



Lindley Moor Road, Lindley Moor

Transport Assessment Addendum No1

December 2023

Project number 2061B

Paragon Highways
Office 20/21 The Rear Walled Garden, Nostell
Estate, Wakefield WF4 1AB

☎ 01924 291536

✉ mail@paragonhighways.com

paragonhighways.com



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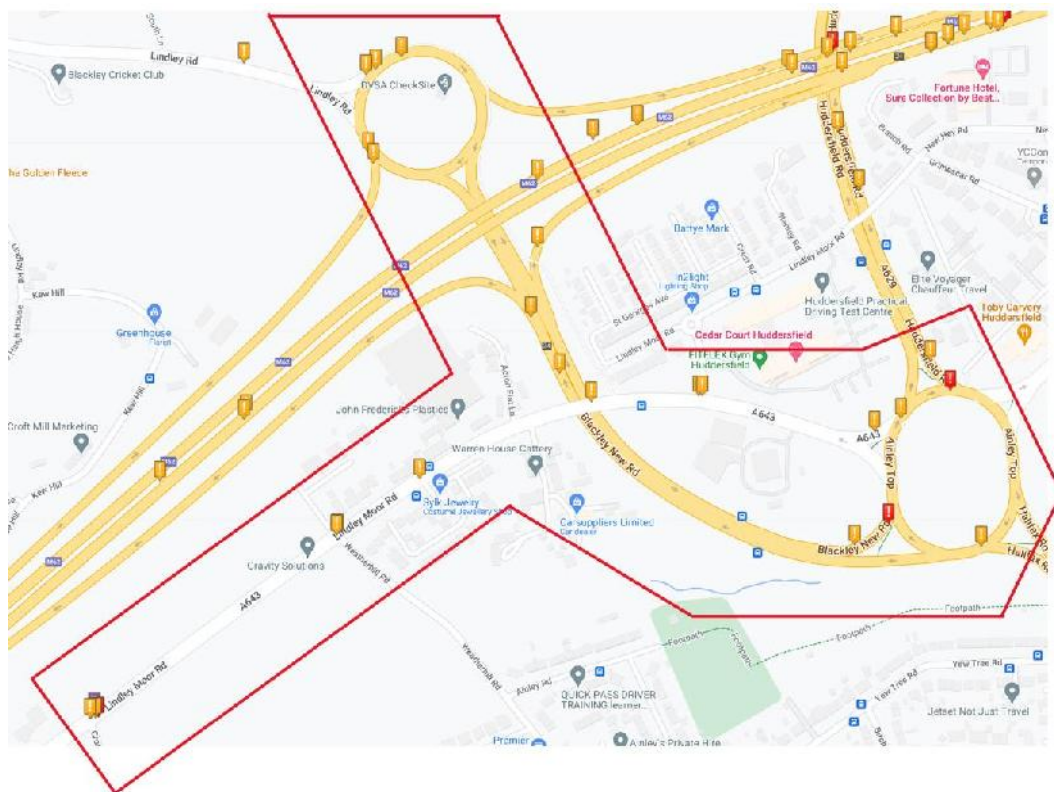
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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Addendum to the Transport Assessment dated April 2022 in relation to the proposed multi-disciplinary development on land off Lindley Moor Road, Lindley.
- 1.2 This Addendum provides further information as a result of the Council's highway consultation response dated 23rd February 2022 and the consultation responses from National Highways dated 28th July 2022 and additional comments dated 27th January 2023.
- 1.3 This Addendum takes into consideration the requirements of DfT Circular 01/2022 and provides further information in terms of road traffic accidents to the SRN (Junction 24 from the site) and junction performance assessments at Ainley Top Roundabout (located to the east of the site) for current and future year scenarios to address concerns raised by National Highways and Kirklees Council's Highway Development Management.
- 1.4 Alterations to the TRICS output have been made to reflect the latest proposals to provide a robust output, and these have been agreed with Kirklees Council's Highways Officer.
- 1.5 Kirklees Council have requested that a pedestrian phase be added to the Crosland Road/ Lindley Moor Road signalised junction. This report provides the amended junction performance calculations so that the impact of the introduction of the pedestrian phase can be measured.

2.0 Road Safety Record

- 2.1 The consultation response from National Highways dated 27th January 2023 requested that the road accident study to include the local network and its connection with the SRN (Junction 24 M62 Motorway).
- 2.2 The collision study should present 5 'normal' operating years, as such the covid years have been omitted (2020 and 2021). The collision study includes the 5 year period between January 2015 and December 2019. The additional study area includes the roads leading to the SRN and include Lindley Moor Road between Crosland Road and Ainley Top roundabout, Ainley Top Roundabout, and Blackley New Road inclusive of its junction with the M62 (Junction 24). The search area can be found below.



- 2.3 Within the study area there have been a total of 29 collisions, with 3 classified as serious and 26 classified as slight. Table 1 below provides a summary of the collisions in terms of date, location and classification.

Reference	Severity	Date / Time	Description
2019136AC0261	Slight	12/10/2019 01:30	The accident occurred during darkness and with dry road surface conditions. The accident occurred on Blackley New Road. The incident involved 2 vehicles. Both vehicles were proceeding normally along the carriageway, not on a bend, when the second vehicle impacted at the front with the nearside or offside crash barrier. The driver of the second vehicle received slight injuries.
2019136AF0279	Slight	15/10/2019 08:18	The accident occurred during daylight with wet or damp road surface conditions. The accident occurred on the Lindley Road slip road. The accident involved a single vehicle which was proceeding normally on a right-hand bend and impacted at the front. The driver of the vehicle received slight injuries.
2019136C40625	Slight	03/12/2019 20:20	The accident occurred during darkness with dry road surface conditions. The accident occurred at the junction of the Halifax Road slip road. The accident involved a motorcycle and a car. The front of the car impacted the back of the motorcycle when slowing down or stopping. The rider of the motorcycle gained slight injuries.
20171341H1169	Slight	17/01/2017 17:15	The accident occurred during darkness with dry road surface conditions on a T-junction off Lindley Moor Road and involved 4 vehicles. The first vehicle's front impacted with second vehicle's back when proceeding normally on the carriageway, causing the front of the third vehicle to crash into the back of the fourth – which were both waiting to turn right.

			The drivers from the second and third vehicles received slight injuries.
20171343F1093	Slight	15/03/2017 15:57	The accident occurred in daylight with dry road surface conditions on the Lindley Moor Road slip road onto the Ainley Top roundabout. The accident involved a motorcycle and a car where the front of the car, proceeding normally along the carriageway, not on a bend, impacted the offside of the motorcycle in the act of turning right. The motorcycle rider sustained slight injuries.
20171343P1503	Slight	25/03/2017 18:55	The accident occurred in darkness with dry road surface conditions close to the junction of Huddersfield Road and Ainley Top roundabout. The first vehicle was proceeding normally along the carriageway, not on a bend, when the front end impacted with the nearside of the second vehicle which was waiting to proceed normally but was held up, and then impacted with a road sign. Two passengers from the first vehicle gained slight injuries.
20171346D1331	Slight	13/06/2017 16:28	The accident occurred in daylight with dry road surface conditions on the Lindley Road slip road onto the roundabout with Blackley New Road. The accident involved two cars, both proceeding normally along the carriageway, not on a bend. The front end of the first vehicle impacted with the back end of the second vehicle. Both drivers received slight injuries.
20171349Q1151	Serious	26/09/2017 16:10	The accident occurred in daylight with dry road surface conditions on the northern edge of the Ainley Top roundabout. The accident involved two vehicles. The first vehicle was in the process of slowing down or stopping and the second was waiting to proceed normally but was held up. The front of the first vehicle impacted with the back of the second vehicle. The driver of the first vehicle received slight injuries while the passenger sustained serious injuries.

20181353A1715	Serious	10/03/2018 19:20	The accident occurred in daylight in wet or damp road surface conditions on the Blackley New Road slip road onto Ainley Top roundabout. The accident involved two cars and a van. The first car was proceeding normally along the carriageway, not on a bend, and the van and second car were parked in the carriageway. All three vehicles impacted at the front ends. The passenger of the first car and the van received slight injuries.
20181359P0299	Slight	25/09/2018 07:40	The accident occurred in daylight with dry road surface conditions on a T-junction leading to an estate off Lindley Moor Road. The accident involved a car and a bicycle. The offside of the car, which was in the act of turning left, impacted with the front end of the bicycle, which was proceeding normally along the carriageway, not on a bend. The rider of the bicycle received slight injuries.
20191367C0218	Slight	12/07/2019 04:50	The accident occurred in daylight under dry road surface conditions on the Lindley Road / Blackley New Road roundabout. The accident involved a single vehicle which was proceeding normally along the carriageway, not on a bend, when the front end impacted with a road sign / traffic signal on the central island of the roundabout. The driver received slight injuries.
2017134510257	Slight	01/05/2017 05.40	The accident occurred in darkness on dry road surface conditions at the junction of Stirling Wood Close and Lindley Moor Road. The accident involved 3 vehicles. The first vehicle was parked in the carriageway, the second vehicle was proceeding normally along the carriageway, not on a bend, and the third vehicle was parked in the carriageway. The front end of the second vehicle impacted the nearside of the first vehicle.

			The driver of the first vehicle and passenger of the second vehicle received slight injuries.
2017134860455	Slight	06/08/2017 07.40	The accident occurred in daylight hours on dry road surface on the overpass over Blackley New Road. The accident involved 2 vehicles and occurred when the first vehicle, which was proceeding normally along the carriageway, not on a bend, impacted with the back end of the second vehicle which was parked in the carriageway. The driver of the first vehicle received slight injuries.
20181358V1235	Slight	31/08/2018 14.50	The accident occurred in the daylight on a dry road surface on Lindley Moor Road. The incident involved 1 vehicle and occurred when the car was proceeding normally along the carriageway, not on a bend, and the offside made an impact with a pedestrian, whose location is unknown. The pedestrian received slight injuries.
2016133120492	Slight	02/01/2016 12.21	The accident occurred in daylight on a wet or damp road surface on Lindley Moor Road and involved 2 vehicles. The first vehicle was in the act of turning right and the second vehicle was proceeding normally along the carriageway, not on a bend, when the front end of the first car made impact with the nearside of the second car. The drivers of both cars and the passenger of the second car received slight injuries.
20161332E1203	Slight	14/02/2016 18.00	The accident occurred in daylight on a wet or damp road surface at the junction of Lindley Moor Road and Crosland Road. The incident involved 2 vehicles and occurred when the first car was moving off and the motorcycle was proceeding normally along the carriageway. The rider of the motorcycle received slight injuries, possibly from falling off the motorcycle.
2015132C80188	Slight	08/12/2015 06.50	The accident occurred in darkness on dry road surface conditions at the junction of Lindley Moor Road and Crosland Road.

			The incident involved 2 vehicles and occurred when the first car was in the act of turning right and the second car was proceeding normally along the carriageway, not on a bend. The front end of the first vehicle made an impact with the nearside of the second vehicle. The passenger of the second vehicle received slight injuries.
2017134C10783	Slight	01/12/2017 13.13	The accident occurred in daylight on dry road surface conditions at the junction of Lindley Moor Road and Crosland Road. The incident involved 1 vehicle which made impact with a wall/fence at the front end. Both the driver and passenger received slight injuries.
20181351A1334	Slight	10/01/2018 17.30	The accident occurred in darkness on wet or damp road surface conditions at the junction between Lindley Moor Road and Crosland Road, and involved 2 vehicles. The first vehicle was proceeding normally along the carriageway, not on a bend, and the second vehicle was waiting to turn right. Both vehicles impacted at the front and both drivers received slight injuries.
20161338N0310	Slight	23/08/2016 07.45	The accident occurred in daylight on dry road surface conditions at the junction of Lindley Moor Road and Crosland Road. It involved one car and one goods vehicle weighing over 7.5tonnes. The goods vehicle was proceeding normally along the carriageway, not on a bend, when the front end made impact with the front end of the car which was in the act of turning right. The driver of the car received slight injuries.
20191368S0980	Serious	28/08/2019 14.40	The accident occurred in daylight on dry road surface conditions at the junction of Lindley Moor Road and Crosland Road. It involved 1 car which was proceeding normally along the carriageway, not on a bend, when the front end made impact with a pedestrian who was crossing in the carriageway. The pedestrian received serious injuries.

2019136941396	Slight	04/09/2019 17.50	The accident occurred in daylight on wet/damp road conditions at the junction of Lindley Moor Road and Weather Hill Road. It involved 2 cars – the first was in the act of turning right and the second was proceeding normally along the carriageway, not on a bend. Both cars made an impact from the front. Both drivers and the passenger of the second car received slight injuries.
20161332K1253	Slight	20/02/2016 18.15	The accident occurred in darkness on dry road surface conditions at the junction of Lindley Moor Road and Weather Hill Road. It involved a van or goods vehicle 3.5tonnes or under and a car. Both vehicles were proceeding normally along the carriageway, not on a bend, when the front of the car made impact with the nearside of the van. Both drivers received slight injuries.
2016133160279	Slight	06/01/2016 08.30	The accident occurred in daylight on wet/damp road surface conditions at the junction of Lindley Moor Road/ Blackley New Road roundabout and involved 2 cars and a motorcycle. The first car was in the act of turning right and the motorcycle and second car were proceeding normally along the carriageway, not on a bend. The motorcycle made impact at the front with an unknown object and the rider received slight injuries.
2017134510257	Slight	01/05/2017 05.40	The accident occurred in darkness on dry road conditions close to the junction of Lindley Moor Road and Stirling Wood Close. It involved 3 cars. The first and third cars were parked in the carriageway and the second was proceeding normally along the carriageway, not on a bend. The front end of the second car made impact with the nearside of the first car. The driver of the first car and the passenger of the second car received slight injuries.
20151323B1183	Slight	11/03/2015 17.05	The accident occurred in daylight on wet/damp road conditions to the north of Ainley Top roundabout and involved 3

			cars. The first car was slowing down or stopping and the second and third cars were proceeding normally along the carriageway, not on a bend. The back ends of the second car and third car made impact. All three drivers received slight injuries.
20161331I0847	Slight	18/01/2016 14.33	The accident occurred in daylight on dry road surface conditions on Blackley New Road, close to its junction with the Ainley Top roundabout. It involved two cars, both of which were slowing down or stopping. The front end of the first car made impact with the back end of the second car and the driver of the second car received slight injuries.
20161338J0589	Slight	19/08/2016 11.20	The accident occurred in daylight on wet or damp road surfaces on Blackley New Road and involved two cars. The first car was slowing down or stopping and the second car was proceeding normally along the carriageway, not on a bend, when the front end of the second car made impact with the back end of the first car. The driver of the first car received slight injuries.
20151326A0197	Slight	10/06/2015 06.30	The accident occurred in daylight on dry road surface conditions on the sliproad of the Lindley Moor Road / Blackley New Road roundabout. It involved a car and a bicycle. Both vehicles were proceeding normally along the carriageway, not on a bend, when the front end of the car made impact with the rear end of the bicycle. The rider of the bicycle received slight injuries.

Table 1 – Collision Summary to SRN

- 2.4 As can be seen 20 of the collisions occurred during the day at differing times of the day. During the hours of darkness there were 9 collisions, with a single collision along Blackley New Road, Halifax Road arm of Ainley Top and the Huddersfield Road arm of Ainley Top. There was a total of 6 collisions during the hours of darkness along Lindley Moor Road between the site and the Ainley Top roundabout junction. All but one of the above collisions occurred during dry road surface conditions.
- 2.5 From the table above, it can be seen that during daylight hours there were:
- 5 collisions that occurred at the Lindley Moor Road/ Junction 24 roundabout
 - 1 collision that occurred on the Lindley Moor Road arm with Ainley Top roundabout,
 - 2 collisions on the north side circulating area of Ainley Top roundabout
 - 2 collisions on the Blackley New Road arm of Ainley Top roundabout
 - 9 collisions on Lindley Moor Road
 - 1 collision on Blackley Moor Road
- 2.6 It can be seen that of the above 20 collisions, 8 occurred during wet or damp conditions.
- 2.7 For the majority of the collisions these are located at separate locations with no patterns or trends of any significance. However, the collision data shows that there were 6 collisions at the Lindley Moor Road/ Crosland Road junction.

- 2.8 The collisions at this junction included a car colliding with a pedestrian, a car turning right across the path of an oncoming car, a car colliding with a fence or wall, a rider falling from their motorcycle, and 2 incidents where an oncoming vehicle on Lindley Moor Road collided with a vehicle waiting to turn right. Given the collision descriptions it is considered that these were disparate events at different times, and lighting conditions.
- 2.9 Overall, it is considered that the amended collision data from the SRN to the site, does not identify any common causations or trends of any significance that would be a cause for concern given the proposed increase in traffic as a result of the development proposals.

3.0 DfT Circular 01/2022

- 3.1 Government guidance within this policy paper provides the policies with regard to strategic road network (SRN) and the delivery of sustainable development.
- 3.2 Local planning authorities and development promoters are encouraged to identify any potential impacts on the SRN that may result from development proposals and discuss at the earliest opportunity.
- 3.3 This policy paper advises that a Transport Assessment must consider the existing and forecast levels of traffic on the SRN, alongside any additional trips from committed developments that would impact the same section (link or junction) as the proposed development. An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of the proposed development.
- 3.4 It is considered that the information provided complies with the requirements of Circular 01/22, with assessments carried out during the current and future year scenarios for the SRN signals junction at Ainley Top. The findings are provided within Section 6 of this report using the agreed junction timings to mitigate against the proposed development traffic for the current and future year.

4.0 Traffic Generations

- 4.1 The proposals have been changed to include trade counters, industrial use, warehouse use, supermarket/ convenience store, and restaurant use.
- 4.2 To provide a robust assessment Units F and G have been considered as parcel distribution centres, as requested by National Highways.
- 4.3 The TRICS data base has been interrogated to provide the generations associated with the proposed uses for the network peak hours (8am to 9am and 5pm to 6pm). The TRICS output can be found at Appendix B and are summarised below: -

	Arrive	Departure	Two Way
AM Peak	16.48	3.53	19.93
PM Peak	1.11	12.59	13.70

Table 2: Traffic Generations – Units A and H to N - Industrial Use

	Arrive	Departure	Two Way
AM Peak	34.97	35.74	70.72
PM Peak	37.28	36.25	73.54

Table 3: Traffic Generations – Unit B – Convenience Store

	Arrive	Departure	Two Way
AM Peak	9.08	6.81	15.89
PM Peak	22.45	10.94	33.40

Table 4: Traffic Generations – Unit C – Restaurant

	Arrive	Departure	Two Way
AM Peak	29.36	26.68	56.03
PM Peak	22.42	26.16	48.58

Table 5: Traffic Generations – Units D, Da, E – Trade Counters

	Arrive	Departure	Two Way
AM Peak	25.71	25.39	51.10
PM Peak	22.38	34.69	57.07

Table 6: Traffic Generations – Units F and G – Parcel Distribution Centres

	Arrive	Departure	Two Way
AM Peak	16.83	3.62	20.45
PM Peak	1.14	12.92	14.06

Table 7: Traffic Generations – Unit P – Industrial

	Arrive	Departure	Two Way
AM Peak	132.43	101.77	234.20
PM Peak	106.78	133.55	240.33

Table 8: Total Traffic Generations (8am to 9am and 5pm to 6pm)

- 4.4 As can be seen from the table above the development would generate between 234 and 240 trips during the network peak hours.
- 4.5 It should be noted that the TRICS output and generations above have been agreed with Kirklees Council's Highways Officer.
- 4.6 The distribution of development traffic to the SRN is included at Appendix C and provides the impact of each of the proposed uses on the SRN.

- 4.7 National Highways have requested that a first principles approach be adopted in determining the traffic generations for the site. This is not possible as there is no end user for the proposed units.
- 4.8 The Council's Highways Officer has advised that the TRICS output should be used for all junction performance assessments.
- 4.9 This Addendum will consider the junction performance of Ainley Top Roundabout, and as part of scoping discussions with the Council's UTC Officer it has been agreed to assess the additional peak hours of between 7am and 8am, and between 4pm and 5pm. To provide traffic generations for these additional peak hours it has been necessary to interrogate the national TRICS database and details of the trips rates can be found at Appendix B. The tables below identify the traffic generations for the additional peak hours (7am to 8am, and between 4pm and 5pm).

	Arrive	Departure	Two Way
AM Peak	16.87	2.51	19.38
PM Peak	2.28	16.40	18.68

Table 9: Traffic Generations – Units A and H to N - Industrial Use

	Arrive	Departure	Two Way
AM Peak	27.52	26.74	54.36
PM Peak	25.20	24.95	50.15

Table 10: Traffic Generations – Unit B – Convenience Store

	Arrive	Departure	Two Way
AM Peak	0.00	0.00	0.00
PM Peak	11.23	12.96	24.19

Table 11: Traffic Generations – Unit C – Restaurant

	Arrive	Departure	Two Way
AM Peak	22.95	21.35	44.30
PM Peak	37.90	35.76	73.66

Table 12: Traffic Generations – Units D, Da, E – Trade Counters

	Arrive	Departure	Two Way
AM Peak	42.17	24.10	66.27
PM Peak	31.09	28.08	59.17

Table 13: Traffic Generations – Units F and G – Parcel Distribution Centres

	Arrive	Departure	Two Way
AM Peak	17.31	2.58	19.89
PM Peak	2.34	16.83	19.17

Table 14: Traffic Generations – Unit P – Industrial

	Arrive	Departure	Two Way
AM Peak	126.82	77.28	204.10
PM Peak	110.04	134.98	245.02

Table 15: Total Traffic Generations (7am to 8am and 4pm to 5pm)

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- 4.10 As can be seen from the table above, the additional peaks of 7am to 8am and 4pm to 5pm would generate between 204 and 245 movements. When compared to the traditional peaks of 8am to 9am and between 5pm and 6pm, the additional peaks provide 30 less trips during the morning peak and an additional 5 trips during the evening peak. The distribution of the additional peak hours to the SRN are included at Appendix C.

5.0 Parking Provision

- 5.1 The Transport Assessment provided information on car parking justification for Unit P and provided a maximum parking accumulation of 51 spaces.
- 5.2 The first principles approach for Unit P is not possible as there is no end user.
- 5.3 The development of Unit P proposes a total of 72 car parking spaces including 4no disabled spaces and 7 EV charging spaces. Therefore, the parking provision proposed should easily cater for the demand based on TRICS accumulations.

6.0 Junction Capacity Assessment

- 6.1 The Transport Assessment included capacity assessments at the proposed site access, the Crosland Road/ Lindley Moor Road signals junction and the Weatherhill Road/ Lindley Moor Road crossroads junction. The assessments included the application year (2022) and the future year (2032) during the morning and evening peak hours. The assessments included the with and without development traffic scenarios at these existing junctions.
- 6.2 The development has been amended to omit café and takeaways and now includes trade counters. Subsequently, the traffic generations have changed slightly and it is necessary to appraise junction performance based on the updated traffic generations identified at Table 8 above. The amended traffic flows for the above junctions can be found at Appendix D.

Site Access

- 6.3 A capacity assessment has been carried out for this junction using the PICADY computer program. We have modelled the junction in the morning peak and evening peak periods for both the application year (2022) and future year (2032) for both the morning peak (between 8am and 9am) and evening peak (between 5pm and 6pm).
- 6.4 The results of the PICADY assessment are included at Appendix E and are summarised in the table below.

	AM Peak		PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
2022				
Site Access Left Turn	0.08	0.1	0.17	0.2
Site Access Right Turn	0.25	0.4	0.55	1.3
Lindley Moor Road Right Turn	0.09	0.1	0.10	0.1
2032				
Site Access Left Turn	0.08	0.1	0.36	0.6
Site Access Right Turn	0.29	0.4	0.77	2.9
Lindley Moor Road Right Turn	0.09	0.1	0.11	0.1

Table 16: PICADY – Site Access Junction

6.5 From the above analyses it can be seen that the junction will operate well within the normal requirements for the Ratio of Flow to Capacity (RFC value less than 0.85) during the 2022 and 2032 flow scenarios in the weekday AM and PM peak periods. The queue lengths along the proposed right turn lane would be less than 1 PCU, and queue lengths of up to 3 PCUs for vehicles turning right onto Lindley Moor Road from the site.

Weatherhill Road/ A643 Lindley Moor Road/ Kew Hill Crossroads

6.6 A capacity assessment has been carried out for this junction using the PICADY computer program. We have modelled the junction in the morning peak and evening peak periods for both the application year (2022) and future year (2032) for both the morning peak (between 8am and 9am) and evening peak (between 5pm and 6pm).

6.7 The results of the PICADY assessment are included at Appendix F and are summarised in the table below: -

	AM Peak		PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
2022 – No Development				
Weatherhill Road	0.28	0.4	0.34	0.6
Lindley Moor Road (east)	0.00	0.0	0.00	0.0
Kew Hill	0.00	0.0	0.00	0.0
Lindley Moor Road (west)	0.32	1.2	0.23	0.9
2022 – With Development				
Weatherhill Road	0.31	0.5	0.40	0.7
Lindley Moor Road (east)	0.00	0.0	0.00	0.0
Kew Hill	0.00	0.0	0.00	0.0
Lindley Moor Road (west)	0.37	1.6	0.28	1.2
2032 – No Development				
Weatherhill Road	0.34	0.6	0.47	1.0
Lindley Moor Road (east)	0.00	0.0	0.00	0.0
Kew Hill	0.00	0.0	0.00	0.0
Lindley Moor Road (west)	0.41	1.8	0.30	1.4
2032 – With Development				
Weatherhill Road	0.39	0.7	0.57	1.4
Lindley Moor Road (east)	0.00	0.0	0.00	0.0
Kew Hill	0.00	0.0	0.00	0.0
Lindley Moor Road (west)	0.47	2.5	0.36	1.8

Table 17: PICADY – Weatherhill Road/ Lindley Moor Road/ Kew Hill Junction

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- 6.8 From the above analyses it can be seen that the junction will operate well within the normal requirements for the Ratio of Flow to Capacity (RFC value less than 0.85) during the 2022 and 2032 (with and without development traffic) flow scenarios in the weekday AM and PM peak periods.
- 6.9 The table above demonstrates that the introduction of the development traffic would not provide a significant impact on junction performance in terms of both RFC and queue lengths, with the latter not exceeding 3 PCUs on the west arm of Lindley Moor Road. It should be noted that no vehicular traffic movements were recorded from Kew Hill during the times of the survey.

Crosland Road/ A643 Lindley Moor Road

- 6.10 As part of Kirklees Council's HDM consultation response dated 23/02/23 it was requested that a pedestrian phase be added to the signals junctions at Crosland Road to assist pedestrian access to the site frontage.
- 6.11 We have carried out a LinSig assessment of this junction using the revised traffic generations identified at Table 8 for the 2022 and 2032 with and without development scenarios during the morning peak (between 8am and 9am) and evening peak (between 5pm and 6pm). The pedestrian phase includes a crossing point on Crosland Road and Lindley Moor Road. The results of the LinSig model is summarised below in Tables 18 and 19 below and the output is included at Appendix G.

Link	2022 AM		2022 AM + DEV		2032 AM		2032 AM + DEV	
	% SAT	MMQ	%S AT	MMQ	% SAT	MMQ	% SAT	MMQ
Lindley Moor Road (westbound)								
Ahead Left	51.1	11.6	58.2	13.6	57.0	13.5	63.4	15.7
Lindley Moor Road (eastbound)								
Ahead Right	59.6	13.6	64.2	15.4	66.4	16.5	70.4	18.4
Crosland Road Right	60.0	6.1	62.5	7.0	66.9	7.1	70.6	8.1
	PRC	49.9%	PRC	40.3%	PRC	34.5%	PRC	27.5%

Table 18: LinSig Summary AM (2022 & 2032)

Link	2022 PM		2022 PM + DEV		2032 PM		2032 PM + DEV	
	% SAT	MMQ	% SAT	MMQ	% SAT	MMQ	% SAT	MMQ
Lindley Moor Road (westbound)								
Ahead Left	90.5	35.0	95.9	43.0	101.3	61.4	106.8	89.7
Lindley Moor Road (eastbound)								
Ahead Right	51.2	6.5	59.5	6.9	93.6	8.6	93.6	8.7
Crosland Road Right	83.2	7.1	90.1	9.4	93.2	10.2	99.3	14.6
	PRC	-0.6%	PRC	-6.6%	PRC	-12.5%	PRC	-18.7%

Table 19: LinSig Summary PM (2022 & 2032)

- 6.12 As can be seen the introduction of the pedestrian phase for the morning peak period does not have an adverse impact on junction performance with all of the morning flow scenarios being accommodated with a degree of saturation less than 90% on all arms of the junction. The introduction of development traffic would result in an increase in queue length of around 2 PCUs and a reduction in PRC of around 9.6%.

-
- 6.13 It is noted that comparing the AM scenarios with those provided as part of the Transport Assessment, the introduction of the pedestrian phase would reduce the PRC by 19%.
- 6.14 In terms of the evening peak scenarios, during the 2022 with and without development traffic Lindley Moor Road westbound and Crosland Road right turn exceed the DofS of over 90%, with the development traffic reducing PRC by a further 6%. When compared to the previous assessment in the Transport Assessment the introduction of a pedestrian phase would reduce PRC up to 6.9% during the 2022 scenarios.
- 6.15 For the future year 2032 scenario without development traffic, the introduction of a pedestrian phase would increase the DofS to over 100% on the Lindley Moor Road westbound arm and therefore exceeds junction capacity. As such the introduction of development traffic would decrease PRC by 6.2% and potentially increase max queue lengths by 28 PCUs on the Lindley Moor Road westbound arm due to the junction already failing to accommodate 2032 PM flows. When compared to the previous assessment within the Transport Assessment, the introduction of a pedestrian phase would reduce the PRC values during the 2032 PM scenarios from 8.4% and 8.7%.
- 6.16 It is considered that the traffic growth and in particular the introduction of a pedestrian phase has the largest impact on the junction, providing substantial increases on the DofS and large reductions in PRC. From the above analysis the development traffic does not appear to provide a significant impact on the operation of the junction. It is considered that given the impact on capacity during the 2032 PM flow scenarios a pedestrian phase should not be implemented.

Ainley Top Roundabout

- 6.17 The consultation response from National Highways and Kirklees Council required an assessment of junction performance at the Ainley Top signalised roundabout. To assist the modelling of this junction Kirklees Council have provided LinSig files of previous assessments at the junction. Due to the quality of the assessments carried out Kirklees Council have advised that the data and assessment parameters be validated.
- 6.18 As part of the information provided a traffic survey for Ainley Top has been provided, which is a classified count carried out in March 2022. The survey data has been converted to PCU values and is included at Appendix H.
- 6.19 The Council's UTC Officer has provided information on how the existing junction operates including fixed time UTC control and the signal timings. An initial appraisal of the existing LinSig model produced on behalf of National Highways has been provided by the Council to enable scrutiny of the model to enable validation.
- 6.20 It should be noted that contrary to the LinSig model carried out on behalf of National Highways, PCU information has been used rather than vehicle numbers.
- 6.21 The traffic flows for the Ainley Top junction are included at Appendix D.
- 6.22 Considering all the information received from the Council's UTC officer including signal timings and parameters to be used, we have modelled the junction during the early AM peak (7am to 8am), AM peak (8am to 9am), early PM peak (4pm to 5pm) and PM peak (5pm to 6pm). Therefore, the modelling includes the following scenarios: -
- | | |
|------------|---|
| Scenario 1 | 2022 Early AM (7am to 8am) |
| Scenario 2 | 2022 Early AM (7am to 8am) with development traffic |
| Scenario 3 | 2032 Early AM (7am to 8am) |
| Scenario 4 | 2032 Early AM (7am to 8am) with development traffic |

Scenario 5	2022 AM Peak Base (8am to 9am)
Scenario 6	2022 AM Peak Base (8am to 9am) with development traffic
Scenario 7	2032 AM Peak (8am to 9am)
Scenario 8	2032 AM Peak (8am to 9am) with development traffic
Scenario 9	2022 Early PM (4pm to 5pm)
Scenario 10	2022 Early PM (4pm to 5pm) with development traffic
Scenario 11	2032 Early PM (4pm to 5pm)
Scenario 12	2032 Early PM (4pm to 5pm) with development traffic
Scenario 13	2022 PM Peak Base (5pm to 6pm)
Scenario 14	2022 PM Peak Base (5pm to 6pm) with development traffic
Scenario 15	2032 PM Peak (5pm to 6pm)
Scenario 16	2032 PM Peak (5pm to 6pm) with development traffic

6.23 The modelling initially included the current signal timings provided by Kirklees Council, which resulted in the Lindley Moor approach to the roundabout struggling to cope with the traffic demand in the future years. Small alterations to the signal timings have shown that improvements can be made to the efficiency of the Lindley Moor Road approach to increase green time by 1 second with no detrimental effect upon the operation of the upstream circulatory traffic. The modelling below includes the adjusted signal timings that have been agreed by Kirklees UTC to optimise the junction and mitigate against future development traffic. We have used the LinSig program for modelling, which is included at Appendix I and summarised below.

Link	2022 (7-8AM)		2022 (7-8AM) + DEV		2032 (7-8AM)		2032 (7-8AM) + DEV	
	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ
A629 Huddersfield Road Ahead Left	84.1	10.9	84.1	10.9	93.1	15.3	93.1	15.3
A629 Huddersfield Road Ahead	85.3	11.3	87.2	12.0	94.4	16.2	96.2	17.9
Ahead	30.9	4.3	31.7	4.4	34.0	4.5	34.2	4.6

Right	61.6 : 61.6	5.1	64.1 : 64.1	5.5	67.3 : 68.1	5.9	68.7 : 68.7	6.5
A629 Blackley New Road Left Left2	91.6	16.5	92.5	17.0	101.3	31.2	102.7	35.5
A629 Blackley New Road Left	91.6	16.5	92.6	17.1	101.4	31.5	102.8	35.9
A643 Brighthouse Road Left Left2	92.8 : 92.8	9.6	95.5 : 95.1	11.4	102.6 : 102.3	21.4	105.0 : 105.0	26.9
Ahead	64.9	14.7	66.1	14.7	71.3	16.1	72.0	16.0
Right	52.5 : 52.5	0.7	54.2 : 54.2	0.8	58.0 : 58.0	0.9	59.1 : 59.3	0.9
A629 Halifax Road Ahead Ahead2	90.3 : 90.3	14.5	94.3 : 94.3	18.0	99.7 : 99.7	29.9	103.8 : 103.8	50.8
Right	51.2	6.3	52.9	6.8	56.1	7.4	56.8	7.6
Right Right2	70.7	8.5	73.4	9.1	77.7	10.1	79.5	10.6
Right	11.7	0.7	11.7	0.7	12.6	0.7	12.3	0.7
Ahead	27.5	2.7	33.5	3.5	30.2	3.2	35.6	4.0
Right	51.2 : 51.2	5.5	51.2 : 51.2	5.5	56.4 : 56.5	6.4	55.6 : 55.7	6.5
A643 Lindley Moor Road Ahead Left	89.8 : 89.8	10.8	93.1 : 93.1	12.9	99.4 : 99.4	20.8	102.7 : 102.7	30.7
Ahead	56.8	2.5	56.0	2.5	61.9	3.1	60.1	2.5
Right Ahead	71.5 : 71.5	3.0	72.1 : 72.1	3.0	78.5 : 78.0	4.3	78.4 : 77.9	4.3
Brighthouse Road Exit Ahead	33.2	1.9	33.9	1.9	36.6	2.7	36.7	2.7
Halifax Road Exit Ahead	81.9	20.2	83.3	20.7	89.9	23.9	90.3	24.2
Blackley New Road Exit Ahead	61.3	11.8	62.5	12.1	67.5	13.4	67.0%	13.3
Blackley New Road Exit Ahead	57.9	10.7	57.8	10.5	63.8	12.4	62.3%	11.4
Lindley Moor Road Exit Ahead	41.9	7.3	47.3	8.4	45.9	8.4	51.1%	9.5

Huddersfield Road Exit Ahead	66.5	10.5	66.1	10.4	72.8	11.8	71.0	10.7
Huddersfield Road Exit Ahead	44.1	5.0	45.0	5.2	48.6	6.1	48.9	6.0
	PRC	-3.1%	PRC	-6.1%	PRC	-14.0	PRC	-16.7

Table 20 – LinSig Summary (Scenarios 1 – 4)

6.24 From the above analyses it can be seen that the junction operates within the theoretical limit of the junction (DofS 100%) with a maximum queue length of some 20 PCUs along Halifax Road exit ahead during the early am 2022 scenario. The addition of development traffic reduces the PRC by a further 3% for this time period. The traffic growth to 2032 results in the junction exceeding theoretical capacity for the A629 Blackley New Road and A643 Brighouse Road arms. The introduction of development traffic would reduce the PRC by a further 2.7% and would result in the A629 Halifax Road and A643 Lindley Moor Road arms also exceeding capacity. In the case of the latter the introduction of development traffic would add a further 9.9 PCU to the queue length for the Ahead Left lane.

Link	2022 (8-9AM)		2022 (8-9AM) + DEV		2032 (8-9AM)		2032 (8-9AM) + DEV	
	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ
A629 Huddersfield Road Ahead Left	74.5	8.6	74.5	8.6	82.4%	10.5	82.4%	10.5
A629 Huddersfield Road Ahead	79.2	9.6	81.1	10.0	87.8%	12.3	89.6%	13.2
Ahead	44.2	5.5	44.4	5.6	46.8%	6.0	47.0%	6.1
Right	46.7 : 45.0	2.4	49.6 : 46.5	2.6	51.4 : 46.0%	2.5	54.1 : 47.3%	2.7
A629 Blackley New Road Left Left2	88.2	14.5	89.8	15.2	97.6%	22.9	99.2%	26.0

A629 Blackley New Road Left	88.3	14.6	89.8	15.2	97.7%	23.3	99.2%	26.0
A643 Brighouse Road Left Left2	96.5 : 96.2	12.3	99.2 : 98.9	15.5	106.4 : 106.4%	30.2	109.1 : 109.1%	37.2
Ahead	52.7	9.7	54.1	9.2	58.1%	9.8	59.4%	9.4
Right	41.3 : 41.5	0.5	42.7 : 43.2	0.6	44.7 : 45.3%	0.6	46.0 : 46.9%	0.6
A629 Halifax Road Ahead Ahead2	79.1 : 79.1	10.3	83.4 : 83.4	11.5	87.7 : 87.7%	13.3	91.9 : 91.9%	15.8
Right	39.6	4.4	41.2	4.8	42.1%	4.9	43.1%	5.1
Right Right2	66.2	7.4	68.9	7.9	71.3%	8.4	73.3%	8.9
Right	8.3	0.3	8.3	0.3	8.6%	0.3	8.4%	0.3
Ahead	32.4	2.9	38.7	3.6	35.3%	3.3	41.2%	4.0
Right	41.6 : 41.6	4.4	41.6 : 41.6	4.4	45.6 : 45.7%	4.9	45.5 : 45.6%	4.8
A643 Lindley Moor Road Ahead Left	105.4 : 105.4	33.4	109.8 : 109.8	48.0	116.5 : 116.5%	66.8	120.8 : 120.8%	84.1
Ahead	53.6	1.8	52.6	1.8	59.1%	2.0	58.1%	2.0
Right Ahead	66.2 : 66.2	2.2	67.2 : 67.2	2.3	73.0 : 73.2%	2.7	73.8 : 74.2%	2.7
Brighouse Road Exit Ahead	47.1	7.8	47.2	7.9	50.4%	8.6	50.5%	8.7
Halifax Road Exit Ahead	69.4	16.4	71.0	16.8	75.8%	18.2	77.0%	18.6
Blackley New Road Exit Ahead	49.7	8.9	50.8	9.5	53.8%	10.1	54.6%	10.4
Blackley New Road Exit Ahead	48.0	7.2	47.9	7.2	52.1%	8.3	51.8%	8.3
Lindley Moor Road Exit Ahead	43.4	7.0	49.7	8.3	47.6%	8.0	53.6%	9.3
Huddersfield Road Exit Ahead	62.2	9.6	61.2	8.7	67.6%	9.9	66.5%	9.3

Huddersfield Road Exit Ahead	35.3	3.8	36.2	3.9	37.9%	3.9	38.7%	3.9
	PRC	-17.1%	PRC	-22.0%	PRC	-29.4%	PRC	-34.3

Table 21 – LinSig Summary (Scenarios 5 – 8)

6.25 As can be seen during the 2022 AM peak the junction operates within the theoretical limit of the junction (DofS 100%) for most of the arms with the exception of the A643 Lindley Moor Road, which exceeds the theoretical limit. The introduction of development traffic increases the queue by a further 14 PCUs. Overall the introduction of development traffic reduces the PRC by a further 4.9%. For the 2032 scenarios the traffic growth alone results in the A643 Brighouse Road Left Left2 exceeding capacity. Traffic growth reduces the overall PRC by 7.4%. The introduction of development traffic results in an increase in queue length of 17 PCUs on the Lindley Moor Road arm and reduces the overall PRC by a further 4.9%.

Link	2022 (4-5PM)		2022 (4-5PM) + DEV		2032 (4-5PM)		2032 (4-5PM) + DEV	
	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ
A629 Huddersfield Road Ahead Left	83.8	11.5	83.8	11.5	92.9	16.0	92.9	16.0
A629 Huddersfield Road Ahead	91.9	15.3	93.3	16.3	101.9	29.8	103.3	33.5
Ahead	49.6	6.1	51.2	6.4	55.2	7.0	56.6	7.6
Right	53.9 : 53.9	2.9	58.4 : 58.4	3.5	59.6 : 59.6	3.4	64.0 : 64.2	4.0
A629 Blackley New Road Left Left2	89.5	16.3	90.7	17.1	99.3	28.6	100.4	31.6
A629 Blackley New Road Left	89.5	16.3	90.6	17.1	99.2	28.3	100.4	31.6
A643 Brighouse Road Left Left2	98.6 : 98.6	14.8	100.6 : 100.9	18.3	109.1 : 109.1	37.6	111.2 : 111.5	43.6
Ahead	60.3	6.7	62.5	7.8	66.8	8.5	68.9	9.1

Right	53.7 : 53.7	1.7	55.9 : 55.9	2.0	58.7 : 58.6%	2.0	60.4 : 60.1	2.3
A629 Halifax Road Ahead Ahead2	77.6 : 77.6	9.9	81.3 : 81.3	10.7	86.1 : 86.1	12.5	89.7 : 89.7	14.2
Right	47.3	5.1	49.2	5.5	50.5	5.7	51.7	5.9
Right Right2	78.3	7.9	81.1	8.6	83.7	10.2	85.5	11.6
Right	7.2	1.2	7.1	1.2	7.4	1.2	7.2	1.2
Ahead	50.5	5.9	56.0	6.8	53.6	6.6	58.3	7.2
Right	48.2 : 48.2	4.8	48.1 : 48.1	4.8	52.7 : 53.0	5.2	52.5 : 52.9	5.2
A643 Lindley Moor Road Ahead Left	77.8 : 77.8	7.2	83.9 : 83.9	8.5	86.2 : 86.2	9.1	92.3 : 92.3	11.8
Ahead	37.1	1.7	36.3	1.6	40.9	2.1	39.9	2.1
Right Ahead	73.5 : 73.5	3.7	74.3 : 74.3	3.7	81.2 : 81.5	5.1	81.8 : 82.0	5.2
Brighouse Road Exit Ahead	50.8	8.9	52.0	9.2	56.4	10.4	57.5	11.0
Halifax Road Exit Ahead	76.9	16.4	79.3	17.1	84.3	19.1	86.4	20.3
Blackley New Road Exit Ahead	55.8	5.1	57.2	5.1	60.4	10.6	61.3	10.6
Blackley New Road Exit Ahead	48.3	4.9	48.8	4.9	52.9	5.5	53.1	5.5
Lindley Moor Road Exit Ahead	71.4	13.8	76.5	15.3	77.7	15.8	82.0	17.6
Huddersfield Road Exit Ahead	44.1	5.0	43.8	5.0	48.7	5.6	48.1	5.6
Huddersfield Road Exit Ahead	33.1	3.6	34.3	3.8	36.4	4.1	37.6	4.3
	PRC	-9.5%	PRC	-12.2%	PRC	-21.2	PRC	-23.9

Table 22 – LinSig Summary (Scenarios 9 – 12)

- 6.26 As can be seen can be seen during the early 2022 peak the junction operates within the theoretical limit of the junction (DofS 100%) for all arms although 2 of the arms exceed 90%. The introduction of development traffic reduces the PRC by 2.7% and has a marginal increase in queue length and for the A643 Brighouse Road exceeds capacity. For the 2032 scenarios the traffic growth alone results in the A629 Huddersfield Road along with A643 Brighouse Road exceeding capacity with a reduction in PRC of 11.7%. The introduction of development traffic reduces PRC by a further 2.7%.

Link	2022 (5-6PM)		2022 (5-6PM) + DEV		2032 (5-6PM)		2032 (5-6PM) + DEV	
	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ
A629 Huddersfield Road Ahead Left	77.0	9.7	77.0	9.7	85.5	12.2	85.5	12.2
A629 Huddersfield Road Ahead	80.1	10.5	81.5	10.9	88.8	13.6	90.2	14.2
Ahead	46.1	5.9	47.7	6.2	51.1	6.9	51.2	6.9
Right	53.9 : 53.9	2.2	59.0 : 59.0	2.9	59.7 : 59.7	3.2	63.9 : 62.0	3.9
A629 Blackley New Road Left Left2	85.6	14.4	86.7	14.8	94.9	20.9	96.0	22.2
A629 Blackley New Road Left	85.5	14.4	86.6	14.8	94.8	20.8	95.9	22.0
A643 Brighouse Road Left Left2	95.1 : 95.1	11.2	97.5 : 97.2	13.4	105.7 : 105.4	28.4	107.8 : 107.8	34.0
Ahead	61.0	7.6	63.2	8.5	67.6	9.0	69.6	9.6
Right	46.3 : 46.3	1.2	49.0 : 49.0	1.5	51.3 : 51.3	1.4	52.8 : 53.1	1.6
A629 Halifax Road Ahead Ahead2	76.3 : 76.3	9.5	79.9 : 79.9	10.4	84.4 : 84.4	11.8	88.1 : 88.1	13.2
Right	40.0	4.3	42.4	4.8	43.4	4.7	44.7	5.0
Right Right2	73.8	7.0	77.2	7.7	80.4	8.1	82.4	8.7
Right	4.7	0.8	4.7	0.8	5.0	0.8	4.9	0.8

Ahead	48.5	5.9	54.2	6.7	52.8	6.5	58.1	7.3
Right	42.2 : 42.2	4.0	42.2 : 42.2	4.0	46.6 : 46.6	4.4	46.5 : 46.6	4.4
A643 Lindley Moor Road Ahead Left	89.9 : 89.9	10.5	96.1 : 96.1	14.8	99.6 : 99.6	19.0	105.8 : 105.8	34.6
Ahead	33.6	1.4	32.8	1.4	37.0	1.5	36.2	1.5
Right Ahead	65.6 : 65.6	2.4	66.4 : 66.4	2.5	72.7 : 72.8	3.1	73.4 : 73.6	3.2
Brighouse Road Exit Ahead	45.4	2.9	46.6	3.0	50.3	9.2	50.4	9.3
Halifax Road Exit Ahead	77.2	16.5	79.7	17.3	85.1	19.5	87.1	20.9
Blackley New Road Exit Ahead	49.8	4.8	51.6	4.8	54.5	5.4	55.4	5.4
Blackley New Road Exit Ahead	46.0	4.7	46.8	4.8	50.6	5.3	50.6	5.3
Lindley Moor Road Exit Ahead	71.1	13.8	76.2	15.2	78.2	16.0	83.0	18.1
Huddersfield Road Exit Ahead	40.8	4.4	40.5	4.4	45.0	4.9	44.2	4.6
Huddersfield Road Exit Ahead	31.9	3.3	33.1	3.5	35.4	3.7	36.1	3.7
	PRC	-5.7%	PRC	-8.4%	PRC	-17.5%	PRC	-19.7

Table 23 – LinSig Summary (Scenarios 13 – 16)

6.27 As can be seen above the 2022 scenarios for the pm peak period the A643 Brighouse Road exceeds 90% DofS. The introduction of development traffic results in the A643 Lindley Moor Road exceeding 90% DofS but still within theoretical capacity (100%). The PRC reduces by a further 2.7% during the 2022 scenario with development traffic. Traffic growth reduces the overall PRC by a further 9.1% and a further 2.2% with the introduction of development traffic. Both the A643 Brighouse Road and Lindley Moor Road exceed capacity with the introduction of

development traffic with an increase in queues of up to 25 PCUs on Lindley Moor Road.

6.28 Overall it can be seen that the future year traffic growth has the largest impact on the operation of the Ainley Top junction and that the introduction of development traffic has less of an impact.

6.29 Further to the output within the tables above, the impact as a result of the 1 second variation in timing for the Lindley Moor Road approach is shown on the table below and the impact of a further change of 4 seconds as a comparison that improves the efficiency of the junction further. It has been agreed with Kirklees Council's Highways Officer that further investigations to improve the efficiency of the junction can be made post planning and secured through normal procedures which is considered to provide suitable mitigation as a result of the development.

								Vary + 1 sec to LMR (st 2)					LMR green	1 CW Ext Int		5 BHR Ext Int		4 HR Ext Int		3 BNR Ext Int		
Number	Scenario	Time	prc	highest	LMR	MMQ	In M	prc	highest	LMR	MMQ	In M		Degree of saturation								
1	2022 early AM	0700-0800	-5.8	95.2	95.2	14.2	82	-3.1	92.8=BHR	89.8	10.8	62	14	85	61	92	64	90	70	91	51	See table below For + 4 seconds Vary for LMR
2	2022 early AM+dev		-9.7	98.7	98.7	19	109	-6.1	95.5=BHR	93.1	12.9	74	14	87	64	95	66	94	73	92	51	
3	2032 early AM		-17.1	105.4	105.4	37.1	213	-14.0	102.6=BHR	99.4	20.8	120	14	94	68	102	71	99	77	101	56	
4	2032 early AM+dev		-21.9	108.9	108.9	51.2	294	-16.7	105.0=BHR	102.7	30.7	176	14	102	78	105	72	103	79	102	55	
5	2022 AM	0800-0900	-24.2	111.8	111.8	49.2	282	-17.1	105.4=LMR	105.4	33.4	192	17	79	46	96	52	79	66	88	41	
6	2022 AM+dev		-29.4	116.4	116.4	65.7	377	-22.0	109.8=LMR	109.8	48.0	275	17	81	50	98	54	83	69	89	41	
7	2032 AM		-37.2	123.5	123.5	84.1	482	-29.4	116.5=LMR	116.5	66.8	383	17	87	51	106	58	87	72	97	45	
8	2032 AM+dev		-42.4	128.1	128.1	102.6	588	-34.3	120.8=LMR	120.8	84.1	482	17	89	54	109	59	91	74	99	45	
9	2022 early PM	1600-1700	-9.5	98.6	98.7	8	46	-9.5	98.6=BHR	77.8	7.2	41	13	91	53	98	60	77	78	89	50	
10	2022 early PM+dev		-12.2	100.9	100.4	10.3	59	-12.2	100.9=BHR	83.9	8.5	49	13	93	58	100	62	81	81	90	56	
11	2032 early PM		-21.2	109.1	109.8	11.5	66	-21.2	109.1=BHR	86.2	9.1	52	13	101	59	109	66	86	83	99	53	
12	2032 early PM+dev		-23.9	111.5	109.4	18.8	108	-23.9	111.5=BHR	92.3	11.8	68	13	103	64	111	68	89	85	100	58	
13	2022 PM	1700-1800	-7.6	96.8	96.8	14.6	84	-5.7	95.1=BHR	89.9	10.5	60	13	80	53	95	61	76	73	85	48	
14	2022 PM+dev		-15.0	103.5	103.5	26.4	151	-8.4	97.5=BHR	96.1	14.8	85	13/19	81	59	97	63	79	77	86	54	
15	2032 PM		-19.2	107.3	107.3	34.3	197	-17.5	105.7=BHR	99.6	19	109	13	88	59	105	67	84	80	94	52	
16	2032 PM+dev		-26.6	114.0	114.0	55.6	319	-19.7	107.8=BHR	105.8	34.6	198	13	90	63	107	69	88	82	96	58	

BHR is Brighouse Road, arm 4/1 & 4/2

AM Peak results with vary of 4 seconds

Number	Scenario	Time	Vary + 4 sec to LMR										Roundabout arm 10		
			prc	highest	LMR	MMQ	In M	prc	highest	LMR	MMQ	In M	Int(%)	MMQ	(m)
5	2022 AM	0800-	-24.2	111.8	111.8	49.2	282	-7.2	96.2=BHR	91.1	12.3	71	70.8	3.7	21
6	2022 AM+dev	0900-	-29.4	116.4	116.4	65.7	377	-10.3	98.9=BHR	95.5	16.2	93	71.9	3.7	21
7	2032 AM	0900-	-37.2	123.5	123.5	84.1	482	-18.2	106.4=BHR	100.6	24.3	139	78.3	5.2	30
8	2032 AM+dev	0900-	-42.4	128.1	128.1	102.6	588	-21.2	109.1=BHR	105.1	37.8	217	79.4	5.3	30

predicted queue lengths on circulatory arm 10 are still within acceptable limits and do not block back to the upstream node.

Table 24 – LinSig Output Summary

Appendix A

Accident Data



Validated Data

Crash Date: Tuesday, December 08, 2015 **Time of Crash:** 6:50:00 AM **Crash Reference:** 2015132C80188

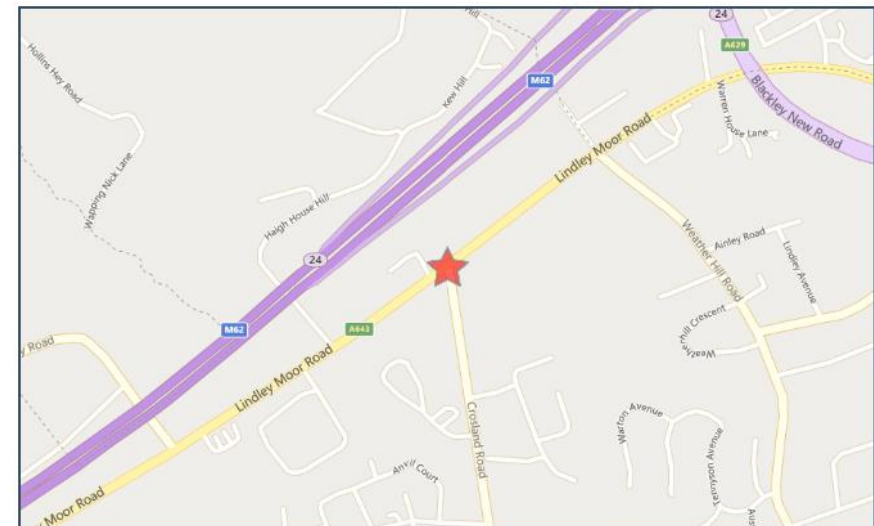
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A643

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 410727 418996



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	46 - 55	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	10	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

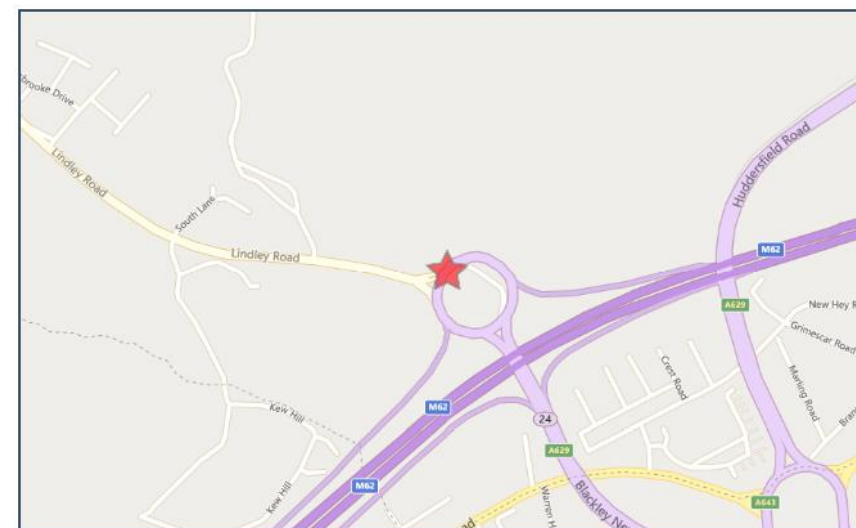
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Validated Data

Crash Date: Tuesday, October 15, 2019 **Time of Crash:** 8:18:00 AM **Crash Reference:** 2019136AF0279

Highest Injury Severity:	Slight	Road Number:	A629	Number of Casualties:	1
Highway Authority:	Calderdale	Number of Vehicles:	1	OS Grid Reference:	411000 419618
Local Authority:	Calderdale				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, December 01, 2017 **Time of Crash:** 1:13:00 PM **Crash Reference:** 2017134C10783

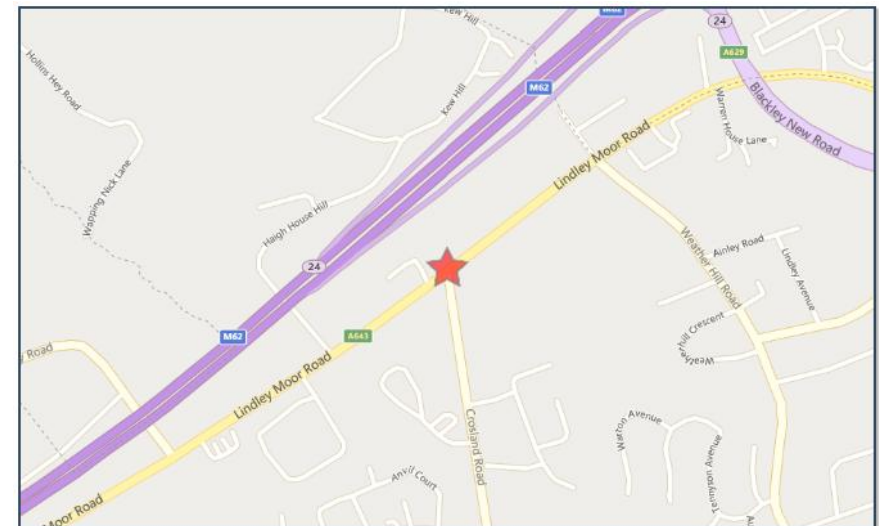
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 2

Number of Vehicles: 1

OS Grid Reference: 410730 418998



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, October 12, 2019 **Time of Crash:** 1:30:00 AM **Crash Reference:** 2019136AC0261

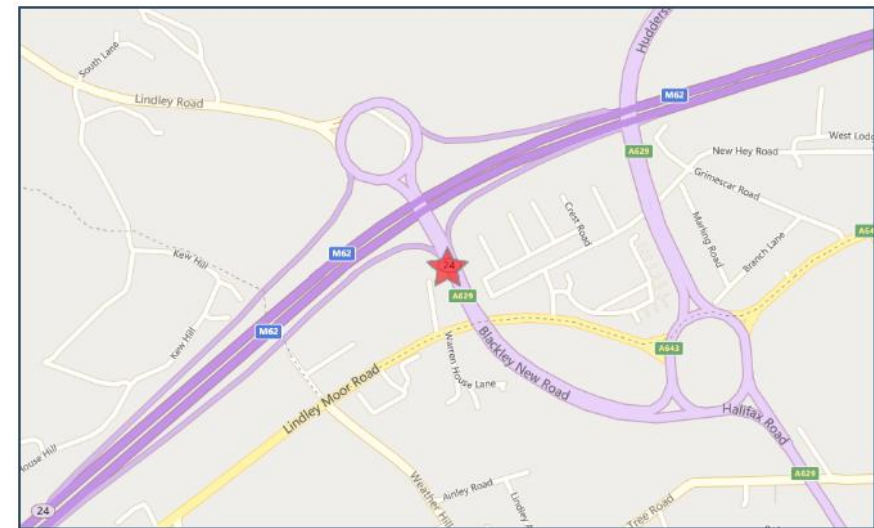
Highest Injury Severity: Slight
Highway Authority: Calderdale
Local Authority: Calderdale
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 50
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Other junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Give way or uncontrolled

Road Number: A629

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 411150 419381



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None
2	Car (excluding private hire)	-1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Nearside or offside crash barrier

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, December 03, 2019 **Time of Crash:** 8:20:00 PM **Crash Reference:** 2019136C40625

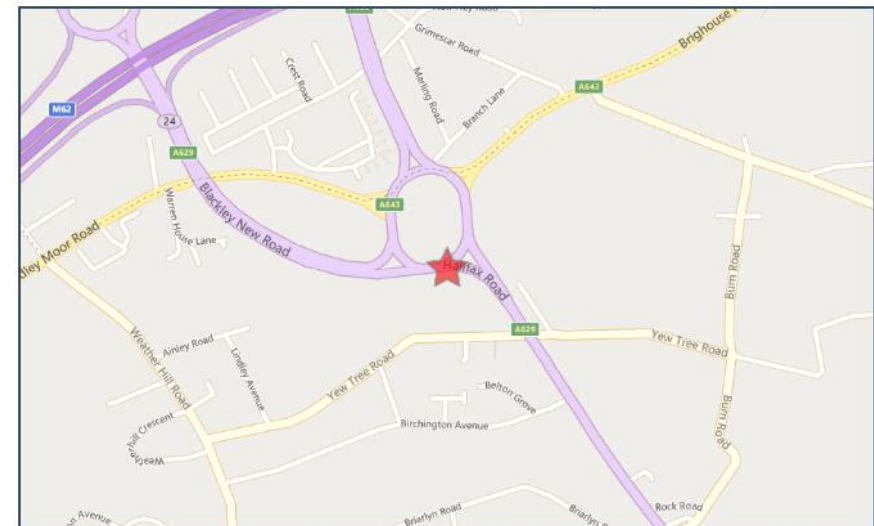
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Roundabout
Junction Control: Auto traffic signal

Road Number: A629

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 411584 419162



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Male	26 - 35	Vehicle is slowing down or stopping	Front	Unknown	None	None
2	Motorcycle over 50cc and up to 125cc		13 Male	21 - 25	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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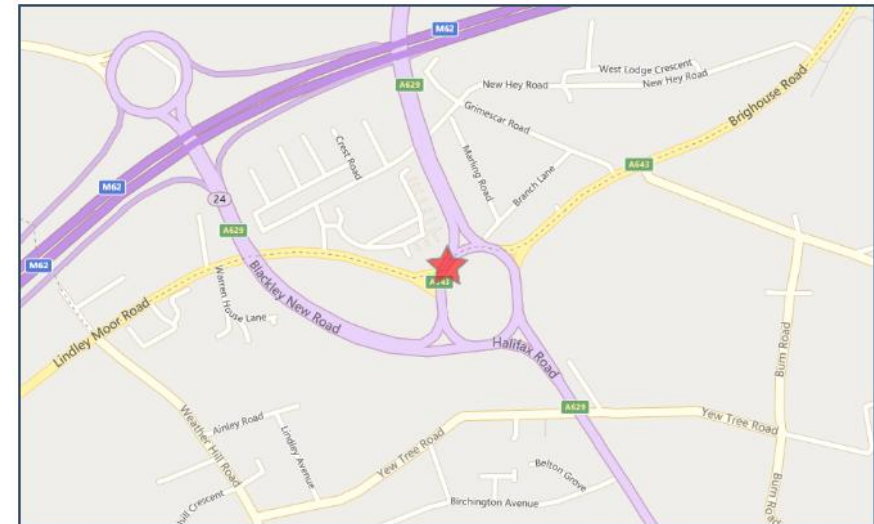


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Validated Data

Crash Date: Wednesday, March 11, 2015 **Time of Crash:** 5:05:00 PM **Crash Reference:** 20151323B1183

Highest Injury Severity:	Slight	Road Number:	A629	Number of Casualties:	3
Highway Authority:	Kirklees	Number of Vehicles:	3	OS Grid Reference:	411507 419286
Local Authority:	Kirklees				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	26 - 35	Vehicle is slowing down or stopping	Did not impact	Unknown	None	None
2	Car (excluding private hire)	14	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
3	Car (excluding private hire)	17	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
3	3	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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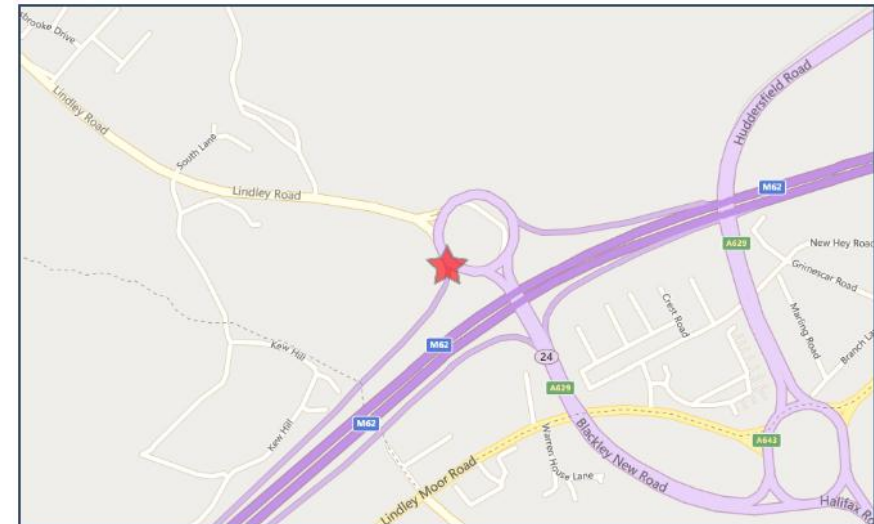


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Validated Data

Crash Date: Wednesday, June 10, 2015 **Time of Crash:** 6:30:00 AM **Crash Reference:** 20151326A0197

Highest Injury Severity:	Slight	Road Number:	A62	Number of Casualties:	1
Highway Authority:	Calderdale	Number of Vehicles:	2	OS Grid Reference:	410998 419530
Local Authority:	Calderdale				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, September 25, 2018 **Time of Crash:** 7:40:00 AM **Crash Reference:** 20181359P0299

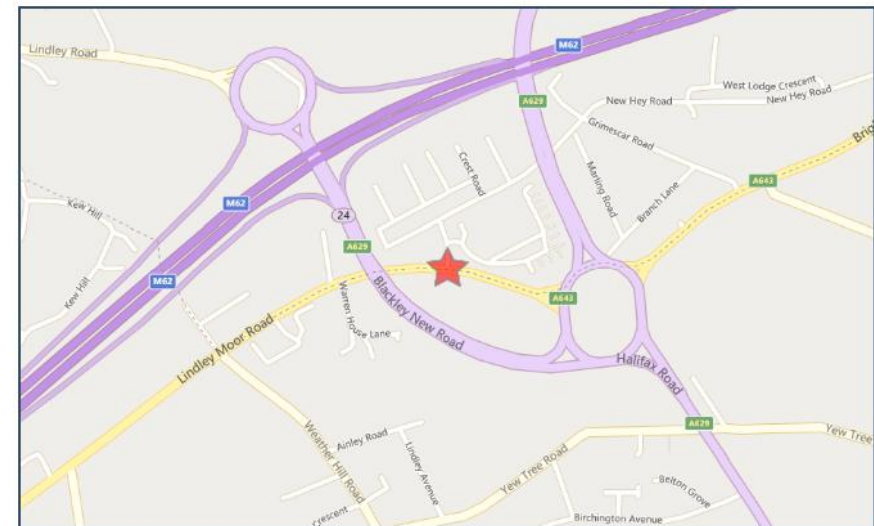
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A643

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 411315 419306



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	46 - 55	Vehicle is in the act of turning left	Offside	Unknown	None	None
2	Pedal cycle	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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Validated Data

Crash Date: Monday, January 18, 2016 **Time of Crash:** 2:33:00 PM **Crash Reference:** 20161331I0847

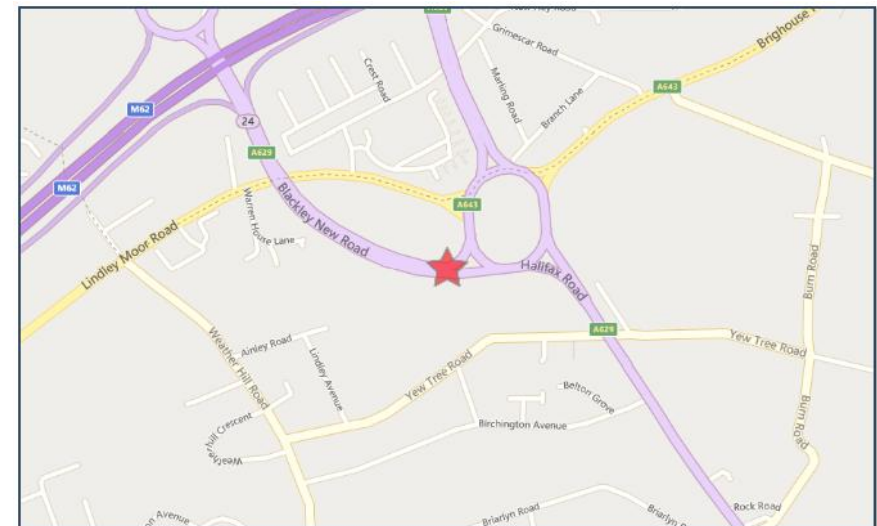
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Unknown
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Give way or uncontrolled

Road Number: A629

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 411462 419164



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is slowing down or stopping	Front	Unknown	None	None
2	Car (excluding private hire)	4	Female	56 - 65	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, January 02, 2016 **Time of Crash:** 12:21:00 PM **Crash Reference:** 2016133120492

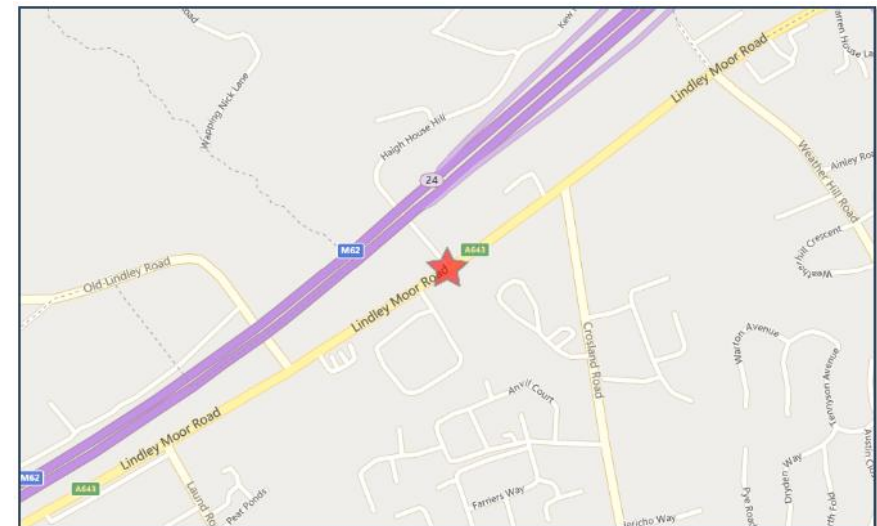
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fog or mist - if hazard
Road Surface Description: Wet or Damp
Speed Limit: 50
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A643

Number of Casualties: 3

Number of Vehicles: 2

OS Grid Reference: 410547 418872



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		6 Male	46 - 55	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)		7 Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

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Validated Data

Crash Date: Sunday, February 14, 2016 **Time of Crash:** 6:10:00 PM **Crash Reference:** 20161332E1203

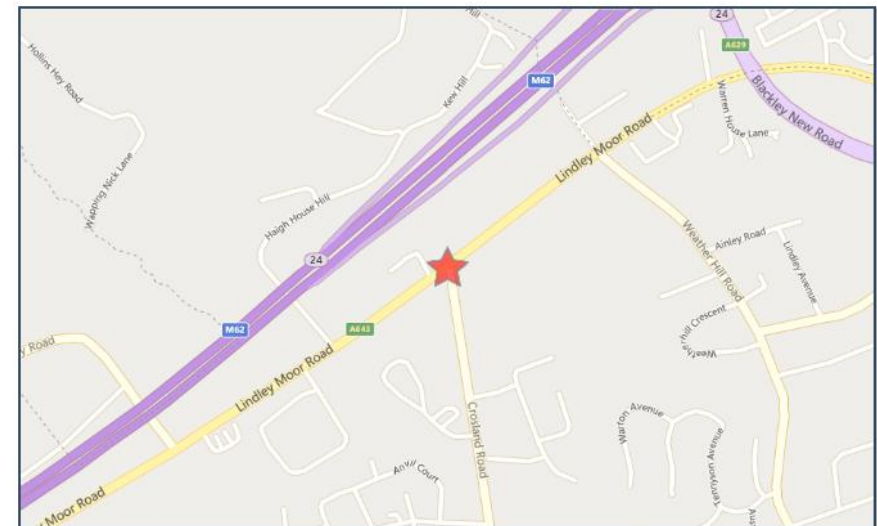
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 50
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A643

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 410726 418996



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Female	66 - 75	Vehicle is moving off	Did not impact	Unknown	None	None
2	Motorcycle over 500cc	12	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

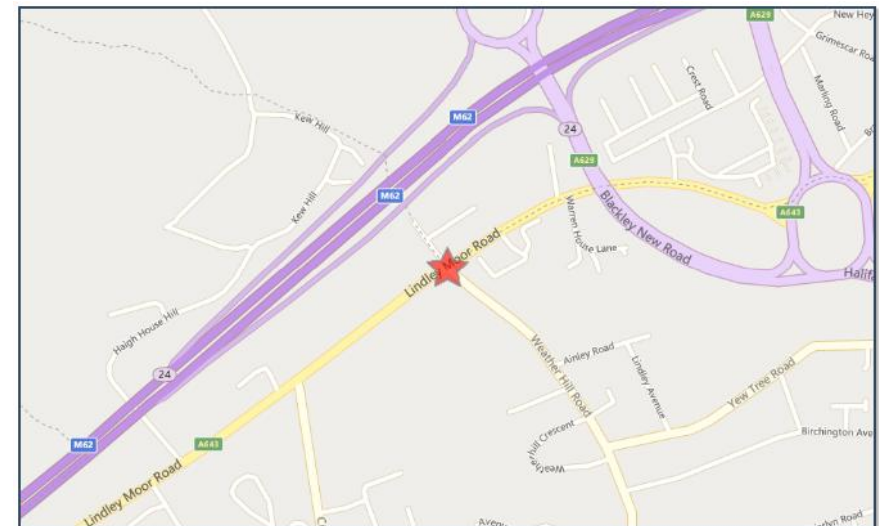
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Validated Data

Crash Date:	Wednesday, September 04, 2019	Time of Crash:	5:50:00 PM	Crash Reference:	2019136941396
Highest Injury Severity:	Slight	Road Number:	A643	Number of Casualties:	3
Highway Authority:	Kirklees			Number of Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	410963 419172
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Female	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	5	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, February 20, 2016 **Time of Crash:** 6:15:00 PM **Crash Reference:** 20161332K1253

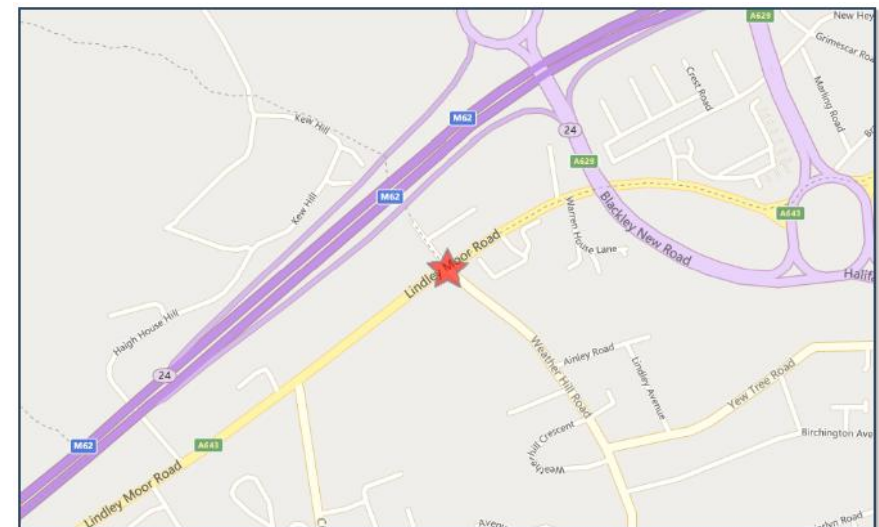
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Unknown
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Darkness: no street lighting
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A643

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 410963 419173



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under		8 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Car (excluding private hire)		8 Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, August 19, 2016

Time of Crash: 11:20:00 AM

Crash Reference: 20161338J0589

Highest Injury Severity: Slight

Road Number: A629

Number of Casualties: 1

Highway Authority: Calderdale

Number of Vehicles: 2

Local Authority: Calderdale

OS Grid Reference: 411178 419328

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

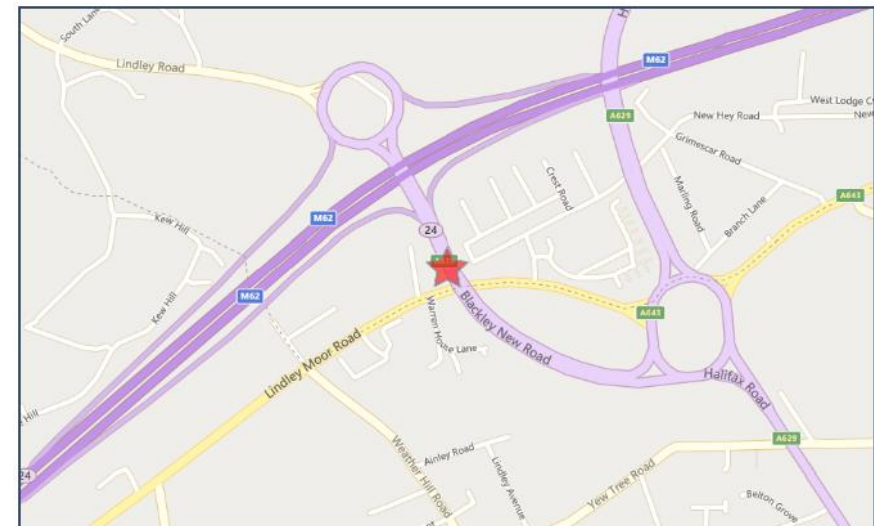
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Not Applicable



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Female	26 - 35	Vehicle is slowing down or stopping	Back	Unknown	None	None
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, August 23, 2016

Time of Crash: 7:45:00 AM

Crash Reference: 20161338N0310

Highest Injury Severity: Slight

Road Number: A643

Number of Casualties: 1

Highway Authority: Kirklees

Number of Vehicles: 2

Local Authority: Kirklees

OS Grid Reference: 410731 418997

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

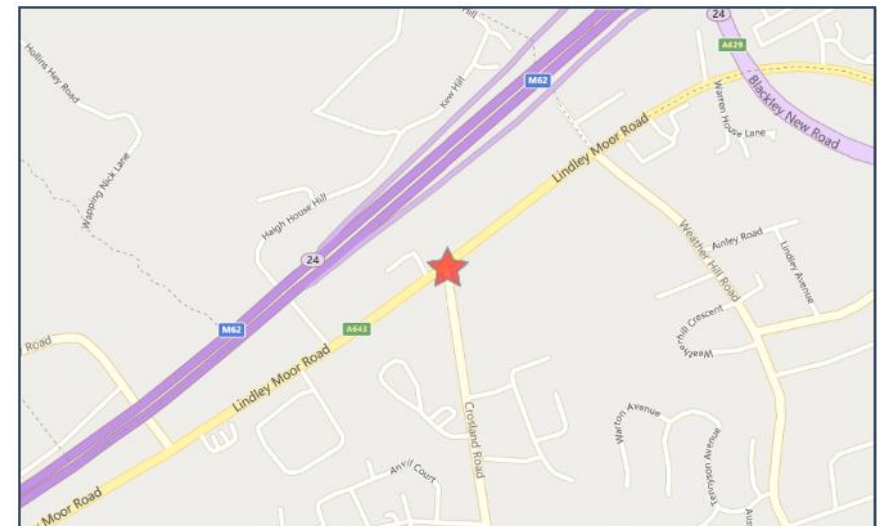
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over		5 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)		3 Female	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, January 17, 2017 **Time of Crash:** 5:15:00 PM **Crash Reference:** 20171341H1169

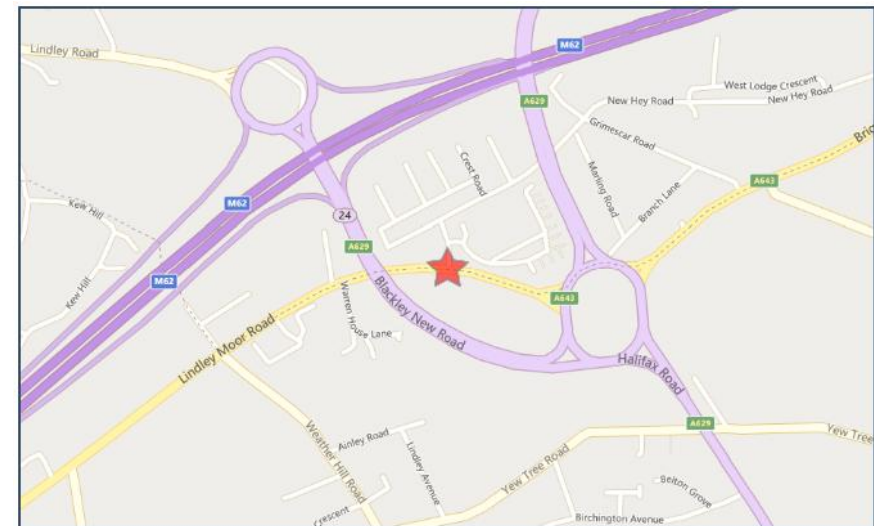
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A643

Number of Casualties: 2

Number of Vehicles: 4

OS Grid Reference: 411312 419306



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	19	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	0	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
4	Car (excluding private hire)	1	Female	46 - 55	Vehicle is waiting to turn right	Front	Commuting to/from work	None	None
3	Car (excluding private hire)	2	Female	26 - 35	Vehicle is waiting to turn right	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
3	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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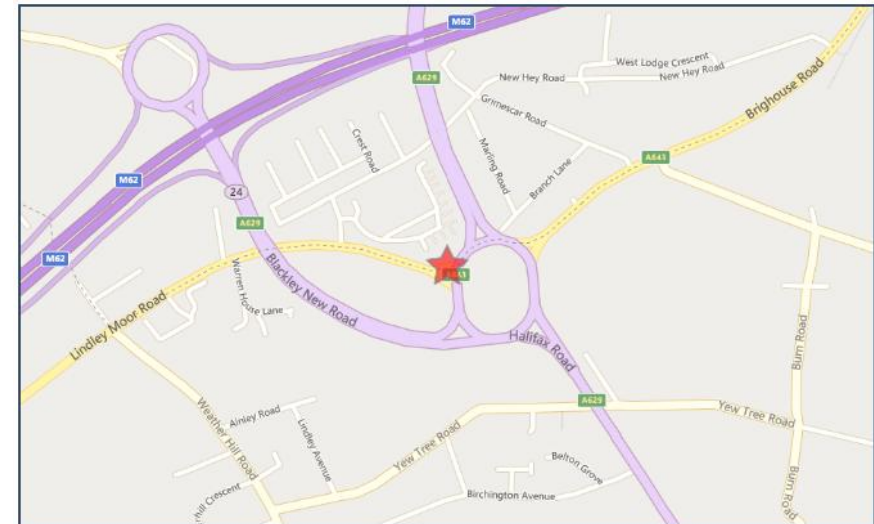


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Validated Data

Crash Date: Wednesday, March 15, 2017 **Time of Crash:** 3:57:00 PM **Crash Reference:** 20171343F1093

Highest Injury Severity:	Slight	Road Number:	A643	Number of Casualties:	1
Highway Authority:	Kirklees	Number of Vehicles:	2	OS Grid Reference:	411481 419272
Local Authority:	Kirklees				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 125cc and up to 500cc		9 Male	36 - 45	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Car (excluding private hire)		2 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, March 25, 2017 **Time of Crash:** 6:55:00 PM **Crash Reference:** 20171343P1503

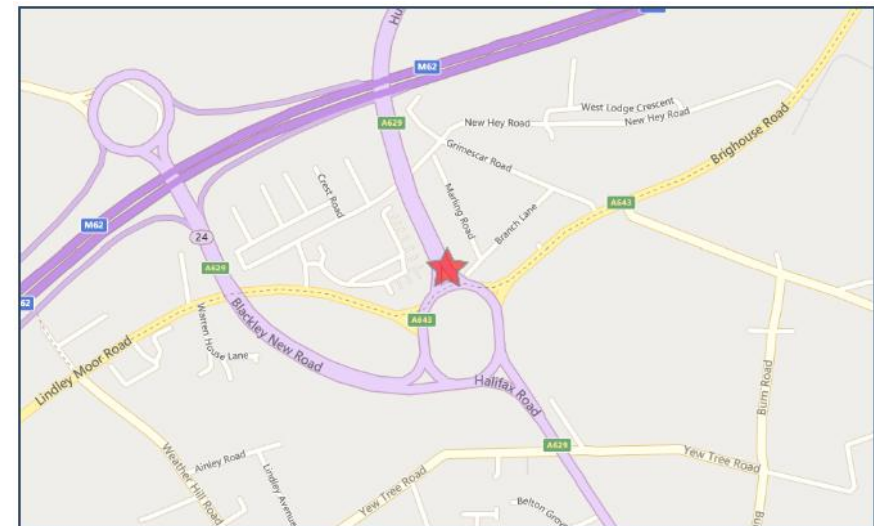
Highest Injury Severity: Slight
Highway Authority: Calderdale
Local Authority: Calderdale
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Not Applicable

Road Number: A629

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 411535 419340



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Road sign/Traffic signal
2	Car (excluding private hire)		0 Female	46 - 55	Vehicle is waiting to proceed normally but is held up	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, June 13, 2017

Time of Crash: 4:28:00 PM

Crash Reference: 20171346D1331

Highest Injury Severity: Slight

Road Number: U0

Number of Casualties: 2

Highway Authority: Calderdale

Number of Vehicles: 2

Local Authority: Calderdale

OS Grid Reference: 410991 419613

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

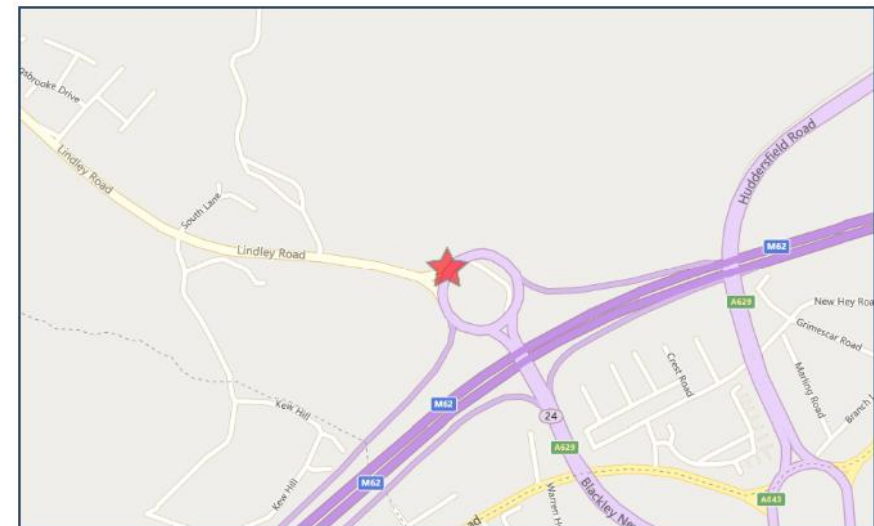
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Give way or uncontrolled



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)		8 Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

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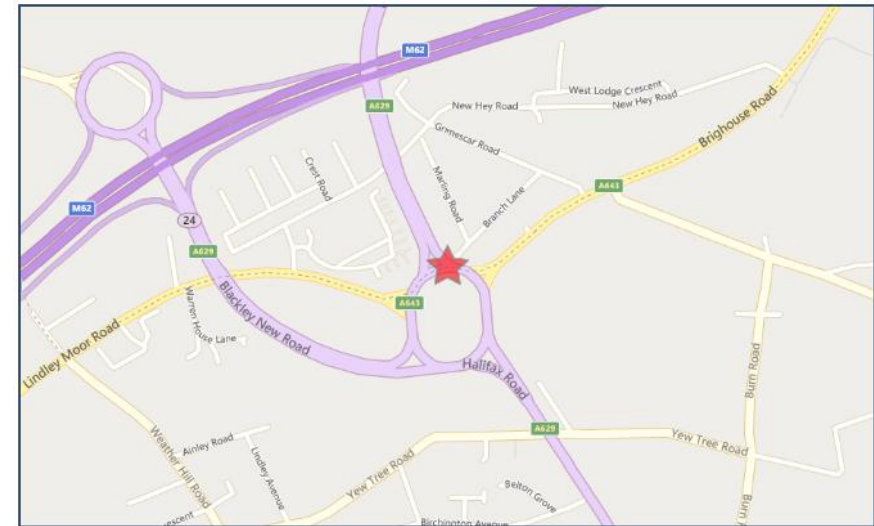


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Validated Data

Crash Date: Tuesday, September 26, 2017 **Time of Crash:** 4:10:00 PM **Crash Reference:** 20171349Q1151

Highest Injury Severity:	Serious	Road Number:	A629	Number of Casualties:	2
Highway Authority:	Kirklees	Number of Vehicles:	2	OS Grid Reference:	411554 419311
Local Authority:	Kirklees				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	Over 75	Vehicle is slowing down or stopping	Front	Unknown	None	None
2	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other

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Validated Data

Crash Date: Wednesday, January 10, 2018 **Time of Crash:** 5:30:00 PM **Crash Reference:** 20181351A1334

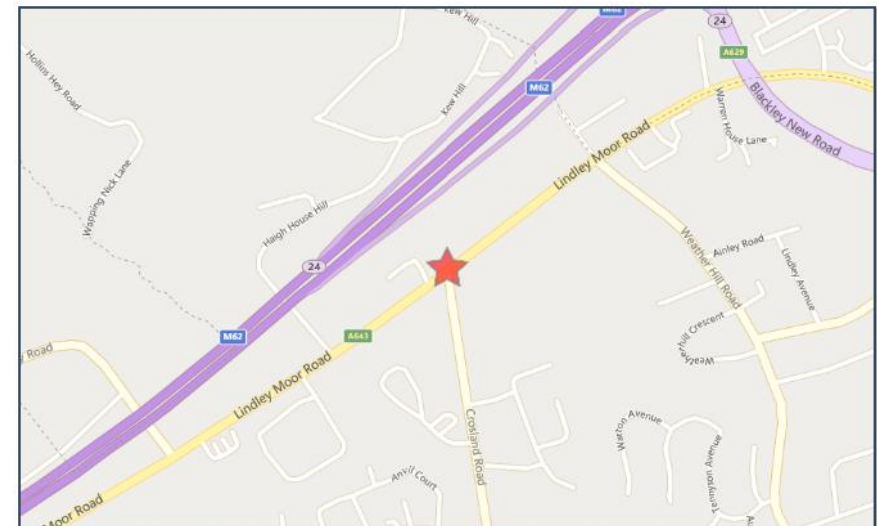
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 50
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A643

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 410730 418998



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	5	Female	36 - 45	Vehicle is waiting to turn right	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

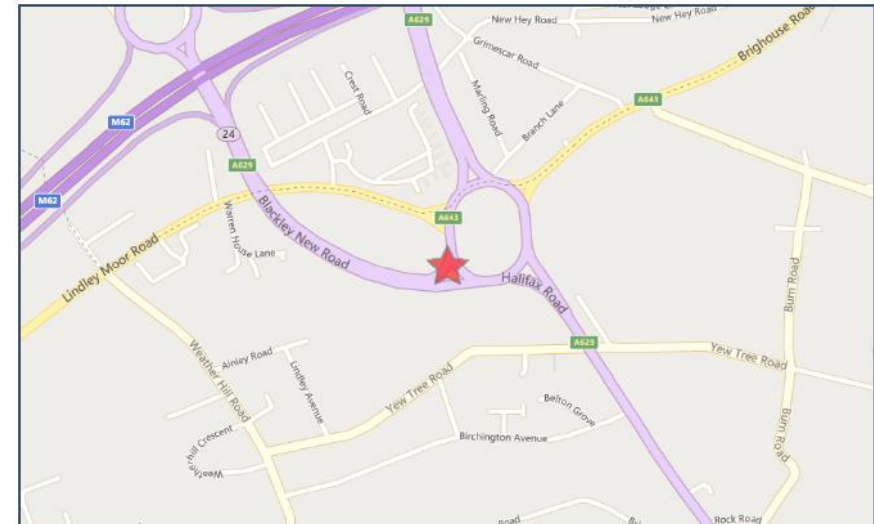
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Validated Data

Crash Date: Saturday, March 10, 2018 **Time of Crash:** 7:20:00 PM **Crash Reference:** 20181353A1715

Highest Injury Severity:	Serious	Road Number:	A629	Number of Casualties:	2
Highway Authority:	Kirklees	Number of Vehicles:	3	OS Grid Reference:	411495 419183
Local Authority:	Kirklees				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	11	Male	26 - 35	Vehicle is parked in the carriageway	Front	Unknown	None	None
3	Car (excluding private hire)	6	Male	26 - 35	Vehicle is parked in the carriageway	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, August 31, 2018

Time of Crash: 2:50:00 PM

Crash Reference: 20181358V1235

Highest Injury Severity: Slight

Road Number: A643

Number of Casualties: 1

Highway Authority: Kirklees

Number of Vehicles: 1

Local Authority: Kirklees

OS Grid Reference: 410529 418850

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

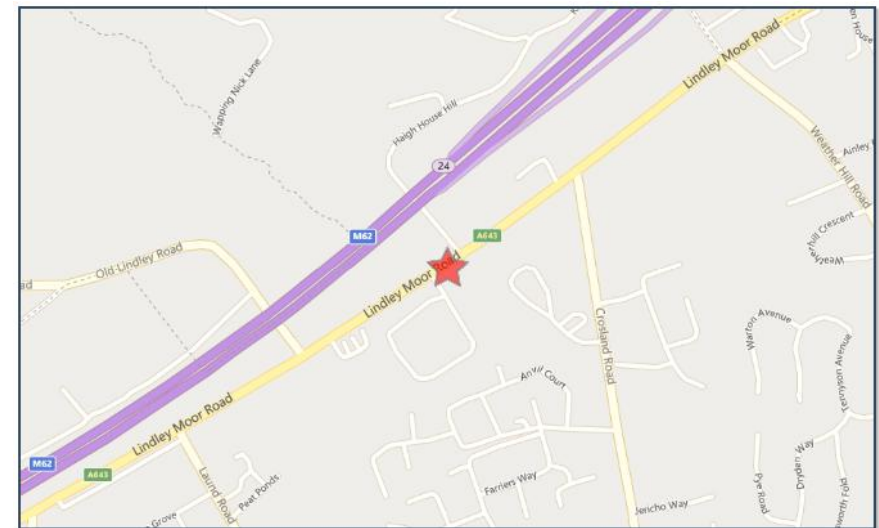
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, July 12, 2019 **Time of Crash:** 4:50:00 AM **Crash Reference:** 20191367C0218

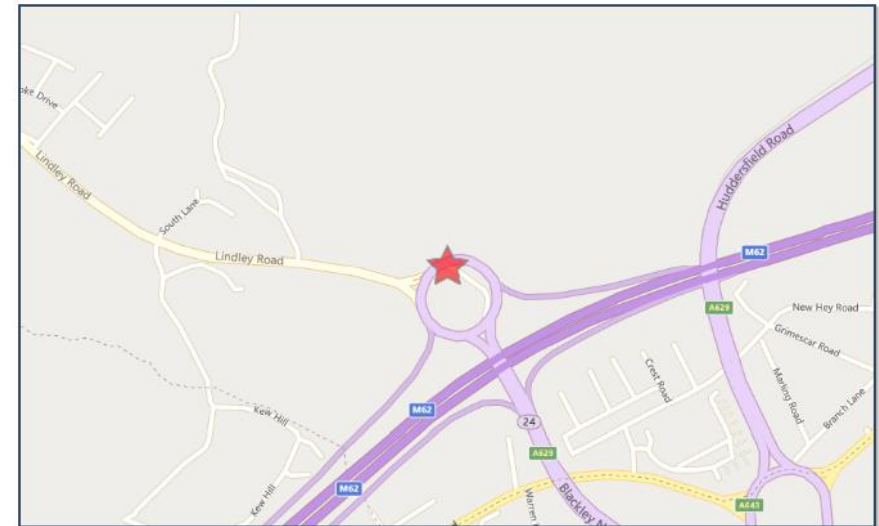
Highest Injury Severity: Slight
Highway Authority: Calderdale
Local Authority: Calderdale
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Auto traffic signal

Road Number: A629

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 411025 419630



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	18	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	Central island of roundabout	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date: Wednesday, August 28, 2019 **Time of Crash:** 2:40:00 PM **Crash Reference:** 20191368S0980

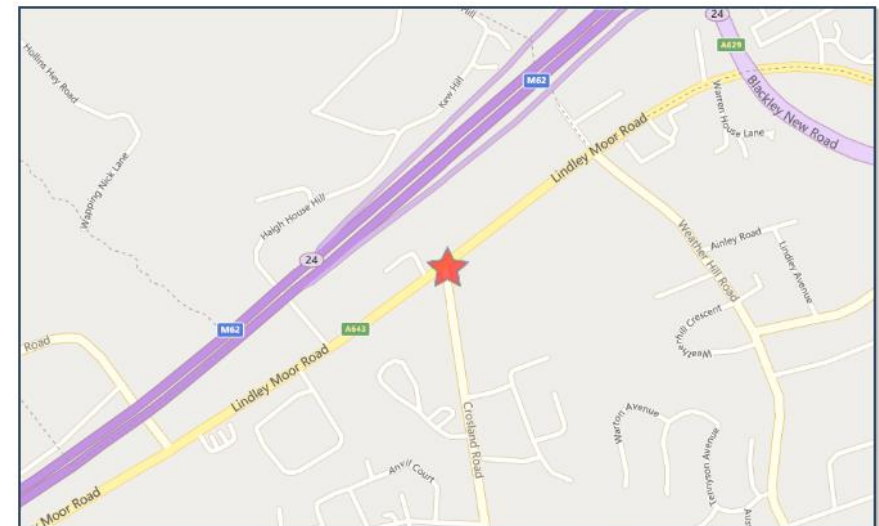
Highest Injury Severity: Serious
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A643

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 410734 418996



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	Over 75	In carriageway, crossing elsewhere	Crossing from driver's nearside

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Validated Data

Crash Date: Wednesday, January 06, 2016 **Time of Crash:** 8:30:00 AM **Crash Reference:** 2016133160279

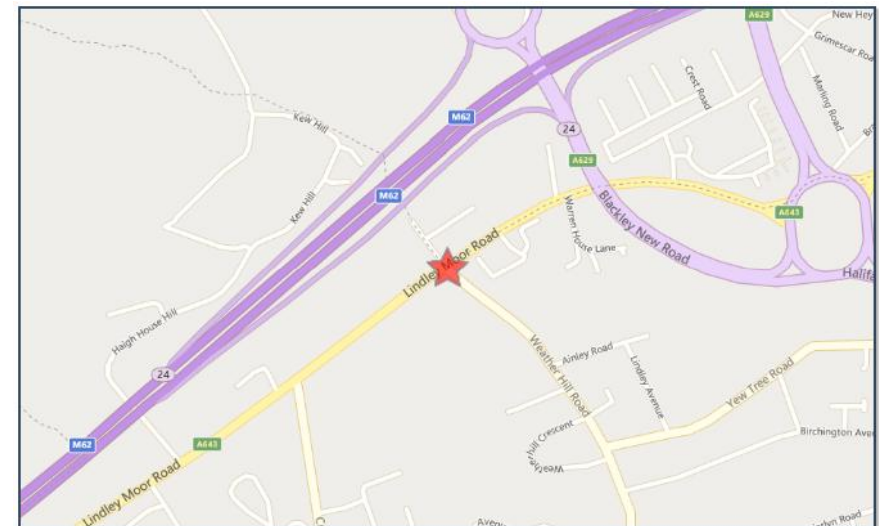
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Other
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A643

Number of Casualties: 1

Number of Vehicles: 3

OS Grid Reference: 410965 419174



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	26 - 35	Vehicle is in the act of turning right	Did not impact	Journey as part of work	None	None
2	Motorcycle over 50cc and up to 125cc	1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

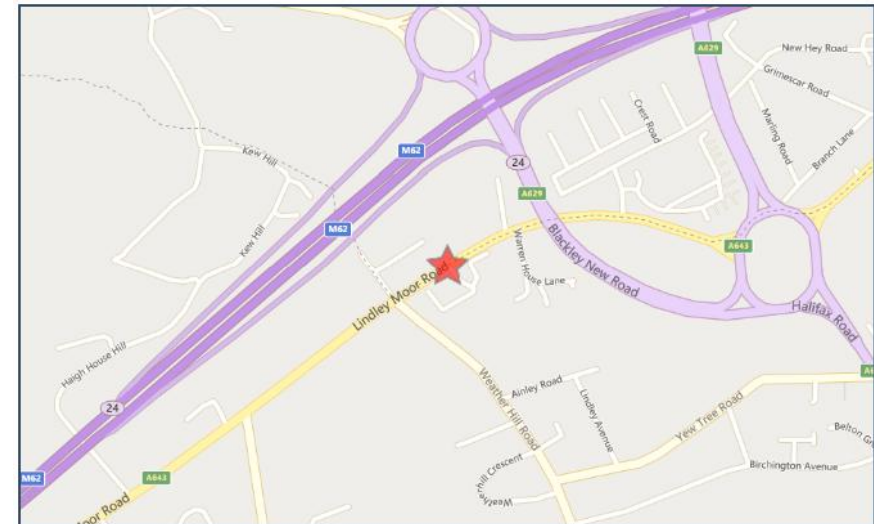
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Validated Data

Crash Date: Monday, May 01, 2017 **Time of Crash:** 5:40:00 AM **Crash Reference:** 2017134510257

Highest Injury Severity:	Slight	Road Number:	A643	Number of Casualties:	2
Highway Authority:	Kirklees			Number of Vehicles:	3
Local Authority:	Kirklees			OS Grid Reference:	411043 419225
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	21 - 25	Vehicle is parked in the carriageway	Nearside	Journey as part of work	None	None
2	Car (excluding private hire)	3	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Car (excluding private hire)	2	Male	26 - 35	Vehicle is parked in the carriageway	Did not impact	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	1	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Validated Data

Crash Date: Sunday, August 06, 2017

Time of Crash: 7:40:00 AM

Crash Reference: 2017134860455

Highest Injury Severity: Slight

Road Number: A629

Number of Casualties: 1

Highway Authority: Kirklees

Number of Vehicles: 2

Local Authority: Kirklees

OS Grid Reference: 411208 419300

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

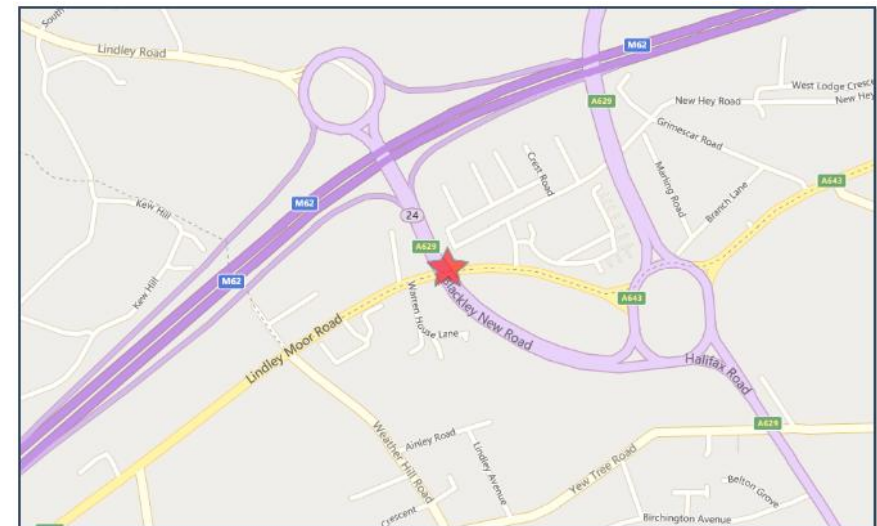
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		4 Male	21 - 25	Vehicle proceeding normally along the carriageway, on a left hand bend	Did not impact	Commuting to/from work	Parked vehicle	None
2	Car (excluding private hire)		9 Unknown	Unknown	Vehicle is parked in the carriageway	Back	Unknown	None	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix B

TRICS Output

Calculation Reference: AUDIT-742101-220329-0303

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	LC LANCASHIRE	1 days
11	SCOTLAND	
	SR STIRLING	1 days

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

Primary 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: 150 to 13350 (units: sqm)
 Range Selected by User: 150 to 32000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 07/05/21

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

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	1 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

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

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.

