

TRANSPORT ASSESSMENT

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Dobroyd Mill, Jackson Bridge /
Hepworth, West Yorkshire

ON BEHALF OF

Z Hinchliffe & Sons Ltd



Quality Management

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Table of Contents

1.	Introduction.....	1
2.	Transport Policy.....	2
2.2.	NATIONAL PLANNING POLICY FRAMEWORK – PROMOTING SUSTAINABLE TRAVEL.....	2
2.3.	LOCAL TRANSPORT POLICY.....	4
3.	Existing Situation	5
3.1.	SITE DESCRIPTION.....	5
3.2.	HIGHWAY NETWORK.....	5
3.3.	PEDESTRIANS AND CYCLISTS	7
3.4.	PUBLIC TRANSPORT	10
3.5.	INJURY COLLISION RECORDS	11
3.6.	TRAFFIC / SPEED SURVEYS.....	12
4.	The Development Proposals.....	13
4.1.	PROPOSED DEVELOPMENT.....	13
4.2.	SITE ACCESS	14
4.3.	PEDESTRIANS AND CYCLE ACCESS.....	14
4.4.	PARKING PROVISION	14
4.5.	SERVICING.....	15
5.	Traffic Impact.....	16
5.1.	EXISTING DEVELOPMENT MIX.....	16
5.2.	EXISTING DEVELOPMENT TRAFFIC	16
5.3.	PROPOSED DEVELOPMENT MIX.....	17
5.4.	PROPOSED DEVELOPMENT TRAFFIC	18
5.5.	COMPARISON OF TRAFFIC.....	19
5.6.	TRAFFIC IMPACT	20
5.7.	PARKING IMPACT.....	22
6.	Conclusion	23

Appendices

Appendix A	Site Location Plan
Appendix B	Injury Accident Data
Appendix C	Traffic Flow Diagrams / Speed Survey Results
Appendix D	Proposed Site Layout
Appendix E	TRICS Data
Appendix F	Parking Accumulation Calculations

1. Introduction

Via Solutions has been appointed to prepare this Transport Assessment in support of a planning application for a mixed use (residential and commercial) development on land at Dobroyd Mills in Jackson Bridge / Hepworth south of New Mill in West Yorkshire. Figure 1 at Appendix A shows the site location in relation to the local highway network.

This Transport Assessment considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.

Both Local and National Transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within the report. Sustainable transport accessibility has also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered.

The following assessment concludes that an acceptable vehicular access can be provided in terms of safety and capacity.

1

2. Transport Policy

2.1.1. When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY FRAMEWORK – PROMOTING SUSTAINABLE TRAVEL

2.2.1. The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

2.2.2. Paragraph 32 of the NPPF states that planning decisions should take account of:

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

2.2.3. The planning application for the proposed development is supported by this Transport Assessment, which demonstrates that the proposal is not detrimental to road safety or the efficient operation of the highway network, large scale mitigation is not required and that is accessible by walking, cycling and public transport.

2.2.4. Paragraph 34 states that *“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.”* The proposal will facilitate walking, cycling and is accessible by public transport.

2.2.5. Paragraph 35 of the NPPF states that “developments should be located and designed where practical to:

- *Accommodate the efficient delivery of goods and supplies;*
- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and,*
- *Consider the needs of people with disabilities by all modes of transport.*

2.2.6. This report demonstrates that the site can be accessed by sustainable modes of transport and is in a sustainable location within Jackson Bridge / Hepworth. The proposal therefore complies with the policies set out in the NPPF.

2.3. LOCAL TRANSPORT POLICY

2.3.1. The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3), which covers the period 2011 to 2016. The key objectives of the LTP3 include:

- ✓ To improve access to jobs, education and other key services for everyone;
- ✓ To reduce delays to the movement of people and goods;
- ✓ To improve safety for all highway users;
- ✓ To limit transport emissions of air pollutants, greenhouse gases and noise; and
- ✓ To improve the condition of the highway infrastructure.

2.3.2. The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to 'ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards'. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

4

2.3.3. The LTP also sets out a bus strategy for West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.

2.3.4. Local transport policy is set out in the Kirklees Unitary Development Plan (UDP) as retained in the Local Development framework process. The consistent objectives across all these documents are to look to developments that promote more sustainable transport choices and reduce the need to travel by car and improve the environment.

2.3.5. It is considered that this site is in compliance with local and national transport policies due to the sustainable location of the site with good quality facilities for travel by modes other than single occupancy private car trips.

3. Existing Situation

3.1. SITE DESCRIPTION

3.1.1. The site is located in the built up area of Hepworth / Jackson Bridge. The present use of the site is as a mill complex with accesses off Hepworth Road and Butt Lane. The site is currently accessed from the Coal Road. The site location is shown on Figure 1 in Appendix A.

3.1.2. There are several public houses, a school, community hall and a church within easy walking distance of the site. Jackson Bridge lies 2.5 km south east of the town centre of Holmfirth, 1.8 km south of the settlement of New Mill and about 8 km south of Huddersfield. It is situated adjacent to the A616 Sheffield Road which connects Huddersfield to Sheffield and the M1 South.

5

3.2. HIGHWAY NETWORK

LOCAL HIGHWAY NETWORK

3.2.1. In the vicinity of the development site Hepworth Road is a local access road and bus route linking between the settlements of Jackson Bridge and Hepworth. There is a cross roads in the centre of Jackson Bridge to the north of the site formed by Hepworth Road, Scholes Road, Bank Street and East Street. The latter two roads rise up to form junctions with the A616. Scholes Road proceeds west to Scholes and eventually to Holmfirth.

3.2.2. Hepworth Road in the vicinity of the site access is bounded by commercial properties to both sides. To the north this then changes to residential development generally to the eastern side.

- 3.2.3. To the south there is some intermittent residential development on Hepworth Road which then bends to the west and becomes Butt Lane. This rises up into the built up area of Hepworth. A bus turn round facility exists at the top of the hill.
- 3.2.4. Town Gate branches off Butt Lane at the top of the hill which leads in to Main Gate which provides access to other residential development in Hepworth and the local school. The route continues out of the settlement and eventually joins the A616. Butt Lane continues westwards towards Scholes and the route continues to Holmfirth.
- 3.2.5. Whilst Hepworth Road does have a system of street lighting along it, footway provision is limited. There is a footway along the west side up to the cross roads in the centre of Jackson Bridge and short lengths of footway exist on the three other roads which join it at this junction.
- 3.2.6. There are several public houses and a church within easy walking distance of the site. A post office and local shop is located within Scholes. Hepworth Junior and Infants School is located towards the southern edge of Hepworth on Main Gate.
- 3.2.7. Many of the roads within Hepworth and Jackson Bridge are roads typical of the area with footways provided intermittently on one side or the other. The carriageway varies in width and has street lighting provided to both sides. They provide direct access to numerous residential properties located along their lengths and several minor residential estate roads all of which are subject to a 30 mph speed limit.
- 3.2.8. The local primary school is sited off Main Gate which is less than 900m from the site and so is within the normally accepted walking distance (2000m) as given in "Providing for Journeys on Foot" as published by the IHT. A further primary school is located in Scholes which is only slightly further away. The routes to the school from the site allow safe access for pedestrians to walk to the school from the development site via lightly trafficked lanes or public footpaths.

STRATEGIC HIGHWAY NETWORK

- 3.2.9. The A616 Sheffield Road, which connects Huddersfield to Sheffield and the M1 South, lies to the eastern edge of Jackson Bridge. Several other major traffic routes intersect with the A616 providing links to Holmfirth and Wakefield.
- 3.2.10. Holmfirth is a small township to the south of Huddersfield with a good range of local shops, amenities, post office and other retail outlets, leisure and employment opportunities and a high school is located within Holmfirth (Thongsbridge). These are located about 2.5km north west of the site so are in easy cycling distance.

3.3. PEDESTRIANS AND CYCLISTS

WALKING

- 3.3.1. The national policy relating to transport and development is set out Section 4 of the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to *"The Guidelines for Providing for Journeys on Foot"* (Institute of Highway Engineers, May 2010), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (IHT, 2000)

3.3.2. The facilities within the preferred maximum walking distance are summarised in the table below.

TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

		Facilities
200m		Bus stops, residential areas
400m		Bus stops, church, residential areas, public house
800m		Church, school, bus stops, public house
1000m	–	School, bus stops, food and non-food retail,
2000m		

3.3.3. As mentioned above Hepworth Road does have a system of street lighting along it, footway provision is limited. There is a footway along the west side up to the cross roads in the centre of Jackson Bridge and short lengths of footway exist on the three other roads which join it at this junction. A system of street lighting exists in the village.

8

3.3.4. Observations indicate that the roads in the area are lightly trafficked by low speed vehicles, conditions are conducive to walking and cycling in the village. There is a public footpath off Butt Lane / Hepworth Road which heads south and emerges on to Main Gate adjacent to Hepworth Junior and Infants School. This provides a short cut link reducing the walking distance to the school to about 900m.

3.3.5. With the additional on-site pedestrian facilities, it is concluded that safe and convenient access to the site is readily available for pedestrians.

CYCLING

- 3.3.6. National and Local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments stated within the NPPF or local planning policy.
- 3.3.7. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful references point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.
- 3.3.8. Holmfirth, Town End, Thongsbridge and Brockholes are within this distance. This demonstrates that there are significant residential and commercial areas within this catchment providing potential for residents to cycle from their homes to work, shop or for leisure purposes.
- 3.3.9. In consideration of the above, it is judged that there are practical and convenient links available to and from the proposed development offering the potential for residents to walk or cycle to local facilities and employment areas.

3.4. PUBLIC TRANSPORT

BUSES

- 3.4.1. There are stops on Hepworth Road adjacent to the existing site entrance and two more to the north. The latter two both have timetable cases and a shelter. There is also a stop on Scholes Road near the cross roads junction in the centre of Jackson Bridge which has a timetable case. The 310, H7 and X7 services use these stops.
- 3.4.2. The 310 service operates between Hepworth, Scholes, Holmfirth and Huddersfield every 30 minutes during the day Monday to Saturday and hourly during the evenings and on Sundays. The H7 runs twice a day Monday to Friday between Hepworth, New Mill and Holmfirth. The X7 is a limited stop service between Hade Edge, Hepworth, New Mill and Huddersfield operating once during the weekday morning peak hour.
- 3.4.3. There are bus stations in Holmfirth and Huddersfield served by the above routes. These are main transport hubs with a wide range of bus routes which call at or terminate at them.
- 3.4.4. From the above it is evident that the site benefits from being in proximity to reasonably frequent and good quality public transport links for travelling around the area.
- 3.4.5. The proposed development is considered to be well served by public transport, utilising stops that are well within the desirable walking distances given in 'Providing for Journeys on Foot'.

10

TRAINS

3.4.6. There is a train station in Huddersfield which can be accessed using the bus services mentioned above. There are a wide variety of routes to main line destinations elsewhere in the UK that can be reached from this station.

3.5. INJURY COLLISION RECORDS

3.5.1. Injury collision data has been obtained from the Crashmap website for the five years from 1st January 2011 to 31st December 2015 for the road network surrounding the development site.

3.5.2. The collision data shows that there were no collisions recorded on any of the road network within the built up area of Jackson Bridge or Hepworth during that period. It is noted that six incidents have been recorded along the A616 in the same time period. The relevant data is contained within Appendix B. The number of collisions by year and severity along the A616 are indicated in the table below.

11

TABLE 3. INCIDENT DATA SUMMARY ON A616

Severity	2011	2012	2013	2014	2015
Slight	1	1	0	1	1
Serious	1	0	0	0	1
Fatal	0	0	0	0	0

3.5.3. It is noted that no incidents have been recorded at the two junctions on the A616 in Jackson Bridge. Those that have occurred along the A616 are spread along its length with no evidence of any clusters. All but one of these incidents occurred away from junctions and primarily involved a single vehicle inferring a loss of control type event.

- 3.5.4. Within West Yorkshire a site for concern or requiring further investigation is identified if there are three or more injury collisions per year over a five-year period. The incident record for this section of the A616 in the vicinity of the proposed site access means the site does not qualify for listing.
- 3.5.5. Therefore, it is considered that the location is not a site for concern and the collision data shows that the network is operating safely.

3.6. TRAFFIC / SPEED SURVEYS

- 3.6.1. In order to assess the impact of the development proposals a survey of turning movements at the cross roads in the centre of Jackson Bridge to the north of the site formed by Hepworth Road, Scholes Road, Bank Street and East Street was carried out on a typical weekday (Thursday 17th March 2016) between 07:00 and 09:30 and 16:00 to 18:30. A copy of the data can be found in Appendix C to this report. The peak hours can be determined as being from 08:00 to 09:00 and 16:45 to 17:45.
- 3.6.2. The flows given in Figure 3 in Appendix C show that East Street is the quietest road in terms of traffic volumes with peak two way flows of circa 25 vehicles per hour. The busiest road is Bank Street with peak two way flows of 220 to 244 vehicles per hour.
- 3.6.3. The speed of traffic using Hepworth Lane past the proposed access junction was measured using an automated survey (tubes laid across the road). The results from the survey can also be found in Appendix C. These show that the 85th percentile speed of traffic was 27.3mph which equates to a visibility splay requirement of 37.6m according to Manual for Streets.

12

4. The Development Proposals

4.1. PROPOSED DEVELOPMENT

- 4.1.1. The applicant seeks planning permission for a mixed use development on the Dobroyd Mill in Jackson Bridge / Hepworth south of New Mill in West Yorkshire. The planning application includes for the demolition of a number of the existing buildings on the site to provide an improved access from Hepworth Road. This access will serve a retained part of the mill buildings at the lower level and a residential development at the higher level linked by a new road cut in to the rock escarpment.
- 4.1.2. There are two retained mill buildings – the smaller one is to provide accommodation for a local brass band to practice in whilst the larger one is over several floors which is proposed to provide a mix of potential uses including residential (apartments), offices, light industrial and café / restaurant. The residential development at higher level forms part of the outline section of the application which could accommodate up to about 75 dwellings.
- 4.1.3. The internal layout of the site will comply with current guidance of the highway authority and Manual for Streets.
- 4.1.4. The layout of the site will be such that all vehicles, including service vehicles, can enter and leave the site in a forward gear. The proposed site layout is indicated on the drawing contained within Appendix D.

13

4.2. SITE ACCESS

- 4.2.1. The proposed access to serve the development will be formed off Hepworth Road by the demolition of several buildings fronting that street. The junction will have 9m corner radii and footways to either side leading on to a 5.5m wide estate road. Visibility splays of 2.4 x 43m (actually tangential) will be provided in each direction.
- 4.2.2. The layout of the accesses and access roads is indicated on the layout drawing contained within Appendix D.

4.3. PEDESTRIANS AND CYCLE ACCESS

- 4.3.1. Pedestrians and cyclists can access the proposed development from Hepworth Road and from Butt Lane. A footway will be provided along the site frontage to Hepworth Road linking to the existing infrastructure to the north.
- 4.3.2. Footways will be provided to one or other or both flanks of the internal spine road throughout the development.

14

4.4. PARKING PROVISION

- 4.4.1. The parking proposed for the development is shown on the proposed development layout presented in Appendix D. This is in accordance with the Council's guidance in their Unitary Development Plan.
- 4.4.2. Parking for cycles will be provided within any garages allocated to individual properties by the provision of wall hooks or similar. Secure sheltered cycle parking for the commercial uses will also be provided in accordance with Council guidance.
- 4.4.3. It is considered that the proposed layout meets the parking standards outlined above.

4.5. SERVICING

4.5.1. The internal layout will accommodate service refuse vehicles.

5. Traffic Impact

5.1. EXISTING DEVELOPMENT MIX

5.1.1. The present use of the site is as a mill complex with accesses off Hepworth Road and Butt Lane. There is currently a total of 20,043 sqm of buildings on the site with a mix of B2 (12,958 sqm) and B8 (7085 sqm) uses.

5.1.2. If it is assumed that not all of the existing buildings to be demolished could be used to their full potential in terms of traffic generation then it is possible that a development could generate a net increase in traffic volumes. Therefore for the purpose of this analysis it is assumed that 50% of the present area (10,022 sqm) could be used to its full potential in terms of traffic generation. It should be noted that this excludes the recent short term leisure use that has taken place on site.

16

5.2. EXISTING DEVELOPMENT TRAFFIC

TRIP RATES

5.2.1. The TRICS database has been interrogated to produce suitable trip rates for the current B2 and B8 uses on the site. A copy of the output can be found in Appendix E to this report and the rates are given in the table below.

TABLE 4. TRIP RATES – CURRENT POTENTIAL USES

	Morning Peak		Evening Peak	
	Arrivals	Departures	Arrivals	Departures
B2	0.452	0.207	0.183	0.458
B8	0.266	0.213	0.075	0.124

POTENTIAL EXISTING TRAFFIC FLOWS

5.2.2. If 50% of the areas given in 5.1 above are used, then the flows as shown in the table below can be determined.

TABLE 5. POTENTIAL TRAFFIC GENERATIONS – CURRENT USES

	Morning Peak		Evening Peak	
	Arrivals	Departures	Arrivals	Departures
B2	29	14	12	30
B8	10	8	3	4
B8	39	21	15	34

5.2.3. Therefore, the potential reuse of 50% of the existing buildings on the site could generate 60 and 49 vehicle movements in the AM and PM peak hours respectively.

5.3. PROPOSED DEVELOPMENT MIX

17

5.3.1. The applicant seeks planning permission for a mixed use development on the Dobroyd Mill in Jackson Bridge / Hepworth south of New Mill in West Yorkshire. The residential development at higher level forms part of the outline section of the application which could accommodate up to about 75 dwellings. There are two retained mill buildings – the smaller one is to provide accommodation for a local brass band to practice in whilst the larger one is over several floors amounts to around 34,000 sqft (3,158 sqm).

5.3.2. The larger retained mill building is proposed to provide a mix of potential uses including residential (apartments), offices / light industrial and café / restaurant. Such a mix will be dependent on market demands but in practice the uses are likely to be split by floor levels / plates within the building within the overall floor area available. This allows for the flexibility of the potential uses within the building.

5.3.3. The likely mix that is considered within this report can be broken down as follows:

- ✓ Residential ----- 18,000 sqft (1,672 sqm) – approx. 18 units
- ✓ Offices ----- 11,500 sqft (1,068 sqm)
- ✓ A3 Leisure ----- 4,500 sqft (418 sqm)

5.4. PROPOSED DEVELOPMENT TRAFFIC

TRIP RATES

5.4.1. The TRICS database has been interrogated to produce suitable trip rates for the proposed mix of uses on the site. For houses we have used the often used but robust rates as shown. For the AM peak for the restaurant use the database suggests zero trips would be generated but again for robustness we have used 50% of the PM peak rates. A copy of the output can be found in Appendix E to this report and the rates are given in the table below.

18

TABLE 6. TRIP RATES – CURRENT PROPOSED USES

	Morning Peak		Evening Peak	
	Arrivals	Departures	Arrivals	Departures
Houses (per hse)	0.200	0.600	0.600	0.200
Apartments (per apt)	0.129	0.300	0.333	0.167
Offices B1 (a)	1.512	0.281	0.251	1.172
A3 restaurant / cafe	1.237	0.955	2.474	1.910

PROPOSED TRAFFIC FLOWS

5.4.2. Having due regard to floor plates of the building (approx. 9000 sqft floors 1 to 3 with about 7000 sqft at ground level) and how the mix of uses can sit together the potential proposed development mix is as follows:

- ✓ Top & Second Floor - Residential -- 18,000 sqft (1,672 sqm) – 18 units
- ✓ First Floor - Offices ----- 9,000 sqft (836 sqm)
- ✓ Ground Floor - Offices ----- 2,500 sqft (232 sqm)
- ✓ Ground Floor - A3 Leisure ----- 4,500 sqft (418 sqm)

5.4.3. If the trip rates in Table 6 are applied to the proposed mix of development as described above then the flows as shown in the table below can be determined.

