Lindley Moor Road, Lindley Moor

Transport Assessment

April 2022

Project number 2061

Paragon Highways
Office 20/21 The Rear Walled Garden, Nostell Estate

Wakefield WF4 1AB

☏ 01924 291536
✉ mail@paragonhighways.com
paragonhighways.com

Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final Report			
Date	April 2022			
Prepared by	PAH			
Checked by	LJO			

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

Appendices

1.0 Introduction

1.1.1 Paragon Highway Consultants have been appointed to prepare this Transport Assessment relating to a mixed-use commercial development located off the A643 Lindley Moor Road, Lindley in the district of Kirklees. Appendix A shows the site location in relation to the local and regional highway network.

1.1.2 The proposals are to construct a mixed-use commercial development consisting of 16,996sqm of overall floor area. The main uses will be warehousing, offices and restaurant type development. The site access road, parking and turning spaces within the site are proposed to allow all vehicles to enter and exit onto the Lindley Moor Road in a forward gear.

1.1.3 This Transport Assessment considers such matters as access, sustainability, car parking and servicing, accident data and presents the proposals in relation to current guidance. The traffic impact, both on and off site, associated with the current development proposals is also presented.

2.0 Existing Situation

2.1 Site Description

2.1.1 The application site is located between Lindley Moor Road to the north Crosland Road to the west and Weatherill Road to the east. To the south there is a public right of way that runs along this boundary with part open land and residential development beyond.

2.2 Local Highway Network

2.2.1 The site will gain access from the A643 Lindley Moor Road a class 1 highway, that runs locally, westerly, between junction 23 of the M62 motorway and the junction with the A640 New Hey Road at a roundabout interchange to the south of the M62. Access can be gained to the M62 westbound at this point and egress from the motorway can only be gained eastbound at this interchange only. To the east it connects with the Ainley Top signalised roundabout which forms part of the interchange for junction 24 of the M62. This roundabout provides a connection to the A629 (Huddersfield to Halifax Road) with the A643 continuing north-eastwards towards Brighouse.

2.2.2 Lindley Moor Road has a carriageway width of circa 8.5 metres, a nearside verge and a far side footway of approximately 2 metres. Lindley moor Road is a busy route throughout the working day.

2.2.3 Along the site frontage Lindley Moor Road is a two-way single carriageway and is the subject of a 40-mph speed limit. It is lit to main road standards. On this section of the route there are numerous SLOW on carriageway markings and on the approach to the Crosland Road signalised junction there are keep left arrows, central hatching and a traffic island. There is a dedicated right turn lane for drivers wishing to turn right into Crosland Road when travelling from the west.

2.2.4 Push button pedestrian facilities exist within this junction but only for crossing between the western footway on Crosland Road and the northern footway on Lindley Moor Road. Currently there is no footway along the southern side of Lindley Moor Road. The layout of the junction can be seen in Photograph no. 1 below.

Photograph 1 – Approach to the Crosland Road junction from the east

2.2.5 Crosland Road to the west forms a signalised junction with the A643. On the approach to the junction from the south the carriageway widens to provide left turn and straight ahead (right turn) lanes – see photograph 2 below.

Photograph 2 - Crosland Road junction with Lindley Moor Road

2.2.6 Crosland Road runs from its priority junction with the A640 to the south to the aforementioned signalised junction with Lindley Moor Road. Part way along its length it is split by Moor Hill Road where it forms a cross roads junction with Give Way markings at both of the Crosland Road arms.

2.2.7 Crosland Road on the site frontage is the subject of a 40-mph speed limit and is lit to side road standards. To the south Crosland Road has a 30-mph speed limit with dragons' teeth carriageway markings emphasising the reduction in the speed limit. It is a two-way single carriageway, and it is a busy route particularly at the recognised peak times. Currently there is a hardened verge on the development side of the carriageway and a footway on the western side.

2.2.8 Crosland Road generally serves as a residential collector type route and is laid out to residential road standards. It is also a bus route.

2.2.9 To the east the site is bounded by Weatherhill Road. Weatherhill Road runs from its priority junction with Cowrakes Road to the south to its priority junction with the A643 to the north – a distance of approximately 0.83 of a kilometre. It is a two-way single carriageway and is the subject of a 30-mph speed limit. See photograph no. 3 below.

Photograph no. 3 – Weatherhill Road looking south east from the junction with the A643

2.2.10 Weatherhill Road is also a bus route and serves as an access to farmland, residential development and public rights of way. It is a lightly trafficked route but with a noticeable increase at the network peaks.

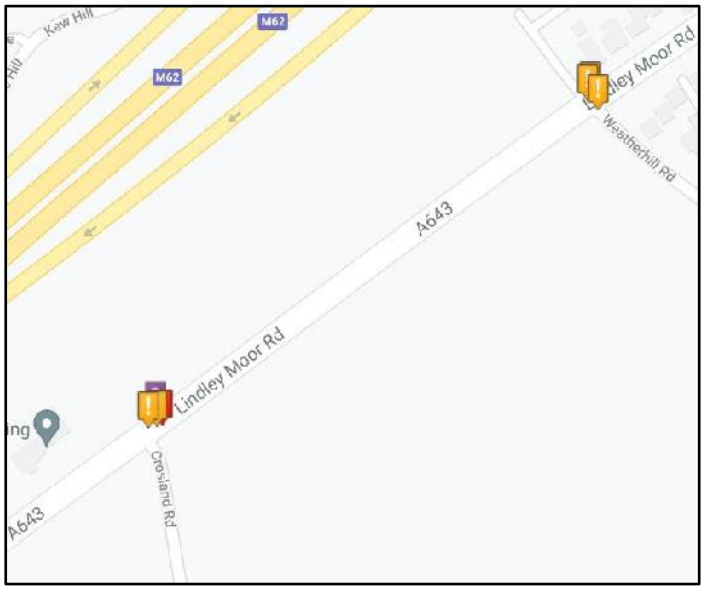
2.3 Traffic Surveys

2.3.1 To obtain the baseline traffic volumes along Lindley Moor Road including the Crosland Road and Weatherhill Road junction a traffic survey was carried out on the 22nd March 2022. The traffic survey results can be found at Appendix B and identified that the morning peak hour was between 8am and 9am, and the evening peak hour was between 5pm and 6pm.

2.3.2 The Weatherhill Road survey revealed that no traffic movements were recorded to and from Kew Hill (junction opposite Weatherhill Road) during the times of the survey.

2.4 Road Traffic Accidents

2.4.1 The personal injury accident records for the last 5 years up to December 2021 along roads within the vicinity of the site have been obtained from Crashmap and are included in full at Appendix C. The search area is shown below.



Crashmap Search Area

2.4.2 As can be noted from above, there have been nine recorded injury accidents within the search area. Four occurred at the junction of Lindley Moor Road with Weatherhill Road to the east of the proposed development site and five occurred at the junction of Lindley Moor Road with Crosland Road to the west. The site frontage to Lindley Moor Road appears to have a good injury accident record.

2.4.3 The first incident occurred in January 2016, at the junction of Weatherhill Road with the A643, during early morning in wet or damp road conditions in daylight hours and involved 3 vehicles (two private cars and a motorcycle). One of the cars was in the act of turning right and both the motorcycle and the second car were proceeding along the highway when the motorcycle collided with the right turning vehicle resulting in slight injuries to the rider.

2.4.4 The second incident occurred in February 2016 at the junction of the A643 with Crosland Road and involved a motorcycle and a private car. The incident occurred in daylight hours with wet road surface conditions. The vehicles did not collide; however, the motorcycle rider fell from their vehicle before the collision occurred sustaining slight injuries.

2.4.5 The third incident also occurred in February 2016 between a private car and a small van at the junction of Weatherhill Road with the A643. The accident occurred during darkness with dry road surface conditions. The private car collided with the van resulting in slight injuries to the occupants of both vehicles.

2.4.6 The fourth incident occurred in August 2016 at the junction of Crosland Road with the A643 and involved a goods vehicle and a private car. The incident occurred during daylight hours with dry road surface conditions and resulted when the car turned right into the path of the oncoming hgv. The occupant of the car received slight injuries.

2.4.7 The fifth incident occurred in December 2017 during daylight hours with dry road surface conditions at the junction of Crosland Road with the A643. The incident involved a single vehicle which left the carriageway and collided with a fence or wall. Both the driver and the passenger received slight injuries.

2.4.8 The sixth accident occurred in January 2018 during the early evening in rainy and dark conditions and involved two vehicles at the junction of Crosland Road with the A643. One of the vehicles was waiting to turn right when the on coming vehicle collided with the front of vehicle 1. Both drivers received slight injuries.

2.4.9 The seventh incident occurred in August 2019 during early afternoon again at the junction of Crosland Road with the A643. A private car and a pedestrian were involved. The vehicle was proceeding along the major road when it collided with an elderly person crossing the highway from the drivers nearside. The pedestrian received serious injuries.

2.4.10 The eighth incident occurred in September 2019 during the early evening at the junction of Weatherhill Road and the A643. The accident involved two private cars and occurred during daylight hours with wet carriageway conditions. The accident was a head on collision when one of the vehicles collided with a vehicle waiting to turn right. Both drivers and one of the passengers received slight injuries.

2.4.11 The final accident occurred in January 2020 again at the junction with Weatherhill Road and the A643. This incident involved a private car and a light van. The accident occurred during daylight hours with dry road surface conditions. The accident happened when the van was held up in traffic and the car collied with the rear of the van. The driver of the car received slight injuries.

2.4.12 As can be noted from the above and the Crashmap search area all the incidents occurred at the two junctions located to either side of the proposed site frontage to the A643. The majority of the incidents involved a right turning vehicles with the majority stationary and waiting to carry out the right turn manoeuvre. It is therefore suggested that should the development be approved then the right turn facilities at both existing junctions and the proposed right turn facility into the site are rigorously investigated through the Road Safety Audit procedure.

3.0 Development Proposals

3.1 Proposed Development

3.1.1 The proposals are for the erection of a multi-disciplinary development consisting of warehousing, offices, general industry a small supermarket and restaurant / café type uses.

3.1.2 The application will be a detailed application for part of the site only namely Unit P located to the south east of the development site. Unit P will have part warehousing (910 sqm), part office (1019 sqm), and part general industry (2840 sqm) giving a total floor area of 4769 sqm.

3.1.3 An application for the remainder of the site will be in outline only, however, to provide some comfort to the Local Highway Authority, the potential traffic impact of the overall development will be presented in Section 6 – Traffic Impact further below in this report.

3.1.4 The proposed site layout and access arrangements can be found at Appendix D.

3.2 Access

3.2.1 The site will be accessed via new priority junction onto the A643. The carriageway along the full site frontage will be widened to allow for the inclusion of a right turn facility for drivers accessing the development from the west.

3.2.2 The sites junction onto the A643 will have 15 metre kerb radii and an initial carriageway width of 7.3 metres. Footways to both sides of the carriageway will be provided along the full length of the spine road.

3.2.3 The proposed right turn lane will meet the design requirements contained within Design Manual for Roads and Bridges and provides a 40m deceleration length, along with 3.2m lane widths and a turning width of 3m.

3.2.4 Turning facilities will be provided within each plot to allow all vehicles likely to enter those particular units to enter the spine road and subsequently the A643 in a forward gear.

3.2.5 Visibility splays will be provided at the site entrance commensurate with the speed limit along Lindley Moor Road. It is proposed to provide splays of 2.4m x 120m in both directions, which provides a 'Y' distance compliant with the visibility standards contained within Design Manual for Roads and Bridges.

3.2.6 The development also proposes the provision of a new footway along the site frontage and also provides footpath links to the existing footway network on Crosland Road and on Weatherhill Road.

3.3 Parking Provision

3.3.1 Kirklees Council at the time of submission of the application have no parking standards for new industrial / commercial types of development. Although an end user has been identified the TRICs database has been utilised for a large general industrial unit with associated warehousing and offices to determine the parking requirements so that the parking demands of subsequent occupiers can be accommodated in the future.

3.3.2 To assess the parking requirements for Unit P, TRICs Version 7.8.4 has been utilised to confirm the number of trips to and from an industrial unit between the hours of 05.00 and 21.00 hrs. This has been used to determine the parking capacity requirements for an industrial unit of this size. Details of the relevant trips are shown in the table below.

Time	In	Out	Total
05.00 – 06.00	1.1	0	1.1
06.00 – 07.00	17.7	1	17.8
07.00 – 08.00	17.3	2.5	32.6
08.00 – 09.00	16.8	3.6	45.8
09.00 – 10.00	8.8	5.4	49.2
10.00 – 11.00	**7.2**	**5.5**	**50.9**
11.00 – 12.00	4.9	5.9	49.9
12.00 – 13.00	8	8	49.9
13.00 – 14.00	7.6	8.1	49.4
14.00 – 15.00	4.4	5.5	48.3
15.00 – 16.00	4.4	10.3	42.4
16.00 – 17.00	2.3	16.8	27.9
17.00 – 18.00	1.1	12.9	16.1
18.00 - 19.00	1	5.8	11.3
19.00 – 20.00	2.2	4.4	9.1
20.00 – 21.00	0	2.2	6.9

Table 1: Parking accumulation

3.3.3 As can be noted from the vehicle trips to and from for the industrial unit shown above, the maximum car parking capacity required would be for 51no. spaces with the greatest demand being between the hours of 08.00 – 16.00 hrs. Unit P proposed a maximum of 68no. off street parking spaces which will ensure that this part of the development will not result in any overspill parking onto the spine road or the adjacent highway network.

3.3.4 EVC points and disabled parking provision will be provided to current LA requirements for Unit P.

3.3.5 An extension of the car park access will lead to a hgv turning area with capacity available adjacent to same to accommodate some hgv parking if required.

3.3.6 Cycle and powered two-wheeler parking will also be provided to current LA requirements within a secure cycle store located close to the parking area.

4.0 Transport Policy

4.1.1 The revised National Planning Policy Framework was published in February 2019 and was updated most recently in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development with regards to Transport should:

Considerations	Proposals
Consider the potential impacts of development on the transport network	This matter will be dealt with as part of Section 3 and Section 6
Provide opportunities to promote cycling, walking and public transport use are identified	The layout of the site will allow access for all potential users
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places	On-site parking will be provided as part of the development proposals
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site, and suitable access and egress onto the major road
Include within the scheme for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be provided as part of the overall parking scheme.

Table 2: Transport Considerations

4.1.2 Paragraph 111 of the NPPF states, Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4.1.3 The national transport policy relating to promoting sustainable development was formerly set out in PPG 13: Transport which is now replaced by Section 9 of the NPPF. However, the former guidance within PPG 13 is still useful as a reference in relation to commuting.

Local Transport Plan

4.1.4 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3) which covers the period of 2011 to 2026. The key objectives of the LTP3 include:

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

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

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

Kirklees Local Plan

4.1.7 Local transport policy is set out in the Kirklees Council's Local Plan covering the period between 2013 and 2031.

4.1.8 Policies relating to Transport are contained within Section 10 of the Local Plan.

4.1.9 Policy LP20 – Sustainable Travel states, "New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car."

4.1.10 Policy LP21 and LP24 relate to parking provision and design for new developments.

4.1.11 The location of the development in a sustainable position close to good bus routes, provides suitable access arrangements, parking provision and design. Therefore, the proposals generally meet the requirements for Local and National policy.

5.0 Transport Sustainability

5.1 Walking

5.1.1 The former guidance in PPG 13: Transport stated that, Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. As can be seen from the pedestrian catchment plan at Appendix E, the catchment includes Elland to the north; Birchencliffe, Lindley and Prince Royd to the east; Oakes to the south; and Salendine Nook, Mount and Jagger Green to the west.

5.1.2 The site is well placed in relation to the public footpath and footway network. There are public footpaths to the south HUD/410/10 and HUD/408/20 to the northeast HUD/410/11 and to the west HUD/408/10 which provide staff and potentially visitors with the opportunity to access the development site and local amenities in the surrounding area on foot such as casual food outlets selling hot and cold food, a convenience stores with ATM facilities and a large supermarket. There is also a local childminder and primary school located nearby which may be utilised by staff. Additionally, the proposed development site is situated closely to various residential pockets, thus providing a wealth of employment opportunities for local residents.

5.2 Cycling

5.2.1 With regards to cycling, the former guidance in PPG13: Transport stated that, Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport. The plan at Appendix E also shows the 5km cycle catchment area from the development site which includes Southowram and Greetland to the north; Brackenhall, Birkby and Huddersfield town centre to the east; Golcar, Linthwaite and Nettleton Hill to the south; and Outlane, Sowood and Holywell Green to the west.

5.2.2 Local roads such as Laund Road, Crosland Road, Lindley Moor Road (part), Blackley Road and Moor Hill Road are all shown on the West Yorkshire cycle map as advisory cycle routes. New Hey Road has on carriageway cycle lanes on part of its length, thereby providing good connectivity to local areas.

5.2.3 The plan at Appendix E demonstrates that there are significant levels of residential, areas, particularly in and around the town centre of Huddersfield, providing potential for staff and some visitors to cycle to and from the development site.

5.3 Public Transport

5.3.1 The site is well located in terms of access to public transport. There are local fare stages approximately 450 metres to the southeast of the proposed access on Weatherhill Road. The northwest facing bus stop has the benefit of a flagpole and timetable case and the southeast facing bus stop has the benefit of a passenger shelter. Further details regarding the services available from these local fare stages can be found in the table below:

Service No.	Stop Location	Route	Frequency Mon – Sat	Frequency Late evenings & Sundays
343	Birchencliffe Weatherhill Road / Weatherhill Crescent (southeast)	Halifax, Calderdale Royal Hospital, W Vale, Greetland, Elland, Blackley Road, Ainley Top, Birchencliffe, Huddersfield Royal Infirmary, Huddersfield Bus Station	60 mins	Last service at 18.13 N/A
	Birchcliffe Weatherhill Road / Weatherhill Crescent (northwest)	Huddersfield Bus Station, Huddersfield Royal Infirmary, Birchencliffe, Ainley Top, Blackley Road, Elland, W Vale, Greetland, W Vale, Calderdale Royal Hospital, Halifax	60 mins	Last service at 17.42 N/A
501	Birchencliffe Weatherhill Road / Weatherhill Crescent	Halifax, W Vale, Elland, Ainley Top, Birchencliffe, Lindley, Huddersfield Bus Station	3 x services per day between 19.09 and 22.07 3 x services per day between 19.09 and 21.07	6 x services per day between 16.39 and 22.07
	Birchcliffe Weatherhill Road / Weatherhill Crescent (northwest)	Huddersfield Bus Station, Lindley, Birchencliffe, Ainley Top, Elland, W Vale, Halifax	3 x services per day between 19.45 and 22.45 2 x services between 19.45 and 20.45	60 mins between 17.12 and 23.12

Table 3: Bus Services

5.3.2 As can be seen from the table above, there are two services which provide access to local settlements and the town centres of Huddersfield and Halifax. Therefore, it is considered that these bus services will provide a reasonable alternative to the private car in line with current Government guidelines.

5.3.3 The site also benefits from being within cycling distance of railway station at Huddersfield. Huddersfield railway station is located 4.07km to the southeast and provides links to Leeds, Hull, Liverpool Lime Street, Manchester Piccadilly, Manchester Airport, Sheffield and Newcastle and many other more local stations. The station has the benefit of 54 compound wheel racks situated in the Cycle Hub storage facility on Platform 1 which is sheltered and covered by CCTV.

5.3.4 As can be seen above, it is evident that the site benefits from being in proximity to a reasonable frequency of public transport links for travelling around the area and beyond by sustainable transport and also provides the opportunity for multi-modal travel.

6.0 Traffic Impact

6.1 Existing Traffic

6.1.1 The site is currently undeveloped therefore, will generate low traffic movements other than farm vehicles.

6.2 Potential Traffic

6.2.1 As the current application is in detail for Unit P only, including car parking, access and servicing etc the trip rates associated with this unit will be dealt with initially and then the trip rate associated with the remainder of the development (acknowledging that this is in outline only) will be included to provide some degree of comfort to the Local Authority in relation to traffic movements at the peak periods, based upon the general floor space proposed. However, it has to be acknowledged that this (the floor space and use class) may change significantly throughout the planning application process for the entire site.

6.2.2 Unit P – As mentioned previously in para 3.1.12 TRICs Version 7.8.4 has been used to determine the traffic impact, at the peak periods, associated with an industrial unit of this size (4769 sqm). The derived rates are given in the table below:

Industrial Unit	Arrive	Departure	Two Way
AM Peak	0.353	0.076	0.429
PM Peak	0.024	0.271	0.295

Table 4: Generation Rates (Unit P)

6.2.3 Using generation rates in the table above the following traffic flows can be calculated for the proposed development (Unit P only):

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

Table 5: Potential Traffic Generations (Unit P)

6.2.4 Based on the TRICs data this part of the development would be anticipated to generate between 14 (pm) and 20 (am) trips at the recognised peak periods. This trip rate would have no immediate impact on the local highway network or at any of the nearby junctions.

6.2.5 The remaining industrial units, namely units A and H to N, have a combined floor space of 4647 sqm overall including both the internal warehousing and industrial parts of the units. However, rather than separate the actual uses within the building it has been determined that the worst-case scenario be included in relation to traffic generation (industrial use) as the actual internal "split" may differ in relation to each different user's requirements. Based on this the potential trip rates associated with units A and H to N inclusive are as shown in the tables below:

Industrial Unit	Arrive	Departure	Two Way
AM Peak	0.353	0.076	0.429
PM Peak	0.024	0.271	0.295

Table 6: Generation Rates (Units A and H to N Incl)

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

Table 7: Potential Traffic Generations (Unit A and H to N incl)

6.2.6 As can be noted from tables 6 and 7 above the remaining industrial units (A and H to N inclusive) would have the capacity to generate some 20 trips (am) and 14 trips (pm) during the network peaks i.e the equivalent of Unit P. Based on the TRICs data it can be agreed that the proposed additional industrial units will be low traffic generators during the network peaks.

6.2.7 2no. warehouse units are proposed, (Units F and G), which will have small ancillary offices. The combined floor space (including offices) of these proposed units is 5379 sqm. It is considered that the floor space of the ancillary offices is unlikely to change in relation to the warehouse units.

Warehousing Derived rates	Arrive	Departure	Two Way
AM Peak	0.188	0.128	0.313
PM Peak	0.1	0.205	0.305

Warehousing Trip Rates	Arrive	Departure	Two Way
AM Peak	10.11	6.88	16.83
PM Peak	5.37	11.02	16.40

Tables 8 & 9 – Warehousing Derived rates and Potential Trip Rates

6.2.8 As can be seen from tables 8 and 9 above Units F and G (warehousing with ancillary offices) would have the capacity to generate some 16 – 17 trips at the network peaks.

6.2.9 2no. café / takeaway units are also proposed and included within the outline application section of this application. These units are Units D and E. These units will have a combined floor space of 916 sqm. No end users of these units have been identified at the time of the submission to KMC planning and also no potential opening hours. TRICs version 7.8.4 has also been utilised to provide the potential trip rates (peak time) in relation to these units. This information can be found in Tables 10 and 11 below:

Café / Takeaway Derived rates	Arrive	Departure	Two Way
AM Peak	0	0	0
PM Peak	4.962	4.962	9.924

Café / Takeaway Trip Rates	Arrive	Departure	Two Way
AM Peak	0	0	0
PM Peak	45.45	45.45	90.90

Tables 10 & 11 – Cafes / Takeaways - Derived rates and Potential Trip Rates

6.2.10 The information available on the TRICs database does not have data before 09.00hrs. Therefore, an actual traffic count in relation to a subsequent identified end user could be carried out should this information become available during the planning process. Notwithstanding this, it can be identified that the café / takeaway use is a high traffic generator based upon fish and chip / Chinese and Indian type takeaways.

6.2.11 The proposal for the use of Unit B is a small supermarket (convenience store) with an overall floor space of some 377sqm, however, no retail floor space has been identified at the time of submission nor has an end user. Again, utilising the TRICs data (version 7.8.4) the potential trip rates from a supermarket of this size can be identified and the data can be found in Tables 12 & 13 below:

Supermarket Derived rates	Arrive	Departure	Two Way
AM Peak	9.277	9.482	18.759
PM Peak	9.891	9.618	19.509

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

Tables 12 & 13 – Supermarket - Derived rates and Potential Trip Rates

6.2.12 Again it can be identified that the convenience store will be a high traffic generator during the network peak periods

6.2.13 The potential for Unit C is a restaurant with an overall floor area of 908 sqm. Using the TRICs data the potential trip rates from a restaurant of this size can be identified and the data found in Tables 14 & 15 below:

Restaurant Derived rates	Arrive	Departure	Two Way
AM Peak	1.000	0.750	1.750
PM Peak	2.473	1.205	3.678

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

Tables 14 & 15 – Restaurant – Derived rates and Potential Trip Rates

6.2.14 As can be identified above, the potential restaurant is envisaged to generate between 16 and 33 trips during the network peak hours.

6.2.15 Based on the trip rate and generations identified above, the table below shows the total traffic generations associated with Unit P and the potential uses for the whole site.

	Arrive	Departure	Two Way
AM Peak	87	57	144
PM Peak	112	129	241

Table 16 – Total Traffic Generations

6.2.16 As can be seen from the table above, the whole site has the potential to generate 144 vehicle movements during the morning peak (between 8am and 9am), and 241 vehicle movements during the evening peak (between 5pm and 6pm). The TRICs data can be found at Appendix F.

6.3 Traffic Growth

6.3.1 In respect to the surveyed flows on Lindley Moor Road at the Crosland Road and Weatherhill Road junctions, it has been necessary to use the TEMPRO program to provide traffic growth factors from the application year (2022) to the future year (2032). For the Kirklees 030 area the traffic growth factors for the morning peak are 1.1158 and evening peak 1.1192.

6.4 Traffic Distribution

6.4.1 To determine the distribution of development traffic from the site access the 2011 census data has been taken from the Nomis website using data from the location of usual residence and place of work. From the data it has been determined that 65.89% of vehicle movements would travel to/ from the east with 1.93% travelling along Weatherhill Road and 63.96% travelling towards the Ainley Top roundabout. From the roundabout 18.85% would travel towards Junction 24 along Blackley New Road (A629), 24% would travel along Halifax Road (A629), 12% would travel along Brighouse Road (A643) and 9.1% would travel along Huddersfield Road (A629). Around 34.1% would travel to/ from the west of the site access with 24.08% travelling along Crosland Road, 10.03% would continue west to New Hey Road roundabout where 3.5% would travel south along New Hey Road and 4.35% would travel north along New Hey Road.

6.4.2 The distribution output from the NOMIS website can be found at Appendix G along with the proposed distribution diagram. The traffic flows have been calculated using the census information and are shown at Appendix H.

6.5 Junction Capacity Assessment

6.5.1 Junction capacity assessments have been carried out at the proposed site access, the Crosland Road/ Lindley Moor Road signals junction and the Weatherhill Road/ Lindley Moor Road crossroads junction. The assessment include the total traffic generations as identified within Table 16 above. The assessments include the application year and future year performance (2022 and 2032 respectively) during the morning and evening peak hours. At the existing junctions the 'with' and 'without' development traffic scenarios have been considered in addition to current and future year assessments.