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:

Not Known 16 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	3 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	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	2 days
500,001 or More	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	5 days
1.1 to 1.5	11 days

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

Travel Plan:

No 16 days

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

PTAL Rating:

No PTAL Present 16 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BD-02-C-01	PUMPS, MOTORS & FANS	BEDFORDSHIRE
	POSTLEY ROAD		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1045 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
3	CH-02-C-02	INDUSTRIAL MATERIALS	CHESHIRE
	JUPITER DRIVE		
	CHESTER		
	CHESTER W. EMP. PARK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	8100 sqm	
	Survey date: WEDNESDAY	19/11/14	Survey Type: MANUAL
4	CH-02-C-03	OFFICE FURNITURE	CHESHIRE
	BRUNEL ROAD		
	MACCLESFIELD		
	LYME GREEN BUS. PARK		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	6658 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
5	CH-02-C-04	FABRICS MANUFACTURE	CHESHIRE
	CHARTER WAY		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3200 sqm	
	Survey date: FRIDAY	07/05/21	Survey Type: MANUAL
6	DS-02-C-02	ENGINEERED PRODUCTS	DERBYSHIRE
	PONTEFRAC STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
7	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
8	GS-02-C-02	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE
	DAVY WAY		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1630 sqm	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-02-C-01 JAYS CLOSE BASINGSTOKE	ENGINEERING COMPANY	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: THURSDAY 16/06/16		Survey Type: MANUAL
10	HE-02-C-02 COLLEGE ROAD HEREFORD BURCOTT	THERMAL PROCESSING	HEREFORDSHIRE
	Edge of Town Commercial Zone Total Gross floor area: 1880 sqm Survey date: TUESDAY 22/10/13		Survey Type: MANUAL
11	LC-02-C-03 GOLDEN HILL LANE LEYLAND	TIMBER SUPPLIES	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 150 sqm Survey date: TUESDAY 06/11/18		Survey Type: MANUAL
12	NF-02-C-03 ELVIN WAY NORWICH HELLESDON	SHEET METAL CONTRACTOR	NORFOLK
	Edge of Town Industrial Zone Total Gross floor area: 260 sqm Survey date: THURSDAY 07/11/19		Survey Type: MANUAL
13	NF-02-C-04 FLETCHER WAY NORWICH UPPER HELLESDON	EXHIBITION DESIGN & MANUF.	NORFOLK
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 690 sqm Survey date: THURSDAY 14/11/19		Survey Type: MANUAL
14	SF-02-C-01 ANSON ROAD IPSWICH MARTLESHAM HEATH	JOINERY	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 1100 sqm Survey date: FRIDAY 12/07/13		Survey Type: MANUAL
15	SR-02-C-01 BORROWMEADOW ROAD STIRLING	SPECIALIST MODEL MAKING	STIRLING
	Edge of Town Industrial Zone Total Gross floor area: 2350 sqm Survey date: MONDAY 16/06/14		Survey Type: MANUAL
16	WY-02-C-02 BROWN LANE WEST LEEDS HOLBECK	FLUID SYSTEMS	WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 13350 sqm Survey date: MONDAY 19/10/15		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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2123	0.000	2	2123	0.000	2	2123	0.000
05:30 - 06:00	2	2123	0.024	2	2123	0.000	2	2123	0.024
06:00 - 06:30	4	4806	0.151	4	4806	0.016	4	4806	0.167
06:30 - 07:00	5	4315	0.222	5	4315	0.005	5	4315	0.227
07:00 - 07:30	16	3188	0.169	16	3188	0.027	16	3188	0.196
07:30 - 08:00	16	3188	0.194	16	3188	0.027	16	3188	0.221
08:00 - 08:30	16	3188	0.206	16	3188	0.029	16	3188	0.235
08:30 - 09:00	16	3188	0.147	16	3188	0.047	16	3188	0.194
09:00 - 09:30	16	3188	0.098	16	3188	0.041	16	3188	0.139
09:30 - 10:00	16	3188	0.088	16	3188	0.073	16	3188	0.161
10:00 - 10:30	16	3188	0.076	16	3188	0.055	16	3188	0.131
10:30 - 11:00	16	3188	0.076	16	3188	0.061	16	3188	0.137
11:00 - 11:30	16	3188	0.059	16	3188	0.057	16	3188	0.116
11:30 - 12:00	16	3188	0.045	16	3188	0.067	16	3188	0.112
12:00 - 12:30	16	3188	0.086	16	3188	0.082	16	3188	0.168
12:30 - 13:00	16	3188	0.082	16	3188	0.086	16	3188	0.168
13:00 - 13:30	16	3188	0.100	16	3188	0.122	16	3188	0.222
13:30 - 14:00	16	3188	0.061	16	3188	0.049	16	3188	0.110
14:00 - 14:30	16	3188	0.055	16	3188	0.055	16	3188	0.110
14:30 - 15:00	16	3188	0.039	16	3188	0.061	16	3188	0.100
15:00 - 15:30	16	3188	0.049	16	3188	0.116	16	3188	0.165
15:30 - 16:00	16	3188	0.045	16	3188	0.100	16	3188	0.145
16:00 - 16:30	16	3188	0.037	16	3188	0.206	16	3188	0.243
16:30 - 17:00	16	3188	0.012	16	3188	0.147	16	3188	0.159
17:00 - 17:30	16	3188	0.012	16	3188	0.196	16	3188	0.208
17:30 - 18:00	16	3188	0.012	16	3188	0.075	16	3188	0.087
18:00 - 18:30	16	3188	0.008	16	3188	0.092	16	3188	0.100
18:30 - 19:00	15	3243	0.014	15	3243	0.031	15	3243	0.045
19:00 - 19:30	2	2123	0.047	2	2123	0.047	2	2123	0.094
19:30 - 20:00	2	2123	0.000	2	2123	0.047	2	2123	0.047
20:00 - 20:30	2	2123	0.000	2	2123	0.024	2	2123	0.024
20:30 - 21:00	2	2123	0.000	2	2123	0.024	2	2123	0.024
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.214			2.065			4.279

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.

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Parameter summary

Trip rate parameter range selected:	150 - 13350 (units: sqm)
Survey date range:	01/01/13 - 07/05/21
Number of weekdays (Monday-Friday):	16
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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

Calculation Reference: AUDIT-742101-220224-0214

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : O - CONVENIENCE STORE
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary 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: 292 to 539 (units: sqm)
 Range Selected by User: 70 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

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
Friday	2 days

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

Selected survey types:

Manual count	4 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)	3
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	4
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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:

E(a) 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	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	3 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	4 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	4 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 305 sqm Survey date: MONDAY 19/09/16			Survey Type: MANUAL
2	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN	CO-OPERATIVE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 330 sqm Survey date: FRIDAY 07/04/17			Survey Type: MANUAL
3	WL-01-O-01 THE CIRCLE SWINDON	ONE STOP		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 292 sqm Survey date: FRIDAY 23/09/16			Survey Type: MANUAL
4	WY-01-O-02 AINSTY ROAD WETHERBY	CO-OPERATIVE		WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 539 sqm Survey date: MONDAY 26/09/16			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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	422	4.265	2	422	4.265	2	422	8.530
07:00 - 08:00	4	367	7.299	4	367	7.094	4	367	14.393
08:00 - 09:00	4	367	9.277	4	367	9.482	4	367	18.759
09:00 - 10:00	4	367	6.276	4	367	5.866	4	367	12.142
10:00 - 11:00	4	367	5.798	4	367	5.525	4	367	11.323
11:00 - 12:00	4	367	4.911	4	367	5.389	4	367	10.300
12:00 - 13:00	4	367	7.162	4	367	6.958	4	367	14.120
13:00 - 14:00	4	367	5.457	4	367	5.321	4	367	10.778
14:00 - 15:00	4	367	5.662	4	367	5.866	4	367	11.528
15:00 - 16:00	4	367	6.548	4	367	6.276	4	367	12.824
16:00 - 17:00	4	367	6.685	4	367	6.617	4	367	13.302
17:00 - 18:00	4	367	8.663	4	367	8.731	4	367	17.394
18:00 - 19:00	4	367	9.891	4	367	9.618	4	367	19.509
19:00 - 20:00	4	367	8.458	4	367	8.254	4	367	16.712
20:00 - 21:00	3	391	3.237	3	391	3.578	3	391	6.815
21:00 - 22:00	3	391	2.215	3	391	2.385	3	391	4.600
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			101.804			101.225			203.029

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.

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Parameter summary

Trip rate parameter range selected:	292 - 539 (units: sqm)
Survey date range:	01/01/13 - 25/09/19
Number of weekdays (Monday-Friday):	4
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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	422	0.000	2	422	0.000	2	422	0.000
07:00 - 08:00	4	367	0.136	4	367	0.136	4	367	0.272
08:00 - 09:00	4	367	0.068	4	367	0.068	4	367	0.136
09:00 - 10:00	4	367	0.136	4	367	0.068	4	367	0.204
10:00 - 11:00	4	367	0.068	4	367	0.136	4	367	0.204
11:00 - 12:00	4	367	0.205	4	367	0.205	4	367	0.410
12:00 - 13:00	4	367	0.205	4	367	0.205	4	367	0.410
13:00 - 14:00	4	367	0.136	4	367	0.136	4	367	0.272
14:00 - 15:00	4	367	0.205	4	367	0.205	4	367	0.410
15:00 - 16:00	4	367	0.136	4	367	0.136	4	367	0.272
16:00 - 17:00	4	367	0.136	4	367	0.136	4	367	0.272
17:00 - 18:00	4	367	0.000	4	367	0.000	4	367	0.000
18:00 - 19:00	4	367	0.068	4	367	0.068	4	367	0.136
19:00 - 20:00	4	367	0.000	4	367	0.000	4	367	0.000
20:00 - 21:00	3	391	0.000	3	391	0.000	3	391	0.000
21:00 - 22:00	3	391	0.000	3	391	0.000	3	391	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.499			1.499			2.998

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2	422	0.000	2	422	0.000	2	422	0.000
07:00 - 08:00	4	367	0.205	4	367	0.205	4	367	0.410
08:00 - 09:00	4	367	0.273	4	367	0.205	4	367	0.478
09:00 - 10:00	4	367	0.136	4	367	0.205	4	367	0.341
10:00 - 11:00	4	367	0.068	4	367	0.068	4	367	0.136
11:00 - 12:00	4	367	0.068	4	367	0.068	4	367	0.136
12:00 - 13:00	4	367	0.068	4	367	0.068	4	367	0.136
13:00 - 14:00	4	367	0.000	4	367	0.000	4	367	0.000
14:00 - 15:00	4	367	0.000	4	367	0.000	4	367	0.000
15:00 - 16:00	4	367	0.068	4	367	0.068	4	367	0.136
16:00 - 17:00	4	367	0.000	4	367	0.000	4	367	0.000
17:00 - 18:00	4	367	0.000	4	367	0.000	4	367	0.000
18:00 - 19:00	4	367	0.000	4	367	0.000	4	367	0.000
19:00 - 20:00	4	367	0.000	4	367	0.000	4	367	0.000
20:00 - 21:00	3	391	0.000	3	391	0.000	3	391	0.000
21:00 - 22:00	3	391	0.000	3	391	0.000	3	391	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.886			0.887			1.773

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2	422	0.237	2	422	0.237	2	422	0.474
07:00 - 08:00	4	367	0.614	4	367	0.546	4	367	1.160
08:00 - 09:00	4	367	0.273	4	367	0.341	4	367	0.614
09:00 - 10:00	4	367	0.068	4	367	0.068	4	367	0.136
10:00 - 11:00	4	367	0.068	4	367	0.068	4	367	0.136
11:00 - 12:00	4	367	0.205	4	367	0.205	4	367	0.410
12:00 - 13:00	4	367	0.205	4	367	0.205	4	367	0.410
13:00 - 14:00	4	367	0.136	4	367	0.136	4	367	0.272
14:00 - 15:00	4	367	0.341	4	367	0.273	4	367	0.614
15:00 - 16:00	4	367	0.477	4	367	0.546	4	367	1.023
16:00 - 17:00	4	367	0.887	4	367	0.682	4	367	1.569
17:00 - 18:00	4	367	0.887	4	367	0.887	4	367	1.774
18:00 - 19:00	4	367	0.819	4	367	0.614	4	367	1.433
19:00 - 20:00	4	367	0.546	4	367	0.409	4	367	0.955
20:00 - 21:00	3	391	0.000	3	391	0.000	3	391	0.000
21:00 - 22:00	3	391	0.000	3	391	0.000	3	391	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.763			5.217			10.980

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	422	3.555	2	422	3.555	2	422	7.110
07:00 - 08:00	4	367	4.980	4	367	4.775	4	367	9.755
08:00 - 09:00	4	367	7.435	4	367	7.503	4	367	14.938
09:00 - 10:00	4	367	5.389	4	367	5.116	4	367	10.505
10:00 - 11:00	4	367	4.843	4	367	4.570	4	367	9.413
11:00 - 12:00	4	367	4.229	4	367	4.570	4	367	8.799
12:00 - 13:00	4	367	6.003	4	367	5.798	4	367	11.801
13:00 - 14:00	4	367	4.229	4	367	4.161	4	367	8.390
14:00 - 15:00	4	367	4.570	4	367	4.707	4	367	9.277
15:00 - 16:00	4	367	5.525	4	367	5.321	4	367	10.846
16:00 - 17:00	4	367	5.457	4	367	5.389	4	367	10.846
17:00 - 18:00	4	367	7.435	4	367	7.435	4	367	14.870
18:00 - 19:00	4	367	8.799	4	367	8.595	4	367	17.394
19:00 - 20:00	4	367	7.776	4	367	7.640	4	367	15.416
20:00 - 21:00	3	391	3.066	3	391	3.407	3	391	6.473
21:00 - 22:00	3	391	2.129	3	391	2.300	3	391	4.429
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			85.420			84.842			170.262

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

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Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	422	0.711	2	422	0.711	2	422	1.422
07:00 - 08:00	4	367	1.978	4	367	1.910	4	367	3.888
08:00 - 09:00	4	367	1.501	4	367	1.705	4	367	3.206
09:00 - 10:00	4	367	0.614	4	367	0.477	4	367	1.091
10:00 - 11:00	4	367	0.682	4	367	0.682	4	367	1.364
11:00 - 12:00	4	367	0.409	4	367	0.477	4	367	0.886
12:00 - 13:00	4	367	0.887	4	367	0.887	4	367	1.774
13:00 - 14:00	4	367	1.023	4	367	0.955	4	367	1.978
14:00 - 15:00	4	367	0.819	4	367	0.887	4	367	1.706
15:00 - 16:00	4	367	0.750	4	367	0.682	4	367	1.432
16:00 - 17:00	4	367	0.887	4	367	0.955	4	367	1.842
17:00 - 18:00	4	367	1.228	4	367	1.228	4	367	2.456
18:00 - 19:00	4	367	1.023	4	367	0.955	4	367	1.978
19:00 - 20:00	4	367	0.614	4	367	0.614	4	367	1.228
20:00 - 21:00	3	391	0.170	3	391	0.170	3	391	0.340
21:00 - 22:00	3	391	0.000	3	391	0.000	3	391	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.296			13.295			26.591

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : B - RESTAURANTS
 TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	EN ENFIELD	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	2 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	2 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	RF RENFREWSHIRE	1 days

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

Primary 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: 130 to 450 (units: sqm)
 Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Thursday	3 days
Friday	1 days
Saturday	1 days
Sunday	2 days

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

Selected survey types:

Manual count	11 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)	3
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	6

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:

Development Zone	4
Residential Zone	2
Retail Zone	1
Village	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:

E(b) 11 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	6 days
500,001 or More	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	5 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	2 days
No	9 days

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

PTAL Rating:

No PTAL Present	9 days
3 Moderate	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-06-B-01 EMPIRE WAY WEMBLEY	COFFEE SHOP & RESTAURANT	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 150 sqm Survey date: MONDAY 18/05/15		Survey Type: MANUAL
2	CF-06-B-02 NEWPORT ROAD CARDIFF	FRANKIE & BENNY'S	CARDIFF
	Edge of Town Development Zone Total Gross floor area: 400 sqm Survey date: SUNDAY 19/10/14		Survey Type: MANUAL
3	DS-06-B-02 PRIDE PARKWAY DERBY	CHIQUITO	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 450 sqm Survey date: SUNDAY 19/10/14		Survey Type: MANUAL
4	DS-06-B-03 THORNHILL ROAD DERBY LITTLEOVER	BRITISH RESTAURANT	DERBYSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 350 sqm Survey date: THURSDAY 12/07/18		Survey Type: MANUAL
5	EN-06-B-01 CHASE SIDE ENFIELD	ITALIAN RESTAURANT	ENFIELD
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 370 sqm Survey date: TUESDAY 17/11/15		Survey Type: MANUAL
6	HC-06-B-01 BINNACLE WAY PORTSMOUTH COSHAM	PIZZA HUT	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 325 sqm Survey date: MONDAY 23/11/15		Survey Type: MANUAL
7	RF-06-B-01 LINWOOD ROAD PAISLEY PHOENIX LEISURE PARK	INDIAN RESTAURANT	RENFREWSHIRE
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 175 sqm Survey date: FRIDAY 20/06/14		Survey Type: MANUAL
8	ST-06-B-01 STONE ROAD STOKE-ON-TRENT TRENTHAM	RESTAURANT	STAFFORDSHIRE
	Edge of Town Retail Zone Total Gross floor area: 259 sqm Survey date: THURSDAY 24/10/13		Survey Type: MANUAL

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-06-B-06	ITALIAN RESTAURANT	WEST MIDLANDS
	EARLSDON STREET		
	COVENTRY		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	175 sqm	
	Survey date: THURSDAY	24/11/16	Survey Type: MANUAL
10	WM-06-B-07	INDIAN RESTAURANT	WEST MIDLANDS
	AUDNAM		
	STOURBRIDGE		
	AUDNAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	370 sqm	
	Survey date: TUESDAY	28/11/17	Survey Type: MANUAL
11	WS-06-B-02	BRITISH FINE DINING	WEST SUSSEX
	ARUNDEL ROAD		
	NEAR CHICHESTER		
	TANGMERE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	130 sqm	
	Survey date: SATURDAY	04/10/14	Survey Type: MANUAL

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.270	1	370	0.270
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	1	400	1.000	1	400	0.750	1	400	1.750
09:00 - 10:00	3	342	1.268	3	342	0.488	3	342	1.756
10:00 - 11:00	9	268	1.616	9	268	0.829	9	268	2.445
11:00 - 12:00	10	278	2.191	10	278	1.221	10	278	3.412
12:00 - 13:00	10	278	4.059	10	278	1.796	10	278	5.855
13:00 - 14:00	10	278	3.592	10	278	3.736	10	278	7.328
14:00 - 15:00	10	278	1.940	10	278	3.161	10	278	5.101
15:00 - 16:00	11	287	1.173	11	287	1.649	11	287	2.822
16:00 - 17:00	11	287	1.237	11	287	1.427	11	287	2.664
17:00 - 18:00	11	287	2.473	11	287	1.205	11	287	3.678
18:00 - 19:00	11	287	2.854	11	287	2.346	11	287	5.200
19:00 - 20:00	11	287	3.266	11	287	2.854	11	287	6.120
20:00 - 21:00	11	287	2.188	11	287	3.075	11	287	5.263
21:00 - 22:00	11	287	1.554	11	287	2.188	11	287	3.742
22:00 - 23:00	11	287	0.856	11	287	1.776	11	287	2.632
23:00 - 24:00	9	256	0.217	9	256	1.953	9	256	2.170
Total Rates:			31.484			30.724			62.208

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.

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Parameter summary

Trip rate parameter range selected:	130 - 450 (units: sqm)
Survey date range:	01/01/13 - 25/09/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	1
Number of Sundays:	2
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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.000	1	370	0.000
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	1	400	0.000	1	400	0.000	1	400	0.000
09:00 - 10:00	3	342	0.000	3	342	0.000	3	342	0.000
10:00 - 11:00	9	268	0.124	9	268	0.124	9	268	0.248
11:00 - 12:00	10	278	0.108	10	278	0.072	10	278	0.180
12:00 - 13:00	10	278	0.108	10	278	0.144	10	278	0.252
13:00 - 14:00	10	278	0.108	10	278	0.108	10	278	0.216
14:00 - 15:00	10	278	0.036	10	278	0.036	10	278	0.072
15:00 - 16:00	11	287	0.127	11	287	0.127	11	287	0.254
16:00 - 17:00	11	287	0.032	11	287	0.000	11	287	0.032
17:00 - 18:00	11	287	0.095	11	287	0.127	11	287	0.222
18:00 - 19:00	11	287	0.159	11	287	0.127	11	287	0.286
19:00 - 20:00	11	287	0.254	11	287	0.285	11	287	0.539
20:00 - 21:00	11	287	0.190	11	287	0.190	11	287	0.380
21:00 - 22:00	11	287	0.095	11	287	0.095	11	287	0.190
22:00 - 23:00	11	287	0.095	11	287	0.095	11	287	0.190
23:00 - 24:00	9	256	0.130	9	256	0.130	9	256	0.260
Total Rates:			1.661			1.660			3.321

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.000	1	370	0.000
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	1	400	0.000	1	400	0.000	1	400	0.000
09:00 - 10:00	3	342	0.000	3	342	0.000	3	342	0.000
10:00 - 11:00	9	268	0.000	9	268	0.000	9	268	0.000
11:00 - 12:00	10	278	0.000	10	278	0.000	10	278	0.000
12:00 - 13:00	10	278	0.000	10	278	0.000	10	278	0.000
13:00 - 14:00	10	278	0.000	10	278	0.000	10	278	0.000
14:00 - 15:00	10	278	0.000	10	278	0.000	10	278	0.000
15:00 - 16:00	11	287	0.000	11	287	0.000	11	287	0.000
16:00 - 17:00	11	287	0.032	11	287	0.032	11	287	0.064
17:00 - 18:00	11	287	0.000	11	287	0.000	11	287	0.000
18:00 - 19:00	11	287	0.000	11	287	0.000	11	287	0.000
19:00 - 20:00	11	287	0.000	11	287	0.000	11	287	0.000
20:00 - 21:00	11	287	0.000	11	287	0.000	11	287	0.000
21:00 - 22:00	11	287	0.000	11	287	0.000	11	287	0.000
22:00 - 23:00	11	287	0.000	11	287	0.000	11	287	0.000
23:00 - 24:00	9	256	0.000	9	256	0.000	9	256	0.000
Total Rates:			0.032			0.032			0.064

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.000	1	370	0.000
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	1	400	0.000	1	400	0.000	1	400	0.000
09:00 - 10:00	3	342	0.000	3	342	0.000	3	342	0.000
10:00 - 11:00	9	268	0.000	9	268	0.000	9	268	0.000
11:00 - 12:00	10	278	0.000	10	278	0.000	10	278	0.000
12:00 - 13:00	10	278	0.000	10	278	0.000	10	278	0.000
13:00 - 14:00	10	278	0.000	10	278	0.000	10	278	0.000
14:00 - 15:00	10	278	0.000	10	278	0.000	10	278	0.000
15:00 - 16:00	11	287	0.000	11	287	0.000	11	287	0.000
16:00 - 17:00	11	287	0.000	11	287	0.000	11	287	0.000
17:00 - 18:00	11	287	0.000	11	287	0.000	11	287	0.000
18:00 - 19:00	11	287	0.032	11	287	0.032	11	287	0.064
19:00 - 20:00	11	287	0.000	11	287	0.000	11	287	0.000
20:00 - 21:00	11	287	0.000	11	287	0.000	11	287	0.000
21:00 - 22:00	11	287	0.000	11	287	0.000	11	287	0.000
22:00 - 23:00	11	287	0.000	11	287	0.000	11	287	0.000
23:00 - 24:00	9	256	0.000	9	256	0.000	9	256	0.000
Total Rates:			0.032			0.032			0.064

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.000	1	370	0.000
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	1	400	0.000	1	400	0.000	1	400	0.000
09:00 - 10:00	3	342	0.000	3	342	0.000	3	342	0.000
10:00 - 11:00	9	268	0.041	9	268	0.000	9	268	0.041
11:00 - 12:00	10	278	0.108	10	278	0.036	10	278	0.144
12:00 - 13:00	10	278	0.000	10	278	0.000	10	278	0.000
13:00 - 14:00	10	278	0.000	10	278	0.000	10	278	0.000
14:00 - 15:00	10	278	0.000	10	278	0.072	10	278	0.072
15:00 - 16:00	11	287	0.032	11	287	0.000	11	287	0.032
16:00 - 17:00	11	287	0.032	11	287	0.000	11	287	0.032
17:00 - 18:00	11	287	0.095	11	287	0.000	11	287	0.095
18:00 - 19:00	11	287	0.000	11	287	0.032	11	287	0.032
19:00 - 20:00	11	287	0.000	11	287	0.032	11	287	0.032
20:00 - 21:00	11	287	0.000	11	287	0.000	11	287	0.000
21:00 - 22:00	11	287	0.000	11	287	0.063	11	287	0.063
22:00 - 23:00	11	287	0.000	11	287	0.063	11	287	0.063
23:00 - 24:00	9	256	0.000	9	256	0.000	9	256	0.000
Total Rates:			0.308			0.298			0.606

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.270	1	370	0.270
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	1	400	1.000	1	400	0.750	1	400	1.750
09:00 - 10:00	3	342	1.171	3	342	0.390	3	342	1.561
10:00 - 11:00	9	268	1.284	9	268	0.621	9	268	1.905
11:00 - 12:00	10	278	1.940	10	278	0.898	10	278	2.838
12:00 - 13:00	10	278	3.843	10	278	1.652	10	278	5.495
13:00 - 14:00	10	278	3.233	10	278	3.341	10	278	6.574
14:00 - 15:00	10	278	1.760	10	278	3.017	10	278	4.777
15:00 - 16:00	11	287	1.015	11	287	1.427	11	287	2.442
16:00 - 17:00	11	287	1.078	11	287	1.395	11	287	2.473
17:00 - 18:00	11	287	2.219	11	287	0.951	11	287	3.170
18:00 - 19:00	11	287	2.568	11	287	2.093	11	287	4.661
19:00 - 20:00	11	287	2.949	11	287	2.441	11	287	5.390
20:00 - 21:00	11	287	1.902	11	287	2.854	11	287	4.756
21:00 - 22:00	11	287	1.427	11	287	2.029	11	287	3.456
22:00 - 23:00	11	287	0.729	11	287	1.554	11	287	2.283
23:00 - 24:00	9	256	0.087	9	256	1.736	9	256	1.823
Total Rates:			28.205			27.419			55.624

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.000	1	370	0.000
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	1	400	0.000	1	400	0.000	1	400	0.000
09:00 - 10:00	3	342	0.098	3	342	0.098	3	342	0.196
10:00 - 11:00	9	268	0.207	9	268	0.083	9	268	0.290
11:00 - 12:00	10	278	0.144	10	278	0.251	10	278	0.395
12:00 - 13:00	10	278	0.072	10	278	0.000	10	278	0.072
13:00 - 14:00	10	278	0.216	10	278	0.251	10	278	0.467
14:00 - 15:00	10	278	0.108	10	278	0.036	10	278	0.144
15:00 - 16:00	11	287	0.032	11	287	0.095	11	287	0.127
16:00 - 17:00	11	287	0.095	11	287	0.000	11	287	0.095
17:00 - 18:00	11	287	0.063	11	287	0.095	11	287	0.158
18:00 - 19:00	11	287	0.032	11	287	0.063	11	287	0.095
19:00 - 20:00	11	287	0.000	11	287	0.063	11	287	0.063
20:00 - 21:00	11	287	0.032	11	287	0.000	11	287	0.032
21:00 - 22:00	11	287	0.032	11	287	0.032	11	287	0.064
22:00 - 23:00	11	287	0.000	11	287	0.032	11	287	0.032
23:00 - 24:00	9	256	0.000	9	256	0.000	9	256	0.000
Total Rates:			1.131			1.099			2.230

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.

Calculation Reference: AUDIT-742101-230619-0646

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : R - TRADE SHOP
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days

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

Primary 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: 275 to 900 (units: sqm)
 Range Selected by User: 275 to 900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 10/05/22

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	4
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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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 2 days

20,001 to 25,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days

125,001 to 250,000 2 days

500,001 or More 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 2 days

1.1 to 1.5 2 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 4 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 4 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 4 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BP-01-R-01 MOWBRAY DRIVE BLACKPOOL	SCREWFIX		BLACKPOOL
	Edge of Town Industrial Zone Total Gross floor area:	900 sqm		
	Survey date: MONDAY	19/04/21	Survey Type: MANUAL	
2	NY-01-R-01 OAKNEY WOOD ROAD SELBY	TOOLSTATION		NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	275 sqm		
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL	
3	SC-01-R-01 PRAETORIAN PLACE REDHILL	TOOLSTATION		SURREY
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	414 sqm		
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL	
4	WM-01-R-01 ALDRIDGE ROAD BIRMINGHAM PERRY BAR	TOOLSTATION		WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	500 sqm		
	Survey date: FRIDAY	19/11/21	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/R - TRADE SHOP
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	522	0.239	4	522	0.048	4	522	0.287
07:00 - 08:00	4	522	2.058	4	522	1.915	4	522	3.973
08:00 - 09:00	4	522	2.633	4	522	2.393	4	522	5.026
09:00 - 10:00	4	522	3.542	4	522	3.638	4	522	7.180
10:00 - 11:00	4	522	3.686	4	522	3.399	4	522	7.085
11:00 - 12:00	4	522	3.686	4	522	3.494	4	522	7.180
12:00 - 13:00	4	522	3.925	4	522	4.165	4	522	8.090
13:00 - 14:00	4	522	4.069	4	522	4.165	4	522	8.234
14:00 - 15:00	4	522	3.207	4	522	3.016	4	522	6.223
15:00 - 16:00	4	522	3.399	4	522	3.638	4	522	7.037
16:00 - 17:00	4	522	3.399	4	522	3.207	4	522	6.606
17:00 - 18:00	4	522	2.011	4	522	2.346	4	522	4.357
18:00 - 19:00	4	522	2.058	4	522	2.106	4	522	4.164
19:00 - 20:00	4	522	1.245	4	522	1.436	4	522	2.681
20:00 - 21:00	4	522	0.048	4	522	0.144	4	522	0.192
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			39.205			39.110			78.315

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.

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Parameter summary

Trip rate parameter range selected:
Survey date date range:
Number of weekdays (Monday-Friday):
Number of Saturdays:
Number of Sundays:
Surveys automatically removed from selection:
Surveys manually removed from selection:

275 - 900 (units: sqm)
01/01/15 - 10/05/22
4
0
0
0
0

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

Calculation Reference: AUDIT-742101-230510-0554

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : G - PARCEL DISTRIBUTION CENTRES
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
01	GREATER LONDON	
	HO HOUNSLOW	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days

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

Primary 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: 1496 to 3862 (units: sqm)
Range Selected by User: 763 to 24000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/21

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:
Friday 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:
Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1

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

Selected Location Sub Categories:
Industrial Zone 1
Commercial Zone 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.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 5 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

B8	2 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	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.

Travel Plan:

Yes	1 days
No	1 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	1 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	HO-02-G-06 FOREST ROAD FELTHAM	DPD & DPD LOCAL	HOUNSLOW
	Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 3862 sqm Survey date: FRIDAY 26/04/19		
	Survey Type: MANUAL		
2	LN-02-G-01 WHISBY WAY LINCOLN BIRCHWOOD Edge of Town Industrial Zone	PARCELFORCE WORLDWIDE	LINCOLNSHIRE
	Total Gross floor area: 1496 sqm Survey date: FRIDAY 28/06/19		
	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SO-02-G-02	too large

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2679	0.131	2	2679	0.019	2	2679	0.150
05:30 - 06:00	2	2679	0.261	2	2679	0.019	2	2679	0.280
06:00 - 06:30	2	2679	0.672	2	2679	0.037	2	2679	0.709
06:30 - 07:00	2	2679	0.915	2	2679	0.056	2	2679	0.971
07:00 - 07:30	2	2679	0.523	2	2679	0.149	2	2679	0.672
07:30 - 08:00	2	2679	0.261	2	2679	0.299	2	2679	0.560
08:00 - 08:30	2	2679	0.093	2	2679	0.261	2	2679	0.354
08:30 - 09:00	2	2679	0.187	2	2679	0.523	2	2679	0.710
09:00 - 09:30	2	2679	0.093	2	2679	0.616	2	2679	0.709
09:30 - 10:00	2	2679	0.056	2	2679	0.355	2	2679	0.411
10:00 - 10:30	2	2679	0.000	2	2679	0.261	2	2679	0.261
10:30 - 11:00	2	2679	0.075	2	2679	0.205	2	2679	0.280
11:00 - 11:30	2	2679	0.019	2	2679	0.187	2	2679	0.206
11:30 - 12:00	2	2679	0.037	2	2679	0.037	2	2679	0.074
12:00 - 12:30	2	2679	0.112	2	2679	0.112	2	2679	0.224
12:30 - 13:00	2	2679	0.056	2	2679	0.392	2	2679	0.448
13:00 - 13:30	2	2679	0.019	2	2679	0.149	2	2679	0.168
13:30 - 14:00	2	2679	0.187	2	2679	0.149	2	2679	0.336
14:00 - 14:30	2	2679	0.187	2	2679	0.131	2	2679	0.318
14:30 - 15:00	2	2679	0.131	2	2679	0.187	2	2679	0.318
15:00 - 15:30	2	2679	0.075	2	2679	0.056	2	2679	0.131
15:30 - 16:00	2	2679	0.243	2	2679	0.336	2	2679	0.579
16:00 - 16:30	2	2679	0.205	2	2679	0.261	2	2679	0.466
16:30 - 17:00	2	2679	0.373	2	2679	0.261	2	2679	0.634
17:00 - 17:30	2	2679	0.149	2	2679	0.261	2	2679	0.410
17:30 - 18:00	2	2679	0.224	2	2679	0.149	2	2679	0.373
18:00 - 18:30	2	2679	0.056	2	2679	0.075	2	2679	0.131
18:30 - 19:00	2	2679	0.000	2	2679	0.019	2	2679	0.019
19:00 - 19:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
19:30 - 20:00	1	1496	0.067	1	1496	0.000	1	1496	0.067
20:00 - 20:30	1	1496	0.067	1	1496	0.000	1	1496	0.067
20:30 - 21:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.474			5.562			11.036

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.

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Parameter summary

Trip rate parameter range selected:	1496 - 3862 (units: sqm)
Survey date date range:	01/01/15 - 11/05/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2679	0.037	2	2679	0.019	2	2679	0.056
05:30 - 06:00	2	2679	0.149	2	2679	0.019	2	2679	0.168
06:00 - 06:30	2	2679	0.149	2	2679	0.037	2	2679	0.186
06:30 - 07:00	2	2679	0.019	2	2679	0.019	2	2679	0.038
07:00 - 07:30	2	2679	0.056	2	2679	0.112	2	2679	0.168
07:30 - 08:00	2	2679	0.019	2	2679	0.243	2	2679	0.262
08:00 - 08:30	2	2679	0.019	2	2679	0.093	2	2679	0.112
08:30 - 09:00	2	2679	0.000	2	2679	0.429	2	2679	0.429
09:00 - 09:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
09:30 - 10:00	2	2679	0.019	2	2679	0.019	2	2679	0.038
10:00 - 10:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
10:30 - 11:00	2	2679	0.037	2	2679	0.000	2	2679	0.037
11:00 - 11:30	2	2679	0.000	2	2679	0.019	2	2679	0.019
11:30 - 12:00	2	2679	0.000	2	2679	0.019	2	2679	0.019
12:00 - 12:30	2	2679	0.037	2	2679	0.056	2	2679	0.093
12:30 - 13:00	2	2679	0.019	2	2679	0.056	2	2679	0.075
13:00 - 13:30	2	2679	0.000	2	2679	0.019	2	2679	0.019
13:30 - 14:00	2	2679	0.019	2	2679	0.019	2	2679	0.038
14:00 - 14:30	2	2679	0.019	2	2679	0.037	2	2679	0.056
14:30 - 15:00	2	2679	0.037	2	2679	0.037	2	2679	0.074
15:00 - 15:30	2	2679	0.075	2	2679	0.019	2	2679	0.094
15:30 - 16:00	2	2679	0.075	2	2679	0.056	2	2679	0.131
16:00 - 16:30	2	2679	0.168	2	2679	0.019	2	2679	0.187
16:30 - 17:00	2	2679	0.187	2	2679	0.019	2	2679	0.206
17:00 - 17:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
17:30 - 18:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
18:00 - 18:30	2	2679	0.037	2	2679	0.000	2	2679	0.037
18:30 - 19:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
19:00 - 19:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
19:30 - 20:00	1	1496	0.067	1	1496	0.000	1	1496	0.067
20:00 - 20:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
20:30 - 21:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.244			1.365			2.609

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
05:30 - 06:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
06:00 - 06:30	2	2679	0.000	2	2679	0.019	2	2679	0.019
06:30 - 07:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
07:00 - 07:30	2	2679	0.019	2	2679	0.019	2	2679	0.038
07:30 - 08:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
08:00 - 08:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
08:30 - 09:00	2	2679	0.000	2	2679	0.019	2	2679	0.019
09:00 - 09:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
09:30 - 10:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
10:00 - 10:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
10:30 - 11:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
11:00 - 11:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
11:30 - 12:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
12:00 - 12:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
12:30 - 13:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
13:00 - 13:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
13:30 - 14:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
14:00 - 14:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
14:30 - 15:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
15:00 - 15:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
15:30 - 16:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
16:00 - 16:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
16:30 - 17:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
17:00 - 17:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
17:30 - 18:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
18:00 - 18:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
18:30 - 19:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
19:00 - 19:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
19:30 - 20:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
20:00 - 20:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
20:30 - 21:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.019			0.057			0.076

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2679	0.056	2	2679	0.000	2	2679	0.056
05:30 - 06:00	2	2679	0.112	2	2679	0.000	2	2679	0.112
06:00 - 06:30	2	2679	0.224	2	2679	0.000	2	2679	0.224
06:30 - 07:00	2	2679	0.355	2	2679	0.037	2	2679	0.392
07:00 - 07:30	2	2679	0.261	2	2679	0.019	2	2679	0.280
07:30 - 08:00	2	2679	0.149	2	2679	0.019	2	2679	0.168
08:00 - 08:30	2	2679	0.056	2	2679	0.000	2	2679	0.056
08:30 - 09:00	2	2679	0.187	2	2679	0.093	2	2679	0.280
09:00 - 09:30	2	2679	0.019	2	2679	0.093	2	2679	0.112
09:30 - 10:00	2	2679	0.019	2	2679	0.037	2	2679	0.056
10:00 - 10:30	2	2679	0.000	2	2679	0.019	2	2679	0.019
10:30 - 11:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
11:00 - 11:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
11:30 - 12:00	2	2679	0.019	2	2679	0.019	2	2679	0.038
12:00 - 12:30	2	2679	0.037	2	2679	0.037	2	2679	0.074
12:30 - 13:00	2	2679	0.019	2	2679	0.149	2	2679	0.168
13:00 - 13:30	2	2679	0.019	2	2679	0.056	2	2679	0.075
13:30 - 14:00	2	2679	0.093	2	2679	0.000	2	2679	0.093
14:00 - 14:30	2	2679	0.000	2	2679	0.019	2	2679	0.019
14:30 - 15:00	2	2679	0.019	2	2679	0.019	2	2679	0.038
15:00 - 15:30	2	2679	0.000	2	2679	0.037	2	2679	0.037
15:30 - 16:00	2	2679	0.019	2	2679	0.205	2	2679	0.224
16:00 - 16:30	2	2679	0.000	2	2679	0.187	2	2679	0.187
16:30 - 17:00	2	2679	0.056	2	2679	0.149	2	2679	0.205
17:00 - 17:30	2	2679	0.000	2	2679	0.261	2	2679	0.261
17:30 - 18:00	2	2679	0.019	2	2679	0.131	2	2679	0.150
18:00 - 18:30	2	2679	0.000	2	2679	0.075	2	2679	0.075
18:30 - 19:00	2	2679	0.000	2	2679	0.019	2	2679	0.019
19:00 - 19:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
19:30 - 20:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
20:00 - 20:30	1	1496	0.067	1	1496	0.000	1	1496	0.067
20:30 - 21:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.805			1.680			3.485

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

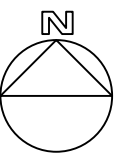
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2679	0.037	2	2679	0.000	2	2679	0.037
05:30 - 06:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
06:00 - 06:30	2	2679	0.299	2	2679	0.000	2	2679	0.299
06:30 - 07:00	2	2679	0.541	2	2679	0.000	2	2679	0.541
07:00 - 07:30	2	2679	0.205	2	2679	0.019	2	2679	0.224
07:30 - 08:00	2	2679	0.093	2	2679	0.037	2	2679	0.130
08:00 - 08:30	2	2679	0.019	2	2679	0.168	2	2679	0.187
08:30 - 09:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
09:00 - 09:30	2	2679	0.075	2	2679	0.523	2	2679	0.598
09:30 - 10:00	2	2679	0.019	2	2679	0.299	2	2679	0.318
10:00 - 10:30	2	2679	0.000	2	2679	0.243	2	2679	0.243
10:30 - 11:00	2	2679	0.037	2	2679	0.205	2	2679	0.242
11:00 - 11:30	2	2679	0.019	2	2679	0.168	2	2679	0.187
11:30 - 12:00	2	2679	0.019	2	2679	0.000	2	2679	0.019
12:00 - 12:30	2	2679	0.037	2	2679	0.019	2	2679	0.056
12:30 - 13:00	2	2679	0.019	2	2679	0.187	2	2679	0.206
13:00 - 13:30	2	2679	0.000	2	2679	0.075	2	2679	0.075
13:30 - 14:00	2	2679	0.075	2	2679	0.131	2	2679	0.206
14:00 - 14:30	2	2679	0.168	2	2679	0.075	2	2679	0.243
14:30 - 15:00	2	2679	0.075	2	2679	0.131	2	2679	0.206
15:00 - 15:30	2	2679	0.000	2	2679	0.000	2	2679	0.000
15:30 - 16:00	2	2679	0.149	2	2679	0.075	2	2679	0.224
16:00 - 16:30	2	2679	0.037	2	2679	0.056	2	2679	0.093
16:30 - 17:00	2	2679	0.131	2	2679	0.093	2	2679	0.224
17:00 - 17:30	2	2679	0.149	2	2679	0.000	2	2679	0.149
17:30 - 18:00	2	2679	0.205	2	2679	0.019	2	2679	0.224
18:00 - 18:30	2	2679	0.019	2	2679	0.000	2	2679	0.019
18:30 - 19:00	2	2679	0.000	2	2679	0.000	2	2679	0.000
19:00 - 19:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
19:30 - 20:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
20:00 - 20:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
20:30 - 21:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.427			2.523			4.950

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.

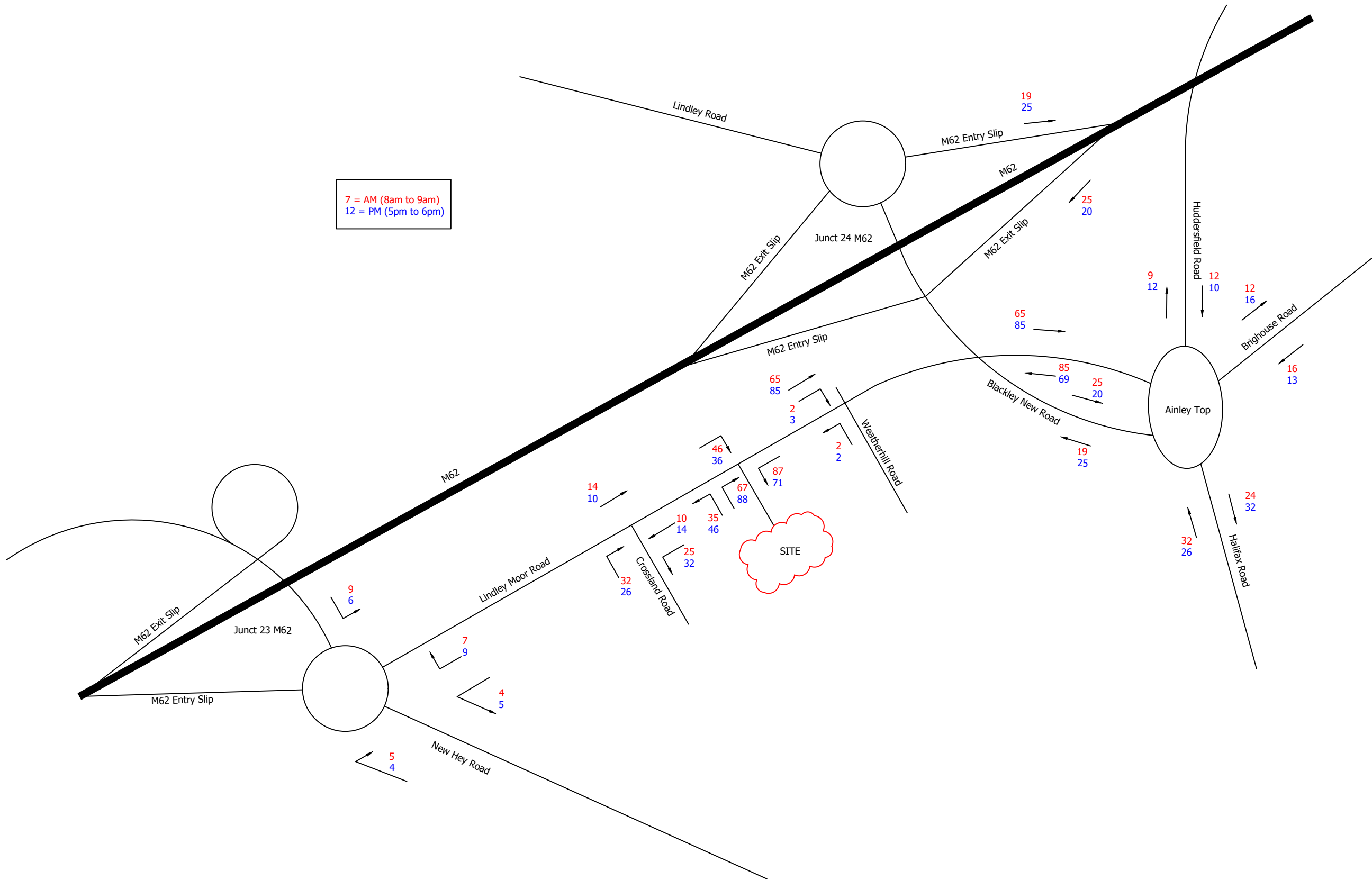
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*

Appendix C

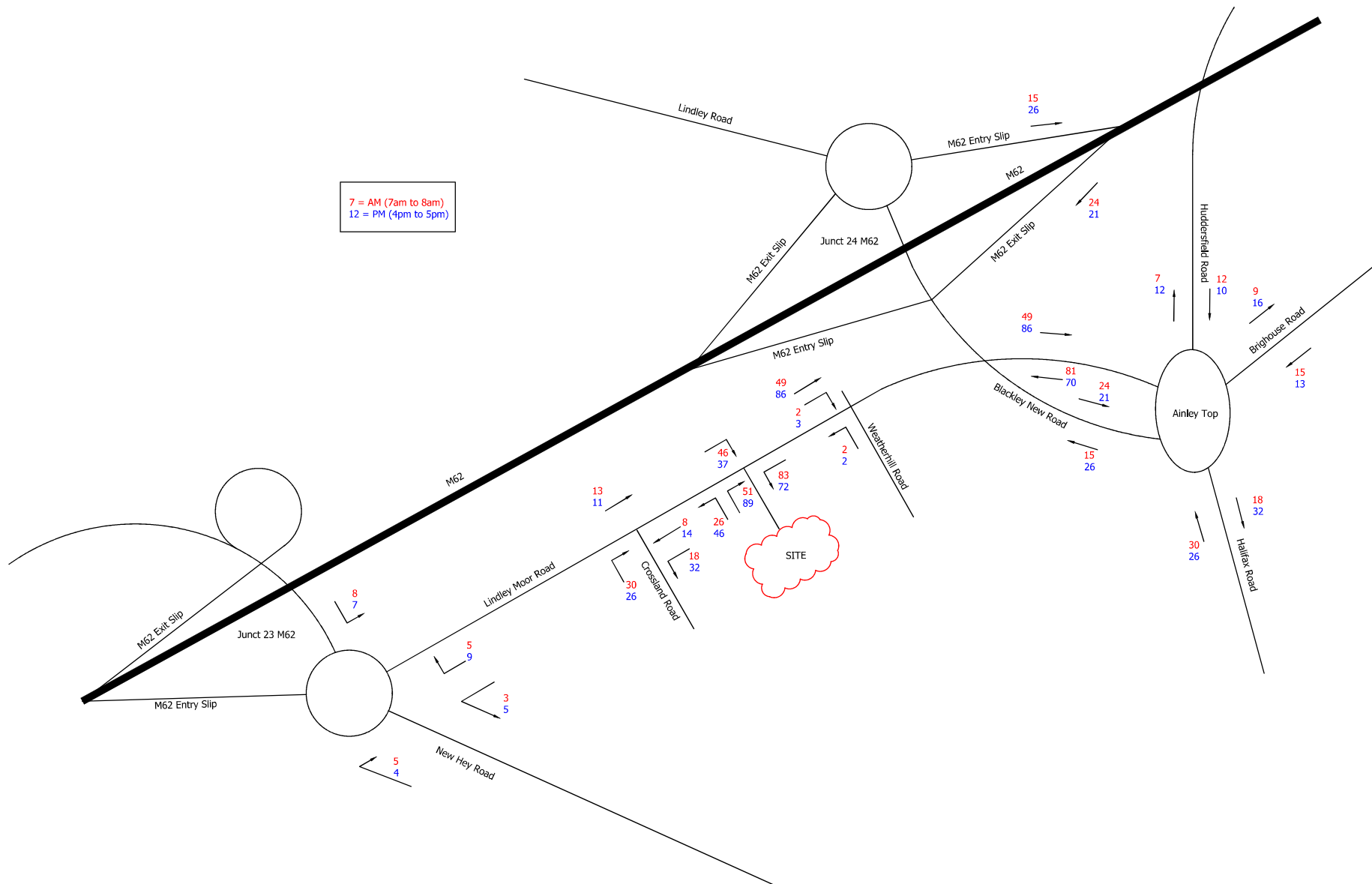
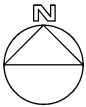
Distribution to SRN



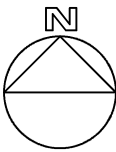
7 = AM (8am to 9am)
12 = PM (5pm to 6pm)



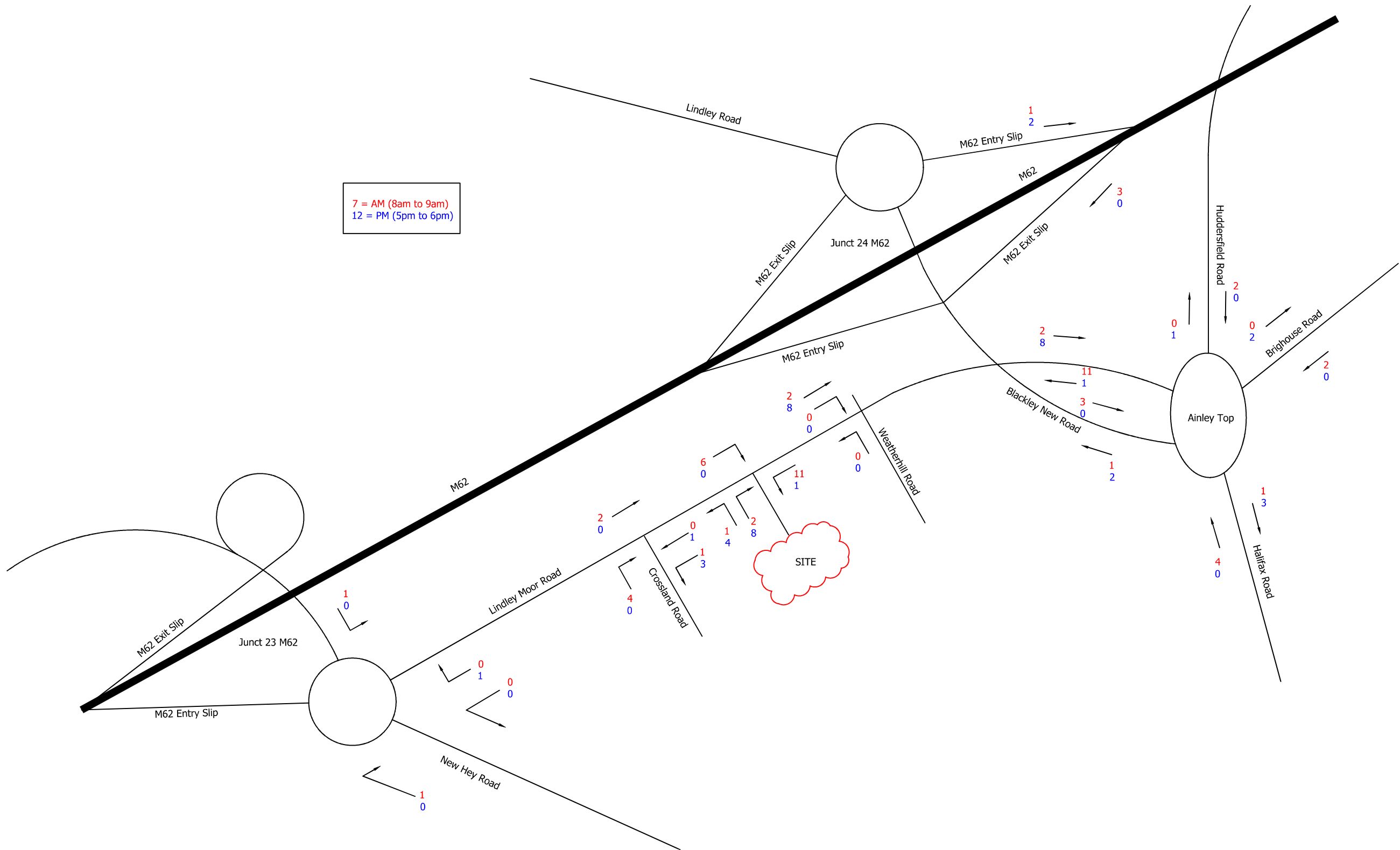
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
DEVELOPMENT TRAFFIC TO SRN		
SCALE		
NTS @ A3		
DRAWING		
2061 - 109		
DATE		
JULY 2023		



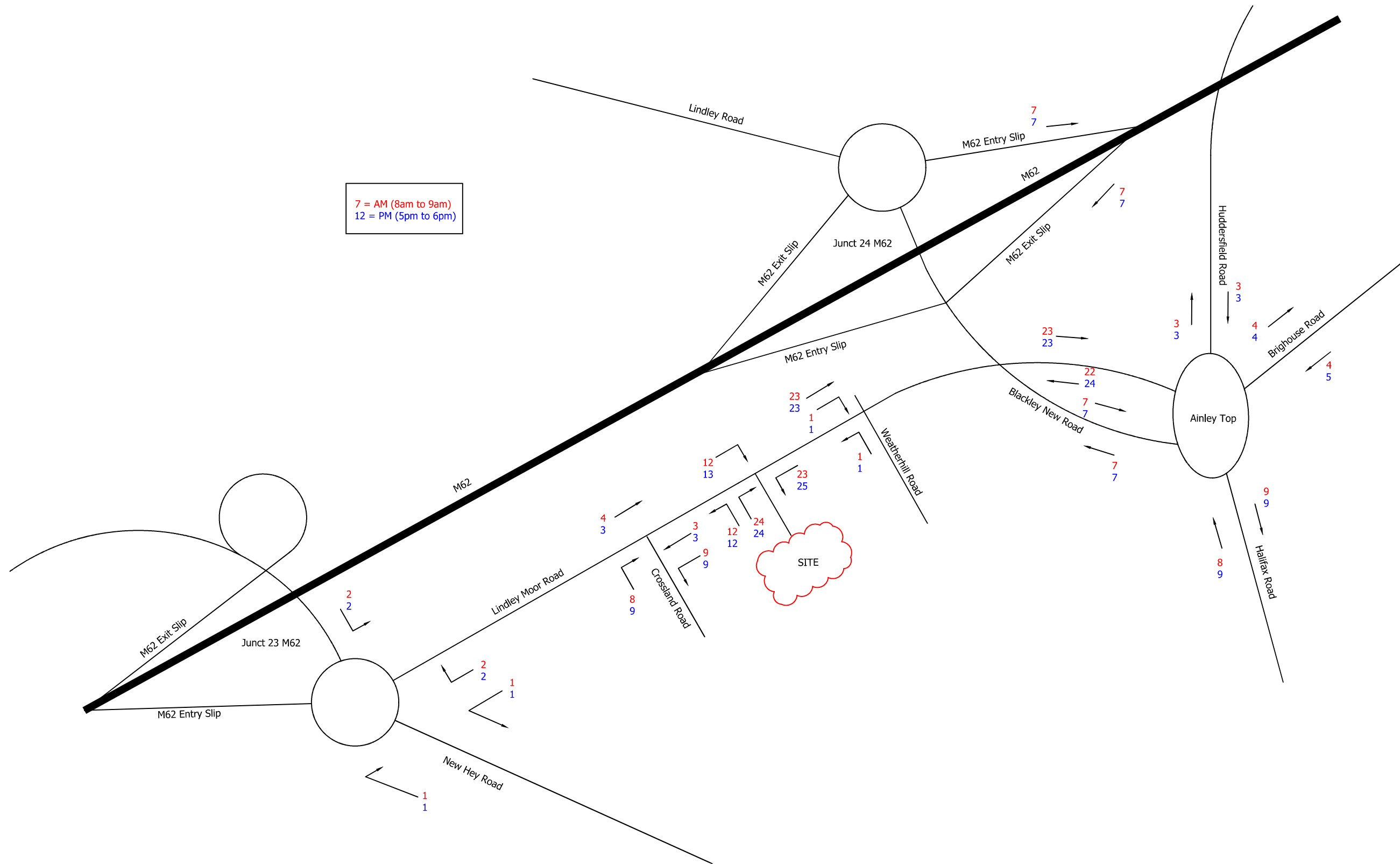
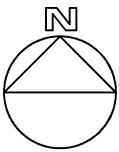
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
DEVELOPMENT TRAFFIC TO SRN		
SCALE		
NTS @ A3		
DRAWING		
2061 - 110		
DATE		
JULY 2023		



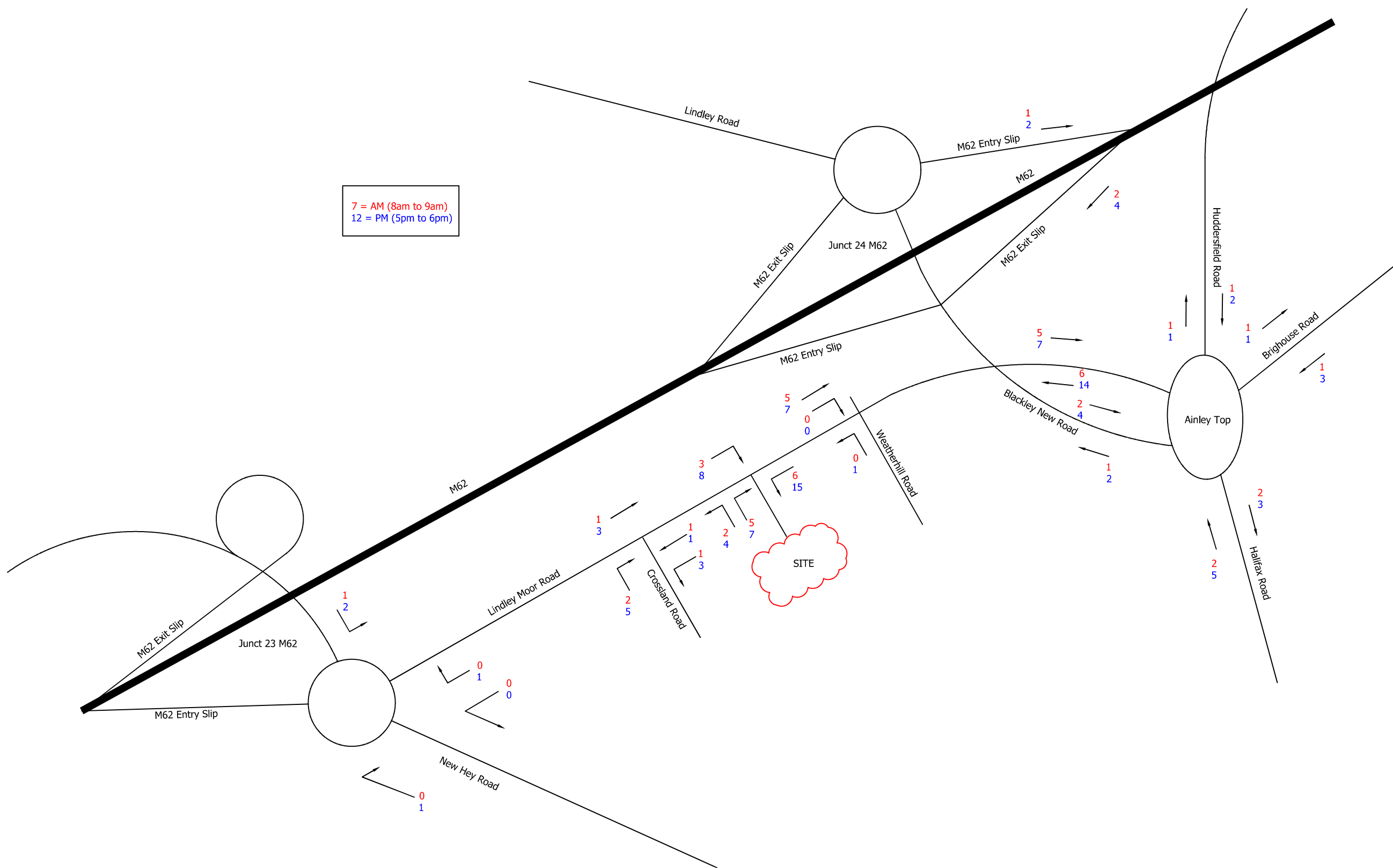
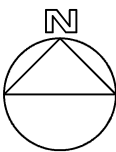
7 = AM (8am to 9am)
12 = PM (5pm to 6pm)



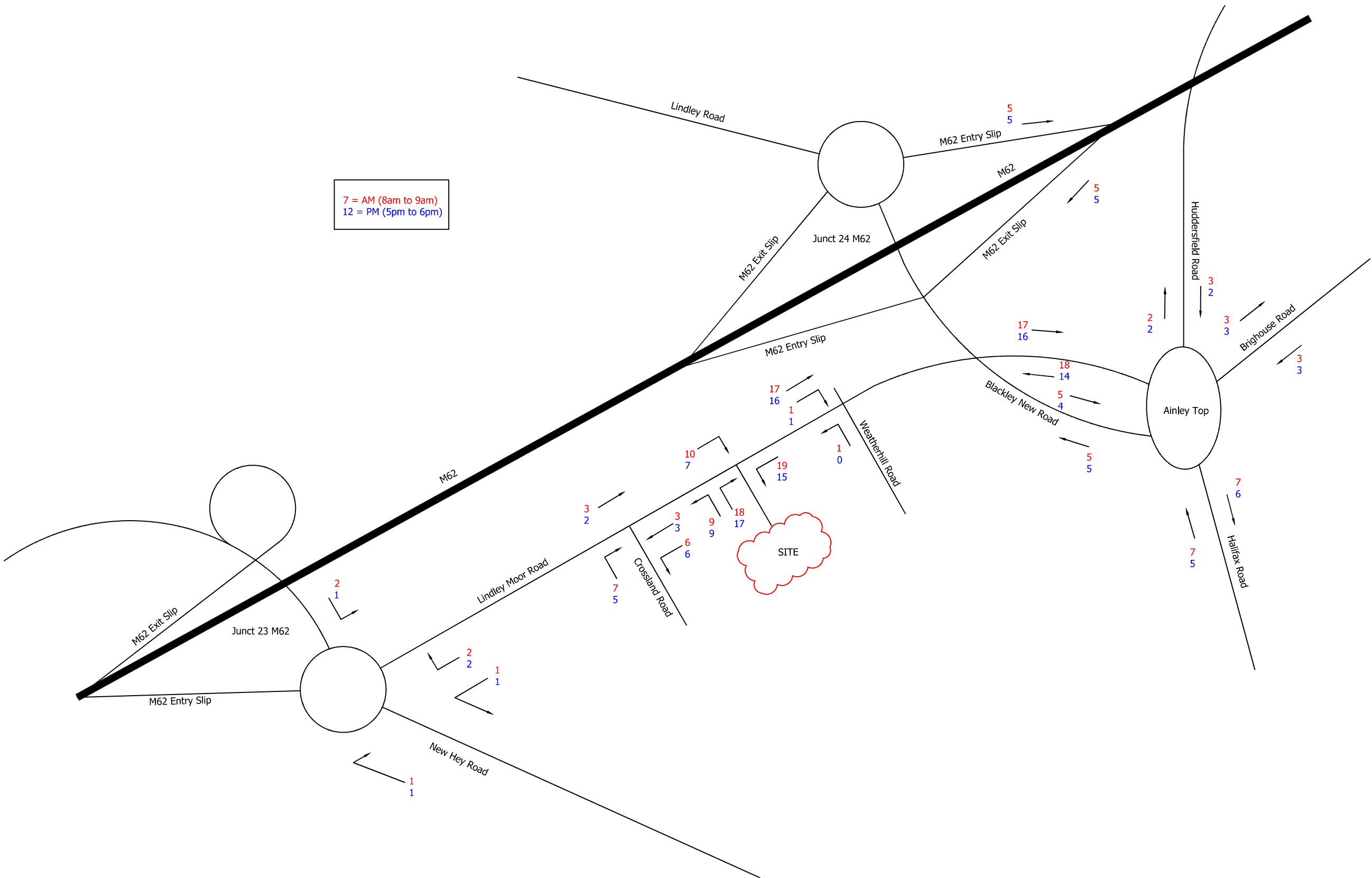
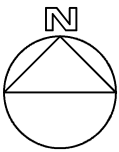
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
DEVELOPMENT TRAFFIC TO SRN UNITS A & H TO N		
SCALE		
NTS @ A3		
DRAWING		
2061 - 119		
DATE		
SEPTEMBER 2023		



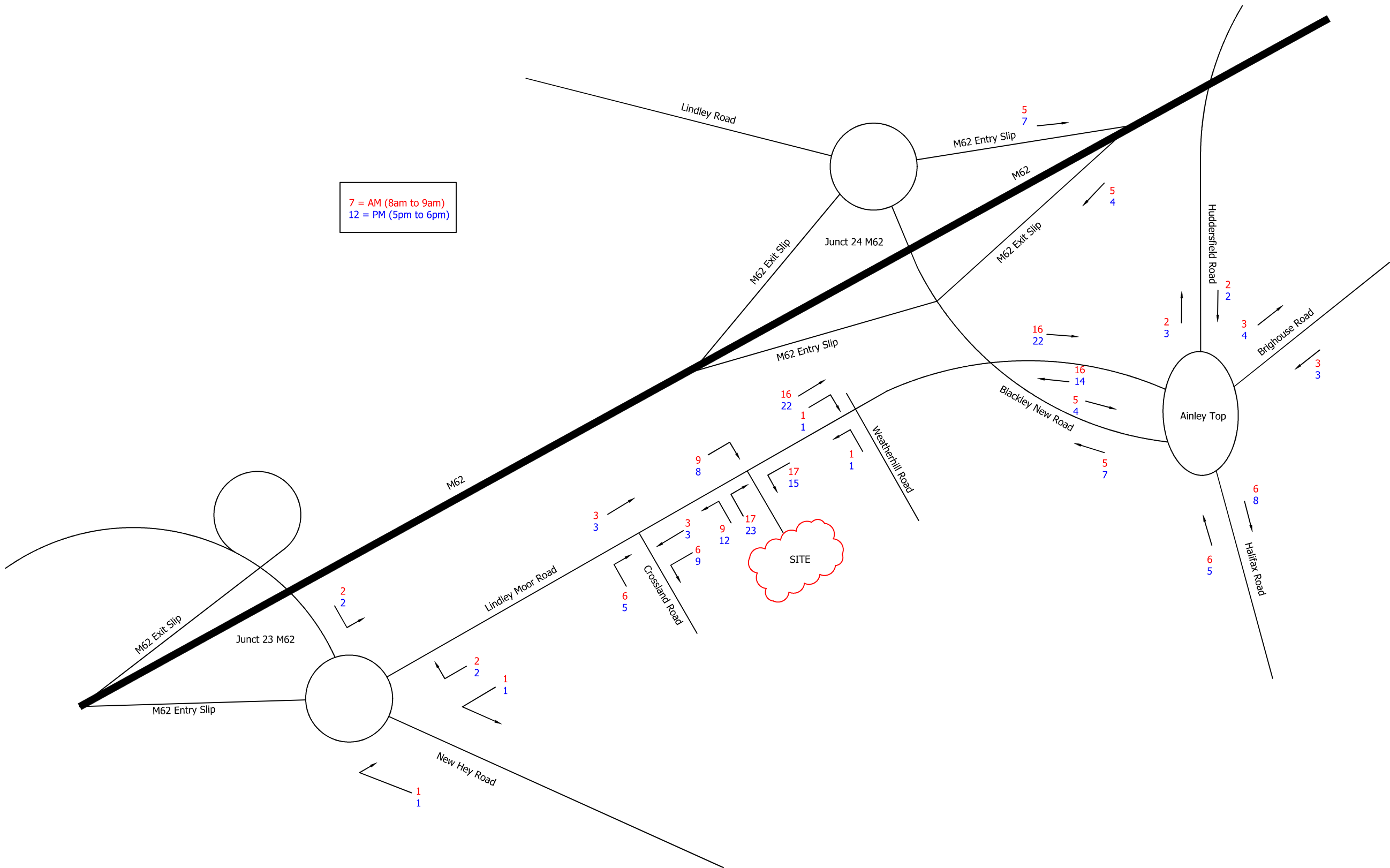
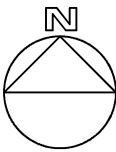
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
DEVELOPMENT TRAFFIC TO SRN UNIT B		
SCALE		
NTS @ A3		
DRAWING		
2061 - 120		
DATE		
SEPTEMBER 2023		



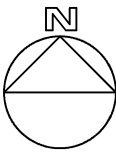
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
DEVELOPMENT TRAFFIC TO SRN UNIT C		
SCALE		
NTS @ A3		
DRAWING		
2061 - 121		
DATE		
SEPTEMBER 2023		



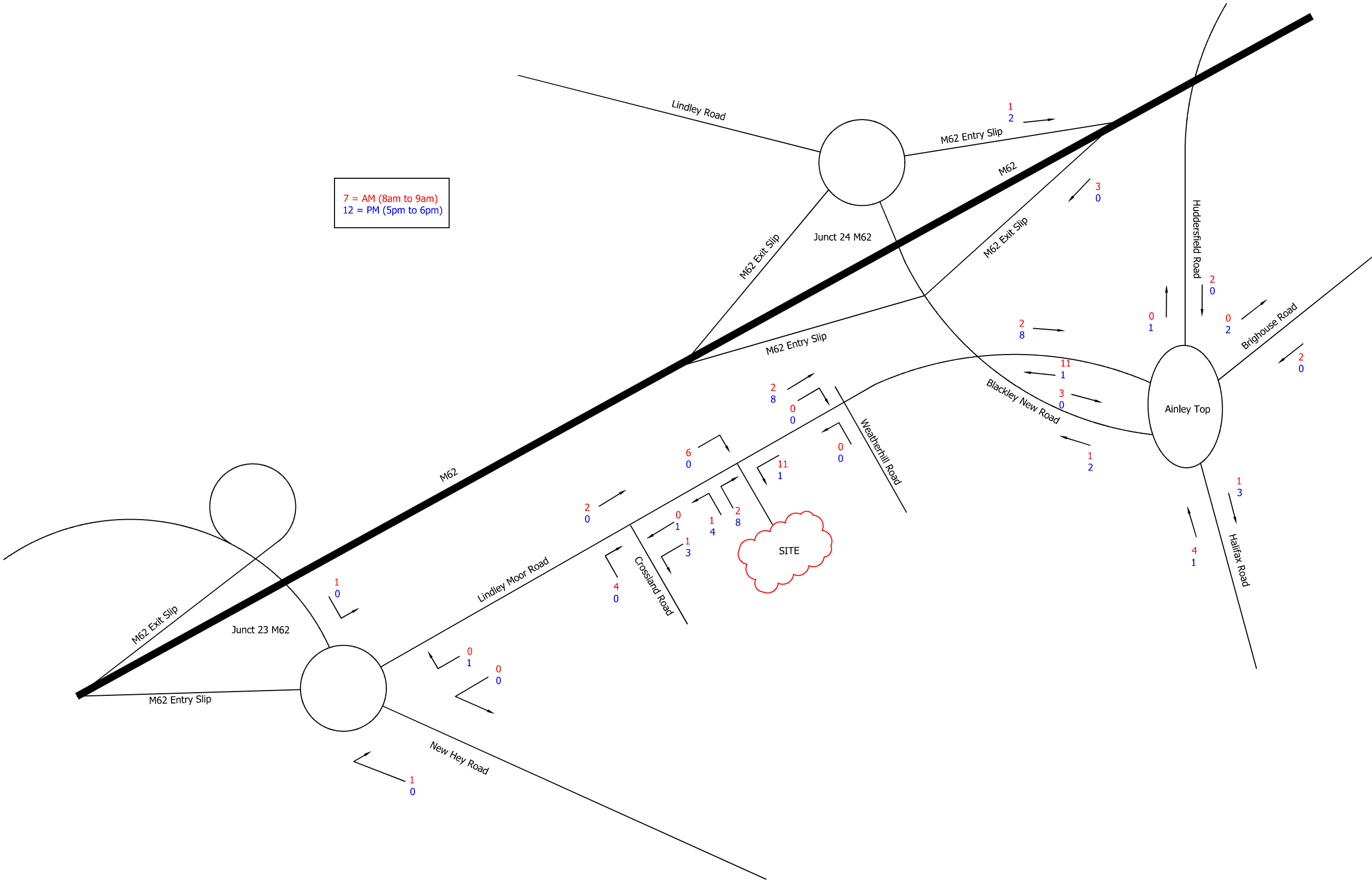
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
DEVELOPMENT TRAFFIC TO SRN UNITS D, Da, E		
SCALE		
NTS @ A3		
DRAWING		
2061 - 122		
DATE		
SEPTEMBER 2023		



REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
DEVELOPMENT TRAFFIC TO SRN UNITS F & G		
SCALE		
NTS @ A3		
DRAWING		
2061 - 123		
DATE		
SEPTEMBER 2023		



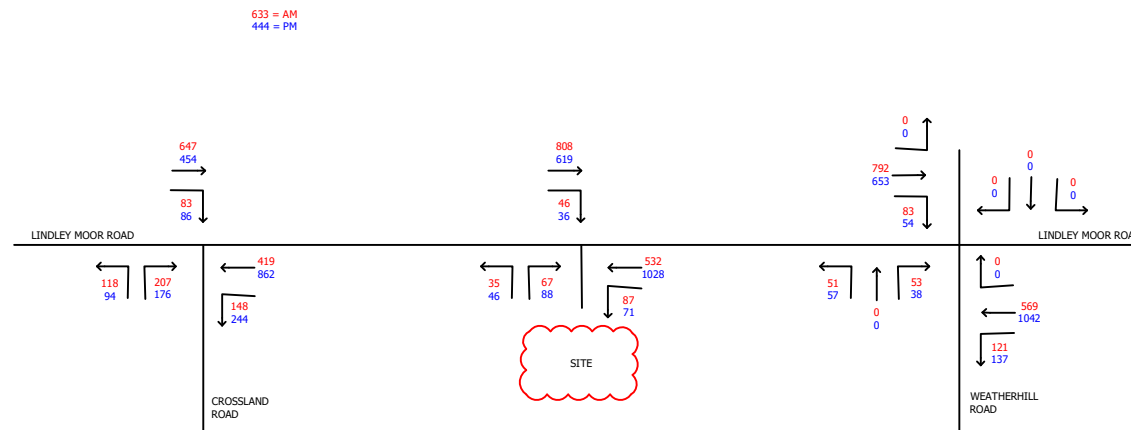
7 = AM (8am to 9am)
12 = PM (5pm to 6pm)



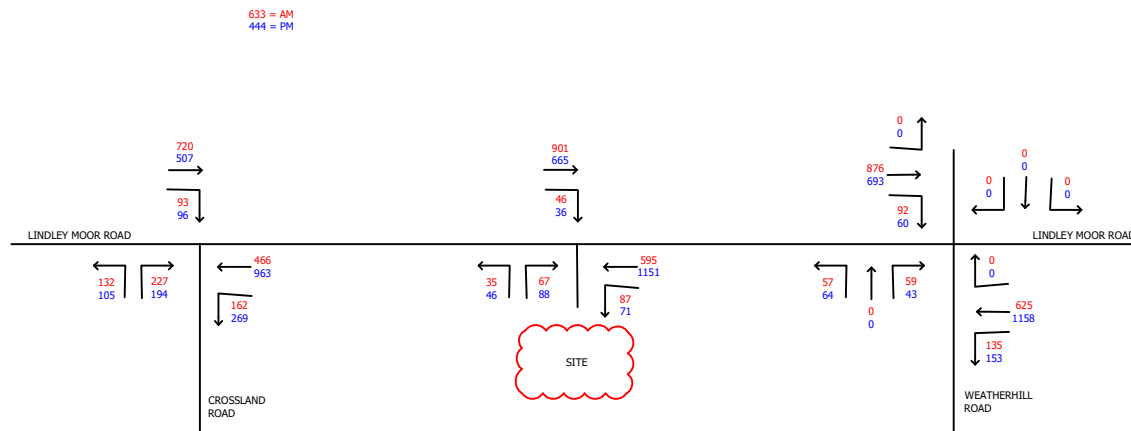
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
DEVELOPMENT TRAFFIC TO SRN UNIT P		
SCALE		
NTS @ A3		
DRAWING		
2061 - 124		
DATE		
SEPTEMBER 2023		

Appendix D

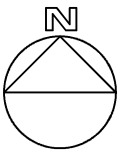
Traffic Flows



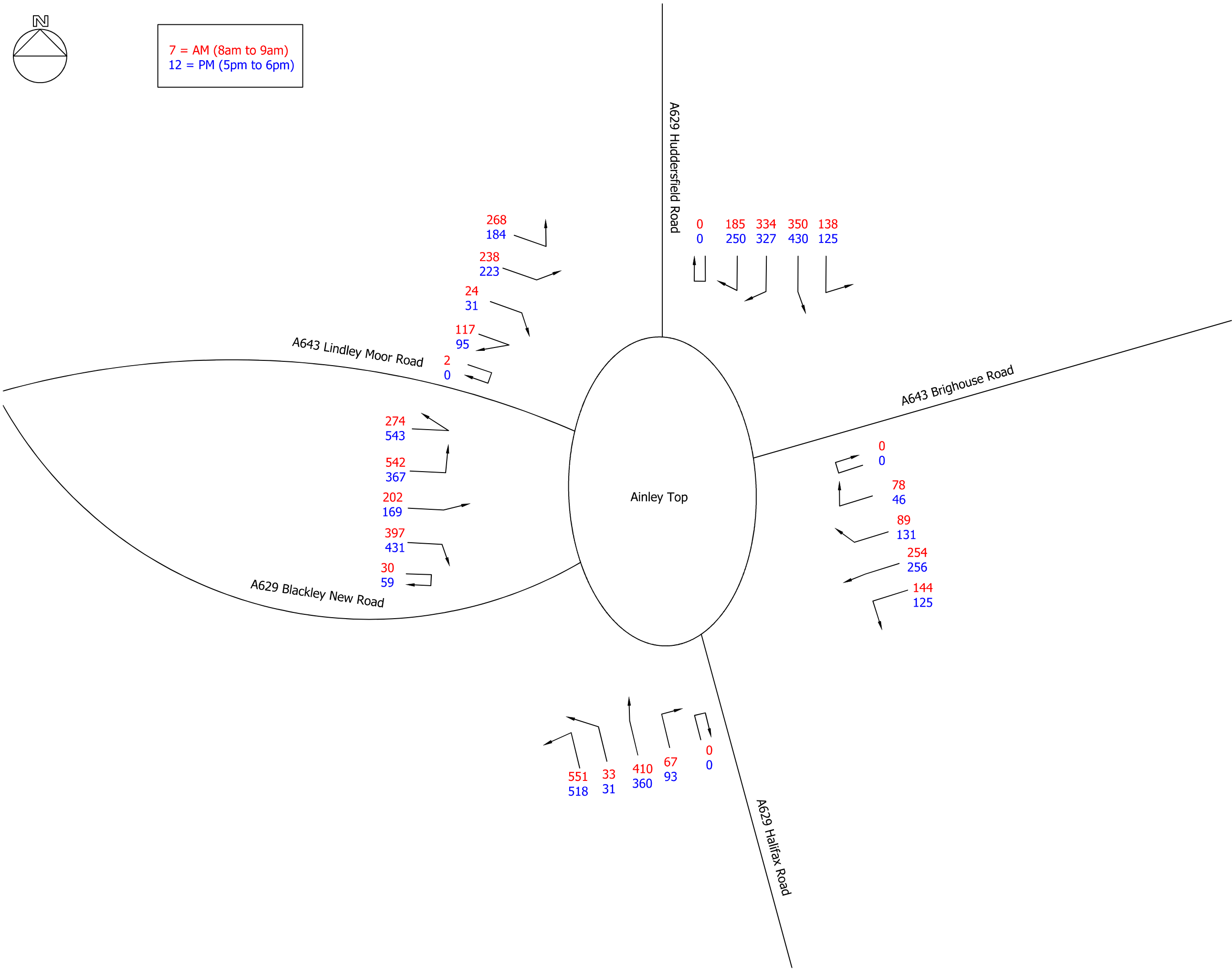
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
2022 WITH DEVELOPMENT		
SCALE		
NTS @ A4		
DRAWING		
2061 - 104 Rev A		
DATE		
25.04.2022		



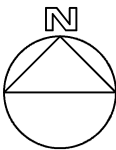
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
2032 WITH DEVELOPMENT		
SCALE		
NTS @ A4		
DRAWING		
2061 - 106 Rev A		
DATE		
25.04.2022		



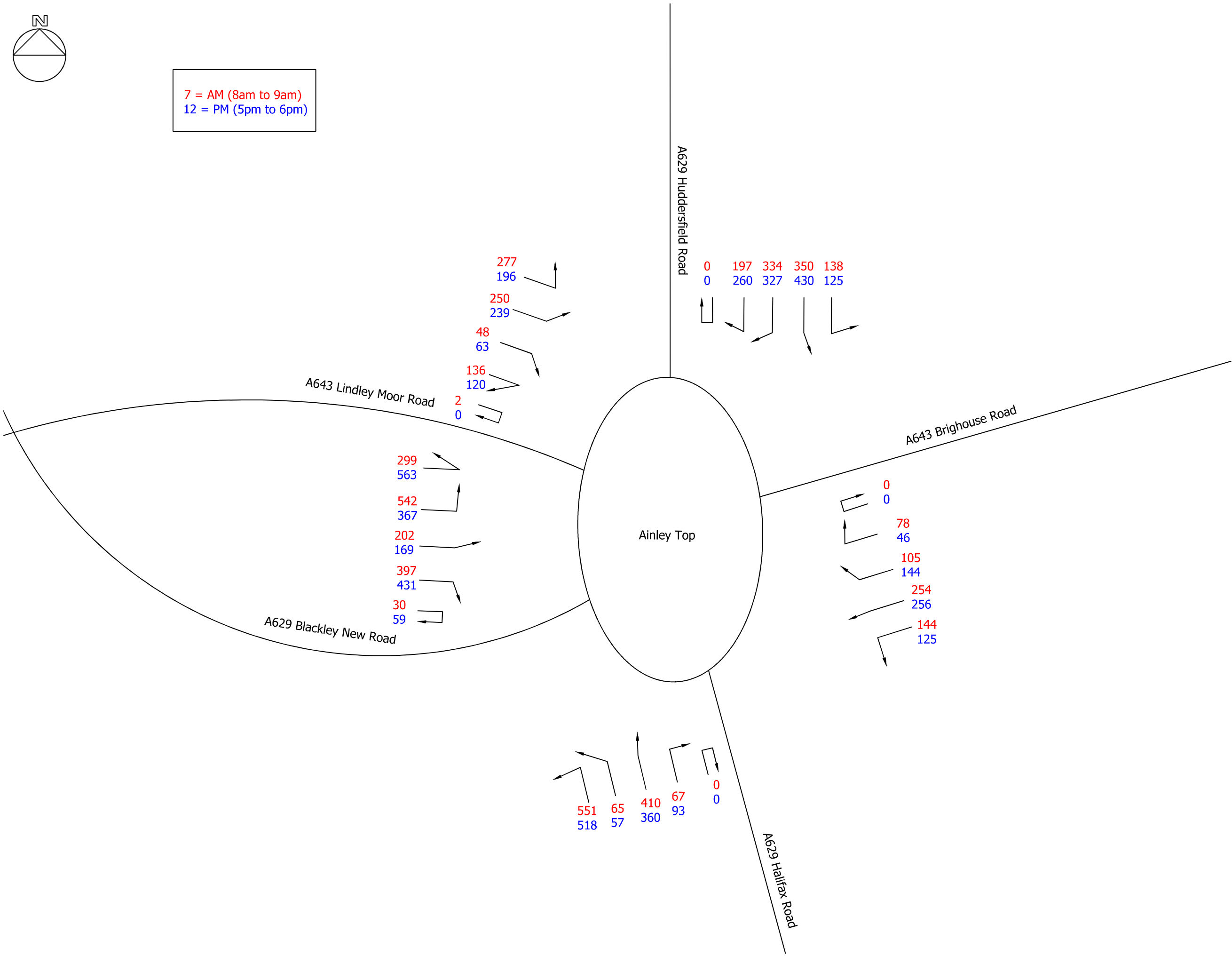
7 = AM (8am to 9am)
12 = PM (5pm to 6pm)