TABLE 7. POTENTIAL TRAFFIC GENERATIONS – PROPOSED MIX

	Morning Peak		Evening Peak	
	Arrivals	Departures	Arrivals	Departures
Houses	15	45	45	15
Apartments	3	6	6	3
Offices B1 (a)	16	3	3	13
A3 restaurant / cafe	5	4	10	8
Total	39	58	64	39

19

5.4.4. Therefore, the worst case potential mix of development on the site could generate 97 and 103 vehicle movements in the AM and PM peak hours respectively.

5.5. COMPARISON OF TRAFFIC

5.5.1. The table below compares the figures determined in Section 5.2 above for the potential reuse of 50% of the existing buildings on the site for B2 and B8 uses to those in Section 5.4 for the proposed mix of development.

TABLE 8. COMPARISON OF POTENTIAL TRAFFIC GENERATIONS – POTENTIAL REUSE OF 50% OF BUILDINGS VS. PROPOSED MIX OF USES

	Morning Peak		Evening Peak	
	Arrivals	Departures	Arrivals	Departures
Reuse of 50% Existing (Section 5.2)	39	21	15	34
Proposed Mix of Development (Section 5.4)	39	58	64	39
Difference in Flows	0	+37	+49	+5

5.5.2. Therefore, the net increase in traffic from the mix of proposed development compared to the level of traffic that the potential reuse of 50% of the existing buildings on the site for B2 and B8 commercial uses would be 37 and 54 vehicle movements in the AM and PM peak hours respectively.

20

5.6. TRAFFIC IMPACT

5.6.1. There are several routes to and from the development site which staff and visitors might use. Some might pass through Hepworth from the south or use East Street off the A616. Scholes Road might also be used but it is likely that Bank Street would be the most popular route.

5.6.2. The existing two way flows on Bank Street are 220 and 244 vehicles in the AM and PM peak hours (see Figure 3 in Appendix C). If the traffic from a 50% reuse of the existing buildings on the site all used Bank Street then these flows would increase to 280 and 293 vehicles per hour respectively. If all the traffic from the mix of the proposed development was to use Bank Street then the peak hour flows would increase to 316 and 347 respectively.

5.6.3. Whilst the above increases appear to be high in percentage terms this is because the development traffic is being added on to already relatively low flows. The present peak hour flows on Bank Street amount to about 4 vehicle movements per minute. If 50% of the existing buildings on the site were brought back in to use then this flow would increase to about 5 vehicle movements per minute and to only 5.8 vehicle movements per minute with the proposed mix for the development.

5.6.4. The above flows can be further broken down by direction again assuming all traffic from the site would use Bank Street. This is shown in the table below.

TABLE 9. BANK STREET – PEAK HOUR FLOWS PER MINUTE

	Morning Peak		Evening Peak	
	Southbound	Northbound	Southbound	Northbound
Existing Flow	1.3	2.4	2.6	1.5
Existing plus 50% Reuse of Existing Buildings	1.9	2.7	2.8	2.1
Existing plus Proposed Mix of Potential Development	1.9	3.3	3.6	2.1

21

5.6.5. The above table shows that the potential increase in traffic at peak hours would broadly add 1 vehicle per minute in the dominant direction compared to the current situation and only about 1 vehicle every two minutes in the dominant direction compared to the existing plus 50% reuse of the buildings. It is considered that such a low level of increase in traffic is neither material nor significant and certainly could not be considered as being severe which is the test within paragraph 32 of the NPPF. Therefore, no further analysis of offsite junctions is considered necessary.

5.7. PARKING IMPACT

- 5.7.1. The 75 new houses will have parking provision in accordance with the Council parking guidance. With regard to the proposed uses in the retained mill complex a strict application of the parking guidance would indicate a provision in the region of 106 spaces.
- 5.7.2. A total of 80 spaces are proposed for the retained mill complex which is considered to be a reasonable and robust level of provision having due regard to the potential mix of uses. In reality there will be dual use of the spaces provided by the mix of uses given they are generally compatible rather than cumulative (eg the peak restaurant use would be in the evening when the industrial units will have closed).
- 5.7.3. A pragmatic approach is to assess the likely parking accumulations for the individual uses and combine those to determine a total. The latter calculations are given in Appendix F to this report which suggest a maximum accumulation of around 55 spaces. To allow for the site location and over lapping arrivals and departures then the proposed level of provision is considered reasonable and robust.

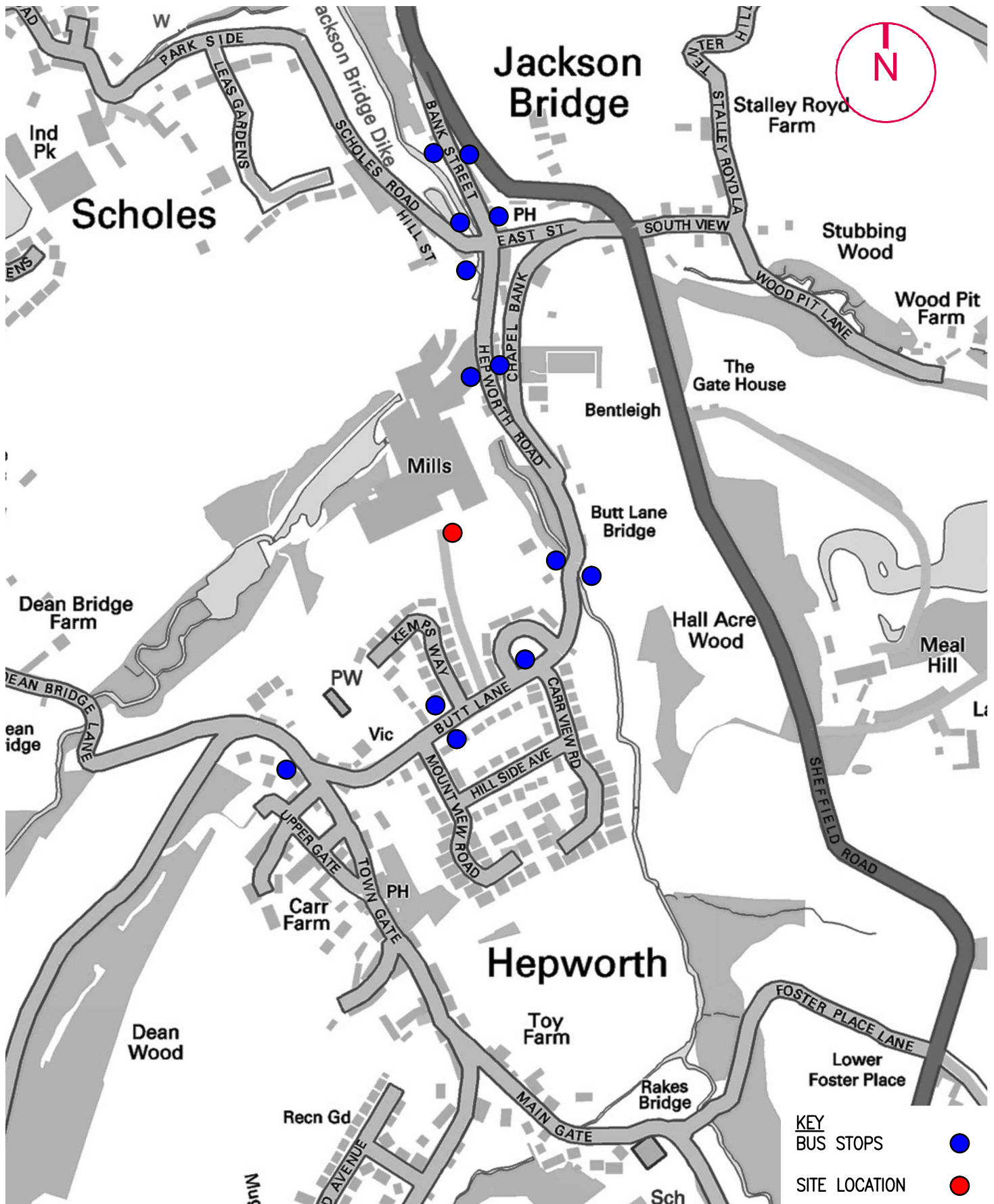
22

6. Conclusion

- 6.1.1. This Transport Assessment assesses the characteristics of the existing infrastructure in the surrounding area of the site and predicts the development generated traffic. It concludes that the adjacent highway network can adequately accommodate the traffic impact of the proposed development in terms of safety and capacity.
- 6.1.2. This assessment has considered the existing and proposed operation of the highway in terms of highway safety, sustainability and capacity. It has shown that the impact of the predicted traffic on the wider highway network is negligible.
- 6.1.3. The site is considered to be in a sustainable location with as a number of local services and facilities that can be accessed on foot and by cycle. A number of bus services operate in proximity to the site.
- 6.1.4. In conclusion, it has been demonstrated that the proposed development can be accommodated on the adjacent highway network without any significant negative impact and there are therefore no highway capacity or safety reasons why this development should not be granted planning approval

23

APPENDIX A: Site Location Plan



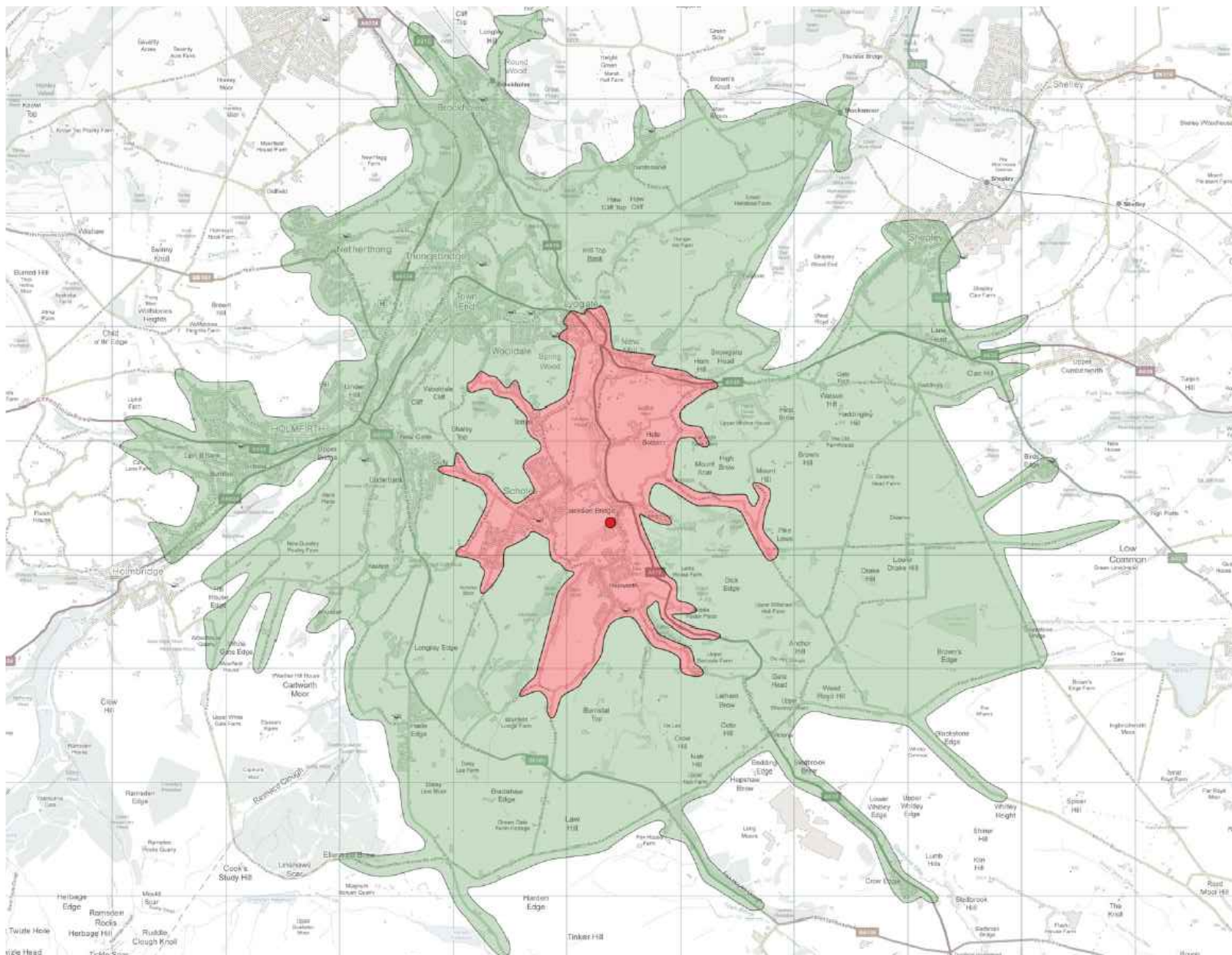
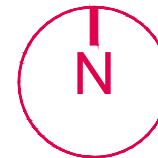
DOBROYD MILL

SITE LOCATION PLAN

SCALE: 1:5000 @A4

DATE: NOV 2016

DRAWING NUMBER: FIGURE 1



KEY

- SITE LOCATION
- 2km WALK CATCHMENT
- 8km CYCLE CATCHMENT



THE OLD COACH HOUSE, 1 CAMPBELL STREET PUDSEY LS28 6DP
tel: 0113 3453957 email: highwaymen@viasolutions.com

DOBROYD MILL

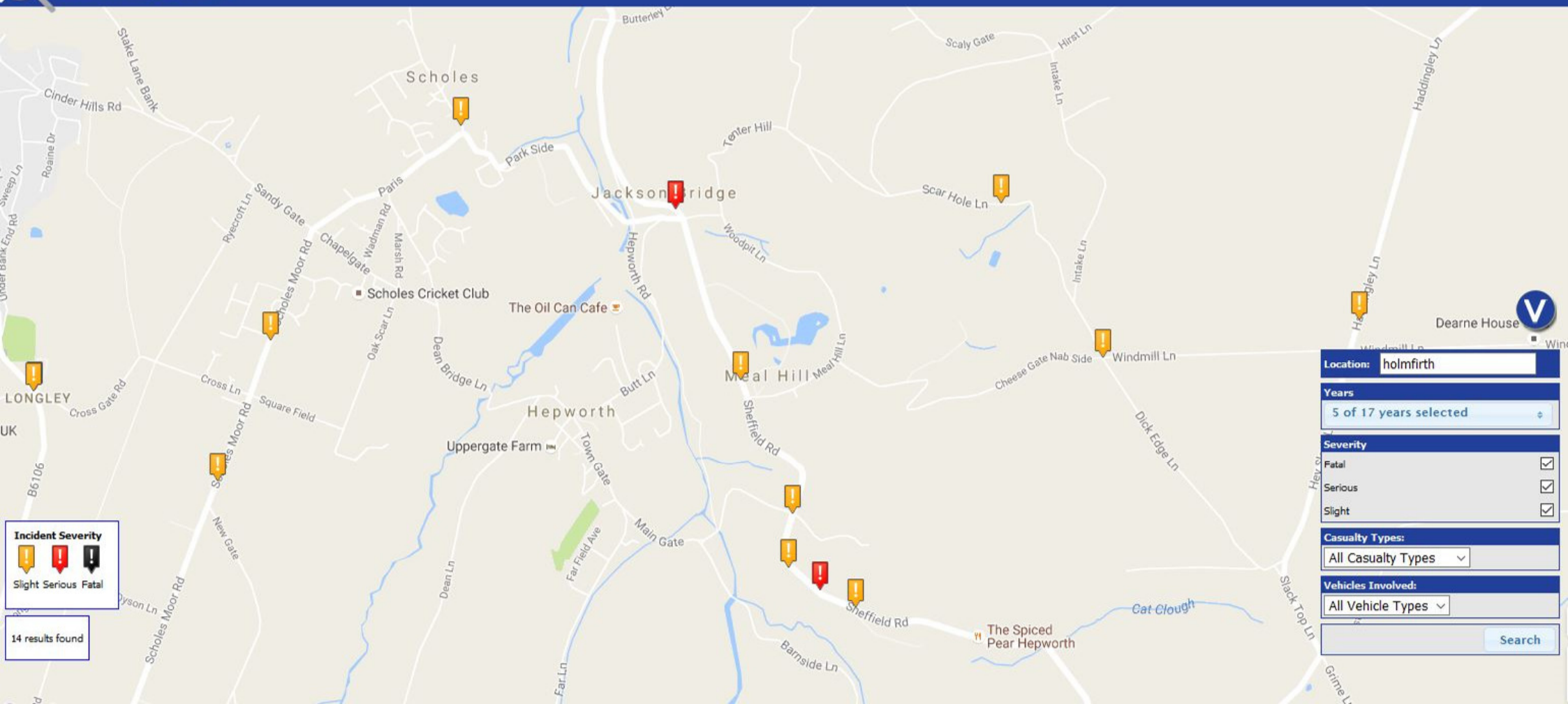
CYCLE/PEDESTRIAN
CATCHMENT AREA

SCALE: 1:50,000 @A4

DATE: NOV 2016

DRAWING NUMBER: FIGURE 2

APPENDIX B: Injury Accident Data



Incident Severity

Slight Serious Fatal

14 results found

Location: holmfirth

Years: 5 of 17 years selected

Severity:

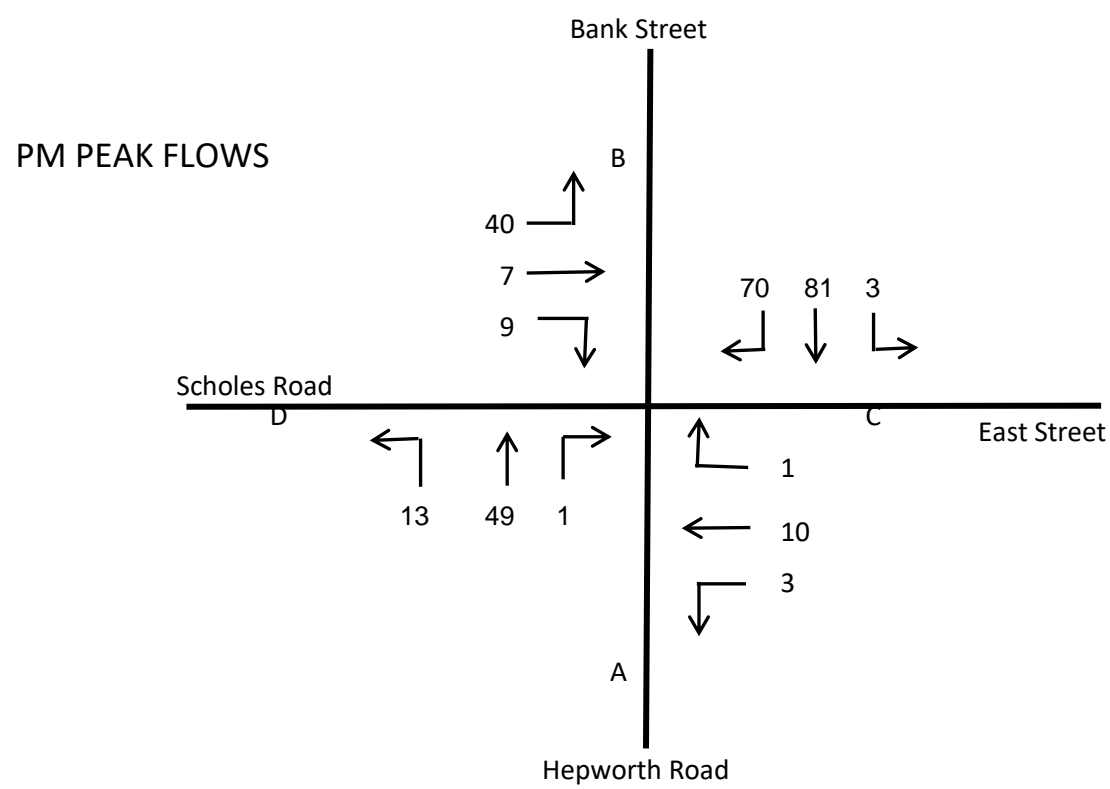
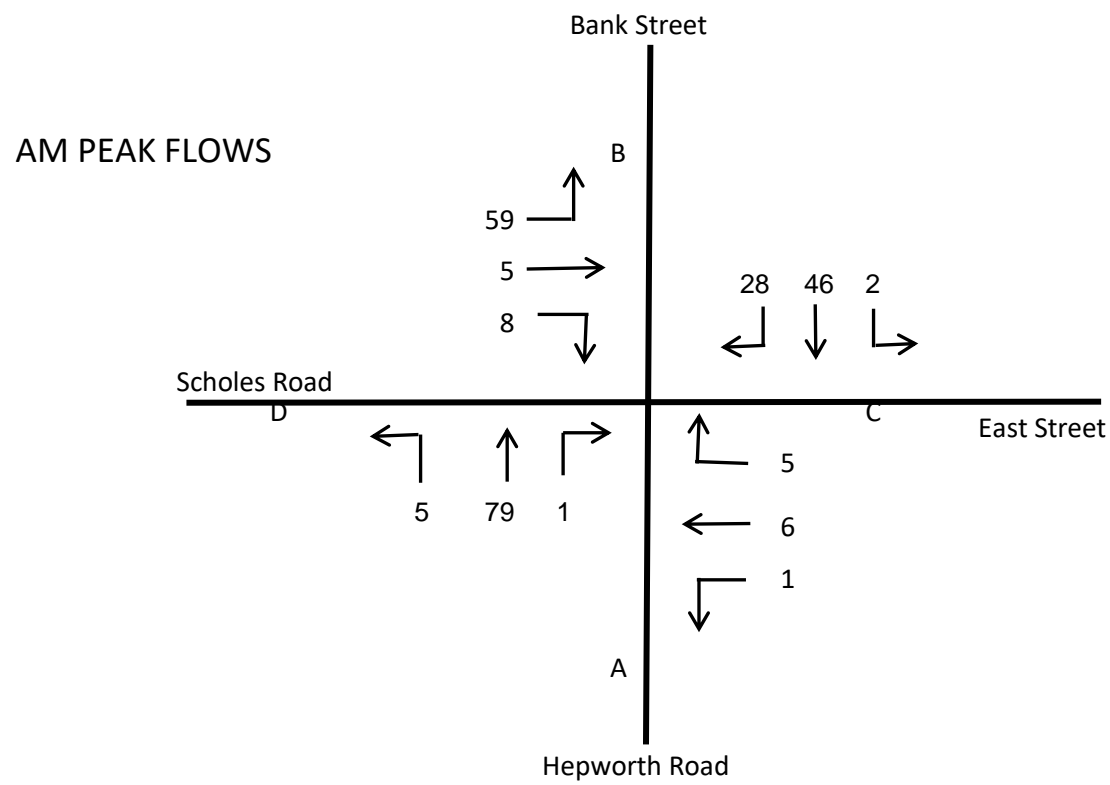
- Fatal
- Serious
- Slight

Casualty Types: All Casualty Types

Vehicles Involved: All Vehicle Types

Search

APPENDIX C: Traffic Flow Diagrams / Speed Survey Results




ALL FLOWS IN PCUS



PROPOSED MIXED USE DEVELOPMENT
DOBROYD MILL, JACKSON BRIDGE

FIGURE 3
2016 BASE SURVEY
FLOWS



	Site / Location:	Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317	Project No:	6079	Photo No:	1	Drawn By:	RN
	Survey Date:	Tuesday 8th March 2016 - Monday 14th March 2016	Project Name:	Hepworth Road ATC				
	Survey Times:	00:00 - 00:00 (24 Hour)	Title:	Site Photograph - looking southbound				



6079 / Hepworth Road
Mar-16
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317	Northbound	30	Tuesday 08 March 2016	Monday 14 March 2016	5353	760	765	234	4.4	15	0.3	0	0.0	22.8	27.1
		Southbound	30	Tuesday 08 March 2016	Monday 14 March 2016	5529	779	790	280	5.1	24	0.4	0	0.0	23.2	27.3
		Both Direction	30	Tuesday 08 March 2016	Monday 14 March 2016	10882	1538	1555	514	4.7	39	0.4	0	0.0	23.0	27.3

Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Tuesday 08 March 2016

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	6	0	5	0	1	0	0	0	0	0	0	0	0	2	33.3	1	16.7	0	0	28.2	-
0600	31	1	26	0	4	0	0	0	0	0	0	0	0	1	3.2	0	0	0	0	25	28.4
0700	82	0	77	0	5	0	0	0	0	0	0	0	0	4	4.9	0	0	0	0	25.1	28.4
0800	85	0	79	0	5	1	0	0	0	0	0	0	0	8	9.4	0	0	0	0	24.3	28.4
0900	52	0	47	0	5	0	0	0	0	0	0	0	0	2	3.8	0	0	0	0	24.4	27.3
1000	40	0	36	0	4	0	0	0	0	0	0	0	0	1	2.5	0	0	0	0	22.9	28.2
1100	52	0	44	0	8	0	0	0	0	0	0	0	0	1	1.9	0	0	0	0	21.8	25.9
1200	46	0	42	0	4	0	0	0	0	0	0	0	0	2	4.3	0	0	0	0	22.2	25.9
1300	43	0	37	0	6	0	0	0	0	0	0	0	0	1	2.3	0	0	0	0	21.7	24.6
1400	47	0	42	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	24.8
1500	69	0	62	0	5	0	1	0	0	1	0	0	0	2	2.9	0	0	0	0	22.6	27.1
1600	46	0	43	0	3	0	0	0	0	0	0	0	0	2	4.3	0	0	0	0	22.9	25.9
1700	52	0	48	0	4	0	0	0	0	0	0	0	0	4	7.7	1	1.9	0	0	24.1	28
1800	48	1	41	0	6	0	0	0	0	0	0	0	0	2	4.2	0	0	0	0	22.8	26.6
1900	32	0	32	0	0	0	0	0	0	0	0	0	0	1	3.1	0	0	0	0	23.1	25.3
2000	22	0	21	0	1	0	0	0	0	0	0	0	0	2	9.1	1	4.5	0	0	23.5	28.9
2100	35	0	34	0	1	0	0	0	0	0	0	0	0	2	5.7	0	0	0	0	22.1	25.7
2200	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	26.8
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
07-19	662	1	598	0	60	1	1	0	0	1	0	0	0	29	4.4	1	0.2	0	0	23.1	27.3
06-22	782	2	711	0	66	1	1	0	0	1	0	0	0	35	4.5	2	0.3	0	0	23.1	27.3
06-00	794	2	722	0	67	1	1	0	0	1	0	0	0	35	4.4	2	0.3	0	0	23.1	27.3
00-00	801	2	728	0	68	1	1	0	0	1	0	0	0	37	4.6	3	0.4	0	0	23.2	27.3



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Wednesday 09 March 2016

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
0600	30	0	26	0	4	0	0	0	0	0	0	0	0	4	13.3	1	3.3	0	0	25.9	30
0700	72	0	68	0	4	0	0	0	0	0	0	0	0	5	6.9	0	0	0	0	24.6	28.9
0800	85	0	78	0	7	0	0	0	0	0	0	0	0	7	8.2	0	0	0	0	24.8	28.4
0900	68	0	63	0	5	0	0	0	0	0	0	0	0	2	2.9	0	0	0	0	22.8	26.4
1000	33	0	26	0	6	1	0	0	0	0	0	0	0	1	3	0	0	0	0	22.1	26.4
1100	53	0	48	0	5	0	0	0	0	0	0	0	0	1	1.9	0	0	0	0	22.3	26.2
1200	55	0	49	1	5	0	0	0	0	0	0	0	0	1	1.8	0	0	0	0	22.3	26.8
1300	52	0	49	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	24.6
1400	56	0	50	0	6	0	0	0	0	0	0	0	0	3	5.4	0	0	0	0	21.8	27.3
1500	50	0	46	0	4	0	0	0	0	0	0	0	0	1	2	0	0	0	0	21.9	26.4
1600	48	0	42	0	5	1	0	0	0	0	0	0	0	3	6.3	0	0	0	0	23.3	28
1700	48	0	46	0	2	0	0	0	0	0	0	0	0	1	2.1	0	0	0	0	24	27.5
1800	47	0	43	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	25.7
1900	38	0	36	0	2	0	0	0	0	0	0	0	0	1	2.6	0	0	0	0	21.2	22.8
2000	11	0	10	0	1	0	0	0	0	0	0	0	0	1	9.1	1	9.1	0	0	24.7	27.7
2100	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
2300	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
07-19	667	0	608	1	56	2	0	0	0	0	0	0	0	25	3.7	0	0	0	0	23.1	27.3
06-22	752	0	685	1	64	2	0	0	0	0	0	0	0	31	4.1	2	0.3	0	0	23.1	27.3
06-00	759	0	691	1	65	2	0	0	0	0	0	0	0	31	4.1	2	0.3	0	0	23.1	27.3
00-00	767	1	696	1	67	2	0	0	0	0	0	0	0	31	4	2	0.3	0	0	23.1	27.3



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Thursday 10 March 2016

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	8	0	7	0	1	0	0	0	0	0	0	0	0	2	25	0	0	0	0	25.1	-
0600	32	1	28	0	3	0	0	0	0	0	0	0	0	4	12.5	1	3.1	0	0	25.1	29.3
0700	55	0	52	0	3	0	0	0	0	0	0	0	0	3	5.5	0	0	0	0	25	28.9
0800	77	0	74	0	3	0	0	0	0	0	0	0	0	2	2.6	0	0	0	0	23.8	26.8
0900	63	0	57	0	5	1	0	0	0	0	0	0	0	4	6.3	1	1.6	0	0	22.7	26.6
1000	35	0	31	0	4	0	0	0	0	0	0	0	0	1	2.9	0	0	0	0	22.6	27.1
1100	46	0	40	0	6	0	0	0	0	0	0	0	0	3	6.5	0	0	0	0	22.8	25.7
1200	54	0	48	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	25.1
1300	45	0	40	0	5	0	0	0	0	0	0	0	0	1	2.2	0	0	0	0	20.7	25.9
1400	66	0	62	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	24.4
1500	64	1	59	0	4	0	0	0	0	0	0	0	0	3	4.7	0	0	0	0	22.9	28.2
1600	41	0	39	0	2	0	0	0	0	0	0	0	0	2	4.9	0	0	0	0	23.8	26.6
1700	55	0	53	0	2	0	0	0	0	0	0	0	0	2	3.6	0	0	0	0	23.7	26.6
1800	38	0	36	0	2	0	0	0	0	0	0	0	0	2	5.3	0	0	0	0	24.4	28
1900	31	0	25	0	6	0	0	0	0	0	0	0	0	1	3.2	0	0	0	0	21.7	26.8
2000	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	25.1
2100	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
2200	13	0	13	0	0	0	0	0	0	0	0	0	0	1	7.7	0	0	0	0	23.6	24.6
2300	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
07-19	639	1	591	0	45	2	0	0	0	0	0	0	0	23	3.6	1	0.2	0	0	22.7	26.6
06-22	724	2	664	0	56	2	0	0	0	0	0	0	0	28	3.9	2	0.3	0	0	22.7	26.8
06-00	745	2	684	0	57	2	0	0	0	0	0	0	0	29	3.9	2	0.3	0	0	22.7	26.8
00-00	754	2	692	0	58	2	0	0	0	0	0	0	0	31	4.1	2	0.3	0	0	22.7	26.8



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Friday 11 March 2016

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	7	0	6	0	1	0	0	0	0	0	0	0	0	1	14.3	1	14.3	0	0	26.5	-
0600	23	1	18	0	4	0	0	0	0	0	0	0	0	2	8.7	0	0	0	0	25.6	29.1
0700	56	0	50	0	6	0	0	0	0	0	0	0	0	6	10.7	0	0	0	0	25.2	29.3
0800	85	2	76	1	6	0	0	0	0	0	0	0	0	6	7.1	0	0	0	0	25.1	28.9
0900	61	0	51	0	10	0	0	0	0	0	0	0	0	2	3.3	0	0	0	0	23.5	26.2
1000	67	1	57	1	8	0	0	0	0	0	0	0	0	4	6	0	0	0	0	23	27.7
1100	52	1	45	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	22.9	26.4
1200	39	0	32	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	27.1
1300	54	0	51	0	3	0	0	0	0	0	0	0	0	1	1.9	0	0	0	0	19.7	23.9
1400	54	0	47	1	6	0	0	0	0	0	0	0	0	2	3.7	0	0	0	0	21.4	25.5
1500	70	1	65	0	4	0	0	0	0	0	0	0	0	7	10	0	0	0	0	23.3	28.6
1600	52	0	49	0	3	0	0	0	0	0	0	0	0	2	3.8	0	0	0	0	23.7	26.8
1700	63	1	61	0	1	0	0	0	0	0	0	0	0	3	4.8	0	0	0	0	24.2	27.7
1800	29	0	26	0	2	1	0	0	0	0	0	0	0	2	6.9	0	0	0	0	22.3	27.1
1900	35	0	34	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	24.4
2000	27	0	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	26.4
2100	10	0	9	0	1	0	0	0	0	0	0	0	0	1	10	0	0	0	0	21.1	-
2200	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
2300	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
07-19	682	6	610	3	61	1	0	0	0	1	0	0	0	35	5.1	0	0	0	0	23.2	27.3
06-22	777	7	697	3	68	1	0	0	0	1	0	0	0	38	4.9	0	0	0	0	23.1	27.3
06-00	794	7	712	3	70	1	0	0	0	1	0	0	0	38	4.8	0	0	0	0	23.1	27.3
00-00	802	7	719	3	71	1	0	0	0	1	0	0	0	39	4.9	1	0.1	0	0	23.1	27.3



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Saturday 12 March 2016

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-
0200	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	29.8	-
0600	5	0	3	0	2	0	0	0	0	0	0	0	0	2	40	1	20	0	0	29.7	-
0700	20	0	17	0	3	0	0	0	0	0	0	0	0	2	10	0	0	0	0	24.8	27.5
0800	46	0	43	0	3	0	0	0	0	0	0	0	0	5	10.9	1	2.2	0	0	25.4	29.1
0900	59	1	54	0	4	0	0	0	0	0	0	0	0	3	5.1	1	1.7	0	0	23.6	27.5
1000	76	0	72	0	4	0	0	0	0	0	0	0	0	2	2.6	1	1.3	0	0	23.7	27.1
1100	74	1	64	0	9	0	0	0	0	0	0	0	0	3	4.1	0	0	0	0	22.8	26.8
1200	76	5	68	0	2	0	0	0	0	0	1	0	0	2	2.6	0	0	0	0	21.1	26.8
1300	86	10	72	0	4	0	0	0	0	0	0	0	0	2	2.3	0	0	0	0	22.2	26.2
1400	68	0	66	1	1	0	0	0	0	0	0	0	0	2	2.9	0	0	0	0	21	25.9
1500	55	0	53	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	23.5
1600	55	2	51	0	2	0	0	0	0	0	0	0	0	1	1.8	0	0	0	0	20.3	24.8
1700	27	0	24	0	3	0	0	0	0	0	0	0	0	1	3.7	0	0	0	0	22.3	26.6
1800	54	1	47	0	6	0	0	0	0	0	0	0	0	1	1.9	0	0	0	0	21.2	26.2
1900	28	0	26	0	2	0	0	0	0	0	0	0	0	3	10.7	0	0	0	0	24.3	29.3
2000	11	0	10	0	1	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	22.8	25.1
2100	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
2200	10	0	10	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	22.9	-
2300	44	0	41	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	21.7
07-19	696	20	631	1	43	0	0	0	0	0	1	0	0	24	3.4	3	0.4	0	0	22.2	26.8
06-22	749	20	678	1	49	0	0	0	0	0	1	0	0	30	4	4	0.5	0	0	22.3	26.8
06-00	803	20	729	1	52	0	0	0	0	0	1	0	0	31	3.9	4	0.5	0	0	22.2	26.8
00-00	811	21	736	1	52	0	0	0	0	0	1	0	0	32	3.9	4	0.5	0	0	22.2	26.8



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Sunday 13 March 2016

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	23.1	-
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	30.7	-
0600	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
0700	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50	0	0	0	0	28.7	-
0800	21	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	26.4
0900	39	0	37	1	1	0	0	0	0	0	0	0	0	3	7.7	0	0	0	0	23.4	26.8
1000	54	0	51	1	2	0	0	0	0	0	0	0	0	1	1.9	0	0	0	0	23	27.7
1100	86	6	74	0	4	0	2	0	0	0	0	0	0	2	2.3	1	1.2	0	0	21.6	25.3
1200	93	10	79	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.6	24.6
1300	104	16	82	0	0	0	4	0	0	0	2	0	0	2	1.9	0	0	0	0	21.6	25.3
1400	71	4	66	1	0	0	0	0	0	0	0	0	0	2	2.8	0	0	0	0	19.8	23.3
1500	72	2	68	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	24.8
1600	60	1	58	0	1	0	0	0	0	0	0	0	0	2	3.3	0	0	0	0	21.9	24.8
1700	31	0	30	0	1	0	0	0	0	0	0	0	0	3	9.7	0	0	0	0	25	29.5
1800	33	0	30	0	3	0	0	0	0	0	0	0	0	3	9.1	0	0	0	0	23.3	26.4
1900	24	0	23	0	1	0	0	0	0	0	0	0	0	1	4.2	0	0	0	0	23	27.5
2000	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	24.2
2100	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
2300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
07-19	668	39	598	3	19	0	7	0	0	0	2	0	0	20	3	1	0.1	0	0	21.8	26.2
06-22	715	39	641	3	23	0	7	0	0	0	2	0	0	21	2.9	1	0.1	0	0	21.9	26.2
06-00	725	39	650	3	24	0	7	0	0	0	2	0	0	21	2.9	1	0.1	0	0	21.9	26.2
00-00	743	40	667	3	24	0	7	0	0	0	2	0	0	23	3.1	1	0.1	0	0	21.9	26.2



