



Ledgard Bridge Mills, Mirfield

Transport Assessment

June 2024

PROPOSED RESIDENTIAL DEVELOPMENT
LEDGARD BRIDGE MILLS
MIRFIELD

BINKS EXECUTIVE HOMES LIMITED

TRANSPORT ASSESSMENT

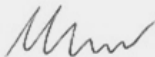
Report by: Lewis Demetriou

Bryan G Hall
Consulting Civil & Transportation Planning Engineers
Suite E15, Joseph's Well, Hanover Walk, Leeds, LS3 1AB

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	Name	Signed	Date
Report prepared by	Lewis Demetriou		20/06/2024
Report checked by	Nick Calder		20/06/2024
Report overview by	David Bell		20/06/2024

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1.0 INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Bryan G Hall (BGH) and forms part of a full planning application by Binks Executive Homes Limited who are seeking planning permission for 76 new build apartments at Ledgard Bridge Mills, Mirfield with access to be taken from the existing Ledgard Bridge Mills access onto Back Station Road.
- 1.2 The site currently accommodates residential development of some 125 apartments and an existing car park with some 156 spaces. As part of the proposals for a new block of 76 apartments, there will be a net increase of 28 car parking spaces within the courtyard car park, and 51 additional car parking spaces within an 'overflow' car park to the north-east of the site. The overflow car park will be available for residents / visitors if needed.
- 1.3 The wider Ledgard Bridge Mills site is bound by Back Station Road to the north, by existing residential units on South Brook Gardens to the east, and by the River Calder to the south-west. A site location plan is shown below in Figure 1.1.

Figure 1.1 – Site Location Plan



- 1.4 This TA has been prepared with reference to the Department for Transport (DfT) web-based resource 'Planning Practice Guidance' (PPG) and the 'National Planning Policy Framework' (NPPF). This report considers the current usage of the local highway network, including its historic road safety record and assesses the suitability of the network to accommodate the traffic that is likely to be generated by the development proposals.
- 1.5 As part of previous plans to submit a similar application on the site, pre-application advice was sought from Kirklees Council (KC) highways development control (September 2017) in order to agree the extent of the network that should be considered in the assessment and the committed developments to be considered as part of the future base scenario. Following this, it was anticipated that the application would have been submitted to KC in late 2017, however due to unforeseen circumstances, the proposals were put on hold at that time and the intended application was never submitted. A Draft TA and Travel Plan (TP) both dated April 2021 that both considered the impact of 92 no. new build apartments were submitted by the applicant under a pre-app enquiry and a follow up meeting was held with KC on 22nd March 2022. A formal pre application response was received from KC Highways Development Management on 25th March 2022. The main points raised within the pre-application response which have been addressed within this TA include:
- Visibility provision at the existing junction with Back Station Road;
 - Level of parking provision, including disabled, electric vehicle (EV), car club spaces and cycle parking;
 - Refuse collection and servicing strategy;
 - Road safety issues; and
 - Amend trip rates to a 'per bedroom' rate;
- 1.6 A planning application was submitted to KC and validated in December 2023 (application reference 2023/60/93539/E) for this scheme, this was supported by a previous version of this TA (report reference 17-321-005.04, dated November 2023) and a TP (report reference 17-321-006.02, dated November 2023). Consultation comments were provided by the Highways Development Management (HDM) team at KC with regard to the submitted TA, dated 26th February 2024. The consultation response confirmed that the proposals were acceptable in principle, but that further information and amendments were required as follows:
- Revised access arrangements to the overspill car park;
 - Revised EV charging facilities;
 - Revised cycle parking facilities; and

- Further information / amendments to the waste management arrangements.

1.7 The further information and amendments requested by KC within the above points have been included within this revised TA. Following this introduction, this TA is split into 6 further sections as set in Table 1.1 below:-

Table 1.1
Transport Assessment Report Structure

Section	Title	Description
2.0	Relevant planning and transport policies	This section will set out the national and local policy relevant to the application site.
3.0	The site and local highway network	This section will describe the existing site, the local highway network and its function.
4.0	Site sustainability	This section will describe the existing situation in the vicinity of the site with regards to the opportunities to travel by walking, cycling and public transport.
5.0	Development proposals	This section describes the proposed development and the vehicular and pedestrian access strategy.
6.0	Trip generation, distribution and impact on the local highway network	This section presents appropriate trip generation rates for the development, sets out the distribution of traffic on to the highway network and assesses the impact on the local highway network.
7.0	Summary & Conclusions	This section presents the conclusions drawn from the analysis contained within the Transport Assessment.

2.0 RELEVANT PLANNING AND TRANSPORT POLICIES

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) was most recently revised in December 2023. It sets out the Government's planning policies for England and how these should be applied.

2.2 In relation to transport, the NPPF states at paragraph 109 that:-

'...significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health'.

2.3 It is noted in the NPPF that:-

'...opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making'.

2.4 Within the NPPF at paragraph 114 it is noted that:-

'...in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- safe and suitable access to the site can be achieved for all users; and*
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree'.*

2.5 Paragraph 115 of the NPPF indicates 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'.

Planning Practice Guidance

2.6 In March 2014, the Government released updated planning guidance in the form of the Planning Practice Guidance (PPG) suite of documents. The PPG is updated, as new thinking and policy objectives emerge and provides practical guidance on a number of relevant planning topics. The aim of the PPG (in conjunction with the NPPF) is to help simplify the planning system in England and replace a number of historic guidance notes.

2.7 The updated PPG covers the topic of Transport in two sections, the first being 'Transport evidence bases in plan making and decision taking' (March 2015) with the second being 'Travel plans, transport assessments and statements' (March 2014). The relevant guidance in relation to the preparation of this TA is summarised below.

2.8 Paragraph 2 of the latter Transport PPG indicates that:-

"...Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements".

2.9 Specifically in relation to Transport Assessments and Travel Plans, paragraph 6 states that:-

"...Travel Plans, Transport Assessments and Statements can positively contribute to:-

- *encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.*

They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

- 2.10 Paragraph 15 of the updated PPG's sets out the information which should be included within a TA. It recommends that the scope is agreed with the Local Highway Authority prior to submission. As detailed within the introduction, historical pre-application discussions have taken place and formal advice provided by the Authority. The scope of this TA is therefore considered agreed.

The Kirklees Local Plan

- 2.11 The Kirklees Local Plan was adopted on 27th February 2019. The adopted documents include the 'Strategy and Policies' document as Part 1 and the 'Allocations and Designations' document as Part 2.

Kirklees Local Plan Strategy and Policies Document

- 2.12 The Kirklees Council Strategy and Policies document forms Part 1 of the Local Plan and sets out the policies necessary to guide development in Kirklees for the period 2013 – 2031. It defines the strategic objectives for development in and sets out a spatial strategy to define how development will be accommodated across the district.

- 2.13 Policy LP1 of the Local Plan is entitled 'presumption in favour of sustainable development' and states:-

"...When considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Proposals that accord with the policies in the Kirklees Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicated otherwise..."

- 2.14 Policy LP20 of the Local Plan is named 'sustainable travel' and 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. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day

activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements.

...Proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling, car sharing, electronic communication and home working.

Travel Plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained...

Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

- *Pedestrians*
- *Cyclists*
- *Public transport*
- *Private vehicles*

2.15 Policy LP21 of the Local Plan is named 'highways and access' and states:-

"Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.

Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:

- *Ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- *Where needed, provide new infrastructure or improvement on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*

- *Be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality and light restrictions;*
- *Take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- *Take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
- *Take into account access for emergency, service and refuse vehicles;*
- *Provide on-site safe, secure and convenient cycle parking / storage facilities to encourage sustainable travel modes.”*

Kirklees Highway Design Guide Supplementary Planning Document

2.16

The Kirklees Highway Design Guide Supplementary Planning Document (SPD) was adopted in November 2019. The purpose of this SPD is to encourage applicants (developers) to deliver good highway design and contribute to the creation of attractive, high quality and sustainable places within the Kirklees district. An aim of the guide is to encourage a move away from generic prescribed standards by placing an emphasis on using engineering judgement to arrive at feasible and reasonable context specific solutions.

3.0 THE SITE & LOCAL HIGHWAY NETWORK

The Application Site

- 3.1 The wider application site currently accommodates residential development of some 125 apartments and an existing car park with some 156 spaces. The wider Ledgard Bridge Mills site is bound by Back Station Road to the north, by existing residential units on South Brook Gardens to the east, and by the River Calder to the south-west. The existing site is accessed from Back Station Road to the north via an existing priority-controlled T-junction, with the site access arm known as Ledgard Wharf. A site location plan is attached at **Appendix BGH1**.

The Local Highway Network

Existing Access Road and Junction

- 3.2 The existing access road to the car park, Ledgard Wharf, has a carriageway width of some 5.5 metres with variable 1.8 metre – 2.0-metre-wide footways to both sides. Back Station Road is subject to a 30mph speed limit, and with reference to guidance set out within Manual for Streets (MfS) this equates to a visibility requirement of 43 metres. In order to confirm the prevailing vehicle speeds on approach to this junction, ATC surveys at the request of KC Highways were undertaken on both approaches from Monday 28th November 2022 until Sunday 4th December 2022. The ATC survey reported vehicle movements as well as vehicle speeds by direction, the summary data is attached at **Appendix BGH2** together with details of the location of the ATC's. The full ATC data can be provided in Excel format upon request.
- 3.3 The weather during the surveyed week was predominantly dry, therefore the observed 85th percentile vehicle speeds have been adjusted to a wet weather speed as set out within MfS. The ATC survey results showed 85th percentile wet weather vehicle speeds of 25.5mph in the eastbound direction, and 26.0mph in the westbound direction. Using the standard stopping sight distance formula set out within MfS, this equates to a required visibility provision of 34.2 metres to the west and 35.2 metres to the east. These visibility sightlines have been plotted onto existing OS mapping at a 2.4 metre setback from the give way line and are shown on the drawing at **Appendix BGH3**.
- 3.4 The drawing shows that visibility to the west can be provided to the required distance of 34.2 metres to the nearside carriageway with no issues using the OS mapping base. It is also noted that the available visibility to the west measured on-site is 60.0 metres to the nearside kerbline, that suggests there are inaccuracies with the OS mapping base. Visibility to the east for the required 35.2 metres is

shown on the OS mapping to be unobstructed to a point some 1.0 metre from the edge of the carriageway when measured to the front of the low stone boundary wall of the adjacent property. Drivers however at a 2.4 metre setback can see over the low stone wall to a distance of 47.2 metres to the nearside kerbline. These distances have been measured on-site.

Wider Highway Network

- 3.5 Back Station Road is a two-way, single carriageway road which runs in a general east to west direction to the north of the site. Back Station Road provides local access (and frontage access) to a number of residential properties on its southern side in addition to onward connections to the wider highway network, such as the A644 Huddersfield Road and Hopton Lane / Granny Lane. Some 180 metres to the east of the junction with Ledgard Wharf, Back Station Road meets with Hopton New Road and Station Road at a priority-controlled T-junction. In the opposite direction and some 125 metres to the west of the junction, Back Station Road meets with Newgate at a priority-controlled T-junction.
- 3.6 Back Station Road has a typical carriageway width of some 6.0 metres with 2.0-metre-wide footways to both sides. Back Station Road is street lit on both sides of the carriageway, is subject to a 30mph speed limit and is also signed as part of the National Cycle Network (Route 66). Double yellow line parking restrictions are enforced on the southern side of the carriageway for the vast majority of its length, with intermittent lengths of double yellow line parking on the northern side that allow vehicles to safely travel along and pass vehicles on Back Station Road.
- 3.7 Back Station Road, Newgate and Hopton New Road are all subject to a 7.5 tonne weight restriction (except for access) and the railway bridges on Station Road and Newgate are subject to height restrictions of 3.2 metres and 3.8 metres respectively.
- 3.8 To the west of the site, Newgate runs in a general north to south-west direction, acting as a local connector road and providing frontage access to a number of business premises. From its junction with Back Station Road, Newgate continues north for some 260 metres before meeting with A644 Huddersfield Road and St Paul's Road at a 4-arm traffic signal-controlled junction. St Paul's Road is a one-way street heading northbound, away from the junction, with A644 Huddersfield Road forming the primary traffic route in the local area, connecting with Junction 25 of the M62 in the west and Dewsbury town centre in the east. The development site is considered a sufficient distance from the M62 and as such is unlikely to result in a significant material impact upon the Strategic Road Network (SRN). To the south-west of its junction with Back Station Road, Newgate continues for some 75 metres

over the River Calder before meeting with Calder Road at a priority-controlled T-junction.

- 3.9 Calder Road is a residential connector route which provides access to a number of residential streets along its length and provides access towards Lower Hopton to the south-east. KC note in their pre-application response that there are existing parking issues on Calder Road, and that this should be considered further with any increase in development. It is acknowledged that on-street parking occurs on the western side of Calder Road, this will be considered further in this report when the development impact along this road is determined.
- 3.10 Newgate has a variable carriageway width of some 6.0 metre to 7.0-metres, with footways on both sides also varying in width between 1.2 metres and 2.4 metres. Newgate is street lit and is subject to a 30mph speed limit. It is subject to double yellow line parking restrictions for some 140 metres on approach to the traffic signal-controlled junction with A644 Huddersfield Road and St Paul's Road to the north.
- 3.11 Returning to the Back Station Road junction with Station Road and Hopton New Road, Station Road continues to the north for some 330 metres before meeting with A644 Huddersfield Road and Queen Street at a 4-arm traffic signal-controlled junction. Queen Street to the north provides access to a handful of residential properties.
- 3.12 Station Road varies in width between 9.0 metres and 13.0 metres, with footways on both sides with an average width of 1.8 metres. Station Road is street lit, is subject to a 30mph speed limit and is subject to double yellow line parking restrictions along its full length.
- 3.13 To the south of Back Station Road, Hopton New Road continues in this direction for some 300 metres before crossing the River Calder and meeting with Granny Lane and Four Acres at a four-arm priority-controlled mini roundabout junction. Hopton New Road varies in width between 7.0 metres and 8.0 metres, and has 1.8 to 2.0-metre-wide footways on both sides of the carriageway. Hopton New Road is street lit, is subject to a 30mph speed limit and has varying lengths of double yellow line parking restrictions on its western side, as well as restrictions on both sides of the carriageway on approach to the mini roundabout junction with Granny Lane.

Personal Injury Collision Records

- 3.14 The record of personal injury collisions (PICs) occurring the vicinity of the development site, across the study network described above and a further wider area, has been retrieved from Leeds City Council (LCC) who provide data on behalf

of KC, for the 5-year period from 8th March 2016 to 7th March 2021. This data is attached at **Appendix BGH4**. The data shows that there have been 16 PICs within the study period, 12 of which are classified as slight in severity, 3 as serious in severity and 1 as fatal. This is a rate of 3.2 PICs per year, and a KSI (killed or seriously injured) rate of 0.8 per year.

3.15 It is noted that the pre-application response from KC requested that updated records be obtained and presented in this TA. With reference to official accident records published on the Crashmap database, it can be seen that between March 2021 and the most recent available data up to 31st December 2022, a period of 22 months, only 1 additional PIC has occurred within the study network considered. This was a slight PIC which occurred at the A644 junction with Station Road. This equates to a rate of 0.5 PICs per year, and a KSI rate of 0. It is clear that the PIC rate has significantly reduced in the study area within the most recent 2 years.

3.16 A summary of the PICs occurring at each junction along with their severity's is set out in Table 3.1 below, for the 2016 – 2021 data retrieved from LCC. The following paragraphs contain a description of each location and each PIC.

Table 3.1
PIC Summary

Junction / Link	Slight PICs	Serious PICs	Fatal PICs	Total PICs
Back Station Road / Ledgard Wharf	0	0	0	0
Back Station Road Link	0	0	0	0
Back Station Road / Newgate	0	1	0	1
Newgate Link	0	0	0	0
Newgate / A644 / St Pauls Road	3	0	0	3
A644 Link	4	0	1	5
Newgate / Calder Road	0	0	0	0
Calder Road link	1	0	0	1

Calder Road / Hopton Lane	0	0	0	0
Back Station Road / Station Road / Hopton New Road	2	0	0	2
Station Road link	1	1	0	2
Station Road / A644 / Queen Street	0	1	0	1
Hopton New Road link	0	0	0	0
Hopton New Road / Granny Lane / Four Acres	1	0	0	1
Total	12	3	1	16

Back Station Road / Ledgard Wharf Junction

- 3.17 There have been no PICs within the study period at the Back Station Road / Ledgard Wharf Junction.

Back Station Road Link

- 3.18 There have been no PICs within the study period along the Back Station Road link.

Back Station Road / Newgate Junction

- 3.19 There has been a single PIC within the study period at the Back Station Road / Newgate Junction. This PIC (ref: 48J0907) was classified as serious in severity and occurred due a pedestrian stepping out into the carriageway, into the path of another vehicle. Causation factors were listed as 'pedestrian failed to look properly' and 'pedestrian fail to judge vehicle path or speed'.

Newgate Link

- 3.20 There have been no PICs within the study period along the Newgate link.

Newgate / A644 Huddersfield Road / St Paul's Road Junction

- 3.21 There have been 3 PICs within the study period at the Newgate / A644 Huddersfield Road / St Paul's Road junction, all of which were classified as slight in severity. The slight PICs occurred as a result of a pedestrian walking into a vehicle waiting at a red light, whilst distracted by their mobile phone, as a result of a vehicle travelling

too close to the footway and clipping a pedestrian with the wing mirror, and as a result of a vehicle turning right from A644 Huddersfield Road west onto Newgate during a red light traffic signal, colliding with a vehicle travelling from east to west through the junction.

A644 Huddersfield Road Link

3.22 There have been 5 PICs within the study period along the A644 Huddersfield Link, between the junctions with Newgate and Station Road, 4 of which were classified as slight in severity and 1 of which was classified as fatal. The fatal PIC (ref: 52K0699) occurred as a result of a vehicle travelling west on A644 Huddersfield Street, which turned right at the priority-controlled junction onto King Street and into the path of a pedestrian who was crossing King Street to the east, resulting in the aforementioned fatality of the pedestrian. The pedestrian was an 87 year old male. Causation factors were listed for the vehicle as 'failed to look properly', 'poor turn or manoeuvre' and 'dazzling sun'.

3.23 The four slight PICs at this junction occurred as a result of a child crossing the A644 Huddersfield Road and colliding with a bus travelling east, as a result of a vehicle travelling west on A644 Huddersfield Road colliding with a parked car on the site of the carriageway, as a result of vehicle turning east out of the Tesco Express car park and colliding with a cyclist who was travelling west on the footway, and as a result of a pedestrian exiting a taxi into the road, with a passing vehicle running over his foot.

Newgate / Calder Road Junction

3.24 There have been no PICs within the study period at the Newgate / Calder Road junction.

Calder Road Link

3.25 There has been a single PIC within the study period along the Calder Lane link which was classified as slight in severity. The PIC occurred as a result of a pedestrian crossing the road to the north-east, and a vehicle travelling to the north-west speeding up towards the pedestrian 'to intimidate her out of the road', resulting in a slight collision between the pedestrian and vehicle.

Calder Road / Hopton Lane Junction

3.26 There have been no PICs within the study period at the Calder Road / Hopton Lane junction.

Back Station Road / Station Road / Hopton New Road Junction

3.27 There have been 2 PICs within the study period at the Back Station Road / Station Road / Hopton New Road junction, both of which are classified as slight in severity. The first slight PIC occurred as a result of a vehicle turning right from Station Road

onto Back Station Road into the path of another vehicle which was travelling in the opposite direction, and the second occurred as a result of a vehicle turning right from Station Road onto Back Station Road, into the path of 2 pedestrians crossing Back Station Road to the south.

Station Road Link

- 3.28 There have been 2 PICs within the study period along the Station Road link, 1 of which was classified as slight in severity and 1 of which was classified as serious in severity. The serious PIC (ref: 6AR0874) occurred as a result of a cyclist travelling south on Station Road, losing control and falling to the ground, colliding with a vehicle travelling in the opposite direction. Causation factors were listed as 'loss of control' for the cyclist. The slight PIC occurred as a result of a vehicle travelling north along Station Road who turns into the Co-operative foodstore car park across the path of a pedestrian crossing the foodstore access.

Station Road / A644 Huddersfield Road / Queen Street Junction

- 3.29 There has been a single PIC within the study period at the Station Road / A644 Huddersfield Road / Queen Street junction, which was classified as serious in severity. This PIC (ref: 42B0375) occurred as a result of a car travelling west through the junction and failing to stop for the red-light traffic signal, colliding with vehicles travelling north and south through the junction. Causation factors were listed as 'failed to look properly' and 'disobeyed ATS'.

Hopton New Road Link

- 3.30 There have been zero PICs within the study period along the Hopton New Road link.

Hopton New Road / Granny Lane / Four Acres Junction

- 3.31 There has been a single PIC within the study period at the Hopton New Road / Granny Lane / Four Acres junction which was classified as slight in severity. The PIC occurred just to the east of this junction as a result of a vehicle travelling north out of a residential driveway and colliding with a parked vehicle.

PIC Summary

- 3.32 The above analysis shows that all 16 PICs occurring on the local highway network can be attributed to driver error or influencing factors outside of the drivers control, such as 'dazzling sunlight'. There are no recurring patterns or readily identifiable geometric road characteristics which are having an adverse impact upon road safety.
- 3.33 The rate of PICs experienced is an average (of the total PICs occurring) of three per annum over the study period and, given the number of junctions considered as well as listed causation factors, there are not considered to be any road safety concerns that are likely to be exacerbated by the development.

4.0 SITE SUSTAINABILITY

- 4.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised. The site is well located with regard to key services by sustainable modes of transport, as described further below.

Pedestrian Accessibility

- 4.2 With regard pedestrian provision at new development, the Chartered Institution of Highways and Transportation (CIHT) document 'Planning for Walking' (April 2015) describes how approximately 80% of all journeys under 1 mile are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to make journeys on foot as long as it is safe, comfortable, and the environment is attractive.
- 4.3 Further relevant, but historic guidance, which is still relevant, set out within the CIHT document 'Guidelines for Providing for Journeys on Foot' (2000), summarises suggested acceptable walking distances to and from development for commuting / school and for other journeys, including retail and shopping.

Table 4.1
CIHT Recommended Walking Distances

	Trip Purpose	
	Commuting	Other Journeys (Retail/Shopping)
Desirable Maximum Distance	500 metres	400 metres
Acceptable Maximum Distance	1,000 metres	800 metres
Preferred Maximum Distance	2,000 metres	1,200 metres

- 4.4 The site is considered to be in a sustainable location to promote trips on foot, with the site located less than 500 metres walking distance from Mirfield town centre and 350 metres walking distance from Mirfield railway station. Given its location there is a good prospect that a significant number of residents will be able to make some journeys to and from the development on foot. As described in Chapter 3,

there is an extensive network of existing footways which provides a good facility for pedestrians to take advantage of.

4.5 The plan at **Appendix BGH5** has been prepared using TRACC accessibility software and shows a 2.0-kilometre walking catchment from the centre of the application site in 400 metre intervals. The plan demonstrates that the whole of Mirfield is within a convenient walking distance of 2,000 metres which includes a wide range of local facilities, including foodstores, banks and post office. This includes Hopton Primary School located some 400 metres walking distance to the west of the site, and Castle Hall Academy located some 1,600 metres walking distance to the north of the site.

4.6 An extract of the KC Public Right of Way (PROW) online interactive map is attached at **Appendix BGH6** and shows that there are a large number of walking routes in the local and wider vicinity in Mirfield. These walking routes provide pedestrians with alternative routes (and onward connections) between local areas and offer a good level of pedestrian permeability.

Cycle Accessibility

4.7 The Department for Transport Cycling and Walking Investment Strategy (April 2017) notes that cycling is an ideal mode of transport for journeys under 8 kilometres (5 miles). Good practice guidance also suggests that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and has the potential to form part of a longer journey by public transport.

4.8 The cycling accessibility TRACC plan at **Appendix BGH7** shows that there is a significant area within a 6-kilometre cycling distance of the site, including the whole of Mirfield, parts of Heckmondwike to the north, parts of Dewsbury to the east and the outskirts of Huddersfield to the south-west. Areas accessible within a reasonable 9-kilometre cycling distance of the site include Cleckheaton, the majority of Dewsbury and further areas of Huddersfield to the south-west. These areas combined provide a significant area from where future residents of the site can conveniently cycle to, whether for commuting, shopping or leisure purposes.

4.9 A screenshot of the West Yorkshire Interactive Cycle Map is attached at **Appendix BGH8** and shows the network of traffic free, signed and advisory cycle routes within the local and surrounding areas, as well as cycle shops and other cycle facilities. It can be seen that there are a number of advisory cycle routes within the local and wider areas providing good routes for cyclists to take advantage of.

4.10 Back Station Road is part of National Cycle Network (NCN) Route 66, as can be seen from the screenshot at **Appendix BGH8**. NCN Route 66 runs from nationally from

Central Manchester to Spurn Head, via Bradford, Leeds, York, Beverley and Kingston upon Hull. Back Station Road also forms part of the Calder Valley Greenway, providing a largely off-carriageway cycle route between Huddersfield and Dewsbury. This provides a perfect opportunity for residents of the development to cycle for commuting and leisure purposes.

- 4.11 A cycle improvement scheme is being proposed by KC, in partnership with LCC and West Yorkshire Combined Authority (WYCA), known as the Mirfield to Dewsbury to Leeds (M2D2L) Transport Scheme. The route through Mirfield covers Section A of the scheme and when delivered, will include advance cycle stop lines at the Station Road junction with Huddersfield Road, and new cycle lanes on Huddersfield Road to the east. The delivery timeframe for these local improvements is not yet known, however when this is delivered it will provide a good improvement to the local cycle infrastructure and encourage future residents to travel by this mode.

Public Transport – Bus Services

- 4.12 With regard to public transport provision at new development, the CIHT publication 'Buses in Urban Developments' (January 2018) recommends that sites be designed to enable access to public transport services and ensure that these are located within reasonable walking distances, as shown in Table 4.2. The guidance also notes that these standard distances should not be applied uniformly without regard to the specific characteristics of the particular location or route.

Table 4.2
CIHT Recommended Walking Distance for Bus Stops

Trip Purpose	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town / city centres	250 metres

- 4.13 The nearest bus stops are located on Calder Road on both sides of the carriageway, approximately 280 metres walking distance from the site access to the south-west. These bus stops are served by bus service number 261. Further bus stops can be found on A644 Huddersfield Road, approximately 500 metres walking distance to the north of the site. These bus stops are served by bus service numbers 203 and

205. A summary of the regular services using these stops (and their service frequencies) is shown in Table 4.3 below.

Table 4.3
Bus Services and Frequencies

Service	Route	Stops	Frequency	
			Mon to Sat Daytime (mins)	Evenings & Sundays (mins)
203	Leeds – White Rose Centre – Dewsbury – Mirfield - Huddersfield	A644 Huddersfield Road	30 mins	60 mins
205	Dewsbury – Scout Hill – Northorpe - Mirfield	A644 Huddersfield Road	60 mins	-
261	Huddersfield – Dalton – Mirfield - Heckmondwike	Calder Road / A644 Huddersfield Road	60 mins	120 mins

4.14 The site is considered to be well connected via public transport with some 4 regular peak hour services and is located within 60 minutes of the centres of Huddersfield, Bradford, Leeds and Dewsbury by bus. There is therefore potential for residents of the apartments to make trips for all purposes to these destinations by bus.

4.15 The West Yorkshire Metro, South Kirklees bus map is attached at **Appendix BGH9** and provides further information on routes and frequencies of all other bus routes within the wider Birstall and north Kirklees area. It also provides useful information on railway station locations, places of interest and interchange locations.

4.16 The above bus services are understood to be accurate at time of writing (April 2021). However, these may be reduced services due to the Covid-19 pandemic and associated lockdown restrictions in the UK.

Rail Services

4.17 The nearest railway station to the site is Mirfield railway station, located on Station Road some 350 metres walking distance to the east of the site within an easy walking distance. This railway station offers regular Northern and Transpennine Express services to regional destinations including Leeds, Huddersfield, Wakefield and Dewsbury, as well as national destinations including Manchester and London.

4.18 The accessibility plans attached at **Appendix BGH10** show a 60-minute travel time plan by public transport (including bus and rail) from the site, shown in 10-minute intervals. The plans demonstrate that there is a significant area within a convenient

travel time by public transport, including Leeds, Bradford, Wakefield, Huddersfield, Halifax and Manchester.

- 4.19 The Transpennine Route Upgrade (TRU) is a multi-billion-pound, long-term railway infrastructure programme that will improve connectivity in the north of England. Within Mirfield and along the Huddersfield to Dewsbury section, this will involve doubling the number of track from two to four, electrifying the railway and improvements to Huddersfield, Deighton, Mirfield and Ravensthorpe railway stations. The specific improvement works to Mirfield railway station have not yet been made public, but when delivered alongside the railway line improvements, this will greatly improve rail services for future residents at the site.

Summary

- 4.20 Mirfield town centre and the associated facilities are located within a short and highly accessible walking distance. There is also a significant area located within a reasonable travel time by cycle, including Cleckheaton, Dewsbury and parts of Huddersfield. Existing bus stops on Calder Road and A644 Huddersfield Road are conveniently located to promote bus travel, and Mirfield railway station is located within a short walking distance to promote trips by rail. In summary, the development is considered to be well located to encourage journeys by all modes of sustainable transport.

5.0 THE PROPOSED DEVELOPMENT

The Development Proposals

- 5.1 The development proposal is for a total of 76 two-bed new build apartments, adjacent to the River Calder to the south of the existing apartment blocks on the site which accommodates some 125 apartments. The existing courtyard car park of 156 parking spaces will be rearranged as part of the proposals, with a proposed net increase of 28 parking spaces for a total of 184 parking spaces. An overflow car park of 51 parking spaces will also be provided on land to the north-west of the existing Ledgard Bridge Mill apartments, this will be available for residents if needed. The proposed site plan is attached at **Appendix BGH11**.

Site Access Arrangements

- 5.2 The apartments would be accessed via the existing Ledgard Wharf site access with Back Station Road. The existing junction of Ledgard Wharf with Back Station Road provides safe levels of visibility, as demonstrated from the highway review and PIC analysis set out within Chapter 3.
- 5.3 Delivery and refuse collection vehicles will be able to access the development via Ledgard Wharf as they currently do. The bin store is located towards the southern end of the courtyard car park and vehicles will be able to drive through the site to reach this point in forward gear, before then continuing via a loop arrangement and egressing the site in forward gear. Pedestrian access is available via the main site access by way of the existing 1.5 to 2.0-metre-wide footway provision.
- 5.4 The overflow car park will be accessed from a new dropped kerb access arrangement with Back Station Road, located some 95 metres to the west of the Ledgard Wharf site access and some 30 metres to the east of the Back Station Road / Newgate junction. This access junction was previously located 15 metres further to the east, however within their highway consultation response, KC requested that this access be moved to the west so that it is positioned adjacent to the existing double yellow line 'no waiting at any time' restrictions, in this way there would be no parked cars in the vicinity of the junction.
- 5.5 The access will be some 6.0 metres wide, and a minimum internal aisle width of 6.0 metres will be provided. Visibility at this dropped kerb access is shown to a distance of some 35.5 metres to the east and to a distance of some 25.0 metres to the west. The 35.5 metre distance to the east is based on the ATC surveys undertaken on Station Road and an 85th percentile wet weather speed of 26.2mph and attached at **Appendix BGH2**. This is a higher level of provision than is required based on the

prevalent vehicle speeds on Back Station Road as set out within Chapter 3, although it is acknowledged this is for a different section of Back Station Road. The 25.0 metre visibility splay to the west is based on the proximity to the Newgate junction, and the fact that vehicles approaching from this direction and junction will not be travelling as fast. These visibility splays in either direction have been agreed to be appropriate within the highways consultation response. The layout of the dropped kerb access junction and visibility splays at this junction is shown on the drawing at **Appendix BGH12**.

Pedestrian and Cycle Access within the Site

- 5.6 Footways will be provided alongside the new building and connecting into existing footways throughout the site. A new 'external hub' will be provided in the centre of the car park which will include cycle storage, sitting areas and amenity planting. This hub will have associated footpaths leading away from this area in all directions to provide good permeability for pedestrians, as well as cyclists. Crossing points are provided in the car park where required to provide more safety for pedestrians. All footway links provide a route to the wider highway network via Back Station Road to the north-east of the site.
- 5.7 Covered cycle parking is provided within the central hub with cycle access then provided into the car park aisles in all directions. The number of vehicle movements and vehicle speeds within the car park will be very low, therefore this will be conducive and safe for cyclists. This is consistent with advice set out within LTN 1/20 for residential areas with low speeds and traffic volumes. Any cyclists wanting to access the wider highway network will travel to the north-east and onto Back Station Road via the vehicular access, as the current residents on the site do.

Parking Provision

- 5.8 There are currently 156 car parking spaces within the courtyard car park for the existing 125 apartments. The spaces are numbered and allocated one-to-one with the un-numbered spaces being available for visitors/residents. There are currently no accessible or EV spaces provided within the car park.
- 5.9 It is proposed to increase the number of spaces in the courtyard car park to 184 spaces (i.e. a net increase of 28 spaces) and to provide an additional 51 spaces in an overflow car park on the north-west side of the existing Ledgard Bridge Mill apartment building. Of the 184 parking spaces within the courtyard, this will include 9 accessible spaces, 16 EV spaces and 159 standard spaces. The 16 EV spaces represent provision for 21% of the proposed 76 apartments, with some of these spaces to be used to cater for existing EV users at the site. 12 motorcycle spaces, 140 covered cycle spaces and 20 visitor cycle spaces will also be provided in

addition to the 184 courtyard spaces, within a convenient accessible location within the central hub area.

Car Park Accumulation Surveys

5.10

To demonstrate that the proposed level of car parking can safely accommodate the likely demand and in response to KC Highways request in the pre-app response, a car parking accumulation survey was undertaken at the existing 125-apartment development and 156-space car park on Tuesday 18th April and Saturday 22nd April 2023. The car park accumulation data is attached at **Appendix BGH13** and includes a vehicle count every 30 minutes, between the hours of 2.00pm and 10.00pm on the Tuesday and 10.00am and 10.00pm on the Saturday. The results are summarised in Tables 5.1 and 5.2 below.

Table 5.1 – Car Park Accumulation Results, Tuesday 18th April 2023

Time Period	Accumulation	
	Number	Percentage
2.00pm	45	29
2.30pm	46	29
3.00pm	47	30
3.30pm	43	27
4.00pm	49	31
4.30pm	48	31
5.00pm	55	35
5.30pm	58	37
6.00pm	61	39
6.30pm	69	44
7.00pm	71	45
7.30pm	74	47
8.00pm	77	49
8.30pm	77	49
9.00pm	83	53
9.30pm	83	53
10.00pm	89	57

Table 5.2 – Car Park Accumulation Results, Saturday 22nd April 2023

Time Period	Accumulation	
	Number	Percentage
10.00am	72	46
10.30am	64	41
11.00am	58	37
11.30am	58	37
12.00pm	55	35
12.30pm	58	37
1.00pm	59	38
1.30pm	58	37
2.00pm	58	37
2.30pm	61	39
3.00pm	60	38
3.30pm	58	37
4.00pm	62	39
4.30pm	63	40
5.00pm	59	38
5.30pm	60	38
6.00pm	64	41
6.30pm	68	43
7.00pm	71	45
7.30pm	74	47
8.00pm	78	50
8.30pm	78	50
9.00pm	80	51
9.30pm	81	52
10.00pm	82	52

- 5.11 Table 5.1 shows that there was a maximum accumulation on Tuesday 18th April 2023 in the courtyard car park of 89 spaces (57%), occurring at 10.00pm. On Saturday 22nd April 2023, there was a maximum accumulation of 82 vehicles (52%), occurring again at the end of the surveyed period at 10.00pm.
- 5.12 The existing 125 apartments include 106 1-bed apartments and 19 2-bed apartments, this is a total of 144 beds. The maximum vehicle demand of 89 vehicles equates to a parking demand of 0.62 spaces per bedroom. The proposed scheme includes 76 new 2-bed apartments, or 152 bedrooms. With the existing number of bedrooms, this is a total of 296 bedrooms. Applying the parking demand of 0.62 spaces per bedroom results in a demand for 184 parking spaces. 184 parking spaces will be provided in the courtyard car park to accommodate this demand, with 51 parking spaces provided in the overflow car park to accommodate any periods of increased demand. The proposed level of car parking is therefore sufficient and appropriate.
- 5.13 The KC Highway Design Guide SPD states as part of Key Design Driver 20 that there are no local parking standards for residential and non-residential development. However, Key Design Driver 20 does set out the following suggested standards as an initial point of reference:
- 1 space for 1/2 bedroom apartments; and
 - 2 spaces for 3+ bedroom apartments.
- 5.14 For the proposed 76 2-bedroom apartments, Key Design Driver 20 suggests that some 76 spaces should be provided. In combination with the existing parking provision, there will be 201 spaces for the 201 apartments in both the courtyard and overflow car park with the remaining spaces (34no.) available for visitors, for a total of 235 parking spaces. Experience at Ledgard Bridge Mills and other similar Binks apartment developments in Kirklees and Calderdale is that the proposed level of provision will be adequate to cater for the likely parking demand. The results of the further car parking surveys described at paragraph 5.10 clearly demonstrate the level of proposed car parking is appropriate and reflects the fact the site is situated in a highly sustainable location, being located very close to Mirfield town centre, Mirfield railway station and a range of local facilities.
- 5.15 However, if necessary, additional spaces could be made available for use by residents of, or visitors to, the apartments within the overflow car park. The use of the car parks will be monitored in the accompanying Travel Plan.
- 5.16 Similarly, KC do not have definitive cycle parking standards but recommend as part of Key Design Driver 20 that 1 cycle space per unit is provided. Cycle provision is to

be provided within the proposed external hub area within the middle of the car park, as described previously, within a centrally located and accessible location. 20 cycle spaces will be provided for visitors. 140 cycle spaces will be provided for residents within a covered facility, providing ample parking provision for the proposed development.

Servicing and Waste Collection

- 5.1 A refuse collection area will be provided at the southern end of the car park by the external hub area. The design of the car park with an internal loop ensures that refuse collection vehicles can navigate the site in forward gear, with no requirement to undertake any reversing manoeuvres. Vehicle swept path analysis of a large refuse vehicle has been undertaken to demonstrate that it can safely navigate the proposed site, this is shown on the drawing attached at **Appendix BGH14**. The large refuse vehicle has been artificially increased in size to match the dimensions of the refuse vehicle used by KC.
- 5.18 Servicing and delivery vehicles will be of a similar maximum size and will be able to park temporarily within the layby areas at the south-western extent of the car park. The layout of the car park with an internal loop means that any servicing and delivery vehicles will not need to undertake any reversing manoeuvres, minimising any potential conflicts with these vehicle movements. Vehicle swept path analysis of a 7.5 tonne box van delivery vehicle has been undertaken to demonstrate that it can safely navigate the proposed site, this is shown on the drawing attached at **Appendix BGH15**.

