

**Storthes Hall, Kirkburton
Proposed Residential Development
Transport Assessment**

November 2023 (Rev 1)

Prepared on behalf of
Ubrique Investments Limited

Quality Management

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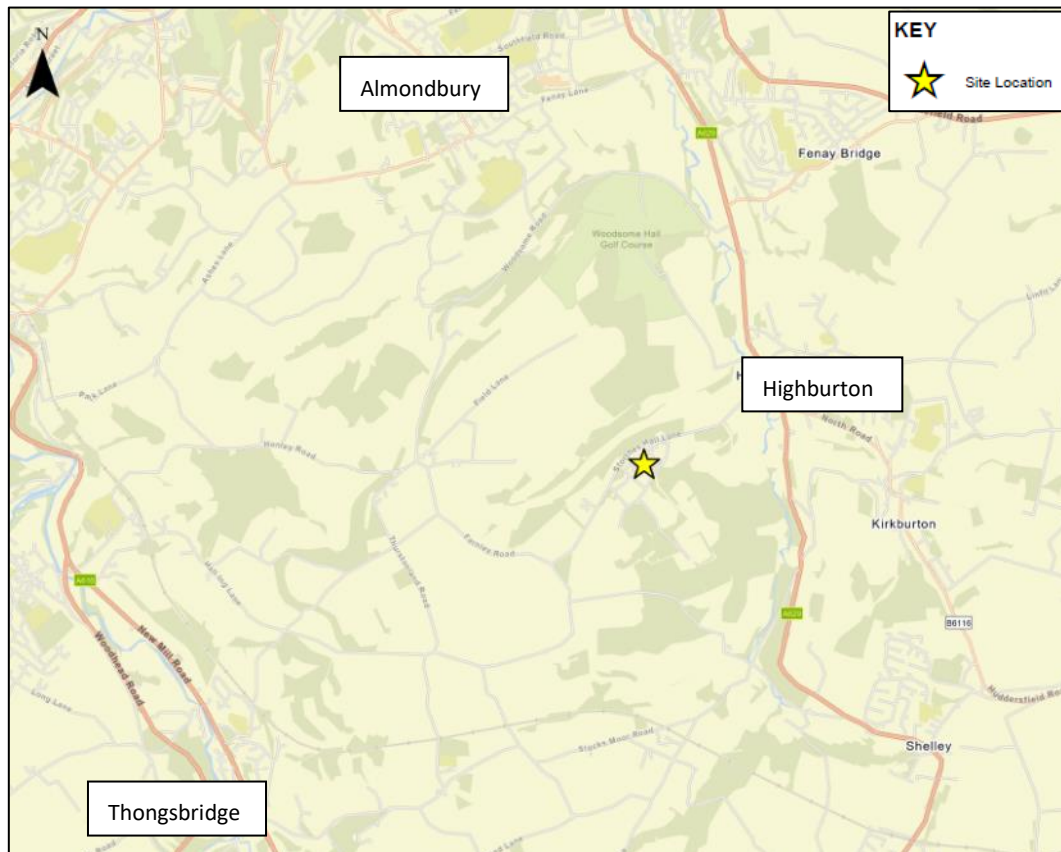
1. Introduction

1.1 BACKGROUND

1.1.1 This Transport Assessment (TA) has been undertaken by Optima Highways and Transportation Ltd (Optima) to consider the highways and transportation matters associated with an outline planning application for residential development on land at Storthes Hall, Storthes Hall Lane, Kirkburton ('the Site').

1.1.2 The Site location is illustrated on Figure 1, an extract of which is provided in Image 1.1.

Image 1.1 Site Location Plan



1.1.3 The Site lies within the administrative area of Kirklees Council (KC) which, as a unitary authority, holds responsibility for both Planning and Highway matters.

1.1.4 The development proposals, which are illustrated on the Parker Peel illustrative planning layout contained at Appendix A can be summarised as follows:

- Erection of 261 residential dwellings comprising of 1, 2, 3, 4 and 5 bedroom properties;
- Two access points via Storthes Hall Lane; and
- Associated parking, landscaping and infrastructure.



1.2 SCOPE OF REPORT

1.2.1 This TA supports an outline planning application on behalf of Ubrique Investments Limited and sets out the transport matters relating to the proposed development and identifies if any measures are necessary to accommodate the anticipated transport impacts of the scheme.

1.2.2 This TA has been prepared in accordance with the Ministry of Housing, Communities & Local Government 'Overarching principles on Travel Plans, Transport Assessment and Statements' document published in March 2014, which supersedes the Department for Transport "Guidance on Transport Assessment" document published in March 2007, which has been withdrawn.

1.2.3 Cognisance has also been taken of the prevailing National Planning Policy Framework (NPPF) published in February 2019 and updated in July 2021, which states that all developments that will generate significant amounts of movements should be required to provide a travel plan, and the application should be supported by a transport statement or assessment so that the likely impacts of the proposal can be assessed.

1.2.4 Paragraph 111 of the NPPF goes on to state 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."

1.3 PLANNING HISTORY AND ALLOCATION

1.3.1 There have been no previously submitted planning applications on the Site relating to C3 residential development.

1.3.2 The Site forms part of a larger housing allocation, designated in the Kirklees Local Plan Allocations and Designations document adopted on 27th February 2019 under site reference LP73 'Land at Storthes Hall'. The overall allocation has an estimated capacity of 505 dwellings.

1.3.3 The allocation notes the following highway related constraints and considerations:

- A minimum of two (possibly three) access points required for a development of this scale;
- Improvements to local highway links may be required;
- Footway widening required on site side of Storthes Hall Lane;
- Development proposals will need to fully assess any impact on the junction of Storthes Hall Lane and Penistone Road, and if necessary, include improvement to that junction; and
- Improved access to public transport will be required.

1.3.4 The southern part of the allocation has been cleared and benefits from planning permission for 300 retirement dwellings and a care home. The northern parcel of allocation, which forms the land subject to this planning application is currently operating as student accommodation, including a public house and shop.

1.3.5 A summary of relevant planning history of the Site is provided within Table 1.1.



Table 1.1 Planning History

Planning Reference	Description	Decision Issued
2005/60/91330/E3	Outline application for erection of continuing care retirement community of approximately 300 units, 60 room residential care home and central community facilities.	8 th September 2005
2007/62/91502/E3	Erection of 318 student bed accommodation and extension to arboretum to provide ancillary facilities	28 th November 2007
2012/60/91503/E	Extension to time limit to previous permission 2005/91330 for outline application for erection of continuing care retirement community of approx. 300 units, residential care home and central community facilities.	7 th August 2013
2016/61/90711/E	Reserved matters application for erection of continuing care retirement community of approx. 300 units, residential care home and central community facilities pursuant to outline permission 2012/91503 for extension to time limit to previous permission 2005/91330 for outline application for erection of continuing care retirement community of approx. 300 units, residential care home and central community facilities	7 th July 2016

1.4 REPORT STRUCTURE

1.4.1 The document structure is as follows:

- Chapter 2 - describes the Site and the existing transport conditions;
- Chapter 3 - defines the development proposals including the access arrangements;
- Chapter 4 - describes the accessibility of the Site by non-car modes;
- Chapter 5 - describes the methodology applied to arrive at the baseline trips generated by the development as well as the distribution/assignment of these trips on the highway network;
- Chapter 6 - summarises the junction capacity assessments undertaken to determine the impact of the development trips on the local highway network; and
- Chapter 7 - summarises and highlights the conclusions of the TA.



2. Existing Site and Conditions

2.1 INTRODUCTION

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It also includes a review of traffic survey data, vehicle speed survey results and personal injury collision data.

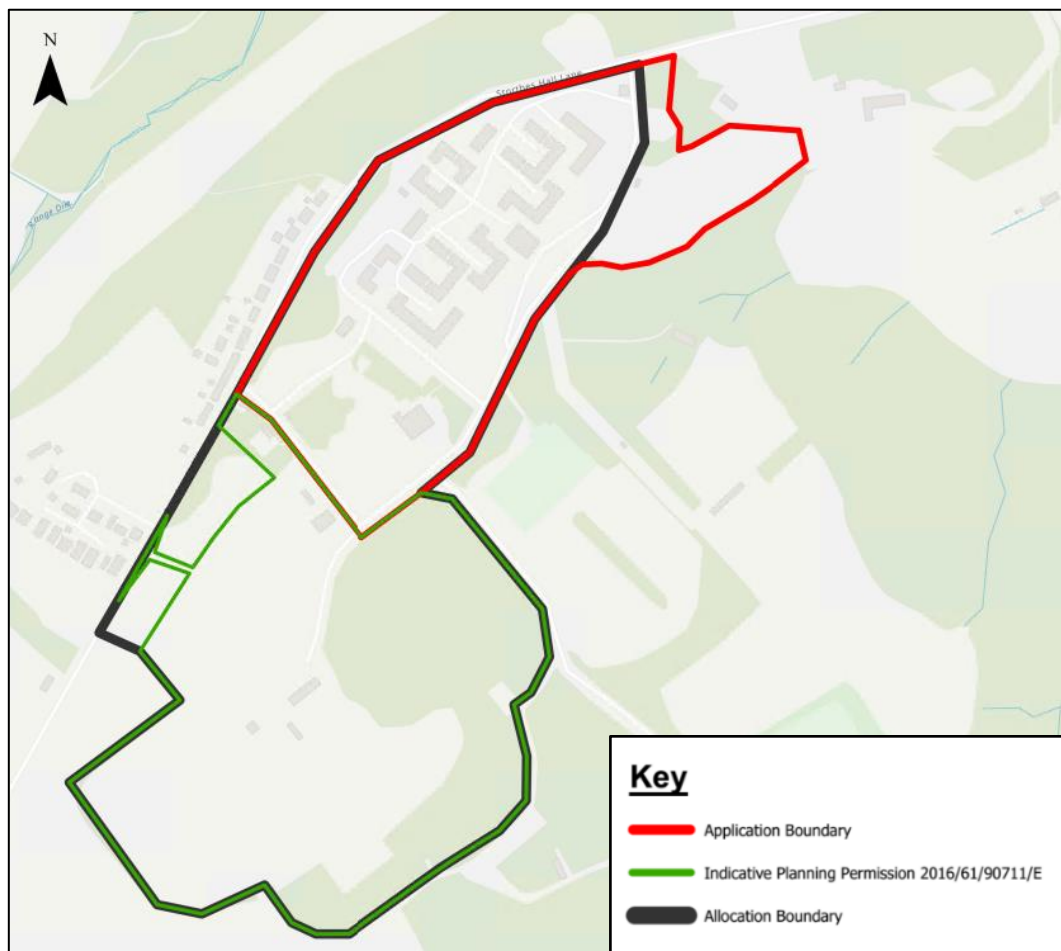
2.2 EXISTING SITE

2.2.1 The Site is located on land to the southeast of Storthes Hall Lane, located approximately midway along its length. As set out within Chapter 1, the Site is allocated for housing within the Kirklees Local Plan adopted in February 2019 under Site reference LP73.

2.2.2 The Site has a Nett area of 7.75 hectares (19.16 acres) and is located 5.5km southeast of Huddersfield and 1.7km west of the village of Kirkburton.

2.2.3 The Site in relation to the strategic transport networks is shown on Figure 1. Figure 2 illustrates the extent of allocation LP73, the application Site boundary and planning permission 2016/61/90711/E, an extract of which is provided within Image 2.1.

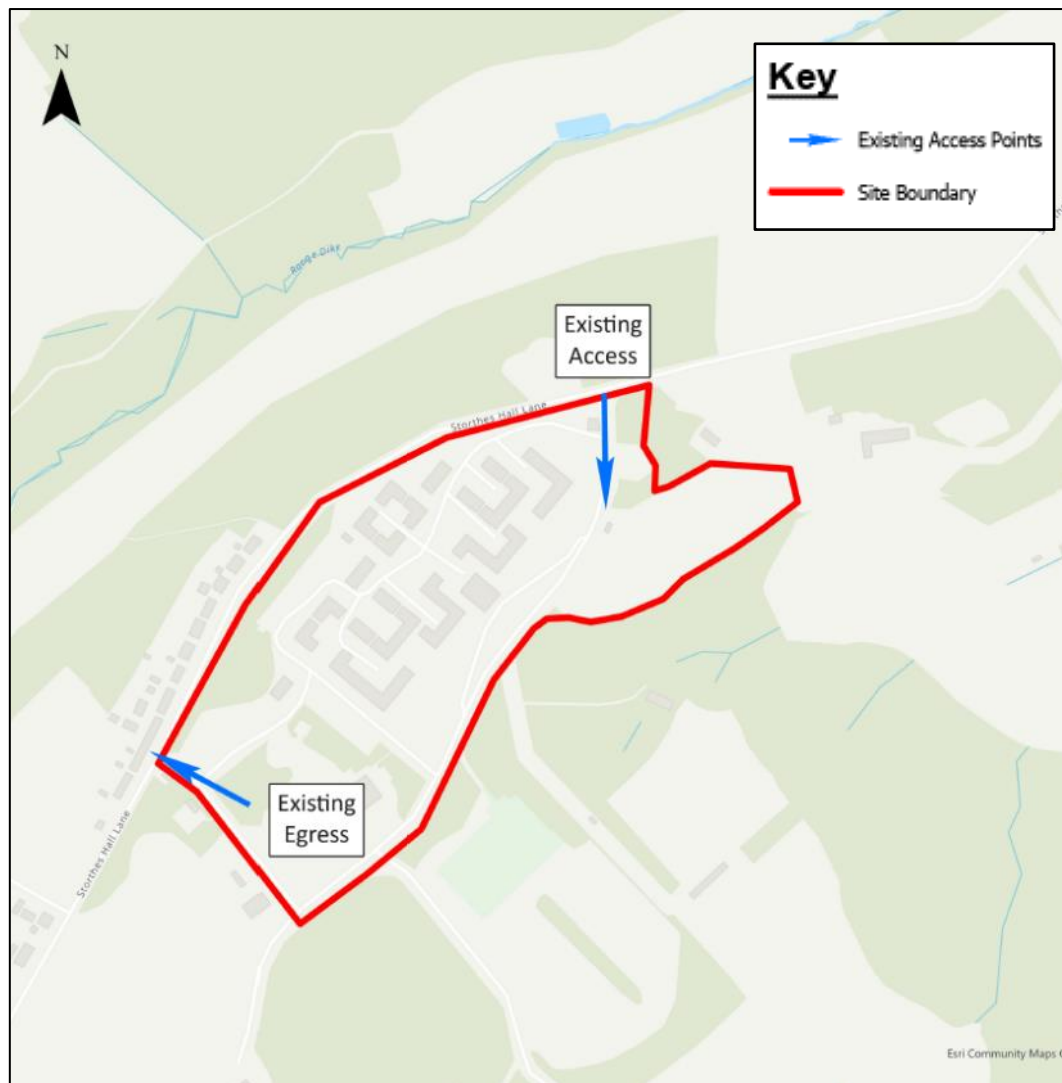
Image 2.1 Indicative Site Boundary



2.2.4 The Site accommodates Storthes Hall Student Village, which accommodates 1,367 rooms and is bound by Storthes Hall Lane to the north and west, Shelley Community Football Club and pitches to the east (to be retained) and cleared land formerly accommodating Storthes Hall Hospital, which closed in 1991, to the south.

2.2.5 The Site forms a circa 550m wide frontage onto Storthes Hall Lane and benefits from two existing access points connected via a one-way route through the site, which forms an existing clockwise bus route. An entrance only is located to the northeast of the Site and an exit is located to the south-western corner of the Site as illustrated in Image 2.2 below.

Image 2.2 Existing Access Arrangements



2.3 EXISTING LOCAL HIGHWAY NETWORK

2.3.1 Storthes Hall Lane runs for approximately 2km on a northeast to southeast alignment from a priority T-junction with the A629 Penistone Road to a priority T-junction with Farnley Road to the southwest.

2.3.2 Storthes Hall Lane is subject to a 40mph speed limit, commencing circa. 180m north of the Farnley Road junction where the speed limit changes to from 60mph to 40mph.



2.3.3 Image 2.3 below shows the existing northern entrance to the Site from Storthes Hall Lane.

Image 2.3 Existing Northern Access on Storthes Hall Lane



2.3.4 The access has a carriageway width of circa. 6.4m, before narrowing at a vehicle barrier. The junction includes large radii and listed gate posts, which are to be retained. Storthes Hall Lane measures around 7.2m opposite the access point. A footway is present on the southern side of Storthes Hall Lane with a width of circa. 1.3m. This footway continues north towards Penistone Road (terminating prior to Woodsome Beck) and south towards Farnley Road and varies in width along its length.

2.3.5 The existing northern access junction layout is illustrated on drawing 18092/IN/01 contained at Appendix B.

2.3.6 Visibility splays of 2.4m by 50m to the west and 2.4m x 52m to the east can be achieved. The suitability of access is considered in further detail within Chapter 3.

2.3.7 Image 2.4 below shows the existing southern egress from the Site to Storthes Hall Lane.



Image 2.4 Existing Southern Egress on Storthes Hall Lane

2.3.8 The existing egress meets Storthes Hall Lane opposite a row of terraced properties along the western flank of Storthes Hall Lane. The egress has a carriageway width of around 7.4m before narrowing at a vehicle barrier. Storthes Hall Lane carriageway width measures around 7.3m – 7.7m at the egress point. Footways on both sides of Storthes Hall Lane close to the egress, vary in width between 1.3m – 3.0m wide.

2.3.9 The existing southern access junction layout is illustrated on drawing 18092/IN/02 contained at Appendix B.

2.3.10 Visibility splays of 2.4m x 134m to the south and 2.4m x 24m to the north can be achieved. Visibility to the north is restricted by the existing boundary wall, which is proposed to be relocated – see Chapter 3 for further details.

2.3.11 A bridge over Woodsome Beck is located along Storthes Hall Lane on the approach to Penistone Road, beyond which the road splits with one section heading north to form a two-way priority junction with Penistone Road and the other forming a one-way access to Storthes Hall Lane. North of the Woodsome Beck bridge footway provision is provided along the southern edge of the one-way section.

2.3.12 Woodsome Lees Lane meets Storthes Hall Lane immediately adjacent to the Penistone Road/Storthes Hall Lane junction. A degree of on street parking was observed in this location.

2.3.13 The A629 Penistone Road runs on a north to south alignment from the A642 Wakefield Road in Waterloo to Shepley Village. At the junctions with Storthes Hall Lane the speed limit is 40mph, with an area of central road hatching and a ghost turning island (2.1m wide) for access to the two-way section of Storthes Hall Lane. The existing junction layout is illustrated on drawing 18092/IN/03 and contained at Appendix B.



2.3.14 Farnley Road, located to the southwest of the Site, runs in a north to south direction, from Farnley Tyas, past Storthes Hall Lane, and terminates at the junction with Wood Lane and Greenside Road. At the junction with Storthes Hall Lane there is a footway located on the southern side of the road, circa. 2.0m in width which heads north towards Farnley Tyas. The existing junction layout for Farnley Road and Storthes Hall Lane can be seen in 18092/IN/04 and contained at Appendix B.

2.3.15 Storthes Hall Lane forms part of the adopted highway maintained at public expense. A copy of the highway adoption records obtained from Kirklees Council are contained at Appendix C, an extract of which is provided within Image 2.5.

Image 2.5 Highway Adoption Records



Source – Kirklees Highways Registry

2.4 EXISTING TRAFFIC SURVEYS

2.4.1 Manual Classified Counts (MCCs) and Automatic Traffic Counts (ATCs) recording traffic volumes have been undertaken in the vicinity of the Site. The surveys were undertaken during neutral traffic conditions in June 2021 in accordance with the Department for Transport TAG M1.2 'Data Sources and Surveys' guidance which defines neutral conditions as:

"Neutral periods are defined as Mondays to Thursdays from March through to November (excluding August), provided adequate lighting is available, and avoiding the weeks before/after Easter, the Thursday before and all of the week of a bank holiday, and the school holidays. Surveys may be carried out outside of these days/months, ensuring that the conditions being surveyed (e.g. traffic flow) are representative of the transport condition being analysed/modelled".

2.4.2 Full details of the surveys are contained in Appendix D and a summary is provided in Table 2.1.



Table 2.1 Summary of Traffic Surveys

Ref	Location	Type	Date	Time Period
1	Farnley Road/Storthes Hall Lane	Manual Classified Count and Queue Lengths	Wednesday 6 th July 2022	07:00 – 10:00 & 15:00 – 19:00
2	Storthes Hall Lane/A629 Penistone Road/Woodsome Lees Lane (northern)	Manual Classified Count and Queue Lengths	Wednesday 6 th July 2022	07:00 – 10:00 & 15:00 – 19:00
3	Storthes Hall Lane/Storthes Hall Lane	Manual Classified Count and Queue Lengths	Wednesday 6 th July 2022	07:00 – 10:00 & 15:00 – 19:00
4	Storthes Hall Lane/A629 Penistone Road (southern)	Manual Classified Count and Queue Lengths	Wednesday 6 th July 2022	07:00 – 10:00 & 15:00 – 19:00
5	Storthes Hall Egress	Manual Classified Count and Queue Lengths	Wednesday 6 th July 2022	07:00 – 10:00 & 15:00 – 19:00
6	Storthes Hall Access	Manual Classified Count and Queue Lengths	Wednesday 6 th July 2022	07:00 – 10:00 & 15:00 – 19:00
7	Storthes Hall Egress	Radar Gun Speed Survey	Wednesday 6 th July 2022	10:00 – 16:00
8	Storthes Hall Access	Radar Gun Speed Survey	Wednesday 6 th July 2022	10:00 – 16:00
9	Farnley Road North	Automatic Traffic Count (volume & speed)	Wednesday 6 th July – Tuesday 12 th July 2022	24hours, 7 days
10	Farnley Road South	Automatic Traffic Count (volume & speed)	Wednesday 6 th July – Tuesday 12 th July 2022	24hours, 7 days
11	Storthes Hall Lane	Automatic Traffic Count (volume & speed)	Wednesday 6 th July – Tuesday 12 th July 2022	24hours, 7 days
12	A629 Penistone Road North	Automatic Traffic Count (volume & speed)	Wednesday 6 th July – Tuesday 12 th July 2022	24hours, 7 days
13	A629 Penistone Road North	Automatic Traffic Count (volume & speed)	Wednesday 6 th July – Tuesday 12 th July 2022	24hours, 7 days

2.4.3 The manual classified traffic surveys identified the existing weekday morning and evening network peak hours as follows:

- Weekday AM Peak - 08:00 to 09:00; and
- Weekday PM Peak - 17:00 to 18:00.

2.5 VEHICLE SPEED SURVEY

2.5.1 Vehicle speed surveys have been undertaken in July 2022 along Storthes Hall Lane on the approaches to both existing junctions to the Site. Appendix E contains the raw speed survey data and a plan illustrating the location of the speed recordings.

2.5.2 A summary of the recorded speeds is provided within Table 2.2.



Table 2.2 Vehicle Speed Survey

Storthes Hall Lane Northern Access	Eastbound	Westbound
Mean speed	32.7 mph	33.0 mph
85 th percentile speed	37.2 mph	36.8 mph
Wet Weather 85th Percentile	34.7mph	34.3mph
Storthes Hall Lane Southern Access	North eastbound	Southwest bound
Mean speed	36.8 mph	35.2 mph
85 th percentile speed	40.9 mph	41.8 mph
Wet Weather 85th Percentile	38.4mph	39.3mph

2.5.3 The results presented within Table 2.2 confirm that 85th percentile wet weather vehicle speeds on the approach to both access points are within the plated 40mph speed limit.

2.5.4 Approach speeds at the northern access are below 37mph, therefore MfS SSD criteria applies. Approach speeds at the southern access are higher than 37mph due to the proximity of the national speed limit therefore DMRB SSD criteria applies.

2.6 PERSONAL INJURY COLLISION DATA ANALYSIS

2.6.1 Personal injury collision data has been obtained for the highway network in the vicinity of the Site for the 5-year period prior to July 2022. The study area includes the full length of Storthes Hall Lane including its junctions with the A629 Penistone Road and Farnley Road.

2.6.2 Collisions are classified by severity using the following:

- **Slight** – A collision where at least one person is slightly injured but no personal is killed or seriously injured;
- **Serious** – A collision in which at least one person is seriously injured (detained in hospital as an in-patient) but no personal is killed; or
- **Fatal** – A collision in which at least one person is killed.

2.6.3 For the five-year period, there has been a total of nine collisions, of which seven were classified as being slight, one as serious and one as fatal.

2.6.4 Full details of the collisions can be found at Appendix F and a summary can be found below in Tables 2.3 – 2.8.

Table 2.3 Personal Injury Collision Analysis – Severity

Severity	No of collisions	Percentage
Slight	7	78%
Serious	1	11%
Fatal	1	11%
Total	9	100%



Table 2.4 Personal Injury Collision Analysis – Severity by Year

Severity	2017	2018	2019	2020	2021	2022	Total
Slight	1	1	2	0	0	3	7
Serious	0	0	1	0	0	0	1
Fatal	0	0	0	0	1	0	1
Total	1	1	3	0	1	3	9

Table 2.5 Personal Injury Collision Analysis – Lighting Conditions

Lighting	No of collisions	Percentage
Dark	4	44%
Light	5	56%

Table 2.6 Personal Injury Collision Analysis – Road Surface

Surface	No of collisions	Percentage
Dry	5	56%
Wet	4	44%

Table 2.7 Personal Injury Collision Analysis – Vulnerable Road Users

VRU	No of collisions	Percentage
Pedestrian	1	25%
Cyclist	3	75%
Motorcycle	0	0%



Table 2.8 Personal Injury Collision Analysis – Contributory Factors

Collision Type	2017	2018	2019	2020	2021	2022	Total
Failed to look properly	-	-	1	-	1	1	3
Exceeding speed limit	-	-	-	-	-	1	1
Disobeying road markings	-	-	-	-	-	1	1
Careless driving	1	-	-	-	-	-	1
Failed to judge speed	-	1	-	-	-	-	1
Following too close	-	-	1	-	-	-	1
Other	-	-	1	-	-	-	1
Total	1	1	3	-	1	3	9

2.6.5 A full assessment has been carried out of the circumstances behind each collision that has occurred in order to ascertain whether there are any underlying contributing factors relating to junction design / layout as set out in Table 2.9.

Table 2.9 Study Area - Personal Injury Collision Assessment

Collision Ref	Date / Time	Severity	Location	Summary
1065076	12/07/2021 00:23	Fatal	A629 Penistone Road	Car collides with pedestrian crossing the road and pushed pedestrian into car travelling in opposite direction.
1132294	15/01/2022 01:23	Slight	Farnley Road/ Storthes Hall Lane	Vehicle traveling at speed on Farnley Road lost control after hitting black ice and collided with a wall
1175743	11/05/2022 08:32	Slight	A629 Penistone Road/ Storthes Hall Lane	Vehicle travelling north on Storthes Hall Lane failed to look properly and pulled out onto Penistone Road and collides with oncoming vehicle.
1186521	11/05/2022 09:05	Slight	A629 Penistone Road/ North Road	Car emerging from North Road pulls out into the path of an oncoming motorcycle.
4AV2240	31/10/2017 20:54	Slight	Storthes Hall Lane	Car driving along Storthes Hall Lane towards Farnley Tya collides with vehicle travelling in the opposite direction. .
51U1404	30/01/2018 07:41	Slight	A629 Penistone Road/ Storthes Hall Lane	Car travelling on Penistone Road, heading away from Huddersfield turns right into the path of an oncoming vehicle.
62L0851	21/02/2019 03:15	Slight	A629 Penistone Road/ North Road	Car emerging from North Road pulls out into the path of an oncoming motorcycle.
65L1810	21/05/2019 20:47	Serious	A629 Penistone Road	Two cars travelling north towards Huddersfield. First car slows down with second car colliding with the rear of the first.
6AE0576	14/10/2019 11:06	Slight	Storthes Hall Lane	Parked vehicle began to roll backwards down the hill before striking a wall. Likely due to vehicle malfunction.

2.6.6 The following conclusions can be drawn:

- Total of nine collisions have occurred over 5 years;
- Average of 0.5 collisions per year;



- 7 slight collisions (78%), 1 serious collision (11%) and 1 fatal (11%);
- Only two collisions have been recorded at or near the Storthes Hall Lane/A639 Penistone Road junction;
- Only one collision (caused by vehicle malfunction) has been recorded at either of the Site access point along Storthes Hall Lane;
- Only one collision has been recorded close to Storthes Hall Lane/Farnley Road junction;
- No collision clusters have been identified; and
- No collision trends have been identified.

2.6.7 The collision data has been reviewed in detail and taking into account the extent of the study area, the 5-year time period, combined with a number of causation factors and a variety of locations no specific road safety concerns have been identified.

2.6.8 It can be concluded that Storthes Hall Lane and the junctions with A629 Penistone Road and Farnley Road operate in a safe manner at present.



2.7 EXISTING PEDESTRIAN AND CYCLE FACILITIES

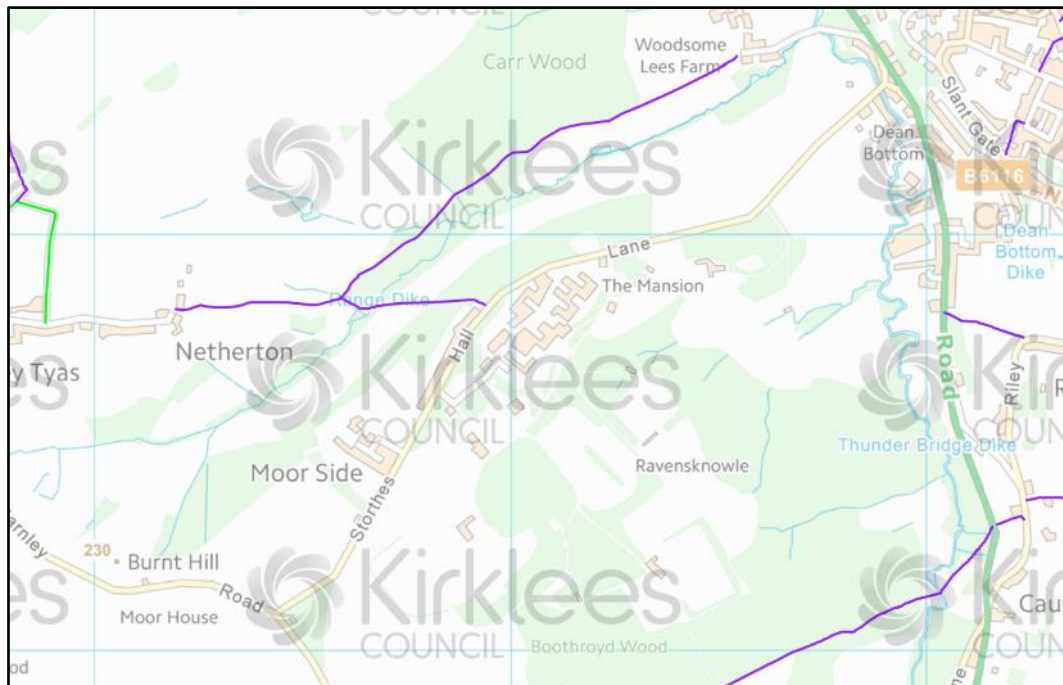
2.7.1 Storthes Hall Lane has a footway on the south/east side of the road which continues north towards Penistone Road and south towards Farnley Road. The existing footway provides connections to the bus stops along Penistone Road and Farnley Road, a nearby primary school and various public houses.

2.7.2 Public footpath KIR/61/20 runs to the west of the Site, on an east to west alignment, and provides a traffic free pedestrian route to the neighbouring village of Netherton and Farnley Tyas. The entrance to the footway off Storthes Hall Lane (just north of the row of dwellings) is located around the midpoint along Storthes Hall Lane between both the existing access points to the Site.

2.7.3 Public footpath KIR/237/10 adjoins to footpath KIR/61/20 and heads northeast towards Woodsome Lees Lane, which leads onto the junction of A629 Penistone Road/Storthes Hall Lane.

2.7.4 An extract of the Kirklees Public Right of Way map is provided within Image 2.6.

Image 2.6 PRow Map Extract



Source – www.kirklees.gov.uk



2.8 BUS SERVICES

2.8.1 The nearest bus stop to the Site is located within the existing Storthes Hall Student Village. The existing bus stops located within the Site are currently served by a dedicated university bus that undertakes a clockwise loop around existing student village before heading north towards Penistone Road and back towards the university. This dedicated bus service has limited stops and is also available to members of the public to use.

2.8.2 Further bus stops are also available on Farnley Road and A629 Penistone Road. A summary of the bus stop provision is provided within Table 2.10.

Table 2.10 Bus Stop Provision

Bus Stop Reference	Location	Direction	Distance from Site centre	Facilities	Buses towards	Services
45021658	Storthes Hall Park/ University Campus	Northbound	50m	Bus stop shelter seating and timetable information	Huddersfield Town Centre	398, 399
45016780	Penistone Rd/ Storthes Hall Lane	Northbound	1,000m	Bus stop shelter, seating and timetable information	Huddersfield Town Centre	D2, D3
45016781	Penistone Rd/ Storthes Hall Lane	Southbound	1,100m	Bus shelter, timetable information, bin	Denby Dale and Kirkburton	D2, D3, K89
45018740	Farnley Road/Storthes Hall Ln	Northbound	910m	Bus stop flag and pole with timetable information	Stocksmoor and Shelley	341, K82, K85
45018741	Farnley Road/Storthes Hall Ln	Southbound	910m	Bus stop flag and pole with timetable information	Huddersfield Town Centre and Almondbury	341, K82, K85

2.8.3 A summary of the bus services are provided in Table 2.11.



Table 2.11 Bus Service Summary

Service	Route	Operator	Days of Operation	Approximate Frequency Each Direction
398/399	Huddersfield Uni - Storthes Hall Park	First Bus West Yorkshire Ltd	Monday – Friday	Every 30 minutes
			Saturday	Every 30 minutes
			Sunday	1 per hour
D2	Huddersfield - Denby Dale	Team Pennine	Monday – Friday	1 every 2 hours
			Saturday	1 every 2 hours
			Sunday	No service
D3	Huddersfield - Denby Dale	Team Pennine	Monday – Friday	1 every 2 hours
			Saturday	1 every 2 hours
			Sunday	No service
341	Huddersfield - Stocksmoor	CT Plus (Yorkshire)	Monday – Friday	1 every 2 hours
			Saturday	1 every 2 hours
			Sunday	No service

2.8.4 As can be seen from Table 2.11 the existing bus services allow access to destinations such as Huddersfield and Denby Dale which provide numerous employment, retail, health, leisure and education facilities.

2.8.5 The 398 and 399 is a dedicated bus service that connects Huddersfield University to Storthes Hall student village. The 398 service runs weekdays with the 399 service running weekends. Both buses only run during term times.

2.8.6 Dedicated bus services for schools in the nearby area such Shelley High School (K85 bus service) and Kirkburton Middle School (K82 and K89 bus service) are available, with services stopping at bus stops along the A629 Penistone Road and Farnley Road. The dedicated bus services for schools run in the morning and afternoon only to coincide with the school start and finish times.

2.9 RAIL SERVICES

2.9.1 The nearest Station is Stocksmoor Station which is located approximately 2.0km to the south of the Site off Station Road.

2.9.2 Stocksmoor Station is located on the Penistone line which provides regular connections to major destinations such as Huddersfield, Penistone, Barnsley and Sheffield. Huddersfield Station provides further direct trains to Leeds, Manchester and Hull as it is on the main TransPennine line.

2.9.3 Stocksmoor Station can be accessed by bus (service D2 or D3) or an 18-minute cycle journey, and there is a bicycle storage facility.

2.9.4 A summary of the available services is contained within Table 2.12.

Table 2.12 Rail Service Summary

Route	Monday to Saturday Frequency		Sunday Frequency
	Daytime	Late Evening	
Huddersfield – Sheffield (Penistone Line)	60*	60*	60

*Additional peak hour services



2.9.5 A summary of typical journey times by train can be found below:

- Huddersfield - 16 minutes; and
- Sheffield – 60 minutes.



3. Development Proposals and Access Strategy

3.1 DEVELOPMENT PROPOSALS

3.1.1 The development proposals, which are illustrated on the Parker Peel illustrative planning layout contained at Appendix A can be summarised as follows:

- Erection of 261 residential dwellings comprising of 1, 2, 3, 4 and 5 bedroom properties;
- Two access points via Storthes Hall Lane; and
- Associated parking, landscaping and infrastructure.

3.2 VEHICULAR ACCESS STRATEGY

3.2.1 The Kirklees Highway Design Guide SPD adopted in November 2019 states the following at paragraph 3.10 in relation to the number of access points to new developments:

“For developments over 300 dwellings, at least two points of vehicular entry/exit are preferred to maximise accessibility, connectivity and efficient operation in emergencies. Although the provision of more than one access is encouraged, in exceptional circumstances, where this is not possible, a single vehicular access may be accepted providing that the access and internal network form a loop that is of a suitable width; with the shortest possible distance between the top of the loop and the point of access”.

3.2.2 The development comprises of 261 dwelling, which is below the 300 dwelling threshold referenced above, however due to the presence of two existing points of access, it is proposed to retain these to improve connectivity and retain the existing public transport loop to facilitate potential future bus penetration.

3.3 JUNCTION VISIBILITY

3.3.1 The vehicle speed survey summarised at Table 2.2 confirm that wet weather 85th percentile vehicle speeds along Storthes Hall Lane on the approach to both the existing accesses are within the plated 40mph speed limit.

3.3.2 The following junction visibility splay analysis has been undertaken at the existing access points:

- At the northern access point visibility splays of 2.4m x 52.0m to the east and 2.4m x 50.0m to the west can be achieved; and
- At the southern access point visibility splays of 2.4m x 24.0m to the north and 2.4m x 134.0m to the south can be achieved.

3.3.3 The recommended visibility splays, based on recorded approach speeds are summarised below:

- At the northern access point visibility splays of 2.4m x 49m to the east and 2.4m x 51m to the west are recommended; and
- At the southern access point visibility splays of 2.4m x 120m to the north and south are recommended in accordance with DMRB standards

3.3.4 The existing level of visibility provided at the northern access complies with the recommended Y distances contained with Manual for Streets and the Kirklees Highway Design Guide.



3.3.5 Although there is no evidence to suggest that the existing accesses are unsafe, indeed no collisions have been recorded at either access, which point to any deficiency in visibility, enhancements to the junctions are proposed as shown on drawings 18092/GA/01 and 18092/GA/02 contained at Appendix G.

Northern Access (18092/GA/01)

- The existing visibility splays comply with MfS recommended values;
- Formalised 10m junction radii to be provided;
- Carriageway reduced to 5.5m;
- Existing gate posts to be retained;
- Footway along the western flank of the carriageway widened to 2m; and
- Dropped kerbs and tactile paving provided across the bell mouth of the junction.

Southern Access (18092/GA/02)

- The existing stone wall located on the north side of the access will be set back to improve visibility to the north to achieve recommended DMRB values;
- The southern visibility splay current complies with DMRB recommended values;
- 10m radii provided;
- Carriageway reduced to 5.5m;
- 2m wide footways will be provided along both flanks of the access; and
- Dropped kerbs and tactile paving provided across the bell mouth of the junction.

3.4 PEDESTRIAN/CYCLE ACCESS

3.4.1 The existing footways along Storthes Hall Lane extend into the development, and it is proposed they will tie into the proposed infrastructure. The internal layout will accommodate footways with a minimum width of 2.0m.

3.4.2 The Site allocation references the requirement for footway widening on Storthes Hall Lane, along the frontage of the Site. Widening the existing footway, which measures approximately 1.2m, would require setting back an existing stone wall, over a considerable length, which may also impact on the existing belt of trees. As such a new segregated footpath, can be provided within the development Site, running parallel to Storthes Hall Lane. Given the outline nature of the development, the provision of a segregated route can be secured by planning condition.

3.5 INTERNAL LAYOUT & SERVICING

3.5.1 The planning application is in outline with all matters reserved apart from access and therefore the internal Site layout shown at appendix A is illustrative only. However, the layout clearly indicates that the scheme will embrace the design principles of connectivity, permeability and pedestrian/cycle priority – as advocated in Manual for Streets (MfS) and the Kirklees Highway Design Guide.

3.5.2 The internal layout will be designed to be suitable for adoption by Kirklees Council as part of a reserved matters application.



3.5.3 The existing bus route running around the perimeter of the development provides will be retained to facilitate potential future bus penetration. The bus route will continue to run one-way clockwise, therefore no carriageway widening is considered to be necessary to facilitate a bus, which will avoid impacting on the listed gate posts.

3.6 PARKING

3.6.1 Appropriate provision for car parking and servicing will be designed for at the reserved matters stage should planning permission be forthcoming in accordance with the Kirklees Highway Design Guide.

3.6.2 All proposed turning heads will be designed to accommodate a Kirklees refuse vehicle and fire tender.

3.7 CONSTRUCTION

3.7.1 A Construction Method Statement (CMS) will be produced to ensure that the Site operates efficiently and safely during the construction phase. The CMS will set out construction hours of operation, treatment of delivery vehicles (wheel washing requirements etc.), site contractor parking, dust & vibration controls, compound location and access routes to/from the Site.



4. Site Accessibility

4.1 ACCESSIBILITY ON FOOT

4.1.1 Paragraph 4.4.1 of the residential design guide 'Manual for Streets' (MfS) advises that:

"walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas..."

4.1.2 However, this is not regarded as an upper limit in MfS and reference is also made to walking offering:

"the greatest potential to replace short car trips, particularly those under 2km".

4.1.3 The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document 'Providing for Journeys on Foot' as shown in Table 4.1.

Table 4.1 Accessibility by Foot

	Town Centres (m)	School/Work (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

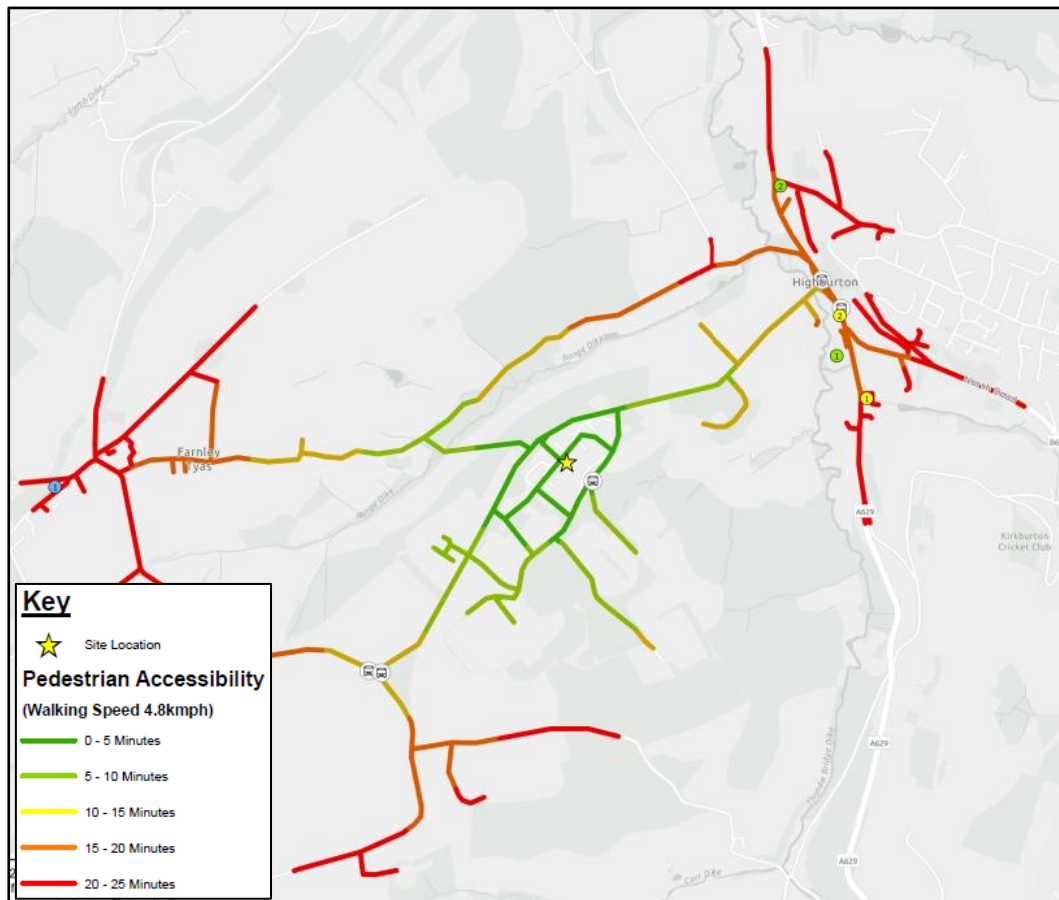
Source – Table 3.2 'Guidelines for Providing for Journey on Foot' published by IHT

4.1.4 The Department for Education (DfE) statutory guidance document, 'Home to School Travel and Transport', July 2014, defines an even greater maximum walking distance to schools of 2 miles (3.2km) and 3 miles (4.8km) for children under and over 8 years respectively.

4.1.5 Using ArcGIS Pro Network Analyst software typical walk times (up to 25 mins) from the proposed Site centre are shown on Figure 3. An extract of Figure 3 is provided within Image 4.1.



Image 4.1 Pedestrian Accessibility



4.1.6 Figure 3 (Image 4.1) demonstrates that the Site is within walking distance of the centre of both Highburton and Farnley Tyas.

4.1.7 The following key facilities can be accessed on foot:

- Bus stop within the development within 5 minutes;
- Bus stops on Farnley Road under 15 minutes;
- The Foxglove Public House within 20 minutes;
- Spring Grove Fisheries under 15 minutes;
- The Gulf shop within 20 minutes;
- The White Swan Inn under 20 minutes; and
- Farnley Tyas Church of England (C) First School within a 25 minute walk.





4.2.5 Figure 4 (Image 4.2) shows that:

- Brockholes Station can be cycled within 20 minutes;
- Stockmoor Station can be cycled within 20 minutes;
- Huddersfield Station can be cycled within 30 minutes;
- Retail and employment opportunities within Huddersfield and surrounding places such as Holmfirth and Huddersfield Town Centre can be reached within a 25 minute cycle ride.

4.3 ACCESSIBILITY BY BUS

4.3.1 There is currently a dedicated university bus service that operates within the Storthes Hall Student Village. This bus service is also available for general public use.

4.3.2 A development of 261 dwellings would not provide sufficient demand to fund the extension of the existing dedicated bus service. Discussions will be held with the West Yorkshire Combined Authority to determine whether proportionate bus service improvements are feasible.

4.4 TRAVEL PLAN

4.4.1 In line with both local and national guidance a Travel Plan (TP) has been produced which includes a package of measures tailored to the needs of the Site aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. The plan involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for residents, for example health and financial.

4.4.2 A TP provides a means of promoting sustainable travel behaviour by the occupiers of a development. The plan will adopt a package of measures that aim to achieve target reductions in the level of car trips generated by the development, by facilitating access to other forms of transport and by reducing the need to travel in the first instance.



5. Traffic Generation and Distribution

5.1 PROPOSED VEHICULAR TRIP RATES AND TRIP GENERATION

5.1.1 Optima prepared a TA in 2021 in support of a proposed 80-unit residential development at Rowley Lane, Lepton (granted planning permission under application ref: 2022/91735). The trip generation utilised within the supporting TA was, at the request of KC, based on a bespoke trip rate calculated for the Hermitage Park residential estate extrapolated from an MCC of the Rowley Lane/Hermitage Park junction.

5.1.2 Storthes Hall is located some 1.3km to the south of the Rowley Lane development along the A629 corridor and it is therefore considered appropriate to utilise the previously agreed trip rates to estimate the likely trip generation for the proposed development.

5.1.3 The bespoke trip rates previously accepted by Highways Development Management are shown below within Table 5.1.

Table 5.1 Agreed Trip Rates

Time Period	Hermitage Park Trip Rate		
	Arrivals	Departures	Total
AM Peak	0.150	0.450	0.600
PM Peak	0.350	0.200	0.550

Source - Land off Hermitage Park, Lepton Transport Assessment (rev 3) Table 5.3

5.1.4 The vehicular traffic generation associated with the proposal for 261 residential dwellings, applying the agreed trip rates contained within Table 5.1 are shown within Table 5.2.

Table 5.2 Proposed Traffic Generation

Time Period	Total Vehicular Traffic Generation (261 dwellings)		
	Arrivals	Departures	Total
AM Peak	39	117	156
PM Peak	91	52	143

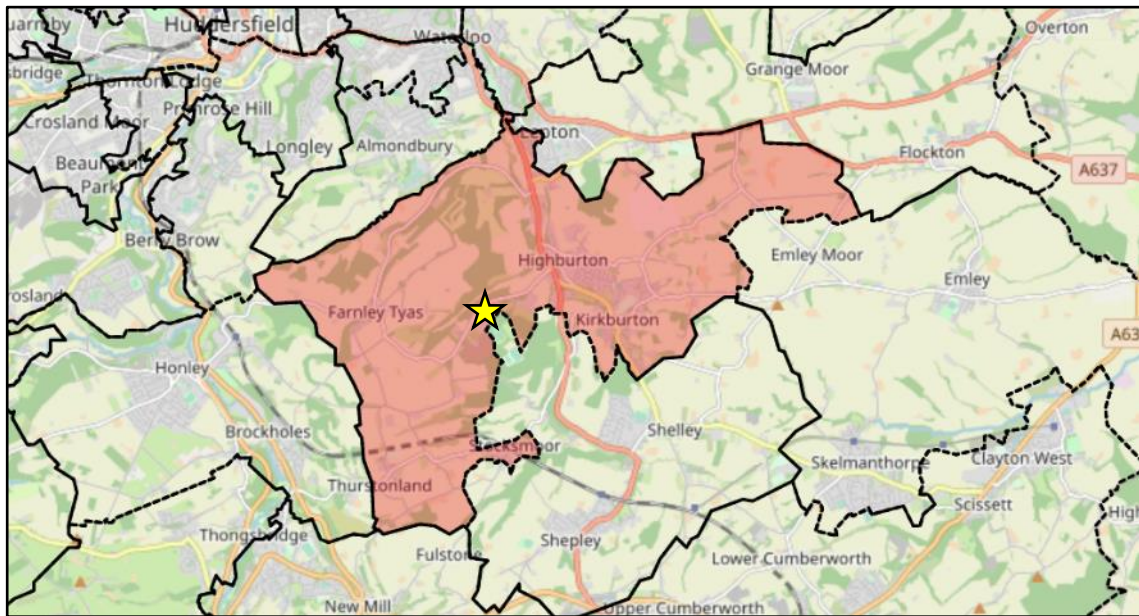
5.1.5 As can be seen the proposed development is predicted to generate 143-156 two-way trips during the development peak hours of 08:00-09:00 and 17:00-18:00.

5.2 PROPOSED MULTI MODAL TRAFFIC GENERATION

5.2.1 In order to establish the trip generations by mode for the development the most up to date Census data (2011) has been obtained from www.nomisweb.co.uk.

5.2.2 The development is located within the boundary of super output area (mid layer) (MSOA) Kirklees 051 as illustrated in Image 5.1.



Image 5.1 Kirklees 051 MSOA

5.2.3 The output area is considered to represent similar characteristics to the Site in terms of accessibility by all modes. As such the mode share of the selected output area is the most appropriate way to predict the proposed mode split.

5.2.4 The Method of Travel to Work data from the 2011 Census is contained at Appendix H with the mode share for Kirklees 051 MSOA summarised in Table 5.3.

Table 5.3 Summary of Census Mode Splits – Kirklees 051 MSOA

Mode	Total Residents	Trips %
Work from home	0	0%
Rail	87	3%
Bus	211	7%
Taxi	17	1%
Motorcycle	23	1%
Driving a car or van	2,118	75%
Passenger	184	7%
Cycle	24	1%
Walk	155	5%
Other	2	0%
Total	2,821	100%

5.2.5 Having established the proposed vehicular trip rates it is possible to calculate the number of trips by other modes by factoring the vehicular arrivals and departures by the baseline modal split values shown in Table 5.3. The resulting numbers of development trips by mode are shown in Table 5.4 for the AM and PM peak hours respectively.



Table 5.4 Proposed Multi Modal Trip Generation

Trip Type	AM Peak Hour Trip Generation by Mode			PM Peak Hour Trip Generation by Mode		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Work from home	0	0	0	0	0	0
Underground/metro	0	0	0	0	0	0
Rail	1	3	5	3	2	4
Bus	3	9	12	7	4	11
Taxi	0	1	1	1	0	1
Motorcycle	0	1	1	1	0	1
Driving a car or van	39	117	156	91	52	143
Passenger	3	8	10	6	3	9
Cycle	0	1	1	1	0	1
Walk	2	6	9	5	3	15
Other	0.0	0.1	0	0.1	0.0	0
Total	49	146	195	114	65	179

5.3 TRAFFIC DISTRIBUTION

5.3.1 Census data (2011) has been interrogated for the Kirklees 051 MSOA, within which the Site is located, to predict the destination of residents travelling to work.

5.3.2 The census data has been used to establish the journey to work destinations for all car driver trips travelling from the Kirklees 051 MSOA to all other Kirklees, Leeds, Wakefield, Bradford, Calderdale, Barnsley, Sheffield, Selby, Oldham and Doncaster at MSOA level, as well as considering wider trips at a local authority level. The predicted traffic distribution is summarised below, with the full exercise contained within Appendix I.

- A629 Penistone Road North – 55%;
- A629 Penistone Road South – 12%;
- Farnley Road East – 23%; and
- Farnley Road West – 10%.

5.3.3 These distribution percentages relating to both the northern and southern site accesses are illustrated on Figure 102. Applying the trip generation values from Table 5.2 to Figure 102 produces the following residential trip generation diagrams:

- Figure 103 Development Trips AM; and
- Figure 104 Development Trips PM.



6. Identification of Impacts

6.1 INTRODUCTION

6.1.1 This chapter describes the impact of the development trips on the local highway network and identifies if any potential mitigation works are required.

6.2 EXISTING TRAFFIC FLOW DATA

6.2.1 The traffic surveys identified the following existing weekday peak hour periods:

- Weekday AM Peak – 08:00 to 09:00; and
- Weekday PM Peak – 17:00 to 18:00.

6.2.2 The traffic survey flows for these periods are shown on Figures 100 and 101 for the morning and evening peak hours respectively.

6.3 NET DEVELOPMENT TRIPS

6.3.1 As the Site is currently occupied by student accommodation the trips generated by the existing use can be deducted from those generated by the proposed housing in order to determine the net trip impact associated with the redevelopment.

6.3.2 In order to provide a robust assessment of the local highway network, a vehicle ‘netting off’ exercise has been undertaken to avoid the double counting of vehicle trips associated with previous Site use.

6.3.3 All trips recorded in the traffic survey, that access the Site have been distributed throughout the network. It has been assumed the vehicles travelling northeast along Storthes Hall Lane will be heading towards the University campus in Huddersfield town centre. The vehicles travelling southwest from the Site, along Storthes Hall Lane towards at Farnley Road are distributed using the turning proportions.

6.3.4 It should be noted that 762 of 1367 rooms (56%) on Campus were occupied at the time of the surveys, therefore the assessment is considered to be robust since activity when fully operation will be significantly higher. A summary of the recorded traffic movements is provided within Table 6.1.

Table 6.1 Existing Campus Traffic Movements

Time Period	Total Vehicle Trips		
	Arrivals	Departures	Total
Northern Access			
AM Peak	25	0	25
PM Peak	38	0	38
Southern Access			
AM Peak	0	24	24
PM Peak	0	25	25
Total			
AM Peak	25	24	49
PM Peak	38	25	63



6.3.5 It is also possible to estimate the volume of trip generated when the Site is fully occupied, pro-rata, based on the peak hour trip generation of 56% occupation shown in Table 6.1. The estimated Site trip generation when fully operational is shown within Table 6.2 and compared against the proposal for 261 dwellings.

Table 6.2 Predicted Full Occupation Traffic Movements

Time Period	Total Vehicle Trips		
	Arrivals	Departures	Total
Northern Access			
AM Peak	45	0	45
PM Peak	68	0	68
Southern Access			
AM Peak	0	43	43
PM Peak	0	45	45
Total			
AM Peak	45	43	88
PM Peak	68	45	113
261 Dwellings			
AM Peak	39	117	156
PM Peak	91	52	143
NET			
AM Peak	-6	+74	+68
PM Peak	+23	+7	+30

6.3.6 As can be seen from Table 6.2, the redevelopment of the Site is predicted to generate some 68 additional trips during the AM peak and 30 additional trips during the PM peak hour when compared against the existing campus when fully operational.

6.3.7 The existing development trips can be seen on trip generation diagrams:

- Figure 105 Existing Development Trips AM; and
- Figure 106 Existing Development Trips PM.

6.3.8 By subtracting the existing Storthes Hall trips from the proposed development trips, the residual impact of the development can be calculated as shown on the following figures:

- Figure 107 AM Netting Off (Development Trips minus Storthes Hall Trips); and
- Figure 108 PM Netting Off (Development Trips minus Storthes Hall Trips).

6.3.9 The Site's nett trip generation as detailed on Figures 107 and 108.



6.4 COMMITTED DEVELOPMENT & TRAFFIC GROWTH

6.4.1 In order to provide a robust assessment of the local highway network, Kirklees online planning portal has been interrogated to identify any committed developments within the vicinity of the Site which may impact on the study area and is considered to have 'near certain' or 'more than likely' probability in accordance with TAG unit M4, Table A2.

6.4.2 The committed developments identified within the search are presented within Table 6.3.

Table 6.3 Committed Development Assessment

Ref	Planning Reference	Description	Dwellings	Committed	Within study area
CDEV 1	2005/60/91330/E3	Former Storthes Hall Hospital, Storthes Hall Lane, Kirkburton	300 Retirement Bungalows + 60 bed Care Home	Yes	Yes
CDEV 2	2022/91735	Land off Hermitage Park, Lepton	80	Allocated	Yes
CDEV 3	2020/62/90725/W	HS1 - Land to the northwest of Woodsome Drive, Fenay Bridge	68	Allocated	Yes
CDEV 4	2020/60/92307/W	HS2 – Phase 1b – Rowley Lane, Lepton	75	Allocated	No
Total			583		

CDEV 1: Former Storthes Hall Hospital, Storthes Hall Lane, Kirkburton

6.4.3 As discussed in Chapter 1, the Site forms part of a larger housing allocation (site ref: LP73) totalling some 505 residential dwellings. The southern section of the site, known as the former Storthes Hall Hospital Site - was granted planning permission in 2005 (decision notice dated: 19th April 2005) for an up to 300 unit retirement village and 60-bed nursing home under planning application reference: 2005/60/91330/E3.

6.4.4 The application was supported by a TA although the report is not currently available via public access. However, the development was included as a committed development within a TA produced by Sanderson Associates in 2007 and submitted in support of a previous application at the proposed development site under application ref: 2007/62/91502/E3. The accompanying TA contained a TRICS based trip generation estimate for the proposed 300 retirement village and 60-bed nursing home, however no traffic distribution was provided.

6.4.5 Therefore, the 300-retirement home village and 60-bed nursing home (app ref: 2005/60/91330/E3) trip generation has been transposed from the Sanderson Associates TA (app ref: 2007/62/91502/E3), with associated trips distributed onto the local highway network in-line with the distribution exercise present in Section 5.4.

6.4.6 The CDEV 1 distribution is set out on Figure 109 and the resultant traffic flows are shown on Figures 110 and 111 during the AM and PM peak hours respectively.

CDEV 2: Land off Hermitage Park, Lepton (2022/91735)

6.4.7 The Site is allocated for residential development as part of the HS3 housing allocation within the Kirklees Local Plan Allocations and Designations document adopted on 27th February 2019. An outline planning application was submitted in May 2022 under application number 2022/91735 for



Phase 1A, which includes up to 80 residential dwellings and was supported by a TA produced by Optima.

6.4.8 The trip generation and distribution has been transposed from the supporting TA and is presented on Figures 112 and 113.

CDEV 3: Land to the North-West of Woodsome Drive, Fenay Bridge (2020/62/90725/W)

6.4.9 An allowance has been made for application ref: 2020/62/90725/W of HS1 (Land to the northwest of Woodsome Drive, Fenay Bridge).

6.4.10 The application was granted in 2020 for up to 68 residential dwellings (decision notice dated: 10/03/2020) and was supported by a TA produced by Sanderson Associated (2020) which conducted capacity assessment based on a total of 74 residential dwellings.

6.4.11 The trip generation and distribution has been transposed from the supporting TA and is presented on Figures 114 and 115.

CDEV 4: HS2 – Phase 1b – Rowley Lane, Lepton (2020/60/92307/W)

6.4.12 An allowance has also been made for application ref: 2020/60/92307/W, which represents Phase 1b of HS2 (Rowley Lane, Lepton). An outline planning application was submitted in July 2020 for up to 75 residential dwellings and was supported by a TA produced by Sanderson Associates (2020).

6.4.13 Whilst the application is yet to be determined, in a similar vein to CDEV 2, it is considered appropriate to include the trip generation associated with the development given that it, if implemented, it would result increase mainline flows along Penistone Road.

6.4.14 The trip generation and distribution has been transposed from the supporting TA and is presented on Figures 116 and 117.

CDEV Total

6.4.15 The total AM and PM committed development flows included within this assessment are shown on Figures 118 and 119.

6.5 FUTURE ASSESSMENT YEARS AND TRAFFIC GROWTH

6.5.1 Assuming a build out rate of 35 dwellings per annum the proposed development could be completed and occupied within approximately 8 years. A future year assessment of 2032 has been applied on the assumption that planning permission is granted in 2023, and construction commences in 2024.

6.5.2 Traffic growth is based on a combination of proposed future developments, car ownership and changing attitudes in the way people use and have access to their vehicles. Traffic growth has been applied based on TEMPro v7.2c software (Trip End Model Presentation Program).

6.5.3 As previously discussed, the Site area lies within Kirklees 051 Middle Layer Super Output Areas (MSOA) as shown on Image 5.1 above and traffic growth rates between 2022 and 2032 have been obtained from TEMPro v7.2c for the Kirklees 051 MSOA for Principal Roads.



Alternative Assumptions

6.5.4 As the traffic generated by the identified committed development sites have been manually incorporated into the traffic impact assessment, it is appropriate to apply alternative assumptions within TEMPro planning assumptions, in order to avoid 'double counting'.

6.5.5 Kirklees 051 (Principal Roads) 2022 – 2032 TEMPro v7.2c Housing and Full Time Employee default planning assumptions are detailed within Table 6.4 below.

Table 6.4 TEMPro Housing & Job Assumptions

Kirklees 051	Base 2022	Future 2032	2032 Net
Housing	2,762	2,943	+181
Jobs	2,357	2,421	+64

6.5.6 As shown above, the default TEMPro assumptions allow for 181 additional houses and 64 additional jobs between 2022 and 2032 within Kirklees 051.

6.5.7 Since the proposed development, remainder of the LP73 allocation and four committed developments significantly exceeds this number, the volume of future housing has been reduced to 2,762 in the 2032 scenario, in order to avoid double counting. The predicted jobs remains at 2,421, as per the default assumptions identified within Table 6.4.

6.5.8 The calculated growth rates are set out below.

Kirklees 051 (Principal Roads)

- AM growth rate of 1.0219 (2.2%); and
- PM growth rate of 1.0129 (1.3%).

6.5.9 Applying the identified growth rates to the 2022 survey flows shown in Figures 100 and 101 produce the Growth 2032 traffic flows shown on Figures 120 and 121.

6.5.10 Base 2032 traffic flows are shown on Figures 122 and 123.



6.6 SCOPE OF JUNCTION ASSESSMENT

6.6.1 The impact of the development has been considered at the following key junctions located close to the Site:

- Junction 1 - Farnley Road/Storthes Hall Lane;
- Junction 2 - Storthes Hall Lane/A629 Penistone Road/Woodsome Lees Lane (northern);
- Junction 3 - Storthes Hall Lane/A629 Penistone Road exit;
- Junction 4 - Storthes Hall Exit; and
- Junction 5 - Storthes Hall Entrance.

6.6.2 In order to identify whether further analysis is required at the above junctions a materiality assessment has been conducted. Table 6.5 below illustrates the AM and PM two-way trips predicted from the proposed development distributed onto the local highway network.

Table 6.5 Junction Materiality Assessment (PCUs) – NET Development Trips

Ref	Junction Name	AM Two-way Trips	PM Two-way Trips
1	Farnley Road/Storthes Hall Lane	47	42
2	Storthes Hall Lane/A629 Penistone Road/Woodsome Lees Lane (northern)	60	37
3	Storthes Hall Lane/ A629 Penistone Road exit	64	47
5	Site Access (Southern)	28	24
6	Site Access (Northern)	79	57

6.6.3 A trip generation threshold of 30 two-way trips per hour is referenced within the Department for Transport document 'Guidance on Transport Assessment' (GTA) published in March 2007. This document was withdrawn and replaced by the National Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' document. However, this document does not provide updated figures and places the onus on Local Planning Authorities to assess the suitability of the highway network. As such guidance contained within GTA is regularly quoted by Highway Professionals, Planning & Highway Authorities and Highways England.

6.6.4 Although there is no suggestion that 30 two-way peak hour vehicle trips would in themselves cause a detrimental impact (paragraph 2.11 of the GTA), any development generating 30 two-way trips or less is highly unlikely to result in any material or severe impact on the operation of the local highway network.

6.6.5 As can be seen from Table 6.5, the proposed development is predicted to generate in excess of 30 two-way trips at all junctions on the local highway network with the exception of the southern Site access.

6.6.6 A capacity assessment has been undertaken at the 6 junctions identified in Table 6.5.

6.7 DESIGN TRAFFIC FLOWS

6.7.1 Adding the net development trips described in Chapter 5 to the Base 2032 traffic flows produces the Design 2032 traffic flows and these are shown diagrammatically on Figures 124 and 125 for the morning and evening peak hours.



7. Junction Capacity Assessment

7.1.1 This section of the Transport Assessment sets out the results of the junction capacity assessments that have been undertaken to determine the impact of the development proposals on key junctions on the local highway network. Full Junctions 9 PICADY software output data can be found at Appendix J.

7.1.2 Dimensions used have been based upon on-site measurements and topographical survey mapping, with the all the existing junction layouts shown in Appendix B.

Junction 1: Farnley Road/Storthes Hall Lane

7.1.3 The existing layout of the Farnley Road/Storthes Hall Lane junction has been modelled using the PICADY function in JUNCTIONS 9 software.

7.1.4 The results of the 2022 Survey, 2032 Base and 2032 Design scenarios are summarised in Table 7.1.

Table 7.1 Farnley Road/Storthes Hall Lane – Modelling Summary

Arm/Movement	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2022 Survey						
Storthes Hall Lane to Farnley Road East	0.02	5.39	0.0	0.02	5.35	0.0
Storthes Hall Lane to Farnley Road West	0.13	6.03	0.1	0.09	6.00	0.1
Farnley Road East to Storthes Hall Lane and Farnley Road West	0.02	5.70	0.0	0.01	5.75	0.0
2032 Base						
Storthes Hall Lane to Farnley Road East	0.03	5.42	0.0	0.03	5.37	0.0
Storthes Hall Lane to Farnley Road West	0.14	6.15	0.2	0.10	6.07	0.1
Farnley Road East to Storthes Hall Lane and Farnley Road West	0.03	5.74	0.0	0.02	5.78	0.0
2032 Design						
Storthes Hall Lane to Farnley Road East	0.04	5.54	0.0	0.03	5.44	0.0
Storthes Hall Lane to Farnley Road West	0.18	6.46	0.2	0.11	6.20	0.1
Farnley Road East to Storthes Hall Lane and Farnley Road West	0.03	5.80	0.0	0.04	5.94	0.0

7.1.5 A Ratio of Flow to Capacity (RFC) value below 0.85 indicates that a junction or arm operates within its desirable practical capacity. An RFC value between 0.85 and 1.00 indicates that there may be occasions during the period modelled when queues will develop and delays will occur. An RFC value greater than 1.00 indicates that the junction or arm operates beyond its theoretical capacity and increased queuing and delay will be experienced.

7.1.6 The results in Table 7.1 show that the junction is predicted to operate within capacity with the addition of growth during both peak hours in 2032.



7.1.7 The junction continues to operate well within desirable capacity with the addition of the development traffic. The junction has sufficient spare capacity with the development fully occupied at a design year of 2032 and no mitigation is necessary.

Junction 2: Storthes Hall Lane/A629 Penistone Road/Woodsome Lees Lane

7.1.8 The existing layout of the Storthes Hall Lane/A629 Penistone Road/Woodsome Lees Lane junction has been modelled using the PICADY function in JUNCTIONS 9 software.

7.1.9 The results of the 2022 Survey, 2032 Base and 2032 Design scenarios are summarised in Table 7.2.

Table 7.2 Storthes Hall Lane/A629 Penistone Road/Woodsome Lees Lane – Modelling Summary

Arm/Movement	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2022 Survey						
Storthes Hall Lane to A629 Penistone Road N	0.12	9.35	0.2	0.11	7.97	0.1
Storthes Hall Lane to A629 Penistone Road S	0.21	15.42	0.3	0.21	15.53	0.3
A629 Penistone Road N to Storthes Hall Lane	0.09	8.86	0.1	0.09	8.59	0.1
2032 Base						
Storthes Hall Lane to A629 Penistone Road N	0.15	9.55	0.2	0.13	8.68	0.2
Storthes Hall Lane to A629 Penistone Road S	0.24	16.88	0.3	0.23	16.74	0.3
A629 Penistone Road N to Storthes Hall Lane	0.11	8.96	0.1	0.11	8.41	0.1
2032 Design						
Storthes Hall Lane to A629 Penistone Road N	0.26	10.01	0.3	0.16	8.58	0.2
Storthes Hall Lane to A629 Penistone Road S	0.30	18.77	0.4	0.26	17.99	0.4
A629 Penistone Road N to Storthes Hall Lane	0.11	8.16	0.1	0.15	8.41	0.2

7.1.10 The results in Table 7.2 show that the junction is predicted to operate within capacity with the addition of growth during both peak hours in 2032.

7.1.11 The junction continues to operate well within desirable capacity with the addition of the development traffic. The junction has sufficient spare capacity with the development fully occupied at a design year of 2032 and no mitigation is necessary.

Junction 3: Storthes Hall Lane/A629 Penistone Road exit

7.1.12 The existing layout of the Storthes Hall Lane/A629 Penistone Road exit junction has been modelled using the PICADY function in JUNCTIONS 9 software.

7.1.13 The results of the 2022 Survey, 2032 Base and 2032 Design scenarios are summarised in Table 7.3.



Table 7.3 Storthes Hall Lane/ A629 Penistone Road Exit – Modelling Summary

Arm/Movement	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2022 Survey						
Penistone Road Exit to Storthes Hall Lane S	0.10	5.16	0.1	0.09	5.21	0.1
Penistone Road Exit to Storthes Hall Lane N	0.00	8.44	0.0	0.01	8.47	0.0
Storthes Hall Lane S	0.00	0.00	0.0	0.00	0.00	0.0
2032 Base						
Penistone Road Exit to Storthes Hall Lane S	0.10	5.22	0.1	0.09	5.26	0.1
Penistone Road Exit to Storthes Hall Lane N	0.00	8.55	0.0	0.01	8.56	0.0
Storthes Hall Lane S	0.00	0.00	0.0	0.00	0.00	0.0
2032 Design						
Penistone Road Exit to Storthes Hall Lane S	0.11	5.26	0.1	0.11	5.40	0.1
Penistone Road Exit to Storthes Hall Lane N	0.00	8.73	0.0	0.01	8.70	0.0
Storthes Hall Lane S	0.00	0.00	0.0	0.00	0.00	0.0

7.1.14 The results in Table 7.3 show that the junction is predicted to operate within capacity with the addition of growth during both peak hours in 2032.

7.1.15 The junction continues to operate well within desirable capacity with the addition of the development traffic. The junction has sufficient spare capacity with the development fully occupied at a design year of 2032 and no mitigation is necessary.



Junction 4: Storthes Hall Lane Southern Site Access

7.1.16 The proposed layout of the Storthes Hall Lane southern junction has been modelled using the PICADY function in JUNCTIONS 9 software.

7.1.17 The results of the 2022 Survey, 2032 Base and 2032 Design scenarios are summarised in Table 7.4.

Table 7.4 Storthes Hall (Southern Access) – Modelling Summary

Arm/Movement	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2022 Survey						
Southern Site Access	0.05	8.66	0.1	0.05	7.50	0.1
Storthes Hall Lane South	0.00	0.00	0.0	0.00	0.00	0.0
2032 Base						
Southern Site Access	0.05	8.77	0.1	0.05	7.58	0.1
Storthes Hall Lane South	0.00	0.00	0.0	0.00	0.00	0.0
2032 Design						
Southern Site Access	0.07	5.86	0.1	0.03	5.60	0.0
Storthes Hall Lane South	0.02	5.62	0.0	0.05	5.73	0.1

7.1.18 The results in Table 7.4 show that the junction is predicted to operate within capacity with the addition of growth during both peak hours in 2032.

7.1.19 The junction continues to operate well within desirable capacity with the addition of the development traffic. The junction has sufficient spare capacity with the development fully occupied at a design year of 2032 and no mitigation is necessary.



Junction 5: Storthes Hall Lane Northern Site Access

7.1.20 The proposed layout of the Storthes Hall Lane northern junction has been modelled using the PICADY function in JUNCTIONS 9 software.

7.1.21 The results of the 2022 Survey, 2032 Base and 2032 Design scenarios are summarised in Table 7.5.

Table 7.5 Storthes Hall (Northern Access)– Modelling Summary

Arm/Movement	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2022 Survey						
Northern Site Access	0.00	0.00	0.0	0.00	0.00	0.0
Storthes Hall Lane South to Northern Site Access	0.01	5.56	0.0	0.01	5.59	0.0
2032 Base						
Northern Site Access	0.00	0.00	0.0	0.00	0.00	0.0
Storthes Hall Lane South to Northern Site Access	0.01	5.59	0.0	0.01	5.62	0.0
2032 Design						
Northern Site Access	0.18	9.33	0.2	0.08	8.28	0.1
Storthes Hall Lane South to Northern Site Access	0.00	0.00	0.0	0.00	0.00	0.0

7.1.22 The results in Table 7.5 show that the junction is predicted to operate within capacity with the addition of growth during both peak hours in 2032.

7.1.23 The junction continues to operate well within desirable capacity with the addition of the development traffic. The junction has sufficient spare capacity with the development fully occupied at a design year of 2032 and no mitigation is necessary.

7.2 JUNCTION CAPACITY SUMMARY

7.2.1 The allocation notes included in Kirklees Local Plan state that improvements to local highway links may be required, with an impact assessment of the Storthes Hall Road/Penistone Road junction also required.

7.2.2 Assessments of the off-site junctions within the study area confirm that the all the junctions within the study area can comfortably accommodate the proposed development at the design year of 2032, meaning no local highway links or junctions require capacity improvements as a result of the proposed development.



8. Summary and Conclusions

8.1.1 This Transport Assessment has been undertaken by Optima to support an outline planning application on behalf of Ubrique Investments Limited and considers the highways and transportation matters raised by a proposed housing development on land at Storthes Hall, Storthes Hall Lane, Kirkburton.

8.1.2 The development proposals can be summarised as follows:

- Erection of 261 residential dwellings comprising of 1, 2, 3,4 and 5 bedroom properties;
- Two access points via Storthes Hall Lane; and
- Associated parking, landscaping and infrastructure

8.1.3 The report has identified what measures will be taken to deal with the anticipated impacts of the scheme proposals and has defined what improvements and initiatives will be implemented to improve accessibility to the Site by all modes of travel.

8.1.4 A review of the personal injury collision data has been undertaken for the study area, which has shown that there are no specific road safety concerns.

8.1.5 The Site is to be served via the two existing access points off Storthes Hall Lane. Both access points will be modified to allow two-way movements to/from the Site, with give way and centreline road markings introduced at both access points. The existing junctions will be improved.

8.1.6 It has been demonstrated that both access points off Storthes Hall Lane are of a suitable geometric standard to serve the development and following an extensive review of collision data, there is no local or site-specific evidence to suggest that Storthes Hall Lane, which has an excellent safety record, would not continue to operate in a safe manner.

8.1.7 The internal layout is indicative only, however the existing bus route will be retained to facilitate potential future bus penetration.

8.1.8 The development is predicted to generate 143-156 two-way trips during the network peak hours.

8.1.9 The predicted development trip generations have been undertaken based on trip rates that have been previously agreed with Highways Development Management which are considered to be representative and robust.

8.1.10 The NET development trips on the local highway network are considered to be robust since occupation levels were 56% when the surveys were completed.