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Monday 14 March 2016

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.5	0	0	0	0	25	-
0600	30	1	26	0	3	0	0	0	0	0	0	0	0	2	6.7	0	0	0	0	25	28.4
0700	73	0	67	0	6	0	0	0	0	0	0	0	0	3	4.1	0	0	0	0	25	27.7
0800	72	1	66	0	5	0	0	0	0	0	0	0	0	6	8.3	0	0	0	0	24.6	28.9
0900	62	0	55	0	7	0	0	0	0	0	0	0	0	2	3.2	0	0	0	0	22.2	25.7
1000	45	0	40	0	5	0	0	0	0	0	0	0	0	1	2.2	0	0	0	0	23.4	26.6
1100	38	0	34	0	4	0	0	0	0	0	0	0	0	1	2.6	0	0	0	0	23	26.6
1200	43	0	40	0	3	0	0	0	0	0	0	0	0	1	2.3	0	0	0	0	22.3	27.1
1300	47	0	40	0	7	0	0	0	0	0	0	0	0	1	2.1	0	0	0	0	23.3	28
1400	33	0	27	0	6	0	0	0	0	0	0	0	0	2	6.1	0	0	0	0	22.2	28.9
1500	40	0	37	0	3	0	0	0	0	0	0	0	0	2	5	0	0	0	0	23.2	28
1600	40	1	35	1	3	0	0	0	0	0	0	0	0	3	7.5	0	0	0	0	23.5	27.7
1700	43	0	40	0	3	0	0	0	0	0	0	0	0	6	14	1	2.3	0	0	25.4	29.5
1800	55	1	49	0	5	0	0	0	0	0	0	0	0	6	10.9	0	0	0	0	24.5	27.7
1900	21	0	19	0	2	0	0	0	0	0	0	0	0	2	9.5	0	0	0	0	24.4	28.9
2000	11	0	10	0	1	0	0	0	0	0	0	0	0	2	18.2	1	9.1	0	0	26.6	29.5
2100	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
2300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
07-19	591	3	530	1	57	0	0	0	0	0	0	0	0	34	5.8	1	0.2	0	0	23.7	27.7
06-22	659	4	590	1	64	0	0	0	0	0	0	0	0	40	6.1	2	0.3	0	0	23.8	28
06-00	666	4	596	1	65	0	0	0	0	0	0	0	0	40	6	2	0.3	0	0	23.8	28
00-00	675	5	603	1	66	0	0	0	0	0	0	0	0	41	6.1	2	0.3	0	0	23.8	28



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	7.7	0	0	0	0	24	-
0100	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0500	5	0	5	0	1	0	0	0	0	0	0	0	0	1	21.1	0	5.3	0	0	25.9	-
0600	22	1	18	0	3	0	0	0	0	0	0	0	0	2	9.7	0	1.9	0	0	25.4	29.1
0700	52	0	48	0	4	0	0	0	0	0	0	0	0	4	6.9	0	0	0	0	25	28.6
0800	67	0	62	0	4	0	0	0	0	0	0	0	0	5	7.2	0	0.2	0	0	24.6	28.2
0900	58	0	52	0	5	0	0	0	0	0	0	0	0	3	4.5	0	0.5	0	0	23.2	26.8
1000	50	0	45	0	5	0	0	0	0	0	0	0	0	2	3.1	0	0.3	0	0	23.1	27.3
1100	57	1	50	0	6	0	0	0	0	0	0	0	0	2	2.7	0	0.2	0	0	22.4	26.6
1200	58	2	51	0	4	0	0	0	0	0	0	0	0	1	1.5	0	0	0	0	21.5	26.4
1300	62	4	53	0	4	0	1	0	0	0	0	0	0	1	1.9	0	0	0	0	21.6	25.9
1400	56	1	51	0	4	0	0	0	0	0	0	0	0	2	2.8	0	0	0	0	20.6	25.5
1500	60	1	56	0	3	0	0	0	0	0	0	0	0	2	3.6	0	0	0	0	22.2	26.8
1600	49	1	45	0	3	0	0	0	0	0	0	0	0	2	4.4	0	0	0	0	22.7	26.6
1700	46	0	43	0	2	0	0	0	0	0	0	0	0	3	6.3	0	0.6	0	0	24.1	28
1800	43	0	39	0	4	0	0	0	0	0	0	0	0	2	5.3	0	0	0	0	23.1	27.5
1900	30	0	28	0	2	0	0	0	0	0	0	0	0	1	4.3	0	0	0	0	22.6	26.8
2000	15	0	14	0	1	0	0	0	0	0	0	0	0	1	5.6	0	2.8	0	0	23.2	27.7
2100	12	0	11	0	1	0	0	0	0	0	0	0	0	0	3.6	0	0	0	0	21.7	25.1
2200	9	0	8	0	0	0	0	0	0	0	0	0	0	0	3.3	0	0	0	0	22.6	-
2300	10	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
07-19	658	10	595	1	49	1	1	0	0	0	0	0	0	27	4.1	1	0.2	0	0	22.8	27.1
06-22	737	11	667	1	56	1	1	0	0	0	0	0	0	32	4.3	2	0.3	0	0	22.9	27.1
06-00	755	11	683	1	57	1	1	0	0	0	0	0	0	32	4.3	2	0.2	0	0	22.8	27.1
00-00	765	11	692	1	58	1	1	0	0	0	0	0	0	33	4.4	2	0.3	0	0	22.8	27.1

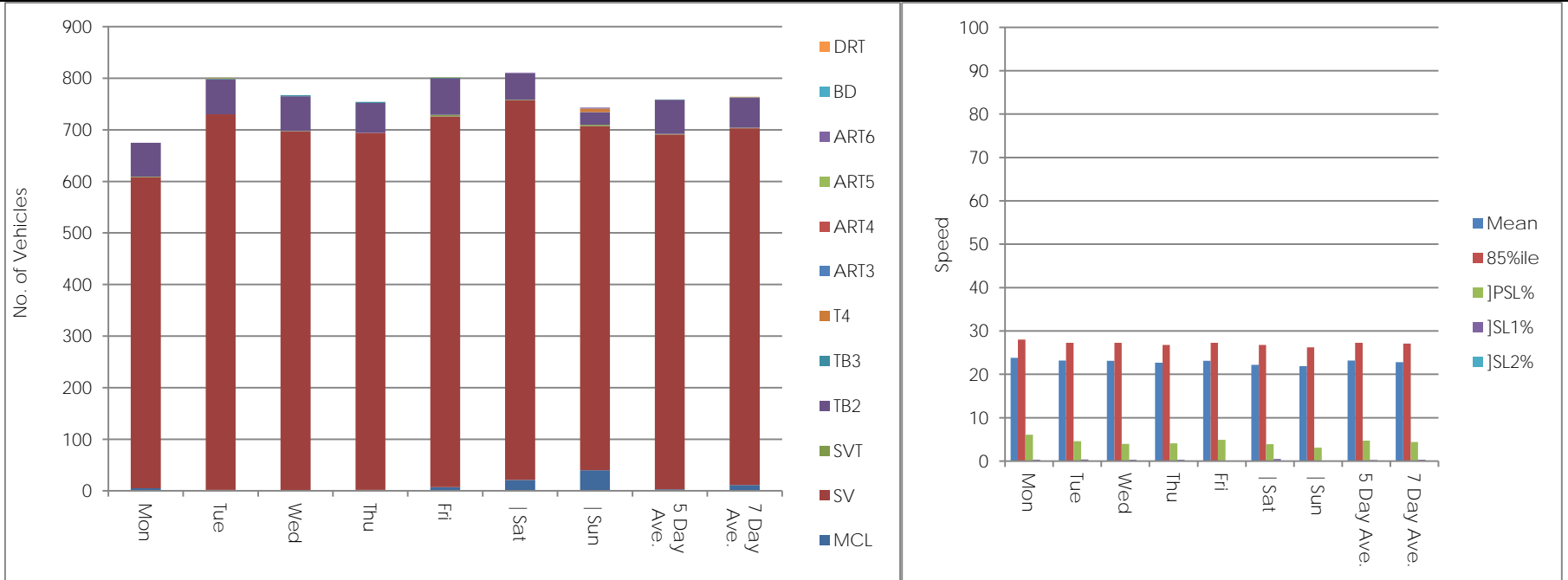


Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound
 Virtual Week (1)

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	675	5	603	1	66	0	0	0	0	0	0	0	0	41	6.1	2	0.3	0	0	23.8	28
Tue	801	2	728	0	68	1	1	0	0	1	0	0	0	37	4.6	3	0.4	0	0	23.2	27.3
Wed	767	1	696	1	67	2	0	0	0	0	0	0	0	31	4	2	0.3	0	0	23.1	27.3
Thu	754	2	692	0	58	2	0	0	0	0	0	0	0	31	4.1	2	0.3	0	0	22.7	26.8
Fri	802	7	719	3	71	1	0	0	0	1	0	0	0	39	4.9	1	0.1	0	0	23.1	27.3
| Sat	811	21	736	1	52	0	0	0	0	0	1	0	0	32	3.9	4	0.5	0	0	22.2	26.8
| Sun	743	40	667	3	24	0	7	0	0	0	2	0	0	23	3.1	1	0.1	0	0	21.9	26.2
5 Day Ave.	760	3	688	1	66	1	0	0	0	0	0	0	0	36	4.7	2	0.3	0	0.0	23.2	27.3
7 Day Ave.	765	11	692	1	58	1	1	0	0	0	0	0	0	33	4.4	2	0.3	0	0.0	22.8	27.1
--	5353	78	4841	9	406	6	8	0	0	2	3	0	0	234	4.4	15	0.3	0	0.0	22.8	27.1

Summary Graphs



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Tuesday 08 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	0	0	1	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	31	0	0	2	0	11	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	82	0	0	1	5	28	44	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	85	0	2	1	11	26	37	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	52	0	0	0	5	25	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	40	0	0	4	6	16	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	52	0	0	3	12	25	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	46	0	0	2	11	22	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	43	0	0	1	13	25	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	47	0	3	6	14	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	69	0	0	1	19	27	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	46	0	0	1	9	25	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	52	0	1	0	7	22	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	48	0	0	1	9	27	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	32	0	0	0	4	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	22	0	0	0	5	9	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	35	0	0	0	11	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	0	0	2	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	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
07-19	662	0	6	21	121	285	200	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	782	0	6	23	141	342	235	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	794	0	6	23	144	347	239	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	801	0	6	23	145	347	243	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Wednesday 09 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	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	0
0100	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	30	0	0	0	3	9	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	72	0	0	2	7	29	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	85	0	0	0	11	30	37	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	68	0	1	0	15	34	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	33	0	0	1	10	13	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	53	0	0	3	11	27	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	55	0	2	3	11	24	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	52	0	0	1	13	30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	56	0	0	5	17	19	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	50	0	0	1	16	22	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	48	0	1	1	10	20	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	48	0	0	1	5	19	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	47	0	0	0	9	26	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	38	0	0	2	9	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	11	0	0	1	1	3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	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
07-19	667	0	4	18	135	293	192	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	752	0	4	21	149	330	217	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	759	0	4	22	152	333	217	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	767	0	4	23	152	336	221	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Thursday 10 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	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
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	0	1	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	32	0	1	0	1	15	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	55	0	0	1	3	25	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	77	0	0	1	7	43	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	63	0	2	3	11	28	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	35	0	0	0	11	12	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	46	0	0	1	10	23	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	54	0	3	2	17	22	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	45	0	1	5	15	14	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	66	0	2	9	29	18	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	64	0	0	3	11	32	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	41	0	1	1	3	20	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	55	0	0	2	6	23	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	38	0	0	1	5	15	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	31	0	1	4	5	10	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	13	0	0	0	3	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	9	0	0	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	13	0	0	0	2	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	639	0	9	29	128	275	175	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	724	0	11	35	139	310	201	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	745	0	11	35	143	323	204	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	754	0	11	36	144	326	206	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Friday 11 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	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
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	0	0	1	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	0	0	2	8	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	56	0	0	2	3	20	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	85	0	0	1	6	28	44	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	61	0	1	2	5	31	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	67	0	0	1	18	30	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	52	0	0	1	12	22	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	39	0	0	2	12	14	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	54	0	1	5	23	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	54	0	3	0	17	24	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	70	0	0	2	17	28	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	52	0	0	2	7	18	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	63	0	0	0	6	35	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	29	0	1	0	10	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	35	0	0	1	10	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	27	0	0	2	5	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	0	0	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	682	0	6	18	136	276	211	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	777	0	6	21	158	317	237	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	794	0	6	21	165	326	238	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	802	0	6	21	166	328	242	38	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Saturday 12 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	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
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	20	0	0	1	0	9	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	46	0	0	2	3	14	22	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	59	0	0	1	13	25	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	76	0	0	4	7	35	28	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	74	0	1	3	14	28	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	76	0	1	8	21	27	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	86	0	0	1	21	45	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	68	0	1	5	24	23	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	55	0	1	5	18	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	55	0	0	5	22	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	27	0	0	0	10	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	54	0	2	2	19	18	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	28	0	0	1	6	9	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	11	0	0	0	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	9	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	44	0	0	3	26	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	696	0	6	37	172	280	177	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	749	0	6	38	182	303	190	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	803	0	6	41	211	320	194	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	811	0	6	42	212	322	197	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Sunday 13 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	7	0	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	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	0	0
0500	1	0	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
0600	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	21	0	1	0	1	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	39	0	0	0	5	23	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	54	0	1	2	7	27	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	86	0	0	4	23	40	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	93	0	1	4	41	33	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	104	0	0	5	34	46	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	71	0	1	5	34	23	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	72	0	0	4	26	31	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	60	0	0	3	18	29	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	31	0	0	1	1	15	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	33	0	0	1	8	15	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	24	0	0	1	5	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	12	0	0	1	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	8	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	7	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	668	0	4	29	198	294	123	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	715	0	4	32	208	316	134	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	725	0	4	33	209	322	136	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	743	0	4	33	210	331	142	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Monday 14 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	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	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	30	0	0	0	1	13	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	73	0	0	1	5	29	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	72	0	0	0	8	29	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	62	0	0	2	19	25	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	45	0	0	0	7	23	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	38	0	0	1	9	14	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	43	0	1	1	9	20	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	47	0	1	2	9	15	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	33	0	1	1	9	12	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	40	0	0	1	8	20	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	40	0	0	1	7	20	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	43	0	0	3	2	12	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	55	0	0	2	5	22	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	21	0	0	2	1	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	11	0	0	0	1	4	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	591	0	3	15	97	241	201	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	659	0	3	17	103	269	227	38	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	666	0	3	17	104	274	228	38	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	675	0	3	17	105	276	233	39	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	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
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	22	0	0	0	1	8	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	52	0	0	1	3	20	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	67	0	0	1	7	26	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	58	0	1	1	10	27	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	50	0	0	2	9	22	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	57	0	0	2	13	26	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	58	0	1	3	17	23	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	62	0	0	3	18	28	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	56	0	2	4	21	19	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	60	0	0	2	16	27	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	49	0	0	2	11	22	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	46	0	0	1	5	19	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	43	0	0	1	9	19	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	30	0	0	2	6	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	15	0	0	1	3	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	12	0	0	0	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	658	0	5	24	141	278	183	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	737	0	6	27	154	312	206	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	755	0	6	27	161	321	208	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	765	0	6	28	162	324	212	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



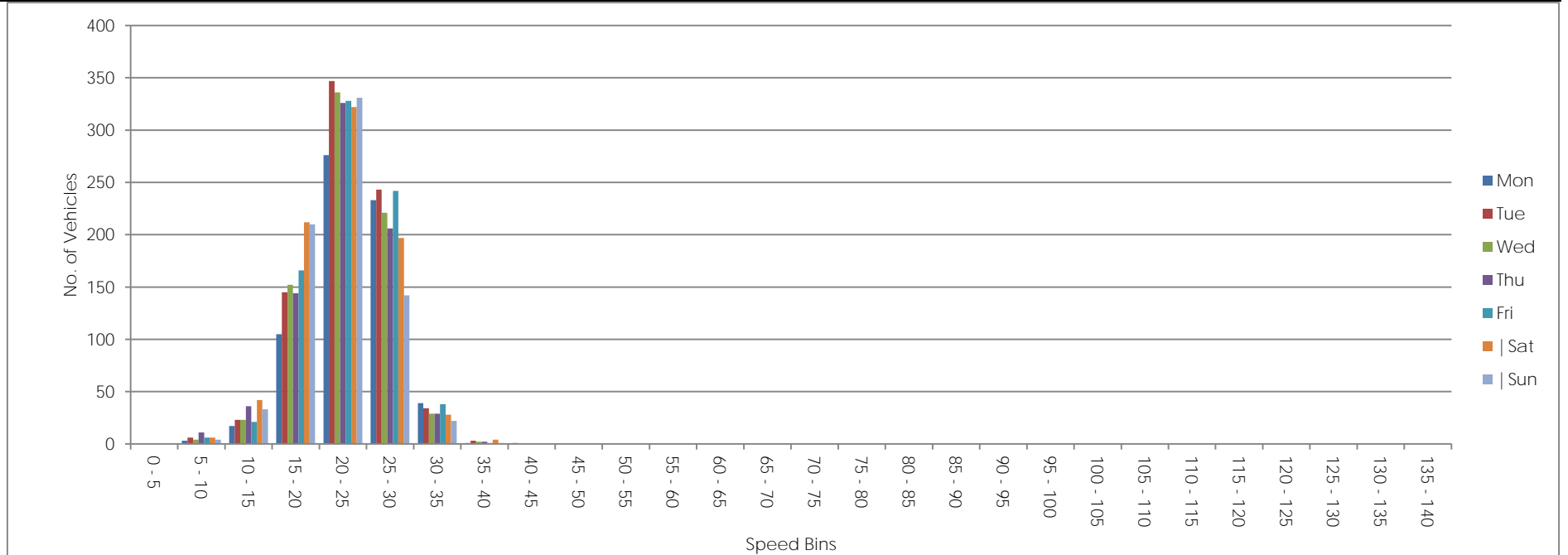
Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Northbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	675	0	3	17	105	276	233	39	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	801	0	6	23	145	347	243	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	767	0	4	23	152	336	221	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	754	0	11	36	144	326	206	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	802	0	6	21	166	328	242	38	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	811	0	6	42	212	322	197	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	743	0	4	33	210	331	142	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	760	0	6	24	142	323	229	34	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	765	0	6	28	162	324	212	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	5353	0	40	195	1134	2266	1484	219	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Tuesday 08 March 2016

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
0600	7	0	3	0	4	0	0	0	0	0	0	0	0	3	42.9	0	0	0	0	26.2	-
0700	17	0	13	0	3	1	0	0	0	0	0	0	0	3	17.6	1	5.9	0	0	26.5	29.1
0800	63	0	57	0	6	0	0	0	0	0	0	0	0	3	4.8	0	0	0	0	24.5	28.2
0900	36	0	28	0	8	0	0	0	0	0	0	0	0	1	2.8	0	0	0	0	23.6	27.3
1000	53	0	46	1	6	0	0	0	0	0	0	0	0	4	7.5	0	0	0	0	23.5	27.5
1100	50	0	44	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.4	25.9
1200	60	0	56	0	4	0	0	0	0	0	0	0	0	1	1.7	0	0	0	0	23.1	27.7
1300	41	0	32	0	9	0	0	0	0	0	0	0	0	2	4.9	0	0	0	0	23.2	26.8
1400	51	2	45	0	3	0	0	0	0	1	0	0	0	2	3.9	0	0	0	0	21.8	26.6
1500	55	0	51	1	3	0	0	0	0	0	0	0	0	5	9.1	0	0	0	0	24.2	28.4
1600	68	0	63	0	5	0	0	0	0	0	0	0	0	4	5.9	1	1.5	0	0	24.6	27.5
1700	82	1	77	0	4	0	0	0	0	0	0	0	0	6	7.3	1	1.2	0	0	25.3	28.9
1800	74	0	69	0	5	0	0	0	0	0	0	0	0	8	10.8	0	0	0	0	23.8	27.3
1900	72	0	70	0	2	0	0	0	0	0	0	0	0	3	4.2	0	0	0	0	23.6	26.4
2000	31	0	29	0	2	0	0	0	0	0	0	0	0	5	16.1	0	0	0	0	25.1	28.9
2100	21	0	19	0	2	0	0	0	0	0	0	0	0	2	9.5	0	0	0	0	24.4	28.6
2200	25	0	25	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	24.9	27.1
2300	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25	0	0	0	0	24.8	-
07-19	650	3	581	2	61	1	1	0	0	1	0	0	0	39	6	3	0.5	0	0	23.8	27.7
06-22	781	3	702	2	71	1	1	0	0	1	0	0	0	52	6.7	3	0.4	0	0	23.9	27.7
06-00	810	3	730	2	72	1	1	0	0	1	0	0	0	54	6.7	3	0.4	0	0	23.9	27.7
00-00	816	3	734	2	74	1	1	0	0	1	0	0	0	54	6.6	3	0.4	0	0	23.9	27.7



