

**TRANSPORT & INFRASTRUCTURE
PLANNING**

AEW Europe Ltd
Centre 27 Business Park
Bankwood Way, Birstall, Kirklees

TRANSPORT ASSESSMENT

TRANSPORT & INFRASTRUCTURE

PLANNING

AEW Europe Ltd
Centre 27 Business Park
Bankwood Way, Birstall, Kirklees

TRANSPORT ASSESSMENT

Birmingham
Livery Place, 35 Livery Street, Colmore
Business District, Birmingham, B3 2PB
T: 0121 233 3322

Leeds
Whitehall Waterfront, 2 Riverside Way,
Leeds LS1 4EH
T: 0113 233 8000

London
11 Borough High Street
London, SE1 9SE
T: 020 7407 3879

Manchester
4th Floor Carvers Warehouse, 77 Dale Street
Manchester, M1 2HG
T: 0161 233 4260

Nottingham
Waterfront House, Station Street, Nottingham NG2 3DQ
T: 0115 924 1100

DOCUMENT ISSUE RECORD

Document Number	BIR-BWB-GEN-XX-RP-TR-001_TRANSPORT ASSESSMENT
BWB Reference	MCH 2086 – TA

Status	Revision	Date of Issue	Author	Checked	Approved
S2	P2	02.08.2017	Ahmad Huneidi	Matthew Addison	Shazad Khan
S2	P3	17.07.2018	Ahmad Huneidi	Matthew Addison	Shazad Khan

Limitations

This report has been prepared for the sole use of **AEW Europe Ltd**. No other third parties may rely upon or reproduce the contents of this report without the written permission of BWB. If any unauthorised third party comes into possession of this report they rely on it at their own risk and the authors do not owe them any Duty of Care or Skill.

CONTENTS PAGE

1.0	INTRODUCTION	6
2.0	TRANSPORT POLICY	8
3.0	EXISTING CONDITIONS.....	11
4.0	EXISTING SUSTAINABLE INFRASTRUCTURE.....	15
5.0	PROPOSED DEVELOPMENT	19
6.0	TRIP GENERATION AND DISTRIBUTION.....	21
7.0	HIGHWAY IMPACT ASSESSMENT	27
8.0	SUMMARY & CONCLUSIONS	35

LIST OF FIGURES

Figure 1: Strategic Site Location	6
Figure 2: Site Location Plan	11
Figure 3: Study Area Junctions.....	13
Figure 4: Walking Isochrones.....	15
Figure 5: Cycling Isochrones.....	16
Figure 6: Local Cycling Opportunities	17
Figure 7: Illustrative Site Plan.....	19
Figure 8: Pass-by trips vs. Location (TRICS 14/1).....	23
Figure 9: Secondary Trips vs. Facilities (TRICS 14/1)	23
Figure 10: Friday Inbound & Outbound Distribution Proportions.....	25
Figure 11: Saturday Inbound & Outbound Distribution Proportions	25

LIST OF TABLES

Table 1: Collision Summary by Severity	12
Table 2: Local Bus Services Summary	18
Table 3: Kirklees Council UDP Car and Cycle Parking Standards.....	20
Table 4: Proposed Development Trip Rates and Generation	21
Table 5: Primary and Secondary Vehicular Trip Generation	24
Table 6: Local Traffic Growth Factors from TEMPro.....	26
Table 7: Car Parking Accumulation Assessment – Weekday Profile	27
Table 8: Car Parking Accumulation Assessment – Saturday Profile	28
Table 9: Development traffic impact on Flows through Study Area Junctions	28

Table 10: A62 Gelderd Road Roundabout: 2017, 2018 & 2023 Baseline	29
Table 11: A62 Gelderd Road Roundabout: 2018 & 2023 Baseline + Development.....	30
Table 12: A62 Gelderd Road / Bankwood Way: 2017, 2018 & 2023 Baseline	30
Table 13: A62 Gelderd Road / Bankwood Way: 2018 & 2023 Baseline + Development	31
Table 14: Bankwood Way / Centre 27 Business Park: 2017, 2018 & 2023 Baseline	31
Table 15: Bankwood Way / Centre 27 Business Park: 2018 & 2023 Baseline + Development ...	32
Table 16: M62 / M621 Junction 27 Traffic Review	33

Drawings

BIR-BWB-GEN-01-DR-TR-100	Bankwood Way Access Arrangements and Swept Paths
BIR-BWB-GEN-01-DR-TR-101	Woodhead Road Access (Entry Only) Arrangements and Swept Paths
BIR-BWB-GEN-01-DR-TR-102	Service Yard Swept Paths

DIAGRAMS

Diagram 1	Trip Distribution: Friday Evening Peak Hour 16:00-17:00
Diagram 2	Trip Distribution: Saturday Peak Hour 13:15-14:15
Diagram 3	Trip Assignment: Friday Evening Peak Hour 16:00-17:00
Diagram 4	Trip Assignment: Saturday Peak Hour 13:15-14:15
Diagram 5	2017 Baseline: Friday Evening Peak Hour 16:00-17:00
Diagram 6	2017 Baseline: Saturday Peak Hour 13:15-14:15
Diagram 7	2018 Baseline: Friday Evening Peak Hour 16:00-17:00
Diagram 8	2018 Baseline: Saturday Peak Hour 13:15-14:15
Diagram 9	2023 Baseline: Friday Evening Peak Hour 16:00-17:00
Diagram 10	2023 Baseline: Saturday Peak Hour 13:15-14:15
Diagram 11	2018 Baseline + Proposed Development: Friday Evening Peak Hour 16:00-17:00
Diagram 12	2018 Baseline + Proposed Development: Saturday Peak Hour 13:15-14:15
Diagram 13	2023 Baseline + Proposed Development: Friday Evening Peak Hour 16:00-17:00
Diagram 14	2023 Baseline + Proposed Development: Saturday Peak Hour 13:15-14:15

APPENDICES

Appendix A	Illustrative Site Layout Plan
Appendix B	Personal Injury Accident Data
Appendix C	Traffic Turning Count Data
Appendix D	Non-food Retail TRICS Output
Appendix E	A62 Gelderd Road / Woodhead Road / Holden Ing Way Junctions 9 Output
Appendix F	A62 Gelderd Road / Bankwood Way Junctions 9 Output
Appendix G	Bankwood Way / Centre 27 Business Park Access Junctions 9 Output
Appendix H	2013 Baseline Traffic – M62/M621 Junction 27
Appendix I	M62/M621 Junction 27 Traffic Movements

1.0 INTRODUCTION

Appointment

- 1.1 BWB Consulting Ltd (“BWB”) has been appointed by AEW Europe Ltd (“The Applicant”) to prepare this Transport Assessment (TA) to support an outline planning application for a proposed development at Centre 27 Business Park, off Bankwood Way, Birstall, Kirklees.
- 1.2 The proposed development comprises four A1 non-food retail units with Gross Internal Area (GIA) of 4,180 sq.m. In addition, 3,716 sq.m mezzanine will be provided across all four units, hence totalling to 7,896 sq.m of development. The proposed site layout plan is included in **Appendix A** for reference.

Background

- 1.3 The existing Centre 27 Business Park comprises nine detached two and three storey office buildings, including associated on-site parking spaces and landscaping. Eight of the nine office buildings are proposed to be demolished and replaced by the proposed development. The Paradigm House unit (Plot 2) will be retained.
- 1.4 The Site is located to the south of M62/M621 Junction 27 (“Gildersome Interchange”) on the southern side of the A62 Gelderd Road. It forms part of a wider strategic employment area (Reference No. B&S3) as shown in **Figure 1** below.

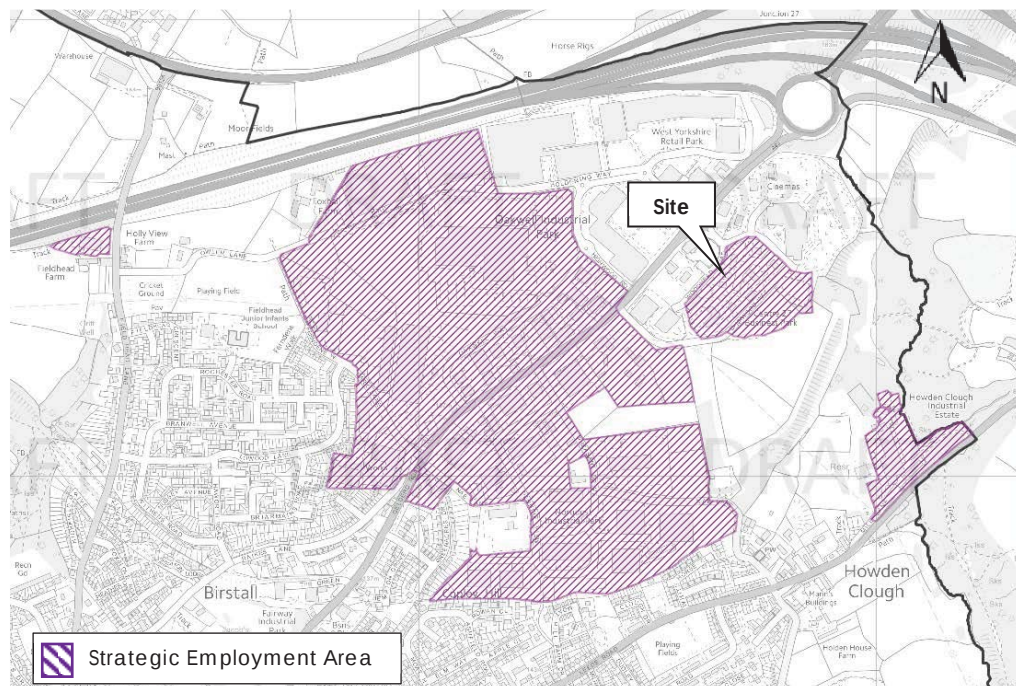


Figure 1: Strategic Site Location

Pre-application Advice

- 1.5 A pre-application enquiry has been undertaken with Kirklees Council (KC) regarding the proposed development. It should be noted that this advice was sought for a slightly different scheme to that now proposed, including a food retail unit, which is no longer planned.
- 1.6 In relation to highways, KC raised concerns regarding the operation of the A62 Gelderd Road / Woodhead Road / Holden Ing Way roundabout and the possible traffic generation of the proposed development.
- 1.7 The highway network in proximity of the proposed development is congested at peak times, therefore KC has advised that a junction capacity assessment will be required and the planning application will need to be supported with a Framework Travel Plan (FTP) to promote and encourage sustainable use of transport.
- 1.8 KC has also considered the proposed parking provision and servicing from Bankwood Way to be appropriate and in accordance with the standards.
- 1.9 Whilst it is noted that KC Highways advice relates to a slightly different scheme, it is considered that the advice should still be applicable for the new proposals.
- 1.10 This TA has therefore been produced to address KC Highways concerns and in line with the local transport policies and National Planning Policy Framework (NPPF). The TA is structured as follows:
- **Section 2** details the NPPF and KC transport policies;
 - **Section 3** describes the existing conditions in the vicinity of The Site, the location in detail, the local highway network and an analysis of Personal Injury Accident (PIA) data;
 - **Section 4** details the opportunities for sustainable travel to The Site; including walking, cycling and public transport;
 - **Section 5** describes the development proposals, including access, servicing and parking provision which is assessed in terms of the local parking standards;
 - **Section 6** presents the forecast vehicular trip generation, how these trips would be distributed and predicted traffic growth of the local highway network.
 - **Section 7** details the highway impact assessment of the proposed development in terms of parking accumulation and traffic impact.
 - **Section 8** presents the summary and conclusions.

2.0 TRANSPORT POLICY

National Transport Policy

National Planning Policy Framework

- 2.1 In March 2012, the Department for Communities and Local Government published the NPPF document which replaces historical National Planning Policy.
- 2.2 The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining applications.
- 2.3 Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. It suggests that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
- 2.4 In addition, paragraph 32 of the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
 - 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 costs effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.
- 2.5 Paragraph 35 of the NPPF states: "Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:
 - Accommodate the efficient delivery of goods and supplies;
 - Give priority to pedestrian and cycle movement, 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.

- 2.6 Furthermore, paragraph 36 of the NPPF states: “A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan”.
- 2.7 The NPPF states that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey length for employment, shopping, leisure, education and other activities.
- 2.8 As detailed further in **Section 4** in this TA, the proposed development is located in an area that is accessible by sustainable modes of transport such as, public transport. It is therefore considered that the proposed development location achieves the aims set out within NPPF.

Regional Transport Policy

West Yorkshire Combined Authority Transport Strategy

- 2.9 West Yorkshire Combined Authority (WYCA) was formed in 2014 to develop a strategy to enhance the economy and transport network of the five West Yorkshire local authorities, which are Bradford, Calderdale, Kirklees, Leeds and Wakefield.
- 2.10 The transport strategy of WYCA focuses on prioritising five core themes and challenges facing West Yorkshire. These challenges are:
- A road network that enable users to move around more efficiently, and that balances the competing demands for road space;
 - Making cities, towns and neighbourhoods more attractive to live, work and visit;
 - Transforming public transport system to connect to different modes of transport into one network;
 - To use technology to better plan and manage the transport system and improve the experience of people using it; and
 - Making existing and future transport assets sustainable, environmentally friendly and cost effective.
- 2.11 WYCA delivered a funding strategy to achieve the above goals and challenges. The funding will be mainly coming from local control of transport budgets set within multi-year settlements. Funding will be also secured from other agencies such as HS2, Northern Powerhouse Rail, Transport for North and Highways England, as well as the private sector and developer's investments.
- 2.12 The implementation plan of the WYCA Transport Strategy will be delivered over a series of five years until 2036. The implementation of the strategy will be managed by the WYCA with the five West Yorkshire District Councils.

Local Transport Policy

Kirklees Local Plan: 2013-2031

- 2.13 In November 2016, KC published a draft local strategy and policies plan covering the period between 2013 and 2031. The local plan details guidance and policies to deliver growth and sustainable development, economic growth and transport improvements which are in line with WYCA transport plan and emerging transport strategy.
- 2.14 Local transport policies that relate to the proposed development include the following:
- Policy PLP 19: Strategic Transport Infrastructure. This policy was set to ensure new developments have safe and convenient access to the strategic road networks and the core bus network that connects the region.
 - Policy PLP 20: Sustainable Travel. This policy supports new developments that are located in sustainable locations to encourage sustainable use of transport rather than the private car. Therefore the FTP, which is contained in a separate document was produced in support of the planning application to promote travel to and from The Site by walking, cycling, public transport and car sharing.
 - Policy PLP 21: Highway Safety and Access. New developments shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. This policy also relates to highway safety, where new developments could be prevented if significant amount of traffic would be generated and no adequate mitigation measures were put in place.
 - Policy PLP 22: Parking. The provision of adequate car parking, disabled parking and cycle parking spaces and in accordance with the standards.
 - Policy PLP 23: Core Walking and Cycling Network. This policy relates to provision of integrated system of cycle routes, public footpaths and bridleways that provide opportunity for alternative sustainable modes of transport throughout the district. New developments that may affect the function, continuity or implementation of core walking and cycling networks would be prevented under this policy.
- 2.15 Therefore this TA and the FTP are prepared to comply with WYCA and KC transport strategies and policies, where sustainable travel would be encouraged and capacity assessments would be undertaken to demonstrate that the proposed development would not create severe impact on the surrounding highway network.
- 2.16 WYCA and KC transport plans and policies can be fully reviewed online on www.westyorks-ca.gov.uk/transport-strategy/ & www.kirklees.gov.uk/beta/planning-policy/pdf/policies-and-strategies-2016.pdf respectively.

3.0 EXISTING CONDITIONS

Existing Site Information

- 3.1 The Site location in relation to the wider highway network and existing land uses is shown in **Figure 2**. The Site is bounded by Bankwood Way, which also provides access to Showcase Cinema, DW Sports Fitness and Norquest Industrial Park from the northeast.
- 3.2 To the west, The Site is bounded by Woodhead Road, which provides access to Centre 27 Leisure Park. The A62 Gelderd Road runs further northwest of The Site and provides access to Oakwell Industrial Park and Birstall Shopping Park, which is home to multiple major brand non-food retail outlets, most notably IKEA Birstall.

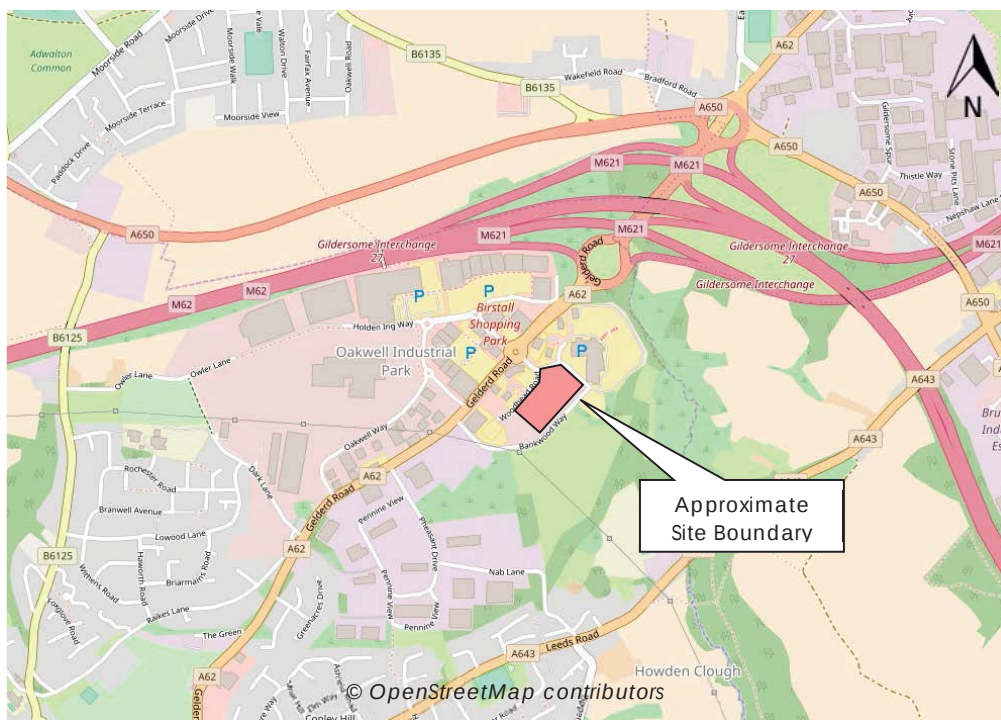


Figure 2: Site Location Plan

- 3.3 The Site currently includes office buildings associated with the existing Centre 27 Business Park. There are nine existing standalone office buildings within the Business Park, of which eight reside within the application site boundary. One of the office buildings is proposed to be retained and does not form part of this planning application.

Surrounding Highway Network

Bankwood Way

- 3.4 The Site is currently accessed from Bankwood Way via a priority controlled T-junction. Bankwood Way is an adopted single carriageway road with a speed limit of 30mph. Footways are provided along both sides of the carriageway up until its junction with Showcase Cinema exit, where footways are only provided on the inbound direction until the A62 Gelderd Road / Bankwood Way junction.

- 3.5 Bankwood Way primarily serves the leisure parks in proximity of The Site, including Centre 27 Leisure Park and Showcase Cinema, where a looped arrangement is present. Bankwood Way also provides access to Woodhead Road, which serves the southern part of Centre 27 Leisure Park via a priority controlled T-Junction.

A62 Gelderd Road

- 3.6 In the vicinity of the A62 Gelderd Road / Woodhead Road / Holden Ing Way roundabout, the A62 Gelderd Road is a two-lane carriageway in each direction. To the east of the roundabout, the carriageway is segregated by a central reservation. The eastern approach of the roundabout and the northern circulatory carriageway are signalised with part-time traffic lights, hence indicating an established signalisation network. It is unknown when these traffic lights are activated, however it is likely they are used during busy periods/seasons of the highway network.
- 3.7 A staggered signalised pedestrian crossing is present approximately 80m to the east of the roundabout. This connects existing footways running alongside either side of the carriageway.
- 3.8 In the local vicinity of The Site, the A62 also links to Gildersome Interchange and the A650 Wakefield Road. The speed limit along the A62 Gelderd Road varies, albeit the section in proximity of The Site it is subject to 40 mph.
- 3.9 In the vicinity of the A62 Gelderd Road / Woodhead Road / Holden Ing Way roundabout, the A62 Gelderd Road is a two-lane carriageway in each direction. To the east of the roundabout, the carriageway is segregated by a central reserve. A staggered signalised pedestrian crossing is present approximately 80m to the east of the roundabout. This connects existing footways running alongside either side of the carriageway.

M62 / M621 Junction 27

- 3.10 The M62 meets the M621 at junction 27. Known as Gildersome Interchange, it's a major motorway junction located immediately to the north of The Site. The M62 runs toward Huddersfield and Manchester to the southwest and the M621 runs toward Leeds to the northeast.
- 3.11 The A62 Gelderd Road connects to Gildersome Interchange with two signalised roundabouts. This arrangement at Junction 27 is subject to 40 mph speed limit.

Road Safety

- 3.12 The extent of the surrounding PIA data has been obtained from KC, covering the latest available five-year period 2012 and 2016. The PIA study area included the roads and junctions in proximity of the application site, including the A62 Gelderd Road and the southern roundabout of Gildersome Interchange, which is the approximate boundary covered by KC. A summary of the PIA severities are presented in **Table 1** below. The full PIA data is provided in **Appendix B** for reference.

Table 1: Collision Summary by Severity

Injury Severity		
Slight	Serious	Fatal
21	2	0

- 3.13 As shown, over the five years assessment period, a total of 23 PIAs have been recorded across the study area. Of these, 21 resulted in casualties with 'slight' injuries and only two resulted in casualties with 'serious' injuries. There have been no fatal PIAs reported in the study area.
- 3.14 The first serious PIA involved a motorcyclist, who was travelling west to east on Dark Lane. The collision occurred when the motorcyclist failed to give-way at the junction and collided with a vehicle travelling north to south on the A62 Gelderd Road.
- 3.15 The second serious PIA involved only one vehicle and occurred when the driver of the vehicle lost control whilst turning right from the A62 Gelderd Road north to Holden Ing Way towards Birstall Shopping Park.
- 3.16 Further review of the PIA data shows that a total of 30 casualties resulted from the 23 PIAs that occurred between 2012 and 2016. Of these 30 casualties, one was pedestrian, one pedal cyclist and five were motorcyclists.
- 3.17 The majority of the contributory factors indicated that the recorded PIAs occurred due to drivers/riders failing to look properly, judging other person's path or speed and losing control whilst turning. This suggests that there are no distinctive patterns attributable to defective road conditions or other physical characteristics associated with the road layout, such as visibility which would advocate an identifiable course of action being required. In light of this, no further PIA analysis is considered necessary at this stage or as part of this planning application.

Existing Traffic Flows

- 3.18 Manual classified turning counts and queue length surveys were undertaken on Friday 24th and Saturday 25th March 2017 to identify the weekday and weekend peak hours of the local highway network. The surveys covered four hour periods, on Friday between 16:00 and 20:00 and on Saturday between 11:00 and 15:00. The traffic survey covered the study area junctions is shown in **Figure 3** below. Full printout of the turning count data is included in **Appendix C** for reference.

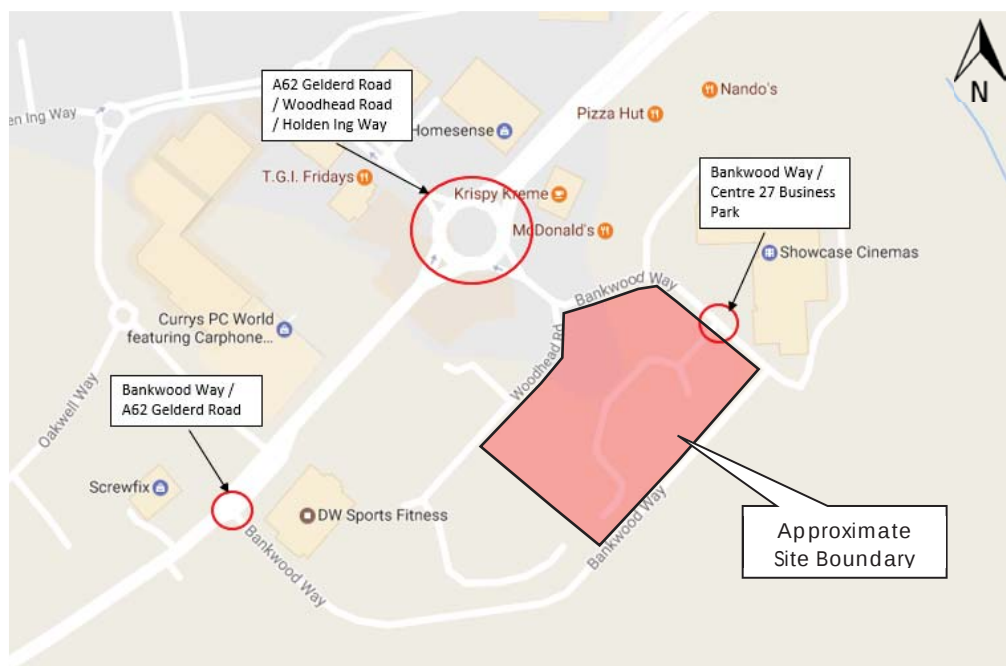


Figure 3: Study Area Junctions

- 3.19 The traffic count data shows that on a Friday evening, the network peak hour is between 18:30 and 19:30 across the three junctions, however this is heavily 'skewed' by later-in-the-evening cinema traffic along Bankwood Way along the existing site access junction.
- 3.20 Based on this and the concerns raised by KC Highways in their pre-app response regarding the A62 Gelderd Road / Woodhead Road / Holden Ing Way roundabout, the peak hour at this key junction has been assessed. The Friday evening peak hour at the roundabout junction is between 16:00 and 17:00.
- 3.21 The Saturday traffic counts show that the network peak is between 13:00 and 14:00. This is generally consistent across all three junctions. Therefore, in summary the assessed peak hours are as follows:
- Friday evening peak hour: 16:00-17:00.
 - Saturday Peak: 13:00-14:00.
- 3.22 The existing operational capacity of the study area junctions is assessed within **Section 7.0** in this TA.

4.0 EXISTING SUSTAINABLE INFRASTRUCTURE

Overview

- 4.1 The Site is well located for access to be made to it by public transport and for those residing nearby, by walking and cycling. Owing to the existing office employment use of The Site and the level of retail activity in the surrounding development, The Site already benefits from good pedestrian connectivity and associated infrastructure.
- 4.2 Notwithstanding the above, BWB has undertaken its own independent assessment of access to The Site by sustainable modes of travel. The results of this are presented in the following paragraphs.

Walking

- 4.3 The Chartered Institution of Highways and Transportation (CIHT) publication 'Guidelines for Providing for Journeys on Foot' (2000) describes the acceptable walking distances for pedestrians without mobility impairment. The guidance suggests that for commuting, school, and sight-seeing, up to 500m is the desirable walking distance, up to 1,000m is an acceptable walking distance, and 2,000m is the preferred maximum walking distance. **Figure 4** below illustrates 0.5 km, 1 km and 2 km walking isochrones from the application site.
- 4.4 For non-commuter journeys, the Guidance suggests that a walk distance of 1,200m is the 'preferred maximum', with 'acceptable' and 'desirable' distances of 800m and 400m respectively.

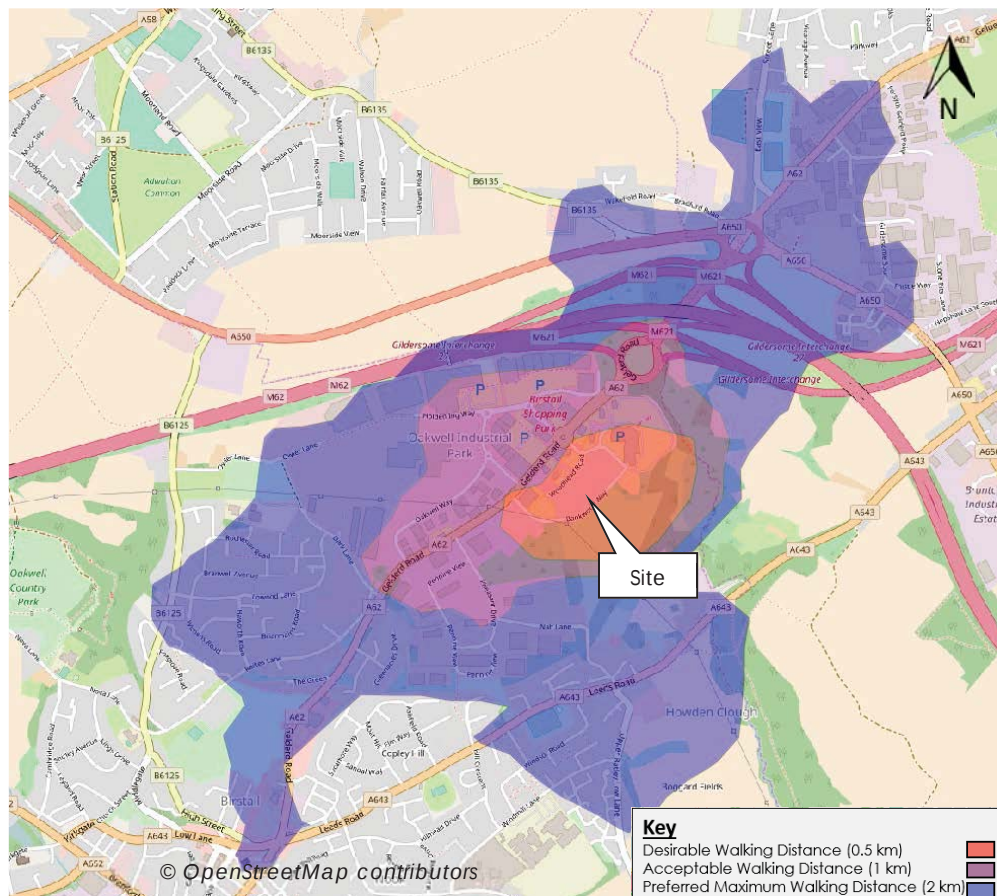


Figure 4: Walking Isochrones

- 4.5 The 2 km catchment shows that a number of local amenities and bus stops are within the preferred maximum walking distance, including Centre 27 Leisure Park, Birstall Shopping Park and a number of bus stops along the A62 Gelderd Road that connect to Leeds, Birstall and the wider Kirklees district area.
- 4.6 In terms of pedestrian infrastructure, the established employment, retail and commercial presence in proximity of The Site enabled the provision of footways on both sides along the A62 Gelderd Road, which would increase walking journeys to/from The Site, particularly areas that are within the 2.0km walking distance, such as Birstall town. Dropped kerb with tactile paving and signalised pedestrian crossing facilities are also provided on junctions and intersections, hence safely accommodating pedestrian trips.

Cycling

- 4.7 CIHT guidelines also suggest that in relation to cycling, it is generally accepted that it has the potential to substitute short journey car trips, particularly those under 5 km, and to form part of a longer journey by public transport.
- 4.8 **Figure 5** shows 5 km, 2.5 km and 1 km cycling isochrones from The Site, which extends to cover cycle lanes and paths across Leeds and Kirklees.

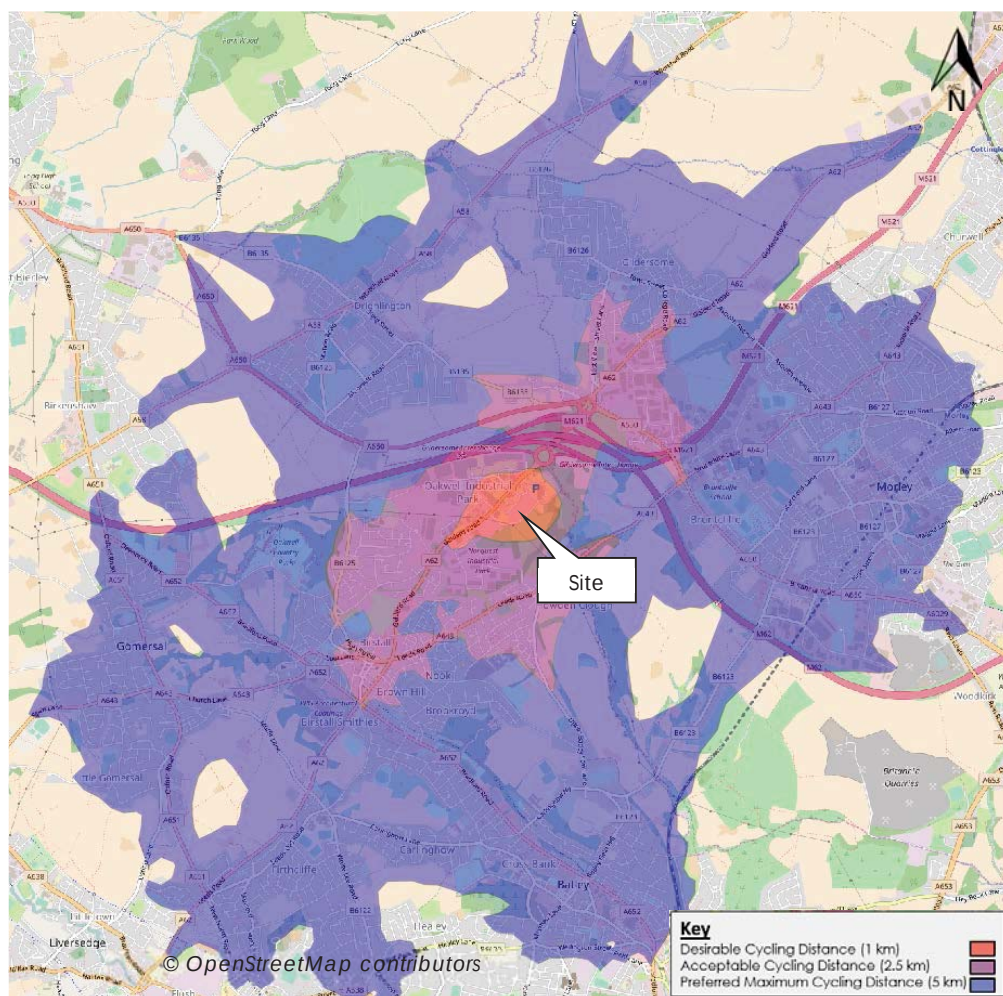


Figure 5: Cycling Isochrones

- 4.9 **Figure 6** below shows the local cycling routes in more detail, which include, Kirklees-Bradford Spen Valley and Batley Spen Valley Expedition, which is a 15 mile cycling route passing through Birstall, Gomersal, Cleckheaton, Liversedge and Heckmondwike.
- 4.10 Both routes are accessible by cycling along the A62 Gelderd Road in approximately 10 minutes.

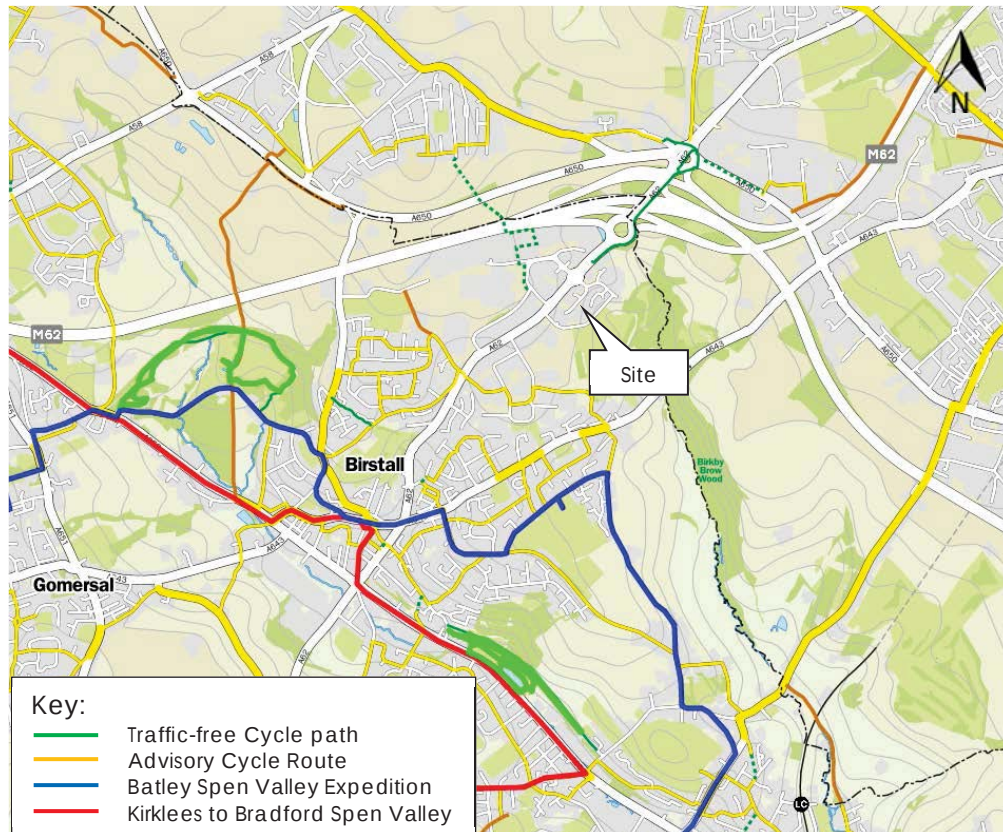


Figure 6: Local Cycling Opportunities

Public Transport

- 4.11 The nearest bus stops to the application site are located on the A62 Gelderd Road. The southbound bus stop is located to the north of the A62 Gelderd Road / Woodhead Road / Holden Ing Way roundabout, approximately 250m from the existing site access. The northbound bus stop is located on the opposite side to the south of the roundabout. This is approximately 270m from the existing site access.
- 4.12 These bus stops are within the desirable 300m walking distance threshold recommended in CIHT Guidance 'Planning for Public Transport in New Developments, 1999'.
- 4.13 **Table 2** below shows the bus routes that serve the bus stops along the A62 Gelderd Road, including the route number, time of operation and frequency (per hour).

Table 2: Local Bus Services Summary

Service	Route (2-way)	Time of Operation & Frequency		
		Weekdays	Saturdays	Sundays
229	Huddersfield Bus Station to Heckmondwike Hub and Leeds Bus Station via Batley, Birstall and A62 Gelderd Road	05:30-23:32 (every 30 minutes)	07:07-23:32 (every 30 minutes)	07:00-23:32 (every 30 minutes until 16:28)
281	Dewsbury Bus Station to Birstall Shopping Park	06:25-22:00 (every 30 minutes)	06:55-22:00 (every 30 minutes)	09:00-22:00 (every 60 minutes)
214	White Rose Shopping Centre to Birstall Shopping Park via Morley	09:27-15:24 (every 60 minutes)	No Service	No Service
Source: http://www.wymetro.com/BusTravel				

- 4.14 As shown, on average The Site would be served by one bus every 12 minutes Monday to Friday, every 15 minutes on Saturdays and every 20 minutes on Sundays. The Site is therefore considered to be adequately accessible by bus.

Summary

- 4.15 The information contained in this section of the report demonstrates that The Site is situated in a sustainable location, with access to a range of local amenities and public transport facilities. Therefore the existing sustainable infrastructure should allow for sustainable trips to be made by future staff and customers.
- 4.16 Furthermore, the proposed development will be supported by a FTP aiming at encouraging future staff and customers to travel to/from The Site by sustainable modes of transport and discourage single occupancy car travel, hence reducing congestion and parking demand.

5.0 PROPOSED DEVELOPMENT

Development Details

- 5.1 The proposed development comprises four A1 non-food retail units with mezzanine floor at each unit. The total GIA is 4,180 sq.m. plus 3,716 sq.m. mezzanine floors. The development will be supported by 305 parking spaces, servicing and a new access junction from Woodhead Road.
- 5.2 The proposed schedule of development is as follows:
- **Unit 1** – 1393 sq.m. GIA + 929 sq.m. mezzanine
 - **Unit 2** – 929 sq.m. GIA + 929 sq.m. mezzanine
 - **Unit 3** – 929 sq.m. GIA + 929 sq.m. mezzanine
 - **Unit 4** – 929 sq.m. GIA + 929 sq.m. mezzanine
- 5.3 The illustrative site plan is shown in **Figure 7** below. Full view of The Site layout plan is provided in **Appendix A** for reference.



Figure 7: Illustrative Site Plan

Vehicular Access and Pedestrian Access

- 5.4 The Site would be mainly served via the existing Centre 27 Business Park access off Bankwood Way. The carriageway width would remain at 7.3m with 2.0m footways on either sides.

- 5.5 A secondary access will be provided via Woodhead Road, opposite Centre 27 Leisure Park access. The access would be 5.5m wide and include 2.0m footway on the northern. This access is proposed to be entry only (one-way) to the proposed car park.
- 5.6 The access junction from Bankwood Way would be upgraded to include dropped kerb pedestrian crossing facilities with tactile paving (400 x 400mm blister blocks).
- 5.7 Pedestrian crossing facilities would be also provided along Woodhead Road to allow for safe pedestrian connection between the site at the secondary access and Centre 27 Leisure Park to the north.
- 5.8 BWB drawings **BIR-BWB-GEN-01-DR-TR-100** and **BIR-BWB-GEN-01-DR-TR-101**, which are included towards the end of this TA, show the above arrangements on the access points, including a review of visibility splays and associated swept paths.

Servicing Arrangements

- 5.9 All retail units will be served via a new service yard to the rear of Bankwood Way. A one-way system is proposed to allow for 16.5m articulated vehicle to serve each unit without impacting the flow of traffic along Bankwood Way. BWB drawing **BIR-BWB-GEN-01-DR-TR-102** shows the service yard swept path arrangements.

Car and Cycle Parking Provision

- 5.10 The number of car parking spaces across the development has been planned in accordance with the KC's maximum car parking standards.
- 5.11 The current adopted car parking standards are set out in Appendix 2 of KC's Unitary Development Plan. Car parking standards for the proposed land uses are set out in **Table 3** below.

Table 3: Kirklees Council UDP Car and Cycle Parking Standards

Proposed Land Use	Standards (maximum)		Standards (minimum)
	Customer Parking	Staff Parking	Cycle Parking
A1 Shops (Non-food retail)	1 space per 15 sq.m.	1 space per 100 sq.m.	1 space, plus 1 per 500 sq.m.

- 5.12 Based on proposed GIA of 4,180 sq.m. plus 3,716 sq.m. mezzanine a maximum of 605 parking spaces could be provided for the site. This comprise 526 customer parking and 79 staff parking. In terms of cycle parking provision, a minimum of 16 cycle stands are required to serve the proposed development.
- 5.13 The current illustrative masterplan shows 305 car parking spaces (including 14 accessible spaces). This equates to 50% of the maximum number of parking allowance set out in KC's parking standards.
- 5.14 A car parking accumulation assessment has been undertaken to demonstrate that the proposed parking provision is sufficient to accommodate the development's traffic. The methodology and results of this assessment are presented within **Section 7.0** of this report.

6.0 TRIP GENERATION AND DISTRIBUTION

Introduction

- 6.1 This section of the TA details the trip generation associated with the proposed development, the distribution and the methodology used to estimate the proportions of primary and secondary trips given the proposed 'retail' development.
- 6.2 It is noted that although the site is currently occupied by nine office buildings, a comparison of existing and proposed trip generation has not been undertaken, as eight of the office blocks would be demolished to make way for the proposed development.

Proposed Development Trip Generation

- 6.3 In order to determine the likely level of vehicular trip generation associated with the proposed development, a traffic generation exercise has been undertaken using 'TRICS Trip Rates'.
- 6.4 The following filtering criteria have been applied to get robust trip rates for the proposed A1 non-food retail units:
- Land Use: 01 – Retail
 - Category: G – Other Individual Non-food Superstore
 - Regions: England only, but outside Greater London
 - Location: Sites in suburban areas, edge of town and retail zones.
 - Sites GFA ranged between 714-3500 sq.m.
- 6.5 **Table 4** below shows the resultant trip rates and subsequent trip generation of the proposed development. Full printouts of the TRICS data is provided in **Appendix D** for reference.
- 6.6 The trip generation associated with the proposed development is based on a rounded retail development figure of 8,000 sq.m. instead of the actual 7,896 sq.m. This is to allow for flexibility in the masterplan where minor amendments may occur and assess the worst case scenario of the retail impact.

Table 4: Proposed Development Trip Rates and Generation

Land Uses	Friday Evening Peak (16:00-17:00)			Saturday Peak (13:00-14:00)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates						
A1 Non-food Retail Units	1.335	1.730	3.065	3.037	2.302	5.339
Trip Generation						
A1 Non-food Retail Units (7,896 sq.m.)	107	138	245	243	184	427

- 6.7 As shown, the proposed development is expected to generate 245 and 427 two-way vehicle trips during the Friday evening and Saturday peak hours respectively.

- 6.8 However, not all trips will be primary (i.e. new) trips on the local highway network as retail developments also attract secondary trips. Such trips include pass-by and linked trips which are considered already on the highway network.

Primary, Linked and Pass-by Trip Assumptions

- 6.9 Given that the Site is located to the north-eastern periphery of Kirklees district area and adjacent to the A62 Gelderd Road and Gildersome Interchange, it is prudent to assume that the site would attract a higher proportion of pass-by trips.
- 6.10 In addition, the major food and non-food retail presence surrounding the Site, such as Birstall Shopping Park and Centre 27 Leisure Park, would significantly increase the proportion of linked trips. In other words, it is likely that people would visit the site as part of a shopping trip to Ikea, a fast food outlet or the cinema for example.
- 6.11 These assumptions are supported by TRICS Research Report 14/1 'Pass-by & Diverted Trips' which details a methodology where primary and secondary trips can be calculated for retail developments. The overall trip generation figures can then be reduced based on these trips, and hence a more realistic appraisal of traffic impact can be made.
- 6.12 The research report suggests the following methodology to determine the proportion of secondary trips:

Stage 1: Development Definition

- 6.13 Secondary trips are influenced by the location of the development, the facilities provided, GFA, proximity to infrastructure & Strategic Road Network (SRN) and the provision of click & collect services.

Location

- 6.14 To estimate the percentage of pass-by trips, it is essential to assign the Site's location to one of the following categories;
- Edge of Town;
 - Intermediate Location; or
 - Town Centre.
- 6.15 TRICS Research Report 14/1 suggests that pass-by trips are influenced by the location of the site, where the closer the site is to the town centre, the higher the percentage of pass-by trips.
- 6.16 As illustrated in **Figure 8**, and based on The Site's location to the northeast of Kirklees and southwest of Leeds City Centre (circa 8.0 km), The Site is considered to be located in an 'Edge of Town' location.

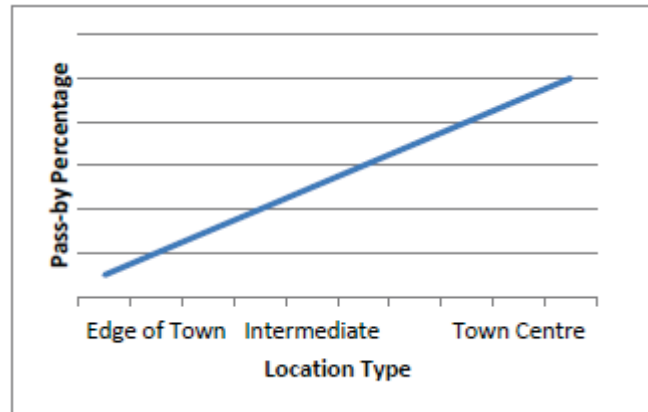


Figure 8: Pass-by trips vs. Location (TRICS 14/1)

Facilities

- 6.17 TRICS Research Report 14/1 also suggest that provision of facilities within a site would increase the proportions of secondary trips. Such facilities include clothing, sportswear and restaurant.
- 6.18 As shown in **Figure 9** below, the higher the number of facilities on site, the higher the percentage of secondary trips.

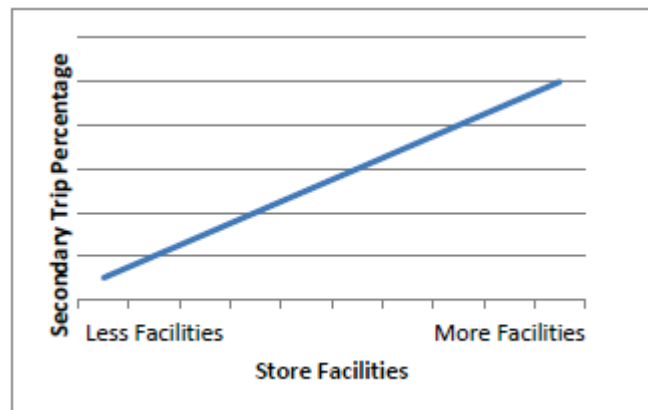


Figure 9: Secondary Trips vs. Facilities (TRICS 14/1)

GFA

- 6.19 TRICS Research Report 14/1 suggests that there is a connection between the retail size and linked trips. Stores that are over a GFA of 4,000 sq.m are considered comparison stores, whereas stores that are under a GFA of 4,000 sq.m are more likely to act as convenience stores.
- 6.20 Comparison stores are more likely to produce pass-by trips, as people are prepared to travel further destinations to access bigger stores. Convenience stores however are more likely to produce linked trips.
- 6.21 Birstall Shopping Park is located to the northwest of the Site (circa 250m) and has over 22 stores and services with an overall retail floor area of over 17,830 sq.m. It is currently attracting significant proportions of primary trips into the local highway network, mainly from Kirklees and Leeds.

- 6.22 With this in mind and Centre 27 Leisure Park, located immediately to the north of the site, it is considered that significant proportions of the trips generated by the proposed development are going to be linked and pass-by trips.

Proximity to Infrastructure

- 6.23 The proportions of pass-by and linked trips are also influenced by the major infrastructure surrounding the Site, such as public transport interchanges, commercial/retail presence and the road network.
- 6.24 As the proposed development is located immediately to the southwest of Gildersome Interchange and the presence of major retail/commercial uses in proximity, it is anticipated that there will be a high proportion of pass-by trips.

Stage 2: Pass-by & Linked Trips Reduction

- 6.25 Based on the above findings, it is estimated that the proposed development would attract 40% pass-by trips, 40% linked trips and 20% primary trips. In summary, this is based on:
- The fact that there is major retail/commercial presence in proximity of the proposed development, hence increasing the proportions of linked trips.
 - The proposed development as a whole, is located in proximity of a major highway network (A62 Gelderd Road and Gildersome Interchange), and therefore existing traffic on the highway is likely to pass-by the proposed development.
 - The remaining proportion of the trips can be assumed to be primary trips, which are mainly influenced by the reputation and popularity of the future occupiers of each unit.
- 6.26 Using the percentages estimated above, the overall trip generation figures, which are included within **Table 4** could be therefore reduced. The revised vehicular trip generation of the proposed development is presented in **Table 5** below.

Table 5: Primary and Secondary Vehicular Trip Generation

Friday Evening Peak (16:00-17:00)	Primary (20%)	Linked (40%)	Pass-by (40%)	Total Trips (100%)
Arrival	21	43	43	107
Departure	28	55	55	138
Two-Way	49	98	98	245
Saturday Peak (13:00-14:00)	Primary (20%)	Linked (40%)	Pass-by (40%)	Total Trips (100%)
Arrival	49	97	97	243
Departure	37	74	74	184
Two-Way	85	171	171	427

- 6.27 Therefore in terms of new traffic on the local highway network, the proposed development would generate 49 and 85 two-way trips during the Friday evening and Saturday peak hours respectively.
- 6.28 In terms of secondary trips, the proposed development would generate 98 and 171 two-way linked and pass-by trips each during the respective peak hours.

Trip Distribution & Assignment

6.29 The development trips have been distributed onto the highway network based on the observed turning proportions on the following junctions:

- A62 Gelderd Road / Woodhead Road / Holden Ing Way Roundabout;
- A62 Gelderd Road / Bankwood Way Junction; and
- Bankwood Way / Centre 27 Business Park Junction.

6.30 **Figures 10 & 11** below shows the resultant inbound and outbound distribution proportions for the Friday evening and Saturday peak hours respectively.



Figure 10: Friday Inbound & Outbound Distribution Proportions



Figure 11: Saturday Inbound & Outbound Distribution Proportions

- 6.31 The turning proportions show that the majority of the inbound and outbound trips are arriving and departing through the eastern arm of the A62 Gelderd Road roundabout. This is considered robust as Gildersome Interchange is located immediately to the northeast of the A62 Gelderd Road roundabout.
- 6.32 The proposed developments traffic (both primary and secondary) have been distributed accordingly to the highway network. Included towards the end of this report, **Diagrams 1-4** show the trip assignment for both the assessed Friday and Saturday peaks.

Committed Developments

- 6.33 At the time writing this TA, no major committed developments were found in the area. However it was identified that Sir Robert Ogden Estates Ltd. submitted an outline planning application for a retail development at land adjacent to the A62 Gelderd Road / Bankwood Way junction.
- 6.34 The planning application has not been determined as of July 2018. Therefore the associated traffic impact and proposed junction improvements (A62 Gelderd Road / Bankwood Way signalisation) have not been considered as part of the assessment.

Traffic Growth Factors

- 6.35 The baseline traffic data has been assessed against the planning application year 2018 and future design year of 2023, excluding the proposed development trips. The 2017, 2018 and 2023 baseline scenarios for both the Friday evening and Saturday peak hours are presented in **Diagrams 5-7**.
- 6.36 **Table 6** below shows the growth factors that were applied to estimate the 2018 and 2023 baseline traffic conditions.

Table 6: Local Traffic Growth Factors from TEMPro

Area (Kirklees 002)	Friday evening peak period (1600 - 1859)	Saturday Peak period (all day)
2017-2018	1.0138	1.0144
2018-2023	1.0901	1.0943

- 6.37 Traffic growth factors have been obtained from the National Trip End Model (NTEM) and adjusted in TEMPro for the local area. In this case, Kirklees Ward 002 has been selected, as it includes the site and the surrounding retail area.
- 6.38 The proposed development's primary and pass-by trips (excluding linked) have been added to the 2023 baseline to assess the operation of the study area junctions with the impact of the proposed development.
- 6.39 **Diagram 8** therefore shows the 2023 baseline plus proposed development trips for the Friday evening and Saturday peak hours.

7.0 HIGHWAY IMPACT ASSESSMENT

Introduction

7.1 This section of the TA examines the impact of the proposed development on the surrounding highway network in terms of parking accumulation and traffic impact on the study area junctions, which include:

- A62 Gelderd Road / Woodhead Road / Holden Ing Way Roundabout
- A62 Gelderd Road / Bankwood Way Junction
- Bankwood Way / Centre 27 Business Park Access

Car Parking Accumulation Assessment

7.2 Using the TRICS survey sites for each of the proposed land uses described earlier in this section of the TA, BWB has undertaken a car parking accumulation assessment.

7.3 **Table 7** below summarises the results of the weekday car parking accumulation profile.

Table 7: Car Parking Accumulation Assessment – Weekday Profile

Time Range	Arrivals	Departures	Accumulation*
06:00-07:00	0	0	4
07:00-08:00	11	0	15
08:00-09:00	16	3	28
09:00-10:00	142	78	91
10:00-11:00	201	160	132
11:00-12:00	223	199	156
12:00-13:00	187	200	143
13:00-14:00	240	222	161
14:00-15:00	202	221	143
15:00-16:00	160	189	114
16:00-17:00	105	137	83
17:00-18:00	124	128	79
18:00-19:00	46	65	60
19:00-20:00	16	37	40
20:00-21:00	0	4	36
21:00-22:00	0	0	36
22:00-23:00	0	0	36
23:00-24:00	0	0	36

Note: *assumed car park occupancy prior to 06:00.

7.4 The results above suggest that weekday car parking demand is likely to peak between 13:00-14:00 hours at 161 spaces.

7.5 **Table 8** below summarises the results of the Saturday car parking accumulation profile.

Table 8: Car Parking Accumulation Assessment – Saturday Profile

Time Range	Arrivals	Departures	Accumulation*
06:00-07:00	0	0	0
07:00-08:00	0	0	0
08:00-09:00	34	7	27
09:00-10:00	103	66	65
10:00-11:00	183	131	116
11:00-12:00	235	220	132
12:00-13:00	238	239	130
13:00-14:00	240	182	188
14:00-15:00	316	311	194
15:00-16:00	247	266	175
16:00-17:00	212	230	158
17:00-18:00	108	221	45
18:00-19:00	1	48	0
19:00-20:00	0	1	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0

7.6 The results above suggest that Saturday car parking demand is likely to peak between 14:00 and 15:00 hours at 194 spaces.

7.7 Therefore the proposed 305 car parking spaces would be sufficient to accommodate the car parking demand associated with the development.

Development Traffic Impact Overview

7.8 Prior to presenting the results of the standalone junction capacity assessments, this section of the TA provides the context relating to the development traffic impact, in terms of total increase in vehicle flows through each junction during each of the peak assessment periods, and for the 'Opening' and 'Future Year' assessment scenarios.

7.9 **Table 9** summarises the results of this assessment.

Table 9: Development traffic impact on Flows through Study Area Junctions

Assessment Year	Peak Hour	J1 – A62 Gelderd Road Roundabout		J2 – A62 Gelderd Road / Bankwood Way		J3 – Bankwood Way / Site Access	
		Number of PCUs	Percentage increase	Number of PCUs	Percentage increase	Number of PCUs	Percentage increase
2018 Base	Fri	3460	-	1811	-	145	-
2018 Base	Sat	4219	-	1750	-	297	-
2023 Base	Fri	3721	-	1947	-	156	-
2023 Base	Sat	4551	-	1888	-	321	-
2023 + Dev	Fri	3813	2.5%	1965	1.0%	303	94.2%
2023 + Dev	Sat	4700	3.3%	1918	3.3%	577	80.0%

7.10 The results shows that the proposed development is expected to have a negligible traffic impact in terms of percentage increase in total flows through the study area junction during the peak assessment periods.

- 7.11 The exception to the above is the proposed site access junction. However, this increase is expected due to the existing business park not being fully occupied anywhere near full capacity during the Friday survey and would not be expected to operate on a Saturday, unlike the proposed retail uses.

Junction Capacity Assessment

- 7.12 The traffic impact of the proposal has been assessed using TRL industry-standard modelling software Junctions 9 (PICADY/ARCADY) for priority and roundabout junctions.
- 7.13 PICADY and ARCADY models return results in Ratio of Flow to Capacity (RFC) and queuing in each 15-minute time segment, measured in the number of passenger car units (PCUs).
- 7.14 RFC values between 0.00 and 0.85 indicate satisfactory operating conditions. Values of between 0.85 and 1.00 represent variable operation (i.e. queues building at the junction resulting in increased vehicle delay moving through the junction). RFC values in excess of 1.00 represent overloaded conditions.

A62 Gelderd Road / Woodhead Road / Holden Ing Way Roundabout

- 7.15 **Table 10** below shows the results of Junctions 9 model for the A62 Gelderd Road / Woodhead Road / Holden Ing Way Roundabout during 2017, 2018 and 2023 baseline conditions (i.e. without proposed development trips). The full Junctions 9 output is included in **Appendix E** for reference.

Table 10: A62 Gelderd Road Roundabout: 2017, 2018 & 2023 Baseline

Approach	Friday Evening Peak Hour (16:00-17:00)			Saturday Peak (13:00-14:00)		
	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (S)	RFC
2017 Baseline						
A62 Gelderd Road – East	1	3	0.55	2	4	0.68
Woodhead Road	1	7	0.43	3	26	0.82
A62 Gelderd Road – West	1	4	0.47	2	8	0.65
Holden Ing Way	1	4	0.46	2	6	0.66
2018 Baseline						
A62 Gelderd Road – East	1	3	0.56	2	4	0.69
Woodhead Road	1	7	0.44	5	30	0.85
A62 Gelderd Road – West	1	4	0.58	2	8	0.67
Holden Ing Way	1	4	0.47	2	6	0.68
2023 Baseline						
A62 Gelderd Road – East	2	3	0.61	3	5	0.75
Woodhead Road	1	9	0.51	23	116	1.03
A62 Gelderd Road – West	1	4	0.53	3	12	0.76
Holden Ing Way	1	4	0.52	3	8	0.75

- 7.16 The results above show that the roundabout is currently operating within capacity during the Friday evening peak hour. However, in the Saturday Peak hour is the 2023 future baseline condition, the Woodhead Road approach of the roundabout would have an RFC value of 1.03. This suggests that the roundabout would become slightly over-capacity on this approach.

- 7.17 **Table 11** below presents a summary of the modelling results of 2023 baseline with the proposed development trips during the Friday evening and Saturday peak hours.

Table 11: A62 Gelderd Road Roundabout: 2018 & 2023 Baseline + Development

Approach	Friday Evening Peak Hour (16:00-17:00)			Saturday Peak (13:00-14:00)		
	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (S)	RFC
2023 Baseline + Proposed Development						
A62 Gelderd Road – East	2	3	0.61	3	6	0.78
Woodhead Road	1	10	0.59	49	205	1.12
A62 Gelderd Road – West	1	5	0.54	4	13	0.79
Holden Ing Way	1	4	0.54	4	10	0.79

- 7.18 As expected, the roundabout would operate within capacity on all approaches, except the Woodhead Road approach during the Saturday peak hour. The RFC value would become 1.12 with a development impact of 8.7% compared to the 2023 baseline without development.
- 7.19 It is assumed that the part-time signals on the A62 Gelderd Road eastern approach and the northern circulatory carriageway would improve the operation of the roundabout. It is unknown when these signals are operating, however it is anticipated that the roundabout is already safeguarded for increased traffic during peak periods.

A62 Gelderd Road / Bankwood Way Junction

- 7.20 **Table 12** below shows the results of Junctions 9 model for the A62 Gelderd Road / Bankwood Way Junction during 2017, 2018 and 2023 baseline conditions. The full Junctions 9 output is included in **Appendix F** for reference.