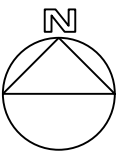
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
AINLEY TOP - 2022 BASE		
SCALE		
NTS @ A3		
DRAWING		
2061 - 111		
DATE		
SEPT 2023		



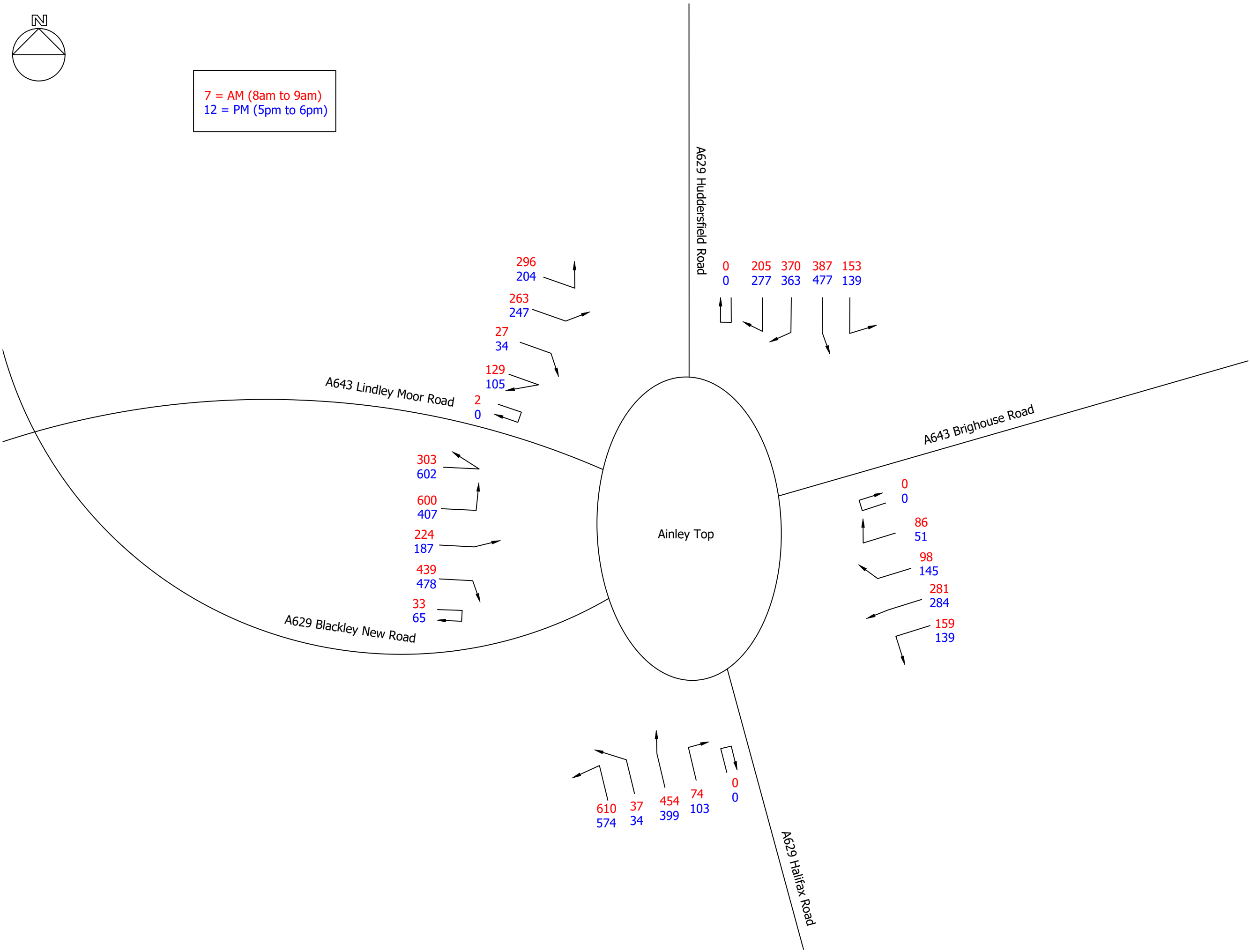
7 = AM (8am to 9am)
12 = PM (5pm to 6pm)



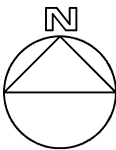
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
AINLEY TOP - 2022 WITH DEVELOPMENT		
SCALE		
NTS @ A3		
DRAWING		
2061 - 112		
DATE		
SEPT 2023		



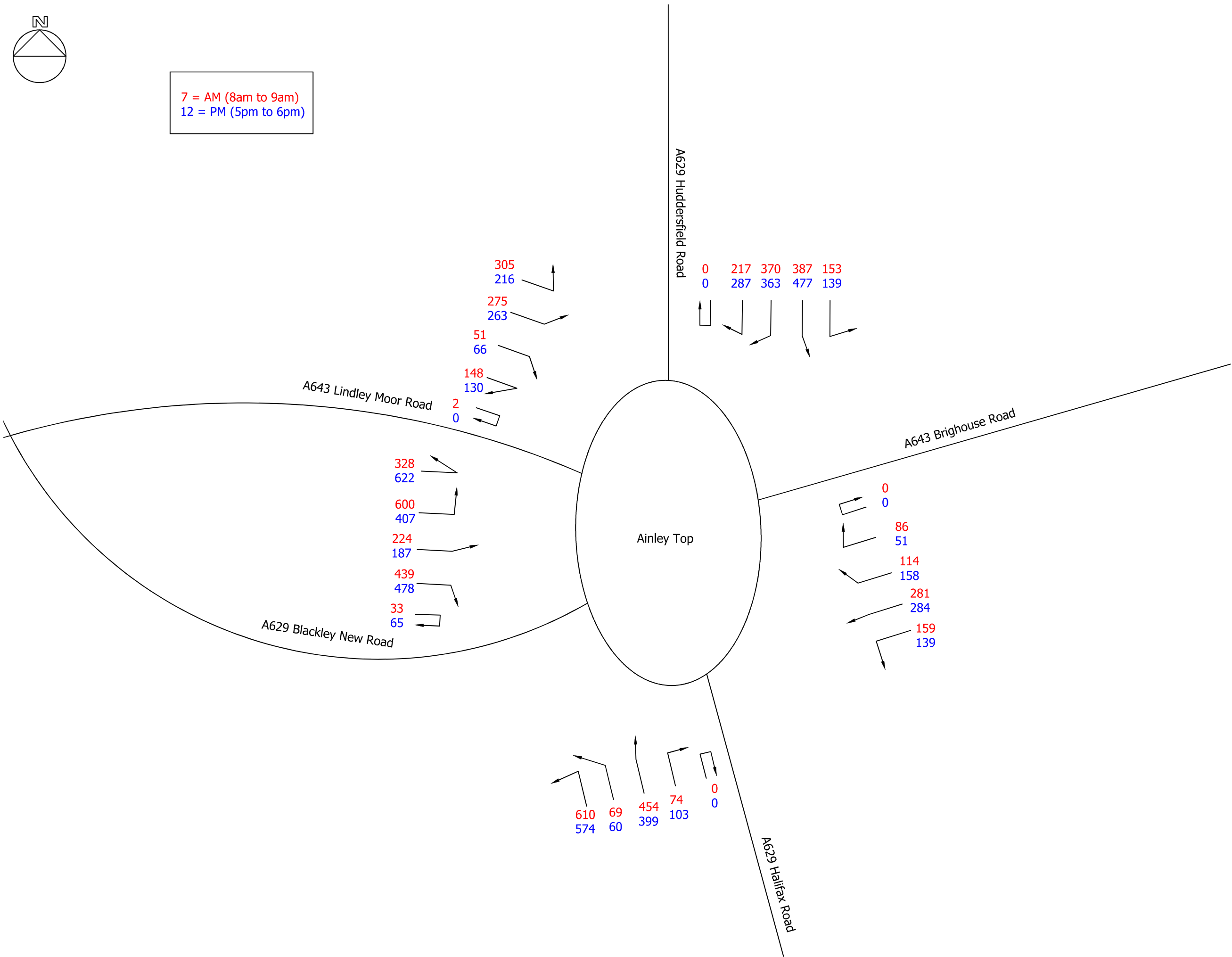
7 = AM (8am to 9am)
12 = PM (5pm to 6pm)



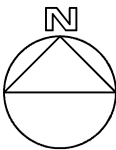
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
AINLEY TOP - 2032 NO DEVELOPMENT		
SCALE		
NTS @ A3		
DRAWING		
2061 - 113		
DATE		
SEPT 2023		



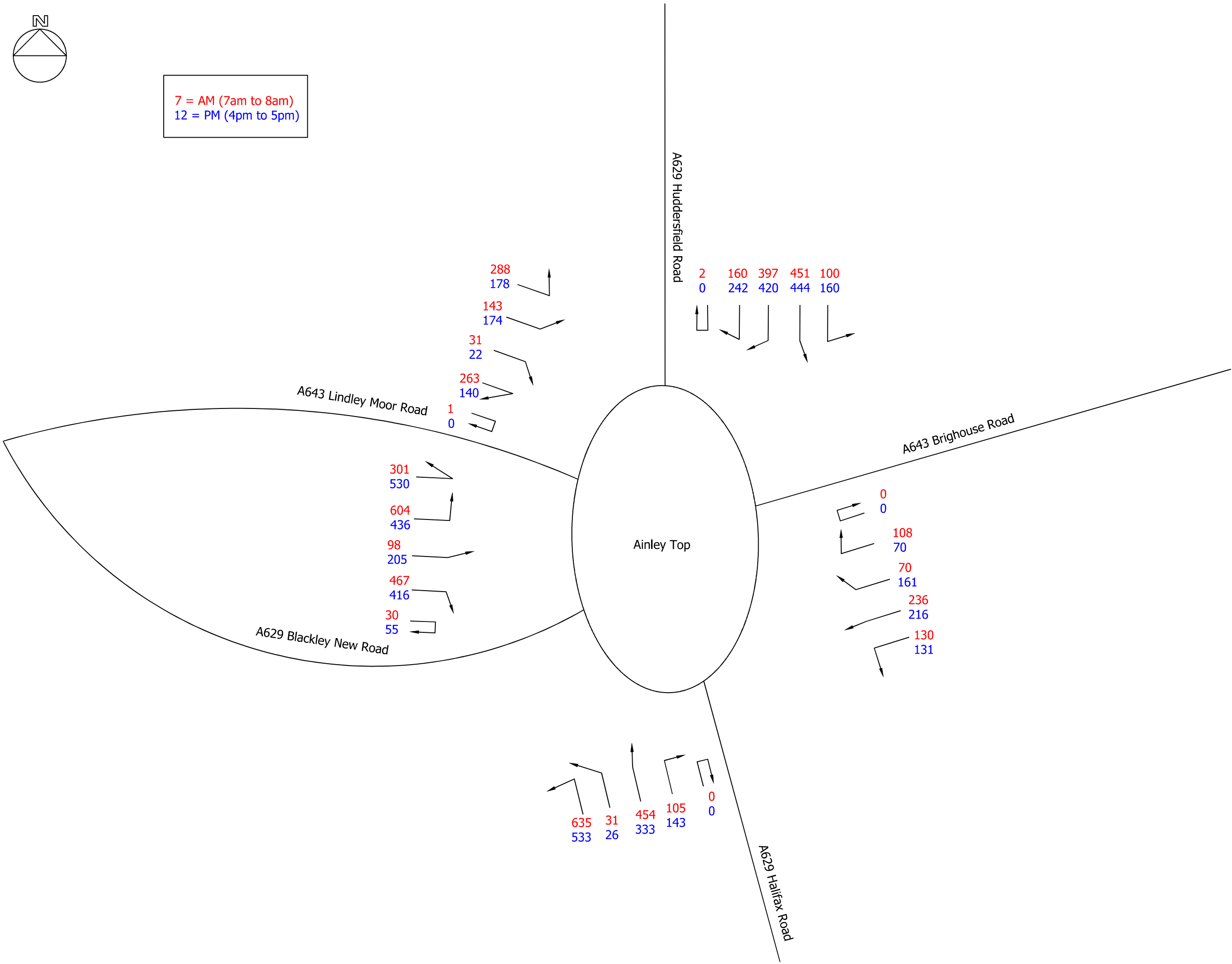
7 = AM (8am to 9am)
12 = PM (5pm to 6pm)



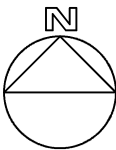
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
AINLEY TOP - 2032 WITH DEVELOPMENT		
SCALE		
NTS @ A3		
DRAWING		
2061 - 114		
DATE		
SEPT 2023		



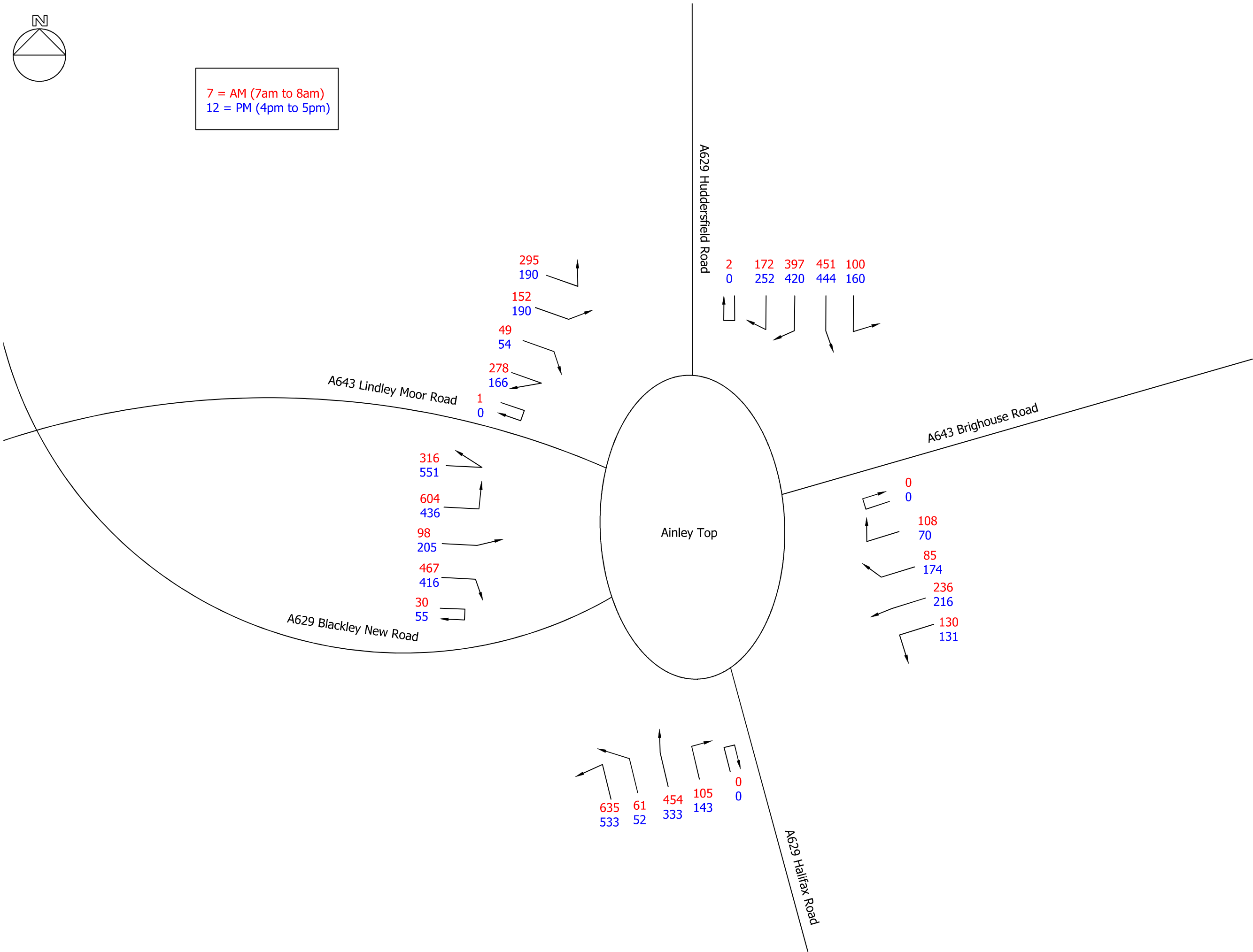
7 = AM (7am to 8am)
12 = PM (4pm to 5pm)



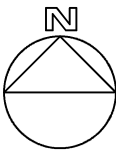
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
AINLEY TOP - 2022 BASE		
SCALE		
NTS @ A3		
DRAWING		
2061 - 115		
DATE		
SEPT 2023		



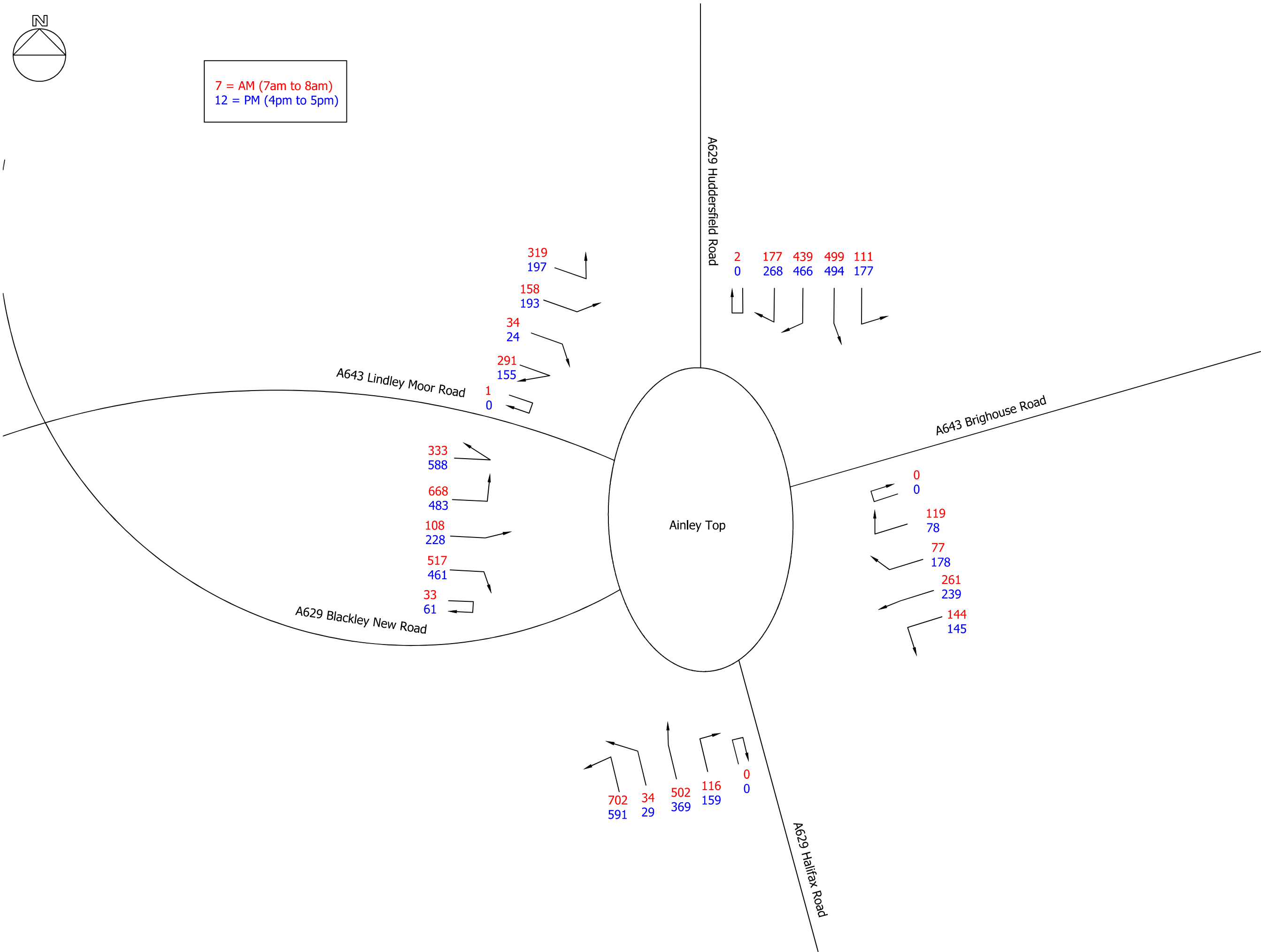
7 = AM (7am to 8am)
12 = PM (4pm to 5pm)



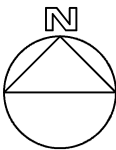
REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
AINLEY TOP - 2022 WITH DEVELOPMENT		
SCALE		
NTS @ A3		
DRAWING		
2061 - 116		
DATE		
SEPT 2023		



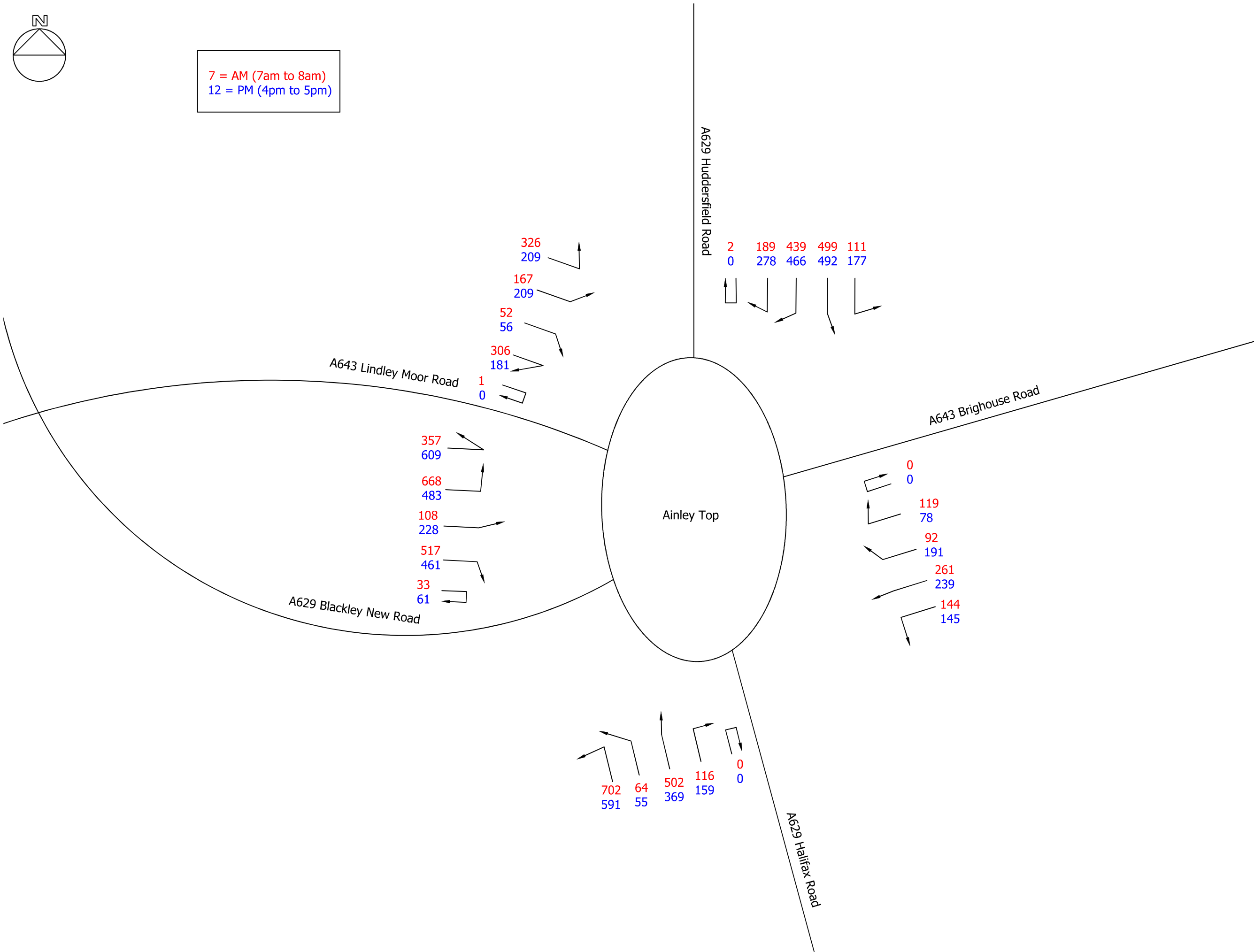
7 = AM (7am to 8am)
12 = PM (4pm to 5pm)



REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
AINLEY TOP - 2032 NO DEVELOPMENT		
SCALE		
NTS @ A3		
DRAWING		
2061 - 117		
DATE		
SEPT 2023		



7 = AM (7am to 8am)
12 = PM (4pm to 5pm)



REV	DATE	DESCRIPTION
PROJECT		
LINDLEY MOOR ROAD, LINDLEY MOOR		
TITLE		
AINLEY TOP - 2032 WITH DEVELOPMENT		
SCALE		
NTS @ A3		
DRAWING		
2061 - 118		
DATE		
SEPT 2023		

Appendix E

PICADY Output – Site Access/ Lindley Moor Road Junction

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.0.2.5947 © Copyright TRL Limited, 2017				
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Filename: 2022 Scenario.j9

Path: P:\Projects\Lindley Moor Road, Lindley Moor - 2061\Junctions 9\2023 Sept\PICADY Site Access Sept 23

Report generation date: 05/09/2023 14:39:12

»2022, AM

»2022, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022								
Stream B-C	0.1	8.35	0.08	A	0.2	16.54	0.17	C
Stream B-A	0.4	18.03	0.25	C	1.3	49.54	0.55	E
Stream C-AB	0.1	7.86	0.09	A	0.1	10.77	0.10	B

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

File summary

File Description

Title	Lindley Moor Road, Huddersfield
Location	Site Access
Site number	2061
Date	05/09/2023
Version	
Status	
Identifier	
Client	MWA
Jobnumber	2061
Enumerator	LO
Description	2022 with development

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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2022	AM	ONE HOUR	08:00	09:30	15
D2	2022	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Lindley Moor Road East		Major
B	Site Access		Minor
C	Lindley Moor 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	6.82		✓	3.00	190.0	✓	6.00

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	7.46	4.50	3.65	3.65	✓	1.00	90	160

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	664	0.117	0.295	0.185	0.421
1	B-C	727	0.107	0.272	-	-
1	C-B	744	0.278	0.278	-	-

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	2022	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	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		✓	619	100.000
B		✓	102	100.000
C		✓	854	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	87	532
	B	67	0	35
	C	808	46	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	8.35	0.1	A
B-A	0.25	18.03	0.4	C
C-AB	0.09	7.86	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	26	591	0.045	26	0.1	7.004	A
B-A	50	411	0.123	50	0.2	10.961	B
C-AB	35	614	0.056	34	0.1	6.827	A
C-A	608			608			
A-B	65			65			
A-C	401			401			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	31	561	0.056	31	0.1	7.476	A
B-A	60	361	0.167	60	0.2	13.129	B
C-AB	41	589	0.070	41	0.1	7.230	A
C-A	726			726			
A-B	78			78			
A-C	478			478			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	39	513	0.075	38	0.1	8.335	A
B-A	74	293	0.252	73	0.4	17.949	C
C-AB	51	554	0.091	51	0.1	7.860	A
C-A	890			890			
A-B	96			96			
A-C	586			586			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	39	513	0.075	39	0.1	8.351	A
B-A	74	293	0.252	74	0.4	18.034	C
C-AB	51	554	0.091	51	0.1	7.863	A
C-A	890			890			
A-B	96			96			
A-C	586			586			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	31	560	0.056	32	0.1	7.491	A
B-A	60	362	0.167	61	0.2	13.191	B
C-AB	41	589	0.070	41	0.1	7.233	A
C-A	726			726			
A-B	78			78			
A-C	478			478			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	26	591	0.045	26	0.1	7.021	A
B-A	50	411	0.123	51	0.2	11.009	B
C-AB	35	614	0.056	35	0.1	6.834	A
C-A	608			608			
A-B	65			65			
A-C	401			401			

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	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		✓	1099	100.000
B		✓	134	100.000
C		✓	655	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	71	1028
	B	88	0	46
	C	619	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	16.54	0.2	C
B-A	0.55	49.54	1.3	E
C-AB	0.10	10.77	0.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	35	482	0.072	34	0.1	8.846	A
B-A	66	331	0.200	65	0.3	14.827	B
C-AB	27	514	0.053	27	0.1	8.130	A
C-A	466			466			
A-B	53			53			
A-C	774			774			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	41	422	0.098	41	0.1	10.394	B
B-A	79	266	0.297	78	0.5	20.986	C
C-AB	32	469	0.069	32	0.1	9.066	A
C-A	556			556			
A-B	64			64			
A-C	924			924			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	51	297	0.171	50	0.2	16.025	C
B-A	97	176	0.551	94	1.2	46.700	E
C-AB	40	407	0.097	39	0.1	10.759	B
C-A	682			682			
A-B	78			78			
A-C	1132			1132			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	51	290	0.175	51	0.2	16.544	C
B-A	97	176	0.551	97	1.3	49.540	E
C-AB	40	407	0.097	40	0.1	10.767	B
C-A	682			682			
A-B	78			78			
A-C	1132			1132			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	41	417	0.099	42	0.1	10.552	B
B-A	79	267	0.296	82	0.5	21.791	C
C-AB	32	469	0.069	33	0.1	9.075	A
C-A	556			556			
A-B	64			64			
A-C	924			924			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	35	480	0.072	35	0.1	8.899	A
B-A	66	331	0.200	67	0.3	15.023	C
C-AB	27	514	0.053	27	0.1	8.142	A
C-A	466			466			
A-B	53			53			
A-C	774			774			

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.0.2.5947 © Copyright TRL Limited, 2017				
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Filename: 2032 Scenario.j9

Path: P:\Projects\Lindley Moor Road, Lindley Moor - 2061\Junctions 9\2023 Sept\PICADY Site Access Sept 23

Report generation date: 05/09/2023 14:51:19

»2032, AM

»2032, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2032								
Stream B-C	0.1	8.86	0.08	A	0.6	42.70	0.36	E
Stream B-A	0.4	21.98	0.29	C	2.9	119.17	0.77	F
Stream C-AB	0.1	8.18	0.09	A	0.1	11.99	0.11	B

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

File summary

File Description

Title	Lindley Moor Road, Huddersfield
Location	Site Access
Site number	2061
Date	05/09/2023
Version	
Status	
Identifier	
Client	MWA
Jobnumber	2061
Enumerator	LO
Description	2032 with development

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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2032	AM	ONE HOUR	08:00	09:30	15
D2	2032	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Lindley Moor Road East		Major
B	Site Access		Minor
C	Lindley Moor 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	6.82		✓	3.00	190.0	✓	6.00

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	7.46	4.50	3.65	3.65	✓	1.00	90	160

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	664	0.117	0.295	0.185	0.421
1	B-C	727	0.107	0.272	-	-
1	C-B	744	0.278	0.278	-	-

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	2032	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	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		✓	682	100.000
B		✓	102	100.000
C		✓	947	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	87	595
	B	67	0	35
	C	901	46	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	8.86	0.1	A
B-A	0.29	21.98	0.4	C
C-AB	0.09	8.18	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	26	577	0.046	26	0.1	7.182	A
B-A	50	384	0.131	50	0.2	11.841	B
C-AB	35	601	0.058	34	0.1	6.986	A
C-A	678			678			
A-B	65			65			
A-C	448			448			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	31	543	0.058	31	0.1	7.737	A
B-A	60	329	0.183	60	0.2	14.685	B
C-AB	41	573	0.072	41	0.1	7.444	A
C-A	810			810			
A-B	78			78			
A-C	535			535			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	39	486	0.079	38	0.1	8.839	A
B-A	74	254	0.291	73	0.4	21.812	C
C-AB	51	535	0.095	51	0.1	8.173	A
C-A	992			992			
A-B	96			96			
A-C	655			655			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	39	485	0.079	39	0.1	8.864	A
B-A	74	254	0.291	74	0.4	21.975	C
C-AB	51	535	0.095	51	0.1	8.176	A
C-A	992			992			
A-B	96			96			
A-C	655			655			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	31	542	0.058	32	0.1	7.762	A
B-A	60	329	0.183	61	0.3	14.796	B
C-AB	41	573	0.072	41	0.1	7.450	A
C-A	810			810			
A-B	78			78			
A-C	535			535			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	26	576	0.046	26	0.1	7.202	A
B-A	50	384	0.131	51	0.2	11.906	B
C-AB	35	601	0.058	35	0.1	6.996	A
C-A	678			678			
A-B	65			65			
A-C	448			448			

2032, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2032	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	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		✓	1222	100.000
B		✓	134	100.000
C		✓	701	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	71	1151
	B	88	0	46
	C	665	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.36	42.70	0.6	E
B-A	0.77	119.17	2.9	F
C-AB	0.11	11.99	0.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	35	454	0.076	34	0.1	9.431	A
B-A	66	297	0.223	65	0.3	16.950	C
C-AB	27	488	0.056	27	0.1	8.583	A
C-A	501			501			
A-B	53			53			
A-C	867			867			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	41	383	0.108	41	0.1	11.592	B
B-A	79	226	0.350	78	0.6	26.588	D
C-AB	32	438	0.074	32	0.1	9.749	A
C-A	598			598			
A-B	64			64			
A-C	1035			1035			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	51	175	0.290	49	0.4	31.285	D
B-A	97	126	0.771	89	2.5	94.484	F
C-AB	40	370	0.107	39	0.1	11.982	B
C-A	732			732			
A-B	78			78			
A-C	1267			1267			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	51	142	0.356	50	0.6	42.701	E
B-A	97	126	0.771	95	2.9	119.172	F
C-AB	40	370	0.107	40	0.1	11.994	B
C-A	732			732			
A-B	78			78			
A-C	1267			1267			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	41	369	0.112	43	0.1	12.217	B
B-A	79	227	0.349	88	0.6	30.284	D
C-AB	32	438	0.074	33	0.1	9.761	A
C-A	598			598			
A-B	64			64			
A-C	1035			1035			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	35	451	0.077	35	0.1	9.508	A
B-A	66	298	0.222	67	0.3	17.277	C
C-AB	27	488	0.056	27	0.1	8.595	A
C-A	501			501			
A-B	53			53			
A-C	867			867			

Appendix F

PICADY Output – Weatherhill Road/ Lindley Moor Road Junction

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.0.2.5947 © Copyright TRL Limited, 2017				
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Filename: 2022 With Development.j9

Path: P:\Projects\Lindley Moor Road, Lindley Moor - 2061\Junctions 9\2023 Sept\PICADY Weatherhill Road Junct Sept 23

Report generation date: 05/09/2023 15:00:08

»2022, AM - With Development

»2022, PM - With Development

Summary of junction performance

	AM - With Development				PM - With Development			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022								
Stream B-ACD	0.5	15.84	0.31	C	0.7	24.70	0.40	C
Stream A-BCD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-ABD	1.6	5.62	0.37	A	1.2	5.90	0.28	A

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

File summary

File Description

Title	Lindley Moor Road, Huddersfield
Location	Weatherhill Road/ Kew Hill Cross Roads
Site number	2061
Date	05/09/2023
Version	
Status	
Identifier	
Client	MWA
Jobnumber	2061
Enumerator	LO
Description	2022 With Development

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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2022	AM - With Development	ONE HOUR	08:00	09:30	15
D2	2022	PM - With Development	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM - With 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	untitled	Crossroads	Two-way	2.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Lindley Moor Road East		Major
B	Weatherhill Road		Minor
C	Lindley Moor Road West		Major
D	Kew Hill		Minor

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)
A	8.00			215.0	✓	0.00
C	8.00			160.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.21	160	70
D	One lane	3.35	23	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	698	-	-	-	-	-	-	0.247	0.353	0.247	-	-	-
1	B-A	634	0.105	0.266	0.266	-	-	-	0.168	0.381	-	0.266	0.266	0.133
1	B-C	749	0.105	0.265	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	634	0.105	0.266	0.266	-	-	-	0.168	0.381	0.168	-	-	-
1	B-D, offside lane	634	0.105	0.266	0.266	-	-	-	0.168	0.381	0.168	-	-	-
1	C-B	667	0.236	0.236	0.337	-	-	-	-	-	-	-	-	-
1	D-A	656	-	-	-	-	-	-	0.232	-	0.092	-	-	-
1	D-B, nearside lane	510	0.135	0.135	0.306	-	-	-	0.214	0.214	0.085	-	-	-
1	D-B, offside lane	510	0.135	0.135	0.306	-	-	-	0.214	0.214	0.085	-	-	-
1	D-C	510	-	0.135	0.306	0.107	0.214	0.214	0.214	0.214	0.085	-	-	-

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	2022	AM - With Development	ONE HOUR	08:00	09:30	15

Default vehicle mix	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		✓	690	100.000
B		✓	104	100.000
C		✓	875	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	121	569	0
	B	53	0	51	0
	C	792	83	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.31	15.84	0.5	C
ABCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.37	5.62	1.6	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	78	476	0.165	77	0.2	9.925	A
ABCD	0	529	0.000	0	0.0	0.000	A
A-B	91			91			
A-C	428			428			
D-ABC	0	334	0.000	0	0.0	0.000	A
C-ABD	165	960	0.172	163	0.5	4.969	A
C-D	0			0			
C-A	494			494			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	93	430	0.217	93	0.3	11.728	B
ABCD	0	496	0.000	0	0.0	0.000	A
A-B	109			109			
A-C	512			512			
D-ABC	0	292	0.000	0	0.0	0.000	A
C-ABD	245	1027	0.239	244	0.8	5.073	A
C-D	0			0			
C-A	541			541			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	115	365	0.314	114	0.5	15.723	C
ABCD	0	450	0.000	0	0.0	0.000	A
A-B	133			133			
A-C	626			626			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-ABD	413	1125	0.367	410	1.5	5.569	A
C-D	0			0			
C-A	551			551			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	115	364	0.314	114	0.5	15.845	C
ABCD	0	449	0.000	0	0.0	0.000	A
A-B	133			133			
A-C	626			626			
D-ABC	0	232	0.000	0	0.0	0.000	A
C-ABD	415	1127	0.368	415	1.6	5.619	A
C-D	0			0			
C-A	549			549			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	93	430	0.218	94	0.3	11.830	B
A-BCD	0	495	0.000	0	0.0	0.000	A
A-B	109			109			
A-C	512			512			
D-ABC	0	291	0.000	0	0.0	0.000	A
C-ABD	247	1030	0.240	250	0.8	5.124	A
C-D	0			0			
C-A	539			539			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	78	475	0.165	79	0.2	10.000	A
A-BCD	0	528	0.000	0	0.0	0.000	A
A-B	91			91			
A-C	428			428			
D-ABC	0	333	0.000	0	0.0	0.000	A
C-ABD	167	962	0.173	168	0.5	5.010	A
C-D	0			0			
C-A	492			492			

2022, PM - With 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	untitled	Crossroads	Two-way	1.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022	PM - With Development	ONE HOUR	17:00	18:30	15

Default vehicle mix	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		✓	1179	100.000
B		✓	95	100.000
C		✓	707	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	137	1042	0
	B	38	0	57	0
	C	653	54	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.40	24.70	0.7	C
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.28	5.90	1.2	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	72	417	0.171	71	0.2	11.397	B
A-BCD	0	563	0.000	0	0.0	0.000	A
A-B	103			103			
A-C	784			784			
D-ABC	0	315	0.000	0	0.0	0.000	A
C-ABD	101	824	0.122	100	0.3	5.466	A
C-D	0			0			
C-A	431			431			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	85	357	0.240	85	0.3	14.553	B
A-BCD	0	536	0.000	0	0.0	0.000	A
A-B	123			123			
A-C	937			937			
D-ABC	0	269	0.000	0	0.0	0.000	A
C-ABD	151	868	0.174	150	0.6	5.527	A
C-D	0			0			
C-A	484			484			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	105	265	0.394	103	0.7	24.238	C
A-BCD	0	499	0.000	0	0.0	0.000	A
A-B	151			151			
A-C	1147			1147			
D-ABC	0	201	0.000	0	0.0	0.000	A
C-ABD	260	937	0.277	257	1.2	5.860	A
C-D	0			0			
C-A	519			519			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	105	265	0.395	105	0.7	24.695	C
ABCD	0	499	0.000	0	0.0	0.000	A
A-B	151			151			
A-C	1147			1147			
D-ABC	0	201	0.000	0	0.0	0.000	A
C-ABD	261	938	0.278	261	1.2	5.901	A
C-D	0			0			
C-A	517			517			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	85	356	0.240	87	0.4	14.784	B
ABCD	0	535	0.000	0	0.0	0.000	A
A-B	123			123			
A-C	937			937			
D-ABC	0	268	0.000	0	0.0	0.000	A
C-ABD	153	871	0.175	155	0.6	5.574	A
C-D	0			0			
C-A	483			483			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	72	417	0.172	72	0.2	11.505	B
ABCD	0	562	0.000	0	0.0	0.000	A
A-B	103			103			
A-C	784			784			
D-ABC	0	315	0.000	0	0.0	0.000	A
C-ABD	102	825	0.124	103	0.3	5.504	A
C-D	0			0			
C-A	430			430			

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.0.2.5947				
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Filename: 2032 With Development.j9

Path: P:\Projects\Lindley Moor Road, Lindley Moor - 2061\Junctions 9\2023 Sept\PICADY Weatherhill Road Junct Sept 23

Report generation date: 05/09/2023 15:05:56

»2032, AM - With Development

»2032, PM - With Development

Summary of junction performance

	AM - With Development				PM - With Development			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2032								
Stream B-ACD	0.7	20.07	0.39	C	1.4	43.64	0.57	E
Stream A-BCD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-ABD	2.5	6.44	0.47	A	1.8	6.55	0.36	A

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

File summary

File Description

Title	Lindley Moor Road, Huddersfield
Location	Weatherhill Road/ Kew Hill Cross Roads
Site number	2061
Date	05/09/2023
Version	
Status	
Identifier	
Client	MWA
Jobnumber	2061
Enumerator	LO
Description	2032 With Development

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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2032	AM - With Development	ONE HOUR	08:00	09:30	15
D2	2032	PM - With Development	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032, AM - With 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	untitled	Crossroads	Two-way	2.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Lindley Moor Road East		Major
B	Weatherhill Road		Minor
C	Lindley Moor Road West		Major
D	Kew Hill		Minor

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)
A	8.00			215.0	✓	0.00
C	8.00			160.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.21	160	70
D	One lane	3.35	23	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	698	-	-	-	-	-	-	0.247	0.353	0.247	-	-	-
1	B-A	634	0.105	0.266	0.266	-	-	-	0.168	0.381	-	0.266	0.266	0.133
1	B-C	749	0.105	0.265	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	634	0.105	0.266	0.266	-	-	-	0.168	0.381	0.168	-	-	-
1	B-D, offside lane	634	0.105	0.266	0.266	-	-	-	0.168	0.381	0.168	-	-	-
1	C-B	667	0.236	0.236	0.337	-	-	-	-	-	-	-	-	-
1	D-A	656	-	-	-	-	-	-	0.232	-	0.092	-	-	-
1	D-B, nearside lane	510	0.135	0.135	0.306	-	-	-	0.214	0.214	0.085	-	-	-
1	D-B, offside lane	510	0.135	0.135	0.306	-	-	-	0.214	0.214	0.085	-	-	-
1	D-C	510	-	0.135	0.306	0.107	0.214	0.214	0.214	0.214	0.085	-	-	-

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	2032	AM - With Development	ONE HOUR	08:00	09:30	15

Default vehicle mix	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		✓	760	100.000
B		✓	116	100.000
C		✓	968	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	135	625	0
	B	59	0	57	0
	C	876	92	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.39	20.07	0.7	C
ABCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.47	6.44	2.5	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	87	452	0.193	86	0.3	10.787	B
ABCD	0	511	0.000	0	0.0	0.000	A
A-B	102			102			
A-C	471			471			
D-ABC	0	312	0.000	0	0.0	0.000	A
C-ABD	205	996	0.206	202	0.6	4.988	A
C-D	0			0			
C-A	524			524			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	104	401	0.260	104	0.4	13.291	B
ABCD	0	474	0.000	0	0.0	0.000	A
A-B	121			121			
A-C	562			562			
D-ABC	0	265	0.000	0	0.0	0.000	A
C-ABD	315	1073	0.293	313	1.1	5.231	A
C-D	0			0			
C-A	556			556			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	128	326	0.392	126	0.7	19.738	C
ABCD	0	423	0.000	0	0.0	0.000	A
A-B	149			149			
A-C	688			688			
D-ABC	0	198	0.000	0	0.0	0.000	A
C-ABD	557	1185	0.470	551	2.4	6.311	A
C-D	0			0			
C-A	509			509			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	128	325	0.393	128	0.7	20.065	C
ABCD	0	422	0.000	0	0.0	0.000	A
A-B	149			149			
A-C	688			688			
D-ABC	0	197	0.000	0	0.0	0.000	A
C-ABD	562	1188	0.473	562	2.5	6.438	A
C-D	0			0			
C-A	504			504			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	104	400	0.261	105	0.4	13.500	B
A-BCD	0	472	0.000	0	0.0	0.000	A
A-B	121			121			
A-C	562			562			
D-ABC	0	263	0.000	0	0.0	0.000	A
C-ABD	319	1078	0.296	324	1.1	5.329	A
C-D	0			0			
C-A	552			552			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	87	452	0.193	88	0.3	10.903	B
A-BCD	0	510	0.000	0	0.0	0.000	A
A-B	102			102			
A-C	471			471			
D-ABC	0	311	0.000	0	0.0	0.000	A
C-ABD	208	999	0.208	209	0.7	5.049	A
C-D	0			0			
C-A	521			521			

2032, PM - With 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	untitled	Crossroads	Two-way	2.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2032	PM - With Development	ONE HOUR	17:00	18:30	15

Default vehicle mix	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		✓	1311	100.000
B		✓	107	100.000
C		✓	753	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	153	1158	0
	B	43	0	64	0
	C	693	60	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.57	43.64	1.4	E
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.36	6.55	1.8	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	81	386	0.209	79	0.3	12.889	B
A-BCD	0	554	0.000	0	0.0	0.000	A
A-B	115			115			
A-C	872			872			
D-ABC	0	294	0.000	0	0.0	0.000	A
C-ABD	122	830	0.147	120	0.4	5.580	A
C-D	0			0			
C-A	445			445			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	96	317	0.304	95	0.5	17.850	C
A-BCD	0	525	0.000	0	0.0	0.000	A
A-B	138			138			
A-C	1041			1041			
D-ABC	0	242	0.000	0	0.0	0.000	A
C-ABD	188	878	0.214	186	0.8	5.745	A
C-D	0			0			
C-A	489			489			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	118	208	0.565	114	1.3	40.805	E
A-BCD	0	486	0.000	0	0.0	0.000	A
A-B	168			168			
A-C	1275			1275			
D-ABC	0	168	0.000	0	0.0	0.000	A
C-ABD	338	953	0.355	334	1.8	6.462	A
C-D	0			0			
C-A	491			491			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	118	208	0.568	118	1.4	43.645	E
ABCD	0	485	0.000	0	0.0	0.000	A
A-B	168			168			
A-C	1275			1275			
D-ABC	0	166	0.000	0	0.0	0.000	A
C-ABD	341	956	0.357	341	1.8	6.547	A
C-D	0			0			
C-A	488			488			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	96	316	0.305	100	0.5	18.617	C
ABCD	0	524	0.000	0	0.0	0.000	A
A-B	138			138			
A-C	1041			1041			
D-ABC	0	241	0.000	0	0.0	0.000	A
C-ABD	190	882	0.216	194	0.8	5.828	A
C-D	0			0			
C-A	487			487			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	81	385	0.209	81	0.3	13.077	B
ABCD	0	553	0.000	0	0.0	0.000	A
A-B	115			115			
A-C	872			872			
D-ABC	0	294	0.000	0	0.0	0.000	A
C-ABD	123	832	0.148	125	0.5	5.633	A
C-D	0			0			
C-A	443			443			

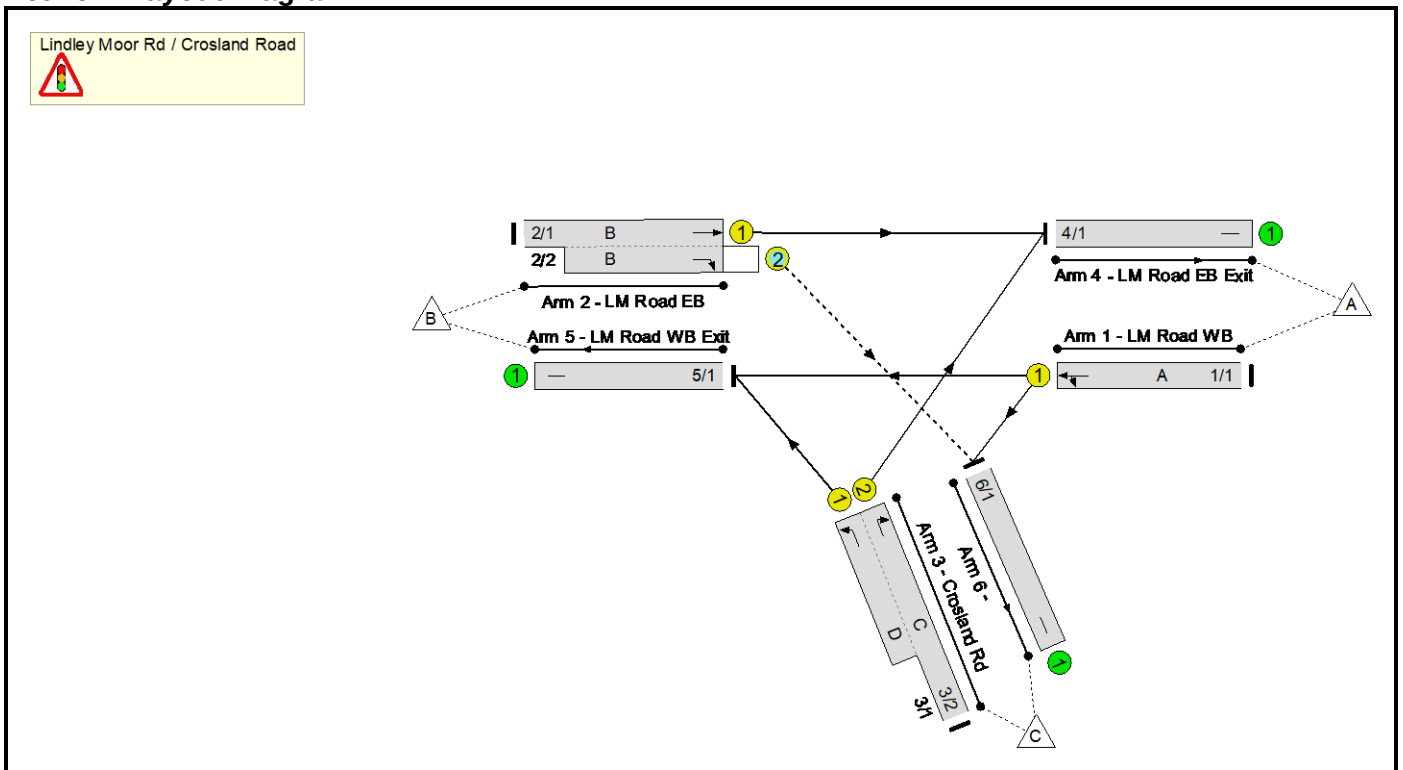
Appendix G

LinSig Output – Crosland Road/ Lindley Moor Road Junction

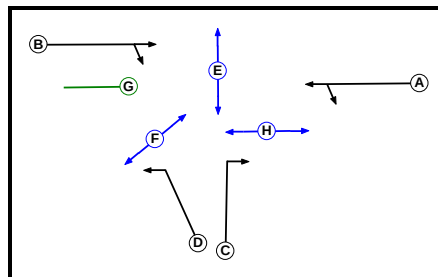
User and Project Details

Project:	Lindley Moor Road / Crosland Road
Title:	revised flows & additional ped stage
Location:	Lindley
Client:	Paragon Highways
Model Purpose:	Test the effect upon capacity of additional ped stage
Model Assumptions:	New crossing width 12m approx. Cycle time increased from 90 to 120s to accomodate additional stage and provide extra capacity
Flow Details:	New flows for "with dev" scenarios provided by Paragon
Additional detail:	
File name:	Crosland Road Lindley v2.lsg3x

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		5	5
G	Dummy R/A		4	4
H	Pedestrian		6	6

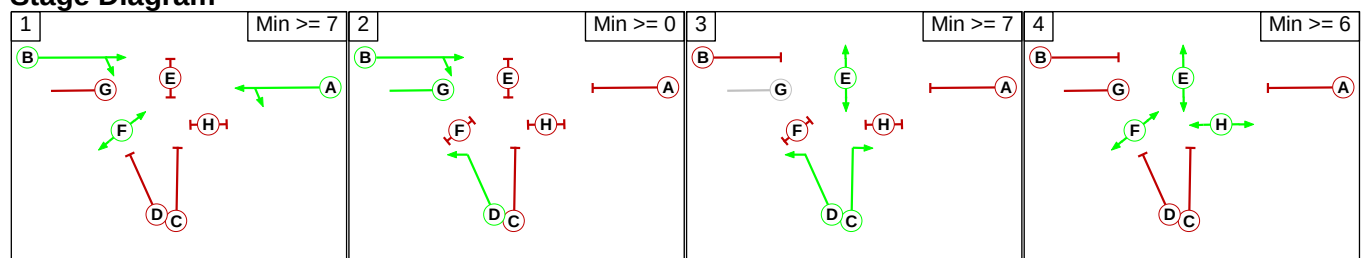
Phase Intergreens Matrix

Terminating Phase		Starting Phase								
			A	B	C	D	E	F	G	H
		A		-	6	7	7	-	3	7
		B	-		6	-	6	-	-	7
		C	6	6		-	-	-	-	5
		D	5	-	-		-	5	-	-
		E	10	10	-	-		-	-	-
		F	-	-	-	7	-		-	-
		G	2	-	-	-	-	-		7
		H	12	12	12	-	-	-	12	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage				
		1	2	3	4
From Stage	1		7	7	7
	2	X		6	7
	3	10	X		5
	4	12	X	12	

Give-Way Lane Input Data

Junction: Lindley Moor Rd / Crosland Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/2 (LM Road EB)	6/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00

Lane Input Data

Junction: Lindley Moor Rd / Crosland Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (LM Road WB)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Ahead Arm 6 Left	Inf 14.00
2/1 (LM Road EB)	U	B	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 4 Ahead	Inf
2/2 (LM Road EB)	O	B	2	3	10.1	Geom	-	3.00	0.00	Y	Arm 6 Right	12.00
3/1 (Crosland Rd)	U	D	2	3	8.7	Geom	-	3.25	0.00	Y	Arm 5 Left	16.00
3/2 (Crosland Rd)	U	C	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 4 Right	19.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Base AM'	07:30	08:30	01:00	
2: '2022 Base PM'	16:45	17:45	01:00	
3: '2022 AM+Dev'	07:30	08:30	01:00	
4: '2022 PM+Dev'	16:45	17:45	01:00	
5: '2032 AM Base'	07:30	08:30	01:00	
6: '2032 PM Base'	16:45	17:45	01:00	
7: '2032 AM+Dev'	07:30	08:30	01:00	
8: '2032 PM+Dev'	16:45	17:45	01:00	

Scenario 1: '2022 Base AM' (FG1: '2022 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	409	123	532
	B	633	0	83	716
	C	175	118	0	293
	Tot.	808	527	206	1541

Traffic Lane Flows

Lane	Scenario 1: 2022 Base AM
Junction: Lindley Moor Rd / Crosland Road	
1/1	532
2/1 (with short)	716(In) 633(Out)
2/2 (short)	83
3/1 (short)	118
3/2 (with short)	293(In) 175(Out)
4/1	808
5/1	527
6/1	206

Lane Saturation Flows

Junction: Lindley Moor Rd / Crosland Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (LM Road WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	76.9 %	1893	1893
				Arm 6 Left	14.00	23.1 %		
2/1 (LM Road EB)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (LM Road EB)	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
3/1 (Crosland Rd)	3.25	0.00	Y	Arm 5 Left	16.00	100.0 %	1774	1774
3/2 (Crosland Rd)	3.30	0.00	Y	Arm 4 Right	19.00	100.0 %	1803	1803

Scenario 2: '2022 Base PM' (FG2: '2022 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	848	212	1060
	B	444	0	86	530
	C	150	94	0	244
	Tot.	594	942	298	1834

Traffic Lane Flows

Lane	Scenario 2: 2022 Base PM
Junction: Lindley Moor Rd / Crosland Road	
1/1	1060
2/1 (with short)	530(In) 444(Out)
2/2 (short)	86
3/1 (short)	94
3/2 (with short)	244(In) 150(Out)
4/1	594
5/1	942
6/1	298

Lane Saturation Flows

Junction: Lindley Moor Rd / Crosland Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (LM Road WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	80.0 %	1899	1899
				Arm 6 Left	14.00	20.0 %		
2/1 (LM Road EB)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (LM Road EB)	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
3/1 (Crosland Rd)	3.25	0.00	Y	Arm 5 Left	16.00	100.0 %	1774	1774
3/2 (Crosland Rd)	3.30	0.00	Y	Arm 4 Right	19.00	100.0 %	1803	1803

Scenario 3: '2022 AM with development' (FG3: '2022 AM+Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	419	148	567
	B	647	0	83	730
	C	207	118	0	325
	Tot.	854	537	231	1622

Traffic Lane Flows

Lane	Scenario 3: 2022 AM with development
Junction: Lindley Moor Rd / Crosland Road	
1/1	567
2/1 (with short)	730(In) 647(Out)
2/2 (short)	83
3/1 (short)	118
3/2 (with short)	325(In) 207(Out)
4/1	854
5/1	537
6/1	231

Lane Saturation Flows

Junction: Lindley Moor Rd / Crosland Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (LM Road WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	73.9 %	1887	1887
				Arm 6 Left	14.00	26.1 %		
2/1 (LM Road EB)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (LM Road EB)	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
3/1 (Crosland Rd)	3.25	0.00	Y	Arm 5 Left	16.00	100.0 %	1774	1774
3/2 (Crosland Rd)	3.30	0.00	Y	Arm 4 Right	19.00	100.0 %	1803	1803

Scenario 4: '2022 PM with development' (FG4: '2022 PM+Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	862	244	1106
	B	454	0	86	540
	C	176	94	0	270
	Tot.	630	956	330	1916

Traffic Lane Flows

Lane	Scenario 4: 2022 PM with development
Junction: Lindley Moor Rd / Crosland Road	
1/1	1106
2/1 (with short)	540(In) 454(Out)
2/2 (short)	86
3/1 (short)	94
3/2 (with short)	270(In) 176(Out)
4/1	630
5/1	956
6/1	330

Lane Saturation Flows

Junction: Lindley Moor Rd / Crosland Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (LM Road WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	77.9 %	1895	1895
				Arm 6 Left	14.00	22.1 %		
2/1 (LM Road EB)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (LM Road EB)	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
3/1 (Crosland Rd)	3.25	0.00	Y	Arm 5 Left	16.00	100.0 %	1774	1774
3/2 (Crosland Rd)	3.30	0.00	Y	Arm 4 Right	19.00	100.0 %	1803	1803

Scenario 5: '2032 AM' (FG5: '2032 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	456	137	593
	B	706	0	93	799
	C	195	132	0	327
	Tot.	901	588	230	1719

Traffic Lane Flows

Lane	Scenario 5: 2032 AM
Junction: Lindley Moor Rd / Crosland Road	
1/1	593
2/1 (with short)	799(In) 706(Out)
2/2 (short)	93
3/1 (short)	132
3/2 (with short)	327(In) 195(Out)
4/1	901
5/1	588
6/1	230

Lane Saturation Flows

Junction: Lindley Moor Rd / Crosland Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (LM Road WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	76.9 %	1893	1893
				Arm 6 Left	14.00	23.1 %		
2/1 (LM Road EB)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (LM Road EB)	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
3/1 (Crosland Rd)	3.25	0.00	Y	Arm 5 Left	16.00	100.0 %	1774	1774
3/2 (Crosland Rd)	3.30	0.00	Y	Arm 4 Right	19.00	100.0 %	1803	1803

Scenario 6: '2032 PM' (FG6: '2032 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	949	237	1186
	B	497	0	96	593
	C	168	105	0	273
	Tot.	665	1054	333	2052

Traffic Lane Flows

Lane	Scenario 6: 2032 PM
Junction: Lindley Moor Rd / Crosland Road	
1/1	1186
2/1 (with short)	593(In) 497(Out)
2/2 (short)	96
3/1 (short)	105
3/2 (with short)	273(In) 168(Out)
4/1	665
5/1	1054
6/1	333

Lane Saturation Flows

Junction: Lindley Moor Rd / Crosland Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (LM Road WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	80.0 %	1899	1899
				Arm 6 Left	14.00	20.0 %		
2/1 (LM Road EB)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (LM Road EB)	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
3/1 (Crosland Rd)	3.25	0.00	Y	Arm 5 Left	16.00	100.0 %	1774	1774
3/2 (Crosland Rd)	3.30	0.00	Y	Arm 4 Right	19.00	100.0 %	1803	1803

Scenario 7: '2032 AM with development' (FG7: '2032 AM+Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	466	162	628
	B	720	0	93	813
	C	227	132	0	359
	Tot.	947	598	255	1800

Traffic Lane Flows

Lane	Scenario 7: 2032 AM with development
Junction: Lindley Moor Rd / Crosland Road	
1/1	628
2/1 (with short)	813(In) 720(Out)
2/2 (short)	93
3/1 (short)	132
3/2 (with short)	359(In) 227(Out)
4/1	947
5/1	598
6/1	255

Lane Saturation Flows

Junction: Lindley Moor Rd / Crosland Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (LM Road WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	74.2 %	1888	1888
				Arm 6 Left	14.00	25.8 %		
2/1 (LM Road EB)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (LM Road EB)	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
3/1 (Crosland Rd)	3.25	0.00	Y	Arm 5 Left	16.00	100.0 %	1774	1774
3/2 (Crosland Rd)	3.30	0.00	Y	Arm 4 Right	19.00	100.0 %	1803	1803

Scenario 8: '2032 PM with development' (FG8: '2032 PM+Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	963	269	1232
	B	507	0	96	603
	C	194	105	0	299
	Tot.	701	1068	365	2134

Traffic Lane Flows

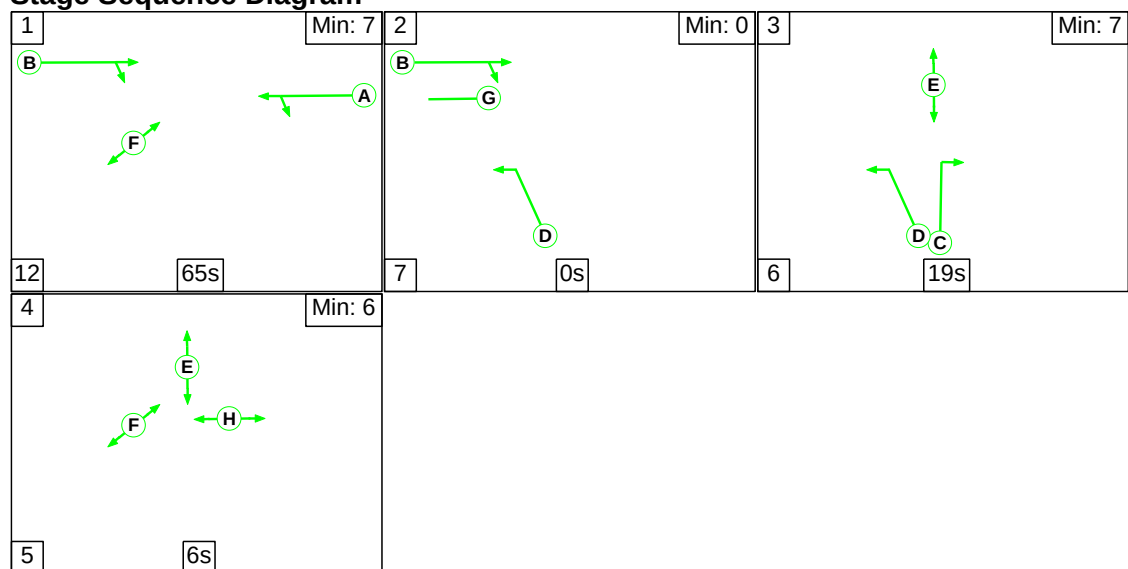
Lane	Scenario 8: 2032 PM with development
Junction: Lindley Moor Rd / Crosland Road	
1/1	1232
2/1 (with short)	603(In) 507(Out)
2/2 (short)	96
3/1 (short)	105
3/2 (with short)	299(In) 194(Out)
4/1	701
5/1	1068
6/1	365

Lane Saturation Flows

Junction: Lindley Moor Rd / Crosland Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (LM Road WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	78.2 %	1896	1896
				Arm 6 Left	14.00	21.8 %		
2/1 (LM Road EB)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (LM Road EB)	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
3/1 (Crosland Rd)	3.25	0.00	Y	Arm 5 Left	16.00	100.0 %	1774	1774
3/2 (Crosland Rd)	3.30	0.00	Y	Arm 4 Right	19.00	100.0 %	1803	1803

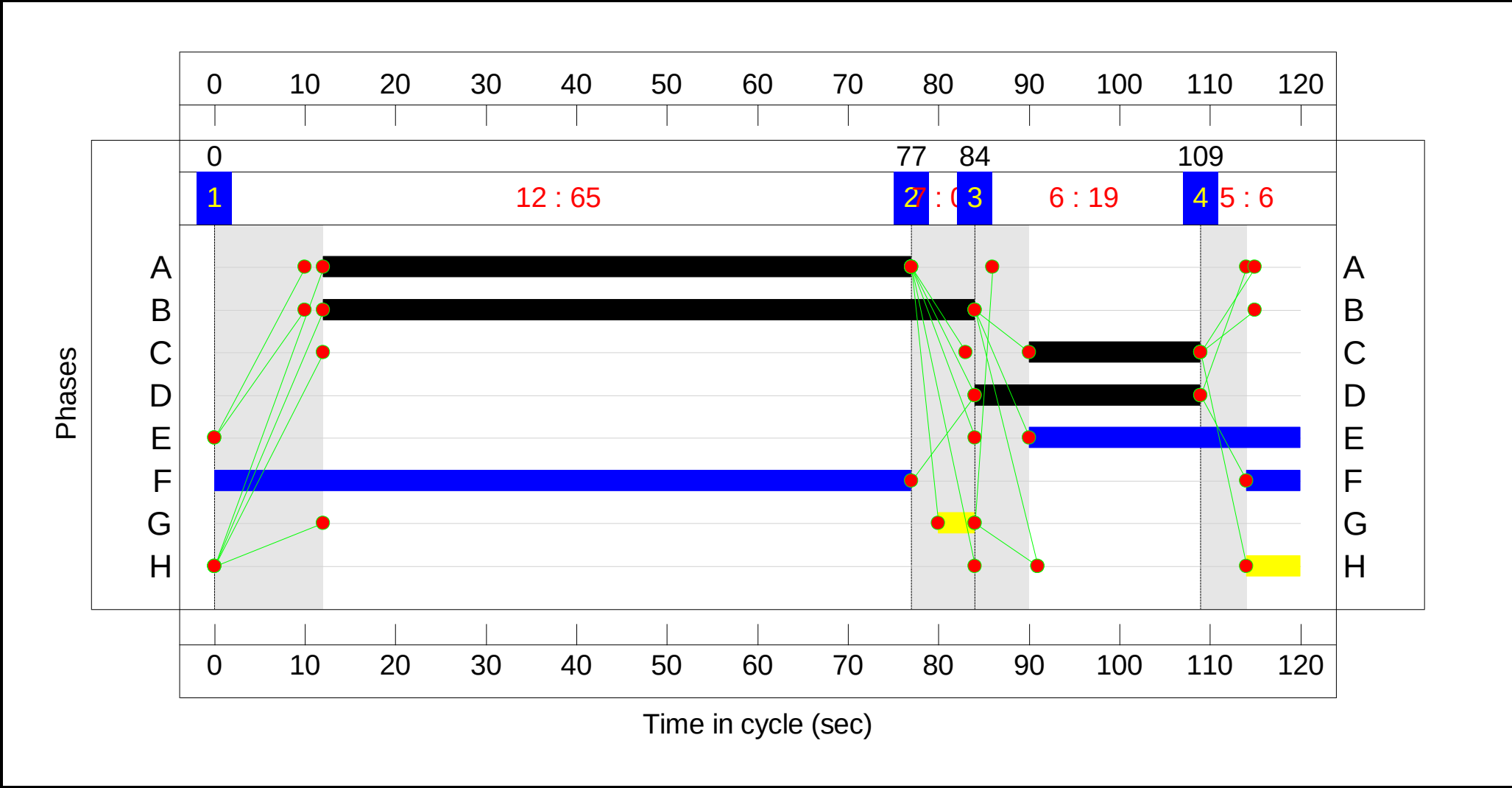
Scenario 1: '2022 Base AM' (FG1: '2022 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

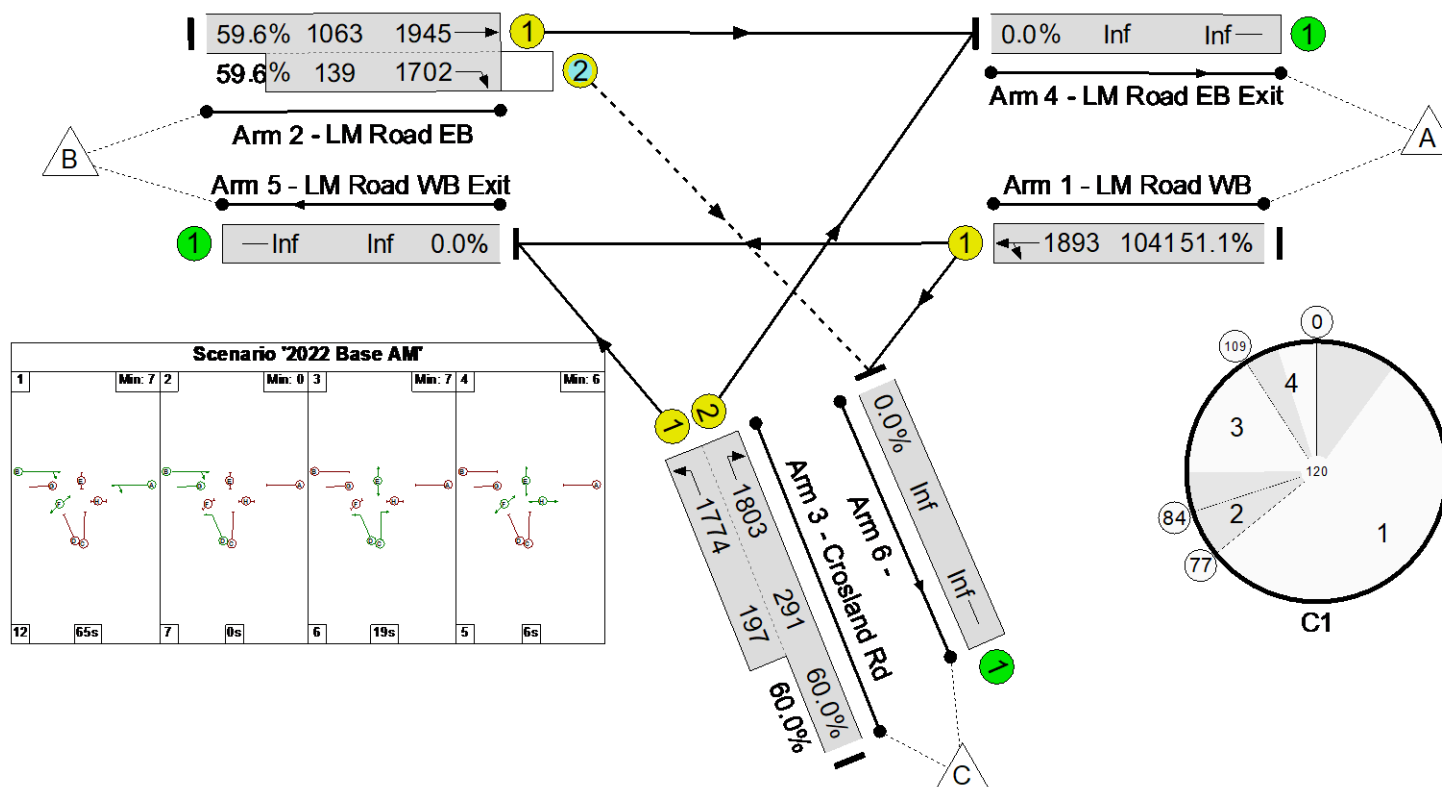


Stage Timings

Stage	1	2	3	4
Duration	65	0	19	6
Change Point	0	77	84	109



Lindley Moor Rd / Crosland Road
 PRC: 49.9 %
 Total Traffic Delay: 10.9 pcuHr

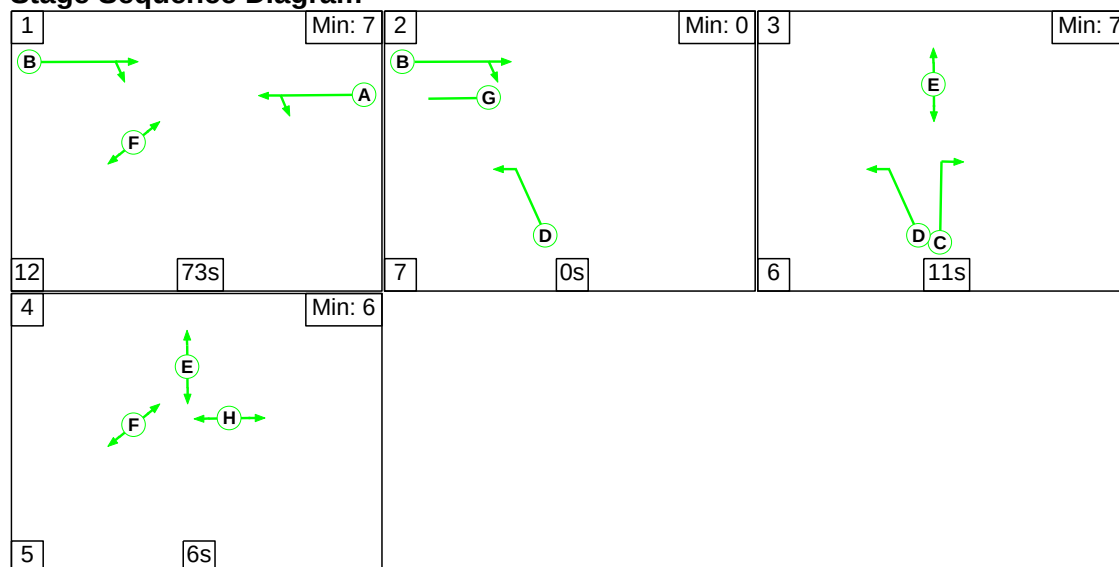


Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network: revised flows & additional ped stage	-	-	-	-	-	-	-	60.0%	-	-	78
Lindley Moor Rd / Crosland Road	-	-	-	-	-	-	-	60.0%	-	-	78
1/1	LM Road WB Ahead Left	U	A	65	532	1893	1041	51.1%	532	532	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	72	716	1945:1702	1063+139	59.6 : 59.6%	716	716	78
3/2+3/1	Crosland Rd Right Left	U	C D	19:25	293	1803:1774	291+197	60.0 : 60.0%	293	293	-
Item	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: revised flows & additional ped stage	3	1	8.7	2.0	0.3	10.9	-	-	-	-	
Lindley Moor Rd / Crosland Road	3	1	8.7	2.0	0.3	10.9	-	-	-	-	
1/1	-	-	2.5	0.5	-	3.0	20.4	11.1	0.5	11.6	
2/1+2/2	3	1	2.6	0.7	0.3	3.6	18.3	12.9	0.7	13.6	
3/2+3/1	-	-	3.5	0.7	-	4.3	52.6	5.3	0.7	6.1	
C1		PRC for Signalled Lanes (%):		49.9	Total Delay for Signalled Lanes (pcuHr):		10.94	Cycle Time (s): 120			
		PRC Over All Lanes (%):		49.9	Total Delay Over All Lanes(pcuHr):		10.94				

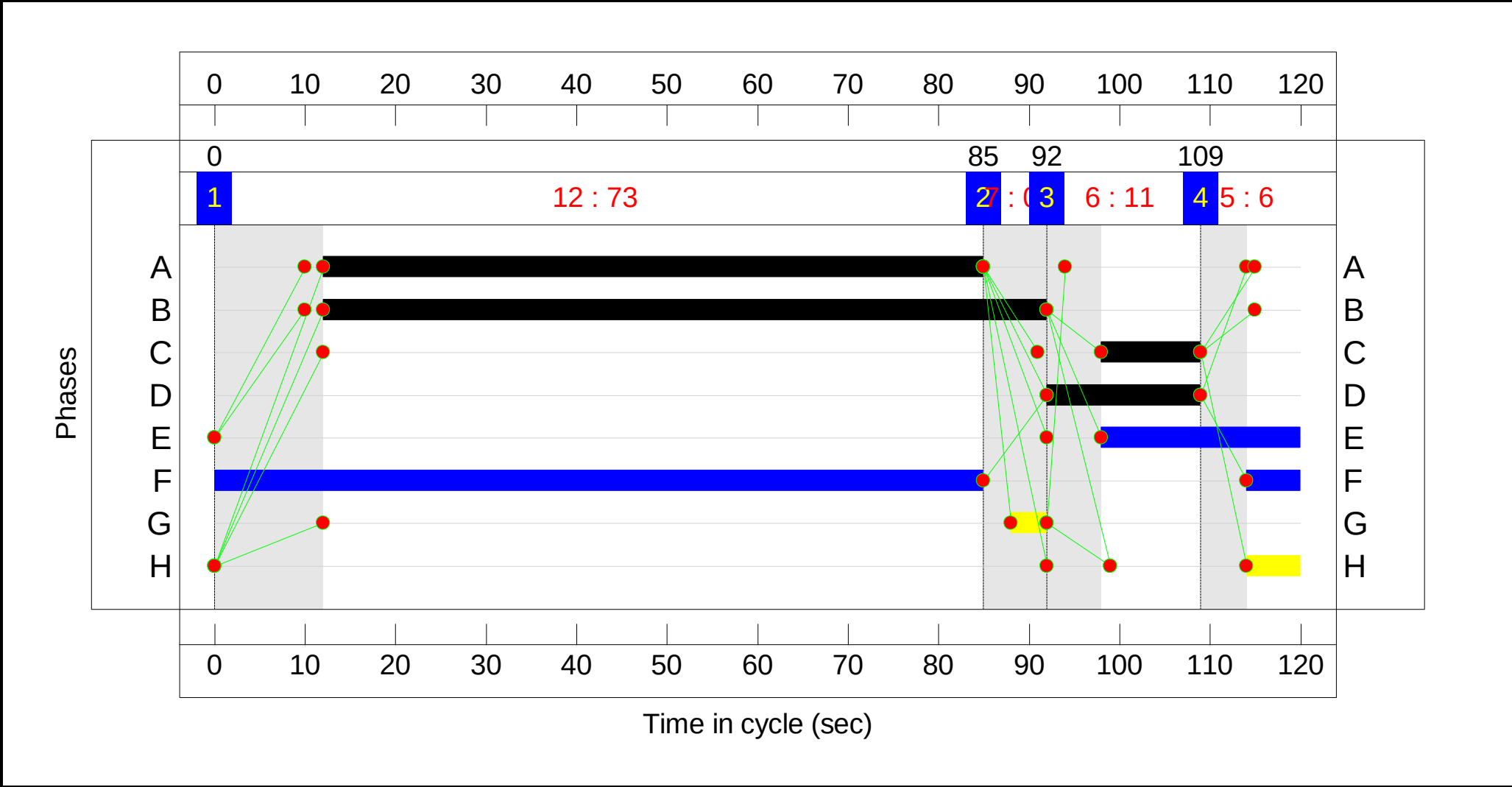
Scenario 2: '2022 Base PM' (FG2: '2022 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

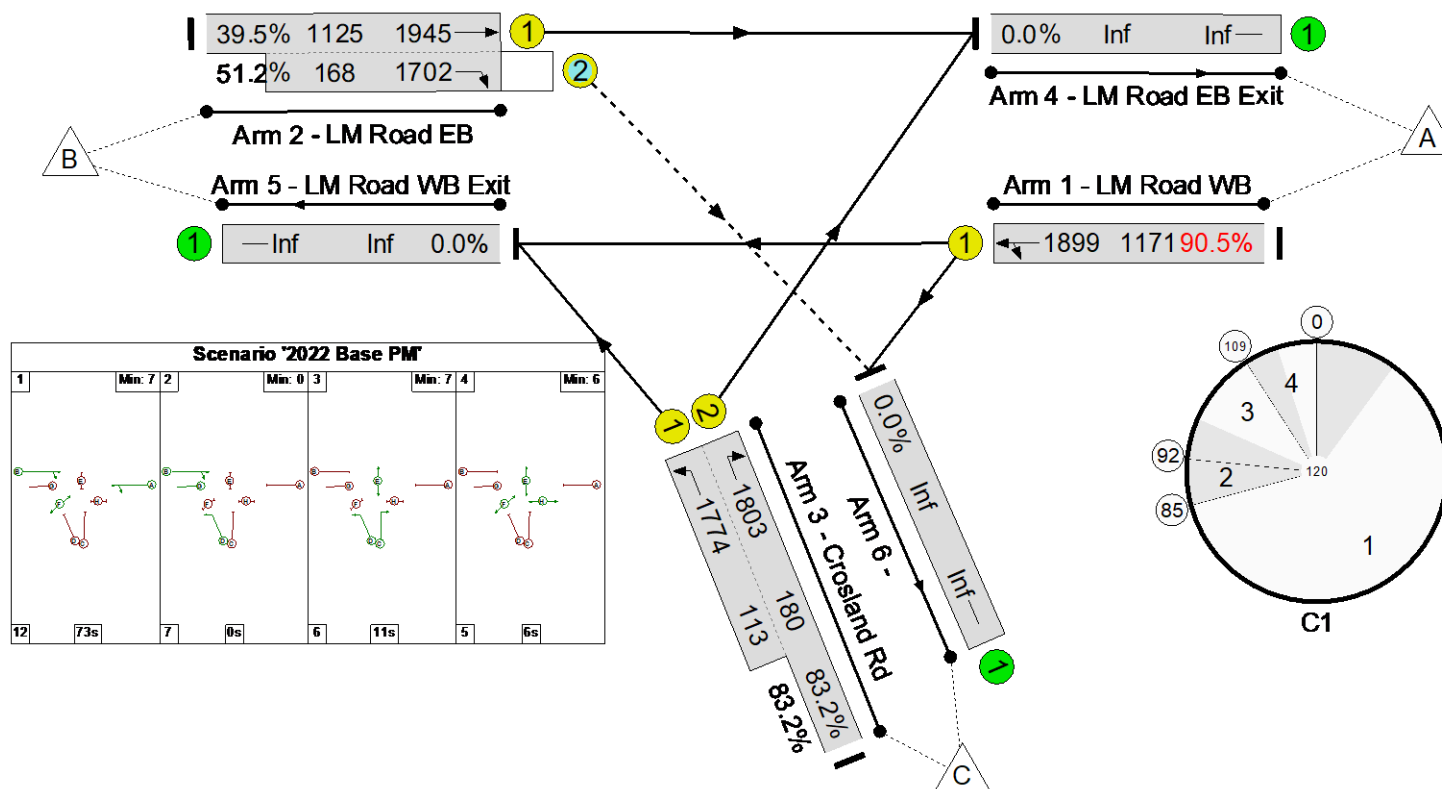


Stage Timings

Stage	1	2	3	4
Duration	73	0	11	6
Change Point	0	85	92	109



Lindley Moor Rd / Crosland Road
 PRC: -0.6 %
 Total Traffic Delay: 18.5 pcuHr

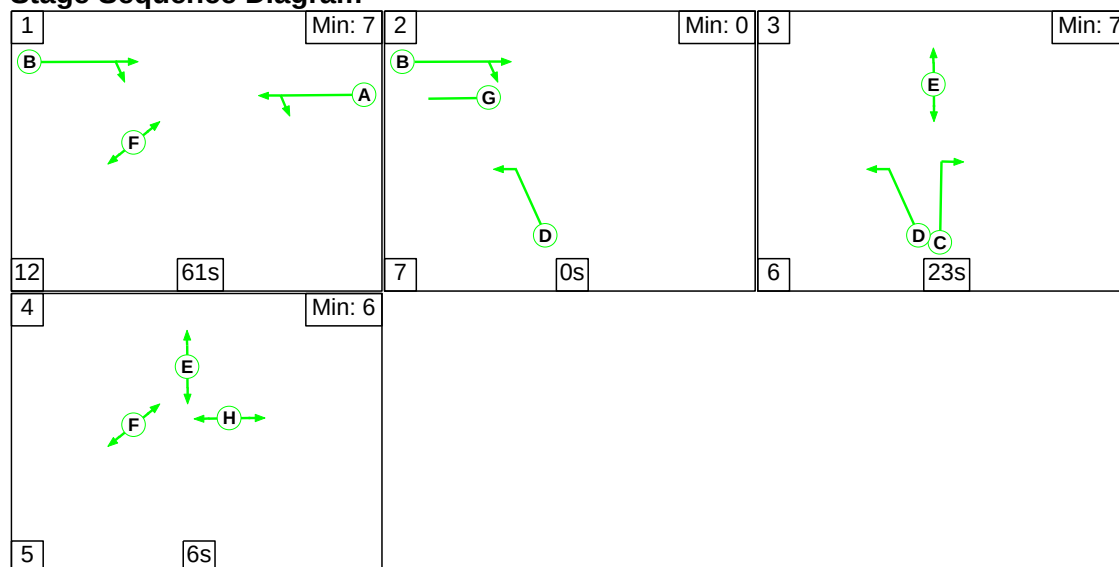


Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network: revised flows & additional ped stage	-	-	-	-	-	-	-	90.5%	-	-	37
Lindley Moor Rd / Crosland Road	-	-	-	-	-	-	-	90.5%	-	-	37
1/1	LM Road WB Ahead Left	U	A	73	1060	1899	1171	90.5%	1060	1060	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	80	530	1945:1702	1125+168	39.5 : 51.2%	530	530	37
3/2+3/1	Crosland Rd Right Left	U	C D	11:17	244	1803:1774	180+113	83.2 : 83.2%	244	244	-
Item	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: revised flows & additional ped stage	48	1	10.5	7.0	1.0	18.5	-	-	-	-	
Lindley Moor Rd / Crosland Road	48	1	10.5	7.0	1.0	18.5	-	-	-	-	
1/1	-	-	5.9	4.4	-	10.3	35.0	30.6	4.4	35.0	
2/1+2/2	48	1	1.2	0.3	1.0	2.6	17.5	6.2	0.3	6.5	
3/2+3/1	-	-	3.4	2.3	-	5.7	83.7	4.9	2.3	7.1	
C1		PRC for Signalled Lanes (%):		-0.6	Total Delay for Signalled Lanes (pcuHr):		18.54	Cycle Time (s): 120			
		PRC Over All Lanes (%):		-0.6	Total Delay Over All Lanes(pcuHr):		18.54				

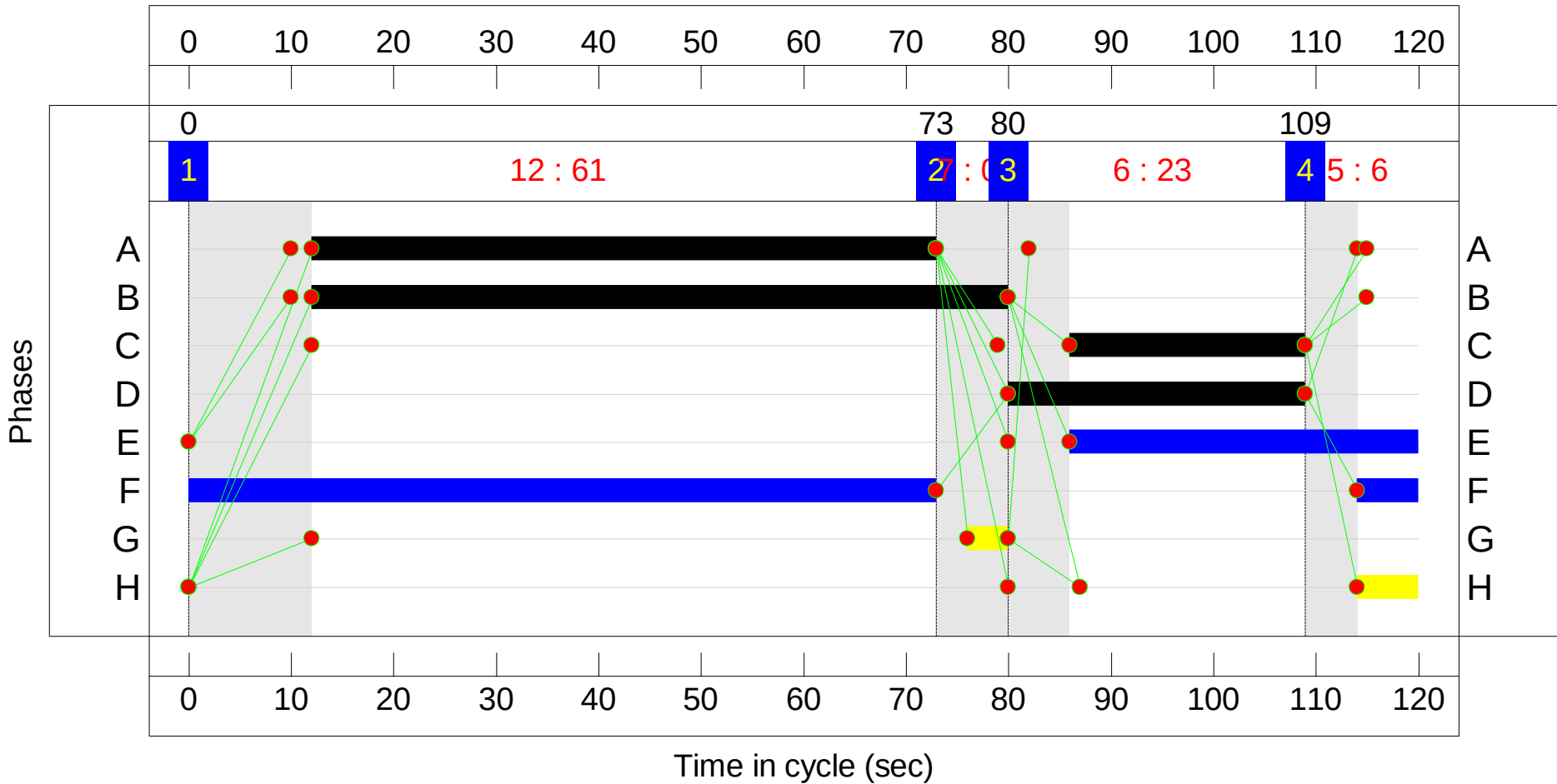
Scenario 3: '2022 AM with development' (FG3: '2022 AM+Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

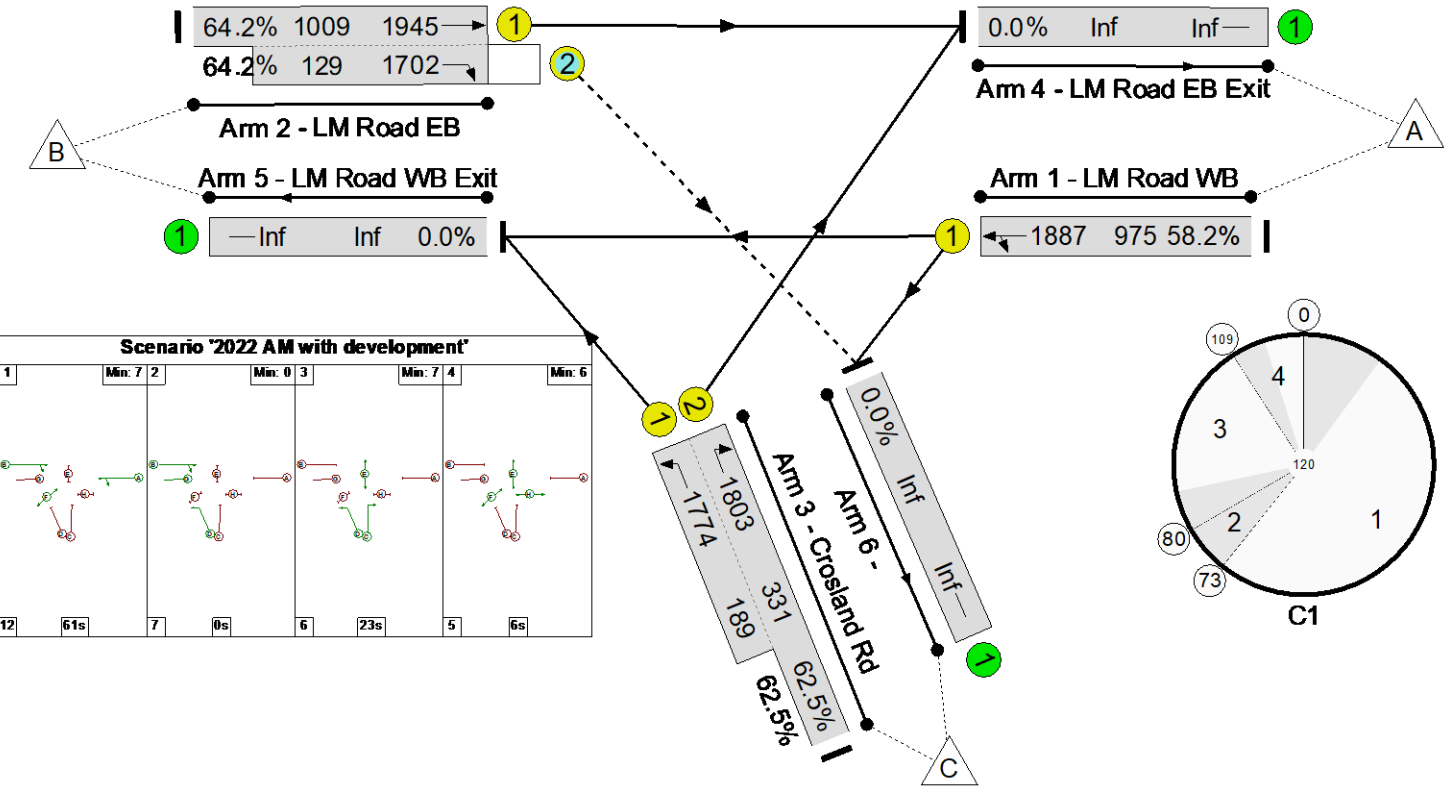
Stage	1	2	3	4
Duration	61	0	23	6
Change Point	0	73	80	109