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Wednesday 09 March 2016

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
0600	4	0	3	0	1	0	0	0	0	0	0	0	0	2	50	0	0	0	0	27.5	-
0700	23	0	20	0	3	0	0	0	0	0	0	0	0	1	4.3	1	4.3	0	0	24	28
0800	65	0	58	0	7	0	0	0	0	0	0	0	0	4	6.2	1	1.5	0	0	23.6	26.6
0900	52	0	47	1	3	1	0	0	0	0	0	0	0	2	3.8	1	1.9	0	0	22.2	26.6
1000	53	0	47	0	6	0	0	0	0	0	0	0	0	1	1.9	0	0	0	0	22	25.7
1100	44	0	33	0	11	0	0	0	0	0	0	0	0	1	2.3	0	0	0	0	22.5	26.6
1200	77	0	71	0	6	0	0	0	0	0	0	0	0	1	1.3	0	0	0	0	21.3	25.1
1300	41	0	37	0	4	0	0	0	0	0	0	0	0	3	7.3	0	0	0	0	22.9	26.8
1400	50	0	47	0	3	0	0	0	0	0	0	0	0	2	4	0	0	0	0	22.4	26.4
1500	62	0	60	0	2	0	0	0	0	0	0	0	0	2	3.2	0	0	0	0	22.8	25.7
1600	63	0	57	0	6	0	0	0	0	0	0	0	0	5	7.9	0	0	0	0	24.9	28.9
1700	73	0	69	0	4	0	0	0	0	0	0	0	0	2	2.7	0	0	0	0	24.3	27.1
1800	71	0	68	0	3	0	0	0	0	0	0	0	0	1	1.4	0	0	0	0	23.3	26.4
1900	52	0	48	0	4	0	0	0	0	0	0	0	0	2	3.8	0	0	0	0	22.9	26.2
2000	23	0	21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	27.7
2100	32	0	31	0	1	0	0	0	0	0	0	0	0	2	6.3	0	0	0	0	23.6	26.8
2200	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	27.5
2300	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
07-19	674	0	614	1	58	1	0	0	0	0	0	0	0	25	3.7	3	0.4	0	0	23	26.6
06-22	785	0	717	1	66	1	0	0	0	0	0	0	0	31	3.9	3	0.4	0	0	23.1	26.8
06-00	806	0	737	1	67	1	0	0	0	0	0	0	0	31	3.8	3	0.4	0	0	23.1	26.8
00-00	813	0	742	1	69	1	0	0	0	0	0	0	0	31	3.8	3	0.4	0	0	23.1	26.8



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Thursday 10 March 2016

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	
0500	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-	
0600	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-	
0700	16	0	13	0	3	0	0	0	0	0	0	0	0	4	25	1	6.3	0	0	25	33.6	
0800	65	0	59	0	6	0	0	0	0	0	0	0	0	6	9.2	0	0	0	0	24.3	28.4	
0900	40	0	33	0	7	0	0	0	0	0	0	0	0	1	2.5	0	0	0	0	23.2	27.5	
1000	37	0	31	0	6	0	0	0	0	0	0	0	0	2	5.4	0	0	0	0	23.1	27.5	
1100	52	0	46	0	6	0	0	0	0	0	0	0	0	2	3.8	0	0	0	0	21.5	26.2	
1200	67	0	60	0	7	0	0	0	0	0	0	0	0	4	6	1	1.5	0	0	22.6	25.7	
1300	41	0	36	0	5	0	0	0	0	0	0	0	0	1	2.4	0	0	0	0	20.6	25.1	
1400	52	0	46	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20.1	24.6	
1500	57	0	53	0	4	0	0	0	0	0	0	0	0	4	7	0	0	0	0	22.9	27.3	
1600	59	0	57	0	2	0	0	0	0	0	0	0	0	2	3.4	0	0	0	0	24.6	27.7	
1700	85	1	81	0	3	0	0	0	0	0	0	0	0	5	5.9	1	1.2	0	0	25.2	28.4	
1800	70	0	68	0	2	0	0	0	0	0	0	0	0	3	4.3	0	0	0	0	23.5	27.3	
1900	34	0	32	0	2	0	0	0	0	0	0	0	0	2	5.9	0	0	0	0	23.7	26.8	
2000	28	0	27	0	1	0	0	0	0	0	0	0	0	2	7.1	0	0	0	0	24	26.2	
2100	32	0	31	0	1	0	0	0	0	0	0	0	0	2	6.3	0	0	0	0	22.9	26.6	
2200	12	0	11	0	1	0	0	0	0	0	0	0	0	1	8.3	1	8.3	0	0	26.4	29.5	
2300	11	0	11	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	25.7	29.3	
07-19	641	1	583	0	55	1	1	0	0	0	0	0	0	34	5.3	3	0.5	0	0	23.1	27.5	
06-22	739	1	676	0	60	1	1	0	0	0	0	0	0	40	5.4	3	0.4	0	0	23.2	27.5	
06-00	762	1	698	0	61	1	1	0	0	0	0	0	0	42	5.5	4	0.5	0	0	23.3	27.5	
00-00	766	1	701	0	62	1	1	0	0	0	0	0	0	42	5.5	4	0.5	0	0	23.2	27.5	



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Friday 11 March 2016

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
0600	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-
0700	13	0	9	0	4	0	0	0	0	0	0	0	0	1	7.7	0	0	0	0	22.4	25.7
0800	55	0	50	0	5	0	0	0	0	0	0	0	0	4	7.3	1	1.8	0	0	24.3	28.2
0900	46	0	40	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	26.4
1000	51	1	37	2	10	0	0	0	0	1	0	0	0	0	0	0	0	0	0	21.3	26.2
1100	41	0	35	1	5	0	0	0	0	0	0	0	0	2	4.9	0	0	0	0	22.4	26.8
1200	74	0	66	1	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.7	26.8
1300	63	1	59	1	2	0	0	0	0	0	0	0	0	2	3.2	0	0	0	0	21.9	26.2
1400	54	0	48	0	5	1	0	0	0	0	0	0	0	1	1.9	0	0	0	0	23	26.4
1500	62	1	56	0	5	0	0	0	0	0	0	0	0	4	6.5	1	1.6	0	0	23.9	28.6
1600	78	1	70	0	7	0	0	0	0	0	0	0	0	5	6.4	0	0	0	0	24.7	28.2
1700	83	0	81	0	2	0	0	0	0	0	0	0	0	9	10.8	0	0	0	0	25.5	28
1800	67	0	64	0	3	0	0	0	0	0	0	0	0	3	4.5	0	0	0	0	23.6	27.5
1900	37	0	36	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	27.1
2000	35	0	34	0	1	0	0	0	0	0	0	0	0	3	8.6	1	2.9	0	0	23.3	26.6
2100	13	0	11	0	2	0	0	0	0	0	0	0	0	2	15.4	0	0	0	0	24.4	27.7
2200	14	0	14	0	0	0	0	0	0	0	0	0	0	4	28.6	0	0	0	0	25.6	30.6
2300	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
07-19	687	4	615	5	60	1	1	0	0	1	0	0	0	31	4.5	2	0.3	0	0	23.3	27.5
06-22	774	4	697	5	65	1	1	0	0	1	0	0	0	36	4.7	3	0.4	0	0	23.4	27.5
06-00	797	4	719	5	66	1	1	0	0	1	0	0	0	40	5	3	0.4	0	0	23.4	27.5
00-00	802	4	723	5	67	1	1	0	0	1	0	0	0	40	5	3	0.4	0	0	23.4	27.5



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Saturday 12 March 2016

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0100	5	0	4	0	1	0	0	0	0	0	0	0	0	2	40	0	0	0	0	23.9	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	31.2	-
0700	8	0	6	0	2	0	0	0	0	0	0	0	0	2	25	0	0	0	0	23.8	-
0800	19	0	18	0	1	0	0	0	0	0	0	0	0	1	5.3	0	0	0	0	25.3	28.6
0900	48	1	45	0	2	0	0	0	0	0	0	0	0	4	8.3	1	2.1	0	0	23.2	27.5
1000	91	0	84	0	7	0	0	0	0	0	0	0	0	4	4.4	0	0	0	0	22	26.2
1100	93	10	79	0	3	0	1	0	0	0	0	0	0	5	5.4	0	0	0	0	21.1	25.7
1200	95	4	87	1	3	0	0	0	0	0	0	0	0	1	1.1	0	0	0	0	21.7	26.8
1300	78	0	75	0	3	0	0	0	0	0	0	0	0	3	3.8	0	0	0	0	21.4	25.9
1400	76	0	72	0	4	0	0	0	0	0	0	0	0	2	2.6	0	0	0	0	21.6	25.7
1500	56	2	52	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	25.5
1600	61	0	59	0	2	0	0	0	0	0	0	0	0	5	8.2	1	1.6	0	0	23.9	27.5
1700	53	0	49	0	4	0	0	0	0	0	0	0	0	1	1.9	0	0	0	0	23	26.4
1800	81	0	77	0	4	0	0	0	0	0	0	0	0	2	2.5	0	0	0	0	21.6	25.7
1900	40	0	39	0	1	0	0	0	0	0	0	0	0	3	7.5	1	2.5	0	0	23	26.2
2000	18	0	17	0	1	0	0	0	0	0	0	0	0	2	11.1	1	5.6	0	0	23	26.6
2100	13	0	11	0	2	0	0	0	0	0	0	0	0	1	7.7	1	7.7	0	0	24.5	26.8
2200	13	0	12	0	1	0	0	0	0	0	0	0	0	2	15.4	0	0	0	0	23.7	29.3
2300	19	0	18	0	1	0	0	0	0	0	0	0	0	2	10.5	0	0	0	0	22.4	26.6
07-19	759	17	703	1	37	0	1	0	0	0	0	0	0	30	4	2	0.3	0	0	22.1	26.4
06-22	831	17	771	1	41	0	1	0	0	0	0	0	0	37	4.5	5	0.6	0	0	22.2	26.6
06-00	863	17	801	1	43	0	1	0	0	0	0	0	0	41	4.8	5	0.6	0	0	22.2	26.6
00-00	877	17	814	1	44	0	1	0	0	0	0	0	0	43	4.9	5	0.6	0	0	22.2	26.6



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Sunday 13 March 2016

Time	Total	Classification]PSL 30]PSL% 30]SL1 35 ACPO]SL1% 35 ACPO]SL2 45 DfT]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-	
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	28.2	-	
0700	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	
0800	20	0	20	0	0	0	0	0	0	0	0	0	0	1	5	1	5	0	24.9	27.3	
0900	31	0	30	0	1	0	0	0	0	0	0	0	0	2	6.5	0	0	0	22.9	28.6	
1000	74	6	65	1	1	0	1	0	0	0	0	0	0	1	1.4	1	1.4	0	20.8	25.7	
1100	92	8	79	1	4	0	0	0	0	0	0	0	0	2	2.2	1	1.1	0	22.1	26.2	
1200	123	9	109	1	1	0	2	0	0	0	1	0	0	1	0.8	0	0	0	22	26.2	
1300	80	9	70	0	0	1	0	0	0	0	0	0	0	1	1.3	0	0	0	21.8	26.2	
1400	59	2	56	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	24.4	
1500	64	2	61	0	1	0	0	0	0	0	0	0	0	3	4.7	0	0	0	23.1	26.2	
1600	57	1	55	0	1	0	0	0	0	0	0	0	0	4	7	0	0	0	23.9	27.5	
1700	45	0	43	0	2	0	0	0	0	0	0	0	0	7	15.6	1	2.2	0	25.1	29.8	
1800	34	0	33	0	1	0	0	0	0	0	0	0	0	1	2.9	0	0	0	23.8	27.3	
1900	23	0	22	0	1	0	0	0	0	0	0	0	0	1	4.3	0	0	0	24.7	28	
2000	14	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	27.3	
2100	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	27.3	
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-	
2300	7	0	6	0	1	0	0	0	0	0	0	0	0	2	28.6	0	0	0	25.9	-	
07-19	682	37	623	3	14	1	3	0	0	0	1	0	0	23	3.4	4	0.6	0	22.3	26.6	
06-22	737	37	675	3	17	1	3	0	0	0	1	0	0	25	3.4	4	0.5	0	22.4	26.8	
06-00	748	37	685	3	18	1	3	0	0	0	1	0	0	27	3.6	4	0.5	0	22.5	27.1	
00-00	759	37	696	3	18	1	3	0	0	0	1	0	0	27	3.6	4	0.5	0	22.5	27.1	



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Monday 14 March 2016

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-	
0600	6	0	2	0	4	0	0	0	0	0	0	0	0	1	16.7	0	0	0	0	22.9	-	
0700	19	0	16	0	3	0	0	0	0	0	0	0	0	1	5.3	0	0	0	0	23.8	26.2	
0800	59	0	53	0	6	0	0	0	0	0	0	0	0	3	5.1	1	1.7	0	0	25	28.9	
0900	39	0	33	0	6	0	0	0	0	0	0	0	0	1	2.6	0	0	0	0	22.4	26.6	
1000	32	0	28	0	3	0	0	1	0	0	0	0	0	1	3.1	0	0	0	0	23.8	26.4	
1100	38	0	31	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	25.9	
1200	43	0	39	0	4	0	0	0	0	0	0	0	0	1	2.3	0	0	0	0	23.2	28	
1300	31	0	25	0	6	0	0	0	0	0	0	0	0	2	6.5	0	0	0	0	22.7	25.9	
1400	41	1	35	0	5	0	0	0	0	0	0	0	0	1	2.4	0	0	0	0	21.8	27.3	
1500	61	0	57	0	3	1	0	0	0	0	0	0	0	3	4.9	0	0	0	0	24	28.4	
1600	55	0	52	0	3	0	0	0	0	0	0	0	0	8	14.5	0	0	0	0	25.9	29.5	
1700	96	1	90	1	4	0	0	0	0	0	0	0	0	8	8.3	0	0	0	0	25.3	28.4	
1800	70	0	66	0	4	0	0	0	0	0	0	0	0	5	7.1	0	0	0	0	25	27.7	
1900	48	0	45	0	2	1	0	0	0	0	0	0	0	3	6.3	0	0	0	0	23.2	26.6	
2000	20	0	18	0	2	0	0	0	0	0	0	0	0	1	5	0	0	0	0	23.9	25.9	
2100	22	0	21	0	1	0	0	0	0	0	0	0	0	3	13.6	1	4.5	0	0	24.8	29.8	
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	
2300	7	0	6	0	1	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	23.9	-	
07-19	584	2	525	1	54	1	0	1	0	0	0	0	0	34	5.8	1	0.2	0	0	24.2	28.2	
06-22	680	2	611	1	63	2	0	1	0	0	0	0	0	42	6.2	2	0.3	0	0	24.1	28	
06-00	693	2	623	1	64	2	0	1	0	0	0	0	0	43	6.2	2	0.3	0	0	24.1	28	
00-00	696	2	625	1	65	2	0	1	0	0	0	0	0	43	6.2	2	0.3	0	0	24.1	28	



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification]PSL 30]PSL% 30]SL1 35 ACPO]SL1% 35 ACPO]SL2 45 DFT]SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-	
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	22.2	0	0	0	23.8	-	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	
0500	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-	
0600	4	0	2	0	2	0	0	0	0	0	0	0	0	1	29.6	0	0	0	25.2	-	
0700	14	0	11	0	3	0	0	0	0	0	0	0	0	2	12.1	0	3	0	24.1	28.9	
0800	49	0	45	0	4	0	0	0	0	0	0	0	0	3	6.4	1	1.2	0	24.4	28.4	
0900	42	0	37	0	5	0	0	0	0	0	0	0	0	2	3.8	0	0.7	0	22.9	27.3	
1000	56	1	48	1	6	0	0	0	0	0	0	0	0	2	3.3	0	0.3	0	22.1	26.4	
1100	59	3	50	0	6	0	0	0	0	0	0	0	0	2	2.9	0	0.2	0	22	26.4	
1200	77	2	70	0	4	0	0	0	0	0	0	0	0	1	1.7	0	0.2	0	22.1	26.6	
1300	54	1	48	0	4	0	0	0	0	0	0	0	0	2	3.7	0	0	0	22	26.2	
1400	55	1	50	0	4	0	0	0	0	0	0	0	0	1	2.1	0	0	0	21.5	25.9	
1500	60	1	56	0	3	0	0	0	0	0	0	0	0	3	5	0	0.2	0	23.2	27.3	
1600	63	0	59	0	4	0	0	0	0	0	0	0	0	5	7.5	0	0.5	0	24.6	28.4	
1700	74	0	70	0	3	0	0	0	0	0	0	0	0	5	7.4	0	0.6	0	24.9	28.4	
1800	67	0	64	0	3	0	0	0	0	0	0	0	0	3	4.9	0	0	0	23.5	27.3	
1900	44	0	42	0	2	0	0	0	0	0	0	0	0	2	4.6	0	0.3	0	23.5	26.8	
2000	24	0	23	0	1	0	0	0	0	0	0	0	0	2	7.7	0	1.2	0	23.6	27.3	
2100	21	0	20	0	1	0	0	0	0	0	0	0	0	2	8.1	0	1.4	0	23.8	27.5	
2200	13	0	12	0	0	0	0	0	0	0	0	0	0	1	9.1	0	1.1	0	24.9	28.6	
2300	9	0	8	0	1	0	0	0	0	0	0	0	0	1	10.9	0	0	0	23.8	-	
07-19	668	9	606	2	48	1	1	0	0	0	0	0	0	31	4.6	3	0.4	0	23.1	27.3	
06-22	761	9	693	2	55	1	1	0	0	0	0	0	0	38	4.9	3	0.4	0	23.2	27.3	
06-00	783	9	713	2	56	1	1	0	0	0	0	0	0	40	5.1	3	0.4	0	23.2	27.3	
00-00	790	9	719	2	57	1	1	0	0	0	0	0	0	40	5.1	3	0.4	0	23.2	27.3	