Table 12: A62 Gelderd Road / Bankwood Way: 2017, 2018 & 2023 Baseline

Approach	Friday Evening Peak Hour (16:00-17:00)			Saturday Peak (13:00-14:00)		
	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (S)	RFC
2017 Baseline						
Bankwood Way to A62 Gelderd Road West (left turn)	0	9	0.17	0	10	0.27
Bankwood Way to A62 Gelderd Road East (right turn)	0	30	0.05	0	28	0.18
A62 Gelderd Road West to Bankwood Way (right turn)	0	9	0.11	0	8	0.16
2018 Baseline						
Bankwood Way to A62 Gelderd Road West (left turn)	0	9	0.17	0	10	0.28
Bankwood Way to A62 Gelderd Road East (right turn)	0	31	0.05	0	28	0.19
A62 Gelderd Road West to Bankwood Way (right turn)	0	9	0.11	0	9	0.16

2023 Baseline						
Bankwood Way to A62 Gelderd Road West (left turn)	0	10	0.19	1	11	0.32
Bankwood Way to A62 Gelderd Road East (right turn)	0	38	0.08	0	35	0.24
A62 Gelderd Road West to Bankwood Way (right turn)	0	9	0.13	0	9	0.18

7.21 As shown, the A62 Gelderd Road / Bankwood Way junction would operate within capacity. The right turn movement from the A62 Gelderd Road west to Bankwood Way has been assessed assuming that four PCUs would block the ahead movements from A62 Gelderd Road west to A62 Gelderd Road east, hence assessing the worst case scenario.

7.22 **Table 13** presents a summary of the modelling results of 2023 baseline including the proposed development trips during the Friday evening and Saturday peak hours.

Table 13: A62 Gelderd Road / Bankwood Way: 2018 & 2023 Baseline + Development

Approach	Friday Evening Peak Hour (16:00-17:00)			Saturday Peak (13:00-14:00)		
	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (S)	RFC
2023 Baseline + Proposed Development						
Bankwood Way to A62 Gelderd Road West (left turn)	0	10	0.23	1	12	0.37
Bankwood Way to A62 Gelderd Road East (right turn)	0	39	0.08	0	38	0.28
A62 Gelderd Road West to Bankwood Way (right turn)	0	10	0.14	0	9	0.21

7.23 As shown, the junction would also operate within capacity with the addition of proposed development trips during the Friday evening and Saturday peak hours.

Bankwood Way / Centre 27 Business Park Access

7.24 **Table 14** below shows the results of Junctions 9 model for Bankwood Way / Centre 27 Business Park Access during 2017, 2018 and 2023 baseline conditions. The full Junctions 9 output is included in **Appendix G**.

Table 14: Bankwood Way / Centre 27 Business Park: 2017, 2018 & 2023 Baseline

Approach	Friday Evening Peak Hour (16:00-17:00)			Saturday Peak (13:00-14:00)		
	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (S)	RFC
2017 Baseline						
Centre 27 Access to Bankwood Way West (left turn)	0	5	0.03	0	0	0.00
Centre 27 Access to Bankwood Way East (right turn)	0	8	0.00	0	0	0.00
Bankwood Way West to Centre 27 Access (right turn)	0	6	0.01	0	6	0.00

2018 Baseline						
Centre 27 Access to Bankwood Way West (left turn)	0	5	0.03	0	0	0.00
Centre 27 Access to Bankwood Way East (right turn)	0	8	0.00	0	0	0.00
Bankwood Way West to Centre 27 Access (right turn)	0	6	0.01	0	6	0.00
2023 Baseline						
Centre 27 Access to Bankwood Way West (left turn)	0	6	0.04	0	0	0.00
Centre 27 Access to Bankwood Way East (right turn)	0	8	0.01	0	0	0.00
Bankwood Way West to Centre 27 Access (right turn)	0	7	0.01	0	7	0.00

- 7.25 As shown, the existing Bankwood Way / Centre 27 Business Park Access, which would mainly serve the proposed development, has significant reserve capacity. This is owing to existing office buildings not being fully occupied hence generating minimal trips.
- 7.26 **Table 15** presents a summary of the modelling results of 2023 baseline including the proposed development trips during the Friday evening and Saturday peak hours.

Table 15: Bankwood Way / Centre 27 Business Park: 2018 & 2023 Baseline + Development

Approach	Friday Evening Peak Hour (16:00-17:00)			Saturday Peak (13:00-14:00)		
	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (S)	RFC
2023 Baseline + Proposed Development						
Centre 27 Access to Bankwood Way West (left turn)	0	6	0.03	0	7	0.05
Centre 27 Access to Bankwood Way East (right turn)	0	9	0.19	0	11	0.23
Bankwood Way West to Centre 27 Access (right turn)	0	7	0.12	0	9	0.25

- 7.27 As shown, the junction would continue to operate within capacity with the addition of proposed development trips during the Friday evening and Saturday peak hours.

M62/M621 Junction 27

- 7.28 For completeness, BWB has undertaken a high-level assessment of the traffic impact of the proposed development at Junction 27 of the M62. BWB has obtained 2013 baseline traffic data from a TA prepared for a development off Wakefield Road, Gildersome, Leeds (planning reference **18/00761/FU**). The traffic data include the turning movements on the M62/M621 Junction 27 (Gildersome Interchange) on a Friday afternoon, during 16:00-17:00 peak hour. The obtained data is contained in **Appendix H** for reference.
- 7.29 To determine the impact of the proposed development on the operation of the motorway junction, the associated traffic travelling northeast to/from the A62 Gelderd Road has been calculated.

7.30 A total of 37 arrivals and 47 departures generated by the proposed development (primary and pass-by) would come to/from the motorway junction. Such traffic has been distributed using the existing turning proportions on the motorway junction.

7.31 **Appendix I** shows such scenarios, which in summary include:

- 2013 Base.
- 2013 Traffic Turning Proportions.
- 2018 Base (calculated by using average growth factors for Leeds and Kirklees local authority areas).
- 2023 Base (similar to above).
- Proposed development expected arrival and departure movements.
- 2023 base + proposed development.

7.32 **Table 16** below shows the increased traffic on the motorway junction as a result of the proposed development in the 2023 baseline condition during the Friday peak hour 16:00-17:00.

Table 16: M62 / M621 Junction 27 Traffic Review

2023 Baseline + Proposed Development			
Movement	2023 Base Traffic	Dev. Traffic	2023 Base + Dev. Traffic
Arrivals to the A62 Gelderd Road (South)			
A62 (N)	195	8	203
A650 Wakefield Road (E)	220	6	226
A650 Wakefield Road (W)	103	3	106
M62 westbound exit slip road	332	16	348
M621 eastbound exit slip road	117	13	130
M621 westbound exit slip road	498	14	512
Movement	2023 Base Traffic	Dev. Traffic	2023 Base + Dev. Traffic
Departures from the A62 Gelderd Road (South)			
M621 westbound entry slip road	205	6	211
A650 Wakefield Road (W)	526	15	541
A62 (N)	174	5	179
A650 Wakefield Road (E)	218	6	224
M62 eastbound entry slip road	80	2	82
M621 northbound entry slip road	412	12	424

- 7.33 As shown, the highest movement in traffic arriving to the site would be from the M62 westbound exit slip road at 16 trips, which would result in an increase of 4.8% to the existing traffic movements. Whereas the highest movement in departing traffic would be to the A650 Wakefield Road (west) at 15 trips, which is an increase of 2.8%.
- 7.34 This suggests that the traffic increase is unlikely to be detrimental to the operation of Gildersome Interchange. As such, BWB considers that no further detailed modelling is required to Gildersome Interchange.

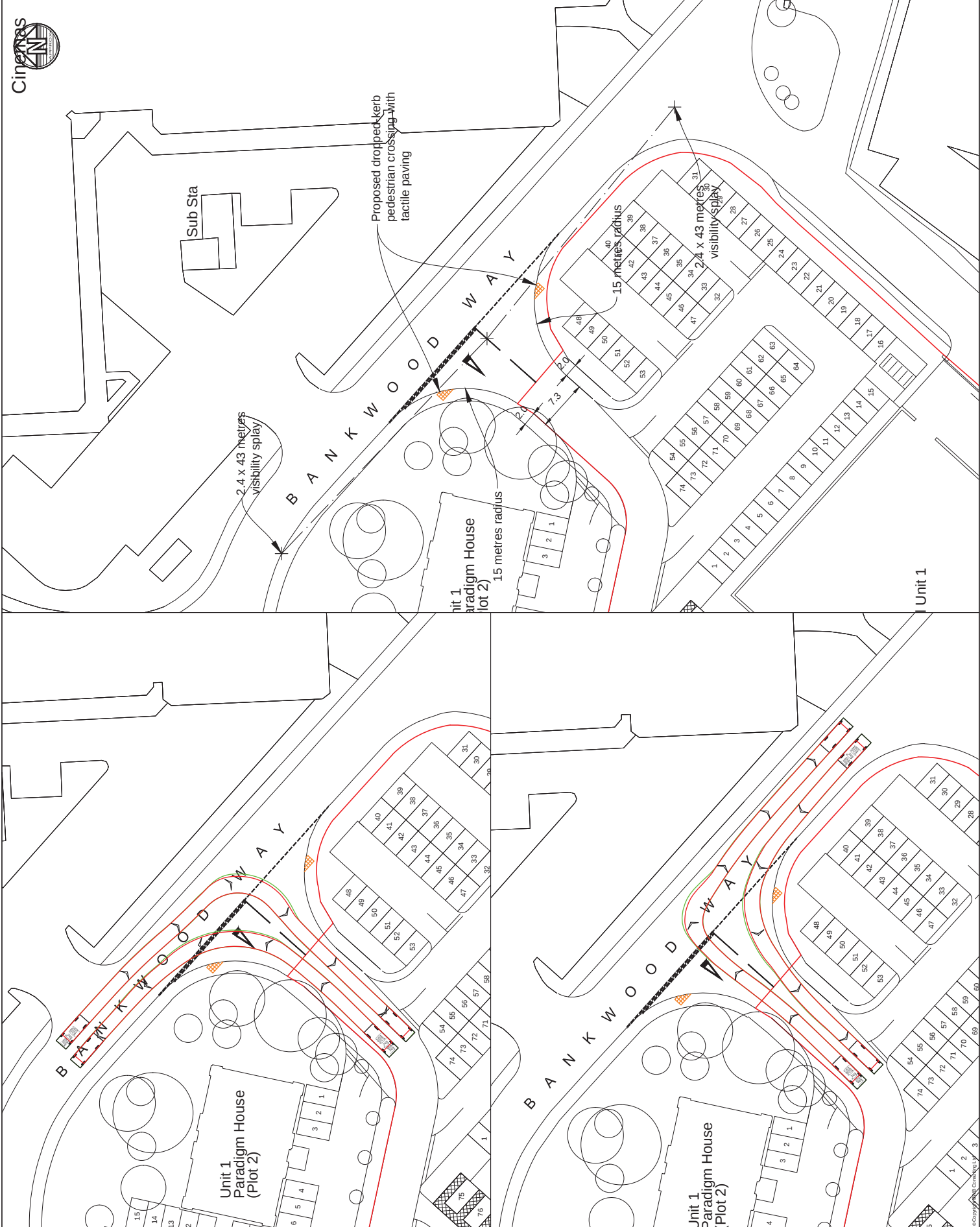
8.0 SUMMARY & CONCLUSIONS

- 8.1 BWB Consulting Ltd has been appointed by AEW Europe Ltd to prepare this Transport Assessment to support an outline planning application for a proposed retail development at Centre 27 Business Park located off Bankwood Way in Birstall, Kirklees.
- 8.2 The proposed development comprises four A1 non-food retail units with Gross Internal Area (GIA) of 4,180 sq.m. In addition, 3,716 sq.m mezzanine will be provided across all four units, hence totalling to 7,896 sq.m of development.
- 8.3 Centre 27 Business Park comprises nine detached two and three storey office buildings, including associated on-site parking spaces and landscaping. Eight of the nine office buildings are proposed to be demolished and replaced by the proposed development. One of the existing office units (Paradigm House) is in a different ownership and is proposed to be retained.
- 8.4 The Site is bounded by Bankwood Way to the northeast and southwest, which also provides access to Centre 27 Leisure Park and Showcase Cinema. To the west, the Site is bounded by Woodhead Road, which provides access to Centre 27 Leisure Park. The A62 Gelderd Road runs further northwest of The Site and provides access to Oakwell Industrial Park and Birstall Shopping Park, which is home to multiple major brand non-food retail outlets, most notably IKEA Birstall.
- 8.5 In terms of sustainability, the established retail, commercial and employment presence in proximity of the Site enabled the provision of footway links, public transport with average frequency of one bus every 12 minutes and access to a range of local amenities. Therefore the existing sustainable infrastructure should provide good accessibility for future staff and customers.
- 8.6 Furthermore, the proposed development will be supported by a Framework Travel Plan aiming at encouraging future staff and customers to travel to/from The Site by sustainable modes of transport and discourage single occupancy car travel, hence reducing congestion and parking demand.
- 8.7 The Site would be mainly served via the existing Centre 27 Business Park access junction. A secondary access will be provided to the northwest of the site, off Woodhead Road. This access would be one-way entry only to the proposed development's car park. As for the servicing arrangements, the main access yard would be from Bankwood Way to the south of the Site.
- 8.8 In terms of car parking provision, the current illustrative masterplan includes 305 car parking spaces (including 14 accessible). A car parking accumulation assessment has been undertaken to demonstrate that the parking provision is sufficient to accommodate the demand associated with proposed development.
- 8.9 The assessment has been undertaken using TRICS database of similar developments in England. The results indicated that during a typical weekday operation, the proposed development is expected to generate a parking demand for 161 spaces (between 13:00 and 14:00 hours) and on a Saturday for 194 spaces (between 14:00 and 15:00 hours). Therefore the proposed parking provision would be sufficient to accommodate the development's parking demand.
- 8.10 In terms of trip generation, The Site is anticipated to generate 49 and 85 two-way primary (new) vehicle trips during the Friday evening and Saturday peak hours respectively.

- 8.11 In addition, it would generate 98 and 171 two-way pass-by and linked trips during the respective peak hours. This is owing to the retail proposals of the development where secondary and already on the road network trips would be generated.
- 8.12 To determine that the new trips onto the highway network would not create severe impact, turning count traffic surveys have been undertaken on Friday 24th and Saturday 25th March 2017 to identify the weekday and weekend peak hours of the local highway network.
- 8.13 The study area included the A62 Gelderd Road / Woodhead Road / Holden Ing Way Roundabout, A62 Gelderd Road / Bankwood Way Junction and Bankwood Way / Centre 27 Business Park Access.
- 8.14 The modelling results demonstrate that the proposed development is not expected to have a material impact on the operation of the aforementioned study area junctions. The proposed development however would have an impact on the Woodhead Road approach of the A62 Gelderd Road roundabout during the Saturday peak hour in 2023. Such impact is considered minimal as it equates to a developmental impact of 8.7%.
- 8.15 Nonetheless, it is believed that the use of the part-time signals on A62 Gelderd Road eastern approach and the northern circulatory carriageway (not currently operated) would improve the efficiency of the roundabout, particularly during the peak hours of the highway network.
- 8.16 In conclusion, this Transport Assessment report has demonstrated that the proposed development would not lead to a 'severe' impact on the surrounding highway network. Furthermore the Transport Assessment has shown that The Site is situated in a sustainable location with established pedestrian, cycling and public transport infrastructure. As such, BWB considers that the proposed development is consistent with the National Planning Policy Framework and the local development policies and therefore should not be refused on highway grounds.

DRAWINGS

BIR-BWB-GEN-01-DR-TR-100
Bankwood Way Access Arrangements and Swept Paths



1. Do not scale this drawing. All dimensions must be checked verified on site. If in doubt, ask.
2. This drawing is to be read in conjunction with all relevant architects, engineer and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.



Legend

V1	11.07.18	For information	MA
Rev	Date	Details of issue / revision	ATH Dw Rev

BWB
CONSULTANCY | ENVIRONMENT
INFRASTRUCTURE | BUILDINGS
www.bwbconsulting.com

☐ Birmingham | 0121 233 3322
☒ Leeds | 0113 233 8000
☐ London | 020 7234 9122
☐ Manchester | 0161 233 4260
☐ Nottingham | 0115 924 1100

AEW Europe Ltd

Centre 27 Business Park,
Bankwood Way, Birstall,
Kirklees

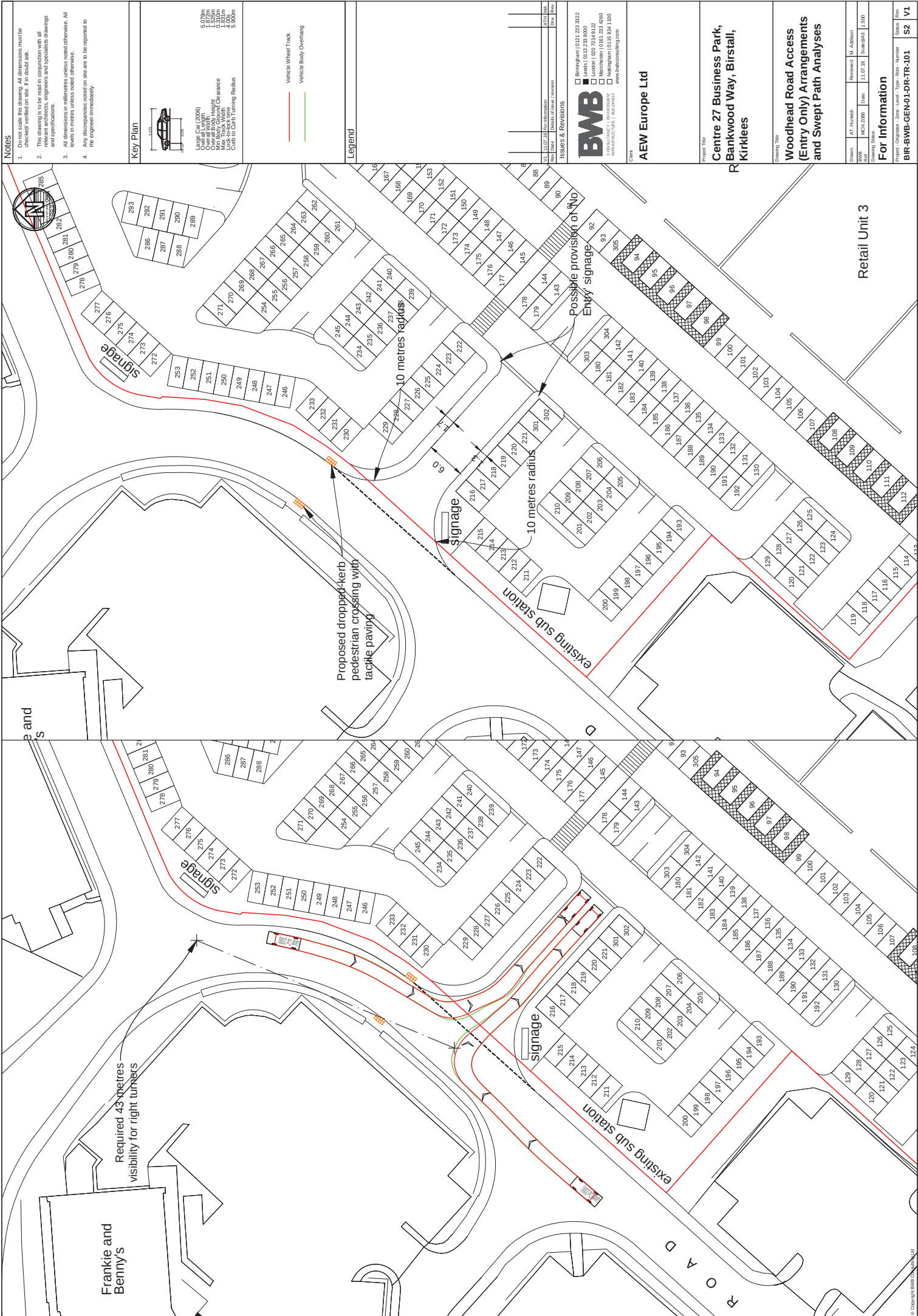
Bankwood Way Access Arrangements and Swept Path Analyses

Drawn:	AT, Hunsidi	Reviewed:	M. Addison
WB Ed:	MCH 2006	Date:	11.07.18
			Scale @A3: 1:50

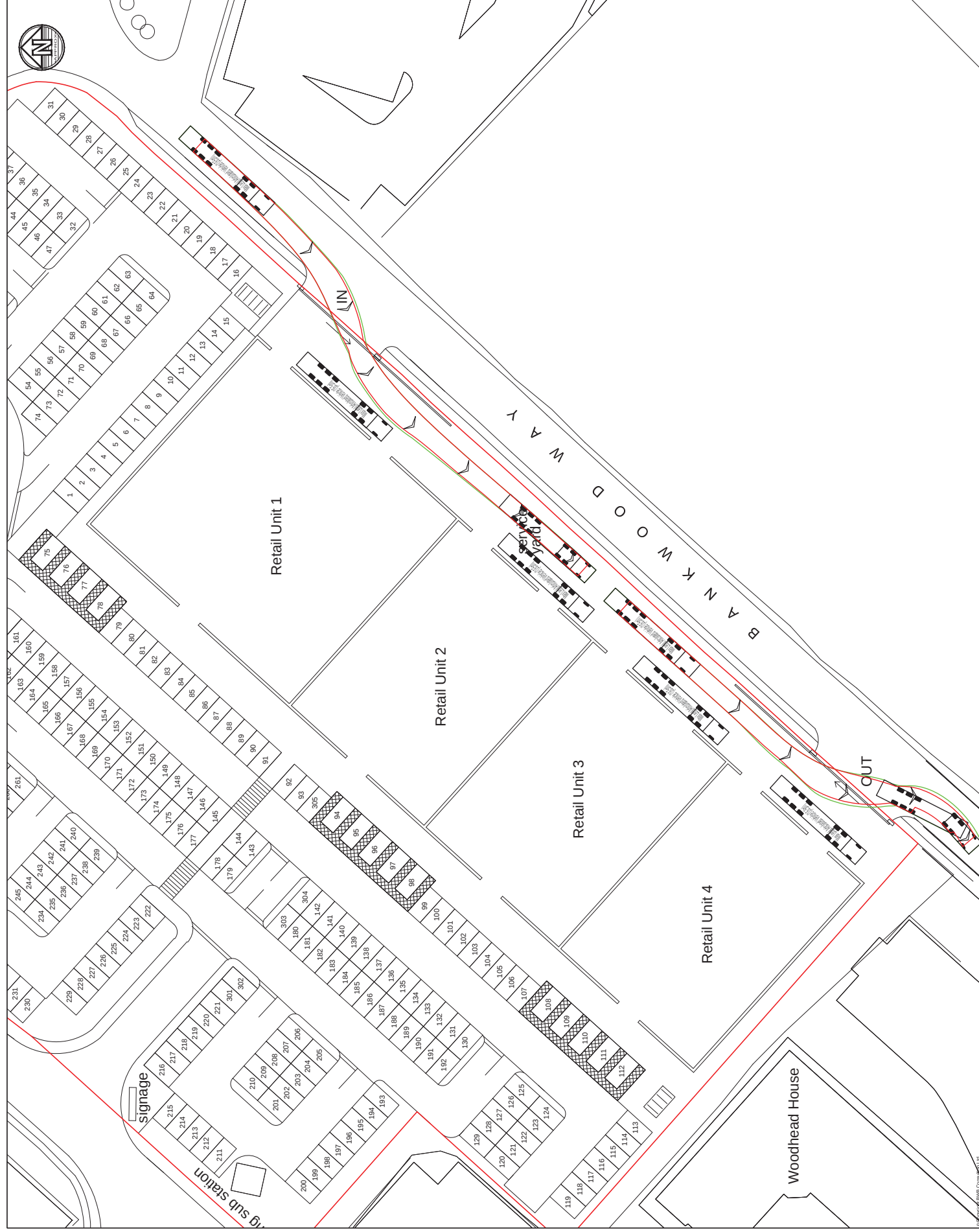
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
BIR-BWB-GEN-01-DR-TR-100	S2	V1

BIR-BWB-GEN-01-DR-TR-101

Woodhead Road Access (Entry Only) Arrangements and Swept Paths

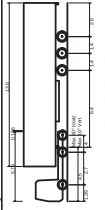


BIR-BWB-GEN-01-DR-TR-102
Service Yard Swept Paths



Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site, if in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.



Max. Legal Articulated Vehicle (16.5m)	16.500m
Overall Length	2.500m
Overall Width	3.632m
Overall Body Height	0.396m
Min Body Ground Clearance	2.500m
Max Track Width	6.005
Lock-to-lock time	6.870m
Curb to Curb Turning Radius	

Vehicle Wheel Track

Vehicle Body Overhang

Legend

V1	11.07.18	For information	ATH	M
Rev	Date	Details of issue / revision	D/W	R

Issues & Revisions

BWB
CONSULTANCY | ENVIRONMENT
INFRASTRUCTURE | BUILDINGS

☐ Birmingham | 0121 233 3322
☒ Leeds | 0113 233 8000
☐ London | 020 7234 9122
☐ Manchester | 0161 233 4260
☐ Nottingham | 0115 924 1100
www.bwbconsulting.com

Client
AEW Europe Ltd

Project Title
**Centre 27 Business Park,
Bankwood Way, Birstall,
Kirklees**

Drawing Title

Service Yard Swept Path Analysis

Drawn:	AT. Hunsidi	Reviewed:	M. Addison
BWB	MCH 2086	Date:	11.07.18
			Scale @A3: 1:500

For Information

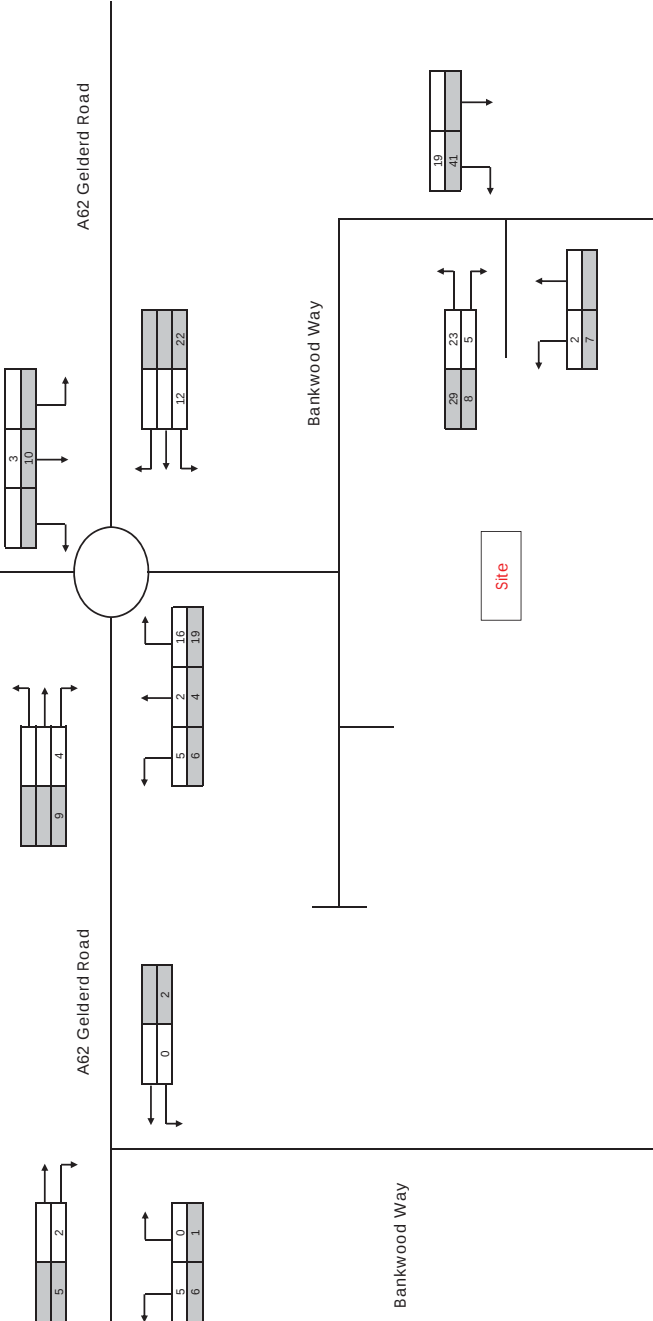
Project - Originator - Zone - Level - type - Role - Number	Status	Rev
BIR-BWB-GEN-01-DR-TR-102	S2	V1

DIAGRAMS



PCUs
Friday PM Peak: 16:00-17:00
Saturday Peak: 13:00-14:00

Primary Trips	FridAY	SaturDAY
Arrivals	21	49
Departures	26	37
Two-way	48	85



Birmingham
Livery Place, 35 Livery Street, Colmore
Business District, Birmingham, B3 2PB
T: 0121 233 3322

Leeds
Whitehall Waterfront, 2 Riverside Way, Leeds
LS1 4EH
T: 0113 233 8000

London
11 Borough High Street
London, SE1 9SE
T: 020 7407 3879

Manchester
4th Floor Carvers Warehouse, 77 Dale
Street/Manchester, M1 2HG
T: 0161 233 4260

Nottingham
Waterfront House, Station Street,
Nottingham NG2 3DQ
T: 0115 924 1100

Project

Centre 27 Business Park,
Bankwood Way, Birstall, Kirklees

Drawing Title

Diagram 2
Development Trip Assignment -
Primary Trips

Drawn	AH	Approved	MA
Checked	MA	Date	10.07.2018

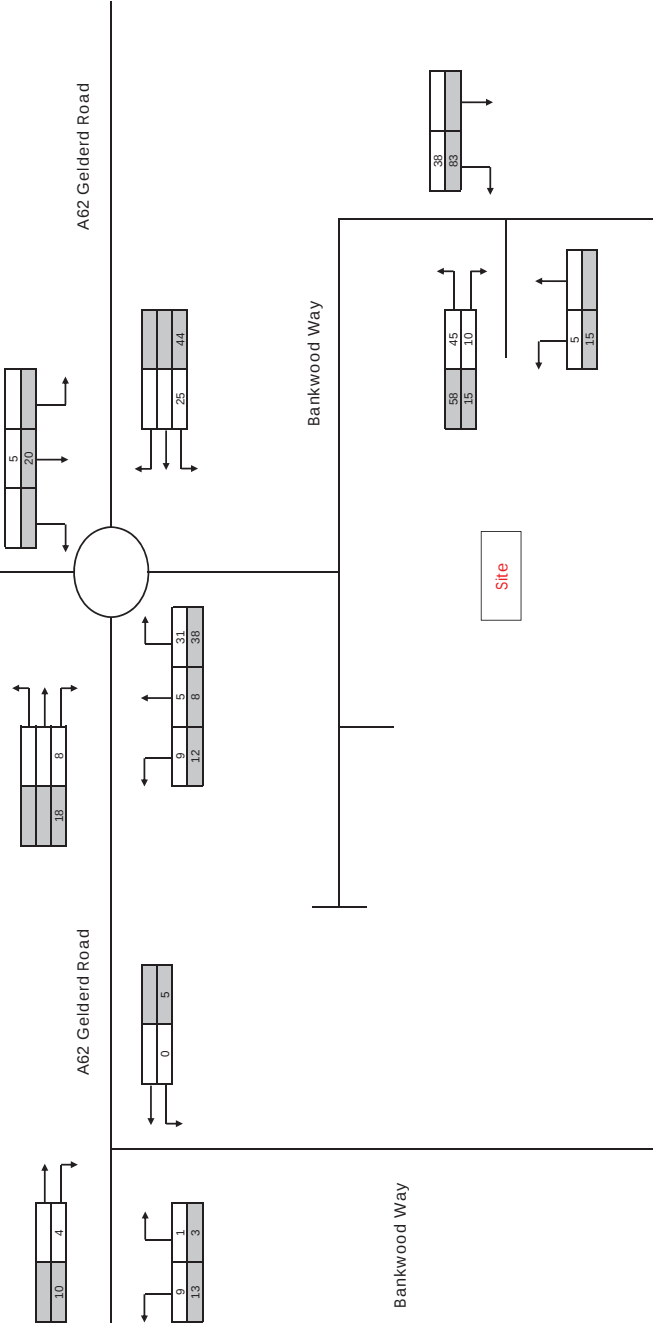
Project Number

MCH 2086



PCUs
Friday PM Peak: 16:00-17:00
Saturday Peak: 13:00-14:00

Linked Trips	Friday	Saturday
Arrivals	43	97
Departures	55	74
Two-way	98	171



Birmingham
Livery Place, 35 Livery Street, Colmore
Business District, Birmingham, B3 2PB
T: 0121 233 3322

Leeds
Whitehall Waterfront, 2 Riverside Way, Leeds
LS1 4EH
T: 0113 233 8000

London
11 Borough High Street
London, SE1 9SE
T: 020 7407 3879

Manchester
4th Floor Carvers Warehouse, 77 Dale
Street, Manchester, M1 2HG
T: 0161 233 4260

Nottingham
Waterfront House, Station Street,
Nottingham NG2 3DQ
T: 0115 924 1100

Project
Centre 27 Business Park,
Bankwood Way, Birstall, Kirklees

Drawing Title

Diagram 3
Development Trip Assignment - Linked
Trips

Drawn	AH	Approved	MA
Checked	MA	Date	10.07.2018

Project Number
MCH 2086



PCUs
Friday PM Peak: 16:00-17:00
Saturday Peak: 13:00-14:00

Pass by Trips	FridAY	SaturDAY
Arrivals	43	97
Departures	55	74
Two-way	98	171

-10	-4
10	4

-18	-6
18	6

5	20
---	----

A62 Gelderd Road

A62 Gelderd Road

9	1
13	3

9	5	31
12	8	38

-25	-44
25	44

Bankwood Way

Bankwood Way

38	63
----	----

58	45
15	10

5	16
---	----

Site



Birmingham
Livery Place, 35 Livery Street, Colmore
Business District, Birmingham, B3 2PB
T: 0121 233 3322

Leeds
Whitehall Waterfront, 2 Riverside Way, Leeds
LS1 4EH
T: 0113 233 8000

London
11 Borough High Street
London, SE1 9SE
T: 020 7407 3879

Manchester
4th Floor Carvers Warehouse, 77 Dale
Street/Manchester, M1 2HG
T: 0161 233 4260

Nottingham
Waterfront House, Station Street,
Nottingham NG2 3DQ
T: 0115 924 1100

Project

Centre 27 Business Park,
Bankwood Way, Birstall, Kirklees

Drawing Title

Diagram 4
Development Trip Assignment - Pass-by
Trips

Project Number

MCH 2086

MA

Approved

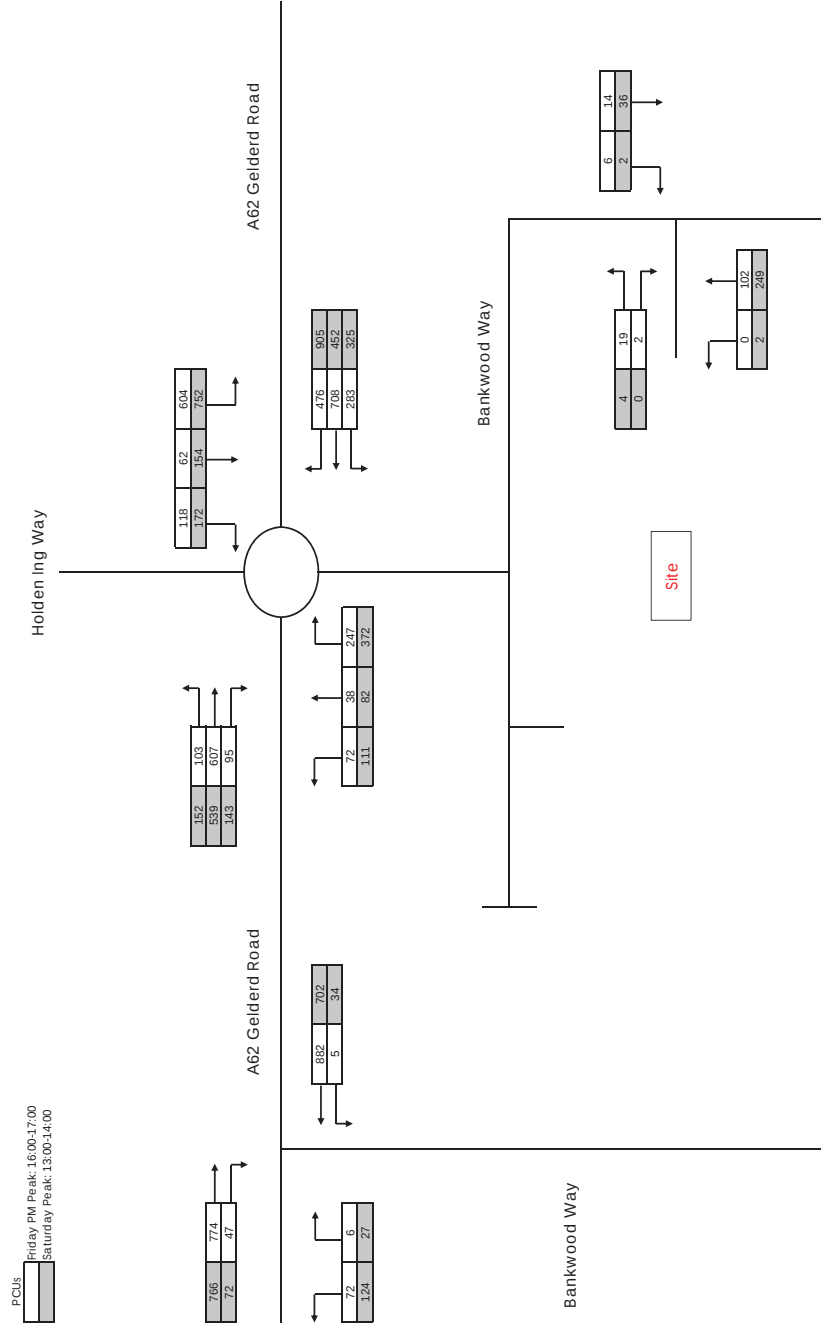
10.07.2018

Date

AH

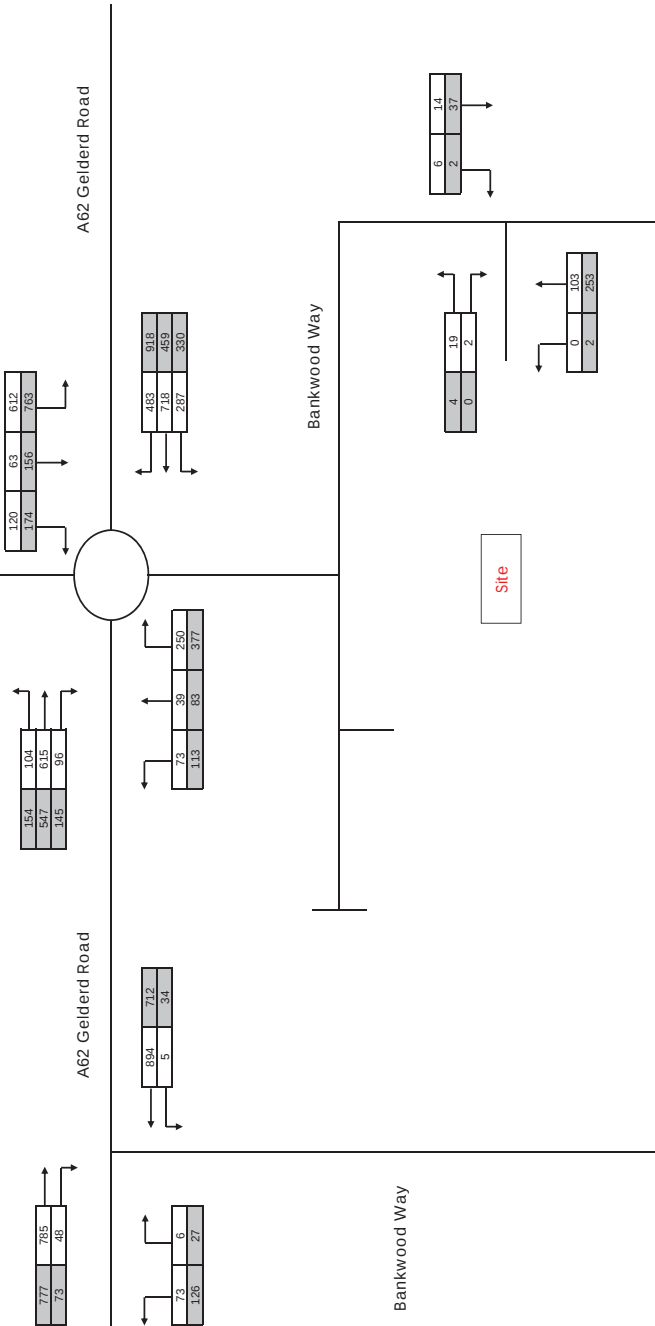
Checked

MA

[illegible]



PCUs	
Friday PM Peak: 16:00-17:00	
Saturday Peak: 13:00-14:00	
2017/2018 Traffic Growth Factors	
Friday	1.0138
Saturday	1.0144



Birmingham
Livery Place, 35 Livery Street, Colmore
Business District, Birmingham, B3 2PB
T: 0121 233 3322

Leeds
Whitehall Waterfront, 2 Riverside Way, Leeds
LS1 4EH
T: 0113 233 8000

London
11 Borough High Street
London, SE1 9SE
T: 020 7407 3879

Manchester
4th Floor Carvers Warehouse, 77 Dale
Street/Manchester, M1 2HG
T: 0161 233 4260

Nottingham
Waterfront House, Station Street,
Nottingham NG2 3DQ
T: 0115 924 1100

Project
Centre 27 Business Park,
Bankwood Way, Birstall, Kirklees

Drawing Title

Diagram 6
2018 Base

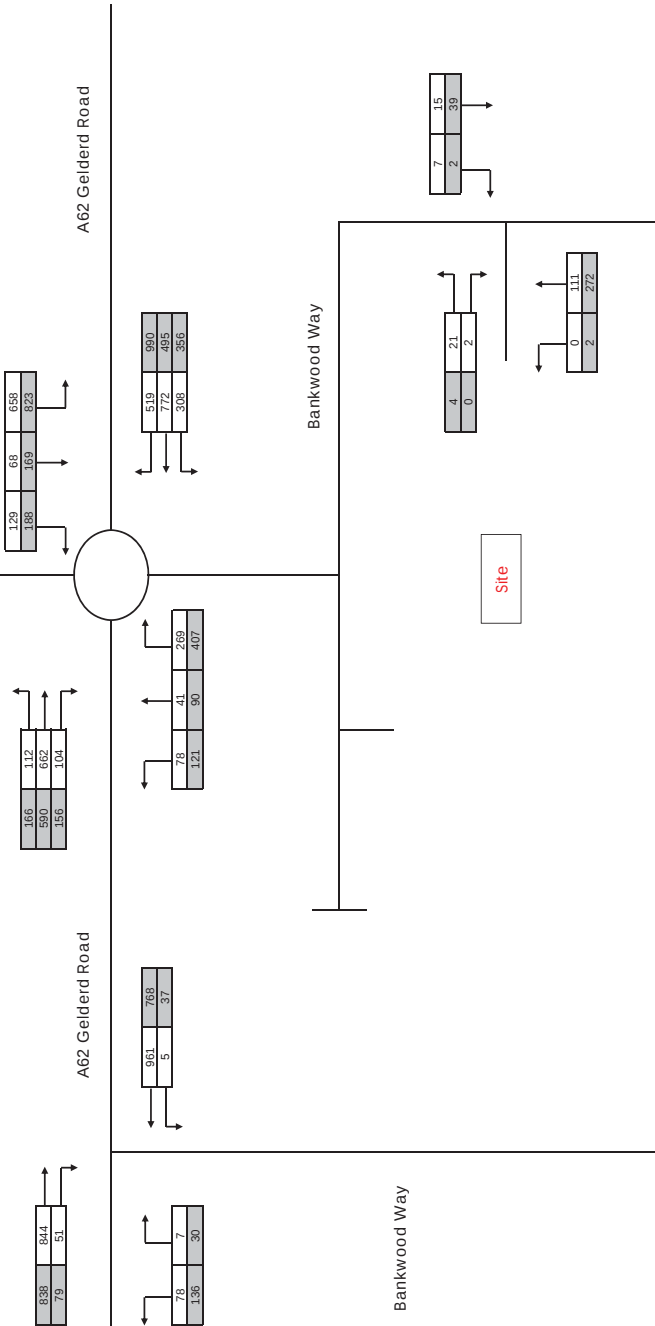
Drawn	AH	Approved	MA
Checked	MA	Date	10.07.2018

Project Number

MCH 2086



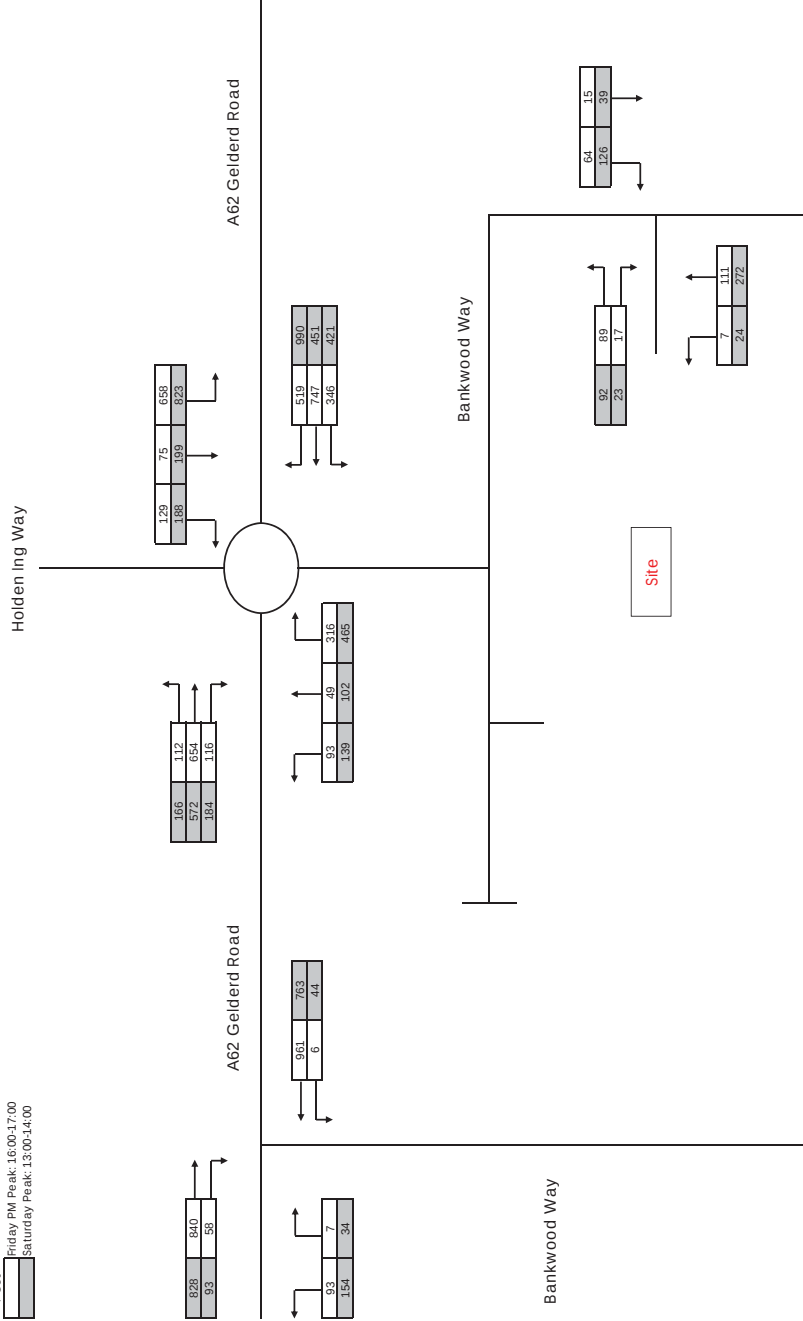
PCUs	Friday PM Peak: 16:00-17:00
	Saturday Peak: 13:00-14:00
2017-2023 Traffic Growth Factors	
Friday	1.0901
Saturday	1.0943



 BETTER SOLUTIONS, INTELLIGENTLY ENGINEERED				Project Centre 27 Business Park, Bankwood Way, Birstall, Kirklees		Drawing Title Diagram 7 2023 Base	
Birmingham Livery Place, 35 Livery Street, Colmore Business District, Birmingham, B3 2PB T: 0121 233 3322				Leeds Whitehall Waterfront, 2 Riverside Way, Leeds LS1 4EH T: 0113 233 8000		London 11 Borough High Street London, SE1 9SE T: 020 7407 3879	
Manchester 4th Floor Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG T: 0161 233 4260				Nottingham Waterfront House, Station Street, Nottingham NG2 3DQ T: 0115 924 1100		Approved MA	
Checked MA				Date 10.07.2018		Project Number MCH 2086	



PCUs
Friday PM Peak: 16:00-17:00
Saturday Peak: 13:00-14:00

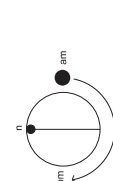
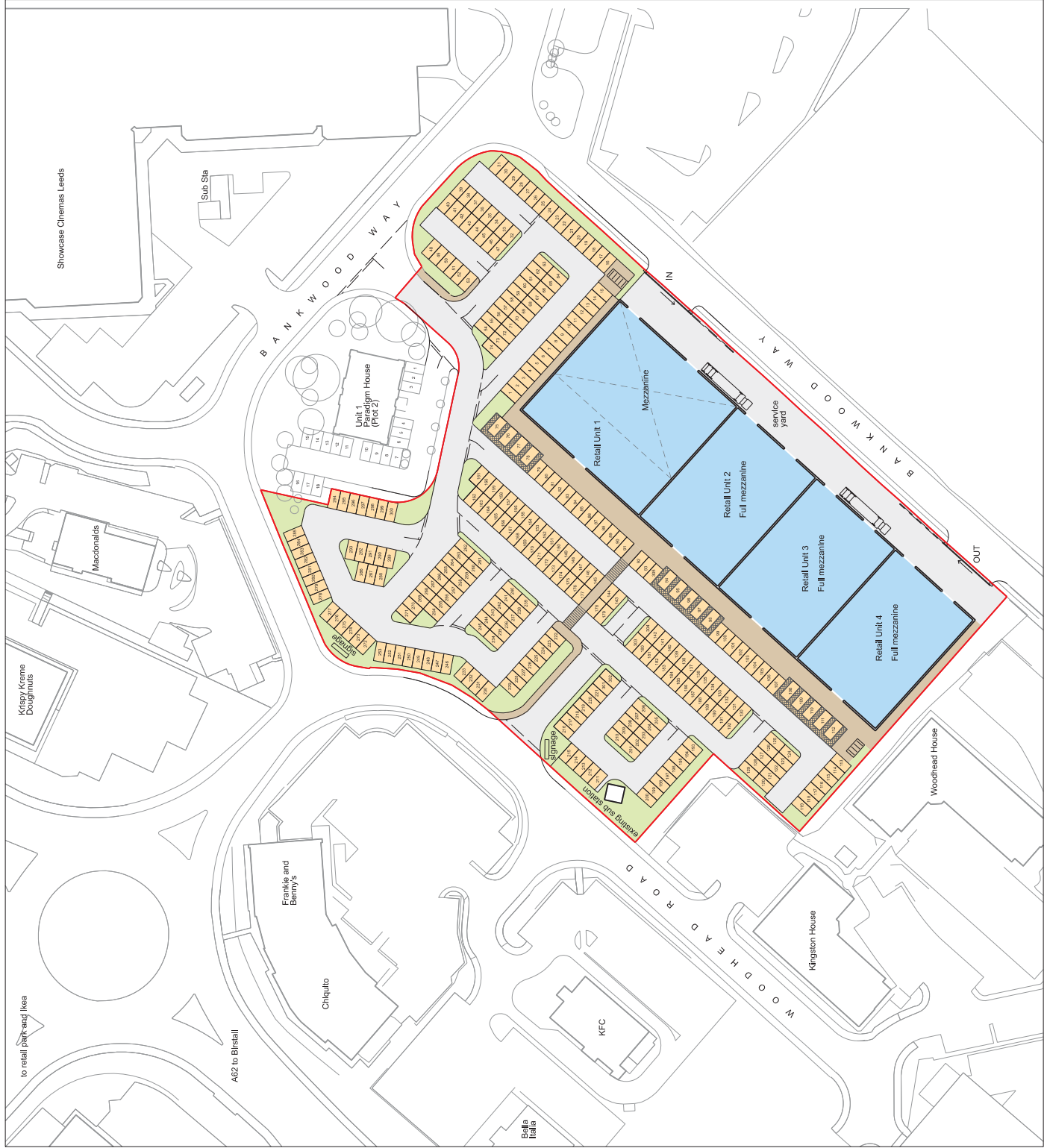


 BETTER SOLUTIONS, INTELLIGENTLY ENGINEERED Birmingham Livery Place, 35 Livery Street, Colmore Business District, Birmingham, B3 2PB T: 0121 233 3322 Leeds Whitehall Waterfront, 2 Riverside Way, Leeds LS1 4EH T: 0113 233 8000 London 11 Borough High Street London, SE1 9SE T: 020 7407 3879 Manchester 4th Floor Carvers Warehouse, 77 Dale Street/Manchester, M1 2HG T: 0161 233 4260 Nottingham Waterfront House, Station Street, Nottingham NG2 3DQ T: 0115 924 1100	Project Centre 27 Business Park, Bankwood Way, Birstall, Kirklees	Drawing Title Diagram 8 2023 Base + Committed + Proposed Development
Drawn AH	Approved MA	Project Number MCH 2086
Checked MA	Date 10.07.2018	

APPENDICES

Appendix A

Illustrative Site Layout Plan

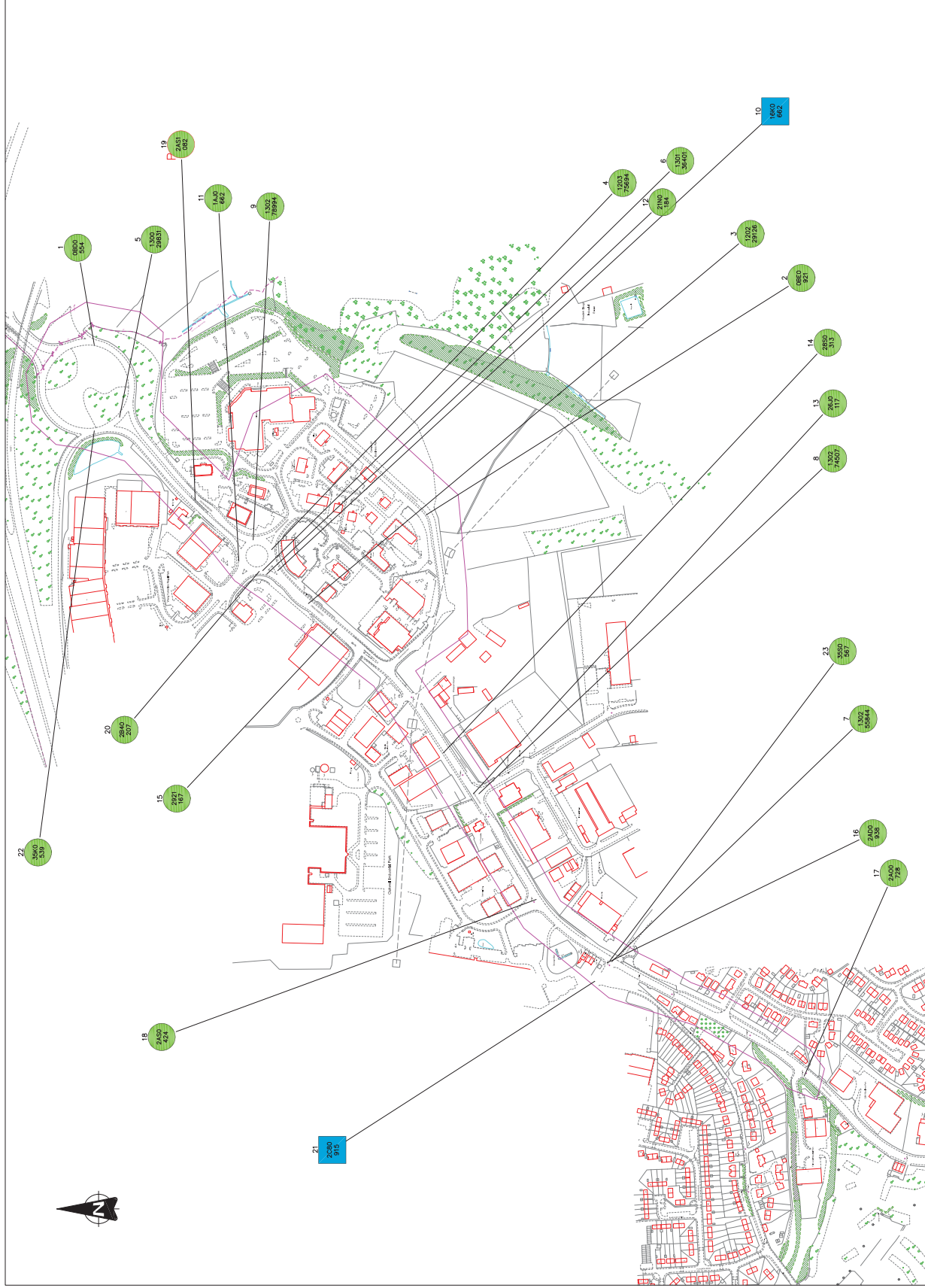


TYPE	AREA	
	sqft	sqm
Proposed Buildings - Total GIA	84994	7896
Retail Unit 1 GF	14994	1393
Unit 1 Mezzanine	10000	929
Total Unit 1 GIA	24994	2322
Retail Unit 2 GF	10000	929
Unit 2 Mezzanine	10000	929
Total Unit 2 GIA	20000	1858
Retail Unit 3 GF	10000	929
Unit 3 Mezzanine	10000	929
Total Unit 3 GIA	20000	1858
Retail Unit 4 GF	10000	929
Unit 4 Mezzanine	10000	929
Total Unit 4 GIA	20000	1858

Parking Bays	305
--------------	-----

Appendix B

Personal Injury Accident Data



		REF. DATE		REVISIONS	
		 Kirklees COUNCIL			
		Streetscene & Housing Flint Street, Fartown Huddersfield, HD1 6LG			
SECTION		Safety			
DRAWN		Joe		CHECKED	
SCALE		PROJECT NO.		DATE	
NTS				7/4/17	
PROJECT					
		A62 Gelderd Road, Birstall			
TITLE					
		5 Year Injury Accident Plot			
DRAWING No.		1			

SEVERITY SLIGHT		District Ref.No	Kirklees 0BD0554	Grid Reference 423914 / 427797	
Date Time Weather Road Surface Street Lighting		13/11/2013 Day Wednesday 11:59 Fine without high winds Dry		Road A62 Location Junction of A62 Gelderd Road and M621	
Speed Limit Carriageway Junction Detail Junction Control 2nd Road Number Pedestrian Facilities		40 MPH Roundabout Roundabout Give way or uncontrolled M621 None within 50 metres No physical crossing facility within 50 n		Description V1 travelling along Gelderd Road towards Birstall enters onto roundabout taking the nearside lane towards Birstall. V2 travelling in the same direction also enters onto roundabout just to the rear of V1 but in the offside lane to travel towards Birstall. V1 veers to the offside of Accident partially crossing into the offside lane and contact is made between the two vehicles. V1 rear offside wheel and wing to nearside footrest partially crossing into the offside lane and contact is made between the two vehicles. V1 rear offside wheel and wing to nearside footrest	
SITE DETAILS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS	
None		None		405 Failed to look properly (Driver/Rider - Error)	
CARRIAGEWAY HAZARDS		None		PARTICIPANT PROBABILITY	
None		None		Vehicle 001 A	
VEHICLES INVOLVED 2		VEHICLES INVOLVED 1		CASUALTIES INVOLVED	
Veh.No. 1 Vehicle type Car		Make		Cas No 1 Cas Class Driver or Rider	
Manoeuvre Going ahead other		Model		Severity SLIGHT Age 33 yrs Sex Male Post code 2	
Veh. direction from Northeast to Southwest		Towing? No tow or articulation		Car Passenger? Not a passenger PSV Passenger? Not a passenger	
Skidded No skidding, jack-knifing or overturning		Veh location at impact (restricted lane) On main carriageway not in restricted lane		Seat Belt Not applicable Cycle Helmet Not a cyclist	
Veh location at impact (restricted lane) On main carriageway not in restricted lane		Junct. location of veh. at 1st impact Mid junction - on roundabout or main road		Ped Movement Not applicable	
Veh left carriageway? Did not leave carriageway		Hit object in c'way? None		Ped Location Not applicable	
Hit object off c'way? None		Other veh.hit (ref.no) 0 Hit and run Not hit and run		Ped Direction to Not applicable	
First point of impact Offside		Breath test Negative Driving Lic		School Pupil Other	
Veh registration no. 68 yrs		Sex Female		Roadworker injured	
Drivers age 68 yrs		No Foreign veh.		Other Details	
Left Hand Drive		Other			
Journey purpose		Veh.No. 2 Vehicle type M/cycle > 500cc			
Manoeuvre Going ahead other		Make			
Veh. direction from Northeast to Southwest		Towing? No tow or articulation			
Skidded No skidding, jack-knifing or overturning		Veh location at impact (restricted lane) On main carriageway not in restricted lane			
Veh location at impact (restricted lane) On main carriageway not in restricted lane		Junct. location of veh. at 1st impact Mid junction - on roundabout or main road			
Veh left carriageway? Did not leave carriageway		Hit object in c'way? None			
Hit object off c'way? None		Other veh.hit (ref.no) 0 Hit and run Not hit and run			
First point of impact Nearside		Breath test Negative Driving Lic			
Veh registration no. 33 yrs		Sex Male			
Drivers age 33 yrs		No Foreign veh.			
Left Hand Drive		Other			
Journey purpose					
Full Details		07-April-2017		Accident Ref.No 0BD0554	

