 - 16:53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:53 - 16:54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:54 - 16:55	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0
16:55 - 16:56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:56 - 16:57	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:57 - 16:58	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
16:58 - 16:59	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:59 - 17:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:01	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:01 - 17:02	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:02 - 17:03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:03 - 17:04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:04 - 17:05	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:06 - 17:07	2	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0
17:07 - 17:08	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:08 - 17:09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:09 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
17:10 - 17:11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:11 - 17:12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:12 - 17:13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:13 - 17:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:14 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:16 - 17:17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:17 - 17:18	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
17:18 - 17:19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:19 - 17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20 - 17:21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:21 - 17:22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:22 - 17:23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:23 - 17:24	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Brewery Lane / B - Lees Hall Road East / C - Unnamed Road / D - Lees Hall Road West

	A - Brewery Lane				B - Lees Hall Road East				C - Unnamed Road				D - Lees Hall Road West			
	Lane 1				Lane 1				Lane 1				Lane 1			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
17:24 - 17:25	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:26 - 17:27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:27 - 17:28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:28 - 17:29	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:29 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
17:30 - 17:31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:31 - 17:32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:32 - 17:33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:33 - 17:34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:34 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:36 - 17:37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:37 - 17:38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:38 - 17:39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:39 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40 - 17:41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:41 - 17:42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:42 - 17:43	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:43 - 17:44	2	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
17:44 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:46 - 17:47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:47 - 17:48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:48 - 17:49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:49 - 17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:51 - 17:52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:52 - 17:53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:53 - 17:54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:54 - 17:55	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 - 17:56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:56 - 17:57	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:57 - 17:58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:58 - 17:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:59 - 18:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:01	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:01 - 18:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:02 - 18:03	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:03 - 18:04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:04 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:06	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:06 - 18:07	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:07 - 18:08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:08 - 18:09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:09 - 18:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:10 - 18:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:11 - 18:12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:12 - 18:13	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:13 - 18:14	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
18:14 - 18:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:16	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
18:16 - 18:17	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
18:17 - 18:18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:18 - 18:19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:19 - 18:20	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:20 - 18:21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:21 - 18:22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:22 - 18:23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:23 - 18:24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:24 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:26 - 18:27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:27 - 18:28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:28 - 18:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:29 - 18:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:31 - 18:32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:32 - 18:33	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
18:33 - 18:34	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:34 - 18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:36	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:36 - 18:37	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
18:37 - 18:38	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:38 - 18:39	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:39 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40 - 18:41	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:41 - 18:42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:42 - 18:43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:43 - 18:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:44 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:46 - 18:47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:47 - 18:48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:48 - 18:49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:49 - 18:50	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:51 - 18:52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:52 - 18:53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:53 - 18:54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:54 - 18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 18:56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:56 - 18:57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:57 - 18:58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:58 - 18:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:59 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Hebble Court / B - B6117 Slaithwaite Road East / C - Ingham Road / D - B6177 Slaithwaite Road West

Approach: A - Hebble Court

	A to B								A to C								A to D								A to A							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45 - 08:00	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
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15 - 08:30	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
08:30 - 08:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
15:15 - 15:30	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
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45 - 16:00	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
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30 - 16:45	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
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15 - 17:30	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
17:30 - 17:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45 - 19:00	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
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From A								To A							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
07:15 - 07:30	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	1
07:30 - 07:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2
08:45 - 09:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
09:15 - 09:30	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
09:30 - 09:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**
Session Total	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**
15:00 - 15:15	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
15:30 - 15:45	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	2
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
16:00 - 16:15	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2
16:15 - 16:30	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**
17:00 - 17:15	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
18:15 - 18:30	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3
18:30 - 18:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**
Session Total	**0**	**0**	**22**	**2**	**0**	**0**	**0**	**24**	**0**	**0**	**31**	**1**	**0**	**0**	**0**	**32**

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Hebble Court / B - B6117 Slaithwaite Road East / C - Ingham Road / D - B6177 Slaithwaite Road West

Approach: B - B6117 Slaithwaite Road East

	B to C								B to D								B to A								B to B							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	2	3	0	1	117	16	1	0	0	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	0	0	0	1	2	1	1	146	11	2	0	0	161	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	2	0	0	0	1	3	1	1	188	23	4	1	0	218	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	2	1	0	0	2	5	2	2	236	11	5	2	1	259	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**6**	**13**	**4**	**5**	**687**	**61**	**12**	**3**	**1**	**773**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	3	1	0	0	1	5	1	0	247	17	1	0	0	266	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	7	0	0	0	1	8	0	0	230	13	4	1	1	249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	2	0	0	0	2	4	2	0	247	14	3	0	0	266	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	3	0	1	0	1	5	1	0	140	18	4	0	0	163	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**15**	**1**	**1**	**0**	**5**	**22**	**4**	**0**	**864**	**62**	**12**	**1**	**1**	**944**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	1	2	0	0	2	5	0	1	137	11	0	0	0	149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	2	1	0	0	2	5	0	3	111	5	3	0	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	6	0	0	0	2	8	1	1	98	11	1	2	0	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	4	1	0	0	1	6	0	0	83	10	3	0	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**13**	**4**	**0**	**0**	**7**	**24**	**1**	**5**	**429**	**37**	**7**	**2**	**0**	**481**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**34**	**6**	**1**	**0**	**18**	**69**	**9**	**10**	**1980**	**160**	**31**	**6**	**2**	**2198**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	8	0	0	0	1	9	0	0	126	9	5	2	0	142	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	7	0	0	0	2	9	0	0	83	14	12	0	0	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	1	1	0	0	1	3	0	0	100	10	3	1	0	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	8	0	0	0	1	9	2	0	96	13	4	1	1	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**24**	**1**	**0**	**0**	**5**	**30**	**2**	**0**	**405**	**46**	**24**	**4**	**1**	**482**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	6	0	0	0	2	8	0	0	87	14	4	1	1	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	5	0	0	0	1	6	2	0	83	14	2	0	0	101	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	5	0	0	0	3	8	0	0	97	4	2	1	0	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	1	4	0	0	0	1	6	0	2	106	9	2	0	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**20**	**0**	**0**	**0**	**7**	**28**	**2**	**2**	**373**	**41**	**10**	**2**	**1**	**431**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	4	0	0	0	1	5	0	2	95	4	1	0	0	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	6	0	0	0	1	7	0	0	72	8	6	0	0	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	3	0	0	0	1	4	0	1	95	8	2	0	1	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	5	0	0	0	2	7	0	0	119	12	3	0	0	134	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**18**	**0**	**0**	**0**	**5**	**23**	**0**	**3**	**381**	**32**	**12**	**0**	**1**	**429**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**
18:00 - 18:15	0	0	5	0	0	0	1	6	0	2	100	8	1	0	2	113	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	4	0	0	0	0	4	0	0	105	7	3	1	0	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	3	0	0	0	2	5	0	0	96	7	0	0	1	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	2	0	1	0	1	4	0	1	72	3	1	0	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**14**	**0**	**1**	**0**	**4**	**19**	**0**	**3**	**373**	**25**	**5**	**1**	**3**	**410**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**1**	**76**	**1**	**1**	**0**	**21**	**100**	**4**	**8**	**1532**	**144**	**51**	**7**	**6**	**1752**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From B								To B							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	118	16	1	0	2	138	0	0	41	8	2	2	1	54
07:15 - 07:30	1	1	147	12	2	0	1	164	0	0	71	4	4	1	3	83
07:30 - 07:45	1	1	190	23	4	1	1	221	0	0	87	17	5	0	3	112
07:45 - 08:00	2	2	238	12	5	2	3	264	0	1	101	14	5	1	2	124
Hourly Total	**4**	**5**	**693**	**63**	**12**	**3**	**7**	**787**	**0**	**1**	**300**	**43**	**16**	**4**	**9**	**373**
08:00 - 08:15	1	0	250	18	1	0	1	271	0	1	141	19	5	1	1	168
08:15 - 08:30	0	0	237	13	4	1	2	257	0	1	176	14	6	0	1	198
08:30 - 08:45	2	0	249	14	3	0	2	270	1	0	100	10	1	0	3	115
08:45 - 09:00	1	0	143	18	5	0	1	168	0	0	106	15	5	0	1	127
Hourly Total	**4**	**0**	**879**	**63**	**13**	**1**	**6**	**966**	**1**	**2**	**523**	**58**	**17**	**1**	**6**	**608**
09:00 - 09:15	0	1	138	13	0	0	2	154	0	2	70	23	5	0	1	101
09:15 - 09:30	0	3	113	6	3	0	2	127	0	0	83	18	9	1	3	114
09:30 - 09:45	1	1	104	11	1	2	2	122	0	0	69	15	5	0	1	90
09:45 - 10:00	0	0	87	11	3	0	1	102	0	0	79	14	7	0	2	102
Hourly Total	**1**	**5**	**442**	**41**	**7**	**2**	**7**	**505**	**0**	**2**	**301**	**70**	**26**	**1**	**7**	**407**
Session Total	**9**	**10**	**2014**	**167**	**32**	**6**	**20**	**2298**	**1**	**5**	**1124**	**171**	**59**	**6**	**22**	**1388**
15:00 - 15:15	0	0	134	9	5	2	1	151	1	0	165	16	6	1	1	190
15:15 - 15:30	0	0	90	14	12	0	2	118	1	2	193	20	5	0	1	222
15:30 - 15:45	0	0	101	11	3	1	1	117	0	1	154	15	7	1	5	183
15:45 - 16:00	2	0	104	13	4	1	2	126	0	0	164	28	7	1	1	201
Hourly Total	**2**	**0**	**429**	**47**	**24**	**4**	**6**	**512**	**2**	**3**	**676**	**79**	**25**	**3**	**8**	**796**
16:00 - 16:15	0	0	93	14	4	1	3	115	1	0	219	19	2	1	2	244
16:15 - 16:30	2	0	89	14	2	0	1	108	1	1	210	25	3	1	1	242
16:30 - 16:45	0	0	102	4	2	1	3	112	0	4	230	20	5	1	2	262
16:45 - 17:00	0	3	110	9	2	0	1	125	1	1	222	17	4	1	3	249
Hourly Total	**2**	**3**	**394**	**41**	**10**	**2**	**8**	**460**	**3**	**6**	**881**	**81**	**14**	**4**	**8**	**997**
17:00 - 17:15	0	2	99	4	1	0	1	107	1	0	261	19	3	0	1	285
17:15 - 17:30	0	0	78	8	6	0	1	93	0	2	264	23	0	1	0	290
17:30 - 17:45	0	1	98	8	2	0	2	111	3	3	244	17	1	0	2	270
17:45 - 18:00	0	0	124	12	3	0	2	141	0	1	206	10	2	0	2	221
Hourly Total	**0**	**3**	**399**	**32**	**12**	**0**	**6**	**452**	**4**	**6**	**975**	**69**	**6**	**1**	**5**	**1066**
18:00 - 18:15	0	2	106	8	1	0	3	120	0	2	165	10	3	1	2	183
18:15 - 18:30	0	0	109	7	3	1	0	120	0	0	176	15	0	0	0	191
18:30 - 18:45	0	0	99	7	0	0	3	109	0	0	162	10	0	0	1	173
18:45 - 19:00	0	1	74	3	2	0	1	81	0	0	133	8	1	0	0	140
Hourly Total	**0**	**3**	**388**	**25**	**6**	**1**	**7**	**430**	**0**	**2**	**636**	**41**	**4**	**1**	**3**	**687**
Session Total	**4**	**9**	**1610**	**145**	**52**	**7**	**27**	**1854**	**9**	**17**	**3168**	**270**	**49**	**9**	**24**	**3546**

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Hebble Court / B - B6117 Slaithwaite Road East / C - Ingham Road / D - B6177 Slaithwaite Road West

Approach: C - Ingham Road

	C to D								C to A								C to B								C to C							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	7	2	0	0	1	10	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	15	0	2	0	2	19	0	0	0	0	0	0	0	0
07:30 - 07:45	2	0	11	0	0	0	2	15	0	0	0	0	0	0	0	0	0	0	12	1	1	0	2	16	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0	0	0	15	2	0	1	2	20	0	0	0	0	0	0	0	0
Hourly Total	**2**	**0**	**36**	**4**	**0**	**0**	**2**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**5**	**3**	**1**	**7**	**65**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0	0	1	20	2	2	0	0	25	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	21	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	26	3	0	0	1	30	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	18	2	0	0	0	20	0	0	0	0	0	0	0	0	0	0	16	1	0	0	3	20	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	21	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	22	2	0	0	1	25	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**76**	**2**	**0**	**0**	**0**	**78**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**84**	**8**	**2**	**0**	**5**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	6	2	0	0	0	8	0	0	1	0	0	0	0	1	0	2	12	3	0	0	1	18	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	10	1	0	0	0	11	0	0	1	0	0	0	0	1	0	0	11	4	1	1	2	19	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	10	2	1	1	0	14	0	0	0	0	0	0	0	0	0	0	10	7	1	0	1	19	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	9	1	1	1	0	12	0	0	0	0	0	0	0	0	0	0	15	3	3	0	2	23	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**35**	**6**	**2**	**2**	**0**	**45**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**48**	**17**	**5**	**1**	**6**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2**	**0**	**147**	**12**	**2**	**2**	**2**	**167**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**181**	**30**	**10**	**2**	**18**	**244**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0	0	0	36	2	1	0	1	40	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	23	5	2	0	1	31	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	19	1	1	0	3	24	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	7	1	0	0	0	8	0	0	0	2	0	0	0	2	0	0	22	2	2	0	1	27	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**41**	**4**	**0**	**0**	**0**	**45**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**100**	**10**	**6**	**0**	**6**	**122**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	4	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	25	0	0	0	1	26	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	11	0	1	0	0	12	0	0	0	0	0	0	0	0	0	0	27	3	0	0	1	31	0	0	0	0	0	0	0	0
11:30 - 11:45	0	1	16	0	0	0	0	17	0	0	0	0	0	0	0	0	0	2	20	4	0	0	2	28	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	18	0	0	0	0	18	0	0	0	1	0	0	0	1	0	0	19	2	0	0	2	23	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**49**	**0**	**2**	**0**	**0**	**52**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**91**	**9**	**0**	**0**	**6**	**108**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	10	1	1	0	0	12	0	0	0	0	0	0	0	0	0	0	28	4	1	0	1	34	0	0	0	0	0	0	0	0
12:15 - 12:30	0	1	8	1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	0	0	0	0	0	0	0	0
12:30 - 12:45	1	0	9	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	19	3	0	0	1	23	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	19	1	0	0	2	22	0	0	0	0	0	0	0	0
Hourly Total	**1**	**1**	**39**	**2**	**1**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**83**	**9**	**1**	**0**	**4**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	1	21	1	0	0	2	25	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	6	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0	0	0	29	2	0	0	1	32	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**45**	**4**	**0**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**92**	**5**	**0**	**0**	**3**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**2**	**174**	**10**	**3**	**0**	**0**	**190**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**366**	**33**	**7**	**0**	**19**	**428**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From C								To C							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	14	3	0	0	1	18	0	1	5	0	0	0	2	8
07:15 - 07:30	0	0	20	2	2	0	2	26	0	0	6	0	0	0	1	7
07:30 - 07:45	2	0	23	1	1	0	4	31	0	0	10	1	0	0	1	12
07:45 - 08:00	0	0	28	3	0	1	2	34	0	0	5	2	0	1	2	10
Hourly Total	**2**	**0**	**85**	**9**	**3**	**1**	**9**	**109**	**0**	**1**	**26**	**3**	**0**	**1**	**6**	**37**
08:00 - 08:15	0	1	36	2	2	0	0	41	0	0	11	1	0	0	1	13
08:15 - 08:30	0	0	47	3	0	0	1	51	0	0	14	1	1	0	1	17
08:30 - 08:45	0	0	34	3	0	0	3	40	0	0	16	0	0	0	2	18
08:45 - 09:00	0	0	43	2	0	0	1	46	0	0	17	1	1	0	1	20
Hourly Total	**0**	**1**	**160**	**10**	**2**	**0**	**5**	**178**	**0**	**0**	**58**	**3**	**2**	**0**	**5**	**68**
09:00 - 09:15	0	2	19	5	0	0	1	27	0	0	15	3	0	0	2	20
09:15 - 09:30	0	0	22	5	1	1	2	31	0	0	8	1	0	0	2	11
09:30 - 09:45	0	0	20	9	2	1	1	33	1	0	17	0	0	0	2	20
09:45 - 10:00	0	0	24	4	4	1	2	35	0	0	10	1	0	0	1	12
Hourly Total	**0**	**2**	**85**	**23**	**7**	**3**	**6**	**126**	**1**	**0**	**50**	**5**	**0**	**0**	**7**	**63**
Session Total	**2**	**3**	**330**	**42**	**12**	**4**	**20**	**413**	**1**	**1**	**134**	**11**	**2**	**1**	**18**	**168**
10:00 - 10:15	0	0	49	4	1	0	1	55	0	0	40	0	0	0	1	41
10:15 - 10:30	0	0	34	5	2	0	1	42	0	0	36	0	1	0	2	39
10:30 - 10:45	0	0	29	2	1	0	3	35	0	0	13	2	0	0	1	16
10:45 - 11:00	0	0	31	3	2	0	1	37	0	0	31	0	1	0	1	33
Hourly Total	**0**	**0**	**143**	**14**	**6**	**0**	**6**	**169**	**0**	**0**	**120**	**2**	**2**	**0**	**5**	**129**
11:00 - 11:15	0	0	29	0	1	0	1	31	1	0	23	2	0	0	2	28
11:15 - 11:30	0	0	38	3	1	0	1	43	0	0	21	2	0	0	1	24
11:30 - 11:45	0	3	36	4	0	0	2	45	0	0	20	1	1	0	3	25
11:45 - 12:00	0	0	38	2	0	0	2	42	0	1	28	1	0	0	1	31
Hourly Total	**0**	**3**	**141**	**9**	**2**	**0**	**6**	**161**	**1**	**1**	**92**	**6**	**1**	**0**	**7**	**108**
12:00 - 12:15	0	0	38	5	2	0	1	46	0	0	27	2	0	1	1	31
12:15 - 12:30	0	1	25	2	0	0	0	28	0	0	33	0	0	0	1	34
12:30 - 12:45	1	0	28	3	0	0	1	33	0	0	19	1	0	0	1	21
12:45 - 13:00	0	0	31	1	0	0	2	34	0	0	17	1	0	0	2	20
Hourly Total	**1**	**1**	**122**	**11**	**2**	**0**	**4**	**141**	**0**	**0**	**96**	**4**	**0**	**1**	**5**	**106**
13:00 - 13:15	0	1	32	1	0	0	2	36	0	0	21	0	0	0	1	22
13:15 - 13:30	0	0	31	3	0	0	0	34	0	0	19	0	0	0	0	19
13:30 - 13:45	0	0	42	3	0	0	1	46	0	0	17	2	0	0	2	21
13:45 - 14:00	0	0	32	2	0	0	0	34	0	0	24	2	1	0	1	28
Hourly Total	**0**	**1**	**137**	**9**	**0**	**0**	**3**	**150**	**0**	**0**	**81**	**4**	**1**	**0**	**4**	**90**
Session Total	**1**	**5**	**543**	**43**	**10**	**0**	**19**	**621**	**1**	**1**	**389**	**16**	**4**	**1**	**21**	**433**

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Hebble Court / B - B6117 Slaithwaite Road East / C - Ingham Road / D - B6177 Slaithwaite Road West

Approach: D - B6177 Slaithwaite Road West

	D to A								D to B								D to C								D to D							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	0	34	6	2	2	44	0	1	4	0	0	0	0	5	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	56	4	2	1	1	64	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	74	16	4	0	1	95	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	1	86	12	5	0	0	104	0	0	3	1	0	1	0	5	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**250**	**38**	**13**	**3**	**2**	**307**	**0**	**1**	**20**	**2**	**0**	**1**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	121	17	3	1	1	143	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	1	150	11	6	0	0	168	0	0	7	1	1	0	0	9	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	2	0	0	0	0	2	1	0	83	9	1	0	0	94	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	1	0	0	0	0	1	0	0	84	13	5	0	0	102	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**438**	**50**	**15**	**1**	**1**	**507**	**0**	**0**	**42**	**2**	**1**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	1	0	0	0	0	1	0	0	58	20	5	0	0	83	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	0	0	0	0	1	0	0	71	14	8	0	1	94	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	59	8	4	0	0	71	1	0	11	0	0	0	0	12	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	2	0	0	0	0	2	0	0	63	11	4	0	0	78	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**251**	**53**	**21**	**0**	**1**	**326**	**1**	**0**	**36**	**1**	**0**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**1**	**2**	**939**	**141**	**49**	**4**	**4**	**1140**	**1**	**1**	**98**	**5**	**1**	**1**	**0**	**107**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	1	0	0	0	0	1	1	0	129	14	5	1	0	150	0	0	31	0	0	0	0	31	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	2	0	0	0	0	2	1	2	170	15	3	0	0	191	0	0	29	0	1	0	0	30	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	1	1	0	0	0	2	0	1	135	14	6	1	2	159	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	1	0	0	0	0	1	0	0	142	26	5	1	0	174	0	0	23	0	1	0	0	24	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**2**	**3**	**576**	**69**	**19**	**3**	**2**	**674**	**0**	**0**	**95**	**1**	**2**	**0**	**0**	**98**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	2	0	0	0	0	2	1	0	193	18	2	1	1	216	1	0	17	2	0	0	0	20	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	2	0	0	0	0	2	1	1	183	22	3	1	0	211	0	0	14	2	0	0	0	16	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	1	0	0	0	0	1	0	2	210	16	5	1	0	234	0	0	15	1	1	0	0	17	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	2	0	0	0	0	2	1	1	202	15	4	1	1	225	0	0	24	1	0	0	0	25	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**3**	**4**	**788**	**71**	**14**	**4**	**2**	**886**	**1**	**0**	**70**	**6**	**1**	**0**	**0**	**78**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	3	0	0	0	0	3	1	0	252	15	2	0	0	290	0	0	23	2	0	1	0	26	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	1	0	0	0	0	1	0	2	247	22	0	1	0	272	0	0	27	0	0	0	0	27	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	1	0	0	0	0	1	3	3	224	14	1	0	1	246	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	1	0	0	0	0	1	0	1	186	9	2	0	0	198	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**4**	**6**	**909**	**60**	**5**	**1**	**1**	**966**	**0**	**0**	**78**	**4**	**0**	**1**	**0**	**83**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	3	0	0	0	0	3	0	1	144	9	3	1	0	158	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	3	0	0	0	0	3	0	0	150	15	0	0	0	165	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	1	0	0	0	0	1	0	0	133	8	0	0	0	141	0	0	14	2	0	0	0	16	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	116	4	1	0	0	121	0	0	22	2	0	0	0	24	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**0**	**1**	**543**	**36**	**4**	**1**	**0**	**585**	**0**	**0**	**65**	**4**	**0**	**0**	**0**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**26**	**1**	**0**	**0**	**0**	**27**	**9**	**14**	**2796**	**236**	**42**	**9**	**5**	**3111**	**1**	**0**	**308**	**15**	**3**	**1**	**0**	**328**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From D								To D							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	39	6	2	2	0	50	0	1	125	17	1	0	0	144
07:15 - 07:30	0	0	61	4	2	1	1	69	1	1	154	13	2	0	0	171
07:30 - 07:45	0	0	83	17	4	0	1	105	3	1	201	23	4	1	2	235
07:45 - 08:00	0	1	89	13	5	1	0	109	2	2	249	12	3	2	1	273
Hourly Total	**0**	**2**	**272**	**40**	**13**	**4**	**2**	**333**	**6**	**5**	**729**	**65**	**12**	**3**	**3**	**823**
08:00 - 08:15	0	0	129	17	3	1	1	151	1	0	264	17	1	0	0	283
08:15 - 08:30	0	1	157	12	7	0	0	177	0	0	251	13	4	1	1	270
08:30 - 08:45	1	0	99	9	1	0	0	110	2	0	267	16	3	0	0	288
08:45 - 09:00	0	0	98	14	5	0	0	117	1	0	161	18	4	0	0	184
Hourly Total	**1**	**1**	**483**	**52**	**16**	**1**	**1**	**555**	**4**	**0**	**943**	**64**	**12**	**1**	**1**	**1025**
09:00 - 09:15	0	0	73	21	5	0	0	99	0	1	143	13	0	0	0	157
09:15 - 09:30	0	0	78	14	8	0	1	101	0	3	124	6	3	0	0	136
09:30 - 09:45	1	0	70	8	4	0	0	83	1	1	109	13	2	3	0	129
09:45 - 10:00	0	0	70	11	4	0	0	85	0	0	93	11	4	1	0	109
Hourly Total	**1**	**0**	**291**	**54**	**21**	**0**	**1**	**368**	**1**	**5**	**469**	**43**	**9**	**4**	**0**	**531**
Session Total	**2**	**3**	**1046**	**146**	**50**	**5**	**4**	**1256**	**11**	**10**	**2141**	**172**	**33**	**8**	**4**	**2379**
15:00 - 15:15	1	0	161	14	5	1	0	182	0	0	142	11	5	2	0	160
15:15 - 15:30	1	2	201	15	4	0	0	223	0	0	94	14	12	0	0	120
15:30 - 15:45	0	1	148	16	6	1	2	174	0	0	110	12	3	1	0	126
15:45 - 16:00	0	0	166	26	6	1	0	199	2	0	103	14	4	1	1	125
Hourly Total	**2**	**3**	**676**	**71**	**21**	**3**	**2**	**778**	**2**	**0**	**449**	**51**	**24**	**4**	**1**	**531**
16:00 - 16:15	2	0	212	20	2	1	1	238	0	0	91	14	5	1	1	112
16:15 - 16:30	1	1	199	24	3	1	0	229	2	0	95	14	3	0	0	114
16:30 - 16:45	0	2	226	17	6	1	0	252	0	1	113	4	2	1	0	121
16:45 - 17:00	1	1	228	16	4	1	1	252	0	2	124	9	2	0	0	137
Hourly Total	**4**	**4**	**865**	**77**	**15**	**4**	**2**	**971**	**2**	**3**	**423**	**41**	**12**	**2**	**1**	**484**
17:00 - 17:15	1	0	258	17	2	1	0	279	0	2	107	5	2	0	0	116
17:15 - 17:30	0	2	275	22	0	1	0	300	0	1	80	9	6	0	0	96
17:30 - 17:45	3	3	241	15	1	0	1	264	1	1	105	8	2	0	1	118
17:45 - 18:00	0	1	199	10	2	0	0	212	0	0	131	12	3	0	0	146
Hourly Total	**4**	**6**	**973**	**64**	**5**	**2**	**1**	**1055**	**1**	**4**	**423**	**34**	**13**	**0**	**1**	**476**
18:00 - 18:15	0	1	162	9	3	1	0	176	0	2	112	8	1	0	2	125
18:15 - 18:30	0	0	167	15	0	0	0	182	0	0	113	10	3	1	0	127
18:30 - 18:45	0	0	148	10	0	0	0	158	0	0	110	8	0	0	1	119
18:45 - 19:00	0	0	139	6	1	0	0	146	0	1	87	3	1	0	0	92
Hourly Total	**0**	**1**	**616**	**40**	**4**	**1**	**0**	**662**	**0**	**3**	**422**	**29**	**5**	**1**	**3**	**463**
Session Total	**10**	**14**	**3130**	**282**	**45**	**10**	**5**	**3496**	**5**	**10**	**1717**	**155**	**54**	**7**	**6**	**1964**

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: **A - Hebble Court / B - B6117 Slaithwaite Road East / C - Ingham Road / D - B6177 Slaithwaite Road West**

Vehicle Class: All classes

Start Time: 7:00

End Time: 19:00

Show Peak Times: No

Arm Destination

Arm Origin	A	B	C	D
A	0	11	7	26
B	3	0	159	3950
C	5	672	0	357
D	36	4251	435	0

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Hebble Court / B - B6117 Slaithwaite Road East / C - Ingham Road / D - B6177 Slaithwaite Road West

	A - Hebble Court				B - B6117 Slaithwaite Road East				C - Ingham Road								D - B6177 Slaithwaite Road West							
	Lane 1				Lane 1				Lane 1				Lane 2				Lane 1				Lane 2			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
7:00 - 7:01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:01 - 7:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:02 - 7:03	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:03 - 7:04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:04 - 7:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 - 7:06	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:06 - 7:07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:07 - 7:08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:08 - 7:09	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:09 - 7:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:10 - 7:11	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0
7:11 - 7:12	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0
7:12 - 7:13	0	0	0	0	0	0	0	0	2	0	0	0	3	1	3	1	0	0	0	0	0	0	0	0
7:13 - 7:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:14 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:16	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
7:16 - 7:17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:17 - 7:18	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:18 - 7:19	0	0	0	0	0	0	0	0	1	0	1	0	3	0	2	0	0	0	0	0	0	0	0	0
7:19 - 7:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
7:20 - 7:21	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0
7:21 - 7:22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:22 - 7:23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:23 - 7:24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:24 - 7:25	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:25 - 7:26	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	3	1	0	0
7:26 - 7:27	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	1	0	0	0	0	0	0	0	0
7:27 - 7:28	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
7:28 - 7:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:29 - 7:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 - 7:31	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:31 - 7:32	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
7:32 - 7:33	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0
7:33 - 7:34	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
7:34 - 7:35	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0	0
7:35 - 7:36	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:36 - 7:37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:37 - 7:38	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:38 - 7:39	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0
7:39 - 7:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 - 7:41	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:41 - 7:42	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0
7:42 - 7:43	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	1	0	0	0
7:43 - 7:44	0	0	0	0	5	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	1	0	1	0
7:44 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
7:45 - 7:46	0	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
7:46 - 7:47	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	4	1	3	1	1	0	0	0
7:47 - 7:48	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
7:48 - 7:49	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	0
7:49 - 7:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 - 7:51	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
7:51 - 7:52	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
7:52 - 7:53	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
7:53 - 7:54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:54 - 7:55	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:55 - 7:56	0	0	0	0	5	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0
7:56 - 7:57	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0
7:57 - 7:58	0	0	0	0	0	0	0	0	1	0	0	0	3	1	3	1	0	0	0	0	0	0	0	0
7:58 - 7:59	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	3	0	3	0	0	0	0	0
7:59 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
8:00 - 8:01	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
8:01 - 8:02	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0
8:02 - 8:03	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:03 - 8:04	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0
8:04 - 8:05	0	0	0	0	7	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
8:05 - 8:06	1	0	0	0	4	1	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
8:06 - 8:07	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
8:07 - 8:08	0	0	0	0	0	0	0	0	2	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0
8:08 - 8:09	0	0	0	0	0	0	0	0	1	0	1	0	7	0	3	0	0	0	0	0	0	0	0	0
8:09 - 8:10	0	0	0	0	3	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0
8:10 - 8:11	0	0	0	0	0	0	0	0	1	0	0	0	5	0	5	0	0	0	0	0	1	0	0	0
8:11 - 8:12	0	0	0	0	0	0	0	0	1	0	1	0	7	0	5	0	0	0	0	0	1	0	0	0
8:12 - 8:13	0	0	0	0	0	0	0	0	0	0	0	0	8	0	7	0	0	0	0	0	0	0	0	0
8:13 - 8:14	0	0	0	0	0	0	0	0	0	0	0	0	10	0	9	0	0	0	0	0	0	0	0	0
8:14 - 8:15	0	0	0	0	0	0	0	0	2	0	0	0	9	0	9	0	0	0	0	0	1	0	0	0
8:15 - 8:16	0	0	0	0	0	0	0	0	0	0	0	0	9	0	6	0	0	0	0	0	0	0	0	0
8:16 - 8:17	0	0	0	0	4	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0
8:17 - 8:18	0	0	0	0	0	0	0	0	2	0	2	0	10	0	10	0	0	0	0	0	0	0	0	0
8:18 - 8:19	0	0	0	0	0	0	0	0	1	0	1	0	9	0	9	0	0	0	0	0	0	0	0	0
8:19 - 8:20	0	0	0	0	2	0	0	0	0	0	0	0	2	0	1	0	2	0	0	0	1	0	0	0
8:20 - 8:21	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0
8:21 - 8:22	0	0	0	0	0	0	0	0	2	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0
8:22 - 8:23	0	0	0	0	0	0	0	0	1	0	1	0	5	0	4	0	0	0	0	0	1	0	0	0
8:23 - 8:24	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	0
8:24 - 8:25	0	0	0	0	7	0	0	0	2	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0
8:25 - 8:26	0	0	0	0	8	0	8	0	2	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0
8:26 - 8:27	1	0	0	0	7	0	7	0	1	0	1	0	2	0	0	0	8	0	0	0	0	0	0	0
8:27 - 8:28	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
8:28 - 8:29	2	0	0	0	10	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
8:29 - 8:30	1	0	1	0	4	1	4	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
8:30 - 8:31	0	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0
8:31 - 8:32	0	0	0	0	6	0	1	0	1	0	1	0	2	1	2	0	0	0	0	0	1	0	1	0
8:32 - 8:33	0	0	0	0	6	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	1	0	0	0
8:33 - 8:34	2	0	0	0	6	0	0	0	1	0	1	0	6	0	6	0	0	0	0	0	1	0	1	0
8:34 - 8:35	2	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0
8:35 - 8:36	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:36 - 8:37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:37 - 8:38	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0
8:38 - 8:39	0	0	0	0	4	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
8:39 - 8:40	0	0	0	0	8	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:40 - 8:41	0	0	0	0	8	0	5	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0
8:41 - 8:42	1	0	0	0	3	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
8:42 - 8:43	0	0	0	0	0	0	0	0	1	0	1	0	6	0	2	0	0	0	0	0	1	0	0	0
8:43 - 8:44	0	0	0	0	0	0	0	0	0	0	0	0	7	0	6	0	0	0	0	0	1	0	1	0
8:44 - 8:45	0	0	0	0	0	0	0	0	2	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0
8:45 - 8:46	1	0	1	0	2	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:46 - 8:47	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0
8:47 - 8:48	0	0	0	0	0	0	0	0	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
8:48 - 8:49	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
8:49 - 8:50	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	0	0	0	0	0	1	0	0	0
8:50 - 8:51	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:51 - 8:52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:52 - 8:53	0	0	0	0	0	0	0	0	1	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0
8:53 - 8:54	0	0	0	0	0	0	0	0	3	0	3	0	5	0	2	0	0	0	0	0	2	0	0	0
8:54 - 8:55	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0
8:55 - 8:56	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:56 - 8:57	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:57 - 8:58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:58 - 8:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:59 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00 - 9:01	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0
9:01 - 9:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:02 - 9:03	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0
9:03 - 9:04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:04 - 9:05	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:05 - 9:06	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:06 - 9:07	0	0	0	0	4	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
9:07 - 9:08	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0
9:08 - 9:09	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:09 - 9:10	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
9:10 - 9:11	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:11 - 9:12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:12 - 9:13	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0
9:13 - 9:14	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
9:14 - 9:15	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:16	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
9:16 - 9:17	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0
9:17 - 9:18	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
9:18 - 9:19	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0
9:19 - 9:20	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
9:20 - 9:21	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:21 - 9:22	0	0	0	0	0

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Hebble Court / B - B6117 Slaithwaite Road East / C - Ingham Road / D - B6177 Slaithwaite Road West

	A - Hebble Court				B - B6117 Slaithwaite Road East				C - Ingham Road								D - B6177 Slaithwaite Road West							
	Lane 1				Lane 1				Lane 1				Lane 2				Lane 1				Lane 2			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
9:44 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
9:45 - 9:46	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
9:46 - 9:47	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
9:47 - 9:48	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:48 - 9:49	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:49 - 9:50	0	0	0	0	0	0	0	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0
9:50 - 9:51	0	0	0	0	0	0	0	0	1	0	0	0	4	1	3	1	0	0	0	0	1	0	0	0
9:51 - 9:52	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0
9:52 - 9:53	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
9:53 - 9:54	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0
9:54 - 9:55	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
9:55 - 9:56	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:56 - 9:57	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
9:57 - 9:58	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
9:58 - 9:59	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:59 - 10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:01	1	0	0	0	2	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	1	0	0	0
15:01 - 15:02	0	0	0	0	0	0	0	0	1	0	0	0	8	0	4	0	0	0	0	0	0	0	0	0
15:02 - 15:03	0	0	0	0	0	0	0	0	2	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0
15:03 - 15:04	1	0	0	0	0	0	0	0	1	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
15:04 - 15:05	0	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	1	0	1	0
15:05 - 15:06	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0
15:06 - 15:07	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:07 - 15:08	0	0	0	0	1	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0
15:08 - 15:09	0	0	0	0	2	0	0	0	1	0	1	0	3	0	3	0	0	0	0	0	4	0	0	0
15:09 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	2	0	2	0
15:10 - 15:11	0	0	0	0	0	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0	1	0	1	0
15:11 - 15:12	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
15:12 - 15:13	1	0	0	0	2	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0
15:13 - 15:14	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	2	0	1	0
15:14 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0
15:15 - 15:16	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:16 - 15:17	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	0	3	0	0	0	2	0	0	0
15:17 - 15:18	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0
15:18 - 15:19	0	0	0	0	0	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	2	0	0	0
15:19 - 15:20	0	0	0	0	0	0	0	0	1	0	0	0	2	1	2	1	0	0	0	0	1	0	0	0
15:20 - 15:21	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
15:21 - 15:22	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:22 - 15:23	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
15:23 - 15:24	0	0	0	0	2	0	0	0	0	0	0	0	6	0	4	0	0	0	0	0	0	0	0	0
15:24 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	0	0
15:25 - 15:26	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
15:26 - 15:27	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	3	0	2	0
15:27 - 15:28	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:28 - 15:29	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0
15:29 - 15:30	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
15:30 - 15:31	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
15:31 - 15:32	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
15:32 - 15:33	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
15:33 - 15:34	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
15:34 - 15:35	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0
15:35 - 15:36	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
15:36 - 15:37	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
15:37 - 15:38	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
15:38 - 15:39	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:39 - 15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:40 - 15:41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:41 - 15:42	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
15:42 - 15:43	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	3	1	0	0	1	0	0	0
15:43 - 15:44	0	0	0	0	0	0	0	0	1	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0
15:44 - 15:45	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:46	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0
15:46 - 15:47	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0
15:47 - 15:48	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0
15:48 - 15:49	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:49 - 15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:51	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
15:51 - 15:52	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
15:52 - 15:53	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
15:53 - 15:54	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:54 - 15:55	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
15:55 - 15:56	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
15:56 - 15:57	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0
15:57 - 15:58	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0
15:58 - 15:59	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	1	0	0
15:59 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:01	0	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	0	0	0	2	0	0	0
16:01 - 16:02	0	0	0	0	8	1	0	0	0	0	0	0	4	0	4	0	1	1	0	0	2	0	2	0
16:02 - 16:03	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
16:03 - 16:04	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
16:04 - 16:05	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0
16:05 - 16:06	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:06 - 16:07	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
16:07 - 16:08	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0
16:08 - 16:09	1	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
16:09 - 16:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
16:10 - 16:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:11 - 16:12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:12 - 16:13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:13 - 16:14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
16:14 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:16	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
16:16 - 16:17	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:17 - 16:18	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0
16:18 - 16:19	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
16:19 - 16:20	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0
16:20 - 16:21	0	0	0	0	0	0	0	0	1	0	0	0	4	0	3	0	0	0	0	0	1	0	1	0
16:21 - 16:22	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0
16:22 - 16:23	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0
16:23 - 16:24	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	0
16:24 - 16:25	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
16:25 - 16:26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:26 - 16:27	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0
16:27 - 16:28	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
16:28 - 16:29	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:29 - 16:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
16:31 - 16:32	0	0	0	0	4	1	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0
16:32 - 16:33	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	2	0	0	0
16:33 - 16:34	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0
16:34 - 16:35	0	0	0	0	2	1	0	0	0	0	0	0	5	0	3	0	4	0	0	0	0	0	0	0
16:35 - 16:36	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
16:36 - 16:37	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:37 - 16:38	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
16:38 - 16:39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:39 - 16:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
16:40 - 16:41	0	0	0	0	4	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
16:41 - 16:42	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
16:42 - 16:43	0	0	0	0	0	0	0	0	1	0	0	0	4	0	4	0	0	0	0	0	0	1	0	0
16:43 - 16:44	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
16:44 - 16:45	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
16:45 - 16:46	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:46 - 16:47	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
16:47 - 16:48	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	1	0	0	0	0	0	0	0	0
16:48 - 16:49	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
16:49 - 16:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:50 - 16:51	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:51 - 16:52	0	0	0	0	3	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
16:52 - 16:53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
16:53 - 16:54	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:54 - 16:55	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0
16:55 - 16:56	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
16:56 - 16:57	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
16:57 - 16:58	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
16:58 - 16:59	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0
16:59 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
17:00 - 17:01	1	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0
17:01 - 17:02	1	0	1	0	0	0	0	0	1	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0
17:02 - 17:03	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
17:03 - 17:04	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
17:04 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:06	0	0	0	0	0

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Hebble Court / B - B6117 Slaithwaite Road East / C - Ingham Road / D - B6177 Slaithwaite Road West

	A - Hebble Court				B - B6117 Slaithwaite Road East				C - Ingham Road								D - B6177 Slaithwaite Road West							
	Lane 1				Lane 1				Lane 1				Lane 2				Lane 1				Lane 2			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
17:28 - 17:29	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
17:29 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
17:30 - 17:31	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0
17:31 - 17:32	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:32 - 17:33	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0
17:33 - 17:34	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:34 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:36	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0
17:36 - 17:37	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
17:37 - 17:38	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
17:38 - 17:39	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
17:39 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	0	0
17:40 - 17:41	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
17:41 - 17:42	1	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
17:42 - 17:43	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:43 - 17:44	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
17:44 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	4	2	2	1	0	0	0	0	1	0	0	0
17:45 - 17:46	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	1	0	0	0	0	0	0	0	0
17:46 - 17:47	0	0	0	0	2	1	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0
17:47 - 17:48	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
17:48 - 17:49	0	0	0	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
17:49 - 17:50	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0
17:50 - 17:51	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:51 - 17:52	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0
17:52 - 17:53	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
17:53 - 17:54	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
17:54 - 17:55	0	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
17:55 - 17:56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:56 - 17:57	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
17:57 - 17:58	0	0	0	0	0	0	0	0	1	0	1	0	4	0	3	0	0	0	0	0	0	0	0	0
17:58 - 17:59	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
17:59 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
18:00 - 18:01	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1	0	0	0
18:01 - 18:02	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:02 - 18:03	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
18:03 - 18:04	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:04 - 18:05	0	0	0	0	7	1	7	1	1	0	0	0	4	0	4	0	0	0	0	0	1	0	0	0
18:05 - 18:06	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:06 - 18:07	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
18:07 - 18:08	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0
18:08 - 18:09	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:09 - 18:10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:11	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:11 - 18:12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:12 - 18:13	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
18:13 - 18:14	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:14 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:16	0	0	0	0	0	0	0	0	1	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0
18:16 - 18:17	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
18:17 - 18:18	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0
18:18 - 18:19	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
18:19 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0
18:20 - 18:21	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:21 - 18:22	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:22 - 18:23	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0
18:23 - 18:24	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
18:24 - 18:25	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:26	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:26 - 18:27	0	0	0	0	0	0	0	0	1	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0
18:27 - 18:28	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0
18:28 - 18:29	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:29 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
18:30 - 18:31	0	0	0	0	2	1	0	0	2	0	0	0	6	0	2	0	0	0	0	0	1	0	0	0
18:31 - 18:32	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0
18:32 - 18:33	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
18:33 - 18:34	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0
18:34 - 18:35	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:36	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
18:36 - 18:37	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:37 - 18:38	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:38 - 18:39	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0
18:39 - 18:40	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
18:40 - 18:41	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
18:41 - 18:42	0	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
18:42 - 18:43	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
18:43 - 18:44	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0
18:44 - 18:45	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
18:45 - 18:46	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0
18:46 - 18:47	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
18:47 - 18:48	0	0	0	0	0	0	0	0	1	0	1	0	3	0	2	0	0	0	0	0	1	0	1	0
18:48 - 18:49	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0
18:49 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:51	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
18:51 - 18:52	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:52 - 18:53	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	0	0
18:53 - 18:54	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0
18:54 - 18:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:55 - 18:56	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0
18:56 - 18:57	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:57 - 18:58	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0
18:58 - 18:59	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
18:59 - 19:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Prosperity Horizons Ltd.