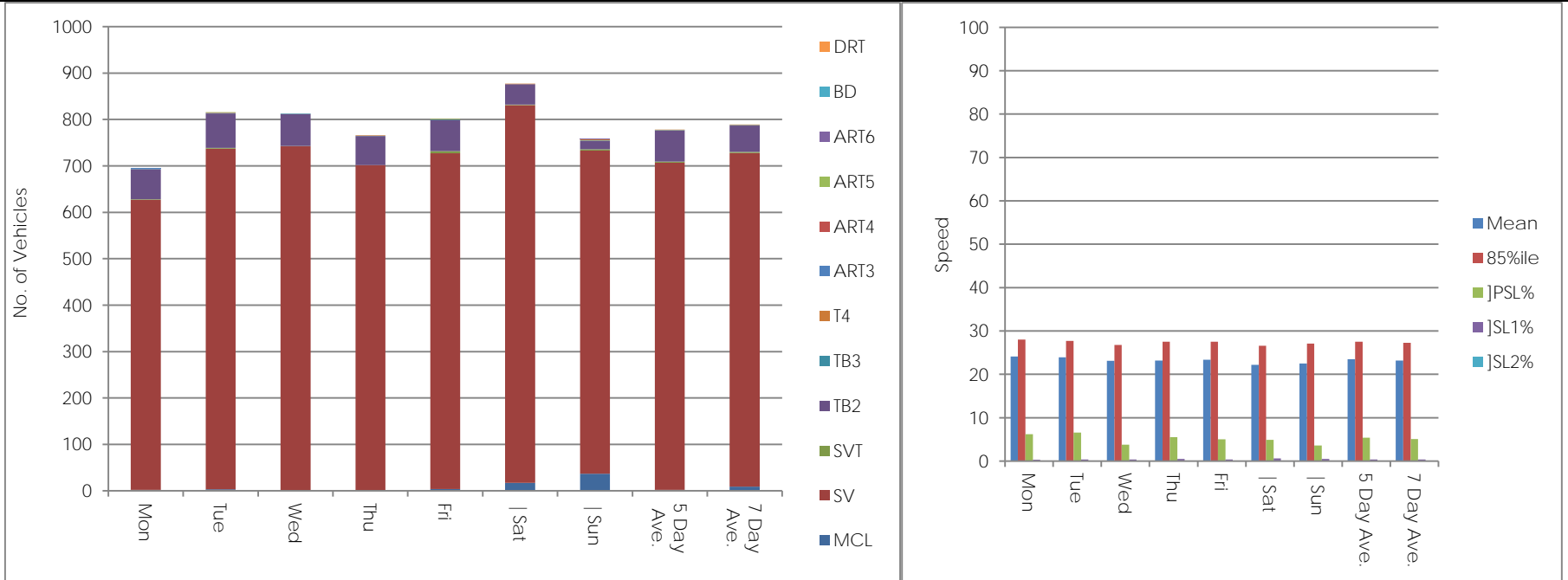


Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound
 Virtual Week (1)

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	696	2	625	1	65	2	0	1	0	0	0	0	0	43	6.2	2	0.3	0	0	24.1	28
Tue	816	3	734	2	74	1	1	0	0	1	0	0	0	54	6.6	3	0.4	0	0	23.9	27.7
Wed	813	0	742	1	69	1	0	0	0	0	0	0	0	31	3.8	3	0.4	0	0	23.1	26.8
Thu	766	1	701	0	62	1	1	0	0	0	0	0	0	42	5.5	4	0.5	0	0	23.2	27.5
Fri	802	4	723	5	67	1	1	0	0	1	0	0	0	40	5	3	0.4	0	0	23.4	27.5
| Sat	877	17	814	1	44	0	1	0	0	0	0	0	0	43	4.9	5	0.6	0	0	22.2	26.6
| Sun	759	37	696	3	18	1	3	0	0	0	1	0	0	27	3.6	4	0.5	0	0	22.5	27.1
5 Day Ave.	779	2	705	2	67	1	1	0	0	0	0	0	0	42	5.4	3	0.4	0	0.0	23.5	27.5
7 Day Ave.	790	9	719	2	57	1	1	0	0	0	0	0	0	40	5.1	3	0.4	0	0.0	23.2	27.3
--	5529	64	5035	13	399	7	7	1	0	2	1	0	0	280	5.1	24	0.4	0	0.0	23.2	27.3

Summary Graphs



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Tuesday 08 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	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
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	0	0	2	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	0	0	2	5	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	63	0	0	0	8	26	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	36	0	0	0	8	11	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	53	0	0	1	9	21	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	50	0	0	1	8	29	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	60	0	1	1	8	32	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	41	0	0	1	6	19	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	51	0	1	4	15	17	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	55	0	0	2	7	24	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	68	0	0	2	6	27	29	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	82	0	0	1	5	35	35	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	74	0	0	1	8	39	18	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	72	0	0	0	8	41	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	31	0	0	0	2	19	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	21	0	0	0	1	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	25	0	0	0	1	11	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	650	0	2	14	90	285	220	36	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	781	0	2	14	103	360	250	49	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	810	0	2	14	105	373	262	51	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	816	0	2	14	107	377	262	51	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Wednesday 09 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	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
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	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	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	23	0	0	2	3	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	65	0	0	1	12	30	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	52	0	0	2	14	25	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	53	0	3	1	11	22	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	44	0	0	2	9	22	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	77	0	0	7	20	35	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	41	0	1	3	6	15	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	50	0	0	2	10	26	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	62	0	1	3	6	32	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	63	0	0	0	3	30	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	73	0	0	1	7	31	32	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	71	0	1	1	4	42	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	52	0	0	2	10	24	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	23	0	0	1	3	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	32	0	0	1	7	10	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	674	0	6	25	105	319	194	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	785	0	6	29	126	364	229	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	806	0	6	30	127	374	238	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	813	0	6	30	128	378	240	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Thursday 10 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	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
0500	3	0	0	1	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
0600	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	16	0	0	0	3	8	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	65	0	0	0	9	28	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	40	0	0	2	6	18	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	37	0	0	3	5	14	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	52	0	1	5	15	17	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	67	0	0	3	15	31	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	41	1	0	4	15	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	52	0	4	4	10	26	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	57	0	0	2	13	25	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	59	0	0	1	6	22	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	85	0	0	0	6	35	39	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	70	0	2	2	5	33	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	34	0	0	0	5	16	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	28	0	0	0	3	18	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	32	0	0	2	7	12	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	12	0	0	0	0	7	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	1	1	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	641	1	7	26	108	271	194	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	739	1	7	28	124	320	219	37	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	762	1	7	29	125	329	229	38	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	766	1	7	30	125	332	229	38	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Friday 11 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	0	1	3	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	55	0	0	2	6	25	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	46	0	1	0	8	23	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	51	1	0	2	17	17	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	41	0	1	4	7	11	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	74	0	0	5	23	27	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	63	0	0	6	11	31	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	54	0	1	1	12	19	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	62	0	0	0	11	25	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	78	0	1	1	6	31	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	83	0	0	0	7	28	39	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	67	0	0	1	9	32	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	37	0	0	1	3	13	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	35	0	0	3	5	16	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	13	0	0	0	1	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	0	0	1	6	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	687	1	4	23	120	273	235	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	774	1	4	27	130	310	266	33	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	797	1	4	27	133	320	272	37	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	802	1	4	28	134	321	274	37	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Saturday 12 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	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
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	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
0700	8	0	0	1	0	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	19	0	0	1	1	6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	48	0	1	3	4	22	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	91	0	0	6	24	38	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	93	0	1	7	34	33	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	95	0	1	8	23	39	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	78	1	1	8	16	34	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	76	0	1	7	14	38	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	56	0	0	1	18	27	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	61	0	0	1	6	29	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	53	0	0	1	9	26	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	81	0	2	7	20	32	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	40	0	0	0	11	20	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	18	0	0	0	5	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	13	0	0	0	2	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	13	0	0	0	4	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	19	0	0	2	3	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	759	1	7	51	169	328	173	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	831	1	7	51	187	361	187	32	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	863	1	7	53	194	374	193	36	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	877	1	7	53	197	380	196	38	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Sunday 13 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	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	0	0
0300	1	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
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	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
0600	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	1	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
0800	20	0	0	0	2	8	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	31	0	2	2	4	10	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	74	0	1	5	28	26	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	92	0	2	5	21	41	21	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	123	0	0	6	28	63	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	80	0	0	5	21	37	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	59	1	0	9	17	23	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	64	0	0	0	11	33	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	57	0	0	2	6	30	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	45	0	0	0	5	18	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	34	0	0	0	4	18	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	23	0	0	0	3	8	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	14	0	0	2	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	15	0	0	1	3	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	682	1	6	34	147	309	162	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	737	1	6	37	156	330	182	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	748	1	6	37	158	333	186	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	759	1	6	38	158	338	191	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Monday 14 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	0	1	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	19	0	0	0	2	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	59	0	0	1	4	20	31	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	39	0	1	1	8	19	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	32	0	0	1	3	15	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	38	0	0	0	7	17	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	43	0	1	0	8	21	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	31	0	0	1	6	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	41	0	2	3	7	16	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	61	0	0	1	9	24	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	55	0	0	0	1	23	23	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	96	0	0	1	5	37	45	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	70	0	0	0	4	30	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	48	0	0	3	4	25	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	20	0	0	0	3	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	22	0	0	0	3	8	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	584	0	4	9	64	251	222	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	680	0	4	13	75	294	252	40	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	693	0	4	13	77	298	258	41	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	696	0	4	13	78	300	258	41	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound

6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	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
0200	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	14	0	0	1	2	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	49	0	0	1	6	20	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	42	0	1	1	7	18	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	56	0	1	3	14	22	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	59	0	1	3	14	24	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	77	0	0	4	18	35	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	54	0	0	4	12	24	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	55	0	1	4	12	24	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	60	0	0	1	11	27	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	63	0	0	1	5	27	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	74	0	0	1	6	30	32	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	67	0	1	2	8	32	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	44	0	0	1	6	21	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	24	0	0	1	3	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	21	0	0	1	3	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	13	0	0	0	1	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	1	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	668	1	5	26	115	291	200	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	761	1	5	28	129	334	226	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	783	1	5	29	131	343	234	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	790	1	5	29	132	347	236	37	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

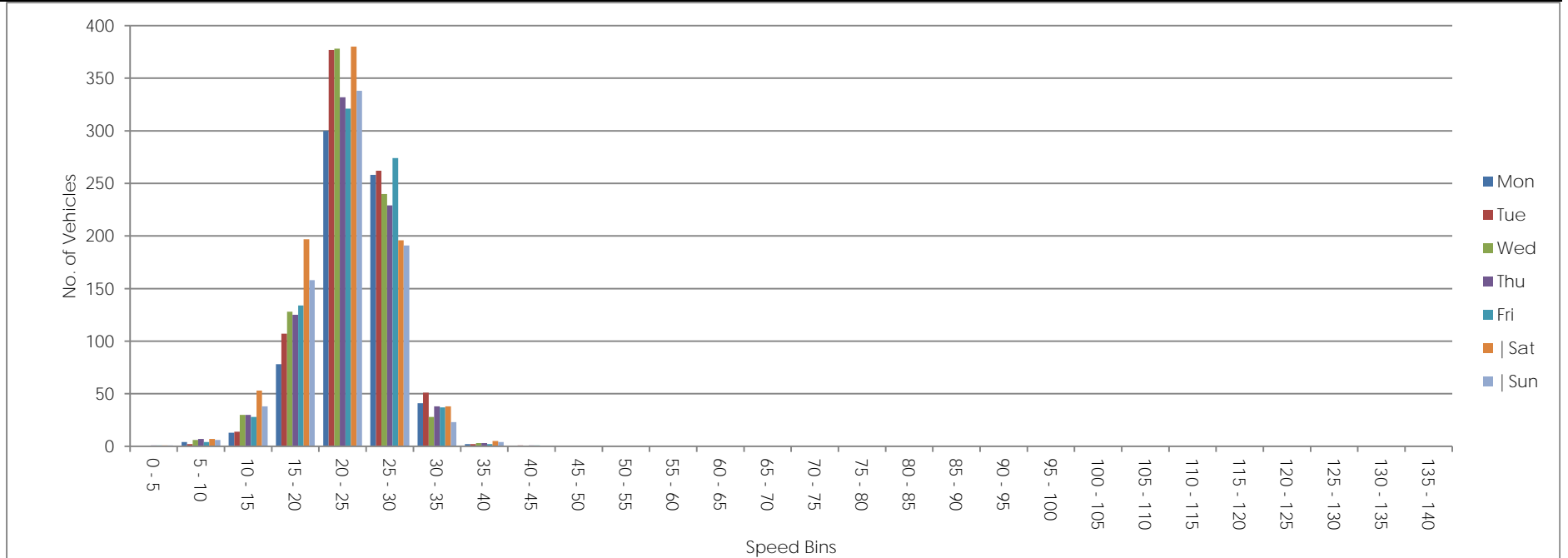


Site 1
 Location Hepworth Road between Bank Street and Chapel Street - Attached to LC - N53.56156, W1.75317
 Direction Southbound
 Virtual Week (1)












6079 / Hepworth Road
 Mar-16
 Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	696	0	4	13	78	300	258	41	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	816	0	2	14	107	377	262	51	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	813	0	6	30	128	378	240	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	766	1	7	30	125	332	229	38	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	802	1	4	28	134	321	274	37	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	877	1	7	53	197	380	196	38	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	759	1	6	38	158	338	191	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	779	0	5	23	114	342	253	39	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	790	1	5	29	132	347	236	37	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	5529	4	36	206	927	2426	1650	256	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7\text{m}$ & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7\text{m}$, $d(1) \leq 3.2\text{m}$ & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, $d(1) \geq 2.1\text{m}$, $d(1) \leq 3.2\text{m}$, $d(2) \geq 2.1\text{m}$ & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2\text{m}$ & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2\text{m}$, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles=5 & groups>2		
≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	≥ 5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups ≥ 5 & axles>6		3 (Heavy)



ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 Dft	Greater than DFT (Department For Transport) standard. DFT is PSL plus 15mph.
>SL2% Dft	Greater than DFT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed

APPENDIX D: Proposed Site Layout



APPENDIX E: TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : D - INDUSTRIAL ESTATE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	CW CORNWALL	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
	DH DURHAM	1 days
	NB NORTHUMBERLAND	1 days
	TW TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 1197 to 102000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 09/09/10

Selected survey days:

Monday	5 days
Tuesday	8 days
Wednesday	4 days
Thursday	7 days
Friday	4 days

Selected survey types:

Manual count	27 days
Directional ATC Count	1 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	14
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	4

Selected Location Sub Categories:

Industrial Zone	15
Residential Zone	2
Built-Up Zone	2
Out of Town	3
No Sub Category	6

LIST OF SITES relevant to selection parameters

1	BR-02-D-02 NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6000 sqm	INDUSTRIAL ESTATE, BRISTOL	BRISTOL CITY
2	BR-02-D-03 CROFTS END ROAD SPEEDWELL BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6000 sqm	INDUSTRIAL ESTATE, BRISTOL	BRISTOL CITY
3	CA-02-D-01 STURROCK WAY BRETTON PETERBOROUGH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4300 sqm	IND. ESTATE, PETERBOROUGH	CAMBRIDGESHIRE
4	CA-02-D-02 COLDHAM'S ROAD COLDHAM'S COMMON CAMBRIDGE Edge of Town Industrial Zone Total Gross floor area: 2063 sqm	IND. ESTATE, CAMBRIDGE	CAMBRIDGESHIRE
5	CA-02-D-03 SAVILLE ROAD WESTWOOD PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4425 sqm	IND. ESTATE, PETERBOROUGH	CAMBRIDGESHIRE
6	CB-02-D-03 CARLISLE ROAD BRAMPTON Edge of Town No Sub Category Total Gross floor area: 13700 sqm	INDUSTRIAL ESTATE, BRAMPTON	CUMBRIA
7	CB-02-D-04 CARLISLE ROAD BRAMPTON Edge of Town No Sub Category Total Gross floor area: 17708 sqm	INDUSTRIAL ESTATE, BRAMPTON	CUMBRIA
8	CH-02-D-02 MANCHESTER ROAD WINCHAM NORTHWICH Edge of Town Industrial Zone Total Gross floor area: 22000 sqm	INDUSTRIAL EST., NORTHWICH	CHESHIRE
9	CW-02-D-02 DRUIDS ROAD CAMBORNE Edge of Town Industrial Zone Total Gross floor area: 6515 sqm	INDUSTRIAL ESTATE, CAMBORNE	CORNWALL

LIST OF SITES relevant to selection parameters (Cont.)

10	DH-02-D-01	INDUSTRIAL ESTATE,NR CONSETT PARKWAY ANNFIELD PLAIN NEAR CONSETT Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 12025 sqm	DURHAM
11	DS-02-D-01	IND. ESTATE,SOUTH NORMANTON BERRISTOW LANE SOUTH NORMANTON Edge of Town Industrial Zone Total Gross floor area: 92286 sqm	DERBYSHIRE
12	ES-02-D-05	IND. ESTATE, EASTBOURNE COURTLANDS ROAD EASTBOURNE Edge of Town Residential Zone Total Gross floor area: 7525 sqm	EAST SUSSEX
13	EX-02-D-01	INDUSTRIAL ESTATE, LOUGHTON OAKWOOD HILL LOUGHTON Edge of Town Industrial Zone Total Gross floor area: 27687 sqm	ESSEX
14	LC-02-D-04	INDUSTRIAL ESTATE, GARSTANG GREEN LANE WEST GARSTANG Edge of Town Industrial Zone Total Gross floor area: 4555 sqm	LANCASHIRE
15	LN-02-D-01	INDUSTRIAL ESTATE, GRANTHAM BELTON LANE GRANTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 5347 sqm	LINCOLNSHIRE
16	MS-02-D-05	INDUSTRIAL ESTATE, ST HELENS BROADOAK ROAD ST HELENS Edge of Town No Sub Category Total Gross floor area: 2430 sqm	MERSEYSIDE
17	MS-02-D-06	INDUSTRIAL EST., LIVERPOOL BOALER STREET LIVERPOOL Neighbourhood Centre (PPS6 Local Centre) Industrial Zone Total Gross floor area: 4800 sqm	MERSEYSIDE
18	NB-02-D-01	INDUSTRIAL ESTATE, HEXHAM A695 HEXHAM Edge of Town Industrial Zone Total Gross floor area: 10525 sqm	NORTHUMBERLAND

LIST OF SITES relevant to selection parameters (Cont.)