Lindley Moor Rd / Crosland Road



PRC: 40.3 %
Total Traffic Delay: 12.8 pcuHr

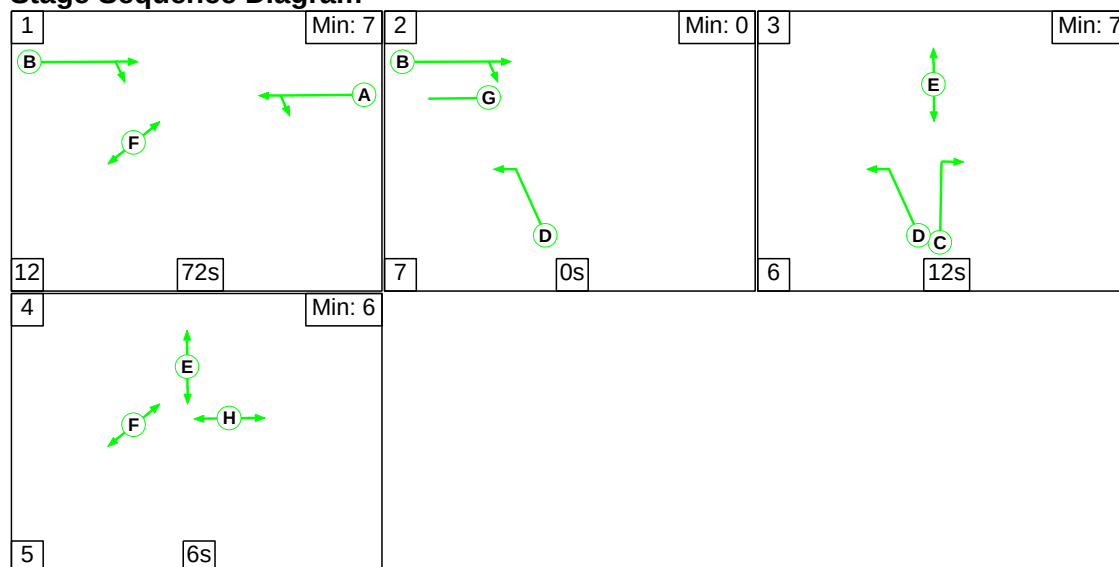


Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network: revised flows & additional ped stage	-	-	-	-	-	-	-	64.2%	-	-	78
Lindley Moor Rd / Crosland Road	-	-	-	-	-	-	-	64.2%	-	-	78
1/1	LM Road WB Ahead Left	U	A	61	567	1887	975	58.2%	567	567	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	68	730	1945:1702	1009+129	64.2 : 64.2%	730	730	78
3/2+3/1	Crosland Rd Right Left	U	C D	23:29	325	1803:1774	331+189	62.5 : 62.5%	325	325	-
Item	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: revised flows & additional ped stage	3	1	10.1	2.4	0.3	12.8	-	-	-	-	
Lindley Moor Rd / Crosland Road	3	1	10.1	2.4	0.3	12.8	-	-	-	-	
1/1	-	-	3.2	0.7	-	3.8	24.4	12.9	0.7	13.6	
2/1+2/2	3	1	3.2	0.9	0.3	4.5	22.0	14.5	0.9	15.4	
3/2+3/1	-	-	3.7	0.8	-	4.5	49.9	6.2	0.8	7.0	
C1		PRC for Signalled Lanes (%):		40.3	Total Delay for Signalled Lanes (pcuHr):		12.81	Cycle Time (s): 120			
		PRC Over All Lanes (%):		40.3	Total Delay Over All Lanes(pcuHr):		12.81				

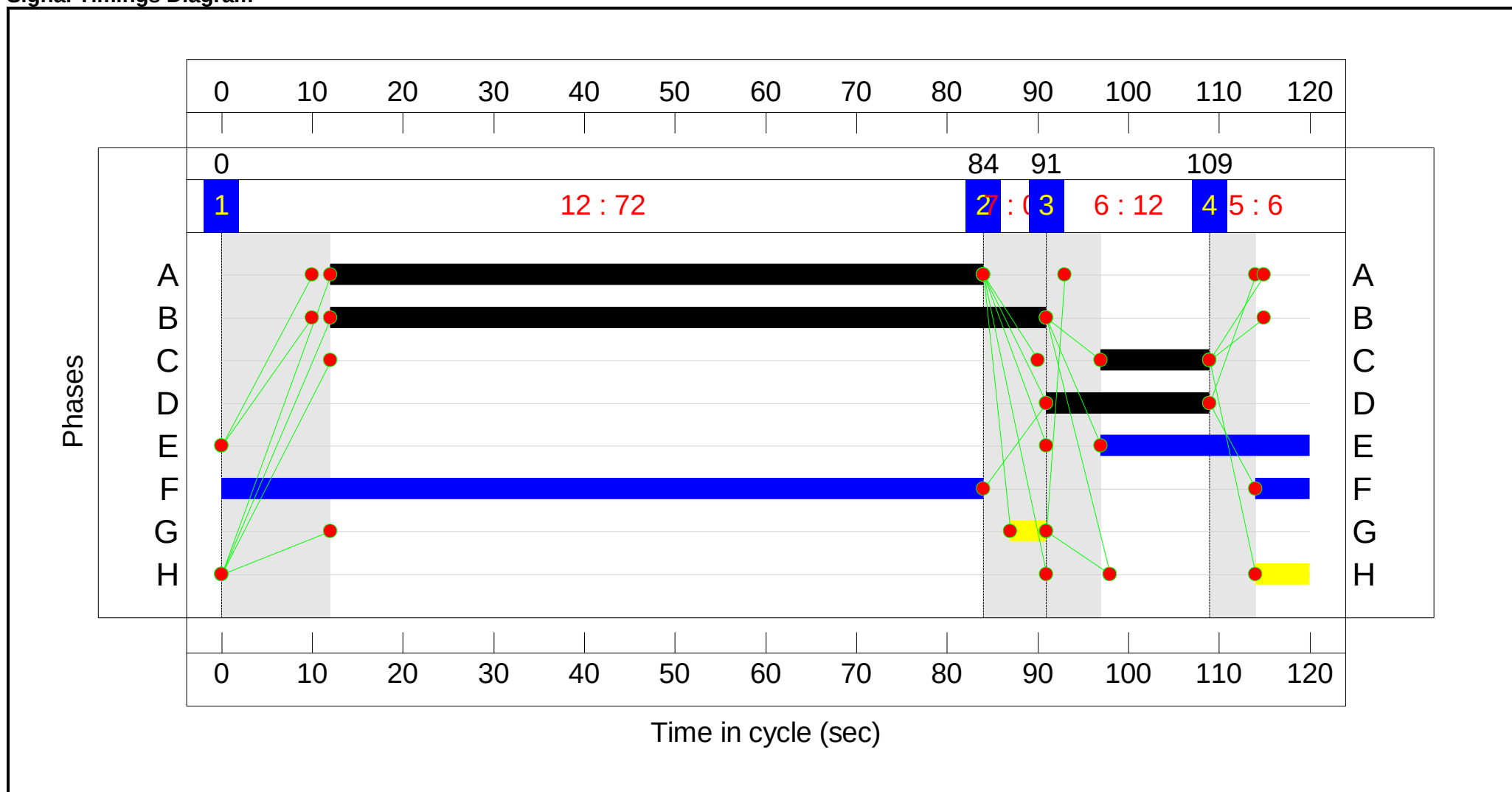
Scenario 4: '2022 PM with development' (FG4: '2022 PM+Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

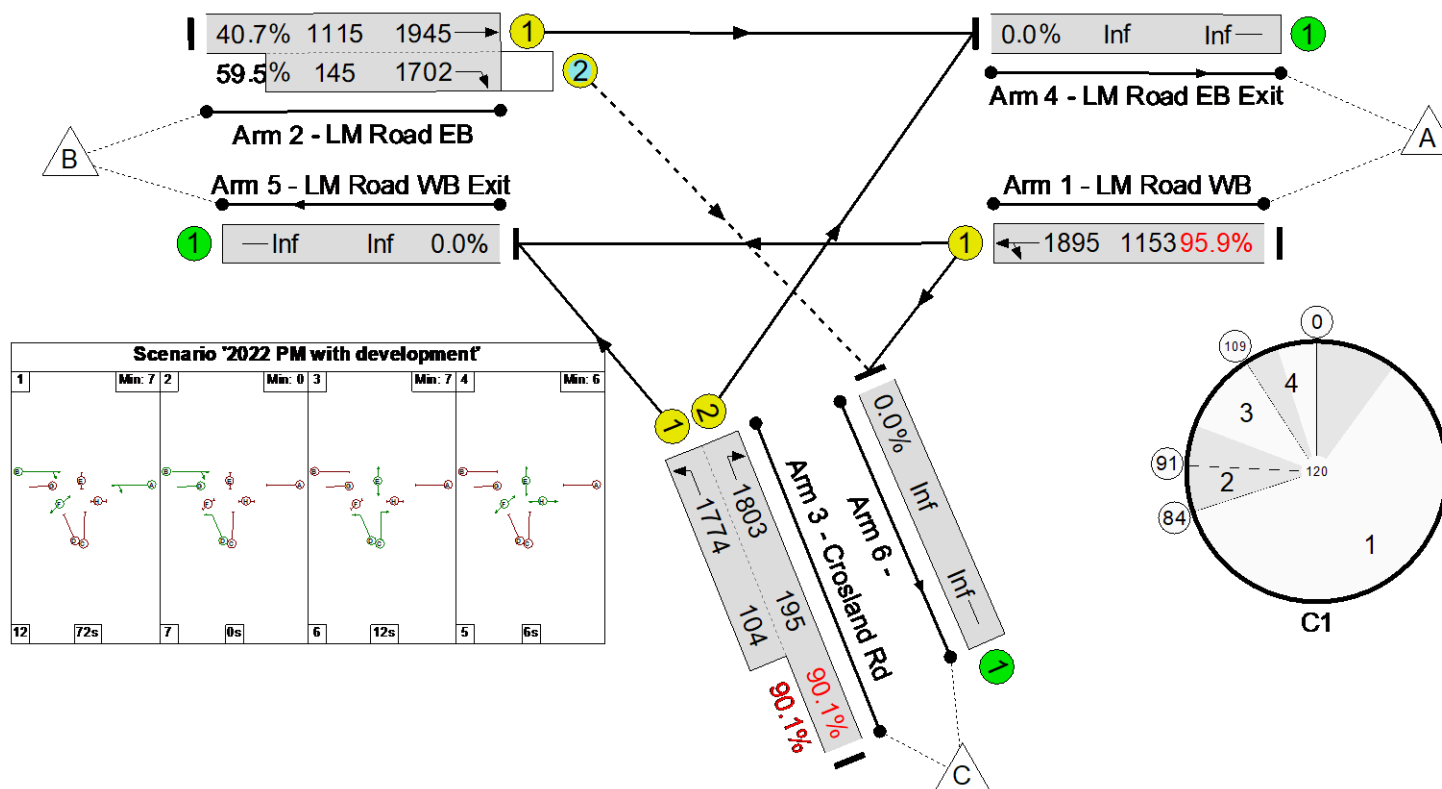


Stage Timings

Stage	1	2	3	4
Duration	72	0	12	6
Change Point	0	84	91	109



Lindley Moor Rd / Crosland Road
 PRC: -6.6 %
 Total Traffic Delay: 25.6 pcuHr

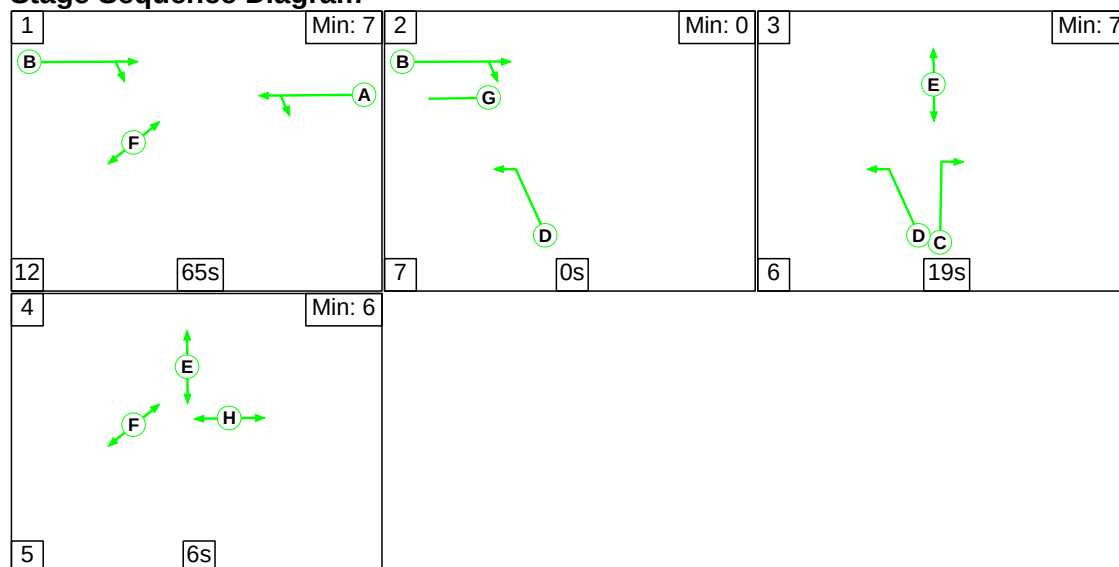


Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network: revised flows & additional ped stage	-	-	-	-	-	-	-	95.9%	-	-	14
Lindley Moor Rd / Crosland Road	-	-	-	-	-	-	-	95.9%	-	-	14
1/1	LM Road WB Ahead Left	U	A	72	1106	1895	1153	95.9%	1106	1106	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	79	540	1945:1702	1115+145	40.7 : 59.5%	540	540	14
3/2+3/1	Crosland Rd Right Left	U	C D	12:18	270	1803:1774	195+104	90.1 : 90.1%	270	270	-
Item	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: revised flows & additional ped stage	71	1	11.9	12.7	1.0	25.6	-	-	-	-	
Lindley Moor Rd / Crosland Road	71	1	11.9	12.7	1.0	25.6	-	-	-	-	
1/1	-	-	6.8	8.6	-	15.4	50.2	34.4	8.6	43.0	
2/1+2/2	71	1	1.4	0.4	1.0	2.8	18.5	6.6	0.4	6.9	
3/2+3/1	-	-	3.8	3.7	-	7.4	98.8	5.8	3.7	9.4	
C1		PRC for Signalled Lanes (%):		-6.6	Total Delay for Signalled Lanes (pcuHr):		25.61	Cycle Time (s): 120			
		PRC Over All Lanes (%):		-6.6	Total Delay Over All Lanes(pcuHr):		25.61				

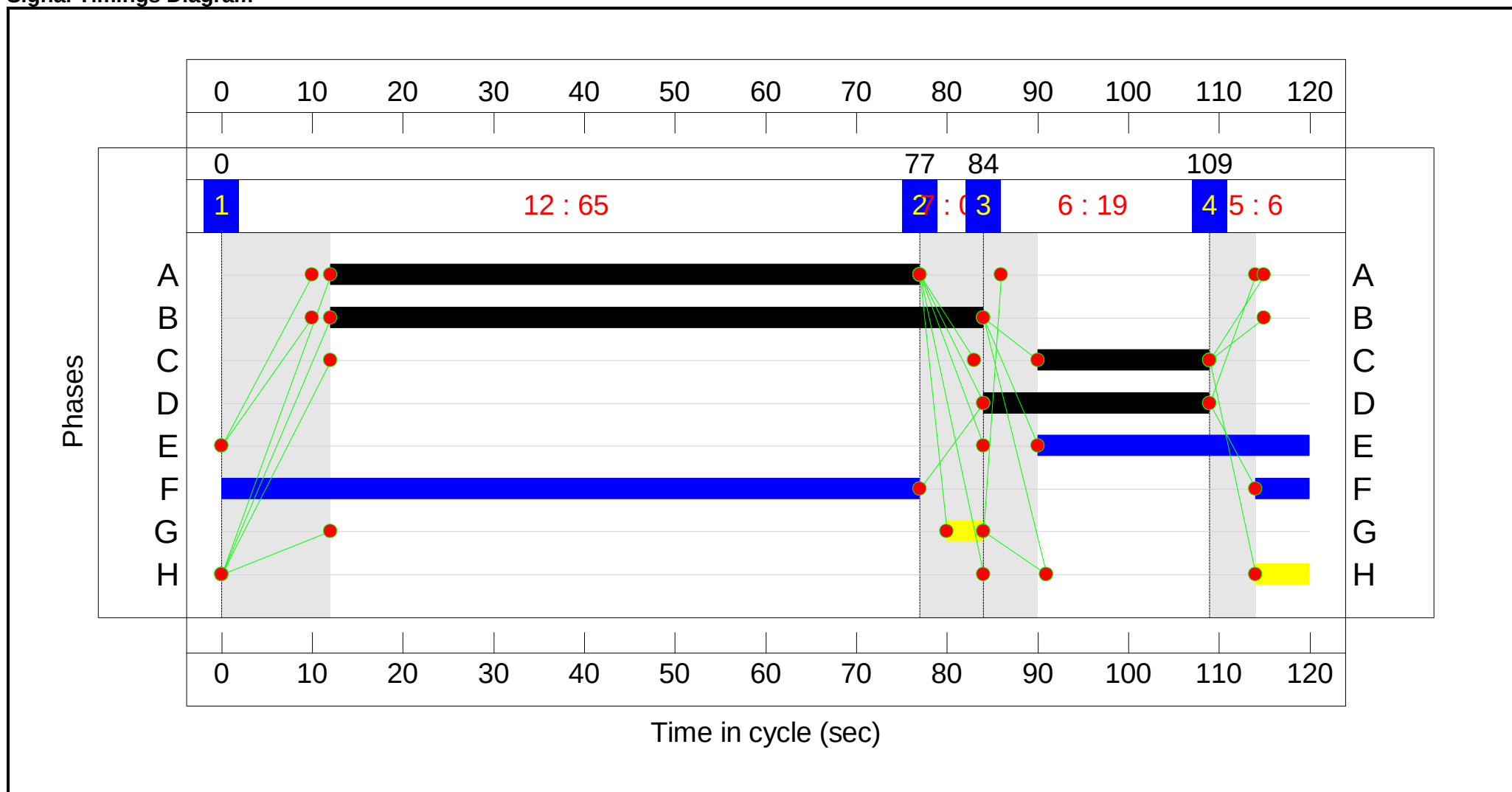
Scenario 5: '2032 AM' (FG5: '2032 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

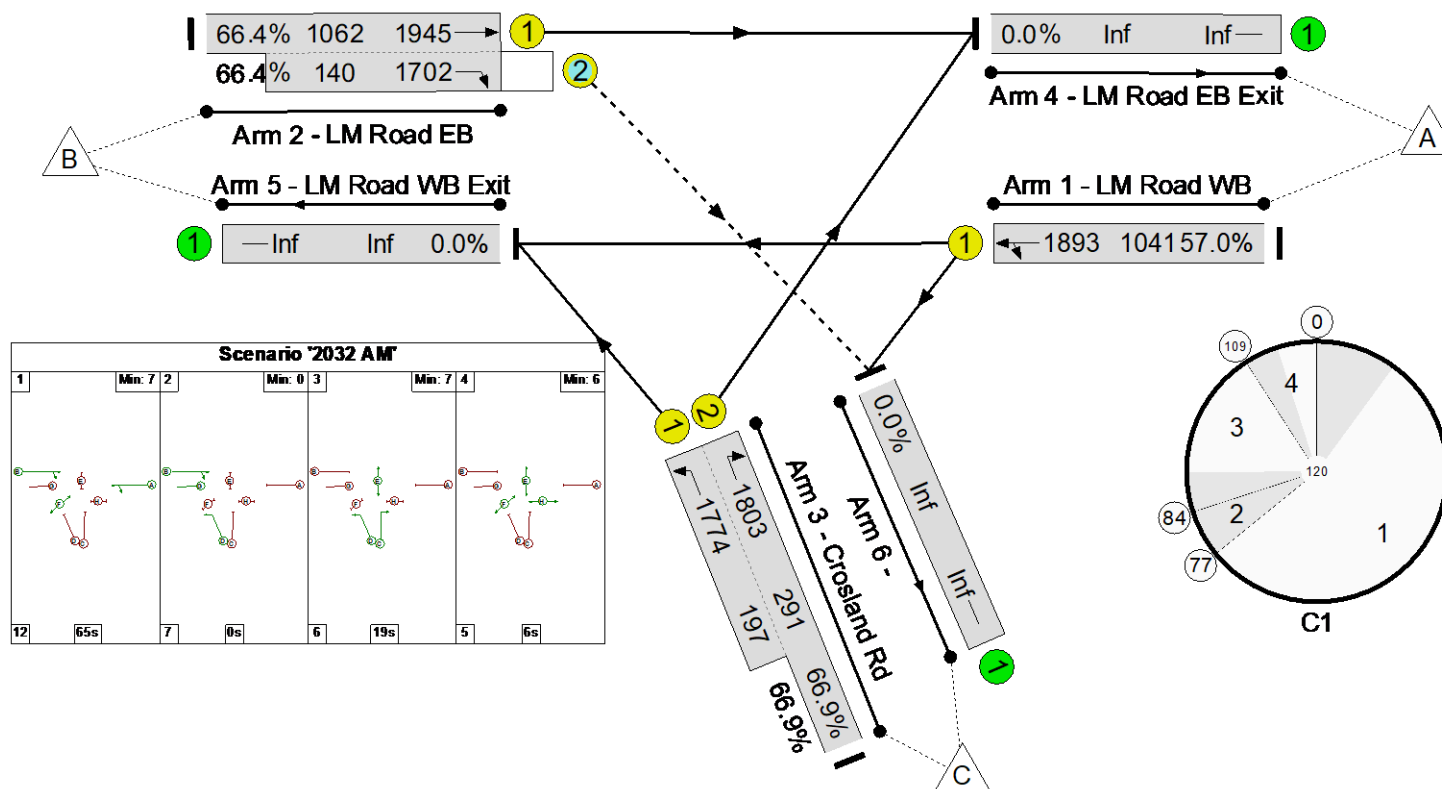


Stage Timings

Stage	1	2	3	4
Duration	65	0	19	6
Change Point	0	77	84	109



Lindley Moor Rd / Crosland Road
 PRC: 34.5 %
 Total Traffic Delay: 13.1 pcuHr

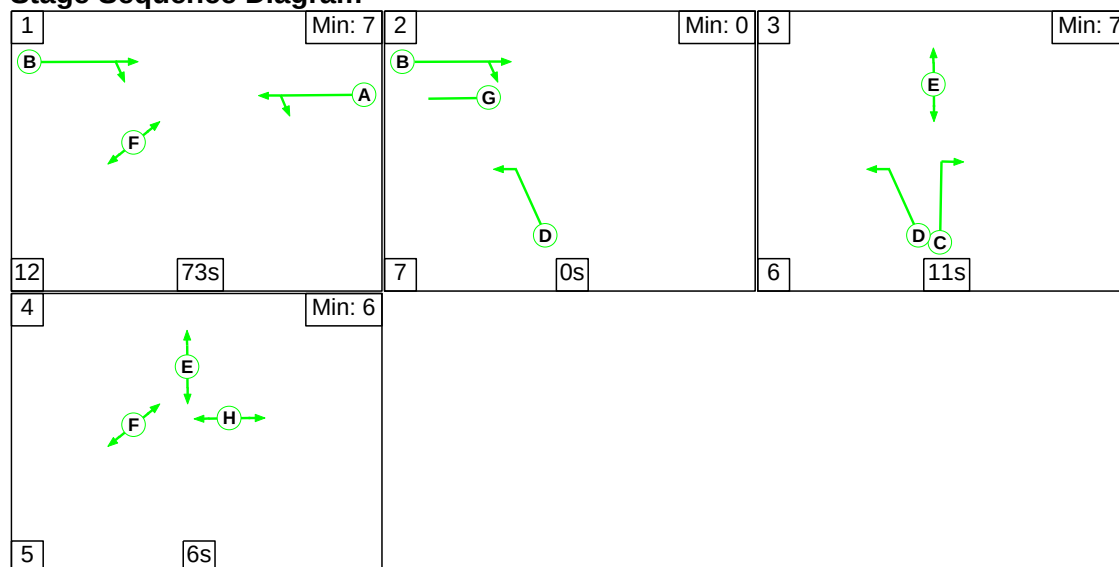


Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network: revised flows && additional ped stage	-	-	-	-	-	-	-	66.9%	-	-	88
Lindley Moor Rd / Crosland Road	-	-	-	-	-	-	-	66.9%	-	-	88
1/1	LM Road WB Ahead Left	U	A	65	593	1893	1041	57.0%	593	593	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	72	799	1945:1702	1062+140	66.4 : 66.4%	799	799	88
3/2+3/1	Crosland Rd Right Left	U	C D	19:25	327	1803:1774	291+197	66.9 : 66.9%	327	327	-
Item	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: revised flows && additional ped stage	4	2	10.1	2.6	0.3	13.1	-	-	-	-	
Lindley Moor Rd / Crosland Road	4	2	10.1	2.6	0.3	13.1	-	-	-	-	
1/1	-	-	2.9	0.7	-	3.6	21.7	12.8	0.7	13.5	
2/1+2/2	4	2	3.2	1.0	0.3	4.5	20.2	15.5	1.0	16.5	
3/2+3/1	-	-	4.0	1.0	-	5.0	54.9	6.1	1.0	7.1	
C1		PRC for Signalled Lanes (%):		34.5	Total Delay for Signalled Lanes (pcuHr):		13.05	Cycle Time (s): 120			
		PRC Over All Lanes (%):		34.5	Total Delay Over All Lanes(pcuHr):		13.05				

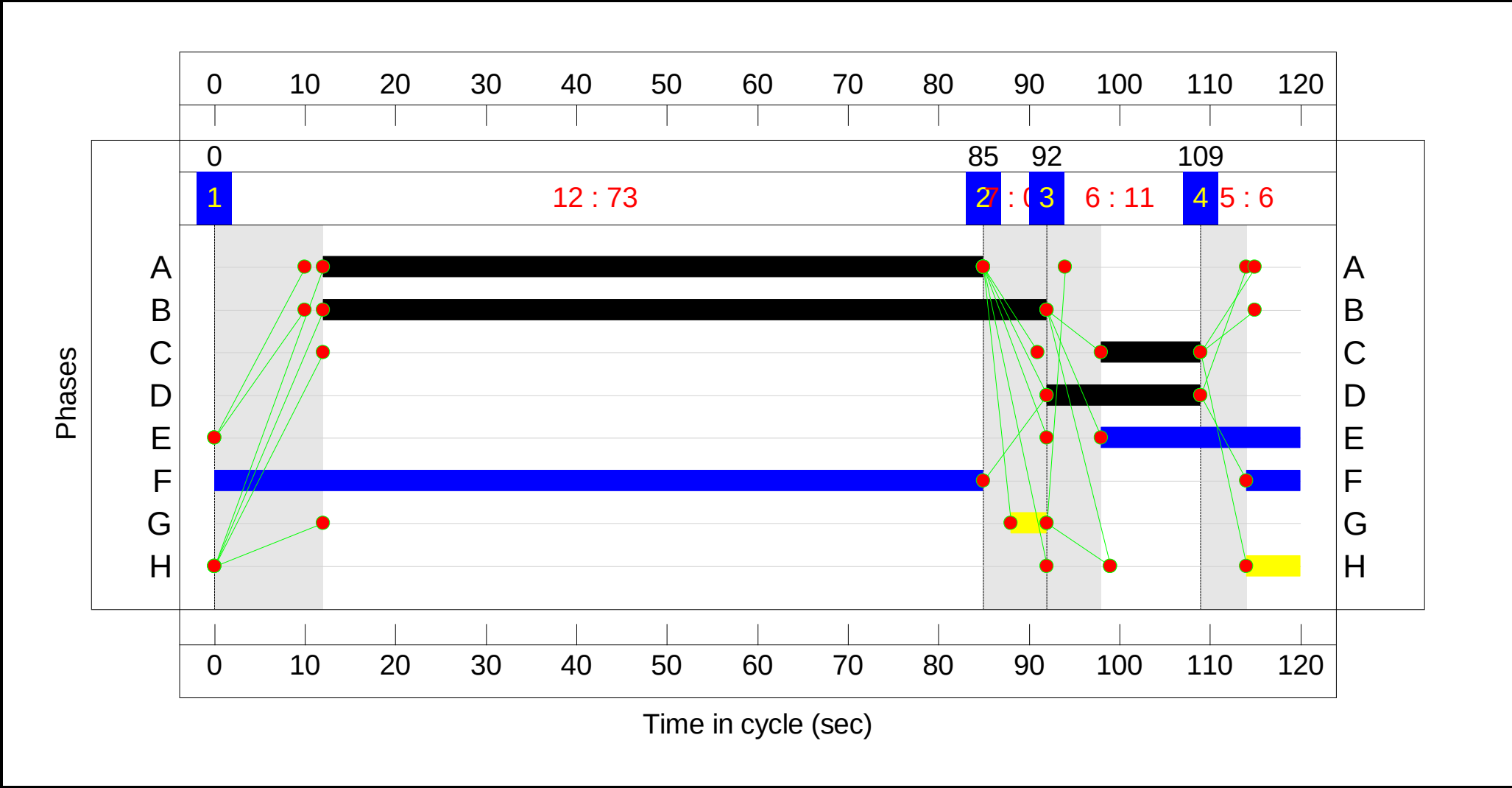
Scenario 6: '2032 PM' (FG6: '2032 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

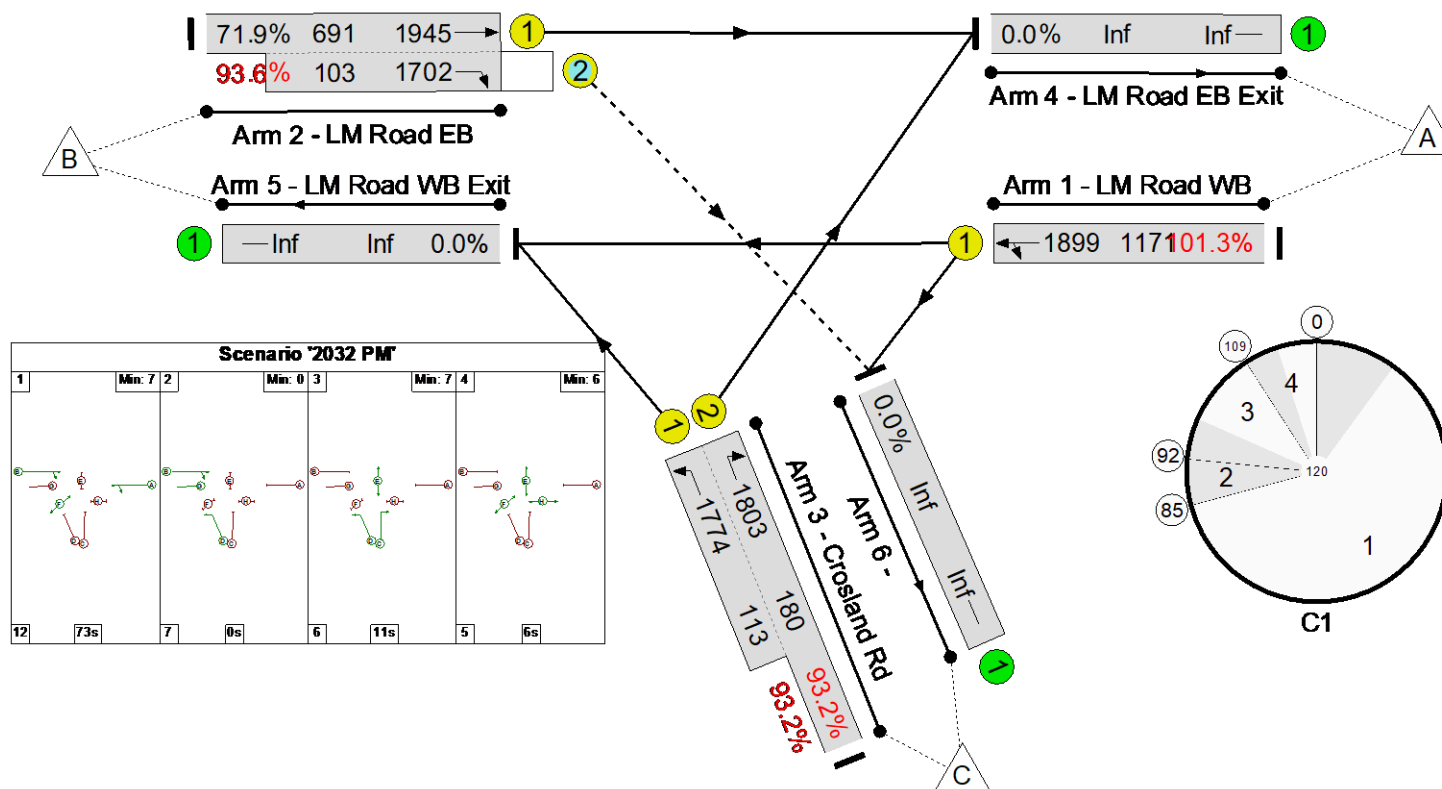


Stage Timings

Stage	1	2	3	4
Duration	73	0	11	6
Change Point	0	85	92	109



Lindley Moor Rd / Crosland Road
 PRC: -12.5 %
 Total Traffic Delay: 42.4 pcuHr

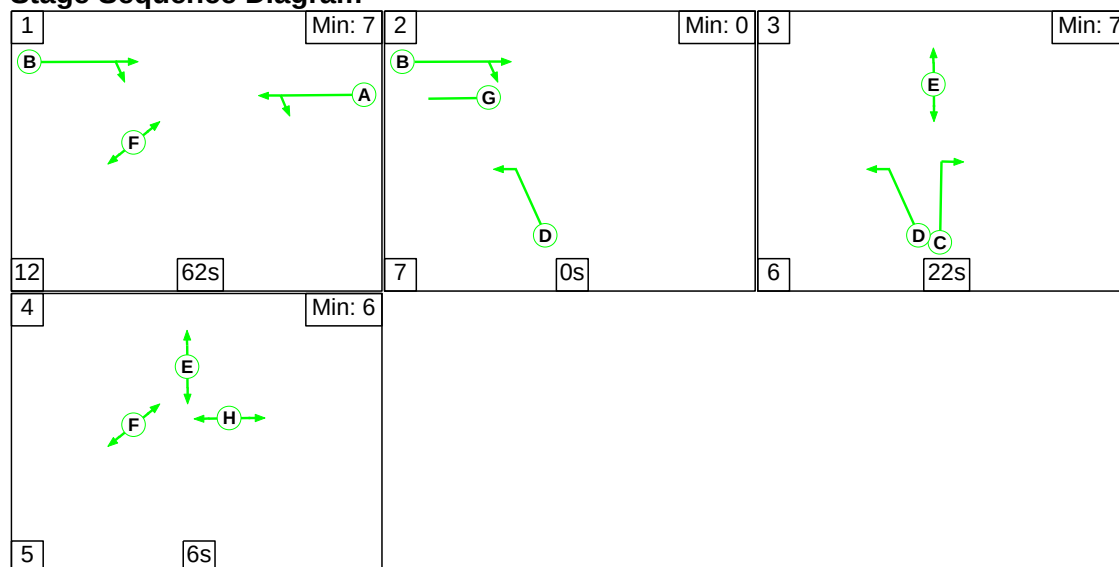


Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network: revised flows && additional ped stage	-	-	-	-	-	-	-	101.3%	-	-	0
Lindley Moor Rd / Crosland Road	-	-	-	-	-	-	-	101.3%	-	-	0
1/1	LM Road WB Ahead Left	U	A	73	1186	1899	1171	101.3%	1186	1171	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	80	593	1945:1702	691+103	71.9 : 93.6%	593	593	0
3/2+3/1	Crosland Rd Right Left	U	C D	11:17	273	1803:1774	180+113	93.2 : 93.2%	273	273	-
Item	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: revised flows && additional ped stage	71	25	13.8	27.5	1.1	42.4	-	-	-	-	
Lindley Moor Rd / Crosland Road	71	25	13.8	27.5	1.1	42.4	-	-	-	-	
1/1	-	-	8.4	21.4	-	29.7	90.2	40.0	21.4	61.4	
2/1+2/2	71	25	1.6	1.5	1.1	4.1	25.1	7.2	1.5	8.6	
3/2+3/1	-	-	3.8	4.7	-	8.5	112.1	5.6	4.7	10.2	
C1		PRC for Signalled Lanes (%):		-12.5	Total Delay for Signalled Lanes (pcuHr):		42.36	Cycle Time (s): 120			
		PRC Over All Lanes (%):		-12.5	Total Delay Over All Lanes(pcuHr):		42.36				

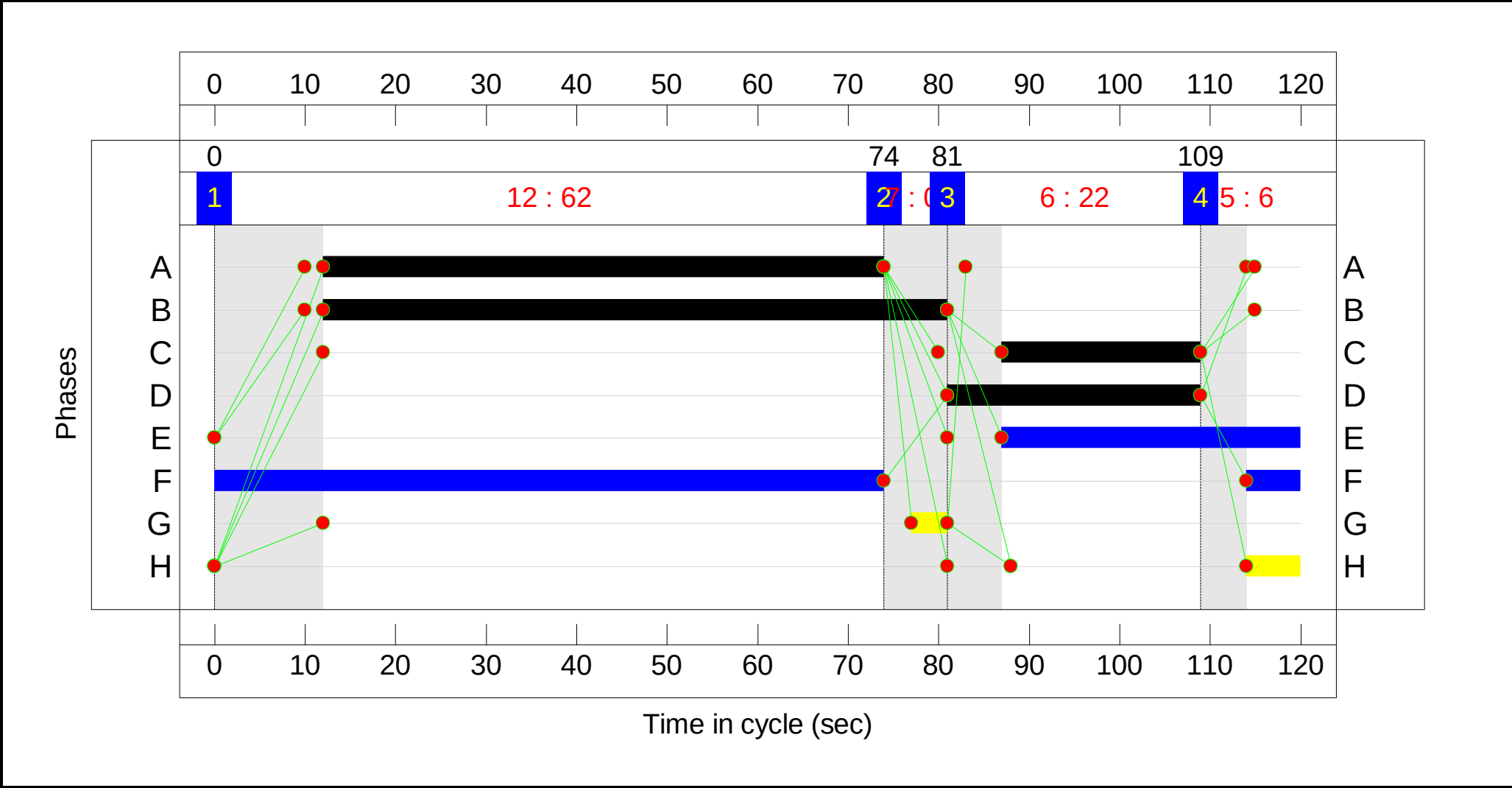
Scenario 7: '2032 AM with development' (FG7: '2032 AM+Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

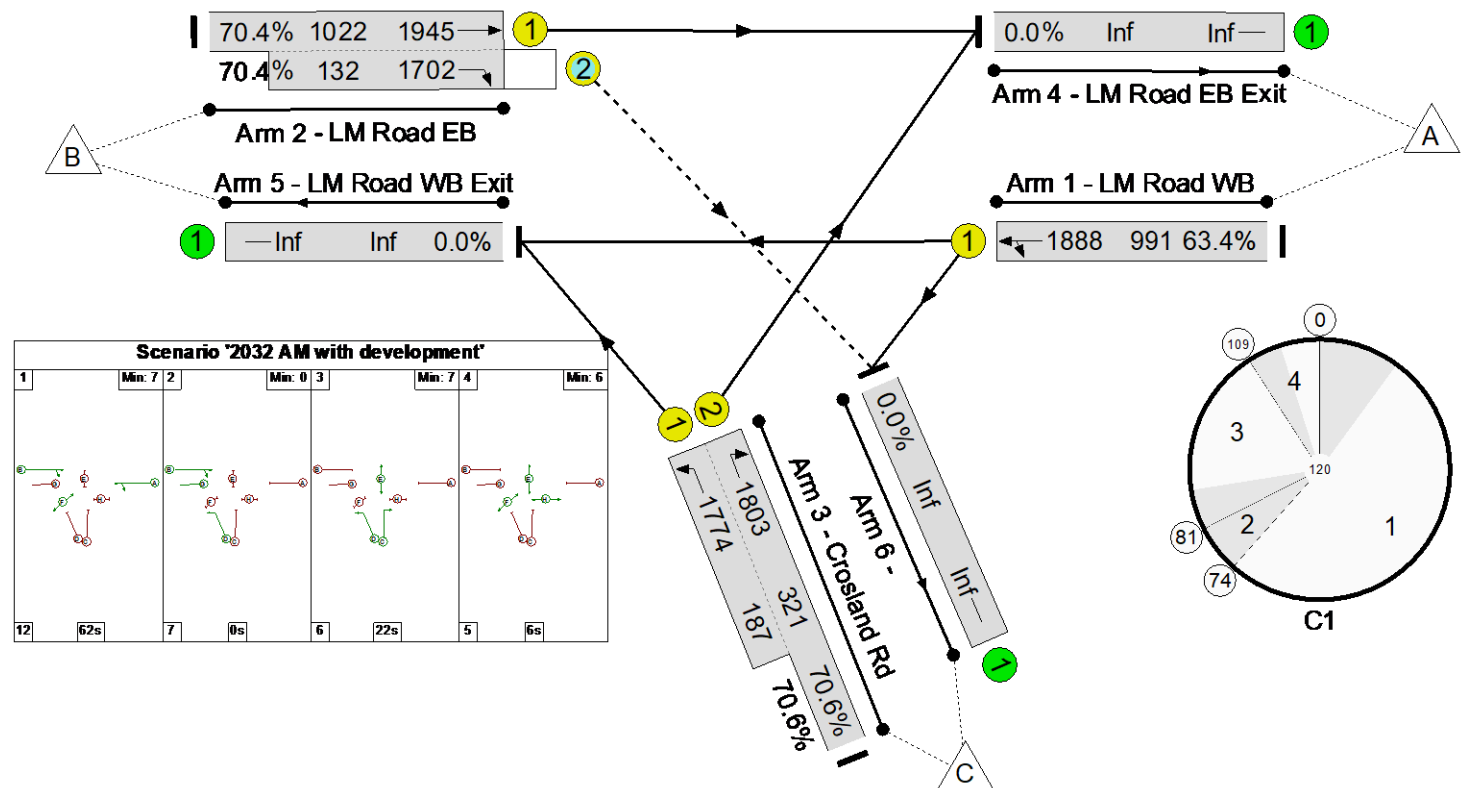


Stage Timings

Stage	1	2	3	4
Duration	62	0	22	6
Change Point	0	74	81	109



Lindley Moor Rd / Crosland Road
 PRC: 27.5 %
 Total Traffic Delay: 15.1 pcuHr

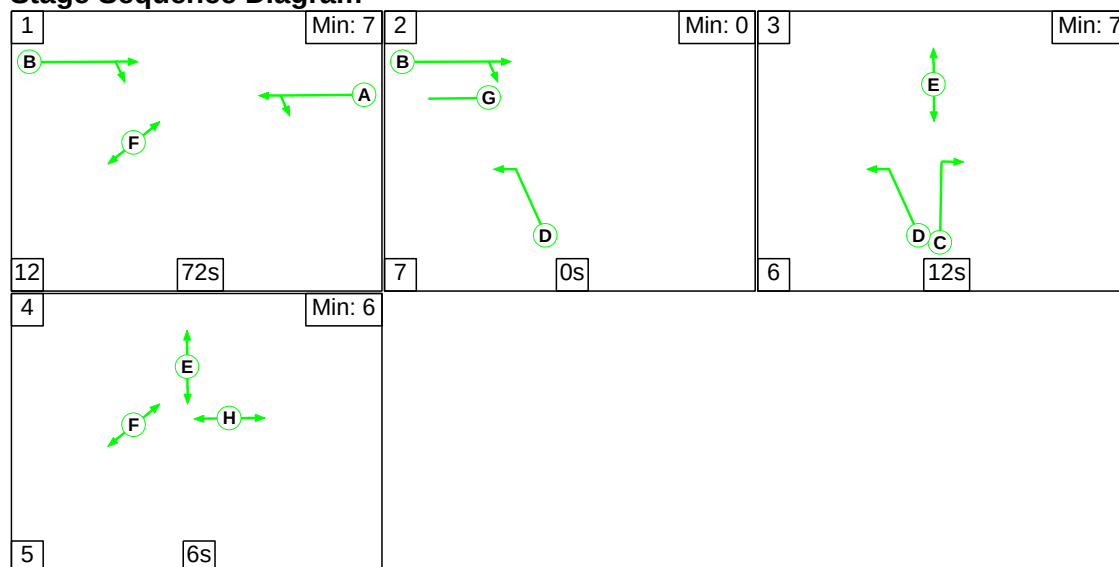


Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network: revised flows && additional ped stage	-	-	-	-	-	-	-	70.6%	-	-	88
Lindley Moor Rd / Crosland Road	-	-	-	-	-	-	-	70.6%	-	-	88
1/1	LM Road WB Ahead Left	U	A	62	628	1888	991	63.4%	628	628	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	69	813	1945:1702	1022+132	70.4 : 70.4%	813	813	88
3/2+3/1	Crosland Rd Right Left	U	C D	22:28	359	1803:1774	321+187	70.6 : 70.6%	359	359	-
Item	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: revised flows && additional ped stage	4	2	11.5	3.2	0.4	15.1	-	-	-	-	
Lindley Moor Rd / Crosland Road	4	2	11.5	3.2	0.4	15.1	-	-	-	-	
1/1	-	-	3.5	0.9	-	4.4	25.2	14.8	0.9	15.7	
2/1+2/2	4	2	3.7	1.2	0.4	5.3	23.5	17.2	1.2	18.4	
3/2+3/1	-	-	4.2	1.2	-	5.4	53.9	6.9	1.2	8.1	
C1		PRC for Signalled Lanes (%):		27.5	Total Delay for Signalled Lanes (pcuHr):		15.09	Cycle Time (s): 120			
		PRC Over All Lanes (%):		27.5	Total Delay Over All Lanes(pcuHr):		15.09				

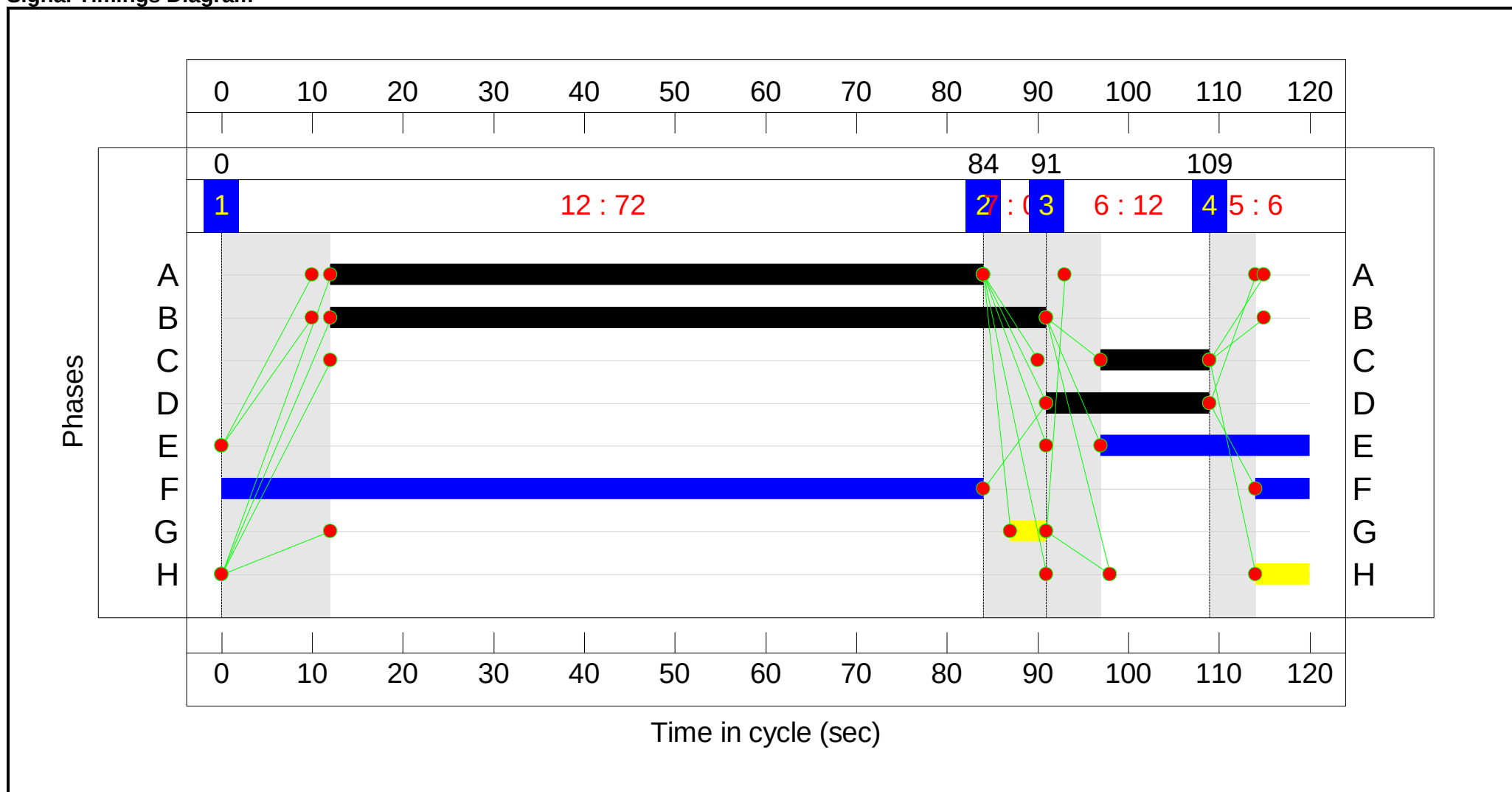
Scenario 8: '2032 PM with development' (FG8: '2032 PM+Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

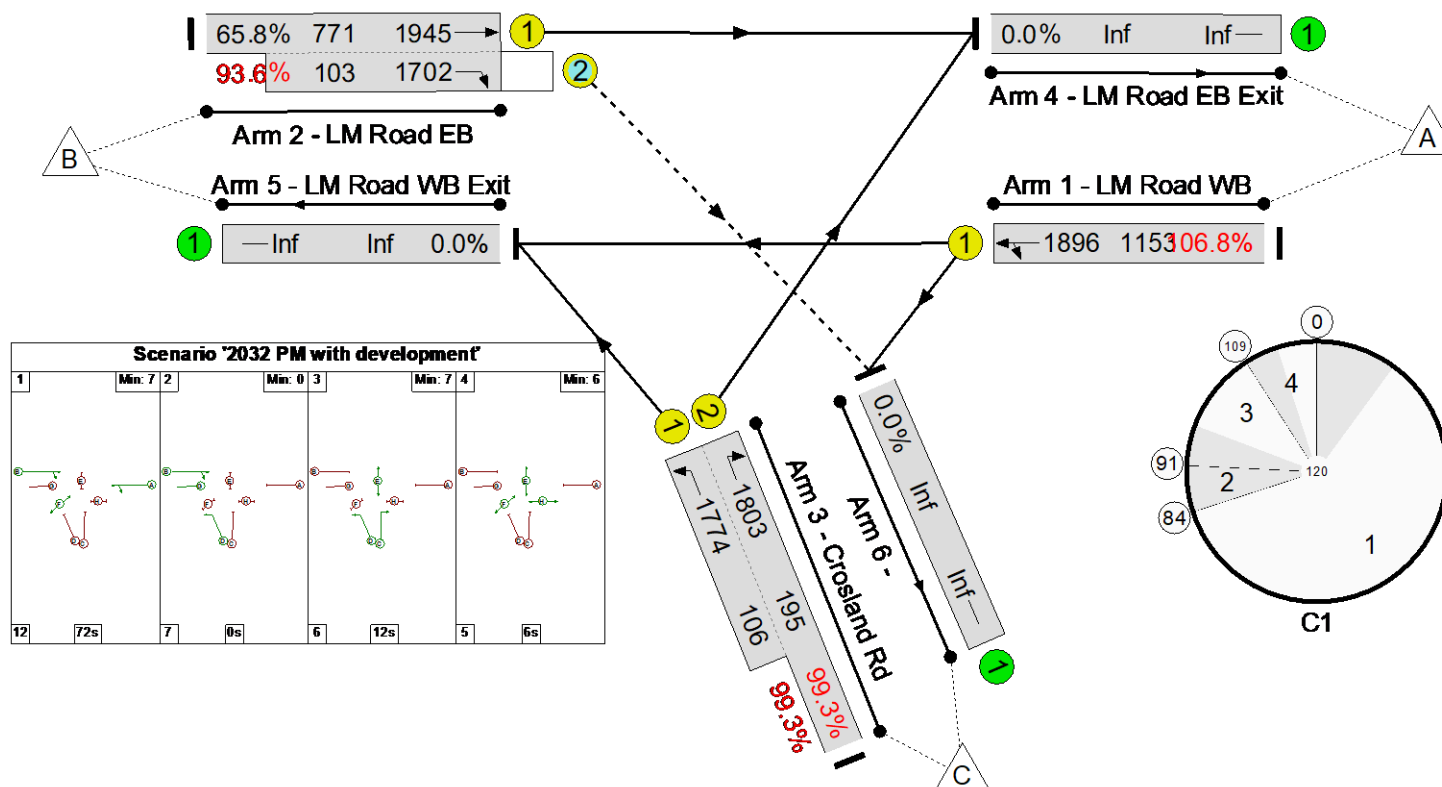


Stage Timings

Stage	1	2	3	4
Duration	72	0	12	6
Change Point	0	84	91	109



Lindley Moor Rd / Crosland Road
 PRC: -18.7 %
 Total Traffic Delay: 74.4 pcuHr

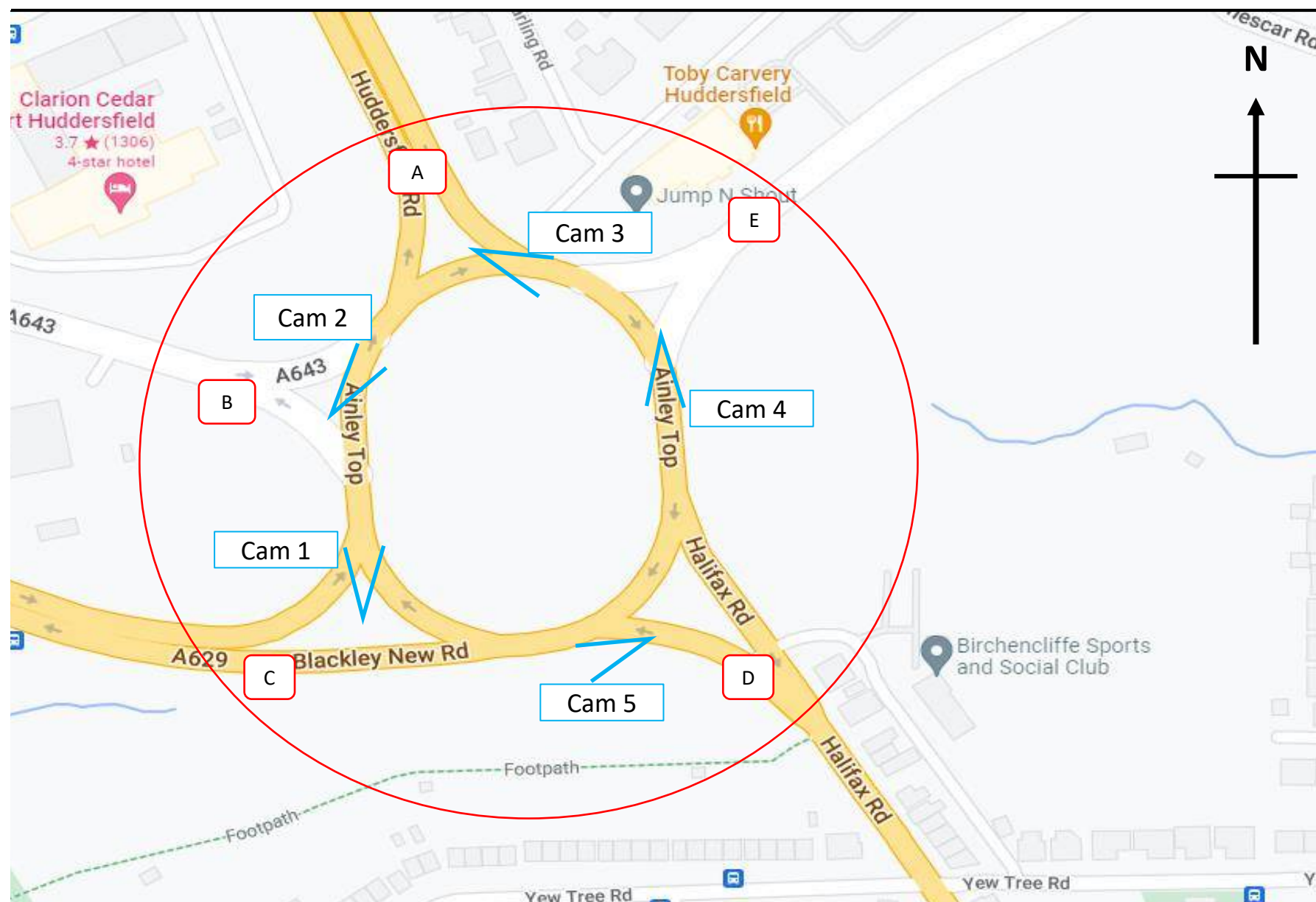


Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network: revised flows && additional ped stage	-	-	-	-	-	-	-	106.8%	-	-	0
Lindley Moor Rd / Crosland Road	-	-	-	-	-	-	-	106.8%	-	-	0
1/1	LM Road WB Ahead Left	U	A	72	1232	1896	1153	106.8%	1232	1153	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	79	603	1945:1702	771+103	65.8 : 93.6%	603	603	0
3/2+3/1	Crosland Rd Right Left	U	C D	12:18	299	1803:1774	195+106	99.3 : 99.3%	299	299	-
Item	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: revised flows && additional ped stage	71	25	18.1	55.3	1.1	74.4	-	-	-	-	
Lindley Moor Rd / Crosland Road	71	25	18.1	55.3	1.1	74.4	-	-	-	-	
1/1	-	-	12.2	46.0	-	58.2	170.0	43.7	46.0	89.7	
2/1+2/2	71	25	1.7	1.1	1.1	3.9	23.2	7.6	1.1	8.7	
3/2+3/1	-	-	4.2	8.2	-	12.3	148.7	6.4	8.2	14.6	
C1		PRC for Signalled Lanes (%):		-18.7	Total Delay for Signalled Lanes (pcuHr):		74.42	Cycle Time (s): 120			
		PRC Over All Lanes (%):		-18.7	Total Delay Over All Lanes(pcuHr):		74.42				

Appendix H

Ainley Top Traffic Survey



A = A629 Huddersfield Road
 B = A643 Lindley Moor Road
 C = A629 Blackley New Road
 D = A629 Halifax Road
 E = A643 Brighouse Road

Site / Location:	Site 10B, M62 Jct 24 Southern Roundabout	Project No:	12596	Drawing No:	12596-10B	Drawn By:	SS
Survey Date:	Wednesday 9th March 2022	Project Name:	Yorkshire & Humber				
Survey Times:	07:00 to 19:00	Drawing Title:	Site Layout and Observed Movements				



SITE: 10B

DATE: 09/03/2022 SITE: 10B

DATE: 09/03/2022 SITE: 10B

DATE: 09/03/2022

LOCATION: M62 Jct 24 Southern Roundabout
1 1 1.5 2.3 2 0.4 0.2

DAY: Wednesday LOCATION: M62 Jct 24 Southern Roundabout

DAY: Wednesday LOCATION: M62 Jct 24 Southern Roundabout

DAY: Wednesday

A to E										A to D										A to C										A to B									
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
07:00	16	4	1	0	0	1	0	22		78	10	4	0	1	0	0	93	07:00	73	26	4	10	1	0	0	114		15	1	2	0	0	0	0	18				
07:15	21	2	1	0	0	0	0	24		101	8	11	1	1	0	0	122	07:15	69	23	11	6	0	0	0	109		26	1	1	0	0	0	0	28				
07:30	23	4	0	0	0	0	0	27		106	12	5	3	1	0	0	127	07:30	45	22	12	3	0	0	0	82		37	10	2	0	0	0	0	49				
07:45	22	2	2	0	0	0	0	26		64	8	7	1	3	0	0	83	07:45	26	11	6	3	0	0	0	46		51	8	2	0	0	0	0	61				
H/TOT	82	12	4	0	0	1	0	99		349	38	27	5	6	0	0	425	H/TOT	213	82	33	22	1	0	0	351		129	20	7	0	0	0	0	156				
08:00	82	12	6	0	0	0.4	0	100		349	38	40.5	11.5	12	0	0	451	08:00	213	82	49.5	50.6	2	0	0	397		129	20	10.5	0	0	0	0	160				
	24	6	0	0	0	0	0	31		57	10	3	0	2	0	0	72			42	10	4	6	0	0	0	62		47	7	1	0	1	0	0	56			
	29	1	1	1	0	0	0	32		69	14	1	2	3	0	0	89			51	10	8	6	0	0	0	75		36	4	2	0	1	0	0	43			
	08:15	32	1	2	0	0	0	35		71	10	3	1	0	0	0	85			45	19	7	4	0	0	0	75		35	3	1	0	1	0	0	40			
08:30	32	1	2	0	0	0	0	35		71	10	3	1	0	0	0	85		45	19	7	4	0	0	0	75		35	3	1	0	1	0	0	40				
08:45	22	9	2	0	1	0	0	34		61	15	5	1	3	0	0	85		36	11	10	12	1	0	0	70		35	2	1	0	1	0	0	39				
H/TOT	107	17	5	2	1	0	0	132		258	49	12	4	8	0	0	331	H/TOT	174	50	29	28	1	0	0	282		153	16	5	0	4	0	0	178				
09:00	107	17	7.5	4.6	2	0	0	138		258	49	18	9.2	16	0	0	350	09:00	174	50	43.5	64.4	2	0	0	334		153	16	7.5	0	8	0	0	185				
	25	5	1	1	0	0	0	32		58	4	11	3	3	0	0	79			56	25	8	7	1	0	0	97		34	5	1	0	0	0	40				
	09:15	27	5	1	0	0	0	33		36	0	7	0	1	0	0	44			63	26	15	10	0	1	0	115		23	6	0	0	0	0	0	29			
	09:30	14	6	2	0	0	0	22		86	10	7	1	2	0	0	106			72	16	4	11	1	0	0	104		16	7	1	1	1	0	0	26			
09:45	18	2	3	1	0	0	0	24		58	9	4	2	3	3	0	79		55	21	14	10	0	0	0	100		22	7	2	0	0	0	0	31				
H/TOT	84	18	7	2	0	0	0	111		238	23	29	6	9	3	0	308	H/TOT	246	88	41	38	2	1	0	416		95	25	4	1	1	0	0	126				
10:00	84	18	10.5	4.6	0	0	0	117		238	23	43.5	13.8	18	1.2	0	338	10:00	246	88	61.5	87.4	4	0.4	0	487		95	25	6	2.3	2	0	0	130				
	15	5	0	0	0	0	0	20		60	13	5	0	3	0	0	81			57	20	15	5	0	0	0	97		16	2	0	0	0	0	0	18			
	10:15	11	2	1	0	0	0	14		72	8	11	1	0	0	0	92			31	17	12	9	0	0	0	69		33	4	1	0	0	0	0	38			
	10:30	20	3	2	1	0	0	26		66	11	9	0	4	0	0	90			16	9	11	7	0	0	0	43		31	7	3	1	0	0	0	42			
10:45	25	4	1	0	0	0	0	30		67	14	5	1	2	0	0	89		30	10	9	9	1	0	0	59		31	14	0	0	0	0	0	45				
H/TOT	71	14	4	1	0	0	0	90		265	46	30	2	9	0	0	352	H/TOT	134	56	47	30	1	0	0	268		111	27	4	1	0	0	0	143				
11:00	71	14	6	2.3	0	0	0	93		265	46	45	4.6	18	0	0	379	11:00	134	56	70.5	69	2	0	0	332		111	27	6	2.3	0	0	0	146				
	11	3	1	0	0	0	0	15		76	11	3	3	2	0	0	95			31	21	18	11	1	0	0	82		22	5	1	0	0	0	0	28			
	11:15	15	2	1	0	0	0	18		54	7	7	1	2	0	0	71			52	23	12	15	1	0	0	103		18	4	2	1	0	0	0	25			
	11:30	23	4	4	0	0	0	31		79	8	8	2	1	0	0	98			37	12	7	15	0	0	0	71		44	13	0	0	0	0	0	57			
11:45	35	4	0	0	0	0	0	39		100	8	1	2	4	0	0	115		45	16	15	5	0	0	0	81		27	9	0	0	0	0	0	36				
H/TOT	84	13	6	0	0	0	0	103		309	34	19	8	9	0	0	379	H/TOT	165	72	52	46	2	0	0	337		111	31	3	1	0	0	0	146				
12:00	84	13	9	0	0	0	0	106		309	34	28.5	18.4	18	0	0	408	12:00	165	72	78	106	4	0	0	425		111	31	4.5	2.3	0	0	0	149				
	40	4	1	0	0	0	0	45		80	12	6	1	2	0	0	101			44	18	10	13	0	0	0	85		26	6	2	0	0	0	0	34			
	12:15	27	5	1	0	0	0	33		87	15	10	3	1	0	0	116			42	17	8	8	0	0	0	75		35	4	4	0	0	0	0	43			
	12:30	24	0	2	1	0	0	27		99	12	3	3	1	0	0	118			34	15	3	12	1	1	0	66		46	14	1	0	0	0	0	61			
12:45	22	1	3	1	0	0	0	27		64	26	4	3	2	1	0	100		47	13	3	5	1	0	0	69		41	3	1	0	0	0	0	45				
H/TOT	113	10	7	2	0	0	0	132		330	65	23	10	6	1	0	435	H/TOT	167	63	24	38	2	1	0	295		148	27	8	0	0	0	0	183				
13:00	113	10	10.5	4.6	0	0	0	138		330	65	34.5	23	12	0.4	0	465	13:00	167	63	36	87.4	4	0.4	0	358		148	27	12	0	0	0	0	187				
	29	3	1	0	0	0	0	33		90	18	1	4	1	1	0	115			65	16	9	8	0	0	0	98		23	5	2	0	0	0	0	30			
	13:15	22	2	3	0	0	0	27		76	13	5	1	5	0	0	100			56	25	11	9	0	0	0	101		21	10	1	0	0	0	0	32			
	13:30	13	0	1	0	0	0	14		73	7	1	0	1	0	0	82			51	29	11	6	0	0	0	97		19	8	1	1	0	0	0	29			
13:45	24	2	2	0	0	0	0	28		78	7	6	1	3	1	0	96		48	20	13	8	1	0	0	90		17	3	1	2	0	0	0	23				
H/TOT	88	7	7	0	0	0	0	102		317	45	13	6	10	2	0	393	H/TOT	220	90	44	31	1	0	0	386		80	26	5	3	0	0	0	114				
14:00	88	7	10.5	0	0	0	0	106		317	45	19.5	13.8	20	0.8	0	416	14:00	220	90	66	71.3	2	0	0	449		80	26	7.5	6.9	0	0	0	120				
	20	9	3	0	0	0	0	32		92	13	5	2	2	1	0	115			37	21	17	9	1	0	0	85		34	4	1	0	0	0	1	40			
	14:15	20	2	2	0	0	1	25		92	12	9	5	3	1	0	122			39	24	8	6	2	1	0	80		36	4	1	0	0	0	1	42			
	14:30	28	4	0	0	1	0	33		73	11	6	2	2	0	0	94																						



SITE: 10B

DATE: 09/03/2022

SITE: 10B

DATE: 09/03/2022

SITE: 10B

DATE: 09/03/2022

LOCATION: M62 Jct 24 Southern Roundabout

DAY: Wednesday

LOCATION: M62 Jct 24 Southern Roundabout

DAY: Wednesday

LOCATION: M62 Jct 24 Southern Roundabout

DAY: Wednesday

B to A										B to E										B to D										B to C																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
TIME	CAR	LG	OV	OV2	PS	MCL	PCL	TOT		CAR	LG	OV	OV2	PS	MCL	PCL	TOT	TIME	CAR	LG	OV	OV2	PS	MCL	PCL	TOT	CAR	LG	OV	OV2	PS	MCL	PCL	TOT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
07:00	52	6	0	0	0	2	0	60		37	5	0	0	0	0	0	42	07:00	6	1	1	0	0	0	0	8	68	13	3	1	0	0	85																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
07:15	64	6	0	0	0	0	0	70		30	4	2	0	0	0	0	36	07:15	6	3	0	0	0	0	0	9	63	11	3	0	0	0	77																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
07:30	63	12	4	0	0	0	0	79		25	5	1	0	0	0	0	31	07:30	5	3	0	0	0	0	0	8	51	10	0	0	0	0	61																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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	52	6	2	0	0	0	0	60		46	4	2	0	0	0	52	53		4	2	0	2	0	0	61		50	5	0	0	0	0	55	H/TOT	219	24	9	3	2	1	0	258		217	18	2	0	0	0	0	237	H/TOT	22	2	0	0	0	0	0	24	80	24	4	2	1	2	0	113	09:00	219	24	13.5	6.9	4	0.4	0	268		217	18	3	0	0	0		0	238	09:00	22	2	0	0	0	0	0	24	80	24	6	4.6	2		0.8		0	117	44	11	1	1	2	0	0	59		46	4	3	0		0	0	0	53	39	7	2	0	0	0	0	48		57	9	1	0	0	0	67	27	8	2	1	0	0	0	38		45	3	5	0	0	0	53	28	8	1	0	0	0	0	37		40	3	4	1	0	0	48	H/TOT	138	34	6	2	2	0	0	182		188	19	13	1	0	0	0	221	H/TOT	27	5	1	1	0	0	1	35	102	25	9	3	1	0	0	140	10:00	138	34	9	4.6	4	0	0	190		188	19	19.5	2.3		0	0	0	229	10:00	27	5	1.5	2.3	0	0	0.2	36	102		25	13.5	6.9		2	0	0	149	27	2	5	1	0	1	0	36			35	6	1	0	1	0	0	43	26	2	5	0	0	0	0	33		32	3	0	0	0	0	35	10:30	34	6	3	0	0	0	43		44	5	2	0	1	0	0	52	10:45	28	8	2	0	0	0	0	38		32	4	0	0	0	0	36	H/TOT	115	18	15	1	0	1	0	150		143	18	3	0	2	0	0	166	H/TOT	21	7	3	0	0	0	0	31	121	17	7	4	0	0	0	149	11:00	115	18	22.5	2.3	0	0.4	0	158		143	18		4.5	0	4	0	0	170	11:00	21	7	4.5	0	0		0	0	33	121	17		10.5	9.2	0	0	0	158	31	4	2	0	0		0	0	37		30	1	1	0	0	0	0	32	11:15	26	12	0	0	0	0	38		39	3	0	0	0	0	42	11:30	32	5	2	0	0	0	39		30	4	1	0	1	1	0	47	11:45	27	9	0	0	0	0	0	36		39	4	0	0	0	2	45	H/TOT	116	30	4	0	0	0	0	150		138	12	2	0	1	3	0	156	H/TOT	29	3	1	0	0	0	0	33	96	23	5	3	1	0	0	128	12:00	116	30	6	0	0	0	0	152			138	12	3	0	2	1.2	0	156	12:00	29		3	1.5	0	0	0	0	34		96	23	7.5	6.9	2	0	0	135	37		10	0	0	0	0	0	47		20	3	1	0	0	0	0	24	12:15	41	5	4	0	0	0	50		23	2	1	0	0	0	0	26	12:30	32	6	1	0	0	0	39		18	4	1	0	0	0	0	23	12:45	35	3	4	1	0	0	0	43		21	4	3	0	1	0	0	29	H/TOT	145	24	9	1	0	0	0	179		82	13	6	0	1	0	0	102	H/TOT	60	5	3	0	0	1	0	69	113	18	9	1	1	0	0	144	13:00	145	24	13.5	2.3	0	0	0		185		82	13	9	0	2	0		0	106	13:00	60	5	4.5	0	0	0.4		0	70	115	18	13.5	2.3	2		0	0	151	31	6	1	1	0	0	0	39		36	5	2	1	0	0	0	44	13:15	26	6	4	1	0	0	37		35	5	1	0	0	0	0	41	13:30	40	5	2	1	0	0	49		46	3	2	0	0	0	0	51	13:45	27	11	3	1	0	0	0	42		28	2	3	0	0	0	33	H/TOT	124	28	10	4	0	1	0	167		145	15	8	1	0	0	0	169	H/TOT	38	6	0	0	0	0	0	44	61	16	7	6	1	0	0	91	14:00	124	28	15	9.2	0		0.4	0	177		145	15		12	2.3	0	0	0	174	14:00	38	6	0	0		0	0	0	44	61		16	10.5	13.8	2	0	0	103	30	7	3	0	1	0	0	41		2	3	2	0	0	2	0	9	14:15	29	4	2	1	0	0	36		31	6	2	0	0	0	0	39	14:30	34	4	1	0	1	0	0	40		42	2	2	0	0	0	46	14:45	36	7	0	2	0	0	0	45		44	3	4	0	1	0	0	52	H/TOT	129	22	6	3	2	0	0	162		119	14	10	0	1	2	0	146	H/TOT	31	4	1	1	0	0	0	37	99	28	10	2	3	1	0	143	15:00	129	22	9		6.9	4	0	0		171		119	14	15	0	2	0.8	0	151	15:00	31	4		1.5	2.3	0		0	0	39	99	28	15	4.6	6	0.4	0	153	29	6	5	0	0	0	0	40		23	6	2	0	0	0	0	31	15:15	33	6	1	0	0	1	0	41		32	8	2	0	0	0	42	15:30	35	5	2	0	0	0	0	42		45	3	2	0	1	0	51	15:45	23	7	0	1	1	0	0	32		34	3	1	0	0	1	0	39	H/TOT	120	24	8	1	1	1	0	155		134	20	7	0	1	1	0	163	H/TOT	19	7	3	0	1	0	0	30	106	34	8	4	1	0	0	153	16:00	120		24	12		2.3	2	0.4	0	161		134	20	10.5	0	2	0.4	0	167	16:00		19		7	4.5	0	2	0	0	33	106	34	12	9.2	2	0	0	163	39	2	3	3	1	0	0	48		29	5	0	2	0	2	0	38	16:15	33	3	2	0	1	0	0	39		44	2	0	0	0	0	46	16:30	41	5	2	0	2	0	0	50		37	1	1	0	3	0	42	16:45	28	2	0	0	0	0	0	30		32	5	1	0	2	2	0	42	H/TOT	141	12	7	3	4	0	0	167		142	13	2	2	5	4	0	178	H/TOT	18	1	2	0	0	0	0	21	112	21	3	0	1	0	0	137			17:00	141	12	10.5	6.9	8	0	0	178		142	13	3	4.6	10	1.6	0			174	17:00	18	1	3	0	0	0	0	22	112	21	4.5	0	2	0	0	140	43	9	0	0	0	0	0	52		38	2	1	0	0	0	0	41	17:15	34	5	0	0	1	1	0	41		63	3	0	0	0	0	66	17:30	51	4	1	0	0	0	0	56		60	3	0	0	0	0	63	17:45	30	3	1	0	0	0	0	34		49	3	0	0	0	1	0	53	H/TOT	158	21	2	0	1	1	0	183		210	11	1	0	0	1	0	223	H/TOT	25	4	0	0	1	0	0	30	67	11	4	3	2		0		0	87	18:00	158	21	3	0	2	0.4	0	184		210	11	1.5		0	0		0.4	0	223	18:00	25	4	0	0	2	0	0	31	67	11	6	6.9	4	0	0	95	39	3	1	0	0	0	0	43		44	2	0	0	0	0	0	46	18:15	44	1	0	0	0	0	0	45		60	4	1	0
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H/TOT	116	30	4	0	0	0	0	150		138	12	2	0	1	3	0	156	H/TOT	29	3	1	0	0	0	0	33	96	23	5	3	1	0	0	128																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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H/TOT	145	24	9	1	0	0	0	179		82	13	6	0	1	0	0	102	H/TOT	60	5	3	0	0	1	0	69	113	18	9	1	1	0	0	144																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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14:00	124	28	15	9.2	0	0.4	0	177		145	15	12	2.3	0	0	0	174	14:00	38	6	0	0	0	0	0	44	61	16	10.5	13.8	2	0	0	103																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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H/TOT	158	21	2	0	1	1	0	183		210	11	1	0	0	1	0	223	H/TOT	25	4	0	0	1	0	0	30	67	11	4	3	2	0	0	87																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
18:00	158	21	3	0	2	0.4	0	184		210	11	1.5	0	0	0.4	0	223	18:00	25	4	0	0	2	0	0	31	67	11	6	6.9	4	0	0	95																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	39	3	1	0	0	0	0	43		44	2	0	0	0	0	0	46		18:15	44	1	0	0	0	0	0	45		60	4	1	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	18:15	44	1	0	0	0	0	0	45		60	4	1	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										



SITE: 10B

DATE: 09/03/2022 SITE: 10B

LOCATION: M62 Jct 24 Southern Roundabout

DAY: Wednesday LOCATION: M62 Jct 24 Southern Roundabout

DATE: 09/03/2022 SITE: 10B

DAY: Wednesday LOCATION: M62 Jct 24 Southern Roundabout

DATE: 09/03/2022

DAY: Wednesday

TIME	C to B								C to A								TOT	TIME	C to E								C to D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
07:00	25	8	2	0	0	0	0	35	85	19	8	10	1	0	0	123	07:00	14	4	3	1	0	0	0	22	75	23	6	4	0	0	108			
07:15	53	24	7	0	0	0	0	84	99	17	12	9	0	2	0	139	07:15	18	4	1	0	0	0	0	23	97	24	5	5	0	0	131			
07:30	51	11	7	4	1	0	0	74	76	28	13	14	1	0	0	132	07:30	20	3	0	0	0	0	0	23	86	17	4	4	0	0	111			
07:45	57	25	5	2	0	0	0	89	88	23	9	11	0	0	0	131	07:45	23	2	1	0	0	0	0	26	56	16	6	5	0	0	83			
H/TOT	186	68	21	6	1	0	0	282	348	87	42	44	2	2	0	525	H/TOT	75	13	5	1	0	0	0	94	314	80	21	18	0	0	0	433		
	186	68	31.5	13.8	2	0	0	301	348	87	63	101	4	0.8	0	604		75	13	7.5	2.3	0	0	0	98	314	80	31.5	41.4	0	0	0	467		
08:00	28	13	3	1	0	0	0	45	75	19	11	16	0	1	0	122	08:00	17	10	1	1	0	0	0	29	74	13	3	3	0	0	93			
08:15	53	16	1	2	0	0	0	72	87	22	11	8	0	0	0	128	08:15	29	14	4	1	0	0	0	48	82	17	3	4	0	0	106			
08:30	50	17	1	3	0	0	0	71	63	23	7	11	0	0	0	104	08:30	38	12	2	1	0	0	0	53	61	18	8	3	0	1	91			
08:45	58	8	5	0	1	0	0	72	69	27	8	9	0	0	0	113	08:45	48	10	3	1	0	0	0	62	62	10	9	1	0	0	82			
H/TOT	189	54	10	6	1	0	0	260	294	91	37	44	0	1	0	467	H/TOT	132	46	10	4	0	0	0	192	279	58	23	11	0	1	0	372		
	189	54	15	13.8	2	0	0	274	294	91	55.5	101	0	0.4	0	542		132	46	15	9.2	0	0	0	202	279	58	34.5	25.3	0	0.4	0	397		
09:00	14	6	3	0	0	0	0	23	41	17	5	6	0	0	0	69	09:00	24	3	2	2	0	0	0	31	41	24	2	3	1	0	0	71		
09:15	19	5	3	1	1	0	0	29	23	15	9	5	0	0	0	52	09:15	14	1	0	1	0	0	0	16	44	13	4	1	0	0	62			
09:30	17	5	1	0	0	0	0	23	35	7	6	7	0	0	0	55	09:30	17	0	1	0	0	0	0	18	29	8	3	2	0	0	42			
09:45	18	4	1	1	1	0	0	25	34	16	6	8	0	0	0	64	09:45	16	1	3	0	0	0	0	20	48	17	6	3	0	0	74			
H/TOT	68	20	8	2	2	0	0	100	133	55	26	26	0	0	0	240	H/TOT	71	5	6	3	0	0	0	85	162	62	15	9	1	0	0	249		
	68	20	12	4.6	4	0	0	109	133	55	39	59.8	0	0	0	287		71	5	9	6.9	0	0	0	92	162	62	22.5	20.7	2	0	0	269		
10:00	22	6	2	0	0	0	0	30	31	10	5	11	2	0	0	59	10:00	18	3	0	1	0	0	0	22	24	11	8	2	1	0	1	47		
10:15	17	6	1	0	0	0	0	24	42	16	4	9	0	0	0	71	10:15	17	0	1	0	0	0	0	18	39	15	8	2	0	0	0	64		
10:30	14	7	2	0	0	1	0	24	35	16	6	13	0	0	0	70	10:30	8	1	1	0	0	0	0	10	27	12	3	0	0	0	0	42		
10:45	24	10	2	1	1	0	0	38	36	11	7	9	0	0	0	63	10:45	10	0	0	0	0	0	0	10	35	11	7	1	0	0	0	54		
H/TOT	77	29	7	1	1	1	0	116	144	53	22	42	2	0	0	263	H/TOT	53	4	2	1	0	0	0	60	125	49	26	5	1	0	1	207		
	77	29	10.5	2.3	2	0.4	0	121	144	53	33	96.6	4	0	0	331		53	4	3	2.3	0	0	0	62	125	49	39	11.5	2	0	0.2	227		
11:00	33	8	2	2	0	1	0	46	45	15	13	9	1	0	0	83	11:00	11	3	2	0	0	0	0	16	51	23	4	1	1	0	0	82		
11:15	28	7	0	0	0	0	0	35	43	15	7	9	0	0	0	74	11:15	8	0	2	0	0	0	0	10	65	17	6	1	0	0	0	89		
11:30	27	13	1	0	0	0	0	41	44	15	9	9	1	1	0	79	11:30	14	3	1	0	0	0	0	18	45	12	8	3	2	1	0	71		
11:45	30	9	1	2	1	0	0	43	55	20	12	11	0	0	0	98	11:45	21	2	2	0	0	0	0	25	35	18	8	3	0	0	0	64		
H/TOT	118	37	4	4	1	1	0	165	187	65	41	38	2	1	0	334	H/TOT	54	8	7	0	0	0	0	69	196	70	26	10	3	1	0	306		
	118	37	6	9.2	2	0.4	0	173	187	65	61.5	87.4	4	0.4	0	405		54	8	10.5	0	0	0	0	73	196	70	39	23	6	0.4	0	334		
12:00	24	12	3	1	0	0	0	40	55	16	13	7	0	0	0	91	12:00	22	2	4	0	0	0	0	28	38	20	6	2	0	0	0	66		
12:15	28	8	2	0	0	0	0	38	51	17	11	7	0	0	0	86	12:15	24	1	4	0	0	0	0	29	44	14	7	3	1	0	0	69		
12:30	35	4	6	1	0	0	0	46	55	22	11	8	0	0	0	96	12:30	20	2	0	0	0	0	0	22	48	17	4	9	0	0	0	78		
12:45	41	12	4	0	1	0	0	58	79	14	12	9	0	0	0	114	12:45	22	8	0	1	0	0	0	31	50	19	9	2	0	0	0	80		
H/TOT	128	36	15	2	1	0	0	182	240	69	47	31	0	0	0	387	H/TOT	88	13	8	1	0	0	0	110	180	70	26	16	1	0	0	293		
	128	36	22.5	4.6	2	0	0	193	240	69	70.5	71.3	0	0	0	451		88	13	12	2.3	0	0	0	115	180	70	39	36.8	2	0	0	328		
13:00	43	9	6	1	0	0	0	59	47	18	15	12	1	0	0	93	13:00	13	3	1	0	0	0	0	17	68	11	10	3	0	0	0	92		
13:15	51	10	5	0	0	0	0	66	48	29	13	10	0	0	0	100	13:15	14	2	3	1	0	0	1	21	43	16	9	3	0	0	0	71		
13:30	38	9	3	0	0	0	0	50	49	21	15	10	1	0	0	96	13:30	16	4	1	1	0	0	0	22	53	13	4	2	0	0	0	72		
13:45	39	14	3	0	1	0	0	57	54	18	15	9	0	1	0	97	13:45	17	0	2	1	0	0	0	20	51	14	8	5	1	0	0	79		
H/TOT	171	42	17	1	1	0	0	232	198	86	58	41	2	1	0	386	H/TOT	60	9	7	3	0	1	0	80	215	54	31	13	1	0	0	314		
	171	42	25.5	2.3	2	0	0	243	198	86	87	94.3	4	0.4	0	470		60	9	10.5	6.9	0	0.4	0	87	215	54	46.5	29.9	2	0	0	347		
14:00	44	13	3	0	0	0	0	60	54	18	12	14	0	0	0	98	14:00	18	2	1	1	0	0	0	22	56	19	7	4	0	0	0	86		
14:15	50	11	6	2	0	0	0	69	67	17	21	10	1	0	0	116	14:15	16	1	3	1	0	0	0	21	69	18	5	4	1	1	0	98		
14:30	53	6	3	3	0	0	0	65	68	15	13	9	1	0	0	106	14:30	12	3	0	2	1	0	0	18	80	18	6	3	0	1	0	108		
14:45	48	8	3	1	1	0	0	61	62	22	11	5	0	0	0	100	14:45	13	2	3	0	0	0	0	18	76	20	6	2	0	0	1	105		
H/TOT	195	38	15	6	1	0	0	255	251	72	57	38	2	0	0	420	H/TOT	59	8	7	4	1	0	0	79	281	75	24	13	1	3	0	397		
	195	38	22.5	13.8	2</																														

TIME	C to C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	8	0	0	0	0	0	0	8	
07:15	6	0	0	0	0	0	0	6	
07:30	4	1	1	0	0	0	0	6	
07:45	6	0	2	0	0	0	0	8	
H/TOT	24	1	3	0	0	0	0	28	
08:00	24	1	4.5	0	0	0	0	30	
	5	1	1	0	0	0	0	7	
	5	0	1	0	0	0	0	6	
	4	1	2	1	0	0	0	8	
	08:45	3	0	2	0	0	0	5	
H/TOT	17	2	6	1	0	0	0	26	
09:00	17	2	9	2.3	0	0	0	30	
	4	0	1	0	0	0	0	5	
	09:15	3	0	0	0	0	0	3	
	09:30	1	0	0	0	0	0	1	
	09:45	1	0	0	0	0	0	1	
H/TOT	9	0	1	0	0	0	0	10	
10:00	9	0	1.5	0	0	0	0	11	
	3	0	0	0	0	0	0	3	
	10:15	4	0	0	3	0	0	7	
	10:30	6	0	2	0	0	0	8	
	10:45	4	1	0	2	0	0	7	
H/TOT	17	1	2	5	0	0	0	25	
11:00	17	1	3	11.5	0	0	0	33	
	8	0	0	0	0	0	0	8	
	11:15	6	0	0	1	0	0	7	
	11:30	4	1	1	0	0	0	6	
	11:45	6	0	0	1	0	0	7	
H/TOT	24	1	1	2	0	0	0	28	
12:00	24	1	1.5	4.6	0	0	0	31	
	7	0	2	0	0	0	0	9	
	12:15	8	2	1	0	0	0	11	
	12:30	8	0	3	0	0	0	11	
	12:45	7	1	1	1	0	0	10	
H/TOT	30	3	7	1	0	0	0	41	
13:00	30	3	10.5	2.3	0	0	0	46	
	11	0	0	0	0	0	0	11	
	13:15	9	0	1	0	0	0	10	
	13:30	4	0	4	0	0	0	8	
	13:45	6	0	0	0	0	0	6	
H/TOT	30	0	5	0	0	0	0	35	
14:00	30	0	7.5	0	0	0	0	38	
	4	0	1	0	0	0	0	5	
	14:15	6	1	2	0	0	0	9	
	14:30	5	0	0	0	0	0	5	
	14:45	4	2	0	1	0	0	7	
H/TOT	19	3	3	1	0	0	0	26	
15:00	19	3	4.5	2.3	0	0	0	29	
	6	0	0	0	0	0	0	6	
	15:15	5	0	0	0	0	0	5	
	15:30	8	1	1	0	0	0	10	
	15:45	7	2	3	0	0	0	12	
H/TOT	26	3	4	0	0	0	0	33	
16:00	26	3	6	0	0	0	0	35	
	10	2	1	0	1	0	0	14	
	16:15	11	2	0	0	0	0	13	
	16:30	13	0	0	0	0	0	13	
	16:45	12	1	0	0	0	0	13	
H/TOT	46	5	1	0	1	0	0	53	
17:00	46	5	1.5	0	2	0	0	55	
	14	0	0	0	0	0	0	14	
	17:15	15	1	0	0	0	0	16	
	17:30	16	0	0	1	0	0	17	
	17:45	11	0	0	0	0	0	11	
H/TOT	56	1	0	1	0	0	0	58	
18:00	56	1	0	2.3	0	0	0	59	
	12	2	0	0	0	0	0	14	
	18:15	13	0	0	0	0	0	13	
	18:30	11	0	0	0	0	0	11	
	18:45	10	3	1	1	0	0	15	
H/TOT	46	5	1	1	0	0	0	53	
P/TOT	344	5	1.5	2.3	0	0	0	55	
P/TOT	344	25	34	12	1	0	0	416	