Junction A - Unnamed Road / B - Queen Street / C - A653 Huddersfield Road/East / D - Calder Road / E - A653 Huddersfield Road West / F - North Road

Approach A - Unnamed Road

	A-B-E								A-B-C								A-B-D								A-D-E							
TIME	PCU'S/LV	MCU'S/LGV	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S/LV	MCU'S/LGV	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S/LV	MCU'S/LGV	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S/LV	MCU'S/LGV	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	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
07:15 - 07:30	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
07:30 - 07:45	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
07:45 - 08:00	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
Hourly Total	**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**
08:00 - 08:15	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
08:15 - 08:30	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
08:30 - 08:45	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
08:45 - 09:00	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
Hourly Total	**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**
7 Hourly Total	**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**
09:00 - 09:15	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
09:15 - 09:30	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
09:30 - 09:45	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
09:45 - 10:00	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
Hourly Total	**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**
10:00 - 10:15	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
10:15 - 10:30	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
10:30 - 10:45	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
10:45 - 11:00	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
Hourly Total	**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**
11:00 - 11:15	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
11:15 - 11:30	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
11:30 - 11:45	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
11:45 - 12:00	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
Hourly Total	**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**
12:00 - 12:15	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
12:15 - 12:30	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
12:30 - 12:45	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
12:45 - 13:00	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
Hourly Total	**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**
13:00 - 13:15	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
13:15 - 13:30	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
13:30 - 13:45	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
13:45 - 14:00	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
Hourly Total	**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**
14:00 - 14:15	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
14:15 - 14:30	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
14:30 - 14:45	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
14:45 - 15:00	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
Hourly Total	**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**
15:00 - 15:15	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
15:15 - 15:30	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
15:30 - 15:45	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
15:45 - 16:00	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
Hourly Total	**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**
16:00 - 16:15	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
16:15 - 16:30	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
16:30 - 16:45	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
16:45 - 17:00	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
Hourly Total	**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**
17:00 - 17:15	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
17:15 - 17:30	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
17:30 - 17:45	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
17:45 - 18:00	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
Hourly Total	**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**
18:00 - 18:15	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
18:15 - 18:30	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
18:30 - 18:45	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
18:45 - 19:00	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
Hourly Total	**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**
12 Hourly Total	**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**

	A-D-C								TOTAL							
TIME	PCU'S/LV	MCU'S/LGV	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S/LV	MCU'S/LGV	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0.13	0	0.13	0	0.13	0	0.13	0	0.13	0	0.13	0	0.13	0	0.13
07:15 - 07:30	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
07:30 - 07:45	0	0.13	0	0.13	0	0.13	0	0.13	0	0.13	0	0.13	0	0.13	0	0.13
07:45 - 08:00	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
Hourly Total	**0**	**0.75**	**0**	**0.75**	**0**	**0.75**	**0**	**0.75**	**0**	**0.75**	**0**	**0.75**	**0**	**0.75**	**0**	**0.75**
08:00 - 08:15	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
08:15 - 08:30	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
08:30 - 08:45	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
08:45 - 09:00	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
Hourly Total	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
7 Hourly Total	**0**	**3.5**	**0**	**3.5**	**0**	**3.5**	**0**	**3.5**	**0**	**3.5**	**0**	**3.5**	**0**	**3.5**	**0**	**3.5**
09:00 - 09:15	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
09:15 - 09:30	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
09:30 - 09:45	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
09:45 - 10:00	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
Hourly Total	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
10:00 - 10:15	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
10:15 - 10:30	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
10:30 - 10:45	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
10:45 - 11:00	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
Hourly Total	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
11:00 - 11:15	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
11:15 - 11:30	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
11:30 - 11:45	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
11:45 - 12:00	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
Hourly Total	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
12:00 - 12:15	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
12:15 - 12:30	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
12:30 - 12:45	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
12:45 - 13:00	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
Hourly Total	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
13:00 - 13:15	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
13:15 - 13:30	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
13:30 - 13:45	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
13:45 - 14:00	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
Hourly Total	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
14:00 - 14:15	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
14:15 - 14:30	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
14:30 - 14:45	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
14:45 - 15:00	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
Hourly Total	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
15:00 - 15:15	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
15:15 - 15:30	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
15:30 - 15:45	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
15:45 - 16:00	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
Hourly Total	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
16:00 - 16:15	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
16:15 - 16:30	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
16:30 - 16:45	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
16:45 - 17:00	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
Hourly Total	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
17:00 - 17:15	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
17:15 - 17:30	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
17:30 - 17:45	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
17:45 - 18:00	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
Hourly Total	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
18:00 - 18:15	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
18:15 - 18:30	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
18:30 - 18:45	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
18:45 - 19:00	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25	0	0.25
Hourly Total	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
12 Hourly Total	**0**	**12**	**0**	**12**	**0**	**12**	**0**	**12**	**0**	**12**	**0**	**12**	**0**	**12**	**0**	**12**

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Information Services Unit

Junction A - Unnamed Road / B - Queen Street / C - A653 Huddersfield Road/East / D - Calder Road / E - A653 Huddersfield Road West / F - North Road

Approach: B - Queen Street

	B to A							B to C							B to E							B to F							B to B						
TIME	PCU'S	MOTOR CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S	MOTOR CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S	MOTOR CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S	MOTOR CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S	TOTAL
07:00 - 07:15	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
07:15 - 07:30	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
07:30 - 07:45	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
07:45 - 08:00	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
Hourly Total	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
08:00 - 08:15	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
08:15 - 08:30	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
08:30 - 08:45	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
08:45 - 09:00	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
Hourly Total	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
7 Hourly Total	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
09:00 - 09:15	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
09:15 - 09:30	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
09:30 - 09:45	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
09:45 - 10:00	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
Hourly Total	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
10:00 - 10:15	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
10:15 - 10:30	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
10:30 - 10:45	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
10:45 - 11:00	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
Hourly Total	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
11:00 - 11:15	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
11:15 - 11:30	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
11:30 - 11:45	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
11:45 - 12:00	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
Hourly Total	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
12:00 - 12:15	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
12:15 - 12:30	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
12:30 - 12:45	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
12:45 - 13:00	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
Hourly Total	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
13:00 - 13:15	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
13:15 - 13:30	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
13:30 - 13:45	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
13:45 - 14:00	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
Hourly Total	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
14:00 - 14:15	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
14:15 - 14:30	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
14:30 - 14:45	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
14:45 - 15:00	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
Hourly Total	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
15:00 - 15:15	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
15:15 - 15:30	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
15:30 - 15:45	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
15:45 - 16:00	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
Hourly Total	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
16:00 - 16:15	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
16:15 - 16:30	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
16:30 - 16:45	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
16:45 - 17:00	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
Hourly Total	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
17:00 - 17:15	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
17:15 - 17:30	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
17:30 - 17:45	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
17:45 - 18:00	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
Hourly Total	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
12 Hourly Total	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

	From B							To B							
TIME	PCU'S	MOTOR CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU'S	TOTAL	PCU'S	MOTOR CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU'S	TOTAL
07:00 - 07:15	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
07:15 - 07:30	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
07:30 - 07:45	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
07:45 - 08:00	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
Hourly Total	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
08:00 - 08:15	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
08:15 - 08:30	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
08:30 - 08:45	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
08:45 - 09:00	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
Hourly Total	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
7 Hourly Total	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
09:00 - 09:15	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
09:15 - 09:30	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
09:30 - 09:45	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
09:45 - 10:00	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
Hourly Total	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
10:00 - 10:15	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
10:15 - 10:30	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
10:30 - 10:45	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
10:45 - 11:00	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
Hourly Total	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
11:00 - 11:15	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
11:15 - 11:30	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
11:30 - 11:45	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
11:45 - 12:00	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
Hourly Total	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
12:00 - 12:15	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
12:15 - 12:30	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
12:30 - 12:45	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
12:45 - 13:00	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
Hourly Total	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
13:00 - 13:15	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
13:15 - 13:30	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
13:30 - 13:45	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
13:45 - 14:00	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
Hourly Total	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
14:00 - 14:15	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
14:15 - 14:30	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
14:30 - 14:45	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
14:45 - 15:00	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
Hourly Total	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
15:00 - 15:15	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
15:15 - 15:30	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
15:30 - 15:45	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
15:45 - 16:00	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
Hourly Total	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
16:00 - 16:15	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
16:15 - 16:30	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
16:30 - 16:45	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
16:45 - 17:00	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
Hourly Total	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
17:00 - 17:15	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
17:15 - 17:30	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
17:30 - 17:45	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
17:45 - 18:00	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
Hourly Total	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
12 Hourly Total	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

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Prismatic Services Ltd.

Junction A - Unnamed Road / B - Queen Street / C - A653 Huddersfield Road/East / D - Calder Road / E - A653 Huddersfield Road West / F - North Road

Approach: C - A653 Huddersfield Road East

	C to A								C to B								C to F								C to D								C to E							
TIME	PCU'S	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	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
07:15 - 07:30	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
07:30 - 07:45	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
07:45 - 08:00	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
08:00 - 08:15	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
08:15 - 08:30	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
08:30 - 08:45	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
08:45 - 09:00	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
Hourly Total	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
09:00 - 09:15	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
09:15 - 09:30	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
09:30 - 09:45	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
09:45 - 10:00	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
Hourly Total	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
Interim Total	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
10:00 - 10:15	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
10:15 - 10:30	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
10:30 - 10:45	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
10:45 - 11:00	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
Hourly Total	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
11:00 - 11:15	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
11:15 - 11:30	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
11:30 - 11:45	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
11:45 - 12:00	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
Hourly Total	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
12:00 - 12:15	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
12:15 - 12:30	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
12:30 - 12:45	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
12:45 - 13:00	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
Hourly Total	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
Interim Total	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
13:00 - 13:15	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
13:15 - 13:30	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
13:30 - 13:45	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
13:45 - 14:00	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
Hourly Total	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
14:00 - 14:15	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
14:15 - 14:30	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
14:30 - 14:45	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
14:45 - 15:00	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
Hourly Total	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
Interim Total	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
Daily Total	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

	C to A								C to B								C to F								C to D								C to E							
TIME	PCU'S	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU'S	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
07:15 - 07:30	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
07:30 - 07:45	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
07:45 - 08:00	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
08:00 - 08:15	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
08:15 - 08:30	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
08:30 - 08:45	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
08:45 - 09:00	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
Hourly Total	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
Interim Total	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
09:00 - 09:15	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
09:15 - 09:30	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
09:30 - 09:45	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
09:45 - 10:00	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
Hourly Total	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
Interim Total	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
10:00 - 10:15	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
10:15 - 10:30	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
10:30 - 10:45	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
10:45 - 11:00	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
Hourly Total	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
11:00 - 11:15	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
11:15 - 11:30	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
11:30 - 11:45	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
11:45 - 12:00	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
Hourly Total	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
12:00 - 12:15	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
12:15 - 12:30	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
12:30 - 12:45	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
12:45 - 13:00	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
Hourly Total	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
Interim Total	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
13:00 - 13:15	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
13:15 - 13:30	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0
13:30 - 13:45	0	0.00	0	0.00	0.00	0.00	0.00	0	0	0.00	0	0.00	0.00	0.00	0.00	0

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Information Services Unit

Junction 6 - Liversedge Road / B - Queen Street / C - A653 Huddersfield Road/East / D - Calder Road / E - A653 Huddersfield Road West / F - North Road

Approach: A - Calder Road

	A to B								A to C								A to D								A to E							
TIME	PCU/CLE	BICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU/CLE	BICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU/CLE	BICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU/CLE	BICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	20	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	28	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	30	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	40	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**118**	**0**	**0**	**0**	**0**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	29	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	33	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	33	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**127**	**0**	**0**	**0**	**0**	**127**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	29	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	28	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	28	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	27	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**112**	**0**	**0**	**0**	**0**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak Hour Total	**0**	**0**	**357**	**0**	**0**	**0**	**0**	**357**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	27	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	30	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	30	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	31	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**118**	**0**	**0**	**0**	**0**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	29	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	34	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**127**	**0**	**0**	**0**	**0**	**127**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	34	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**130**	**0**	**0**	**0**	**0**	**130**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak Hour Total	**0**	**0**	**512**	**0**	**0**	**0**	**0**	**512**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Peak D																To A															
TIME	PCU/CLE		BICYCLE		CAR		LGV		OGV1		OGV2		BUS		PCU	TOTAL	PCU/CLE		BICYCLE		CAR		LGV		OGV1		OGV2		BUS		PCU	TOTAL
07:00 - 07:15	0	0.0	0	0.0	22	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	22	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
07:15 - 07:30	0	0.0	0	0.0	31	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	31	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
07:30 - 07:45	0	0.0	0	0.0	33	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	33	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
07:45 - 08:00	0	0.0	0	0.0	44	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	44	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
Hourly Total	**0**		**0**		**130**		**0**		**0**		**0**		**0**		**0**	**130**	**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**	**0**
08:00 - 08:15	0	0.0	0	0.0	32	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	32	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
08:15 - 08:30	0	0.0	0	0.0	36	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	36	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
08:30 - 08:45	0	0.0	0	0.0	36	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	36	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
08:45 - 09:00	0	0.0	0	0.0	35	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	35	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
Hourly Total	**0**		**0**		**139**		**0**		**0**		**0**		**0**		**0**	**139**	**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**	**0**
09:00 - 09:15	0	0.0	0	0.0	32	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	32	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
09:15 - 09:30	0	0.0	0	0.0	31	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	31	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
09:30 - 09:45	0	0.0	0	0.0	31	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	31	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
09:45 - 10:00	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
Hourly Total	**0**		**0**		**124**		**0**		**0**		**0**		**0**		**0**	**124**	**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**	**0**
Peak Hour Total	**0**		**0**		**533**		**0**		**0**		**0**		**0**		**0**	**533**	**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**	**0**
10:00 - 10:15	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
10:15 - 10:30	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
10:30 - 10:45	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
10:45 - 11:00	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
Hourly Total	**0**		**0**		**120**		**0**		**0**		**0**		**0**		**0**	**120**	**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**	**0**
11:00 - 11:15	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
11:15 - 11:30	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
11:30 - 11:45	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
11:45 - 12:00	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
Hourly Total	**0**		**0**		**120**		**0**		**0**		**0**		**0**		**0**	**120**	**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**	**0**
12:00 - 12:15	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
12:15 - 12:30	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
12:30 - 12:45	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
12:45 - 13:00	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
Hourly Total	**0**		**0**		**120**		**0**		**0**		**0**		**0**		**0**	**120**	**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**	**0**
13:00 - 13:15	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
13:15 - 13:30	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
13:30 - 13:45	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
13:45 - 14:00	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
Hourly Total	**0**		**0**		**120**		**0**		**0**		**0**		**0**		**0**	**120**	**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**	**0**
14:00 - 14:15	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
14:15 - 14:30	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
14:30 - 14:45	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
14:45 - 15:00	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0
Hourly Total	**0**		**0**		**120**		**0**		**0**		**0**		**0**		**0**	**120**	**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**	**0**
15:00 - 15:15	0	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	30	0	0.0	0	0.0	0	0.0	0	0.0	0

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Prismatic Services Ltd.

Junction A - Unnamed Road / B - Queen Street / C - A653 Huddersfield Road/East / D - Calder Road / E - A653 Huddersfield Road West / F - North Road

Approach A - A653 Huddersfield Road West

	A-ALL								A-HGV								A-LGV								A-CAR							
TIME	PEDALCYCLE	MOTORCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDALCYCLE	MOTORCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDALCYCLE	MOTORCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDALCYCLE	MOTORCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 - 07:30	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	2	0	0	0	0	2
07:30 - 07:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
07:45 - 08:00	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	4	0	0	0	0	4
Hourly Total	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**
08:00 - 08:15	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
08:15 - 08:30	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
08:30 - 08:45	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
08:45 - 09:00	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
Hourly Total	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**26**
09:00 - 09:15	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
09:15 - 09:30	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
09:30 - 09:45	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
09:45 - 10:00	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12
Hourly Total	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**42**
10:00 - 10:15	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	13	0	0	0	0	13
10:15 - 10:30	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14
10:30 - 10:45	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15
10:45 - 11:00	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16
Hourly Total	**0**	**0**	**58**	**0**	**0**	**0**	**0**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**0**	**0**	**0**	**0**	**58**
11:00 - 11:15	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	17	0	0	0	0	17
11:15 - 11:30	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18
11:30 - 11:45	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19
11:45 - 12:00	0	0	20	0	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	0	0	20
Hourly Total	**0**	**0**	**74**	**0**	**0**	**0**	**0**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**74**	**0**	**0**	**0**	**0**	**74**
12:00 - 12:15	0	0	21	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	21
12:15 - 12:30	0	0	22	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22
12:30 - 12:45	0	0	23	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	23
12:45 - 13:00	0	0	24	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	24
Hourly Total	**0**	**0**	**90**	**0**	**0**	**0**	**0**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**90**	**0**	**0**	**0**	**0**	**90**
13:00 - 13:15	0	0	25	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25
13:15 - 13:30	0	0	26	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	26
13:30 - 13:45	0	0	27	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	27
13:45 - 14:00	0	0	28	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	28
Hourly Total	**0**	**0**	**106**	**0**	**0**	**0**	**0**	**106**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**106**	**0**	**0**	**0**	**0**	**106**
14:00 - 14:15	0	0	29	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	29
14:15 - 14:30	0	0	30	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	30
14:30 - 14:45	0	0	31	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	31
14:45 - 15:00	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	32
Hourly Total	**0**	**0**	**122**	**0**	**0**	**0**	**0**	**122**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**122**	**0**	**0**	**0**	**0**	**122**
15:00 - 15:15	0	0	33	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	33
15:15 - 15:30	0	0	34	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	34
15:30 - 15:45	0	0	35	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	0	35
15:45 - 16:00	0	0	36	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	0	36
Hourly Total	**0**	**0**	**138**	**0**	**0**	**0**	**0**	**138**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**138**	**0**	**0**	**0**	**0**	**138**
16:00 - 16:15	0	0	37	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	37
16:15 - 16:30	0	0	38	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	38
16:30 - 16:45	0	0	39	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	0	0	39
16:45 - 17:00	0	0	40	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	40
Hourly Total	**0**	**0**	**154**	**0**	**0**	**0**	**0**	**154**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**154**	**0**	**0**	**0**	**0**	**154**
17:00 - 17:15	0	0	41	0	0	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	0	41
17:15 - 17:30	0	0	42	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	0	42
17:30 - 17:45	0	0	43	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	0	0	43
17:45 - 18:00	0	0	44	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	0	44
Hourly Total	**0**	**0**	**170**	**0**	**0**	**0**	**0**	**170**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**170**	**0**	**0**	**0**	**0**	**170**
18:00 - 18:15	0	0	45	0	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	0	45
18:15 - 18:30	0	0	46	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	46
18:30 - 18:45	0	0	47	0	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0	0	0	0	47
18:45 - 19:00	0	0	48	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	0	0	0	48
Hourly Total	**0**	**0**	**186**	**0**	**0**	**0**	**0**	**186**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**186**	**0**	**0**	**0**	**0**	**186**

	B-ALL								B-HGV								B-LGV								B-CAR							
TIME	PEDALCYCLE	MOTORCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDALCYCLE	MOTORCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDALCYCLE	MOTORCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDALCYCLE	MOTORCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
07:15 - 07:30	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
07:30 - 07:45	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
07:45 - 08:00	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
Hourly Total	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**
08:00 - 08:15	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
08:15 - 08:30	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
08:30 - 08:45	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
08:45 - 09:00	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
Hourly Total	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**
09:00 - 09:15	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
09:15 - 09:30	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
09:30 - 09:45	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
09:45 - 10:00	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
Hourly Total	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**
10:00 - 10:15	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
10:15 - 10:30	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
10:30 - 10:45	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
10:45 - 11:00	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
Hourly Total	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**
11:00 - 11:15	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
11:15 - 11:30	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
11:30 - 11:45	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
11:45 - 12:00	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
Hourly Total	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**
12:00 - 12:15	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
12:15 - 12:30	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
12:30 - 12:45	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
12:45 - 13:00	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
Hourly Total	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**
13:00 - 13:15	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
13:15 - 13:30	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
13:30 - 13:45	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
13:45 - 14:00	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
Hourly Total	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**
14:00 - 14:15	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
14:15 - 14:30	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
14:30 - 14:45	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
14:45 - 15:00	0	0:11	0	0:12	0:11	0:11	0:12	0:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0:11	0	0:12	0:11	0:11	0:12	0:11
Hourly Total	**0**	**0:44**	**0**	**0:48**	**0:44**	**0:44**	**0:48**	**0:44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0:44**	**0**	**0:48**	**0:44**	**0

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Prismatic Solutions Ltd.

Junction A - Liversedge Road / B - Queen Street / C - A653 Huddersfield Road/Zion / D - Calder Road / E - A653 Huddersfield Road West / F - North Road

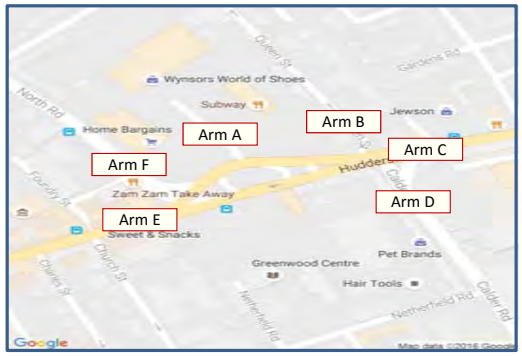
Approach: F - North Road

	F to A								F to B								F to C								F to D								F to E								F to F							
TIME	PCU/CLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU/CLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU/CLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU/CLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU/CLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU/CLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	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
07:15 - 07:30	0	0	1	0	0	0	0	1	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
07:30 - 07:45	0	0	1	0	0	0	0	1	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
07:45 - 08:00	0	0	1	0	0	0	0	1	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
Hourly Total	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
08:00 - 08:15	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	3	0	0	0	0	3	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
08:30 - 08:45	0	0	3	0	0	0	0	3	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
08:45 - 09:00	0	0	3	0	0	0	0	3	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
Hourly Total	0	0	11	0	0	0	0	11	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
Peaking Factor	0	0	0.688	0	0	0	0	0.688	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
09:00 - 09:15	0	0	3	0	0	0	0	3	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
09:15 - 09:30	0	0	3	0	0	0	0	3	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
09:30 - 09:45	0	0	3	0	0	0	0	3	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
09:45 - 10:00	0	0	3	0	0	0	0	3	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
Hourly Total	0	0	12	0	0	0	0	12	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
Peaking Factor	0	0	0.750	0	0	0	0	0.750	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
10:00 - 10:15	0	0	3	0	0	0	0	3	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
10:15 - 10:30	0	0	3	0	0	0	0	3	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
10:30 - 10:45	0	0	3	0	0	0	0	3	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
10:45 - 11:00	0	0	3	0	0	0	0	3	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
Hourly Total	0	0	12	0	0	0	0	12	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
Peaking Factor	0	0	0.750	0	0	0	0	0.750	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
11:00 - 11:15	0	0	3	0	0	0	0	3	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
11:15 - 11:30	0	0	3	0	0	0	0	3	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
11:30 - 11:45	0	0	3	0	0	0	0	3	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
11:45 - 12:00	0	0	3	0	0	0	0	3	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
Hourly Total	0	0	12	0	0	0	0	12	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
Peaking Factor	0	0	0.750	0	0	0	0	0.750	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
12:00 - 12:15	0	0	3	0	0	0	0	3	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
12:15 - 12:30	0	0	3	0	0	0	0	3	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
12:30 - 12:45	0	0	3	0	0	0	0	3	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
12:45 - 13:00	0	0	3	0	0	0	0	3	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
Hourly Total	0	0	12	0	0	0	0	12	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
Peaking Factor	0	0	0.750	0	0	0	0	0.750	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
13:00 - 13:15	0	0	3	0	0	0	0	3	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
13:15 - 13:30	0	0	3	0	0	0	0	3	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
13:30 - 13:45	0	0	3	0	0	0	0	3	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
13:45 - 14:00	0	0	3	0	0	0	0	3	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
Hourly Total	0	0	12	0	0	0	0	12	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
Peaking Factor	0	0	0.750	0	0	0	0	0.750	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
14:00 - 14:15	0	0	3	0	0	0	0	3	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
14:15 - 14:30	0	0	3	0	0	0	0	3	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
14:30 - 14:45	0	0	3	0	0	0	0	3	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
14:45 - 15:00	0	0	3	0	0	0	0	3	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
Hourly Total	0	0	12	0	0	0	0	12	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
Peaking Factor	0	0	0.750	0	0	0	0	0.750	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
15:00 - 15:15	0	0	3	0	0	0	0	3	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
15:15 - 15:30	0	0	3	0	0	0	0	3	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
15:30 - 15:45	0	0	3	0	0	0	0	3	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
15:45 - 16:00	0	0	3	0	0	0	0	3	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
Hourly Total	0	0	12	0	0	0	0	12	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
Peaking Factor	0	0	0.750	0	0	0	0	0.750	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
16:00 - 16:15	0	0	3	0	0	0	0	3	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
16:15 - 16:30	0	0	3	0	0	0	0	3	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
16:30 - 16:45	0	0	3	0	0	0	0	3	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
16:45 - 17:00	0	0	3	0	0	0	0	3	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
Hourly Total	0	0	12	0	0	0	0	12	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
Peaking Factor	0	0	0.750	0	0	0	0	0.750	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
17:00 - 17:15	0	0	3	0	0	0	0	3	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
17:15 - 17:30	0	0	3	0	0	0	0	3	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
17:30 - 17:45	0	0	3	0	0	0	0	3	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
17:45 - 18:00	0	0	3	0	0	0	0	3	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
Hourly Total	0	0	12	0	0	0	0	12	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
Peaking Factor	0	0	0.750	0	0	0	0	0.750	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
18:00 - 18:15	0	0	3	0	0	0	0	3	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
18:15 - 18:30	0	0	3	0	0	0	0	3	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
18:30 - 18:45	0	0	3	0	0	0	0	3	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
18:45 - 19:00	0	0	3	0	0	0	0	3	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
Hourly Total	0	0	12	0	0	0	0	12	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
Peaking Factor	0	0	0.750	0	0	0	0	0.750	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

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: **A - Unnamed Road / B - Queen Street / C - A644 Huddersfield Road East / D - Calder Road / E - A644 Huddesfield Road West / F - North Road**



Vehicle Class: All classes

Start Time: 7:00

End Time: 19:00

Show Peak Times: No

Arm Destination

Arm Origin	A	B	C	D	E	F
A	0	5	355	147	266	176
B	0	0	0	0	0	0
C	261	4	94	309	3421	1352
D	136	62	252	0	1068	359
E	332	49	3757	576	28	7
F	263	69	1765	620	147	0

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Unnamed Road / B - Queen Street / C - A644 Huddersfield Road East / D - Calder Road / E - A644 Huddersfield Road West / F - North Road

	A - Unnamed Road								B - Queen Street								C - A644 Huddersfield Road East								D - Calder Road										E - A644 Huddersfield Road West								F - North Road											
	Lane 1								Lane 1								Lane 1								Lane 1						Lane 2				Lane 1								Lane 1						Lane 2			
Survey Period	Max				Spot				Max				Spot				Max				Spot				Max				Spot						Max				Spot				Max				Spot					
	Light		Heavy		Light	Heavy	Light	Heavy	Signal Change Time	Light		Heavy		Light	Heavy	Light	Heavy	Signal Change Time	Light		Heavy		Light	Heavy	Light	Heavy	Signal Change Time	Light		Heavy		Light	Heavy	Light	Heavy	Signal Change Time	Light		Heavy		Light	Heavy	Light	Heavy	Signal Change Time	Light		Heavy		Light	Heavy	Light	Heavy
7:00	7:01	0		0	0	0	0	0	7:00:13	3		0		3	0	7:01:10	2		0		2	0					7:01:34	1		0		1	0			7:00:54	1		0		1	0			7:00:54	1		0		1	0		
7:01	7:02	0		0	0	0	0	0	7:01:27	6		1		4	0	7:02:26	2		0		2	0					7:02:50	3		0		2	0			7:02:16	2		0		2	0			7:02:16	2		0		2	0		
7:02	7:03	1		0	0	0	0	0	7:02:36	9		1		6	1	7:03:58	3		0		2	0					7:04:11	3		1		3	1			7:03:50	3		2		3	0	7:03:50	3		2		3	0		
7:03	7:04	0		0	0	0	0	0	7:03:04	2		0		2	0	7:05:18	4		0		3	0					7:05:23	2		0		2	0			7:05:05	3		0		3	0	7:05:05	3		0		3	0		
7:04	7:05	0		0	0	0	0	0	7:03:27	5		1		5	1	7:06:22	2		0		2	0					7:05:45	4		0		3	0			7:06:49	4		0		4	0	7:06:49	4		0		4	0		
7:05	7:06	0		0	0	0	0	0	7:06:02	9		0		5	0	7:07:55	5		0		5	0					7:06:55	7		0		6	0			7:07:25	2		1		2	1	7:07:25	2		1		2	1		
7:06	7:07	1		0	0	0	0	0	7:06:22	2		0		2	0	7:09:11	4		0		4	0					7:09:23	5		0		3	0			7:06:52	2		0		2	0	7:06:52	2		0		2	0		
7:07	7:08	0		0	0	0	0	0	7:10:41	1		0		1	0	7:10:25	1		0		1	0					7:10:34	2		0		2	0			7:10:56	1		0		1	0	7:10:56	1		0		1	0		
7:09	7:09	0		0	0	0	0	0	7:11:08	9		0		8	0	7:11:46	3		0		2	0					7:11:49	13		2		1	1			7:11:16	3		0		3	0	7:11:16	3		0		3	0		
7:10	7:11	0		0	0	0	0	0	7:13:13	5		0		4	0	7:12:36	0		0		0	0					7:13:01	3		0		2	0			7:12:30	1		0		1	0	7:12:30	1		0		1	0		
7:11	7:12	1		0	0	0	0	0	7:14:21	1		1		1	1	7:14:04	6		0		3	0					7:14:16	3		0		3	0			7:13:36	1		0		1	0	7:13:36	1		0		1	0		
7:11	7:12	0		0	0	0	0	0	7:16:29	8		0		7	0	7:15:12	1		0		1	0					7:15:20	6		0		6	0			7:14:47	7		0		5	0	7:14:47	7		0		5	0		
7:12	7:13	0		0	0	0	0	0	7:16:42	2		1		2	1	7:16:32	4		1		4	1					7:16:28	2		0		2	0			7:15:56	2		0		2	0	7:15:56	2		0		2	0		
7:13	7:14	0		0	0	0	0	0	7:18:00	3		0		3	0	7:17:41	1		0		1	0					7:17:38	2		0		2	0			7:17:24	2		0		2	0	7:17:24	2		0		2	0		
7:14	7:15	0		0	0	1	0	0	7:19:11	5		0		5	0	7:18:57	1		2		1	2					7:18:47	5		0		3	0			7:18:15	1		0		1	0	7:18:15	1		0		1	0		
7:15	7:16	0		0	0	0	0	0	7:20:21	7		0		7	0	7:20:04	3		0		3	0					7:19:58	9		0		7	0			7:19:23	3		0		3	0	7:19:23	3		0		3	0		
7:16	7:17	0		0	0	0	0	0	7:19:51	3		0		3	0	7:19:37	1		0		1	0					7:19:39	4		0		3	0			7:18:53	1		0		1	0	7:18:53	1		0		1	0		
7:17	7:18	0		0	0	0	0	0	7:21:21	7		0		7	0	7:20:54	3		0		3	0					7:19:58	5		0		5	0			7:19:23	3		0		3	0	7:19:23	3		0		3	0		
7:18	7:19	0		0	0	0	0	0	7:22:03	3		0		3	0	7:22:29	17		2		9	1					7:22:39	11		2		4	1			7:22:56	2		0		2	0	7:22:56	2		0		2	0		
7:19	7:20	0		0	0	0	0	0	7:20:03	3		0		3	0	7:24:05	3		0		3	0					7:24:03	1		0		1	0			7:24:03	1		0		1	0	7:24:03	1		0		1	0		
7:20	7:21	0		0	0	0	0	0	7:24:33	4		0		4	0	7:24:20	2		1		2	1					7:24:01	9		2		5	2			7:23:26	3		0		3	0	7:23:26	3		0		3	0		
7:21	7:22	0		0	0	0	0	0	7:27:03	14		0		10	0	7:27:05	5		0		5	0					7:27:20	10		2		3	1			7:26:49	5		0		5	0	7:26:49	5		0		5	0		
7:22	7:23	1		0	0	0	0	0	7:29:21	1		0		1	0	7:29:21	4		0		4	0					7:28:49	8		0		8	0			7:28:16	9		1		8	0	7:28:16	1		0		1	0		
7:23	7:24	0		0	0	0	0	0	7:30:49	2		0		2	0	7:30:40	2		1		1	1					7:30:13	13		1		13	1			7:29:27	5		0		5	0	7:29:27	3		0		3	0		
7:24	7:25	0		0	0	0	0	0	7:32:10	3		0		3	0	7:30:50	2		1		1	1					7:31:01	4		1		4	1			7:30:37	4		0		4	0	7:30:37	2		0		2	0		
7:25	7:26	0		0	0	0	0	0	7:33:26	0		0		0	0	7:33:19	3		1		1	0					7:32:54	2		0		2	0			7:32:12	4		3		4	3	7:32:12	2		0		2	0		
7:26	7:27	0		0	0	0	0	0	7:34:48	5		0		4	0	7:34:01	2		0		2	0					7:34:03	3		0		3	0			7:33:52	3		2		3	0	7:33:52	3		2		3	0		
7:27	7:28	0		0	0	1	0	0	7:36:04	4		0		2	0	7:35:51	5		0		5	0					7:35:34	14		1		14	1			7:34:52	11		0		11	0	7:34:52	1		0		1	0		
7:28	7:29	0		0	0	0	0	0	7:37:17	7		0		3	0	7:37:13	4		1		3	0					7:36:48	14		2		7	0			7:36:13	3		0		3	0	7:36:13	0		0		0	0		
7:29	7:30	0		0	0	0	0	0	7:39:09	6		0		3	0	7:38:28	5		1		3	0					7:38:02	13		3		3	1			7:37:30	2		0		2	0	7:37:30	2		0		2	0		
7:30	7:31	0		0	0	0	0	0	7:40:02	21		2		12	1	7:39:46	8		0		4	0					7:39:25	14		1		9	0			7:38:46	20		0		16	0	7:38:46	1		0		1	0		
7:31	7:32	0		0	0	0	0	0	7:41:16	12		1		12	1	7:41:13	6		0		6	0					7:40:43	14		0		6	0			7:40:06	26		0		26	0	7:40:06	2		0		2	0		
7:32	7:33	0		0	0	1	0	0	7:42:37	10		2		7	1	7:42:01	2		0		2	0					7:42:05	33		2		33	2			7:41:26	15		0		14	0	7:41:26	4		0		4	0		
7:33	7:34	1		0	0	0	0	0	7:44:03	18		0		15	0	7:43:54	4		0		4	0					7:43:24	19		1		19	1			7:42:41	13		0		13	0	7:42:41	0		0		0	0		
7:34	7:35	0		0	1	0	0	0	7:45:21	1		0		1	0	7:45:16	2		0		2	0					7:44:39	14		1		14	1			7:44:04	18		1		14	1	7:44:04	0		0		0	0		
7:35	7:36	0		0	0	0	0	0	7:46:38	0		0		0	0	7:46:33	1		0		1	0					7:46:13	14		1		14	1			7:45:23	3		0		15	1	7:45:23	2		0		2	0		
7:36	7:37	0		0	1	0	0	0	7:47:59	17		1		7	0	7:47:01	6		0		3	0					7:47:26	24		1		24	1			7:46:42	14		1		13	1	7:46:42	0		0		0	0		
7:37	7:38	1		0	0	0	0	0	7:49:14	3		1		3	1	7:49:07	1		0		1	0					7:48:38	14		1		14	1			7:47:58	13		0		12	0	7:47:58	2		0		2	0		
7:38	7:39	0		0	0	0	0	0	7:50:22	10		0		10	0	7:50:31	6		1		6	1					7:51:24	23		2		23	2			7:50:44	12		0		10	0	7:50:44	1		0		1	0		
7:39	7:40	1		0	0	0	0	0	7:52:03	15		0		9	0	7:52:16	7		0		4	0					7:52:43	7		0		7	0			7:52:04	12		0		10	0	7:52:04	0		0		0	0		
7:40	7:41	0		0	0	0	0	0	7:54:37	8		0		8	0	7:54:27	3		0		3	0					7:54:10	22		0		2	2			7:53:31	10		0		9	0	7:53:31	2		0		2	0		
7:41	7:42	0		0	0	0	0	0	7:56:03	14		2		9	0	7:55:54	4		1		4	1					7:55:32	19		1		14	1			7:54:49	10		0		9	0	7:54:49	3		0		3	0		
7:42	7:43	0		0	0	0	0	0	7:57:21	20		0		7	0	7:57:10	6		1		4	1					7:56:41	9		1		9	1			7:55:31	3		0		3	0	7:55:31	1		0		1	0		
7:43	7:44	1		0	0	0	0	0	7:58:58	3		0		4	0	7:58:27	5		0		3	0					7:58:09	26		1		26	1			7:57:28	7		0		6	0	7:57:28	1		0		1	0		
7:44	7:45	0		1	0	0	0	0	7:59:59	10		2		6	1	7:59:46	6		1		6	1					7:59:27	27		2		27	2			7:58:49	5		0		5	0	7:58:49	1		0		1	0		
7:45	7:46	0		0	0	0	0	0	8:01:23	25		1		9	1	8:01:14	6		0		6	0					8:00:41	20		3		20	3			8:00:06	9		0		7	0	8:00:06	4		0		3	0		
7:46	7:47	0		0	0	0	0	0	8:02:47	6		0		6	0	8:02:35	4		0		4	0					8:01:56	15		2		15	2			8:01:25	6		1		7	1	8:01:25	0		0		0	0		
7:47	7:48	0		0	0	0	0	0	8:04:03	5		1		5	1	8:03:52	2		0		2	0					8:03:24	6		0		6	0			8:02:39	14		0		13	0	8:02:39	6		0		6	0		
7:48	7:49	1		0	0	0	0	0	8:05:23	16		1		9	1	8:05:13	7		0		4	0					8:04:29	34		0		34	0			8:03:58	12		0		10	0	8:03:58	3		0		3	0		
7:49	7:50	0		0	0	0	0	0	8:06:43	19		2		8	1	8:06:35	3		0		3	0					8:06:03	12		2		12	2			8:05:17	21		0		20	0	8:05:17	1		0		1	0		
7:50	7:51	0		0	0	1	0	0	8:07:58	6		0		4	0	8:07:50	10		2		10	2					8:07:22	19		3		19	3			8:06:37	16		0		17	0	8:06:37	4		0		4	0		
7:52	7:53	0		0	0	0	0	0	8:09:21	18		0		8	0	8:09:18	5		0		5	0					8:08:47	36		2		8	2			8:08:37	16		0		15	0	8:08:37	4		0		4	0		
7:53	7:54	0		0	0	0	0	0	8:10:49	14		0		8	0	8:10:34	7		0		7	0					8:10:12	22		2		22	2			8:09:33	20		0		19	0	8:09:33	5		0		5	0		
7:54	7:55	0		0	0	0	0	0	8:12:09	24		1		8	0	8:11:27	4		0		4	0					8:11:24	28		2		10	2			8:10:49	18		0		13	0	8:10:49	6		0		6	0		
7:55	7:56	0		0	0	1	0	0	8:13:31	26		2		7	1	8:13:24	3		0		3	0					8:12:50	28		2		28	2			8:11:58	16		0		16	0	8:11:58	5		0		4	0		
7:56	7:57	0		0	0	0	0	0	8:14:49	21		0		7	0	8:14:43	5		0		4	0					8:14:13	17		1		17	1			8:13:27	20		0		22	0	8:13:27	3		0		3	0		
7:57	7:58	0		0	0	0	0	0	8:16:58	10		3		3	0	8:16:53	6		0		5	0					8:15:39	34		0		6	0			8:15:02	10		0		13	0	8:15:02	4		0		3	0		
7:58	7:59	0		0	0	0	0	0	8:17:25	12		2		5	0	8:17:20	7		0		5	0					8:16:59	19		1		19	1			8:17:03	12		1		13	1	8:17:03	6		0		6	0		
7:59	8:00	0		0	1	0	0	0	8:18:49	14		0		11	0	8:18:46	8		1		6	1					8:18:04	30		0		30	0			8:18:46	11		1		11	1	8:18:46	2		1		2	1		
8:00	8:01	0		0	1	0	0	0	8:20:37	8		0		8	0	8:19:59	7		0		5	0					8:19:26	30		1		30	1			8:20:05	19		0		15	0	8:20:05	5		0		5	0		
8:01	8:02	0		0	0	0	0	0	8:21:39	11		1		6	1	8:21:20	12		0		12	0					8:20:48	28		3		28	3			8:21:23	12		0		13	0	8:21:23	1		0		1	0		
8:02	8:03	0		0	0	0	0	0	8:23:33	3		0		3	0	8:23:33	12		2		12	2					8:23:01	29		1		29	1			8:22:45	3		0		3	0	8:22:45	2		0		2	0		
8:03	8:04	0		0	1	0	0	0	8:24:13	15		0		10	0	8:24:02	5		0		5	0					8:23:27	29		1		29	1			8:24:02	33		0		33	0	8:24:02	2		0		2	0		
8:04	8:05	0		0	0	1	0	0	8:25:33	19		0		9	0	8:25:27	9		1		9	1					8:24:41	19		0		19	0			8:25:23	33		3		25	2	8:25:23	2		0		2	0		
8:05	8:06	0		0	0	0	0	0	8:27:01	7		0		7	0	8:26:48	3		0		3	0					8:26:32	11		1		8	0			8:26:42	22		2		22	2	8:26:42	2		0		2	0		
8:06	8:07	0		0	0	0	0	0	8:28:21	16		1		8	0	8:28:15	6		0		6	0					8:27:27	25		1		25	1			8:27:57	15		1		13	1	8:27:57	2		0		2	0		
8:07	8:08	0		0	0	2	0	0	8:29:49	5		0		5	0	8:29:36	7		1		7	1					8:28:43	32		0		32	0			8:28:18	21		0		19	0	8:28:18	3		0		3	0		
8:08	8:09	0		0	0	0	0	0	8:31:13	8		2		5	1	8:31:00	4		1		3	1					8:30:12	15		1		15	1			8:30:36	16		0		15	0	8:30:36	3		0		3	0		
8:09	8:10	0		0	0	0	0	0	8:32:54	14		2		13	0	8:32:19	4		1		4	1					8:31:32	10		0		10	0			8:32:00	12		0		11	0	8:32:00	3		0		3	0		
8:10	8:11	0		0	0	0	1	0	8:33:49	15		1		15	1	8:33:40	3		1		4	1					8:33:10	26		1		11	1			8:33:15	15		0		13	0	8:33:15	4		0		4	0		
8:11	8:12	1		0	0	0	0	0	8:35:03	22		1		11	0	8:35:01	16		0		10	0					8:34:07	18		0		18	0			8:34:35	5		0		5	0	8:34:35	0		0		0	0		
8:12	8:13	0		0	0	0	0	0	8:36:34	16		3		9	0	8:36:24	10		1		10	1					8:35:25	2		1		2	1			8:35:58	8		0		7	0	8:35:58	2		0		2	0		
8:13	8:14	0		0	0	0	0	0	8:37:48	11		0		5	0	8:37:39	8		1		8	1					8:36:44	8		0		8	0			8:37:22	7		1		7	1	8:37:22	2		0		2	0		
8:14	8:15	0		0	0	0	0	0	8:39:12	4		1		4	1	8:38:54	10		1		10	1					8:38:06	9		0		9	0			8:38:38	6		0		6	0	8:38:38	1		0		1	0		
8:15	8:16	0		0	0	1	0	0	8:40:24	8		2		3	1	8:40:09	5		1		5	1					8:39:30	0		0		0	0			8:39:57	6		2		5	2	8:39:57	2		0		2	0		
8:16	8:17	1		0	0	0	0	0	8:41:48	17		3		9	2	8:41:32	3		0		3	0					8:41:04	8		0		8	0			8:41:04	4		0		4	0	8:41:04	0		0		0	0		
8:17	8:18	0		0	0	0	0	0	8:43:52	17		4		7	3	8:42:49	2		0		2	0					8:42:12	18		2		10	1			8:42:31	9		0		9	0	8:42:31	4		0		4	0		
8:18	8:19	1		0	0	0	0	0	8:44:33	20		0		13	0	8:44:05	5		1		5	1					8:43:30	7		0		7	0			8:44:10	3		0		3	0	8:44:10	3		0		3	0		
8:19	8:20	0		0	0	0	0	0	8:45:28	16		1		8	0	8:45:21	11		1		13	1					8:45:02	7		0		7	0			8:45:32	6		0		6	0	8:45:32	2		1		2	1		
8:20	8:21	0		0	0	0	0	0	8:46:51	10		0		6	0	8:46:44	14		0		13	0					8:46:24	7		0		7	0			8:46:47	3		0		3	0	8:46:47	3		0		3	0		
8:21	8:22	1		0	0	0	0	0	8:48:14	20		0		13	0	8:48:10	12		0		12	0					8:47:38	21		1		21	1			8:48:08	8		0		6	0	8:48:08	1		0		1	0		
8:22	8:23	1		1	0	0	0	0	8:49:38	8		0		7	0	8:49:24	12		2		11	2					8:48:52	16		0		16	0			8:49:27	12		0		11	0	8:49:27	4		0		4	0		
8:23	8:24	1		1	0	0	0	0	8:50:57	11		0		5	0	8:50:49	11		2		13	1					8:50:17	12		0		11	0			8:50:52	10		0		8	0	8:50:52	3		0		2	0		
8:24	8:25	0		0	0	0	0	0	8:52:19	12		3		8	2	8:52:12	10		1		12	1					8:51:36	11		1		11	1			8:52:12	12		1		12	1	8:52:12	2		0		2	0		
8:25	8:26	0		0	1	0	0	0	8:53:48	16		1		9	1	8:53:33	10		0		7	0					8:52:55	6		1		7	1			8:53:20	7		0		5	0	8:53:20	3		0		3	0		
8:26	8:27	0		1	0	0	0	0	8:55:01	15		1		7	1	8:54:54	17		1		14	0					8:54:28	20		1		20	1			8:54:52	7		0		7	0	8:54:52	1		0		1	0		
8:27	8:28	2		0	0	0	0	0