6.5.2 No further assessments are considered to be justified at this time, given that Unit P is the subject of the full application and other uses at the site may change as the site is being developed. When considering the whole site the volume of development traffic would be low to the west of the Crosland Road junction, and to the east the development traffic would be evenly distributed along the wider network including the A629 and A643 and would not represent a material change (less than 30 trips during the network peak hour) beyond the Ainley Top Roundabout junction.

Site Access

6.5.3 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).

6.5.4 The results of the PICADY assessment are included at Appendix I and are summarised in the table below.

	AM Peak		PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
2022				
Site Access Left Turn	0.04	0.0	0.18	0.2
Site Access Right Turn	0.14	0.2	0.57	1.4
Lindley Moor Road Right Turn	0.06	0.1	0.11	0.1
2032				
Site Access Left Turn	0.04	0.0	0.31	0.5
Site Access Right Turn	0.16	0.2	0.75	2.7
Lindley Moor Road Right Turn	0.06	0.1	0.11	0.1

Table 17: PICADY – Site Access Junction

6.5.5 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

6.5.6 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).

6.5.7 The results of the PICADY assessment are included at Appendix J 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	0.30	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)	0.35	1.4	0.27	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	0.37	0.6	0.59	1.5
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)	0.44	2.2	0.36	1.9

Table 18: PICADY – Weatherhill Road/ Lindley Moor Road/ Kew Hill Junction

6.5.8 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.

6.5.9 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 2 PCUs. 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

6.5.10 A LinSig assessment of the existing traffic signal controlled junction of the A643 Lindley Moor Road/ Crosland Road junction has been undertaken for the 2022 and 2032 AM and PM peak periods, with and without development traffic scenarios to demonstrate the impact that the proposed development will have on the operation of the existing signals.

6.5.11 To assist with the preparation of the model, a copy of the traffic signal controller specification from Kirklees Council has been used.

6.5.12 The results of the LinSig model is summarised below in Tables 19 and 20 and is included at Appendix K.

Link	2022 AM		2022 AM + DEV		2032 AM		2032 AM + DEV	
	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ	% SAT	MMQ
Lindley Moor Road (westbound) Ahead Left	47.7	8.0	51.4	8.9	53.2	9.3	57.1	10.4
Lindley Moor Road (eastbound) Ahead Right	54.0	8.3	56.5	9.0	60.2	10.0	62.9	11.2
Crosland Road Right	54.6	4.5	54.4	4.9	60.8	5.2	59.9	5.6
	PRC	64.8%	PRC	59.3%	PRC	47.9%	PRC	43.0%

Table 19: 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	83.7	22.2	88.9	26.5	93.7	32.4	99.0	44.7
Lindley Moor Road (eastbound) Ahead Right	35.5	3.9	40.2	4.2	50.3	4.5	61.7	4.9
Crosland Road Right	83.2	5.9	88.4	7.5	93.2	8.8	97.3	11.7
	PRC	7.5%	PRC	1.3%	PRC	-4.1%	PRC	-10.0%

Table 20: LinSig Summary PM (2022 & 2032)

6.5.13 As can be seen from table 19 above, all of the morning flow scenarios can be accommodated with a Degree of Saturation (DofS) less than 90% on all arms of the junction and a small reduction in PRC of up to 5.5% and a queue length increase of only 1 PCU.

6.5.14 In terms of the evening scenarios, during 2022 with and without development traffic all arms of the junction would operate with a DofS less than 90% reducing the PRC by 6.2% and an increase in queue lengths by up to 4 PCUs along Lindley Moor Road and 2 PCUs along Crosland Road. During the future year 2032 the junction will struggle to cope with traffic growth with a DofS of over 90%. The introduction of development traffic during the future year 2032 would increase the DofS to 99% and decrease the PRC by a further 5.9%. The queue length will also increase as a result of the development and future operation of the junction due to traffic growth with up to 12 additional PCUs along the Lindley Moor Road westbound arm. It should be noted that despite the increases in DofS and reduction in PRC, the operation of the junction will continue to operate within its theoretical capacity (less than 100% DofS).

6.5.15 It is considered that the traffic growth for the future year has the largest impact on junction performance. The impact the development has on the junction PRC is minimal and would not be noticeable nor considered material from the daily fluctuations in flows at the junction and is not considered to be significant or severe as per the test within the current NPPF.

6.5.16 In summary, the proposed development for the whole site does not present a significant residual impact on the local highway network.

7.0 Conclusion

7.1.1 This Transport Assessment considers the planning application for the erection of a multi-disciplinary development consisting of warehousing, offices, general industry a small supermarket and restaurant / café type uses. The detailed application for Unit P located to the south east of the development site has been considered alongside the remainder of the site (outline application only). This report compares the traffic generations, highway safety and access proposals with the existing situation, describes the existing highway network and compares the traffic generations, highway safety and access proposals with the existing and proposed situation. The vehicle access and sustainability elements are also assessed.

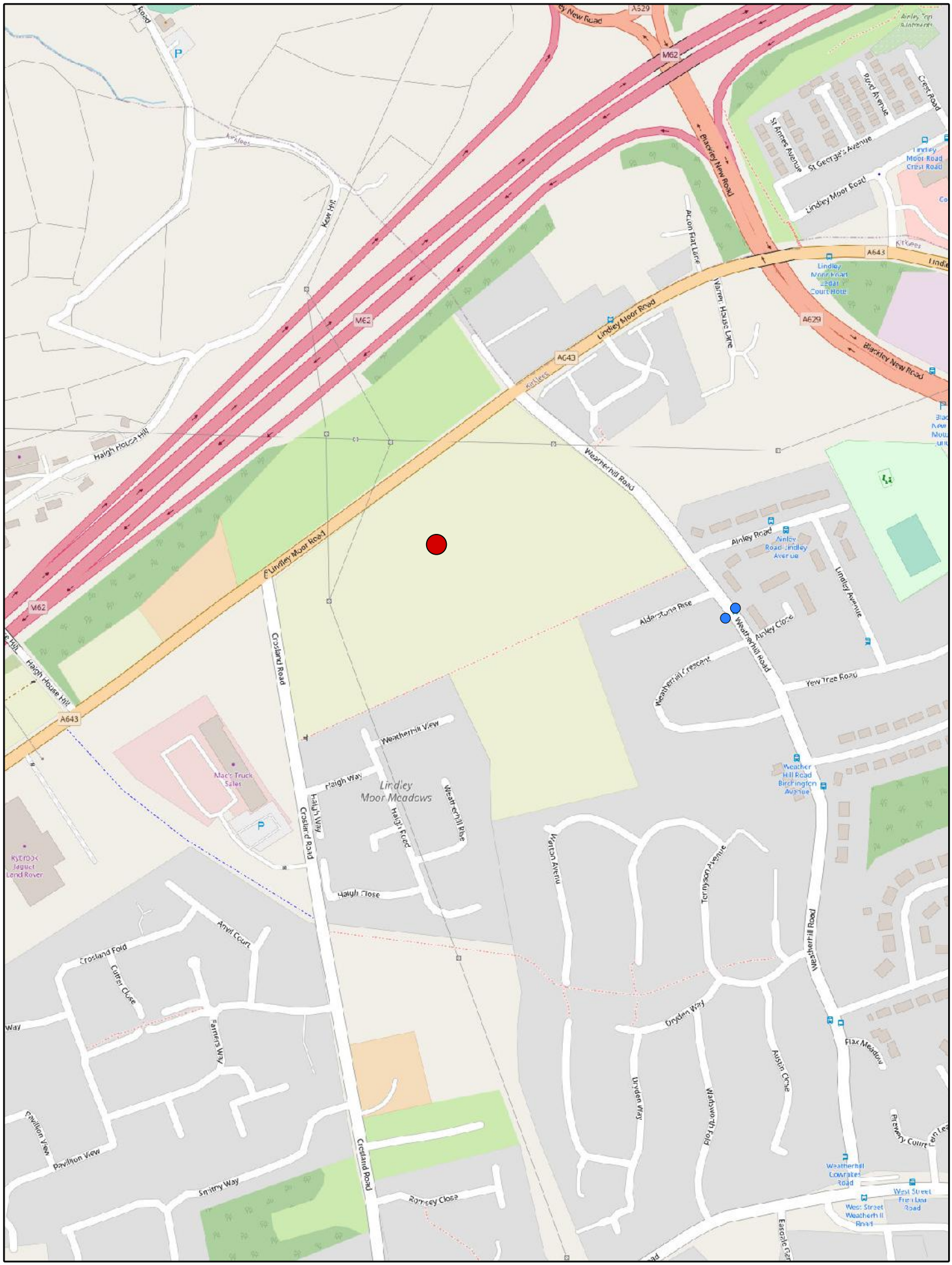
7.1.2 The development proposes a new site access junction arrangement, which is considered to be suitable in terms of geometry, capacity, layout and visibility. The site access will therefore provide a safe arrangement for Unit P and the wider site.

7.1.3 This report concludes that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the strategic highway network. Therefore, the level of traffic generated by the proposals can be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

7.1.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Site Location Plan



Legend:

- Site Location
- Bus Stops

PARAGON HIGHWAYS
20 - 21 The Walled Garden
The Nostell Estate Yard
WakefieldWF4 1AB

Appendix B

Traffic Surveys

ABACUS TRAFFIC SURVEYS
14 CLIFF HILL COURT, HOLMFIRTH, HD9 1JF

A	B
	C

A	Lindley Moor Road (eastbound)
B	Lindley Moor Road (westbound)
C	Crosland Road

Date 22/03/2022

Time Start	A - B		A - C		B - A		B - C		C - A		C - B	
	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV
7:00 - 7:15	95	2	10	0	67	2	17	1	14	1	28	1
7:15 - 7:30	128	2	10	0	69	3	20	0	20	1	32	0
7:30 - 7:45	150	1	13	0	72	5	25	0	31	1	50	2
7:45 - 8:00	164	2	14	0	79	1	32	2	28	0	43	1
8:00 - 8:15	134	4	23	0	95	3	30	0	27	1	61	0
8:15 - 8:30	165	5	11	1	91	5	35	6	37	0	42	2
8:30 - 8:45	160	2	20	1	96	5	25	2	28	0	35	0
8:45 - 9:00	158	5	27	0	109	5	24	1	22	3	34	1
9:00 - 9:15	147	3	23	0	94	3	20	1	17	2	25	0
9:15 - 9:30	139	3	17	0	85	2	19	0	16	1	20	0
Total	***1440***	***29***	***168***	***2***	***857***	***34***	***247***	***13***	***240***	***10***	***370***	***7***

Time Start	A - B		A - C		B - A		B - C		C - A		C - B	
	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV
16:00 - 16:15	94	4	13	0	164	1	40	1	14	0	29	0
16:15 - 16:30	96	5	14	1	193	1	46	0	17	0	38	1
16:30 - 16:45	98	11	15	1	209	1	66	1	20	0	43	0
16:45 - 17:00	83	0	15	0	157	2	50	0	24	0	26	0
17:00- 17:15	128	2	30	0	255	2	45	1	28	0	44	0
17:15- 17:30	120	2	25	0	221	1	49	0	22	0	37	0
17:30 - 17:45	111	1	15	0	198	1	43	1	14	0	35	1
17:45 - 18:00	94	2	16	0	170	2	55	2	12	0	32	0
18:00 - 18:15	90	0	17	0	145	1	68	0	15	0	48	1
18:15 - 18:30	78	2	15	0	143	2	49	1	13	0	42	1
Total	***992***	***29***	***175***	***2***	***1855***	***14***	***511***	***7***	***179***	***0***	***374***	***4***

ABACUS TRAFFIC SURVEYS
14 CLIFF HILL COURT, HOLMFIRTH, HD9 1JF

A	B
	C

A	Lindley Moor Road (west)
B	Lindley Moor Road (east)
C	Weatherhill Road

Date 22/03/2022

Time Start	A - B		A - C		B - A		B - C		C - A		C - B	
	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV
7:00 - 7:15	118	3	5	0	79	2	9	0	5	0	7	0
7:15 - 7:30	153	2	7	0	83	3	13	0	6	0	9	0
7:30 - 7:45	191	3	9	0	90	5	13	0	7	0	13	0
7:45 - 8:00	198	3	11	0	107	2	27	0	4	0	10	1
8:00 - 8:15	179	4	16	0	109	3	28	1	16	0	13	0
8:15 - 8:30	186	7	21	0	115	12	37	0	11	0	14	0
8:30 - 8:45	168	1	27	1	110	7	27	0	11	0	10	0
8:45 - 9:00	176	6	16	0	122	6	28	0	11	0	16	0
9:00 - 9:15	158	3	14	0	105	4	19	0	9	0	13	0
9:15 - 9:30	147	3	12	0	97	2	17	0	7	0	10	0
Total	***1674***	***35***	***138***	***1***	***1017***	***46***	***218***	***1***	***87***	***0***	***115***	***1***

Time Start	A - B		A - C		B - A		B - C		C - A		C - B	
	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV
16:00 - 16:15	111	4	12	0	179	2	25	0	14	0	10	0
16:15 - 16:30	117	6	17	0	208	1	31	0	15	0	9	0
16:30 - 16:45	122	11	19	0	237	2	38	0	16	0	10	0
16:45 - 17:00	94	0	15	0	161	2	46	0	10	0	11	0
17:00- 17:15	157	2	15	0	267	3	33	0	15	0	10	0
17:15- 17:30	143	2	14	0	259	1	36	0	11	0	12	0
17:30 - 17:45	145	2	11	0	224	2	37	0	17	0	12	0
17:45 - 18:00	115	2	11	0	213	4	31	0	12	0	4	0
18:00 - 18:15	130	1	8	0	204	1	25	0	9	0	4	0
18:15 - 18:30	113	3	7	0	185	3	23	0	7	0	5	0
Total	***1247***	***33***	***129***	***0***	***2137***	***21***	***325***	***0***	***126***	***0***	***87***	***0***

Appendix C

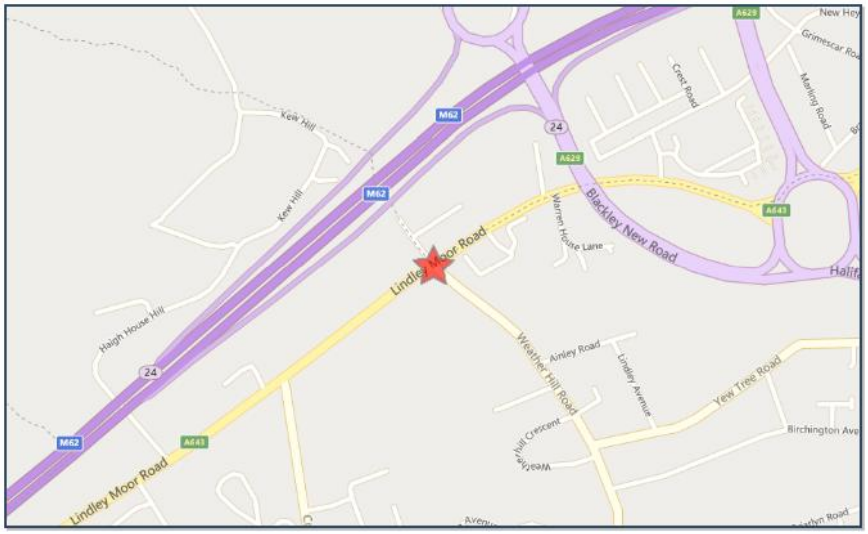
Road Traffic Accidents

crashmap.co.uk

Validated Data

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

Highest Injury Severity:	Slight	**Road Number:**	A643	**Number of Casualties:**	2
Highway Authority:	Kirklees			**Number of Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	410963 419173
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				



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*

powered by agilysis

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	Other	None	None
2	Car (excluding private hire)	8	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	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

crashmap.co.uk

Validated Data

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

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	2
Highway Authority:	Kirklees			**Number of Vehicles:**	1
Local Authority:	Kirklees			**OS Grid Reference:**	410730 418998
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				

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*

powered by agilysis

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)	7	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Wall or fence

Casualties

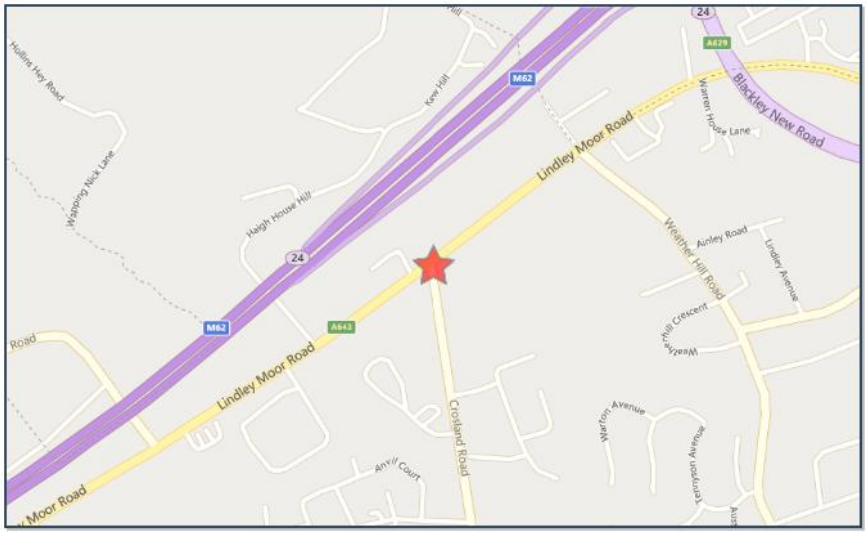
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

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

Highest Injury Severity:	Serious	**Road Number:**	A643	**Number of Casualties:**	1
Highway Authority:	Kirklees			**Number of Vehicles:**	1
Local Authority:	Kirklees			**OS Grid Reference:**	410734 418996
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				



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*

powered by agilysis

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)	1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	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

crashmap.co.uk

Validated Data

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

Highest Injury Severity:	Slight	**Road Number:**	A643	**Number of Casualties:**	1
Highway Authority:	Kirklees			**Number of Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	410726 418996
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				

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*

powered by agilysis

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)	4	Female	66 - 75	Vehicle is moving off	Did not impact	Other	None	None
2	Motorcycle over 500cc	12	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None

Casualties

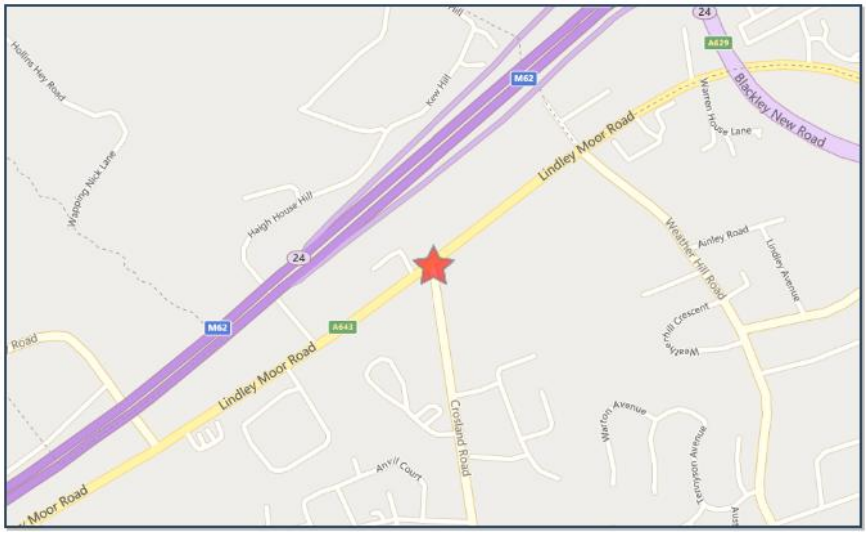
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

crashmap.co.uk

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				



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*

powered by agilysis

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	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	Other	None	None

Casualties

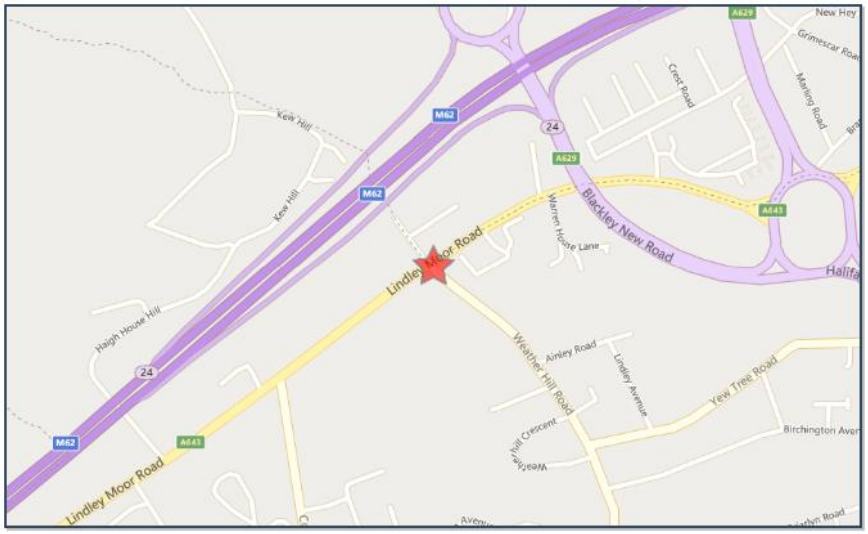
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Monday, January 27, 2020	**Time of Crash:**	4:12:00 PM	**Crash Reference:**	**20201371R1190**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Kirklees			**Number of Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	410969 419166
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				



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*

powered by agilysis

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)	-1	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Other	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	16 - 20	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

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

Highest Injury Severity:	Slight	**Road Number:**	A643	**Number of Casualties:**	2
Highway Authority:	Kirklees			**Number of Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	410730 418998
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				

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*

powered by agilysis

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)	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

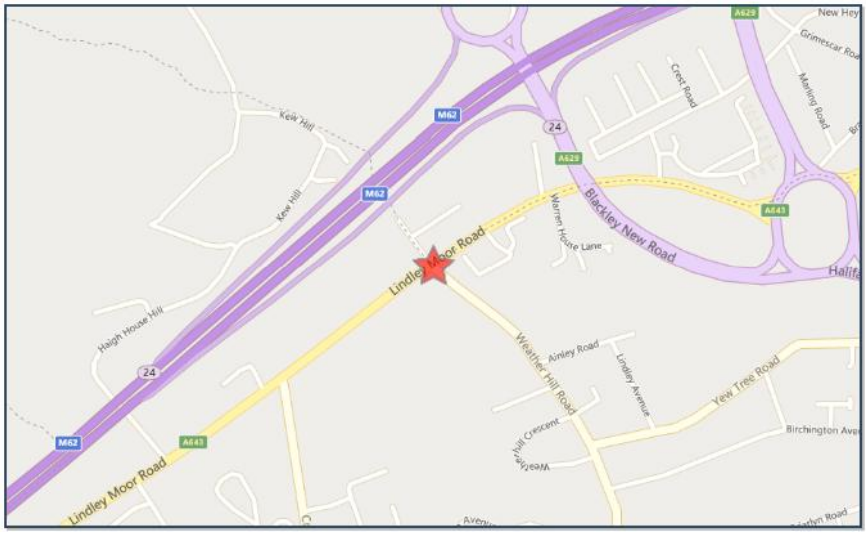
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

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

Highest Injury Severity:	Slight	**Road Number:**	A643	**Number of Casualties:**	1
Highway Authority:	Kirklees			**Number of Vehicles:**	3
Local Authority:	Kirklees			**OS Grid Reference:**	410965 419174
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				



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*

powered by agilysis

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)	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	Other	None	None
3	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None

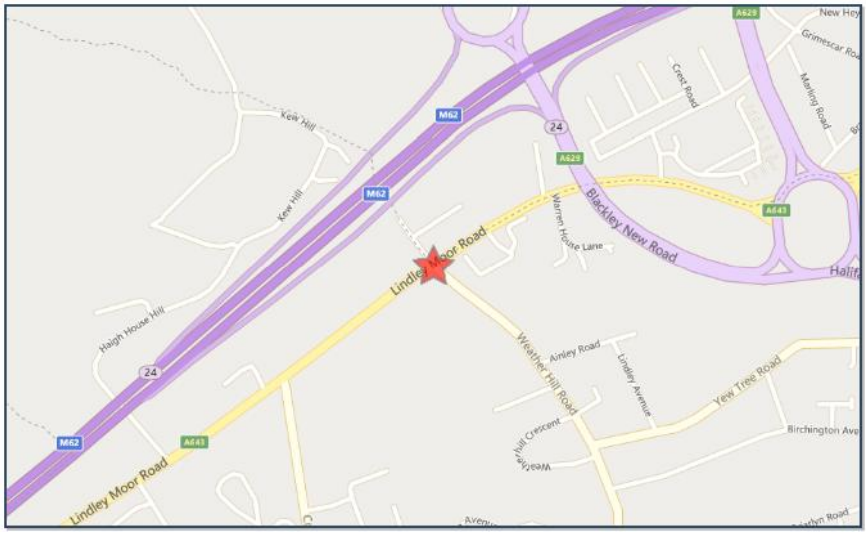
Casualties

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

crashmap.co.uk

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				



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*

powered by agilysis

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)	17	Female	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None
2	Car (excluding private hire)	5	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	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

Appendix D

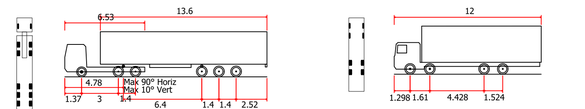
Proposed Site Layout

GENERAL NOTES

This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.

Vehicle Key:



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

REV	DATE	DESCRIPTION

PROJECT

LINDLEY MOOR ROAD
LINDLEY MOOR

TITLE

PROPOSED INTERNAL VEHICLE TRACKING

SCALE

1:500 @ A1

DRAWING

2061-102

DATE

25.04.2022

PARAGON HIGHWAYS
OFFICE 20/21 THE REAR WALLED GARDEN,
THE NOSTELL ESTATE,
WAKEFIELD WF4 1AB
01924 291536 /
MAIL@PARAGONHIGHWAYS.COM

a	turning length	10 m
b	deceleration length	40 m
c	through lane width	3.2 m
d	turning lane width	3 m
e	direct taper length	15 m

GENERAL NOTES

This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.