SITE: 10B

DATE: 09/03/2022 SITE: 10B

DATE: 09/03/2022 SITE: 10B

DATE: 09/03/2022

LOCATION: M62 Jct 24 Southern Roundabout

DAY: Wednesday LOCATION: M62 Jct 24 Southern Roundabout

DAY: Wednesday LOCATION: M62 Jct 24 Southern Roundabout

DAY: Wednesday

TIME	D to C								D to B								TIME	D to A								D to E																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
07:00	139	26	2	2	0	0	0	169	4	1	0	0	0	0	0	5	07:00	87	9	1	1	2	1	0	101	22	3	1	0	0	0	0	26																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
07:15	120	20	4	2	1	1	0	148	4	1	0	0	0	1	0	6	07:15	101	7	4	0	2	0	0	114	18	0	3	0	0	0	0	21																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
07:30	124	17	7	1	2	0	0	151	5	5	0	1	0	0	0	11	07:30	92	18	6	1	4	2	0	123	17	0	3	0	0	0	0	20																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
07:45	125	15	8	0	0	0	0	148	6	2	0	0	0	0	0	8	07:45	82	13	3	0	1	1	0	100	30	3	1	0	0	0	0	34																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
H/TOT	508	78	21	5	3	1	0	616	19	9	0	1	0	1	0	30	H/TOT	362	47	14	2	9	4	0	438	87	6	8	0	0	0	0	101																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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	98	15	6	2	0	0	0	121	7	1	0	0	0	0	8	78		14	10	0	0	0	0	102	8	2	0	0	0	0	10	H/TOT	425	59	34	6	1	1	0	526	26	4	2	0	0	0	32	H/TOT	337	35	14	1	7	1	0	395	48	10	3	1	1	0	0	63	09:00	425	59	51	13.8	2	0.4	0	551	26	4	3	0	0	0		0	33	09:00	337	35	21	2.3	14	0.4	0	410	48	10	4.5	2.3		2		0	0	67	79	20	3	1	0	0	0	103	6	1	0		0	0	0	0	7	70	15	8	5	0	0	0	98	9	0	0	0	0	0	9	81	16	9	3	2	0	0	111	9	1	1	0	0	0	11	67	12	12	5	0	0	0	96	8	1	0	0	0	0	9	H/TOT	297	63	32	14	2	0	0	408	32	3	1	0	0	0	36	H/TOT	265	30	20	3	11	0	0	329	87	19	6	0	0	0	0	112	10:00	297	63	48	32.2	4	0	0	444	32	3	1.5	0		0	0	0	37	10:00	265	30	30	6.9	22	0	0	354		87	19	9		0	0	0	0	115	59	18	10	3	0	0	0		90	9	2	1	0	0	0	0	12	62	11	10	2	0	0	0	85	4	1	0	0	0	0	5	56	17	6	3	0	0	0	82	5	2	0	0	0	0	7	67	13	6	5	0	0	0	91	6	1	1	0	0	0	8	H/TOT	244	59	32	13	0	0	0	348	24	6	2	0	0	0	32	H/TOT	292	28	20	5	4	0	0	349	92	16	2	1	0	0	0	111	11:00	244	59	48	29.9	0	0	0	381	24	6		3	0	0	0	0	33	11:00	292	28	30	11.5		8	0	0	370	92		16	3	2.3	0	0	0	113	52	16	3		4	1	0	0	76	7	0	1	0	0	0	0	8	73	24	7	6	0	0	0	110	7	0	0	1	0	0	8	66	13	4	7	0	1	0	91	6	0	0	0	0	0	6	63	20	2	2	1	0	0	95	5	1	0	0	0	0	6	H/TOT	254	73	23	19	2	1	0	372	25	1	1	1	0	0	28	H/TOT	224	42	18	4	10	1	0	299	132	13	6	0	0	2	0	153	12:00	254	73	34.5	43.7	4	0.4	0	410		25	1	1.5	2.3	0	0	0	30	12:00		224	42	27	9.2	20	0.4	0		323	132	13	9	0	0	0.8	0		155	60	23	6	2	0	0	0	91	4	1	0	0	0	0	0	5	60	15	10	2	0	2	0	89	6	0	1	0	0	0	7	67	20	13	4	0	0	0	104	8	2	0	0	0	0	10	72	23	10	3	1	0	0	109	7	1	1	0	0	0	9	H/TOT	259	81	39	11	1	2	0	393	25	4	2	0	0	0	31	H/TOT	241	37	16	4	9	6	0	313	159	8	2	0	0	1	0	170	13:00	259	81	58.5	25.3	2	0.8		0	427	25	4	3	0	0		0	0	32	13:00	241	37	24	9.2	18		2.4	0	332	159	8	3		0	0	0.4	0	170	83	22	7	1	0	0	0	113	8	2	0	0	0	0	0	10	68	12	6	7	0	1	0	94	7	0	0	0	0	0	7	61	15	5	1	1	0	0	83	8	1	4	0	0	0	13	54	13	7	3	0	1	0	78	6	2	1	0	0	0	9	H/TOT	266	62	25	12	1	2	0	368	29	5	5	0	0	0	39	H/TOT	308	42	17	4	9	0	0	380	85	12	5	2	0	0	0	104	14:00	266	62	37.5	27.6		2	0.8	0	396	29		5	7.5	0	0	0	0	42	14:00	308	42	25.5		9.2	18	0	0		403	85	12	7.5	4.6	0	0	0	109	53	16	4	9	0	0	0	82	4	0	0	0	0	0	0	4	49	20	8	4	1	0	0	82	6	1	1	1	0	0	9	58	29	10	3	0	0	0	100	4	0	0	0	0	0	4	61	18	6	5	1	1	0	92	6	0	1	0	0	0	7	H/TOT	221	83	28	21	2	1	0	356	20	1	2	1	0	0	24	H/TOT	319	24	29	6	7	2	0	387	125	19	2	1	3	0	0	150	15:00	221	83		42	48.3	4		0.4	0	399	20	1	3	2.3	0	0	0	26	15:00	319		24	43.5		13.8	14	0.8	0	415	125	19	3	2.3	6	0	0	155	52	15	6	3	0	0	0	76	5	0	0	0	0	0	0	5	64	23	5	2	0	0	0	94	5	2	0	0	0	0	7	80	20	5	0	2	0	0	107	8	0	0	1	0	0	9	92	21	5	2	0	0	0	120	8	0	0	0	0	0	8	H/TOT	288	79	21	7	2	0	0	397	26	2	0	1	0	0	29	H/TOT	299	32	9	8	9	1	0	358	110	19	3	0	1	0	0	133	16:00		288		79	31.5	16.1	4	0	0	419	26	2	0	2.3	0	0	0	30			16:00	299	32	13.5	18.4	18	0.4	0	381	110	19	4.5	0	2	0	0	136	92	13	5	5	0	0	0	115	9	1	0	0	0	0	0	10	94	21	7	2	1	0	0	125	4	0	0	0	0	0	4	122	16	1	3	0	0	0	142	6	0	1	0	0	0	7	104	15	6	1	0	0	0	126	4	0	0	0	0	0	4	H/TOT	412	65	19	11	1	0	0	508	23	1	1	0	0	0	25	H/TOT	275	27	6	3	7	2	0	320	124	17	1	0	0	0	0			142	17:00	412	65	28.5	25.3	2	0	0	533	23	1	1.5	0	0		0		0	26	17:00	275	27	9	6.9	14	0.8	0	333	124	17	1.5	0	0	0	0	143	91	17	3	1	0	1	0	113	8	1	0	0	0	0	0	9	122	10	5	1	0	0	0	138	7	3	0	0	0	0	10	108	7	3	1	3	0	0	122	6	2	0	0	0	0	8	109	6	3	4	2	0	0	124	4	0	0	0	0	0	4	H/TOT	430	40	14	7	5	1	0	497	25	6	0	0	0	0	31	H/TOT	316	27	1	1	6	3	0	354	65	26	0		1	0		0	0	92	18:00	430	40	21	16.1	10	0.4	0	518	25		6	0	0		0	0	0	31	18:00	316	27	1.5	2.3	12	1.2	0	360	65	26	0	0	2	0	0	93	92	8	2	0	1	0	0	103	10	1	0	0	0	0	0	11	101	4	3	1	0	0	0	109	5	0	0	0	0	0	5	63
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	62	11	10	2	0	0	0	85	4	1	0	0	0	0	5	56		17	6	3	0	0	0	82	5	2	0	0	0	0	7	67	13	6	5	0	0	0	91	6	1	1	0	0	0	8	H/TOT	244	59	32	13	0	0	0	348	24	6	2	0	0	0	32	H/TOT	292	28	20	5	4	0	0	349	92	16	2	1	0	0	0	111	11:00	244	59	48	29.9	0	0	0	381	24	6	3	0	0	0	0	33	11:00		292	28	30	11.5	8	0	0	370	92	16	3	2.3	0	0	0	113		52	16	3	4	1	0	0	76	7	0	1	0	0	0	0	8	73	24	7	6	0	0	0	110	7	0	0	1	0	0	8	66	13	4	7	0	1	0	91	6	0	0	0	0	0	6	63	20	2	2	1	0	0	95	5	1	0	0	0	0	6	H/TOT	254	73	23	19	2	1	0	372	25	1	1	1	0	0	28	H/TOT	224	42	18	4	10	1	0	299	132	13	6	0	0	2	0	153	12:00	254	73	34.5	43.7	4	0.4	0	410	25	1	1.5	2.3	0	0	0	30	12:00		224	42	27	9.2	20	0.4	0	323	132	13	9	0	0	0.8	0	155		60	23	6	2	0	0	0	91	4	1	0	0	0	0	0	5	60	15	10	2	0	2	0	89	6	0	1	0	0	0	7	67	20	13	4	0	0	0	104	8	2	0	0	0	0	10	72	23	10	3	1	0	0	109	7	1	1	0	0	0	9	H/TOT	259	81	39	11	1	2	0	393	25	4	2	0	0	0	31	H/TOT	241	37	16	4	9	6	0	313	159	8	2	0	0	1	0	170	13:00	259	81	58.5	25.3	2	0.8	0	427	25	4	3	0	0	0	0	32	13:00		241	37	24	9.2	18	2.4	0	332	159	8	3	0	0	0.4	0	170		83	22	7	1	0	0	0	113	8	2	0	0	0	0	0	10	68	12	6	7	0	1	0	94	7	0	0	0	0	0	7	61	15	5	1	1	0	0	83	8	1	4	0	0	0	13	54	13	7	3	0	1	0	78	6	2	1	0	0	0	9	H/TOT	266	62	25	12	1	2	0	368	29	5	5	0	0	0	39	H/TOT	308	42	17	4	9	0	0	380	85	12	5	2	0	0	0	104	14:00	266	62	37.5	27.6	2	0.8	0	396	29	5	7.5	0	0	0	0	42	14:00		308	42	25.5	9.2	18	0	0	403	85	12	7.5	4.6	0	0	0	109		53	16	4	9	0	0	0	82	4	0	0	0	0	0	0	4	49	20	8	4	1	0	0	82	6	1	1	1	0	0	9	58	29	10	3	0	0	0	100	4	0	0	0	0	0	4	61	18	6	5	1	1	0	92	6	0	1	0	0	0	7	H/TOT	221	83	28	21	2	1	0	356	20	1	2	1	0	0	24	H/TOT	319	24	29	6	7	2	0	387	125	19	2	1	3	0	0	150	15:00	221	83	42	48.3	4	0.4	0	399	20	1	3	2.3	0	0	0	26	15:00		319	24	43.5	13.8	14	0.8	0	415	125	19	3	2.3	6	0	0	155		52	15	6	3	0	0	0	76	5	0	0	0	0	0	0	5	64	23	5	2	0	0	0	94	5	2	0	0	0	0	7	80	20	5	0	2	0	0	107	8	0	0	1	0	0	9	92	21	5	2	0	0	0	120	8	0	0	0	0	0	8	H/TOT	288	79	21	7	2	0	0	397	26	2	0	1	0	0	29	H/TOT	299	32	9	8	9	1	0	358	110	19	3	0	1	0	0	133	16:00	288	79	31.5	16.1	4	0	0	419	26	2	0	2.3	0	0	0	30	16:00		299	32	13.5	18.4	18	0.4	0	381	110	19	4.5	0	2	0	0	136		92	13	5	5	0	0	0	115	9	1	0	0	0	0	0	10	94	21	7	2	1	0	0	125	4	0	0	0	0	0	4	122	16	1	3	0	0	0	142	6	0	1	0	0	0	7	104	15	6	1	0	0	0	126	4	0	0	0	0	0	4	H/TOT	412	65	19	11	1	0	0	508	23	1	1	0	0	0	25	H/TOT	275	27	6	3	7	2	0	320	124	17	1	0	0	0	0	142	17:00	412	65	28.5	25.3	2	0	0	533	23	1	1.5	0	0	0	0	26	17:00		275	27	9	6.9	14	0.8	0	333	124	17	1.5	0	0	0	0	143		91	17	3	1	0	1	0	113	8	1	0	0	0	0	0	9	122	10	5	1	0	0	0	138	7	3	0	0	0	0	10	108	7	3	1	3	0	0	122	6	2	0	0	0	0	8	109	6	3	4	2	0	0	124	4	0	0	0	0	0	4	H/TOT	430	40	14	7	5	1	0	497	25	6	0	0	0	0	31	H/TOT	316	27	1	1	6	3	0	354	65	26	0	1	0	0	0	92	18:00	430	40	21	16.1	10	0.4	0	518	25	6	0	0	0	0	0	31		18:00	316	27	1.5	2.3	12	1.2	0	360	65	26	0	0	2	0	0	93		92	8	2	0	1	0	0	103	10	1	0	0	0	0	0	11	101	4	3	1	0	0	0	109	5	0	0	0	0	0	5	63																																																																																																																																																																																																																																																																									
	56	17	6	3	0	0	0	82	5	2	0	0	0	0	7	67		13	6	5	0	0	0	91	6	1	1	0	0	0	8	H/TOT	244	59	32	13	0	0	0	348	24	6	2	0	0	0	32	H/TOT	292	28	20	5	4	0	0	349	92	16	2	1	0	0	0	111	11:00	244	59	48	29.9	0	0	0	381	24	6	3	0	0	0		0	33	11:00	292	28	30	11.5	8	0	0	370	92	16	3	2.3	0			0	0	113	52	16	3	4	1	0	0	76	7	0	1	0	0		0	0	8	73	24	7	6	0	0	0	110	7	0	0	1	0	0	8	66	13	4	7	0	1	0	91	6	0	0	0	0	0	6	63	20	2	2	1	0	0	95	5	1	0	0	0	0	6	H/TOT	254	73	23	19	2	1	0	372	25	1	1	1	0	0	28	H/TOT	224	42	18	4	10	1	0	299	132	13	6	0	0	2	0	153	12:00	254	73	34.5	43.7	4	0.4	0	410	25	1	1.5	2.3		0	0	0	30	12:00	224	42	27	9.2	20	0.4	0	323	132	13	9			0	0	0.8	0	155	60	23	6	2	0	0	0	91	4	1	0		0	0	0	0	5	60	15	10	2	0	2	0	89	6	0	1	0	0	0	7	67	20	13	4	0	0	0	104	8	2	0	0	0	0	10	72	23	10	3	1	0	0	109	7	1	1	0	0	0	9	H/TOT	259	81	39	11	1	2	0	393	25	4	2	0	0	0	31	H/TOT	241	37	16	4	9	6	0	313	159	8	2	0	0	1	0	170	13:00	259	81	58.5	25.3	2	0.8	0	427	25	4		3	0	0	0	0	32	13:00	241	37	24	9.2	18	2.4	0	332	159			8	3	0	0	0.4	0	170	83	22	7	1	0	0	0	113	8		2	0	0	0	0	0	10	68	12	6	7	0	1	0	94	7	0	0	0	0	0	7	61	15	5	1	1	0	0	83	8	1	4	0	0	0	13	54	13	7	3	0	1	0	78	6	2	1	0	0	0	9	H/TOT	266	62	25	12	1	2	0	368	29	5	5	0	0	0	39	H/TOT	308	42	17	4	9	0	0	380	85	12	5	2	0	0	0	104	14:00	266	62	37.5	27.6	2	0.8	0	396		29	5	7.5	0	0	0	0	42	14:00	308	42	25.5	9.2	18	0	0			403	85	12	7.5	4.6	0	0	0	109	53	16	4	9	0	0	0		82	4	0	0	0	0	0	0	4	49	20	8	4	1	0	0	82	6	1	1	1	0	0	9	58	29	10	3	0	0	0	100	4	0	0	0	0	0	4	61	18	6	5	1	1	0	92	6	0	1	0	0	0	7	H/TOT	221	83	28	21	2	1	0	356	20	1	2	1	0	0	24	H/TOT	319	24	29	6	7	2	0	387	125	19	2	1	3	0	0	150	15:00	221	83	42	48.3	4	0.4		0	399	20	1	3	2.3	0	0	0	26	15:00	319	24	43.5	13.8	14			0.8	0	415	125	19	3	2.3	6	0	0	155	52	15	6	3	0		0	0	76	5	0	0	0	0	0	0	5	64	23	5	2	0	0	0	94	5	2	0	0	0	0	7	80	20	5	0	2	0	0	107	8	0	0	1	0	0	9	92	21	5	2	0	0	0	120	8	0	0	0	0	0	8	H/TOT	288	79	21	7	2	0	0	397	26	2	0	1	0	0	29	H/TOT	299	32	9	8	9	1	0	358	110	19	3	0	1	0	0	133	16:00	288	79	31.5	16.1		4	0	0	419	26	2	0	2.3	0	0	0	30	16:00	299	32	13.5			18.4	18	0.4	0	381	110	19	4.5	0	2	0	0	136	92	13	5		5	0	0	0	115	9	1	0	0	0	0	0	10	94	21	7	2	1	0	0	125	4	0	0	0	0	0	4	122	16	1	3	0	0	0	142	6	0	1	0	0	0	7	104	15	6	1	0	0	0	126	4	0	0	0	0	0	4	H/TOT	412	65	19	11	1	0	0	508	23	1	1	0	0	0	25	H/TOT	275	27	6	3	7	2	0	320	124	17	1	0	0	0	0	142	17:00	412	65		28.5	25.3	2	0	0	533	23	1	1.5	0	0	0	0	26	17:00	275			27	9	6.9	14	0.8	0	333	124	17	1.5	0	0	0	0	143	91		17	3	1	0	1	0	113	8	1	0	0	0	0	0	9	122	10	5	1	0	0	0	138	7	3	0	0	0	0	10	108	7	3	1	3	0	0	122	6	2	0	0	0	0	8	109	6	3	4	2	0	0	124	4	0	0	0	0	0	4	H/TOT	430	40	14	7	5	1	0	497	25	6	0	0	0	0	31	H/TOT	316	27	1	1	6	3	0	354	65	26	0	1	0	0	0	92	18:00		430	40	21	16.1	10	0.4	0	518	25	6	0	0	0	0	0	31			18:00	316	27	1.5	2.3	12	1.2	0	360	65	26	0	0	2	0	0		93	92	8	2	0	1	0	0	103	10	1	0	0	0	0	0	11	101	4	3	1	0	0	0	109	5	0	0	0	0	0	5	63																																																																																																																																																																																																																																																																								
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H/TOT	244	59	32	13	0	0	0	348	24	6	2	0	0	0	32	H/TOT	292	28	20	5	4	0	0	349	92	16	2	1	0	0	0	111																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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H/TOT	254	73	23	19	2	1	0	372	25	1	1	1	0	0	28	H/TOT	224	42	18	4	10	1	0	299	132	13	6	0	0	2	0	153																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
12:00	254	73	34.5	43.7	4	0.4	0	410	25	1	1.5	2.3	0	0	0	30	12:00	224	42	27	9.2	20	0.4	0	323	132	13	9	0	0	0.8	0	155																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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	60	15	10	2	0	2	0	89	6	0	1	0	0	0	7	67		20	13	4	0	0	0	104	8	2	0	0	0	0	10	72	23	10	3	1	0	0	109	7	1	1	0	0	0	9	H/TOT	259	81	39	11	1	2	0	393	25	4	2	0	0	0	31	H/TOT	241	37	16	4	9	6	0	313	159	8	2	0	0	1	0	170	13:00	259	81	58.5	25.3	2	0.8	0	427	25	4	3	0	0	0	0	32	13:00		241	37	24	9.2	18	2.4	0	332	159	8	3	0	0	0.4	0	170		83	22	7	1	0	0	0	113	8	2	0	0	0	0	0	10	68	12	6	7	0	1	0	94	7	0	0	0	0	0	7	61	15	5	1	1	0	0	83	8	1	4	0	0	0	13	54	13	7	3	0	1	0	78	6	2	1	0	0	0	9	H/TOT	266	62	25	12	1	2	0	368	29	5	5	0	0	0	39	H/TOT	308	42	17	4	9	0	0	380	85	12	5	2	0	0	0	104	14:00	266	62	37.5	27.6	2	0.8	0	396	29	5	7.5	0	0	0	0	42	14:00		308	42	25.5	9.2	18	0	0	403	85	12	7.5	4.6	0	0	0	109		53	16	4	9	0	0	0	82	4	0	0	0	0	0	0	4	49	20	8	4	1	0	0	82	6	1	1	1	0	0	9	58	29	10	3	0	0	0	100	4	0	0	0	0	0	4	61	18	6	5	1	1	0	92	6	0	1	0	0	0	7	H/TOT	221	83	28	21	2	1	0	356	20	1	2	1	0	0	24	H/TOT	319	24	29	6	7	2	0	387	125	19	2	1	3	0	0	150	15:00	221	83	42	48.3	4	0.4	0	399	20	1	3	2.3	0	0	0	26	15:00		319	24	43.5	13.8	14	0.8	0	415	125	19	3	2.3	6	0	0	155		52	15	6	3	0	0	0	76	5	0	0	0	0	0	0	5	64	23	5	2	0	0	0	94	5	2	0	0	0	0	7	80	20	5	0	2	0	0	107	8	0	0	1	0	0	9	92	21	5	2	0	0	0	120	8	0	0	0	0	0	8	H/TOT	288	79	21	7	2	0	0	397	26	2	0	1	0	0	29	H/TOT	299	32	9	8	9	1	0	358	110	19	3	0	1	0	0	133	16:00	288	79	31.5	16.1	4	0	0	419	26	2	0	2.3	0	0	0	30	16:00		299	32	13.5	18.4	18	0.4	0	381	110	19	4.5	0	2	0	0	136		92	13	5	5	0	0	0	115	9	1	0	0	0	0	0	10	94	21	7	2	1	0	0	125	4	0	0	0	0	0	4	122	16	1	3	0	0	0	142	6	0	1	0	0	0	7	104	15	6	1	0	0	0	126	4	0	0	0	0	0	4	H/TOT	412	65	19	11	1	0	0	508	23	1	1	0	0	0	25	H/TOT	275	27	6	3	7	2	0	320	124	17	1	0	0	0	0	142	17:00	412	65	28.5	25.3	2	0	0	533	23	1	1.5	0	0	0	0	26	17:00		275	27	9	6.9	14	0.8	0	333	124	17	1.5	0	0	0	0	143		91	17	3	1	0	1	0	113	8	1	0	0	0	0	0	9	122	10	5	1	0	0	0	138	7	3	0	0	0	0	10	108	7	3	1	3	0	0	122	6	2	0	0	0	0	8	109	6	3	4	2	0	0	124	4	0	0	0	0	0	4	H/TOT	430	40	14	7	5	1	0	497	25	6	0	0	0	0	31	H/TOT	316	27	1	1	6	3	0	354	65	26	0	1	0	0	0	92	18:00	430	40	21	16.1	10	0.4	0	518	25	6	0	0	0	0	0	31	18:00		316	27	1.5	2.3	12	1.2	0	360	65	26	0	0	2	0	0	93		92	8	2	0	1	0	0	103	10	1	0	0	0	0	0	11	101	4	3	1	0	0	0	109	5	0	0	0	0	0	5	63																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	67	20	13	4	0	0	0	104	8	2	0	0	0	0	10	72		23	10	3	1	0	0	109	7	1	1	0	0	0	9	H/TOT	259	81	39	11	1	2	0	393	25	4	2	0	0	0	31	H/TOT	241	37	16	4	9	6	0	313	159	8	2	0	0	1	0	170	13:00	259	81	58.5	25.3	2	0.8	0	427	25	4	3	0	0	0		0	32	13:00	241	37	24	9.2	18	2.4	0	332	159	8	3	0	0			0.4	0	170	83	22	7	1	0	0	0	113	8	2	0	0	0		0	0	10	68	12	6	7	0	1	0	94	7	0	0	0	0	0	7	61	15	5	1	1	0	0	83	8	1	4	0	0	0	13	54	13	7	3	0	1	0	78	6	2	1	0	0	0	9	H/TOT	266	62	25	12	1	2	0	368	29	5	5	0	0	0	39	H/TOT	308	42	17	4	9	0	0	380	85	12	5	2	0	0	0	104	14:00	266	62	37.5	27.6	2	0.8	0	396	29	5	7.5	0		0	0	0	42	14:00	308	42	25.5	9.2	18	0	0	403	85	12	7.5			4.6	0	0	0	109	53	16	4	9	0	0	0	82	4	0	0		0	0	0	0	4	49	20	8	4	1	0	0	82	6	1	1	1	0	0	9	58	29	10	3	0	0	0	100	4	0	0	0	0	0	4	61	18	6	5	1	1	0	92	6	0	1	0	0	0	7	H/TOT	221	83	28	21	2	1	0	356	20	1	2	1	0	0	24	H/TOT	319	24	29	6	7	2	0	387	125	19	2	1	3	0	0	150	15:00	221	83	42	48.3	4	0.4	0	399	20	1		3	2.3	0	0	0	26	15:00	319	24	43.5	13.8	14	0.8	0	415	125			19	3	2.3	6	0	0	155	52	15	6	3	0	0	0	76	5		0	0	0	0	0	0	5	64	23	5	2	0	0	0	94	5	2	0	0	0	0	7	80	20	5	0	2	0	0	107	8	0	0	1	0	0	9	92	21	5	2	0	0	0	120	8	0	0	0	0	0	8	H/TOT	288	79	21	7	2	0	0	397	26	2	0	1	0	0	29	H/TOT	299	32	9	8	9	1	0	358	110	19	3	0	1	0	0	133	16:00	288	79	31.5	16.1	4	0	0	419		26	2	0	2.3	0	0	0	30	16:00	299	32	13.5	18.4	18	0.4	0			381	110	19	4.5	0	2	0	0	136	92	13	5	5	0	0	0		115	9	1	0	0	0	0	0	10	94	21	7	2	1	0	0	125	4	0	0	0	0	0	4	122	16	1	3	0	0	0	142	6	0	1	0	0	0	7	104	15	6	1	0	0	0	126	4	0	0	0	0	0	4	H/TOT	412	65	19	11	1	0	0	508	23	1	1	0	0	0	25	H/TOT	275	27	6	3	7	2	0	320	124	17	1	0	0	0	0	142	17:00	412	65	28.5	25.3	2	0		0	533	23	1	1.5	0	0	0	0	26	17:00	275	27	9	6.9	14			0.8	0	333	124	17	1.5	0	0	0	0	143	91	17	3	1	0		1	0	113	8	1	0	0	0	0	0	9	122	10	5	1	0	0	0	138	7	3	0	0	0	0	10	108	7	3	1	3	0	0	122	6	2	0	0	0	0	8	109	6	3	4	2	0	0	124	4	0	0	0	0	0	4	H/TOT	430	40	14	7	5	1	0	497	25	6	0	0	0	0	31	H/TOT	316	27	1	1	6	3	0	354	65	26	0	1	0	0	0	92	18:00	430	40	21	16.1		10	0.4	0	518	25	6	0	0	0	0	0	31	18:00	316	27	1.5			2.3	12	1.2	0	360	65	26	0	0	2	0	0	93	92	8	2		0	1	0	0	103	10	1	0	0	0	0	0	11	101	4	3	1	0	0	0	109	5	0	0	0	0	0	5	63																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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13:00	259	81	58.5	25.3	2	0.8	0	427	25	4	3	0	0	0	0	32	13:00	241	37	24	9.2	18	2.4	0	332	159	8	3	0	0	0.4	0	170																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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	53	16	4	9	0	0	0	82	4	0	0	0	0	0	0	4		49	20	8	4	1	0	0	82	6	1	1	1	0	0	9	58	29	10	3	0	0	0	100	4	0	0	0	0	0	4	61	18	6	5	1	1	0	92	6	0	1	0	0	0	7	H/TOT	221		83	28	21	2	1	0	356	20	1	2	1	0	0	24	H/TOT	319	24		29	6	7	2	0	387	125	19	2	1	3	0	0	150	15:00	221	83	42	48.3	4	0.4	0	399	20	1	3	2.3	0	0	0	26	15:00	319	24	43.5	13.8	14	0.8	0	415	125	19	3	2.3	6	0	0	155	52	15	6	3	0	0	0	76	5	0	0	0	0	0	0	5	64	23	5	2	0	0	0	94	5	2	0	0	0	0	7	80	20	5	0	2	0	0	107	8	0	0	1	0	0	9	92	21	5	2	0	0	0	120	8	0	0	0	0	0	8	H/TOT	288	79	21		7	2	0	0	397	26	2	0	1	0	0	29	H/TOT	299	32	9	8		9	1	0	358	110	19	3	0	1	0	0	133	16:00	288	79	31.5	16.1	4	0	0	419	26	2	0	2.3	0	0	0	30	16:00	299	32	13.5	18.4	18	0.4	0	381	110	19	4.5	0	2	0	0	136	92	13	5	5	0	0	0	115	9	1	0	0	0	0	0	10	94	21	7	2	1	0	0	125	4	0	0	0	0	0	4	122	16	1	3	0	0	0	142	6	0	1	0	0	0	7	104	15	6	1	0	0	0	126	4	0	0	0	0	0	4	H/TOT	412	65	19	11	1		0	0	508	23	1	1	0	0	0	25	H/TOT	275	27	6	3	7	2		0	320	124	17	1	0	0	0	0	142	17:00	412	65	28.5	25.3	2	0	0	533	23	1	1.5	0	0	0	0	26	17:00	275	27	9	6.9	14	0.8	0	333	124	17	1.5	0	0	0	0	143	91	17	3	1	0	1	0	113	8	1	0	0	0	0	0	9	122	10	5	1	0	0	0	138	7	3	0	0	0	0	10	108	7	3	1	3	0	0	122	6	2	0	0	0	0	8	109	6	3	4	2	0	0	124	4	0	0	0	0	0	4	H/TOT	430	40	14	7	5	1	0		497	25	6	0	0	0	0	31	H/TOT	316	27	1	1	6	3	0	354		65	26	0	1	0	0	0	92	18:00	430	40	21	16.1	10	0.4	0	518	25	6	0	0	0	0	0	31	18:00	316	27	1.5	2.3	12	1.2	0	360	65	26	0	0	2	0	0	93	92	8	2	0	1	0	0	103	10	1	0	0	0	0	0	11	101	4	3	1	0	0	0	109	5	0	0	0	0	0	5	63																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	49	20	8	4	1	0	0	82	6	1	1	1	0	0	9	58		29	10	3	0	0	0	100	4	0	0	0	0	0	4	61	18	6	5	1	1	0	92	6	0	1	0	0	0	7	H/TOT	221	83	28	21	2	1	0	356	20	1	2	1	0	0	24	H/TOT	319	24	29	6	7	2	0	387	125	19	2	1	3	0	0	150	15:00	221	83	42	48.3	4	0.4	0	399	20	1	3	2.3	0	0	0	26	15:00		319	24	43.5	13.8	14	0.8	0	415	125	19	3	2.3	6	0	0	155		52	15	6	3	0	0	0	76	5	0	0	0	0	0	0	5	64	23	5	2	0	0	0	94	5	2	0	0	0	0	7	80	20	5	0	2	0	0	107	8	0	0	1	0	0	9	92	21	5	2	0	0	0	120	8	0	0	0	0	0	8	H/TOT	288	79	21	7	2	0	0	397	26	2	0	1	0	0	29	H/TOT	299	32	9	8	9	1	0	358	110	19	3	0	1	0	0	133	16:00	288	79	31.5	16.1	4	0	0	419	26	2	0	2.3	0	0	0	30	16:00		299	32	13.5	18.4	18	0.4	0	381	110	19	4.5	0	2	0	0	136		92	13	5	5	0	0	0	115	9	1	0	0	0	0	0	10	94	21	7	2	1	0	0	125	4	0	0	0	0	0	4	122	16	1	3	0	0	0	142	6	0	1	0	0	0	7	104	15	6	1	0	0	0	126	4	0	0	0	0	0	4	H/TOT	412	65	19	11	1	0	0	508	23	1	1	0	0	0	25	H/TOT	275	27	6	3	7	2	0	320	124	17	1	0	0	0	0	142	17:00	412	65	28.5	25.3	2	0	0	533	23	1	1.5	0	0	0	0	26	17:00		275	27	9	6.9	14	0.8	0	333	124	17	1.5	0	0	0	0	143		91	17	3	1	0	1	0	113	8	1	0	0	0	0	0	9	122	10	5	1	0	0	0	138	7	3	0	0	0	0	10	108	7	3	1	3	0	0	122	6	2	0	0	0	0	8	109	6	3	4	2	0	0	124	4	0	0	0	0	0	4	H/TOT	430	40	14	7	5	1	0	497	25	6	0	0	0	0	31	H/TOT	316	27	1	1	6	3	0	354	65	26	0	1	0	0	0	92	18:00	430	40	21	16.1	10	0.4	0	518	25	6	0	0	0	0	0	31	18:00		316	27	1.5	2.3	12	1.2	0	360	65	26	0	0	2	0	0	93		92	8	2	0	1	0	0	103	10	1	0	0	0	0	0	11	101	4	3	1	0	0	0	109	5	0	0	0	0	0	5	63																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	58	29	10	3	0	0	0	100	4	0	0	0	0	0	4	61		18	6	5	1	1	0	92	6	0	1	0	0	0	7	H/TOT	221	83	28	21	2	1	0	356	20	1	2	1	0	0	24	H/TOT	319	24	29	6	7	2	0	387	125	19	2	1	3	0	0	150	15:00	221	83	42	48.3	4	0.4	0	399	20	1	3	2.3	0	0		0	26	15:00	319	24	43.5	13.8	14	0.8	0	415	125	19	3	2.3	6			0	0	155	52	15	6	3	0	0	0	76	5	0	0	0	0		0	0	5	64	23	5	2	0	0	0	94	5	2	0	0	0	0	7	80	20	5	0	2	0	0	107	8	0	0	1	0	0	9	92	21	5	2	0	0	0	120	8	0	0	0	0	0	8	H/TOT	288	79	21	7	2	0	0	397	26	2	0	1	0	0	29	H/TOT	299	32	9	8	9	1	0	358	110	19	3	0	1	0	0	133	16:00	288	79	31.5	16.1	4	0	0	419	26	2	0	2.3		0	0	0	30	16:00	299	32	13.5	18.4	18	0.4	0	381	110	19	4.5			0	2	0	0	136	92	13	5	5	0	0	0	115	9	1	0		0	0	0	0	10	94	21	7	2	1	0	0	125	4	0	0	0	0	0	4	122	16	1	3	0	0	0	142	6	0	1	0	0	0	7	104	15	6	1	0	0	0	126	4	0	0	0	0	0	4	H/TOT	412	65	19	11	1	0	0	508	23	1	1	0	0	0	25	H/TOT	275	27	6	3	7	2	0	320	124	17	1	0	0	0	0	142	17:00	412	65	28.5	25.3	2	0	0	533	23	1		1.5	0	0	0	0	26	17:00	275	27	9	6.9	14	0.8	0	333	124			17	1.5	0	0	0	0	143	91	17	3	1	0	1	0	113	8		1	0	0	0	0	0	9	122	10	5	1	0	0	0	138	7	3	0	0	0	0	10	108	7	3	1	3	0	0	122	6	2	0	0	0	0	8	109	6	3	4	2	0	0	124	4	0	0	0	0	0	4	H/TOT	430	40	14	7	5	1	0	497	25	6	0	0	0	0	31	H/TOT	316	27	1	1	6	3	0	354	65	26	0	1	0	0	0	92	18:00	430	40	21	16.1	10	0.4	0	518		25	6	0	0	0	0	0	31	18:00	316	27	1.5	2.3	12	1.2	0			360	65	26	0	0	2	0	0	93	92	8	2	0	1	0	0		103	10	1	0	0	0	0	0	11	101	4	3	1	0	0	0	109	5	0	0	0	0	0	5	63																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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	64	23	5	2	0	0	0	94	5	2	0	0	0	0	7	80		20	5	0	2	0	0	107	8	0	0	1	0	0	9	92	21	5	2	0	0	0	120	8	0	0	0	0	0	8	H/TOT	288	79	21	7	2	0	0	397	26	2	0	1	0	0	29	H/TOT	299	32	9	8	9	1	0	358	110	19	3	0	1	0	0	133	16:00	288	79	31.5	16.1	4	0	0	419	26	2	0	2.3	0	0	0	30	16:00		299	32	13.5	18.4	18	0.4	0	381	110	19	4.5	0	2	0	0	136		92	13	5	5	0	0	0	115	9	1	0	0	0	0	0	10	94	21	7	2	1	0	0	125	4	0	0	0	0	0	4	122	16	1	3	0	0	0	142	6	0	1	0	0	0	7	104	15	6	1	0	0	0	126	4	0	0	0	0	0	4	H/TOT	412	65	19	11	1	0	0	508	23	1	1	0	0	0	25	H/TOT	275	27	6	3	7	2	0	320	124	17	1	0	0	0	0	142	17:00	412	65	28.5	25.3	2	0	0	533	23	1	1.5	0	0	0	0	26	17:00		275	27	9	6.9	14	0.8	0	333	124	17	1.5	0	0	0	0	143		91	17	3	1	0	1	0	113	8	1	0	0	0	0	0	9	122	10	5	1	0	0	0	138	7	3	0	0	0	0	10	108	7	3	1	3	0	0	122	6	2	0	0	0	0	8	109	6	3	4	2	0	0	124	4	0	0	0	0	0	4	H/TOT	430	40	14	7	5	1	0	497	25	6	0	0	0	0	31	H/TOT	316	27	1	1	6	3	0	354	65	26	0	1	0	0	0	92	18:00	430	40	21	16.1	10	0.4	0	518	25	6	0	0	0	0	0	31	18:00		316	27	1.5	2.3	12	1.2	0	360	65	26	0	0	2	0	0	93		92	8	2	0	1	0	0	103	10	1	0	0	0	0	0	11	101	4	3	1	0	0	0	109	5	0	0	0	0	0	5	63																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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H/TOT	288	79	21	7	2	0	0	397	26	2	0	1	0	0	29	H/TOT	299	32	9	8	9	1	0	358	110	19	3	0	1	0	0	133																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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SITE: 10B

DATE: 09/03/2022 SITE: 10B

LOCATION: M62 Jct 24 Southern Roundabout

DAY: Wednesday LOCATION: M62 Jct 24 Southern Roundabout

DATE: 09/03/2022 SITE: 10B

DAY: Wednesday LOCATION: M62 Jct 24 Southern Roundabout

DATE: 09/03/2022

DAY: Wednesday

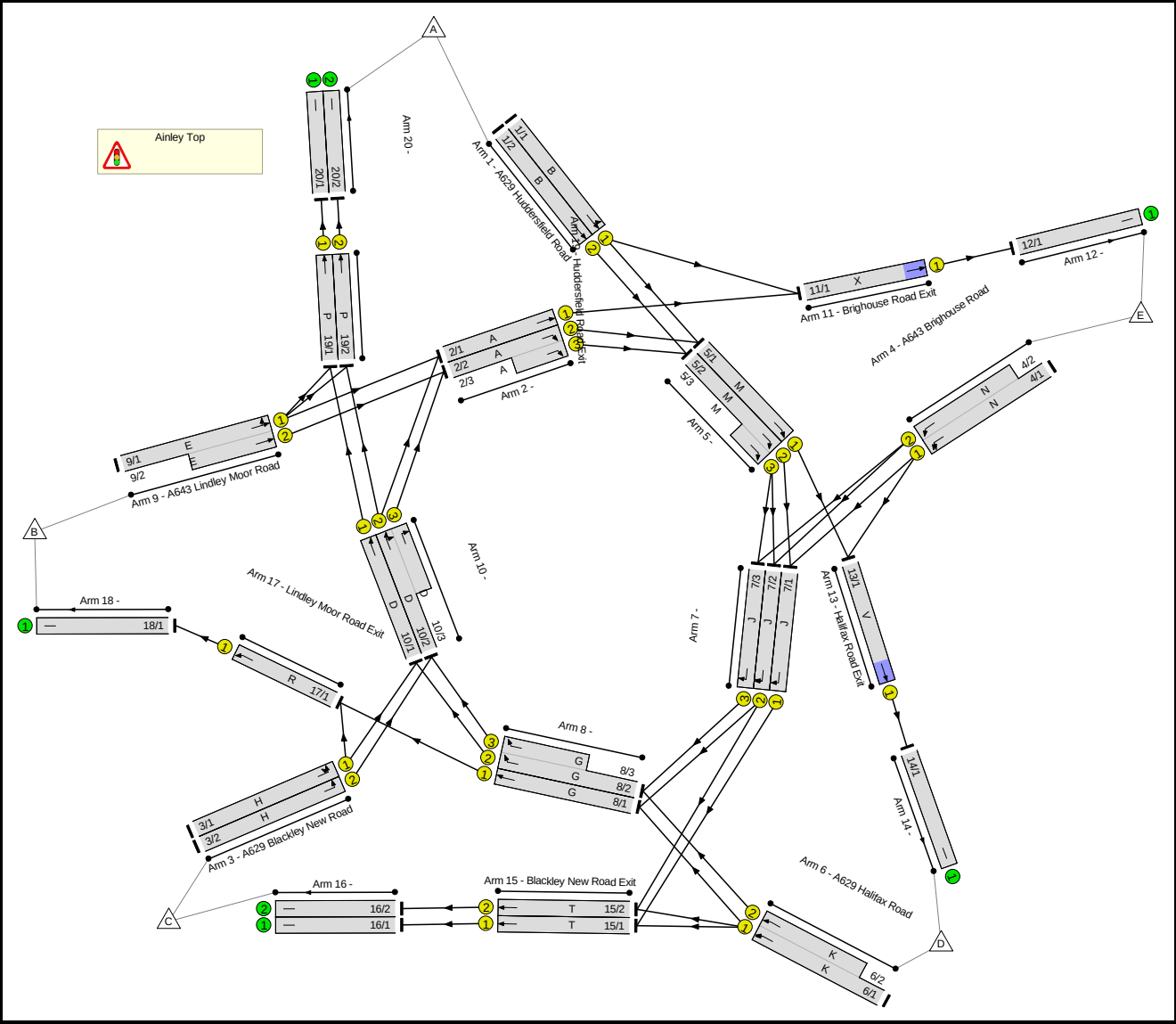
Eto D								Eto C								Eto B								Eto A											
TIME	CAR	LG	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LG	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LG	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LG	OGV1	OGV2	PSV	MCL	PCL	TOT		
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07:15	24	4	2	0	1	0	0	31	54	1	0	0	0	0	0	55	07:15	14	3	0	0	1	0	0	18	20	6	1	0	0	0	27			
07:30	41	3	2	0	0	0	0	46	59	13	1	0	0	0	0	73	07:30	12	7	0	0	2	1	0	22	18	1	2	0	0	0	21			
07:45	25	3	2	0	0	0	0	30	56	8	0	1	0	0	0	65	07:45	10	0	0	0	0	0	0	10	16	4	2	0	0	0	22			
H/TOT	103	16	6	0	1	0	1	127	204	28	1	1	0	0	0	234	H/TOT	51	13	0	0	3	1	0	68	76	22	5	1	0	0	104			
08:00	103	16	9	0	2	0	0.2	130	204	28	1.5	2.3	0	0	0	236	08:00	51	13	0	0	6	0.4	0	70	76	22	7.5	2.3	0	0	0	108		
	31	3	2	0	0	0	0	36	66	6	2	2	0	0	0	76		08:00	11	6	1	0	0	0	0	18	14	3	0	0	0	0	17		
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	08:30	24	6	0	0	0	0	30	51	0	1	0	0	0	0	52				08:30	15	1	1	0	4	0	0	21	16	10	1	0	0	0	27
08:45	34	3	3	0	0	0	40	53	7	1	0	0	0	0	61	08:45	16				2	0	0	0	0	0	18	12	2	0	0	0	0	14	
H/TOT	118	18	5	0	0	0	141	222	15	8	2	0	0	0	247		H/TOT	56			11	4	0	8	0	0	79	57	18	2	0	0	0	77	
09:00	118	18	7.5	0	0	0	0	144	222	15	12	4.6	0	0	0		254	09:00	56		11	6	0	16	0	0	89	57	18	3	0	0	0	0	78
09:15	27	3	1	0	0	0	0	31	46	4	1	1	0	0	0		52		09:00	18	0	2	0	1	0	0	21	10	4	0	0	0	0	0	14
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H/TOT	126	16	5	0	0	0	0	141	182	35	9	7	0	0	0	233		09:45			18	3	1	1	0	0	0	23	10	11	0	0	0	0	0
10:00	120	16	5	0	0	0	0	141	182	35	9	7	0	0	0	233			H/TOT		67	6	6	2	1	0	0	82	35	38	0	0	0	1	0
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10:30	24	7	1	0	0	0	0	32	43	13	7	1	0	0	0	64			10:00	20	0	2	1	0	0	0	23	9	5	1	0	0	0	0	15
10:45	38	3	1	0	0	0	0	42	57	19	3	1	1	0	0	81		10:15		18	0	5	0	0	0	0	23	11	6	1	1	0	0	0	19
H/TOT	128	18	3	0	0	0	0	149	180	62	19	3	1	0	0	265				10:30	15	0	1	0	0	1	0	17	10	5	3	0	0	0	0
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11:15	29	4	1	0	0	0	0	34	21	5	1	0	0	0	0	27			11:00		69	3	13.5	4.6	0	0.4	0	91	39	17	7.5	4.6	0	0	0
11:30	22	5	1	0	0	0	0	28	16	4	3	1	1	1	0	26		11:00			18	1	0	0	0	0	0	19	12	0	1	0	0	0	0
11:45	31	2	0	0	0	0	2	35	37	10	0	0	0	0	0	47				11:15	17	1	4	0	0	1	0	23	11	6	0	0	0	0	0
H/TOT	114	14	4	0	0	2	0	134	105	30	6	1	1	1	0	144	11:30				16	0	3	1	0	0	0	20	10	0	1	0	0	0	0
12:00	32	3	2	0	0	0	0	37	31	11	2	0	0	0	0	44			11:45		19	0	0	0	0	0	0	19	11	1	1	0	0	0	0
12:15	114	14	4	0	0	2	0	134	105	30	6	1	1	1	0	144		H/TOT			70	2	7	1	0	1	0	81	44	7	3	0	0	0	0
12:30	26	6	0	0	0	0	0	32	29	3	0	0	0	0	0	32		12:00		70	2	10.5	2.3	0	0.4	0	85	44	7	4.5	0	0	0	0	56
12:45	36	2	1	0	0	0	0	39	33	4	1	0	0	0	0	38	12:00			21	0	0	0	1	0	0	22	12	3	0	0	0	0	0	15
H/TOT	140	11	4	1	0	0	1	157	105	22	7	0	1	0	0	136			12:15	24	1	0	1	0	0	0	21	11	3	0	0	0	0	0	14
13:00	140	11	6	2.3	0	0	0.2	160	105	22	10.5	2.3	0	0.4	0	140				12:30	19	2	0	0	0	0	0	21	12	10	1	0	0	0	0
13:15	23	0	0	0	1	0	0	24	29	6	2	0	0	0	0	37		12:45			25	3	1	1	1	1	0	32	13	4	0	0	0	0	0
13:30	36	2	0	0	0	0	0	38	33	4	3	0	0	0	0	40	13:00				89	6	1	2	2	1	0	101	48	20	1	0	0	0	0
13:45	33	4	2	0	0	0	0	39	21	9	3	0	0	0	0	33			13:00		89	6	1.5	4.6	4	0.4	0	106	48	20	1.5	0	0	0	0
H/TOT	117	12	2	0	1	0	0	132	100	23	9	0	0	0	0	132				13:00	27	1	1	0	0	0	0	29	14	1	0	0	0	0	0
14:00	117	12	3	0	2	0	0	134	100	23	13.5	0	0	0	0	137		13:15			29	0	2	0	0	0	0	31	14	5	1	0	0	0	0
14:15	27	6	1	0	0	0	0	34	35	2	2	1	0	0	0	40	13:30				31	0	0	0	0	0	0	31	12	4	1	0	0	0	0
14:30	31	0	0	0	1	0	0	32	33	5	4	1	0	0	0	43			13:45		34	1	3	0	0	0	1	39	9	3	1	2	0	0	0
14:45	30	4	0	0	1	1	0	36	47	9	1	1	0	1	0	59				13:45	34	1	3	0	0	0	1	39	9	3	1	2	0	0	0
H/TOT	119	14	1	0	3	3	0	140	144	19	7	5	0	1	0	176		14:00			105	6	3	0	0	2	0	116	45	24	1	1	0	0	0
15:00	119	14	1.5	0	6	1.2	0	142	144	19	10.5	11.5	0	0.4	0	185	14:00				105	6	4.5	0	0	0.8	0	116	45	24	1.5	2.3	0	0	0
15:15	26	2	0	0	0	0	0	28	50	7	1	0	0	0	0	58			15:00		26	4	0	0	1	1	0	32	11	7	0	0	0	0	0
15:30	41	5	1	0	0	0	0	47	48	5	0	0	0	1	0	54				15:00	24	2	0	0	0	0	0	26	10	4	0	0	0	0	0
15:45	36	4	1	0	0	0	0	41	39	10	2	0	0	0	0	51		15:30			31	3	2	0	0	0	0	36	12	9	1	0	0	0	0
H/TOT	140																																		

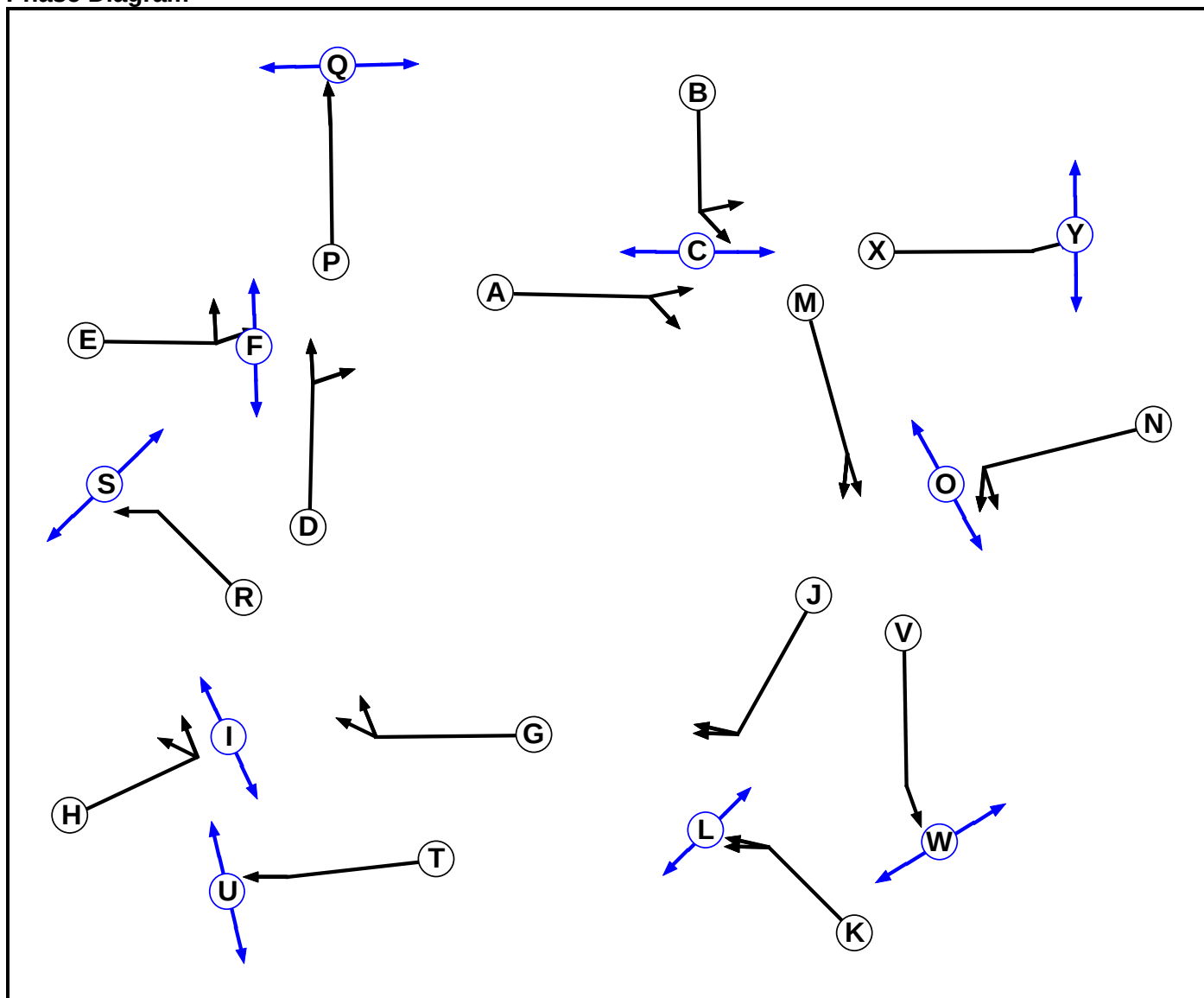
Appendix I

LinSig Output – Ainley Top Roundabout

Full Input Data And Results**User and Project Details**

Project:	Ainley Top Capacity Analysis
Title:	Revised timings
Location:	
Model Purpose:	Ful data and results base on revised timings across all scenarios
Model Assumptions:	1 sec additional green allocated to Phases B, E & H to reflect use of amber in the interstage period. Intergreens from these phases to circulatory traffic has been reduced from 5 to 4 secs to reflect this. RR67 sat flows now adopted in lieu of directly entered values. Lane usage for flares on Arms 4, 6 & 9 to reflect actual usage. 1 sec additional green added to LMR.
Additional detail:	
File name:	Ainley Top v5.lsg3x
Address:	





Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	4
B	Traffic	1		7	7
C	Pedestrian	1		7	7
D	Traffic	2		7	4
E	Traffic	2		7	7
F	Pedestrian	2		7	7
G	Traffic	3		7	4
H	Traffic	3		7	7
I	Pedestrian	3		7	7
J	Traffic	4		7	4
K	Traffic	4		7	7
L	Pedestrian	4		7	7
M	Traffic	5		7	4
N	Traffic	5		7	7
O	Pedestrian	5		7	7
P	Traffic	6		7	7
Q	Pedestrian	6		7	7
R	Traffic	7		7	7
S	Pedestrian	7		7	7
T	Traffic	8		7	7
U	Pedestrian	8		7	7
V	Traffic	9		7	7
W	Pedestrian	9		7	7
X	Traffic	10		7	7
Y	Pedestrian	10		7	7

Phase Intergreens Matrix

	Starting Phase																									
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y
Terminating Phase	A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	B	4		6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	-	8		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	D	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	E	-	-	-	4		6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	F	-	-	-	-	8		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	G	-	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	H	-	-	-	-	-	-	4		6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	I	-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	J	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	K	-	-	-	-	-	-	-	-	-	5		6	-	-	-	-	-	-	-	-	-	-	-	-	-
	L	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	-	-	-	-	-	-
	M	-	-	-	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-
	N	-	-	-	-	-	-	-	-	-	-	-	-	5		6	-	-	-	-	-	-	-	-	-	-
	O	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	-	-	-
	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-	-	-	-	-	-	-	-
	Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-	-	-	-	-	-
	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-	-	-	-
	U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-
	V	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-	-
	W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-
	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-
	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-

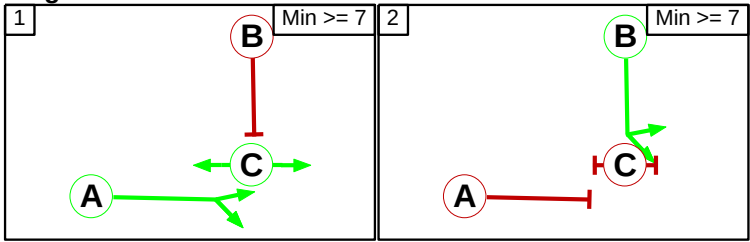
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A C
1	2	B
2	1	D F
2	2	E
3	1	G I
3	2	H
4	1	J L
4	2	K
5	1	M O
5	2	N

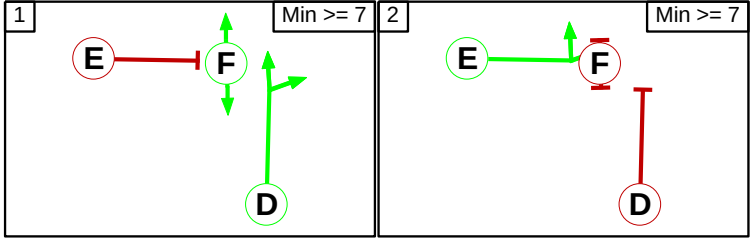
6	1	P
6	2	Q
7	1	R
7	2	S
8	1	T
8	2	U
9	1	V
9	2	W
10	1	X
10	2	Y

Stage Diagram

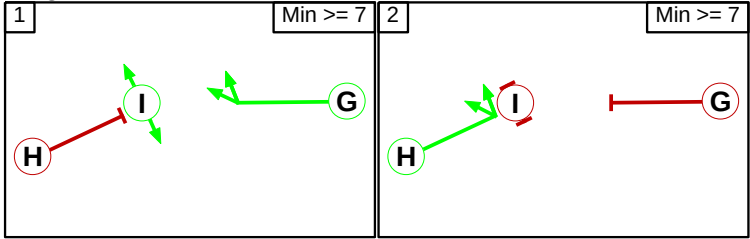
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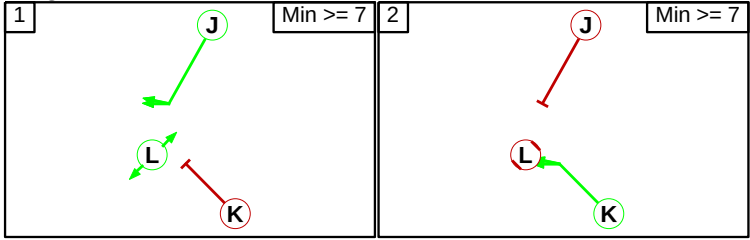
Stage Stream: 2



Stage Stream: 3

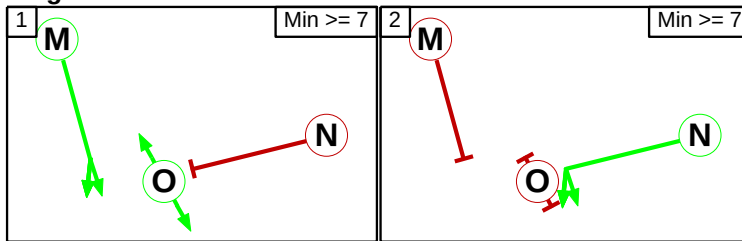


Stage Stream: 4

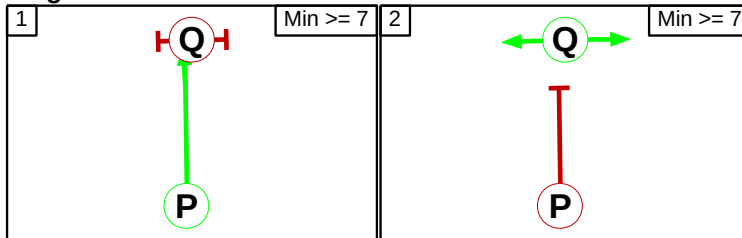


Ainley Top v5.lsg3x

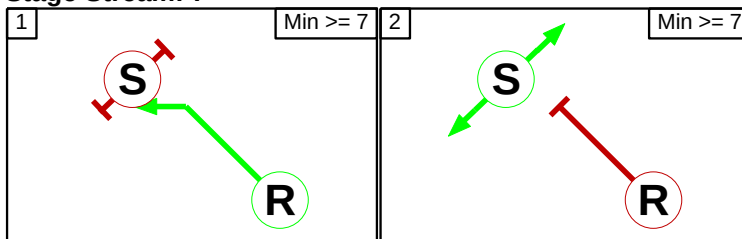
Stage Stream: 5



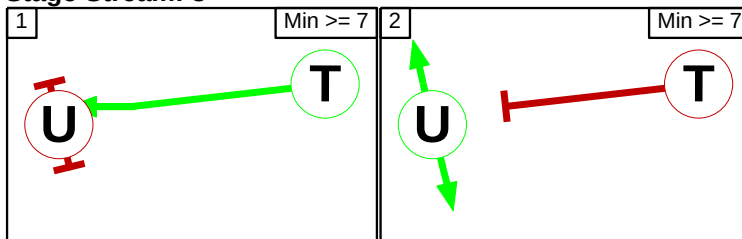
Stage Stream: 6



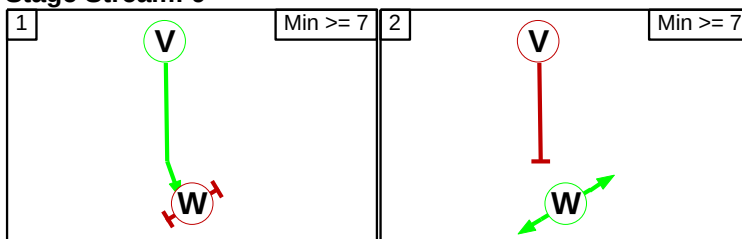
Stage Stream: 7



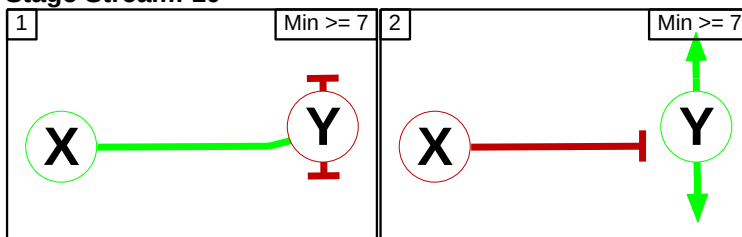
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	D	Losing	3	3

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	3	3

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	J	Losing	3	3

Stage Stream: 5

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	M	Losing	3	3

Stage Stream: 6

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 7

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 8

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 9

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 10

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Lane Input Data

Junction: Ainley Top												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A629 Huddersfield Road)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 11 Left	Inf
1/2 (A629 Huddersfield Road)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
2/1	U	A	2	3	5.2	Geom	-	4.20	0.00	Y	Arm 11 Ahead	Inf
2/2	U	A	2	3	5.6	Geom	-	4.20	0.00	Y	Arm 5 Right	Inf
2/3	U	A	2	3	5.0	Geom	-	3.80	0.00	Y	Arm 5 Right	Inf
3/1 (A629 Blackley New Road)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 10 Left	Inf
3/2 (A629 Blackley New Road)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 17 Left	Inf
4/1 (A643 Brighouse Road)	U	N	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 10 Left	Inf
4/2 (A643 Brighouse Road)	U	N	2	3	11.8	Geom	-	3.40	0.00	Y	Arm 7 Left	Inf
5/1	U	M	2	3	8.7	Geom	-	4.25	0.00	Y	Arm 13 Ahead	Inf
5/2	U	M	2	3	7.5	Geom	-	4.25	0.00	Y	Arm 7 Right	Inf
5/3	U	M	2	3	3.7	Geom	-	3.75	0.00	Y	Arm 13 Ahead	Inf
6/1 (A629 Halifax Road)	U	K	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 7 Right	Inf
6/2 (A629 Halifax Road)	U	K	2	3	12.0	Geom	-	3.60	0.00	Y	Arm 8 Ahead	Inf
7/1	U	J	2	3	17.0	Geom	-	3.50	0.00	Y	Arm 15 Ahead	Inf
7/2	U	J	2	3	17.0	Geom	-	3.50	0.00	Y	Arm 8 Right	Inf

											Arm 15 Right	Inf
7/3	U	J	2	3	15.3	Geom	-	3.25	0.00	Y	Arm 8 Right	Inf
8/1	U	G	2	3	13.0	Geom	-	4.25	0.00	Y	Arm 17 Ahead	Inf
8/2	U	G	2	3	14.8	Geom	-	4.25	0.00	Y	Arm 10 Right	Inf
8/3	U	G	2	3	8.0	Geom	-	4.25	0.00	Y	Arm 10 Right	Inf
9/1 (A643 Lindley Moor Road)	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
											Arm 19 Left	Inf
9/2 (A643 Lindley Moor Road)	U	E	2	3	8.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
10/1	U	D	2	3	10.4	Geom	-	4.25	0.00	Y	Arm 19 Ahead	Inf
10/2	U	D	2	3	10.4	Geom	-	4.25	0.00	Y	Arm 2 Right	Inf
											Arm 19 Ahead	Inf
10/3	U	D	2	3	6.4	Geom	-	4.25	0.00	Y	Arm 2 Right	Inf
11/1 (Brighouse Road Exit)	U	X	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 12 Ahead	Inf
13/1 (Halifax Road Exit)	U	V	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 14 Ahead	Inf
15/1 (Blackley New Road Exit)	U	T	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 16 Ahead	Inf
15/2 (Blackley New Road Exit)	U	T	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 16 Ahead	Inf
17/1 (Lindley Moor Road Exit)	U	R	2	3	7.0	Geom	-	4.00	0.00	Y	Arm 18 Ahead	Inf
19/1 (Huddersfield Road Exit)	U	P	2	3	4.3	Geom	-	3.60	0.00	Y	Arm 20 Ahead	Inf
19/2 (Huddersfield Road Exit)	U	P	2	3	3.8	Geom	-	3.60	0.00	Y	Arm 20 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Early AM'	07:00	08:00	01:00	
5: '2022 Early AM +dev'	07:00	08:00	01:00	
9: '2032 Early AM'	07:00	08:00	01:00	
13: '2032 Early AM +dev'	07:00	08:00	01:00	

Traffic Flows, Desired

Scenario 1: '2022 Early AM' (FG1: '2022 Early AM', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	2	160	397	451	100	1110
	B	288	1	263	31	143	726
	C	604	301	30	467	98	1500
	D	454	31	635	0	105	1225
	E	108	70	236	130	0	544
	Tot.	1456	563	1561	1079	446	5105

Scenario 2: '2022 Early AM with dev' (FG5: '2022 Early AM +dev', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	2	172	397	451	100	1122
	B	295	1	278	49	152	775
	C	604	316	30	467	98	1515
	D	454	61	635	0	105	1255
	E	108	85	236	130	0	559
	Tot.	1463	635	1576	1097	455	5226

Scenario 3: '2032 Early AM' (FG9: '2032 Early AM', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	2	177	439	499	111	1228
	B	319	1	291	34	158	803
	C	668	333	33	517	108	1659
	D	502	34	702	0	116	1354
	E	119	77	261	144	0	601
	Tot.	1610	622	1726	1194	493	5645

Scenario 4: '2032 Early AM with dev' (FG13: '2032 Early AM +dev', Plan 1: 'Network Control Plan 1')

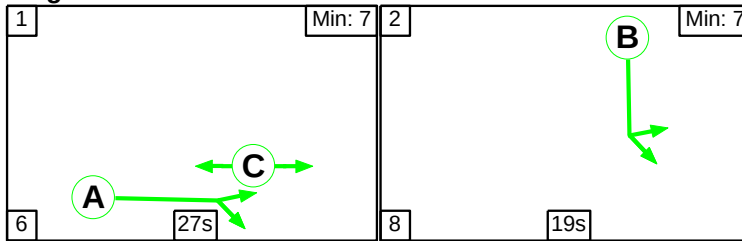
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	2	189	439	499	111	1240
	B	326	1	306	52	167	852
	C	668	357	33	517	108	1683
	D	502	64	702	0	116	1384
	E	119	92	261	144	0	616
	Tot.	1617	703	1741	1212	502	5775

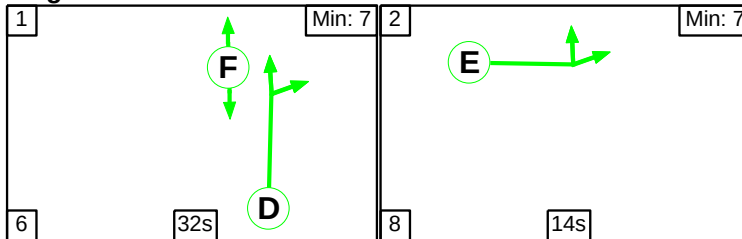
Scenario 1: '2022 Early AM' (FG1: '2022 Early AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

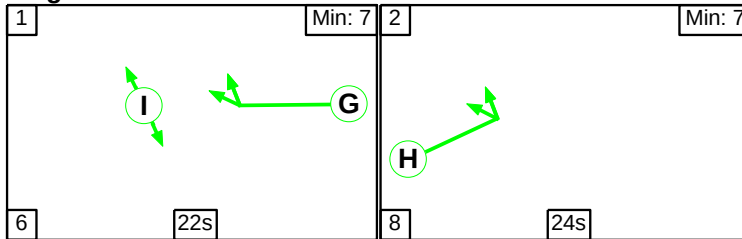
Stage Stream: 1



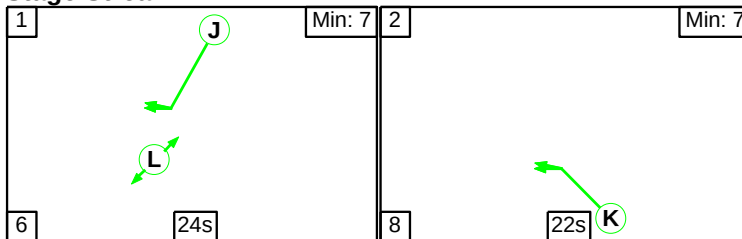
Stage Stream: 2



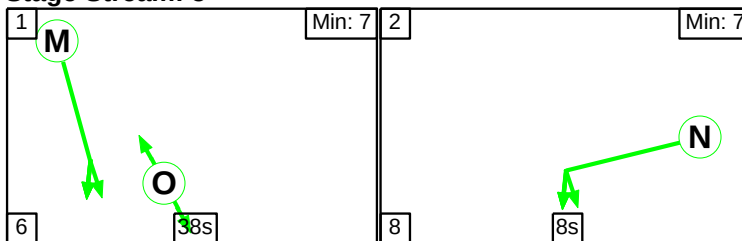
Stage Stream: 3



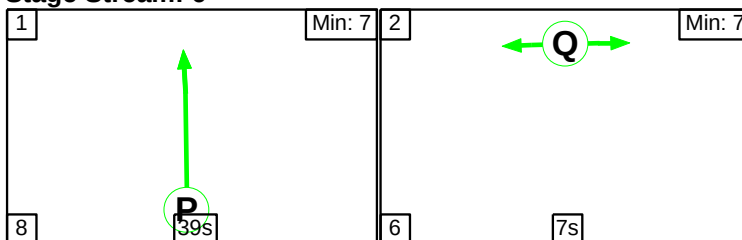
Stage Stream: 4

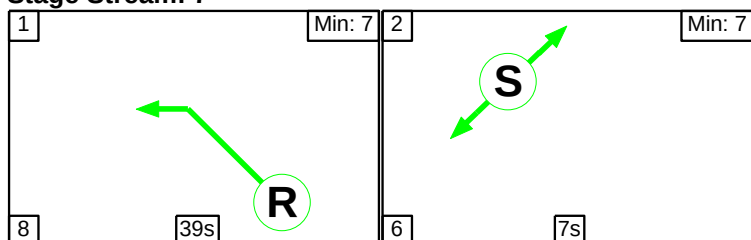
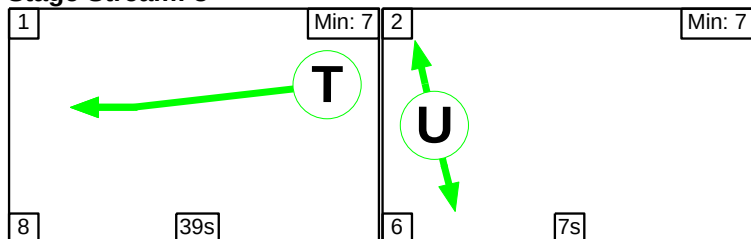
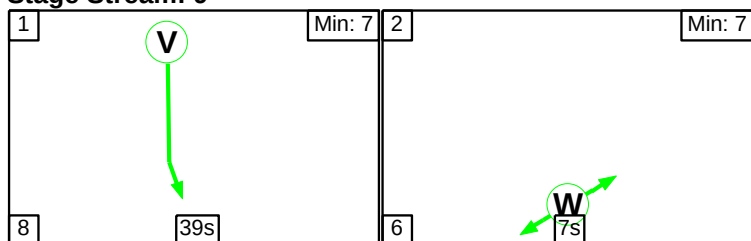
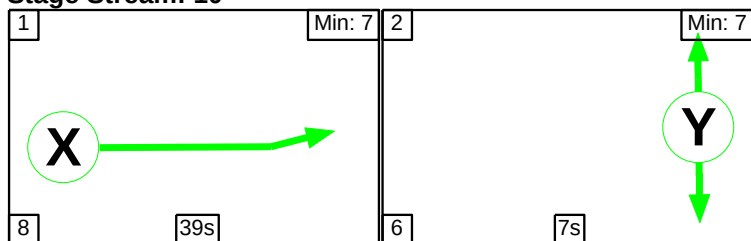


Stage Stream: 5



Stage Stream: 6



Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	27	19
Change Point	27	0

Stage Stream: 2

Stage	1	2
Duration	32	14
Change Point	33	11

Stage Stream: 3

Stage	1	2
Duration	22	24
Change Point	55	23

Stage Stream: 4

Stage	1	2
Duration	24	22
Change Point	2	32

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	2	46

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

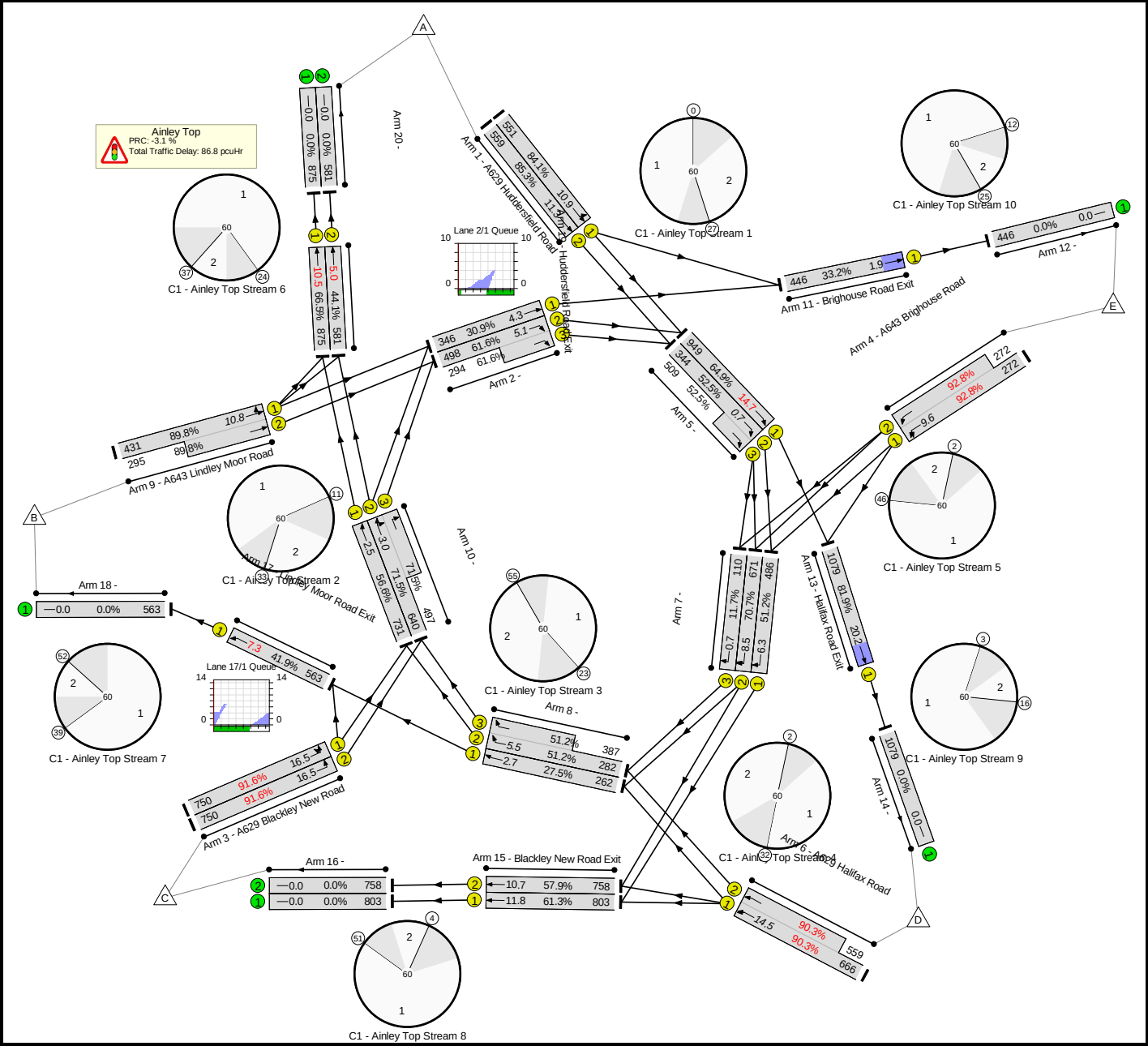
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12



Network Results

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	92.8%	-
Ainley Top	-	-	N/A	-	-	-	-	-	92.8%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	19	551	1965	655	84.1%	551
1/2	A629 Huddersfield Road Ahead	U	1	B	19	559	1965	655	85.3%	559
2/1	Ahead	U	1	A	32	346	2035	1119	30.9%	346
2/2+2/3	Right	U	1	A	32	792	2035:1995	808+477	61.6 : 61.6%	792
3/1	A629 Blackley New Road Left Left2	U	3	H	24	750	1965	819	91.6%	750
3/2	A629 Blackley New Road Left	U	3	H	24	750	1965	819	91.6%	750
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	544	1955:1955	293+293	92.8 : 92.8%	544
5/1	Ahead	U	5	M	42	949	2040	1462	64.9%	949
5/2+5/3	Right	U	5	M	42	853	2040:1990	655+970	52.5 : 52.5%	853
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	22	1225	1975:1975	738+619	90.3 : 90.3%	1225
7/1	Right	U	4	J	28	486	1965	950	51.2%	486
7/2	Right Right2	U	4	J	28	671	1965	950	70.7%	671
7/3	Right	U	4	J	28	110	1940	938	11.7%	110
8/1	Ahead	U	3	G	27	262	2040	952	27.5%	262
8/2+8/3	Right	U	3	G	27	669	2040:2040	550+755	51.2 : 51.2%	669
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	14	726	1940:1940	480+329	89.8 : 89.8%	726
10/1	Ahead	U	2	D	37	731	2040	1292	56.6%	731
10/2+10/3	Right Ahead	U	2	D	37	1137	2040:2040	896+695	71.5 : 71.5%	1137
11/1	Brighouse Road Exit Ahead	U	10	X	39	446	2015	1343	33.2%	446

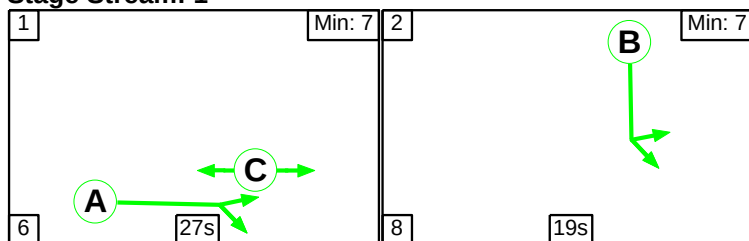
13/1	Halifax Road Exit Ahead	U	9	V	39	1079	1975	1317	81.9%	1079
15/1	Blackley New Road Exit Ahead	U	8	T	39	803	1965	1310	61.3%	803
15/2	Blackley New Road Exit Ahead	U	8	T	39	758	1965	1310	57.9%	758
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	563	2015	1343	41.9%	563
19/1	Huddersfield Road Exit Ahead	U	6	P	39	875	1975	1317	66.5%	875
19/2	Huddersfield Road Exit Ahead	U	6	P	39	581	1975	1317	44.1%	581

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	45.8	40.9	0.0	86.8	-	-	-	-	
Ainley Top	-	45.8	40.9	0.0	86.8	-	-	-	-	
1/1	551	2.8	2.5	-	5.4	35.0	8.4	2.5	10.9	
1/2	559	2.9	2.8	-	5.6	36.4	8.5	2.8	11.3	
2/1	346	0.7	0.2	-	0.9	9.7	4.1	0.2	4.3	
2/2+2/3	792	0.9	0.8	-	1.7	7.6	4.3	0.8	5.1	
3/1	750	3.4	4.8	-	8.2	39.5	11.7	4.8	16.5	
3/2	750	3.4	4.8	-	8.2	39.5	11.7	4.8	16.5	
4/1+4/2	544	3.8	5.2	-	9.0	59.3	4.5	5.2	9.6	
5/1	949	1.7	0.9	-	2.7	10.1	13.8	0.9	14.7	
5/2+5/3	853	0.1	0.6	-	0.6	2.6	0.2	0.6	0.7	
6/1+6/2	1225	5.7	4.3	-	10.0	29.4	10.2	4.3	14.5	
7/1	486	1.6	0.5	-	2.1	15.4	5.8	0.5	6.3	
7/2	671	2.3	1.2	-	3.5	18.5	7.3	1.2	8.5	
7/3	110	0.0	0.1	-	0.1	2.8	0.7	0.1	0.7	
8/1	262	0.9	0.2	-	1.1	15.1	2.5	0.2	2.7	
8/2+8/3	669	0.7	0.5	-	1.3	6.8	5.0	0.5	5.5	
9/1+9/2	726	4.2	4.0	-	8.2	40.8	6.8	4.0	10.8	
10/1	731	0.3	0.7	-	1.0	4.7	1.9	0.7	2.5	
10/2+10/3	1137	0.4	1.2	-	1.6	5.1	1.7	1.2	3.0	
11/1	446	0.3	0.2	-	0.6	4.7	1.7	0.2	1.9	
13/1	1079	3.5	2.2	-	5.7	19.0	18.0	2.2	20.2	
15/1	803	1.7	0.8	-	2.5	11.0	11.0	0.8	11.8	
15/2	758	1.4	0.7	-	2.1	10.1	10.0	0.7	10.7	
17/1	563	1.1	0.4	-	1.5	9.5	7.0	0.4	7.3	
19/1	875	1.1	1.0	-	2.1	8.7	9.5	1.0	10.5	

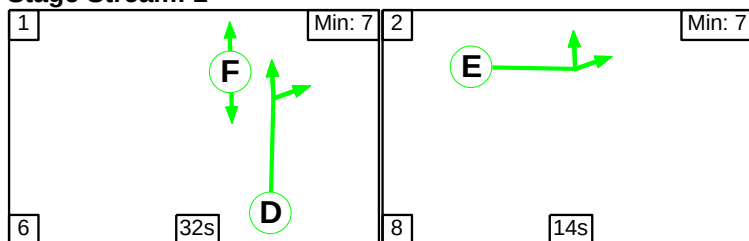
19/2	581	0.8	0.4	-	1.2	7.5	4.6	0.4	5.0	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):	13.61	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	10.79	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	-1.8	Total Delay for Signalled Lanes (pcuHr):	18.81	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	15.62	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	12.23	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	35.4	Total Delay for Signalled Lanes (pcuHr):	3.33	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	114.7	Total Delay for Signalled Lanes (pcuHr):	1.49	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	46.8	Total Delay for Signalled Lanes (pcuHr):	4.58	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	5.71	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	171.1	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s):	60			
		PRC Over All Lanes (%):	-3.1	Total Delay Over All Lanes(pcuHr):	86.75					

Stage Sequence Diagram

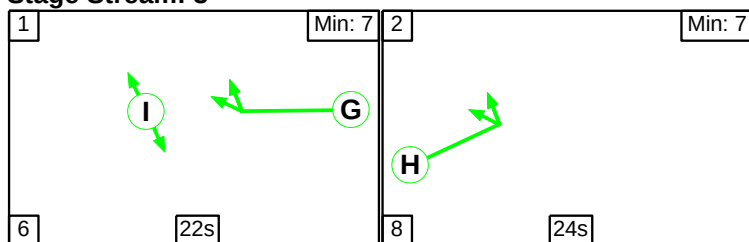
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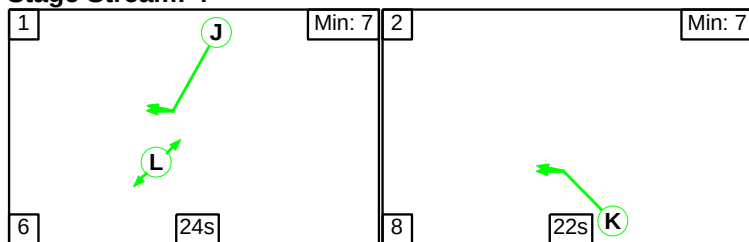
Stage Stream: 2



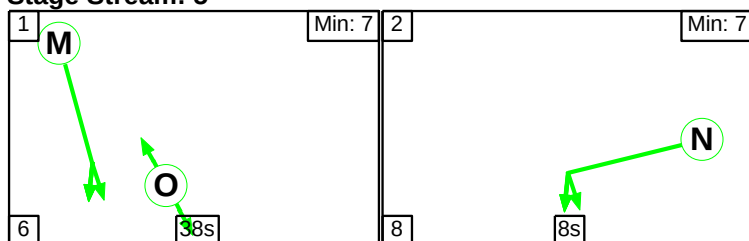
Stage Stream: 3



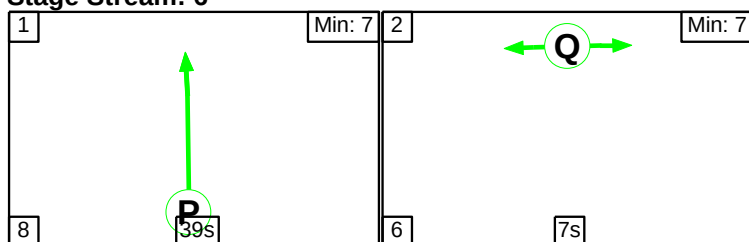
Stage Stream: 4



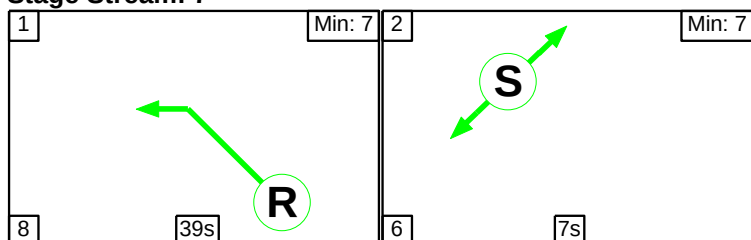
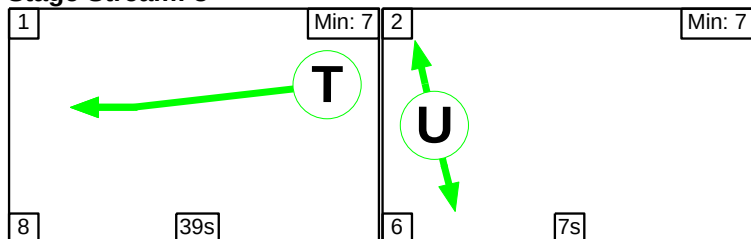
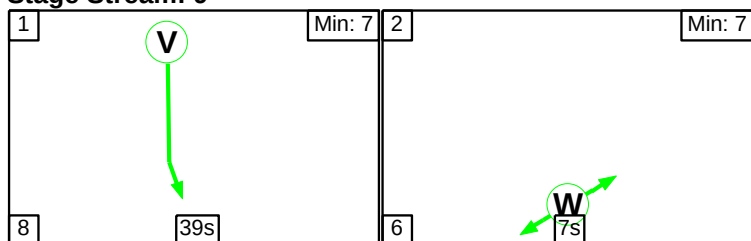
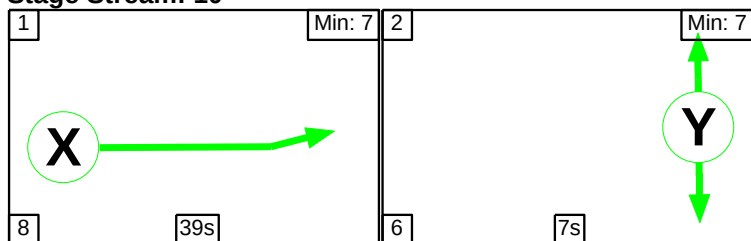
Stage Stream: 5



Stage Stream: 6



Ainley Top v5.lsg3x

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	27	19
Change Point	27	0

Stage Stream: 2

Stage	1	2
Duration	32	14
Change Point	33	11

Stage Stream: 3

Stage	1	2
Duration	22	24
Change Point	55	23

Stage Stream: 4

Stage	1	2
Duration	24	22
Change Point	2	32

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	2	46

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

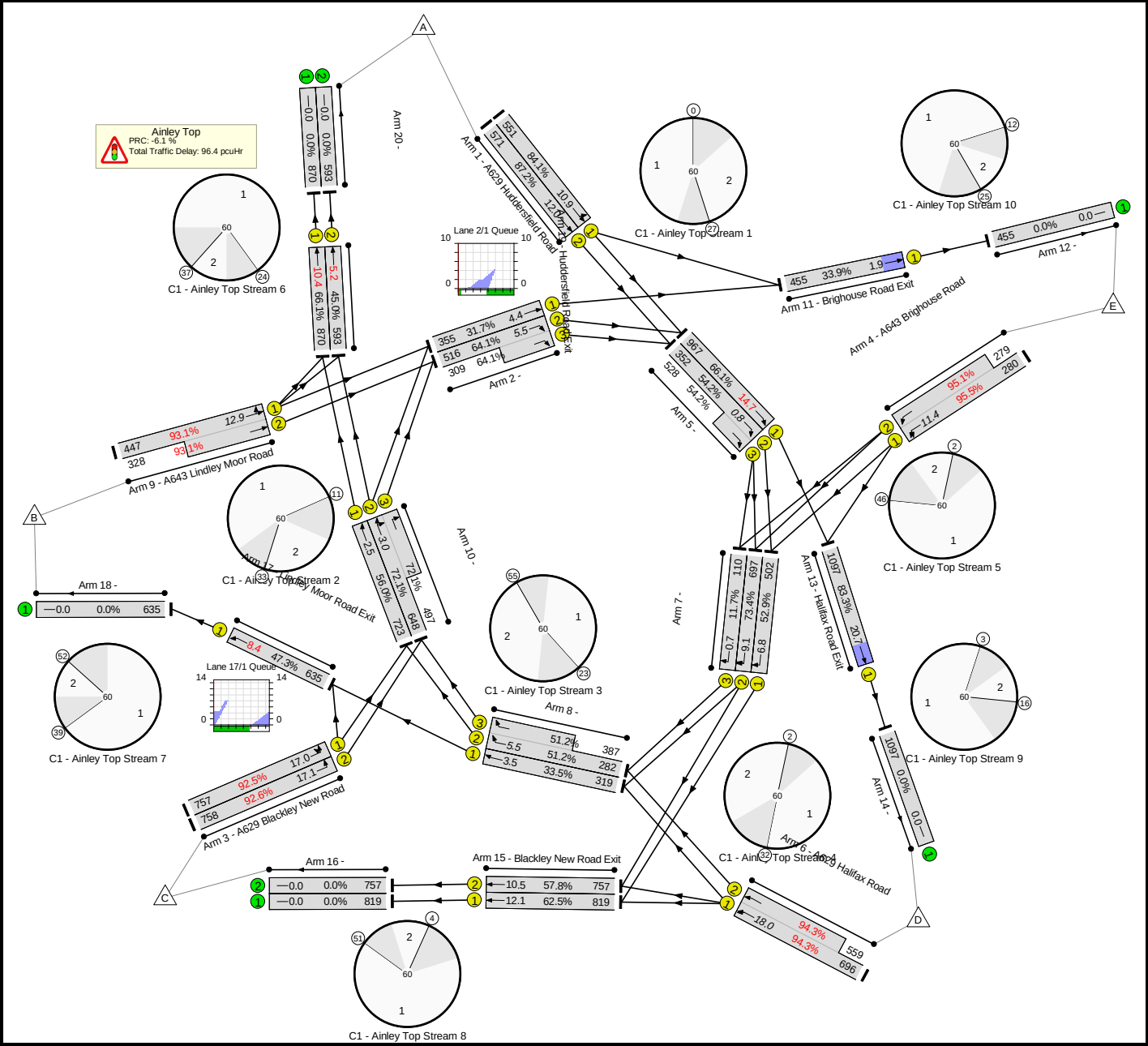
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12



Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	95.5%	-
Ainley Top	-	-	N/A	-	-	-	-	-	95.5%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	19	551	1965	655	84.1%	551
1/2	A629 Huddersfield Road Ahead	U	1	B	19	571	1965	655	87.2%	571
2/1	Ahead	U	1	A	32	355	2035	1119	31.7%	355
2/2+2/3	Right	U	1	A	32	825	2035:1995	805+482	64.1 : 64.1%	825
3/1	A629 Blackley New Road Left Left2	U	3	H	24	757	1965	819	92.5%	757
3/2	A629 Blackley New Road Left	U	3	H	24	758	1965	819	92.6%	758
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	559	1955:1955	293+293	95.5 : 95.1%	559
5/1	Ahead	U	5	M	42	967	2040	1462	66.1%	967
5/2+5/3	Right	U	5	M	42	880	2040:1990	649+974	54.2 : 54.2%	880
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	22	1255	1975:1975	738+593	94.3 : 94.3%	1255
7/1	Right	U	4	J	28	502	1965	950	52.9%	502
7/2	Right Right2	U	4	J	28	697	1965	950	73.4%	697
7/3	Right	U	4	J	28	110	1940	938	11.7%	110
8/1	Ahead	U	3	G	27	319	2040	952	33.5%	319
8/2+8/3	Right	U	3	G	27	669	2040:2040	550+755	51.2 : 51.2%	669
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	14	775	1940:1940	480+352	93.1 : 93.1%	775
10/1	Ahead	U	2	D	37	723	2040	1292	56.0%	723
10/2+10/3	Right Ahead	U	2	D	37	1145	2040:2040	898+689	72.1 : 72.1%	1145
11/1	Brighouse Road Exit Ahead	U	10	X	39	455	2015	1343	33.9%	455

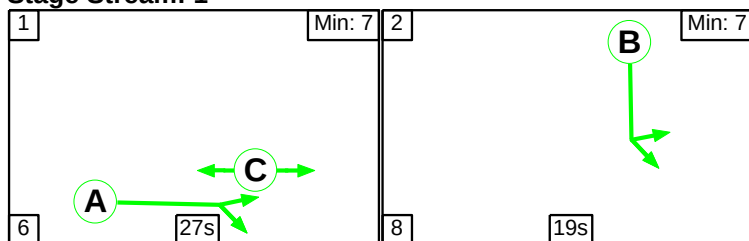
13/1	Halifax Road Exit Ahead	U	9	V	39	1097	1975	1317	83.3%	1097
15/1	Blackley New Road Exit Ahead	U	8	T	39	819	1965	1310	62.5%	819
15/2	Blackley New Road Exit Ahead	U	8	T	39	757	1965	1310	57.8%	757
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	635	2015	1343	47.3%	635
19/1	Huddersfield Road Exit Ahead	U	6	P	39	870	1975	1317	66.1%	870
19/2	Huddersfield Road Exit Ahead	U	6	P	39	593	1975	1317	45.0%	593

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	47.3	49.1	0.0	96.4	-	-	-	-	
Ainley Top	-	47.3	49.1	0.0	96.4	-	-	-	-	
1/1	551	2.8	2.5	-	5.4	35.0	8.4	2.5	10.9	
1/2	571	3.0	3.2	-	6.1	38.7	8.9	3.2	12.0	
2/1	355	0.7	0.2	-	1.0	9.7	4.2	0.2	4.4	
2/2+2/3	825	0.9	0.9	-	1.8	7.9	4.6	0.9	5.5	
3/1	757	3.5	5.2	-	8.7	41.5	11.8	5.2	17.0	
3/2	758	3.5	5.3	-	8.8	41.8	11.8	5.3	17.1	
4/1+4/2	559	3.9	6.8	-	10.7	69.1	4.6	6.8	11.4	
5/1	967	1.7	1.0	-	2.7	10.0	13.7	1.0	14.7	
5/2+5/3	880	0.1	0.6	-	0.6	2.6	0.2	0.6	0.8	
6/1+6/2	1255	5.9	7.0	-	12.8	36.8	11.0	7.0	18.0	
7/1	502	1.6	0.6	-	2.2	15.8	6.3	0.6	6.8	
7/2	697	2.4	1.4	-	3.8	19.6	7.7	1.4	9.1	
7/3	110	0.0	0.1	-	0.1	2.8	0.6	0.1	0.7	
8/1	319	1.1	0.3	-	1.4	15.7	3.2	0.3	3.5	
8/2+8/3	669	0.7	0.5	-	1.3	6.8	5.0	0.5	5.5	
9/1+9/2	775	4.6	5.7	-	10.2	47.5	7.2	5.7	12.9	
10/1	723	0.3	0.6	-	0.9	4.7	1.9	0.6	2.5	
10/2+10/3	1145	0.4	1.3	-	1.6	5.2	1.7	1.3	3.0	
11/1	455	0.3	0.3	-	0.6	4.7	1.7	0.3	1.9	
13/1	1097	3.5	2.4	-	5.9	19.5	18.3	2.4	20.7	
15/1	819	1.7	0.8	-	2.5	10.9	11.3	0.8	12.1	
15/2	757	1.4	0.7	-	2.1	9.9	9.9	0.7	10.5	
17/1	635	1.2	0.4	-	1.7	9.6	8.0	0.4	8.4	
19/1	870	1.1	1.0	-	2.1	8.7	9.4	1.0	10.4	