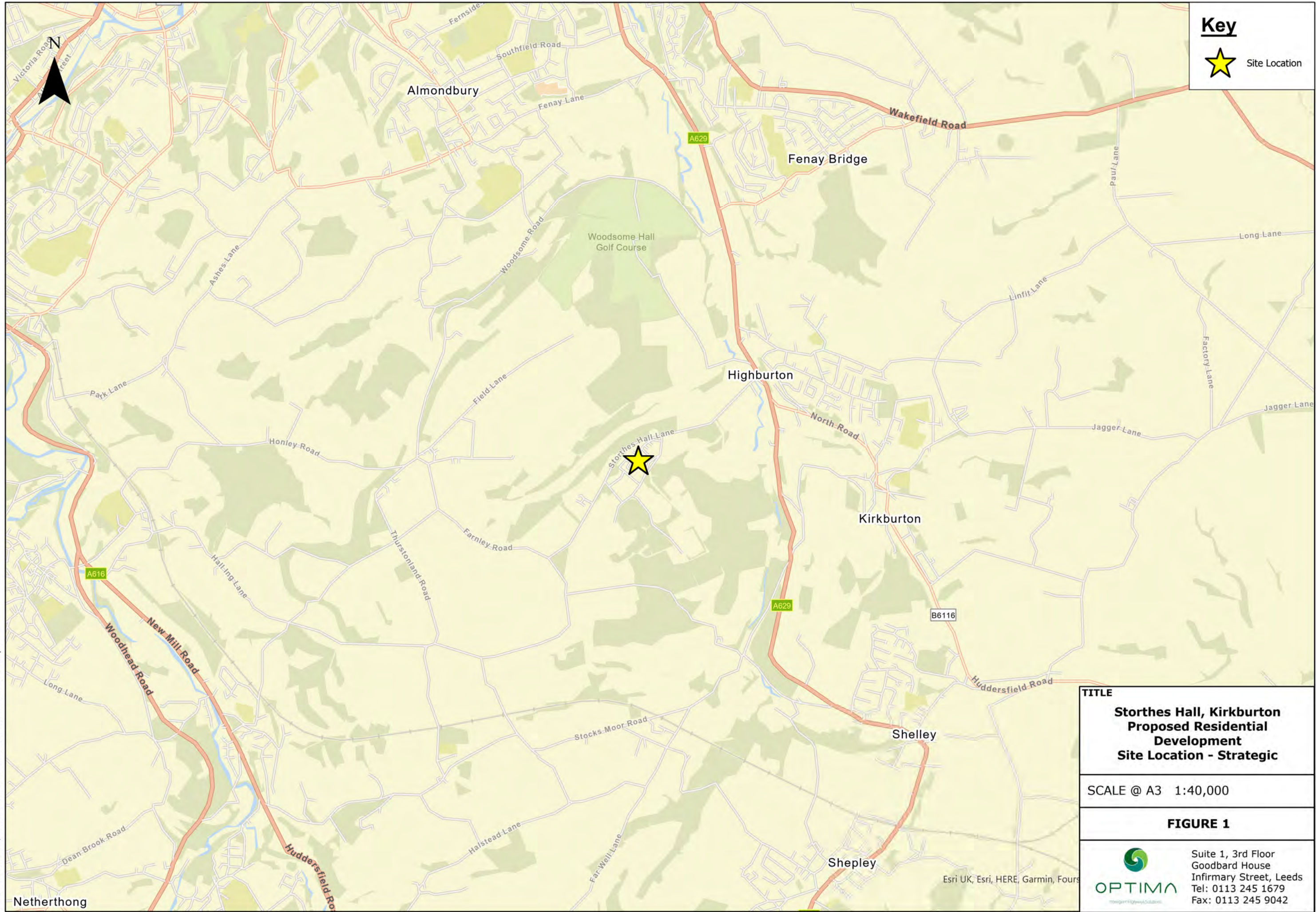
8.1.11 Assessments of the off-site junctions within the study area confirm that the all the junctions within the study area can comfortably accommodate the proposed development at the design year of 2032.

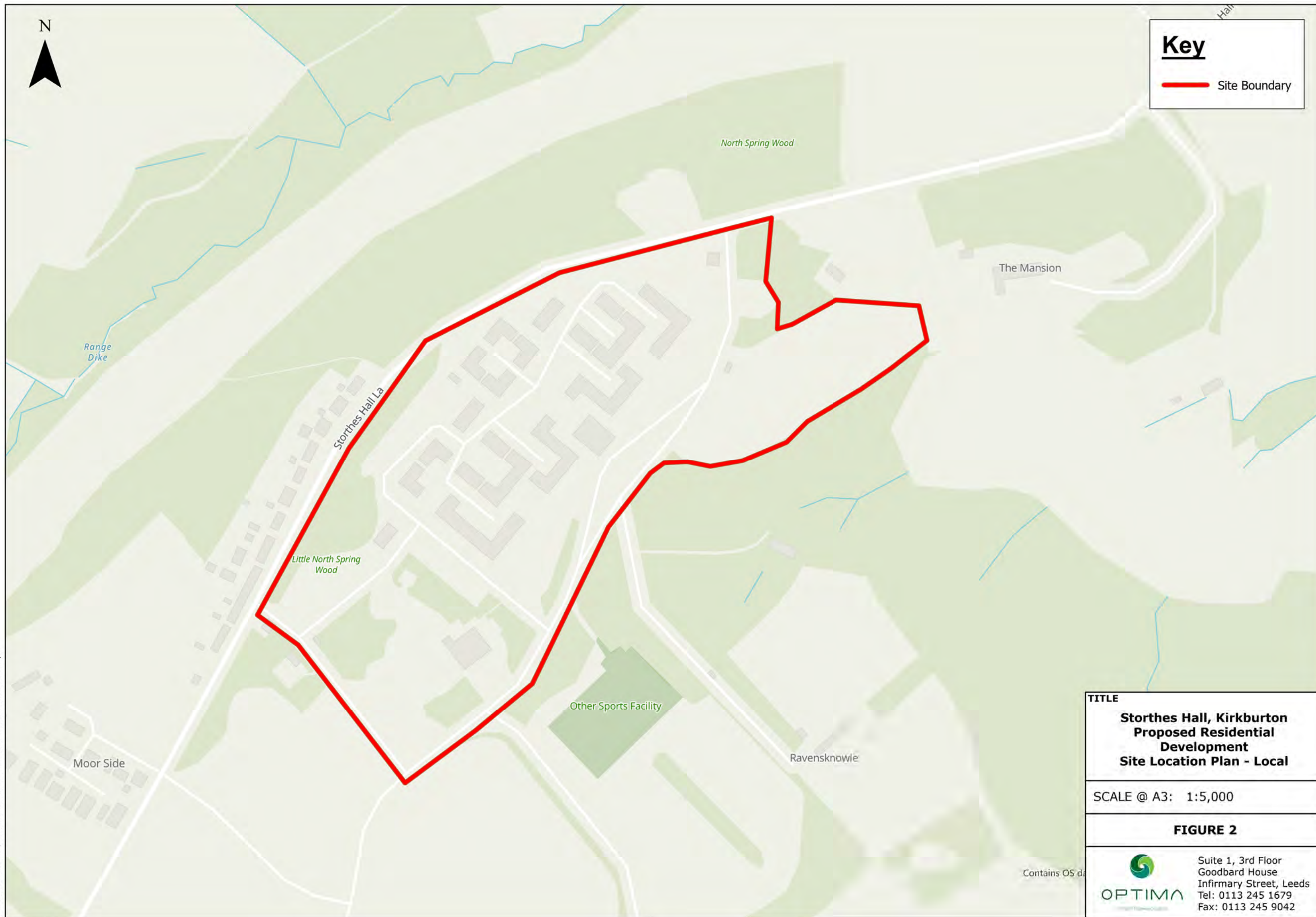
8.1.12 From the extensive work undertaken it is concluded that there are no reasons on highways or transport grounds why the proposed development should not be granted outline planning permission.



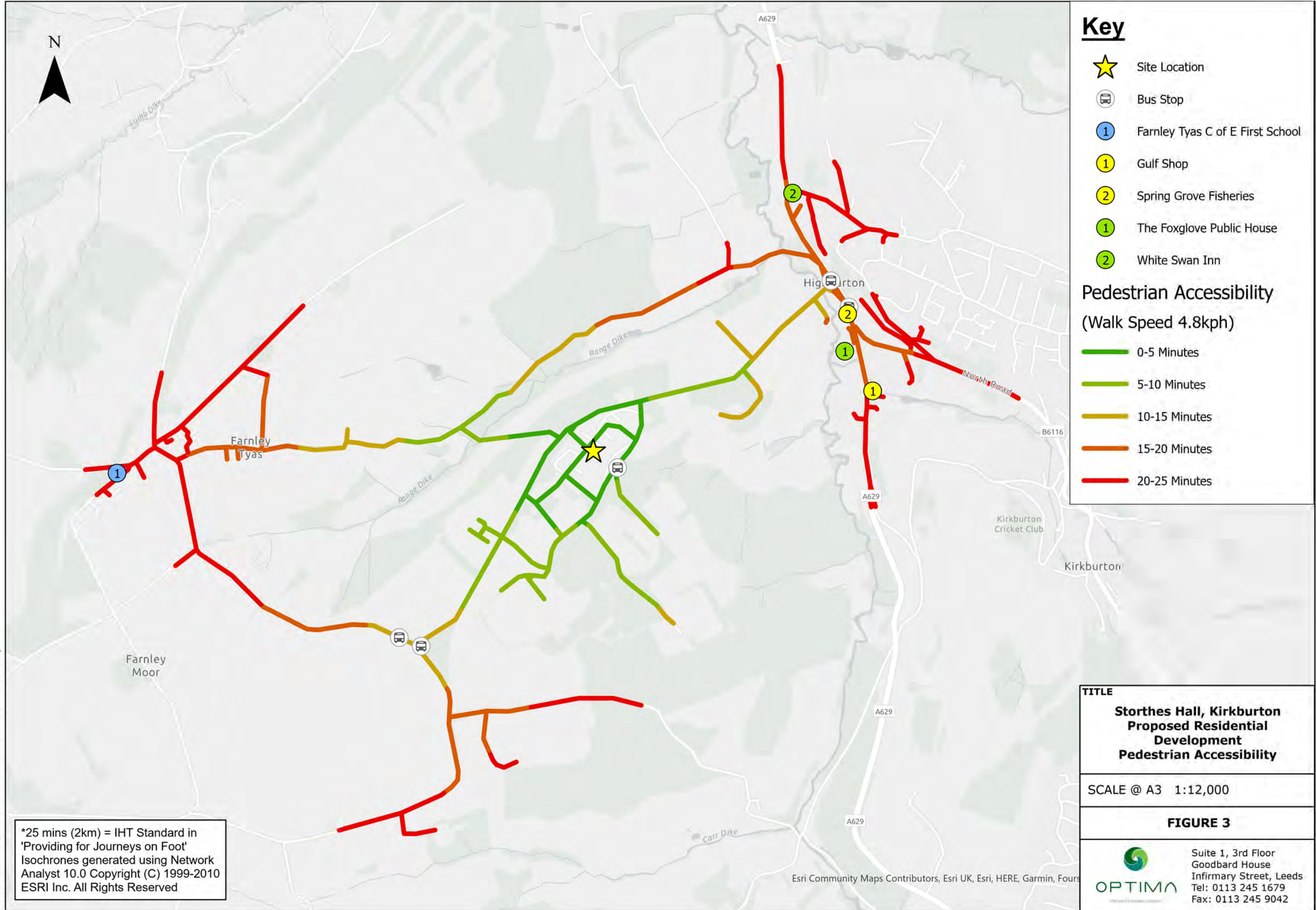
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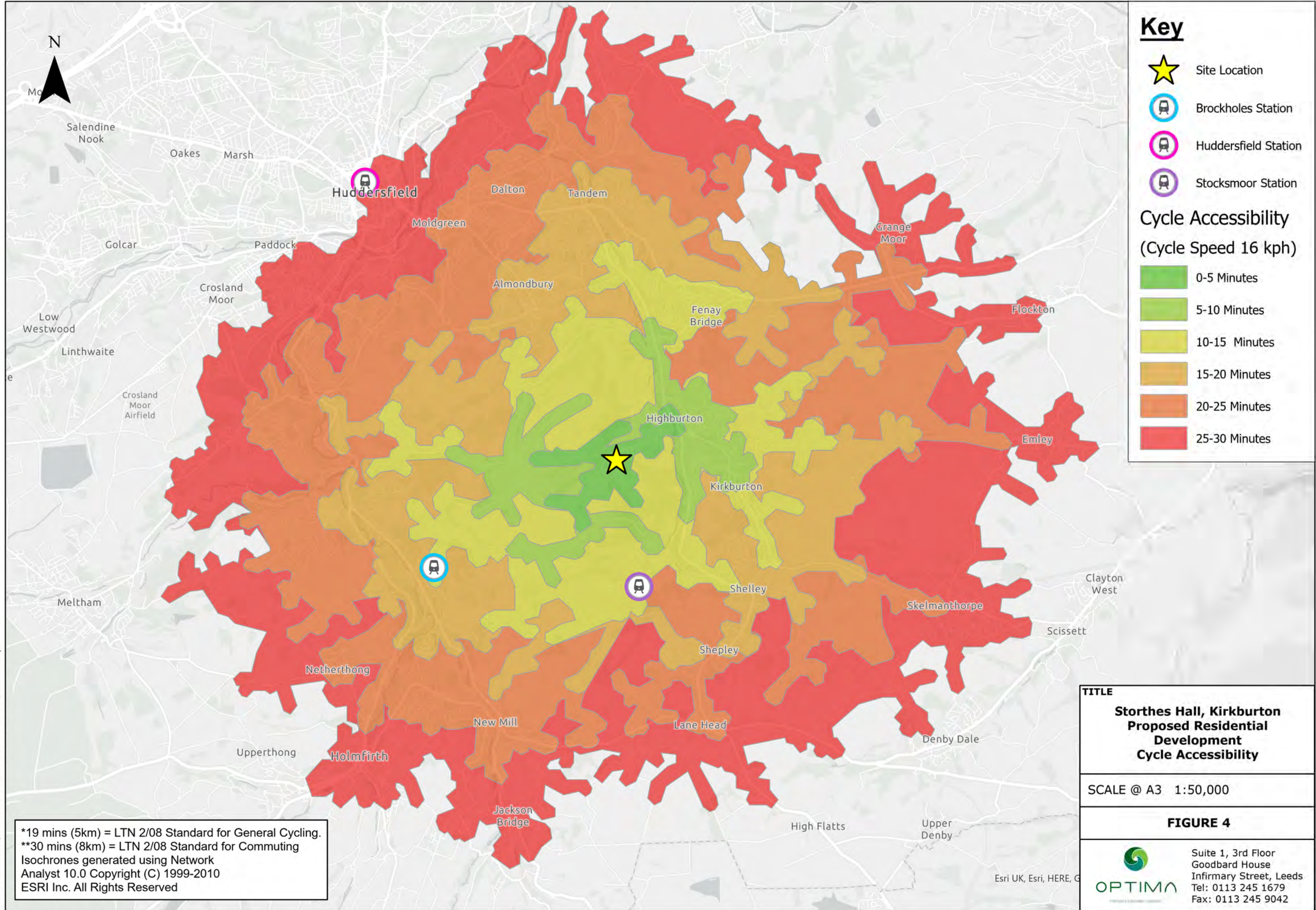


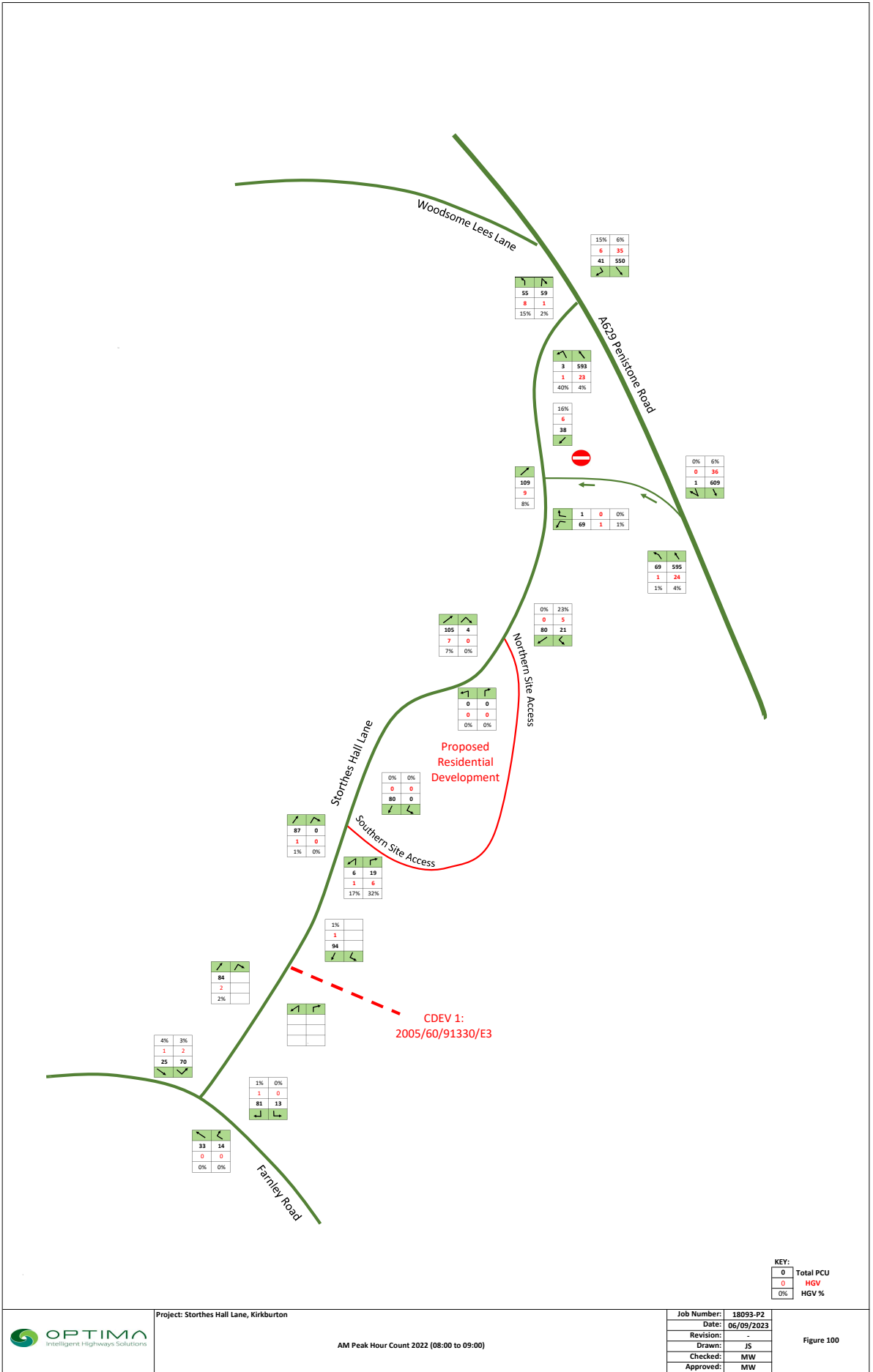


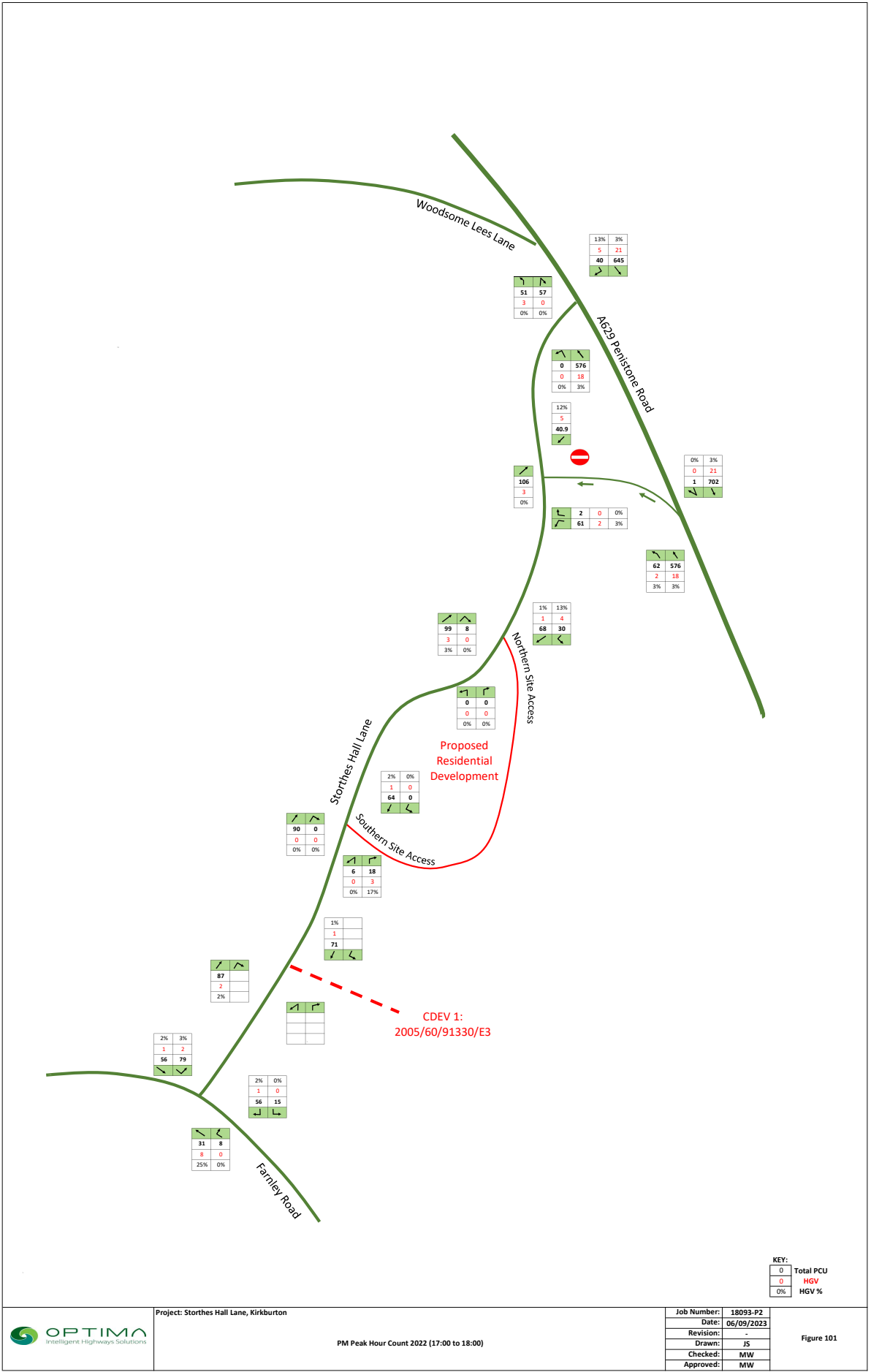


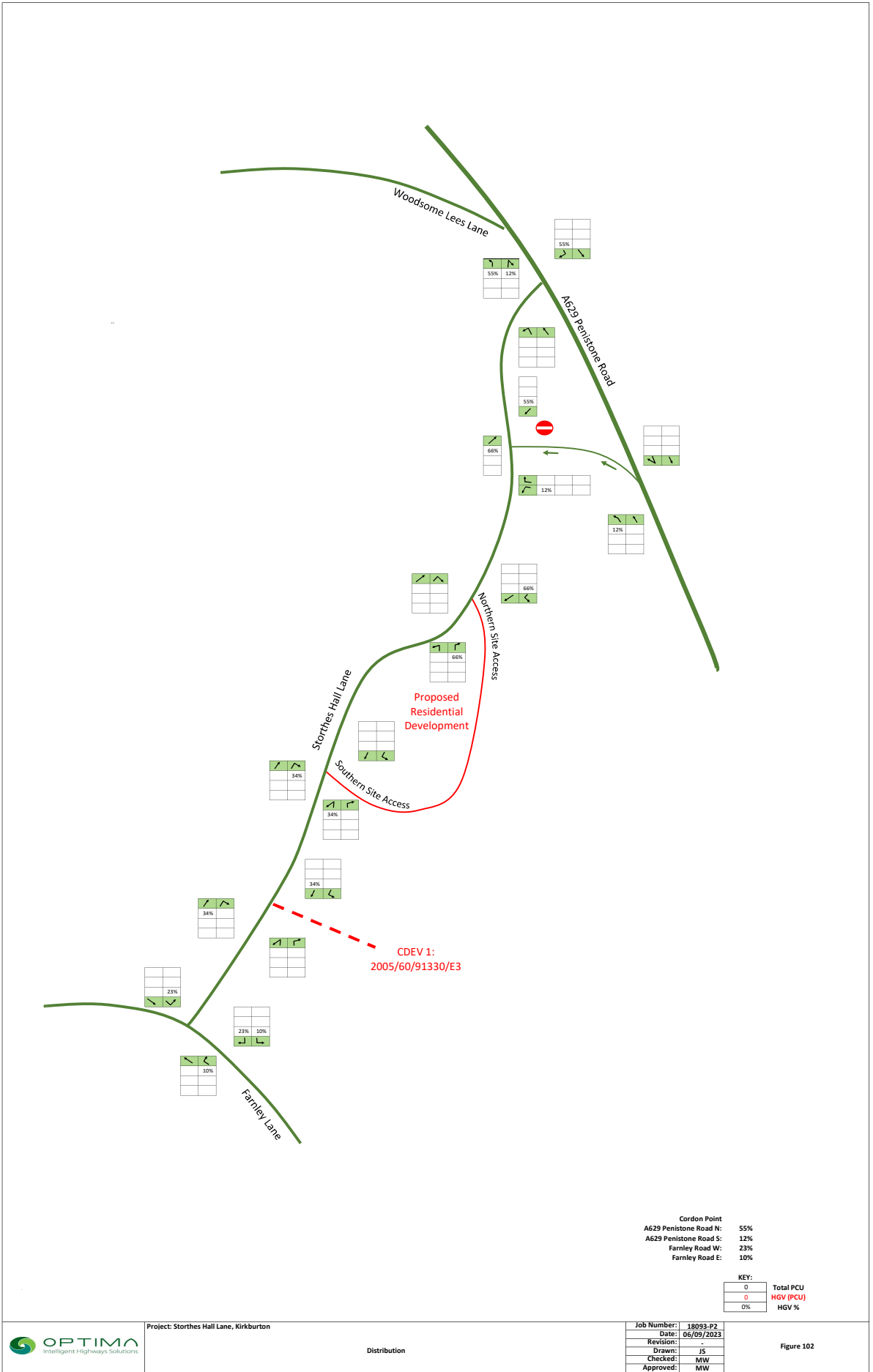
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Storthes Hall, Kirkburton Proposed Residential Development Site Location Plan - Local	
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FIGURE 2	
	Suite 1, 3rd Floor Goodbard House Infirmary Street, Leeds Tel: 0113 245 1679 Fax: 0113 245 9042

