

**Roslyn Avenue, Netherton
Proposed Residential Development
Transport Assessment**

November 2023 (Rev 1)

Prepared on behalf of
KCS Developments

Quality Management

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1. Introduction

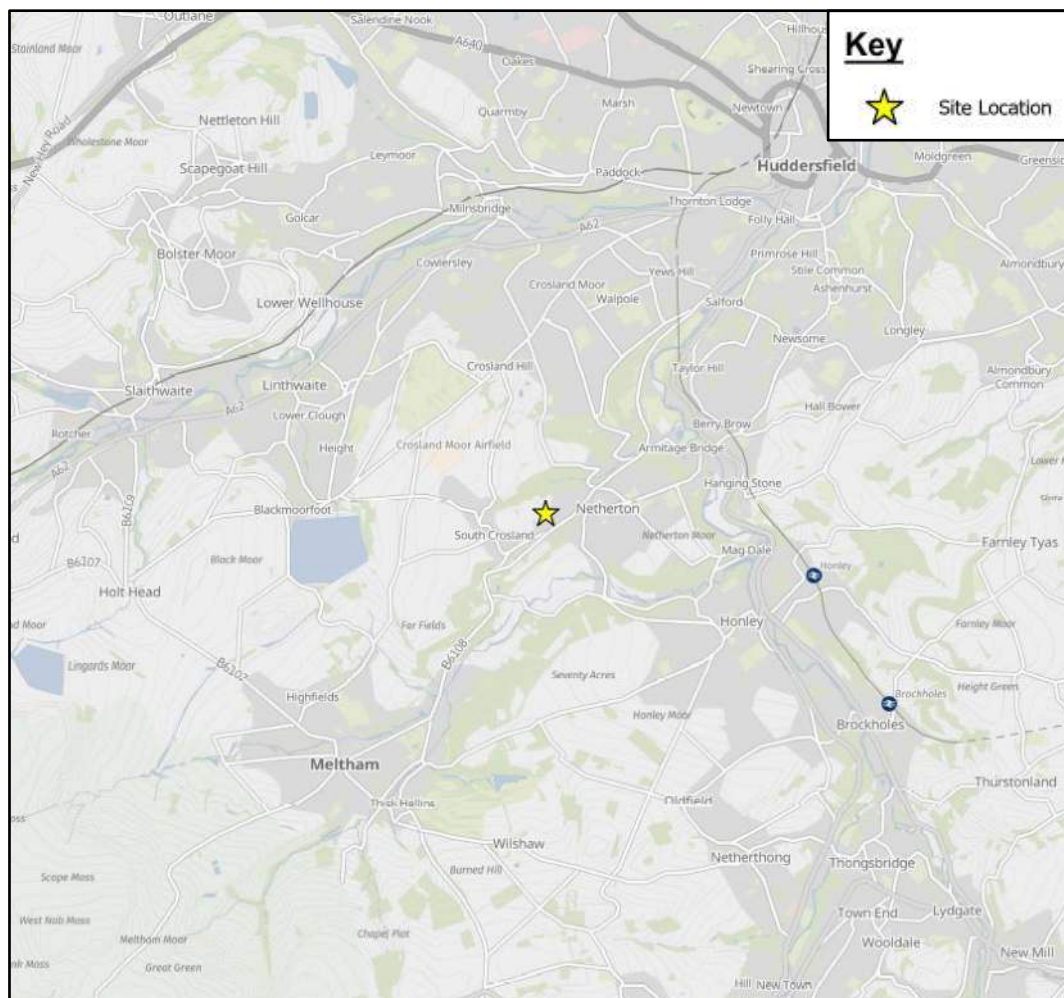
1.1 BACKGROUND

1.1.1 Optima have been appointed by KCS Developments to produce a Transport Assessment (TA) in support of a full planning application to secure approval for the development of land to the west of Roslyn Avenue, Netherton, Huddersfield ('the Site'). The proposal comprises of 82 residential dwellings.

1.1.2 The Site, which covers 3.9 hectares of land and is located towards the western edge of Netherton, a settlement to the south-west of Huddersfield. The Site is bound by the Dean Wood Ancient Woodland to the north, Roslyn Avenue to the east, agricultural fields to the west and residential dwellings to the south with B6108 Meltham Road beyond. The Site is allocated by the Council for residential development.

1.1.3 The location of the Site in relation to the strategic transport network is shown on Figure 1 with an extract provided in Image 1.1 below.

Image 1.1 Site Location - Strategic



1.2 NATIONAL POLICY CONTEXT

1.2.1 This section of the TA considers the proposals in the context of local and national transport planning policy.

1.2.2 This TA will be prepared in accordance with the Department for Communities and Local Government (DCLG) 'National Planning Practice Guidance' which was first published in 2014, superseding the DfT's March 2007 "Guidance on Transport Assessment" (GTA) document.

National Planning Policy Framework (NPPF 2023)

1.2.3 The report will be prepared in line with the prevailing National Planning Policy Framework (NPPF) which was updated by The Ministry of Housing, Communities and Local Government in September 2023

1.2.4 The NPPF in paragraph 105 states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making"*.

1.2.5 In paragraph 110 the NPPF states that when considering development proposals, or specific applications for development, it should be ensured that:

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

1.2.6 Paragraph 111 states 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"*.

1.2.7 Relating to paragraph 111, developments should also in accordance with paragraph 112 which states;

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*



- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

1.2.8 Paragraph 113 of the NPPF states “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.

1.3 LOCAL POLICY CONTEXT

Kirklees Local Plan (2019 – 2031)

1.3.1 The Kirklees Local Plan was adopted on 27th February 2019 and supersedes the Kirklees Unitary Development Plan (UDP), previously adopted in 2007. The Local Plan contains strategic objectives for the development of Kirklees and determines how development will be accommodated across the region up until 2031.

1.3.2 The proposed development Site is allocated for residential use within the Local Plan (Site Ref: HS18) with an indicative capacity of 132 dwellings.

1.3.3 The Local Plan is notably set out into the following two sections:

- Strategy and Policies – containing the spatial strategy and development management policies; and
- Allocations and Designations – setting out the allocations and designations within the Local Plan.

1.3.4 Policy LP19 ensures that all new development will have safe and convenient access to key public transport links across Kirklees including the West Yorkshire Key Route Network where possible. This policy also ensures that development will be strategically placed to be accessed by core networks such as cycle networks. Overall, this policy aims to reduce the reliance on the private car and reduce congestion.

1.3.5 Policy LP20 of the Local Plan covers sustainable travel and states that new developments will be located in accordance with the spatial development strategy. The key aim of this policy is that the essential travels needs for new developments can be satisfactorily accommodated, as well as reduce the reliance on the private car.

1.3.6 Policy LP21 covers highways and access related matters for new developments expressing that proposals should demonstrate that all sustainable modes of transport are accessible effectively and safely by all users. Additionally, it should be clear whether any mitigation measures are included to avoid new development having a detrimental impact onto the existing highway network.

West Yorkshire Transport Strategy 2040

1.3.7 The West Yorkshire Combined Authority’s (WYCA) Transport Strategy 2040 was adopted on 3rd August 2017 and replaced the West Yorkshire Local Transport Plan (LTP3) which originally covered a period of 2011 to 2026.

1.3.8 This strategy intends to create world-class, modern, and integrated transport systems across West Yorkshire. This strategy supports current strategies and frameworks for local authorities across the county and is focused around six core themes, such as:

- Inclusive Growth, Environment, Health, and Wellbeing;
- Road Network;



- Places to live and work;
- One System Public Transport;
- Smart Features; and
- Asset management and resilience.

1.3.9 In order to achieve overall targets by 2040, WYCA have mid-point transport targets to achieve by 2027 which include:

- 25% increase in bus trips;
- 75% increase in rail trips; and
- 300% more trips made by bicycle.

1.4 PRE-APP CONSULTATION

1.4.1 A pre-application meeting took place with Kirklees Council (KC) on the 2nd June 2023 and subsequent to this consultation responses were received from KC Highways Development Management (dated 26th June 2023) and KC S38 Highway Design (dated 26th May 2023) – copies of both are provided in **Appendix A**.

1.4.2 These consultation responses covered various aspects of the development including Site access and layout, accessibility, road safety, traffic impact and network assessment – cognisance of the pre-app comments has been incorporated into the scheme design and content of this Transport Assessment.

1.5 SCOPE OF REPORT

1.5.1 This TA focuses on the suitability of land to the west of Roslyn Avenue, Netherton for the development of 82 residential dwellings.

1.5.2 A TA Scoping Study report (dated 17th August 2023) was issued to Kirklees Council for their comment on highways related matters and an email response was provided on 18th August 2023. A copy of the Scoping Note and Council's comments are also contained at **Appendix A**. A summary of the Council's comments are as follows:

- The TA should include a qualitative assessment of the existing local infrastructure and accessibility to key facilities;
- The TA should include details of the parking survey findings;
- The bespoke vehicular trip rate is acceptable;
- The traffic distribution is acceptable;
- The scope of junction assessment is acceptable;
- The use of TEMPro to determine background traffic growth is acceptable;
- The off-site improvements to the junction at Roslyn Avenue/Henry Frederik Avenue are acceptable.

1.5.3 Throughout this TA, a range of topics will be covered, including the above matters. A summary of the chapter contents is as follows:



- Chapter 2 – Analysis of the existing characteristics of the Site, discussing the surrounding highway network, analysing Personal Injury Collision (PIC) data and highway adoption records;
- Chapter 3 – Discussion of the development proposals set out for the Site and appraisals for vehicular access into the Site;
- Chapter 4 - Describing the accessibility of the Site via non-car modes and examining the various public transport links surrounding the Site;
- Chapter 5 – Discussing the Site’s impact on vehicular traffic by analysing trip generation and distribution data;
- Chapter 6 – provides details of the methodology to produce the base and future year traffic flows;
- Chapter 7 – describes the likely impact of the development on the local highway network and includes capacity assessments at appropriate local junctions; and
- Chapter 8 – Summarises and concludes key points of the Transport Assessment.



2. Existing Site 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 includes a review of existing accident data and describes the existing local facilities.

2.2 EXISTING SITE

2.2.1 The Site is situated on land to the west of Roslyn Avenue towards the western fringe of Netherton, a village some 4.4km to the south-west of Huddersfield. The Site is bound by the Dean Wood Ancient Woodland to the north, Roslyn Avenue to the east, agricultural fields to the west and residential dwellings to the south with B6108 Meltham Road beyond.

2.2.2 The Site's topography falls gently from north to south and it is enclosed along its boundaries by a dry stone wall and has a gated access from Roslyn Avenue. It covers approximately 3.9 hectares of land.

2.2.3 The location of the Site in relation to the local transport network is shown on Figure 2 with an extract provided in Image 2.1 below.

Image 2.1 Site Location - Local



2.3 LOCAL HIGHWAY NETWORK

Roslyn Avenue

2.3.1 Roslyn Avenue, to the east of the Site, is a single carriageway which runs for some 200m between the Site access and a priority junction with Deyne Road and Chapel Street. Along its length, it also has a connection with Henry Frederik Avenue, circa 70m east of the Site access.

2.3.2 Between the Site access and its junction with Henry Frederik Avenue, Roslyn Avenue has a west to east alignment. Whereas between the junction with Henry Frederik Avenue and its eastern terminus at the junction with Deyne Road and Chapel Street, Roslyn Avenue has a southwest to northeast alignment.

2.3.3 Throughout its length, Roslyn Avenue has a carriageway width of some 6.6m with footways present on either flank of the carriageway. Adequate street lighting is also present along the length of Roslyn Avenue, and it is subject to a 30mph speed limit.

2.3.4 On-street parking is available throughout the length of Roslyn Avenue as it is not subject to any TROs (Traffic Regulation Orders) and therefore means no restrictions are imposed on vehicular parking along its length.

Image 2.2 Facing Westbound on Roslyn Avenue



Henry Frederik Avenue

2.3.5 Henry Frederik Avenue is a single carriageway running in a north to south alignment between Roslyn Avenue to the north and B6108 Meltham Road to the south. It has a length of some 145m and carriageway width of 7.3m.



2.3.6 Footways are provided on either side of the carriageway measuring between 1.8m and 2.0m in width. It is subject to a 30mph speed limit and is sufficiently lit along its length. No restrictions are present for vehicular parking so on-street parking is available along Henry Frederik Avenue.

2.3.7 At its northern end, Henry Frederik Avenue meets Roslyn Avenue at a T-junction which currently does not have any formal road markings determining vehicular right of way. At its southern terminus, Henry Frederik Avenue meets Meltham Road (B6108) at a priority T-junction.

Image 2.3 Facing Northbound on Henry Frederik Avenue



Chapel Street

2.3.8 Chapel Street is a single carriageway towards the east of the Site running between a junction with Roslyn Avenue/Deyne Road and a four-way staggered junction with Meltham Road (B6108) and Moor Lane. It has a length of some 175m and runs in a northwest to southeast alignment.

2.3.9 Chapel Street provides an alternative route between the Site and Meltham Road (B6108) and also offers on-street parking throughout a majority of its length. Footways and street lighting are also present along Chapel Street.

2.3.10 Double yellow lines are present for some 30m at the southeastern end of Chapel Street restricting vehicular parking and loading at all times.

Meltham Road (B6108)

2.3.11 Meltham Road forms a section of the B6108, a 6.3km road running between Meltham towards the southwest of the Site and the A616 in Lockwood to the northeast and runs via South Crosland and Netherton.



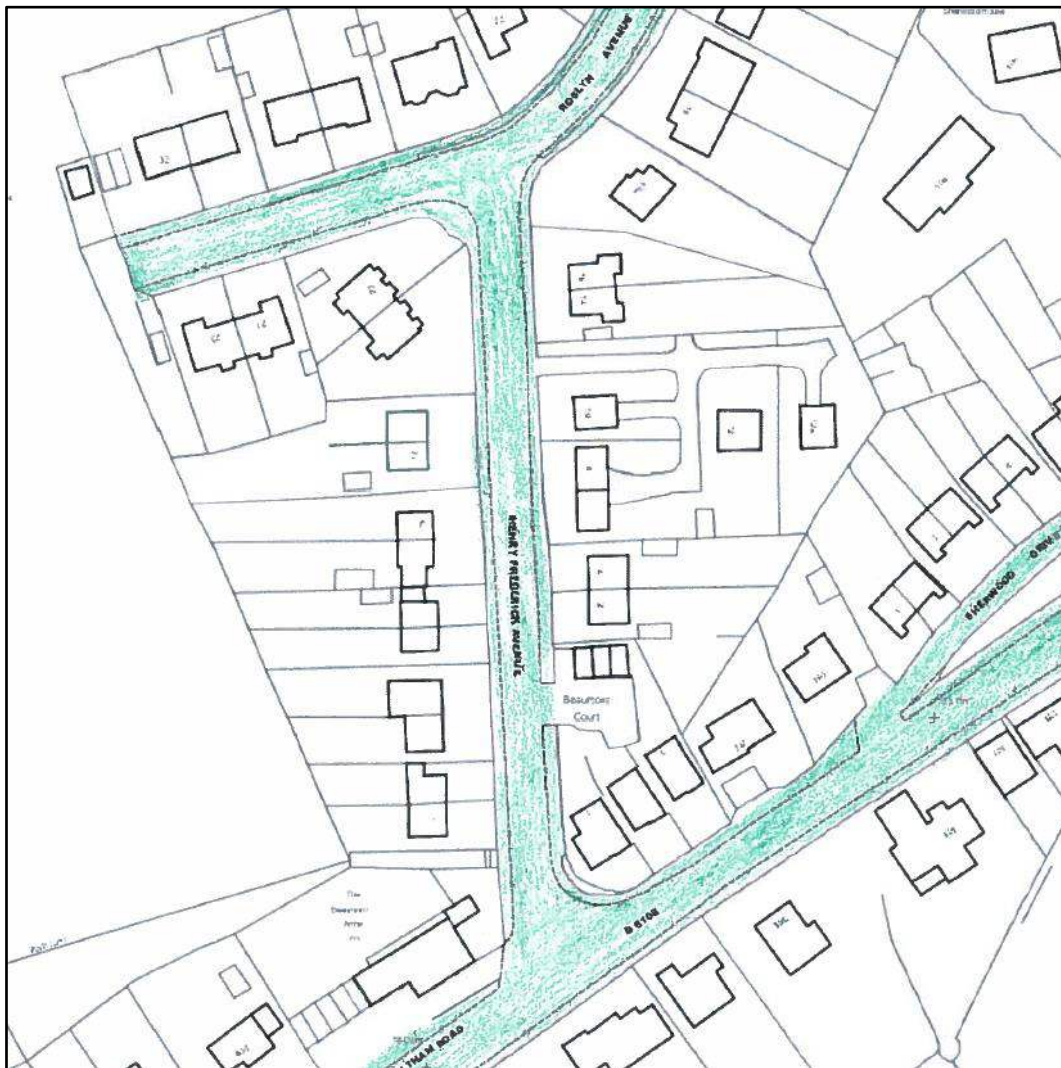
2.3.12 Within the vicinity of the Site, Meltham Road is a single carriageway road subject to a 30mph speed limit. Footways are present on either flank of the carriageway, and it has satisfactory street lighting throughout its length.

2.3.13 Meltham Road meets Henry Frederik Avenue and Chapel Street within the vicinity of the Site and provides a connection onto Moor Lane, Delph Lane, Huddersfield Road and Church Lane.

2.4 HIGHWAY ADOPTION

2.4.1 A copy of Kirklees Council's highway adoption is provided in **Appendix C**, an extract of which is shown in Image 2.4 displaying the adopted highway highlighted in green.

Image 2.4 Highway Adoption Limits –Extract from Kirklees Council



2.5 PUBLIC RIGHTS OF WAY

2.5.1 The nearest footpath to the Site is HUD/228/10 which runs adjacent to the southern Site boundary. Footpath HUD/228/10 has a length of circa 620m and provides a pedestrian connection between Midway and Henry Frederik Avenue.



2.5.2 Towards the north of the Site is Footpath HUD/223/40 which has a length of some 945m and runs between Sandy Lane to the west and Deyne Road to the east via the Dean Wood Ancient Woodland. Footpath HUD/228/10 also connects to Footpath HUD/222/10 to the east.

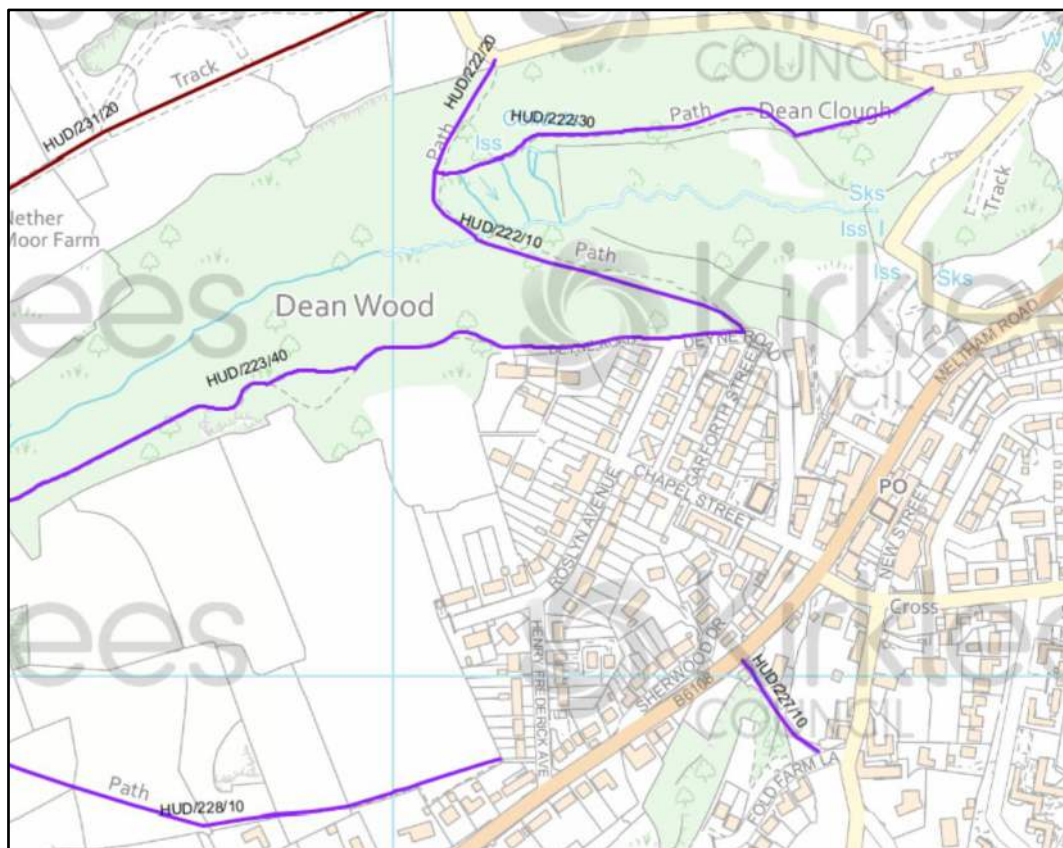
2.5.3 Footpath HUD/222/10, which has a southeast to northwest alignment, connects to Footpath HUD/223/10 at its southern terminus and Footpaths HUD/222/20 & HUD/222/30 at its northernmost point.

2.5.4 Footpath HUD/222/20 continues northwards from Footpath HUD/222/10 and meets Nether Moor Road to the north whereas Footpath HUD/222/30 heads in an easterly direction and connects to Nether Moor Road further to the east.

2.5.5 Footpath HUD/227/10, directly east of the Site, is a short 93m public right of way running between Meltham Road and Fold Farm Lane.

2.5.6 An extract of the Kirklees Council definitive public right of way map is provided in Image 2.5 which displays the aforementioned footpaths within the vicinity of the Site.

Image 2.5 Public Rights of Way Map Extract



Source: mapping.kirklees.gov.uk



2.6 PERSONAL INJURY COLLISION DATA

2.6.1 Personal Injury Collision (PIC) Data for the highway network within close proximity of the Site has been obtained from Leeds City Council representing the most recent five-year period, between 22nd October 2018 to 25th October 2023, and is included at **Appendix D**. The study area covers the major junctions and highway links in the vicinity of the site including:

- Henry Frederik Avenue/Meltham Road;
- Henry Frederik Avenue/Roslyn Avenue; and
- Meltham Road/Chapel Street/Moor Street.

2.6.2 For the five-year period, a total of 2 collisions have been recorded, both of which occurred in 2019 at the Meltham Road/Chapel Street/Moor Lane junction. Both of these collisions were also classified as slight in severity.

2.6.3 The first of the two slight collisions was recorded on 8th February 2019 and was the result of a cyclist being knocked off a pushbike by a car. The driver of the car attempted to turn right onto Moor Lane as a cyclist was traveling along Meltham Road from Huddersfield. The cyclist only suffered minor injuries.

2.6.4 The second of these incidents, which occurred on 10th October 2019, saw a pedestrian being hit by a vehicle reversing from a car parking space at the Co-op Food store on Meltham Road. The driver of the vehicle failed to look properly when manoeuvring.

2.6.5 There was no recorded incidents at the Henry Frederik Avenue/Meltham Road or Henry Frederik Avenue/Roslyn Avenue junctions during the latest five-year period.

2.6.6 In conclusion, whilst any collision is regrettable, the recorded collisions were a result of human error and not due to the layout of the local highway network.

2.7 TRAFFIC SURVEY DATA

2.7.1 Following the pre-application meeting with KC and subsequent response (dated 26th June 2023), it was requested by the Council to undertake the following traffic surveys on the existing highway network within the vicinity of the Site:

- Manual Junction Turning Counts;
- An Automatic Traffic Count (ATC); and
- A Parking Beat Survey.

2.7.2 The traffic surveys were carried out by an independent survey company with the scope of the surveys being agreed with Kirklees Council prior to instruction.

Manual Junction Turning Counts

2.7.3 Manual junction turning counts were undertaken to develop an understanding of the existing background traffic flows and network peaks. The details and location of these surveys are as follows:

- Date: Wednesday 14th June 2023;
- Time(s): 07:00 – 10:00 & 16:00 – 19:00; and
- Location(s):
 - Henry Frederik Avenue/Meltham Road;



- Henry Frederik Avenue/Roslyn Avenue; and
- Meltham Road/Chapel Street/Moor Street.

2.7.4 The results of the manual junction turning counts, which are contained at **Appendix E**, found that the peak hours at the aforementioned junctions were as follows:

- AM = 07:45 – 08:45; and
- PM = 16:30 – 17:30.

ATC

2.7.5 In addition to the manual junction turning counts, an Automatic Traffic Count (ATC) survey was undertaken over 7 full days commencing from 00:00 on Saturday 24th June 2023 on Meltham Road, just to the east of the junction with Henry Frederik Avenue in order to measure eastbound and westbound traffic.

2.7.6 The resulting average and 85th percentile speeds from the ATC on Meltham Road are displayed in Table 2.1 with the full results provided at **Appendix F**.

Table 2.1 Meltham Road – ATC Results

Direction	Vehicular Speeds (mph)	
	Average	85 th Percentile
Westbound	28.2	32.8
Eastbound	26.8	31.1

Parking Beat

2.7.7 As requested by Kirklees Council, a parking beat survey was undertaken along Henry Frederik Avenue and its northern and southern junctions with Roslyn Avenue and Meltham Road, respectively, at 5:30am on Wednesday 14th and Thursday 15th June 2023 to discover whether any issues are present with on-street parking. The results of this survey are contained at **Appendix G**.



3. Development Proposals and Access Strategy

3.1 INTRODUCTION

3.1.1 This chapter describes the development proposals as well as the access strategies for primary transport modes.

3.2 PROPOSED DEVELOPMENT

3.2.1 The development proposals are for the erection of 82 residential dwellings on land to the west of Roslyn Avenue comprising of 76 residential dwellings (consisting of 2, 3 and 4 bedroom properties) and 6 one-bedroom apartments. A copy of the proposed masterplan is provided at **Appendix B**, an extract of which is provided in Image 3.1 below.

Image 3.1 Extract of Masterplan



3.3 PROPOSED ACCESS STRATEGY

Vehicular Access

3.3.1 As shown in Image 3.1 vehicular access is provided by an extension of Roslyn Avenue which connects to the internal network of the Site. By utilising access from Roslyn Avenue, the Site has a vehicular connection onto Henry Frederik Avenue and Meltham Road beyond.

3.3.2 At the Site access Roslyn Avenue has a width of approximately 6.6m, this subsequently tapers to 5.5m just west of the initial junctions within the Site. The alignment of the Site access has a minimum 20m centreline radius throughout its length which accords with Council standards.

3.3.3 Additionally, all bends will have a minimum width of 6.1m throughout in response to KC's comments. These assist in providing a safe environment for pedestrians and cyclists within the Site.

3.3.4 The internal access roads are designed to achieve low vehicle speeds, incorporating appropriate changes in the road alignment and street type which assist in providing a safer environment for pedestrians and cyclists within the Site.

3.3.5 The bend in the secondary access road serving Plots 1 to 12 at the southern end of the Site has been widened to 6.1m throughout and appropriate 23m forward visibility provided – as requested by the Council during pre-application discussions. This cul-de-sac access road only serves 12 properties and there is no highway/accessibility requirement for it to form a 'loop' road within the Site, as discussed with KC during pre-application. Notwithstanding that it is unnecessary, a loop road would be an 'overprovision' of highway infrastructure (to the detriment of place-making and creating an attractive pedestrian/cycling environment) as well as impacting on housing density.

Pedestrian/Cycle Access

3.3.6 Pedestrian/cycle access will be provided from Roslyn Avenue. In addition, two pedestrian access points will be provided connecting to the existing public right of way network.

3.3.7 The first of the two dedicated pedestrian access points will be to the south of the Site forming a connection with Footpath HUD/228/10, a PRoW which will be retained along the southern boundary of the Site. The second of these access points will be towards the north of the Site linking up to Footpath HUD/223/40.

3.4 PARKING PROVISION

Car Parking

3.4.1 Kirklees Council's Highway Design Guide SPD (Supplementary Planning Document), which was adopted on 4th November 2019, states that the Council has not set local parking standards for residential and non-residential development. Instead, reference is given for residential developments to provide the following car parking provision:

- 1 to 2 bedroom apartments provide one dedicated parking space;
- 3+ bedroom apartments provide two dedicated parking spaces;
- 2 to 3 bedroom dwellings provide a minimum of two off-street car parking spaces; and
- 4+ bedroom dwellings to provide three off-street car parking spaces.

3.4.2 The proposed development will provide 2 off-street car parking spaces for 2 to 3 bedroom dwellings and 3 off-street parking spaces for 4+ bedroom dwellings and these will be located within the curtilage of each property. One EV charging point will be provided for each dwelling. In addition



to this, the apartment complex located in the south of the Site will provide 6 dedicated parking spaces which is also in line with the Council's recommendations. It can therefore be concluded that the development meets the recommended level of parking for residents.

3.4.3 With regard to visitor parking, Council guidance recommends that (in most circumstances) at least one visitor parking space per four dwellings is considered appropriate. On this basis, the development provides 20 off-carriageway visitor parking spaces for the 82 dwellings. Additionally, on-street vehicular parking is also provided throughout the development which can be utilised by visitors. Therefore the overall visitor car parking provision exceeds the Council's requirements.

3.4.4 In summary, the proposed car parking provision satisfactorily meets the recommendations from the Council. It is also evident that no adverse impact would be placed onto the existing highway network and its on-street parking.

Cycle Parking

3.4.5 KC's Highway Design Guide SPD recommends that new development should provide a generous amount of accessible, secure, and convenient cycle parking which can be located to the rear of a dwelling. With this in mind, this development will provide at least one cycle storage space per dwelling which will be positioned within the rear curtilage of the property.

3.5 SERVICING STRATEGY

3.5.1 The internal road network will be designed to ensure that the movements of service and refuse vehicles can be satisfactorily accommodated, ensuring that reversing distances are kept to a minimum. To determine this, swept path analysis has been undertaken for a refuse vehicle as well as a light van to represent a delivery vehicle, the results of which are contained at **Appendix H**.

Refuse Vehicle

3.5.2 The internal layout has been assessed in respect of the swept-path requirements for a standard specified Kirklees refuse vehicle. The swept path analysis demonstrates that a refuse vehicle can satisfactorily manoeuvre within the turning heads safely and efficiently.

3.5.3 An assessment of unadopted road lengths has also been undertaken to determine that bin carry distances are appropriate for residents. This assessment has confirmed that the recommended combined 30m householders carry distance and 25m waste collection point totalling 55m is not exceeded for any property (distances provided in national MfS guidance).

Light Van

3.5.4 The private drives within the internal layout of the Site have been assessed with respect of the swept path requirements for a light van delivery vehicle and the drawing in Appendix H demonstrates that such manoeuvres can be satisfactorily and safely undertaken.



4. Site Accessibility

4.1 INTRODUCTION

4.1.1 This chapter provides an assessment of the accessibility of the Site by foot, cycle, and public transport, considering local and national guidance and the availability of nearby facilities and travel opportunities. This section therefore demonstrates the levels of existing accessibility to and from the site whilst identifying any opportunities for improvements as part of the development proposals.

4.1.2 The Government's objectives set out in the National Planning Policy Framework (NPPF) are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes of transport can be maximised.

4.1.3 Travel by non-car modes will be encouraged at the Site and as outlined in Section 3, the proposals include pedestrian and cycle connections, linking into the surrounding areas and facilities.

4.2 ACCESSIBILITY ON FOOT

4.2.1 There are a range of local amenities and destinations within the surrounding area that are likely to attract walking trips from the proposed development. These amenities, and access to them, are discussed in the sections below.

4.2.2 The 2000 Institution of Highways & Transportation (IHT) document 'Providing for Journeys on Foot' states at paragraph 3.30 that 80% of walk journeys in urban areas are less than 1 mile (1.6km) and that on average people are prepared to walk 1.0 km with this figure differing little by age or sex, remaining constant since 1975. Table 3.2 of the document goes on to suggest some desirable, acceptable, and preferred maximum walking distances to 'town centres', 'commuting/schools' and 'elsewhere'. No specific studies are referenced to support these 'suggested' distances and it is not clear when the 'preferred maximum' distances should be applied as opposed to the shorter 'acceptable' distances. Notwithstanding this, the suggested walking distances are shown in Table 4.1.

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

	Town Centres (m)	Commuting/School/ Sight-seeing (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 Journeys on Foot' published by CIHT

4.2.3 The acceptability of walking trips up to 2km (an approximate 25 minute walk time) was also supported in the withdrawn Planning Policy Guidance (PPG) Note 13 which advised that *"walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km"*.



4.2.4 In 2015 the Chartered Institution of Highways and Transportation (CIHT) published the document ‘Planning for Walking’ which states in chapter 6.3 that *“most people will only walk if their destination is less than 1 mile away”* i.e., some 1.6km. It goes on to say in Section 6.4 that *“walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe, and stimulating”*.

4.2.5 This advice i.e., that ‘people may be willing to walk further’ is echoed in the residential design guide ‘Manual for Streets’ (MfS) which suggests that a “comfortable” walking distance to local facilities is up to about 800m (para 4.4.1) but also goes on to state that this is *“not an upper limit”* and reference is made to walking offering *“the greatest potential to replace short car trips, particularly those under 2km”* – as summarised in Table 4.2. In this respect MfS aligns with the upper limit of 2km referenced in ‘Providing for Journeys on Foot’ as well as the language contained in the withdrawn PPG13 document.

Table 4.2 “Manual for Streets’ Walk Distances to Local Facilities

‘Comfortable’ Walk Distance (m)	‘Preferred Maximum’ Walk Distance (m)
800	2,000

4.2.6 In summary, taking into account all of the guidance and evidence, it is considered that:

- **800m** represents a comfortable walking distance that the vast majority of people are prepared to undertake; and
- **2,000m** represents an acceptable upper limit walk distance for the majority of journey purposes.

4.2.7 Based on the ‘upper limit’ 2km distance determined from national policy guidance, a number of local facilities and employment opportunities can be considered to be within an acceptable walking distance. These are summarised in Table 4.3.

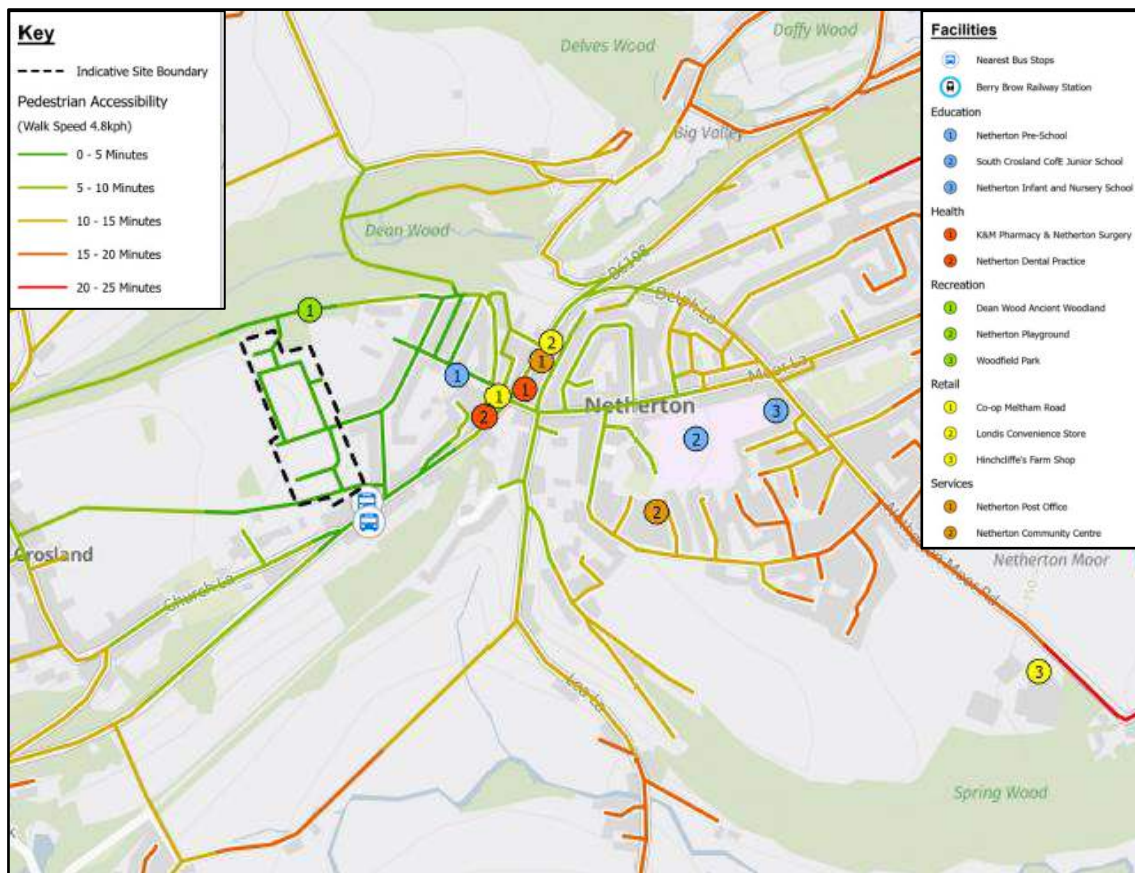
Table 4.3 Local Facilities within 2.0km of Site

Facility / Destination	Name / Comment
Education	1. Netherton Pre-School 2. South Crosland CofE Junior School 3. Netherton Infant and Nursery School
Health	1. K&M Pharmacy & Netherton Surgery 2. Netherton Dental Practice
Recreation	1. Dean Wood Ancient Woodland 2. Netherton Playground 3. Woodfield Park
Retail	1. Co-op Meltham Road 2. Londis Convenience Store 3. Hinchcliffe’s Farm Shop
Services	1. Netherton Post Office 2. Netherton Community Centre



4.2.8 Using GIS Network Analyst software, the facilities within a 2km walk distance are shown in Figure 3 and in Image 4.1.

Image 4.1 Pedestrian Accessibility – Up to 2km



Education

- The nearest educational facility is Netherton Pre-School located on Chapel Street and is within 5 minutes' walk from the Site;
- South Crosland Church of England Junior School can be accessed within a 10-minute walk from the Site; and
- Netherton Infant and Nursery School can be accessed well within 15-minutes by foot.

Health

- Netherton Dental Practice is the nearest health facility, which is located to the east of the Site on Meltham Road, and can be accessed by foot in 5-10 minutes' walk; and
- K&M Pharmacy and Netherton Surgery are within a 10-minute walk from the Site.