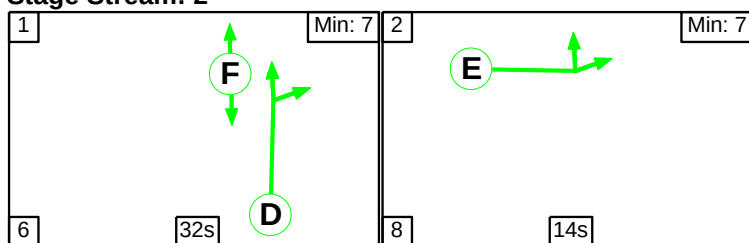
19/2	593	0.8	0.4	-	1.2	7.5	4.7	0.4	5.2	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	3.2		Total Delay for Signalled Lanes (pcuHr):	14.27	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	-3.5		Total Delay for Signalled Lanes (pcuHr):	12.81	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	-2.9		Total Delay for Signalled Lanes (pcuHr):	20.19	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	-4.8		Total Delay for Signalled Lanes (pcuHr):	18.92	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-6.1		Total Delay for Signalled Lanes (pcuHr):	14.06	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	36.2		Total Delay for Signalled Lanes (pcuHr):	3.33	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	90.4		Total Delay for Signalled Lanes (pcuHr):	1.70	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	44.0		Total Delay for Signalled Lanes (pcuHr):	4.57	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	8.0		Total Delay for Signalled Lanes (pcuHr):	5.94	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	165.7		Total Delay for Signalled Lanes (pcuHr):	0.59	Cycle Time (s):	60		
		PRC Over All Lanes (%):	-6.1		Total Delay Over All Lanes(pcuHr):	96.39				

Stage Sequence Diagram

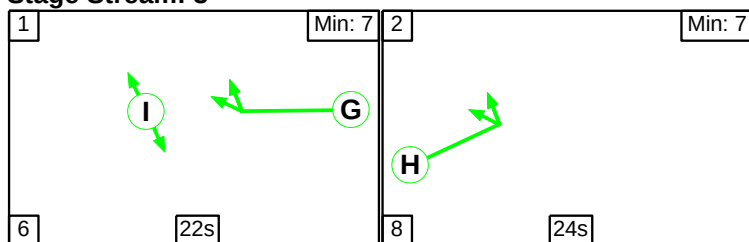
Stage Stream: 1



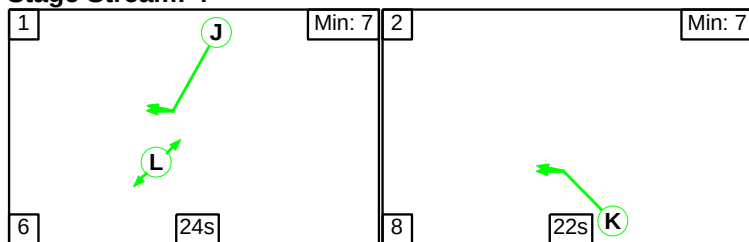
Stage Stream: 2



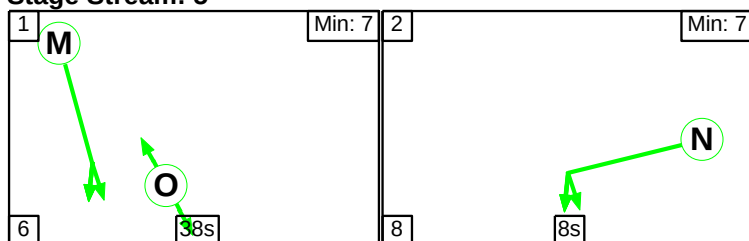
Stage Stream: 3



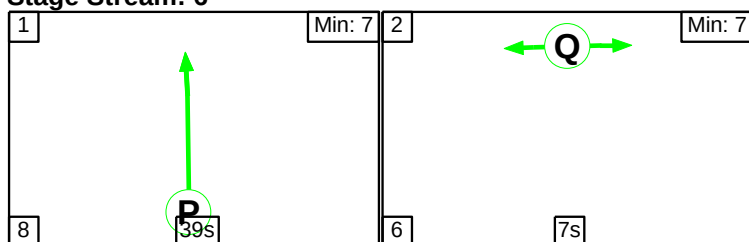
Stage Stream: 4



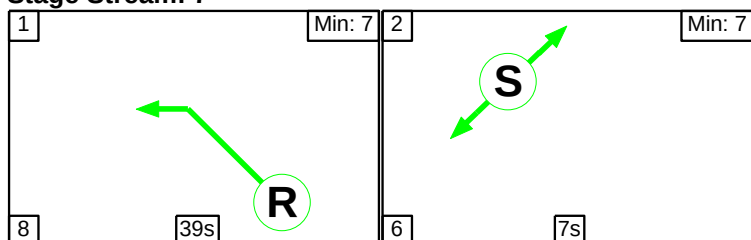
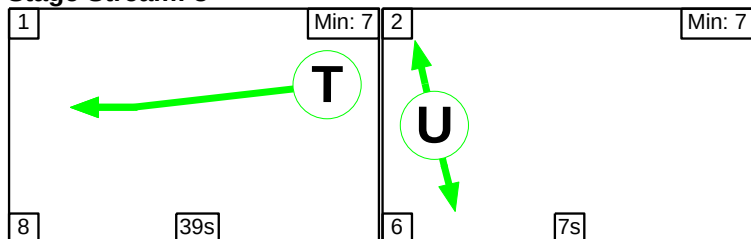
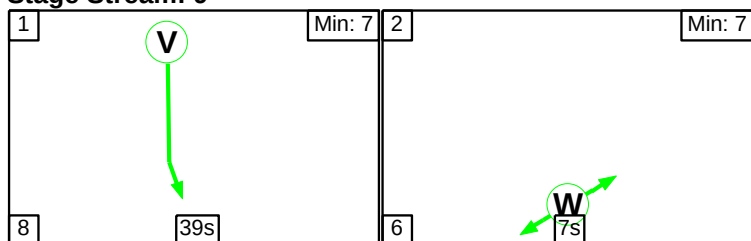
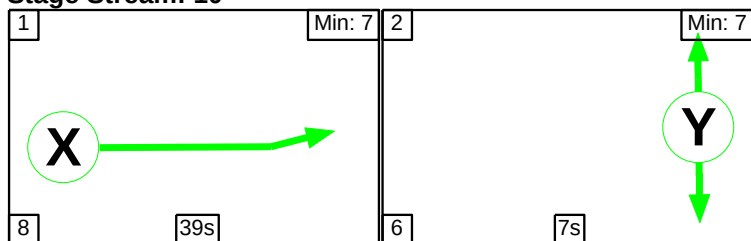
Stage Stream: 5



Stage Stream: 6



Ainley Top v5.lsg3x

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	27	19
Change Point	27	0

Stage Stream: 2

Stage	1	2
Duration	32	14
Change Point	33	11

Stage Stream: 3

Stage	1	2
Duration	22	24
Change Point	55	23

Stage Stream: 4

Stage	1	2
Duration	24	22
Change Point	2	32

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	2	46

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

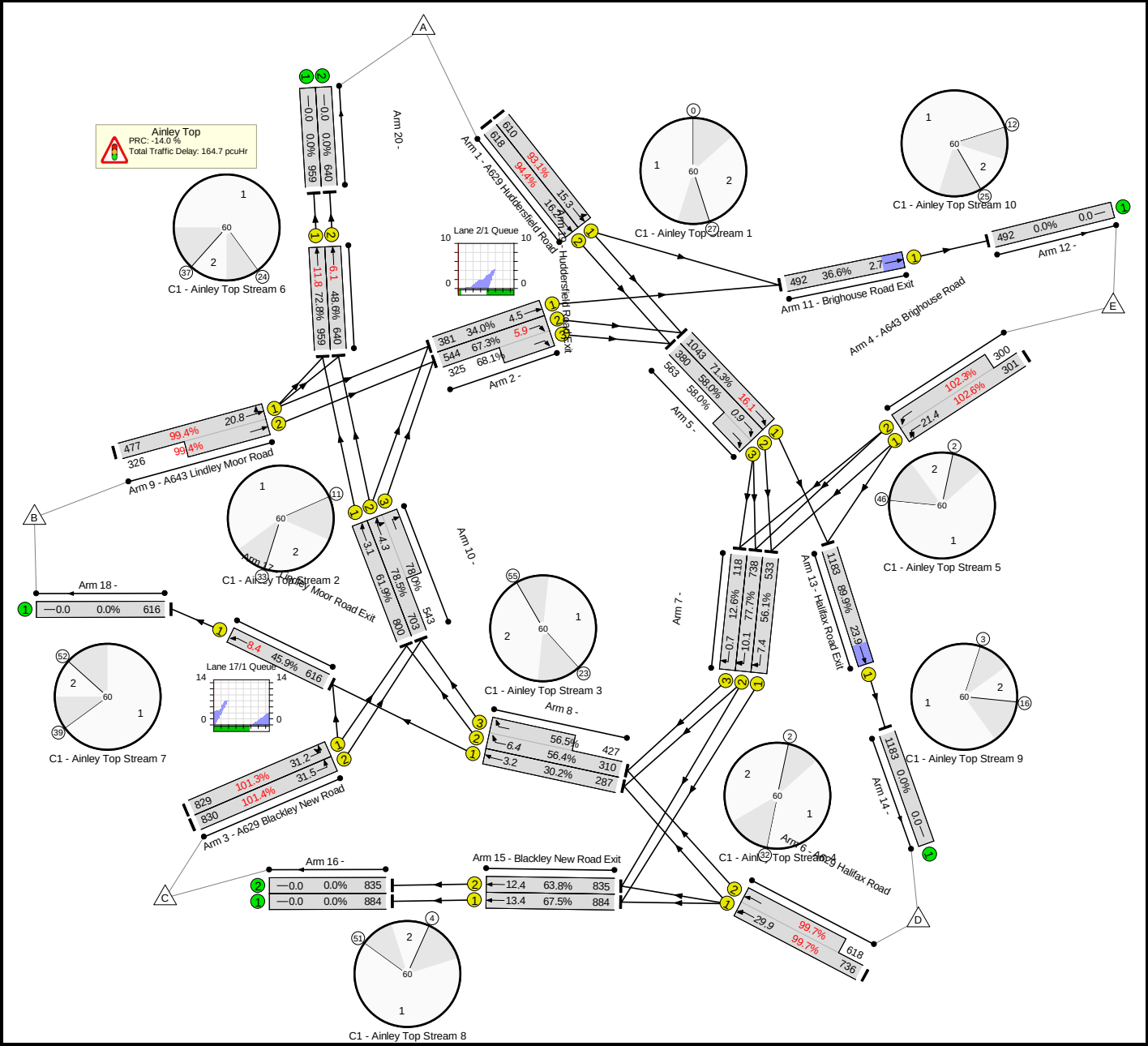
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12

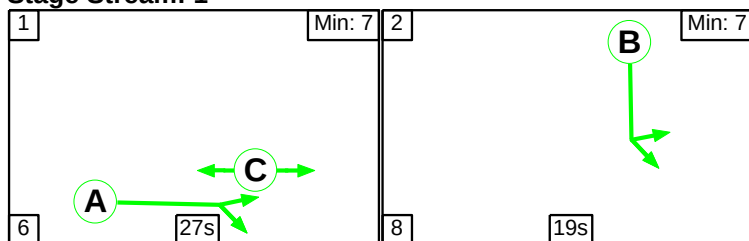
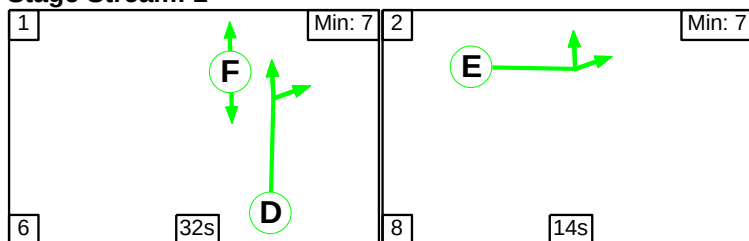
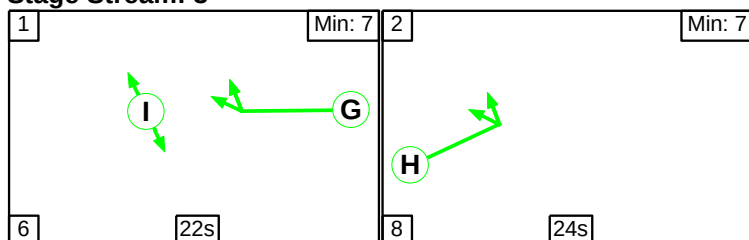
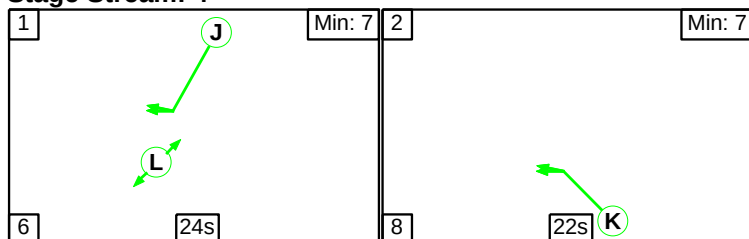
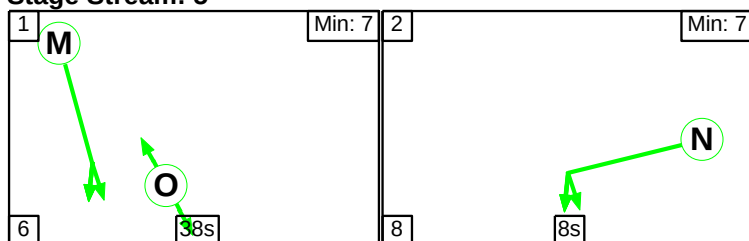
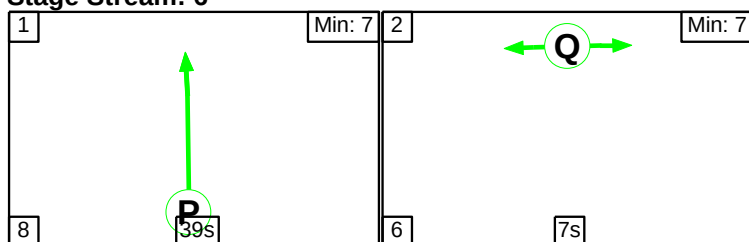


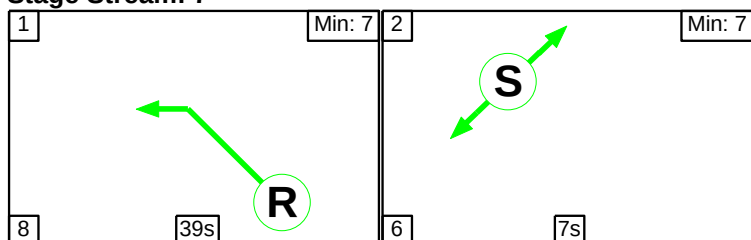
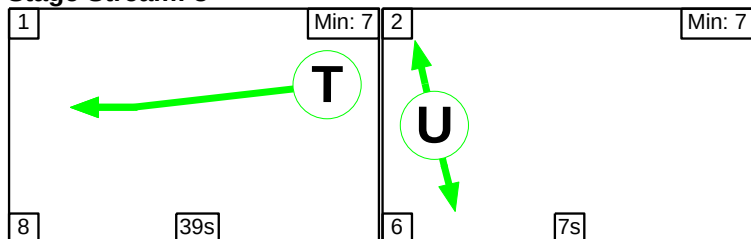
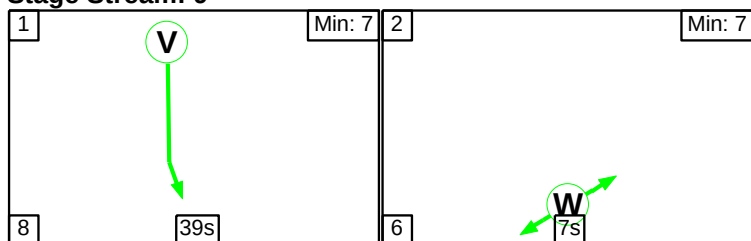
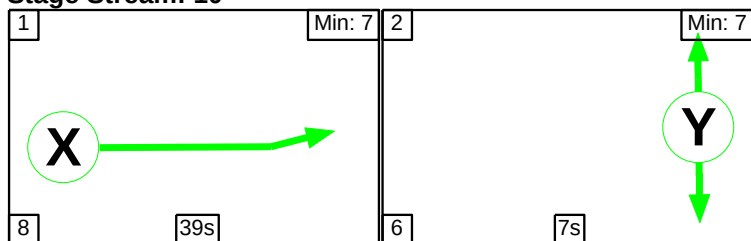
Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	102.6%	-
Ainley Top	-	-	N/A	-	-	-	-	-	102.6%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	19	610	1965	655	93.1%	610
1/2	A629 Huddersfield Road Ahead	U	1	B	19	618	1965	655	94.4%	618
2/1	Ahead	U	1	A	32	382	2035	1119	34.0%	381
2/2+2/3	Right	U	1	A	32	876	2035:1995	808+477	67.3 : 68.1%	869
3/1	A629 Blackley New Road Left Left2	U	3	H	24	829	1965	819	101.3%	829
3/2	A629 Blackley New Road Left	U	3	H	24	830	1965	819	101.4%	830
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	601	1955:1955	293+293	102.6 : 102.3%	601
5/1	Ahead	U	5	M	42	1050	2040	1462	71.3%	1043
5/2+5/3	Right	U	5	M	42	943	2040:1990	655+970	58.0 : 58.0%	943
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	22	1354	1975:1975	738+620	99.7 : 99.7%	1354
7/1	Right	U	4	J	28	537	1965	950	56.1%	533
7/2	Right Right2	U	4	J	28	742	1965	950	77.7%	738
7/3	Right	U	4	J	28	121	1940	938	12.6%	118
8/1	Ahead	U	3	G	27	289	2040	952	30.2%	287
8/2+8/3	Right	U	3	G	27	739	2040:2040	549+756	56.4 : 56.5%	736
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	14	803	1940:1940	480+328	99.4 : 99.4%	803
10/1	Ahead	U	2	D	37	807	2040	1292	61.9%	800
10/2+10/3	Right Ahead	U	2	D	37	1258	2040:2040	895+696	78.5 : 78.0%	1245
11/1	Brighouse Road Exit Ahead	U	10	X	39	493	2015	1343	36.6%	492

13/1	Halifax Road Exit Ahead	U	9	V	39	1194	1975	1317	89.9%	1183
15/1	Blackley New Road Exit Ahead	U	8	T	39	888	1965	1310	67.5%	884
15/2	Blackley New Road Exit Ahead	U	8	T	39	838	1965	1310	63.8%	835
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	622	2015	1343	45.9%	616
19/1	Huddersfield Road Exit Ahead	U	6	P	39	966	1975	1317	72.8%	959
19/2	Huddersfield Road Exit Ahead	U	6	P	39	644	1975	1317	48.6%	640

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	53.7	111.0	0.0	164.7	-	-	-	-	
Ainley Top	-	53.7	111.0	0.0	164.7	-	-	-	-	
1/1	610	3.3	5.5	-	8.7	51.5	9.8	5.5	15.3	
1/2	618	3.3	6.2	-	9.6	55.8	10.0	6.2	16.2	
2/1	381	0.8	0.3	-	1.0	9.9	4.3	0.3	4.5	
2/2+2/3	869	1.3	1.0	-	2.3	9.5	4.9	1.0	5.9	
3/1	819	4.2	17.2	-	21.4	93.1	14.0	17.2	31.2	
3/2	819	4.3	17.5	-	21.8	94.4	14.0	17.5	31.5	
4/1+4/2	587	4.5	16.4	-	20.9	125.2	5.0	16.4	21.4	
5/1	1043	1.8	1.2	-	3.0	10.3	14.8	1.2	16.1	
5/2+5/3	943	0.1	0.7	-	0.7	2.8	0.2	0.7	0.9	
6/1+6/2	1354	6.6	17.5	-	24.1	64.1	12.4	17.5	29.9	
7/1	533	1.9	0.6	-	2.5	17.0	6.7	0.6	7.4	
7/2	738	2.8	1.7	-	4.5	22.1	8.4	1.7	10.1	
7/3	118	0.0	0.1	-	0.1	2.8	0.7	0.1	0.7	
8/1	287	1.2	0.2	-	1.4	17.4	3.0	0.2	3.2	
8/2+8/3	736	0.8	0.6	-	1.4	6.9	5.7	0.6	6.4	
9/1+9/2	803	4.8	13.0	-	17.8	79.6	7.8	13.0	20.8	
10/1	800	0.3	0.8	-	1.1	5.1	2.3	0.8	3.1	
10/2+10/3	1245	0.6	1.8	-	2.4	6.9	2.6	1.8	4.3	
11/1	492	0.4	0.3	-	0.7	4.9	2.4	0.3	2.7	
13/1	1183	3.9	4.2	-	8.1	24.6	19.7	4.2	23.9	
15/1	884	1.9	1.0	-	3.0	12.1	12.3	1.0	13.4	
15/2	835	1.6	0.9	-	2.5	10.8	11.5	0.9	12.4	
17/1	616	1.3	0.4	-	1.7	9.8	7.9	0.4	8.4	
19/1	959	1.3	1.3	-	2.6	9.7	10.5	1.3	11.8	

19/2	640	0.9	0.5	-	1.4	7.9	5.6	0.5	6.1	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	-4.8	Total Delay for Signalled Lanes (pcuHr):	21.65	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	-10.4	Total Delay for Signalled Lanes (pcuHr):	21.29	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	-12.6	Total Delay for Signalled Lanes (pcuHr):	45.98	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	-10.8	Total Delay for Signalled Lanes (pcuHr):	31.25	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-14.0	Total Delay for Signalled Lanes (pcuHr):	24.64	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	23.6	Total Delay for Signalled Lanes (pcuHr):	4.00	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	96.2	Total Delay for Signalled Lanes (pcuHr):	1.68	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	33.4	Total Delay for Signalled Lanes (pcuHr):	5.47	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	8.10	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	146.0	Total Delay for Signalled Lanes (pcuHr):	0.66	Cycle Time (s):	60			
		PRC Over All Lanes (%):	-14.0	Total Delay Over All Lanes(pcuHr):	164.73					

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Stream: 4****Stage Stream: 5****Stage Stream: 6**

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	27	19
Change Point	27	0

Stage Stream: 2

Stage	1	2
Duration	32	14
Change Point	33	11

Stage Stream: 3

Stage	1	2
Duration	22	24
Change Point	55	23

Stage Stream: 4

Stage	1	2
Duration	24	22
Change Point	2	32

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	2	46

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

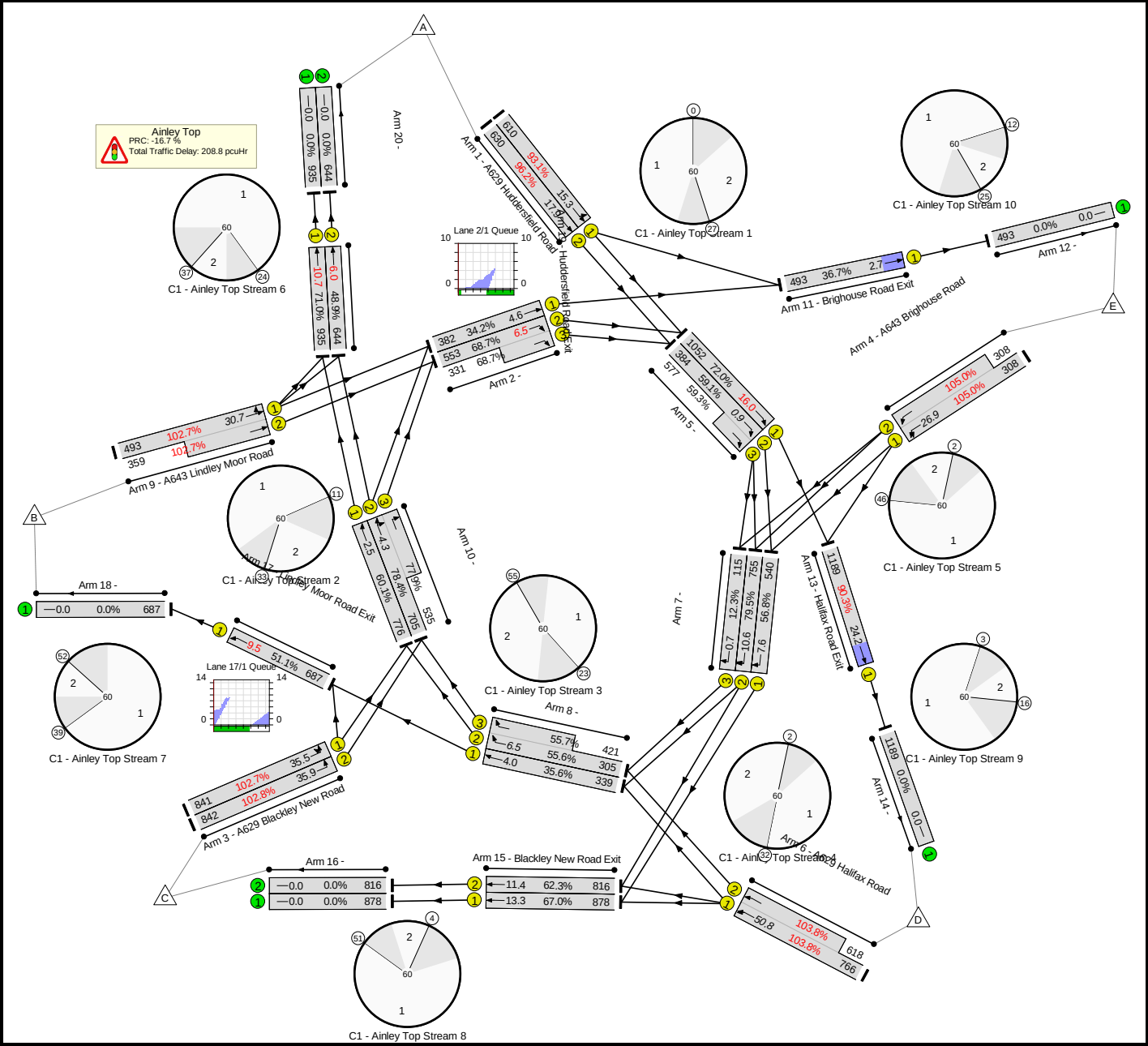
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12



Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	105.0%	-
Ainley Top	-	-	N/A	-	-	-	-	-	105.0%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	19	610	1965	655	93.1%	610
1/2	A629 Huddersfield Road Ahead	U	1	B	19	630	1965	655	96.2%	630
2/1	Ahead	U	1	A	32	391	2035	1119	34.2%	382
2/2+2/3	Right	U	1	A	32	909	2035:1995	806+481	68.7 : 68.7%	884
3/1	A629 Blackley New Road Left Left2	U	3	H	24	841	1965	819	102.7%	841
3/2	A629 Blackley New Road Left	U	3	H	24	842	1965	819	102.8%	842
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	616	1955:1955	293+293	105.0 : 105.0%	616
5/1	Ahead	U	5	M	42	1068	2040	1462	72.0%	1052
5/2+5/3	Right	U	5	M	42	970	2040:1990	649+974	59.1 : 59.3%	961
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	22	1384	1975:1975	738+596	103.8 : 103.8%	1384
7/1	Right	U	4	J	28	552	1965	950	56.8%	540
7/2	Right Right2	U	4	J	28	769	1965	950	79.5%	755
7/3	Right	U	4	J	28	121	1940	938	12.3%	115
8/1	Ahead	U	3	G	27	346	2040	952	35.6%	339
8/2+8/3	Right	U	3	G	27	739	2040:2040	549+756	55.6 : 55.7%	726
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	14	852	1940:1940	480+350	102.7 : 102.7%	852
10/1	Ahead	U	2	D	37	795	2040	1292	60.1%	776
10/2+10/3	Right Ahead	U	2	D	37	1270	2040:2040	899+687	78.4 : 77.9%	1240
11/1	Brighouse Road Exit Ahead	U	10	X	39	502	2015	1343	36.7%	493

13/1	Halifax Road Exit Ahead	U	9	V	39	1212	1975	1317	90.3%	1189
15/1	Blackley New Road Exit Ahead	U	8	T	39	903	1965	1310	67.0%	878
15/2	Blackley New Road Exit Ahead	U	8	T	39	838	1965	1310	62.3%	816
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	703	2015	1343	51.1%	687
19/1	Huddersfield Road Exit Ahead	U	6	P	39	958	1975	1317	71.0%	935
19/2	Huddersfield Road Exit Ahead	U	6	P	39	659	1975	1317	48.9%	644

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	56.8	151.9	0.0	208.8	-	-	-	-	
Ainley Top	-	56.8	151.9	0.0	208.8	-	-	-	-	
1/1	610	3.3	5.5	-	8.7	51.5	9.8	5.5	15.3	
1/2	630	3.4	7.8	-	11.2	64.0	10.1	7.8	17.9	
2/1	382	0.8	0.3	-	1.0	9.9	4.3	0.3	4.6	
2/2+2/3	884	1.3	1.1	-	2.4	9.6	5.4	1.1	6.5	
3/1	819	4.6	21.1	-	25.6	109.8	14.4	21.1	35.5	
3/2	819	4.6	21.4	-	26.0	111.2	14.4	21.4	35.9	
4/1+4/2	587	4.9	21.8	-	26.7	155.8	5.1	21.8	26.9	
5/1	1052	1.7	1.3	-	3.0	10.2	14.7	1.3	16.0	
5/2+5/3	961	0.1	0.7	-	0.8	2.9	0.2	0.7	0.9	
6/1+6/2	1349	7.6	35.0	-	42.6	110.8	15.8	35.0	50.8	
7/1	540	1.9	0.7	-	2.6	17.3	6.9	0.7	7.6	
7/2	755	3.0	1.9	-	4.9	23.2	8.7	1.9	10.6	
7/3	115	0.0	0.1	-	0.1	2.8	0.6	0.1	0.7	
8/1	339	1.4	0.3	-	1.7	17.8	3.7	0.3	4.0	
8/2+8/3	726	0.8	0.6	-	1.4	6.9	5.9	0.6	6.5	
9/1+9/2	830	5.7	21.3	-	26.9	113.8	9.4	21.3	30.7	
10/1	776	0.3	0.8	-	1.0	4.7	1.8	0.8	2.5	
10/2+10/3	1240	0.6	1.8	-	2.3	6.8	2.5	1.8	4.3	
11/1	493	0.4	0.3	-	0.7	4.9	2.4	0.3	2.7	
13/1	1189	3.9	4.4	-	8.3	25.0	19.8	4.4	24.2	
15/1	878	1.8	1.0	-	2.8	11.7	12.3	1.0	13.3	
15/2	816	1.5	0.8	-	2.3	10.2	10.6	0.8	11.4	
17/1	687	1.4	0.5	-	1.9	10.2	9.0	0.5	9.5	
19/1	935	1.2	1.2	-	2.4	9.2	9.4	1.2	10.7	

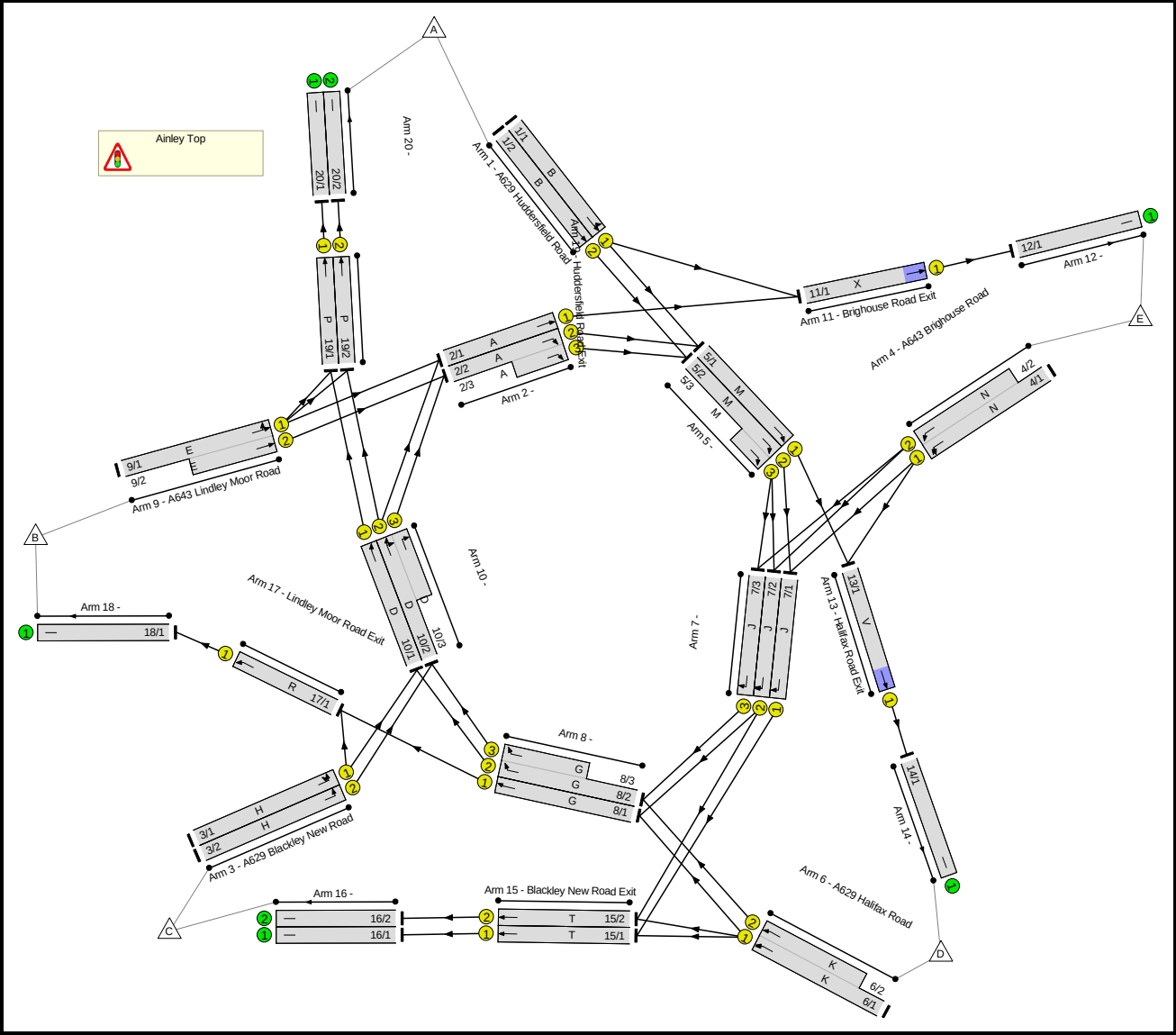
19/2	644	0.9	0.5	-	1.4	7.8	5.6	0.5	6.0	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	-6.9	Total Delay for Signalled Lanes (pcuHr):	23.35	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	-14.1	Total Delay for Signalled Lanes (pcuHr):	30.30	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	-14.3	Total Delay for Signalled Lanes (pcuHr):	54.73	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	-15.3	Total Delay for Signalled Lanes (pcuHr):	50.13	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-16.7	Total Delay for Signalled Lanes (pcuHr):	30.42	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	26.7	Total Delay for Signalled Lanes (pcuHr):	3.79	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	76.0	Total Delay for Signalled Lanes (pcuHr):	1.94	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	34.3	Total Delay for Signalled Lanes (pcuHr):	5.17	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	-0.4	Total Delay for Signalled Lanes (pcuHr):	8.27	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	145.1	Total Delay for Signalled Lanes (pcuHr):	0.67	Cycle Time (s):	60			
		PRC Over All Lanes (%):	-16.7	Total Delay Over All Lanes(pcuHr):	208.75					

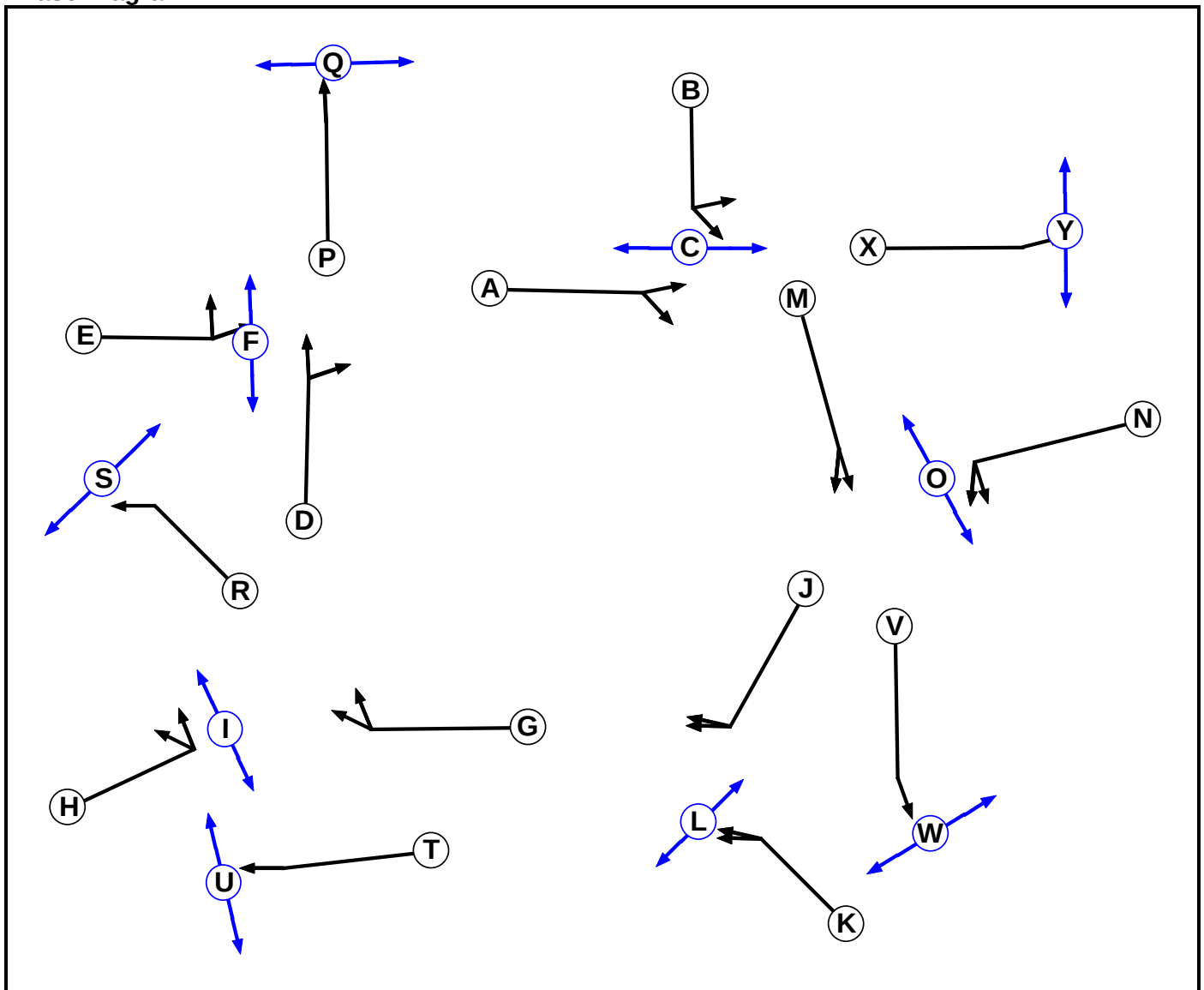
Full Input Data And Results**User and Project Details**

Project:	Ainley Top Capacity Analysis
Title:	Revised timings
Location:	
Model Purpose:	Ful data and results base on revised timings across all scenarios
Model Assumptions:	1 sec additional green allocated to Phases B, E & H to reflect use of amber in the interstage period. Intergreens from these phases to circulatory traffic has been reduced from 5 to 4 secs to reflect this. RR67 sat flows now adopted in lieu of directly entered values. Lane usage for flares on Arms 4, 6 & 9 to reflect actual usage. 1 sec additional green added to LMR
Additional detail:	
File name:	Ainley Top v5.lsg3x
Address:	

Full Input Data And Results**User and Project Details**

Project:	Ainley Top Capacity Analysis
Title:	Revised timings
Location:	
Model Purpose:	Ful data and results base on revised timings across all scenarios
Model Assumptions:	1 sec additional green allocated to Phases B, E & H to reflect use of amber in the interstage period. Intergreens from these phases to circulatory traffic has been reduced from 5 to 4 secs to reflect this. RR67 sat flows now adopted in lieu of directly entered values. Lane usage for flares on Arms 4, 6 & 9 to reflect actual usage. 1 sec additional green allocated to LMR
Additional detail:	
File name:	Ainley Top v5.lsg3x
Address:	





Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	4
B	Traffic	1		7	7
C	Pedestrian	1		7	7
D	Traffic	2		7	4
E	Traffic	2		7	7
F	Pedestrian	2		7	7
G	Traffic	3		7	4
H	Traffic	3		7	7
I	Pedestrian	3		7	7
J	Traffic	4		7	4
K	Traffic	4		7	7
L	Pedestrian	4		7	7
M	Traffic	5		7	4
N	Traffic	5		7	7
O	Pedestrian	5		7	7
P	Traffic	6		7	7
Q	Pedestrian	6		7	7
R	Traffic	7		7	7
S	Pedestrian	7		7	7
T	Traffic	8		7	7
U	Pedestrian	8		7	7
V	Traffic	9		7	7
W	Pedestrian	9		7	7
X	Traffic	10		7	7
Y	Pedestrian	10		7	7

Phase Intergreens Matrix

	Starting Phase																									
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	
Terminating Phase	A	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	B	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	C	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	D	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	E	-	-	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	F	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	G	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	H	-	-	-	-	-	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	K	-	-	-	-	-	-	-	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	L	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	M	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	N	-	-	-	-	-	-	-	-	-	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	
	O	-	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	
	P	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	
	Q	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	
	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	
	U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	
	V	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	
	W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	
	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	
	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	

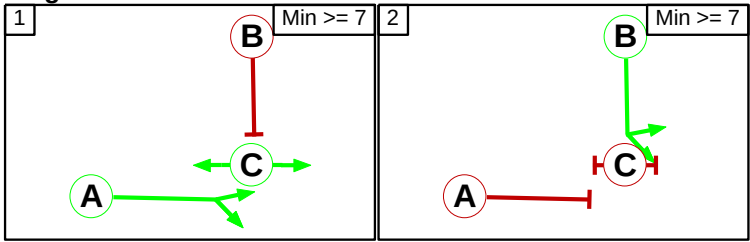
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A C
1	2	B
2	1	D F
2	2	E
3	1	G I
3	2	H
4	1	J L
4	2	K
5	1	M O
5	2	N

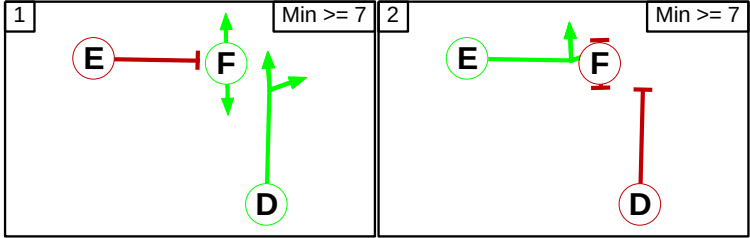
6	1	P
6	2	Q
7	1	R
7	2	S
8	1	T
8	2	U
9	1	V
9	2	W
10	1	X
10	2	Y

Stage Diagram

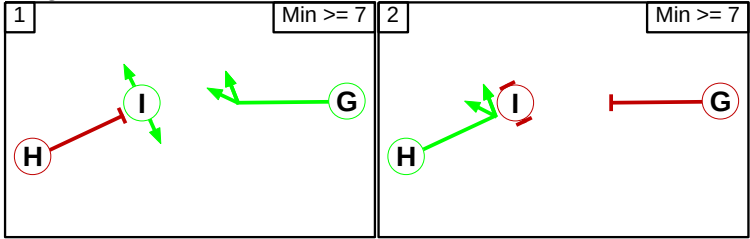
Stage Stream: 1



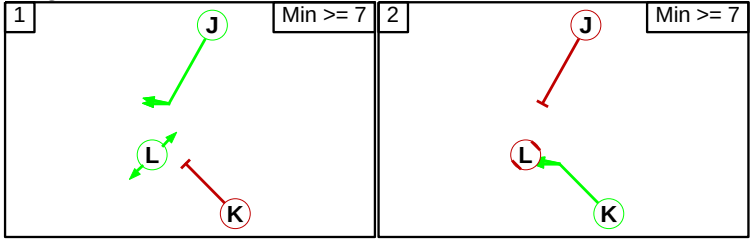
Stage Stream: 2



Stage Stream: 3

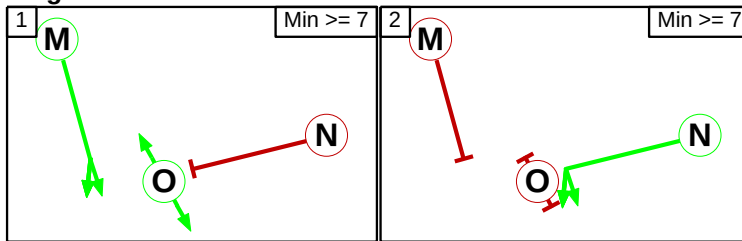


Stage Stream: 4

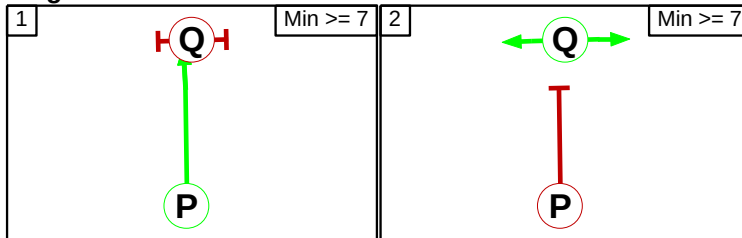


Ainley Top v5.lsg3x

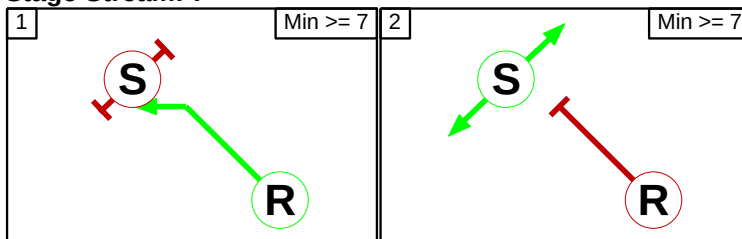
Stage Stream: 5



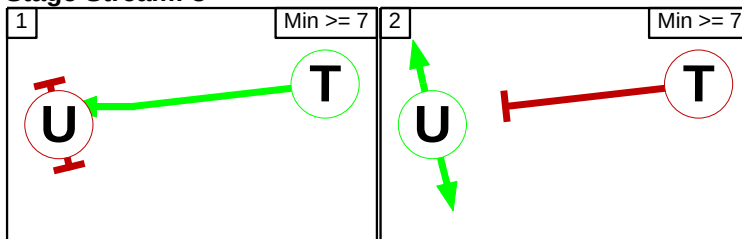
Stage Stream: 6



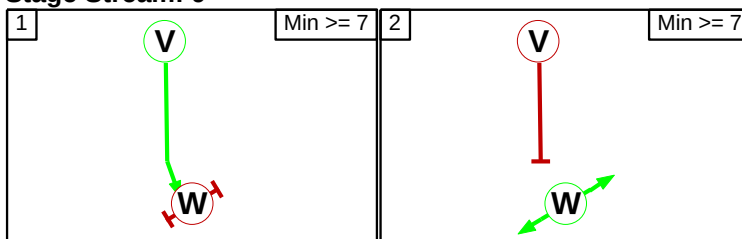
Stage Stream: 7



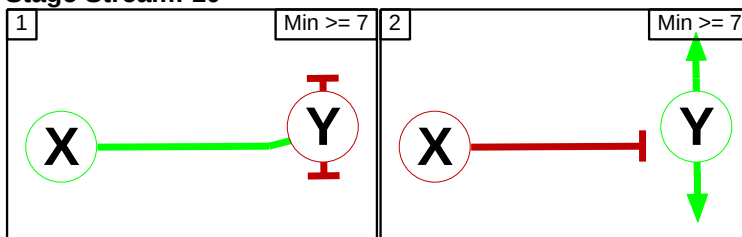
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	D	Losing	3	3

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	3	3

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	J	Losing	3	3

Stage Stream: 5

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	M	Losing	3	3

Lane Input Data

Junction: Ainley Top												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A629 Huddersfield Road)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 11 Left	Inf
1/2 (A629 Huddersfield Road)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
2/1	U	A	2	3	5.2	Geom	-	4.20	0.00	Y	Arm 11 Ahead	Inf
2/2	U	A	2	3	5.6	Geom	-	4.20	0.00	Y	Arm 5 Right	Inf
2/3	U	A	2	3	5.0	Geom	-	3.80	0.00	Y	Arm 5 Right	Inf
3/1 (A629 Blackley New Road)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 10 Left	Inf
3/2 (A629 Blackley New Road)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 17 Left	Inf
4/1 (A643 Brighouse Road)	U	N	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 10 Left	Inf
4/2 (A643 Brighouse Road)	U	N	2	3	11.8	Geom	-	3.40	0.00	Y	Arm 7 Left	Inf
5/1	U	M	2	3	8.7	Geom	-	4.25	0.00	Y	Arm 13 Ahead	Inf
5/2	U	M	2	3	7.5	Geom	-	4.25	0.00	Y	Arm 7 Right	Inf
5/3	U	M	2	3	3.7	Geom	-	3.75	0.00	Y	Arm 13 Ahead	Inf
6/1 (A629 Halifax Road)	U	K	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 7 Right	Inf
6/2 (A629 Halifax Road)	U	K	2	3	12.0	Geom	-	3.60	0.00	Y	Arm 8 Ahead	Inf
7/1	U	J	2	3	17.0	Geom	-	3.50	0.00	Y	Arm 15 Ahead	Inf
7/2	U	J	2	3	17.0	Geom	-	3.50	0.00	Y	Arm 8 Right	Inf

											Arm 15 Right	Inf
7/3	U	J	2	3	15.3	Geom	-	3.25	0.00	Y	Arm 8 Right	Inf
8/1	U	G	2	3	13.0	Geom	-	4.25	0.00	Y	Arm 17 Ahead	Inf
8/2	U	G	2	3	14.8	Geom	-	4.25	0.00	Y	Arm 10 Right	Inf
8/3	U	G	2	3	8.0	Geom	-	4.25	0.00	Y	Arm 10 Right	Inf
9/1 (A643 Lindley Moor Road)	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
											Arm 19 Left	Inf
9/2 (A643 Lindley Moor Road)	U	E	2	3	8.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
10/1	U	D	2	3	10.4	Geom	-	4.25	0.00	Y	Arm 19 Ahead	Inf
10/2	U	D	2	3	10.4	Geom	-	4.25	0.00	Y	Arm 2 Right	Inf
											Arm 19 Ahead	Inf
10/3	U	D	2	3	6.4	Geom	-	4.25	0.00	Y	Arm 2 Right	Inf
11/1 (Brighouse Road Exit)	U	X	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 12 Ahead	Inf
13/1 (Halifax Road Exit)	U	V	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 14 Ahead	Inf
15/1 (Blackley New Road Exit)	U	T	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 16 Ahead	Inf
15/2 (Blackley New Road Exit)	U	T	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 16 Ahead	Inf
17/1 (Lindley Moor Road Exit)	U	R	2	3	7.0	Geom	-	4.00	0.00	Y	Arm 18 Ahead	Inf
19/1 (Huddersfield Road Exit)	U	P	2	3	4.3	Geom	-	3.60	0.00	Y	Arm 20 Ahead	Inf
19/2 (Huddersfield Road Exit)	U	P	2	3	3.8	Geom	-	3.60	0.00	Y	Arm 20 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
2: '2022 Early PM'	16:00	17:00	01:00	
6: '2022 Early PM +dev'	16:00	17:00	01:00	
10: '2032 Early PM'	16:00	17:00	01:00	
14: '2032 Early PM +dev'	16:00	17:00	01:00	

Traffic Flows, Desired

Scenario 9: '2022 Early PM' (FG2: '2022 Early PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	242	420	444	160	1266
	B	178	0	140	22	174	514
	C	436	530	55	416	205	1642
	D	333	26	533	0	143	1035
	E	70	161	216	131	0	578
	Tot.	1017	959	1364	1013	682	5035

Scenario 10: '2022 Early PM with dev' (FG6: '2022 Early PM +dev', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	252	420	444	160	1276
	B	190	0	166	54	190	600
	C	436	551	55	416	205	1663
	D	333	52	533	0	143	1061
	E	70	174	216	131	0	591
	Tot.	1029	1029	1390	1045	698	5191

Scenario 11: '2032 Early PM' (FG10: '2032 Early PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	268	466	492	177	1403
	B	197	0	155	24	193	569
	C	483	588	61	461	228	1821
	D	369	29	591	0	159	1148
	E	78	178	239	145	0	640
	Tot.	1127	1063	1512	1122	757	5581

Scenario 12: '2032 Early PM with dev' (FG14: '2032 Early PM +dev', Plan 1: 'Network Control Plan 1')

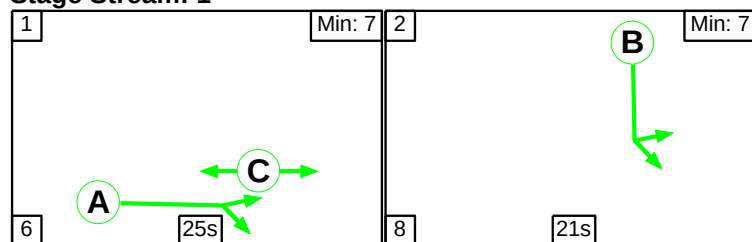
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	278	466	492	177	1413
	B	209	0	181	56	209	655
	C	483	609	61	461	228	1842
	D	369	55	591	0	159	1174
	E	78	191	239	145	0	653
	Tot.	1139	1133	1538	1154	773	5737

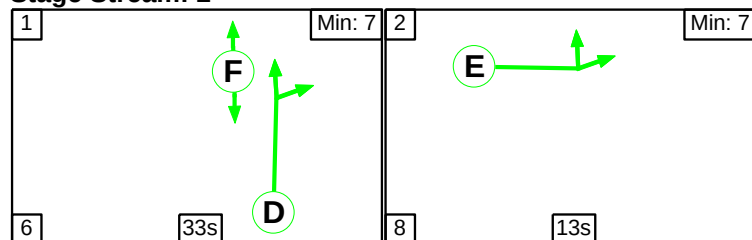
Scenario 9: '2022 Early PM' (FG2: '2022 Early PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

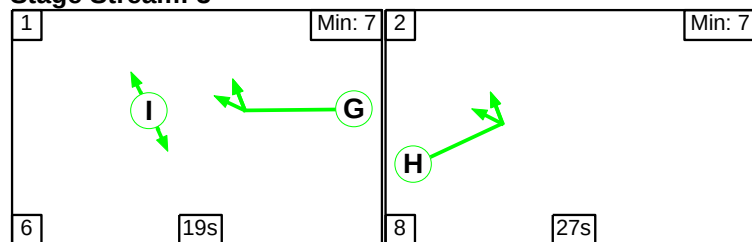
Stage Stream: 1



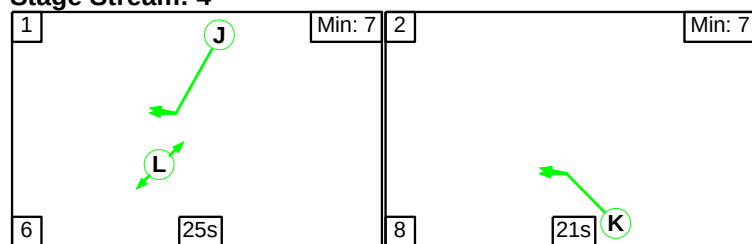
Stage Stream: 2



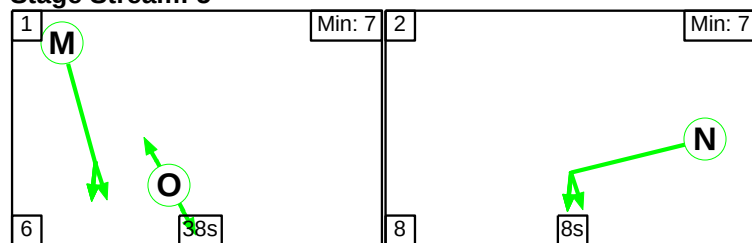
Stage Stream: 3



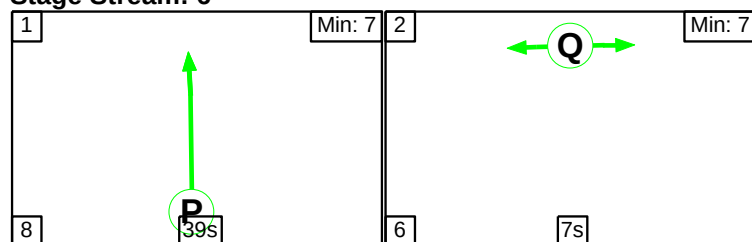
Stage Stream: 4



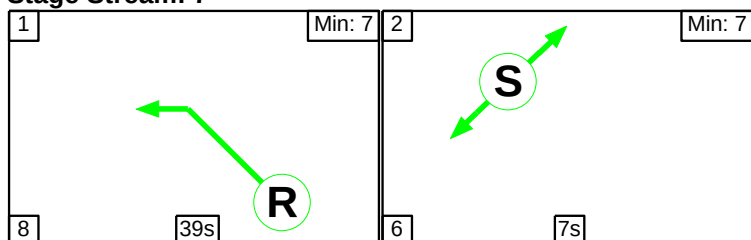
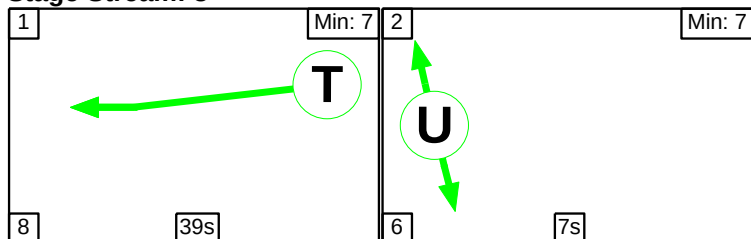
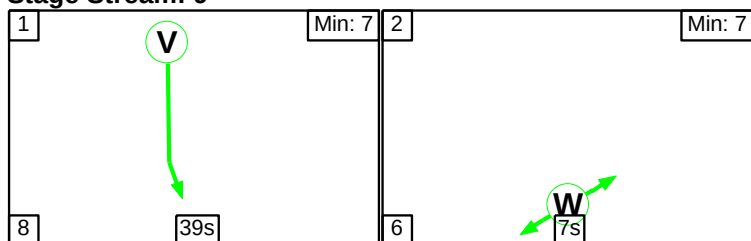
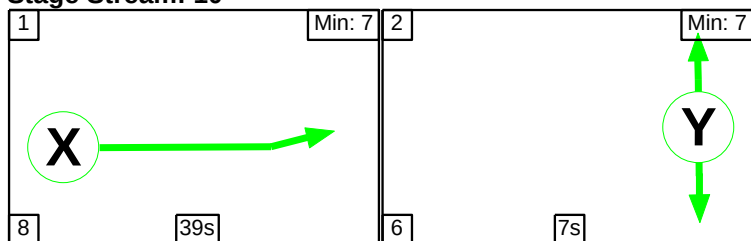
Stage Stream: 5



Stage Stream: 6



Ainley Top v5.lsg3x

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	25	21
Change Point	27	58

Stage Stream: 2

Stage	1	2
Duration	33	13
Change Point	32	11

Stage Stream: 3

Stage	1	2
Duration	19	27
Change Point	56	21

Stage Stream: 4

Stage	1	2
Duration	25	21
Change Point	6	37

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	50	34

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

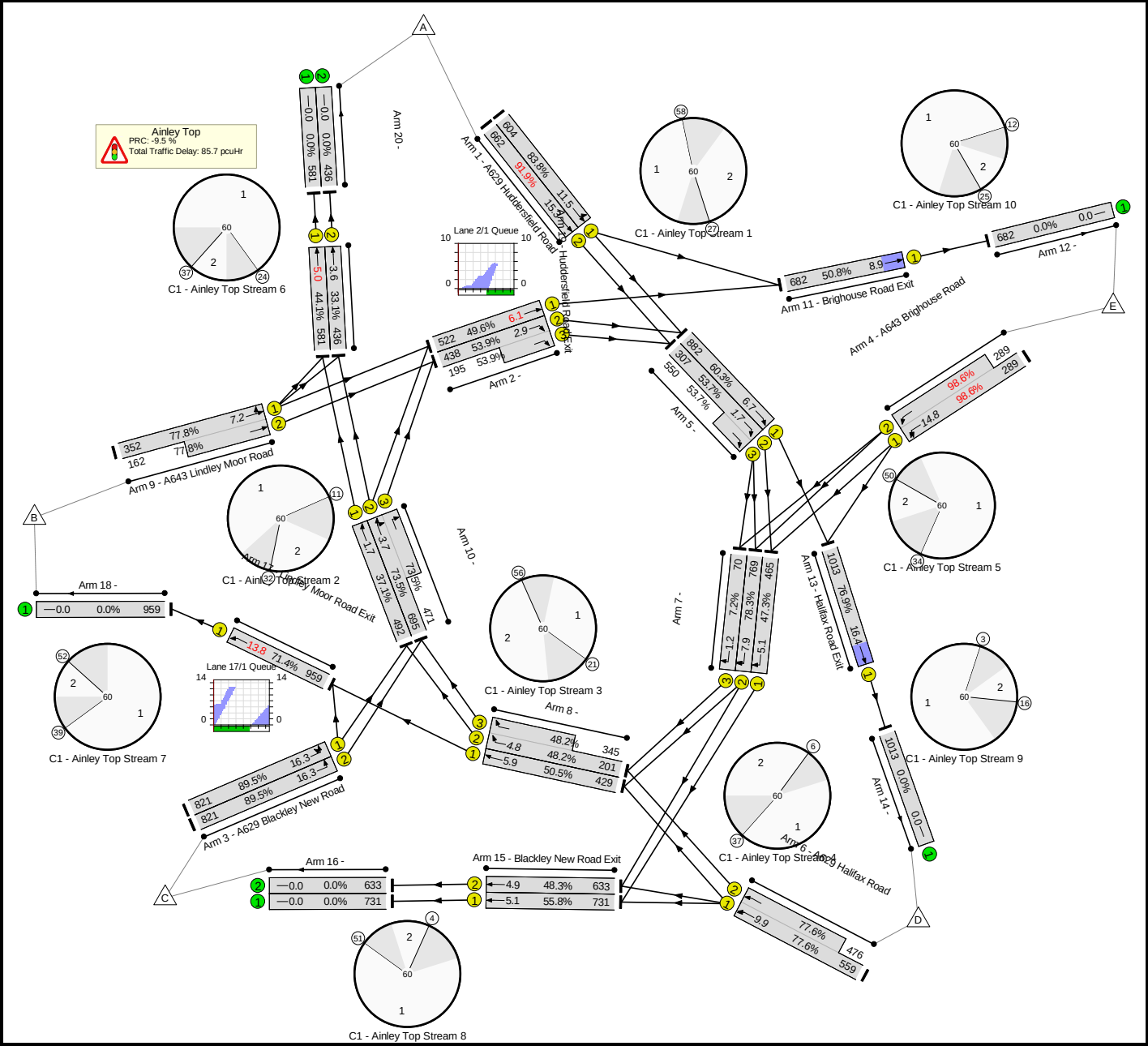
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12

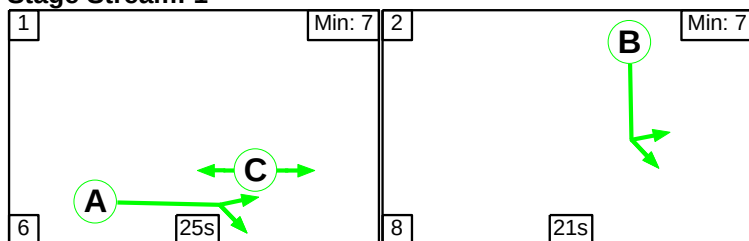
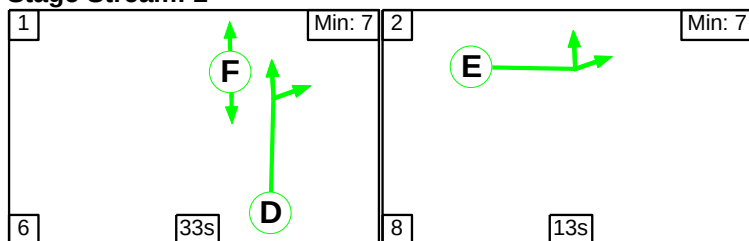
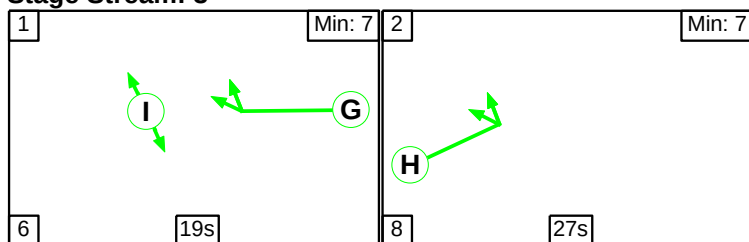
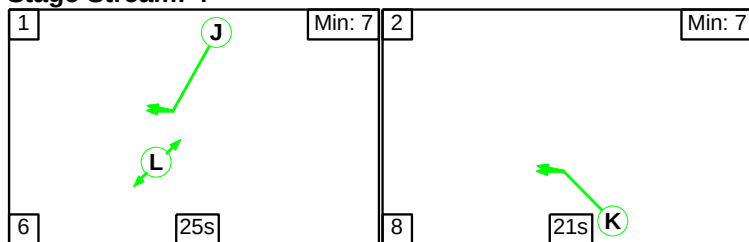
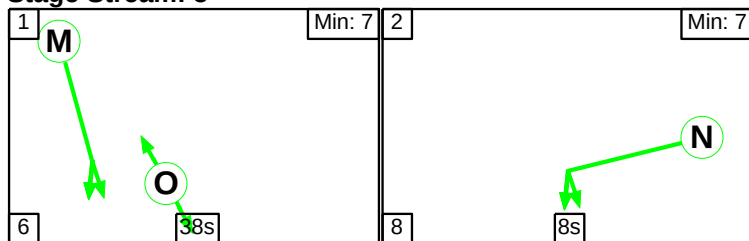
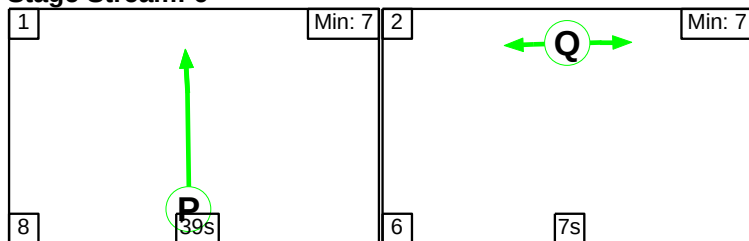


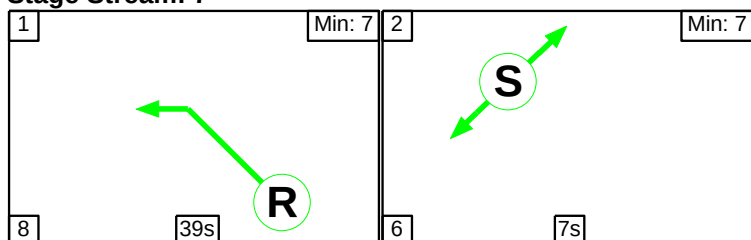
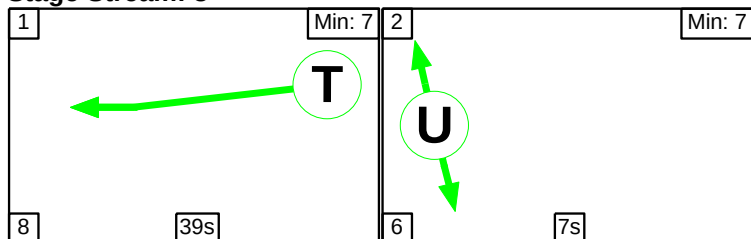
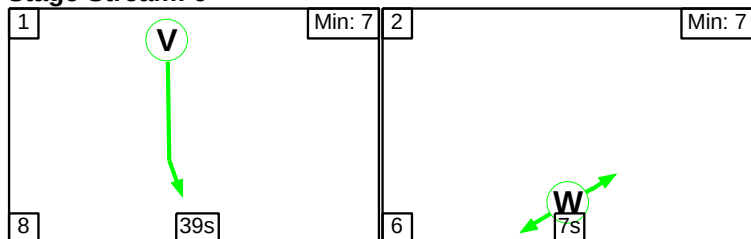
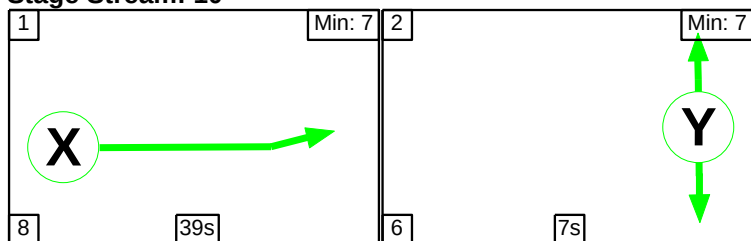
Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	98.6%	-
Ainley Top	-	-	N/A	-	-	-	-	-	98.6%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	21	604	1965	721	83.8%	604
1/2	A629 Huddersfield Road Ahead	U	1	B	21	662	1965	721	91.9%	662
2/1	Ahead	U	1	A	30	522	2035	1051	49.6%	522
2/2+2/3	Right	U	1	A	30	633	2035:1995	813+362	53.9 : 53.9%	633
3/1	A629 Blackley New Road Left Left2	U	3	H	27	821	1965	917	89.5%	821
3/2	A629 Blackley New Road Left	U	3	H	27	821	1965	917	89.5%	821
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	578	1955:1955	293+293	98.6 : 98.6%	578
5/1	Ahead	U	5	M	42	882	2040	1462	60.3%	882
5/2+5/3	Right	U	5	M	42	857	2040:1990	572+1025	53.7 : 53.7%	857
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	21	1035	1975:1975	720+613	77.6 : 77.6%	1035
7/1	Right	U	4	J	29	465	1965	982	47.3%	465
7/2	Right Right2	U	4	J	29	769	1965	982	78.3%	769
7/3	Right	U	4	J	29	70	1940	970	7.2%	70
8/1	Ahead	U	3	G	24	429	2040	850	50.5%	429
8/2+8/3	Right	U	3	G	24	546	2040:2040	417+716	48.2 : 48.2%	546
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	13	514	1940:1940	453+208	77.8 : 77.8%	514
10/1	Ahead	U	2	D	38	492	2040	1326	37.1%	492
10/2+10/3	Right Ahead	U	2	D	38	1166	2040:2040	946+641	73.5 : 73.5%	1166
11/1	Brighouse Road Exit Ahead	U	10	X	39	682	2015	1343	50.8%	682

13/1	Halifax Road Exit Ahead	U	9	V	39	1013	1975	1317	76.9%	1013
15/1	Blackley New Road Exit Ahead	U	8	T	39	731	1965	1310	55.8%	731
15/2	Blackley New Road Exit Ahead	U	8	T	39	633	1965	1310	48.3%	633
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	959	2015	1343	71.4%	959
19/1	Huddersfield Road Exit Ahead	U	6	P	39	581	1975	1317	44.1%	581
19/2	Huddersfield Road Exit Ahead	U	6	P	39	436	1975	1317	33.1%	436

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	44.5	41.2	0.0	85.7	-	-	-	-	
Ainley Top	-	44.5	41.2	0.0	85.7	-	-	-	-	
1/1	604	2.9	2.5	-	5.4	32.2	9.1	2.5	11.5	
1/2	662	3.3	4.9	-	8.2	44.5	10.5	4.9	15.3	
2/1	522	1.3	0.5	-	1.8	12.1	5.6	0.5	6.1	
2/2+2/3	633	1.0	0.6	-	1.5	8.7	2.4	0.6	2.9	
3/1	821	3.3	4.0	-	7.3	32.0	12.3	4.0	16.3	
3/2	821	3.3	4.0	-	7.3	32.0	12.3	4.0	16.3	
4/1+4/2	578	4.1	10.1	-	14.2	88.2	4.7	10.1	14.8	
5/1	882	0.7	0.8	-	1.5	6.0	5.9	0.8	6.7	
5/2+5/3	857	0.5	0.6	-	1.1	4.7	1.1	0.6	1.7	
6/1+6/2	1035	4.7	1.7	-	6.4	22.3	8.2	1.7	9.9	
7/1	465	1.3	0.4	-	1.8	13.6	4.6	0.4	5.1	
7/2	769	2.0	1.8	-	3.8	17.6	6.1	1.8	7.9	
7/3	70	0.3	0.0	-	0.3	16.7	1.2	0.0	1.2	
8/1	429	2.4	0.5	-	2.9	24.3	5.4	0.5	5.9	
8/2+8/3	546	0.3	0.5	-	0.7	4.8	4.3	0.5	4.8	
9/1+9/2	514	3.0	1.7	-	4.7	32.8	5.5	1.7	7.2	
10/1	492	0.2	0.3	-	0.5	3.7	1.4	0.3	1.7	
10/2+10/3	1166	0.3	1.4	-	1.7	5.3	2.3	1.4	3.7	
11/1	682	0.7	0.5	-	1.2	6.5	8.4	0.5	8.9	
13/1	1013	3.5	1.7	-	5.1	18.3	14.7	1.7	16.4	
15/1	731	0.8	0.6	-	1.5	7.2	4.4	0.6	5.1	
15/2	633	0.8	0.5	-	1.3	7.4	4.5	0.5	4.9	
17/1	959	2.5	1.2	-	3.8	14.1	12.6	1.2	13.8	
19/1	581	0.6	0.4	-	1.0	6.3	4.6	0.4	5.0	

19/2	436	0.5	0.2	-	0.8	6.4	3.4	0.2	3.6	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	-2.1	Total Delay for Signalled Lanes (pcuHr):	16.88	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	15.7	Total Delay for Signalled Lanes (pcuHr):	6.90	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	18.20	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	12.25	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-9.5	Total Delay for Signalled Lanes (pcuHr):	16.76	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	104.0	Total Delay for Signalled Lanes (pcuHr):	1.79	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	3.75	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	61.3	Total Delay for Signalled Lanes (pcuHr):	2.77	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	17.0	Total Delay for Signalled Lanes (pcuHr):	5.14	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	77.3	Total Delay for Signalled Lanes (pcuHr):	1.22	Cycle Time (s):	60			
		PRC Over All Lanes (%):	-9.5	Total Delay Over All Lanes(pcuHr):	85.68					

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Stream: 4****Stage Stream: 5****Stage Stream: 6**

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	25	21
Change Point	27	58

Stage Stream: 2

Stage	1	2
Duration	33	13
Change Point	32	11

Stage Stream: 3

Stage	1	2
Duration	19	27
Change Point	56	21

Stage Stream: 4

Stage	1	2
Duration	25	21
Change Point	6	37

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	50	34

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

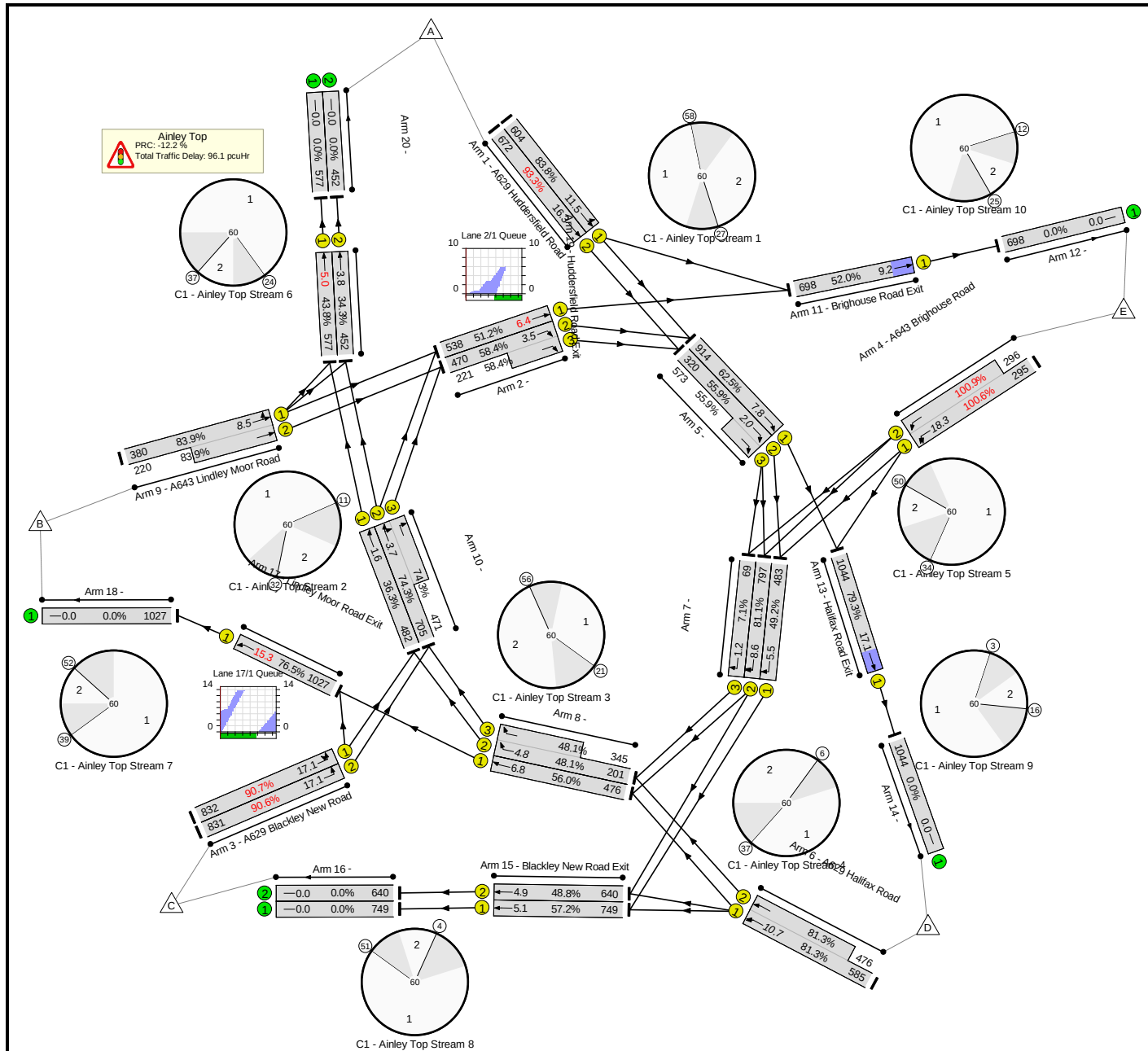
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12

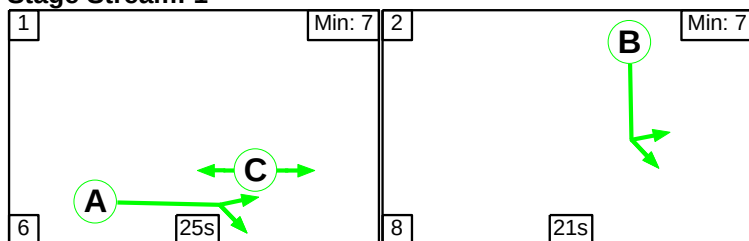
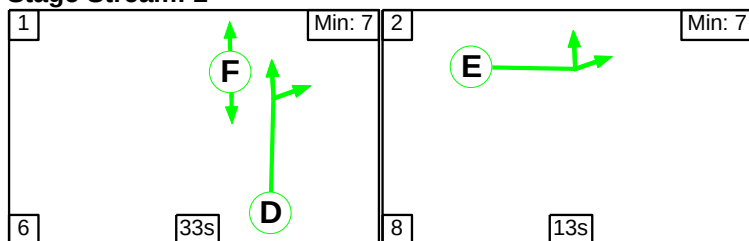
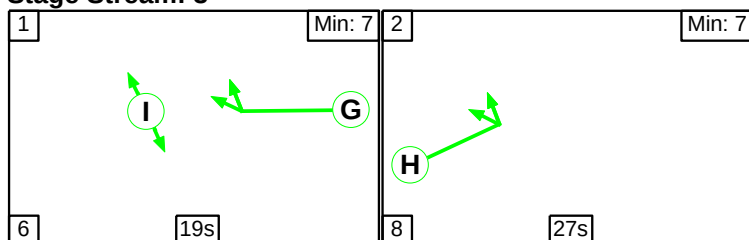
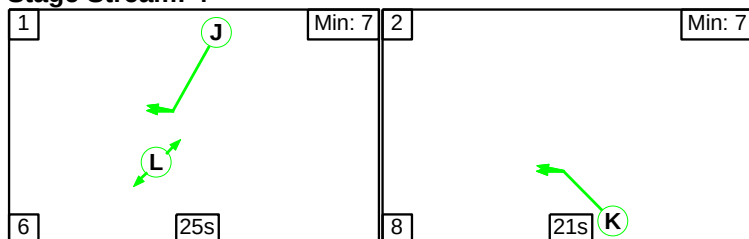
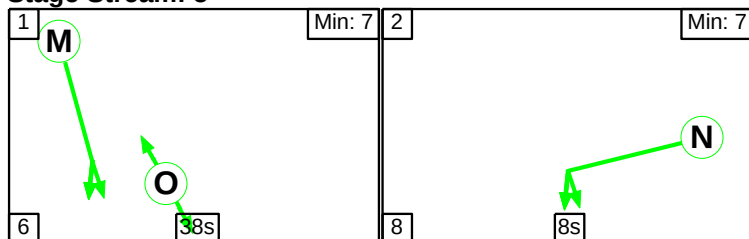
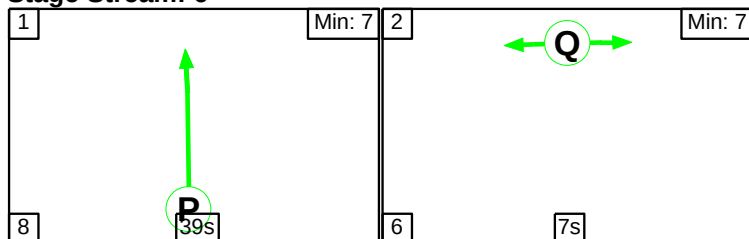


Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	100.9%	-
Ainley Top	-	-	N/A	-	-	-	-	-	100.9%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	21	604	1965	721	83.8%	604
1/2	A629 Huddersfield Road Ahead	U	1	B	21	672	1965	721	93.3%	672
2/1	Ahead	U	1	A	30	538	2035	1051	51.2%	538
2/2+2/3	Right	U	1	A	30	691	2035:1995	804+378	58.4 : 58.4%	691
3/1	A629 Blackley New Road Left Left2	U	3	H	27	832	1965	917	90.7%	832
3/2	A629 Blackley New Road Left	U	3	H	27	831	1965	917	90.6%	831
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	591	1955:1955	293+293	100.6 : 100.9%	591
5/1	Ahead	U	5	M	42	914	2040	1462	62.5%	914
5/2+5/3	Right	U	5	M	42	893	2040:1990	572+1025	55.9 : 55.9%	893
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	21	1061	1975:1975	720+586	81.3 : 81.3%	1061
7/1	Right	U	4	J	29	484	1965	982	49.2%	483
7/2	Right Right2	U	4	J	29	799	1965	982	81.1%	797
7/3	Right	U	4	J	29	70	1940	970	7.1%	69
8/1	Ahead	U	3	G	24	478	2040	850	56.0%	476
8/2+8/3	Right	U	3	G	24	546	2040:2040	417+716	48.1 : 48.1%	545
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	13	600	1940:1940	453+262	83.9 : 83.9%	600
10/1	Ahead	U	2	D	38	482	2040	1326	36.3%	482
10/2+10/3	Right Ahead	U	2	D	38	1176	2040:2040	949+634	74.3 : 74.3%	1176
11/1	Brighouse Road Exit Ahead	U	10	X	39	698	2015	1343	52.0%	698

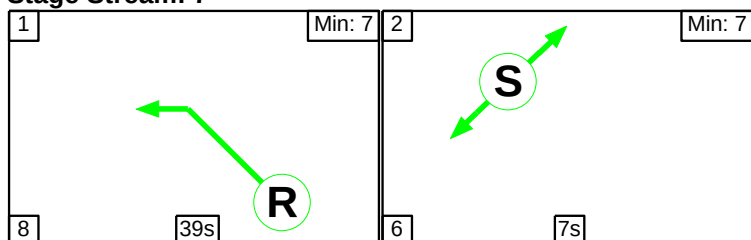
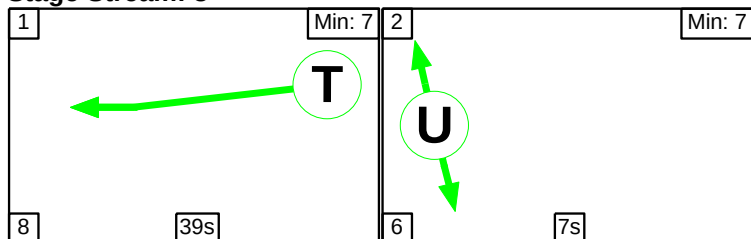
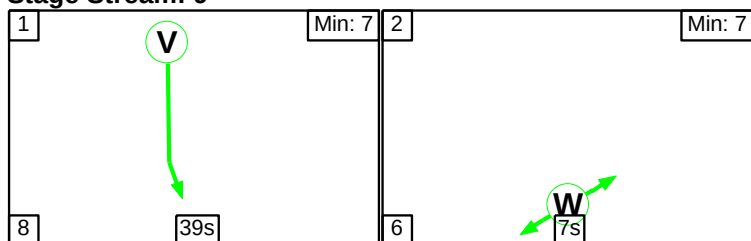
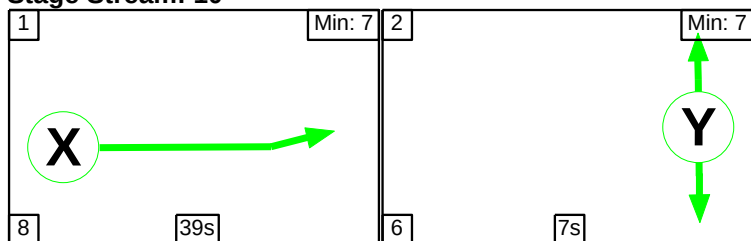
13/1	Halifax Road Exit Ahead	U	9	V	39	1045	1975	1317	79.3%	1044
15/1	Blackley New Road Exit Ahead	U	8	T	39	750	1965	1310	57.2%	749
15/2	Blackley New Road Exit Ahead	U	8	T	39	640	1965	1310	48.8%	640
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	1029	2015	1343	76.5%	1027
19/1	Huddersfield Road Exit Ahead	U	6	P	39	577	1975	1317	43.8%	577
19/2	Huddersfield Road Exit Ahead	U	6	P	39	452	1975	1317	34.3%	452

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	47.2	48.9	0.0	96.1	-	-	-	-	
Ainley Top	-	47.2	48.9	0.0	96.1	-	-	-	-	
1/1	604	2.9	2.5	-	5.4	32.2	9.1	2.5	11.5	
1/2	672	3.4	5.6	-	9.0	48.4	10.6	5.6	16.3	
2/1	538	1.3	0.5	-	1.8	12.3	5.9	0.5	6.4	
2/2+2/3	691	1.1	0.7	-	1.8	9.2	2.8	0.7	3.5	
3/1	832	3.4	4.4	-	7.9	34.0	12.7	4.4	17.1	
3/2	831	3.4	4.4	-	7.8	33.8	12.7	4.4	17.1	
4/1+4/2	587	4.3	13.3	-	17.6	107.3	5.0	13.3	18.3	
5/1	914	1.0	0.8	-	1.8	7.1	7.0	0.8	7.8	
5/2+5/3	893	0.7	0.6	-	1.3	5.2	1.4	0.6	2.0	
6/1+6/2	1061	4.9	2.1	-	7.0	23.8	8.6	2.1	10.7	
7/1	483	1.4	0.5	-	1.9	14.1	5.0	0.5	5.5	
7/2	797	2.2	2.1	-	4.3	19.2	6.5	2.1	8.6	
7/3	69	0.3	0.0	-	0.3	16.6	1.2	0.0	1.2	
8/1	476	2.6	0.6	-	3.3	24.7	6.1	0.6	6.8	
8/2+8/3	545	0.3	0.5	-	0.7	4.8	4.3	0.5	4.8	
9/1+9/2	600	3.5	2.5	-	6.0	36.2	6.0	2.5	8.5	
10/1	482	0.2	0.3	-	0.5	3.7	1.4	0.3	1.6	
10/2+10/3	1176	0.3	1.4	-	1.8	5.4	2.3	1.4	3.7	
11/1	698	0.7	0.5	-	1.3	6.5	8.7	0.5	9.2	
13/1	1044	3.8	1.9	-	5.7	19.6	15.2	1.9	17.1	
15/1	749	0.8	0.7	-	1.5	7.1	4.4	0.7	5.1	
15/2	640	0.8	0.5	-	1.3	7.3	4.5	0.5	4.9	
17/1	1027	2.8	1.6	-	4.4	15.3	13.6	1.6	15.3	
19/1	577	0.6	0.4	-	1.0	6.4	4.6	0.4	5.0	

19/2	452	0.6	0.3	-	0.8	6.5	3.5	0.3	3.8	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	-3.6		Total Delay for Signalled Lanes (pcuHr):	18.04	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	7.2		Total Delay for Signalled Lanes (pcuHr):	8.30	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	-0.8		Total Delay for Signalled Lanes (pcuHr):	19.64	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	10.8		Total Delay for Signalled Lanes (pcuHr):	13.46	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-12.2		Total Delay for Signalled Lanes (pcuHr):	20.70	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	105.5		Total Delay for Signalled Lanes (pcuHr):	1.84	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	17.7		Total Delay for Signalled Lanes (pcuHr):	4.36	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	57.4		Total Delay for Signalled Lanes (pcuHr):	2.77	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	13.5		Total Delay for Signalled Lanes (pcuHr):	5.69	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	73.2		Total Delay for Signalled Lanes (pcuHr):	1.26	Cycle Time (s):	60		
		PRC Over All Lanes (%):	-12.2		Total Delay Over All Lanes(pcuHr):	96.06				

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Stream: 4****Stage Stream: 5****Stage Stream: 6**

Ainley Top v5.lsg3x

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	25	21
Change Point	27	58

Stage Stream: 2

Stage	1	2
Duration	33	13
Change Point	32	11

Stage Stream: 3

Stage	1	2
Duration	19	27
Change Point	56	21

Stage Stream: 4

Stage	1	2
Duration	25	21
Change Point	6	37

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	50	34

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

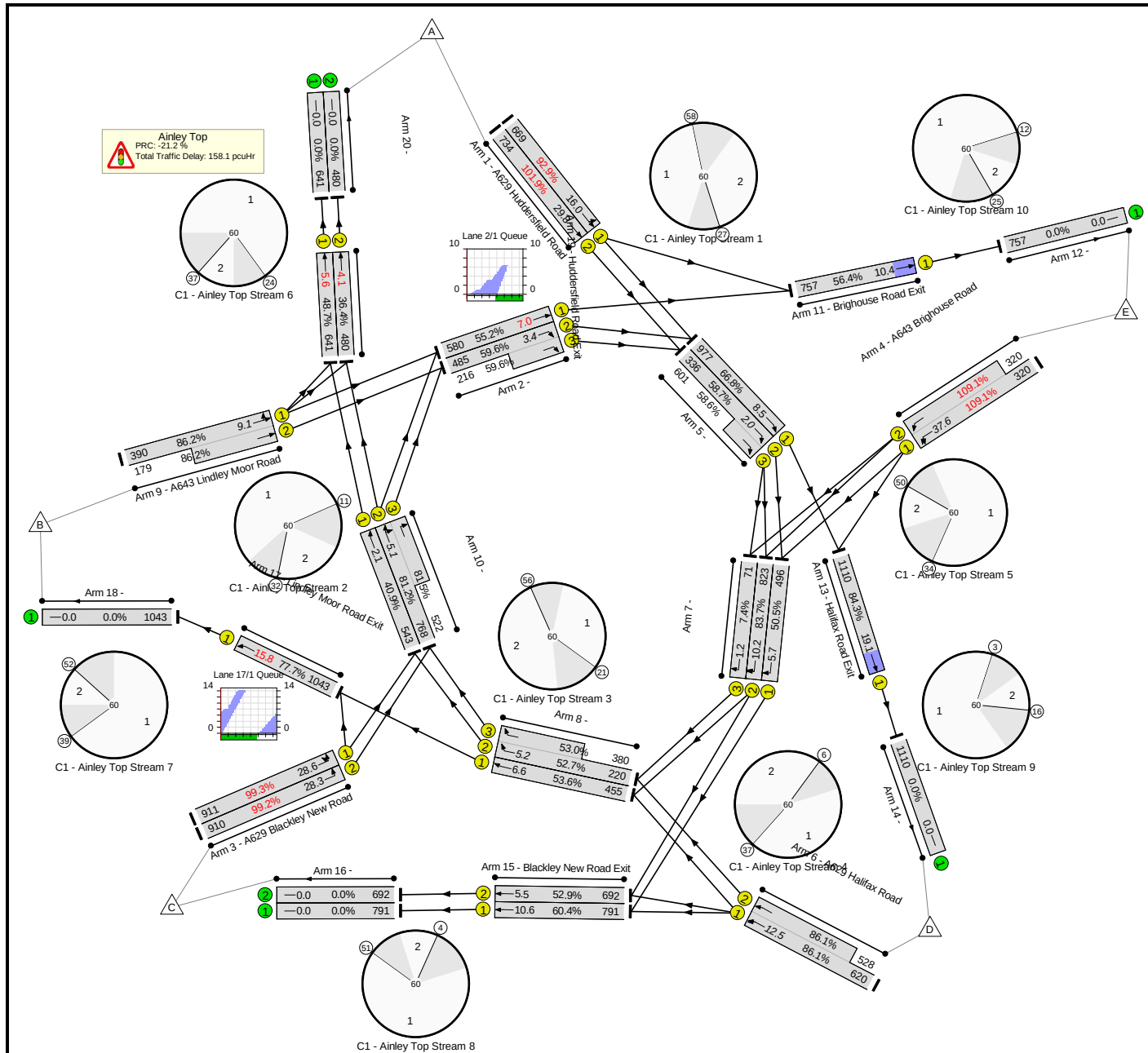
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Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12