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Unnamed Road / B - Queen Street / C - A644 Huddersfield Road East / D - Calder Road / E - A644 Huddersfield Road West / F - North Road

	A - Unnamed Road								B - Queen Street								C - A644 Huddersfield Road East								D - Calder Road												E - A644 Huddersfield Road West								F - North Road											
	Lane 1								Lane 1								Lane 1								Lane 1								Lane 2				Lane 1								Lane 1								Lane 2			
Survey Period	Max				Spot				Max				Spot				Max				Spot				Max				Spot				Max				Spot				Max				Spot				Max				Spot			
	Light		Heavy		Light	Heavy	Light	Heavy	Signal Change Time	Light	Heavy	Light	Heavy	Signal Change Time	Light	Heavy	Light	Heavy	Signal Change Time	Light	Heavy	Light	Heavy	Signal Change Time	Light	Heavy	Light	Heavy	Signal Change Time	Light	Heavy	Light	Heavy	Signal Change Time	Light	Heavy	Light	Heavy	Signal Change Time	Light	Heavy	Light	Heavy	Signal Change Time	Light	Heavy	Light	Heavy	Signal Change Time	Light	Heavy	Light	Heavy
17:10	17:11	1	0	0	0	2	0	0	0	18:55:19	1	0	1	0	18:55:55	3	0	3	0		0	0	0	0	18:56:52	0	0	0	0	18:56:33	1	0	1	0	18:56:35	1	0	1	0														
17:11	17:12	1	0	0	0	0	0	1	0	18:56:37	17	0	4	0	18:56:11	2	0	2	0		0	0	0	0						18:56:11	3	0	3	0	18:56:11	2	0	2	0														
17:12	17:13	0	0	0	0	1	0	0	0	18:58:01	10	1	4	1	18:56:39	3	0	3	0		0	0	0	0						18:56:25	3	0	3	0	18:56:25	2	0	2	0														
17:13	17:14	0	0	0	0	1	0	0	0	18:58:17	11	0	4	0	18:57:01	3	0	3	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:14	17:15	1	0	0	0	0	0	0	0		0	0	0	0	18:57:41	4	0	4	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:15	17:16	1	0	1	0	1	0	0	0		0	0	0	0	18:58:06	5	0	4	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:16	17:17	2	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:17	17:18	2	0	2	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:18	17:19	0	0	0	0	2	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:19	17:20	0	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:20	17:21	1	0	0	0	7	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:21	17:22	2	0	0	0	4	0	3	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:22	17:23	2	0	0	0	2	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:23	17:24	2	0	0	0	4	1	2	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:24	17:25	1	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:25	17:26	1	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														
17:26	17:27	1	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														
17:27	17:28	0	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:28	17:29	3	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														
17:29	17:30	0	0	2	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:30	17:31	1	0	1	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														
17:31	17:32	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														
17:32	17:33	0	0	0	0	2	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:33	17:34	2	1	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														
17:34	17:35	1	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:35	17:36	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														
17:36	17:37	1	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:37	17:38	1	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:38	17:39	1	0	1	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														
17:39	17:40	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														
17:40	17:41	1	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														
17:41	17:42	2	0	1	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														
17:42	17:43	1	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														
17:43	17:44	1	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:44	17:45	0	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:45	17:46	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														
17:46	17:47	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														
17:47	17:48	1	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														
17:48	17:49	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														
17:49	17:50	1	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														
17:50	17:51	1	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:51	17:52	1	0	1	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:52	17:53	6	0	0	0	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:53	17:54	4	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:54	17:55	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														
17:55	17:56	1	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														
17:56	17:57	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														
17:57	17:58	1	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
17:58	17:59	1	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														
17:59	18:00	1	0	1	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														
18:00	18:01	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														
18:01	18:02	0	0	0	0	2	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:02	18:03	1	0	0	0	2	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:03	18:04	1	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														
18:04	18:05	0	0	0	0	1	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:05	18:06	0	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:06	18:07	0	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:07	18:08	0	0	0	0	1	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:08	18:09	4	0	0	0	2	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:09	18:10	1	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														
18:10	18:11	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														
18:11	18:12	1	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:12	18:13	1	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														
18:13	18:14	1	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														
18:14	18:15	2	0	2	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														
18:15	18:16	1	0	1	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:16	18:17	3	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:17	18:18	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														
18:18	18:19	1	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														
18:19	18:20	1	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:20	18:21	1	0	0	0	2	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:21	18:22	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														
18:22	18:23	1	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:23	18:24	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														
18:24	18:25	1	0	1	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														
18:25	18:26	1	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:26	18:27	1	0	1	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														
18:27	18:28	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														
18:28	18:29	1	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														
18:29	18:30	0	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:30	18:31	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														
18:31	18:32	0	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:32	18:33	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														
18:33	18:34	0	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:34	18:35	0	0	0	0	2	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:35	18:36	0	0	0	0	3	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:36	18:37	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														
18:37	18:38	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														
18:38	18:39	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														
18:39	18:40	1	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														
18:40	18:41	0	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:41	18:42	3	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														
18:42	18:43	2	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														
18:43	18:44	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														
18:44	18:45	1	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:45	18:46	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														
18:46	18:47	2	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														
18:47	18:48	2	0	2	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														
18:48	18:49	0	0	0	0	1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0							0	0	0	0		0	0	0	0														
18:49	18:50	6	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														
18:50	18:51	1	0	0	0	0	0	0	0		0	0	0	0		0

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Forge Lane / B - Lees Hall Road East / C - Lees Hall Road West

Approach: A - Forge Lane

	A to B								A to C								A to A							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	4	0	0	0	1	5	0	0	11	2	1	2	0	16	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	4	1	0	0	0	5	0	0	12	2	1	2	0	17	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	4	0	0	0	0	4	1	0	13	6	4	0	0	24	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	7	1	0	0	0	8	0	0	29	4	3	1	0	37	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**19**	**2**	**0**	**0**	**1**	**22**	**1**	**0**	**65**	**14**	**9**	**5**	**0**	**94**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	4	0	0	0	0	4	0	0	38	7	1	2	0	48	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	11	1	0	0	1	13	0	0	73	3	3	2	0	81	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	9	1	0	0	0	10	0	0	41	8	3	0	1	53	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	15	1	0	0	0	16	0	0	39	7	0	1	1	48	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**39**	**3**	**0**	**0**	**1**	**43**	**0**	**0**	**191**	**25**	**7**	**5**	**2**	**230**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	5	2	0	0	0	7	0	0	25	3	3	1	0	32	0	0	1	0	0	0	0	1
09:15 - 09:30	0	0	7	1	0	0	1	9	0	0	19	1	0	4	0	24	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	9	3	0	0	0	12	0	0	26	4	1	2	0	33	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	5	3	0	0	0	8	0	0	8	3	3	1	0	15	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**26**	**9**	**0**	**0**	**1**	**36**	**0**	**0**	**78**	**11**	**7**	**8**	**0**	**104**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**0**	**0**	**84**	**14**	**0**	**0**	**3**	**101**	**1**	**0**	**334**	**50**	**23**	**18**	**2**	**428**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
15:00 - 15:15	0	0	14	0	0	0	0	14	0	0	60	7	7	7	0	81	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	31	2	1	0	1	35	0	0	52	4	0	3	0	59	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	22	1	1	0	0	24	0	0	47	11	7	5	0	70	0	0	1	0	0	0	0	1
15:45 - 16:00	0	1	14	1	0	0	0	16	0	0	33	5	6	2	0	46	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**81**	**4**	**2**	**0**	**1**	**89**	**0**	**0**	**192**	**27**	**20**	**17**	**0**	**256**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
16:00 - 16:15	0	0	20	1	0	0	0	21	0	0	63	10	0	3	0	76	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	15	2	0	0	1	18	0	0	37	1	3	3	0	44	0	0	0	0	0	0	0	0
16:30 - 16:45	1	0	22	2	0	0	0	25	0	0	42	4	0	2	0	48	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	14	0	1	0	0	15	0	0	52	4	3	1	0	60	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**71**	**5**	**1**	**0**	**1**	**79**	**0**	**0**	**194**	**19**	**6**	**9**	**0**	**228**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	2	0	19	0	0	0	0	21	0	1	63	4	1	0	0	69	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	17	0	0	0	0	17	0	0	72	4	0	2	0	78	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	17	0	0	0	0	17	0	0	70	8	1	1	0	80	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	16	1	0	0	0	17	0	0	48	2	2	0	0	52	0	0	0	0	0	0	0	0
Hourly Total	**2**	**0**	**69**	**1**	**0**	**0**	**0**	**72**	**0**	**1**	**253**	**18**	**4**	**3**	**0**	**279**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	19	0	0	0	1	20	0	0	55	3	0	0	0	58	0	0	0	0	0	0	0	0
18:15 - 18:30	0	1	19	1	0	0	0	21	0	0	40	1	0	0	0	41	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	12	0	0	0	0	12	0	0	34	2	0	0	0	36	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	11	1	0	0	0	12	0	0	24	1	1	0	0	26	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**61**	**2**	**0**	**0**	**1**	**65**	**0**	**0**	**153**	**7**	**1**	**0**	**0**	**161**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**3**	**2**	**282**	**12**	**3**	**0**	**3**	**305**	**0**	**1**	**792**	**71**	**31**	**29**	**0**	**924**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

	From A								To A							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	15	2	1	2	1	21	0	0	10	3	0	1	0	14
07:15 - 07:30	0	0	16	3	1	2	0	22	0	0	22	3	2	3	1	31
07:30 - 07:45	1	0	17	6	4	0	0	28	0	0	41	8	1	2	0	52
07:45 - 08:00	0	0	36	5	3	1	0	45	0	0	40	7	1	2	0	50
Hourly Total	**1**	**0**	**84**	**16**	**9**	**5**	**1**	**116**	**0**	**0**	**113**	**21**	**4**	**8**	**1**	**147**
08:00 - 08:15	0	0	42	7	1	2	0	52	0	0	60	8	1	1	0	70
08:15 - 08:30	0	0	84	4	3	2	1	94	0	1	63	2	1	2	0	69
08:30 - 08:45	0	0	50	9	3	0	1	63	0	0	83	2	0	3	2	90
08:45 - 09:00	0	0	54	8	0	1	1	64	1	0	57	4	4	1	4	71
Hourly Total	**0**	**0**	**230**	**28**	**7**	**5**	**3**	**273**	**1**	**1**	**263**	**16**	**6**	**7**	**6**	**300**
09:00 - 09:15	0	0	31	5	3	1	0	40	0	1	46	5	3	2	2	59
09:15 - 09:30	0	0	26	2	0	4	1	33	0	0	32	10	1	1	0	44
09:30 - 09:45	0	0	35	7	1	2	0	45	0	0	39	10	4	2	1	56
09:45 - 10:00	0	0	13	6	3	1	0	23	0	0	35	4	2	2	0	43
Hourly Total	**0**	**0**	**105**	**20**	**7**	**8**	**1**	**141**	**0**	**1**	**152**	**29**	**10**	**7**	**3**	**202**
Session Total	**1**	**0**	**419**	**64**	**23**	**18**	**5**	**530**	**1**	**2**	**528**	**66**	**20**	**22**	**10**	**649**
15:00 - 15:15	0	0	74	7	7	7	0	95	0	0	62	4	1	1	2	70
15:15 - 15:30	0	0	83	6	1	3	1	94	0	0	40	9	2	3	0	54
15:30 - 15:45	0	0	70	12	8	5	0	95	0	0	65	5	5	3	1	79
15:45 - 16:00	0	1	47	6	6	2	0	62	0	0	66	6	2	3	0	77
Hourly Total	**0**	**1**	**274**	**31**	**22**	**17**	**1**	**346**	**0**	**0**	**233**	**24**	**10**	**10**	**3**	**280**
16:00 - 16:15	0	0	83	11	0	3	0	97	0	0	52	6	2	4	1	65
16:15 - 16:30	0	0	52	3	3	3	1	62	0	0	47	8	1	4	0	60
16:30 - 16:45	1	0	64	6	0	2	0	73	0	0	49	8	3	0	1	61
16:45 - 17:00	0	0	66	4	4	1	0	75	0	0	69	3	4	1	0	77
Hourly Total	**1**	**0**	**265**	**24**	**7**	**9**	**1**	**307**	**0**	**0**	**217**	**25**	**10**	**9**	**2**	**263**
17:00 - 17:15	2	1	82	4	1	0	0	90	0	0	59	5	1	0	0	65
17:15 - 17:30	0	0	89	4	0	2	0	95	0	0	56	1	3	0	0	60
17:30 - 17:45	0	0	87	8	1	1	0	97	0	0	40	1	0	0	1	42
17:45 - 18:00	0	0	64	3	2	0	0	69	0	0	47	5	1	0	0	53
Hourly Total	**2**	**1**	**322**	**19**	**4**	**3**	**0**	**351**	**0**	**0**	**202**	**12**	**5**	**0**	**1**	**220**
18:00 - 18:15	0	0	74	3	0	0	1	78	0	0	36	3	1	1	0	43
18:15 - 18:30	0	1	60	2	0	0	0	63	0	0	50	3	1	2	0	56
18:30 - 18:45	0	0	46	2	0	0	0	48	0	0	35	2	1	0	1	39
18:45 - 19:00	0	0	35	2	1	0	0	38	0	0	35	1	0	0	0	36
Hourly Total	**0**	**1**	**215**	**9**	**1**	**0**	**1**	**227**	**0**	**0**	**158**	**9**	**3**	**3**	**1**	**174**
Session Total	**3**	**3**	**1076**	**83**	**34**	**29**	**3**	**1231**	**0**	**0**	**810**	**70**	**28**	**22**	**7**	**937**

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Forge Lane / B - Lees Hall Road East / C - Lees Hall Road West

Approach: B - Lees Hall Road East

	B to C								B to A								B to B							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	33	3	0	0	0	37	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
07:15 - 07:30	1	1	33	1	2	0	0	38	0	0	7	1	0	0	1	9	0	0	0	0	0	0	0	0
07:30 - 07:45	1	2	37	3	0	0	0	43	0	0	14	1	0	0	0	15	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	54	5	1	0	2	62	0	0	15	3	0	1	0	19	0	0	0	0	0	0	0	0
Hourly Total	**2**	**4**	**157**	**12**	**3**	**0**	**2**	**180**	**0**	**0**	**39**	**6**	**0**	**1**	**1**	**47**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	2	54	7	1	0	0	64	0	0	25	0	0	0	0	25	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	62	4	3	0	0	69	0	0	32	1	0	0	0	33	0	0	0	0	0	0	0	0
08:30 - 08:45	0	1	60	5	3	0	0	69	0	0	36	0	0	0	2	38	0	0	0	0	0	0	0	0
08:45 - 09:00	0	1	42	6	4	0	0	53	1	0	12	3	0	0	1	17	0	0	0	0	0	0	0	0
Hourly Total	**0**	**4**	**218**	**22**	**11**	**0**	**0**	**255**	**1**	**0**	**105**	**4**	**0**	**0**	**3**	**113**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	39	3	1	0	0	43	0	1	12	0	0	0	0	13	0	0	0	0	0	0	0	0
09:15 - 09:30	1	0	30	8	1	0	0	40	0	0	9	3	0	0	0	12	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	24	1	1	0	0	26	0	0	16	3	1	0	1	21	0	0	1	0	0	0	0	1
09:45 - 10:00	0	0	28	5	2	0	0	35	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**121**	**17**	**5**	**0**	**0**	**144**	**0**	**1**	**49**	**6**	**1**	**0**	**1**	**58**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**3**	**8**	**496**	**51**	**19**	**0**	**2**	**579**	**1**	**1**	**193**	**16**	**1**	**1**	**5**	**218**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
15:00 - 15:15	0	0	57	1	0	0	0	58	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	33	3	2	0	0	38	0	0	13	1	1	0	0	15	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	33	6	2	0	0	41	0	0	17	0	0	0	1	18	0	0	0	0	0	0	0	0
15:45 - 16:00	0	1	35	7	1	0	1	45	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**158**	**17**	**5**	**0**	**1**	**182**	**0**	**0**	**53**	**1**	**1**	**0**	**1**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	1	0	31	13	4	0	0	49	0	0	12	0	0	0	1	13	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	32	11	1	0	0	44	0	0	13	3	0	0	0	16	0	0	0	1	0	0	0	1
16:30 - 16:45	0	0	41	7	2	0	0	50	0	0	10	0	0	0	1	11	0	0	0	0	0	0	0	0
16:45 - 17:00	1	1	43	3	1	0	0	49	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
Hourly Total	**2**	**1**	**147**	**34**	**8**	**0**	**0**	**192**	**0**	**0**	**49**	**4**	**0**	**0**	**2**	**55**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
17:00 - 17:15	0	0	42	5	1	0	1	49	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	44	3	2	0	1	50	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
17:30 - 17:45	1	0	36	1	1	0	0	39	0	0	6	0	0	0	1	7	0	0	1	0	0	0	0	1
17:45 - 18:00	0	1	31	1	0	0	0	33	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	**1**	**1**	**153**	**10**	**4**	**0**	**2**	**171**	**0**	**0**	**33**	**1**	**0**	**0**	**1**	**35**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	44	3	0	0	0	47	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	42	3	0	0	0	45	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0
18:30 - 18:45	0	1	38	2	0	0	0	41	0	0	15	0	0	0	1	16	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	26	4	0	0	0	30	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**150**	**12**	**0**	**0**	**0**	**163**	**0**	**0**	**48**	**1**	**0**	**0**	**1**	**50**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**3**	**4**	**608**	**73**	**17**	**0**	**3**	**708**	**0**	**0**	**183**	**7**	**1**	**0**	**5**	**196**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**

	From B								To B							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	36	4	0	0	0	41	0	0	12	3	1	0	1	17
07:15 - 07:30	1	1	40	2	2	0	1	47	0	0	25	4	2	0	0	31
07:30 - 07:45	1	2	52	4	0	0	0	59	3	0	26	2	0	0	2	33
07:45 - 08:00	0	0	69	8	1	1	2	81	0	0	32	4	4	1	0	41
Hourly Total	**2**	**4**	**197**	**18**	**3**	**1**	**3**	**228**	**3**	**0**	**95**	**13**	**7**	**1**	**3**	**122**
08:00 - 08:15	0	2	79	7	1	0	0	89	0	1	38	4	0	0	0	43
08:15 - 08:30	0	0	94	5	3	0	0	102	0	0	37	4	0	0	1	42
08:30 - 08:45	0	1	96	5	3	0	2	107	0	1	44	3	0	0	0	48
08:45 - 09:00	1	1	54	9	4	0	1	70	0	0	49	8	0	0	0	57
Hourly Total	**1**	**4**	**323**	**26**	**11**	**0**	**3**	**368**	**0**	**2**	**168**	**19**	**0**	**0**	**1**	**190**
09:00 - 09:15	0	1	51	3	1	0	0	56	0	2	29	5	2	0	0	38
09:15 - 09:30	1	0	39	11	1	0	0	52	0	0	29	6	0	1	1	37
09:30 - 09:45	0	0	41	4	2	0	1	48	0	0	25	12	1	1	0	39
09:45 - 10:00	0	0	40	5	2	0	0	47	0	0	28	6	5	2	0	41
Hourly Total	**1**	**1**	**171**	**23**	**6**	**0**	**1**	**203**	**0**	**2**	**111**	**29**	**8**	**4**	**1**	**155**
Session Total	**4**	**9**	**691**	**67**	**20**	**1**	**7**	**799**	**3**	**4**	**374**	**61**	**15**	**5**	**5**	**467**
15:00 - 15:15	0	0	71	1	0	0	0	72	0	0	53	3	3	0	0	59
15:15 - 15:30	0	0	46	4	3	0	0	53	0	0	58	7	2	0	1	68
15:30 - 15:45	0	0	50	6	2	0	1	59	0	0	55	4	3	0	0	62
15:45 - 16:00	0	1	44	7	1	0	1	54	1	1	65	3	1	0	0	71
Hourly Total	**0**	**1**	**211**	**18**	**6**	**0**	**2**	**238**	**1**	**1**	**231**	**17**	**9**	**0**	**1**	**260**
16:00 - 16:15	1	0	43	13	4	0	1	62	0	1	52	6	2	0	0	61
16:15 - 16:30	0	0	45	15	1	0	0	61	0	0	49	7	0	0	2	58
16:30 - 16:45	0	0	51	7	2	0	1	61	2	3	54	5	0	0	0	64
16:45 - 17:00	1	1	57	4	1	0	0	64	0	0	49	6	1	0	0	56
Hourly Total	**2**	**1**	**196**	**39**	**8**	**0**	**2**	**249**	**2**	**4**	**204**	**24**	**3**	**0**	**2**	**239**
17:00 - 17:15	0	0	52	5	1	0	1	59	3	1	64	5	2	0	1	76
17:15 - 17:30	0	0	51	3	2	0	1	57	1	0	56	2	0	0	0	59
17:30 - 17:45	1	0	43	1	1	0	1	47	2	0	46	6	0	0	0	54
17:45 - 18:00	0	1	41	2	0	0	0	44	0	0	45	2	0	0	0	47
Hourly Total	**1**	**1**	**187**	**11**	**4**	**0**	**3**	**207**	**6**	**1**	**211**	**15**	**2**	**0**	**1**	**236**
18:00 - 18:15	0	0	55	3	0	0	0	58	0	1	49	3	0	0	1	54
18:15 - 18:30	0	0	59	3	0	0	0	62	0	1	62	5	0	0	0	68
18:30 - 18:45	0	1	53	2	0	0	1	57	0	0	52	0	0	0	0	52
18:45 - 19:00	0	0	32	5	0	0	0	37	0	0	36	5	0	0	0	41
Hourly Total	**0**	**1**	**199**	**13**	**0**	**0**	**1**	**214**	**0**	**2**	**199**	**13**	**0**	**0**	**1**	**215**
Session Total	**3**	**4**	**793**	**81**	**18**	**0**	**8**	**907**	**9**	**8**	**845**	**69**	**14**	**0**	**5**	**950**

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Forge Lane / B - Lees Hall Road East / C - Lees Hall Road West

Approach: C - Lees Hall Road West

	C to A								C to B								C to C							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	7	2	0	1	0	10	0	0	8	3	1	0	0	12	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	15	2	2	3	0	22	0	0	21	3	2	0	0	26	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	27	7	1	2	0	37	3	0	21	2	0	0	2	28	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	25	4	1	1	0	31	0	0	25	3	4	1	0	33	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**74**	**15**	**4**	**7**	**0**	**100**	**3**	**0**	**75**	**11**	**7**	**1**	**2**	**99**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	35	8	1	1	0	45	0	1	34	4	0	0	0	39	0	0	0	0	0	0	0	0
08:15 - 08:30	0	1	31	1	1	2	0	36	0	0	26	3	0	0	0	29	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	47	2	0	3	0	52	0	1	35	2	0	0	0	38	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	45	1	4	1	3	54	0	0	34	7	0	0	0	41	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**158**	**12**	**6**	**7**	**3**	**187**	**0**	**2**	**129**	**16**	**0**	**0**	**0**	**147**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	33	5	3	2	2	45	0	2	24	3	2	0	0	31	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	23	7	1	1	0	32	0	0	22	5	0	1	0	28	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	23	7	3	2	0	35	0	0	15	9	1	1	0	26	0	0	0	0	0	1	0	1
09:45 - 10:00	0	0	23	4	2	2	0	31	0	0	23	3	5	2	0	33	0	0	0	0	0	1	0	1
Hourly Total	**0**	**0**	**102**	**23**	**9**	**7**	**2**	**143**	**0**	**2**	**84**	**20**	**8**	**4**	**0**	**118**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
Session Total	**0**	**1**	**334**	**50**	**19**	**21**	**5**	**430**	**3**	**4**	**288**	**47**	**15**	**5**	**2**	**364**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
15:00 - 15:15	0	0	48	4	1	1	2	56	0	0	39	3	3	0	0	45	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	27	8	1	3	0	39	0	0	27	5	1	0	0	33	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	47	5	5	3	0	60	0	0	33	3	2	0	0	38	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	57	6	2	3	0	68	1	0	51	2	1	0	0	55	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**179**	**23**	**9**	**10**	**2**	**223**	**1**	**0**	**150**	**13**	**7**	**0**	**0**	**171**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	40	6	2	4	0	52	0	1	32	5	2	0	0	40	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	34	5	1	4	0	44	0	0	34	4	0	0	1	39	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	39	8	3	0	0	50	1	3	32	3	0	0	0	39	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	55	2	4	1	0	62	0	0	35	6	0	0	0	41	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**168**	**21**	**10**	**9**	**0**	**208**	**1**	**4**	**133**	**18**	**2**	**0**	**1**	**159**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	49	5	1	0	0	55	1	1	45	5	2	0	1	55	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	49	1	3	0	0	53	1	0	39	2	0	0	0	42	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	34	1	0	0	0	35	2	0	28	6	0	0	0	36	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	37	4	1	0	0	42	0	0	29	1	0	0	0	30	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**169**	**11**	**5**	**0**	**0**	**185**	**4**	**1**	**141**	**14**	**2**	**0**	**1**	**163**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	28	3	1	1	0	33	0	1	29	3	0	0	0	33	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	32	3	1	2	0	38	0	0	43	4	0	0	0	47	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	20	2	1	0	0	23	0	0	40	0	0	0	0	40	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	29	0	0	0	0	29	0	0	25	4	0	0	0	29	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**109**	**8**	**3**	**3**	**0**	**123**	**0**	**1**	**137**	**11**	**0**	**0**	**0**	**149**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**625**	**63**	**27**	**22**	**2**	**739**	**6**	**6**	**561**	**56**	**11**	**0**	**2**	**642**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From C								To C							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	15	5	1	1	0	22	0	1	44	5	1	2	0	53
07:15 - 07:30	0	0	36	5	4	3	0	48	1	1	45	3	3	2	0	55
07:30 - 07:45	3	0	48	9	1	2	2	65	2	2	50	9	4	0	0	67
07:45 - 08:00	0	0	50	7	5	2	0	64	0	0	83	9	4	1	2	99
Hourly Total	**3**	**0**	**149**	**26**	**11**	**8**	**2**	**199**	**3**	**4**	**222**	**26**	**12**	**5**	**2**	**274**
08:00 - 08:15	0	1	69	12	1	1	0	84	0	2	92	14	2	2	0	112
08:15 - 08:30	0	1	57	4	1	2	0	65	0	0	135	7	6	2	0	150
08:30 - 08:45	0	1	82	4	0	3	0	90	0	1	101	13	6	0	1	122
08:45 - 09:00	0	0	79	8	4	1	3	95	0	1	81	13	4	1	1	101
Hourly Total	**0**	**3**	**287**	**28**	**6**	**7**	**3**	**334**	**0**	**4**	**409**	**47**	**18**	**5**	**2**	**485**
09:00 - 09:15	0	2	57	8	5	2	2	76	0	0	64	6	4	1	0	75
09:15 - 09:30	0	0	45	12	1	2	0	60	1	0	49	9	1	4	0	64
09:30 - 09:45	0	0	38	16	4	4	0	62	0	0	50	5	2	3	0	60
09:45 - 10:00	0	0	46	7	7	5	0	65	0	0	36	8	5	2	0	51
Hourly Total	**0**	**2**	**186**	**43**	**17**	**13**	**2**	**263**	**1**	**0**	**199**	**28**	**12**	**10**	**0**	**250**
Session Total	**3**	**5**	**622**	**97**	**34**	**28**	**7**	**796**	**4**	**8**	**830**	**101**	**42**	**20**	**4**	**1009**
15:00 - 15:15	0	0	87	7	4	1	2	101	0	0	117	8	7	7	0	139
15:15 - 15:30	0	0	54	13	2	3	0	72	0	0	85	7	2	3	0	97
15:30 - 15:45	0	0	80	8	7	3	0	98	0	0	80	17	9	5	0	111
15:45 - 16:00	1	0	108	8	3	3	0	123	0	1	68	12	7	2	1	91
Hourly Total	**1**	**0**	**329**	**36**	**16**	**10**	**2**	**394**	**0**	**1**	**350**	**44**	**25**	**17**	**1**	**438**
16:00 - 16:15	0	1	72	11	4	4	0	92	1	0	94	23	4	3	0	125
16:15 - 16:30	0	0	68	9	1	4	1	83	0	0	69	12	4	3	0	88
16:30 - 16:45	1	3	71	11	3	0	0	89	0	0	83	11	2	2	0	98
16:45 - 17:00	0	0	90	8	4	1	0	103	1	1	95	7	4	1	0	109
Hourly Total	**1**	**4**	**301**	**39**	**12**	**9**	**1**	**367**	**2**	**1**	**341**	**53**	**14**	**9**	**0**	**420**
17:00 - 17:15	1	1	94	10	3	0	1	110	0	1	105	9	2	0	1	118
17:15 - 17:30	1	0	88	3	3	0	0	95	0	0	116	7	2	2	1	128
17:30 - 17:45	2	0	62	7	0	0	0	71	1	0	106	9	2	1	0	119
17:45 - 18:00	0	0	66	5	1	0	0	72	0	1	79	3	2	0	0	85
Hourly Total	**4**	**1**	**310**	**25**	**7**	**0**	**1**	**348**	**1**	**2**	**406**	**28**	**8**	**3**	**2**	**450**
18:00 - 18:15	0	1	57	6	1	1	0	66	0	0	99	6	0	0	0	105
18:15 - 18:30	0	0	75	7	1	2	0	85	0	0	82	4	0	0	0	86
18:30 - 18:45	0	0	60	2	1	0	0	63	0	1	72	4	0	0	0	77
18:45 - 19:00	0	0	54	4	0	0	0	58	0	0	50	5	1	0	0	56
Hourly Total	**0**	**1**	**246**	**19**	**3**	**3**	**0**	**272**	**0**	**1**	**303**	**19**	**1**	**0**	**0**	**324**
Session Total	**6**	**6**	**1186**	**119**	**38**	**22**	**4**	**1381**	**3**	**5**	**1400**	**144**	**48**	**29**	**3**	**1632**

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: **A - Forge Lane / B - Lees Hall Road East / C - Lees Hall Road West**

Vehicle Class: All classes

Start Time: 7:00

End Time: 19:00

Show Peak Times: No

Arm Destination

Arm Origin	A	B	C
A	3	406	1352
B	414	5	1287
C	1169	1006	2

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Forge Lane / B - Lees Hall Road East / C - Lees Hall Road West

	A - Forge Lane								B - Lees Hall Road East				C - Lees Hall Road West			
	Lane 1				Lane 2				Lane 1				Lane 1			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
7:00 - 7:01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:01 - 7:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:02 - 7:03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:03 - 7:04	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:04 - 7:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 - 7:06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:06 - 7:07	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:07 - 7:08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:08 - 7:09	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:09 - 7:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 - 7:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:11 - 7:12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:12 - 7:13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:13 - 7:14	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:14 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:16	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
7:16 - 7:17	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:17 - 7:18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:18 - 7:19	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
7:19 - 7:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 - 7:21	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:21 - 7:22	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:22 - 7:23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:23 - 7:24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:24 - 7:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 - 7:26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:26 - 7:27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:27 - 7:28	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:28 - 7:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:29 - 7:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:31 - 7:32	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:32 - 7:33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:33 - 7:34	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
7:34 - 7:35	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:35 - 7:36	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:36 - 7:37	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
7:37 - 7:38	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:38 - 7:39	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:39 - 7:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 - 7:41	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0
7:41 - 7:42	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:42 - 7:43	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0
7:43 - 7:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:44 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 7:46	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:46 - 7:47	2	1	0	0	0	0	0	0	4	0	0	0	3	0	0	0
7:47 - 7:48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:48 - 7:49	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:49 - 7:50	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 - 7:51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:51 - 7:52	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:52 - 7:53	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:53 - 7:54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:54 - 7:55	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0
7:55 - 7:56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:56 - 7:57	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:57 - 7:58	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:58 - 7:59	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:59 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:01	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
8:01 - 8:02	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:02 - 8:03	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:03 - 8:04	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0
8:04 - 8:05	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 - 8:06	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
8:06 - 8:07	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0
8:07 - 8:08	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
8:08 - 8:09	4	0	0	0	0	0	0	0	4	0	3	0	6	0	0	0
8:09 - 8:10	4	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
8:10 - 8:11	2	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0
8:11 - 8:12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:12 - 8:13	1	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0
8:13 - 8:14	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
8:14 - 8:15	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:15 - 8:16	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
8:16 - 8:17	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
8:17 - 8:18	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0
8:18 - 8:19	4	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:19 - 8:20	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:20 - 8:21	1	0	1	0	0	0	0	0	5	0	3	0	1	0	0	0
8:21 - 8:22	3	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0
8:22 - 8:23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:23 - 8:24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:24 - 8:25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 - 8:26	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0
8:26 - 8:27	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:27 - 8:28	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
8:28 - 8:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:29 - 8:30	1	0	0	0	0	0	0	0	3	0	2	0	1	0	0	0
8:30 - 8:31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:31 - 8:32	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0
8:32 - 8:33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:33 - 8:34	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:34 - 8:35	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:35 - 8:36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:36 - 8:37	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:37 - 8:38	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:38 - 8:39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:39 - 8:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 - 8:41	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:41 - 8:42	2	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0
8:42 - 8:43	0	1	0	0	0	0	0	0	7	0	0	0	2	0	0	0
8:43 - 8:44	1	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0
8:44 - 8:45	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 8:46	0	0	0	0	0	0	0	0	9	0	0	0	2	0	0	0
8:46 - 8:47	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:47 - 8:48	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Forge Lane / B - Lees Hall Road East / C - Lees Hall Road West

	A - Forge Lane								B - Lees Hall Road East				C - Lees Hall Road West			
	Lane 1				Lane 2				Lane 1				Lane 1			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
8:48 - 8:49	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8:49 - 8:50	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:50 - 8:51	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:51 - 8:52	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
8:52 - 8:53	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0
8:53 - 8:54	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
8:54 - 8:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 - 8:56	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:56 - 8:57	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
8:57 - 8:58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:58 - 8:59	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:59 - 9:00	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
9:00 - 9:01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:01 - 9:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:02 - 9:03	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:03 - 9:04	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:04 - 9:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
9:05 - 9:06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:06 - 9:07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:07 - 9:08	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
9:08 - 9:09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:09 - 9:10	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:10 - 9:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:11 - 9:12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:12 - 9:13	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
9:13 - 9:14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:14 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:16	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
9:16 - 9:17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:17 - 9:18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:18 - 9:19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:19 - 9:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:20 - 9:21	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
9:21 - 9:22	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
9:22 - 9:23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:23 - 9:24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:24 - 9:25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:25 - 9:26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:26 - 9:27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:27 - 9:28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:28 - 9:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:29 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:31	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0
9:31 - 9:32	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:32 - 9:33	1	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0
9:33 - 9:34	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:34 - 9:35	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:35 - 9:36	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
9:36 - 9:37	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:37 - 9:38	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:38 - 9:39	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
9:39 - 9:40	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:40 - 9:41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:41 - 9:42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:42 - 9:43	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
9:43 - 9:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:44 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:45 - 9:46	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1
9:46 - 9:47	1	0	0	0	0	0	0	0	0	0	0	0	5	1	4	1
9:47 - 9:48	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:48 - 9:49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:49 - 9:50	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:50 - 9:51	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:51 - 9:52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:52 - 9:53	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:53 - 9:54	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
9:54 - 9:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55 - 9:56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:56 - 9:57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:57 - 9:58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:58 - 9:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:59 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:01	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0
15:01 - 15:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:02 - 15:03	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:03 - 15:04	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
15:04 - 15:05	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0
15:05 - 15:06	1	1	0	0	0	0	0	0	1	0	0	0	7	0	0	0
15:06 - 15:07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:07 - 15:08	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:08 - 15:09	2	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0
15:09 - 15:10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:11 - 15:12	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0
15:12 - 15:13	2	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0
15:13 - 15:14	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
15:14 - 15:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
15:15 - 15:16	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:16 - 15:17	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0
15:17 - 15:18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:18 - 15:19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:19 - 15:20	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
15:20 - 15:21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:21 - 15:22	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
15:22 - 15:23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:23 - 15:24	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:24 - 15:25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:26 - 15:27	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:27 - 15:28	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
15:28 - 15:29	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:29 - 15:30	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
15:30 - 15:31	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
15:31 - 15:32	5	0	5	0	0	0	0	0	1	0	1	0	1	0	0	0
15:32 - 15:33	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:33 - 15:34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:34 - 15:35	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
15:35 - 15:36	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Forge Lane / B - Lees Hall Road East / C - Lees Hall Road West

	A - Forge Lane								B - Lees Hall Road East				C - Lees Hall Road West			
	Lane 1				Lane 2				Lane 1				Lane 1			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
15:36 - 15:37	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
15:37 - 15:38	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
15:38 - 15:39	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
15:39 - 15:40	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
15:40 - 15:41	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
15:41 - 15:42	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0
15:42 - 15:43	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:43 - 15:44	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
15:44 - 15:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
15:45 - 15:46	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:46 - 15:47	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
15:47 - 15:48	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:48 - 15:49	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
15:49 - 15:50	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:51 - 15:52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:52 - 15:53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:53 - 15:54	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0
15:54 - 15:55	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
15:55 - 15:56	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
15:56 - 15:57	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
15:57 - 15:58	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
15:58 - 15:59	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
15:59 - 16:00	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:00 - 16:01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:01 - 16:02	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:02 - 16:03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:03 - 16:04	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:04 - 16:05	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0
16:05 - 16:06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:06 - 16:07	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:07 - 16:08	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:08 - 16:09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:09 - 16:10	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:10 - 16:11	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
16:11 - 16:12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:12 - 16:13	1	0	1	0	0	0	0	0	2	0	1	0	7	2	0	0
16:13 - 16:14	2	0	0	0	0	0	0	0	2	2	2	2	0	0	0	0
16:14 - 16:15	3	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0
16:15 - 16:16	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
16:16 - 16:17	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0
16:17 - 16:18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:18 - 16:19	2	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0
16:19 - 16:20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:21	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
16:21 - 16:22	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
16:22 - 16:23	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:23 - 16:24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:24 - 16:25	3	2	0	0	0	0	0	0	3	0	0	0	3	0	0	0
16:25 - 16:26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:26 - 16:27	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
16:27 - 16:28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:28 - 16:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:29 - 16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:30 - 16:31	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
16:31 - 16:32	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:32 - 16:33	1	0	0	0	0	0	0	0	3	0	0	0	1	0	1	0
16:33 - 16:34	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:34 - 16:35	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:35 - 16:36	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:36 - 16:37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:37 - 16:38	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
16:38 - 16:39	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
16:39 - 16:40	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:40 - 16:41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:41 - 16:42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:42 - 16:43	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
16:43 - 16:44	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:44 - 16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:45 - 16:46	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
16:46 - 16:47	2	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0
16:47 - 16:48	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:48 - 16:49	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:49 - 16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50 - 16:51	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
16:51 - 16:52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:52 - 16:53	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
16:53 - 16:54	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:54 - 16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 16:56	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:56 - 16:57	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0
16:57 - 16:58	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
16:58 - 16:59	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:59 - 17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:01	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:01 - 17:02	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:02 - 17:03	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0
17:03 - 17:04	3	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0
17:04 - 17:05	2	0	0	0	1	0	0	0	1	0	1	0	3	0	3	0
17:05 - 17:06	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:06 - 17:07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:07 - 17:08	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
17:08 - 17:09	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
17:09 - 17:10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:11 - 17:12	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:12 - 17:13	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
17:13 - 17:14	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0
17:14 - 17:15	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
17:15 - 17:16	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
17:16 - 17:17	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:17 - 17:18	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:18 - 17:19	2	0	0	0	0	0	0	0	1	1	2	0	0	1	0	0
17:19 - 17:20	1	0	0	0	0	0	0	0	2	0	0	0	4	0	4	0
17:20 - 17:21	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:21 - 17:22	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
17:22 - 17:23	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0
17:23 - 17:24	0	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Forge Lane / B - Lees Hall Road East / C - Lees Hall Road West