SEVERITY SLIGHT		District Ref.No	Kirklees 0BE0921	Grid Reference Police Officer Attend:		423665 / 427310 Yes
Date Time Weather Road Surface Street Lighting	14/11/2013 14:45 Fine with high winds Dry Daylight	Day Thursday		Road	U	Location Bankwood Way
Speed Limit Carriageway Junction Detail Junction Control 2nd Road Number Pedestrian Facilities		SITE DETAILS 30 MPH Single carriageway Not at or within 20 metres of junction None within 50 metres No physical crossing facility within 50 n		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None		CONTRIBUTORY FACTORS 706 Dazzling sun (Driver/Rider - Vision Affected)
PARTICIPANT PROBABILITY		Vehicle 001 A				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1				
Veh.No. 1	Vehicle type Car	Make	Model	Cas No 1	Cas Class	Driver or Rider
Manoeuvre	Going ahead other			Severity	SLIGHT	Age 18 yrs
Veh. direction from	Northwest to Southeast	Towing?	No tow or articulation	Sex	Female	Post code
Skidded	No skidding, jack-knifing or overtuning			Car Passenger?	Not a passenger	PSV Passenger? Not a passenger
Veh location at impact (restricted lane)	On main carriageway not in restricted lane			Seat Belt	Unknown	Cycle Helmet Not a cyclist
Junct. location of veh. at 1st impact	Not at or within 20m of junction			Ped Movement	Not applicable	
Veh left carriageway?	Did not leave carriageway			Ped Location	Not applicable	
Hit object in c'way?	Parked vehicle			Ped Direction to	Not applicable	
Hit object off c'way?	None			School Pupil	Other	
First point of impact	Front			Roadworker injured		
Veh registration no.	Other veh.hit (ref.no) 0	Hit and run	Not hit and run	Other Details		
Drivers age 18 yrs	Sex Female	Breath test	Driving Lic			
Left Hand Drive	No	Foreign veh.				
Journey purpose	Other					
Veh.No. 2	Vehicle type Van/Goods < 3.5t	Make	Model			
Manoeuvre	Parked					
Veh. direction from	Parked to Parked	Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overtuning					
Veh location at impact (restricted lane)	On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact	Not at or within 20m of junction					
Veh left carriageway?	Left carriageway nearside					
Hit object in c'way?	None					
Hit object off c'way?	None					
First point of impact	Back					
Veh registration no.	Other veh.hit (ref.no) 0	Hit and run	Not hit and run			
Drivers age 23 yrs	Sex Male	Breath test	Driving Lic			
Left Hand Drive	No	Foreign veh.				
Journey purpose	Journey as part of work					
Full Details				07-April-2017		Accident Ref.No 0BE0921

SEVERITY SLIGHT		District Kirklees Ref.No 120229126		Grid Reference 423535 / 427483 Police Officer Attend: Yes	
Date 25/05/2012 Day Friday Time 18:15 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lighting unknown		Road A62 Location Gelderd Road, 75 Metres Sw of Holden Ing Way, Birstall		PARTICIPANT PROBABILITY Vehicle 001 B Vehicle 001 A	
SITE DETAILS Speed Limit 40 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None			
CONTRIBUTORY FACTORS 706 Dazzling sun (Driver/Rider - Vision Affected) 405 Failed to look properly (Driver/Rider - Error)					
VEHICLES INVOLVED 3		CASUALTIES INVOLVED 2			
Veh.No. 1 Vehicle type Car Manoeuvre Slowing or stopping Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junction location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Drivers age 18 yrs Sex Male Left Hand Drive Unknown Journey purpose Other		Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 18 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured			
Veh.No. 2 Vehicle type Car Manoeuvre Waiting to go ahead but held up Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junction location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Drivers age 36 yrs Sex Male Left Hand Drive Unknown Journey purpose Other		Cas No 2 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 36 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured			
Other Details					
Full Details		07-April-2017		Accident Ref.No 120229126	

Veh.No.	3	Vehicle type	Car	Make	Model
Manoeuvre	Waiting to go ahead but held up				
Veh. direction	from Southwest	to Northeast	Towing?	No tow or articulation	
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact	(restricted lane) On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Not at or within 20m of junction				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Back				
Veh registration no.	Other veh.hit (ref.no) 2				
Drivers age	55 yrs	Sex	Male	Breath test	Not requested
Left Hand Drive	Unknown			Foreign veh.	Not foreign registered vehicle
Journey purpose	Other				

SEVERITY SLIGHT		District Kirklees Ref.No 120375694		Grid Reference 423614 / 427537 Police Officer Attend: No - reported over the counter	
Date 24/08/2012 Day Friday Time 12:30 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A62 Location Bankwood Way Jw Gelderd Road, Birstall, Batley		CONTRIBUTORY FACTORS PARTICIPANT PROBABILITY	
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None			
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 2			
Veh.No. 1 Vehicle type Car Manoeuvr Slowing or stopping Veh. direction from Southeast to Northwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Drivers age ? yrs Sex Female Driver not contacted Hit and run Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle Driving Lic Journey purpose Other		Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 21 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		Cas No 2 Cas Class Passenger Veh ref No 2 Severity SLIGHT Age 20 yrs Sex Female Post code Car Passenger? Front seat passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	
Veh.No. 2 Vehicle type Car Manoeuvr Slowing or stopping Veh. direction from Southeast to Northwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 1 Drivers age 21 yrs Sex Male Driver not contacted Hit and run Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle Driving Lic Journey purpose Other		Make Model Hit and run Not hit and run Driving Lic		Other Details	
Full Details		07-April-2017		Accident Ref.No 120375694	

SEVERITY SLIGHT		District Kirklees Ref.No 130029831		Grid Reference 423808 / 427760 Police Officer Attend: No - reported over the counter	
Date 21/01/2013 Day Monday Time 11:00 Weather Snowing without high winds Road Surface Wet/Damp Street Lighting Daylight		Road M62 Location Eastbound at Junction with A62 Leeds, 125M from Gelderd Road Birstall, Batley		PARTICIPANT PROBABILITY Vehicle 001 B Vehicle 001 B	
SITE DETAILS Speed Limit 70 MPH Carriageway Dual carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS Permanent road signing or markings CARRIAGEWAY HAZARDS None			
		CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error) 710 Vehicle blind spot (Driver/Rider - Vision Affected)			
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 2			
Veh.No. 1 Vehicle type Goods > 7.5t Manoeuvre Changing lane to right Veh. direction from Northwest to Northeast Skidded No skidding, jack-knifing or overtaking Veh location at impact (restricted lane) On main carriageway not in restricted lane Junction location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Drivers age ? yrs Left Hand Drive Journey purpose Journey as part of work		Cas No 1 Cas Class Driver or Rider Severity SLIGHT Age 65 yrs Sex Female Car Passenger? Not a passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		Veh ref No 2 Post code PSV Passenger? Not a passenger Cycle Helmet	
Veh.No. 2 Vehicle type Car Manoeuvre Slowing or stopping Veh. direction from Northwest to Northeast Skidded No skidding, jack-knifing or overtaking Veh location at impact (restricted lane) On main carriageway not in restricted lane Junction location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Drivers age 65 yrs Left Hand Drive Journey purpose Other		Cas No 2 Cas Class Passenger Severity SLIGHT Age 40 yrs Sex Male Car Passenger? Rear seat passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		Veh ref No 2 Post code PSV Passenger? Not a passenger Cycle Helmet	
		Other Details			
Full Details		07-April-2017		Accident Ref.No 130029831	

SEVERITY SLIGHT		District Kirklees Ref.No 130136401		Grid Reference 423583 / 427550 Police Officer Attend: No - reported over the counter																																																																																																																																																							
Date 01/04/2013 Day Monday Time 13:40 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A62 Location Gelderd Road at Junction with Holden Ing Way, Birstall		Description V2 Travelling Along A62 Gelderd Road Towards Leeds in Heavy Traffic Approaching Roundabout Jw Holden Ing Way, V2 is in R/H Lane, the Front Vehicle in L/H Lane Enters Roundabout and V2 Moves over into L/H Lane into the Space the Other Vehicle Has Left. V2 then Feels a Push from Rear. V1 Travelling in L/H Lane Collides with Rear of V2 Several Times While V2 is Stationary Before Leaving CONTRIBUTORY FACTORS 601 Aggressive driving (Driver/Rider - Behaviour) Vehicle 002 A																																																																																																																																																							
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None																																																																																																																																																									
VEHICLES INVOLVED 2																																																																																																																																																											
<table border="1"> <tr> <th>Veh.No.</th> <th>1</th> <th>Vehicle type</th> <th>Car</th> <th>Make</th> <th>Model</th> </tr> <tr> <td>Manoeuvre</td> <td>Going ahead</td> <td>other</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh. direction from</td> <td>Southwest to Northeast</td> <td></td> <td>Towing?</td> <td>No tow or articulation</td> <td></td> </tr> <tr> <td>Skidded</td> <td>No skidding, jack-knifing or overturning</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh location at impact (restricted lane)</td> <td>On main carriageway not in restricted lane</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Junct. location of veh. at 1st impact</td> <td>Approaching junction or waiting</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh left carriageway?</td> <td>Did not leave carriageway</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object in c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object off c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>First point of impact</td> <td>Front</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh registration no.</td> <td></td> <td></td> <td>Other veh.hit (ref.no)</td> <td>2</td> <td>Hit and run</td> </tr> <tr> <td>Drivers age ? yrs</td> <td>Sex Female</td> <td></td> <td>Breath test</td> <td>Driver not contacted</td> <td>Driving Lic</td> </tr> <tr> <td>Left Hand Drive</td> <td>Unknown</td> <td></td> <td>Foreign veh.</td> <td>Not foreign registered vehicle</td> <td></td> </tr> <tr> <td>Journey purpose</td> <td>Other</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						Veh.No.	1	Vehicle type	Car	Make	Model	Manoeuvre	Going ahead	other				Veh. direction from	Southwest to Northeast		Towing?	No tow or articulation		Skidded	No skidding, jack-knifing or overturning					Veh location at impact (restricted lane)	On main carriageway not in restricted lane					Junct. location of veh. at 1st impact	Approaching junction or waiting					Veh left carriageway?	Did not leave carriageway					Hit object in c'way?	None					Hit object off c'way?	None					First point of impact	Front					Veh registration no.			Other veh.hit (ref.no)	2	Hit and run	Drivers age ? yrs	Sex Female		Breath test	Driver not contacted	Driving Lic	Left Hand Drive	Unknown		Foreign veh.	Not foreign registered vehicle		Journey purpose	Other																																																																						
Veh.No.	1	Vehicle type	Car	Make	Model																																																																																																																																																						
Manoeuvre	Going ahead	other																																																																																																																																																									
Veh. direction from	Southwest to Northeast		Towing?	No tow or articulation																																																																																																																																																							
Skidded	No skidding, jack-knifing or overturning																																																																																																																																																										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane																																																																																																																																																										
Junct. location of veh. at 1st impact	Approaching junction or waiting																																																																																																																																																										
Veh left carriageway?	Did not leave carriageway																																																																																																																																																										
Hit object in c'way?	None																																																																																																																																																										
Hit object off c'way?	None																																																																																																																																																										
First point of impact	Front																																																																																																																																																										
Veh registration no.			Other veh.hit (ref.no)	2	Hit and run																																																																																																																																																						
Drivers age ? yrs	Sex Female		Breath test	Driver not contacted	Driving Lic																																																																																																																																																						
Left Hand Drive	Unknown		Foreign veh.	Not foreign registered vehicle																																																																																																																																																							
Journey purpose	Other																																																																																																																																																										
<table border="1"> <tr> <th>Veh.No.</th> <th>2</th> <th>Vehicle type</th> <th>M/cycle</th> <th>50 - 125cc</th> <th>Make</th> <th>Model</th> </tr> <tr> <td>Manoeuvre</td> <td>Going ahead</td> <td>other</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh. direction from</td> <td>Southwest to Northeast</td> <td></td> <td>Towing?</td> <td>No tow or articulation</td> <td></td> <td></td> </tr> <tr> <td>Skidded</td> <td>No skidding, jack-knifing or overturning</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh location at impact (restricted lane)</td> <td>On main carriageway not in restricted lane</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Junct. location of veh. at 1st impact</td> <td>Approaching junction or waiting</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh left carriageway?</td> <td>Did not leave carriageway</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object in c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object off c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>First point of impact</td> <td>Back</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh registration no.</td> <td></td> <td></td> <td>Other veh.hit (ref.no)</td> <td>1</td> <td>Hit and run</td> <td>Not hit and run</td> </tr> <tr> <td>Drivers age 29 yrs</td> <td>Sex Male</td> <td></td> <td>Breath test</td> <td>Driver not contacted</td> <td>Driving Lic</td> <td></td> </tr> <tr> <td>Left Hand Drive</td> <td>Unknown</td> <td></td> <td>Foreign veh.</td> <td>Not foreign registered vehicle</td> <td></td> <td></td> </tr> <tr> <td>Journey purpose</td> <td>Other</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		Veh.No.	2	Vehicle type	M/cycle	50 - 125cc	Make	Model	Manoeuvre	Going ahead	other					Veh. direction from	Southwest to Northeast		Towing?	No tow or articulation			Skidded	No skidding, jack-knifing or overturning						Veh location at impact (restricted lane)	On main carriageway not in restricted lane						Junct. location of veh. at 1st impact	Approaching junction or waiting						Veh left carriageway?	Did not leave carriageway						Hit object in c'way?	None						Hit object off c'way?	None						First point of impact	Back						Veh registration no.			Other veh.hit (ref.no)	1	Hit and run	Not hit and run	Drivers age 29 yrs	Sex Male		Breath test	Driver not contacted	Driving Lic		Left Hand Drive	Unknown		Foreign veh.	Not foreign registered vehicle			Journey purpose	Other						CASUALTIES INVOLVED 1 <table border="1"> <tr> <th>Cas No</th> <th>1</th> <th>Cas Class</th> <th>Driver or Rider</th> <th>Veh ref No</th> <th>2</th> </tr> <tr> <td>Severity</td> <td>SLIGHT</td> <td>Age</td> <td>29 yrs</td> <td>Sex</td> <td>Male</td> </tr> <tr> <td>Car Passenger?</td> <td>Not a passenger</td> <td>PSV Passenger?</td> <td>Not a passenger</td> <td></td> <td></td> </tr> <tr> <td>Seat Belt</td> <td>Not applicable</td> <td>Cycle Helmet</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ped Movement</td> <td>Not applicable</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ped Location</td> <td>Not applicable</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ped Direction to</td> <td>Not applicable</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>School Pupil</td> <td>Other</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Roadworker injured</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> Other Details		Cas No	1	Cas Class	Driver or Rider	Veh ref No	2	Severity	SLIGHT	Age	29 yrs	Sex	Male	Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger			Seat Belt	Not applicable	Cycle Helmet				Ped Movement	Not applicable					Ped Location	Not applicable					Ped Direction to	Not applicable					School Pupil	Other					Roadworker injured					
Veh.No.	2	Vehicle type	M/cycle	50 - 125cc	Make	Model																																																																																																																																																					
Manoeuvre	Going ahead	other																																																																																																																																																									
Veh. direction from	Southwest to Northeast		Towing?	No tow or articulation																																																																																																																																																							
Skidded	No skidding, jack-knifing or overturning																																																																																																																																																										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane																																																																																																																																																										
Junct. location of veh. at 1st impact	Approaching junction or waiting																																																																																																																																																										
Veh left carriageway?	Did not leave carriageway																																																																																																																																																										
Hit object in c'way?	None																																																																																																																																																										
Hit object off c'way?	None																																																																																																																																																										
First point of impact	Back																																																																																																																																																										
Veh registration no.			Other veh.hit (ref.no)	1	Hit and run	Not hit and run																																																																																																																																																					
Drivers age 29 yrs	Sex Male		Breath test	Driver not contacted	Driving Lic																																																																																																																																																						
Left Hand Drive	Unknown		Foreign veh.	Not foreign registered vehicle																																																																																																																																																							
Journey purpose	Other																																																																																																																																																										
Cas No	1	Cas Class	Driver or Rider	Veh ref No	2																																																																																																																																																						
Severity	SLIGHT	Age	29 yrs	Sex	Male																																																																																																																																																						
Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger																																																																																																																																																								
Seat Belt	Not applicable	Cycle Helmet																																																																																																																																																									
Ped Movement	Not applicable																																																																																																																																																										
Ped Location	Not applicable																																																																																																																																																										
Ped Direction to	Not applicable																																																																																																																																																										
School Pupil	Other																																																																																																																																																										
Roadworker injured																																																																																																																																																											
Full Details		07-April-2017		Accident Ref.No 130136401																																																																																																																																																							

SEVERITY SLIGHT	District Kirklees Ref.No 130255844		Grid Reference 423010 / 427038 Police Officer Attend: No - reported over the counter
Date 21/06/2013 Time Day Friday 07:38 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A62 Location Gelderd Road at Junction with Dark Lane, Birstall, Batley		
Speed Limit 30 MPH Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 n	DESCRIPTION Veh1 Bus Travelling Along A62 Towards the Retail Park from Batley. Veh2 Van Travelling Along A62 in Opposite Direction Towards Batley. Veh2 Turns right into Dark Lane into Path of Veh1. Veh1 Brakes and no Collision Occurs. Cas1 Passenger Falls Causing Injury. Veh2 then Fails to Stop.		
SITE DETAILS		CONTRIBUTORY FACTORS	PARTICIPANT PROBABILITY
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1	
Veh.No. 1 Manoeuvre Vehicle type Bus or Coach Veh. direction from Slowing or stopping Skidded Southwest to Northeast Veh location at impact No skidding, jack-knifing or overturning (restricted lane) Junct. location of veh. at 1st impact On main carriageway not in restricted lane Veh left carriageway? Mid junction - on roundabout or main road Hit object in c'way? Did not leave carriageway Hit object off c'way? None First point of impact Did not impact Veh registration no. Other veh.hit (ref.no) 0 Drivers age 47 yrs Breath test Driver not contacted Left Hand Drive Sex Male Driving Lic Journey purpose Foreign veh. Not foreign registered vehicle Journey as part of work	Make Model No tow or articulation Hit and run Not hit and run Driving Lic Not foreign registered vehicle	Cas No 1 Severity SLIGHT Cas Class Passenger Age 41 yrs Sex Female Post code Car Passenger? Not a passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Veh ref No 1
Veh.No. 2 Manoeuvre Vehicle type Van/Goods < 3.5t Turning right Veh. direction from Northeast to Northwest Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) Junct. location of veh. at 1st impact On main carriageway not in restricted lane Veh left carriageway? Leaving main road Hit object in c'way? Did not leave carriageway Hit object off c'way? None First point of impact Did not impact Veh registration no. Other veh.hit (ref.no) 0 Drivers age 41 yrs Breath test Driver not contacted Left Hand Drive Sex Not know Journey purpose Unknown Other	Make Model No tow or articulation Hit and run Not hit and run Driving Lic Not foreign registered vehicle		
Full Details		07-April-2017 Accident Ref.No 130255844	

SEVERITY SLIGHT		District Kirklees Ref.No 130274507		Grid Reference 423256 / 427233 Police Officer Attend: Yes	
Date 03/07/2013 Day Wednesday Time 14:45 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A62 Location Gelderd Road at Junction with Pheasant Drive, Birstall, Kirklees. Description Veh2 Car Travelling Along Gelderd Road Towards Birstall. Veh1 Car Waiting to Enter Gelderd Road from Pheasant Drive. Veh2 Car of Accident Starts to Pass Junction with Pheasant Drive on Nearside. Veh1 Overshoots Slightly and Collides with Veh2.			
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None		CONTRIBUTORY FACTORS PARTICIPANT PROBABILITY	
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1			
Veh.No. 1 Vehicle type Car Manoeuvr Moving off Veh. direction from Southeast to Northwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Drivers age 51 yrs Sex Male Breath test Negative Driving Lic Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle Journey purpose Other		Make Model Make Model Make Model		Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 25 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured Other Details	
Veh.No. 2 Vehicle type Car Manoeuvr Going ahead other Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 1 Hit and run Drivers age 25 yrs Sex Female Breath test Not provided (medical r Driving Lic Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle Journey purpose Other		Make Model Make Model Make Model			
Full Details		07-April-2017		Accident Ref.No 130274507	

SEVERITY SLIGHT		District Kirklees Ref.No 130278994		Grid Reference 423628 / 427564 Police Officer Attend: Yes	
Date 06/07/2013 Day Saturday Time 13:50 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A62 Location Gelderd Road at Junction with Woodhead Road, Birstall, Batley		PARTICIPANT PROBABILITY Vehicle 002 A Vehicle 002 A	
SITE DETAILS Speed Limit 40 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None			
CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error) 403 Poor turn or manoeuvre (Driver/Rider - Error)					
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1			
Veh.No. 1 Vehicle type M/cycle > 500cc Manoeuvre Waiting to go ahead but held up Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Left carriageway nearside Hit object in 'c'way? None Hit object off 'c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 35 yrs Sex Female Breath test Not provided (medical r Driving Lic Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle		Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 35 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		Other Details	
Veh.No. 2 Vehicle type Car Manoeuvre Overtaking stat veh on its offside Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in 'c'way? None Hit object off 'c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age 60 yrs Sex Male Breath test Negative Driving Lic Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle Journey purpose Other		Make Model Make Model			
Full Details		07-April-2017		Accident Ref.No 130278994	

SEVERITY SERIOUS		District Kirklees Ref.No 16K0662				Grid Reference 423583 / 427528 Police Officer Attend: Yes	
Date 20/06/2014 Day Friday Time 11:50 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A62 Location Junction of A62 Gelderd Road,Birstall and Holden Ing Way		Description This is a single vehicle RTC, with a serious, but non life threatening injury to the driver of the motor car, which whilst being driven along main A62 from the direction of Gildersome towards Birstall, enters and exits roundabout leading to large retail park. On exit, for unknown reason, but possible due to road camber, driver loses control of vehicle, veers to N/S, where it mounts pavement before coming to rest in CONTRIBUTORY FACTORS 403 Poor turn or manoeuvre (Driver/Rider - Error) Vehicle 001 A 410 Loss of control (Driver/Rider - Error) Vehicle 001 A			
SITE DETAILS		SPECIAL SITE CONDITIONS					
Speed Limit 40 MPH Carriageway Dual carriageway Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres Central refuge - no other controls		None CARRIAGEWAY HAZARDS None					
VEHICLES INVOLVED 1				CASUALTIES INVOLVED 1			
Veh.No. 1 Vehicle type Car Manoeuvre Going ahead other Veh. direction from North to Northwest Skidded Skidded Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Leaving roundabout Veh left carriageway? Left carriageway nearside Hit object in c'way? None Hit object off c'way? Road sign/traffic signal First point of impact Offside Veh registration no. Other veh.hit (ref.no) 0 Drivers age 28 yrs Sex Male Left Hand Drive No Journey purpose Other				Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SERIOUS Age 28 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Worn but not indepe Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured Other Details			
Full Details				07-April-2017			
				Accident Ref.No 16K0662			

SEVERITY SLIGHT		District Kirklees Ref.No 1AJ0662		Grid Reference 423597 / 427585 Police Officer Attend: Yes																																																																																																																																					
Date 19/10/2014 Day Sunday Time 11:05 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A62 Location Junction of A62 Gelderd Road and Holden Ing Way		Description This collision involves two vehicles, Vehicle 1 is Ford Focus motor car, and Vehicle 2 is 'Terry Dolan' pedal cycle, Vehicle 1 is travelling along Holden Ing Way towards the roundabout at the junction with A62 Gelderd Road. Vehicle 2 is being ridden along Gelderd Road towards the same roundabout. Vehicle 1 enters the roundabout in the nearside lane, the rider intending to take the second exit. Vehicle 1 PARTICIPANT PROBABILITY CONTRIBUTUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error) Vehicle 001 A																																																																																																																																					
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None																																																																																																																																							
VEHICLES INVOLVED 2																																																																																																																																									
<table border="1"> <tr> <th>Veh.No.</th> <th>1</th> <th>Vehicle type</th> <th>Car</th> <th>Make</th> <th>Model</th> </tr> <tr> <td>Manoeuvre</td> <td>Going ahead</td> <td>other</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh. direction from</td> <td>Northwest to Southeast</td> <td>Towing?</td> <td>No tow or articulation</td> <td></td> <td></td> </tr> <tr> <td>Skidded</td> <td>No skidding, jack-knifing or overtuning</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh location at impact (restricted lane)</td> <td>On main carriageway not in restricted lane</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Junct. location of veh. at 1st impact</td> <td>Entering roundabout</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh left carriageway?</td> <td>Did not leave carriageway</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object in 'c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object off 'c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>First point of impact</td> <td>Offside</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh registration no.</td> <td></td> <td>Other veh.hit (ref.no)</td> <td>0</td> <td>Hit and run</td> <td>Not hit and run</td> </tr> <tr> <td>Drivers age</td> <td>74 yrs</td> <td>Sex</td> <td>Male</td> <td>Breath test</td> <td>Negative</td> </tr> <tr> <td>Left Hand Drive</td> <td>No</td> <td>Foreign veh.</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Journey purpose</td> <td>Other</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						Veh.No.	1	Vehicle type	Car	Make	Model	Manoeuvre	Going ahead	other				Veh. direction from	Northwest to Southeast	Towing?	No tow or articulation			Skidded	No skidding, jack-knifing or overtuning					Veh location at impact (restricted lane)	On main carriageway not in restricted lane					Junct. location of veh. at 1st impact	Entering roundabout					Veh left carriageway?	Did not leave carriageway					Hit object in 'c'way?	None					Hit object off 'c'way?	None					First point of impact	Offside					Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run	Drivers age	74 yrs	Sex	Male	Breath test	Negative	Left Hand Drive	No	Foreign veh.				Journey purpose	Other																																																				
Veh.No.	1	Vehicle type	Car	Make	Model																																																																																																																																				
Manoeuvre	Going ahead	other																																																																																																																																							
Veh. direction from	Northwest to Southeast	Towing?	No tow or articulation																																																																																																																																						
Skidded	No skidding, jack-knifing or overtuning																																																																																																																																								
Veh location at impact (restricted lane)	On main carriageway not in restricted lane																																																																																																																																								
Junct. location of veh. at 1st impact	Entering roundabout																																																																																																																																								
Veh left carriageway?	Did not leave carriageway																																																																																																																																								
Hit object in 'c'way?	None																																																																																																																																								
Hit object off 'c'way?	None																																																																																																																																								
First point of impact	Offside																																																																																																																																								
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run																																																																																																																																				
Drivers age	74 yrs	Sex	Male	Breath test	Negative																																																																																																																																				
Left Hand Drive	No	Foreign veh.																																																																																																																																							
Journey purpose	Other																																																																																																																																								
<table border="1"> <tr> <th>Veh.No.</th> <th>2</th> <th>Vehicle type</th> <th>Pedal Cycle</th> <th>Make</th> <th>Model</th> </tr> <tr> <td>Manoeuvre</td> <td>Going ahead</td> <td>other</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh. direction from</td> <td>Southwest to Northeast</td> <td>Towing?</td> <td>No tow or articulation</td> <td></td> <td></td> </tr> <tr> <td>Skidded</td> <td>No skidding, jack-knifing or overtuning</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh location at impact (restricted lane)</td> <td>On main carriageway not in restricted lane</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Junct. location of veh. at 1st impact</td> <td>Mid junction - on roundabout or main road</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh left carriageway?</td> <td>Did not leave carriageway</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object in 'c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object off 'c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>First point of impact</td> <td>Front</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh registration no.</td> <td></td> <td>Other veh.hit (ref.no)</td> <td>0</td> <td>Hit and run</td> <td>Not hit and run</td> </tr> <tr> <td>Drivers age</td> <td>54 yrs</td> <td>Sex</td> <td>Male</td> <td>Breath test</td> <td>Not Applicable</td> </tr> <tr> <td>Left Hand Drive</td> <td>No</td> <td>Foreign veh.</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Journey purpose</td> <td>Other</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		Veh.No.	2	Vehicle type	Pedal Cycle	Make	Model	Manoeuvre	Going ahead	other				Veh. direction from	Southwest to Northeast	Towing?	No tow or articulation			Skidded	No skidding, jack-knifing or overtuning					Veh location at impact (restricted lane)	On main carriageway not in restricted lane					Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road					Veh left carriageway?	Did not leave carriageway					Hit object in 'c'way?	None					Hit object off 'c'way?	None					First point of impact	Front					Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run	Drivers age	54 yrs	Sex	Male	Breath test	Not Applicable	Left Hand Drive	No	Foreign veh.				Journey purpose	Other					CASUALTIES INVOLVED 1 <table border="1"> <tr> <th>Cas No</th> <th>1</th> <th>Cas Class</th> <th>Driver or Rider</th> <th>Veh ref No</th> </tr> <tr> <td>Severity</td> <td>SLIGHT</td> <td>Age</td> <td>54 yrs</td> <td>2</td> </tr> <tr> <td>Sex</td> <td>Male</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Car Passenger?</td> <td>Not a passenger</td> <td>PSV Passenger?</td> <td>Not a passenger</td> <td></td> </tr> <tr> <td>Seat Belt</td> <td>Not applicable</td> <td>Cycle Helmet</td> <td>Yes</td> <td></td> </tr> <tr> <td>Ped Movement</td> <td>Not applicable</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ped Location</td> <td>Not applicable</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ped Direction to</td> <td>Not applicable</td> <td></td> <td></td> <td></td> </tr> <tr> <td>School Pupil</td> <td>Other</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Roadworker injured</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> Other Details		Cas No	1	Cas Class	Driver or Rider	Veh ref No	Severity	SLIGHT	Age	54 yrs	2	Sex	Male				Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger		Seat Belt	Not applicable	Cycle Helmet	Yes		Ped Movement	Not applicable				Ped Location	Not applicable				Ped Direction to	Not applicable				School Pupil	Other				Roadworker injured				
Veh.No.	2	Vehicle type	Pedal Cycle	Make	Model																																																																																																																																				
Manoeuvre	Going ahead	other																																																																																																																																							
Veh. direction from	Southwest to Northeast	Towing?	No tow or articulation																																																																																																																																						
Skidded	No skidding, jack-knifing or overtuning																																																																																																																																								
Veh location at impact (restricted lane)	On main carriageway not in restricted lane																																																																																																																																								
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road																																																																																																																																								
Veh left carriageway?	Did not leave carriageway																																																																																																																																								
Hit object in 'c'way?	None																																																																																																																																								
Hit object off 'c'way?	None																																																																																																																																								
First point of impact	Front																																																																																																																																								
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run																																																																																																																																				
Drivers age	54 yrs	Sex	Male	Breath test	Not Applicable																																																																																																																																				
Left Hand Drive	No	Foreign veh.																																																																																																																																							
Journey purpose	Other																																																																																																																																								
Cas No	1	Cas Class	Driver or Rider	Veh ref No																																																																																																																																					
Severity	SLIGHT	Age	54 yrs	2																																																																																																																																					
Sex	Male																																																																																																																																								
Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger																																																																																																																																						
Seat Belt	Not applicable	Cycle Helmet	Yes																																																																																																																																						
Ped Movement	Not applicable																																																																																																																																								
Ped Location	Not applicable																																																																																																																																								
Ped Direction to	Not applicable																																																																																																																																								
School Pupil	Other																																																																																																																																								
Roadworker injured																																																																																																																																									
Full Details		07-April-2017		Accident Ref.No 1AJ0662																																																																																																																																					

SEVERITY SLIGHT		District Kirklees Ref.No 21N0184		Grid Reference 423578 / 427544 Police Officer Attend: No - reported over the counter																																																																																																																																																											
Date 23/01/2015 Day Friday Time 17:40 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit		Road A62 Location A62 Gelderd Road		Description V1 and V2 are both travelling in the same direction and approaching the traffic lights on Gelderd Road, Batley. The traffic signals change of Accident and V1 brakes for them and comes to a halt, V2 is behind V1 and fails to react in time, which results in V1 hitting the rear of V2 causing minor damage to the vehicle. Details are exchanged by both parties, driver of V2 later feels pain to her shoulder and attends the hospital. CONTRIBUTORY FACTORS 406 Failed to judge other person's path/speed (Driver/Rider - V1 Vehicle 001 A																																																																																																																																																											
SITE DETAILS Speed Limit 40 MPH Carriageway Roundabout Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None																																																																																																																																																													
VEHICLES INVOLVED 2																																																																																																																																																															
<table border="1"> <tr> <th>Veh.No.</th> <th>1</th> <th>Vehicle type</th> <th>Car</th> <th>Make</th> <th>Model</th> </tr> <tr> <td>Manoeuvre</td> <td>Going ahead other</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh. direction from</td> <td>West to East</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Skidded</td> <td>No skidding, jack-knifing or overtuning</td> <td></td> <td></td> <td></td> <td>Towing? No tow or articulation</td> </tr> <tr> <td>Veh location at impact (restricted lane)</td> <td>On main carriageway not in restricted lane</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Junct. location of veh. at 1st impact</td> <td>Not at or within 20m of junction</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh left carriageway?</td> <td>Did not leave carriageway</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object in c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object off c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>First point of impact</td> <td>Front</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh registration no.</td> <td></td> <td></td> <td></td> <td>Other veh.hit (ref.no) 0</td> <td>Hit and run Not hit and run</td> </tr> <tr> <td>Drivers age</td> <td>65 yrs</td> <td>Sex</td> <td>Male</td> <td>Breath test Driver not contacted</td> <td>Driving Lic</td> </tr> <tr> <td>Left Hand Drive</td> <td>No</td> <td></td> <td></td> <td>Foreign veh.</td> <td></td> </tr> <tr> <td>Journey purpose</td> <td>Not Known</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						Veh.No.	1	Vehicle type	Car	Make	Model	Manoeuvre	Going ahead other					Veh. direction from	West to East					Skidded	No skidding, jack-knifing or overtuning				Towing? No tow or articulation	Veh location at impact (restricted lane)	On main carriageway not in restricted lane					Junct. location of veh. at 1st impact	Not at or within 20m of junction					Veh left carriageway?	Did not leave carriageway					Hit object in c'way?	None					Hit object off c'way?	None					First point of impact	Front					Veh registration no.				Other veh.hit (ref.no) 0	Hit and run Not hit and run	Drivers age	65 yrs	Sex	Male	Breath test Driver not contacted	Driving Lic	Left Hand Drive	No			Foreign veh.		Journey purpose	Not Known																																																																										
Veh.No.	1	Vehicle type	Car	Make	Model																																																																																																																																																										
Manoeuvre	Going ahead other																																																																																																																																																														
Veh. direction from	West to East																																																																																																																																																														
Skidded	No skidding, jack-knifing or overtuning				Towing? No tow or articulation																																																																																																																																																										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane																																																																																																																																																														
Junct. location of veh. at 1st impact	Not at or within 20m of junction																																																																																																																																																														
Veh left carriageway?	Did not leave carriageway																																																																																																																																																														
Hit object in c'way?	None																																																																																																																																																														
Hit object off c'way?	None																																																																																																																																																														
First point of impact	Front																																																																																																																																																														
Veh registration no.				Other veh.hit (ref.no) 0	Hit and run Not hit and run																																																																																																																																																										
Drivers age	65 yrs	Sex	Male	Breath test Driver not contacted	Driving Lic																																																																																																																																																										
Left Hand Drive	No			Foreign veh.																																																																																																																																																											
Journey purpose	Not Known																																																																																																																																																														
<table border="1"> <tr> <th>Veh.No.</th> <th>2</th> <th>Vehicle type</th> <th>Car</th> <th>Make</th> <th>Model</th> </tr> <tr> <td>Manoeuvre</td> <td>Slowing or stopping</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh. direction from</td> <td>West to East</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Skidded</td> <td>No skidding, jack-knifing or overtuning</td> <td></td> <td></td> <td></td> <td>Towing? No tow or articulation</td> </tr> <tr> <td>Veh location at impact (restricted lane)</td> <td>On main carriageway not in restricted lane</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Junct. location of veh. at 1st impact</td> <td>Not at or within 20m of junction</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh left carriageway?</td> <td>Did not leave carriageway</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object in c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object off c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>First point of impact</td> <td>Back</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh registration no.</td> <td></td> <td></td> <td></td> <td>Other veh.hit (ref.no) 0</td> <td>Hit and run Not hit and run</td> </tr> <tr> <td>Drivers age</td> <td>38 yrs</td> <td>Sex</td> <td>Female</td> <td>Breath test Driver not contacted</td> <td>Driving Lic</td> </tr> <tr> <td>Left Hand Drive</td> <td>No</td> <td></td> <td></td> <td>Foreign veh.</td> <td></td> </tr> <tr> <td>Journey purpose</td> <td>Not Known</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		Veh.No.	2	Vehicle type	Car	Make	Model	Manoeuvre	Slowing or stopping					Veh. direction from	West to East					Skidded	No skidding, jack-knifing or overtuning				Towing? No tow or articulation	Veh location at impact (restricted lane)	On main carriageway not in restricted lane					Junct. location of veh. at 1st impact	Not at or within 20m of junction					Veh left carriageway?	Did not leave carriageway					Hit object in c'way?	None					Hit object off c'way?	None					First point of impact	Back					Veh registration no.				Other veh.hit (ref.no) 0	Hit and run Not hit and run	Drivers age	38 yrs	Sex	Female	Breath test Driver not contacted	Driving Lic	Left Hand Drive	No			Foreign veh.		Journey purpose	Not Known					CASUALTIES INVOLVED 1 <table border="1"> <tr> <th>Cas No</th> <th>1</th> <th>Cas Class</th> <th>Driver or Rider</th> <th>Sex</th> <th>Female</th> <th>Veh ref No</th> <th>2</th> </tr> <tr> <td>Severity</td> <td>SLIGHT</td> <td>Age</td> <td>38 yrs</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Car Passenger?</td> <td>Not a passenger</td> <td></td> <td></td> <td></td> <td></td> <td>PSV Passenger?</td> <td>Not a passenger</td> </tr> <tr> <td>Seat Belt</td> <td>Not applicable</td> <td></td> <td></td> <td></td> <td></td> <td>Cycle Helmet</td> <td>Not a cyclist</td> </tr> <tr> <td>Ped Movement</td> <td>Not applicable</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ped Location</td> <td>Not applicable</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ped Direction to</td> <td>Not applicable</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>School Pupil</td> <td>Other</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Roadworker injured</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> Other Details		Cas No	1	Cas Class	Driver or Rider	Sex	Female	Veh ref No	2	Severity	SLIGHT	Age	38 yrs					Car Passenger?	Not a passenger					PSV Passenger?	Not a passenger	Seat Belt	Not applicable					Cycle Helmet	Not a cyclist	Ped Movement	Not applicable							Ped Location	Not applicable							Ped Direction to	Not applicable							School Pupil	Other							Roadworker injured							
Veh.No.	2	Vehicle type	Car	Make	Model																																																																																																																																																										
Manoeuvre	Slowing or stopping																																																																																																																																																														
Veh. direction from	West to East																																																																																																																																																														
Skidded	No skidding, jack-knifing or overtuning				Towing? No tow or articulation																																																																																																																																																										
Veh location at impact (restricted lane)	On main carriageway not in restricted lane																																																																																																																																																														
Junct. location of veh. at 1st impact	Not at or within 20m of junction																																																																																																																																																														
Veh left carriageway?	Did not leave carriageway																																																																																																																																																														
Hit object in c'way?	None																																																																																																																																																														
Hit object off c'way?	None																																																																																																																																																														
First point of impact	Back																																																																																																																																																														
Veh registration no.				Other veh.hit (ref.no) 0	Hit and run Not hit and run																																																																																																																																																										
Drivers age	38 yrs	Sex	Female	Breath test Driver not contacted	Driving Lic																																																																																																																																																										
Left Hand Drive	No			Foreign veh.																																																																																																																																																											
Journey purpose	Not Known																																																																																																																																																														
Cas No	1	Cas Class	Driver or Rider	Sex	Female	Veh ref No	2																																																																																																																																																								
Severity	SLIGHT	Age	38 yrs																																																																																																																																																												
Car Passenger?	Not a passenger					PSV Passenger?	Not a passenger																																																																																																																																																								
Seat Belt	Not applicable					Cycle Helmet	Not a cyclist																																																																																																																																																								
Ped Movement	Not applicable																																																																																																																																																														
Ped Location	Not applicable																																																																																																																																																														
Ped Direction to	Not applicable																																																																																																																																																														
School Pupil	Other																																																																																																																																																														
Roadworker injured																																																																																																																																																															
Full Details		07-April-2017		Accident Ref.No 21N0184																																																																																																																																																											

SEVERITY SLIGHT		District Kirklees Ref.No 26J0117		Grid Reference 423256 / 427241 Police Officer Attend: Yes	
Date 19/06/2015 Day Friday Time 02:31 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit		Road A62 Location Junction of A62 Geldard Road and Pheasant Drive		Description Vehicle 1 approaches the main A62 from Pheasant Drive. Vehicle 1 paused at the junction before moving off. Vehicle 2, travelling towards of Accident Batley from Birstall, then collides with the front of vehicle 1 as it joins the main road. Both vehicles receive relatively minor damage and both come to a stop within close proximity of the impact area.	
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None			
CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error)		PARTICIPANT PROBABILITY Vehicle 001 A			
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1			
Veh.No. 1 Vehicle type Car Manoeuvre Moving off Veh. direction from Southeast to Northwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 56 yrs Sex Male Breath test Negative Driving Lic Left Hand Drive No Foreign veh. Journey purpose Commuting to/from work		Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 48 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not worn Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		Other Details	
Veh.No. 2 Vehicle type Taxi Manoeuvre Going ahead other Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 48 yrs Sex Male Breath test Negative Driving Lic Left Hand Drive No Foreign veh. Journey purpose Journey as part of work					
Full Details		07-April-2017		Accident Ref.No 26J0117	

SEVERITY SLIGHT		District Kirklees Ref.No 28S0313		Grid Reference 423316 / 427285 Police Officer Attend: Yes																																																																																																																																																											
Date 28/08/2015 Day Friday Time 08:30 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A62 Location A62 Gelderd Road		Description This collision involves three vehicles and takes place on single carriageway road which is the subject of a 30 mph speed limit. Vehicle 1 is of Accident Mercedes motor car, Vehicle 2 is Fiat Punto motor car and Vehicle 3 is Audi A3 motor car. The three vehicles are travelling in a queue of slow moving traffic in the direction of Leeds. V1 is to the rear of V2 and V3 is in front of V2. Driver of V1 is momentarily distracted and PARTICIPANT PROBABILITY CONTRIBUTORY FACTORS 509 Distraction in vehicle (Driver/Rider - Impairment) Vehicle 001 A																																																																																																																																																											
SITE DETAILS Speed Limit 40 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None																																																																																																																																																													
VEHICLES INVOLVED 3																																																																																																																																																															
<table border="1"> <tr> <th>Veh.No.</th> <th>1</th> <th>Vehicle type</th> <th>Car</th> <th>Make</th> <th>Model</th> </tr> <tr> <td>Manoeuvre</td> <td>Going ahead</td> <td>other</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh. direction from</td> <td>Southwest to Northeast</td> <td>Towing?</td> <td>No tow or articulation</td> <td></td> <td></td> </tr> <tr> <td>Skidded</td> <td>No skidding, jack-knifing or overturning</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh location at impact (restricted lane)</td> <td>On main carriageway not in restricted lane</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Junct. location of veh. at 1st impact</td> <td>Not at or within 20m of junction</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh left carriageway?</td> <td>Did not leave carriageway</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object in c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object off c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>First point of impact</td> <td>Front</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh registration no.</td> <td></td> <td></td> <td>Other veh.hit (ref.no) 0</td> <td>Hit and run</td> <td>Not hit and run</td> </tr> <tr> <td>Drivers age 50 yrs</td> <td>Sex Male</td> <td>Breath test</td> <td>Negative</td> <td>Driving Lic</td> <td></td> </tr> <tr> <td>Left Hand Drive</td> <td>No</td> <td>Foreign veh.</td> <td>Not foreign registered vehicle</td> <td></td> <td></td> </tr> <tr> <td>Journey purpose</td> <td>Other</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						Veh.No.	1	Vehicle type	Car	Make	Model	Manoeuvre	Going ahead	other				Veh. direction from	Southwest to Northeast	Towing?	No tow or articulation			Skidded	No skidding, jack-knifing or overturning					Veh location at impact (restricted lane)	On main carriageway not in restricted lane					Junct. location of veh. at 1st impact	Not at or within 20m of junction					Veh left carriageway?	Did not leave carriageway					Hit object in c'way?	None					Hit object off c'way?	None					First point of impact	Front					Veh registration no.			Other veh.hit (ref.no) 0	Hit and run	Not hit and run	Drivers age 50 yrs	Sex Male	Breath test	Negative	Driving Lic		Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle			Journey purpose	Other																																																																										
Veh.No.	1	Vehicle type	Car	Make	Model																																																																																																																																																										
Manoeuvre	Going ahead	other																																																																																																																																																													
Veh. direction from	Southwest to Northeast	Towing?	No tow or articulation																																																																																																																																																												
Skidded	No skidding, jack-knifing or overturning																																																																																																																																																														
Veh location at impact (restricted lane)	On main carriageway not in restricted lane																																																																																																																																																														
Junct. location of veh. at 1st impact	Not at or within 20m of junction																																																																																																																																																														
Veh left carriageway?	Did not leave carriageway																																																																																																																																																														
Hit object in c'way?	None																																																																																																																																																														
Hit object off c'way?	None																																																																																																																																																														
First point of impact	Front																																																																																																																																																														
Veh registration no.			Other veh.hit (ref.no) 0	Hit and run	Not hit and run																																																																																																																																																										
Drivers age 50 yrs	Sex Male	Breath test	Negative	Driving Lic																																																																																																																																																											
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle																																																																																																																																																												
Journey purpose	Other																																																																																																																																																														
<table border="1"> <tr> <th>Veh.No.</th> <th>2</th> <th>Vehicle type</th> <th>Car</th> <th>Make</th> <th>Model</th> </tr> <tr> <td>Manoeuvre</td> <td>Going ahead</td> <td>other</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh. direction from</td> <td>Southwest to Northeast</td> <td>Towing?</td> <td>No tow or articulation</td> <td></td> <td></td> </tr> <tr> <td>Skidded</td> <td>No skidding, jack-knifing or overturning</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh location at impact (restricted lane)</td> <td>On main carriageway not in restricted lane</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Junct. location of veh. at 1st impact</td> <td>Not at or within 20m of junction</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh left carriageway?</td> <td>Did not leave carriageway</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object in c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object off c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>First point of impact</td> <td>Back</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh registration no.</td> <td></td> <td></td> <td>Other veh.hit (ref.no) 0</td> <td>Hit and run</td> <td>Not hit and run</td> </tr> <tr> <td>Drivers age 29 yrs</td> <td>Sex Female</td> <td>Breath test</td> <td>Negative</td> <td>Driving Lic</td> <td></td> </tr> <tr> <td>Left Hand Drive</td> <td>No</td> <td>Foreign veh.</td> <td>Not foreign registered vehicle</td> <td></td> <td></td> </tr> <tr> <td>Journey purpose</td> <td>Commuting to/from work</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		Veh.No.	2	Vehicle type	Car	Make	Model	Manoeuvre	Going ahead	other				Veh. direction from	Southwest to Northeast	Towing?	No tow or articulation			Skidded	No skidding, jack-knifing or overturning					Veh location at impact (restricted lane)	On main carriageway not in restricted lane					Junct. location of veh. at 1st impact	Not at or within 20m of junction					Veh left carriageway?	Did not leave carriageway					Hit object in c'way?	None					Hit object off c'way?	None					First point of impact	Back					Veh registration no.			Other veh.hit (ref.no) 0	Hit and run	Not hit and run	Drivers age 29 yrs	Sex Female	Breath test	Negative	Driving Lic		Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle			Journey purpose	Commuting to/from work					CASUALTIES INVOLVED 1 <table border="1"> <tr> <th>Cas No</th> <th>1</th> <th>Cas Class</th> <th>Driver or Rider</th> <th>Sex</th> <th>Female</th> <th>Veh ref No</th> <th>2</th> </tr> <tr> <td>Severity</td> <td>SLIGHT</td> <td>Age</td> <td>29 yrs</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Car Passenger?</td> <td>Not a passenger</td> <td>PSV Passenger?</td> <td>Not a passenger</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Seat Belt</td> <td>Not applicable</td> <td>Cycle Helmet</td> <td>Not a passenger</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ped Movement</td> <td>Not applicable</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ped Location</td> <td>Not applicable</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ped Direction to</td> <td>Not applicable</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>School Pupil</td> <td>Other</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Roadworker injured</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> Other Details		Cas No	1	Cas Class	Driver or Rider	Sex	Female	Veh ref No	2	Severity	SLIGHT	Age	29 yrs					Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger					Seat Belt	Not applicable	Cycle Helmet	Not a passenger					Ped Movement	Not applicable							Ped Location	Not applicable							Ped Direction to	Not applicable							School Pupil	Other							Roadworker injured							
Veh.No.	2	Vehicle type	Car	Make	Model																																																																																																																																																										
Manoeuvre	Going ahead	other																																																																																																																																																													
Veh. direction from	Southwest to Northeast	Towing?	No tow or articulation																																																																																																																																																												
Skidded	No skidding, jack-knifing or overturning																																																																																																																																																														
Veh location at impact (restricted lane)	On main carriageway not in restricted lane																																																																																																																																																														
Junct. location of veh. at 1st impact	Not at or within 20m of junction																																																																																																																																																														
Veh left carriageway?	Did not leave carriageway																																																																																																																																																														
Hit object in c'way?	None																																																																																																																																																														
Hit object off c'way?	None																																																																																																																																																														
First point of impact	Back																																																																																																																																																														
Veh registration no.			Other veh.hit (ref.no) 0	Hit and run	Not hit and run																																																																																																																																																										
Drivers age 29 yrs	Sex Female	Breath test	Negative	Driving Lic																																																																																																																																																											
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle																																																																																																																																																												
Journey purpose	Commuting to/from work																																																																																																																																																														
Cas No	1	Cas Class	Driver or Rider	Sex	Female	Veh ref No	2																																																																																																																																																								
Severity	SLIGHT	Age	29 yrs																																																																																																																																																												
Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger																																																																																																																																																												
Seat Belt	Not applicable	Cycle Helmet	Not a passenger																																																																																																																																																												
Ped Movement	Not applicable																																																																																																																																																														
Ped Location	Not applicable																																																																																																																																																														
Ped Direction to	Not applicable																																																																																																																																																														
School Pupil	Other																																																																																																																																																														
Roadworker injured																																																																																																																																																															
Full Details		07-April-2017		Accident Ref.No 28S0313																																																																																																																																																											

Veh.No.	3	Vehicle type	Car	Make	Model
Manoeuvre	Going ahead other				
Veh. direction from	Southwest to Northeast	Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Not at or within 20m of junction				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Back				
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age	24 yrs	Breath test	Negative	Driving Lic	
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle		
Journey purpose	Other				

SEVERITY SLIGHT		District Kirklees Ref.No 2921167		Grid Reference 423498 / 427441 Police Officer Attend: Yes	
Date 02/09/2015 Day Wednesday Time 17:35 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A62 Location A62 Gelderd Road Birstall		Description This collision takes place on single carriageway road and involves three vehicles. Vehicle 1 is BMW 320 motor car, Vehicle 2 is Fiat 500 motor car and Vehicle 3 is Fiat 500 motor car. The three vehicles are in a queue of slow moving traffic, travelling in the direction of Birstall. V1 is to the rear of V2 and V2 to the rear of V3. The three vehicles become stationary in the queue. The traffic begins to move off. CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error) Vehicle 001 A 406 Failed to judge other person's path/speed (Driver/Rider -) Vehicle 001 A	
SITE DETAILS Speed Limit 40 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None			
VEHICLES INVOLVED 3		CASUALTIES INVOLVED 2			
Veh.No. 1 Vehicle type Car Manoeuvr Going ahead other Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Drivers age 37 yrs Sex Female Breath test Negative Left Hand Drive No Foreign veh. Journey purpose Other		Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 34 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Worn but not indepe Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured			
Veh.No. 2 Vehicle type Car Manoeuvr Going ahead other Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 0 Drivers age 34 yrs Sex Female Breath test Negative Left Hand Drive No Foreign veh. Journey purpose Other		Cas No 2 Cas Class Passenger Veh ref No 2 Severity SLIGHT Age 12 yrs Sex Female Post code Car Passenger? Front seat passenger PSV Passenger? Not a passenger Seat Belt Worn but not indepe Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured			
Other Details		Other Details			
Full Details		07-April-2017		Accident Ref.No 2921167	

Veh.No.	3	Vehicle type	Car	Make	Model
Manoeuvre	Going ahead	other			
Veh. direction	from	Northeast to Southwest	Towing?	No tow or articulation	
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact	(restricted lane)	On main carriageway not in restricted lane			
Junct. location of veh. at 1st impact	Not at or within 20m of junction				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Back				
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age	28 yrs	Sex	Female	Breath test	Negative
Left Hand Drive	No	Foreign veh.		Driving Lic	
Journey purpose	Commuting to/from work				

SEVERITY SLIGHT		District Kirklees Ref.No 2AD0938		Grid Reference 423008 / 427045 Police Officer Attend: Yes																																																																																											
Date 13/10/2015 Day Tuesday Time 15:34 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A62 Location Junction of A62 Gelderd Road and Dark Lane Description Both vehicles travelling in the same direction along the A62 Gelderd Road, Birstall, intending to turn right into Dark Lane. Traffic is at a standstill so V2 moves to the offside of the line of traffic into the right turn lane for Dark Lane. The driver of V1, who is in the line of traffic decides to also turn into Dark Lane. The driver looks in her offside wing mirror, and unable to see anything approaching begins to		CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error) Vehicle 001 A 710 Vehicle blind spot (Driver/Rider - Vision Affected) Vehicle 001 A																																																																																											
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres Pelican, puffin, toucan or similar		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None		CASUALTIES INVOLVED 1																																																																																											
VEHICLES INVOLVED 2		<table border="1"> <tr> <th>Veh.No.</th> <th>1</th> <th>Vehicle type</th> <th>Car</th> <th>Make</th> <th>Model</th> </tr> <tr> <td>Manoeuvre</td> <td>Turning right</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh. direction from</td> <td>Southwest to Northwest</td> <td>Towing?</td> <td>No tow or articulation</td> <td></td> <td></td> </tr> <tr> <td>Skidded</td> <td>No skidding, jack-knifing or overturning</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh location at impact (restricted lane)</td> <td>On main carriageway not in restricted lane</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Junct. location of veh. at 1st impact</td> <td>Leaving main road</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh left carriageway?</td> <td>Did not leave carriageway</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object in 'c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object off 'c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>First point of impact</td> <td>Offside</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh registration no.</td> <td>Other veh.hit (ref.no) 0</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Drivers age 29 yrs</td> <td>Sex Female</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Left Hand Drive</td> <td>No</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Journey purpose</td> <td>Other</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="6"> Other Details Cas No 1 Cas Class SLIGHT Driver or Rider Veh ref No 2 Severity SLIGHT Age 50 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured </td> </tr> </table>				Veh.No.	1	Vehicle type	Car	Make	Model	Manoeuvre	Turning right					Veh. direction from	Southwest to Northwest	Towing?	No tow or articulation			Skidded	No skidding, jack-knifing or overturning					Veh location at impact (restricted lane)	On main carriageway not in restricted lane					Junct. location of veh. at 1st impact	Leaving main road					Veh left carriageway?	Did not leave carriageway					Hit object in 'c'way?	None					Hit object off 'c'way?	None					First point of impact	Offside					Veh registration no.	Other veh.hit (ref.no) 0					Drivers age 29 yrs	Sex Female					Left Hand Drive	No					Journey purpose	Other					Other Details Cas No 1 Cas Class SLIGHT Driver or Rider Veh ref No 2 Severity SLIGHT Age 50 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured					
Veh.No.	1	Vehicle type	Car	Make	Model																																																																																										
Manoeuvre	Turning right																																																																																														
Veh. direction from	Southwest to Northwest	Towing?	No tow or articulation																																																																																												
Skidded	No skidding, jack-knifing or overturning																																																																																														
Veh location at impact (restricted lane)	On main carriageway not in restricted lane																																																																																														
Junct. location of veh. at 1st impact	Leaving main road																																																																																														
Veh left carriageway?	Did not leave carriageway																																																																																														
Hit object in 'c'way?	None																																																																																														
Hit object off 'c'way?	None																																																																																														
First point of impact	Offside																																																																																														
Veh registration no.	Other veh.hit (ref.no) 0																																																																																														
Drivers age 29 yrs	Sex Female																																																																																														
Left Hand Drive	No																																																																																														
Journey purpose	Other																																																																																														
Other Details Cas No 1 Cas Class SLIGHT Driver or Rider Veh ref No 2 Severity SLIGHT Age 50 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured																																																																																															
VEH.No. 2 Vehicle type M/cycle 125 - 500cc Manoeuvre Turning right Veh. direction from Southwest to Northwest Towing? No tow or articulation Skidded Overturned Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Leaving main road Veh left carriageway? Did not leave carriageway Hit object in 'c'way? None Hit object off 'c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 0 Drivers age 50 yrs Sex Male Left Hand Drive No Journey purpose Other		Make Model Hit and run Not hit and run Driving Lic		Hit and run Not hit and run Driving Lic																																																																																											
Full Details 07-April-2017 Accident Ref.No 2AD0938																																																																																															

SEVERITY SLIGHT		District Kirklees Ref.No 2AO0728		Grid Reference 422842 / 426756 Police Officer Attend: Yes	
Date 24/10/2015 Day Saturday Time 12:30 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Daylight		Road A62 Location Junction of A62 Gelderd Road, Birstall and C The Green, Birstall		Description This is a 4 vehicle RTC which occurred on an uphill section of the main A62, where an unknown vehicle slows so as to turn left onto a small side road. This vehicle enters the minor road at slow speed causing the following vehicle to slow and more or less stop. The motor car behind slows, as does the motor car behind that, but the 3rd motor car which was following fails to slow in time and collides with the rear of the motor car. CONTRIBUTORY FACTORS 308 Following too close (Driver/Rider - Injudicious) Vehicle 003 A 308 Following too close (Driver/Rider - Injudicious) Vehicle 003 A 406 Failed to judge other person's path/speed (Driver/Rider -) Vehicle 003 A PARTICIPANT PROBABILITY	
SITE DETAILS		SPECIAL SITE CONDITIONS			
Speed Limit 30 MPH		None			
Carriageway Single carriageway		CARRIAGEWAY HAZARDS			
Junction Detail T or staggered junction		None			
Junction Control Give way or uncontrolled					
2nd Road Number C					
Pedestrian Facilities None within 50 metres					
Central refuge - no other controls					
VEHICLES INVOLVED 4		CASUALTIES INVOLVED 3			
Veh.No. 1 Vehicle type Car		Make Model		Cas No 1 Cas Class Driver or Rider Veh ref No 2	
Manoeuvre Slowing or stopping		Towing? No tow or articulation		Severity SLIGHT Age 24 yrs Sex Female Post code	
Veh. direction from Southwest to Northeast				Car Passenger? Not a passenger PSV Passenger? Not a passenger	
Skidded No skidding, jack-knifing or overtuning				Seat Belt Worn but not indepe Cycle Helmet Not a cyclist	
Veh location at impact (restricted lane) On main carriageway not in restricted lane				Ped Movement Not applicable	
Junct. location of veh. at 1st impact Approaching junction or waiting				Ped Location Not applicable	
Veh left carriageway? Did not leave carriageway				Ped Direction to Not applicable	
Hit object in c'way? None				School Pupil Other	
Hit object off c'way? None				Roadworker injured	
First point of impact Back				Cas No 2 Cas Class Driver or Rider Veh ref No 3	
Veh registration no. Other veh.hit (ref.no) 0		Hit and run Not hit and run		Severity SLIGHT Age 17 yrs Sex Female Post code	
Drivers age 36 yrs Sex Female		Breath test Negative		Car Passenger? Not a passenger PSV Passenger? Not a passenger	
Left Hand Drive No		Foreign veh.		Seat Belt Worn but not indepe Cycle Helmet Not a cyclist	
Journey purpose Other				Ped Movement Not applicable	
Veh.No. 2 Vehicle type Car		Make Model		Ped Location Not applicable	
Manoeuvre Slowing or stopping		Towing? No tow or articulation		Ped Direction to Not applicable	
Veh. direction from Southwest to Northeast				School Pupil Other	
Skidded No skidding, jack-knifing or overtuning				Roadworker injured	
Veh location at impact (restricted lane) On main carriageway not in restricted lane				Cas No 3 Cas Class Driver or Rider Veh ref No 4	
Junct. location of veh. at 1st impact Approaching junction or waiting				Severity SLIGHT Age 55 yrs Sex Female Post code	
Veh left carriageway? Did not leave carriageway				Car Passenger? Not a passenger PSV Passenger? Not a passenger	
Hit object in c'way? None				Seat Belt Worn but not indepe Cycle Helmet Not a cyclist	
Hit object off c'way? None				Ped Movement Not applicable	
First point of impact Back				Ped Location Not applicable	
Veh registration no. Other veh.hit (ref.no) 0		Hit and run Not hit and run		Ped Direction to Not applicable	
Drivers age 24 yrs Sex Female		Breath test Negative		School Pupil Other	
Left Hand Drive No		Foreign veh.		Roadworker injured	
Journey purpose Commuting to/from work					
Full Details		07-April-2017		Accident Ref.No 2AO0728	

Veh.No.	3	Vehicle type	Car	Make	Model
Manoeuvre	Going ahead	other			
Veh. direction from	Southwest to Northeast		Towing?	No tow or articulation	
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Approaching junction or waiting				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run
Drivers age	17 yrs	Sex Female	Breath test	Negative	Driving Lic
Left Hand Drive	No		Foreign veh.		
Journey purpose	Other				
Veh.No.	4	Vehicle type	Car	Make	Model
Manoeuvre	Going ahead	other			
Veh. direction from	Southwest to Northeast		Towing?	No tow or articulation	
Skidded	Skidded				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Approaching junction or waiting				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run
Drivers age	55 yrs	Sex Female	Breath test	Negative	Driving Lic
Left Hand Drive	No		Foreign veh.		
Journey purpose	Other				