REV	DATE	DESCRIPTION
-	31.03.2022	Initial draft

PROJECT

LINDLEY MOOR ROAD
LINDLEY MOOR

TITLE

ACCESS PROPOSALS

SCALE

1:600 @ A3

DRAWING

2061-101

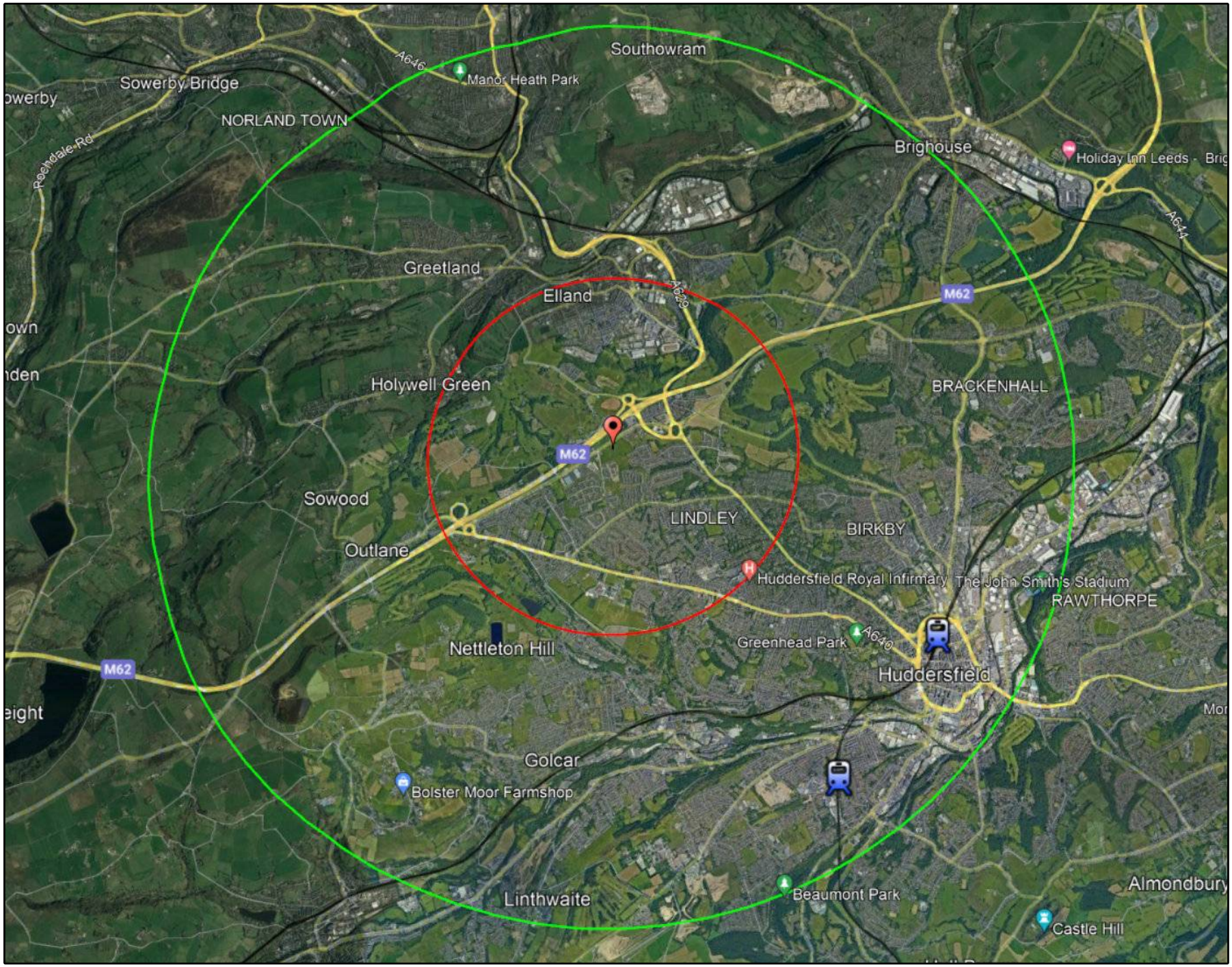
DATE

31.03.2022

PARAGON HIGHWAYS
OFFICE 20/21 THE REAR WALLED GARDEN,
THE NOSTELL ESTATE,
WAKEFIELD WF4 1AB
01924 291536 /
MAIL@PARAGONHIGHWAYS.COM

Appendix E

Pedestrian & Cycle Catchment Plan



PARAGON HIGHWAYS

20 - 21 The Walled Garden
The Nostell Estate Yard
WakefieldWF4 1AB

Appendix F

TRICs Output

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 undertaking 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

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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

Parameter summary

Trip rate parameter range selected:	292 - 539 (units: sqm)
Survey date 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 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 01 - RETAIL/O - CONVENIENCE STORE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.

*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 01 - RETAIL/O - CONVENIENCE STORE
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

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 undertaking 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 COFFEE SHOP & RESTAURANT BRENT
EMPIRE WAY
WEMBLEY

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 FRANKIE & BENNY'S CARDIFF
NEWPORT ROAD
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 CHIQUITO DERBYSHIRE
PRIDE PARKWAY
DERBY

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 BRITISH RESTAURANT DERBYSHIRE
THORNHILL ROAD
DERBY
LITTLEOVER
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 ITALIAN RESTAURANT ENFIELD
CHASE SIDE
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 PIZZA HUT HAMPSHIRE
BINNACLE WAY
PORTSMOUTH
COSHAM
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 INDIAN RESTAURANT RENFREWSHIRE
LINWOOD ROAD
PAISLEY
PHOENIX LEISURE PARK
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 RESTAURANT STAFFORDSHIRE
STONE ROAD
STOKE-ON-TRENT
TRENTHAM
Edge of Town
Retail Zone
Total Gross floor area: 259 sqm
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

Parameter summary

Trip rate parameter range selected:	130 - 450 (units: sqm)
Survey date 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 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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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-742101-220224-0256

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : G - TAKE-AWAY SHOPS (eg. fish bars etc)
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	2 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: 53 to 450 (units: sqm)
Range Selected by User: 45 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 12/07/18

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
Wednesday	2 days
Saturday	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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
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:

Development Zone	1
Residential Zone	3

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

Secondary Filtering selection:

Use Class:

Sui Generis	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:

1,001 to 5,000	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:

75,001 to 100,000	1 days
125,001 to 250,000	2 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	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.

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	LC-06-G-01	FISH & CHIPS		LANCASHIRE
	BLACKPOOL ROAD			
	PRESTON			
	ASHTON ON RIBBLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		450 sqm	
	Survey date: SATURDAY		*18/11/17*	*Survey Type: MANUAL*
2	ST-06-G-01	CHINESE		STAFFORDSHIRE
	PARKSIDE AVENUE			
	STAFFORD			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		53 sqm	
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
3	TW-06-G-01	INDIAN		TYNE & WEAR
	1 CASTELLIAN ROAD			
	SUNDERLAND			
	CASTLETOWN			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:		223 sqm	
	Survey date: WEDNESDAY		*29/03/17*	*Survey Type: MANUAL*
4	TW-06-G-02	FISH BAR		TYNE & WEAR
	STAMFORDHAM ROAD			
	NEWCASTLE UPON TYNE			
	BLAKELAW			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		60 sqm	
	Survey date: MONDAY		*13/06/16*	*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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	3.333	1	60	3.333	1	60	6.666
10:00 - 11:00	1	60	8.333	1	60	1.667	1	60	10.000
11:00 - 12:00	2	255	2.941	2	255	2.745	2	255	5.686
12:00 - 13:00	2	255	6.471	2	255	5.490	2	255	11.961
13:00 - 14:00	2	255	5.098	2	255	6.275	2	255	11.373
14:00 - 15:00	2	255	3.922	2	255	4.706	2	255	8.628
15:00 - 16:00	2	255	3.529	2	255	3.137	2	255	6.666
16:00 - 17:00	4	197	2.926	4	197	2.036	4	197	4.962
17:00 - 18:00	4	197	4.962	4	197	4.962	4	197	9.924
18:00 - 19:00	4	197	6.489	4	197	6.361	4	197	12.850
19:00 - 20:00	4	197	6.361	4	197	6.870	4	197	13.231
20:00 - 21:00	4	197	5.598	4	197	6.234	4	197	11.832
21:00 - 22:00	4	197	0.763	4	197	1.272	4	197	2.035
22:00 - 23:00	3	242	0.551	3	242	0.689	3	242	1.240
23:00 - 24:00	3	242	0.138	3	242	0.000	3	242	0.138
Total Rates:			61.415			55.777			117.192

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

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

Parameter summary

Trip rate parameter range selected:	53 - 450 (units: sqm)
Survey date date range:	01/01/13 - 12/07/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	0.000	1	60	0.000	1	60	0.000
10:00 - 11:00	1	60	0.000	1	60	0.000	1	60	0.000
11:00 - 12:00	2	255	0.000	2	255	0.000	2	255	0.000
12:00 - 13:00	2	255	0.000	2	255	0.000	2	255	0.000
13:00 - 14:00	2	255	0.000	2	255	0.000	2	255	0.000
14:00 - 15:00	2	255	0.000	2	255	0.000	2	255	0.000
15:00 - 16:00	2	255	0.000	2	255	0.000	2	255	0.000
16:00 - 17:00	4	197	0.000	4	197	0.000	4	197	0.000
17:00 - 18:00	4	197	0.127	4	197	0.000	4	197	0.127
18:00 - 19:00	4	197	0.127	4	197	0.254	4	197	0.381
19:00 - 20:00	4	197	0.000	4	197	0.000	4	197	0.000
20:00 - 21:00	4	197	0.382	4	197	0.382	4	197	0.764
21:00 - 22:00	4	197	0.000	4	197	0.000	4	197	0.000
22:00 - 23:00	3	242	0.000	3	242	0.000	3	242	0.000
23:00 - 24:00	3	242	0.000	3	242	0.000	3	242	0.000
Total Rates:			0.636			0.636			1.272

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 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	3.333	1	60	3.333	1	60	6.666
10:00 - 11:00	1	60	0.000	1	60	0.000	1	60	0.000
11:00 - 12:00	2	255	0.000	2	255	0.000	2	255	0.000
12:00 - 13:00	2	255	0.000	2	255	0.000	2	255	0.000
13:00 - 14:00	2	255	0.000	2	255	0.000	2	255	0.000
14:00 - 15:00	2	255	0.000	2	255	0.000	2	255	0.000
15:00 - 16:00	2	255	0.000	2	255	0.000	2	255	0.000
16:00 - 17:00	4	197	0.000	4	197	0.000	4	197	0.000
17:00 - 18:00	4	197	0.000	4	197	0.000	4	197	0.000
18:00 - 19:00	4	197	0.000	4	197	0.000	4	197	0.000
19:00 - 20:00	4	197	0.000	4	197	0.000	4	197	0.000
20:00 - 21:00	4	197	0.000	4	197	0.000	4	197	0.000
21:00 - 22:00	4	197	0.000	4	197	0.000	4	197	0.000
22:00 - 23:00	3	242	0.000	3	242	0.000	3	242	0.000
23:00 - 24:00	3	242	0.000	3	242	0.000	3	242	0.000
Total Rates:			3.333			3.333			6.666

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 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	0.000	1	60	0.000	1	60	0.000
10:00 - 11:00	1	60	0.000	1	60	0.000	1	60	0.000
11:00 - 12:00	2	255	0.000	2	255	0.000	2	255	0.000
12:00 - 13:00	2	255	0.000	2	255	0.000	2	255	0.000
13:00 - 14:00	2	255	0.000	2	255	0.000	2	255	0.000
14:00 - 15:00	2	255	0.000	2	255	0.000	2	255	0.000
15:00 - 16:00	2	255	0.000	2	255	0.000	2	255	0.000
16:00 - 17:00	4	197	0.127	4	197	0.127	4	197	0.254
17:00 - 18:00	4	197	0.127	4	197	0.127	4	197	0.254
18:00 - 19:00	4	197	0.127	4	197	0.127	4	197	0.254
19:00 - 20:00	4	197	0.000	4	197	0.000	4	197	0.000
20:00 - 21:00	4	197	0.000	4	197	0.000	4	197	0.000
21:00 - 22:00	4	197	0.000	4	197	0.000	4	197	0.000
22:00 - 23:00	3	242	0.000	3	242	0.000	3	242	0.000
23:00 - 24:00	3	242	0.000	3	242	0.000	3	242	0.000
Total Rates:			0.381			0.381			0.762

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 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	0.000	1	60	0.000	1	60	0.000
10:00 - 11:00	1	60	6.667	1	60	0.000	1	60	6.667
11:00 - 12:00	2	255	2.745	2	255	2.745	2	255	5.490
12:00 - 13:00	2	255	5.882	2	255	4.902	2	255	10.784
13:00 - 14:00	2	255	4.118	2	255	5.294	2	255	9.412
14:00 - 15:00	2	255	3.529	2	255	4.314	2	255	7.843
15:00 - 16:00	2	255	3.137	2	255	2.745	2	255	5.882
16:00 - 17:00	4	197	2.799	4	197	1.781	4	197	4.580
17:00 - 18:00	4	197	4.835	4	197	4.835	4	197	9.670
18:00 - 19:00	4	197	5.725	4	197	5.471	4	197	11.196
19:00 - 20:00	4	197	5.980	4	197	6.489	4	197	12.469
20:00 - 21:00	4	197	4.835	4	197	5.471	4	197	10.306
21:00 - 22:00	4	197	0.763	4	197	1.272	4	197	2.035
22:00 - 23:00	3	242	0.551	3	242	0.689	3	242	1.240
23:00 - 24:00	3	242	0.138	3	242	0.000	3	242	0.138
Total Rates:			51.704			46.008			97.712

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 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	0.000	1	60	0.000	1	60	0.000
10:00 - 11:00	1	60	1.667	1	60	1.667	1	60	3.334
11:00 - 12:00	2	255	0.196	2	255	0.000	2	255	0.196
12:00 - 13:00	2	255	0.588	2	255	0.588	2	255	1.176
13:00 - 14:00	2	255	0.980	2	255	0.980	2	255	1.960
14:00 - 15:00	2	255	0.392	2	255	0.392	2	255	0.784
15:00 - 16:00	2	255	0.392	2	255	0.392	2	255	0.784
16:00 - 17:00	4	197	0.127	4	197	0.254	4	197	0.381
17:00 - 18:00	4	197	0.000	4	197	0.127	4	197	0.127
18:00 - 19:00	4	197	0.636	4	197	0.636	4	197	1.272
19:00 - 20:00	4	197	0.382	4	197	0.382	4	197	0.764
20:00 - 21:00	4	197	0.254	4	197	0.254	4	197	0.508
21:00 - 22:00	4	197	0.000	4	197	0.000	4	197	0.000
22:00 - 23:00	3	242	0.000	3	242	0.000	3	242	0.000
23:00 - 24:00	3	242	0.000	3	242	0.000	3	242	0.000
Total Rates:			5.614			5.672			11.286

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-742101-220329-0303

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 undertaking 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
PONTEFRACT 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	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE		
	BASINGSTOKE		
	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	THERMAL PROCESSING	HEREFORDSHIRE
	COLLEGE ROAD		
	HEREFORD		
	BURCOTT		
	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	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	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	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	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	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	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	JOINERY	SUFFOLK
	ANSON ROAD		
	IPSWICH		
	MARTLESHAM HEATH		
	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	SPECIALIST MODEL MAKING	STIRLING
	BORROWMEADOW ROAD		
	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	FLUID SYSTEMS	WEST YORKSHIRE
	BROWN LANE WEST		
	LEEDS		
	HOLBECK		
	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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

Parameter summary

Trip rate parameter range selected:	150 - 13350 (units: sqm)
Survey date 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 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-742101-220224-0205

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	EX	ESSEX	1 days
	KC	KENT	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	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: 3500 to 31000 (units: sqm)
Range Selected by User: 3000 to 40000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 15/10/20

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
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	7

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	6
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.

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	6 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	1 days
15,001 to 20,000	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
125,001 to 250,000	3 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	3 days
1.1 to 1.5	4 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	7 days

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

PTAL Rating:

No PTAL Present	7 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-F-02 CAMBRIDGE ROAD BEDFORD Edge of Town Industrial Zone Total Gross floor area: 3500 sqm *Survey date: THURSDAY 15/10/20*	DRINKS WHOLESALER	BEDFORDSHIRE *Survey Type: MANUAL*
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm *Survey date: FRIDAY 18/05/18*	SPORTS SUPPLEMENTS	ESSEX *Survey Type: MANUAL*
3	KC-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm *Survey date: FRIDAY 22/09/17*	COMMERCIAL WAREHOUSING	KENT *Survey Type: MANUAL*
4	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm *Survey date: FRIDAY 18/09/15*	ROAD HAULAGE	SUFFOLK *Survey Type: MANUAL*
5	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm *Survey date: FRIDAY 13/11/15*	ASDA DISTRIBUTION CENTRE	TYNE & WEAR *Survey Type: MANUAL*
6	WM-02-F-02 SOVEREIGN ROAD BIRMINGHAM KINGS NORTON Edge of Town Commercial Zone Total Gross floor area: 3625 sqm *Survey date: MONDAY 09/11/15*	LOGISTICS FIRM	WEST MIDLANDS *Survey Type: MANUAL*
7	WY-02-F-02 STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Total Gross floor area: 10446 sqm *Survey date: THURSDAY 14/03/19*	DISTRIBUTION COMPANY	WEST YORKSHIRE *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6973	0.093	2	6973	0.043	2	6973	0.136
05:30 - 06:00	2	6973	0.229	2	6973	0.093	2	6973	0.322
06:00 - 06:30	2	6973	0.158	2	6973	0.136	2	6973	0.294
06:30 - 07:00	2	6973	0.316	2	6973	0.079	2	6973	0.395
07:00 - 07:30	7	10147	0.092	7	10147	0.056	7	10147	0.148
07:30 - 08:00	7	10147	0.108	7	10147	0.055	7	10147	0.163
08:00 - 08:30	7	10147	0.082	7	10147	0.069	7	10147	0.151
08:30 - 09:00	7	10147	0.106	7	10147	0.056	7	10147	0.162
09:00 - 09:30	7	10147	0.076	7	10147	0.039	7	10147	0.115
09:30 - 10:00	7	10147	0.077	7	10147	0.048	7	10147	0.125
10:00 - 10:30	7	10147	0.055	7	10147	0.056	7	10147	0.111
10:30 - 11:00	7	10147	0.051	7	10147	0.053	7	10147	0.104
11:00 - 11:30	7	10147	0.052	7	10147	0.063	7	10147	0.115
11:30 - 12:00	7	10147	0.069	7	10147	0.059	7	10147	0.128
12:00 - 12:30	7	10147	0.062	7	10147	0.056	7	10147	0.118
12:30 - 13:00	7	10147	0.056	7	10147	0.044	7	10147	0.100
13:00 - 13:30	7	10147	0.056	7	10147	0.069	7	10147	0.125
13:30 - 14:00	7	10147	0.083	7	10147	0.061	7	10147	0.144
14:00 - 14:30	7	10147	0.049	7	10147	0.075	7	10147	0.124
14:30 - 15:00	7	10147	0.063	7	10147	0.065	7	10147	0.128
15:00 - 15:30	7	10147	0.063	7	10147	0.080	7	10147	0.143
15:30 - 16:00	7	10147	0.053	7	10147	0.070	7	10147	0.123
16:00 - 16:30	7	10147	0.065	7	10147	0.114	7	10147	0.179
16:30 - 17:00	7	10147	0.039	7	10147	0.084	7	10147	0.123
17:00 - 17:30	7	10147	0.055	7	10147	0.122	7	10147	0.177
17:30 - 18:00	7	10147	0.045	7	10147	0.083	7	10147	0.128
18:00 - 18:30	7	10147	0.023	7	10147	0.080	7	10147	0.103
18:30 - 19:00	7	10147	0.025	7	10147	0.044	7	10147	0.069
19:00 - 19:30	2	6973	0.043	2	6973	0.143	2	6973	0.186
19:30 - 20:00	2	6973	0.029	2	6973	0.050	2	6973	0.079
20:00 - 20:30	2	6973	0.014	2	6973	0.036	2	6973	0.050
20:30 - 21:00	2	6973	0.065	2	6973	0.029	2	6973	0.094
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:			2.452			2.210			4.662

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

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

Parameter summary

Trip rate parameter range selected:	3500 - 31000 (units: sqm)
Survey date date range:	01/01/13 - 15/10/20
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6973	0.000	2	6973	0.000	2	6973	0.000
05:30 - 06:00	2	6973	0.000	2	6973	0.000	2	6973	0.000
06:00 - 06:30	2	6973	0.007	2	6973	0.007	2	6973	0.014
06:30 - 07:00	2	6973	0.000	2	6973	0.000	2	6973	0.000
07:00 - 07:30	7	10147	0.004	7	10147	0.003	7	10147	0.007
07:30 - 08:00	7	10147	0.001	7	10147	0.003	7	10147	0.004
08:00 - 08:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
08:30 - 09:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
09:00 - 09:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
09:30 - 10:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
10:00 - 10:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
10:30 - 11:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
11:00 - 11:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
11:30 - 12:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
12:00 - 12:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
12:30 - 13:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
13:00 - 13:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
13:30 - 14:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
14:00 - 14:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
14:30 - 15:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
15:00 - 15:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
15:30 - 16:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
16:00 - 16:30	7	10147	0.003	7	10147	0.003	7	10147	0.006
16:30 - 17:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
17:00 - 17:30	7	10147	0.001	7	10147	0.001	7	10147	0.002
17:30 - 18:00	7	10147	0.001	7	10147	0.001	7	10147	0.002
18:00 - 18:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
18:30 - 19:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
19:00 - 19:30	2	6973	0.000	2	6973	0.000	2	6973	0.000
19:30 - 20:00	2	6973	0.000	2	6973	0.000	2	6973	0.000
20:00 - 20:30	2	6973	0.000	2	6973	0.000	2	6973	0.000
20:30 - 21:00	2	6973	0.000	2	6973	0.000	2	6973	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:			0.017			0.018			0.035

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/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6973	0.022	2	6973	0.022	2	6973	0.044
05:30 - 06:00	2	6973	0.043	2	6973	0.072	2	6973	0.115
06:00 - 06:30	2	6973	0.029	2	6973	0.079	2	6973	0.108
06:30 - 07:00	2	6973	0.036	2	6973	0.057	2	6973	0.093
07:00 - 07:30	7	10147	0.023	7	10147	0.037	7	10147	0.060
07:30 - 08:00	7	10147	0.014	7	10147	0.030	7	10147	0.044
08:00 - 08:30	7	10147	0.023	7	10147	0.034	7	10147	0.057
08:30 - 09:00	7	10147	0.025	7	10147	0.034	7	10147	0.059
09:00 - 09:30	7	10147	0.015	7	10147	0.018	7	10147	0.033
09:30 - 10:00	7	10147	0.031	7	10147	0.017	7	10147	0.048
10:00 - 10:30	7	10147	0.031	7	10147	0.032	7	10147	0.063
10:30 - 11:00	7	10147	0.024	7	10147	0.024	7	10147	0.048
11:00 - 11:30	7	10147	0.028	7	10147	0.035	7	10147	0.063
11:30 - 12:00	7	10147	0.020	7	10147	0.018	7	10147	0.038
12:00 - 12:30	7	10147	0.034	7	10147	0.023	7	10147	0.057
12:30 - 13:00	7	10147	0.024	7	10147	0.013	7	10147	0.037
13:00 - 13:30	7	10147	0.021	7	10147	0.028	7	10147	0.049
13:30 - 14:00	7	10147	0.031	7	10147	0.020	7	10147	0.051
14:00 - 14:30	7	10147	0.021	7	10147	0.010	7	10147	0.031
14:30 - 15:00	7	10147	0.021	7	10147	0.021	7	10147	0.042
15:00 - 15:30	7	10147	0.028	7	10147	0.025	7	10147	0.053
15:30 - 16:00	7	10147	0.030	7	10147	0.017	7	10147	0.047
16:00 - 16:30	7	10147	0.034	7	10147	0.032	7	10147	0.066
16:30 - 17:00	7	10147	0.024	7	10147	0.020	7	10147	0.044
17:00 - 17:30	7	10147	0.031	7	10147	0.013	7	10147	0.044
17:30 - 18:00	7	10147	0.034	7	10147	0.031	7	10147	0.065
18:00 - 18:30	7	10147	0.011	7	10147	0.014	7	10147	0.025
18:30 - 19:00	7	10147	0.020	7	10147	0.007	7	10147	0.027
19:00 - 19:30	2	6973	0.007	2	6973	0.036	2	6973	0.043
19:30 - 20:00	2	6973	0.007	2	6973	0.007	2	6973	0.014
20:00 - 20:30	2	6973	0.014	2	6973	0.022	2	6973	0.036
20:30 - 21:00	2	6973	0.007	2	6973	0.014	2	6973	0.021
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:			0.763			0.862			1.625

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/F - WAREHOUSING (COMMERCIAL)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6973	0.000	2	6973	0.000	2	6973	0.000
05:30 - 06:00	2	6973	0.000	2	6973	0.000	2	6973	0.000
06:00 - 06:30	2	6973	0.007	2	6973	0.000	2	6973	0.007
06:30 - 07:00	2	6973	0.007	2	6973	0.000	2	6973	0.007
07:00 - 07:30	7	10147	0.001	7	10147	0.000	7	10147	0.001
07:30 - 08:00	7	10147	0.001	7	10147	0.000	7	10147	0.001
08:00 - 08:30	7	10147	0.004	7	10147	0.000	7	10147	0.004
08:30 - 09:00	7	10147	0.008	7	10147	0.000	7	10147	0.008
09:00 - 09:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
09:30 - 10:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
10:00 - 10:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
10:30 - 11:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
11:00 - 11:30	7	10147	0.000	7	10147	0.001	7	10147	0.001
11:30 - 12:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
12:00 - 12:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
12:30 - 13:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
13:00 - 13:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
13:30 - 14:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
14:00 - 14:30	7	10147	0.001	7	10147	0.000	7	10147	0.001
14:30 - 15:00	7	10147	0.001	7	10147	0.003	7	10147	0.004
15:00 - 15:30	7	10147	0.006	7	10147	0.001	7	10147	0.007
15:30 - 16:00	7	10147	0.003	7	10147	0.007	7	10147	0.010
16:00 - 16:30	7	10147	0.000	7	10147	0.000	7	10147	0.000
16:30 - 17:00	7	10147	0.003	7	10147	0.001	7	10147	0.004
17:00 - 17:30	7	10147	0.000	7	10147	0.003	7	10147	0.003
17:30 - 18:00	7	10147	0.001	7	10147	0.004	7	10147	0.005
18:00 - 18:30	7	10147	0.000	7	10147	0.004	7	10147	0.004
18:30 - 19:00	7	10147	0.000	7	10147	0.000	7	10147	0.000
19:00 - 19:30	2	6973	0.000	2	6973	0.000	2	6973	0.000
19:30 - 20:00	2	6973	0.000	2	6973	0.000	2	6973	0.000
20:00 - 20:30	2	6973	0.000	2	6973	0.000	2	6973	0.000
20:30 - 21:00	2	6973	0.000	2	6973	0.000	2	6973	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:			0.043			0.024			0.067