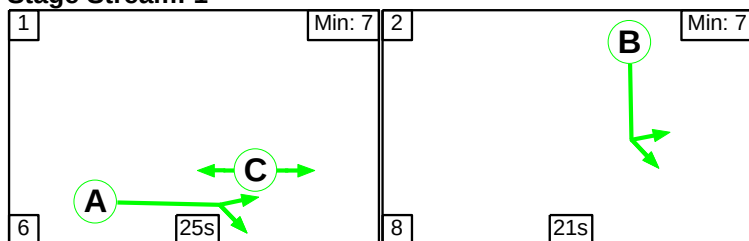
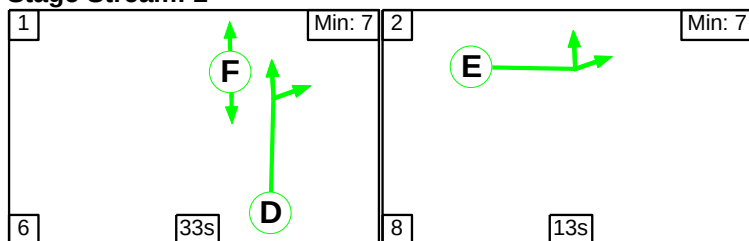
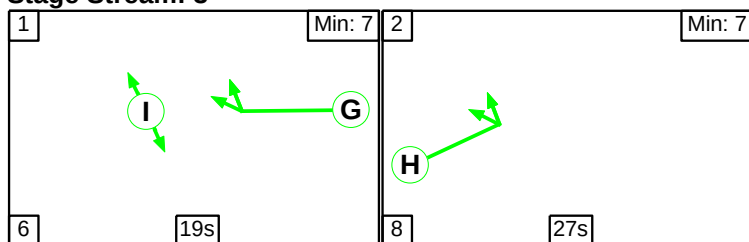
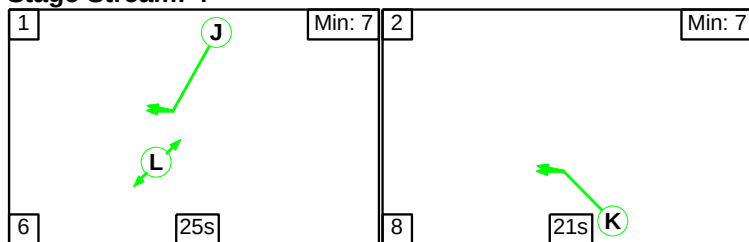
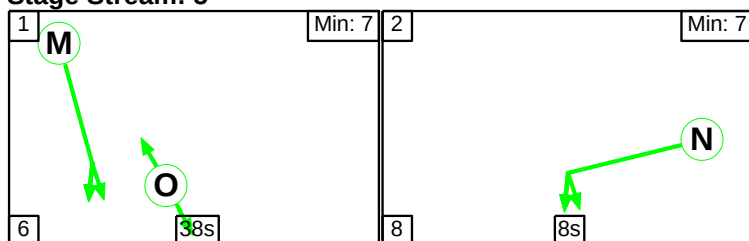
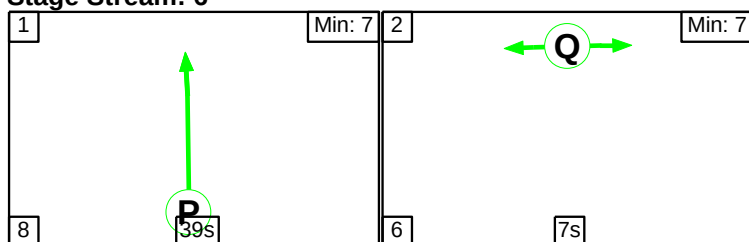


Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	109.1%	-
Ainley Top	-	-	N/A	-	-	-	-	-	109.1%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	21	669	1965	721	92.9%	669
1/2	A629 Huddersfield Road Ahead	U	1	B	21	734	1965	721	101.9%	734
2/1	Ahead	U	1	A	30	580	2035	1051	55.2%	580
2/2+2/3	Right	U	1	A	30	701	2035:1995	813+362	59.6 : 59.6%	701
3/1	A629 Blackley New Road Left Left2	U	3	H	27	911	1965	917	99.3%	911
3/2	A629 Blackley New Road Left	U	3	H	27	910	1965	917	99.2%	910
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	640	1955:1955	293+293	109.1 : 109.1%	640
5/1	Ahead	U	5	M	42	977	2040	1462	66.8%	977
5/2+5/3	Right	U	5	M	42	950	2040:1990	572+1025	58.7 : 58.6%	937
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	21	1148	1975:1975	720+613	86.1 : 86.1%	1148
7/1	Right	U	4	J	29	515	1965	982	50.5%	496
7/2	Right Right2	U	4	J	29	852	1965	982	83.7%	823
7/3	Right	U	4	J	29	78	1940	970	7.4%	71
8/1	Ahead	U	3	G	24	475	2040	850	53.6%	455
8/2+8/3	Right	U	3	G	24	606	2040:2040	417+716	52.7 : 53.0%	599
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	13	569	1940:1940	453+208	86.2 : 86.2%	569
10/1	Ahead	U	2	D	38	546	2040	1326	40.9%	543
10/2+10/3	Right Ahead	U	2	D	38	1293	2040:2040	946+640	81.2 : 81.5%	1290
11/1	Brighouse Road Exit Ahead	U	10	X	39	757	2015	1343	56.4%	757

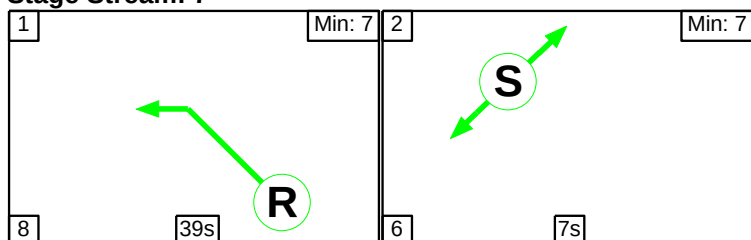
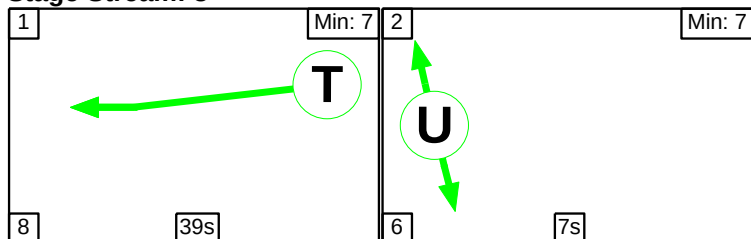
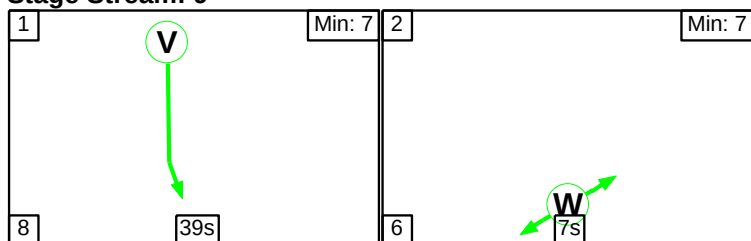
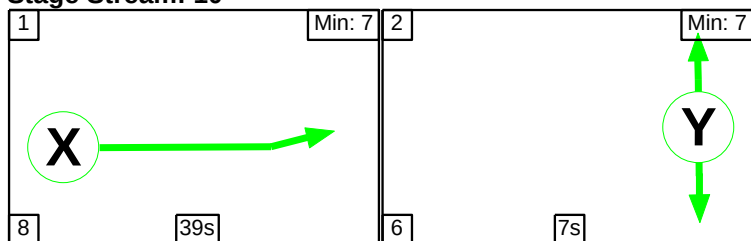
13/1	Halifax Road Exit Ahead	U	9	V	39	1122	1975	1317	84.3%	1110
15/1	Blackley New Road Exit Ahead	U	8	T	39	810	1965	1310	60.4%	791
15/2	Blackley New Road Exit Ahead	U	8	T	39	702	1965	1310	52.9%	692
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	1063	2015	1343	77.7%	1043
19/1	Huddersfield Road Exit Ahead	U	6	P	39	644	1975	1317	48.7%	641
19/2	Huddersfield Road Exit Ahead	U	6	P	39	483	1975	1317	36.4%	480

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	53.8	104.3	0.0	158.1	-	-	-	-	
Ainley Top	-	53.8	104.3	0.0	158.1	-	-	-	-	
1/1	669	3.4	5.4	-	8.8	47.2	10.6	5.4	16.0	
1/2	720	4.3	17.3	-	21.6	105.9	12.5	17.3	29.8	
2/1	580	1.5	0.6	-	2.1	13.3	6.4	0.6	7.0	
2/2+2/3	701	1.4	0.7	-	2.1	10.8	2.7	0.7	3.4	
3/1	911	4.0	13.7	-	17.7	69.9	14.9	13.7	28.6	
3/2	910	4.0	13.4	-	17.5	69.0	14.9	13.4	28.3	
4/1+4/2	587	5.6	31.8	-	37.4	210.3	5.8	31.8	37.6	
5/1	977	1.1	1.0	-	2.1	7.6	7.5	1.0	8.5	
5/2+5/3	937	0.6	0.7	-	1.3	5.2	1.3	0.7	2.0	
6/1+6/2	1148	5.4	3.0	-	8.4	26.4	9.5	3.0	12.5	
7/1	496	1.5	0.5	-	2.0	14.9	5.1	0.5	5.7	
7/2	823	2.5	2.5	-	5.0	21.8	7.7	2.5	10.2	
7/3	71	0.3	0.0	-	0.3	16.6	1.2	0.0	1.2	
8/1	455	2.7	0.6	-	3.3	26.2	6.0	0.6	6.6	
8/2+8/3	599	0.3	0.6	-	0.8	4.9	4.6	0.6	5.2	
9/1+9/2	569	3.4	2.9	-	6.3	39.8	6.2	2.9	9.1	
10/1	543	0.3	0.3	-	0.6	4.1	1.8	0.3	2.1	
10/2+10/3	1290	0.5	2.1	-	2.7	7.4	3.0	2.1	5.1	
11/1	757	0.8	0.6	-	1.5	7.0	9.7	0.6	10.4	
13/1	1110	4.1	2.6	-	6.7	21.8	16.5	2.6	19.1	
15/1	791	0.9	0.8	-	1.7	7.5	9.8	0.8	10.6	
15/2	692	0.9	0.6	-	1.5	7.6	4.9	0.6	5.5	
17/1	1043	3.0	1.7	-	4.7	16.2	14.1	1.7	15.8	
19/1	641	0.7	0.5	-	1.2	6.5	5.1	0.5	5.6	

19/2	480	0.6	0.3	-	0.9	6.6	3.9	0.3	4.1	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	-13.2		Total Delay for Signalled Lanes (pcuHr):	34.61	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	4.5		Total Delay for Signalled Lanes (pcuHr):	9.56	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	-10.4		Total Delay for Signalled Lanes (pcuHr):	39.28	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	4.5		Total Delay for Signalled Lanes (pcuHr):	15.80	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-21.2		Total Delay for Signalled Lanes (pcuHr):	40.80	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	84.9		Total Delay for Signalled Lanes (pcuHr):	2.04	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	15.9		Total Delay for Signalled Lanes (pcuHr):	4.68	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	49.0		Total Delay for Signalled Lanes (pcuHr):	3.12	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	6.8		Total Delay for Signalled Lanes (pcuHr):	6.71	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	59.7		Total Delay for Signalled Lanes (pcuHr):	1.48	Cycle Time (s):	60		
		PRC Over All Lanes (%):	-21.2		Total Delay Over All Lanes(pcuHr):	158.07				

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Stream: 4****Stage Stream: 5****Stage Stream: 6**

Ainley Top v5.lsg3x

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	25	21
Change Point	27	58

Stage Stream: 2

Stage	1	2
Duration	33	13
Change Point	32	11

Stage Stream: 3

Stage	1	2
Duration	19	27
Change Point	56	21

Stage Stream: 4

Stage	1	2
Duration	25	21
Change Point	6	37

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	50	34

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

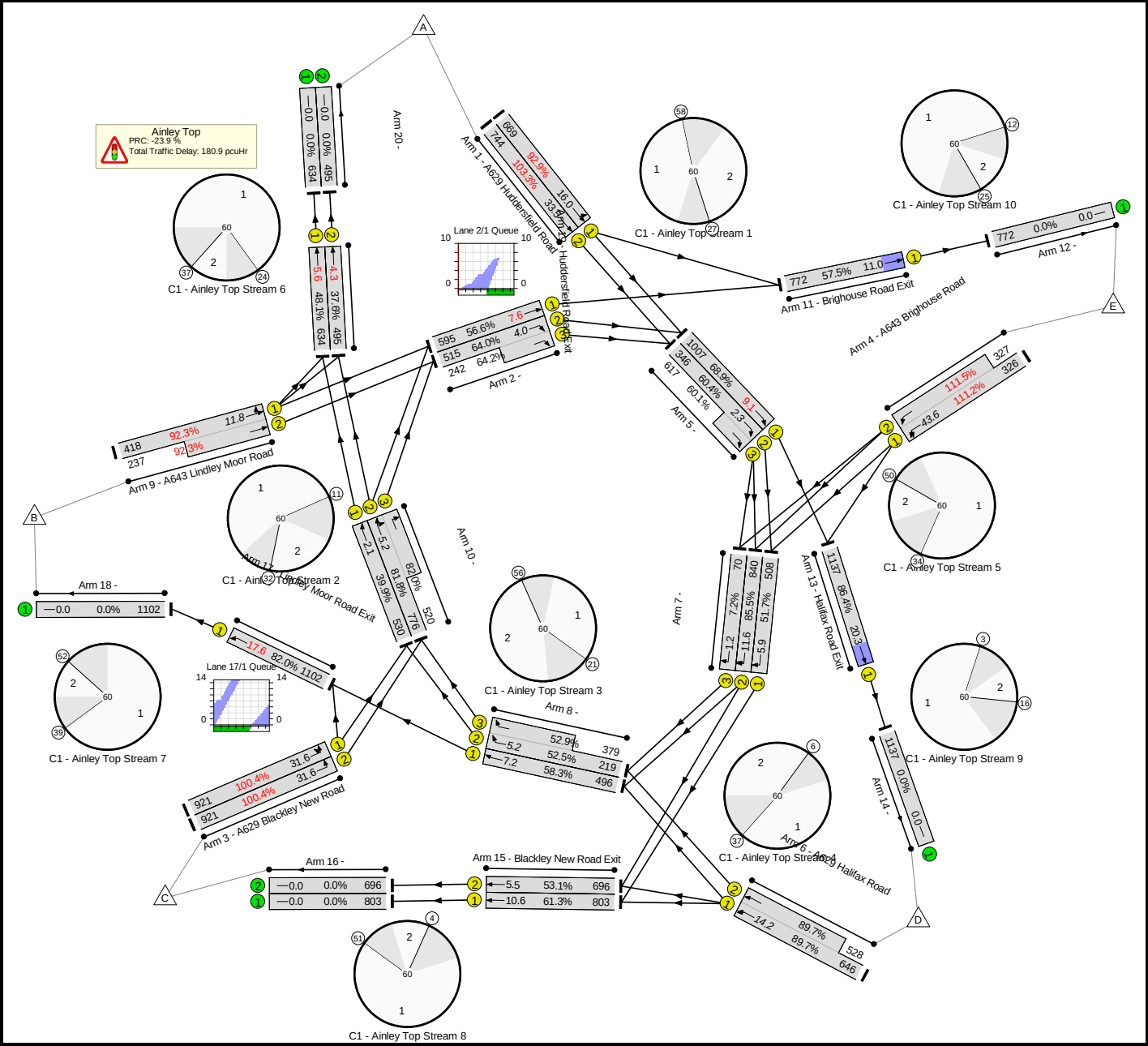
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12

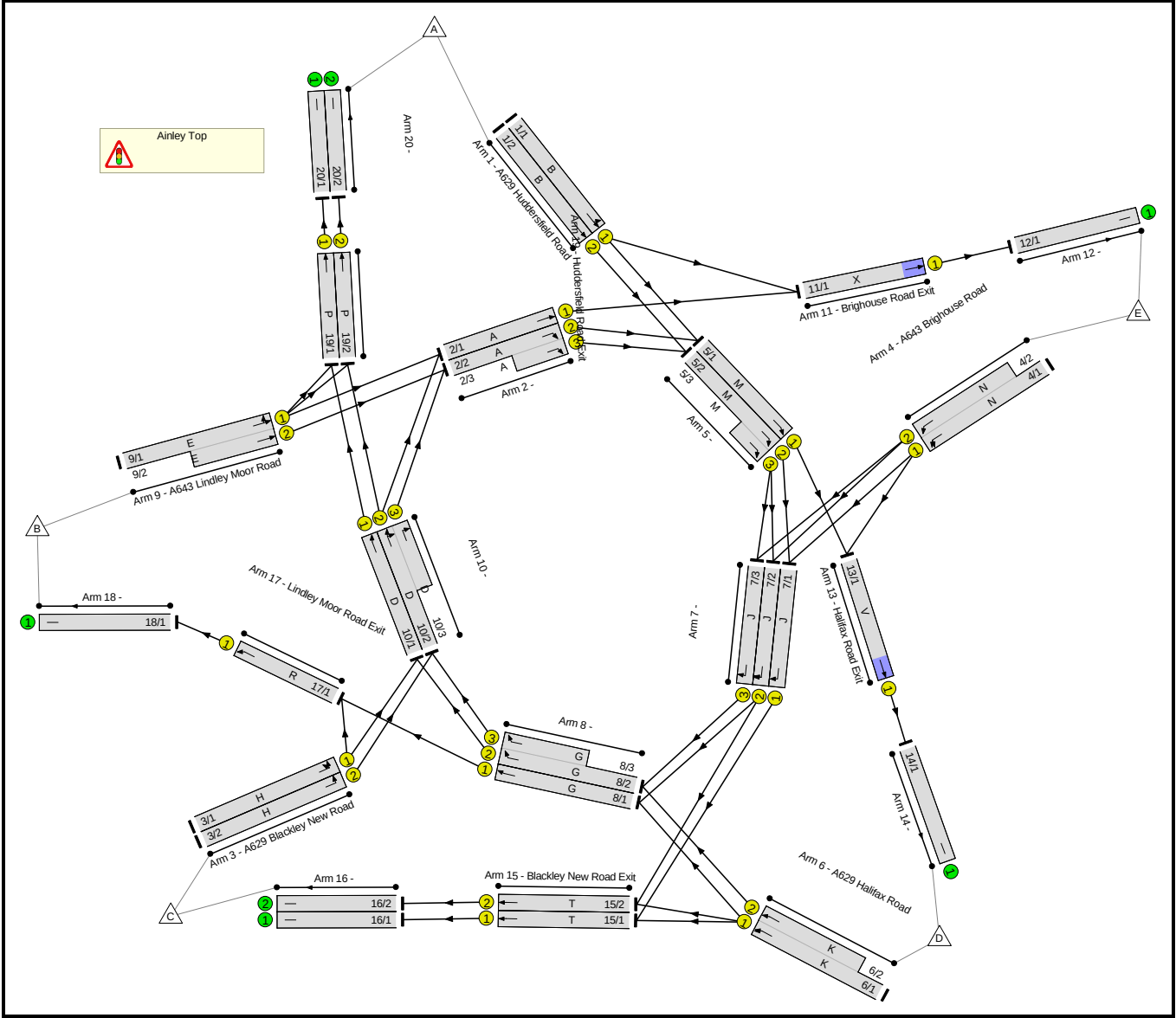


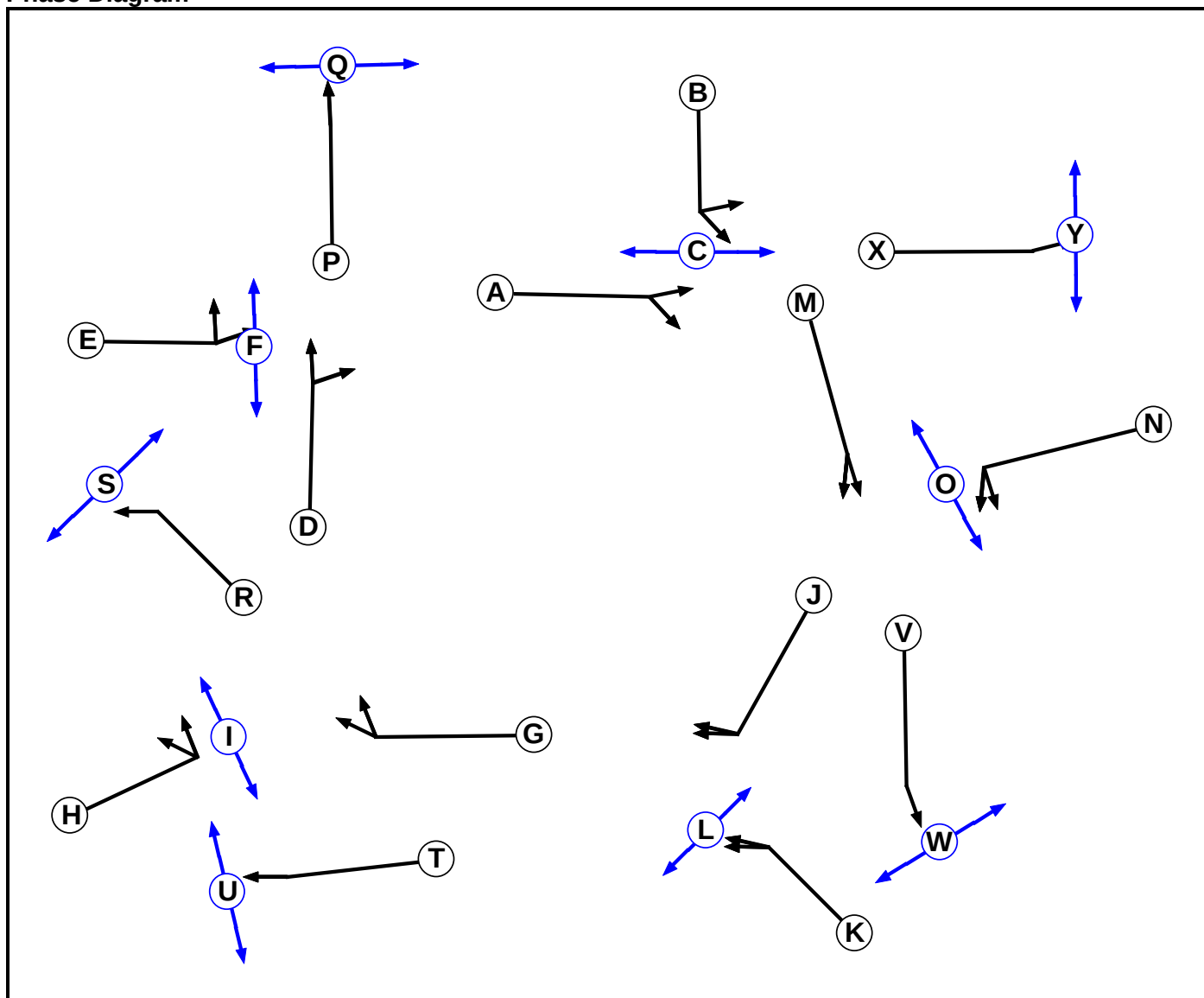
Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	111.5%	-
Ainley Top	-	-	N/A	-	-	-	-	-	111.5%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	21	669	1965	721	92.9%	669
1/2	A629 Huddersfield Road Ahead	U	1	B	21	744	1965	721	103.3%	744
2/1	Ahead	U	1	A	30	596	2035	1051	56.6%	595
2/2+2/3	Right	U	1	A	30	759	2035:1995	805+377	64.0 : 64.2%	757
3/1	A629 Blackley New Road Left Left2	U	3	H	27	921	1965	917	100.4%	921
3/2	A629 Blackley New Road Left	U	3	H	27	921	1965	917	100.4%	921
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	653	1955:1955	293+293	111.2 : 111.5%	653
5/1	Ahead	U	5	M	42	1009	2040	1462	68.9%	1007
5/2+5/3	Right	U	5	M	42	986	2040:1990	572+1025	60.4 : 60.1%	962
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	21	1174	1975:1975	720+588	89.7 : 89.7%	1174
7/1	Right	U	4	J	29	534	1965	982	51.7%	508
7/2	Right Right2	U	4	J	29	882	1965	982	85.5%	840
7/3	Right	U	4	J	29	78	1940	970	7.2%	70
8/1	Ahead	U	3	G	24	524	2040	850	58.3%	496
8/2+8/3	Right	U	3	G	24	606	2040:2040	417+716	52.5 : 52.9%	598
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	13	655	1940:1940	453+257	92.3 : 92.3%	655
10/1	Ahead	U	2	D	38	535	2040	1326	39.9%	530
10/2+10/3	Right Ahead	U	2	D	38	1304	2040:2040	949+634	81.8 : 82.0%	1296
11/1	Brighouse Road Exit Ahead	U	10	X	39	773	2015	1343	57.5%	772

13/1	Halifax Road Exit Ahead	U	9	V	39	1154	1975	1317	86.4%	1137
15/1	Blackley New Road Exit Ahead	U	8	T	39	829	1965	1310	61.3%	803
15/2	Blackley New Road Exit Ahead	U	8	T	39	709	1965	1310	53.1%	696
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	1133	2015	1343	82.0%	1102
19/1	Huddersfield Road Exit Ahead	U	6	P	39	639	1975	1317	48.1%	634
19/2	Huddersfield Road Exit Ahead	U	6	P	39	500	1975	1317	37.6%	495

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	56.8	124.0	0.0	180.9	-	-	-	-	
Ainley Top	-	56.8	124.0	0.0	180.9	-	-	-	-	
1/1	669	3.4	5.4	-	8.8	47.2	10.6	5.4	16.0	
1/2	720	4.6	20.7	-	25.3	122.5	12.8	20.7	33.5	
2/1	595	1.6	0.6	-	2.2	13.4	6.9	0.6	7.6	
2/2+2/3	757	1.5	0.9	-	2.4	11.2	3.2	0.9	4.0	
3/1	917	4.2	16.2	-	20.4	79.7	15.4	16.2	31.6	
3/2	917	4.2	16.2	-	20.4	79.7	15.4	16.2	31.6	
4/1+4/2	587	6.0	37.6	-	43.5	240.1	6.0	37.6	43.6	
5/1	1007	1.3	1.1	-	2.4	8.6	8.0	1.1	9.1	
5/2+5/3	962	0.7	0.8	-	1.5	5.6	1.5	0.8	2.3	
6/1+6/2	1174	5.6	4.1	-	9.7	29.8	10.0	4.1	14.2	
7/1	508	1.6	0.5	-	2.1	15.1	5.4	0.5	5.9	
7/2	840	2.6	2.8	-	5.4	23.2	8.8	2.8	11.6	
7/3	70	0.3	0.0	-	0.3	16.6	1.2	0.0	1.2	
8/1	496	2.9	0.7	-	3.6	26.1	6.5	0.7	7.2	
8/2+8/3	598	0.3	0.6	-	0.8	4.9	4.6	0.6	5.2	
9/1+9/2	655	3.9	5.1	-	9.0	49.5	6.7	5.1	11.8	
10/1	530	0.3	0.3	-	0.6	4.1	1.7	0.3	2.1	
10/2+10/3	1296	0.5	2.2	-	2.7	7.6	3.0	2.2	5.2	
11/1	772	0.8	0.7	-	1.5	7.1	10.3	0.7	11.0	
13/1	1137	4.4	3.1	-	7.5	23.6	17.3	3.1	20.3	
15/1	803	0.9	0.8	-	1.7	7.4	9.8	0.8	10.6	
15/2	696	0.9	0.6	-	1.4	7.4	4.9	0.6	5.5	
17/1	1102	3.2	2.2	-	5.4	17.8	15.3	2.2	17.6	
19/1	634	0.7	0.5	-	1.2	6.7	5.1	0.5	5.6	

19/2	495	0.6	0.3	-	0.9	6.6	4.0	0.3	4.3	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	-14.7		Total Delay for Signalled Lanes (pcuHr):	38.65	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	-2.6		Total Delay for Signalled Lanes (pcuHr):	12.36	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	-11.6		Total Delay for Signalled Lanes (pcuHr):	45.18	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	0.3		Total Delay for Signalled Lanes (pcuHr):	17.60	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-23.9		Total Delay for Signalled Lanes (pcuHr):	47.45	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	87.0		Total Delay for Signalled Lanes (pcuHr):	2.09	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	9.7		Total Delay for Signalled Lanes (pcuHr):	5.44	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	46.8		Total Delay for Signalled Lanes (pcuHr):	3.10	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	4.2		Total Delay for Signalled Lanes (pcuHr):	7.46	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	56.6		Total Delay for Signalled Lanes (pcuHr):	1.52	Cycle Time (s):	60		
		PRC Over All Lanes (%):	-23.9		Total Delay Over All Lanes(pcuHr):	180.85				





Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	4
B	Traffic	1		7	7
C	Pedestrian	1		7	7
D	Traffic	2		7	4
E	Traffic	2		7	7
F	Pedestrian	2		7	7
G	Traffic	3		7	4
H	Traffic	3		7	7
I	Pedestrian	3		7	7
J	Traffic	4		7	4
K	Traffic	4		7	7
L	Pedestrian	4		7	7
M	Traffic	5		7	4
N	Traffic	5		7	7
O	Pedestrian	5		7	7
P	Traffic	6		7	7
Q	Pedestrian	6		7	7
R	Traffic	7		7	7
S	Pedestrian	7		7	7
T	Traffic	8		7	7
U	Pedestrian	8		7	7
V	Traffic	9		7	7
W	Pedestrian	9		7	7
X	Traffic	10		7	7
Y	Pedestrian	10		7	7

Phase Intergreens Matrix

	Starting Phase																									
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y
Terminating Phase	A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	B	4		6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	-	8		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	D	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	E	-	-	-	4		6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	F	-	-	-	-	8		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	G	-	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	H	-	-	-	-	-	-	4		6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	I	-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	J	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	K	-	-	-	-	-	-	-	-	-	5		6	-	-	-	-	-	-	-	-	-	-	-	-	-
	L	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	-	-	-	-	-	-
	M	-	-	-	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-
	N	-	-	-	-	-	-	-	-	-	-	-	-	5		6	-	-	-	-	-	-	-	-	-	-
	O	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	-	-	-
	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-	-	-	-	-	-	-	-
	Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-	-	-	-	-	-
	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-	-	-	-
	U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-
	V	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-	-
	W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-
	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-
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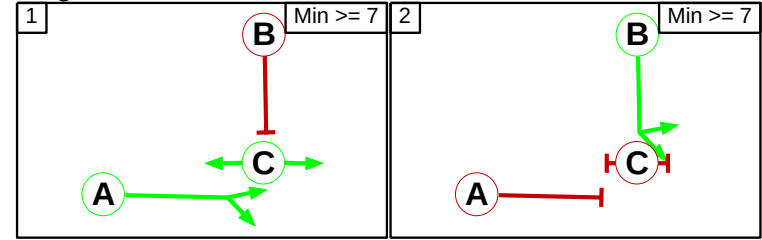
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A C
1	2	B
2	1	D F
2	2	E
3	1	G I
3	2	H
4	1	J L
4	2	K
5	1	M O
5	2	N

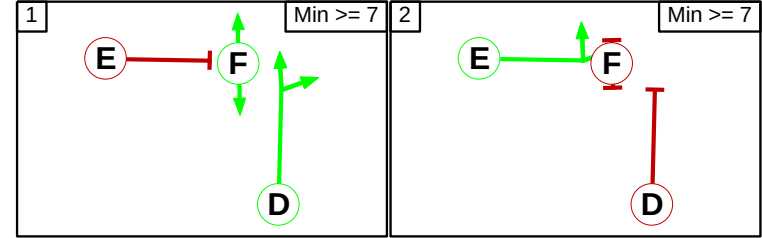
6	1	P
6	2	Q
7	1	R
7	2	S
8	1	T
8	2	U
9	1	V
9	2	W
10	1	X
10	2	Y

Stage Diagram

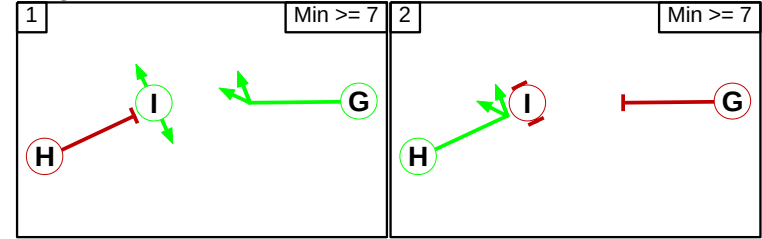
Stage Stream: 1



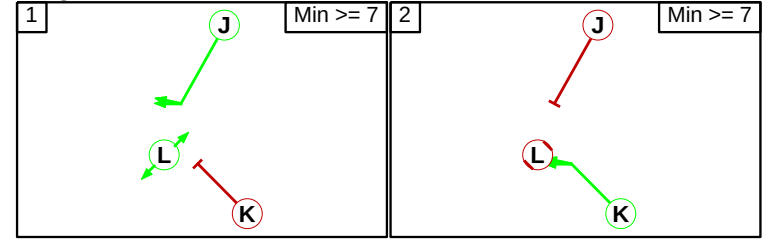
Stage Stream: 2



Stage Stream: 3

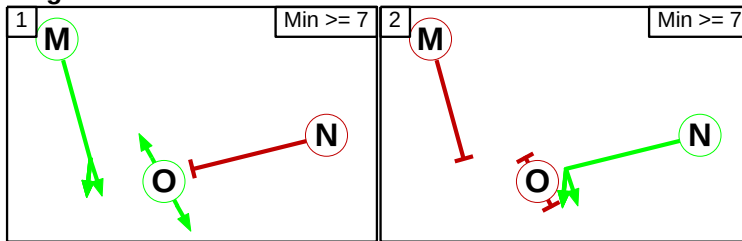


Stage Stream: 4

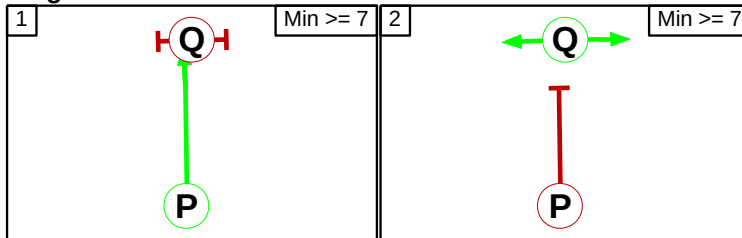


Ainley Top v5.lsg3x

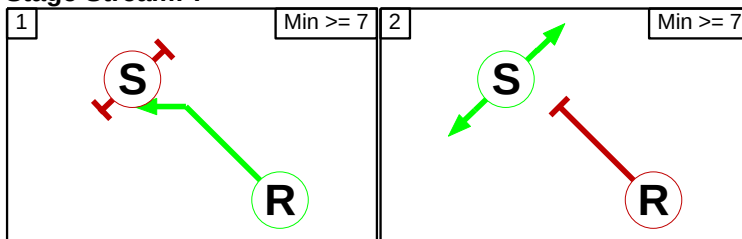
Stage Stream: 5



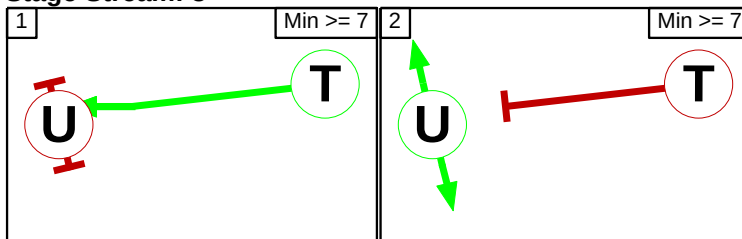
Stage Stream: 6



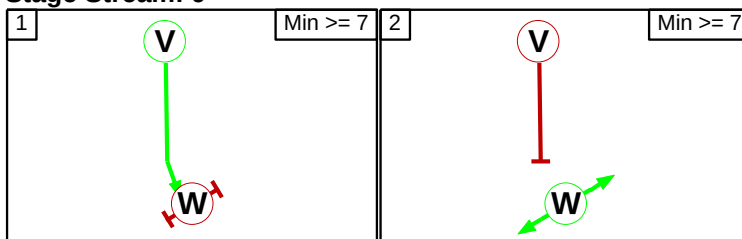
Stage Stream: 7



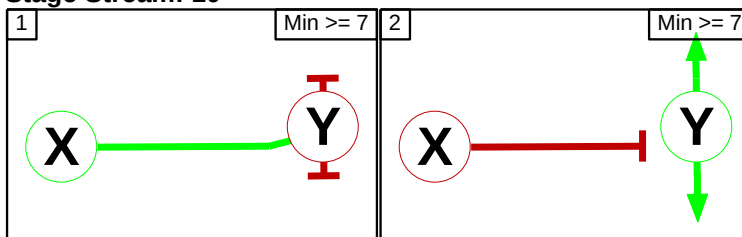
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	D	Losing	3	3

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	3	3

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	J	Losing	3	3

Stage Stream: 5

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	M	Losing	3	3

Lane Input Data

Junction: Ainley Top												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A629 Huddersfield Road)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 11 Left	Inf
1/2 (A629 Huddersfield Road)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
2/1	U	A	2	3	5.2	Geom	-	4.20	0.00	Y	Arm 11 Ahead	Inf
2/2	U	A	2	3	5.6	Geom	-	4.20	0.00	Y	Arm 5 Right	Inf
2/3	U	A	2	3	5.0	Geom	-	3.80	0.00	Y	Arm 5 Right	Inf
3/1 (A629 Blackley New Road)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 10 Left	Inf
3/2 (A629 Blackley New Road)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 17 Left	Inf
4/1 (A643 Brighouse Road)	U	N	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 10 Left	Inf
4/2 (A643 Brighouse Road)	U	N	2	3	11.8	Geom	-	3.40	0.00	Y	Arm 7 Left	Inf
5/1	U	M	2	3	8.7	Geom	-	4.25	0.00	Y	Arm 13 Ahead	Inf
5/2	U	M	2	3	7.5	Geom	-	4.25	0.00	Y	Arm 7 Right	Inf
5/3	U	M	2	3	3.7	Geom	-	3.75	0.00	Y	Arm 13 Ahead	Inf
6/1 (A629 Halifax Road)	U	K	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 7 Right	Inf
6/2 (A629 Halifax Road)	U	K	2	3	12.0	Geom	-	3.60	0.00	Y	Arm 8 Ahead	Inf
7/1	U	J	2	3	17.0	Geom	-	3.50	0.00	Y	Arm 15 Ahead	Inf
7/2	U	J	2	3	17.0	Geom	-	3.50	0.00	Y	Arm 8 Right	Inf

											Arm 15 Right	Inf
7/3	U	J	2	3	15.3	Geom	-	3.25	0.00	Y	Arm 8 Right	Inf
8/1	U	G	2	3	13.0	Geom	-	4.25	0.00	Y	Arm 17 Ahead	Inf
8/2	U	G	2	3	14.8	Geom	-	4.25	0.00	Y	Arm 10 Right	Inf
8/3	U	G	2	3	8.0	Geom	-	4.25	0.00	Y	Arm 10 Right	Inf
9/1 (A643 Lindley Moor Road)	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
											Arm 19 Left	Inf
9/2 (A643 Lindley Moor Road)	U	E	2	3	8.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
10/1	U	D	2	3	10.4	Geom	-	4.25	0.00	Y	Arm 19 Ahead	Inf
10/2	U	D	2	3	10.4	Geom	-	4.25	0.00	Y	Arm 2 Right	Inf
											Arm 19 Ahead	Inf
10/3	U	D	2	3	6.4	Geom	-	4.25	0.00	Y	Arm 2 Right	Inf
11/1 (Brighouse Road Exit)	U	X	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 12 Ahead	Inf
13/1 (Halifax Road Exit)	U	V	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 14 Ahead	Inf
15/1 (Blackley New Road Exit)	U	T	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 16 Ahead	Inf
15/2 (Blackley New Road Exit)	U	T	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 16 Ahead	Inf
17/1 (Lindley Moor Road Exit)	U	R	2	3	7.0	Geom	-	4.00	0.00	Y	Arm 18 Ahead	Inf
19/1 (Huddersfield Road Exit)	U	P	2	3	4.3	Geom	-	3.60	0.00	Y	Arm 20 Ahead	Inf
19/2 (Huddersfield Road Exit)	U	P	2	3	3.8	Geom	-	3.60	0.00	Y	Arm 20 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: '2022 AM base'	08:00	09:00	01:00	
7: '2022 AM base +dev'	08:00	09:00	01:00	
11: '2032 AM base'	08:00	09:00	01:00	
15: '2032 AM base +dev'	08:00	09:00	01:00	

Traffic Flows, Desired

Scenario 5: '2022 AM Peak Base' (FG3: '2022 AM base', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	185	334	350	138	1007
	B	268	2	117	24	238	649
	C	542	274	30	397	202	1445
	D	410	33	551	0	67	1061
	E	78	89	254	144	0	565
	Tot.	1298	583	1286	915	645	4727

Scenario 6: '2022 AM Peak base with dev' (FG7: '2022 AM base +dev', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	197	334	350	138	1019
	B	277	2	136	48	250	713
	C	542	299	30	397	202	1470
	D	410	65	551	0	67	1093
	E	78	105	254	144	0	581
	Tot.	1307	668	1305	939	657	4876

Scenario 7: '2032 AM Peak base' (FG11: '2032 AM base', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	205	370	387	153	1115
	B	296	2	129	27	263	717
	C	600	303	33	439	224	1599
	D	454	37	610	0	74	1175
	E	86	98	281	159	0	624
	Tot.	1436	645	1423	1012	714	5230

Scenario 8: '2032 AM Peak base with dev' (FG15: '2032 AM base +dev', Plan 1: 'Network Control Plan 1')

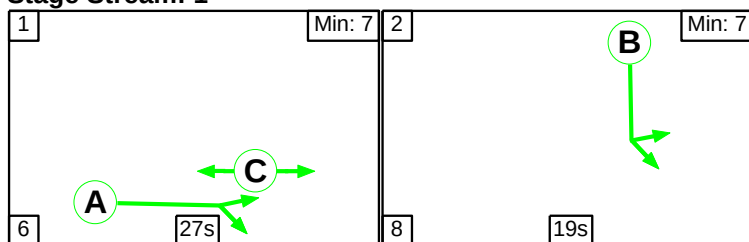
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	217	370	387	153	1127
	B	305	2	148	51	275	781
	C	600	328	33	439	224	1624
	D	454	69	610	0	74	1207
	E	86	114	281	159	0	640
	Tot.	1445	730	1442	1036	726	5379

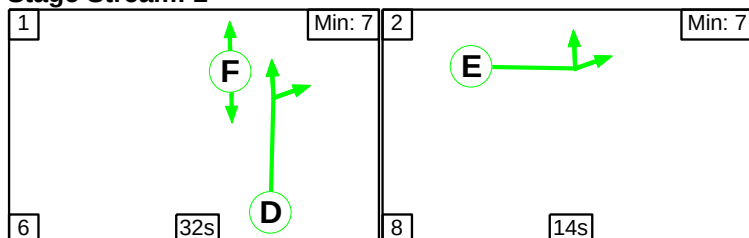
Scenario 5: '2022 AM Peak Base' (FG3: '2022 AM base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

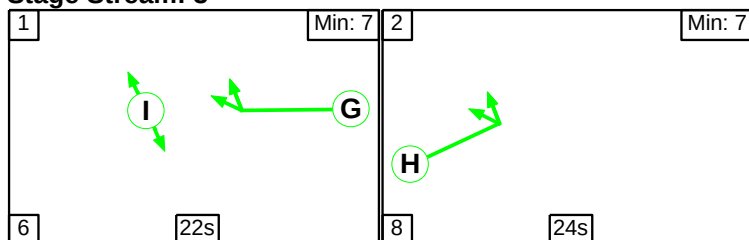
Stage Stream: 1



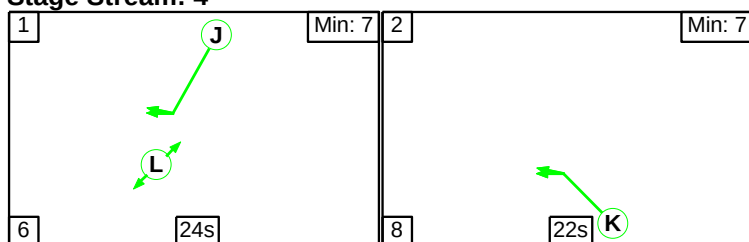
Stage Stream: 2



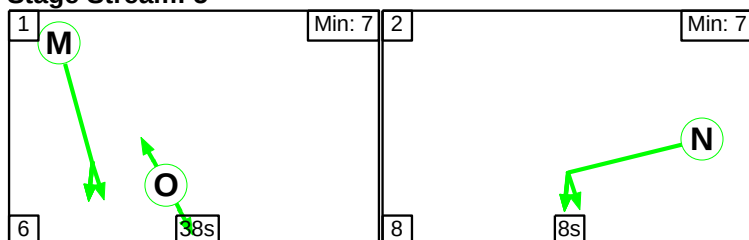
Stage Stream: 3



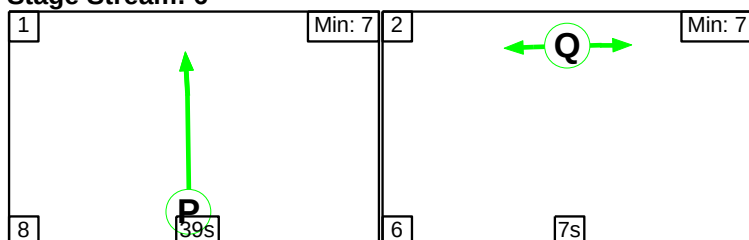
Stage Stream: 4

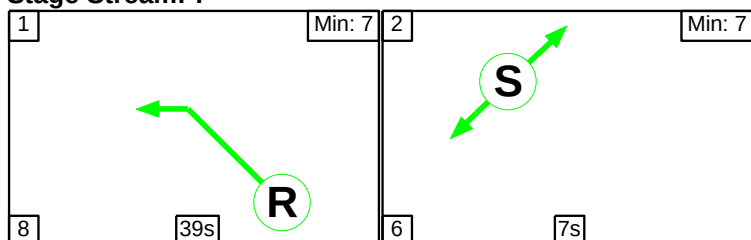
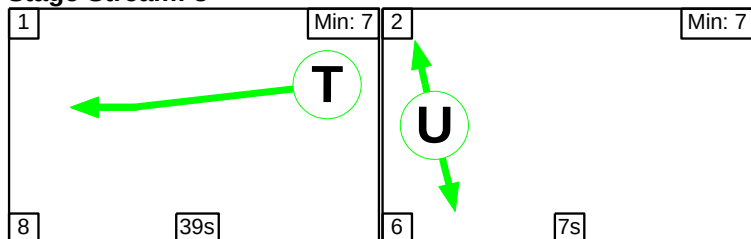
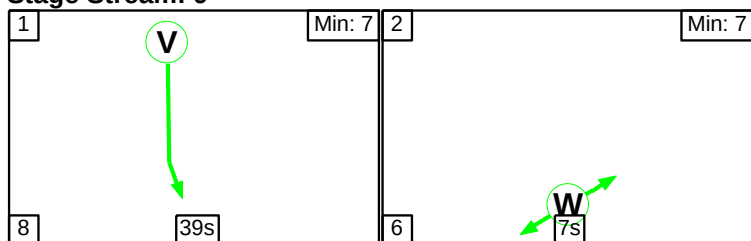
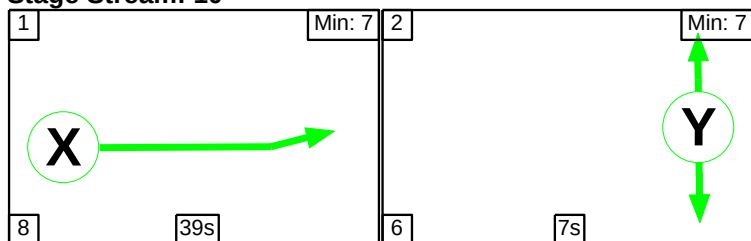


Stage Stream: 5



Stage Stream: 6



Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	27	19
Change Point	27	0

Stage Stream: 2

Stage	1	2
Duration	32	14
Change Point	33	11

Stage Stream: 3

Stage	1	2
Duration	22	24
Change Point	55	23

Stage Stream: 4

Stage	1	2
Duration	24	22
Change Point	2	32

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	2	46

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

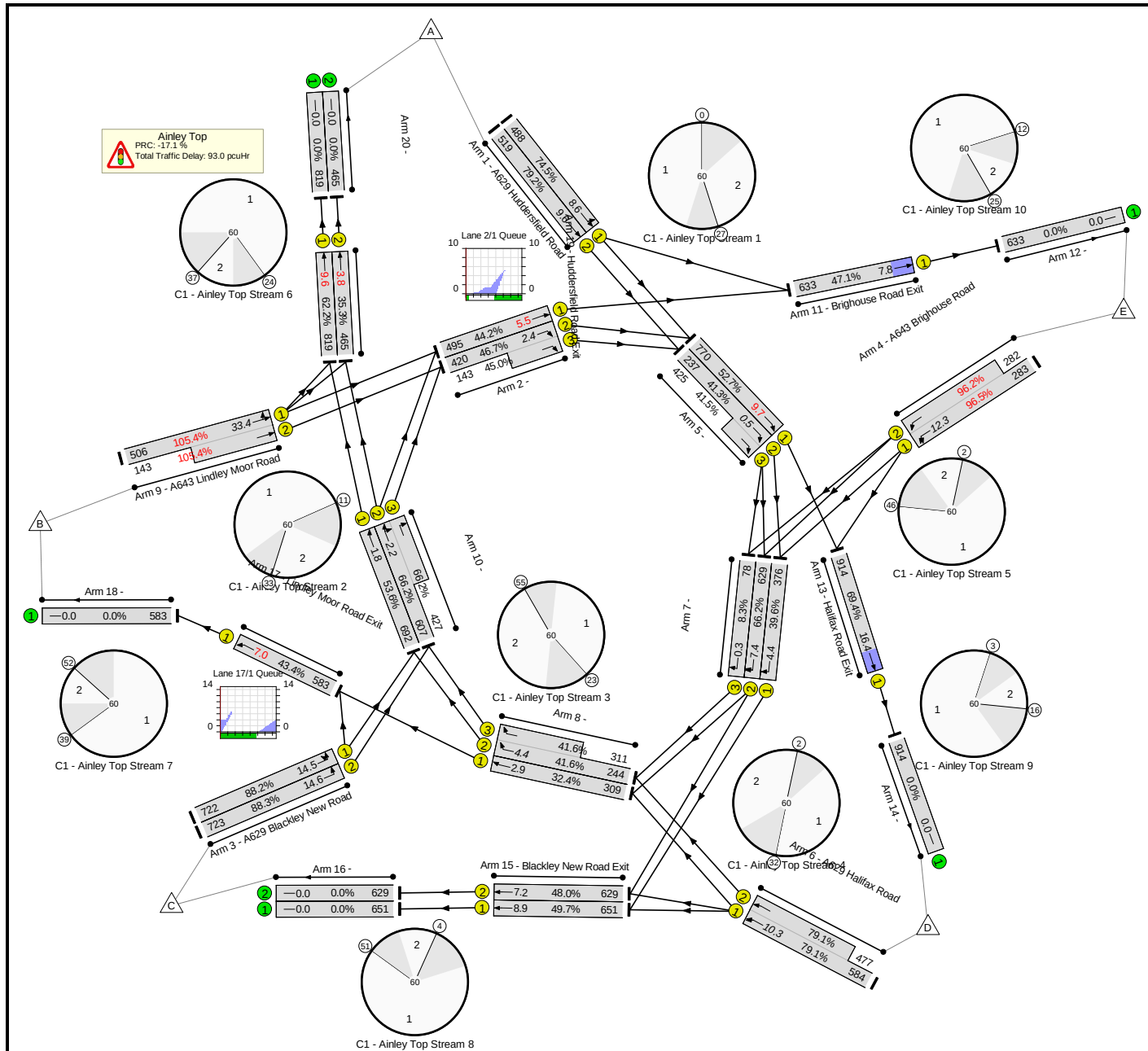
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12

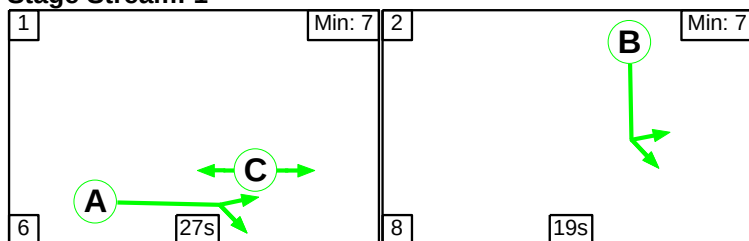
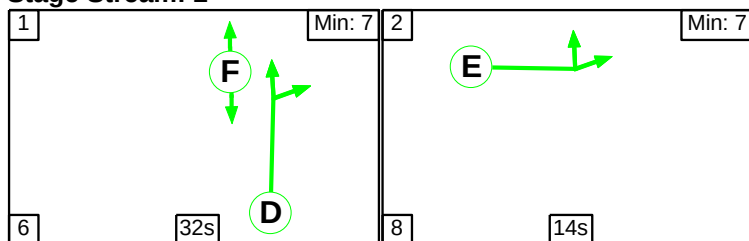
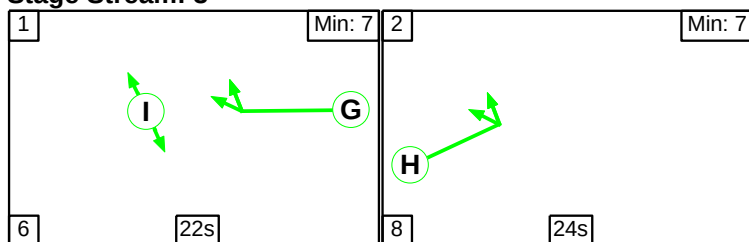
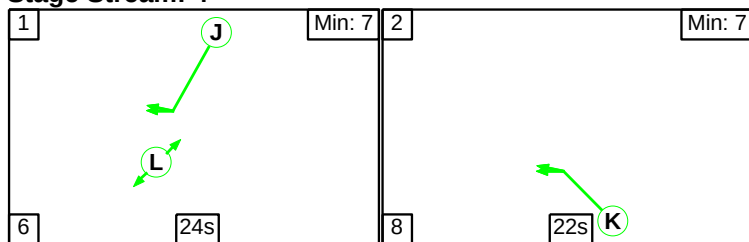
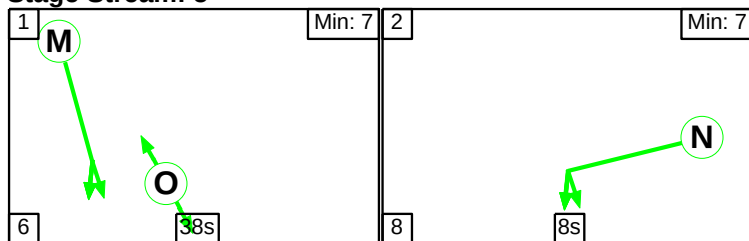
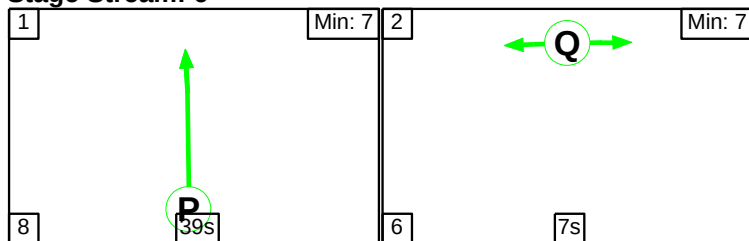


Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	105.4%	-
Ainley Top	-	-	N/A	-	-	-	-	-	105.4%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	19	488	1965	655	74.5%	488
1/2	A629 Huddersfield Road Ahead	U	1	B	19	519	1965	655	79.2%	519
2/1	Ahead	U	1	A	32	507	2035	1119	44.2%	495
2/2+2/3	Right	U	1	A	32	570	2035:1995	898+318	46.7 : 45.0%	563
3/1	A629 Blackley New Road Left Left2	U	3	H	24	722	1965	819	88.2%	722
3/2	A629 Blackley New Road Left	U	3	H	24	723	1965	819	88.3%	723
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	565	1955:1955	293+293	96.5 : 96.2%	565
5/1	Ahead	U	5	M	42	771	2040	1462	52.7%	770
5/2+5/3	Right	U	5	M	42	668	2040:1990	574+1024	41.3 : 41.5%	662
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	22	1061	1975:1975	738+603	79.1 : 79.1%	1061
7/1	Right	U	4	J	28	379	1965	950	39.6%	376
7/2	Right Right2	U	4	J	28	632	1965	950	66.2%	629
7/3	Right	U	4	J	28	78	1940	938	8.3%	78
8/1	Ahead	U	3	G	27	309	2040	952	32.4%	309
8/2+8/3	Right	U	3	G	27	555	2040:2040	586+747	41.6 : 41.6%	555
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	14	649	1940:1940	480+136	105.4 : 105.4%	649
10/1	Ahead	U	2	D	37	692	2040	1292	53.6%	692
10/2+10/3	Right Ahead	U	2	D	37	1034	2040:2040	917+645	66.2 : 66.2%	1034
11/1	Brighouse Road Exit Ahead	U	10	X	39	645	2015	1343	47.1%	633

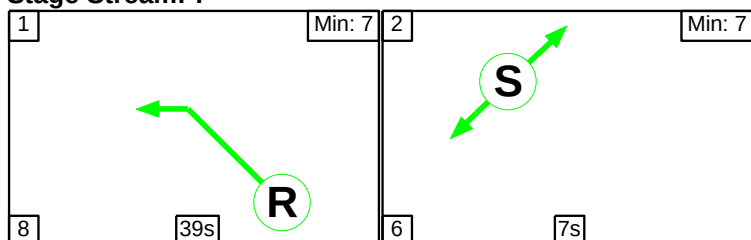
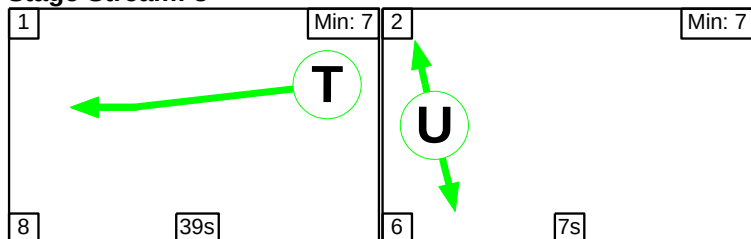
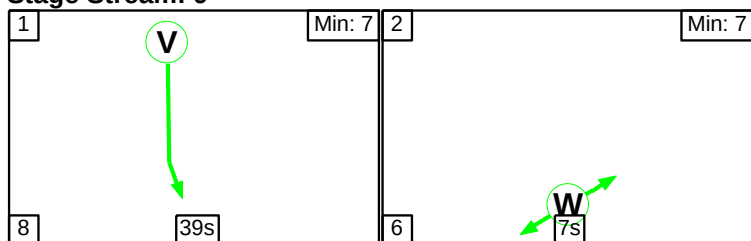
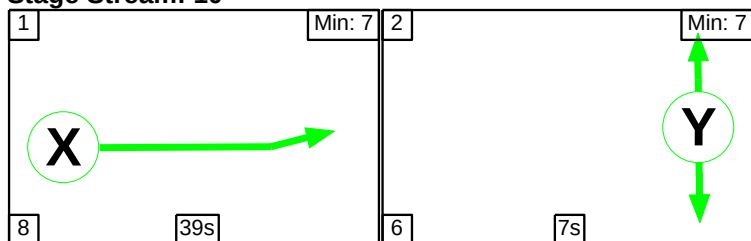
13/1	Halifax Road Exit Ahead	U	9	V	39	915	1975	1317	69.4%	914
15/1	Blackley New Road Exit Ahead	U	8	T	39	654	1965	1310	49.7%	651
15/2	Blackley New Road Exit Ahead	U	8	T	39	632	1965	1310	48.0%	629
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	583	2015	1343	43.4%	583
19/1	Huddersfield Road Exit Ahead	U	6	P	39	826	1975	1317	62.2%	819
19/2	Huddersfield Road Exit Ahead	U	6	P	39	472	1975	1317	35.3%	465

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	40.4	52.6	0.0	93.0	-	-	-	-	
Ainley Top	-	40.4	52.6	0.0	93.0	-	-	-	-	
1/1	488	2.4	1.4	-	3.8	28.3	7.2	1.4	8.6	
1/2	519	2.6	1.9	-	4.5	31.0	7.8	1.9	9.6	
2/1	495	0.7	0.4	-	1.1	7.9	5.1	0.4	5.5	
2/2+2/3	563	0.5	0.4	-	0.9	5.9	1.9	0.4	2.4	
3/1	722	3.2	3.5	-	6.7	33.5	11.0	3.5	14.5	
3/2	723	3.2	3.5	-	6.8	33.7	11.0	3.5	14.6	
4/1+4/2	565	4.0	7.7	-	11.6	74.2	4.6	7.7	12.3	
5/1	770	1.3	0.6	-	1.9	8.7	9.1	0.6	9.7	
5/2+5/3	662	0.1	0.4	-	0.4	2.2	0.2	0.4	0.5	
6/1+6/2	1061	4.6	1.9	-	6.5	22.0	8.4	1.9	10.3	
7/1	376	0.8	0.3	-	1.2	11.3	4.1	0.3	4.4	
7/2	629	1.6	1.0	-	2.6	14.7	6.4	1.0	7.4	
7/3	78	0.0	0.0	-	0.1	2.4	0.3	0.0	0.3	
8/1	309	0.9	0.2	-	1.1	12.8	2.6	0.2	2.9	
8/2+8/3	555	0.7	0.4	-	1.0	6.6	4.0	0.4	4.4	
9/1+9/2	616	4.7	23.6	-	28.3	156.8	9.8	23.6	33.4	
10/1	692	0.2	0.6	-	0.8	4.2	1.3	0.6	1.8	
10/2+10/3	1034	0.3	1.0	-	1.2	4.3	1.3	1.0	2.2	
11/1	633	0.6	0.4	-	1.1	6.0	7.4	0.4	7.8	
13/1	914	3.0	1.1	-	4.1	16.1	15.2	1.1	16.4	
15/1	651	1.3	0.5	-	1.8	9.9	8.4	0.5	8.9	
15/2	629	1.2	0.5	-	1.6	9.3	6.7	0.5	7.2	
17/1	583	1.0	0.4	-	1.4	8.6	6.6	0.4	7.0	
19/1	819	0.9	0.8	-	1.7	7.7	8.8	0.8	9.6	

19/2	465	0.6	0.3	-	0.9	7.0	3.6	0.3	3.8	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	13.6		Total Delay for Signalled Lanes (pcuHr):	10.31	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	-17.1		Total Delay for Signalled Lanes (pcuHr):	30.31	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	1.9		Total Delay for Signalled Lanes (pcuHr):	15.59	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	13.8		Total Delay for Signalled Lanes (pcuHr):	10.29	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-7.2		Total Delay for Signalled Lanes (pcuHr):	13.91	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	44.7		Total Delay for Signalled Lanes (pcuHr):	2.65	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	107.4		Total Delay for Signalled Lanes (pcuHr):	1.39	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	81.1		Total Delay for Signalled Lanes (pcuHr):	3.41	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	29.7		Total Delay for Signalled Lanes (pcuHr):	4.09	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	91.1		Total Delay for Signalled Lanes (pcuHr):	1.05	Cycle Time (s):	60		
		PRC Over All Lanes (%):	-17.1		Total Delay Over All Lanes(pcuHr):	93.00				

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Stream: 4****Stage Stream: 5****Stage Stream: 6**

Ainley Top v5.lsg3x

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	27	19
Change Point	27	0

Stage Stream: 2

Stage	1	2
Duration	32	14
Change Point	33	11

Stage Stream: 3

Stage	1	2
Duration	22	24
Change Point	55	23

Stage Stream: 4

Stage	1	2
Duration	24	22
Change Point	2	32

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	2	46

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

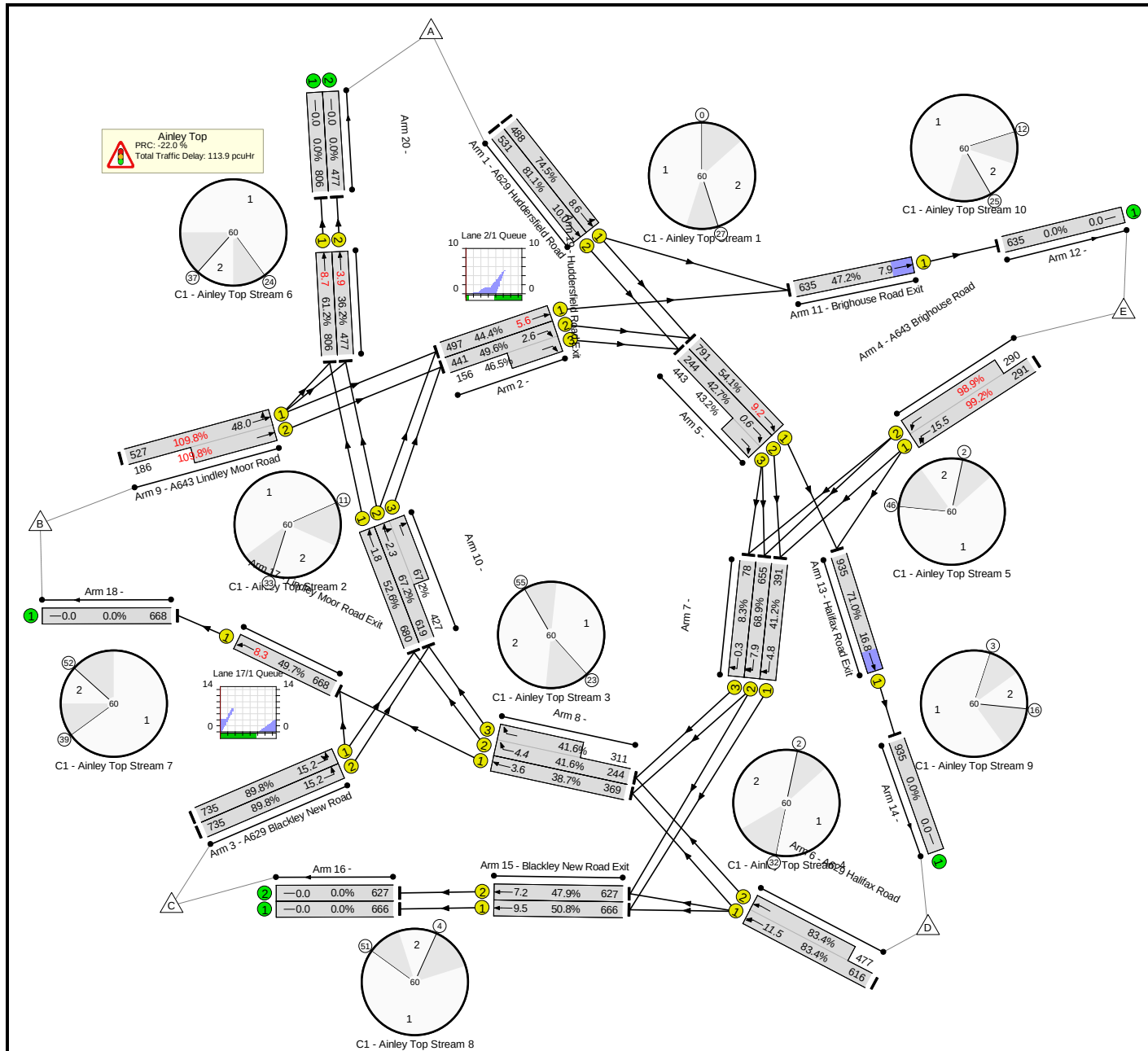
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12



Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	109.8%	-
Ainley Top	-	-	N/A	-	-	-	-	-	109.8%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	19	488	1965	655	74.5%	488
1/2	A629 Huddersfield Road Ahead	U	1	B	19	531	1965	655	81.1%	531
2/1	Ahead	U	1	A	32	519	2035	1119	44.4%	497
2/2+2/3	Right	U	1	A	32	613	2035:1995	888+335	49.6 : 46.5%	596
3/1	A629 Blackley New Road Left Left2	U	3	H	24	735	1965	819	89.8%	735
3/2	A629 Blackley New Road Left	U	3	H	24	735	1965	819	89.8%	735
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	581	1955:1955	293+293	99.2 : 98.9%	581
5/1	Ahead	U	5	M	42	795	2040	1462	54.1%	791
5/2+5/3	Right	U	5	M	42	699	2040:1990	571+1026	42.7 : 43.2%	687
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	22	1093	1975:1975	739+572	83.4 : 83.4%	1093
7/1	Right	U	4	J	28	397	1965	950	41.2%	391
7/2	Right Right2	U	4	J	28	661	1965	950	68.9%	655
7/3	Right	U	4	J	28	78	1940	938	8.3%	78
8/1	Ahead	U	3	G	27	369	2040	952	38.7%	369
8/2+8/3	Right	U	3	G	27	555	2040:2040	586+747	41.6 : 41.6%	555
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	14	713	1940:1940	480+169	109.8 : 109.8%	713
10/1	Ahead	U	2	D	37	680	2040	1292	52.6%	680
10/2+10/3	Right Ahead	U	2	D	37	1046	2040:2040	922+636	67.2 : 67.2%	1046
11/1	Brighouse Road Exit Ahead	U	10	X	39	657	2015	1343	47.2%	635

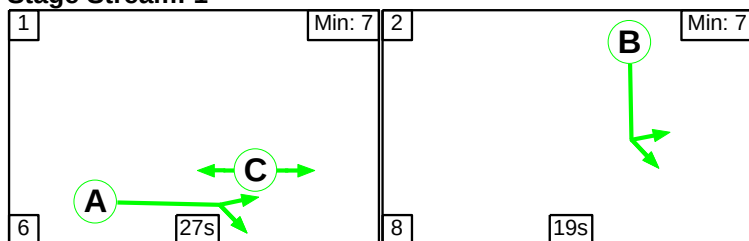
13/1	Halifax Road Exit Ahead	U	9	V	39	939	1975	1317	71.0%	935
15/1	Blackley New Road Exit Ahead	U	8	T	39	672	1965	1310	50.8%	666
15/2	Blackley New Road Exit Ahead	U	8	T	39	633	1965	1310	47.9%	627
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	668	2015	1343	49.7%	668
19/1	Huddersfield Road Exit Ahead	U	6	P	39	818	1975	1317	61.2%	806
19/2	Huddersfield Road Exit Ahead	U	6	P	39	489	1975	1317	36.2%	477

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	42.7	71.2	0.0	113.9	-	-	-	-	
Ainley Top	-	42.7	71.2	0.0	113.9	-	-	-	-	
1/1	488	2.4	1.4	-	3.8	28.3	7.2	1.4	8.6	
1/2	531	2.7	2.1	-	4.8	32.3	8.0	2.1	10.0	
2/1	497	0.7	0.4	-	1.1	8.1	5.2	0.4	5.6	
2/2+2/3	596	0.6	0.5	-	1.1	6.4	2.1	0.5	2.6	
3/1	735	3.3	4.0	-	7.3	35.9	11.2	4.0	15.2	
3/2	735	3.3	4.0	-	7.3	35.9	11.2	4.0	15.2	
4/1+4/2	581	4.1	10.8	-	14.9	92.1	4.8	10.8	15.5	
5/1	791	1.3	0.6	-	1.8	8.4	8.6	0.6	9.2	
5/2+5/3	687	0.1	0.4	-	0.4	2.3	0.2	0.4	0.6	
6/1+6/2	1093	4.8	2.5	-	7.3	24.0	9.1	2.5	11.5	
7/1	391	0.9	0.3	-	1.3	11.8	4.4	0.3	4.8	
7/2	655	1.8	1.1	-	2.9	15.7	6.8	1.1	7.9	
7/3	78	0.0	0.0	-	0.1	2.4	0.3	0.0	0.3	
8/1	369	1.1	0.3	-	1.4	13.4	3.3	0.3	3.6	
8/2+8/3	555	0.7	0.4	-	1.0	6.6	4.0	0.4	4.4	
9/1+9/2	649	5.8	36.7	-	42.5	214.6	11.3	36.7	48.0	
10/1	680	0.2	0.6	-	0.8	4.2	1.3	0.6	1.8	
10/2+10/3	1046	0.3	1.0	-	1.3	4.4	1.3	1.0	2.3	
11/1	635	0.6	0.4	-	1.1	6.0	7.5	0.4	7.9	
13/1	935	2.9	1.2	-	4.2	16.0	15.6	1.2	16.8	
15/1	666	1.3	0.5	-	1.8	9.8	8.9	0.5	9.5	
15/2	627	1.1	0.5	-	1.6	9.1	6.7	0.5	7.2	
17/1	668	1.2	0.5	-	1.7	9.0	7.8	0.5	8.3	
19/1	806	0.9	0.8	-	1.7	7.4	7.9	0.8	8.7	

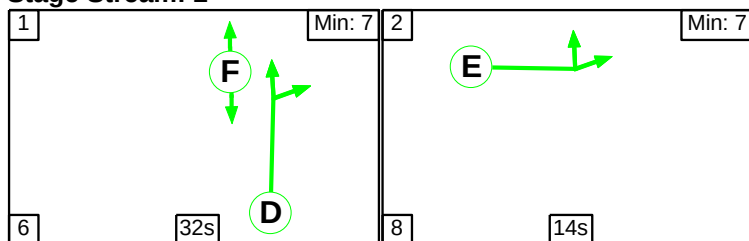
19/2	477	0.6	0.3	-	0.9	6.9	3.6	0.3	3.9	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	11.0		Total Delay for Signalled Lanes (pcuHr):	10.79	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	-22.0		Total Delay for Signalled Lanes (pcuHr):	44.57	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	0.3		Total Delay for Signalled Lanes (pcuHr):	17.06	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	7.9		Total Delay for Signalled Lanes (pcuHr):	11.48	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-10.3		Total Delay for Signalled Lanes (pcuHr):	17.15	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	47.1		Total Delay for Signalled Lanes (pcuHr):	2.58	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	81.0		Total Delay for Signalled Lanes (pcuHr):	1.66	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	77.0		Total Delay for Signalled Lanes (pcuHr):	3.40	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	26.8		Total Delay for Signalled Lanes (pcuHr):	4.16	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	90.5		Total Delay for Signalled Lanes (pcuHr):	1.06	Cycle Time (s):	60		
		PRC Over All Lanes (%):	-22.0		Total Delay Over All Lanes(pcuHr):	113.91				

Stage Sequence Diagram

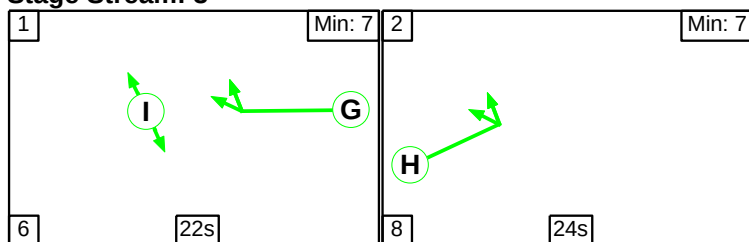
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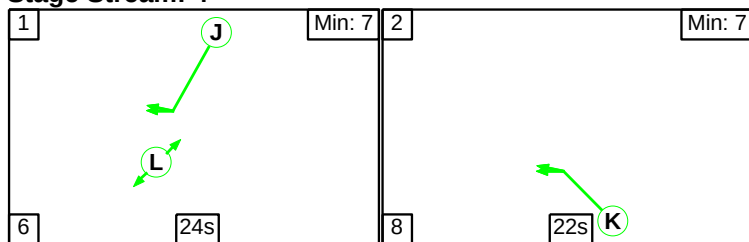
Stage Stream: 2



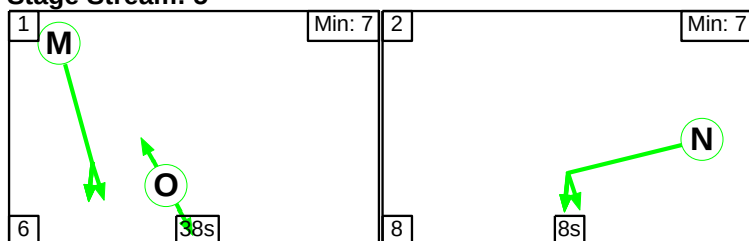
Stage Stream: 3



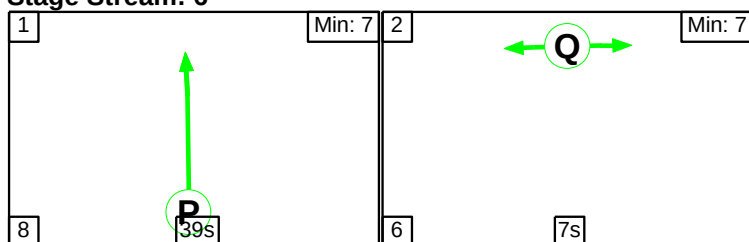
Stage Stream: 4



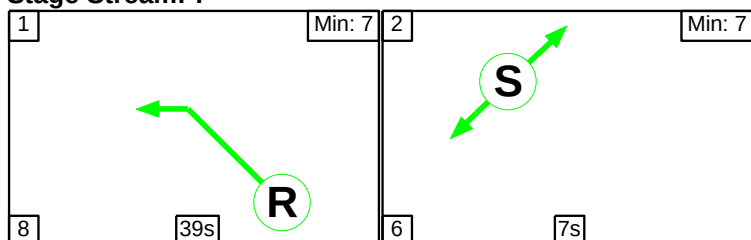
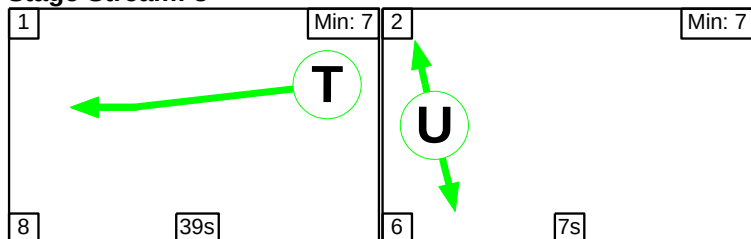
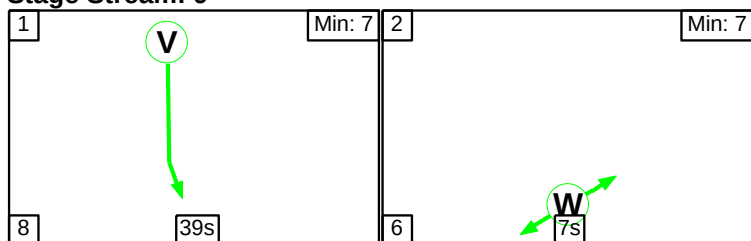
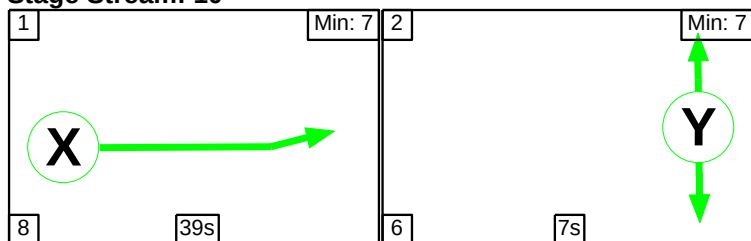
Stage Stream: 5



Stage Stream: 6



Ainley Top v5.lsg3x

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	27	19
Change Point	27	0

Stage Stream: 2

Stage	1	2
Duration	32	14
Change Point	33	11

Stage Stream: 3

Stage	1	2
Duration	22	24
Change Point	55	23

Stage Stream: 4

Stage	1	2
Duration	24	22
Change Point	2	32

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	2	46

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

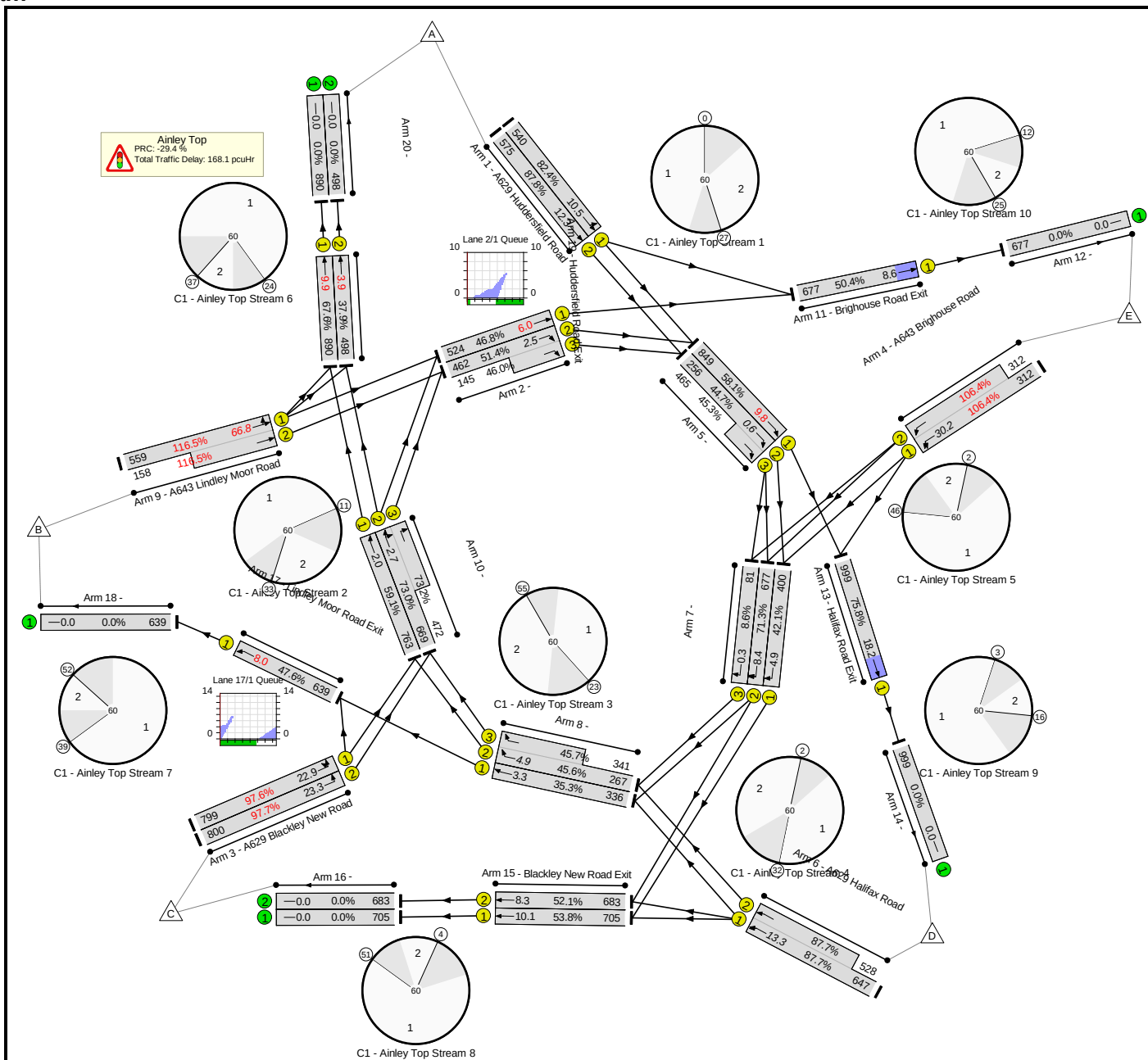
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12



Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	116.5%	-
Ainley Top	-	-	N/A	-	-	-	-	-	116.5%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	19	540	1965	655	82.4%	540
1/2	A629 Huddersfield Road Ahead	U	1	B	19	575	1965	655	87.8%	575
2/1	Ahead	U	1	A	32	561	2035	1119	46.8%	524
2/2+2/3	Right	U	1	A	32	630	2035:1995	899+316	51.4 : 46.0%	608
3/1	A629 Blackley New Road Left Left2	U	3	H	24	799	1965	819	97.6%	799
3/2	A629 Blackley New Road Left	U	3	H	24	800	1965	819	97.7%	800
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	624	1955:1955	293+293	106.4 : 106.4%	624
5/1	Ahead	U	5	M	42	853	2040	1462	58.1%	849
5/2+5/3	Right	U	5	M	42	739	2040:1990	573+1025	44.7 : 45.3%	720
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	22	1175	1975:1975	738+602	87.7 : 87.7%	1175
7/1	Right	U	4	J	28	418	1965	950	42.1%	400
7/2	Right Right2	U	4	J	28	700	1965	950	71.3%	677
7/3	Right	U	4	J	28	86	1940	938	8.6%	81
8/1	Ahead	U	3	G	27	342	2040	952	35.3%	336
8/2+8/3	Right	U	3	G	27	614	2040:2040	586+747	45.6 : 45.7%	609
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	14	717	1940:1940	480+136	116.5 : 116.5%	717
10/1	Ahead	U	2	D	37	766	2040	1292	59.1%	763
10/2+10/3	Right Ahead	U	2	D	37	1144	2040:2040	918+645	73.0 : 73.2%	1141
11/1	Brighouse Road Exit Ahead	U	10	X	39	714	2015	1343	50.4%	677

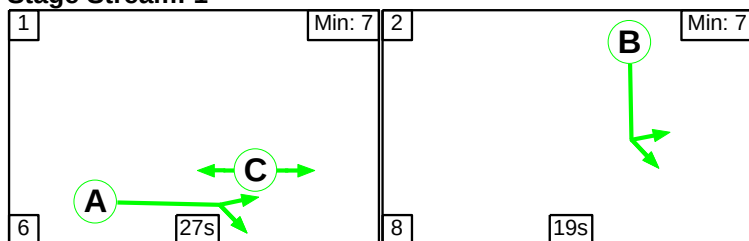
13/1	Halifax Road Exit Ahead	U	9	V	39	1012	1975	1317	75.8%	999
15/1	Blackley New Road Exit Ahead	U	8	T	39	723	1965	1310	53.8%	705
15/2	Blackley New Road Exit Ahead	U	8	T	39	700	1965	1310	52.1%	683
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	645	2015	1343	47.6%	639
19/1	Huddersfield Road Exit Ahead	U	6	P	39	914	1975	1317	67.6%	890
19/2	Huddersfield Road Exit Ahead	U	6	P	39	522	1975	1317	37.9%	498

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	48.5	119.6	0.0	168.1	-	-	-	-	
Ainley Top	-	48.5	119.6	0.0	168.1	-	-	-	-	
1/1	540	2.8	2.3	-	5.0	33.4	8.2	2.3	10.5	
1/2	575	3.0	3.3	-	6.3	39.6	8.9	3.3	12.3	
2/1	524	0.9	0.4	-	1.4	9.4	5.6	0.4	6.0	
2/2+2/3	608	0.8	0.5	-	1.3	7.9	2.0	0.5	2.5	
3/1	799	3.8	10.0	-	13.9	62.4	12.9	10.0	22.9	
3/2	800	3.8	10.2	-	14.0	63.2	13.1	10.2	23.3	
4/1+4/2	587	5.0	25.0	-	30.0	173.3	5.2	25.0	30.2	
5/1	849	1.3	0.7	-	2.0	8.4	9.1	0.7	9.8	
5/2+5/3	720	0.1	0.4	-	0.5	2.3	0.2	0.4	0.6	
6/1+6/2	1175	5.3	3.4	-	8.7	26.8	9.9	3.4	13.3	
7/1	400	1.0	0.4	-	1.4	12.6	4.5	0.4	4.9	
7/2	677	2.0	1.2	-	3.3	17.3	7.2	1.2	8.4	
7/3	81	0.0	0.0	-	0.1	2.4	0.3	0.0	0.3	
8/1	336	1.1	0.3	-	1.3	14.3	3.0	0.3	3.3	
8/2+8/3	609	0.7	0.4	-	1.1	6.6	4.4	0.4	4.9	
9/1+9/2	616	6.9	54.0	-	60.8	305.5	12.8	54.0	66.8	
10/1	763	0.2	0.7	-	1.0	4.6	1.3	0.7	2.0	
10/2+10/3	1141	0.3	1.3	-	1.6	5.1	1.3	1.3	2.7	
11/1	677	0.7	0.5	-	1.2	6.4	8.1	0.5	8.6	
13/1	999	3.2	1.6	-	4.8	17.2	16.6	1.6	18.2	
15/1	705	1.5	0.6	-	2.1	10.6	9.5	0.6	10.1	
15/2	683	1.3	0.5	-	1.8	9.7	7.8	0.5	8.3	
17/1	639	1.1	0.5	-	1.6	8.9	7.5	0.5	8.0	
19/1	890	0.9	1.0	-	2.0	8.0	8.9	1.0	9.9	

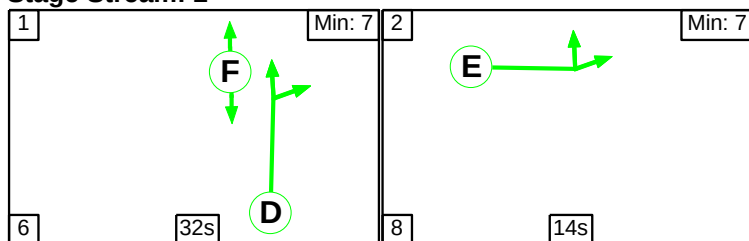
19/2	498	0.6	0.3	-	0.9	6.8	3.6	0.3	3.9	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	2.5		Total Delay for Signalled Lanes (pcuHr):	14.05	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	-29.4		Total Delay for Signalled Lanes (pcuHr):	63.44	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	-8.6		Total Delay for Signalled Lanes (pcuHr):	30.34	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	2.7		Total Delay for Signalled Lanes (pcuHr):	13.45	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-18.2		Total Delay for Signalled Lanes (pcuHr):	32.49	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	33.1		Total Delay for Signalled Lanes (pcuHr):	2.92	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	89.3		Total Delay for Signalled Lanes (pcuHr):	1.58	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	67.3		Total Delay for Signalled Lanes (pcuHr):	3.91	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	18.7		Total Delay for Signalled Lanes (pcuHr):	4.76	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	78.6		Total Delay for Signalled Lanes (pcuHr):	1.20	Cycle Time (s):	60		
		PRC Over All Lanes (%):	-29.4		Total Delay Over All Lanes(pcuHr):	168.15				

Stage Sequence Diagram

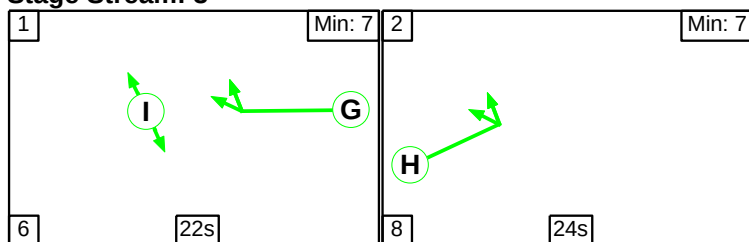
Stage Stream: 1



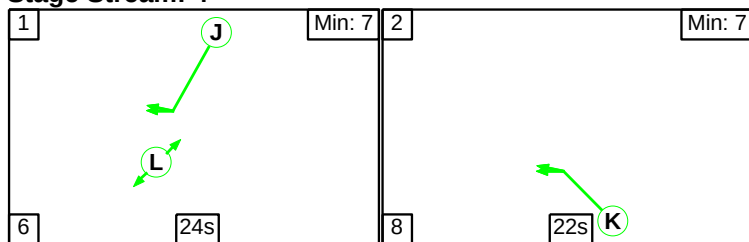
Stage Stream: 2



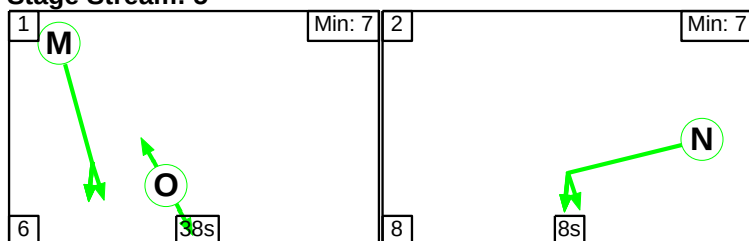
Stage Stream: 3



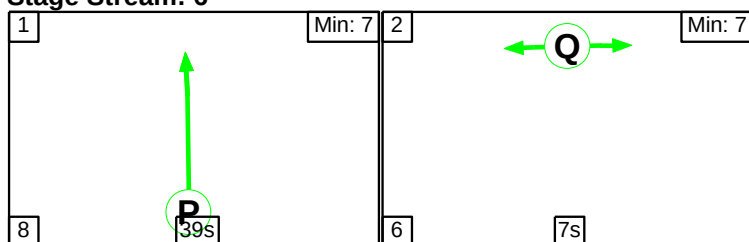
Stage Stream: 4



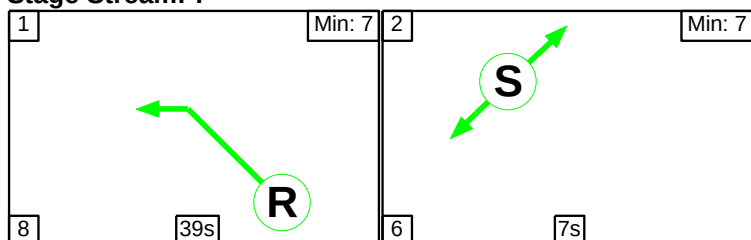
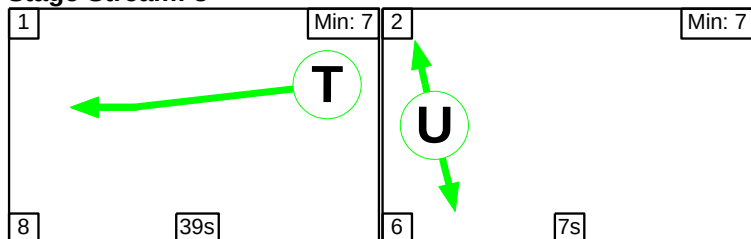
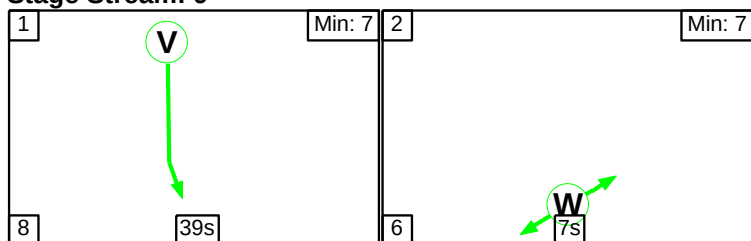
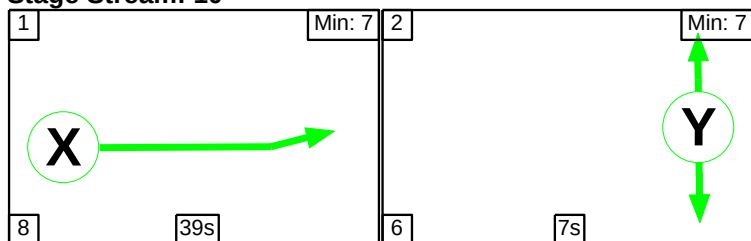
Stage Stream: 5