SEVERITY SLIGHT		District Kirklees Ref.No 2AS0424		Grid Reference 423101 / 427149 Police Officer Attend: No - reported over the counter	
Date 28/10/2015 Day Wednesday Time 11:15 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Daylight		Road A62 Location Junction of A62 Geldard Road and Oakwell Way		Description I did not attend this collision and have completed this report from the information available to me at this time. V2 was in queuing traffic of Accident when V1 collides with rear of V2. Driver of V1 suffers slight injury to thumb. PARTICIPANT PROBABILITY Vehicle 001 A Vehicle 001 A Vehicle 001 A	
SITE DETAILS Speed Limit 40 MPH Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None			
CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error) 602 Careless/Reckless (Driver/Rider - Behaviour) 308 Following too close (Driver/Rider - Injudicious)					
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1			
Veh.No. 1 Vehicle type Car Manoeuvr Going ahead other Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in 'c'way? None Hit object off 'c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 20 yrs Sex Male Breath test Not requested Driving Lic Left Hand Drive No Foreign veh. Journey purpose Not Known		Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 20 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Unknown Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured		Other Details	
Veh.No. 2 Vehicle type Car Manoeuvr Waiting to go ahead but held up Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in 'c'way? None Hit object off 'c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 48 yrs Sex Male Breath test Not requested Driving Lic Left Hand Drive No Foreign veh. Journey purpose Not Known		Make Model Make Model			
Full Details					
07-April-2017 Accident Ref.No 2AS0424					

SEVERITY SLIGHT		District Kirklees Ref.No 2AS1082		Grid Reference 423687 / 427649 Police Officer Attend: Yes																																																																																																																																																																							
Date 28/10/2015 Day Wednesday Time 19:55 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Dark: street lights present and lit		Road A62 Location A62 Geldard Road		Description Geldard Road is a dual carriageway. Both V1 and V2 are travelling in the direction of Birstall. V2 is in lane 1 and V1 is in lane 2. V1 is stationary due to the volume of traffic V2 is moving slowly. IP is on central reservation and runs into the path of V2. IP rolls across the bonnet and nearside wingmirror. IP then falls to road and collides with rear offside of wheel arch of V1. IP suffers slight laceration to PARTICIPANT PROBABILITY CONTRIBUTORY FACTORS 802 Failed to look properly (Pedestrian) Casualty 001 A																																																																																																																																																																							
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres Pelican, puffin, toucan or similar		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None																																																																																																																																																																									
VEHICLES INVOLVED 2																																																																																																																																																																											
<table border="1"> <tr> <th>Veh.No.</th> <th>1</th> <th>Vehicle type</th> <th>Car</th> <th>Make</th> <th>Model</th> </tr> <tr> <td>Manoeuvre</td> <td>Slowing or stopping</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh. direction</td> <td>from East to West</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Skidded</td> <td>No skidding, jack-knifing or overtuning</td> <td></td> <td></td> <td>Towing?</td> <td>No tow or articulation</td> </tr> <tr> <td>Veh location at impact</td> <td>(restricted lane) On main carriageway not in restricted lane</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Junct. location of veh. at 1st impact</td> <td>Not at or within 20m of junction</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh left carriageway?</td> <td>Did not leave carriageway</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object in c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object off c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>First point of impact</td> <td>Did not impact</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh registration no.</td> <td></td> <td></td> <td></td> <td>Other veh.hit (ref.no)</td> <td>0</td> </tr> <tr> <td>Drivers age</td> <td>57 yrs</td> <td>Sex</td> <td>Male</td> <td>Breath test</td> <td>Negative</td> </tr> <tr> <td>Left Hand Drive</td> <td>No</td> <td></td> <td></td> <td>Foreign veh.</td> <td></td> </tr> <tr> <td>Journey purpose</td> <td>Not Known</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh.No.</td> <td>2</td> <td>Vehicle type</td> <td>Car</td> <td>Make</td> <td>Model</td> </tr> <tr> <td>Manoeuvre</td> <td>Slowing or stopping</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh. direction</td> <td>from East to West</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Skidded</td> <td>No skidding, jack-knifing or overtuning</td> <td></td> <td></td> <td>Towing?</td> <td>No tow or articulation</td> </tr> <tr> <td>Veh location at impact</td> <td>(restricted lane) On main carriageway not in restricted lane</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Junct. location of veh. at 1st impact</td> <td>Not at or within 20m of junction</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh left carriageway?</td> <td>Did not leave carriageway</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object in c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Hit object off c'way?</td> <td>None</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>First point of impact</td> <td>Did not impact</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Veh registration no.</td> <td></td> <td></td> <td></td> <td>Other veh.hit (ref.no)</td> <td>0</td> </tr> <tr> <td>Drivers age</td> <td>26 yrs</td> <td>Sex</td> <td>Male</td> <td>Breath test</td> <td>Negative</td> </tr> <tr> <td>Left Hand Drive</td> <td>No</td> <td></td> <td></td> <td>Foreign veh.</td> <td></td> </tr> <tr> <td>Journey purpose</td> <td>Not Known</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						Veh.No.	1	Vehicle type	Car	Make	Model	Manoeuvre	Slowing or stopping					Veh. direction	from East to West					Skidded	No skidding, jack-knifing or overtuning			Towing?	No tow or articulation	Veh location at impact	(restricted lane) On main carriageway not in restricted lane					Junct. location of veh. at 1st impact	Not at or within 20m of junction					Veh left carriageway?	Did not leave carriageway					Hit object in c'way?	None					Hit object off c'way?	None					First point of impact	Did not impact					Veh registration no.				Other veh.hit (ref.no)	0	Drivers age	57 yrs	Sex	Male	Breath test	Negative	Left Hand Drive	No			Foreign veh.		Journey purpose	Not Known					Veh.No.	2	Vehicle type	Car	Make	Model	Manoeuvre	Slowing or stopping					Veh. direction	from East to West					Skidded	No skidding, jack-knifing or overtuning			Towing?	No tow or articulation	Veh location at impact	(restricted lane) On main carriageway not in restricted lane					Junct. location of veh. at 1st impact	Not at or within 20m of junction					Veh left carriageway?	Did not leave carriageway					Hit object in c'way?	None					Hit object off c'way?	None					First point of impact	Did not impact					Veh registration no.				Other veh.hit (ref.no)	0	Drivers age	26 yrs	Sex	Male	Breath test	Negative	Left Hand Drive	No			Foreign veh.		Journey purpose	Not Known		
Veh.No.	1	Vehicle type	Car	Make	Model																																																																																																																																																																						
Manoeuvre	Slowing or stopping																																																																																																																																																																										
Veh. direction	from East to West																																																																																																																																																																										
Skidded	No skidding, jack-knifing or overtuning			Towing?	No tow or articulation																																																																																																																																																																						
Veh location at impact	(restricted lane) On main carriageway not in restricted lane																																																																																																																																																																										
Junct. location of veh. at 1st impact	Not at or within 20m of junction																																																																																																																																																																										
Veh left carriageway?	Did not leave carriageway																																																																																																																																																																										
Hit object in c'way?	None																																																																																																																																																																										
Hit object off c'way?	None																																																																																																																																																																										
First point of impact	Did not impact																																																																																																																																																																										
Veh registration no.				Other veh.hit (ref.no)	0																																																																																																																																																																						
Drivers age	57 yrs	Sex	Male	Breath test	Negative																																																																																																																																																																						
Left Hand Drive	No			Foreign veh.																																																																																																																																																																							
Journey purpose	Not Known																																																																																																																																																																										
Veh.No.	2	Vehicle type	Car	Make	Model																																																																																																																																																																						
Manoeuvre	Slowing or stopping																																																																																																																																																																										
Veh. direction	from East to West																																																																																																																																																																										
Skidded	No skidding, jack-knifing or overtuning			Towing?	No tow or articulation																																																																																																																																																																						
Veh location at impact	(restricted lane) On main carriageway not in restricted lane																																																																																																																																																																										
Junct. location of veh. at 1st impact	Not at or within 20m of junction																																																																																																																																																																										
Veh left carriageway?	Did not leave carriageway																																																																																																																																																																										
Hit object in c'way?	None																																																																																																																																																																										
Hit object off c'way?	None																																																																																																																																																																										
First point of impact	Did not impact																																																																																																																																																																										
Veh registration no.				Other veh.hit (ref.no)	0																																																																																																																																																																						
Drivers age	26 yrs	Sex	Male	Breath test	Negative																																																																																																																																																																						
Left Hand Drive	No			Foreign veh.																																																																																																																																																																							
Journey purpose	Not Known																																																																																																																																																																										
CASUALTIES INVOLVED 1				<table border="1"> <tr> <th>Cas No</th> <th>1</th> <th>Cas Class</th> <th>Pedestrian</th> <th>Age</th> <th>28 yrs</th> <th>Sex</th> <th>Male</th> <th>Veh ref No</th> <th>1</th> </tr> <tr> <td>Severity</td> <td>SLIGHT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Car Passenger?</td> <td>Not a passenger</td> <td></td> <td></td> <td></td> <td></td> <td>PSV Passenger?</td> <td>Not a passenger</td> <td></td> <td></td> </tr> <tr> <td>Seat Belt</td> <td>Not applicable</td> <td></td> <td></td> <td></td> <td></td> <td>Cycle Helmet</td> <td>Not a cyclist</td> <td></td> <td></td> </tr> <tr> <td>Ped Movement</td> <td>Crossing from driver's offside</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ped Location</td> <td>On ped. crossing facility</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ped Direction to</td> <td>Northbound</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>School Pupil</td> <td>Other</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Roadworker injured</td> <td>Not applicable</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		Cas No	1	Cas Class	Pedestrian	Age	28 yrs	Sex	Male	Veh ref No	1	Severity	SLIGHT									Car Passenger?	Not a passenger					PSV Passenger?	Not a passenger			Seat Belt	Not applicable					Cycle Helmet	Not a cyclist			Ped Movement	Crossing from driver's offside									Ped Location	On ped. crossing facility									Ped Direction to	Northbound									School Pupil	Other									Roadworker injured	Not applicable																																																																																				
Cas No	1	Cas Class	Pedestrian	Age	28 yrs	Sex	Male	Veh ref No	1																																																																																																																																																																		
Severity	SLIGHT																																																																																																																																																																										
Car Passenger?	Not a passenger					PSV Passenger?	Not a passenger																																																																																																																																																																				
Seat Belt	Not applicable					Cycle Helmet	Not a cyclist																																																																																																																																																																				
Ped Movement	Crossing from driver's offside																																																																																																																																																																										
Ped Location	On ped. crossing facility																																																																																																																																																																										
Ped Direction to	Northbound																																																																																																																																																																										
School Pupil	Other																																																																																																																																																																										
Roadworker injured	Not applicable																																																																																																																																																																										
Full Details				07-April-2017																																																																																																																																																																							
				Accident Ref.No 2AS1082																																																																																																																																																																							

SEVERITY SLIGHT		District Kirklees Ref.No 2B40207		Grid Reference 423582 / 427555 Police Officer Attend: Yes	
Date 04/11/2015 Day Wednesday Time 07:50 Weather Fog or mist - if hazard Road Surface Wet/Damp Street Lighting Daylight		Road A62 Location Junction of A62 Gelderd Road and Holden Ing Way		Description This is a minor injury RTC between a pedal cycle and a motor car. The IP is the pedal cyclist. The location is a busy roundabout near to of Accident the M62 and M621 junctions in Birstall during peak morning traffic. The pedal cycle has approached the roundabout from the Leeds side and has intended to take the 3rd exit on his way to work. Vehicle one has approached the roundabout from the Batley side and is travelling PARTICIPANT PROBABILITY CONTRIBUTORY FACTORS	
SITE DETAILS Speed Limit 40 MPH Carriageway Roundabout Junction Detail Roundabout Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 n		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None			
VEHICLES INVOLVED 2					
Veh.No. 1 Vehicle type Car Manoeuvr Moving off Veh. direction from South to North Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering roundabout Veh left carriageway? Did not leave carriageway Hit object in 'c'way? None Hit object off 'c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Drivers age 43 yrs Sex Male Left Hand Drive No Breath test Negative Journey purpose Commuting to/from work Foreign veh.		Make Model No tow or articulation Not hit and run Driving Lic		CASUALTIES INVOLVED 1 Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 23 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Yes Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured Other Details	
Veh.No. 2 Vehicle type Pedal Cycle Manoeuvr Turning right Veh. direction from North to West Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in 'c'way? None Hit object off 'c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 0 Drivers age 23 yrs Sex Male Left Hand Drive No Breath test Not Applicable Journey purpose Commuting to/from work Foreign veh.		Make Model No tow or articulation Not hit and run Driving Lic			
Full Details					
07-April-2017					
Accident Ref.No 2B40207					

SEVERITY SERIOUS		District Kirklees Ref.No 2C80915		Grid Reference 422981 / 427063 Police Officer Attend: Yes			
Date 08/12/2015 Day Tuesday Time 15:35 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Daylight		Road U Location Junction of Dark Lane, Birstall and Raikes Lane, Birstall		Description offending vehicle is an unregistered PIT bike being ridden by a 16 year old youth with no licence/insurance. Vehicle rides along Raikes of Accident Lane, Birstall and contravenes give way and collides with offside of Landrover being driven down Dark Lane towards Gelderd Road.			
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None				CONTRIBUTORY FACTORS 410 Loss of control (Driver/Rider - Error) 607 Inexperience with vehicle type (Driver/Rider - Behaviour)	
PARTICIPANT PROBABILITY Vehicle 001 A Vehicle 001 A							
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1					
Veh.No. 1 Vehicle type M/cycle <= 50cc Manoeuvr Going ahead other Veh. direction from West to East Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junction location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Drivers age 15 yrs Sex Male Left Hand Drive No Breath test Negative Journey purpose Not Known Foreign veh.		Make Model Hit and run Not hit and run Driving Lic		Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SERIOUS Age 15 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured Other Details			
Veh.No. 2 Vehicle type Car Manoeuvr Going ahead other Veh. direction from North to South Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junction location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 0 Drivers age 52 yrs Sex Female Left Hand Drive No Breath test Negative Journey purpose Commuting to/from work Foreign veh.		Make Model Hit and run Not hit and run Driving Lic					
Full Details		07-April-2017		Accident Ref.No 2C80915			

SEVERITY SLIGHT	District Ref.No	Kirklees 35K0539	Grid Reference 423788 / 427797 Police Officer Attend: No - reported over the counter
Date Time Weather Road Surface Street Lighting	20/05/2016 Day Friday 08:10 Fine without high winds Dry Daylight	Road A62 Location Junction of A62 Gelderd Road Birstall and M621 Description Two vehs involved in this collision. One IP. Both vehs were on the roundabout Gelderd Rd intending to join the M621 slip. Veh 2 was in lane 1 on the roundabout intending to leave the roundabout onto the M621. Veh 1 pulled across the front of veh 2, the driver intending to leave the roundabout onto the M621. Veh 2 braked hard to try and avoid a collision. Driver of veh 2 sustained neck and back injuries.	
Speed Limit Carriageway Junction Detail Junction Control 2nd Road Number Pedestrian Facilities	SITE DETAILS 30 MPH Roundabout Roundabout Automatic traffic signal M621 None within 50 metres No physical crossing facility within 50 m	SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None	CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error) 406 Failed to judge other person's path/speed (Driver/Rider -) PARTICIPANT PROBABILITY Vehicle 001 A Vehicle 001 A
VEHICLES INVOLVED	2	CASUALTIES INVOLVED	1
Veh.No. 1 Manoeuvre Veh. direction from Skidded Veh location at impact Junct. location of veh. at 1st impact Veh left carriageway? Hit object in c'way? Hit object off c'way? First point of impact Veh registration no. Drivers age Left Hand Drive Journey purpose	Vehicle type Van/Goods < 3.5t Changing lane to left Southwest to Northwest No skidding, jack-knifing or overturning On main carriageway not in restricted lane Mid junction - on roundabout or main road Did not leave carriageway None None Nearside Sex Male No Journey as part of work	Cas No 1 Severity SLIGHT Car Passenger? Seat Belt Ped Movement Ped Location Ped Direction to School Pupil Roadworker injured Other Details	Driver or Rider Age 25 yrs Sex Female Post code PSV Passenger? Cycle Helmet Not a passenger Not a cyclist
Veh.No. 2 Manoeuvre Veh. direction from Skidded Junct. location at impact Veh left carriageway? Hit object in c'way? Hit object off c'way? First point of impact Veh registration no. Drivers age Left Hand Drive Journey purpose	Vehicle type Car Going ahead right hand bend Southwest to Northwest No skidding, jack-knifing or overturning On main carriageway not in restricted lane Mid junction - on roundabout or main road Did not leave carriageway None None Front Sex Female No Commuting to/from work	Make Model Hit and run Driving Lic Hit and run Driving Lic Hit and run Not hit and run Full	
Full Details	07-April-2017	Accident Ref.No	35K0539

SEVERITY SLIGHT		District Kirklees Ref.No 35S0567		Grid Reference 423011 / 427041 Police Officer Attend: Yes	
Date 28/05/2016 Day Saturday Time 09:33 Weather Fine without high winds Road Surface Dry Street Lighting Daylight		Road A62 Location Junction of A62 Geldard Road Birstall and Dark Lane		Description The circumstances of the collision are as follows. This is a 3 vehicle RTC which occurred at the T junction of Geldard Road and Dark Lane. Vehicle 1 is travelling down Geldard Road approaching the traffic light junction with Dark Lane to his offside. V2 is stationary at this junction having travelled down Geldard Road, waiting to turn right into Dark Lane and vehicle 3 is travelling up Geldard Road through this junction. CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error) Vehicle 001 A 406 Failed to judge other person's path/speed (Driver/Rider -) Vehicle 001 B 509 Distraction in vehicle (Driver/Rider - Impairment) Vehicle 001 A	
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Automatic traffic signal 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None			
VEHICLES INVOLVED 3		CASUALTIES INVOLVED 2			
Veh.No. 1 Vehicle type Van/Goods < 3.5t Manoeuvr Going ahead other Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 51 yrs Sex Male Breath test Negative Driving Lic Left Hand Drive No Foreign veh. Journey purpose Not Known		Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 35 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Worn but not indepe Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured			
Veh.No. 2 Vehicle type Car Manoeuvr Waiting to turn right Veh. direction from Northeast to Northwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 35 yrs Sex Female Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Journey purpose Not Known		Cas No 2 Cas Class Driver or Rider Veh ref No 3 Severity SLIGHT Age 60 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Worn but not indepe Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured Other Details			
Full Details		07-April-2017		Accident Ref.No 35S0567	

Veh.No.	3	Vehicle type	Car	Make	Model
Manoeuvre	Going ahead other				
Veh. direction from	Southwest to Northeast	Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Veh registration no.	Sex	Female	Other veh.hit (ref.no)	0	Hit and run
Drivers age	60 yrs		Breath test	Not requested	Driving Lic
Left Hand Drive	No		Foreign veh.		Full
Journey purpose	Not Known				

Appendix C

Traffic Turning Count Data

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.1: Left from A62 Gelderd Road (East) to Woodhead Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	56	0	2	0	0	0	58	58.00
1615 - 1630	0	0	60	0	6	0	0	0	66	66.00
1630 - 1645	0	0	86	0	5	0	0	0	91	91.00
1645 - 1700	0	0	64	0	4	0	0	0	68	68.00
Hourly Total	0	0	266	0	17	0	0	0	283	283.00
Hourly Average	0.00	0.00	66.50	0.00	4.25	0.00	0.00	0.00	70.75	70.75
1700 - 1715	0	0	47	0	4	0	1	0	52	53.30
1715 - 1730	0	0	68	0	3	1	0	0	72	72.50
1730 - 1745	0	0	75	0	6	0	0	0	81	81.00
1745 - 1800	0	0	69	0	0	0	0	0	69	69.00
Hourly Total	0	0	259	0	13	1	1	0	274	275.80
Hourly Average	0.00	0.00	64.75	0.00	3.25	0.25	0.25	0.00	68.50	68.95
1800 - 1815	0	0	57	0	5	0	0	0	62	62.00
1815 - 1830	0	0	69	1	2	0	0	0	72	72.00
1830 - 1845	0	0	93	0	5	1	0	1	100	101.50
1845 - 1900	0	0	94	2	7	0	0	0	103	103.00
Hourly Total	0	0	313	3	19	1	0	1	337	338.50
Hourly Average	0.00	0.00	78.25	0.75	4.75	0.25	0.00	0.25	84.25	84.63
1900 - 1915	0	0	101	2	5	0	0	0	108	108.00
1915 - 1930	0	0	102	1	3	0	0	0	106	106.00
1930 - 1945	0	0	89	0	3	0	0	0	92	92.00
1945 - 2000	0	0	74	0	3	0	0	0	77	77.00
Hourly Total	0	0	366	3	14	0	0	0	383	383.00
Hourly Average	0.00	0.00	91.50	0.75	3.50	0.00	0.00	0.00	95.75	95.75
Session Total	0	0	1204	6	63	2	1	1	1277	1280.30
Session Average	0.00	0.00	75.25	0.38	3.94	0.13	0.06	0.06	79.81	80.02

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.1: Left from A62 Gelderd Road (East) to Woodhead Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	65	0	2	0	0	0	67	67.00
1115 - 1130	0	0	70	1	2	0	0	0	73	73.00
1130 - 1145	1	0	65	1	1	0	0	0	68	67.20
1145 - 1200	0	0	83	0	2	0	0	0	85	85.00
Hourly Total	1	0	283	2	7	0	0	0	293	292.20
Hourly Average	0.25	0.00	70.75	0.50	1.75	0.00	0.00	0.00	73.25	73.05
1200 - 1215	0	0	81	0	5	1	0	0	87	87.50
1215 - 1230	0	0	71	0	5	1	0	0	77	77.50
1230 - 1245	0	0	61	0	6	0	0	0	67	67.00
1245 - 1300	1	0	83	0	4	2	0	0	90	90.20
Hourly Total	1	0	296	0	20	4	0	0	321	322.20
Hourly Average	0.25	0.00	74.00	0.00	5.00	1.00	0.00	0.00	80.25	80.55
1300 - 1315	0	0	74	0	5	0	0	0	79	79.00
1315 - 1330	0	0	63	0	7	0	0	0	70	70.00
1330 - 1345	0	0	79	0	5	0	0	0	84	84.00
1345 - 1400	0	0	82	0	8	1	0	0	91	91.50
Hourly Total	0	0	298	0	25	1	0	0	324	324.50
Hourly Average	0.00	0.00	74.50	0.00	6.25	0.25	0.00	0.00	81.00	81.13
1400 - 1415	0	0	65	0	5	0	0	0	70	70.00
1415 - 1430	1	0	60	0	3	0	0	0	64	63.20
1430 - 1445	0	1	78	0	7	0	0	0	86	85.40
1445 - 1500	0	0	71	0	5	0	0	0	76	76.00
Hourly Total	1	1	274	0	20	0	0	0	296	294.60
Hourly Average	0.25	0.25	68.50	0.00	5.00	0.00	0.00	0.00	74.00	73.65
Session Total	3	1	1151	2	72	5	0	0	1234	1233.50
Session Average	0.19	0.06	71.94	0.13	4.50	0.31	0.00	0.00	77.13	77.09

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.2: Westbound from A62 Gelderd Road (East) to A62 Gelderd Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	3	134	0	20	7	6	0	170	179.50
1615 - 1630	0	1	122	0	23	7	6	0	159	169.70
1630 - 1645	0	0	130	0	18	7	12	1	168	188.10
1645 - 1700	1	2	130	0	15	6	6	1	161	170.80
Hourly Total	1	6	516	0	76	27	30	2	658	708.10
Hourly Average	0.25	1.50	129.00	0.00	19.00	6.75	7.50	0.50	164.50	177.03
1700 - 1715	1	2	135	1	13	0	3	0	155	156.90
1715 - 1730	2	2	130	0	10	8	4	2	158	166.40
1730 - 1745	2	3	118	0	10	3	4	1	141	145.30
1745 - 1800	0	2	147	0	19	2	8	2	180	192.20
Hourly Total	5	9	530	1	52	13	19	5	634	660.80
Hourly Average	1.25	2.25	132.50	0.25	13.00	3.25	4.75	1.25	158.50	165.20
1800 - 1815	0	1	140	0	18	0	4	1	164	169.60
1815 - 1830	0	0	144	0	12	1	1	0	158	159.80
1830 - 1845	0	1	112	0	9	3	4	1	130	137.10
1845 - 1900	1	0	128	0	8	0	3	1	141	145.10
Hourly Total	1	2	524	0	47	4	12	3	593	611.60
Hourly Average	0.25	0.50	131.00	0.00	11.75	1.00	3.00	0.75	148.25	152.90
1900 - 1915	0	1	104	0	10	2	4	1	122	128.60
1915 - 1930	0	3	90	0	6	1	0	2	102	102.70
1930 - 1945	0	0	93	0	8	5	2	1	109	115.10
1945 - 2000	0	0	68	4	3	0	4	1	80	86.20
Hourly Total	0	4	355	4	27	8	10	5	413	432.60
Hourly Average	0.00	1.00	88.75	1.00	6.75	2.00	2.50	1.25	103.25	108.15
Session Total	7	21	1925	5	202	52	71	15	2298	2413.10
Session Average	0.44	1.31	120.31	0.31	12.63	3.25	4.44	0.94	143.63	150.82

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.2: Westbound from A62 Gelderd Road (East) to A62 Gelderd Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	9	93	0	6	1	1	2	112	110.40
1115 - 1130	0	4	106	0	4	3	5	0	122	127.60
1130 - 1145	0	10	90	0	1	1	2	3	107	107.10
1145 - 1200	0	4	110	0	6	1	1	0	122	121.40
Hourly Total	0	27	399	0	17	6	9	5	463	466.50
Hourly Average	0.00	6.75	99.75	0.00	4.25	1.50	2.25	1.25	115.75	116.63
1200 - 1215	0	2	93	0	1	1	4	1	102	107.50
1215 - 1230	0	15	129	0	11	1	1	0	157	149.80
1230 - 1245	0	2	95	0	5	1	3	1	107	111.20
1245 - 1300	0	6	119	0	1	1	3	1	131	132.80
Hourly Total	0	25	436	0	18	4	11	3	497	501.30
Hourly Average	0.00	6.25	109.00	0.00	4.50	1.00	2.75	0.75	124.25	125.33
1300 - 1315	0	2	84	0	0	2	4	1	93	99.00
1315 - 1330	0	4	100	0	0	0	2	0	106	106.20
1330 - 1345	0	2	96	1	4	5	1	1	110	113.60
1345 - 1400	0	7	105	0	8	7	3	0	130	133.20
Hourly Total	0	15	385	1	12	14	10	2	439	452.00
Hourly Average	0.00	3.75	96.25	0.25	3.00	3.50	2.50	0.50	109.75	113.00
1400 - 1415	0	2	102	0	4	3	1	1	113	115.60
1415 - 1430	0	2	74	1	12	9	1	0	99	103.60
1430 - 1445	0	1	113	0	9	4	4	1	132	139.60
1445 - 1500	0	3	109	1	4	0	0	0	117	115.20
Hourly Total	0	8	398	2	29	16	6	2	461	474.00
Hourly Average	0.00	2.00	99.50	0.50	7.25	4.00	1.50	0.50	115.25	118.50
Session Total	0	75	1618	3	76	40	36	12	1860	1893.80
Session Average	0.00	4.69	101.13	0.19	4.75	2.50	2.25	0.75	116.25	118.36

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.3: Right from A62 Gelderd Road (East) to Birstall Retail Park Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	105	0	10	0	0	0	115	115.00
1615 - 1630	0	0	112	0	5	1	0	0	118	118.50
1630 - 1645	0	0	106	0	4	1	0	0	111	111.50
1645 - 1700	0	0	123	0	5	0	0	0	128	128.00
Hourly Total	0	0	446	0	24	2	0	0	472	473.00
Hourly Average	0.00	0.00	111.50	0.00	6.00	0.50	0.00	0.00	118.00	118.25
1700 - 1715	0	0	103	0	6	2	0	0	111	112.00
1715 - 1730	0	0	134	0	8	0	1	0	143	144.30
1730 - 1745	0	0	122	0	6	1	0	0	129	129.50
1745 - 1800	0	0	143	0	8	2	1	0	154	156.30
Hourly Total	0	0	502	0	28	5	2	0	537	542.10
Hourly Average	0.00	0.00	125.50	0.00	7.00	1.25	0.50	0.00	134.25	135.53
1800 - 1815	0	0	138	0	5	1	0	0	144	144.50
1815 - 1830	0	0	129	0	9	0	0	0	138	138.00
1830 - 1845	0	1	126	0	8	1	0	0	136	135.90
1845 - 1900	0	0	123	0	3	0	0	0	126	126.00
Hourly Total	0	1	516	0	25	2	0	0	544	544.40
Hourly Average	0.00	0.25	129.00	0.00	6.25	0.50	0.00	0.00	136.00	136.10
1900 - 1915	0	0	134	0	1	0	0	0	135	135.00
1915 - 1930	0	0	102	0	8	1	0	0	111	111.50
1930 - 1945	0	1	100	0	2	1	0	0	104	103.90
1945 - 2000	0	0	77	0	3	1	1	0	82	83.80
Hourly Total	0	1	413	0	14	3	1	0	432	434.20
Hourly Average	0.00	0.25	103.25	0.00	3.50	0.75	0.25	0.00	108.00	108.55
Session Total	0	2	1877	0	91	12	3	0	1985	1993.70
Session Average	0.00	0.13	117.31	0.00	5.69	0.75	0.19	0.00	124.06	124.61

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.3: Right from A62 Gelderd Road (East) to Birstall Retail Park Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	181	0	20	1	1	0	203	204.80
1115 - 1130	0	0	169	0	18	0	0	0	187	187.00
1130 - 1145	0	1	193	0	18	2	0	0	214	214.40
1145 - 1200	0	0	208	0	15	1	1	0	225	226.80
Hourly Total	0	1	751	0	71	4	2	0	829	833.00
Hourly Average	0.00	0.25	187.75	0.00	17.75	1.00	0.50	0.00	207.25	208.25
1200 - 1215	0	1	182	0	14	1	0	0	198	197.90
1215 - 1230	0	0	206	0	19	0	1	0	226	227.30
1230 - 1245	1	1	217	0	23	1	0	0	243	242.10
1245 - 1300	0	0	191	0	17	1	1	0	210	211.80
Hourly Total	1	2	796	0	73	3	2	0	877	879.10
Hourly Average	0.25	0.50	199.00	0.00	18.25	0.75	0.50	0.00	219.25	219.78
1300 - 1315	0	1	218	0	23	0	0	0	242	241.40
1315 - 1330	0	1	210	0	14	0	0	0	225	224.40
1330 - 1345	0	1	194	0	15	2	0	0	212	212.40
1345 - 1400	0	1	203	0	18	0	0	0	222	221.40
Hourly Total	0	4	825	0	70	2	0	0	901	899.60
Hourly Average	0.00	1.00	206.25	0.00	17.50	0.50	0.00	0.00	225.25	224.90
1400 - 1415	0	0	175	0	18	0	0	0	193	193.00
1415 - 1430	0	1	193	0	17	1	0	0	212	211.90
1430 - 1445	0	0	158	1	17	0	0	0	176	176.00
1445 - 1500	0	0	180	1	16	6	1	0	204	208.30
Hourly Total	0	1	706	2	68	7	1	0	785	789.20
Hourly Average	0.00	0.25	176.50	0.50	17.00	1.75	0.25	0.00	196.25	197.30
Session Total	1	8	3078	2	282	16	5	0	3392	3400.90
Session Average	0.06	0.50	192.38	0.13	17.63	1.00	0.31	0.00	212.00	212.56

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.4: U-Turn from A62 Gelderd Road (East) to A62 Gelderd Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1900 - 1915	0	0	0	0	0	0	0	0	0	0.00
1915 - 1930	0	0	2	0	0	0	0	0	2	2.00
1930 - 1945	0	0	0	0	0	0	0	0	0	0.00
1945 - 2000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	8	0	2	0	0	0	10	10.00
Session Average	0.00	0.00	0.50	0.00	0.13	0.00	0.00	0.00	0.63	0.63

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.4: U-Turn from A62 Gelderd Road (East) to A62 Gelderd Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	1	0	1	0	0	0	2	2.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	1	0	0	0	1	1.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	7	0	2	0	0	0	9	9.00
Session Average	0.00	0.00	0.44	0.00	0.13	0.00	0.00	0.00	0.56	0.56

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.5: Left from Woodhead Road to A62 Gelderd Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	20	0	0	0	0	0	20	20.00
1615 - 1630	0	0	17	0	1	0	0	0	18	18.00
1630 - 1645	0	0	20	0	0	0	0	0	20	20.00
1645 - 1700	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	71	0	1	0	0	0	72	72.00
Hourly Average	0.00	0.00	17.75	0.00	0.25	0.00	0.00	0.00	18.00	18.00
1700 - 1715	0	0	14	0	2	0	0	0	16	16.00
1715 - 1730	0	0	17	0	0	0	0	0	17	17.00
1730 - 1745	0	0	18	0	2	1	0	0	21	21.50
1745 - 1800	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	0	69	0	5	1	0	0	75	75.50
Hourly Average	0.00	0.00	17.25	0.00	1.25	0.25	0.00	0.00	18.75	18.88
1800 - 1815	0	0	14	0	0	0	0	0	14	14.00
1815 - 1830	0	0	15	0	1	0	0	0	16	16.00
1830 - 1845	0	0	15	0	0	0	0	0	15	15.00
1845 - 1900	1	0	22	0	3	1	0	0	27	26.70
Hourly Total	1	0	66	0	4	1	0	0	72	71.70
Hourly Average	0.25	0.00	16.50	0.00	1.00	0.25	0.00	0.00	18.00	17.93
1900 - 1915	0	0	37	0	2	0	0	0	39	39.00
1915 - 1930	0	0	29	0	1	0	0	0	30	30.00
1930 - 1945	0	2	29	0	1	2	0	0	34	33.80
1945 - 2000	0	0	33	0	0	0	0	0	33	33.00
Hourly Total	0	2	128	0	4	2	0	0	136	135.80
Hourly Average	0.00	0.50	32.00	0.00	1.00	0.50	0.00	0.00	34.00	33.95
Session Total	1	2	334	0	14	4	0	0	355	355.00
Session Average	0.06	0.13	20.88	0.00	0.88	0.25	0.00	0.00	22.19	22.19

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.5: Left from Woodhead Road to A62 Gelderd Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	10	0	2	0	0	0	12	12.00
1115 - 1130	0	0	19	0	2	0	0	0	21	21.00
1130 - 1145	0	0	16	1	0	1	0	0	18	18.50
1145 - 1200	0	0	21	0	0	1	0	0	22	22.50
Hourly Total	0	0	66	1	4	2	0	0	73	74.00
Hourly Average	0.00	0.00	16.50	0.25	1.00	0.50	0.00	0.00	18.25	18.50
1200 - 1215	0	0	25	0	0	0	0	0	25	25.00
1215 - 1230	0	0	25	0	1	0	0	0	26	26.00
1230 - 1245	0	0	20	0	2	1	0	0	23	23.50
1245 - 1300	0	0	20	0	0	0	0	0	20	20.00
Hourly Total	0	0	90	0	3	1	0	0	94	94.50
Hourly Average	0.00	0.00	22.50	0.00	0.75	0.25	0.00	0.00	23.50	23.63
1300 - 1315	0	0	32	0	2	0	0	0	34	34.00
1315 - 1330	0	0	25	0	0	0	0	0	25	25.00
1330 - 1345	0	0	31	0	0	0	0	0	31	31.00
1345 - 1400	0	0	19	1	1	0	0	0	21	21.00
Hourly Total	0	0	107	1	3	0	0	0	111	111.00
Hourly Average	0.00	0.00	26.75	0.25	0.75	0.00	0.00	0.00	27.75	27.75
1400 - 1415	0	0	28	0	2	0	0	0	30	30.00
1415 - 1430	0	0	36	0	2	0	0	0	38	38.00
1430 - 1445	0	0	31	0	0	0	0	0	31	31.00
1445 - 1500	0	0	29	0	0	0	0	0	29	29.00
Hourly Total	0	0	124	0	4	0	0	0	128	128.00
Hourly Average	0.00	0.00	31.00	0.00	1.00	0.00	0.00	0.00	32.00	32.00
Session Total	0	0	387	2	14	3	0	0	406	407.50
Session Average	0.00	0.00	24.19	0.13	0.88	0.19	0.00	0.00	25.38	25.47

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.6: Northbound from Woodhead Road to Birstall Retail Park Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	7	0	0	0	0	0	7	7.00
1615 - 1630	0	0	13	0	0	0	0	0	13	13.00
1630 - 1645	0	0	8	0	0	0	0	0	8	8.00
1645 - 1700	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	38	0	0	0	0	0	38	38.00
Hourly Average	0.00	0.00	9.50	0.00	0.00	0.00	0.00	0.00	9.50	9.50
1700 - 1715	0	0	11	0	1	0	0	0	12	12.00
1715 - 1730	0	0	10	0	2	1	0	0	13	13.50
1730 - 1745	0	0	11	0	0	0	0	0	11	11.00
1745 - 1800	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	40	0	3	1	0	0	44	44.50
Hourly Average	0.00	0.00	10.00	0.00	0.75	0.25	0.00	0.00	11.00	11.13
1800 - 1815	0	0	17	1	0	0	0	0	18	18.00
1815 - 1830	0	0	10	0	1	0	0	0	11	11.00
1830 - 1845	0	0	14	1	0	0	0	0	15	15.00
1845 - 1900	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	53	2	1	0	0	0	56	56.00
Hourly Average	0.00	0.00	13.25	0.50	0.25	0.00	0.00	0.00	14.00	14.00
1900 - 1915	0	0	19	1	0	0	0	0	20	20.00
1915 - 1930	0	0	8	0	1	0	0	0	9	9.00
1930 - 1945	0	0	14	0	0	0	0	0	14	14.00
1945 - 2000	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	50	1	2	0	0	0	53	53.00
Hourly Average	0.00	0.00	12.50	0.25	0.50	0.00	0.00	0.00	13.25	13.25
Session Total	0	0	181	3	6	1	0	0	191	191.50
Session Average	0.00	0.00	11.31	0.19	0.38	0.06	0.00	0.00	11.94	11.97

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.6: Northbound from Woodhead Road to Birstall Retail Park Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	10	0	0	0	0	0	10	10.00
1115 - 1130	0	0	21	0	0	0	0	0	21	21.00
1130 - 1145	0	0	19	0	0	0	0	0	19	19.00
1145 - 1200	0	1	19	0	1	0	0	0	21	20.40
Hourly Total	0	1	69	0	1	0	0	0	71	70.40
Hourly Average	0.00	0.25	17.25	0.00	0.25	0.00	0.00	0.00	17.75	17.60
1200 - 1215	0	0	10	0	0	0	0	0	10	10.00
1215 - 1230	0	0	12	0	0	0	0	0	12	12.00
1230 - 1245	0	1	21	0	0	0	0	0	22	21.40
1245 - 1300	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	1	56	0	0	0	0	0	57	56.40
Hourly Average	0.00	0.25	14.00	0.00	0.00	0.00	0.00	0.00	14.25	14.10
1300 - 1315	0	0	22	0	1	0	0	0	23	23.00
1315 - 1330	0	0	11	0	0	0	0	0	11	11.00
1330 - 1345	0	0	25	0	1	0	0	0	26	26.00
1345 - 1400	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	0	0	80	0	2	0	0	0	82	82.00
Hourly Average	0.00	0.00	20.00	0.00	0.50	0.00	0.00	0.00	20.50	20.50
1400 - 1415	0	0	23	0	1	0	0	0	24	24.00
1415 - 1430	0	1	25	0	2	0	0	0	28	27.40
1430 - 1445	0	0	21	0	0	0	0	0	21	21.00
1445 - 1500	0	0	20	0	0	0	0	0	20	20.00
Hourly Total	0	1	89	0	3	0	0	0	93	92.40
Hourly Average	0.00	0.25	22.25	0.00	0.75	0.00	0.00	0.00	23.25	23.10
Session Total	0	3	294	0	6	0	0	0	303	301.20
Session Average	0.00	0.19	18.38	0.00	0.38	0.00	0.00	0.00	18.94	18.83

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.7: Right from Woodhead Road to A62 Gelderd Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	53	0	3	0	0	0	58	56.80
1615 - 1630	0	0	56	1	1	0	0	0	58	58.00
1630 - 1645	0	0	67	2	4	0	0	0	73	73.00
1645 - 1700	0	0	52	0	5	0	0	0	57	57.00
Hourly Total	0	2	228	3	13	0	0	0	246	244.80
Hourly Average	0.00	0.50	57.00	0.75	3.25	0.00	0.00	0.00	61.50	61.20
1700 - 1715	0	1	84	0	4	0	0	0	89	88.40
1715 - 1730	0	0	56	0	0	0	0	0	56	56.00
1730 - 1745	0	0	72	0	3	0	0	0	75	75.00
1745 - 1800	0	0	48	0	3	2	0	0	53	54.00
Hourly Total	0	1	260	0	10	2	0	0	273	273.40
Hourly Average	0.00	0.25	65.00	0.00	2.50	0.50	0.00	0.00	68.25	68.35
1800 - 1815	0	0	64	0	1	0	0	0	65	65.00
1815 - 1830	0	0	52	0	5	0	0	0	57	57.00
1830 - 1845	0	0	72	0	7	0	0	0	79	79.00
1845 - 1900	0	0	74	0	3	0	0	0	77	77.00
Hourly Total	0	0	262	0	16	0	0	0	278	278.00
Hourly Average	0.00	0.00	65.50	0.00	4.00	0.00	0.00	0.00	69.50	69.50
1900 - 1915	0	0	64	0	4	0	0	0	68	68.00
1915 - 1930	0	0	88	0	2	0	0	0	90	90.00
1930 - 1945	0	0	82	0	7	0	0	0	89	89.00
1945 - 2000	0	0	66	0	2	2	0	0	70	71.00
Hourly Total	0	0	300	0	15	2	0	0	317	318.00
Hourly Average	0.00	0.00	75.00	0.00	3.75	0.50	0.00	0.00	79.25	79.50
Session Total	0	3	1050	3	54	4	0	0	1114	1114.20
Session Average	0.00	0.19	65.63	0.19	3.38	0.25	0.00	0.00	69.63	69.64

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.7: Right from Woodhead Road to A62 Gelderd Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	53	0	2	0	0	0	55	55.00
1115 - 1130	0	0	42	0	2	0	0	0	44	44.00
1130 - 1145	0	0	67	0	0	1	0	0	68	68.50
1145 - 1200	0	0	56	0	4	0	0	0	60	60.00
Hourly Total	0	0	218	0	8	1	0	0	227	227.50
Hourly Average	0.00	0.00	54.50	0.00	2.00	0.25	0.00	0.00	56.75	56.88
1200 - 1215	0	0	74	0	5	0	0	0	79	79.00
1215 - 1230	0	0	73	0	1	3	0	0	77	78.50
1230 - 1245	0	0	66	0	3	0	0	0	69	69.00
1245 - 1300	0	1	78	0	3	0	0	0	82	81.40
Hourly Total	0	1	291	0	12	3	0	0	307	307.90
Hourly Average	0.00	0.25	72.75	0.00	3.00	0.75	0.00	0.00	76.75	76.98
1300 - 1315	0	0	73	0	7	0	0	0	80	80.00
1315 - 1330	0	0	100	0	8	0	0	0	108	108.00
1330 - 1345	0	0	92	0	4	0	0	0	96	96.00
1345 - 1400	0	1	81	0	7	0	0	0	89	88.40
Hourly Total	0	1	346	0	26	0	0	0	373	372.40
Hourly Average	0.00	0.25	86.50	0.00	6.50	0.00	0.00	0.00	93.25	93.10
1400 - 1415	0	1	89	0	3	0	0	0	93	92.40
1415 - 1430	0	2	81	0	5	0	0	0	88	86.80
1430 - 1445	0	0	83	0	1	0	0	0	84	84.00
1445 - 1500	0	0	83	0	7	0	0	0	90	90.00
Hourly Total	0	3	336	0	16	0	0	0	355	353.20
Hourly Average	0.00	0.75	84.00	0.00	4.00	0.00	0.00	0.00	88.75	88.30
Session Total	0	5	1191	0	62	4	0	0	1262	1261.00
Session Average	0.00	0.31	74.44	0.00	3.88	0.25	0.00	0.00	78.88	78.81

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.8: U-Turn from Woodhead Road to Woodhead Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	1	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1900 - 1915	0	0	0	0	0	0	0	0	0	0.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
1930 - 1945	0	0	0	0	0	0	0	0	0	0.00
1945 - 2000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	2	0	1	0	0	0	3	3.00
Session Average	0.00	0.00	0.13	0.00	0.06	0.00	0.00	0.00	0.19	0.19

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.8: U-Turn from Woodhead Road to Woodhead Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	1	0	0	0	1	1.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	2	0	1	0	0	0	3	3.00
Session Average	0.00	0.00	0.13	0.00	0.06	0.00	0.00	0.00	0.19	0.19

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.9: Left from A62 Gelderd Road (West) to Birstall Retail Park Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	26	0	2	0	0	0	28	28.00
1615 - 1630	0	0	21	0	1	0	0	0	22	22.00
1630 - 1645	0	0	24	0	2	0	0	0	26	26.00
1645 - 1700	0	0	26	0	1	0	0	0	27	27.00
Hourly Total	0	0	97	0	6	0	0	0	103	103.00
Hourly Average	0.00	0.00	24.25	0.00	1.50	0.00	0.00	0.00	25.75	25.75
1700 - 1715	0	0	27	0	0	0	0	0	27	27.00
1715 - 1730	0	0	28	0	2	0	0	0	30	30.00
1730 - 1745	0	0	23	1	0	0	0	0	24	24.00
1745 - 1800	0	0	26	0	2	1	0	0	29	29.50
Hourly Total	0	0	104	1	4	1	0	0	110	110.50
Hourly Average	0.00	0.00	26.00	0.25	1.00	0.25	0.00	0.00	27.50	27.63
1800 - 1815	0	0	32	0	2	0	0	0	34	34.00
1815 - 1830	0	0	30	0	1	0	0	0	31	31.00
1830 - 1845	0	0	30	0	1	0	0	0	31	31.00
1845 - 1900	0	0	30	0	3	0	0	0	33	33.00
Hourly Total	0	0	122	0	7	0	0	0	129	129.00
Hourly Average	0.00	0.00	30.50	0.00	1.75	0.00	0.00	0.00	32.25	32.25
1900 - 1915	0	0	21	0	1	0	0	0	22	22.00
1915 - 1930	0	0	27	0	0	0	0	0	27	27.00
1930 - 1945	1	0	18	0	1	1	0	0	21	20.70
1945 - 2000	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	1	0	82	0	2	1	0	0	86	85.70
Hourly Average	0.25	0.00	20.50	0.00	0.50	0.25	0.00	0.00	21.50	21.43
Session Total	1	0	405	1	19	2	0	0	428	428.20
Session Average	0.06	0.00	25.31	0.06	1.19	0.13	0.00	0.00	26.75	26.76

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.9: Left from A62 Gelderd Road (West) to Birstall Retail Park Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	40	0	7	0	0	0	47	47.00
1115 - 1130	1	0	36	0	3	0	0	0	40	39.20
1130 - 1145	0	0	37	0	1	0	0	0	38	38.00
1145 - 1200	0	0	50	0	1	0	0	0	51	51.00
Hourly Total	1	0	163	0	12	0	0	0	176	175.20
Hourly Average	0.25	0.00	40.75	0.00	3.00	0.00	0.00	0.00	44.00	43.80
1200 - 1215	0	0	45	0	1	0	0	0	46	46.00
1215 - 1230	4	0	37	0	1	0	0	0	42	38.80
1230 - 1245	0	0	40	0	2	0	0	0	42	42.00
1245 - 1300	0	0	46	0	0	0	0	0	46	46.00
Hourly Total	4	0	168	0	4	0	0	0	176	172.80
Hourly Average	1.00	0.00	42.00	0.00	1.00	0.00	0.00	0.00	44.00	43.20
1300 - 1315	0	0	30	0	2	0	0	0	32	32.00
1315 - 1330	0	0	36	0	1	0	0	0	37	37.00
1330 - 1345	0	0	42	0	4	0	0	0	46	46.00
1345 - 1400	0	0	36	0	1	0	0	0	37	37.00
Hourly Total	0	0	144	0	8	0	0	0	152	152.00
Hourly Average	0.00	0.00	36.00	0.00	2.00	0.00	0.00	0.00	38.00	38.00
1400 - 1415	0	1	45	0	1	1	0	0	48	47.90
1415 - 1430	0	0	43	0	1	0	0	0	44	44.00
1430 - 1445	0	0	49	0	0	0	0	0	49	49.00
1445 - 1500	0	0	33	0	2	0	0	0	35	35.00
Hourly Total	0	1	170	0	4	1	0	0	176	175.90
Hourly Average	0.00	0.25	42.50	0.00	1.00	0.25	0.00	0.00	44.00	43.98
Session Total	5	1	645	0	28	1	0	0	680	675.90
Session Average	0.31	0.06	40.31	0.00	1.75	0.06	0.00	0.00	42.50	42.24

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.10: Eastbound from A62 Gelderd Road (West) to A62 Gelderd Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	118	1	29	3	4	1	157	164.10
1615 - 1630	0	2	97	2	28	2	9	2	142	155.50
1630 - 1645	1	0	116	0	24	2	2	1	146	149.80
1645 - 1700	0	2	107	0	24	1	2	0	136	137.90
Hourly Total	1	5	438	3	105	8	17	4	581	607.30
Hourly Average	0.25	1.25	109.50	0.75	26.25	2.00	4.25	1.00	145.25	151.83
1700 - 1715	0	0	124	0	18	4	2	2	150	156.60
1715 - 1730	0	0	98	3	21	3	1	0	126	128.80
1730 - 1745	1	0	110	2	10	2	4	1	130	136.40
1745 - 1800	0	0	85	2	8	3	0	0	98	99.50
Hourly Total	1	0	417	7	57	12	7	3	504	521.30
Hourly Average	0.25	0.00	104.25	1.75	14.25	3.00	1.75	0.75	126.00	130.33
1800 - 1815	0	0	118	2	14	3	2	0	139	143.10
1815 - 1830	0	0	74	0	11	1	4	2	92	99.70
1830 - 1845	0	1	84	1	4	3	3	1	97	102.80
1845 - 1900	0	0	77	0	5	4	2	0	88	92.60
Hourly Total	0	1	353	3	34	11	11	3	416	438.20
Hourly Average	0.00	0.25	88.25	0.75	8.50	2.75	2.75	0.75	104.00	109.55
1900 - 1915	0	1	94	0	8	0	0	1	104	104.40
1915 - 1930	0	1	96	0	14	2	2	1	116	120.00
1930 - 1945	0	1	65	0	10	4	5	1	86	94.90
1945 - 2000	0	0	48	0	8	0	2	1	59	62.60
Hourly Total	0	3	303	0	40	6	9	4	365	381.90
Hourly Average	0.00	0.75	75.75	0.00	10.00	1.50	2.25	1.00	91.25	95.48
Session Total	2	9	1511	13	236	37	44	14	1866	1948.70
Session Average	0.13	0.56	94.44	0.81	14.75	2.31	2.75	0.88	116.63	121.79

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.10: Eastbound from A62 Gelderd Road (West) to A62 Gelderd Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	4	105	0	19	2	1	0	131	130.90
1115 - 1130	0	8	85	1	20	2	3	0	119	119.10
1130 - 1145	2	3	93	1	15	4	0	1	119	118.60
1145 - 1200	0	7	122	1	10	0	0	0	140	135.80
Hourly Total	2	22	405	3	64	8	4	1	509	504.40
Hourly Average	0.50	5.50	101.25	0.75	16.00	2.00	1.00	0.25	127.25	126.10
1200 - 1215	5	5	108	1	6	3	1	1	130	126.80
1215 - 1230	0	10	104	2	12	0	1	0	129	124.30
1230 - 1245	0	2	118	2	5	4	0	1	132	133.80
1245 - 1300	0	12	108	2	8	2	2	0	134	130.40
Hourly Total	5	29	438	7	31	9	4	2	525	515.30
Hourly Average	1.25	7.25	109.50	1.75	7.75	2.25	1.00	0.50	131.25	128.83
1300 - 1315	6	0	114	1	9	0	2	1	133	131.80
1315 - 1330	1	9	117	0	10	4	2	2	145	145.40
1330 - 1345	0	13	113	0	6	2	1	1	136	131.50
1345 - 1400	0	2	115	0	8	1	2	0	128	129.90
Hourly Total	7	24	459	1	33	7	7	4	542	538.60
Hourly Average	1.75	6.00	114.75	0.25	8.25	1.75	1.75	1.00	135.50	134.65
1400 - 1415	0	6	102	1	8	4	2	2	125	128.00
1415 - 1430	0	5	83	0	9	9	5	1	112	121.00
1430 - 1445	0	8	104	0	6	3	0	0	121	117.70
1445 - 1500	0	4	112	0	9	6	0	1	132	133.60
Hourly Total	0	23	401	1	32	22	7	4	490	500.30
Hourly Average	0.00	5.75	100.25	0.25	8.00	5.50	1.75	1.00	122.50	125.08
Session Total	14	98	1703	12	160	46	22	11	2066	2058.60
Session Average	0.88	6.13	106.44	0.75	10.00	2.88	1.38	0.69	129.13	128.66

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.11: Right from A62 Gelderd Road (West) to Woodhead Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	19	0	0	0	0	0	19	19.00
1615 - 1630	0	0	22	0	1	0	0	0	23	23.00
1630 - 1645	0	0	29	0	0	1	0	0	30	30.50
1645 - 1700	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	0	90	0	2	1	0	0	93	93.50
Hourly Average	0.00	0.00	22.50	0.00	0.50	0.25	0.00	0.00	23.25	23.38
1700 - 1715	0	0	11	0	2	0	0	0	13	13.00
1715 - 1730	0	0	21	0	1	0	0	0	22	22.00
1730 - 1745	0	0	32	0	4	1	0	0	37	37.50
1745 - 1800	0	0	19	0	0	0	0	0	19	19.00
Hourly Total	0	0	83	0	7	1	0	0	91	91.50
Hourly Average	0.00	0.00	20.75	0.00	1.75	0.25	0.00	0.00	22.75	22.88
1800 - 1815	0	0	26	0	1	0	0	0	27	27.00
1815 - 1830	0	0	34	0	1	1	0	0	36	36.50
1830 - 1845	0	0	21	0	3	0	0	0	24	24.00
1845 - 1900	2	0	42	0	0	0	0	0	44	42.40
Hourly Total	2	0	123	0	5	1	0	0	131	129.90
Hourly Average	0.50	0.00	30.75	0.00	1.25	0.25	0.00	0.00	32.75	32.48
1900 - 1915	0	0	38	0	2	0	0	0	40	40.00
1915 - 1930	0	0	32	0	1	0	0	0	33	33.00
1930 - 1945	0	0	34	0	0	0	0	0	34	34.00
1945 - 2000	0	0	22	0	1	0	0	0	23	23.00
Hourly Total	0	0	126	0	4	0	0	0	130	130.00
Hourly Average	0.00	0.00	31.50	0.00	1.00	0.00	0.00	0.00	32.50	32.50
Session Total	2	0	422	0	18	3	0	0	445	444.90
Session Average	0.13	0.00	26.38	0.00	1.13	0.19	0.00	0.00	27.81	27.81

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.11: Right from A62 Gelderd Road (West) to Woodhead Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	27	0	2	1	0	0	30	30.50
1115 - 1130	0	0	38	0	1	0	0	0	39	39.00
1130 - 1145	0	0	25	0	3	0	0	0	28	28.00
1145 - 1200	0	0	27	0	1	0	0	0	28	28.00
Hourly Total	0	0	117	0	7	1	0	0	125	125.50
Hourly Average	0.00	0.00	29.25	0.00	1.75	0.25	0.00	0.00	31.25	31.38
1200 - 1215	0	0	27	0	0	0	0	0	27	27.00
1215 - 1230	0	0	26	0	1	0	0	0	27	27.00
1230 - 1245	0	0	31	0	3	0	0	0	34	34.00
1245 - 1300	0	2	38	0	2	0	0	0	42	40.80
Hourly Total	0	2	122	0	6	0	0	0	130	128.80
Hourly Average	0.00	0.50	30.50	0.00	1.50	0.00	0.00	0.00	32.50	32.20
1300 - 1315	0	0	45	0	1	0	0	0	46	46.00
1315 - 1330	0	1	36	0	2	0	0	0	39	38.40
1330 - 1345	0	0	30	0	1	0	0	0	31	31.00
1345 - 1400	0	1	26	0	0	0	0	0	27	26.40
Hourly Total	0	2	137	0	4	0	0	0	143	141.80
Hourly Average	0.00	0.50	34.25	0.00	1.00	0.00	0.00	0.00	35.75	35.45
1400 - 1415	0	0	29	0	0	0	0	0	29	29.00
1415 - 1430	0	0	25	0	2	0	0	0	27	27.00
1430 - 1445	0	0	30	0	0	0	0	0	30	30.00
1445 - 1500	0	0	27	0	2	0	0	0	29	29.00
Hourly Total	0	0	111	0	4	0	0	0	115	115.00
Hourly Average	0.00	0.00	27.75	0.00	1.00	0.00	0.00	0.00	28.75	28.75
Session Total	0	4	487	0	21	1	0	0	513	511.10
Session Average	0.00	0.25	30.44	0.00	1.31	0.06	0.00	0.00	32.06	31.94

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.13: Left from Birstall Retail Park Access to A62 Gelderd Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	168	0	8	2	1	0	179	181.30
1615 - 1630	0	0	124	1	6	0	0	0	131	131.00
1630 - 1645	0	0	150	0	11	0	0	0	161	161.00
1645 - 1700	0	0	125	0	6	0	0	0	131	131.00
Hourly Total	0	0	567	1	31	2	1	0	602	604.30
Hourly Average	0.00	0.00	141.75	0.25	7.75	0.50	0.25	0.00	150.50	151.08
1700 - 1715	0	0	139	0	8	1	2	0	150	153.10
1715 - 1730	0	1	105	0	5	2	0	0	113	113.40
1730 - 1745	0	1	128	0	5	1	0	0	135	134.90
1745 - 1800	0	1	116	0	5	1	0	0	123	122.90
Hourly Total	0	3	488	0	23	5	2	0	521	524.30
Hourly Average	0.00	0.75	122.00	0.00	5.75	1.25	0.50	0.00	130.25	131.08
1800 - 1815	1	0	139	0	5	2	0	0	147	147.20
1815 - 1830	0	0	120	1	3	2	0	0	126	127.00
1830 - 1845	0	0	111	0	8	0	0	0	119	119.00
1845 - 1900	0	0	111	0	2	1	0	0	114	114.50
Hourly Total	1	0	481	1	18	5	0	0	506	507.70
Hourly Average	0.25	0.00	120.25	0.25	4.50	1.25	0.00	0.00	126.50	126.93
1900 - 1915	0	0	147	0	7	0	0	0	154	154.00
1915 - 1930	0	0	137	0	2	0	0	0	139	139.00
1930 - 1945	0	0	97	0	3	0	0	0	100	100.00
1945 - 2000	0	0	125	2	1	1	0	0	129	129.50
Hourly Total	0	0	506	2	13	1	0	0	522	522.50
Hourly Average	0.00	0.00	126.50	0.50	3.25	0.25	0.00	0.00	130.50	130.63
Session Total	1	3	2042	4	85	13	3	0	2151	2158.80
Session Average	0.06	0.19	127.63	0.25	5.31	0.81	0.19	0.00	134.44	134.93

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.13: Left from Birstall Retail Park Access to A62 Gelderd Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	149	0	6	1	0	0	156	156.50
1115 - 1130	0	0	130	0	7	3	0	0	140	141.50
1130 - 1145	0	0	153	1	5	0	1	0	160	161.30
1145 - 1200	0	0	182	0	8	0	0	0	190	190.00
Hourly Total	0	0	614	1	26	4	1	0	646	649.30
Hourly Average	0.00	0.00	153.50	0.25	6.50	1.00	0.25	0.00	161.50	162.33
1200 - 1215	0	0	147	0	5	2	0	0	154	155.00
1215 - 1230	0	5	173	1	3	1	0	0	183	180.50
1230 - 1245	0	0	140	0	6	2	0	0	148	149.00
1245 - 1300	0	0	145	0	4	4	0	0	153	155.00
Hourly Total	0	5	605	1	18	9	0	0	638	639.50
Hourly Average	0.00	1.25	151.25	0.25	4.50	2.25	0.00	0.00	159.50	159.88
1300 - 1315	0	1	166	1	8	2	0	0	178	178.40
1315 - 1330	0	0	186	1	6	0	0	0	193	193.00
1330 - 1345	0	3	182	0	3	2	0	2	192	193.20
1345 - 1400	0	0	183	0	4	0	0	0	187	187.00
Hourly Total	0	4	717	2	21	4	0	2	750	751.60
Hourly Average	0.00	1.00	179.25	0.50	5.25	1.00	0.00	0.50	187.50	187.90
1400 - 1415	0	0	179	0	5	3	0	0	187	188.50
1415 - 1430	0	1	155	0	5	2	0	0	163	163.40
1430 - 1445	0	0	195	1	10	1	1	0	208	209.80
1445 - 1500	0	0	199	0	6	1	0	0	206	206.50
Hourly Total	0	1	728	1	26	7	1	0	764	768.20
Hourly Average	0.00	0.25	182.00	0.25	6.50	1.75	0.25	0.00	191.00	192.05
Session Total	0	10	2664	5	91	24	2	2	2798	2808.60
Session Average	0.00	0.63	166.50	0.31	5.69	1.50	0.13	0.13	174.88	175.54