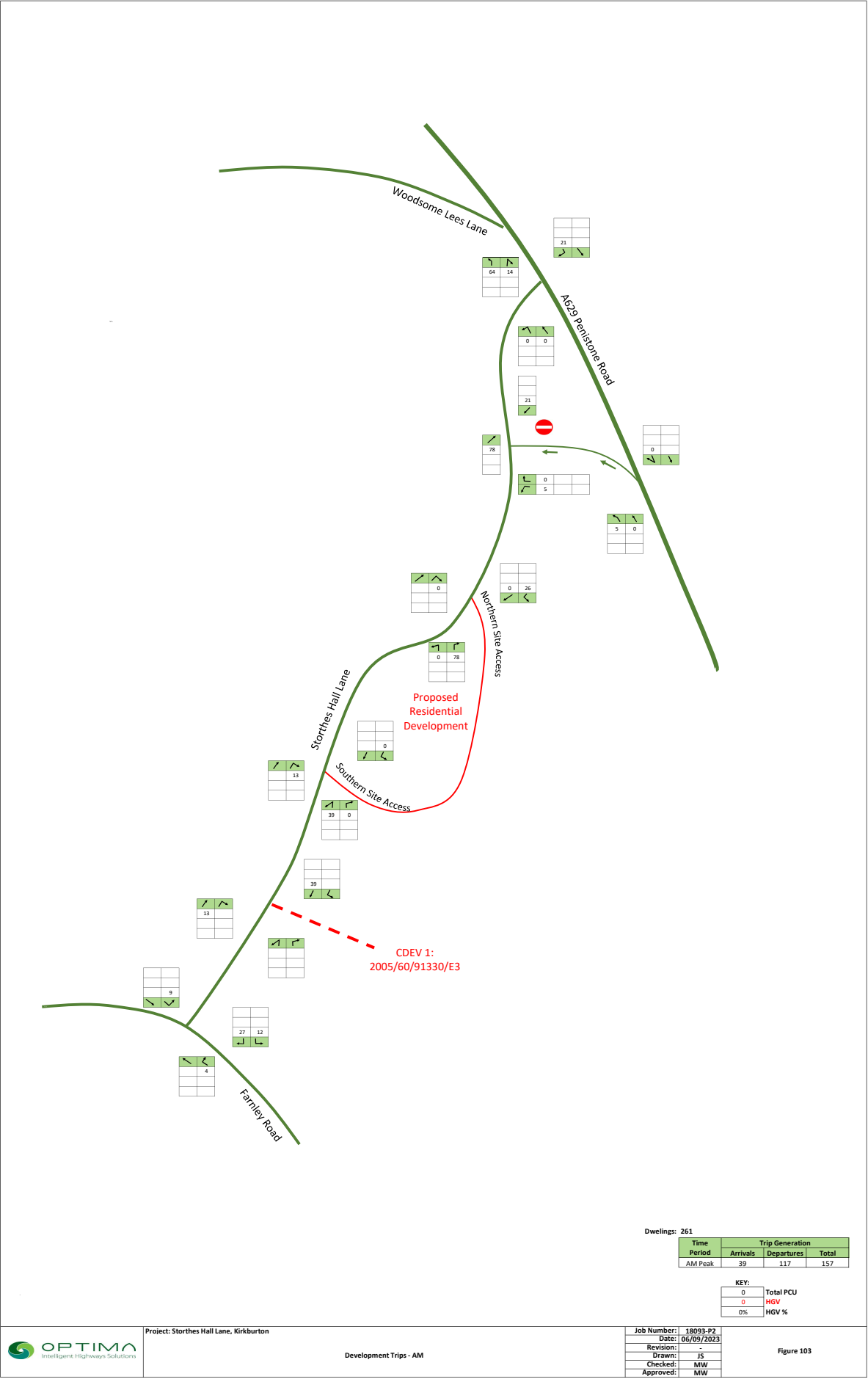


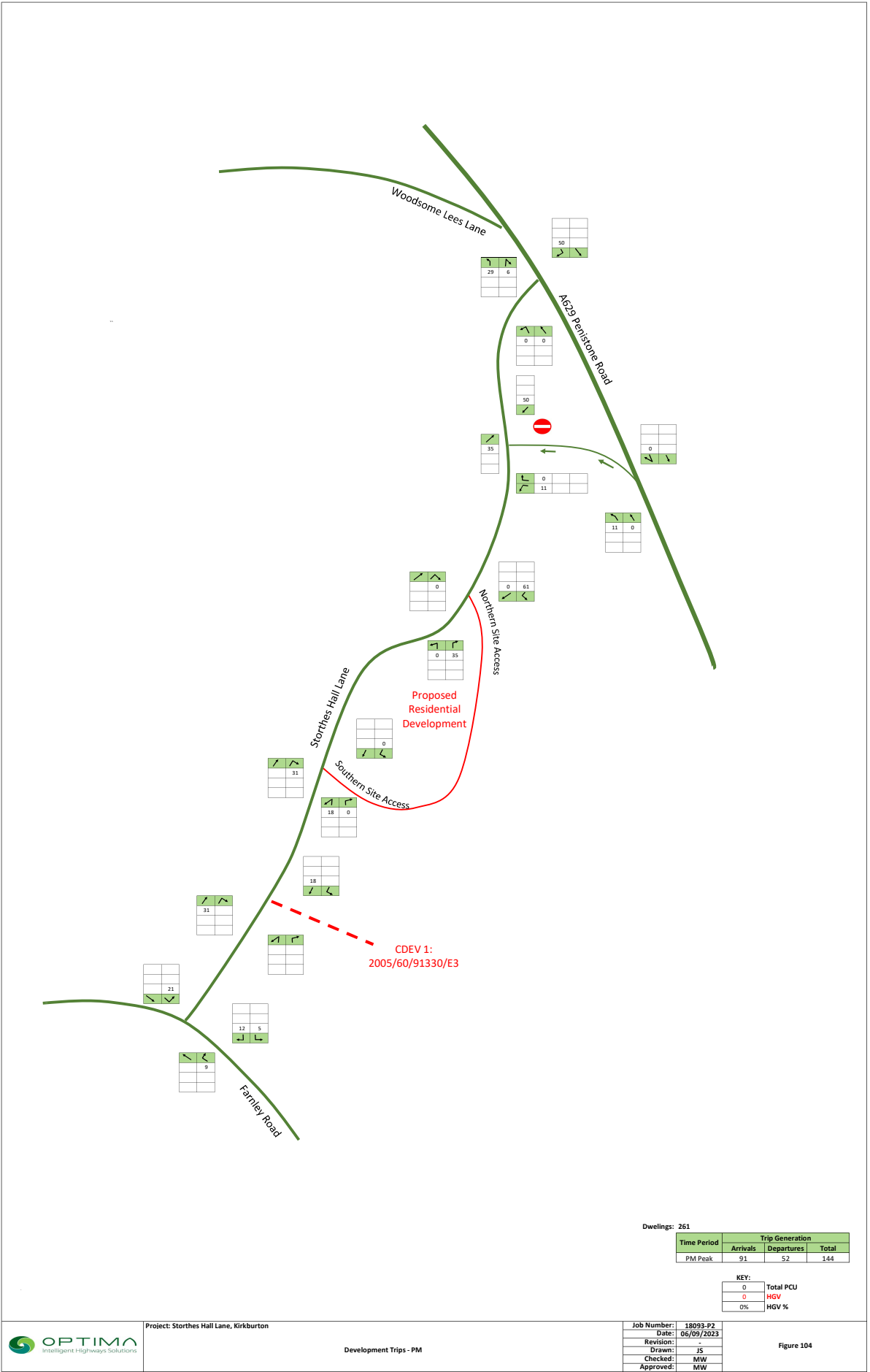


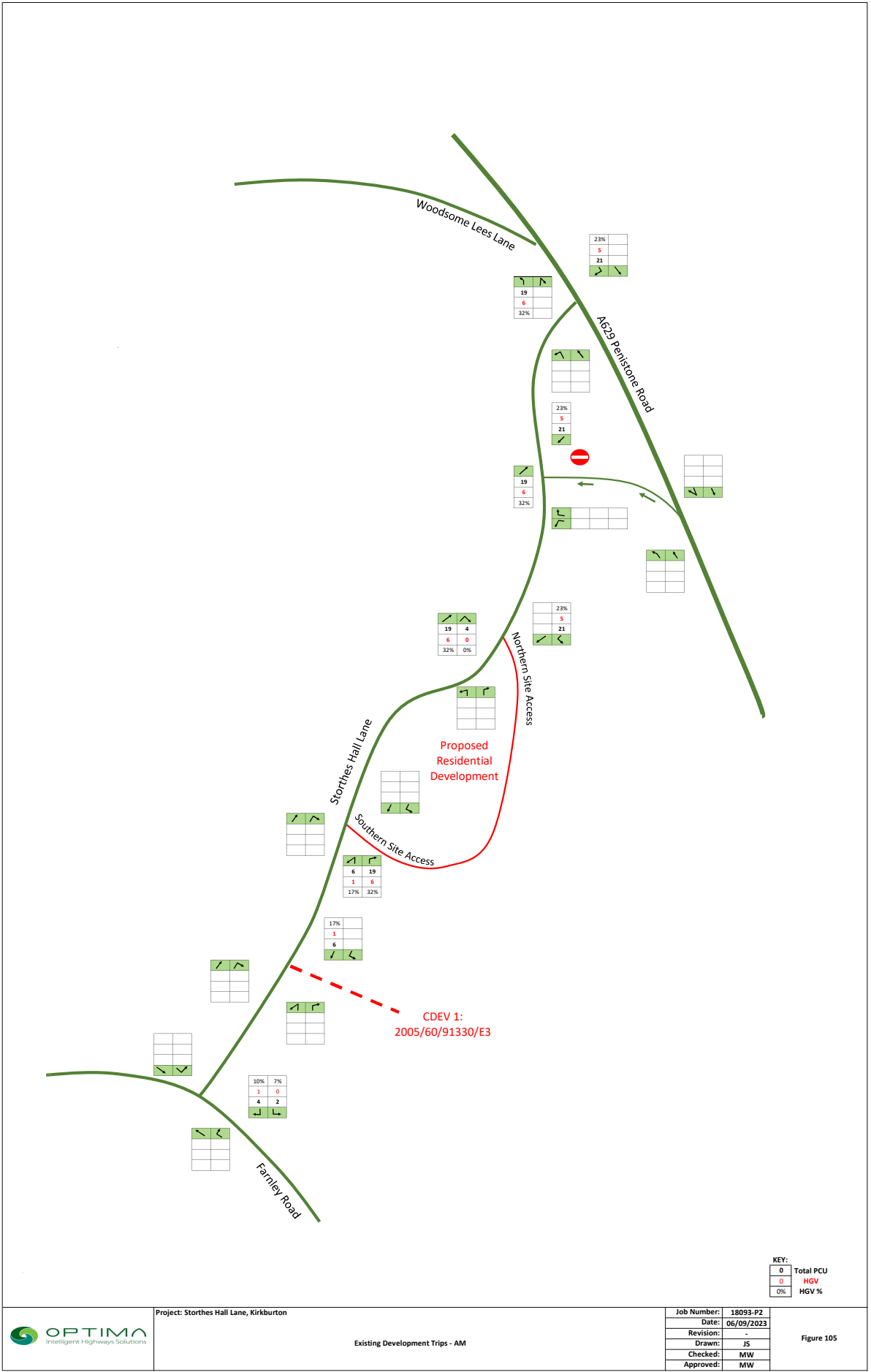


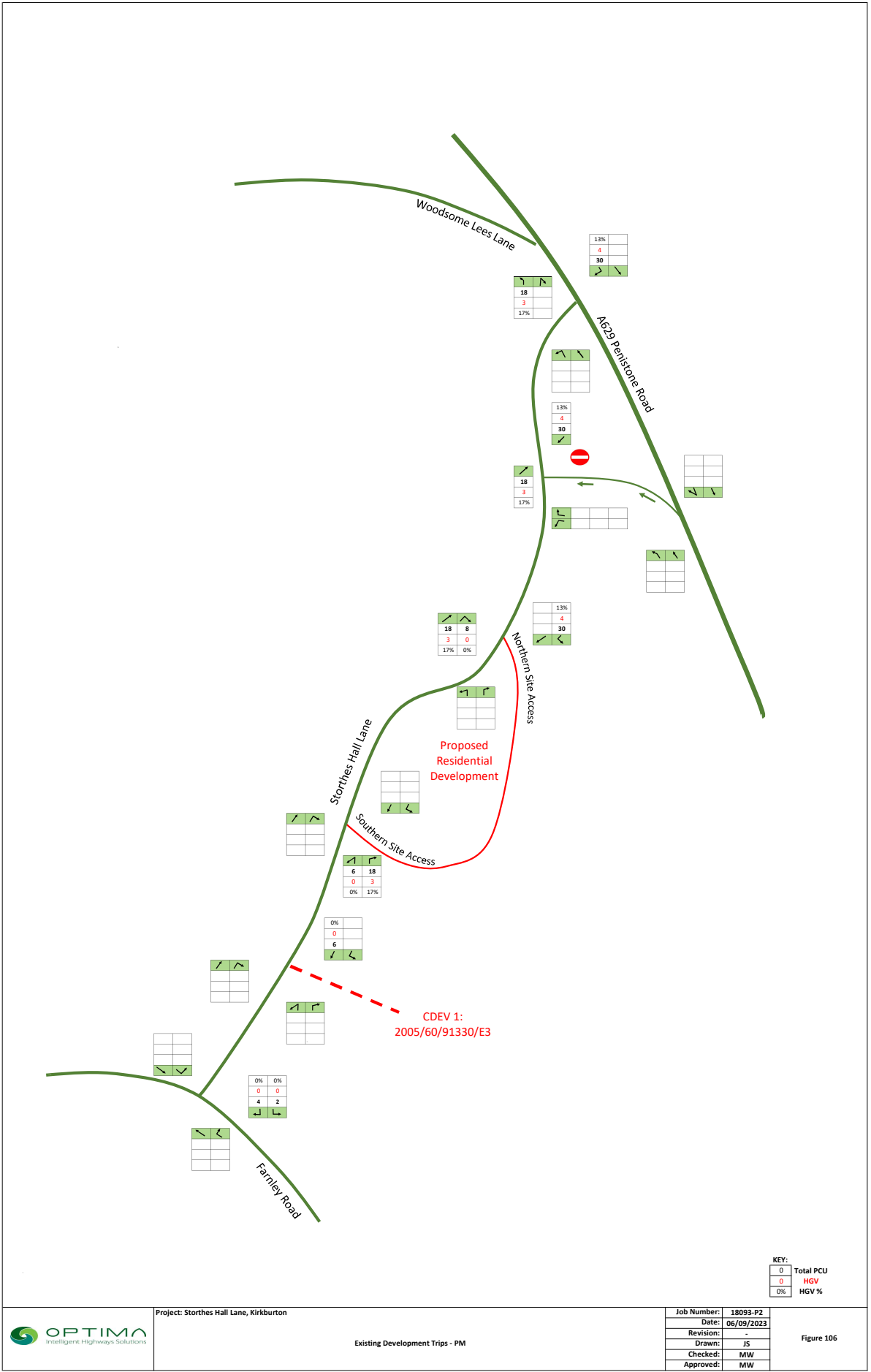


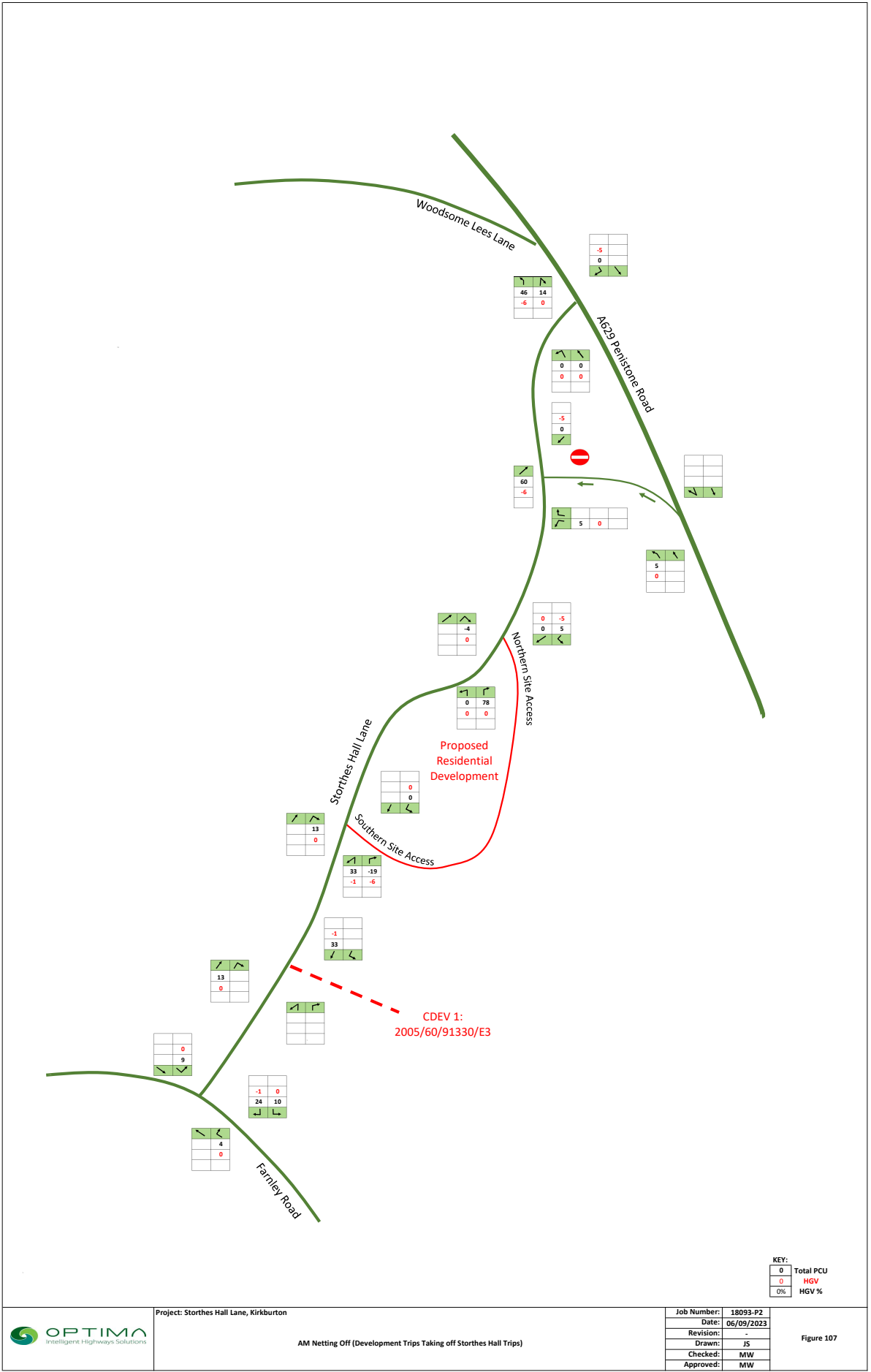


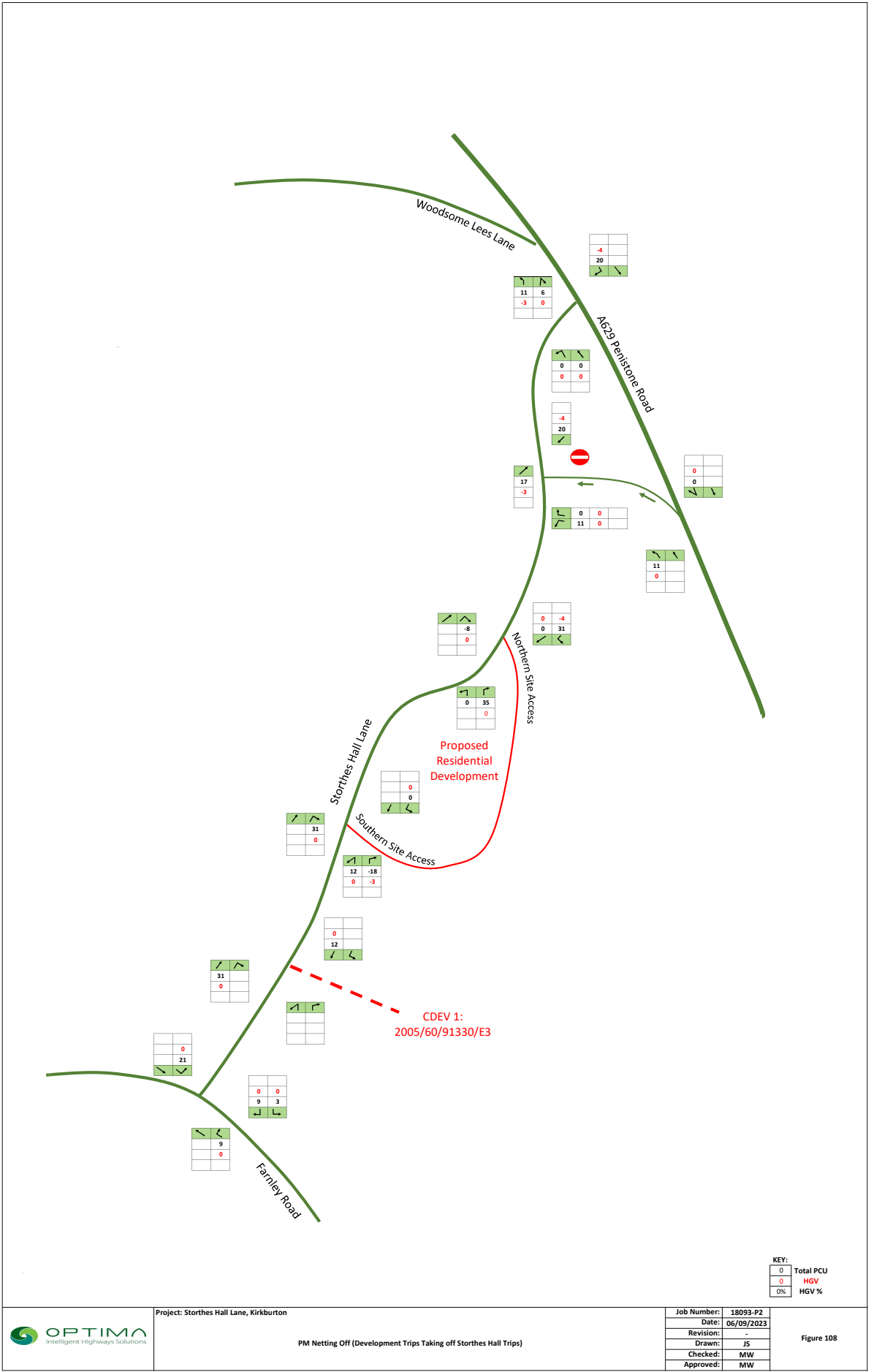


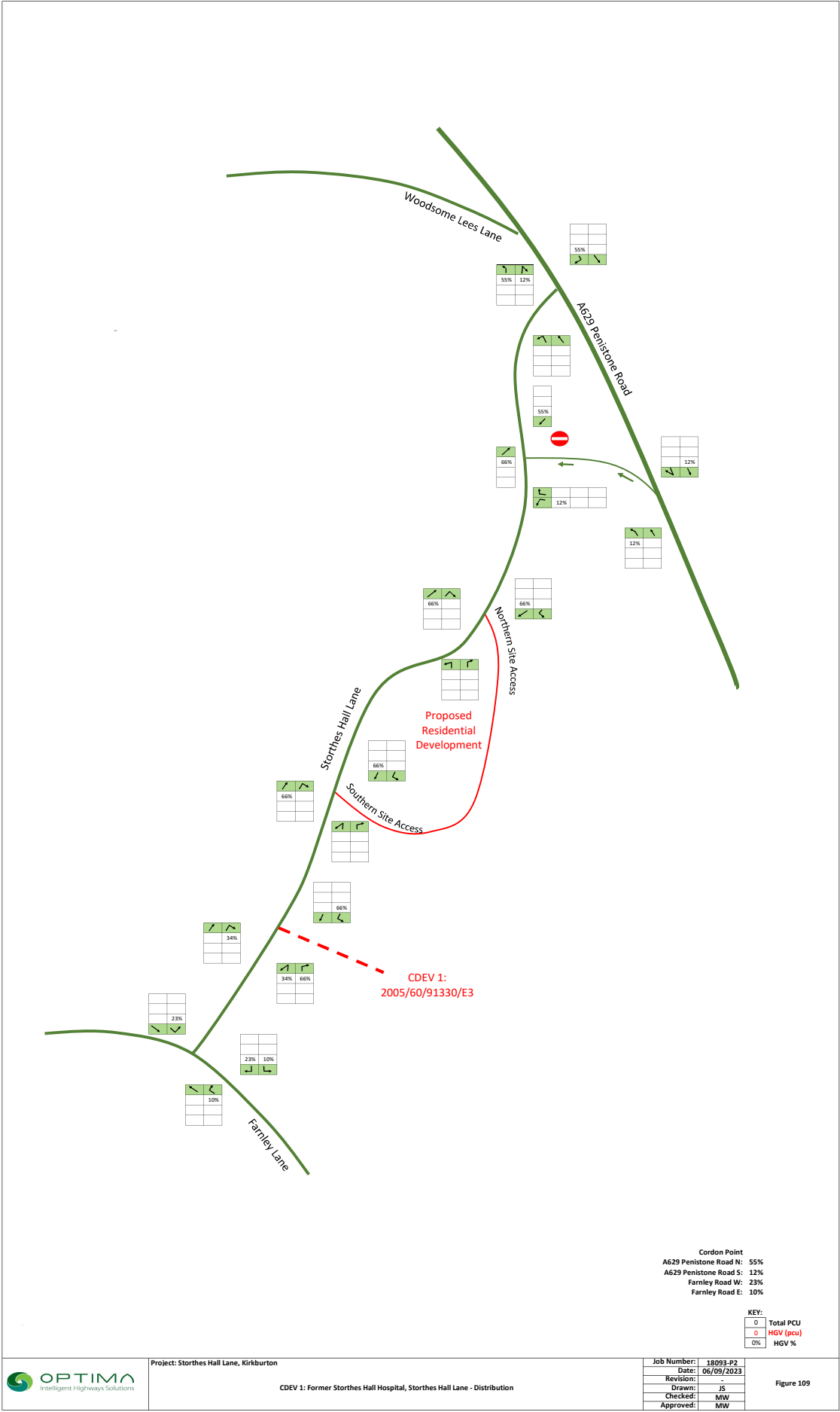


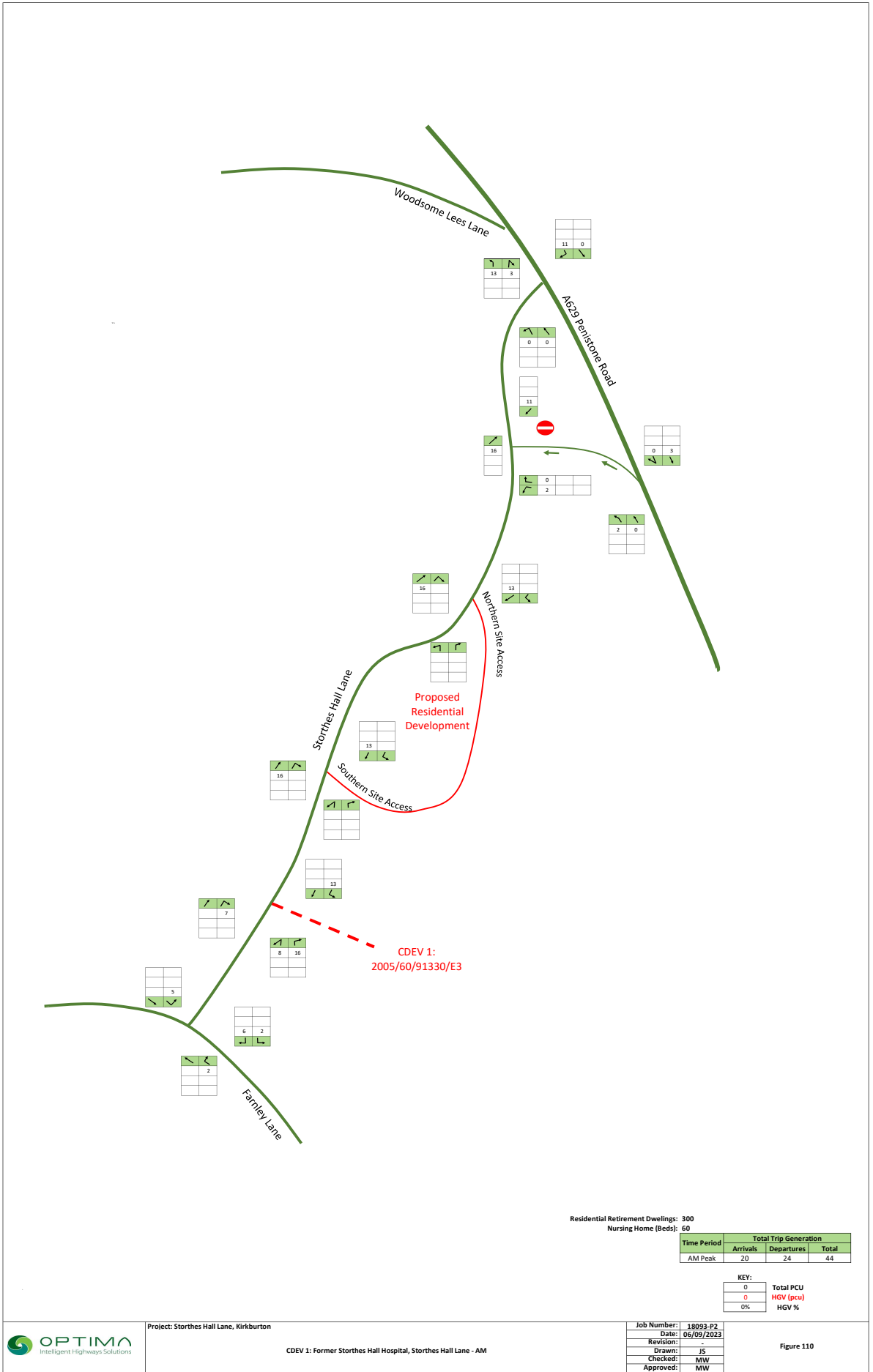


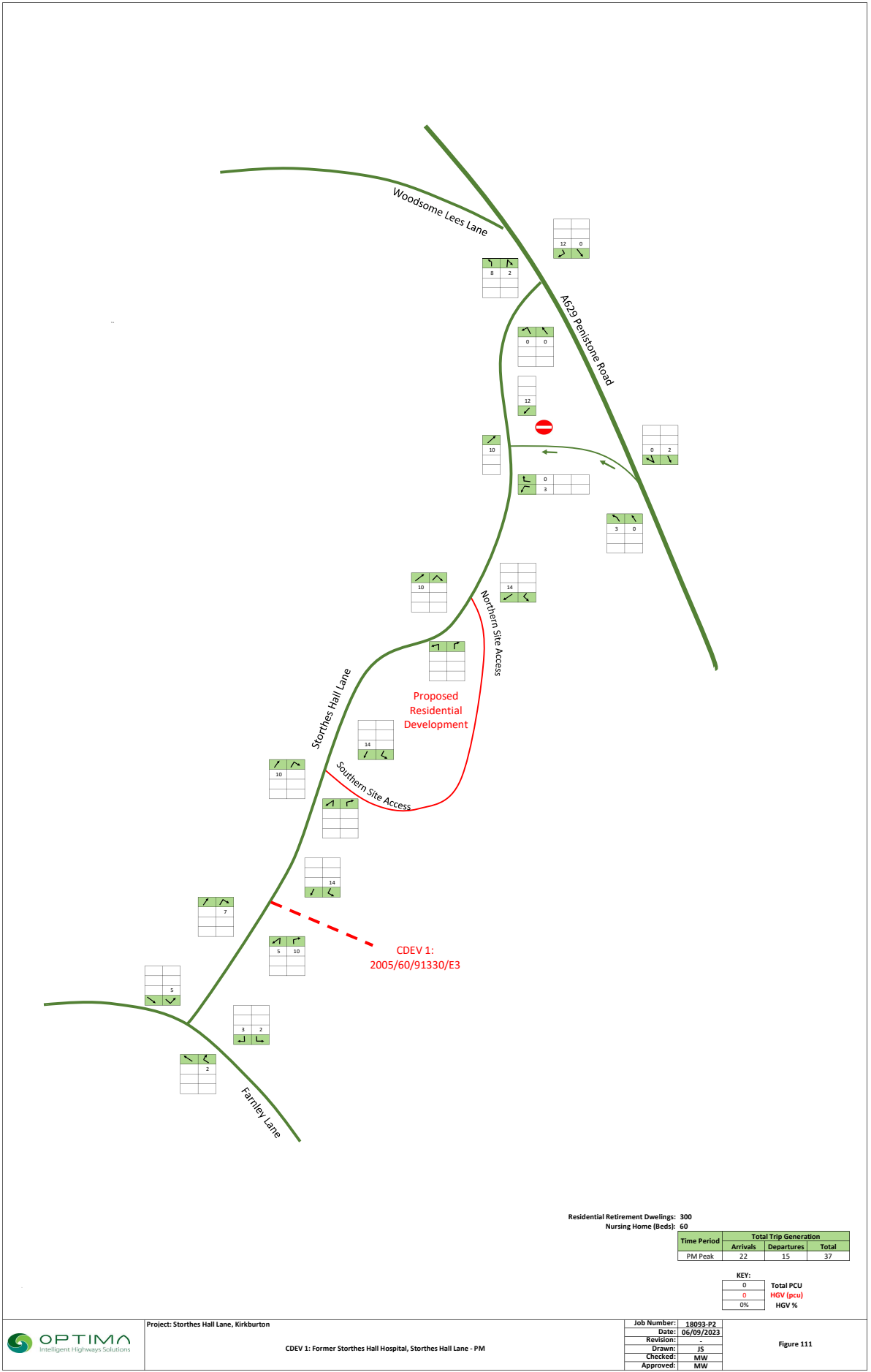


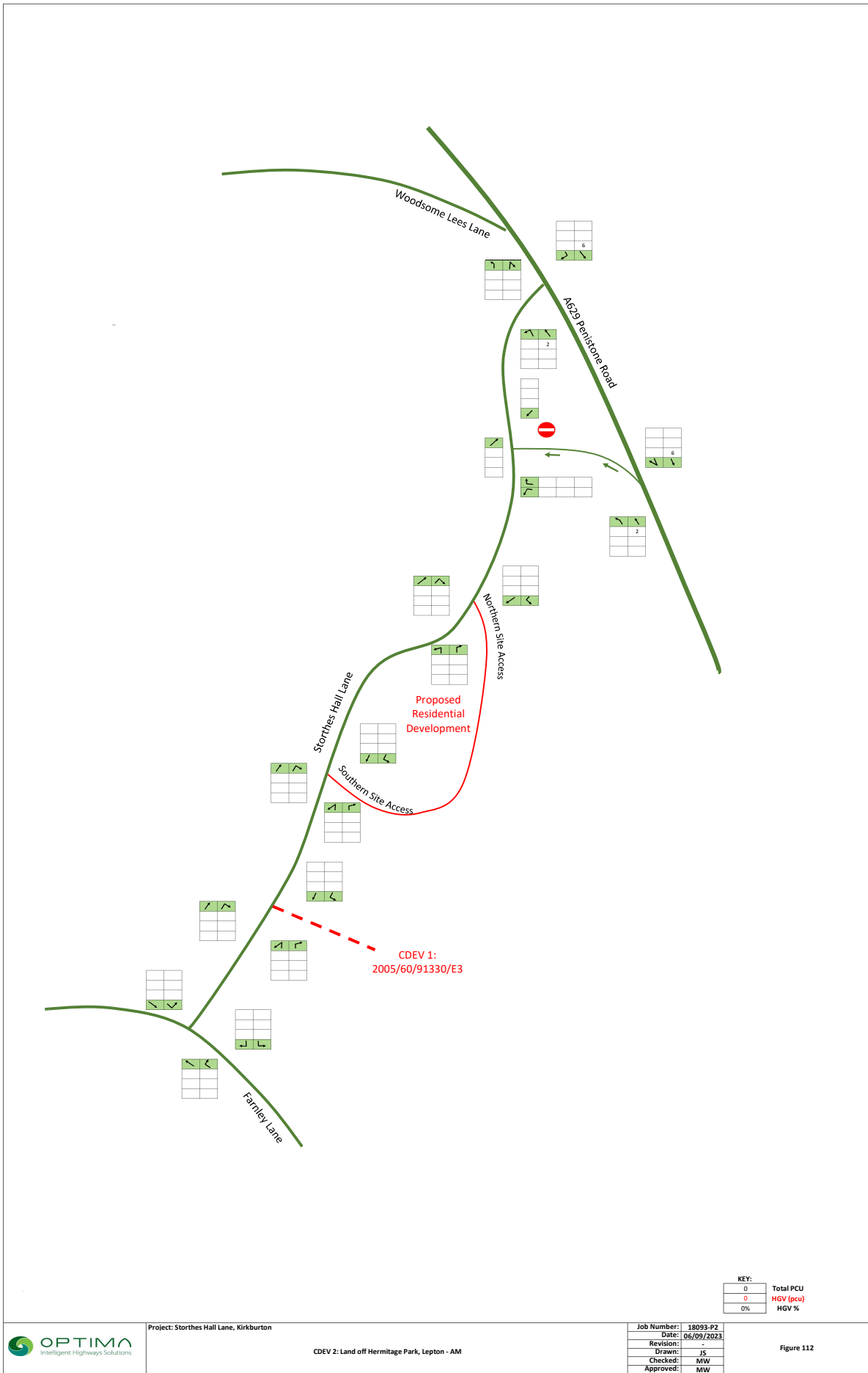


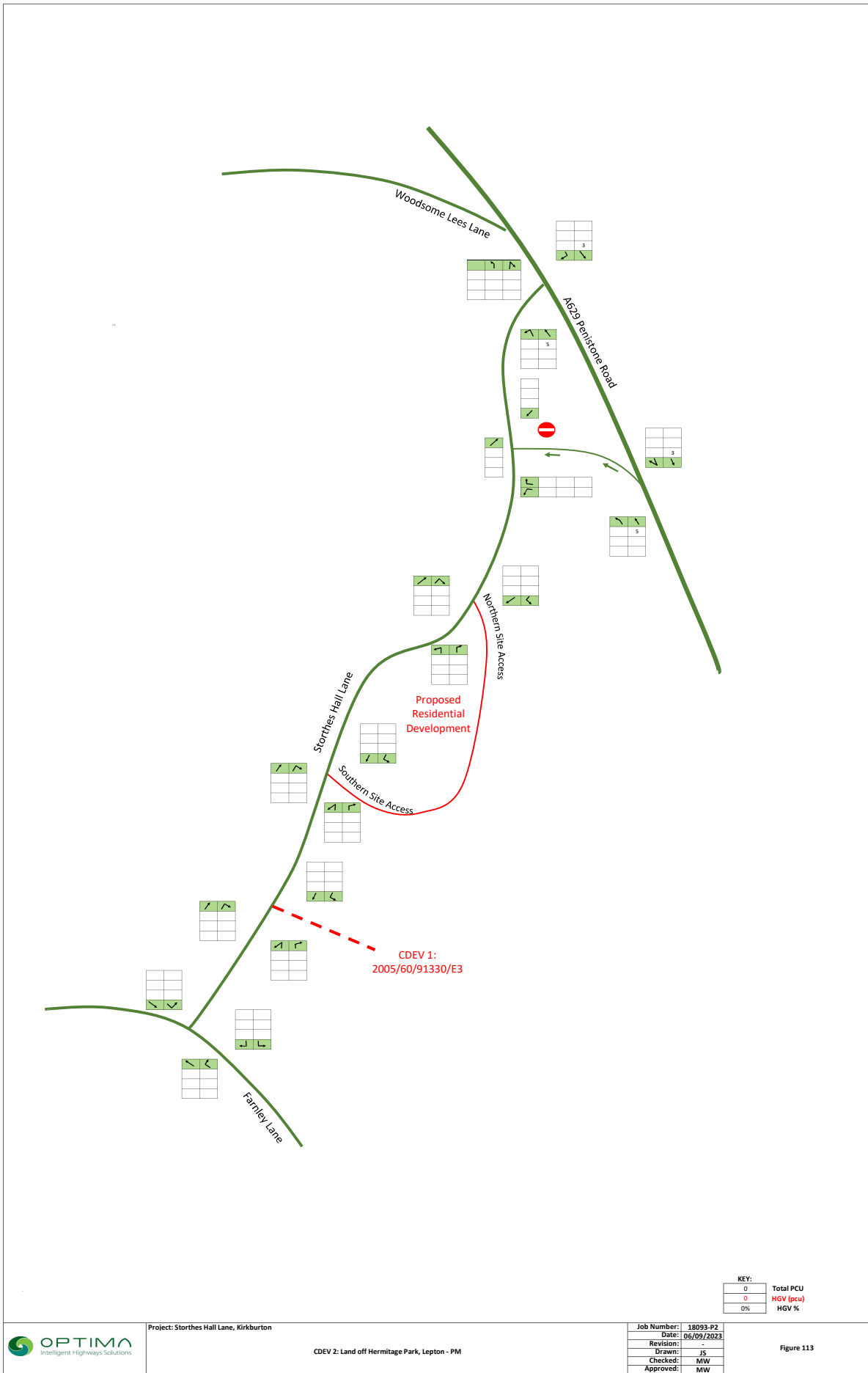


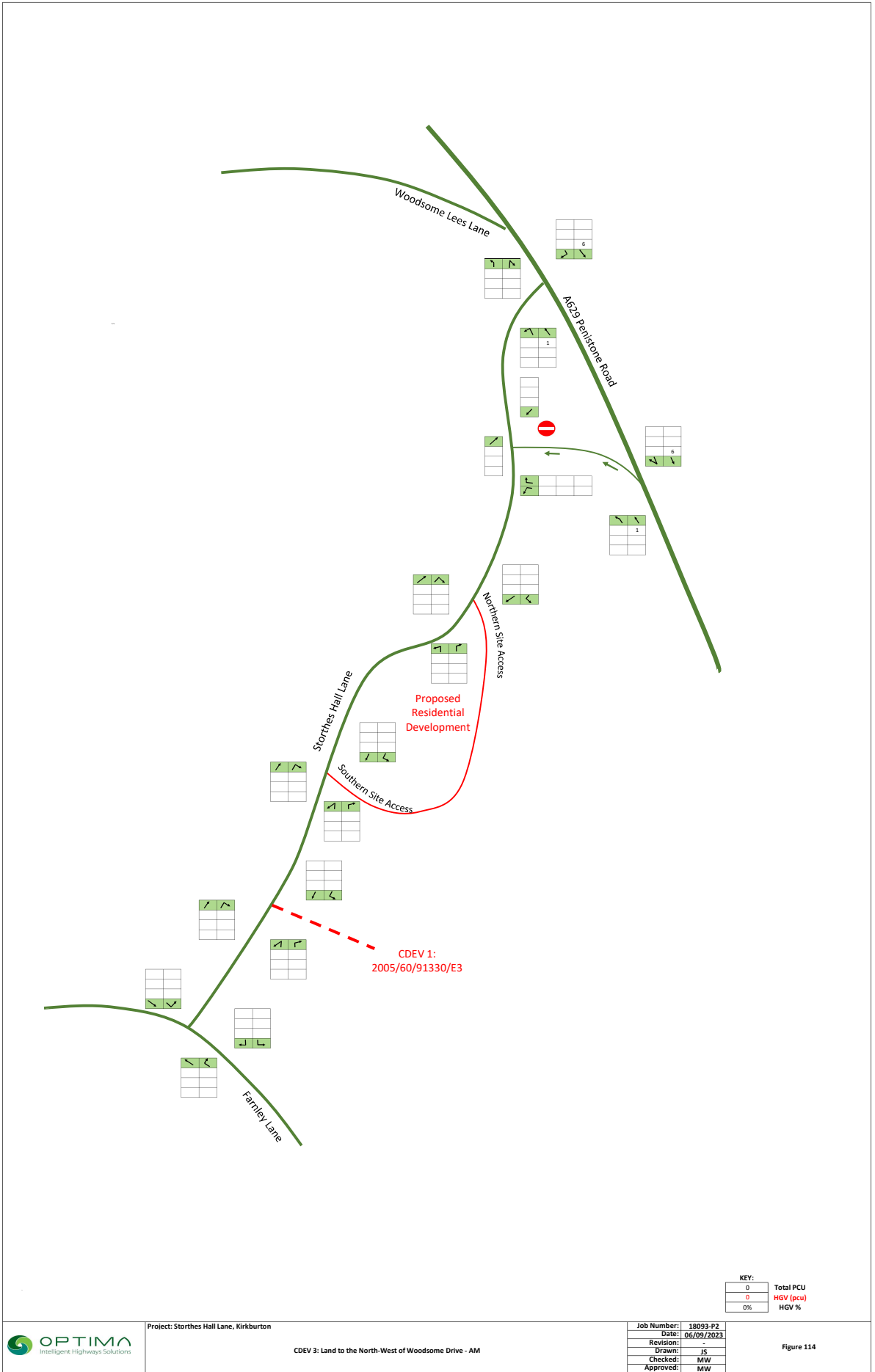


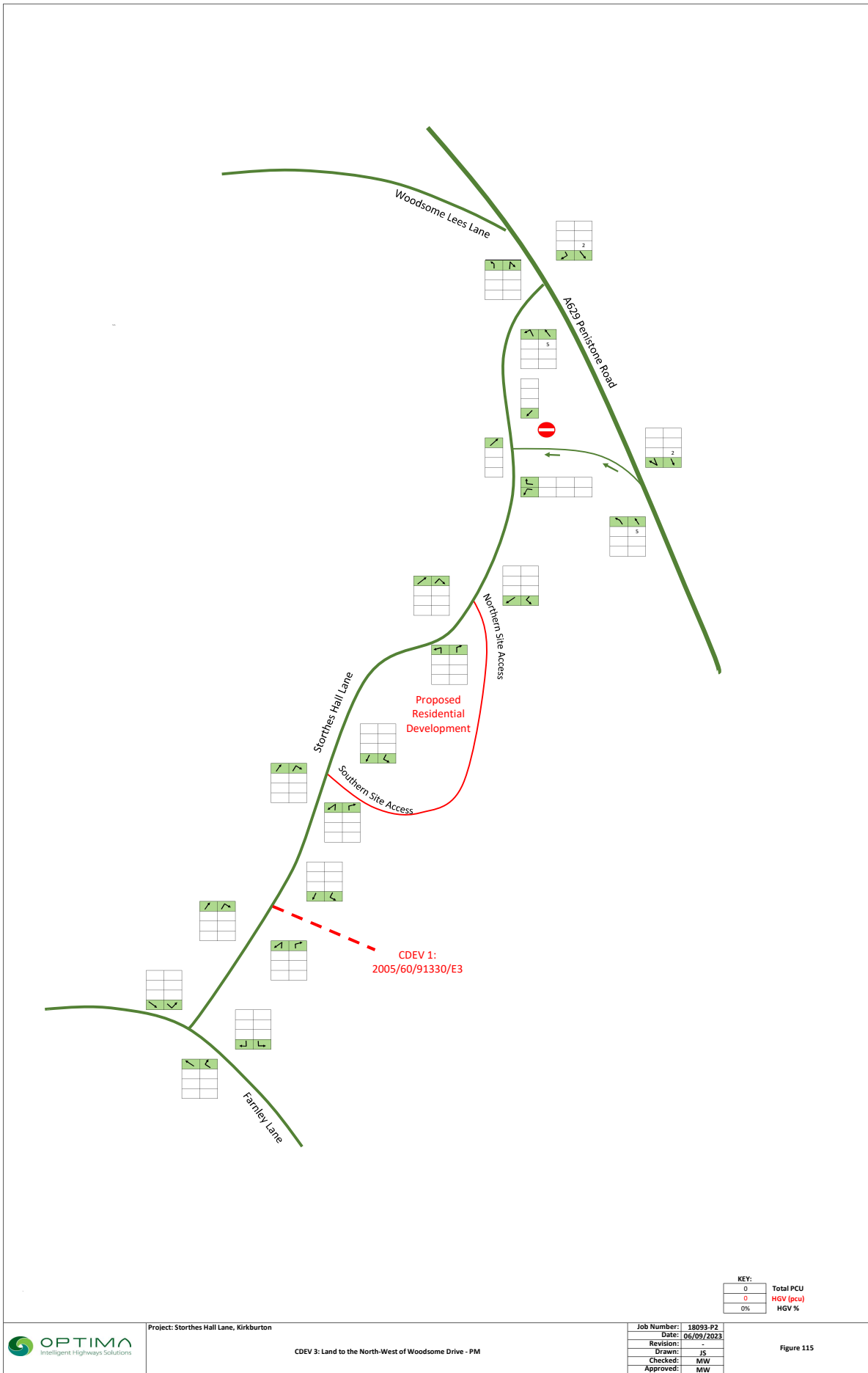


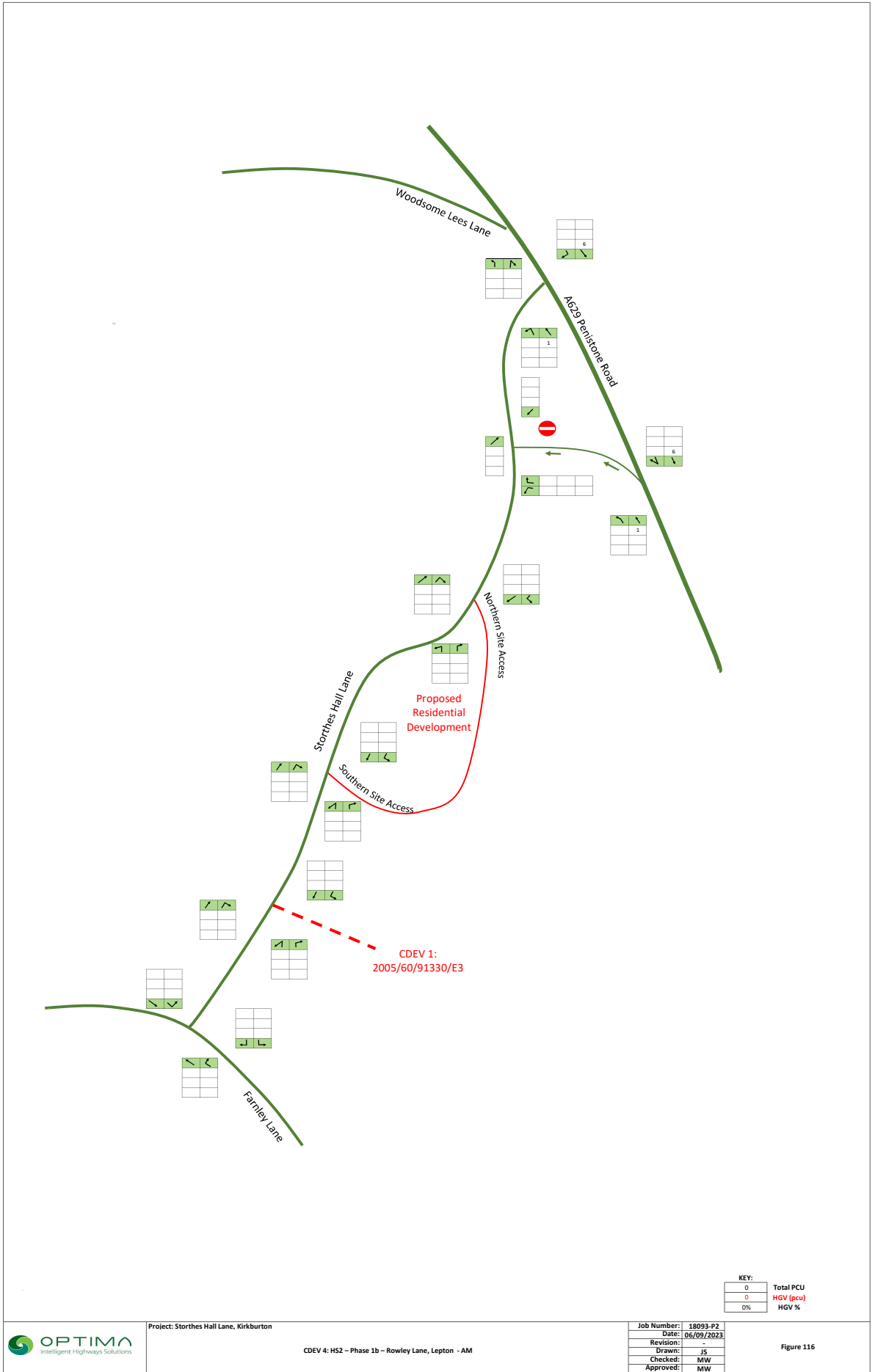




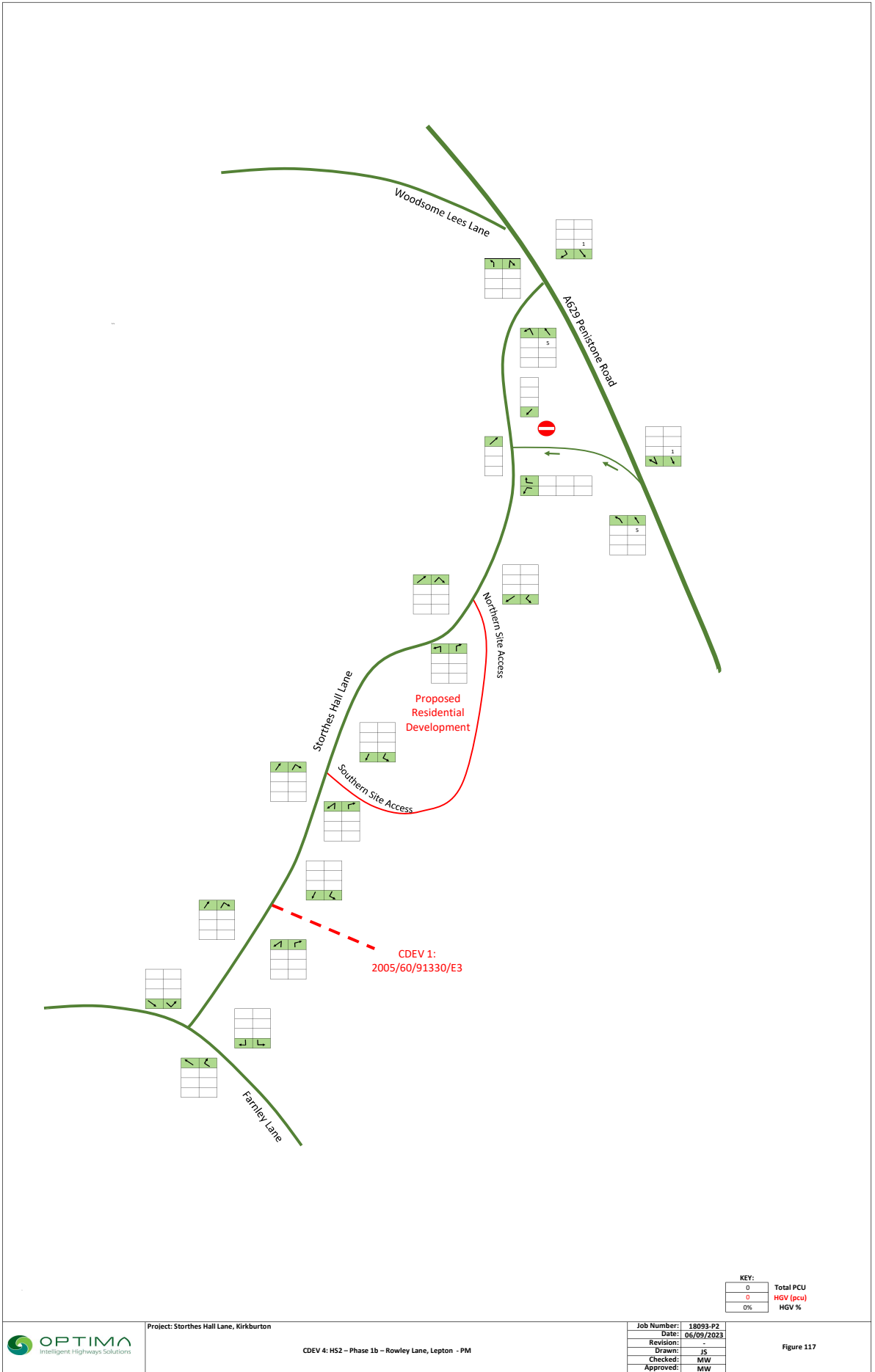


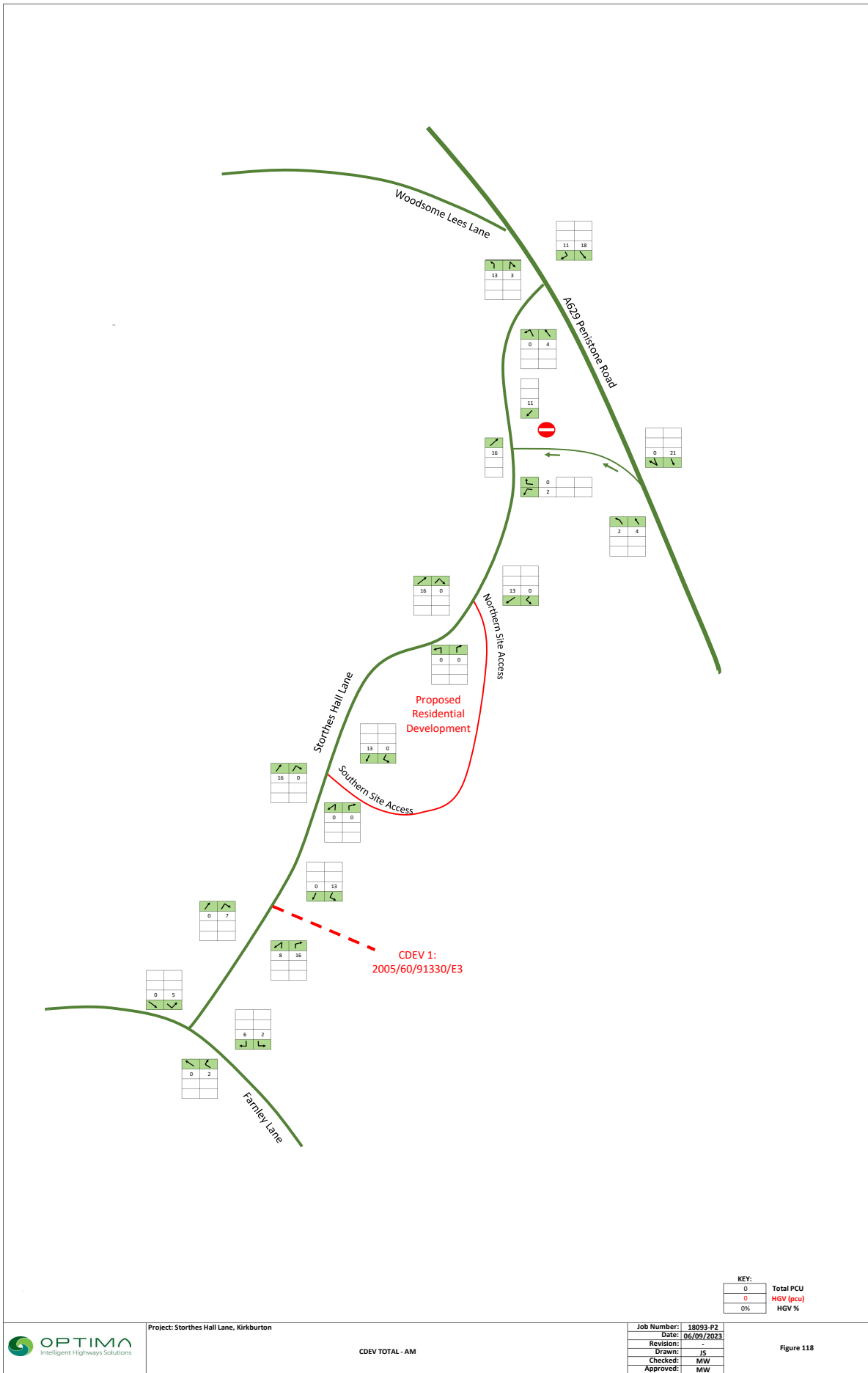




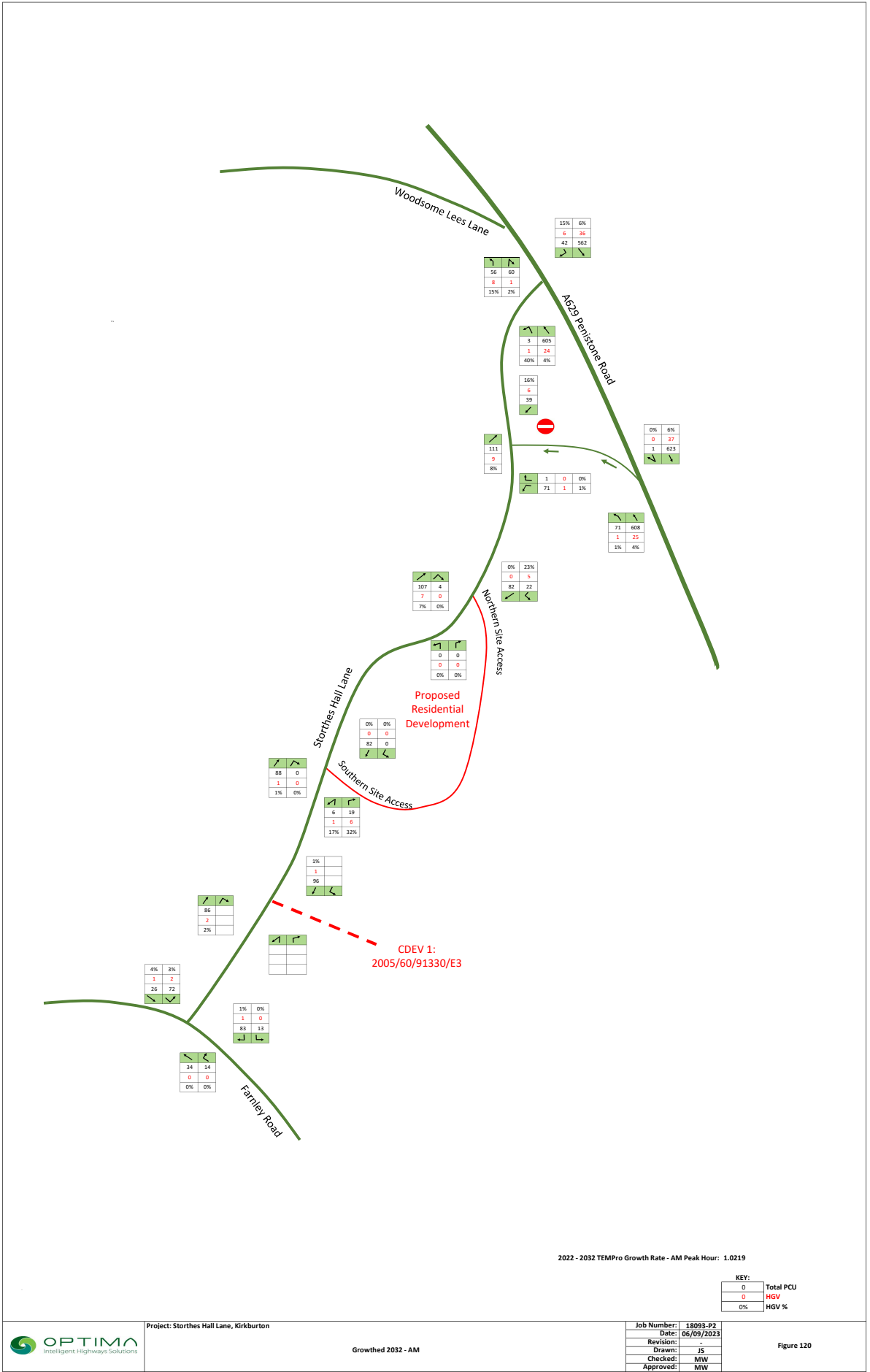


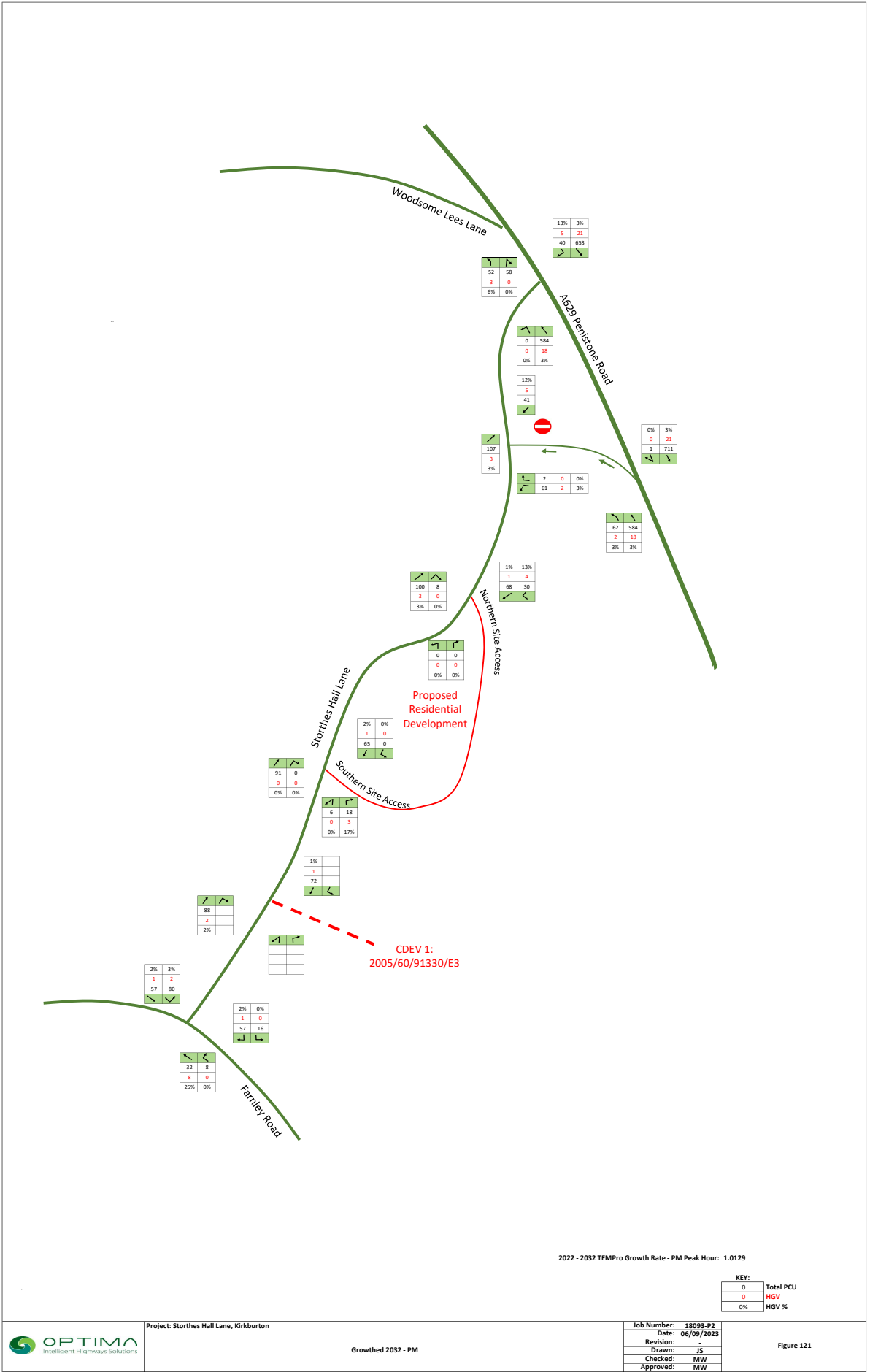
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0%	HGV %

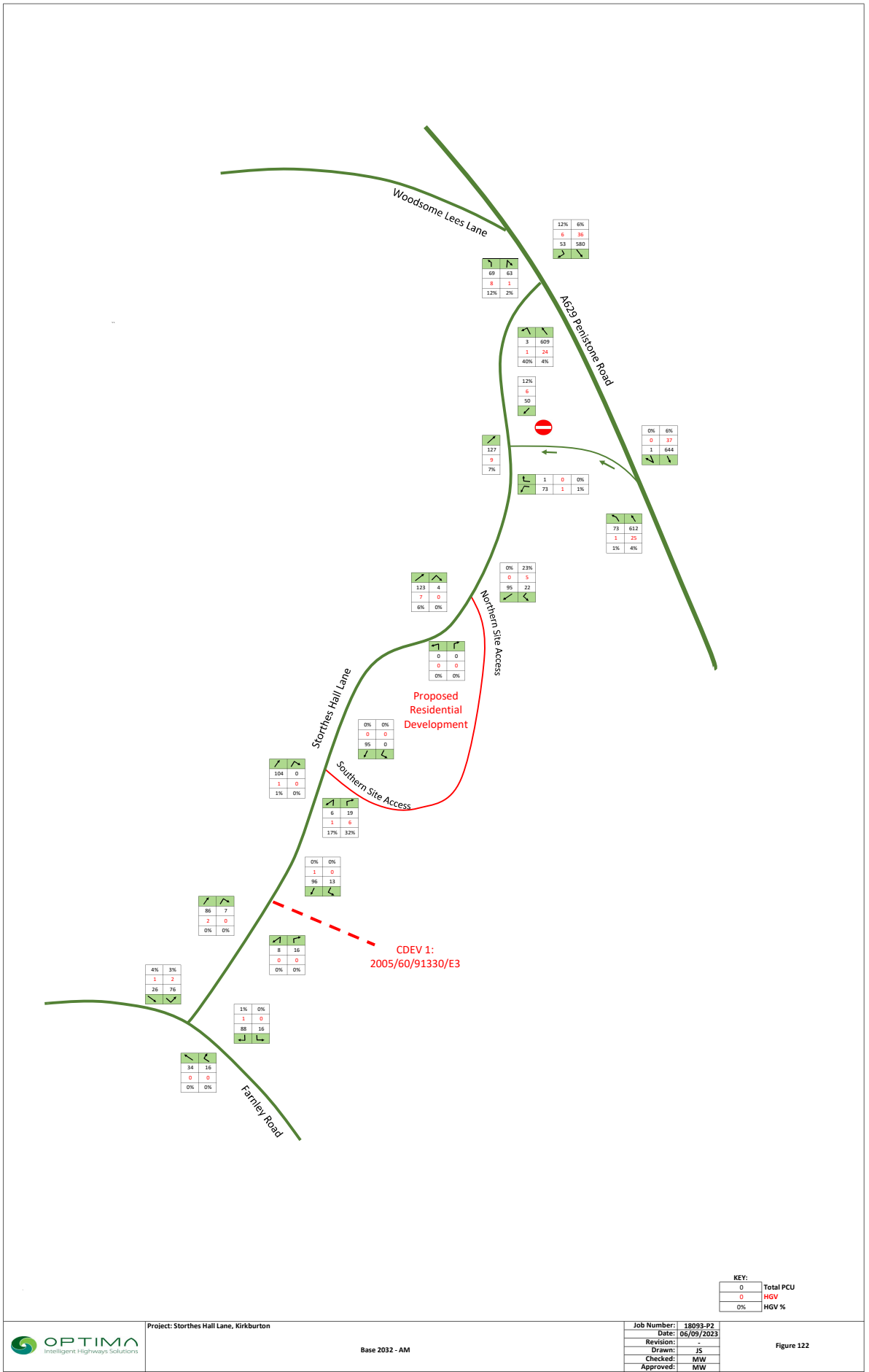




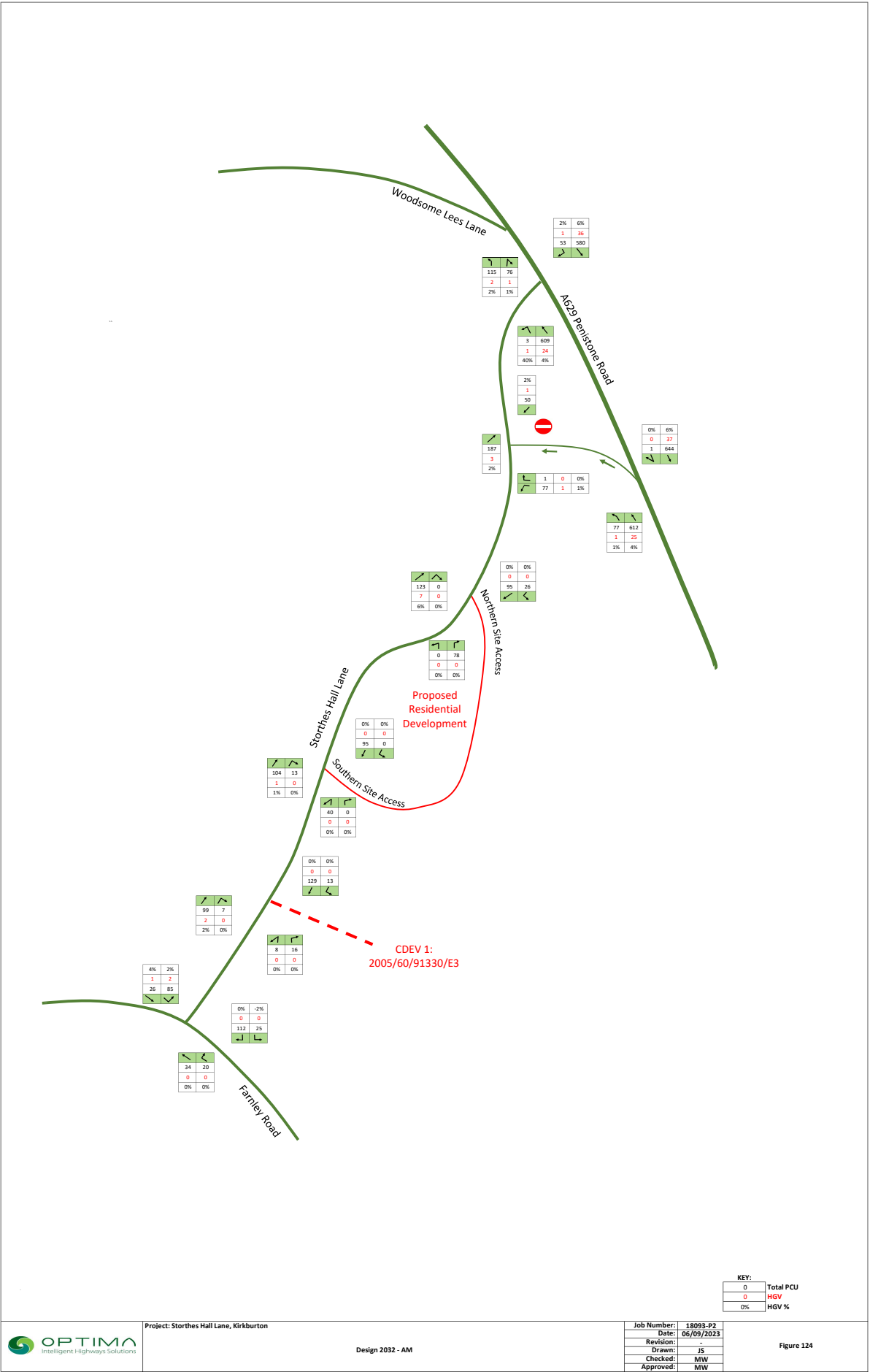


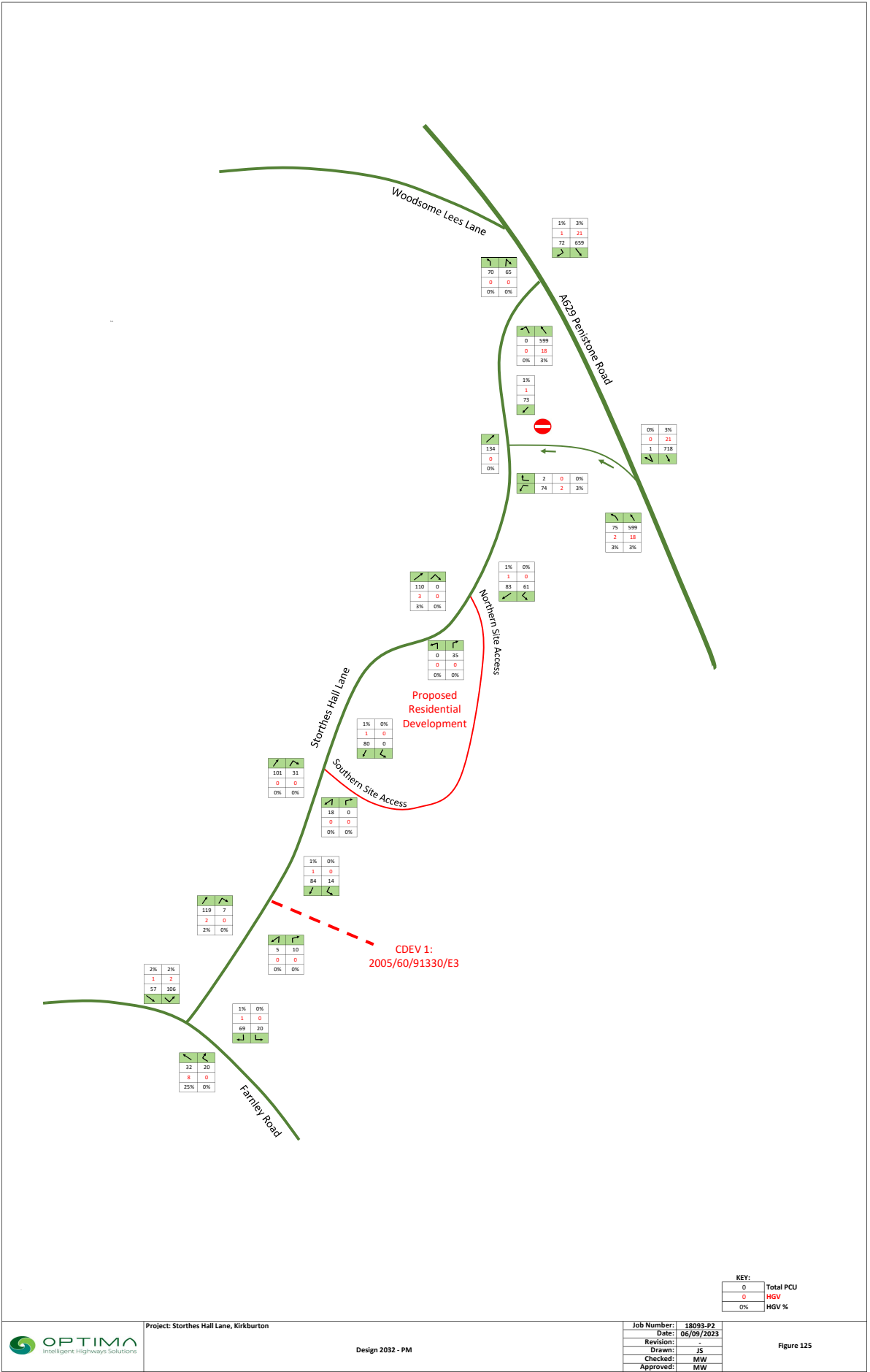






KEY:	
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0	HGV
0%	HGV %





Appendices



Appendix A Illustrative Planning Layout



STORTHES HALL, KIRKBURTON

ISSUE FOR PLANNING

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS STATED OTHERWISE.

2. DO NOT SCALE FROM THIS DRAWING.

3. ALL DIMENSIONS TO BE VERIFIED ON SITE BEFORE CONSTRUCTION COMMENCES.

4. EXISTING SERVICE RUNS TO BE VERIFIED BY SITE INSPECTION.

LEGEND

Reception building & The Venue building

Application red line

●

Existing Trees to be retained

N

Storthes Hall, Kirkburton

Schedule of Accommodation

House Type	Bed No / Storey	Type	Parking	No. Units
1 Bedroom				
Fog	1B/1S	Apt	PS	1
2 Bedroom				
Apt 1	2B/1S	Apt	PS	2
A Type	2B/2S	End/ Mid	PS	15
B Type	2B/2S	End/ Mid	PS	21
B1 Type	2B/2S	End	PS	4
3 Bedroom				
C Type	3B/2S	End/ Mid	PS	45
C1 Type	3B/2S	End	PS	11
D Type	2B/2S	End/ Mid	PS	2
E Type	3B/2S	Det	PS	2
F Type	3B/2S	Det/ End	PS	23
F1 Type	3B/2S	End	PS	2
G Type	3B/2.5S	End/ Mid	PS	12
H Type	3B/3S	Mid	PS	1
J Type	3B/3S	Mid	PS	1
R Type*	3B/3S	Mid	INT	8
S Type*	3B/3S	End/ Mid	INT	5
4 Bedroom				
K Type	4B/2S	Det	INT	7
L Type	4B/2S	Det/ End	PS	19
M Type	4B/2S	Det	INT	11
N Type	4B/2S	Det	INT	10
P Type	4B/2S	Det	SG	21
P1 Type	4B/2S	Det	SG	2
Q Type	4B/2S	Det	SG	20
5 Bedroom				
V Type	5B/2S	Det	INT	6
T Type	5B/2S	Det	DG	5
U Type	5B/2S	Det	DG	5
Total				261

A

Proposed Landscaping amended,

06/11/23

Rev

Description

Date

PARKER PEEL

ARCHITECTURAL

info@parkerpeel.co.uk

www.parkerpeel.co.uk

101924 921 860

Client

Ubrique

Project

1826

Residential Development at

Storthes Hall, Kirkburton

Title

Planning Layout

Drw. No.

1826-SI-03

Rev.

A

Scale

1:1000@A1

Drawn

GK

Checked

AK

Date

07/23

Planning Layout - Scale 1:1000

Appendix B Drawings 18092/IN/01 to IN/04 – Existing Junction Layouts



- INDICATIVE SITE BOUNDARY
- INDICATIVE HIGHWAY ADOPTION BOUNDARY
- EXISTING ROAD MARKINGS
- EXISTING WAITING RESTRICTIONS
- EXISTING JUNCTION VISIBILITY SPLAYS (SEE NOTE 1)

1. EXISTING JUNCTION VISIBILITY SPLAYS BASED ON TOPOGRAPHICAL SURVEY.

EASTBOUND VISIBILITY SPLAY: 50.0M

WESTBOUND VISIBILITY SPLAY: 52.0M



40MPH LIMIT ALONG
— STORTHESS HALL LANE

STORTES HALL LANE

EXISTING FOOTWAY ON SOUTHERN
SIDE OF STORTHES HALL LANE

EXISTING GATED
— TO PRIVATE RESIDENCE

EXISTING WAITING
- RESTRICTIONS AROUND SITE
ACCESS

EXISTING ONE WAY ACCESS
— TO STORTHES HALL STUDENT
ACCOMODATION

EXISTING FOOTWAY ON SOUTHERN
SIDE OF STORTHERS HALL LANE

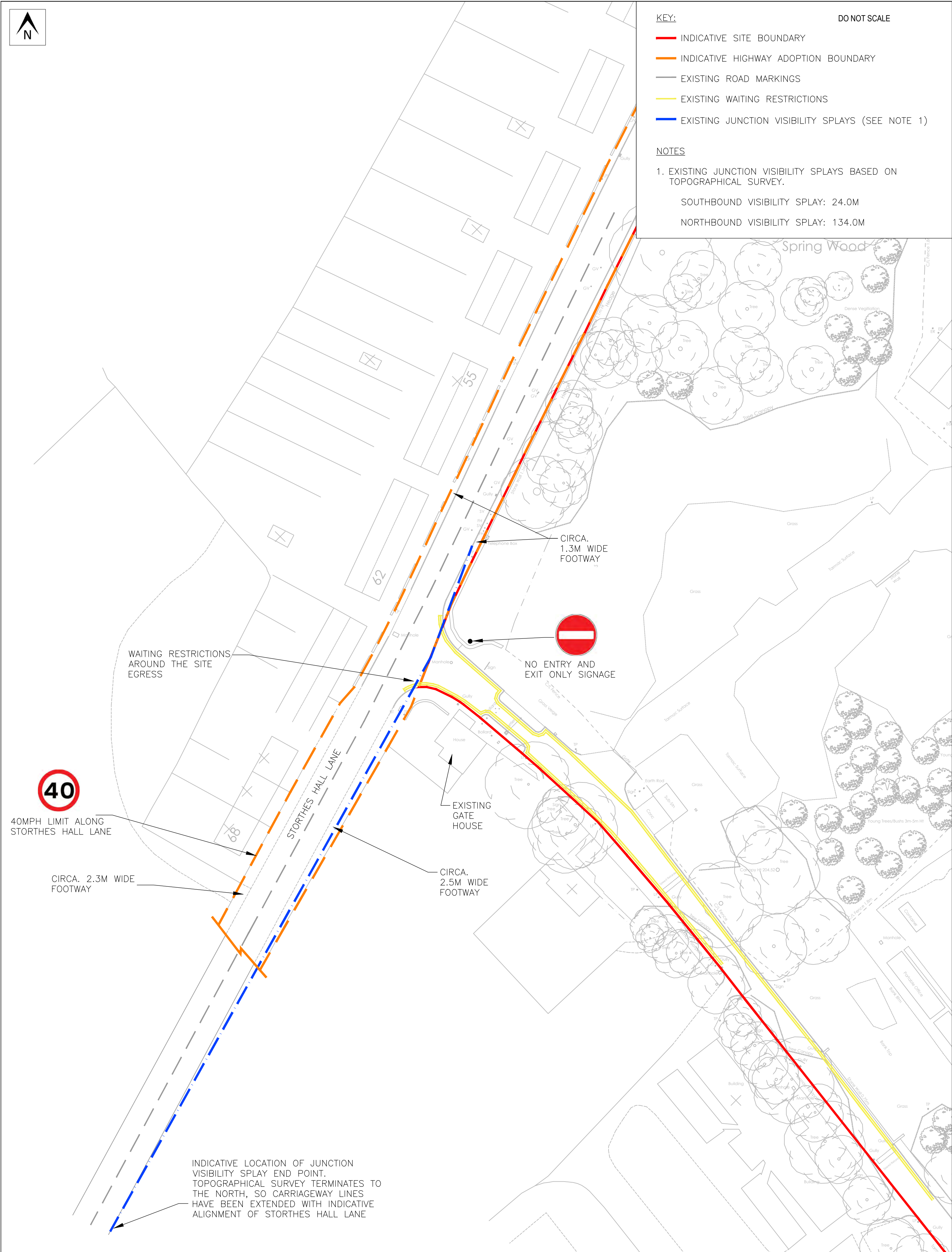
EXISTING FOOTWAY LEADING
INTO THE SITE

						PROJECT STORTHES HALL, KIRKBURTON	CLIENT UBRIQUE INVESTMENTS LIMITED				 OPTIMA Intelligent Highway Solutions Suite 1, 3rd Floor, Goodbard House, Infirmary Street Leeds LS1 2JP optimahighways.com T 0113 245 1679
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STATUS PRELIMINARY											

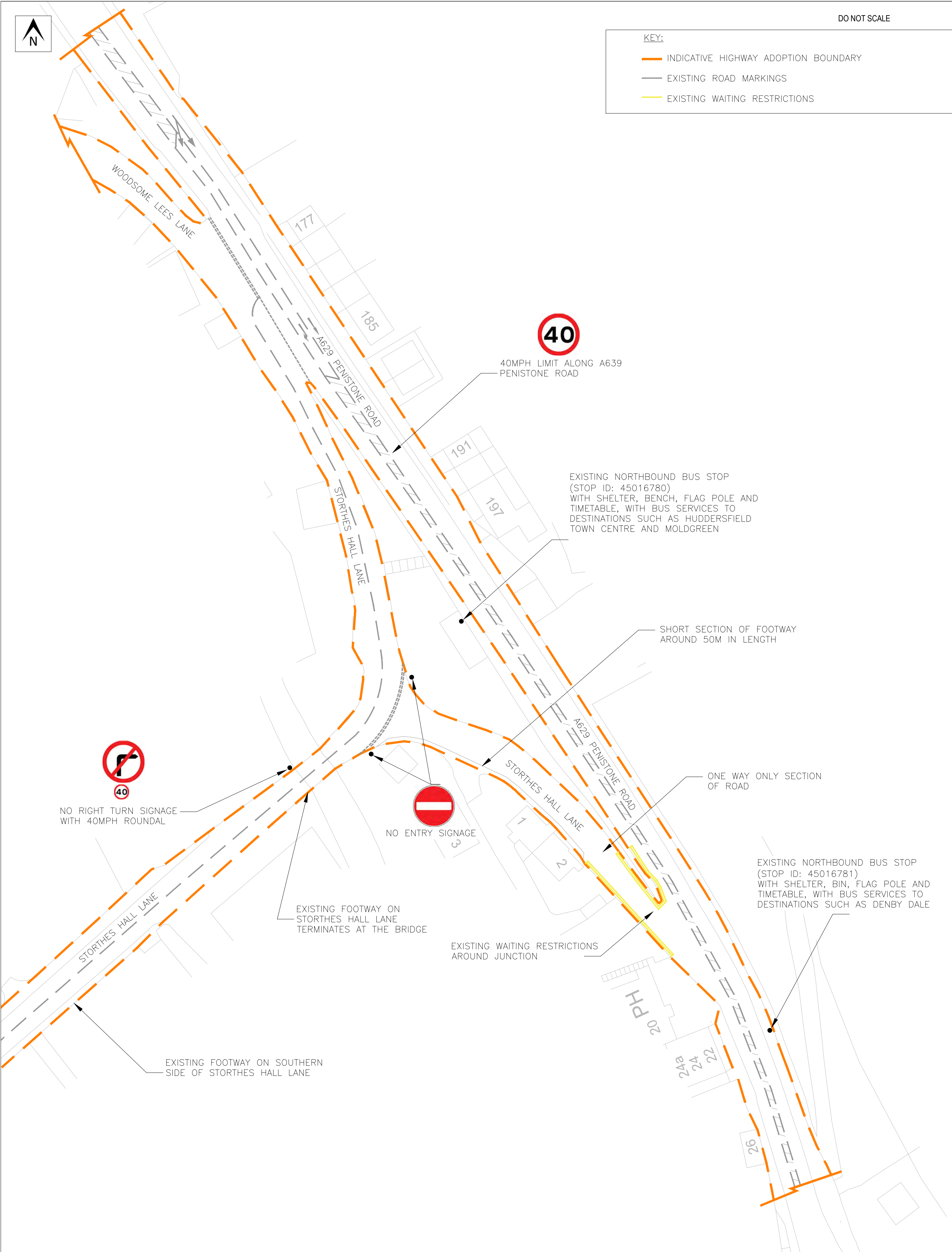


OPTIMA

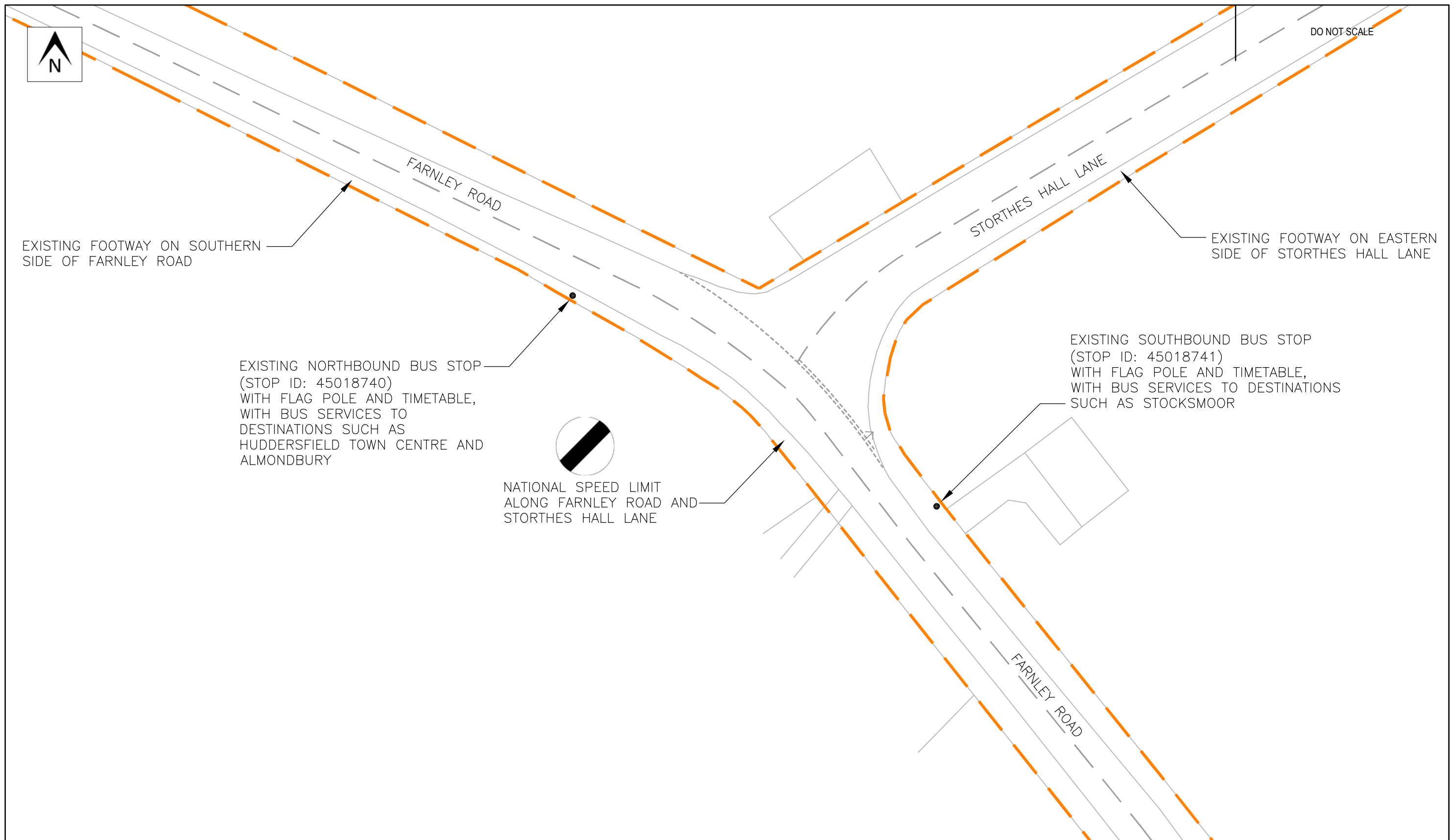
Intelligent Highway Solutions
Suite 1, 3rd Floor, Goodbard House, Infirmary Street
Leeds LS1 2JP
optimahighways.com T 0113 245 1679



						PROJECT	CLIENT				 OPTIMA Intelligent Highway Solutions Suite 1, 3rd Floor, Goodbaird House, Infirmary Street Leeds LS1 2JP optimahighways.com T 0113 245 1679
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-	27/07/23	SG	INITIAL ISSUE	MEW	MEW						
REV	DATE	BY	DESCRIPTION	CHK	APP						
STATUS											
PRELIMINARY											



						PROJECT	CLIENT	 OPTIMA Intelligent Highway Solutions Suite 1, 3rd Floor, Goodbard House, Infirmary Street Leeds LS1 2JP optimahighways.com T 0113 245 1679					
						STORTHES HALL, KIRKBURTON	UBRIQUE INVESTMENTS LIMITED						
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STATUS							DRAWN BY:				SCALE @ A2	DATE	REV.
PRELIMINARY							SG				1:500	JULY 2023	-



KEY:

— INDICATIVE HIGHWAY ADOPTION BOUNDARY

— EXISTING ROAD MARKINGS

						PROJECT	CLIENT			
						STORTES HALL, KIRKBURTON	UBRIQUE INVESTMENTS LIMITED			
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REV	DATE	BY	DESCRIPTION	CHK	APP	EXISTING ROAD LAYOUT AT FARNLEY ROAD/STORTES HALL LANE	MEW	MEW	18092/IN/04	
STATUS							DRAWN BY:	SCALE @ A3	DATE	REV.
PRELIMINARY							SG	1:500	JULY 2023	-



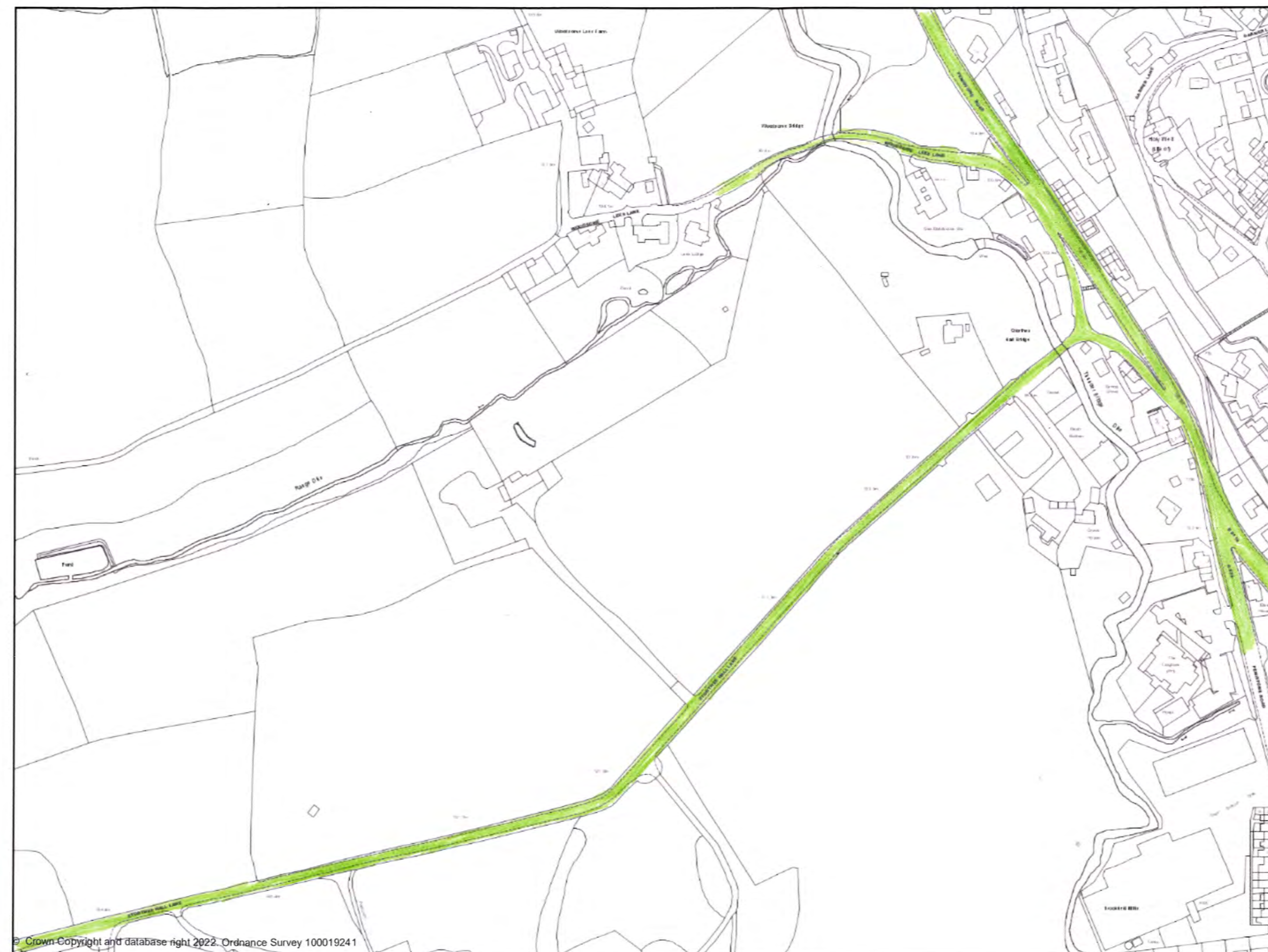
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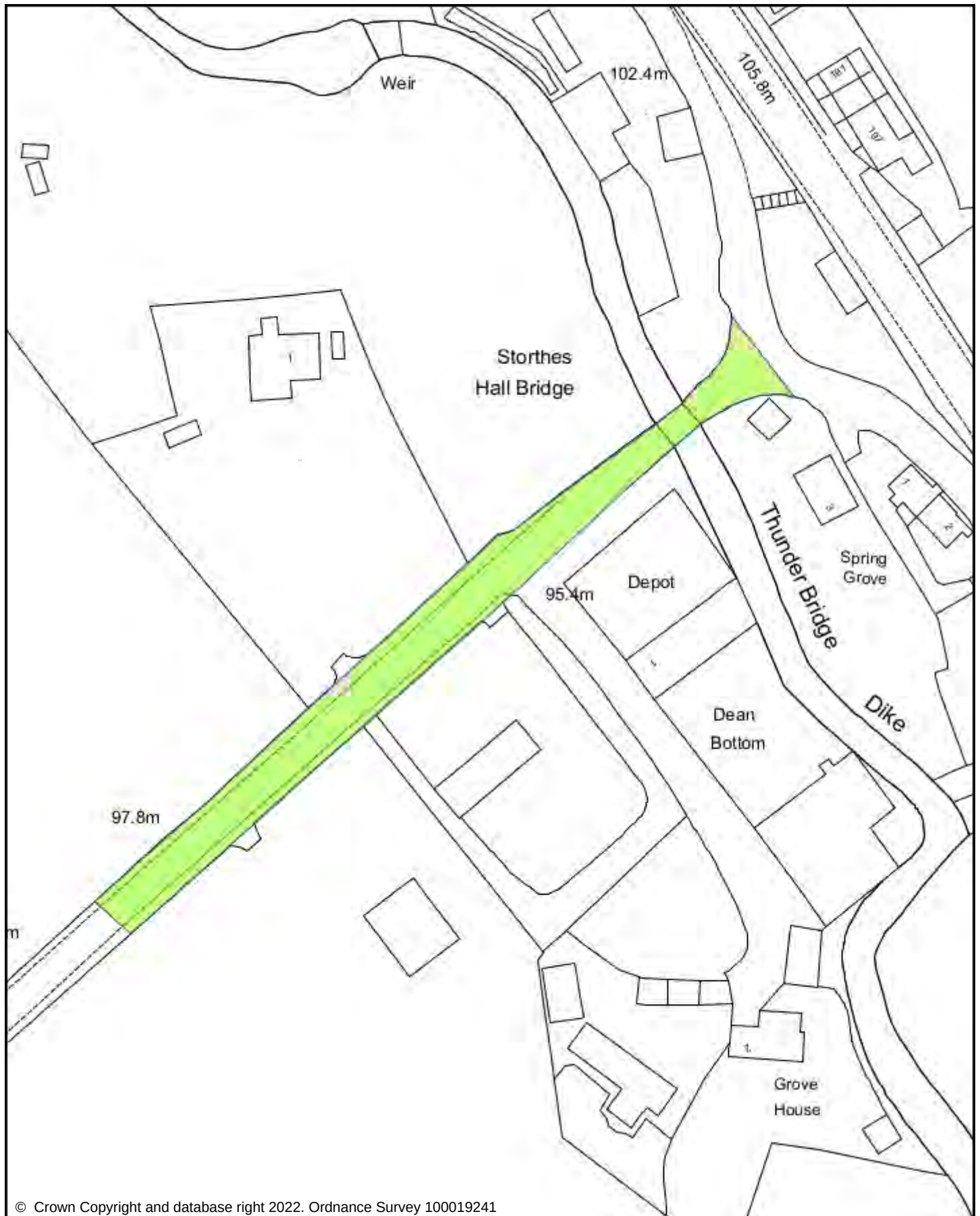
Intelligent Highway Solutions
Suite 1, 3rd Floor, Goodbard House, Infirmary Street
Leeds LS1 2JP
optimahighways.com T 0113 245 1679

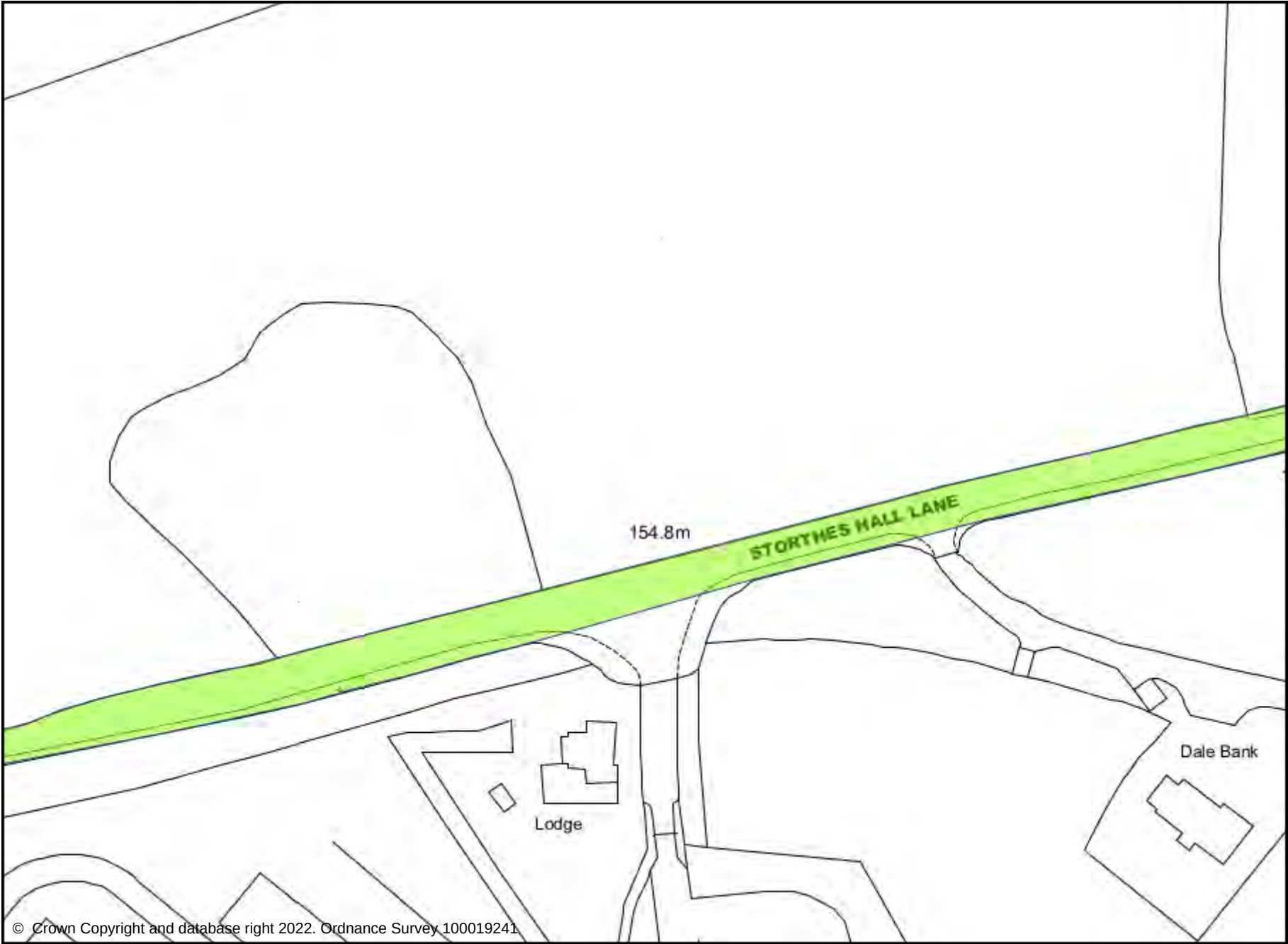
Appendix C Highway Adoption Records











Kompass
Kirklees Mapping Service

Scale = 1:1250

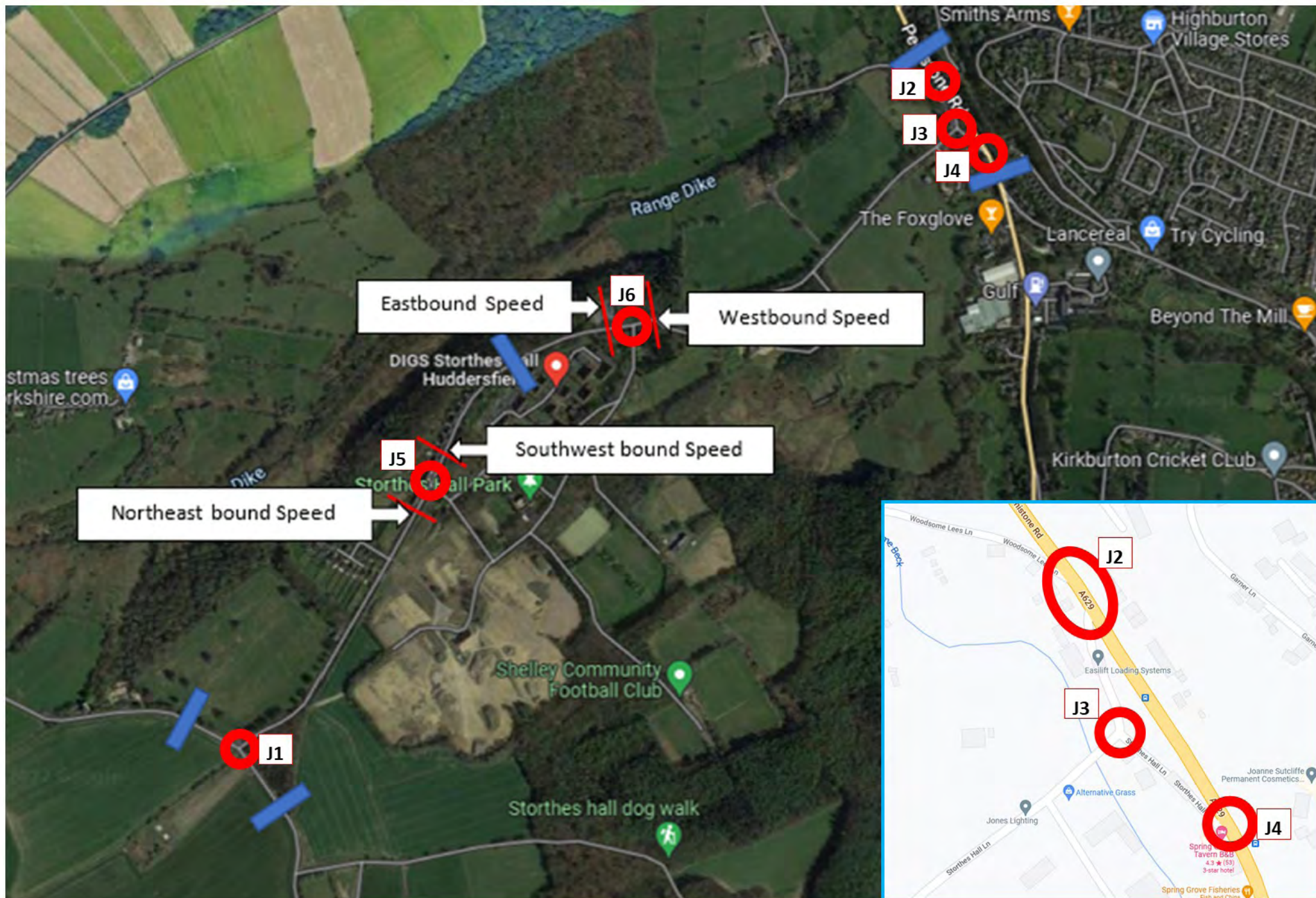
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Ordnance Survey
100019241

maps@kirklees.gov.uk



Appendix D Traffic Survey Data





Kirkburton ATC, A629 Penistone Road (Northern Site)

Produced by Road Data Services Ltd.

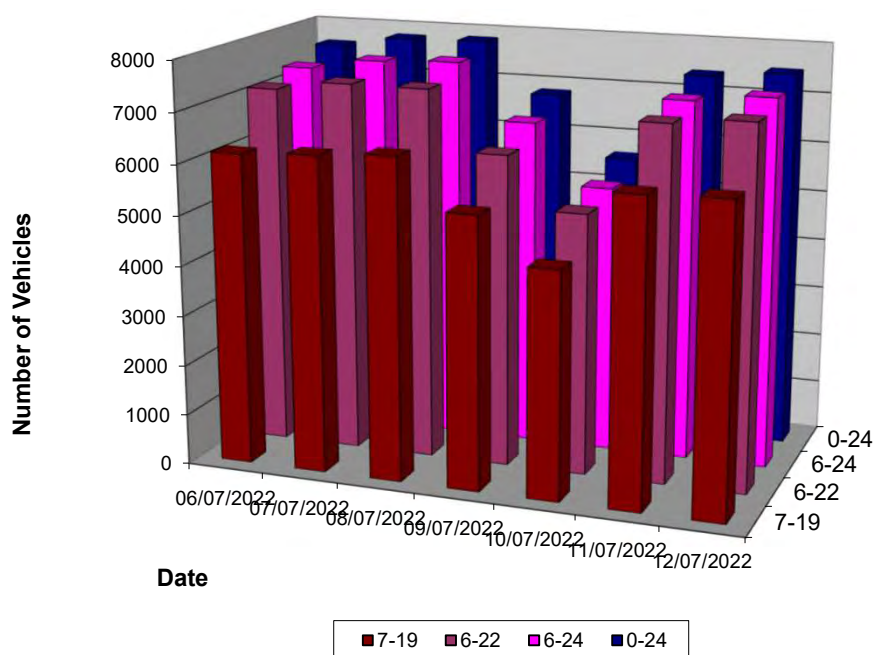
Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday	Weekday Average	Average
1	45	22	40	91	75	41	22	34	48
2	17	15	18	41	64	21	17	18	28
3	17	9	4	29	31	17	10	11	17
4	13	15	9	41	34	10	12	12	19
5	35	39	19	35	25	30	32	31	31
6	111	124	98	54	38	102	103	108	90
7	272	289	239	105	79	284	270	271	220
8	640	633	569	210	86	603	631	615	482
9	619	617	615	340	215	581	576	602	509
10	522	514	512	445	361	541	530	524	489
11	450	459	472	597	522	456	439	455	485
12	421	425	455	545	460	477	448	445	462
13	410	419	470	547	522	441	431	434	463
14	452	431	472	550	488	430	445	446	467
15	435	494	535	481	400	474	424	472	463
16	523	544	613	430	342	455	483	524	484
17	601	591	573	493	379	512	545	564	528
18	680	694	623	409	397	653	672	664	590
19	430	444	455	337	321	386	431	429	401
20	315	345	338	285	248	312	347	331	313
21	260	277	236	244	212	238	273	257	249
22	140	185	182	171	142	163	190	172	168
23	112	129	168	189	96	102	130	128	132
24	61	74	102	140	58	49	44	66	75
7-19	6183	6265	6364	5384	4493	6009	6055	6175	5822
6-22	7170	7361	7359	6189	5174	7006	7135	7206	6771
6-24	7343	7564	7629	6518	5328	7157	7309	7400	6978
0-24	7581	7788	7817	6809	5595	7378	7505	7614	7210

Vehicle Flow (Channel 1)



Kirkburton ATC, A629 Penistone Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	35.7	35.1	37.0	35.7	35.0	35.2	38.1
2	27.3	35.2	36.0	36.1	34.6	37.1	35.4
3	35.1	38.5	40.8	36.6	37.9	35.6	29.3
4	36.7	35.7	38.0	36.5	38.1	39.2	39.9
5	37.3	38.8	37.9	37.5	37.3	39.0	37.1
6	39.7	39.0	40.3	39.4	39.4	40.8	38.8
7	37.2	36.4	37.4	38.0	39.4	37.0	37.0
8	34.5	34.9	35.6	37.5	38.1	34.3	34.5
9	33.7	33.4	33.2	36.8	36.4	33.8	33.6
10	33.4	33.6	33.5	35.1	35.0	33.5	33.3
11	33.8	33.0	33.5	34.2	35.4	34.1	33.0
12	34.0	33.2	33.7	34.1	35.3	33.9	34.4
13	32.6	34.8	34.2	34.3	34.5	34.2	33.9
14	33.2	33.9	34.2	34.4	35.0	34.6	33.7
15	33.1	34.1	33.7	34.0	35.1	34.1	33.8
16	33.8	34.0	33.8	35.4	35.2	34.7	34.7
17	33.1	34.4	33.5	35.2	35.3	35.3	34.5
18	33.6	34.8	34.5	35.3	35.5	34.3	34.2
19	34.4	35.5	35.6	35.6	36.1	35.1	35.7
20	35.1	36.0	36.2	36.4	36.9	35.6	35.4
21	34.8	34.5	35.8	35.9	36.2	35.0	36.3
22	36.5	35.9	35.2	35.0	35.5	35.6	34.9
23	35.0	34.4	35.2	33.7	36.5	36.4	34.0
24	35.8	33.9	35.3	35.5	36.6	34.7	37.3
10-12	33.9	33.1	33.6	34.2	35.4	34.0	33.7
14-16	33.5	34.1	33.7	34.7	35.1	34.4	34.3
0-24	34.1	34.5	34.5	35.1	35.6	34.7	34.5

Average (ALL)	34.7
Weekday Inter-Peak	33.8
85th Percentile	

Channel 1 - Northbound

85th Percentile

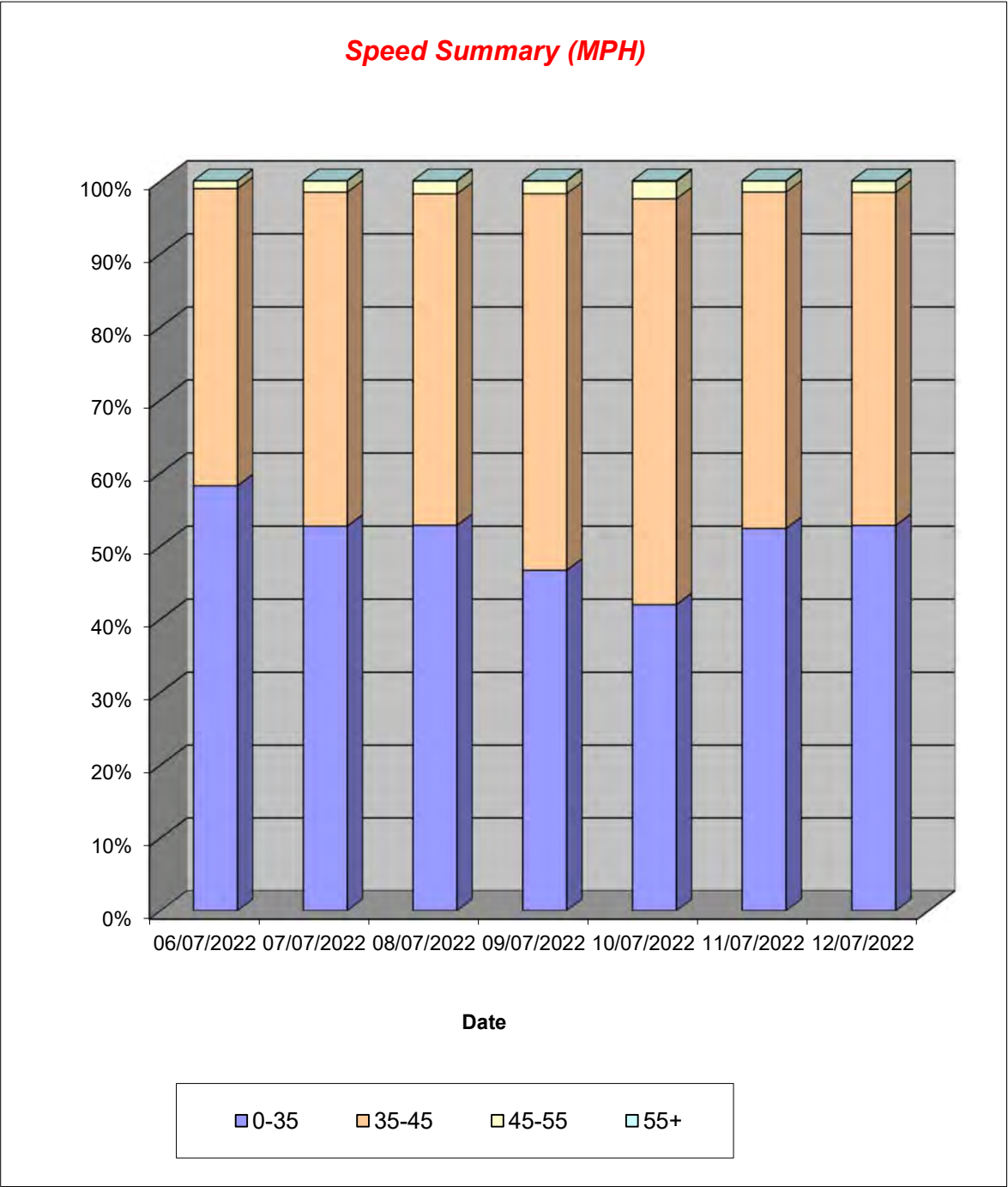
Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	41.3	43.2	43.0	42.1	41.0	41.6	46.6
2	30.9	43.8	44.8	41.0	40.5	45.3	42.5
3	43.5	47.4	49.2	43.6	44.0	45.1	35.7
4	40.9	42.0	45.8	43.5	45.7	46.6	46.8
5	43.9	45.7	43.8	45.6	43.8	45.0	42.8
6	45.8	45.3	46.5	44.8	46.4	47.3	45.0
7	43.1	42.7	43.9	44.6	44.8	43.6	43.9
8	39.6	40.0	40.4	43.5	44.6	39.2	39.4
9	38.9	39.0	38.5	42.1	42.9	38.9	38.7
10	38.2	38.6	38.1	40.3	40.3	38.4	38.2
11	38.4	37.7	38.9	39.8	40.5	38.9	38.1
12	38.7	37.9	38.4	39.4	40.2	38.8	40.0
13	38.2	39.8	39.1	39.3	40.4	39.2	39.1
14	37.9	39.3	39.6	39.4	39.9	39.9	39.1
15	37.5	39.4	38.6	39.4	41.2	39.0	38.4
16	38.6	39.2	38.7	40.3	40.6	40.0	40.1
17	38.1	39.9	39.4	40.2	41.0	40.0	39.5
18	38.8	40.2	39.8	40.6	40.7	39.5	39.7
19	39.6	41.2	41.1	41.2	41.0	40.5	40.7
20	40.9	41.9	41.7	41.5	41.9	41.2	41.2
21	40.2	40.7	42.3	42.0	42.9	41.2	42.5
22	42.1	41.3	41.3	41.0	40.9	40.9	40.9
23	40.7	41.7	41.0	38.2	43.0	42.7	40.7
24	43.0	39.2	39.9	41.6	43.7	41.5	44.7
10-12	38.6	37.8	38.7	39.7	40.4	38.8	39.1
14-16	38.2	39.3	38.6	39.9	40.9	39.5	39.4
0-24	39.4	40.1	40.0	40.6	41.2	40.1	40.0

85th %ile (ALL)	40.2
Weekday Inter-Peak	38.8

Kirkburton ATC, A629 Penistone Road (Northern Site)

Produced by Road Data Services Ltd.

	Channel 1 - Northbound				Speed Summary		Week 1
Speed (MPH)	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
0-35	4415	4106	4131	3179	2349	3867	3965
35-45	3085	3561	3546	3510	3108	3397	3421
45-55	81	119	137	118	134	112	115
55+	0	2	3	2	4	2	4
TOTAL	7581	7788	7817	6809	5595	7378	7505



Kirkburton ATC, A629 Penistone Road (Northern Site)

Produced by Road Data Services Ltd.

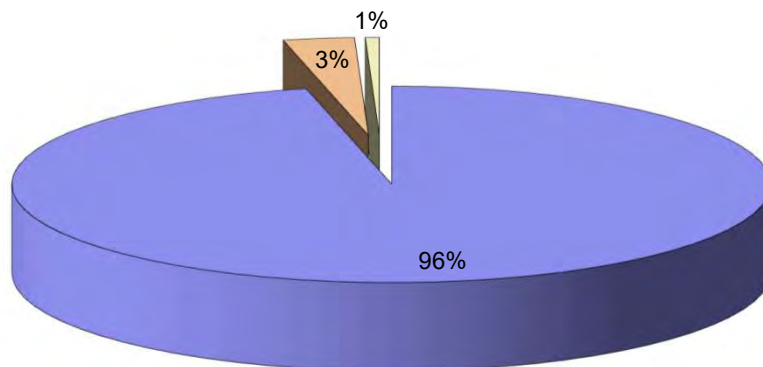
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
06/07/2022				
7-19	5918	227	38	6183
6-22	6877	250	43	7170
6-24	7044	255	44	7343
0-24	7266	264	51	7581
07/07/2022				
7-19	6000	211	54	6265
6-22	7054	244	63	7361
6-24	7251	250	63	7564
0-24	7466	257	65	7788
08/07/2022				
7-19	6117	208	39	6364
6-22	7082	232	45	7359
6-24	7344	240	45	7629
0-24	7522	248	47	7817
09/07/2022				
7-19	5258	119	7	5384
6-22	6041	137	11	6189
6-24	6361	146	11	6518
0-24	6645	152	12	6809
10/07/2022				
7-19	4399	88	6	4493
6-22	5065	102	7	5174
6-24	5213	107	8	5328
0-24	5473	114	8	5595
11/07/2022				
7-19	5753	201	55	6009
6-22	6719	228	59	7006
6-24	6863	232	62	7157
0-24	7074	238	66	7378
12/07/2022				
7-19	5802	217	36	6055
6-22	6849	244	42	7135
6-24	7016	249	44	7309
0-24	7202	255	48	7505
Average				
7-19	5607	182	34	5822
6-22	6527	205	39	6771
6-24	6727	211	40	6978
0-24	6950	218	42	7210

Total Vehicle Class Distribution



Kirkburton ATC, A629 Penistone Road (Northern Site)

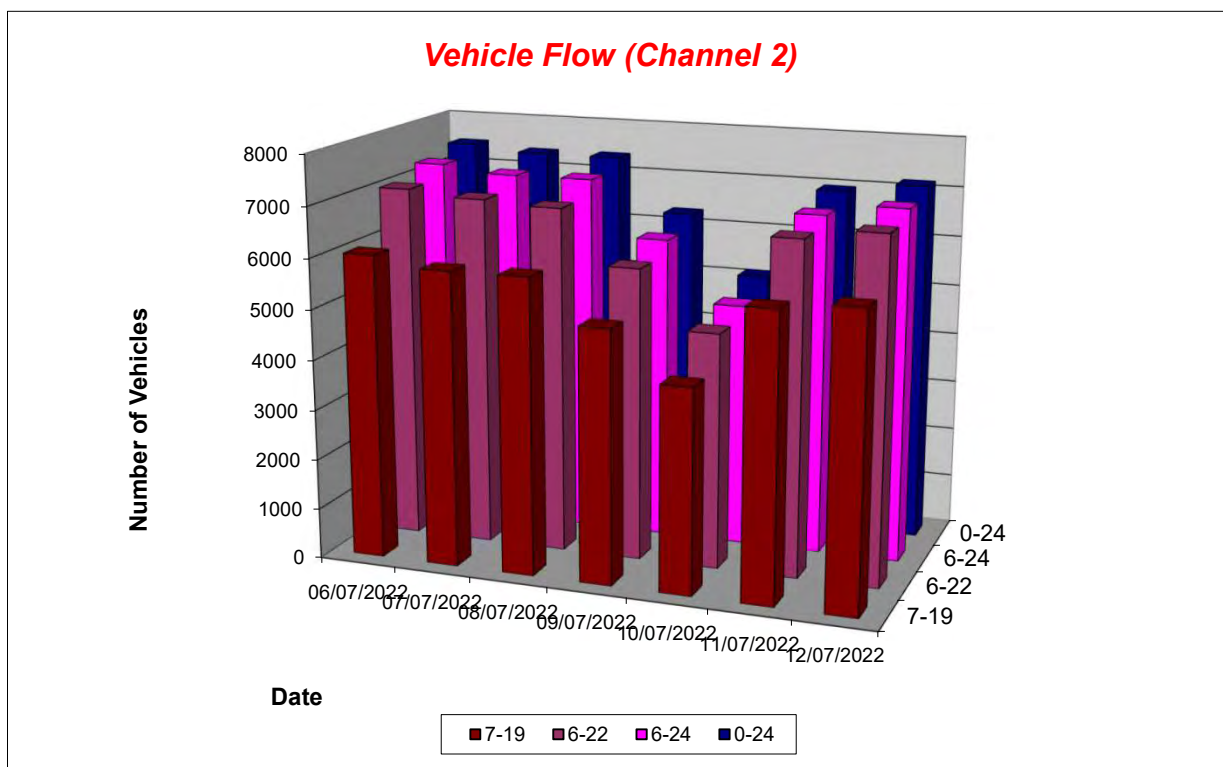
Produced by Road Data Services Ltd.