Stage Stream: 6



Ainley Top v5.lsg3x

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	27	19
Change Point	27	0

Stage Stream: 2

Stage	1	2
Duration	32	14
Change Point	33	11

Stage Stream: 3

Stage	1	2
Duration	22	24
Change Point	55	23

Stage Stream: 4

Stage	1	2
Duration	24	22
Change Point	2	32

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	2	46

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

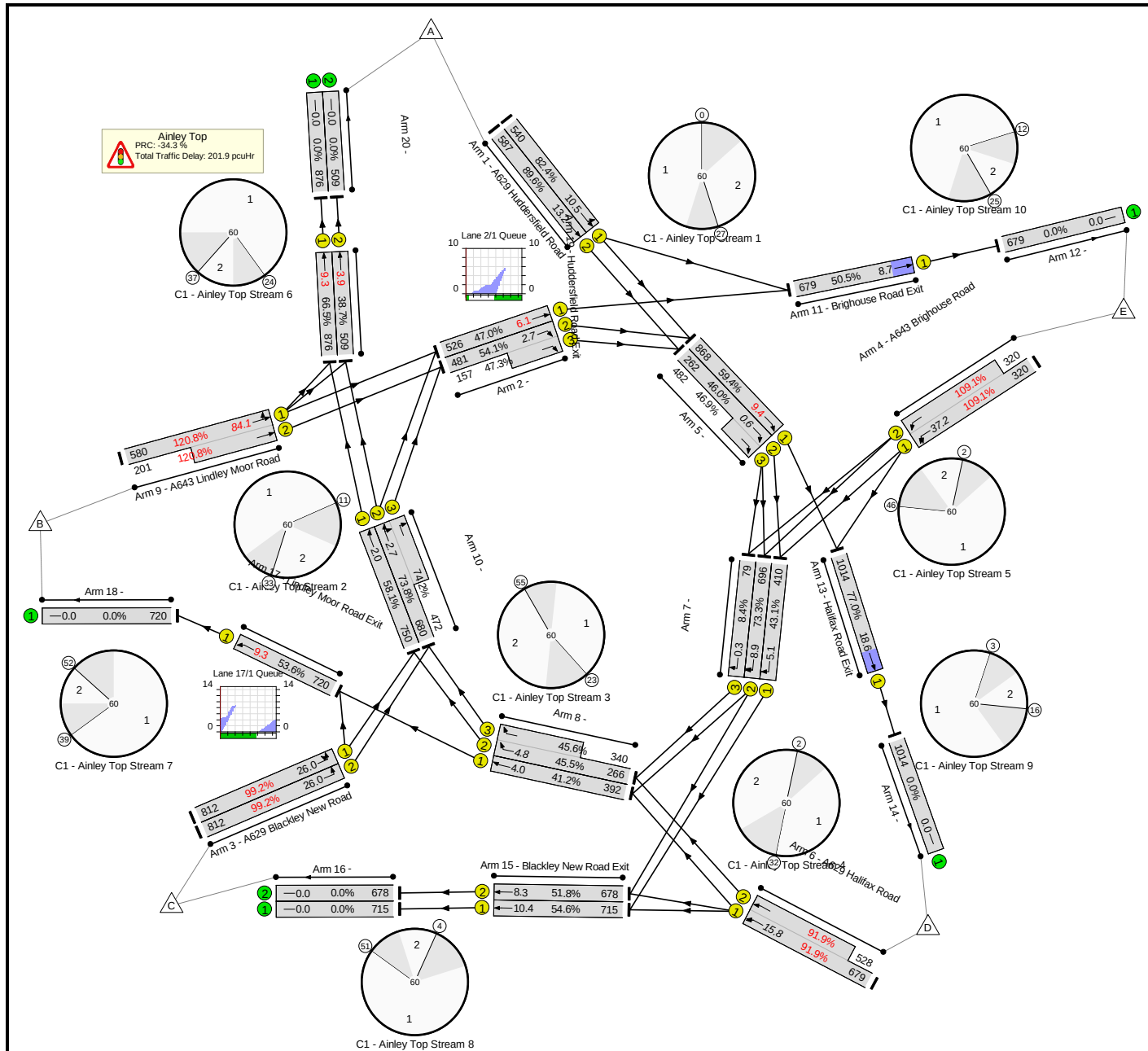
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12



Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	120.8%	-
Ainley Top	-	-	N/A	-	-	-	-	-	120.8%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	19	540	1965	655	82.4%	540
1/2	A629 Huddersfield Road Ahead	U	1	B	19	587	1965	655	89.6%	587
2/1	Ahead	U	1	A	32	573	2035	1119	47.0%	526
2/2+2/3	Right	U	1	A	32	673	2035:1995	889+332	54.1 : 47.3%	638
3/1	A629 Blackley New Road Left Left2	U	3	H	24	812	1965	819	99.2%	812
3/2	A629 Blackley New Road Left	U	3	H	24	812	1965	819	99.2%	812
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	640	1955:1955	293+293	109.1 : 109.1%	640
5/1	Ahead	U	5	M	42	877	2040	1462	59.4%	868
5/2+5/3	Right	U	5	M	42	770	2040:1990	570+1026	46.0 : 46.9%	744
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	22	1207	1975:1975	739+574	91.9 : 91.9%	1207
7/1	Right	U	4	J	28	436	1965	950	43.1%	410
7/2	Right Right2	U	4	J	28	729	1965	950	73.3%	696
7/3	Right	U	4	J	28	86	1940	938	8.4%	79
8/1	Ahead	U	3	G	27	402	2040	952	41.2%	392
8/2+8/3	Right	U	3	G	27	614	2040:2040	586+747	45.5 : 45.6%	607
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	14	781	1940:1940	480+166	120.8 : 120.8%	781
10/1	Ahead	U	2	D	37	754	2040	1292	58.1%	750
10/2+10/3	Right Ahead	U	2	D	37	1156	2040:2040	921+636	73.8 : 74.2%	1152
11/1	Brighouse Road Exit Ahead	U	10	X	39	726	2015	1343	50.5%	679

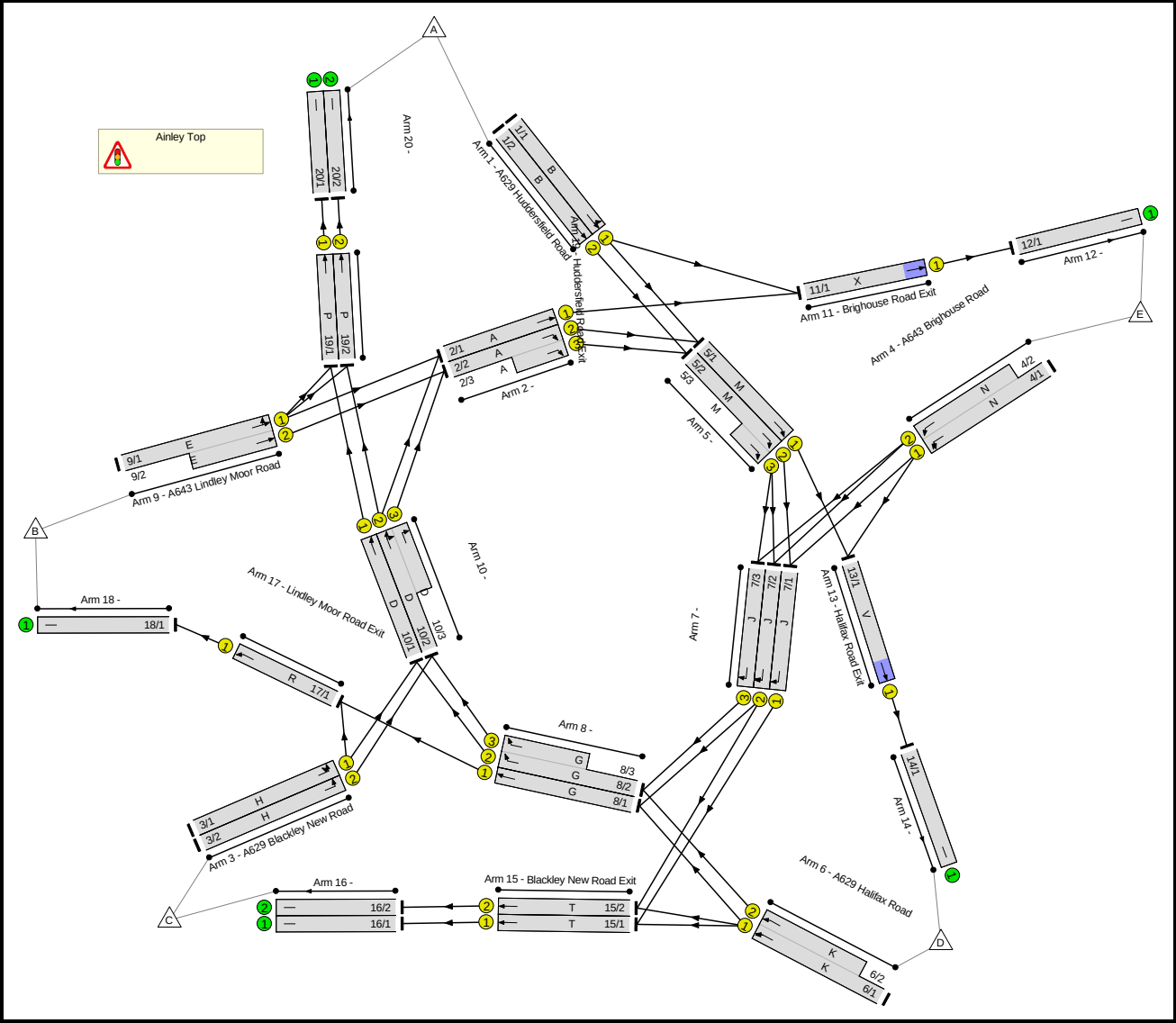
13/1	Halifax Road Exit Ahead	U	9	V	39	1036	1975	1317	77.0%	1014
15/1	Blackley New Road Exit Ahead	U	8	T	39	741	1965	1310	54.6%	715
15/2	Blackley New Road Exit Ahead	U	8	T	39	701	1965	1310	51.8%	678
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	730	2015	1343	53.6%	720
19/1	Huddersfield Road Exit Ahead	U	6	P	39	906	1975	1317	66.5%	876
19/2	Huddersfield Road Exit Ahead	U	6	P	39	539	1975	1317	38.7%	509

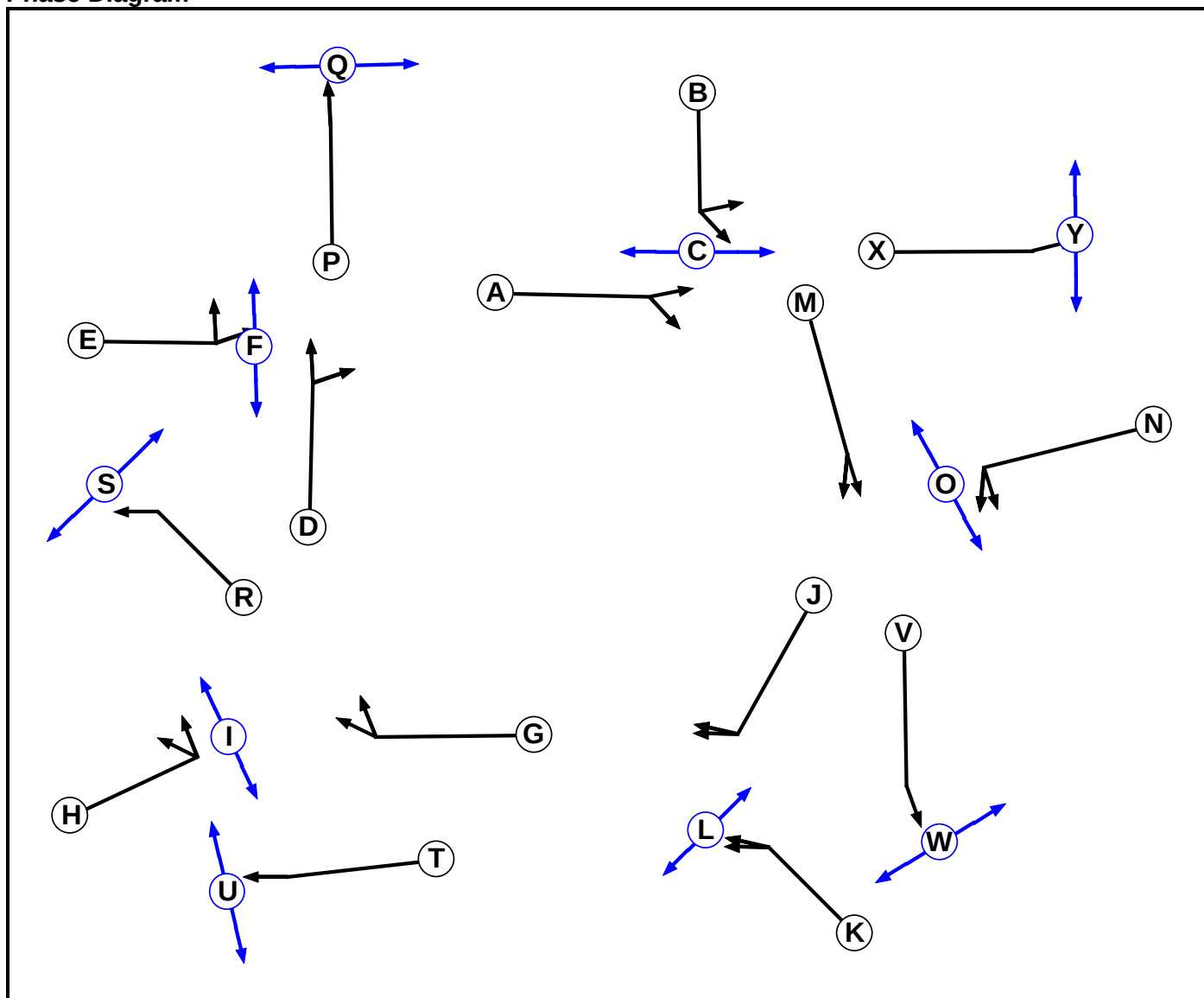
Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	51.3	150.5	0.0	201.9	-	-	-	-	
Ainley Top	-	51.3	150.5	0.0	201.9	-	-	-	-	
1/1	540	2.8	2.3	-	5.0	33.4	8.2	2.3	10.5	
1/2	587	3.1	3.9	-	7.0	42.8	9.3	3.9	13.2	
2/1	526	1.0	0.4	-	1.4	9.6	5.6	0.4	6.1	
2/2+2/3	638	0.9	0.5	-	1.5	8.3	2.2	0.5	2.7	
3/1	812	3.9	12.7	-	16.6	73.5	13.3	12.7	26.0	
3/2	812	3.9	12.7	-	16.6	73.5	13.3	12.7	26.0	
4/1+4/2	587	5.6	31.8	-	37.4	210.3	5.4	31.8	37.2	
5/1	868	1.3	0.7	-	2.0	8.3	8.6	0.7	9.4	
5/2+5/3	744	0.1	0.4	-	0.5	2.4	0.2	0.4	0.6	
6/1+6/2	1207	5.6	5.2	-	10.8	32.1	10.6	5.2	15.8	
7/1	410	1.1	0.4	-	1.5	13.0	4.7	0.4	5.1	
7/2	696	2.2	1.4	-	3.5	18.3	7.5	1.4	8.9	
7/3	79	0.0	0.0	-	0.1	2.4	0.3	0.0	0.3	
8/1	392	1.3	0.3	-	1.6	14.8	3.7	0.3	4.0	
8/2+8/3	607	0.7	0.4	-	1.1	6.6	4.4	0.4	4.8	
9/1+9/2	646	8.1	70.1	-	78.2	360.5	14.0	70.1	84.1	
10/1	750	0.2	0.7	-	0.9	4.5	1.3	0.7	2.0	
10/2+10/3	1152	0.3	1.4	-	1.7	5.3	1.3	1.4	2.7	
11/1	679	0.7	0.5	-	1.2	6.4	8.2	0.5	8.7	
13/1	1014	3.2	1.7	-	4.8	17.1	16.9	1.7	18.6	
15/1	715	1.5	0.6	-	2.1	10.5	9.8	0.6	10.4	
15/2	678	1.3	0.5	-	1.8	9.5	7.7	0.5	8.3	
17/1	720	1.3	0.6	-	1.9	9.4	8.7	0.6	9.3	
19/1	876	0.9	1.0	-	1.9	7.7	8.3	1.0	9.3	

19/2	509	0.6	0.3	-	1.0	6.7	3.6	0.3	3.9	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	0.4			Total Delay for Signalled Lanes (pcuHr):	14.86	Cycle Time (s):	60	
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	-34.3			Total Delay for Signalled Lanes (pcuHr):	80.82	Cycle Time (s):	60	
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	-10.2			Total Delay for Signalled Lanes (pcuHr):	35.89	Cycle Time (s):	60	
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	-2.2			Total Delay for Signalled Lanes (pcuHr):	15.84	Cycle Time (s):	60	
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-21.2			Total Delay for Signalled Lanes (pcuHr):	39.87	Cycle Time (s):	60	
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	35.2			Total Delay for Signalled Lanes (pcuHr):	2.83	Cycle Time (s):	60	
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	67.9			Total Delay for Signalled Lanes (pcuHr):	1.88	Cycle Time (s):	60	
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	64.9			Total Delay for Signalled Lanes (pcuHr):	3.87	Cycle Time (s):	60	
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	16.9			Total Delay for Signalled Lanes (pcuHr):	4.81	Cycle Time (s):	60	
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	78.2			Total Delay for Signalled Lanes (pcuHr):	1.21	Cycle Time (s):	60	
		PRC Over All Lanes (%):	-34.3			Total Delay Over All Lanes(pcuHr):	201.88			

Full Input Data And Results**User and Project Details**

Project:	Ainley Top Capacity Analysis
Title:	Revised timings
Location:	
Model Purpose:	Ful data and results base on revised timings across all scenarios
Model Assumptions:	1 sec additional green allocated to Phases B, E & H to reflect use of amber in the interstage period. Intergreens from these phases to circulatory traffic has been reduced from 5 to 4 secs to reflect this. RR67 sat flows now adopted in lieu of directly entered values. Lane usage for flares on Arms 4, 6 & 9 to reflect actual usage. 1 sec additional green allocated to LMR
Additional detail:	
File name:	Ainley Top v5.lsg3x
Address:	





Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	4
B	Traffic	1		7	7
C	Pedestrian	1		7	7
D	Traffic	2		7	4
E	Traffic	2		7	7
F	Pedestrian	2		7	7
G	Traffic	3		7	4
H	Traffic	3		7	7
I	Pedestrian	3		7	7
J	Traffic	4		7	4
K	Traffic	4		7	7
L	Pedestrian	4		7	7
M	Traffic	5		7	4
N	Traffic	5		7	7
O	Pedestrian	5		7	7
P	Traffic	6		7	7
Q	Pedestrian	6		7	7
R	Traffic	7		7	7
S	Pedestrian	7		7	7
T	Traffic	8		7	7
U	Pedestrian	8		7	7
V	Traffic	9		7	7
W	Pedestrian	9		7	7
X	Traffic	10		7	7
Y	Pedestrian	10		7	7

Phase Intergreens Matrix

	Starting Phase																									
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y
Terminating Phase	A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	B	4		6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	-	8		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	D	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	E	-	-	-	4		6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	F	-	-	-	-	8		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	G	-	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	H	-	-	-	-	-	-	4		6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	I	-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	J	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	K	-	-	-	-	-	-	-	-	-	5		6	-	-	-	-	-	-	-	-	-	-	-	-	-
	L	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	-	-	-	-	-	-
	M	-	-	-	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-
	N	-	-	-	-	-	-	-	-	-	-	-	-	5		6	-	-	-	-	-	-	-	-	-	-
	O	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	-	-	-
	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-	-	-	-	-	-	-	-
	Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-	-	-	-	-	-
	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-	-	-	-
	U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-
	V	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-	-
	W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-
	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-
	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-

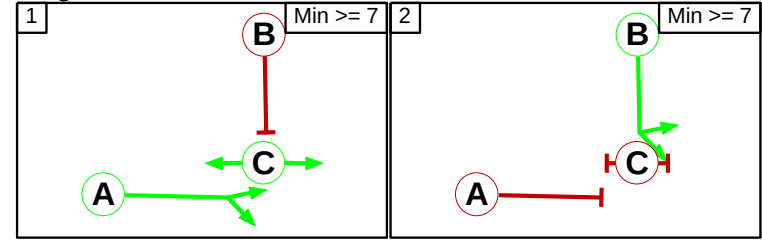
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A C
1	2	B
2	1	D F
2	2	E
3	1	G I
3	2	H
4	1	J L
4	2	K
5	1	M O
5	2	N

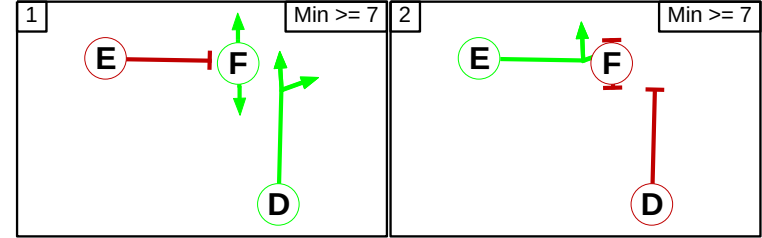
6	1	P
6	2	Q
7	1	R
7	2	S
8	1	T
8	2	U
9	1	V
9	2	W
10	1	X
10	2	Y

Stage Diagram

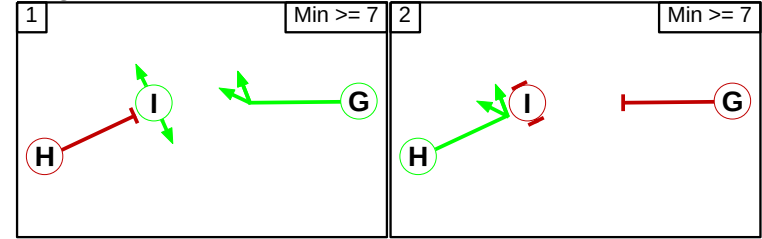
Stage Stream: 1



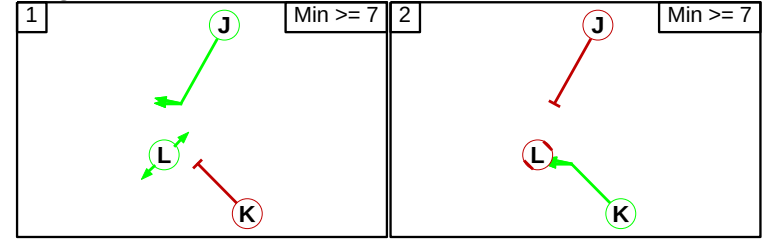
Stage Stream: 2



Stage Stream: 3

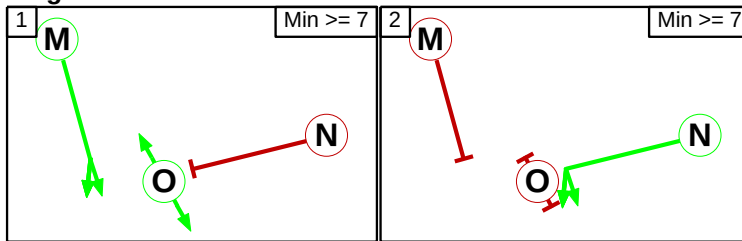


Stage Stream: 4

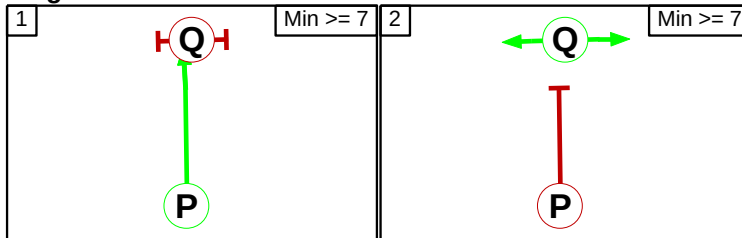


Ainley Top v5.lsg3x

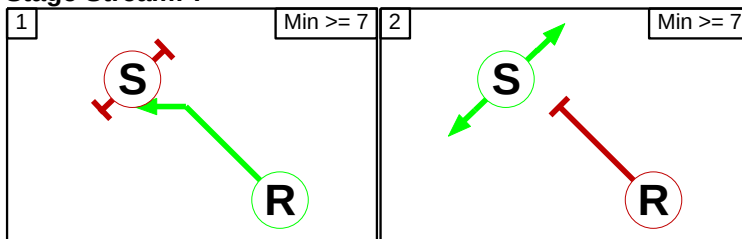
Stage Stream: 5



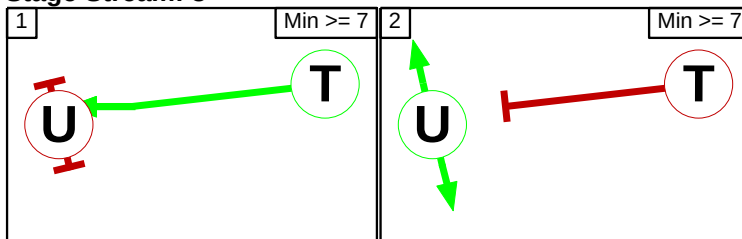
Stage Stream: 6



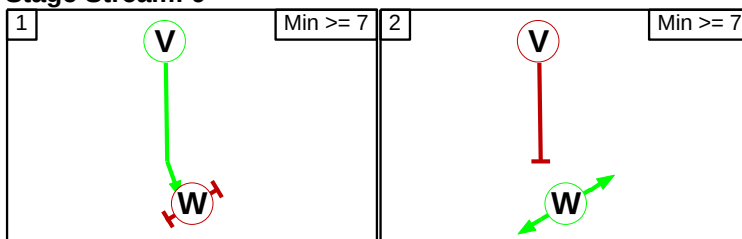
Stage Stream: 7



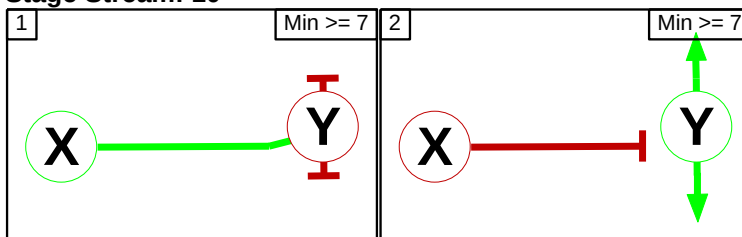
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	D	Losing	3	3

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	3	3

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	J	Losing	3	3

Stage Stream: 5

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	M	Losing	3	3

Lane Input Data

Junction: Ainley Top												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A629 Huddersfield Road)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 11 Left	Inf
1/2 (A629 Huddersfield Road)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
2/1	U	A	2	3	5.2	Geom	-	4.20	0.00	Y	Arm 11 Ahead	Inf
2/2	U	A	2	3	5.6	Geom	-	4.20	0.00	Y	Arm 5 Right	Inf
2/3	U	A	2	3	5.0	Geom	-	3.80	0.00	Y	Arm 5 Right	Inf
3/1 (A629 Blackley New Road)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 10 Left	Inf
											Arm 17 Left	Inf
3/2 (A629 Blackley New Road)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 10 Left	Inf
4/1 (A643 Brighouse Road)	U	N	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 7 Left	Inf
											Arm 13 Left	Inf
4/2 (A643 Brighouse Road)	U	N	2	3	11.8	Geom	-	3.40	0.00	Y	Arm 7 Left	Inf
5/1	U	M	2	3	8.7	Geom	-	4.25	0.00	Y	Arm 13 Ahead	Inf
5/2	U	M	2	3	7.5	Geom	-	4.25	0.00	Y	Arm 7 Right	Inf
5/3	U	M	2	3	3.7	Geom	-	3.75	0.00	Y	Arm 7 Right	Inf
6/1 (A629 Halifax Road)	U	K	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 8 Ahead	Inf
											Arm 15 Ahead	Inf
6/2 (A629 Halifax Road)	U	K	2	3	12.0	Geom	-	3.60	0.00	Y	Arm 8 Ahead	Inf
7/1	U	J	2	3	17.0	Geom	-	3.50	0.00	Y	Arm 15 Right	Inf
7/2	U	J	2	3	17.0	Geom	-	3.50	0.00	Y	Arm 8 Right	Inf

											Arm 15 Right	Inf
7/3	U	J	2	3	15.3	Geom	-	3.25	0.00	Y	Arm 8 Right	Inf
8/1	U	G	2	3	13.0	Geom	-	4.25	0.00	Y	Arm 17 Ahead	Inf
8/2	U	G	2	3	14.8	Geom	-	4.25	0.00	Y	Arm 10 Right	Inf
8/3	U	G	2	3	8.0	Geom	-	4.25	0.00	Y	Arm 10 Right	Inf
9/1 (A643 Lindley Moor Road)	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
											Arm 19 Left	Inf
9/2 (A643 Lindley Moor Road)	U	E	2	3	8.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
10/1	U	D	2	3	10.4	Geom	-	4.25	0.00	Y	Arm 19 Ahead	Inf
10/2	U	D	2	3	10.4	Geom	-	4.25	0.00	Y	Arm 2 Right	Inf
10/3	U	D	2	3	6.4	Geom	-	4.25	0.00	Y	Arm 19 Ahead	Inf
11/1 (Brighouse Road Exit)	U	X	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 2 Right	Inf
											Arm 12 Ahead	Inf
13/1 (Halifax Road Exit)	U	V	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 14 Ahead	Inf
15/1 (Blackley New Road Exit)	U	T	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 16 Ahead	Inf
15/2 (Blackley New Road Exit)	U	T	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 16 Ahead	Inf
17/1 (Lindley Moor Road Exit)	U	R	2	3	7.0	Geom	-	4.00	0.00	Y	Arm 18 Ahead	Inf
19/1 (Huddersfield Road Exit)	U	P	2	3	4.3	Geom	-	3.60	0.00	Y	Arm 20 Ahead	Inf
19/2 (Huddersfield Road Exit)	U	P	2	3	3.8	Geom	-	3.60	0.00	Y	Arm 20 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
4: '2022 PM base'	17:00	18:00	01:00	
8: '2022 PM base +dev'	17:00	18:00	01:00	
12: '2032 PM base'	17:00	18:00	01:00	
16: '2032 PM base +dev'	17:00	18:00	01:00	

Traffic Flows, Desired

Scenario 13: '2022 PM Peak Base' (FG4: '2022 PM base', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	250	327	430	125	1132
	B	184	0	95	31	223	533
	C	367	543	59	431	169	1569
	D	360	31	518	0	93	1002
	E	46	131	256	125	0	558
	Tot.	957	955	1255	1017	610	4794

Scenario 14: '2022 PM Peak base with dev' (FG8: '2022 PM base +dev', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	260	327	430	125	1142
	B	196	0	129	63	239	627
	C	367	563	59	431	169	1589
	D	360	57	518	0	93	1028
	E	46	144	256	125	0	571
	Tot.	969	1024	1289	1049	626	4957

Scenario 15: '2032 PM peak base' (FG12: '2032 PM base', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	277	363	477	139	1256
	B	204	0	105	34	247	590
	C	407	602	65	478	187	1739
	D	399	34	574	0	103	1110
	E	51	145	284	139	0	619
	Tot.	1061	1058	1391	1128	676	5314

Scenario 16: '2032 PM Peak base with dev' (FG16: '2032 PM base +dev', Plan 1: 'Network Control Plan 1')

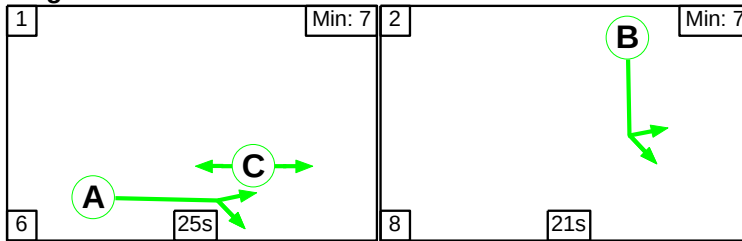
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	287	363	477	139	1266
	B	216	0	130	66	263	675
	C	407	622	65	478	187	1759
	D	399	60	574	0	103	1136
	E	51	158	284	139	0	632
	Tot.	1073	1127	1416	1160	692	5468

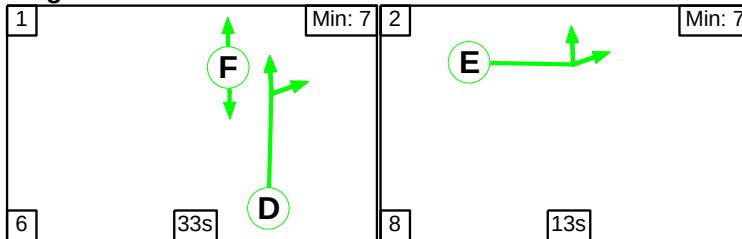
Scenario 13: '2022 PM Peak Base' (FG4: '2022 PM base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

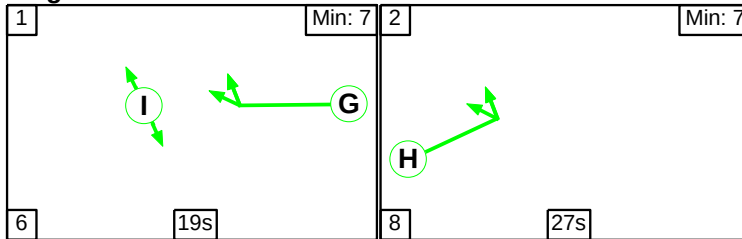
Stage Stream: 1



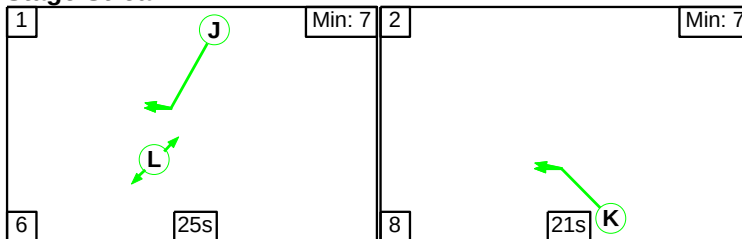
Stage Stream: 2



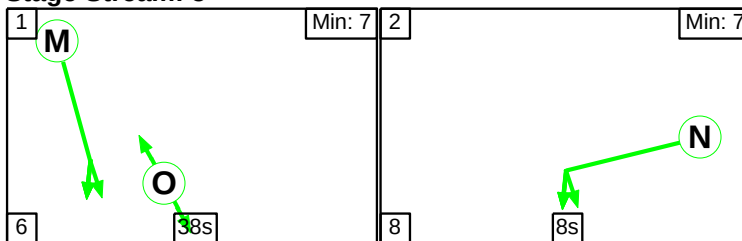
Stage Stream: 3



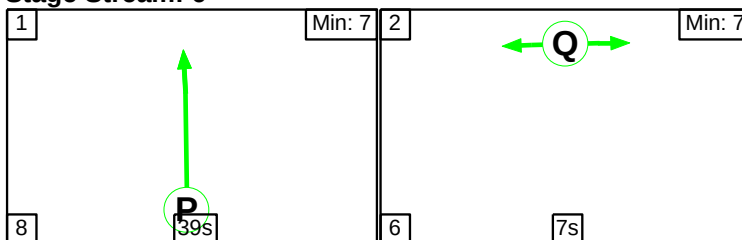
Stage Stream: 4



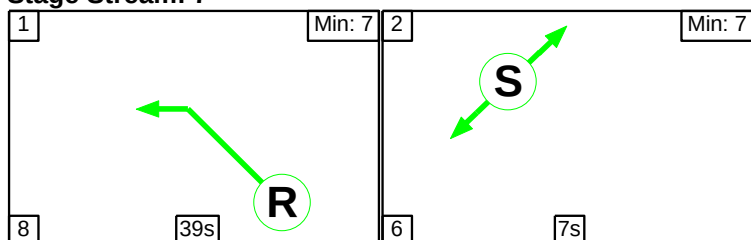
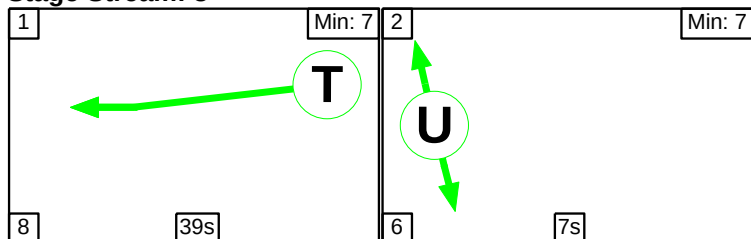
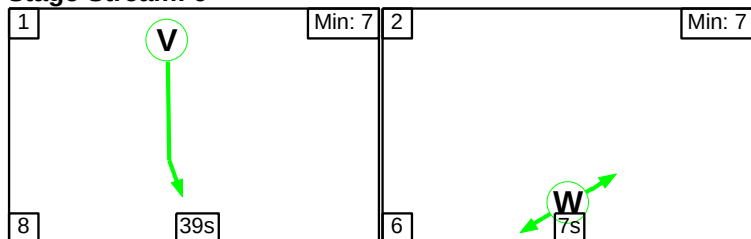
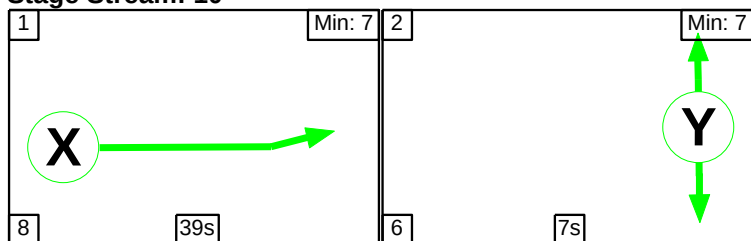
Stage Stream: 5



Stage Stream: 6



Ainley Top v5.lsg3x

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	25	21
Change Point	27	58

Stage Stream: 2

Stage	1	2
Duration	33	13
Change Point	32	11

Stage Stream: 3

Stage	1	2
Duration	19	27
Change Point	56	21

Stage Stream: 4

Stage	1	2
Duration	25	21
Change Point	6	37

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	50	34

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

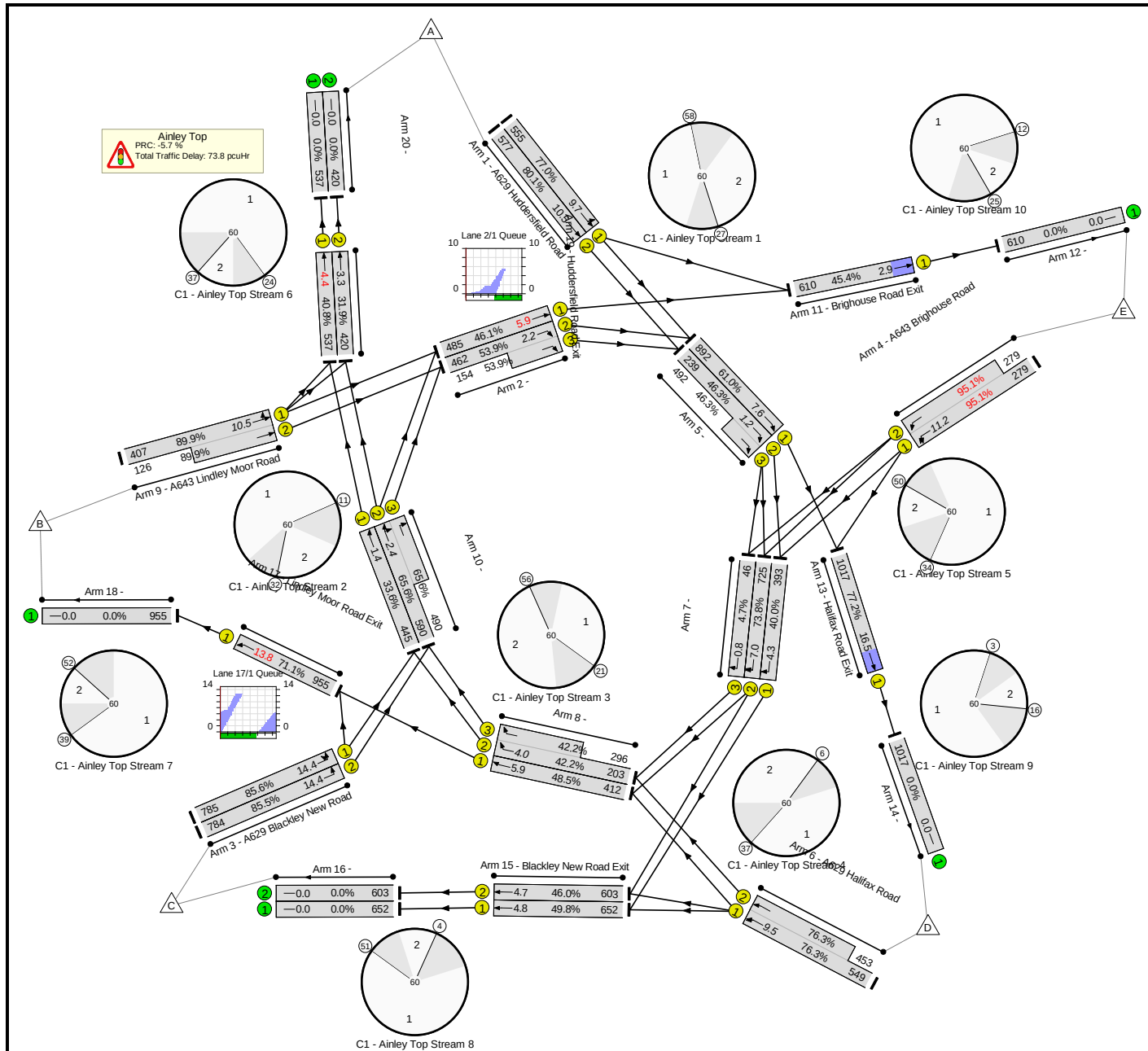
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12

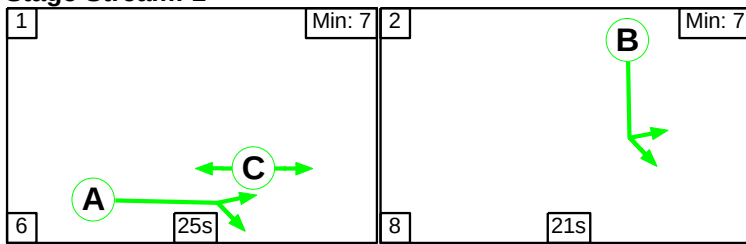
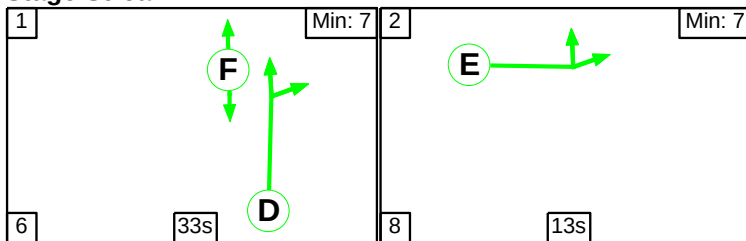
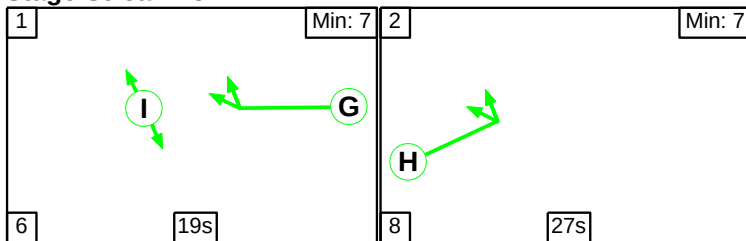
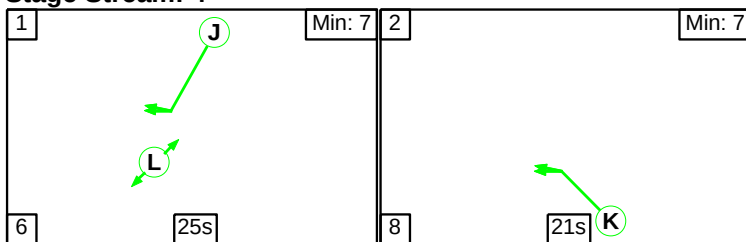
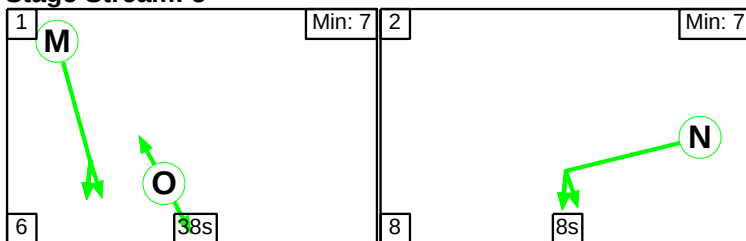
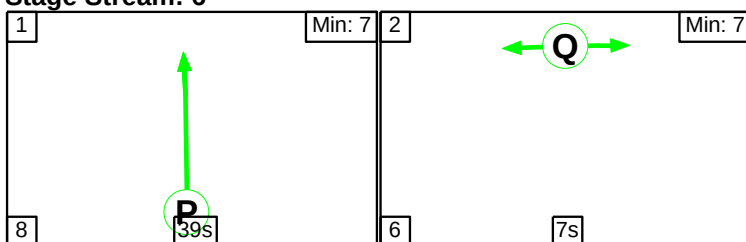


Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	95.1%	-
Ainley Top	-	-	N/A	-	-	-	-	-	95.1%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	21	555	1965	721	77.0%	555
1/2	A629 Huddersfield Road Ahead	U	1	B	21	577	1965	721	80.1%	577
2/1	Ahead	U	1	A	30	485	2035	1051	46.1%	485
2/2+2/3	Right	U	1	A	30	616	2035:1995	857+286	53.9 : 53.9%	616
3/1	A629 Blackley New Road Left Left2	U	3	H	27	785	1965	917	85.6%	785
3/2	A629 Blackley New Road Left	U	3	H	27	784	1965	917	85.5%	784
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	558	1955:1955	293+293	95.1 : 95.1%	558
5/1	Ahead	U	5	M	42	892	2040	1462	61.0%	892
5/2+5/3	Right	U	5	M	42	731	2040:1990	517+1063	46.3 : 46.3%	731
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	21	1002	1975:1975	720+594	76.3 : 76.3%	1002
7/1	Right	U	4	J	29	393	1965	982	40.0%	393
7/2	Right Right2	U	4	J	29	725	1965	982	73.8%	725
7/3	Right	U	4	J	29	46	1940	970	4.7%	46
8/1	Ahead	U	3	G	24	412	2040	850	48.5%	412
8/2+8/3	Right	U	3	G	24	499	2040:2040	481+702	42.2 : 42.2%	499
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	13	533	1940:1940	453+140	89.9 : 89.9%	533
10/1	Ahead	U	2	D	38	445	2040	1326	33.6%	445
10/2+10/3	Right Ahead	U	2	D	38	1080	2040:2040	899+747	65.6 : 65.6%	1080
11/1	Brighouse Road Exit Ahead	U	10	X	39	610	2015	1343	45.4%	610

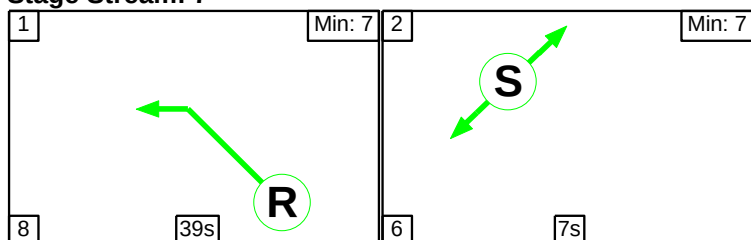
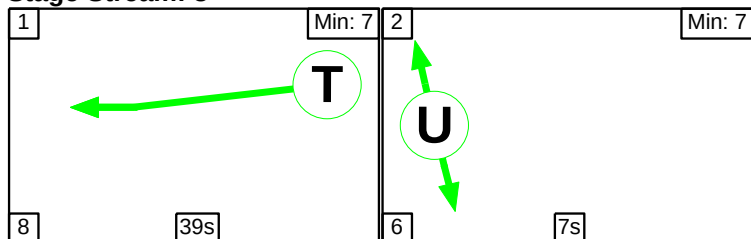
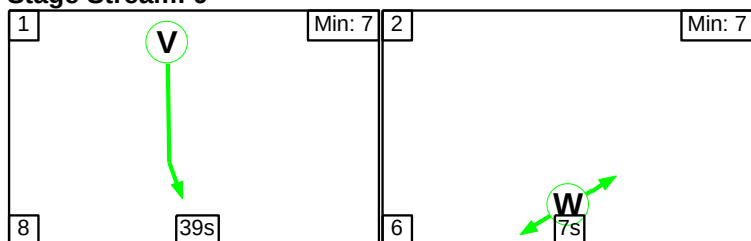
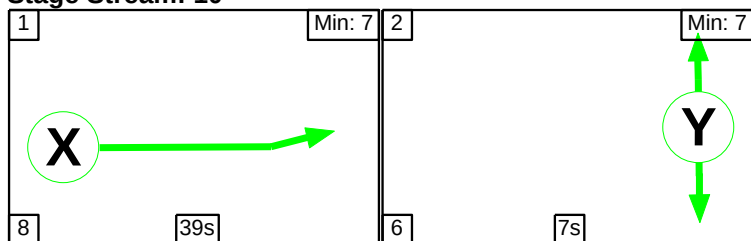
13/1	Halifax Road Exit Ahead	U	9	V	39	1017	1975	1317	77.2%	1017
15/1	Blackley New Road Exit Ahead	U	8	T	39	652	1965	1310	49.8%	652
15/2	Blackley New Road Exit Ahead	U	8	T	39	603	1965	1310	46.0%	603
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	955	2015	1343	71.1%	955
19/1	Huddersfield Road Exit Ahead	U	6	P	39	537	1975	1317	40.8%	537
19/2	Huddersfield Road Exit Ahead	U	6	P	39	420	1975	1317	31.9%	420

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	41.5	32.3	0.0	73.8	-	-	-	-	
Ainley Top	-	41.5	32.3	0.0	73.8	-	-	-	-	
1/1	555	2.6	1.6	-	4.2	27.4	8.0	1.6	9.7	
1/2	577	2.7	2.0	-	4.7	29.2	8.5	2.0	10.5	
2/1	485	0.9	0.4	-	1.4	10.2	5.5	0.4	5.9	
2/2+2/3	616	0.8	0.6	-	1.4	8.0	1.6	0.6	2.2	
3/1	785	3.1	2.9	-	5.9	27.3	11.6	2.9	14.4	
3/2	784	3.1	2.8	-	5.9	27.2	11.5	2.8	14.4	
4/1+4/2	558	3.9	6.7	-	10.6	68.3	4.6	6.7	11.2	
5/1	892	0.7	0.8	-	1.5	6.2	6.8	0.8	7.6	
5/2+5/3	731	0.3	0.4	-	0.8	3.8	0.8	0.4	1.2	
6/1+6/2	1002	4.5	1.6	-	6.1	21.9	7.9	1.6	9.5	
7/1	393	1.1	0.3	-	1.4	13.0	4.0	0.3	4.3	
7/2	725	1.8	1.4	-	3.2	15.7	5.6	1.4	7.0	
7/3	46	0.2	0.0	-	0.2	16.4	0.8	0.0	0.8	
8/1	412	2.3	0.5	-	2.8	24.1	5.4	0.5	5.9	
8/2+8/3	499	0.2	0.4	-	0.6	4.4	3.6	0.4	4.0	
9/1+9/2	533	3.2	3.9	-	7.1	48.1	6.6	3.9	10.5	
10/1	445	0.2	0.3	-	0.4	3.6	1.2	0.3	1.4	
10/2+10/3	1080	0.3	1.0	-	1.2	4.1	1.5	1.0	2.4	
11/1	610	0.5	0.4	-	0.9	5.3	2.5	0.4	2.9	
13/1	1017	3.7	1.7	-	5.4	19.1	14.9	1.7	16.5	
15/1	652	0.8	0.5	-	1.3	7.2	4.3	0.5	4.8	
15/2	603	0.8	0.4	-	1.2	7.4	4.3	0.4	4.7	
17/1	955	2.6	1.2	-	3.8	14.4	12.6	1.2	13.8	
19/1	537	0.6	0.3	-	0.9	6.1	4.0	0.3	4.4	

19/2	420	0.5	0.2	-	0.7	6.3	3.1	0.2	3.3	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	12.4		Total Delay for Signalled Lanes (pcuHr):	11.65	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	0.1		Total Delay for Signalled Lanes (pcuHr):	8.78	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	5.1		Total Delay for Signalled Lanes (pcuHr):	15.23	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	18.0		Total Delay for Signalled Lanes (pcuHr):	10.88	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-5.7		Total Delay for Signalled Lanes (pcuHr):	12.90	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	120.7		Total Delay for Signalled Lanes (pcuHr):	1.66	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	26.6		Total Delay for Signalled Lanes (pcuHr):	3.83	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	80.8		Total Delay for Signalled Lanes (pcuHr):	2.54	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	16.5		Total Delay for Signalled Lanes (pcuHr):	5.40	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	98.2		Total Delay for Signalled Lanes (pcuHr):	0.91	Cycle Time (s):	60		
		PRC Over All Lanes (%):	-5.7		Total Delay Over All Lanes(pcuHr):	73.77				

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Stream: 4****Stage Stream: 5****Stage Stream: 6**

Ainley Top v5.lsg3x

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	25	21
Change Point	27	58

Stage Stream: 2

Stage	1	2
Duration	33	13
Change Point	32	11

Stage Stream: 3

Stage	1	2
Duration	19	27
Change Point	56	21

Stage Stream: 4

Stage	1	2
Duration	25	21
Change Point	6	37

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	50	34

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

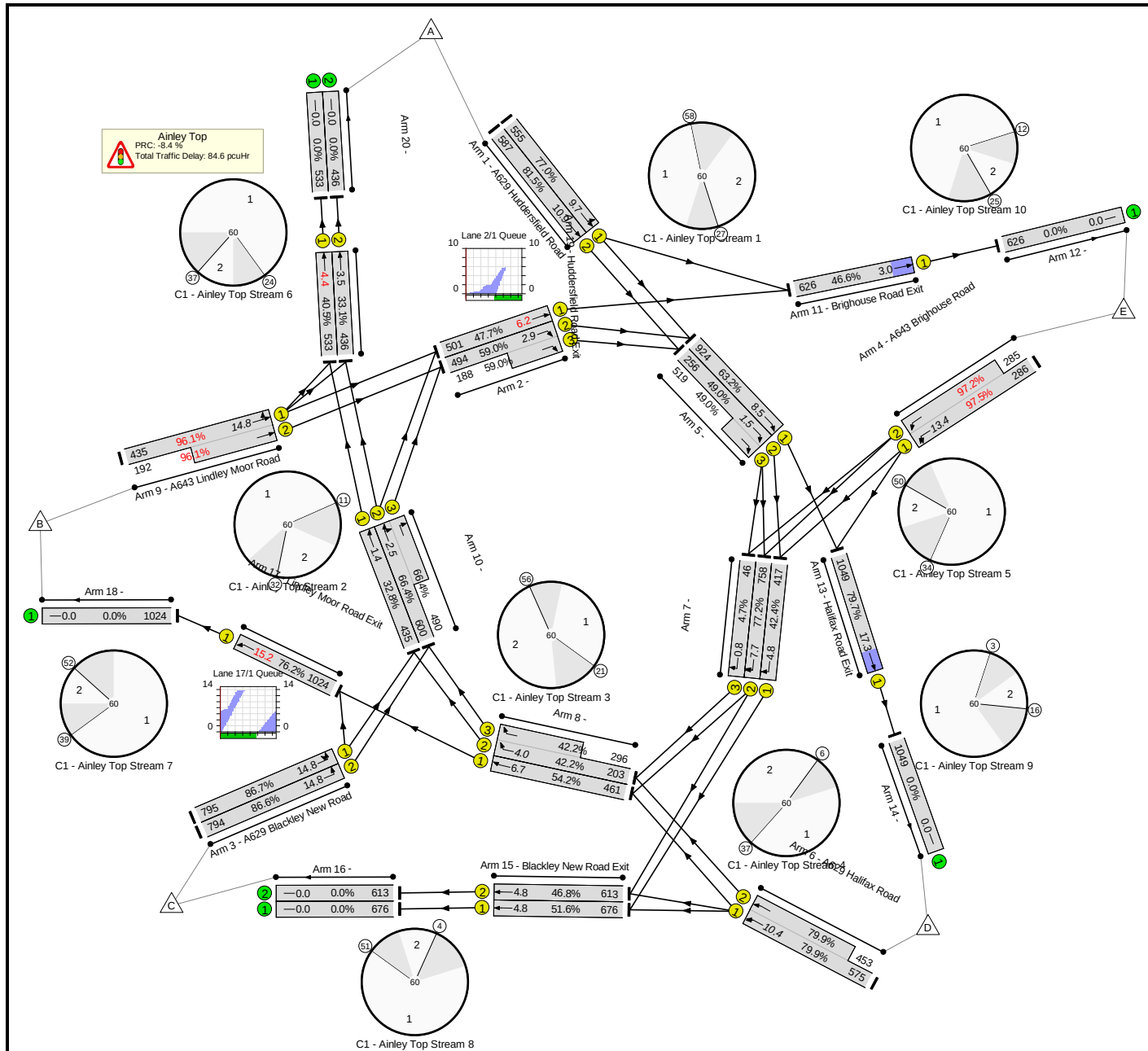
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12

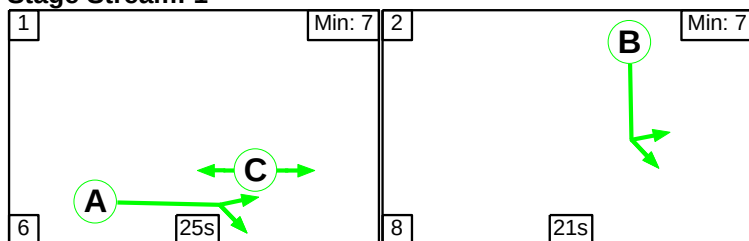
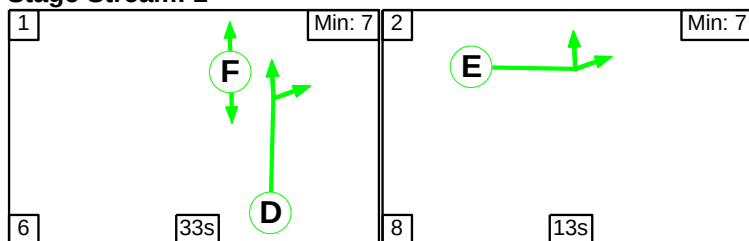
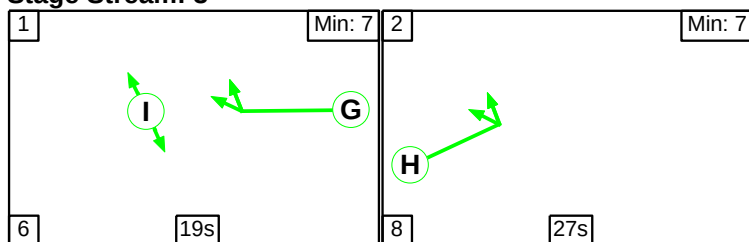
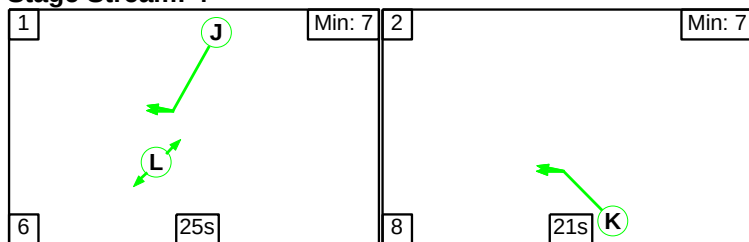
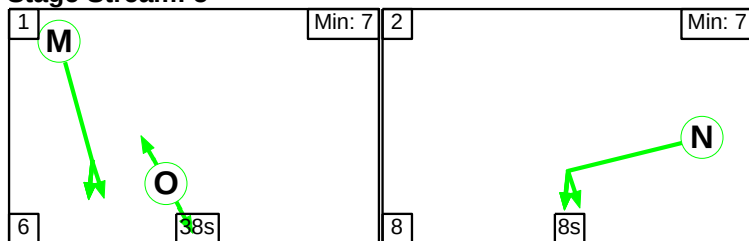
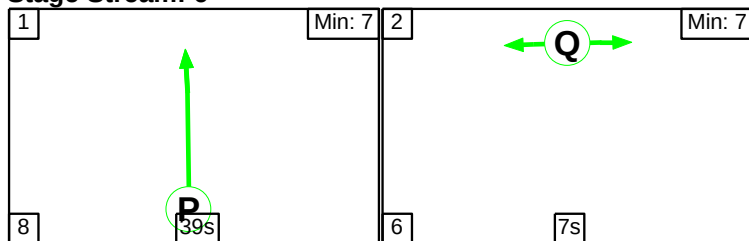


Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	97.5%	-
Ainley Top	-	-	N/A	-	-	-	-	-	97.5%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	21	555	1965	721	77.0%	555
1/2	A629 Huddersfield Road Ahead	U	1	B	21	587	1965	721	81.5%	587
2/1	Ahead	U	1	A	30	501	2035	1051	47.7%	501
2/2+2/3	Right	U	1	A	30	682	2035:1995	838+319	59.0 : 59.0%	682
3/1	A629 Blackley New Road Left Left2	U	3	H	27	795	1965	917	86.7%	795
3/2	A629 Blackley New Road Left	U	3	H	27	794	1965	917	86.6%	794
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	571	1955:1955	293+293	97.5 : 97.2%	571
5/1	Ahead	U	5	M	42	924	2040	1462	63.2%	924
5/2+5/3	Right	U	5	M	42	775	2040:1990	522+1059	49.0 : 49.0%	775
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	21	1028	1975:1975	720+567	79.9 : 79.9%	1028
7/1	Right	U	4	J	29	417	1965	982	42.4%	417
7/2	Right Right2	U	4	J	29	758	1965	982	77.2%	758
7/3	Right	U	4	J	29	46	1940	970	4.7%	46
8/1	Ahead	U	3	G	24	461	2040	850	54.2%	461
8/2+8/3	Right	U	3	G	24	499	2040:2040	481+702	42.2 : 42.2%	499
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	13	627	1940:1940	453+200	96.1 : 96.1%	627
10/1	Ahead	U	2	D	38	435	2040	1326	32.8%	435
10/2+10/3	Right Ahead	U	2	D	38	1090	2040:2040	903+737	66.4 : 66.4%	1090
11/1	Brighouse Road Exit Ahead	U	10	X	39	626	2015	1343	46.6%	626

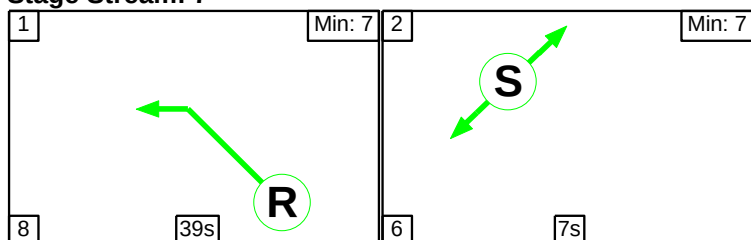
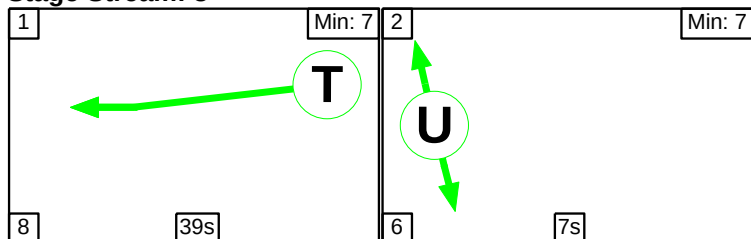
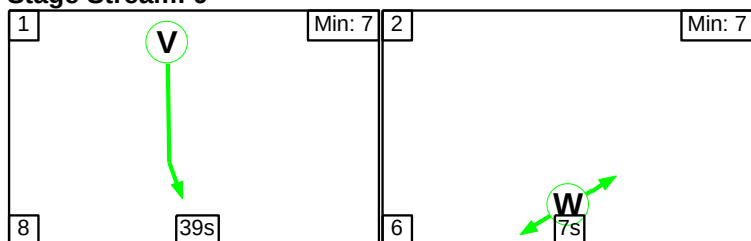
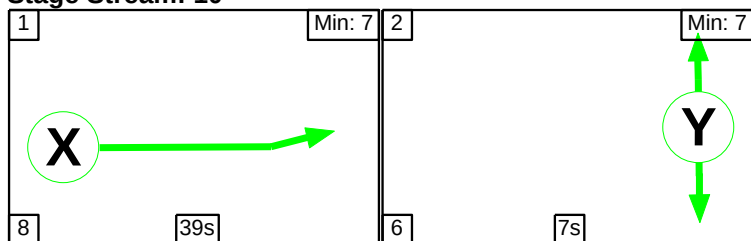
13/1	Halifax Road Exit Ahead	U	9	V	39	1049	1975	1317	79.7%	1049
15/1	Blackley New Road Exit Ahead	U	8	T	39	676	1965	1310	51.6%	676
15/2	Blackley New Road Exit Ahead	U	8	T	39	613	1965	1310	46.8%	613
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	1024	2015	1343	76.2%	1024
19/1	Huddersfield Road Exit Ahead	U	6	P	39	533	1975	1317	40.5%	533
19/2	Huddersfield Road Exit Ahead	U	6	P	39	436	1975	1317	33.1%	436

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	44.1	40.5	0.0	84.6	-	-	-	-	
Ainley Top	-	44.1	40.5	0.0	84.6	-	-	-	-	
1/1	555	2.6	1.6	-	4.2	27.4	8.0	1.6	9.7	
1/2	587	2.8	2.1	-	4.9	30.2	8.8	2.1	10.9	
2/1	501	1.0	0.5	-	1.4	10.3	5.8	0.5	6.2	
2/2+2/3	682	0.9	0.7	-	1.6	8.6	2.2	0.7	2.9	
3/1	795	3.2	3.1	-	6.3	28.4	11.7	3.1	14.8	
3/2	794	3.2	3.1	-	6.2	28.3	11.7	3.1	14.8	
4/1+4/2	571	4.0	8.7	-	12.7	80.2	4.7	8.7	13.4	
5/1	924	1.0	0.9	-	1.9	7.3	7.7	0.9	8.5	
5/2+5/3	775	0.5	0.5	-	1.0	4.5	1.1	0.5	1.5	
6/1+6/2	1028	4.7	2.0	-	6.6	23.2	8.5	2.0	10.4	
7/1	417	1.2	0.4	-	1.5	13.4	4.4	0.4	4.8	
7/2	758	1.9	1.7	-	3.5	16.8	6.0	1.7	7.7	
7/3	46	0.2	0.0	-	0.2	16.4	0.8	0.0	0.8	
8/1	461	2.5	0.6	-	3.1	24.1	6.1	0.6	6.7	
8/2+8/3	499	0.2	0.4	-	0.6	4.4	3.6	0.4	4.0	
9/1+9/2	627	3.8	7.7	-	11.5	65.9	7.1	7.7	14.8	
10/1	435	0.2	0.2	-	0.4	3.6	1.2	0.2	1.4	
10/2+10/3	1090	0.3	1.0	-	1.3	4.1	1.5	1.0	2.5	
11/1	626	0.5	0.4	-	0.9	5.3	2.5	0.4	3.0	
13/1	1049	4.0	1.9	-	5.9	20.4	15.4	1.9	17.3	
15/1	676	0.8	0.5	-	1.3	7.0	4.3	0.5	4.8	
15/2	613	0.8	0.4	-	1.2	7.2	4.3	0.4	4.8	
17/1	1024	2.8	1.6	-	4.4	15.6	13.7	1.6	15.2	
19/1	533	0.6	0.3	-	0.9	6.3	4.1	0.3	4.4	

19/2	436	0.5	0.2	-	0.8	6.4	3.3	0.2	3.5	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	10.5	Total Delay for Signalled Lanes (pcuHr):	12.22	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	-6.8	Total Delay for Signalled Lanes (pcuHr):	13.16	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	16.19	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	12.7	Total Delay for Signalled Lanes (pcuHr):	11.93	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-8.4	Total Delay for Signalled Lanes (pcuHr):	15.56	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	122.3	Total Delay for Signalled Lanes (pcuHr):	1.70	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	18.1	Total Delay for Signalled Lanes (pcuHr):	4.43	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	74.4	Total Delay for Signalled Lanes (pcuHr):	2.55	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	13.0	Total Delay for Signalled Lanes (pcuHr):	5.95	Cycle Time (s):	60			
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	93.1	Total Delay for Signalled Lanes (pcuHr):	0.93	Cycle Time (s):	60			
		PRC Over All Lanes (%):	-8.4	Total Delay Over All Lanes(pcuHr):	84.62					

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Stream: 4****Stage Stream: 5****Stage Stream: 6**

Ainley Top v5.lsg3x

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	25	21
Change Point	27	58

Stage Stream: 2

Stage	1	2
Duration	33	13
Change Point	32	11

Stage Stream: 3

Stage	1	2
Duration	19	27
Change Point	56	21

Stage Stream: 4

Stage	1	2
Duration	25	21
Change Point	6	37

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	50	34

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

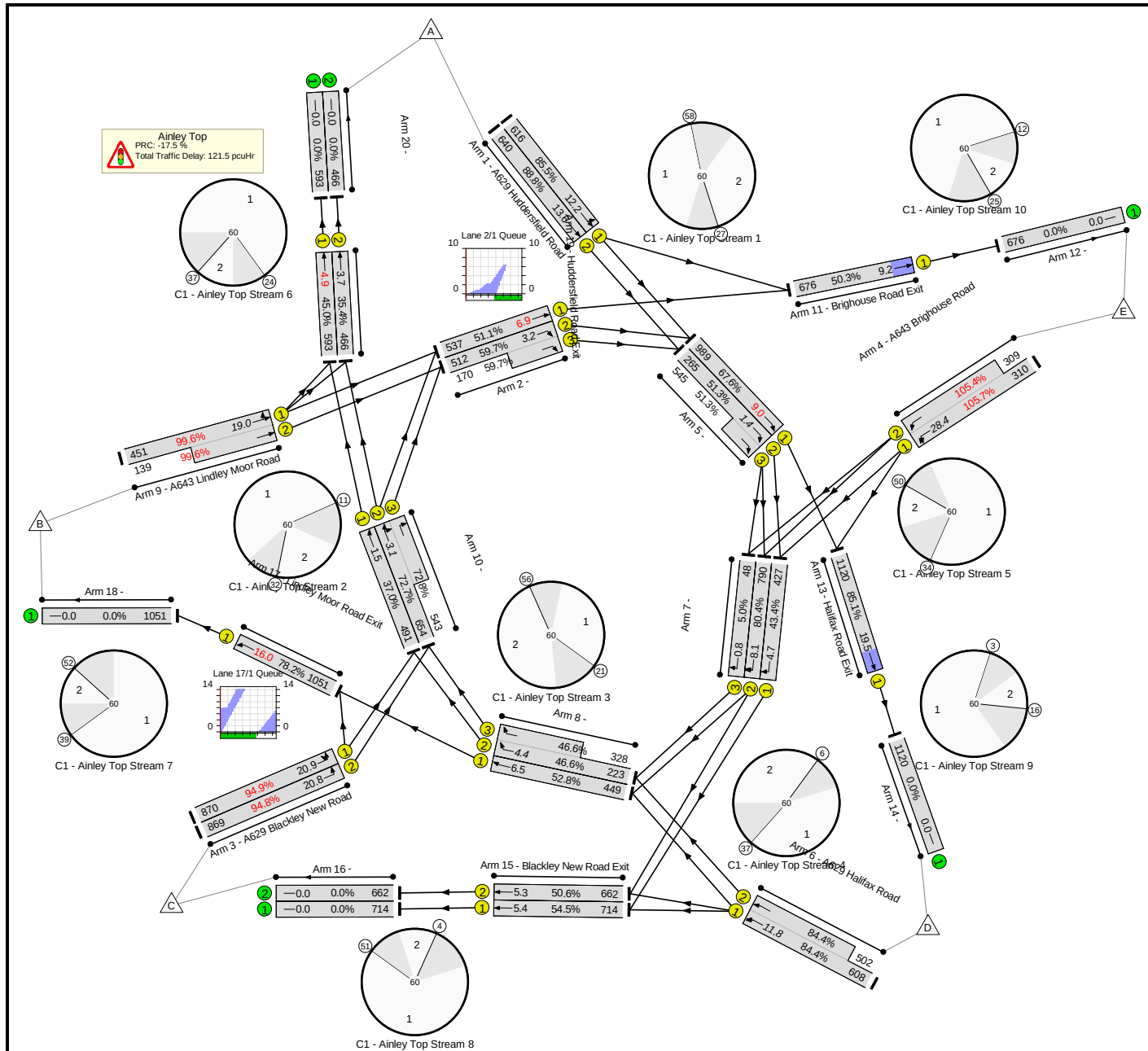
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12

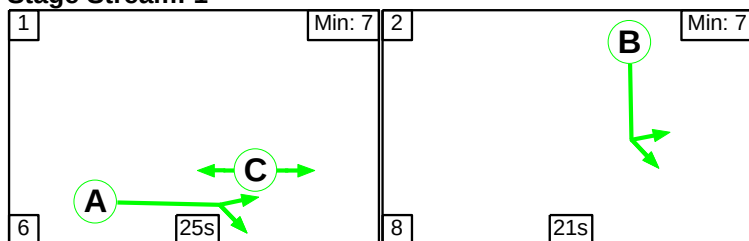
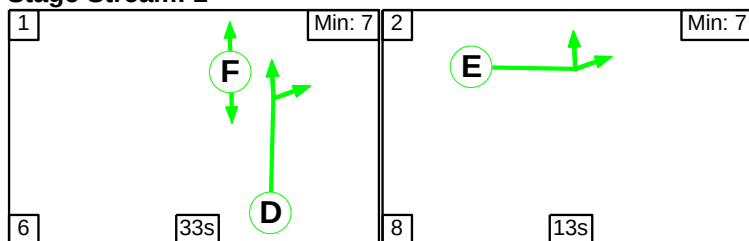
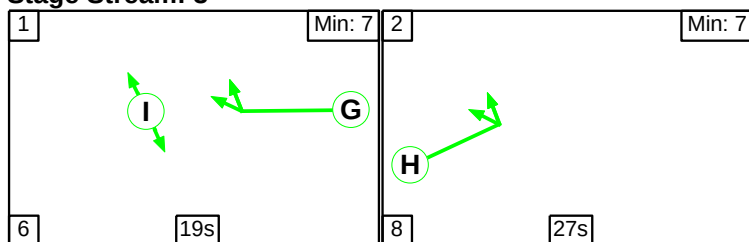
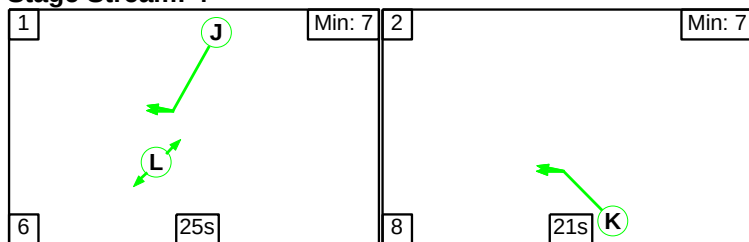
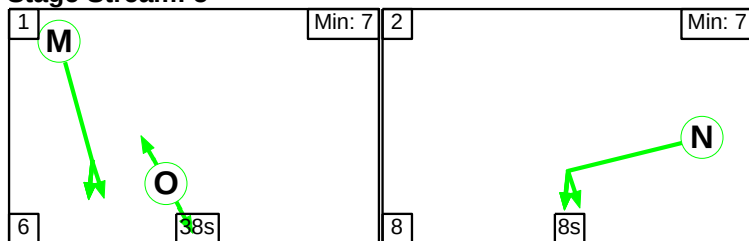
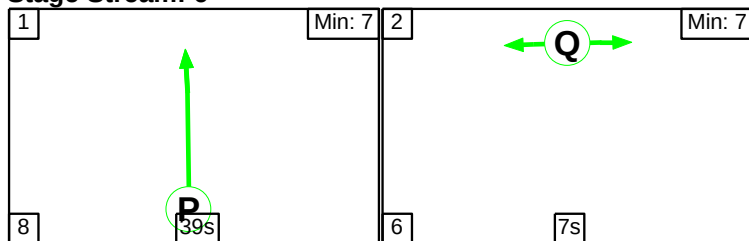


Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	105.7%	-
Ainley Top	-	-	N/A	-	-	-	-	-	105.7%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	21	616	1965	721	85.5%	616
1/2	A629 Huddersfield Road Ahead	U	1	B	21	640	1965	721	88.8%	640
2/1	Ahead	U	1	A	30	537	2035	1051	51.1%	537
2/2+2/3	Right	U	1	A	30	682	2035:1995	857+285	59.7 : 59.7%	682
3/1	A629 Blackley New Road Left Left2	U	3	H	27	870	1965	917	94.9%	870
3/2	A629 Blackley New Road Left	U	3	H	27	869	1965	917	94.8%	869
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	619	1955:1955	293+293	105.7 : 105.4%	619
5/1	Ahead	U	5	M	42	989	2040	1462	67.6%	989
5/2+5/3	Right	U	5	M	42	810	2040:1990	517+1063	51.3 : 51.3%	810
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	21	1110	1975:1975	720+594	84.4 : 84.4%	1110
7/1	Right	U	4	J	29	436	1965	982	43.4%	427
7/2	Right Right2	U	4	J	29	803	1965	982	80.4%	790
7/3	Right	U	4	J	29	51	1940	970	5.0%	48
8/1	Ahead	U	3	G	24	456	2040	850	52.8%	449
8/2+8/3	Right	U	3	G	24	553	2040:2040	478+703	46.6 : 46.6%	550
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	13	590	1940:1940	453+140	99.6 : 99.6%	590
10/1	Ahead	U	2	D	38	492	2040	1326	37.0%	491
10/2+10/3	Right Ahead	U	2	D	38	1198	2040:2040	900+746	72.7 : 72.8%	1197
11/1	Brighouse Road Exit Ahead	U	10	X	39	676	2015	1343	50.3%	676

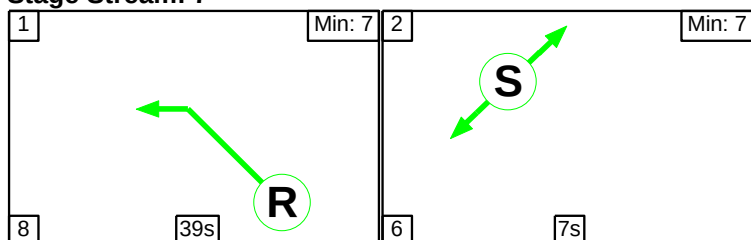
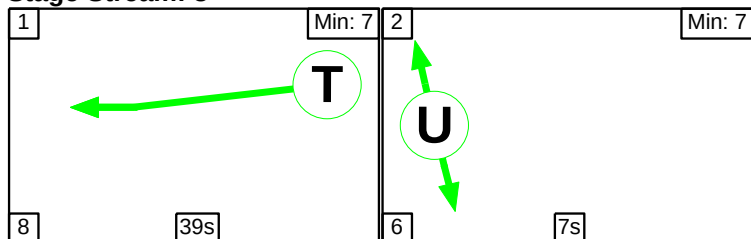
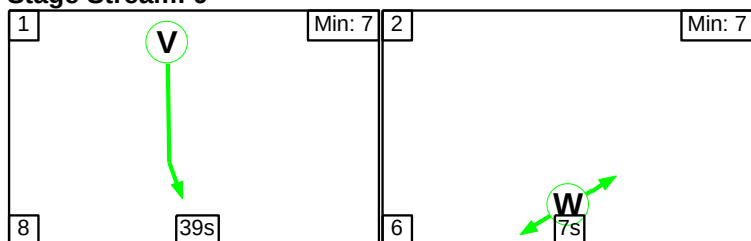
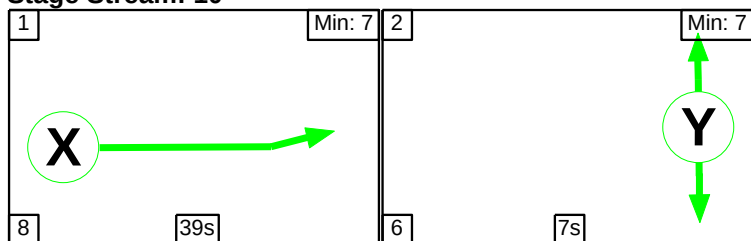
13/1	Halifax Road Exit Ahead	U	9	V	39	1128	1975	1317	85.1%	1120
15/1	Blackley New Road Exit Ahead	U	8	T	39	723	1965	1310	54.5%	714
15/2	Blackley New Road Exit Ahead	U	8	T	39	668	1965	1310	50.6%	662
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	1058	2015	1343	78.2%	1051
19/1	Huddersfield Road Exit Ahead	U	6	P	39	594	1975	1317	45.0%	593
19/2	Huddersfield Road Exit Ahead	U	6	P	39	467	1975	1317	35.4%	466

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	49.0	72.5	0.0	121.5	-	-	-	-	
Ainley Top	-	49.0	72.5	0.0	121.5	-	-	-	-	
1/1	616	3.0	2.8	-	5.8	33.9	9.4	2.8	12.2	
1/2	640	3.2	3.6	-	6.8	38.4	10.0	3.6	13.6	
2/1	537	1.2	0.5	-	1.7	11.5	6.3	0.5	6.9	
2/2+2/3	682	1.2	0.7	-	2.0	10.4	2.5	0.7	3.2	
3/1	870	3.7	7.1	-	10.8	44.7	13.8	7.1	20.9	
3/2	869	3.7	7.0	-	10.7	44.3	13.8	7.0	20.8	
4/1+4/2	587	5.0	23.0	-	28.0	162.9	5.4	23.0	28.4	
5/1	989	1.1	1.0	-	2.2	7.9	8.0	1.0	9.0	
5/2+5/3	810	0.4	0.5	-	0.9	4.2	0.9	0.5	1.4	
6/1+6/2	1110	5.2	2.6	-	7.8	25.4	9.1	2.6	11.8	
7/1	427	1.2	0.4	-	1.6	13.2	4.3	0.4	4.7	
7/2	790	2.0	2.0	-	4.0	18.1	6.1	2.0	8.1	
7/3	48	0.2	0.0	-	0.2	16.3	0.8	0.0	0.8	
8/1	449	2.5	0.6	-	3.1	24.9	6.0	0.6	6.5	
8/2+8/3	550	0.2	0.4	-	0.7	4.4	4.0	0.4	4.4	
9/1+9/2	590	3.6	11.6	-	15.2	92.9	7.4	11.6	19.0	
10/1	491	0.2	0.3	-	0.5	3.7	1.2	0.3	1.5	
10/2+10/3	1197	0.3	1.3	-	1.6	4.9	1.8	1.3	3.1	
11/1	676	0.6	0.5	-	1.1	5.8	8.7	0.5	9.2	
13/1	1120	4.4	2.8	-	7.1	23.0	16.7	2.8	19.5	
15/1	714	0.9	0.6	-	1.5	7.4	4.8	0.6	5.4	
15/2	662	0.9	0.5	-	1.4	7.5	4.8	0.5	5.3	
17/1	1051	3.1	1.8	-	4.9	16.7	14.2	1.8	16.0	
19/1	593	0.6	0.4	-	1.0	6.3	4.4	0.4	4.9	

19/2	466	0.5	0.3	-	0.8	6.4	3.4	0.3	3.7	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	1.3		Total Delay for Signalled Lanes (pcuHr):	16.30	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	-10.7		Total Delay for Signalled Lanes (pcuHr):	17.35	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	-5.4		Total Delay for Signalled Lanes (pcuHr):	25.28	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	6.6		Total Delay for Signalled Lanes (pcuHr):	13.58	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-17.5		Total Delay for Signalled Lanes (pcuHr):	31.13	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	99.9		Total Delay for Signalled Lanes (pcuHr):	1.85	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	15.1		Total Delay for Signalled Lanes (pcuHr):	4.88	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	65.2		Total Delay for Signalled Lanes (pcuHr):	2.86	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	5.8		Total Delay for Signalled Lanes (pcuHr):	7.15	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	78.8		Total Delay for Signalled Lanes (pcuHr):	1.08	Cycle Time (s):	60		
		PRC Over All Lanes (%):	-17.5		Total Delay Over All Lanes(pcuHr):	121.48				

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Stream: 4****Stage Stream: 5****Stage Stream: 6**

Ainley Top v5.lsg3x

Stage Stream: 7**Stage Stream: 8****Stage Stream: 9****Stage Stream: 10****Stage Timings****Stage Stream: 1**

Stage	1	2
Duration	25	21
Change Point	27	58

Stage Stream: 2

Stage	1	2
Duration	33	13
Change Point	32	11

Stage Stream: 3

Stage	1	2
Duration	19	27
Change Point	56	21

Stage Stream: 4

Stage	1	2
Duration	25	21
Change Point	6	37

Stage Stream: 5

Stage	1	2
Duration	38	8
Change Point	50	34

Stage Stream: 6

Stage	1	2
Duration	39	7
Change Point	37	24

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	52	39

Stage Stream: 8

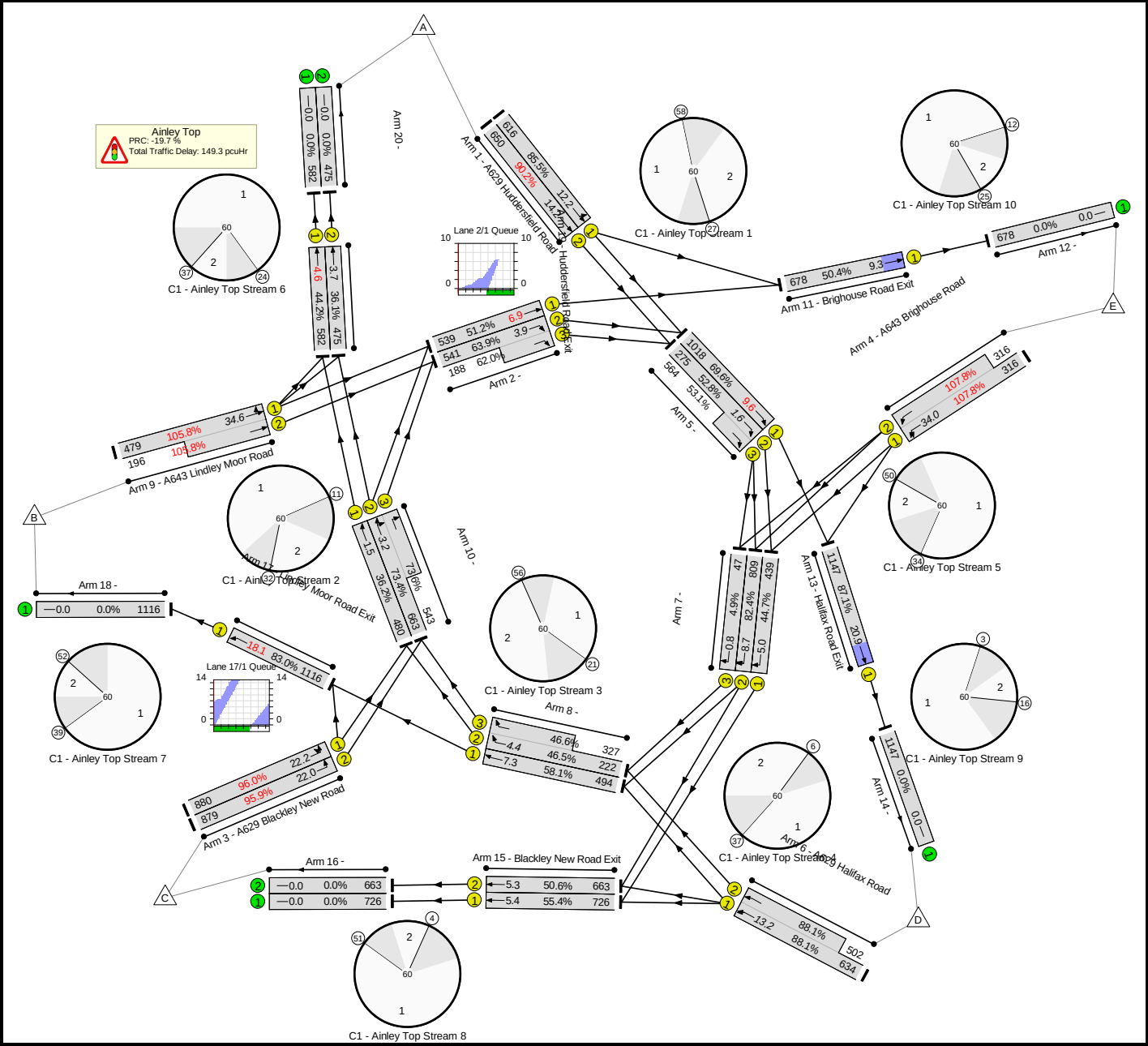
Stage	1	2
Duration	39	7
Change Point	4	51

Stage Stream: 9

Stage	1	2
Duration	39	7
Change Point	16	3

Stage Stream: 10

Stage	1	2
Duration	39	7
Change Point	25	12



Item	Lane Description	Lane Type	Controller Stream	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Revised timings	-	-	N/A	-	-	-	-	-	107.8%	-
Ainley Top	-	-	N/A	-	-	-	-	-	107.8%	-
1/1	A629 Huddersfield Road Ahead Left	U	1	B	21	616	1965	721	85.5%	616
1/2	A629 Huddersfield Road Ahead	U	1	B	21	650	1965	721	90.2%	650
2/1	Ahead	U	1	A	30	553	2035	1051	51.2%	539
2/2+2/3	Right	U	1	A	30	739	2035:1995	846+303	63.9 : 62.0%	729
3/1	A629 Blackley New Road Left Left2	U	3	H	27	880	1965	917	96.0%	880
3/2	A629 Blackley New Road Left	U	3	H	27	879	1965	917	95.9%	879
4/1+4/2	A643 Brighouse Road Left Left2	U	5	N	8	632	1955:1955	293+293	107.8 : 107.8%	632
5/1	Ahead	U	5	M	42	1021	2040	1462	69.6%	1018
5/2+5/3	Right	U	5	M	42	845	2040:1990	520+1061	52.8 : 53.1%	838
6/1+6/2	A629 Halifax Road Ahead Ahead2	U	4	K	21	1136	1975:1975	720+570	88.1 : 88.1%	1136
7/1	Right	U	4	J	29	455	1965	982	44.7%	439
7/2	Right Right2	U	4	J	29	832	1965	982	82.4%	809
7/3	Right	U	4	J	29	51	1940	970	4.9%	47
8/1	Ahead	U	3	G	24	505	2040	850	58.1%	494
8/2+8/3	Right	U	3	G	24	553	2040:2040	478+703	46.5 : 46.6%	549
9/1+9/2	A643 Lindley Moor Road Ahead Left	U	2	E	13	675	1940:1940	453+185	105.8 : 105.8%	675
10/1	Ahead	U	2	D	38	482	2040	1326	36.2%	480
10/2+10/3	Right Ahead	U	2	D	38	1208	2040:2040	903+737	73.4 : 73.6%	1206
11/1	Brighouse Road Exit Ahead	U	10	X	39	692	2015	1343	50.4%	678

13/1	Halifax Road Exit Ahead	U	9	V	39	1160	1975	1317	87.1%	1147
15/1	Blackley New Road Exit Ahead	U	8	T	39	742	1965	1310	55.4%	726
15/2	Blackley New Road Exit Ahead	U	8	T	39	674	1965	1310	50.6%	663
17/1	Lindley Moor Road Exit Ahead	U	7	R	39	1127	2015	1343	83.0%	1116
19/1	Huddersfield Road Exit Ahead	U	6	P	39	590	1975	1317	44.2%	582
19/2	Huddersfield Road Exit Ahead	U	6	P	39	483	1975	1317	36.1%	475

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Revised timings	-	52.4	96.9	0.0	149.3	-	-	-	-	
Ainley Top	-	52.4	96.9	0.0	149.3	-	-	-	-	
1/1	616	3.0	2.8	-	5.8	33.9	9.4	2.8	12.2	
1/2	650	3.2	4.1	-	7.4	40.8	10.1	4.1	14.2	
2/1	539	1.2	0.5	-	1.7	11.6	6.4	0.5	6.9	
2/2+2/3	729	1.4	0.9	-	2.2	10.9	3.1	0.9	3.9	
3/1	880	3.8	8.2	-	12.0	49.1	13.9	8.2	22.2	
3/2	879	3.8	8.1	-	11.9	48.6	13.9	8.1	22.0	
4/1+4/2	587	5.4	28.3	-	33.7	192.0	5.6	28.3	34.0	
5/1	1018	1.4	1.1	-	2.5	8.9	8.4	1.1	9.6	
5/2+5/3	838	0.5	0.6	-	1.1	4.6	1.1	0.6	1.6	
6/1+6/2	1136	5.4	3.5	-	8.9	28.2	9.7	3.5	13.2	
7/1	439	1.3	0.4	-	1.7	13.7	4.6	0.4	5.0	
7/2	809	2.1	2.3	-	4.4	19.4	6.4	2.3	8.7	
7/3	47	0.2	0.0	-	0.2	16.3	0.8	0.0	0.8	
8/1	494	2.7	0.7	-	3.4	25.1	6.6	0.7	7.3	
8/2+8/3	549	0.2	0.4	-	0.7	4.4	4.0	0.4	4.4	
9/1+9/2	638	4.9	25.2	-	30.1	160.7	9.3	25.2	34.6	
10/1	480	0.2	0.3	-	0.5	3.7	1.2	0.3	1.5	
10/2+10/3	1206	0.3	1.4	-	1.7	5.0	1.8	1.4	3.2	
11/1	678	0.6	0.5	-	1.1	5.8	8.8	0.5	9.3	
13/1	1147	4.7	3.2	-	7.9	24.8	17.7	3.2	20.9	
15/1	726	0.9	0.6	-	1.5	7.3	4.8	0.6	5.4	
15/2	663	0.9	0.5	-	1.4	7.4	4.8	0.5	5.3	
17/1	1116	3.4	2.4	-	5.8	18.6	15.7	2.4	18.1	
19/1	582	0.6	0.4	-	1.0	6.2	4.2	0.4	4.6	

19/2	475	0.6	0.3	-	0.8	6.3	3.4	0.3	3.7	
	C1 - Ainley Top	Stream: 1 PRC for Signalled Lanes (%):	-0.2		Total Delay for Signalled Lanes (pcuHr):	17.13	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 2 PRC for Signalled Lanes (%):	-17.6		Total Delay for Signalled Lanes (pcuHr):	32.29	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 3 PRC for Signalled Lanes (%):	-6.6		Total Delay for Signalled Lanes (pcuHr):	27.99	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 4 PRC for Signalled Lanes (%):	2.2		Total Delay for Signalled Lanes (pcuHr):	15.14	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 5 PRC for Signalled Lanes (%):	-19.7		Total Delay for Signalled Lanes (pcuHr):	37.29	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 6 PRC for Signalled Lanes (%):	103.5		Total Delay for Signalled Lanes (pcuHr):	1.84	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 7 PRC for Signalled Lanes (%):	8.4		Total Delay for Signalled Lanes (pcuHr):	5.76	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 8 PRC for Signalled Lanes (%):	62.4		Total Delay for Signalled Lanes (pcuHr):	2.83	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 9 PRC for Signalled Lanes (%):	3.4		Total Delay for Signalled Lanes (pcuHr):	7.90	Cycle Time (s):	60		
	C1 - Ainley Top	Stream: 10 PRC for Signalled Lanes (%):	78.4		Total Delay for Signalled Lanes (pcuHr):	1.09	Cycle Time (s):	60		
		PRC Over All Lanes (%):	-19.7		Total Delay Over All Lanes(pcuHr):	149.26				