19	NT-02-D-01	IND. ESTATE, SUTTON-IN-ASHFLD	NOTTINGHAMSHIRE
		B6028 STONEYFORD ROAD	
		STANTON HILL	
		SUTTON-IN-ASHFIELD	
		Edge of Town	
		No Sub Category	
		Total Gross floor area: 26400 sqm	
20	NY-02-D-01	INDUSTRIAL ESTATE, SHERBURN	NORTH YORKSHIRE
		AVIATION WAY	
		SHERBURN IN ELMET	
		Free Standing (PPS6 Out of Town)	
		Industrial Zone	
		Total Gross floor area: 1197 sqm	
21	SF-02-D-01	INDUSTRIAL ESTATE, IPSWICH	SUFFOLK
		RAPIER STREET	
		STOKE	
		IPSWICH	
		Suburban Area (PPS6 Out of Centre)	
		Industrial Zone	
		Total Gross floor area: 17500 sqm	
22	SF-02-D-02	INDUSTRIAL ESTATE, IPSWICH	SUFFOLK
		HADLEIGH ROAD	
		WESTBOURNE	
		IPSWICH	
		Suburban Area (PPS6 Out of Centre)	
		Built-Up Zone	
		Total Gross floor area: 102000 sqm	
23	TW-02-D-06	INDUSTRIAL ESTATE, N. SHIELDS	TYNE & WEAR
		NORHAM ROAD	
		WEST CHIRTON	
		NORTH SHIELDS	
		Suburban Area (PPS6 Out of Centre)	
		Industrial Zone	
		Total Gross floor area: 23000 sqm	
24	WL-02-D-01	IND. ESTATE, WOOTTON BASSETT	WILTSHIRE
		MARLBOROUGH ROAD	
		WOOTTON BASSETT	
		Edge of Town	
		Industrial Zone	
		Total Gross floor area: 7050 sqm	
25	WS-02-D-04	IND. ESTATE, NEAR PULBOROUGH	WEST SUSSEX
		BROOK LANE	
		GREATHAM BRIDGE	
		NEAR PULBOROUGH	
		Free Standing (PPS6 Out of Town)	
		Out of Town	
		Total Gross floor area: 1216 sqm	
26	WS-02-D-05	IND. ESTATE, NR BURGESS HILL	WEST SUSSEX
		STAIRBRIDGE LANE	
		NEAR BURGESS HILL	
		Free Standing (PPS6 Out of Town)	
		Out of Town	
		Total Gross floor area: 5858 sqm	
27	WY-02-D-01	INDUSTRIAL ESTATE, LEEDS	WEST YORKSHIRE
		PARK HOUSE WEST	
		LEEDS	
		Edge of Town Centre	
		Built-Up Zone	
		Total Gross floor area: 4225 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

28	WY-02-D-02	INDUSTRIAL EST., HUDDERSFIELD	WEST YORKSHIRE
	A629 WAKEFIELD ROAD		
	TANDEM		
	HUDDERSFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	20824 sqm	

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
00:30 - 01:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:00 - 01:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:30 - 02:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:00 - 02:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:30 - 03:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:00 - 03:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:30 - 04:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:00 - 04:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:30 - 05:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
05:00 - 05:30	1	5858	0.034	1	5858	0.000	1	5858	0.034
05:30 - 06:00	1	5858	0.034	1	5858	0.000	1	5858	0.034
06:00 - 06:30	1	5858	0.154	1	5858	0.051	1	5858	0.205
06:30 - 07:00	1	5858	0.171	1	5858	0.051	1	5858	0.222
07:00 - 07:30	28	16399	0.131	28	16399	0.060	28	16399	0.191
07:30 - 08:00	28	16399	0.217	28	16399	0.087	28	16399	0.304
08:00 - 08:30	28	16399	0.219	28	16399	0.096	28	16399	0.315
08:30 - 09:00	28	16399	0.233	28	16399	0.111	28	16399	0.344
09:00 - 09:30	28	16399	0.173	28	16399	0.113	28	16399	0.286
09:30 - 10:00	28	16399	0.137	28	16399	0.128	28	16399	0.265
10:00 - 10:30	28	16399	0.146	28	16399	0.141	28	16399	0.287
10:30 - 11:00	28	16399	0.138	28	16399	0.131	28	16399	0.269
11:00 - 11:30	28	16399	0.146	28	16399	0.149	28	16399	0.295
11:30 - 12:00	28	16399	0.157	28	16399	0.163	28	16399	0.320
12:00 - 12:30	28	16399	0.134	28	16399	0.178	28	16399	0.312
12:30 - 13:00	28	16399	0.139	28	16399	0.152	28	16399	0.291
13:00 - 13:30	28	16399	0.150	28	16399	0.164	28	16399	0.314
13:30 - 14:00	28	16399	0.164	28	16399	0.139	28	16399	0.303
14:00 - 14:30	28	16399	0.146	28	16399	0.149	28	16399	0.295
14:30 - 15:00	28	16399	0.129	28	16399	0.137	28	16399	0.266
15:00 - 15:30	28	16399	0.127	28	16399	0.148	28	16399	0.275
15:30 - 16:00	28	16399	0.122	28	16399	0.151	28	16399	0.273
16:00 - 16:30	28	16399	0.114	28	16399	0.188	28	16399	0.302
16:30 - 17:00	28	16399	0.109	28	16399	0.222	28	16399	0.331
17:00 - 17:30	28	16399	0.074	28	16399	0.236	28	16399	0.310
17:30 - 18:00	28	16399	0.048	28	16399	0.153	28	16399	0.201
18:00 - 18:30	28	16399	0.039	28	16399	0.086	28	16399	0.125
18:30 - 19:00	28	16399	0.024	28	16399	0.051	28	16399	0.075
19:00 - 19:30	1	5858	0.000	1	5858	0.034	1	5858	0.034
19:30 - 20:00	1	5858	0.000	1	5858	0.034	1	5858	0.034
20:00 - 20:30	1	5858	0.017	1	5858	0.017	1	5858	0.034
20:30 - 21:00	1	5858	0.017	1	5858	0.017	1	5858	0.034
21:00 - 21:30	1	5858	0.017	1	5858	0.000	1	5858	0.017
21:30 - 22:00	1	5858	0.017	1	5858	0.017	1	5858	0.034
22:00 - 22:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
22:30 - 23:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
23:00 - 23:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
23:30 - 24:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
Total Rates:			3.677			3.554			7.231

Parameter summary

Trip rate parameter range selected:	1197 - 102000 (units: sqm)
Survey date date range:	01/01/02 - 09/09/10
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD	BEDFORDSHIRE 1 days
	BU	BUCKINGHAMSHIRE 1 days
	HC	HAMPSHIRE 1 days
	HF	HERTFORDSHIRE 2 days
	KC	KENT 1 days
	SC	SURREY 1 days
03	SOUTH WEST	
	CW	CORNWALL 1 days
04	EAST ANGLIA	
	SF	SUFFOLK 1 days
06	WEST MIDLANDS	
	WM	WEST MIDLANDS 1 days
	WO	WORCESTERSHIRE 2 days
08	NORTH WEST	
	LC	LANCASHIRE 1 days
09	NORTH	
	TV	TEES VALLEY 1 days
10	WALES	
	NW	NEWPORT 1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 1200 to 80066 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 17/06/09

Selected survey days:

Tuesday	4 days
Wednesday	2 days
Thursday	5 days
Friday	4 days

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	12

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	2
Residential Zone	1
No Sub Category	4

LIST OF SITES relevant to selection parameters

1	BD-02-F-01 FRENCH'S AVENUE	WAREHOUSING, DUNSTABLE	BEDFORDSHIRE
	DUNSTABLE Edge of Town Industrial Zone Total Gross floor area:	6050 sqm	
2	BU-02-F-01 BLETCHAM WAY BLETCHLEY MILTON KEYNES	SUPERSTORE DISTRIB.,M.KEYNES	BUCKINGHAMSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	52125 sqm	
3	CW-02-F-01 A390 THREEMILESTONE NEAR TRURO	WAREHOUSING, TRURO	CORNWALL
	Edge of Town No Sub Category Total Gross floor area:	5150 sqm	
4	HC-02-F-01 MAURETANIA ROAD NURSLING INDUSTRIAL ESTATE SOUTHAMPTON	WAREHOUSING, SOUTHAMPTON	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4000 sqm	
5	HF-02-F-02 BLACK FAN ROAD PANSHANGER WELWYN GARDEN CITY	SUPERSTORE DIST., WELWYN GC	HERTFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	18600 sqm	
6	HF-02-F-03 HATFIELD BUSINESS CEN. HATFIELD	DISTRIBUTION CEN., HATFIELD	HERTFORDSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	80000 sqm	
7	KC-02-F-01 HOLBOROUGH ROAD	FOOD DISTRIB., SNODLAND	KENT
	SNODLAND Edge of Town No Sub Category Total Gross floor area:	7500 sqm	
8	LC-02-F-02 CHORLEY ROAD WALTON-LE-DALE PRESTON	WAREHOUSING, PRESTON	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	1200 sqm	
9	NW-02-F-01 TREDEGAR TERRACE CROSSKEYS NEWPORT	LOGISTICS CENTRE, NEWPORT	NEWPORT
	Edge of Town No Sub Category Total Gross floor area:	16275 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

10	SC-02-F-04 PRETORIA ROAD	WAREHOUSING, CHERTSEY	SURREY
	CHERTSEY Edge of Town No Sub Category Total Gross floor area:	4460 sqm	
11	SF-02-F-01 BURRELL WAY BARROW HILL THETFORD	PHARMACY DISTRIB., THETFORD	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area:	4550 sqm	
12	TV-02-F-02 ROUNDHOUSE ROAD FAVERDALE DARLINGTON	ARGOS WAREHOUSE, DARL'TON	TEES VALLEY
	Edge of Town Industrial Zone Total Gross floor area:	80066 sqm	
13	WM-02-F-01 SAMPSON ROAD NORTH	LEGETT LOGIS., BIRMINGHAM	WEST MIDLANDS
	BIRMINGHAM Edge of Town Centre Industrial Zone Total Gross floor area:	4000 sqm	
14	WO-02-F-01 WAINWRIGHT ROAD SHIRE BUSINESS PARK WORCESTER	SUPERSTORE DISTRIB., WORCESTER	WORCESTERSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	31416 sqm	
15	WO-02-F-02 COTSWOLD WAY	DISTRIB. CENTRE, WORCESTER	WORCESTERSHIRE
	WORCESTER Edge of Town Industrial Zone Total Gross floor area:	3824 sqm	

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	7500	0.093	1	7500	0.080	1	7500	0.173
00:30 - 01:00	1	7500	0.053	1	7500	0.067	1	7500	0.120
01:00 - 01:30	1	7500	0.013	1	7500	0.027	1	7500	0.040
01:30 - 02:00	1	7500	0.040	1	7500	0.067	1	7500	0.107
02:00 - 02:30	1	7500	0.027	1	7500	0.027	1	7500	0.054
02:30 - 03:00	1	7500	0.053	1	7500	0.067	1	7500	0.120
03:00 - 03:30	1	7500	0.027	1	7500	0.013	1	7500	0.040
03:30 - 04:00	1	7500	0.067	1	7500	0.053	1	7500	0.120
04:00 - 04:30	1	7500	0.053	1	7500	0.053	1	7500	0.106
04:30 - 05:00	1	7500	0.067	1	7500	0.053	1	7500	0.120
05:00 - 05:30	1	7500	0.080	1	7500	0.067	1	7500	0.147
05:30 - 06:00	1	7500	0.067	1	7500	0.053	1	7500	0.120
06:00 - 06:30	1	7500	0.133	1	7500	0.133	1	7500	0.266
06:30 - 07:00	1	7500	0.133	1	7500	0.080	1	7500	0.213
07:00 - 07:30	15	21281	0.040	15	21281	0.043	15	21281	0.083
07:30 - 08:00	15	21281	0.072	15	21281	0.037	15	21281	0.109
08:00 - 08:30	15	21281	0.051	15	21281	0.031	15	21281	0.082
08:30 - 09:00	15	21281	0.058	15	21281	0.034	15	21281	0.092
09:00 - 09:30	15	21281	0.052	15	21281	0.036	15	21281	0.088
09:30 - 10:00	15	21281	0.052	15	21281	0.037	15	21281	0.089
10:00 - 10:30	15	21281	0.036	15	21281	0.040	15	21281	0.076
10:30 - 11:00	15	21281	0.035	15	21281	0.034	15	21281	0.069
11:00 - 11:30	15	21281	0.037	15	21281	0.033	15	21281	0.070
11:30 - 12:00	15	21281	0.039	15	21281	0.034	15	21281	0.073
12:00 - 12:30	15	21281	0.040	15	21281	0.042	15	21281	0.082
12:30 - 13:00	15	21281	0.042	15	21281	0.042	15	21281	0.084
13:00 - 13:30	15	21281	0.068	15	21281	0.055	15	21281	0.123
13:30 - 14:00	15	21281	0.114	15	21281	0.097	15	21281	0.211
14:00 - 14:30	15	21281	0.054	15	21281	0.087	15	21281	0.141
14:30 - 15:00	15	21281	0.062	15	21281	0.075	15	21281	0.137
15:00 - 15:30	15	21281	0.035	15	21281	0.062	15	21281	0.097
15:30 - 16:00	15	21281	0.050	15	21281	0.058	15	21281	0.108
16:00 - 16:30	15	21281	0.040	15	21281	0.061	15	21281	0.101
16:30 - 17:00	15	21281	0.035	15	21281	0.063	15	21281	0.098
17:00 - 17:30	15	21281	0.029	15	21281	0.061	15	21281	0.090
17:30 - 18:00	15	21281	0.037	15	21281	0.054	15	21281	0.091
18:00 - 18:30	15	21281	0.022	15	21281	0.044	15	21281	0.066
18:30 - 19:00	15	21281	0.018	15	21281	0.028	15	21281	0.046
19:00 - 19:30	2	6775	0.030	2	6775	0.030	2	6775	0.060
19:30 - 20:00	2	6775	0.007	2	6775	0.037	2	6775	0.044
20:00 - 20:30	1	7500	0.053	1	7500	0.013	1	7500	0.066
20:30 - 21:00	1	7500	0.040	1	7500	0.053	1	7500	0.093
21:00 - 21:30	1	7500	0.040	1	7500	0.053	1	7500	0.093
21:30 - 22:00	1	7500	0.013	1	7500	0.027	1	7500	0.040
22:00 - 22:30	1	7500	0.067	1	7500	0.053	1	7500	0.120
22:30 - 23:00	1	7500	0.067	1	7500	0.040	1	7500	0.107
23:00 - 23:30	1	7500	0.040	1	7500	0.040	1	7500	0.080
23:30 - 24:00	1	7500	0.040	1	7500	0.040	1	7500	0.080
Total Rates:			2.421			2.414			4.835

Parameter summary

Trip rate parameter range selected:	1200 - 80066 (units: sqm)
Survey date date range:	01/01/02 - 17/06/09
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	SC SURREY	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	FS FLINTSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 8 to 140 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 09/11/09

Selected survey days:

Monday	5 days
Tuesday	1 days
Wednesday	5 days
Thursday	3 days
Friday	3 days

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	9

Selected Location Sub Categories:

Development Zone	2
Residential Zone	6
Built-Up Zone	3
No Sub Category	6

LIST OF SITES relevant to selection parameters

1	BR-03-C-01 CLARENCE ROAD	FLATS & TERRACED, BRISTOL	BRISTOL CITY
	BRISTOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 102		
2	CA-03-C-01 WESTFIELD ROAD	BLOCK OF FLATS, P.BORO	CAMBRIDGESHIRE
	NETHERTON PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 44		
3	CH-03-C-01 NEW CRANE STREET	BLOCKS OF FLATS, CHESTER	CESHIRE
	CHESTER Edge of Town Centre Residential Zone Total Number of dwellings: 60		
4	DC-03-C-01 ABBOTSBURY ROAD	BLOCKS OF FLATS, WEYMOUTH	DORSET
	WEYMOUTH Edge of Town Centre Residential Zone Total Number of dwellings: 27		
5	DS-03-C-01 DRAGE STREET	BLOCK OF FLATS, DERBY	DERBYSHIRE
	LITTLE CHESTER DERBY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 8		
6	FS-03-C-01 WREXHAM STREET	BLOCK OF FLATS, MOLD	FLINTSHIRE
	MOLD Edge of Town Centre Built-Up Zone Total Number of dwellings: 30		
7	HF-03-C-02 BRIDGE ROAD EAST	FLATS, WELWYN GARDEN CITY	HERTFORDSHIRE
	WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 86		
8	MS-03-C-01 WAPPING ROAD	BLOCKS OF FLATS, LIVERPOOL	MERSEYSIDE
	WAPPING DOCK LIVERPOOL Edge of Town Centre Development Zone Total Number of dwellings: 114		
9	NR-03-C-01 ROCKINGHAM ROAD	BLOCK OF FLATS, CORBY	NORTHAMPTONSHIRE
	CORBY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 20		

LIST OF SITES relevant to selection parameters (Cont.)

10	NY-03-C-01	BLOCKS OF FLATS, NTHALLERTON BOROUGHBRIDGE ROAD ROMANBY NORTHALLERTON Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:	30	NORTH YORKSHIRE
11	SC-03-C-01	FLATS, CAMBERLEY HEATHCOTE ROAD CAMBERLEY Edge of Town Centre Residential Zone Total Number of dwellings:	140	SURREY
12	SC-03-C-02	FLATS, WOKING CONSTITUTION HILL WOKING Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of dwellings:	36	SURREY
13	ST-03-C-01	BLOCKS OF FLATS, STOKE ETRURIA COURT HUMBERT ROAD STOKE-ON-TRENT Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:	33	STAFFORDSHIRE
14	TV-03-C-01	APARTMENTS BLOCKS, M'BORO OXFORD ROAD LINTHORPE MIDDLESBROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	85	TEES VALLEY
15	WM-03-C-03	FLATS, SOLIHULL LODE LANE SOLIHULL Edge of Town Centre No Sub Category Total Number of dwellings:	60	WEST MIDLANDS
16	WY-03-C-01	BLOCK OF FLATS, LEEDS EAST STREET CROWN POINT LEEDS Edge of Town Centre Development Zone Total Number of dwellings:	127	WEST YORKSHIRE
17	WY-03-C-02	BLOCK OF FLATS, HUDDERSFIELD KINGS MILL LANE ASPLEY HUDDERSFIELD Edge of Town Centre Built-Up Zone Total Number of dwellings:	12	WEST YORKSHIRE

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES

Ranking Type: TOTALS

Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 14 (**)

85th Percentile = No. 4 (**)

Median Values

Arrivals: 0.148

Departures: 0.185

Totals: 0.333

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	WM-03-C-03	FLATS, SOLIHULL	WEST MIDLANDS	60	Fri	21/09/07	0.050	0.450	0.500	
2	NR-03-C-01	BLOCK OF FLATS, CORBY	NORTHAMPTONSHIRE	20	Fri	21/11/08	0.150	0.300	0.450	
3	TV-03-C-01	APARTMENTS BLOCKS, M'BOR	TEES VALLEY	85	Mon	06/10/08	0.129	0.306	0.435	
4 **	BR-03-C-01	FLATS & TERRACED, BRISTO	BRISTOL CITY	102	Mon	09/11/09	0.098	0.284	0.382	
5	DS-03-C-01	BLOCK OF FLATS, DERBY	DERBYSHIRE	8	Thu	25/06/09	0.250	0.125	0.375	
6	CH-03-C-01	BLOCKS OF FLATS, CHESTER	CHESHIRE	60	Fri	17/10/08	0.100	0.267	0.367	
7	MS-03-C-01	BLOCKS OF FLATS, LIVERPO	MERSEYSIDE	114	Thu	16/10/03	0.096	0.263	0.359	
8	CA-03-C-01	BLOCK OF FLATS, P.BORO	CAMBRIDGESHIRE	44	Wed	07/05/08	0.068	0.273	0.341	
9	DC-03-C-01	BLOCKS OF FLATS, WEYMOUT	DORSET	27	Tue	08/07/08	0.148	0.185	0.333	
10	WY-03-C-02	BLOCK OF FLATS, HUDDERSF	WEST YORKSHIRE	12	Wed	13/09/06	0.000	0.333	0.333	
11	SC-03-C-01	FLATS, CAMBERLEY	SURREY	140	Mon	21/07/08	0.057	0.257	0.314	
12	ST-03-C-01	BLOCKS OF FLATS, STOKE	STAFFORDSHIRE	33	Wed	26/11/08	0.030	0.273	0.303	
13	HF-03-C-02	FLATS, WELWYN GARDEN CIT	HERTFORDSHIRE	86	Wed	16/07/08	0.070	0.198	0.268	
14 **	SC-03-C-02	FLATS, WOKING	SURREY	36	Wed	23/07/08	0.056	0.139	0.195	
15	NY-03-C-01	BLOCKS OF FLATS, NTHALLE	NORTH YORKSHIRE	30	Mon	22/09/03	0.033	0.133	0.166	
16	WY-03-C-01	BLOCK OF FLATS, LEEDS	WEST YORKSHIRE	127	Thu	13/11/03	0.047	0.118	0.165	
17	FS-03-C-01	BLOCK OF FLATS, MOLD	FLINTSHIRE	30	Mon	06/07/09	0.067	0.067	0.134	