Construction Traffic

- 5.19 A Construction Management Plan (CMP) would be prepared for the development following any planning approval and prior to any works being undertaken on-site. It is anticipated that key measures of the CMP will include limiting construction traffic movements to avoid peak periods, avoiding early morning and nighttime periods, staff parking areas (likely to be within the proposed overflow car park area), routing, limiting excessive noise and limiting / removing debris from the highway. The CMP would be secured via a planning condition where the specific measures would then be agreed with KC.

6.0 TRIP GENERATION TRIP DISTRIBUTION, AND IMPACT ON THE LOCAL HIGHWAY NETWORK

Traffic Surveys and Trip Generation

- 6.1 To determine vehicle trip rates for the proposed development, surveyed traffic data for the existing Ledgard Bridge Mills development is available and it is considered appropriate to use this data given it represents a relevant local trip rate.
- 6.2 Traffic surveys were undertaken at the Ledgard Wharf / Back Station Road junction, as well as a number of other junctions in the local areas, on Thursday 5th October 2017 between the hours of 7:00am - 10:00am and 3:00pm - 7:00pm. These surveys were undertaken to determine the typical weekday usage of the local highway network, the extent of which was agreed with highway officers at KC as part of historic discussions. The locations of the counts are listed below:
- Junction 1 – Ledgard Wharf/Back Station Road
 - Junction 2 – Back Station Road/Newgate
 - Junction 3 – Back Station Road/Station Road
 - Junction 4 – Huddersfield Road/Newgate
 - Junction 5 – Huddersfield Road/Station Road
 - Junction 6 – Hopton New Road/Granny Lane
 - Junction 7 – Calder Road/Hopton Lane
- 6.3 It is noted that the pre-application response from Kirklees Council requested that a comparison be made between the 2017 traffic surveys and recent ATC data in order to validate the 2017 data. This has been done with reference to the ATC surveys undertaken on Back Station Road and Hopton New Road in November / December 2022, as set out within Chapter 3, and the 2017 peak hour data set out above. The two-way vehicle flow at each of the 4 surveyed ATC locations is set out in Table 6.1 below. The traffic flows from the 2022 ATC data are average peak hour flows from the weekdays.

Table 6.1

2017 and 2022 Traffic Flow Comparison

Location	2017 Surveys		2022 ATCs		% Change	
	AM	PM	AM	PM	AM	PM
Back Station Road – west of access	97	166	108	148	+11.3%	-10.8%
Back Station Road – east of access	92	152	110	146	+19.6%	-3.9%
Hopton New Road – north of Back Station Road	532	636	526	651	-1.1%	+2.4%
Hopton New Road – south of Back Station Road	455	542	419	501	-7.9%	-7.6%

- 6.4 Table 6.1 shows that the traffic flows on the local highway are very similar between 2017 and 2022, varying by link and by time period. Adding together the two locations (i.e. rows 1 and 3 above, or rows 2 and 4), show changes in traffic flows ranging from -6.8% to +0.8%. On balance therefore, the 2017 traffic flows are higher than the 2022 traffic flows and are considered appropriate to be used within this assessment. The 2017 traffic flows will also be growthed to a current 2023 year as described below, resulting in an over-estimation of current traffic flows on the network which is overly robust.
- 6.5 The results of the surveys are attached at **Appendix BGH16** and the peak hours are calculated to have occurred between 7:30am - 8:30am in the weekday morning period and between 5:00pm - 6:00pm in the weekday evening period.
- 6.6 With reference to the number of vehicle trips generated to / from the existing site, the trip rates shown in Table 6.1 have been derived based on the number of bedrooms at the site, as requested by KC within their pre-application response. As discussed previously, the existing 125 apartments include 106 1-bed apartments and 19 2-bed apartments, this is a total of 144 beds. Table 6.2 also includes the observed traffic flow movements to show how these trip rates have been calculated.

Table 6.2

Trip Rate for the existing Ledgard Wharf development

	Trip Rates Per Bedroom					
	Morning Peak Hour			Evening Peak Hour		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Observed Vehicle Movements	3	26	29	29	13	42
Calculated Trip Rates, Per Bedroom	0.021	0.181	0.201	0.201	0.090	0.292

6.7

To check the validity of the above trip rates, a search of the TRICS database has been undertaken for the Land Use 'Residential – Flats Privately Owned' located in edge of town centre locations. Filtering parameters have been adopted in accordance with the TRICS Good Practice Guide 2023 (October 2022). The resulting trip rates are shown in Table 6.3 and the full TRICS output is included at **Appendix BGH17**.

Table 6.3

TRICS Trip Rates

Land Use (Residential – Flats Privately Owned)	Trip Rates and Traffic Generation					
	Morning Peak Hour			Evening Peak Hour		
	Arrive	Dep	Two-Way	Arrive	Dep	Two-Way
Trip Rate	0.029	0.100	0.129	0.082	0.047	0.129

6.8

The trip rates derived using the local bespoke data are significantly higher than those derived from the TRICS database. The use of the Ledgard Bridge Mills rates to calculate the trip generation for the proposed 152 bedrooms (based on 76 2-bed apartments) will therefore ensure a robust assessment of the traffic impact of the development. The trip generation based on these trip rates is shown in Table 6.4.

Table 6.4

Trip Generation of the Proposed Development

	Trip Generation					
	Morning Peak Hour			Evening Peak Hour		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Trip Generation (152 bedrooms)	3	27	31	31	14	44*

*Note slight error due to rounding

6.9 Table 6.4 shows that the proposed 76 2-bed apartments (152 bedrooms) are expected to generate some 31 vehicle trips during the morning peak period and some 44 vehicle trips during the evening peak period. This results in an additional vehicle on the network every 1 to 2 minutes, the impact of this has been considered further below.

6.10 With reference to the historic guidance document 'Guidance on Transport Assessment', the usual threshold for junction assessments are any junctions which will experience an increase of over 30 two-way traffic movements in any particular hour. Any impacts below 30 two-way traffic movements are considered to generally result in minimal detrimental impact. Although this guidance has been superseded by the Transport PPG's, it is still widely referred to as good practice guidance and is used to determine whether modelling assessments are required.

6.11 Considering this guidance and the predicted trip generation set out in Table 6.4 above, the local impact has been considered further below.

Trip Distribution and Assignment

6.12 The trip distribution for the proposed development has been based on the 2011 Census dataset 'Method of Travel to Work by Origin and Destination', with all areas selected as place of work and the Kirklees 002 MSOA set as place of residence (as the area within which the site is located). The likely route residents would take from the site to their place of work has been determined using route guidance mapping, and then allocated to the study network considered in this TA. The resulting distribution is summarised in Table 6.5 below.

Table 6.5
Trip Distribution

Destination/Route Choice	Percentage
Hopton New Road towards Huddersfield	7.5%
Newgate and Calder Road towards Huddersfield	7.5%
Huddersfield Road East, via Station Road	35%
Huddersfield Road West, via Newgate	50%

- 6.13 The distribution profile set out above in Table 6.5 has been applied to the proposed trip generation set out in Table 6.4, to show the number of new vehicle trips introduced through each of the 7 junctions included within the agreed scope.

Table 6.6
Vehicle Impact at Junctions

Junction	AM Two-way Impact	PM Two-way Impact
Ledgard Wharf / Back Station Road	31	44
Back Station Road / Newgate	18	26
Back Station Road / Station Road	13	19
Huddersfield Road / Newgate	15	22
Huddersfield Road / Station Road	11	15
Hopton New Road / Granny Lane	2	3
Calder Road / Hopton Lane	5	7

- 6.14 As seen from Table 6.6, no junctions surveyed within vicinity of the proposed development site, except for the Ledgard Wharf junction with Back Station Road, will experience over 30 two-way trips in either the morning or peak period. The operation of the Ledgard Wharf junction with Back Station Road will be assessed, as will the Back Station Road junctions with Newgate to the west and with Station

Road to the east, despite these latter two junctions experiencing less than 30 two-way trips. This is as requested by KC within their pre-application consultation response. The distribution of development trips through the network is shown on the traffic flow diagrams at **Appendix BGH18**.

6.15 As discussed previously, it is acknowledged that existing on-street parking occurs on Calder Road and it was requested by KC within the pre-application response that the development impact on this be considered further. As seen from the diagram at **Appendix BGH18**, the development will result in an additional 2 vehicle trips along Calder Road in the morning peak period, and an additional 3 vehicle trips in the evening peak period. This results in 1 additional vehicle along this link every 30 and 20 minutes respectively. This is also a 0.3% and 0.4% impact respectively compared to the number of vehicles currently using this link. Despite any existing parking issues along Calder Road, it is clear that the additional vehicles generated by the development will have no material impact on this.

Impact on the Local Highway Network

2023 Base Scenario

6.16 In order to assess the operation of the existing Ledgard Wharf / Back Station Road, reference is made to the traffic surveys undertaken at this junction described at paragraph 6.2 above. In order to growth these traffic flows from 2017 to an existing base year of 2023, growth rates have been established for the morning and evening peak periods respectively using the Trip End Model Presentation Program (Tempo, v8.1), for the Kirklees 002 middle super output area (MSOA) as the area in which the site is located. The retrieved growth rates are set out in Table 6.7 below.

Table 6.7

Tempo Adjusted National Transport Model Growth Factors

	Growth Factors	
	Weekday AM Peak Period	Weekday PM Peak Period
2017 -2023 Kirklees 002 MSOA	1.0433	1.0433

6.17 The factors indicate a 4.3% growth in local background traffic in both the AM and PM peak between 2023 and 2028 and take account of a general increase in households and employment opportunities in the area. The application of background growth rates is considered to account for a general level of development in the local and wider area. Several committed developments are accounted for within later phases of assessment, as described later in this section.

6.18 Application of these growth factors to the surveyed 2017 peak hour flows shown on the diagrams at **Appendix BGH19**, provides peak hour growthed traffic flows at an existing year of 2023, as shown on the traffic flow diagrams at **Appendix BGH20**.

2028 Future Year Baseline Assessment

6.19 Historic good practice guidance on TA's set out within the DfT's 'Guidance on Transport Assessment' sets out that traffic flows should be projected to a future year 5 years post submission of the planning application, which would be 2028.

6.20 The 2023 base traffic flows have been growthed to a future year of 2028 using Temprow growth rates for the Kirklees 002 MSOA. The retrieved growth rates are set out in Table 6.8 below.

Table 6.8
Temprow Adjusted National Transport Model Growth Factors

	Growth Factors	
	Weekday AM Peak Period	Weekday PM Peak Period
2023 – 2028 Kirklees 002 MSOA	1.0363	1.0375

6.21 The factors indicate a 3.6% and 3.8% growth in local background traffic between 2023 and 2028 and take account of a general increase in households and employment opportunities in the area. The application of background growth rates is considered to account for a general level of development in the local and wider area.

6.22 Application of these growth factors to the existing 2023 peak hour flows shown on the diagrams at **Appendix BGH20**, provides peak hour growthed traffic flows at a future year of 2028, as shown on the traffic flow diagrams at **Appendix BGH21**.

6.23 As part of the pre-application response from Kirklees Council, three sites have been indicated which should be considered as committed developments, these being:

- Ref: 2017/90557 – Calder View, Mirfield, 99 dwellings
- Ref: 2017/92997 – Station Road, Mirfield (Former Lidl Site – live application), 70 apartments
- Ref: 2019/91467 (APP/Z4718/W/21/32790400) – Granny Lane, 67 dwellings.

6.24 It is understood that the first two of these developments have planning permission and have been built out, and neither of these two sites were generating traffic at

the time of the October 2017 traffic surveys. It is also understood that construction has begun on the third of the above developments on Granny Lane, but this development is yet to be fully constructed and occupied. Although the application of background growth rates from Temprow accounts for a general level of background growth, traffic flows associated with these three developments have also been specifically accounted for as requested. This results in an element of double counting and represents a robust approach.

- 6.25 Transport Statements were submitted for each of the first two applications which included expected levels of trip generation, but neither included any traffic flow diagrams or operational junction assessments. A Transport Assessment was submitted for the third application and included traffic flow diagrams showing the development impact on the local highway network, these have been extracted and included within this assessment.
- 6.26 For the residential site at Calder View, Mirfield, the Transport Statement discussed the possible trip generation rates but did not set these out in terms of arrivals and departures. Therefore, given the nature of the proposal described within the Transport Statement, the predicted trip generation of the site has been estimated for this assessment using the Trip Rate Information Computer System (TRICS) database. Trip rates were retrieved for the 03/B land use category 'Residential – Affordable / Local Authority Homes', with filtering parameters adopted in accordance with the TRICS Good Practice Guide 2021 (December 2020). As there was similarly no traffic distribution included in the submitted Transport Statement, the development trips have been distributed on the local highway network based on the trip distribution derived earlier in this section of the TA. The exercise confirms that traffic flows associated with this committed development will not travel through the Ledgard Bridge Wharf / Back Station Road junction.
- 6.27 For the proposed residential development at Station Road, trip generation rates were included within the Transport Statement, but no distribution analysis was included. The development trips have therefore been distributed onto the highway network based on the trip distribution derived in this TA. Similarly, the exercise confirms that traffic flows associated with this committed development will not travel through the Ledgard Bridge Wharf / Back Station Road junction.
- 6.28 The committed development traffic flows are attached at **Appendix BGH22**. The committed development traffic flows have then been added on to the 2028 growthed traffic flows at **Appendix BGH21**, resulting in the traffic flows on the highway network in the 2028 base scenario as shown on the traffic flow diagrams at **Appendix BGH23**.

2028 Predicted Scenario

- 6.29 The number and distribution of vehicles likely to be generated by the proposals shown on the traffic flow diagrams at **Appendix BGH18** have been added to the 2028 base scenario flows at **Appendix BGH23**, to show the predicted traffic flows on the network, as seen on the traffic flow diagrams at **Appendix BGH24**.

Junction Modelling Assessments

Ledgard Bridge Wharf / Back Station Road

- 6.30 The operation of the existing Ledgard Bridge Wharf / Back Station Road priority-controlled junction has been assessed using Junctions 9 computer modelling software. Geometric parameters have been measured from Ordnance Survey mapping data. The results are summarised in Table 6.9 below for each assessment scenario, with the operational outputs attached at **Appendix BGH25**.

Table 6.9

Ledgard Bridge Wharf / Back Station Road

Turning Movement	Morning Peak Hour		Evening Peak Hour	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2023 Existing Scenario				
Ledgard Bridge Wharf	0.06	0	0.03	0
Right Turn to Ledgard Wharf	0.00	0	0.04	0
2028 Base Scenario				
Ledgard Bridge Wharf	0.06	0	0.03	0
Right Turn to Ledgard Wharf	0.00	0	0.04	0
2028 Predicted Scenario				
Ledgard Bridge Wharf	0.12	0	0.06	0
Right Turn to Ledgard Wharf	0.01	0	0.07	0

- 6.31 The results of the modelling show that the Ledgard Bridge Wharf / Back Station Road junction is predicted to operate with a maximum RFC of 0.12 in the 2028 predicted scenario, with an associated queue of 0 vehicles. This is a minor increase

over the 2028 base and 2023 existing scenarios with no increase in vehicle queuing. It is clear that this junction will operate with no issues in all assessed scenarios.

Back Station Road / Newgate

6.32

The operation of the existing Back Station Road / Newgate priority-controlled junction has been assessed using Junctions 9 computer modelling software. Geometric parameters have been measured from Ordnance Survey mapping data. The results are summarised in Table 6.10 below for each assessment scenario, with the operational outputs attached at **Appendix BGH25**.

Table 6.10
Back Station Road / Newgate

Turning Movement	Morning Peak Hour		Evening Peak Hour	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2023 Existing Scenario				
Back Station Road Left Turn	0.04	0	0.11	0
Back Station Road Right Turn	0.07	0	0.12	0
Newgate Ahead/Right Turn	0.07	0	0.08	0
2028 Base Scenario				
Back Station Road Left Turn	0.04	0	0.11	0
Back Station Road Right Turn	0.07	0	0.13	0
Newgate Ahead/Right Turn	0.07	0	0.09	0
2028 Predicted Scenario				
Back Station Road Left Turn	0.05	0	0.11	0
Back Station Road Right Turn	0.11	0	0.15	0
Newgate Ahead/Right Turn	0.07	0	0.10	0

6.33 The results of the modelling show that the Back Station Road / Newgate junction is predicted to operate with a maximum RFC of 0.15 in the 2028 predicted scenario, with an associated queue of 0 vehicles. This is a minor increase over the 2028 base and 2023 existing scenarios with no increase in vehicle queuing. It is clear that this junction will operate with no issues in all assessed scenarios.

Back Station Road / Station Road / Hopton New Road

6.34 The operation of the existing Back Station Road / Station Road / Hopton New Road priority-controlled junction has been assessed using Junctions 9 computer modelling software. Geometric parameters have been measured from Ordnance Survey mapping data. The results are summarised in Table 6.11 below for each assessment scenario, with the operational outputs attached at **Appendix BGH25**.

Table 6.11
Back Station Road / Station Road / Hopton New Road

Approach	Morning Peak Hour		Evening Peak Hour	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2023 Existing Scenario				
Station Access/Access Road	0.04	0	0.17	0
Station Road North	0.06	0	0.11	0
Back Station Road	0.16	0	0.19	0
Station Road South	0.01	0	0.02	0
2028 Base Scenario				
Station Access/Access Road	0.08	0	0.26	0
Station Road North	0.07	0	0.12	0
Back Station Road	0.19	0	0.21	0
Station Road South	0.03	0	0.02	0
2028 Predicted Scenario				
Station Access/Access Road	0.08	0	0.26	0
Station Road North	0.07	0	0.14	0
Back Station Road	0.22	0	0.23	0
Station Road South	0.03	0	0.02	0

6.35 The results of the modelling show that the Back Station Road / Station Road / Hopton New Road junction is predicted to operate with a maximum RFC of 0.26 in the 2028 predicted scenario, with an associated queue of 0 vehicles. This is a minor increase over the 2028 base and 2023 existing scenarios with no increase in vehicle

queuing. It is clear that this junction will operate with no issues in all assessed scenarios.

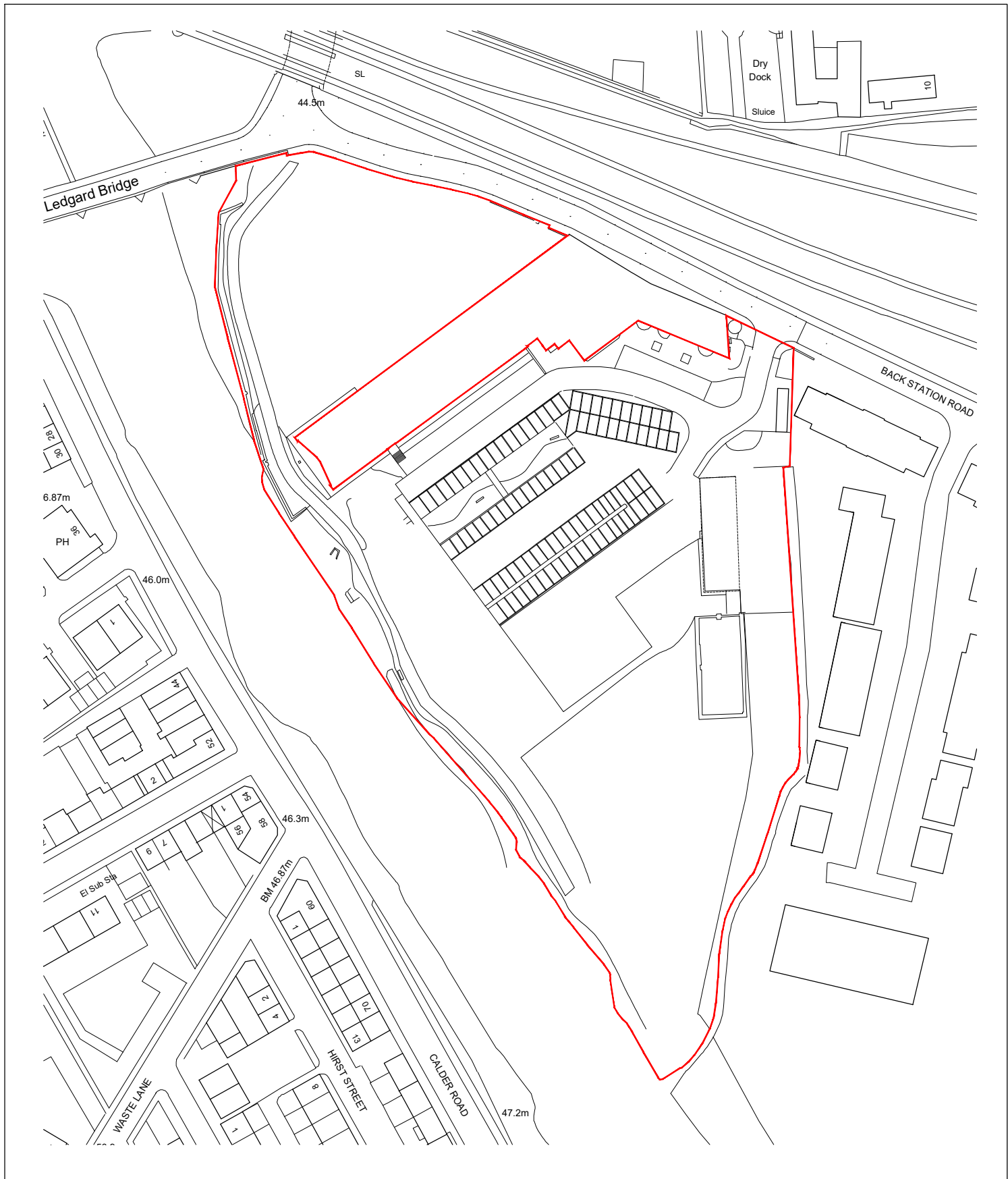
- 6.36 It is noted that the pre-application response from KC states that junction visibility at the Back Station Road / Station Road / Hopton New Road junction is sub-standard, it was requested that this is reviewed alongside the development impact. Assessing the existing visibility provision on the Back Station Road arm of this junction, this has been measured at 2.4 metres by 32.8 metres to the nearside kerbline to the north, and at 2.4 metres by 36.3 metres to the nearside kerbline to the south. These are below the required 2.4 metres by 43 metres based on the 30mph speed limit, however the available provision increases to 38.7 metres and 46.9 metres respectively if measured to a 1.0 metre offset from the edge of the nearside kerbline. Reviewing the record of PICs at this junction as analysed within Chapter 3, there were 2 PICs at this junction within the 5-year study period. Both of the PICs were classified as slight in severity, and the descriptions suggest that they occurred as a result of driver error. Finally, the development impact at this junction is 13 and 19 vehicle trips during the weekday morning and evening peak periods respectively, well below the traditional 30 two-way impact threshold and within standard daily variations of traffic flow. Considering these factors, although the existing visibility provision is slightly sub-standard, the junction currently operates safely and it is expected to continue operating safely with the proposed development in place.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 This Transport Assessment forms part of a planning application by Binks Executive Homes Ltd to develop 76 new build apartments at Ledgard Bridge Mills, Mirfield, this is in addition to the 125 existing apartments served on the site. The existing courtyard car park of 156 parking spaces will be rearranged as part of the proposals, with a proposed net increase of 28 parking spaces for a total of 184 parking spaces. An overflow car park of 51 parking spaces will also be provided on land to the north-west of the existing Ledgard Bridge Mill apartments, this will be available for residents if needed.
- 7.2 The wider Ledgard Bridge Mills site is bound by Back Station Road to the north, by existing residential units on South Brook Gardens to the east, and by the River Calder to the south-west. The existing site is accessed from Back Station Road to the north via an existing priority-controlled T-junction. The 'overflow' car park site is currently an area of cleared brownfield land, bound by the existing Ledgard Bridge Mill apartments to the south-east, by the River Calder to the west, and by Back Station Road to the north.
- 7.3 Mirfield town centre and the associated facilities is located within a very reasonable walking distance. There is also a significant area located within a reasonable travel time by cycle, including Cleckheaton, Dewsbury and parts of Huddersfield. Existing bus stops on Calder Road and A644 Huddersfield Road are conveniently located to promote bus travel, and Mirfield railway station is located within a short walking distance to promote trips by rail. In summary, the development is considered to be well located to encourage journeys by all modes of sustainable transport.
- 7.4 The proposed apartment units would be accessed via Ledgard Wharf, from its existing junction with Back Station Road. Pedestrian access would be available via Ledgard Wharf on either side of the vehicle access from Back Station Road, and through the existing car park. The overflow car park will be accessed from a new dropped kerb access arrangement with Back Station Road, located some 80 metres to the west of the Back Station Road junction with Ledgard Wharf.
- 7.5 There are currently 156 car parking spaces within the courtyard car park for the existing 125 apartments. It is proposed to increase the number of spaces within the courtyard car park to 184 spaces and to provide an additional 51 spaces in an overflow car park on the north-west side of the existing apartment building, for a total of 235 spaces. The spaces in the courtyard car park will be allocated and numbered on a one-to-one basis, as the existing spaces are currently numbered for the existing apartment units.

- 7.6 It is considered that the proposed level of provision will be adequate to cater for the likely parking demand. However, if necessary, additional spaces could be made available for use by residents of, or visitors to, the apartments within the overflow car park. A car parking accumulation exercise has been undertaken based on existing survey data and extrapolated for the proposals, this shows there will be sufficient parking provision within the courtyard car park and the overflow car park will be able to accommodate periods of increased demand.
- 7.7 Cycling storage is provided within the curtilage of the proposed car parking area within a central hub, with 140 covered cycle spaces for residents and 20 cycle spaces for visitors.
- 7.8 The surveyed turning counts at the Ledgard Wharf / Back Station Road priority-controlled junction have been used to estimate the trip generation for the proposed development, on a per bedroom basis. This provides a more robust assessment than using trip rates derived from the TRICS database. It is estimated that the proposals will generate some 31 two-way vehicle movements during the weekday morning peak period and some 44 two-way vehicle movements during the weekday evening peak period. Several junctions on the local highway network have been assessed for their capacities including the Ledgard Bridge Wharf junction with Back Station Road, the Back Station Road junction with Newgate and the Back Station Road junction with Station Road. The operational assessments of these junctions show that they are all predicted to operate well within capacity in all scenarios.
- 7.9 In conclusion it is considered that the development is in a sustainable location which is readily accessible on foot, by cycle and by public transport and that the traffic it is likely to generate will not have a severe impact on the existing local highway network. There are therefore no transport reasons why planning permission should not be granted for the development.

APPENDIX BGH 1



Drawings based on Ordnance Survey
(Streetwise License No 100047474)



j.b.

Architecture and Design,
The Studio, Coal Pit Lane, Brighouse
H06 4HW T: 01484 717115
info@jbd.co.uk www.jbd.co.uk

Project Proposed residential scheme at Ledgard Bridge, Mirfield

Client Binks Vertical, Blakeridge Mill, Batley

Dwg Title(17001)01_Location Plan

A

Scale 1:1250 @ A4

Date Nov 22

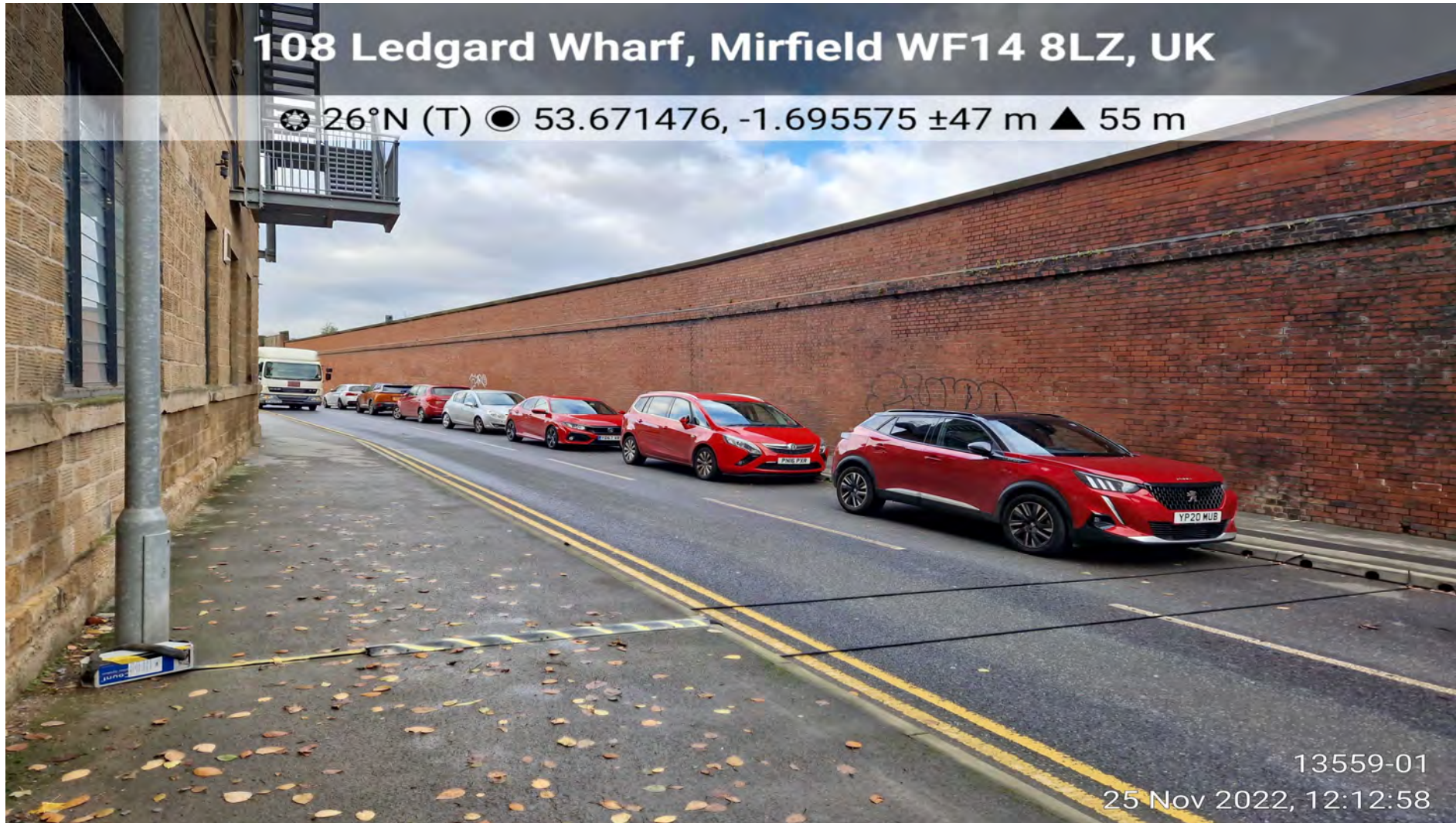
A_ Red line amended

Nov 22

APPENDIX BGH 2

108 Ledgard Wharf, Mirfield WF14 8LZ, UK

☀ 26°N (T) ● 53.671476, -1.695575 ±47 m ▲ 55 m



13559-01
25 Nov 2022, 12:12:58



Site / Location:	Back Station Road - 53.67175, -1.69556	Project No:	13559	Photo No:	1	Drawn By:	RN
	Survey Date:	Monday, 28 November 2022 - Sunday, 4 December 2022		Project Name:	Mirfield		
	Survey Times:	00:00 - 00:00 (24 Hour)		Title:	Site Photograph		



13559

Mirfield

Nov-22

Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Back Station Road - 53.67175, -1.69556	East	30	Monday, 28 November 2022	Sunday, 4 December 2022	5678	866	811	465	8.2	78	1.4	9	0.2	23.1	28.0
		West	30	Monday, 28 November 2022	Sunday, 4 December 2022	5181	777	740	505	9.7	99	1.9	16	0.3	24.1	28.7
		Both Directions	30	Monday, 28 November 2022	Sunday, 4 December 2022	10859	1644	1551	970	8.9	177	1.6	25	0.2	23.6	28.4

4 S Brook Gardens, Mirfield WF14 8LS, UK

☀ 97°E (T) ● 53.671468, -1.694829 ±17 m ▲ 83 m



13559-02

25 Nov 2022, 12:31:51



Site / Location:	Back Station Road - 53.67149, -1.69467	Project No:	13559	Photo No:	2	Drawn By:	RN
	Survey Date:	Monday, 28 November 2022 - Sunday, 4 December 2022		Project Name:	Mirfield		
	Survey Times:	00:00 - 00:00 (24 Hour)		Title:	Site Photograph		



13559

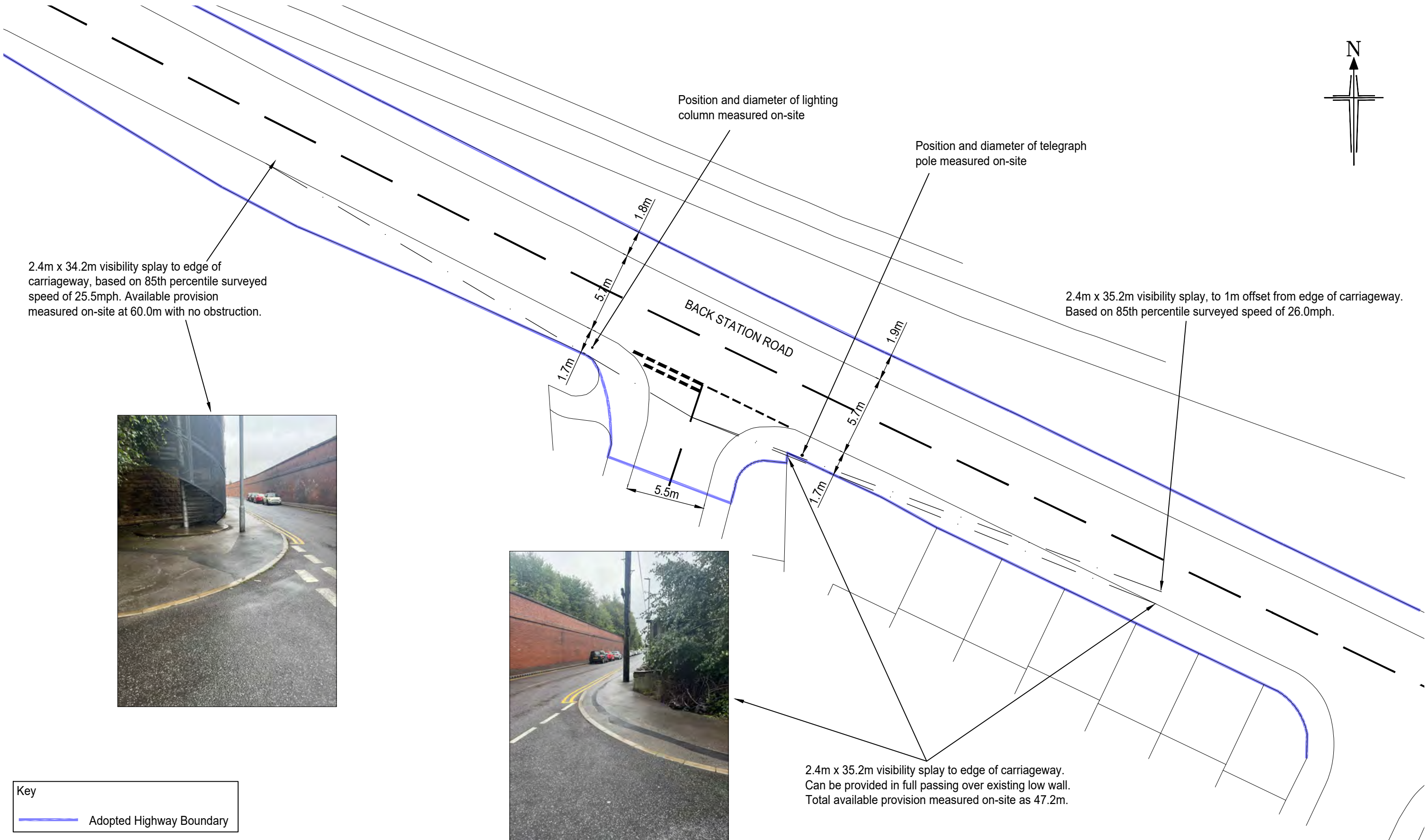
Mirfield

Nov-22

Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
2	Back Station Road - 53.67149, -1.69467	East	30	Monday, 28 November 2022	Sunday, 4 December 2022	5357	826	765	499	9.3	118	2.2	15	0.3	22.6	28.5
		West	30	Monday, 28 November 2022	Sunday, 4 December 2022	5147	778	735	505	9.8	124	2.4	23	0.4	23.1	28.5
		Both Directions	30	Monday, 28 November 2022	Sunday, 4 December 2022	10504	1604	1501	1004	9.6	242	2.3	38	0.4	22.8	28.5

APPENDIX BGH 3



2.4m x 34.2m visibility splay to edge of carriageway, based on 85th percentile surveyed speed of 25.5mph. Available provision measured on-site at 60.0m with no obstruction.



2.4m x 35.2m visibility splay, to 1m offset from edge of carriageway. Based on 85th percentile surveyed speed of 26.0mph.

2.4m x 35.2m visibility splay to edge of carriageway. Can be provided in full passing over existing low wall. Total available provision measured on-site as 47.2m.