Recreation

- Immediately adjacent to the north of the Site is the nearest recreational facility in Dean Wood Ancient Woodland;



- It is proposed to provide a new children's play area within the south-eastern corner of the Site;
- Netherton Playground, located to the east of the Site, can be accessed within a 25-minute walk; and
- Woodfield Park can be accessed within a 25-minute walk towards the northeast of the Site.

Retail

- The nearest convenience store is Co-op Food – Meltham Road which is accessible within 5 minutes from the Site;
- A little further afield is Londis Convenience Store located within a 10-minute walk from the Site; and
- Hinchcliffe's Farm Shop is located towards the east of the Site and can be reached within a 25-minute walk from the Site.

Services

- The nearest service facility is Netherton Post Office which is accessible within a 10-minute walk;
- Netherton Community Centre is located within 15-minutes' walk from the Site.

4.2.9 Generally, the area is conducive to walking with the surrounding footways being well surfaced and street-lit with the topography of Netherton and adjacent areas not considered to be a barrier to pedestrian trips.

4.3 ACCESSIBILITY BY CYCLE

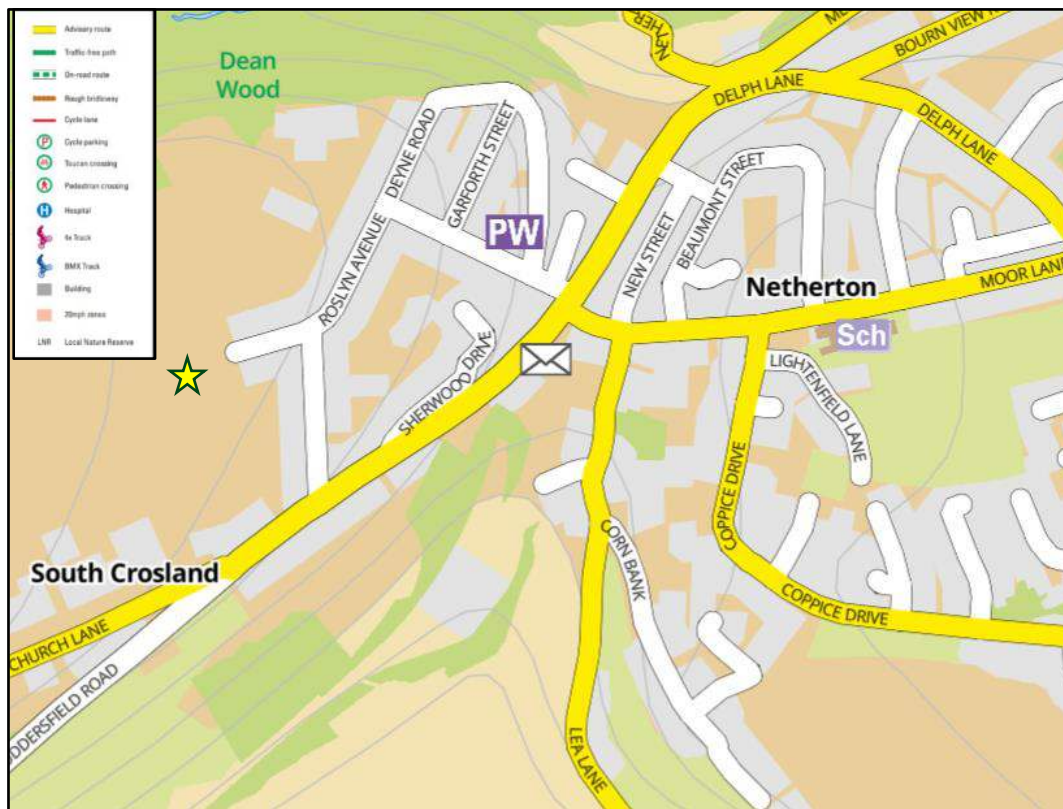
4.3.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in the DfT Local Transport Note 2/08. However, the same guidance also refers to commuting cycle trips of up to 8km (a 30 minute cycle travelling at 16kmph on average).

4.3.2 Whilst Local Transport Note 1/20 'Cycle Infrastructure Design' has replaced Local Transport Note 2/08, it does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are no longer relevant.

4.3.3 Further evidence regarding the distances people cycle is present in data obtained from the National Travel Survey (NTS) and as described in the WYG report titled 'Accessibility – How far do People Walk and Cycle'. The report shows that from an analysis of the NTS data the 85th percentile cycle distance is 7.24km for the UK as a whole. Overall, the report concludes from the NTS data that *"for accessibility planning purposes a 7km cycle distance would be appropriate"*.

4.3.4 Within the vicinity of the Site a number of advisory cycle routes are present along Meltham Road, Church Lane and Moor Lane. An extract of the West Yorkshire Cycle Map is provided in Image 4.2 highlighting the aforementioned advisory cycle routes.



Image 4.2 West Yorkshire Cycle Map Extract (with Site Location shown starred)

Source: West Yorkshire Cycle Map

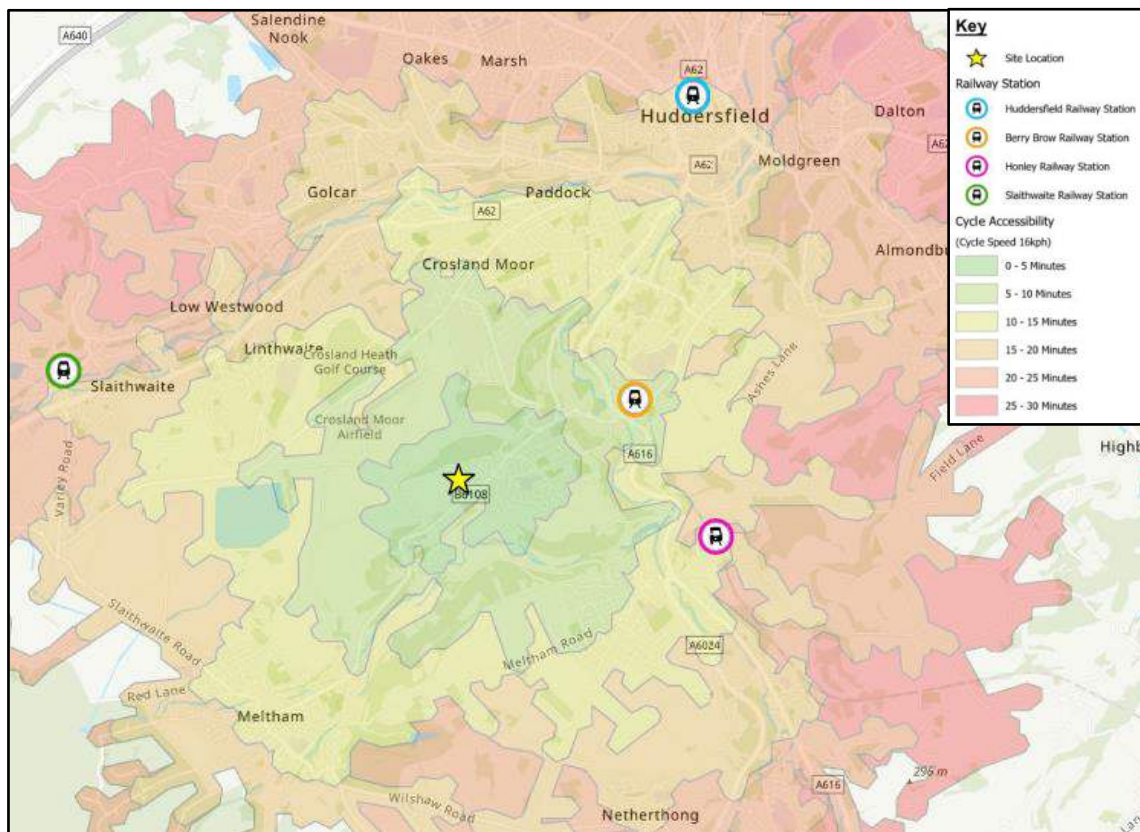
4.3.5 Using GIS Network Analyst software typical cycle times from the Site are shown on Figure 4 an extract of which is shown within Image 4.3.

4.3.6 Figure 4 (Image 4.3) demonstrates that:

- A number of retail, health, and recreational facilities in Netherton can be reached within 10 minutes of the Site by bicycle;
- Berry Brow Railway Station can be reached within 10 minutes towards the northeast of the Site. Alternatively, Honley Railway Station is accessible within 15 minutes' cycle ride from the Site;
- A wide variety of educational, retail, health, recreation and transport facilities are located in Huddersfield Town Centre which can be reached within a 25-minute cycle ride; and
- Areas such as Slaithwaite, Marsden and Holmfirth can be accessible within 30 minutes' cycle ride from the Site.



Image 4.3 Cycle Accessibility – Up to 8km



4.3.7 It is considered that the Site's proximity to surrounding local centres and facilities along with the available cycle infrastructure provides appropriate accessibility by cycle for residents.

4.4 ACCESSIBILITY BY BUS

4.4.1 The Institute of Highways and Transportation (IHT) published the ‘Guidelines for Planning for Public Transport in Developments’ in 1999 which outlines requirements for distances between bus stops and developments. The IHT state in paragraph 6.20 that “the maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m”. However, it’s stressed that these distances are guidelines and “should not be followed slavishly”.

4.4.2 On the contrary, the IHT document, ‘Guidelines for Providing for Journeys on Foot’, does provide some empirical evidence stating that on average people are prepared to walk 1.0km (paragraph 3.30) and that this figure differs little by age or sex, remaining constant since 1975. In the same section of the document Table 3.2 goes on to suggest that the same 1.0km distance is an acceptable walking distance for commuters.

4.4.3 This 1km distance is backed up by an interrogation of data obtained from the National Travel Survey (NTS) and as described in the WYG report titled 'Accessibility – How far do People Walk and Cycle'. The WYG report concludes from the NTS data that *"50% of people will walk 640m to a bus stop and the 85th percentile distance is 970m"*. These average and 85th percentile values exceed the often quoted desirable 400m figure by 240m and 570m respectively.

4.4.4 The nearest bus stops to the Site are provided on Meltham Road to the south of the Site and served by services operated by First Group and South Pennine Community Transport. A summary of the stops on Meltham Road is provided in Table 4.4.



Table 4.4 Summary of Nearest Bus Stops – Meltham Road

Bus Stop Reference	Location	Direction	Distance from Centre of Site	Facilities	Buses towards	Services
45019220	Meltham Road / Church Lane	Eastbound	350m	Bus stop flag and timetable information	Huddersfield Town Centre	321, 324, 354, 355
45019219	Meltham Road / Church Lane	Westbound	350m	Bus stop flag and timetable information	Meltham, South Crosland	321, 324, 354, 355

4.4.5 The bus stops within the vicinity of the Site on Meltham Road are provided with real-time bus information and both lie within the desirable 400m figure suggested by IHT. A summary of the bus services that serve these bus stops is given in Table 4.5.

Table 4.5 Summary of Bus Services – Meltham Road

Service	Route	Days of Operation	Approximate One-way Frequency	Time of Operation
321	Huddersfield – Meltham Broadlands <i>Stop ID: 45019219</i>	Monday – Friday	2 per day	22:16 – 23:16
		Saturday	2 per day	22:16 – 23:16
		Sunday	2 per day	21:16 – 22:16
	Meltham Broadlands - Huddersfield <i>Stop ID: 45019220</i>	Monday – Friday	1 per day	23:32
		Saturday	2 per day	06:52 – 23:32
		Sunday	2 per day	21:43 – 22:43
324	Huddersfield - Meltham <i>Stop ID: 45019219</i>	Monday – Friday	2 per hour	06:45 – 21:15
		Saturday	2 per hour	07:10 – 21:15
		Sunday	2 per hour	06:50 – 20:22
	Meltham - Huddersfield <i>Stop ID: 45019220</i>	Monday – Friday	2 per hour	05:38 – 21:42
		Saturday	2 per hour	07:33 – 22:00
		Sunday	2 per hour	07:12 – 22:42
354	Huddersfield – South Crosland <i>Stop ID: 45019219</i>	Monday – Friday	Every 2 hours	12:08 – 17:38
		Saturday	Every 2 hours	12:08 – 17:38
		Sunday	No Service	-
	South Crosland - Huddersfield <i>Stop ID: 45019220</i>	Monday – Friday	Every 2 hours	07:09 – 15:11
		Saturday	Every 2 hours	08:41 – 15:11
		Sunday	No Service	-
355	Huddersfield – South Crosland <i>Stop ID: 45019219</i>	Monday – Friday	2 per day	07:35 – 10:05
		Saturday	1 per day	10:05
		Sunday	No Service	-
	South Crosland - Huddersfield <i>Stop ID: 45019220</i>	Monday – Friday	2 per day	08:59 - 17:10
		Saturday	1 per day	17:10
		Sunday	No Service	-



4.4.6 Service 324, operated by First Group, provides the majority of the bus services that serve Meltham Road. This service operates between Huddersfield Bus Station and Meltham and provides 2 buses an hour in either direction between 06:42 & 22:42 on Monday to Sunday.

4.4.7 Service 321 runs between Huddersfield Bus Station and Meltham Broadlands and provides 2 services a day in either direction, except for eastbound services on weekdays, with this service predominantly running during the late evening.

4.4.8 Services 354 & 355 are operated by South Pennine Community Transport and run between Huddersfield Bus Station and South Crosland. When combined, these services provide 6 services a day in either direction on Monday to Saturday.

4.4.9 The bus services that serve Meltham Road provide the following journey times to key local facilities and destinations:

- South Crosland – approximately 4 minutes on Services 354 & 355;
- Meltham – approximately 8 minutes on Service 324; and
- Huddersfield Town Centre – approximately 15 minutes on all services;

4.4.10 A multitude of day, multi-day and weekly savers are available which offer unlimited travel across West Yorkshire. Some services also benefit from the maximum £2 bus fare for a single journey in accordance with the government's cap on bus fares due to run until 31st December 2024.

4.4.11 West Yorkshire PlusBus is available for unlimited travel throughout the county of West Yorkshire with ticket prices as follows: Daily - £4.00, Weekly - £17.80, Monthly - £65.6-, Quarterly - £193, Annually - £685. A plan showing the West Yorkshire PlusBus zone is provided in Image 4.4.

Image 4.4 West Yorkshire PlusBus Zone



4.5 ACCESSIBILITY BY RAIL

4.5.1 The nearest railway station to the Site is Berry Brow Railway Station which is located 2.6km to the northeast of the Site. It is accessible within a 10-minute cycle ride. It can also be reached within 7 minutes via bus, using Service 354.

4.5.2 Berry Brow Railway Station falls on the Penistone Line which provides regular connections to major destinations such as Huddersfield, Penistone, Barnsley and Sheffield. This station is managed by and solely served by Northern Trains with commuter services towards the aforementioned destinations.

4.5.3 Berry Brow Railway Station has a 10-minute journey time to Huddersfield Railway Station which provides further commuter and express services to destinations such as Leeds and Manchester.

4.5.4 A summary of the available services is contained within Table 4.6

Table 4.6 Rail Service Summary – Berry Brow Railway Station

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

4.5.5 The following key destinations can be reached from Berry Brow Railway Station:

- Huddersfield – 10 minutes;
- Leeds – 37 minutes;
- Barnsley – 44 minutes;
- Manchester – 53 minutes.

4.5.6 An alternative station is Honley Railway Station located circa 3.8km to the east of the Site and provides the same services as set out in Table 4.6.

4.6 SUMMARY

4.6.1 The proposed development site is well located in terms of its proximity to public transport services which offer the opportunity for residents to utilise sustainable travel modes. Existing bus services that run along Meltham Road provide a sustainable transport alternative to the private car.



5. Trip Generation & Distribution

5.1 INTRODUCTION

5.1.1 This chapter sets out the trip generation and distribution methodologies applied in the assessments of the highway network.

5.2 TRIP GENERATION

Development Vehicular Trip Rate

5.2.1 Considerations have been given to the use of TRICS 7.10.1 database with the aim being to ascertain trip generation however, a bespoke trip rate has also been established based on the typical arrival and departure patterns from the existing residential estate adjacent to the east of the proposed development.

5.2.2 As such, this approach has been adopted based on data derived from manual turning count surveys which were carried out by an independent survey company across three separate junctions within close proximity of the Site. The details of which can be found in Chapter 2.

5.2.3 As a result, the typical arrivals and departures from the existing estate have been applied to the proposed development quantum of 82 dwellings which has provided the proposed development vehicular trip rate shown in Table 5.1 below.

Table 5.1 Bespoke Proposed Vehicular Trip Rate

Time Period	Vehicular Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.240	0.318	0.558
PM Peak 17:00-18:00	0.364	0.233	0.597

5.2.4 Applying the trip rates in Table 5.1 to the development quantum (82 dwellings) produces the peak hour vehicular flows shown in Table 5.2.

Table 5.2 Proposed Development Vehicular Trip Generations – Bespoke

Time Period	Vehicular Trip Generations (tested for 82 dwellings)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	20	26	46
PM Peak 17:00-18:00	30	19	49

5.2.5 As shown in Table 5.2, the proposed development is predicted to generate **46 and 49 two-way vehicle movements** during the morning and evening peak hour periods respectively based on the bespoke trip rate.

5.2.6 In order to validate/compare the results of the bespoke trip rate, TRICS 7.10.1 have been utilised. The TRICS outputs, which are contained in **Appendix I**, were determined based on the following parameters:

- Land use: Houses Privately Owned;
- Calculation Options: Vehicular trip rate selected;



- Regions: Greater London and Northern Ireland sites excluded;
- Trip Rate Parameters: Number of dwellings (20 to 200);
- Date Range: 1st January 2015 to 1st March 2023 (latest 8 years);
- Days included: Monday to Friday;
- Location Type: Suburban area, Edge of Town, Neighbourhood Centre

5.2.7 In total, 70 surveys were selected which have an average of 81 dwellings. Of these surveys, 13 were de-selected due to being carried out during the covid pandemic. The resulting AM and PM peak hour trip generations for the proposed 82 dwellings are set out below in Table 5.3.

Table 5.3 Proposed Development Vehicular Trip Rates

Time Period	Vehicular Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.143	0.342	0.485
PM Peak 17:00-18:00	0.309	0.153	0.462

5.2.8 Applying the trip rates in Table 5.3 to the development quantum (82 dwellings) produces the peak hour vehicular flows shown in Table 5.4.

Table 5.4 Proposed Development Vehicular Trip Generations - TRICs

Time Period	Vehicular Trip Generations (tested for 82 dwellings)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	12	28	40
PM Peak 17:00-18:00	25	13	38

5.2.9 As shown in Table 5.4, the proposed development is predicted to generate 40 and 38 two-way vehicle movements during the morning and evening peak hour periods respectively based on the TRICs trip rate.

5.2.10 When comparing the trip rates, the TRICS values are substantially lower than the bespoke values. In their response to the TA Scoping exercise the Council requested that the higher bespoke trip rates were utilised and these have therefore been applied to give a worst case, robust assessment.

5.3 TRIP DISTRIBUTION

5.3.1 Having established the vehicular trip rate for the Site, a distribution exercise has been undertaken to predict the assignment of trips onto the local highway network. With the aim of identifying the traffic distribution, data from the manual junction turning count surveys has again been utilised.

5.3.2 The methodology for determining development trip distribution has been calculated using the total two-way movements at each junction surveyed.



5.3.3 Starting with the Roslyn Avenue and Henry Frederik Avenue junction, the total two-way development trips are 22. It has been found that 20 of these two-way movements occurred to/from Roslyn Avenue and Henry Frederik Avenue equating to 91% of all development traffic. The remaining 9% would traverse to/from Roslyn Avenue and eventually connect onto Chapel Street.

5.3.4 Next, the two-way movements between Henry Frederik Avenue and Meltham Road was calculated considering the 91% of development traffic that use Henry Frederik Avenue. According to the traffic surveys, 48% head to/from the west of Meltham Road meanwhile 43% travel to/from the east.

5.3.5 The two-way movements that occurred on the junction serving Meltham Road, Moor Lane and Chapel Street were clarified based on the 43% figure of development traffic from Meltham Road and the 9% which would use Chapel Street.

5.3.6 From Chapel Street, all development trips would head to/from the eastbound of Meltham Road. Whereas from the westbound of Meltham Road, 29% of the remaining 43% would continue to/from Meltham Road and 14% would turn to/from Moor Lane.

5.3.7 In summary, the manual junction turning count surveys highlight that the majority of the development traffic would utilise Henry Frederik Avenue and Meltham Road.

5.3.8 The resulting distribution, which was agreed with Kirklees Council during scoping, is shown on Figure 120.



6. Traffic Flows

6.1 INTRODUCTION

6.1.1 This chapter discusses the traffic flows and describes how they have been produced.

6.2 EXISTING TRAFFIC FLOW DATA

6.2.1 As set out within Chapter 2, the results of the 2023 manual junction turning counts has identified the following existing weekday peak hour periods:

- AM = 07:45 – 08:45; and
- PM = 16:30 – 17:30.

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

6.3 FUTURE ASSESSMENT YEARS

6.3.1 With regards to the 82 dwellings threshold, it can safely be assumed that this quantum will be fully constructed within 5 years. On this basis, the traffic flow design year is 2028. This was considered acceptable by Kirklees Council.

6.4 BASE TRAFFIC FLOWS

Committed Development Sites

6.4.1 Following the Scoping Note (dated 17th August 2023), the Council suggested to include the following two developments within the traffic flows as committed development:

- Land North of Scotgate Road, Honley, Holmfirth (Application ref. 2019/91730); and
- Land East and West of Netherton Moor Road, Netherton, Huddersfield (Application ref. 2019/93550).

Land North of Scotgate Road, Honley, Holmfirth (Ref. 2019/91730)

6.4.2 A Transport Assessment (dated July 2019) was prepared by Optima on behalf of Barratt and David Wilson Homes for the erection of 91 dwellings on land to the north of Scotgate Road, Honley, Holmfirth.

6.4.3 After reviewing the traffic flows, it has been found that the junctions which were assessed as part of the work undertaken to gain planning permission do not coincide with the junctions assessed within our assessment.

6.4.4 The design flows for the development show a low level of traffic being distributed westbound onto Scotgate Road, this traffic would eventually join B6108 in South Crosland, to the southwest of Netherton. In addition, the design flows also show that the traffic which is distributed eastbound towards Thirstin Road would most likely go on to utilise the A616 into Huddersfield.

6.4.5 It can therefore be determined that the traffic generated by the development would not traverse the highway network within the vicinity of the Site to travel to key destinations. With that said, it is unnecessary to include this Site as a committed development because it does not impact the Meltham Road/Henry Frederik Avenue junction.



Land East and West of Netherton Moor Road, Netherton, Huddersfield (Ref. 2019/93550)

6.4.6 A Transport Assessment dated July 2023 was prepared by Fore Consulting Limited (Fore) for the erection of 250 dwellings on land to the east and west of Netherton Moor Road, Netherton.

6.4.7 A number of junctions were assessed as part of the work undertaken to gain planning permission including the four-way staggered junction of Meltham Road/Chapel Street/Moor Lane. The trips associated with the 250 dwellings would also utilise the junction of Henry Frederik Avenue/Meltham Road. The traffic flow diagrams associated with this development are contained at **Appendix J**.

6.4.8 Therefore, the trips associated with the 250 dwellings have been included within the consented development traffic flows as shown on Figures 102 and 103 for the AM and PM peak hours, respectively.

Traffic Growth

6.4.9 Traffic growth is predicted based on a combination of proposed future development, car ownership and changing attitudes to the way people use and have access to their vehicles.

6.4.10 As set out within Section 6.3, the future year assessments will be undertaken for a robust design year of 2028.

6.4.11 Traffic growth rates, between 2023 and 2028 for the AM and PM peak hours have been calculated, which are as follows:

- 2023 to 2028 AM growth rate of 1.041 (4.1%); and
- 2023 to 2028 PM growth rate of 1.043 (4.3%).

6.4.12 In most circumstances TEMPRO would be discounted for any committed developments to avoid the double-counting of trips. However, following the Scoping Note and associated comments from the Council, it has been requested that the growth factors should not be discounted for the traffic generated by the committed development.

6.4.13 Applying the identified growth rates to the 2023 surveyed flows shown in Figures 100 and 101 produces the total growthed traffic flows shown on Figures 110 and 111 for the morning and evening peak hours, respectively.

6.4.14 Adding the total consented development trips shown on Figures 102 and 103 to the 2028 growthed traffic flows shown on Figures 110 and 111 produces the 2028 AM and PM base traffic flows shown on Figures 112 and 113.

6.5 2028 DESIGN FLOWS

6.5.1 The proposed development trips are illustrated on Figures 121 and 122 for the AM and PM peak hours as described within Chapter 5.

6.5.2 Adding the proposed development trips to the 2028 base traffic flows produces the 2028 design traffic flows which are shown diagrammatically on Figures 130 and 131 for the AM and PM peak hours, respectively.



7. Assessment of Local Highway Network

7.1 INTRODUCTION

7.1.1 This chapter describes the individual junction capacity assessments that have been undertaken for the proposed development.

7.2 EXTENT OF HIGHWAY NETWORK & MATERIALITY ASSESSMENT

7.2.1 The previous national GTA document (now withdrawn) suggested that a development traffic generation of 30 trips represented a reasonable threshold figure above which further assessment may be required but below which the impact could be considered non-material. Whilst the Government's current PPG does not specifically refer to 30 trips this remains a starting threshold which is generally applied within the industry including by Local Highway Authorities and National Highways. Indeed, this threshold was confirmed by KC within their June consultation response.

7.2.2 Consideration has therefore been given to those junctions where development trips exceed 30. Applying this methodology to the proposed development, the total development trips during the AM and PM peak hours are displayed in Figures 121 and 122. It is proposed that the following junctions will undergo junction capacity assessments – as agreed with Kirklees Council during scoping of the TA:

- 1) Roslyn Avenue/Henry Frederik Avenue; and
- 2) Henry Frederik Avenue/Meltham Road.

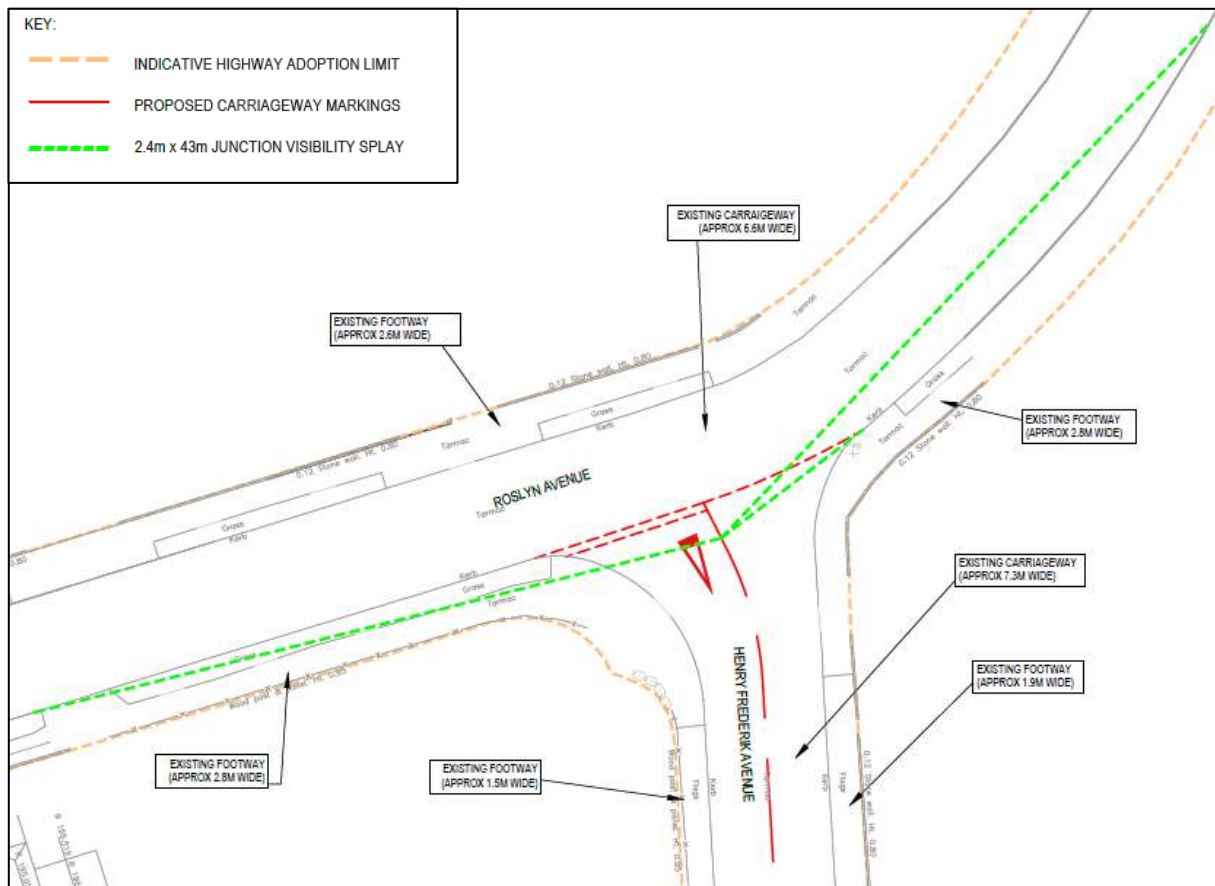
7.3 ROSLYN AVENUE / HENRY FREDERIK AVENUE JUNCTION IMPROVEMENTS

7.3.1 Kirklees Council have enquired about whether any amendments would be required to the layout of the Roslyn Avenue/Henry Frederik Avenue junction in terms of road markings, following implementation of the development Site.

7.3.2 In its current state, this junction does not have any formal road markings determining vehicular right of way. Improvements to this junction are proposed which will see the implementation of road markings, as shown in **Appendix K** and Image 7.1 below.



Image 7.1 Proposed Off-Site Improvements



7.3.3 Whilst it is acknowledged that the predicted 2028 traffic flows (as shown on Figures 130 and 131) show that the highest movement of vehicles will be between Roslyn Avenue and Henry Frederik Avenue, the actual flows involved are very low and it is clear from the existing highway layout that it was intended Henry Frederik Avenue would form the minor road. This approach has been accepted by the Council within the Scoping Note response.

7.3.4 It is therefore recommended that the junction priority is formalised by providing give-way markings at the northern end of Henry Frederik Avenue – as shown in Image 7.1.

7.3.5 Although this arrangement has been accepted by KC, in their response to the Scoping Note the Council have advised that for new junctions the approach gradient should not normally exceed 1:25 for the first 10m of approach. The Council's Highway Design Guide SPD also states that the desirable maximum carriageway longitudinal section gradient on all adoptable streets should have a gradient no steeper than 1:10 (10%).

7.3.6 It has been determined from the topographical survey that the approach gradient of Henry Frederik Avenue is approximately 1:14 (7%) over the 10m approaching the junction. Whilst it is acknowledged that this exceeds the 1:25 figure suggested by the Council, it is considered acceptable for the following reasons and therefore no additional mitigation is required:

- This is an existing junction with very low levels of traffic, including development trips;
- A 1:14 gradient is not regarded as steep and is well below the maximum 1:10 figure permitted for general sections of road (away from junctions);



- There are no existing recorded accidents at the junction; and
- Observed approach traffic speeds are low.

7.4 JUNCTION CAPACITY ASSESSMENT

7.4.1 This section describes the junction capacity assessments which have been undertaken. Full Junctions 9 PICADY software output data can be found at **Appendix L**.

Junction 1: Roslyn Avenue/ Henry Frederik Avenue

7.4.2 The existing Roslyn Avenue/ Henry Frederik Avenue priority T-junction (with the proposed road markings), a copy of which is contained at **Appendix M**, has been modelled using the PICADY function within JUNCTIONS 9 software.

7.4.3 The junction has been modelled for the AM and PM peak hours with surveyed 2023 traffic flows, base 2028 and design 2028 scenarios as summarised in Table 7.1.

Table 7.1 Roslyn Avenue/Henry Frederik Avenue – Modelling Summary

Arm	AM Peak (07:45-08:45)			PM Peak (16:30 – 17:30)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2023 Count						
Henry Frederik Avenue to Roslyn Avenue W	0.01	7	0	0.01	6	0
Henry Frederik Avenue to Roslyn Avenue E	0.01	8	0	0.02	7	0
From Roslyn Avenue W	0.00	0.00	0	0.00	0	0
2028 Base						
Henry Frederik Avenue to Roslyn Avenue W	0.01	7	0	0.01	6	0
Henry Frederik Avenue to Roslyn Avenue E	0.01	8	0	0.02	7	0
From Roslyn Avenue W	0.00	0	0	0.00	0	0
2028 Design						
Henry Frederik Avenue to Roslyn Avenue W	0.04	6	0	0.05	5	0
Henry Frederik Avenue to Roslyn Avenue E	0.02	9	0	0.02	8	0
From Roslyn Avenue W	0.05	6	0	0.04	6	0

7.4.4 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.

7.4.5 The results in Table 7.1 show that the proposed Site access is predicted to operate with significant spare capacity at the design year of 2028, incorporating committed developments, traffic growth and the development traffic during both the AM and PM peak hours.



Junction 2: Henry Frederik Avenue/Meltham Road

7.4.6 The existing Henry Frederik Avenue/Meltham Road priority T Junction, the geometry of which is contained at **Appendix M**, has been modelled using the PICADY function within JUNCTIONS 9 software.

7.4.7 The junction has been modelled for the AM and PM peak hours with surveyed 2023 traffic flows, base 2028 and design 2028 scenarios as summarised in Table 7.2.

Table 7.2 B6108 Meltham Road/Henry Frederik Avenue – Modelling Summary

Arm	AM Peak (07:45-08:45)			PM Peak (16:30 – 17:30)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2023 Count						
Henry Frederik Avenue to B6108 Meltham Road E	0.01	7	0	0.01	7	0.0
Henry Frederik Avenue to B6108 Meltham Road W	0.01	11	0	0.03	1	0.0
From B6108 Meltham Road E	0.02	6	0	0.03	4	0.0
2028 Base						
Henry Frederik Avenue to B6108 Meltham Road E	0.01	7	0	0.01	7	0.0
Henry Frederik Avenue to B6108 Meltham Road W	0.01	11	0	0.03	11	0.0
From B6108 Meltham Road E	0.02	6	0	0.03	4	0.0
2028 Design						
Henry Frederik Avenue to B6108 Meltham Road E	0.04	7	0	0.03	7	0.0
Henry Frederik Avenue to B6108 Meltham Road W	0.06	11	0	0.06	11	0.1
From B6108 Meltham Road E	0.04	6	0	0.08	4	0.1

7.4.8 The results in Table 7.2 show that the proposed site access is predicted to operate with significant spare capacity at the design year of 2028, incorporating committed developments, traffic growth and the development traffic during both the AM and PM peak hours.

Junction Capacity Summary

7.4.9 The modelling exercise clearly shows that there is significant spare capacity on the local highway network. The impact of the development upon this network is also shown to be minimal and there is therefore no severe (as referenced in paragraph 111 of the NPPF).

7.4.10 In terms of highway capacity, the impact of the development does not trigger the requirement for any mitigation and there are no specific highway safety concerns that currently exist at these junction. Therefore, the junction will continue to operate safely and satisfactorily with the addition of the proposed development trips.

7.5 ON-STREET PARKING ASSESSMENT

7.5.1 As requested by Kirklees Council, a parking beat survey was undertaken along Henry Frederik Avenue and its northern and southern junctions with Roslyn Avenue and Meltham Road respectively, at 5:30am on Wednesday 14th and Thursday 15th June 2023 to determine current levels of on-street parking.



7.5.2 As expected and in line with the majority of residential streets across the country, the survey found that some on-street parking currently takes place, with 10 vehicles being parked at one given time along Henry Frederik Avenue. It is evident that an adequate amount of on-street parking space is available for circa 21 vehicles along Henry Frederik Avenue and therefore there is ample available capacity.

7.5.3 The acceptable level of on-street parking surveyed, combined with the generous carriageway width, would not be detrimental to development traffic manoeuvring along Henry Frederik Avenue. It is also advised within the Manual for Streets (MfS) document that some level of on-street parking can act as a speed calming measure and therefore improve highway safety.

7.5.4 As discussed in Chapter 3, the development proposals will provide the required amount of vehicular parking, for resident and visitors alike, in accordance with the recommendations from the Council.

7.5.5 It can therefore be concluded that, with the low level of traffic generated (as discussed in Chapter 5), the acceptable parking beat survey results and the internal parking provision proposed by the development, there will be no adverse impact to on-street parking on the access routes to the Site and therefore no mitigation measures would be required.



8. Summary and Conclusions

8.1.1 This Transport Assessment has been prepared on behalf of KCS Development Ltd to support a full planning application to secure approval for the erection of 82 residential dwellings on land to the west of Roslyn Avenue, Netherton, Huddersfield. The proposed Site is allocated for residential use within the Kirklees Local Plan (Ref: HS18).

8.1.2 Prior to this assessment, a TA Scoping Study report (dated 17th August 2023) was produced and Kirklees Council provided a response which saw agreement on the following highways related matters:

- The general scope of the TA;
- The bespoke vehicular trip rate;
- The traffic distribution;
- The scope of junction assessment;
- The use of TEMPro to determine background traffic growth; and
- The off-site improvements to the junction at Roslyn Avenue/Henry Frederik Avenue.

8.1.3 The Site will provide vehicular access via an extension of Roslyn Avenue which connects to the internal network of the Site. By utilising access from Roslyn Avenue, the Site has a vehicular connection onto Henry Frederik Avenue and Meltham Road beyond. The alignment of the Site access has a minimum 20m centreline radius throughout its length which accords with Council guidance.

8.1.4 The Site provides suitable access for pedestrians and cyclists with proposed pedestrian and cycle links providing connections to local facilities.

8.1.5 The proposed development site is well located in terms of its proximity to public transport services which offer the opportunity for residents to utilise sustainable travel modes. Existing bus services that run along Meltham Road provide a sustainable transport alternative to the private car. Berry Brow Railway Station is also accessible within 10 minutes by bicycle.

8.1.6 It is concluded that the proposed development Site provides good accessibility by foot, cycle and public transport to a range of local services, facilities and employment opportunities. As such it is in a sustainable location and is compliant with the NPPF which requires that people are given “*a genuine choice of transport modes*” and that “*significant development should be focused on locations which are or can be made sustainable*”.

8.1.7 The Personal Injury Collision (PIC) data for the most recently available five year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development.

8.1.8 The development proposals are forecast to generate approximately 46 and 49 two-way vehicle movements during the morning and evening peak hour periods, respectively, based on a bespoke trip rate using manual junction turning count data.

8.1.9 Capacity assessments were undertaken at key junctions on the highway network which confirm that the proposed development can be satisfactorily accommodated within the existing and future capacity of the network during both AM and PM weekday peak periods.