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/F - WAREHOUSING (COMMERCIAL)
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6973	0.065	2	6973	0.014	2	6973	0.079
05:30 - 06:00	2	6973	0.186	2	6973	0.022	2	6973	0.208
06:00 - 06:30	2	6973	0.100	2	6973	0.029	2	6973	0.129
06:30 - 07:00	2	6973	0.265	2	6973	0.014	2	6973	0.279
07:00 - 07:30	7	10147	0.048	7	10147	0.007	7	10147	0.055
07:30 - 08:00	7	10147	0.077	7	10147	0.011	7	10147	0.088
08:00 - 08:30	7	10147	0.048	7	10147	0.013	7	10147	0.061
08:30 - 09:00	7	10147	0.066	7	10147	0.013	7	10147	0.079
09:00 - 09:30	7	10147	0.037	7	10147	0.014	7	10147	0.051
09:30 - 10:00	7	10147	0.027	7	10147	0.007	7	10147	0.034
10:00 - 10:30	7	10147	0.010	7	10147	0.011	7	10147	0.021
10:30 - 11:00	7	10147	0.017	7	10147	0.014	7	10147	0.031
11:00 - 11:30	7	10147	0.011	7	10147	0.017	7	10147	0.028
11:30 - 12:00	7	10147	0.025	7	10147	0.023	7	10147	0.048
12:00 - 12:30	7	10147	0.015	7	10147	0.024	7	10147	0.039
12:30 - 13:00	7	10147	0.020	7	10147	0.018	7	10147	0.038
13:00 - 13:30	7	10147	0.021	7	10147	0.025	7	10147	0.046
13:30 - 14:00	7	10147	0.035	7	10147	0.027	7	10147	0.062
14:00 - 14:30	7	10147	0.017	7	10147	0.051	7	10147	0.068
14:30 - 15:00	7	10147	0.031	7	10147	0.037	7	10147	0.068
15:00 - 15:30	7	10147	0.021	7	10147	0.041	7	10147	0.062
15:30 - 16:00	7	10147	0.018	7	10147	0.046	7	10147	0.064
16:00 - 16:30	7	10147	0.011	7	10147	0.063	7	10147	0.074
16:30 - 17:00	7	10147	0.015	7	10147	0.061	7	10147	0.076
17:00 - 17:30	7	10147	0.014	7	10147	0.094	7	10147	0.108
17:30 - 18:00	7	10147	0.007	7	10147	0.046	7	10147	0.053
18:00 - 18:30	7	10147	0.010	7	10147	0.061	7	10147	0.071
18:30 - 19:00	7	10147	0.003	7	10147	0.034	7	10147	0.037
19:00 - 19:30	2	6973	0.036	2	6973	0.100	2	6973	0.136
19:30 - 20:00	2	6973	0.014	2	6973	0.036	2	6973	0.050
20:00 - 20:30	2	6973	0.000	2	6973	0.014	2	6973	0.014
20:30 - 21:00	2	6973	0.043	2	6973	0.007	2	6973	0.050
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:			1.313			0.994			2.307

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/F - WAREHOUSING (COMMERCIAL)
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6973	0.000	2	6973	0.007	2	6973	0.007
05:30 - 06:00	2	6973	0.000	2	6973	0.000	2	6973	0.000
06:00 - 06:30	2	6973	0.022	2	6973	0.022	2	6973	0.044
06:30 - 07:00	2	6973	0.014	2	6973	0.007	2	6973	0.021
07:00 - 07:30	7	10147	0.017	7	10147	0.010	7	10147	0.027
07:30 - 08:00	7	10147	0.014	7	10147	0.011	7	10147	0.025
08:00 - 08:30	7	10147	0.011	7	10147	0.023	7	10147	0.034
08:30 - 09:00	7	10147	0.013	7	10147	0.010	7	10147	0.023
09:00 - 09:30	7	10147	0.024	7	10147	0.007	7	10147	0.031
09:30 - 10:00	7	10147	0.020	7	10147	0.024	7	10147	0.044
10:00 - 10:30	7	10147	0.014	7	10147	0.013	7	10147	0.027
10:30 - 11:00	7	10147	0.010	7	10147	0.015	7	10147	0.025
11:00 - 11:30	7	10147	0.013	7	10147	0.011	7	10147	0.024
11:30 - 12:00	7	10147	0.024	7	10147	0.018	7	10147	0.042
12:00 - 12:30	7	10147	0.013	7	10147	0.010	7	10147	0.023
12:30 - 13:00	7	10147	0.010	7	10147	0.013	7	10147	0.023
13:00 - 13:30	7	10147	0.014	7	10147	0.015	7	10147	0.029
13:30 - 14:00	7	10147	0.015	7	10147	0.014	7	10147	0.029
14:00 - 14:30	7	10147	0.011	7	10147	0.014	7	10147	0.025
14:30 - 15:00	7	10147	0.011	7	10147	0.004	7	10147	0.015
15:00 - 15:30	7	10147	0.014	7	10147	0.014	7	10147	0.028
15:30 - 16:00	7	10147	0.006	7	10147	0.007	7	10147	0.013
16:00 - 16:30	7	10147	0.017	7	10147	0.015	7	10147	0.032
16:30 - 17:00	7	10147	0.000	7	10147	0.004	7	10147	0.004
17:00 - 17:30	7	10147	0.008	7	10147	0.011	7	10147	0.019
17:30 - 18:00	7	10147	0.003	7	10147	0.004	7	10147	0.007
18:00 - 18:30	7	10147	0.001	7	10147	0.006	7	10147	0.007
18:30 - 19:00	7	10147	0.003	7	10147	0.003	7	10147	0.006
19:00 - 19:30	2	6973	0.000	2	6973	0.007	2	6973	0.007
19:30 - 20:00	2	6973	0.007	2	6973	0.007	2	6973	0.014
20:00 - 20:30	2	6973	0.000	2	6973	0.000	2	6973	0.000
20:30 - 21:00	2	6973	0.014	2	6973	0.007	2	6973	0.021
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:			0.343			0.333			0.676

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.*

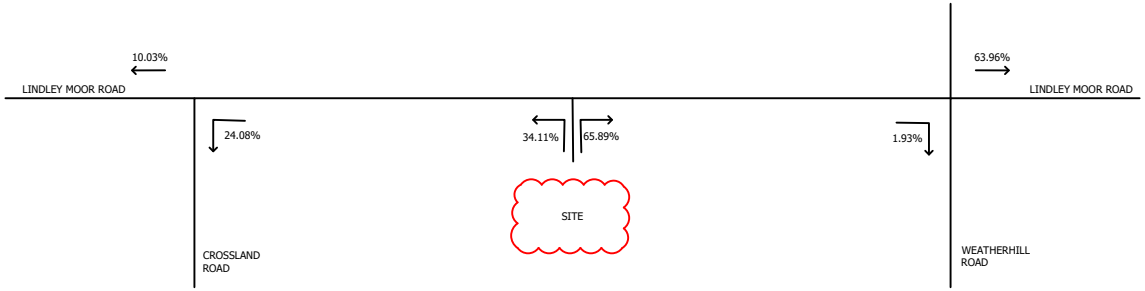
Appendix G

NOMIS Output & Distribution

WU01EW - Location of usual residence and place of work by sex (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
sex	All persons

place of work	E02002300 : Kirklees 030	Lindley Moor Road (Eastbound)	Lindley Moor Road (westbound)	Weatherhill Road	Crossland Road	Ainley Top - Huddersfield Road	Ainley Top - Brighouse Road	Ainley Top - Halifax Road	Ainley Top - Blackley New Road	Lindley Road	M62 (westbound)	M62 (eastbound)	New Hey Road RB - New Hey Road (southbound)	M62 (westbound)	New Hey Road RB - New Hey Road (northbound)
Barnsley	10		10		10										
Bradford	147	147							147			147			
Craven	1	1							1			1			
Doncaster	5	5							5			5			
East Riding of Yorkshire	1	1							1			1			
Harrogate	5	5							5			5			
Kingston upon Hull, City of	3	3							3			3			
Leeds	228	228							228			228			
North Lincolnshire	1	1							1			1			
Rotherham	2	2					2								
Sheffield	20		20		20										
Wakefield	57	57					57								
York	4	4							4			4			
E02002271 : Kirklees 001	6	6							6			6			
E02002272 : Kirklees 002	4	4							4			4			
E02002273 : Kirklees 003	9	9							9			9			
E02002275 : Kirklees 005	6	6							6			6			
E02002276 : Kirklees 006	2	2							2			2			
E02002277 : Kirklees 007	1	1							1			1			
E02002279 : Kirklees 009	2	2							2			2			
E02002280 : Kirklees 010	4	4							4			4			
E02002281 : Kirklees 011	6	6							6			6			
E02002283 : Kirklees 013	2	2							2			2			
E02002284 : Kirklees 014	5	5							5			5			
E02002285 : Kirklees 015	6	6					6								
E02002286 : Kirklees 016	4	4							4			4			
E02002287 : Kirklees 017	9	9							9			9			
E02002288 : Kirklees 018	1	1							1			1			
E02002289 : Kirklees 019	4	4							4			4			
E02002291 : Kirklees 021	16	16					16								
E02002292 : Kirklees 022	22	22					22								
E02002293 : Kirklees 023	7	7					7								
E02002294 : Kirklees 024	8	8							8			8			
E02002295 : Kirklees 025	39	39					39								
E02002296 : Kirklees 026	16	16					16								
E02002297 : Kirklees 027	48	48		48											
E02002298 : Kirklees 028	2	2					2								
E02002299 : Kirklees 029	341	341						341							
E02002301 : Kirklees 031	43	43						43							
E02002302 : Kirklees 032	8	8					8								
E02002303 : Kirklees 033	243		243		243										
E02002304 : Kirklees 034	110	110						110							
E02002305 : Kirklees 035	10	10						10							
E02002306 : Kirklees 036	52		52												52
E02002307 : Kirklees 037	10	10						10							
E02002308 : Kirklees 038	38		38										38		
E02002309 : Kirklees 039	61		61		61										
E02002310 : Kirklees 040	8	8						8							
E02002311 : Kirklees 041	10		10										10		
E02002312 : Kirklees 042	152		152		152										
E02002313 : Kirklees 043	37		37		37										
E02002314 : Kirklees 044	6	6						6							
E02002315 : Kirklees 045	39		39										39		
E02002316 : Kirklees 046	9	9					9								
E02002317 : Kirklees 047	14		14		14										
E02002318 : Kirklees 048	20		20		20										
E02002319 : Kirklees 049	19		19												19
E02002320 : Kirklees 050	11		11		11										
E02002321 : Kirklees 051	21	21						21							
E02002322 : Kirklees 052	12		12												12
E02002323 : Kirklees 053	16		16		16										
E02002324 : Kirklees 054	11	11						11							
E02002325 : Kirklees 055	14		14		14										
E02002326 : Kirklees 056	7	7						7							
E02002327 : Kirklees 057	13	13						13							
E02002328 : Kirklees 058	6		6												6
E02002329 : Kirklees 059	16	16						16							
E02002244 : Calderdale 001	5	5				5									
E02002245 : Calderdale 002	2	2				2									
E02002246 : Calderdale 003	5	5					5								
E02002247 : Calderdale 004	7	7				7									
E02002248 : Calderdale 005	7	7				7									
E02002249 : Calderdale 006	4	4				4									
E02002250 : Calderdale 007	2	2				2									
E02002251 : Calderdale 008	68	68				68									
E02002252 : Calderdale 009	1	1				1									
E02002253 : Calderdale 010	1	1				1									
E02002254 : Calderdale 011	3	3					3								
E02002255 : Calderdale 012	16	16					16								
E02002256 : Calderdale 013	1	1				1									
E02002257 : Calderdale 014	4	4				4									
E02002258 : Calderdale 015	22	22					22								
E02002259 : Calderdale 016	14	14				14									
E02002260 : Calderdale 017	10	10				10									
E02002261 : Calderdale 018	10	10				10									
E02002262 : Calderdale 019	43	43					43								
E02002263 : Calderdale 020	4	4				4									
E02002264 : Calderdale 021	31	31				31									
E02002265 : Calderdale 022	1	1				1									
E02002266 : Calderdale 023	8	8					8								
E02002267 : Calderdale 024	17	17					17								
E02002268 : Calderdale 025	108	54	54			54									
E02002269 : Calderdale 026	15		15												15
E02002270 : Calderdale 027	4		4												4
		Lindley Moor Road (Eastbound)	Lindley Moor Road (westbound)	Weatherhill Road	Crossland Road	Ainley Top - Huddersfield Road	Ainley Top - Brighouse Road	Ainley Top - Halifax Road	Ainley Top - Blackley New Road	Lindley Road	M62 (westbound)	M62 (eastbound)	New Hey Road RB - New Hey Road (southbound)	M62 (westbound)	New Hey Road RB - New Hey Road (northbound)
Total	2,483	1,636	847	48	598	226	298	596	468	0	0	468	87	0	108



REV	DATE	DESCRIPTION

PROJECT

LINDLEY MOOR ROAD, LINDLEY MOOR

TITLE

DISTRIBUTION

SCALE

NTS @ A4

DRAWING

2061 - 101

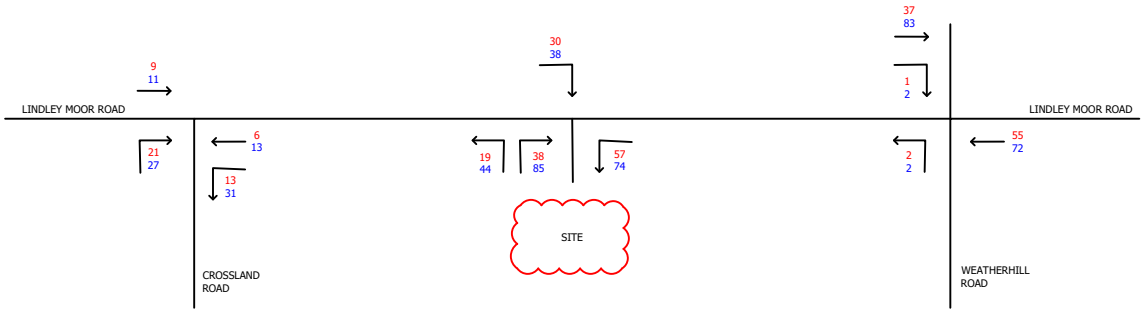
DATE

25.04.2022

PARAGON HIGHWAYS
OFFICE 20/21 THE REAR WALLED GARDEN,
THE NOSTELL ESTATE,
WAKEFIELD WF4 1AB
01924 291536 /
MAIL@PARAGONHIGHWAYS.COM

Appendix H

Traffic Flows



REV DATE DESCRIPTION

PROJECT

LINDLEY MOOR ROAD, LINDLEY MOOR

TITLE

DEVELOPMENT FLOWS

SCALE

NTS @ A4

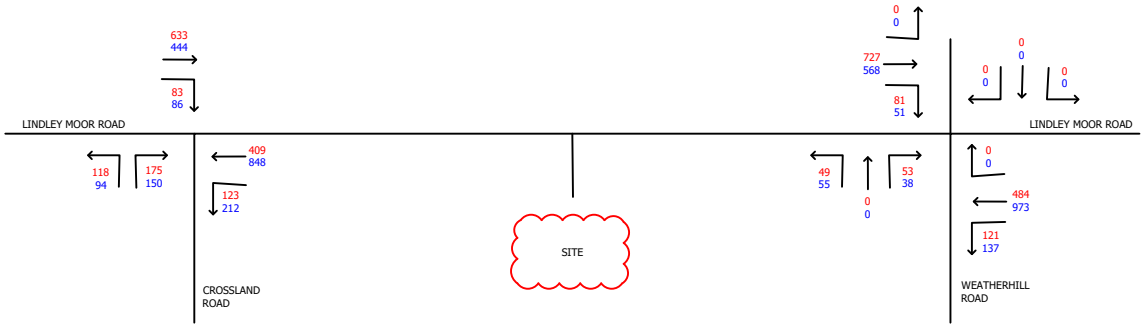
DRAWING

2061 - 102

DATE

25.04.2022

PARAGON HIGHWAYS
OFFICE 20/21 THE REAR WALLED GARDEN,
THE NOSTELL ESTATE,
WAKEFIELD WF4 1AB
01924 291536 /
MAIL@PARAGONHIGHWAYS.COM



REV	DATE	DESCRIPTION

PROJECT

LINDLEY MOOR ROAD, LINDLEY MOOR

TITLE

2022 BASE

SCALE

NTS @ A4

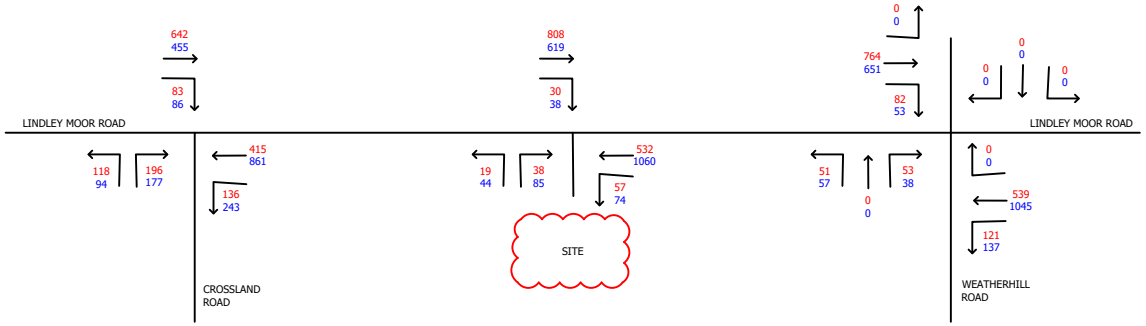
DRAWING

2061 - 103

DATE

25.04.2022

PARAGON HIGHWAYS
OFFICE 20/21 THE REAR WALLED GARDEN,
THE NOSTELL ESTATE,
WAKEFIELD WF4 1AB
01924 291536 /
MAIL@PARAGONHIGHWAYS.COM



REV	DATE	DESCRIPTION

PROJECT

LINDLEY MOOR ROAD, LINDLEY MOOR

TITLE

2022 WITH DEVELOPMENT

SCALE

NTS @ A4

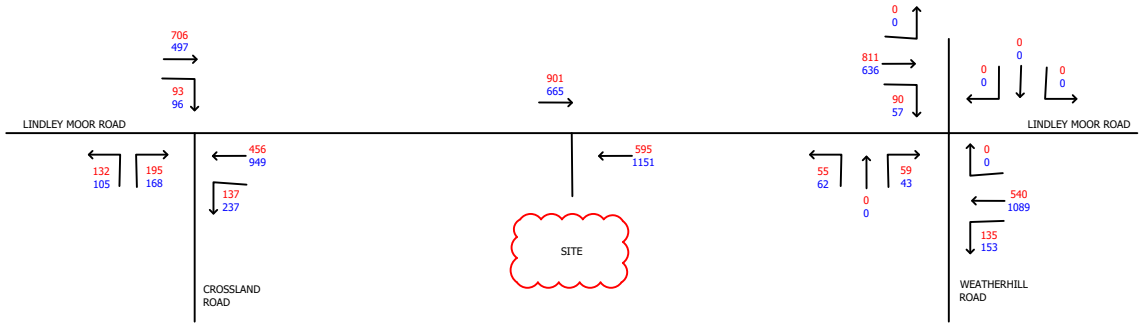
DRAWING

2061 - 104

DATE

25.04.2022

PARAGON HIGHWAYS
OFFICE 20/21 THE REAR WALLED GARDEN,
THE NOSTELL ESTATE,
WAKEFIELD WF4 1AB
01924 291536 /
MAIL@PARAGONHIGHWAYS.COM



REV	DATE	DESCRIPTION

PROJECT

LINDLEY MOOR ROAD, LINDLEY MOOR

TITLE

2032 NO DEVELOPMENT

SCALE

NTS @ A4

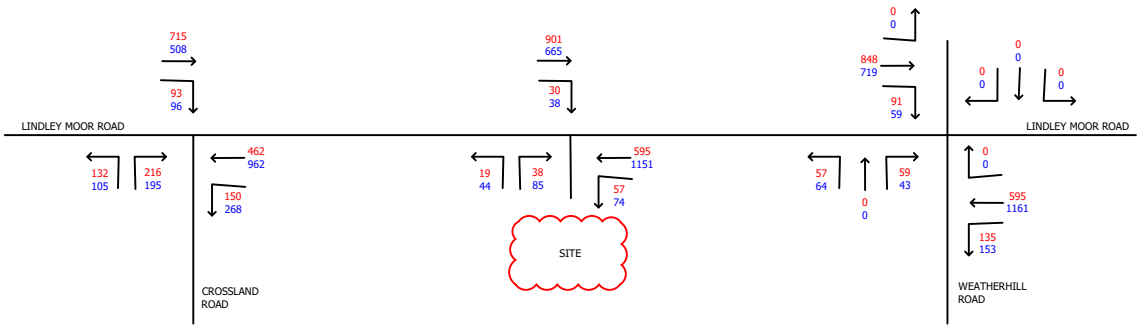
DRAWING

1900 - 105

DATE

25.04.2022

PARAGON HIGHWAYS
OFFICE 20/21 THE REAR WALLED GARDEN,
THE NOSTELL ESTATE,
WAKEFIELD WF4 1AB
01924 291536 /
MAIL@PARAGONHIGHWAYS.COM



REV	DATE	DESCRIPTION

PROJECT

LINDLEY MOOR ROAD, LINDLEY MOOR

TITLE

2032 WITH DEVELOPMENT

SCALE

NTS @ A4

DRAWING

2061 - 106

DATE

25.04.2022

PARAGON HIGHWAYS
OFFICE 20/21 THE REAR WALLED GARDEN,
THE NOSTELL ESTATE,
WAKEFIELD WF4 1AB
01924 291536 /
MAIL@PARAGONHIGHWAYS.COM

Appendix I

PICADY Output – Site Access

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 2022 Scenario.j9
Path: \\pah-server\Paragon\Projects\Lindley Moor Road, Lindley Moor - 2061\Junctions 9\PICADY Site Access
Report generation date: 21/04/2022 11:32:36

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2022							
Stream B-C	0.0	7.66	0.04	A	0.2	17.55	0.18	C
Stream B-A	0.2	14.99	0.14	B	1.4	55.03	0.57	F
Stream C-AB	0.1	7.47	0.06	A	0.1	11.16	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	21/04/2022
Version	
Status	
Identifier	
Client	MWA
Jobnumber	2061
Enumerator	LO
Description	2022

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	0.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Lindley Moor Road East		Major
B	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	666	0.117	0.296	0.186	0.422
1	B-C	724	0.107	0.271	-	-
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		✓	589	100.000
B		✓	57	100.000
C		✓	838	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	57	532
	B	38	0	19
	C	808	30	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	0.04	7.66	0.0	A
B-A	0.14	14.99	0.2	B
C-AB	0.06	7.47	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	14	601	0.024	14	0.0	6.751	A
B-A	29	420	0.068	28	0.1	10.106	B
C-AB	23	620	0.036	22	0.0	6.621	A
C-A	608			608			
A-B	43			43			
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	17	575	0.030	17	0.0	7.095	A
B-A	34	372	0.092	34	0.1	11.712	B
C-AB	27	596	0.045	27	0.1	6.952	A
C-A	726			726			
A-B	51			51			
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	21	538	0.039	21	0.0	7.655	A
B-A	42	306	0.137	42	0.2	14.966	B
C-AB	33	563	0.059	33	0.1	7.465	A
C-A	890			890			
A-B	63			63			
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	21	538	0.039	21	0.0	7.660	A
B-A	42	306	0.137	42	0.2	14.989	B
C-AB	33	563	0.059	33	0.1	7.465	A
C-A	890			890			
A-B	63			63			
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	17	575	0.030	17	0.0	7.105	A
B-A	34	372	0.092	34	0.1	11.730	B
C-AB	27	596	0.045	27	0.1	6.957	A
C-A	726			726			
A-B	51			51			
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	14	600	0.024	14	0.0	6.760	A
B-A	29	420	0.068	29	0.1	10.127	B
C-AB	23	620	0.036	23	0.0	6.624	A
C-A	608			608			
A-B	43			43			
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	3.06	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		✓	1134	100.000
B		✓	129	100.000
C		✓	657	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	74	1060
	B	85	0	44
	C	619	38	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	0.18	17.55	0.2	C
B-A	0.57	55.03	1.4	F
C-AB	0.11	11.16	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	33	475	0.070	33	0.1	8.944	A
B-A	64	324	0.198	63	0.3	15.139	C
C-AB	29	506	0.057	28	0.1	8.280	A
C-A	466			466			
A-B	56			56			
A-C	798			798			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	40	414	0.095	39	0.1	10.559	B
B-A	76	257	0.297	76	0.5	21.738	C
C-AB	34	460	0.074	34	0.1	9.287	A
C-A	556			556			
A-B	67			67			
A-C	953			953			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	48	282	0.172	48	0.2	16.873	C
B-A	94	164	0.569	90	1.3	51.327	F
C-AB	42	397	0.105	42	0.1	11.150	B
C-A	682			682			
A-B	81			81			
A-C	1167			1167			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	48	274	0.177	48	0.2	17.550	C
B-A	94	165	0.569	93	1.4	55.034	F
C-AB	42	397	0.105	42	0.1	11.159	B
C-A	682			682			
A-B	81			81			
A-C	1167			1167			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	40	409	0.097	40	0.1	10.740	B
B-A	76	258	0.297	80	0.5	22.684	C
C-AB	34	460	0.074	34	0.1	9.298	A
C-A	556			556			
A-B	67			67			
A-C	953			953			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	474	0.070	33	0.1	8.997	A
B-A	64	324	0.198	65	0.3	15.343	C
C-AB	29	506	0.057	29	0.1	8.291	A
C-A	466			466			
A-B	56			56			
A-C	798			798			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 2032 Scenario.j9
Path: \\pah-server\Paragon\Projects\Lindley Moor Road, Lindley Moor - 2061\Junctions 9\PICADY Site Access
Report generation date: 21/04/2022 11:46:28

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2032							
Stream B-C	0.0	8.00	0.04	A	0.5	36.84	0.31	E
Stream B-A	0.2	17.63	0.16	C	2.7	112.73	0.75	F
Stream C-AB	0.1	7.75	0.06	A	0.1	12.11	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	21/04/2022
Version	
Status	
Identifier	
Client	MWA
Jobnumber	2061
Enumerator	LO
Description	2032

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	0.64	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	666	0.117	0.296	0.186	0.422
1	B-C	724	0.107	0.271	-	-
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		✓	652	100.000
B		✓	57	100.000
C		✓	931	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	57	595
	B	38	0	19
	C	901	30	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	0.04	8.00	0.0	A
B-A	0.16	17.63	0.2	C
C-AB	0.06	7.75	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	14	587	0.024	14	0.0	6.909	A
B-A	29	393	0.073	28	0.1	10.854	B
C-AB	23	607	0.037	22	0.0	6.770	A
C-A	678			678			
A-B	43			43			
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	17	559	0.031	17	0.0	7.310	A
B-A	34	340	0.101	34	0.1	12.947	B
C-AB	27	581	0.046	27	0.1	7.150	A
C-A	810			810			
A-B	51			51			
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	21	516	0.041	21	0.0	7.990	A
B-A	42	266	0.157	42	0.2	17.584	C
C-AB	33	544	0.061	33	0.1	7.746	A
C-A	992			992			
A-B	63			63			
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	21	516	0.041	21	0.0	7.997	A
B-A	42	266	0.157	42	0.2	17.626	C
C-AB	33	544	0.061	33	0.1	7.747	A
C-A	992			992			
A-B	63			63			
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	17	558	0.031	17	0.0	7.323	A
B-A	34	340	0.100	34	0.1	12.978	B
C-AB	27	581	0.046	27	0.1	7.152	A
C-A	810			810			
A-B	51			51			
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	14	587	0.024	14	0.0	6.919	A
B-A	29	393	0.073	29	0.1	10.878	B
C-AB	23	607	0.037	23	0.0	6.776	A
C-A	678			678			
A-B	43			43			
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	5.67	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		✓	1225	100.000
B		✓	129	100.000
C		✓	703	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	74	1151
	B	85	0	44
	C	665	38	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	0.31	36.84	0.5	E
B-A	0.75	112.73	2.7	F
C-AB	0.11	12.11	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	33	455	0.073	33	0.1	9.382	A
B-A	64	297	0.216	63	0.3	16.839	C
C-AB	29	487	0.059	28	0.1	8.624	A
C-A	501			501			
A-B	56			56			
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	40	385	0.103	39	0.1	11.465	B
B-A	76	225	0.339	75	0.5	26.271	D
C-AB	34	438	0.078	34	0.1	9.811	A
C-A	598			598			
A-B	67			67			
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	48	185	0.262	47	0.4	28.658	D
B-A	94	125	0.749	86	2.3	91.146	F
C-AB	42	369	0.113	42	0.1	12.098	B
C-A	732			732			
A-B	81			81			
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	48	155	0.312	48	0.5	36.840	E
B-A	94	125	0.750	92	2.7	112.733	F
C-AB	42	369	0.113	42	0.1	12.108	B
C-A	732			732			
A-B	81			81			
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	40	372	0.106	41	0.1	11.990	B
B-A	76	226	0.338	85	0.6	29.528	D
C-AB	34	438	0.078	34	0.1	9.825	A
C-A	598			598			
A-B	67			67			
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	33	452	0.073	33	0.1	9.457	A
B-A	64	297	0.215	65	0.3	17.145	C
C-AB	29	487	0.059	29	0.1	8.635	A
C-A	501			501			
A-B	56			56			
A-C	867			867			