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.14: Southbound from Birstall Retail Park Access to Woodhead Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	16	0	2	0	0	0	19	18.40
1615 - 1630	0	0	13	0	0	0	0	0	13	13.00
1630 - 1645	0	0	21	0	0	0	0	0	21	21.00
1645 - 1700	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	1	58	0	3	0	0	0	62	61.40
Hourly Average	0.00	0.25	14.50	0.00	0.75	0.00	0.00	0.00	15.50	15.35
1700 - 1715	0	0	12	0	0	0	0	0	12	12.00
1715 - 1730	0	0	22	0	0	1	0	0	23	23.50
1730 - 1745	0	0	14	0	2	0	0	0	16	16.00
1745 - 1800	0	0	24	0	0	0	0	0	24	24.00
Hourly Total	0	0	72	0	2	1	0	0	75	75.50
Hourly Average	0.00	0.00	18.00	0.00	0.50	0.25	0.00	0.00	18.75	18.88
1800 - 1815	0	0	20	0	1	0	0	0	21	21.00
1815 - 1830	0	0	23	0	3	0	0	0	26	26.00
1830 - 1845	0	0	21	0	2	0	0	0	23	23.00
1845 - 1900	0	0	28	0	0	0	0	0	28	28.00
Hourly Total	0	0	92	0	6	0	0	0	98	98.00
Hourly Average	0.00	0.00	23.00	0.00	1.50	0.00	0.00	0.00	24.50	24.50
1900 - 1915	0	0	32	0	0	0	0	0	32	32.00
1915 - 1930	0	0	20	0	3	0	0	0	23	23.00
1930 - 1945	0	0	15	0	0	0	0	0	15	15.00
1945 - 2000	0	0	24	0	0	0	0	0	24	24.00
Hourly Total	0	0	91	0	3	0	0	0	94	94.00
Hourly Average	0.00	0.00	22.75	0.00	0.75	0.00	0.00	0.00	23.50	23.50
Session Total	0	1	313	0	14	1	0	0	329	328.90
Session Average	0.00	0.06	19.56	0.00	0.88	0.06	0.00	0.00	20.56	20.56

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.14: Southbound from Birstall Retail Park Access to Woodhead Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	21	0	1	0	0	0	22	22.00
1115 - 1130	0	0	23	0	0	0	0	0	23	23.00
1130 - 1145	0	0	24	0	1	0	0	0	25	25.00
1145 - 1200	0	0	30	0	0	0	0	0	30	30.00
Hourly Total	0	0	98	0	2	0	0	0	100	100.00
Hourly Average	0.00	0.00	24.50	0.00	0.50	0.00	0.00	0.00	25.00	25.00
1200 - 1215	0	0	27	0	2	1	0	0	30	30.50
1215 - 1230	0	0	25	0	0	0	0	0	25	25.00
1230 - 1245	0	0	29	0	4	1	0	0	34	34.50
1245 - 1300	0	0	30	0	0	0	0	0	30	30.00
Hourly Total	0	0	111	0	6	2	0	0	119	120.00
Hourly Average	0.00	0.00	27.75	0.00	1.50	0.50	0.00	0.00	29.75	30.00
1300 - 1315	0	0	39	0	1	0	0	0	40	40.00
1315 - 1330	0	0	31	0	1	0	0	0	32	32.00
1330 - 1345	0	0	47	0	2	0	0	0	49	49.00
1345 - 1400	0	0	32	0	1	0	0	0	33	33.00
Hourly Total	0	0	149	0	5	0	0	0	154	154.00
Hourly Average	0.00	0.00	37.25	0.00	1.25	0.00	0.00	0.00	38.50	38.50
1400 - 1415	0	1	38	0	2	0	0	0	41	40.40
1415 - 1430	0	0	42	0	2	0	0	0	44	44.00
1430 - 1445	0	0	43	0	0	0	0	0	43	43.00
1445 - 1500	0	0	24	0	0	0	0	0	24	24.00
Hourly Total	0	1	147	0	4	0	0	0	152	151.40
Hourly Average	0.00	0.25	36.75	0.00	1.00	0.00	0.00	0.00	38.00	37.85
Session Total	0	1	505	0	17	2	0	0	525	525.40
Session Average	0.00	0.06	31.56	0.00	1.06	0.13	0.00	0.00	32.81	32.84

Birstall, Kirklees
Classified Junction Count

Site 1 of 3

A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long

lat 53.743897° lon -1.643588°

Date

Friday 24 March 2017

Weather

Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 1.15: Right from Birstall Retail Park Access to A62 Gelderd Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	28	0	3	0	0	0	31	31.00
1615 - 1630	0	0	25	0	1	0	0	0	26	26.00
1630 - 1645	0	0	31	0	1	1	0	0	33	33.50
1645 - 1700	0	0	27	0	0	0	0	0	27	27.00
Hourly Total	0	0	111	0	5	1	0	0	117	117.50
Hourly Average	0.00	0.00	27.75	0.00	1.25	0.25	0.00	0.00	29.25	29.38
1700 - 1715	0	0	26	0	0	0	0	0	26	26.00
1715 - 1730	0	0	23	1	1	0	0	0	25	25.00
1730 - 1745	0	0	39	1	1	0	0	0	41	41.00
1745 - 1800	0	0	30	2	1	0	0	0	33	33.00
Hourly Total	0	0	118	4	3	0	0	0	125	125.00
Hourly Average	0.00	0.00	29.50	1.00	0.75	0.00	0.00	0.00	31.25	31.25
1800 - 1815	0	0	39	1	2	0	0	0	42	42.00
1815 - 1830	0	0	27	0	1	0	0	0	28	28.00
1830 - 1845	0	0	32	0	1	0	0	0	33	33.00
1845 - 1900	0	0	23	1	4	0	0	0	28	28.00
Hourly Total	0	0	121	2	8	0	0	0	131	131.00
Hourly Average	0.00	0.00	30.25	0.50	2.00	0.00	0.00	0.00	32.75	32.75
1900 - 1915	0	0	43	0	1	0	0	0	44	44.00
1915 - 1930	0	0	30	0	0	0	0	0	30	30.00
1930 - 1945	0	0	27	1	6	0	0	0	34	34.00
1945 - 2000	0	0	40	0	6	0	0	0	46	46.00
Hourly Total	0	0	140	1	13	0	0	0	154	154.00
Hourly Average	0.00	0.00	35.00	0.25	3.25	0.00	0.00	0.00	38.50	38.50
Session Total	0	0	490	7	29	1	0	0	527	527.50
Session Average	0.00	0.00	30.63	0.44	1.81	0.06	0.00	0.00	32.94	32.97

Date

Saturday 25 March 2017

Weather

Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 1.15: Right from Birstall Retail Park Access to A62 Gelderd Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	41	0	2	1	0	0	44	44.50
1115 - 1130	0	0	44	1	2	1	0	0	48	48.50
1130 - 1145	0	0	48	0	3	2	0	0	53	54.00
1145 - 1200	0	2	36	0	1	2	0	0	41	40.80
Hourly Total	0	2	169	1	8	6	0	0	186	187.80
Hourly Average	0.00	0.50	42.25	0.25	2.00	1.50	0.00	0.00	46.50	46.95
1200 - 1215	0	1	43	0	3	0	0	0	47	46.40
1215 - 1230	0	1	55	0	6	0	0	0	62	61.40
1230 - 1245	0	0	51	1	0	0	0	0	52	52.00
1245 - 1300	0	2	26	0	9	0	0	0	37	35.80
Hourly Total	0	4	175	1	18	0	0	0	198	195.60
Hourly Average	0.00	1.00	43.75	0.25	4.50	0.00	0.00	0.00	49.50	48.90
1300 - 1315	0	0	38	0	5	0	0	0	43	43.00
1315 - 1330	0	0	41	0	4	1	0	0	46	46.50
1330 - 1345	0	0	37	1	2	1	0	0	41	41.50
1345 - 1400	0	2	33	2	4	1	0	0	42	41.30
Hourly Total	0	2	149	3	15	3	0	0	172	172.30
Hourly Average	0.00	0.50	37.25	0.75	3.75	0.75	0.00	0.00	43.00	43.08
1400 - 1415	0	0	41	1	1	0	0	0	43	43.00
1415 - 1430	0	2	48	1	3	0	0	0	54	52.80
1430 - 1445	0	0	35	0	0	1	0	0	36	36.50
1445 - 1500	0	0	56	0	0	1	0	0	57	57.50
Hourly Total	0	2	180	2	4	2	0	0	190	189.80
Hourly Average	0.00	0.50	45.00	0.50	1.00	0.50	0.00	0.00	47.50	47.45
Session Total	0	10	673	7	45	11	0	0	746	745.50
Session Average	0.00	0.63	42.06	0.44	2.81	0.69	0.00	0.00	46.63	46.59

Site 1 of 3
A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Date
Friday 24 March 2017

Weather
Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

[illegible]

Weather
Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

[illegible]

Birstall, Kirklees
Classified Junction Count

Site 2 of 3
Bankwood Way (South)
Centre 27 Business Park Access
Bankwood Way (North)

Lat/Long
lat 53.743292° lon -1.641045°

Date
Friday 24 March 2017

Weather
Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 2.2: Northbound from Bankwood Way (South) to Bankwood Way (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	12	0	0	0	0	0	13	12.40
1615 - 1630	0	0	40	0	0	0	0	0	40	40.00
1630 - 1645	0	0	29	0	0	0	0	0	29	29.00
1645 - 1700	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	0	1	100	0	1	0	0	0	102	101.40
Hourly Average	0.00	0.25	25.00	0.00	0.25	0.00	0.00	0.00	25.50	25.35
1700 - 1715	0	0	11	0	1	0	0	0	12	12.00
1715 - 1730	0	0	26	0	0	0	0	0	26	26.00
1730 - 1745	0	0	37	0	0	0	0	0	37	37.00
1745 - 1800	0	0	38	0	2	0	0	0	40	40.00
Hourly Total	0	0	112	0	3	0	0	0	115	115.00
Hourly Average	0.00	0.00	28.00	0.00	0.75	0.00	0.00	0.00	28.75	28.75
1800 - 1815	0	0	28	0	2	0	0	0	30	30.00
1815 - 1830	0	0	38	0	1	0	0	0	39	39.00
1830 - 1845	0	0	50	0	1	0	0	0	51	51.00
1845 - 1900	0	0	61	0	2	0	0	0	63	63.00
Hourly Total	0	0	177	0	6	0	0	0	183	183.00
Hourly Average	0.00	0.00	44.25	0.00	1.50	0.00	0.00	0.00	45.75	45.75
1900 - 1915	0	0	82	0	1	0	0	0	83	83.00
1915 - 1930	0	0	66	0	1	0	0	0	67	67.00
1930 - 1945	0	0	69	0	1	0	0	0	70	70.00
1945 - 2000	0	0	59	0	1	0	0	0	60	60.00
Hourly Total	0	0	276	0	4	0	0	0	280	280.00
Hourly Average	0.00	0.00	69.00	0.00	1.00	0.00	0.00	0.00	70.00	70.00
Session Total	0	1	665	0	14	0	0	0	680	679.40
Session Average	0.00	0.06	41.56	0.00	0.88	0.00	0.00	0.00	42.50	42.46

Date
Saturday 25 March 2017

Weather
Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 2.2: Northbound from Bankwood Way (South) to Bankwood Way (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	19	0	0	0	0	0	19	19.00
1115 - 1130	0	0	16	0	1	0	0	0	17	17.00
1130 - 1145	1	1	21	0	1	0	0	0	24	22.60
1145 - 1200	0	0	29	0	1	0	0	0	30	30.00
Hourly Total	1	1	85	0	3	0	0	0	90	88.60
Hourly Average	0.25	0.25	21.25	0.00	0.75	0.00	0.00	0.00	22.50	22.15
1200 - 1215	0	0	28	0	0	0	0	0	28	28.00
1215 - 1230	0	0	28	0	1	0	0	0	29	29.00
1230 - 1245	0	0	20	0	1	0	0	0	21	21.00
1245 - 1300	0	0	35	0	2	0	0	0	37	37.00
Hourly Total	0	0	111	0	4	0	0	0	115	115.00
Hourly Average	0.00	0.00	27.75	0.00	1.00	0.00	0.00	0.00	28.75	28.75
1300 - 1315	0	0	40	0	0	0	0	0	40	40.00
1315 - 1330	0	0	74	0	4	0	0	0	78	78.00
1330 - 1345	0	0	61	0	2	0	0	0	63	63.00
1345 - 1400	0	0	66	1	1	0	0	0	68	68.00
Hourly Total	0	0	241	1	7	0	0	0	249	249.00
Hourly Average	0.00	0.00	60.25	0.25	1.75	0.00	0.00	0.00	62.25	62.25
1400 - 1415	0	0	52	0	0	0	0	0	52	52.00
1415 - 1430	0	0	54	0	0	0	0	0	54	54.00
1430 - 1445	0	0	63	0	0	0	0	0	63	63.00
1445 - 1500	0	1	68	0	4	0	0	0	73	72.40
Hourly Total	0	1	237	0	4	0	0	0	242	241.40
Hourly Average	0.00	0.25	59.25	0.00	1.00	0.00	0.00	0.00	60.50	60.35
Session Total	1	2	674	1	18	0	0	0	696	694.00
Session Average	0.06	0.13	42.13	0.06	1.13	0.00	0.00	0.00	43.50	43.38

Birstall, Kirklees
Classified Junction Count

Site 2 of 3
Bankwood Way (South)
Centre 27 Business Park Access
Bankwood Way (North)

Lat/Long
lat 53.743292° lon -1.641045°

Date
Friday 24 March 2017

Weather
Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 2.3: Left from Centre 27 Business Park Access to Bankwood Way (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	6	0	0	0	0	0	6	6.00
1615 - 1630	0	0	3	0	2	0	0	0	5	5.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	17	0	2	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.25	0.00	0.50	0.00	0.00	0.00	4.75	4.75
1700 - 1715	0	0	24	0	0	0	0	0	24	24.00
1715 - 1730	0	0	18	0	0	0	0	0	18	18.00
1730 - 1745	0	0	8	0	0	0	0	0	8	8.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	54	0	0	0	0	0	54	54.00
Hourly Average	0.00	0.00	13.50	0.00	0.00	0.00	0.00	0.00	13.50	13.50
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1900 - 1915	0	0	2	0	0	0	0	0	2	2.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
1930 - 1945	0	0	1	0	0	0	0	0	1	1.00
1945 - 2000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	75	0	2	0	0	0	77	77.00
Session Average	0.00	0.00	4.69	0.00	0.13	0.00	0.00	0.00	4.81	4.81

Date
Saturday 25 March 2017

Weather
Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 2.3: Left from Centre 27 Business Park Access to Bankwood Way (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	1	0	0	0	1	1.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	2	0	0	0	0	0	2	2.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	11	0	1	0	0	0	12	12.00
Session Average	0.00	0.00	0.69	0.00	0.06	0.00	0.00	0.00	0.75	0.75

Birstall, Kirklees
Classified Junction Count

Site 2 of 3
Bankwood Way (South)
Centre 27 Business Park Access
Bankwood Way (North)

Lat/Long
lat 53.743292° lon -1.641045°

Date
Friday 24 March 2017

Weather
Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

	Movement 2.5: Southbound from Bankwood Way (North) to Bankwood Way (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	5	0	0	0	0	0	5	5.00
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	13	0	1	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.25	0.00	0.25	0.00	0.00	0.00	3.50	3.50
1700 - 1715	0	0	3	0	1	0	1	0	5	6.30
1715 - 1730	0	0	6	0	0	0	0	0	6	6.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	15	0	1	0	1	0	17	18.30
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.00	0.25	0.00	4.25	4.58
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	5	0	0	0	0	1	6	7.00
1845 - 1900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	18	0	0	0	0	1	19	20.00
Hourly Average	0.00	0.00	4.50	0.00	0.00	0.00	0.00	0.25	4.75	5.00
1900 - 1915	0	0	4	0	0	0	0	0	4	4.00
1915 - 1930	0	0	5	0	0	0	0	0	5	5.00
1930 - 1945	0	0	4	0	0	0	0	0	4	4.00
1945 - 2000	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	17	0	0	0	0	0	17	17.00
Hourly Average	0.00	0.00	4.25	0.00	0.00	0.00	0.00	0.00	4.25	4.25
Session Total	0	0	63	0	2	0	1	1	67	69.30
Session Average	0.00	0.00	3.94	0.00	0.13	0.00	0.06	0.06	4.19	4.33

Date
Saturday 25 March 2017

Weather
Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

	Movement 2.5: Southbound from Bankwood Way (North) to Bankwood Way (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	4	0	0	0	0	0	4	4.00
1130 - 1145	0	0	3	0	0	0	0	0	3	3.00
1145 - 1200	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	14	0	1	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.00	0.00	0.00	3.75	3.75
1200 - 1215	0	0	3	0	0	0	0	0	3	3.00
1215 - 1230	0	0	2	0	2	0	0	0	4	4.00
1230 - 1245	0	0	2	0	0	0	0	0	2	2.00
1245 - 1300	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	10	0	3	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.50	0.00	0.75	0.00	0.00	0.00	3.25	3.25
1300 - 1315	0	0	5	0	0	0	0	0	5	5.00
1315 - 1330	0	0	10	0	0	0	0	0	10	10.00
1330 - 1345	0	0	14	0	0	0	0	0	14	14.00
1345 - 1400	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	35	0	1	0	0	0	36	36.00
Hourly Average	0.00	0.00	8.75	0.00	0.25	0.00	0.00	0.00	9.00	9.00
1400 - 1415	0	0	4	0	0	0	0	0	4	4.00
1415 - 1430	0	0	8	0	0	0	0	0	8	8.00
1430 - 1445	0	0	4	0	0	0	0	0	4	4.00
1445 - 1500	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	22	0	0	0	0	0	22	22.00
Hourly Average	0.00	0.00	5.50	0.00	0.00	0.00	0.00	0.00	5.50	5.50
Session Total	0	0	81	0	5	0	0	0	86	86.00
Session Average	0.00	0.00	5.06	0.00	0.31	0.00	0.00	0.00	5.38	5.38

Birstall, Kirklees
Classified Junction Count

Site 3 of 3
A62 Gelderd Road (East)
Bankwood Way
A62 Gelderd Road (West)

Lat/Long
lat 53.742167° lon -1.646078°

Date
Friday 24 March 2017

Weather
Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

	Movement 3.1: Left from A62 Gelderd Road (East) to Bankwood Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	12	0	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	5	0	1	0	0	0	6	6.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	15	0	1	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.00	0.00	0.00	4.00	4.00
1900 - 1915	0	0	5	0	1	0	0	0	6	6.00
1915 - 1930	0	0	5	0	0	0	0	0	5	5.00
1930 - 1945	0	0	2	0	0	0	0	0	2	2.00
1945 - 2000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	12	0	1	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.00	0.00	0.25	0.00	0.00	0.00	3.25	3.25
Session Total	0	0	44	0	2	0	0	0	46	46.00
Session Average	0.00	0.00	2.75	0.00	0.13	0.00	0.00	0.00	2.88	2.88

Date
Saturday 25 March 2017

Weather
Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

	Movement 3.1: Left from A62 Gelderd Road (East) to Bankwood Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	7	0	0	0	0	0	7	7.00
1130 - 1145	0	0	4	0	0	0	0	0	4	4.00
1145 - 1200	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	21	0	0	0	0	0	21	21.00
Hourly Average	0.00	0.00	5.25	0.00	0.00	0.00	0.00	0.00	5.25	5.25
1200 - 1215	0	0	3	0	0	0	0	0	3	3.00
1215 - 1230	0	0	5	0	0	0	0	0	5	5.00
1230 - 1245	0	0	5	0	1	0	0	0	6	6.00
1245 - 1300	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	19	0	1	0	0	0	20	20.00
Hourly Average	0.00	0.00	4.75	0.00	0.25	0.00	0.00	0.00	5.00	5.00
1300 - 1315	0	0	7	0	0	0	0	0	7	7.00
1315 - 1330	0	0	7	0	0	0	0	0	7	7.00
1330 - 1345	0	0	8	0	1	0	0	0	9	9.00
1345 - 1400	0	0	9	0	0	0	1	0	10	11.30
Hourly Total	0	0	31	0	1	0	1	0	33	34.30
Hourly Average	0.00	0.00	7.75	0.00	0.25	0.00	0.25	0.00	8.25	8.58
1400 - 1415	0	0	10	0	0	0	0	0	10	10.00
1415 - 1430	0	0	5	0	1	0	0	0	6	6.00
1430 - 1445	0	0	14	0	0	0	0	0	14	14.00
1445 - 1500	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	34	0	1	0	0	0	35	35.00
Hourly Average	0.00	0.00	8.50	0.00	0.25	0.00	0.00	0.00	8.75	8.75
Session Total	0	0	105	0	3	0	1	0	109	110.30
Session Average	0.00	0.00	6.56	0.00	0.19	0.00	0.06	0.00	6.81	6.89

Birstall, Kirklees
Classified Junction Count

Site 3 of 3
A62 Gelderd Road (East)
Bankwood Way
A62 Gelderd Road (West)

Lat/Long
lat 53.742167° lon -1.646078°

Date
Friday 24 March 2017

Weather
Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 3.2: Westbound from A62 Gelderd Road (East) to A62 Gelderd Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	3	185	0	21	7	7	0	223	233.80
1615 - 1630	0	1	162	0	23	7	5	0	198	207.40
1630 - 1645	0	0	172	0	20	9	12	1	214	235.10
1645 - 1700	1	2	163	0	18	5	6	1	196	205.30
Hourly Total	1	6	682	0	82	28	30	2	831	881.60
Hourly Average	0.25	1.50	170.50	0.00	20.50	7.00	7.50	0.50	207.75	220.40
1700 - 1715	1	2	165	2	13	2	3	0	188	190.90
1715 - 1730	1	2	158	1	15	4	4	2	187	194.20
1730 - 1745	3	3	167	1	16	4	4	1	199	203.00
1745 - 1800	0	2	189	1	13	4	8	2	219	232.20
Hourly Total	5	9	679	5	57	14	19	5	793	820.30
Hourly Average	1.25	2.25	169.75	1.25	14.25	3.50	4.75	1.25	198.25	205.08
1800 - 1815	0	1	185	1	20	0	4	0	211	215.60
1815 - 1830	0	0	180	0	13	1	1	1	196	198.80
1830 - 1845	0	1	157	0	15	3	4	1	181	188.10
1845 - 1900	2	0	168	1	10	1	3	1	186	189.80
Hourly Total	2	2	690	2	58	5	12	3	774	792.30
Hourly Average	0.50	0.50	172.50	0.50	14.50	1.25	3.00	0.75	193.50	198.08
1900 - 1915	0	1	178	0	13	2	4	1	199	205.60
1915 - 1930	0	3	142	0	7	0	1	2	155	156.50
1930 - 1945	0	2	149	1	13	6	1	1	173	177.10
1945 - 2000	0	0	136	4	9	2	4	1	156	163.20
Hourly Total	0	6	605	5	42	10	10	5	683	702.40
Hourly Average	0.00	1.50	151.25	1.25	10.50	2.50	2.50	1.25	170.75	175.60
Session Total	8	23	2656	12	239	57	71	15	3081	3196.60
Session Average	0.50	1.44	166.00	0.75	14.94	3.56	4.44	0.94	192.56	199.79

Date
Saturday 25 March 2017

Weather
Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 3.2: Westbound from A62 Gelderd Road (East) to A62 Gelderd Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	9	133	0	10	2	1	2	157	155.90
1115 - 1130	0	5	155	1	8	4	5	0	178	183.50
1130 - 1145	0	9	148	1	5	4	2	2	171	172.20
1145 - 1200	0	6	166	0	5	4	1	1	183	183.70
Hourly Total	0	29	602	2	28	14	9	5	689	695.30
Hourly Average	0.00	7.25	150.50	0.50	7.00	3.50	2.25	1.25	172.25	173.83
1200 - 1215	0	3	166	0	4	0	4	1	178	182.40
1215 - 1230	0	16	198	0	17	2	1	0	234	226.70
1230 - 1245	0	2	156	1	7	2	3	1	172	176.70
1245 - 1300	0	8	161	0	10	1	3	1	184	184.60
Hourly Total	0	29	681	1	38	5	11	3	768	770.40
Hourly Average	0.00	7.25	170.25	0.25	9.50	1.25	2.75	0.75	192.00	192.60
1300 - 1315	0	2	149	1	7	2	4	1	166	172.00
1315 - 1330	0	4	159	0	4	3	3	0	173	176.00
1330 - 1345	0	2	157	1	6	4	1	1	172	175.10
1345 - 1400	0	9	146	3	12	8	1	0	179	178.90
Hourly Total	0	17	611	5	29	17	9	2	690	702.00
Hourly Average	0.00	4.25	152.75	1.25	7.25	4.25	2.25	0.50	172.50	175.50
1400 - 1415	0	2	155	1	13	4	1	1	177	180.10
1415 - 1430	0	4	145	2	8	9	1	0	169	172.40
1430 - 1445	0	1	161	0	8	3	4	1	178	185.10
1445 - 1500	0	3	182	1	4	2	0	0	192	191.20
Hourly Total	0	10	643	4	33	18	6	2	716	728.80
Hourly Average	0.00	2.50	160.75	1.00	8.25	4.50	1.50	0.50	179.00	182.20
Session Total	0	85	2537	12	128	54	35	12	2863	2896.50
Session Average	0.00	5.31	158.56	0.75	8.00	3.38	2.19	0.75	178.94	181.03

Birstall, Kirklees
Classified Junction Count

Site 3 of 3
A62 Gelderd Road (East)
Bankwood Way
A62 Gelderd Road (West)

Lat/Long
lat 53.742167° lon -1.646078°

Date
Friday 24 March 2017

Weather
Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 3.3: Left from Bankwood Way to A62 Gelderd Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	12	0	2	0	1	0	15	16.30
1615 - 1630	0	0	13	0	1	0	0	0	14	14.00
1630 - 1645	0	0	20	0	0	0	0	0	20	20.00
1645 - 1700	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	0	0	67	0	3	0	1	0	71	72.30
Hourly Average	0.00	0.00	16.75	0.00	0.75	0.00	0.25	0.00	17.75	18.08
1700 - 1715	0	0	35	0	1	0	0	0	36	36.00
1715 - 1730	0	0	12	0	0	0	0	0	12	12.00
1730 - 1745	0	0	17	0	1	0	0	0	18	18.00
1745 - 1800	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	0	0	83	0	3	0	0	0	86	86.00
Hourly Average	0.00	0.00	20.75	0.00	0.75	0.00	0.00	0.00	21.50	21.50
1800 - 1815	0	0	17	0	0	0	0	0	17	17.00
1815 - 1830	0	1	16	0	0	0	0	0	17	16.40
1830 - 1845	0	0	14	0	1	0	0	0	15	15.00
1845 - 1900	0	0	25	0	1	0	0	0	26	26.00
Hourly Total	0	1	72	0	2	0	0	0	75	74.40
Hourly Average	0.00	0.25	18.00	0.00	0.50	0.00	0.00	0.00	18.75	18.60
1900 - 1915	0	0	27	0	0	0	0	1	28	29.00
1915 - 1930	0	0	30	0	1	0	0	0	31	31.00
1930 - 1945	0	0	17	0	0	0	0	0	17	17.00
1945 - 2000	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	86	0	1	0	0	1	88	89.00
Hourly Average	0.00	0.00	21.50	0.00	0.25	0.00	0.00	0.25	22.00	22.25
Session Total	0	1	308	0	9	0	1	1	320	321.70
Session Average	0.00	0.06	19.25	0.00	0.56	0.00	0.06	0.06	20.00	20.11

Date
Saturday 25 March 2017

Weather
Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 3.3: Left from Bankwood Way to A62 Gelderd Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	20	0	1	0	0	0	21	21.00
1115 - 1130	0	0	19	0	0	0	0	0	19	19.00
1130 - 1145	0	2	25	0	3	0	0	0	30	28.80
1145 - 1200	0	0	23	0	2	0	0	0	25	25.00
Hourly Total	0	2	87	0	6	0	0	0	95	93.80
Hourly Average	0.00	0.50	21.75	0.00	1.50	0.00	0.00	0.00	23.75	23.45
1200 - 1215	0	0	17	0	0	0	0	0	17	17.00
1215 - 1230	0	0	23	0	1	0	0	0	24	24.00
1230 - 1245	0	0	22	0	1	0	0	0	23	23.00
1245 - 1300	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	0	0	79	0	2	0	0	0	81	81.00
Hourly Average	0.00	0.00	19.75	0.00	0.50	0.00	0.00	0.00	20.25	20.25
1300 - 1315	0	0	20	0	0	0	0	0	20	20.00
1315 - 1330	0	0	30	0	2	0	0	0	32	32.00
1330 - 1345	0	0	45	0	1	0	0	0	46	46.00
1345 - 1400	0	0	25	0	1	0	0	0	26	26.00
Hourly Total	0	0	120	0	4	0	0	0	124	124.00
Hourly Average	0.00	0.00	30.00	0.00	1.00	0.00	0.00	0.00	31.00	31.00
1400 - 1415	0	0	30	0	0	0	0	0	30	30.00
1415 - 1430	0	0	26	0	0	0	0	0	26	26.00
1430 - 1445	0	0	32	0	1	0	0	0	33	33.00
1445 - 1500	0	0	27	0	1	0	0	0	28	28.00
Hourly Total	0	0	115	0	2	0	0	0	117	117.00
Hourly Average	0.00	0.00	28.75	0.00	0.50	0.00	0.00	0.00	29.25	29.25
Session Total	0	2	401	0	14	0	0	0	417	415.80
Session Average	0.00	0.13	25.06	0.00	0.88	0.00	0.00	0.00	26.06	25.99

Birstall, Kirklees
Classified Junction Count

Site 3 of 3
A62 Gelderd Road (East)
Bankwood Way
A62 Gelderd Road (West)

Lat/Long
lat 53.742167° lon -1.646078°

Date
Friday 24 March 2017

Weather
Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

	Movement 3.4: Right from Bankwood Way to A62 Gelderd Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	2	0	1	0	0	0	3	3.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	8	0	1	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.00	0.00	0.25	0.00	0.00	0.00	2.25	2.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
1900 - 1915	0	0	2	0	0	0	0	0	2	2.00
1915 - 1930	0	0	7	0	1	0	0	0	8	8.00
1930 - 1945	0	0	1	0	1	0	0	0	2	2.00
1945 - 2000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	10	0	2	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.50	0.00	0.50	0.00	0.00	0.00	3.00	3.00
Session Total	0	0	31	0	5	0	0	0	36	36.00
Session Average	0.00	0.00	1.94	0.00	0.31	0.00	0.00	0.00	2.25	2.25

Date
Saturday 25 March 2017

Weather
Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

	Movement 3.4: Right from Bankwood Way to A62 Gelderd Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	7	0	2	0	0	0	9	9.00
1115 - 1130	0	0	4	0	3	0	0	0	7	7.00
1130 - 1145	0	0	7	0	0	0	0	0	7	7.00
1145 - 1200	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	22	0	6	0	0	0	28	28.00
Hourly Average	0.00	0.00	5.50	0.00	1.50	0.00	0.00	0.00	7.00	7.00
1200 - 1215	0	0	3	0	0	0	0	0	3	3.00
1215 - 1230	0	0	5	0	0	0	0	0	5	5.00
1230 - 1245	0	0	7	0	0	0	0	0	7	7.00
1245 - 1300	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	0	26	0	0	0	0	0	26	26.00
Hourly Average	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	6.50	6.50
1300 - 1315	0	0	3	0	0	0	0	0	3	3.00
1315 - 1330	0	0	12	0	1	0	0	0	13	13.00
1330 - 1345	0	0	4	0	0	0	0	0	4	4.00
1345 - 1400	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	26	0	1	0	0	0	27	27.00
Hourly Average	0.00	0.00	6.50	0.00	0.25	0.00	0.00	0.00	6.75	6.75
1400 - 1415	0	0	4	0	1	0	0	0	5	5.00
1415 - 1430	0	0	8	0	0	0	1	0	9	10.30
1430 - 1445	0	0	5	0	0	0	0	0	5	5.00
1445 - 1500	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	25	0	2	0	1	0	28	29.30
Hourly Average	0.00	0.00	6.25	0.00	0.50	0.00	0.25	0.00	7.00	7.33
Session Total	0	0	99	0	9	0	1	0	109	110.30
Session Average	0.00	0.00	6.19	0.00	0.56	0.00	0.06	0.00	6.81	6.89

Birstall, Kirklees
Classified Junction Count

Site 3 of 3
A62 Gelderd Road (East)
Bankwood Way
A62 Gelderd Road (West)

Lat/Long
lat 53.742167° lon -1.646078°

Date
Friday 24 March 2017

Weather
Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

	Movement 3.5: Eastbound from A62 Gelderd Road (West) to A62 Gelderd Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	148	1	35	3	4	1	193	200.10
1615 - 1630	0	2	141	2	29	2	9	2	187	200.50
1630 - 1645	1	0	161	0	25	3	2	1	193	197.30
1645 - 1700	0	2	148	0	21	1	2	0	174	175.90
Hourly Total	1	5	598	3	110	9	17	4	747	773.80
Hourly Average	0.25	1.25	149.50	0.75	27.50	2.25	4.25	1.00	186.75	193.45
1700 - 1715	0	0	164	0	20	3	2	2	191	197.10
1715 - 1730	0	0	144	3	24	3	1	0	175	177.80
1730 - 1745	1	0	160	3	12	3	4	1	184	190.90
1745 - 1800	0	0	114	2	10	5	0	0	131	133.50
Hourly Total	1	0	582	8	66	14	7	3	681	699.30
Hourly Average	0.25	0.00	145.50	2.00	16.50	3.50	1.75	0.75	170.25	174.83
1800 - 1815	0	0	176	2	17	3	2	0	200	204.10
1815 - 1830	0	0	132	0	13	2	4	2	153	161.20
1830 - 1845	0	1	133	1	8	3	3	1	150	155.80
1845 - 1900	2	0	149	0	8	4	2	0	165	168.00
Hourly Total	2	1	590	3	46	12	11	3	668	689.10
Hourly Average	0.50	0.25	147.50	0.75	11.50	3.00	2.75	0.75	167.00	172.28
1900 - 1915	0	1	146	0	11	0	0	1	159	159.40
1915 - 1930	0	1	148	0	13	3	2	1	168	172.50
1930 - 1945	1	1	114	0	10	4	5	1	136	144.10
1945 - 2000	0	0	82	0	9	0	2	1	94	97.60
Hourly Total	1	3	490	0	43	7	9	4	557	573.60
Hourly Average	0.25	0.75	122.50	0.00	10.75	1.75	2.25	1.00	139.25	143.40
Session Total	5	9	2260	14	265	42	44	14	2653	2735.80
Session Average	0.31	0.56	141.25	0.88	16.56	2.63	2.75	0.88	165.81	170.99

Date
Saturday 25 March 2017

Weather
Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

	Movement 3.5: Eastbound from A62 Gelderd Road (West) to A62 Gelderd Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	4	146	0	26	3	1	0	180	180.40
1115 - 1130	1	8	158	1	21	2	3	0	194	193.30
1130 - 1145	2	5	152	1	20	4	0	1	185	183.40
1145 - 1200	0	5	189	1	8	0	0	0	203	200.00
Hourly Total	3	22	645	3	75	9	4	1	762	757.10
Hourly Average	0.75	5.50	161.25	0.75	18.75	2.25	1.00	0.25	190.50	189.28
1200 - 1215	5	5	175	1	6	3	1	1	197	193.80
1215 - 1230	4	10	161	2	12	1	1	0	191	183.60
1230 - 1245	0	2	178	2	12	4	0	1	199	200.80
1245 - 1300	0	14	184	2	11	1	2	0	214	208.70
Hourly Total	9	31	698	7	41	9	4	2	801	786.90
Hourly Average	2.25	7.75	174.50	1.75	10.25	2.25	1.00	0.50	200.25	196.73
1300 - 1315	6	5	163	0	11	1	2	1	189	185.30
1315 - 1330	1	5	196	0	13	2	1	3	221	222.50
1330 - 1345	0	13	155	1	13	1	2	0	185	180.30
1345 - 1400	0	3	165	0	3	3	2	0	176	178.30
Hourly Total	7	26	679	1	40	7	7	4	771	766.40
Hourly Average	1.75	6.50	169.75	0.25	10.00	1.75	1.75	1.00	192.75	191.60
1400 - 1415	0	7	170	1	8	5	2	2	195	197.90
1415 - 1430	0	6	165	0	11	9	4	1	196	203.10
1430 - 1445	0	7	163	0	7	3	0	0	180	177.30
1445 - 1500	0	4	147	0	11	6	0	1	169	170.60
Hourly Total	0	24	645	1	37	23	6	4	740	748.90
Hourly Average	0.00	6.00	161.25	0.25	9.25	5.75	1.50	1.00	185.00	187.23
Session Total	19	103	2667	12	193	48	21	11	3074	3059.30
Session Average	1.19	6.44	166.69	0.75	12.06	3.00	1.31	0.69	192.13	191.21

Birstall, Kirklees
Classified Junction Count

Site 3 of 3
A62 Gelderd Road (East)
Bankwood Way
A62 Gelderd Road (West)

Lat/Long
lat 53.742167° lon -1.646078°

Date
Friday 24 March 2017

Weather
Sunny Intervals
Temp: 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	Movement 3.6: Right from A62 Gelderd Road (West) to Bankwood Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	10	0	0	1	0	0	11	11.50
1615 - 1630	0	0	8	0	0	0	0	0	8	8.00
1630 - 1645	0	0	13	0	0	0	0	0	13	13.00
1645 - 1700	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	45	0	0	1	0	0	46	46.50
Hourly Average	0.00	0.00	11.25	0.00	0.00	0.25	0.00	0.00	11.50	11.63
1700 - 1715	0	0	22	0	0	0	0	0	22	22.00
1715 - 1730	0	0	19	0	0	0	0	0	19	19.00
1730 - 1745	0	0	14	0	1	0	0	0	15	15.00
1745 - 1800	0	0	21	0	0	0	0	0	21	21.00
Hourly Total	0	0	76	0	1	0	0	0	77	77.00
Hourly Average	0.00	0.00	19.00	0.00	0.25	0.00	0.00	0.00	19.25	19.25
1800 - 1815	0	0	17	0	2	0	0	0	19	19.00
1815 - 1830	0	0	12	0	0	0	0	0	12	12.00
1830 - 1845	0	0	13	0	1	0	0	0	14	14.00
1845 - 1900	0	0	18	0	0	0	0	0	18	18.00
Hourly Total	0	0	60	0	3	0	0	0	63	63.00
Hourly Average	0.00	0.00	15.00	0.00	0.75	0.00	0.00	0.00	15.75	15.75
1900 - 1915	0	0	17	0	2	0	0	0	19	19.00
1915 - 1930	0	0	8	0	0	0	0	0	8	8.00
1930 - 1945	0	0	13	0	0	0	0	0	13	13.00
1945 - 2000	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	45	0	3	0	0	0	48	48.00
Hourly Average	0.00	0.00	11.25	0.00	0.75	0.00	0.00	0.00	12.00	12.00
Session Total	0	0	226	0	7	1	0	0	234	234.50
Session Average	0.00	0.00	14.13	0.00	0.44	0.06	0.00	0.00	14.63	14.66

Date
Saturday 25 March 2017

Weather
Sunny
Temp: 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	Movement 3.6: Right from A62 Gelderd Road (West) to Bankwood Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	2	25	0	0	0	0	0	27	25.80
1115 - 1130	0	0	26	1	1	0	0	0	28	28.00
1130 - 1145	1	0	35	0	0	0	0	0	36	35.20
1145 - 1200	0	0	21	0	0	0	0	0	21	21.00
Hourly Total	1	2	107	1	1	0	0	0	112	110.00
Hourly Average	0.25	0.50	26.75	0.25	0.25	0.00	0.00	0.00	28.00	27.50
1200 - 1215	0	0	18	0	0	0	0	0	18	18.00
1215 - 1230	0	0	19	0	1	0	0	0	20	20.00
1230 - 1245	0	0	26	0	0	0	0	0	26	26.00
1245 - 1300	0	0	23	0	0	0	0	0	23	23.00
Hourly Total	0	0	86	0	1	0	0	0	87	87.00
Hourly Average	0.00	0.00	21.50	0.00	0.25	0.00	0.00	0.00	21.75	21.75
1300 - 1315	0	0	15	0	0	0	0	0	15	15.00
1315 - 1330	0	0	19	0	2	0	0	0	21	21.00
1330 - 1345	0	0	18	0	0	0	0	0	18	18.00
1345 - 1400	0	0	18	0	0	0	0	0	18	18.00
Hourly Total	0	0	70	0	2	0	0	0	72	72.00
Hourly Average	0.00	0.00	17.50	0.00	0.50	0.00	0.00	0.00	18.00	18.00
1400 - 1415	0	0	18	0	0	0	0	0	18	18.00
1415 - 1430	0	0	27	0	0	0	0	0	27	27.00
1430 - 1445	0	0	17	0	0	0	0	0	17	17.00
1445 - 1500	0	1	14	0	0	0	0	0	15	14.40
Hourly Total	0	1	76	0	0	0	0	0	77	76.40
Hourly Average	0.00	0.25	19.00	0.00	0.00	0.00	0.00	0.00	19.25	19.10
Session Total	1	3	339	1	4	0	0	0	348	345.40
Session Average	0.06	0.19	21.19	0.06	0.25	0.00	0.00	0.00	21.75	21.59

Birstall, Kirklees
Queue Length Survey

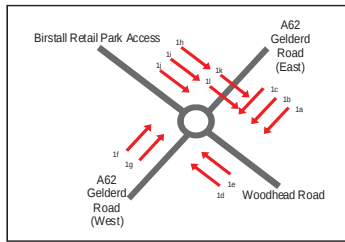
Site 1 of 3
A62 Gelderd Road (East)
Woodhead Road
A62 Gelderd Road (West)
Birstall Retail Park Access

Lat/Long
lat 53.743897° lon -1.643588°

Date
Friday 24 March 2017

Weather
Sunny Intervals
Temp. 14°C

1600 - 2000 (Friday 4 Hour Session)



TIME	1a	1b	1c	1d	1e	1f	1g	1h	1i	1j	1k	1l
1600 - 1605	3	0	3	1	3	2	6	5	3	3	0	0
1605 - 1610	3	1	2	1	3	5	3	6	4	4	0	0
1610 - 1615	2	1	2	2	3	2	4	2	3	3	0	0
1615 - 1620	5	0	2	2	4	2	4	5	1	1	0	0
1620 - 1625	3	1	0	2	4	4	6	5	0	0	0	0
1625 - 1630	3	0	3	3	5	4	8	6	5	5	0	0
1630 - 1635	6	1	2	2	7	2	11	10	5	5	0	0
1635 - 1640	8	0	4	2	7	3	9	4	3	3	0	0
1640 - 1645	7	0	3	1	4	2	5	8	3	3	0	0
1645 - 1650	5	1	3	2	4	3	4	4	2	2	0	0
1650 - 1655	6	2	2	1	3	4	9	3	1	1	0	0
1655 - 1700	8	0	0	2	4	2	4	7	3	3	0	0
Hourly Average	4.92	0.58	2.17	1.75	4.25	2.92	6.08	5.58	2.75	2.75	0.25	0.00
1700 - 1705	6	0	1	2	8	3	5	3	3	3	0	0
1705 - 1710	7	0	4	1	5	4	2	6	4	4	0	0
1710 - 1715	0	0	2	1	4	4	8	4	2	2	0	0
1715 - 1720	7	0	4	2	5	4	5	2	1	1	0	0
1720 - 1725	9	2	9	1	4	3	6	2	3	3	0	0
1725 - 1730	9	0	3	2	6	5	4	3	2	2	0	0
1730 - 1735	7	1	3	3	8	3	4	6	2	2	0	0
1735 - 1740	0	0	4	2	5	4	7	5	2	2	0	0
1740 - 1745	8	0	2	1	4	3	5	4	3	3	0	0
1745 - 1750	6	0	0	1	4	4	3	5	0	0	0	0
1750 - 1755	3	2	3	2	4	3	6	3	2	2	0	0
1755 - 1800	5	1	3	2	3	4	4	2	3	3	0	0
Hourly Average	5.58	0.50	3.25	1.67	5.00	3.58	4.92	3.75	2.25	2.25	0.00	0.00
1800 - 1805	4	0	4	3	5	5	3	2	2	2	0	0
1805 - 1810	3	2	2	1	4	3	12	5	1	1	0	0
1810 - 1815	3	1	2	1	4	3	5	6	2	2	0	0
1815 - 1820	2	0	0	2	1	2	5	3	1	1	0	0
1820 - 1825	6	1	3	1	5	2	5	5	1	1	0	0
1825 - 1830	5	1	4	2	5	3	7	4	1	1	0	0
1830 - 1835	5	2	4	3	6	3	5	3	1	1	0	0
1835 - 1840	4	0	3	2	3	4	3	1	1	1	0	0
1840 - 1845	3	0	2	1	4	2	5	2	2	2	0	0
1845 - 1850	7	1	4	1	5	3	4	3	3	3	0	0
1850 - 1855	4	0	3	2	5	5	5	5	2	2	0	0
1855 - 1900	3	2	2	2	7	2	5	3	3	3	0	0
Hourly Average	4.08	0.83	2.75	1.75	4.50	3.00	5.83	3.75	1.67	1.67	0.00	0.00
1900 - 1905	7	2	2	2	3	3	3	2	3	3	0	0
1905 - 1910	6	3	3	3	2	2	8	6	3	3	0	0
1910 - 1915	4	0	3	6	4	2	2	8	2	2	0	0
1915 - 1920	5	1	2	3	3	3	12	9	2	2	0	0
1920 - 1925	4	3	2	1	5	4	5	4	1	1	0	0
1925 - 1930	4	1	1	2	5	3	3	6	2	2	0	0
1930 - 1935	5	1	1	4	4	4	4	1	1	1	0	0
1935 - 1940	3	0	0	1	4	3	8	3	1	1	0	0
1940 - 1945	4	0	2	2	4	3	3	3	5	5	0	0
1945 - 1950	4	0	3	2	3	1	2	5	3	3	0	0
1950 - 1955	3	0	0	1	2	3	4	2	3	3	0	0
1955 - 2000	4	0	3	2	2	3	2	4	1	1	0	0
Hourly Average	4.42	1.00	1.83	2.42	3.50	2.83	4.67	4.42	2.25	2.25	0.00	0.00
Session Total	4.75	0.73	2.50	1.90	4.31	3.08	5.38	4.38	2.23	2.23	0.06	0.00

Date
Saturday 25 March 2017

Weather
Sunny
Temp. 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	1a	1b	1c	1d	1e	1f	1g	1h	1i	1j	1k	1l
1100 - 1105	2	1	7	1	2	8	6	3	2	2	0	0
1105 - 1110	6	3	4	2	4	7	6	7	3	3	0	0
1110 - 1115	6	2	3	1	3	4	11	5	1	1	0	0
1115 - 1120	3	4	8	5	2	6	4	3	1	1	0	0
1120 - 1125	2	0	3	2	2	9	5	4	2	2	0	0
1125 - 1130	3	3	3	2	4	5	8	4	2	2	0	0
1130 - 1135	3	1	4	3	5	3	6	3	2	2	0	0
1135 - 1140	4	2	6	3	5	5	7	5	2	2	0	0
1140 - 1145	4	3	4	1	3	4	5	4	3	3	0	0
1145 - 1150	4	2	3	3	6	7	7	4	2	2	0	0
1150 - 1155	5	4	4	3	12	12	5	2	2	0	0	0
1155 - 1200	7	4	4	2	3	7	10	4	3	3	0	0
Hourly Average	4.08	2.33	4.42	2.42	3.50	6.17	7.25	4.25	2.08	2.08	0.00	0.00
1200 - 1205	2	1	1	2	7	8	11	5	2	2	0	0
1205 - 1210	6	3	7	1	2	10	11	3	2	2	0	0
1210 - 1215	5	3	7	2	5	6	10	4	2	2	0	0
1215 - 1220	5	3	6	2	6	6	7	5	1	1	0	0
1220 - 1225	6	3	5	2	6	5	5	4	3	3	0	0
1225 - 1230	3	3	5	2	4	8	6	7	1	1	0	0
1230 - 1235	3	0	6	2	4	7	8	4	2	2	0	0
1235 - 1240	6	3	5	2	2	6	8	3	3	3	0	0
1240 - 1245	5	4	7	1	3	5	4	6	2	2	0	0
1245 - 1250	4	1	5	1	5	8	9	5	1	1	0	0
1250 - 1255	7	4	6	2	4	6	14	7	2	2	0	0
1255 - 1300	5	0	4	2	5	5	6	4	2	2	0	0
Hourly Average	4.75	2.33	5.33	1.75	4.42	6.67	8.25	4.75	1.92	1.92	0.00	0.00
1300 - 1305	7	2	8	2	4	9	8	5	3	3	0	0
1305 - 1310	6	2	7	5	6	5	12	4	3	3	0	0
1310 - 1315	8	3	9	4	6	8	12	5	2	2	0	0
1315 - 1320	4	4	7	1	5	8	9	8	2	2	0	0
1320 - 1325	8	3	7	1	5	12	11	7	3	3	0	0
1325 - 1330	7	0	5	1	5	12	16	8	3	3	0	0
1330 - 1335	7	4	6	4	7	12	12	8	2	2	0	0
1335 - 1340	9	3	6	5	4	12	12	7	5	5	0	0
1340 - 1345	6	2	7	1	4	6	10	7	4	4	0	0
1345 - 1350	4	1	7	2	5	8	14	5	2	2	0	0
1350 - 1355	6	4	7	3	5	9	17	5	2	2	0	0
1355 - 1400	6	4	8	3	6	7	6	5	1	1	0	0
Hourly Average	6.50	2.67	7.17	2.67	5.25	8.75	11.58	6.17	2.67	2.67	0.00	0.00
1400 - 1405	4	3	7	4	7	10	15	6	3	3	0	0
1405 - 1410	5	3	4	3	6	9	12	8	2	2	0	0
1410 - 1415	5	2	6	1	7	8	4	5	3	3	0	0
1415 - 1420	4	4	5	3	6	6	9	5	3	3	0	0
1420 - 1425	3	4	6	4	4	13	10	4	2	2	0	0
1425 - 1430	4	1	6	2	4	8	11	8	2	2	0	0
1430 - 1435	7	2	5	2	6	7	11	8	4	4	0	0
1435 - 1440	3	2	8	2	4	3	4	7	3	3	0	0
1440 - 1445	5	0	6	3	5	7	8	4	4	4	0	0
1445 - 1450	5	2	6	2	5	9	8	2	2	2	0	0
1450 - 1455	4	3	6	3	7	2	7	9	5	5	0	0
1455 - 1500	3	1	8	3	6	4	8	7	2	2	0	0
Hourly Average	4.33	2.17	6.08	2.67	5.25	7.08	8.92	6.92	2.92	2.92	0.00	0.00
Session Total	4.92	2.38	5.75	2.38	4.60	7.17	9.00	5.52	2.40	2.40	0.00	0.00

Birstall, Kirklees
Queue Length Survey

Site 2 of 3
Bankwood Way (South)
Centre 27 Business Park Access
Bankwood Way (North)

Lat/Long
lat 53.743292° lon -1.641045°

Date
Friday 24 March 2017

Weather
Sunny Intervals
Temp. 14°C

1600 - 2000 (Friday 4 Hour Session)

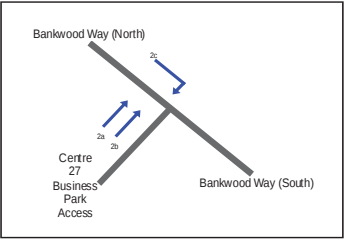
TIME	2a	2b	2c
1600 - 1605	0	0	0
1605 - 1610	0	0	0
1610 - 1615	0	0	0
1615 - 1620	1	0	0
1620 - 1625	0	0	0
1625 - 1630	0	0	0
1630 - 1635	0	0	0
1635 - 1640	0	0	0
1640 - 1645	0	0	0
1645 - 1650	0	0	0
1650 - 1655	0	0	0
1655 - 1700	1	0	0
Hourly Average	0.17	0.00	0.00
1700 - 1705	0	0	0
1705 - 1710	0	0	0
1710 - 1715	0	0	0
1715 - 1720	0	0	0
1720 - 1725	1	0	0
1725 - 1730	0	0	0
1730 - 1735	0	0	0
1735 - 1740	0	0	0
1740 - 1745	0	1	0
1745 - 1750	0	0	0
1750 - 1755	0	0	0
1755 - 1800	0	0	0
Hourly Average	0.08	0.08	0.00
1800 - 1805	0	0	0
1805 - 1810	0	0	0
1810 - 1815	0	0	0
1815 - 1820	0	0	0
1820 - 1825	0	0	0
1825 - 1830	0	0	0
1830 - 1835	0	0	0
1835 - 1840	0	0	0
1840 - 1845	0	0	0
1845 - 1850	0	0	0
1850 - 1855	0	0	0
1855 - 1900	0	0	0
Hourly Average	0.00	0.00	0.00
1900 - 1905	0	0	0
1905 - 1910	0	0	0
1910 - 1915	0	0	0
1915 - 1920	0	0	0
1920 - 1925	0	0	0
1925 - 1930	0	0	0
1930 - 1935	0	0	0
1935 - 1940	0	0	0
1940 - 1945	0	0	0
1945 - 1950	0	0	0
1950 - 1955	0	0	0
1955 - 2000	0	0	0
Hourly Average	0.00	0.00	0.00
Session Total	0.06	0.02	0.00

Date
Saturday 25 March 2017

Weather
Sunny
Temp. 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	2a	2b	2c
1100 - 1105	0	0	0
1105 - 1110	0	0	0
1110 - 1115	0	0	0
1115 - 1120	0	0	0
1120 - 1125	0	0	0
1125 - 1130	0	0	0
1130 - 1135	0	0	0
1135 - 1140	0	0	0
1140 - 1145	0	0	0
1145 - 1150	0	0	0
1150 - 1155	0	0	0
1155 - 1200	0	0	0
Hourly Average	0.00	0.00	0.00
1200 - 1205	0	0	0
1205 - 1210	0	0	0
1210 - 1215	0	0	0
1215 - 1220	0	0	0
1220 - 1225	0	0	0
1225 - 1230	0	0	0
1230 - 1235	0	0	0
1235 - 1240	0	0	0
1240 - 1245	0	0	0
1245 - 1250	0	0	0
1250 - 1255	0	0	0
1255 - 1300	0	0	0
Hourly Average	0.00	0.00	0.00
1300 - 1305	0	0	0
1305 - 1310	0	0	0
1310 - 1315	0	0	0
1315 - 1320	0	0	0
1320 - 1325	0	0	0
1325 - 1330	0	0	0
1330 - 1335	0	0	0
1335 - 1340	0	0	0
1340 - 1345	0	0	0
1345 - 1350	0	0	0
1350 - 1355	0	0	0
1355 - 1400	0	0	0
Hourly Average	0.00	0.00	0.00
1400 - 1405	0	0	0
1405 - 1410	0	0	0
1410 - 1415	0	0	0
1415 - 1420	0	0	0
1420 - 1425	0	0	0
1425 - 1430	0	0	0
1430 - 1435	0	0	0
1435 - 1440	0	0	0
1440 - 1445	0	0	0
1445 - 1450	0	0	0
1450 - 1455	0	0	0
1455 - 1500	0	0	0
Hourly Average	0.00	0.00	0.00
Session Total	0.00	0.00	0.00



Birstall, Kirklees
Queue Length Survey

Site 3 of 3
A62 Gelderd Road (East)
Bankwood Way
A62 Gelderd Road (West)

Lat/Long
lat 53.742167° lon -1.646078°

Date
Friday 24 March 2017

Weather
Sunny Intervals
Temp. 14°C

1600 - 2000 (Friday 4 Hour Session)

TIME	3a	3b	3c
1600 - 1605	2	0	0
1605 - 1610	1	1	1
1610 - 1615	1	0	1
1615 - 1620	0	0	0
1620 - 1625	1	0	1
1625 - 1630	1	0	1
1630 - 1635	1	1	1
1635 - 1640	2	1	0
1640 - 1645	1	0	1
1645 - 1650	1	1	1
1650 - 1655	1	0	1
1655 - 1700	2	1	1
Hourly Average	1.17	0.42	0.75
1700 - 1705	2	2	2
1705 - 1710	2	0	0
1710 - 1715	1	1	2
1715 - 1720	1	0	0
1720 - 1725	0	1	2
1725 - 1730	2	0	2
1730 - 1735	2	1	0
1735 - 1740	1	1	1
1740 - 1745	1	0	2
1745 - 1750	2	0	1
1750 - 1755	1	0	1
1755 - 1800	2	1	1
Hourly Average	1.42	0.58	1.17
1800 - 1805	1	0	1
1805 - 1810	3	0	1
1810 - 1815	2	0	1
1815 - 1820	2	0	1
1820 - 1825	2	0	1
1825 - 1830	1	1	1
1830 - 1835	0	2	1
1835 - 1840	1	1	1
1840 - 1845	2	1	1
1845 - 1850	4	0	1
1850 - 1855	1	1	2
1855 - 1900	1	0	2
Hourly Average	1.67	0.50	1.17
1900 - 1905	4	0	2
1905 - 1910	1	1	3
1910 - 1915	3	3	1
1915 - 1920	2	2	1
1920 - 1925	2	1	2
1925 - 1930	2	1	1
1930 - 1935	1	1	2
1935 - 1940	1	0	2
1940 - 1945	0	0	0
1945 - 1950	1	0	1
1950 - 1955	1	0	1
1955 - 2000	1	0	1
Hourly Average	1.58	0.75	1.42
Session Total	1.46	0.56	1.13

Date
Saturday 25 March 2017

Weather
Sunny
Temp. 16°C

1100 - 1500 (Saturday 4 Hour Session)

TIME	3a	3b	3c
1100 - 1105	1	1	0
1105 - 1110	1	2	1
1110 - 1115	2	1	4
1115 - 1120	1	0	3
1120 - 1125	1	1	1
1125 - 1130	0	2	1
1130 - 1135	3	1	1
1135 - 1140	0	1	0
1140 - 1145	1	1	3
1145 - 1150	5	1	1
1150 - 1155	1	2	1
1155 - 1200	1	2	1
Hourly Average	1.42	1.25	1.42
1200 - 1205	2	1	1
1205 - 1210	2	2	0
1210 - 1215	0	0	2
1215 - 1220	2	1	1
1220 - 1225	3	0	1
1225 - 1230	1	2	1
1230 - 1235	2	1	0
1235 - 1240	1	0	2
1240 - 1245	1	1	1
1245 - 1250	2	1	2
1250 - 1255	2	2	2
1255 - 1300	1	1	1
Hourly Average	1.58	1.00	1.17
1300 - 1305	1	1	1
1305 - 1310	0	0	0
1310 - 1315	2	1	1
1315 - 1320	1	1	1
1320 - 1325	1	2	0
1325 - 1330	2	2	1
1330 - 1335	3	1	2
1335 - 1340	1	0	0
1340 - 1345	1	1	2
1345 - 1350	1	2	1
1350 - 1355	0	2	1
1355 - 1400	1	1	2
Hourly Average	1.17	1.17	1.00
1400 - 1405	3	0	1
1405 - 1410	0	1	0
1410 - 1415	2	2	0
1415 - 1420	1	1	1
1420 - 1425	5	4	1
1425 - 1430	4	0	3
1430 - 1435	3	0	1
1435 - 1440	1	1	0
1440 - 1445	2	1	0
1445 - 1450	2	0	0
1450 - 1455	4	2	0
1455 - 1500	0	1	1
Hourly Average	2.25	1.08	0.67
Session Total	1.60	1.13	1.06

Appendix D

Non-food Retail TRICS Output

Calculation Reference: AUDIT-714101-170530-0539

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

VEHICLES

Selected regions and areas:

06 WEST MIDLANDS
HE HEREFORDSHIRE 1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE
NY NORTH YORKSHIRE 1 days
SY SOUTH YORKSHIRE 1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 714 to 3500 (units: sqm)
Range Selected by User: 290 to 16600 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 17/10/11

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 2 days
Wednesday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

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

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

Selected Location Sub Categories:

Retail Zone 2
No Sub Category 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

A1	3 days
----	--------

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

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HE-01-G-01	PETS AT HOME	HEREFORDSHIRE
	COMMERCIAL ROAD		
	HEREFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	714 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
2	NY-01-G-03	DUNELM MILL	NORTH YORKSHIRE
	STIRLING ROAD		
	CLIFTON MOOR		
	YORK		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	3500 sqm	
	Survey date: WEDNESDAY	16/09/09	Survey Type: MANUAL
3	SY-01-G-01	DUNELM MILL	SOUTH YORKSHIRE
	WOMBWELL LANE		
	BARNSELEY RETAIL PARK		
	BARNSELEY		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	3127 sqm	
	Survey date: MONDAY	21/06/10	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

VEHICLES**Calculation factor: 100 sqm****Estimated TRIP rate value per 7432 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	714	0.140	10.409	1	714	0.000	0.000	1	714	0.140	10.409
08:00 - 09:00	3	2447	0.204	15.186	3	2447	0.041	3.037	3	2447	0.245	18.223
09:00 - 10:00	3	2447	1.798	133.636	3	2447	0.994	73.905	3	2447	2.792	207.541
10:00 - 11:00	3	2447	2.547	189.318	3	2447	2.030	150.847	3	2447	4.577	340.165
11:00 - 12:00	3	2447	2.820	209.566	3	2447	2.520	187.293	3	2447	5.340	396.859
12:00 - 13:00	3	2447	2.370	176.157	3	2447	2.534	188.306	3	2447	4.904	364.463
13:00 - 14:00	3	2447	3.038	225.764	3	2447	2.806	208.554	3	2447	5.844	434.318
14:00 - 15:00	3	2447	2.561	190.330	3	2447	2.793	207.541	3	2447	5.354	397.871
15:00 - 16:00	3	2447	2.030	150.847	3	2447	2.397	178.182	3	2447	4.427	329.029
16:00 - 17:00	3	2447	1.335	99.215	3	2447	1.730	128.574	3	2447	3.065	227.789
17:00 - 18:00	3	2447	1.567	116.426	3	2447	1.621	120.475	3	2447	3.188	236.901
18:00 - 19:00	3	2447	0.586	43.533	3	2447	0.817	60.744	3	2447	1.403	104.277
19:00 - 20:00	3	2447	0.204	15.186	3	2447	0.463	34.421	3	2447	0.667	49.607
20:00 - 21:00	2	1921	0.000	0.000	2	1921	0.052	3.870	2	1921	0.052	3.870
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			21.200	1575.573			20.798	1545.749			41.998	3121.322