8.1.10 The acceptable level of on-street parking surveyed, combined with the generous carriageway width, would not be detrimental to development traffic manoeuvring along Henry Frederik Avenue. In consideration of the low level of traffic generated, the acceptable parking beat survey results and



the internal parking provision proposed by the development, there will be no adverse impact to on-street parking on the access routes to the Site and therefore no mitigation measures are required.

8.1.11 It is proposed that the priority at the Roslyn Avenue/Henry Frederik Avenue junction is formalised by providing give-way markings at the northern end of Henry Frederik Avenue.

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

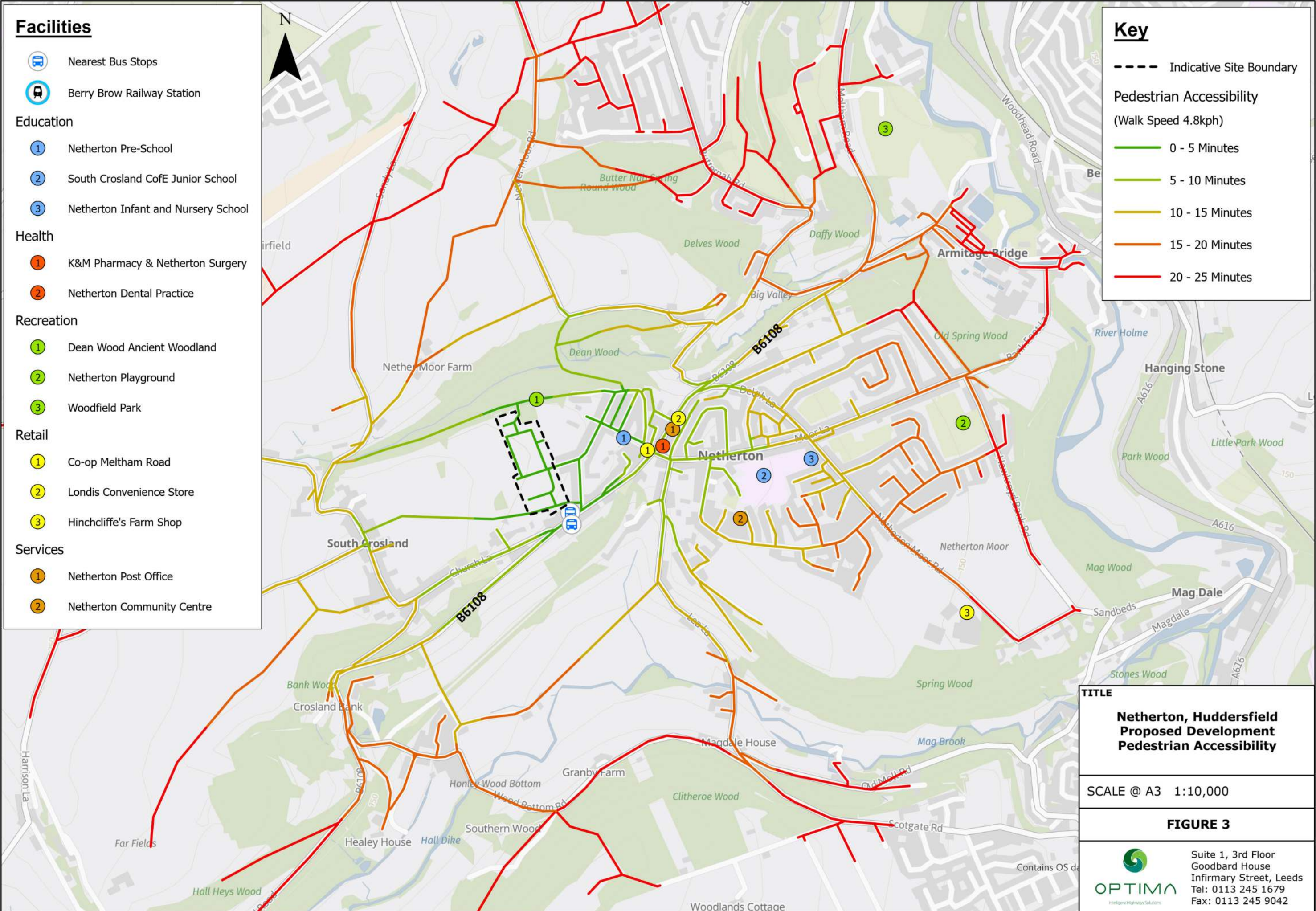


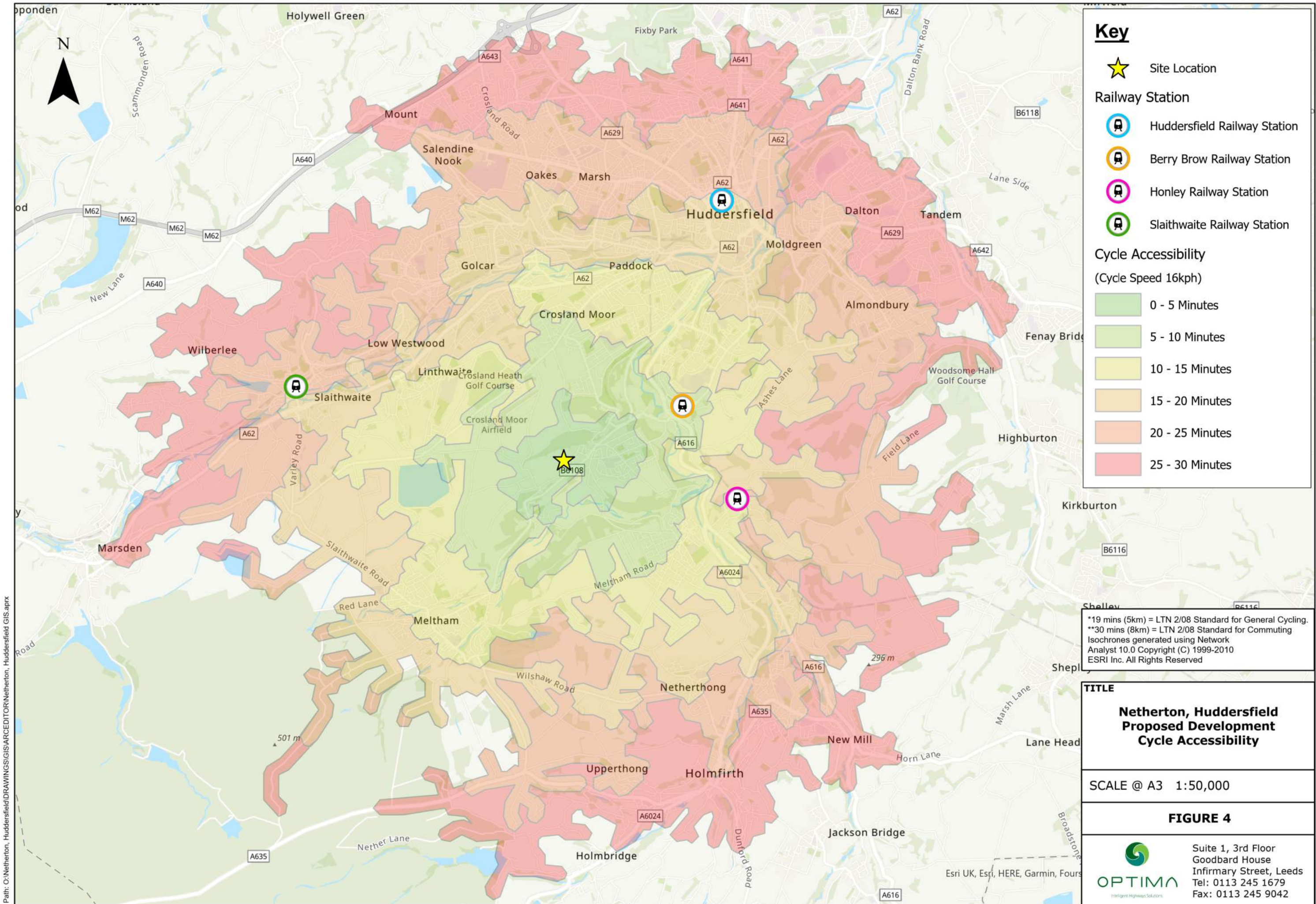
Figures





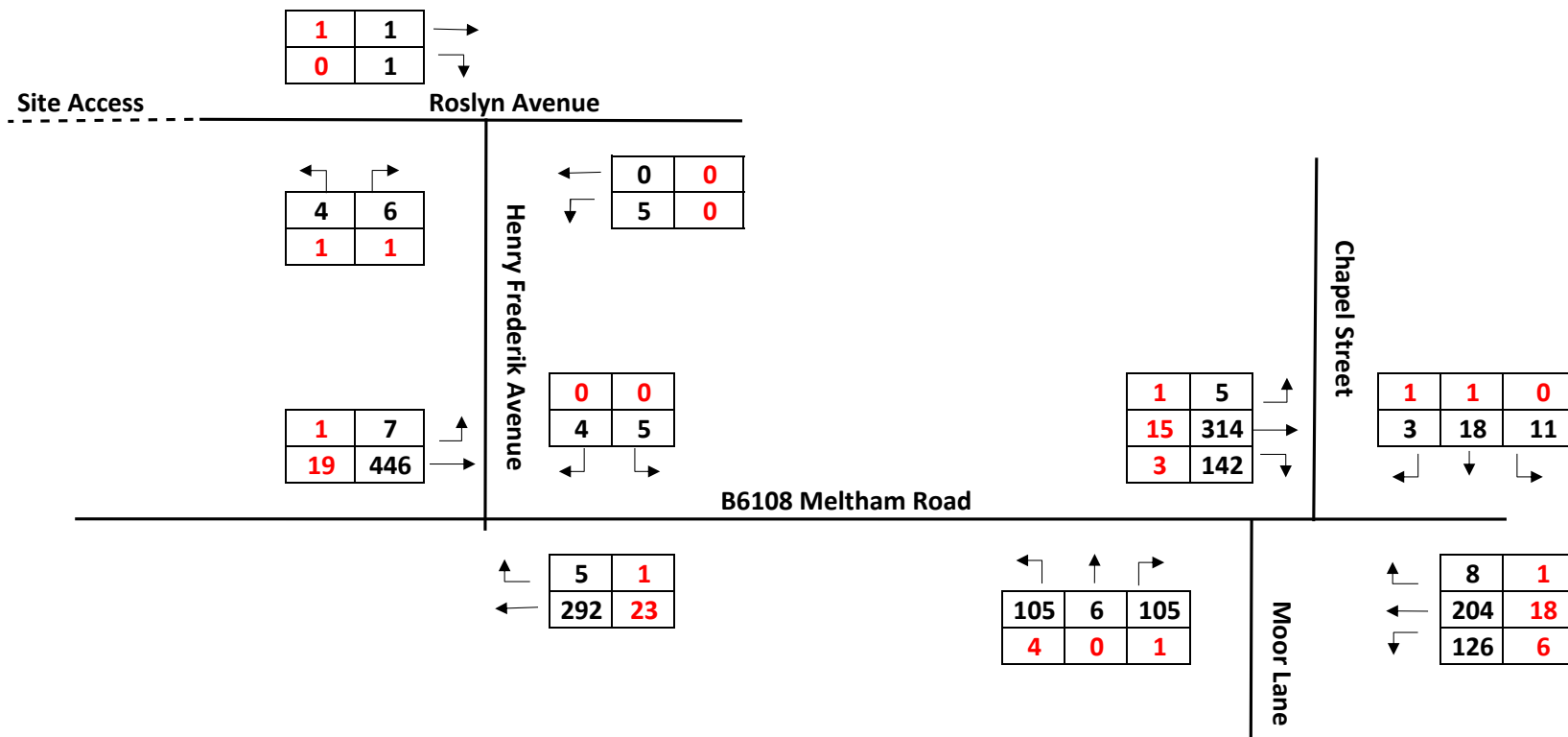
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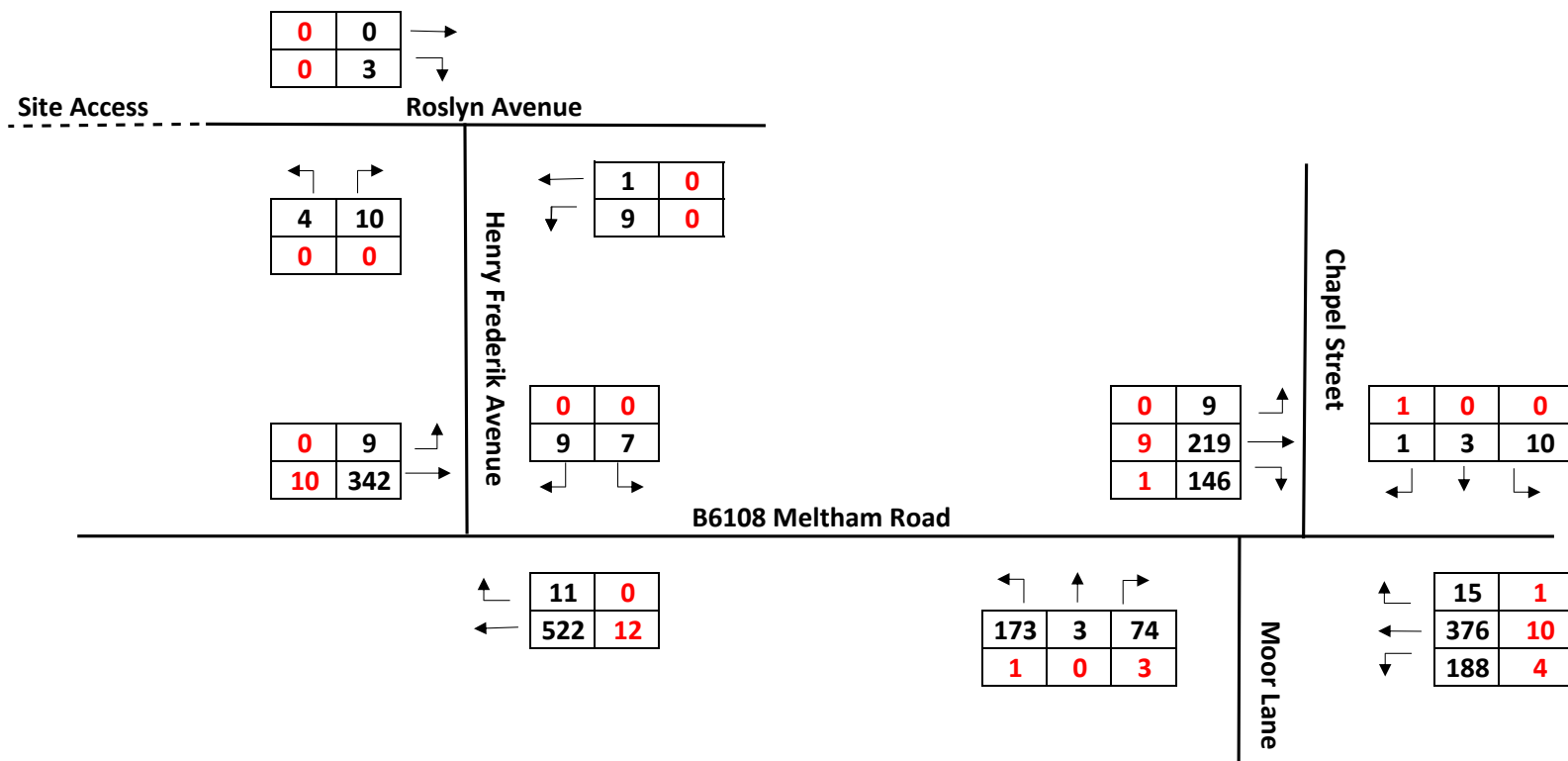
1823 Total Vehicles