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday	Weekday Average	Average
1	38	44	41	82	78	35	20	36	48
2	18	20	17	30	56	23	15	19	26
3	15	12	8	27	35	17	18	14	19
4	6	15	7	29	32	7	15	10	16
5	29	33	35	19	32	28	14	28	27
6	77	76	88	42	17	81	81	81	66
7	166	184	168	70	48	192	168	176	142
8	458	450	417	152	96	432	394	430	343
9	551	503	434	293	155	488	474	490	414
10	401	399	457	381	250	411	432	420	390
11	367	428	447	490	355	393	411	409	413
12	401	426	464	529	484	443	401	427	450
13	449	448	474	548	546	437	426	447	475
14	499	444	534	515	542	447	440	473	489
15	470	449	484	510	409	464	492	472	468
16	590	514	482	445	348	463	548	519	484
17	651	545	553	367	340	560	593	580	516
18	701	702	652	431	297	677	730	692	599
19	508	545	463	352	228	431	456	481	426
20	366	404	403	318	241	318	380	374	347
21	265	300	261	233	206	246	276	270	255
22	209	203	181	181	135	207	198	200	188
23	158	149	168	136	117	108	111	139	135
24	86	72	129	112	60	46	64	79	81
7-19	6046	5853	5861	5013	4050	5646	5797	5841	5467
6-22	7052	6944	6874	5815	4680	6609	6819	6860	6399
6-24	7296	7165	7171	6063	4857	6763	6994	7078	6616
0-24	7479	7365	7367	6292	5107	6954	7157	7264	6817



Kirkburton ATC, A629 Penistone Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	35.6	33.0	36.7	34.3	35.2	36.2	32.6
2	33.6	34.2	33.8	35.3	37.2	35.5	32.3
3	33.2	32.9	36.6	37.2	36.9	36.6	33.9
4	31.5	37.7	38.4	37.0	36.6	36.7	35.4
5	37.7	37.4	35.1	36.5	38.6	36.5	36.4
6	36.8	37.6	37.3	34.8	38.4	35.1	36.5
7	35.0	35.4	34.4	35.2	38.2	33.6	33.0
8	31.3	29.6	31.0	33.9	35.7	30.9	31.0
9	29.0	29.9	29.4	33.1	33.9	30.4	30.2
10	29.2	29.8	28.6	31.9	32.0	29.2	29.1
11	30.6	30.0	30.3	30.2	30.9	30.3	29.0
12	30.9	30.3	29.6	29.2	30.7	28.9	30.2
13	30.1	30.7	30.8	30.9	30.0	29.6	30.7
14	28.7	30.2	29.5	30.5	31.3	30.7	30.3
15	30.8	30.5	29.7	29.3	31.8	30.4	29.7
16	29.4	30.8	30.5	31.9	32.8	30.1	30.9
17	29.1	30.6	30.8	32.3	32.9	31.4	30.1
18	29.4	30.7	31.1	30.8	32.5	30.5	30.5
19	31.5	31.9	32.2	33.1	33.1	31.8	31.9
20	32.5	32.6	32.2	33.3	33.4	32.2	32.1
21	32.7	32.8	32.7	33.2	34.0	33.0	33.6
22	33.6	34.0	34.2	34.0	35.6	32.5	34.0
23	32.6	32.5	34.2	32.3	33.6	34.0	34.6
24	35.2	35.3	32.5	34.1	36.4	35.7	35.4
10-12	30.7	30.2	30.0	29.7	30.8	29.6	29.6
14-16	30.0	30.7	30.1	30.5	32.2	30.2	30.4
0-24	30.6	31.1	31.0	31.6	32.4	31.0	30.9

Average (ALL)	31.2
Weekday Inter-Peak	30.1
85th Percentile	

Channel 2 - Southbound

85th Percentile

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	42.0	38.0	43.4	39.0	40.4	41.4	38.7
2	38.9	41.4	40.8	40.0	43.5	40.6	39.5
3	36.9	37.0	49.3	45.3	43.7	41.9	40.5
4	35.7	42.2	45.6	42.0	41.5	41.0	40.9
5	44.2	43.3	39.6	41.4	46.9	41.3	42.4
6	42.3	44.3	41.7	39.3	43.1	42.0	41.6
7	41.4	41.7	40.5	39.4	44.0	39.2	39.0
8	36.2	37.4	36.6	39.8	42.6	36.3	38.1
9	35.4	36.4	36.3	38.2	39.7	35.8	36.1
10	35.4	36.3	35.7	37.3	38.3	35.3	35.0
11	35.0	35.2	35.7	35.7	36.3	35.4	34.3
12	35.0	36.0	34.9	36.2	35.8	34.1	36.1
13	34.6	35.6	35.9	36.2	35.9	35.1	35.6
14	34.6	35.3	35.5	35.8	36.4	35.7	35.6
15	36.2	35.9	35.2	35.5	37.1	36.2	34.8
16	35.2	36.4	37.1	37.8	37.4	35.3	35.4
17	35.0	37.1	36.7	38.0	38.5	37.2	35.5
18	35.0	36.9	36.7	36.2	38.0	37.1	36.0
19	36.7	37.4	37.7	38.5	38.3	37.4	37.5
20	37.7	37.4	38.0	38.5	39.0	37.0	36.9
21	37.6	38.0	37.4	38.7	39.1	38.7	39.1
22	38.6	39.6	39.4	40.0	42.1	37.9	39.4
23	37.4	37.5	39.5	37.5	38.7	39.8	40.5
24	39.9	40.3	38.6	40.7	42.1	42.7	44.3
10-12	34.9	35.7	35.3	36.1	36.0	34.8	35.3
14-16	35.7	36.2	36.1	36.7	37.2	35.7	35.2
0-24	36.3	37.2	37.1	37.5	38.2	36.8	36.7

85th %ile (ALL)	37.1
Weekday Inter-Peak	35.5

Kirkburton ATC, A629 Penistone Road (Northern Site)

Produced by Road Data Services Ltd.

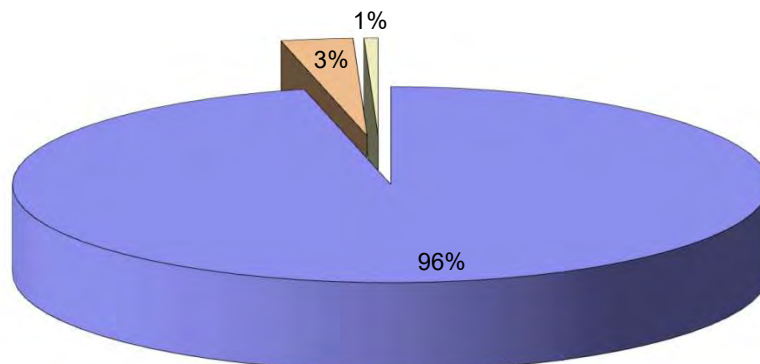
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
06/07/2022				
7-19	5789	218	39	6046
6-22	6759	246	47	7052
6-24	6997	252	47	7296
0-24	7171	259	49	7479
07/07/2022				
7-19	5586	219	48	5853
6-22	6649	243	52	6944
6-24	6865	248	52	7165
0-24	7053	258	54	7365
08/07/2022				
7-19	5635	198	28	5861
6-22	6621	223	30	6874
6-24	6912	229	30	7171
0-24	7102	233	32	7367
09/07/2022				
7-19	4891	108	14	5013
6-22	5679	121	15	5815
6-24	5923	124	16	6063
0-24	6149	125	18	6292
10/07/2022				
7-19	3967	74	9	4050
6-22	4586	84	10	4680
6-24	4760	86	11	4857
0-24	5005	90	12	5107
11/07/2022				
7-19	5380	209	57	5646
6-22	6311	236	62	6609
6-24	6461	238	64	6763
0-24	6644	244	66	6954
12/07/2022				
7-19	5533	217	47	5797
6-22	6523	244	52	6819
6-24	6694	247	53	6994
0-24	6844	258	55	7157
Average				
7-19	5254	178	35	5467
6-22	6161	200	38	6399
6-24	6373	203	39	6616
0-24	6567	210	41	6817

Total Vehicle Class Distribution



Kirkburton ATC, A629 Penistone Road (Southern Site)

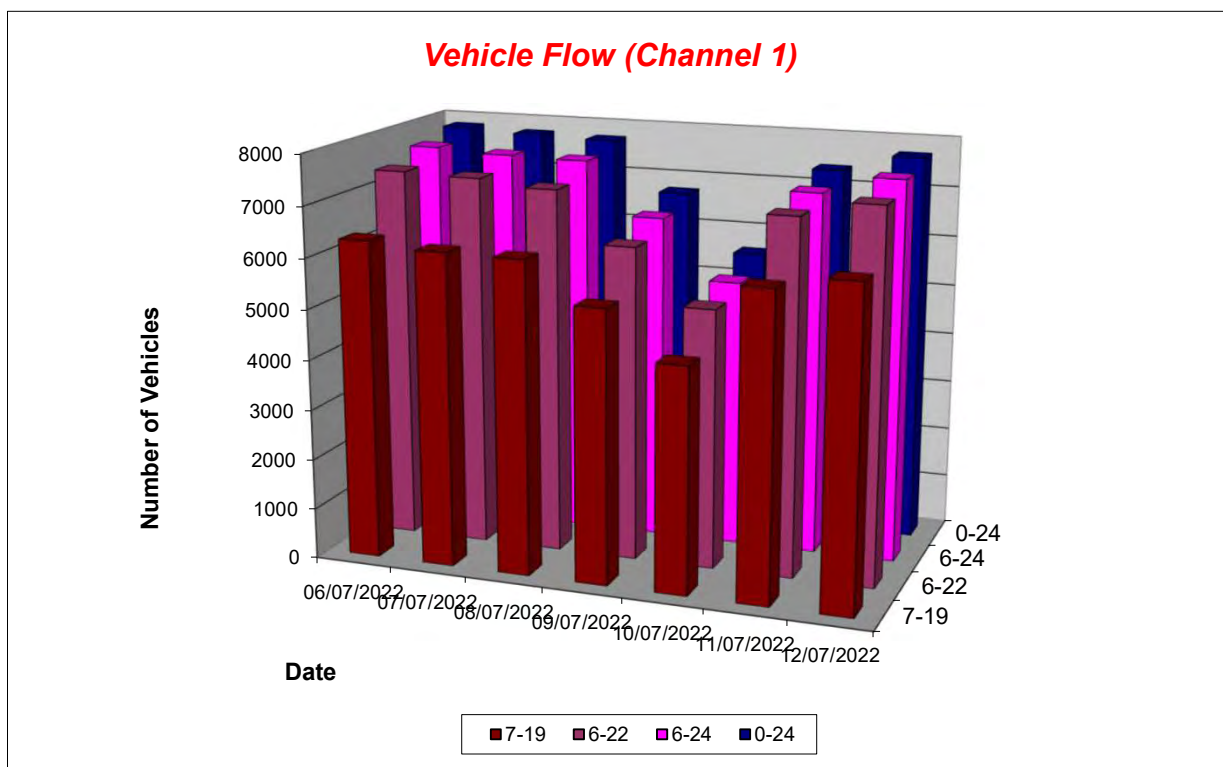
Produced by Road Data Services Ltd.

Channel 1 - Southbound

Vehicle Flow

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday	Weekday Average	Average
1	42	46	40	86	90	35	21	37	51
2	20	19	17	33	54	23	17	19	26
3	18	11	8	24	40	17	17	14	19
4	6	11	8	26	26	9	13	9	14
5	26	29	25	18	25	28	18	25	24
6	75	73	78	37	16	69	80	75	61
7	157	184	150	67	49	185	168	169	137
8	473	462	444	152	101	435	441	451	358
9	572	539	470	287	159	529	511	524	438
10	409	416	459	409	264	424	406	423	398
11	377	438	448	525	392	411	423	419	431
12	440	447	492	592	552	476	439	459	491
13	489	495	496	605	601	459	471	482	517
14	541	497	533	552	606	466	499	507	528
15	519	490	523	560	442	515	524	514	510
16	603	576	524	465	375	531	626	572	529
17	673	608	658	393	372	630	674	649	573
18	709	694	638	480	331	651	762	691	609
19	512	547	505	374	259	486	489	508	453
20	416	426	424	330	262	354	403	405	374
21	272	317	274	248	232	262	282	281	270
22	235	219	192	187	148	213	218	215	202
23	168	144	180	149	120	116	141	150	145
24	75	66	129	118	53	46	66	76	79
7-19	6317	6209	6190	5394	4454	6013	6265	6199	5835
6-22	7397	7355	7230	6226	5145	7027	7336	7269	6817
6-24	7640	7565	7539	6493	5318	7189	7543	7495	7041
0-24	7827	7754	7715	6717	5569	7370	7709	7675	7237



Kirkburton ATC, A629 Penistone Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound

Average Speed

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	34.3	35.8	37.3	34.5	34.8	36.3	34.9
2	32.3	33.8	36.8	36.5	34.3	36.4	32.9
3	35.2	33.0	35.5	36.5	35.6	34.4	34.7
4	35.2	35.8	36.3	38.0	35.4	37.0	35.5
5	36.4	36.6	36.3	34.4	41.0	36.6	37.5
6	38.3	37.5	38.6	36.6	36.5	36.9	37.8
7	34.9	35.6	36.2	36.9	38.6	34.9	34.4
8	32.9	32.8	32.8	35.2	35.1	32.4	32.2
9	31.5	32.4	31.9	34.4	34.7	31.8	31.9
10	31.0	32.0	31.1	32.7	33.7	31.7	31.5
11	31.9	30.8	31.3	31.8	32.4	31.9	30.8
12	31.2	30.7	31.1	31.5	32.9	31.5	30.9
13	30.9	31.2	32.1	32.4	32.1	31.8	31.7
14	30.9	31.0	30.5	32.4	33.1	31.6	31.0
15	31.4	32.1	31.3	32.1	33.4	32.0	30.6
16	31.4	32.3	32.0	33.8	34.4	31.3	31.9
17	31.4	32.7	32.9	33.1	33.9	33.0	31.7
18	31.5	32.1	29.9	32.1	33.8	32.3	32.2
19	32.4	33.6	33.1	33.9	34.6	32.9	32.8
20	33.7	34.4	32.8	33.9	34.7	33.6	33.4
21	34.3	34.6	34.3	34.9	34.1	33.9	34.4
22	34.4	34.8	34.3	34.4	35.3	33.8	34.4
23	32.8	34.2	34.8	33.2	34.6	34.7	35.1
24	35.6	36.2	33.9	34.7	36.0	35.9	36.4
10-12	31.5	30.7	31.2	31.6	32.7	31.7	30.9
14-16	31.4	32.2	31.7	32.9	33.8	31.7	31.3
0-24	32.1	32.6	32.2	33.0	33.7	32.5	32.2

Average (ALL)	32.6
Weekday Inter-Peak	31.4
85th Percentile	

Channel 1 - Southbound

85th Percentile

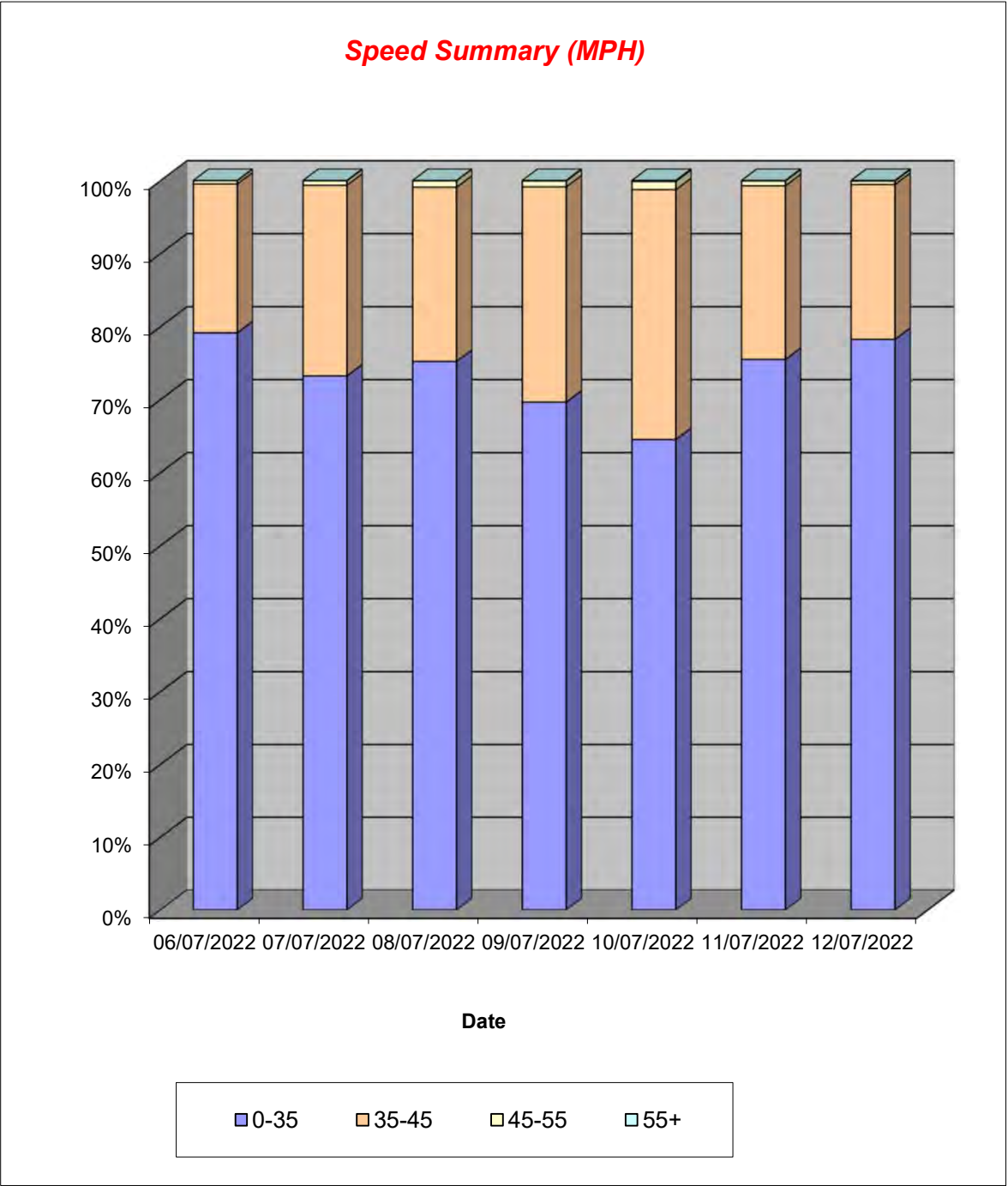
Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	39.8	42.2	45.2	39.8	41.1	42.7	42.2
2	38.9	41.7	43.8	40.3	41.3	45.2	39.9
3	39.1	36.2	44.2	41.8	40.9	39.3	40.8
4	38.4	39.3	40.8	45.1	41.2	42.9	40.1
5	42.1	42.8	41.7	39.8	49.4	42.8	44.6
6	44.2	43.4	44.1	41.0	42.0	43.3	44.4
7	41.5	41.4	41.9	42.0	43.8	40.4	41.1
8	37.4	37.4	37.4	41.0	41.9	37.4	37.0
9	36.3	37.5	37.0	39.0	41.2	36.2	36.7
10	35.7	36.2	36.7	37.5	38.5	36.7	36.4
11	36.0	35.5	36.2	36.9	37.2	36.2	34.8
12	35.8	35.2	35.8	37.0	37.0	35.7	35.5
13	35.2	36.1	36.8	37.2	36.9	36.6	36.0
14	35.4	37.1	36.3	36.8	38.0	36.1	35.6
15	36.1	36.8	36.2	37.1	38.3	36.6	35.5
16	35.8	37.5	37.1	37.9	39.1	36.6	36.3
17	36.2	38.0	37.7	38.7	38.6	37.6	36.5
18	36.1	37.5	36.4	37.2	38.5	37.3	36.8
19	37.3	38.4	37.9	39.0	38.8	38.3	37.6
20	38.5	38.8	38.2	39.0	39.9	37.5	37.9
21	39.4	39.4	38.6	39.8	39.3	39.8	40.1
22	39.4	39.8	40.0	40.1	40.3	39.6	40.3
23	37.6	39.4	39.5	38.1	40.2	40.0	40.7
24	40.1	41.2	39.2	40.3	41.0	41.5	43.1
10-12	35.9	35.3	36.0	36.9	37.1	36.0	35.2
14-16	35.9	37.2	36.7	37.6	38.6	36.7	36.0
0-24	37.0	37.9	37.7	38.2	38.8	37.5	37.2

85th %ile (ALL)	37.8
Weekday Inter-Peak	36.1

Kirkburton ATC, A629 Penistone Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound				Speed Summary			Week 1
Speed (MPH)	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
0-35	6195	5680	5804	4679	3594	5564	6033
35-45	1596	2025	1841	1981	1906	1754	1635
45-55	36	47	69	54	63	49	37
55+	0	2	1	3	6	3	4
TOTAL	7827	7754	7715	6717	5569	7370	7709



Kirkburton ATC, A629 Penistone Road (Southern Site)

Produced by Road Data Services Ltd.

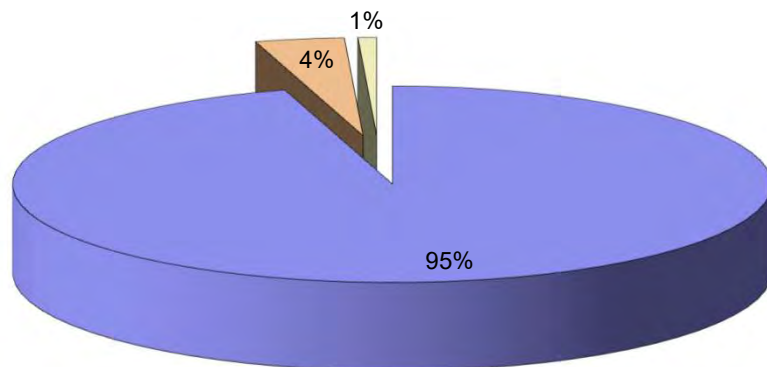
Channel 1 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
06/07/2022				
7-19	5998	268	51	6317
6-22	7041	300	56	7397
6-24	7275	308	57	7640
0-24	7444	321	62	7827
07/07/2022				
7-19	5882	264	63	6209
6-22	6984	304	67	7355
6-24	7189	308	68	7565
0-24	7358	324	72	7754
08/07/2022				
7-19	5871	267	52	6190
6-22	6870	304	56	7230
6-24	7171	311	57	7539
0-24	7331	319	65	7715
09/07/2022				
7-19	5234	143	17	5394
6-22	6041	166	19	6226
6-24	6300	174	19	6493
0-24	6515	181	21	6717
10/07/2022				
7-19	4342	103	9	4454
6-22	5016	117	12	5145
6-24	5181	121	16	5318
0-24	5420	132	17	5569
11/07/2022				
7-19	5686	265	62	6013
6-22	6654	299	74	7027
6-24	6814	301	74	7189
0-24	6975	316	79	7370
12/07/2022				
7-19	5926	272	67	6265
6-22	6953	307	76	7336
6-24	7154	312	77	7543
0-24	7301	325	83	7709
Average				
7-19	5563	226	46	5835
6-22	6508	257	51	6817
6-24	6726	262	53	7041
0-24	6906	274	57	7237

Total Vehicle Class Distribution



Kirkburton ATC, A629 Penistone Road (Southern Site)

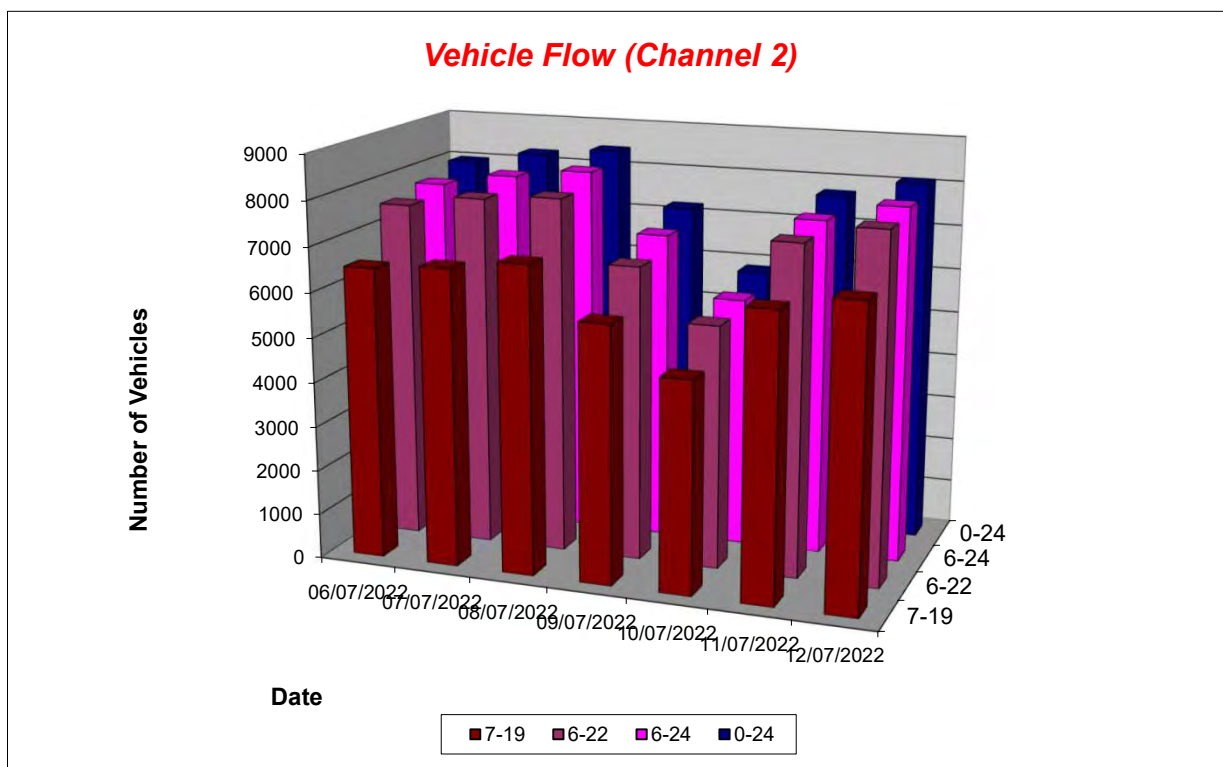
Produced by Road Data Services Ltd.

Channel 2 - Northbound

Vehicle Flow

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday	Weekday Average	Average
1	45	18	38	94	65	39	21	32	46
2	13	11	19	45	65	18	17	16	27
3	17	10	3	28	30	15	6	10	16
4	12	16	11	40	33	9	15	13	19
5	38	47	23	31	23	37	35	36	33
6	120	131	108	57	37	108	105	114	95
7	304	314	273	112	81	292	295	296	239
8	655	733	626	203	91	675	737	685	531
9	643	654	689	400	224	659	650	659	560
10	534	557	565	495	378	580	571	561	526
11	494	499	508	639	536	475	462	488	516
12	464	472	491	587	490	478	503	482	498
13	501	459	525	582	554	476	477	488	511
14	483	454	527	579	511	468	470	480	499
15	477	545	601	500	401	524	486	527	505
16	551	552	670	466	380	465	567	561	522
17	612	533	612	545	391	515	569	568	540
18	671	676	585	392	420	609	673	643	575
19	428	509	465	351	340	413	504	464	430
20	325	370	386	311	272	321	346	350	333
21	276	293	244	244	231	235	277	265	257
22	154	203	175	177	135	164	169	173	168
23	109	128	179	195	98	94	101	122	129
24	64	80	109	141	61	49	42	69	78
7-19	6513	6643	6864	5739	4716	6337	6669	6605	6212
6-22	7572	7823	7942	6583	5435	7349	7756	7688	7209
6-24	7745	8031	8230	6919	5594	7492	7899	7879	7416
0-24	7990	8264	8432	7214	5847	7718	8098	8100	7652



Kirkburton ATC, A629 Penistone Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 2 - Northbound

Average Speed

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	31.3	31.1	33.2	32.9	31.7	32.1	36.3
2	25.5	31.5	34.0	32.0	30.2	33.2	31.9
3	34.4	35.7	37.8	33.3	32.2	29.2	26.6
4	33.3	32.7	29.4	35.6	31.7	35.0	34.7
5	33.8	32.4	35.2	35.4	32.4	33.6	32.0
6	34.5	34.5	34.8	34.8	36.7	34.9	34.3
7	32.9	31.9	33.8	33.4	33.9	33.0	33.0
8	31.1	32.0	31.8	32.4	32.7	31.6	31.3
9	30.3	30.8	30.0	32.1	31.9	30.5	30.1
10	29.8	30.4	29.7	31.4	31.7	30.5	30.3
11	29.9	29.1	29.8	30.7	31.6	30.7	29.8
12	30.0	30.1	30.0	30.1	31.9	30.6	30.1
13	28.8	29.0	29.2	29.8	31.3	30.4	30.2
14	30.0	30.3	30.0	30.1	31.9	30.3	29.5
15	29.5	30.4	30.0	30.7	31.5	29.5	29.7
16	29.1	31.3	30.6	31.5	31.5	30.1	30.8
17	30.0	30.5	30.2	31.4	32.2	31.2	31.0
18	30.5	30.1	28.4	31.3	32.0	30.5	30.1
19	30.4	31.0	29.9	31.2	31.4	31.2	29.3
20	31.4	31.8	31.2	31.6	31.8	31.3	30.4
21	30.8	30.4	31.6	31.2	30.8	31.4	30.5
22	32.7	31.3	30.4	31.2	31.5	32.5	31.6
23	30.6	31.8	31.5	29.3	33.7	32.9	31.3
24	31.2	30.4	31.8	31.5	30.9	31.3	32.4
10-12	30.0	29.6	29.9	30.4	31.8	30.7	30.0
14-16	29.3	30.8	30.3	31.1	31.5	29.8	30.3
0-24	30.4	30.7	30.4	31.1	31.8	30.9	30.5

Average (ALL)	30.8
Weekday Inter-Peak	30.1
85th Percentile	

Channel 2 - Northbound

85th Percentile

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	37.9	39.9	39.8	39.8	39.2	40.1	45.2
2	29.8	37.5	39.8	38.5	37.3	43.3	38.8
3	44.7	43.1	40.7	39.4	38.2	35.7	35.2
4	37.9	38.2	36.2	44.9	38.7	45.0	41.2
5	42.9	40.6	44.0	43.3	36.2	41.7	39.5
6	41.3	40.8	41.1	40.8	45.0	41.8	40.6
7	38.6	37.8	40.4	40.1	39.4	39.6	39.7
8	36.0	36.8	37.0	38.3	39.7	36.6	36.1
9	35.6	36.0	34.8	37.6	38.2	35.5	35.2
10	34.7	35.5	34.7	37.1	37.5	34.9	34.8
11	35.1	33.8	34.6	36.2	36.4	35.6	34.4
12	34.8	34.6	35.0	35.3	37.4	35.7	34.9
13	34.1	34.7	34.8	35.4	37.1	35.6	34.9
14	34.6	35.6	35.6	35.5	37.4	35.0	34.1
15	34.4	35.5	35.4	36.5	37.2	34.3	34.0
16	34.2	35.9	35.9	36.8	37.5	35.7	36.4
17	34.9	36.1	35.5	37.2	38.1	36.9	36.2
18	35.6	36.0	34.0	37.2	37.8	35.6	35.9
19	35.4	36.5	35.5	37.3	37.1	36.4	35.1
20	37.3	37.9	36.4	37.9	37.6	36.5	36.1
21	36.8	36.5	37.2	37.1	37.0	37.1	36.7
22	39.0	37.0	36.6	37.5	38.4	38.3	37.3
23	37.1	39.1	37.6	34.9	42.0	39.6	36.8
24	36.9	36.4	37.1	37.8	37.5	37.6	39.9
10-12	35.0	34.2	34.8	35.8	36.9	35.7	34.7
14-16	34.3	35.7	35.6	36.7	37.3	35.0	35.4
0-24	35.8	36.2	35.9	37.0	37.7	36.3	35.9

85th %ile (ALL)	36.4
Weekday Inter-Peak	35.1

Kirkburton ATC, A629 Penistone Road (Southern Site)

Produced by Road Data Services Ltd.

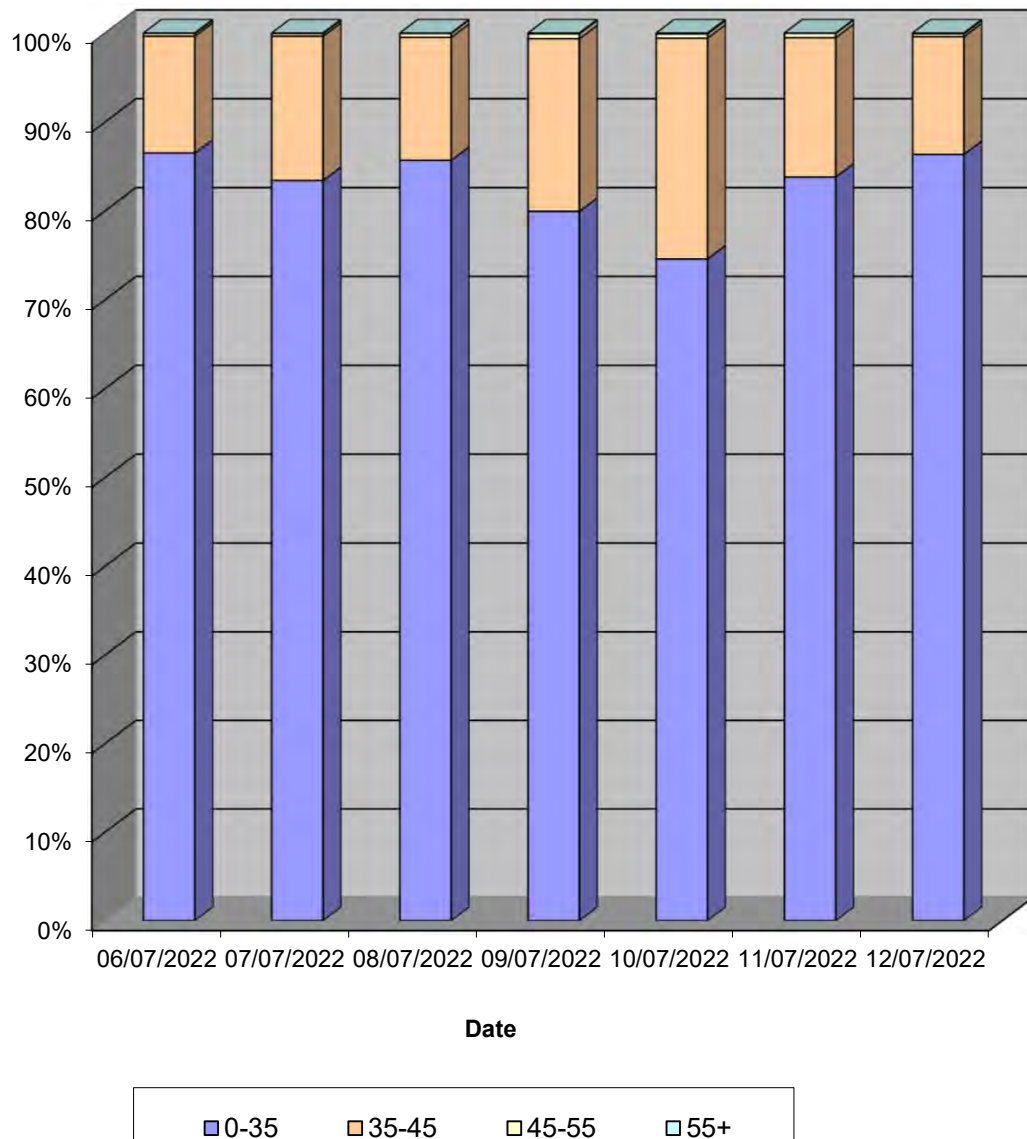
Channel 2 - Northbound

Speed Summary

Week 1

Speed (MPH)	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
0-35	6912	6893	7225	5767	4361	6468	6993
35-45	1051	1342	1167	1402	1453	1211	1072
45-55	24	25	37	40	28	38	27
55+	3	4	3	5	5	1	6
TOTAL	7990	8264	8432	7214	5847	7718	8098

Speed Summary (MPH)



Kirkburton ATC, A629 Penistone Road (Southern Site)

Produced by Road Data Services Ltd.

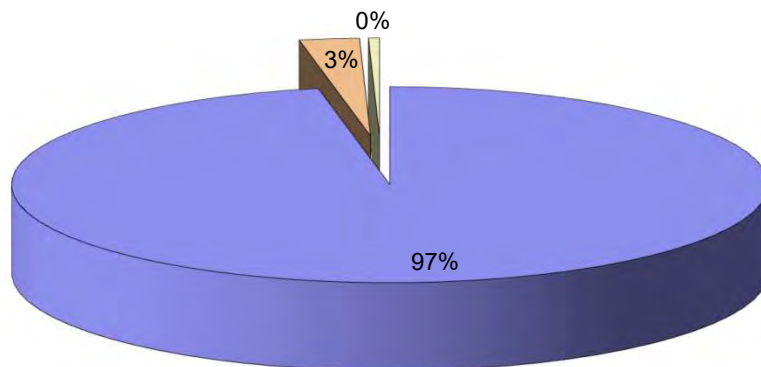
Channel 2 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
06/07/2022				
7-19	6257	224	32	6513
6-22	7289	248	35	7572
6-24	7457	253	35	7745
0-24	7691	260	39	7990
07/07/2022				
7-19	6410	196	37	6643
6-22	7552	226	45	7823
6-24	7754	232	45	8031
0-24	7980	237	47	8264
08/07/2022				
7-19	6646	179	39	6864
6-22	7697	201	44	7942
6-24	7979	207	44	8230
0-24	8171	216	45	8432
09/07/2022				
7-19	5633	97	9	5739
6-22	6461	110	12	6583
6-24	6791	116	12	6919
0-24	7079	122	13	7214
10/07/2022				
7-19	4640	70	6	4716
6-22	5351	78	6	5435
6-24	5506	82	6	5594
0-24	5754	87	6	5847
11/07/2022				
7-19	6085	201	51	6337
6-22	7072	222	55	7349
6-24	7207	227	58	7492
0-24	7426	233	59	7718
12/07/2022				
7-19	6449	191	29	6669
6-22	7510	211	35	7756
6-24	7648	214	37	7899
0-24	7840	217	41	8098
Average				
7-19	6017	165	29	6212
6-22	6990	185	33	7209
6-24	7192	190	34	7416
0-24	7420	196	36	7652

Total Vehicle Class Distribution



Kirkburton ATC, Farnley Road (Northern Site)

Produced by Road Data Services Ltd.

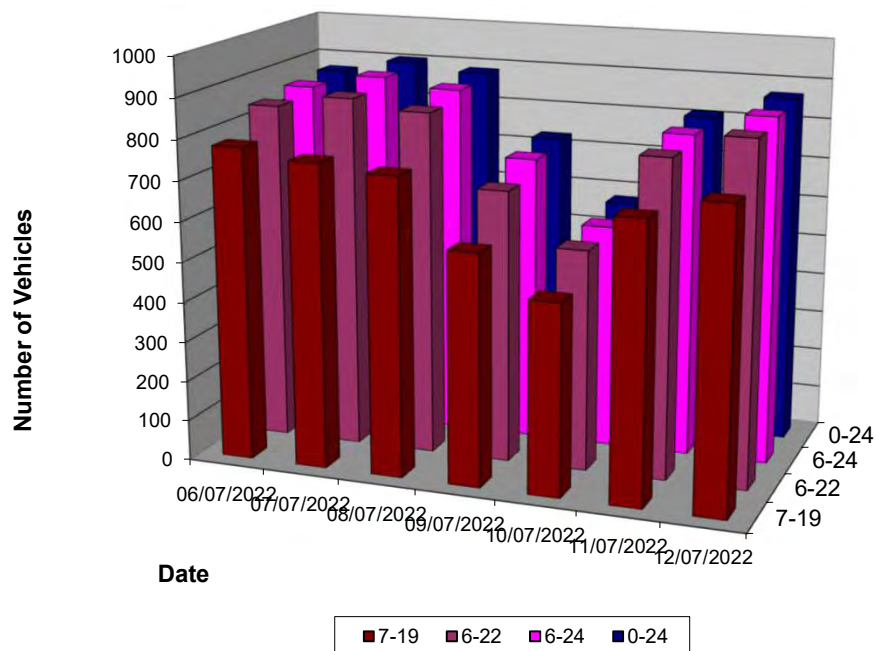
Channel 1 - Northwestbound

Vehicle Flow

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday	Weekday Average	Average
1	1	1	4	6	6	0	1	1	3
2	0	0	1	3	1	0	0	0	1
3	0	0	0	0	1	0	0	0	0
4	1	0	0	2	1	1	0	0	1
5	3	3	1	1	3	2	2	2	2
6	4	4	4	2	3	3	6	4	4
7	16	14	24	6	5	26	13	19	15
8	97	85	68	16	10	68	74	78	60
9	113	100	105	40	32	111	108	107	87
10	58	52	59	56	36	67	61	59	56
11	33	53	38	75	36	44	30	40	44
12	46	32	49	55	53	31	40	40	44
13	57	44	56	52	59	44	35	47	50
14	32	57	49	46	53	35	48	44	46
15	45	47	53	55	57	46	47	48	50
16	105	77	73	50	36	47	54	71	63
17	81	71	70	48	43	81	77	76	67
18	65	84	67	38	31	69	101	77	65
19	47	54	53	43	29	45	64	53	48
20	22	45	48	51	30	32	35	36	38
21	17	38	22	28	30	29	34	28	28
22	10	22	19	18	9	12	25	18	16
23	12	16	14	22	5	12	10	13	13
24	3	4	8	15	5	4	3	4	6
7-19	779	756	740	574	475	688	739	740	679
6-22	844	875	853	677	549	787	846	841	776
6-24	859	895	875	714	559	803	859	858	795
0-24	868	903	885	728	574	809	868	867	805

Vehicle Flow (Channel 1)



Kirkburton ATC, Farnley Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northwestbound

Average Speed

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	33.1	26.5	33.5	33.2	32.8	-	38.0
2	-	-	30.2	39.7	32.9	-	-
3	-	-	-	-	53.1	-	-
4	31.6	-	-	26.0	25.0	5.9	-
5	28.0	27.6	33.8	34.9	34.9	32.9	29.5
6	29.3	30.8	35.4	32.9	33.5	36.4	31.3
7	32.5	32.2	34.1	29.3	29.8	31.9	28.8
8	33.3	32.6	34.2	29.5	29.9	32.7	32.9
9	32.2	33.6	33.4	32.4	29.3	34.2	33.2
10	30.9	30.5	31.5	34.4	27.9	31.2	30.9
11	29.1	31.5	30.7	32.8	33.3	31.4	29.1
12	31.4	31.5	32.2	32.0	29.9	30.4	30.9
13	30.5	31.0	30.5	29.8	30.2	31.4	32.4
14	32.2	29.6	32.6	31.5	32.7	31.3	30.5
15	30.8	28.2	31.8	32.4	31.1	31.7	31.6
16	31.3	33.7	32.6	32.5	32.7	32.5	31.0
17	32.0	30.8	32.1	33.1	33.6	32.3	31.9
18	33.0	32.5	33.7	32.8	31.2	33.8	32.7
19	33.4	31.5	30.9	34.5	28.2	32.0	32.1
20	34.7	30.8	32.0	31.1	32.4	34.8	30.7
21	30.8	31.4	30.5	32.5	34.0	31.9	33.1
22	28.9	32.7	31.6	34.8	33.0	29.0	30.8
23	31.4	29.8	31.4	30.3	33.2	29.6	32.7
24	39.2	45.2	33.8	32.4	34.0	41.7	29.6
10-12	30.4	31.5	31.5	32.5	31.3	31.0	30.2
14-16	31.2	31.6	32.3	32.4	31.7	32.1	31.2
0-24	31.9	31.7	32.3	32.4	31.4	32.4	31.8

Average (ALL)	32.0
Weekday Inter-Peak	31.4

Channel 1 - Northwestbound

85th Percentile

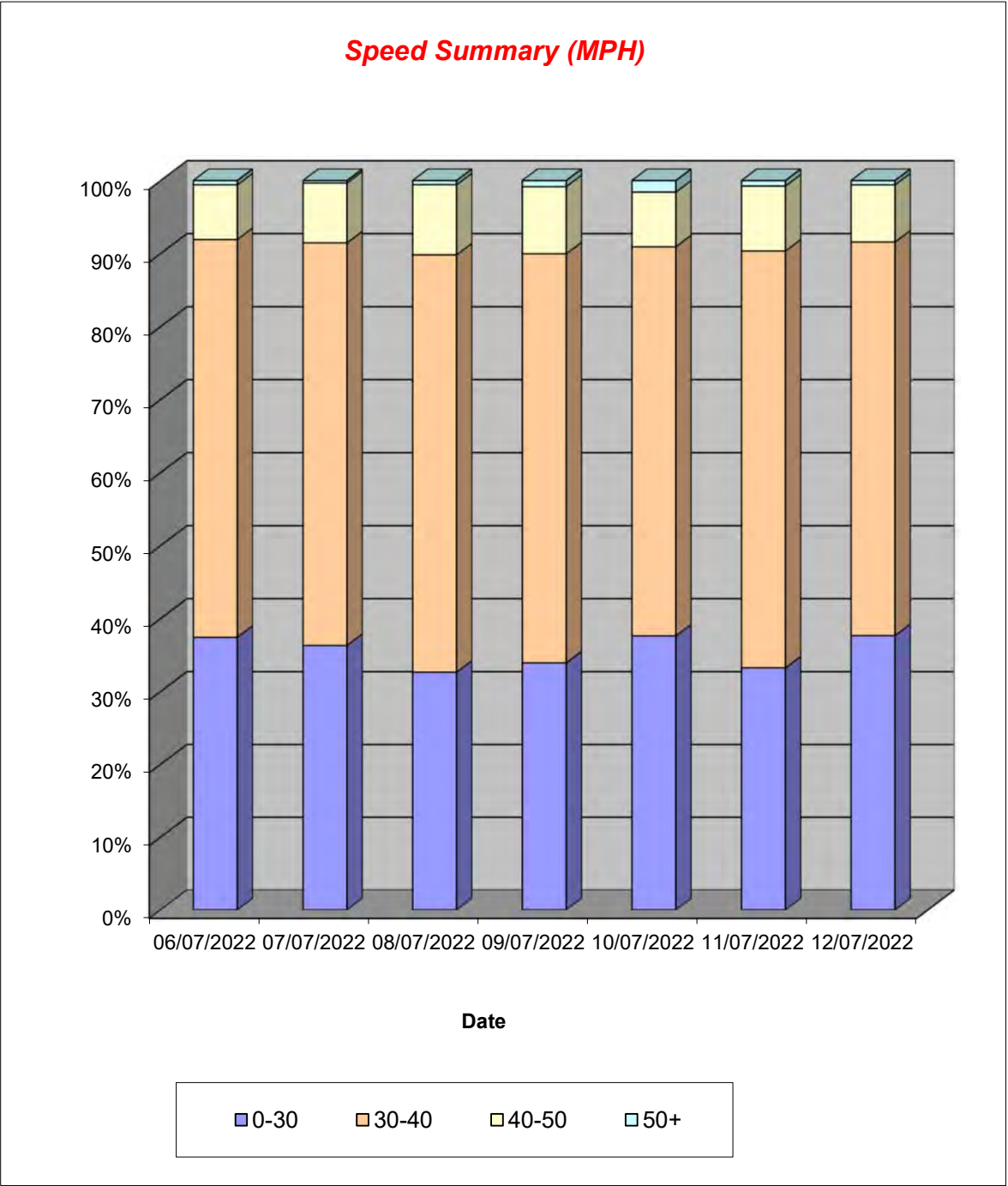
Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	-	-	37.8	38.4	37.0	-	-
2	-	-	-	48.3	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	28.1	-	-	-
5	37.7	29.5	-	-	38.2	36.5	29.8
6	31.9	33.6	39.6	39.6	36.2	41.3	35.2
7	38.4	38.8	39.6	40.5	38.0	39.2	36.3
8	39.0	38.2	41.1	39.8	43.9	39.7	40.4
9	38.7	39.3	38.8	39.2	39.2	40.9	38.5
10	38.2	36.6	38.0	40.5	35.4	37.7	39.0
11	35.9	38.1	37.7	39.3	41.1	38.1	34.9
12	38.3	38.6	39.6	39.4	38.1	37.9	37.4
13	39.2	39.6	38.8	38.8	37.8	38.2	38.3
14	37.9	38.6	38.7	39.1	41.0	38.8	36.4
15	38.1	34.7	39.4	38.5	38.8	37.4	38.2
16	37.6	41.7	40.2	40.6	40.0	38.4	36.1
17	37.4	36.7	36.7	40.9	39.7	38.0	37.8
18	38.6	41.0	41.2	38.8	40.5	40.4	40.3
19	40.8	39.2	39.7	41.7	35.9	38.6	37.9
20	42.3	38.0	40.4	38.9	42.5	44.3	39.4
21	36.4	37.5	37.4	38.9	40.4	39.6	38.4
22	31.7	39.5	40.9	40.1	36.0	37.2	35.8
23	35.3	33.7	37.1	35.4	36.3	36.4	40.9
24	50.4	50.6	41.2	35.7	43.7	50.4	34.2
10-12	37.4	38.3	38.8	39.4	39.5	38.0	36.5
14-16	37.8	39.5	39.9	39.5	39.3	37.9	37.1
0-24	38.5	38.9	39.4	39.7	39.7	39.4	38.4

85th %ile (ALL)	39.1
Weekday Inter-Peak	38.3

Kirkburton ATC, Farnley Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northwestbound				Speed Summary			Week 1
Speed (MPH)	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
0-30	325	328	289	247	216	269	327
30-40	473	498	506	408	306	462	468
40-50	65	74	85	67	43	72	68
50+	5	3	5	6	9	6	5
TOTAL	868	903	885	728	574	809	868



Kirkburton ATC, Farnley Road (Northern Site)

Produced by Road Data Services Ltd.

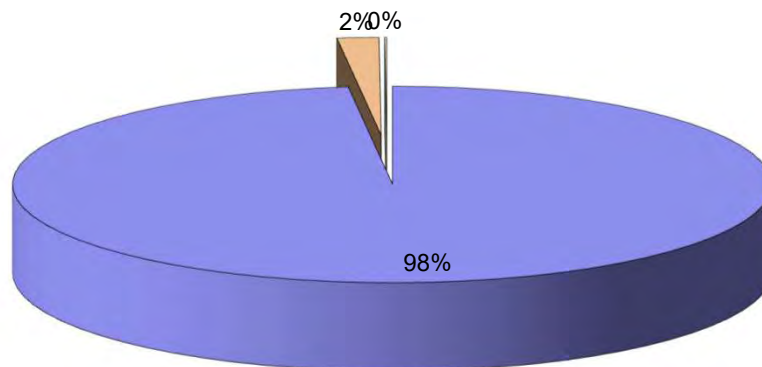
Channel 1 - Northwestbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
06/07/2022				
7-19	752	25	2	779
6-22	817	25	2	844
6-24	832	25	2	859
0-24	841	25	2	868
07/07/2022				
7-19	738	18	0	756
6-22	855	20	0	875
6-24	875	20	0	895
0-24	883	20	0	903
08/07/2022				
7-19	722	17	1	740
6-22	834	18	1	853
6-24	856	18	1	875
0-24	866	18	1	885
09/07/2022				
7-19	569	4	1	574
6-22	672	4	1	677
6-24	709	4	1	714
0-24	723	4	1	728
10/07/2022				
7-19	472	3	0	475
6-22	546	3	0	549
6-24	556	3	0	559
0-24	571	3	0	574
11/07/2022				
7-19	673	15	0	688
6-22	772	15	0	787
6-24	788	15	0	803
0-24	794	15	0	809
12/07/2022				
7-19	724	14	1	739
6-22	830	15	1	846
6-24	843	15	1	859
0-24	852	15	1	868
Average				
7-19	664	14	1	679
6-22	761	14	1	776
6-24	780	14	1	795
0-24	790	14	1	805

Total Vehicle Class Distribution



Kirkburton ATC, Farnley Road (Northern Site)

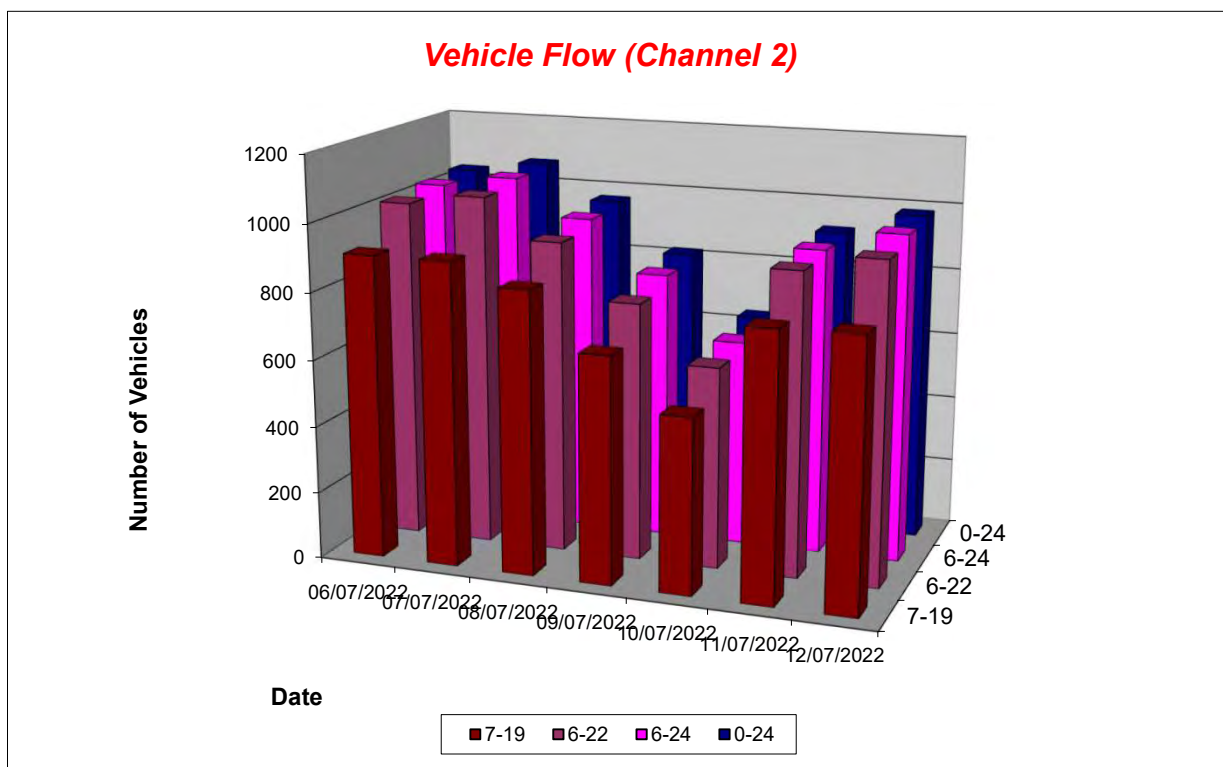
Produced by Road Data Services Ltd.

Channel 2 - Southeastbound

Vehicle Flow

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday	Weekday Average	Average
1	0	0	4	4	10	3	1	2	3
2	2	0	0	2	3	1	1	1	1
3	3	0	1	2	3	0	2	1	2
4	0	1	1	3	0	0	2	1	1
5	1	0	0	1	2	0	1	0	1
6	2	5	6	3	1	1	3	3	3
7	11	10	9	2	5	11	17	12	9
8	74	54	68	8	8	63	57	63	47
9	93	77	57	28	20	87	90	81	65
10	57	43	33	64	31	49	44	45	46
11	34	43	33	52	44	51	34	39	42
12	47	56	35	81	66	43	40	44	53
13	53	37	33	77	59	40	42	41	49
14	55	55	61	92	81	51	50	54	64
15	51	66	56	61	61	59	50	56	58
16	99	116	118	54	50	92	87	102	88
17	138	118	150	44	43	97	116	124	101
18	142	147	131	60	34	109	110	128	105
19	63	94	67	54	25	51	78	71	62
20	41	55	39	44	26	37	60	46	43
21	38	36	27	24	30	37	45	37	34
22	19	41	14	24	19	25	31	26	25
23	13	14	19	21	14	6	18	14	15
24	2	3	6	13	2	5	6	4	5
7-19	906	906	842	675	522	792	798	849	777
6-22	1015	1048	931	769	602	902	951	969	888
6-24	1030	1065	956	803	618	913	975	988	909
0-24	1038	1071	968	818	637	918	985	996	919



Kirkburton ATC, Farnley Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southeastbound

Average Speed

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	-	-	35.4	32.7	36.1	39.9	51.9
2	39.2	-	-	39.8	38.2	48.5	36.5
3	44.6	-	28.7	36.8	40.1	-	34.5
4	-	33.8	40.1	35.0	-	-	36.0
5	31.4	-	-	41.7	35.0	-	26.2
6	45.8	37.0	38.6	32.6	47.3	36.0	34.4
7	39.4	36.3	35.9	36.7	25.8	37.9	37.7
8	38.7	35.9	38.0	38.5	31.8	35.9	36.7
9	37.1	36.3	38.0	36.8	34.9	36.0	35.8
10	35.1	35.1	35.0	35.7	35.2	35.2	35.5
11	34.7	34.3	34.0	34.9	33.9	34.8	34.4
12	36.0	34.8	33.9	35.7	35.0	32.4	34.4
13	35.4	37.5	37.9	35.9	34.5	35.0	36.5
14	36.2	35.5	36.6	35.3	36.7	36.8	34.7
15	37.3	34.2	37.5	36.1	35.1	34.5	36.2
16	35.3	36.3	38.3	36.3	33.9	36.9	36.1
17	36.8	37.2	38.1	38.2	37.6	36.2	36.2
18	37.0	37.8	38.5	37.3	35.4	37.0	37.2
19	36.0	38.1	38.2	38.0	36.6	38.1	38.4
20	37.2	37.6	35.3	37.4	39.1	36.5	35.5
21	37.5	37.3	37.5	36.1	36.0	36.6	37.7
22	37.4	35.1	36.6	35.3	37.5	36.7	39.4
23	34.8	30.1	36.5	32.5	34.5	32.5	30.9
24	34.3	36.9	36.1	36.2	42.8	39.6	38.4
10-12	35.4	34.6	34.0	35.4	34.6	33.7	34.4
14-16	36.0	35.5	38.0	36.2	34.6	35.9	36.1
0-24	36.6	36.4	37.4	36.2	35.5	36.1	36.3

Average (ALL)	36.4
Weekday Inter-Peak	35.7

Channel 2 - Southeastbound

85th Percentile

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	-	-	38.5	40.5	39.7	46.2	-
2	45.1	-	-	42.0	45.7	-	-
3	50.7	-	-	42.6	46.5	-	35.3
4	-	-	-	36.5	-	-	43.8
5	-	-	-	-	37.9	-	-
6	48.9	40.4	44.7	33.2	-	-	39.3
7	43.8	45.4	42.5	42.2	39.8	42.7	43.6
8	43.6	42.8	43.8	44.5	43.2	42.5	41.8
9	42.2	41.2	46.0	43.0	41.4	41.7	41.1
10	40.3	40.7	41.0	41.0	41.7	40.5	42.2
11	40.4	41.6	38.6	41.3	39.3	41.3	39.7
12	42.3	41.1	39.7	41.2	40.2	39.0	38.8
13	41.7	43.8	43.0	42.1	40.4	40.8	42.7
14	42.8	41.9	42.1	41.5	43.5	43.3	40.3
15	42.7	42.4	43.8	42.8	41.6	39.4	41.8
16	40.3	42.5	44.0	42.4	40.6	41.9	41.1
17	42.6	43.0	43.8	44.7	43.9	40.9	41.7
18	43.1	43.9	44.3	42.5	42.5	42.9	42.9
19	42.8	44.5	45.3	43.8	44.3	43.7	45.0
20	44.3	43.4	40.4	42.6	45.7	43.7	41.4
21	43.4	43.6	43.4	41.3	43.3	43.3	43.6
22	45.2	43.0	43.6	41.0	43.5	45.9	44.8
23	40.4	39.3	41.6	39.6	41.9	36.1	39.6
24	40.2	38.2	39.3	44.3	56.2	52.4	41.9
10-12	41.5	41.4	39.3	41.3	39.9	40.4	39.3
14-16	41.2	42.6	43.9	42.6	41.2	41.0	41.3
0-24	42.6	43.0	43.5	42.3	42.4	42.2	42.2

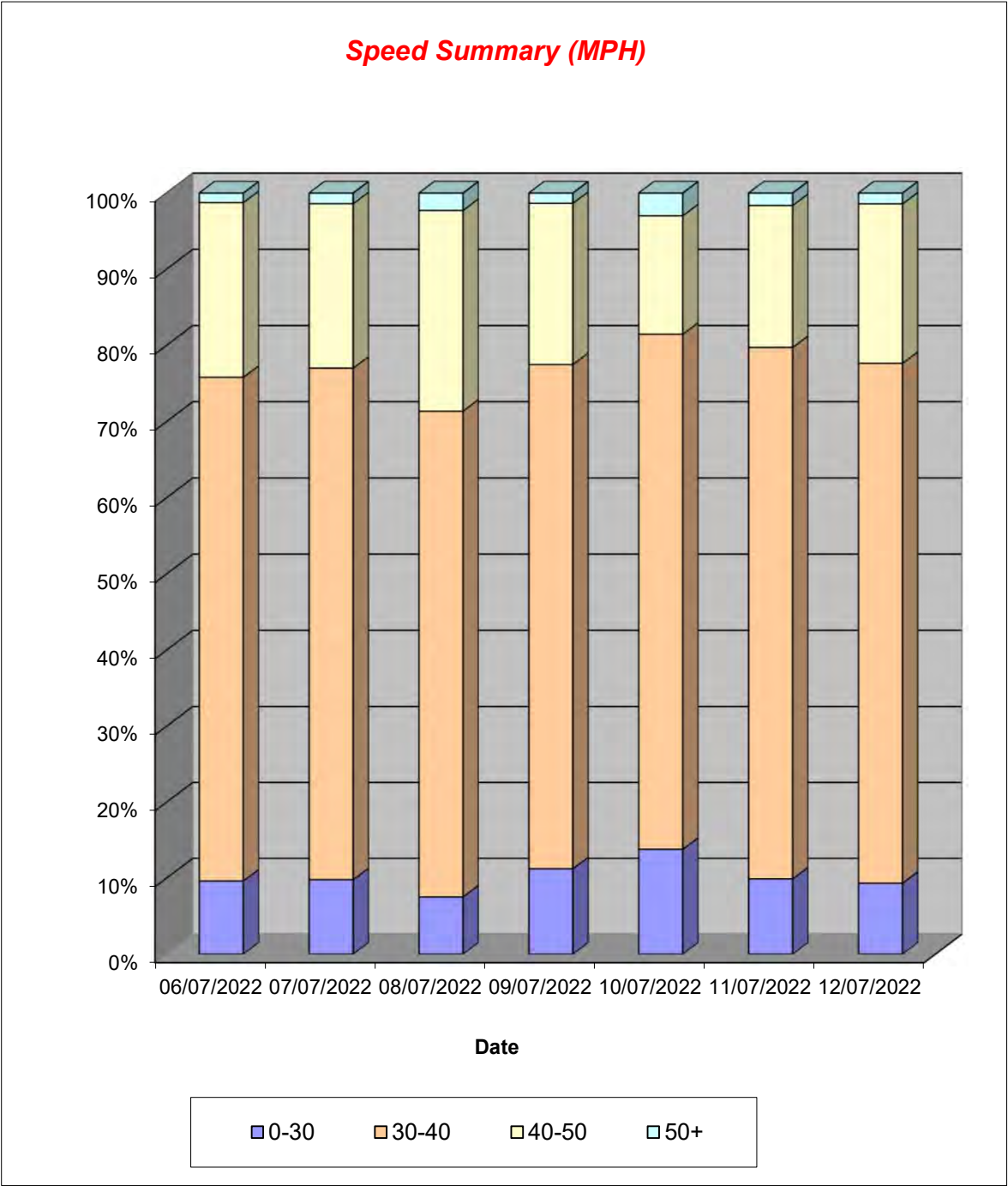
85th %ile (ALL)	42.6
Weekday Inter-Peak	41.8

Kirkburton ATC, Farnley Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southeastbound Speed Summary Week 1

Speed (MPH)	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
0-30	100	105	73	92	88	91	92
30-40	687	720	618	542	431	641	673
40-50	238	231	255	173	99	171	206
50+	13	15	22	11	19	15	14
TOTAL	1038	1071	968	818	637	918	985



Kirkburton ATC, Farnley Road (Northern Site)

Produced by Road Data Services Ltd.

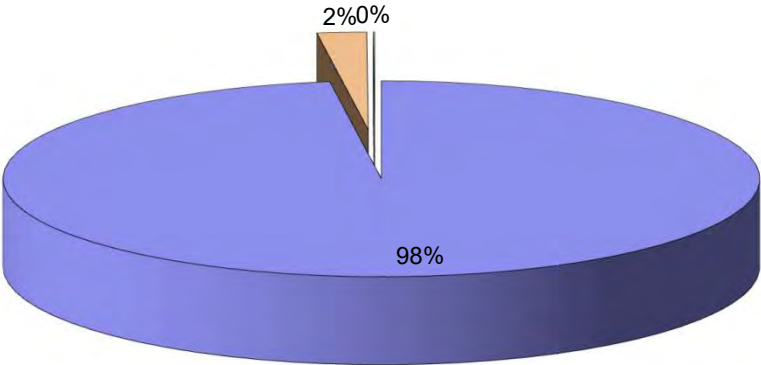
Channel 2 - Southeastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
06/07/2022				
7-19	877	29	0	906
6-22	985	30	0	1015
6-24	999	30	1	1030
0-24	1007	30	1	1038
07/07/2022				
7-19	885	21	0	906
6-22	1027	21	0	1048
6-24	1044	21	0	1065
0-24	1050	21	0	1071
08/07/2022				
7-19	823	19	0	842
6-22	910	21	0	931
6-24	935	21	0	956
0-24	947	21	0	968
09/07/2022				
7-19	666	9	0	675
6-22	760	9	0	769
6-24	794	9	0	803
0-24	809	9	0	818
10/07/2022				
7-19	515	6	1	522
6-22	595	6	1	602
6-24	611	6	1	618
0-24	630	6	1	637
11/07/2022				
7-19	769	22	1	792
6-22	878	23	1	902
6-24	889	23	1	913
0-24	894	23	1	918
12/07/2022				
7-19	775	23	0	798
6-22	925	26	0	951
6-24	948	26	1	975
0-24	958	26	1	985
Average				
7-19	759	18	0	777
6-22	869	19	0	888
6-24	889	19	1	909
0-24	899	19	1	919

Total Vehicle Class Distribution



Kirkburton ATC, Farnley Road (Southern Site)

Produced by Road Data Services Ltd.

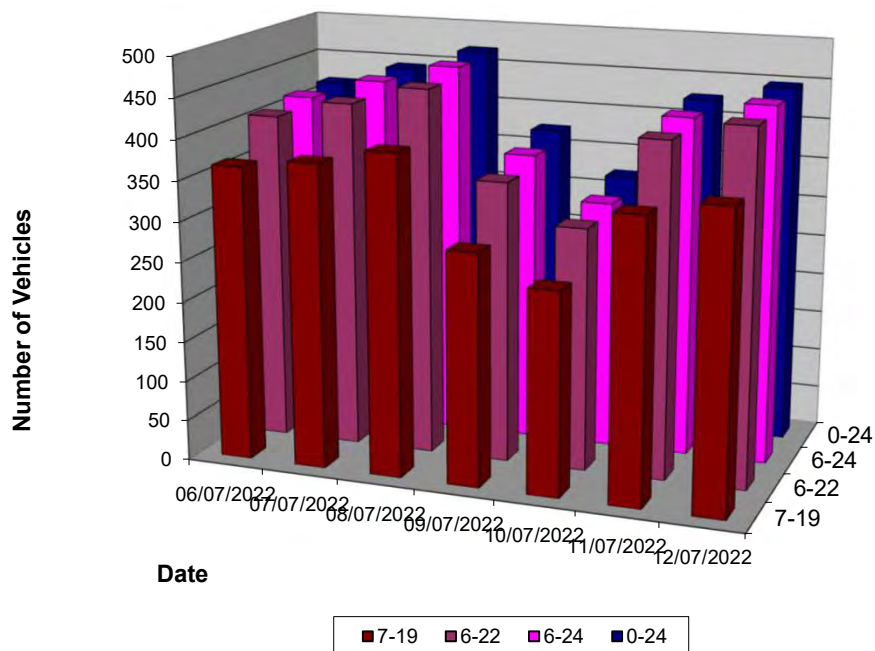
Channel 1 - Northwestbound

Vehicle Flow

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday	Weekday Average	Average
1	0	1	2	5	2	2	1	1	2
2	1	0	0	5	1	0	0	0	1
3	0	0	0	0	2	0	0	0	0
4	0	0	0	1	1	0	0	0	0
5	0	0	0	0	3	1	0	0	1
6	1	0	2	1	3	1	3	1	2
7	11	8	17	3	5	16	10	12	10
8	50	45	31	8	7	31	39	39	30
9	49	48	47	25	17	52	50	49	41
10	32	32	32	31	26	29	37	32	31
11	23	25	25	41	22	23	20	23	26
12	27	19	29	27	20	29	24	26	25
13	18	21	32	20	30	16	20	21	22
14	25	30	34	27	27	15	23	25	26
15	30	22	31	23	28	25	23	26	26
16	34	42	45	21	16	32	25	36	31
17	36	37	31	18	22	29	37	34	30
18	25	30	31	25	19	40	40	33	30
19	17	26	29	21	17	27	28	25	24
20	12	23	16	32	16	22	25	20	21
21	10	13	17	17	20	18	18	15	16
22	10	10	8	10	9	10	18	11	11
23	6	7	6	4	7	7	4	6	6
24	1	4	5	9	1	1	2	3	3
7-19	366	377	397	287	251	348	366	371	342
6-22	409	431	455	349	301	414	437	429	399
6-24	416	442	466	362	309	422	443	438	409
0-24	418	443	470	374	321	426	447	441	414

Vehicle Flow (Channel 1)



Kirkburton ATC, Farnley Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northwestbound

Average Speed

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	-	26.4	25.9	27.4	29.8	26.5	30.5
2	31.4	-	-	30.8	23.4	-	-
3	-	-	-	-	36.5	-	-
4	-	-	-	26.4	22.0	-	-
5	-	-	-	-	17.8	23.8	-
6	30.9	-	29.8	32.0	26.5	21.1	31.6
7	31.3	27.9	28.2	24.2	23.3	27.9	25.1
8	31.4	31.3	31.2	23.0	29.1	29.9	31.6
9	28.1	30.4	29.3	28.0	22.8	29.6	27.6
10	25.5	26.8	28.1	29.9	22.4	26.8	26.0
11	25.8	28.9	27.1	27.9	28.0	28.1	26.8
12	27.9	27.1	26.0	27.6	27.2	26.0	26.2
13	25.8	28.6	23.6	20.2	26.8	27.5	26.1
14	27.8	28.6	26.9	25.3	27.9	26.4	27.5
15	24.8	23.5	27.2	28.6	27.4	27.6	27.0
16	28.2	31.4	29.0	28.9	30.5	29.1	28.8
17	28.8	27.1	28.3	30.8	31.2	29.0	27.5
18	29.1	26.9	32.4	27.1	24.0	27.7	30.9
19	32.1	26.7	26.7	29.9	24.2	26.9	28.0
20	30.0	28.2	27.5	29.5	31.2	27.6	23.9
21	24.6	25.7	26.1	29.8	30.2	26.6	26.1
22	24.1	26.8	27.9	30.4	26.9	27.6	25.0
23	28.6	26.3	32.3	22.8	27.3	30.4	34.7
24	48.3	38.2	31.8	25.8	20.5	44.4	22.2
10-12	26.9	28.1	26.5	27.8	27.6	26.9	26.5
14-16	26.6	28.7	28.3	28.8	28.5	28.4	27.9
0-24	28.1	28.4	28.1	27.9	27.1	28.0	27.6

Average (ALL)	27.9
Weekday Inter-Peak	27.5

Channel 1 - Northwestbound

85th Percentile

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	-	-	28.0	33.6	34.1	27.6	-
2	-	-	-	38.2	-	-	-
3	-	-	-	-	43.8	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	28.5	-	-
6	-	-	32.8	-	34.4	-	36.0
7	37.9	32.7	39.2	30.4	31.0	34.1	33.7
8	35.9	36.8	38.2	34.2	42.7	36.3	37.1
9	35.9	37.0	36.0	35.7	31.2	36.8	34.3
10	33.6	31.8	34.4	37.3	30.3	32.4	34.8
11	32.5	36.5	33.8	35.2	34.6	34.7	32.2
12	36.0	32.5	33.2	35.4	37.6	32.3	34.2
13	33.8	38.0	33.6	29.6	33.6	34.5	32.7
14	34.9	37.5	33.6	33.3	36.3	34.1	35.3
15	33.8	31.3	35.4	34.4	35.0	34.3	35.8
16	36.8	38.3	36.3	35.3	37.7	34.7	36.3
17	35.2	34.5	34.7	41.4	36.2	34.5	33.7
18	35.1	36.7	40.9	32.1	33.3	34.9	38.9
19	38.5	34.1	35.7	35.4	33.8	33.3	33.6
20	39.5	36.2	36.3	38.2	42.0	36.7	32.5
21	30.5	34.1	33.1	34.0	36.3	34.6	33.0
22	29.9	31.7	36.3	39.1	32.0	33.9	30.0
23	35.6	30.7	39.9	34.0	33.1	42.7	43.1
24	-	45.4	39.7	32.1	-	-	25.7
10-12	34.4	34.9	33.5	35.3	36.2	33.4	33.4
14-16	35.6	36.9	36.0	34.9	36.1	34.6	36.1
0-24	35.8	36.0	36.1	35.9	35.7	35.0	35.1

85th %ile (ALL)	35.7
Weekday Inter-Peak	35.1

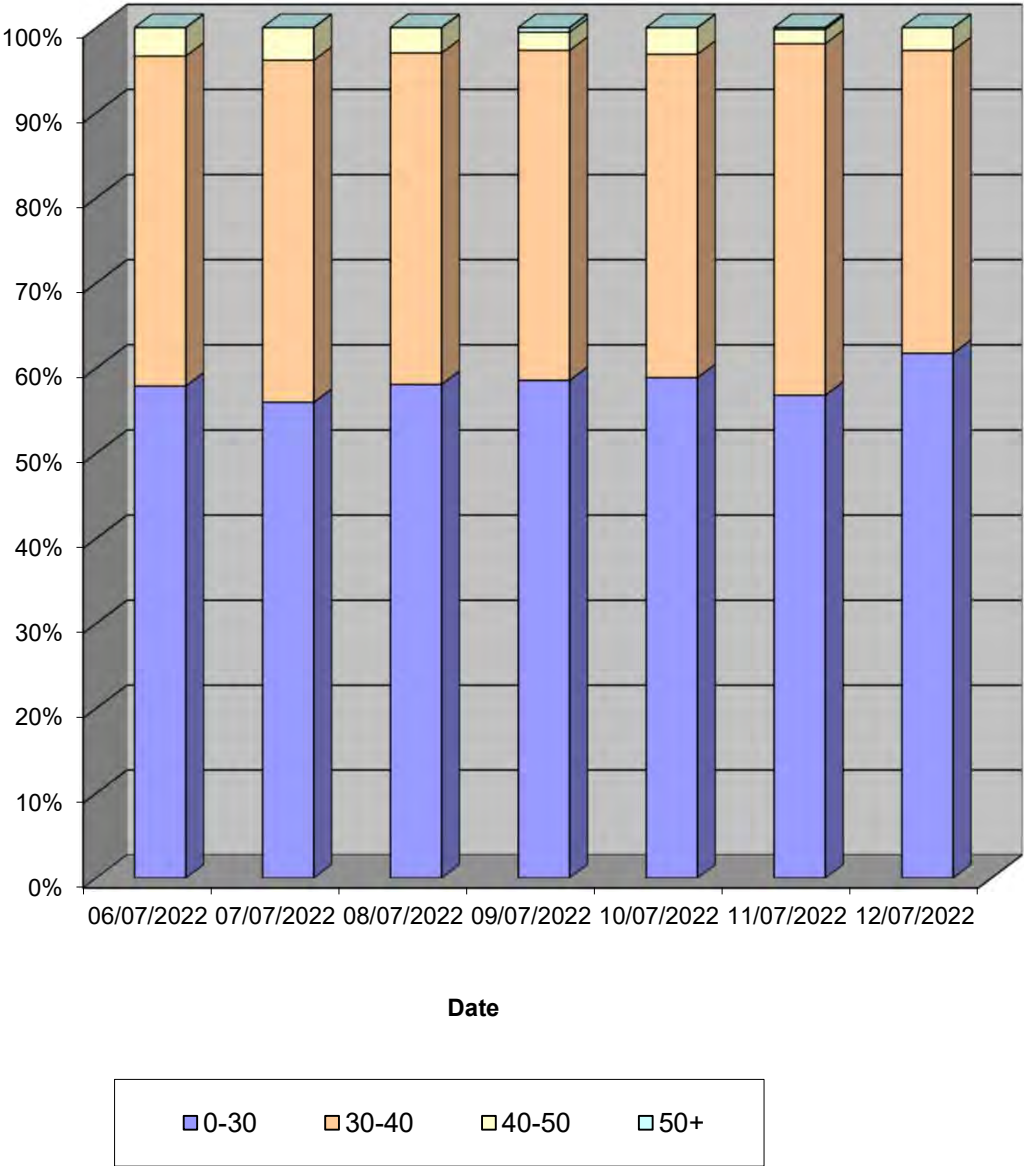
Kirkburton ATC, Farnley Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northwestbound Speed Summary Week 1

Speed (MPH)	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
0-30	242	248	273	219	189	242	276
30-40	162	178	183	145	122	176	159
40-50	14	17	14	8	10	7	12
50+	0	0	0	2	0	1	0
TOTAL	418	443	470	374	321	426	447

Speed Summary (MPH)



Kirkburton ATC, Farnley Road (Southern Site)

Produced by Road Data Services Ltd.