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES

Ranking Type: TOTALS

Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 14 (**)

85th Percentile = No. 4 (**)

Median Values

Arrivals: 0.229

Departures: 0.093

Totals: 0.322

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	NR-03-C-01	BLOCK OF FLATS, CORBY	NORTHAMPTONSHIRE	20	Fri	21/11/08	0.450	0.350	0.800	
2	TV-03-C-01	APARTMENTS BLOCKS, M'BOR	TEES VALLEY	85	Mon	06/10/08	0.424	0.212	0.636	
3	WY-03-C-02	BLOCK OF FLATS, HUDDERSF	WEST YORKSHIRE	12	Wed	13/09/06	0.333	0.250	0.583	
4 **	DS-03-C-01	BLOCK OF FLATS, DERBY	DERBYSHIRE	8	Thu	25/06/09	0.375	0.125	0.500	
5	BR-03-C-01	FLATS & TERRACED, BRISTO	BRISTOL CITY	102	Mon	09/11/09	0.275	0.127	0.402	
6	WM-03-C-03	FLATS, SOLIHULL	WEST MIDLANDS	60	Fri	21/09/07	0.267	0.117	0.384	
7	CH-03-C-01	BLOCKS OF FLATS, CHESTER	CHESHIRE	60	Fri	17/10/08	0.217	0.167	0.384	
8	CA-03-C-01	BLOCK OF FLATS, P.BORO	CAMBRIDGESHIRE	44	Wed	07/05/08	0.273	0.091	0.364	
9	SC-03-C-01	FLATS, CAMBERLEY	SURREY	140	Mon	21/07/08	0.229	0.093	0.322	
10	MS-03-C-01	BLOCKS OF FLATS, LIVERPO	MERSEYSIDE	114	Thu	16/10/03	0.202	0.088	0.290	
11	ST-03-C-01	BLOCKS OF FLATS, STOKE	STAFFORDSHIRE	33	Wed	26/11/08	0.212	0.030	0.242	
12	HF-03-C-02	FLATS, WELWYN GARDEN CIT	HERTFORDSHIRE	86	Wed	16/07/08	0.140	0.093	0.233	
13	NY-03-C-01	BLOCKS OF FLATS, NTHALLE	NORTH YORKSHIRE	30	Mon	22/09/03	0.133	0.100	0.233	
14 **	SC-03-C-02	FLATS, WOKING	SURREY	36	Wed	23/07/08	0.139	0.056	0.195	
15	DC-03-C-01	BLOCKS OF FLATS, WEYMOUT	DORSET	27	Tue	08/07/08	0.111	0.074	0.185	
16	WY-03-C-01	BLOCK OF FLATS, LEEDS	WEST YORKSHIRE	127	Thu	13/11/03	0.071	0.063	0.134	
17	FS-03-C-01	BLOCK OF FLATS, MOLD	FLINTSHIRE	30	Mon	06/07/09	0.067	0.067	0.134	

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : B - BUSINESS PARK

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	3 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	4 days
10	WALES	
	CF CARDIFF	2 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 975 to 121275 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 22/06/09

Selected survey days:

Monday	3 days
Tuesday	6 days
Wednesday	2 days
Thursday	8 days
Friday	4 days

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	15

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	5
Residential Zone	2
Retail Zone	1
Built-Up Zone	2
No Sub Category	5

LIST OF SITES relevant to selection parameters

1	BU-02-B-01 LONDON ROAD	BUSINESS PARK, HIGH WYCOMBE	BUCKINGHAMSHIRE
	HIGH WYCOMBE Edge of Town No Sub Category Total Gross floor area:	13300 sqm	
2	CF-02-B-01 FORTRAN ROAD ST MELLONS CARDIFF	BUSINESS PARK, CARDIFF	CARDIFF
	Edge of Town Industrial Zone Total Gross floor area:	12000 sqm	
3	CF-02-B-02 CRICKHOWELL ROAD ST MELLONS CARDIFF	BUSINESS/TECH. UNITS, CARDIFF	CARDIFF
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	2587 sqm	
4	DC-02-B-01 COMMERCIAL ROAD	BUSINESS PARK, POOLE	DORSET
	POOLE Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area:	1570 sqm	
5	GM-02-B-03 CROSS STREET	BUSINESS PARK, SALE	GREATER MANCHESTER
	SALE Edge of Town Industrial Zone Total Gross floor area:	3985 sqm	
6	HC-02-B-01 CROCKFORD LANE CHINEHAM BUSINESS PARK BASINGSTOKE	BUSINESS PARK, BASINGSTOKE	HAMPSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	121275 sqm	
7	HF-02-B-01 ST ALBANS ROAD WEST	BUSINESS PARK, HATFIELD	HERTFORDSHIRE
	HATFIELD Edge of Town Commercial Zone Total Gross floor area:	26000 sqm	
8	LN-02-B-01 BISHOPS ROAD	BUSINESS PARK, LINCOLN	LINCOLNSHIRE
	LINCOLN Edge of Town Industrial Zone Total Gross floor area:	4460 sqm	
9	NF-02-B-02 WHITING ROAD LONG JOHN'S HILL NORWICH	BUSINESS PARK, NORWICH	NORFOLK
	Edge of Town Retail Zone Total Gross floor area:	7400 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

10	NO-02-B-02 DONCASTER ROAD	BUSINESS PARK, SCUNTHORPE	NORTH LINCOLNSHIRE
	SCUNTHORPE Edge of Town Residential Zone Total Gross floor area:	1574 sqm	
11	NT-02-B-01 PARK LANE	BUSINESS PARK, NOTTINGHAM	NOTTINGHAMSHIRE
	NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	2321 sqm	
12	OX-02-B-01 GARSINGTON ROAD COWLEY OXFORD	BUSINESS PARK, OXFORD	OXFORDSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	33105 sqm	
13	SF-02-B-01 KEMPSON WAY	BUSINESS PK, BURY ST EDMUNDS	SUFFOLK
	BURY ST EDMUNDS Edge of Town Industrial Zone Total Gross floor area:	2480 sqm	
14	SH-02-B-01 WELSHPOOL ROAD	BUSINESS PARK, SHREWSBURY	SHROPSHIRE
	SHREWSBURY Edge of Town Commercial Zone Total Gross floor area:	17197 sqm	
15	SH-02-B-02 STAFFORD COURT	BUSINESS PARK, TELFORD	SHROPSHIRE
	TELFORD Edge of Town Centre Commercial Zone Total Gross floor area:	9500 sqm	
16	SH-02-B-03 CASTLE STREET HADLEY TELFORD	BUSINESS CENTRE, TELFORD	SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	1300 sqm	
17	TW-02-B-01 ST THOMAS STREET	BUSINESS PARK, NEWCASTLE	TYNE & WEAR
	NEWCASTLE Town Centre Built-Up Zone Total Gross floor area:	975 sqm	
18	TW-02-B-02 HIGH FLATWORTH	BUSINESS PARK,NORTH SHIELDS	TYNE & WEAR
	NORTH SHIELDS Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	27142 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

19	TW-02-B-03	BUSINESS PARK, SUNDERLAND CITY WAY EAST HERRINGTON SUNDERLAND Edge of Town No Sub Category Total Gross floor area: 77513 sqm	TYNE & WEAR
20	TW-02-B-04	BUSINESS PARK, NEWCASTLE KINGFISHER BOULEVARD LEMINGTON NEWCASTLE UPON TYNE Edge of Town Industrial Zone Total Gross floor area: 38853 sqm	TYNE & WEAR
21	WL-02-B-01	BUSINESS PK,WOOTTON BASSETT HIGH STREET COPED HALL WOOTTON BASSETT Edge of Town Residential Zone Total Gross floor area: 2600 sqm	WILTSHIRE
22	WM-02-B-01	BUSINESS PARK, COVENTRY COURTALD WAY FOLESHILL COVENTRY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 30042 sqm	WEST MIDLANDS
23	WO-02-B-01	BUSINESS PARK, REDDITCH BURNT MEADOW ROAD MOORS MOAT NTH IND. EST REDDITCH Edge of Town Industrial Zone Total Gross floor area: 3525 sqm	WORCESTERSHIRE

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	23	19161	0.164	23	19161	0.044	23	19161	0.208
07:30 - 08:00	23	19161	0.432	23	19161	0.084	23	19161	0.516
08:00 - 08:30	23	19161	0.662	23	19161	0.130	23	19161	0.792
08:30 - 09:00	23	19161	0.850	23	19161	0.151	23	19161	1.001
09:00 - 09:30	23	19161	0.504	23	19161	0.126	23	19161	0.630
09:30 - 10:00	23	19161	0.278	23	19161	0.121	23	19161	0.399
10:00 - 10:30	23	19161	0.158	23	19161	0.113	23	19161	0.271
10:30 - 11:00	23	19161	0.126	23	19161	0.114	23	19161	0.240
11:00 - 11:30	23	19161	0.126	23	19161	0.123	23	19161	0.249
11:30 - 12:00	23	19161	0.144	23	19161	0.139	23	19161	0.283
12:00 - 12:30	23	19161	0.161	23	19161	0.300	23	19161	0.461
12:30 - 13:00	23	19161	0.225	23	19161	0.233	23	19161	0.458
13:00 - 13:30	23	19161	0.252	23	19161	0.285	23	19161	0.537
13:30 - 14:00	23	19161	0.262	23	19161	0.175	23	19161	0.437
14:00 - 14:30	23	19161	0.140	23	19161	0.164	23	19161	0.304
14:30 - 15:00	23	19161	0.139	23	19161	0.171	23	19161	0.310
15:00 - 15:30	23	19161	0.125	23	19161	0.199	23	19161	0.324
15:30 - 16:00	23	19161	0.128	23	19161	0.231	23	19161	0.359
16:00 - 16:30	23	19161	0.108	23	19161	0.372	23	19161	0.480
16:30 - 17:00	23	19161	0.142	23	19161	0.481	23	19161	0.623
17:00 - 17:30	23	19161	0.109	23	19161	0.691	23	19161	0.800
17:30 - 18:00	23	19161	0.086	23	19161	0.518	23	19161	0.604
18:00 - 18:30	23	19161	0.065	23	19161	0.301	23	19161	0.366
18:30 - 19:00	23	19161	0.049	23	19161	0.140	23	19161	0.189
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			5.435			5.406			10.841

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	CF CARDIFF	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 178 to 900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 23/11/09

Selected survey days:

Monday	1 days
Thursday	1 days
Friday	5 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	3
Edge of Town Centre	3
Edge of Town	1

Selected Location Sub Categories:

Development Zone	3
Retail Zone	1
Built-Up Zone	1
No Sub Category	2

LIST OF SITES relevant to selection parameters

1	CF-06-B-01 CAROLINE STREET	LA TASCA, CARDIFF	CARDIFF
	CARDIFF Town Centre Retail Zone Total Gross floor area:	650 sqm	
2	DC-06-B-01 HIGH STREET	PIZZA EXPRESS, POOLE	DORSET
	POOLE Town Centre No Sub Category Total Gross floor area:	178 sqm	
3	DH-06-B-01 FREEMANS PLACE MILLENIUM PLACE DURHAM	CHIQUITO, DURHAM	DURHAM
	Edge of Town Centre Development Zone Total Gross floor area:	500 sqm	
4	GM-06-B-02 CROSS STREET	T.G.I FRIDAY'S, SALE	GREATER MANCHESTER
	SALE Edge of Town No Sub Category Total Gross floor area:	615 sqm	
5	GM-06-B-03 WELLINGTON ROAD STH.	PIZZA HUT, STOCKPORT	GREATER MANCHESTER
	STOCKPORT Edge of Town Centre Built-Up Zone Total Gross floor area:	900 sqm	
6	MS-06-B-01 GOWER STREET ALBERT DOCK LIVERPOOL	INDIAN RESTAURANT, LIVERPOOL	MERSEYSIDE
	Edge of Town Centre Development Zone Total Gross floor area:	600 sqm	
7	WM-06-B-04 EDGBASTON STREET BULL RING BIRMINGHAM	WAGAMAMA, BIRMINGHAM	WEST MIDLANDS
	Town Centre Development Zone Total Gross floor area:	275 sqm	

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	511	0.538	4	511	0.538	4	511	1.076
11:00 - 12:00	6	536	0.653	6	536	0.435	6	536	1.088
12:00 - 13:00	7	531	2.071	7	531	0.350	7	531	2.421
13:00 - 14:00	7	531	2.313	7	531	1.694	7	531	4.007
14:00 - 15:00	7	531	1.990	7	531	2.663	7	531	4.653
15:00 - 16:00	7	531	2.367	7	531	2.797	7	531	5.164
16:00 - 17:00	7	531	2.179	7	531	1.910	7	531	4.089
17:00 - 18:00	7	531	2.474	7	531	1.910	7	531	4.384
18:00 - 19:00	7	531	3.228	7	531	2.394	7	531	5.622
19:00 - 20:00	7	531	3.497	7	531	3.362	7	531	6.859
20:00 - 21:00	7	531	3.281	7	531	3.228	7	531	6.509
21:00 - 22:00	7	531	2.152	7	531	3.147	7	531	5.299
22:00 - 23:00	7	531	1.237	7	531	2.663	7	531	3.900
23:00 - 24:00	6	470	0.816	6	470	1.419	6	470	2.235
Total Rates:			28.796			28.510			57.306

Parameter summary

Trip rate parameter range selected: 178 - 900 (units: sqm)
 Survey date date range: 01/01/02 - 23/11/09
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

APPENDIX F: Parking Accumulation Calculations

PARKING ACCUMULATION
CALCULATIONS

Restaurant					4500
					418.06
Time Range	ARRIVALS		DEPARTURES		Parking Accumulation
	Trip Rate	Flow	Trip Rate	Flow	
00:00-01:00	0	0	0	0	0
01:00-02:00	0	0	0	0	0
02:00-03:00	0	0	0	0	0
03:00-04:00	0	0	0	0	0
04:00-05:00	0	0	0	0	0
05:00-06:00	0	0	0	0	0
06:00-07:00	0	0	0	0	0
07:00-08:00	0	0	0	0	0
08:00-09:00	0	0	0	0	0
09:00-10:00	0	0	0	0	0
10:00-11:00	0.538	2.2	0.538	2.2	0
11:00-12:00	0.653	2.7	0.435	1.8	1
12:00-13:00	2.071	8.7	0.35	1.5	8
13:00-14:00	2.313	9.7	1.694	7.1	11
14:00-15:00	1.99	8.3	2.663	11.1	8
15:00-16:00	2.367	9.9	2.797	11.7	6
16:00-17:00	2.179	9.1	1.91	8.0	7
17:00-18:00	2.474	10.3	1.91	8.0	10
18:00-19:00	3.228	13.5	2.394	10.0	13
19:00-20:00	3.497	14.6	3.362	14.1	14
20:00-21:00	3.281	13.7	3.228	13.5	14
21:00-22:00	2.152	9.0	3.147	13.2	10
22:00-23:00	1.237	5.2	2.663	11.1	4
23:00-24:00	0.816	3.4	1.419	5.9	1
Daily Trip Rates:	28.796	120.4	28.51	119.2	

Offices					11500
					1068.38
Time Range	ARRIVALS		DEPARTURES		Parking Accumulation
	Trip Rate	Flow	Trip Rate	Flow	
00:00-01:00	0	0.0	0	0.0	0
01:00-02:00	0	0.0	0	0.0	0
02:00-03:00	0	0.0	0	0.0	0
03:00-04:00	0	0.0	0	0.0	0
04:00-05:00	0	0.0	0	0.0	0
05:00-06:00	0	0.0	0	0.0	0
06:00-07:00	0	0.0	0	0.0	0
07:00-08:00	0.596	6.4	0.128	1.4	5
08:00-09:00	1.512	16.2	0.281	3.0	18
09:00-10:00	0.782	8.4	0.247	2.6	24
10:00-11:00	0.284	3.0	0.227	2.4	24
11:00-12:00	0.27	2.9	0.262	2.8	25
12:00-13:00	0.386	4.1	0.533	5.7	23
13:00-14:00	0.514	5.5	0.46	4.9	24
14:00-15:00	0.279	3.0	0.335	3.6	23
15:00-16:00	0.253	2.7	0.43	4.6	21
16:00-17:00	0.25	2.7	0.853	9.1	15
17:00-18:00	0.195	2.1	1.209	12.9	4
18:00-19:00	0.114	1.2	0.441	4.7	0
19:00-20:00	0	0.0	0	0.0	0
20:00-21:00	0	0.0	0	0.0	0
21:00-22:00	0	0.0	0	0.0	0
22:00-23:00	0	0.0	0	0.0	0
23:00-24:00	0	0.0	0	0.0	0
Daily Trip Rates:	5.435	58.1	5.406	57.8	

Flats					18.00
					Parking Accumulation
Time Range	ARRIVALS		DEPARTURES		Parking Accumulation
	Trip Rate	Flow	Trip Rate	Flow	
00:00-01:00		0.0		0.0	0
01:00-02:00		0.0		0.0	0
02:00-03:00		0.0		0.0	0
03:00-04:00		0.0		0.0	0
04:00-05:00		0.0		0.0	0
05:00-06:00		0.0		0.0	0
06:00-07:00	0	0.0	0	0.0	27
07:00-08:00	0.03	0.5	0.152	2.7	25
08:00-09:00	0.078	1.4	0.241	4.3	22
09:00-10:00	0.067	1.2	0.093	1.7	21
10:00-11:00	0.078	1.4	0.089	1.6	21
11:00-12:00	0.061	1.1	0.07	1.3	21
12:00-13:00	0.073	1.3	0.103	1.9	21
13:00-14:00	0.086	1.5	0.087	1.6	20
14:00-15:00	0.085	1.5	0.078	1.4	21
15:00-16:00	0.117	2.1	0.082	1.5	21
16:00-17:00	0.116	2.1	0.085	1.5	22
17:00-18:00	0.215	3.9	0.11	2.0	24
18:00-19:00	0.179	3.2	0.109	2.0	25
19:00-20:00	0	0.0	0	0.0	25
20:00-21:00	0	0.0		0.0	25
21:00-22:00		0.0		0.0	25
22:00-23:00		0.0		0.0	25
23:00-24:00		0.0		0.0	25
Daily Trip Rates:		0.0		0.0	

Time Range	Parking Accumulation
00:00-01:00	0.0
01:00-02:00	0.0
02:00-03:00	0.0
03:00-04:00	0.0
04:00-05:00	0.0
05:00-06:00	0.0
06:00-07:00	27.0
07:00-08:00	29.8
08:00-09:00	40.0
09:00-10:00	45.3
10:00-11:00	45.7
11:00-12:00	46.5
12:00-13:00	51.6
13:00-14:00	54.7
14:00-15:00	51.5
15:00-16:00	48.4
16:00-17:00	43.6
17:00-18:00	37.1
18:00-19:00	38.3
19:00-20:00	38.9
20:00-21:00	39.1
21:00-22:00	34.9
22:00-23:00	29.0
23:00-24:00	26.5
Daily Trip Rates:	



Transport Assessment – Dobroyd Mill - 16046