98 HGVs & PSVs



2144 Total Vehicles

52 HGVs & PSVs



0 HGVs & PSVs

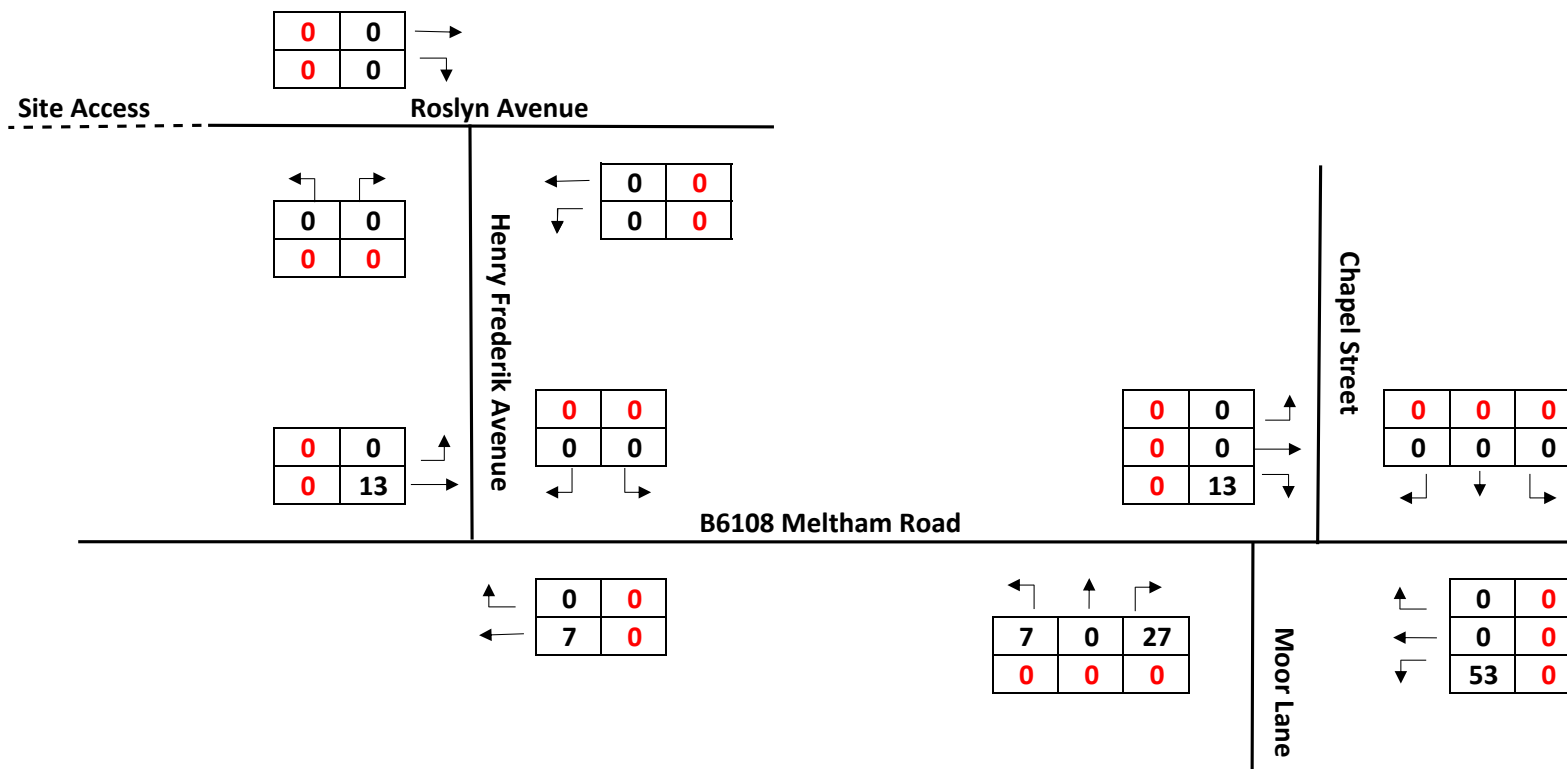


CONSENTED DEVELOPMENT - AM PEAK HOUR FLOW

FIGURE 102

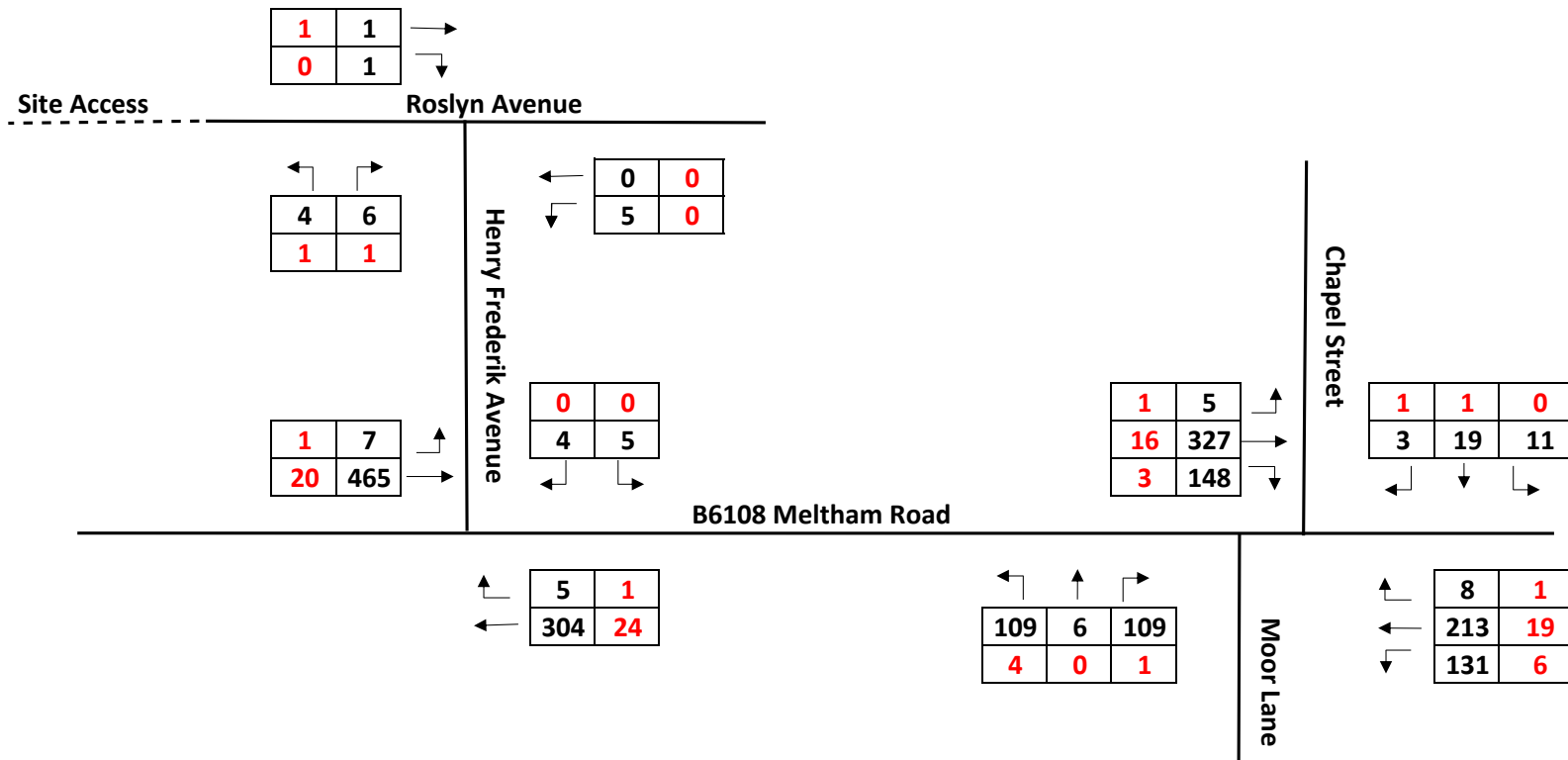
120 Total Vehicles

0 HGVs & PSVs



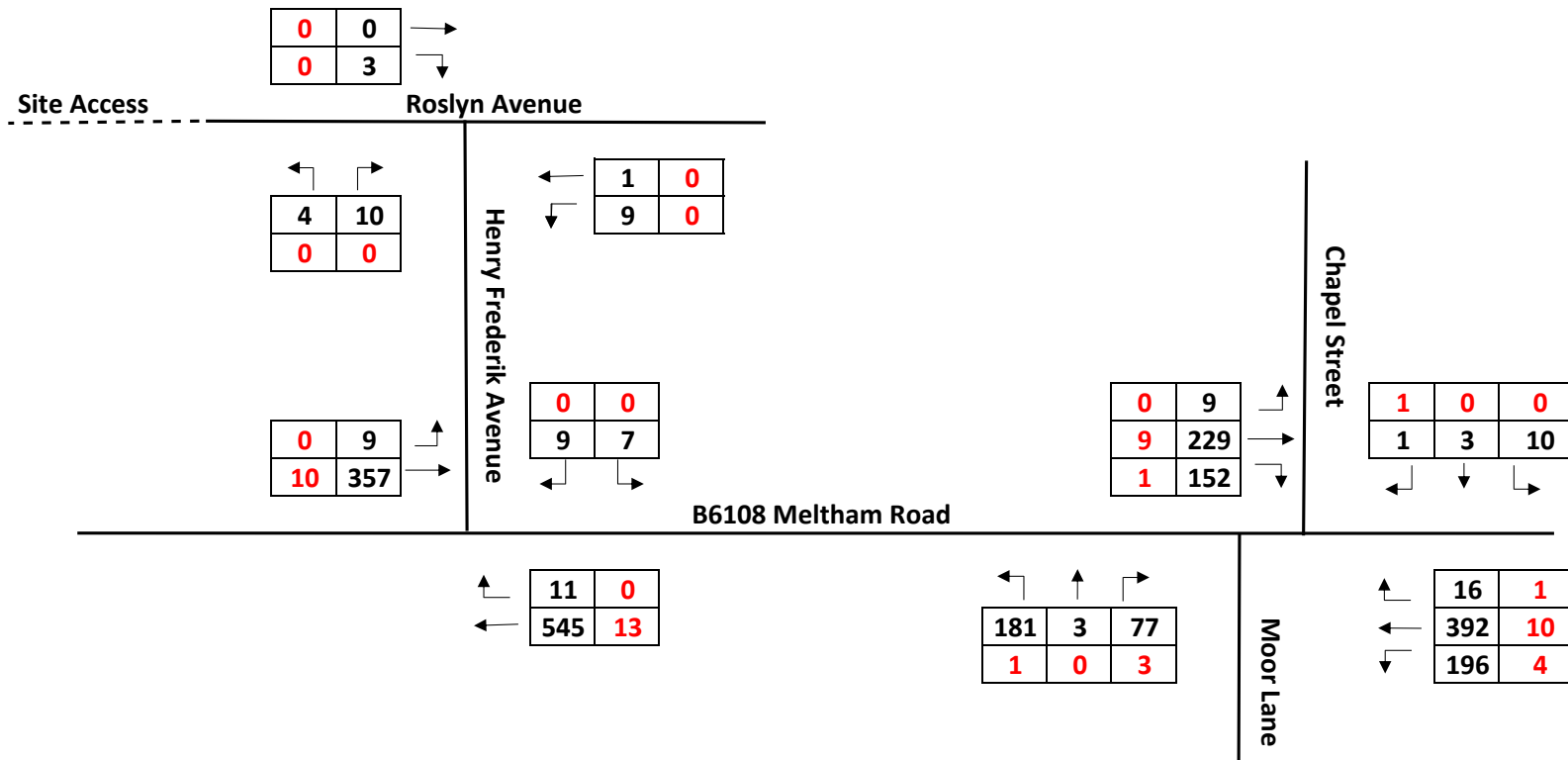
1.04 2023 to 2028 Growth Factor

1899 Total Vehicles
102 HGVs & PSVs



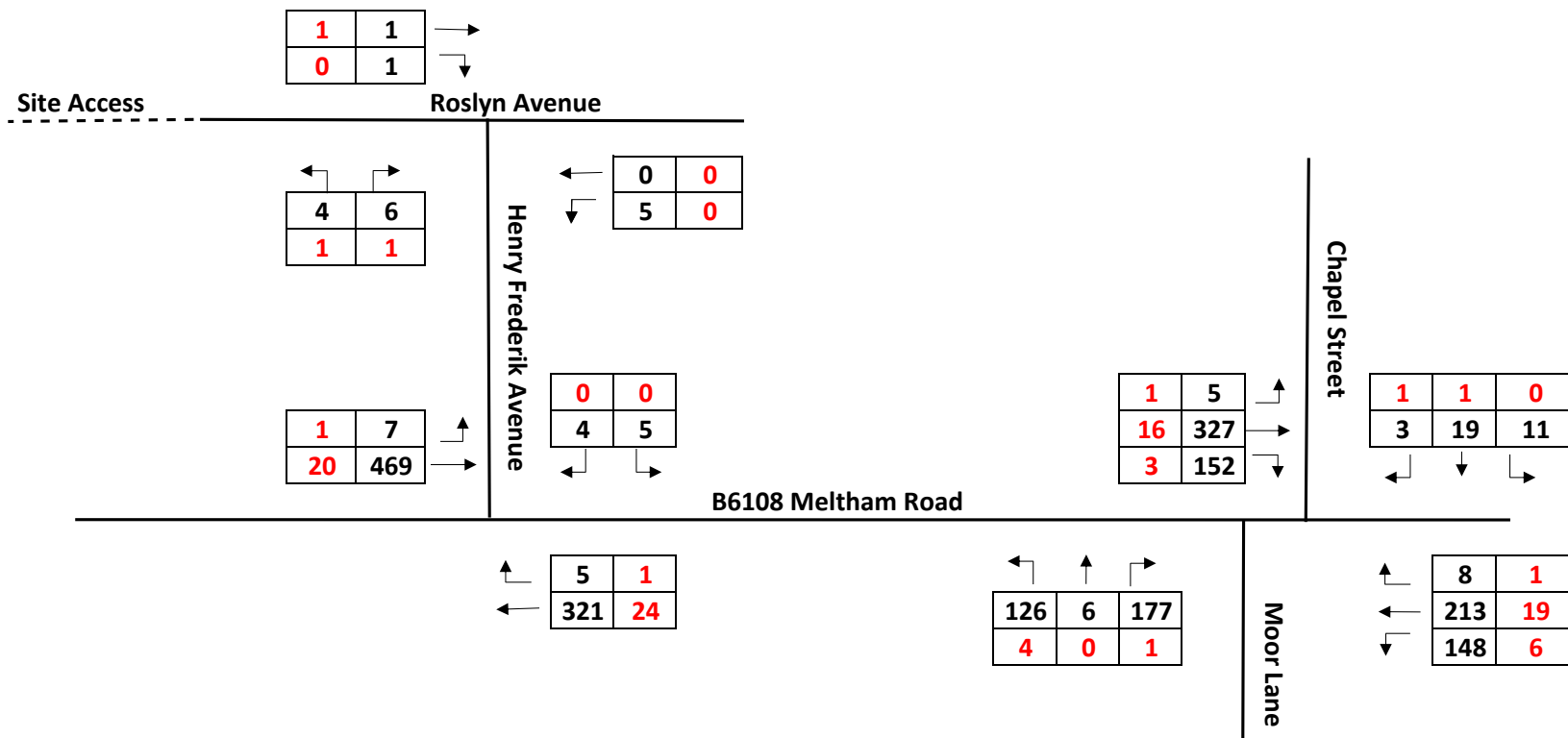
1.04 2023 to 2028 Growth Factor

2238 Total Vehicles
54 HGVs & PSVs



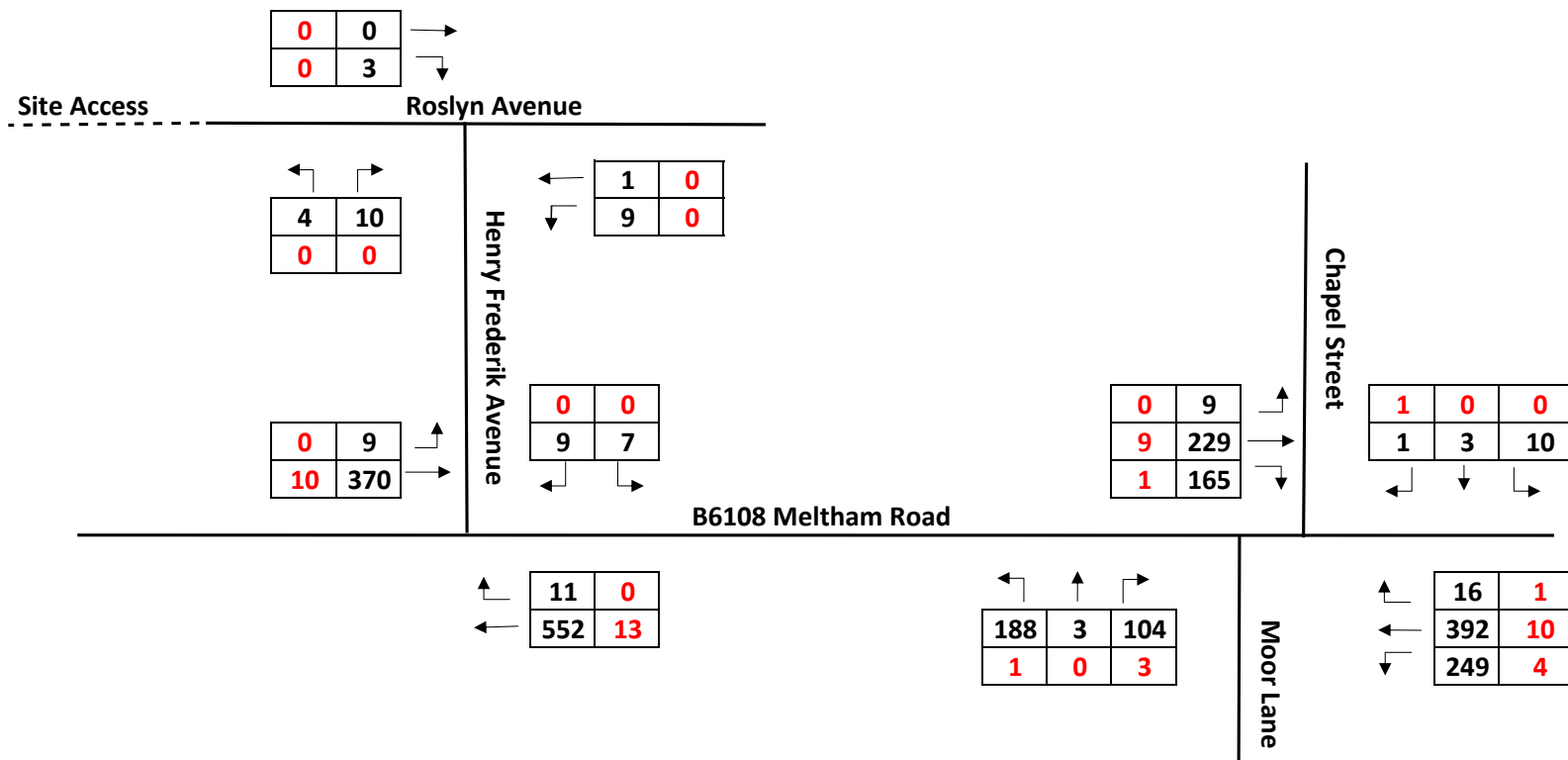
2026 Total Vehicles

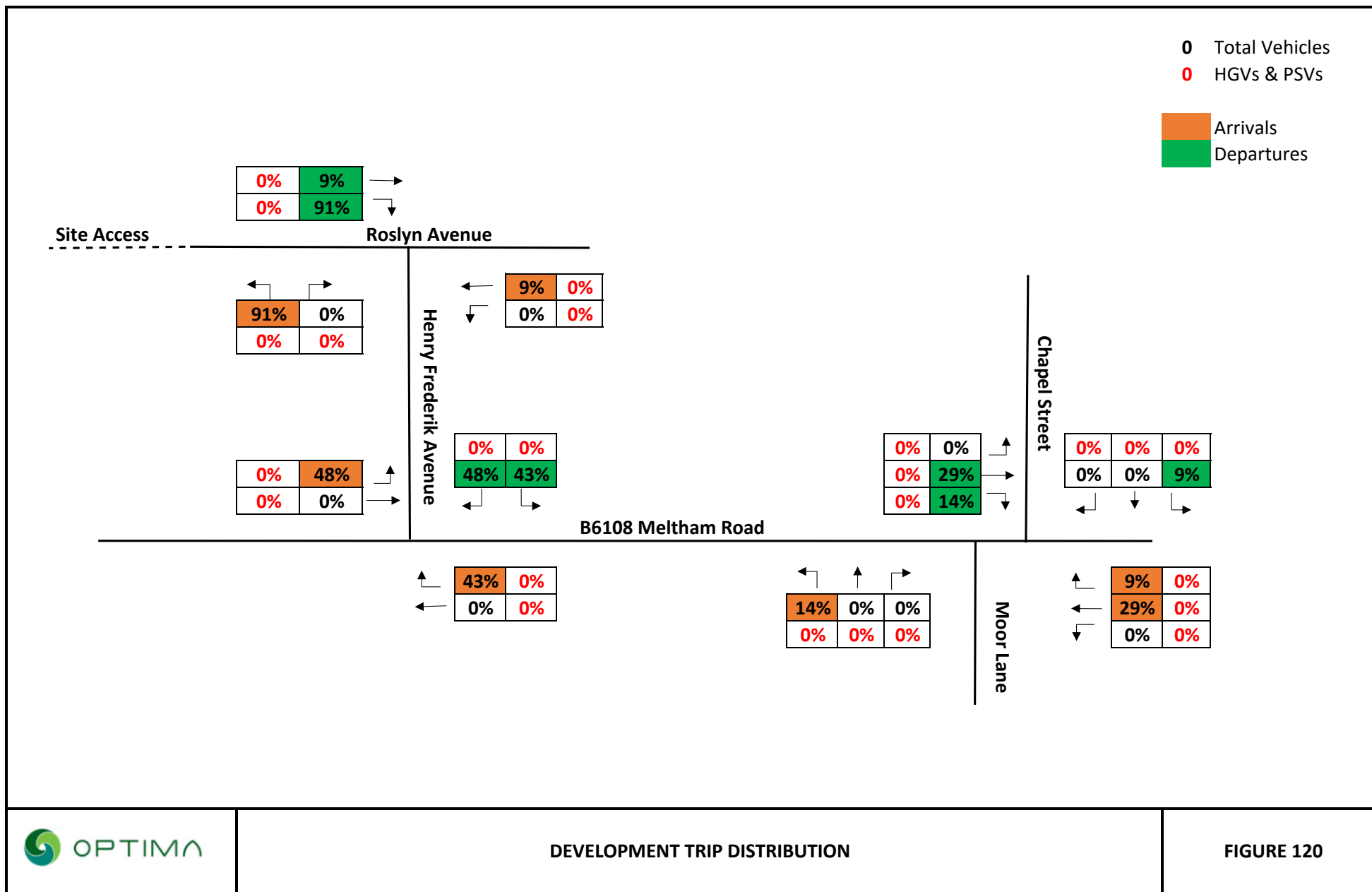
102 HGVs & PSVs



2358 Total Vehicles

54 HGVs & PSVs

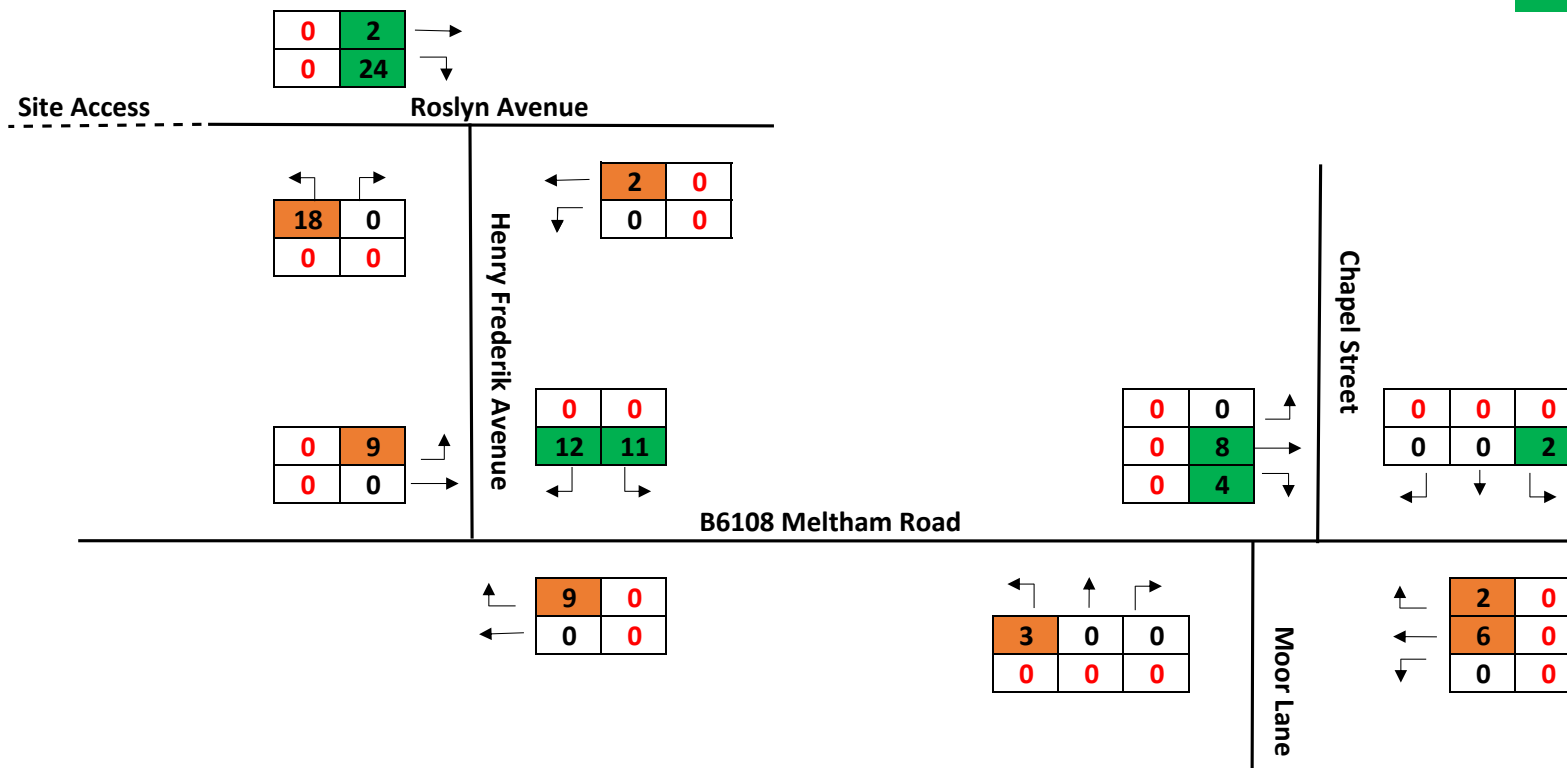




111 Total Vehicles

0 HGVs & PSVs

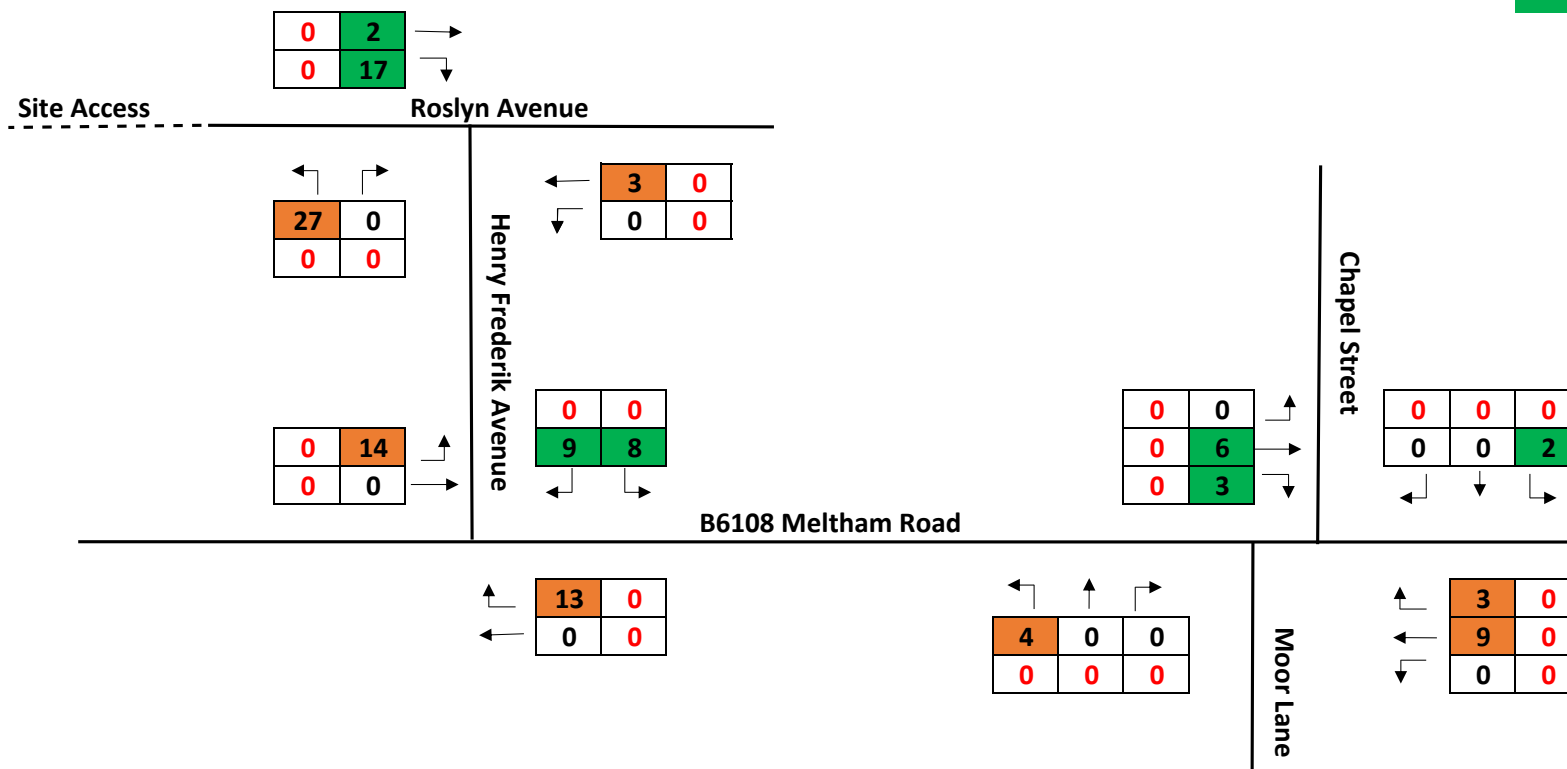
Arrivals
Departures



119 Total Vehicles

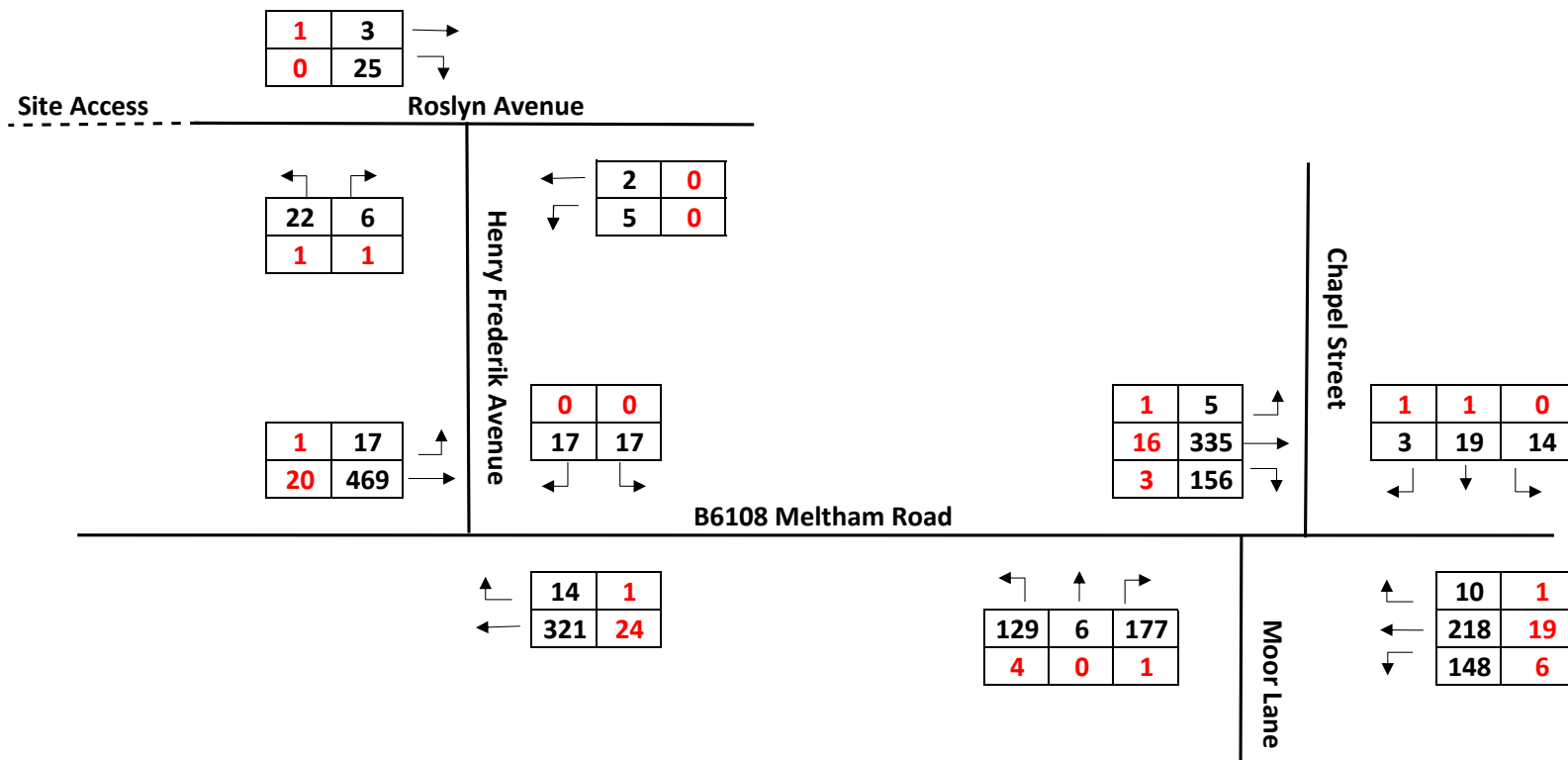
0 HGVs & PSVs

 Arrivals
 Departures



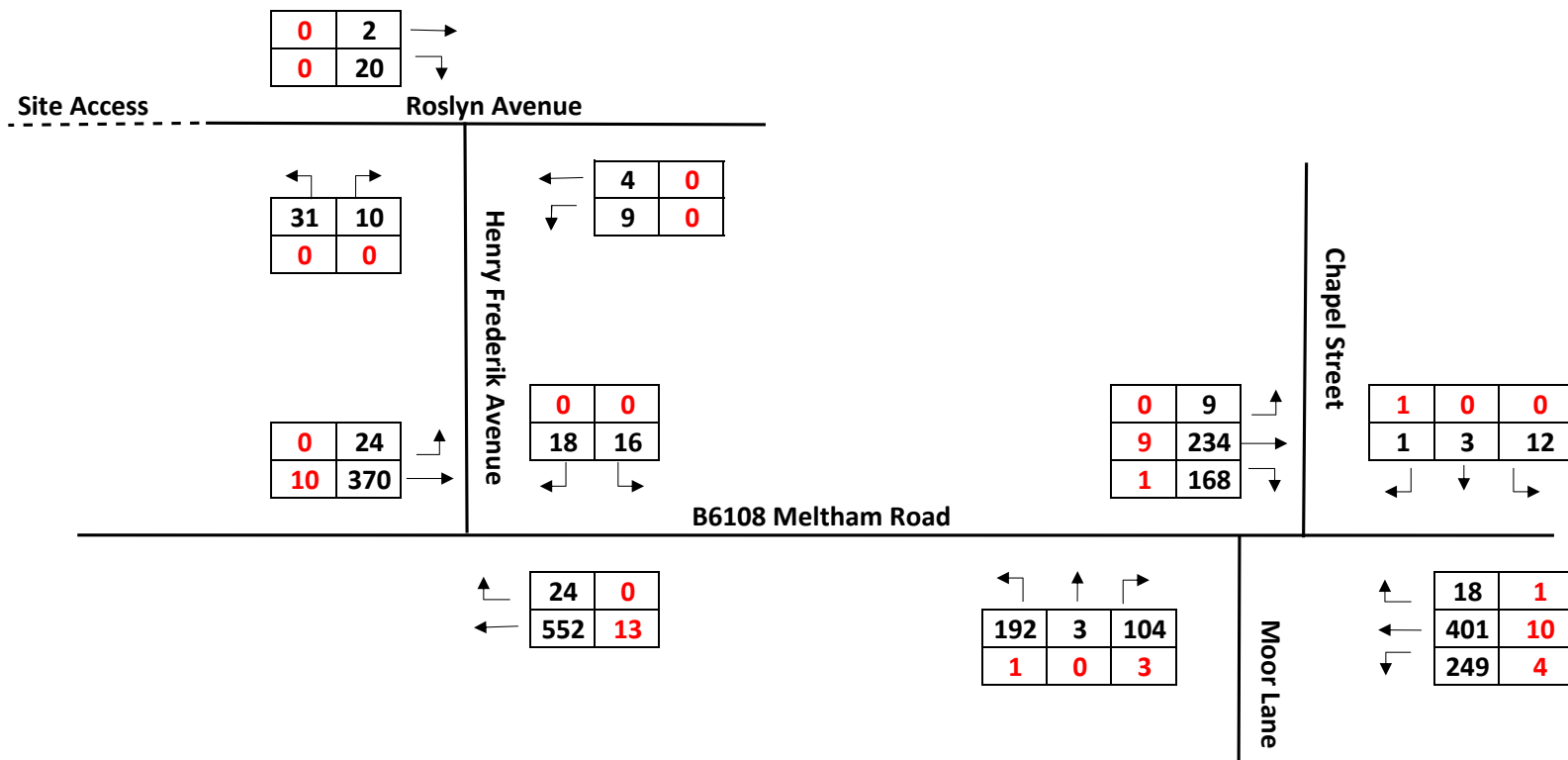
2137 Total Vehicles

102 HGVs & PSVs



2477 Total Vehicles

54 HGVs & PSVs



Appendices



Appendix A Kirklees Council Pre-App Comments (26/5/23 & 26/6/23), TA Scoping Study (17/8/23) & Council Email Response (18/8/23)



Highway Design Comments			
Comments provided by:	Shahzad Mirza		
Date:	Friday 26 th May, 2023		
Planning Application No.	2023-20480/ 2023-20431	Planning Officer	-
		Highway Officer	Adam Darwin
		Applicant:	KCS Development Limited
Planning Application Details:	Land west of Henry Frederick Avenue, Netherton, Huddersfield, HD4 7EN		
Reviewed Drawing Nos.	2246-SK-03F Proposed Site Layout 23046/IN/10_ Junction Visibility 23046/ATR/10_ Swept Path Analysis		

1. General

- i. Pre-application advice for land at west of Henry Frederick Avenue, Netherton with regards to a proposed residential development consisting of 72 plots;

2. Site Access

- i. Access into the site is formed by the extension of Roslyn Avenue. Roslyn Avenue seems to have a wider road width than the proposed S38 road. This shall result in a pinch point. The current width of Roslyn Avenue must be maintained to the first junction and then narrowing to the 5.5m road can be implemented making the change in road width more subtle;
- ii. The alignment of the road into the development needs to be made straighter to ensure necessary sight stopping distance of 25m;

3. Site Layout

- i. Provision of visitor bays must be to a ratio of 1:4 to the total number of dwellings proposed. Hence, a minimum of 18 spaces are required, where only 11 are currently proposed;
- ii. All visitor parking bays need to be parallel to the proposed internal roads that should be ideally created as lay-bys and staggered across the overall development area. If the space is not available this can be provided as parallel parking bays, but they will need to remain private;
- iii. The main internal road alignment into the site seems jagged in places and has very tight centreline alignment- this is unacceptable. A minimum 20m centreline radius on the internal road should be used to ensure refuse swept paths of refuse vehicles are not compromised. The following is noted with regards to your development: -
 - o Speed bend along plot no. 8 must have a centreline radius of 20m, accompanied with a minimum road width of 6.1m throughout the bend;

- iv.** Note all footways are required to be 2.0m width. Current proposals need to be amended to suit;
- v.** The proposed main carriageway through the site should be 5.5m width.
- vi.** Any bell mouths formed off this road should be staggered 25m apart and have visibility splay tangent with a y distance of 25m and x distance of 2.4m. Current proposals may need to be amended to suit if they do not comply. The stagger between the proposed junctions near plot nos. 11 & 64 needs to be increased to avoid overshooting and reduced the likelihood of collisions;
- vii.** All corner radii are required to be 6m minimum to assist with refuse swept path movements, this is to also to be required at all proposed turning head areas too;
- viii.** Vertical speed control features (e.g., speed tables) are discouraged- However, if proposed should be less than 60m apart for them to be effective;
- ix.** All roads are required to have forward visibility of 25m throughout and especially around bends. Visibility envelopes around bends are required to be illustrated to ensure any proposed plots do not interfere. Initially, a sight stopping distance of 25m is to be used but can be relaxed to 23m if it impacts a proposed plot location. Current proposals need to be amended to suit, especially around the speed bend near plot no. 8;
- x.** All areas required for visibility must be included in the adoptable carriageway. Any areas of visibility that fall within private driveways and gardens are not acceptable and proposals should be amended to suit;
- xi.** Any shared surfaces are required to be 5.5m with a 0.6m hard margin on either side- this may should be amended on your current proposals;
- xii.** Where on-street parking is envisaged, swept path analysis is required to demonstrate if the Kirklees Refuse Vehicle can manoeuvre through;
- xiii.** No swept path analysis (SPA) drawings have been provided for our assessment for the development layout. The current development proposal shown strongly indicates issues with refuse vehicle manoeuvrability;
- xiv.** SPA is required on all turning head areas and severe bends to optimise their size in relation to refuse vehicle movements. From the swept paths provided on drawing no. 23046/ATR/10 the refuse vehicle is using turn on the spot function to manoeuvre from junction to junction that is unacceptable (corner radius need to be increased along with junction stagger);

- xv.** On all turning heads it is required to demonstrate using swept path analyses that when manoeuvring, Refuse Collection Vehicles, shall be able to travel at a minimum speed of 5 km/h. In other words, drivers shall not need to stop to adjust the steering while stationary before setting off again. The Kirklees vehicle parameters are set out in Table 1 of Emergency Access, Waste Management, Servicing & Deliveries - April 2020 (version 1): -
- Length – 11.85m;
 - Width – 2.50 m (including wing mirrors);
 - Width when loading – 4.10m;
 - Working height – 6.00 m;
 - Turning circle (wall to wall) – 22.07 m (diameter);
 - Turning circle (between kerbs) – 17.88 m (diameter);
 - Gross vehicle weight – 32 t;
- xvi.** Minimum kerb offset of 0.5m for refuse vehicle wheel tracks is not achieved. This needs to be revisited;
- xvii.** Bin collection points need to be shown, as they are required to assess if the refuse vehicle can effectively access them with the adoptable Section 38 carriageway area;
- xviii.** Around tight bends in the carriageway consideration should be given to making provisions for overrun areas or localised carriageway widening where required following SPA checks;
- xix.** To transition from the widened existing tarmacked road to the proposed Section 38 block paved road a ramp should be introduced that should be no steeper than 1:12;
- xx.** The footway around the turning head areas made of standard carriageway construction should be 2.0m wide. Where a turning head area is made of block paved construction, then a proposed 0.6m hard margin must be provided instead of a footway;
- xxi.** Around bends SPA for two normal size vehicles being able to cross each other in the contraflow direction needs to be demonstrated too;
- xxii.** Around tight bends in the carriageway consideration should be given to making provisions for overrun areas or localised carriageway widening;
- xxiii.** New 2-to-3-bedroom dwellings within Kirklees must provide 2 no. off-street car parking spaces, with 4+ bedroom dwellings providing 3 no. off-street car parking spaces. Any new 1–2-bedroom apartments must provide 1 space, where 3+ bed providing 2 no. spaces. One cycle space per unit is recommended;

xxiv. With regards to the vertical design of the proposed roads, the following needs to be complied with: -

- Given the significant level differences to road with intermittent 1:10 longitudinal gradients can be considered for adoption. A road with 1:10 gradient throughout would not be acceptable as it prejudices against disabled users.
- At internal junctions 15m from the tie-in to the main road channel will have a maximum gradient of 1:25 to avoid grounding issues for vehicular users;
- While proposing longitudinal gradients it must be noted that given the above gradients up to 5% (1 in 20) are generally considered acceptable for pedestrians, including wheelchair users, gradients over 2.5% (1 in 40) might be impassable for some manual wheelchair users. On Gradients of 8% (1 in 12.5) or above, the physical effort of getting up the slope would be too much for many wheelchair users and there would be a risk of some wheelchairs toppling over. Slopes exceeding 10% (1 in 10) might prove impassable to many non-wheelchair users;
- It is advised that a minimum K value of 3 should be used. Minimum curve length of 20m should be used throughout;
- On footpaths and cycle paths, crossfall should usually be 2.5% (1 in 40). This provides a good balance between the need to remove surface water and the needs of users. Crossfalls steeper than about 3% (1 in 33.3) can be uncomfortable to walk on and, where the slope runs towards a road, can be dangerous, as wheeled users tend to edge down the crossfall. Accordingly, 3% is the desirable maximum crossfall. However, it will generally be necessary to increase crossfalls at vehicle crossings and similar. In these situations, the crossfall may be increased to an absolute maximum of 5% (1 in 20) providing that the increase is minimized, the risks are adequately assessed, and any necessary mitigation measures are implemented;
- Slopes of 10% or over, separate off-carriageway facilities for pedestrians should be provided. These shall be to an independent vertical alignment to the adjacent carriageway to reduce the maximum gradient required. Level 'landings' at spacing appropriate to the gradient and handrails shall be provided for pedestrians. Consideration shall be given to the provision of parallel, alternative routes utilising steps to reduce local gradients;
- Shared spaces should have a gradient not steeper than 1:20. If this cannot be achieved then a separate footway along the shared space should be provided too;

4. Other Items for Consideration

- i. For a full application site contours, plot finished floor levels and proposed road contours/road long sections are necessary for our full assessment. Complete information was not made available on this occasion;

- ii. Details of proposed surface finishes have not been provided for comment. From the block plan it is assumed that the main residential road will be block paved;
- iii. A Stage 1 Road Safety Audit with designers' comments is required. The Audit must comply with GG119, and an audit brief must be approved beforehand;
- iv. Landscaping plans must be provided to ensure proposed trees do not impact on necessary highway visibility. All proposed trees need to be assessed and relocated to be placed outside of any required visibility splay/envelopes;
- v. Note highway drains over 900mm diameter within the proposed Section 38 corridor are not acceptable to Kirklees. Hence, culverts within the Section 38 highway corridor should be avoided, when trying to divert the existing stream;
- vi. Any proposed combined cycle route will need to be 3m wide. There seems to be no provision for cyclist within the development- proposals need to be amended to accommodate minimum requirements in accordance with LTN 1/20 Cycle Infrastructure Design.

Consultation Response from KC, Highways Development Management		
2023/20431 Land west of Henry Frederick Avenue, Netherton, Huddersfield, HD4 7EN		
Pre application for residential development (72 dwellings)		
Date Responded: 26/06/23	Responding Officer: A.Darwin	Responding Ref: K3-24/14
Development Overview: The site is located in Netherton, to the southwest of the village centre, and is proposed to be accessed by an extension to Roslyn Avenue, which then connects to the wider highway network (B6108 Meltham Road) via Henry Frederick Avenue. The site is allocated for residential development in the Local Plan, with a site reference of HS18 that has an indicative capacity of 132 dwellings. Reference to Plans/Documents: • 2246-SK-03F - Proposed Site Layout • 23046/IN/10 - Junction Visibility • 23046/ATR/10 - Swept Path Analysis Policy: Local Plan Policies – LP5, LP19, LP20, LP21, LP22, LP23, LP24; Kirklees Highway Design Guide SPD, Housebuilder Design SPD, NPPF (See Link: https://www.kirklees.gov.uk/beta/planning-policy/adopted-supplementary-planning-documents.aspx). Reference should also be made to the Councils latest 'Waste Management Design Guide for New Developments' (See Link: https://www.kirklees.gov.uk/beta/planning-applications/guidance-and-advice-notes.aspx and other S38 design guidance documents and standard details that provide detailed requirements relating to the highway and development layout (See Link: https://www.kirklees.gov.uk/beta/regeneration-and-development/highways-guidance-and-standards.aspx). Site Access: Access to the development is proposed by an extension of Roslyn Avenue, which is circa 6.75m wide. Whilst no dimensions are shown on the proposal plan, it appears that the extended Roslyn Avenue tapers down to 5.5m, with 2m wide footways and verges introduced on both sides on entry to the site. This approach is generally acceptable. However, as requested by the Councils S38 team (see their detailed comments attached to this response), the reduction in carriageway width should be less abrupt, with the current carriageway width maintained up to the first junction within the site. This will allow a smoother alignment and provide opportunities for visitor parking to take place without blocking the two-way flow of light vehicles. There is also a sub-station located to the north of Roslyn Avenue immediately prior to the site, and the access requirements for this should be taken into account in the design. Based on site observations, and as discussed at the recent pre-application meeting, a kerbed planting area exists at the end of Roslyn Avenue, and it is unclear whether this is within the adopted highway. Therefore, the applicant should investigate whether there are any highway boundary or land ownership constraints that may affect the deliver of the site access. Access to the site from the wider network is likely to be primarily via Henry Frederick Avenue, which then connects to the B6108 Meltham Road. At present, the junction of Roslyn Avenue / Henry Frederick Avenue is quite wide and does not include any road markings to define the priority route through the junction. Therefore, given that the pattern of traffic through this junction will be changed significantly by the development, measures are required to better define junction priority and ensure that turning conflict issues do not arise. Any proposal needs to consider the most appropriate priority route, which should take into account the relatively steep gradient on Henry Frederick Avenue, and the limitations in forward/junction visibility.		

On Henry Frederick Avenue, significant levels of on-street parking have been observed, including instances of double parking close to the junction with B6108 Meltham Road. Therefore, parking surveys and assessments are required, to determine whether any mitigation measures are required, which could include the introduction of localised parking restrictions. The scope of the necessary parking surveys have already been agreed with the applicants Transport Consultant.

As improvements to junction visibility have already been implemented at the Henry Frederick Avenue / B6108 Meltham Road, it appears that adequate junction visibility is available. However, this should be confirmed in the Transport Assessment that is required to support the proposals.

Site Layout/Servicing/Waste Collection:

A preliminary site layout has been provided, as shown on drawing 2246-SK-03F. The layout includes a number of positive elements, including a number of interconnected streets that reduce the need for unnecessary turning heads. Verges, street trees and visitor parking in formalised laybys have been proposed, which are welcomed.

Whilst the general principle of the site layout is acceptable to HDM, there are a number of areas where changes or further supporting information are required. A summary of some of the main issues are as follows:

- No details of the proposed highway gradients have been provided. The preferred maximum gradient for all roads should be 1:20, and no steeper than 1:12 (which should be limited to short lengths, and avoided near junctions). Also, for shared space streets, if a gradient of 1:20 cannot be achieved, a separate 2m wide pedestrian route is required. Alternatively, if the shared surface street cannot be provided at or close to 1:20, these streets may need to be provided as a Local Residential Street (Type B in Highway Design Guide SPD) instead.
- The proposed visitor parking in formalised laybys is welcomed. However, some of the spaces could be better located to ensure that they are spread out evenly across the site, and should also focus on areas where on-street parking may block refuse vehicle turning at junctions and turning heads; and specifically at the junction/turning head near Plot 51 and the turning head opposite Plot 5 (See separate Waste Strategy comments that specifically request active measures to prevent blocking of this turning head, as well as other layout recommendations). Visitor parking should be provided at a ratio of 1:4 dwellings as a minimum, which doesn't appear to be fully achieved at present. It is also noted that the visitor parking located in private drives will only be available for the dwellings accessed from these drives and cannot be taken into account as part of the wider public provision.
- Junction and forward visibility needs to be demonstrated on plan, to confirm that the required stopping sight distance (SSD) of 25m is achieved. Careful consideration of street tree locations is also required, to ensure that they do not adversely affect visibility once the trees mature.
- As required by the S38 Highway Adoption Team, for Type B Local Residential Streets, a minimum centreline radius of 20m should be provided, with widening on the bends to 6.1m. This is not currently achieved for the bend adjacent to Plot 8.
- The location of pedestrian crossing points at junctions and other suitable locations should be clearly shown on the proposal plans. At present, a number of crossing points are not located as close to the desire lines as possible and should be amended. The location of pedestrian crossing points should also take into account the location speed tables/plateaux's and the associated ramps.
- A number of private drives are proposed that are relatively long and do not enable waste storage and collection points that are in accordance with Council requirements (See separate Waste Strategy comments that provide specific comments/recommendations). Council standards require bin presentation points to be located adjacent to the highway, and should be within 25m of the dwellings waste storage location. The bin collection points should then be within 8m of the refuse collection vehicle to allow for safe and economical refuse collection, in accordance with Council guidance and the guidance contained in BS5906:2005 that confirms that collection distances must be kept to a minimum. If reversing of the refuse collection vehicle (RCV) is necessary (this should be designed out wherever possible) to access the bin presentation points, the RCV should not be required to reverse more than 12m.
- Turning space for light vans is required for all private drives, which is not currently available for the private drive serving Plot 22 and this should be provided.

- The junction stagger distance at the first two junctions on entry to the site appears to be slightly below the recommended minimum stagger distance of 16.5m, as set out in the Councils Highway Design Guide SPD. Some of the radii at the junction also appear to be in excess of 6m, which does not appear to be necessary, and will increase walking distances at the junction. Therefore, amendments to the junction arrangement may be necessary, and the submission drawings should be annotated to confirm that the layout complies with local guidance.
- The shared surface street serving Plots 51-59 is straight and circa 90m long. Therefore, it is unlikely that a 15mph design speed would be achieved. As such, some form of traffic calming features should be provided, which could include a landscaped buildout (a minimum 3.7m carriageway width is required at any narrowing).

Parking:

The submitted information indicates that parking within the development will comply in fully with the standards the Councils Highway Design Guide SPD, which is welcomed. Reference should also be taken from the Councils Housebuilder SPD, which provides recommendations for the location of parking spaces to ensure high quality design. If integral garages are to be considered as contributing towards parking the provision, they must provide internal dimensions of 3m x 6m.

All dwellings must include at least 1 no. electric vehicle charging point (more are desirable). Secure cycle parking is required for all dwellings and should allow for electric cycle charging.

Visitor parking should be provided at a ratio of 1:4 dwellings. As previously stated, there appears to be a shortfall of visitor spaces within the adoptable highway, and this provision should be increased. Visitor spaces should also be spread out evenly across the development, and located to ensure that blocking of turning heads and junctions will not occur.

Full details of the parking provision should be confirmed in the supporting Transport Assessment.

PROW:

PROW footpath HUD/228/10 runs along the southern boundary of the site, and a link to this PROW has been provided, which is welcomed. However, given that the desire line towards Netherton village centre is to the east via a stepped route to Henry Frederick Avenue, a further link to the PROW via the proposed community orchard may also be desirable.

Improvements to HUD/228/10 through the site and at the stepped link to Henry Frederick Avenue should be investigated, with details to be agreed with the Councils PROW team.

Road Safety:

The Councils Road Safety Team have been consulted regarding the pre-application proposals, and have not highlighted any specific issues within the vicinity of the site, other than the parking issues previously mentioned on Henry Frederick Avenue, and the junction priority issues at the Henry Frederick Avenue/Roslyn Avenue junction, which should be considered in the supporting Transport Assessment.

A Stage 1 Road Safety Audit (RSA) and Designers Response should be provided, which should assess both the S38 works and any off-site highway works that are proposed. The required RSA for the S38 works can be provided during the course of the applications determination period, once an in-principle site layout has been agreed. An RSA Brief must be agreed in advance with HDM, and should include any departures from standard that may be proposed (e.g. if a sub-standard junction stagger distance is still proposed).

The Transport Assessment should also include a review of Personal Injury Accident Data on the local highway network over the latest 5 year period, and should include all local routes serving the development, including the junctions with Meltham Road.

Accessibility:

A review of the sites accessibility by non-car modes should be provided in the Transport Assessment. Where necessary, this should include improvements to ensure that the development is accessible for all users, including safe and convenient links to nearby public transport facilities.

As the development includes over 50 dwellings, a Travel Plan is required for the development.

Kirklees Council will require a Travel Plan monitoring fee to be secured as part of the S106 agreement. For a development of this scale (classed as a 'small major' residential development) the fee is £10,000 (£2,000 per year for 5 years).

The provision of Residential Metro cards (or Sustainable Transport Fund) is expected for this development. This is typically based on the cost of the residential MCard scheme, which currently costs £519.70 per dwelling. The supporting Travel Plan should confirm whether the Residential MCard scheme is to be introduced, or if alternative Travel Plan measures are proposed. Local bus stop improvements may also be required.

Traffic Impact/Network Assessment:

Due to the scale of the development, a Transport Assessment is required to support the proposals.

Junction Assessments

It is envisaged that junction capacity assessments will be required at the Henry Fredrick Avenue / Meltham Road junction as a minimum. If development traffic is estimated to exceed 30 two-way trips during weekday network peak hour periods at any other junctions, these should also be included in the capacity assessments.

The full scope of the Transport Assessment should be agreed in advance with HDM, including trip rates and traffic distribution. It is noted that the scope of the baseline survey data that is required has already been agreed with the applicants transport consultant.

Highway Adoption Issues:

The internal road layout shall be built to adoptable standards, as set out in the Kirklees 'Highway Design Guide SPD' and 'Highways Guidance Note – Section 38 Agreements for Highway Adoptions' March 2019 (version 1) and associated documents.

Sufficient details must be provided with the planning submission to check that the proposed highways are suitable for adoption, and should clearly show the extent of proposed adoption and any areas that are to remain private (e.g. landscaping areas, private drives and PoS). The following information is required as a minimum:

- Long sections, cross-sections and contours;
- Dimensioned plans, including street widths, centre line radii, junction stagger distances, junction radii, visibility splays and forward visibility sight-lines;
- Kerbing details, surface treatments and ramp details;
- Pedestrian crossing arrangements;
- Street tree details, including proposed root protection measures;
- Extent of proposed adoption and unadopted communal areas to be confirmed. Details regarding the maintenance of unadopted communal areas/facilities are also required.

Any retaining features affecting the highway will require formal technical approval by the Council as the Highway Authority. We would recommend providing details of all proposed retaining features and underground storage facilities (including pipes) to my colleague Farhad Khatibi (Team Leader) in the structures section at the earliest opportunity, who will be able to advise of the necessary requirements in more detail.

Further detailed points of note from the S38 Highway Adoption Team have also been provided, and are attached to this response. These comments should also be considered within the design to ensure that an adoptable street layout is achieved.

Planning Submission Information Requirements:

The following information is required to support the planning submission:

- Transport Assessment (scope to be agreed);
- Travel Plan;
- S106 Heads of Terms;
- Proposed highway details;
- Stage 1 Road Safety Audit and Designers Response for both S278 & S38 works;
- Swept Path Analysis (SPA).

Below are proposed conditions / informatives identified by the Councils Highway Structures Team:

- 1) Before the development commences a scheme detailing the location and cross-sectional information together with the proposed design and construction details for all new retaining walls and structures adjacent to the proposed highway and the existing PROW shall be submitted to and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained during the life of the development.
- 2) Before the development commences a scheme detailing the location and cross-sectional information together with the proposed design and construction details for all new surface water attenuation tanks/pipes/manholes located within the proposed highway footprint or influence zone of highway loading shall be submitted to and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained during the life of the development. See <https://www.kirklees.gov.uk/beta/regeneration-and-development/pdf/highways-structural-procedures.pdf> for further details and in particular, for the certification of oversize pcc manholes and their cover slabs, as advised in this document.

Important Notes:

All new storm water attenuation tanks/pipes/culverts with internal diameter/ spans exceeding 0.9m must be located off the adoptable highway. Any decision to locate these facilities within the adoptable highway footprint must be accompanied with a full risk evaluation report with particular reference to their proposed inspection, structural assessment and maintenance regime in compliance with the CDM Regulations 2015 requirements. The adopting authority (i.e. Yorkshire Water) will also be required to produce and submit a legally binding agreement to the Highway Authority explicitly stating that they will be fulfilling their obligations in relation to the systematic and cyclical inspection and structural assessment of any attenuation structure located within the highway footprint, in full compliance with CS450 - Inspection of Highway structures.

**Netherton, Huddersfield
Proposed Residential Development
Transport Assessment Scoping Study**

August 2023 (Initial Issue)

**Prepared on behalf of
KCS Developments**

Quality Management

Netherton, Huddersfield - Transport Assessment Scoping Study Project No: 23046				
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Issue/revision	Initial Issue	Revision 1	Revision 2	Revision 3
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Date	17 th August 2023			
Prepared by	R Peach			
Signature				
Checked by	P Owen			
Signature				
Authorised by	P Owen			
Signature				

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APPENDICES

Appendix A TRICs Output Data
Appendix B Proposed Off-Site Improvements (Optima Drawing 23046/GA/01)



1. Introduction

1.1 BACKGROUND

1.1.1 The development Site is located on land to the west of Roslyn Avenue, Netherton towards the south of Huddersfield. The location of the Site in relation to the local highway network, as well as the indicative Site boundary, is shown in Image 1.1 below.