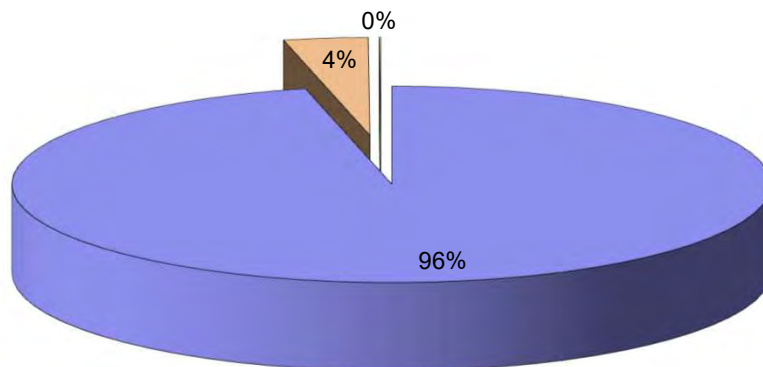
Channel 1 - Northwestbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
06/07/2022				
7-19	342	24	0	366
6-22	382	27	0	409
6-24	389	27	0	416
0-24	391	27	0	418
07/07/2022				
7-19	360	17	0	377
6-22	412	19	0	431
6-24	423	19	0	442
0-24	424	19	0	443
08/07/2022				
7-19	379	18	0	397
6-22	437	18	0	455
6-24	448	18	0	466
0-24	452	18	0	470
09/07/2022				
7-19	282	5	0	287
6-22	344	5	0	349
6-24	356	6	0	362
0-24	368	6	0	374
10/07/2022				
7-19	249	1	1	251
6-22	299	1	1	301
6-24	307	1	1	309
0-24	319	1	1	321
11/07/2022				
7-19	335	13	0	348
6-22	400	14	0	414
6-24	408	14	0	422
0-24	412	14	0	426
12/07/2022				
7-19	348	17	1	366
6-22	417	19	1	437
6-24	423	19	1	443
0-24	427	19	1	447
Average				
7-19	328	14	0	342
6-22	384	15	0	399
6-24	393	15	0	409
0-24	399	15	0	414

Total Vehicle Class Distribution



Kirkburton ATC, Farnley Road (Southern Site)

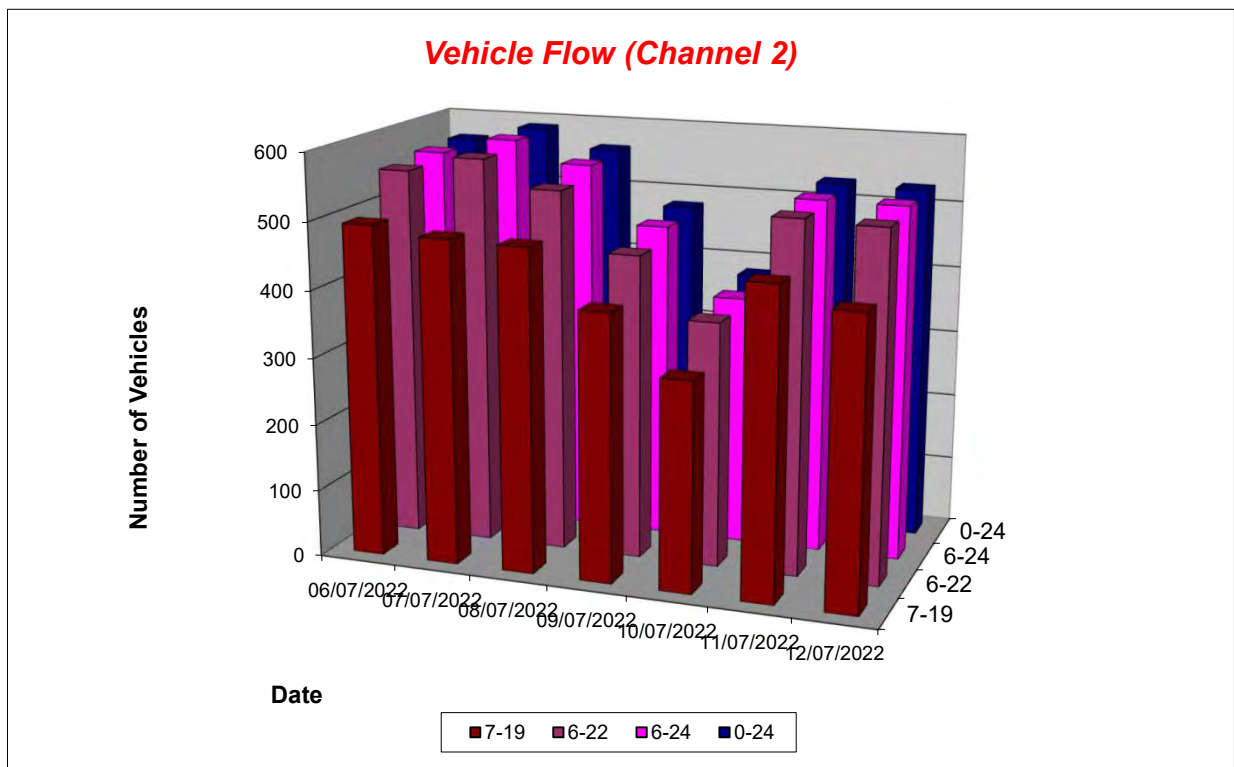
Produced by Road Data Services Ltd.

Channel 2 - Southeastbound

Vehicle Flow

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday	Weekday Average	Average
1	0	0	3	3	2	3	1	1	2
2	1	0	0	1	2	0	0	0	1
3	2	0	0	2	1	0	0	0	1
4	0	1	0	1	0	0	1	0	0
5	0	0	0	0	2	0	0	0	0
6	0	0	2	1	2	1	1	1	1
7	4	4	7	3	3	6	7	6	5
8	26	21	17	9	5	30	21	23	18
9	36	33	38	16	18	40	36	37	31
10	29	27	22	36	18	26	22	25	26
11	28	32	26	33	23	32	18	27	27
12	22	29	27	45	32	25	27	26	30
13	33	22	24	42	39	26	32	27	31
14	36	33	28	58	46	28	25	30	36
15	35	37	34	37	30	28	28	32	33
16	55	56	69	27	34	58	53	58	50
17	69	58	84	27	31	59	64	67	56
18	78	90	67	36	20	67	67	74	61
19	47	44	43	30	14	36	33	41	35
20	28	40	25	26	22	27	38	32	29
21	14	26	18	17	20	17	25	20	20
22	13	25	9	10	9	16	21	17	15
23	8	7	13	12	4	3	4	7	7
24	1	3	5	7	4	2	4	3	4
7-19	494	482	479	396	310	455	426	467	435
6-22	553	577	538	452	364	521	517	541	503
6-24	562	587	556	471	372	526	525	551	514
0-24	565	588	561	479	381	530	528	554	519



Kirkburton ATC, Farnley Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southeastbound

Average Speed

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	-	-	33.2	20.5	29.6	35.8	17.8
2	25.5	-	-	42.9	31.0	-	-
3	47.5	-	-	25.2	44.7	-	-
4	-	26.2	-	30.4	-	-	26.0
5	-	-	-	-	24.5	-	-
6	-	-	20.6	22.6	32.0	24.0	24.2
7	33.6	26.7	29.2	25.7	23.0	25.9	30.6
8	30.6	29.6	31.7	28.9	34.3	29.5	33.7
9	30.8	30.5	31.4	27.8	24.5	29.9	27.9
10	31.1	25.5	26.5	28.6	26.8	25.0	29.7
11	28.4	27.9	26.7	27.3	29.0	29.6	28.2
12	32.2	31.4	30.7	32.8	31.7	28.3	28.6
13	30.9	30.2	29.9	30.7	30.7	29.6	29.6
14	29.5	28.6	32.4	29.6	35.0	32.1	26.9
15	28.9	30.1	29.8	31.7	31.5	30.5	29.9
16	31.5	33.5	34.2	30.4	30.0	33.1	30.9
17	33.2	34.3	34.9	28.4	32.3	32.0	32.0
18	34.1	35.4	35.3	30.8	30.2	32.1	33.0
19	29.9	34.9	35.2	35.4	34.5	31.1	32.5
20	28.5	31.2	31.2	32.9	32.0	26.5	30.2
21	28.0	26.1	28.2	29.7	29.3	33.7	31.5
22	28.3	31.2	24.0	29.0	31.4	30.6	29.1
23	28.6	29.3	32.0	27.9	25.7	32.6	33.0
24	30.9	25.0	27.2	27.5	19.8	32.1	24.6
10-12	30.1	29.6	28.7	30.5	30.6	29.0	28.4
14-16	30.5	32.2	32.8	31.2	30.7	32.3	30.5
0-24	31.1	31.6	32.2	30.3	30.8	30.6	30.5

Average (ALL)	31.0
Weekday Inter-Peak	30.8
85th Percentile	

Channel 2 - Southeastbound

85th Percentile

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	-	-	37.4	26.2	39.1	42.0	-
2	-	-	-	-	41.6	-	-
3	55.0	-	-	35.8	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	35.5	-	-
6	-	-	20.9	-	42.4	-	-
7	46.3	34.3	40.7	27.9	38.8	37.7	40.7
8	39.5	38.1	41.9	38.4	43.7	39.0	42.2
9	41.2	40.1	41.3	36.6	32.9	38.8	36.0
10	40.0	34.3	35.9	37.5	33.5	34.4	37.9
11	38.2	37.2	34.6	36.0	38.5	39.6	37.4
12	40.4	40.1	39.1	42.4	39.5	37.6	35.6
13	38.7	38.8	39.0	37.5	37.9	38.5	38.7
14	38.2	39.6	40.4	38.8	43.6	39.7	35.6
15	38.9	39.0	37.2	39.0	40.1	37.3	36.8
16	39.7	41.4	42.8	40.2	39.0	42.1	38.4
17	41.8	41.2	42.5	37.9	41.6	40.9	39.7
18	42.1	42.9	43.4	39.1	40.1	41.1	41.5
19	38.9	44.3	45.7	43.0	43.7	41.1	40.4
20	36.7	40.9	39.4	40.6	43.1	36.1	38.7
21	36.3	36.0	39.4	39.3	39.3	41.2	39.4
22	39.1	38.4	30.2	36.6	36.7	40.8	38.4
23	36.9	34.8	38.4	35.1	32.0	39.4	40.8
24	-	30.8	33.6	33.7	22.2	44.1	34.6
10-12	39.4	38.8	37.2	40.1	39.3	38.7	36.4
14-16	39.5	40.7	41.3	39.7	39.6	40.7	37.8
0-24	40.2	40.8	41.4	39.2	40.1	39.9	38.9

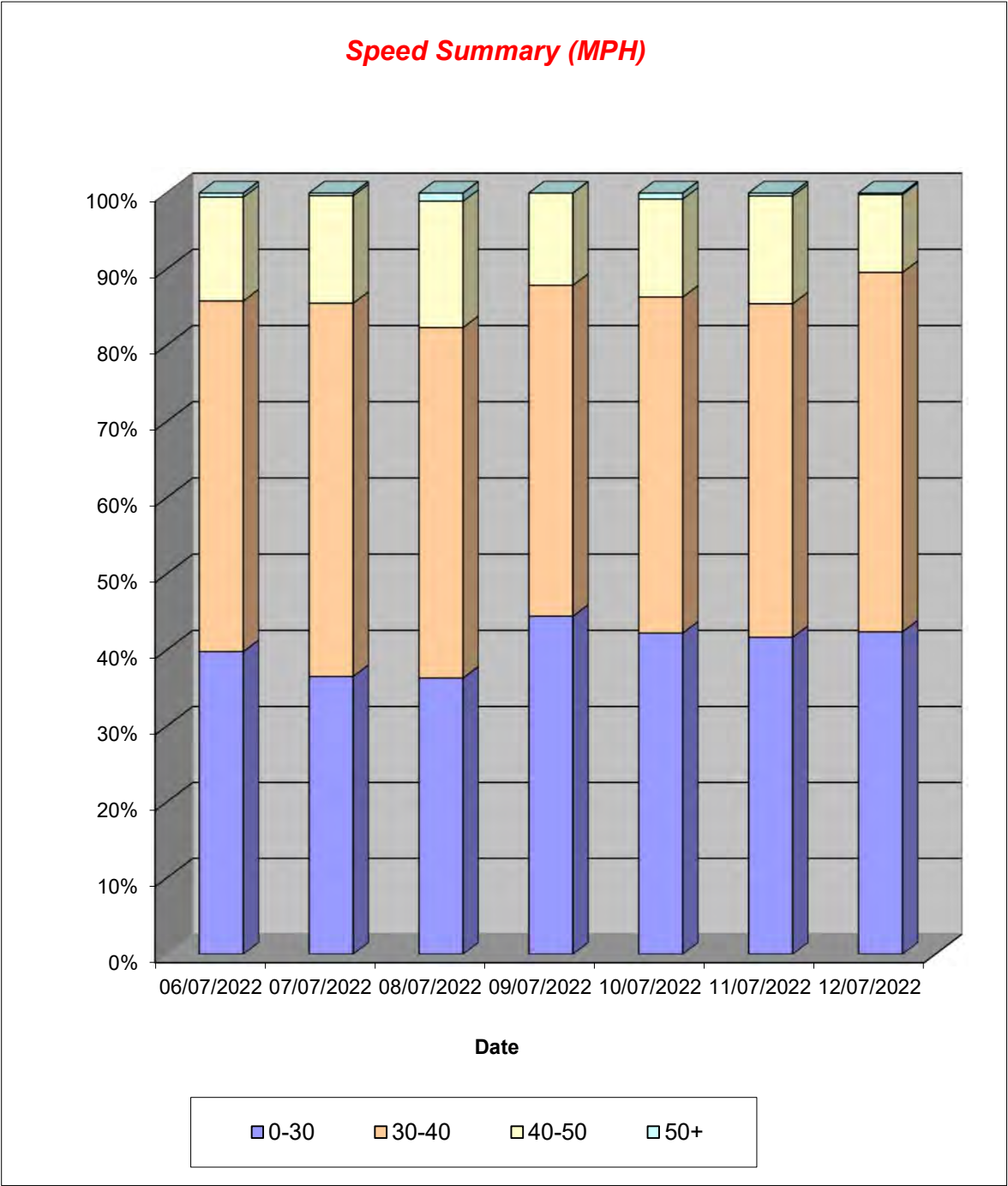
85th %ile (ALL)	40.1
Weekday Inter-Peak	39.6

Kirkburton ATC, Farnley Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southeastbound Speed Summary Week 1

Speed (MPH)	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
0-30	225	215	204	213	161	221	224
30-40	260	288	258	208	168	232	249
40-50	77	83	93	58	49	75	54
50+	3	2	6	0	3	2	1
TOTAL	565	588	561	479	381	530	528



Kirkburton ATC, Farnley Road (Southern Site)

Produced by Road Data Services Ltd.

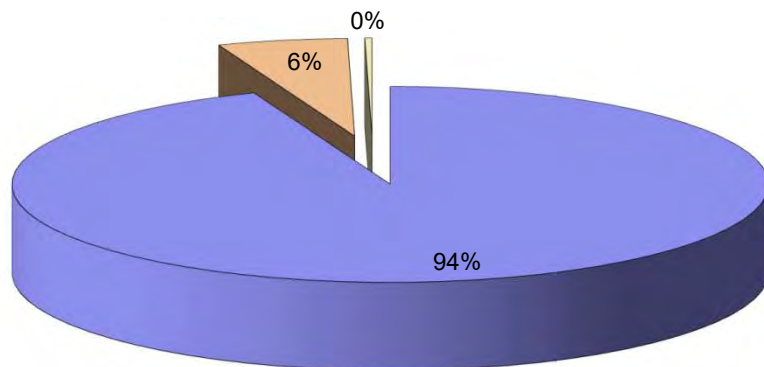
Channel 2 - Southeastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
06/07/2022				
7-19	451	41	2	494
6-22	509	42	2	553
6-24	517	42	3	562
0-24	520	42	3	565
07/07/2022				
7-19	446	34	2	482
6-22	539	36	2	577
6-24	549	36	2	587
0-24	550	36	2	588
08/07/2022				
7-19	451	28	0	479
6-22	506	31	1	538
6-24	524	31	1	556
0-24	529	31	1	561
09/07/2022				
7-19	377	18	1	396
6-22	432	19	1	452
6-24	451	19	1	471
0-24	459	19	1	479
10/07/2022				
7-19	300	9	1	310
6-22	352	11	1	364
6-24	360	11	1	372
0-24	369	11	1	381
11/07/2022				
7-19	423	29	3	455
6-22	486	32	3	521
6-24	491	32	3	526
0-24	495	32	3	530
12/07/2022				
7-19	399	27	0	426
6-22	486	31	0	517
6-24	494	31	0	525
0-24	497	31	0	528
Average				
7-19	407	27	1	435
6-22	473	29	1	503
6-24	484	29	2	514
0-24	488	29	2	519

Total Vehicle Class Distribution



Kirkburton ATC, Storthes Hall Road

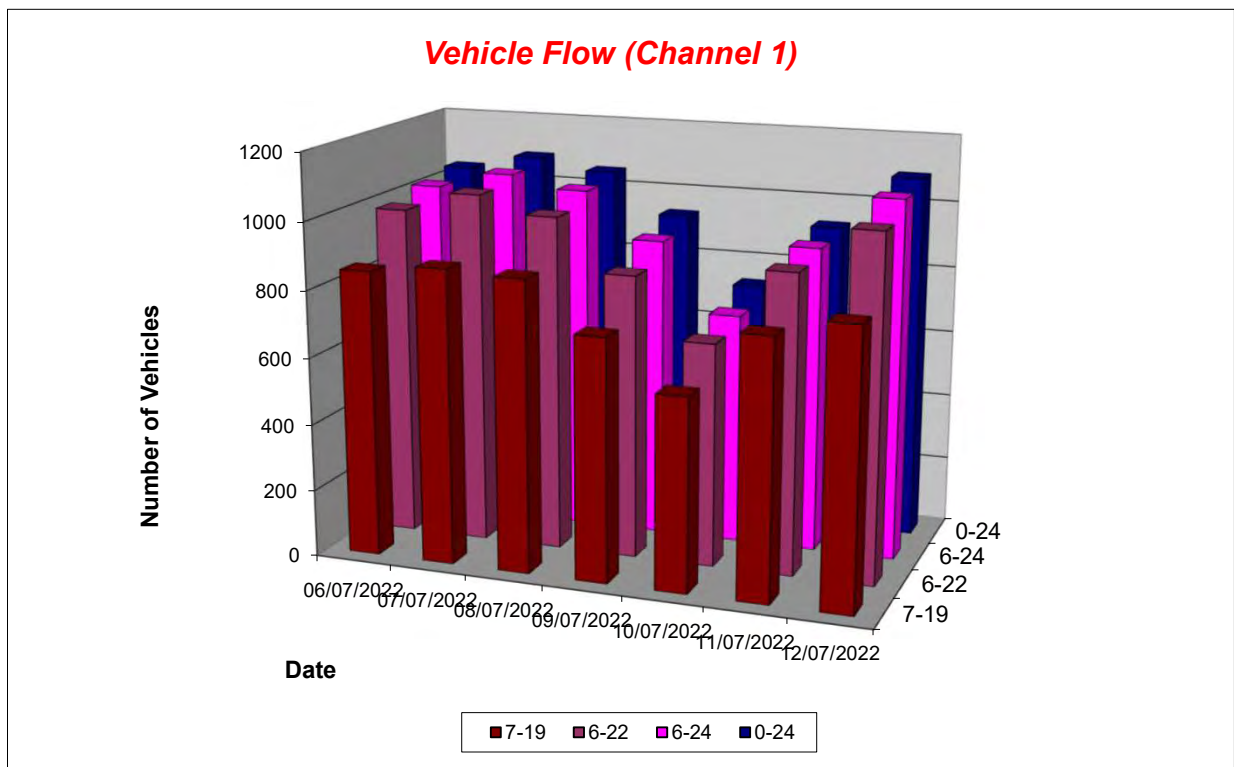
Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Vehicle Flow

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday	Weekday Average	Average
1	8	3	5	13	20	4	3	5	8
2	4	0	1	3	5	3	3	2	3
3	2	1	1	4	5	1	3	2	2
4	0	1	1	5	0	1	2	1	1
5	3	3	1	5	5	1	1	2	3
6	4	8	9	3	3	5	8	7	6
7	26	20	15	6	5	23	22	21	17
8	66	66	74	11	9	55	65	65	49
9	101	92	78	39	21	95	102	94	75
10	56	54	58	62	54	50	53	54	55
11	54	44	45	84	69	40	53	47	56
12	45	65	45	75	62	66	47	54	58
13	53	45	39	70	53	36	46	44	49
14	66	58	72	80	68	48	49	59	63
15	54	61	76	76	57	62	55	62	63
16	87	101	96	60	47	84	77	89	79
17	99	94	115	49	52	75	90	95	82
18	115	105	103	65	48	91	102	103	90
19	57	93	67	51	35	65	80	72	64
20	42	55	47	48	25	41	79	53	48
21	45	64	39	40	38	39	51	48	45
22	23	32	30	29	23	21	53	32	30
23	24	17	22	29	22	15	38	23	24
24	7	4	14	25	4	6	8	8	10
7-19	853	878	868	722	575	767	819	837	783
6-22	989	1049	999	845	666	891	1024	990	923
6-24	1020	1070	1035	899	692	912	1070	1021	957
0-24	1041	1086	1053	932	730	927	1090	1039	980



Kirkburton ATC, Storthes Hall Road

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Average Speed

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	29.8	23.7	24.2	32.4	30.7	32.4	30.5
2	30.2	-	22.1	42.1	30.7	24.9	20.1
3	30.8	28.3	28.1	27.5	32.3	21.5	26.8
4	-	26.4	40.5	27.1	-	39.1	38.7
5	31.1	33.3	27.6	30.0	31.4	39.3	27.8
6	32.5	32.8	35.3	30.3	25.9	35.0	36.0
7	33.4	32.1	29.7	31.1	31.0	31.6	33.0
8	34.3	33.5	33.7	26.7	28.2	31.8	32.0
9	33.5	32.9	32.8	31.5	29.9	31.3	31.7
10	32.3	30.8	30.5	31.2	30.2	29.7	30.4
11	30.2	30.5	27.8	29.0	29.2	29.9	29.6
12	33.0	29.2	29.9	29.9	30.8	30.2	30.9
13	31.4	30.6	29.1	30.4	29.3	28.7	32.6
14	32.0	29.6	29.1	29.5	30.3	30.0	31.9
15	31.2	31.2	31.5	28.7	29.2	32.2	31.5
16	31.7	31.3	32.2	29.3	30.5	31.7	31.7
17	32.5	32.6	32.5	29.7	29.0	32.5	31.3
18	32.3	33.2	33.0	29.9	31.5	32.6	33.0
19	30.6	32.3	31.3	29.3	29.3	31.8	33.9
20	32.4	30.3	30.8	31.3	29.6	33.7	30.1
21	31.5	31.4	31.7	30.1	31.9	31.1	30.6
22	32.3	32.7	29.6	30.0	33.0	32.2	31.9
23	32.6	29.7	32.5	28.7	30.7	26.4	29.2
24	27.9	25.7	31.4	29.2	27.6	28.3	29.6
10-12	31.5	29.7	28.9	29.4	29.9	30.1	30.2
14-16	31.5	31.3	31.9	29.0	29.8	31.9	31.6
0-24	32.2	31.6	31.4	29.8	30.1	31.3	31.6

Average (ALL)	31.2
Weekday Inter-Peak	31.0
85th Percentile	

Channel 1 - Northeastbound

85th Percentile

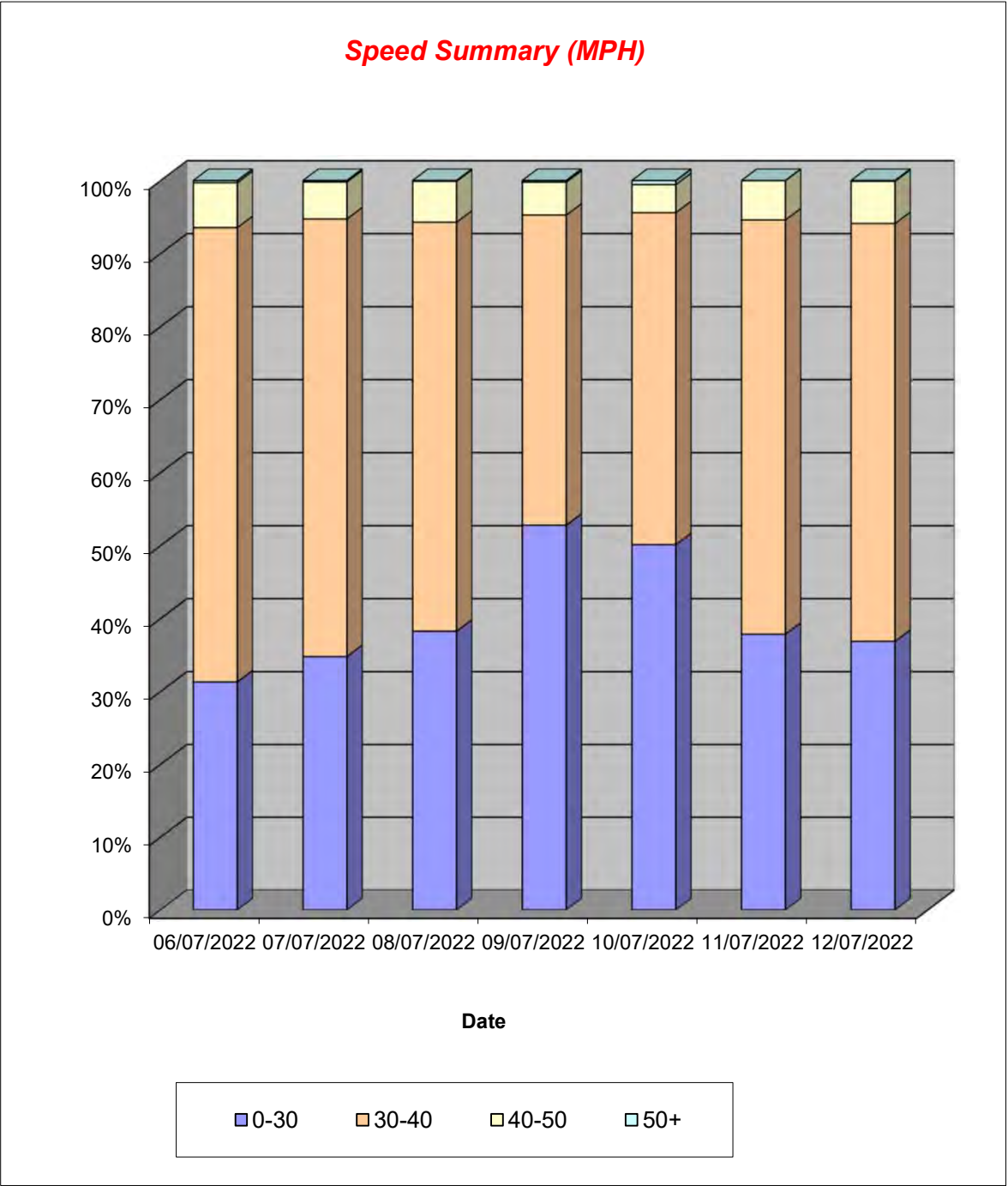
Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	33.9	27.1	27.2	36.3	35.9	41.5	32.4
2	34.9	-	-	50.5	35.4	27.3	29.1
3	33.5	-	-	30.2	35.4	-	32.0
4	-	-	-	29.4	-	-	42.7
5	33.3	36.4	-	37.5	36.6	-	-
6	36.4	38.2	42.2	33.0	27.1	38.7	43.3
7	39.3	36.5	34.3	40.8	37.6	37.6	40.0
8	40.8	39.1	39.1	32.6	36.0	37.3	37.9
9	39.0	38.6	40.0	37.7	36.1	38.1	37.2
10	38.0	36.5	36.1	36.5	35.6	35.8	36.3
11	36.6	37.2	33.2	33.9	33.7	36.4	36.1
12	38.8	34.6	34.0	35.7	35.4	36.7	36.2
13	36.9	36.5	34.9	36.4	35.3	34.3	38.4
14	37.2	36.7	34.1	34.5	35.7	36.6	38.4
15	37.4	37.1	37.1	34.4	34.9	38.4	36.9
16	36.6	36.3	37.6	35.4	38.7	37.2	37.3
17	38.8	39.4	38.3	36.6	35.3	37.6	37.1
18	39.1	38.4	39.8	37.9	37.8	39.2	38.4
19	36.4	37.6	36.7	35.5	36.0	36.6	39.7
20	38.5	35.9	37.5	37.0	36.1	39.6	35.5
21	37.7	38.3	37.9	36.2	39.5	36.9	35.7
22	37.4	39.3	35.4	38.0	41.4	37.5	39.6
23	39.3	34.9	38.7	35.2	38.8	31.8	34.8
24	35.7	29.8	37.7	35.1	33.6	32.4	38.2
10-12	37.8	35.7	33.8	34.8	34.5	36.6	36.2
14-16	37.0	36.7	37.4	34.9	36.8	37.7	37.1
0-24	38.3	37.6	37.5	36.0	36.3	37.4	37.7

85th %ile (ALL)	37.4
Weekday Inter-Peak	36.8

Kirkburton ATC, Storthes Hall Road

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound				Speed Summary			Week 1
Speed (MPH)	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
0-30	326	378	403	492	366	351	402
30-40	648	651	590	396	332	526	624
40-50	64	55	59	42	28	50	63
50+	3	2	1	2	4	0	1
TOTAL	1041	1086	1053	932	730	927	1090



Kirkburton ATC, Storthes Hall Road

Produced by Road Data Services Ltd.

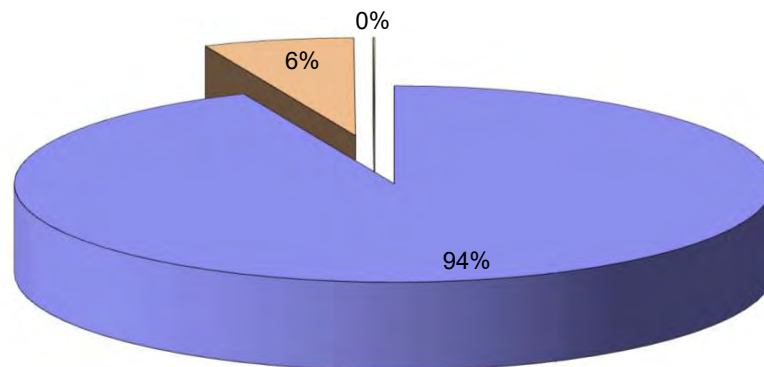
Channel 1 - Northeastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
06/07/2022				
7-19	776	77	0	853
6-22	903	86	0	989
6-24	932	88	0	1020
0-24	953	88	0	1041
07/07/2022				
7-19	815	61	2	878
6-22	977	70	2	1049
6-24	996	72	2	1070
0-24	1012	72	2	1086
08/07/2022				
7-19	802	65	1	868
6-22	928	70	1	999
6-24	962	72	1	1035
0-24	980	72	1	1053
09/07/2022				
7-19	689	32	1	722
6-22	808	36	1	845
6-24	859	39	1	899
0-24	892	39	1	932
10/07/2022				
7-19	554	21	0	575
6-22	642	24	0	666
6-24	665	27	0	692
0-24	703	27	0	730
11/07/2022				
7-19	705	62	0	767
6-22	824	67	0	891
6-24	843	69	0	912
0-24	858	69	0	927
12/07/2022				
7-19	756	62	1	819
6-22	953	70	1	1024
6-24	997	72	1	1070
0-24	1016	73	1	1090
Average				
7-19	728	54	1	783
6-22	862	60	1	923
6-24	893	63	1	957
0-24	916	63	1	980

Total Vehicle Class Distribution



Kirkburton ATC, Storthes Hall Road

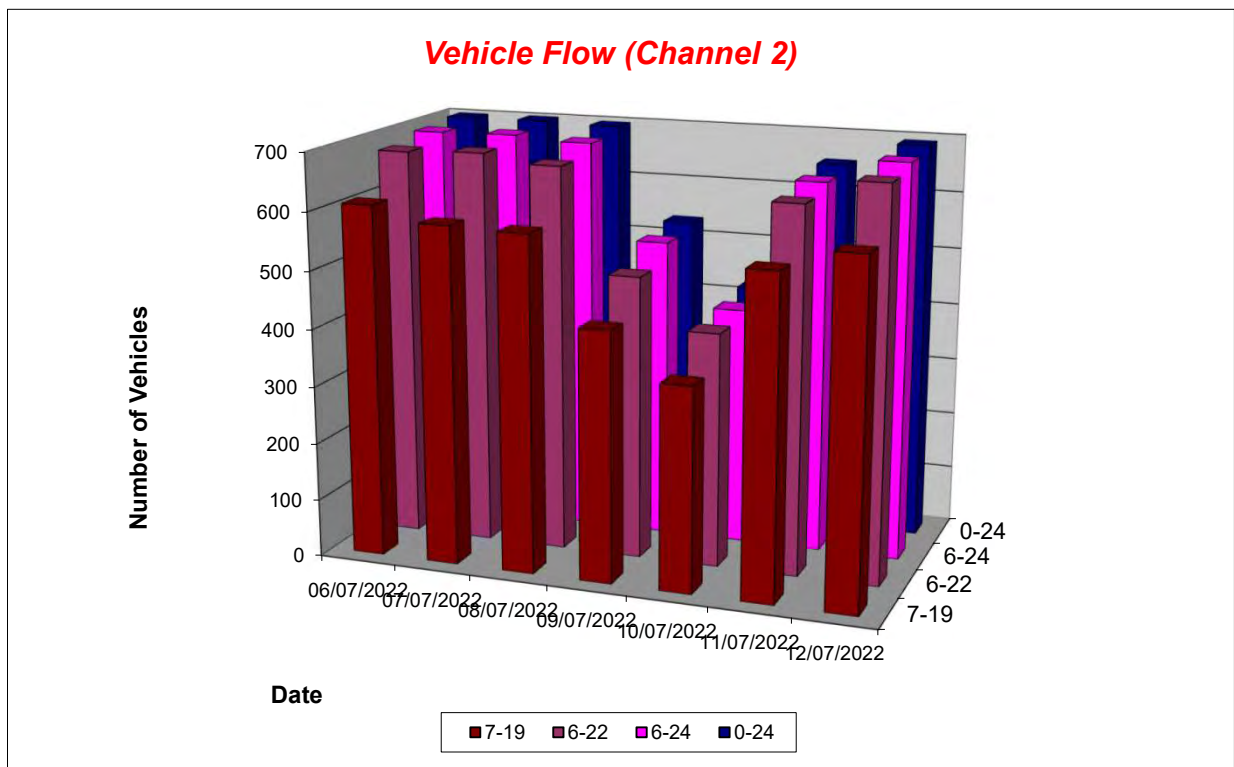
Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Vehicle Flow

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday	Weekday Average	Average
1	1	0	3	4	3	0	0	1	2
2	0	0	1	1	1	1	0	0	1
3	0	0	0	2	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0
5	2	2	1	1	2	2	2	2	2
6	3	4	5	2	2	4	5	4	4
7	10	10	12	3	3	15	8	11	9
8	55	49	47	10	3	49	41	48	36
9	76	78	77	28	16	78	83	78	62
10	33	38	52	39	21	48	31	40	37
11	38	40	36	38	30	36	26	35	35
12	24	29	36	42	37	25	28	28	32
13	43	37	43	41	46	42	38	41	41
14	34	43	39	42	37	28	38	36	37
15	48	49	39	48	37	38	39	43	43
16	91	43	60	42	35	36	59	58	52
17	64	58	66	45	41	76	64	66	59
18	64	84	51	32	33	56	88	69	58
19	40	37	35	25	17	39	53	41	35
20	26	42	39	33	26	32	34	35	33
21	17	26	19	15	19	19	25	21	20
22	15	20	18	8	5	15	19	17	14
23	10	9	11	19	3	8	8	9	10
24	4	2	7	12	5	4	3	4	5
7-19	610	585	581	432	353	551	588	583	529
6-22	678	683	669	491	406	632	674	667	605
6-24	692	694	687	522	414	644	685	680	620
0-24	699	700	697	532	422	651	692	688	628



Kirkburton ATC, Storthes Hall Road

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Average Speed

Week 1

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	27.7	-	44.8	34.8	34.6	-	-
2	-	-	30.5	30.9	28.3	34.4	-
3	-	-	-	29.1	-	-	-
4	34.4	-	-	-	-	-	-
5	43.7	32.2	38.9	36.3	30.8	40.3	28.2
6	36.4	36.1	39.8	30.5	37.9	37.5	35.6
7	35.8	36.0	36.0	33.6	33.8	35.7	34.3
8	35.1	35.0	34.8	34.3	32.0	34.3	34.9
9	35.6	35.0	34.5	34.7	32.8	34.4	34.5
10	34.0	32.3	31.1	32.9	30.4	33.9	32.7
11	31.0	32.4	31.1	33.0	31.5	31.7	29.5
12	34.6	34.1	32.9	32.0	31.3	30.5	35.0
13	32.6	33.3	31.9	33.9	32.1	32.3	34.5
14	33.5	32.8	33.3	32.2	32.8	31.6	31.6
15	32.8	30.2	32.7	32.0	32.0	32.9	32.5
16	33.5	33.2	34.3	30.4	31.9	34.3	32.3
17	33.4	33.8	34.0	31.8	32.1	34.8	35.0
18	33.8	33.8	34.9	32.1	32.7	34.5	33.3
19	34.9	33.0	33.4	33.7	31.7	36.2	33.1
20	32.4	34.3	33.9	31.6	32.1	33.3	33.4
21	35.0	34.2	33.0	33.8	32.8	34.4	33.6
22	32.7	33.8	33.2	31.0	34.6	32.2	32.3
23	32.8	32.0	34.5	30.4	32.4	29.9	32.8
24	36.7	36.0	31.5	34.0	37.1	33.7	31.8
10-12	32.4	33.1	32.0	32.5	31.3	31.2	32.3
14-16	33.2	31.6	33.7	31.2	31.9	33.6	32.4
0-24	33.8	33.5	33.6	32.4	32.1	33.8	33.4

Average (ALL)	33.3
Weekday Inter-Peak	32.6

Channel 2 - Southwestbound

85th Percentile

Hr Ending	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
1	-	-	60.0	39.3	38.3	-	-
2	-	-	-	-	-	-	-
3	-	-	-	30.4	-	-	-
4	-	-	-	-	-	-	-
5	48.1	38.2	-	-	32.1	50.7	30.5
6	40.8	40.2	43.9	34.5	41.7	41.5	40.8
7	40.7	41.3	41.4	35.7	37.4	39.9	39.4
8	41.6	40.3	40.0	38.1	33.6	39.4	40.4
9	41.4	40.5	39.6	41.3	36.5	40.4	40.0
10	38.7	37.2	35.6	38.1	36.0	38.7	37.5
11	37.8	37.5	37.6	40.5	36.0	36.3	37.7
12	40.6	40.2	38.9	38.8	36.8	35.8	40.9
13	38.5	37.5	38.2	40.1	37.3	36.7	38.1
14	39.4	37.9	39.7	37.6	39.4	36.6	36.6
15	39.3	35.2	36.9	36.6	38.1	38.8	37.6
16	39.7	37.8	41.7	38.1	35.9	39.8	37.0
17	39.0	38.6	39.4	37.3	37.2	40.7	39.8
18	40.1	39.3	42.5	37.2	36.8	40.0	38.2
19	40.7	38.1	38.4	39.9	36.9	41.5	38.4
20	37.3	39.4	41.2	36.7	38.3	38.6	39.3
21	40.4	42.7	38.8	39.7	38.0	39.2	38.6
22	37.1	39.0	40.3	35.5	40.5	36.9	38.8
23	36.2	37.2	41.8	35.0	38.0	33.5	37.9
24	43.2	41.6	35.6	41.5	42.6	37.6	37.0
10-12	39.1	38.7	38.3	39.7	36.4	36.1	39.9
14-16	39.5	36.7	40.1	37.5	37.1	39.3	37.3
0-24	39.9	39.0	39.9	38.5	37.4	39.3	38.9

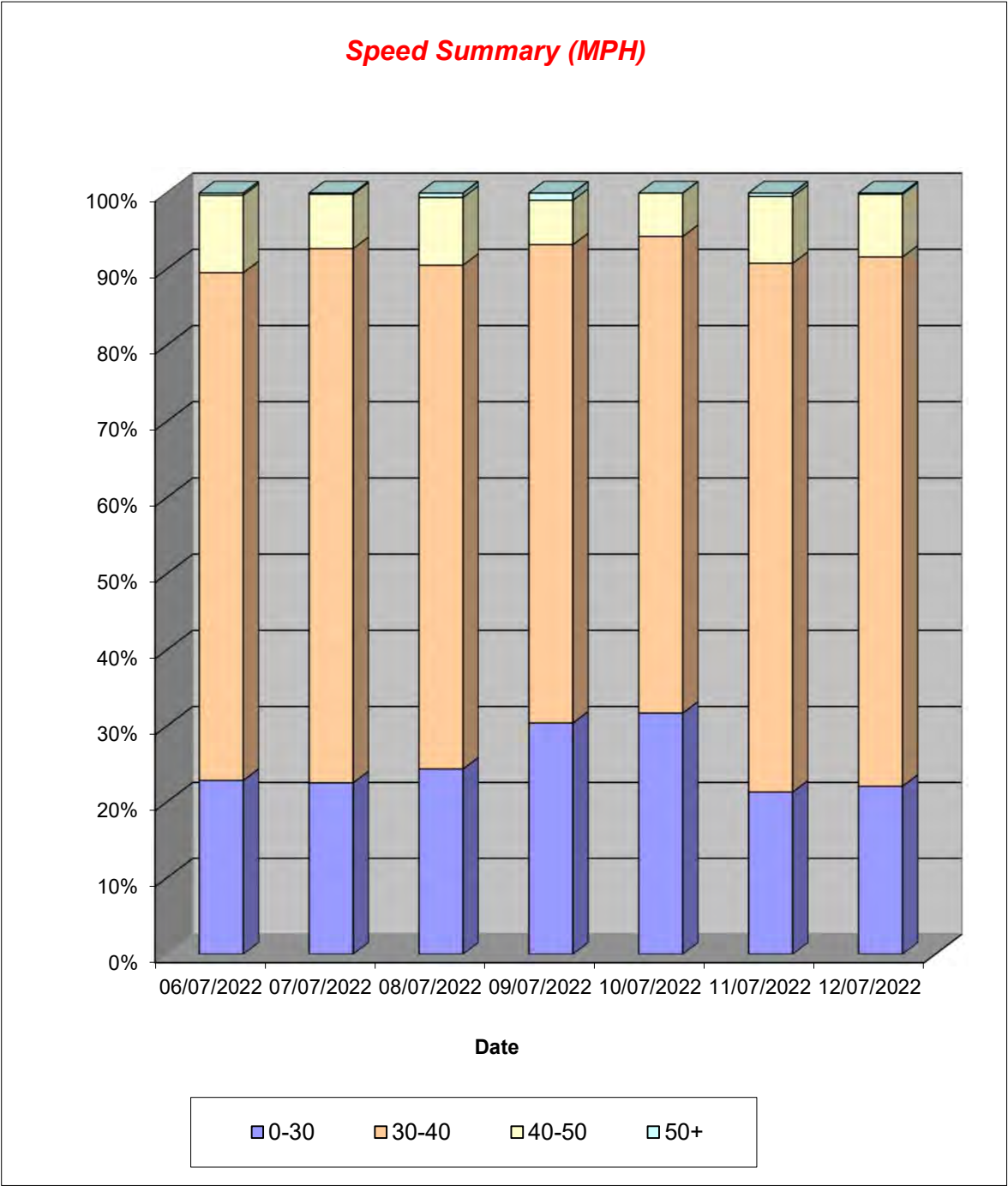
85th %ile (ALL)	39.1
Weekday Inter-Peak	38.6

Kirkburton ATC, Storthes Hall Road

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound Speed Summary Week 1

Speed (MPH)	06/07/2022 Wednesday	07/07/2022 Thursday	08/07/2022 Friday	09/07/2022 Saturday	10/07/2022 Sunday	11/07/2022 Monday	12/07/2022 Tuesday
0-30	160	158	170	162	134	139	153
30-40	466	491	461	334	264	452	481
40-50	71	50	62	31	24	57	57
50+	2	1	4	5	0	3	1
TOTAL	699	700	697	532	422	651	692



Kirkburton ATC, Storthes Hall Road

Produced by Road Data Services Ltd.

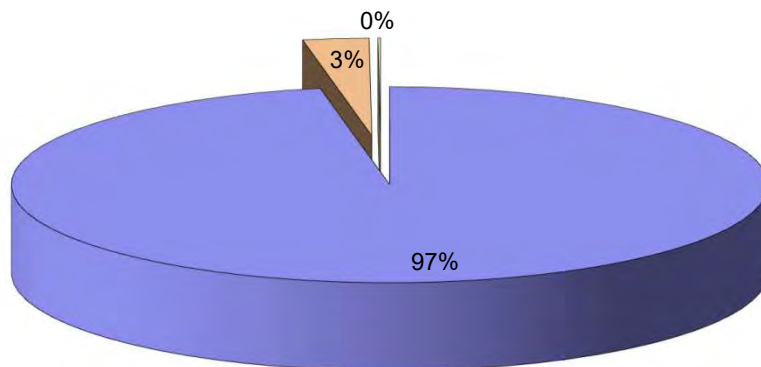
Channel 2 - Southwestbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
06/07/2022				
7-19	582	27	1	610
6-22	646	31	1	678
6-24	660	31	1	692
0-24	667	31	1	699
07/07/2022				
7-19	559	25	1	585
6-22	657	25	1	683
6-24	668	25	1	694
0-24	674	25	1	700
08/07/2022				
7-19	561	19	1	581
6-22	646	22	1	669
6-24	664	22	1	687
0-24	674	22	1	697
09/07/2022				
7-19	422	10	0	432
6-22	481	10	0	491
6-24	512	10	0	522
0-24	522	10	0	532
10/07/2022				
7-19	350	3	0	353
6-22	403	3	0	406
6-24	411	3	0	414
0-24	419	3	0	422
11/07/2022				
7-19	532	18	1	551
6-22	612	18	2	632
6-24	624	18	2	644
0-24	631	18	2	651
12/07/2022				
7-19	573	15	0	588
6-22	659	15	0	674
6-24	670	15	0	685
0-24	677	15	0	692
Average				
7-19	511	17	1	529
6-22	586	18	1	605
6-24	601	18	1	620
0-24	609	18	1	628

Total Vehicle Class Distribution



Kirkburton

Wednesday 6th July 2022

Junction: 1

Approach: Farnley Road North

TIME	Left to Storthes Hall Lane									Ahead to Farnley Road (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	9	1	0	0	0	10	10.0	0	0	2	0	0	0	0	2	2.0
07:15 - 07:30	0	0	9	1	0	0	0	10	10.0	0	0	5	2	0	0	0	7	7.0
07:30 - 07:45	0	0	7	1	1	0	0	9	9.5	0	0	4	2	0	0	2	8	10.0
07:45 - 08:00	0	0	25	1	0	0	0	26	26.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	50	4	1	0	0	55	55.5	0	0	14	4	0	0	2	20	22.0
08:00 - 08:15	0	0	18	3	0	0	0	21	21.0	0	0	4	0	0	0	0	4	4.0
08:15 - 08:30	0	0	16	3	0	0	0	19	19.0	0	0	4	1	0	0	1	6	7.0
08:30 - 08:45	0	0	17	1	0	0	0	18	18.0	0	0	7	1	0	0	0	8	8.0
08:45 - 09:00	0	0	7	2	2	0	0	11	12.0	0	0	5	1	0	0	0	6	6.0
Hourly Total	0	0	58	9	2	0	0	69	70.0	0	0	20	3	0	0	1	24	25.0
09:00 - 09:15	0	0	14	4	1	0	0	19	19.5	0	0	4	0	0	0	0	4	4.0
09:15 - 09:30	0	0	8	2	0	0	0	10	10.0	0	0	2	1	0	0	1	4	5.0
09:30 - 09:45	0	0	3	1	0	0	0	4	4.0	0	0	5	2	0	0	0	7	7.0
09:45 - 10:00	0	0	1	3	0	0	0	4	4.0	0	0	5	2	1	0	0	8	8.5
Hourly Total	0	0	26	10	1	0	0	37	37.5	0	0	16	5	1	0	1	23	24.5

TOTAL	0	0	134	23	4	0	0	161	163.0	0	0	50	12	1	0	4	67	71.5
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15:00 - 15:15	0	0	13	3	0	0	0	16	16.0	0	0	11	1	0	0	0	12	12.0
15:15 - 15:30	0	0	20	0	0	0	0	20	20.0	0	0	11	1	0	0	0	12	12.0
15:30 - 15:45	0	0	15	1	0	0	0	16	16.0	0	0	9	0	0	0	0	9	9.0
15:45 - 16:00	1	0	8	1	1	0	1	12	12.7	0	0	3	3	0	0	0	6	6.0
Hourly Total	1	0	56	5	1	0	1	64	64.7	0	0	34	5	0	0	0	39	39.0
16:00 - 16:15	0	0	13	2	0	0	0	15	15.0	0	0	12	1	0	0	1	14	15.0
16:15 - 16:30	0	1	22	5	0	0	0	28	27.4	0	0	13	1	0	0	0	14	14.0
16:30 - 16:45	0	0	13	3	0	0	0	16	16.0	0	0	13	3	0	0	0	16	16.0
16:45 - 17:00	0	1	24	1	0	0	0	26	25.4	0	0	10	1	0	0	0	11	11.0
Hourly Total	0	2	72	11	0	0	0	85	83.8	0	0	48	6	0	0	1	55	56.0
17:00 - 17:15	0	0	28	0	0	0	0	28	28.0	0	0	19	3	0	0	0	22	22.0
17:15 - 17:30	0	0	25	2	1	0	0	28	28.5	0	0	18	2	0	0	0	20	20.0
17:30 - 17:45	0	0	7	3	1	0	0	11	11.5	2	0	11	0	0	0	0	13	11.4
17:45 - 18:00	0	0	8	3	0	0	0	11	11.0	0	0	11	0	0	0	0	11	11.0
Hourly Total	0	0	68	8	2	0	0	78	79.0	2	0	59	5	0	0	0	66	64.4
18:00 - 18:15	0	0	7	1	0	0	0	8	8.0	0	0	14	0	0	0	0	14	14.0
18:15 - 18:30	0	0	6	2	0	0	0	8	8.0	0	0	9	1	0	0	0	10	10.0
18:30 - 18:45	0	0	10	0	0	0	0	10	10.0	0	0	5	0	0	0	0	5	5.0
18:45 - 19:00	0	0	7	0	0	0	0	7	7.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	30	3	0	0	0	33	33.0	0	0	31	1	0	0	0	32	32.0

TOTAL	1	2	226	27	3	0	1	260	260.5	2	0	172	17	0	0	1	192	191.4
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 1

Approach: Storthes Hall Lane

TIME	Left to Farnley Road (S)									Right to Farnley Road (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	2	0	0	0	2	2.0	0	0	7	3	0	0	0	10	10.0
07:15 - 07:30	0	0	4	1	0	0	0	5	5.0	0	0	12	1	0	0	0	13	13.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	11	2	1	0	0	14	14.5
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	21	0	0	0	0	21	21.0
Hourly Total	0	0	4	3	0	0	0	7	7.0	0	0	51	6	1	0	0	58	58.5
08:00 - 08:15	0	0	3	1	0	0	0	4	4.0	0	0	21	4	0	0	0	25	25.0
08:15 - 08:30	0	0	3	1	0	0	0	4	4.0	0	0	18	0	0	0	1	19	20.0
08:30 - 08:45	0	0	3	1	0	0	0	4	4.0	0	0	15	1	0	0	0	16	16.0
08:45 - 09:00	0	0	1	0	0	0	0	1	1.0	0	0	17	3	0	0	0	20	20.0
Hourly Total	0	0	10	3	0	0	0	13	13.0	0	0	71	8	0	0	1	80	81.0
09:00 - 09:15	0	0	3	0	0	0	0	3	3.0	0	0	8	4	0	0	0	12	12.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	12	1	0	0	0	13	13.0
09:30 - 09:45	0	0	2	1	0	0	0	3	3.0	0	0	5	3	0	0	0	8	8.0
09:45 - 10:00	0	0	1	0	0	0	0	1	1.0	0	0	6	0	1	0	0	7	7.5
Hourly Total	0	0	6	1	0	0	0	7	7.0	0	0	31	8	1	0	0	40	40.5
TOTAL	0	0	20	7	0	0	0	27	27.0	0	0	153	22	2	0	1	178	180.0
15:00 - 15:15	0	0	4	0	0	0	0	4	4.0	0	0	24	2	0	0	0	26	26.0
15:15 - 15:30	0	0	4	1	0	0	0	5	5.0	0	0	12	3	0	0	0	15	15.0
15:30 - 15:45	0	0	4	2	0	0	0	6	6.0	0	0	16	2	0	0	0	18	18.0
15:45 - 16:00	0	0	2	0	0	0	0	2	2.0	0	0	22	3	1	0	0	26	26.5
Hourly Total	0	0	14	3	0	0	0	17	17.0	0	0	74	10	1	0	0	85	85.5
16:00 - 16:15	0	0	4	0	0	0	0	4	4.0	0	0	10	3	0	0	0	13	13.0
16:15 - 16:30	0	0	3	0	0	0	0	3	3.0	0	0	11	3	0	0	0	14	14.0
16:30 - 16:45	0	0	4	1	0	0	0	5	5.0	0	0	14	2	0	0	1	17	18.0
16:45 - 17:00	0	1	3	0	0	0	0	4	3.4	0	0	7	4	0	0	0	11	11.0
Hourly Total	0	1	14	1	0	0	0	16	15.4	0	0	42	12	0	0	1	55	56.0
17:00 - 17:15	0	0	7	0	0	0	0	7	7.0	0	0	8	1	0	0	0	9	9.0
17:15 - 17:30	0	0	4	0	0	0	0	4	4.0	0	0	11	2	0	0	0	13	13.0
17:30 - 17:45	0	0	1	0	0	0	0	1	1.0	0	1	13	2	0	0	0	16	15.4
17:45 - 18:00	0	0	3	1	0	0	0	4	4.0	0	0	11	1	0	0	0	12	12.0
Hourly Total	0	0	15	1	0	0	0	16	16.0	0	1	43	6	0	0	0	50	49.4
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	0	0	14	1	0	0	0	15	15.0
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	0	6	0	0	0	0	6	6.0
18:30 - 18:45	0	0	3	3	0	0	0	6	6.0	0	0	4	2	0	0	0	6	6.0
18:45 - 19:00	0	0	5	1	0	0	0	6	6.0	0	0	8	0	0	0	0	8	8.0
Hourly Total	0	0	12	4	0	0	0	16	16.0	0	0	32	3	0	0	0	35	35.0
TOTAL	0	1	55	9	0	0	0	65	64.4	0	1	191	31	1	0	1	225	225.9

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 1

Approach: Farnley Road South

TIME	Ahead to Farnley Road (N)								Right to Storthes Hall Lane								TOTAL	PCUs
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	6	0	0	0	0	6	6.0	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	0	2	1	0	0	0	3	3.0	0	0	5	0	0	0	0	5	5.0
07:30 - 07:45	0	0	5	3	0	0	0	8	8.0	0	0	2	0	0	0	0	2	2.0
07:45 - 08:00	0	1	20	3	0	0	1	25	25.4	0	0	0	1	0	0	0	1	1.0
Hourly Total	0	1	33	7	0	0	1	42	42.4	0	0	8	1	0	0	0	9	9.0
08:00 - 08:15	1	0	14	1	0	0	0	16	16.2	0	0	4	0	0	0	0	4	4.0
08:15 - 08:30	0	0	5	0	0	0	0	5	5.0	0	0	2	1	0	0	0	3	3.0
08:30 - 08:45	0	0	8	0	0	0	0	8	8.0	0	0	4	0	0	0	0	4	4.0
08:45 - 09:00	1	0	5	0	0	0	0	6	5.2	0	0	3	0	0	0	0	3	3.0
Hourly Total	2	0	32	1	0	0	0	35	33.4	0	0	13	1	0	0	0	14	14.0
09:00 - 09:15	1	0	7	0	0	0	0	8	7.2	0	0	5	2	0	0	0	7	7.0
09:15 - 09:30	0	0	1	1	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0
09:30 - 09:45	0	0	4	1	0	0	1	6	7.0	0	0	2	0	0	0	0	2	2.0
09:45 - 10:00	0	0	3	2	0	0	0	5	5.0	0	0	1	0	1	0	0	2	2.5
Hourly Total	1	0	15	4	0	0	1	21	21.2	0	0	9	2	1	0	0	12	12.5
TOTAL	3	1	80	12	0	0	2	98	97.0	0	0	30	4	1	0	0	35	35.5
15:00 - 15:15	0	0	6	0	0	0	0	6	6.0	0	0	1	1	0	0	0	2	2.0
15:15 - 15:30	0	0	6	0	0	0	1	7	8.0	0	0	1	1	0	0	0	2	2.0
15:30 - 15:45	2	0	5	0	0	0	0	7	5.4	0	0	6	0	0	0	0	6	6.0
15:45 - 16:00	1	0	5	1	0	0	0	7	6.2	0	0	1	0	0	0	0	1	1.0
Hourly Total	3	0	22	1	0	0	1	27	25.6	0	0	9	2	0	0	0	11	11.0
16:00 - 16:15	0	0	5	4	0	0	1	10	11.0	0	0	2	1	0	0	0	3	3.0
16:15 - 16:30	0	1	9	0	0	0	1	11	11.4	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	3	1	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0
16:45 - 17:00	0	0	5	0	0	0	0	5	5.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	1	22	5	0	0	2	30	31.4	0	0	7	1	0	0	0	8	8.0
17:00 - 17:15	0	0	1	3	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	5	1	0	0	0	6	6.0	0	0	2	1	0	0	0	3	3.0
17:30 - 17:45	0	0	2	0	0	0	0	2	2.0	0	0	2	0	0	0	0	2	2.0
17:45 - 18:00	0	0	7	0	0	0	0	7	7.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	15	4	0	0	0	19	19.0	0	0	6	1	0	0	0	7	7.0
18:00 - 18:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	7	0	0	0	0	7	7.0	0	0	1	0	0	0	0	1	1.0
18:30 - 18:45	0	0	4	0	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0
18:45 - 19:00	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	14	0	0	0	0	14	14.0	0	0	3	0	0	0	0	3	3.0
TOTAL	3	1	73	10	0	0	3	90	90.0	0	0	25	4	0	0	0	29	29.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 2

Approach: A629 Penistone Road North

TIME	Ahead to A629 Penistone Road (S)							Right to Storthes Hall Lane							Right to Woodsome Lees Lane													
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	1	58	18	2	3	0	81	86.3	0	0	1	3	0	0	1	5	6.0	0	0	1	0	0	0	0	0	1	1.0
07:15 - 07:30	0	3	83	14	4	4	0	107	111.9	0	0	5	0	0	0	1	6	7.0	0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	100	13	3	1	2	119	123.8	0	0	6	1	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	93	30	5	1	2	131	136.8	0	0	6	2	0	0	1	9	10.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	4	334	75	13	9	4	429	458.8	0	0	18	6	0	0	3	27	30.0	0	0	1	0	0	0	0	0	1	1.0
08:00 - 08:15	0	1	104	24	6	2	1	138	144.0	0	0	6	2	1	0	1	10	11.5	0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	96	26	2	3	0	127	131.9	0	0	5	2	0	1	2	10	13.3	0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	1	0	103	23	9	2	0	138	144.3	0	1	5	1	0	0	1	8	8.4	0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	91	19	3	4	3	120	129.7	0	0	5	3	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	1	394	92	20	11	4	523	549.9	0	1	21	8	1	1	4	36	41.2	0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	1	0	63	17	1	4	1	87	92.9	0	0	5	1	0	0	3	9	12.0	0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	64	17	5	3	0	89	94.4	0	0	3	1	0	0	1	5	6.9	0	0	1	0	0	0	0	0	1	1.0
09:30 - 09:45	0	0	63	22	5	2	2	94	101.1	0	0	2	0	0	0	2	4	6.0	0	0	0	1	0	0	0	0	1	1.0
09:45 - 10:00	0	0	81	15	5	4	3	108	118.7	0	0	2	1	1	0	0	4	4.6	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	0	271	71	16	13	6	378	408.1	0	0	12	3	1	0	6	22	28.6	0	0	1	1	0	0	0	0	2	2.0
TOTAL	2	5	999	238	49	33	14	1340	1416.8	0	1	51	17	2	1	13	85	99.7	0	0	2	1	0	0	0	0	3	3.0
15:00 - 15:15	0	0	115	12	1	2	0	130	133.1	0	0	7	4	0	0	1	12	13.0	0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	1	127	19	1	4	1	153	159.1	0	0	8	1	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	1	1	101	22	5	3	1	134	140.0	0	0	6	2	0	0	1	9	10.0	0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	115	15	3	7	0	140	150.6	0	0	12	2	0	0	0	14	14.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	2	458	68	10	16	2	597	652.8	0	0	33	9	0	0	2	44	46.0	0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	106	16	2	3	1	128	133.9	0	0	5	0	0	0	1	6	7.0	0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	2	2	112	23	0	2	0	141	149.8	0	0	7	1	0	0	1	9	10.0	0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	3	3	131	22	5	5	1	166	171.1	1	0	8	1	0	0	1	11	11.2	0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	2	171	18	3	2	0	196	198.9	0	1	7	0	0	0	1	10	11.7	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	4	7	520	79	7	12	2	631	644.7	1	1	27	2	0	1	4	36	39.9	0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	164	17	1	0	0	182	182.5	0	0	10	0	0	0	1	11	12.0	0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	2	0	158	10	0	1	0	171	170.7	0	0	10	0	0	0	1	11	12.0	0	0	1	0	0	0	0	0	1	1.0
17:30 - 17:45	3	0	143	11	3	3	1	164	168.0	0	0	10	2	0	0	1	13	14.0	0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	1	137	13	0	0	0	151	150.4	0	0	7	2	0	0	1	11	11.4	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	5	1	602	81	4	4	1	665	671.6	0	1	37	4	0	0	4	46	49.4	0	0	1	0	0	0	0	0	1	1.0
18:00 - 18:15	0	2	117	8	1	1	0	129	128.6	0	0	6	0	0	0	1	7	8.0	0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	2	1	106	12	1	1	0	123	122.6	0	0	10	0	0	0	0	10	10.0	0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	1	1	112	5	1	1	0	121	121.9	0	0	7	0	0	0	1	8	9.0	0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	106	12	0	0	0	118	118.0	0	0	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	3	4	441	37	2	3	1	491	492.1	0	0	30	0	0	0	2	32	34.0	0	0	1	0	0	0	0	0	1	1.0
TOTAL	13	14	2021	235	23	35	6	2347	2391.2	1	2	127	15	0	1	12	188	189.3	0	0	2	0	0	0	0	0	2	2.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 2

Approach: A629 Penistone Road South

TIME	Left to Storthes Hall Lane									Left to Woodsome Lees Lane									Ahead to A629 Penistone Road (N)								
	CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	1	107	23	1	2	1	130	138.5
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	2	1	129	23	4	0	0	136	158.8
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	143	25	1	3	0	172	176.4
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0	1	1	118	26	4	1	0	191	182.9
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0	3	3	497	97	10	6	1	617	626.6
08:00 - 08:15	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0.0	2	0	148	28	3	3	2	186	191.8
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	2	1	114	17	3	1	0	138	138.6
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0	0	0	106	13	5	2	1	127	133.1
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	105	19	2	0	1	127	129.0
Hourly Total	0	0	0	0	1	0	0	1	1.5	0	0	0	1	0	0	0	1	1.0	4	1	473	77	13	6	4	578	592.5
09:00 - 09:15	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	118	13	2	0	0	133	134.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	0	2	0	0	0	2	2.0	1	0	118	16	6	3	0	144	150.1
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	1	0	96	16	2	1	0	116	117.5
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	89	14	3	1	1	108	111.8
Hourly Total	0	0	0	1	0	0	0	1	1.0	0	0	2	0	0	0	0	2	2.0	2	0	421	89	13	6	1	501	513.4
TOTAL	0	0	0	1	1	0	0	2	2.5	0	0	2	2	0	0	0	4	4.0	9	4	1391	233	36	17	6	1696	1732.6
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	104	20	4	3	0	131	136.9
15:15 - 15:30	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	77	19	2	1	0	99	101.3
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	1	100	16	3	1	2	123	127.2
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	1	0	107	21	1	1	1	132	134.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	1	1	388	76	10	6	3	495	499.4
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	1	0	129	29	2	2	1	164	167.8
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	1	0	105	19	2	1	0	128	129.5
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	3	1	109	24	2	1	1	141	141.3
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	2	111	14	2	3	1	133	137.7
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	5	3	454	86	8	7	3	566	576.3
17:00 - 17:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	1	3	134	14	1	1	1	155	155.2
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	4	124	17	1	0	0	146	144.1
17:30 - 17:45	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	1	1	199	8	2	0	1	212	212.6
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	2	102	13	3	0	1	121	122.3
Hourly Total	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0	2	10	559	52	7	1	3	634	634.2
18:00 - 18:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	109	10	1	1	0	121	122.8
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	78	10	1	2	1	91	94.1
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	1	79	10	0	0	1	91	91.4
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	2	0	85	9	1	0	0	97	95.9
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0	2	1	351	39	3	3	1	400	404.2
TOTAL	0	0	6	0	0	0	0	6	6.0	0	0	1	0	0	0	0	0	1.0	10	15	1782	283	28	17	10	2085	2114.1

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGW	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 2

Approach: Storthes Hall Lane

Left to Woodsome Lees Lane									Left to A629 Penistone Road (N)									Right to A629 Penistone Road (S)										
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	7	0	0	0	0	7	7.0	0	0	4	3	0	0	0	7	7.0	
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	9	0	0	0	0	10	10.0	0	0	1	1	0	1	0	10	11.3	
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	1	6	0	1	0	1	9	9.0	0	0	5	1	0	0	0	6	6.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	5	1	0	0	0	6	6.0	0	0	21	1	0	0	0	22	22.0	
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	27	1	1	1	1	32	32.0	0	0	38	6	0	1	0	45	46.3	
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	10	0	0	0	0	11	11.0	0	0	19	1	0	0	0	20	20.0	
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	11	4	0	0	0	16	17.0	0	0	8	3	0	0	0	11	11.0	
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	7	2	2	0	2	13	16.0	0	0	17	2	0	0	0	19	19.0	
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	6	0	1	2	1	8	9.5	0	0	12	1	0	0	0	13	13.0	
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	34	6	3	0	5	48	54.5	0	0	49	8	1	0	0	58	58.5	
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	9	4	0	0	1	2	16	19.3	0	0	12	1	0	0	0	13	13.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	3	0	0	0	0	1	5	5.0	0	0	11	0	0	0	0	11	11.0
09:30 - 09:45	0	0	1	0	0	0	0	1	1.0	0	0	3	1	0	0	1	5	6.0	0	0	4	1	0	0	0	5	5.0	
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	1	1	1	0	0	1	4	5.5	0	0	2	3	0	0	0	5	5.0
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	0	16	7	1	1	5	30	36.8	0	0	29	5	0	0	0	34	34.0	
TOTAL	0	0	1	0	0	0	0	1	1.0	0	1	77	15	5	1	11	110	124.2	0	0	116	19	1	1	0	137	138.8	
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	0	7	6	0	0	0	13	13.0	0	0	10	5	0	0	0	15	15.0	
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0	0	7	1	0	0	1	9	10.0	0	0	12	1	0	0	0	13	13.0	
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	9	0	0	0	0	9	9.0	0	0	13	0	0	0	0	13	13.0	
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	6	2	0	0	1	9	10.0	0	0	8	2	0	0	0	11	12.0	
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	29	9	0	0	2	40	42.0	0	0	43	8	0	0	1	52	53.0	
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	7	3	0	0	0	10	10.0	0	0	5	3	0	0	0	8	8.0	
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	10	5	0	0	1	16	17.0	0	1	16	2	0	0	0	19	18.4	
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	6	0	0	0	0	6	6.0	0	0	10	3	0	0	0	13	13.0	
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	11	2	0	0	1	14	15.0	0	1	17	0	0	0	0	18	17.4	
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	34	11	0	0	3	48	51.0	0	2	48	8	0	0	0	58	56.8	
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	13	1	0	0	1	15	16.0	0	0	15	1	0	0	0	16	15.6	
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	14	1	0	0	0	1	16	17.0	0	0	18	1	0	0	0	19	18.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	11	3	0	0	1	15	16.0	0	0	7	1	1	0	0	9	9.5	
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	12	0	0	0	1	14	15.5	0	0	9	3	0	0	0	12	12.0	
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	50	5	1	0	4	60	64.5	1	1	48	6	1	0	0	57	56.1	
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	5	1	0	0	1	7	8.0	0	0	4	1	0	0	0	6	6.0	
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	8	0	0	0	1	9	10.0	0	0	7	2	0	0	0	9	9.0	
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	9	1	0	0	0	10	10.0	0	0	8	0	0	0	0	8	8.0	
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	7	0	0	0	1	8	9.0	0	0	6	0	0	0	0	6	6.0	
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	29	2	0	0	3	34	37.0	0	0	25	3	0	0	0	28	28.0	
TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	142	27	1	0	12	182	194.5	1	3	164	25	1	0	1	195	193.9	

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 2

Approach: Woodsome Lees Lane

Left to A629 Penistone Road (N)										Right to A629 Penistone Road (S)										Right to Storthes Hall Lane									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs		
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	0	0.0	
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	0	0.0	
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0	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	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0	0	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	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0	
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0	0	0	0	1	0	0	0	0	1	1.0	
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	2	1	0	0	0	3	3.0	0	0	0	1	1	0	0	0	2	2.0	
TOTAL	0	0	1	0	0	0	0	1	1.0	0	0	2	2	0	0	0	4	4.0	0	0	1	1	0	0	0	0	2	2.0	
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
15:15 - 15:30	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
18:30 - 18:45	0	0	0	0	1	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
18:45 - 19:00	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0	
TOTAL	0	0	2	1	0	0	0	3	3.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0	

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 3

Approach: Storthes Hall Lane North

TIME	Ahead to Storthes Hall Lane (S)									Right to Storthes Hall Lane (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	1	3	0	0	0	4	4.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	1	5	6.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	4	1	0	0	0	5	5.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	8	0	0	0	1	9	10.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	17	4	0	0	2	23	25.0
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	6	1	2	0	1	10	12.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	5	1	0	0	2	8	10.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	1	5	1	0	0	1	8	8.4
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	6	2	0	0	0	8	8.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	1	22	5	2	0	4	34	38.4
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	5	2	0	1	3	11	15.3
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	4	1	0	0	1	6	7.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	2	4	6.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	2	0	1	1	0	4	5.8
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	13	3	1	2	6	25	34.1
TOTAL	0	0	0	0	0	0	0	0	0.0	0	1	52	12	3	2	12	82	97.5
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	0	8	3	0	0	1	12	13.0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0	0	9	1	0	0	0	10	10.0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	6	2	0	0	1	9	10.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	12	1	0	0	0	13	13.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	35	7	0	0	2	44	46.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	5	0	0	0	1	6	7.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	7	1	0	0	1	9	10.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	1	0	9	1	0	0	1	12	12.2
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	1	7	0	0	1	1	10	11.7
Hourly Total	0	0	0	0	0	0	0	0	0.0	1	1	28	2	0	1	4	37	40.9
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	11	0	0	0	1	12	13.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	11	0	0	0	1	12	13.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	12	2	0	0	1	15	16.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	1	7	1	0	0	1	10	10.4
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	1	41	3	0	0	4	49	52.4
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	7	1	0	0	1	9	10.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	10	0	0	0	0	10	10.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	7	0	0	0	1	8	9.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	7	0	0	0	0	7	7.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	31	1	0	0	2	34	36.0
TOTAL	0	0	0	0	0	0	0	0	0.0	1	2	135	13	0	1	12	164	175.3

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 3

Approach: Storthes Hall Lane South

TIME	Left to Storthes Hall Lane (W)								Ahead to Storthes Hall Lane (N)								TOTAL	PCUs
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	6	5	0	0	0	11	11.0	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	0	7	0	0	0	0	7	7.0	0	0	2	0	0	0	0	2	2.0
07:30 - 07:45	0	0	13	2	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	37	7	1	0	0	45	45.5	0	0	3	0	0	0	0	3	3.0
08:00 - 08:15	0	0	21	3	0	0	1	25	26.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	13	1	0	0	0	14	14.0	0	0	1	0	0	0	0	1	1.0
08:30 - 08:45	0	0	16	2	0	0	0	18	18.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	61	6	0	0	1	68	69.0	0	0	1	0	0	0	0	1	1.0
09:00 - 09:15	0	0	11	3	0	0	0	14	14.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	2	4	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	4	1	1	0	0	6	6.5	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	23	8	1	0	0	32	32.5	0	0	1	0	0	0	0	1	1.0
TOTAL	0	0	121	21	2	0	1	145	147.0	0	0	5	0	0	0	0	5	5.0
15:00 - 15:15	0	0	22	2	0	0	0	24	24.0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	7	3	0	0	0	10	10.0	0	0	1	0	0	0	0	1	1.0
15:30 - 15:45	0	0	16	2	0	0	0	18	18.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	16	2	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	61	9	1	0	0	71	71.5	0	0	1	0	0	0	0	1	1.0
16:00 - 16:15	0	0	9	3	0	0	0	12	12.0	0	0	1	0	0	0	0	1	1.0
16:15 - 16:30	0	0	14	3	0	0	0	17	17.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	14	2	1	0	1	18	19.5	0	0	1	0	0	0	0	1	1.0
16:45 - 17:00	0	0	7	5	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	44	13	1	0	1	59	60.5	0	0	2	0	0	0	0	2	2.0
17:00 - 17:15	0	0	15	0	0	0	0	15	15.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	6	2	0	0	0	8	8.0	0	0	1	0	0	0	0	1	1.0
17:30 - 17:45	0	0	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	12	1	0	0	0	13	13.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	44	3	0	0	0	47	47.0	0	0	1	0	0	0	0	1	1.0
18:00 - 18:15	0	0	10	0	0	0	0	10	10.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	5	0	0	0	0	5	5.0	0	0	2	0	0	0	0	2	2.0
18:30 - 18:45	0	0	4	2	0	0	0	6	6.0	0	0	2	0	0	0	0	2	2.0
18:45 - 19:00	0	0	4	1	0	0	0	5	5.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	23	3	0	0	0	26	26.0	0	0	6	0	0	0	0	6	6.0
TOTAL	0	0	172	28	2	0	1	203	205.0	0	0	10	0	0	0	0	10	10.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 3

Approach: Storthes Hall Lane West

	Left to Storthes Hall Lane (N)									Right to Storthes Hall Lane (S)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	10	3	0	0	0	13	13.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	15	2	0	1	0	18	19.3	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	1	13	1	1	0	0	16	15.9	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	25	2	0	0	0	27	27.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	63	8	1	1	0	74	75.2	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	30	2	1	0	1	34	35.5	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	16	3	0	0	1	20	21.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	24	4	2	0	2	32	35.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	9	5	1	0	1	16	17.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	79	14	4	0	5	102	109.0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	24	4	0	1	2	31	34.3	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	17	3	0	0	2	22	24.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	7	1	0	0	1	9	10.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	2	4	1	0	1	8	9.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	50	12	1	1	6	70	77.8	0	0	0	0	0	0	0	0	0.0
TOTAL	0	1	192	34	6	2	11	246	262.0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	18	8	1	0	0	27	27.5	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	20	3	0	0	1	24	25.0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	21	1	0	0	0	22	22.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	15	2	0	0	2	19	21.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	74	14	1	0	3	92	95.5	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	13	7	0	0	0	20	20.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	1	23	5	0	0	1	30	30.4	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	18	3	0	0	1	22	23.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	1	28	2	0	0	1	32	32.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	2	82	17	0	0	3	104	105.8	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	1	1	26	2	0	0	1	31	30.6	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	31	3	0	0	1	35	36.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	17	4	1	0	1	23	24.5	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	21	3	1	0	1	26	27.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	1	95	12	2	0	4	115	118.6	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	10	2	0	0	1	13	14.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	11	3	0	0	1	15	16.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	14	1	0	0	0	15	15.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	10	1	0	0	1	12	13.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	45	7	0	0	3	55	58.0	0	0	0	0	0	0	0	0	0.0
TOTAL	1	3	296	50	3	0	13	366	377.9	0	0	0	0	0	0	0	0	0.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 4

Approach: A629 Penistone Road North

	Ahead to A629 Penistone Road (S)									Right to Storthes Hall Lane								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUS	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUS
07:00 - 07:15	0	1	62	21	2	3	0	89	93.3	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	3	91	15	3	5	0	117	123.2	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	105	14	3	1	2	125	129.8	0	0	1	0	0	0	0	1	1.0
07:45 - 08:00	0	0	114	31	5	1	2	153	158.8	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	4	372	81	13	10	4	484	505.1	0	0	2	0	0	0	0	2	2.0
08:00 - 08:15	0	1	123	25	6	2	1	158	164.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	104	29	2	3	0	138	142.9	0	0	1	0	0	0	0	1	1.0
08:30 - 08:45	0	0	120	26	9	2	0	158	164.3	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	96	21	4	4	3	128	138.2	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	1	443	101	21	11	4	582	609.4	0	0	1	0	0	0	0	1	1.0
09:00 - 09:15	1	0	76	18	1	4	1	101	106.9	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	75	17	5	3	0	100	106.4	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	67	24	5	2	2	100	107.1	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	84	18	5	4	3	114	124.7	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	0	302	77	16	13	6	415	445.1	0	0	0	0	0	0	0	0	0.0
TOTAL	2	5	1117	259	50	34	14	1481	1559.6	0	0	3	0	0	0	0	3	3.0
15:00 - 15:15	0	0	125	17	1	2	0	145	148.1	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	1	139	20	1	4	1	166	172.1	0	0	3	0	0	0	0	3	3.0
15:30 - 15:45	1	1	114	22	5	3	1	147	153.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	123	17	3	7	1	151	162.6	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	2	501	76	10	16	3	609	635.8	0	0	3	0	0	0	0	3	3.0
16:00 - 16:15	0	0	111	19	2	3	1	136	141.9	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	2	3	128	25	0	2	0	160	159.2	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	2	3	141	25	2	5	1	179	184.1	0	0	1	0	0	0	0	1	1.0
16:45 - 17:00	0	3	188	18	3	2	0	214	216.3	0	0	0	0	0	0	0	0	0.0
Hourly Total	4	9	568	87	7	12	2	689	701.5	0	0	1	0	0	0	0	1	1.0
17:00 - 17:15	1	1	178	18	1	0	0	199	198.1	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	2	0	176	11	0	1	0	190	189.7	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	3	0	150	12	4	3	1	173	177.5	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	1	146	16	0	0	0	163	162.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	6	2	650	57	5	4	1	725	727.7	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	2	121	9	1	1	0	134	134.6	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	2	1	113	14	1	1	0	132	131.6	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	1	1	121	5	0	1	1	130	130.9	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	112	12	0	0	0	124	124.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	3	4	467	40	2	3	1	520	521.1	0	0	1	0	0	0	0	1	1.0
TOTAL	14	17	2186	260	24	35	7	2543	2586.1	0	0	5	0	0	0	0	5	5.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 4