	A - Forge Lane								B - Lees Hall Road East				C - Lees Hall Road West			
	Lane 1				Lane 2				Lane 1				Lane 1			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
17:24 - 17:25	2	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0
17:25 - 17:26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:26 - 17:27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:27 - 17:28	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
17:28 - 17:29	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:29 - 17:30	2	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0
17:30 - 17:31	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:31 - 17:32	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:32 - 17:33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:33 - 17:34	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0
17:34 - 17:35	1	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0
17:35 - 17:36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:36 - 17:37	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:37 - 17:38	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:38 - 17:39	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:39 - 17:40	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
17:40 - 17:41	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:41 - 17:42	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:42 - 17:43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:43 - 17:44	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:44 - 17:45	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
17:45 - 17:46	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:46 - 17:47	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
17:47 - 17:48	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:48 - 17:49	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
17:49 - 17:50	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
17:50 - 17:51	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:51 - 17:52	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:52 - 17:53	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
17:53 - 17:54	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:54 - 17:55	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
17:55 - 17:56	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:56 - 17:57	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:57 - 17:58	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:58 - 17:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:59 - 18:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:01	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:01 - 18:02	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:02 - 18:03	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:03 - 18:04	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
18:04 - 18:05	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:05 - 18:06	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:06 - 18:07	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
18:07 - 18:08	2	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0
18:08 - 18:09	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:09 - 18:10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:11	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
18:11 - 18:12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:12 - 18:13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:13 - 18:14	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
18:14 - 18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:15 - 18:16	3	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0
18:16 - 18:17	1	0	0	0	0	0	0	0	1	0	0	0	4	0	4	0
18:17 - 18:18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:18 - 18:19	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0
18:19 - 18:20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:21	2	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0
18:21 - 18:22	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:22 - 18:23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:23 - 18:24	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
18:24 - 18:25	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
18:25 - 18:26	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:26 - 18:27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:27 - 18:28	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
18:28 - 18:29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:29 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:31 - 18:32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:32 - 18:33	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
18:33 - 18:34	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
18:34 - 18:35	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
18:35 - 18:36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:36 - 18:37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:37 - 18:38	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0
18:38 - 18:39	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:39 - 18:40	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40 - 18:41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:41 - 18:42	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:42 - 18:43	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
18:43 - 18:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:44 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:45 - 18:46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:46 - 18:47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:47 - 18:48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:48 - 18:49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:49 - 18:50	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:50 - 18:51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:51 - 18:52	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:52 - 18:53	2	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0
18:53 - 18:54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:54 - 18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 18:56	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:56 - 18:57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:57 - 18:58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:58 - 18:59	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:59 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Station Road / B - B6117 Station Road / C - Forge Lane / D - B6117 Thornhill Road

Approach: A - Station Road

	A to B								A to C								A to D								A to A							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	0	18	2	1	0	1	**23**	0	0	12	1	0	1	1	**15**	0	0	6	2	0	0	0	**8**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	34	3	1	0	2	**40**	0	0	14	2	0	2	0	**18**	0	0	11	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	47	8	2	1	1	**59**	1	0	10	2	2	2	0	**17**	0	0	6	2	0	0	0	**8**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	43	1	2	0	2	**48**	0	0	24	5	2	0	0	**31**	0	0	15	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**142**	**14**	**6**	**1**	**6**	**170**	**1**	**0**	**60**	**10**	**4**	**5**	**1**	**81**	**0**	**0**	**38**	**4**	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	67	9	2	1	2	**81**	0	0	23	4	1	1	0	**29**	0	0	26	2	0	0	0	**28**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	0	68	12	4	0	2	**86**	0	0	59	3	3	1	1	**67**	0	0	25	1	1	0	0	**27**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	1	0	76	7	1	0	2	**87**	0	0	38	5	2	1	0	**46**	0	0	12	1	2	1	0	**16**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	0	54	7	2	0	2	**65**	0	0	32	5	3	1	1	**42**	0	0	12	2	0	0	1	**15**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**285**	**35**	**9**	**1**	**8**	**319**	**0**	**0**	**152**	**17**	**9**	**4**	**2**	**184**	**0**	**0**	**75**	**6**	**3**	**1**	**1**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	54	10	2	0	1	**67**	0	0	24	2	0	0	0	**26**	0	0	14	4	0	0	0	**18**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	55	7	3	0	1	**66**	0	1	20	3	0	4	0	**28**	0	0	9	1	1	0	0	**11**	0	0	0	0	0	0	0	**0**
09:30 - 09:45	0	0	48	6	1	0	1	**56**	0	0	27	2	2	4	0	**35**	0	0	9	1	0	0	1	**11**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	40	6	1	0	1	**48**	0	0	5	6	1	1	0	**13**	0	0	10	1	0	1	0	**12**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**197**	**29**	**7**	**0**	**4**	**237**	**0**	**1**	**76**	**13**	**3**	**9**	**0**	**102**	**0**	**0**	**42**	**7**	**1**	**1**	**1**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2**	**0**	**604**	**79**	**22**	**2**	**18**	**726**	**1**	**1**	**288**	**40**	**16**	**18**	**3**	**367**	**0**	**0**	**155**	**17**	**4**	**2**	**2**	**180**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	86	6	2	0	1	**95**	0	0	47	2	4	5	0	**58**	0	0	20	1	1	0	0	**22**	0	0	2	0	0	0	0	**2**
15:15 - 15:30	1	1	85	1	1	0	2	**91**	0	0	41	4	2	2	0	**49**	0	0	19	0	1	0	0	**20**	0	0	0	0	0	0	0	**0**
15:30 - 15:45	0	1	86	10	2	0	3	**102**	0	0	54	5	5	3	0	**67**	0	0	23	1	1	0	0	**25**	0	0	0	0	0	0	0	**0**
15:45 - 16:00	0	0	91	13	2	0	2	**108**	0	1	31	3	6	0	0	**41**	1	0	18	0	1	0	0	**20**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**2**	**348**	**30**	**7**	**0**	**8**	**396**	**0**	**1**	**173**	**14**	**17**	**10**	**0**	**215**	**1**	**0**	**80**	**2**	**4**	**0**	**0**	**87**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
16:00 - 16:15	0	0	101	8	0	0	2	**111**	0	0	59	4	0	0	0	**63**	1	0	20	0	2	1	0	**24**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	0	0	109	6	1	0	1	**117**	0	0	35	2	1	2	1	**41**	0	0	12	3	0	1	0	**16**	0	0	1	1	0	0	0	**2**
16:30 - 16:45	2	0	99	9	0	0	1	**111**	0	1	47	4	0	3	0	**55**	0	0	19	1	0	1	0	**21**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	0	90	4	1	0	2	**97**	0	1	44	2	4	1	0	**52**	0	0	18	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**
Hourly Total	**2**	**0**	**399**	**27**	**2**	**0**	**6**	**436**	**0**	**2**	**185**	**12**	**5**	**6**	**1**	**211**	**1**	**0**	**69**	**4**	**2**	**3**	**0**	**79**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
17:00 - 17:15	0	0	72	5	0	0	1	**78**	1	0	43	3	1	0	0	**48**	0	0	14	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	0	1	100	6	0	0	1	**108**	0	0	58	1	0	3	0	**62**	0	0	13	1	0	0	0	**14**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	1	1	101	13	1	0	3	**120**	0	0	48	7	1	0	0	**56**	0	0	10	1	0	0	0	**11**	0	0	0	0	0	0	1	**1**
17:45 - 18:00	0	0	105	7	2	0	1	**115**	0	0	45	3	1	0	1	**50**	0	0	20	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**2**	**378**	**31**	**3**	**0**	**6**	**421**	**1**	**0**	**194**	**14**	**3**	**3**	**1**	**216**	**0**	**0**	**57**	**2**	**0**	**0**	**0**	**59**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**
18:00 - 18:15	0	0	108	6	1	0	1	**116**	0	0	49	2	0	0	0	**51**	0	0	14	0	1	0	0	**15**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	0	0	98	14	0	0	1	**113**	0	1	30	1	0	0	0	**32**	0	0	19	1	1	0	0	**21**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	97	6	0	0	0	**103**	0	0	36	2	0	0	0	**38**	0	0	17	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	0	108	8	1	0	0	**117**	0	0	24	3	2	0	0	**29**	0	0	19	0	1	0	0	**20**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**411**	**34**	**2**	**0**	**2**	**449**	**0**	**1**	**139**	**8**	**2**	**0**	**0**	**150**	**0**	**0**	**69**	**1**	**3**	**0**	**0**	**73**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**4**	**4**	**1536**	**122**	**14**	**0**	**22**	**1702**	**1**	**4**	**691**	**48**	**27**	**19**	**2**	**792**	**2**	**0**	**275**	**9**	**9**	**3**	**0**	**298**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**

	From A								To A							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	0	36	5	1	1	2	**46**	0	1	80	11	0	3	2	**97**
07:15 - 07:30	0	0	59	5	1	2	2	**69**	0	1	82	4	4	1	2	**94**
07:30 - 07:45	1	0	83	12	4	3	1	**94**	2	0	130	17	1	2	0	**152**
07:45 - 08:00	0	0	82	6	4	0	2	**94**	0	0	175	18	2	3	2	**200**
Hourly Total	**2**	**0**	**240**	**28**	**10**	**6**	**7**	**293**	**2**	**2**	**467**	**50**	**7**	**9**	**6**	**543**
08:00 - 08:15	0	0	116	15	3	2	2	**138**	1	0	151	4	3	0	2	**161**
08:15 - 08:30	0	0	152	16	8	1	3	**180**	0	0	185	4	2	1	2	**194**
08:30 - 08:45	1	0	126	13	5	2	2	**149**	0	0	196	8	6	3	1	**214**
08:45 - 09:00	0	0	98	14	5	1	4	**122**	1	0	172	15	4	2	4	**198**
Hourly Total	**1**	**0**	**492**	**58**	**21**	**6**	**11**	**589**	**2**	**0**	**704**	**31**	**15**	**6**	**9**	**767**
09:00 - 09:15	0	0	92	16	2	0	1	**111**	0	2	151	10	3	2	4	**172**
09:15 - 09:30	0	1	84	11	4	4	1	**105**	0	1	107	9	0	0	1	**118**
09:30 - 09:45	0	0	84	9	3	4	2	**102**	1	0	120	13	6	2	1	**143**
09:45 - 10:00	0	0	55	13	2	2	1	**73**	0	0	114	10	1	4	2	**131**
Hourly Total	**0**	**1**	**315**	**49**	**11**	**10**	**5**	**391**	**1**	**3**	**492**	**42**	**10**	**8**	**8**	**564**
Session Total	**3**	**1**	**1047**	**135**	**42**	**22**	**23**	**1273**	**5**	**5**	**1663**	**123**	**32**	**23**	**23**	**1874**
15:00 - 15:15	0	0	155	9	7	5	1	**177**	0	0	149	9	2	3	1	**164**
15:15 - 15:30	1	1	145	5	4	2	2	**160**	0	0	100	13	6	1	1	**121**
15:30 - 15:45	0	1	163	16	8	3	3	**194**	0	0	125	8	5	0	2	**140**
15:45 - 16:00	1	1	140	16	9	0	2	**169**	0	0	104	9	1	3	1	**118**
Hourly Total	**2**	**3**	**603**	**46**	**28**	**10**	**8**	**700**	**0**	**0**	**508**	**39**	**14**	**7**	**5**	**573**
16:00 - 16:15	1	0	180	12	2	1	2	**198**	1	0	127	12	6	0	3	**149**
16:15 - 16:30	0	0	157	12	2	3	2	**176**	2	0	116	14	2	0	1	**135**
16:30 - 16:45	2	1	165	14	0	4	1	**187**	0	0	124	8	3	0	3	**138**
16:45 - 17:00	0	1	152	6	5	1	2	**167**	0	0	107	9	1	1	2	**170**
Hourly Total	**3**	**2**	**654**	**44**	**9**	**9**	**7**	**720**	**3**	**0**	**524**	**43**	**12**	**1**	**9**	**592**
17:00 - 17:15	1	0	129	8	1	0	1	**140**	0	2	138	6	1	0	1	**148**
17:15 - 17:30	0	1	171	8	0	3	1	**184**	0	1	108	1	3	0	1	**114**
17:30 - 17:45	1	1	160	21	2	0	3	**188**	0	0	123	6	4	0	2	**135**
17:45 - 18:00	0	0	170	10	3	0	2	**185**	0	0	122	12	1	0	2	**137**
Hourly Total	**2**	**2**	**630**	**47**	**6**	**3**	**7**	**697**	**0**	**3**	**491**	**25**	**9**	**0**	**6**	**534**
18:00 - 18:15	0	0	171	8	2	0	1	**182**	0	0	133	8	1	0	3	**146**
18:15 - 18:30	0	1	147	16	1	0	1	**166**	0	0	137	8	2	0	0	**147**
18:30 - 18:45	0	0	160	8	0	0	0	**168**	0	0	119	6	3	0	2	**130**
18:45 - 19:00	0	0	152	11	4	0	0	**167**	0	1	112	2	1	0	0	**116**
Hourly Total	**0**	**1**	**630**	**43**	**7**	**0**	**2**	**673**	**0**	**1**	**501**	**24**	**7**	**0**	**5**	**539**
Session Total	**7**	**8**	**2507**	**180**	**50**	**22**	**24**	**2798**	**3**	**5**	**2024**	**131**	**42**	**8**	**25**	**2238**

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Station Road / B - B6117 Station Road / C - Forge Lane / D - B6117 Thornhill Road

Approach: B - B6117 Station Road

	B to C								B to D								B to A								B to B							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	2	1	1	1	0	**5**	0	1	59	3	0	0	0	**63**	0	0	68	9	0	0	2	**79**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	4	0	1	1	0	**6**	1	1	74	7	1	0	0	**84**	0	1	64	3	1	0	1	**70**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	2	2	1	0	0	**5**	1	1	85	9	0	1	0	**97**	0	0	104	14	1	0	0	**119**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	7	0	1	0	0	**8**	0	2	101	6	2	2	0	**113**	0	0	141	12	2	1	2	**158**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**15**	**3**	**4**	**2**	**0**	**24**	**2**	**5**	**319**	**25**	**3**	**3**	**0**	**357**	**0**	**1**	**377**	**38**	**4**	**1**	**5**	**426**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	10	0	0	0	0	**10**	0	0	99	6	0	0	0	**105**	1	0	107	3	1	0	2	**114**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	0	2	0	1	0	0	**3**	0	0	98	3	3	0	0	**104**	0	0	134	2	1	0	2	**139**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	1	0	0	0	0	**1**	0	0	88	10	2	1	0	**101**	0	0	128	4	2	0	1	**135**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	0	3	0	1	0	0	**4**	1	0	55	6	3	0	0	**65**	0	0	84	9	1	0	1	**95**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**16**	**0**	**2**	**0**	**0**	**18**	**1**	**0**	**340**	**25**	**8**	**1**	**0**	**375**	**1**	**0**	**453**	**18**	**5**	**0**	**6**	**483**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
09:00 - 09:15	0	0	3	1	0	1	0	**5**	0	0	54	5	0	0	0	**59**	0	0	97	7	1	0	2	**107**	0	0	1	0	0	0	0	**1**
09:15 - 09:30	0	1	6	0	0	0	0	**7**	0	0	41	3	1	0	0	**45**	0	1	75	3	0	0	1	**80**	0	0	0	0	0	0	0	**0**
09:30 - 09:45	0	0	5	0	0	2	0	**7**	0	1	30	9	1	0	0	**41**	1	0	92	7	2	1	1	**104**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	4	1	1	0	0	**6**	0	0	34	8	1	0	0	**43**	0	0	72	5	1	0	2	**80**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**18**	**2**	**1**	**3**	**0**	**25**	**0**	**1**	**159**	**25**	**3**	**0**	**0**	**188**	**1**	**1**	**336**	**22**	**4**	**1**	**6**	**371**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**0**	**1**	**49**	**5**	**7**	**5**	**0**	**67**	**3**	**6**	**818**	**75**	**14**	**4**	**0**	**920**	**2**	**2**	**1166**	**78**	**13**	**2**	**17**	**1280**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
15:00 - 15:15	0	0	7	1	0	2	0	**10**	0	0	36	7	1	0	0	**44**	0	0	85	7	1	0	1	**94**	0	0	1	0	0	0	0	**1**
15:15 - 15:30	0	0	17	2	1	0	1	**21**	1	0	47	3	5	0	0	**56**	0	0	57	5	4	0	1	**67**	0	0	0	0	0	0	0	**0**
15:30 - 15:45	0	0	5	3	0	0	0	**8**	0	0	52	6	2	0	0	**60**	0	0	68	4	0	0	1	**73**	0	0	0	0	0	0	0	**0**
15:45 - 16:00	0	0	6	1	1	1	0	**9**	1	0	41	4	1	0	0	**47**	0	0	71	5	1	0	1	**78**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**35**	**7**	**2**	**3**	**1**	**48**	**2**	**0**	**176**	**20**	**9**	**0**	**0**	**207**	**0**	**0**	**281**	**21**	**6**	**0**	**4**	**312**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
16:00 - 16:15	0	0	15	2	0	1	0	**18**	0	0	34	6	4	0	0	**44**	1	0	67	8	3	0	2	**81**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	0	0	4	2	0	0	0	**6**	0	0	38	2	3	0	0	**43**	1	0	70	9	0	0	1	**81**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	0	12	0	0	0	0	**12**	0	0	50	4	0	0	0	**54**	0	0	77	4	0	0	2	**83**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	0	13	0	2	0	0	**15**	0	2	62	2	0	0	0	**66**	0	0	93	5	0	0	2	**100**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**44**	**4**	**2**	**1**	**0**	**51**	**0**	**2**	**184**	**14**	**7**	**0**	**0**	**207**	**2**	**0**	**307**	**26**	**3**	**0**	**7**	**345**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	14	0	0	0	0	**14**	0	0	57	4	2	0	0	**63**	0	1	88	3	0	0	1	**93**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	0	0	14	0	0	0	0	**14**	0	0	37	3	1	0	0	**41**	0	1	60	1	2	0	1	**65**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	0	0	9	0	0	0	0	**9**	0	1	47	3	2	0	0	**53**	0	0	85	6	1	0	1	**93**	0	0	0	0	0	0	0	**0**
17:45 - 18:00	0	0	8	0	1	0	0	**9**	0	0	44	3	0	0	0	**47**	0	0	72	9	0	0	2	**83**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**45**	**0**	**1**	**0**	**0**	**46**	**0**	**1**	**185**	**13**	**5**	**0**	**0**	**204**	**0**	**2**	**305**	**19**	**3**	**0**	**5**	**334**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	12	1	0	0	0	**13**	0	0	50	1	1	0	0	**52**	0	1	85	7	0	0	3	**96**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	0	0	10	0	0	1	0	**11**	0	0	45	2	2	0	0	**49**	0	0	87	7	1	0	0	**95**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	3	0	0	0	0	**3**	0	0	40	3	0	0	0	**43**	0	0	86	4	0	0	1	**91**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	0	3	0	0	0	0	**3**	0	0	36	2	0	0	0	**38**	0	1	73	2	1	0	0	**77**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**28**	**1**	**0**	**1**	**0**	**30**	**0**	**0**	**171**	**8**	**3**	**0**	**0**	**182**	**0**	**2**	**331**	**20**	**2**	**0**	**4**	**359**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**152**	**12**	**5**	**5**	**1**	**175**	**2**	**3**	**716**	**55**	**24**	**0**	**0**	**800**	**2**	**4**	**1224**	**86**	**14**	**0**	**20**	**1350**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

	From B								To B							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	129	13	1	1	2	**147**	1	0	37	6	2	2	2	**50**
07:15 - 07:30	1	2	142	10	3	1	1	**160**	0	0	66	8	2	1	2	**79**
07:30 - 07:45	1	1	191	25	2	1	0	**221**	0	0	81	16	3	1	1	**102**
07:45 - 08:00	0	2	240	18	5	3	2	**270**	0	1	84	7	4	0	2	**98**
Hourly Total	**2**	**6**	**711**	**66**	**11**	**6**	**5**	**807**	**1**	**1**	**268**	**37**	**11**	**4**	**7**	**329**
08:00 - 08:15	1	0	216	9	1	0	2	**229**	0	0	118	17	6	1	2	**142**
08:15 - 08:30	0	0	234	5	5	0	2	**246**	0	1	126	14	5	0	2	**148**
08:30 - 08:45	0	0	217	14	4	1	1	**237**	1	0	119	10	3	0	2	**135**
08:45 - 09:00	1	0	143	15	5	0	1	**165**	0	0	110	14	6	0	2	**132**
Hourly Total	**2**	**0**	**810**	**43**	**15**	**1**	**6**	**877**	**1**	**1**	**473**	**55**	**20**	**1**	**8**	**557**
09:00 - 09:15	0	0	154	14	1	1	2	**172**	0	0	94	21	2	0	1	**108**
09:15 - 09:30	0	2	122	6	1	0	1	**132**	0	0	85	17	7	0	2	**111**
09:30 - 09:45	1	1	127	16	3	3	1	**152**	0	0	73	12	3	0	2	**90**
09:45 - 10:00	0	0	110	14	3	0	2	**129**	0	0	72	13	3	0	1	**89**
Hourly Total	**1**	**3**	**513**	**50**	**8**	**4**	**6**	**585**	**0**	**0**	**324**	**63**	**15**	**0**	**6**	**398**
Session Total	**5**	**9**	**2034**	**159**	**34**	**11**	**17**	**2269**	**2**	**2**	**1053**	**155**	**46**	**5**	**21**	**1284**
15:00 - 15:15	0	0	129	15	2	2	1	**149**	0	1	150	12	3	0	1	**167**
15:15 - 15:30	1	0	121	10	10	0	2	**144**	1	2	152	5	1	1	2	**164**
15:30 - 15:45	0	0	125	13	2	0	1	**141**	0	1	155	18	8	2	3	**187**
15:45 - 16:00	1	0	119	10	3	1	1	**135**	0	0	165	21	5	1	2	**194**
Hourly Total	**2**	**0**	**494**	**48**	**17**	**3**	**5**	**569**	**1**	**4**	**622**	**56**	**17**	**4**	**8**	**712**
16:00 - 16:15	1	0	116	16	7	1	2	**143**	0	0	184	13	3	0	2	**202**
16:15 - 16:30	1	0	112	13	3	0	1	**130**	0	1	211	19	2	2	1	**236**
16:30 - 16:45	0	0	139	8	0	0	2	**149**	2	1	198	15	4	2	1	**223**
16:45 - 17:00	0	2	168	7	2	0	2	**181**	0	1	212	8	5	1	2	**229**
Hourly Total	**2**	**2**	**535**	**44**	**12**	**1**	**7**	**603**	**2**	**3**	**805**	**55**	**14**	**5**	**6**	**890**
17:00 - 17:15	0	1	159	7	2	0	1	**170**	0	0	205	16	1	0	1	**223**
17:15 - 17:30	0	1	111	4	3	0	1	**120**	1	2	205	15	0	0	1	**224**
17:30 - 17:45	0	1	141	9	3	0	1	**155**	1	2	192	16	2	0	3	**216**
17:45 - 18:00	0	0	124	12	1	0	2	**139**	0	1	191	11	2	0	1	**206**
Hourly Total	**0**	**3**	**535**	**32**	**9**	**0**	**5**	**584**	**2**	**5**	**793**	**58**	**5**	**0**	**6**	**869**
18:00 - 18:15	0	1	147	9	1	0	3	**161**	0	0	177	10	2	1	1	**191**
18:15 - 18:30	0	0	142	9	3	1	0	**155**	0	0	157	10	0	0	1	**168**
18:30 - 18:45	0	0	129	7	0	0	1	**137**	0	0	160	12	0	0	0	**172**
18:45 - 19:00	0	1	112	4	1	0	0	**118**	0	0	150	9	1	0	0	**160**
Hourly Total	**0**	**2**	**530**	**29**	**5**	**1**	**4**	**571**	**0**	**0**	**644**	**49**	**3**	**1**	**2**	**699**
Session Total	**4**	**7**	**2094**	**153**	**43**	**5**	**21**	**2327**	**5**	**12**	**2664**	**218**	**39**	**10**	**22**	**3170**

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Station Road / B - B6117 Station Road / C - Forge Lane / D - B6117 Thornhill Road

Approach: C - Forge Lane

C to D

TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	4	1	0	0	0	5
07:15 - 07:30	0	0	6	0	0	2	0	8
07:30 - 07:45	0	0	6	2	0	0	0	8
07:45 - 08:00	0	0	7	1	0	0	0	8
Hourly Total	**0**	**0**	**23**	**4**	**0**	**2**	**0**	**29**
08:00 - 08:15	0	0	13	5	1	1	0	20
08:15 - 08:30	0	0	21	1	0	1	0	23
08:30 - 08:45	0	0	25	1	0	0	1	27
08:45 - 09:00	0	0	11	2	1	0	2	16
Hourly Total	**0**	**0**	**70**	**9**	**2**	**2**	**3**	**86**
09:00 - 09:15	0	0	10	2	0	0	0	12
09:15 - 09:30	0	0	4	3	1	0	0	8
09:30 - 09:45	0	0	8	6	0	0	0	14
09:45 - 10:00	0	0	4	0	1	1	0	6
Hourly Total	**0**	**0**	**26**	**11**	**2**	**1**	**0**	**40**
Session Total	**0**	**0**	**119**	**24**	**4**	**5**	**3**	**155**
15:00 - 15:15	0	0	10	1	0	2	2	15
15:15 - 15:30	0	0	9	1	0	3	0	13
15:30 - 15:45	0	0	8	4	1	1	0	14
15:45 - 16:00	0	0	17	0	1	2	0	20
Hourly Total	**0**	**0**	**44**	**6**	**2**	**8**	**2**	**62**
16:00 - 16:15	0	0	9	1	0	2	0	12
16:15 - 16:30	0	0	9	2	0	1	0	12
16:30 - 16:45	0	0	6	3	1	1	0	11
16:45 - 17:00	0	0	9	2	0	0	0	11
Hourly Total	**0**	**0**	**33**	**8**	**1**	**4**	**0**	**46**
17:00 - 17:15	0	0	17	1	1	0	0	19
17:15 - 17:30	0	0	7	0	2	0	0	9
17:30 - 17:45	0	0	9	0	0	0	0	9
17:45 - 18:00	0	0	6	0	0	1	0	7
Hourly Total	**0**	**0**	**39**	**1**	**3**	**1**	**0**	**44**
18:00 - 18:15	0	0	11	0	0	0	0	11
18:15 - 18:30	0	0	11	0	0	1	0	12
18:30 - 18:45	0	0	9	0	0	0	0	9
18:45 - 19:00	0	0	6	0	1	0	0	7
Hourly Total	**0**	**0**	**37**	**0**	**1**	**1**	**0**	**39**
Session Total	**0**	**0**	**153**	**15**	**7**	**14**	**2**	**191**

C to A

TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	6	2	0	3	0	12
07:15 - 07:30	0	0	9	1	2	1	1	14
07:30 - 07:45	2	0	19	2	0	2	0	25
07:45 - 08:00	0	0	26	4	0	2	0	32
Hourly Total	**2**	**1**	**60**	**9**	**2**	**8**	**1**	**83**
08:00 - 08:15	0	0	29	1	0	0	0	30
08:15 - 08:30	0	0	33	1	1	1	0	36
08:30 - 08:45	0	0	42	0	0	3	0	45
08:45 - 09:00	1	0	38	2	1	1	3	46
Hourly Total	**1**	**0**	**142**	**4**	**2**	**5**	**3**	**157**
09:00 - 09:15	0	1	40	2	2	2	2	49
09:15 - 09:30	0	0	23	4	0	0	0	27
09:30 - 09:45	0	0	19	2	3	1	0	25
09:45 - 10:00	0	0	26	2	0	4	0	32
Hourly Total	**0**	**1**	**108**	**10**	**5**	**7**	**2**	**133**
Session Total	**3**	**2**	**310**	**23**	**9**	**20**	**6**	**373**
15:00 - 15:15	0	0	38	1	1	3	0	43
15:15 - 15:30	0	0	27	7	2	1	0	37
15:30 - 15:45	0	0	38	0	3	0	1	42
15:45 - 16:00	0	0	44	4	0	3	0	51
Hourly Total	**0**	**0**	**147**	**12**	**6**	**7**	**1**	**173**
16:00 - 16:15	0	0	33	3	2	0	1	39
16:15 - 16:30	0	0	27	3	2	0	0	33
16:30 - 16:45	0	0	33	4	2	0	1	40
16:45 - 17:00	0	0	34	1	0	1	0	36
Hourly Total	**0**	**0**	**127**	**11**	**6**	**1**	**2**	**148**
17:00 - 17:15	0	0	33	3	0	0	0	36
17:15 - 17:30	0	0	31	0	0	0	0	31
17:30 - 17:45	0	0	21	0	1	0	1	23
17:45 - 18:00	0	0	33	3	1	0	0	37
Hourly Total	**0**	**0**	**118**	**6**	**2**	**0**	**1**	**127**
18:00 - 18:15	0	0	30	1	1	0	0	32
18:15 - 18:30	0	0	27	0	1	0	0	28
18:30 - 18:45	0	0	23	1	1	0	1	26
18:45 - 19:00	0	0	15	0	0	0	0	15
Hourly Total	**0**	**0**	**95**	**2**	**3**	**0**	**1**	**101**
Session Total	**1**	**0**	**487**	**31**	**17**	**8**	**5**	**549**

C to B

TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	3	0	0	0	0	3
07:15 - 07:30	0	0	4	2	0	0	0	6
07:30 - 07:45	0	0	10	3	1	0	0	14
07:45 - 08:00	0	0	13	1	0	0	0	14
Hourly Total	**0**	**0**	**30**	**6**	**1**	**0**	**0**	**37**
08:00 - 08:15	0	0	8	2	0	0	0	10
08:15 - 08:30	0	1	12	0	0	0	0	13
08:30 - 08:45	0	0	10	1	0	0	0	11
08:45 - 09:00	0	0	12	1	1	0	0	14
Hourly Total	**0**	**1**	**42**	**4**	**1**	**0**	**0**	**48**
09:00 - 09:15	0	0	3	1	0	0	0	4
09:15 - 09:30	0	0	4	5	3	0	0	12
09:30 - 09:45	0	0	4	3	1	0	1	9
09:45 - 10:00	0	0	13	1	1	0	0	15
Hourly Total	**0**	**0**	**24**	**10**	**5**	**0**	**1**	**40**
Session Total	**0**	**1**	**96**	**20**	**7**	**0**	**1**	**125**
15:00 - 15:15	0	0	11	2	0	0	0	14
15:15 - 15:30	0	0	3	1	0	1	0	5
15:30 - 15:45	0	0	13	1	1	2	0	17
15:45 - 16:00	0	0	23	2	2	1	0	28
Hourly Total	**0**	**0**	**50**	**6**	**3**	**4**	**0**	**64**
16:00 - 16:15	0	0	17	1	1	0	0	19
16:15 - 16:30	0	0	17	5	1	2	0	25
16:30 - 16:45	0	0	12	1	0	1	0	14
16:45 - 17:00	0	0	19	0	4	1	0	24
Hourly Total	**0**	**0**	**65**	**7**	**6**	**4**	**0**	**82**
17:00 - 17:15	0	0	25	2	1	0	0	28
17:15 - 17:30	0	0	9	2	0	0	0	11
17:30 - 17:45	0	0	14	1	0	0	0	15
17:45 - 18:00	0	0	10	2	0	1	0	13
Hourly Total	**0**	**0**	**58**	**7**	**1**	**0**	**0**	**67**
18:00 - 18:15	0	0	7	1	0	1	0	9
18:15 - 18:30	0	0	7	3	0	0	0	10
18:30 - 18:45	0	0	8	2	0	0	0	10
18:45 - 19:00	0	0	9	1	0	0	0	10
Hourly Total	**0**	**0**	**31**	**7**	**0**	**1**	**0**	**39**
Session Total	**0**	**1**	**204**	**27**	**10**	**9**	**0**	**251**

C to C

TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	1	1	0	0	0	0	2
15:15 - 15:30	0	0	0	0	0	2	0	2
15:30 - 15:45	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**4**
16:00 - 16:15	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**4**

From C

TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	13	3	0	3	0	20
07:15 - 07:30	0	0	19	3	2	3	1	28
07:30 - 07:45	2	0	35	7	1	2	0	47
07:45 - 08:00	0	0	46	6	0	2	0	54
Hourly Total	**2**	**1**	**113**	**19**	**3**	**10**	**1**	**149**
08:00 - 08:15	0	0	50	8	1	1	0	60
08:15 - 08:30	0	1	66	2	1	2	0	72
08:30 - 08:45	0	0	77	2	0	3	1	83
08:45 - 09:00	1	0	61	5	3	1	5	76
Hourly Total	**1**	**1**	**254**	**17**	**5**	**7**	**6**	**291**
09:00 - 09:15	0	1	53	5	2	2	2	65
09:15 - 09:30	0	0	31	12	4	0	0	47
09:30 - 09:45	0	0	31	11	4	1	1	48
09:45 - 10:00	0	0	43	3	2	5	0	53
Hourly Total	**0**	**1**	**158**	**31**	**12**	**8**	**3**	**213**
Session Total	**3**	**3**	**525**	**67**	**20**	**25**	**10**	**653**
15:00 - 15:15	0	1	60	4	1	6	2	74
15:15 - 15:30	0	0	39	9	2	7	0	57
15:30 - 15:45	0	0	59	5	5	3	1	73
15:45 - 16:00	0	0	84	6	3	6	0	99
Hourly Total	**0**	**1**	**242**	**24**	**11**	**22**	**3**	**303**
16:00 - 16:15	0	0	59	5	3	2	1	70
16:15 - 16:30	1	0	53	10	3	3	0	70
16:30 - 16:45	0	0	51	8	3	2	1	65
16:45 - 17:00	0	0	62	3	4	2	0	71
Hourly Total	**1**	**0**	**225**	**26**	**13**	**9**	**2**	**276**
17:00 - 17:15	0	0	75	6	2	0	0	83
17:15 - 17:30	0	0	47	2	2	0	0	51
17:30 - 17:45	0	0	44	1	1	0	1	47
17:45 - 18:00	0	0	40	5	1	1	0	56
Hourly Total	**0**	**0**	**215**	**14**	**6**	**1**	**1**	**237**
18:00 - 18:15	0	0	48	2	1	1	0	52
18:15 - 18:30	0	0	45	3	1	1	0	50
18:30 - 18:45	0	0	40	3	1	0	1	45
18:45 - 19:00	0	0	30	1	1	0	0	32
Hourly Total	**0**	**0**	**163**	**9**	**4**	**2**	**1**	**179**
Session Total	**1**	**1**	**645**	**73**	**34**	**34**	**7**	**995**

To C

TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	16	2	1	2	1	22
07:15 - 07:30	0	0	22	3	1	4	0	30
07:30 - 07:45	1	0	18	6	3	2	0	30
07:45 - 08:00	0	0	37	5	3	0	0	45
Hourly Total	**1**	**0**	**93**	**16**	**8**	**8**	**1**	**127**
08:00 - 08:15	0	0	46	6	1	1	0	54
08:15 - 08:30	0	0	81	4	4	2	1	92
08:30 - 08:45	0	0	53	9	2	2	1	67
08:45 - 09:00	0	0	53	9	4	1	3	70
Hourly Total	**0**	**0**	**233**	**28**	**11**	**6**	**5**	**283**
09:00 - 09:15	0	0	32	4	0	1	0	37
09:15 - 09:30	0	2	32	4	0	4	0	42
09:30 - 09:45	0	0	36	6	2	6	0	50
09:45 - 10:00	0	0	12	8	4	2	0	26
Hourly Total	**0**	**2**	**112**	**22**	**6**	**13**	**0**	**155**
Session Total	**1**	**2**	**438**	**66**	**25**	**27**	**6**	**565**
15:00 - 15:15	0	0	69	5	5	9	0	88
15:15 - 15:30	0	0	71	10	4	7	1	93
15:30 - 15:45	0	0	71	9	9	4	0	93
15:45 - 16:00	0	1	47	5	6	3	0	62
Hourly Total	**0**	**1**	**258**	**29**	**26**	**23**	**1**	**338**
16:00 - 16:15	0	0	87	8	0	1	0	96
16:15 - 16:30	0	0	53	5	1	3	1	63
16:30 - 16:45	0	1	67	6	0	3	0	77
16:45 - 17:00	0	0	69	4	6	1	0	81
Hourly Total	**0**	**2**	**276**	**23**	**7**	**8**	**1**	**317**
17:00 - 17:15	1	1	86	5	1	0	0	93
17:15 - 17:30	0	0	97	3	0	3	0	103
17:30 - 17:45	0	0	73	10	1	0	0	84
17:45 - 18:00	0	0	65	3	2	0	1	71
Hourly Total	**1**	**1**	**320**	**21**	**4**	**3**	**1**	**351**
18:00 - 18:15	0	0	71	3	0	0	0	74
18:15 - 18:30	0	1	57	1	0	1	0	60
18:30 - 18:45	0	0	47	2	0	0	0	49
18:45 - 19:00	0	0	31	3	2	0	0	36
Hourly Total	**0**	**1**	**206**	**9**	**2**	**1**	**0**	**219**
Session Total	**1**	**5**	**1060**	**82**	**39**	**35**	**3**	**1225**

Dewsbury - Manual Traffic Survey: Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Station Road / B - B6117 Station Road / C - Forge Lane / D - B6117 Thornhill Road

Approach: D - B6117 Thornhill Road

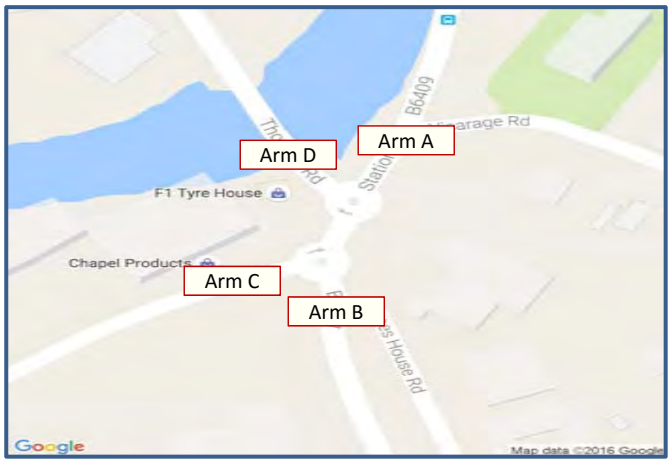
	D to A								D to B								D to C								D to D							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	6	0	0	0	0	**6**	0	0	16	4	1	2	1	**24**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	9	0	1	0	0	**10**	0	0	28	3	1	1	0	**33**	0	0	4	1	0	1	0	**6**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	7	1	0	0	0	**8**	0	0	24	5	0	0	0	**29**	0	0	6	2	0	0	0	**8**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	8	2	0	0	0	**10**	0	1	28	5	2	0	0	**36**	0	0	6	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**30**	**3**	**1**	**0**	**0**	**34**	**0**	**1**	**96**	**17**	**4**	**3**	**1**	**122**	**0**	**0**	**18**	**3**	**0**	**1**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	15	0	2	0	0	**17**	0	0	41	6	4	0	0	**51**	0	0	13	2	0	0	0	**15**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	0	18	1	0	0	0	**19**	0	0	48	2	1	0	0	**49**	0	0	20	1	0	1	0	**22**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	26	4	4	0	0	**34**	0	0	33	2	2	0	0	**37**	0	0	14	4	0	1	1	**20**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	0	50	4	2	1	0	**57**	0	0	43	6	3	0	0	**52**	0	0	18	4	0	0	2	**24**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**109**	**9**	**8**	**1**	**0**	**127**	**0**	**0**	**163**	**16**	**10**	**0**	**0**	**189**	**0**	**0**	**65**	**11**	**0**	**2**	**3**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	1	14	1	0	0	0	**16**	0	0	27	9	0	0	0	**36**	0	0	5	1	0	0	0	**6**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	9	2	0	0	0	**11**	0	0	26	5	1	0	1	**33**	0	0	6	1	0	0	0	**7**	0	0	0	0	0	0	0	**0**
09:30 - 09:45	0	0	9	4	1	0	0	**14**	0	0	21	3	1	0	0	**25**	0	0	4	4	0	0	0	**8**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	16	3	0	0	0	**19**	0	0	19	6	1	0	0	**26**	0	0	3	1	2	1	0	**7**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**48**	**10**	**1**	**0**	**0**	**60**	**0**	**0**	**93**	**23**	**3**	**0**	**1**	**120**	**0**	**0**	**18**	**7**	**2**	**1**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**1**	**187**	**22**	**10**	**1**	**0**	**221**	**0**	**1**	**352**	**56**	**17**	**3**	**2**	**451**	**0**	**0**	**101**	**21**	**2**	**4**	**3**	**131**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	24	1	0	0	0	**25**	0	0	52	4	1	0	0	**57**	0	0	14	2	1	1	0	**18**	0	0	0	0	0	0	0	**0**
15:15 - 15:30	0	0	16	1	0	0	0	**17**	0	1	64	3	0	0	0	**68**	0	0	13	4	1	3	0	**21**	0	0	1	0	0	0	0	**1**
15:30 - 15:45	0	0	19	4	2	0	0	**25**	0	0	56	7	5	0	0	**68**	0	0	12	1	4	1	0	**18**	0	0	0	0	0	0	0	**0**
15:45 - 16:00	0	0	19	0	0	0	0	**19**	0	0	50	6	1	0	0	**57**	0	0	10	1	1	2	0	**14**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**78**	**6**	**2**	**0**	**0**	**86**	**0**	**1**	**222**	**20**	**7**	**0**	**0**	**250**	**0**	**0**	**49**	**8**	**7**	**7**	**0**	**71**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
16:00 - 16:15	0	0	27	1	1	0	0	**29**	0	0	66	4	2	0	0	**72**	0	0	13	2	0	0	0	**15**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	0	0	18	1	0	0	0	**19**	0	1	85	8	0	0	0	**94**	0	0	14	1	0	1	0	**16**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	0	14	0	1	0	0	**15**	0	1	87	5	4	1	0	**98**	0	0	8	2	0	0	0	**10**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	0	30	3	1	0	0	**34**	0	1	103	4	0	0	0	**108**	0	0	12	2	0	0	0	**14**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**89**	**5**	**3**	**0**	**0**	**97**	**0**	**3**	**341**	**21**	**6**	**1**	**0**	**372**	**0**	**0**	**47**	**7**	**0**	**1**	**0**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	1	17	0	1	0	0	**19**	0	0	108	9	0	0	0	**117**	0	1	28	2	0	0	0	**31**	0	0	1	0	0	0	0	**1**
17:15 - 17:30	0	0	17	0	1	0	0	**18**	1	1	96	7	0	0	0	**105**	0	0	25	2	0	0	0	**27**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	0	0	16	0	2	0	0	**18**	0	1	77	2	1	0	0	**81**	0	0	16	3	0	0	0	**19**	0	0	0	0	0	0	0	**0**
17:45 - 18:00	0	0	17	0	0	0	0	**17**	0	1	76	2	0	0	0	**79**	0	0	12	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**67**	**0**	**4**	**0**	**0**	**72**	**1**	**3**	**357**	**20**	**1**	**0**	**0**	**382**	**0**	**1**	**81**	**7**	**0**	**0**	**0**	**89**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	18	0	0	0	0	**18**	0	0	62	3	1	0	0	**66**	0	0	10	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	0	0	23	1	0	0	0	**24**	0	0	52	1	0	0	0	**53**	0	0	17	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	10	1	2	0	0	**13**	0	0	55	4	0	0	0	**59**	0	0	8	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	0	23	0	0	0	0	**23**	0	0	33	0	0	0	0	**33**	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**74**	**2**	**2**	**0**	**0**	**78**	**0**	**0**	**202**	**8**	**1**	**0**	**0**	**211**	**0**	**0**	**39**	**0**	**0**	**0**	**0**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**1**	**308**	**13**	**11**	**0**	**0**	**333**	**1**	**7**	**1122**	**69**	**15**	**1**	**0**	**1215**	**0**	**1**	**216**	**22**	**7**	**8**	**0**	**254**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