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	714 - 3500 (units: sqm)
Survey date range:	01/01/09 - 17/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TAXIS**Calculation factor: 100 sqm****Estimated TRIP rate value per 7432 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	714	0.000	0.000	1	714	0.000	0.000	1	714	0.000	0.000
08:00 - 09:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
09:00 - 10:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
10:00 - 11:00	3	2447	0.027	2.025	3	2447	0.000	0.000	3	2447	0.027	2.025
11:00 - 12:00	3	2447	0.000	0.000	3	2447	0.014	1.012	3	2447	0.014	1.012
12:00 - 13:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
13:00 - 14:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
14:00 - 15:00	3	2447	0.014	1.012	3	2447	0.014	1.012	3	2447	0.028	2.024
15:00 - 16:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
16:00 - 17:00	3	2447	0.000	0.000	3	2447	0.014	1.012	3	2447	0.014	1.012
17:00 - 18:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
18:00 - 19:00	3	2447	0.014	1.012	3	2447	0.014	1.012	3	2447	0.028	2.024
19:00 - 20:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
20:00 - 21:00	2	1921	0.000	0.000	2	1921	0.000	0.000	2	1921	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.055	4.049			0.056	4.048			0.111	8.097

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	714 - 3500 (units: sqm)
Survey date range:	01/01/09 - 17/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

OGVS**Calculation factor: 100 sqm****Estimated TRIP rate value per 7432 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	714	0.000	0.000	1	714	0.000	0.000	1	714	0.000	0.000
08:00 - 09:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
09:00 - 10:00	3	2447	0.014	1.012	3	2447	0.014	1.012	3	2447	0.028	2.024
10:00 - 11:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
11:00 - 12:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
12:00 - 13:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
13:00 - 14:00	3	2447	0.014	1.012	3	2447	0.014	1.012	3	2447	0.028	2.024
14:00 - 15:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
15:00 - 16:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
16:00 - 17:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
17:00 - 18:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
18:00 - 19:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
19:00 - 20:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
20:00 - 21:00	2	1921	0.000	0.000	2	1921	0.000	0.000	2	1921	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.028	2.024			0.028	2.024			0.056	4.048

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	714 - 3500 (units: sqm)
Survey date range:	01/01/09 - 17/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

PSVS**Calculation factor: 100 sqm****Estimated TRIP rate value per 7432 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	714	0.000	0.000	1	714	0.000	0.000	1	714	0.000	0.000
08:00 - 09:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
09:00 - 10:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
10:00 - 11:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
11:00 - 12:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
12:00 - 13:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
13:00 - 14:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
14:00 - 15:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
15:00 - 16:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
16:00 - 17:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
17:00 - 18:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
18:00 - 19:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
19:00 - 20:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
20:00 - 21:00	2	1921	0.000	0.000	2	1921	0.000	0.000	2	1921	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.000	0.000			0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	714 - 3500 (units: sqm)
Survey date range:	01/01/09 - 17/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

CYCLISTS**Calculation factor: 100 sqm****Estimated TRIP rate value per 7432 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	714	0.140	10.409	1	714	0.000	0.000	1	714	0.140	10.409
08:00 - 09:00	3	2447	0.014	1.012	3	2447	0.014	1.012	3	2447	0.028	2.024
09:00 - 10:00	3	2447	0.027	2.025	3	2447	0.014	1.012	3	2447	0.041	3.037
10:00 - 11:00	3	2447	0.014	1.012	3	2447	0.000	0.000	3	2447	0.014	1.012
11:00 - 12:00	3	2447	0.027	2.025	3	2447	0.000	0.000	3	2447	0.027	2.025
12:00 - 13:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
13:00 - 14:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
14:00 - 15:00	3	2447	0.014	1.012	3	2447	0.027	2.025	3	2447	0.041	3.037
15:00 - 16:00	3	2447	0.027	2.025	3	2447	0.014	1.012	3	2447	0.041	3.037
16:00 - 17:00	3	2447	0.014	1.012	3	2447	0.014	1.012	3	2447	0.028	2.024
17:00 - 18:00	3	2447	0.014	1.012	3	2447	0.014	1.012	3	2447	0.028	2.024
18:00 - 19:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
19:00 - 20:00	3	2447	0.000	0.000	3	2447	0.000	0.000	3	2447	0.000	0.000
20:00 - 21:00	2	1921	0.000	0.000	2	1921	0.000	0.000	2	1921	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.291	21.544			0.097	7.085			0.388	28.629

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	714 - 3500 (units: sqm)
Survey date range:	01/01/09 - 17/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-714101-170530-0534

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

VEHICLES

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE
NY NORTH YORKSHIRE 1 days
09 NORTH
TV TEES VALLEY 1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 3030 to 4181 (units: sqm)
Range Selected by User: 290 to 16600 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 17/10/11

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 2 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 1
Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:

Retail Zone 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

A1	2 days
----	--------

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

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	1 days
Excluded from count or no filling station	1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	NY-01-G-02	CURRY'S	NORTH YORKSHIRE
		HURRICANE WAY	
		CLIFTON MOOR	
		YORK	
		Edge of Town	
		Retail Zone	
		Total Gross floor area:	3030 sqm
		Survey date: SATURDAY	19/09/09
			Survey Type: MANUAL
2	TV-01-G-01	GO OUTDOORS	TEES VALLEY
		ASCOT DRIVE	
		PORTRACK	
		STOCKTON-ON-TEES	
		Free Standing (PPS6 Out of Town)	
		Retail Zone	
		Total Gross floor area:	4181 sqm
		Survey date: SATURDAY	18/06/11
			Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

VEHICLES**Calculation factor: 100 sqm****Estimated TRIP rate value per 7432 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00												
08:00 - 09:00	2	3606	0.430	31.950	2	3606	0.083	6.184	2	3606	0.513	38.134
09:00 - 10:00	2	3606	1.304	96.881	2	3606	0.832	61.839	2	3606	2.136	158.720
10:00 - 11:00	2	3606	2.316	172.118	2	3606	1.664	123.678	2	3606	3.980	295.796
11:00 - 12:00	2	3606	2.982	221.589	2	3606	2.787	207.160	2	3606	5.769	428.749
12:00 - 13:00	2	3606	3.009	223.651	2	3606	3.023	224.681	2	3606	6.032	448.332
13:00 - 14:00	2	3606	3.037	225.712	2	3606	2.302	171.088	2	3606	5.339	396.800
14:00 - 15:00	2	3606	4.008	297.857	2	3606	3.938	292.704	2	3606	7.946	590.561
15:00 - 16:00	2	3606	3.134	232.926	2	3606	3.370	250.447	2	3606	6.504	483.373
16:00 - 17:00	2	3606	2.690	199.946	2	3606	2.912	216.436	2	3606	5.602	416.382
17:00 - 18:00	2	3606	1.373	102.034	2	3606	2.801	208.191	2	3606	4.174	310.225
18:00 - 19:00	2	3606	0.014	1.031	2	3606	0.610	45.348	2	3606	0.624	46.379
19:00 - 20:00	2	3606	0.000	0.000	2	3606	0.014	1.031	2	3606	0.014	1.031
20:00 - 21:00	1	3030	0.000	0.000	1	3030	0.000	0.000	1	3030	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			24.297	1805.695			24.336	1808.787			48.633	3614.482

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	3030 - 4181 (units: sqm)
Survey date range:	01/01/09 - 17/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TAXIS**Calculation factor: 100 sqm****Estimated TRIP rate value per 7432 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00												
08:00 - 09:00	2	3606	0.014	1.031	2	3606	0.000	0.000	2	3606	0.014	1.031
09:00 - 10:00	2	3606	0.000	0.000	2	3606	0.014	1.031	2	3606	0.014	1.031
10:00 - 11:00	2	3606	0.014	1.031	2	3606	0.014	1.031	2	3606	0.028	2.062
11:00 - 12:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
12:00 - 13:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
13:00 - 14:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
14:00 - 15:00	2	3606	0.014	1.031	2	3606	0.014	1.031	2	3606	0.028	2.062
15:00 - 16:00	2	3606	0.014	1.031	2	3606	0.014	1.031	2	3606	0.028	2.062
16:00 - 17:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
17:00 - 18:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
18:00 - 19:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
19:00 - 20:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
20:00 - 21:00	1	3030	0.000	0.000	1	3030	0.000	0.000	1	3030	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.056	4.124			0.056	4.124			0.112	8.248

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	3030 - 4181 (units: sqm)
Survey date range:	01/01/09 - 17/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

OGVS**Calculation factor: 100 sqm****Estimated TRIP rate value per 7432 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00												
08:00 - 09:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
09:00 - 10:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
10:00 - 11:00	2	3606	0.014	1.031	2	3606	0.000	0.000	2	3606	0.014	1.031
11:00 - 12:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
12:00 - 13:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
13:00 - 14:00	2	3606	0.000	0.000	2	3606	0.014	1.031	2	3606	0.014	1.031
14:00 - 15:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
15:00 - 16:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
16:00 - 17:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
17:00 - 18:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
18:00 - 19:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
19:00 - 20:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
20:00 - 21:00	1	3030	0.000	0.000	1	3030	0.000	0.000	1	3030	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.014	1.031			0.014	1.031			0.028	2.062

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	3030 - 4181 (units: sqm)
Survey date date range:	01/01/09 - 17/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

PSVS**Calculation factor: 100 sqm****Estimated TRIP rate value per 7432 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00												
08:00 - 09:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
09:00 - 10:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
10:00 - 11:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
11:00 - 12:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
12:00 - 13:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
13:00 - 14:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
14:00 - 15:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
15:00 - 16:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
16:00 - 17:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
17:00 - 18:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
18:00 - 19:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
19:00 - 20:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
20:00 - 21:00	1	3030	0.000	0.000	1	3030	0.000	0.000	1	3030	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.000	0.000			0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	3030 - 4181 (units: sqm)
Survey date range:	01/01/09 - 17/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

CYCLISTS**Calculation factor: 100 sqm****Estimated TRIP rate value per 7432 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00												
08:00 - 09:00	2	3606	0.014	1.031	2	3606	0.000	0.000	2	3606	0.014	1.031
09:00 - 10:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
10:00 - 11:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
11:00 - 12:00	2	3606	0.014	1.031	2	3606	0.014	1.031	2	3606	0.028	2.062
12:00 - 13:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
13:00 - 14:00	2	3606	0.014	1.031	2	3606	0.014	1.031	2	3606	0.028	2.062
14:00 - 15:00	2	3606	0.042	3.092	2	3606	0.000	0.000	2	3606	0.042	3.092
15:00 - 16:00	2	3606	0.014	1.031	2	3606	0.028	2.061	2	3606	0.042	3.092
16:00 - 17:00	2	3606	0.000	0.000	2	3606	0.014	1.031	2	3606	0.014	1.031
17:00 - 18:00	2	3606	0.000	0.000	2	3606	0.014	1.031	2	3606	0.014	1.031
18:00 - 19:00	2	3606	0.000	0.000	2	3606	0.014	1.031	2	3606	0.014	1.031
19:00 - 20:00	2	3606	0.000	0.000	2	3606	0.000	0.000	2	3606	0.000	0.000
20:00 - 21:00	1	3030	0.000	0.000	1	3030	0.000	0.000	1	3030	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.098	7.216			0.098	7.216			0.196	14.432

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	3030 - 4181 (units: sqm)
Survey date date range:	01/01/09 - 17/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix E

A62 Gelderd Road / Woodhead Road / Holden Ing Way Junctions 9 Output

Junctions 9																		
ARCADY 9 - Roundabout Module																		
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2018																		
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk																		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution																		

Filename: A62 Gelderd Road Rbt v2.j9

Path: M:\Data\MCH\MCH2086_Birstall Centre 27\02. Project Delivery\01. WIP\Models

Report generation date: 17/07/2018 09:08:41

- »2017, Friday PM Peak
- »2017, Saturday Peak
- »2018, Friday PM Peak
- »2018, Saturday Peak
- »2023, Friday PM Peak
- »2023, Saturday Peak
- »2023, Friday PM Peak + Development
- »2023, Saturday Peak + Development

Summary of junction performance

	Friday PM Peak					Saturday Peak					Friday PM Peak + Development					Saturday Peak + Development					
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Netwo Residu Capaci	
	2017																				
Arm A	1.3	2.84	0.55	A	33 % [Arm B]	2.1	4.09	0.68	A	2 % [Arm B]											
Arm B	0.7	6.91	0.43	A		4.2	25.57	0.82	D												
Arm C	0.9	3.72	0.47	A		1.9	7.51	0.65	A												
Arm D	0.8	3.53	0.46	A		1.9	5.93	0.66	A												
	2018																				
Arm A	1.3	2.90	0.56	A	31 % [Arm B]	2.2	4.25	0.69	A	1 % [Arm B]											
Arm B	0.8	7.16	0.44	A		5.0	30.28	0.85	D												
Arm C	0.9	3.79	0.48	A		2.0	7.98	0.67	A												
Arm D	0.9	3.61	0.47	A		2.1	6.23	0.68	A												
	2023																				
Arm A	1.6	3.27	0.61	A	22 % [Arm B]	3.0	5.42	0.75	A	-7 % [Arm B]	1.6	3.36	0.61	A	17 % [Arm B]	3.4	6.14	0.78	A	-10 % [Arm B]	
Arm B	1.0	8.85	0.51	A		22.7	115.79	1.03	F		1.4	10.38	0.59	B		49.3	205.19	1.12	F		
Arm C	1.1	4.30	0.53	A		3.1	11.58	0.76	B		1.2	4.55	0.54	A		3.6	13.00	0.79	B		
Arm D	1.1	4.15	0.52	A		3.0	8.42	0.75	A		1.2	4.41	0.54	A		3.6	9.84	0.79	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Centre 27 Business Park
Location	Bankwood Way, Birstall, Kirklees
Site number	
Date	21/06/2017
Version	v 1
Status	P1
Identifier	
Client	AEW Europe
Jobnumber	MCH2086
Enumerator	BWB\Ahmad.Huneidi
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	Friday PM Peak	ONE HOUR	15:45	17:15	15
D2	2017	Saturday Peak	ONE HOUR	12:00	13:30	15
D3	2018	Friday PM Peak	ONE HOUR	15:45	17:15	15
D4	2018	Saturday Peak	ONE HOUR	12:00	13:30	15
D5	2023	Friday PM Peak	ONE HOUR	15:45	17:15	15
D6	2023	Saturday Peak	ONE HOUR	12:00	13:30	15
D9	2023	Friday PM Peak + Development	ONE HOUR	15:45	17:15	15
D10	2023	Saturday Peak + Development	ONE HOUR	12:00	13:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, Friday PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm D - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road Rbt	Standard Roundabout	3.63	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	33	Arm B

Arms

Arms

Arm	Name	Description
A	A62 Gelderd Road - North	
B	Woodhead Road	
C	A62 Gelderd Road South	
D	Holden Ing Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	7.60	10.40	54.2	45.0	52.0	21.3	
B	3.95	6.40	17.6	43.0	55.0	23.0	
C	6.25	8.20	49.2	30.0	55.0	23.2	
D	5.50	9.80	36.4	23.0	55.0	23.4	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.896	3205
B	0.616	1797
C	0.744	2515
D	0.772	2689

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	Friday PM Peak	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1467	100.000
B		✓	357	100.000
C		✓	805	100.000
D		✓	784	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	283	708	476
	B	247	0	72	38
	C	607	95	0	103
	D	604	62	118	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	0	0
	C	5	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A	0.55	2.84	1.3	A
B	0.43	6.91	0.7	A
C	0.47	3.72	0.9	A
D	0.46	3.53	0.8	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1104	206	3020	0.366	1102	0.6	1.952	A
B	269	978	1194	0.225	268	0.3	3.879	A
C	606	571	2090	0.290	604	0.4	2.514	A
D	590	712	2139	0.276	589	0.4	2.320	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1319	247	2984	0.442	1318	0.8	2.249	A
B	321	1170	1076	0.298	320	0.4	4.759	A
C	724	683	2007	0.361	723	0.6	2.910	A
D	705	852	2031	0.347	704	0.5	2.712	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1615	302	2934	0.550	1613	1.3	2.835	A
B	393	1432	915	0.430	392	0.7	6.865	A
C	886	836	1893	0.468	885	0.9	3.703	A
D	863	1043	1884	0.458	862	0.8	3.518	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1615	303	2934	0.551	1615	1.3	2.842	A
B	393	1434	914	0.430	393	0.7	6.910	A
C	886	838	1892	0.468	886	0.9	3.716	A
D	863	1045	1882	0.459	863	0.8	3.532	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1319	248	2983	0.442	1321	0.8	2.257	A
B	321	1172	1075	0.299	322	0.4	4.790	A
C	724	686	2005	0.361	725	0.6	2.922	A
D	705	855	2029	0.347	706	0.5	2.726	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1104	207	3019	0.366	1105	0.6	1.961	A
B	269	981	1193	0.225	269	0.3	3.901	A
C	606	574	2088	0.290	607	0.4	2.523	A
D	590	715	2136	0.276	591	0.4	2.329	A

2017, Saturday Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm D - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road Rbt	Standard Roundabout	8.17	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	Saturday Peak	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1682	100.000
B		✓	565	100.000
C		✓	834	100.000
D		✓	1078	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From	A	B	C	D	
	A	0	325	452	905
	B	372	0	111	82
	C	539	143	0	152
	D	752	154	172	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	1	4	0
	B	1	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A	0.68	4.09	2.1	A
B	0.82	25.57	4.2	D
C	0.65	7.51	1.9	A
D	0.66	5.93	1.9	A

Main Results for each time segment

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1266	352	2890	0.438	1263	0.8	2.237	A
B	425	1148	1090	0.390	423	0.6	5.413	A
C	628	1019	1757	0.357	626	0.6	3.215	A
D	812	790	2079	0.390	809	0.6	2.828	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1512	421	2828	0.535	1511	1.2	2.765	A
B	508	1373	951	0.534	506	1.1	8.103	A
C	750	1219	1608	0.466	748	0.9	4.234	A
D	969	945	1959	0.495	968	1.0	3.627	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1852	515	2744	0.675	1848	2.1	4.053	A
B	622	1680	762	0.816	611	3.9	22.492	C
C	918	1485	1411	0.651	914	1.8	7.291	A
D	1187	1150	1801	0.659	1183	1.9	5.793	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1852	516	2742	0.675	1852	2.1	4.092	A
B	622	1683	760	0.818	621	4.2	25.569	D
C	918	1495	1403	0.654	918	1.9	7.511	A
D	1187	1160	1793	0.662	1187	1.9	5.931	A

13:00 - 13:15

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1512	423	2826	0.535	1516	1.2	2.789	A
B	508	1378	948	0.536	520	1.2	8.696	A
C	750	1233	1598	0.469	754	0.9	4.338	A
D	969	959	1949	0.497	973	1.0	3.702	A

13:15 - 13:30

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1266	354	2888	0.438	1268	0.8	2.252	A
B	425	1153	1087	0.391	427	0.7	5.513	A
C	628	1026	1752	0.358	629	0.6	3.249	A
D	812	796	2074	0.391	813	0.6	2.859	A

2018, Friday PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm D - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road Rbt	Standard Roundabout	3.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2018	Friday PM Peak	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1488	100.000
B		✓	362	100.000
C		✓	815	100.000
D		✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	287	718	483
	B	250	0	73	39
	C	615	96	0	104
	D	612	63	120	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	9	0
	B	0	0	0	0
	C	5	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A	0.56	2.90	1.3	A
B	0.44	7.16	0.8	A
C	0.48	3.79	0.9	A
D	0.47	3.61	0.9	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1120	209	3017	0.371	1118	0.6	1.971	A
B	273	992	1186	0.230	271	0.3	3.933	A
C	614	579	2084	0.294	612	0.4	2.537	A
D	599	721	2132	0.281	597	0.4	2.343	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1338	251	2981	0.449	1337	0.8	2.279	A
B	325	1187	1066	0.305	325	0.4	4.855	A
C	733	693	2000	0.366	732	0.6	2.948	A
D	715	863	2023	0.353	714	0.5	2.749	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1638	307	2930	0.559	1636	1.3	2.894	A
B	399	1453	902	0.442	397	0.8	7.113	A
C	897	848	1884	0.476	896	0.9	3.778	A
D	875	1056	1874	0.467	874	0.9	3.597	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1638	307	2930	0.559	1638	1.3	2.902	A
B	399	1454	901	0.442	399	0.8	7.163	A
C	897	850	1883	0.477	897	0.9	3.791	A
D	875	1058	1872	0.468	875	0.9	3.611	A

16:45 - 17:00

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1338	251	2980	0.449	1340	0.9	2.289	A
B	325	1189	1064	0.306	327	0.4	4.891	A
C	733	696	1998	0.367	734	0.6	2.961	A
D	715	866	2020	0.354	716	0.6	2.764	A

17:00 - 17:15

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1120	210	3017	0.371	1121	0.6	1.978	A
B	273	995	1184	0.230	273	0.3	3.955	A
C	614	582	2082	0.295	614	0.4	2.549	A
D	599	724	2129	0.281	599	0.4	2.354	A

2018, Saturday Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm D - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road Rbt	Standard Roundabout	9.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	1	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2018	Saturday Peak	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1707	100.000
B		✓	573	100.000
C		✓	846	100.000
D		✓	1093	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From	A	B	C	D	
	A	0	330	459	918
	B	377	0	113	83
	C	547	145	0	154
	D	763	156	174	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	1	4	0
	B	1	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A	0.69	4.25	2.2	A
B	0.85	30.28	5.0	D
C	0.67	7.98	2.0	A
D	0.68	6.23	2.1	A

Main Results for each time segment

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1285	356	2886	0.445	1282	0.8	2.267	A
B	431	1165	1080	0.400	429	0.7	5.546	A
C	637	1034	1747	0.365	635	0.6	3.272	A
D	823	801	2070	0.397	820	0.7	2.874	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1535	426	2823	0.544	1533	1.2	2.821	A
B	515	1393	939	0.549	513	1.2	8.463	A
C	761	1236	1596	0.477	759	0.9	4.351	A
D	983	959	1949	0.504	981	1.0	3.716	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1879	521	2738	0.686	1875	2.2	4.205	A
B	631	1704	747	0.844	617	4.6	25.614	D
C	931	1504	1397	0.667	927	2.0	7.699	A
D	1203	1165	1790	0.672	1199	2.0	6.058	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1879	523	2737	0.687	1879	2.2	4.251	A
B	631	1708	745	0.847	629	5.0	30.279	D
C	931	1516	1388	0.671	931	2.0	7.975	A
D	1203	1176	1781	0.676	1203	2.1	6.226	A

13:00 - 13:15

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1535	429	2821	0.544	1539	1.2	2.852	A
B	515	1398	936	0.551	530	1.3	9.250	A
C	761	1253	1583	0.480	765	0.9	4.479	A
D	983	974	1936	0.507	987	1.0	3.808	A

13:15 - 13:30

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1285	358	2884	0.446	1287	0.8	2.285	A
B	431	1169	1077	0.401	434	0.7	5.657	A
C	637	1040	1742	0.366	638	0.6	3.310	A
D	823	807	2065	0.398	824	0.7	2.903	A

2023, Friday PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm D - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road Rbt	Standard Roundabout	4.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	22	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023	Friday PM Peak	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1599	100.000
B		✓	388	100.000
C		✓	878	100.000
D		✓	855	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	308	772	519
	B	269	0	78	41
	C	662	104	0	112
	D	658	68	129	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	9	0
	B	0	0	0	0
	C	5	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A	0.61	3.27	1.6	A
B	0.51	8.85	1.0	A
C	0.53	4.30	1.1	A
D	0.52	4.15	1.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1204	226	3003	0.401	1201	0.7	2.079	A
B	292	1067	1140	0.256	291	0.3	4.232	A
C	661	622	2052	0.322	659	0.5	2.680	A
D	644	777	2089	0.308	642	0.4	2.484	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1437	270	2963	0.485	1436	1.0	2.455	A
B	349	1276	1011	0.345	348	0.5	5.423	A
C	789	744	1962	0.402	788	0.7	3.185	A
D	769	929	1971	0.390	768	0.6	2.990	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1761	331	2909	0.605	1758	1.6	3.252	A
B	427	1561	835	0.511	425	1.0	8.734	A
C	967	910	1838	0.526	965	1.1	4.273	A
D	941	1137	1811	0.520	940	1.1	4.122	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1761	331	2908	0.605	1761	1.6	3.266	A
B	427	1563	834	0.512	427	1.0	8.846	A
C	967	913	1836	0.526	967	1.1	4.298	A
D	941	1139	1809	0.520	941	1.1	4.148	A

16:45 - 17:00

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1437	271	2962	0.485	1440	1.0	2.468	A
B	349	1279	1009	0.346	351	0.5	5.483	A
C	789	748	1959	0.403	791	0.7	3.204	A
D	769	933	1968	0.391	770	0.6	3.009	A

17:00 - 17:15

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1204	227	3002	0.401	1205	0.7	2.087	A
B	292	1070	1138	0.257	293	0.3	4.266	A
C	661	625	2050	0.322	662	0.5	2.693	A
D	644	780	2086	0.309	644	0.4	2.497	A

2023, Saturday Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm D - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road Rbt	Standard Roundabout	22.42	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-7	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023	Saturday Peak	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1841	100.000
B		✓	618	100.000
C		✓	912	100.000
D		✓	1180	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	356	495	990
	B	407	0	121	90
	C	590	156	0	166
	D	823	169	188	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	1	4	0
	B	1	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A	0.75	5.42	3.0	A
B	1.03	115.79	22.7	F
C	0.76	11.58	3.1	B
D	0.75	8.42	3.0	A

Main Results for each time segment

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1386	385	2860	0.485	1382	0.9	2.460	A
B	465	1256	1023	0.455	462	0.8	6.419	A
C	687	1115	1686	0.407	684	0.7	3.629	A
D	888	864	2022	0.439	885	0.8	3.159	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1655	460	2793	0.593	1653	1.5	3.192	A
B	556	1502	872	0.637	552	1.7	11.211	B
C	820	1333	1524	0.538	818	1.2	5.151	A
D	1061	1033	1892	0.561	1059	1.3	4.314	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	2027	562	2702	0.750	2021	3.0	5.305	A
B	680	1836	666	1.022	629	14.7	63.204	F
C	1004	1592	1331	0.754	997	3.0	10.688	B
D	1299	1229	1740	0.747	1293	2.9	7.948	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	2027	565	2699	0.751	2027	3.0	5.416	A
B	680	1842	663	1.027	648	22.7	115.794	F
C	1004	1611	1317	0.762	1003	3.1	11.579	B
D	1299	1248	1725	0.753	1299	3.0	8.418	A

13:00 - 13:15

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1655	464	2789	0.593	1661	1.5	3.247	A
B	556	1510	867	0.641	639	1.9	22.063	C
C	820	1407	1469	0.558	827	1.3	5.745	A
D	1061	1097	1842	0.576	1067	1.4	4.688	A

13:15 - 13:30

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1386	387	2858	0.485	1388	1.0	2.484	A
B	465	1262	1020	0.456	469	0.9	6.632	A
C	687	1124	1679	0.409	689	0.7	3.689	A
D	888	873	2015	0.441	891	0.8	3.207	A

2023, Friday PM Peak + Development

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm D - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road Rbt	Standard Roundabout	4.71	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	17	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2023	Friday PM Peak + Development	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1612	100.000
B		✓	458	100.000
C		✓	882	100.000
D		✓	862	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	346	747	519
	B	316	0	93	49
	C	654	116	0	112
	D	658	75	129	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	9	0
	B	0	0	0	0
	C	5	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A	0.61	3.36	1.6	A
B	0.59	10.38	1.4	B
C	0.54	4.55	1.2	A
D	0.54	4.41	1.2	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1214	240	2990	0.406	1211	0.7	2.100	A
B	345	1048	1152	0.299	343	0.4	4.444	A
C	664	663	2022	0.328	662	0.5	2.745	A
D	649	815	2060	0.315	647	0.5	2.545	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1449	287	2948	0.492	1448	1.0	2.492	A
B	412	1253	1025	0.402	411	0.7	5.850	A
C	793	794	1925	0.412	792	0.7	3.297	A
D	775	975	1936	0.400	774	0.7	3.097	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1775	352	2890	0.614	1772	1.6	3.342	A
B	504	1534	852	0.592	501	1.4	10.170	B
C	971	970	1794	0.541	969	1.2	4.520	A
D	949	1192	1769	0.537	947	1.1	4.372	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1775	352	2889	0.614	1775	1.6	3.357	A
B	504	1536	851	0.593	504	1.4	10.377	B
C	971	973	1791	0.542	971	1.2	4.555	A
D	949	1196	1766	0.538	949	1.2	4.408	A

16:45 - 17:00

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1449	288	2947	0.492	1452	1.0	2.509	A
B	412	1256	1023	0.402	415	0.7	5.948	A
C	793	798	1922	0.413	795	0.7	3.323	A
D	775	980	1932	0.401	777	0.7	3.120	A

17:00 - 17:15

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1214	241	2989	0.406	1215	0.7	2.112	A
B	345	1051	1149	0.300	346	0.4	4.487	A
C	664	667	2019	0.329	665	0.5	2.760	A
D	649	819	2056	0.316	650	0.5	2.560	A

2023, Saturday Peak + Development

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm D - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road Rbt	Standard Roundabout	38.34	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-10	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2023	Saturday Peak + Development	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1862	100.000
B		✓	706	100.000
C		✓	922	100.000
D		✓	1210	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	421	451	990
	B	465	0	139	102
	C	572	184	0	166
	D	823	199	188	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	1	4	0
	B	1	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A	0.78	6.14	3.4	A
B	1.12	205.19	49.3	F
C	0.79	13.00	3.6	B
D	0.79	9.84	3.6	A

Main Results for each time segment

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1402	428	2821	0.497	1398	1.0	2.551	A
B	532	1223	1044	0.509	527	1.0	6.966	A
C	694	1167	1647	0.421	691	0.7	3.800	A
D	911	914	1983	0.459	908	0.8	3.338	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1674	512	2746	0.610	1672	1.6	3.382	A
B	635	1462	896	0.708	629	2.3	13.332	B
C	829	1394	1478	0.561	827	1.3	5.573	A
D	1088	1092	1845	0.589	1085	1.4	4.723	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	2050	624	2646	0.775	2043	3.4	5.972	A
B	777	1787	696	1.116	678	27.3	94.379	F
C	1015	1630	1303	0.779	1007	3.4	11.983	B
D	1332	1272	1707	0.781	1324	3.4	9.224	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	2050	628	2642	0.776	2050	3.4	6.144	A
B	777	1793	692	1.123	689	49.3	205.193	F
C	1015	1643	1293	0.785	1014	3.6	13.003	B
D	1332	1286	1696	0.785	1332	3.6	9.843	A

13:00 - 13:15

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1674	517	2742	0.611	1681	1.6	3.457	A
B	635	1471	891	0.713	820	2.9	93.486	F
C	829	1553	1361	0.609	837	1.6	7.057	A
D	1088	1226	1742	0.624	1095	1.7	5.627	A

13:15 - 13:30

Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A	1402	432	2818	0.497	1404	1.0	2.581	A
B	532	1229	1040	0.511	539	1.1	7.333	A
C	694	1179	1638	0.424	698	0.7	3.888	A
D	911	927	1973	0.462	914	0.9	3.409	A

Appendix F

A62 Geldered Road / Bankwood Way Junctions 9 Output

Junctions 9																			
PICADY 9 - Priority Intersection Module																			
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2018																			
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk																			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution																			

Filename: A62 Gelderd Road - Bankwood Way v2.j9

Path: M:\Data\MCH\MCH2086_Birstall Centre 27\02. Project Delivery\01. WIP\Models

Report generation date: 17/07/2018 09:27:43

- »2017, Friday PM Peak
- »2017, Saturday Peak
- »2018, Friday PM Peak
- »2018, Saturday Peak
- »2023, Friday PM Peak
- »2023, Saturday Peak
- »2023, Friday PM Peak + Development
- »2023, Saturday Peak + Development

Summary of junction performance

	Friday PM Peak					Saturday Peak					Friday PM Peak + Development					Saturday Peak + Development				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2017																			
Stream B-C	0.2	9.13	0.17	A	6 %	0.4	10.09	0.27	B	10 %										
Stream B-A	0.1	29.90	0.05	D	[Stream B-A]	0.2	27.54	0.18	D	[Stream B-A]										
Stream C-AB	0.1	8.78	0.11	A		0.2	8.43	0.16	A											
	2018																			
Stream B-C	0.2	9.24	0.17	A	5 %	0.4	10.25	0.28	B	8 %										
Stream B-A	0.1	30.96	0.05	D	[Stream B-A]	0.2	28.40	0.19	D	[Stream B-A]										
Stream C-AB	0.1	8.88	0.11	A		0.2	8.51	0.16	A											
	2023																			
Stream B-C	0.2	9.99	0.19	A	-2 %	0.5	11.38	0.32	B	0 %	0.3	10.43	0.23	B	-3 %	0.6	12.33	0.37	B	
Stream B-A	0.1	38.41	0.08	E	[Stream B-A]	0.3	35.29	0.24	E	[Stream B-A]	0.1	39.29	0.08	E	[Stream B-A]	0.4	37.89	0.28	E	
Stream C-AB	0.1	9.41	0.13	A		0.2	9.01	0.18	A		0.2	9.61	0.14	A		0.3	9.36	0.21	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Centre 27 Business Park
Location	Bankwood Way, Birstall, Kirklees
Site number	
Date	23/06/2017
Version	v 1
Status	P1
Identifier	
Client	AEW Europe
Jobnumber	MCH2086
Enumerator	BWB\Ahmad.Huneidi
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	Friday PM Peak	ONE HOUR	15:45	17:15	15
D2	2017	Saturday Peak	ONE HOUR	12:00	13:30	15
D3	2018	Friday PM Peak	ONE HOUR	15:45	17:15	15
D4	2018	Saturday Peak	ONE HOUR	12:00	13:30	15
D5	2023	Friday PM Peak	ONE HOUR	15:45	17:15	15
D6	2023	Saturday Peak	ONE HOUR	12:00	13:30	15
D9	2023	Friday PM Peak + Development	ONE HOUR	15:45	17:15	15
D10	2023	Saturday Peak + Development	ONE HOUR	12:00	13:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, Friday PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road / Bankwood Way	T-Junction	Two-way	0.70	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	A62 Gelderd Road East		Major
B	Bankwood Way		Minor
C	A62 Gelderd Road West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.10		✓	2.50	226.0	✓	4.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	9.40	6.20	5.00	5.00	5.00	✓	3.00	34	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	419	0.073	0.184	0.116	0.263
1	B-C	755	0.110	0.279	-	-
1	C-B	728	0.269	0.269	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	Friday PM Peak	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	887	100.000
B		✓	78	100.000
C		✓	821	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	5	882
	B	6	0	72
	C	774	47	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	9.13	0.2	A
B-A	0.05	29.90	0.1	D
C-AB	0.11	8.78	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	54	567	0.096	54	0.1	7.080	A
B-A	5	220	0.021	4	0.0	16.838	C
C-AB	35	549	0.065	35	0.1	7.078	A
C-A	583			583			
A-B	4			4			
A-C	664			664			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	65	530	0.122	65	0.1	7.815	A
B-A	5	182	0.030	5	0.0	20.620	C
C-AB	42	514	0.082	42	0.1	7.709	A
C-A	696			696			
A-B	4			4			
A-C	793			793			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	79	478	0.166	79	0.2	9.117	A
B-A	7	128	0.052	7	0.1	29.854	D
C-AB	52	466	0.111	52	0.1	8.777	A
C-A	852			852			
A-B	6			6			
A-C	971			971			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	79	477	0.166	79	0.2	9.131	A
B-A	7	128	0.052	7	0.1	29.895	D
C-AB	52	466	0.111	52	0.1	8.782	A
C-A	852			852			
A-B	6			6			
A-C	971			971			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	65	529	0.122	65	0.1	7.832	A
B-A	5	182	0.030	5	0.0	20.646	C
C-AB	42	514	0.082	42	0.1	7.715	A
C-A	696			696			
A-B	4			4			
A-C	793			793			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	54	567	0.096	54	0.1	7.098	A
B-A	5	220	0.021	5	0.0	16.857	C
C-AB	35	549	0.065	35	0.1	7.086	A
C-A	583			583			
A-B	4			4			
A-C	664			664			

2017, Saturday Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road / Bankwood Way	T-Junction	Two-way	1.51	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	10	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	Saturday Peak	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	736	100.000
B		✓	151	100.000
C		✓	838	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	34	702
	B	27	0	124
	C	766	72	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	10.09	0.4	B
B-A	0.18	27.54	0.2	D
C-AB	0.16	8.43	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	93	577	0.162	93	0.2	7.488	A
B-A	20	248	0.082	20	0.1	15.912	C
C-AB	54	579	0.094	54	0.1	6.921	A
C-A	577			577			
A-B	26			26			
A-C	529			529			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	111	545	0.205	111	0.3	8.385	A
B-A	24	212	0.115	24	0.1	19.348	C
C-AB	65	550	0.118	65	0.1	7.483	A
C-A	689			689			
A-B	31			31			
A-C	631			631			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	137	497	0.275	136	0.4	10.056	B
B-A	30	162	0.184	29	0.2	27.400	D
C-AB	79	511	0.155	79	0.2	8.420	A
C-A	843			843			
A-B	37			37			
A-C	773			773			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	137	497	0.275	137	0.4	10.094	B
B-A	30	162	0.184	30	0.2	27.540	D
C-AB	79	511	0.155	79	0.2	8.427	A
C-A	843			843			
A-B	37			37			
A-C	773			773			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	111	544	0.205	112	0.3	8.427	A
B-A	24	212	0.115	25	0.1	19.446	C
C-AB	65	550	0.118	65	0.1	7.492	A
C-A	689			689			
A-B	31			31			
A-C	631			631			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	93	577	0.162	94	0.2	7.530	A
B-A	20	248	0.082	20	0.1	15.982	C
C-AB	54	579	0.094	54	0.1	6.932	A
C-A	577			577			
A-B	26			26			
A-C	529			529			

2018, Friday PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road / Bankwood Way	T-Junction	Two-way	0.71	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2018	Friday PM Peak	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	899	100.000
B		✓	79	100.000
C		✓	833	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	
	A	0	5	894	
	B	6	0	73	
	C	785	48	0	

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	
	A	0	1	1	
	B	1	0	1	
	C	1	1	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	9.24	0.2	A
B-A	0.05	30.96	0.1	D
C-AB	0.11	8.88	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	55	564	0.097	55	0.1	7.124	A
B-A	5	217	0.021	4	0.0	17.072	C
C-AB	36	546	0.066	36	0.1	7.123	A
C-A	591			591			
A-B	4			4			
A-C	673			673			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	66	527	0.125	65	0.1	7.879	A
B-A	5	178	0.030	5	0.0	21.029	C
C-AB	43	511	0.084	43	0.1	7.772	A
C-A	706			706			
A-B	4			4			
A-C	804			804			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	80	474	0.170	80	0.2	9.229	A
B-A	7	124	0.053	7	0.1	30.910	D
C-AB	53	462	0.114	53	0.1	8.876	A
C-A	864			864			
A-B	6			6			
A-C	984			984			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	80	474	0.170	80	0.2	9.244	A
B-A	7	124	0.053	7	0.1	30.957	D
C-AB	53	462	0.114	53	0.1	8.881	A
C-A	864			864			
A-B	6			6			
A-C	984			984			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	66	526	0.125	66	0.1	7.899	A
B-A	5	178	0.030	5	0.0	21.059	C
C-AB	43	511	0.084	43	0.1	7.778	A
C-A	706			706			
A-B	4			4			
A-C	804			804			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	55	564	0.097	55	0.1	7.143	A
B-A	5	217	0.021	5	0.0	17.085	C
C-AB	36	546	0.066	36	0.1	7.133	A
C-A	591			591			
A-B	4			4			
A-C	673			673			

2018, Saturday Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road / Bankwood Way	T-Junction	Two-way	1.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	8	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2018	Saturday Peak	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	746	100.000
B		✓	153	100.000
C		✓	850	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	34	712
	B	27	0	126
	C	777	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.28	10.25	0.4	B
B-A	0.19	28.40	0.2	D
C-AB	0.16	8.51	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	95	576	0.165	94	0.2	7.539	A
B-A	20	245	0.083	20	0.1	16.137	C
C-AB	55	577	0.095	55	0.1	6.951	A
C-A	585			585			
A-B	26			26			
A-C	536			536			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	113	542	0.209	113	0.3	8.465	A
B-A	24	209	0.116	24	0.1	19.695	C
C-AB	66	548	0.120	66	0.1	7.535	A
C-A	698			698			
A-B	31			31			
A-C	640			640			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	139	494	0.281	138	0.4	10.206	B
B-A	30	158	0.189	29	0.2	28.246	D
C-AB	80	508	0.158	80	0.2	8.498	A
C-A	855			855			
A-B	37			37			
A-C	784			784			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	139	493	0.281	139	0.4	10.248	B
B-A	30	158	0.189	30	0.2	28.400	D
C-AB	80	508	0.158	80	0.2	8.506	A
C-A	855			855			
A-B	37			37			
A-C	784			784			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	113	542	0.209	114	0.3	8.510	A
B-A	24	209	0.116	25	0.1	19.803	C
C-AB	66	548	0.120	66	0.1	7.547	A
C-A	698			698			
A-B	31			31			
A-C	640			640			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	95	575	0.165	95	0.2	7.582	A
B-A	20	245	0.083	20	0.1	16.183	C
C-AB	55	577	0.095	55	0.1	6.968	A
C-A	585			585			
A-B	26			26			
A-C	536			536			

2023, Friday PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road / Bankwood Way	T-Junction	Two-way	0.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023	Friday PM Peak	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	966	100.000
B		✓	85	100.000
C		✓	895	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	5	961
	B	7	0	78
	C	844	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	9.99	0.2	A
B-A	0.08	38.41	0.1	E
C-AB	0.13	9.41	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	59	549	0.107	58	0.1	7.405	A
B-A	5	203	0.026	5	0.0	18.381	C
C-AB	38	533	0.072	38	0.1	7.347	A
C-A	635			635			
A-B	4			4			
A-C	723			723			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	70	508	0.138	70	0.2	8.296	A
B-A	6	161	0.039	6	0.0	23.534	C
C-AB	46	495	0.093	46	0.1	8.096	A
C-A	759			759			
A-B	4			4			
A-C	864			864			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	86	450	0.191	86	0.2	9.963	A
B-A	8	102	0.075	8	0.1	38.297	E
C-AB	56	443	0.127	56	0.1	9.403	A
C-A	929			929			
A-B	6			6			
A-C	1058			1058			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	86	450	0.191	86	0.2	9.987	A
B-A	8	102	0.075	8	0.1	38.411	E
C-AB	56	443	0.127	56	0.1	9.410	A
C-A	929			929			
A-B	6			6			
A-C	1058			1058			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	70	508	0.138	70	0.2	8.322	A
B-A	6	161	0.039	6	0.0	23.589	C
C-AB	46	495	0.093	46	0.1	8.107	A
C-A	759			759			
A-B	4			4			
A-C	864			864			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	59	549	0.107	59	0.1	7.427	A
B-A	5	203	0.026	5	0.0	18.409	C
C-AB	38	533	0.072	38	0.1	7.359	A
C-A	635			635			
A-B	4			4			
A-C	723			723			

2023, Saturday Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road / Bankwood Way	T-Junction	Two-way	1.76	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	0	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023	Saturday Peak	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	805	100.000
B		✓	166	100.000
C		✓	917	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	37	768
	B	30	0	136
	C	838	79	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.32	11.38	0.5	B
B-A	0.24	35.29	0.3	E
C-AB	0.18	9.01	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	102	561	0.182	101	0.2	7.893	A
B-A	23	231	0.098	22	0.1	17.400	C
C-AB	59	565	0.105	59	0.1	7.177	A
C-A	631			631			
A-B	28			28			
A-C	578			578			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	122	525	0.233	122	0.3	9.021	A
B-A	27	191	0.141	27	0.2	22.110	C
C-AB	71	534	0.133	71	0.2	7.852	A
C-A	753			753			
A-B	33			33			
A-C	690			690			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	150	470	0.319	149	0.5	11.310	B
B-A	33	136	0.243	32	0.3	34.925	D
C-AB	87	491	0.178	87	0.2	8.995	A
C-A	922			922			
A-B	41			41			
A-C	846			846			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	150	469	0.319	150	0.5	11.380	B
B-A	33	136	0.243	33	0.3	35.291	E
C-AB	87	491	0.178	87	0.2	9.006	A
C-A	922			922			
A-B	41			41			
A-C	846			846			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	122	524	0.234	123	0.3	9.089	A
B-A	27	191	0.141	28	0.2	22.311	C
C-AB	71	534	0.133	71	0.2	7.865	A
C-A	753			753			
A-B	33			33			
A-C	690			690			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	102	560	0.183	103	0.2	7.948	A
B-A	23	231	0.098	23	0.1	17.506	C
C-AB	59	565	0.105	60	0.1	7.193	A
C-A	631			631			
A-B	28			28			
A-C	578			578			

2023, Friday PM Peak + Development

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road / Bankwood Way	T-Junction	Two-way	0.92	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-3	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2023	Friday PM Peak + Development	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	967	100.000
B		✓	100	100.000
C		✓	898	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	6	961
	B	7	0	93
	C	840	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	10.43	0.3	B
B-A	0.08	39.29	0.1	E
C-AB	0.14	9.61	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	70	550	0.127	69	0.1	7.548	A
B-A	5	201	0.026	5	0.0	18.568	C
C-AB	44	532	0.082	43	0.1	7.429	A
C-A	632			632			
A-B	5			5			
A-C	723			723			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	84	510	0.164	83	0.2	8.529	A
B-A	6	159	0.040	6	0.0	23.849	C
C-AB	52	495	0.105	52	0.1	8.215	A
C-A	755			755			
A-B	5			5			
A-C	864			864			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	102	451	0.227	102	0.3	10.396	B
B-A	8	100	0.077	8	0.1	39.154	E
C-AB	64	442	0.144	64	0.2	9.596	A
C-A	925			925			
A-B	7			7			
A-C	1058			1058			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	102	451	0.227	102	0.3	10.427	B
B-A	8	100	0.077	8	0.1	39.287	E
C-AB	64	442	0.144	64	0.2	9.606	A
C-A	925			925			
A-B	7			7			
A-C	1058			1058			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	84	509	0.164	84	0.2	8.560	A
B-A	6	159	0.040	6	0.0	23.911	C
C-AB	52	495	0.105	52	0.1	8.227	A
C-A	755			755			
A-B	5			5			
A-C	864			864			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	70	550	0.127	70	0.1	7.578	A
B-A	5	201	0.026	5	0.0	18.602	C
C-AB	44	532	0.082	44	0.1	7.445	A
C-A	632			632			
A-B	5			5			
A-C	723			723			

2023, Saturday Peak + Development

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A62 Gelderd Road / Bankwood Way	T-Junction	Two-way	2.12	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2023	Saturday Peak + Development	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	807	100.000
B		✓	188	100.000
C		✓	921	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	44	763
	B	34	0	154
	C	828	93	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.37	12.33	0.6	B
B-A	0.28	37.89	0.4	E
C-AB	0.21	9.36	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	116	560	0.207	115	0.3	8.155	A
B-A	26	229	0.112	25	0.1	17.787	C
C-AB	70	565	0.124	69	0.1	7.332	A
C-A	623			623			
A-B	33			33			
A-C	574			574			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	138	522	0.265	138	0.4	9.453	A
B-A	31	189	0.162	30	0.2	22.884	C
C-AB	84	534	0.157	84	0.2	8.075	A
C-A	744			744			
A-B	40			40			
A-C	686			686			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	170	465	0.364	169	0.6	12.221	B
B-A	37	133	0.281	37	0.4	37.374	E
C-AB	103	491	0.209	102	0.3	9.347	A
C-A	911			911			
A-B	48			48			
A-C	840			840			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	170	464	0.365	170	0.6	12.328	B
B-A	37	133	0.281	37	0.4	37.891	E
C-AB	103	491	0.209	103	0.3	9.362	A
C-A	911			911			
A-B	48			48			
A-C	840			840			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	138	521	0.266	139	0.4	9.545	A
B-A	31	189	0.162	31	0.2	23.155	C
C-AB	84	534	0.157	84	0.2	8.094	A
C-A	744			744			
A-B	40			40			
A-C	686			686			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	116	559	0.207	116	0.3	8.226	A
B-A	26	229	0.112	26	0.1	17.920	C
C-AB	70	565	0.124	70	0.1	7.352	A
C-A	623			623			
A-B	33			33			
A-C	574			574			

Appendix G

Bankwood Way / Centre 27 Business Park Access Junctions 9 Output

Junctions 9																			
PICADY 9 - Priority Intersection Module																			
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2018																			
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk																			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution																			

Filename: Centre 27 Business Park Access - Bankwood Way v2.j9

Path: M:\Data\MCH\MCH2086_Birstall Centre 27\02. Project Delivery\01. WIP\Models

Report generation date: 17/07/2018 09:39:01

- »2017, Friday PM Peak
- »2017, Saturday Peak
- »2018, Friday PM Peak
- »2018, Saturday Peak
- »2023, Friday PM Peak
- »2023, Saturday Peak
- »2023, Friday PM Peak + Development
- »2023, Saturday Peak + Development

Summary of junction performance

	Friday PM Peak					Saturday Peak					Friday PM Peak + Development					Saturday Peak + Development				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	N R C
	2017																			
Stream B-C	0.0	5.37	0.03	A	900 % []	0.0	0.00	0.00	A	830 % [Stream C-AB]										
Stream B-A	0.0	7.59	0.00	A		0.0	0.00	0.00	A											
Stream C-AB	0.0	6.12	0.01	A		0.0	6.48	0.00	A											
	2018																			
Stream B-C	0.0	5.37	0.03	A	900 % []	0.0	0.00	0.00	A	817 % [Stream C-AB]										
Stream B-A	0.0	7.60	0.00	A		0.0	0.00	0.00	A											
Stream C-AB	0.0	6.12	0.01	A		0.0	6.49	0.00	A											
	2023																			
Stream B-C	0.0	5.82	0.04	A	444 %	0.0	0.00	0.00	A	755 %	0.0	6.38	0.03	A	196 %	0.0	7.08	0.05	A	[
Stream B-A	0.0	8.32	0.01	A	[Stream B-A]	0.0	0.00	0.00	A	[Stream C-AB]	0.2	8.82	0.19	A	[Stream B-A]	0.3	10.87	0.23	B	
Stream C-AB	0.0	6.61	0.01	A		0.0	6.54	0.00	A		0.1	6.89	0.12	A		0.3	8.65	0.25	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Centre 27 Business Park
Location	Bankwood Way, Birstall, Kirklees
Site number	
Date	23/06/2017
Version	v 1
Status	P1
Identifier	
Client	AEW Europe
Jobnumber	MCH2086
Enumerator	BWB\Ahmad.Huneidi
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	Friday PM Peak	ONE HOUR	15:45	17:15	15
D2	2017	Saturday Peak	ONE HOUR	12:00	13:30	15
D3	2018	Friday PM Peak	ONE HOUR	15:45	17:15	15
D4	2018	Saturday Peak	ONE HOUR	12:00	13:30	15
D5	2023	Friday PM Peak	ONE HOUR	15:45	17:15	15
D6	2023	Saturday Peak	ONE HOUR	12:00	13:30	15
D9	2023	Friday PM Peak + Development	ONE HOUR	15:45	17:15	15
D10	2023	Saturday Peak + Development	ONE HOUR	12:00	13:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, Friday PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Centre 27 Business Park Access	T-Junction	Two-way	1.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Arms

Arms

Arm	Name	Description	Arm type
A	Bankwood Way South		Major
B	Centre 27 Business Park Access		Minor
C	Bankwood Way North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.40			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.20	4.00	3.70	3.70	✓	1.00	31	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	505	0.086	0.218	0.137	0.312
1	B-C	722	0.104	0.263	-	-
1	C-B	620	0.226	0.226	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	Friday PM Peak	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	102	100.000
B		✓	21	100.000
C		✓	20	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	102
	B	2	0	19
	C	14	6	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	5.37	0.0	A
B-A	0.00	7.59	0.0	A
C-AB	0.01	6.12	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	14	701	0.020	14	0.0	5.242	A
B-A	2	485	0.003	1	0.0	7.440	A
C-AB	5	603	0.007	4	0.0	6.014	A
C-A	11			11			
A-B	0			0			
A-C	77			77			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	697	0.025	17	0.0	5.294	A
B-A	2	481	0.004	2	0.0	7.504	A
C-AB	5	600	0.009	5	0.0	6.056	A
C-A	13			13			
A-B	0			0			
A-C	92			92			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	21	691	0.030	21	0.0	5.369	A
B-A	2	476	0.005	2	0.0	7.593	A
C-AB	7	595	0.011	7	0.0	6.116	A
C-A	15			15			
A-B	0			0			
A-C	112			112			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	21	691	0.030	21	0.0	5.369	A
B-A	2	476	0.005	2	0.0	7.593	A
C-AB	7	595	0.011	7	0.0	6.116	A
C-A	15			15			
A-B	0			0			
A-C	112			112			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	697	0.025	17	0.0	5.297	A
B-A	2	481	0.004	2	0.0	7.504	A
C-AB	5	600	0.009	5	0.0	6.059	A
C-A	13			13			
A-B	0			0			
A-C	92			92			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	14	701	0.020	14	0.0	5.244	A
B-A	2	485	0.003	2	0.0	7.443	A
C-AB	5	603	0.007	5	0.0	6.016	A
C-A	11			11			
A-B	0			0			
A-C	77			77			

2017, Saturday Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Centre 27 Business Park Access	T-Junction	Two-way	0.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	830	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	Saturday Peak	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	251	100.000
B		✓	4	100.000
C		✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	2	249
	B	0	0	4
	C	36	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	6.48	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	659	0.000	0	0.0	0.000	A
B-A	0	503	0.000	0	0.0	0.000	A
C-AB	2	578	0.003	1	0.0	6.247	A
C-A	27			27			
A-B	2			2			
A-C	187			187			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	649	0.000	0	0.0	0.000	A
B-A	0	493	0.000	0	0.0	0.000	A
C-AB	2	569	0.003	2	0.0	6.340	A
C-A	32			32			
A-B	2			2			
A-C	224			224			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	636	0.000	0	0.0	0.000	A
B-A	0	480	0.000	0	0.0	0.000	A
C-AB	2	558	0.004	2	0.0	6.475	A
C-A	40			40			
A-B	2			2			
A-C	274			274			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	636	0.000	0	0.0	0.000	A
B-A	0	480	0.000	0	0.0	0.000	A
C-AB	2	558	0.004	2	0.0	6.475	A
C-A	40			40			
A-B	2			2			
A-C	274			274			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	649	0.000	0	0.0	0.000	A
B-A	0	493	0.000	0	0.0	0.000	A
C-AB	2	569	0.003	2	0.0	6.343	A
C-A	32			32			
A-B	2			2			
A-C	224			224			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	659	0.000	0	0.0	0.000	A
B-A	0	503	0.000	0	0.0	0.000	A
C-AB	2	578	0.003	2	0.0	6.249	A
C-A	27			27			
A-B	2			2			
A-C	187			187			

2018, Friday PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Centre 27 Business Park Access	T-Junction	Two-way	1.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2018	Friday PM Peak	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	103	100.000
B		✓	21	100.000
C		✓	20	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	103
	B	2	0	19
	C	14	6	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	5.37	0.0	A
B-A	0.00	7.60	0.0	A
C-AB	0.01	6.12	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	14	701	0.020	14	0.0	5.243	A
B-A	2	485	0.003	1	0.0	7.442	A
C-AB	5	603	0.007	4	0.0	6.015	A
C-A	11			11			
A-B	0			0			
A-C	78			78			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	697	0.025	17	0.0	5.296	A
B-A	2	481	0.004	2	0.0	7.507	A
C-AB	5	600	0.009	5	0.0	6.058	A
C-A	13			13			
A-B	0			0			
A-C	93			93			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	21	691	0.030	21	0.0	5.371	A
B-A	2	476	0.005	2	0.0	7.597	A
C-AB	7	595	0.011	7	0.0	6.119	A
C-A	15			15			
A-B	0			0			
A-C	113			113			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	21	691	0.030	21	0.0	5.371	A
B-A	2	476	0.005	2	0.0	7.597	A
C-AB	7	595	0.011	7	0.0	6.119	A
C-A	15			15			
A-B	0			0			
A-C	113			113			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	697	0.025	17	0.0	5.299	A
B-A	2	481	0.004	2	0.0	7.507	A
C-AB	5	600	0.009	5	0.0	6.061	A
C-A	13			13			
A-B	0			0			
A-C	93			93			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	14	701	0.020	14	0.0	5.244	A
B-A	2	485	0.003	2	0.0	7.445	A
C-AB	5	603	0.007	5	0.0	6.018	A
C-A	11			11			
A-B	0			0			
A-C	78			78			

2018, Saturday Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Centre 27 Business Park Access	T-Junction	Two-way	0.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	817	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2018	Saturday Peak	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	255	100.000
B		✓	4	100.000
C		✓	39	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	2	253
	B	0	0	4
	C	37	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	6.49	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	658	0.000	0	0.0	0.000	A
B-A	0	502	0.000	0	0.0	0.000	A
C-AB	2	577	0.003	1	0.0	6.254	A
C-A	28			28			
A-B	2			2			
A-C	190			190			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	648	0.000	0	0.0	0.000	A
B-A	0	492	0.000	0	0.0	0.000	A
C-AB	2	569	0.003	2	0.0	6.350	A
C-A	33			33			
A-B	2			2			
A-C	227			227			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	635	0.000	0	0.0	0.000	A
B-A	0	479	0.000	0	0.0	0.000	A
C-AB	2	557	0.004	2	0.0	6.487	A
C-A	41			41			
A-B	2			2			
A-C	279			279			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	635	0.000	0	0.0	0.000	A
B-A	0	479	0.000	0	0.0	0.000	A
C-AB	2	557	0.004	2	0.0	6.487	A
C-A	41			41			
A-B	2			2			
A-C	279			279			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	648	0.000	0	0.0	0.000	A
B-A	0	492	0.000	0	0.0	0.000	A
C-AB	2	569	0.003	2	0.0	6.352	A
C-A	33			33			
A-B	2			2			
A-C	227			227			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	658	0.000	0	0.0	0.000	A
B-A	0	502	0.000	0	0.0	0.000	A
C-AB	2	577	0.003	2	0.0	6.254	A
C-A	28			28			
A-B	2			2			
A-C	190			190			

2023, Friday PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Centre 27 Business Park Access	T-Junction	Two-way	0.58	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	444	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023	Friday PM Peak	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	274	100.000
B		✓	23	100.000
C		✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	272
	B	2	0	21
From	C	15	7	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	5.82	0.0	A
B-A	0.01	8.32	0.0	A
C-AB	0.01	6.61	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	16	667	0.024	16	0.0	5.526	A
B-A	2	457	0.003	1	0.0	7.905	A
C-AB	5	574	0.009	5	0.0	6.330	A
C-A	11			11			
A-B	2			2			
A-C	205			205			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	19	657	0.029	19	0.0	5.644	A
B-A	2	448	0.004	2	0.0	8.075	A
C-AB	6	565	0.011	6	0.0	6.444	A
C-A	13			13			
A-B	2			2			
A-C	245			245			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	642	0.036	23	0.0	5.816	A
B-A	2	435	0.005	2	0.0	8.324	A
C-AB	8	552	0.014	8	0.0	6.608	A
C-A	17			17			
A-B	2			2			
A-C	299			299			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	642	0.036	23	0.0	5.816	A
B-A	2	435	0.005	2	0.0	8.324	A
C-AB	8	552	0.014	8	0.0	6.608	A
C-A	17			17			
A-B	2			2			
A-C	299			299			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	19	657	0.029	19	0.0	5.645	A
B-A	2	448	0.004	2	0.0	8.077	A
C-AB	6	565	0.011	6	0.0	6.444	A
C-A	13			13			
A-B	2			2			
A-C	245			245			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	16	667	0.024	16	0.0	5.526	A
B-A	2	457	0.003	2	0.0	7.906	A
C-AB	5	574	0.009	5	0.0	6.333	A
C-A	11			11			
A-B	2			2			
A-C	205			205			

2023, Saturday Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Centre 27 Business Park Access	T-Junction	Two-way	0.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	755	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023	Saturday Peak	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	274	100.000
B		✓	4	100.000
C		✓	41	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	2	272
	B	0	0	4
	C	39	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	6.54	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	654	0.000	0	0.0	0.000	A
B-A	0	498	0.000	0	0.0	0.000	A
C-AB	2	574	0.003	1	0.0	6.289	A
C-A	29			29			
A-B	2			2			
A-C	205			205			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	644	0.000	0	0.0	0.000	A
B-A	0	488	0.000	0	0.0	0.000	A
C-AB	2	565	0.003	2	0.0	6.393	A
C-A	35			35			
A-B	2			2			
A-C	245			245			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	630	0.000	0	0.0	0.000	A
B-A	0	474	0.000	0	0.0	0.000	A
C-AB	2	552	0.004	2	0.0	6.542	A
C-A	43			43			
A-B	2			2			
A-C	299			299			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	630	0.000	0	0.0	0.000	A
B-A	0	474	0.000	0	0.0	0.000	A
C-AB	2	552	0.004	2	0.0	6.542	A
C-A	43			43			
A-B	2			2			
A-C	299			299			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	644	0.000	0	0.0	0.000	A
B-A	0	488	0.000	0	0.0	0.000	A
C-AB	2	565	0.003	2	0.0	6.393	A
C-A	35			35			
A-B	2			2			
A-C	245			245			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	654	0.000	0	0.0	0.000	A
B-A	0	498	0.000	0	0.0	0.000	A
C-AB	2	574	0.003	2	0.0	6.289	A
C-A	29			29			
A-B	2			2			
A-C	205			205			