Approach: A629 Penistone Road South

TIME	Left to Storthes Hall Lane								Ahead to A629 Penistone Road (N)								TOTAL	PCUs
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	6	5	0	0	0	11	11.0	0	1	107	23	1	2	1	135	138.5
07:15 - 07:30	0	0	9	0	0	0	0	9	9.0	2	1	129	23	4	0	0	159	168.8
07:30 - 07:45	0	0	12	2	1	0	0	15	15.5	0	0	143	25	1	3	0	172	176.4
07:45 - 08:00	0	0	11	0	0	0	0	11	11.0	1	1	118	27	4	1	0	152	153.9
Hourly Total	0	0	38	7	1	0	0	46	46.5	3	3	497	98	10	6	1	618	627.6
08:00 - 08:15	0	0	21	3	0	0	1	25	26.0	2	0	148	28	4	3	2	187	193.3
08:15 - 08:30	0	0	13	1	0	0	0	14	14.0	2	1	114	17	3	1	0	138	138.6
08:30 - 08:45	0	0	16	2	0	0	0	18	18.0	0	0	106	14	5	2	1	128	134.1
08:45 - 09:00	0	0	11	0	0	0	0	11	11.0	0	0	105	19	2	0	1	127	129.0
Hourly Total	0	0	61	6	0	0	1	68	69.0	4	1	473	78	14	6	4	580	595.0
09:00 - 09:15	0	0	11	3	0	0	0	14	14.0	0	0	118	14	2	0	0	134	135.0
09:15 - 09:30	0	0	6	0	0	0	0	6	6.0	1	0	120	16	6	3	0	146	152.1
09:30 - 09:45	0	0	2	4	0	0	0	6	6.0	1	0	96	16	2	1	1	116	117.5
09:45 - 10:00	0	0	5	1	1	0	0	7	7.5	0	0	89	14	3	1	1	108	111.8
Hourly Total	0	0	24	8	1	0	0	33	33.5	2	0	423	60	13	5	1	504	516.4
TOTAL	0	0	123	21	2	0	1	147	149.0	9	4	1393	236	37	17	6	1702	1739.0
15:00 - 15:15	0	0	22	2	0	0	0	24	24.0	0	0	104	20	4	3	0	131	136.9
15:15 - 15:30	0	0	5	3	0	0	0	8	8.0	0	0	78	19	2	1	0	100	102.3
15:30 - 15:45	0	0	16	2	0	0	0	18	18.0	0	1	100	16	3	1	2	123	127.2
15:45 - 16:00	0	0	16	2	1	0	0	19	19.5	1	0	107	21	1	1	1	132	134.0
Hourly Total	0	0	59	9	1	0	0	69	69.5	1	1	389	76	10	6	3	486	500.4
16:00 - 16:15	0	0	10	3	0	0	0	13	13.0	1	0	129	29	2	2	1	164	167.8
16:15 - 16:30	0	0	14	3	0	0	0	17	17.0	1	0	105	19	2	1	0	128	129.5
16:30 - 16:45	0	0	14	2	1	0	1	18	19.5	3	1	109	24	2	1	1	141	141.3
16:45 - 17:00	0	0	7	5	0	0	0	12	12.0	0	2	111	14	2	3	1	133	137.7
Hourly Total	0	0	45	13	1	0	1	60	61.5	5	3	454	86	8	7	3	566	576.3
17:00 - 17:15	0	0	15	0	0	0	0	15	15.0	1	3	135	14	1	1	1	156	156.2
17:15 - 17:30	0	0	7	2	0	0	0	9	9.0	0	4	125	17	1	0	0	147	145.1
17:30 - 17:45	0	0	11	0	0	0	0	11	11.0	1	1	201	8	2	0	1	214	214.6
17:45 - 18:00	0	0	12	1	0	0	0	13	13.0	0	2	102	13	3	0	1	121	122.3
Hourly Total	0	0	45	3	0	0	0	48	48.0	2	10	563	52	7	1	3	638	638.2
18:00 - 18:15	0	0	10	0	0	0	0	10	10.0	0	0	110	10	1	1	0	122	123.8
18:15 - 18:30	0	0	7	0	0	0	0	7	7.0	0	0	78	10	1	2	0	91	94.1
18:30 - 18:45	0	0	6	2	0	0	0	8	8.0	0	1	79	10	0	0	1	91	91.4
18:45 - 19:00	0	0	5	1	0	0	0	6	6.0	2	0	86	9	1	0	0	98	96.9
Hourly Total	0	0	28	3	0	0	0	31	31.0	2	1	353	39	3	3	1	402	406.2
TOTAL	0	0	177	28	2	0	1	208	210.0	10	15	1759	253	28	17	10	2092	2121.1

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 4

Approach: Storthes Hall Lane

TIME	Left to A629 Penistone Road (N)									Right to A629 Penistone Road (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	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	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	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	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	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	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	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	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	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	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	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	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	0	0	0.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton
 Wednesday 6th July 2022
 Junction: 5
 Approach: Storthes Hall Lane North

TIME	Left to Access Road									Ahead to Storthes Hall Lane (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	7	5	0	0	0	12	12.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	11	3	0	0	0	14	14.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	12	1	1	0	0	14	14.5
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	19	0	0	0	0	19	19.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	49	9	1	0	0	59	59.5
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	23	4	0	0	0	27	27.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	15	1	0	0	0	16	16.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	18	2	0	0	0	20	20.0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	14	3	0	0	0	17	17.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	70	10	0	0	0	80	80.0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	11	4	0	2	0	17	19.6
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	10	1	0	0	0	11	11.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	3	4	0	0	0	7	7.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	4	0	1	0	0	5	5.5
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	28	9	1	2	0	40	43.1
TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	147	28	2	2	0	179	182.6
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	0	26	3	0	0	0	29	29.0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0	0	15	3	0	0	0	18	18.0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	14	3	0	0	0	17	17.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	20	3	1	0	0	24	24.5
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	75	12	1	0	0	88	88.5
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	12	2	0	0	0	14	14.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	12	3	0	0	0	15	15.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	17	3	0	0	1	21	22.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	1	9	4	0	0	0	14	13.4
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	1	50	12	0	0	1	64	64.4
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	17	1	0	0	0	18	18.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	12	2	0	0	0	14	14.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	1	14	1	0	0	0	16	15.4
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	1	12	0	0	0	0	13	12.4
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	2	55	4	0	0	0	61	59.8
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	9	0	0	0	0	9	9.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	8	0	0	0	0	8	8.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	5	3	0	0	0	8	8.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	8	1	0	0	0	9	9.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	30	4	0	0	0	34	34.0
TOTAL	0	0	0	0	0	0	0	0	0.0	0	3	210	32	1	0	1	247	246.7

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 5

Approach: Access Road

	Left to Storthes Hall Lane (S)									Right to Storthes Hall Lane (N)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	0	2	1	0	0	0	3	3.0
07:15 - 07:30	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	1	1	2.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	3	1	0	0	0	4	4.0	0	0	4	1	0	0	1	6	7.0
08:00 - 08:15	0	0	1	1	0	0	0	2	2.0	0	0	2	0	0	0	1	3	4.0
08:15 - 08:30	0	0	1	0	0	0	1	2	3.0	0	0	1	0	0	0	1	2	3.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	3	0	1	0	3	7	10.5
08:45 - 09:00	0	0	1	0	0	0	0	1	1.0	0	0	0	1	0	0	0	1	1.0
Hourly Total	0	0	3	1	0	0	1	5	6.0	0	0	6	1	1	0	5	13	18.5
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	2	2	4.0
09:15 - 09:30	0	0	2	0	0	0	0	2	2.0	0	0	3	0	0	0	1	4	5.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	1	2	3.0
09:45 - 10:00	0	0	1	0	0	0	0	1	1.0	0	0	3	0	0	0	1	4	5.0
Hourly Total	0	0	3	0	0	0	0	3	3.0	0	0	7	0	0	0	5	12	17.0
TOTAL	0	0	9	2	0	0	1	12	13.0	0	0	17	2	1	0	11	31	42.5
15:00 - 15:15	0	0	1	1	0	0	0	2	2.0	0	0	2	2	0	0	0	4	4.0
15:15 - 15:30	0	0	1	0	0	0	0	1	1.0	0	0	4	2	0	0	1	7	8.0
15:30 - 15:45	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	1	5	6.0
Hourly Total	0	0	3	1	0	0	0	4	4.0	0	0	11	4	0	0	2	17	19.0
16:00 - 16:15	0	0	2	0	0	0	0	2	2.0	0	0	3	2	0	0	0	5	5.0
16:15 - 16:30	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	1	2	3.0
16:30 - 16:45	0	0	1	1	0	0	0	2	2.0	0	0	1	0	0	0	1	2	3.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	5	0	0	0	1	6	7.0
Hourly Total	0	0	5	1	0	0	0	6	6.0	0	0	10	2	0	0	3	15	18.0
17:00 - 17:15	0	0	1	0	0	0	0	1	1.0	0	0	0	1	0	0	1	2	3.0
17:15 - 17:30	0	0	2	0	0	0	0	2	2.0	0	0	3	0	0	0	1	4	5.0
17:30 - 17:45	0	0	2	1	0	0	0	3	3.0	0	0	11	1	0	0	1	13	14.0
17:45 - 18:00	0	0	2	0	0	0	0	2	2.0	0	0	8	0	0	0	2	10	12.0
Hourly Total	0	0	7	1	0	0	0	8	8.0	0	0	22	2	0	0	5	29	34.0
18:00 - 18:15	0	0	3	1	0	0	0	4	4.0	0	0	3	0	0	0	0	3	3.0
18:15 - 18:30	0	0	1	0	0	0	0	1	1.0	0	0	5	0	0	0	1	6	7.0
18:30 - 18:45	0	0	3	1	0	0	0	4	4.0	0	0	6	1	0	0	0	7	7.0
18:45 - 19:00	0	0	4	0	0	0	0	4	4.0	0	0	1	1	0	0	1	3	4.0
Hourly Total	0	0	11	2	0	0	0	13	13.0	0	0	15	2	0	0	2	19	21.0
TOTAL	0	0	26	5	0	0	0	31	31.0	0	0	58	10	0	0	12	80	92.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 5

Approach: Storthes Hall Lane South

TIME	Ahead to Storthes Hall Lane (N)								Right to Access Road								TOTAL	PCUs
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	10	1	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	12	1	0	0	0	13	13.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	1	11	1	1	0	0	14	13.9	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	25	2	0	0	0	27	27.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	58	5	1	0	0	65	64.9	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	24	3	0	0	0	27	27.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	17	3	0	0	0	20	20.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	21	3	0	0	0	24	24.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	11	3	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	73	12	1	0	0	86	86.5	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	19	6	0	1	0	26	27.3	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	8	3	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	6	1	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	3	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	33	13	0	1	0	47	48.3	0	0	0	0	0	0	0	0	0.0
TOTAL	0	1	164	30	2	1	0	198	199.7	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	15	5	0	0	0	20	20.0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	18	2	0	0	0	20	20.0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	21	1	0	0	0	22	22.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	9	2	0	0	1	12	13.0	1	0	0	0	0	0	0	1	0.2
Hourly Total	0	0	63	10	0	0	1	74	75.0	1	0	0	0	0	0	0	1	0.2
16:00 - 16:15	0	0	12	4	0	0	0	16	16.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	1	24	6	0	0	0	31	30.4	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	14	3	0	0	0	17	17.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	1	1	25	1	0	0	0	28	26.6	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	2	75	14	0	0	0	92	90.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	26	0	0	0	0	26	26.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	25	5	1	0	0	31	31.5	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	9	4	0	0	0	13	13.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	10	4	0	0	0	14	14.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	70	13	1	0	0	84	84.5	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	7	1	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	7	2	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	12	0	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	37	3	0	0	0	40	40.0	0	0	0	0	0	0	0	0	0.0
TOTAL	1	2	245	40	1	0	1	290	289.5	1	0	0	0	0	0	0	1	0.2

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 5

Approach: Storthes Hall Lane East

TIME	Left to Access Road									Ahead to Storthes Hall Lane (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	1	0	0	0	1	1.0	0	0	5	7	0	0	0	12	12.0
07:15 - 07:30	0	0	0	0	0	0	1	1	2.0	0	0	12	1	0	0	0	13	13.0
07:30 - 07:45	0	0	2	0	1	0	0	3	3.5	0	0	13	1	1	0	0	15	15.5
07:45 - 08:00	0	0	3	0	0	0	1	4	5.0	0	0	17	1	0	0	0	18	18.0
Hourly Total	0	0	5	1	1	0	2	9	11.5	0	0	47	10	1	0	0	58	58.5
08:00 - 08:15	0	0	1	0	0	0	2	3	5.0	0	0	23	3	0	0	0	26	26.0
08:15 - 08:30	0	0	1	1	0	0	2	4	6.0	0	0	15	1	0	0	0	16	16.0
08:30 - 08:45	0	1	3	0	0	0	1	5	5.4	0	0	21	2	0	0	0	23	23.0
08:45 - 09:00	0	0	5	0	0	0	0	5	5.0	0	0	12	3	0	0	0	15	15.0
Hourly Total	0	1	10	1	0	0	5	17	21.4	0	0	71	9	0	0	0	80	80.0
09:00 - 09:15	0	0	5	1	0	0	3	9	12.0	0	0	10	4	0	1	0	15	16.3
09:15 - 09:30	0	0	1	0	0	0	1	2	3.0	0	0	9	1	0	0	0	10	10.0
09:30 - 09:45	0	0	1	0	0	0	2	3	5.0	0	0	3	4	0	0	0	7	7.0
09:45 - 10:00	0	0	3	1	1	0	0	5	5.5	0	0	3	0	1	0	0	4	4.5
Hourly Total	0	0	10	2	1	0	6	19	25.5	0	0	25	9	1	1	0	36	37.8
TOTAL	0	1	25	4	2	0	13	45	58.4	0	0	143	28	2	1	0	174	176.3
15:00 - 15:15	0	0	2	3	0	0	1	6	7.0	0	0	27	3	0	0	0	30	30.0
15:15 - 15:30	0	0	4	1	0	0	0	5	5.0	0	0	15	2	0	0	0	17	17.0
15:30 - 15:45	0	0	1	1	0	0	1	3	4.0	0	0	17	3	0	0	0	20	20.0
15:45 - 16:00	0	0	4	0	0	0	0	4	4.0	0	0	22	3	1	0	0	26	26.5
Hourly Total	0	0	11	5	0	0	2	18	20.0	0	0	81	11	1	0	0	93	93.5
16:00 - 16:15	0	0	5	0	0	0	1	6	7.0	0	0	12	3	0	0	0	15	15.0
16:15 - 16:30	0	0	6	1	0	0	1	8	9.0	0	0	13	3	0	0	0	16	16.0
16:30 - 16:45	0	0	6	0	0	0	1	7	8.0	1	0	18	3	0	0	1	23	23.2
16:45 - 17:00	0	0	3	1	0	0	1	5	6.0	0	1	9	4	0	0	0	14	13.4
Hourly Total	0	0	20	2	0	0	4	26	30.0	1	1	52	13	0	0	1	68	67.6
17:00 - 17:15	0	0	2	0	0	0	1	3	4.0	0	0	18	1	0	0	0	19	19.0
17:15 - 17:30	0	0	7	0	0	0	1	8	9.0	0	0	12	2	0	0	0	14	14.0
17:30 - 17:45	0	0	6	1	0	0	1	8	9.0	0	1	17	1	0	0	0	19	18.4
17:45 - 18:00	0	0	7	1	0	0	1	9	10.0	0	1	12	1	0	0	0	14	13.4
Hourly Total	0	0	22	2	0	0	4	28	32.0	0	2	59	5	0	0	0	66	64.8
18:00 - 18:15	0	0	4	1	0	0	1	6	7.0	0	0	13	0	0	0	0	13	13.0
18:15 - 18:30	0	0	5	0	0	0	0	5	5.0	0	0	9	0	0	0	0	9	9.0
18:30 - 18:45	0	0	4	0	0	0	1	5	6.0	0	0	6	3	0	0	0	9	9.0
18:45 - 19:00	0	0	3	0	0	0	0	3	3.0	0	0	8	1	0	0	0	9	9.0
Hourly Total	0	0	16	1	0	0	2	19	21.0	0	0	36	4	0	0	0	40	40.0
TOTAL	0	0	69	10	0	0	12	91	103.0	1	3	228	33	1	0	1	267	265.9

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 5

Approach: Access Road

TIME	Left to Storthes Hall Lane (W)									Right to Storthes Hall Lane (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	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	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	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	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	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	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	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	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	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	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	1	0.2
Hourly Total	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	1	0.2
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	1	0.4
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	1	0.4
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	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	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	0	0	0.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	0	0	0	0	0	0	0	0.0	1	1	0	0	0	0	0	2	0.6

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Kirkburton

Wednesday 6th July 2022

Junction: 5

Approach: Storthes Hall Lane West

TIME	Ahead to Storthes Hall Lane (E)									Right to Access Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	10	2	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	13	1	0	0	0	14	14.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	1	11	1	0	0	1	14	14.4	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	1	26	0	0	0	0	27	26.4	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	2	60	4	0	0	1	67	66.8	0	0	2	0	0	0	0	2	2.0
08:00 - 08:15	0	0	29	3	0	0	1	33	34.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	18	3	0	0	1	22	23.0	0	0	2	0	0	0	0	2	2.0
08:30 - 08:45	0	0	23	4	1	0	2	30	32.5	0	0	1	0	0	0	0	1	1.0
08:45 - 09:00	0	0	8	4	1	0	1	14	15.5	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	78	14	2	0	5	99	105.0	0	0	4	0	0	0	0	4	4.0
09:00 - 09:15	0	0	23	5	0	1	2	31	34.3	0	0	0	1	0	0	0	1	1.0
09:15 - 09:30	0	0	11	2	0	0	1	14	15.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	7	2	0	0	1	10	11.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	2	2	0	0	1	5	6.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	43	11	0	1	5	60	66.3	0	0	0	1	0	0	0	1	1.0
TOTAL	0	2	181	29	2	1	11	226	238.1	0	0	6	1	0	0	0	7	7.0

15:00 - 15:15	0	0	16	8	0	0	0	24	24.0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	19	4	0	0	1	24	25.0	0	0	1	0	0	0	0	1	1.0
15:30 - 15:45	0	0	22	1	0	0	0	23	23.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	13	2	0	0	2	17	19.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	70	15	0	0	3	88	91.0	0	0	2	0	0	0	0	2	2.0
16:00 - 16:15	0	0	14	6	0	0	0	20	20.0	0	0	2	0	0	0	0	2	2.0
16:15 - 16:30	0	1	24	4	0	0	1	30	30.4	0	0	2	1	0	0	0	3	3.0
16:30 - 16:45	0	0	14	2	0	0	1	17	18.0	0	0	1	1	0	0	0	2	2.0
16:45 - 17:00	0	1	27	1	0	0	1	30	30.4	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	2	79	13	0	0	3	97	98.8	0	0	6	2	0	0	0	8	8.0
17:00 - 17:15	0	0	25	1	0	0	1	27	28.0	0	0	2	0	0	0	0	2	2.0
17:15 - 17:30	0	0	30	3	0	0	1	34	35.0	0	0	5	1	0	0	0	6	6.0
17:30 - 17:45	0	0	19	5	0	0	1	25	26.0	0	0	0	1	0	0	0	1	1.0
17:45 - 18:00	0	0	19	3	1	0	1	24	25.5	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	93	12	1	0	4	110	114.5	0	0	8	2	0	0	0	10	10.0
18:00 - 18:15	0	0	10	2	0	0	1	13	14.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	12	2	0	0	1	15	16.0	0	0	1	0	0	0	0	1	1.0
18:30 - 18:45	0	0	17	1	0	0	0	18	18.0	0	0	1	0	0	0	0	1	1.0
18:45 - 19:00	0	0	9	1	0	0	1	11	12.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	48	6	0	0	3	57	60.0	0	0	3	0	0	0	0	3	3.0
TOTAL	0	2	290	46	1	0	13	352	364.3	0	0	19	4	0	0	0	23	23.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Appendix E Vehicle Speed Survey



Kirkburton Speed Survey, Storthes Hall Lane (Southern Site)

Road Data Services Ltd.

Weather:
Dry

Wednesday 6th July 2022
10:00 - 16:00

Northeastbound							
	Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)
1	25	51	35	101	38	151	40
2	26	52	35	102	38	152	40
3	26	53	35	103	38	153	40
4	27	54	36	104	38	154	40
5	27	55	36	105	38	155	40
6	27	56	36	106	38	156	40
7	27	57	36	107	38	157	40
8	27	58	36	108	38	158	40
9	27	59	36	109	38	159	40
10	27	60	36	110	38	160	40
11	29	61	36	111	38	161	40
12	29	62	36	112	38	162	40
13	29	63	36	113	38	163	40
14	29	64	36	114	38	164	40
15	29	65	36	115	38	165	40
16	30	66	36	116	38	166	40
17	30	67	37	117	38	167	41
18	30	68	37	118	38	168	41
19	30	69	37	119	38	169	41
20	31	70	37	120	38	170	41
21	31	71	37	121	38	171	41
22	31	72	37	122	38	172	41
23	31	73	37	123	38	173	41
24	31	74	37	124	39	174	41
25	31	75	37	125	39	175	41
26	31	76	37	126	39	176	41
27	31	77	37	127	39	177	41
28	32	78	37	128	39	178	41
29	32	79	37	129	39	179	41
30	32	80	37	130	39	180	41
31	32	81	37	131	39	181	41
32	32	82	37	132	39	182	41
33	32	83	37	133	39	183	41
34	32	84	37	134	39	184	41
35	33	85	37	135	39	185	41
36	33	86	37	136	39	186	41
37	33	87	37	137	39	187	42
38	34	88	37	138	39	188	42
39	34	89	37	139	39	189	42
40	34	90	37	140	39	190	42
41	34	91	37	141	39	191	42
42	34	92	37	142	39	192	42
43	34	93	37	143	39	193	42
44	34	94	37	144	39	194	42
45	35	95	37	145	39	195	42
46	35	96	37	146	39	196	42
47	35	97	37	147	39	197	43
48	35	98	37	148	39	198	43
49	35	99	37	149	39	199	44
50	35	100	37	150	40	200	44
ROAD SURFACE - DRY							

Average (mph)	36.8
Standard Deviation (mph)	4.0
85th Percentile (mph)	40.9
Wet Weather 85th Percentile (mph)	38.4
% > Speed Limit	17.0



All speeds are recorded from free flowing vehicles

Southwestbound							
	Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)
1	21	51	30	101	36	151	40
2	21	52	30	102	36	152	40
3	22	53	30	103	36	153	40
4	22	54	30	104	37	154	40
5	23	55	31	105	37	155	41
6	23	56	32	106	37	156	41
7	23	57	32	107	37	157	41
8	23	58	32	108	37	158	41
9	23	59	32	109	37	159	41
10	23	60	32	110	37	160	41
11	24	61	32	111	37	161	41
12	24	62	32	112	37	162	41
13	24	63	32	113	37	163	41
14	25	64	32	114	37	164	41
15	25	65	33	115	37	165	41
16	25	66	33	116	37	166	41
17	25	67	33	117	37	167	42
18	25	68	33	118	37	168	42
19	25	69	33	119	38	169	42
20	25	70	33	120	38	170	42
21	26	71	33	121	38	171	42
22	26	72	33	122	38	172	42
23	26	73	34	123	38	173	43
24	26	74	34	124	38	174	43
25	27	75	34	125	38	175	43
26	27	76	34	126	38	176	43
27	27	77	34	127	38	177	43
28	27	78	34	128	38	178	43
29	27	79	35	129	38	179	43
30	27	80	35	130	38	180	43
31	27	81	35	131	38	181	43
32	28	82	35	132	38	182	43
33	28	83	35	133	38	183	44
34	28	84	35	134	38	184	44
35	28	85	35	135	38	185	44
36	28	86	35	136	39	186	44
37	28	87	35	137	39	187	44
38	28	88	35	138	39	188	44
39	28	89	35	139	39	189	45
40	28	90	36	140	39	190	45
41	28	91	36	141	39	191	45
42	29	92	36	142	39	192	45
43	29	93	36	143	39	193	45
44	29	94	36	144	39	194	45
45	29	95	36	145	39	195	45
46	30	96	36	146	39	196	46
47	30	97	36	147	39	197	46
48	30	98	36	148	40	198	47
49	30	99	36	149	40	199	47
50	30	100	36	150	40	200	47
ROAD SURFACE - DRY							

Average (mph)	35.2
Standard Deviation (mph)	6.4
85th Percentile (mph)	41.8
Wet Weather 85th Percentile (mph)	39.3
% > Speed Limit	23.0



Kirkburton Speed Survey, Storthes Hall Lane (Northern Site)

Road Data Services Ltd.

Weather:
Dry

Wednesday 6th July 2022
10:00 - 16:30

Eastbound							
	Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)
1	19	51	31	101	34	151	36
2	23	52	31	102	34	152	36
3	23	53	31	103	34	153	36
4	23	54	31	104	34	154	36
5	23	55	31	105	34	155	36
6	24	56	32	106	34	156	36
7	24	57	32	107	34	157	36
8	24	58	32	108	34	158	36
9	24	59	32	109	34	159	36
10	24	60	32	110	34	160	36
11	25	61	32	111	34	161	36
12	25	62	32	112	34	162	36
13	25	63	32	113	34	163	36
14	25	64	32	114	34	164	36
15	25	65	32	115	34	165	37
16	25	66	32	116	34	166	37
17	25	67	33	117	34	167	37
18	25	68	33	118	34	168	37
19	26	69	33	119	34	169	37
20	26	70	33	120	35	170	37
21	26	71	33	121	35	171	37
22	26	72	33	122	35	172	37
23	26	73	33	123	35	173	37
24	26	74	33	124	35	174	37
25	26	75	33	125	35	175	37
26	26	76	33	126	35	176	37
27	26	77	33	127	35	177	37
28	26	78	33	128	35	178	37
29	26	79	33	129	35	179	37
30	26	80	33	130	35	180	37
31	27	81	33	131	35	181	37
32	27	82	33	132	35	182	37
33	27	83	33	133	35	183	37
34	27	84	33	134	35	184	37
35	27	85	33	135	35	185	37
36	27	86	33	136	35	186	37
37	27	87	33	137	35	187	37
38	28	88	33	138	35	188	37
39	28	89	33	139	35	189	37
40	28	90	33	140	35	190	37
41	28	91	33	141	35	191	37
42	28	92	33	142	35	192	38
43	29	93	33	143	35	193	38
44	29	94	33	144	36	194	38
45	30	95	33	145	36	195	38
46	30	96	33	146	36	196	38
47	30	97	33	147	36	197	39
48	30	98	33	148	36	198	39
49	30	99	34	149	36	199	39
50	30	100	34	150	36	200	41
ROAD SURFACE - DRY							

Average (mph)	32.7
Standard Deviation (mph)	4.3
85th Percentile (mph)	37.2
Wet Weather 85th Percentile (mph)	34.7
% > Speed Limit	0.5



All speeds are recorded from free flowing vehicles

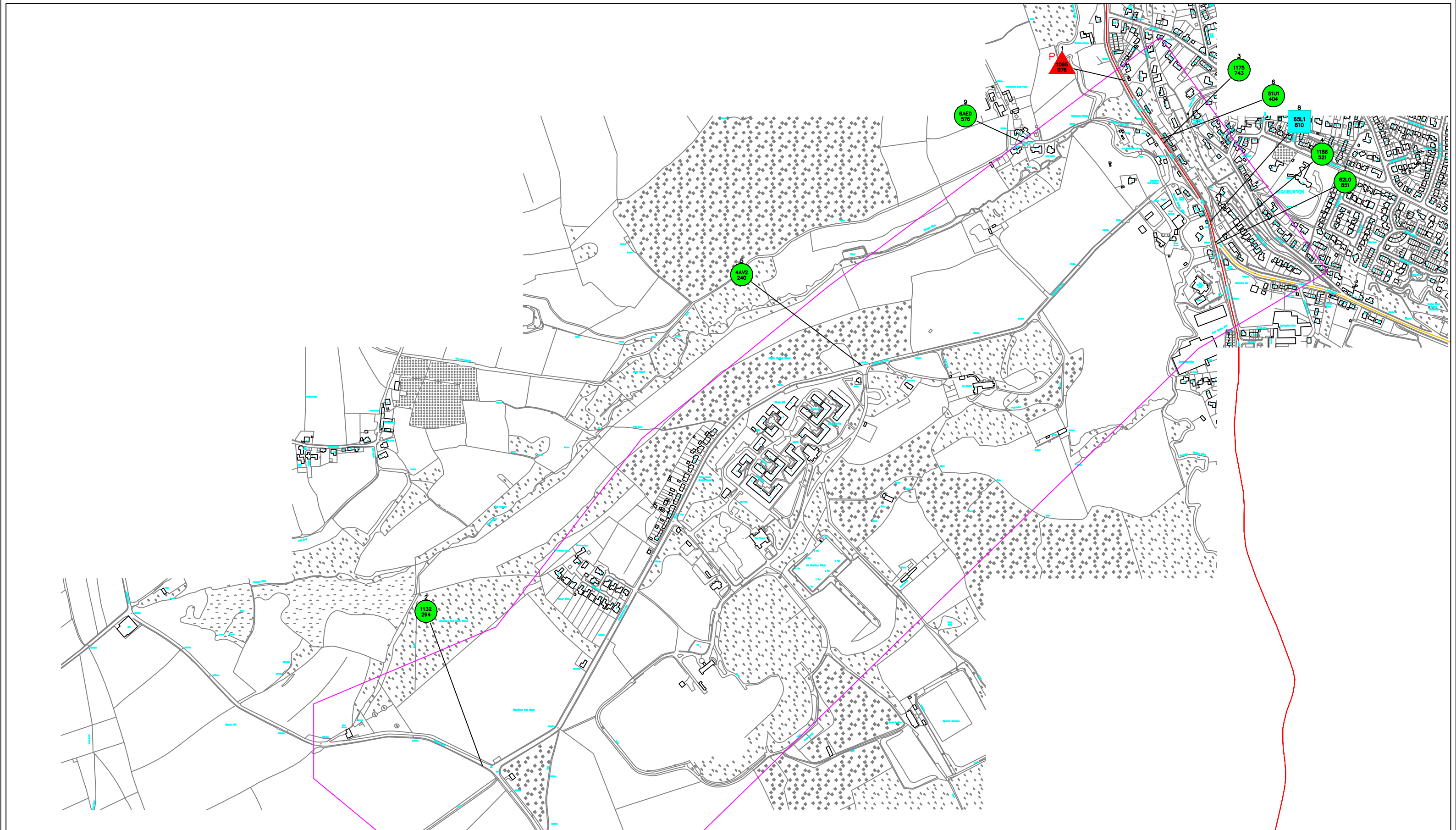
Westbound							
	Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)
1	21	51	32	101	34	151	36
2	21	52	32	102	34	152	36
3	23	53	32	103	34	153	36
4	24	54	32	104	34	154	36
5	24	55	32	105	34	155	36
6	25	56	32	106	34	156	36
7	25	57	32	107	34	157	36
8	25	58	32	108	34	158	36
9	25	59	32	109	34	159	36
10	25	60	32	110	34	160	36
11	25	61	32	111	34	161	36
12	25	62	32	112	34	162	36
13	26	63	32	113	34	163	36
14	26	64	32	114	34	164	36
15	26	65	32	115	34	165	36
16	26	66	33	116	34	166	36
17	26	67	33	117	35	167	36
18	26	68	33	118	35	168	36
19	26	69	33	119	35	169	36
20	27	70	33	120	35	170	36
21	27	71	33	121	35	171	36
22	27	72	33	122	35	172	36
23	27	73	33	123	35	173	37
24	28	74	33	124	35	174	37
25	28	75	33	125	35	175	37
26	28	76	33	126	35	176	37
27	28	77	33	127	35	177	37
28	29	78	33	128	35	178	37
29	29	79	33	129	35	179	37
30	29	80	33	130	35	180	37
31	29	81	33	131	35	181	37
32	29	82	33	132	35	182	37
33	29	83	33	133	35	183	37
34	29	84	33	134	35	184	37
35	29	85	33	135	35	185	37
36	29	86	33	136	35	186	37
37	29	87	33	137	35	187	37
38	30	88	33	138	35	188	37
39	30	89	33	139	35	189	37
40	30	90	33	140	35	190	37
41	30	91	33	141	35	191	37
42	30	92	33	142	35	192	37
43	31	93	33	143	35	193	37
44	31	94	33	144	35	194	37
45	31	95	33	145	36	195	37
46	31	96	34	146	36	196	37
47	31	97	34	147	36	197	37
48	31	98	34	148	36	198	38
49	31	99	34	149	36	199	39
50	31	100	34	150	36	200	39
ROAD SURFACE - DRY							

Average (mph)	33.0
Standard Deviation (mph)	3.7
85th Percentile (mph)	36.8
Wet Weather 85th Percentile (mph)	34.3
% > Speed Limit	0.0



Appendix F Personal Injury Collision Data





RTCs in the vicinity of Storthes Hall Lane, HD8 0WA		
01-Jul-17 to 30-Jun-22		
07.07.2022	RM	
	© Crown Copyright and database right 2022 Ordnance Survey LA100019567	▲ Fatal ■ Serious ● Slight P indicates pedestrian
For reference purposes only. No further copies may be made		

1065076 FATAL 12/07/2021 000:23 418800 /413577 DOGLEY LANE (A629) - 36 METRES FROM JUNCTION WITH PENISTONE ROAD

LOCATION OF COLLISION IS A SINGLE CARRIAGEWAY MAIN 'A' ROAD THAT TRAVELS TO AND FROM THE CENTRE OF HUDDERSFIELD. SPEED LIMIT FOR THAT ROAD IS 40MPH. AT THE TIME OF THE COLLISION IT WAS DARK, HOWEVER STREETLIGHTS WERE PRESENT AND LIT. IT WAS HEAVY RAIN AND THE ROAD SURFACE WAS VERY WET. OPPOSING SIDES OF THE ROAD ARE SEPARATED BY DASHED WHITE LINES AND ALSO HATCHINGS. THE ROAD SURFACE IS GENERALLY WELL MAINTAINED AND THERE ARE NO APPARENT ISSUES WITH IT. IF TRAVELLING OUT OF HUDDERSFIELD AT THE COLLISION SITE THERE ARE SEVERAL RESIDENTIAL HOMES TO THE NEARSIDE. THIS IS ACCOMPANIED BY PARKED CARS EITHER HALF ON THE PAVEMENT AND ROAD OR PARKED ON ROADSIDE. TO THE OFFSIDE OF THE ROAD IS A LOW WALL WHICH LEADS TO A DROP AND INTO FIELDS. AT THE TIMES STATED V1 HAS BEEN TRAVELLING INTO HUDDERSFIELD ON PENISTONE ROAD A629. V2 HAS BEEN TRAVELLING OUT OF HUDDERSFIELD ON PENISTONE ROAD A629. C1 HAS BEEN WALKING ON THE PENISTONE ROAD A629 BELIEVED RETURNING TO STUDENT ACCOMODATION AT STORTHESS HALL LANE. AS BOTH VEHICLES HAVE BEEN DRIVING TOWARDS EACH OTHER C1 HAS FOR AN UNKNOWN REASON BEEN IN THE ROAD. V1 STRIKES C1 PUSHING HIM INTO THE PATH OF V2 WHEREBY V2 COLLIDES WITH C1. C1 COMES TO LAY IN THE ROAD ON THE SIDE OF THE CARRIAGEWAY WHICH IS HEADING INTO HUDDERSFIELD. C1 IS LOCATED JUST BELOW A 'QUEUES LIKELY' ROAD TRAFFIC SIGN OUTSIDE OF NUMBER 161 PENISTONE ROAD. C1 SUFFERS FATAL INJURIES. V1 FLEES THE SCENE FAILING TO STOP.

Vehicles			From	To	Driver		Breath Test	Casualties		Veh	Sex	Age	Ped direction to	
1	Car	Going ahead other	E	W	Not known	-1	Not contacted	1	Pedestrian	FATAL	1	Male	18	East
2	Car	Going ahead other	W	E	Male	21	Negative							

Contributory Factors
Failed to look properly V001 Possible

1132294 SLIGHT 15/01/2022 001:13 417411 /412096 FARNLEY ROAD - 23 METRES FROM JUNCTION WITH STORTHESS HALL LANE

VEHICAL 1 HAS BEEN TRAVELING AT SPEED ON FARNLEY ROAD, LOST CONTROL AFTER HITTING BLACK ICE AND COLLIDED WITH A WALL.

Vehicles			From	To	Driver		Breath Test	Casualties		Veh	Sex	Age	Ped direction to	
1	Car	Going ahead other	S	N	Male	20	Not applicable	1	Driver/Rider	SLIGHT	1	Male	20	

Contributory Factors
Exceeding speed limit V001 V.likely

1175743 SLIGHT 11/05/2022 008:32 418886 /413442 DOGLEY LANE (A629) NEAR JUNCTION WITH STORTHERS HALL LANE, HUDDERSFIELD, KIRKLEES

V1 is travelling North on Storthes Hall Lane to the junction of Penistone Road. V1 Pulls into the junction across the path of V2. V2 collides with the front offside of V1 causing damage to both. Minor injury sustained to rider of V2.

Vehicles			From	To	Driver		Breath Test	Casualties		Veh	Sex	Age	Ped direction to
1	Car	Turning right	S	E	Male	60	Negative	1	Driver/Rider	SLIGHT	2	Male	17
2	M/cycle 50 - 125cc	Going ahead other	NE	SW	Male	17	Not requested						

Contributory Factors
Failed to look properly V001 V.likely

1186521 SLIGHT 11/06/2022 009:05 418998 /413227 DOGLEY LANE (A629) AT JUNCTION WITH NORTH ROAD (B6116), KIRKBURTON, HUDDERSFIELD, KIRKLEES

Vehicle 1 (car) has been stopped at junction between North Road and Penistone Road. Failed to see Vehicle 2 (motorbike) which has been proceeding along Penistone Road. V1 has edged out of junction, turning right onto Penistone Road from North Road. V2 gone into the front of V1 and rider of V2 has come off motorbike as it has fallen to the right. Injury to right shoulder of V2 rider. Driver of V1 accepts fault for the collision.

Vehicles			From	To	Driver		Breath Test	Casualties		Veh	Sex	Age	Ped direction to
1	Car	Starting	NW	N	Female	31	Not requested	1	Driver/Rider	SLIGHT	2	Male	29
2	M/Cycle Unknown cc	Going ahead other	N	S	Male	29	Not requested						

Contributory Factors
Disobey Give Way or Stop sign or marking V001 Possible

4AV2240 SLIGHT 31/10/2017 00:54 418231 /412961 Storthes Hall Lane

Vehicle 2 was driving along STORTHERS HALL LANE in the direction towards FARNLEY TYAS, vehicle 1 was travelling on the same road in the opposite direction. Vehicle 1 has crossed the centre broken line and encroached the lane travelling in the opposite direction colliding with vehicle 2. Both drivers breath tested at the scene, driver of vehicle 1 provided a reading of 34 and also admitted that the accident was his fault. Driver of vehicle 2 provided a negative reading. Driver of vehicle 2 complained of pain to his left leg which has recently been broken and pain to his right arm.

Vehicles			From	To	Driver		Breath Test	Casualties		Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	S	N	Male	56	Negative	1	Driver/Rider	SLIGHT	2	Male	21
2	Car	Going ahead other	N	S	Male	21	Negative						

Contributory Factors
Careless, reckless or in a hurry V001 V.likely

51U1404 SLIGHT 30/01/2018 007:41 418881 /413451 Junction of B6118 Penistone Road, Huddersfield and Storthes Hall Lane, Huddersfield

This is a collision between two vehicles on a main road. V1 was travelling on Penistone Road, heading away from Huddersfield and slowed, intending on turning right down Storthes Hall Road. V2 was travelling in the opposite direction, heading towards Huddersfield on the main road. V1 makes the right turn and turns across the path of the oncoming V, colliding with the front of V2, causing slight injuries to the driver of V2.

Vehicles		From	To	Driver		Breath Test	Casualties		Veh	Sex	Age	Ped direction to	
1	Car	Waiting to turn right	W	S	Male	20	Negative	1	Driver/Rider	SLIGHT	2	Female	47
2	Car	Going ahead other	E	W	Female	47	Not provided						

Contributory Factors

Fail to judge other person path or speed V001 V.likely

62L0851 SLIGHT 21/02/2019 003:15 419001 /413224 Junction of A629 Penistone Road and B6116 North Road

Vehicle 2 is turning right at the junction of North Road and Penistone Road in the direction of HUDDERSFIELD. Vehicle 1 is travelling from HUDDERSFIELD along Penistone Road. As vehicle 2 turns right driver has not observed vehicle 1 and pulls across in front of the vehicle. Rider of vehicle 1 manages to break and swerve impacting with vehicle 2 on the offside rear quarter panel. The impact has been glancing causing panel damage to the offside front of the moped and scuff damage to vehicle 2. Rider has been flung over handlebars and landed in the road. Rider has sustained minor bruising to the right ankle and has been taken to HRI as a precaution. After being assessed at Hospital Rider has been released, x-ray shows no breaks and he has bruising to right foot.

Vehicles		From	To	Driver		Breath Test	Casualties		Veh	Sex	Age	Ped direction to	
1	M/cycle <= 50cc	Turning right	E	NW	Male	16	Not requested	1	Driver/Rider	SLIGHT	1	Male	16
2	Car	Going ahead other	NW	SE	Female	21	Not requested						

Contributory Factors

Failed to look properly V002 V.likely Fail to judge other person path or speed V002 Possible

65L1810 SERIOUS 21/05/2019 000:47 418987 /413273 A629 Penistone Road, Huddersfield

Both vehicles are travelling along Penistone Road towards Huddersfield. Vehicle 2 slows and vehicle 1 collides with the rear of it. Passengers of vehicle 2 and driver of vehicle 1 all sustain minor injuries.

Vehicles		From	To	Driver		Breath Test	Casualties		Veh	Sex	Age	Ped direction to	
1	Car	Going ahead other	SE	NW	Male	22	Negative	1	Driver/Rider	SERIOUS	1	Male	22
2	Car	Going ahead other	SE	NW	Female	49	Negative	2	Passenger	SERIOUS	2	Female	51
								3	Passenger	SERIOUS	2	Female	51

Contributory Factors

Following too close V001 V.likely

6AE0576

SLIGHT 14/10/2019 001:06 418578 /413444 Woodsome Lees Huddersfield

This incident involves one vehicle, a Renault master van which is a works van that had been driven from Lincolnshire to Huddersfield for work. The vehicle has been parked on a steep hill and as the brakes have cooled the van has begun rolling backwards down the hill. This has been noticed by another member of staff who has attempted to enter the moving vehicle via the drivers door to apply the brakes. As he enters he is trapped between the drivers door and pillar as the door has struck a wall causing crush injuries to his chest.

Vehicles	From	To	Driver	Breath Test	Casualties	Veh	Sex	Age	Ped direction to
1 Van/Goods < 3.5t	W	E	Male	52 Negative	1 Driver/Rider	SLIGHT	1	Male	52

Contributory Factors

Other V001 V.likely

ACCIDENT SEVERITY UPTO 2022									WEATHER			ROAD SURFACE			LIGHT CONDITIONS		
		2017	2018	2019	2020	2021	2022	Total		No.	%		Number	%		Number	%
Fatal	11%	0	0	0	0	1	0	1	Fine	7	78	Dry	5	56	Light	5	56
Serious	11%	0	0	1	0	0	0	1	Rain	2	22	Wet	4	44	Dark	4	44
Slight	78%	1	1	2	0	0	3	7	TOTAL	9		TOTAL	9		TOTAL	9	
TOTAL		1	1	3	0	1	3	9									

PEDESTRIAN	No.	%		SKIDDING	No.	%
ACCIDENTS	1	11		ACCIDENTS	2	22

ACCIDENTS BY DAY AND TIME								
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00:00 - 00:59	0	1	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	1	1
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	0	0	0	0	0	0
08:00 - 08:59	0	0	0	1	0	0	0	1
09:00 - 09:59	0	0	0	0	0	0	1	1
10:00 - 10:59	0	0	0	0	0	0	0	0
11:00 - 11:59	0	1	0	0	0	0	0	1
12:00 - 12:59	0	0	0	0	0	0	0	0
13:00 - 13:59	0	0	0	0	1	0	0	1
14:00 - 14:59	0	0	0	0	0	0	0	0
15:00 - 15:59	0	0	0	0	0	0	0	0
16:00 - 16:59	0	0	0	0	0	0	0	0
17:00 - 17:59	0	0	1	0	0	0	0	1
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	2	0	0	0	0	2
21:00 - 21:59	0	0	0	0	0	0	0	0
22:00 - 22:59	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0
TOTAL	0	2	3	1	1	0	2	9
%	0%	22%	33%	11%	11%	0%	22%	100%

ACCIDENTS BY MONTH AND YEAR UPTO 2022							
	2017	2018	2019	2020	2021	2022	Total
Jan	0	1	0	0	0	1	2
Feb	0	0	1	0	0	0	1
Mar	0	0	0	0	0	0	0
Apr	0	0	0	0	0	0	0
May	0	0	1	0	0	1	2
June	0	0	0	0	0	1	1
July	0	0	0	0	1	0	1
Aug	0	0	0	0	0	0	0
Sep	0	0	0	0	0	0	0
Oct	1	0	1	0	0	0	2
Nov	0	0	0	0	0	0	0
Dec	0	0	0	0	0	0	0
TOTAL	1	1	3	0	1	3	9
%	11%	11%	33%	0%	11%	33%	100%

CASUALTY SEVERITY UPTO 2022

	2017	2018	2019	2020	2021	2022	Total
Fatal	0	0	0	0	1	0	1
Serious	0	0	3	0	0	0	3
Slight	1	1	2	0	0	3	7
TOTAL	1	1	5	0	1	3	11

JUNCTION DETAIL

T or staggered
Other junction
Not at junction
TOTAL

Number	%		Number	%
3	33	Give way sign	4	44
1	11	Not at junction	5	56
5	56	TOTAL	9	
9				

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	0	0	0	1	9
PTW rider	0	0	2	1	0	0	3	27
Car driver	0	0	0	3	1	0	4	36
Car passenger	0	0	0	0	2	0	2	18
Goods driver	0	0	0	0	1	0	1	9
TOTAL	0	0	3	4	4	0	11	
%	0	0	27	36	36	0		

Number of Casualties with unknown age: 0

SPEED LIMIT

30 MPH
40 MPH
TOTAL

Number	%	ROAD CLASS	Number	%
3	33	A	5	83
6	67	B	1	17
9		TOTAL	6	

VEHICLES INVOLVED BY TYPE AND AGE OF DRIVER

	0 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Unknown	Total	%
PTW	0	2	1	0	0	0	3	19
Car	0	0	6	4	1	1	12	75
Goods < 3.5T	0	0	0	1	0	0	1	6
TOTAL	0	2	7	5	1	1	16	
%	0	13	44	31	6	6		

VEHICLE MANOEUVRES

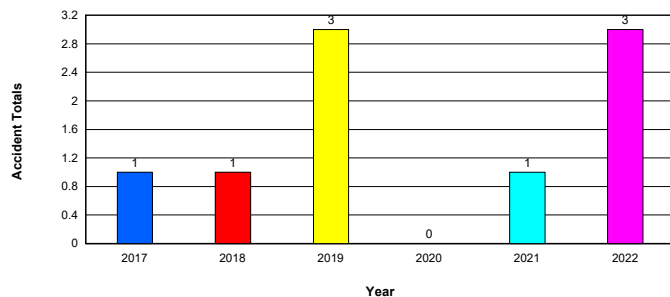
	Number	%
Starting	1	6
Turning right	2	13
Waiting to turn right	1	6
Going ahead other	12	75
TOTAL	16	

BREATH TEST

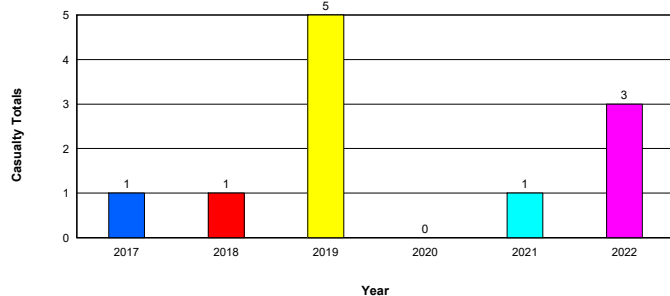
	Number	%
Not applicable	1	6
Negative	8	50
Not requested	5	31
Driver not contacted	1	6
Medical reasons	1	6
TOTAL	16	

Accident Date BETWEEN '01-Jul-2017' AND '30-Jun-2022'

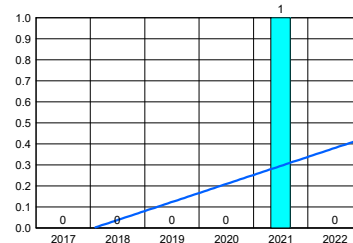
Accident Totals/Year



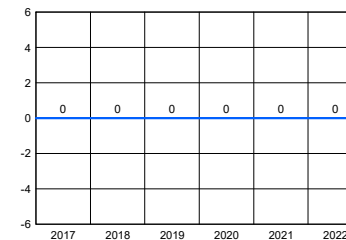
Casualty Totals/Year



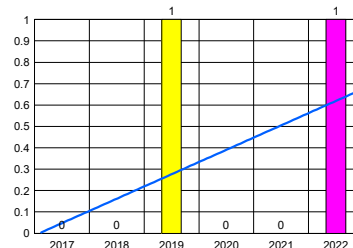
Pedestrians



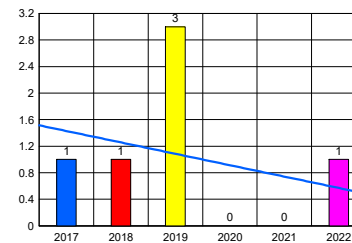
Pedal Cyclists



Motor Cyclists



Car Occupants



Casualty Data

Acc	2017	2018	2019	2020	2021	2022	Total
Fatal	0	0	0	0	1	0	1
Serious	0	0	1	0	0	0	1
Slight	1	1	2	0	0	3	7
Damage	0	0	0	0	0	0	0
Total	1	1	3	0	1	3	9

Cas	2017	2018	2019	2020	2021	2022	Total
Fatal	0	0	0	0	1	0	1
Serious	0	0	3	0	0	0	3
Slight	1	1	2	0	0	3	7
Total	1	1	5	0	1	3	11

Accident Date BETWEEN '01-Jul-2017' AND '30-Jun-2022'

		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	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
16 to 19	Fatal	1	0	0	0	0	0	0	0	0	1
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	0	0	2	0	0	0	0	0	0	2
	TOTAL	1	0	2	0	0	0	0	0	0	3
20 to 29	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	1	0	0	0	0	1
	Slight	0	0	1	0	2	0	0	0	0	3
	TOTAL	0	0	1	0	3	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	2	0	0	0	2
	Slight	0	0	0	0	1	0	1	0	0	2
	TOTAL	0	0	0	0	1	2	1	0	0	4
60+	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
All Ages	Fatal	1	0	0	0	0	0	0	0	0	1
	Serious	0	0	0	0	1	2	0	0	0	3
	Slight	0	0	3	0	3	0	1	0	0	7
	TOTAL	1	0	3	0	4	2	1	0	0	11
Number of Casualties with unknown age: 0											

Appendix G Drawing GA/01 and GA/02 - Proposed Access Arrangements and Visibility Splays





DO NOT SCALE

40

40MPH LIMIT ALONG STORTHES HALL LANE

STORTHES HALL LANE

EXISTING FOOTWAY ON SOUTHERN SIDE OF STORTHES HALL LANE

STORTHES HALL LANE

EXISTING FOOTWAY ON SOUTHERN SIDE OF STORTHES HALL LANE

Lodge

EXISTING SECURITY BARRIERS TO BE REMOVED

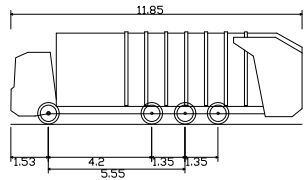
LIMIT OF ACCESS WORKS. INTERNAL LAYOUT IN OUTLINE SUBJECT TO RESERVED MATTER APPROVAL

R10.0m

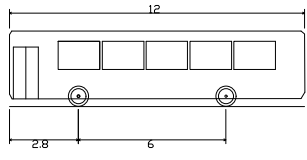
2.5m

5.5m

VEHICLE PROFILES



Kirklees Refuse Vehicle.
Overall Length 11.850m
Overall Width 2.500m
Overall Body Height 3.749m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.000m



'Standard' Rigid Bus
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 3.069m
Min Body Ground Clearance 0.339m
Track Width 2.350m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.771m

KEY:

- INDICATIVE SITE BOUNDARY
- INDICATIVE HIGHWAY ADOPTION BOUNDARY
- EXISTING ROAD MARKINGS
- PROPOSED WORKS
- 2.4M X 50M JUNCTION VISIBILITY SPLAY (SEE NOTE 2)
- 2.4M X 51M JUNCTION VISIBILITY SPLAY (SEE NOTE 2)

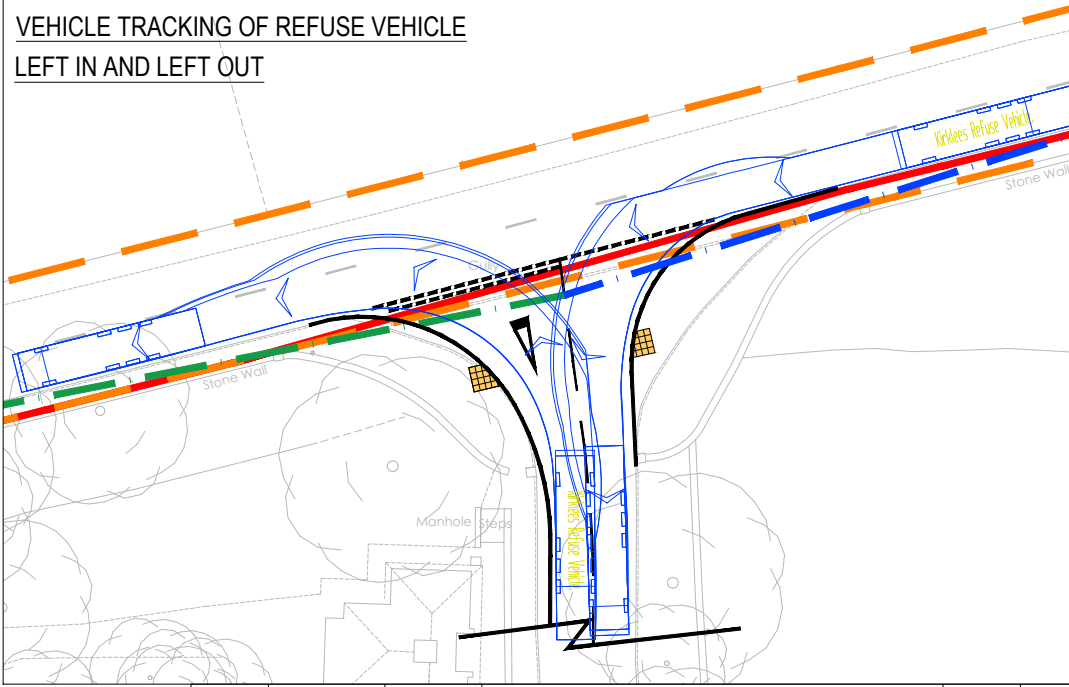
NOTES

- PRELIMINARY LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY AND LOCAL AUTHORITY APPROVAL.
- VEHICLE SPEED SURVEY:

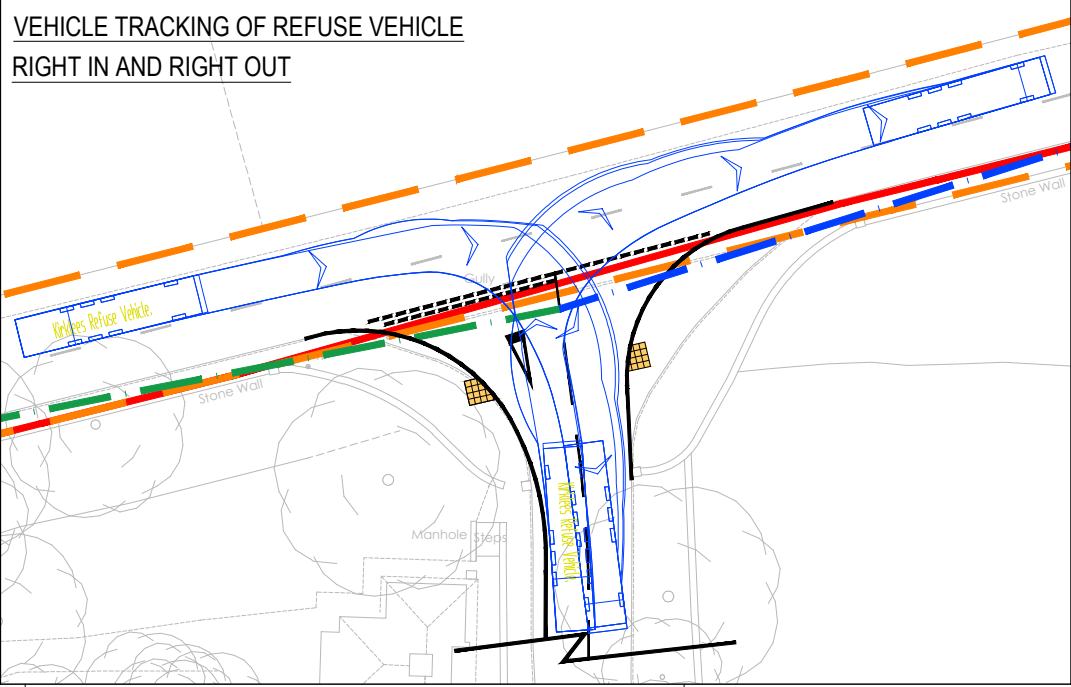
85th PERCENTILE WET WEATHER SPEEDS:

EASTBOUND 34.7 MPH (56 KPH) – 51M
WESTBOUND 34.3 MPH (55 KPH) – 50M

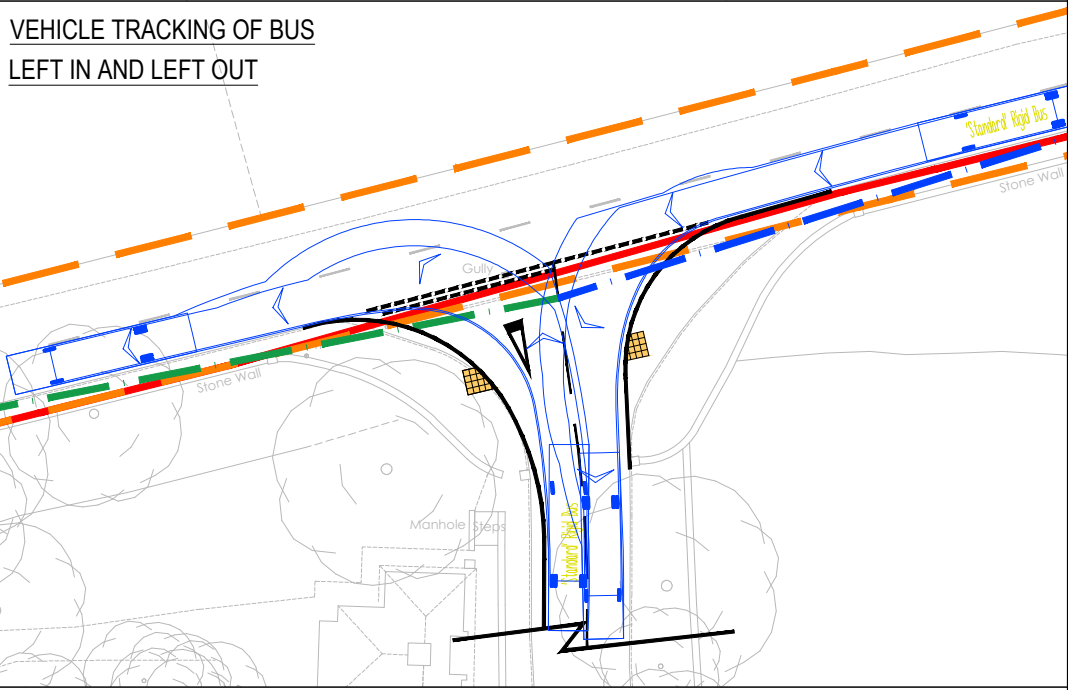
VEHICLE TRACKING OF REFUSE VEHICLE LEFT IN AND LEFT OUT



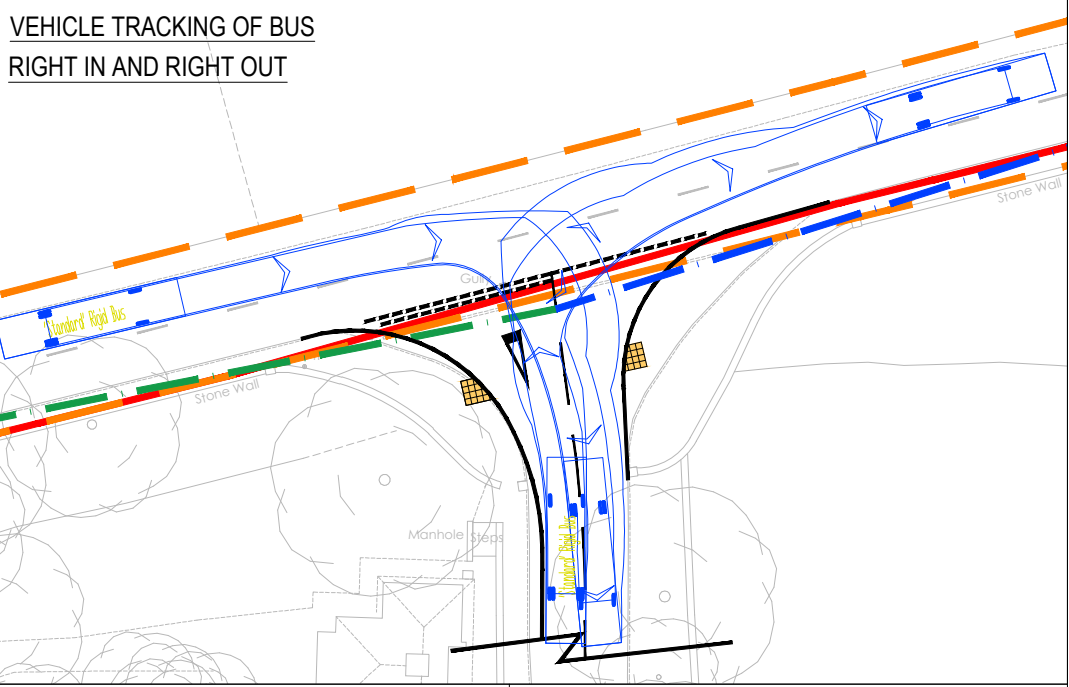
VEHICLE TRACKING OF REFUSE VEHICLE RIGHT IN AND RIGHT OUT



VEHICLE TRACKING OF BUS LEFT IN AND LEFT OUT



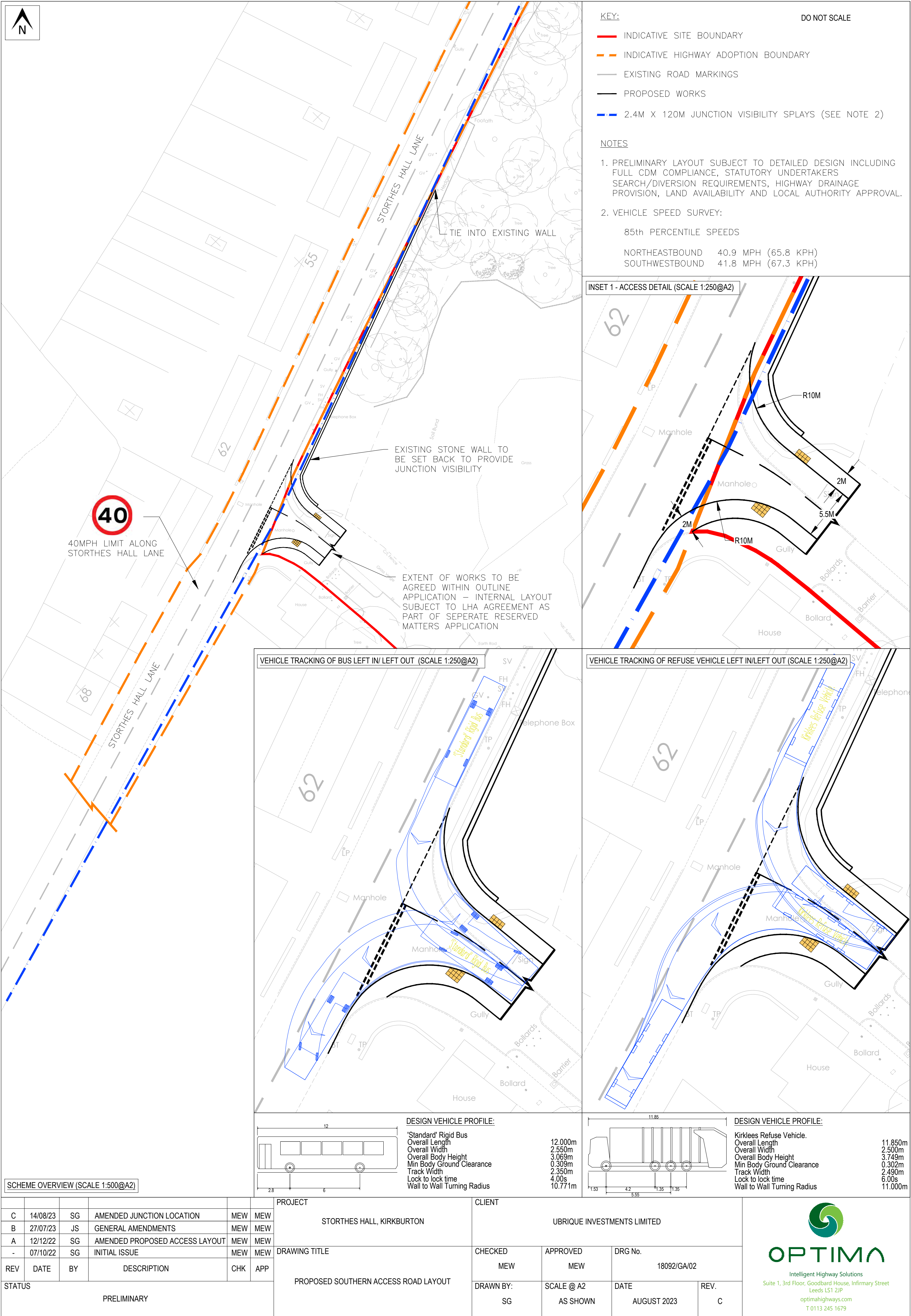
VEHICLE TRACKING OF BUS RIGHT IN AND RIGHT OUT



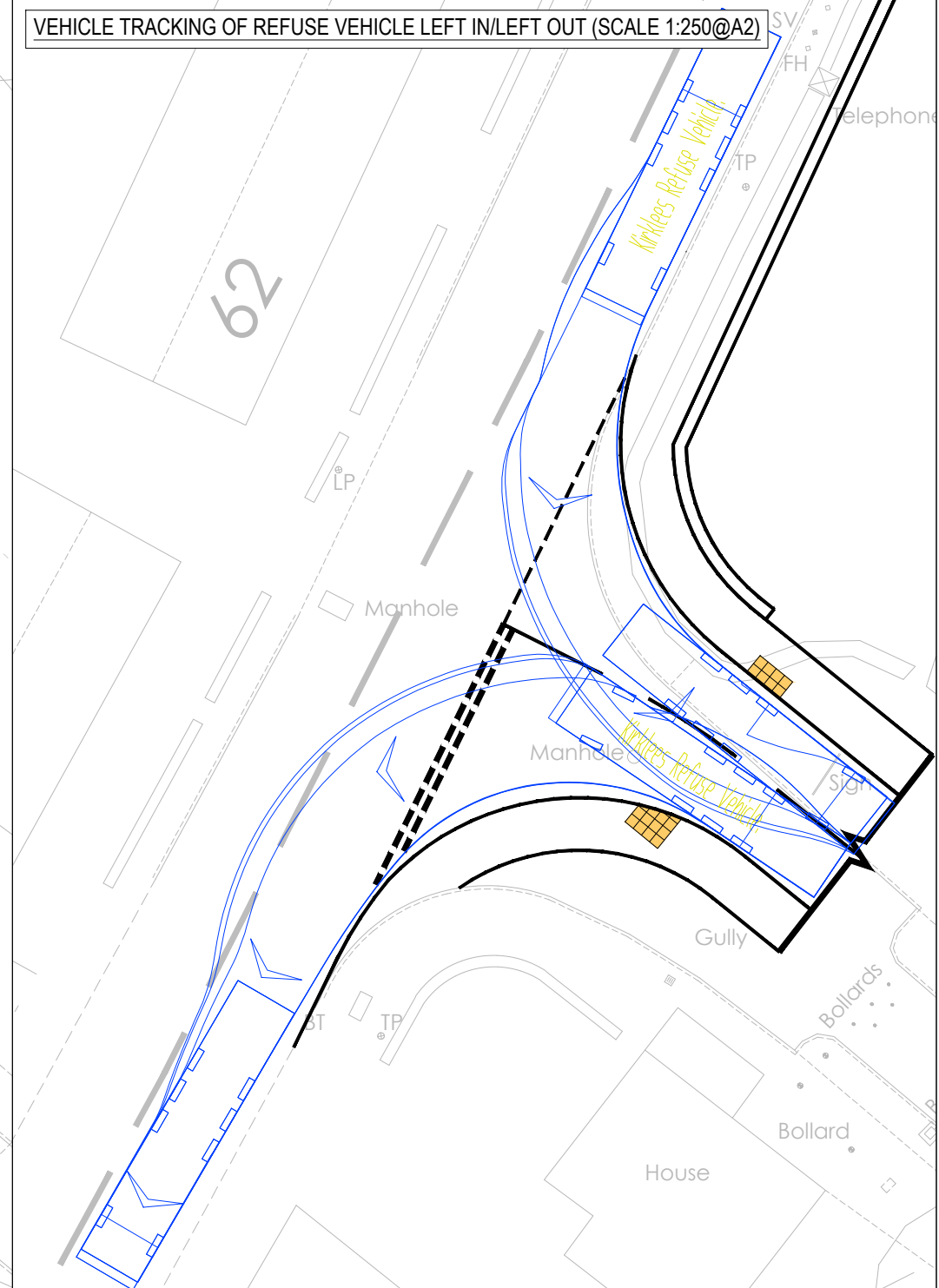
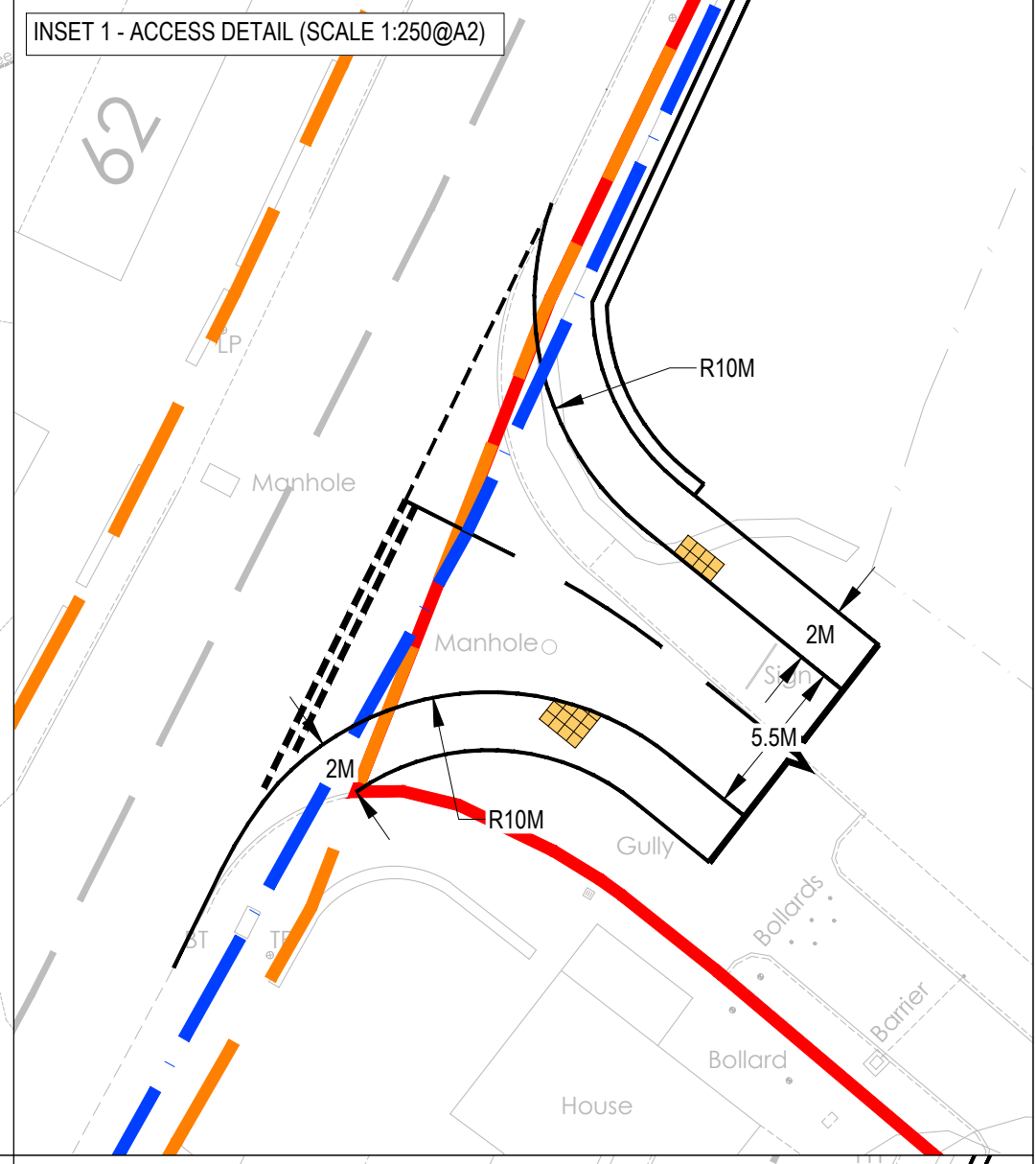
REV	DATE	BY	DESCRIPTION	CHK	APP
B	26/07/23	SG	AMENDED PROPOSED ACCESS LAYOUT	MEW	MEW
A	12/12/22	SG	AMENDED PROPOSED ACCESS LAYOUT	MEW	MEW
-	07/10/22	SG	INITIAL ISSUE	MEW	MEW
STATUS			PRELIMINARY		

PROJECT	STORTHES HALL, KIRKBURTON
DRAWING TITLE	PROPOSED NORTHERN ACCESS ROAD LAYOUT

CLIENT	UBRIQUE INVESTMENTS LIMITED		
CHECKED	MEW	APPROVED	MEW
DRAWN BY:	SG	SCALE @ A2	1:500
DRG No.	18092/GA/01		REV.
JULY 2023		B	

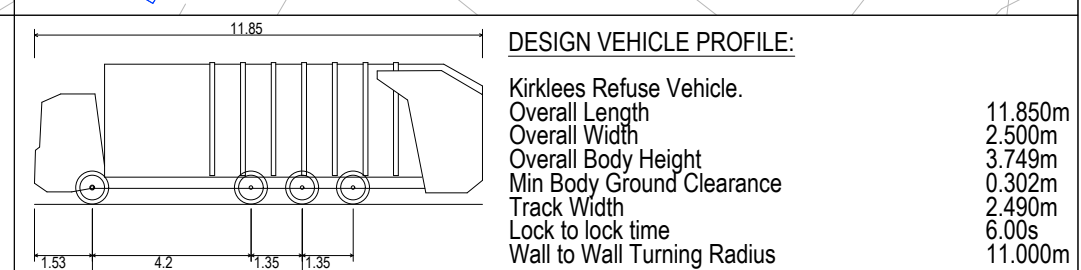
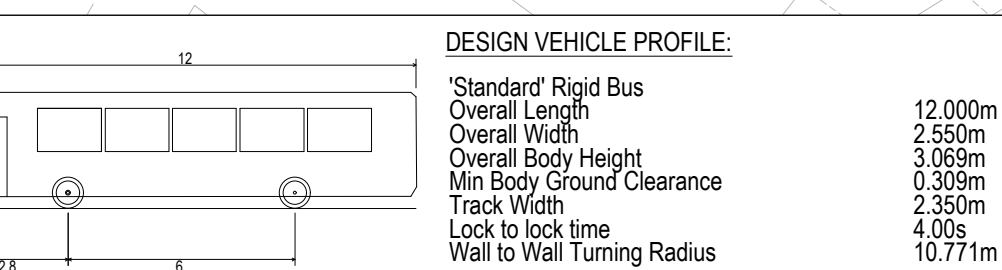