	From D								To D							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	24	4	1	2	1	**32**	0	1	69	6	0	0	0	**76**
07:15 - 07:30	0	0	41	4	2	2	0	**49**	1	1	91	7	1	2	0	**103**
07:30 - 07:45	0	0	37	8	0	0	0	**45**	1	1	97	13	0	1	0	**113**
07:45 - 08:00	0	1	42	7	2	0	0	**52**	0	2	123	7	2	2	0	**136**
Hourly Total	**0**	**1**	**144**	**23**	**5**	**4**	**1**	**178**	**2**	**5**	**380**	**33**	**3**	**5**	**0**	**428**
08:00 - 08:15	0	0	69	8	6	0	0	**83**	0	0	138	13	1	1	0	**153**
08:15 - 08:30	0	0	84	4	1	1	0	**90**	0	0	144	5	4	1	0	**154**
08:30 - 08:45	0	0	73	10	6	1	1	**91**	0	0	125	12	4	2	1	**144**
08:45 - 09:00	0	0	111	14	5	1	2	**133**	1	0	78	10	4	0	3	**96**
Hourly Total	**0**	**0**	**337**	**36**	**18**	**3**	**3**	**397**	**1**	**0**	**485**	**40**	**13**	**4**	**4**	**547**
09:00 - 09:15	0	1	46	11	0	0	0	**58**	0	0	78	11	0	0	0	**89**
09:15 - 09:30	0	0	41	8	1	0	1	**51**	0	0	54	7	3	0	0	**64**
09:30 - 09:45	0	0	34	11	2	0	0	**47**	0	1	47	16	1	0	1	**66**
09:45 - 10:00	0	0	38	10	3	1	0	**52**	0	0	48	9	2	2	0	**61**
Hourly Total	**0**	**1**	**159**	**40**	**6**	**1**	**1**	**208**	**0**	**1**	**227**	**43**	**6**	**2**	**1**	**280**
Session Total	**0**	**2**	**640**	**99**	**29**	**8**	**5**	**793**	**3**	**6**	**1092**	**116**	**22**	**11**	**5**	**1255**
15:00 - 15:15	0	0	90	7	2	1	0	**100**	0	0	66	9	2	2	2	**81**
15:15 - 15:30	0	1	94	8	1	3	0	**107**	1	0	76	4	6	3	0	**90**
15:30 - 15:45	0	0	87	12	11	1	0	**111**	0	0	83	11	4	1	0	**99**
15:45 - 16:00	0	0	79	7	2	2	0	**90**	2	0	76	4	3	2	0	**87**
Hourly Total	**0**	**1**	**350**	**34**	**16**	**7**	**0**	**408**	**3**	**0**	**301**	**28**	**15**	**8**	**2**	**357**
16:00 - 16:15	0	0	106	7	3	0	0	**116**	1	0	63	7	6	3	0	**80**
16:15 - 16:30	0	1	117	10	0	1	0	**129**	0	0	59	7	3	2	0	**71**
16:30 - 16:45	0	1	109	7	5	1	0	**123**	0	0	75	8	1	2	0	**86**
16:45 - 17:00	0	1	145	9	1	0	0	**156**	0	2	89	4	0	0	0	**95**
Hourly Total	**0**	**3**	**477**	**33**	**9**	**2**	**0**	**524**	**1**	**2**	**286**	**26**	**10**	**7**	**0**	**332**
17:00 - 17:15	0	2	154	11	1	0	0	**168**	0	0	89	5	3	0	0	**97**
17:15 - 17:30	1	1	138	9	1	0	0	**150**	0	0	57	4	3	0	0	**64**
17:30 - 17:45	0	1	100	5	3	0	0	**110**	0	1	66	4	2	0	0	**73**
17:45 - 18:00	0	1	105	2	0	0	0	**108**	0	0	73	3	0	1	0	**77**
Hourly Total	**1**	**5**	**506**	**27**	**5**	**0**	**0**	**544**	**0**	**1**	**285**	**16**	**8**	**1**	**0**	**308**
18:00 - 18:15	0	0	90	3	1	0	0	**94**	0	0	75	1	2	0	0	**78**
18:15 - 18:30	0	0	92	2	0	0	0	**94**	0	0	75	3	3	1	0	**82**
18:30 - 18:45	0	0	73	5	2	0	0	**80**	0	0	66	3	0	0	0	**69**
18:45 - 19:00	0	0	60	0	0	0	0	**60**	0	0	61	2	2	0	0	**65**
Hourly Total	**0**	**0**	**315**	**10**	**3**	**0**	**0**	**328**	**0**	**0**	**277**	**9**	**7**	**1**	**0**	**294**
Session Total	**1**	**9**	**1648**	**104**	**33**	**9**	**0**	**1804**	**4**	**3**	**1146**	**79**	**40**	**17**	**2**	**1291**

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Station Road / B - B6117 Station Road / C - Forge Lane / D - B6117 Thornhill Road



Vehicle Class: All classes

Start Time: 7:00

End Time: 19:00

Show Peak Times: No

Arm Destination

Arm Origin	A	B	C	D
A	6	2428	1159	478
B	2630	4	242	1720
C	922	376	4	346
D	554	1646	385	2

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Station Road / B - B6117 Station Road / C - Forge Lane / D - B6117 Thornhill Road

	A - Station Road				B - B6117 Station Road								C - Forge Lane								D - B6117 Thornhill Road							
	Lane 1				Lane 1				Lane 2				Lane 1				Lane 2				Lane 1				Lane 2			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
7:00 - 7:01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
7:01 - 7:02	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	0	0
7:02 - 7:03	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	0	0
7:03 - 7:04	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	0	0
7:04 - 7:05	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
7:05 - 7:06	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
7:06 - 7:07	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:07 - 7:08	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:08 - 7:09	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:09 - 7:10	1	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	0	0
7:10 - 7:11	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
7:11 - 7:12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
7:12 - 7:13	3	0	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:13 - 7:14	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
7:14 - 7:15	0	0	0	0	5	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:16	3	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
7:16 - 7:17	2	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:17 - 7:18	3	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:18 - 7:19	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:19 - 7:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
7:20 - 7:21	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:21 - 7:22	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:22 - 7:23	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:23 - 7:24	1	0	0	0	2	0	0	0	2	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1	0	1
7:24 - 7:25	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
7:25 - 7:26	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0
7:26 - 7:27	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0
7:27 - 7:28	0	0	0	0	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	2	0	0	0
7:28 - 7:29	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	2	0	0	0
7:29 - 7:30	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:30 - 7:31	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:31 - 7:32	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:32 - 7:33	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:33 - 7:34	4	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
7:34 - 7:35	3	1	3	1	2	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:35 - 7:36	1	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	0	0
7:36 - 7:37	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:37 - 7:38	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7:38 - 7:39	5	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0
7:39 - 7:40	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 - 7:41	2	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
7:41 - 7:42	0	0	0	0	2	0	2	0	3	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:42 - 7:43	0	0	0	0	6	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0
7:43 - 7:44	3	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	1	0	0	0
7:44 - 7:45	1	0	0	0	8	0	0	0	3	0	0	0	6	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0
7:45 - 7:46	3	0	0	0	4	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0
7:46 - 7:47	0	0	0	0	3	0	0	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0
7:47 - 7:48	0	0	0	0	1	0	0	0	1	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
7:48 - 7:49	1	0	0	0	0	0	0	0	0	0	0	0	7	1	6	0	0	0	0	0	0	0	0	0	3	0	0	0
7:49 - 7:50	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	1	0	0	0
7:50 - 7:51	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:51 - 7:52	3	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	1	0
7:52 - 7:53	3	1	1	1	1	0	0	0	3	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	2	1	2	0
7:53 - 7:54	1	0	0	0	4	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	2	0	2	0
7:54 - 7:55	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 - 7:56	0	0	0	0	0	0	0	0	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
7:56 - 7:57	2	0	2	0	1	0	0	0	3	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	2	0	1	0
7:57 - 7:58	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0
7:58 - 7:59	2	0	0	0	2	0	0	0	2	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	0	0	0
7:59 - 8:00	1	0	1	0	2	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0
8:00 - 8:01	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
8:01 - 8:02	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
8:02 - 8:03	5	0	0	0	6	0	0	0	3	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	7	1	1	0
8:03 - 8:04	3	0	0	0	5	0	1	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	7	2	7	1
8:04 - 8:05	2	1	0	0	6	0	0	0	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0
8:05 - 8:06	0	0	0	0	0	0	0	0	0	0	0	0	9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:06 - 8:07	1	0	0	0	3	0	0	0	2	0	0	0	5	0	1	0	1	0	1	0	0	0	0	0	3	0	0	0
8:07 - 8:08	2	1	2	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:08 - 8:09	9	0	0	0	1	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
8:09 - 8:10	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	4	0
8:10 - 8:11	8	0	3	0	0	0	0	0	3	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	9	0	2	0
8:11 - 8:12	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	9	0	9	0
8:12 - 8:13	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0
8:13 - 8:14	0	0	0	0	0	0	0	0	3	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
8:14 - 8:15	14	0	6	0	4	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	6	0	0	0
8:15 - 8:16	6	0	0	0	2	0	2	0	2	0	1	0	4	0	0	0	0	0	0	0	1	0	0	0	6	0	6	0
8:16 - 8:17	0	0	0	0	4	0	0	0	3	0	0	0	3	0	3	0	0	0	0	0	2	0	0	0	3	0	0	0
8:17 - 8:18	12	0	7	0	12	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
8:18 - 8:19	8	0	6	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:19 - 8:20	11	4	0	0	22	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0
8:20 - 8:21	14	0	5	0	20	0	0	0	2	0	0	0	5	0	4	0	0	0	0	0	2	0	1	0	3	0	0	0
8:21 - 8:22	12	1	12	0	22	0	3	0	2	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0
8:22 - 8:23	3	1	0	0	13	0	0	0	3	0	1	0	3	0	0	0	0	0	0	0	2	0	0	0	4	1	0	0
8:23 - 8:24	4	0	0	0	18	0	0	0	3	0	1	0	4	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0
8:24 - 8:25	4	0	2	0	16	1	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0
8:25 - 8:26	11	1	3	0	10	0	3	0	3	0	1	0	2	0	2	0	0	0	0	0	1	0	0	0	10	0	5	0
8:26 - 8:27	5	0	5	0	16	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	11	0	7	0
8:27 - 8:28	4	1	0	0	32	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	12	0	9	0
8:28 - 8:29	3	0	2	0	8	1	0	0	1	0	0	0	5	0	4	0	0	0	0	0	1	0	0	0	5	0	5	0
8:29 - 8:30	2	0	0	0	3	0	0	0	3	0	3	0	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0
8:30 - 8:31	4	0	2	0	3	0	3	0	2	0	2	0	4	0	0	0	0	0	0	0	1	0	1	0	5	0	2	0
8:31 - 8:32	4	0	4	0	1	0	1	0	3	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	3	0	3	0
8:32 - 8:33	1	0	1	0	3	0	0	0	3	0	1	0	7	1	5	1	0	0	0	0	1	0	0	0	3	0	0	0
8:33 - 8:34	4	0	0	0	17	0	5	0	1	0	1	0	7	0	7	0	0	0	0	0	1	1	1	1	6	0	0	0
8:34 - 8:35	7	1	4	1	19	1	0	0	3	0	0	0	10	1	8	1	0	0	0	0	0	0	0	0	5	0	5	0
8:35 - 8:36	0	0	0	0	4	1	0	0	1	1	0	1	8	1	3	1	0	0	0	0	0	0	0	0	4	0	2	0
8:36 - 8:37	6	1	0	0	4	1	0	0	0	0	0	0	9	0	7	0	0	0	0	0	0	0	0	0	12	1	4	1
8:37 - 8:38	11	2	3	0	5	0	0	0	3	0	0	0	6	0	6	0	1	0	0	0	0	0	0	0	14	1	12	1
8:38 - 8:39	17	1	10	0	8	0	0	0	3	0	0	0	8	0	5	0	0	0	0	0	0	0	0	0	18	0	0	0
8:39 - 8:40	16	1	16	1	2	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0	1	0	0	0	14	0	0	0
8:40 - 8:41	12	0	10	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	15	0	14	0
8:41 - 8:42	7	0	6	0	1	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	9	2	0	0
8:42 - 8:43	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:43 - 8:44	5	0	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0
8:44 - 8:45	5	0	4	0	3	0	0	0	2	0	0	0	10	0	3	0	0	0	0	0	1	0	0	0	13	1	0	0
8:45 - 8:46	2	0	2	0	12	1	3	0	2	0	2	0	12	1	10	0	0	0	0	0	2	0	2	0	9	0	9	0
8:46 - 8:47	7	1	1	0	6	0	6	0	0	0	0	0	8	1	8	1	0	0	0	0	1	0	0	0	10	0	0	0
8:47 - 8:48	8	0	6	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0
8:48 - 8:49	2	1	0	0	4	1	0	0	3	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	7	0	7	0
8:49 - 8:50	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	1	7	1
8:50 - 8:51	6	1	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0
8:51 - 8:52	6	0	5	0	1	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
8:52 - 8:53	3	0	0	0	1	0	1	0	3	0	3	0	2	0	0	0	0	0	0	0	4	0	4	0	1	0	0	0
8:53 - 8:54	0	0	0	0	1	0	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:54 - 8:55	8	1	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
8:55 - 8:56	5	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1
8:56 - 8:57	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0
8:57 - 8:58	1	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
8:58 - 8:59	1	0	1	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0
8:59 - 9:00	9	3	0	0	0	0	0	0	1	0	0	0	9	0	6	0	0	0	0	0	1	0	0	0	2	0	0	0
9:00 - 9:01	9	0	0	0	12	0	0	0	2	0	2	0	6	1	4	1	0	0	0	0	0	0	0	0	4	0	0	0
9:01 - 9:02	10	0	9	0	2	0	2	0	3	0	0	0	6	1	6	1	0	0	0	0	0	0	0	0	1	0	1	0
9:02 - 9:03	3	0	0	0	1	0	0	0	2	1	0	0	8	0	8	0	0	0	0	0	1	0	0	0	3	0	1	0
9:03 - 9:04	0	0

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Station Road / B - B6117 Station Road / C - Forge Lane / D - B6117 Thornhill Road

	A - Station Road				B - B6117 Station Road								C - Forge Lane								D - B6117 Thornhill Road							
	Lane 1				Lane 1				Lane 2				Lane 1				Lane 2				Lane 1				Lane 2			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
15:17 - 15:18	27	0	25	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	0	3	0
15:18 - 15:19	33	0	22	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	10	0	3	0
15:19 - 15:20	36	0	25	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	13	0	0	0
15:20 - 15:21	28	0	21	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	14	0	12	0
15:21 - 15:22	25	0	20	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	15	0	0	0
15:22 - 15:23	27	0	22	0	0	0	0	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	18	1	17	1
15:23 - 15:24	31	0	20	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	15	1
15:24 - 15:25	38	0	22	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	12	0	10	0
15:25 - 15:26	34	0	25	0	2	1	1	1	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0
15:26 - 15:27	31	1	26	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:27 - 15:28	26	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:28 - 15:29	25	0	23	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
15:29 - 15:30	34	1	20	0	5	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0
15:30 - 15:31	25	0	21	0	1	1	0	0	3	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0
15:31 - 15:32	8	0	5	0	1	0	0	0	2	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	4	0	0	0
15:32 - 15:33	10	1	2	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0
15:33 - 15:34	12	1	5	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
15:34 - 15:35	11	0	11	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35 - 15:36	3	0	0	0	2	0	0	0	2	0	0	0	6	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0
15:36 - 15:37	2	0	0	0	0	0	0	0	3	0	2	0	4	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
15:37 - 15:38	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
15:38 - 15:39	20	1	5	1	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0
15:39 - 15:40	14	1	11	1	1	0	0	0	2	0	2	0	3	0	0	0	0	0	0	0	1	0	0	0	7	0	7	0
15:40 - 15:41	6	2	3	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:41 - 15:42	11	1	0	0	2	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8	1	1	0
15:42 - 15:43	25	1	10	0	2	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0
15:43 - 15:44	40	1	0	0	1	0	1	0	3	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	1	2	1
15:44 - 15:45	35	2	20	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
15:45 - 15:46	3	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
15:46 - 15:47	2	0	0	0	1	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0
15:47 - 15:48	8	1	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0
15:48 - 15:49	10	2	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	5	1	0	0
15:49 - 15:50	9	1	9	1	3	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0
15:50 - 15:51	1	1	0	1	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0
15:51 - 15:52	2	0	0	0	0	0	0	0	2	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
15:52 - 15:53	6	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0
15:53 - 15:54	2	0	2	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:54 - 15:55	0	0	0	0	1	0	0	0	2	0	0	0	4	1	2	1	0	0	0	0	2	0	0	0	9	0	0	0
15:55 - 15:56	2	0	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:56 - 15:57	7	0	0	0	0	0	0	0	3	0	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0
15:57 - 15:58	3	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0
15:58 - 15:59	7	1	0	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	5	1	0	0
15:59 - 16:00	8	0	4	0	5	0	0	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	8	1	7	1
16:00 - 16:01	5	0	1	0	5	0	5	0	3	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0
16:01 - 16:02	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0
16:02 - 16:03	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
16:03 - 16:04	10	1	8	1	2	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	3	0	3	0
16:04 - 16:05	10	0	4	0	0	0	0	0	1	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	7	0	0	0
16:05 - 16:06	12	0	3	0	2	1	0	0	3	0	0	0	3	0	1	0	0	0	0	0	1	0	0	0	5	0	0	0
16:06 - 16:07	8	0	4	0	4	1	4	1	2	0	2	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
16:07 - 16:08	12	0	0	0	3	0	0	0	0	0	0	0	3	1	2	1	0	0	0	0	1	0	0	0	2	0	0	0
16:08 - 16:09	36	1	7	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	4	0
16:09 - 16:10	26	0	21	0	2	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	9	1	0	0
16:10 - 16:11	25	0	21	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
16:11 - 16:12	12	0	11	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
16:12 - 16:13	7	0	4	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
16:13 - 16:14	2	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:14 - 16:15	3	0	0	0	0	0	0	0	2	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0
16:15 - 16:16	0	0	0	0	2	1	0	0	3	0	1	0	2	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0
16:16 - 16:17	1	0	0	0	5	0	0	0	3	0	3	0	7	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0
16:17 - 16:18	3	0	2	0	1	0	1	0	3	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	14	0	7	0
16:18 - 16:19	32	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	14	0
16:19 - 16:20	13	0	20	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	20	0	17	0
16:20 - 16:21	22	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	13	0
16:21 - 16:22	29	0	26	0	1	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0
16:22 - 16:23	28	0	23	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0
16:23 - 16:24	37	1	23	0	2	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
16:24 - 16:25	34	1	16	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:25 - 16:26	12	0	0	0	1	0	0	0	3	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0
16:26 - 16:27	34	0	12	0	3	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0
16:27 - 16:28	28	0	26	1	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
16:28 - 16:29	13	0	13	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0
16:29 - 16:30	10	1	7	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0
16:30 - 16:31	13	0	3	0	1	0	1	0	2	0	2	0	1	1	1	0	0	0	0	0	0	0	0	0	4	0	4	0
16:31 - 16:32	10	0	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0
16:32 - 16:33	14	1	10	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	7	0
16:33 - 16:34	18	1	6	0	5	0	0	0	3	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0
16:34 - 16:35	34	0	20	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	13	0	2	0
16:35 - 16:36	30	0	25	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
16:36 - 16:37	29	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
16:37 - 16:38	28	0	21	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0
16:38 - 16:39	37	0	21	0	1	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	3	0
16:39 - 16:40	31	0	23	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
16:40 - 16:41	39	1	22	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0
16:41 - 16:42	38	0	20	0	0	0	0	0	3	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	1	0
16:42 - 16:43	33	0	6	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
16:43 - 16:44	31	0	3	0	2	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0
16:44 - 16:45	32	0	23	0	1	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0
16:45 - 16:46	40	0	7	0	2	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	4	0	4	0
16:46 - 16:47	25	0	25	0	4	1	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	4	1	0	0
16:47 - 16:48	28	1	22	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0
16:48 - 16:49	26	1	18	0	2	0	0	0	2	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0
16:49 - 16:50	31	0	24	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	18	0	8	0
16:50 - 16:51	27	1	23	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	10	0	10	0
16:51 - 16:52	35	1	20	0	19	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0
16:52 - 16:53	26	0	24	0	8	0	6	0	3	0	3	0	3	1	0	0	0	0	0	0	1	0	0	0	3	0	0	0
16:53 - 16:54	29	1	24	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0
16:54 - 16:55	35	0	25	0	12	0	3	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
16:55 - 16:56	26	0	26	0	2	0	0	0	2	0	0	0	7	1	7	1	0	0	0	0	0	0	0	0	10	0	0	0
16:56 - 16:57	25	0	20	0	1	0	1	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
16:57 - 16:58	35	0	26	0	0	1	0	0	2	0	2	0	1	0	0	0	0	0	0	0	1	0	0	0	34	0	0	0
16:58 - 16:59	38	0	10	0	1	0	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	40	0	19	0
16:59 - 17:00	30	0	20	0	2	0	2	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	19	0	12	0
17:00 - 17:01	33	0	20	0	2	0	0	0	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	20	0	18	0
17:01 - 17:02	35	0	25	0	11	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	16	0
17:02 - 17:03	26	0	0	0	0	0	0	0	1	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	30	0	15	0
17:03 - 17:04	28	0	21	0	2	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	25	0	0	0
17:04 - 17:05	31	0	26	0	5	0	5	0	2	0	2	0	2	0	0	0	0	0	0	0	1	0	0	0	39	0	19	0
17:05 - 17:06	39	0	22	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	33	0	16	0
17:06 - 17:07	30	0	24	0	2	0	2	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	18	0	5	0
17:07 - 17:08	32	0	23	0	2	0	0	0	3	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	33	0	19	0
17:08 - 17:09	32	0	21	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	19	0	19	0
17:09 - 17:10	25	0	25	1	2	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	39	0	15	0
17:10 - 17:11	29	0	20	0	1	0	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	26	0	1	0
17:11 - 17:12	31	0	25	0	3	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34	0	17	0
17:12 - 17:13	33	0	22	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	1	16	0
17:13 - 17:14	26	0	24	1	3	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	34	0	18	0
17:14 - 17:15	36	0	25	1	0	0	0	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	38	0	15	0
17:15 - 17:16	27	0	22	0	1	0	0	0	3	0	2	0	4	0	4	0	0	0	0	0	0	0	0	0	26	0	15	0
17:16 - 17:17	27	0	24	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	18	0
17:17 - 17:18	18	0	21	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33	0	18	0
17:18 - 17:19	37	0	5	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0
17:19 - 17:20	31	0	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0
17:20 - 17:21	39

Dewsbury: Queue Length Survey - Tuesday, 18 October 2016

Produced by Streetwise Services Ltd.

Junction: A - Station Road / B - B6117 Station Road / C - Forge Lane / D - B6117 Thornhill Road

	A - Station Road				B - B6117 Station Road								C - Forge Lane								D - B6117 Thornhill Road							
	Lane 1				Lane 1				Lane 2				Lane 1				Lane 2				Lane 1				Lane 2			
Survey Period	Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot		Max		Spot	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
18:34 - 18:35	4	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
18:35 - 18:36	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0
18:36 - 18:37	2	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
18:37 - 18:38	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
18:38 - 18:39	1	0	0	0	2	0	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0
18:39 - 18:40	11	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	4	0	2	0
18:40 - 18:41	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
18:41 - 18:42	3	0	3	0	3	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:42 - 18:43	8	0	4	0	11	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:43 - 18:44	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:44 - 18:45	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:45 - 18:46	2	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:46 - 18:47	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:47 - 18:48	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
18:48 - 18:49	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:49 - 18:50	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
18:50 - 18:51	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	0	0
18:51 - 18:52	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
18:52 - 18:53	2	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
18:53 - 18:54	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:54 - 18:55	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	0	0
18:55 - 18:56	4	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
18:56 - 18:57	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:57 - 18:58	0	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:58 - 18:59	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:59 - 19:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0

APPENDIX G **Base Junction Capacity Assessment Outputs**

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Base.j9
Path: L:\PROJECTS\11389ITY Land off Lees Hall Road, Dewsbury\Tech\Junction Assessments\Arcady\Brewery Lane_Lees Hall Road
Report generation date: 17/11/2016 11:39:09

»2016 Survey, AM
»2016 Survey, PM

Summary of junction performance

	AM						PM					
	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	2016 Survey											
Arm 1	0.6	6.09	0.38	A	5.69	124 % [Arm 1]	0.4	5.18	0.28	A	5.18	195 % [Arm 1]
Arm 2	0.3	5.36	0.25	A			0.4	5.35	0.27	A		
Arm 3	0.1	5.03	0.12	A			0.2	4.81	0.13	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Brewery Lane / Lees Hall Road
Location	Dewsbury
Site number	
Date	09/11/2016
Version	
Status	
Identifier	
Client	
Jobnumber	ITY11389
Enumerator	ML
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Survey	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016 Survey	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2016 Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	5.69	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		124	Arm 1

Arms

Arms

Arm	Name	Description
1	Lees Hall Road (east)	
2	Lees Hall Road (west)	
3	Brewery Lane	

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
1	3.40	3.40	3.40	0.0	15.60	15.60	0.0	
2	3.50	3.50	4.40	0.4	8.00	4.16	0.0	
3	4.60	4.60	4.60	0.0	9.70	5.50	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.639	1027
2	0.614	967
3	0.651	954

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Survey	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	338	100.000
2		ONE HOUR	✓	209	100.000
3		ONE HOUR	✓	96	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	263	75
	2	117	0	92
	3	34	62	0

Vehicle Mix

HV %s

		To		
		1	2	3
From	1	0	4	1
	2	3	0	1
	3	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.38	6.09	0.6	A	310	465
2	0.25	5.36	0.3	A	192	288
3	0.12	5.03	0.1	A	88	132

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	254	64	46	997	0.255	253	113	0.0	0.4	4.990	A
2	157	39	56	932	0.169	157	243	0.0	0.2	4.732	A
3	72	18	88	897	0.081	72	125	0.0	0.1	4.658	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	304	76	56	991	0.307	303	136	0.4	0.5	5.404	A
2	188	47	67	926	0.203	188	292	0.2	0.3	4.980	A
3	86	22	105	886	0.097	86	150	0.1	0.1	4.809	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	372	93	68	983	0.379	371	166	0.5	0.6	6.074	A
2	230	58	82	916	0.251	230	357	0.3	0.3	5.352	A
3	106	26	129	871	0.121	106	184	0.1	0.1	5.028	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	372	93	68	983	0.379	372	166	0.6	0.6	6.086	A
2	230	58	83	916	0.251	230	358	0.3	0.3	5.357	A
3	106	26	129	870	0.121	106	184	0.1	0.1	5.028	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	304	76	56	991	0.307	305	136	0.6	0.5	5.424	A
2	188	47	68	925	0.203	188	293	0.3	0.3	4.987	A
3	86	22	105	886	0.097	86	150	0.1	0.1	4.814	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	254	64	47	997	0.255	255	114	0.5	0.4	5.016	A
2	157	39	57	932	0.169	158	245	0.3	0.2	4.746	A
3	72	18	88	897	0.081	72	126	0.1	0.1	4.666	A

2016 Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	5.18	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		195	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2016 Survey	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	252	100.000
2		ONE HOUR	✓	225	100.000
3		ONE HOUR	✓	106	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	195	57
	2	124	0	101
	3	51	55	0

Vehicle Mix

HV %s

		To		
		1	2	3
From	1	0	3	0
	2	2	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.28	5.18	0.4	A	231	347
2	0.27	5.35	0.4	A	206	310
3	0.13	4.81	0.2	A	97	146

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	190	47	41	1000	0.190	189	131	0.0	0.2	4.534	A
2	169	42	43	941	0.180	169	187	0.0	0.2	4.708	A
3	80	20	93	894	0.089	79	118	0.0	0.1	4.418	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	227	57	49	995	0.228	226	157	0.2	0.3	4.789	A
2	202	51	51	935	0.216	202	225	0.2	0.3	4.961	A
3	95	24	111	882	0.108	95	142	0.1	0.1	4.576	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	277	69	60	988	0.281	277	192	0.3	0.4	5.177	A
2	248	62	63	928	0.267	247	275	0.3	0.4	5.341	A
3	117	29	136	866	0.135	117	174	0.1	0.2	4.806	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	277	69	61	988	0.281	277	193	0.4	0.4	5.182	A
2	248	62	63	928	0.267	248	275	0.4	0.4	5.346	A
3	117	29	137	865	0.135	117	174	0.2	0.2	4.807	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	227	57	50	995	0.228	227	158	0.4	0.3	4.798	A
2	202	51	51	935	0.216	203	225	0.4	0.3	4.970	A
3	95	24	112	882	0.108	95	142	0.2	0.1	4.581	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	190	47	41	1000	0.190	190	132	0.3	0.2	4.546	A
2	169	42	43	941	0.180	170	188	0.3	0.2	4.721	A
3	80	20	93	893	0.089	80	119	0.1	0.1	4.425	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Base.j9
Path: L:\PROJECTS\11389ITY Land off Lees Hall Road, Dewsbury\Tech\Junction Assessments\Arcady\Forge Ln_Lees Hall Rd
Report generation date: 17/11/2016 11:56:29

»Existing - 2016 Survey, AM
»Existing - 2016 Survey, PM

Summary of junction performance

	AM						PM					
	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	Existing - 2016 Survey											
Arm A	0.6	6.31	0.35	A	7.51	45 % [Arm B]	0.8	7.20	0.42	A	6.68	84 % [Arm A]
Arm B	1.2	10.07	0.53	B			0.6	7.40	0.36	A		
Arm C	0.6	5.72	0.37	A			0.7	5.81	0.41	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Forge Lane_Lees Hall Road
Location	Dewsbury
Site number	
Date	09/11/2016
Version	
Status	
Identifier	
Client	
Jobnumber	ITY11389
Enumerator	ML
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Survey	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016 Survey	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing	✓	100.000	100.000

Existing - 2016 Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	A,B,C	7.51	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		45	Arm B

Arms

Arms

Arm	Name	Description
A	Forge Lane	
B	Lees Hall Road (E)	
C	Lees Hall Road (W)	

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	3.65	3.65	5.00	5.0	9.30	9.00	0.0	
B	3.25	3.25	3.25	0.0	13.50	15.00	0.0	
C	3.25	3.25	5.25	7.0	9.50	9.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.643	1018
B	0.624	958
C	0.640	1123

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Survey	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	292	100.000
B		ONE HOUR	✓	382	100.000
C		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	44	248
	B	115	0	267
	C	207	145	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	5
	B	0	0	4
	C	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.35	6.31	0.6	A	268	402
B	0.53	10.07	1.2	B	351	526
C	0.37	5.72	0.6	A	323	485

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	220	55	109	948	0.232	219	241	0.0	0.3	5.133	A
B	288	72	186	842	0.341	285	142	0.0	0.5	6.620	A
C	265	66	86	1068	0.248	264	385	0.0	0.3	4.649	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	263	66	130	934	0.281	262	289	0.3	0.4	5.578	A
B	343	86	223	819	0.419	343	170	0.5	0.7	7.751	A
C	316	79	103	1057	0.299	316	462	0.3	0.4	5.053	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	321	80	159	916	0.351	321	354	0.4	0.6	6.300	A
B	421	105	273	788	0.534	419	208	0.7	1.2	9.979	A
C	388	97	126	1042	0.372	387	565	0.4	0.6	5.709	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	321	80	160	916	0.351	321	355	0.6	0.6	6.315	A
B	421	105	273	788	0.534	421	208	1.2	1.2	10.075	B
C	388	97	127	1042	0.372	388	567	0.6	0.6	5.723	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	263	66	131	934	0.281	263	290	0.6	0.4	5.594	A
B	343	86	223	819	0.420	345	170	1.2	0.8	7.839	A
C	316	79	104	1056	0.300	317	465	0.6	0.4	5.070	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	220	55	109	948	0.232	220	243	0.4	0.3	5.157	A
B	288	72	187	841	0.342	288	143	0.8	0.5	6.700	A
C	265	66	87	1067	0.248	265	389	0.4	0.3	4.672	A

Existing - 2016 Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	A,B,C	6.68	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		84	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2016 Survey	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	343	100.000
B		ONE HOUR	✓	251	100.000
C		ONE HOUR	✓	411	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	76	267
	B	44	0	207
	C	236	175	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	1	4
	B	0	0	3
	C	5	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.42	7.20	0.8	A	315	472
B	0.36	7.40	0.6	A	230	345
C	0.41	5.81	0.7	A	377	566

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	258	65	131	934	0.277	257	210	0.0	0.4	5.480	A
B	189	47	200	833	0.227	188	188	0.0	0.3	5.703	A
C	309	77	33	1102	0.281	308	355	0.0	0.4	4.673	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	308	77	157	917	0.336	308	251	0.4	0.5	6.099	A
B	226	56	240	808	0.279	225	225	0.3	0.4	6.320	A
C	369	92	39	1097	0.337	369	425	0.4	0.5	5.100	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	378	94	192	894	0.422	377	308	0.5	0.7	7.170	A
B	276	69	293	775	0.357	276	276	0.4	0.6	7.379	A
C	453	113	48	1092	0.415	452	521	0.5	0.7	5.801	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	378	94	193	894	0.422	378	308	0.7	0.8	7.198	A
B	276	69	294	775	0.357	276	276	0.6	0.6	7.403	A
C	453	113	48	1092	0.415	453	522	0.7	0.7	5.815	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	308	77	158	917	0.336	309	252	0.8	0.5	6.130	A
B	226	56	241	808	0.279	226	226	0.6	0.4	6.349	A
C	369	92	40	1097	0.337	370	427	0.7	0.5	5.118	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	258	65	132	933	0.277	259	211	0.5	0.4	5.519	A
B	189	47	201	832	0.227	189	189	0.4	0.3	5.741	A
C	309	77	33	1101	0.281	310	358	0.5	0.4	4.700	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Base.j9
Path: L:\PROJECTS\11389ITY Land off Lees Hall Road, Dewsbury\Tech\Junction Assessments\Picady\Slaithwaite Road_Ingham Road
Report generation date: 17/11/2016 08:53:47

»2016 Survey, AM
»2016 Survey, PM

Summary of junction performance

	AM						PM					
	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	2016 Survey											
Stream B-CD	0.6	24.12	0.37	C	5.77	-11 % [Stream B-AD]	0.2	11.36	0.16	B	3.15	-1 % [Stream B-AD]
Stream B-AD	2.2	71.79	0.71	F			1.2	36.12	0.54	E		
Stream A-BCD	0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Stream D-ABC	0.0	18.38	0.03	C			0.0	21.35	0.03	C		
Stream C-ABD	0.1	10.14	0.13	B			0.3	7.53	0.19	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Slaithwaite Road / Ingham Road
Location	Dewsbury
Site number	
Date	15/11/2016
Version	
Status	
Identifier	
Client	
Jobnumber	ITY11389
Enumerator	ML
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Survey	AM	ONE HOUR	08:00	09:30	15	✓
D2	2016 Survey	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2016 Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	5.77	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	-11	Stream B-AD

Arms

Arms

Arm	Name	Description	Arm type
A	Slaithwaite Road (east)		Major
B	Ingham Road		Minor
C	Slaithwaite Road (west)		Major
D	Hebble Court		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.25		✓	2.20	61.1	✓	1.00
C	6.25		✓	2.60	155.0	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare		10.00	6.30	5.20	4.40	3.90	✓	2.00	73	20
D	One lane	3.08								20	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	609	-	-	-	-	-	-	0.234	0.334	0.234	-	-	-
1	B-A	539	0.097	0.245	0.245	-	-	-	0.154	0.351	-	0.245	0.245	0.123
1	B-C	632	0.096	0.242	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	507	0.091	0.231	0.231	-	-	-	0.145	0.330	0.145	-	-	-
1	B-D, offside lane	539	0.097	0.245	0.245	-	-	-	0.154	0.351	0.154	-	-	-
1	C-B	693	0.265	0.265	0.379	-	-	-	-	-	-	-	-	-
1	D-A	639	-	-	-	-	-	-	0.245	-	0.097	-	-	-
1	D-B, nearside lane	496	0.142	0.142	0.323	-	-	-	0.226	0.226	0.089	-	-	-
1	D-B, offside lane	496	0.142	0.142	0.323	-	-	-	0.226	0.226	0.089	-	-	-
1	D-C	496	-	0.142	0.323	0.113	0.226	0.226	0.226	0.226	0.089	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Survey	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	987	100.000
B		ONE HOUR	✓	185	100.000
C		ONE HOUR	✓	577	100.000
D		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	28	959	0
	B	107	0	78	0
	C	528	46	0	3
	D	1	1	3	0

Vehicle Mix

HV %s

		To			
		A	B	C	D
From	A	0	5	1	0
	B	2	0	0	0
	C	3	2	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.37	24.12	0.6	C	72	107
B-AD	0.71	71.79	2.2	F	98	147
A-BCD	0.00	0.00	0.0	A	0	0
A-B					26	39
A-C					880	1320
D-ABC	0.03	18.38	0.0	C	5	7
C-ABD	0.13	10.14	0.1	B	43	64
C-D					3	4
C-A					484	726

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	59	15	421	0.139	58	0.0	0.2	9.903	A
B-AD	81	20	285	0.282	79	0.0	0.4	17.665	C
A-BCD	0	0	1024	0.000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	722	180			722				
D-ABC	4	0.94	308	0.012	4	0.0	0.0	11.834	B
C-ABD	35	9	498	0.070	34	0.0	0.1	7.925	A
C-D	2	0.56			2				
C-A	397	99			397				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	70	18	369	0.190	70	0.2	0.2	12.019	B
B-AD	96	24	236	0.408	95	0.4	0.7	25.859	D
A-BCD	0	0	982	0.000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	862	216			862				
D-ABC	4	1	264	0.017	4	0.0	0.0	13.861	B
C-ABD	42	10	461	0.090	42	0.1	0.1	8.747	A
C-D	3	0.67			3				
C-A	474	119			474				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	86	21	248	0.346	85	0.2	0.5	21.910	C
B-AD	118	29	166	0.708	112	0.7	2.0	62.941	F
A-BCD	0	0	925	0.000	0	0.0	0.0	0.000	A
A-B	31	8			31				
A-C	1056	264			1056				
D-ABC	6	1	202	0.027	5	0.0	0.0	18.299	C
C-ABD	52	13	414	0.125	52	0.1	0.1	10.131	B
C-D	3	0.82			3				
C-A	580	145			580				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	86	21	235	0.366	86	0.5	0.6	24.123	C
B-AD	118	29	167	0.707	117	2.0	2.2	71.794	F
A-BCD	0	0	925	0.000	0	0.0	0.0	0.000	A
A-B	31	8			31				
A-C	1056	264			1056				
D-ABC	6	1	201	0.027	6	0.0	0.0	18.378	C
C-ABD	52	13	414	0.125	52	0.1	0.1	10.139	B
C-D	3	0.82			3				
C-A	580	145			580				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	70	18	362	0.194	71	0.6	0.2	12.441	B
B-AD	96	24	237	0.406	102	2.2	0.7	28.284	D
A-BCD	0	0	982	0.000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	862	216			862				
D-ABC	4	1	263	0.017	5	0.0	0.0	13.919	B
C-ABD	42	10	461	0.090	42	0.1	0.1	8.758	A
C-D	3	0.67			3				
C-A	474	119			474				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	59	15	419	0.140	59	0.2	0.2	10.014	B
B-AD	81	20	286	0.282	82	0.7	0.4	18.119	C
A-BCD	0	0	1024	0.000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	722	180			722				
D-ABC	4	0.94	307	0.012	4	0.0	0.0	11.860	B
C-ABD	35	9	498	0.070	35	0.1	0.1	7.938	A
C-D	2	0.56			2				
C-A	397	99			397				

2016 Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	3.15	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	-1	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2016 Survey	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	455	100.000
B		ONE HOUR	✓	165	100.000
C		ONE HOUR	✓	1100	100.000
D		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	31	424	0
	B	108	0	56	1
	C	996	97	0	7
	D	2	0	3	0

Vehicle Mix

HV %s

		To			
		A	B	C	D
From	A	0	0	3	0
	B	1	0	2	0
	C	1	2	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.16	11.36	0.2	B	52	78
B-AD	0.54	36.12	1.2	E	99	149
A-BCD	0.00	0.00	0.0	A	0	0
A-B					28	43
A-C					389	584
D-ABC	0.03	21.35	0.0	C	5	7
C-ABD	0.19	7.53	0.3	A	93	140
C-D					6	10
C-A					910	1365

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	43	11	496	0.086	42	0.0	0.1	8.091	A
B-AD	82	20	325	0.251	80	0.0	0.3	14.759	B
A-BCD	0	0	823	0.000	0	0.0	0.0	0.000	A
A-B	23	6			23				
A-C	319	80			319				
D-ABC	4	0.94	301	0.013	4	0.0	0.0	12.111	B
C-ABD	74	19	614	0.121	74	0.0	0.1	6.793	A
C-D	5	1			5				
C-A	748	187			748				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	51	13	463	0.110	51	0.1	0.1	8.909	A
B-AD	97	24	281	0.347	97	0.3	0.5	19.660	C
A-BCD	0	0	745	0.000	0	0.0	0.0	0.000	A
A-B	28	7			28				
A-C	381	95			381				
D-ABC	4	1	250	0.018	4	0.0	0.0	14.690	B
C-ABD	90	23	606	0.149	90	0.1	0.2	7.120	A
C-D	6	2			6				
C-A	892	223			892				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	63	16	390	0.160	62	0.1	0.2	11.193	B
B-AD	119	30	219	0.544	117	0.5	1.1	34.770	D
A-BCD	0	0	636	0.000	0	0.0	0.0	0.000	A
A-B	34	9			34				
A-C	467	117			467				
D-ABC	6	1	175	0.032	5	0.0	0.0	21.284	C
C-ABD	115	29	603	0.191	115	0.2	0.3	7.519	A
C-D	8	2			8				
C-A	1088	272			1088				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	63	16	386	0.162	63	0.2	0.2	11.357	B
B-AD	119	30	219	0.544	119	1.1	1.2	36.124	E
A-BCD	0	0	636	0.000	0	0.0	0.0	0.000	A
A-B	34	9			34				
A-C	467	117			467				
D-ABC	6	1	174	0.032	6	0.0	0.0	21.352	C
C-ABD	115	29	603	0.191	115	0.3	0.3	7.529	A
C-D	8	2			8				
C-A	1088	272			1088				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	51	13	459	0.111	51	0.2	0.1	8.999	A
B-AD	97	24	281	0.346	100	1.2	0.6	20.293	C
A-BCD	0	0	744	0.000	0	0.0	0.0	0.000	A
A-B	28	7			28				
A-C	381	95			381				
D-ABC	4	1	249	0.018	5	0.0	0.0	14.730	B
C-ABD	90	23	606	0.149	91	0.3	0.2	7.134	A
C-D	6	2			6				
C-A	892	223			892				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	43	11	494	0.086	43	0.1	0.1	8.140	A
B-AD	82	20	325	0.251	82	0.6	0.3	15.008	C
A-BCD	0	0	823	0.000	0	0.0	0.0	0.000	A
A-B	23	6			23				
A-C	319	80			319				
D-ABC	4	0.94	300	0.013	4	0.0	0.0	12.135	B
C-ABD	74	19	614	0.121	75	0.2	0.1	6.811	A
C-D	5	1			5				
C-A	748	187			748				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Base - AM.j9
Path: L:\PROJECTS\11389ITY Land off Lees Hall Road, Dewsbury\Tech\Junction Assessments\Arcady\Forge Ln_Station Rd_Thornhill Rd\Direct Models
Report generation date: 30/11/2016 15:23:37

«Existing - AM Peak - 2016 Survey, AM
- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM			
	Q (PCU)	Delay (s)	RFC	LOS
	Existing - AM Peak - 2016 Survey			
Junction 1 - Arm 1	0.0	12.56	0.81	B
Junction 1 - Arm 2	65.2	406.98	1.57	F
Junction 1 - Arm 3	2.6	12.16	0.72	B
Junction 2 - Arm 1	73.4	263.01	1.20	F
Junction 2 - Arm 2	57.0	678.01	1.39	F
Junction 2 - Arm 3	0.0	6.11	0.61	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