2023, Friday PM Peak + Development

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Centre 27 Business Park Access	T-Junction	Two-way	4.41	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	196	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2023	Friday PM Peak + Development	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	118	100.000
B		✓	106	100.000
C		✓	79	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	7	111
	B	89	0	17
	C	15	64	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	6.38	0.0	A
B-A	0.19	8.82	0.2	A
C-AB	0.12	6.89	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	605	0.021	13	0.0	6.080	A
B-A	67	525	0.128	66	0.1	7.849	A
C-AB	48	601	0.080	48	0.1	6.502	A
C-A	11			11			
A-B	5			5			
A-C	84			84			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	15	596	0.026	15	0.0	6.201	A
B-A	80	517	0.155	80	0.2	8.237	A
C-AB	58	598	0.096	58	0.1	6.665	A
C-A	13			13			
A-B	6			6			
A-C	100			100			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	19	583	0.032	19	0.0	6.382	A
B-A	98	506	0.194	98	0.2	8.811	A
C-AB	71	593	0.119	71	0.1	6.889	A
C-A	16			16			
A-B	8			8			
A-C	122			122			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	19	583	0.032	19	0.0	6.383	A
B-A	98	506	0.194	98	0.2	8.821	A
C-AB	71	593	0.119	71	0.1	6.892	A
C-A	16			16			
A-B	8			8			
A-C	122			122			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	15	596	0.026	15	0.0	6.205	A
B-A	80	517	0.155	80	0.2	8.251	A
C-AB	58	598	0.096	58	0.1	6.668	A
C-A	13			13			
A-B	6			6			
A-C	100			100			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	605	0.021	13	0.0	6.083	A
B-A	67	524	0.128	67	0.1	7.877	A
C-AB	48	601	0.080	48	0.1	6.514	A
C-A	11			11			
A-B	5			5			
A-C	84			84			

2023, Saturday Peak + Development

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Centre 27 Business Park Access	T-Junction	Two-way	3.94	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	98	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2023	Saturday Peak + Development	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	296	100.000
B		✓	115	100.000
C		✓	165	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	24	272
	B	92	0	23
	C	39	126	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.08	0.0	A
B-A	0.23	10.87	0.3	B
C-AB	0.25	8.65	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	574	0.030	17	0.0	6.463	A
B-A	69	474	0.146	69	0.2	8.858	A
C-AB	96	575	0.166	95	0.2	7.487	A
C-A	29			29			
A-B	18			18			
A-C	205			205			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	21	558	0.037	21	0.0	6.701	A
B-A	83	457	0.181	83	0.2	9.614	A
C-AB	115	567	0.202	114	0.3	7.947	A
C-A	34			34			
A-B	22			22			
A-C	245			245			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	25	534	0.047	25	0.0	7.075	A
B-A	101	433	0.234	101	0.3	10.842	B
C-AB	141	558	0.254	141	0.3	8.637	A
C-A	40			40			
A-B	26			26			
A-C	299			299			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	25	534	0.047	25	0.0	7.078	A
B-A	101	433	0.234	101	0.3	10.867	B
C-AB	141	558	0.254	141	0.3	8.650	A
C-A	40			40			
A-B	26			26			
A-C	299			299			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	21	558	0.037	21	0.0	6.708	A
B-A	83	457	0.181	83	0.2	9.646	A
C-AB	115	567	0.202	115	0.3	7.967	A
C-A	34			34			
A-B	22			22			
A-C	245			245			

13:15 - 13:30

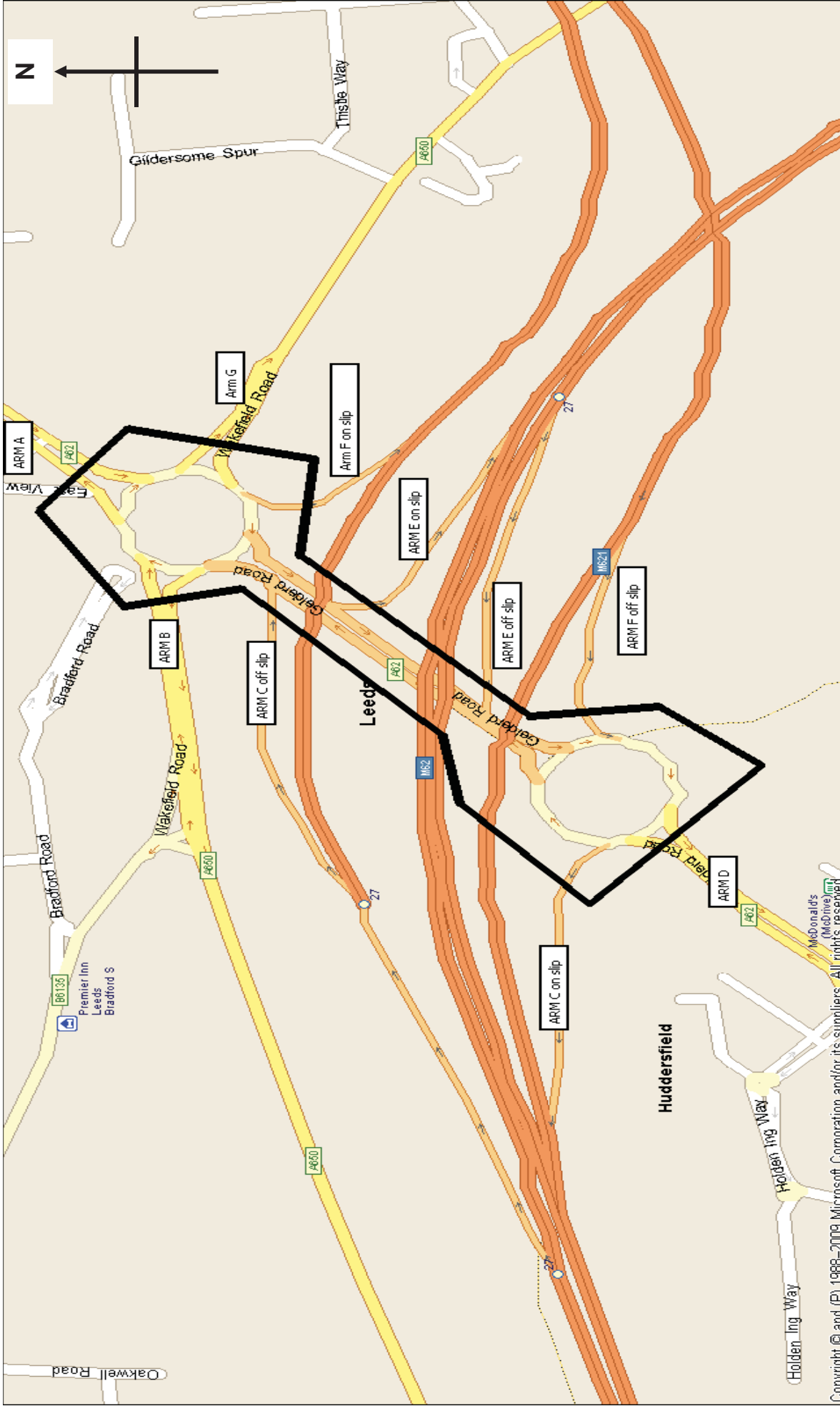
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	574	0.030	17	0.0	6.474	A
B-A	69	474	0.146	69	0.2	8.904	A
C-AB	96	575	0.166	96	0.2	7.521	A
C-A	29			29			
A-B	18			18			
A-C	205			205			

Appendix H

2013 Baseline Traffic – M62/M621 Junction 27



APPENDIX 3 ▪ Highways England 2013 Data



	Site / Location: Site 1 - A62 Gelderd Rd/A650/M62/M621	Project No: 2721	Drawing No: 2721/01	Drawn By: CW
	Survey Date: Friday 15th March 2013	Project Name: A62 GELDERD ROAD		
	Survey Times: 0600 - 2000	Drawing Title: Site Layout and Observed Movements		



SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

	1			2.3			2											
TIME	A TO G			TOT	A TO F			TOT	A TO E			TOT	A TO D			TOT		
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV		LV	HV	PSV			
06:00	8	1	0	9	5	1	0	6	13	1	0	14	5	0	0	5		
06:15	12	1	0	13	4	1	0	5	8	1	0	9	13	0	0	13		
06:30	26	0	0	26	12	1	0	13	22	1	0	23	12	2	1	15		
06:45	24	0	0	24	12	0	0	12	16	3	0	19	20	3	1	24		
H/TOT	70	2	0	72	33	3	0	36	59	6	0	65	50	5	2	57		
	70	4.6	0	74.6	33	6.9	0	39.9	59	13.8	0	72.8	50	11.5	4	65.5		
07:00	18	3	0	21	30	2	1	33	25	3	0	28	18	3	0	21		
07:15	26	3	0	29	36	0	0	36	36	1	0	37	21	1	1	23		
07:30	26	4	0	30	39	0	0	39	35	7	0	42	30	2	1	33		
07:45	44	3	0	47	45	8	0	53	47	16	0	63	29	2	1	32		
H/TOT	114	13	0	127	150	10	1	161	143	27	0	170	98	8	3	109		
	114	29.9	0	144	150	23	2	175	143	62.1	0	205	98	18.4	6	122		
08:00	43	0	0	43	46	7	0	53	37	13	0	50	30	1	0	31		
08:15	49	3	0	52	27	1	0	28	34	1	0	35	23	0	0	23		
08:30	33	6	0	39	38	3	0	41	33	6	0	39	21	0	1	22		
08:45	42	3	0	45	24	0	0	24	26	3	0	29	35	3	0	38		
H/TOT	167	12	0	179	135	11	0	146	130	23	0	153	109	4	1	114		
	167	27.6	0	195	135	25.3	0	160	130	52.9	0	183	109	9.2	2	120		
09:00	53	4	0	57	10	1	0	11	17	5	0	22	37	5	1	43		
09:15	37	2	0	39	5	0	0	5	18	5	0	23	29	0	0	29		
09:30	27	2	0	29	8	0	0	8	18	0	0	18	42	1	1	44		
09:45	26	2	0	28	9	1	0	10	6	1	0	7	40	1	0	41		
H/TOT	143	10	0	153	32	2	0	34	59	11	0	70	148	7	2	157		
	143	23	0	166	32	4.6	0	36.6	59	25.3	0	84.3	148	16.1	4	168		
10:00	21	0	0	21	20	0	0	20	11	9	0	20	34	2	1	37		
10:15	29	4	0	33	9	2	0	11	9	0	0	9	28	2	0	30		
10:30	29	0	0	29	11	0	0	11	15	1	0	16	34	1	0	35		
10:45	24	3	0	27	15	1	0	16	10	1	0	11	38	1	0	39		
H/TOT	103	7	0	110	55	3	0	58	45	11	0	56	134	6	1	141		
	103	16.1	0	119	55	6.9	0	61.9	45	25.3	0	70.3	134	13.8	2	150		
11:00	35	2	0	37	10	0	0	10	9	2	0	11	36	1	0	37		
11:15	28	5	0	33	19	0	0	19	13	2	0	15	32	2	0	34		
11:30	26	1	0	27	14	1	0	15	15	0	0	15	33	1	1	35		
11:45	47	0	0	47	13	0	0	13	13	2	0	15	34	1	0	35		
H/TOT	136	8	0	144	56	1	0	57	50	6	0	56	135	5	1	141		
	136	18.4	0	154	56	2.3	0	58.3	50	13.8	0	63.8	135	11.5	2	149		
12:00	35	1	0	36	17	1	0	18	16	1	0	17	49	1	1	51		
12:15	34	4	0	38	10	1	0	11	20	3	0	23	37	1	0	38		
12:30	41	3	0	44	15	1	0	16	16	1	0	17	44	1	1	46		
12:45	21	2	0	23	6	1	0	7	9	6	0	15	37	1	0	38		
H/TOT	131	10	0	141	48	4	0	52	61	11	0	72	167	4	2	173		
	131	23	0	154	48	9.2	0	57.2	61	25.3	0	86.3	167	9.2	4	180		



SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

	1			2.3			2												
TIME	A TO G			TOT	A TO F			TOT	A TO E			TOT	A TO D			TOT			
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV		LV	HV	PSV				
13:00	39	5	0	44	15	1	0	16	14	3	0	17	50	1	1	52			
13:15	25	1	0	26	9	0	0	9	10	0	0	10	40	1	1	42			
13:30	39	0	0	39	5	0	0	5	10	1	0	11	38	1	1	40			
13:45	35	1	0	36	4	0	0	4	10	0	0	10	41	0	0	41			
H/TOT	138	7	0	145	33	1	0	34	44	4	0	48	169	3	3	175			
	138	16.1	0	154	33	2.3	0	35.3	44	9.2	0	53.2	169	6.9	6	182			
14:00	35	3	0	38	12	1	0	13	21	3	0	24	37	2	1	40			
14:15	31	3	0	34	14	0	0	14	13	1	0	14	29	2	0	31			
14:30	27	3	1	31	7	0	0	7	13	3	0	16	36	2	1	39			
14:45	55	2	1	58	9	0	0	9	12	0	0	12	35	0	0	35			
H/TOT	148	11	2	161	42	1	0	43	59	7	0	66	137	6	2	145			
	148	25.3	4	177	42	2.3	0	44.3	59	16.1	0	75.1	137	13.8	4	155			
15:00	49	1	1	51	9	1	0	10	27	4	0	31	34	2	0	36			
15:15	36	2	0	38	13	0	1	14	14	0	0	14	34	1	0	35			
15:30	37	4	0	41	15	0	0	15	15	0	0	15	40	3	1	44			
15:45	47	1	0	48	9	0	0	9	15	3	0	18	33	0	0	33			
H/TOT	169	8	1	178	46	1	1	48	71	7	0	78	141	6	1	148			
	169	18.4	2	189	46	2.3	2	50.3	71	16.1	0	87.1	141	13.8	2	157			
16:00	41	3	0	44	27	1	0	28	31	1	0	32	38	1	1	40			
16:15	24	1	0	25	19	0	0	19	18	5	0	23	34	0	0	34			
16:30	40	2	0	42	14	0	0	14	30	2	0	32	38	1	2	41			
16:45	31	1	0	32	15	2	0	17	23	0	0	23	41	1	0	42			
H/TOT	136	7	0	143	75	3	0	78	102	8	0	110	151	3	3	157			
	136	16.1	0	152	75	6.9	0	81.9	102	18.4	0	120	151	6.9	6	164			
17:00	47	1	0	48	16	1	0	17	12	0	0	12	41	1	1	43			
17:15	38	3	0	41	8	0	0	8	17	0	0	17	54	0	2	56			
17:30	39	1	0	40	9	0	0	9	23	0	0	23	52	0	0	52			
17:45	41	4	0	45	9	0	0	9	16	0	0	16	55	0	1	56			
H/TOT	165	9	0	174	42	1	0	43	68	0	0	68	202	1	4	207			
	165	20.7	0	186	42	2.3	0	44.3	68	0	0	68	202	2.3	8	212			
18:00	34	1	0	35	6	0	0	6	28	0	0	28	43	0	1	44			
18:15	31	3	0	34	7	0	0	7	14	1	0	15	27	0	0	27			
18:30	32	2	0	34	9	0	0	9	7	0	0	7	39	0	1	40			
18:45	30	0	0	30	6	0	0	6	6	1	0	7	28	0	0	28			
H/TOT	127	6	0	133	28	0	0	28	55	2	0	57	137	0	2	139			
	127	13.8	0	141	28	0	0	28	55	4.6	0	59.6	137	0	4	141			
19:00	18	0	0	18	6	0	0	6	15	3	0	18	48	0	1	49			
19:15	20	0	0	20	5	0	0	5	5	0	0	5	30	0	0	30			
19:30	26	2	0	28	7	0	0	7	6	1	1	8	21	1	0	22			
19:45	14	0	0	14	5	0	0	5	6	0	0	6	23	0	0	23			
H/TOT	78	2	0	80	23	0	0	23	32	4	1	37	122	1	1	124			
	78	4.6	0	82.6	23	0	0	23	32	9.2	2	43.2	122	2.3	2	126			
P/TOT	1825	112	3	1940	798	41	2	841	978	127	1	1106	1900	59	28	1987			



SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

TIME	A TO C			TOT	A TO B			TOT	A TO A			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
06:00	2	3	0	5	2	0	0	2	0	0	0	0
06:15	3	0	0	3	1	2	1	4	0	0	0	0
06:30	8	3	0	11	7	0	1	8	0	0	0	0
06:45	8	0	0	8	6	0	0	6	0	0	0	0
H/TOT	21	6	0	27	16	2	2	20	0	0	0	0
	21	13.8	0	34.8	16	4.6	4	24.6	0	0	0	0
07:00	12	2	0	14	19	0	0	19	0	0	0	0
07:15	10	2	0	12	10	2	1	13	0	0	0	0
07:30	16	0	0	16	9	0	1	10	0	0	0	0
07:45	13	0	0	13	7	5	0	12	0	0	0	0
H/TOT	51	4	0	55	45	7	2	54	0	0	0	0
	51	9.2	0	60.2	45	16.1	4	65.1	0	0	0	0
08:00	22	0	0	22	4	1	1	6	0	0	0	0
08:15	11	3	0	14	9	2	0	11	0	0	0	0
08:30	14	0	0	14	10	4	0	14	0	0	0	0
08:45	15	6	1	22	11	0	0	11	0	0	0	0
H/TOT	62	9	1	72	34	7	1	42	0	0	0	0
	62	20.7	2	84.7	34	16.1	2	52.1	0	0	0	0
09:00	21	3	0	24	10	3	0	13	0	0	0	0
09:15	9	0	0	9	7	2	2	11	0	0	0	0
09:30	14	3	0	17	6	1	0	7	0	0	0	0
09:45	10	5	0	15	12	1	1	14	0	0	0	0
H/TOT	54	11	0	65	35	7	3	45	0	0	0	0
	54	25.3	0	79.3	35	16.1	6	57.1	0	0	0	0
10:00	10	0	0	10	7	0	0	7	0	0	0	0
10:15	11	1	0	12	14	3	1	18	0	0	0	0
10:30	8	0	0	8	7	3	0	10	0	0	0	0
10:45	8	4	0	12	6	1	2	9	0	0	0	0
H/TOT	37	5	0	42	34	7	3	44	0	0	0	0
	37	11.5	0	48.5	34	16.1	6	56.1	0	0	0	0
11:00	7	2	0	9	20	0	0	20	0	0	0	0
11:15	7	0	0	7	9	3	3	15	0	0	0	0
11:30	9	2	0	11	12	2	0	14	0	0	0	0
11:45	10	6	0	16	19	1	1	21	0	0	0	0
H/TOT	33	10	0	43	60	6	4	70	0	0	0	0
	33	23	0	56	60	13.8	8	81.8	0	0	0	0
12:00	12	5	0	17	16	1	0	17	0	0	0	0
12:15	8	2	0	10	13	0	2	15	0	0	0	0
12:30	15	0	0	15	19	2	0	21	0	0	0	0
12:45	9	0	0	9	24	3	1	28	0	0	0	0
H/TOT	44	7	0	51	72	6	3	81	0	0	0	0
	44	16.1	0	60.1	72	13.8	6	91.8	0	0	0	0

SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

TIME	A TO C			TOT	A TO B			TOT	A TO A			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
13:00	13	0	0	13	20	0	0	20	0	0	0	0
13:15	12	5	0	17	13	1	2	16	0	0	0	0
13:30	13	2	0	15	21	0	0	21	0	0	0	0
13:45	11	6	0	17	15	1	0	16	0	0	0	0
H/TOT	49	13	0	62	69	2	2	73	0	0	0	0
	49	29.9	0	78.9	69	4.6	4	77.6	0	0	0	0
14:00	16	0	0	16	25	3	1	29	0	0	0	0
14:15	10	4	0	14	20	3	2	25	0	0	0	0
14:30	11	4	0	15	24	3	0	27	0	0	0	0
14:45	14	1	0	15	32	0	1	33	0	0	0	0
H/TOT	51	9	0	60	101	9	4	114	0	0	0	0
	51	20.7	0	71.7	101	20.7	8	130	0	0	0	0
15:00	13	1	0	14	27	3	0	30	0	0	0	0
15:15	17	0	0	17	25	2	1	28	0	0	0	0
15:30	19	1	0	20	49	3	0	52	0	0	0	0
15:45	17	0	0	17	32	0	2	34	0	0	0	0
H/TOT	66	2	0	68	133	8	3	144	0	0	0	0
	66	4.6	0	70.6	133	18.4	6	157	0	0	0	0
16:00	18	0	0	18	28	4	0	32	0	0	0	0
16:15	19	0	0	19	29	0	0	29	0	0	0	0
16:30	17	0	0	17	32	2	0	34	0	0	0	0
16:45	16	0	0	16	58	0	1	59	0	0	0	0
H/TOT	70	0	0	70	147	6	1	154	0	0	0	0
	70	0	0	70	147	13.8	2	163	0	0	0	0
17:00	14	0	0	14	61	0	1	62	0	0	0	0
17:15	13	0	0	13	56	1	0	57	0	0	0	0
17:30	10	1	0	11	73	0	0	73	0	0	0	0
17:45	10	0	0	10	57	2	1	60	0	0	0	0
H/TOT	47	1	0	48	247	3	2	252	0	0	0	0
	47	2.3	0	49.3	247	6.9	4	258	0	0	0	0
18:00	12	2	0	14	49	0	0	49	0	0	0	0
18:15	9	0	0	9	51	2	2	55	0	0	0	0
18:30	12	1	0	13	35	0	0	35	0	0	0	0
18:45	9	0	0	9	17	0	0	17	0	0	0	0
H/TOT	42	3	0	45	152	2	2	156	0	0	0	0
	42	6.9	0	48.9	152	4.6	4	161	0	0	0	0
19:00	15	0	0	15	28	0	0	28	0	0	0	0
19:15	7	1	0	8	24	0	1	25	0	0	0	0
19:30	6	0	0	6	22	0	0	22	0	0	0	0
19:45	6	2	0	8	12	1	0	13	0	0	0	0
H/TOT	34	3	0	37	86	1	1	88	0	0	0	0
	34	6.9	0	40.9	86	2.3	2	90.3	0	0	0	0
P/TOT	661	83	1	745	1231	73	33	1337	0	0	0	0



SITE: 1

DAY: DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: DATE: 15/03/2013

TIME	B TO A			TOT	B TO G			TOT	B TO F			TOT	B TO E			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
06:00	10	0	0	10	17	0	0	17	32	5	0	37	30	19	0	49
06:15	11	1	1	13	34	1	0	35	41	11	0	52	30	24	1	55
06:30	32	2	1	35	37	6	0	43	59	1	0	60	55	10	0	65
06:45	26	0	1	27	49	0	0	49	83	4	0	87	43	19	0	62
H/TOT	79	3	3	85	137	7	0	144	215	21	0	236	158	72	1	231
	79	6.9	6	91.9	137	16.1	0	153	215	48.3	0	263	158	165.6	2	326
07:00	26	2	1	29	62	1	0	63	101	0	0	101	58	24	0	82
07:15	29	2	0	31	70	3	0	73	151	7	0	158	79	9	0	88
07:30	35	3	1	39	93	4	0	97	177	7	0	184	82	11	0	93
07:45	39	1	1	41	82	5	1	88	164	2	0	166	49	17	0	66
H/TOT	129	8	3	140	307	13	1	321	593	16	0	609	268	61	0	329
	129	18.4	6	153	307	29.9	2	339	593	36.8	0	630	268	140.3	0	408
08:00	39	2	1	42	90	3	1	94	149	3	1	153	51	15	0	66
08:15	42	3	1	46	89	3	2	94	163	8	0	171	71	13	0	84
08:30	47	3	0	50	53	2	0	55	94	5	2	101	41	12	0	53
08:45	31	0	1	32	91	0	0	91	87	12	0	99	47	22	0	69
H/TOT	159	8	3	170	323	8	3	334	493	28	3	524	210	62	0	272
	159	18.4	6	183	323	18.4	6	347	493	64.4	6	563	210	142.6	0	353
09:00	26	2	1	29	77	2	0	79	64	7	0	71	32	17	0	49
09:15	34	2	1	37	83	2	0	85	70	0	0	70	30	15	0	45
09:30	21	2	0	23	45	4	0	49	68	3	0	71	31	13	0	44
09:45	16	4	1	21	59	3	0	62	58	8	0	66	33	7	0	40
H/TOT	97	10	3	110	264	11	0	275	260	18	0	278	126	52	0	178
	97	23	6	126	264	25.3	0	289	260	41.4	0	301	126	119.6	0	246
10:00	22	2	2	26	68	2	0	70	36	8	1	45	32	11	0	43
10:15	18	3	0	21	74	7	1	82	49	11	0	60	29	13	0	42
10:30	16	0	0	16	42	4	0	46	52	8	0	60	13	11	0	24
10:45	25	1	1	27	49	1	0	50	46	6	0	52	30	13	0	43
H/TOT	81	6	3	90	233	14	1	248	183	33	1	217	104	48	0	152
	81	13.8	6	101	233	32.2	2	267	183	75.9	2	261	104	110.4	0	214
11:00	23	5	2	30	47	0	0	47	49	9	0	58	32	12	0	44
11:15	20	1	0	21	51	3	0	54	68	5	1	74	31	12	0	43
11:30	29	1	0	30	63	3	0	66	43	3	0	46	28	11	0	39
11:45	26	3	1	30	55	0	0	55	53	2	0	55	32	17	0	49
H/TOT	98	10	3	111	216	6	0	222	213	19	1	233	123	52	0	175
	98	23	6	127	216	13.8	0	230	213	43.7	2	259	123	119.6	0	243
12:00	26	1	0	27	56	4	0	60	53	4	1	58	28	9	0	37
12:15	29	4	2	35	50	4	0	54	50	5	0	55	29	13	0	42
12:30	27	2	0	29	49	5	0	54	41	12	0	53	32	9	0	41
12:45	23	2	1	26	60	4	0	64	39	4	0	43	39	16	0	55
H/TOT	105	9	3	117	215	17	0	232	183	25	1	209	128	47	0	175
	105	20.7	6	132	215	39.1	0	254	183	57.5	2	243	128	108.1	0	236



SITE: 1

DAY: DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: DATE: 15/03/2013

TIME	B TO A			TOT	B TO G			TOT	B TO F			TOT	B TO E			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
13:00	20	4	1	25	51	4	0	55	49	6	0	55	25	16	0	41
13:15	22	4	1	27	37	4	0	41	51	8	0	59	28	10	0	38
13:30	30	3	0	33	56	5	0	61	62	7	0	69	33	10	0	43
13:45	38	7	1	46	59	2	0	61	51	8	0	59	32	15	0	47
H/TOT	110	18	3	131	203	15	0	218	213	29	0	242	118	51	0	169
	110	41.4	6	157	203	34.5	0	238	213	66.7	0	280	118	117.3	0	235
14:00	25	4	1	30	53	9	0	62	55	12	0	67	35	5	0	40
14:15	14	1	1	16	53	4	0	57	57	5	0	62	34	8	0	42
14:30	34	3	0	37	52	4	0	56	59	9	0	68	41	9	0	50
14:45	31	2	0	33	59	1	0	60	61	4	1	66	42	16	0	58
H/TOT	104	10	2	116	217	18	0	235	232	30	1	263	152	38	0	190
	104	23	4	131	217	41.4	0	258	232	69	2	303	152	87.4	0	239
15:00	31	2	1	34	54	4	1	59	57	7	0	64	29	12	0	41
15:15	37	0	0	37	90	8	0	98	47	4	0	51	52	11	0	63
15:30	33	2	1	36	58	7	0	65	73	7	0	80	44	11	0	55
15:45	34	2	0	36	74	3	0	77	71	4	1	76	56	8	0	64
H/TOT	135	6	2	143	276	22	1	299	248	22	1	271	181	42	0	223
	135	13.8	4	153	276	50.6	2	329	248	50.6	2	301	181	96.6	0	278
16:00	29	3	1	33	70	5	0	75	70	3	0	73	62	5	0	67
16:15	33	3	1	37	74	5	0	79	79	7	0	86	71	0	0	71
16:30	35	2	1	38	64	3	0	67	66	5	0	71	73	6	0	79
16:45	26	0	0	26	83	4	0	87	75	5	0	80	62	1	0	63
H/TOT	123	8	3	134	291	17	0	308	290	20	0	310	268	12	0	280
	123	18.4	6	147	291	39.1	0	330	290	46	0	336	268	27.6	0	296
17:00	28	0	1	29	95	1	0	96	69	3	0	72	72	7	1	80
17:15	39	1	0	40	77	0	0	77	85	0	0	85	52	10	0	62
17:30	37	1	0	38	74	4	0	78	67	0	0	67	59	6	0	65
17:45	33	0	1	34	70	0	0	70	80	3	0	83	57	2	0	59
H/TOT	137	2	2	141	316	5	0	321	301	6	0	307	240	25	1	266
	137	4.6	4	146	316	11.5	0	328	301	13.8	0	315	240	57.5	2	300
18:00	35	0	1	36	60	6	0	66	71	4	0	75	59	4	0	63
18:15	32	1	1	34	60	1	0	61	51	1	0	52	52	3	0	55
18:30	26	0	0	26	47	1	0	48	69	0	0	69	40	5	0	45
18:45	33	1	1	35	69	1	0	70	58	5	0	63	34	0	0	34
H/TOT	126	2	3	131	236	9	0	245	249	10	0	259	185	12	0	197
	126	4.6	6	137	236	20.7	0	257	249	23	0	272	185	27.6	0	213
19:00	18	0	0	18	56	0	0	56	47	1	0	48	24	2	0	26
19:15	31	0	1	32	45	3	0	48	50	0	0	50	36	7	0	43
19:30	24	1	0	25	24	0	0	24	37	4	0	41	27	4	0	31
19:45	25	0	0	25	27	1	0	28	30	0	0	30	16	7	0	23
H/TOT	98	1	1	100	152	4	0	156	164	5	0	169	103	20	0	123
	98	2.3	2	102	152	9.2	0	161	164	11.5	0	176	103	46	0	149
P/TOT	1581	101	37	1719	3386	166	6	3558	3837	282	8	4127	2364	594	2	2960



SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

TIME	B TO D			TOT	B TO C			TOT	B TO B			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
06:00	4	0	0	4	2	0	0	2	0	0	0	0
06:15	8	0	1	9	2	0	0	2	0	0	0	0
06:30	8	0	0	8	7	0	0	7	0	0	0	0
06:45	6	1	0	7	3	0	0	3	0	0	0	0
H/TOT	26	1	1	28	14	0	0	14	0	0	0	0
	26	2.3	2	30.3	14	0	0	14	0	0	0	0
07:00	7	6	0	13	5	3	0	8	0	0	0	0
07:15	3	0	0	3	4	0	0	4	0	0	0	0
07:30	6	0	0	6	4	0	0	4	0	0	0	0
07:45	5	0	0	5	2	0	0	2	0	0	0	0
H/TOT	21	6	0	27	15	3	0	18	0	0	0	0
	21	13.8	0	34.8	15	6.9	0	21.9	0	0	0	0
08:00	8	1	0	9	4	0	0	4	0	0	0	0
08:15	7	0	0	7	5	0	0	5	0	0	0	0
08:30	3	0	0	3	3	0	0	3	0	0	0	0
08:45	19	2	0	21	7	0	0	7	0	0	0	0
H/TOT	37	3	0	40	19	0	0	19	0	0	0	0
	37	6.9	0	43.9	19	0	0	19	0	0	0	0
09:00	9	1	0	10	6	0	0	6	0	0	0	0
09:15	7	0	1	8	3	0	0	3	0	0	0	0
09:30	7	1	0	8	3	0	0	3	0	0	0	0
09:45	9	0	0	9	3	0	0	3	0	0	0	0
H/TOT	32	2	1	35	15	0	0	15	0	0	0	0
	32	4.6	2	38.6	15	0	0	15	0	0	0	0
10:00	23	3	0	26	7	4	0	11	0	0	0	0
10:15	26	0	0	26	10	0	0	10	0	0	0	0
10:30	18	1	0	19	4	0	0	4	0	0	0	0
10:45	27	2	0	29	6	0	0	6	0	0	0	0
H/TOT	94	6	0	100	27	4	0	31	0	0	0	0
	94	13.8	0	108	27	9.2	0	36.2	0	0	0	0
11:00	30	2	0	32	6	0	0	6	0	0	0	0
11:15	26	3	0	29	4	0	0	4	0	0	0	0
11:30	23	3	0	26	7	2	0	9	0	0	0	0
11:45	19	1	0	20	5	0	0	5	0	0	0	0
H/TOT	98	9	0	107	22	2	0	24	0	0	0	0
	98	20.7	0	119	22	4.6	0	26.6	0	0	0	0
12:00	25	1	0	26	5	0	0	5	0	0	0	0
12:15	24	1	0	25	6	0	0	6	0	0	0	0
12:30	17	1	0	18	6	0	0	6	0	0	0	0
12:45	18	1	0	19	4	0	0	4	0	0	0	0
H/TOT	84	4	0	88	21	0	0	21	0	0	0	0
	84	9.2	0	93.2	21	0	0	21	0	0	0	0

SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

TIME	B TO D			TOT	B TO C			TOT	B TO B			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
13:00	19	2	0	21	5	0	0	5	0	0	0	0
13:15	25	1	0	26	7	0	0	7	0	0	0	0
13:30	26	2	0	28	8	4	0	12	0	0	0	0
13:45	31	0	0	31	9	0	0	9	0	0	0	0
H/TOT	101	5	0	106	29	4	0	33	0	0	0	0
	101	11.5	0	113	29	9.2	0	38.2	0	0	0	0
14:00	16	3	0	19	8	0	0	8	0	0	0	0
14:15	22	2	0	24	8	0	0	8	0	0	0	0
14:30	25	1	2	28	8	0	0	8	0	0	0	0
14:45	16	0	0	16	7	2	0	9	0	0	0	0
H/TOT	79	6	2	87	31	2	0	33	0	0	0	0
	79	13.8	4	96.8	31	4.6	0	35.6	0	0	0	0
15:00	16	2	0	18	7	3	0	10	0	0	0	0
15:15	26	2	0	28	14	4	0	18	0	0	0	0
15:30	23	2	0	25	10	2	0	12	0	0	0	0
15:45	16	1	0	17	8	0	0	8	0	0	0	0
H/TOT	81	7	0	88	39	9	0	48	0	0	0	0
	81	16.1	0	97.1	39	20.7	0	59.7	0	0	0	0
16:00	18	0	0	18	9	0	0	9	0	0	0	0
16:15	23	3	1	27	11	0	0	11	0	0	0	0
16:30	20	0	0	20	10	0	0	10	0	0	0	0
16:45	17	0	0	17	6	0	0	6	0	0	0	0
H/TOT	78	3	1	82	36	0	0	36	0	0	0	0
	78	6.9	2	86.9	36	0	0	36	0	0	0	0
17:00	19	1	0	20	7	0	0	7	0	0	0	0
17:15	25	0	0	25	7	0	0	7	0	0	0	0
17:30	28	2	0	30	5	0	0	5	0	0	0	0
17:45	21	2	0	23	4	0	0	4	0	0	0	0
H/TOT	93	5	0	98	23	0	0	23	0	0	0	0
	93	11.5	0	105	23	0	0	23	0	0	0	0
18:00	13	0	0	13	2	0	0	2	0	0	0	0
18:15	15	1	0	16	6	0	0	6	0	0	0	0
18:30	10	0	1	11	2	0	0	2	0	0	0	0
18:45	10	0	0	10	2	1	0	3	0	0	0	0
H/TOT	48	1	1	50	12	1	0	13	0	0	0	0
	48	2.3	2	52.3	12	2.3	0	14.3	0	0	0	0
19:00	9	0	0	9	3	1	0	4	0	0	0	0
19:15	7	0	0	7	2	0	0	2	0	0	0	0
19:30	13	0	1	14	3	0	0	3	0	0	0	0
19:45	5	0	0	5	2	0	0	2	0	0	0	0
H/TOT	34	0	1	35	10	1	0	11	0	0	0	0
	34	0	2	36	10	2.3	0	12.3	0	0	0	0
P/TOT	906	58	7	971	313	26	0	339	0	0	0	0



SITE: 1

DAY: DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: DATE: 15/03/2013

TIME	C TO B			TOT	C TO A			TOT	C TO G			TOT	C TO F			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
06:00	1	0	0	1	6	1	0	7	9	3	0	12	0	0	0	0
06:15	3	0	0	3	8	3	0	11	13	4	0	17	0	0	0	0
06:30	5	0	0	5	15	1	0	16	25	4	0	29	0	0	0	0
06:45	8	0	0	8	8	0	0	8	27	3	0	30	0	0	0	0
H/TOT	17	0	0	17	37	5	0	42	74	14	0	88	0	0	0	0
	17	0	0	17	37	11.5	0	48.5	74	32.2	0	106	0	0	0	0
07:00	3	0	0	3	12	0	0	12	30	2	0	32	0	0	0	0
07:15	2	0	0	2	9	0	0	9	22	3	0	25	0	0	0	0
07:30	3	0	0	3	12	0	0	12	27	5	0	32	0	0	0	0
07:45	4	0	0	4	11	2	0	13	26	1	0	27	0	0	0	0
H/TOT	12	0	0	12	44	2	0	46	105	11	0	116	0	0	0	0
	12	0	0	12	44	4.6	0	48.6	105	25.3	0	130	0	0	0	0
08:00	1	2	0	3	4	2	0	6	18	0	0	18	0	0	0	0
08:15	3	3	0	6	2	1	0	3	22	4	0	26	0	0	0	0
08:30	5	0	0	5	7	4	0	11	27	1	0	28	0	0	0	0
08:45	1	2	0	3	4	2	0	6	19	5	0	24	0	0	0	0
H/TOT	10	7	0	17	17	9	0	26	86	10	0	96	0	0	0	0
	10	16.1	0	26.1	17	20.7	0	37.7	86	23	0	109	0	0	0	0
09:00	6	0	0	6	8	0	0	8	30	2	0	32	0	0	0	0
09:15	3	3	0	6	6	2	0	8	20	3	0	23	0	0	0	0
09:30	2	3	0	5	4	3	0	7	15	5	0	20	0	0	0	0
09:45	3	0	0	3	6	1	0	7	14	4	0	18	0	0	0	0
H/TOT	14	6	0	20	24	6	0	30	79	14	0	93	0	0	0	0
	14	13.8	0	27.8	24	13.8	0	37.8	79	32.2	0	111	0	0	0	0
10:00	8	0	0	8	4	0	0	4	11	4	0	15	0	0	0	0
10:15	6	2	0	8	0	1	0	1	31	1	0	32	0	0	0	0
10:30	8	0	0	8	3	0	0	3	18	7	0	25	0	0	0	0
10:45	2	3	0	5	2	0	0	2	9	7	0	16	0	0	0	0
H/TOT	24	5	0	29	9	1	0	10	69	19	0	88	0	0	0	0
	24	11.5	0	35.5	9	2.3	0	11.3	69	43.7	0	113	0	0	0	0
11:00	11	0	0	11	3	0	0	3	22	7	0	29	0	0	0	0
11:15	8	2	0	10	3	4	0	7	12	6	0	18	0	0	0	0
11:30	5	2	0	7	0	4	0	4	10	1	0	11	0	0	0	0
11:45	6	2	0	8	7	3	0	10	15	3	0	18	0	0	0	0
H/TOT	30	6	0	36	13	11	0	24	59	17	0	76	0	0	0	0
	30	13.8	0	43.8	13	25.3	0	38.3	59	39.1	0	98.1	0	0	0	0
12:00	6	0	0	6	2	2	0	4	14	2	0	16	0	0	0	0
12:15	7	4	0	11	8	2	0	10	16	6	0	22	0	0	0	0
12:30	6	2	0	8	7	2	0	9	15	5	0	20	0	0	0	0
12:45	5	1	0	6	2	2	0	4	13	7	0	20	0	0	0	0
H/TOT	24	7	0	31	19	8	0	27	58	20	0	78	0	0	0	0
	24	16.1	0	40.1	19	18.4	0	37.4	58	46	0	104	0	0	0	0



SITE: 1

DAY: DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: DATE: 15/03/2013

TIME	C TO B			TOT	C TO A			TOT	C TO G			TOT	C TO F			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
13:00	6	3	0	9	3	0	0	3	16	3	0	19	0	0	0	0
13:15	7	0	0	7	5	5	0	10	17	6	0	23	0	0	0	0
13:30	6	0	0	6	6	3	0	9	16	6	0	22	0	0	0	0
13:45	6	0	0	6	5	0	0	5	25	10	0	35	0	0	0	0
H/TOT	25	3	0	28	19	8	0	27	74	25	0	99	0	0	0	0
	25	6.9	0	31.9	19	18.4	0	37.4	74	57.5	0	132	0	0	0	0
14:00	6	1	0	7	11	2	0	13	17	1	0	18	0	0	0	0
14:15	6	0	0	6	2	0	0	2	16	2	0	18	0	0	0	0
14:30	9	5	0	14	5	2	0	7	24	2	0	26	0	0	0	0
14:45	12	2	0	14	4	3	0	7	22	2	0	24	0	0	0	0
H/TOT	33	8	0	41	22	7	0	29	79	7	0	86	0	0	0	0
	33	18.4	0	51.4	22	16.1	0	38.1	79	16.1	0	95.1	0	0	0	0
15:00	6	2	0	8	5	2	0	7	9	2	0	11	0	0	0	0
15:15	4	2	0	6	5	0	0	5	8	5	0	13	0	0	0	0
15:30	6	2	0	8	7	1	0	8	16	3	0	19	0	0	0	0
15:45	8	3	0	11	10	0	0	10	16	9	0	25	0	0	0	0
H/TOT	24	9	0	33	27	3	0	30	49	19	0	68	0	0	0	0
	24	20.7	0	44.7	27	6.9	0	33.9	49	43.7	0	92.7	0	0	0	0
16:00	14	0	0	14	16	1	0	17	14	2	0	16	0	0	0	0
16:15	15	0	0	15	10	0	0	10	18	0	0	18	0	0	0	0
16:30	18	0	0	18	7	0	0	7	12	2	0	14	0	0	0	0
16:45	16	2	0	18	8	0	0	8	23	1	0	24	0	0	0	0
H/TOT	63	2	0	65	41	1	0	42	67	5	0	72	0	0	0	0
	63	4.6	0	67.6	41	2.3	0	43.3	67	11.5	0	78.5	0	0	0	0
17:00	12	2	0	14	5	1	0	6	10	0	0	10	0	0	0	0
17:15	14	0	0	14	6	2	0	8	21	4	0	25	0	0	0	0
17:30	8	0	0	8	7	0	0	7	16	0	0	16	0	0	0	0
17:45	20	0	0	20	10	0	0	10	18	1	0	19	0	0	0	0
H/TOT	54	2	0	56	28	3	0	31	65	5	0	70	0	0	0	0
	54	4.6	0	58.6	28	6.9	0	34.9	65	11.5	0	76.5	0	0	0	0
18:00	9	0	0	9	6	0	0	6	24	0	0	24	0	0	0	0
18:15	4	0	0	4	5	0	0	5	23	8	0	31	0	0	0	0
18:30	4	0	0	4	10	0	0	10	15	5	0	20	0	0	0	0
18:45	5	0	0	5	10	0	0	10	18	7	0	25	0	0	0	0
H/TOT	22	0	0	22	31	0	0	31	80	20	0	100	0	0	0	0
	22	0	0	22	31	0	0	31	80	46	0	126	0	0	0	0
19:00	2	0	0	2	5	2	0	7	11	6	0	17	0	0	0	0
19:15	3	0	0	3	5	0	0	5	12	4	0	16	0	0	0	0
19:30	4	0	0	4	7	0	0	7	17	2	0	19	0	0	0	0
19:45	5	0	0	5	6	0	0	6	9	3	0	12	0	0	0	0
H/TOT	14	0	0	14	23	2	0	25	49	15	0	64	0	0	0	0
	14	0	0	14	23	4.6	0	27.6	49	34.5	0	83.5	0	0	0	0
P/TOT	366	55	0	421	354	66	0	420	993	201	0	1194	0	0	0	0



SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

TIME	C TO E			TOT	C TO D			TOT	C TO C			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
06:00	0	0	0	0	8	0	0	8	0	0	0	0
06:15	0	0	0	0	20	2	0	22	0	0	0	0
06:30	0	0	0	0	10	2	0	12	0	0	0	0
06:45	2	0	0	2	26	6	0	32	0	0	0	0
H/TOT	2	0	0	2	64	10	0	74	0	0	0	0
	2	0	0	2	64	23	0	87	0	0	0	0
07:00	0	0	0	0	12	0	0	12	0	0	0	0
07:15	0	0	0	0	16	5	0	21	0	0	0	0
07:30	0	0	0	0	13	6	0	19	0	0	0	0
07:45	0	0	0	0	18	2	0	20	0	0	0	0
H/TOT	0	0	0	0	59	13	0	72	0	0	0	0
	0	0	0	0	59	29.9	0	88.9	0	0	0	0
08:00	0	0	0	0	24	2	0	26	0	0	0	0
08:15	2	0	0	2	13	3	0	16	0	0	0	0
08:30	2	0	0	2	31	3	0	34	1	0	0	1
08:45	0	0	0	0	20	4	0	24	0	0	0	0
H/TOT	4	0	0	4	88	12	0	100	1	0	0	1
	4	0	0	4	88	27.6	0	116	1	0	0	1
09:00	1	1	0	2	19	3	0	22	0	0	0	0
09:15	2	0	0	2	25	1	0	26	0	0	0	0
09:30	0	0	0	0	31	1	0	32	0	0	0	0
09:45	0	0	0	0	55	4	0	59	0	0	0	0
H/TOT	3	1	0	4	130	9	0	139	0	0	0	0
	3	2.3	0	5.3	130	20.7	0	151	0	0	0	0
10:00	0	0	0	0	34	4	0	38	0	0	0	0
10:15	2	0	0	2	34	2	0	36	0	0	0	0
10:30	0	0	0	0	50	7	0	57	1	0	0	1
10:45	1	0	0	1	47	2	0	49	0	0	0	0
H/TOT	3	0	0	3	165	15	0	180	1	0	0	1
	3	0	0	3	165	34.5	0	200	1	0	0	1
11:00	2	0	0	2	60	6	0	66	0	0	0	0
11:15	0	0	0	0	40	2	0	42	0	0	0	0
11:30	0	0	0	0	57	0	0	57	0	0	0	0
11:45	3	0	0	3	49	4	0	53	0	0	0	0
H/TOT	5	0	0	5	206	12	0	218	0	0	0	0
	5	0	0	5	206	27.6	0	234	0	0	0	0
12:00	2	0	0	2	41	2	0	43	0	0	0	0
12:15	0	0	0	0	31	4	0	35	0	0	0	0
12:30	2	0	0	2	38	3	0	41	0	0	0	0
12:45	2	0	0	2	52	3	0	55	0	0	0	0
H/TOT	6	0	0	6	162	12	0	174	0	0	0	0
	6	0	0	6	162	27.6	0	190	0	0	0	0



SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

TIME	C TO E			TOT	C TO D			TOT	C TO C			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
13:00	1	0	0	1	49	6	0	55	0	0	0	0
13:15	0	0	0	0	41	10	0	51	0	0	0	0
13:30	0	0	0	0	23	1	0	24	0	0	0	0
13:45	2	0	0	2	36	5	0	41	0	0	0	0
H/TOT	3	0	0	3	149	22	0	171	0	0	0	0
	3	0	0	3	149	50.6	0	200	0	0	0	0
14:00	2	0	0	2	28	2	0	30	0	0	0	0
14:15	5	0	0	5	27	5	0	32	0	0	0	0
14:30	2	0	0	2	23	5	0	28	1	0	0	1
14:45	2	0	0	2	32	6	0	38	0	0	0	0
H/TOT	11	0	0	11	110	18	0	128	1	0	0	1
	11	0	0	11	110	41.4	0	151	1	0	0	1
15:00	3	4	0	7	24	3	0	27	0	0	0	0
15:15	0	0	0	0	26	2	0	28	0	0	0	0
15:30	1	0	0	1	15	3	0	18	0	0	0	0
15:45	2	0	0	2	17	4	0	21	0	0	0	0
H/TOT	6	4	0	10	82	12	0	94	0	0	0	0
	6	9.2	0	15.2	82	27.6	0	110	0	0	0	0
16:00	1	0	0	1	29	2	0	31	0	0	0	0
16:15	0	0	0	0	21	2	0	23	0	0	0	0
16:30	0	0	0	0	15	2	0	17	0	0	0	0
16:45	0	0	0	0	16	2	0	18	0	0	0	0
H/TOT	1	0	0	1	81	8	0	89	0	0	0	0
	1	0	0	1	81	18.4	0	99.4	0	0	0	0
17:00	0	0	0	0	29	1	0	30	0	0	0	0
17:15	2	0	0	2	17	1	0	18	0	0	0	0
17:30	1	0	0	1	26	0	0	26	0	0	0	0
17:45	0	1	0	1	13	3	0	16	0	0	0	0
H/TOT	3	1	0	4	85	5	0	90	0	0	0	0
	3	2.3	0	5.3	85	11.5	0	96.5	0	0	0	0
18:00	3	0	0	3	31	3	0	34	0	0	0	0
18:15	1	0	0	1	28	5	0	33	0	0	0	0
18:30	0	0	0	0	51	3	0	54	0	0	0	0
18:45	1	0	0	1	40	1	0	41	0	0	0	0
H/TOT	5	0	0	5	150	12	0	162	0	0	0	0
	5	0	0	5	150	27.6	0	178	0	0	0	0
19:00	0	0	0	0	28	3	0	31	0	0	0	0
19:15	0	0	0	0	41	0	0	41	0	0	0	0
19:30	0	0	0	0	26	0	0	26	0	0	0	0
19:45	0	0	0	0	21	0	0	21	0	0	0	0
H/TOT	0	0	0	0	116	3	0	119	0	0	0	0
	0	0	0	0	116	6.9	0	123	0	0	0	0
P/TOT	52	6	0	58	1647	163	0	1810	3	0	0	3



SITE: 1

DAY: DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: DATE: 15/03/2013

TIME	D TO C			TOT	D TO B			TOT	D TO A			TOT	D TO G			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
06:00	7	7	0	14	14	5	0	19	7	1	0	8	10	3	0	13
06:15	5	6	0	11	24	8	1	33	10	2	2	14	14	2	0	16
06:30	7	6	0	13	34	4	0	38	18	1	1	20	18	2	0	20
06:45	5	2	0	7	42	5	1	48	17	1	0	18	25	2	0	27
H/TOT	24	21	0	45	114	22	2	138	52	5	3	60	67	9	0	76
	24	48.3	0	72.3	114	50.6	4	169	52	11.5	6	69.5	67	20.7	0	87.7
07:00	9	2	0	11	61	5	0	66	27	1	1	29	33	3	0	36
07:15	23	4	0	27	78	9	1	88	30	3	0	33	41	4	0	45
07:30	14	7	0	21	72	9	0	81	26	2	0	28	38	1	0	39
07:45	8	6	0	14	68	1	1	70	32	1	0	33	45	1	0	46
H/TOT	54	19	0	73	279	24	2	305	115	7	1	123	157	9	0	166
	54	43.7	0	97.7	279	55.2	4	338	115	16.1	2	133	157	20.7	0	178
08:00	18	4	0	22	63	7	0	70	32	3	0	35	34	3	0	37
08:15	11	8	0	19	60	3	0	63	33	1	1	35	38	3	0	41
08:30	20	6	0	26	68	7	1	76	35	2	0	37	39	2	0	41
08:45	11	2	0	13	45	6	0	51	23	3	0	26	26	5	0	31
H/TOT	60	20	0	80	236	23	1	260	123	9	1	133	137	13	0	150
	60	46	0	106	236	52.9	2	291	123	20.7	2	146	137	29.9	0	167
09:00	18	5	0	23	53	4	0	57	22	3	1	26	31	2	0	33
09:15	12	8	0	20	55	7	0	62	25	1	0	26	30	3	0	33
09:30	14	1	0	15	53	6	0	59	21	2	1	24	24	2	0	26
09:45	13	5	0	18	47	2	0	49	18	0	1	19	25	2	0	27
H/TOT	57	19	0	76	208	19	0	227	86	6	3	95	110	9	0	119
	57	43.7	0	101	208	43.7	0	252	86	13.8	6	106	110	20.7	0	131
10:00	16	2	0	18	59	4	0	63	25	0	0	25	32	1	0	33
10:15	15	2	0	17	50	0	1	51	28	0	0	28	29	1	0	30
10:30	33	3	0	36	54	6	0	60	33	2	2	37	35	1	0	36
10:45	34	6	0	40	55	5	0	60	29	2	0	31	41	2	0	43
H/TOT	98	13	0	111	218	15	1	234	115	4	2	121	137	5	0	142
	98	29.9	0	128	218	34.5	2	255	115	9.2	4	128	137	11.5	0	149
11:00	29	4	0	33	61	1	0	62	34	1	0	35	38	1	0	39
11:15	37	2	0	39	65	2	0	67	37	2	0	39	31	3	0	34
11:30	40	4	0	44	63	9	0	72	43	1	1	45	45	3	0	48
11:45	36	5	0	41	75	8	0	83	37	2	0	39	42	3	0	45
H/TOT	142	15	0	157	264	20	0	284	151	6	1	158	156	10	0	166
	142	34.5	0	177	264	46	0	310	151	13.8	2	167	156	23	0	179
12:00	49	1	0	50	70	5	0	75	33	2	0	35	35	2	0	37
12:15	42	7	0	49	79	3	0	82	44	2	0	46	48	3	0	51
12:30	57	3	0	60	72	6	0	78	35	1	1	37	47	3	0	50
12:45	53	4	0	57	70	3	0	73	36	1	0	37	45	2	0	47
H/TOT	201	15	0	216	291	17	0	308	148	6	1	155	175	10	0	185
	201	34.5	0	236	291	39.1	0	330	148	13.8	2	164	175	23	0	198



SITE: 1

DAY: DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: DATE: 15/03/2013

TIME	D TO C			TOT	D TO B			TOT	D TO A			TOT	D TO G			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
13:00	33	3	0	36	83	4	0	87	40	2	1	43	43	2	0	45
13:15	32	7	0	39	68	5	0	73	40	2	0	42	49	3	0	52
13:30	47	0	0	47	71	7	0	78	40	1	1	42	41	2	0	43
13:45	55	3	0	58	81	4	0	85	47	2	0	49	43	1	0	44
H/TOT	167	13	0	180	303	20	0	323	167	7	2	176	176	8	0	184
	167	29.9	0	197	303	46	0	349	167	16.1	4	187	176	18.4	0	194
14:00	62	3	0	65	88	2	1	91	47	3	1	51	47	2	0	49
14:15	42	2	0	44	65	5	0	70	38	1	1	40	45	1	0	46
14:30	40	2	0	42	71	8	0	79	48	3	0	51	53	5	0	58
14:45	31	2	0	33	80	4	1	85	36	2	0	38	43	3	0	46
H/TOT	175	9	0	184	304	19	2	325	169	9	2	180	188	11	0	199
	175	20.7	0	196	304	43.7	4	352	169	20.7	4	194	188	25.3	0	213
15:00	44	3	0	47	87	5	0	92	36	3	0	39	47	2	0	49
15:15	26	5	0	31	67	4	1	72	35	1	0	36	33	3	0	36
15:30	36	3	0	39	95	5	1	101	39	2	0	41	36	4	0	40
15:45	46	6	0	52	101	4	0	105	38	1	2	41	37	2	0	39
H/TOT	152	17	0	169	350	18	2	370	148	7	2	157	153	11	0	164
	152	39.1	0	191	350	41.4	4	395	148	16.1	4	168	153	25.3	0	178
16:00	48	4	0	52	108	3	0	111	44	1	0	45	39	2	0	41
16:15	31	3	0	34	100	7	0	107	30	1	0	31	40	2	0	42
16:30	42	3	0	45	109	2	2	113	36	1	0	37	47	1	0	48
16:45	24	2	0	26	89	3	0	92	28	1	0	29	44	1	0	45
H/TOT	145	12	0	157	406	15	2	423	138	4	0	142	170	6	0	176
	145	27.6	0	173	406	34.5	4	445	138	9.2	0	147	170	13.8	0	184
17:00	41	3	0	44	91	2	0	93	31	1	1	33	50	1	0	51
17:15	32	0	0	32	82	2	1	85	20	0	0	20	42	1	0	43
17:30	34	1	0	35	132	1	0	133	30	1	3	34	40	1	0	41
17:45	23	0	0	23	119	1	0	120	33	1	0	34	43	1	0	44
H/TOT	130	4	0	134	424	6	1	431	114	3	4	121	175	4	0	179
	130	9.2	0	139	424	13.8	2	440	114	6.9	8	129	175	9.2	0	184
18:00	32	3	0	35	123	2	1	126	27	0	0	27	40	1	0	41
18:15	43	4	0	47	112	5	0	117	25	0	0	25	37	1	0	38
18:30	47	0	0	47	108	1	0	109	38	0	1	39	31	0	0	31
18:45	46	4	0	50	91	2	0	93	28	0	0	28	33	0	0	33
H/TOT	168	11	0	179	434	10	1	445	118	0	1	119	141	2	0	143
	168	25.3	0	193	434	23	2	459	118	0	2	120	141	4.6	0	146
19:00	38	3	0	41	77	0	0	77	34	0	1	35	39	1	0	40
19:15	35	1	0	36	70	1	1	72	29	1	0	30	27	0	0	27
19:30	36	1	0	37	75	0	0	75	27	0	0	27	27	0	0	27
19:45	26	0	0	26	57	1	0	58	33	0	0	33	21	0	0	21
H/TOT	135	5	0	140	279	2	1	282	123	1	1	125	114	1	0	115
	135	11.5	0	147	279	4.6	2	286	123	2.3	2	127	114	2.3	0	116
P/TOT	1708	193	0	1901	4110	230	15	4355	1767	74	24	1865	2056	108	0	2164



SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

TIME	D TO F			TOT	D TO E			TOT	D TO D			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
06:00	8	0	0	8	12	7	0	19	0	0	0	0
06:15	7	1	0	8	19	11	0	30	0	0	0	0
06:30	10	0	0	10	22	14	0	36	0	0	0	0
06:45	14	1	0	15	26	7	0	33	0	0	0	0
H/TOT	39	2	0	41	79	39	0	118	0	0	0	0
	39	4.6	0	43.6	79	89.7	0	169	0	0	0	0
07:00	21	1	0	22	44	14	0	58	0	0	0	0
07:15	30	0	0	30	41	10	0	51	0	0	0	0
07:30	32	2	0	34	43	6	0	49	0	0	0	0
07:45	33	0	0	33	43	9	0	52	0	0	0	0
H/TOT	116	3	0	119	171	39	0	210	0	0	0	0
	116	6.9	0	123	171	89.7	0	261	0	0	0	0
08:00	31	1	0	32	57	5	0	62	0	0	0	0
08:15	24	2	0	26	39	7	0	46	0	0	0	0
08:30	38	3	0	41	30	5	0	35	0	0	0	0
08:45	13	0	0	13	30	5	0	35	0	0	0	0
H/TOT	106	6	0	112	156	22	0	178	0	0	0	0
	106	13.8	0	120	156	50.6	0	207	0	0	0	0
09:00	14	1	0	15	40	7	0	47	0	0	0	0
09:15	17	0	0	17	25	8	0	33	0	0	0	0
09:30	15	0	0	15	43	5	1	49	0	0	0	0
09:45	12	2	0	14	26	10	0	36	0	0	0	0
H/TOT	58	3	0	61	134	30	1	165	0	0	0	0
	58	6.9	0	64.9	134	69	2	205	0	0	0	0
10:00	10	0	0	10	29	5	0	34	0	0	0	0
10:15	9	0	0	9	41	18	0	59	0	0	0	0
10:30	19	1	0	20	32	3	0	35	0	0	0	0
10:45	13	1	0	14	43	4	0	47	0	0	0	0
H/TOT	51	2	0	53	145	30	0	175	0	0	0	0
	51	4.6	0	55.6	145	69	0	214	0	0	0	0
11:00	13	0	0	13	35	4	0	39	0	0	0	0
11:15	10	0	0	10	43	11	0	54	0	0	0	0
11:30	11	2	0	13	50	10	0	60	0	0	0	0
11:45	18	0	0	18	47	3	0	50	0	0	0	0
H/TOT	52	2	0	54	175	28	0	203	0	0	0	0
	52	4.6	0	56.6	175	64.4	0	239	0	0	0	0
12:00	16	0	0	16	57	7	0	64	0	0	0	0
12:15	19	1	0	20	56	8	0	64	0	0	0	0
12:30	13	0	0	13	60	7	0	67	0	0	0	0
12:45	16	1	0	17	75	3	0	78	0	0	0	0
H/TOT	64	2	0	66	248	25	0	273	0	0	0	0
	64	4.6	0	68.6	248	57.5	0	306	0	0	0	0



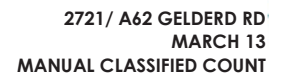
SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