Appendix J

PICADY Output – Weatherhill Road/ Lindley Moor Road

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 2022 No Development.j9
Path: \\pah-server\Paragon\Projects\Lindley Moor Road, Lindley Moor - 2061\Junctions 9\PICADY Weatherhill Road
Report generation date: 21/04/2022 12:21:52

Summary of junction performance

	AM - No Development				PM - No Development			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2022							
Stream B-ACD	0.4	13.70	0.28	B	0.6	19.76	0.34	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	1.2	5.39	0.32	A	0.9	5.92	0.23	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	21/04/2022
Version	
Status	
Identifier	
Client	MWA
Jobnumber	2061
Enumerator	LO
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	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 - No Development	ONE HOUR	08:00	09:30	15
D2	2022	PM - No Development	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM - No 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	1.84	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 - No 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		✓	605	100.000
B		✓	102	100.000
C		✓	808	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	121	484	0
	B	53	0	49	0
	C	727	81	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	0.28	13.70	0.4	B
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.32	5.39	1.2	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	77	498	0.154	76	0.2	9.367	A
A-BCD	0	542	0.000	0	0.0	0.000	A
A-B	91			91			
A-C	364			364			
D-ABC	0	354	0.000	0	0.0	0.000	A
C-ABD	147	936	0.157	145	0.4	5.003	A
C-D	0			0			
C-A	462			462			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	92	458	0.200	91	0.3	10.780	B
A-BCD	0	511	0.000	0	0.0	0.000	A
A-B	109			109			
A-C	435			435			
D-ABC	0	316	0.000	0	0.0	0.000	A
C-ABD	213	997	0.214	212	0.7	5.058	A
C-D	0			0			
C-A	513			513			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	112	402	0.280	112	0.4	13.633	B
A-BCD	0	468	0.000	0	0.0	0.000	A
A-B	133			133			
A-C	533			533			
D-ABC	0	263	0.000	0	0.0	0.000	A
C-ABD	344	1085	0.318	342	1.2	5.357	A
C-D	0			0			
C-A	545			545			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	112	401	0.280	112	0.4	13.704	B
A-BCD	0	468	0.000	0	0.0	0.000	A
A-B	133			133			
A-C	533			533			
D-ABC	0	262	0.000	0	0.0	0.000	A
C-ABD	346	1086	0.318	346	1.2	5.388	A
C-D	0			0			
C-A	544			544			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	92	458	0.200	92	0.3	10.845	B
A-BCD	0	510	0.000	0	0.0	0.000	A
A-B	109			109			
A-C	435			435			
D-ABC	0	315	0.000	0	0.0	0.000	A
C-ABD	214	999	0.215	216	0.7	5.095	A
C-D	0			0			
C-A	512			512			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	77	498	0.154	77	0.2	9.425	A
A-BCD	0	541	0.000	0	0.0	0.000	A
A-B	91			91			
A-C	364			364			
D-ABC	0	353	0.000	0	0.0	0.000	A
C-ABD	148	938	0.158	149	0.4	5.040	A
C-D	0			0			
C-A	460			460			

2022, PM - No 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	1.49	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 - No 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		✓	1110	100.000
B		✓	93	100.000
C		✓	619	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	137	973	0
	B	38	0	55	0
	C	568	51	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	0.34	19.76	0.6	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	0.23	5.92	0.9	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	70	438	0.160	69	0.2	10.718	B
A-BCD	0	579	0.000	0	0.0	0.000	A
A-B	103			103			
A-C	733			733			
D-ABC	0	337	0.000	0	0.0	0.000	A
C-ABD	84	786	0.107	83	0.3	5.638	A
C-D	0			0			
C-A	382			382			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	84	383	0.218	83	0.3	13.180	B
A-BCD	0	556	0.000	0	0.0	0.000	A
A-B	123			123			
A-C	875			875			
D-ABC	0	295	0.000	0	0.0	0.000	A
C-ABD	122	820	0.149	122	0.4	5.682	A
C-D	0			0			
C-A	434			434			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	102	303	0.338	101	0.5	19.556	C
A-BCD	0	524	0.000	0	0.0	0.000	A
A-B	151			151			
A-C	1071			1071			
D-ABC	0	236	0.000	0	0.0	0.000	A
C-ABD	200	873	0.229	198	0.9	5.890	A
C-D	0			0			
C-A	481			481			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	102	303	0.338	102	0.6	19.764	C
A-BCD	0	523	0.000	0	0.0	0.000	A
A-B	151			151			
A-C	1071			1071			
D-ABC	0	235	0.000	0	0.0	0.000	A
C-ABD	201	874	0.230	201	0.9	5.920	A
C-D	0			0			
C-A	480			480			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	84	383	0.218	85	0.3	13.315	B
A-BCD	0	555	0.000	0	0.0	0.000	A
A-B	123			123			
A-C	875			875			
D-ABC	0	295	0.000	0	0.0	0.000	A
C-ABD	123	821	0.150	125	0.5	5.717	A
C-D	0			0			
C-A	433			433			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	70	438	0.160	70	0.2	10.799	B
A-BCD	0	579	0.000	0	0.0	0.000	A
A-B	103			103			
A-C	733			733			
D-ABC	0	337	0.000	0	0.0	0.000	A
C-ABD	85	787	0.108	86	0.3	5.666	A
C-D	0			0			
C-A	381			381			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 2022 With Development.j9
Path: \\pah-server\Paragon\Projects\Lindley Moor Road, Lindley Moor - 2061\Junctions 9\PICADY Weatherhill Road
Report generation date: 21/04/2022 13:14:18

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	14.95	0.30	B	0.7	24.74	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	1.4	5.51	0.35	A	1.2	5.87	0.27	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	21/04/2022
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	1.93	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		✓	660	100.000
B		✓	104	100.000
C		✓	846	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	121	539	0
	B	53	0	51	0
	C	764	82	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	0.30	14.95	0.5	B
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.35	5.51	1.4	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	485	0.161	77	0.2	9.701	A
A-BCD	0	535	0.000	0	0.0	0.000	A
A-B	91			91			
A-C	406			406			
D-ABC	0	342	0.000	0	0.0	0.000	A
C-ABD	157	949	0.165	155	0.5	4.987	A
C-D	0			0			
C-A	480			480			

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	442	0.212	93	0.3	11.344	B
A-BCD	0	502	0.000	0	0.0	0.000	A
A-B	109			109			
A-C	485			485			
D-ABC	0	301	0.000	0	0.0	0.000	A
C-ABD	231	1013	0.228	230	0.7	5.069	A
C-D	0			0			
C-A	530			530			

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	380	0.301	114	0.5	14.847	B
A-BCD	0	458	0.000	0	0.0	0.000	A
A-B	133			133			
A-C	593			593			
D-ABC	0	245	0.000	0	0.0	0.000	A
C-ABD	382	1106	0.345	379	1.4	5.474	A
C-D	0			0			
C-A	550			550			

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	379	0.302	114	0.5	14.949	B
A-BCD	0	457	0.000	0	0.0	0.000	A
A-B	133			133			
A-C	593			593			
D-ABC	0	244	0.000	0	0.0	0.000	A
C-ABD	384	1108	0.346	384	1.4	5.515	A
C-D	0			0			
C-A	548			548			

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	441	0.212	94	0.3	11.428	B
A-BCD	0	501	0.000	0	0.0	0.000	A
A-B	109			109			
A-C	485			485			
D-ABC	0	301	0.000	0	0.0	0.000	A
C-ABD	233	1016	0.229	235	0.8	5.112	A
C-D	0			0			
C-A	528			528			

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	484	0.162	79	0.2	9.771	A
A-BCD	0	534	0.000	0	0.0	0.000	A
A-B	91			91			
A-C	406			406			
D-ABC	0	341	0.000	0	0.0	0.000	A
C-ABD	158	951	0.167	159	0.5	5.025	A
C-D	0			0			
C-A	479			479			

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	1.73	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		✓	1182	100.000
B		✓	95	100.000
C		✓	704	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	137	1045	0
	B	38	0	57	0
	C	651	53	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	24.74	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	0.27	5.87	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	0.172	71	0.2	11.406	B
A-BCD	0	563	0.000	0	0.0	0.000	A
A-B	103			103			
A-C	787			787			
D-ABC	0	316	0.000	0	0.0	0.000	A
C-ABD	99	823	0.120	98	0.3	5.462	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	356	0.240	85	0.3	14.568	B
A-BCD	0	537	0.000	0	0.0	0.000	A
A-B	123			123			
A-C	939			939			
D-ABC	0	269	0.000	0	0.0	0.000	A
C-ABD	148	867	0.171	147	0.6	5.515	A
C-D	0			0			
C-A	485			485			

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	0.395	103	0.7	24.277	C
A-BCD	0	500	0.000	0	0.0	0.000	A
A-B	151			151			
A-C	1151			1151			
D-ABC	0	202	0.000	0	0.0	0.000	A
C-ABD	254	934	0.272	252	1.2	5.830	A
C-D	0			0			
C-A	521			521			

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	264	0.396	105	0.7	24.737	C
A-BCD	0	500	0.000	0	0.0	0.000	A
A-B	151			151			
A-C	1151			1151			
D-ABC	0	201	0.000	0	0.0	0.000	A
C-ABD	256	936	0.273	256	1.2	5.873	A
C-D	0			0			
C-A	519			519			

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	14.796	B
A-BCD	0	536	0.000	0	0.0	0.000	A
A-B	123			123			
A-C	939			939			
D-ABC	0	268	0.000	0	0.0	0.000	A
C-ABD	150	869	0.172	152	0.6	5.563	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	416	0.172	72	0.2	11.511	B
A-BCD	0	563	0.000	0	0.0	0.000	A
A-B	103			103			
A-C	787			787			
D-ABC	0	315	0.000	0	0.0	0.000	A
C-ABD	100	824	0.121	101	0.3	5.499	A
C-D	0			0			
C-A	430			430			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 2032 No Development.j9
Path: \\pah-server\Paragon\Projects\Lindley Moor Road, Lindley Moor - 2061\Junctions 9\PICADY Weatherhill Road
Report generation date: 21/04/2022 13:23:33

Summary of junction performance

	AM - No Development				PM - No Development			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2032							
Stream B-ACD	0.6	16.61	0.34	C	1.0	30.52	0.47	D
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	1.8	5.89	0.41	A	1.4	6.28	0.30	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	21/04/2022
Version	
Status	
Identifier	
Client	MWA
Jobnumber	2061
Enumerator	LO
Description	2032 No 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 - No Development	ONE HOUR	08:00	09:30	15
D2	2032	PM - No Development	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032, AM - No 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	2.28	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 - No 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		✓	675	100.000
B		✓	114	100.000
C		✓	901	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	135	540	0
	B	59	0	55	0
	C	811	90	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	0.34	16.61	0.6	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	0.41	5.89	1.8	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	86	475	0.181	85	0.2	10.117	B
A-BCD	0	524	0.000	0	0.0	0.000	A
A-B	102			102			
A-C	407			407			
D-ABC	0	331	0.000	0	0.0	0.000	A
C-ABD	182	972	0.188	180	0.5	5.002	A
C-D	0			0			
C-A	496			496			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	102	430	0.238	102	0.3	12.055	B
A-BCD	0	489	0.000	0	0.0	0.000	A
A-B	121			121			
A-C	485			485			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-ABD	272	1042	0.262	271	0.9	5.156	A
C-D	0			0			
C-A	538			538			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	126	364	0.344	125	0.6	16.446	C
A-BCD	0	442	0.000	0	0.0	0.000	A
A-B	149			149			
A-C	595			595			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-ABD	461	1142	0.404	458	1.8	5.824	A
C-D	0			0			
C-A	531			531			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	126	364	0.345	125	0.6	16.608	C
A-BCD	0	441	0.000	0	0.0	0.000	A
A-B	149			149			
A-C	595			595			
D-ABC	0	228	0.000	0	0.0	0.000	A
C-ABD	464	1145	0.406	464	1.8	5.890	A
C-D	0			0			
C-A	528			528			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	102	429	0.239	103	0.4	12.182	B
A-BCD	0	488	0.000	0	0.0	0.000	A
A-B	121			121			
A-C	485			485			
D-ABC	0	287	0.000	0	0.0	0.000	A
C-ABD	275	1045	0.263	278	0.9	5.220	A
C-D	0			0			
C-A	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-ACD	86	475	0.181	86	0.2	10.205	B
A-BCD	0	523	0.000	0	0.0	0.000	A
A-B	102			102			
A-C	407			407			
D-ABC	0	330	0.000	0	0.0	0.000	A
C-ABD	184	974	0.189	186	0.6	5.052	A
C-D	0			0			
C-A	494			494			

2032, PM - No 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	2.18	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 - No 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		✓	1242	100.000
B		✓	105	100.000
C		✓	693	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	153	1089	0
	B	43	0	62	0
	C	636	57	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	0.47	30.52	1.0	D
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.30	6.28	1.4	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	79	405	0.195	78	0.3	12.089	B
A-BCD	0	565	0.000	0	0.0	0.000	A
A-B	115			115			
A-C	820			820			
D-ABC	0	312	0.000	0	0.0	0.000	A
C-ABD	106	806	0.131	104	0.4	5.642	A
C-D	0			0			
C-A	416			416			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	94	341	0.277	94	0.4	15.957	C
A-BCD	0	539	0.000	0	0.0	0.000	A
A-B	138			138			
A-C	979			979			
D-ABC	0	264	0.000	0	0.0	0.000	A
C-ABD	159	848	0.188	158	0.6	5.758	A
C-D	0			0			
C-A	464			464			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	116	245	0.471	114	0.9	29.566	D
A-BCD	0	503	0.000	0	0.0	0.000	A
A-B	168			168			
A-C	1199			1199			
D-ABC	0	195	0.000	0	0.0	0.000	A
C-ABD	275	912	0.301	272	1.3	6.229	A
C-D	0			0			
C-A	488			488			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	116	245	0.472	115	1.0	30.522	D
A-BCD	0	502	0.000	0	0.0	0.000	A
A-B	168			168			
A-C	1199			1199			
D-ABC	0	194	0.000	0	0.0	0.000	A
C-ABD	277	914	0.303	276	1.4	6.282	A
C-D	0			0			
C-A	486			486			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	94	341	0.277	96	0.4	16.347	C
A-BCD	0	538	0.000	0	0.0	0.000	A
A-B	138			138			
A-C	979			979			
D-ABC	0	263	0.000	0	0.0	0.000	A
C-ABD	161	850	0.189	163	0.7	5.817	A
C-D	0			0			
C-A	462			462			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	79	404	0.196	80	0.3	12.232	B
A-BCD	0	564	0.000	0	0.0	0.000	A
A-B	115			115			
A-C	820			820			
D-ABC	0	311	0.000	0	0.0	0.000	A
C-ABD	107	808	0.132	108	0.4	5.683	A
C-D	0			0			
C-A	415			415			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

Filename: 2032 With Development.j9
Path: \\pah-server\Paragon\Projects\Lindley Moor Road, Lindley Moor - 2061\Junctions 9\PICADY Weatherhill Road
Report generation date: 21/04/2022 13:34:42

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	0.6	18.58	0.37	C	1.5	46.88	0.59	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	2.2	6.18	0.44	A	1.9	6.45	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	21/04/2022
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	2.48	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		✓	730	100.000
B		✓	116	100.000
C		✓	939	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	135	595	0
	B	59	0	57	0
	C	848	91	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	0.37	18.58	0.6	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	0.44	6.18	2.2	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	462	0.189	86	0.3	10.517	B
A-BCD	0	517	0.000	0	0.0	0.000	A
A-B	102			102			
A-C	448			448			
D-ABC	0	320	0.000	0	0.0	0.000	A
C-ABD	195	985	0.198	192	0.6	4.998	A
C-D	0			0			
C-A	512			512			

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	413	0.252	104	0.4	12.785	B
A-BCD	0	481	0.000	0	0.0	0.000	A
A-B	121			121			
A-C	535			535			
D-ABC	0	274	0.000	0	0.0	0.000	A
C-ABD	296	1059	0.279	294	1.0	5.199	A
C-D	0			0			
C-A	549			549			

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	342	0.374	127	0.6	18.324	C
A-BCD	0	431	0.000	0	0.0	0.000	A
A-B	149			149			
A-C	655			655			
D-ABC	0	210	0.000	0	0.0	0.000	A
C-ABD	513	1165	0.441	509	2.1	6.081	A
C-D	0			0			
C-A	520			520			

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	341	0.375	128	0.6	18.577	C
A-BCD	0	430	0.000	0	0.0	0.000	A
A-B	149			149			
A-C	655			655			
D-ABC	0	209	0.000	0	0.0	0.000	A
C-ABD	518	1168	0.443	517	2.2	6.176	A
C-D	0			0			
C-A	516			516			

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	412	0.253	105	0.4	12.956	B
A-BCD	0	479	0.000	0	0.0	0.000	A
A-B	121			121			
A-C	535			535			
D-ABC	0	273	0.000	0	0.0	0.000	A
C-ABD	299	1062	0.281	303	1.0	5.280	A
C-D	0			0			
C-A	545			545			

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	461	0.189	88	0.3	10.621	B
A-BCD	0	515	0.000	0	0.0	0.000	A
A-B	102			102			
A-C	448			448			
D-ABC	0	319	0.000	0	0.0	0.000	A
C-ABD	197	987	0.200	199	0.6	5.051	A
C-D	0			0			
C-A	510			510			

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	3.00	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		✓	1314	100.000
B		✓	107	100.000
C		✓	778	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	153	1161	0
	B	43	0	64	0
	C	719	59	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	0.59	46.88	1.5	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	6.45	1.9	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	383	0.211	79	0.3	13.007	B
A-BCD	0	549	0.000	0	0.0	0.000	A
A-B	115			115			
A-C	874			874			
D-ABC	0	290	0.000	0	0.0	0.000	A
C-ABD	124	844	0.147	122	0.4	5.484	A
C-D	0			0			
C-A	462			462			

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	313	0.308	95	0.5	18.170	C
A-BCD	0	520	0.000	0	0.0	0.000	A
A-B	138			138			
A-C	1044			1044			
D-ABC	0	237	0.000	0	0.0	0.000	A
C-ABD	193	896	0.215	191	0.8	5.639	A
C-D	0			0			
C-A	507			507			

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	202	0.583	114	1.4	43.407	E
A-BCD	0	479	0.000	0	0.0	0.000	A
A-B	168			168			
A-C	1278			1278			
D-ABC	0	160	0.000	0	0.0	0.000	A
C-ABD	352	976	0.360	347	1.9	6.359	A
C-D	0			0			
C-A	505			505			

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	201	0.586	117	1.5	46.878	E
A-BCD	0	478	0.000	0	0.0	0.000	A
A-B	168			168			
A-C	1278			1278			
D-ABC	0	159	0.000	0	0.0	0.000	A
C-ABD	355	979	0.362	355	1.9	6.447	A
C-D	0			0			
C-A	502			502			

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	312	0.309	100	0.5	19.032	C
A-BCD	0	518	0.000	0	0.0	0.000	A
A-B	138			138			
A-C	1044			1044			
D-ABC	0	235	0.000	0	0.0	0.000	A
C-ABD	195	900	0.217	200	0.9	5.724	A
C-D	0			0			
C-A	504			504			

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	382	0.211	81	0.3	13.205	B
A-BCD	0	548	0.000	0	0.0	0.000	A
A-B	115			115			
A-C	874			874			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-ABD	126	846	0.148	127	0.5	5.537	A
C-D	0			0			
C-A	460			460			

Appendix K

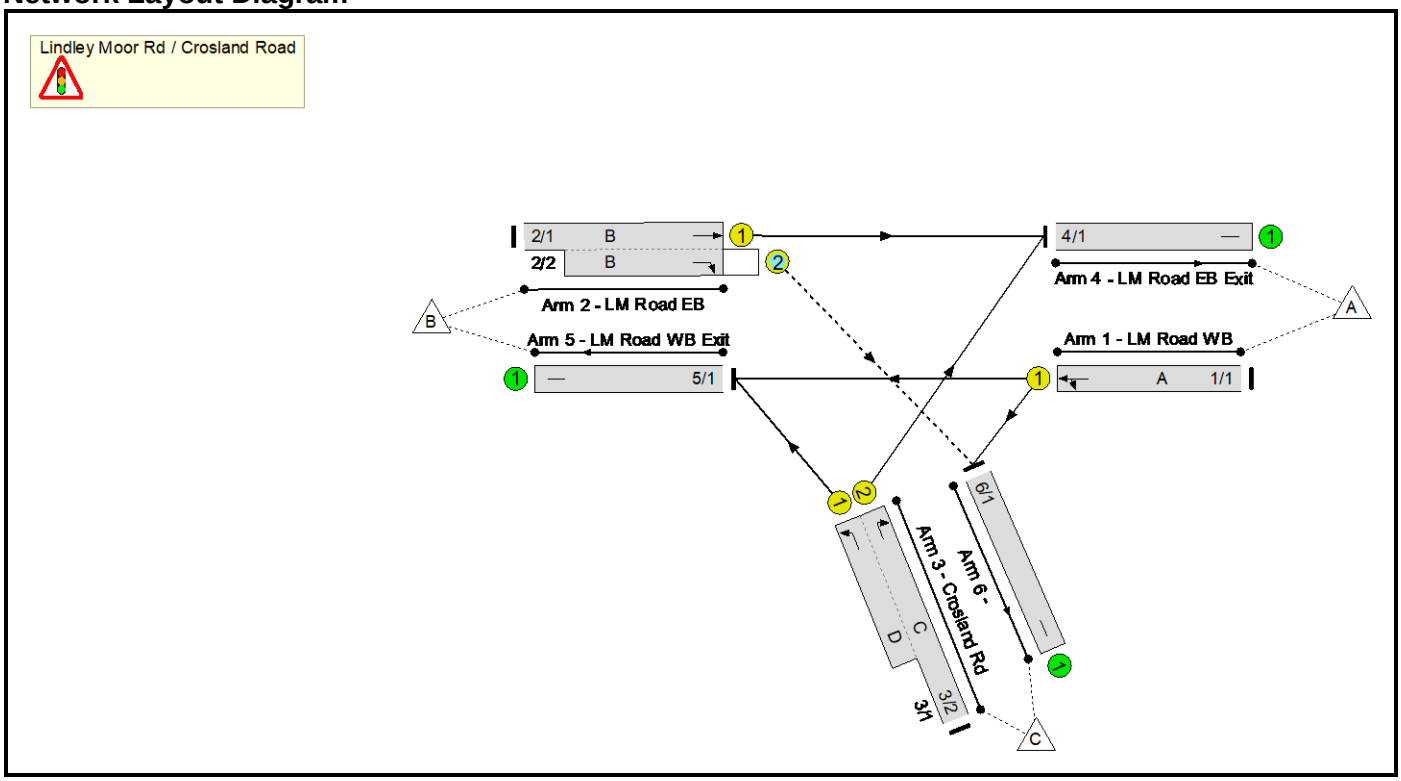
LinSig Results – Crosland Road/ Lindley Moor Road

Full Input Data And Results

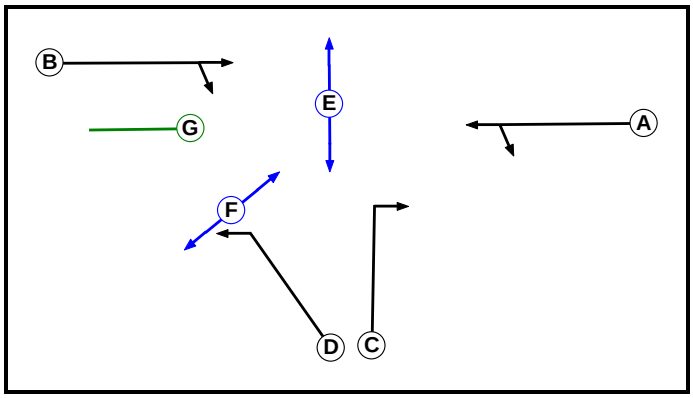
User and Project Details

Project:	**Lindley Moor Road / Crosland Road**
Title:	
Location:	Lindley
Additional detail:	
File name:	Crosland Road Lindley v2.lsg3x
Author:	Paragon Highways
Company:	
Address:	

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

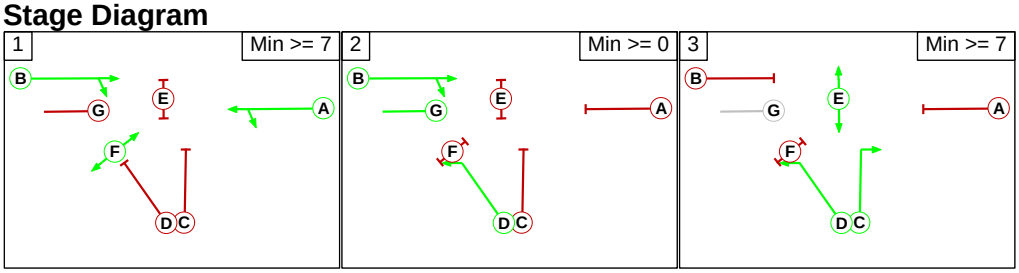
Phase Intergreens Matrix

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

Phases in Stage

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

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
From Stage	1		7	7
	2	X		6
	3	10	X	

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			
		A	B	C	Tot.
Origin	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 :

		Destination			
		A	B	C	Tot.
Origin	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 :

		Destination			
		A	B	C	Tot.
Origin	A	0	415	136	551
	B	642	0	83	725
	C	196	118	0	314
	Tot.	838	533	219	1590

Traffic Lane Flows

Lane	Scenario 3: 2022 AM with development
Junction: Lindley Moor Rd / Crosland Road	
1/1	551
2/1 (with short)	725(In) 642(Out)
2/2 (short)	83
3/1 (short)	118
3/2 (with short)	314(In) 196(Out)
4/1	838
5/1	533
6/1	219

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	75.3 %	1890	1890
				Arm 6 Left	14.00	24.7 %		
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 :

		Destination			
		A	B	C	Tot.
Origin	A	0	861	243	1104
	B	455	0	86	541
	C	177	94	0	271
	Tot.	632	955	329	1916