Image 1.1 Indicative Site Boundary



1.2 PRE-APP CONSULTATION

1.2.1 A pre-application meeting took place with Kirklees Council (KC) on the 2nd June 2023 and subsequent to this KC Highways issued a pre-app consultation response dated 26th June. The consultation response covered various aspects of the development including Site access and layout, accessibility, road safety, traffic impact and network assessment.

1.3 SCOPING PROPOSALS

1.3.1 This Scoping Study sets out the key parameters that are proposed to be adopted in the Transport Assessment e.g., trip rates, generations, distribution, extent of highway network to be assessed. Cognisance has been taken of the pre-app discussions with KC, but the Council are invited to comment and provide further input as required.

1.3.2 This report also provides details of some aspects covered within the pre-application consultation such as any off-site improvements, any road safety concerns, the impact of development traffic on the existing highway network and junction capacity assessments.



1.3.3 The TA will be prepared in accordance with the Department for Communities and Local Government (DCLG) 'National Planning Practice Guidance' which was first published in 2014, superseding the DfT's March 2007 "Guidance on Transport Assessment" (GTA) document. Cognisance will also be taken of the prevailing National Planning Policy Framework (NPPF).



2. Development and Proposed Access Strategy

2.1 PROPOSED DEVELOPMENT

2.1.1 The proposed development, located on land to the west of Roslyn Avenue, comprises of 82 residential dwellings consisting of 2, 3 and 4 bedroom properties.

2.2 VEHICULAR ACCESS STRATEGY

2.2.1 The development will have vehicular access achieved via a westward extension of Roslyn Avenue into the Site. Roslyn Avenue is a single carriageway with a width of circa 6.6m and connects to Henry Frederik Avenue towards the east.

2.3 PEDESTRIAN/CYCLE ACCESS STRATEGY

2.3.1 In addition to the access from Roslyn Avenue, pedestrian/cycle access will also be granted via connections to the external Public Right of Way (PROW) network towards the south of the Site.



3. Site Accessibility and Travel Planning

3.1.1 The TA (as well as the Travel Plan) will describe accessibility to the Site by non-car modes (walking, cycling, public transport) and will also set out how the travel planning measures proposed will enhance accessibility and seek to minimise single occupancy car trips.

3.1.2 GIS Network Analyst software will be utilised to define the typical catchment areas for pedestrians and cyclists as well as demonstrating the accessibility to nearby local facilities and bus stops.



4. Trip Generation and Distribution

4.1 TRIP GENERATIONS

Development Vehicular Trip Rate

4.1.1 Considerations have been given to the use of TRICS 7.10.1 database with the aim to ascertain trip generation however, a bespoke trip rate has also been established based on the typical arrival and departure patterns from the existing residential estate adjacent to the east of the proposed development.

4.1.2 As such, this approach has been adopted based on data derived from manual turning count surveys which were carried out by an independent survey company across three separate junctions within close proximity of the Site. The details of which can be found in section 5.1.

4.1.3 As a result, the typical arrivals and departures from the existing estate have been applied to the proposed development quantum of 82 dwellings which has provided the proposed development vehicular trip rate shown in Table 4.1 below.

Table 4.1 Bespoke Proposed Vehicular Trip Rate

Time Period	Vehicular Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.240	0.318	0.558
PM Peak 17:00-18:00	0.364	0.233	0.597

4.1.4 Applying the trip rates in Table 4.1 to the development quantum (82 dwellings) produces the peak hour vehicular flows shown in Table 4.2.

Table 4.2 Proposed Development Vehicular Trip Generations – Bespoke

Time Period	Vehicular Trip Generations (tested for 82 dwellings)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	20	26	46
PM Peak 17:00-18:00	30	19	49

4.1.5 As shown in Table 4.2, the proposed development is predicted to generate **46 and 49 two-way vehicle movements** during the morning and evening peak hour periods respectively based on the bespoke trip rate.

4.1.6 In order to validate/compare the results of the bespoke trip rate, TRICS 7.10.1 have been utilised. The TRICS outputs, which are contained in **Appendix A**, were determined based on the following parameters:

- Land use: Houses Privately Owned;
- Calculation Options: Vehicular trip rate selected;
- Regions: Greater London and Northern Ireland sites excluded;
- Trip Rate Parameters: Number of dwellings (20 to 200);



- Date Range: 1st January 2015 to 1st March 2023 (latest 8 years);
- Days included: Monday to Friday;
- Location Type: Suburban area, Edge of Town, Neighbourhood Centre

4.1.7 In total, 70 surveys were selected which have an average of 81 dwellings. Of these surveys, 13 were de-selected due to being carried out during the covid pandemic. The resulting AM and PM peak hour trip generations for the proposed 82 dwellings are set out below in Table 4.3.

Table 4.3 Proposed Development Vehicular Trip Rates

Time Period	Vehicular Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.143	0.342	0.485
PM Peak 17:00-18:00	0.309	0.153	0.462

4.1.8 Applying the trip rates in Table 4.3 to the development quantum (82 dwellings) produces the peak hour vehicular flows shown in Table 4.4.

Table 4.4 Proposed Development Vehicular Trip Generations - TRICs

Time Period	Vehicular Trip Generations (tested for 82 dwellings)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	12	28	40
PM Peak 17:00-18:00	25	13	38

4.1.9 As shown in Table 4.4, the proposed development is predicted to generate **40 and 38 two-way vehicle movements** during the morning and evening peak hour periods respectively based on the TRICs trip rate.

4.1.10 When comparing the trip rates, the TRICS values are substantially lower than the bespoke values. However, it is proposed to adopt the bespoke values in the TA in order to undertake a worst case, robust assessment.

4.1.11 In addition to vehicular trip generations, the TA will also include an assessment of how many peak hour multi modal trips the residential development Site is likely to generate i.e., pedestrians, cyclists, public transport users etc.

4.2 VEHICULAR TRIP DISTRIBUTION AND ASSIGNMENT

4.2.1 Having established the vehicular trip rate for the Site, a distribution exercise has been undertaken to predict the assignment of trips onto the local highway network. With the aim of identifying the traffic distribution, data from the manual junction turning count surveys has again been utilised.

4.2.2 The methodology for determining development trip distribution has been calculated using the total two-way movements at each junction surveyed.

4.2.3 Starting with the Roslyn Avenue and Henry Frederik Avenue junction, the total two-way development trips are 22. It has been found that 20 of these two-way movements occurred to/from



Roslyn Avenue and Henry Frederik Avenue equating to 91% of all development traffic. The remaining 9% would traverse to/from Roslyn Avenue and eventually connect onto Chapel Street.

4.2.4 Next, the two-way movements between Henry Frederik Avenue and Meltham Road was calculated considering the 91% of development traffic that use Henry Frederik Avenue. According to the traffic surveys, 48% head to/from the west of Meltham Road meanwhile 43% travel to/from the east.

4.2.5 The two-way movements that occurred on the junction serving Meltham Road, Moor Lane and Chapel Street were clarified based on the 43% figure of development traffic from Meltham Road and the 9% which would use Chapel Street.

4.2.6 From Chapel Street, all development trips would head to/from the eastbound of Meltham Road. Whereas from the westbound of Meltham Road, 29% of the remaining 43% would continue to/from Meltham Road and 14% would turn to/from Moor Lane.

4.2.7 In summary, the manual junction turning count surveys highlight that the majority of the development traffic would utilise Henry Frederik Avenue and Meltham Road. This is shown diagrammatically in Figure 120.

4.2.8 Applying the vehicular trip generation in Table 4.2 to the distribution shown in Figure 120 provides the following peak hour development trip generation figures:

- Figure 121 – AM Peak Hour – Development Trip Generation; and
- Figure 122 – PM Peak Hour – Development Trip Generation.

4.3 EXTENT OF HIGHWAY NETWORK & MATERIALITY ASSESSMENT

4.3.1 The previous national GTA document (now withdrawn) suggested that a development traffic generation of 30 trips represented a reasonable threshold figure above which further assessment may be required but below which the impact could be considered non-material. Whilst the Government's current PPG does not specifically refer to 30 trips this remains a starting threshold which is generally applied within the industry including by Local Highway Authorities and National Highways. Indeed, this threshold was confirmed by KC within their June consultation response.

4.3.2 Consideration has therefore been given to those junctions where development trips exceed 30. Applying this methodology to the proposed development, the total development trips during the AM and PM peak hours are displayed in Figures 121 and 122. It is proposed that the following junctions will undergo junction capacity assessments:

- 1) Roslyn Avenue/Henry Frederik Avenue; and
- 2) Henry Frederik Avenue/Meltham Road.



5. Highway Network Assessments & Traffic Flows

5.1 TRAFFIC SURVEYS

5.1.1 This section provides details on the traffic surveys carried out as requested by Kirklees Council, the scope of which was agreed with the Council prior to instruction.

Manual Junction Turning Counts

5.1.2 Manual junction turning counts were carried out by an independent survey company - the details and location of these surveys are as follows:

- Date: Wednesday 14th June 2023;
- Time(s): 07:00 – 10:00 & 16:00 – 19:00; and
- Location(s):
 - Henry Frederik Avenue/Meltham Road;
 - Henry Frederik Avenue/Roslyn Avenue; and
 - Meltham Road/Chapel Street/Moor Street.

5.1.3 The AM and PM peak hour traffic flows based on the values from this survey have been defined and displayed in Figures 100 & 101.

ATC

5.1.4 In addition to the manual junction turning counts, an Automatic Traffic Count (ATC) survey was undertaken over 7 full days commencing from 00:00 on Saturday 24th June 2023 on Meltham Road, just to east of the junction with Henry Frederik Avenue in order to measure eastbound and westbound traffic.

5.1.5 The resulting average and 85th percentile speeds from the ATC on Meltham Road are displayed in Table 5.1

Table 5.1 Meltham Road – ATC Results

Direction	Vehicular Speeds (mph)	
	Average	85 th Percentile
Westbound	28.2	32.8
Eastbound	26.8	31.1

5.1.6 The existing available visibility at the Henry Frederik Avenue/Meltham Road junction can comfortably accommodate the required visibility splays based on the recorded traffic speeds.

Parking Beat Survey

5.1.7 As requested by Kirklees Council, a parking beat survey was undertaken along Henry Frederik Avenue and its northern and southern junctions with Roslyn Avenue and Meltham Road, respectively, at 5:30am on Wednesday 14th and Thursday 15th June 2023 to discover whether any issues are present with on-street parking.



5.1.8 This survey demonstrated that some on-street parking is present with 10 vehicles being parked at one given time along Henry Frederik Avenue. It is evident that an adequate amount of on-street parking space is available for circa 21 vehicles.

5.1.9 With regards to the pre-application comments regarding potential parking issues on Henry Frederik Avenue, it has been found that the level of on-street parking, combined with the generous carriageway width, is not detrimental to traffic manoeuvring along Henry Frederik Avenue. It is also advised within the Manual for Streets (MfS) document that some level of on-street parking can act as a speed calming measure and therefore improve highway safety.

5.1.10 No mitigation measures are therefore required or justified with respect to on-street parking on the access routes to the development Site, particularly bearing in mind the low levels of additional traffic generated.

5.2 FUTURE ASSESSMENT YEARS

5.2.1 With regards to the 82 dwellings threshold, it can safely be assumed that this quantum will be fully constructed within 5 years. On this basis, the traffic flow design year is 2028.

5.3 COMMITTED DEVELOPMENT SITES

5.3.1 The traffic flows have not considered any committed development sites however, Kirklees Council are invited to advise which – if any – committed development sites are to be considered in the TA.

5.4 COMMITTED INFRASTRUCTURE SCHEMES

5.4.1 Kirklees Council are invited to advise on any significant highway improvement works in the area that will affect the findings of the TA.

5.5 BACKGROUND TRAFFIC GROWTH

5.5.1 Traffic growth is predicted based on a combination of proposed future development, car ownership and changing attitudes to the way people use and have access to their vehicles.

5.5.2 Therefore, the quantum of consented/committed development that needs to be allowed for will determine the level, if any, of any additional background traffic growth. If any additional background traffic growth is required up to the 2028 design year it will be based on local peak hour factors provided by TEMPRO version 8. Temprowill be discounted for any consented/committed sites, plus the proposed development site, to avoid double counting of trips.

5.5.3 For the purposes of this development, the AM and PM peak hour growth factor until 2028 have been assessed and implemented into the traffic flows. The growth factor for this assessment is 1.04 for both peak hours and the resulting traffic flows are displayed in Figures 110 & 111.

5.6 2028 BASE FLOWS

5.6.1 The base traffic flows for the development are dependent on the growth values and associated traffic increases from committed developments albeit none have been considered at this point. The 2028 base traffic flows are provided in Figures 112 & 113.



5.7 2028 DESIGN FLOWS

5.7.1 The combination 2028 base flows and development trip generation have established the traffic flows for the design year of 2028. The AM and PM peak hour design traffic flows are given in Figures 130 & 131.



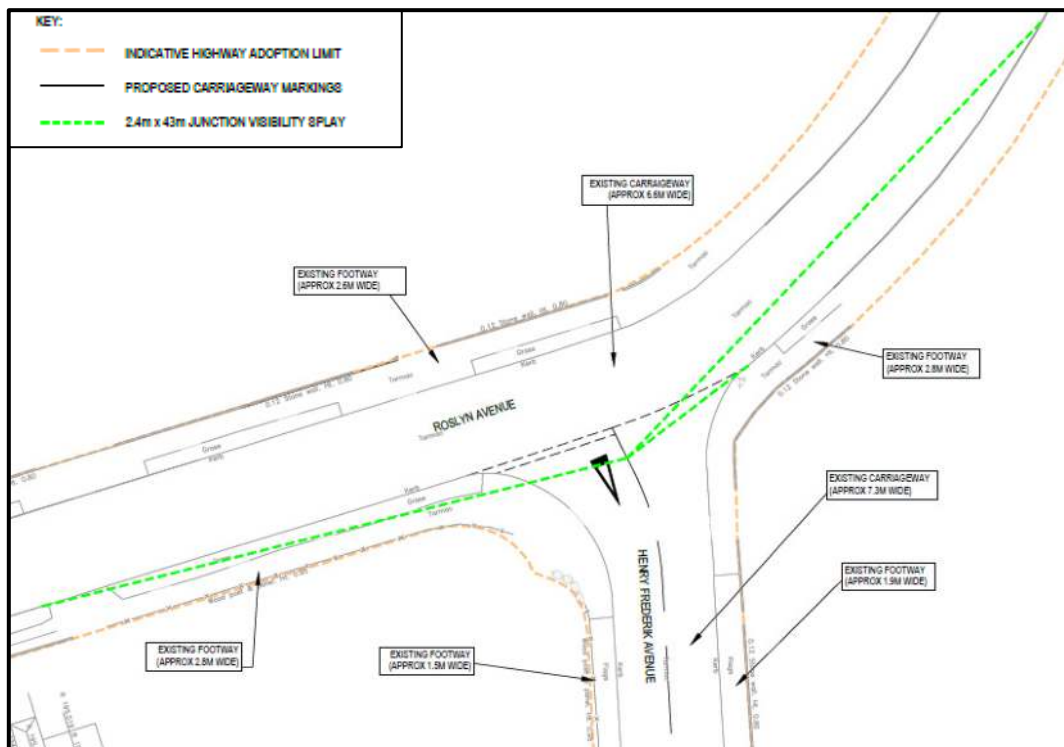
6. Off-Site Assessment

6.1 ROSLYN AVENUE / HENRY FREDERIK AVENUE JUNCTION IMPROVEMENTS

6.1.1 Kirklees Council have enquired about whether any amendments would be required to the layout of the Roslyn Avenue/Henry Frederik Avenue junction in terms of road markings, following implementation of the development site.

6.1.2 In its current state, this junction does not have any formal road markings determining vehicular right of way. Improvements to this junction are proposed which will see the implementation of road markings, as shown in **Appendix B** and Image 6.1 below.

Image 6.1 Proposed Off-Site Improvements



6.1.3 Whilst it is acknowledged that the predicted 2028 traffic flows (as shown on Figures 130 and 131) show that the highest movement of vehicles will be between Roslyn Avenue and Henry Frederik Avenue, the actual flows involved are very low and it is clear from the existing highway layout that it was intended Henry Frederik Avenue would form the minor road.

6.1.4 It is therefore recommended that the junction priority is formalised by providing give-way markings at the northern end of Henry Frederik Avenue – as shown in Image 6.1.



7. Highway Safety

7.1.1 Personal injury accident (PIA) data will be acquired from Kirklees Council for the most recently available 5-year period. The study area will replicate that described in Chapter 5.

7.1.2 Utilising this data, a highway safety assessment will be undertaken in order to identify any potential existing issues that may be adversely affected by the development proposals. The findings will be set out within the TA.



Richard Peach

From: Adam Darwin <Adam.Darwin@kirklees.gov.uk>
Sent: 18 August 2023 16:19
To: Philip Owen
Cc: Richard Peach; Richard Morton; Nick Hirst; Highways DevelopmentControl
Subject: RE: Pre-app 2023/20431 - 2023/20480 - K3-24/14 - RE: Netherton, Huddersfield - TA Scoping Note

Hi Phil,

With regard to the give-way marking proposals, I think this may be the preferred option. However, I would need to discuss this with highway safety in more detail once the application is submitted.

However, one concern I had with the arrangement you have proposed was that we normally require a max. 1:25/10m level section at junctions, to allow vehicles to move off easily and to achieve adequate visibility vertically. Therefore, it would be helpful if the TA considered these matters and confirmed what approach gradients are available, and then gave some thought to whether there are any additional safety/mitigation measures that may be necessary to improve the junction operation (I appreciate that significant gradient changes aren't likely to be an option, and this is not what I was envisaging).

Notwithstanding the above, I do agree that this junction arrangement does appear to be the original intention; and is likely to be the best option, as the alternative priority arrangement has issues with the horizontal alignment and forward visibility that I don't think could be readily addressed.

Happy to chat through the above in more detail when I return from leave.

Kind Regards

Adam Darwin FIHE
Group Engineer – Highway Development Management
E adam.darwin@kirklees.gov.uk
T 01484 221000 (Ext.77596)

From: Philip Owen <Philip.Owen@Optimahighways.com>
Sent: Friday, August 18, 2023 3:49 PM
To: Adam Darwin <Adam.Darwin@kirklees.gov.uk>
Cc: Richard Peach <richard.peach@optimahighways.com>; Richard Morton <richardmorton@kcsdevelopments.com>; Nick Hirst <Nick.Hirst@kirklees.gov.uk>; Highways DevelopmentControl <Highways.DevelopmentControl@kirklees.gov.uk>
Subject: Re: Pre-app 2023/20431 - 2023/20480 - K3-24/14 - RE: Netherton, Huddersfield - TA Scoping Note

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Thanks for your very prompt feedback Adam. I just wondered if you could also provide a quick comment on the road marking proposals at the Roslyn Av/Henry Fredrik junction i.e. is this acceptable? I appreciate you might not have time now today so we can always pick this up on your return from leave. Have a great break.

Thanks, Phil

On 18 Aug 2023, at 15:16, Adam Darwin <Adam.Darwin@kirklees.gov.uk> wrote:

Hi Richard,

Comments on the scoping note area as follows:

Accessibility

The TA and Travel Plan should also include a qualitative assessment of the existing local infrastructure and accessibility to key facilities. Subject to the findings of this review, consideration whether any improvements (proportionate to the scale of the development) are necessary.

The TA and TP should also include mode split targets and measures to achieve the targets.

For further information on the information required in the TA/TP, I would recommend that reference is taken from the new Active Travel England guidance, including their assessment toolkit – see links below:

General link to ATE web page and all advice notes:

<https://www.gov.uk/government/organisations/active-travel-england>

‘Active Travel England Standing Advice Note: Active travel and sustainable development’, which confirms at paragraphs 2.2-2.20 the expectations for the development and information required:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1165492/activetravel-england-standing-advice-note-active-travel-and-sustainable-development.pdf

‘Active Travel England: Planning Application Assessment Toolkit’:

<https://www.gov.uk/government/publications/active-travel-england-planning-application-assessment-toolkit>

Trip rates and traffic assessment methodology

1. The bespoke vehicle trip rates that have been identified are acceptable and should be used within the assessment. With regard to the TRICS data, I do not consider this to be representative of this site location, so should not be included in the final TA.
2. The traffic distribution is acceptable.
3. The scope of junction assessments is acceptable.
4. Future assessment year 5 years post submission is acceptable.
5. The following developments should be reviewed and incorporated into the assessment, should they impact on your study area (note the sites are currently being built out):
 1. 2019/93550 - Land east and west of, Netherton Moor Road, Netherton, Huddersfield, HD4 7JF
 2. 2019/91730 - Land north of, Scotgate Road, Honley, Holmfirth, HD9 6RE
1. The use of TEMPRO to determine background traffic growth is acceptable. However, further details of the methodology should be confirmed in the TA. To ensure a robust assessment, I would recommend that the alternative planning assumptions approach is not used (e.g. netting off the above committed development site, as you have suggested). However, should you wish to follow this approach, robust justification will be required, including a detailed review by yourselves of other smaller committed development site in the surrounding area that may impact on the study network.

Parking Survey

I was expecting that the parking surveys would include diagrams showing the location of parking observed during the surveys, to gain an understanding if there are any current parking issues that may affect access to/from the site. If it is possible to obtain this from the survey company, please can this be provided. The TA should then include further detail of the parking survey findings.

I am now on leave for a couple of weeks. Therefore, if you have any queries or would like to discuss matters further, please give me a call when I return w/c 4th Sept.

Kind Regards

Adam Darwin FIHE
Group Engineer – Highway Development Management
E adam.darwin@kirklees.gov.uk
T 01484 221000 (Ext.77596)

From: Richard Peach <richard.peach@optimahighways.com>
Sent: Thursday, August 17, 2023 3:18 PM
To: Adam Darwin <Adam.Darwin@kirklees.gov.uk>
Cc: Philip Owen <Philip.Owen@Optimahighways.com>; Richard Morton <richardmorton@kcsdevelopments.com>; Nick Hirst <Nick.Hirst@kirklees.gov.uk>
Subject: Netherton, Huddersfield - TA Scoping Note

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Hi Adam,

Further to the pre-app discussions with Phil on the Netherton, Huddersfield project. Please find attached the TA Scoping Note for your review and comment.

I look forward to hearing from you.

Kind Regards,

Richard

Richard Peach
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<image001.png>

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Registered address - Leigh House 28-32 St Paul's Street, Leeds, LS1 2JT

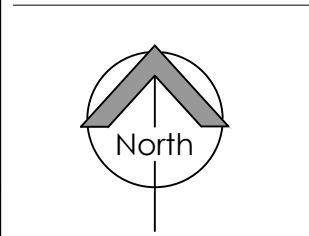
Company Registration Number: 07328946

Appendix B Proposed Site Layout (Ellis Healey Drawing No.2246 PL 105)



SCHEDULE OF ACCOMMODATION		
TYPE 1A - 1 BED APARTMENT- 560 SQ FT (52 sq m) (2 person) - 1no. Off street parking spaces	6	
TYPE 2A- 2 BED SEMI-DETACHED- 775 SQ FT (72 sq m) (3 person) - Off street parking spaces - varies	28	
TYPE 2B - 2 BED TERRACE - 850 SQ FT (79 sq m) (4 person) - Off street parking spaces - varies NOTE - Integral access at ground floor level	4	
TYPE 2C - 2 bed bungalow 675 sq ft (62.7 sqm) (3 person) (1 storey) 1 no. off street parking space	1	
TYPE 3A - 3 BED SEMI-DETACHED - 931 SQ FT (86.5 sq m) (4 person) - 2no. off street parking spaces	8	
TYPE 3B - 3 BED DETACHED - 1,029 sq ft (95.8 sqm) (5 person) - 2 no. off street parking spaces	20	
TYPE 3C - 3 bed bungalow 842 sq ft (78.2 sqm) (4 person) (1 storey) 2 no. off street parking space	1	
TYPE 4A - 4 BED DETACHED - 1,076 sq ft (100 sqm) (5 person) - 3 no. off street parking spaces	14	
TOTAL 20 no. visitors parking spaces	82	

All site dimensions shall be verified by the contractor on site prior to work commencing
Do not scale from this drawing
Only work to written dimensions
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ellis healey

architecture

PLANNING

PROJECT: PROPOSED DEVELOPMENT
LAND OFF ROSLYN AVENUE
NETHERTON

TITLE: PROPOSED SITE LAYOUT

DRAWING NO: 2246 PL 105

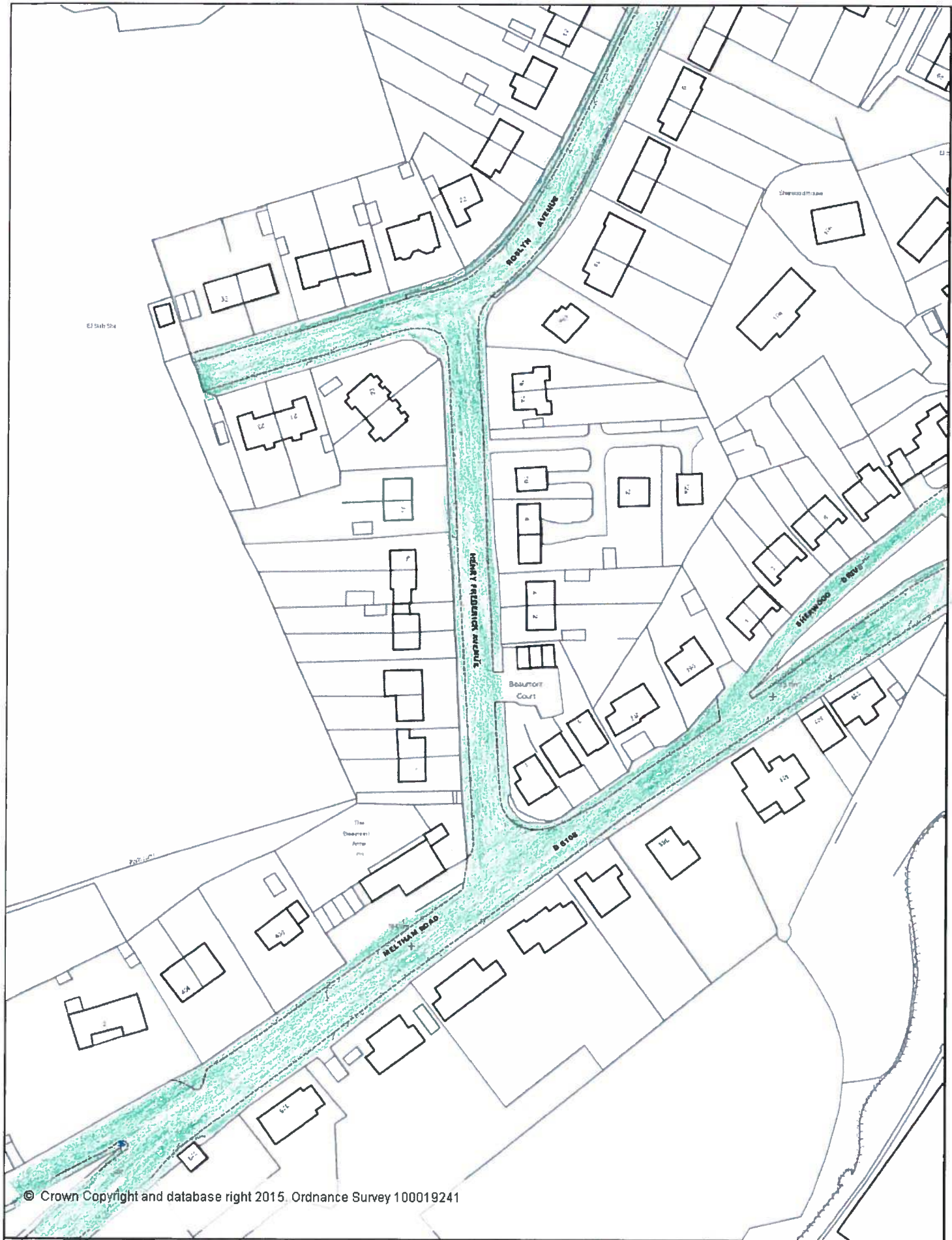
BY/CHECKED: DPE DATE: NOV 2023

SCALE @A3: 1:1250

Tower Works, Glister Road, Leeds, LS11 5QG
Tel: 0113 3453090 E-mail: info@ellishealey.com

Appendix C Highway Adoption





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Appendix D Personal Injury Collision Data



6280311 SLIGHT 08/02/2019 006:45 412336 /413084 Junction of B6108 Meltham Road Huddersfield and Moor Lane

This collision involves two vehicles , V1 a motor car and V2 a pedal cycle V2 was traveling on Meltham Road away from HuddersfieldV1 was travelling on Moor Lane towards Meltham Road as V2 reached the junction driver of V1 has pulled into the main road , front of V1 collides with V2 knocking the rider off the pedal cycle slight injuries to rider of V2

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Starting	W	E	Male	41	Not contacted	1	Driver/Rider	SLIGHT	2	Male	44	
2	Pedal Cycle	Going ahead other	S	N	Male	44	Not contacted							
Contributory Factors														

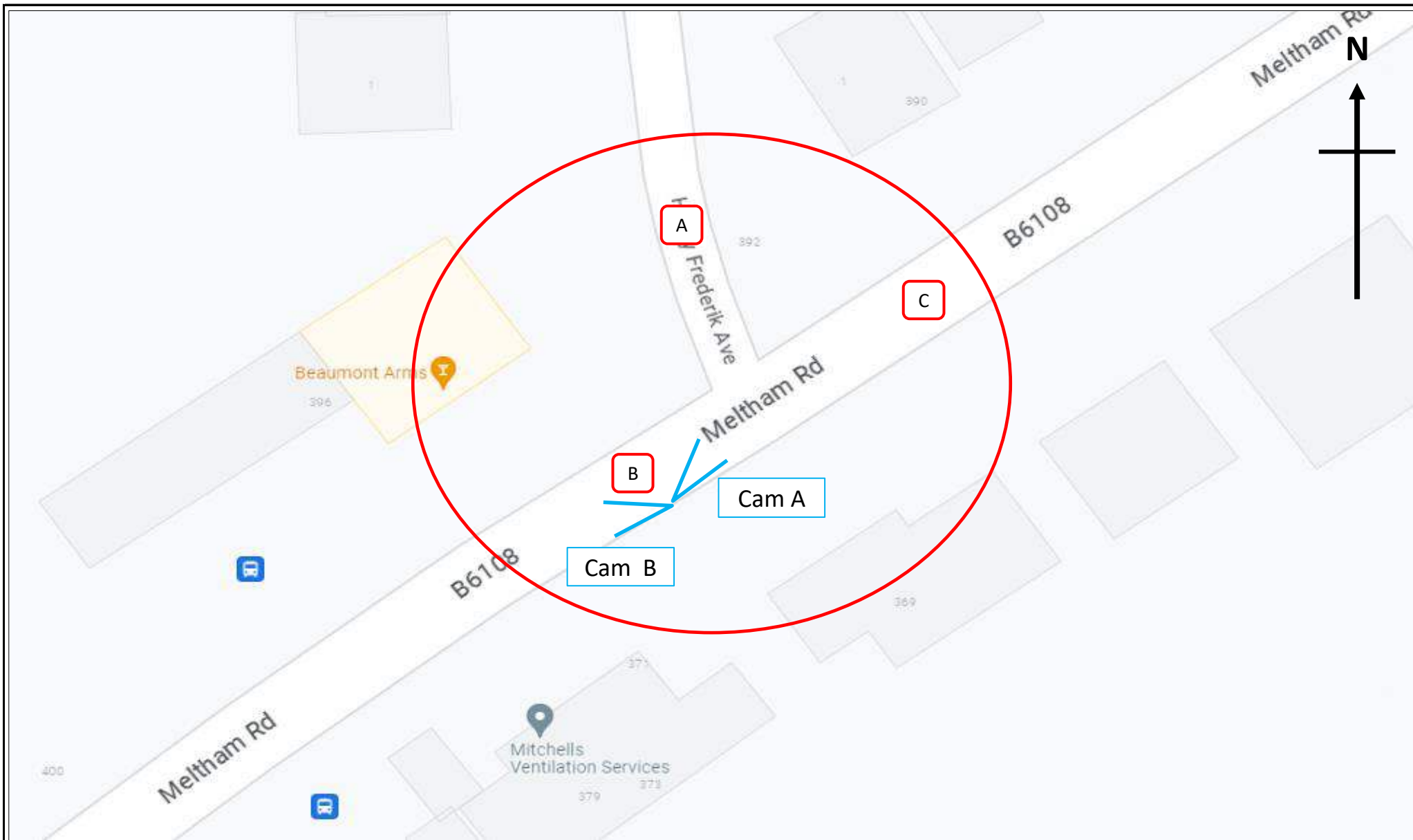
6A10929 SLIGHT 01/10/2019 007:55 412321 /413069 B6108 Meltham Road

I did not attend the scene of this collision and I am making this report based on information provided at the helpdesk. IP was hit by a vehicle reversing out of a carparking space in the Co op carpark.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Reversing	NW	SE	Not known	-1	Not contacted	1	Pedestrian	SLIGHT	1	Female	13	Standing still
Contributory Factors														
Failed to look properly		V001 V.likely												

Appendix E Manual Junction Turning Count Data





	Site / Location:	Site 1 - Henry Frederik Avenue/Meltham Road	Project No:	14218	Drawing No:	14218-01	Drawn By:	Syed
	Survey Date:	Wednesday 14th June 2023	Project Name:	NETHERTON				
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	Drawing Title:	Site Layout and Observed Movements				



SITE: 1

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Meltham Road

DAY: Wednesday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
07:15	3	1	0	0	0	0	0	4	2	1	0	0	0	0	0	3
07:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	10	1	0	0	0	0	0	11	4	2	0	0	0	0	0	6
08:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
H/TOT	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8
09:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
09:15	2	2	0	0	0	0	0	4	2	0	0	0	0	0	0	2
09:30	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3
09:45	2	0	0	0	0	0	0	2	1	0	0	0	0	1	0	2
H/TOT	5	3	0	0	0	0	0	8	7	1	0	0	0	1	0	9
P/TOT	19	4	0	0	0	0	0	23	19	3	0	0	0	1	0	23

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
16:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	5	0	0	0	0	0	0	5	8	0	0	0	0	0	1	9
17:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
17:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	7	0	0	0	0	0	0	7	8	2	0	0	0	0	0	10
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
P/TOT	16	0	0	0	0	0	0	16	23	2	0	0	0	0	1	26



SITE: 1

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Meltham Road

DAY: Wednesday

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 1

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Meltham Road

DAY: Wednesday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	73	14	3	2	2	1	0	95
07:15	1	0	0	0	0	0	0	1	84	14	2	2	0	0	0	102
07:30	0	0	0	0	0	0	0	0	93	13	4	3	1	0	0	114
07:45	1	0	0	0	0	0	0	1	109	19	1	1	2	2	0	134
H/TOT	3	0	0	0	0	0	0	3	359	60	10	8	5	3	0	445
08:00	0	0	0	0	0	0	1	1	93	6	2	1	1	0	0	103
08:15	3	0	0	0	0	0	0	3	89	17	3	2	1	2	1	115
08:30	1	0	1	0	0	0	0	2	80	9	3	0	2	0	0	94
08:45	0	0	0	0	0	0	0	0	67	4	3	2	1	1	0	78
H/TOT	4	0	1	0	0	0	1	6	329	36	11	5	5	3	1	390
09:00	4	0	0	0	0	0	0	4	80	4	2	3	0	1	0	90
09:15	0	0	0	0	0	0	0	0	71	13	9	2	1	1	0	97
09:30	1	0	0	0	0	0	0	1	55	14	3	1	1	3	1	78
09:45	0	0	0	0	0	0	0	0	52	7	5	0	1	0	0	65
H/TOT	5	0	0	0	0	0	0	5	258	38	19	6	3	5	1	330
P/TOT	12	0	1	0	0	0	1	14	946	134	40	19	13	11	2	1165

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	3	0	0	0	0	0	0	3	95	6	3	0	1	2	0	107
16:15	2	0	0	0	0	0	0	2	68	16	2	1	1	0	0	88
16:30	1	0	0	0	0	0	0	1	64	9	0	0	2	0	0	75
16:45	3	0	0	0	0	0	0	3	66	14	0	1	1	0	0	82
H/TOT	9	0	0	0	0	0	0	9	293	45	5	2	5	2	0	352
17:00	3	0	0	0	0	0	0	3	86	8	2	1	1	1	4	103
17:15	2	0	0	0	0	0	0	2	71	7	0	0	2	2	0	82
17:30	2	0	0	0	0	0	0	2	57	10	1	0	1	2	0	71
17:45	5	0	1	0	0	0	0	6	61	5	3	0	1	0	1	71
H/TOT	12	0	1	0	0	0	0	13	275	30	6	1	5	5	5	327
18:00	1	0	0	0	0	0	0	1	81	7	0	0	2	0	1	91
18:15	2	0	1	0	0	0	0	3	67	1	0	0	0	0	0	68
18:30	0	0	0	0	0	0	0	0	63	2	0	0	2	0	1	68
18:45	0	0	0	0	0	0	0	0	46	3	2	0	0	1	1	53
H/TOT	3	0	1	0	0	0	0	4	257	13	2	0	4	1	3	280
P/TOT	24	0	2	0	0	0	0	26	825	88	13	3	14	8	8	959



SITE: 1

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Meltham Road

DAY: Wednesday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	1	0	0	0	0	0	0	1

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 1

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Meltham Road

DAY: Wednesday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	24	5	2	2	1	0	1	35	0	0	0	0	0	0	0	0
07:15	42	9	3	0	2	2	0	58	1	0	0	0	0	0	0	1
07:30	55	12	1	1	2	1	1	73	0	0	0	0	0	0	0	0
07:45	51	16	2	0	4	1	0	74	2	0	0	0	0	0	0	2
H/TOT	172	42	8	3	9	4	2	240	3	0	0	0	0	0	0	3
08:00	41	16	3	4	1	0	0	65	0	0	0	0	0	0	0	0
08:15	66	10	2	0	1	0	0	79	0	0	1	0	0	0	0	1
08:30	56	11	3	2	1	0	1	74	2	0	0	0	0	0	0	2
08:45	74	9	4	2	1	0	2	92	1	0	0	0	0	0	0	1
H/TOT	237	46	12	8	4	0	3	310	3	0	1	0	0	0	0	4
09:00	42	9	4	0	1	0	1	57	0	0	0	0	0	0	0	0
09:15	44	7	4	0	1	1	0	57	1	1	0	0	0	0	0	2
09:30	53	6	10	0	1	1	0	71	0	0	0	0	0	0	0	0
09:45	56	10	5	2	0	0	0	73	2	0	0	0	0	0	0	2
H/TOT	195	32	23	2	3	2	1	258	3	1	0	0	0	0	0	4
P/TOT	604	120	43	13	16	6	6	808	9	1	1	0	0	0	0	11