Key

Adopted Highway Boundary

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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LEEDS T 0113 246 1555

LONDON T 0203 5532336

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB
E transportleeds@bryanghall.co.uk

W www.bryanghall.co.uk

twitter.com/Bryanghall1

in Bryan G Hall

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Title: SITE ACCESS VISIBILITY SPLAYS

Status: FOR PLANNING

Scale: 1:250

Size: A3 - 420 x 297

Drawn: NC

Chkd: DB

Appvd: DB

Rev:	Date:	Amendment:	DRN	CHK	APR
Client: BINKS VERTICAL LIMITED					
Project: LEDGARD BRIDGE MILLS, MIRFIELD					
Drawing No: 17/321/TR/001			Revision: -		
Job No: 17-321			Date: 11.08.2023		

APPENDIX BGH 4

RTCs in the vicinity of Hopton New Road, Mirfield, 08.03.2016 to 07.03.2021

ACCIDENT SEVERITY UPTO 2021

		2016	2017	2018	2019	2020	2021	Total
Fatal	6%	0	0	1	0	0	0	1
Serious	19%	0	2	0	1	0	0	3
Slight	75%	3	2	3	2	2	0	12
TOTAL		3	4	4	3	2	0	16

WEATHER

	No.	%
Fine	13	81
Rain	2	13
Unknown	1	6
TOTAL	16	

ROAD SURFACE

	Number	%
Dry	11	69
Wet	5	31
TOTAL	16	

LIGHT CONDITIONS

	Number	%
Light	13	81
Dark	3	19
TOTAL	16	

PEDESTRIAN
ACCIDENTS

No.	%
9	56

SKIDDING
ACCIDENTS

No.	%
0	0

ACCIDENTS BY DAY AND TIME

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00:00 - 00:59	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	1	0	0	0	0	1
08:00 - 08:59	0	0	0	0	0	0	1	1
09:00 - 09:59	0	0	0	0	0	1	0	1
10:00 - 10:59	0	0	0	1	0	0	0	1
11:00 - 11:59	0	0	0	0	0	0	0	0
12:00 - 12:59	1	0	1	0	0	0	0	2
13:00 - 13:59	0	0	0	1	0	0	1	2
14:00 - 14:59	0	0	0	1	0	1	0	2
15:00 - 15:59	0	0	0	0	0	0	2	2
16:00 - 16:59	0	0	0	0	0	0	0	0
17:00 - 17:59	0	0	0	0	0	0	0	0
18:00 - 18:59	0	0	0	0	0	0	0	0
19:00 - 19:59	0	0	0	0	0	0	0	0
20:00 - 20:59	0	0	0	1	0	1	0	2
21:00 - 21:59	0	0	0	1	0	0	0	1
22:00 - 22:59	1	0	0	0	0	0	0	1
23:00 - 23:59	0	0	0	0	0	0	0	0
TOTAL	2	0	2	5	0	3	4	16
%	13%	0%	13%	31%	0%	19%	25%	100%

ACCIDENTS BY MONTH AND YEAR UPTO 2021

	2016	2017	2018	2019	2020	2021	Total
Jan	0	0	0	0	0	0	0
Feb	0	1	1	0	0	0	2
Mar	0	0	0	1	0	0	1
Apr	0	0	0	0	0	0	0
May	0	0	1	0	0	0	1
June	0	0	0	0	0	0	0
July	0	1	1	0	0	0	2
Aug	1	2	0	0	0	0	3
Sep	0	0	0	1	0	0	1
Oct	1	0	0	1	0	0	2
Nov	1	0	1	0	1	0	3
Dec	0	0	0	0	1	0	1
TOTAL	3	4	4	3	2	0	16
%	19%	25%	25%	19%	13%	0%	100%

RTCs in the vicinity of Hopton New Road, Mirfield, 08.03.2016 to 07.03.2021

CASUALTY SEVERITY UPTO 2021

	2016	2017	2018	2019	2020	2021	Total
Fatal	0	0	1	0	0	0	1
Serious	0	2	0	1	0	0	3
Slight	3	5	4	2	2	0	16
TOTAL	3	7	5	3	2	0	20

JUNCTION DETAIL

T or staggered
Cross roads
Other junction
Not at junction
TOTAL

Number	%
3	19
2	13
5	31
6	38
16	

JUNCTION CONTROLS

ATS	3	19
Give way sign	7	44
Not at junction	6	38
TOTAL	16	

CASUALTIES BY TYPE AND AGE GROUPING

	0 to 4	5 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Total	%
Pedestrian	0	0	1	2	2	5	10	50
Pedal cyclist	0	1	0	0	1	0	2	10
Car driver	0	0	0	2	2	1	5	25
Car passenger	0	0	0	0	1	0	1	5
Hack/pri driver	0	0	0	0	0	1	1	5
Hack/pri pass	0	0	1	0	0	0	1	5
TOTAL	0	1	2	4	6	7	20	
%	0	5	10	20	30	35		

SPEED LIMIT

Number	%
16	100
16	

ROAD CLASS

Number	%
8	100
8	

Number of Casualties with unknown age: 0

RTCs in the vicinity of Hopton New Road, Mirfield, 08.03.2016 to 07.03.2021

VEHICLES INVOLVED BY TYPE AND AGE OF DRIVER

	0 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Unknown	Total	%
Pedal Cycle	1	0	0	1	0	0	2	8
Car	0	1	4	3	4	3	15	63
PSV	0	0	0	0	1	0	1	4
Goods < 3.5T	0	0	0	1	0	0	1	4
Goods > 3.5T	0	0	0	1	1	0	2	8
Hackney/Private	0	0	0	2	1	0	3	13
TOTAL	1	1	4	8	7	3	24	
%	4	4	17	33	29	13		

VEHICLE MANOEUVRES

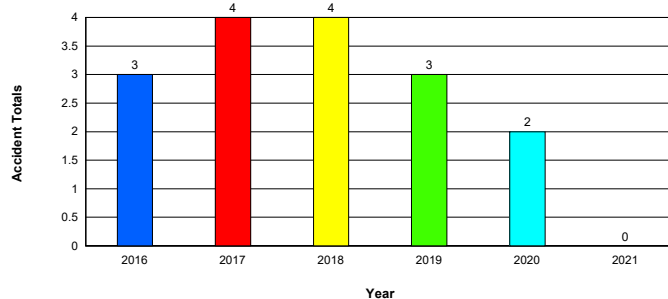
	Number	%
Parked	2	8
Stopping	1	4
Turning left	2	8
Turning right	3	13
Waiting to turn right	1	4
Going ahead other	15	63
TOTAL	24	

BREATH TEST

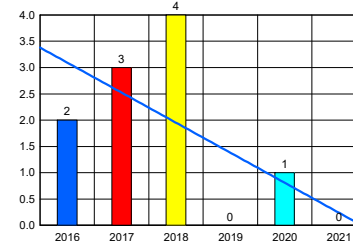
	Number	%
Not applicable	1	4
Negative	8	33
Not requested	10	42
Driver not contacted	4	17
Medical reasons	1	4
TOTAL	24	

Accident Date BETWEEN '08-Mar-2016' AND '07-Mar-2021'

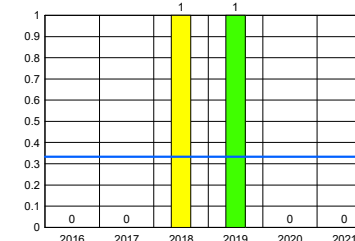
Accident Totals/Year



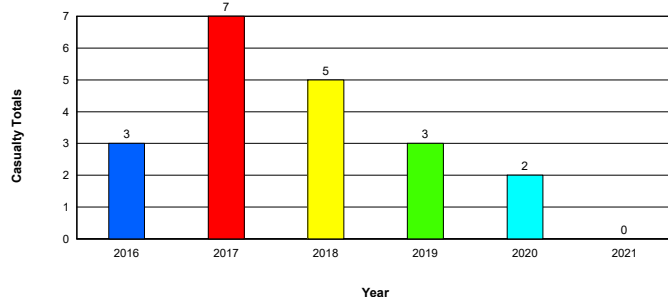
Pedestrians



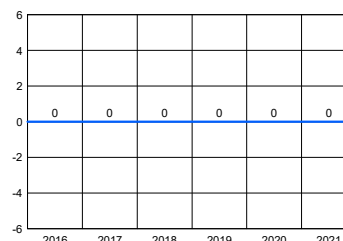
Pedal Cyclists



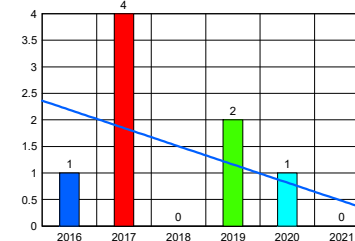
Casualty Totals/Year



Motor Cyclists



Car Occupants



Casualty Data

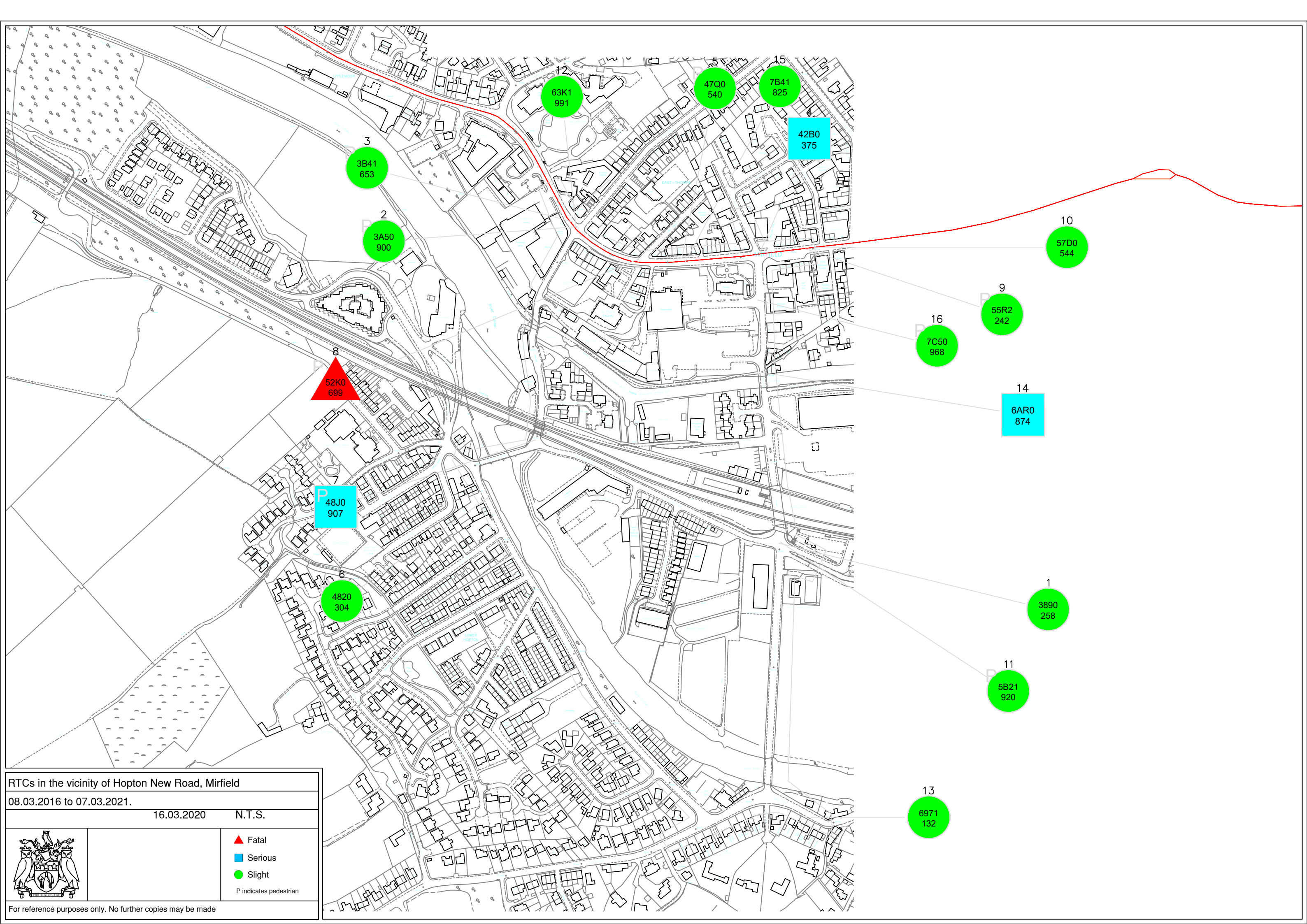
Acc	2016	2017	2018	2019	2020	2021	Total
Fatal	0	0	1	0	0	0	1
Serious	0	2	0	1	0	0	3
Slight	3	2	3	2	2	0	12
Damage	0	0	0	0	0	0	0
Total	3	4	4	3	2	0	16

Cas	2016	2017	2018	2019	2020	2021	Total
Fatal	0	0	1	0	0	0	1
Serious	0	2	0	1	0	0	3
Slight	3	5	4	2	2	0	16
Total	3	7	5	3	2	0	20

RTCs in the vicinity of Hopton New Road, Mirfield, 08.03.2016 to 07.03.2021

Accident Date BETWEEN '08-Mar-2016' AND '07-Mar-2021'

		PEDESTRIANS	PEDAL CYCLIST	PTW USER	HACKNEY PRI/HIRE	CAR DRIVER	CAR PASS	GOODS OCCUPANT	PSV	OTHER VEH OCCUPANT	TOTAL
0 to 4	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0
5 to 15	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	1	0	0	0	0	0	0	0	1
	Slight	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	1	0	0	0	0	0	0	0	1
16 to 19	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	1	0	0	1	0	0	0	0	0	2
	TOTAL	1	0	0	1	0	0	0	0	0	2
20 to 29	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	2	0	0	0	2	0	0	0	0	4
	TOTAL	2	0	0	0	2	0	0	0	0	4
30 to 59	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	1	0	0	0	1
	Slight	2	1	0	0	2	0	0	0	0	5
	TOTAL	2	1	0	0	2	1	0	0	0	6
60+	Fatal	1	0	0	0	0	0	0	0	0	1
	Serious	1	0	0	0	0	0	0	0	0	1
	Slight	3	0	0	1	1	0	0	0	0	5
	TOTAL	5	0	0	1	1	0	0	0	0	7
All Ages	Fatal	1	0	0	0	0	0	0	0	0	1
	Serious	1	1	0	0	0	1	0	0	0	3
	Slight	8	1	0	2	5	0	0	0	0	16
	TOTAL	10	2	0	2	5	1	0	0	0	20
Number of Casualties with unknown age: 0											



RTCs in the vicinity of Hopton New Road, Mirfield

08.03.2016 to 07.03.2021.

16.03.2020

N.T.S.

▲ Fatal

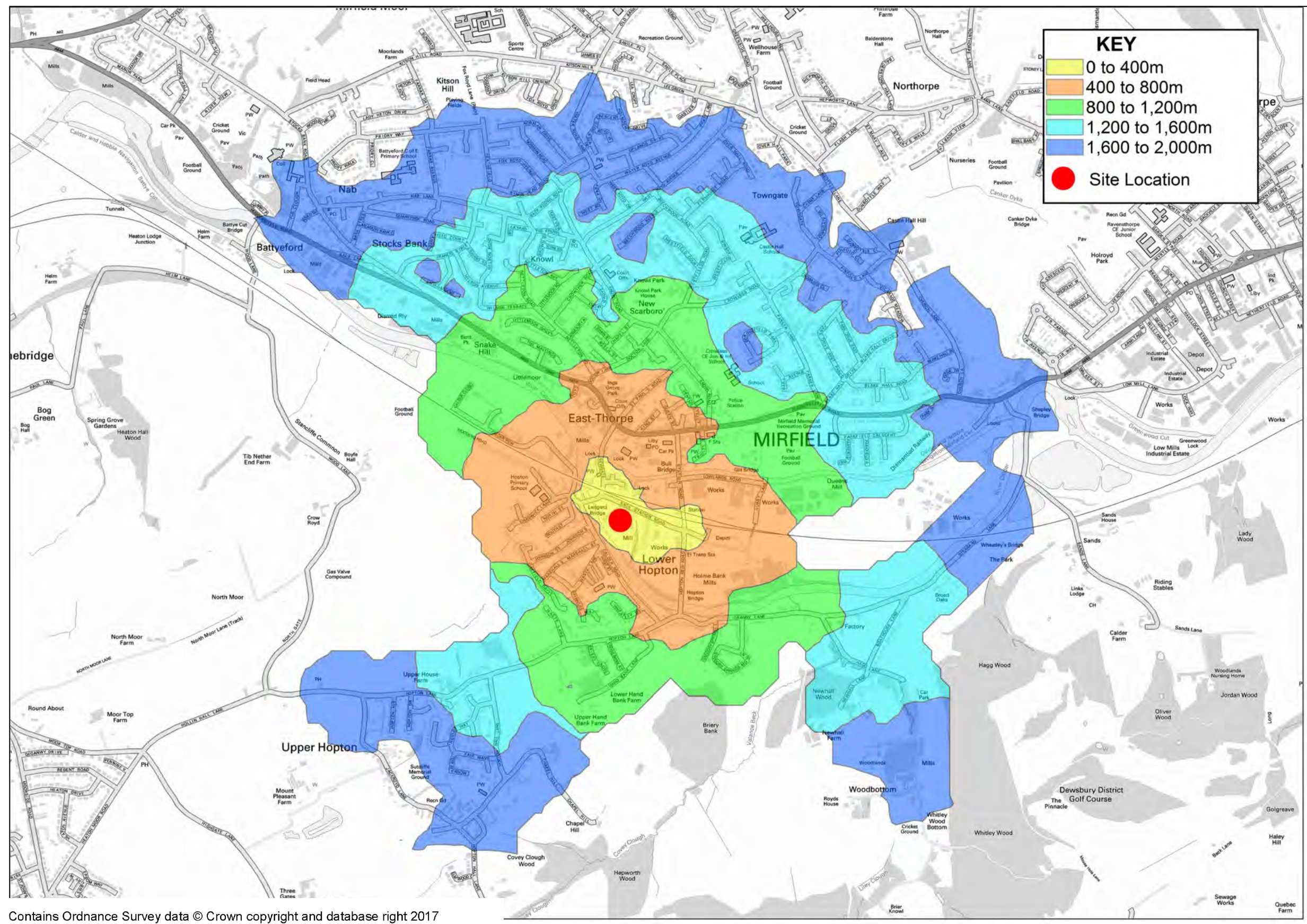
■ Serious

● Slight

P indicates pedestrian

For reference purposes only. No further copies may be made

APPENDIX BGH 5

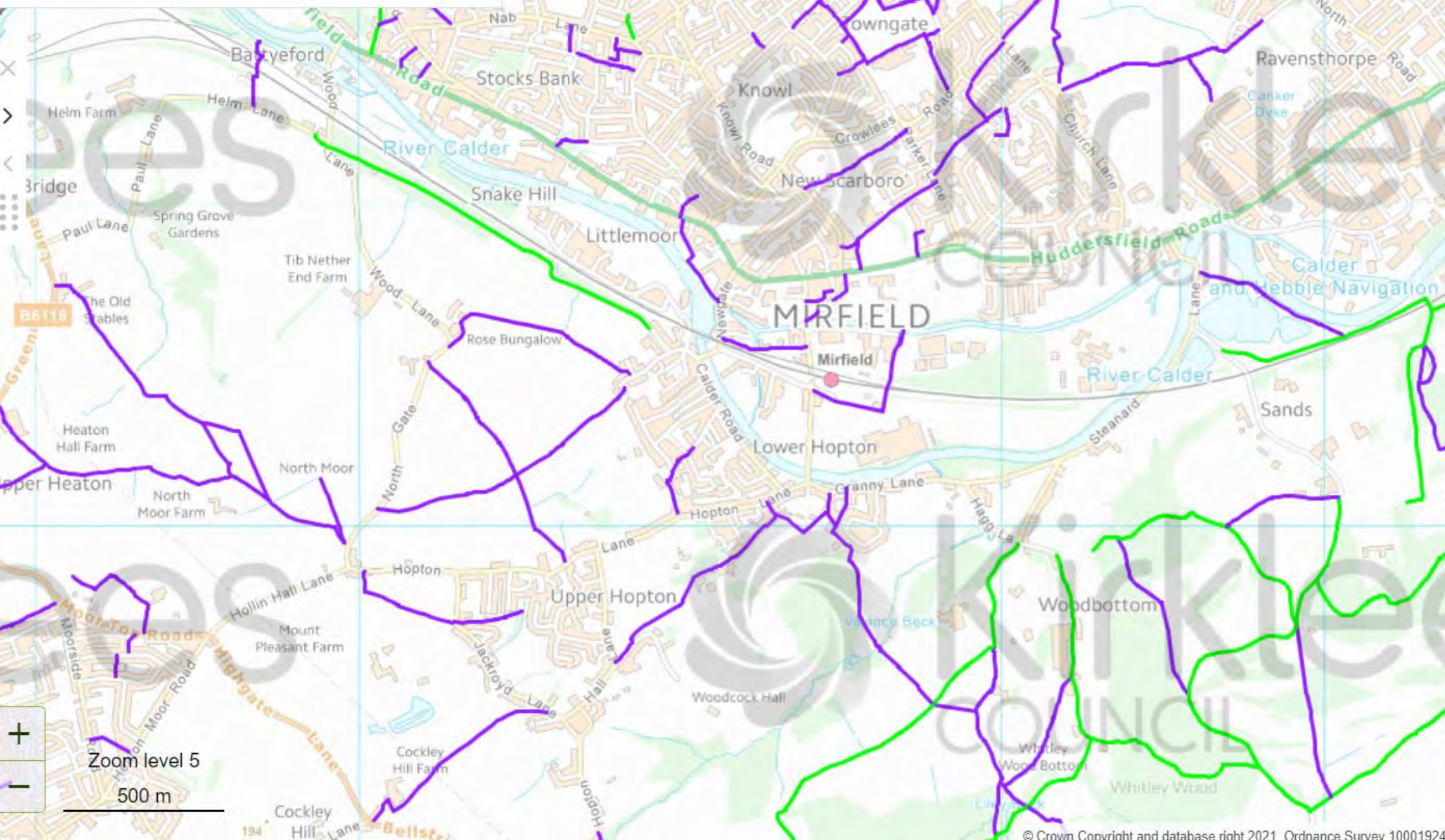


Client: BINKS VERTICAL LIMITED		Project: LEDGARD BRIDGE MILLS, MIRFIELD					
BRYAN G HALL CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS Copyright Reserved Bryan G Hall Ltd.		Title WALKING ACCESSIBILITY PLAN, 2KM		Rev:	Amendment:	Drn:	Chk:
Suite E15 Josephs Well Hanover Walk LEEDS LS3 1AB T 0113 246 1555 F 0113 234 2201		Lighterman House 26/36 Wharfedale Road LONDON N1 9RY T 0203 553 2336		Job No:	17-321	Drawn:	JT
E highways@bryanghall.co.uk		W www.bryanghall.co.uk		Scale:	Not to Scale	Checked:	RG
				Drawing No:		Date:	
				17/321/ACC/001		01.11.17	
				Revision:			

APPENDIX BGH 6



Postal code, Name or Address



Base maps

OS Premium Stack Colour

Map layers

PROW - Public

+ Diversion/Extinguishment

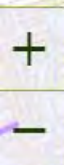
+ DMMO Claimed

- PROW

Bridleway

Byway

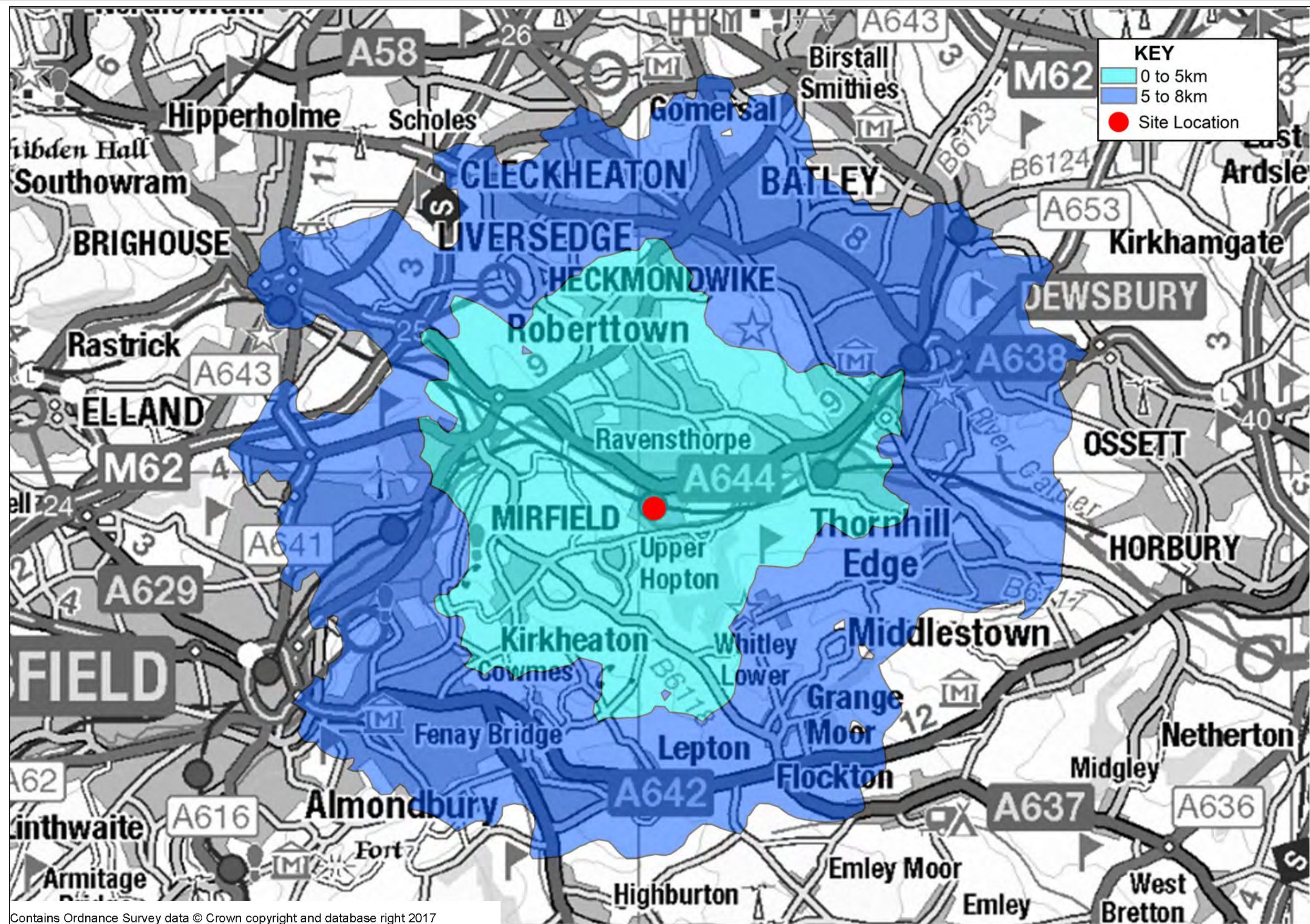
Footpath



Zoom level 5

500 m

APPENDIX BGH 7



Client:

BINKS VERTICAL LIMITED

Project:

LEDGARD BRIDGE MILLS, MIRFIELD

BRYAN G HALL

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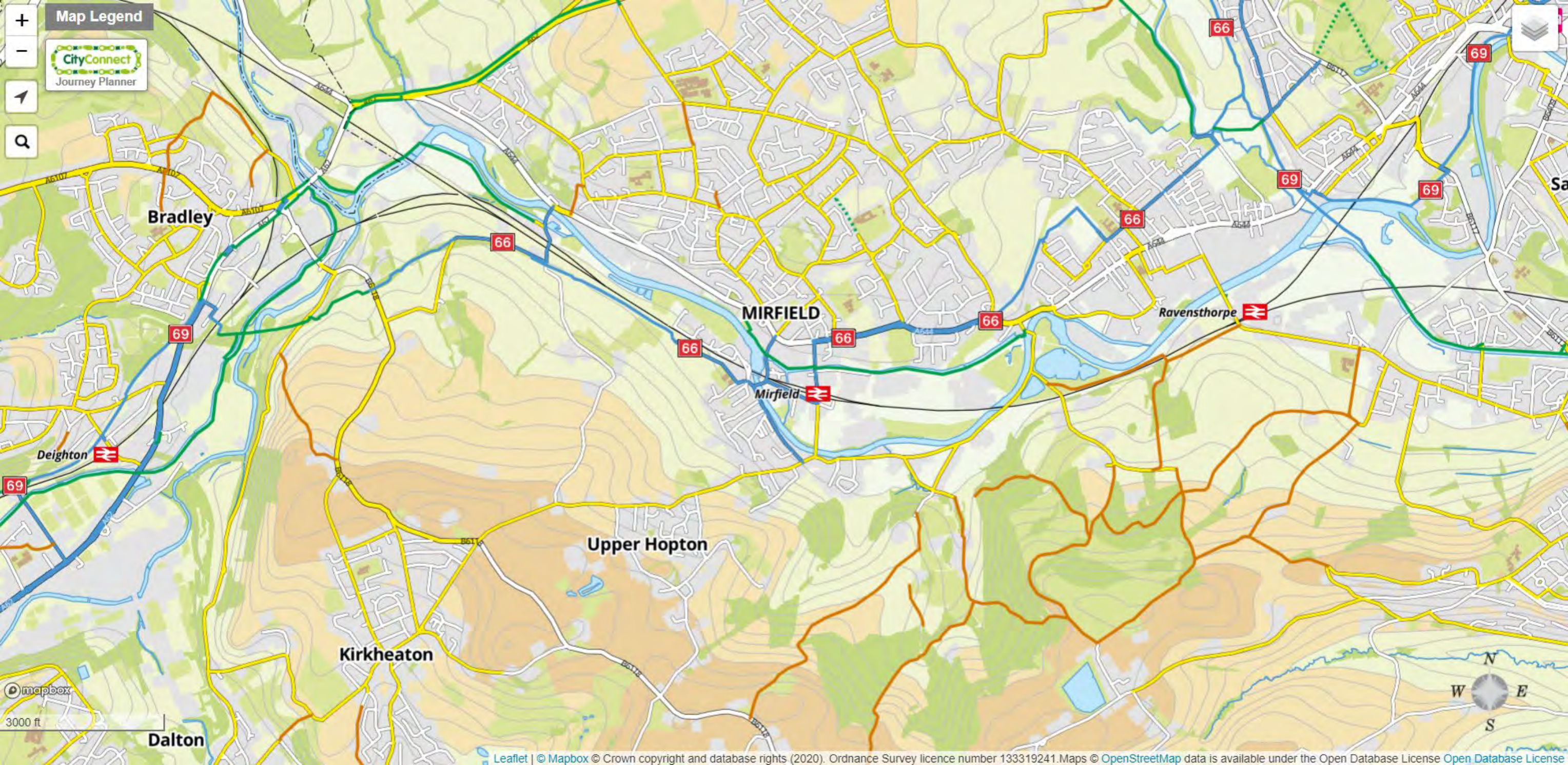
Lighterman House
26/36 Wharfedale Road
LONDON | N1 9RY
T 0203 553 2336

Title

CYCLING ACCESSIBILITY PLAN, 8KM

Rev:	Amendment:	Drn:	Chk:	Date:
Job No:	17-321	Drawn:	JT	Checked: RG
				Date: 01.11.2017
Scale:	Not to Scale	Drawing No:	Revision:	
A3 - 420 x 297		17/321/ACC/002		

APPENDIX BGH 8



Map Legend

CityConnect
Journey Planner

APPENDIX BGH 9

South Kirklees

Frequent service operates every 15 mins or better Mon to Sat daytime

Regular service operates at least one bus every 2 hours, 6 days a week

Infrequent service operates at certain times of the day, or days of the week, only

Terminal point

One-way operation of bus

Interchange Location
An Interchange Location is a place where it is convenient to transfer between public transport services

West Yorkshire rail station

Station with car parking facility

Hospital

Place of Interest

Area covered by this guide

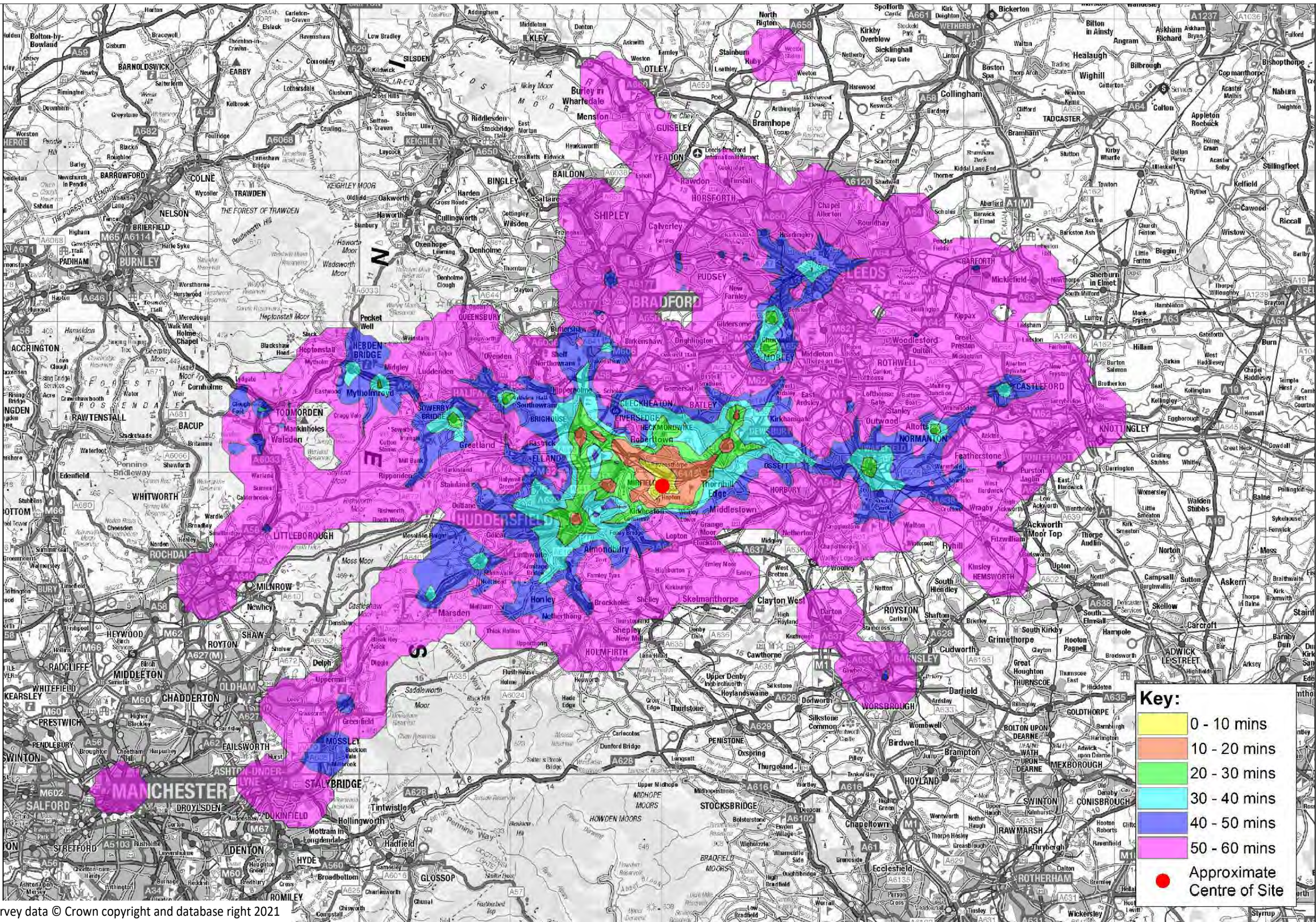
- 328
- 231
- 337
- 370
- M
- P
- H
- Castle Hill



Digital Cartography by Lovell Johns Ltd 25.10.2023

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LONDON
T 0203 5532336

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB

W www.bryanhall.co.uk
twitter.com/Bryanhall1
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Title: TRACC PUBLIC TRANSPORT ACCESSIBILITY PLAN - AM PEAK PERIOD

Status: PLANNING

Scale: NTS

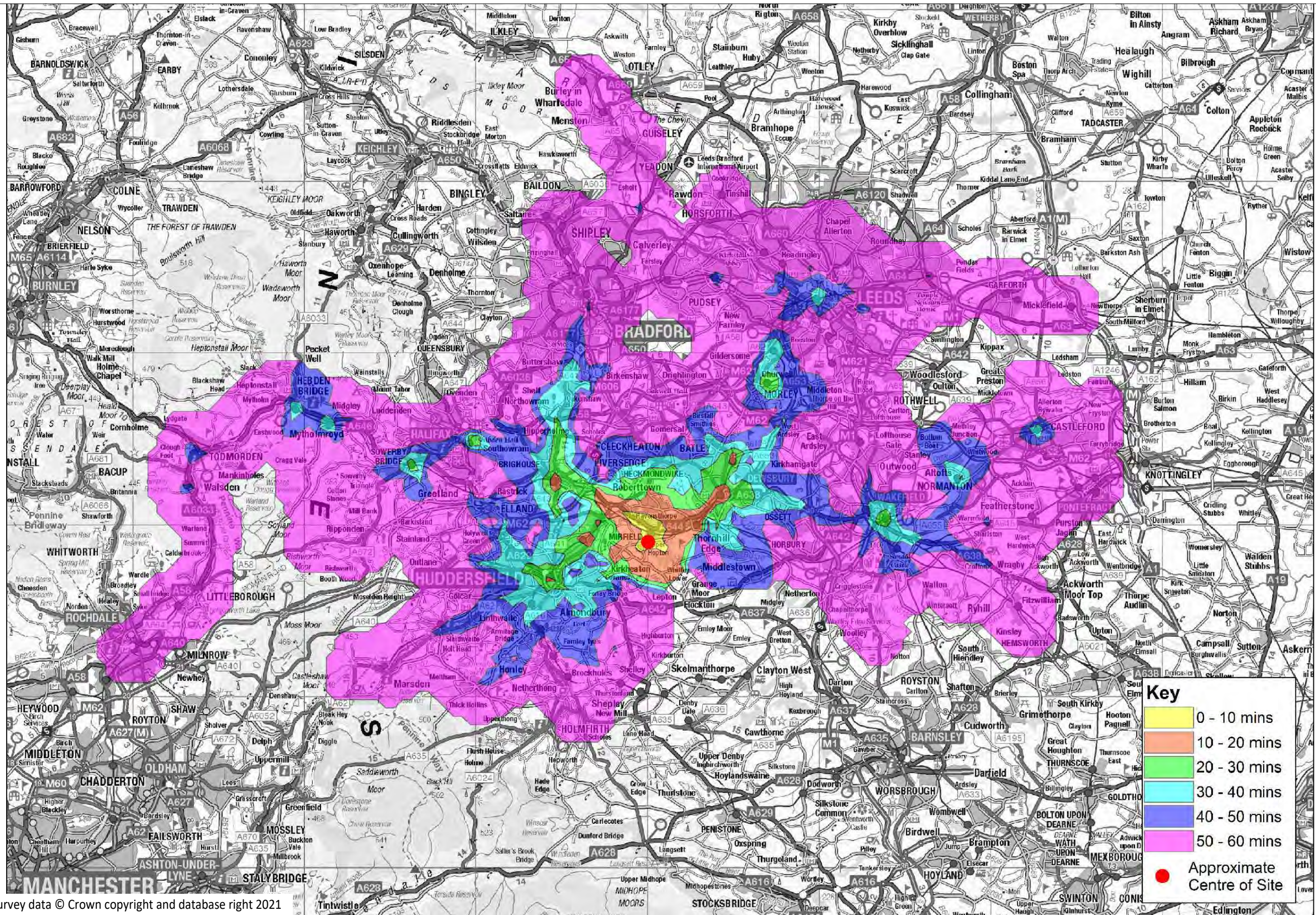
Size: A3 - 420 x 297

Drawn: DG

Chkd: NC

Appvd: -

Rev:	Date:	Amendment:	DRN	CHK	APR
Client:	BINKS VERTICAL LIMITED				
Project:	LEDGARD BRIDGE MILLS, MIRFIELD				
Drawing No:	17/321/ACC/005	Revision:	-		
Job No:	17-321	Date:	18.03.2021		



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Bryan G Hall

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB
E transportleeds@bryanhall.co.uk