Traffic Lane Flows

Lane	Scenario 4: 2022 PM with development
Junction: Lindley Moor Rd / Crosland Road	
1/1	1104
2/1 (with short)	541(In) 455(Out)
2/2 (short)	86
3/1 (short)	94
3/2 (with short)	271(In) 177(Out)
4/1	632
5/1	955
6/1	329

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	78.0 %	1895	1895
				Arm 6 Left	14.00	22.0 %		
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 5: '2032 AM' (FG5: '2032 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	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 :

		Destination			
		A	B	C	Tot.
Origin	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 :

		Destination			
		A	B	C	Tot.
Origin	A	0	462	150	612
	B	715	0	93	808
	C	216	132	0	348
	Tot.	931	594	243	1768

Traffic Lane Flows

Lane	Scenario 7: 2032 AM with development
Junction: Lindley Moor Rd / Crosland Road	
1/1	612
2/1 (with short)	808(In) 715(Out)
2/2 (short)	93
3/1 (short)	132
3/2 (with short)	348(In) 216(Out)
4/1	931
5/1	594
6/1	243

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	75.5 %	1890	1890
				Arm 6 Left	14.00	24.5 %		
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 :

		Destination			
		A	B	C	Tot.
Origin	A	0	962	268	1230
	B	508	0	96	604
	C	195	105	0	300
	Tot.	703	1067	364	2134

Traffic Lane Flows

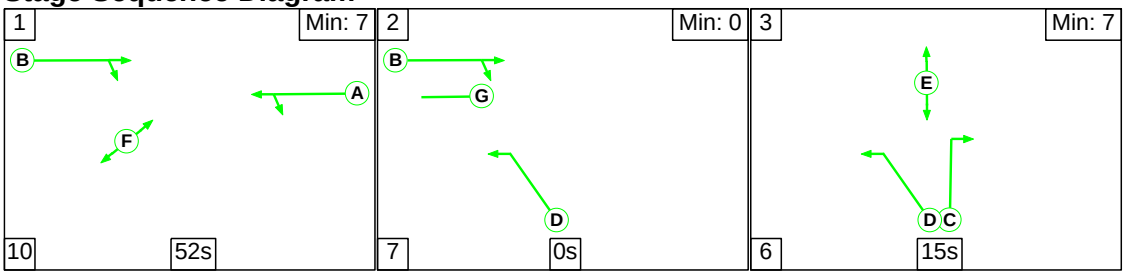
Lane	Scenario 8: 2032 PM with development
Junction: Lindley Moor Rd / Crosland Road	
1/1	1230
2/1 (with short)	604(In) 508(Out)
2/2 (short)	96
3/1 (short)	105
3/2 (with short)	300(In) 195(Out)
4/1	703
5/1	1067
6/1	364

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')

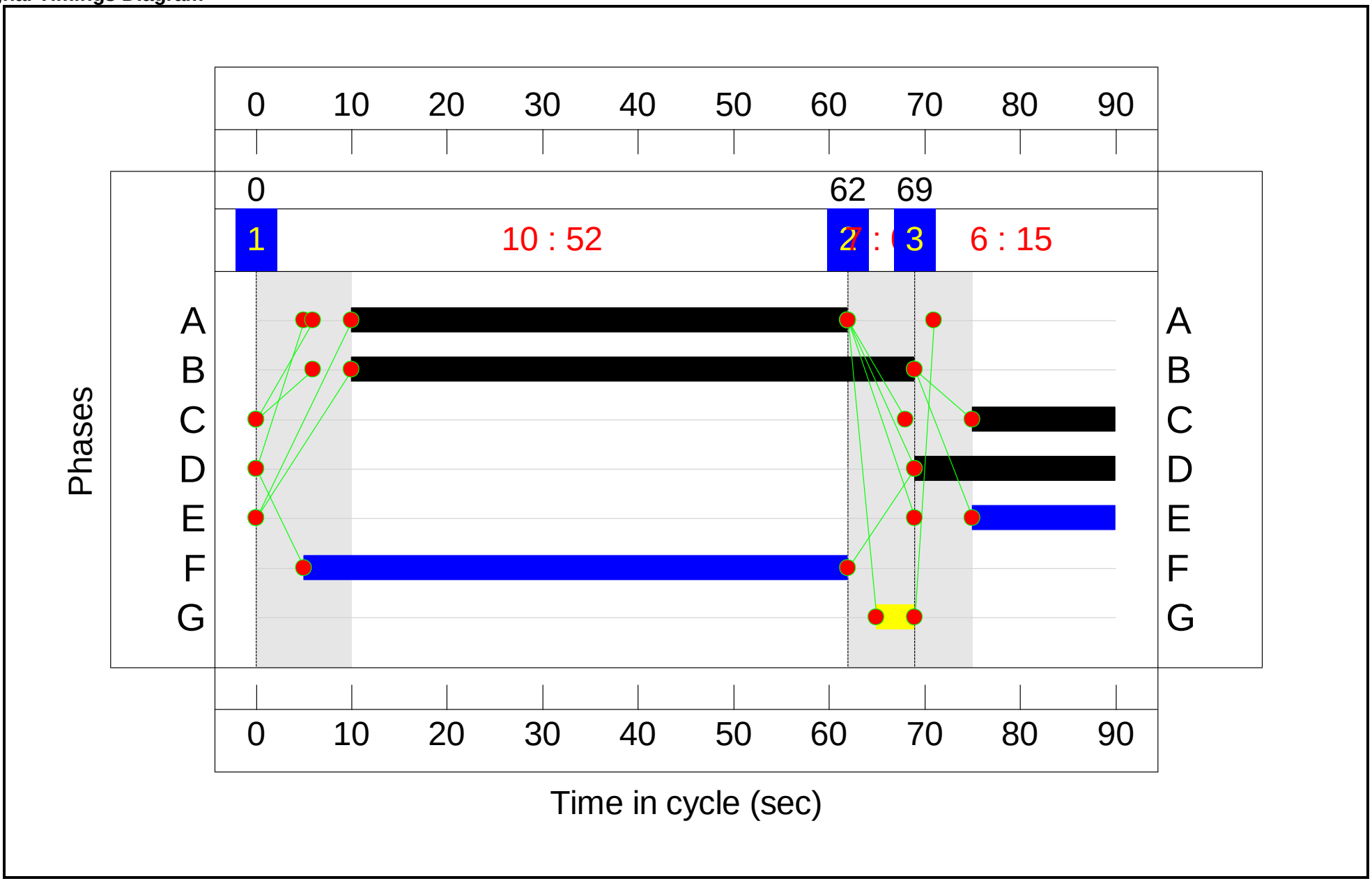
Stage Sequence Diagram



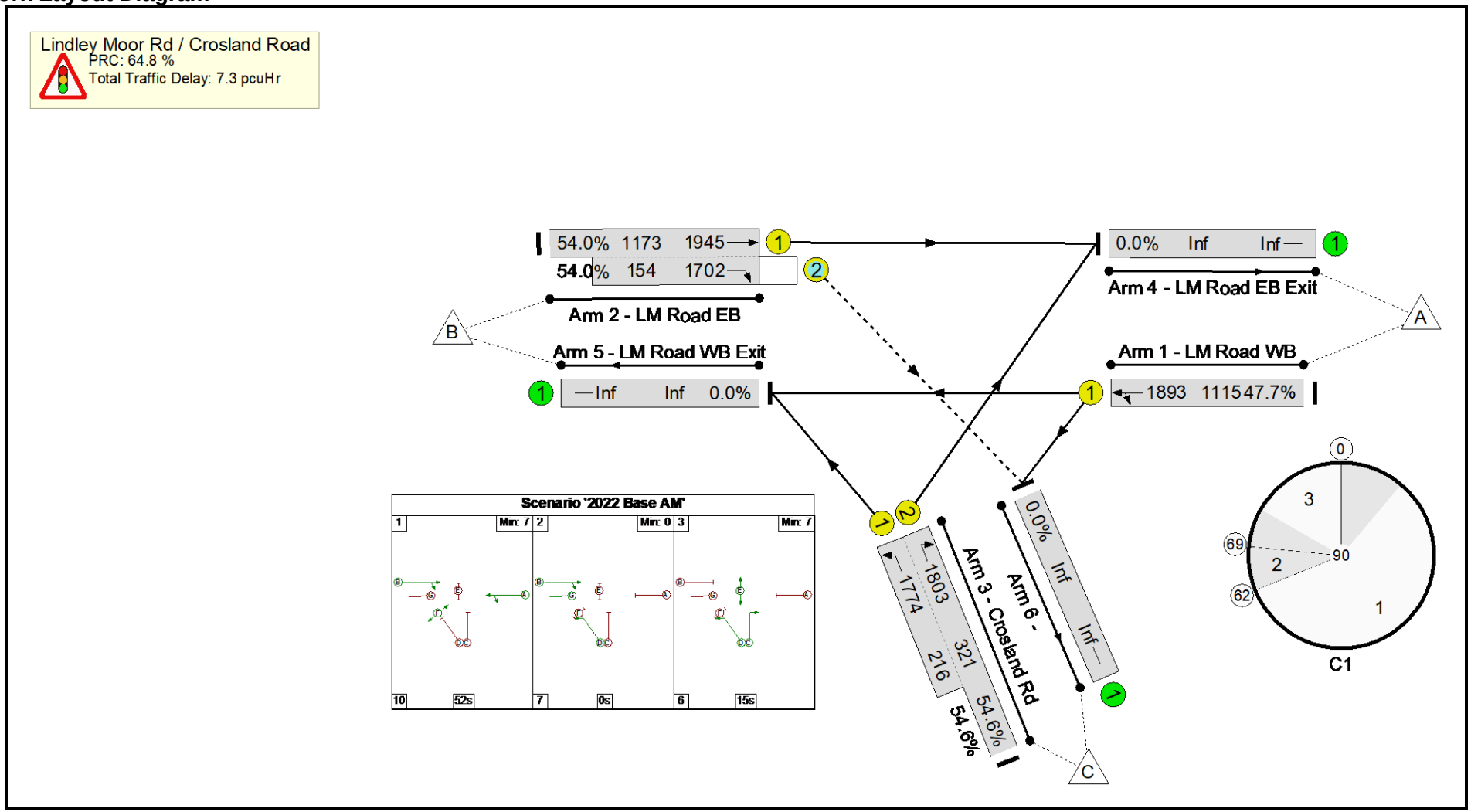
Stage Timings

Stage	1	2	3
Duration	52	0	15
Change Point	0	62	69

Signal Timings Diagram



Network Layout Diagram



Network Results

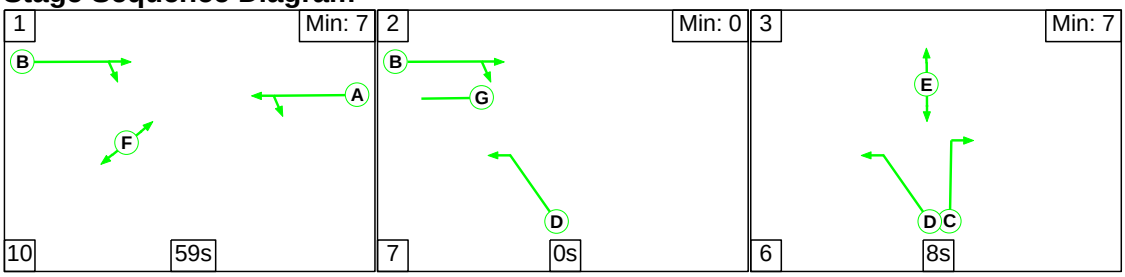
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**54.6%**	**-**	**-**	**77**
Lindley Moor Rd / Crosland Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**54.6%**	**-**	**-**	**77**
1/1	LM Road WB Ahead Left	U	A	52	532	1893	1115	47.7%	532	532	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	59	716	1945:1702	1173+154	54.0 : 54.0%	716	716	77
3/2+3/1	Crosland Rd Right Left	U	C D	15:21	293	1803:1774	321+216	54.6 : 54.6%	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	**5**	**2**	**5.5**	**1.6**	**0.2**	**7.3**	**-**	**-**	**-**	**-**	
Lindley Moor Rd / Crosland Road	**5**	**2**	**5.5**	**1.6**	**0.2**	**7.3**	**-**	**-**	**-**	**-**	
1/1	-	-	1.6	0.5	-	2.0	13.7	7.5	0.5	8.0	
2/1+2/2	5	2	1.4	0.6	0.2	2.2	10.9	7.7	0.6	8.3	
3/2+3/1	-	-	2.5	0.6	-	3.1	38.6	3.9	0.6	4.5	

C1 PRC for Signalled Lanes (%): 64.8 Total Delay for Signalled Lanes (pcuHr): 7.33 Cycle Time (s): 90
PRC Over All Lanes (%): 64.8 Total Delay Over All Lanes(pcuHr): 7.33

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

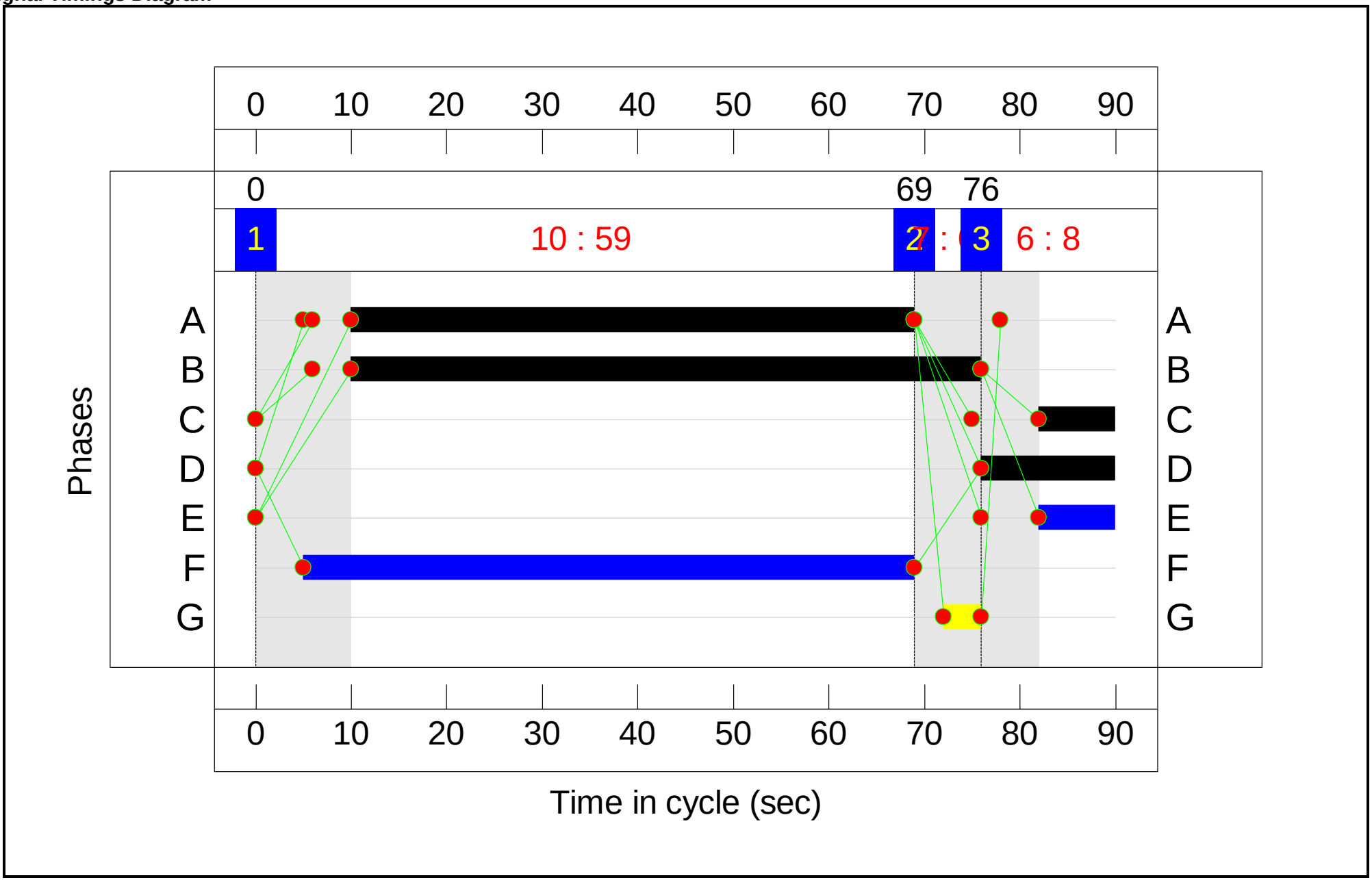
Stage Sequence Diagram



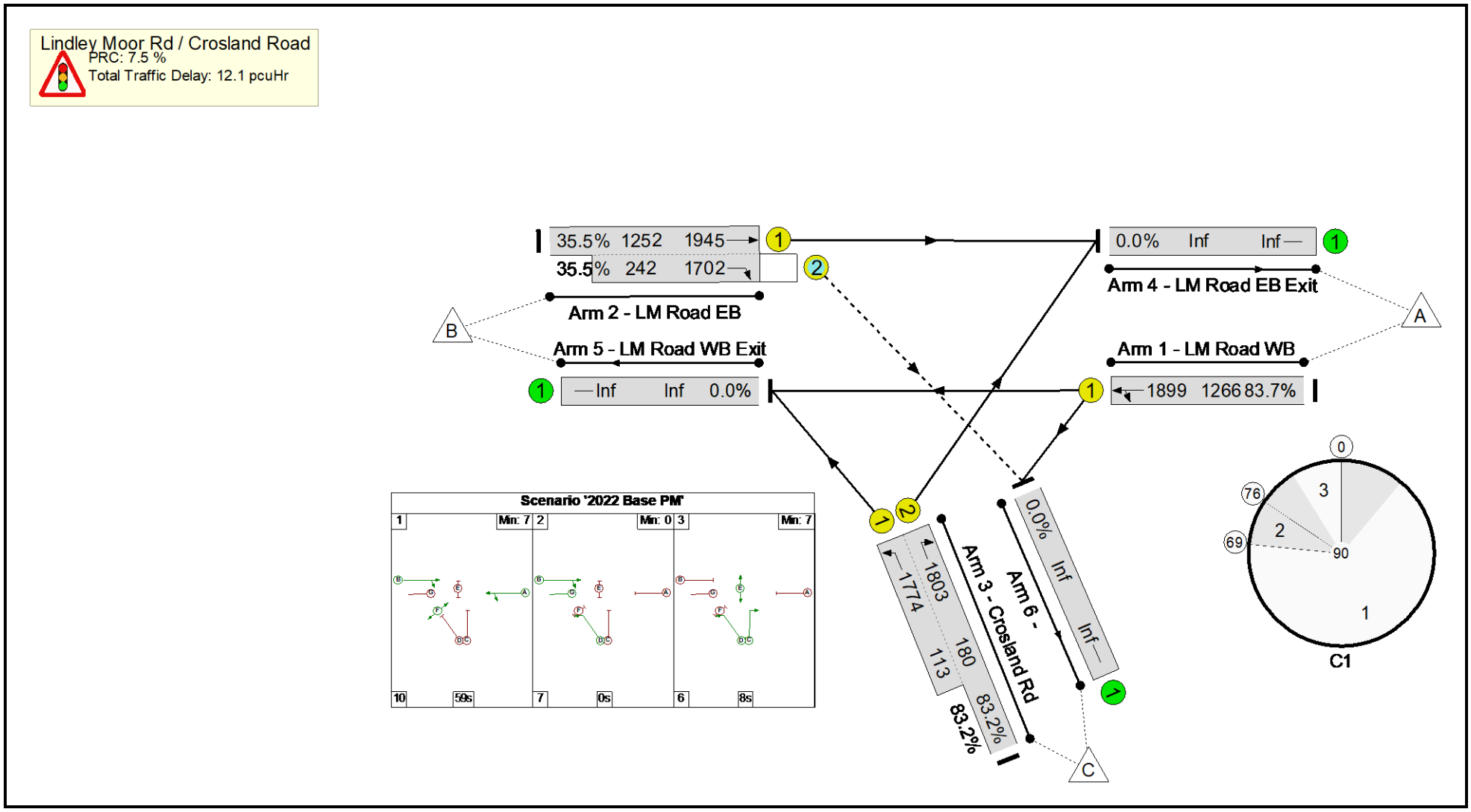
Stage Timings

Stage	1	2	3
Duration	59	0	8
Change Point	0	69	76

Signal Timings Diagram



Network Layout Diagram



Network Results

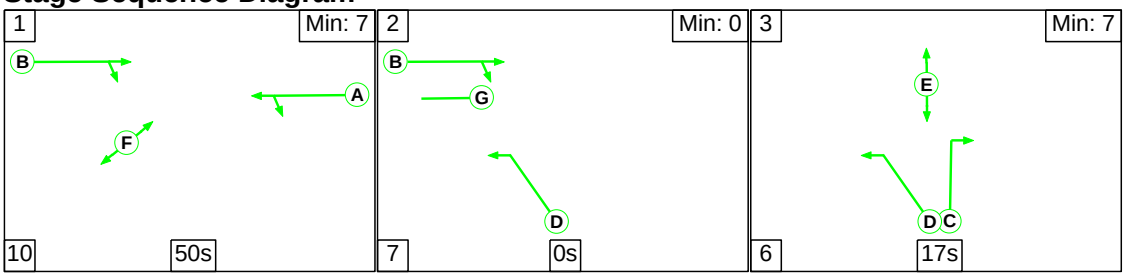
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**	**-**	**-**	**69**
Lindley Moor Rd / Crosland Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**	**-**	**-**	**69**
1/1	LM Road WB Ahead Left	U	A	59	1060	1899	1266	83.7%	1060	1060	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	66	530	1945:1702	1252+242	35.5 : 35.5%	530	530	69
3/2+3/1	Crosland Rd Right Left	U	C D	8:14	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	**15**	**2**	**6.4**	**5.1**	**0.6**	**12.1**	**-**	**-**	**-**	**-**	
Lindley Moor Rd / Crosland Road	**15**	**2**	**6.4**	**5.1**	**0.6**	**12.1**	**-**	**-**	**-**	**-**	
1/1	-	-	3.3	2.5	-	5.8	19.8	19.7	2.5	22.2	
2/1+2/2	15	2	0.5	0.3	0.6	1.4	9.8	3.6	0.3	3.9	
3/2+3/1	-	-	2.5	2.3	-	4.8	70.6	3.7	2.3	5.9	

C1 PRC for Signalled Lanes (%): 7.5 Total Delay for Signalled Lanes (pcuHr): 12.08 Cycle Time (s): 90
PRC Over All Lanes (%): 7.5 Total Delay Over All Lanes(pcuHr): 12.08