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	93	5	2	1	1	2	0	104	1	0	0	0	0	0	0	1
16:15	89	16	1	0	1	0	1	108	4	1	0	0	0	0	0	5
16:30	116	12	1	0	1	5	1	136	3	0	0	0	0	0	0	3
16:45	117	15	2	0	1	1	3	139	3	1	0	0	0	0	0	4
H/TOT	415	48	6	1	4	8	5	487	11	2	0	0	0	0	0	13
17:00	90	12	3	0	2	0	1	108	2	0	0	0	0	0	0	2
17:15	126	9	1	0	1	2	0	139	2	0	0	0	0	0	0	2
17:30	97	7	0	0	1	1	0	106	4	2	0	0	0	0	0	6
17:45	93	7	1	0	1	2	0	104	2	0	0	0	0	0	0	2
H/TOT	406	35	5	0	5	5	1	457	10	2	0	0	0	0	0	12
18:00	89	7	2	0	2	0	2	102	2	0	0	0	0	0	0	2
18:15	53	2	0	0	1	0	1	57	0	1	0	0	0	0	0	1
18:30	64	4	2	0	1	2	0	73	0	0	0	0	0	0	0	0
18:45	52	4	0	0	0	0	1	57	3	0	0	0	0	0	0	3
H/TOT	258	17	4	0	4	2	4	289	5	1	0	0	0	0	0	6
P/TOT	1079	100	15	1	13	15	10	1233	26	5	0	0	0	0	0	31



SITE: 1

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Meltham Road

DAY: Wednesday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
P/TOT	2	0	0	0	0	0	0	2

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	5	0	0	0	0	0	0	5



SITE: 1

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Meltham Road

DAY: Wednesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
07:15	2	0	0	0	0	0	0	2	5	2	0	0	0	0	0	7
07:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
07:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
H/TOT	6	0	0	0	0	0	0	6	14	3	0	0	0	0	0	17
08:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
08:15	3	0	1	0	0	0	0	4	3	0	0	0	0	0	0	3
08:30	3	0	1	0	0	0	0	4	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
H/TOT	7	0	2	0	0	0	1	10	12	0	0	0	0	0	0	12
09:00	4	0	0	0	0	0	0	4	2	1	0	0	0	0	0	3
09:15	1	1	0	0	0	0	0	2	4	2	0	0	0	0	0	6
09:30	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
09:45	2	0	0	0	0	0	0	2	3	0	0	0	0	1	0	4
H/TOT	8	1	0	0	0	0	0	9	12	4	0	0	0	1	0	17
P/TOT	21	1	2	0	0	0	1	25	38	7	0	0	0	1	0	46

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	4	0	0	0	0	0	0	4	2	0	0	0	0	0	1	3
16:15	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4
16:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
16:45	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4
H/TOT	20	2	0	0	0	0	0	22	13	0	0	0	0	0	1	14
17:00	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
17:15	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
17:30	6	2	0	0	0	0	0	8	3	2	0	0	0	0	0	5
17:45	7	0	1	0	0	0	0	8	3	0	0	0	0	0	0	3
H/TOT	22	2	1	0	0	0	0	25	15	2	0	0	0	0	0	17
18:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:15	2	1	1	0	0	0	0	4	4	0	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
H/TOT	8	1	1	0	0	0	0	10	11	0	0	0	0	0	0	11
P/TOT	50	5	2	0	0	0	0	57	39	2	0	0	0	0	1	42



SITE: 1

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Meltham Road

DAY: Wednesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	25	6	2	2	1	0	1	37	74	14	3	2	2	1	0	96
07:15	44	10	3	0	2	2	0	61	85	14	2	2	0	0	0	103
07:30	56	12	1	1	2	1	1	74	93	13	4	3	1	0	0	114
07:45	51	16	2	0	4	1	0	74	110	19	1	1	2	2	0	135
H/TOT	176	44	8	3	9	4	2	246	362	60	10	8	5	3	0	448
08:00	42	16	3	4	1	0	0	66	93	6	2	1	1	0	1	104
08:15	68	10	2	0	1	0	0	81	92	17	3	2	1	2	1	118
08:30	57	11	3	2	1	0	1	75	81	9	4	0	2	0	0	96
08:45	78	9	4	2	1	0	2	96	67	4	3	2	1	1	0	78
H/TOT	245	46	12	8	4	0	3	318	333	36	12	5	5	3	2	396
09:00	43	10	4	0	1	0	1	59	84	4	2	3	0	1	0	94
09:15	46	7	4	0	1	1	0	59	71	13	9	2	1	1	0	97
09:30	57	6	10	0	1	1	0	75	57	14	3	1	1	3	1	80
09:45	57	10	5	2	0	1	0	75	52	7	5	0	1	0	0	65
H/TOT	203	33	23	2	3	3	1	268	264	38	19	6	3	5	1	336
P/TOT	624	123	43	13	16	7	6	832	959	134	41	19	13	11	3	1180

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	95	5	2	1	1	2	1	107	98	6	3	0	1	2	0	110
16:15	91	16	1	0	1	0	1	110	70	16	2	1	1	0	0	90
16:30	119	12	1	0	1	5	1	139	65	9	0	0	2	0	0	76
16:45	118	15	2	0	1	1	3	140	69	14	0	1	1	0	0	85
H/TOT	423	48	6	1	4	8	6	496	302	45	5	2	5	2	0	361
17:00	93	12	3	0	2	0	1	111	89	8	2	1	1	1	4	106
17:15	128	9	1	0	1	2	0	141	73	7	0	0	2	2	0	84
17:30	100	9	0	0	1	1	0	111	59	10	1	0	1	2	0	73
17:45	93	7	1	0	1	2	0	104	66	5	4	0	1	0	1	77
H/TOT	414	37	5	0	5	5	1	467	287	30	7	1	5	5	5	340
18:00	91	7	2	0	2	0	2	104	82	7	0	0	2	0	1	92
18:15	56	2	0	0	1	0	1	60	69	1	1	0	0	0	0	71
18:30	64	4	2	0	1	2	0	73	63	2	0	0	2	0	1	68
18:45	54	4	0	0	0	0	1	59	46	3	2	0	0	1	1	53
H/TOT	265	17	4	0	4	2	4	296	260	13	3	0	4	1	3	284
P/TOT	1102	102	15	1	13	15	11	1259	849	88	15	3	14	8	8	985



SITE: 1

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Meltham Road

DAY: Wednesday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	74	14	3	2	2	1	0	96	24	5	2	2	1	0	1	35
07:15	87	15	2	2	0	0	0	106	43	9	3	0	2	2	0	59
07:30	96	13	4	3	1	0	0	117	55	12	1	1	2	1	1	73
07:45	112	19	1	1	2	2	0	137	53	16	2	0	4	1	0	76
H/TOT	369	61	10	8	5	3	0	456	175	42	8	3	9	4	2	243
08:00	95	6	2	1	1	0	0	105	42	16	3	4	1	0	0	66
08:15	90	17	3	2	1	2	1	116	66	10	3	0	1	0	0	80
08:30	80	9	3	0	2	0	0	94	58	11	3	2	1	0	1	76
08:45	69	4	3	2	1	1	0	80	75	9	4	2	1	0	2	93
H/TOT	334	36	11	5	5	3	1	395	241	46	13	8	4	0	3	315
09:00	81	4	2	3	0	1	0	91	42	9	4	0	1	0	1	57
09:15	73	15	9	2	1	1	0	101	45	8	4	0	1	1	0	59
09:30	55	15	3	1	1	3	1	79	53	6	10	0	1	1	0	71
09:45	55	7	5	0	1	0	0	68	59	10	5	2	0	0	0	76
H/TOT	264	41	19	6	3	5	1	339	199	33	23	2	3	2	1	263
P/TOT	967	138	40	19	13	11	2	1190	615	121	44	13	16	6	6	821

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	97	6	3	0	1	2	0	109	96	5	2	1	1	2	0	107
16:15	70	16	2	1	1	0	0	90	93	17	1	0	1	0	1	113
16:30	65	9	0	0	2	0	0	76	120	12	1	0	1	5	1	140
16:45	69	14	0	1	1	0	0	85	120	16	2	0	1	1	3	143
H/TOT	301	45	5	2	5	2	0	360	429	50	6	1	4	8	5	503
17:00	87	8	2	1	1	1	4	104	92	12	3	0	2	0	1	110
17:15	74	7	0	0	2	2	0	85	128	9	1	0	1	2	0	141
17:30	59	10	1	0	1	2	0	73	103	9	0	0	1	1	0	114
17:45	64	5	3	0	1	0	1	74	95	7	1	0	1	2	0	106
H/TOT	284	30	6	1	5	5	5	336	418	37	5	0	5	5	1	471
18:00	81	7	0	0	2	0	1	91	91	7	2	0	2	0	2	104
18:15	68	1	0	0	0	0	0	69	53	3	0	0	1	0	1	58
18:30	65	2	0	0	2	0	1	70	64	4	2	0	1	2	0	73
18:45	47	3	2	0	0	1	1	54	55	4	0	0	0	0	1	60
H/TOT	261	13	2	0	4	1	3	284	263	18	4	0	4	2	4	295
P/TOT	846	88	13	3	14	8	8	980	1110	105	15	1	13	15	10	1269



SITE: 1

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Melfham Road

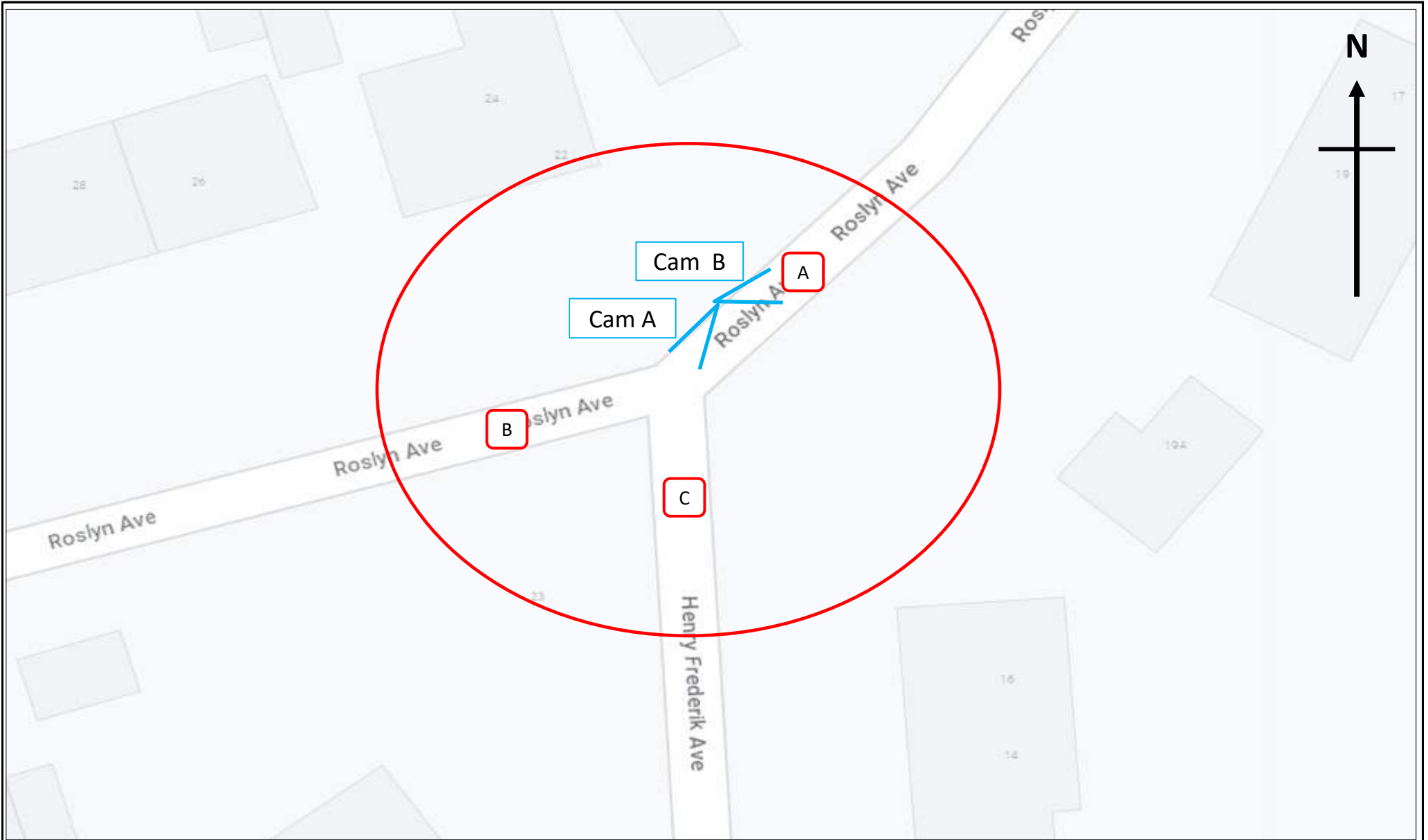
DAY: Wednesday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	100	20	5	4	3	1	1	134
07:15	133	25	5	2	2	2	0	169
07:30	152	25	5	4	3	1	1	191
07:45	166	35	3	1	6	3	0	214
H/TOT	551	105	18	11	14	7	2	708
08:00	137	22	5	5	2	0	1	172
08:15	161	27	6	2	2	2	1	201
08:30	140	20	7	2	3	0	1	173
08:45	148	13	7	4	2	1	2	177
H/TOT	586	82	25	13	9	3	5	723
09:00	128	14	6	3	1	1	1	154
09:15	120	23	13	2	2	2	0	162
09:30	113	21	13	1	2	4	1	155
09:45	114	17	10	2	1	1	0	145
H/TOT	475	75	42	8	6	8	2	616
P/TOT	1612	262	85	32	29	18	9	2047

PEAK HOUR	
CALCULATION	TOT
07:00 to 08:00	708
07:15 to 08:15	746
07:30 to 08:30	778
07:45 to 08:45	760
08:00 to 09:00	723
08:15 to 09:15	705
08:30 to 09:30	666
08:45 to 09:45	648
09:00 to 10:00	616
PEAK VALUE	778

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	196	11	5	1	2	4	1	220
16:15	167	33	3	1	2	0	1	207
16:30	188	21	1	0	3	5	1	219
16:45	193	30	2	1	2	1	3	232
H/TOT	744	95	11	3	9	10	6	878
17:00	185	20	5	1	3	1	5	220
17:15	206	16	1	0	3	4	0	230
17:30	165	21	1	0	2	3	0	192
17:45	164	12	5	0	2	2	1	186
H/TOT	720	69	12	1	10	10	6	828
18:00	175	14	2	0	4	0	3	198
18:15	126	4	1	0	1	0	1	133
18:30	129	6	2	0	3	2	1	143
18:45	104	7	2	0	0	1	2	116
H/TOT	534	31	7	0	8	3	7	590
P/TOT	1998	195	30	4	27	23	19	2296

PEAK HOUR	
CALCULATION	TOT
16:00 to 17:00	878
16:15 to 17:15	878
16:30 to 17:30	901
16:45 to 17:45	874
17:00 to 18:00	828
17:15 to 18:15	806
17:30 to 18:30	709
17:45 to 18:45	660
18:00 to 19:00	590
PEAK VALUE	901



	Site / Location:	Site 2 - Henry Frederik Avenue/Roslyn Avenue	Project No:	14218	Drawing No:	14218-02	Drawn By:	Syed
	Survey Date:	Wednesday 14th June 2023	Project Name:	NETHERTON				
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	Drawing Title:	Site Layout and Observed Movements				



SITE: 2

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Roslyn Avenue

DAY: Wednesday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:15	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
H/TOT	6	2	0	0	0	1	0	9	0	0	0	0	0	0	0	0
P/TOT	19	5	0	0	0	1	0	25	0	0	0	0	0	0	0	0

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0
16:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	11	0	0	0	0	0	1	12	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
P/TOT	25	0	0	0	0	0	1	26	1	0	0	0	0	0	0	1



SITE: 2

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Roslyn Avenue

DAY: Wednesday

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1



SITE: 2

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Roslyn Avenue

DAY: Wednesday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	0	0	1	0	0	0	0	1	5	0	0	0	0	0	0	5

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4



SITE: 2

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Roslyn Avenue

DAY: Wednesday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 2

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Roslyn Avenue

DAY: Wednesday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:00	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
08:30	1	0	1	0	0	0	0	2	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	1	0	0	0	1	4	5	0	1	0	0	0	0	6
09:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
P/TOT	2	0	1	0	0	0	1	4	11	0	1	0	0	0	0	12

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
16:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	6	0	0	0	0	0	0	6	6	1	0	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
H/TOT	1	0	0	0	0	0	0	1	12	1	0	0	0	0	0	13
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	7
P/TOT	7	0	0	0	0	0	0	7	23	3	1	0	0	0	0	27



SITE: 2

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Roslyn Avenue

DAY: Wednesday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
08:00	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1
09:30	0	1	0	0	0	0	0	1
09:45	2	0	0	0	0	0	0	2
H/TOT	3	1	0	0	0	0	0	4
P/TOT	6	1	0	0	0	0	0	7

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2
H/TOT	4	0	0	0	0	0	0	4
17:00	2	0	0	0	0	0	0	2
17:15	1	0	0	0	0	0	0	1
17:30	0	1	0	0	0	0	0	1
17:45	0	0	1	0	0	0	0	1
H/TOT	3	1	1	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	8	1	1	0	0	0	0	10



SITE: 2

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Roslyn Avenue

DAY: Wednesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
07:15	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	3	0	0	0	0	0	0	3	7	3	0	0	0	0	0	10
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	2	0	1	0	0	0	0	3	1	0	0	0	0	0	0	1
08:30	2	0	1	0	0	0	0	3	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
H/TOT	5	0	2	0	0	0	0	7	6	0	0	0	0	0	0	6
09:00	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
09:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
H/TOT	3	0	0	0	0	0	0	3	6	2	0	0	0	1	0	9
P/TOT	11	0	2	0	0	0	0	13	19	5	0	0	0	1	0	25

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
16:15	2	1	0	0	0	0	0	3	4	0	0	0	0	0	0	4
16:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
16:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	6	1	0	0	0	0	0	7	11	0	0	0	0	0	1	12
17:00	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
17:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
17:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:45	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	13	1	0	0	0	0	0	14	8	0	0	0	0	0	0	8
18:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:15	1	1	1	0	0	0	0	3	3	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	5	1	1	0	0	0	0	7	8	0	0	0	0	0	0	8
P/TOT	24	3	1	0	0	0	0	28	27	0	0	0	0	0	1	28



SITE: 2

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Roslyn Avenue

DAY: Wednesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:00	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	1	0	0	0	0	2	0	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	1	0	0	0	1	4	2	0	1	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	2	0	1	0	0	0	1	4	5	0	1	0	0	0	0	6

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4



SITE: 2

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Roslyn Avenue

DAY: Wednesday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:15	4	2	0	0	0	0	0	6	2	0	0	0	0	0	0	2
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	10	3	0	0	0	0	0	13	4	0	0	0	0	0	0	4
08:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	1	3
08:15	2	0	0	0	0	0	0	2	3	0	1	0	0	0	0	4
08:30	1	0	0	0	0	0	0	1	3	0	1	0	0	0	0	4
08:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	10	0	0	0	0	0	0	10	9	0	2	0	0	0	1	12
09:00	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
09:15	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
09:30	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2
09:45	3	0	0	0	0	1	0	4	2	0	0	0	0	0	0	2
H/TOT	10	3	0	0	0	1	0	14	6	1	0	0	0	0	0	7
P/TOT	30	6	0	0	0	1	0	37	19	1	2	0	0	0	1	23

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	0	0	0	0	0	1	3	2	0	0	0	0	0	0	2
16:15	6	0	0	0	0	0	0	6	4	1	0	0	0	0	0	5
16:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
16:45	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
H/TOT	15	0	0	0	0	0	1	16	16	1	0	0	0	0	0	17
17:00	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
17:15	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
17:30	2	1	0	0	0	0	0	3	4	1	0	0	0	0	0	5
17:45	1	0	1	0	0	0	0	2	3	1	1	0	0	0	0	5
H/TOT	13	1	1	0	0	0	0	15	16	2	1	0	0	0	0	19
18:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:15	4	0	0	0	0	0	0	4	2	1	1	0	0	0	0	4
18:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	9	0	0	0	0	0	0	9	6	1	1	0	0	0	0	8
P/TOT	37	1	1	0	0	0	1	40	38	4	2	0	0	0	0	44



SITE: 2

DATE: 14/06/2023

LOCATION: Henry Frederik Avenue/Roslyn Avenue

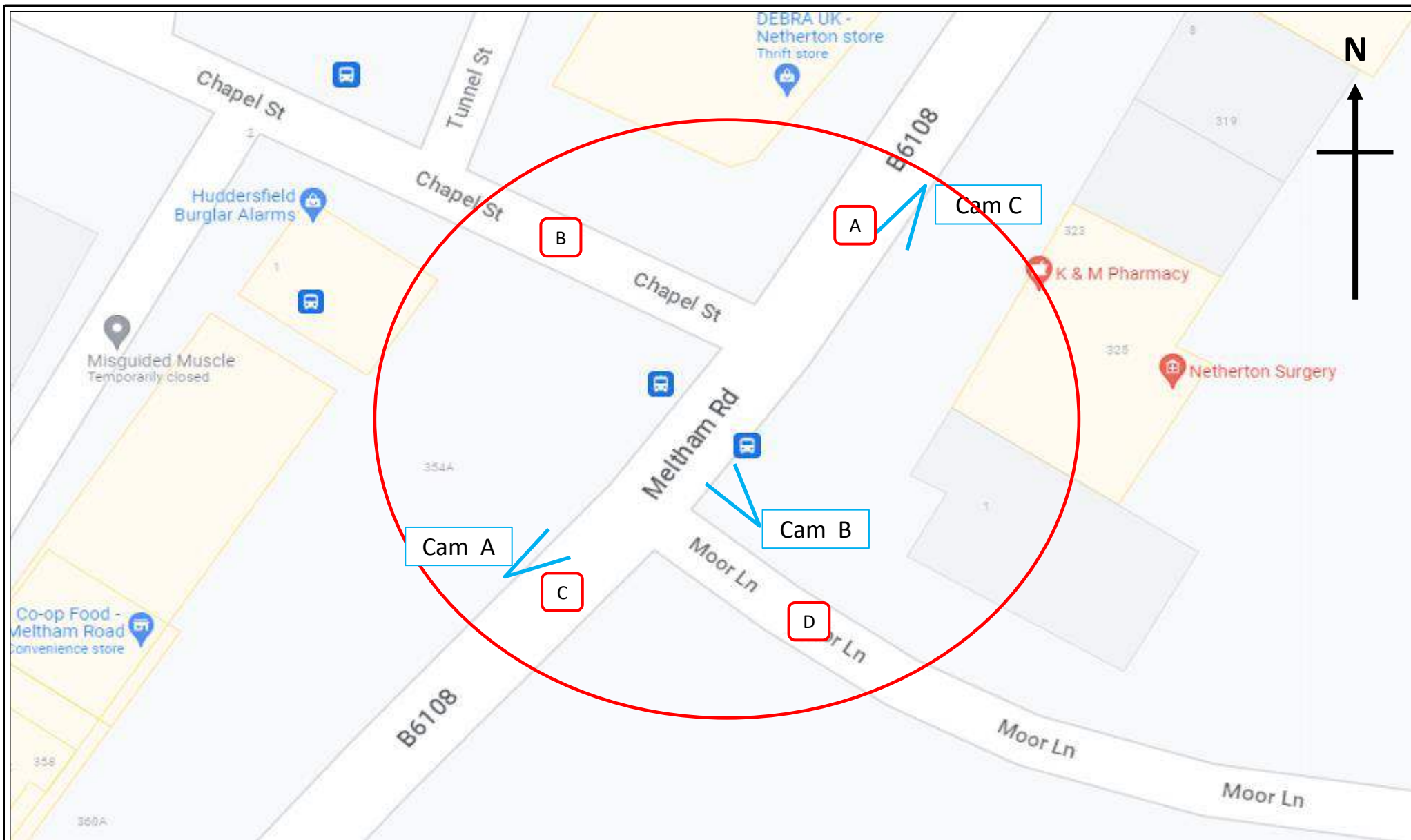
DAY: Wednesday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	3	1	0	0	0	0	0	4
07:15	5	2	0	0	0	0	0	7
07:30	2	0	0	0	0	0	0	2
07:45	3	0	0	0	0	0	0	3
H/TOT	13	3	0	0	0	0	0	16
08:00	4	0	0	0	0	0	1	5
08:15	4	0	1	0	0	0	0	5
08:30	4	0	2	0	0	0	0	6
08:45	5	0	0	0	0	0	0	5
H/TOT	17	0	3	0	0	0	1	21
09:00	3	1	0	0	0	0	0	4
09:15	4	1	0	0	0	0	0	5
09:30	3	1	0	0	0	0	0	4
09:45	3	0	0	0	0	1	0	4
H/TOT	13	3	0	0	0	1	0	17
P/TOT	43	6	3	0	0	1	1	54

PEAK HOUR	
CALCULATION	TOT
07:00 to 08:00	16
07:15 to 08:15	17
07:30 to 08:30	15
07:45 to 08:45	19
08:00 to 09:00	21
08:15 to 09:15	20
08:30 to 09:30	20
08:45 to 09:45	18
09:00 to 10:00	17
PEAK VALUE	21

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	4	0	0	0	0	0	1	5
16:15	8	1	0	0	0	0	0	9
16:30	7	0	0	0	0	0	0	7
16:45	8	0	0	0	0	0	0	8
H/TOT	27	1	0	0	0	0	1	29
17:00	9	0	0	0	0	0	0	9
17:15	9	0	0	0	0	0	0	9
17:30	6	1	0	0	0	0	0	7
17:45	4	1	1	0	0	0	0	6
H/TOT	28	2	1	0	0	0	0	31
18:00	4	0	0	0	0	0	0	4
18:15	5	1	1	0	0	0	0	7
18:30	3	0	0	0	0	0	0	3
18:45	2	0	0	0	0	0	0	2
H/TOT	14	1	1	0	0	0	0	16
P/TOT	69	4	2	0	0	0	1	76

PEAK HOUR	
CALCULATION	TOT
16:00 to 17:00	29
16:15 to 17:15	33
16:30 to 17:30	33
16:45 to 17:45	33
17:00 to 18:00	31
17:15 to 18:15	26
17:30 to 18:30	24
17:45 to 18:45	20
18:00 to 19:00	16
PEAK VALUE	33



	Site / Location:	Site 3 - Meltham Road/Chapel Street/Moor Lane	Project No:	14218	Drawing No:	14218-03	Drawn By:	Syed
	Survey Date:	Wednesday 14th June 2023	Project Name: NETHERTON					
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	Drawing Title: Site Layout and Observed Movements					



SITE: 3

DATE: 14/06/2023

LOCATION: Meltham Road/Chapel Street/Moor Lane

DAY: Wednesday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	9	3	0	0	1	0	0	13	15	4	2	2	1	0	1	25
07:15	20	7	1	0	0	0	0	28	30	7	3	0	2	2	0	44
07:30	10	1	0	0	0	0	0	11	40	9	2	1	2	0	1	55
07:45	19	7	2	0	0	0	0	28	41	12	1	1	3	0	0	58
H/TOT	58	18	3	0	1	0	0	80	126	32	8	4	8	2	2	182
08:00	21	3	0	0	0	0	0	24	23	10	3	3	1	0	0	40
08:15	22	0	2	0	0	0	0	24	45	11	1	0	1	0	0	58
08:30	40	8	2	0	0	0	0	50	39	4	1	2	1	0	1	48
08:45	19	3	1	1	0	0	0	24	48	6	2	2	1	0	0	59
H/TOT	102	14	5	1	0	0	0	122	155	31	7	7	4	0	1	205
09:00	16	5	0	0	0	0	0	21	20	7	3	0	1	0	0	31
09:15	30	3	2	0	0	0	0	35	27	6	4	0	1	1	0	39
09:30	13	7	1	0	0	0	0	21	34	3	7	0	1	1	0	46
09:45	19	3	1	1	0	0	0	24	39	10	5	2	0	0	0	56
H/TOT	78	18	4	1	0	0	0	101	120	26	19	2	3	2	0	172
P/TOT	238	50	12	2	1	0	0	303	401	89	34	13	15	4	3	559

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	42	3	1	0	0	0	0	46	72	3	2	1	1	0	0	79
16:15	42	4	1	0	1	0	0	48	75	12	1	0	1	0	1	90
16:30	38	3	0	0	0	1	1	43	73	10	1	0	1	3	1	89
16:45	35	2	1	0	0	0	0	38	97	12	2	0	1	1	3	116
H/TOT	157	12	3	0	1	1	1	175	317	37	6	1	4	4	5	374
17:00	48	2	1	0	0	1	0	52	65	6	2	0	1	0	1	75
17:15	49	4	1	0	1	0	0	55	88	5	1	0	1	1	0	96
17:30	54	4	1	0	0	0	1	60	67	5	0	0	1	1	0	74
17:45	32	2	0	0	0	1	0	35	72	4	2	0	1	1	0	80
H/TOT	183	12	3	0	1	2	1	202	292	20	5	0	4	3	1	325
18:00	33	2	0	0	0	1	0	36	60	8	1	0	1	0	0	70
18:15	30	1	0	0	0	0	1	32	35	2	0	0	1	0	1	39
18:30	26	4	0	0	0	0	0	30	44	3	0	0	1	2	0	50
18:45	16	3	0	0	0	0	0	19	39	5	0	0	0	0	1	45
H/TOT	105	10	0	0	0	1	1	117	178	18	1	0	3	2	2	204
P/TOT	445	34	6	0	2	4	3	494	787	75	12	1	11	9	8	903



SITE: 3

DATE: 14/06/2023

LOCATION: Meltham Road/Chapel Street/Moor Lane

DAY: Wednesday

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	4	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	1	0	6	0	0	0	0	0	0	0	0
08:00	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	14	0	1	0	0	0	0	15	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
P/TOT	27	3	1	0	0	1	0	32	0	0	0	0	0	0	0	0

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:30	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	13	2	1	0	0	0	0	16	0	0	0	0	0	0	0	0
17:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
P/TOT	39	2	1	0	0	0	0	42	0	0	0	0	0	0	0	0



SITE: 3

DATE: 14/06/2023

LOCATION: Meltham Road/Chapel Street/Moor Lane

DAY: Wednesday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
07:45	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
H/TOT	12	0	0	0	0	0	0	12	8	0	0	0	0	0	0	8
08:00	2	1	0	0	0	0	0	3	4	1	0	0	0	0	0	5
08:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
08:30	3	0	0	0	0	0	0	3	7	0	1	0	0	0	0	8
08:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	9	1	0	0	0	0	0	10	14	1	1	0	0	0	0	16
09:00	6	0	1	0	0	0	0	7	3	0	0	0	0	0	0	3
09:15	3	1	0	0	0	0	0	4	1	1	1	0	0	0	0	3
09:30	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	17	1	1	0	0	0	0	19	5	1	1	0	0	0	0	7
P/TOT	38	2	1	0	0	0	0	41	27	2	2	0	0	0	0	31

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	3	2	0	0	0	0	0	5	1	0	0	0	0	0	0	1
16:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	7	2	0	0	0	0	0	9	2	0	0	0	0	0	0	2
17:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	1	1
17:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
17:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:45	3	1	0	0	0	0	0	4	2	1	0	0	0	0	0	3
H/TOT	13	1	0	0	0	0	0	14	5	1	0	0	0	0	1	7
18:00	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
18:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
H/TOT	12	1	0	0	0	0	0	13	6	0	0	0	0	0	0	6
P/TOT	32	4	0	0	0	0	0	36	13	1	0	0	0	0	1	15



SITE: 3

DATE: 14/06/2023

LOCATION: Meltham Road/Chapel Street/Moor Lane

DAY: Wednesday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
P/TOT	5	1	2	0	0	0	0	8	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	1	0	0	0	1	0	3	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	2	0	0	0	1	0	4	0	0	0	0	0	0	0	0
17:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	3	2	1	0	0	1	0	7	0	0	0	0	0	0	0	0



SITE: 3

DATE: 14/06/2023

LOCATION: Meltham Road/Chapel Street/Moor Lane

DAY: Wednesday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	56	13	3	3	1	0	0	76
07:15	0	0	0	0	0	0	0	0	71	11	0	2	0	0	0	84
07:30	0	0	0	0	0	0	0	0	81	8	4	3	1	0	0	97
07:45	0	0	0	0	0	0	0	0	88	16	1	1	2	1	0	109
H/TOT	0	0	0	0	0	0	0	0	296	48	8	9	4	1	0	366
08:00	0	0	0	0	0	0	0	0	70	5	2	1	0	0	0	78
08:15	2	1	1	0	0	0	0	4	59	9	2	2	1	1	1	75
08:30	1	0	0	0	0	0	0	1	44	5	1	0	2	0	0	52
08:45	1	0	0	0	0	0	0	1	38	4	2	1	1	1	0	47
H/TOT	4	1	1	0	0	0	0	6	211	23	7	4	4	2	1	252
09:00	0	1	0	0	0	0	0	1	55	3	2	4	0	1	0	65
09:15	1	0	1	0	0	0	0	2	57	11	7	1	1	0	0	77
09:30	2	0	0	0	0	0	0	2	42	11	2	2	1	0	1	59
09:45	1	0	0	0	0	0	0	1	31	6	5	0	1	0	0	43
H/TOT	4	1	1	0	0	0	0	6	185	31	16	7	3	1	1	244
P/TOT	8	2	2	0	0	0	0	12	692	102	31	20	11	4	2	862

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	65	5	3	0	2	1	0	76
16:15	1	0	0	0	0	0	0	1	37	12	2	1	1	0	0	53
16:30	2	1	0	0	0	0	0	3	37	4	0	0	2	0	0	43
16:45	2	0	0	0	0	0	0	2	43	10	0	1	1	0	0	55
H/TOT	5	1	0	0	0	0	0	6	182	31	5	2	6	1	0	227
17:00	3	0	0	0	0	0	0	3	52	5	2	1	1	1	4	66
17:15	0	1	0	0	0	0	0	1	47	5	0	0	1	2	0	55
17:30	0	0	0	0	0	0	0	0	37	10	1	0	1	2	0	51
17:45	0	0	0	0	0	0	0	0	40	2	2	0	1	0	0	45
H/TOT	3	1	0	0	0	0	0	4	176	22	5	1	4	5	4	217
18:00	1	0	0	0	0	0	0	1	52	4	1	0	2	0	1	60
18:15	0	0	0	0	0	0	0	0	51	1	0	0	0	0	0	52
18:30	3	0	0	0	0	0	0	3	38	2	0	0	2	0	0	42
18:45	0	0	0	0	0	0	0	0	30	0	2	0	0	1	0	33
H/TOT	4	0	0	0	0	0	0	4	171	7	3	0	4	1	1	187
P/TOT	12	2	0	0	0	0	0	14	529	60	13	3	14	7	5	631



SITE: 3

DATE: 14/06/2023

LOCATION: Meltham Road/Chapel Street/Moor Lane

DAY: Wednesday

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	15	2	0	0	1	1	0	19	0	0	0	0	0	0	0	0
07:15	15	3	1	0	0	0	0	19	0	0	0	0	0	0	0	0
07:30	18	5	1	0	0	0	0	24	0	0	0	0	0	0	0	0
07:45	28	5	0	0	0	1	0	34	0	0	0	0	0	0	0	0
H/TOT	76	15	2	0	1	2	0	96	0	0	0	0	0	0	0	0
08:00	22	1	0	0	1	0	0	24	0	0	0	0	0	0	0	0
08:15	33	8	0	0	0	1	0	42	0	0	0	0	0	0	0	0
08:30	38	2	2	0	0	0	0	42	0	0	0	0	0	0	0	0
08:45	26	1	1	0	0	0	0	28	0	0	0	0	0	0	0	0
H/TOT	119	12	3	0	1	1	0	136	0	0	0	0	0	0	0	0
09:00	28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0
09:15	17	4	1	0	0	1	0	23	0	0	0	0	0	0	0	0
09:30	16	4	1	0	0	3	0	24	0	0	0	0	0	0	0	0
09:45	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0
H/TOT	89	11	2	0	0	4	0	106	0	0	0	0	0	0	0	0
P/TOT	284	38	7	0	2	7	0	338	0	0	0	0	0	0	0	0

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	35	1	0	0	0	1	0	37	0	0	0	0	0	0	0	0
16:15	33	4	0	0	0	0	0	37	0	0	0	0	0	0	0	0
16:30	30	5	0	0	0	0	0	35	0	0	0	0	0	0	0	0
16:45	29	2	0	0	0	0	0	31	0	0	0	0	0	0	0	0
H/TOT	127	12	0	0	0	1	0	140	0	0	0	0	0	0	0	0
17:00	42	4	0	0	0	0	0	46	0	0	0	0	0	0	0	0
17:15	32	1	0	0	1	0	0	34	0	0	0	0	0	0	0	0
17:30	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0
17:45	26	2	0	0	0	0	1	29	0	0	0	0	0	0	0	0
H/TOT	126	8	0	0	1	0	1	136	0	0	0	0	0	0	0	0
18:00	26	4	0	0	0	0	0	30	0	0	0	0	0	0	0	0
18:15	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0
18:30	28	0	0	0	0	0	1	29	0	0	0	0	0	0	0	0
18:45	18	3	0	0	0	0	1	22	0	0	0	0	0	0	0	0
H/TOT	93	8	0	0	0	0	2	103	0	0	0	0	0	0	0	0
P/TOT	346	28	0	0	1	1	3	379	0	0	0	0	0	0	0	0