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TITLE: TRACC PUBLIC TRANSPORT ACCESSIBILITY PLAN - PM PEAK PERIOD

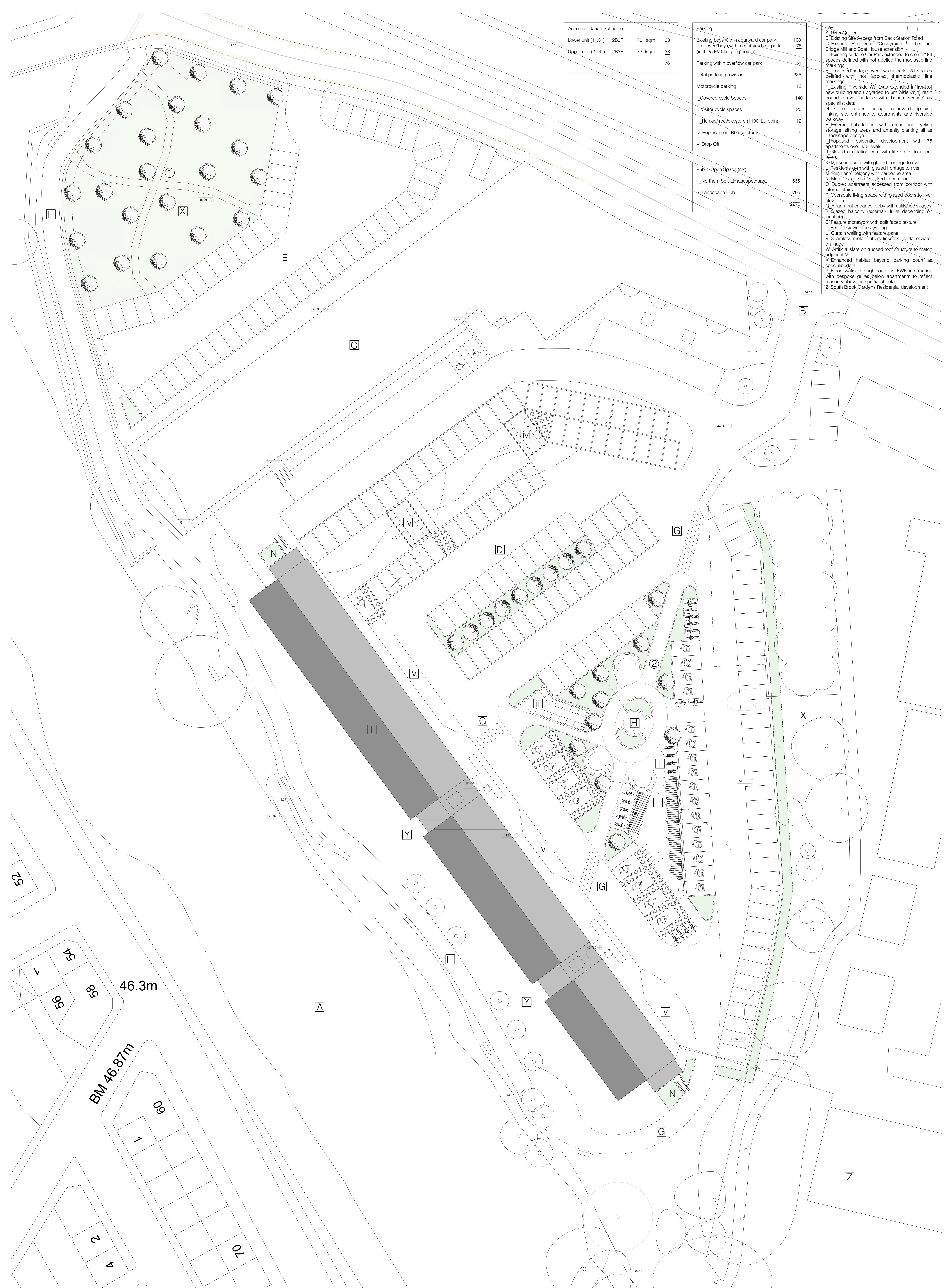
STATUS: PLANNING

Scale: NTS
Size: A3 - 420 x 297

Drawn: DG
Chkd: NC
Appvd: -

Rev:	Date:	Amendment:	DRN	CHK	APR
Client:	BINKS VERTICAL LIMITED				
Project:	LEDGARD BIRDGE MILLS, MIRFIELD				
Drawing No:	17/321/ACC/006	Revision:	-		
Job No:	17-321	Date:	18.03.2021		

APPENDIX BGH 11



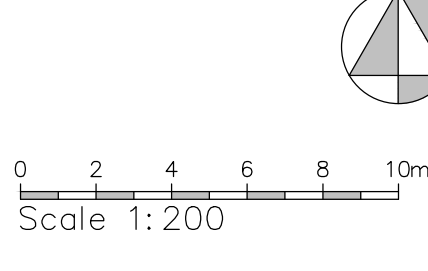
Accommodation Schedule:			
Lower unit (1_3_)	2B3P	70.1sqm	38
Upper unit (2_4_)	2B3P	72.6sqm	38
			76

Parking:	
Existing bays within courtyard car park	108
Proposed bays within courtyard car park (incl. 25 EV Charging points)	76
Parking within overflow car park	51
Total parking provision	235
Motorcycle parking	12
i_Covered cycle Spaces	140
ii_Visitor cycle spaces	20
iii_Refuse/recycle store (1100l Eurobin)	12
iv_Replacement Refuse store	9
v_Drop Off	

Public Open Space (m²):	
1_Northern Soft Landscaped area	1565
2_Landscape Hub	705
	2270

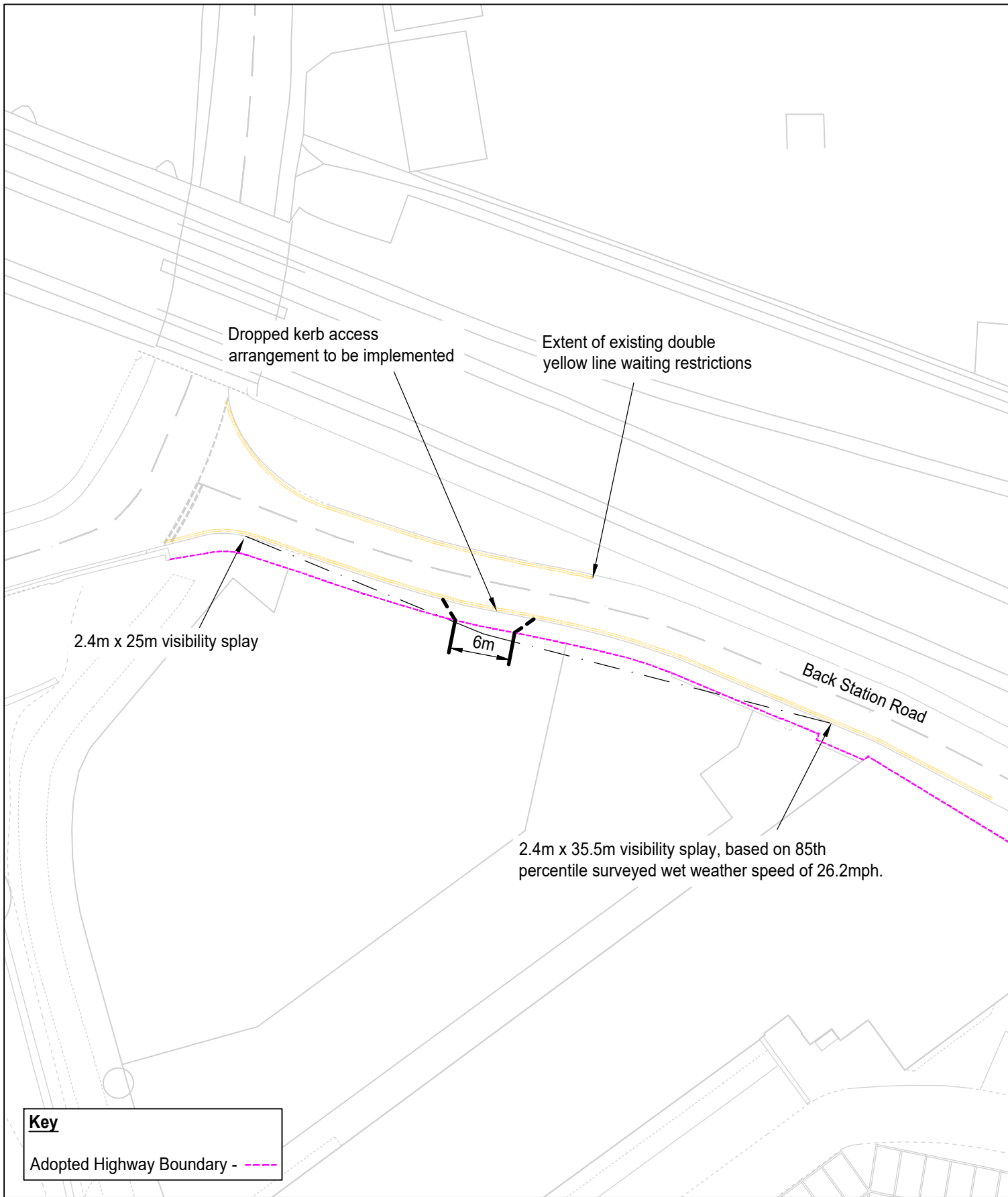
Key:	
A_River Calder	
B_Existing Site Access from Back Station Road	
C_Existing Residential Conversion of Ledgard Bridge Mill and Boat House extension	
D_Existing surface Car Park extended to create 184 spaces defined with hot applied thermoplastic line markings	
E_Proposed surface overflow car park - 51 spaces defined - with hot applied thermoplastic line markings	
F_Existing Riverside Walkway extended in front of new building and upgraded to 3m wide (min) resin bound gravel surface with bench seating as specialist detail	
G_Defined routes through courtyard spacing linking site entrance to apartments and riverside walkway	
H_External hub feature with refuse and cycling storage, sitting areas and amenity planting all as Landscape design	
I_Proposed residential development with 76 apartments over 4/6 levels	
J_Glazed circulation core with lift/ steps to upper levels	
K_Marketing suite with glazed frontage to river	
L_Residents gym with glazed frontage to river	
M_Residents balcony with barbeque area	
N_Metal escape stairs linked to corridor	
O_Duplex apartment accessed from corridor with internal stairs	
P_Overscale living space with glazed doors to river elevation	
Q_Apartment entrance lobby with utility/wc spaces	
R_Glazed balcony (external/ Juliet depending on location)	
S_Feature stonework with split faced texture	
T_Feature sawn stone walling	
U_Curtain walling with feature panel	
V_Seamless metal gutters linked to surface water drainage	
W_Artificial slate on trussed roof structure to match adjacent Mill	
X_Enhanced habitat beyond parking court as specialist detail	
Y_Flood water through route as EWE information with bespoke grilles below apartments to reflect masonry above as specialist detail	
Z_South Brook Gardens Residential development	

Drawing based on Ordnance Survey (Estateable License No. 100947474) and preliminary survey - design and drawing content subject to further Site Surveys, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals.	H	Planning amendments	June 24
	G	Planning amendments	Apr 24
F	Accommodation schedule added	Dec 23	
E	Planning Application	Nov 23	
D	Landscape updated	Nov 23	
C	Parking numbers corrected	Sept 23	
B	Additional bin stores added	Sept 23	
A	Amended as Pre-app response	Sept 23	
	Rev. Des.	Date	



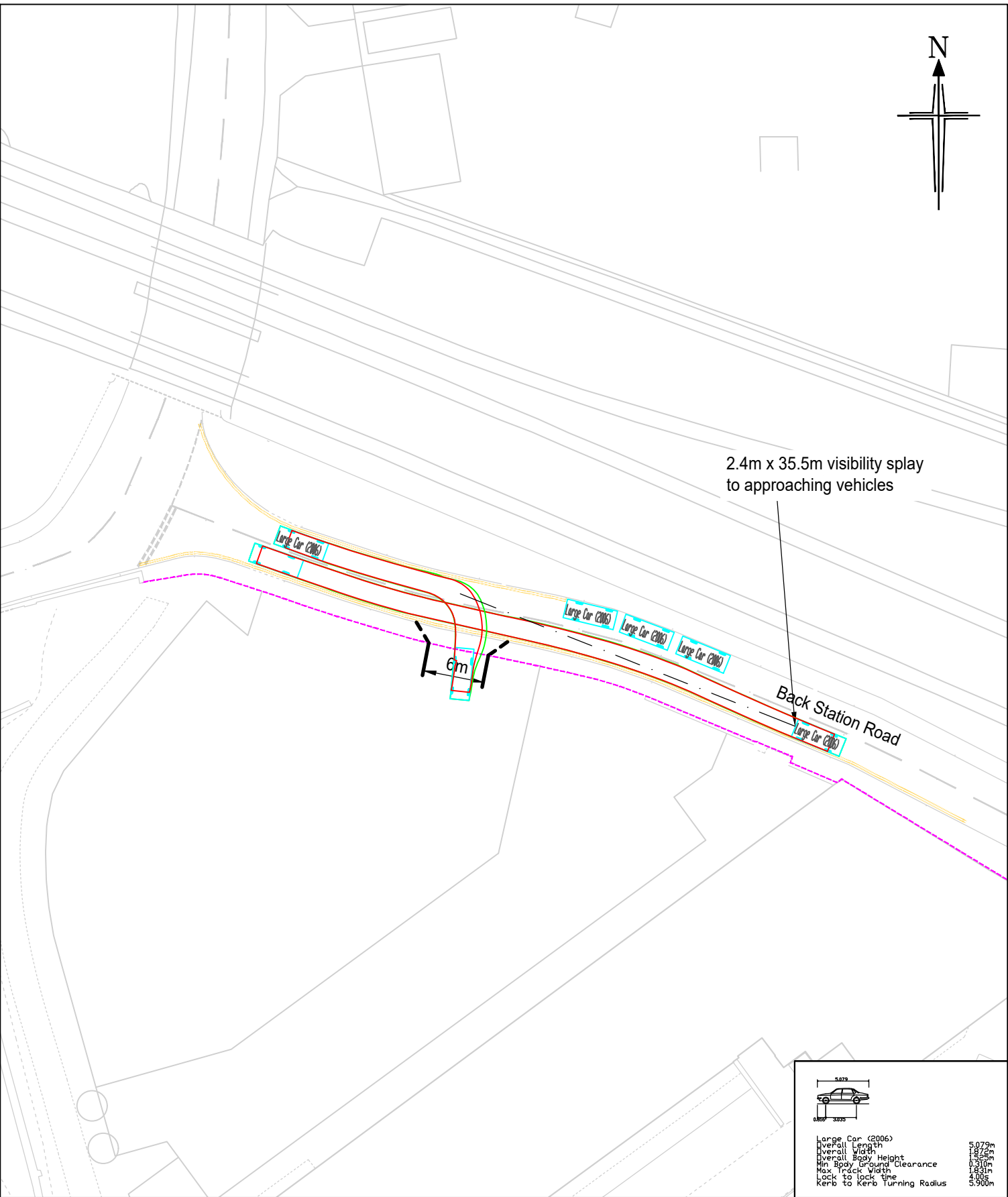
Project	Proposed residential scheme at Ledgard Bridge, Mirfield		
Client	Birks Executive Homes Ltd, Cawthorne, Barnsley S75 4EJ		
Dwg Title	170012_Site Plan		H
Scale	1:200 @ A0		
Date	Jan 22		

APPENDIX BGH 12



Key

Adopted Highway Boundary - - - - -



Large Car (2006)	5.079m
Overall Length	5.079m
Overall Width	1.826m
Overall Body Height	1.826m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.005m
Kerb to kerb turning Radius	5.900m

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Title: OVERFLOW CAR PARK ACCESS ARRANGEMENT

Status: FOR PLANNING

Scale: 1:500

Size: A3 - 420 x 297

Drawn: LD

Chkd: NC

Appvd: BR

B	19/06/24	Added vehicle profiles	NC	-	-
Rev:	Date:	Amendment:	DRN	CHK	APR
Client:			BINKS VERTICAL LIMITED		
Project:			LEDGARD BRIDGE MILLS, MIRFIELD		
Drawing No:			17/321/TR/002		
Job No:			17-321		
Revision:			B		
Date:			16.11.2023		

APPENDIX BGH 13

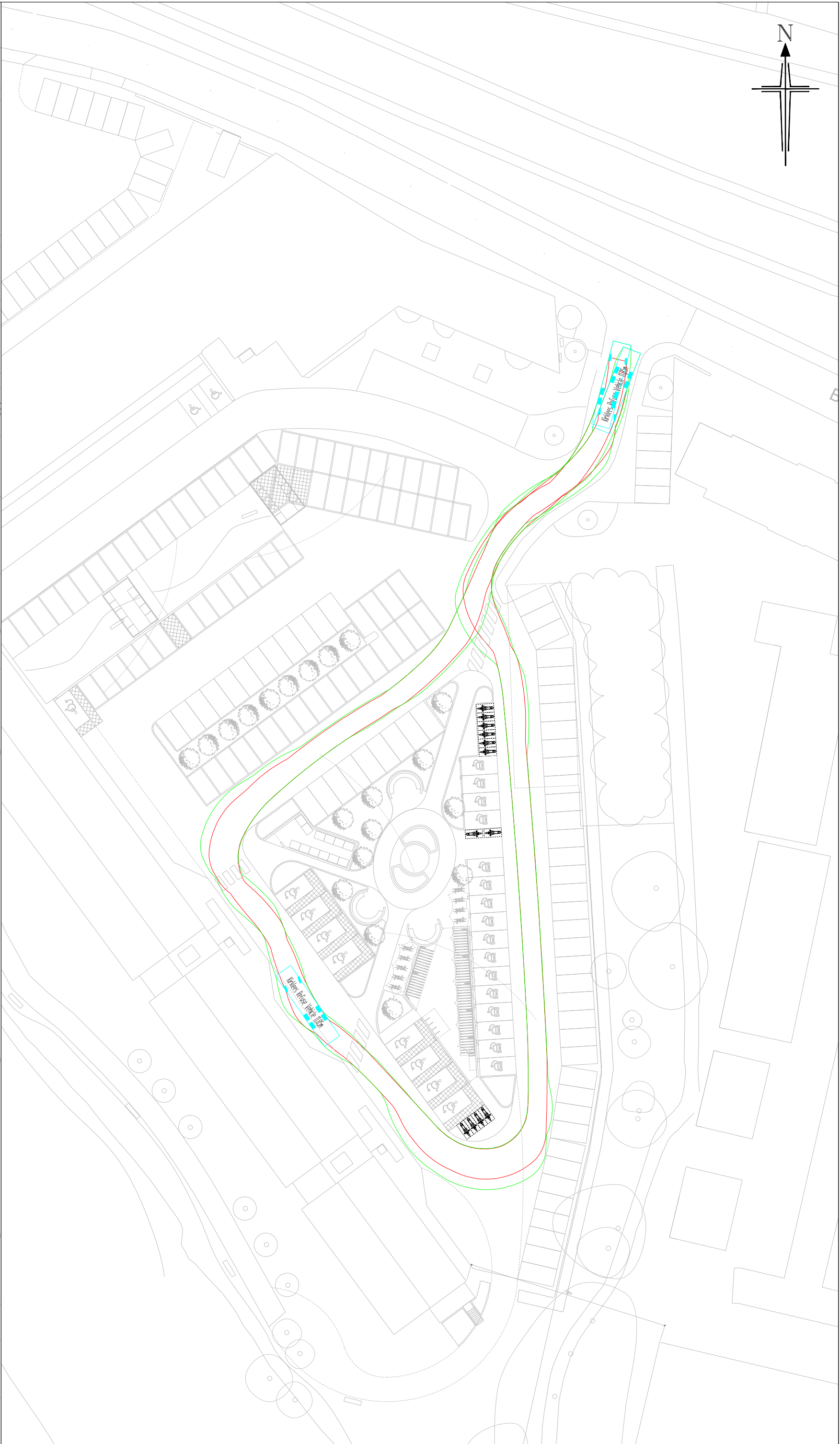
LEDGARD BRIDGE MILLS, BACK STATION ROAD, MIRFIELD PARKING SURVEY - TUESDAY 18 APRIL 2023

ALLOCATED				UN-ALLOCATED			TOTAL			ZONE 1			ZONE 2		ZONE 3		ZONE 4		TOTAL	
Time	Reg.	Total	Cap.	Reg.	Total	Cap.	Reg.	Total	Cap.	Time	Total	Cap.	Total	Cap.	Total	Cap.	Total	Cap.	Total	Cap.
14:00	39	39	30	6	6	21	45	45	29	14:00	4	36	11	73	0	0	0	0	15	58
14:30	39	39	30	7	7	24	46	46	29	14:30	5	45	12	80	0	0	0	0	17	65
15:00	39	39	30	8	8	28	47	47	30	15:00	5	45	14	93	0	0	0	0	19	73
15:30	37	37	29	6	6	21	43	43	27	15:30	6	55	10	67	0	0	0	0	16	62
16:00	41	41	32	8	8	28	49	49	31	16:00	3	27	9	60	0	0	0	0	12	46
16:30	40	40	31	8	8	28	48	48	31	16:30	4	36	9	60	0	0	0	0	13	50
17:00	45	45	35	10	10	34	55	55	35	17:00	3	27	8	53	0	0	0	0	11	42
17:30	48	48	38	10	10	34	58	58	37	17:30	2	18	7	47	0	0	0	0	9	35
18:00	52	52	41	9	9	31	61	61	39	18:00	2	18	7	47	0	0	0	0	9	35
18:30	58	58	45	11	11	38	69	69	44	18:30	3	27	7	47	0	0	0	0	10	38
19:00	60	60	47	11	11	38	71	71	45	19:00	3	27	7	47	0	0	0	0	10	38
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21:00	71	71	55	12	12	41	83	83	53	21:00	3	27	8	53	0	0	0	0	11	42
21:30	71	71	55	12	12	41	83	83	53	21:30	3	27	8	53	0	0	0	0	11	42
22:00	77	77	60	12	12	41	89	89	57	22:00	3	27	8	53	0	0	0	0	11	42
Cap. 128 128				29 29			157 157			Cap. 11			15		0 DW		0 DYL		26	

LEDGARD BRIDGE MILLS, BACK STATION ROAD, MIRFIELD PARKING SURVEY - SATURDAY 22 APRIL 2023

ALLOCATED				UN-ALLOCATED			TOTAL			ZONE 1			ZONE 2		ZONE 3		ZONE 4		TOTAL	
Time	Reg.	Total	Cap.	Reg.	Total	Cap.	Reg.	Total	Cap.	Time	Total	Cap.	Total	Cap.	Total	Cap.	Total	Cap.	Total	Cap.
10:00	60	60	47	12	12	41	72	72	46	10:00	3	27	9	60	0	0	0	0	12	46
10:30	54	54	42	10	10	34	64	64	41	10:30	3	27	8	53	0	0	0	0	11	42
11:00	50	50	39	8	8	28	58	58	37	11:00	2	18	8	53	0	0	0	0	10	38
11:30	50	50	39	8	8	28	58	58	37	11:30	2	18	8	53	0	0	0	0	10	38
12:00	47	47	37	8	8	28	55	55	35	12:00	2	18	8	53	0	0	0	0	10	38
12:30	50	50	39	8	8	28	58	58	37	12:30	3	27	9	60	0	0	0	0	12	46
13:00	52	52	41	7	7	24	59	59	38	13:00	2	18	11	73	0	0	0	0	13	50
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14:00	51	51	40	7	7	24	58	58	37	14:00	3	27	11	73	0	0	0	0	14	54
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19:00	58	58	45	13	13	45	71	71	45	19:00	0	0	9	60	0	0	0	0	9	35
19:30	62	62	48	12	12	41	74	74	47	19:30	0	0	9	60	0	0	0	0	9	35
20:00	65	65	51	13	13	45	78	78	50	20:00	0	0	8	53	0	0	0	0	8	31
20:30	65	65	51	13	13	45	78	78	50	20:30	0	0	8	53	0	0	0	0	8	31
21:00	67	67	52	13	13	45	80	80	51	21:00	0	0	8	53	0	0	0	0	8	31
21:30	68	68	53	13	13	45	81	81	52	21:30	0	0	8	53	0	0	0	0	8	31
22:00	69	69	54	13	13	45	82	82	52	22:00	0	0	8	53	0	0	0	0	8	31
Cap.	128	128		29	29		157	157		Cap.	11		15		0	DW	0	DYL	26	

APPENDIX BGH 14



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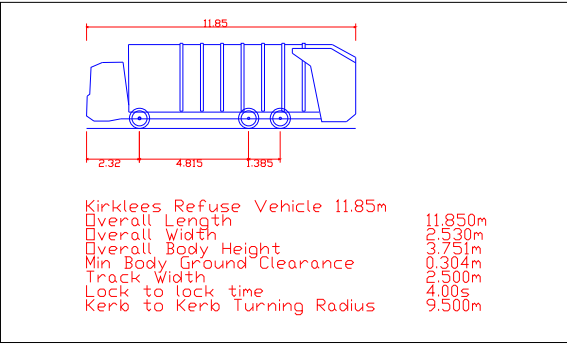
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B	20.06.24	Updated based on latest site layout	LD	NC	NC
A	17.11.23	Updated based on latest site layout	LD	NC	NC
Rev:	Date:	Amendment:	DRN	CHK	APR

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS
LEEDS T 0113 246 1555 LONDON T 0203 5532336
Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB
W www.bryanghall.co.uk
E transportleeds@bryanghall.co.uk

Client: BINKS VERTICAL LIMITED

Status: PLANNING

Scale: 1:500
Size: A2 - 594 x 420
Drawn: LD
Chkd: NC
Appvd: NC

Project: LEDGARD BRIDGE MILLS, MIRFIELD

Title: SWEEP PATH ANALYSIS OF KIRKLEES REFUSE VEHICLE ACCESSING SITE

Drawing No: 17/321/ATR/001
Job No: 17-321
Revision: B
Date: 08/09/2023

APPENDIX BGH 15



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It is the contractors responsibility to ensure full compliance with the Building Regulations. Do not scale from this drawing, use figured dimensions only. It is the contractors responsibility to check and verify all dimensions on site. Any discrepancies to be reported immediately.
IF IN DOUBT ASK.

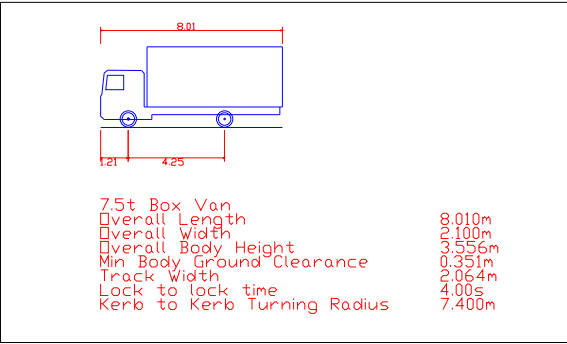
Materials not in conformity with relevant British or European Standards/Codes of practice or materials known to be deleterious to health & safety must not be used or specified on this project.

Bryan G Hall Limited has not checked or verified, and shall therefore not be liable for any inaccuracies which may be attributable to any base plan(s) reports, data or information provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.

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A	20.06.24	Updated based on latest site layout	LD	NC	NC
Rev:	Date:	Amendment:	DRN	CHK	APR

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS
LEEDS T 0113 246 1555 LONDON T 0203 5532336
Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB
W www.bryanghall.co.uk
E transportleeds@bryanghall.co.uk

Client: BINKS VERTICAL LIMITED

Status: PLANNING

Scale: 1:500
Size: A2 - 594 x 420
Drawn: JD
Chkd: NC
Appvd: NC

Project: LEDGARD BRIDGE MILLS, MIRFIELD

Title: SWEPT PATH ANALYSIS OF BOX VAN ACCESSING SITE

Drawing No: 17/321/ATR/002
Job No: 17-321
Revision: A
Date: 21.11.2023

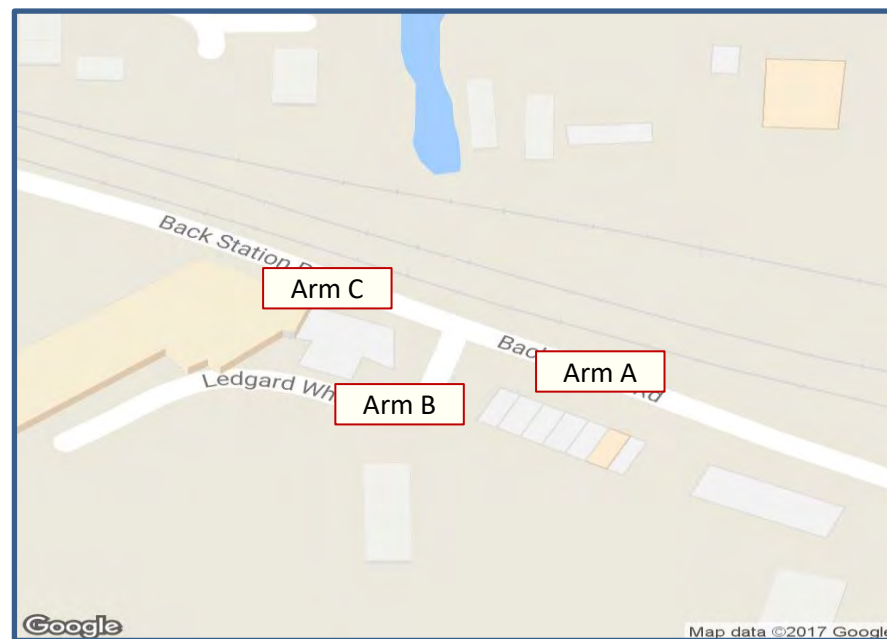
APPENDIX BGH 16



Mirfield, West Yorkshire - Manual Traffic Survey: Thursday, 05 October 2017

Produced by Streetwise Services Ltd.

Junction: A - (East) Back Station Road / B - Ledgard Wharf / C - (West) Back Station Road



Vehicle Class:

Show single Session:

Custom Start / End:

Show Peak Times:

Arm Destination					
Arm Origin				Total	
	A	B	C		
	A	0	41	326	367
	B	35	0	69	104
	C	360	52	2	414
Total	395	93	397		



Mirfield, West Yorkshire - Manual Traffic Survey: Thursday, 05 October 2017
Produced by Streetwise Services Ltd.

Junction: A - (East) Back Station Road / B - Ledgard Wharf / C - (West) Back Station Road

Approach: A - (East) Back Station Road

TIME	A to B										A to C										A to A									
	PICTYCLE	MICYCLE	CAR	LOV	ODV1	ODV2	BUS	PCU	TOTAL	PICTYCLE	MICYCLE	CAR	LOV	ODV1	ODV2	BUS	PCU	TOTAL	PICTYCLE	MICYCLE	CAR	LOV	ODV1	ODV2	BUS	PCU	TOTAL			
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	5	0	1	0	0	0.5	6	0	0	0	0	0	0	0	0	0.0	0		
07:15 - 07:30	0	0	1	0	0	0	0	1.0	1	0	0	7	1	1	0	0	0.5	9	0	0	0	0	0	0	0	0	0.0	0		
07:30 - 07:45	0	0	0	1	0	0	0	1.0	1	0	0	6	0	0	0	0	0.0	6	0	0	0	0	0	0	0	0	0.0	0		
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	2	0	4	0	1	0	0	0.0	7	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	2	0	0	0	0	2	2	1	0	27	1	2	0	0	10	31	0	0	0	0	0	0	0	0	0	0		
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	0	0	4	0	0	0	0	0.0	4	0	0	0	0	0	0	0	0	0.0	0		
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	1	0	6	1	0	0	0	1.0	8	0	0	0	0	0	0	0	0	0.0	0		
08:30 - 08:45	0	0	2	0	0	0	0	2.0	2	0	0	4	0	2	0	0	1.0	6	0	0	0	0	0	0	0	0	0.0	0		
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	0	0	13	0	0	0	0	10.0	13	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	2	0	0	0	0	2	2	1	0	27	1	2	0	0	11	31	0	0	0	0	0	0	0	0	0	0		
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	0	5	0	0	1	0	2.0	6	0	0	0	0	0	0	0	0	0.0	0		
09:15 - 09:30	0	0	1	0	0	0	0	1.0	1	0	0	3	1	0	0	0	0.0	4	0	0	0	0	0	0	0	0	0.0	0		
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	8	0	0	0	0	0.0	8	0	0	0	0	0	0	0	0	0.0	0		
09:45 - 10:00	0	0	1	1	0	0	0	2.0	2	0	0	6	2	2	0	0	11.0	10	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	2	1	0	0	0	3	3	0	0	22	3	2	1	0	30	28	0	0	0	0	0	0	0	0	0	0		
Session Total	0	0	6	1	0	0	0	7	7	2	0	76	5	6	1	0	91	90	0	0	0	0	0	0	0	0	0	0		
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0	0	0	10	3	0	0	0	10.0	10	0	0	0	0	0	0	0	0	0.0	0		
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0	0	0	10	1	1	0	0	12.0	12	0	0	0	0	0	0	0	0	0.0	0		
10:30 - 10:45	0	0	1	0	0	0	0	1.0	1	1	0	5	2	2	0	0	10.0	10	0	0	0	0	0	0	0	0	0.0	0		
10:45 - 10:00	0	0	0	0	0	0	0	0.0	0	3	0	11	1	0	0	0	12.0	15	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	1	0	0	0	0	1	1	4	0	42	7	3	0	0	35	35	0	0	0	0	0	0	0	0	0	0		
10:00 - 10:15	0	0	2	0	0	0	0	2.0	2	0	0	9	1	0	0	0	10.0	10	0	0	0	0	0	0	0	0	0.0	0		
10:15 - 10:30	0	0	1	0	0	0	0	1.0	1	0	0	13	1	0	0	0	14.0	14	0	0	0	0	0	0	0	0	0.0	0		
10:30 - 10:45	0	0	4	0	0	0	0	4.0	4	0	0	12	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0	0.0	0		
10:45 - 17:00	0	0	2	0	0	0	0	2.0	2	0	0	16	1	0	0	0	16.0	18	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	9	0	0	0	0	9	9	0	0	49	3	0	0	0	52	52	0	0	0	0	0	0	0	0	0	0		
17:00 - 17:15	0	0	4	0	0	0	0	4.0	4	1	0	29	1	0	0	0	30.0	31	0	0	0	0	0	0	0	0	0.0	0		
17:15 - 17:30	0	0	2	0	0	0	0	2.0	2	1	0	10	2	0	0	0	10.0	10	0	0	0	0	0	0	0	0	0.0	0		
17:30 - 17:45	0	0	2	0	0	0	0	2.0	2	0	0	15	1	2	0	0	17.0	18	0	0	0	0	0	0	0	0	0.0	0		
17:45 - 18:00	0	0	3	0	0	0	0	3.0	3	0	0	10	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	11	0	0	0	0	11	11	2	0	73	4	2	0	0	80	81	0	0	0	0	0	0	0	0	0	0		
18:00 - 18:15	0	0	5	0	0	0	0	5.0	5	0	0	18	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0	0.0	0		
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	0	0	5	1	0	0	0	6.0	6	0	0	0	0	0	0	0	0	0.0	0		
18:30 - 18:45	0	0	3	0	0	0	0	3.0	3	0	0	9	2	0	0	0	11.0	11	0	0	0	0	0	0	0	0	0.0	0		
18:45 - 19:00	0	0	5	0	0	0	0	5.0	5	0	0	12	1	0	0	0	13.0	13	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	13	0	0	0	0	13	13	0	0	44	4	0	0	0	48	48	0	0	0	0	0	0	0	0	0	0		
Session Total	0	0	34	0	0	0	0	34	34	6	0	208	18	5	0	0	235	237	0	0	0	0	0	0	0	0	0	0		

From A										To A									
TIME	PICTYCLE	MICYCLE	CAR	LOV	ODV1	ODV2	BUS	PCU	TOTAL	PICTYCLE	MICYCLE	CAR	LOV	ODV1	ODV2	BUS	PCU	TOTAL	
07:00 - 07:15	0	0	5	0	1	0	0	6.5	4	1	0	6	2	1	0	0	0	9.7	18
07:15 - 07:30	0	0	8	1	1	0	0	16.5	19	0	0	13	0	0	0	0	0	11.6	13
07:30 - 07:45	0	0	8	1	0	0	0	9.0	9	0	0	17	3	1	0	0	0	21.5	21
07:45 - 08:00	2	0	4	0	1	0	0	6.0	7	0	0	9	2	0	0	0	0	11.6	16
Hourly Total	2	0	25	2	3	0	0	32	31	1	0	45	7	2	0	0	0	55	67
08:00 - 08:15	0	0	4	0	0	0	0	4.0	4	2	0	12	0	0	0	0	0	12.4	14
08:15 - 08:30	1	0	6	1	0	0	0	7.2	8	0	0	15	2	1	0	0	0	18.5	18
08:30 - 08:45	0	0	6	0	2	0	0	9.0	8	0	0	10	1	1	0	0	0	12.5	12
08:45 - 09:00	0	0	13	0	0	0	0	14.0	13	0	0	23	0	0	0	0	0	21.0	19
Hourly Total	1	0	29	1	2	0	0	33	33	2	0	60	3	2	0	0	0	66	67
09:00 - 09:15	0	0	5	0	0	1	0	7.0	6	0	0	14	2	0	0	0	0	16.0	16
09:15 - 09:30	0	0	4	1	0	0	0	5.0	5	0	0	11	2	0	0	0	0	11.0	13
09:30 - 09:45	0	0	8	0	0	0	0	8.0	8	1	0	8	0	0	0	0	0	10.5	15
09:45 - 10:00	0	0	7	3	2	0	0	13.0	12	1	1	12	3	0	1	0	0	17.5	18
Hourly Total	0	0	24	4	2	1	0	33	31	2	1	45	7	0	2	0	0	57	57
Session Total	3	0	78	7	7	1	0	98	96	5	1	150	17	4	2	0	0	178	179
15:00 - 15:15	0	0	16	3	0	0	0	18.0	19	1	0	13	1	1	0	0	0	18.7	16
15:15 - 15:30	0	0	10	1	1	0	0	12.5	12	1	0	27	4	1	0	0	0	32.7	33
15:30 - 15:45	1	0	6	2	2	0	0	11.2	11	0	0	14	0	1	0	0	0	15.5	15
15:45 - 16:00	3	0	11	1	0	0	0	12.5	15	0	0	6	1	0	0	0	0	7.0	7
Hourly Total	4	0	43	7	3	0	0	54	57	2	0	60	6	2	0	0	0	71	71
16:00 - 16:15	0	0	11	1	0	0	0	12.0	12	0	0	9	0	0	0	0	0	9.0	9
16:15 - 16:30	0	0	14	1	0	0	0	15.0	15	0	0	12	1	0	0	0	0	11.8	13
16:30 - 16:45	0	0	16	0	0	0	0	16.0	16	1	0	13	0	1	0	0	0	14.7	16
16:45 - 17:00	0	0	17	1	0	0	0	18.0	18	0	0	13	2	0	0	0	0	16.0	16
Hourly Total	0	0	51	3	0	0	0	61	59	1	0	47	3	1	0	0	0	57	57
17:00 - 17:15	1	0	33	1	0	0	0	34.2	35	2	0	15	1	0	0	0	0	36.4	35
17:15 - 17:30	1	0	18	2	0	0	0	20.2	21	0	0	12	2	2	0	0	0	17.0	16
17:30 - 17:45	0	0	15	1	2	0	0	18.0	18	0	0	12	1	0	0	0	0	13.0	13
17:45 - 18:00	0	0	18	0	0	0	0	18.0	18	0	0	14	0	1	0	0	0	16.5	16
Hourly Total	2	0	84	4	2	0	0	81	80	2	0	53	4	3	0	0	0	67	67
18:00 - 18:15	0	0	23	0	0	0	0	23.0	23	1	0	10	0	0	0	0	0	10.2	11
18:15 - 18:30	0	0	5	1	0	0	0	6.0	6	1	0	1	0	0	0	0	0	1.2	2
18:30 - 18:45	0	0	12	2	0	0	0	14.0	14	0	0	7	0	0	0	0	0	7.0	7
18:45 - 19:00	0	0	17	1	0	0	0	18.0	18	0	0	11	0	0	0	0	0	11.0	11
Hourly Total	0	0	57	4	0	0	0	61	61	2	0	29	0	0	0	0	0	29	29
Session Total	6	0	242	18	5	0	0	280	271	7	0	289	13	7	0	0	0	294	291

Junction: A - (East) Back Station Road / B - Ledgard Wharf / C - (West) Back Station Road