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

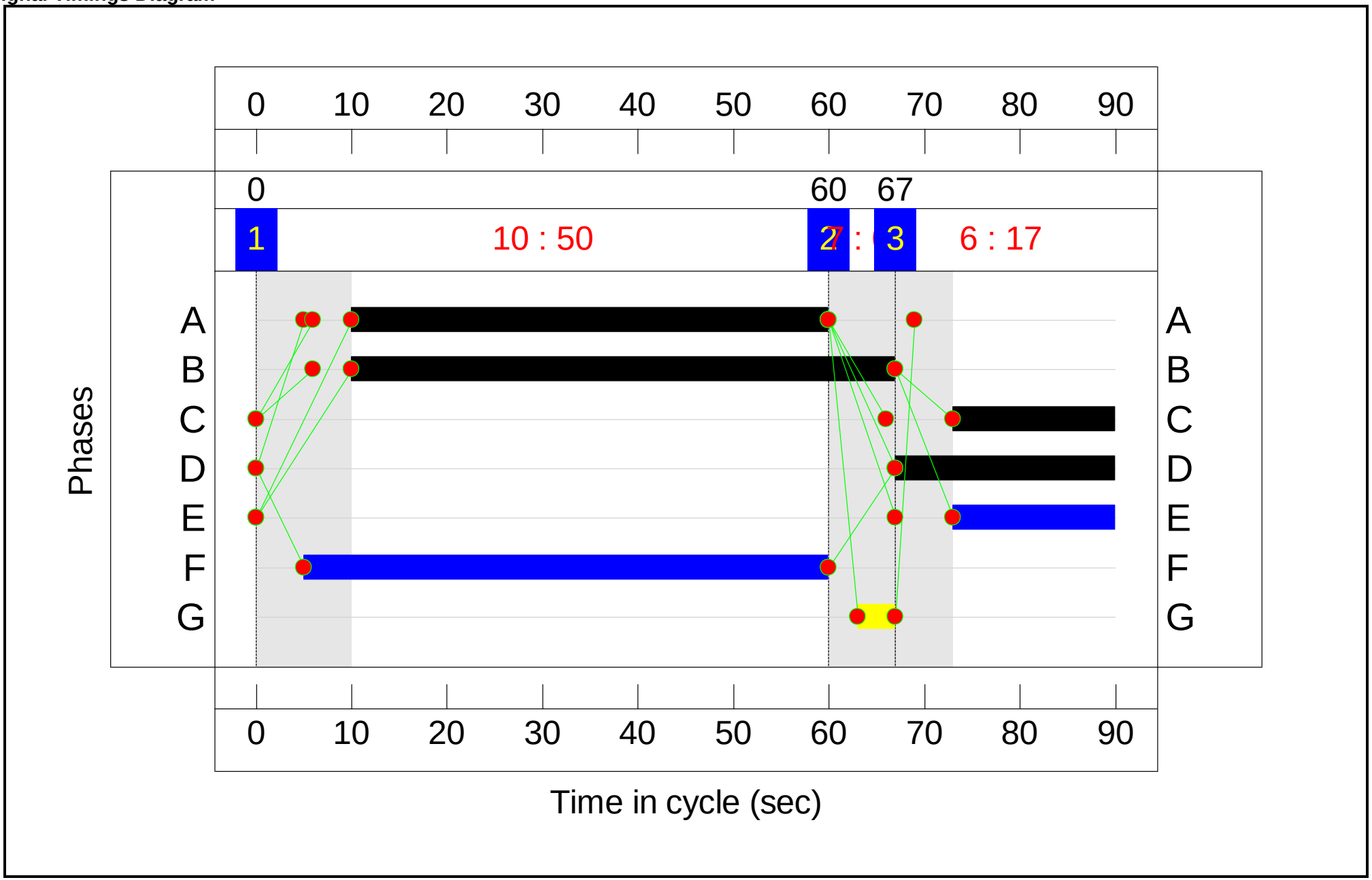
Stage Sequence Diagram



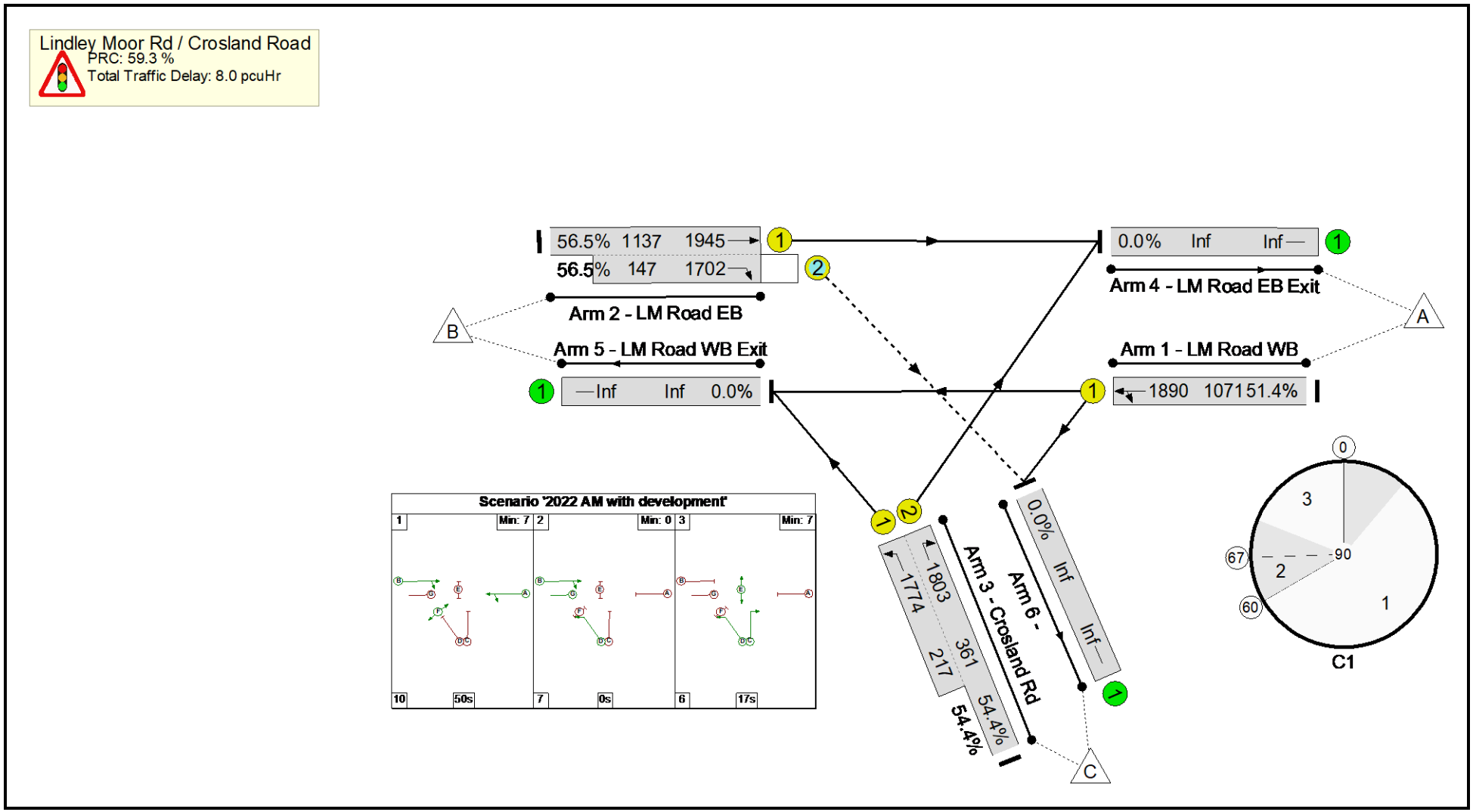
Stage Timings

Stage	1	2	3
Duration	50	0	17
Change Point	0	60	67

Signal Timings Diagram



Network Layout Diagram



Network Results

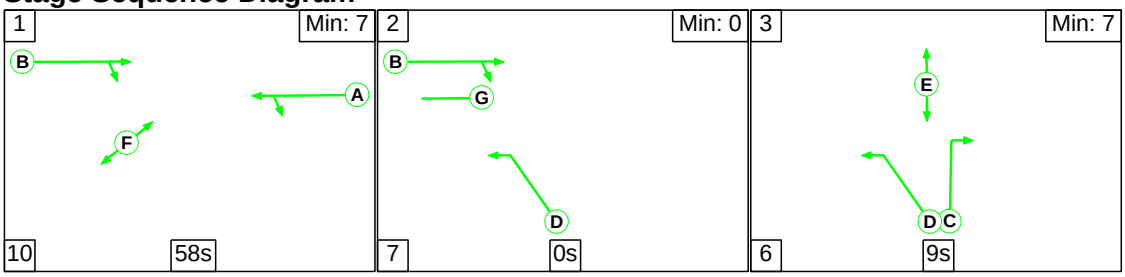
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**56.5%**	**-**	**-**	**77**
Lindley Moor Rd / Crosland Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**56.5%**	**-**	**-**	**77**
1/1	LM Road WB Ahead Left	U	A	50	551	1890	1071	51.4%	551	551	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	57	725	1945:1702	1137+147	56.5 : 56.5%	725	725	77
3/2+3/1	Crosland Rd Right Left	U	C D	17:23	314	1803:1774	361+217	54.4 : 54.4%	314	314	-

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	**5**	**2**	**6.1**	**1.8**	**0.2**	**8.0**	**-**	**-**	**-**	**-**	
Lindley Moor Rd / Crosland Road	**5**	**2**	**6.1**	**1.8**	**0.2**	**8.0**	**-**	**-**	**-**	**-**	
1/1	-	-	1.8	0.5	-	2.4	15.4	8.4	0.5	8.9	
2/1+2/2	5	2	1.7	0.6	0.2	2.5	12.4	8.4	0.6	9.0	
3/2+3/1	-	-	2.6	0.6	-	3.2	36.7	4.4	0.6	4.9	

C1 PRC for Signalled Lanes (%): 59.3 Total Delay for Signalled Lanes (pcuHr): 8.05 Cycle Time (s): 90
PRC Over All Lanes (%): 59.3 Total Delay Over All Lanes(pcuHr): 8.05

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

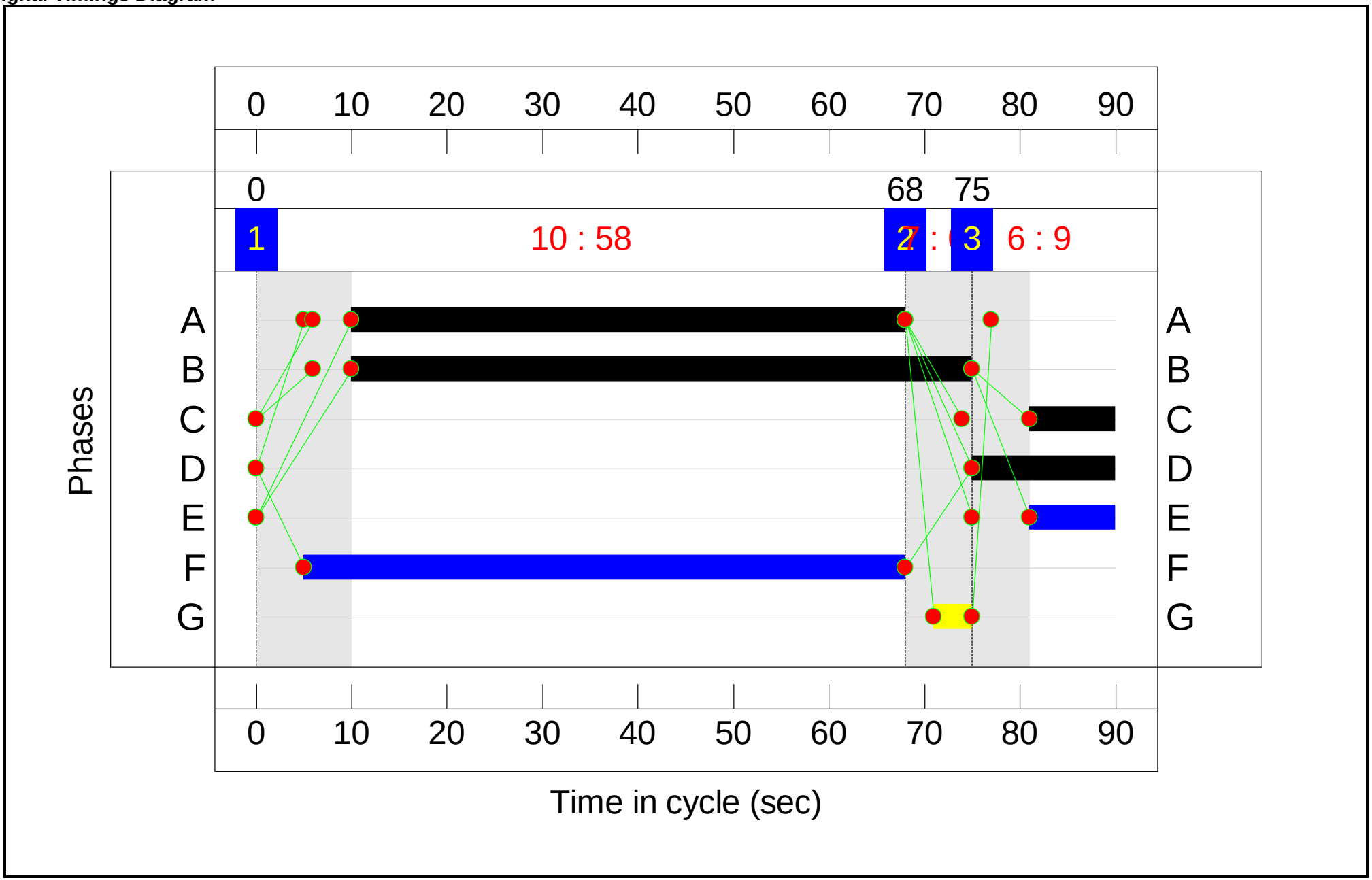
Stage Sequence Diagram



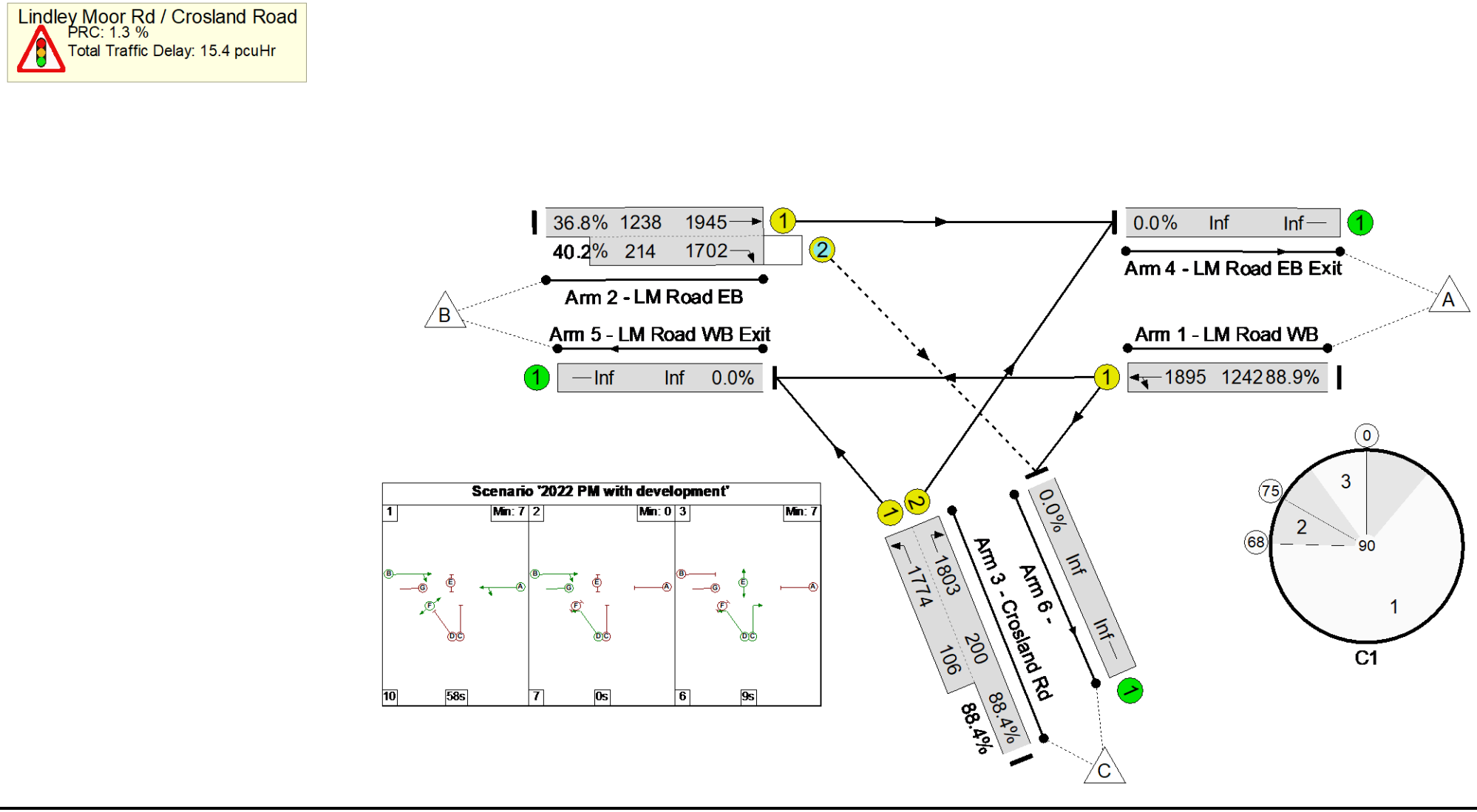
Stage Timings

Stage	1	2	3
Duration	58	0	9
Change Point	0	68	75

Signal Timings Diagram



Network Layout Diagram



Network Results

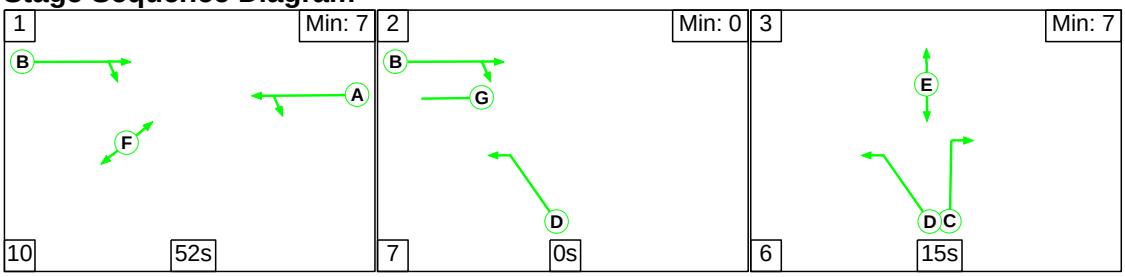
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.9%**	**-**	**-**	**39**
Lindley Moor Rd / Crosland Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.9%**	**-**	**-**	**39**
1/1	LM Road WB Ahead Left	U	A	58	1104	1895	1242	88.9%	1104	1104	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	65	541	1945:1702	1238+214	36.8 : 40.2%	541	541	39
3/2+3/1	Crosland Rd Right Left	U	C D	9:15	271	1803:1774	200+106	88.4 : 88.4%	271	271	-

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	**45**	**2**	**7.3**	**7.3**	**0.8**	**15.4**	**-**	**-**	**-**	**-**	
Lindley Moor Rd / Crosland Road	**45**	**2**	**7.3**	**7.3**	**0.8**	**15.4**	**-**	**-**	**-**	**-**	
1/1	-	-	3.9	3.8	-	7.7	25.1	22.7	3.8	26.5	
2/1+2/2	45	2	0.6	0.3	0.8	1.7	11.1	3.9	0.3	4.2	
3/2+3/1	-	-	2.8	3.2	-	6.0	79.6	4.3	3.2	7.5	

C1 PRC for Signalled Lanes (%): 1.3 Total Delay for Signalled Lanes (pcuHr): 15.37 Cycle Time (s): 90
PRC Over All Lanes (%): 1.3 Total Delay Over All Lanes(pcuHr): 15.37

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

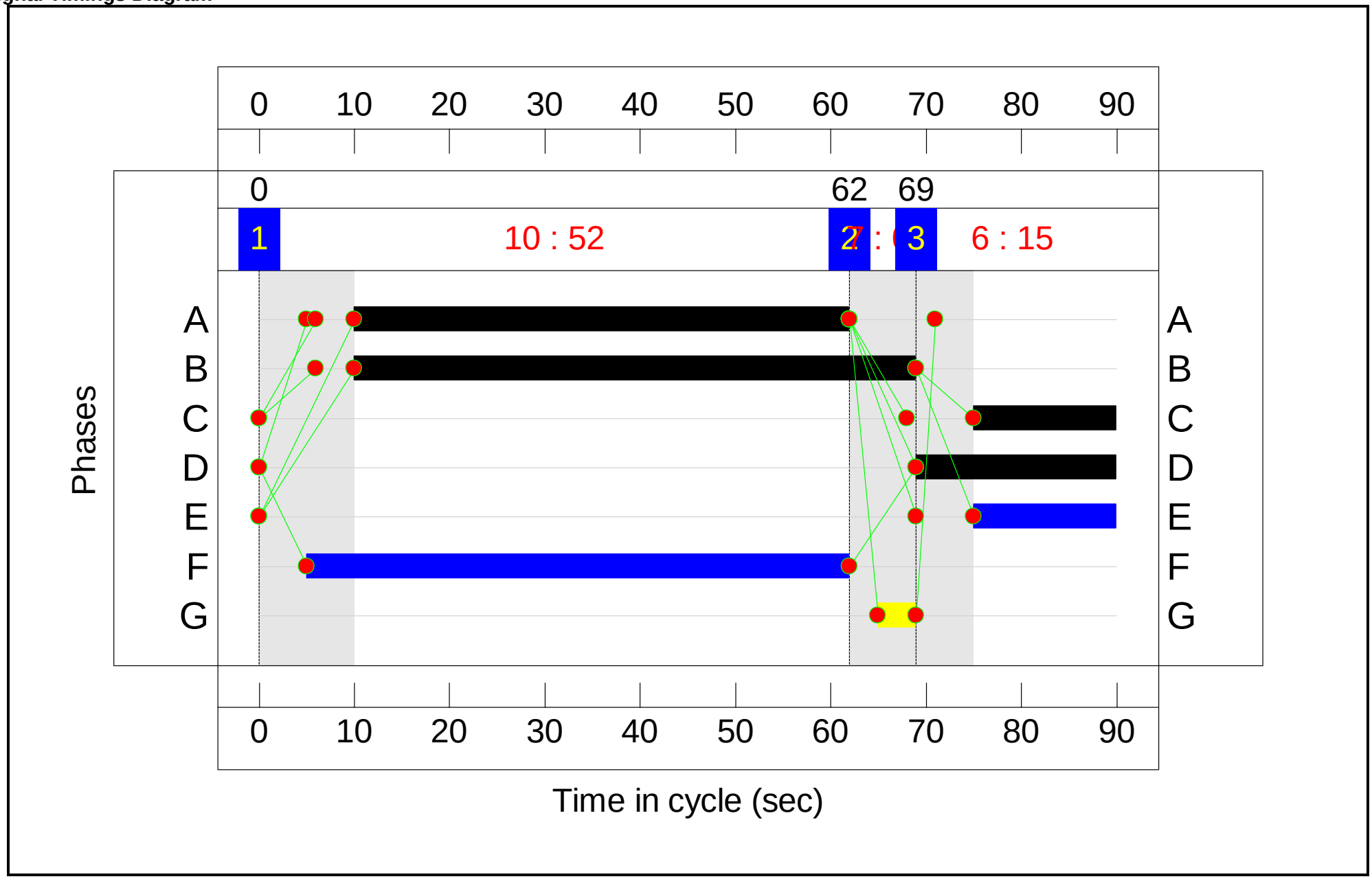
Stage Sequence Diagram



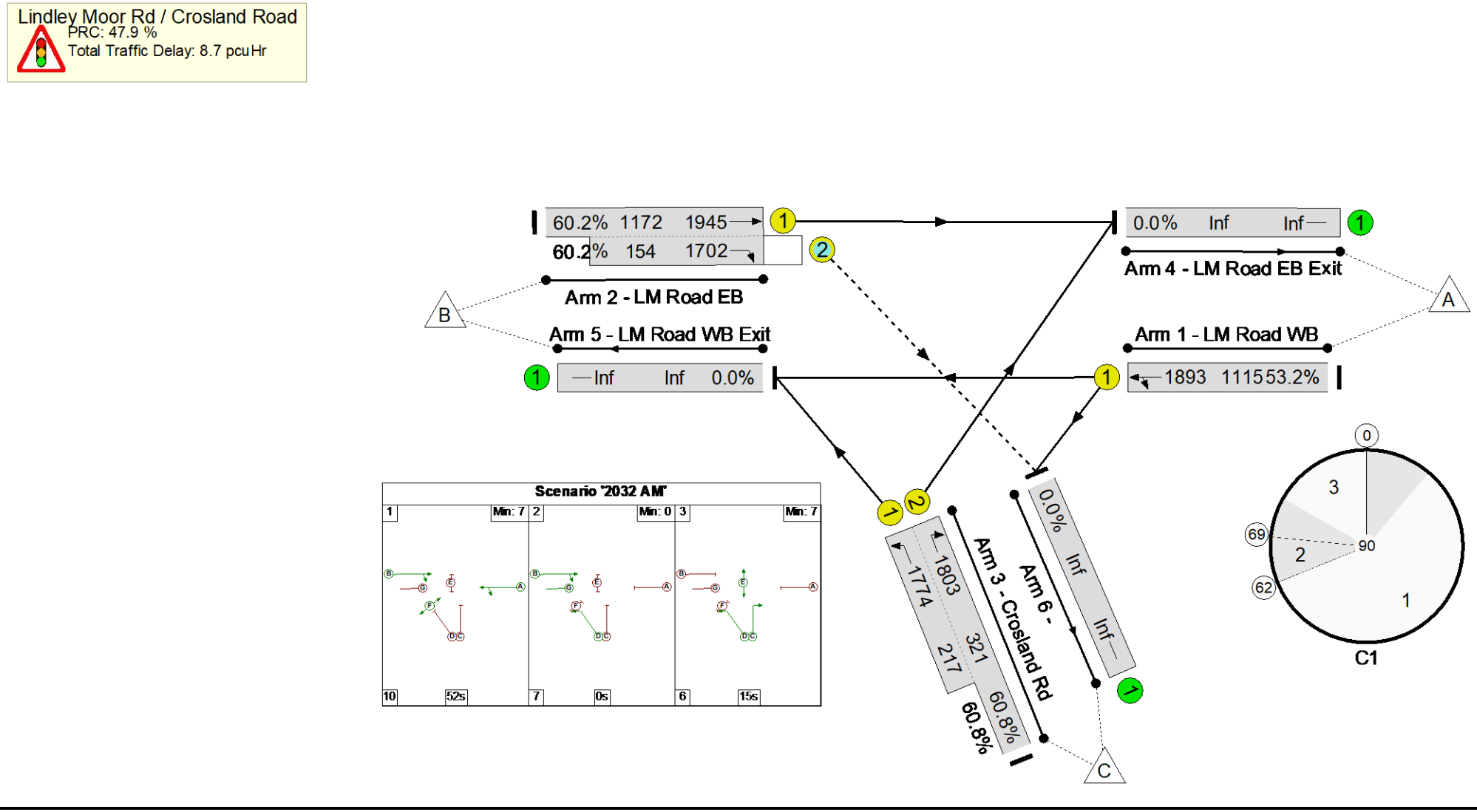
Stage Timings

Stage	1	2	3
Duration	52	0	15
Change Point	0	62	69

Signal Timings Diagram



Network Layout Diagram



Network Results

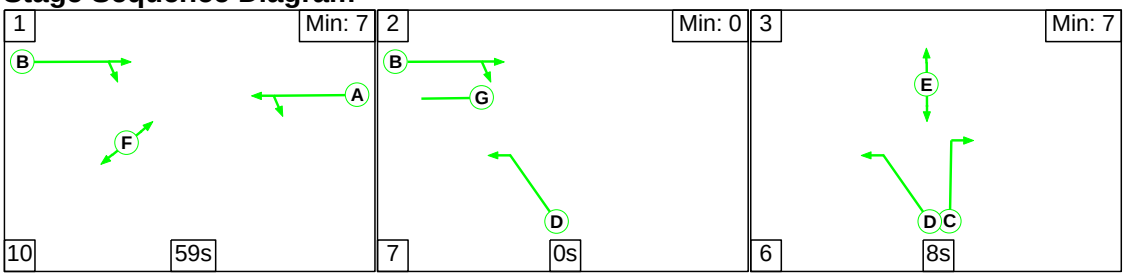
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**60.8%**	**-**	**-**	**86**
Lindley Moor Rd / Crosland Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**60.8%**	**-**	**-**	**86**
1/1	LM Road WB Ahead Left	U	A	52	593	1893	1115	53.2%	593	593	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	59	799	1945:1702	1172+154	60.2 : 60.2%	799	799	86
3/2+3/1	Crosland Rd Right Left	U	C D	15:21	327	1803:1774	321+217	60.8 : 60.8%	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	**5**	**2**	**6.4**	**2.1**	**0.2**	**8.7**	**-**	**-**	**-**	**-**	
Lindley Moor Rd / Crosland Road	**5**	**2**	**6.4**	**2.1**	**0.2**	**8.7**	**-**	**-**	**-**	**-**	
1/1	-	-	1.8	0.6	-	2.4	14.5	8.7	0.6	9.3	
2/1+2/2	5	2	1.7	0.8	0.2	2.7	12.0	9.2	0.8	10.0	
3/2+3/1	-	-	2.9	0.8	-	3.6	40.0	4.4	0.8	5.2	

C1 PRC for Signalled Lanes (%): 47.9 Total Delay for Signalled Lanes (pcuHr): 8.68 Cycle Time (s): 90
PRC Over All Lanes (%): 47.9 Total Delay Over All Lanes(pcuHr): 8.68