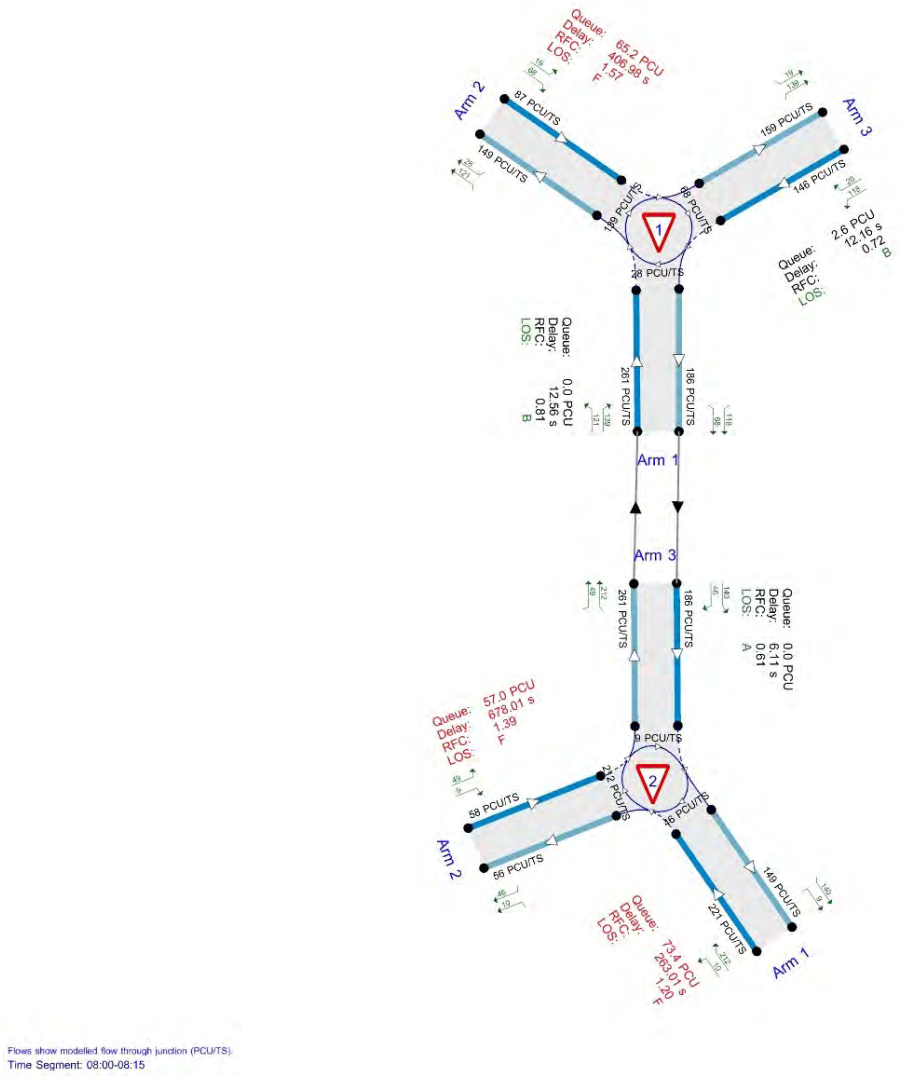
File summary

File Description

Title	Forge Ln / Station Rd / Thornhill Rd double-mini
Location	Dewsbury
Site number	
Date	09/11/2016
Version	
Status	
Identifier	
Client	
Jobnumber	ITY11389
Enumerator	ML
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin



Flows show modelled flow through junction (PCU/TS).
Time Segment: 08:00-08:15

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing - AM Peak	✓	100.000	100.000

Existing - AM Peak - 2016 Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 1	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 87% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 1	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 3	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Savile Rd_Thornhill Rd	Mini-roundabout	1,2,3	90.97	F
2	Station Rd_Forge Ln	Mini-roundabout	1,2,3	225.80	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Junction	Arm	Name	Description
1	1	Link	
	2	Thornhill Rd	
	3	Savile Rd	
2	1	Station Rd	
	2	Forge Lane	
	3	Link	

Mini Roundabout Geometry

Junction	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
1	1	7.65	7.65	8.10	2.0	10.00	7.50	0.0	
	2	3.00	3.00	6.30	3.0	13.80	9.00	0.0	
	3	3.00	3.00	4.00	5.0	19.50	19.00	0.0	
2	1	3.20	3.20	5.25	13.0	11.50	6.40	0.0	
	2	3.55	3.55	4.80	2.0	13.00	10.00	5.0	
	3	7.25	7.25	7.25	0.0	18.00	18.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/TS)
1	1	0.777	361.473
	2	0.619	199.488
	3	0.798	325.942
2	1	0.650	272.899
	2	0.569	191.077
	3	0.863	396.431

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2016 Survey	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Closely spaced	Normal	0.00	100.00	2.00
2	3	1	1	Closely spaced	Normal	0.00	100.00	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	1	✓			
	2		DIRECT	✓	100.000
	3		DIRECT	✓	100.000
2	1		DIRECT	✓	100.000
	2		DIRECT	✓	100.000
	3	✓			

Origin-Destination Data

Demand (PCU/TS)

Junction 1 08:00 - 08:15

		To		
		1	2	3
From	1	0.00	128.00	147.00
	2	71.00	0.00	20.00
	3	119.00	28.00	0.00

Demand (PCU/TS)

Junction 1 08:15 - 08:30

		To		
		1	2	3
From	1	0.00	132.00	181.00
	2	73.00	0.00	19.00
	3	166.00	28.00	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	133.00	188.00
	2	62.00	0.00	39.00
	3	140.00	20.00	0.00

Junction 1 08:45 - 09:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	87.00	148.00
	2	82.00	0.00	61.00
	3	118.00	16.00	0.00

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	10.00	222.00
	2	10.00	0.00	53.00
	3	143.00	47.00	0.00

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	4.00	250.00
	2	12.00	0.00	63.00
	3	143.00	96.00	0.00

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	1.00	244.00
	2	11.00	0.00	77.00
	3	130.00	72.00	0.00

Junction 2 08:45 - 09:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	5.00	165.00
	2	15.00	0.00	70.00
	3	126.00	74.00	0.00

Vehicle Mix

Junction 1

HV %s

		To		
		1	2	3
From	1	0	4	3
	2	4	0	7
	3	5	5	0

Junction 2

HV %s

From \ To	1	2	3
1	0	11	2
2	2	0	5
3	4	5	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1	0.81	12.56	0.0	B	270.66	1082.65
	2	1.57	406.98	65.2	F	106.75	427.00
	3	0.72	12.16	2.6	B	158.75	635.00
2	1	1.20	263.01	73.4	F	225.25	901.00
	2	1.39	678.01	57.0	F	77.75	311.00
	3	0.61	6.11	0.0	A	198.20	792.78

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1	260.80	260.80	27.77	339.89	0.767	260.80	186.24	0.0	0.0	10.920	B
	2	91.00	91.00	139.41	113.19	0.804	87.45	149.16	0.0	3.6	33.126	D
	3	147.00	147.00	68.23	271.53	0.541	145.78	158.63	0.0	1.2	7.445	A
2	1	232.00	232.00	46.07	242.97	0.955	221.46	149.40	0.0	10.5	33.864	D
	2	63.00	63.00	211.91	70.54	0.893	58.11	55.62	0.0	4.9	61.993	F
	3	186.24	186.24	9.22	388.47	0.479	186.24	260.80	0.0	0.0	4.597	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1	264.53	264.53	27.86	339.82	0.778	264.53	236.22	0.0	0.0	11.376	B
	2	92.00	92.00	152.97	104.80	0.878	90.12	139.42	3.6	5.4	56.315	F
	3	194.00	194.00	71.46	268.95	0.721	192.62	171.63	1.2	2.6	12.164	B
2	1	254.00	254.00	94.89	211.25	1.202	209.91	152.42	10.5	54.6	151.175	F
	2	75.00	75.00	206.32	73.73	1.017	69.29	98.48	4.9	10.6	127.712	F
	3	236.22	236.22	11.08	386.86	0.611	236.22	264.53	0.0	0.0	6.109	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1	279.28	279.28	20.20	345.78	0.808	279.28	199.28	0.0	0.0	12.562	B
	2	101.00	101.00	163.56	98.24	1.028	93.41	135.91	5.4	13.0	111.915	F
	3	160.00	160.00	58.32	279.43	0.573	161.16	198.66	2.6	1.4	8.067	A
2	1	245.00	245.00	71.03	226.75	1.080	226.20	136.48	54.6	73.4	263.009	F
	2	88.00	88.00	224.64	63.31	1.390	62.86	72.59	10.6	35.7	358.686	F
	3	199.28	199.28	8.23	389.33	0.512	199.28	279.27	0.0	0.0	4.887	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1	278.04	278.04	16.07	348.99	0.797	278.04	171.04	0.0	0.0	11.911	B
	2	143.00	143.00	175.11	91.10	1.570	90.84	119.00	13.0	65.2	406.976	F
	3	134.00	134.00	52.62	283.98	0.472	134.48	213.33	1.4	1.0	6.343	A
2	1	170.00	170.00	63.28	231.78	0.733	228.61	117.15	73.4	14.8	179.278	F
	2	85.00	85.00	223.74	63.82	1.332	63.70	68.15	35.7	57.0	678.007	F
	3	171.04	171.04	9.40	388.31	0.440	171.04	278.04	0.0	0.0	4.292	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

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Filename: Base - PM.j9
Path: L:\PROJECTS\11389ITY Land off Lees Hall Road, Dewsbury\Tech\Junction Assessments\Arcady\Forge Ln_Station Rd_Thornhill Rd\Direct Models
Report generation date: 30/11/2016 15:26:15

«Existing - AM Peak - 2016 Survey, PM
- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	PM			
	Q (PCU)	Delay (s)	RFC	LOS
	Existing - AM Peak - 2016 Survey			
Junction 1 - Arm 1	0.0	6.74	0.61	A
Junction 1 - Arm 2	119.0	749.74	1.39	F
Junction 1 - Arm 3	4.1	19.52	0.82	C
Junction 2 - Arm 1	3.7	18.28	0.80	C
Junction 2 - Arm 2	4.7	54.07	0.85	F
Junction 2 - Arm 3	0.0	9.14	0.76	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

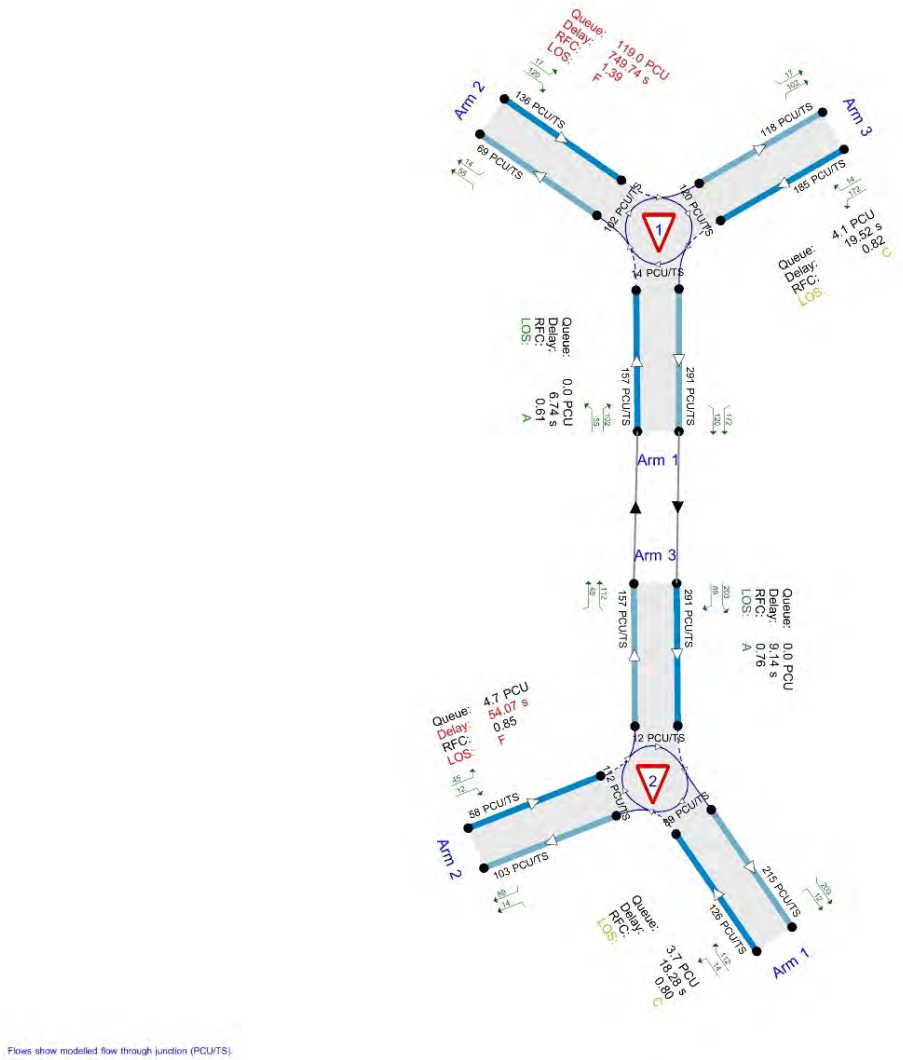
File summary

File Description

Title	Forge Ln / Station Rd / Thornhill Rd double-mini
Location	Dewsbury
Site number	
Date	09/11/2016
Version	
Status	
Identifier	
Client	
Jobnumber	ITY11389
Enumerator	ML
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing - AM Peak	✓	100.000	100.000

Existing - AM Peak - 2016 Survey, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 85% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 1	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 3	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Savile Rd_Thornhill Rd	Mini-roundabout	1,2,3	226.72	F
2	Station Rd_Forge Ln	Mini-roundabout	1,2,3	18.77	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Junction	Arm	Name	Description
1	1	Link	
	2	Thornhill Rd	
	3	Savile Rd	
2	1	Station Rd	
	2	Forge Lane	
	3	Link	

Mini Roundabout Geometry

Junction	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
1	1	7.65	7.65	8.10	2.0	10.00	7.50	0.0	
	2	3.00	3.00	6.30	3.0	13.80	9.00	0.0	
	3	3.00	3.00	4.00	5.0	19.50	19.00	0.0	
2	1	3.20	3.20	5.25	13.0	11.50	6.40	0.0	
	2	3.55	3.55	4.80	2.0	13.00	10.00	5.0	
	3	7.25	7.25	7.25	0.0	18.00	18.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/TS)
1	1	0.777	361.473
	2	0.619	199.488
	3	0.798	325.942
2	1	0.650	272.899
	2	0.569	191.077
	3	0.863	396.431

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2016 Survey	PM	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Closely spaced	Normal	0.00	100.00	2.00
2	3	1	1	Closely spaced	Normal	0.00	100.00	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	1	✓			
	2		DIRECT	✓	100.000
	3		DIRECT	✓	100.000
2	1		DIRECT	✓	100.000
	2		DIRECT	✓	100.000
	3	✓			

Origin-Destination Data

Demand (PCU/TS)

Junction 1 16:30 - 16:45

		To		
		1	2	3
From	1	0.00	68.00	129.00
	2	114.00	0.00	16.00
	3	168.00	22.00	0.00

Demand (PCU/TS)

Junction 1 16:45 - 17:00

		To		
		1	2	3
From	1	0.00	76.00	139.00
	2	121.00	0.00	35.00
	3	158.00	18.00	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	86.00	129.00
	2	147.00	0.00	20.00
	3	128.00	14.00	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	54.00	99.00
	2	131.00	0.00	19.00
	3	174.00	14.00	0.00

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	12.00	139.00
	2	15.00	0.00	58.00
	3	214.00	68.00	0.00

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	18.00	167.00
	2	31.00	0.00	48.00
	3	207.00	72.00	0.00

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	14.00	159.00
	2	29.00	0.00	56.00
	3	196.00	79.00	0.00

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	14.00	110.00
	2	11.00	0.00	43.00
	3	212.00	93.00	0.00

Vehicle Mix

Junction 1

HV %s

		To		
		1	2	3
From	1	0	6	2
	2	1	0	5
	3	3	1	0

Junction 2

HV %s

		To		
		1	2	3
From	1	0	4	1
	2	9	0	6
	3	1	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1	0.61	6.74	0.0	A	194.53	778.11
	2	1.39	749.74	119.0	F	150.75	603.00
	3	0.82	19.52	4.1	C	174.00	696.00
2	1	0.80	18.28	3.7	C	158.25	633.00
	2	0.85	54.07	4.7	F	72.75	291.00
	3	0.76	9.14	0.0	A	258.33	1033.33

Main Results for each time segment

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1	193.87	193.87	21.63	344.66	0.562	193.87	264.93	0.0	0.0	6.063	A
	2	130.00	130.00	126.95	120.91	1.075	113.79	88.55	0.0	16.2	83.032	F
	3	190.00	190.00	99.78	246.36	0.771	186.78	140.95	0.0	3.2	14.818	B
2	1	151.00	151.00	63.88	231.39	0.653	149.16	215.68	0.0	1.8	10.854	B
	2	73.00	73.00	137.31	112.98	0.646	71.18	75.74	0.0	1.8	22.109	C
	3	264.93	264.93	14.63	383.80	0.690	264.93	193.87	0.0	0.0	7.415	A

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1	212.50	212.50	18.13	347.38	0.612	212.50	248.82	0.0	0.0	6.740	A
	2	156.00	156.00	137.38	114.45	1.363	114.09	93.24	16.2	58.1	306.376	F
	3	176.00	176.00	90.13	254.06	0.693	176.82	161.34	3.2	2.4	12.111	B
2	1	185.00	185.00	64.21	231.18	0.800	183.14	214.50	1.8	3.7	18.279	C
	2	79.00	79.00	165.35	97.03	0.814	77.04	82.00	1.8	3.8	44.259	E
	3	248.82	248.82	29.89	370.62	0.671	248.82	212.50	0.0	0.0	7.265	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1	214.55	214.55	14.11	350.51	0.612	214.55	228.20	0.0	0.0	6.701	A
	2	167.00	167.00	128.73	119.81	1.394	119.74	99.92	58.1	105.4	595.390	F
	3	142.00	142.00	99.32	246.73	0.576	142.98	149.15	2.4	1.4	9.001	A
2	1	173.00	173.00	65.55	230.31	0.751	173.48	191.50	3.7	3.2	16.216	C
	2	85.00	85.00	159.38	100.42	0.846	84.03	79.65	3.8	4.7	54.073	F
	3	228.20	228.20	28.86	371.51	0.614	228.20	214.55	0.0	0.0	6.242	A

17:15 - 17:30

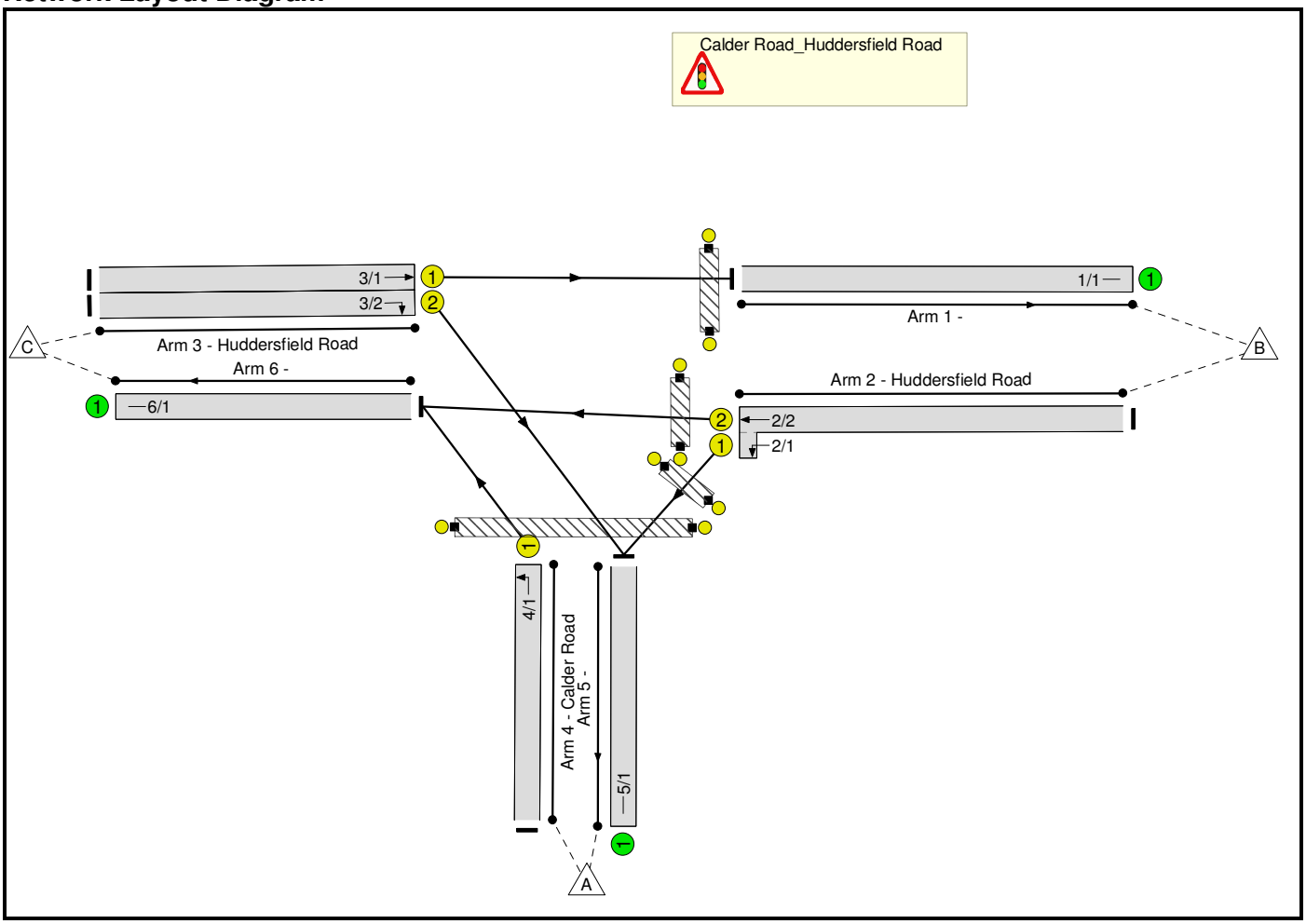
Junction	Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1	157.19	157.19	13.84	350.72	0.448	157.19	291.38	0.0	0.0	4.767	A
	2	150.00	150.00	101.71	136.53	1.099	136.43	69.32	105.4	119.0	749.740	F
	3	188.00	188.00	119.87	230.34	0.816	185.34	118.26	1.4	4.1	19.520	C
2	1	124.00	124.00	88.85	215.17	0.576	125.80	214.99	3.2	1.4	10.401	B
	2	54.00	54.00	111.70	127.54	0.423	57.94	102.95	4.7	0.8	14.528	B
	3	291.38	291.38	12.46	385.68	0.755	291.38	157.19	0.0	0.0	9.135	A

Full Input Data And Results

User and Project Details

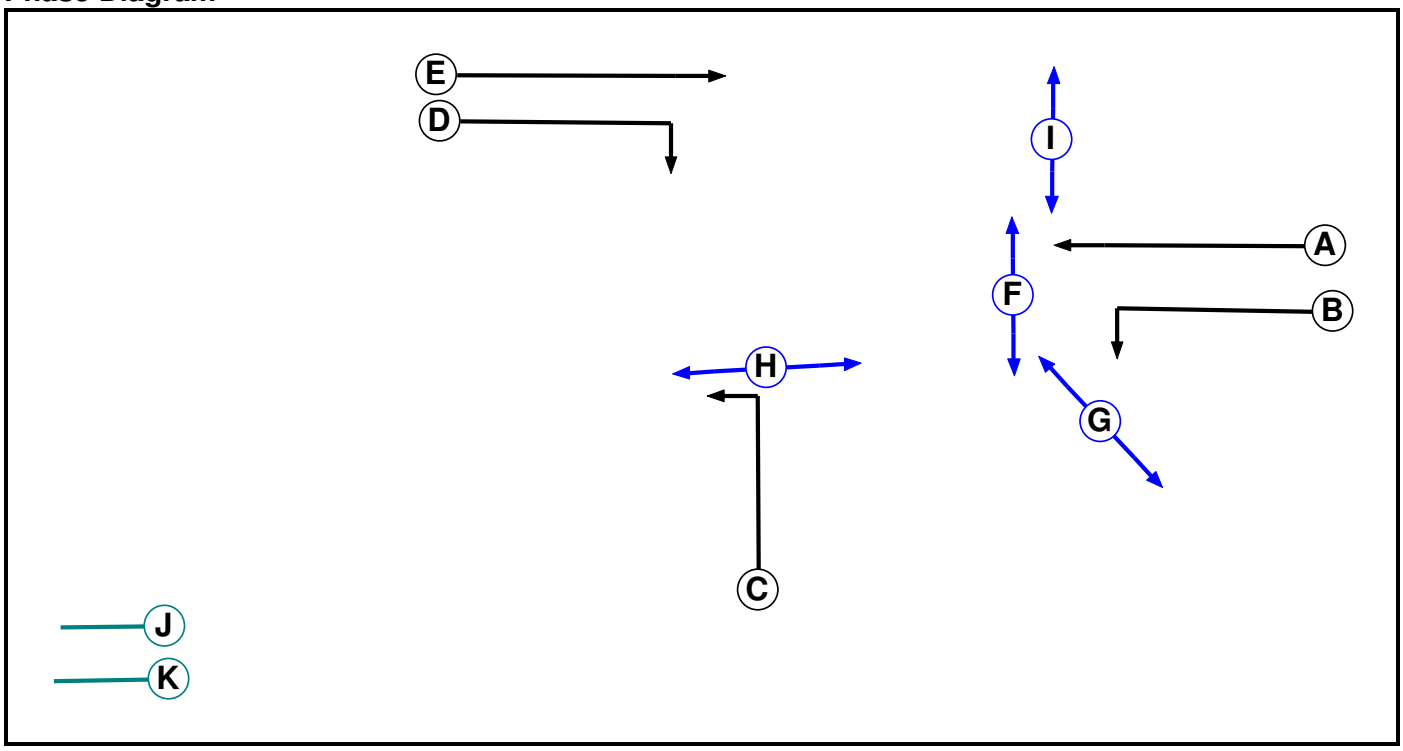
Project:	**Dewsbury**
Title:	**A644_Calder Road**
Location:	
File name:	A644 Hudersfield Rd 512-516 i-T.lsg3x
Author:	Jonathan
Company:	i-Transport
Address:	129 Centurion House, Deasgate, Mancester M3 3WR
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		8	8
I	Pedestrian		5	5
J	Dummy		2	2
K	Dummy		2	2

Full Input Data And Results

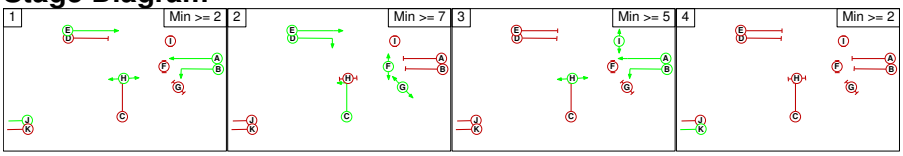
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	5	6	-	5	-	-	-	-	3
B	-		-	6	-	-	5	-	-	-	3
C	5	-		-	-	-	-	5	-	-	3
D	5	6	-		-	-	-	7	-	7	3
E	-	-	-	-		-	-	-	7	-	3
F	6	-	-	-	-		-	-	-	-	3
G	-	6	-	-	-	-		-	-	-	3
H	-	-	11	11	-	-	-		-	-	3
I	-	-	-	-	6	-	-	-		6	3
J	-	-	-	0	-	-	-	-	0		3
K	2	2	2	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B E H J
2	C D E F G
3	A B H I
4	K

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	5	5
1	2	B	Losing	5	5
2	1	C	Losing	1	1
2	3	C	Losing	1	1
3	2	A	Losing	5	5
3	2	B	Losing	5	5

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		11	7	3
	2	7		7	3
	3	6	11		3
	4	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Calder Road_Huddersfield Road
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Calder Road_Huddersfield Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (Huddersfield Road)	U	B	2	3	1.0	Geom	-	5.00	0.00	Y	Arm 5 Left	35.00
2/2 (Huddersfield Road)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
3/1 (Huddersfield Road)	U	E	2	3	13.9	Geom	-	3.50	0.00	Y	Arm 1 Ahead	Inf
3/2 (Huddersfield Road)	U	D	2	3	13.9	Geom	-	3.50	0.00	Y	Arm 5 Right	12.00
4/1 (Calder Road)	U	C	2	3	60.0	Geom	-	4.10	0.00	Y	Arm 6 Left	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 Survey AM'	07:45	08:45	01:00	
2: '2016 Survey PM'	16:30	17:30	01:00	

Scenario 1: '2016 Base AM ' (FG1: '2016 Survey AM', Plan 1: 'AM')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	311	311
	B	62	0	883	945
	C	244	1071	0	1315
	Tot.	306	1071	1194	2571

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2016 Base AM
Junction: Calder Road_Huddersfield Road	
1/1	1071
2/1 (short)	62
2/2 (with short)	945(In) 883(Out)
3/1	1071
3/2	244
4/1	311
5/1	306
6/1	1194

Lane Saturation Flows

Junction: Calder Road_Huddersfield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	Infinite Saturation Flow						Inf	Inf
2/1 (Huddersfield Road)	5.00	0.00	Y	Arm 5 Left	35.00	100.0 %	2028	2028
2/2 (Huddersfield Road)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/1 (Huddersfield Road)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
3/2 (Huddersfield Road)	3.50	0.00	Y	Arm 5 Right	12.00	100.0 %	1747	1747
4/1 (Calder Road)	4.10	0.00	Y	Arm 6 Left	Inf	100.0 %	2025	2025
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2016 Base PM' (FG2: '2016 Survey PM', Plan 2: 'PM')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	266	266
	B	31	0	860	891
	C	208	925	0	1133
	Tot.	239	925	1126	2290

Full Input Data And Results

Traffic Lane Flows

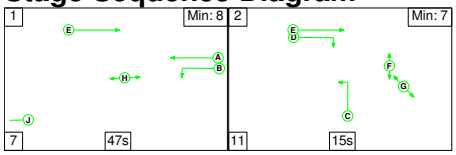
Lane	Scenario 2: 2016 Base PM
Junction: Calder Road_Huddersfield Road	
1/1	925
2/1 (short)	31
2/2 (with short)	891(In) 860(Out)
3/1	925
3/2	208
4/1	266
5/1	239
6/1	1126

Lane Saturation Flows

Junction: Calder Road_Huddersfield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	Infinite Saturation Flow						Inf	Inf
2/1 (Huddersfield Road)	5.00	0.00	Y	Arm 5 Left	35.00	100.0 %	2028	2028
2/2 (Huddersfield Road)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
3/1 (Huddersfield Road)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
3/2 (Huddersfield Road)	3.50	0.00	Y	Arm 5 Right	12.00	100.0 %	1747	1747
4/1 (Calder Road)	4.10	0.00	Y	Arm 6 Left	Inf	100.0 %	2025	2025
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2016 Base AM ' (FG1: '2016 Survey AM', Plan 1: 'AM')

Stage Sequence Diagram

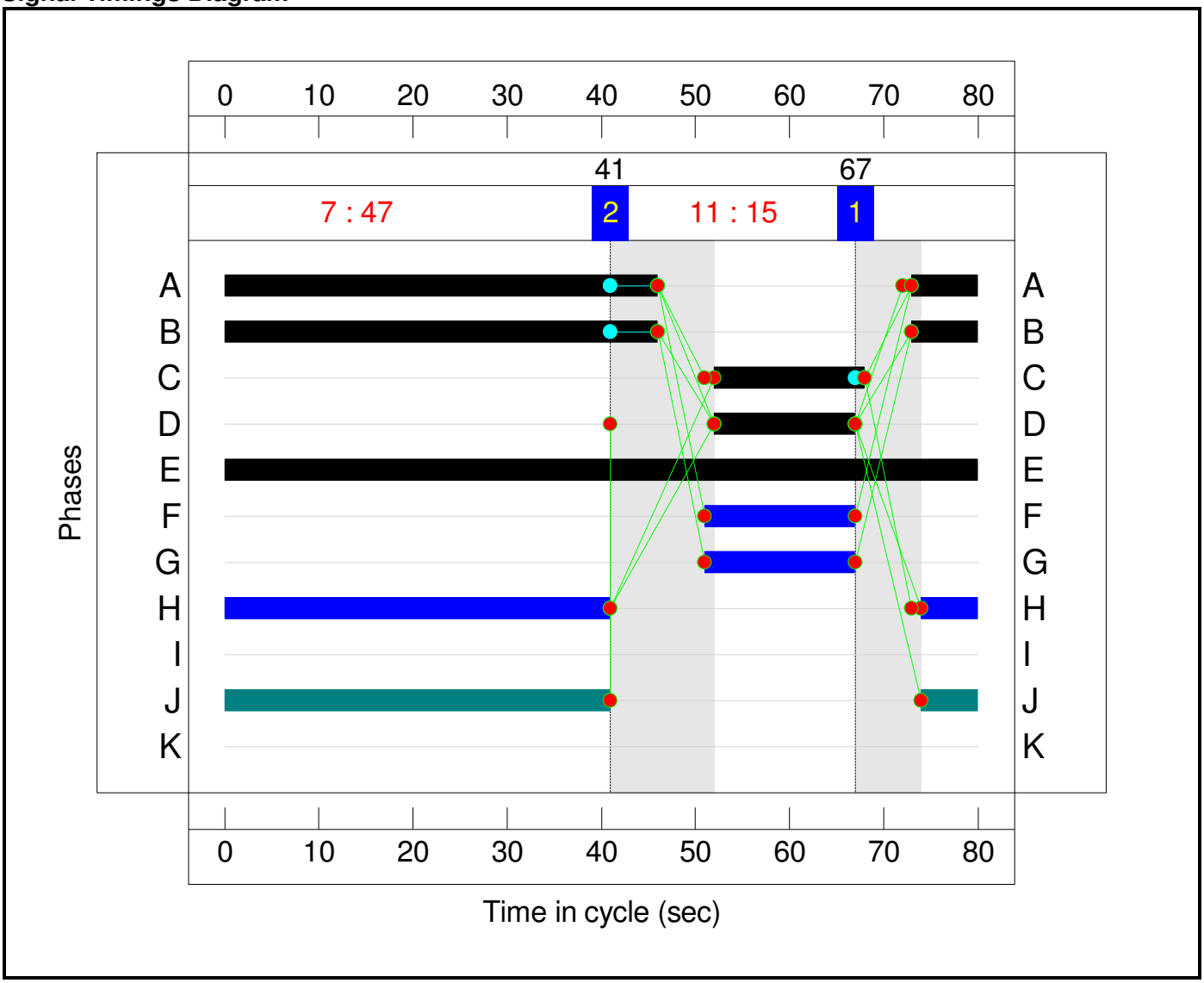


Stage Timings

Stage	1	2
Duration	47	15
Change Point	67	41

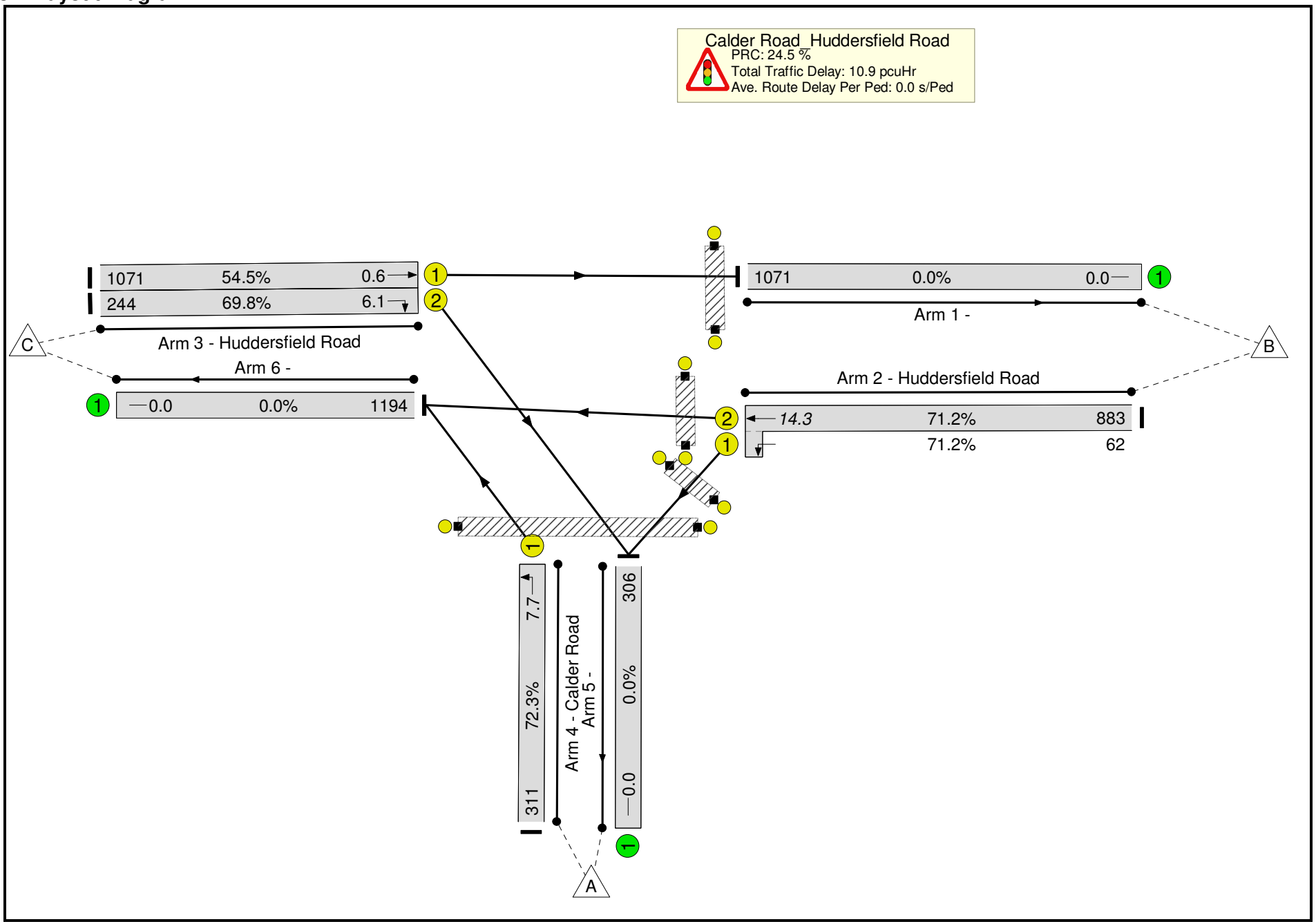
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A644_Calder Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**
Calder Road_Huddersfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**
1/1		U	N/A	N/A	-		-	-	-	1071	Inf	Inf	0.0%
2/2+2/1	Huddersfield Road Left Ahead	U	N/A	N/A	A B		1	53	-	945	1965:2028	1241+87	71.2 : 71.2%
3/1	Huddersfield Road Ahead	U	N/A	N/A	E		1	80	-	1071	1965	1965	54.5%
3/2	Huddersfield Road Right	U	N/A	N/A	D		1	15	-	244	1747	349	69.8%
4/1	Calder Road Left	U	N/A	N/A	C		1	16	-	311	2025	430	72.3%
5/1		U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1194	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	47	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	16	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	16	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A644_Calder Road	**-**	**-**	**0**	**0**	**0**	**6.7**	**4.2**	**0.0**	**10.9**	**-**	**-**	**-**	**-**
Calder Road_Huddersfield Road	**-**	**-**	**0**	**0**	**0**	**6.7**	**4.2**	**0.0**	**10.9**	**-**	**-**	**-**	**-**
1/1	1071	1071	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/1	945	945	-	-	-	2.1	1.2	-	3.4	12.8	13.1	1.2	14.3
3/1	1071	1071	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
3/2	244	244	-	-	-	2.0	1.1	-	3.2	46.5	5.0	1.1	6.1
4/1	311	311	-	-	-	2.5	1.3	-	3.8	44.1	6.4	1.3	7.7
5/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1194	1194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1

PRC for Signalled Lanes (%): 24.5
PRC Over All Lanes (%): 24.5

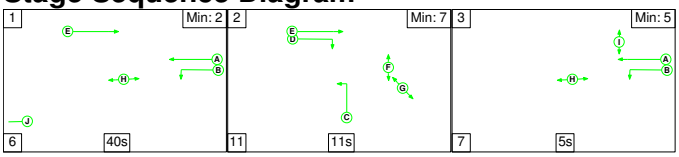
Total Delay for Signalled Lanes (pcuHr): 10.92
Total Delay Over All Lanes(pcuHr): 10.92

Cycle Time (s): 80

Full Input Data And Results

Scenario 2: '2016 Base PM' (FG2: '2016 Survey PM', Plan 2: 'PM')