Approach: **B - Ledgard Wharf**

From B										To B									
TIME	PCYCLE	MCYCLE	CAR	LOV	ODV1	ODV2	BUS	PCU	TOTAL	PCYCLE	MCYCLE	CAR	LOV	ODV1	ODV2	BUS	PCU	TOTAL	
07:00 - 07:15	0	0	4	2	0	0	0	6.0	8	0	0	1	0	0	0	0	1.0	1	
07:15 - 07:30	0	0	4	0	0	0	0	6.0	4	0	0	0	0	0	0	0	1.0	1	
07:30 - 07:45	0	0	7	1	0	0	0	6.0	8	0	0	1	1	0	0	0	2.0	2	
07:45 - 08:00	0	0	5	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	0	16	3	0	0	0	21	25	0	0	2	1	0	0	0	4	4	
08:00 - 08:15	0	0	4	0	0	0	0	6.0	4	0	0	0	0	0	0	0	0.0	0	
08:15 - 08:30	0	0	9	0	0	0	0	9.0	9	0	0	0	1	0	0	0	1.0	1	
08:30 - 08:45	0	0	7	0	0	0	0	7.0	7	0	0	2	0	0	0	0	2.0	2	
08:45 - 09:00	0	0	4	0	0	0	0	5.0	4	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	0	24	0	0	0	0	29	24	0	0	2	1	0	0	0	3	3	
09:00 - 09:15	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	
09:15 - 09:30	0	0	1	0	0	0	0	1.0	1	0	0	1	0	0	0	0	1.0	1	
09:30 - 09:45	0	0	1	1	0	0	0	2.0	2	0	0	1	0	0	0	0	1.0	1	
09:45 - 10:00	0	0	4	2	0	0	0	2.0	2	0	0	1	2	0	0	0	2.0	2	
Hourly Total	0	0	8	3	0	0	0	8	8	0	0	3	1	0	0	0	3	4	
Session Total	0	0	49	6	0	0	0	55	55	0	0	8	3	0	0	0	11	11	
10:00 - 10:15	0	0	1	0	0	0	0	1.0	1	0	0	1	0	0	0	0	1.0	1	
10:15 - 10:30	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	
10:30 - 10:45	0	0	1	0	0	0	0	1.0	1	0	0	3	0	0	0	0	3.0	3	
10:45 - 10:00	0	0	0	1	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	0	5	1	0	0	0	6	6	0	0	4	0	0	0	0	4	4	
11:00 - 11:15	0	0	4	0	0	0	0	4.0	4	0	0	5	1	0	0	0	6.0	6	
11:15 - 11:30	0	0	1	0	0	0	0	1.0	1	0	0	3	0	0	0	0	3.0	3	
11:30 - 11:45	0	0	1	0	0	0	0	1.0	1	0	0	4	1	0	0	0	5.0	5	
11:45 - 12:00	0	0	3	0	0	0	0	3.0	3	0	0	3	0	0	0	0	3.0	3	
Hourly Total	0	0	9	0	0	0	0	10	10	0	0	15	2	0	0	0	17	17	
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0	0	0	6	0	0	0	0	6.0	6	
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0	0	0	7	1	0	0	0	8.0	8	
12:30 - 12:45	0	0	3	2	0	0	0	5.0	5	0	0	5	0	0	0	0	5.0	5	
12:45 - 13:00	0	0	2	0	0	0	0	2.0	2	0	0	10	0	0	0	0	10.0	10	
Hourly Total	0	0	11	2	0	0	0	13	13	0	0	28	1	0	0	0	29	29	
13:00 - 13:15	0	0	2	0	0	0	0	2.0	2	0	0	5	0	0	0	0	5.0	5	
13:15 - 13:30	0	0	3	0	0	0	0	3.0	3	0	0	2	0	0	0	0	2.0	2	
13:30 - 13:45	0	0	3	0	0	0	0	3.0	3	0	0	5	0	0	0	0	5.0	5	
13:45 - 13:00	0	0	13	0	0	0	0	13.0	13	0	0	18	2	0	0	0	20.0	20	
Hourly Total	0	0	21	0	0	0	0	21	21	0	0	30	2	0	0	0	32	32	
Session Total	0	0	46	3	0	0	0	45	45	0	0	77	5	0	0	0	82	82	

Junction: A - (East) Back Station Road / B - Ledgard Wharf / C - (West) Back Station Road

Approach: C - (West) Back Station Road

	C to A
--	--------

15:00 - 15:15	1	0	12	1	1	0	0	147	19	0	0	1	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	1	0	0	4	1	0	0	32	0	0	4	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	14	0	1	0	0	155	16	0	0	2	0	0	0	0	2.5	2	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	6	1	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	58	6	3	0	0	60	69	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	7	0	0	0	0	7.0	7	0	0	3	1	0	0	0	4.0	4	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	13	1	0	0	0	15.0	17	0	0	7	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	1	1	0	13	0	1	0	147	16	0	0	13	1	0	1	0	1.0	1	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	12	2	0	0	0	14.0	14	0	0	1	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	44	3	1	0	0	49	49	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	2	0	13	1	0	0	0	144	16	0	0	2	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	12	2	2	0	0	17.0	16	0	0	5	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	1	1	0	0	12.0	12	0	0	1	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	14	0	1	0	0	15.5	16	0	0	7	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	60	4	3	0	0	60	69	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	1	0	10	0	0	0	0	16.2	11	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	7	0	0	0	0	7.0	7	0	0	13	2	0	0	0	15.0	15	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	22	0	0	0	0	22	24	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0
Session Total	7	0	0	174	13	7	0	0	199	201	0	0	43	5	0	0	48	48	0	0	0	0	0	0	0	0	0	0	0

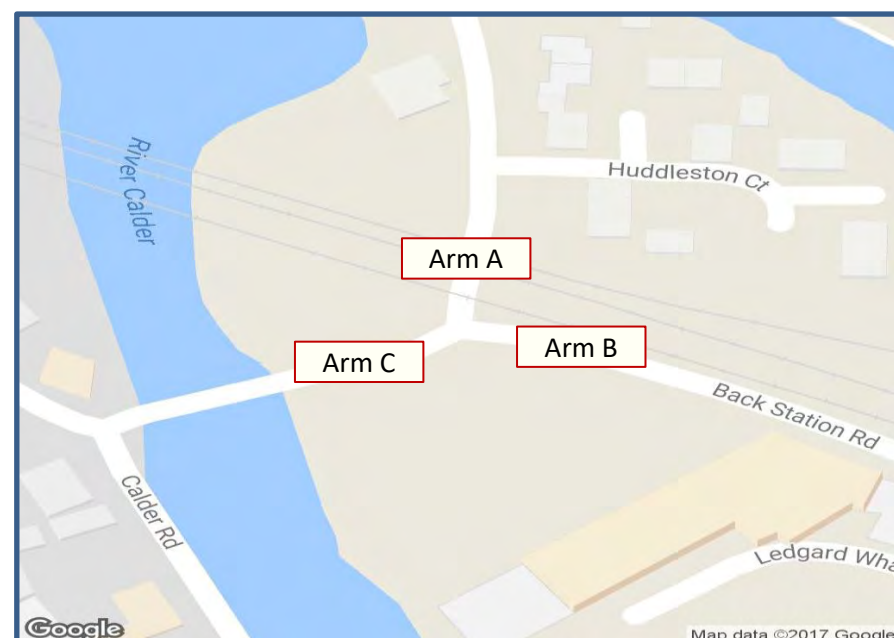
15:00 - 15:15	1	0	13	1	1	0	0	15.7	16	0	0	16	3	0	0	19.0	19
15:15 - 15:30	1	0	26	4	1	0	0	26.7	28	0	0	1	1	0	0	34.5	34
15:30 - 15:45	0	0	16	0	1	0	0	17.6	17	1	0	6	2	2	0	13.2	11
15:45 - 16:00	0	0	6	1	0	0	0	7.8	7	3	0	11	2	0	0	13.6	10
Hourly Total	2	0	51	6	3	0	0	72	72	4	0	45	8	3	0	58	52
16:00 - 16:15	0	0	10	1	0	0	0	11.0	11	0	0	11	1	0	0	12.0	12
16:15 - 16:30	0	14	1	0	0	0	0	14.8	18	0	0	14	1	0	0	14.0	16
16:30 - 16:45	1	0	13	1	1	1	0	15.7	18	0	0	1	1	0	0	19.0	13
16:45 - 17:00	0	0	13	2	0	0	0	15.0	16	0	0	17	1	0	0	18.0	18
Hourly Total	1	0	50	5	1	0	0	57	57	0	0	55	3	0	0	58	58
17:00 - 17:15	2	0	15	1	0	0	0	16.4	18	1	0	33	1	0	0	34.2	35
17:15 - 17:30	0	17	3	2	0	0	0	23.0	22	1	16	16	2	0	0	46.2	28
17:30 - 17:45	0	0	14	1	0	0	0	15.5	15	1	2	0	0	0	0	21.0	20
17:45 - 18:00	0	0	21	0	1	0	0	22.5	22	0	0	17	0	0	0	17.0	17
Hourly Total	2	0	87	5	0	0	0	77	77	2	0	81	6	2	0	88	81
18:00 - 18:15	1	0	11	0	0	0	0	13.2	12	0	0	21	0	0	0	23.0	21
18:15 - 18:30	1	2	0	0	0	0	0	2.2	2	0	0	7	1	0	0	4.7	4
18:30 - 18:45	0	0	7	0	0	0	0	7.8	7	0	0	10	0	0	0	12.0	12
18:45 - 19:00	0	0	20	2	0	0	0	22.0	22	0	0	21	1	0	0	22.0	22
Hourly Total	2	0	40	2	0	0	0	44	44	0	0	59	4	0	0	63	63
Session Total	7	0	218	18	7	0	0	248	250	6	0	240	21	5	0	276	270



Mirfield, West Yorkshire - Manual Traffic Survey: Thursday, 05 October 2017

Produced by Streetwise Services Ltd.

Junction: A - (North) Newgate / B - Back Station Road / C - (South) Newgate



Vehicle Class: All classes

Show single Session: No

07:00 to 10:00

Custom Start / End: 07:00 19:00

Show Peak Times: No

Arm Destination

		Arm Destination			Total
		A	B	C	
Arm Origin	A	0	241	1515	1756
	B	184	0	208	392
	C	1553	176	0	1729
	Total	1737	417	1723	



Mirfield, West Yorkshire - Manual Traffic Survey: Thursday, 05 October 2017

Produced by Streetwise Services Ltd.

Junction: A - (North) Newgate / B - Back Station Road / C - (South) Newgate

Approach: A - (North) Newgate

TIME	A to B									A to C									A to A									
	PICYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL	
07:00 - 07:15	0	0	5	1	1	0	0	7.5	7	0	0	25	6	0	0	0	31.0	31	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	7	0	0	0	0	7.0	7	0	0	37	4	2	1	1	48.3	45	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	10	2	1	0	0	13.5	13	0	0	64	5	3	1	0	75.8	73	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	5	2	0	0	0	7.0	7	1	0	44	6	2	0	1	58.2	54	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	28	6	2	0	0	35	39	2	0	219	24	5	0	1	211	251	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	6	0	0	0	0	6.0	6	1	0	40	6	1	0	0	47.7	48	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	7	0	1	0	0	8.5	8	0	0	51	9	3	0	0	64.5	63	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	3	0	1	0	0	4.5	4	0	0	75	6	1	0	0	82.5	82	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	12	0	0	0	0	12.0	12	0	0	53	3	0	0	1	68.2	68	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	28	0	2	0	0	31	30	2	0	219	24	5	0	1	253	251	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	2	2	0	0	0	4.0	4	0	0	37	6	1	1	0	46.8	45	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	7	1	0	0	0	8.0	8	0	0	28	4	0	0	0	32.0	32	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	3	0	0	0	0	3.0	3	0	0	26	5	0	2	0	35.6	33	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	1	5	2	0	1	0	9.7	9	0	0	18	7	2	0	1	30.0	28	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	17	5	0	1	0	24	24	0	0	109	22	3	3	1	145	138	0	0	0	0	0	0	0	0	0	0
Session Total	0	1	73	5	4	1	0	90	84	4	0	547	70	13	3	3	609	640	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	7	0	0	0	0	7.0	7	1	0	51	3	0	0	0	61.2	55	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	1	0	6	4	1	0	0	11.7	12	0	0	33	6	1	0	0	49.5	40	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	9	0	1	0	0	10.5	10	1	0	43	2	1	0	0	46.7	47	0	0	0	0	0	0	0	0	0.0	0
10:45 - 10:00	0	0	3	1	0	0	0	4.0	4	0	0	51	5	1	0	0	57.5	57	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	25	5	2	0	0	33	33	2	0	178	16	3	0	0	199	199	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	7	1	0	0	0	8.0	8	1	0	44	4	0	0	1	50.2	50	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	10	1	0	0	0	11.0	11	2	0	47	6	1	0	1	56.9	57	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	8	1	0	0	0	9.0	9	0	0	51	5	0	0	0	65.0	66	0	0	0	0	0	0	0	0	0.0	0
10:45 - 17:00	0	0	10	1	0	0	0	11.0	11	0	2	37	7	1	0	0	46.3	47	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	35	4	0	0	0	39	39	3	2	189	22	2	0	2	220	220	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	11	1	0	0	0	12.0	12	0	2	66	5	3	0	1	78.3	77	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	9	3	2	0	0	15.0	14	4	1	55	5	0	0	0	61.2	65	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	6	0	0	0	0	6.0	6	0	0	67	3	0	0	0	70.0	70	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	17	0	0	0	0	17.0	17	0	1	65	3	0	0	0	80.4	80	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	43	4	2	0	0	50	49	4	4	253	18	3	0	1	279	281	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	6	0	0	0	0	6.0	6	0	1	56	4	0	0	0	60.4	61	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	4	0	0	0	0	4.0	4	0	1	55	1	0	0	1	58.4	58	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	3	0	0	0	0	3.0	3	1	1	50	1	0	0	0	51.6	53	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	17	2	0	0	0	19.0	19	0	0	49	2	0	0	0	51.0	51	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	30	2	0	0	0	32	32	1	3	210	8	0	0	1	221	223	0	0	0	0	0	0	0	0	0	0
Session Total	1	0	133	15	4	0	0	154	153	10	9	830	82	8	0	4	919	923	0	0	0	0	0	0	0	0	0	0

TIME	From A									To A								
	PICYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	30	7	1	0	0	38.5	38	0	1	41	6	2	0	2	54.4	52
07:15 - 07:30	0	0	44	4	2	1	1	55.3	52	0	0	48	8	3	0	0	66.5	59
07:30 - 07:45	0	0	74	7	4	1	0	89.3	86	1	0	57	11	0	0	0	108.2	69
07:45 - 08:00	1	0	49	8	2	0	1	62.2	61	0	0	57	12	1	0	0	79.5	70
Hourly Total	1	0	197	26	8	2	2	246	257	1	1	203	37	6	0	2	253	255
08:00 - 08:15	1	0	46	6	1	0	0	53.7	54	1	1	63	5	2	0	1	73.6	73
08:15 - 08:30	0	0	58	9	4	0	0	73.0	71	2	0	54	5	1	0	0	89.9	82
08:30 - 08:45	0	0	78	6	2	0	0	87.0	86	0	1	70	1	3	0	0	105.9	75
08:45 - 09:00	1	0	65	3	0	0	1	70.2	70	0	0	66	7	0	0	0	93.0	73
Hourly Total	2	0	247	24	7	0	1	254	251	3	2	253	18	6	0	1	284	253
09:00 - 09:15	0	0	39	8	1	1	0	50.8	49	0	0	50	6	2	1	1	63.3	60
09:15 - 09:30	0	0	35	5	0	0	0	40.0	40	0	1	40	5	2	0	0	48.4	48
09:30 - 09:45	0	0	29	5	0	2	0	38.6	36	0	0	43	8	0	0	0	51.0	51
09:45 - 10:00	0	1	23	9	2	1	1	39.7	37	1	0	27	9	2	0	0	59.2	39
Hourly Total	0	1	126	27	3	4	1	169	162	1	1	160	28	6	1	1	201	198
Session Total	3	1	570	77	19	6	4	699	680	5	4	616	83	18	1	4	738	721
10:00 - 10:15	1	0	58	3	0	0	0	61.2	62	0	0	48	6	1	0	1	67.5	56
10:15 - 10:30	1	0	39	10	2	0	0	52.2	52	0	0	76	6	1	0	0	69.5	61
10:30 - 10:45	1	0	52	2	2	0	0	57.2	57	0	0	51	3	1	0	0	66.5	56
10:45 - 10:00	0	0	54	6	1	0	0	61.5	61	1	2	38	2	0	0	0	69.0	43
Hourly Total	3	0	203	21	5	0	0	233	232	1	2	213	17	3	0	1	238	237
10:00 - 10:15	1	0	51	5	0	0	1	58.2	58	0	1	50	7	1	0	1	69.9	60
10:15 - 10:30	2	0	57	7	1	0	1	67.9	68	0	0	55	5	3	0	0	84.5	63
10:30 - 10:45	0	0	59	6	0	0	0	75.0	75	0	0	51	3	0	0	0	84.0	54
10:45 - 17:00	0	2	47	8	1	0	0	57.3	58	0	0	53	3	0	0	0	66.0	56
Hourly Total	3	2	224	26	2	0	2	259	259	0	1	209	18	4	0	1	235	233
17:00 - 17:15	0	2	77	6	3	0	1	90.3	89	0	1	63	7	0	1	0	102.7	72
17:15 - 17:30	4	1	64	8	2	0	0	76.2	79	1	1	70	6	2	0	1	85.6	81
17:30 - 17:45	0	0	73	3	0	0	0	76.0	76	0	0	74	7	2	0	0	84.0	85
17:45 - 18:00	0	1	52	3	0	0	0	65.4	66	1	1	52	1	2	0	0	83.6	83
Hourly Total	4	3	238	24	6	0	2	329	329	2	3	259	21	4	1	2	321	321
18:00 - 18:15	1	1	62	4	0	0	0	66.4	67	0	2	64	5	0	0	0	69.8	71
18:15 - 18:30	0	1	59	1	0	0	1	62.4	62	0	0	33	1	0	0	1	66.0	36
18:30 - 18:45	1	1	53	1	0	0	0	54.6	56	0	0	56	1	0	0	0	57.0	57
18:45 - 19:00	0	0	66	4	0	0	0	70.5	70	0	0	48	3	1	0	0	82.5	52
Hourly Total	1	3	240	10	0	0	1	253	255	0	2	201	10	1	0	1	216	215
Session Total	11	9	963	77	12	0	4	1074	1076	3	8	912	66	12	1	4	1018	1018



Mirfield, West Yorkshire - Manual Traffic Survey: Thursday, 05 October 2017

Produced by Streetwise Services Ltd.

Junction: A - (North) Newgate / B - Back Station Road / C - (South) Newgate

Approach: B - Back Station Road

B to C										B to A										B to B									
TIME	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL		
07:00 - 07:15	0	0	2	0	0	0	0	2.0	2	0	0	5	1	2	0	0	9.0	8	0	0	0	0	0	0	0	0.0	0		
07:15 - 07:30	0	0	3	0	0	0	0	3.0	3	0	0	5	1	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0		
07:30 - 07:45	0	0	6	0	0	0	0	6.0	6	0	0	7	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0		
07:45 - 08:00	2	0	1	0	0	0	0	1.4	3	0	0	6	0	1	0	0	7.5	7	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	26	1	0	0	0	12	27	1	0	15	0	2	0	0	30	18	0	0	0	0	0	0	0	0	0		
08:00 - 08:15	0	0	4	0	0	0	0	4.0	4	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0		
08:15 - 08:30	0	0	6	1	0	0	0	7.0	7	1	0	4	0	0	0	0	4.2	5	0	0	0	0	0	0	0	0.0	0		
08:30 - 08:45	0	0	4	0	0	0	0	4.0	4	0	0	4	0	2	0	0	7.0	6	0	0	0	0	0	0	0	0.0	0		
08:45 - 09:00	0	0	12	0	0	0	0	12.0	12	0	0	12	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	26	1	0	0	0	27	27	1	0	15	0	2	0	0	15	18	0	0	0	0	0	0	0	0	0		
09:00 - 09:15	0	0	6	0	0	0	0	6.0	6	0	0	3	0	0	1	0	5.3	4	0	0	0	0	0	0	0	0.0	0		
09:15 - 09:30	0	0	1	0	0	0	0	1.0	1	0	0	3	1	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0		
09:30 - 09:45	0	0	4	0	0	0	0	4.0	4	0	0	4	1	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0		
09:45 - 10:00	0	0	3	1	0	0	0	4.0	4	0	0	3	3	2	0	0	9.0	8	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	14	1	0	0	0	15	15	0	0	13	5	2	1	0	23	21	0	0	0	0	0	0	0	0	0		
Session Total	0	0	66	3	0	0	0	54	69	2	0	43	5	6	1	0	71	57	0	0	0	0	0	0	0	0	0		
10:00 - 10:15	0	0	11	0	0	0	0	11.0	11	0	0	4	3	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0		
10:15 - 10:30	0	0	7	1	1	0	0	9.0	9	0	0	5	0	0	0	0	6.0	5	0	0	0	0	0	0	0	0.0	0		
10:30 - 10:45	1	0	3	2	1	0	0	6.7	7	0	0	3	0	1	0	0	4.5	4	0	0	0	0	0	0	0	0.0	0		
10:45 - 10:00	3	0	6	1	0	0	0	7.6	10	0	0	5	1	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0		
Hourly Total	4	0	27	4	2	0	0	35	37	0	0	17	4	1	0	0	23	22	0	0	0	0	0	0	0	0	0		
16:00 - 16:15	0	0	7	0	0	0	0	7.0	7	0	0	3	1	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0		
16:15 - 16:30	0	0	8	0	0	0	0	8.0	8	0	0	6	1	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0		
16:30 - 16:45	0	0	8	0	0	0	0	8.0	8	0	0	4	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0		
16:45 - 17:00	0	0	9	1	0	0	0	10.0	10	0	0	8	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	32	1	0	0	0	33	33	0	0	23	2	0	0	0	25	25	0	0	0	0	0	0	0	0	0		
17:00 - 17:15	1	0	19	1	0	0	0	20.2	21	0	0	13	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0		
17:15 - 17:30	1	0	10	1	0	0	0	11.2	12	0	0	7	1	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0		
17:30 - 17:45	0	0	9	0	0	0	0	9.0	9	0	0	6	2	2	0	0	11.0	10	0	0	0	0	0	0	0	0.0	0		
17:45 - 18:00	0	0	9	0	0	0	0	9.0	9	0	0	7	1	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0		
Hourly Total	2	0	47	2	0	0	0	49	51	0	0	33	4	2	0	0	40	39	0	0	0	0	0	0	0	0	0		
18:00 - 18:15	0	0	9	0	0	0	0	9.0	9	0	0	12	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0		
18:15 - 18:30	0	0	5	1	0	0	0	6.0	6	0	0	2	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0		
18:30 - 18:45	0	0	4	1	0	0	0	5.0	5	0	0	6	1	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0		
18:45 - 19:00	0	0	11	0	0	0	0	11.0	11	0	0	9	1	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	29	2	0	0	0	31	31	0	0	29	2	0	0	0	31	31	0	0	0	0	0	0	0	0	0		
Session Total	6	0	135	9	2	0	0	148	152	0	0	102	12	3	0	0	119	117	0	0	0	0	0	0	0	0	0		

TIME	From B										To B									
	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL		
07:00 - 07:15	0	0	7	1	2	0	0	11.0	10	1	0	0	8	1	1	0	0	10.7	11	
07:15 - 07:30	0	0	8	1	0	0	0	9.0	9	0	0	0	9	0	0	0	0	9.0	9	
07:30 - 07:45	0	0	13	0	0	0	0	13.0	13	0	0	0	16	2	1	0	0	15.5	16	
07:45 - 08:00	2	0	7	0	1	0	0	8.9	10	1	0	0	9	2	0	0	0	11.2	12	
Hourly Total	2	0	35	2	3	0	0	42	42	2	0	0	42	5	2	0	0	50	51	
08:00 - 08:15	0	0	7	0	0	0	0	7.0	7	1	0	0	11	0	0	0	0	11.2	12	
08:15 - 08:30	1	0	10	1	0	0	0	11.2	12	0	0	0	12	3	1	0	0	16.5	16	
08:30 - 08:45	0	0	8	0	2	0	0	11.0	10	0	0	0	7	1	1	0	0	9.5	9	
08:45 - 09:00	0	0	16	0	0	0	0	16.0	16	0	0	0	26	0	0	0	0	26.0	26	
Hourly Total	1	0	41	1	2	0	0	45	45	1	0	0	56	4	2	0	0	61	63	
09:00 - 09:15	0	0	9	0	0	1	0	11.3	10	0	0	0	11	3	0	0	0	14.0	14	
09:15 - 09:30	0	0	4	1	0	0	0	5.0	5	0	0	0	11	1	0	0	0	12.0	12	
09:30 - 09:45	0	0	8	1	0	0	0	9.0	9	2	0	0	7	0	0	1	0	9.7	10	
09:45 - 10:00	0	0	6	4	2	0	0	13.0	12	1	1	11	3	0	0	1	0	16.9	17	
Hourly Total	0	0	27	6	2	1	0	38	36	3	1	40	7	0	2	0	0	53	53	
Session Total	3	0	103	9	7	1	0	125	123	6	1	138	16	4	2	0	0	166	167	
15:00 - 15:15	0	0	15	3	0	0	0	18.0	18	1	0	0	13	1	1	0	0	19.7	19	
15:15 - 15:30	0	0	12	1	1	0	0	14.5	14	1	0	0	27	4	1	0	0	17.7	18	
15:30 - 15:45	1	0	6	2	2	0	0	11.2	11	0	0	0	14	0	0	0	0	15.5	15	
15:45 - 16:00	3	0	11	2	0	0	0	13.6	16	0	0	0	6	1	0	0	0	7.0	7	
Hourly Total	4	0	44	8	3	0	0	58	59	2	0	0	60	6	3	0	0	71	71	
16:00 - 16:15	0	0	10	1	0	0	0	11.0	11	0	0	0	10	1	0	0	0	11.0	11	
16:15 - 16:30	0	0	16	1	0	0	0	17.0	17	0	0	0	15	1	0	0	0	18.0	18	
16:30 - 16:45	0	0	12	0	0	0	0	12.0	12	1	0	0	14	1	1	0	0	15.7	17	
16:45 - 17:00	0	0	17	1	0	0	0	18.0	18	0	0	0	12	2	0	0	0	14.0	14	
Hourly Total	0	0	55	3	0	0	0	58	58	1	0	0	51	5	1	0	0	58	58	
17:00 - 17:15	1	0	32	1	0	0	0	33.2	34	2	0	0	16	1	0	0	0	17.4	19	
17:15 - 17:30	1	0	17	2	0	0	0	19.2	20	0	0	0	15	3	2	0	0	21.0	20	
17:30 - 17:45	0	0	15	2	2	0	0	20.0	19	0	0	0	14	1	0	0	0	15.0	15	
17:45 - 18:00	0	0	16	1	0	0	0	17.0	17	0	0	0	24	0	1	0	0	25.5	25	
Hourly Total	2	0	80	6	2	0	0	80	80	2	0	0	60	1	3	0	0	79	79	
18:00 - 18:15	0	0	21	0	0	0	0	21.0	21	1	0	0	0	0	0	0	0	8.2	9	
18:15 - 18:30	0	0	7	1	0	0	0	8.0	8	1	0	0	4	0	0	0	0	4.2	5	
18:30 - 18:45	0	0	10	2	0	0	0	12.0	12	0	0	0	4	0	0	0	0	4.0	4	
18:45 - 19:00	0	0	20	1	0	0	0	21.0	21	0	0	0	22	2	0	0	0	24.0	24	
Hourly Total	0	0	58	4	0	0	0	62	62	2	0	0	38	2	0	0	0	40	42	
Session Total	6	0	237	21	5	0	0	267	269	7	0	0	218	18	7	0	0	248	250	



Mirfield, West Yorkshire - Manual Traffic Survey: Thursday, 05 October 2017

Produced by Streetwise Services Ltd.

Junction: A - (North) Newgate / B - Back Station Road / C - (South) Newgate

Approach: C - (South) Newgate

C to A										C to B										C to C									
TIME	PICYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL		
07:00 - 07:15	0	1	36	5	0	0	2	46.4	44	1	0	3	0	0	0	0	3.2	4	0	0	0	0	0	0	0	0.0	0		
07:15 - 07:30	0	0	43	7	3	0	0	54.5	53	0	0	2	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0		
07:30 - 07:45	1	0	50	11	0	0	0	61.2	62	0	0	6	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0		
07:45 - 08:00	0	0	51	12	0	0	0	63.0	63	1	0	4	0	0	0	0	4.2	5	0	0	0	0	0	0	0	0.0	0		
Hourly Total	2	2	238	18	4	0	1	224	265	1	0	28	4	0	0	0	15	33	0	0	0	0	0	0	0	0	0		
08:00 - 08:15	1	1	60	5	2	0	1	70.6	70	1	0	5	0	0	0	0	5.2	6	0	0	0	0	0	0	0	0.0	0		
08:15 - 08:30	1	0	50	5	1	0	0	56.7	57	0	0	5	3	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0		
08:30 - 08:45	0	1	66	1	1	0	0	68.9	69	0	0	4	1	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0		
08:45 - 09:00	0	0	62	7	0	0	0	69.0	69	0	0	14	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0		
Hourly Total	2	2	228	18	4	0	1	255	265	1	0	28	4	0	0	0	22	33	0	0	0	0	0	0	0	0	0		
09:00 - 09:15	0	0	47	6	2	0	1	58.0	56	0	0	9	1	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0		
09:15 - 09:30	0	1	37	4	2	0	0	44.4	44	0	0	4	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0		
09:30 - 09:45	0	0	39	7	0	0	0	46.0	46	2	0	4	0	0	1	0	6.7	7	0	0	0	0	0	0	0	0.0	0		
09:45 - 10:00	1	0	24	6	0	0	0	30.2	31	1	0	6	1	0	0	0	7.2	8	0	0	0	0	0	0	0	0.0	0		
Hourly Total	1	1	147	23	4	0	1	178	177	3	0	23	2	0	1	0	28	29	0	0	0	0	0	0	0	0	0		
Session Total	5	5	623	59	12	0	3	667	707	5	0	79	10	0	1	0	75	95	0	0	0	0	0	0	0	0	0		
10:00 - 10:15	0	0	44	3	1	0	1	50.5	49	1	0	6	1	1	0	0	8.7	9	0	0	0	0	0	0	0	0.0	0		
10:15 - 10:30	0	0	71	6	1	0	0	78.5	78	0	0	21	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0		
10:30 - 10:45	0	0	48	3	0	0	0	51.0	51	0	0	9	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0		
10:45 - 10:00	1	2	33	1	0	0	0	35.0	37	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0		
Hourly Total	1	2	196	13	2	0	1	215	215	1	0	39	1	1	0	0	38	38	0	0	0	0	0	0	0	0	0		
10:00 - 10:15	0	1	47	6	1	0	1	56.9	56	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0		
10:15 - 10:30	0	0	47	4	3	0	0	50.5	54	0	0	5	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0		
10:30 - 10:45	0	0	47	3	0	0	0	50.9	50	1	0	6	0	1	0	0	7.7	8	0	0	0	0	0	0	0	0.0	0		
10:45 - 17:00	0	0	45	3	0	0	0	48.0	48	0	0	2	1	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	1	186	16	4	0	1	210	208	1	0	16	1	1	0	0	19	19	0	0	0	0	0	0	0	0	0		
17:00 - 17:15	0	1	50	7	0	1	0	59.7	59	2	0	5	0	0	0	0	5.4	7	0	0	0	0	0	0	0	0.0	0		
17:15 - 17:30	1	1	63	5	2	0	1	73.6	73	0	0	6	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0		
17:30 - 17:45	0	0	68	5	0	0	0	73.0	73	0	0	8	1	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0		
17:45 - 18:00	1	1	75	0	0	0	0	75.5	77	0	0	7	0	1	0	0	8.5	8	0	0	0	0	0	0	0	0.0	0		
Hourly Total	2	3	256	17	2	1	1	251	252	2	0	26	1	1	0	0	29	30	0	0	0	0	0	0	0	0	0		
18:00 - 18:15	0	2	52	5	0	0	0	57.8	59	1	0	2	0	0	0	0	2.2	3	0	0	0	0	0	0	0	0.0	0		
18:15 - 18:30	0	0	31	1	0	0	0	34.0	33	1	0	0	0	0	0	0	0.2	1	0	0	0	0	0	0	0	0.0	0		
18:30 - 18:45	0	0	50	0	0	0	0	50.0	50	0	0	1	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0		
18:45 - 19:00	0	0	39	2	1	0	0	42.5	42	0	0	5	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	2	172	8	1	0	1	185	184	2	0	8	0	0	0	0	8	10	0	0	0	0	0	0	0	0	0		
Session Total	3	8	810	54	9	1	4	891	889	6	0	85	3	3	0	0	94	97	0	0	0	0	0	0	0	0	0		

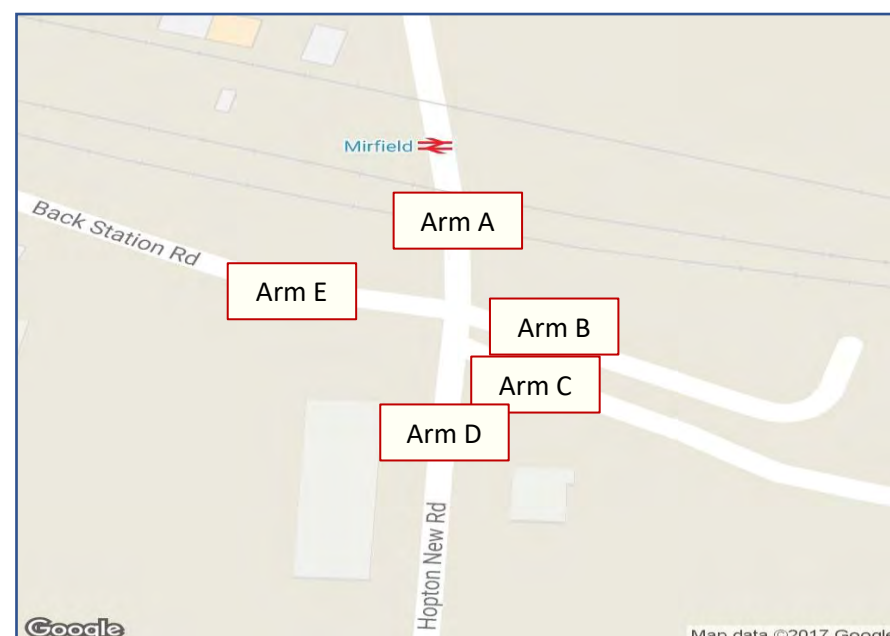
TIME	From C									To C									
	PICYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL	
07:00 - 07:15	1	1	39	5	0	0	2	48.6	48	0	0	27	6	0	0	0	0	33.0	33
07:15 - 07:30	0	0	45	7	3	0	0	56.5	56	0	0	40	4	2	1	1	1	53.3	48
07:30 - 07:45	1	0	56	11	0	0	0	67.2	68	0	0	70	5	3	1	0	0	81.8	79
07:45 - 08:00	1	0	55	12	0	0	0	67.2	68	3	0	45	6	2	0	1	0	86.6	87
Hourly Total	3	1	195	35	3	0	2	240	219	3	0	182	21	7	2	2	2	224	217
08:00 - 08:15	2	1	65	5	2	0	1	75.8	76	1	0	44	6	1	0	0	0	81.7	82
08:15 - 08:30	1	0	55	8	1	0	0	64.7	65	0	0	57	10	3	0	0	0	71.5	70
08:30 - 08:45	0	1	70	2	1	0	0	73.9	74	0	0	79	6	1	0	0	0	85.5	86
08:45 - 09:00	0	0	76	7	0	0	0	83.0	83	1	0	65	3	0	0	0	1	79.2	70
Hourly Total	3	2	256	22	4	0	1	298	295	2	0	245	25	5	0	3	1	290	278
09:00 - 09:15	0	0	56	7	2	0	1	68.0	66	0	0	43	6	1	1	0	0	82.8	81
09:15 - 09:30	0	1	41	4	2	0	0	48.4	48	0	0	29	4	0	0	0	0	53.0	33
09:30 - 09:45	2	0	43	7	0	1	0	52.7	53	0	0	30	5	0	2	0	0	59.6	37
09:45 - 10:00	2	0	30	7	0	0	0	37.4	39	0	0	21	8	2	0	0	1	54.0	32
Hourly Total	4	1	170	25	4	1	1	206	206	0	0	123	23	3	3	1	1	180	153
Session Total	10	4	631	82	11	1	4	744	743	5	0	550	69	15	5	4	664	648	
10:00 - 10:15	1	0	50	4	2	0	1	58.2	58	1	0	42	3	0	0	0	0	63.2	56
10:15 - 10:30	0	0	92	6	1	0	0	98.5	99	0	0	40	7	2	0	0	0	109.0	49
10:30 - 10:45	0	0	53	3	0	0	0	56.0	56	2	0	46	4	2	0	0	0	63.4	54
10:45 - 10:00	1	2	36	1	0	0	0	38.0	40	3	0	57	6	1	0	0	0	65.1	67
Hourly Total	2	2	231	14	3	0	1	251	253	6	0	205	20	5	0	0	0	234	236
16:00 - 16:15	0	1	50	6	1	0	1	59.9	59	1	0	51	4	0	0	0	1	57.2	57
16:15 - 16:30	0	0	52	4	3	0	0	60.5	59	2	0	55	6	1	0	1	0	64.9	45
16:30 - 16:45	1	0	53	3	1	0	0	57.7	58	0	0	59	5	0	0	0	0	74.0	74
16:45 - 17:00	0	0	47	4	0	0	0	51.0	51	0	0	2	46	8	1	0	0	56.3	57
Hourly Total	1	1	202	17	5	0	1	229	227	3	2	221	23	2	0	2	2	253	253
17:00 - 17:15	2	1	55	7	0	1	0	65.1	66	1	2	85	6	3	0	1	0	98.5	98
17:15 - 17:30	1	1	69	5	2	0	1	79.6	79	5	1	65	6	0	0	0	0	72.4	77
17:30 - 17:45	0	0	76	6	0	0	0	82.0	82	0	0	76	3	0	0	0	0	77.0	79
17:45 - 18:00	1	1	82	0	1	0	0	86.1	85	0	1	74	3	0	0	0	0	79.4	78
Hourly Total	4	3	283	18	3	1	1	311	312	6	4	280	18	3	0	3	1	292	283
18:00 - 18:15	1	0	54	5	0	0	0	60.2	62	0	1	55	4	0	0	0	0	69.4	70
18:15 - 18:30	1	0	31	1	0	0	1	34.0	34	0	1	60	2	0	0	1	0	64.4	64
18:30 - 18:45	0	0	51	0	0	0	0	51.0	51	1	1	54	2	0	0	0	0	56.6	58
18:45 - 19:00	0	0	44	2	1	0	0	47.5	47	0	0	60	2	0	0	0	0	62.0	62
Hourly Total	2	2	180	8	1	0	1	193	194	1	3	239	10	0	0	1	1	252	254
Session Total	9	8	895	57	12	1	4	985	985	16	9	985	71	10	0	4	2	1057	1075



Mirfield, West Yorkshire - Manual Traffic Survey: Thursday, 12 October 2017

Produced by Streetwise Services Ltd.