SITE: 3

DATE: 14/06/2023

LOCATION: Meltham Road/Chapel Street/Moor Lane

DAY: Wednesday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	9	3	0	0	0	0	0	12	1	0	0	0	0	0	0	1
07:15	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
07:30	19	2	0	0	0	1	0	22	1	0	0	0	0	0	0	1
07:45	18	3	0	0	1	1	0	23	0	0	0	0	0	0	0	0
H/TOT	63	9	0	0	1	2	0	75	2	0	0	0	0	0	0	2
08:00	22	5	0	0	0	0	0	27	1	1	0	0	0	0	0	2
08:15	24	2	1	0	0	0	0	27	2	0	0	0	0	0	0	2
08:30	20	6	2	0	0	0	0	28	2	0	0	0	0	0	0	2
08:45	32	2	2	0	0	0	2	38	3	0	0	0	0	0	0	3
H/TOT	98	15	5	0	0	0	2	120	8	1	0	0	0	0	0	9
09:00	20	4	2	0	0	0	0	26	2	1	0	0	0	0	0	3
09:15	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
09:30	25	2	1	0	0	0	0	28	0	0	0	0	0	0	0	0
09:45	16	1	1	0	0	0	0	18	2	1	0	0	0	0	0	3
H/TOT	78	9	4	0	0	0	0	91	4	2	0	0	0	0	0	6
P/TOT	239	33	9	0	1	2	2	286	14	3	0	0	0	0	0	17

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	29	4	0	0	0	0	0	33	2	0	0	0	0	0	0	2
16:15	22	4	0	0	0	0	0	26	0	0	0	0	0	0	0	0
16:30	45	3	0	0	0	2	0	50	0	0	0	0	0	0	0	0
16:45	31	3	0	0	0	0	0	34	0	0	0	0	0	0	0	0
H/TOT	127	14	0	0	0	2	0	143	2	0	0	0	0	0	0	2
17:00	29	6	0	0	1	0	0	36	2	0	0	0	0	0	0	2
17:15	46	5	0	0	0	2	0	53	1	0	0	0	0	0	0	1
17:30	38	5	0	0	0	0	0	43	0	0	0	0	0	0	0	0
17:45	22	2	0	0	0	0	0	24	4	0	0	0	0	0	0	4
H/TOT	135	18	0	0	1	2	0	156	7	0	0	0	0	0	0	7
18:00	28	2	0	0	1	0	2	33	1	0	0	0	0	0	0	1
18:15	16	0	0	0	0	0	0	16	1	0	0	0	0	0	0	1
18:30	23	0	2	0	0	0	0	25	0	0	0	0	0	0	0	0
18:45	19	0	0	0	0	0	0	19	1	0	0	0	0	0	2	3
H/TOT	86	2	2	0	1	0	2	93	3	0	0	0	0	0	2	5
P/TOT	348	34	2	0	2	4	2	392	12	0	0	0	0	0	2	14



SITE: 3

DATE: 14/06/2023

LOCATION: Meltham Road/Chapel Street/Moor Lane

DAY: Wednesday

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	13	0	0	0	1	0	0	14	0	0	0	0	0	0	0	0
07:15	20	1	1	0	0	0	0	22	0	0	0	0	0	0	0	0
07:30	27	4	0	0	0	0	1	32	0	0	0	0	0	0	0	0
07:45	29	1	0	0	0	0	0	30	0	0	0	0	0	0	0	0
H/TOT	89	6	1	0	1	0	1	98	0	0	0	0	0	0	0	0
08:00	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0
08:15	23	1	1	0	0	0	0	25	0	0	0	0	0	0	0	0
08:30	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0
08:45	24	3	1	0	0	0	0	28	0	0	0	0	0	0	0	0
H/TOT	95	6	2	0	0	0	0	103	0	0	0	0	0	0	0	0
09:00	20	0	0	0	0	0	1	21	0	0	0	0	0	0	0	0
09:15	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0
09:30	19	2	1	0	0	0	0	22	0	0	0	0	0	0	0	0
09:45	27	2	1	0	0	0	0	30	0	0	0	0	0	0	0	0
H/TOT	85	7	2	0	0	0	1	95	0	0	0	0	0	0	0	0
P/TOT	269	19	5	0	1	0	2	296	0	0	0	0	0	0	0	0

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0
16:15	21	2	0	0	1	0	0	24	0	0	0	0	0	0	0	0
16:30	21	1	1	0	0	0	0	23	0	0	0	0	0	0	0	0
16:45	14	1	1	0	0	0	0	16	0	0	0	0	0	0	0	0
H/TOT	78	5	2	0	1	0	0	86	0	0	0	0	0	0	0	0
17:00	16	1	1	0	0	0	0	18	0	0	0	0	0	0	0	0
17:15	13	4	0	0	0	0	0	17	0	0	0	0	0	0	0	0
17:30	16	4	0	0	1	0	0	21	0	0	0	0	0	0	0	0
17:45	13	0	1	0	0	0	0	14	1	0	0	0	0	0	0	1
H/TOT	58	9	2	0	1	0	0	70	1	0	0	0	0	0	0	1
18:00	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
18:15	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
18:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:45	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	53	1	0	0	0	0	0	54	0	0	0	0	0	0	0	0
P/TOT	189	15	4	0	2	0	0	210	1	0	0	0	0	0	0	1



SITE: 3

DATE: 14/06/2023

LOCATION: Meltham Road/Chapel Street/Moor Lane

DAY: Wednesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	70	13	3	3	2	0	0	91	24	8	2	2	2	0	1	39
07:15	94	12	1	2	0	0	0	109	54	14	4	0	2	3	0	77
07:30	114	12	4	3	1	0	1	135	50	10	2	1	2	0	1	66
07:45	119	17	1	1	2	1	0	141	60	19	3	1	3	0	0	86
H/TOT	397	54	9	9	5	1	1	476	188	51	11	4	9	3	2	268
08:00	94	7	2	1	0	0	0	104	46	13	4	3	1	0	0	67
08:15	85	10	3	2	1	1	1	103	70	11	3	0	1	0	0	85
08:30	73	6	1	0	2	0	0	82	81	12	3	2	1	0	1	100
08:45	63	7	3	1	1	1	0	76	74	9	3	3	1	0	0	90
H/TOT	315	30	9	4	4	2	1	365	271	45	13	8	4	0	1	342
09:00	81	3	3	4	0	1	1	93	38	12	3	0	1	0	0	54
09:15	79	15	7	1	1	0	0	103	60	10	6	0	1	1	0	78
09:30	67	13	3	2	1	0	1	87	50	10	8	0	1	1	0	70
09:45	60	8	6	0	1	0	0	75	59	14	6	3	0	0	0	82
H/TOT	287	39	19	7	3	1	2	358	207	46	23	3	3	2	0	284
P/TOT	999	123	37	20	12	4	4	1199	666	142	47	15	16	5	3	894

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	90	8	3	0	2	1	0	104	116	6	3	1	1	0	0	127
16:15	60	14	2	1	2	0	0	79	123	17	2	0	2	0	1	145
16:30	59	5	1	0	2	0	0	67	111	14	2	0	1	4	2	134
16:45	58	11	1	1	1	0	0	72	137	14	3	0	1	1	3	159
H/TOT	267	38	7	2	7	1	0	322	487	51	10	1	5	5	6	565
17:00	73	6	3	1	1	1	4	89	117	8	3	0	1	1	1	131
17:15	63	9	0	0	1	2	0	75	141	9	2	0	2	1	0	155
17:30	55	14	1	0	2	2	0	74	126	9	1	0	1	1	1	139
17:45	56	3	3	0	1	0	0	63	108	6	2	0	1	2	0	119
H/TOT	247	32	7	1	5	5	4	301	492	32	8	0	5	5	2	544
18:00	70	5	1	0	2	0	1	79	95	10	1	0	1	1	0	108
18:15	68	1	0	0	0	0	0	69	68	3	0	0	1	0	2	74
18:30	48	2	0	0	2	0	0	52	72	7	0	0	1	2	0	82
18:45	50	1	2	0	0	1	0	54	57	8	0	0	0	0	1	66
H/TOT	236	9	3	0	4	1	1	254	292	28	1	0	3	3	3	330
P/TOT	750	79	17	3	16	7	5	877	1271	111	19	1	13	13	11	1439



SITE: 3

DATE: 14/06/2023

LOCATION: Meltham Road/Chapel Street/Moor Lane

DAY: Wednesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	1	0	0	0	0	0	2	4	0	0	0	0	0	0	4
07:15	4	0	0	0	0	1	0	5	4	0	0	0	0	0	0	4
07:30	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
07:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
H/TOT	6	1	0	0	0	1	0	8	21	0	0	0	0	0	0	21
08:00	3	1	1	0	0	0	0	5	6	2	1	0	0	0	0	9
08:15	7	1	1	0	0	0	0	9	4	0	0	0	0	0	0	4
08:30	5	0	0	0	0	0	0	5	11	1	1	0	0	0	0	13
08:45	11	0	0	0	0	0	0	11	4	0	0	0	0	0	0	4
H/TOT	26	2	2	0	0	0	0	30	25	3	2	0	0	0	0	30
09:00	4	2	0	0	0	0	0	6	9	0	1	0	0	0	0	10
09:15	4	1	1	0	0	0	0	6	6	2	1	0	0	0	0	9
09:30	5	0	0	0	0	0	0	5	7	0	1	0	0	0	0	8
09:45	4	2	0	0	0	0	0	6	2	0	0	0	0	0	0	2
H/TOT	17	5	1	0	0	0	0	23	24	2	3	0	0	0	0	29
P/TOT	49	8	3	0	0	1	0	61	70	5	5	0	0	0	0	80

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	4	0	0	0	0	0	0	4	5	3	0	0	0	1	0	9
16:15	7	1	0	0	0	0	0	8	3	1	0	0	0	0	0	4
16:30	2	2	1	0	0	0	0	5	1	0	0	0	0	0	0	1
16:45	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
H/TOT	20	3	1	0	0	0	0	24	10	4	0	0	0	1	0	15
17:00	9	0	0	0	0	0	0	9	5	0	1	0	0	0	1	7
17:15	5	1	0	0	0	0	0	6	5	0	0	0	0	0	0	5
17:30	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
17:45	8	0	0	0	0	0	0	8	6	2	0	0	0	0	0	8
H/TOT	27	1	0	0	0	0	0	28	19	2	1	0	0	0	1	23
18:00	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5
18:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
18:30	5	0	0	0	0	0	0	5	7	0	0	0	0	0	0	7
18:45	3	0	0	0	0	0	2	5	6	0	0	0	0	0	0	6
H/TOT	16	0	0	0	0	0	2	18	19	1	0	0	0	0	0	20
P/TOT	63	4	1	0	0	0	2	70	48	7	1	0	0	1	1	58



SITE: 3

DATE: 14/06/2023

LOCATION: Meltham Road/Chapel Street/Moor Lane

DAY: Wednesday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	24	7	2	2	1	0	1	37	71	15	3	3	2	1	0	95
07:15	48	8	3	0	2	2	0	63	86	14	1	2	0	0	0	103
07:30	59	11	2	1	2	1	1	77	99	13	5	3	1	0	0	121
07:45	59	15	1	1	4	1	0	81	116	21	1	1	2	2	0	143
H/TOT	190	41	8	4	9	4	2	258	372	63	10	9	5	3	0	462
08:00	45	15	4	3	1	0	0	68	92	6	2	1	1	0	0	102
08:15	69	13	2	0	1	0	0	85	94	18	3	2	1	2	1	121
08:30	60	11	3	2	1	0	1	78	83	7	3	0	2	0	0	95
08:45	81	8	4	2	1	0	2	98	65	5	3	1	1	1	0	76
H/TOT	255	47	13	7	4	0	3	329	334	36	11	4	5	3	1	394
09:00	40	11	5	0	1	0	0	57	83	6	2	4	0	1	0	96
09:15	46	8	4	0	1	1	0	60	75	15	9	1	1	1	0	102
09:30	59	5	9	0	1	1	0	75	60	15	3	2	1	3	1	85
09:45	55	11	6	2	0	0	0	74	60	7	5	0	1	0	0	73
H/TOT	200	35	24	2	3	2	0	266	278	43	19	7	3	5	1	356
P/TOT	645	123	45	13	16	6	5	853	984	142	40	20	13	11	2	1212

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	102	8	2	1	1	1	0	115	100	6	3	0	2	2	0	113
16:15	97	17	1	0	1	0	1	117	71	16	2	1	1	0	0	91
16:30	118	13	1	0	1	5	1	139	69	10	0	0	2	0	0	81
16:45	128	15	2	0	1	1	3	150	74	12	0	1	1	0	0	88
H/TOT	445	53	6	1	4	7	5	521	314	44	5	2	6	2	0	373
17:00	94	12	3	0	2	0	1	112	97	9	2	1	1	1	4	115
17:15	134	10	1	0	1	3	0	149	79	7	0	0	2	2	0	90
17:30	105	10	0	0	1	1	0	117	63	11	1	0	1	2	0	78
17:45	95	6	2	0	1	1	0	105	66	4	2	0	1	0	1	74
H/TOT	428	38	6	0	5	5	1	483	305	31	5	1	5	5	5	357
18:00	88	10	1	0	2	0	2	103	79	8	1	0	2	0	1	91
18:15	51	2	0	0	1	0	1	55	72	2	0	0	0	0	0	74
18:30	68	3	2	0	1	2	0	76	69	2	0	0	2	0	1	74
18:45	58	5	0	0	0	0	1	64	48	3	2	0	0	1	1	55
H/TOT	265	20	3	0	4	2	4	298	268	15	3	0	4	1	3	294
P/TOT	1138	111	15	1	13	14	10	1302	887	90	13	3	15	8	8	1024



SITE: 3

DATE: 14/06/2023

LOCATION: Meltham Road/Chapel Street/Moor Lane

DAY: Wednesday

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	27	5	0	0	2	1	0	35	23	3	0	0	1	0	0	27
07:15	35	10	2	0	0	0	0	47	37	2	1	0	0	0	0	40
07:30	29	6	1	0	0	0	0	36	47	6	0	0	0	1	1	55
07:45	51	12	2	0	0	1	0	66	47	4	0	0	1	1	0	53
H/TOT	142	33	5	0	2	2	0	184	154	15	1	0	2	2	1	175
08:00	47	5	0	0	1	0	0	53	45	7	0	0	0	0	0	52
08:15	56	8	2	0	0	1	0	67	49	3	2	0	0	0	0	54
08:30	85	10	5	0	0	0	0	100	48	7	2	0	0	0	0	57
08:45	47	4	2	1	0	0	0	54	59	5	3	0	0	0	2	69
H/TOT	235	27	9	1	1	1	0	274	201	22	7	0	0	0	2	232
09:00	47	7	0	0	0	0	0	54	42	5	2	0	0	0	1	50
09:15	48	8	4	0	0	1	0	61	36	5	0	0	0	0	0	41
09:30	30	11	2	0	0	3	0	46	44	4	2	0	0	0	0	50
09:45	47	4	1	1	0	0	0	53	45	4	2	0	0	0	0	51
H/TOT	172	30	7	1	0	4	0	214	167	18	6	0	0	0	1	192
P/TOT	549	90	21	2	3	7	0	672	522	55	14	0	2	2	4	599

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	78	4	1	0	0	1	0	84	53	5	0	0	0	0	0	58
16:15	76	8	1	0	1	0	0	86	43	6	0	0	1	0	0	50
16:30	68	8	0	0	0	1	1	78	66	4	1	0	0	2	0	73
16:45	64	4	1	0	0	0	0	69	45	4	1	0	0	0	0	50
H/TOT	286	24	3	0	1	2	1	317	207	19	2	0	1	2	0	231
17:00	90	6	1	0	0	1	1	99	47	7	1	0	1	0	0	56
17:15	83	5	1	0	2	0	0	91	60	9	0	0	0	2	0	71
17:30	81	5	1	0	0	0	1	88	54	9	0	0	1	0	0	64
17:45	61	5	0	0	0	1	1	68	40	2	1	0	0	0	0	43
H/TOT	315	21	3	0	2	2	3	346	201	27	2	0	2	2	0	234
18:00	60	6	0	0	0	1	0	67	44	2	0	0	1	0	2	49
18:15	51	2	0	0	0	0	1	54	32	0	0	0	0	0	0	32
18:30	56	4	0	0	0	0	1	61	29	0	2	0	0	0	0	31
18:45	37	6	0	0	0	0	1	44	37	1	0	0	0	0	2	40
H/TOT	204	18	0	0	0	1	3	226	142	3	2	0	1	0	4	152
P/TOT	805	63	6	0	3	5	7	889	550	49	6	0	4	4	4	617



SITE: 3

DATE: 14/06/2023

LOCATION: Meltham Road/Chapel Street/Moor Lane

DAY: Wednesday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	122	26	5	5	5	1	1	165
07:15	181	30	6	2	2	3	0	224
07:30	203	29	7	4	3	1	2	249
07:45	229	44	4	2	6	3	0	288
H/TOT	735	129	22	13	16	8	3	926
08:00	189	28	7	4	2	0	0	230
08:15	217	32	8	2	2	2	1	264
08:30	223	27	9	2	3	0	1	265
08:45	202	19	9	4	2	1	2	239
H/TOT	831	106	33	12	9	3	4	998
09:00	172	23	8	4	1	1	1	210
09:15	177	32	16	1	2	2	0	230
09:30	161	29	14	2	2	4	1	213
09:45	166	25	13	3	1	0	0	208
H/TOT	676	109	51	10	6	7	2	861
P/TOT	2242	344	106	35	31	18	9	2785

PEAK HOUR CALCULATION		TOT
07:00 to 08:00		926
07:15 to 08:15		991
07:30 to 08:30		1031
07:45 to 08:45		1047
08:00 to 09:00		998
08:15 to 09:15		978
08:30 to 09:30		944
08:45 to 09:45		892
09:00 to 10:00		861
PEAK VALUE		1047

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	274	20	6	1	3	3	0	307
16:15	240	40	4	1	4	0	1	290
16:30	247	28	3	0	3	6	2	289
16:45	257	30	4	1	2	1	3	298
H/TOT	1018	118	17	3	12	10	6	1184
17:00	266	24	7	1	3	2	6	309
17:15	285	25	2	0	4	5	0	321
17:30	246	29	2	0	3	3	1	284
17:45	220	14	5	0	2	2	1	244
H/TOT	1017	92	16	1	12	12	8	1158
18:00	222	21	2	0	4	1	3	253
18:15	174	5	0	0	1	0	2	182
18:30	177	9	2	0	3	2	1	194
18:45	148	12	2	0	0	1	4	167
H/TOT	721	47	6	0	8	4	10	796
P/TOT	2756	257	39	4	32	26	24	3138

PEAK HOUR CALCULATION		TOT
16:00 to 17:00		1184
16:15 to 17:15		1186
16:30 to 17:30		1217
16:45 to 17:45		1212
17:00 to 18:00		1158
17:15 to 18:15		1102
17:30 to 18:30		963
17:45 to 18:45		873
18:00 to 19:00		796
PEAK VALUE		1217

Appendix F ATC Data



365 Meltham Rd, Netherton, Huddersfield HD4 7EL, UK

☉ 272°W (T) • 53.612943, -1.817358 ±3 m ▲ 232 m



	Site / Location:	Meltham Road 53.612943, -1.817358	Project No:	14218	Photo No:	1	Drawn By:	MN
	Survey Date:	Friday, 23 June 2023 - Thursday, 29 June 2023	Project Name:		Netherton			
	Survey Times:	00:00 - 00:00 (24 Hour)	Title:		Site Photograph			

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Meltham Road 53.612943, -1.817358	North	30	Friday, 23 June 2023	Thursday, 29 June 2023	30222	4652	4317	6686	22.1	1297	4.3	290	1.0	26.8	31.1
		South	30	Friday, 23 June 2023	Thursday, 29 June 2023	29694	4582	4242	9363	31.5	2262	7.6	495	1.7	28.2	32.8
		Both Directions	30	Friday, 23 June 2023	Thursday, 29 June 2023	59916	9233	8559	16049	26.8	3559	5.9	785	1.3	27.5	32.0

Site 1
Location Meltham Road 53.612943, -1.817358
Direction North

14218
Netherton
Jun 23

Friday, 23 June 2023

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	21	0	20	0	1	0	0	0	0	0	0	0	0	9	42.9	6	28.6	1	4.8	31.6	37.3
0100	9	0	8	0	1	0	0	0	0	0	0	0	0	6	66.7	4	44.4	1	11.1	33.2	-
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	5	83.3	2	33.3	2	33.3	34.6	-
0300	9	0	8	0	1	0	0	0	0	0	0	0	0	5	55.6	1	11.1	0	0.0	29.3	-
0400	14	0	13	0	1	0	0	0	0	0	0	0	0	12	85.7	6	42.9	3	21.4	34.6	41.2
0500	75	1	61	0	8	4	0	0	1	0	0	0	0	38	50.7	13	17.3	1	1.3	30.8	35.4
0600	180	6	148	3	12	7	1	0	0	2	0	1	0	80	44.4	17	9.4	8	4.4	30.4	34
0700	357	2	327	1	17	7	1	0	0	1	1	0	0	116	32.5	11	3.1	0	0.0	28.6	31.8
0800	365	3	332	2	19	6	0	0	1	1	1	0	0	96	26.3	11	3.0	3	0.8	28.5	31.1
0900	343	4	307	7	19	5	1	0	0	0	0	0	0	37	10.8	5	1.5	2	0.6	22.6	28.9
1000	323	1	284	2	29	1	2	0	0	2	2	0	0	17	5.3	1	0.3	1	0.3	22	27.7
1100	288	2	256	2	20	5	0	0	0	1	2	0	0	15	5.2	2	0.7	0	0.0	21.1	26.1
1200	324	4	283	4	28	1	2	0	0	2	0	0	0	22	6.8	2	0.6	1	0.3	23	27.8
1300	331	1	302	2	19	1	2	0	1	3	0	0	0	85	25.7	10	3.0	1	0.3	28.2	31.3
1400	340	9	301	4	24	1	0	0	1	0	0	0	0	65	19.1	3	0.9	0	0.0	27	30.5
1500	326	5	291	2	24	1	0	1	0	1	1	0	0	78	23.9	8	2.5	1	0.3	28	31.3
1600	336	3	315	3	13	0	1	0	0	1	0	0	0	56	16.7	9	2.7	2	0.6	27.4	30.2
1700	333	5	316	3	7	2	0	0	0	0	0	0	0	56	16.8	4	1.2	1	0.3	27.3	30.3
1800	245	1	235	0	7	2	0	0	0	0	0	0	0	73	29.8	10	4.1	1	0.4	28.4	31.5
1900	191	2	183	1	5	0	0	0	0	0	0	0	0	73	38.2	12	6.3	5	2.6	29.2	33.7
2000	129	2	122	1	4	0	0	0	0	0	0	0	0	48	37.2	10	7.8	2	1.6	29.4	33
2100	82	2	78	0	1	0	1	0	0	0	0	0	0	35	42.7	15	18.3	6	7.3	30.4	36.1
2200	92	0	89	1	2	0	0	0	0	0	0	0	0	32	34.8	7	7.6	2	2.2	29	32.8
2300	65	0	64	0	1	0	0	0	0	0	0	0	0	27	41.5	8	12.3	4	6.2	30.6	34.9
07-19	3911	40	3549	32	226	32	9	1	3	12	7	0	0	716	18.3	76	1.9	13	0.3	26	30.4
06-22	4493	52	4080	37	248	39	11	1	3	14	7	1	0	952	21.2	130	2.9	34	0.8	26.5	30.9
06-00	4650	52	4233	38	251	39	11	1	3	14	7	1	0	1011	21.7	145	3.1	40	0.9	26.6	31
00-00	4784	53	4348	38	264	43	11	1	4	14	7	1	0	1086	22.7	177	3.7	48	1.0	26.8	31.2

Site 1
Location Meltham Road 53.612943, -1.817358
Direction North

14218
Netherton
Jun 23

Saturday, 24 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	32	0	31	0	1	0	0	0	0	0	0	0	0	14	43.8	1	3.1	0	0.0	29.2	31.9
0100	27	0	26	0	1	0	0	0	0	0	0	0	0	13	48.2	7	25.9	3	11.1	31.5	37.5
0200	21	0	19	0	2	0	0	0	0	0	0	0	0	13	61.9	4	19.1	2	9.5	32.2	36.7
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	5	62.5	2	25.0	2	25.0	34.1	-
0400	8	0	8	0	0	0	0	0	0	0	0	0	0	3	37.5	2	25.0	1	12.5	30.9	-
0500	34	0	27	0	4	2	1	0	0	0	0	0	0	26	76.5	12	35.3	4	11.8	33.7	39.5
0600	59	1	49	0	6	2	0	0	1	0	0	0	0	34	57.6	19	32.2	6	10.2	32.8	39.2
0700	99	2	89	0	8	0	0	0	0	0	0	0	0	29	29.3	9	9.1	2	2.0	28.4	33.7
0800	248	3	235	1	5	2	2	0	0	0	0	0	0	35	14.1	6	2.4	2	0.8	25.6	29.9
0900	295	5	277	2	8	1	1	0	0	1	0	0	0	22	7.5	6	2.0	0	0.0	24.2	28.3
1000	327	4	305	3	13	0	2	0	0	0	0	0	0	22	6.7	2	0.6	0	0.0	23.2	27.8
1100	327	12	294	9	8	2	2	0	0	0	0	0	0	27	8.3	7	2.1	3	0.9	23.3	28.7
1200	321	5	301	1	10	0	2	0	2	0	0	0	0	68	21.2	10	3.1	1	0.3	27.9	30.8
1300	336	3	317	4	9	1	1	0	1	0	0	0	0	57	17.0	7	2.1	1	0.3	27.4	30.2
1400	266	6	247	0	9	2	2	0	0	0	0	0	0	64	24.1	7	2.6	1	0.4	27.9	30.9
1500	275	5	259	3	6	1	1	0	0	0	0	0	0	72	26.2	8	2.9	1	0.4	28	31.2
1600	257	2	240	2	12	0	0	0	0	1	0	0	0	79	30.7	13	5.1	0	0.0	28.9	31.8
1700	203	2	189	4	7	0	0	0	0	1	0	0	0	72	35.5	13	6.4	3	1.5	28.8	32.5
1800	186	8	169	1	7	0	0	0	0	0	1	0	0	66	35.5	13	7.0	3	1.6	28.8	32.5
1900	144	1	139	1	3	0	0	0	0	0	0	0	0	58	40.3	22	15.3	6	4.2	29.8	35.2
2000	141	1	138	0	2	0	0	0	0	0	0	0	0	42	29.8	12	8.5	4	2.8	28.9	32.7
2100	81	0	78	0	3	0	0	0	0	0	0	0	0	24	29.6	6	7.4	3	3.7	29.3	32
2200	101	0	97	0	4	0	0	0	0	0	0	0	0	44	43.6	6	5.9	2	2.0	29.2	32.9
2300	62	0	58	0	3	0	0	0	1	0	0	0	0	30	48.4	8	12.9	3	4.8	30.6	34.6
07-19	3140	57	2922	30	102	9	13	0	3	3	1	0	0	613	19.5	101	3.2	17	0.5	26.6	30.7
06-22	3565	60	3326	31	116	11	13	0	4	3	1	0	0	771	21.6	160	4.5	36	1.0	27	31
06-00	3728	60	3481	31	123	11	13	0	5	3	1	0	0	845	22.7	174	4.7	41	1.1	27.1	31.1
00-00	3858	60	3600	31	131	13	14	0	5	3	1	0	0	919	23.8	202	5.2	53	1.4	27.2	31.3

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction North

14218
 Netherton
 Jun 23

Sunday, 25 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	44	1	40	0	3	0	0	0	0	0	0	0	0	17	38.6	6	13.6	1	2.3	29.8	34.7
0100	22	0	20	0	1	0	0	0	0	1	0	0	0	10	45.5	6	27.3	3	13.6	30.1	39.4
0200	16	0	16	0	0	0	0	0	0	0	0	0	0	12	75.0	6	37.5	2	12.5	31.9	40.1
0300	14	0	13	0	1	0	0	0	0	0	0	0	0	7	50.0	3	21.4	2	14.3	31.1	40.9
0400	11	0	11	0	0	0	0	0	0	0	0	0	0	4	36.4	2	18.2	1	9.1	29.5	37.2
0500	17	1	16	0	0	0	0	0	0	0	0	0	0	10	58.8	4	23.5	3	17.7	31.6	40.6
0600	33	2	30	0	1	0	0	0	0	0	0	0	0	25	75.8	17	51.5	8	24.2	35	42.9
0700	51	0	47	0	3	0	1	0	0	0	0	0	0	23	45.1	12	23.5	1	2.0	30.4	36.5
0800	127	6	115	1	2	0	2	1	0	0	0	0	0	67	52.8	16	12.6	3	2.4	30.2	33.9
0900	189	0	176	5	5	0	0	0	1	0	1	1	0	52	27.5	5	2.6	0	0.0	28.5	31.8
1000	290	8	274	2	6	0	0	0	0	0	0	0	0	81	27.9	15	5.2	2	0.7	27.6	31.9
1100	290	4	280	1	3	0	1	0	1	0	0	0	0	83	28.6	10	3.4	1	0.3	27.8	31.5
1200	276	4	263	2	4	0	1	0	1	1	0	0	0	63	22.8	12	4.3	1	0.4	28.3	31.5
1300	302	4	286	2	7	1	1	0	0	0	1	0	0	80	26.5	15	5.0	1	0.3	27.9	31.3
1400	254	4	240	3	5	0	0	0	1	1	0	0	0	66	26.0	4	1.6	2	0.8	28.2	31.4
1500	257	7	238	1	8	0	3	0	0	0	0	0	0	78	30.4	4	1.6	1	0.4	28.4	31.3
1600	225	8	213	1	3	0	0	0	0	0	0	0	0	71	31.6	15	6.7	2	0.9	28.8	31.8
1700	167	0	160	1	5	1	0	0	0	0	0	0	0	60	35.9	9	5.4	2	1.2	28.8	32.2
1800	159	2	153	0	3	0	0	0	0	1	0	0	0	63	39.6	17	10.7	4	2.5	30.1	33.9
1900	137	1	136	0	0	0	0	0	0	0	0	0	0	62	45.3	14	10.2	3	2.2	29.7	33.9
2000	90	0	88	0	0	2	0	0	0	0	0	0	0	45	50.0	14	15.6	3	3.3	30.4	36
2100	67	0	65	0	2	0	0	0	0	0	0	0	0	24	35.8	10	14.9	3	4.5	30.4	35.2
2200	43	2	39	0	2	0	0	0	0	0	0	0	0	10	23.3	3	7.0	1	2.3	27.6	31.5
2300	25	0	23	0	2	0	0	0	0	0	0	0	0	7	28.0	4	16.0	0	0.0	28.8	35.2
07-19	2587	47	2445	19	54	2	9	1	4	3	2	1	0	787	30.4	134	5.2	20	0.8	28.5	32
06-22	2914	50	2764	19	57	4	9	1	4	3	2	1	0	943	32.4	189	6.5	37	1.3	28.7	32.5
06-00	2982	52	2826	19	61	4	9	1	4	3	2	1	0	960	32.2	196	6.6	38	1.3	28.7	32.5
00-00	3106	54	2942	19	66	4	9	1	4	4	2	1	0	1020	32.8	223	7.2	50	1.6	28.8	32.5

Site 1
Location Meltham Road 53.612943, -1.817358
Direction North

14218
Netherton
Jun 23

Monday, 26 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	15	0	12	0	3	0	0	0	0	0	0	0	0	7	46.7	6	40.0	5	33.3	34.3	44.1
0100	9	0	8	0	1	0	0	0	0	0	0	0	0	6	66.7	3	33.3	2	22.2	32.2	-
0200	11	0	11	0	0	0	0	0	0	0	0	0	0	11	100.0	9	81.8	1	9.1	36.9	39.8
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	28.7	-
0400	21	0	18	0	2	0	0	0	0	0	1	0	0	8	38.1	6	28.6	3	14.3	31.3	41.3
0500	71	2	60	0	9	0	0	0	0	0	0	0	0	39	54.9	16	22.5	1	1.4	31.1	35.5
0600	162	2	144	0	11	3	0	0	0	2	0	0	0	98	60.5	32	19.8	7	4.3	31.6	36.1
0700	389	3	363	3	13	4	0	0	0	1	2	0	0	113	29.1	10	2.6	0	0.0	28.6	31.8
0800	368	5	330	3	26	2	1	1	0	0	0	0	0	61	16.6	9	2.4	1	0.3	26.2	30.5
0900	287	1	256	3	21	3	2	0	1	0	0	0	0	15	5.2	3	1.0	1	0.3	23.5	27.8
1000	305	3	275	2	20	2	1	0	0	0	2	0	0	12	3.9	2	0.7	0	0.0	22.2	26.7
1100	285	0	250	3	22	5	1	0	0	3	1	0	0	9	3.2	3	1.1	0	0.0	23	26.7
1200	300	2	273	3	18	0	2	0	0	0	2	0	0	17	5.7	2	0.7	0	0.0	22.2	27.1
1300	280	8	244	2	21	1	2	0	0	2	0	0	0	11	3.9	3	1.1	1	0.4	22.4	27.1
1400	322	5	280	3	25	0	5	0	0	2	2	0	0	11	3.4	5	1.6	0	0.0	22.4	27.2
1500	311	5	280	3	18	0	1	2	0	0	2	0	0	47	15.1	6	1.9	0	0.0	25.6	30.1
1600	312	2	285	3	18	1	0	0	3	0	0	0	0	42	13.5	12	3.8	5	1.6	26.4	29.5
1700	283	3	269	1	8	1	0	0	1	0	0	0	0	66	23.3	7	2.5	0	0.0	27.3	31.3
1800	253	2	240	1	8	2	0	0	0	0	0	0	0	90	35.6	18	7.1	3	1.2	29.1	32.5
1900	184	3	176	1	4	0	0	0	0	0	0	0	0	59	32.1	11	6.0	4	2.2	29.2	32.8
2000	134	1	124	2	5	1	1	0	0	0	0	0	0	49	36.6	13	9.7	4	3.0	29.3	33
2100	102	0	98	0	4	0	0	0	0	0	0	0	0	42	41.2	5	4.9	1	1.0	29.2	32.4
2200	69	2	65	0	2	0	0	0	0	0	0	0	0	24	34.8	7	10.1	1	1.4	28.6	33.6
2300	25	0	24	0	1	0	0	0	0	0	0	0	0	14	56.0	4	16.0	0	0.0	30.4	35.8
07-19	3695	39	3345	30	218	21	15	3	5	8	11	0	0	494	13.4	80	2.2	11	0.3	25	29.8
06-22	4277	45	3887	33	242	25	16	3	5	10	11	0	0	742	17.4	141	3.3	27	0.6	25.6	30.4
06-00	4371	47	3976	33	245	25	16	3	5	10	11	0	0	780	17.8	152	3.5	28	0.6	25.7	30.5
00-00	4502	49	4089	33	260	25	16	3	5	10	12	0	0	852	18.9	192	4.3	40	0.9	25.9	30.8

Site 1
Location Meltham Road 53.612943, -1.817358
Direction North

14218
Netherton
Jun 23

Tuesday, 27 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	6	75.0	3	37.5	0	0.0	33	-
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	4	44.4	1	11.1	0	0.0	30.3	-
0200	7	0	5	0	2	0	0	0	0	0	0	0	0	4	57.1	2	28.6	1	14.3	32.1	-
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	4	57.1	2	28.6	0	0.0	31.3	-
0400	28	0	28	0	0	0	0	0	0	0	0	0	0	13	46.4	2	7.1	1	3.6	30.5	33.9
0500	64	2	55	0	5	1	1	0	0	0	0	0	0	44	68.8	7	10.9	2	3.1	31.5	34.4
0600	162	3	143	0	9	5	1	0	1	0	0	0	0	81	50.0	24	14.8	4	2.5	30.1	34.9
0700	444	6	411	3	15	7	0	0	0	0	2	0	0	102	23.0	9	2.0	4	0.9	28	31
0800	350	2	321	3	14	9	1	0	0	0	0	0	0	73	20.9	6	1.7	0	0.0	27.7	31
0900	316	1	298	2	9	6	0	0	0	0	0	0	0	44	13.9	5	1.6	1	0.3	26.6	29.8
1000	288	2	264	2	12	5	1	0	0	0	2	0	0	21	7.3	2	0.7	1	0.3	23.2	28.3
1100	296	3	272	4	8	8	1	0	0	0	0	0	0	17	5.7	0	0.0	0	0.0	21	26.7
1200	284	2	260	3	15	3	0	0	0	0	1	0	0	21	7.4	3	1.1	0	0.0	22.2	27.9
1300	269	3	251	1	12	0	0	0	0	1	1	0	0	25	9.3	0	0.0	0	0.0	23.6	28.3
1400	326	4	293	10	12	6	1	0	0	0	0	0	0	22	6.7	3	0.9	0	0.0	21.3	27.2
1500	273	1	253	1	15	1	1	0	0	0	1	0	0	41	15.0	10	3.7	2	0.7	26.7	30.1
1600	337	6	318	1	7	1	2	1	1	0	0	0	0	70	20.8	10	3.0	1	0.3	27.3	30.6
1700	357	3	343	2	6	3	0	0	0	0	0	0	0	80	22.4	11	3.1	2	0.6	27.3	30.9
1800	236	3	217	4	10	2	0	0	0	0	0	0	0	74	31.4	10	4.2	2	0.8	28.8	32.3
1900	210	2	196	2	6	3	0	0	0	1	0	0	0	61	29.1	15	7.1	2	1.0	28.6	32.2
2000	127	0	123	0	2	2	0	0	0	0	0	0	0	53	41.7	17	13.4	9	7.1	30.1	33.9
2100	106	0	103	0	2	1	0	0	0	0	0	0	0	37	34.9	10	9.4	2	1.9	29.2	32.4
2200	74	4	69	0	1	0	0	0	0	0	0	0	0	21	28.4	7	9.5	0	0.0	27.7	32.6
2300	20	0	19	0	1	0	0	0	0	0	0	0	0	9	45.0	3	15.0	1	5.0	29.3	36.3
07-19	3776	36	3501	36	135	51	7	1	1	1	7	0	0	590	15.6	69	1.8	13	0.3	25.4	30.1
06-22	4381	41	4066	38	154	62	8	1	2	2	7	0	0	822	18.8	135	3.1	30	0.7	26	30.6
06-00	4475	45	4154	38	156	62	8	1	2	2	7	0	0	852	19.0	145	3.2	31	0.7	26	30.6
00-00	4598	47	4265	38	164	63	9	1	2	2	7	0	0	927	20.2	162	3.5	35	0.8	26.2	30.9