TIME	D TO F			TOT	D TO E			TOT	D TO D			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
13:00	25	1	0	26	51	5	0	56	0	0	0	0
13:15	17	1	0	18	49	4	0	53	0	0	0	0
13:30	16	1	0	17	73	5	0	78	0	0	0	0
13:45	22	0	0	22	73	9	0	82	0	0	0	0
H/TOT	80	3	0	83	246	23	0	269	0	0	0	0
	80	6.9	0	86.9	246	52.9	0	299	0	0	0	0
14:00	16	0	0	16	78	6	0	84	0	0	0	0
14:15	14	1	0	15	81	2	0	83	0	0	0	0
14:30	14	3	0	17	70	4	0	74	0	0	0	0
14:45	16	1	0	17	61	8	0	69	0	0	0	0
H/TOT	60	5	0	65	290	20	0	310	0	0	0	0
	60	11.5	0	71.5	290	46	0	336	0	0	0	0
15:00	18	0	0	18	61	12	0	73	0	0	0	0
15:15	9	0	0	9	61	7	0	68	0	0	0	0
15:30	13	2	0	15	65	14	0	79	0	0	0	0
15:45	25	1	0	26	55	4	0	59	0	0	0	0
H/TOT	65	3	0	68	242	37	0	279	0	0	0	0
	65	6.9	0	71.9	242	85.1	0	327	0	0	0	0
16:00	14	0	0	14	80	9	0	89	0	0	0	0
16:15	16	0	0	16	68	5	0	73	0	0	0	0
16:30	18	2	0	20	72	8	0	80	0	0	0	0
16:45	15	0	0	15	70	3	0	73	0	0	0	0
H/TOT	63	2	0	65	290	25	0	315	0	0	0	0
	63	4.6	0	67.6	290	57.5	0	348	0	0	0	0
17:00	14	0	0	14	79	3	0	82	0	0	0	0
17:15	17	0	0	17	59	3	0	62	0	0	0	0
17:30	15	0	0	15	70	3	0	73	0	0	0	0
17:45	19	0	0	19	64	2	0	66	0	0	0	0
H/TOT	65	0	0	65	272	11	0	283	0	0	0	0
	65	0	0	65	272	25.3	0	297	0	0	0	0
18:00	14	0	0	14	71	6	0	77	0	0	0	0
18:15	13	0	0	13	45	3	0	48	0	0	0	0
18:30	15	1	0	16	50	4	0	54	0	0	0	0
18:45	12	0	0	12	40	3	0	43	0	0	0	0
H/TOT	54	1	0	55	206	16	0	222	0	0	0	0
	54	2.3	0	56.3	206	36.8	0	243	0	0	0	0
19:00	11	0	0	11	43	3	0	46	0	0	0	0
19:15	13	0	0	13	44	3	0	47	0	0	0	0
19:30	11	0	0	11	39	1	0	40	0	0	0	0
19:45	10	1	0	11	29	0	0	29	0	0	0	0
H/TOT	45	1	0	46	155	7	0	162	0	0	0	0
	45	2.3	0	47.3	155	16.1	0	171	0	0	0	0
P/TOT	918	35	0	953	2809	352	1	3162	0	0	0	0



DATE: 15/03/2013

2721 A62 Gelderd Rd MCC Friday

SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

	1			2.3			2												
TIME	ETO D				ETO C				ETO B				ETO A						
	LV	HV	PSV	TOT	LV	HV	PSV	TOT	LV	HV	PSV	TOT	LV	HV	PSV	TOT			
13:00	42	14	0	56	4	0	0	4	16	12	0	28	14	4	0	18			
13:15	48	8	0	56	3	0	0	3	21	7	0	28	17	2	0	19			
13:30	61	10	0	71	4	0	0	4	26	11	0	37	17	2	0	19			
13:45	45	3	0	48	3	0	0	3	25	18	0	43	19	5	0	24			
H/TOT	196	35	0	231	14	0	0	14	88	48	0	136	67	13	0	80			
	196	80.5	0	276.5	14	0	0	14	88	110.4	0	198.4	67	29.9	0	96.9			
14:00	54	15	0	69	2	0	0	2	26	5	0	31	18	0	0	18			
14:15	77	10	0	87	2	0	0	2	26	3	0	29	16	1	0	17			
14:30	47	9	0	56	3	0	0	3	24	7	0	31	21	3	0	24			
14:45	52	9	2	63	2	0	0	2	28	4	0	32	17	2	0	19			
H/TOT	230	43	2	275	9	0	0	9	104	19	0	123	72	6	0	78			
	230	98.9	4	332.9	9	0	0	9	104	43.7	0	147.7	72	13.8	0	85.8			
15:00	49	10	0	59	5	0	0	5	32	13	0	45	18	3	0	21			
15:15	47	3	0	50	4	0	0	4	33	8	0	41	19	1	0	20			
15:30	44	4	0	48	7	0	0	7	31	11	0	42	16	1	0	17			
15:45	40	10	0	50	5	0	0	5	29	13	0	42	13	3	0	16			
H/TOT	180	27	0	207	21	0	0	21	125	45	0	170	66	8	0	74			
	180	62.1	0	242.1	21	0	0	21	125	103.5	0	228.5	66	18.4	0	84.4			
16:00	49	5	0	54	7	0	0	7	29	7	0	36	15	1	0	16			
16:15	59	9	0	68	6	0	0	6	30	6	0	36	10	1	0	11			
16:30	68	6	1	75	10	0	0	10	31	8	0	39	14	0	0	14			
16:45	48	4	0	52	9	0	0	9	31	5	0	36	14	2	0	16			
H/TOT	224	24	1	249	32	0	0	32	121	26	0	147	53	4	0	57			
	224	55.2	2	281.2	32	0	0	32	121	59.8	0	180.8	53	9.2	0	62.2			
17:00	50	7	0	57	10	0	0	10	33	5	0	38	12	2	0	14			
17:15	59	4	0	63	6	0	0	6	35	8	0	43	11	0	0	11			
17:30	91	10	0	101	9	0	0	9	56	4	0	60	18	0	0	18			
17:45	56	8	1	65	4	0	0	4	31	10	0	41	11	4	0	15			
H/TOT	256	29	1	286	29	0	0	29	155	27	0	182	52	6	0	58			
	256	66.7	2	324.7	29	0	0	29	155	62.1	0	217.1	52	13.8	0	65.8			
18:00	72	3	0	75	3	0	0	3	39	9	0	48	12	0	0	12			
18:15	93	3	0	96	4	0	0	4	52	6	0	58	17	1	0	18			
18:30	90	4	0	94	5	0	0	5	40	8	0	48	16	1	0	17			
18:45	76	3	0	79	2	2	0	4	32	5	0	37	17	1	0	18			
H/TOT	331	13	0	344	14	2	0	16	163	28	0	191	62	3	0	65			
	331	29.9	0	360.9	14	4.6	0	18.6	163	64.4	0	227.4	62	6.9	0	68.9			
19:00	55	3	0	58	0	0	0	0	13	5	0	18	8	0	0	8			
19:15	37	2	0	39	3	0	0	3	16	4	0	20	7	4	0	11			
19:30	36	3	0	39	3	0	0	3	17	5	0	22	11	1	0	12			
19:45	29	4	0	33	2	0	0	2	11	0	0	11	8	0	0	8			
H/TOT	157	12	0	169	8	0	0	8	57	14	0	71	34	5	0	39			
	157	27.6	0	184.6	8	0	0	8	57	32.2	0	89.2	34	11.5	0	45.5			
P/TOT	3027	381	4	3412	307	12	0	319	1363	441	0	1804	772	114	0	886			



SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

TIME	E TO G			TOT	E TO F			TOT	E TO E			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
06:00	0	2	0	2	5	0	0	5	0	0	0	0
06:15	6	2	0	8	5	1	0	6	0	0	0	0
06:30	14	2	0	16	11	1	0	12	0	0	0	0
06:45	17	3	0	20	14	3	0	17	0	0	0	0
H/TOT	37	9	0	46	35	5	0	40	0	0	0	0
	37	20.7	0	57.7	35	11.5	0	46.5	0	0	0	0
07:00	17	2	0	19	12	3	0	15	0	0	0	0
07:15	16	2	0	18	17	2	0	19	0	0	0	0
07:30	14	1	0	15	16	3	0	19	0	0	0	0
07:45	18	1	0	19	9	1	0	10	0	0	0	0
H/TOT	65	6	0	71	54	9	0	63	0	0	0	0
	65	13.8	0	78.8	54	20.7	0	74.7	0	0	0	0
08:00	10	2	0	12	15	2	0	17	0	0	0	0
08:15	14	2	0	16	10	3	0	13	0	0	0	0
08:30	14	1	0	15	20	0	0	20	0	0	0	0
08:45	8	4	0	12	8	4	0	12	0	0	0	0
H/TOT	46	9	0	55	53	9	0	62	0	0	0	0
	46	20.7	0	66.7	53	20.7	0	73.7	0	0	0	0
09:00	10	1	0	11	7	2	0	9	0	0	0	0
09:15	6	1	0	7	5	5	0	10	0	0	0	0
09:30	6	2	0	8	6	3	0	9	0	0	0	0
09:45	10	3	0	13	8	0	0	8	0	0	0	0
H/TOT	32	7	0	39	26	10	0	36	0	0	0	0
	32	16.1	0	48.1	26	23	0	49	0	0	0	0
10:00	10	2	0	12	5	1	0	6	0	0	0	0
10:15	11	3	0	14	6	2	0	8	0	0	0	0
10:30	11	2	0	13	8	2	0	10	0	0	0	0
10:45	13	2	0	15	6	2	0	8	0	0	0	0
H/TOT	45	9	0	54	25	7	0	32	0	0	0	0
	45	20.7	0	65.7	25	16.1	0	41.1	0	0	0	0
11:00	12	4	0	16	7	1	0	8	0	0	0	0
11:15	10	4	0	14	5	0	0	5	0	0	0	0
11:30	15	3	0	18	6	3	0	9	0	0	0	0
11:45	9	3	0	12	6	1	0	7	0	0	0	0
H/TOT	46	14	0	60	24	5	0	29	0	0	0	0
	46	32.2	0	78.2	24	11.5	0	35.5	0	0	0	0
12:00	11	3	0	14	7	3	0	10	0	0	0	0
12:15	10	2	0	12	7	0	0	7	0	0	0	0
12:30	13	2	0	15	6	2	0	8	0	0	0	0
12:45	13	3	0	16	7	2	0	9	0	0	0	0
H/TOT	47	10	0	57	27	7	0	34	0	0	0	0
	47	23	0	70	27	16.1	0	43.1	0	0	0	0



SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

TIME	E TO G			TOT	E TO F			TOT	E TO E			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
13:00	9	3	0	12	7	0	0	7	0	0	0	0
13:15	16	4	0	20	11	1	0	12	0	0	0	0
13:30	13	3	0	16	8	1	0	9	0	0	0	0
13:45	12	2	0	14	8	1	0	9	0	0	0	0
H/TOT	50	12	0	62	34	3	0	37	0	0	0	0
	50	27.6	0	77.6	34	6.9	0	40.9	0	0	0	0
14:00	13	2	0	15	7	0	0	7	0	0	0	0
14:15	14	1	0	15	9	2	0	11	0	0	0	0
14:30	16	4	0	20	8	0	0	8	0	0	0	0
14:45	15	2	0	17	7	2	0	9	0	0	0	0
H/TOT	58	9	0	67	31	4	0	35	0	0	0	0
	58	20.7	0	78.7	31	9.2	0	40.2	0	0	0	0
15:00	17	2	0	19	11	2	0	13	0	0	0	0
15:15	14	3	0	17	7	4	0	11	0	0	0	0
15:30	11	5	0	16	9	2	0	11	0	0	0	0
15:45	11	3	0	14	9	0	0	9	0	0	0	0
H/TOT	53	13	0	66	36	8	0	44	0	0	0	0
	53	29.9	0	82.9	36	18.4	0	54.4	0	0	0	0
16:00	9	2	0	11	6	1	0	7	0	0	0	0
16:15	11	1	0	12	9	1	0	10	0	0	0	0
16:30	12	2	0	14	10	0	0	10	0	0	0	0
16:45	13	1	0	14	8	1	0	9	0	0	0	0
H/TOT	45	6	0	51	33	3	0	36	0	0	0	0
	45	13.8	0	58.8	33	6.9	0	39.9	0	0	0	0
17:00	15	2	0	17	8	2	0	10	0	0	0	0
17:15	18	4	0	22	11	3	0	14	0	0	0	0
17:30	17	5	0	22	10	3	0	13	0	0	0	0
17:45	11	2	0	13	8	1	0	9	0	0	0	0
H/TOT	61	13	0	74	37	9	0	46	0	0	0	0
	61	29.9	0	90.9	37	20.7	0	57.7	0	0	0	0
18:00	12	2	0	14	10	0	0	10	0	0	0	0
18:15	20	2	0	22	10	1	0	11	0	0	0	0
18:30	12	1	0	13	10	2	0	12	0	0	0	0
18:45	13	0	0	13	6	0	0	6	0	0	0	0
H/TOT	57	5	0	62	36	3	0	39	0	0	0	0
	57	11.5	0	68.5	36	6.9	0	42.9	0	0	0	0
19:00	7	0	0	7	3	0	0	3	0	0	0	0
19:15	6	1	0	7	4	1	0	5	0	0	0	0
19:30	6	0	0	6	3	0	0	3	0	0	0	0
19:45	5	0	0	5	5	0	0	5	0	0	0	0
H/TOT	24	1	0	25	15	1	0	16	0	0	0	0
	24	2.3	0	26.3	15	2.3	0	17.3	0	0	0	0
P/TOT	666	123	0	789	466	83	0	549	0	0	0	0



SITE: 1

DAY: DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: DATE: 15/03/2013

TIME	F TO E				F TO D				F TO C				F TO B			
	LV	HV	PSV	TOT	LV	HV	PSV	TOT	LV	HV	PSV	TOT	LV	HV	PSV	TOT
06:00	2	1	0	3	10	1	0	11	0	0	0	0	4	0	0	4
06:15	3	2	0	5	15	0	0	15	0	0	0	0	13	0	0	13
06:30	3	2	0	5	27	0	0	27	4	0	0	4	9	3	1	13
06:45	4	1	0	5	35	2	0	37	2	1	0	3	10	5	0	15
H/TOT	12	6	0	18	87	3	0	90	6	1	0	7	36	8	1	45
	12	13.8	0	25.8	87	6.9	0	93.9	6	2.3	0	8.3	36	18.4	2	56.4
07:00	7	2	0	9	31	1	0	32	3	0	0	3	15	4	0	19
07:15	6	2	0	8	73	3	1	77	0	0	0	0	17	3	0	20
07:30	6	1	0	7	62	2	0	64	0	0	0	0	25	3	1	29
07:45	6	1	0	7	60	5	0	65	4	0	0	4	21	3	0	24
H/TOT	25	6	0	31	226	11	1	238	7	0	0	7	78	13	1	92
	25	13.8	0	38.8	226	25.3	2	253.3	7	0	0	7	78	29.9	2	109.9
08:00	9	2	0	11	57	4	0	61	0	0	0	0	25	3	0	28
08:15	6	1	0	7	83	2	0	85	0	0	0	0	9	2	0	11
08:30	5	1	0	6	61	2	1	64	0	0	0	0	18	1	0	19
08:45	4	1	0	5	42	4	0	46	0	0	0	0	13	2	0	15
H/TOT	24	5	0	29	243	12	1	256	0	0	0	0	65	8	0	73
	24	11.5	0	35.5	243	27.6	2	272.6	0	0	0	0	65	18.4	0	83.4
09:00	6	1	0	7	46	0	1	47	3	1	0	4	22	1	0	23
09:15	4	1	0	5	68	5	1	74	0	0	0	0	10	3	0	13
09:30	6	1	0	7	56	1	0	57	0	0	0	0	10	2	0	12
09:45	4	1	0	5	57	3	2	62	0	0	0	0	14	7	0	21
H/TOT	20	4	0	24	227	9	4	240	3	1	0	4	56	13	0	69
	20	9.2	0	29.2	227	20.7	8	255.7	3	2.3	0	5.3	56	29.9	0	85.9
10:00	4	1	0	5	65	1	0	66	2	0	0	2	11	5	0	16
10:15	6	3	0	9	64	2	0	66	0	0	0	0	10	4	0	14
10:30	5	1	0	6	57	5	0	62	0	0	0	0	16	4	0	20
10:45	6	1	0	7	64	2	0	66	0	0	0	0	15	4	0	19
H/TOT	21	6	0	27	250	10	0	260	2	0	0	2	52	17	0	69
	21	13.8	0	34.8	250	23	0	273	2	0	0	2	52	39.1	0	91.1
11:00	5	1	0	6	60	4	0	64	2	2	0	4	15	6	0	21
11:15	6	2	0	8	63	2	0	65	0	0	0	0	14	3	0	17
11:30	7	2	0	9	69	4	0	73	0	0	0	0	8	4	0	12
11:45	7	1	0	8	63	2	0	65	1	0	0	1	17	4	0	21
H/TOT	25	6	0	31	255	12	0	267	3	2	0	5	54	17	0	71
	25	13.8	0	38.8	255	27.6	0	282.6	3	4.6	0	7.6	54	39.1	0	93.1
12:00	9	1	0	10	67	2	0	69	0	0	0	0	25	5	0	30
12:15	8	1	0	9	90	0	0	90	0	0	0	0	15	2	0	17
12:30	9	1	0	10	90	1	0	91	0	0	0	0	16	4	0	20
12:45	11	1	0	12	81	4	0	85	0	0	0	0	25	4	0	29
H/TOT	37	4	0	41	328	7	0	335	0	0	0	0	81	15	0	96
	37	9.2	0	46.2	328	16.1	0	344.1	0	0	0	0	81	34.5	0	115.5



SITE: 1

DAY: DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: DATE: 15/03/2013

TIME	F TO E				F TO D				F TO C				F TO B			
	LV	HV	PSV	TOT	LV	HV	PSV	TOT	LV	HV	PSV	TOT	LV	HV	PSV	TOT
13:00	8	1	0	9	82	2	0	84	0	0	0	0	16	3	0	19
13:15	7	1	0	8	79	3	0	82	0	0	0	0	19	4	0	23
13:30	11	1	0	12	83	2	0	85	0	0	0	0	22	3	0	25
13:45	11	1	0	12	83	3	0	86	0	0	0	0	16	0	1	17
H/TOT	37	4	0	41	327	10	0	337	0	0	0	0	73	10	1	84
	37	9.2	0	46.2	327	23	0	350	0	0	0	0	73	23	2	98
14:00	12	1	0	13	76	5	0	81	0	5	0	5	12	4	0	16
14:15	12	0	0	12	87	5	0	92	0	0	0	0	20	3	0	23
14:30	11	1	0	12	88	4	0	92	1	0	0	1	16	2	0	18
14:45	9	1	0	10	85	0	0	85	2	0	0	2	25	1	0	26
H/TOT	44	3	0	47	336	14	0	350	3	5	0	8	73	10	0	83
	44	6.9	0	50.9	336	32.2	0	368.2	3	11.5	0	14.5	73	23	0	96
15:00	9	2	0	11	82	1	0	83	0	0	0	0	32	0	0	32
15:15	9	1	0	10	67	4	0	71	2	0	0	2	30	5	0	35
15:30	10	2	0	12	85	8	0	93	0	0	0	0	29	5	0	34
15:45	8	1	0	9	85	3	0	88	5	0	0	5	41	4	1	46
H/TOT	36	6	0	42	319	16	0	335	7	0	0	7	132	14	1	147
	36	13.8	0	49.8	319	36.8	0	355.8	7	0	0	7	132	32.2	2	166.2
16:00	12	1	0	13	87	2	0	89	2	0	0	2	37	3	0	40
16:15	15	1	0	16	108	4	0	112	40	2	0	42	61	2	0	63
16:30	16	1	0	17	104	2	0	106	45	5	0	50	59	3	0	62
16:45	15	0	0	15	101	1	0	102	61	0	0	61	60	3	1	64
H/TOT	58	3	0	61	400	9	0	409	148	7	0	155	217	11	1	229
	58	6.9	0	64.9	400	20.7	0	420.7	148	16.1	0	164.1	217	25.3	2	244.3
17:00	16	0	0	16	120	0	0	120	55	2	0	57	63	5	0	68
17:15	9	0	0	9	165	1	0	166	59	0	0	59	87	7	0	94
17:30	10	0	0	10	170	1	0	171	50	2	0	52	72	2	0	74
17:45	10	0	0	10	156	2	0	158	53	2	0	55	86	4	1	91
H/TOT	45	0	0	45	611	4	0	615	217	6	0	223	308	18	1	327
	45	0	0	45	611	9.2	0	620.2	217	13.8	0	230.8	308	41.4	2	351.4
18:00	11	1	0	12	169	1	0	170	22	2	0	24	100	6	0	106
18:15	7	1	0	8	150	1	0	151	13	0	0	13	70	1	0	71
18:30	7	1	0	8	76	2	1	79	7	0	0	7	29	0	0	29
18:45	6	0	0	6	102	2	0	104	7	0	0	7	43	0	0	43
H/TOT	31	3	0	34	497	6	1	504	49	2	0	51	242	7	0	249
	31	6.9	0	37.9	497	13.8	2	512.8	49	4.6	0	53.6	242	16.1	0	258.1
19:00	6	1	0	7	83	4	0	87	0	1	0	1	11	0	0	11
19:15	7	0	0	7	88	0	1	89	0	0	0	0	24	2	0	26
19:30	6	0	0	6	65	2	0	67	0	0	0	0	14	0	1	15
19:45	4	0	0	4	57	1	1	59	0	0	0	0	9	4	0	13
H/TOT	23	1	0	24	293	7	2	302	0	1	0	1	58	6	1	65
	23	2.3	0	25.3	293	16.1	4	313.1	0	2.3	0	2.3	58	13.8	2	73.8
P/TOT	438	57	0	495	4399	130	9	4538	445	25	0	470	1525	167	7	1699



SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

TIME	F TO A				F TO G				F TO F			
	LV	HV	PSV	TOT	LV	HV	PSV	TOT	LV	HV	PSV	TOT
06:00	5	0	0	5	1	0	0	1	0	0	0	0
06:15	11	0	0	11	3	0	0	3	0	0	0	0
06:30	11	0	0	11	2	0	0	2	0	0	0	0
06:45	9	1	1	11	3	1	0	4	0	0	0	0
H/TOT	36	1	1	38	9	1	0	10	0	0	0	0
	36	2.3	2	40.3	9	2.3	0	11.3	0	0	0	0
07:00	14	0	0	14	3	0	0	3	0	0	0	0
07:15	16	1	0	17	4	0	0	4	0	0	0	0
07:30	20	1	0	21	5	0	0	5	0	0	0	0
07:45	24	0	0	24	6	0	0	6	0	0	0	0
H/TOT	74	2	0	76	18	0	0	18	0	0	0	0
	74	4.6	0	78.6	18	0	0	18	0	0	0	0
08:00	28	0	0	28	5	0	0	5	0	0	0	0
08:15	11	2	0	13	3	0	0	3	0	0	0	0
08:30	24	0	0	24	6	0	0	6	0	0	0	0
08:45	16	0	0	16	3	0	0	3	0	0	0	0
H/TOT	79	2	0	81	17	0	0	17	0	0	0	0
	79	4.6	0	83.6	17	0	0	17	0	0	0	0
09:00	19	1	0	20	5	0	0	5	0	0	0	0
09:15	11	0	0	11	3	0	0	3	0	0	0	0
09:30	8	0	0	8	2	0	0	2	0	0	0	0
09:45	13	1	0	14	3	0	0	3	0	0	0	0
H/TOT	51	2	0	53	13	0	0	13	0	0	0	0
	51	4.6	0	55.6	13	0	0	13	0	0	0	0
10:00	11	1	0	12	3	0	0	3	0	0	0	0
10:15	10	1	0	11	2	1	0	3	0	0	0	0
10:30	22	1	0	23	4	0	0	4	0	0	0	0
10:45	17	1	0	18	5	0	0	5	0	0	0	0
H/TOT	60	4	0	64	14	1	0	15	0	0	0	0
	60	9.2	0	69.2	14	2.3	0	16.3	0	0	0	0
11:00	15	3	1	19	5	1	0	6	0	0	0	0
11:15	16	0	0	16	3	0	0	3	0	0	0	0
11:30	13	1	0	14	2	0	0	2	0	0	0	0
11:45	20	6	0	26	4	1	0	5	0	0	0	0
H/TOT	64	10	1	75	14	2	0	16	0	0	0	0
	64	23	2	89	14	4.6	0	18.6	0	0	0	0
12:00	25	2	0	27	5	0	0	5	0	0	0	0
12:15	17	0	0	17	4	0	0	4	0	0	0	0
12:30	20	2	0	22	3	0	0	3	0	0	0	0
12:45	24	2	0	26	6	0	0	6	0	0	0	0
H/TOT	86	6	0	92	18	0	0	18	0	0	0	0
	86	13.8	0	99.8	18	0	0	18	0	0	0	0



SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

TIME	F TO A				F TO G				F TO F			
	LV	HV	PSV	TOT	LV	HV	PSV	TOT	LV	HV	PSV	TOT
13:00	20	2	0	22	4	0	0	4	0	0	0	0
13:15	24	2	0	26	5	0	0	5	0	0	0	0
13:30	23	1	0	24	4	0	0	4	0	0	0	0
13:45	18	0	0	18	3	0	0	3	0	0	0	0
H/TOT	85	5	0	90	16	0	0	16	0	0	0	0
	85	11.5	0	96.5	16	0	0	16	0	0	0	0
14:00	14	3	0	17	2	0	0	2	0	0	0	0
14:15	22	2	0	24	5	0	0	5	0	0	0	0
14:30	20	2	0	22	4	0	0	4	0	0	0	0
14:45	24	1	0	25	5	0	0	5	0	0	0	0
H/TOT	80	8	0	88	16	0	0	16	0	0	0	0
	80	18.4	0	98.4	16	0	0	16	0	0	0	0
15:00	30	0	0	30	7	0	0	7	0	0	0	0
15:15	29	0	0	29	4	0	0	4	0	0	0	0
15:30	24	3	0	27	4	0	0	4	0	0	0	0
15:45	35	1	0	36	6	0	0	6	0	0	0	0
H/TOT	118	4	0	122	21	0	0	21	0	0	0	0
	118	9.2	0	127.2	21	0	0	21	0	0	0	0
16:00	32	1	0	33	5	0	0	5	0	0	0	0
16:15	50	1	0	51	19	0	0	19	0	0	0	0
16:30	47	1	0	48	15	0	0	15	0	0	0	0
16:45	49	1	0	50	18	0	0	18	0	0	0	0
H/TOT	178	4	0	182	57	0	0	57	0	0	0	0
	178	9.2	0	187.2	57	0	0	57	0	0	0	0
17:00	44	3	0	47	14	1	0	15	0	0	0	0
17:15	48	1	0	49	17	2	0	19	0	0	0	0
17:30	37	1	0	38	9	0	0	9	0	0	0	0
17:45	54	2	0	56	14	0	0	14	0	0	0	0
H/TOT	183	7	0	190	54	3	0	57	0	0	0	0
	183	16.1	0	199.1	54	6.9	0	60.9	0	0	0	0
18:00	51	0	1	52	12	0	0	12	0	0	0	0
18:15	35	0	0	35	10	0	0	10	0	0	0	0
18:30	23	0	0	23	3	0	0	3	0	0	0	0
18:45	32	0	0	32	7	0	0	7	0	0	0	0
H/TOT	141	0	1	142	32	0	0	32	0	0	0	0
	141	0	2	143	32	0	0	32	0	0	0	0
19:00	11	0	0	11	2	0	0	2	0	0	0	0
19:15	20	0	1	21	4	0	0	4	0	0	0	0
19:30	11	0	0	11	1	0	0	1	0	0	0	0
19:45	11	0	0	11	1	0	0	1	0	0	0	0
H/TOT	53	0	1	54	8	0	0	8	0	0	0	0
	53	0	2	55	8	0	0	8	0	0	0	0
P/TOT	1288	55	4	1347	307	7	0	314	0	0	0	0



SITE: 1

DAY: DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: DATE: 15/03/2013

TIME	G TO F				TOT	G TO E				TOT	G TO D				TOT	G TO C				TOT
	LV	HV	PSV			LV	HV	PSV			LV	HV	PSV			LV	HV	PSV		
06:00	9	1	0		10	4	2	0		6	5	1	0		6	2	6	0		8
06:15	17	0	0		17	7	1	0		8	18	4	0		22	4	6	0		10
06:30	20	1	0		21	8	1	0		9	13	4	0		17	9	3	0		12
06:45	29	1	0		30	9	1	0		10	26	4	0		30	10	2	0		12
H/TOT	75	3	0		78	28	5	0		33	62	13	0		75	25	17	0		42
	75	6.9	0		81.9	28	11.5	0		39.5	62	29.9	0		91.9	25	39.1	0		64.1
07:00	30	5	0		35	12	1	0		13	24	2	0		26	17	2	0		19
07:15	56	5	0		61	6	1	0		7	23	3	0		26	15	3	0		18
07:30	60	10	0		70	35	8	0		43	27	3	0		30	16	6	0		22
07:45	69	4	0		73	34	2	0		36	30	1	0		31	18	6	0		24
H/TOT	215	24	0		239	87	12	0		99	104	9	0		113	66	17	0		83
	215	55.2	0		270.2	87	27.6	0		114.6	104	20.7	0		124.7	66	39.1	0		105.1
08:00	53	3	0		56	23	2	0		25	24	4	0		28	17	9	0		26
08:15	57	3	0		60	29	3	0		32	19	2	0		21	10	0	0		10
08:30	49	5	0		54	24	1	0		25	25	3	0		28	14	4	0		18
08:45	40	3	0		43	13	0	0		13	29	1	0		30	14	4	0		18
H/TOT	199	14	0		213	89	6	0		95	97	10	0		107	55	17	0		72
	199	32.2	0		231.2	89	13.8	0		102.8	97	23	0		120	55	39.1	0		94.1
09:00	35	5	0		40	12	6	0		18	29	0	0		29	15	0	0		15
09:15	29	3	0		32	15	1	0		16	26	3	0		29	8	4	0		12
09:30	28	3	0		31	18	4	0		22	23	3	0		26	8	6	0		14
09:45	20	2	0		22	11	2	0		13	36	1	0		37	8	0	0		8
H/TOT	112	13	0		125	56	13	0		69	114	7	0		121	39	10	0		49
	112	29.9	0		141.9	56	29.9	0		85.9	114	16.1	0		130.1	39	23	0		62
10:00	20	4	1		25	20	4	0		24	40	3	0		43	13	0	0		13
10:15	26	1	0		27	14	0	0		14	27	4	0		31	10	3	0		13
10:30	25	1	0		26	18	5	0		23	48	1	0		49	11	5	0		16
10:45	29	4	0		33	14	2	0		16	37	3	0		40	8	5	0		13
H/TOT	100	10	1		111	66	11	0		77	152	11	0		163	42	13	0		55
	100	23	2		125	66	25.3	0		91.3	152	25.3	0		177.3	42	29.9	0		71.9
11:00	25	5	0		30	23	5	0		28	44	4	1		49	9	3	1		13
11:15	15	2	0		17	17	1	0		18	45	3	0		48	9	10	0		19
11:30	28	2	0		30	17	2	0		19	46	2	0		48	11	2	0		13
11:45	27	0	0		27	8	1	0		9	34	0	0		34	11	0	0		11
H/TOT	95	9	0		104	65	9	0		74	169	9	1		179	40	15	1		56
	95	20.7	0		115.7	65	20.7	0		85.7	169	20.7	2		191.7	40	34.5	2		76.5
12:00	23	2	0		25	22	2	0		24	53	2	0		55	14	0	0		14
12:15	27	1	0		28	18	2	0		20	40	3	0		43	8	3	0		11
12:30	30	3	0		33	18	3	0		21	45	1	0		46	15	5	0		20
12:45	27	3	0		30	16	0	0		16	52	7	0		59	12	5	0		17
H/TOT	107	9	0		116	74	7	0		81	190	13	0		203	49	13	0		62
	107	20.7	0		127.7	74	16.1	0		90.1	190	29.9	0		219.9	49	29.9	0		78.9



SITE: 1

DAY: DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: DATE: 15/03/2013

TIME	G TO F				G TO E				G TO D				G TO C			
	LV	HV	PSV	TOT	LV	HV	PSV	TOT	LV	HV	PSV	TOT	LV	HV	PSV	TOT
13:00	21	3	0	24	17	3	0	20	49	1	0	50	12	5	0	17
13:15	18	1	0	19	28	3	0	31	60	3	0	63	18	0	0	18
13:30	27	7	0	34	18	5	0	23	46	1	0	47	14	0	0	14
13:45	21	4	0	25	21	0	0	21	45	20	0	65	13	0	0	13
H/TOT	87	15	0	102	84	11	0	95	200	25	0	225	57	5	0	62
	87	34.5	0	121.5	84	25.3	0	109.3	200	57.5	0	257.5	57	11.5	0	68.5
14:00	22	3	0	25	31	6	0	37	33	2	0	35	16	3	0	19
14:15	29	2	0	31	19	0	0	19	30	0	0	30	11	0	0	11
14:30	24	5	0	29	17	2	0	19	30	0	0	30	10	0	0	10
14:45	19	2	0	21	20	0	0	20	35	1	0	36	15	0	0	15
H/TOT	94	12	0	106	87	8	0	95	128	3	0	131	52	3	0	55
	94	27.6	0	121.6	87	18.4	0	105.4	128	6.9	0	134.9	52	6.9	0	58.9
15:00	30	0	0	30	23	2	0	25	35	1	0	36	14	0	0	14
15:15	44	0	0	44	33	6	0	39	49	1	0	50	26	0	0	26
15:30	38	3	1	42	20	2	0	22	39	4	0	43	18	3	0	21
15:45	19	1	0	20	33	0	0	33	39	1	0	40	21	6	0	27
H/TOT	131	4	1	136	109	10	0	119	162	7	0	169	79	9	0	88
	131	9.2	2	142.2	109	23	0	132	162	16.1	0	178.1	79	20.7	0	99.7
16:00	44	2	0	46	46	0	0	46	33	3	0	36	16	4	0	20
16:15	40	4	0	44	33	0	0	33	36	2	0	38	23	6	0	29
16:30	39	1	0	40	24	0	0	24	38	4	0	42	20	2	0	22
16:45	38	2	0	40	27	0	0	27	49	4	0	53	24	0	0	24
H/TOT	161	9	0	170	130	0	0	130	156	13	0	169	83	12	0	95
	161	20.7	0	181.7	130	0	0	130	156	29.9	0	185.9	83	27.6	0	110.6
17:00	41	1	0	42	23	0	0	23	55	4	0	59	22	0	0	22
17:15	27	1	0	28	29	0	0	29	52	0	0	52	17	1	0	18
17:30	25	3	0	28	22	0	0	22	34	2	0	36	9	0	0	9
17:45	19	0	0	19	27	0	0	27	40	0	2	42	7	1	0	8
H/TOT	112	5	0	117	101	0	0	101	181	6	2	189	55	2	0	57
	112	11.5	0	123.5	101	0	0	101	181	13.8	4	198.8	55	4.6	0	59.6
18:00	25	0	0	25	14	1	0	15	26	7	0	33	7	0	0	7
18:15	12	0	0	12	6	1	0	7	41	1	0	42	14	0	0	14
18:30	24	0	0	24	9	0	0	9	32	0	0	32	9	0	0	9
18:45	16	0	0	16	11	0	0	11	33	0	0	33	9	0	0	9
H/TOT	77	0	0	77	40	2	0	42	132	8	0	140	39	0	0	39
	77	0	0	77	40	4.6	0	44.6	132	18.4	0	150.4	39	0	0	39
19:00	16	0	0	16	10	1	0	11	34	2	0	36	10	0	0	10
19:15	14	1	0	15	10	3	0	13	29	1	0	30	6	0	0	6
19:30	15	1	0	16	9	0	0	9	25	1	0	26	7	2	0	9
19:45	10	2	0	12	4	0	0	4	25	1	0	26	7	0	0	7
H/TOT	55	4	0	59	33	4	0	37	113	5	0	118	30	2	0	32
	55	9.2	0	64.2	33	9.2	0	42.2	113	11.5	0	124.5	30	4.6	0	34.6
P/TOT	1620	131	2	1753	1049	98	0	1147	1960	139	3	2102	711	135	1	847



SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

DATE: 15/03/2013

TIME	G TO B			TOT	G TO A			TOT	G TO G			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
06:00	20	0	0	20	9	0	0	9	0	0	0	0
06:15	18	0	0	18	4	1	0	5	0	0	0	0
06:30	37	3	0	40	6	1	0	7	0	0	0	0
06:45	35	6	0	41	14	1	0	15	0	0	0	0
H/TOT	110	9	0	119	33	3	0	36	0	0	0	0
	110	20.7	0	130.7	33	6.9	0	39.9	0	0	0	0
07:00	63	6	0	69	17	0	0	17	0	0	0	0
07:15	52	8	0	60	12	0	0	12	0	0	0	0
07:30	42	5	0	47	6	0	0	6	0	0	0	0
07:45	34	9	0	43	11	0	0	11	0	0	0	0
H/TOT	191	28	0	219	46	0	0	46	0	0	0	0
	191	64.4	0	255.4	46	0	0	46	0	0	0	0
08:00	40	1	0	41	20	3	0	23	0	0	0	0
08:15	57	8	0	65	25	2	0	27	0	0	0	0
08:30	47	1	0	48	29	1	1	31	0	0	0	0
08:45	41	6	1	48	25	2	0	27	0	0	0	0
H/TOT	185	16	1	202	99	8	1	108	0	0	0	0
	185	36.8	2	223.8	99	18.4	2	119.4	0	0	0	0
09:00	43	7	0	50	15	0	0	15	0	0	0	0
09:15	37	3	0	40	18	0	0	18	0	0	0	0
09:30	41	3	0	44	11	1	0	12	0	0	0	0
09:45	45	6	0	51	22	0	0	22	0	0	0	0
H/TOT	166	19	0	185	66	1	0	67	0	0	0	0
	166	43.7	0	209.7	66	2.3	0	68.3	0	0	0	0
10:00	42	3	0	45	17	1	0	18	0	1	0	1
10:15	32	3	0	35	25	1	0	26	0	0	0	0
10:30	42	3	0	45	17	1	0	18	0	0	0	0
10:45	45	6	0	51	21	4	0	25	0	0	0	0
H/TOT	161	15	0	176	80	7	0	87	0	1	0	1
	161	34.5	0	195.5	80	16.1	0	96.1	0	2.3	0	2.3
11:00	40	2	0	42	36	3	0	39	0	0	0	0
11:15	51	3	0	54	21	0	0	21	0	0	0	0
11:30	49	2	0	51	24	0	0	24	0	0	0	0
11:45	58	3	0	61	24	3	0	27	0	0	0	0
H/TOT	198	10	0	208	105	6	0	111	0	0	0	0
	198	23	0	221	105	13.8	0	118.8	0	0	0	0
12:00	52	6	0	58	18	2	0	20	0	0	0	0
12:15	37	4	0	41	33	0	0	33	0	0	0	0
12:30	60	1	0	61	21	0	0	21	0	0	0	0
12:45	55	7	0	62	24	2	0	26	0	0	0	0
H/TOT	204	18	0	222	96	4	0	100	0	0	0	0
	204	41.4	0	245.4	96	9.2	0	105.2	0	0	0	0



SITE: 1

DAY: Friday

LOCATION: A62 Gelderd Rd/A650/M62/M621

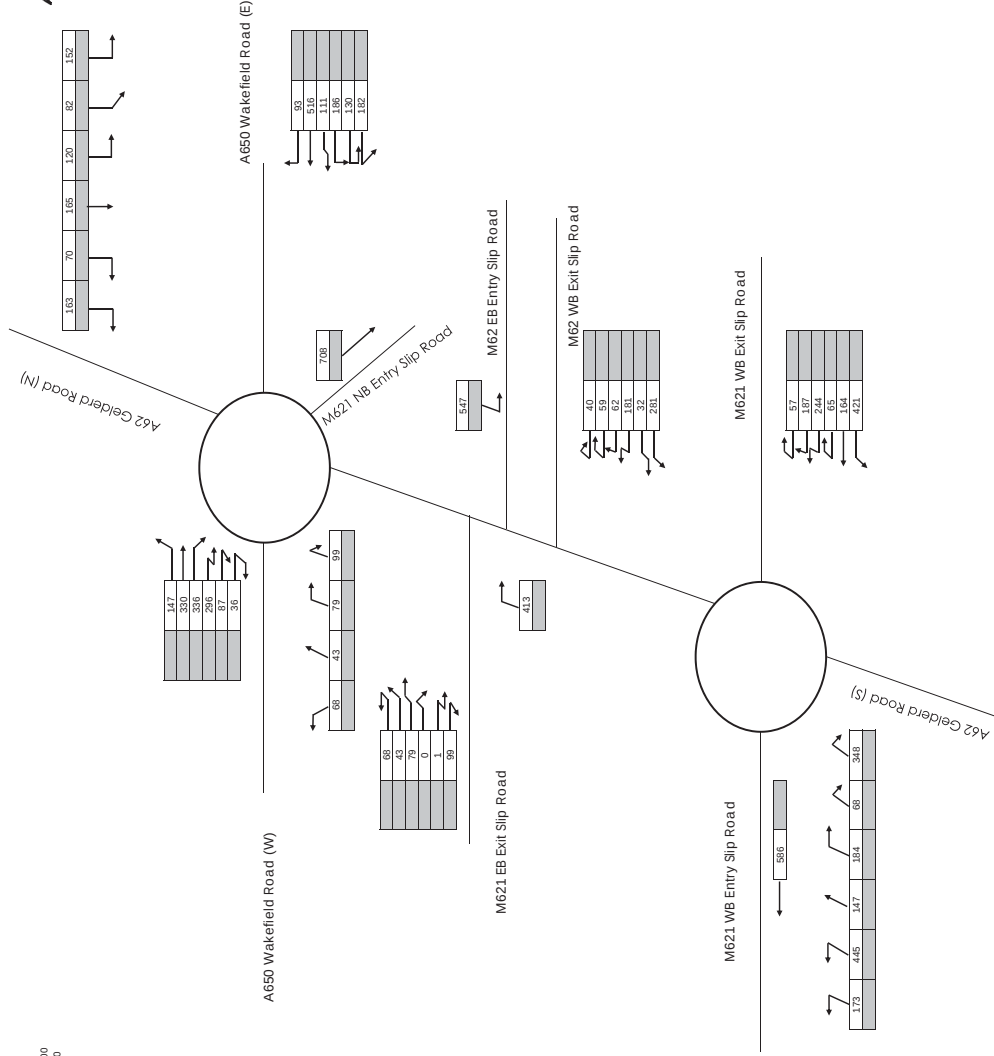
DATE: 15/03/2013

TIME	G TO B			TOT	G TO A			TOT	G TO G			TOT
	LV	HV	PSV		LV	HV	PSV		LV	HV	PSV	
13:00	46	2	0	48	29	1	0	30	0	0	0	0
13:15	42	0	0	42	36	0	0	36	0	0	0	0
13:30	51	5	1	57	24	0	0	24	0	0	0	0
13:45	49	0	0	49	22	0	0	22	0	0	0	0
H/TOT	188	7	1	196	111	1	0	112	0	0	0	0
	188	16.1	2	206.1	111	2.3	0	113.3	0	0	0	0
14:00	51	7	0	58	23	0	0	23	0	0	0	0
14:15	49	10	0	59	25	8	0	33	0	0	0	0
14:30	59	3	0	62	30	2	0	32	0	0	0	0
14:45	62	8	0	70	15	0	0	15	0	0	0	0
H/TOT	221	28	0	249	93	10	0	103	0	0	0	0
	221	64.4	0	285.4	93	23	0	116	0	0	0	0
15:00	101	3	0	104	45	1	0	46	0	0	0	0
15:15	93	2	1	96	37	0	0	37	0	0	0	0
15:30	91	5	0	96	21	4	1	26	0	0	0	0
15:45	79	4	0	83	32	1	0	33	0	0	0	0
H/TOT	364	14	1	379	135	6	1	142	0	0	0	0
	364	32.2	2	398.2	135	13.8	2	150.8	0	0	0	0
16:00	103	5	1	109	29	0	0	29	0	0	0	0
16:15	101	7	0	108	23	1	0	24	0	0	0	0
16:30	131	7	0	138	21	0	0	21	0	0	0	0
16:45	128	3	0	131	18	0	0	18	0	0	0	0
H/TOT	463	22	1	486	91	1	0	92	0	0	0	0
	463	50.6	2	515.6	91	2.3	0	93.3	0	0	0	0
17:00	125	0	0	125	29	0	0	29	0	0	0	0
17:15	102	0	0	102	27	0	0	27	0	0	0	0
17:30	97	7	0	104	10	2	0	12	0	0	0	0
17:45	98	2	0	100	20	1	0	21	0	0	0	0
H/TOT	422	9	0	431	86	3	0	89	0	0	0	0
	422	20.7	0	442.7	86	6.9	0	92.9	0	0	0	0
18:00	102	0	0	102	14	0	0	14	0	0	0	0
18:15	129	6	0	135	18	0	0	18	0	0	0	0
18:30	109	6	0	115	19	0	0	19	0	0	0	0
18:45	89	1	0	90	20	0	0	20	0	0	0	0
H/TOT	429	13	0	442	71	0	0	71	0	0	0	0
	429	29.9	0	458.9	71	0	0	71	0	0	0	0
19:00	75	5	0	80	25	0	0	25	0	0	0	0
19:15	69	6	0	75	27	0	0	27	0	0	0	0
19:30	59	4	0	63	5	0	0	5	0	0	0	0
19:45	42	0	0	42	7	4	0	11	0	0	0	0
H/TOT	245	15	0	260	64	4	0	68	0	0	0	0
	245	34.5	0	279.5	64	9.2	0	73.2	0	0	0	0
P/TOT	3547	223	4	3774	1176	54	2	1232	0	1	0	1

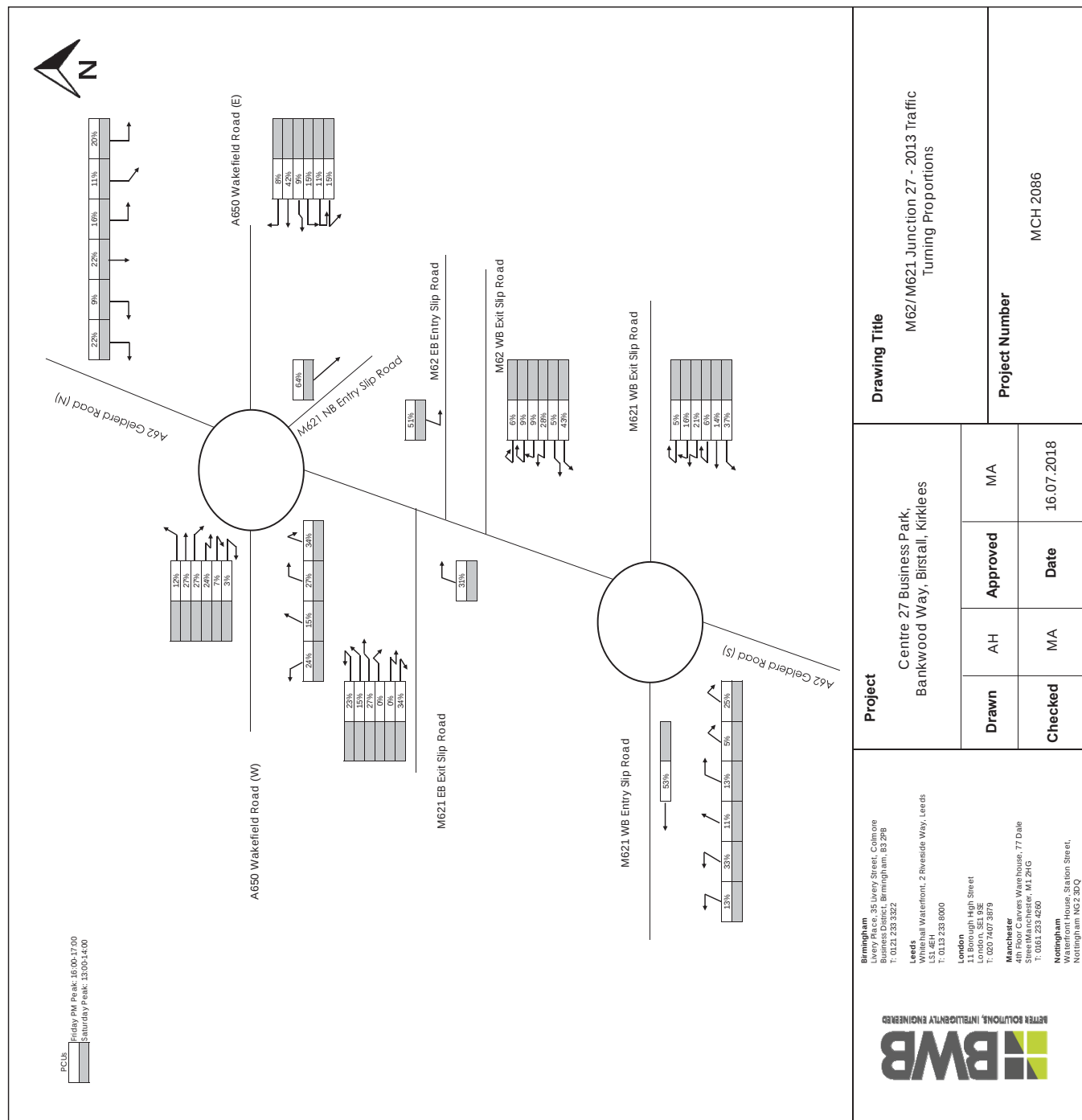
Appendix I

M62/M621 Junction 27 Traffic Movements

PCUs
Friday PM Peak: 16.00-17.00
Saturday Peak: 13.00-14.00

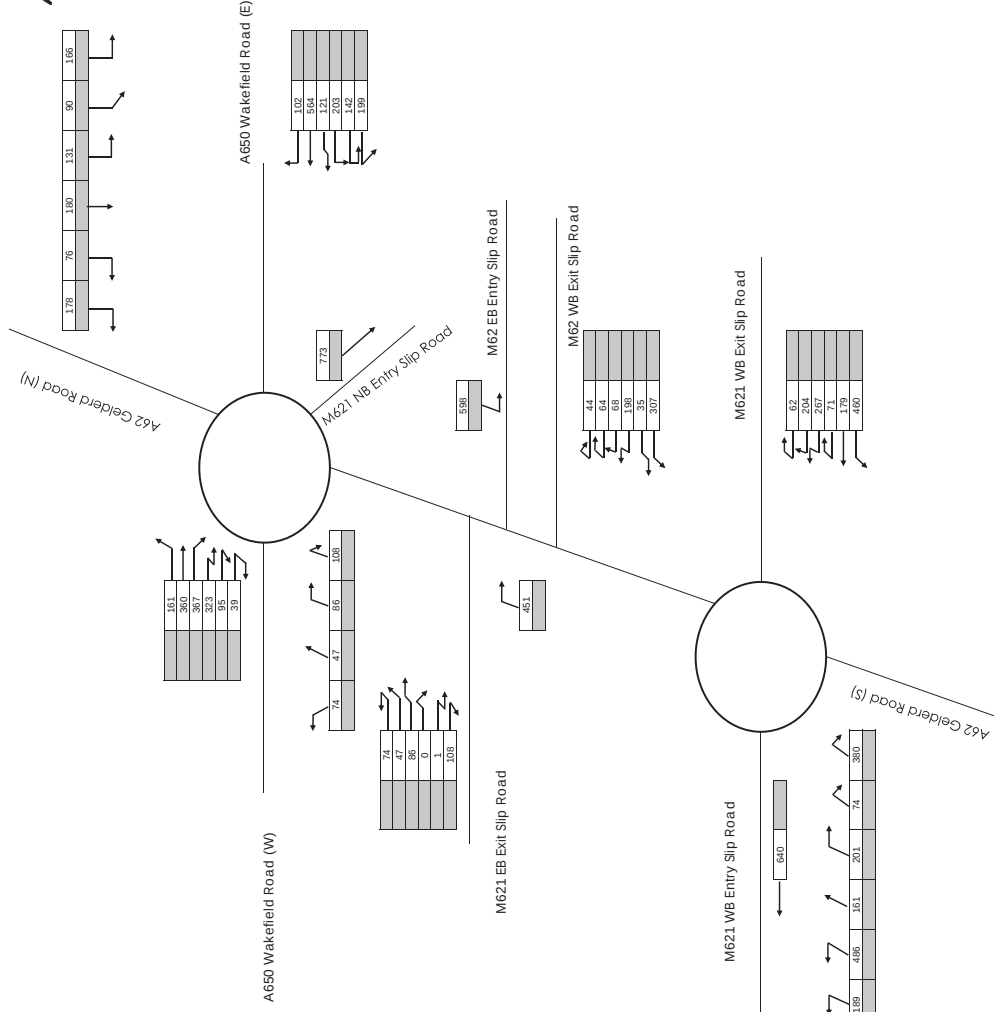


 BETTER SOLUTIONS. INTELLIGENTLY ENGINEERED	Project Centre 27 Business Park, Bankwood Way, Birstall, Kirklees			Drawing Title M62/M621 Junction 27 - 2013 Baseline Traffic Flows	
	Drawn AH	Approved MA	Date 16.07.2018	Project Number MCH 2086	



BWB BETTER SOLUTIONS. INTELLIGENTLY ENGINEERED Birmingham 25, Livers Street, Colmore Business District, Birmingham, B3 2PB T: 0121 233 3322 Leeds Whitehall Waterfront, 2 Riverside Way, Leeds LS1 4EH T: 0113 233 8000 London 11 Borough High Street London, SE1 1BE T: 020 7497 3075 Manchester 4th Floor Carves Warehouse, 77 Dale Street, M4 1DF T: 0161 233 4260 Nottingham Mill House, Station Street, Nottingham NG2 3DQ			
Project	Centre 27 Business Park, Bankwood Way, Birstall, Kirklees		
	Drawn	AH	Approved
Drawing Title	M62/M621 Junction 27 - 2013 Traffic Turning Proportions		
	Project Number		
Checked			MA
Date			16.07.2018
MCH 2086			

PCUs	Friday PM Peak: 16.00-17.00
	Saturday Peak: 13.00-14.00
2013-2018 Growth Factors - Friday PM	
Leeds	1.1210
Kirklees	1.0038
Average	1.0624

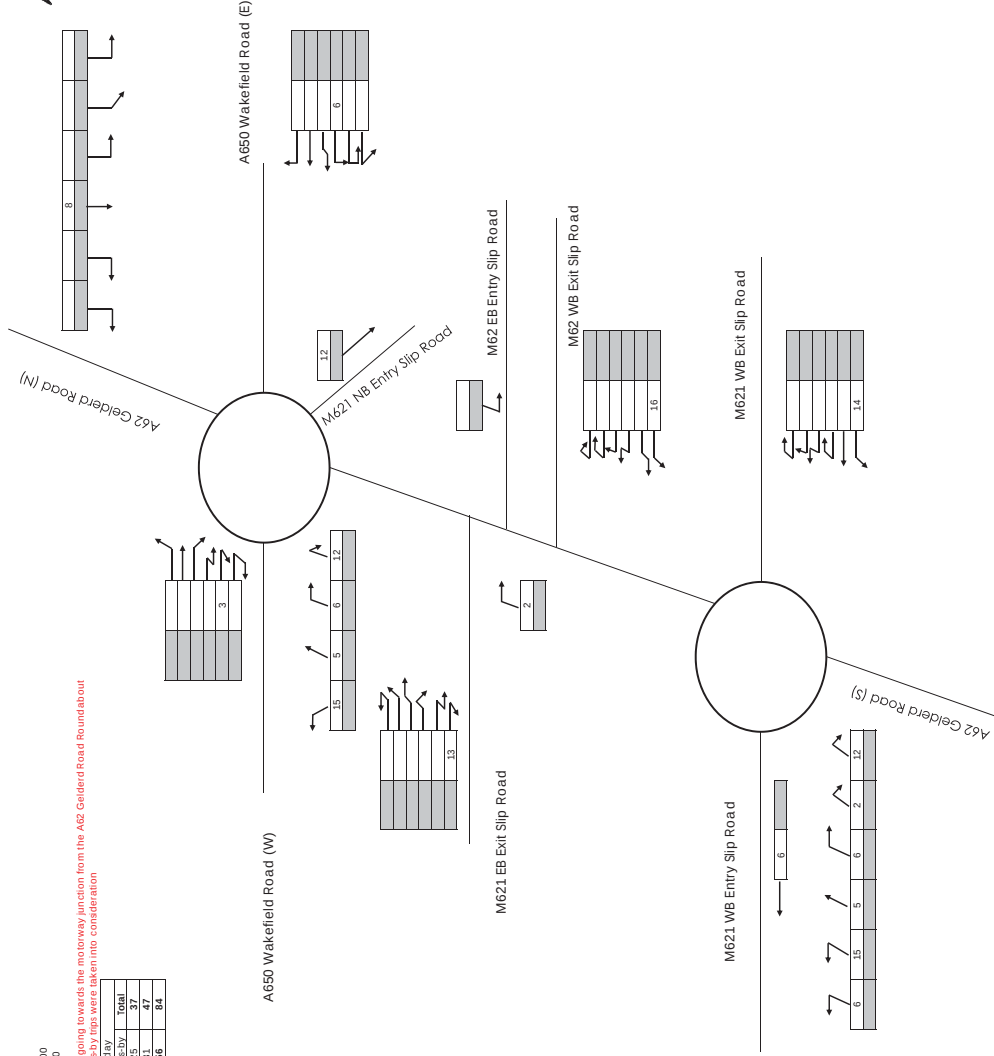


BWB BETTER SOLUTIONS. INTELLIGENTLY ENGINEERED Birmingham: 95 Lupton Street, Colinares Business District, Birmingham, B3 2PB T: 0121 233 3322 Leeds: Wharfedale Waterfront, 2 Riverside Way, Leeds LS1 4EH T: 0113 233 8000 London: 11 Borough High Street, London, SE1 9BE T: 020 7407 3879 Manchester: 4th Floor Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG T: 081 253 4250 Nottingham: Waterfront House, Station Street, Nottingham, NG1 6AQ T: 0115 924 1100	Project			Drawing Title	
	Centre 27 Business Park, Bankwood Way, Birstall, Kirklees			M62/M621 Junction 27 - 2018 Baseline Traffic Flows	
Drawn			Approved	Project Number	
AH			MA	MCH 2086	
Checked			Date		
MA			16.07.2018		

PCUs
Friday PM Peak: 16:00-17:00
Saturday Peak: 13:00-14:00

Note 1 Only development traffic going towards the motorway junction from the A62 Gelderd Road Roundabout
Note 2 Only the primary and pass-by trips were taken into consideration

Primary Trips		Friday		Total
Primary	Pass-by	Primary	Pass-by	
14	25	14	25	39
16	31	16	31	47
Two-way		28	56	84



Birmingham
Unit 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
T: 0121 233 3322

Leeds
Unit 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
T: 0113 233 8000

London
Unit 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
T: 020 7407 3879

Manchester
Unit 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
T: 0201 253 4200

Nottingham
Unit 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
T: 0115 924 1100

Project

Centre 27 Business Park,
Bankwood Way, Birstall, Kirklees

Drawn AH
Checked MA

Approved MA

Date 16.07.2018

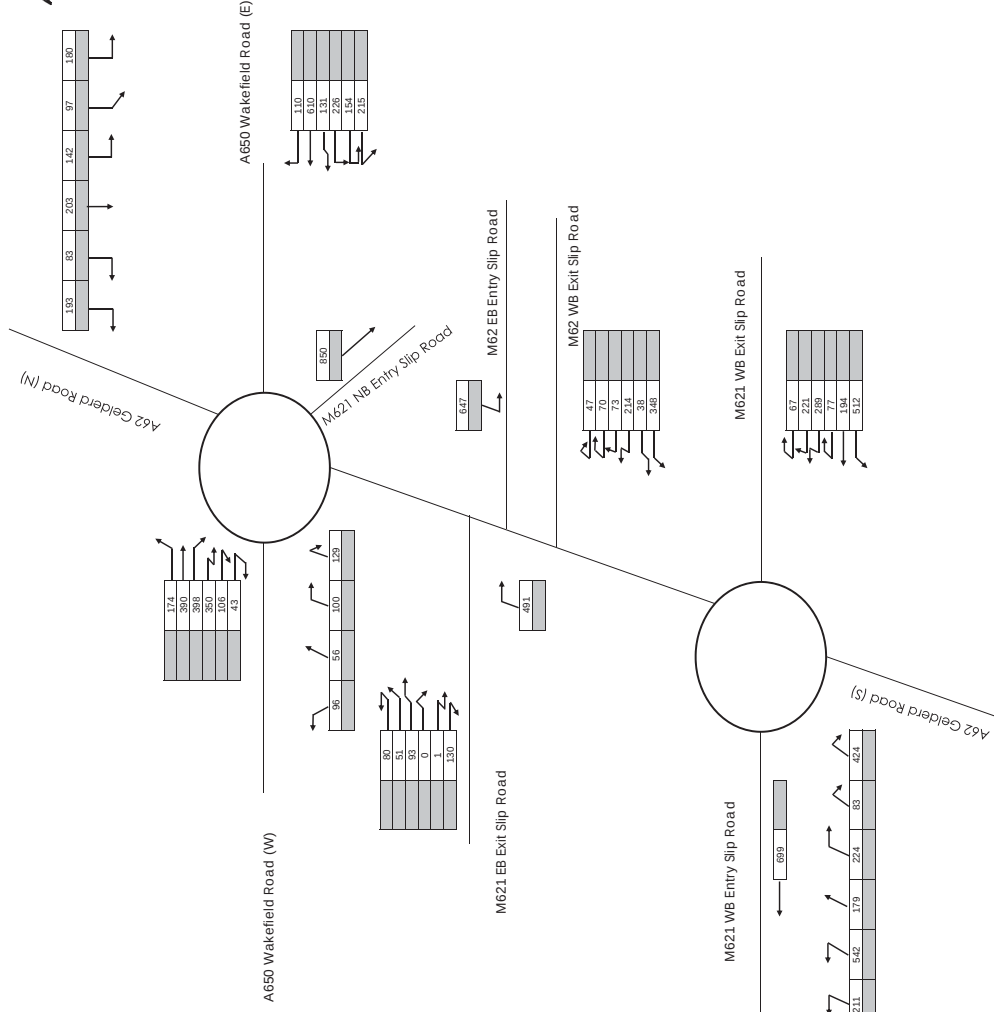
Drawing Title

M62/M621 Junction 27 - Proposed
Development Traffic

Project Number

MCH 2086

PCUs
Friday PM Peak: 16.00-17.00
Saturday Peak: 13.00-14.00



 BETTER SOLUTIONS. INTELLIGENTLY ENGINEERED	Project Centre 27 Business Park, Bankwood Way, Birstall, Kirklees		Drawing Title M62/M621 Junction 27 - 2023 + Proposed Development Traffic Flows	
	Drawn AH	Approved MA	Project Number MCH 2086	
	Checked MA	Date 16.07.2018		

BWB