Junction: A - Station Road / B - Station Car Park / C - Access Road / D - Hopeton New Road / E - Back Station Road



Vehicle Class:

All classes

Show single Session:

No

07:00 to 10:00

Custom Start / End:

07:00

19:00

Show Peak Times:

No

Arm Destination

		A	B	C	D	E	Total
Arm Origin	A	35	113	81	971	265	1465
	B	109	0	0	40	29	178
	C	74	0	0	34	25	133
	D	1387	33	31	11	80	1542
	E	314	27	29	68	1	439

Total	1919	173	141	1124	400	
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Approach: **A - Station Road**[illegible][illegible]

[illegible]

TIME	Form A										Form B									
	PEYCLE	MEYCLE	CAR	LGW	GVWS	GVW2	BUS	PCW	TOTAL	PEYCLE	MEYCLE	CAR	LGW	GVWS	GVW2	BUS	PCW	TOTAL		
07:00 - 07:30	0	0	2	0	0	0	0	500	2	0	0	0	1	0	0	0	1	500	0	
07:30 - 08:00	0	0	2	0	0	0	0	500	2	0	0	0	1	0	0	0	1	500	0	
07:00 - 07:30	0	0	1	0	1	0	0	500	1	0	0	0	0	0	0	0	0	500	0	
07:30 - 08:00	0	0	1	0	0	0	0	500	1	0	0	0	0	0	0	0	0	500	0	
08:00 - 08:30	0	0	10	0	1	0	0	110	10	1	0	0	0	0	0	1	0	120	0	
08:30 - 09:00	0	0	2	0	0	0	0	500	2	0	0	0	0	0	0	0	0	500	0	
08:00 - 08:30	0	0	2	0	0	0	0	500	2	0	0	0	0	0	0	0	0	500	0	
08:30 - 09:00	0	0	0	0	0	0	0	500	0	0	0	0	1	0	0	0	0	500	0	
09:00 - 09:30	0	0	2	0	0	0	0	500	2	0	0	0	0	0	0	0	0	500	0	
09:00 - 09:30	0	0	10	1	0	0	0	110	10	2	0	0	0	0	0	2	0	120	0	
09:30 - 10:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
09:00 - 09:30	0	0	1	1	0	0	0	500	2	0	0	0	0	0	0	0	0	500	0	
09:30 - 10:00	0	0	2	0	0	0	0	500	2	0	0	0	0	0	0	0	0	500	0	
09:00 - 09:30	0	0	10	1	0	0	0	110	10	2	0	0	0	0	0	2	0	120	0	
09:30 - 10:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
10:00 - 10:30	0	0	10	1	0	0	0	110	10	2	0	0	0	0	0	2	0	120	0	
10:30 - 11:00	0	0	2	0	0	0	0	500	2	0	0	0	0	0	0	0	0	500	0	
10:00 - 10:30	0	0	1	0	0	0	0	500	1	0	0	0	0	0	0	0	0	500	0	
10:30 - 11:00	0	0	1	1	0	0	0	500	2	0	0	0	0	0	0	0	0	500	0	
10:00 - 10:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
10:30 - 11:00	0	0	10	1	0	0	0	110	10	2	0	0	0	0	0	2	0	120	0	
11:00 - 11:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
10:30 - 11:00	0	0	7	0	0	0	0	700	7	0	0	0	1	0	0	0	0	700	0	
11:00 - 11:30	0	0	10	0	0	0	0	110	10	0	0	0	0	0	0	0	0	110	0	
11:30 - 12:00	0	0	10	0	0	0	0	110	10	0	0	0	0	0	0	0	0	110	0	
12:00 - 12:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
12:00 - 12:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
12:30 - 01:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
01:00 - 01:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
01:30 - 02:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
02:00 - 02:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
02:30 - 03:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
03:00 - 03:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
03:30 - 04:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
04:00 - 04:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
04:30 - 05:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
05:00 - 05:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
05:30 - 06:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
06:00 - 06:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
06:30 - 07:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
07:00 - 07:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
07:30 - 08:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
08:00 - 08:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
08:30 - 09:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
09:00 - 09:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
09:30 - 10:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
10:00 - 10:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
10:30 - 11:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
11:00 - 11:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
11:30 - 12:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
12:00 - 12:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
12:30 - 01:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
01:00 - 01:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
01:30 - 02:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
02:00 - 02:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
02:30 - 03:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
03:00 - 03:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
03:30 - 04:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
04:00 - 04:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
04:30 - 05:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
05:00 - 05:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
05:30 - 06:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
06:00 - 06:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
06:30 - 07:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
07:00 - 07:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
07:30 - 08:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
08:00 - 08:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
08:30 - 09:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
09:00 - 09:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
09:30 - 10:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
10:00 - 10:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
10:30 - 11:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
11:00 - 11:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
11:30 - 12:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
12:00 - 12:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
12:30 - 01:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
01:00 - 01:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
01:30 - 02:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
02:00 - 02:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
02:30 - 03:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
03:00 - 03:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
03:30 - 04:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
04:00 - 04:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
04:30 - 05:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
05:00 - 05:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
05:30 - 06:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
06:00 - 06:30	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	500	0	
06:30 - 07:00	0	0	0	0	0	0	0	500	0	0	0	0	0	0	0					

[illegible]

TIME	FMS-C										TSC									
	PECCLE	MECCLE	CAR	LGW	DDVS	DDV2	BUS	PCO	TOTAL	PECCLE	MECCLE	CAR	LGW	DDVS	DDV2	BUS	PCO	TOTAL		
07:00 - 07:30	0	0	1	0	2	0	0	160	3	0	0	0	2	1	0	0	0	163	4	
07:30 - 08:00	0	0	2	1	0	0	0	160	3	0	0	0	2	1	0	0	0	163	4	
08:00 - 08:30	0	0	1	0	0	0	0	160	3	0	0	0	1	0	0	0	0	161	3	
08:30 - 09:00	0	0	1	0	0	0	0	160	3	0	0	0	1	0	0	0	0	161	3	
09:00 - 09:30	0	0	2	1	1	2	0	160	7	0	0	0	2	1	2	0	0	167	10	
09:30 - 10:00	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
10:00 - 10:30	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
10:30 - 11:00	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
11:00 - 11:30	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
11:30 - 12:00	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
12:00 - 12:30	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
12:30 - 13:00	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
13:00 - 13:30	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
13:30 - 14:00	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
14:00 - 14:30	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
14:30 - 15:00	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
15:00 - 15:30	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
15:30 - 16:00	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
16:00 - 16:30	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
16:30 - 17:00	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
17:00 - 17:30	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
17:30 - 18:00	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
18:00 - 18:30	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
18:30 - 19:00	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
19:00 - 19:30	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
19:30 - 20:00	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	
20:00 - 20:30	0	0	2	1	0	0	0	160	6	0	0	0	2	1	0	0	0	163	8	

TIME	Dir A										Dir B										Dir C										Dir D									
	PCYCLE	MCYCLE	CAR	LGV	DOV1	DOV2	BUS	PCU	TOTAL	PCYCLE	MCYCLE	CAR	LGV	DOV1	DOV2	BUS	PCU	TOTAL	PCYCLE	MCYCLE	CAR	LGV	DOV1	DOV2	BUS	PCU	TOTAL	PCYCLE	MCYCLE	CAR	LGV	DOV1	DOV2	BUS	PCU	TOTAL				
07:00 - 07:05	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2			
07:05 - 07:10	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
07:10 - 07:15	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3			
07:15 - 07:20	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
07:20 - 07:25	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
07:25 - 07:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
07:30 - 07:35	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
07:35 - 07:40	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
07:40 - 07:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
07:45 - 07:50	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
07:50 - 07:55	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
07:55 - 08:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
08:00 - 08:05	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
08:05 - 08:10	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
08:10 - 08:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
08:15 - 08:20	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
08:20 - 08:25	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
08:25 - 08:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
08:30 - 08:35	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
08:35 - 08:40	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
08:40 - 08:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
08:45 - 08:50	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
08:50 - 08:55	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
08:55 - 09:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
09:00 - 09:05	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
09:05 - 09:10	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
09:10 - 09:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
09:15 - 09:20	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
09:20 - 09:25	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
09:25 - 09:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
09:30 - 09:35	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
09:35 - 09:40	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
09:40 - 09:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
09:45 - 09:50	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
09:50 - 09:55	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
09:55 - 10:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
10:00 - 10:05	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
10:05 - 10:10	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
10:10 - 10:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
10:15 - 10:20	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
10:20 - 10:25	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
10:25 - 10:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
10:30 - 10:35	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
10:35 - 10:40	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
10:40 - 10:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
10:45 - 10:50	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
10:50 - 10:55	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
10:55 - 11:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0																		



Miffield, West Yorkshire - Manual Traffic Survey: Thursday, 12 October 2017

Produced by Streetwise Services Ltd.

Junction: A - Station Road / B - Station Car Park / C - Access Road / D - Hopton New Road / E - Back Station Road

Approach: E - Back Station Road

TIME	E to A										E to B										E to D										E to E									
	PEDEST	BICYCLE	CAR	LGV	OVVS1	OVVS2	BUS	PCU	TOTAL	PEDEST	BICYCLE	CAR	LGV	OVVS1	OVVS2	BUS	PCU	TOTAL	PEDEST	BICYCLE	CAR	LGV	OVVS1	OVVS2	BUS	PCU	TOTAL	PEDEST	BICYCLE	CAR	LGV	OVVS1	OVVS2	BUS	PCU	TOTAL				
07:00 - 07:05	0	0	3	0	0	0	0	3.0	3	0	0	2	0	0	1	0	4.0	5	0	0	0	1	1	0	0	0	3.0	5	0	0	0	0	0	0	0	3.0				
07:05 - 07:10	0	1	2	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	1	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
07:10 - 07:15	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
07:15 - 07:20	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
07:20 - 07:25	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
07:25 - 07:30	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
07:30 - 07:35	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
07:35 - 07:40	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
07:40 - 07:45	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
07:45 - 07:50	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
07:50 - 07:55	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
07:55 - 08:00	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
08:00 - 08:05	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
08:05 - 08:10	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
08:10 - 08:15	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
08:15 - 08:20	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
08:20 - 08:25	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
08:25 - 08:30	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
08:30 - 08:35	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
08:35 - 08:40	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
08:40 - 08:45	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
08:45 - 08:50	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
08:50 - 08:55	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
08:55 - 09:00	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
09:00 - 09:05	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
09:05 - 09:10	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
09:10 - 09:15	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
09:15 - 09:20	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
09:20 - 09:25	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
09:25 - 09:30	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
09:30 - 09:35	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
09:35 - 09:40	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
09:40 - 09:45	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
09:45 - 09:50	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
09:50 - 09:55	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
09:55 - 10:00	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
10:00 - 10:05	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
10:05 - 10:10	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
10:10 - 10:15	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
10:15 - 10:20	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
10:20 - 10:25	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
10:25 - 10:30	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
10:30 - 10:35	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
10:35 - 10:40	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
10:40 - 10:45	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
10:45 - 10:50	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
10:50 - 10:55	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	3.0	0	0	0	0	0	0	0	0	3.0				
10:55 - 11:00	0	0	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0																

APPENDIX BGH 17

Calculation Reference: AUDIT-604801-231116-1137

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	CT CENTRAL BEDFORDSHIRE	2 days
	PO PORTSMOUTH	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
13	MUNSTER	
	WA WATERFORD	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: Total Bedrooms
 Actual Range: 102 to 233 (units:)
 Range Selected by User: 100 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/06/21

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	1 days
Tuesday	5 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	4

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
Built-Up Zone	1
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
25,001 to 50,000	5 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:

50,001 to 75,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	4 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	4 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:

Yes	1 days
No	7 days

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

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BH-03-C-01 BLOCK OF FLATS OLD SHOREHAM RD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Total Bedrooms: 141 Survey date: TUESDAY 26/09/17	BRIGHTON & HOVE	Survey Type: MANUAL
2	CA-03-C-03 BLOCKS OF FLATS CROMWELL ROAD CAMBRIDGE Suburban Area (PPS6 Out of Centre) No Sub Category Total Total Bedrooms: 152 Survey date: MONDAY 18/09/17	CAMBRIDGESHIRE	Survey Type: MANUAL
3	CT-03-C-02 BLOCKS OF FLATS STANBRIDGE ROAD LEIGHTON BUZZARD Edge of Town Centre Residential Zone Total Total Bedrooms: 124 Survey date: TUESDAY 15/05/18	CENTRAL BEDFORDSHIRE	Survey Type: MANUAL
4	CT-03-C-03 BLOCKS OF FLATS COURT DRIVE DUNSTABLE Edge of Town Centre No Sub Category Total Total Bedrooms: 233 Survey date: TUESDAY 15/05/18	CENTRAL BEDFORDSHIRE	Survey Type: MANUAL
5	NG-03-C-02 HOUSES (SPLIT INTO FLATS) CASTLE MARINA ROAD NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Total Bedrooms: 219 Survey date: WEDNESDAY 09/11/16	NOTTINGHAM	Survey Type: MANUAL
6	PO-03-C-01 BLOCKS OF FLATS CROSS STREET PORTSMOUTH Edge of Town Centre Built-Up Zone Total Total Bedrooms: 189 Survey date: TUESDAY 05/06/18	PORTSMOUTH	Survey Type: MANUAL
7	WA-03-C-01 BLOCKS OF FLATS UPPER YELLOW ROAD WATERFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Total Bedrooms: 128 Survey date: TUESDAY 12/05/15	WATERFORD	Survey Type: MANUAL
8	WM-03-C-04 BLOCKS OF FLATS GILLQUART WAY COVENTRY PARKSIDE Edge of Town Centre Residential Zone Total Total Bedrooms: 110 Survey date: FRIDAY 11/11/16	WEST MIDLANDS	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BY-03-C-01	08/09/20	Covid
DL-03-C-18	19/05/21	Covid
NF-03-C-02	18/11/19	Houses
SF-03-C-05	23/06/21	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	162	0.019	8	162	0.069	8	162	0.088
08:00 - 09:00	8	162	0.029	8	162	0.100	8	162	0.129
09:00 - 10:00	8	162	0.032	8	162	0.043	8	162	0.075
10:00 - 11:00	8	162	0.027	8	162	0.027	8	162	0.054
11:00 - 12:00	8	162	0.027	8	162	0.036	8	162	0.063
12:00 - 13:00	8	162	0.044	8	162	0.048	8	162	0.092
13:00 - 14:00	8	162	0.038	8	162	0.038	8	162	0.076
14:00 - 15:00	8	162	0.035	8	162	0.033	8	162	0.068
15:00 - 16:00	8	162	0.054	8	162	0.037	8	162	0.091
16:00 - 17:00	8	162	0.065	8	162	0.044	8	162	0.109
17:00 - 18:00	8	162	0.082	8	162	0.047	8	162	0.129
18:00 - 19:00	8	162	0.089	8	162	0.052	8	162	0.141
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.541			0.574			1.115

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

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

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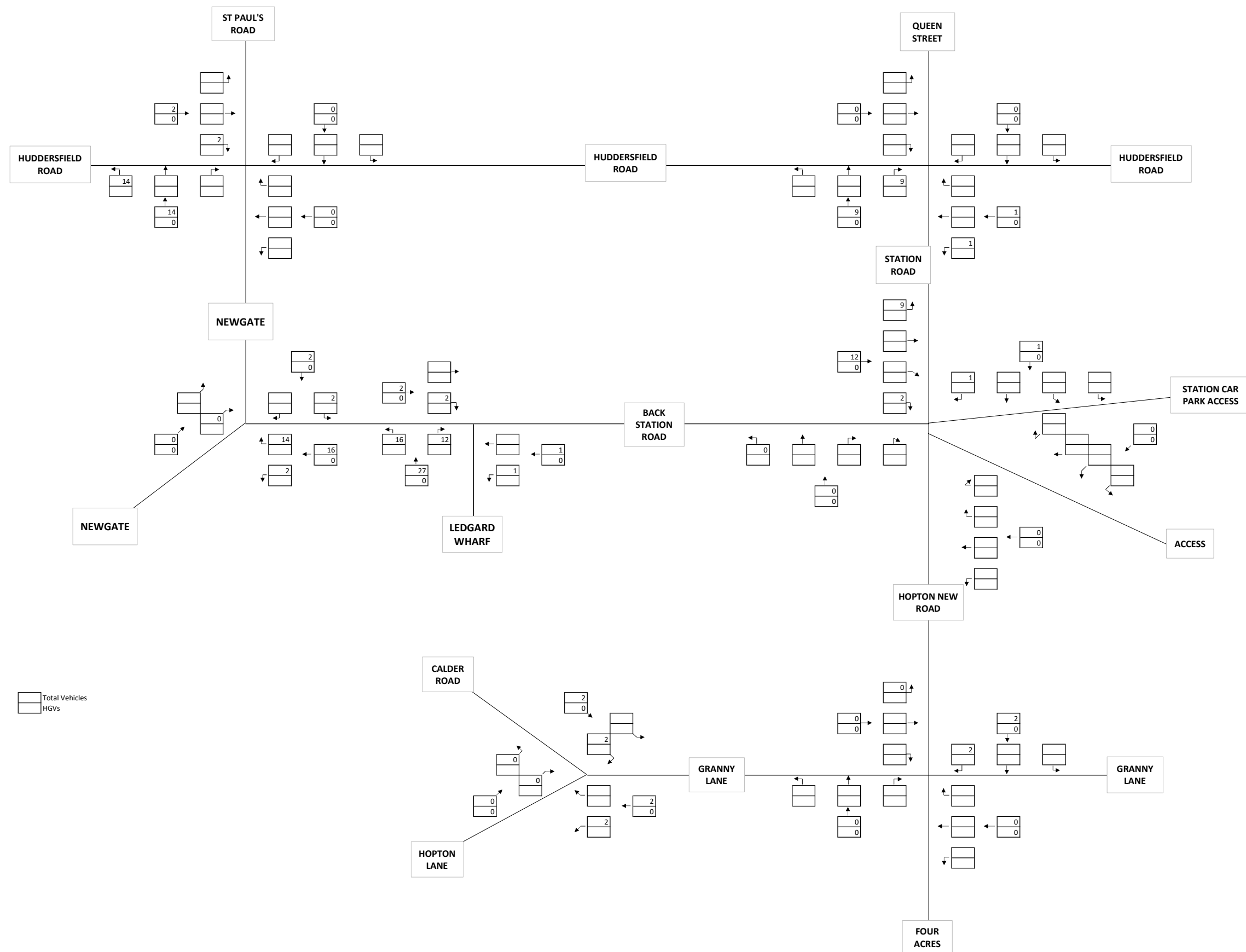
Parameter summary

Trip rate parameter range selected:	102 - 233 (units:)
Survey date range:	01/01/15 - 23/06/21
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

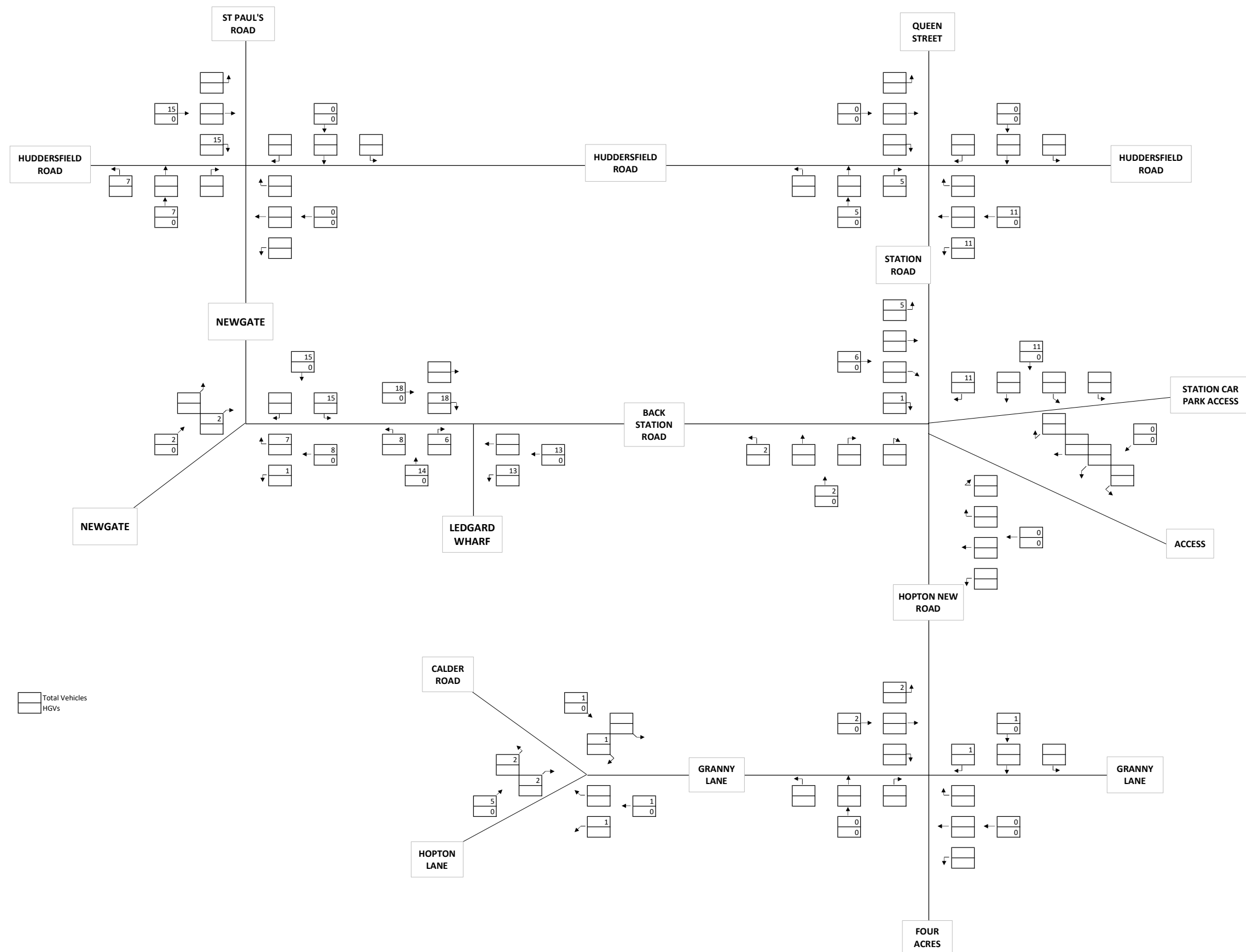
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