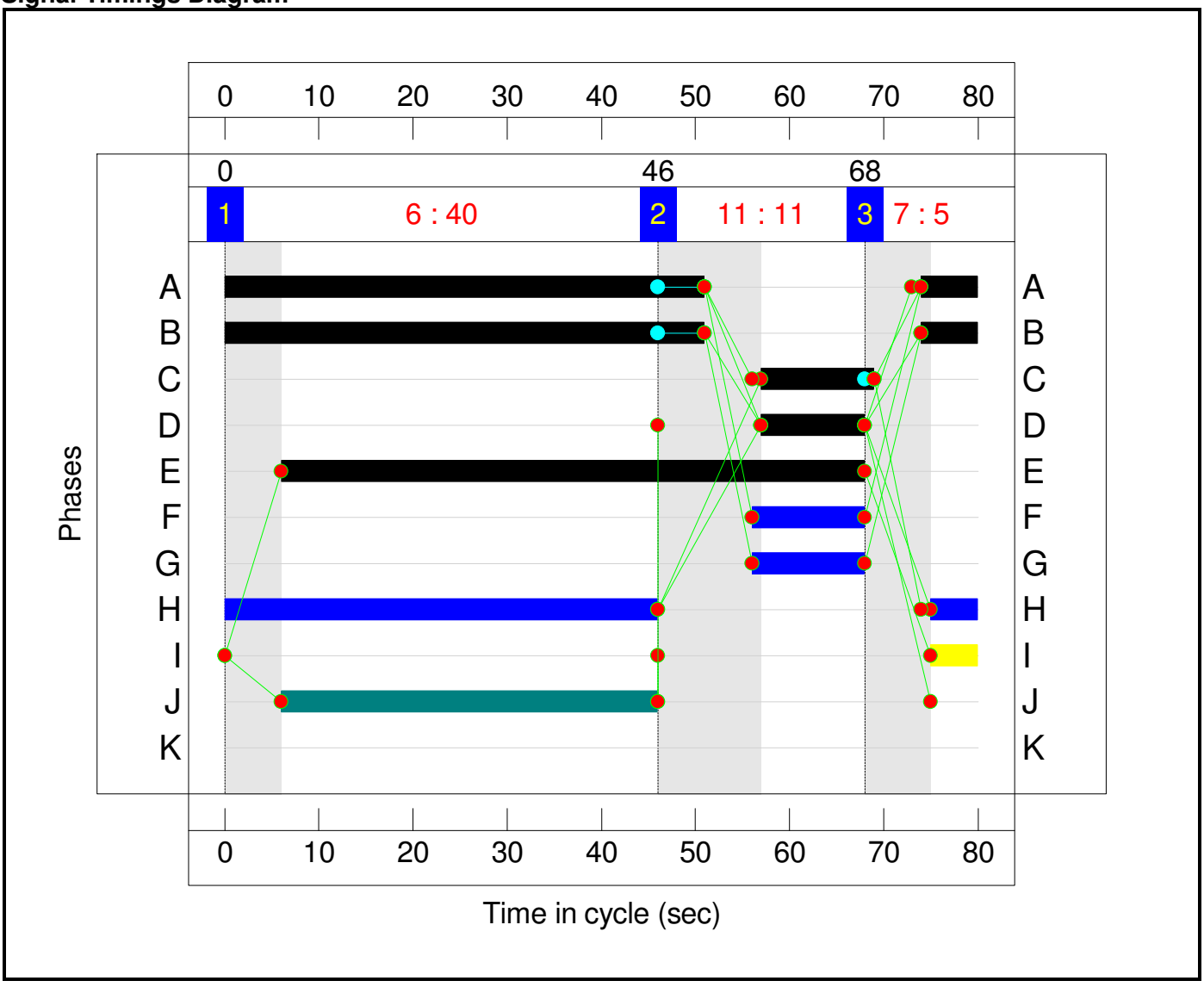
Stage Sequence Diagram



Stage Timings

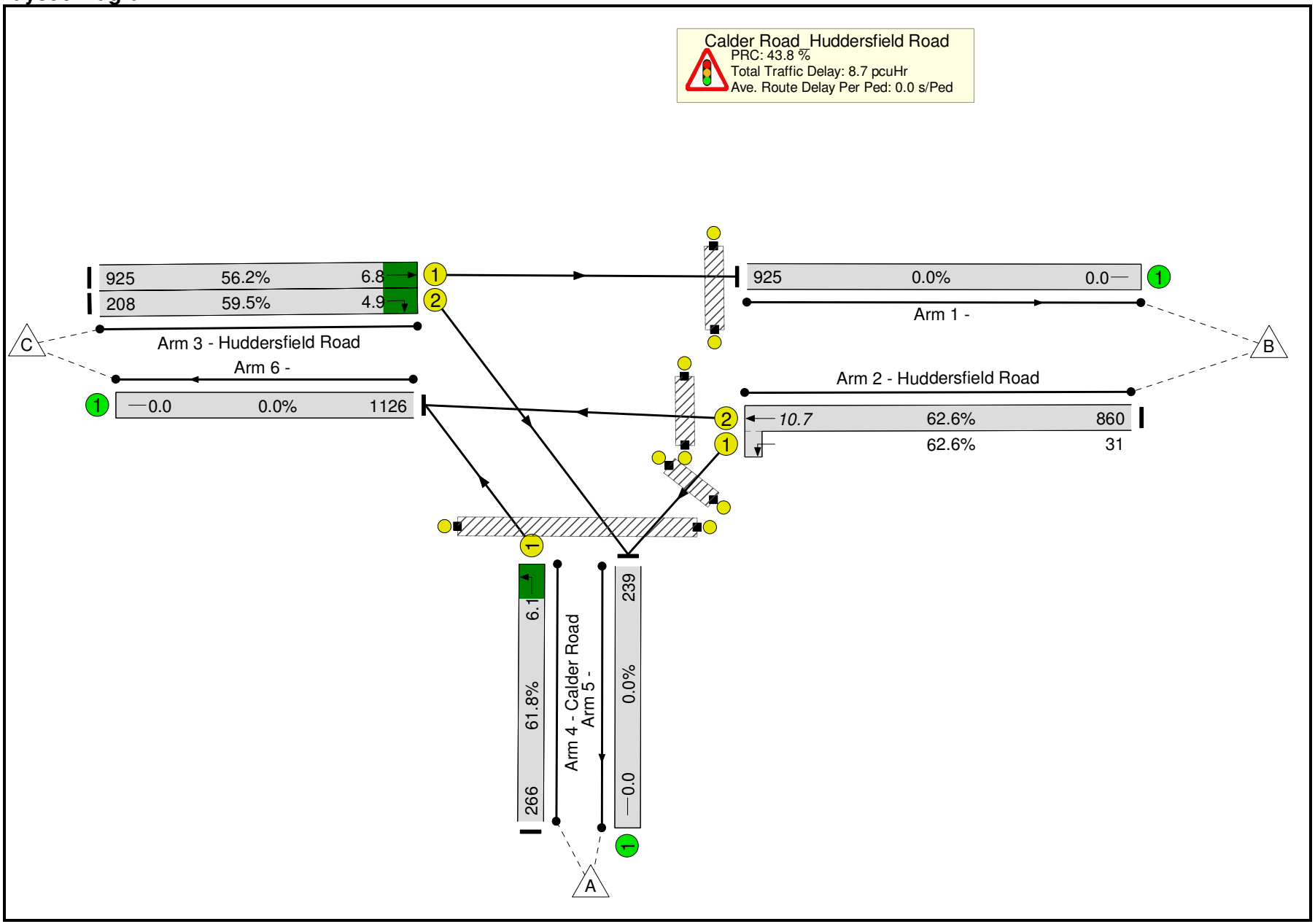
Stage	1	2	3
Duration	40	11	5
Change Point	0	46	68

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A644_Calder Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.6%**
Calder Road_Huddersfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.6%**
1/1		U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%
2/2+2/1	Huddersfield Road Left Ahead	U	N/A	N/A	A B		1	57	-	891	1965:2028	1374+50	62.6 : 62.6%
3/1	Huddersfield Road Ahead	U	N/A	N/A	E		1	62	-	925	1965	1646	56.2%
3/2	Huddersfield Road Right	U	N/A	N/A	D		1	11	-	208	1747	349	59.5%
4/1	Calder Road Left	U	N/A	N/A	C		1	12	-	266	2025	430	61.8%
5/1		U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1126	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	51	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A644_Calder Road	**-**	**-**	**0**	**0**	**0**	**5.7**	**3.0**	**0.0**	**8.7**	**-**	**-**	**-**	**-**
Calder Road_Huddersfield Road	**-**	**-**	**0**	**0**	**0**	**5.7**	**3.0**	**0.0**	**8.7**	**-**	**-**	**-**	**-**
1/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/1	891	891	-	-	-	1.4	0.8	-	2.2	8.9	9.9	0.8	10.7
3/1	925	925	-	-	-	0.5	0.6	-	1.2	4.5	6.2	0.6	6.8
3/2	208	208	-	-	-	1.7	0.7	-	2.4	41.7	4.2	0.7	4.9
4/1	266	266	-	-	-	2.1	0.8	-	2.9	39.4	5.3	0.8	6.1
5/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1126	1126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

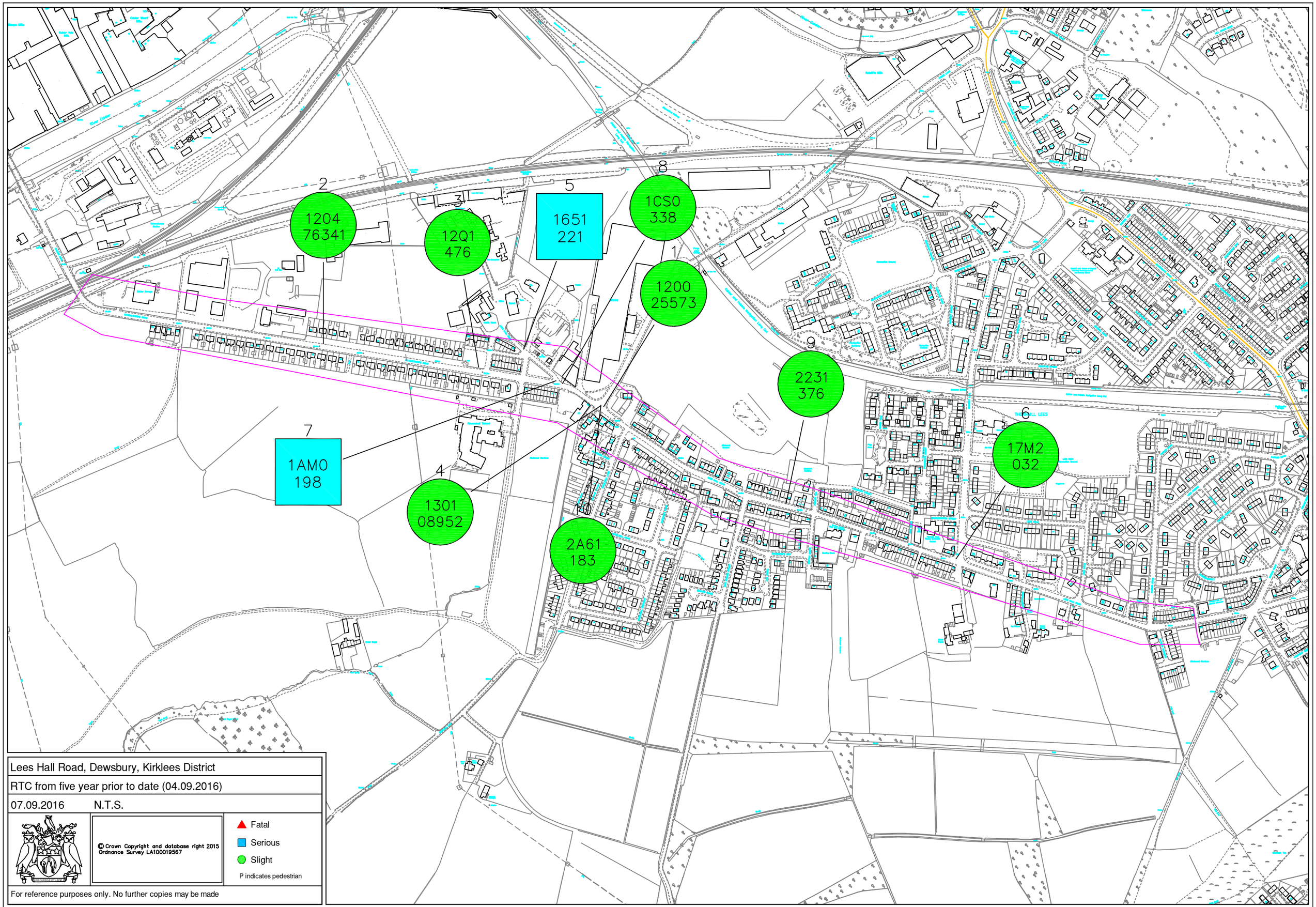
C1

PRC for Signalled Lanes (%): 43.8
PRC Over All Lanes (%): 43.8

Total Delay for Signalled Lanes (pcuHr): 8.69
Total Delay Over All Lanes(pcuHr): 8.69

Cycle Time (s): 80

APPENDIX H **Personal Injury Accident Data**



Lees Hall Road, Dewsbury, Kirklees District

RTC from five year prior to date (04.09.2016)

07.09.2016 N.T.S.

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Ordnance Survey LA100019567

- Fatal
- Serious
- Slight

P indicates pedestrian

For reference purposes only. No further copies may be made

Vicinity of Lees Hall Road, Kirklees, Leeds RTC five years prior to date (04.09.2016)

120025573 SLIGHT 17/01/2012 0017:00 423526 /419706 Lees Hall Road at Junction with Forge Lane, Dewsbury

Veh1 Car Travelling Along Forge Lane Towards Mini Roundabout Junction with Lees Hall Road. Veh2 Pedal Cycle Travelling South East Along Lees Hall Road Towards Same Junction. Veh2 Has right of Way So Enters Roundabout to Carry Straight on Lees Hall Road. Veh1 Also Enters Roundabout into Path of Veh2 and Collision Occurs.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Turning right	NE	NW	Male	54	Negative	1	Driver/Rider	SLIGHT	2	Male	24	
2	Pedal Cycle	Going ahead other	NW	SE	Male	24	Not applicable							

Contributory Factors

Defective lights or indicators V002 Possible

Cyclist wearing dark clothing at night V002 Possible

120476341 SLIGHT 31/10/2012 0021:00 423102 /419801 Ravensthorpe Road, Outside no 84, Dewsbury

V2 was Stationary at Locus Due to Temporary Traffic Signal Showing Red. it is Hit from Rear by V1.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	W	E	Male	26	Not contacted	1	Driver/Rider	SLIGHT	1	Male	26	
2	Car	Wait go ahead, held up	W	E	Male	32	Not contacted	2	Driver/Rider	SLIGHT	2	Male	32	

Contributory Factors

Failed to look properly V001 Possible

12Q1476 SLIGHT 26/02/2014 0019:35 423337 /419766 Ravensthorpe Road

V1 is a Vauxhall Astra, SH61 OYM and has been travelling along the main road and appears to have clipped a parked vehicle to the nearsdie and then rolled onto its roof. The driver and two other male occupants have run from the scene leaving lone female behind. She has some slight grazes and refused to name the driver. The collision has taken place on a road which runs parellel to the main road and accesses to the local estates.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	E	W	Male	-1	Not contacted	1	Passenger	SLIGHT	1	Female	22	
2	Car	Parked	P	P	Not known	-1	Not contacted							

Contributory Factors

Loss of control V001 V.likely

Vicinity of Lees Hall Road, Kirklees, Leeds RTC five years prior to date (04.09.2016)

ACCIDENT SEVERITY UPTO 2016

		2011	2012	2013	2014	2015	2016	Total
Fatal	0%	0	0	0	0	0	0	**0**
Serious	20%	0	0	0	2	0	0	**2**
Slight	80%	0	2	1	3	2	0	**8**
TOTAL		**0**	**2**	**1**	**5**	**2**	**0**	**10**

WEATHER

	No.	%
Fine	9	90
Rain	1	10
TOTAL	**10**	

ROAD SURFACE

	Number	%
Dry	6	60
Wet	4	40
TOTAL	**10**	

LIGHT CONDITIONS

	Number	%
Light	5	50
Dark	5	50
TOTAL	**10**	

PEDESTRIAN ACCIDENTS	**No.**	**%**
	0	0

SKIDDING ACCIDENTS	**No.**	**%**
	1	10

ACCIDENTS BY DAY AND TIME

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00.00 - 00:59	0	0	0	0	0	0	0	**0**
01:00 - 01:59	0	0	0	0	0	0	0	**0**
02:00 - 02:59	0	0	0	0	0	0	0	**0**
03:00 - 03:59	0	0	0	0	0	0	0	**0**
04:00 - 04:59	0	0	0	0	0	0	0	**0**
05:00 - 05:59	0	0	0	0	0	0	0	**0**
06:00 - 06:59	0	0	0	0	0	0	0	**0**
07:00 - 07:59	0	0	0	1	0	0	0	**1**
08:00 - 08:59	0	0	0	0	0	0	0	**0**
09:00 - 09:59	0	0	0	0	0	0	0	**0**
10:00 - 10:59	0	0	0	0	0	0	0	**0**
11:00 - 11:59	1	0	0	0	0	0	0	**1**
12:00 - 12:59	0	0	0	0	0	0	0	**0**
13:00 - 13:59	0	0	0	0	0	0	0	**0**
14:00 - 14:59	0	0	0	0	0	0	0	**0**
15:00 - 15:59	0	1	0	0	0	0	0	**1**
16:00 - 16:59	0	0	0	0	0	0	0	**0**
17:00 - 17:59	0	0	2	0	1	0	0	**3**
18:00 - 18:59	0	0	0	0	0	0	0	**0**
19:00 - 19:59	0	0	1	1	0	0	0	**2**
20:00 - 20:59	0	0	0	0	0	0	0	**0**
21:00 - 21:59	0	0	0	1	0	0	0	**1**
22:00 - 22:59	0	0	0	0	0	0	0	**0**
23:00 - 23:59	0	0	1	0	0	0	0	**1**
TOTAL	**1**	**1**	**4**	**3**	**1**	**0**	**0**	**10**
%	10%	10%	40%	30%	10%	0%	0%	100%

ACCIDENTS BY MONTH AND YEAR UPTO 2016

	2011	2012	2013	2014	2015	2016	Total
Jan	0	1	0	0	0	0	**1**
Feb	0	0	0	1	1	0	**2**
Mar	0	0	1	0	0	0	**1**
Apr	0	0	0	0	0	0	**0**
May	0	0	0	0	0	0	**0**
June	0	0	0	1	0	0	**1**
July	0	0	0	1	0	0	**1**
Aug	0	0	0	0	0	0	**0**
Sep	0	0	0	0	0	0	**0**
Oct	0	1	0	1	1	0	**3**
Nov	0	0	0	0	0	0	**0**
Dec	0	0	0	1	0	0	**1**
TOTAL	**0**	**2**	**1**	**5**	**2**	**0**	**10**
%	0%	20%	10%	50%	20%	0%	100%

Vicinity of Lees Hall Road, Kirklees, Leeds RTC five years prior to date (04.09.2016)

CASUALTY SEVERITY UPTO 2016

	2011	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	0	0	0	**0**
Serious	0	0	0	2	0	0	**2**
Slight	0	3	1	3	2	0	**9**
TOTAL	**0**	**3**	**1**	**5**	**2**	**0**	**11**

JUNCTION DETAIL

	Number	%
Roundabout and mini	3	30
T or staggered	1	10
Private drive	1	10
Not at junction	5	50
TOTAL	**10**	

JUNCTION CONTROLS

	Number	%
Give way sign	5	50
Not at junction	5	50
TOTAL	**10**	

CASUALTIES BY TYPE AND AGE GROUPING

	0 to 4	5 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Total	%
Pedal cyclist	0	1	0	1	3	0	**5**	45
PTW rider	0	0	1	0	0	0	**1**	9
Car driver	0	0	0	1	1	0	**2**	18
Car passenger	0	0	0	1	0	0	**1**	9
Hack/pri driver	0	0	0	0	1	0	**1**	9
Hack/pri pass	0	0	1	0	0	0	**1**	9
TOTAL	**0**	**1**	**2**	**3**	**5**	**0**	**11**	
%	0	9	18	27	45	0		

Number of Casualties with unknown age: 0

SPEED LIMIT

	Number	%
30 MPH	10	100
TOTAL	**10**	

ROAD CLASS

	Number	%
TOTAL		

Vicinity of Lees Hall Road, Kirklees, Leeds RTC five years prior to date (04.09.2016)

VEHICLES INVOLVED BY TYPE AND AGE OF DRIVER

	0 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Unknown	Total	%
Pedal Cycle	1	0	1	3	0	0	**5**	25
PTW	0	1	0	0	0	0	**1**	5
Car	0	0	2	5	1	3	**11**	55
Hackney/Private	0	0	0	3	0	0	**3**	15
TOTAL	**1**	**1**	**3**	**11**	**1**	**3**	**20**	
%	5	5	15	55	5	15		

VEHICLE MANOEUVRES

	Number	%
Parked	2	10
Waiting to go ahead but held up	1	5
U turn	1	5
Turning right	3	15
Going ahead other	13	65
TOTAL	**20**	

BREATH TEST

	Number	%
Not applicable	5	25
Negative	6	30
Driver not contacted	9	45
TOTAL	**20**	

130108952 SLIGHT 11/03/2013 0015:15 423521 /419707 Lees Hall Road Metres Forge Lane, Dewsbury

V1 Approaching the Mini Roundabout from Forge Lane V2 (Cycle) was Already on the Mini Roundabout. V1 Did Not See V2 and Collided.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	NE	SE	Male	31	Not contacted	1	Driver/Rider	SLIGHT	2	Male	45	
2	Pedal Cycle	Going ahead other	N	S	Male	45	Not applicable							

Contributory Factors

Failed to look properly V001 V.likely

1651221 SERIOUS 05/06/2014 0017:00 423405 /419793 Lees Hall Road, Dewsbury

V1 IS TRAVELLING ALONG LEES HALL ROAD AT SLOW SPEED, WHEN APPROACHING THE ENTRANCE TO PRIVATE BUILDERS YARD A SMALL CHILD SUDDENLY EMERGES FROM HIS LEFT HAND SIDE ON PEDAL CYCLE INTO THE CARRIAGEWAY AND COLLIDES WITH NEARSIDE OF VEHICLE. IMPACT CAUSE RIDER TO FALL TO GROUND WHERE HE SUSTAINS HEAD INJURY (BLEEDING). VIEW TO ENTRANCE FROM ROADSIDE OBSCURED BY HIGH FOLIAGE. DRIVER HAD LITTLE OR NO TIME TO REACT TO CHILD'S INJUDICIOUS ACTIONS. CONVEYED TO LGI AND REMAINED IN HOSPITAL OVERNIGHT PENDING OBSERVATIONS.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	NW	SE	Male	30	Negative	1	Driver/Rider	SERIOUS	2	Male	10	
2	Pedal Cycle	Going ahead other	NE	SW	Male	10	Not applicable							

Contributory Factors

Failed to look properly V002 V.likely Careless, reckless or in a hurry V002 Possible Other V002 V.likely

---

17M2032 SLIGHT 22/07/2014 0023:45 424059 /419476 Junction of Lees Hall Road and Brewery Lane

The IP is a pedal cyclist who has been on a roundabout Vehicle 1 has been negotiating the roundabout also and both vehicles have collided. Which has resulted in the cyclist receiving minor injuries. The driver of Vehicle 1 then makes off without stopping. The IP did not need any medical treatment.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	W	E	Male	83	Not contacted	1	Driver/Rider	SLIGHT	2	Male	31	
2	Pedal Cycle	Going ahead other	W	E	Male	31	Not applicable							

Contributory Factors

Poor turn or manoeuvre V001 V.likely

1AM0198 SERIOUS 22/10/2014 007:40 423454 /419745 Junction of Ravensthorpe Road, Dewsbury and Lees Hall Road, Dewsbury

This is a 2 vehicle collision involving a pedal cyclist and motor car, where pedal cyclist whilst riding along road in residential area, has rear wheel of cycle clipped by motor car, causing cyclist to loose control and fall from cycle,in doing so receives minor injuries. No details obtained of the motor car which failed to stop and continued on its journey.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Pedal Cycle	Going ahead other	SE	NW	Male	39	Not applicable	1	Driver/Rider	SERIOUS	1	Male	39	
2	Car	Turning right	SW	SE	Not known	-1	Not contacted							

Contributory Factors

Failed to look properly	V002 V.likely	Passing too close	V002 V.likely

---

1CS0338 SLIGHT 28/12/2014 001:20 423464 /419741 Lees Hall Road

Vehicle 1 is stationary vehicle 2 attempts to do a U turn and collides with the rear end of the vehicle 1 and causes damage a minor injury caused to the passenger of vehicle 2.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Taxi	Parked	NE	SW	Male	45	Not contacted	1	Passenger	SLIGHT	1	Female	17	
2	Taxi	U Turn	NE	SW	Male	40	Not contacted							

Contributory Factors

Poor turn or manoeuvre	V001 V.likely		

2231376 SLIGHT 03/02/2015 009:55 423802 /419559 Junction of Lees Hall Road and Unnamed

This collision involves two vehicles, Vehicle 1 is Vauxhall Corsa motor car, Vehicle 2 is Yamaha YQ 100cc scooter. Vehicle 2 is being ridden along Lees Hall Road in the direction of Thornhill, Vehicle 1 is being driven out of unnamed access road in between terraces of houses at 90 degrees to Lees Hall Road. The driver of Vehicle 1 edges out slowly in order to get a view which is made difficult by the presence of parked vehicles. As Vehicle 1 edges out it collides with Vehicle 2 as it passes the entrance to the unnamed road, causing the rider to fall from the vehicle. Vehicle 2 is badly damaged and the rider receives slight injuries.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	N	S	Female	51	Negative	1	Driver/Rider	SLIGHT	2	Male	19	
2	M/cycle 50 - 125cc	Going ahead other	W	E	Male	19	Negative							

Contributory Factors

Stationary or parked vehicle	V001 V.likely	Failed to look properly	V001 Possible

---

2A61183 SLIGHT 06/10/2015 0(17:40 423522 /419708 Junction of Lees Hall Road, Dewsbury and Forge Lane

The circumstances of the collision are as follows: The is a 2 vehicle RTC which occurred on a mini roundabout. Vehicle 1 is travelling on LEES HALL RD, approaching the roundabout with the junction of FORGE LANE to her nearside. As D1 enters roundabout to continue straight ahead she sees vehicle 2 approaching roundabout from FORGE LANE. She states the vehicle failed to give way and as such she has had to swerve onto opposite side of carriageway in an attempt to avoid collision. V2 collides with FNS of V1. Driver 2 states he did give way and she was travelling on wrong side of road. There are no independent witnesses. The passenger in V2 (taxi) was picked up almost immediately by the same taxi firm and further enquiries proved negative - they state they have no record of her. D2 was taken to hospital as a precaution having complained of chest pains.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	NW	SE	Female	25	Negative	1	Driver/Rider	SLIGHT	2	Male	48	
2	Taxi	Turning right	N	W	Male	48	Negative							

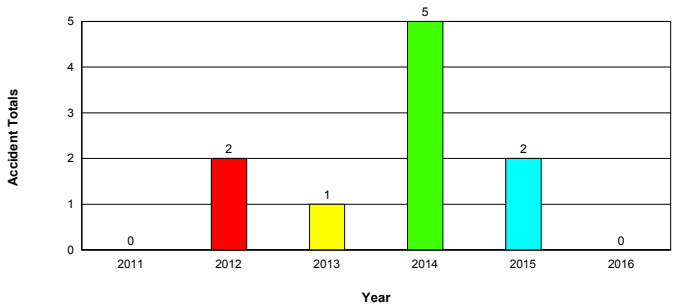
Contributory Factors

Disobey Give Way or Stop sign or marking V002 Possible Failed to look properly V002 Possible Fail to judge other person path or speed V002 Possible

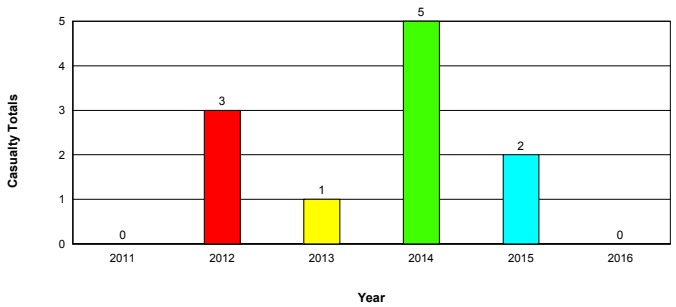
Vicinity of Lees Hall Road, Kirklees, Leeds RTC five years prior to date (04.09.2016)

Accident Date BETWEEN '05-Sep-2011' AND '04-Sep-2016'

Accident Totals/Year

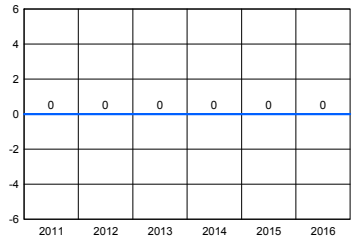


Casualty Totals/Year

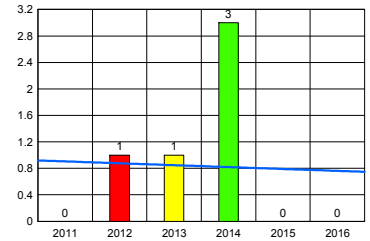


Casualty Data

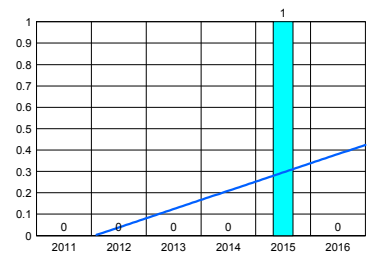
Pedestrians



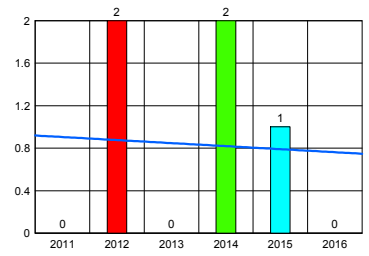
Pedal Cyclists



Motor Cyclists



Car Occupants



Acc	2011	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	2	0	0	2
Slight	0	2	1	3	2	0	8
Damage	0	0	0	0	0	0	0
Total	0	2	1	5	2	0	10

Cas	2011	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	2	0	0	2
Slight	0	3	1	3	2	0	9
Total	0	3	1	5	2	0	11

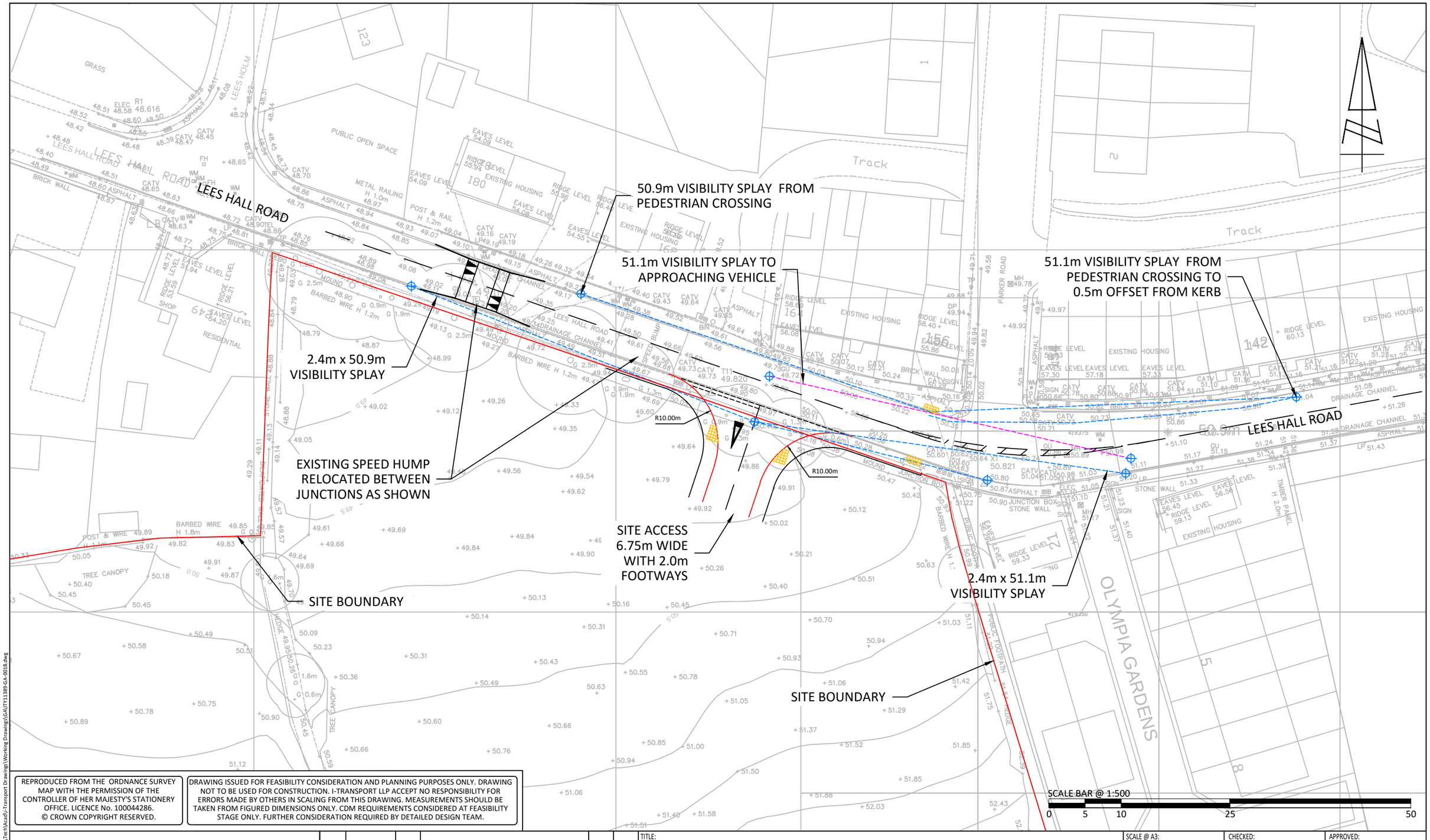
Vicinity of Lees Hall Road, Kirklees, Leeds RTC five years prior to date (04.09.2016)

Accident Date BETWEEN '05-Sep-2011' AND '04-Sep-2016'

		PEDESTRIANS	PEDAL CYCLIST	PTW USER	HACKNEY PRI/HIRE	CAR DRIVER	CAR PASS	GOODS OCCUPANT	PSV	OTHER VEH OCCUPANT	TOTAL
0 to 4	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	0	0	0	0	0	0	0	0	0	**0**
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5 to 15	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	1	0	0	0	0	0	0	0	**1**
	Slight	0	0	0	0	0	0	0	0	0	**0**
	TOTAL	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
16 to 19	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	0	0	1	1	0	0	0	0	0	**2**
	TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
20 to 29	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	0	1	0	0	1	1	0	0	0	**3**
	TOTAL	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**
30 to 59	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	1	0	0	0	0	0	0	0	**1**
	Slight	0	2	0	1	1	0	0	0	0	**4**
	TOTAL	**0**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**5**
60+	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	0	0	0	0	0	0	0	0	0	**0**
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
All Ages	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	2	0	0	0	0	0	0	0	**2**
	Slight	0	3	1	2	2	1	0	0	0	**9**
	TOTAL	**0**	**5**	**1**	**2**	**2**	**1**	**0**	**0**	**0**	**11**

Number of Casualties with unknown age: 0

APPENDIX I **Site Access Arrangements**



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i-Transport
Park House, Park Square West
Leeds, LS1 2PW
Tel: 0113 357 1360
Fax: 0113 357 1361
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
B	29.11.16	JB	VISIBILITY SPLAYS AMENDED	GJ	GJ
A	15.11.16	PH	SITE BOUNDARY AMENDED	GJ	SE

STATUS: PLANNING

TITLE: SITE ACCESS TO APPLICATION SITE FROM LEES HALL ROAD

PROJECT: LAND OFF LEES HALL ROAD, DEWSBURY

CLIENT: MILLER HOMES

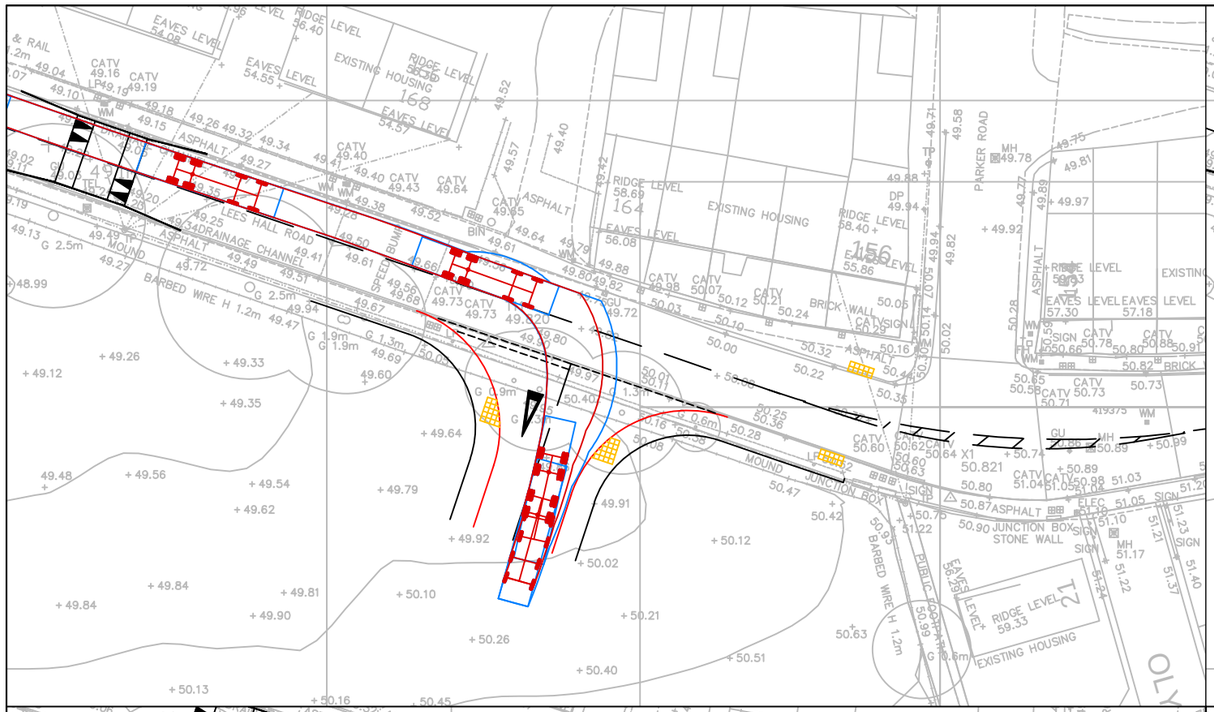
SCALE @ A3:	CHECKED:	APPROVED:
1:500	GJ	SE
FILE REF:	DRAWN:	DATE:
ITY11389-GA-001	PH	11.11.2016

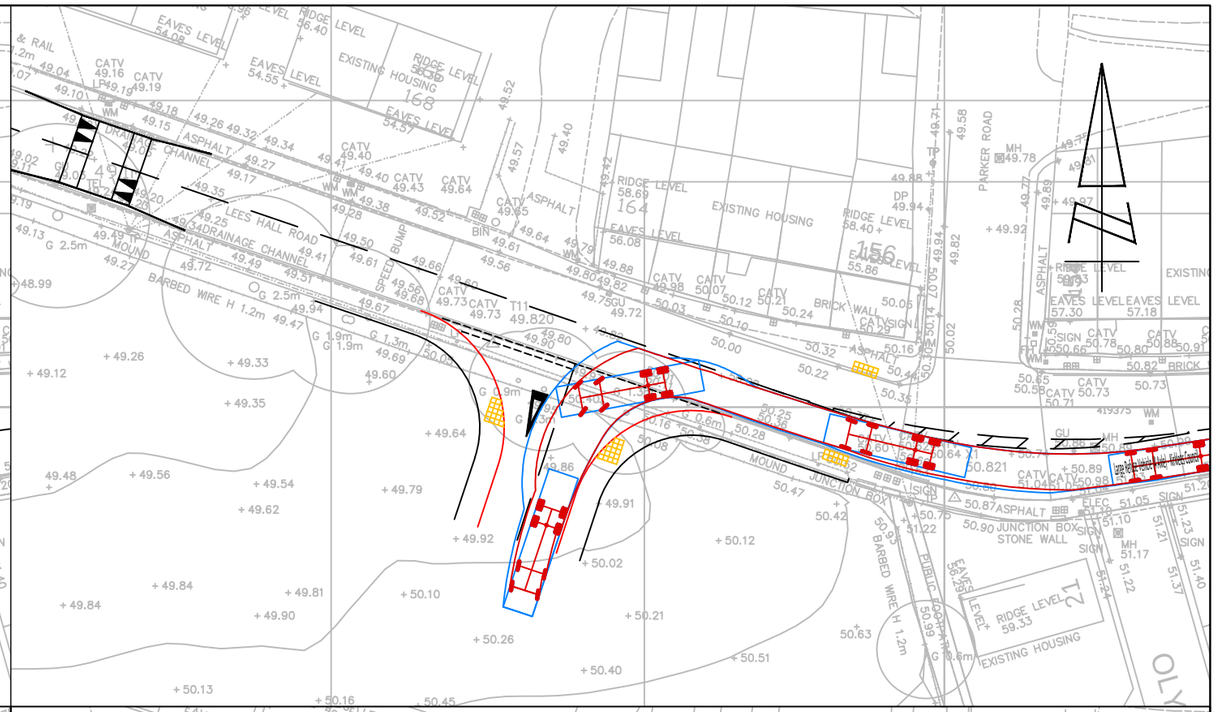
DRAWING No: ITY11389 - GA - 001

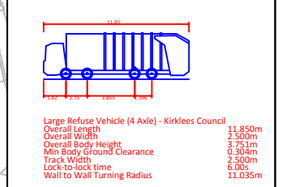
PROJECT No: ITY11389

REV: B

L:\PROJECTS\ITY11389\ITY Land off Lees Hall Road, Dewsbury\Tech\Cad\i-Transport Drawings\Working Drawings\GA\ITY11389-GA-001B.dwg







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i-Transport

Park House, Park Square West
Leeds, LS1 2PW

Tel: 0113 357 1360
Fax: 0113 357 1361

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: PLANNING

TITLE: SITE ACCESS SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:	APPROVED:
1:500	GJ	SE
FILE REF:	DRAWN:	DATE:
ITY11389-GA-001	JB	11.11.2016

PROJECT: LAND OFF LEES HALL ROAD, DEWSBURY

CLIENT: MILLER HOMES

DRAWING No: ITY11389 - GA - 002

PROJECT No: ITY11389

REV: -

L:\PROJECTS\113891TY Land off Lees Hall Road, Dewsbury\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITY11389-GA-002.dwg

APPENDIX J TRICS Outputs

Calculation Reference: AUDIT-236602-160912-0912

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
11	SCOTLAND		
	FA	FALKIRK	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: 108 to 432 (units:)
Range Selected by User: 108 to 432 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 25/09/15

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	2 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	8 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	5
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	8 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	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	2 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	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 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	7 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 CH-03-A-06 SEMI-DET./BUNGALOWS CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

2 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY 25/09/15 Survey Type: MANUAL

3 EX-03-A-01 SEMI-DET. ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

4 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE

FALKIRK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 161
Survey date: WEDNESDAY 29/05/13 Survey Type: MANUAL

5 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK

SCUNTHORPE
Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY 12/05/14 Survey Type: MANUAL

6 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

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

LIST OF SITES relevant to selection parameters (Cont.)