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

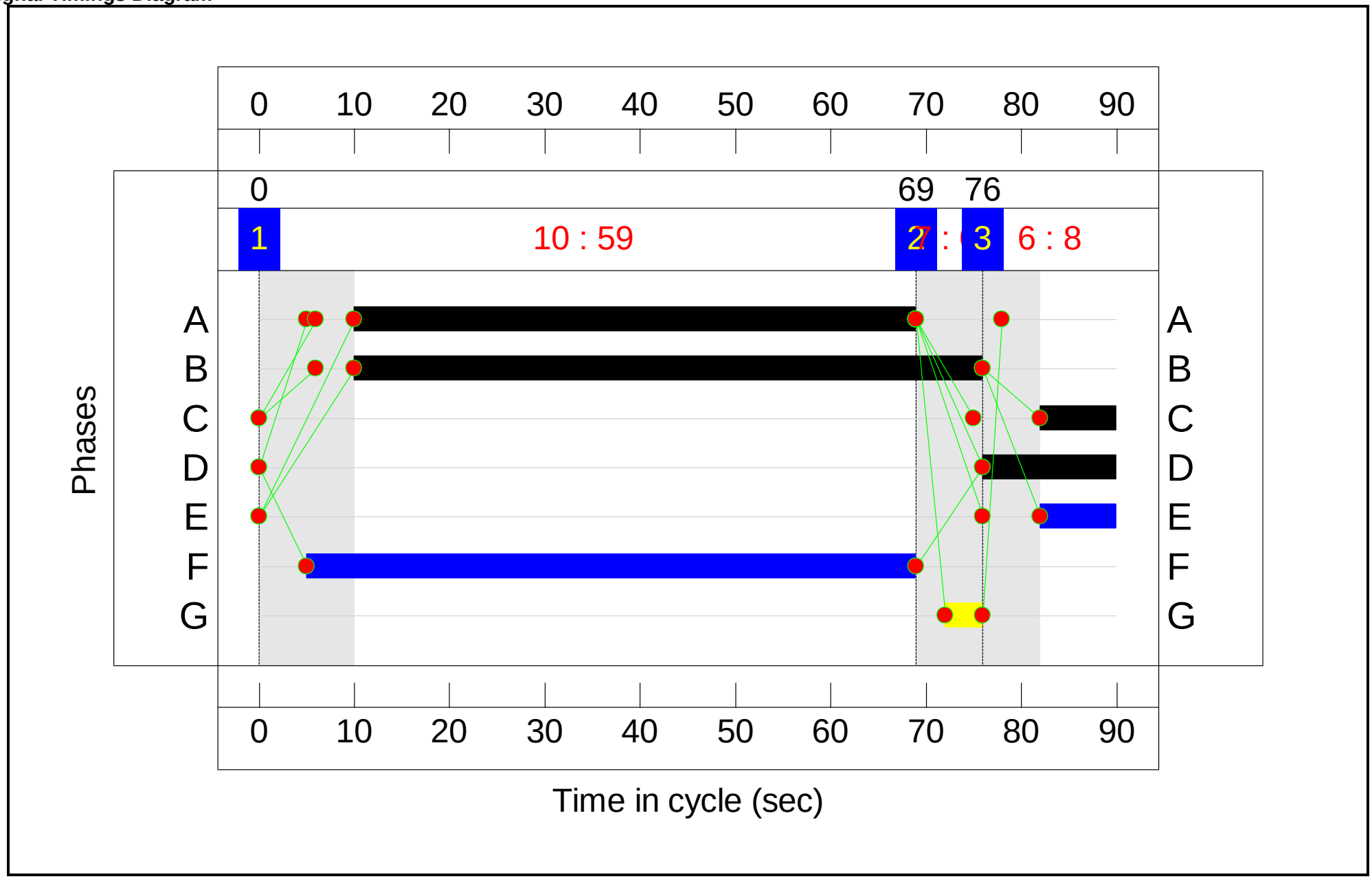
Stage Sequence Diagram



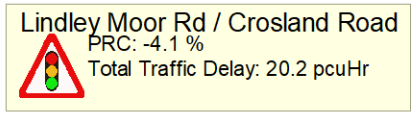
Stage Timings

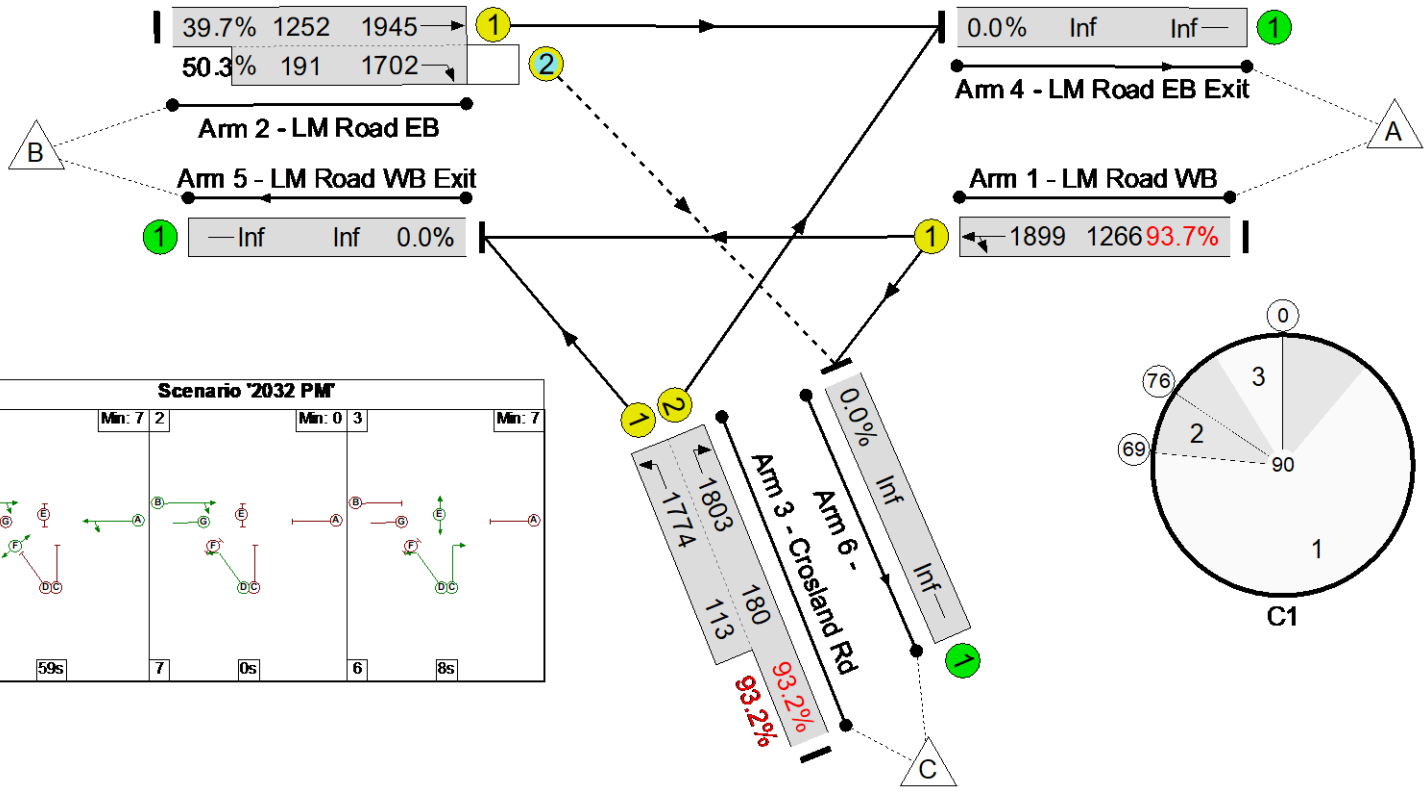
Stage	1	2	3
Duration	59	0	8
Change Point	0	69	76

Signal Timings Diagram



Network Layout Diagram





Network Results

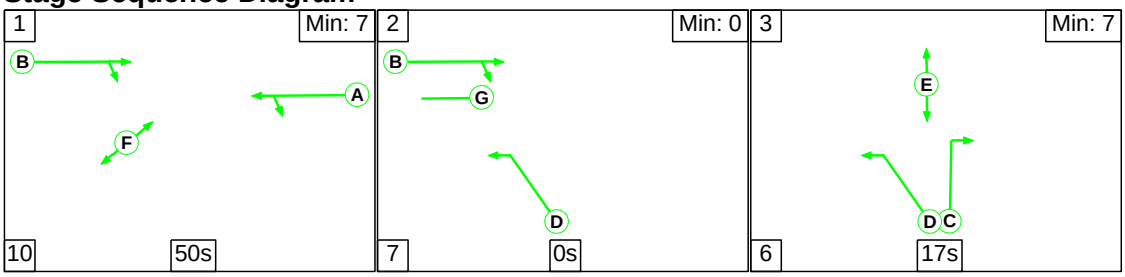
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.7%**	**-**	**-**	**16**
Lindley Moor Rd / Crosland Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.7%**	**-**	**-**	**16**
1/1	LM Road WB Ahead Left	U	A	59	1186	1899	1266	93.7%	1186	1186	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	66	593	1945:1702	1252+191	39.7 : 50.3%	593	593	16
3/2+3/1	Crosland Rd Right Left	U	C D	8:14	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	**78**	**2**	**7.9**	**11.4**	**1.0**	**20.2**	**-**	**-**	**-**	**-**	
Lindley Moor Rd / Crosland Road	**78**	**2**	**7.9**	**11.4**	**1.0**	**20.2**	**-**	**-**	**-**	**-**	
1/1	-	-	4.4	6.4	-	10.8	32.7	26.0	6.4	32.4	
2/1+2/2	78	2	0.6	0.3	1.0	1.9	11.7	4.1	0.3	4.5	
3/2+3/1	-	-	2.8	4.7	-	7.5	99.0	4.2	4.7	8.8	

C1 PRC for Signalled Lanes (%): -4.1 Total Delay for Signalled Lanes (pcuHr): 20.21 Cycle Time (s): 90
PRC Over All Lanes (%): -4.1 Total Delay Over All Lanes(pcuHr): 20.21

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

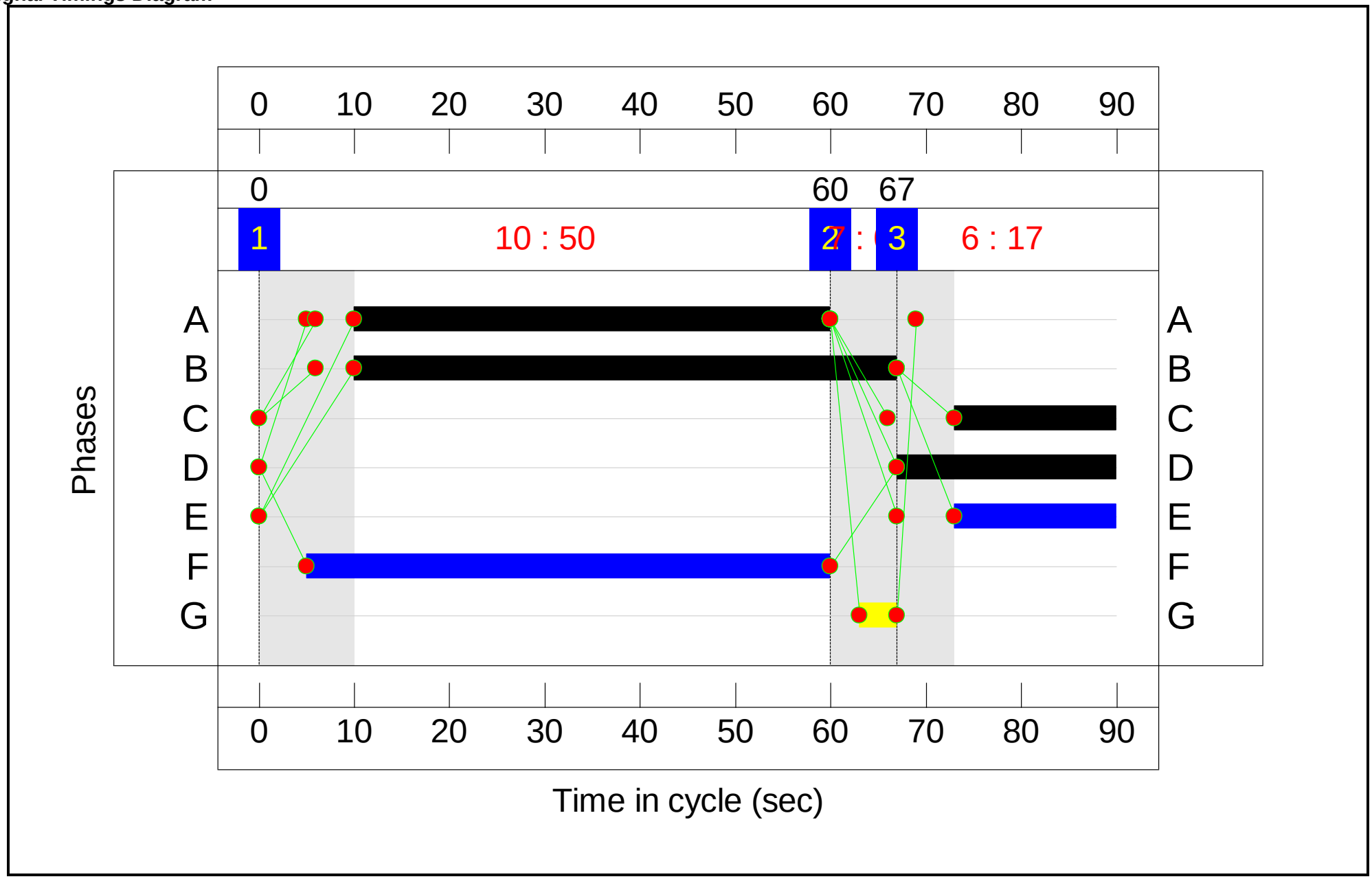
Stage Sequence Diagram



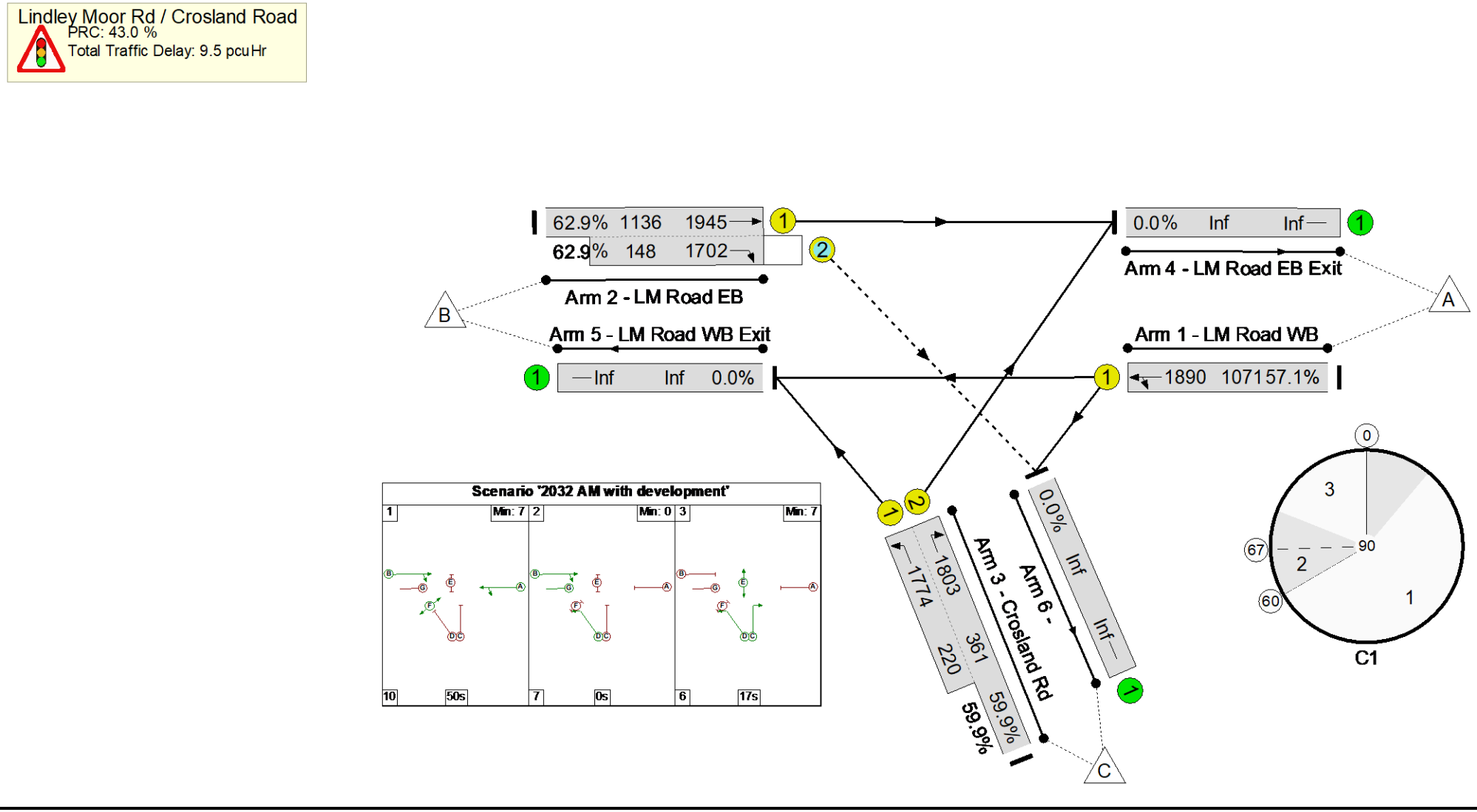
Stage Timings

Stage	1	2	3
Duration	50	0	17
Change Point	0	60	67

Signal Timings Diagram



Network Layout Diagram



Network Results

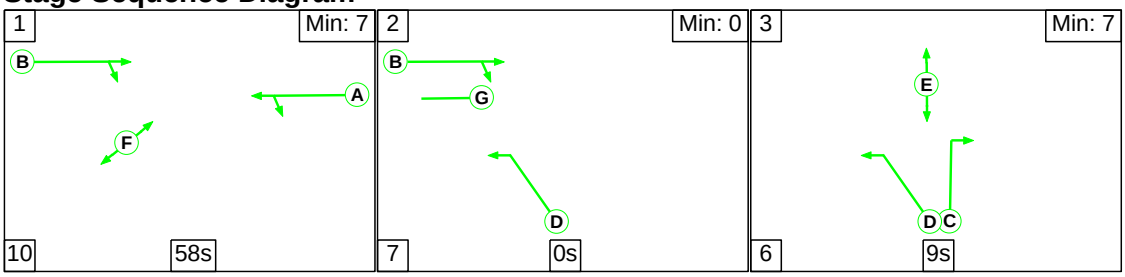
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)
Network	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**62.9%**	**-**	**-**	**86**
Lindley Moor Rd / Crosland Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**62.9%**	**-**	**-**	**86**
1/1	LM Road WB Ahead Left	U	A	50	612	1890	1071	57.1%	612	612	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	57	808	1945:1702	1136+148	62.9 : 62.9%	808	808	86
3/2+3/1	Crosland Rd Right Left	U	C D	17:23	348	1803:1774	361+220	59.9 : 59.9%	348	348	-

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	**5**	**2**	**7.0**	**2.3**	**0.3**	**9.5**	**-**	**-**	**-**	**-**	
Lindley Moor Rd / Crosland Road	**5**	**2**	**7.0**	**2.3**	**0.3**	**9.5**	**-**	**-**	**-**	**-**	
1/1	-	-	2.1	0.7	-	2.8	16.4	9.7	0.7	10.4	
2/1+2/2	5	2	1.9	0.8	0.3	3.1	13.6	10.3	0.8	11.2	
3/2+3/1	-	-	2.9	0.7	-	3.7	37.9	4.9	0.7	5.6	

C1 PRC for Signalled Lanes (%): 43.0 Total Delay for Signalled Lanes (pcuHr): 9.51 Cycle Time (s): 90
PRC Over All Lanes (%): 43.0 Total Delay Over All Lanes(pcuHr): 9.51

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

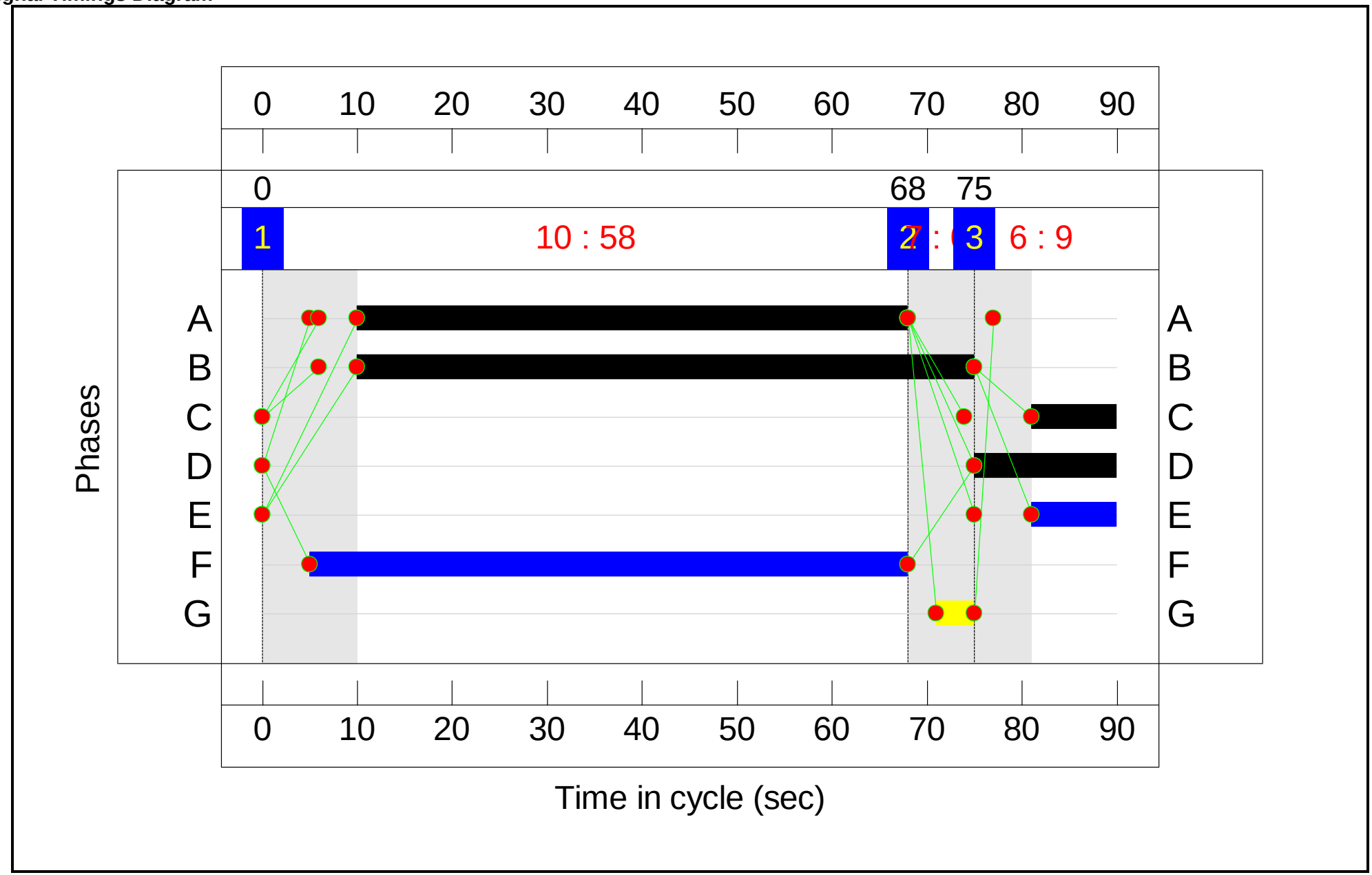
Stage Sequence Diagram



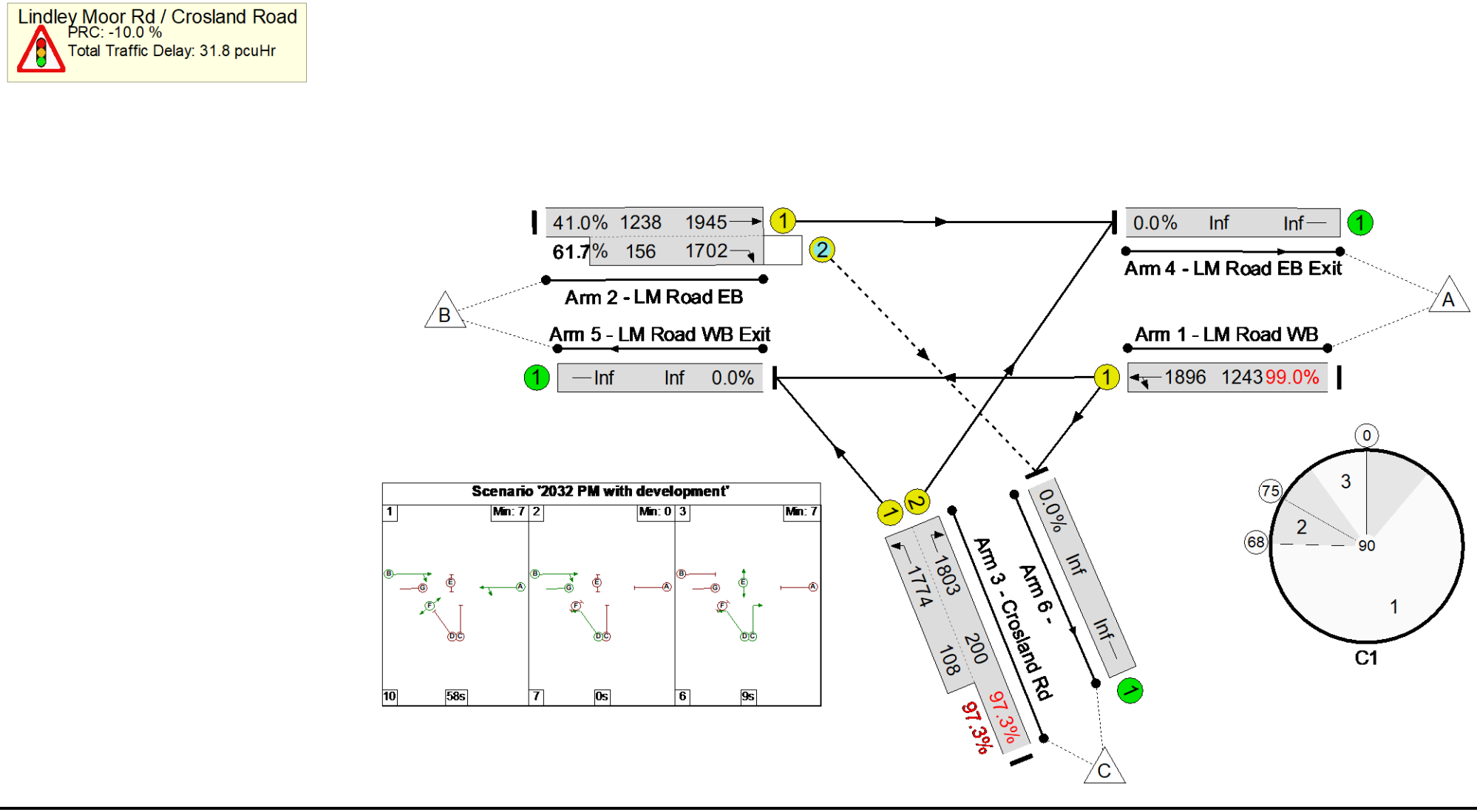
Stage Timings

Stage	1	2	3
Duration	58	0	9
Change Point	0	68	75

Signal Timings Diagram



Network Layout Diagram



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	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.0%**	**-**	**-**	**1**
Lindley Moor Rd / Crosland Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.0%**	**-**	**-**	**1**
1/1	LM Road WB Ahead Left	U	A	58	1230	1896	1243	99.0%	1230	1230	-
2/1+2/2	LM Road EB Ahead Right	U+O	B	65	604	1945:1702	1238+156	41.0 : 61.7%	604	604	1
3/2+3/1	Crosland Rd Right Left	U	C D	9:15	300	1803:1774	200+108	97.3 : 97.3%	300	300	-

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	**93**	**2**	**9.0**	**21.8**	**1.0**	**31.8**	**-**	**-**	**-**	**-**	
Lindley Moor Rd / Crosland Road	**93**	**2**	**9.0**	**21.8**	**1.0**	**31.8**	**-**	**-**	**-**	**-**	
1/1	-	-	5.2	14.6	-	19.8	57.9	30.1	14.6	44.7	
2/1+2/2	93	2	0.7	0.4	1.0	2.1	12.4	4.5	0.4	4.9	
3/2+3/1	-	-	3.1	6.8	-	10.0	119.4	4.8	6.8	11.7	

C1 PRC for Signalled Lanes (%): -10.0 Total Delay for Signalled Lanes (pcuHr): 31.82 Cycle Time (s): 90
PRC Over All Lanes (%): -10.0 Total Delay Over All Lanes(pcuHr): 31.82