APPENDIX BGH 18

DEVELOPMENT TRIP GENERATION
LEDGARD MILLS, BATLEY
07:30 - 08:30
AM PEAK

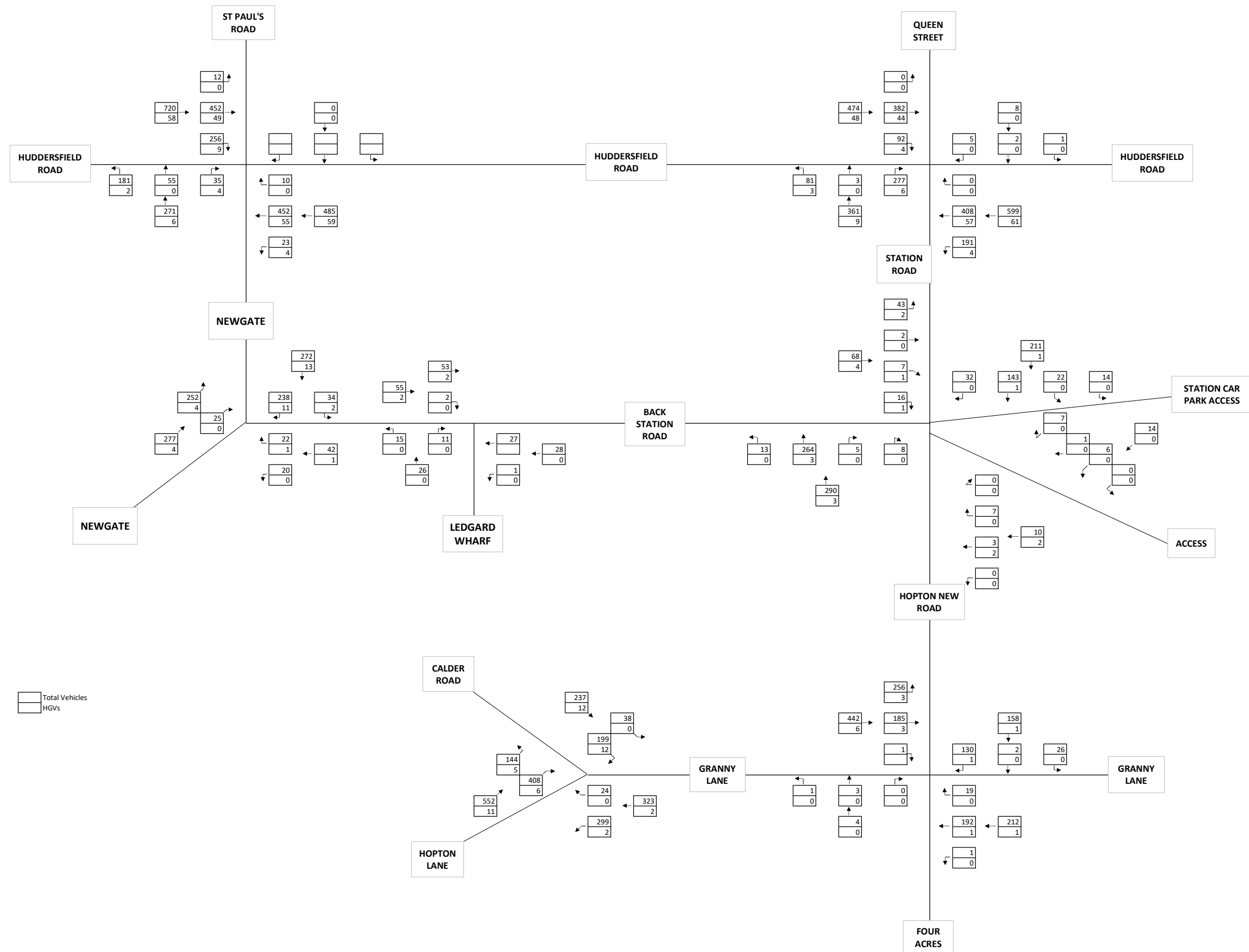


DEVELOPMENT TRIP GENERATION
LEDGARD MILLS, BATLEY
17:00 - 18:00
PM PEAK

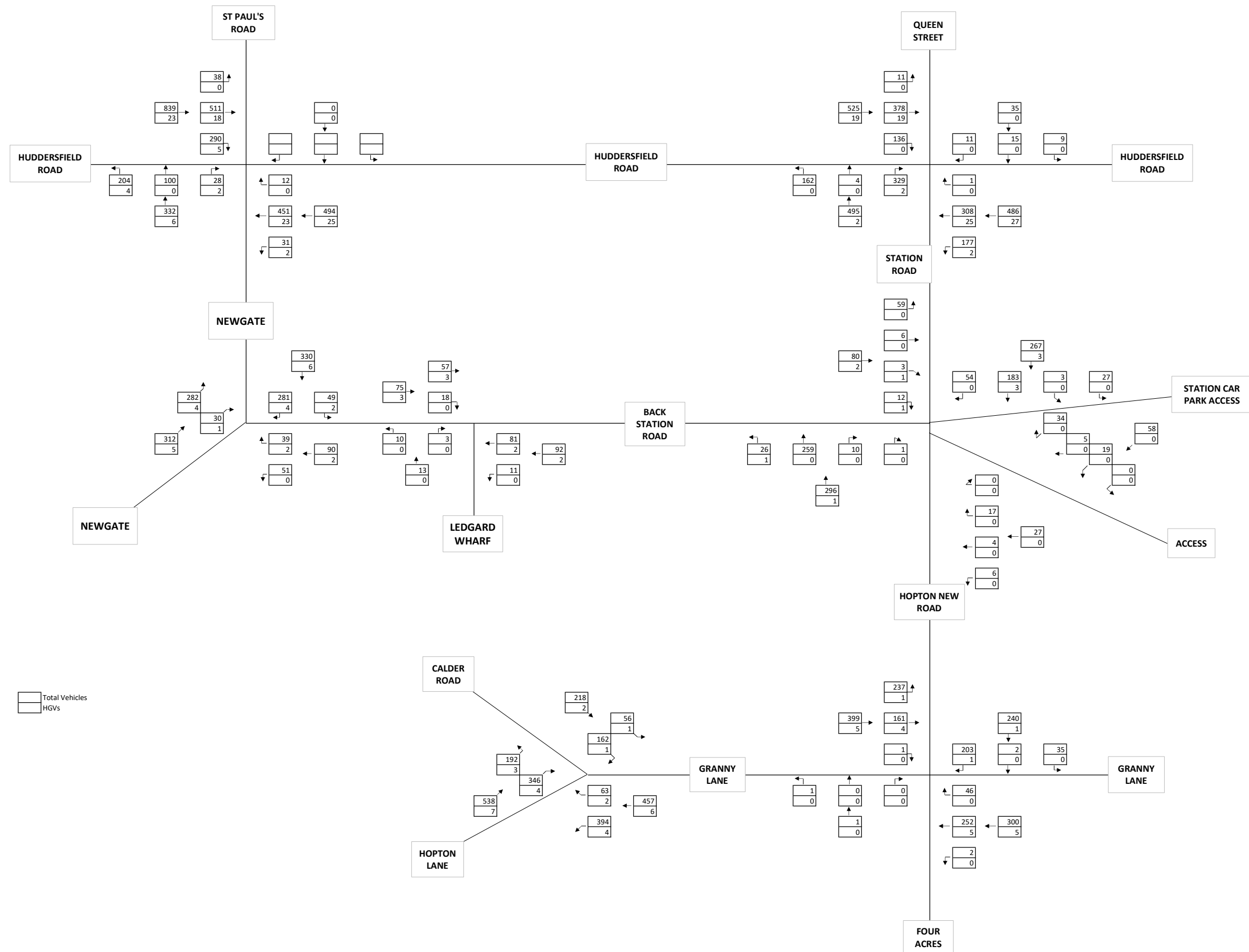


APPENDIX BGH 19

2017 SURVEYED FLOWS
LEDGARD MILLS, BATLEY
THURSDAY 5TH OCTOBER 2017
07:30 - 08:30
AM PEAK

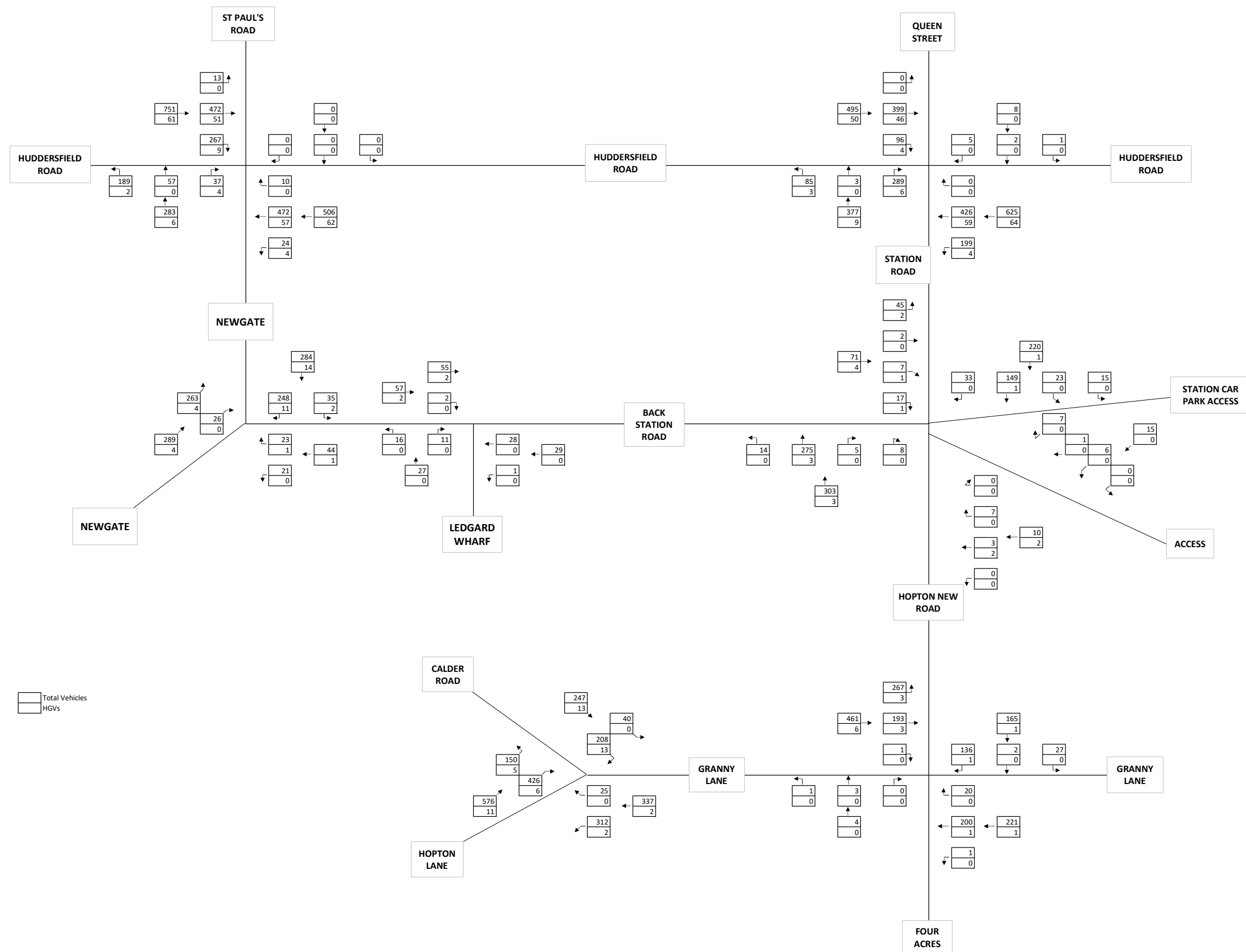


2017 SURVEYED FLOWS
LEDGARD MILLS, BATLEY
THURSDAY 5TH OCTOBER 2017
17:00 - 18:00
PM PEAK

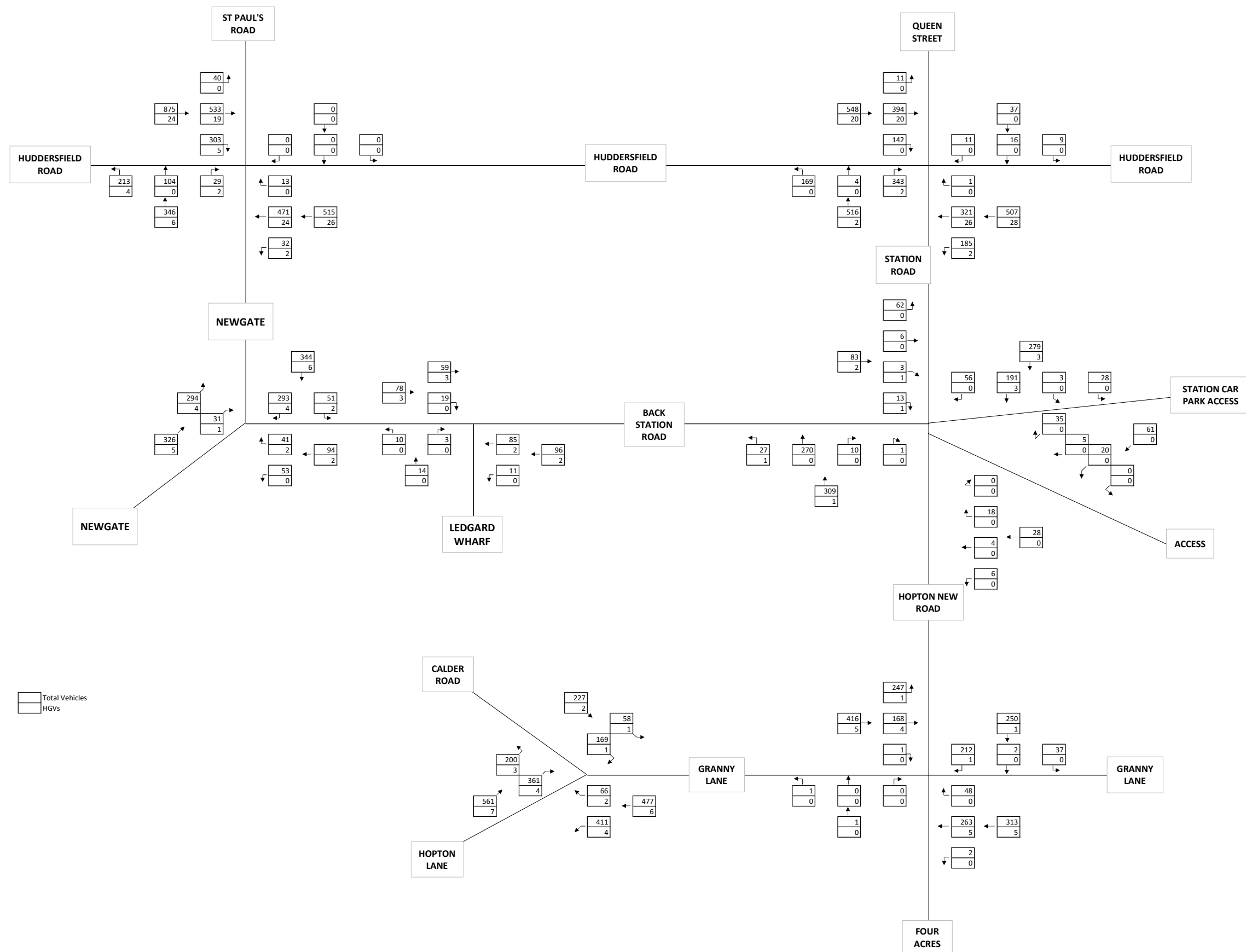


APPENDIX BGH 20

2021 EXISTING FLOWS
LEDGARD MILLS, BATLEY
07:30 - 08:30
AM PEAK

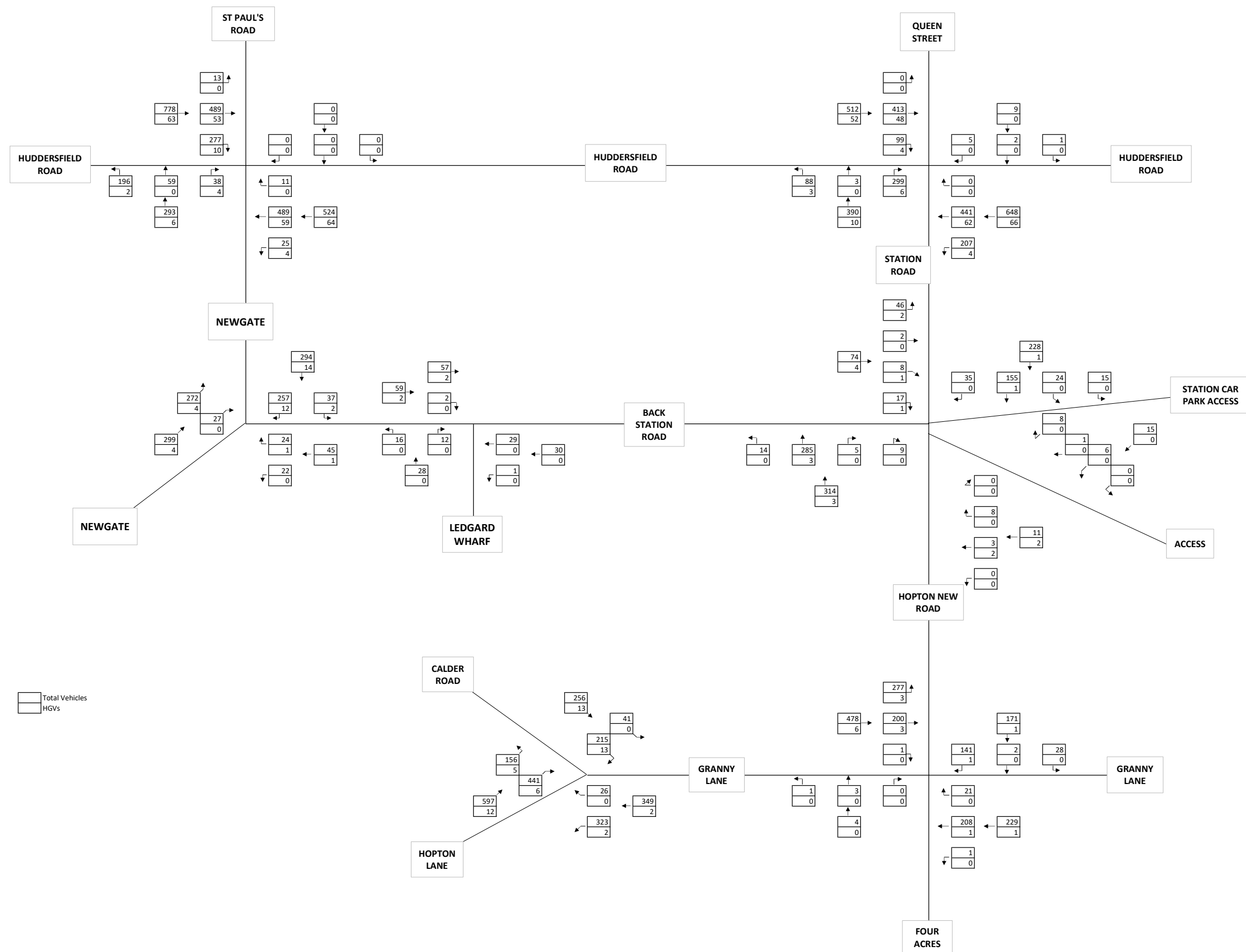


2021 EXISTING FLOWS
LEDGARD MILLS, BATLEY
17:00 - 18:00
PM PEAK

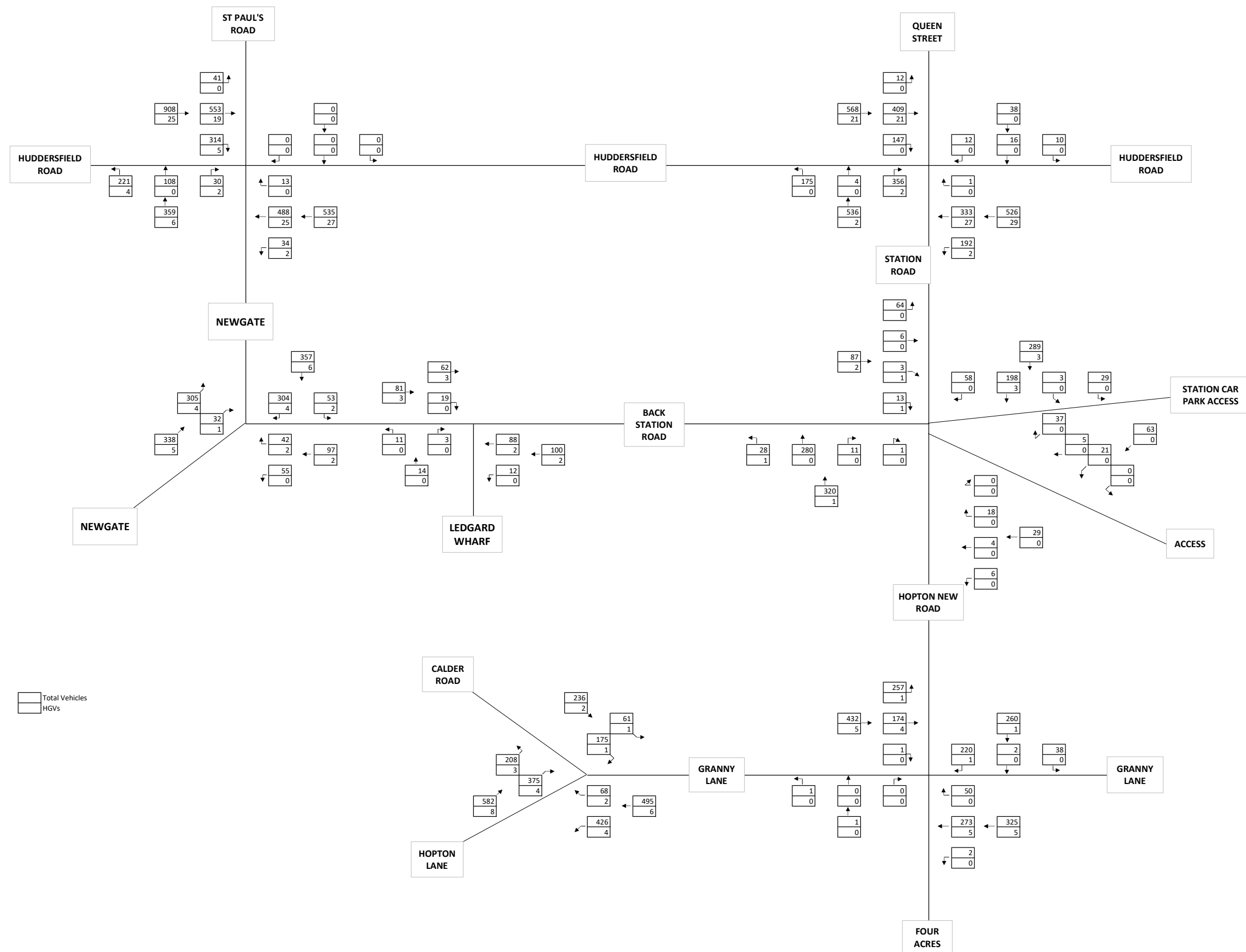


APPENDIX BGH 21

2026 GROWTHED FLOWS
LEDGARD MILLS, BATLEY
07:30 - 08:30
AM PEAK

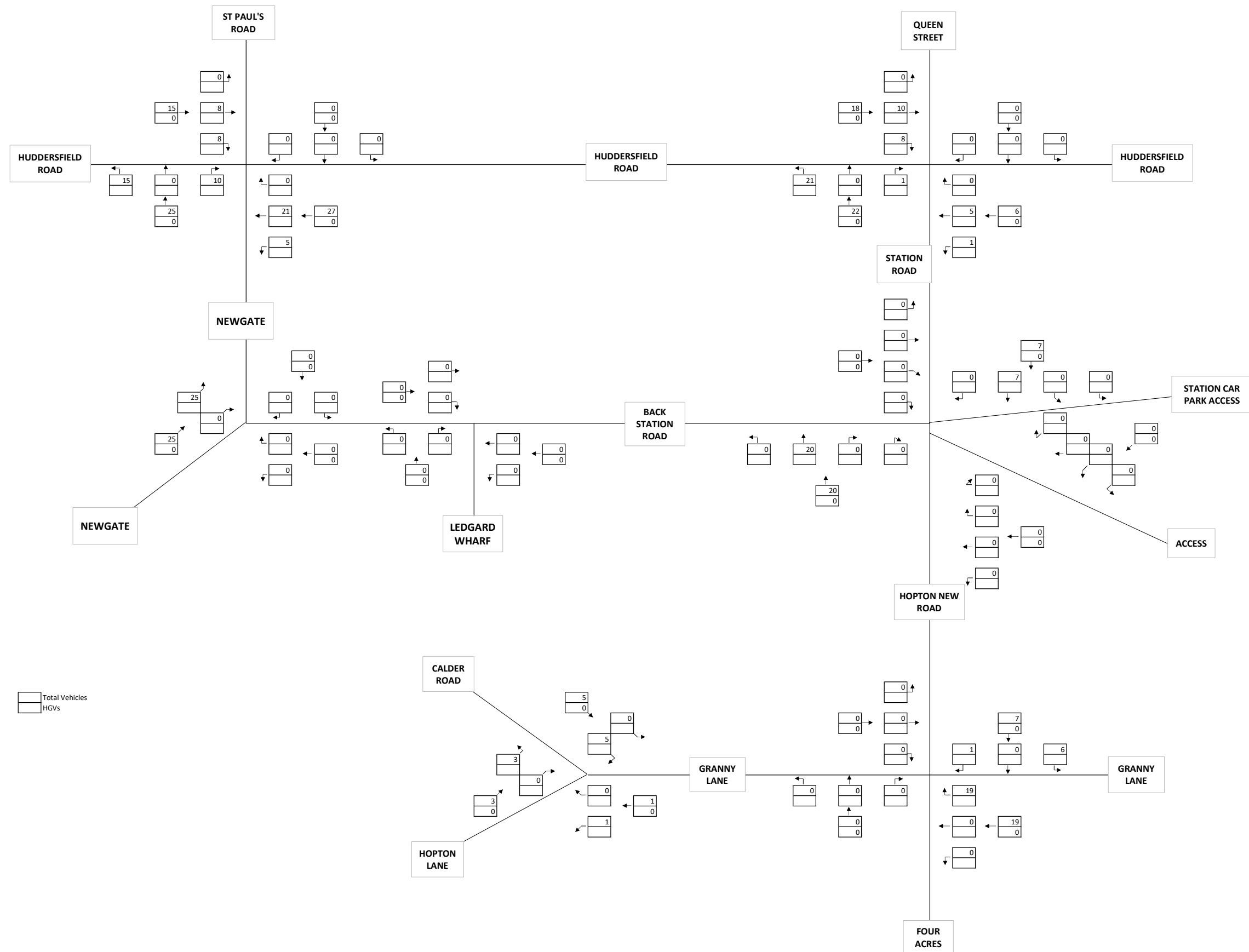


2026 GROWTHED FLOWS
LEDGARD MILLS, BATLEY
17:00 - 18:00
PM PEAK

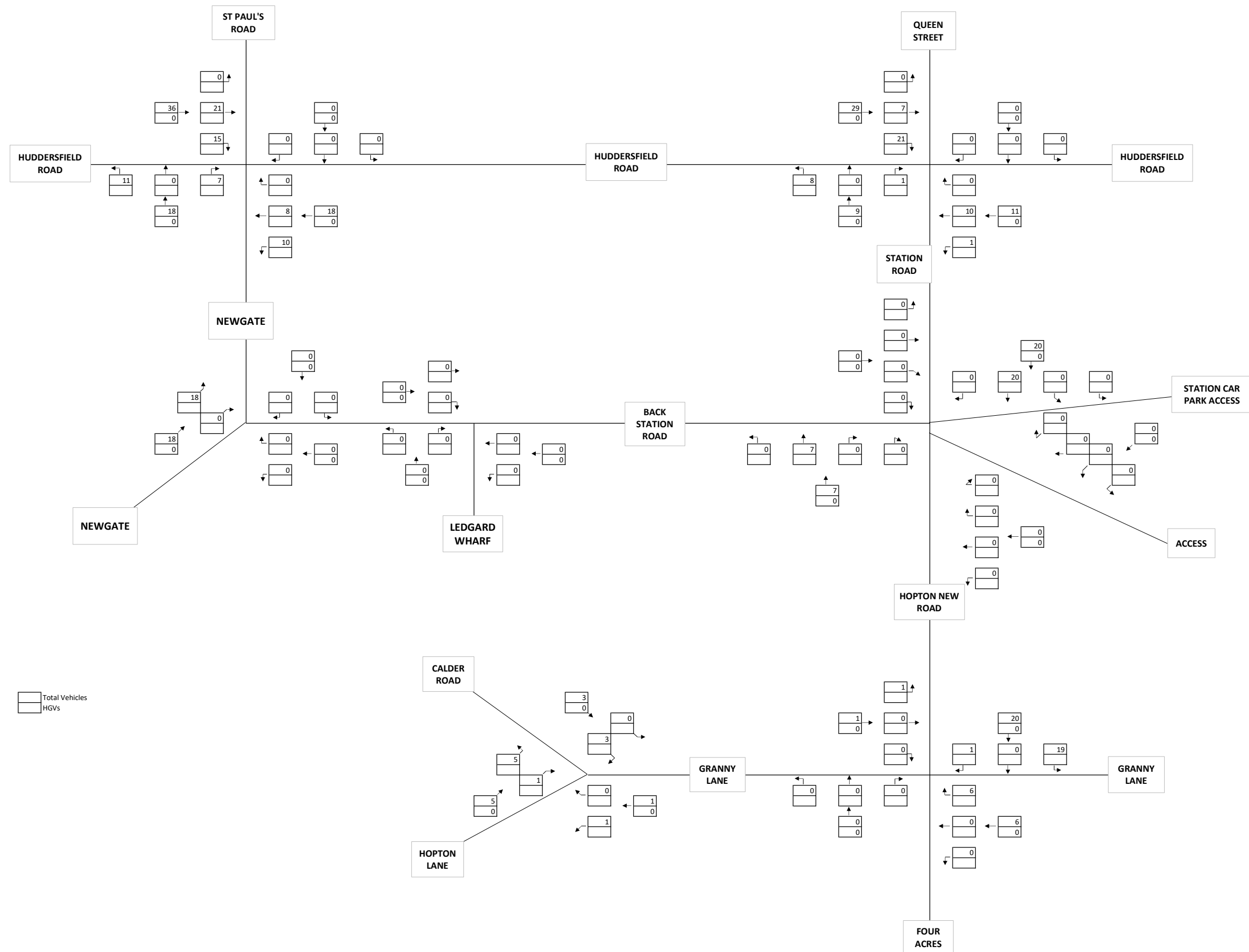


APPENDIX BGH 22

COMMITTED DEVELOPMENT FLOWS
LEDGARD MILLS, BATLEY
AM PEAK

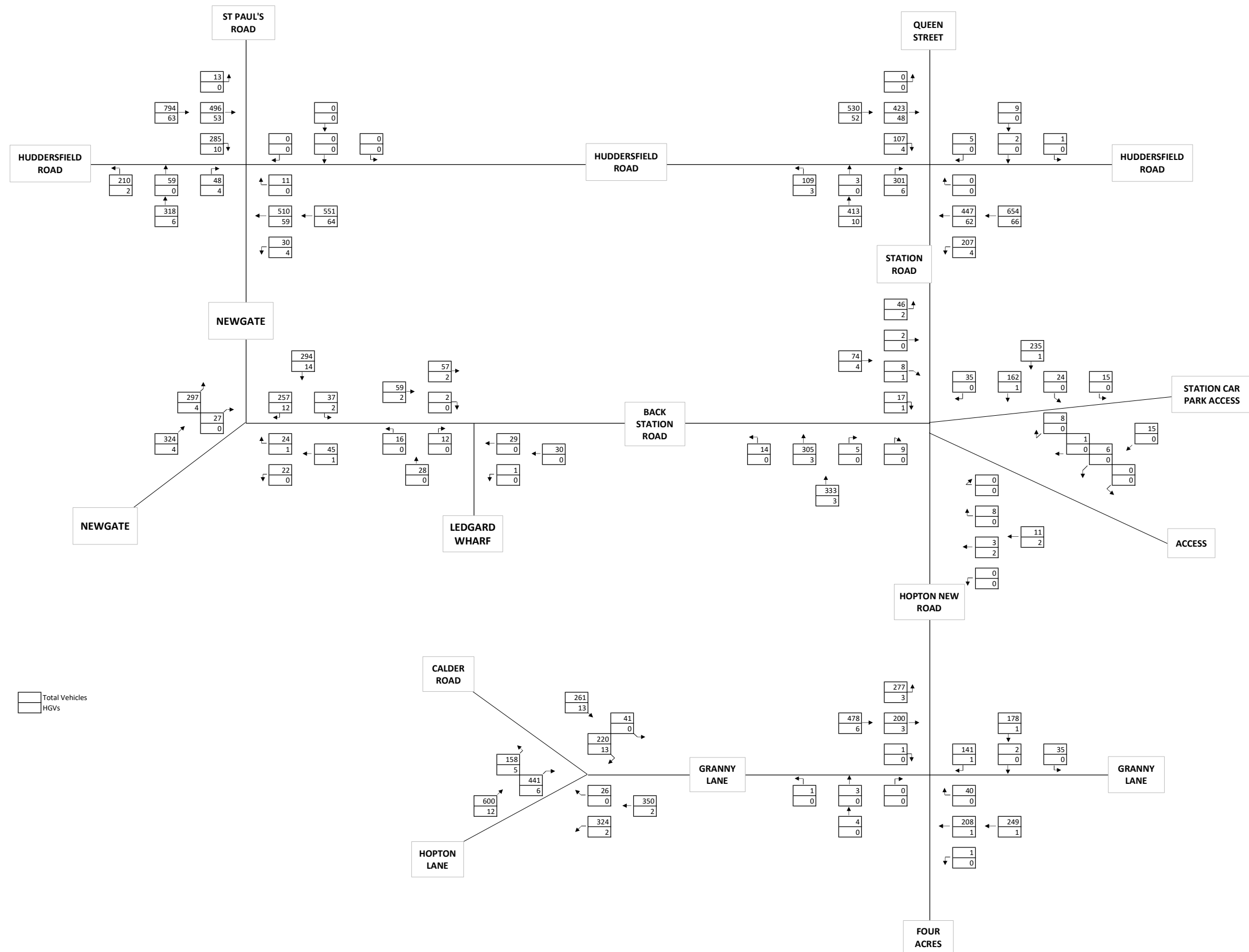


COMMITTED DEVELOPMENT FLOWS
LEDGARD MILLS, BATLEY
PM PEAK

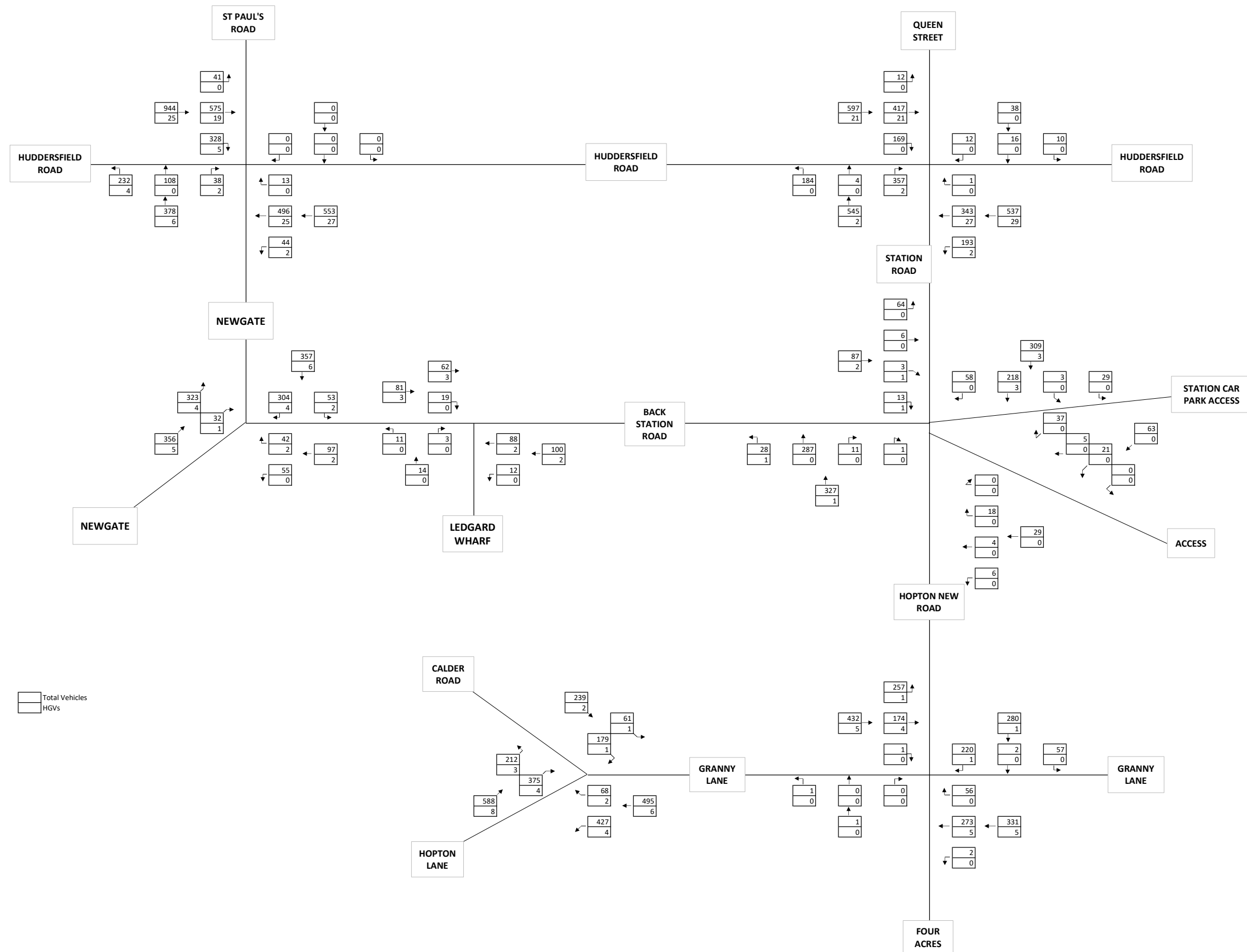


APPENDIX BGH 23

2026 BASE FLOWS
LEDGARD MILLS, BATLEY
AM PEAK

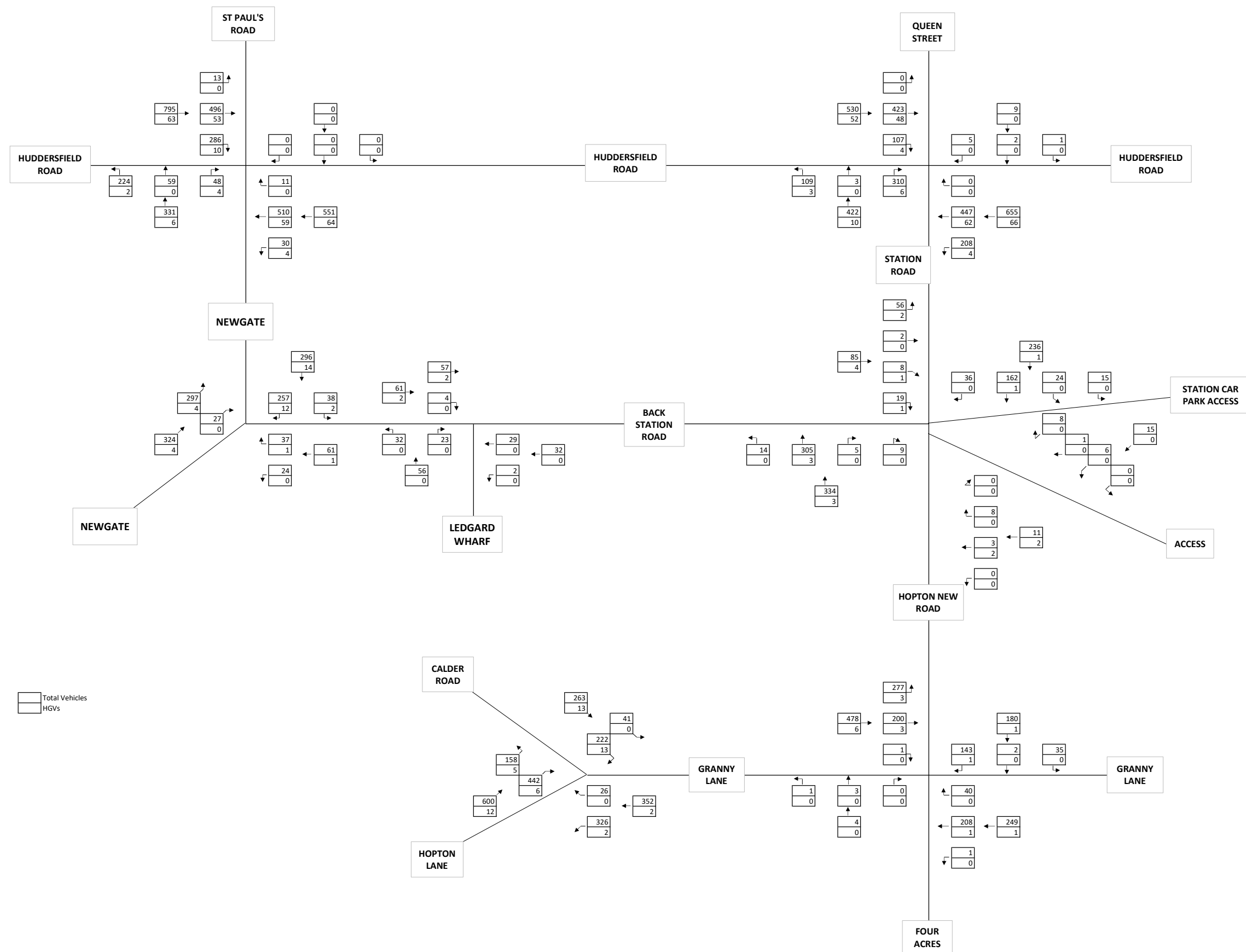


2026 BASE FLOWS
LEDGARD MILLS, BATLEY
PM PEAK

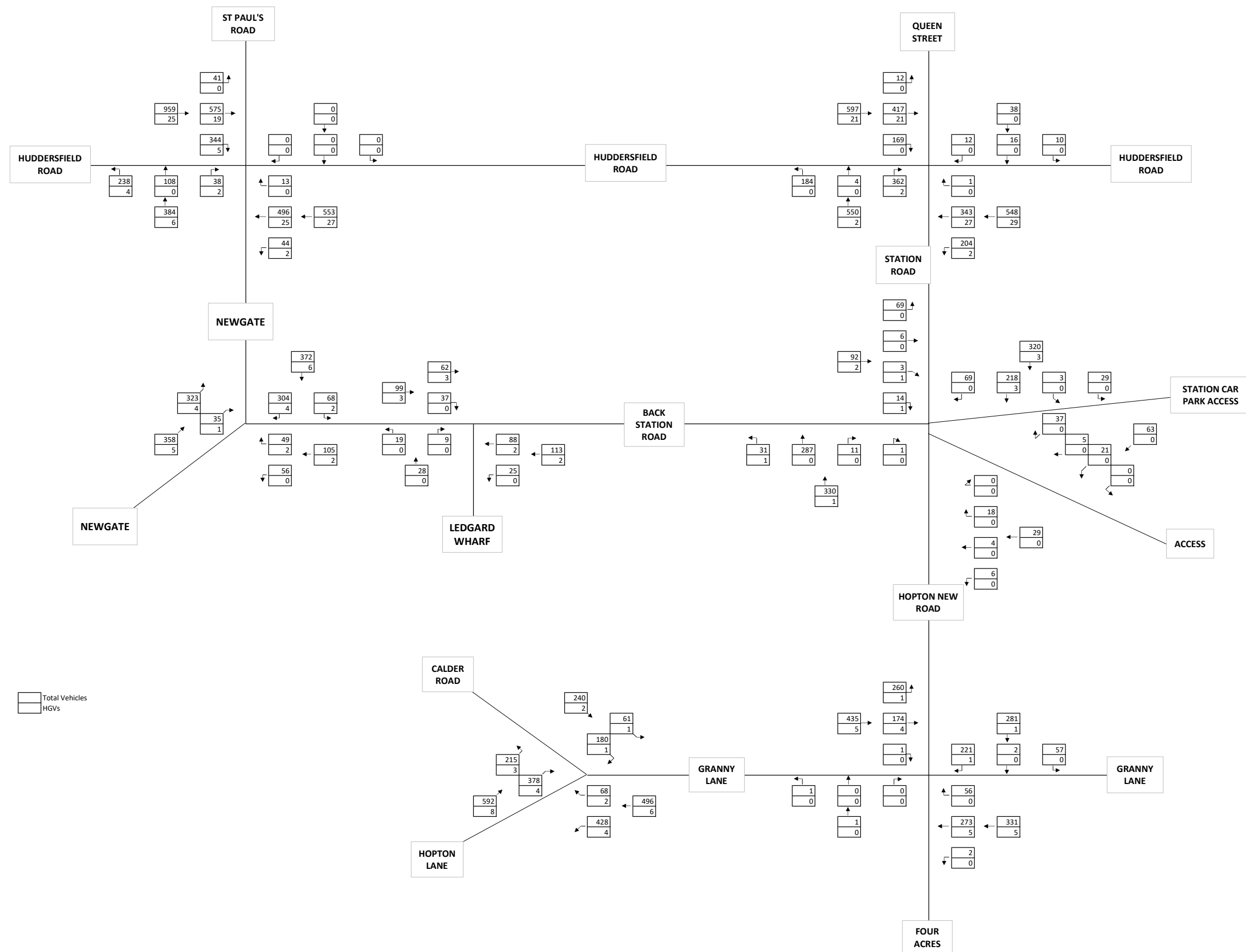


APPENDIX BGH 24

2026 PREDICTED FLOWS
LEDGARD MILLS, BATLEY
07:30 - 08:30
AM PEAK



2026 PREDICTED FLOWS
LEDGARD MILLS, BATLEY
17:00 - 18:00
PM PEAK



APPENDIX BGH 25

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.1.7462 © Copyright TRL Limited, 2019									
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: Ledgard Wharf - Back Station Road.j9

Path: Y:\2017\17-301 to 17-325\17-321 Ledgard Bridge Mills, Mirfield\Technical\Junction Modelling\2023 Application\Ledgard Wharf - Back Station Road

Report generation date: 16/11/2023 15:55:08

- »(Default Analysis Set) - 2023 Existing, AM
- »(Default Analysis Set) - 2023 Existing, PM
- »(Default Analysis Set) - 2028 Base, AM
- »(Default Analysis Set) - 2028 Base, PM
- »(Default Analysis Set) - 2028 Predicted, AM
- »(Default Analysis Set) - 2028 Predicted, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2023 Existing									
Stream B-AC	D1	0.1	7.21	0.06	A	D2	0.0	6.87	0.03	A
Stream C-AB		0.0	5.52	0.00	A		0.0	5.74	0.04	A
	A1 - 2028 Base									
Stream B-AC	D3	0.1	7.28	0.06	A	D4	0.0	6.86	0.03	A
Stream C-AB		0.0	5.51	0.00	A		0.0	5.73	0.04	A
	A1 - 2028 Predicted									
Stream B-AC	D5	0.1	7.73	0.12	A	D6	0.1	7.39	0.06	A
Stream C-AB		0.0	5.52	0.01	A		0.1	5.97	0.07	A

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

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

File summary

File Description

Title	Ledgard Wharf
Location	Ledgard Bridge Mills, Mirfield
Site number	
Date	10/11/2017
Version	
Status	(new file)
Identifier	
Client	Binks Vertical Ltd
Jobnumber	17-321
Enumerator	johnturner
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	2023 Existing	AM	ONE HOUR	07:15	08:45	15
D2	2023 Existing	PM	ONE HOUR	16:15	17:45	15
D3	2028 Base	AM	ONE HOUR	07:15	08:45	15
D4	2028 Base	PM	ONE HOUR	16:15	17:45	15
D5	2028 Predicted	AM	ONE HOUR	07:15	08:45	15
D6	2028 Predicted	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	(Default Analysis Set)	100.000

(Default Analysis Set) - 2023 Existing, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way		1.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Back Station Road East		Major
B	Ledgard Wharf		Minor
C	Back Station Road West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Back Station Road West	6.00			100.0	✓	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 - Ledgard Wharf	One lane	2.50	20	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	469	0.085	0.216	0.136	0.309
B-C	605	0.093	0.234	-	-
C-B	632	0.245	0.245	-	-

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	2023 Existing	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Back Station Road East		✓	29	100.000
B - Ledgard Wharf		✓	27	100.000
C - Back Station Road West		✓	59	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Back Station Road East	B - Ledgard Wharf	C - Back Station Road West
From				
	A - Back Station Road East	0	1	28
	B - Ledgard Wharf	11	0	16
	C - Back Station Road West	57	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Back Station Road East	B - Ledgard Wharf	C - Back Station Road West
From				
	A - Back Station Road East	0	0	0
	B - Ledgard Wharf	0	0	0
	C - Back Station Road West	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.21	0.1	A
C-AB	0.00	5.52	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	533	0.038	20	0.0	7.022	A
C-AB	2	655	0.002	2	0.0	5.513	A
C-A	43			43			
A-B	0.75			0.75			
A-C	21			21			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	531	0.046	24	0.0	7.102	A
C-AB	2	659	0.003	2	0.0	5.479	A
C-A	51			51			
A-B	0.90			0.90			
A-C	25			25			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	529	0.056	30	0.1	7.211	A
C-AB	2	665	0.004	2	0.0	5.432	A
C-A	63			63			
A-B	1			1			
A-C	31			31			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	529	0.056	30	0.1	7.211	A
C-AB	2	665	0.004	2	0.0	5.432	A
C-A	63			63			
A-B	1			1			
A-C	31			31			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	531	0.046	24	0.0	7.103	A
C-AB	2	659	0.003	2	0.0	5.481	A
C-A	51			51			
A-B	0.90			0.90			
A-C	25			25			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	533	0.038	20	0.0	7.028	A
C-AB	2	655	0.002	2	0.0	5.515	A
C-A	43			43			
A-B	0.75			0.75			
A-C	21			21			

(Default Analysis Set) - 2023 Existing, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way		1.09	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	2023 Existing	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Back Station Road East		✓	98	100.000
B - Ledgard Wharf		✓	13	100.000
C - Back Station Road West		✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Back Station Road East	B - Ledgard Wharf	C - Back Station Road West
From	A - Back Station Road East	0	11	87
	B - Ledgard Wharf	3	0	10
	C - Back Station Road West	62	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Back Station Road East	B - Ledgard Wharf	C - Back Station Road West
From	A - Back Station Road East	0	0	0
	B - Ledgard Wharf	0	0	0
	C - Back Station Road West	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	6.87	0.0	A
C-AB	0.04	5.74	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	547	0.018	10	0.0	6.696	A
C-AB	15	645	0.024	15	0.0	5.721	A
C-A	46			46			
A-B	8			8			
A-C	65			65			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	543	0.022	12	0.0	6.769	A
C-AB	19	647	0.029	19	0.0	5.727	A
C-A	54			54			
A-B	10			10			
A-C	78			78			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	538	0.027	14	0.0	6.871	A
C-AB	23	651	0.036	23	0.0	5.737	A
C-A	66			66			
A-B	12			12			
A-C	96			96			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	538	0.027	14	0.0	6.871	A
C-AB	23	651	0.036	23	0.0	5.740	A
C-A	66			66			
A-B	12			12			
A-C	96			96			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	543	0.022	12	0.0	6.769	A
C-AB	19	647	0.029	19	0.0	5.731	A
C-A	54			54			
A-B	10			10			
A-C	78			78			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	547	0.018	10	0.0	6.697	A
C-AB	15	645	0.024	15	0.0	5.724	A
C-A	46			46			
A-B	8			8			
A-C	65			65			

(Default Analysis Set) - 2028 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way		1.81	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)
D3	2028 Base	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Back Station Road East		✓	30	100.000
B - Ledgard Wharf		✓	28	100.000
C - Back Station Road West		✓	61	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Back Station Road East	B - Ledgard Wharf	C - Back Station Road West
From	A - Back Station Road East	0	1	29
	B - Ledgard Wharf	12	0	16
	C - Back Station Road West	59	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Back Station Road East	B - Ledgard Wharf	C - Back Station Road West
From	A - Back Station Road East	0	0	0
	B - Ledgard Wharf	0	0	0
	C - Back Station Road West	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.28	0.1	A
C-AB	0.00	5.51	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	529	0.040	21	0.0	7.079	A
C-AB	2	655	0.002	2	0.0	5.506	A
C-A	44			44			
A-B	0.75			0.75			
A-C	22			22			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	528	0.048	25	0.0	7.163	A
C-AB	2	660	0.003	2	0.0	5.471	A
C-A	53			53			
A-B	0.90			0.90			
A-C	26			26			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	525	0.059	31	0.1	7.279	A
C-AB	2	666	0.004	2	0.0	5.422	A
C-A	65			65			
A-B	1			1			
A-C	32			32			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	525	0.059	31	0.1	7.279	A
C-AB	2	666	0.004	2	0.0	5.424	A
C-A	65			65			
A-B	1			1			
A-C	32			32			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	528	0.048	25	0.1	7.165	A
C-AB	2	660	0.003	2	0.0	5.473	A
C-A	53			53			
A-B	0.90			0.90			
A-C	26			26			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	529	0.040	21	0.0	7.085	A
C-AB	2	655	0.002	2	0.0	5.506	A
C-A	44			44			
A-B	0.75			0.75			
A-C	22			22			

(Default Analysis Set) - 2028 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way		1.08	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)
D4	2028 Base	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Back Station Road East		✓	102	100.000
B - Ledgard Wharf		✓	14	100.000
C - Back Station Road West		✓	84	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Back Station Road East	B - Ledgard Wharf	C - Back Station Road West
From	A - Back Station Road East	0	12	90
	B - Ledgard Wharf	3	0	11
	C - Back Station Road West	65	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Back Station Road East	B - Ledgard Wharf	C - Back Station Road West
From	A - Back Station Road East	0	0	0
	B - Ledgard Wharf	0	0	0
	C - Back Station Road West	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	6.86	0.0	A
C-AB	0.04	5.73	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	549	0.019	10	0.0	6.680	A
C-AB	15	645	0.024	15	0.0	5.714	A
C-A	48			48			
A-B	9			9			
A-C	68			68			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	545	0.023	13	0.0	6.755	A
C-AB	19	648	0.029	19	0.0	5.720	A
C-A	57			57			
A-B	11			11			
A-C	81			81			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	540	0.029	15	0.0	6.862	A
C-AB	24	652	0.036	23	0.0	5.728	A
C-A	69			69			
A-B	13			13			
A-C	99			99			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	540	0.029	15	0.0	6.862	A
C-AB	24	652	0.036	24	0.0	5.728	A
C-A	69			69			
A-B	13			13			
A-C	99			99			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	545	0.023	13	0.0	6.756	A
C-AB	19	648	0.029	19	0.0	5.723	A
C-A	57			57			
A-B	11			11			
A-C	81			81			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	549	0.019	11	0.0	6.681	A
C-AB	15	645	0.024	16	0.0	5.715	A
C-A	48			48			
A-B	9			9			
A-C	68			68			