- KEY:**
- INDICATIVE SITE BOUNDARY
 - INDICATIVE HIGHWAY ADOPTION BOUNDARY
 - EXISTING ROAD MARKINGS
 - PROPOSED WORKS
 - 2.4M X 120M JUNCTION VISIBILITY SPLAYS (SEE NOTE 2)
- NOTES**
- PRELIMINARY LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY AND LOCAL AUTHORITY APPROVAL.
 - VEHICLE SPEED SURVEY:
85th PERCENTILE SPEEDS
NORTHEASTBOUND 40.9 MPH (65.8 KPH)
SOUTHWESTBOUND 41.8 MPH (67.3 KPH)



SCHEME OVERVIEW (SCALE 1:500@A2)

REV	DATE	BY	DESCRIPTION	CHK	APP
C	14/08/23	SG	AMENDED JUNCTION LOCATION	MEW	MEW
B	27/07/23	JS	GENERAL AMENDMENTS	MEW	MEW
A	12/12/22	SG	AMENDED PROPOSED ACCESS LAYOUT	MEW	MEW
-	07/10/22	SG	INITIAL ISSUE	MEW	MEW
STATUS					
PRELIMINARY					



PROJECT		CLIENT	
STORTHES HALL, KIRKBURTON		UBRIQUE INVESTMENTS LIMITED	
DRAWING TITLE		CHECKED	APPROVED
PROPOSED SOUTHERN ACCESS ROAD LAYOUT		MEW	MEW
		DRAWN BY:	SCALE @ A2
		SG	AS SHOWN
		DATE	REV.
		AUGUST 2023	C

Appendix H Method of Travel to Work Data



WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
ONS Crown Copyright Reserved [from Nomis on 17 August 2022]
Population : All usual residents aged 16 and over in employment the week before the census
Units : Persons
Date : 2011
usual residence : E02002321 : Kirklees 051 (2011 super output area - middle layer)

place of work : 2011 super output area - All categories:	Method of travel to work	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minib	Taxi	Motorcycle	Driving a car	Passenger in Bicycle	On foot	Other method of travel to work
E02004326 : County Durham 034	1	0	0	0	0	0	0	1	0	0	0
E02004339 : County Durham 054	2	0	0	0	0	0	0	0	0	2	0
E02004344 : County Durham 063	1	0	0	0	0	0	0	1	0	0	0
E02001731 : Newcastle upon Tyne 024	2	0	0	1	0	0	0	0	1	0	0
E02002620 : Blackburn with Darwen 006	2	0	0	0	0	0	0	1	1	0	0
E02002646 : Blackpool 014	1	0	0	0	0	0	0	1	0	0	0
E02003836 : Cheshire East 047	1	0	0	0	0	0	0	1	0	0	0
E02003855 : Cheshire East 003	2	0	0	0	0	0	0	0	0	2	0
E02003859 : Cheshire East 007	1	0	0	0	0	0	0	1	0	0	0
E02003848 : Cheshire West and Chester	2	0	0	0	0	0	0	1	1	0	0
E02002613 : Warrington 024	1	0	0	0	0	0	0	1	0	0	0
E02000993 : Bolton 010	1	0	0	0	0	0	0	1	0	0	0
E02000997 : Bolton 014	1	0	0	0	0	0	0	1	0	0	0
E02001026 : Bury 008	4	0	0	0	1	0	0	1	2	0	0
E02001070 : Manchester 026	1	0	0	0	0	0	0	0	0	1	0
E02001082 : Manchester 038	1	0	0	0	0	0	0	1	0	0	0
E02001089 : Manchester 045	1	0	0	0	0	0	0	1	0	0	0
E02001097 : Manchester 053	1	0	0	0	0	0	0	1	0	0	0
E02006902 : Manchester 054	10	0	0	2	2	0	0	3	2	0	1
E02006914 : Manchester 057	3	0	0	2	0	0	0	1	0	0	0
E02006917 : Manchester 060	2	0	0	1	0	0	0	1	0	0	0
E02001100 : Oldham 003	1	0	0	0	0	0	0	1	0	0	0
E02001103 : Oldham 006	1	0	0	0	0	0	0	1	0	0	0
E02001108 : Oldham 011	2	0	0	0	1	0	0	0	0	0	1
E02001110 : Oldham 013	1	0	0	0	0	0	0	0	0	0	1
E02001111 : Oldham 014	1	0	0	0	0	0	0	1	0	0	0
E02001113 : Oldham 016	2	0	0	0	0	0	0	1	0	0	1
E02001117 : Oldham 020	1	0	0	0	0	0	0	1	0	0	0
E02001121 : Oldham 024	3	0	0	0	2	0	0	1	0	0	0
E02001124 : Oldham 027	1	0	0	0	0	0	0	1	0	0	0
E02001128 : Oldham 031	1	0	0	0	0	0	0	1	0	0	0
E02001129 : Oldham 032	1	0	0	0	0	0	0	1	0	0	0
E02001130 : Oldham 033	1	0	0	0	0	0	0	1	0	0	0
E02006860 : Oldham 035	1	0	0	0	0	0	0	1	0	0	0
E02001133 : Rochdale 002	2	0	0	0	1	0	0	1	0	0	0
E02001136 : Rochdale 005	1	0	0	0	0	0	0	1	0	0	0
E02001138 : Rochdale 007	1	0	0	0	0	0	0	1	0	0	0
E02001139 : Rochdale 008	1	0	0	0	0	1	0	0	0	0	0
E02001141 : Rochdale 010	1	0	0	0	0	0	0	1	0	0	0
E02001142 : Rochdale 011	1	0	0	0	0	0	0	0	1	0	0
E02001143 : Rochdale 012	1	0	0	0	0	0	0	1	0	0	0
E02001149 : Rochdale 018	1	0	0	0	0	0	0	1	0	0	0
E02001150 : Rochdale 019	1	0	0	0	0	0	0	1	0	0	0
E02001155 : Rochdale 024	2	0	0	0	0	0	0	2	0	0	0
E02001177 : Salford 021	1	0	0	0	0	0	0	0	0	0	1
E02001184 : Salford 028	2	0	0	0	0	0	0	2	0	0	0

E02001193 : Stockport 007	1	0	0	0	0	0	0	1	0	0	0	0
E02001205 : Stockport 019	1	0	0	0	0	0	0	1	0	0	0	0
E02001211 : Stockport 025	1	0	0	0	0	0	0	1	0	0	0	0
E02001223 : Stockport 037	1	0	0	0	0	0	0	1	0	0	0	0
E02001241 : Tameside 013	5	0	0	0	0	0	0	2	3	0	0	0
E02001243 : Tameside 015	2	0	0	0	0	0	0	2	0	0	0	0
E02001248 : Tameside 020	1	0	0	0	0	0	0	1	0	0	0	0
E02001253 : Tameside 025	1	0	0	0	0	0	0	1	0	0	0	0
E02001260 : Trafford 002	1	0	0	0	0	0	0	1	0	0	0	0
E02001261 : Trafford 003	2	0	1	0	0	0	0	0	1	0	0	0
E02001278 : Trafford 020	1	0	0	0	0	0	0	1	0	0	0	0
E02001285 : Trafford 027	3	0	0	0	0	0	0	3	0	0	0	0
E02001294 : Wigan 008	1	0	0	0	0	1	0	0	0	0	0	0
E02001307 : Wigan 021	1	0	0	0	1	0	0	0	0	0	0	0
E02005178 : Burnley 003	1	0	0	0	0	0	0	1	0	0	0	0
E02005190 : Chorley 002	1	0	0	0	0	0	0	1	0	0	0	0
E02005211 : Fylde 009	2	0	0	0	0	0	0	2	0	0	0	0
E02005214 : Hyndburn 003	1	0	0	0	0	0	0	1	0	0	0	0
E02005256 : Preston 004	2	0	0	0	0	0	0	2	0	0	0	0
E02005262 : Preston 010	1	0	0	0	0	0	0	1	0	0	0	0
E02005274 : Ribble Valley 005	1	0	0	0	0	0	0	0	0	0	1	0
E02002684 : East Riding of Yorkshire 001	1	0	0	0	0	0	0	1	0	0	0	0
E02002703 : East Riding of Yorkshire 020	2	0	0	2	0	0	0	0	0	0	0	0
E02002706 : East Riding of Yorkshire 021	1	0	0	0	0	0	0	1	0	0	0	0
E02002712 : East Riding of Yorkshire 022	1	0	0	0	0	0	0	1	0	0	0	0
E02002680 : Kingston upon Hull 029	1	0	0	0	0	0	0	1	0	0	0	0
E02002758 : North Lincolnshire 010	1	0	0	0	0	0	0	1	0	0	0	0
E02002762 : North Lincolnshire 014	1	0	0	0	0	0	0	1	0	0	0	0
E02002776 : York 005	1	0	0	0	0	0	0	0	0	0	1	0
E02002784 : York 013	5	0	0	4	0	0	0	1	0	0	0	0
E02002792 : York 021	1	0	0	0	0	0	0	1	0	0	0	0
E02002794 : York 023	3	0	0	1	0	0	0	2	0	0	0	0
E02005745 : Craven 004	1	0	0	0	0	0	0	1	0	0	0	0
E02005756 : Hambleton 007	1	0	0	0	0	0	0	1	0	0	0	0
E02005759 : Hambleton 010	1	0	0	0	0	0	0	1	0	0	0	0
E02005760 : Hambleton 011	1	0	0	0	0	0	0	1	0	0	0	0
E02005763 : Harrogate 003	1	0	0	0	0	0	0	1	0	0	0	0
E02005764 : Harrogate 004	1	0	0	0	0	0	0	1	0	0	0	0
E02005769 : Harrogate 009	1	0	0	0	0	0	0	1	0	0	0	0
E02005774 : Harrogate 014	1	0	0	0	0	0	0	1	0	0	0	0
E02005777 : Harrogate 017	2	0	0	0	0	0	0	0	2	0	0	0
E02005781 : Harrogate 021	1	0	0	0	0	0	0	1	0	0	0	0
E02005788 : Ryedale 001	1	0	0	0	0	0	0	1	0	0	0	0
E02005809 : Selby 001	3	0	0	0	0	0	0	3	0	0	0	0
E02005810 : Selby 002	1	0	0	0	0	0	0	1	0	0	0	0
E02005813 : Selby 005	1	0	0	0	0	0	0	1	0	0	0	0
E02005818 : Selby 010	12	0	0	0	0	0	0	10	2	0	0	0
E02001510 : Barnsley 002	3	0	0	0	0	0	0	3	0	0	0	0
E02001511 : Barnsley 003	1	0	0	0	0	0	0	1	0	0	0	0
E02001513 : Barnsley 005	4	0	0	0	0	0	0	4	0	0	0	0
E02001515 : Barnsley 007	3	0	0	0	0	0	0	3	0	0	0	0
E02001516 : Barnsley 008	1	0	0	0	0	0	0	1	0	0	0	0
E02001517 : Barnsley 009	1	0	0	0	0	0	0	1	0	0	0	0
E02001518 : Barnsley 010	4	0	0	0	0	0	0	4	0	0	0	0
E02001520 : Barnsley 012	12	0	0	0	1	0	0	11	0	0	0	0
E02001521 : Barnsley 013	12	0	0	0	1	0	0	11	0	0	0	0

E02001523 : Barnsley 015	3	0	0	0	0	0	0	3	0	0	0	0
E02001524 : Barnsley 016	3	0	0	0	0	0	0	3	0	0	0	0
E02001525 : Barnsley 017	1	0	0	0	0	0	0	1	0	0	0	0
E02001526 : Barnsley 018	1	0	0	0	0	0	0	1	0	0	0	0
E02001527 : Barnsley 019	2	0	0	0	0	0	0	2	0	0	0	0
E02001529 : Barnsley 021	2	0	0	0	0	0	0	2	0	0	0	0
E02001530 : Barnsley 022	1	0	0	0	0	0	0	0	1	0	0	0
E02001532 : Barnsley 024	5	0	0	0	0	0	0	5	0	0	0	0
E02001534 : Barnsley 026	1	0	0	0	0	0	0	1	0	0	0	0
E02001535 : Barnsley 027	2	0	0	0	0	0	0	2	0	0	0	0
E02001536 : Barnsley 028	3	0	0	0	0	0	0	3	0	0	0	0
E02001537 : Barnsley 029	1	0	0	0	0	0	0	1	0	0	0	0
E02001538 : Barnsley 030	1	0	0	0	0	0	0	1	0	0	0	0
E02001548 : Doncaster 010	1	0	0	0	0	0	0	1	0	0	0	0
E02001551 : Doncaster 013	2	0	0	1	0	0	0	1	0	0	0	0
E02001552 : Doncaster 014	1	0	0	0	0	0	0	1	0	0	0	0
E02001557 : Doncaster 019	4	0	0	0	0	0	0	2	1	0	1	0
E02001558 : Doncaster 020	1	0	0	0	0	0	0	0	1	0	0	0
E02001559 : Doncaster 021	1	0	0	0	0	0	0	1	0	0	0	0
E02001560 : Doncaster 022	2	0	0	0	1	0	0	1	0	0	0	0
E02001566 : Doncaster 028	3	0	0	0	0	0	0	3	0	0	0	0
E02001567 : Doncaster 029	1	0	0	0	0	0	0	1	0	0	0	0
E02001570 : Doncaster 032	1	0	0	0	0	0	0	1	0	0	0	0
E02001571 : Doncaster 033	1	0	0	0	0	0	0	1	0	0	0	0
E02001575 : Doncaster 037	1	0	0	0	0	0	0	0	0	0	1	0
E02001579 : Rotherham 002	6	0	0	0	0	0	0	6	0	0	0	0
E02001580 : Rotherham 003	1	0	0	0	0	0	0	1	0	0	0	0
E02001587 : Rotherham 010	1	0	0	0	0	0	0	1	0	0	0	0
E02001590 : Rotherham 013	1	0	0	1	0	0	0	0	0	0	0	0
E02001591 : Rotherham 014	2	0	0	0	0	0	0	2	0	0	0	0
E02001593 : Rotherham 016	1	0	0	0	0	0	0	1	0	0	0	0
E02001594 : Rotherham 017	2	0	0	0	0	0	0	2	0	0	0	0
E02001602 : Rotherham 025	1	0	0	0	0	0	0	1	0	0	0	0
E02001614 : Sheffield 004	1	0	0	0	0	0	0	0	0	0	1	0
E02001615 : Sheffield 005	4	0	0	0	0	0	0	1	3	0	0	0
E02001618 : Sheffield 008	1	0	0	0	0	0	0	1	0	0	0	0
E02001624 : Sheffield 014	1	0	0	0	0	0	0	1	0	0	0	0
E02001627 : Sheffield 017	5	0	0	0	0	0	0	5	0	0	0	0
E02001628 : Sheffield 018	10	0	0	1	4	0	0	4	1	0	0	0
E02001630 : Sheffield 020	2	0	0	0	0	0	0	2	0	0	0	0
E02001632 : Sheffield 022	3	0	0	0	0	0	0	3	0	0	0	0
E02001637 : Sheffield 027	2	0	0	0	0	0	0	1	1	0	0	0
E02001640 : Sheffield 030	2	0	0	0	0	0	0	2	0	0	0	0
E02001642 : Sheffield 032	1	0	0	0	0	0	0	1	0	0	0	0
E02001646 : Sheffield 036	1	0	0	0	0	0	0	1	0	0	0	0
E02001651 : Sheffield 041	1	0	0	0	0	0	0	0	1	0	0	0
E02001671 : Sheffield 061	1	0	0	0	0	0	0	1	0	0	0	0
E02001673 : Sheffield 063	1	0	0	0	0	0	0	1	0	0	0	0
E02006843 : Sheffield 073	1	0	0	0	0	0	0	1	0	0	0	0
E02006844 : Sheffield 074	3	0	0	0	0	0	0	3	0	0	0	0
E02006868 : Sheffield 075	2	0	0	0	0	0	0	2	0	0	0	0
E02002184 : Bradford 002	1	0	0	0	0	0	0	1	0	0	0	0
E02002190 : Bradford 008	2	0	0	0	0	0	0	2	0	0	0	0
E02002191 : Bradford 009	1	0	0	0	0	0	0	1	0	0	0	0
E02002198 : Bradford 016	2	0	0	0	0	0	0	2	0	0	0	0
E02002200 : Bradford 018	2	0	0	0	0	0	0	2	0	0	0	0

E02002201 : Bradford 019	1	0	0	0	0	0	0	1	0	0	0	0
E02002203 : Bradford 021	4	0	0	0	0	0	0	4	0	0	0	0
E02002212 : Bradford 030	2	0	0	0	0	0	0	2	0	0	0	0
E02002213 : Bradford 031	1	0	0	0	0	0	0	1	0	0	0	0
E02002215 : Bradford 033	1	0	0	0	0	0	0	1	0	0	0	0
E02002216 : Bradford 034	1	0	0	0	0	0	0	1	0	0	0	0
E02002219 : Bradford 037	3	0	0	0	0	0	0	3	0	0	0	0
E02002220 : Bradford 038	6	0	0	0	0	0	0	6	0	0	0	0
E02002221 : Bradford 039	9	0	0	1	0	0	0	7	1	0	0	0
E02002223 : Bradford 041	1	0	0	0	0	0	0	1	0	0	0	0
E02002226 : Bradford 044	2	0	0	0	0	0	0	2	0	0	0	0
E02002227 : Bradford 045	5	0	0	0	0	0	0	5	0	0	0	0
E02002228 : Bradford 046	2	0	0	0	0	0	0	2	0	0	0	0
E02002230 : Bradford 048	5	0	0	0	0	0	0	5	0	0	0	0
E02002233 : Bradford 051	1	0	0	0	0	0	0	1	0	0	0	0
E02002235 : Bradford 053	5	0	0	0	0	0	0	5	0	0	0	0
E02002239 : Bradford 057	7	0	0	0	0	0	0	7	0	0	0	0
E02002241 : Bradford 059	2	0	0	0	0	0	0	2	0	0	0	0
E02002242 : Bradford 060	8	0	0	0	0	0	0	8	0	0	0	0
E02002243 : Bradford 061	1	0	0	0	0	0	0	1	0	0	0	0
E02002244 : Calderdale 001	1	0	0	0	0	0	0	1	0	0	0	0
E02002246 : Calderdale 003	1	0	0	0	0	0	0	0	1	0	0	0
E02002250 : Calderdale 007	1	0	0	0	0	0	0	1	0	0	0	0
E02002251 : Calderdale 008	35	0	1	2	2	1	0	29	0	0	0	0
E02002252 : Calderdale 009	1	0	0	0	0	1	0	0	0	0	0	0
E02002253 : Calderdale 010	1	0	0	0	0	0	0	1	0	0	0	0
E02002254 : Calderdale 011	3	0	0	0	0	0	0	3	0	0	0	0
E02002255 : Calderdale 012	3	0	0	0	0	0	0	2	1	0	0	0
E02002256 : Calderdale 013	2	0	0	0	0	0	0	2	0	0	0	0
E02002257 : Calderdale 014	4	0	0	0	0	0	0	4	0	0	0	0
E02002258 : Calderdale 015	15	0	0	0	0	1	14	0	0	0	0	0
E02002259 : Calderdale 016	5	0	0	0	0	0	4	1	0	0	0	0
E02002260 : Calderdale 017	1	0	0	0	0	0	0	0	0	0	1	0
E02002261 : Calderdale 018	1	0	0	0	0	0	1	0	0	0	0	0
E02002262 : Calderdale 019	22	0	0	0	2	0	2	17	1	0	0	0
E02002264 : Calderdale 021	10	0	0	0	0	0	10	0	0	0	0	0
E02002265 : Calderdale 022	1	0	0	0	0	0	1	0	0	0	0	0
E02002266 : Calderdale 023	2	0	0	0	0	0	2	0	0	0	0	0
E02002267 : Calderdale 024	3	0	0	0	0	0	2	1	0	0	0	0
E02002268 : Calderdale 025	35	0	0	0	2	0	0	32	0	1	0	0
E02002269 : Calderdale 026	2	0	0	0	0	0	2	0	0	0	0	0
E02002271 : Kirklees 001	1	0	0	0	0	0	1	0	0	0	0	0
E02002272 : Kirklees 002	3	0	0	0	0	0	3	0	0	0	0	0
E02002273 : Kirklees 003	6	0	0	0	0	0	5	1	0	0	0	0
E02002274 : Kirklees 004	1	0	0	0	0	0	1	0	0	0	0	0
E02002275 : Kirklees 005	6	0	0	0	0	0	5	1	0	0	0	0
E02002276 : Kirklees 006	2	0	0	0	0	0	2	0	0	0	0	0
E02002277 : Kirklees 007	3	0	0	0	0	0	1	0	0	2	0	0
E02002278 : Kirklees 008	2	0	0	0	0	0	2	0	0	0	0	0
E02002279 : Kirklees 009	3	0	0	0	0	0	2	1	0	0	0	0
E02002280 : Kirklees 010	9	0	0	0	0	0	8	1	0	0	0	0
E02002281 : Kirklees 011	5	0	0	0	0	0	5	0	0	0	0	0
E02002282 : Kirklees 012	1	0	0	0	0	0	1	0	0	0	0	0
E02002283 : Kirklees 013	7	0	0	0	0	0	7	0	0	0	0	0
E02002284 : Kirklees 014	2	0	0	0	0	0	2	0	0	0	0	0
E02002285 : Kirklees 015	14	0	0	2	0	0	11	0	0	0	0	1

E02002286 : Kirklees 016	11	0	0	0	0	0	0	11	0	0	0	0
E02002287 : Kirklees 017	21	0	0	1	2	0	1	15	1	0	1	0
E02002288 : Kirklees 018	1	0	0	0	0	0	0	1	0	0	0	0
E02002289 : Kirklees 019	6	0	0	0	0	0	0	5	1	0	0	0
E02002290 : Kirklees 020	1	0	0	0	0	0	0	1	0	0	0	0
E02002291 : Kirklees 021	7	0	0	0	0	0	0	7	0	0	0	0
E02002292 : Kirklees 022	24	0	0	0	0	2	0	18	3	0	1	0
E02002293 : Kirklees 023	10	0	0	0	1	0	0	8	0	1	0	0
E02002294 : Kirklees 024	10	0	0	0	0	0	0	10	0	0	0	0
E02002295 : Kirklees 025	41	0	0	0	1	0	0	36	4	0	0	0
E02002296 : Kirklees 026	27	0	0	1	0	0	0	25	0	0	1	0
E02002297 : Kirklees 027	6	0	0	0	0	0	0	5	1	0	0	0
E02002298 : Kirklees 028	4	0	0	0	0	0	0	4	0	0	0	0
E02002299 : Kirklees 029	326	0	0	6	66	4	4	205	28	3	10	0
E02002300 : Kirklees 030	10	0	0	0	0	0	0	9	1	0	0	0
E02002301 : Kirklees 031	20	0	0	0	1	0	0	19	0	0	0	0
E02002302 : Kirklees 032	39	0	0	0	6	3	0	25	2	0	3	0
E02002303 : Kirklees 033	64	0	0	0	7	0	0	54	2	1	0	0
E02002304 : Kirklees 034	47	0	0	2	6	1	0	34	3	0	1	0
E02002305 : Kirklees 035	11	0	0	0	1	0	0	10	0	0	0	0
E02002306 : Kirklees 036	5	0	0	0	1	0	0	4	0	0	0	0
E02002307 : Kirklees 037	22	0	0	0	1	0	0	20	1	0	0	0
E02002308 : Kirklees 038	10	0	0	0	0	0	0	9	1	0	0	0
E02002309 : Kirklees 039	26	0	0	0	2	0	0	22	2	0	0	0
E02002310 : Kirklees 040	24	0	0	0	2	0	0	19	2	1	0	0
E02002311 : Kirklees 041	9	0	0	0	1	0	0	7	0	0	1	0
E02002312 : Kirklees 042	163	0	0	1	37	0	0	110	14	0	1	0
E02002313 : Kirklees 043	24	0	0	0	1	0	2	21	0	0	0	0
E02002314 : Kirklees 044	31	0	0	1	1	0	0	24	3	0	2	0
E02002315 : Kirklees 045	30	0	0	0	5	0	1	22	1	1	0	0
E02002316 : Kirklees 046	32	0	0	0	2	0	0	24	5	0	1	0
E02002317 : Kirklees 047	8	0	0	0	1	0	0	7	0	0	0	0
E02002318 : Kirklees 048	33	0	1	0	3	0	0	22	5	0	2	0
E02002319 : Kirklees 049	19	0	0	0	2	0	0	17	0	0	0	0
E02002320 : Kirklees 050	15	0	0	0	1	0	0	14	0	0	0	0
E02002321 : Kirklees 051	236	0	0	5	1	0	2	116	16	7	88	1
E02002322 : Kirklees 052	7	0	0	0	0	0	0	6	0	0	1	0
E02002323 : Kirklees 053	43	0	0	2	0	0	2	37	1	0	1	0
E02002324 : Kirklees 054	67	0	0	0	2	0	2	51	8	1	3	0
E02002325 : Kirklees 055	16	0	0	0	0	0	0	13	3	0	0	0
E02002326 : Kirklees 056	79	0	0	0	2	0	1	56	16	0	4	0
E02002327 : Kirklees 057	67	0	0	0	7	0	2	55	1	1	1	0
E02002328 : Kirklees 058	22	0	0	0	2	0	0	17	1	0	2	0
E02002329 : Kirklees 059	65	0	0	0	3	0	0	55	3	4	0	0
E02002331 : Leeds 002	5	0	0	0	0	0	0	5	0	0	0	0
E02002333 : Leeds 004	1	0	0	0	1	0	0	0	0	0	0	0
E02002339 : Leeds 010	1	0	0	0	0	0	0	1	0	0	0	0
E02002340 : Leeds 011	1	0	0	0	0	0	0	1	0	0	0	0
E02002345 : Leeds 016	1	0	0	0	0	0	0	1	0	0	0	0
E02002346 : Leeds 017	2	0	0	0	0	0	0	1	0	0	1	0
E02002349 : Leeds 020	1	0	0	0	0	0	0	1	0	0	0	0
E02002356 : Leeds 027	2	0	0	1	0	0	0	1	0	0	0	0
E02002357 : Leeds 028	1	0	0	0	0	0	0	1	0	0	0	0
E02002359 : Leeds 030	4	0	0	0	0	0	0	4	0	0	0	0
E02002363 : Leeds 034	3	0	0	1	1	0	0	1	0	0	0	0
E02002366 : Leeds 037	1	0	0	0	0	0	0	1	0	0	0	0

E02002367 : Leeds 038	2	0	0	0	0	0	0	2	0	0	0	0
E02002368 : Leeds 039	1	0	0	0	0	0	0	1	0	0	0	0
E02002373 : Leeds 044	2	0	0	0	0	0	0	2	0	0	0	0
E02002374 : Leeds 045	1	0	0	0	0	0	0	1	0	0	0	0
E02002376 : Leeds 047	2	0	0	0	0	0	0	2	0	0	0	0
E02002384 : Leeds 055	3	0	0	1	0	0	0	2	0	0	0	0
E02002385 : Leeds 056	2	0	0	1	0	0	0	1	0	0	0	0
E02002386 : Leeds 057	1	0	0	0	0	0	0	0	0	0	1	0
E02002388 : Leeds 059	2	0	0	0	0	0	0	2	0	0	0	0
E02002391 : Leeds 062	1	0	0	0	0	0	0	1	0	0	0	0
E02002392 : Leeds 063	13	0	0	1	1	0	0	10	1	0	0	0
E02002393 : Leeds 064	4	0	0	0	0	0	0	4	0	0	0	0
E02002394 : Leeds 065	4	0	0	0	0	0	0	2	2	0	0	0
E02002395 : Leeds 066	4	0	0	0	1	0	0	3	0	0	0	0
E02002396 : Leeds 067	1	0	0	0	0	0	0	1	0	0	0	0
E02002397 : Leeds 068	2	0	0	0	0	0	0	2	0	0	0	0
E02002399 : Leeds 070	1	0	0	0	0	0	0	1	0	0	0	0
E02002400 : Leeds 071	8	0	0	0	0	0	0	8	0	0	0	0
E02002402 : Leeds 073	1	0	0	0	0	0	0	0	1	0	0	0
E02002404 : Leeds 075	1	0	0	0	0	0	0	1	0	0	0	0
E02002411 : Leeds 082	5	0	0	2	0	0	0	3	0	0	0	0
E02002414 : Leeds 085	2	0	0	2	0	0	0	0	0	0	0	0
E02002415 : Leeds 086	1	0	0	0	0	0	0	1	0	0	0	0
E02002416 : Leeds 087	4	0	0	0	0	0	0	4	0	0	0	0
E02002419 : Leeds 090	5	0	0	0	0	0	0	5	0	0	0	0
E02002420 : Leeds 091	5	0	0	0	0	0	0	4	0	0	1	0
E02002422 : Leeds 093	10	0	0	0	1	0	0	8	1	0	0	0
E02002425 : Leeds 096	2	0	0	0	0	0	0	2	0	0	0	0
E02002427 : Leeds 098	2	0	0	0	0	0	0	2	0	0	0	0
E02002428 : Leeds 099	2	0	0	0	0	0	0	1	0	0	1	0
E02002429 : Leeds 100	3	0	0	0	0	0	0	1	2	0	0	0
E02002430 : Leeds 101	2	0	0	0	0	0	0	2	0	0	0	0
E02002431 : Leeds 102	9	0	0	0	1	0	0	8	0	0	0	0
E02002432 : Leeds 103	1	0	0	0	0	0	0	1	0	0	0	0
E02002433 : Leeds 104	2	0	0	0	0	0	0	2	0	0	0	0
E02002434 : Leeds 105	4	0	0	0	0	0	0	4	0	0	0	0
E02002435 : Leeds 106	13	0	0	2	0	0	0	10	1	0	0	0
E02006852 : Leeds 109	2	0	0	0	1	0	0	0	0	0	1	0
E02006861 : Leeds 110	1	0	0	0	0	0	0	1	0	0	0	0
E02006875 : Leeds 111	78	0	0	21	2	0	0	53	2	0	0	0
E02006876 : Leeds 112	11	0	0	0	0	0	0	11	0	0	0	0
E02002438 : Wakefield 001	1	0	0	0	0	0	0	1	0	0	0	0
E02002439 : Wakefield 002	2	0	0	0	0	0	0	0	0	0	2	0
E02002441 : Wakefield 004	1	0	0	0	0	0	0	1	0	0	0	0
E02002442 : Wakefield 005	6	0	0	0	0	1	0	5	0	0	0	0
E02002443 : Wakefield 006	13	0	0	0	0	0	0	13	0	0	0	0
E02002444 : Wakefield 007	6	0	0	0	0	0	0	6	0	0	0	0
E02002445 : Wakefield 008	1	0	0	0	0	0	0	1	0	0	0	0
E02002446 : Wakefield 009	3	0	0	0	0	0	0	3	0	0	0	0
E02002450 : Wakefield 013	7	0	0	0	1	0	1	4	0	0	1	0
E02002451 : Wakefield 014	4	0	0	0	0	0	0	4	0	0	0	0
E02002452 : Wakefield 015	2	0	0	1	1	0	0	0	0	0	0	0
E02002453 : Wakefield 016	4	0	0	0	0	0	0	4	0	0	0	0
E02002454 : Wakefield 017	31	0	0	0	1	0	0	27	3	0	0	0
E02002456 : Wakefield 019	14	0	0	0	1	0	0	13	0	0	0	0
E02002457 : Wakefield 020	1	0	0	0	0	0	0	1	0	0	0	0

E02002458 : Wakefield 021	9	0	0	0	0	0	0	7	2	0	0	0
E02002459 : Wakefield 022	7	0	0	0	0	0	0	7	0	0	0	0
E02002461 : Wakefield 024	4	0	0	0	0	0	0	4	0	0	0	0
E02002462 : Wakefield 025	12	0	0	1	0	0	0	11	0	0	0	0
E02002463 : Wakefield 026	1	0	0	0	0	0	0	1	0	0	0	0
E02002464 : Wakefield 027	1	0	0	0	0	0	0	1	0	0	0	0
E02002465 : Wakefield 028	8	0	0	1	0	0	0	7	0	0	0	0
E02002466 : Wakefield 029	3	0	0	0	1	0	0	2	0	0	0	0
E02002467 : Wakefield 030	3	0	0	0	0	0	0	2	1	0	0	0
E02002468 : Wakefield 031	11	0	0	0	0	0	0	8	2	1	0	0
E02002470 : Wakefield 033	5	0	0	0	0	0	1	4	0	0	0	0
E02002472 : Wakefield 035	10	0	0	0	1	0	0	9	0	0	0	0
E02002473 : Wakefield 036	4	0	0	0	0	1	0	3	0	0	0	0
E02002474 : Wakefield 037	2	0	0	0	0	0	0	2	0	0	0	0
E02002475 : Wakefield 038	7	0	0	1	1	0	1	3	1	0	0	0
E02002479 : Wakefield 042	2	0	0	0	1	0	0	1	0	0	0	0
E02002481 : Wakefield 044	2	0	0	0	0	0	0	2	0	0	0	0
E02002830 : Leicester 004	3	0	0	0	0	0	0	3	0	0	0	0
E02002892 : Nottingham 025	1	0	0	0	0	0	0	1	0	0	0	0
E02006904 : Nottingham 039	1	0	0	0	0	0	0	1	0	0	0	0
E02006905 : Nottingham 040	1	0	0	0	0	0	0	1	0	0	0	0
E02004045 : Bolsover 001	1	0	0	0	0	0	0	1	0	0	0	0
E02004051 : Bolsover 007	1	0	0	0	0	0	0	1	0	0	0	0
E02004058 : Chesterfield 004	1	0	0	0	0	0	0	1	0	0	0	0
E02004061 : Chesterfield 007	1	0	0	0	0	0	0	1	0	0	0	0
E02004091 : Erewash 014	1	0	0	0	0	0	0	1	0	0	0	0
E02004093 : High Peak 001	1	0	0	0	0	0	0	1	0	0	0	0
E02006872 : High Peak 013	1	0	0	0	0	0	0	1	0	0	0	0
E02005435 : East Lindsey 012	1	0	0	0	0	0	0	1	0	0	0	0
E02005455 : North Kesteven 003	1	0	0	0	0	0	0	1	0	0	0	0
E02005462 : North Kesteven 010	2	0	0	0	0	0	0	2	0	0	0	0
E02005835 : Bassetlaw 001	1	0	0	0	0	0	0	1	0	0	0	0
E02005866 : Gedling 002	1	0	0	0	0	0	0	1	0	0	0	0
E02006033 : Shropshire 019	1	0	0	0	0	0	0	1	0	0	0	0
E02002955 : Stoke-on-Trent 005	1	0	0	0	0	0	0	1	0	0	0	0
E02006129 : Cannock Chase 012	1	0	0	0	0	0	0	1	0	0	0	0
E02006151 : Lichfield 006	1	0	0	0	0	0	0	1	0	0	0	0
E02006203 : Stafford 016	1	0	0	0	1	0	0	0	0	0	0	0
E02006899 : Birmingham 138	1	0	0	1	0	0	0	0	0	0	0	0
E02002116 : Walsall 007	1	0	0	0	0	0	0	0	0	0	1	0
E02002124 : Walsall 015	1	0	0	0	0	0	0	0	1	0	0	0
E02003275 : Luton 018	1	0	0	0	0	0	0	1	0	0	0	0
E02006877 : Peterborough 022	1	0	0	0	0	0	0	1	0	0	0	0
E02003785 : South Cambridgeshire 011	2	0	0	0	0	0	0	2	0	0	0	0
E02004425 : Basildon 002	1	0	0	0	0	0	0	1	0	0	0	0
E02004872 : Dacorum 017	1	0	0	0	0	0	0	1	0	0	0	0
E02004935 : St Albans 012	1	0	0	0	0	0	0	1	0	0	0	0
E02004989 : Welwyn Hatfield 010	1	0	0	0	0	0	0	1	0	0	0	0
E02005584 : Norwich 001	1	0	0	0	0	0	0	1	0	0	0	0
E02006250 : Ipswich 006	1	0	0	0	1	0	0	0	0	0	0	0
E02000170 : Camden 005	1	0	0	1	0	0	0	0	0	0	0	0
E02000001 : City of London 001	1	0	0	1	0	0	0	0	0	0	0	0
E02000372 : Hammersmith and Fulham	1	0	1	0	0	0	0	0	0	0	0	0
E02000396 : Hammersmith and Fulham	1	0	1	0	0	0	0	0	0	0	0	0
E02000590 : Kensington and Chelsea 01	1	0	0	0	1	0	0	0	0	0	0	0
E02000808 : Southwark 002	1	0	0	1	0	0	0	0	0	0	0	0

E02000809 : Southwark 003	3	0	0	2	0	0	0	0	0	0	1	0	0
E02000979 : Westminster 020	3	0	0	1	0	0	0	0	2	0	0	0	0
E02000292 : Enfield 016	1	0	0	0	0	0	0	0	1	0	0	0	0
E02000606 : Kingston upon Thames 009	1	0	0	1	0	0	0	0	0	0	0	0	0
E02000797 : Richmond upon Thames 01	1	0	0	0	0	0	0	0	1	0	0	0	0
E02000908 : Waltham Forest 014	1	0	0	0	0	0	0	0	1	0	0	0	0
E02003472 : Milton Keynes 014	2	0	0	0	1	0	0	0	1	0	0	0	0
E02003378 : West Berkshire 012	1	0	0	0	0	0	0	0	1	0	0	0	0
E02003385 : West Berkshire 019	1	0	0	0	0	0	0	0	1	0	0	0	0
E02003432 : Windsor and Maidenhead (	1	0	0	0	0	0	0	0	1	0	0	0	0
E02004381 : Lewes 003	1	0	0	0	0	0	0	0	1	0	0	0	0
E02005038 : Dartford 011	1	0	0	0	0	0	0	0	1	0	0	0	0
E02005164 : Tunbridge Wells 003	1	0	0	0	0	0	0	0	1	0	0	0	0
E02005958 : South Oxfordshire 001	1	0	0	0	0	0	0	0	0	0	0	1	0
E02003010 : Bath and North East Somer	1	0	0	0	0	0	0	0	1	0	0	0	0
E02006657 : Wiltshire 015	1	0	0	0	0	0	0	0	1	0	0	0	0
E02006688 : Wiltshire 036	1	0	0	0	0	0	0	0	0	0	0	1	0
E02006692 : Wiltshire 042	1	0	0	0	0	0	0	0	0	0	0	1	0
E02004269 : West Dorset 001	1	0	0	0	0	0	0	0	0	0	0	1	0
W02000027 : Conwy 001	1	0	0	0	0	0	0	0	0	0	0	1	0
W02000295 : Caerphilly 006	1	0	0	0	0	0	0	0	1	0	0	0	0
	2821	0	5	82	211	17	23	2118	184	24	155	2	2821
		0.0%	0.2%	2.9%	7.5%	0.6%	0.8%	75.1%	6.5%	0.9%	5.5%	0.1%	

Appendix I Traffic Distribution



WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population

units

date

method of travel to work

All usual residents aged 16 and over in employment the week before the census

Persons

2011

Driving a car or van

place of work : 2011 census merged local authority district	E02002321 : Kirklees 051		A	B	C	D
	2,118		A629 Penistone Road N	A629 Penistone Road S	Farnley Lane W	Farnley Lane E
Warrington	1	0%	0%			
Blackburn with Darwen	1	0%	0%			
Blackpool	1	0%	0%			
Cheshire West and Chester	1	0%			0%	
Burnley	1	0%	0%			
Chorley	1	0%	0%			
Hyndburn	1	0%	0%			
Bury	1	0%	0%			
Kingston upon Hull, City of	1	0%	0%			
Craven	1	0%	0%			
Ryedale	1	0%	0%			
Erewash	1	0%	0%			
East Lindsey	1	0%	0%			
Bassetlaw	1	0%		0%		
Gedling	1	0%	0%			
Stoke-on-Trent	1	0%			0%	
Shropshire	1	0%			0%	
Cannock Chase	1	0%	0%			
Lichfield	1	0%	0%			
Peterborough	1	0%	0%			
Luton	1	0%	0%			
Basildon	1	0%	0%			
Dacorum	1	0%	0%			
St Albans	1	0%	0%			
Welwyn Hatfield	1	0%	0%			
Norwich	1	0%	0%			
Enfield	1	0%	0%			
Richmond upon Thames	1	0%	0%			
Waltham Forest	1	0%	0%			
Windsor and Maidenhead	1	0%	0%			
Milton Keynes	1	0%	0%			
Lewes	1	0%	0%			
Dartford	1	0%	0%			
Tunbridge Wells	1	0%	0%			
Bath and North East Somerset	1	0%	0%			
Wiltshire	1	0%	0%			
Caerphilly	1	0%	0%			
County Durham	2	0%	0%			
Cheshire East	2	0%			0%	
Fylde	2	0%	0%			
Bolton	2	0%	0%			
Salford	2	0%	0%			
North Lincolnshire	2	0%	0%			
Bolsover	2	0%		0%		
Chesterfield	2	0%		0%		
High Peak	2	0%			0%	
South Cambridgeshire	2	0%	0%			
Westminster, City of London	2	0%	0%			
West Berkshire	2	0%	0%			
Preston	3	0%	0%			
East Riding of Yorkshire	3	0%	0%			
Hambleton	3	0%	0%			
Leicester	3	0%		0%		
Nottingham	3	0%		0%		
North Kesteven	3	0%	0%			
Stockport	4	0%			0%	
York	4	0%	0%			
Trafford	5	0%			0%	
Harrogate	5	0%	0%			
Tameside	6	0%			0%	

Manchester	8	0%			0%	
Rochdale	9	0%	0%			
E02002271 : Kirklees 001	1	0%	0%			
E02002272 : Kirklees 002	3	0%	0%			
E02002273 : Kirklees 003	5	0%	0%			
E02002274 : Kirklees 004	1	0%	0%			
E02002275 : Kirklees 005	5	0%	0%			
E02002276 : Kirklees 006	2	0%	0%			
E02002277 : Kirklees 007	1	0%	0%			
E02002278 : Kirklees 008	2	0%	0%			
E02002279 : Kirklees 009	2	0%	0%			
E02002280 : Kirklees 010	8	0%	0%			
E02002281 : Kirklees 011	5	0%	0%			
E02002282 : Kirklees 012	1	0%	0%			
E02002283 : Kirklees 013	7	0%	0%			
E02002284 : Kirklees 014	2	0%	0%			
E02002285 : Kirklees 015	11	1%	1%			
E02002286 : Kirklees 016	11	1%	1%			
E02002287 : Kirklees 017	15	1%	1%			
E02002288 : Kirklees 018	1	0%	0%			
E02002289 : Kirklees 019	5	0%	0%			
E02002290 : Kirklees 020	1	0%	0%			
E02002291 : Kirklees 021	7	0%	0%			
E02002292 : Kirklees 022	18	1%	1%			
E02002293 : Kirklees 023	8	0%	0%			
E02002294 : Kirklees 024	10	0%	0%			
E02002295 : Kirklees 025	36	2%	2%			
E02002296 : Kirklees 026	25	1%	1%			
E02002297 : Kirklees 027	5	0%	0%			
E02002298 : Kirklees 028	4	0%	0%			
E02002299 : Kirklees 029	205	10%	10%			
E02002300 : Kirklees 030	9	0%			0%	
E02002301 : Kirklees 031	19	1%	1%			
E02002302 : Kirklees 032	25	1%	1%			
E02002303 : Kirklees 033	54	3%			3%	
E02002304 : Kirklees 034	34	2%			2%	
E02002305 : Kirklees 035	10	0%	0%			
E02002306 : Kirklees 036	4	0%			0%	
E02002307 : Kirklees 037	20	1%	1%			
E02002308 : Kirklees 038	9	0%			0%	
E02002309 : Kirklees 039	22	1%			1%	
E02002310 : Kirklees 040	19	1%	1%			
E02002311 : Kirklees 041	7	0%			0%	
E02002312 : Kirklees 042	110	5%			5%	
E02002313 : Kirklees 043	21	1%			1%	
E02002314 : Kirklees 044	24	1%			1%	
E02002315 : Kirklees 045	22	1%			1%	
E02002316 : Kirklees 046	24	1%	1%			
E02002317 : Kirklees 047	7	0%			0%	
E02002318 : Kirklees 048	22	1%			1%	
E02002319 : Kirklees 049	17	1%			1%	
E02002320 : Kirklees 050	14	1%			1%	
E02002321 : Kirklees 051	116	5%				
E02002322 : Kirklees 052	6	0%			0%	
E02002323 : Kirklees 053	37	2%			2%	
E02002324 : Kirklees 054	51	2%				2%
E02002325 : Kirklees 055	13	1%			1%	
E02002326 : Kirklees 056	56	3%				3%
E02002327 : Kirklees 057	55	3%				3%
E02002328 : Kirklees 058	17	1%			1%	
E02002329 : Kirklees 059	55	3%				3%
E02002331 : Leeds 002	5	0%		0%		
E02002339 : Leeds 010	1	0%	0%			
E02002340 : Leeds 011	1	0%	0%			
E02002345 : Leeds 016	1	0%	0%			
E02002346 : Leeds 017	1	0%	0%			
E02002349 : Leeds 020	1	0%	0%			
E02002356 : Leeds 027	1	0%	0%			
E02002357 : Leeds 028	1	0%	0%			
E02002359 : Leeds 030	4	0%		0%		
E02002363 : Leeds 034	1	0%	0%			
E02002366 : Leeds 037	1	0%	0%			
E02002367 : Leeds 038	2	0%	0%			
E02002368 : Leeds 039	1	0%	0%			

E02002373 : Leeds 044	2	0%	0%			
E02002374 : Leeds 045	1	0%	0%			
E02002376 : Leeds 047	2	0%	0%			
E02002384 : Leeds 055	2	0%	0%			
E02002385 : Leeds 056	1	0%	0%			
E02002388 : Leeds 059	2	0%	0%			
E02002391 : Leeds 062	1	0%	0%			
E02002392 : Leeds 063	10	0%	0%			
E02002393 : Leeds 064	4	0%	0%			
E02002394 : Leeds 065	2	0%	0%			
E02002395 : Leeds 066	3	0%	0%			
E02002396 : Leeds 067	1	0%	0%			
E02002397 : Leeds 068	2	0%	0%			
E02002399 : Leeds 070	1	0%		0%		
E02002400 : Leeds 071	8	0%	0%			
E02002404 : Leeds 075	1	0%	0%			
E02002411 : Leeds 082	3	0%	0%			
E02002415 : Leeds 086	1	0%	0%			
E02002416 : Leeds 087	4	0%		0%		
E02002419 : Leeds 090	5	0%	0%			
E02002420 : Leeds 091	4	0%	0%			
E02002422 : Leeds 093	8	0%	0%			
E02002425 : Leeds 096	2	0%	0%			
E02002427 : Leeds 098	2	0%		0%		
E02002428 : Leeds 099	1	0%		0%		
E02002429 : Leeds 100	1	0%		0%		
E02002430 : Leeds 101	2	0%	0%			
E02002431 : Leeds 102	8	0%	0%			
E02002432 : Leeds 103	1	0%		0%		
E02002433 : Leeds 104	2	0%	0%			
E02002434 : Leeds 105	4	0%		0%		
E02002435 : Leeds 106	10	0%	0%			
E02006861 : Leeds 110	1	0%	0%			
E02006875 : Leeds 111	53	3%	3%			
E02006876 : Leeds 112	11	1%	1%			
E02002438 : Wakefield 001	1	0%	0%			
E02002441 : Wakefield 004	1	0%	0%			
E02002442 : Wakefield 005	5	0%	0%			
E02002443 : Wakefield 006	13	1%	1%			
E02002444 : Wakefield 007	6	0%	0%			
E02002445 : Wakefield 008	1	0%	0%			
E02002446 : Wakefield 009	3	0%	0%			
E02002450 : Wakefield 013	4	0%	0%			
E02002451 : Wakefield 014	4	0%	0%			
E02002453 : Wakefield 016	4	0%	0%			
E02002454 : Wakefield 017	27	1%	1%			
E02002456 : Wakefield 019	13	1%	1%			
E02002457 : Wakefield 020	1	0%	0%			
E02002458 : Wakefield 021	7	0%	0%			
E02002459 : Wakefield 022	7	0%	0%			
E02002461 : Wakefield 024	4	0%	0%			
E02002462 : Wakefield 025	11	1%	1%			
E02002463 : Wakefield 026	1	0%	0%			
E02002464 : Wakefield 027	1	0%	0%			
E02002465 : Wakefield 028	7	0%	0%			
E02002466 : Wakefield 029	2	0%	0%			
E02002467 : Wakefield 030	2	0%	0%			
E02002468 : Wakefield 031	8	0%	0%			
E02002470 : Wakefield 033	4	0%	0%			
E02002472 : Wakefield 035	9	0%		0%		
E02002473 : Wakefield 036	3	0%		0%		
E02002474 : Wakefield 037	2	0%		0%		
E02002475 : Wakefield 038	3	0%		0%		
E02002479 : Wakefield 042	1	0%		0%		
E02002481 : Wakefield 044	2	0%		0%		
E02002482 : Wakefield 045	0	0%		0%		
E02002184 : Bradford 002	1	0%	0%			
E02002190 : Bradford 008	2	0%	0%			
E02002191 : Bradford 009	1	0%	0%			
E02002198 : Bradford 016	2	0%	0%			
E02002200 : Bradford 018	2	0%	0%			
E02002201 : Bradford 019	1	0%	0%			
E02002203 : Bradford 021	4	0%	0%			
E02002212 : Bradford 030	2	0%	0%			

E02002213 : Bradford 031	1	0%	0%			
E02002215 : Bradford 033	1	0%	0%			
E02002216 : Bradford 034	1	0%	0%			
E02002219 : Bradford 037	3	0%	0%			
E02002220 : Bradford 038	6	0%	0%			
E02002221 : Bradford 039	7	0%	0%			
E02002223 : Bradford 041	1	0%	0%			
E02002226 : Bradford 044	2	0%	0%			
E02002227 : Bradford 045	5	0%	0%			
E02002228 : Bradford 046	2	0%	0%			
E02002230 : Bradford 048	5	0%	0%			
E02002233 : Bradford 051	1	0%	0%			
E02002235 : Bradford 053	5	0%	0%			
E02002239 : Bradford 057	7	0%	0%			
E02002241 : Bradford 059	2	0%	0%			
E02002242 : Bradford 060	8	0%	0%			
E02002243 : Bradford 061	1	0%	0%			
E02002244 : Calderdale 001	1	0%	0%			
E02002250 : Calderdale 007	1	0%			0%	
E02002251 : Calderdale 008	29	1%	1%			
E02002253 : Calderdale 010	1	0%	0%			
E02002254 : Calderdale 011	3	0%	0%			
E02002255 : Calderdale 012	2	0%	0%			
E02002256 : Calderdale 013	2	0%			0%	
E02002257 : Calderdale 014	4	0%	0%			
E02002258 : Calderdale 015	14	1%	1%			
E02002259 : Calderdale 016	4	0%	0%			
E02002261 : Calderdale 018	1	0%	0%			
E02002262 : Calderdale 019	17	1%	1%			
E02002264 : Calderdale 021	10	0%	0%			
E02002265 : Calderdale 022	1	0%			0%	
E02002266 : Calderdale 023	2	0%	0%			
E02002267 : Calderdale 024	2	0%	0%			
E02002268 : Calderdale 025	32	2%	2%			
E02002269 : Calderdale 026	2	0%	0%			
E02001510 : Barnsley 002	3	0%		0%		
E02001511 : Barnsley 003	1	0%		0%		
E02001513 : Barnsley 005	4	0%		0%		
E02001515 : Barnsley 007	3	0%		0%		
E02001516 : Barnsley 008	1	0%		0%		
E02001517 : Barnsley 009	1	0%		0%		
E02001518 : Barnsley 010	4	0%		0%		
E02001520 : Barnsley 012	11	1%		1%		
E02001521 : Barnsley 013	11	1%		1%		
E02001523 : Barnsley 015	3	0%		0%		
E02001524 : Barnsley 016	3	0%		0%		
E02001525 : Barnsley 017	1	0%		0%		
E02001526 : Barnsley 018	1	0%		0%		
E02001527 : Barnsley 019	2	0%		0%		
E02001529 : Barnsley 021	2	0%		0%		
E02001532 : Barnsley 024	5	0%		0%		
E02001534 : Barnsley 026	1	0%		0%		
E02001535 : Barnsley 027	2	0%		0%		
E02001536 : Barnsley 028	3	0%		0%		
E02001537 : Barnsley 029	1	0%		0%		
E02001538 : Barnsley 030	1	0%		0%		
E02001615 : Sheffield 005	1	0%		0%		
E02001618 : Sheffield 008	1	0%		0%		
E02001624 : Sheffield 014	1	0%		0%		
E02001627 : Sheffield 017	5	0%		0%		
E02001628 : Sheffield 018	4	0%		0%		
E02001630 : Sheffield 020	2	0%		0%		
E02001632 : Sheffield 022	3	0%		0%		
E02001637 : Sheffield 027	1	0%		0%		
E02001640 : Sheffield 030	2	0%		0%		
E02001642 : Sheffield 032	1	0%		0%		
E02001646 : Sheffield 036	1	0%		0%		
E02001671 : Sheffield 061	1	0%		0%		
E02001673 : Sheffield 063	1	0%		0%		
E02006843 : Sheffield 073	1	0%		0%		
E02006844 : Sheffield 074	3	0%		0%		
E02006868 : Sheffield 075	2	0%		0%		
E02005809 : Selby 001	3	0%		0%		
E02005810 : Selby 002	1	0%	0%			

E02005813 : Selby 005	1	0%	0%			
E02005818 : Selby 010	10	0%		0%		
E02001100 : Oldham 003	1	0%			0%	
E02001103 : Oldham 006	1	0%			0%	
E02001111 : Oldham 014	1	0%			0%	
E02001113 : Oldham 016	1	0%			0%	
E02001117 : Oldham 020	1	0%			0%	
E02001121 : Oldham 024	1	0%			0%	
E02001124 : Oldham 027	1	0%			0%	
E02001128 : Oldham 031	1	0%			0%	
E02001129 : Oldham 032	1	0%			0%	
E02001130 : Oldham 033	1	0%			0%	
E02006860 : Oldham 035	1	0%			0%	
E02001548 : Doncaster 010	1	0%		0%		
E02001551 : Doncaster 013	1	0%		0%		
E02001552 : Doncaster 014	1	0%		0%		
E02001557 : Doncaster 019	2	0%		0%		
E02001559 : Doncaster 021	1	0%		0%		
E02001560 : Doncaster 022	1	0%		0%		
E02001566 : Doncaster 028	3	0%		0%		
E02001567 : Doncaster 029	1	0%		0%		
E02001570 : Doncaster 032	1	0%		0%		
E02001571 : Doncaster 033	1	0%		0%		
E02001579 : Rotherham 002	6	0%		0%		
E02001580 : Rotherham 003	1	0%		0%		
E02001587 : Rotherham 010	1	0%		0%		
E02001591 : Rotherham 014	2	0%		0%		
E02001593 : Rotherham 016	1	0%		0%		
E02001594 : Rotherham 017	2	0%		0%		
E02001602 : Rotherham 025	1	0%		0%		

52%

9%

23%

10%

Appendix J Junction Model Outputs



Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.2.1013 © 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: Junction 1 - Farnley Road - Storthes Hall Lane.j9

Path: O:\Storthes Hall, Kirkburton\ANALYSIS\CAPACITY\Priority Junctions

Report generation date: 26/07/2023 10:35:51

- »2022 Count, AM
- »2022 Count, PM
- »2032 Base, AM
- »2032 Base, PM
- »2032 Design, AM
- »2032 Design, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Count						
Stream B-C	0.0	5.39	0.02	0.0	5.35	0.02
Stream B-A	0.1	6.03	0.13	0.1	6.00	0.09
Stream C-AB	0.0	5.70	0.02	0.0	5.75	0.01
2032 Base						
Stream B-C	0.0	5.42	0.03	0.0	5.37	0.03
Stream B-A	0.2	6.15	0.14	0.1	6.07	0.10
Stream C-AB	0.0	5.74	0.03	0.0	5.78	0.02
2032 Design						
Stream B-C	0.0	5.54	0.04	0.0	5.44	0.03
Stream B-A	0.2	6.46	0.18	0.1	6.20	0.11
Stream C-AB	0.0	5.80	0.03	0.0	5.94	0.04

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

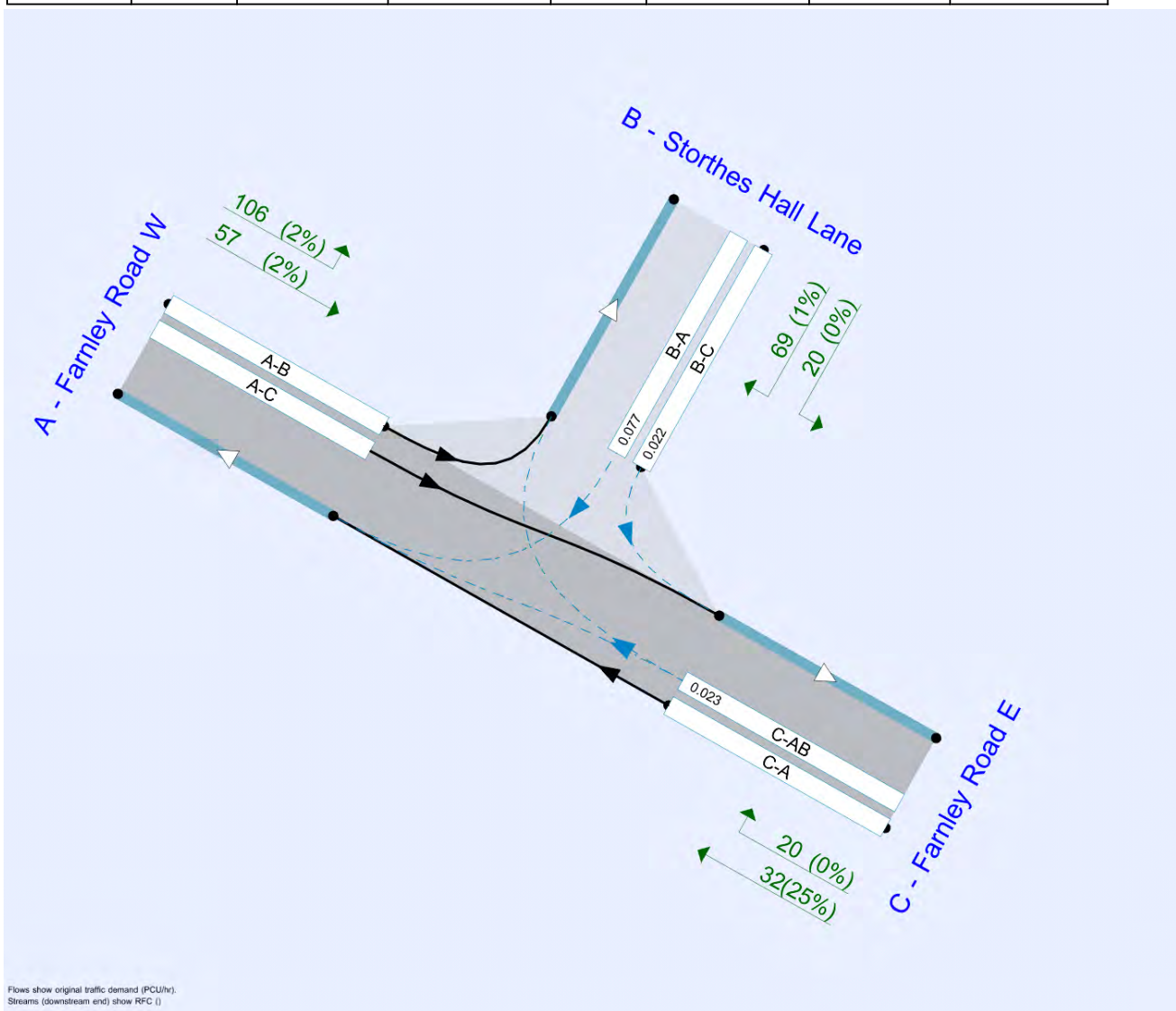
File summary

File Description

Title	Farnley Lane/Storthes Hall Lane
Location	Kirkburton, Kirklees
Site number	-
Date	08/07/2022
Version	Existing
Status	(new file)
Identifier	JS
Client	-
Jobnumber	18093-P2
Enumerator	OPTIMA\Optima
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2022 Count	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Count	PM	ONE HOUR	16:45	18:15	15	✓
D3	2032 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2032 Design	AM	ONE HOUR	07:45	09:15	15	✓
D6	2032 Design	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Count, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Farnley Lane/Storthes Hall Lane	T-Junction	Two-way		2.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Farnley Road W		Major
B	Storthes Hall Lane		Minor
C	Farnley Road E		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 - Farnley Road E	6.70			170.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Storthes Hall Lane	One lane plus flare	10.00	10.00	7.80	5.60	5.20	✓	3.00	140	170

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	725	0.128	0.324	0.204	0.462
B-C	721	0.107	0.271	-	-
C-B	672	0.253	0.253	-	-

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)	Run automatically
D1	2022 Count	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Farnley Road W		ONE HOUR	✓	95	100.000
B - Storthes Hall Lane		ONE HOUR	✓	94	100.000
C - Farnley Road E		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Farnley Road W	B - Storthes Hall Lane	C - Farnley Road E
From	A - Farnley Road W	0	70	25
	B - Storthes Hall Lane	81	0	13
	C - Farnley Road E	33	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Farnley Road W	B - Storthes Hall Lane	C - Farnley Road E
From	A - Farnley Road W	0	3	4
	B - Storthes Hall Lane	1	0	0
	C - Farnley Road E	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	5.39	0.0	A	12	18
B-A	0.13	6.03	0.1	A	74	111
C-AB	0.02	5.70	0.0	A	13	19
C-A					30	45
A-B					64	96
A-C					23	34

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	694	0.014	10	0.0	0.0	5.257	A
B-A	61	15	702	0.087	61	0.0	0.1	5.660	A
C-AB	11	3	655	0.016	10	0.0	0.0	5.587	A
C-A	25	6			25				
A-B	53	13			53				
A-C	19	5			19				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	689	0.017	12	0.0	0.0	5.312	A
B-A	73	18	698	0.104	73	0.1	0.1	5.814	A
C-AB	13	3	651	0.019	13	0.0	0.0	5.634	A
C-A	30	7			30				
A-B	63	16			63				
A-C	22	6			22				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	682	0.021	14	0.0	0.0	5.390	A
B-A	89	22	692	0.129	89	0.1	0.1	6.029	A
C-AB	15	4	647	0.024	15	0.0	0.0	5.700	A
C-A	36	9			36				
A-B	77	19			77				
A-C	28	7			28				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	682	0.021	14	0.0	0.0	5.391	A
B-A	89	22	692	0.129	89	0.1	0.1	6.031	A
C-AB	15	4	647	0.024	15	0.0	0.0	5.700	A
C-A	36	9			36				
A-B	77	19			77				
A-C	28	7			28				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	689	0.017	12	0.0	0.0	5.313	A
B-A	73	18	698	0.104	73	0.1	0.1	5.819	A
C-AB	13	3	651	0.019	13	0.0	0.0	5.637	A
C-A	30	7			30				
A-B	63	16			63				
A-C	22	6			22				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	694	0.014	10	0.0	0.0	5.258	A
B-A	61	15	702	0.087	61	0.1	0.1	5.671	A
C-AB	11	3	655	0.016	11	0.0	0.0	5.587	A
C-A	25	6			25				
A-B	53	13			53				
A-C	19	5			19				

2022 Count, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Farnley Lane/Storthes Hall Lane	T-Junction	Two-way		1.89	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)	Run automatically
D2	2022 Count	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Farnley Road W		ONE HOUR	✓	135	100.000
B - Storthes Hall Lane		ONE HOUR	✓	71	100.000
C - Farnley Road E		ONE HOUR	✓	39	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Farnley Road W	B - Storthes Hall Lane	C - Farnley Road E
From	A - Farnley Road W	0	79	56
	B - Storthes Hall Lane	56	0	15
	C - Farnley Road E	31	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Farnley Road W	B - Storthes Hall Lane	C - Farnley Road E
From	A - Farnley Road W	0	3	2
	B - Storthes Hall Lane	2	0	0
	C - Farnley Road E	25	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	5.35	0.0	A	14	21
B-A	0.09	6.00	0.1	A	51	77
C-AB	0.01	5.75	0.0	A	7	11
C-A					28	43
A-B					72	109
A-C					51	77

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	703	0.016	11	0.0	0.0	5.203	A
B-A	42	11	687	0.061	42	0.0	0.1	5.687	A
C-AB	6	2	647	0.009	6	0.0	0.0	5.616	A
C-A	23	6			23				
A-B	59	15			59				
A-C	42	11			42				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	697	0.019	13	0.0	0.0	5.263	A
B-A	50	13	682	0.074	50	0.1	0.1	5.815	A
C-AB	7	2	642	0.011	7	0.0	0.0	5.670	A
C-A	28	7			28				
A-B	71	18			71				
A-C	50	13			50				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	689	0.024	16	0.0	0.0	5.348	A
B-A	62	15	674	0.091	62	0.1	0.1	5.995	A
C-AB	9	2	635	0.014	9	0.0	0.0	5.746	A
C-A	34	9			34				
A-B	87	22			87				
A-C	62	15			62				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	689	0.024	17	0.0	0.0	5.349	A
B-A	62	15	674	0.091	62	0.1	0.1	5.995	A
C-AB	9	2	635	0.014	9	0.0	0.0	5.746	A
C-A	34	9			34				
A-B	87	22			87				
A-C	62	15			62				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	697	0.019	14	0.0	0.0	5.264	A
B-A	50	13	682	0.074	50	0.1	0.1	5.819	A
C-AB	7	2	642	0.011	7	0.0	0.0	5.672	A
C-A	28	7			28				
A-B	71	18			71				
A-C	50	13			50				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	703	0.016	11	0.0	0.0	5.203	A
B-A	42	11	687	0.061	42	0.1	0.1	5.693	A
C-AB	6	2	647	0.009	6	0.0	0.0	5.618	A
C-A	23	6			23				
A-B	59	15			59				
A-C	42	11			42				

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Farnley Lane/Storthes Hall Lane	T-Junction	Two-way		2.81	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)	Run automatically
D3	2032 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Farnley Road W		ONE HOUR	✓	102	100.000
B - Storthes Hall Lane		ONE HOUR	✓	104	100.000
C - Farnley Road E		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Farnley Road W	B - Storthes Hall Lane	C - Farnley Road E
From	A - Farnley Road W	0	76	26
	B - Storthes Hall Lane	88	0	16
	C - Farnley Road E	34	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Farnley Road W	B - Storthes Hall Lane	C - Farnley Road E
From	A - Farnley Road W	0	3	4
	B - Storthes Hall Lane	1	0	0
	C - Farnley Road E	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	5.42	0.0	A	15	22
B-A	0.14	6.15	0.2	A	81	121
C-AB	0.03	5.74	0.0	A	15	22
C-A					31	47
A-B					70	105
A-C					24	36

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	695	0.017	12	0.0	0.0	5.272	A
B-A	66	17	699	0.095	66	0.0	0.1	5.740	A
C-AB	12	3	653	0.018	12	0.0	0.0	5.611	A
C-A	26	6			26				
A-B	57	14			57				
A-C	20	5			20				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	689	0.021	14	0.0	0.0	5.335	A
B-A	79	20	694	0.114	79	0.1	0.1	5.911	A
C-AB	14	4	650	0.022	14	0.0	0.0	5.663	A
C-A	31	8			31				
A-B	68	17			68				
A-C	23	6			23				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	681	0.026	18	0.0	0.0	5.424	A
B-A	97	24	688	0.141	97	0.1	0.2	6.153	A
C-AB	18	4	645	0.027	18	0.0	0.0	5.737	A
C-A	37	9			37				
A-B	84	21			84				
A-C	29	7			29				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	681	0.026	18	0.0	0.0	5.424	A
B-A	97	24	688	0.141	97	0.2	0.2	6.155	A
C-AB	18	4	645	0.027	18	0.0	0.0	5.737	A
C-A	37	9			37				
A-B	84	21			84				
A-C	29	7			29				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	689	0.021	14	0.0	0.0	5.338	A
B-A	79	20	694	0.114	79	0.2	0.1	5.914	A
C-AB	14	4	650	0.022	14	0.0	0.0	5.666	A
C-A	31	8			31				
A-B	68	17			68				
A-C	23	6			23				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	695	0.017	12	0.0	0.0	5.276	A
B-A	66	17	699	0.095	66	0.1	0.1	5.751	A
C-AB	12	3	653	0.018	12	0.0	0.0	5.612	A
C-A	26	6			26				
A-B	57	14			57				
A-C	20	5			20				

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Farnley Lane/Storthes Hall Lane	T-Junction	Two-way		1.97	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)	Run automatically
D4	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Farnley Road W		ONE HOUR	✓	142	100.000
B - Storthes Hall Lane		ONE HOUR	✓	77	100.000
C - Farnley Road E		ONE HOUR	✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Farnley Road W	B - Storthes Hall Lane	C - Farnley Road E
From	A - Farnley Road W	0	85	57
	B - Storthes Hall Lane	60	0	17
	C - Farnley Road E	32	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Farnley Road W	B - Storthes Hall Lane	C - Farnley Road E
From	A - Farnley Road W	0	2	2
	B - Storthes Hall Lane	2	0	0
	C - Farnley Road E	25	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	5.37	0.0	A	16	23
B-A	0.10	6.07	0.1	A	55	83
C-AB	0.02	5.78	0.0	A	9	14
C-A					29	44
A-B					78	117
A-C					52	78

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	703	0.018	13	0.0	0.0	5.214	A
B-A	45	11	684	0.066	45	0.0	0.1	5.739	A
C-AB	8	2	646	0.012	7	0.0	0.0	5.641	A
C-A	24	6			24				
A-B	64	16			64				
A-C	43	11			43				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	697	0.022	15	0.0	0.0	5.280	A
B-A	54	13	679	0.080	54	0.1	0.1	5.878	A
C-AB	9	2	641	0.014	9	0.0	0.0	5.700	A
C-A	29	7			29				
A-B	76	19			76				
A-C	51	13			51				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	689	0.027	19	0.0	0.0	5.373	A
B-A	66	17	670	0.099	66	0.1	0.1	6.074	A
C-AB	11	3	634	0.017	11	0.0	0.0	5.783	A
C-A	35	9			35				
A-B	94	23			94				
A-C	63	16			63				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	689	0.027	19	0.0	0.0	5.373	A
B-A	66	17	670	0.099	66	0.1	0.1	6.074	A
C-AB	11	3	634	0.017	11	0.0	0.0	5.783	A
C-A	35	9			35				
A-B	94	23			94				
A-C	63	16			63				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	697	0.022	15	0.0	0.0	5.283	A
B-A	54	13	679	0.080	54	0.1	0.1	5.882	A
C-AB	9	2	641	0.014	9	0.0	0.0	5.702	A
C-A	29	7			29				
A-B	76	19			76				
A-C	51	13			51				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	703	0.018	13	0.0	0.0	5.218	A
B-A	45	11	684	0.066	45	0.1	0.1	5.747	A
C-AB	8	2	646	0.012	8	0.0	0.0	5.643	A
C-A	24	6			24				
A-B	64	16			64				
A-C	43	11			43				

2032 Design, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Farnley Lane/Storthes Hall Lane	T-Junction	Two-way		3.24	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)	Run automatically
D5	2032 Design	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Farnley Road W		ONE HOUR	✓	111	100.000
B - Storthes Hall Lane		ONE HOUR	✓	137	100.000
C - Farnley Road E		ONE HOUR	✓	54	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Farnley Road W	B - Storthes Hall Lane	C - Farnley Road E
From	A - Farnley Road W	0	85	26
	B - Storthes Hall Lane	112	0	25
	C - Farnley Road E	34	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Farnley Road W	B - Storthes Hall Lane	C - Farnley Road E
From	A - Farnley Road W	0	2	4
	B - Storthes Hall Lane	0	0	0
	C - Farnley Road E	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.54	0.0	A	23	34
B-A	0.18	6.46	0.2	A	103	154
C-AB	0.03	5.80	0.0	A	18	28
C-A					31	47
A-B					78	117
A-C					24	36

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	694	0.027	19	0.0	0.0	5.334	A
B-A	84	21	693	0.122	84	0.0	0.1	5.905	A
C-AB	15	4	652	0.023	15	0.0	0.0	5.652	A
C-A	26	6			26				
A-B	64	16			64				
A-C	20	5			20				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	687	0.033	22	0.0	0.0	5.419	A
B-A	101	25	688	0.146	101	0.1	0.2	6.129	A
C-AB	18	5	648	0.028	18	0.0	0.0	5.713	A
C-A	31	8			31				
A-B	76	19			76				
A-C	23	6			23				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	677	0.041	27	0.0	0.0	5.540	A
B-A	123	31	681	0.181	123	0.2	0.2	6.456	A
C-AB	22	6	643	0.034	22	0.0	0.0	5.798	A
C-A	37	9			37				
A-B	94	23			94				
A-C	29	7			29				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	677	0.041	28	0.0	0.0	5.541	A
B-A	123	31	681	0.181	123	0.2	0.2	6.458	A
C-AB	22	6	643	0.034	22	0.0	0.0	5.798	A
C-A	37	9			37				
A-B	94	23			94				
A-C	29	7			29				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	687	0.033	23	0.0	0.0	5.420	A
B-A	101	25	688	0.146	101	0.2	0.2	6.137	A
C-AB	18	5	648	0.028	18	0.0	0.0	5.713	A
C-A	31	8			31				
A-B	76	19			76				
A-C	23	6			23				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	693	0.027	19	0.0	0.0	5.336	A
B-A	84	21	693	0.122	84	0.2	0.1	5.917	A
C-AB	15	4	652	0.023	15	0.0	0.0	5.655	A
C-A	26	6			26				
A-B	64	16			64				
A-C	20	5			20				

2032 Design, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Farnley Lane/Storthes Hall Lane	T-Junction	Two-way		2.16	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)	Run automatically
D6	2032 Design	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Farnley Road W		ONE HOUR	✓	163	100.000
B - Storthes Hall Lane		ONE HOUR	✓	89	100.000
C - Farnley Road E		ONE HOUR	✓	52	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Farnley Road W	B - Storthes Hall Lane	C - Farnley Road E
From	A - Farnley Road W	0	106	57
	B - Storthes Hall Lane	69	0	20
	C - Farnley Road E	32	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Farnley Road W	B - Storthes Hall Lane	C - Farnley Road E
From	A - Farnley Road W	0	2	2
	B - Storthes Hall Lane	1	0	0
	C - Farnley Road E	25	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	5.44	0.0	A	18	28
B-A	0.11	6.20	0.1	A	63	95
C-AB	0.04	5.94	0.0	A	18	28
C-A					29	44
A-B					97	146
A-C					52	78

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	700	0.022	15	0.0	0.0	5.254	A
B-A	52	13	678	0.077	52	0.0	0.1	5.798	A
C-AB	15	4	642	0.023	15	0.0	0.0	5.742	A
C-A	24	6			24				
A-B	80	20			80				
A-C	43	11			43				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	693	0.026	18	0.0	0.0	5.330	A
B-A	62	16	672	0.092	62	0.1	0.1	5.965	A
C-AB	18	5	636	0.028	18	0.0	0.0	5.824	A
C-A	29	7			29				
A-B	95	24			95				
A-C	51	13			51				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	684	0.032	22	0.0	0.0	5.438	A
B-A	76	19	662	0.115	76	0.1	0.1	6.203	A
C-AB	22	6	628	0.035	22	0.0	0.0	5.939	A
C-A	35	9			35				
A-B	117	29			117				
A-C	63	16			63				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	684	0.032	22	0.0	0.0	5.438	A
B-A	76	19	662	0.115	76	0.1	0.1	6.203	A
C-AB	22	6	628	0.035	22	0.0	0.0	5.939	A
C-A	35	9			35				
A-B	117	29			117				
A-C	63	16			63				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	693	0.026	18	0.0	0.0	5.333	A
B-A	62	16	672	0.092	62	0.1	0.1	5.969	A
C-AB	18	5	636	0.028	18	0.0	0.0	5.826	A
C-A	29	7			29				
A-B	95	24			95				
A-C	51	13			51				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	700	0.022	15	0.0	0.0	5.256	A
B-A	52	13	678	0.077	52	0.1	0.1	5.805	A
C-AB	15	4	642	0.023	15	0.0	0.0	5.745	A
C-A	24	6			24				
A-B	80	20			80				
A-C	43	11			43				

Junctions 9						
PICADY 9 - Priority Intersection Module						
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Filename: Junction 2 - A629 Penistone Road - Storthes Hall Lane.j9

Path: O:\Storthes Hall, Kirkburton\ANALYSIS\CAPACITY\Priority Junctions

Report generation date: 26/07/2023 10:39:25

»2022 Count, AM

»2022 Count, PM

»2032 Base, AM

»2032 Base, PM

»2032 Design, AM

»2032 Design, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Count						
Stream B-C	0.2	9.35	0.12	0.1	7.97	0.11
Stream B-A	0.3	15.42	0.21	0.3	15.53	0.21
Stream C-B	0.1	8.86	0.09	0.1	8.59	0.09
2032 Base						
Stream B-C	0.2	9.55	0.15	0.2	8.68	0.13
Stream B-A	0.3	16.88	0.24	0.3	16.74	0.23
Stream C-B	0.1	8.96	0.11	0.1	8.71	0.11
2032 Design						
Stream B-C	0.3	10.01	0.26	0.2	8.58	0.16
Stream B-A	0.4	18.77	0.30	0.4	17.99	0.26
Stream C-B	0.1	8.16	0.11	0.2	8.41	0.15