8 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
BROADBRIDGE HEATH
HORSHAM
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY 11/12/14 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	181	0.063	8	181	0.242	8	181	0.305
08:00 - 09:00	8	181	0.122	8	181	0.357	8	181	0.479
09:00 - 10:00	8	181	0.146	8	181	0.159	8	181	0.305
10:00 - 11:00	8	181	0.137	8	181	0.178	8	181	0.315
11:00 - 12:00	8	181	0.137	8	181	0.142	8	181	0.279
12:00 - 13:00	8	181	0.177	8	181	0.159	8	181	0.336
13:00 - 14:00	8	181	0.165	8	181	0.156	8	181	0.321
14:00 - 15:00	8	181	0.155	8	181	0.175	8	181	0.330
15:00 - 16:00	8	181	0.288	8	181	0.214	8	181	0.502
16:00 - 17:00	8	181	0.286	8	181	0.171	8	181	0.457
17:00 - 18:00	8	181	0.311	8	181	0.197	8	181	0.508
18:00 - 19:00	8	181	0.221	8	181	0.171	8	181	0.392
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.208			2.321			4.529

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:	108 - 432 (units:)
Survey date date range:	01/01/08 - 25/09/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	181	0.003	8	181	0.002	8	181	0.005
08:00 - 09:00	8	181	0.002	8	181	0.003	8	181	0.005
09:00 - 10:00	8	181	0.003	8	181	0.003	8	181	0.006
10:00 - 11:00	8	181	0.003	8	181	0.002	8	181	0.005
11:00 - 12:00	8	181	0.001	8	181	0.001	8	181	0.002
12:00 - 13:00	8	181	0.003	8	181	0.003	8	181	0.006
13:00 - 14:00	8	181	0.002	8	181	0.001	8	181	0.003
14:00 - 15:00	8	181	0.002	8	181	0.001	8	181	0.003
15:00 - 16:00	8	181	0.007	8	181	0.007	8	181	0.014
16:00 - 17:00	8	181	0.004	8	181	0.004	8	181	0.008
17:00 - 18:00	8	181	0.003	8	181	0.002	8	181	0.005
18:00 - 19:00	8	181	0.002	8	181	0.002	8	181	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.031			0.066

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:	108 - 432 (units:)
Survey date date range:	01/01/08 - 25/09/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
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	8	181	0.001	8	181	0.001	8	181	0.002
08:00 - 09:00	8	181	0.002	8	181	0.001	8	181	0.003
09:00 - 10:00	8	181	0.002	8	181	0.001	8	181	0.003
10:00 - 11:00	8	181	0.003	8	181	0.003	8	181	0.006
11:00 - 12:00	8	181	0.001	8	181	0.001	8	181	0.002
12:00 - 13:00	8	181	0.004	8	181	0.004	8	181	0.008
13:00 - 14:00	8	181	0.003	8	181	0.004	8	181	0.007
14:00 - 15:00	8	181	0.001	8	181	0.003	8	181	0.004
15:00 - 16:00	8	181	0.001	8	181	0.001	8	181	0.002
16:00 - 17:00	8	181	0.001	8	181	0.000	8	181	0.001
17:00 - 18:00	8	181	0.000	8	181	0.000	8	181	0.000
18:00 - 19:00	8	181	0.001	8	181	0.001	8	181	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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:	108 - 432 (units:)
Survey date date range:	01/01/08 - 25/09/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
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	8	181	0.000	8	181	0.000	8	181	0.000
08:00 - 09:00	8	181	0.001	8	181	0.001	8	181	0.002
09:00 - 10:00	8	181	0.000	8	181	0.000	8	181	0.000
10:00 - 11:00	8	181	0.000	8	181	0.000	8	181	0.000
11:00 - 12:00	8	181	0.001	8	181	0.001	8	181	0.002
12:00 - 13:00	8	181	0.000	8	181	0.000	8	181	0.000
13:00 - 14:00	8	181	0.000	8	181	0.000	8	181	0.000
14:00 - 15:00	8	181	0.000	8	181	0.000	8	181	0.000
15:00 - 16:00	8	181	0.000	8	181	0.000	8	181	0.000
16:00 - 17:00	8	181	0.000	8	181	0.000	8	181	0.000
17:00 - 18:00	8	181	0.000	8	181	0.000	8	181	0.000
18:00 - 19:00	8	181	0.000	8	181	0.000	8	181	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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:	108 - 432 (units:)
Survey date date range:	01/01/08 - 25/09/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
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	8	181	0.005	8	181	0.008	8	181	0.013
08:00 - 09:00	8	181	0.001	8	181	0.008	8	181	0.009
09:00 - 10:00	8	181	0.001	8	181	0.002	8	181	0.003
10:00 - 11:00	8	181	0.002	8	181	0.005	8	181	0.007
11:00 - 12:00	8	181	0.003	8	181	0.001	8	181	0.004
12:00 - 13:00	8	181	0.004	8	181	0.004	8	181	0.008
13:00 - 14:00	8	181	0.001	8	181	0.003	8	181	0.004
14:00 - 15:00	8	181	0.003	8	181	0.002	8	181	0.005
15:00 - 16:00	8	181	0.007	8	181	0.006	8	181	0.013
16:00 - 17:00	8	181	0.006	8	181	0.003	8	181	0.009
17:00 - 18:00	8	181	0.010	8	181	0.011	8	181	0.021
18:00 - 19:00	8	181	0.010	8	181	0.005	8	181	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.058			0.111

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:	108 - 432 (units:)
Survey date date range:	01/01/08 - 25/09/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	181	0.070	8	181	0.283	8	181	0.353
08:00 - 09:00	8	181	0.150	8	181	0.498	8	181	0.648
09:00 - 10:00	8	181	0.170	8	181	0.214	8	181	0.384
10:00 - 11:00	8	181	0.168	8	181	0.231	8	181	0.399
11:00 - 12:00	8	181	0.168	8	181	0.194	8	181	0.362
12:00 - 13:00	8	181	0.222	8	181	0.194	8	181	0.416
13:00 - 14:00	8	181	0.210	8	181	0.197	8	181	0.407
14:00 - 15:00	8	181	0.196	8	181	0.229	8	181	0.425
15:00 - 16:00	8	181	0.435	8	181	0.284	8	181	0.719
16:00 - 17:00	8	181	0.400	8	181	0.235	8	181	0.635
17:00 - 18:00	8	181	0.396	8	181	0.261	8	181	0.657
18:00 - 19:00	8	181	0.288	8	181	0.239	8	181	0.527
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.873			3.059			5.932

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:	108 - 432 (units:)
Survey date date range:	01/01/08 - 25/09/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	181	0.033	8	181	0.061	8	181	0.094
08:00 - 09:00	8	181	0.041	8	181	0.126	8	181	0.167
09:00 - 10:00	8	181	0.047	8	181	0.059	8	181	0.106
10:00 - 11:00	8	181	0.049	8	181	0.050	8	181	0.099
11:00 - 12:00	8	181	0.030	8	181	0.029	8	181	0.059
12:00 - 13:00	8	181	0.040	8	181	0.027	8	181	0.067
13:00 - 14:00	8	181	0.027	8	181	0.041	8	181	0.068
14:00 - 15:00	8	181	0.048	8	181	0.059	8	181	0.107
15:00 - 16:00	8	181	0.131	8	181	0.063	8	181	0.194
16:00 - 17:00	8	181	0.082	8	181	0.043	8	181	0.125
17:00 - 18:00	8	181	0.059	8	181	0.041	8	181	0.100
18:00 - 19:00	8	181	0.057	8	181	0.047	8	181	0.104
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.644			0.646			1.290

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:	108 - 432 (units:)
Survey date date range:	01/01/08 - 25/09/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	181	0.000	8	181	0.002	8	181	0.002
08:00 - 09:00	8	181	0.001	8	181	0.006	8	181	0.007
09:00 - 10:00	8	181	0.001	8	181	0.006	8	181	0.007
10:00 - 11:00	8	181	0.003	8	181	0.003	8	181	0.006
11:00 - 12:00	8	181	0.002	8	181	0.006	8	181	0.008
12:00 - 13:00	8	181	0.006	8	181	0.005	8	181	0.011
13:00 - 14:00	8	181	0.005	8	181	0.001	8	181	0.006
14:00 - 15:00	8	181	0.001	8	181	0.002	8	181	0.003
15:00 - 16:00	8	181	0.004	8	181	0.003	8	181	0.007
16:00 - 17:00	8	181	0.003	8	181	0.003	8	181	0.006
17:00 - 18:00	8	181	0.006	8	181	0.001	8	181	0.007
18:00 - 19:00	8	181	0.003	8	181	0.000	8	181	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.038			0.073

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:	108 - 432 (units:)
Survey date date range:	01/01/08 - 25/09/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	181	0.000	8	181	0.001	8	181	0.001
08:00 - 09:00	8	181	0.000	8	181	0.001	8	181	0.001
09:00 - 10:00	8	181	0.000	8	181	0.001	8	181	0.001
10:00 - 11:00	8	181	0.000	8	181	0.001	8	181	0.001
11:00 - 12:00	8	181	0.000	8	181	0.000	8	181	0.000
12:00 - 13:00	8	181	0.000	8	181	0.000	8	181	0.000
13:00 - 14:00	8	181	0.000	8	181	0.000	8	181	0.000
14:00 - 15:00	8	181	0.000	8	181	0.000	8	181	0.000
15:00 - 16:00	8	181	0.001	8	181	0.002	8	181	0.003
16:00 - 17:00	8	181	0.000	8	181	0.000	8	181	0.000
17:00 - 18:00	8	181	0.002	8	181	0.000	8	181	0.002
18:00 - 19:00	8	181	0.002	8	181	0.000	8	181	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.006			0.011

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:	108 - 432 (units:)
Survey date date range:	01/01/08 - 25/09/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	181	0.000	8	181	0.000	8	181	0.000
08:00 - 09:00	8	181	0.001	8	181	0.003	8	181	0.004
09:00 - 10:00	8	181	0.000	8	181	0.000	8	181	0.000
10:00 - 11:00	8	181	0.000	8	181	0.000	8	181	0.000
11:00 - 12:00	8	181	0.003	8	181	0.001	8	181	0.004
12:00 - 13:00	8	181	0.000	8	181	0.000	8	181	0.000
13:00 - 14:00	8	181	0.000	8	181	0.000	8	181	0.000
14:00 - 15:00	8	181	0.000	8	181	0.000	8	181	0.000
15:00 - 16:00	8	181	0.000	8	181	0.000	8	181	0.000
16:00 - 17:00	8	181	0.000	8	181	0.000	8	181	0.000
17:00 - 18:00	8	181	0.000	8	181	0.000	8	181	0.000
18:00 - 19:00	8	181	0.000	8	181	0.000	8	181	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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:	108 - 432 (units:)
Survey date date range:	01/01/08 - 25/09/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	181	0.000	8	181	0.003	8	181	0.003
08:00 - 09:00	8	181	0.002	8	181	0.010	8	181	0.012
09:00 - 10:00	8	181	0.001	8	181	0.007	8	181	0.008
10:00 - 11:00	8	181	0.003	8	181	0.004	8	181	0.007
11:00 - 12:00	8	181	0.005	8	181	0.006	8	181	0.011
12:00 - 13:00	8	181	0.006	8	181	0.005	8	181	0.011
13:00 - 14:00	8	181	0.005	8	181	0.001	8	181	0.006
14:00 - 15:00	8	181	0.001	8	181	0.002	8	181	0.003
15:00 - 16:00	8	181	0.005	8	181	0.006	8	181	0.011
16:00 - 17:00	8	181	0.003	8	181	0.003	8	181	0.006
17:00 - 18:00	8	181	0.008	8	181	0.001	8	181	0.009
18:00 - 19:00	8	181	0.006	8	181	0.000	8	181	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.048			0.093

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:	108 - 432 (units:)
Survey date date range:	01/01/08 - 25/09/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	181	0.108	8	181	0.355	8	181	0.463
08:00 - 09:00	8	181	0.195	8	181	0.643	8	181	0.838
09:00 - 10:00	8	181	0.219	8	181	0.282	8	181	0.501
10:00 - 11:00	8	181	0.222	8	181	0.290	8	181	0.512
11:00 - 12:00	8	181	0.205	8	181	0.230	8	181	0.435
12:00 - 13:00	8	181	0.272	8	181	0.230	8	181	0.502
13:00 - 14:00	8	181	0.244	8	181	0.241	8	181	0.485
14:00 - 15:00	8	181	0.249	8	181	0.293	8	181	0.542
15:00 - 16:00	8	181	0.578	8	181	0.358	8	181	0.936
16:00 - 17:00	8	181	0.492	8	181	0.284	8	181	0.776
17:00 - 18:00	8	181	0.473	8	181	0.315	8	181	0.788
18:00 - 19:00	8	181	0.361	8	181	0.291	8	181	0.652
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.618			3.812			7.430

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:	108 - 432 (units:)
Survey date date range:	01/01/08 - 25/09/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

APPENDIX K Census Data Distribution

Census Journey To work Data - Kirklees MSOAs 017,019, 023, 024 and 028

BY DISTRICT	CAR DRIVER		
LEEDS	15.38%	21%	79%
WAKEFIELD	11.38%	33%	67%
BRADFORD	4.95%	100%	
CALDERDALE	2.97%	100%	
KIRKLEES	59.79%		
OTHER	5.54%	100%	
TOTAL	100.00%		

KIRKLEES MSOA	CAR DRIVER				
Kirklees 001	0.19%	100%			
Kirklees 002	1.84%	100%			
Kirklees 003	0.55%	50%	50%		
Kirklees 004	0.27%	100%			
Kirklees 005	1.34%	50%	50%		
Kirklees 006	0.89%	50%	50%		
Kirklees 007	1.26%	100%			
Kirklees 008	0.19%	50%	50%		
Kirklees 009	0.79%	100%			
Kirklees 010	2.21%	50%	50%		
Kirklees 011	0.93%	100%			
Kirklees 012	0.48%	50%	50%		
Kirklees 013	2.65%	100%			
Kirklees 014	1.43%	100%			
Kirklees 015	2.38%	50%	50%		
Kirklees 016	2.82%	100%			
Kirklees 017	8.87%	50%	50%		
Kirklees 018	1.37%	20%	80%		
Kirklees 019	2.11%	50%	50%		
Kirklees 020	0.25%	50%	50%		
Kirklees 021	0.84%	50%	50%		
Kirklees 022	0.27%	50%	50%		
Kirklees 023	5.89%	50%	50%		
Kirklees 024	8.42%	25%	25%	25%	25%
Kirklees 025	0.48%	50%	50%		
Kirklees 026	1.51%	100%			
Kirklees 027	0.03%	100%			
Kirklees 028	1.60%	50%	50%		
Kirklees 029	2.43%	50%	50%		
Kirklees 030	0.00%	100%			
Kirklees 031	0.51%	100%			
Kirklees 032	0.22%	100%			
Kirklees 033	0.33%	100%			
Kirklees 034	0.36%	100%			
Kirklees 035	0.03%	100%			
Kirklees 036	0.10%	100%			
Kirklees 037	0.05%	100%			
Kirklees 038	0.03%	100%			
Kirklees 039	0.18%	100%			
Kirklees 040	0.03%	100%			
Kirklees 041	0.04%	100%			
Kirklees 042	0.75%	50%	50%		
Kirklees 043	0.18%	50%	50%		
Kirklees 044	0.07%	100%			
Kirklees 045	0.21%	100%			
Kirklees 046	0.38%	100%			
Kirklees 047	0.12%	50%	50%		
Kirklees 048	0.12%	100%			
Kirklees 049	0.19%	50%	50%		
Kirklees 050	0.10%	50%	50%		
Kirklees 051	0.18%	100%			
Kirklees 052	0.08%	100%			
Kirklees 053	0.14%	100%			
Kirklees 054	0.33%	100%			
Kirklees 055	0.14%	50%	50%		
Kirklees 056	0.11%	100%			
Kirklees 057	0.36%	100%			
Kirklees 058	0.08%	100%			
Kirklees 059	0.10%	100%			
	59.79%				

Routing

A638 Wakefield Road	8.2%	A
A638 Dewsbury Ring Road (W)	10.1%	B
A638 Dewsbury Ring Road (E)	1.7%	C
Heckmondwike Road	16.4%	D
North Road	5.4%	E
Lost on Thornhill Road	1.1%	F
A644 Huddersfield Road	31.2%	G
Lost on Lees Hall Road	2.1%	H
Lost on Saville Road	2.1%	I
Lost on Headfield	2.1%	J
B6117 the Common	8.4%	K
Lost on Slaithwaite Road	2.1%	L
Lost on Edge Top Road	0.8%	M
Whitley Road	2.9%	N
Briestfield Road	2.5%	O
Raventhorpe Employment	2.9%	P
	100.0%	

APPENDIX L **Principal Junction Capacity Assessment Outputs**

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Principal Assessment.j9
Path: L:\PROJECTS\11389ITY Land off Lees Hall Road, Dewsbury\Tech\Junction Assessments\Picady\Lees Hall Road_Site Access
Report generation date: 17/11/2016 08:37:23

»Base + Committed + Development, AM
»Base + Committed + Development, PM

Summary of junction performance

	AM						PM					
	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	Base + Committed + Development											
Stream B-C	0.1	6.59	0.07	A	0.72	219 % [Stream B-A]	0.0	6.11	0.03	A	0.78	267 % [Stream B-A]
Stream B-A	0.0	9.77	0.02	A			0.0	9.42	0.01	A		
Stream C-AB	0.0	5.83	0.03	A			0.1	5.79	0.07	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Lees Hall Road Site Access
Location	Dewsbury
Site number	
Date	10/11/2016
Version	
Status	
Identifier	
Client	
Jobnumber	ITY11389
Enumerator	ML
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.72	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	219	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Lees Hall Road (East)		Major
B	Site Access		Minor
C	Lees Hall Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			65.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.70	3.40	3.40	3.40	✓	1.00	17	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	488	0.087	0.219	0.138	0.313
1	B-C	686	0.102	0.259	-	-
1	C-B	612	0.231	0.231	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	344	100.000
B		ONE HOUR	✓	43	100.000
C		ONE HOUR	✓	172	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	3	341
	B	8	0	35
	C	160	12	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.59	0.1	A	32	48
B-A	0.02	9.77	0.0	A	7	11
C-AB	0.03	5.83	0.0	A	14	22
C-A					143	215
A-B					3	4
A-C					313	469

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	26	7	617	0.043	26	0.0	0.0	6.093	A
B-A	6	2	413	0.015	6	0.0	0.0	8.853	A
C-AB	11	3	635	0.018	11	0.0	0.0	5.819	A
C-A	118	30			118				
A-B	2	0.56			2				
A-C	257	64			257				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	603	0.052	31	0.0	0.1	6.293	A
B-A	7	2	398	0.018	7	0.0	0.0	9.215	A
C-AB	14	3	641	0.022	14	0.0	0.0	5.798	A
C-A	141	35			141				
A-B	3	0.67			3				
A-C	307	77			307				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	39	10	585	0.066	38	0.1	0.1	6.589	A
B-A	9	2	377	0.023	9	0.0	0.0	9.766	A
C-AB	18	5	649	0.028	18	0.0	0.0	5.774	A
C-A	171	43			171				
A-B	3	0.83			3				
A-C	375	94			375				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	39	10	585	0.066	39	0.1	0.1	6.589	A
B-A	9	2	377	0.023	9	0.0	0.0	9.766	A
C-AB	18	5	649	0.028	18	0.0	0.0	5.783	A
C-A	171	43			171				
A-B	3	0.83			3				
A-C	375	94			375				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	603	0.052	32	0.1	0.1	6.295	A
B-A	7	2	398	0.018	7	0.0	0.0	9.218	A
C-AB	14	3	641	0.022	14	0.0	0.0	5.814	A
C-A	141	35			141				
A-B	3	0.67			3				
A-C	307	77			307				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	26	7	617	0.043	26	0.1	0.0	6.099	A
B-A	6	2	413	0.015	6	0.0	0.0	8.857	A
C-AB	11	3	635	0.018	11	0.0	0.0	5.828	A
C-A	118	30			118				
A-B	2	0.56			2				
A-C	257	64			257				

Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.78	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	267	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	267	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	207	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	260
	B	4	0	19
	C	177	30	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	6.11	0.0	A	17	26
B-A	0.01	9.42	0.0	A	4	6
C-AB	0.07	5.79	0.1	A	37	55
C-A					153	230
A-B					6	10
A-C					239	358

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	14	4	634	0.023	14	0.0	0.0	5.807	A
B-A	3	0.75	418	0.007	3	0.0	0.0	8.665	A
C-AB	28	7	657	0.043	28	0.0	0.1	5.782	A
C-A	128	32			128				
A-B	5	1			5				
A-C	196	49			196				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	624	0.027	17	0.0	0.0	5.931	A
B-A	4	0.90	405	0.009	4	0.0	0.0	8.965	A
C-AB	35	9	666	0.053	35	0.1	0.1	5.771	A
C-A	151	38			151				
A-B	6	2			6				
A-C	234	58			234				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	610	0.034	21	0.0	0.0	6.112	A
B-A	4	1	387	0.011	4	0.0	0.0	9.416	A
C-AB	46	12	680	0.068	46	0.1	0.1	5.756	A
C-A	182	45			182				
A-B	8	2			8				
A-C	286	72			286				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	610	0.034	21	0.0	0.0	6.112	A
B-A	4	1	387	0.011	4	0.0	0.0	9.417	A
C-AB	46	12	680	0.068	46	0.1	0.1	5.764	A
C-A	181	45			181				
A-B	8	2			8				
A-C	286	72			286				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	624	0.027	17	0.0	0.0	5.934	A
B-A	4	0.90	405	0.009	4	0.0	0.0	8.968	A
C-AB	36	9	666	0.053	36	0.1	0.1	5.785	A
C-A	151	38			151				
A-B	6	2			6				
A-C	234	58			234				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	14	4	634	0.023	14	0.0	0.0	5.810	A
B-A	3	0.75	418	0.007	3	0.0	0.0	8.667	A
C-AB	28	7	657	0.043	28	0.1	0.1	5.794	A
C-A	127	32			127				
A-B	5	1			5				
A-C	196	49			196				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Principal Assessment.j9
Path: L:\PROJECTS\11389ITY Land off Lees Hall Road, Dewsbury\Tech\Junction Assessments\Arcady\Brewery Lane_Lees Hall Road
Report generation date: 17/11/2016 11:44:32

»Base + Committed Development, AM
»Base + Committed Development, PM
»Base + Committed + Development (Lees Hall Road), AM
»Base + Committed + Development (Lees Hall Road) , PM

Summary of junction performance

	AM						PM					
	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	Base + Committed Development											
Arm 1	0.6	6.11	0.38	A	5.73	123 % [Arm 1]	0.4	5.25	0.29	A	5.22	187 % [Arm 1]
Arm 2	0.4	5.43	0.26	A			0.4	5.36	0.27	A		
Arm 3	0.1	5.07	0.12	A			0.2	4.82	0.14	A		
	Base + Committed + Development (Lees Hall Road)											
Arm 1	0.7	6.52	0.42	A	6.02	104 % [Arm 1]	0.5	5.41	0.31	A	5.38	170 % [Arm 1]
Arm 2	0.4	5.58	0.27	A			0.4	5.55	0.29	A		
Arm 3	0.2	5.12	0.13	A			0.2	5.00	0.16	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Brewery Lane / Lees Hall Road
Location	Dewsbury
Site number	
Date	09/11/2016
Version	
Status	
Identifier	
Client	
Jobnumber	ITY11389
Enumerator	ML
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base + Committed Development	PM	ONE HOUR	16:15	17:45	15	✓
D3	Base + Committed + Development (Lees Hall Road)	AM	ONE HOUR	07:45	09:15	15	✓
D4	Base + Committed + Development (Lees Hall Road)	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Base + Committed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	5.73	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		123	Arm 1

Arms

Arms

Arm	Name	Description
1	Lees Hall Road (east)	
2	Lees Hall Road (west)	
3	Brewery Lane	

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
1	3.40	3.40	3.40	0.0	15.60	15.60	0.0	
2	3.50	3.50	4.40	0.4	8.00	4.16	0.0	
3	4.60	4.60	4.60	0.0	9.70	5.50	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.639	1027
2	0.614	967
3	0.651	954

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	340	100.000
2		ONE HOUR	✓	217	100.000
3		ONE HOUR	✓	96	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	265	75
	2	125	0	92
	3	34	62	0

Vehicle Mix

HV %s

		To		
		1	2	3
From	1	0	4	1
	2	3	0	1
	3	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.38	6.11	0.6	A	312	468
2	0.26	5.43	0.4	A	199	299
3	0.12	5.07	0.1	A	88	132

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	256	64	46	997	0.257	255	119	0.0	0.4	5.000	A
2	163	41	56	932	0.175	163	245	0.0	0.2	4.771	A
3	72	18	94	893	0.081	72	125	0.0	0.1	4.680	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	306	76	56	991	0.308	305	143	0.4	0.5	5.418	A
2	195	49	67	926	0.211	195	294	0.2	0.3	5.031	A
3	86	22	112	881	0.098	86	150	0.1	0.1	4.837	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	374	94	68	983	0.381	374	175	0.5	0.6	6.096	A
2	239	60	82	916	0.261	239	359	0.3	0.4	5.423	A
3	106	26	137	865	0.122	106	184	0.1	0.1	5.065	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	374	94	68	983	0.381	374	175	0.6	0.6	6.109	A
2	239	60	83	916	0.261	239	360	0.4	0.4	5.428	A
3	106	26	138	865	0.122	106	184	0.1	0.1	5.066	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	306	76	56	991	0.308	306	143	0.6	0.5	5.438	A
2	195	49	68	925	0.211	195	295	0.4	0.3	5.039	A
3	86	22	113	881	0.098	86	150	0.1	0.1	4.842	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	256	64	47	997	0.257	256	120	0.5	0.4	5.025	A
2	163	41	57	932	0.175	164	247	0.3	0.2	4.787	A
3	72	18	94	893	0.081	72	126	0.1	0.1	4.688	A

Base + Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	5.22	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		187	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base + Committed Development	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	260	100.000
2		ONE HOUR	✓	227	100.000
3		ONE HOUR	✓	106	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	203	57
	2	126	0	101
	3	51	55	0

Vehicle Mix

HV %s

		To		
		1	2	3
From	1	0	3	0
	2	2	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.29	5.25	0.4	A	239	358
2	0.27	5.36	0.4	A	208	312
3	0.14	4.82	0.2	A	97	146

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	196	49	41	1000	0.196	195	133	0.0	0.2	4.566	A
2	171	43	43	941	0.182	170	193	0.0	0.2	4.718	A
3	80	20	94	893	0.089	79	118	0.0	0.1	4.423	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	234	58	49	995	0.235	233	159	0.2	0.3	4.835	A
2	204	51	51	935	0.218	204	232	0.2	0.3	4.973	A
3	95	24	113	881	0.108	95	142	0.1	0.1	4.583	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	286	72	60	988	0.290	286	195	0.3	0.4	5.241	A
2	250	62	63	928	0.269	250	284	0.3	0.4	5.359	A
3	117	29	139	864	0.135	117	174	0.1	0.2	4.816	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	286	72	61	988	0.290	286	195	0.4	0.4	5.248	A
2	250	62	63	928	0.269	250	284	0.4	0.4	5.364	A
3	117	29	139	864	0.135	117	174	0.2	0.2	4.816	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	234	58	50	995	0.235	234	159	0.4	0.3	4.842	A
2	204	51	51	935	0.218	204	232	0.4	0.3	4.983	A
3	95	24	113	880	0.108	95	142	0.2	0.1	4.588	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	196	49	41	1000	0.196	196	133	0.3	0.3	4.583	A
2	171	43	43	941	0.182	171	194	0.3	0.2	4.733	A
3	80	20	95	892	0.089	80	119	0.1	0.1	4.432	A

Base + Committed + Development (Lees Hall Road), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	6.02	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		104	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base + Committed + Development (Lees Hall Road)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	375	100.000
2		ONE HOUR	✓	223	100.000
3		ONE HOUR	✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	282	93
	2	131	0	92
	3	40	62	0

Vehicle Mix

HV %s

		To		
		1	2	3
From	1	0	4	1
	2	3	0	1
	3	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.42	6.52	0.7	A	344	516
2	0.27	5.58	0.4	A	205	307
3	0.13	5.12	0.2	A	94	140

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	282	71	46	997	0.283	281	128	0.0	0.4	5.176	A
2	168	42	70	924	0.182	167	258	0.0	0.2	4.851	A
3	77	19	98	890	0.086	76	139	0.0	0.1	4.703	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	337	84	56	991	0.340	337	154	0.4	0.5	5.675	A
2	200	50	83	916	0.219	200	309	0.2	0.3	5.140	A
3	92	23	118	878	0.104	92	166	0.1	0.1	4.873	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	413	103	68	983	0.420	412	188	0.5	0.7	6.498	A
2	246	61	102	904	0.272	245	378	0.3	0.4	5.579	A
3	112	28	144	861	0.131	112	203	0.1	0.2	5.119	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	413	103	68	983	0.420	413	188	0.7	0.7	6.516	A
2	246	61	102	904	0.272	246	379	0.4	0.4	5.584	A
3	112	28	144	860	0.131	112	204	0.2	0.2	5.120	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	337	84	56	991	0.340	338	154	0.7	0.5	5.696	A
2	200	50	84	915	0.219	201	310	0.4	0.3	5.148	A
3	92	23	118	878	0.105	92	167	0.2	0.1	4.876	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	282	71	47	997	0.283	283	129	0.5	0.4	5.210	A
2	168	42	70	924	0.182	168	259	0.3	0.2	4.869	A
3	77	19	99	890	0.086	77	140	0.1	0.1	4.711	A

Base + Committed + Development (Lees Hall Road) , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	5.38	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		170	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Base + Committed + Development (Lees Hall Road)	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	279	100.000
2		ONE HOUR	✓	241	100.000
3		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	212	67
	2	140	0	101
	3	67	55	0

Vehicle Mix

HV %s

		To		
		1	2	3
From	1	0	3	0
	2	2	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.31	5.41	0.5	A	256	384
2	0.29	5.55	0.4	A	221	332
3	0.16	5.00	0.2	A	112	168

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	210	53	41	1000	0.210	209	155	0.0	0.3	4.646	A
2	181	45	50	936	0.194	180	200	0.0	0.2	4.813	A
3	92	23	105	886	0.104	91	126	0.0	0.1	4.528	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	251	63	49	995	0.252	251	186	0.3	0.3	4.940	A
2	217	54	60	930	0.233	216	240	0.2	0.3	5.102	A
3	110	27	126	872	0.126	110	151	0.1	0.1	4.719	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	307	77	60	988	0.311	307	228	0.3	0.5	5.399	A
2	265	66	74	922	0.288	265	294	0.3	0.4	5.541	A
3	134	34	154	854	0.157	134	185	0.1	0.2	4.999	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	307	77	61	988	0.311	307	228	0.5	0.5	5.406	A
2	265	66	74	922	0.288	265	294	0.4	0.4	5.548	A
3	134	34	154	854	0.157	134	185	0.2	0.2	5.002	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	251	63	50	995	0.252	251	186	0.5	0.3	4.953	A
2	217	54	60	930	0.233	217	240	0.4	0.3	5.110	A
3	110	27	126	872	0.126	110	151	0.2	0.1	4.724	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	210	53	41	1000	0.210	210	156	0.3	0.3	4.663	A
2	181	45	51	936	0.194	182	201	0.3	0.2	4.831	A
3	92	23	106	886	0.104	92	127	0.1	0.1	4.538	A

APPENDIX M **Sensitivity Test Junction Capacity Assessment Outputs**

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Sensitivity Test.j9
Path: L:\PROJECTS\11389ITY Land off Lees Hall Road, Dewsbury\Tech\Junction Assessments\Picady\Lees Hall Road_Site Access
Report generation date: 17/11/2016 08:44:25

»Base + Committed + Development - Sensitivity, AM
»Base + Committed + Development - Sensitivity, PM

Summary of junction performance

	AM						PM					
	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	Base + Committed + Development - Sensitivity											
Stream B-C	0.1	6.67	0.07	A	0.69	202 % [Stream B-A]	0.0	6.16	0.03	A	0.74	247 % [Stream B-A]
Stream B-A	0.0	9.96	0.02	A			0.0	9.56	0.01	A		
Stream C-AB	0.0	5.82	0.03	A			0.1	5.77	0.07	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Lees Hall Road Site Access
Location	Dewsbury
Site number	
Date	10/11/2016
Version	
Status	
Identifier	
Client	
Jobnumber	ITY11389
Enumerator	ML
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base + Committed + Development - Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base + Committed + Development - Sensitivity	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Base + Committed + Development - Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.69	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	202	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Lees Hall Road (East)		Major
B	Site Access		Minor
C	Lees Hall Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			65.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.70	3.40	3.40	3.40	✓	1.00	17	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	488	0.087	0.219	0.138	0.313
1	B-C	686	0.102	0.259	-	-
1	C-B	612	0.231	0.231	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base + Committed + Development - Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	367	100.000
B		ONE HOUR	✓	43	100.000
C		ONE HOUR	✓	182	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	3	364
	B	8	0	35
	C	170	12	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.67	0.1	A	32	48
B-A	0.02	9.96	0.0	A	7	11
C-AB	0.03	5.82	0.0	A	15	22
C-A					152	228
A-B					3	4
A-C					334	501

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	26	7	612	0.043	26	0.0	0.0	6.140	A
B-A	6	2	408	0.015	6	0.0	0.0	8.959	A
C-AB	11	3	637	0.018	11	0.0	0.0	5.809	A
C-A	126	31			126				
A-B	2	0.56			2				
A-C	274	69			274				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	598	0.053	31	0.0	0.1	6.353	A
B-A	7	2	392	0.018	7	0.0	0.0	9.353	A
C-AB	14	4	643	0.022	14	0.0	0.0	5.786	A
C-A	149	37			149				
A-B	3	0.67			3				
A-C	327	82			327				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	39	10	578	0.067	38	0.1	0.1	6.669	A
B-A	9	2	370	0.024	9	0.0	0.0	9.956	A
C-AB	19	5	652	0.029	19	0.0	0.0	5.758	A
C-A	182	45			182				
A-B	3	0.83			3				
A-C	401	100			401				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	39	10	578	0.067	39	0.1	0.1	6.669	A
B-A	9	2	370	0.024	9	0.0	0.0	9.956	A
C-AB	19	5	652	0.029	19	0.0	0.0	5.765	A
C-A	182	45			182				
A-B	3	0.83			3				
A-C	401	100			401				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	598	0.053	32	0.1	0.1	6.355	A
B-A	7	2	392	0.018	7	0.0	0.0	9.354	A
C-AB	14	4	643	0.022	14	0.0	0.0	5.800	A
C-A	149	37			149				
A-B	3	0.67			3				
A-C	327	82			327				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	26	7	612	0.043	26	0.1	0.0	6.146	A
B-A	6	2	408	0.015	6	0.0	0.0	8.963	A
C-AB	11	3	637	0.018	11	0.0	0.0	5.819	A
C-A	126	31			126				
A-B	2	0.56			2				
A-C	274	69			274				

Base + Committed + Development - Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.74	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	247	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base + Committed + Development - Sensitivity	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	284	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	219	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	277
	B	4	0	19
	C	189	30	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	6.16	0.0	A	17	26
B-A	0.01	9.56	0.0	A	4	6
C-AB	0.07	5.77	0.1	A	38	56
C-A					163	245
A-B					6	10
A-C					254	381

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	14	4	631	0.023	14	0.0	0.0	5.838	A
B-A	3	0.75	414	0.007	3	0.0	0.0	8.750	A
C-AB	29	7	660	0.044	29	0.0	0.1	5.758	A
C-A	136	34			136				
A-B	5	1			5				
A-C	209	52			209				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	620	0.028	17	0.0	0.0	5.970	A
B-A	4	0.90	400	0.009	4	0.0	0.0	9.074	A
C-AB	36	9	670	0.054	36	0.1	0.1	5.740	A
C-A	161	40			161				
A-B	6	2			6				
A-C	249	62			249				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	605	0.035	21	0.0	0.0	6.163	A
B-A	4	1	381	0.012	4	0.0	0.0	9.564	A
C-AB	48	12	685	0.069	47	0.1	0.1	5.722	A
C-A	194	48			194				
A-B	8	2			8				
A-C	305	76			305				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	605	0.035	21	0.0	0.0	6.163	A
B-A	4	1	381	0.012	4	0.0	0.0	9.564	A
C-AB	48	12	685	0.069	48	0.1	0.1	5.733	A
C-A	194	48			194				
A-B	8	2			8				
A-C	305	76			305				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	620	0.028	17	0.0	0.0	5.974	A
B-A	4	0.90	400	0.009	4	0.0	0.0	9.077	A
C-AB	36	9	671	0.054	36	0.1	0.1	5.759	A
C-A	161	40			161				
A-B	6	2			6				
A-C	249	62			249				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	14	4	631	0.023	14	0.0	0.0	5.841	A
B-A	3	0.75	414	0.007	3	0.0	0.0	8.752	A
C-AB	29	7	660	0.044	29	0.1	0.1	5.772	A
C-A	136	34			136				
A-B	5	1			5				
A-C	209	52			209				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Sensitivity Test.j9
Path: L:\PROJECTS\11389ITY Land off Lees Hall Road, Dewsbury\Tech\Junction Assessments\Arcady\Brewery Lane_Lees Hall Road
Report generation date: 17/11/2016 11:51:10

»Base + Committed Development - Sensitivity, AM
»Base + Committed Development - Sensitivity, PM
»Base + Committed + Development (Lees Hall Road) - Sensitivity, AM
»Base + Committed + Development (Lees Hall Road) - Sensitivity, PM

Summary of junction performance

	AM						PM					
	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
Base + Committed Development - Sensitivity												
Arm 1	0.7	6.40	0.41	A	5.95	109 % [Arm 1]	0.5	5.41	0.31	A	5.36	169 % [Arm 1]
Arm 2	0.4	5.58	0.28	A			0.4	5.52	0.29	A		
Arm 3	0.2	5.15	0.13	A			0.2	4.90	0.14	A		
Base + Committed + Development (Lees Hall Road) - Sensitivity												
Arm 1	0.8	6.85	0.45	A	6.26	92 % [Arm 1]	0.5	5.58	0.33	A	5.55	154 % [Arm 1]
Arm 2	0.4	5.74	0.29	A			0.4	5.72	0.31	A		
Arm 3	0.2	5.21	0.14	A			0.2	5.10	0.17	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Brewery Lane / Lees Hall Road
Location	Dewsbury
Site number	
Date	09/11/2016
Version	
Status	
Identifier	
Client	
Jobnumber	ITY11389
Enumerator	ML
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base + Committed Development - Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base + Committed Development - Sensitivity	PM	ONE HOUR	16:15	17:45	15	✓
D3	Base + Committed + Development (Lees Hall Road) - Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓
D4	Base + Committed + Development (Lees Hall Road) - Sensitivity	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Base + Committed Development - Sensitivity, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	5.95	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		109	Arm 1

Arms

Arms

Arm	Name	Description
1	Lees Hall Road (east)	
2	Lees Hall Road (west)	
3	Brewery Lane	

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
1	3.40	3.40	3.40	0.0	15.60	15.60	0.0	
2	3.50	3.50	4.40	0.4	8.00	4.16	0.0	
3	4.60	4.60	4.60	0.0	9.70	5.50	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.639	1027
2	0.614	967
3	0.651	954

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base + Committed Development - Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	363	100.000
2		ONE HOUR	✓	231	100.000
3		ONE HOUR	✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	283	80
	2	133	0	98
	3	36	66	0

Vehicle Mix

HV %s

		To		
		1	2	3
From	1	0	4	1
	2	3	0	1
	3	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.41	6.40	0.7	A	333	500
2	0.28	5.58	0.4	A	212	318
3	0.13	5.15	0.2	A	94	140

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	273	68	49	995	0.275	272	127	0.0	0.4	5.132	A
2	174	43	60	930	0.187	173	261	0.0	0.2	4.850	A
3	77	19	100	889	0.086	76	133	0.0	0.1	4.729	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	326	82	59	989	0.330	326	152	0.4	0.5	5.606	A
2	208	52	72	923	0.225	207	313	0.2	0.3	5.139	A
3	92	23	119	877	0.105	92	160	0.1	0.1	4.900	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	400	100	73	980	0.408	399	186	0.5	0.7	6.386	A
2	254	64	88	913	0.279	254	384	0.3	0.4	5.576	A
3	112	28	146	859	0.131	112	196	0.1	0.2	5.150	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	400	100	73	980	0.408	400	186	0.7	0.7	6.405	A
2	254	64	88	913	0.279	254	384	0.4	0.4	5.583	A
3	112	28	146	859	0.131	112	196	0.2	0.2	5.151	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	326	82	59	989	0.330	327	152	0.7	0.5	5.629	A
2	208	52	72	923	0.225	208	314	0.4	0.3	5.147	A
3	92	23	120	876	0.105	92	160	0.2	0.1	4.903	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	273	68	50	995	0.275	274	127	0.5	0.4	5.160	A
2	174	43	60	930	0.187	174	263	0.3	0.2	4.868	A
3	77	19	100	889	0.086	77	134	0.1	0.1	4.736	A

Base + Committed Development - Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	5.36	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		169	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base + Committed Development - Sensitivity	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	277	100.000
2		ONE HOUR	✓	242	100.000
3		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	216	61
	2	134	0	108
	3	54	59	0

Vehicle Mix

HV %s

		To		
		1	2	3
From	1	0	3	0
	2	2	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.31	5.41	0.5	A	254	381
2	0.29	5.52	0.4	A	222	333
3	0.14	4.90	0.2	A	104	156

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	209	52	44	999	0.209	207	141	0.0	0.3	4.651	A
2	182	46	46	939	0.194	181	206	0.0	0.2	4.798	A
3	85	21	100	889	0.096	85	127	0.0	0.1	4.474	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	249	62	53	993	0.251	249	169	0.3	0.3	4.946	A
2	218	54	55	933	0.233	217	247	0.2	0.3	5.082	A
3	102	25	120	876	0.116	101	152	0.1	0.1	4.648	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	305	76	65	985	0.310	305	207	0.3	0.5	5.407	A
2	266	67	67	926	0.288	266	302	0.3	0.4	5.513	A
3	124	31	147	858	0.145	124	186	0.1	0.2	4.902	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	305	76	65	985	0.310	305	207	0.5	0.5	5.414	A
2	266	67	67	926	0.288	266	303	0.4	0.4	5.520	A
3	124	31	148	858	0.145	124	186	0.2	0.2	4.905	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	249	62	53	993	0.251	249	169	0.5	0.3	4.959	A
2	218	54	55	933	0.233	218	248	0.4	0.3	5.092	A
3	102	25	121	876	0.116	102	152	0.2	0.1	4.653	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	209	52	44	998	0.209	209	142	0.3	0.3	4.667	A
2	182	46	46	939	0.194	182	207	0.3	0.2	4.814	A
3	85	21	101	889	0.096	85	127	0.1	0.1	4.481	A

Base + Committed + Development (Lees Hall Road) - Sensitivity, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	6.26	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		92	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base + Committed + Development (Lees Hall Road) - Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	398	100.000
2		ONE HOUR	✓	236	100.000
3		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	300	98
	2	138	0	98
	3	43	66	0

Vehicle Mix

HV %s

		To		
		1	2	3
From	1	0	4	1
	2	3	0	1
	3	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.45	6.85	0.8	A	365	548
2	0.29	5.74	0.4	A	217	325
3	0.14	5.21	0.2	A	100	150

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	300	75	49	995	0.301	298	136	0.0	0.4	5.318	A
2	178	44	73	922	0.193	177	274	0.0	0.2	4.929	A
3	82	21	103	887	0.093	82	147	0.0	0.1	4.753	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	358	89	59	989	0.362	357	163	0.4	0.6	5.879	A
2	212	53	88	913	0.232	212	329	0.2	0.3	5.245	A
3	98	24	124	874	0.112	98	176	0.1	0.1	4.937	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	438	110	73	980	0.447	437	199	0.6	0.8	6.830	A
2	260	65	108	901	0.288	259	402	0.3	0.4	5.730	A
3	120	30	152	856	0.140	120	215	0.1	0.2	5.204	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	438	110	73	980	0.447	438	199	0.8	0.8	6.855	A
2	260	65	108	901	0.289	260	403	0.4	0.4	5.738	A
3	120	30	152	855	0.140	120	216	0.2	0.2	5.207	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	358	89	59	989	0.362	359	163	0.8	0.6	5.909	A
2	212	53	88	913	0.232	213	330	0.4	0.3	5.257	A
3	98	24	124	873	0.112	98	177	0.2	0.1	4.942	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	300	75	50	995	0.301	300	136	0.6	0.4	5.353	A
2	178	44	74	922	0.193	178	276	0.3	0.2	4.949	A
3	82	21	104	887	0.093	82	148	0.1	0.1	4.761	A

Base + Committed + Development (Lees Hall Road) - Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	5.55	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		154	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Base + Committed + Development (Lees Hall Road) - Sensitivity	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	296	100.000
2		ONE HOUR	✓	257	100.000
3		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	225	71
	2	149	0	108
	3	70	59	0

Vehicle Mix

HV %s

		To		
		1	2	3
From	1	0	3	0
	2	2	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.33	5.58	0.5	A	272	407
2	0.31	5.72	0.4	A	236	354
3	0.17	5.10	0.2	A	118	178

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	223	56	44	999	0.223	222	164	0.0	0.3	4.732	A
2	193	48	53	934	0.207	192	213	0.0	0.3	4.901	A
3	97	24	112	882	0.110	97	134	0.0	0.1	4.582	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	266	67	53	993	0.268	266	197	0.3	0.4	5.060	A
2	231	58	64	928	0.249	231	255	0.3	0.3	5.221	A
3	116	29	134	867	0.134	116	161	0.1	0.2	4.791	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	326	81	65	985	0.331	325	241	0.4	0.5	5.573	A
2	283	71	78	919	0.308	283	312	0.3	0.4	5.717	A
3	142	36	164	848	0.168	142	197	0.2	0.2	5.099	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	326	81	65	985	0.331	326	241	0.5	0.5	5.582	A
2	283	71	78	919	0.308	283	313	0.4	0.4	5.725	A
3	142	36	164	848	0.168	142	197	0.2	0.2	5.102	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	266	67	53	993	0.268	267	197	0.5	0.4	5.072	A
2	231	58	64	928	0.249	231	256	0.4	0.3	5.233	A
3	116	29	134	867	0.134	116	161	0.2	0.2	4.795	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	223	56	44	998	0.223	223	165	0.4	0.3	4.750	A
2	193	48	54	934	0.207	194	214	0.3	0.3	4.920	A
3	97	24	112	881	0.110	97	135	0.2	0.1	4.594	A