(Default Analysis Set) - 2028 Predicted, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way		3.01	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)
D5	2028 Predicted	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Back Station Road East		✓	31	100.000
B - Ledgard Wharf		✓	55	100.000
C - Back Station Road West		✓	63	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Back Station Road East	B - Ledgard Wharf	C - Back Station Road West
From	A - Back Station Road East	0	2	29
	B - Ledgard Wharf	23	0	32
	C - Back Station Road West	59	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Back Station Road East	B - Ledgard Wharf	C - Back Station Road West
From	A - Back Station Road East	0	0	0
	B - Ledgard Wharf	0	0	0
	C - Back Station Road West	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	7.73	0.1	A
C-AB	0.01	5.52	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	531	0.078	41	0.1	7.350	A
C-AB	3	655	0.005	3	0.0	5.521	A
C-A	44			44			
A-B	2			2			
A-C	22			22			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	529	0.094	49	0.1	7.509	A
C-AB	4	660	0.006	4	0.0	5.489	A
C-A	53			53			
A-B	2			2			
A-C	26			26			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	526	0.115	60	0.1	7.725	A
C-AB	5	666	0.007	5	0.0	5.444	A
C-A	64			64			
A-B	2			2			
A-C	32			32			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	526	0.115	61	0.1	7.728	A
C-AB	5	666	0.007	5	0.0	5.444	A
C-A	64			64			
A-B	2			2			
A-C	32			32			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	529	0.094	50	0.1	7.515	A
C-AB	4	660	0.006	4	0.0	5.491	A
C-A	53			53			
A-B	2			2			
A-C	26			26			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	531	0.078	41	0.1	7.361	A
C-AB	3	655	0.005	3	0.0	5.524	A
C-A	44			44			
A-B	2			2			
A-C	22			22			

(Default Analysis Set) - 2028 Predicted, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way		1.84	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)
D6	2028 Predicted	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Back Station Road East		✓	115	100.000
B - Ledgard Wharf		✓	28	100.000
C - Back Station Road West		✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Back Station Road East	B - Ledgard Wharf	C - Back Station Road West
From	A - Back Station Road East	0	25	90
	B - Ledgard Wharf	9	0	19
	C - Back Station Road West	65	37	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Back Station Road East	B - Ledgard Wharf	C - Back Station Road West
From	A - Back Station Road East	0	0	0
	B - Ledgard Wharf	0	0	0
	C - Back Station Road West	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.39	0.1	A
C-AB	0.07	5.97	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	529	0.040	21	0.0	7.083	A
C-AB	30	643	0.047	30	0.1	5.871	A
C-A	47			47			
A-B	19			19			
A-C	68			68			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	524	0.048	25	0.1	7.212	A
C-AB	37	645	0.057	37	0.1	5.913	A
C-A	55			55			
A-B	22			22			
A-C	81			81			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	518	0.060	31	0.1	7.394	A
C-AB	46	649	0.071	46	0.1	5.971	A
C-A	66			66			
A-B	28			28			
A-C	99			99			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	518	0.060	31	0.1	7.394	A
C-AB	46	649	0.071	46	0.1	5.972	A
C-A	66			66			
A-B	28			28			
A-C	99			99			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	524	0.048	25	0.1	7.217	A
C-AB	37	645	0.057	37	0.1	5.915	A
C-A	55			55			
A-B	22			22			
A-C	81			81			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	529	0.040	21	0.0	7.090	A
C-AB	30	643	0.047	30	0.1	5.877	A
C-A	47			47			
A-B	19			19			
A-C	68			68			

Junctions 9									
PICADY 9 - Priority Intersection Module									
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Filename: Back Station Road-Newgate.j9

Path: Y:\2017\17-301 to 17-325\17-321 Ledgard Bridge Mills, Mirfield\Technical\Junction Modelling\2023 Application\Back Station Road - Newgate

Report generation date: 16/11/2023 15:58:35

- »(Default Analysis Set) - 2023 Existing, AM
- »(Default Analysis Set) - 2023 Existing, PM
- »(Default Analysis Set) - 2028 Base, AM
- »(Default Analysis Set) - 2028 Base, PM
- »(Default Analysis Set) - 2028 Predicted, AM
- »(Default Analysis Set) - 2028 Predicted, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2023 Existing									
Stream B-C	D1	0.0	6.34	0.04	A	D2	0.1	7.27	0.11	A
Stream B-A		0.1	9.75	0.07	A		0.1	10.75	0.12	B
Stream C-AB		0.1	5.44	0.07	A		0.2	5.44	0.08	A
	A1 - 2028 Base									
Stream B-C	D3	0.0	6.39	0.04	A	D4	0.1	7.36	0.11	A
Stream B-A		0.1	10.02	0.07	B		0.1	11.10	0.13	B
Stream C-AB		0.1	5.33	0.07	A		0.2	5.35	0.09	A
	A1 - 2028 Predicted									
Stream B-C	D5	0.1	6.92	0.05	A	D6	0.1	7.49	0.11	A
Stream B-A		0.1	10.30	0.11	B		0.2	11.16	0.15	B
Stream C-AB		0.1	5.33	0.07	A		0.2	5.40	0.10	A

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

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

File summary

File Description

Title	Back Station Road/Newgate
Location	Ledgard Bridge Mills, Mirfield
Site number	
Date	02/11/2017
Version	
Status	(new file)
Identifier	
Client	Binks Vertical Limited
Jobnumber	17-321
Enumerator	johnturner
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	2023 Existing	AM	ONE HOUR	07:15	08:45	15
D2	2023 Existing	PM	ONE HOUR	16:45	18:15	15
D3	2028 Base	AM	ONE HOUR	07:15	08:45	15
D4	2028 Base	PM	ONE HOUR	16:45	18:15	15
D5	2028 Predicted	AM	ONE HOUR	07:15	08:45	15
D6	2028 Predicted	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	(Default Analysis Set)	100.000

(Default Analysis Set) - 2023 Existing, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Back Station Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way		0.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Newgate North		Major
B	Back Station Road		Minor
C	Newgate South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Newgate South	6.00			50.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Back Station Road	One lane plus flare	7.80	3.77	2.90	2.90	2.90	✓	1.00	50	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	523	0.095	0.241	0.151	0.344
B-C	681	0.104	0.264	-	-
C-B	603	0.234	0.234	-	-

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	2023 Existing	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate North		✓	296	100.000
B - Back Station Road		✓	45	100.000
C - Newgate South		✓	293	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Newgate North	B - Back Station Road	C - Newgate South
From	A - Newgate North	0	37	259
	B - Back Station Road	24	0	21
	C - Newgate South	267	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Newgate North	B - Back Station Road	C - Newgate South
From	A - Newgate North	0	0	0
	B - Back Station Road	0	0	0
	C - Newgate South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	6.34	0.0	A
B-A	0.07	9.75	0.1	A
C-AB	0.07	5.44	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	620	0.026	16	0.0	5.959	A
B-A	18	436	0.041	18	0.0	8.609	A
C-AB	28	690	0.040	27	0.1	5.429	A
C-A	193			193			
A-B	28			28			
A-C	195			195			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	607	0.031	19	0.0	6.115	A
B-A	22	419	0.051	22	0.1	9.056	A
C-AB	35	709	0.050	35	0.1	5.346	A
C-A	228			228			
A-B	33			33			
A-C	233			233			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	591	0.039	23	0.0	6.342	A
B-A	26	396	0.067	26	0.1	9.748	A
C-AB	48	735	0.065	48	0.1	5.242	A
C-A	275			275			
A-B	41			41			
A-C	285			285			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	590	0.039	23	0.0	6.344	A
B-A	26	396	0.067	26	0.1	9.749	A
C-AB	48	735	0.065	48	0.1	5.244	A
C-A	275			275			
A-B	41			41			
A-C	285			285			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	607	0.031	19	0.0	6.121	A
B-A	22	419	0.052	22	0.1	9.061	A
C-AB	35	709	0.050	36	0.1	5.351	A
C-A	228			228			
A-B	33			33			
A-C	233			233			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	619	0.026	16	0.0	5.967	A
B-A	18	436	0.041	18	0.0	8.620	A
C-AB	28	690	0.040	28	0.1	5.435	A
C-A	193			193			
A-B	28			28			
A-C	195			195			

(Default Analysis Set) - 2023 Existing, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Back Station Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way		1.46	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	2023 Existing	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate North		✓	350	100.000
B - Back Station Road		✓	96	100.000
C - Newgate South		✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Newgate North	B - Back Station Road	C - Newgate South
From	A - Newgate North	0	53	297
	B - Back Station Road	43	0	53
	C - Newgate South	298	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Newgate North	B - Back Station Road	C - Newgate South
From	A - Newgate North	0	0	0
	B - Back Station Road	0	0	0
	C - Newgate South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	7.27	0.1	A
B-A	0.12	10.75	0.1	B
C-AB	0.08	5.44	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	589	0.068	40	0.1	6.545	A
B-A	32	429	0.075	32	0.1	9.051	A
C-AB	35	698	0.051	35	0.1	5.429	A
C-A	213			213			
A-B	40			40			
A-C	224			224			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	574	0.083	48	0.1	6.832	A
B-A	39	410	0.094	39	0.1	9.697	A
C-AB	46	719	0.064	46	0.1	5.354	A
C-A	251			251			
A-B	48			48			
A-C	267			267			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	554	0.105	58	0.1	7.266	A
B-A	47	382	0.124	47	0.1	10.741	B
C-AB	63	748	0.084	63	0.2	5.258	A
C-A	300			300			
A-B	58			58			
A-C	327			327			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	553	0.105	58	0.1	7.270	A
B-A	47	382	0.124	47	0.1	10.749	B
C-AB	63	748	0.084	63	0.2	5.263	A
C-A	300			300			
A-B	58			58			
A-C	327			327			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	574	0.083	48	0.1	6.839	A
B-A	39	410	0.094	39	0.1	9.706	A
C-AB	46	719	0.064	46	0.1	5.357	A
C-A	251			251			
A-B	48			48			
A-C	267			267			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	589	0.068	40	0.1	6.555	A
B-A	32	430	0.075	32	0.1	9.067	A
C-AB	36	698	0.051	36	0.1	5.437	A
C-A	213			213			
A-B	40			40			
A-C	224			224			

(Default Analysis Set) - 2028 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Back Station Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way		0.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2028 Base	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate North		✓	308	100.000
B - Back Station Road		✓	47	100.000
C - Newgate South		✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Newgate North	B - Back Station Road	C - Newgate South
From	A - Newgate North	0	39	269
	B - Back Station Road	25	0	22
	C - Newgate South	301	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Newgate North	B - Back Station Road	C - Newgate South
From	A - Newgate North	0	0	0
	B - Back Station Road	0	0	0
	C - Newgate South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	6.39	0.0	A
B-A	0.07	10.02	0.1	B
C-AB	0.07	5.33	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	618	0.027	16	0.0	5.985	A
B-A	19	430	0.044	19	0.0	8.755	A
C-AB	30	706	0.042	30	0.1	5.320	A
C-A	217			217			
A-B	29			29			
A-C	203			203			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	605	0.033	20	0.0	6.150	A
B-A	22	412	0.055	22	0.1	9.248	A
C-AB	39	728	0.053	39	0.1	5.224	A
C-A	256			256			
A-B	35			35			
A-C	242			242			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	587	0.041	24	0.0	6.390	A
B-A	28	387	0.071	27	0.1	10.019	B
C-AB	53	759	0.070	53	0.1	5.102	A
C-A	308			308			
A-B	43			43			
A-C	296			296			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	587	0.041	24	0.0	6.392	A
B-A	28	387	0.071	28	0.1	10.023	B
C-AB	53	759	0.070	53	0.1	5.104	A
C-A	308			308			
A-B	43			43			
A-C	296			296			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	605	0.033	20	0.0	6.154	A
B-A	22	412	0.055	23	0.1	9.256	A
C-AB	39	728	0.053	39	0.1	5.228	A
C-A	256			256			
A-B	35			35			
A-C	242			242			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	617	0.027	17	0.0	5.993	A
B-A	19	430	0.044	19	0.0	8.766	A
C-AB	30	706	0.043	30	0.1	5.326	A
C-A	217			217			
A-B	29			29			
A-C	203			203			

(Default Analysis Set) - 2028 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Back Station Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way		1.46	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)
D4	2028 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate North		✓	363	100.000
B - Back Station Road		✓	99	100.000
C - Newgate South		✓	360	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Newgate North	B - Back Station Road	C - Newgate South
From	A - Newgate North	0	55	308
	B - Back Station Road	44	0	55
	C - Newgate South	327	33	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Newgate North	B - Back Station Road	C - Newgate South
From	A - Newgate North	0	0	0
	B - Back Station Road	0	0	0
	C - Newgate South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	7.36	0.1	A
B-A	0.13	11.10	0.1	B
C-AB	0.09	5.35	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	587	0.071	41	0.1	6.592	A
B-A	33	423	0.078	33	0.1	9.229	A
C-AB	38	712	0.053	38	0.1	5.342	A
C-A	233			233			
A-B	41			41			
A-C	232			232			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	571	0.087	49	0.1	6.895	A
B-A	40	402	0.098	39	0.1	9.935	A
C-AB	50	735	0.068	49	0.1	5.254	A
C-A	274			274			
A-B	49			49			
A-C	277			277			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	550	0.110	60	0.1	7.358	A
B-A	48	373	0.130	48	0.1	11.090	B
C-AB	69	768	0.089	68	0.2	5.151	A
C-A	328			328			
A-B	61			61			
A-C	339			339			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	549	0.110	61	0.1	7.362	A
B-A	48	373	0.130	48	0.1	11.100	B
C-AB	69	768	0.090	69	0.2	5.153	A
C-A	328			328			
A-B	61			61			
A-C	339			339			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	571	0.087	50	0.1	6.900	A
B-A	40	402	0.098	40	0.1	9.946	A
C-AB	50	735	0.068	50	0.1	5.259	A
C-A	274			274			
A-B	49			49			
A-C	277			277			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	587	0.071	41	0.1	6.602	A
B-A	33	423	0.078	33	0.1	9.244	A
C-AB	38	712	0.054	38	0.1	5.350	A
C-A	233			233			
A-B	41			41			
A-C	232			232			

(Default Analysis Set) - 2028 Predicted, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Back Station Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way		1.13	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)
D5	2028 Predicted	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate North		✓	309	100.000
B - Back Station Road		✓	62	100.000
C - Newgate South		✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Newgate North	B - Back Station Road	C - Newgate South
From	A - Newgate North	0	40	269
	B - Back Station Road	38	0	24
	C - Newgate South	301	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Newgate North	B - Back Station Road	C - Newgate South
From	A - Newgate North	0	0	0
	B - Back Station Road	0	0	0
	C - Newgate South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.92	0.1	A
B-A	0.11	10.30	0.1	B
C-AB	0.07	5.33	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	578	0.031	18	0.0	6.427	A
B-A	29	435	0.066	28	0.1	8.851	A
C-AB	30	706	0.042	30	0.1	5.321	A
C-A	217			217			
A-B	30			30			
A-C	203			203			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	565	0.038	22	0.0	6.625	A
B-A	34	417	0.082	34	0.1	9.409	A
C-AB	39	728	0.053	39	0.1	5.224	A
C-A	256			256			
A-B	36			36			
A-C	242			242			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	547	0.048	26	0.1	6.914	A
B-A	42	391	0.107	42	0.1	10.296	B
C-AB	53	759	0.070	53	0.1	5.103	A
C-A	308			308			
A-B	44			44			
A-C	296			296			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	547	0.048	26	0.1	6.916	A
B-A	42	391	0.107	42	0.1	10.302	B
C-AB	53	759	0.070	53	0.1	5.104	A
C-A	308			308			
A-B	44			44			
A-C	296			296			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	565	0.038	22	0.0	6.632	A
B-A	34	417	0.082	34	0.1	9.420	A
C-AB	39	728	0.053	39	0.1	5.229	A
C-A	256			256			
A-B	36			36			
A-C	242			242			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	577	0.031	18	0.0	6.437	A
B-A	29	435	0.066	29	0.1	8.865	A
C-AB	30	706	0.043	30	0.1	5.328	A
C-A	217			217			
A-B	30			30			
A-C	203			203			

(Default Analysis Set) - 2028 Predicted, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Back Station Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way		1.56	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)
D6	2028 Predicted	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate North		✓	378	100.000
B - Back Station Road		✓	107	100.000
C - Newgate South		✓	363	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Newgate North	B - Back Station Road	C - Newgate South
From	A - Newgate North	0	70	308
	B - Back Station Road	51	0	56
	C - Newgate South	327	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Newgate North	B - Back Station Road	C - Newgate South
From	A - Newgate North	0	0	0
	B - Back Station Road	0	0	0
	C - Newgate South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	7.49	0.1	A
B-A	0.15	11.16	0.2	B
C-AB	0.10	5.40	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	581	0.073	42	0.1	6.671	A
B-A	38	431	0.089	38	0.1	9.159	A
C-AB	42	709	0.059	41	0.1	5.388	A
C-A	232			232			
A-B	53			53			
A-C	232			232			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	565	0.089	50	0.1	6.992	A
B-A	46	409	0.112	46	0.1	9.906	A
C-AB	54	732	0.074	54	0.1	5.313	A
C-A	272			272			
A-B	63			63			
A-C	277			277			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	542	0.114	62	0.1	7.488	A
B-A	56	379	0.148	56	0.2	11.145	B
C-AB	75	765	0.098	75	0.2	5.223	A
C-A	324			324			
A-B	77			77			
A-C	339			339			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	542	0.114	62	0.1	7.493	A
B-A	56	379	0.148	56	0.2	11.159	B
C-AB	75	765	0.098	75	0.2	5.225	A
C-A	324			324			
A-B	77			77			
A-C	339			339			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	565	0.089	50	0.1	7.000	A
B-A	46	409	0.112	46	0.1	9.921	A
C-AB	54	732	0.074	55	0.1	5.317	A
C-A	272			272			
A-B	63			63			
A-C	277			277			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	581	0.073	42	0.1	6.681	A
B-A	38	431	0.089	39	0.1	9.176	A
C-AB	42	709	0.059	42	0.1	5.397	A
C-A	232			232			
A-B	53			53			
A-C	232			232			

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: Back Station Road-Station Road.j9

Path: Y:\2017\17-301 to 17-325\17-321 Ledgard Bridge Mills, Mirfield\Technical\Junction Modelling\2023 Application\Back station Road- Station Road

Report generation date: 16/11/2023 16:01:51

- »(Default Analysis Set) - 2023 Existing, AM
- »(Default Analysis Set) - 2023 Existing, PM
- »(Default Analysis Set) - 2028 Base, AM
- »(Default Analysis Set) - 2028 Base, PM
- »(Default Analysis Set) - 2028 Predicted, AM
- »(Default Analysis Set) - 2028 Predicted, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2023 Existing									
Stream B-ACD	D1	0.0	8.66	0.04	A	D2	0.2	10.85	0.17	B
Stream A-D		0.1	6.88	0.06	A		0.1	7.27	0.11	A
Stream D-ABC		0.2	9.24	0.16	A		0.2	9.58	0.19	A
Stream C-B		0.0	6.26	0.01	A		0.0	6.57	0.02	A
	A1 - 2028 Base									
Stream B-ACD	D3	0.1	10.11	0.08	B	D4	0.4	12.76	0.26	B
Stream A-D		0.1	7.05	0.07	A		0.1	7.38	0.12	A
Stream D-ABC		0.2	10.14	0.19	B		0.3	10.12	0.21	B
Stream C-B		0.0	6.48	0.03	A		0.0	6.70	0.02	A
	A1 - 2028 Predicted									
Stream B-ACD	D5	0.1	10.16	0.08	B	D6	0.4	12.90	0.26	B
Stream A-D		0.1	7.06	0.07	A		0.2	7.58	0.14	A
Stream D-ABC		0.3	10.39	0.22	B		0.3	10.32	0.23	B
Stream C-B		0.0	6.48	0.03	A		0.0	6.75	0.02	A

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

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

File summary

File Description

Title	Back Station Road/Station Road
Location	Ledgard Bridge Mills
Site number	
Date	02/11/2017
Version	
Status	(new file)
Identifier	
Client	Binks Vertical Limited
Jobnumber	17-321
Enumerator	johnturner
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	2023 Existing	AM	ONE HOUR	07:15	08:45	15
D2	2023 Existing	PM	ONE HOUR	16:45	18:15	15
D3	2028 Base	AM	ONE HOUR	07:15	08:45	15
D4	2028 Base	PM	ONE HOUR	16:45	18:15	15
D5	2028 Predicted	AM	ONE HOUR	07:15	08:45	15
D6	2028 Predicted	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	(Default Analysis Set)	100.000

(Default Analysis Set) - 2023 Existing, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Back Station Road/Station Road	Crossroads	Two-way		1.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Station Road North		Major
B	Station Access/Minor Access		Minor
C	Station Road South		Major
D	Back Station Road		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 - Station Road North	8.40			100.0		-
C - Station Road South	8.40			100.0		-

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 - Station Access/Minor Access	One lane	2.20	25	25
D - Back Station Road	One lane	2.20	26	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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
A-D	632	-	-	-	-	-	-	0.219	0.313	0.219	-	-	-
B-A	458	0.075	0.189	0.189	-	-	-	0.119	0.270	-	0.189	0.189	0.094
B-C	588	0.081	0.204	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	458	0.075	0.189	0.189	-	-	-	0.119	0.270	0.119	-	-	-
B-D, offside lane	458	0.075	0.189	0.189	-	-	-	0.119	0.270	0.119	-	-	-
C-B	632	0.219	0.219	0.313	-	-	-	-	-	-	-	-	-
D-A	587	-	-	-	-	-	-	0.204	-	0.081	-	-	-
D-B, nearside lane	457	0.119	0.119	0.269	-	-	-	0.188	0.188	0.075	-	-	-
D-B, offside lane	457	0.119	0.119	0.269	-	-	-	0.188	0.188	0.075	-	-	-
D-C	457	-	0.119	0.269	0.094	0.188	0.188	0.188	0.188	0.075	-	-	-

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	2023 Existing	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road North		✓	198	100.000
B - Station Access/Minor Access		✓	14	100.000
C - Station Road South		✓	297	100.000
D - Back Station Road		✓	67	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A - Station Road North	B - Station Access/Minor Access	C - Station Road South	D - Back Station Road
	A - Station Road North	0	15	150	33
	B - Station Access/Minor Access	7	0	6	1
	C - Station Road South	278	5	0	14
	D - Back Station Road	47	2	18	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Station Road North	B - Station Access/Minor Access	C - Station Road South	D - Back Station Road
	A - Station Road North	0	0	0	0
	B - Station Access/Minor Access	0	0	0	0
	C - Station Road South	0	0	0	0
	D - Back Station Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.04	8.66	0.0	A
A-B				
A-C				
A-D	0.06	6.88	0.1	A
D-ABC	0.16	9.24	0.2	A
C-D				
C-A				
C-B	0.01	6.26	0.0	A

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	456	0.023	10	0.0	8.086	A
A-B	11			11			
A-C	113			113			
A-D	25	582	0.043	25	0.0	6.452	A
D-ABC	50	488	0.103	50	0.1	8.205	A
C-D	11			11			
C-A	209			209			
C-B	4	597	0.006	4	0.0	6.069	A

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	13	445	0.028	13	0.0	8.317	A
A-B	13			13			
A-C	135			135			
A-D	30	573	0.052	30	0.1	6.626	A
D-ABC	60	478	0.126	60	0.1	8.614	A
C-D	13			13			
C-A	250			250			
C-B	4	590	0.008	4	0.0	6.147	A

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	15	431	0.036	15	0.0	8.656	A
A-B	17			17			
A-C	165			165			
A-D	36	560	0.065	36	0.1	6.878	A
D-ABC	74	464	0.159	74	0.2	9.229	A
C-D	15			15			
C-A	306			306			
C-B	6	581	0.009	5	0.0	6.259	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	15	431	0.036	15	0.0	8.657	A
A-B	17			17			
A-C	165			165			
A-D	36	560	0.065	36	0.1	6.878	A
D-ABC	74	464	0.159	74	0.2	9.236	A
C-D	15			15			
C-A	306			306			
C-B	6	581	0.009	6	0.0	6.259	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	13	445	0.028	13	0.0	8.321	A
A-B	13			13			
A-C	135			135			
A-D	30	573	0.052	30	0.1	6.630	A
D-ABC	60	478	0.126	60	0.1	8.625	A
C-D	13			13			
C-A	250			250			
C-B	4	590	0.008	5	0.0	6.150	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	455	0.023	11	0.0	8.092	A
A-B	11			11			
A-C	113			113			
A-D	25	582	0.043	25	0.0	6.458	A
D-ABC	50	488	0.103	51	0.1	8.226	A
C-D	11			11			
C-A	209			209			
C-B	4	597	0.006	4	0.0	6.070	A

(Default Analysis Set) - 2023 Existing, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Back Station Road/Station Road	Crossroads	Two-way		2.62	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	2023 Existing	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road North		✓	278	100.000
B - Station Access/Minor Access		✓	60	100.000
C - Station Road South		✓	308	100.000
D - Back Station Road		✓	82	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Station Road North	B - Station Access/Minor Access	C - Station Road South	D - Back Station Road
From	A - Station Road North	0	28	194	56
	B - Station Access/Minor Access	35	0	20	5
	C - Station Road South	270	10	0	28
	D - Back Station Road	62	6	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Station Road North	B - Station Access/Minor Access	C - Station Road South	D - Back Station Road
From	A - Station Road North	0	0	0	0
	B - Station Access/Minor Access	0	0	0	0
	C - Station Road South	0	0	0	0
	D - Back Station Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.17	10.85	0.2	B
A-B				
A-C				
A-D	0.11	7.27	0.1	A
D-ABC	0.19	9.58	0.2	A
C-D				
C-A				
C-B	0.02	6.57	0.0	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	45	429	0.105	45	0.1	9.350	A
A-B	21			21			
A-C	146			146			
A-D	42	580	0.073	42	0.1	6.683	A
D-ABC	62	493	0.125	61	0.1	8.329	A
C-D	21			21			
C-A	203			203			
C-B	8	582	0.013	7	0.0	6.265	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	54	416	0.130	54	0.1	9.933	A
A-B	25			25			
A-C	174			174			
A-D	50	570	0.088	50	0.1	6.922	A
D-ABC	74	482	0.153	74	0.2	8.820	A
C-D	25			25			
C-A	243			243			
C-B	9	572	0.016	9	0.0	6.390	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	66	398	0.166	66	0.2	10.834	B
A-B	31			31			
A-C	214			214			
A-D	62	556	0.111	62	0.1	7.271	A
D-ABC	90	466	0.194	90	0.2	9.571	A
C-D	31			31			
C-A	297			297			
C-B	11	559	0.020	11	0.0	6.570	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	66	398	0.166	66	0.2	10.849	B
A-B	31			31			
A-C	214			214			
A-D	62	556	0.111	62	0.1	7.274	A
D-ABC	90	466	0.194	90	0.2	9.582	A
C-D	31			31			
C-A	297			297			
C-B	11	559	0.020	11	0.0	6.570	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	54	416	0.130	54	0.2	9.951	A
A-B	25			25			
A-C	174			174			
A-D	50	570	0.088	50	0.1	6.925	A
D-ABC	74	482	0.153	74	0.2	8.837	A
C-D	25			25			
C-A	243			243			
C-B	9	572	0.016	9	0.0	6.394	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	45	429	0.105	45	0.1	9.382	A
A-B	21			21			
A-C	146			146			
A-D	42	580	0.073	42	0.1	6.693	A
D-ABC	62	493	0.125	62	0.1	8.358	A
C-D	21			21			
C-A	203			203			
C-B	8	582	0.013	8	0.0	6.269	A

(Default Analysis Set) - 2028 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Back Station Road/Station Road	Crossroads	Two-way		2.07	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)
D3	2028 Base	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road North		✓	237	100.000
B - Station Access/Minor Access		✓	28	100.000
C - Station Road South		✓	336	100.000
D - Back Station Road		✓	77	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Station Road North	B - Station Access/Minor Access	C - Station Road South	D - Back Station Road
From	A - Station Road North	0	39	163	35
	B - Station Access/Minor Access	16	0	6	6
	C - Station Road South	308	14	0	14
	D - Back Station Road	48	11	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Station Road North	B - Station Access/Minor Access	C - Station Road South	D - Back Station Road
From	A - Station Road North	0	0	0	0
	B - Station Access/Minor Access	0	0	0	0
	C - Station Road South	0	0	0	0
	D - Back Station Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.08	10.11	0.1	B
A-B				
A-C				
A-D	0.07	7.05	0.1	A
D-ABC	0.19	10.14	0.2	B
C-D				
C-A				
C-B	0.03	6.48	0.0	A

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	21	417	0.051	21	0.1	9.078	A
A-B	29			29			
A-C	123			123			
A-D	26	575	0.046	26	0.0	6.553	A
D-ABC	58	469	0.124	57	0.1	8.741	A
C-D	11			11			
C-A	232			232			
C-B	11	590	0.018	10	0.0	6.209	A

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	405	0.062	25	0.1	9.487	A
A-B	35			35			
A-C	147			147			
A-D	31	564	0.056	31	0.1	6.753	A
D-ABC	69	457	0.152	69	0.2	9.283	A
C-D	13			13			
C-A	277			277			
C-B	13	582	0.022	13	0.0	6.319	A

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	31	387	0.080	31	0.1	10.103	B
A-B	43			43			
A-C	179			179			
A-D	39	549	0.070	38	0.1	7.047	A
D-ABC	85	440	0.193	85	0.2	10.132	B
C-D	15			15			
C-A	339			339			
C-B	15	571	0.027	15	0.0	6.479	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	31	387	0.080	31	0.1	10.108	B
A-B	43			43			
A-C	179			179			
A-D	39	549	0.070	39	0.1	7.047	A
D-ABC	85	440	0.193	85	0.2	10.144	B
C-D	15			15			
C-A	339			339			
C-B	15	571	0.027	15	0.0	6.479	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	404	0.062	25	0.1	9.495	A
A-B	35			35			
A-C	147			147			
A-D	31	564	0.056	32	0.1	6.755	A
D-ABC	69	457	0.152	69	0.2	9.305	A
C-D	13			13			
C-A	277			277			
C-B	13	582	0.022	13	0.0	6.323	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	21	417	0.051	21	0.1	9.095	A
A-B	29			29			
A-C	123			123			
A-D	26	575	0.046	26	0.0	6.557	A
D-ABC	58	469	0.124	58	0.1	8.773	A
C-D	11			11			
C-A	232			232			
C-B	11	590	0.018	11	0.0	6.210	A

(Default Analysis Set) - 2028 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Back Station Road/Station Road	Crossroads	Two-way		3.13	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)
D4	2028 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road North		✓	311	100.000
B - Station Access/Minor Access		✓	91	100.000
C - Station Road South		✓	328	100.000
D - Back Station Road		✓	88	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Station Road North	B - Station Access/Minor Access	C - Station Road South	D - Back Station Road
From	A - Station Road North	0	32	221	58
	B - Station Access/Minor Access	55	0	27	9
	C - Station Road South	287	12	0	29
	D - Back Station Road	64	10	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Station Road North	B - Station Access/Minor Access	C - Station Road South	D - Back Station Road
From	A - Station Road North	0	0	0	0
	B - Station Access/Minor Access	0	0	0	0
	C - Station Road South	0	0	0	0
	D - Back Station Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.26	12.76	0.4	B
A-B				
A-C				
A-D	0.12	7.38	0.1	A
D-ABC	0.21	10.12	0.3	B
C-D				
C-A				
C-B	0.02	6.70	0.0	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	69	417	0.164	68	0.2	10.277	B
A-B	24			24			
A-C	166			166			
A-D	44	577	0.076	43	0.1	6.742	A
D-ABC	66	483	0.137	66	0.2	8.618	A
C-D	22			22			
C-A	216			216			
C-B	9	576	0.016	9	0.0	6.343	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	82	403	0.203	82	0.3	11.205	B
A-B	29			29			
A-C	199			199			
A-D	52	566	0.092	52	0.1	7.002	A
D-ABC	79	470	0.168	79	0.2	9.196	A
C-D	26			26			
C-A	258			258			
C-B	11	566	0.019	11	0.0	6.488	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	100	382	0.262	100	0.3	12.725	B
A-B	35			35			
A-C	243			243			
A-D	64	551	0.116	64	0.1	7.379	A
D-ABC	97	453	0.214	97	0.3	10.092	B
C-D	32			32			
C-A	316			316			
C-B	13	551	0.024	13	0.0	6.697	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	100	382	0.262	100	0.4	12.763	B
A-B	35			35			
A-C	243			243			
A-D	64	551	0.116	64	0.1	7.382	A
D-ABC	97	453	0.214	97	0.3	10.116	B
C-D	32			32			
C-A	316			316			
C-B	13	551	0.024	13	0.0	6.697	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	82	403	0.203	82	0.3	11.250	B
A-B	29			29			
A-C	199			199			
A-D	52	566	0.092	52	0.1	7.008	A
D-ABC	79	470	0.168	79	0.2	9.217	A
C-D	26			26			
C-A	258			258			
C-B	11	566	0.019	11	0.0	6.491	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	69	417	0.164	69	0.2	10.341	B
A-B	24			24			
A-C	166			166			
A-D	44	577	0.076	44	0.1	6.755	A
D-ABC	66	483	0.137	66	0.2	8.653	A
C-D	22			22			
C-A	216			216			
C-B	9	576	0.016	9	0.0	6.348	A

(Default Analysis Set) - 2028 Predicted, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Back Station Road/Station Road	Crossroads	Two-way		2.25	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)
D5	2028 Predicted	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road North		✓	238	100.000
B - Station Access/Minor Access		✓	28	100.000
C - Station Road South		✓	336	100.000
D - Back Station Road		✓	89	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Station Road North	B - Station Access/Minor Access	C - Station Road South	D - Back Station Road
From	A - Station Road North	0	39	163	36
	B - Station Access/Minor Access	16	0	6	6
	C - Station Road South	308	14	0	14
	D - Back Station Road	58	11	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Station Road North	B - Station Access/Minor Access	C - Station Road South	D - Back Station Road
From	A - Station Road North	0	0	0	0
	B - Station Access/Minor Access	0	0	0	0
	C - Station Road South	0	0	0	0
	D - Back Station Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.08	10.16	0.1	B
A-B				
A-C				
A-D	0.07	7.06	0.1	A
D-ABC	0.22	10.39	0.3	B
C-D				
C-A				
C-B	0.03	6.48	0.0	A

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	21	416	0.051	21	0.1	9.105	A
A-B	29			29			
A-C	123			123			
A-D	27	575	0.047	27	0.0	6.562	A
D-ABC	67	473	0.142	66	0.2	8.833	A
C-D	11			11			
C-A	232			232			
C-B	11	590	0.018	10	0.0	6.211	A

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	403	0.062	25	0.1	9.523	A
A-B	35			35			
A-C	147			147			
A-D	32	564	0.057	32	0.1	6.765	A
D-ABC	80	461	0.173	80	0.2	9.435	A
C-D	13			13			
C-A	277			277			
C-B	13	582	0.022	13	0.0	6.323	A

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	31	385	0.080	31	0.1	10.153	B
A-B	43			43			
A-C	179			179			
A-D	40	549	0.072	40	0.1	7.062	A
D-ABC	98	444	0.220	98	0.3	10.373	B
C-D	15			15			
C-A	339			339			
C-B	15	571	0.027	15	0.0	6.483	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	31	385	0.080	31	0.1	10.159	B
A-B	43			43			
A-C	179			179			
A-D	40	549	0.072	40	0.1	7.062	A
D-ABC	98	444	0.220	98	0.3	10.390	B
C-D	15			15			
C-A	339			339			
C-B	15	571	0.027	15	0.0	6.483	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	403	0.062	25	0.1	9.533	A
A-B	35			35			
A-C	147			147			
A-D	32	564	0.057	32	0.1	6.769	A
D-ABC	80	461	0.173	80	0.2	9.457	A
C-D	13			13			
C-A	277			277			
C-B	13	582	0.022	13	0.0	6.326	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	21	416	0.051	21	0.1	9.122	A
A-B	29			29			
A-C	123			123			
A-D	27	575	0.047	27	0.0	6.568	A
D-ABC	67	473	0.142	67	0.2	8.870	A
C-D	11			11			
C-A	232			232			
C-B	11	590	0.018	11	0.0	6.215	A

(Default Analysis Set) - 2028 Predicted, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Back Station Road/Station Road	Crossroads	Two-way		3.28	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)
D6	2028 Predicted	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road North		✓	322	100.000
B - Station Access/Minor Access		✓	91	100.000
C - Station Road South		✓	331	100.000
D - Back Station Road		✓	94	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Station Road North	B - Station Access/Minor Access	C - Station Road South	D - Back Station Road
From	A - Station Road North	0	32	221	69
	B - Station Access/Minor Access	55	0	27	9
	C - Station Road South	287	12	0	32
	D - Back Station Road	69	10	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Station Road North	B - Station Access/Minor Access	C - Station Road South	D - Back Station Road
From	A - Station Road North	0	0	0	0
	B - Station Access/Minor Access	0	0	0	0
	C - Station Road South	0	0	0	0
	D - Back Station Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.26	12.90	0.4	B
A-B				
A-C				
A-D	0.14	7.58	0.2	A
D-ABC	0.23	10.32	0.3	B
C-D				
C-A				
C-B	0.02	6.75	0.0	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	69	415	0.165	68	0.2	10.334	B
A-B	24			24			
A-C	166			166			
A-D	52	576	0.090	52	0.1	6.855	A
D-ABC	71	483	0.147	70	0.2	8.709	A
C-D	24			24			
C-A	216			216			
C-B	9	574	0.016	9	0.0	6.373	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	82	400	0.204	82	0.3	11.289	B
A-B	29			29			
A-C	199			199			
A-D	62	566	0.110	62	0.1	7.148	A
D-ABC	85	470	0.180	84	0.2	9.327	A
C-D	29			29			
C-A	258			258			
C-B	11	562	0.019	11	0.0	6.524	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	100	379	0.264	100	0.4	12.861	B
A-B	35			35			
A-C	243			243			
A-D	76	551	0.138	76	0.2	7.579	A
D-ABC	103	452	0.229	103	0.3	10.302	B
C-D	35			35			
C-A	316			316			
C-B	13	547	0.024	13	0.0	6.745	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	100	379	0.264	100	0.4	12.900	B
A-B	35			35			
A-C	243			243			
A-D	76	551	0.138	76	0.2	7.582	A
D-ABC	103	452	0.229	103	0.3	10.322	B
C-D	35			35			
C-A	316			316			
C-B	13	547	0.024	13	0.0	6.745	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	82	400	0.204	82	0.3	11.336	B
A-B	29			29			
A-C	199			199			
A-D	62	566	0.110	62	0.1	7.155	A
D-ABC	85	470	0.180	85	0.2	9.353	A
C-D	29			29			
C-A	258			258			
C-B	11	562	0.019	11	0.0	6.528	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	69	415	0.165	69	0.2	10.402	B
A-B	24			24			
A-C	166			166			
A-D	52	576	0.090	52	0.1	6.869	A
D-ABC	71	483	0.147	71	0.2	8.747	A
C-D	24			24			
C-A	216			216			
C-B	9	574	0.016	9	0.0	6.375	A

Bryan G Hall Limited

Registered in England & Wales
Co No: 4104802
VAT No: 399 4601 07

Website: www.bryanghall.co.uk
Email: transportleeds@bryanghall.co.uk

Registered Office

Suite E15, Joseph's Well
Hanover Walk
Leeds, LS3 1AB

☎ Leeds: 0113 246 1555
☎ London: 0203 553 2336