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

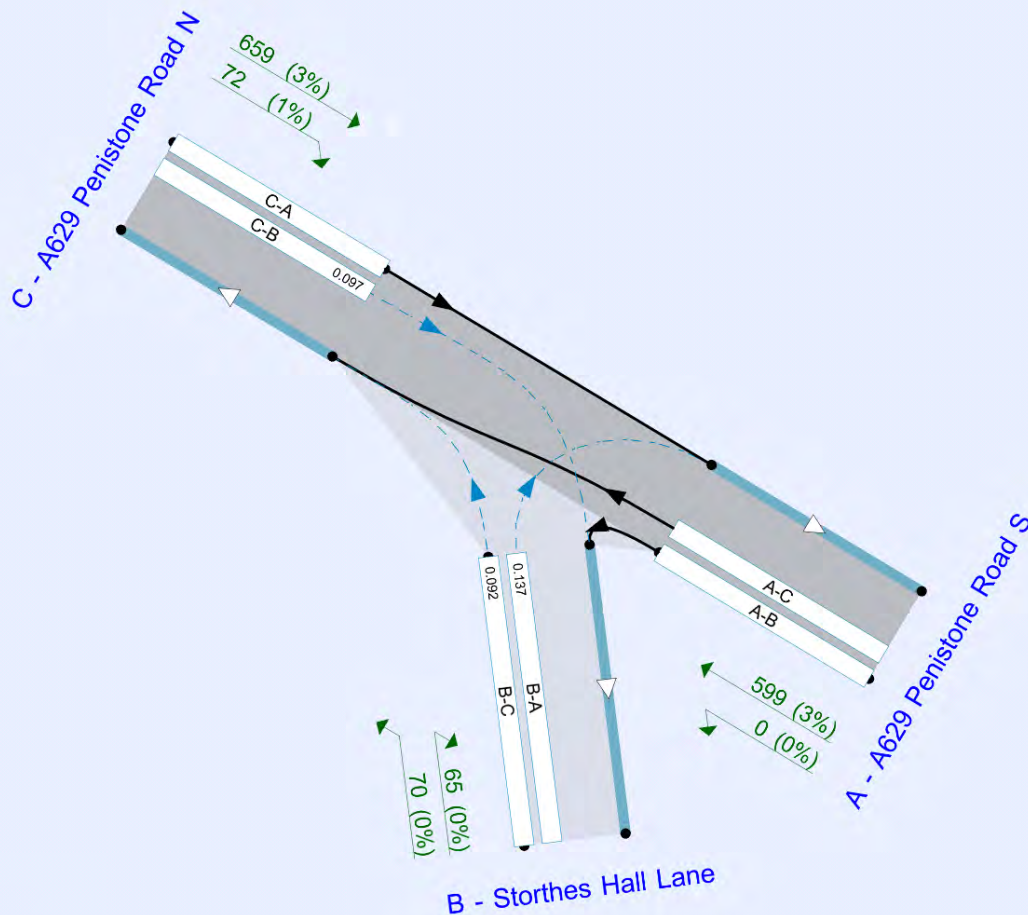
File summary

File Description

Title	Northern Site Access
Location	Kirkburton, Kirklees
Site number	-
Date	08/07/2022
Version	Existing
Status	(new file)
Identifier	JS
Client	-
Jobnumber	18093-P2
Enumerator	OPTIMA\Optima
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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (l).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2022 Count	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Count	PM	ONE HOUR	16:45	18:15	15	✓
D3	2032 Base	AM	ONE HOUR	07:45	09:15	15	✓
D5	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓
D6	2032 Design	AM	ONE HOUR	07:45	09:15	15	✓
D7	2032 Design	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Count, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A629 Penistone Road S		Major
B	Storthes Hall Lane		Minor
C	A629 Penistone Road N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A629 Penistone Road N	8.80		✓	2.20	148.0		-

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	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 - Storthes Hall Lane	One lane plus flare	10.00	5.30	4.30	3.80	3.30	✓	1.00	36	30

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	548	0.088	0.222	0.139	0.316
B-C	693	0.093	0.236	-	-
C-B	660	0.224	0.224	-	-

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)	Run automatically
D1	2022 Count	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A629 Penistone Road S		ONE HOUR	✓	596	100.000
B - Storthes Hall Lane		ONE HOUR	✓	114	100.000
C - A629 Penistone Road N		ONE HOUR	✓	591	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0	3	593
	B - Storthes Hall Lane	59	0	55
	C - A629 Penistone Road N	550	41	0

Proportions

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0.00	0.01	0.99
	B - Storthes Hall Lane	0.52	0.00	0.48
	C - A629 Penistone Road N	0.93	0.07	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0	40	4
	B - Storthes Hall Lane	2	0	15
	C - A629 Penistone Road N	6	15	0

Average PCU Per Veh

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	1.000	1.400	1.040
	B - Storthes Hall Lane	1.020	1.000	1.150
	C - A629 Penistone Road N	1.060	1.150	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A629 Penistone Road S	449	449
	B - Storthes Hall Lane	86	86
	C - A629 Penistone Road N	445	445
08:00-08:15	A - A629 Penistone Road S	536	536
	B - Storthes Hall Lane	102	102
	C - A629 Penistone Road N	531	531
08:15-08:30	A - A629 Penistone Road S	656	656
	B - Storthes Hall Lane	126	126
	C - A629 Penistone Road N	651	651
08:30-08:45	A - A629 Penistone Road S	656	656
	B - Storthes Hall Lane	126	126
	C - A629 Penistone Road N	651	651
08:45-09:00	A - A629 Penistone Road S	536	536
	B - Storthes Hall Lane	102	102
	C - A629 Penistone Road N	531	531
09:00-09:15	A - A629 Penistone Road S	449	449
	B - Storthes Hall Lane	86	86
	C - A629 Penistone Road N	445	445

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	9.35	0.2	A	50	76
B-A	0.21	15.42	0.3	C	54	81
C-A					505	757
C-B	0.09	8.86	0.1	A	38	56
A-B					3	4
A-C					544	816

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	569	0.073	41	0.0	0.1	7.835	A
B-A	44	11	381	0.117	44	0.0	0.1	10.875	B
C-A	414	104			414				
C-B	31	8	559	0.055	31	0.0	0.1	7.831	A
A-B	2	0.56			2				
A-C	446	112			446				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	543	0.091	49	0.1	0.1	8.390	A
B-A	53	13	348	0.152	53	0.1	0.2	12.415	B
C-A	494	124			494				
C-B	37	9	539	0.068	37	0.1	0.1	8.236	A
A-B	3	0.67			3				
A-C	533	133			533				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	503	0.120	60	0.1	0.2	9.341	A
B-A	65	16	303	0.214	65	0.2	0.3	15.370	C
C-A	606	151			606				
C-B	45	11	512	0.088	45	0.1	0.1	8.856	A
A-B	3	0.83			3				
A-C	653	163			653				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	503	0.120	61	0.2	0.2	9.354	A
B-A	65	16	303	0.214	65	0.3	0.3	15.417	C
C-A	606	151			606				
C-B	45	11	512	0.088	45	0.1	0.1	8.860	A
A-B	3	0.83			3				
A-C	653	163			653				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	542	0.091	50	0.2	0.1	8.408	A
B-A	53	13	348	0.152	53	0.3	0.2	12.460	B
C-A	494	124			494				
C-B	37	9	539	0.068	37	0.1	0.1	8.241	A
A-B	3	0.67			3				
A-C	533	133			533				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	569	0.073	42	0.1	0.1	7.856	A
B-A	44	11	381	0.117	45	0.2	0.1	10.921	B
C-A	414	104			414				
C-B	31	8	559	0.055	31	0.1	0.1	7.842	A
A-B	2	0.56			2				
A-C	446	112			446				

2022 Count, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.19	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)	Run automatically
D2	2022 Count	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A629 Penistone Road S		ONE HOUR	✓	576	100.000
B - Storthes Hall Lane		ONE HOUR	✓	108	100.000
C - A629 Penistone Road N		ONE HOUR	✓	685	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0	0	576
	B - Storthes Hall Lane	57	0	51
	C - A629 Penistone Road N	645	40	0

Proportions

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0.00	0.00	1.00
	B - Storthes Hall Lane	0.53	0.00	0.47
	C - A629 Penistone Road N	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0	0	3
	B - Storthes Hall Lane	0	0	0
	C - A629 Penistone Road N	3	13	0

Average PCU Per Veh

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	1.000	1.000	1.030
	B - Storthes Hall Lane	1.000	1.000	1.000
	C - A629 Penistone Road N	1.030	1.130	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A629 Penistone Road S	434	434
	B - Storthes Hall Lane	81	81
	C - A629 Penistone Road N	516	516
17:00-17:15	A - A629 Penistone Road S	518	518
	B - Storthes Hall Lane	97	97
	C - A629 Penistone Road N	616	616
17:15-17:30	A - A629 Penistone Road S	634	634
	B - Storthes Hall Lane	119	119
	C - A629 Penistone Road N	754	754
17:30-17:45	A - A629 Penistone Road S	634	634
	B - Storthes Hall Lane	119	119
	C - A629 Penistone Road N	754	754
17:45-18:00	A - A629 Penistone Road S	518	518
	B - Storthes Hall Lane	97	97
	C - A629 Penistone Road N	616	616
18:00-18:15	A - A629 Penistone Road S	434	434
	B - Storthes Hall Lane	81	81
	C - A629 Penistone Road N	516	516

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	7.97	0.1	A	47	70
B-A	0.21	15.53	0.3	C	52	78
C-A					592	888
C-B	0.09	8.59	0.1	A	37	55
A-B					0	0
A-C					529	793

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	572	0.067	38	0.0	0.1	6.745	A
B-A	43	11	375	0.114	42	0.0	0.1	10.793	B
C-A	486	121			486				
C-B	30	8	562	0.054	30	0.0	0.1	7.636	A
A-B	0	0			0				
A-C	434	108			434				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	546	0.084	46	0.1	0.1	7.197	A
B-A	51	13	342	0.150	51	0.1	0.2	12.384	B
C-A	580	145			580				
C-B	36	9	543	0.066	36	0.1	0.1	8.014	A
A-B	0	0			0				
A-C	518	129			518				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	508	0.111	56	0.1	0.1	7.961	A
B-A	63	16	295	0.213	62	0.2	0.3	15.480	C
C-A	710	178			710				
C-B	44	11	517	0.085	44	0.1	0.1	8.591	A
A-B	0	0			0				
A-C	634	159			634				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	508	0.111	56	0.1	0.1	7.970	A
B-A	63	16	295	0.213	63	0.3	0.3	15.526	C
C-A	710	178			710				
C-B	44	11	517	0.085	44	0.1	0.1	8.594	A
A-B	0	0			0				
A-C	634	159			634				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	545	0.084	46	0.1	0.1	7.210	A
B-A	51	13	342	0.150	52	0.3	0.2	12.426	B
C-A	580	145			580				
C-B	36	9	543	0.066	36	0.1	0.1	8.018	A
A-B	0	0			0				
A-C	518	129			518				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	571	0.067	38	0.1	0.1	6.760	A
B-A	43	11	376	0.114	43	0.2	0.1	10.838	B
C-A	486	121			486				
C-B	30	8	562	0.054	30	0.1	0.1	7.644	A
A-B	0	0			0				
A-C	434	108			434				

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.60	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)	Run automatically
D3	2032 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A629 Penistone Road S		ONE HOUR	✓	612	100.000
B - Storthes Hall Lane		ONE HOUR	✓	132	100.000
C - A629 Penistone Road N		ONE HOUR	✓	633	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	From			
	A - A629 Penistone Road S	0	3	609
	B - Storthes Hall Lane	63	0	69
	C - A629 Penistone Road N	580	53	0

Proportions

	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	From			
	A - A629 Penistone Road S	0.00	0.00	1.00
	B - Storthes Hall Lane	0.48	0.00	0.52
	C - A629 Penistone Road N	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	From			
	A - A629 Penistone Road S	0	40	4
	B - Storthes Hall Lane	2	0	12
	C - A629 Penistone Road N	6	12	0

Average PCU Per Veh

	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	From			
	A - A629 Penistone Road S	1.000	1.400	1.040
	B - Storthes Hall Lane	1.020	1.000	1.120
	C - A629 Penistone Road N	1.060	1.120	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A629 Penistone Road S	461	461
	B - Storthes Hall Lane	99	99
	C - A629 Penistone Road N	477	477
08:00-08:15	A - A629 Penistone Road S	550	550
	B - Storthes Hall Lane	119	119
	C - A629 Penistone Road N	569	569
08:15-08:30	A - A629 Penistone Road S	674	674
	B - Storthes Hall Lane	145	145
	C - A629 Penistone Road N	697	697
08:30-08:45	A - A629 Penistone Road S	674	674
	B - Storthes Hall Lane	145	145
	C - A629 Penistone Road N	697	697
08:45-09:00	A - A629 Penistone Road S	550	550
	B - Storthes Hall Lane	119	119
	C - A629 Penistone Road N	569	569
09:00-09:15	A - A629 Penistone Road S	461	461
	B - Storthes Hall Lane	99	99
	C - A629 Penistone Road N	477	477

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	9.55	0.2	A	63	95
B-A	0.24	16.88	0.3	C	58	87
C-A					532	798
C-B	0.11	8.96	0.1	A	49	73
A-B					3	4
A-C					559	838

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	570	0.091	52	0.0	0.1	7.772	A
B-A	47	12	369	0.129	47	0.0	0.1	11.394	B
C-A	437	109			437				
C-B	40	10	556	0.072	40	0.0	0.1	7.799	A
A-B	2	0.56			2				
A-C	458	115			458				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	541	0.115	62	0.1	0.1	8.405	A
B-A	57	14	334	0.169	56	0.1	0.2	13.199	B
C-A	521	130			521				
C-B	48	12	536	0.089	48	0.1	0.1	8.252	A
A-B	3	0.67			3				
A-C	547	137			547				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	499	0.152	76	0.1	0.2	9.531	A
B-A	69	17	287	0.242	69	0.2	0.3	16.816	C
C-A	639	160			639				
C-B	58	15	508	0.115	58	0.1	0.1	8.952	A
A-B	3	0.83			3				
A-C	671	168			671				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	498	0.153	76	0.2	0.2	9.551	A
B-A	69	17	287	0.242	69	0.3	0.3	16.884	C
C-A	639	160			639				
C-B	58	15	508	0.115	58	0.1	0.1	8.958	A
A-B	3	0.83			3				
A-C	671	168			671				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	541	0.115	62	0.2	0.1	8.429	A
B-A	57	14	334	0.169	57	0.3	0.2	13.260	B
C-A	521	130			521				
C-B	48	12	536	0.089	48	0.1	0.1	8.257	A
A-B	3	0.67			3				
A-C	547	137			547				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	569	0.091	52	0.1	0.1	7.799	A
B-A	47	12	369	0.129	48	0.2	0.2	11.452	B
C-A	437	109			437				
C-B	40	10	556	0.072	40	0.1	0.1	7.811	A
A-B	2	0.56			2				
A-C	458	115			458				

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.37	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)	Run automatically
D5	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A629 Penistone Road S		ONE HOUR	✓	599	100.000
B - Storthes Hall Lane		ONE HOUR	✓	119	100.000
C - A629 Penistone Road N		ONE HOUR	✓	711	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0	0	599
	B - Storthes Hall Lane	59	0	60
	C - A629 Penistone Road N	659	52	0

Proportions

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0.00	0.00	1.00
	B - Storthes Hall Lane	0.50	0.00	0.50
	C - A629 Penistone Road N	0.93	0.07	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0	0	3
	B - Storthes Hall Lane	0	0	5
	C - A629 Penistone Road N	3	10	0

Average PCU Per Veh

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	1.000	1.000	1.030
	B - Storthes Hall Lane	1.000	1.000	1.050
	C - A629 Penistone Road N	1.030	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A629 Penistone Road S	451	451
	B - Storthes Hall Lane	90	90
	C - A629 Penistone Road N	535	535
17:00-17:15	A - A629 Penistone Road S	538	538
	B - Storthes Hall Lane	107	107
	C - A629 Penistone Road N	639	639
17:15-17:30	A - A629 Penistone Road S	660	660
	B - Storthes Hall Lane	131	131
	C - A629 Penistone Road N	783	783
17:30-17:45	A - A629 Penistone Road S	660	660
	B - Storthes Hall Lane	131	131
	C - A629 Penistone Road N	783	783
17:45-18:00	A - A629 Penistone Road S	538	538
	B - Storthes Hall Lane	107	107
	C - A629 Penistone Road N	639	639
18:00-18:15	A - A629 Penistone Road S	451	451
	B - Storthes Hall Lane	90	90
	C - A629 Penistone Road N	535	535

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	8.68	0.2	A	55	83
B-A	0.23	16.74	0.3	C	54	81
C-A					605	907
C-B	0.11	8.71	0.1	A	48	72
A-B					0	0
A-C					550	824

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	571	0.079	45	0.0	0.1	7.183	A
B-A	44	11	364	0.122	44	0.0	0.1	11.216	B
C-A	496	124			496				
C-B	39	10	558	0.070	39	0.0	0.1	7.615	A
A-B	0	0			0				
A-C	451	113			451				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	543	0.099	54	0.1	0.1	7.721	A
B-A	53	13	329	0.161	53	0.1	0.2	13.037	B
C-A	592	148			592				
C-B	47	12	539	0.087	47	0.1	0.1	8.045	A
A-B	0	0			0				
A-C	538	135			538				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	17	502	0.132	66	0.1	0.2	8.660	A
B-A	65	16	280	0.232	65	0.2	0.3	16.682	C
C-A	726	181			726				
C-B	57	14	512	0.112	57	0.1	0.1	8.709	A
A-B	0	0			0				
A-C	660	165			660				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	17	502	0.132	66	0.2	0.2	8.678	A
B-A	65	16	280	0.232	65	0.3	0.3	16.744	C
C-A	726	181			726				
C-B	57	14	512	0.112	57	0.1	0.1	8.714	A
A-B	0	0			0				
A-C	660	165			660				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	543	0.099	54	0.2	0.1	7.738	A
B-A	53	13	329	0.161	53	0.3	0.2	13.082	B
C-A	592	148			592				
C-B	47	12	539	0.087	47	0.1	0.1	8.053	A
A-B	0	0			0				
A-C	538	135			538				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	570	0.079	45	0.1	0.1	7.203	A
B-A	44	11	364	0.122	45	0.2	0.1	11.269	B
C-A	496	124			496				
C-B	39	10	558	0.070	39	0.1	0.1	7.627	A
A-B	0	0			0				
A-C	451	113			451				

2032 Design, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		2.10	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)	Run automatically
D6	2032 Design	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A629 Penistone Road S		ONE HOUR	✓	612	100.000
B - Storthes Hall Lane		ONE HOUR	✓	191	100.000
C - A629 Penistone Road N		ONE HOUR	✓	633	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0	3	609
	B - Storthes Hall Lane	76	0	115
	C - A629 Penistone Road N	580	53	0

Proportions

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0.00	0.00	1.00
	B - Storthes Hall Lane	0.40	0.00	0.60
	C - A629 Penistone Road N	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0	40	4
	B - Storthes Hall Lane	1	0	2
	C - A629 Penistone Road N	6	2	0

Average PCU Per Veh

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	1.000	1.400	1.040
	B - Storthes Hall Lane	1.010	1.000	1.020
	C - A629 Penistone Road N	1.060	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A629 Penistone Road S	461	461
	B - Storthes Hall Lane	144	144
	C - A629 Penistone Road N	477	477
08:00-08:15	A - A629 Penistone Road S	550	550
	B - Storthes Hall Lane	172	172
	C - A629 Penistone Road N	569	569
08:15-08:30	A - A629 Penistone Road S	674	674
	B - Storthes Hall Lane	210	210
	C - A629 Penistone Road N	697	697
08:30-08:45	A - A629 Penistone Road S	674	674
	B - Storthes Hall Lane	210	210
	C - A629 Penistone Road N	697	697
08:45-09:00	A - A629 Penistone Road S	550	550
	B - Storthes Hall Lane	172	172
	C - A629 Penistone Road N	569	569
09:00-09:15	A - A629 Penistone Road S	461	461
	B - Storthes Hall Lane	144	144
	C - A629 Penistone Road N	477	477

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.26	10.01	0.3	B	106	158
B-A	0.30	18.77	0.4	C	70	105
C-A					532	798
C-B	0.11	8.16	0.1	A	49	73
A-B					3	4
A-C					559	838

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	22	575	0.150	86	0.0	0.2	7.490	A
B-A	57	14	360	0.159	56	0.0	0.2	11.937	B
C-A	437	109			437				
C-B	40	10	556	0.072	40	0.0	0.1	7.102	A
A-B	2	0.56			2				
A-C	458	115			458				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	544	0.190	103	0.2	0.2	8.326	A
B-A	68	17	326	0.210	68	0.2	0.3	14.075	B
C-A	521	130			521				
C-B	48	12	536	0.089	48	0.1	0.1	7.515	A
A-B	3	0.67			3				
A-C	547	137			547				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	32	494	0.256	126	0.2	0.3	9.962	A
B-A	84	21	277	0.302	83	0.3	0.4	18.645	C
C-A	639	160			639				
C-B	58	15	508	0.115	58	0.1	0.1	8.153	A
A-B	3	0.83			3				
A-C	671	168			671				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	32	494	0.257	127	0.3	0.3	10.005	B
B-A	84	21	277	0.302	84	0.4	0.4	18.767	C
C-A	639	160			639				
C-B	58	15	508	0.115	58	0.1	0.1	8.158	A
A-B	3	0.83			3				
A-C	671	168			671				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	543	0.190	104	0.3	0.2	8.367	A
B-A	68	17	326	0.210	69	0.4	0.3	14.176	B
C-A	521	130			521				
C-B	48	12	536	0.089	48	0.1	0.1	7.519	A
A-B	3	0.67			3				
A-C	547	137			547				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	22	575	0.151	87	0.2	0.2	7.534	A
B-A	57	14	360	0.159	58	0.3	0.2	12.019	B
C-A	437	109			437				
C-B	40	10	556	0.072	40	0.1	0.1	7.112	A
A-B	2	0.56			2				
A-C	458	115			458				

2032 Design, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.62	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)	Run automatically
D7	2032 Design	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A629 Penistone Road S		ONE HOUR	✓	599	100.000
B - Storthes Hall Lane		ONE HOUR	✓	135	100.000
C - A629 Penistone Road N		ONE HOUR	✓	731	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0	0	599
	B - Storthes Hall Lane	65	0	70
	C - A629 Penistone Road N	659	72	0

Proportions

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0.00	0.00	1.00
	B - Storthes Hall Lane	0.48	0.00	0.52
	C - A629 Penistone Road N	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	0	0	3
	B - Storthes Hall Lane	0	0	0
	C - A629 Penistone Road N	3	1	0

Average PCU Per Veh

From	To			
		A - A629 Penistone Road S	B - Storthes Hall Lane	C - A629 Penistone Road N
	A - A629 Penistone Road S	1.000	1.000	1.030
	B - Storthes Hall Lane	1.000	1.000	1.000
	C - A629 Penistone Road N	1.030	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A629 Penistone Road S	451	451
	B - Storthes Hall Lane	102	102
	C - A629 Penistone Road N	550	550
17:00-17:15	A - A629 Penistone Road S	538	538
	B - Storthes Hall Lane	121	121
	C - A629 Penistone Road N	657	657
17:15-17:30	A - A629 Penistone Road S	660	660
	B - Storthes Hall Lane	149	149
	C - A629 Penistone Road N	805	805
17:30-17:45	A - A629 Penistone Road S	660	660
	B - Storthes Hall Lane	149	149
	C - A629 Penistone Road N	805	805
17:45-18:00	A - A629 Penistone Road S	538	538
	B - Storthes Hall Lane	121	121
	C - A629 Penistone Road N	657	657
18:00-18:15	A - A629 Penistone Road S	451	451
	B - Storthes Hall Lane	102	102
	C - A629 Penistone Road N	550	550

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.16	8.58	0.2	A	64	96
B-A	0.26	17.99	0.4	C	60	89
C-A					605	907
C-B	0.15	8.41	0.2	A	66	99
A-B					0	0
A-C					550	824

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	570	0.092	52	0.0	0.1	6.951	A
B-A	49	12	358	0.137	48	0.0	0.2	11.595	B
C-A	496	124			496				
C-B	54	14	558	0.097	54	0.0	0.1	7.198	A
A-B	0	0			0				
A-C	451	113			451				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	542	0.116	63	0.1	0.1	7.517	A
B-A	58	15	322	0.182	58	0.2	0.2	13.636	B
C-A	592	148			592				
C-B	65	16	539	0.120	65	0.1	0.1	7.665	A
A-B	0	0			0				
A-C	538	135			538				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	497	0.155	77	0.1	0.2	8.557	A
B-A	72	18	272	0.264	71	0.2	0.3	17.904	C
C-A	726	181			726				
C-B	79	20	512	0.155	79	0.1	0.2	8.402	A
A-B	0	0			0				
A-C	660	165			660				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	497	0.155	77	0.2	0.2	8.578	A
B-A	72	18	272	0.264	72	0.3	0.4	17.995	C
C-A	726	181			726				
C-B	79	20	512	0.155	79	0.2	0.2	8.409	A
A-B	0	0			0				
A-C	660	165			660				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	541	0.116	63	0.2	0.1	7.541	A
B-A	58	15	322	0.181	59	0.4	0.2	13.713	B
C-A	592	148			592				
C-B	65	16	539	0.120	65	0.2	0.1	7.677	A
A-B	0	0			0				
A-C	538	135			538				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	569	0.093	53	0.1	0.1	6.971	A
B-A	49	12	358	0.137	49	0.2	0.2	11.662	B
C-A	496	124			496				
C-B	54	14	558	0.097	54	0.1	0.1	7.213	A
A-B	0	0			0				
A-C	451	113			451				

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.2.1013 © Copyright TRL Limited, 2019						
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Filename: Junction 3 - Storthes Hall Lane - Penistone Road Exit.j9

Path: O:\Storthes Hall, Kirkburton\ANALYSIS\CAPACITY\Priority Junctions

Report generation date: 26/07/2023 10:50:58

- »2022 Count, AM
- »2022 Count, PM
- »2032 Base, AM
- »2032 Base, PM
- »2032 Design, AM
- »2032 Design, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Count						
Stream B-C	0.1	5.16	0.10	0.1	5.21	0.09
Stream B-A	0.0	8.44	0.00	0.0	8.47	0.01
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2032 Base						
Stream B-C	0.1	5.22	0.10	0.1	5.26	0.09
Stream B-A	0.0	8.55	0.00	0.0	8.56	0.01
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2032 Design						
Stream B-C	0.1	5.26	0.11	0.1	5.40	0.11
Stream B-A	0.0	8.73	0.00	0.0	8.70	0.01
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00

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

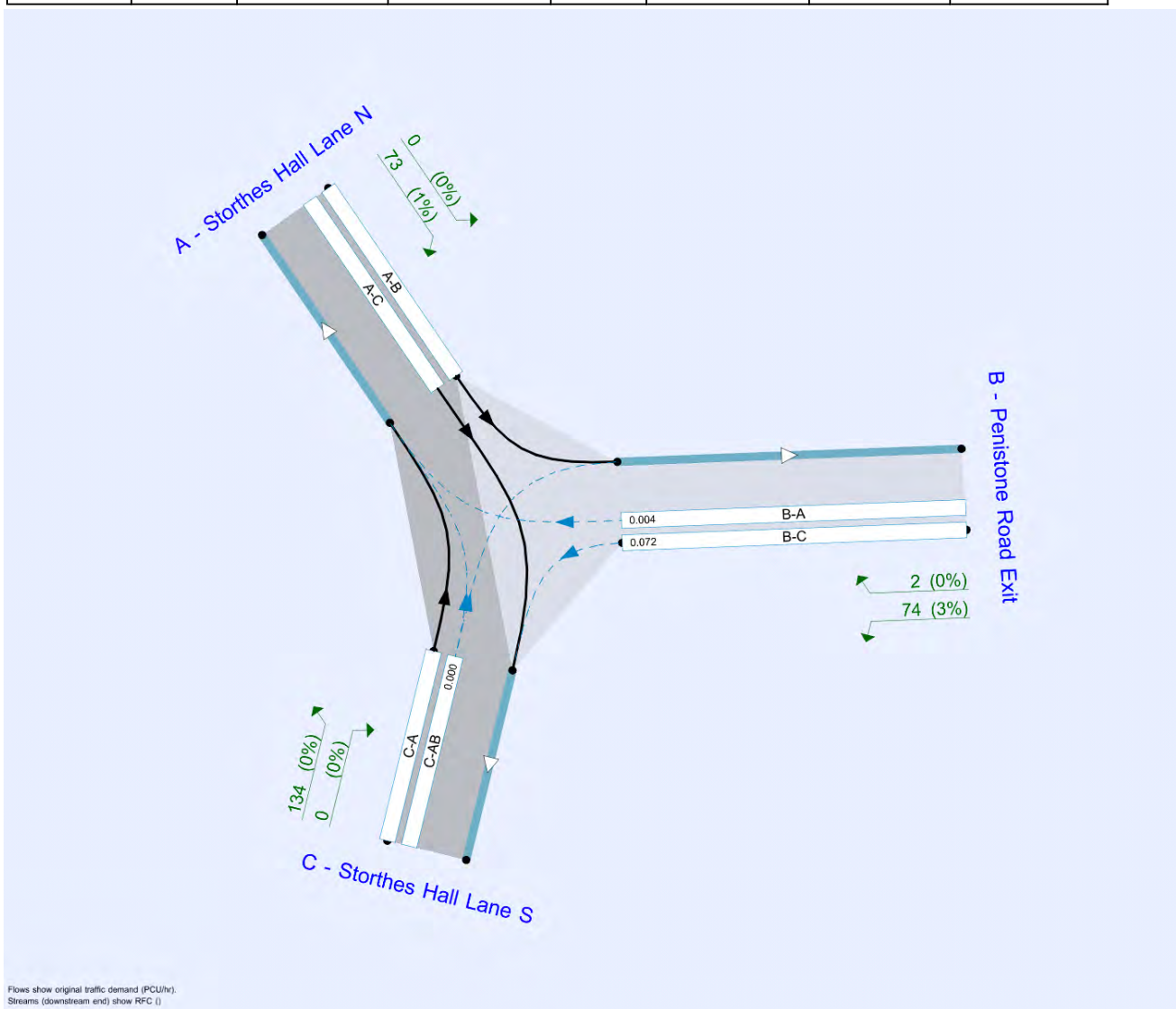
File summary

File Description

Title	Northern Site Access
Location	Kirkburton, Kirklees
Site number	-
Date	08/07/2022
Version	Existing
Status	(new file)
Identifier	JS
Client	-
Jobnumber	18093-P2
Enumerator	OPTIMA\Optima
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2022 Count	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Count	PM	ONE HOUR	16:45	18:15	15	✓
D3	2032 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2032 Design	AM	ONE HOUR	07:45	09:15	15	✓
D6	2032 Design	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Count, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Storthes Hall Lane N		Major
B	Penistone Road Exit		Minor
C	Storthes Hall Lane S		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 - Storthes Hall Lane S	6.20			60.0	✓	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 - Penistone Road Exit	One lane plus flare	10.00	7.00	5.70	5.60	5.60	✓	3.00	24	59

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	452	0.082	0.206	0.130	0.294
B-C	794	0.121	0.305	-	-
C-B	609	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)	Run automatically
D1	2022 Count	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	38	100.000
B - Penistone Road Exit		ONE HOUR	✓	70	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Storthes Hall Lane N	B - Penistone Road Exit	C - Storthes Hall Lane S
	From			
	A - Storthes Hall Lane N	0	0	38
	B - Penistone Road Exit	1	0	69
	C - Storthes Hall Lane S	109	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Storthes Hall Lane N	B - Penistone Road Exit	C - Storthes Hall Lane S
	From			
	A - Storthes Hall Lane N	0	0	16
	B - Penistone Road Exit	0	0	1
	C - Storthes Hall Lane S	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	5.16	0.1	A	63	95
B-A	0.00	8.44	0.0	A	0.92	1
C-AB	0.00	0.00	0.0	A	0	0
C-A					100	150
A-B					0	0
A-C					35	52

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	785	0.066	52	0.0	0.1	4.960	A
B-A	0.75	0.19	435	0.002	0.75	0.0	0.0	8.288	A
C-AB	0	0	602	0.000	0	0.0	0.0	0.000	A
C-A	82	21			82				
A-B	0	0			0				
A-C	29	7			29				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	783	0.079	62	0.1	0.1	5.043	A
B-A	0.90	0.22	432	0.002	0.90	0.0	0.0	8.352	A
C-AB	0	0	601	0.000	0	0.0	0.0	0.000	A
C-A	98	24			98				
A-B	0	0			0				
A-C	34	9			34				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	780	0.097	76	0.1	0.1	5.160	A
B-A	1	0.28	427	0.003	1	0.0	0.0	8.443	A
C-AB	0	0	599	0.000	0	0.0	0.0	0.000	A
C-A	120	30			120				
A-B	0	0			0				
A-C	42	10			42				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	780	0.097	76	0.1	0.1	5.160	A
B-A	1	0.28	427	0.003	1	0.0	0.0	8.443	A
C-AB	0	0	599	0.000	0	0.0	0.0	0.000	A
C-A	120	30			120				
A-B	0	0			0				
A-C	42	10			42				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	783	0.079	62	0.1	0.1	5.046	A
B-A	0.90	0.22	432	0.002	0.90	0.0	0.0	8.352	A
C-AB	0	0	601	0.000	0	0.0	0.0	0.000	A
C-A	98	24			98				
A-B	0	0			0				
A-C	34	9			34				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	785	0.066	52	0.1	0.1	4.962	A
B-A	0.75	0.19	435	0.002	0.75	0.0	0.0	8.289	A
C-AB	0	0	602	0.000	0	0.0	0.0	0.000	A
C-A	82	21			82				
A-B	0	0			0				
A-C	29	7			29				

2022 Count, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.59	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)	Run automatically
D2	2022 Count	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	41	100.000
B - Penistone Road Exit		ONE HOUR	✓	63	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	106	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Storthes Hall Lane N	B - Penistone Road Exit	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	41
	B - Penistone Road Exit	2	0	61
	C - Storthes Hall Lane S	106	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Storthes Hall Lane N	B - Penistone Road Exit	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	12
	B - Penistone Road Exit	0	0	3
	C - Storthes Hall Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	5.21	0.1	A	56	84
B-A	0.01	8.47	0.0	A	2	3
C-AB	0.00	0.00	0.0	A	0	0
C-A					97	146
A-B					0	0
A-C					38	56

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	784	0.059	46	0.0	0.1	5.023	A
B-A	2	0.38	435	0.003	1	0.0	0.0	8.305	A
C-AB	0	0	601	0.000	0	0.0	0.0	0.000	A
C-A	80	20			80				
A-B	0	0			0				
A-C	31	8			31				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	782	0.070	55	0.1	0.1	5.100	A
B-A	2	0.45	432	0.004	2	0.0	0.0	8.374	A
C-AB	0	0	600	0.000	0	0.0	0.0	0.000	A
C-A	95	24			95				
A-B	0	0			0				
A-C	37	9			37				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	779	0.086	67	0.1	0.1	5.208	A
B-A	2	0.55	427	0.005	2	0.0	0.0	8.470	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	117	29			117				
A-B	0	0			0				
A-C	45	11			45				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	779	0.086	67	0.1	0.1	5.208	A
B-A	2	0.55	427	0.005	2	0.0	0.0	8.470	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	117	29			117				
A-B	0	0			0				
A-C	45	11			45				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	782	0.070	55	0.1	0.1	5.104	A
B-A	2	0.45	432	0.004	2	0.0	0.0	8.375	A
C-AB	0	0	600	0.000	0	0.0	0.0	0.000	A
C-A	95	24			95				
A-B	0	0			0				
A-C	37	9			37				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	784	0.059	46	0.1	0.1	5.026	A
B-A	2	0.38	435	0.003	2	0.0	0.0	8.305	A
C-AB	0	0	601	0.000	0	0.0	0.0	0.000	A
C-A	80	20			80				
A-B	0	0			0				
A-C	31	8			31				

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.55	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)	Run automatically
D3	2032 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	50	100.000
B - Penistone Road Exit		ONE HOUR	✓	74	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	127	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Storthes Hall Lane N	B - Penistone Road Exit	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	50
	B - Penistone Road Exit	1	0	73
	C - Storthes Hall Lane S	127	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Storthes Hall Lane N	B - Penistone Road Exit	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	12
	B - Penistone Road Exit	0	0	1
	C - Storthes Hall Lane S	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	5.22	0.1	A	67	100
B-A	0.00	8.55	0.0	A	0.92	1
C-AB	0.00	0.00	0.0	A	0	0
C-A					117	175
A-B					0	0
A-C					46	69

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	782	0.070	55	0.0	0.1	4.997	A
B-A	0.75	0.19	431	0.002	0.75	0.0	0.0	8.357	A
C-AB	0	0	600	0.000	0	0.0	0.0	0.000	A
C-A	96	24			96				
A-B	0	0			0				
A-C	38	9			38				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	780	0.084	66	0.1	0.1	5.091	A
B-A	0.90	0.22	428	0.002	0.90	0.0	0.0	8.437	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	114	29			114				
A-B	0	0			0				
A-C	45	11			45				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	776	0.104	80	0.1	0.1	5.222	A
B-A	1	0.28	422	0.003	1	0.0	0.0	8.549	A
C-AB	0	0	596	0.000	0	0.0	0.0	0.000	A
C-A	140	35			140				
A-B	0	0			0				
A-C	55	14			55				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	776	0.104	80	0.1	0.1	5.223	A
B-A	1	0.28	422	0.003	1	0.0	0.0	8.549	A
C-AB	0	0	596	0.000	0	0.0	0.0	0.000	A
C-A	140	35			140				
A-B	0	0			0				
A-C	55	14			55				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	780	0.084	66	0.1	0.1	5.095	A
B-A	0.90	0.22	428	0.002	0.90	0.0	0.0	8.438	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	114	29			114				
A-B	0	0			0				
A-C	45	11			45				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	782	0.070	55	0.1	0.1	5.002	A
B-A	0.75	0.19	431	0.002	0.75	0.0	0.0	8.359	A
C-AB	0	0	600	0.000	0	0.0	0.0	0.000	A
C-A	96	24			96				
A-B	0	0			0				
A-C	38	9			38				

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.50	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)	Run automatically
D4	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	53	100.000
B - Penistone Road Exit		ONE HOUR	✓	66	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Storthes Hall Lane N	B - Penistone Road Exit	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	53
	B - Penistone Road Exit	2	0	64
	C - Storthes Hall Lane S	117	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Storthes Hall Lane N	B - Penistone Road Exit	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	10
	B - Penistone Road Exit	0	0	3
	C - Storthes Hall Lane S	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	5.26	0.1	A	59	88
B-A	0.01	8.56	0.0	A	2	3
C-AB	0.00	0.00	0.0	A	0	0
C-A					107	161
A-B					0	0
A-C					49	73

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	781	0.062	48	0.0	0.1	5.058	A
B-A	2	0.38	432	0.003	1	0.0	0.0	8.362	A
C-AB	0	0	599	0.000	0	0.0	0.0	0.000	A
C-A	88	22			88				
A-B	0	0			0				
A-C	40	10			40				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	778	0.074	57	0.1	0.1	5.143	A
B-A	2	0.45	428	0.004	2	0.0	0.0	8.442	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	105	26			105				
A-B	0	0			0				
A-C	48	12			48				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	775	0.091	70	0.1	0.1	5.262	A
B-A	2	0.55	423	0.005	2	0.0	0.0	8.556	A
C-AB	0	0	595	0.000	0	0.0	0.0	0.000	A
C-A	129	32			129				
A-B	0	0			0				
A-C	58	15			58				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	775	0.091	70	0.1	0.1	5.262	A
B-A	2	0.55	423	0.005	2	0.0	0.0	8.556	A
C-AB	0	0	595	0.000	0	0.0	0.0	0.000	A
C-A	129	32			129				
A-B	0	0			0				
A-C	58	15			58				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	778	0.074	58	0.1	0.1	5.144	A
B-A	2	0.45	428	0.004	2	0.0	0.0	8.443	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	105	26			105				
A-B	0	0			0				
A-C	48	12			48				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	781	0.062	48	0.1	0.1	5.062	A
B-A	2	0.38	432	0.003	2	0.0	0.0	8.362	A
C-AB	0	0	599	0.000	0	0.0	0.0	0.000	A
C-A	88	22			88				
A-B	0	0			0				
A-C	40	10			40				

2032 Design, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.31	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)	Run automatically
D5	2032 Design	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	50	100.000
B - Penistone Road Exit		ONE HOUR	✓	78	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Storthes Hall Lane N	B - Penistone Road Exit	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	50
	B - Penistone Road Exit	1	0	77
	C - Storthes Hall Lane S	187	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Storthes Hall Lane N	B - Penistone Road Exit	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	2
	B - Penistone Road Exit	0	0	1
	C - Storthes Hall Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	5.26	0.1	A	71	106
B-A	0.00	8.73	0.0	A	0.92	1
C-AB	0.00	0.00	0.0	A	0	0
C-A					172	257
A-B					0	0
A-C					46	69

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	782	0.074	58	0.0	0.1	5.017	A
B-A	0.75	0.19	426	0.002	0.75	0.0	0.0	8.472	A
C-AB	0	0	600	0.000	0	0.0	0.0	0.000	A
C-A	141	35			141				
A-B	0	0			0				
A-C	38	9			38				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	780	0.089	69	0.1	0.1	5.117	A
B-A	0.90	0.22	421	0.002	0.90	0.0	0.0	8.577	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	168	42			168				
A-B	0	0			0				
A-C	45	11			45				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	776	0.109	85	0.1	0.1	5.256	A
B-A	1	0.28	414	0.003	1	0.0	0.0	8.727	A
C-AB	0	0	596	0.000	0	0.0	0.0	0.000	A
C-A	206	51			206				
A-B	0	0			0				
A-C	55	14			55				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	776	0.109	85	0.1	0.1	5.256	A
B-A	1	0.28	414	0.003	1	0.0	0.0	8.727	A
C-AB	0	0	596	0.000	0	0.0	0.0	0.000	A
C-A	206	51			206				
A-B	0	0			0				
A-C	55	14			55				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	780	0.089	69	0.1	0.1	5.121	A
B-A	0.90	0.22	421	0.002	0.90	0.0	0.0	8.579	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	168	42			168				
A-B	0	0			0				
A-C	45	11			45				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	782	0.074	58	0.1	0.1	5.024	A
B-A	0.75	0.19	426	0.002	0.75	0.0	0.0	8.474	A
C-AB	0	0	600	0.000	0	0.0	0.0	0.000	A
C-A	141	35			141				
A-B	0	0			0				
A-C	38	9			38				

2032 Design, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.47	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)	Run automatically
D6	2032 Design	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	73	100.000
B - Penistone Road Exit		ONE HOUR	✓	76	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Storthes Hall Lane N	B - Penistone Road Exit	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	73
	B - Penistone Road Exit	2	0	74
	C - Storthes Hall Lane S	134	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Storthes Hall Lane N	B - Penistone Road Exit	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	1
	B - Penistone Road Exit	0	0	3
	C - Storthes Hall Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	5.40	0.1	A	68	102
B-A	0.01	8.70	0.0	A	2	3
C-AB	0.00	0.00	0.0	A	0	0
C-A					123	184
A-B					0	0
A-C					67	100

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	776	0.072	55	0.0	0.1	5.141	A
B-A	2	0.38	427	0.004	1	0.0	0.0	8.455	A
C-AB	0	0	596	0.000	0	0.0	0.0	0.000	A
C-A	101	25			101				
A-B	0	0			0				
A-C	55	14			55				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	773	0.086	66	0.1	0.1	5.248	A
B-A	2	0.45	422	0.004	2	0.0	0.0	8.557	A
C-AB	0	0	593	0.000	0	0.0	0.0	0.000	A
C-A	120	30			120				
A-B	0	0			0				
A-C	66	16			66				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	768	0.106	81	0.1	0.1	5.398	A
B-A	2	0.55	416	0.005	2	0.0	0.0	8.701	A
C-AB	0	0	590	0.000	0	0.0	0.0	0.000	A
C-A	148	37			148				
A-B	0	0			0				
A-C	80	20			80				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	768	0.106	81	0.1	0.1	5.398	A
B-A	2	0.55	416	0.005	2	0.0	0.0	8.701	A
C-AB	0	0	590	0.000	0	0.0	0.0	0.000	A
C-A	148	37			148				
A-B	0	0			0				
A-C	80	20			80				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	773	0.086	67	0.1	0.1	5.250	A
B-A	2	0.45	422	0.004	2	0.0	0.0	8.558	A
C-AB	0	0	593	0.000	0	0.0	0.0	0.000	A
C-A	120	30			120				
A-B	0	0			0				
A-C	66	16			66				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	776	0.072	56	0.1	0.1	5.148	A
B-A	2	0.38	427	0.004	2	0.0	0.0	8.457	A
C-AB	0	0	596	0.000	0	0.0	0.0	0.000	A
C-A	101	25			101				
A-B	0	0			0				
A-C	55	14			55				

Junctions 9		
PICADY 9 - Priority Intersection Module		
Version: 9.5.2.1013 © Copyright TRL Limited, 2019		
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Filename: Junction 4 - Storthes Hall Lane - Southern Site Access.j9

Path: O:\Storthes Hall, Kirkburton\ANALYSIS\CAPACITY\Priority Junctions

Report generation date: 26/07/2023 10:54:32

- »2022 Count, AM
- »2022 Count, PM
- »2032 Base, AM
- »2032 Base, PM
- »2032 Design, AM
- »2032 Design, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Count						
Stream B-AC	0.1	8.66	0.05	0.1	7.50	0.05
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2032 Base						
Stream B-AC	0.1	8.77	0.05	0.1	7.58	0.05
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2032 Design						
Stream B-AC	0.1	5.86	0.07	0.0	5.60	0.03
Stream C-AB	0.0	5.62	0.02	0.1	5.73	0.05

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

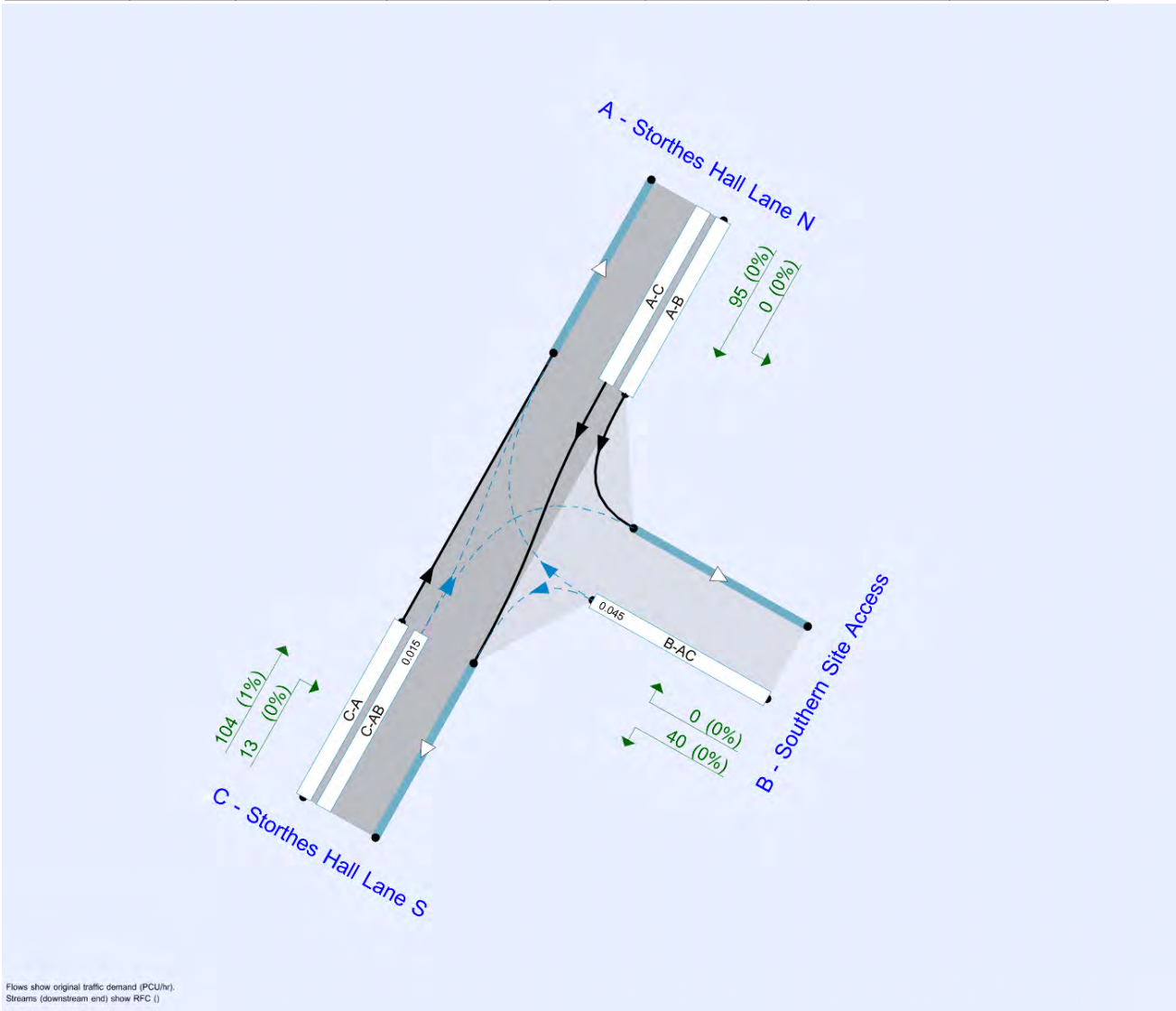
File summary

File Description

Title	Southern Site Access
Location	Kirkburton, Kirklees
Site number	-
Date	08/07/2022
Version	Existing
Status	(new file)
Identifier	JS
Client	-
Jobnumber	18093-P2
Enumerator	OPTIMA\Optima
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2022 Count	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Count	PM	ONE HOUR	16:45	18:15	15	✓
D3	2032 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2032 Design	AM	ONE HOUR	07:45	09:15	15	✓
D6	2032 Design	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Count, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Storthes Hall Lane N		Major
B	Southern Site Access		Minor
C	Storthes Hall Lane S		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 - Storthes Hall Lane S	7.50			180.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Southern Site Access	One lane	3.70	135	24

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	570	0.097	0.245	0.154	0.351
B-C	684	0.098	0.248	-	-
C-B	678	0.246	0.246	-	-

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)	Run automatically
D1	2022 Count	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	80	100.000
B - Southern Site Access		ONE HOUR	✓	25	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	87	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Storthes Hall Lane N	B - Southern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	0	80
	B - Southern Site Access	19	0	6
	C - Storthes Hall Lane S	87	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Storthes Hall Lane N	B - Southern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	0	0
	B - Southern Site Access	32	0	17
	C - Storthes Hall Lane S	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	8.66	0.1	A	23	34
C-AB	0.00	0.00	0.0	A	0	0
C-A					80	120
A-B					0	0
A-C					73	110

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	571	0.033	19	0.0	0.0	8.347	A
C-AB	0	0	1333	0.000	0	0.0	0.0	0.000	A
C-A	65	16			65				
A-B	0	0			0				
A-C	60	15			60				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	566	0.040	22	0.0	0.1	8.478	A
C-AB	0	0	1328	0.000	0	0.0	0.0	0.000	A
C-A	78	20			78				
A-B	0	0			0				
A-C	72	18			72				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	560	0.049	27	0.1	0.1	8.657	A
C-AB	0	0	1320	0.000	0	0.0	0.0	0.000	A
C-A	96	24			96				
A-B	0	0			0				
A-C	88	22			88				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	560	0.049	28	0.1	0.1	8.658	A
C-AB	0	0	1320	0.000	0	0.0	0.0	0.000	A
C-A	96	24			96				
A-B	0	0			0				
A-C	88	22			88				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	566	0.040	23	0.1	0.1	8.480	A
C-AB	0	0	1328	0.000	0	0.0	0.0	0.000	A
C-A	78	20			78				
A-B	0	0			0				
A-C	72	18			72				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	571	0.033	19	0.1	0.0	8.353	A
C-AB	0	0	1333	0.000	0	0.0	0.0	0.000	A
C-A	65	16			65				
A-B	0	0			0				
A-C	60	15			60				

2022 Count, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.01	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)	Run automatically
D2	2022 Count	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	64	100.000
B - Southern Site Access		ONE HOUR	✓	24	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Storthes Hall Lane N	B - Southern Site Access	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	64
	B - Southern Site Access	18	0	6
	C - Storthes Hall Lane S	90	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Storthes Hall Lane N	B - Southern Site Access	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	2
	B - Southern Site Access	17	0	0
	C - Storthes Hall Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.50	0.1	A	22	33
C-AB	0.00	0.00	0.0	A	0	0
C-A					83	124
A-B					0	0
A-C					59	88

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	575	0.031	18	0.0	0.0	7.256	A
C-AB	0	0	1333	0.000	0	0.0	0.0	0.000	A
C-A	68	17			68				
A-B	0	0			0				
A-C	48	12			48				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	571	0.038	22	0.0	0.0	7.358	A
C-AB	0	0	1328	0.000	0	0.0	0.0	0.000	A
C-A	81	20			81				
A-B	0	0			0				
A-C	58	14			58				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	565	0.047	26	0.0	0.1	7.500	A
C-AB	0	0	1322	0.000	0	0.0	0.0	0.000	A
C-A	99	25			99				
A-B	0	0			0				
A-C	70	18			70				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	565	0.047	26	0.1	0.1	7.500	A
C-AB	0	0	1322	0.000	0	0.0	0.0	0.000	A
C-A	99	25			99				
A-B	0	0			0				
A-C	70	18			70				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	571	0.038	22	0.1	0.0	7.362	A
C-AB	0	0	1328	0.000	0	0.0	0.0	0.000	A
C-A	81	20			81				
A-B	0	0			0				
A-C	58	14			58				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	575	0.031	18	0.0	0.0	7.260	A
C-AB	0	0	1333	0.000	0	0.0	0.0	0.000	A
C-A	68	17			68				
A-B	0	0			0				
A-C	48	12			48				

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access / Storthes Hall Lane	T-Junction	Two-way		0.98	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)	Run automatically
D3	2032 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	95	100.000
B - Southern Site Access		ONE HOUR	✓	25	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Storthes Hall Lane N	B - Southern Site Access	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	95
	B - Southern Site Access	19	0	6
	C - Storthes Hall Lane S	104	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Storthes Hall Lane N	B - Southern Site Access	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	0
	B - Southern Site Access	32	0	17
	C - Storthes Hall Lane S	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	8.77	0.1	A	23	34
C-AB	0.00	0.00	0.0	A	0	0
C-A					95	143
A-B					0	0
A-C					87	131

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	566	0.033	19	0.0	0.0	8.415	A
C-AB	0	0	1328	0.000	0	0.0	0.0	0.000	A
C-A	78	20			78				
A-B	0	0			0				
A-C	72	18			72				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	561	0.040	22	0.0	0.1	8.562	A
C-AB	0	0	1321	0.000	0	0.0	0.0	0.000	A
C-A	93	23			93				
A-B	0	0			0				
A-C	85	21			85				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	553	0.050	27	0.1	0.1	8.764	A
C-AB	0	0	1312	0.000	0	0.0	0.0	0.000	A
C-A	115	29			115				
A-B	0	0			0				
A-C	105	26			105				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	553	0.050	28	0.1	0.1	8.765	A
C-AB	0	0	1312	0.000	0	0.0	0.0	0.000	A
C-A	115	29			115				
A-B	0	0			0				
A-C	105	26			105				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	561	0.040	23	0.1	0.1	8.563	A
C-AB	0	0	1321	0.000	0	0.0	0.0	0.000	A
C-A	93	23			93				
A-B	0	0			0				
A-C	85	21			85				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	566	0.033	19	0.1	0.0	8.423	A
C-AB	0	0	1328	0.000	0	0.0	0.0	0.000	A
C-A	78	20			78				
A-B	0	0			0				
A-C	72	18			72				

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access / Storthes Hall Lane	T-Junction	Two-way		0.89	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)	Run automatically
D4	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	80	100.000
B - Southern Site Access		ONE HOUR	✓	24	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	101	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - Storthes Hall Lane N	B - Southern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	0	80
	B - Southern Site Access	18	0	6
	C - Storthes Hall Lane S	101	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Storthes Hall Lane N	B - Southern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	0	1
	B - Southern Site Access	17	0	0
	C - Storthes Hall Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.58	0.1	A	22	33
C-AB	0.00	0.00	0.0	A	0	0
C-A					93	139
A-B					0	0
A-C					73	110

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	570	0.032	18	0.0	0.0	7.309	A
C-AB	0	0	1327	0.000	0	0.0	0.0	0.000	A
C-A	76	19			76				
A-B	0	0			0				
A-C	60	15			60				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	566	0.038	22	0.0	0.0	7.424	A
C-AB	0	0	1321	0.000	0	0.0	0.0	0.000	A
C-A	91	23			91				
A-B	0	0			0				
A-C	72	18			72				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	559	0.047	26	0.0	0.1	7.583	A
C-AB	0	0	1313	0.000	0	0.0	0.0	0.000	A
C-A	111	28			111				
A-B	0	0			0				
A-C	88	22			88				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	559	0.047	26	0.1	0.1	7.583	A
C-AB	0	0	1313	0.000	0	0.0	0.0	0.000	A
C-A	111	28			111				
A-B	0	0			0				
A-C	88	22			88				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	566	0.038	22	0.1	0.0	7.428	A
C-AB	0	0	1321	0.000	0	0.0	0.0	0.000	A
C-A	91	23			91				
A-B	0	0			0				
A-C	72	18			72				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	570	0.032	18	0.0	0.0	7.316	A
C-AB	0	0	1327	0.000	0	0.0	0.0	0.000	A
C-A	76	19			76				
A-B	0	0			0				
A-C	60	15			60				

2032 Design, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.22	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)	Run automatically
D5	2032 Design	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	95	100.000
B - Southern Site Access		ONE HOUR	✓	40	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - Storthes Hall Lane N	B - Southern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	0	95
	B - Southern Site Access	0	0	40
	C - Storthes Hall Lane S	104	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Storthes Hall Lane N	B - Southern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Storthes Hall Lane S	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	5.86	0.1	A	37	55
C-AB	0.02	5.62	0.0	A	12	18
C-A					95	143
A-B					0	0
A-C					87	131

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	8	666	0.045	30	0.0	0.0	5.657	A
C-AB	10	2	662	0.015	10	0.0	0.0	5.521	A
C-A	78	20			78				
A-B	0	0			0				
A-C	72	18			72				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	663	0.054	36	0.0	0.1	5.743	A
C-AB	12	3	659	0.018	12	0.0	0.0	5.562	A
C-A	93	23			93				
A-B	0	0			0				
A-C	85	21			85				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	658	0.067	44	0.1	0.1	5.863	A
C-AB	14	4	655	0.022	14	0.0	0.0	5.618	A
C-A	114	29			114				
A-B	0	0			0				
A-C	105	26			105				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	658	0.067	44	0.1	0.1	5.863	A
C-AB	14	4	655	0.022	14	0.0	0.0	5.618	A
C-A	114	29			114				
A-B	0	0			0				
A-C	105	26			105				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	663	0.054	36	0.1	0.1	5.746	A
C-AB	12	3	659	0.018	12	0.0	0.0	5.564	A
C-A	93	23			93				
A-B	0	0			0				
A-C	85	21			85				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	8	666	0.045	30	0.1	0.0	5.662	A
C-AB	10	2	662	0.015	10	0.0	0.0	5.523	A
C-A	78	20			78				
A-B	0	0			0				
A-C	72	18			72				

2032 Design, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.22	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)	Run automatically
D6	2032 Design	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	80	100.000
B - Southern Site Access		ONE HOUR	✓	18	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Storthes Hall Lane N	B - Southern Site Access	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	80
	B - Southern Site Access	0	0	18
	C - Storthes Hall Lane S	101	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Storthes Hall Lane N	B - Southern Site Access	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	0	1
	B - Southern Site Access	0	0	0
	C - Storthes Hall Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	5.60	0.0	A	17	25
C-AB	0.05	5.73	0.1	A	29	43
C-A					92	139
A-B					0	0
A-C					73	110

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	669	0.020	13	0.0	0.0	5.492	A
C-AB	23	6	666	0.035	23	0.0	0.0	5.599	A
C-A	76	19			76				
A-B	0	0			0				
A-C	60	15			60				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	666	0.024	16	0.0	0.0	5.539	A
C-AB	28	7	664	0.042	28	0.0	0.0	5.656	A
C-A	91	23			91				
A-B	0	0			0				
A-C	72	18			72				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	662	0.030	20	0.0	0.0	5.605	A
C-AB	34	9	662	0.052	34	0.0	0.1	5.732	A
C-A	111	28			111				
A-B	0	0			0				
A-C	88	22			88				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	662	0.030	20	0.0	0.0	5.605	A
C-AB	34	9	662	0.052	34	0.1	0.1	5.734	A
C-A	111	28			111				
A-B	0	0			0				
A-C	88	22			88				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	666	0.024	16	0.0	0.0	5.541	A
C-AB	28	7	664	0.042	28	0.1	0.0	5.657	A
C-A	91	23			91				
A-B	0	0			0				
A-C	72	18			72				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	669	0.020	14	0.0	0.0	5.495	A
C-AB	23	6	666	0.035	23	0.0	0.0	5.603	A
C-A	76	19			76				
A-B	0	0			0				
A-C	60	15			60				

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.2.1013 © Copyright TRL Limited, 2019						
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Filename: Junction 5 - Storthes Hall Lane - Northern Site Access.j9
Path: O:\Storthes Hall, Kirkburton\ANALYSIS\CAPACITY\Priority Junctions
Report generation date: 26/07/2023 10:59:07

»2022 Count, AM
 »2022 Count, PM
 »2032 Base, AM
 »2032 Base, PM
 »2032 Design, AM
 »2032 Design, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Count						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-B	0.0	5.56	0.01	0.0	5.59	0.01
2032 Base						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-B	0.0	5.59	0.01	0.0	5.62	0.01
2032 Design						
Stream B-AC	0.2	9.33	0.18	0.1	8.28	0.08
Stream C-B	0.0	0.00	0.00	0.0	0.00	0.00

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

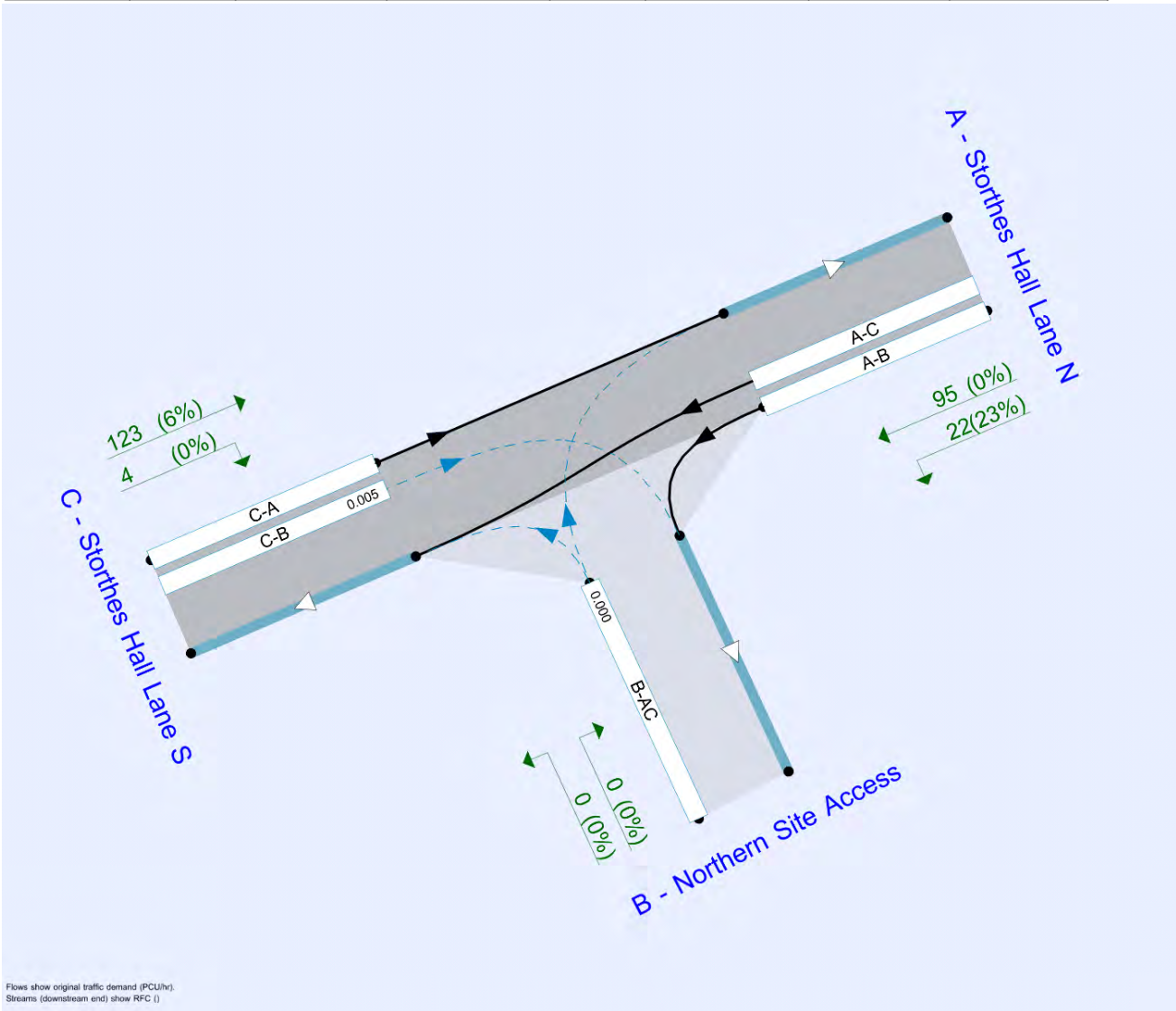
File summary

File Description

Title	Northern Site Access
Location	Kirkburton, Kirklees
Site number	-
Date	08/07/2022
Version	Existing
Status	(new file)
Identifier	JS
Client	-
Jobnumber	18093-P2
Enumerator	OPTIMA\Optima
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2022 Count	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Count	PM	ONE HOUR	16:45	18:15	15	✓
D3	2032 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2032 Design	AM	ONE HOUR	07:45	09:15	15	✓
D6	2032 Design	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Count, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		0.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Storthes Hall Lane N		Major
B	Northern Site Access		Minor
C	Storthes Hall Lane S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Storthes Hall Lane S	8.60		✓	2.20	180.0		-

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 - Northern Site Access	One lane	3.20	36	30

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	514	0.083	0.210	0.132	0.300
B-C	656	0.089	0.225	-	-
C-B	678	0.233	0.233	-	-

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)	Run automatically
D1	2022 Count	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	101	100.000
B - Northern Site Access		ONE HOUR	✓	0	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Storthes Hall Lane N	B - Northern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	21	80
	B - Northern Site Access	0	0	0
	C - Storthes Hall Lane S	105	4	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Storthes Hall Lane N	B - Northern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	23	0
	B - Northern Site Access	0	0	0
	C - Storthes Hall Lane S	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					96	145
C-B	0.01	5.56	0.0	A	4	6
A-B					19	29
A-C					73	110

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	555	0.000	0	0.0	0.0	0.000	A
C-A	79	20			79				
C-B	3	0.75	660	0.005	3	0.0	0.0	5.474	A
A-B	16	4			16				
A-C	60	15			60				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	94	24			94				
C-B	4	0.90	657	0.005	4	0.0	0.0	5.508	A
A-B	19	5			19				
A-C	72	18			72				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	544	0.000	0	0.0	0.0	0.000	A
C-A	116	29			116				
C-B	4	1	652	0.007	4	0.0	0.0	5.555	A
A-B	23	6			23				
A-C	88	22			88				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	544	0.000	0	0.0	0.0	0.000	A
C-A	116	29			116				
C-B	4	1	652	0.007	4	0.0	0.0	5.555	A
A-B	23	6			23				
A-C	88	22			88				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	94	24			94				
C-B	4	0.90	657	0.005	4	0.0	0.0	5.510	A
A-B	19	5			19				
A-C	72	18			72				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	555	0.000	0	0.0	0.0	0.000	A
C-A	79	20			79				
C-B	3	0.75	660	0.005	3	0.0	0.0	5.475	A
A-B	16	4			16				
A-C	60	15			60				

2022 Count, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		0.22	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)	Run automatically
D2	2022 Count	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	98	100.000
B - Northern Site Access		ONE HOUR	✓	0	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Storthes Hall Lane N	B - Northern Site Access	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	30	68
	B - Northern Site Access	0	0	0
	C - Storthes Hall Lane S	99	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Storthes Hall Lane N	B - Northern Site Access	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	13	1
	B - Northern Site Access	0	0	0
	C - Storthes Hall Lane S	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					91	136
C-B	0.01	5.59	0.0	A	7	11
A-B					28	41
A-C					62	94

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	556	0.000	0	0.0	0.0	0.000	A
C-A	75	19			75				
C-B	6	2	661	0.009	6	0.0	0.0	5.495	A
A-B	23	6			23				
A-C	51	13			51				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	552	0.000	0	0.0	0.0	0.000	A
C-A	89	22			89				
C-B	7	2	658	0.011	7	0.0	0.0	5.533	A
A-B	27	7			27				
A-C	61	15			61				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	109	27			109				
C-B	9	2	653	0.013	9	0.0	0.0	5.587	A
A-B	33	8			33				
A-C	75	19			75				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	109	27			109				
C-B	9	2	653	0.013	9	0.0	0.0	5.587	A
A-B	33	8			33				
A-C	75	19			75				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	552	0.000	0	0.0	0.0	0.000	A
C-A	89	22			89				
C-B	7	2	658	0.011	7	0.0	0.0	5.536	A
A-B	27	7			27				
A-C	61	15			61				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	556	0.000	0	0.0	0.0	0.000	A
C-A	75	19			75				
C-B	6	2	661	0.009	6	0.0	0.0	5.495	A
A-B	23	6			23				
A-C	51	13			51				

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		0.09	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)	Run automatically
D3	2032 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	117	100.000
B - Northern Site Access		ONE HOUR	✓	0	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	127	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Storthes Hall Lane N	B - Northern Site Access	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	22	95
	B - Northern Site Access	0	0	0
	C - Storthes Hall Lane S	123	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Storthes Hall Lane N	B - Northern Site Access	C - Storthes Hall Lane S
From	A - Storthes Hall Lane N	0	23	0
	B - Northern Site Access	0	0	0
	C - Storthes Hall Lane S	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					113	169
C-B	0.01	5.59	0.0	A	4	6
A-B					20	30
A-C					87	131

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	551	0.000	0	0.0	0.0	0.000	A
C-A	93	23			93				
C-B	3	0.75	658	0.005	3	0.0	0.0	5.498	A
A-B	17	4			17				
A-C	72	18			72				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	111	28			111				
C-B	4	0.90	654	0.006	4	0.0	0.0	5.537	A
A-B	20	5			20				
A-C	85	21			85				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	539	0.000	0	0.0	0.0	0.000	A
C-A	135	34			135				
C-B	4	1	648	0.007	4	0.0	0.0	5.591	A
A-B	24	6			24				
A-C	105	26			105				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	539	0.000	0	0.0	0.0	0.000	A
C-A	135	34			135				
C-B	4	1	648	0.007	4	0.0	0.0	5.591	A
A-B	24	6			24				
A-C	105	26			105				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	111	28			111				
C-B	4	0.90	654	0.006	4	0.0	0.0	5.539	A
A-B	20	5			20				
A-C	85	21			85				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	551	0.000	0	0.0	0.0	0.000	A
C-A	93	23			93				
C-B	3	0.75	658	0.005	3	0.0	0.0	5.498	A
A-B	17	4			17				
A-C	72	18			72				

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		0.19	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)	Run automatically
D4	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	113	100.000
B - Northern Site Access		ONE HOUR	✓	0	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - Storthes Hall Lane N	B - Northern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	30	83
	B - Northern Site Access	0	0	0
	C - Storthes Hall Lane S	110	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Storthes Hall Lane N	B - Northern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	13	1
	B - Northern Site Access	0	0	0
	C - Storthes Hall Lane S	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					101	151
C-B	0.01	5.62	0.0	A	7	11
A-B					28	41
A-C					76	114

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	553	0.000	0	0.0	0.0	0.000	A
C-A	83	21			83				
C-B	6	2	658	0.009	6	0.0	0.0	5.517	A
A-B	23	6			23				
A-C	62	16			62				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	99	25			99				
C-B	7	2	655	0.011	7	0.0	0.0	5.560	A
A-B	27	7			27				
A-C	75	19			75				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	121	30			121				
C-B	9	2	649	0.014	9	0.0	0.0	5.620	A
A-B	33	8			33				
A-C	91	23			91				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	121	30			121				
C-B	9	2	649	0.014	9	0.0	0.0	5.620	A
A-B	33	8			33				
A-C	91	23			91				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	99	25			99				
C-B	7	2	655	0.011	7	0.0	0.0	5.563	A
A-B	27	7			27				
A-C	75	19			75				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	553	0.000	0	0.0	0.0	0.000	A
C-A	83	21			83				
C-B	6	2	658	0.009	6	0.0	0.0	5.520	A
A-B	23	6			23				
A-C	62	16			62				

2032 Design, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		2.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2032 Design	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	121	100.000
B - Northern Site Access		ONE HOUR	✓	78	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - Storthes Hall Lane N	B - Northern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	26	95
	B - Northern Site Access	78	0	0
	C - Storthes Hall Lane S	123	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Storthes Hall Lane N	B - Northern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	0	0
	B - Northern Site Access	0	0	0
	C - Storthes Hall Lane S	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	9.33	0.2	A	72	107
C-A					113	169
C-B	0.00	0.00	0.0	A	0	0
A-B					24	36
A-C					87	131

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	485	0.121	58	0.0	0.1	8.420	A
C-A	93	23			93				
C-B	0	0	657	0.000	0	0.0	0.0	0.000	A
A-B	20	5			20				
A-C	72	18			72				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	480	0.146	70	0.1	0.2	8.785	A
C-A	111	28			111				
C-B	0	0	653	0.000	0	0.0	0.0	0.000	A
A-B	23	6			23				
A-C	85	21			85				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	472	0.182	86	0.2	0.2	9.316	A
C-A	135	34			135				
C-B	0	0	647	0.000	0	0.0	0.0	0.000	A
A-B	29	7			29				
A-C	105	26			105				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	472	0.182	86	0.2	0.2	9.326	A
C-A	135	34			135				
C-B	0	0	647	0.000	0	0.0	0.0	0.000	A
A-B	29	7			29				
A-C	105	26			105				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	480	0.146	70	0.2	0.2	8.799	A
C-A	111	28			111				
C-B	0	0	653	0.000	0	0.0	0.0	0.000	A
A-B	23	6			23				
A-C	85	21			85				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	485	0.121	59	0.2	0.1	8.445	A
C-A	93	23			93				
C-B	0	0	657	0.000	0	0.0	0.0	0.000	A
A-B	20	5			20				
A-C	72	18			72				

2032 Design, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Storthes Hall Lane	T-Junction	Two-way		1.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2032 Design	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storthes Hall Lane N		ONE HOUR	✓	144	100.000
B - Northern Site Access		ONE HOUR	✓	35	100.000
C - Storthes Hall Lane S		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - Storthes Hall Lane N	B - Northern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	61	83
	B - Northern Site Access	35	0	0
	C - Storthes Hall Lane S	110	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Storthes Hall Lane N	B - Northern Site Access	C - Storthes Hall Lane S
	A - Storthes Hall Lane N	0	4	1
	B - Northern Site Access	0	0	0
	C - Storthes Hall Lane S	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	8.28	0.1	A	32	48
C-A					101	151
C-B	0.00	0.00	0.0	A	0	0
A-B					56	84
A-C					76	114

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	486	0.054	26	0.0	0.1	7.820	A
C-A	83	21			83				
C-B	0	0	653	0.000	0	0.0	0.0	0.000	A
A-B	46	11			46				
A-C	62	16			62				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	481	0.065	31	0.1	0.1	8.009	A
C-A	99	25			99				
C-B	0	0	648	0.000	0	0.0	0.0	0.000	A
A-B	55	14			55				
A-C	75	19			75				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	473	0.081	38	0.1	0.1	8.277	A
C-A	121	30			121				
C-B	0	0	641	0.000	0	0.0	0.0	0.000	A
A-B	67	17			67				
A-C	91	23			91				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	473	0.081	39	0.1	0.1	8.279	A
C-A	121	30			121				
C-B	0	0	641	0.000	0	0.0	0.0	0.000	A
A-B	67	17			67				
A-C	91	23			91				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	481	0.065	32	0.1	0.1	8.015	A
C-A	99	25			99				
C-B	0	0	648	0.000	0	0.0	0.0	0.000	A
A-B	55	14			55				
A-C	75	19			75				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	486	0.054	26	0.1	0.1	7.831	A
C-A	83	21			83				
C-B	0	0	653	0.000	0	0.0	0.0	0.000	A
A-B	46	11			46				
A-C	62	16			62				