Site 1
Location Meltham Road 53.612943, -1.817358
Direction North

14218
Netherton
Jun 23

Wednesday, 28 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	15	0	14	0	1	0	0	0	0	0	0	0	0	7	46.7	3	20.0	1	6.7	30.7	38.9
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	27.5	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	1	25.0	0	0.0	32.7	-
0300	9	0	8	0	1	0	0	0	0	0	0	0	0	5	55.6	0	0.0	0	0.0	30.5	-
0400	21	0	18	0	1	1	0	0	0	0	1	0	0	10	47.6	4	19.1	1	4.8	30.1	36.8
0500	77	3	59	2	9	4	0	0	0	0	0	0	0	45	58.4	13	16.9	4	5.2	31.4	35.9
0600	169	3	153	0	10	1	0	0	1	1	0	0	0	77	45.6	22	13.0	5	3.0	30.3	34.4
0700	409	2	387	3	9	6	2	0	0	0	0	0	0	86	21.0	7	1.7	1	0.2	27.4	30.8
0800	381	6	344	3	19	4	2	0	0	0	3	0	0	75	19.7	8	2.1	1	0.3	27.2	30.7
0900	320	3	296	2	14	0	1	0	1	3	0	0	0	45	14.1	2	0.6	0	0.0	26.6	29.6
1000	296	3	256	0	32	1	2	0	1	0	1	0	0	33	11.2	4	1.4	0	0.0	26.2	29.3
1100	270	4	233	2	26	2	1	0	0	2	0	0	0	30	11.1	2	0.7	0	0.0	25.8	29.3
1200	275	0	258	2	11	2	1	0	0	1	0	0	0	34	12.4	4	1.5	0	0.0	26.3	29.6
1300	289	2	253	1	24	1	3	0	1	3	1	0	0	39	13.5	5	1.7	1	0.3	26.4	29.7
1400	300	5	267	2	19	5	1	0	1	0	0	0	0	50	16.7	3	1.0	1	0.3	26.5	30.2
1500	308	2	283	2	15	3	3	0	0	0	0	0	0	35	11.4	2	0.6	1	0.3	25.7	29.4
1600	337	1	325	3	6	2	0	0	0	0	0	0	0	47	14.0	6	1.8	0	0.0	26.7	29.8
1700	340	5	321	3	2	6	3	0	0	0	0	0	0	39	11.5	5	1.5	0	0.0	26.2	29.2
1800	255	4	243	3	3	1	1	0	0	0	0	0	0	46	18.0	2	0.8	0	0.0	27.1	31.1
1900	215	3	205	0	4	2	1	0	0	0	0	0	0	39	18.1	8	3.7	0	0.0	27.5	30.2
2000	131	0	124	0	5	2	0	0	0	0	0	0	0	26	19.9	6	4.6	0	0.0	27.1	30.9
2100	107	0	101	1	5	0	0	0	0	0	0	0	0	23	21.5	4	3.7	1	0.9	28.4	30.8
2200	76	3	71	1	1	0	0	0	0	0	0	0	0	22	29.0	5	6.6	0	0.0	28.1	31.3
2300	44	0	42	0	2	0	0	0	0	0	0	0	0	24	54.6	14	31.8	3	6.8	32.6	37.6
07-19	3780	37	3466	26	180	33	20	0	4	9	5	0	0	559	14.8	50	1.3	5	0.1	26.5	30
06-22	4402	43	4049	27	204	38	21	0	5	10	5	0	0	724	16.5	90	2.0	11	0.3	26.8	30.2
06-00	4522	46	4162	28	207	38	21	0	5	10	5	0	0	770	17.0	109	2.4	14	0.3	26.9	30.3
00-00	4650	49	4267	30	219	43	21	0	5	10	6	0	0	841	18.1	130	2.8	20	0.4	27	30.5

Site 1
Location Meltham Road 53.612943, -1.817358
Direction North

14218
Netherton
Jun 23

Thursday, 29 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	22	0	20	0	2	0	0	0	0	0	0	0	0	9	40.9	4	18.2	1	4.5	29.9	35.8
0100	12	0	10	0	1	0	0	0	1	0	0	0	0	6	50.0	3	25.0	1	8.3	31.8	39.5
0200	6	0	3	0	3	0	0	0	0	0	0	0	0	4	66.7	2	33.3	0	0.0	33	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	4	80.0	3	60.0	1	20.0	35.6	-
0400	15	0	15	0	0	0	0	0	0	0	0	0	0	9	60.0	3	20.0	2	13.3	31.9	40.6
0500	65	2	54	1	8	0	0	0	0	0	0	0	0	44	67.7	13	20.0	4	6.2	32.2	37.9
0600	170	3	158	1	4	2	1	0	1	0	0	0	0	107	62.9	43	25.3	9	5.3	32	37.2
0700	423	6	389	2	18	1	2	0	1	2	2	0	0	136	32.2	15	3.5	0	0.0	28.6	31.7
0800	390	3	362	1	19	1	1	1	0	1	1	0	0	80	20.5	14	3.6	0	0.0	26.4	30.9
0900	303	5	263	5	22	3	2	0	0	2	1	0	0	26	8.6	3	1.0	1	0.3	23	29
1000	283	3	250	1	23	3	1	0	0	2	0	0	0	22	7.8	6	2.1	2	0.7	23.3	27.9
1100	308	3	271	5	23	3	1	0	0	0	2	0	0	17	5.5	3	1.0	0	0.0	22.2	27.6
1200	271	3	237	2	24	3	0	0	1	0	0	0	1	16	5.9	3	1.1	1	0.4	22.5	28.1
1300	267	4	229	4	23	0	3	0	1	2	1	0	0	22	8.2	4	1.5	1	0.4	22.9	28
1400	286	5	252	7	15	2	3	0	1	0	1	0	0	22	7.7	2	0.7	0	0.0	22.7	28.2
1500	315	1	286	2	23	0	2	0	1	0	0	0	0	55	17.5	3	1.0	0	0.0	26.6	30.3
1600	311	6	285	3	15	0	1	0	0	0	1	0	0	74	23.8	9	2.9	1	0.3	27.4	31
1700	347	5	326	4	11	1	0	0	0	0	0	0	0	94	27.1	15	4.3	5	1.4	28.4	31.6
1800	315	2	302	2	8	1	0	0	0	0	0	0	0	82	26.0	11	3.5	3	1.0	28.5	31.9
1900	220	2	214	1	3	0	0	0	0	0	0	0	0	75	34.1	13	5.9	0	0.0	28.5	31.7
2000	140	0	131	1	8	0	0	0	0	0	0	0	0	58	41.4	17	12.1	3	2.1	29.7	34.2
2100	113	1	106	0	4	1	1	0	0	0	0	0	0	37	32.7	9	8.0	5	4.4	28.9	32.5
2200	83	1	79	0	0	1	2	0	0	0	0	0	0	22	26.5	7	8.4	3	3.6	29.2	31.2
2300	54	0	52	0	1	1	0	0	0	0	0	0	0	20	37.0	6	11.1	1	1.9	29.7	34.3
07-19	3819	46	3452	38	224	18	16	1	5	9	9	0	1	646	16.9	88	2.3	14	0.4	25.5	30.3
06-22	4462	52	4061	41	243	21	18	1	6	9	9	0	1	923	20.7	170	3.8	31	0.7	26.1	31
06-00	4599	53	4192	41	244	23	20	1	6	9	9	0	1	965	21.0	183	4.0	35	0.8	26.2	31
00-00	4724	55	4299	42	258	23	20	1	7	9	9	0	1	1041	22.0	211	4.5	44	0.9	26.3	31.1

Site 1
Location Meltham Road 53.612943, -1.817358
Direction North

14218
Netherton
Jun 23

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	22	0	21	0	2	0	0	0	0	0	0	0	0	10	44.0	4	18.5	1	5.7	30.6	36.2
0100	13	0	12	0	1	0	0	0	0	0	0	0	0	7	51.1	3	26.7	1	11.1	31.2	38
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	7	73.2	4	36.6	1	11.3	33.1	38.8
0300	8	0	7	0	1	0	0	0	0	0	0	0	0	4	55.4	2	19.6	1	8.9	31.4	-
0400	17	0	16	0	1	0	0	0	0	0	0	0	0	8	50.0	4	21.2	2	10.2	31.2	38
0500	58	2	47	0	6	2	0	0	0	0	0	0	0	35	61.0	11	19.4	3	4.7	31.6	35.9
0600	134	3	118	1	8	3	0	0	1	1	0	0	0	72	53.7	25	18.6	7	5.0	31.1	35.9
0700	310	3	288	2	12	4	1	0	0	1	1	0	0	86	27.9	10	3.4	1	0.4	28.3	31.7
0800	318	4	291	2	15	3	1	0	0	0	1	0	0	70	21.9	10	3.1	1	0.4	27.2	31
0900	293	3	268	4	14	3	1	0	0	1	0	0	0	34	11.7	4	1.4	1	0.2	24.8	29.3
1000	302	3	273	2	19	2	1	0	0	1	1	0	0	30	9.8	5	1.5	1	0.3	23.9	28.8
1100	295	4	265	4	16	4	1	0	0	1	1	0	0	28	9.6	4	1.3	1	0.2	23.4	28.6
1200	293	3	268	2	16	1	1	0	1	1	0	0	0	34	11.8	5	1.8	1	0.2	24.6	29.4
1300	296	4	269	2	16	1	2	0	1	2	1	0	0	46	15.4	6	2.1	1	0.3	25.7	30
1400	299	5	269	4	16	2	2	0	1	0	0	0	0	43	14.3	4	1.3	1	0.2	25	29.9
1500	295	4	270	2	16	1	2	0	0	0	1	0	0	58	19.7	6	2.0	1	0.3	27	30.5
1600	302	4	283	2	11	1	1	0	1	0	0	0	0	63	20.8	11	3.5	2	0.5	27.4	30.9
1700	290	3	275	3	7	2	0	0	0	0	0	0	0	67	23.0	9	3.2	2	0.6	27.6	31.1
1800	236	3	223	2	7	1	0	0	0	0	0	0	0	71	30.0	12	4.9	2	1.0	28.6	32.2
1900	186	2	178	1	4	1	0	0	0	0	0	0	0	61	32.8	14	7.3	3	1.5	28.8	32.7
2000	127	1	121	1	4	1	0	0	0	0	0	0	0	46	36.0	13	10.0	4	2.8	29.2	33.2
2100	94	0	90	0	3	0	0	0	0	0	0	0	0	32	33.7	8	9.0	3	3.2	29.3	32.8
2200	77	2	73	0	2	0	0	0	0	0	0	0	0	25	32.5	6	7.8	1	1.7	28.6	32.2
2300	42	0	40	0	2	0	0	0	0	0	0	0	0	19	44.4	7	15.9	2	4.1	30.5	35.2
07-19	3530	43	3240	30	163	24	13	1	4	6	6	0	0	629	17.8	85	2.4	13	0.4	26.1	30.4
06-22	4071	49	3748	32	181	29	14	1	4	7	6	0	0	840	20.6	145	3.6	29	0.7	26.6	30.9
06-00	4190	51	3861	33	184	29	14	1	4	7	6	0	0	883	21.1	158	3.8	32	0.8	26.6	31
00-00	4317	52	3973	33	195	31	14	1	5	7	6	0	0	955	22.1	185	4.3	41	1.0	26.8	31.1

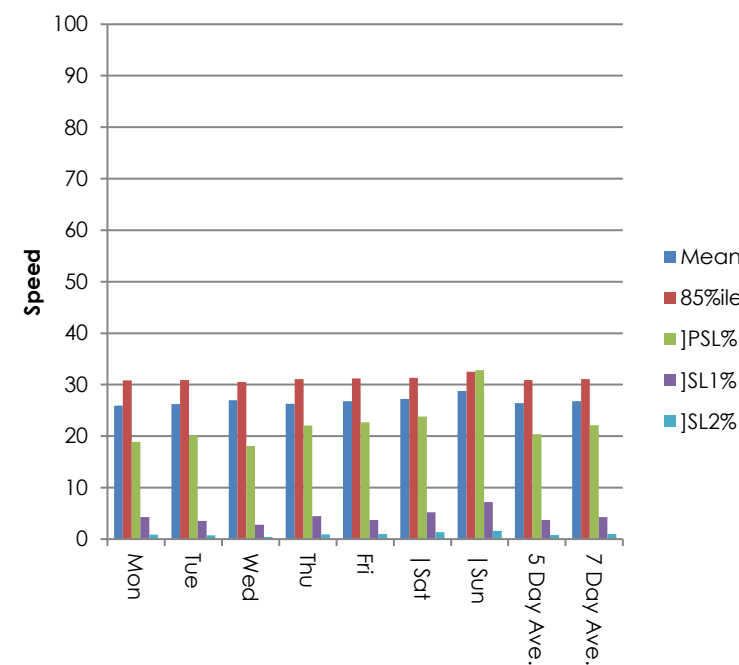
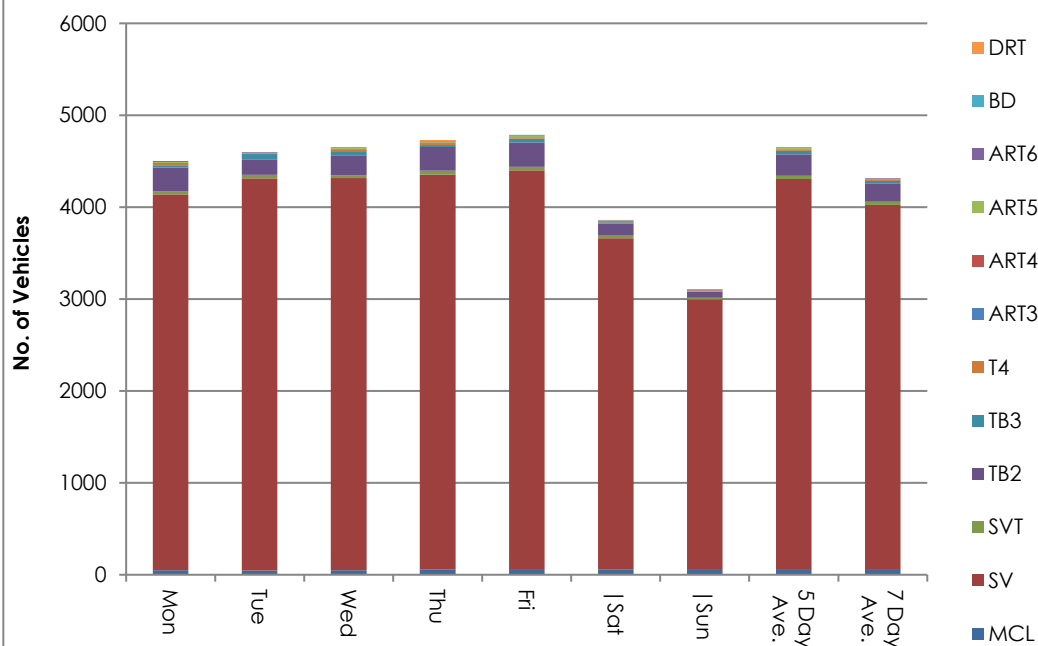
Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction North

14218
 Netherton
 Jun 23

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	4502	49	4089	33	260	25	16	3	5	10	12	0	0	852	18.9	192	4.3	40	0.9	25.9	30.8
Tue	4598	47	4265	38	164	63	9	1	2	2	7	0	0	927	20.2	162	3.5	35	0.8	26.2	30.9
Wed	4650	49	4267	30	219	43	21	0	5	10	6	0	0	841	18.1	130	2.8	20	0.4	27	30.5
Thu	4724	55	4299	42	258	23	20	1	7	9	9	0	1	1041	22.0	211	4.5	44	0.9	26.3	31.1
Fri	4784	53	4348	38	264	43	11	1	4	14	7	1	0	1086	22.7	177	3.7	48	1.0	26.8	31.2
Sat	3858	60	3600	31	131	13	14	0	5	3	1	0	0	919	23.8	202	5.2	53	1.4	27.2	31.3
Sun	3106	54	2942	19	66	4	9	1	4	4	2	1	0	1020	32.8	223	7.2	50	1.6	28.8	32.5
5 Day Ave.	4652	51	4254	36	233	39	15	1	5	9	8	0	0	949	20.4	174	3.7	37	0.8	26.4	30.9
7 Day Ave.	4317	52	3973	33	195	31	14	1	5	7	6	0	0	955	22.1	185	4.3	41	1.0	26.8	31.1
--	30222	367	27810	231	1362	214	100	7	32	52	44	2	1	6686	22.1	1297	4.3	290	1.0	26.8	31.1

Summary Graphs



Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction North

14218
 Netherton
 Jun 23

Friday, 23 June 2023

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	21	0	0	0	0	2	10	3	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	0	0	0	0	2	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	75	0	0	0	0	6	31	25	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	180	0	0	0	3	7	90	63	9	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	357	0	0	0	5	33	203	105	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	365	0	0	0	1	33	235	85	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	343	1	8	30	67	123	77	32	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	323	2	2	32	71	121	78	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	288	0	4	36	74	114	45	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	324	0	2	13	81	110	96	20	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	331	0	0	1	1	40	204	75	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	340	0	0	5	8	75	187	62	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	326	0	0	1	3	47	197	70	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	336	0	0	0	3	60	217	47	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	333	0	0	0	4	74	199	52	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	245	0	0	0	1	32	139	63	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	191	0	0	1	3	22	92	61	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	129	0	0	0	1	12	68	38	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	82	0	0	0	1	7	39	20	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	92	0	0	0	1	10	49	25	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	65	0	0	0	0	3	35	19	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3911	3	16	118	319	862	1877	640	63	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4493	3	16	119	327	910	2166	822	96	25	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4650	3	16	119	328	923	2250	866	105	30	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4784	3	16	119	328	932	2300	909	129	37	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction North

14218
 Netherton
 Jun 23

Saturday, 24 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	32	0	0	0	0	2	16	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	27	0	0	0	0	3	11	6	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	21	0	0	0	0	2	6	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	8	0	0	0	0	0	3	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	8	0	0	0	0	1	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	34	0	0	0	0	1	7	14	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	59	0	0	0	0	2	23	15	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	99	0	0	0	6	18	46	20	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	248	0	0	1	28	80	104	29	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	295	0	3	12	48	74	136	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	327	0	1	10	72	127	95	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	327	0	13	19	56	91	121	20	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	321	0	0	0	2	51	200	58	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	336	0	0	1	7	53	218	50	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	266	0	0	2	0	37	163	57	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	275	0	0	0	2	48	153	64	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	257	0	0	0	1	25	152	66	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	203	0	0	0	1	32	98	59	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	186	0	0	1	4	23	92	53	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	144	0	0	0	2	17	67	36	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	141	0	0	0	2	21	76	30	8	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	81	0	0	1	3	8	45	18	3	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
2200	101	0	0	2	2	7	46	38	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	62	0	0	0	0	4	28	22	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	3140	0	17	46	227	659	1578	512	84	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	3565	0	17	47	234	707	1789	611	124	27	4	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	3728	0	17	49	236	718	1863	671	133	30	6	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	3858	0	17	49	236	727	1910	717	149	39	7	4	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction North

14218
 Netherton
 Jun 23

Sunday, 25 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	44	0	0	0	0	4	23	11	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	0	0	1	5	6	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	16	0	0	1	1	0	2	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	14	0	0	0	0	2	5	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	2	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	17	0	0	0	1	1	5	6	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	33	0	0	0	1	2	5	8	9	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	51	0	0	0	1	7	20	11	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	127	0	0	0	2	13	45	51	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	189	0	0	0	2	15	120	47	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	290	0	2	5	9	44	149	66	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	290	0	0	0	4	63	140	73	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	276	0	0	0	2	39	172	51	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	302	0	0	0	9	47	166	65	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	254	0	0	0	6	27	155	62	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	257	0	0	0	1	31	147	74	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	225	0	0	0	3	17	134	56	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	167	0	0	0	6	15	86	51	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	159	0	0	0	0	10	86	46	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	137	0	0	1	2	13	59	48	11	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	90	0	0	0	1	13	31	31	11	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	67	0	0	0	0	7	36	14	7	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	43	0	0	0	1	11	21	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	25	0	0	0	0	4	14	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2587	0	2	5	45	328	1420	653	114	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2914	0	2	6	49	363	1551	754	152	25	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2982	0	2	6	50	378	1586	764	158	26	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3106	0	2	7	53	392	1632	797	173	36	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction North

14218
 Netherton
 Jun 23

Monday, 26 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	15	0	0	0	0	2	6	1	1	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	2	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	0	2	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	21	0	0	0	0	2	11	2	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	71	0	0	0	0	4	28	23	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	162	0	1	0	0	2	61	66	25	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	389	0	0	0	2	39	235	103	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	368	0	3	10	33	61	200	52	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	287	0	0	9	58	102	103	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	305	0	1	19	73	133	67	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	285	0	1	2	64	132	77	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	300	0	2	27	63	121	70	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	280	0	5	19	55	110	80	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	322	0	2	25	62	130	92	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	311	0	0	7	38	67	152	41	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	312	0	1	7	7	97	158	30	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	283	0	1	4	7	53	152	59	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	253	0	0	1	4	24	134	72	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	184	0	0	0	5	14	106	48	7	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	134	0	0	2	1	14	68	36	9	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	102	0	0	0	1	8	51	37	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	69	0	0	0	2	12	31	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	25	0	0	0	1	0	10	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3695	0	16	130	466	1069	1520	414	69	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4277	0	17	132	473	1107	1806	601	114	19	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4371	0	17	132	476	1119	1847	628	124	20	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4502	0	17	132	476	1129	1896	660	152	30	5	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction North

14218
 Netherton
 Jun 23

Tuesday, 27 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	8	0	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	9	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	7	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	7	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	28	0	0	0	0	1	14	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	64	0	0	0	0	1	19	37	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	162	0	0	1	1	14	65	57	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	444	2	0	1	2	51	286	93	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	350	0	1	0	5	53	218	67	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	316	0	0	1	21	59	191	39	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	288	0	1	16	53	119	78	19	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	296	1	12	41	63	105	57	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	284	0	1	18	85	104	55	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	269	0	4	10	44	101	85	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	326	0	12	26	94	110	62	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	273	0	0	1	20	55	156	31	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	337	0	0	3	14	56	194	60	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	357	0	1	12	14	48	202	69	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	236	0	0	0	5	23	134	64	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	210	0	0	1	1	25	122	46	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	127	0	0	0	1	11	62	36	8	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	106	0	0	0	0	14	55	27	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	74	0	0	0	4	13	36	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	20	0	0	0	1	4	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	3776	3	32	129	420	884	1718	521	56	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	4381	3	32	131	423	948	2022	687	105	23	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	4475	3	32	131	428	965	2064	707	114	24	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	4598	3	32	131	428	968	2109	765	127	27	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 1
Location Meltham Road 53.612943, -1.817358
Direction North

14218
Netherton
Jun 23

Wednesday, 28 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	15	0	0	0	0	3	5	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	9	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	21	0	0	0	2	0	9	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	77	0	0	0	0	3	29	32	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	169	0	0	0	1	10	81	55	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	409	1	3	0	7	73	239	79	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	381	0	2	3	12	71	218	67	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	320	0	0	0	6	91	178	43	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	296	0	0	1	8	99	155	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	270	0	0	1	17	88	134	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	275	0	0	1	10	77	153	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	289	0	0	1	3	94	152	34	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	300	0	0	0	7	92	151	47	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	308	0	0	2	17	104	150	33	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	337	0	0	1	15	79	195	41	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	340	0	2	3	6	99	191	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	255	0	0	0	6	56	147	44	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	215	0	0	1	6	29	140	31	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	131	0	0	1	8	25	71	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	107	0	0	0	0	12	72	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	76	0	0	0	4	8	42	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	44	0	0	0	0	4	16	10	11	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	3780	1	7	13	114	1023	2063	509	45	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	4402	1	7	15	129	1099	2427	634	79	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	4522	1	7	15	133	1111	2485	661	95	12	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	4650	1	7	15	135	1118	2533	711	110	17	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction North

14218
 Netherton
 Jun 23

Thursday, 29 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	22	0	0	0	1	2	10	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	12	0	0	0	0	1	5	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	1	0	5	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	65	0	0	0	0	2	19	31	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	170	0	0	1	1	9	52	64	34	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	423	0	0	0	3	38	246	121	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	390	0	3	14	20	77	196	66	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	303	0	6	27	53	98	93	23	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	283	0	2	16	55	105	83	16	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	308	0	7	33	45	132	74	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	271	0	2	29	48	93	83	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	267	0	2	19	59	92	73	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	286	0	4	13	70	102	75	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	315	0	0	2	17	64	177	52	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	311	0	0	1	9	70	157	65	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	347	0	1	0	5	39	208	79	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	315	0	0	2	3	36	192	71	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	220	0	0	0	5	25	115	62	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	140	0	2	0	0	14	66	41	14	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	113	0	0	0	0	12	64	28	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	83	0	0	0	2	11	48	15	4	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	54	0	0	0	1	6	27	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3819	0	27	156	387	946	1657	558	74	7	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4462	0	29	157	393	1006	1954	753	139	19	9	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4599	0	29	157	396	1023	2029	782	148	21	10	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4724	0	29	157	398	1029	2070	830	167	28	11	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction North

14218
 Netherton
 Jun 23

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	22	0	0	0	0	2	10	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	2	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	1	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	0	0	1	7	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	58	0	0	0	0	3	20	24	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	134	0	0	0	1	7	54	47	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	310	0	0	0	4	37	182	76	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	318	0	1	4	14	55	174	60	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	293	0	2	11	36	80	128	30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	302	0	1	14	49	107	101	25	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	295	0	5	19	46	104	93	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	293	0	1	13	42	85	118	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	296	0	2	7	25	77	140	39	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	299	0	3	10	35	82	126	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	295	0	0	2	14	59	162	52	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	302	0	0	2	7	58	172	52	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	290	0	1	3	6	51	162	58	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	236	0	0	1	3	29	132	59	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	186	0	0	1	3	21	100	47	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	127	0	0	0	2	16	63	33	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	94	0	0	0	1	10	52	23	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	77	0	0	0	2	10	39	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	4	19	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3530	1	17	85	283	824	1690	544	72	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4071	1	17	87	290	877	1959	695	116	21	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4190	1	17	87	292	891	2018	726	125	23	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4317	1	17	87	293	899	2064	770	144	31	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

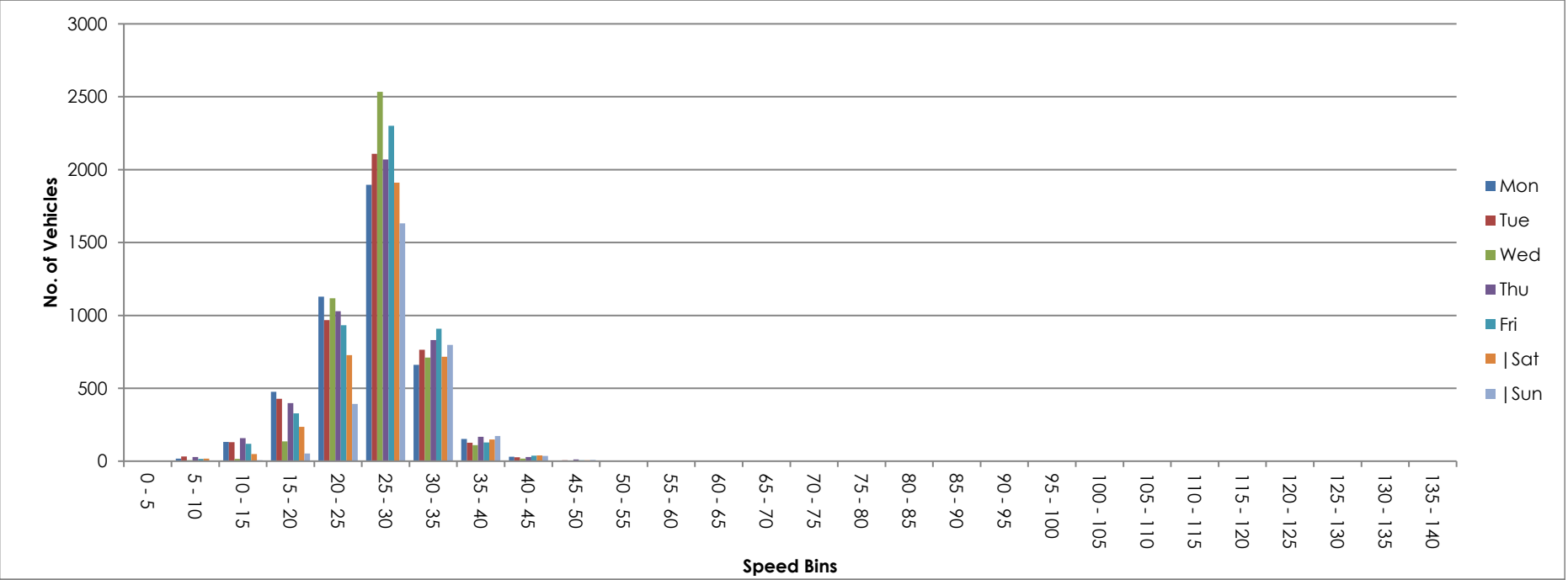
Site 1
Location Meltham Road 53.612943, -1.817358
Direction North

14218
Netherton
Jun 23

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	4502	0	17	132	476	1129	1896	660	152	30	5	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	4598	3	32	131	428	968	2109	765	127	27	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	4650	1	7	15	135	1118	2533	711	110	17	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	4724	0	29	157	398	1029	2070	830	167	28	11	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Fri	4784	3	16	119	328	932	2300	909	129	37	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	3858	0	17	49	236	727	1910	717	149	39	7	4	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	3106	0	2	7	53	392	1632	797	173	36	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	4652	1	20	111	353	1035	2182	775	137	28	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	4317	1	17	87	293	899	2064	770	144	31	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	30222	7	120	610	2054	6295	14450	5389	1007	214	44	18	5	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
Location Meltham Road 53.612943, -1.817358
Direction South

14218
Netherton
Jun 23

Friday, 23 June 2023

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	21	0	21	0	0	0	0	0	0	0	0	0	0	15	71.4	7	33.3	6	28.6	35.2	43.7
0100	9	1	7	0	1	0	0	0	0	0	0	0	0	6	66.7	6	66.7	4	44.4	37.4	-
0200	8	0	7	0	1	0	0	0	0	0	0	0	0	5	62.5	3	37.5	1	12.5	32.6	-
0300	9	0	8	0	1	0	0	0	0	0	0	0	0	8	88.9	3	33.3	0	0.0	34.1	-
0400	13	0	11	0	2	0	0	0	0	0	0	0	0	11	84.6	7	53.9	2	15.4	34.7	40.1
0500	62	3	54	0	4	0	0	0	0	0	1	0	0	37	59.7	21	33.9	8	12.9	31.9	38.9
0600	102	3	83	0	11	1	0	0	0	3	1	0	0	68	66.7	23	22.6	5	4.9	32	36.5
0700	219	3	194	0	14	3	2	0	1	1	1	0	0	91	41.6	26	11.9	7	3.2	29.4	34.8
0800	290	0	254	5	24	2	2	0	0	1	2	0	0	123	42.4	29	10.0	5	1.7	29.3	33.3
0900	257	0	228	0	23	2	0	0	0	2	2	0	0	35	13.6	6	2.3	0	0.0	26.5	29.6
1000	296	1	257	2	31	2	0	0	0	3	0	0	0	22	7.4	2	0.7	0	0.0	25.7	28.8
1100	287	1	259	0	22	0	1	0	0	3	1	0	0	41	14.3	3	1.0	1	0.3	26.3	30
1200	345	1	314	2	23	1	1	1	0	2	0	0	0	38	11.0	6	1.7	2	0.6	24.8	29.2
1300	354	0	324	3	22	0	2	0	1	2	0	0	0	136	38.4	30	8.5	2	0.6	29	33.1
1400	386	3	345	3	29	1	0	0	0	3	2	0	0	110	28.5	22	5.7	3	0.8	28	32.8
1500	406	7	369	1	25	0	1	0	0	3	0	0	0	116	28.6	19	4.7	2	0.5	28.2	31.9
1600	417	7	381	6	18	1	3	0	0	1	0	0	0	79	18.9	13	3.1	3	0.7	26.6	30.7
1700	370	5	353	0	12	0	0	0	0	0	0	0	0	113	30.5	18	4.9	3	0.8	28.3	32.1
1800	271	3	261	0	6	1	0	0	0	0	0	0	0	130	48.0	36	13.3	5	1.8	30.1	34.3
1900	188	1	182	0	4	1	0	0	0	0	0	0	0	91	48.4	15	8.0	3	1.6	30	33.7
2000	128	1	122	0	5	0	0	0	0	0	0	0	0	56	43.8	15	11.7	3	2.3	30.1	34.4
2100	111	1	109	0	1	0	0	0	0	0	0	0	0	56	50.5	19	17.1	2	1.8	30.2	35.5
2200	86	2	82	0	2	0	0	0	0	0	0	0	0	39	45.4	13	15.1	4	4.7	30.4	35.1
2300	65	0	63	0	1	0	1	0	0	0	0	0	0	30	46.2	9	13.9	2	3.1	30.6	35
07-19	3898	31	3539	22	249	13	12	1	2	21	8	0	0	1034	26.5	210	5.4	33	0.8	27.6	31.9
06-22	4427	37	4035	22	270	15	12	1	2	24	9	0	0	1305	29.5	282	6.4	46	1.0	28	32.4
06-00	4578	39	4180	22	273	15	13	1	2	24	9	0	0	1374	30.0	304	6.6	52	1.1	28	32.5
00-00	4700	43	4288	22	282	15	13	1	2	24	10	0	0	1456	31.0	351	7.5	73	1.6	28.2	32.7

Site 1
Location Meltham Road 53.612943, -1.817358
Direction South

14218
Netherton
Jun 23

Saturday, 24 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	29	0	29	0	0	0	0	0	0	0	0	0	0	20	69.0	9	31.0	4	13.8	33.5	39.8
0100	15	0	13	0	2	0	0	0	0	0	0	0	0	11	73.3	6	40.0	3	20.0	34.6	41.5
0200	11	0	11	0	0	0	0	0	0	0	0	0	0	6	54.6	3	27.3	0	0.0	31.4	39.1
0300	11	0	11	0	0	0	0	0	0	0	0	0	0	5	45.5	4	36.4	1	9.1	31.7	39.1
0400	12	0	11	0	1	0	0	0	0	0	0	0	0	9	75.0	4	33.3	1	8.3	33.3	37.4
0500	19	1	17	0	1	0	0	0	0	0	0	0	0	13	68.4	7	36.8	4	21.1	33	42.1
0600	35	1	28	0	5	0	1	0	0	0	0	0	0	21	60.0	12	34.3	3	8.6	32.2	37.9
0700	70	0	60	0	7	1	1	0	1	0	0	0	0	26	37.1	9	12.9	1	1.4	29.2	34
0800	159	2	142	3	11	0	1	0	0	0	0	0	0	47	29.6	10	6.3	1	0.6	27.8	31.9
0900	214	4	199	0	9	0	1	0	0	1	0	0	0	36	16.8	6	2.8	3	1.4	25.5	30.4
1000	293	4	277	1	11	0	0	0	0	0	0	0	0	24	8.2	1	0.3	0	0.0	24.1	28.5
1100	335	3	317	2	9	1	2	1	0	0	0	0	0	57	17.0	13	3.9	3	0.9	26.2	30.5
1200	301	5	281	1	10	1	2	0	1	0	0	0	0	130	43.2	38	12.6	6	2.0	28.9	34.5
1300	327	5	314	1	6	0	1	0	0	0	0	0	0	142	43.4	33	10.1	8	2.4	29.2	33.9
1400	315	5	295	2	10	3	0	0	0	0	0	0	0	134	42.5	29	9.2	2	0.6	29.4	33.9
1500	313	2	297	1	9	0	2	0	0	2	0	0	0	108	34.5	29	9.3	7	2.2	29	33.2
1600	290	6	273	0	8	0	1	0	1	0	1	0	0	111	38.3	22	7.6	6	2.1	29.1	33.5
1700	212	2	202	0	8	0	0	0	0	0	0	0	0	106	50.0	27	12.7	5	2.4	30.1	34.7
1800	219	4	208	0	6	0	1	0	0	0	0	0	0	93	42.5	29	13.2	8	3.7	30.1	34.6
1900	167	2	160	0	5	0	0	0	0	0	0	0	0	89	53.3	32	19.2	6	3.6	31.4	36.2
2000	117	0	114	0	3	0	0	0	0	0	0	0	0	67	57.3	18	15.4	4	3.4	30.9	35.1
2100	112	2	105	0	4	0	0	0	1	0	0	0	0	61	54.5	33	29.5	16	14.3	32.3	39.7
2200	85	0	82	1	2	0	0	0	0	0	0	0	0	34	40.0	10	11.8	2	2.4	29.5	33.7
2300	71	0	66	0	4	0	0	0	1	0	0	0	0	36	50.7	7	9.9	2	2.8	30.2	34.1
07-19	3048	42	2865	11	104	6	12	1	3	3	1	0	0	1014	33.3	246	8.1	50	1.6	28.1	33.1
06-22	3479	47	3272	11	121	6	13	1	4	3	1	0	0	1252	36.0	341	9.8	79	2.3	28.6	33.6
06-00	3635	47	3420	12	127	6	13	1	5	3	1	0	0	1322	36.4	358	9.8	83	2.3	28.6	33.6
00-00	3732	48	3512	12	131	6	13	1	5	3	1	0	0	1386	37.1	391	10.5	96	2.6	28.7	33.8

Site 1
Location Meltham Road 53.612943, -1.817358
Direction South

14218
Netherton
Jun 23

Sunday, 25 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	46	0	45	0	1	0	0	0	0	0	0	0	0	23	50.0	12	26.1	7	15.2	32.3	41.3
0100	25	1	23	0	1	0	0	0	0	0	0	0	0	14	56.0	8	32.0	4	16.0	32.3	41.9
0200	21	0	20	0	1	0	0	0	0	0	0	0	0	13	61.9	5	23.8	1	4.8	31.8	36.5
0300	17	0	16	0	1	0	0	0	0	0	0	0	0	13	76.5	7	41.2	7	41.2	37.1	47.9
0400	9	0	9	0	0	0	0	0	0	0	0	0	0	6	66.7	3	33.3	1	11.1	33	-
0500	14	1	13	0	0	0	0	0	0	0	0	0	0	10	71.4	6	42.9	4	28.6	33.3	43.6
0600	22	0	20	0	2	0	0	0	0	0	0	0	0	17	77.3	7	31.8	2	9.1	33.1	38.4
0700	46	3	39	0	1	0	1	0	1	0	1	0	0	22	47.8	9	19.6	2	4.3	29.5	37.3
0800	96	5	87	2	1	0	1	0	0	0	0	0	0	47	49.0	17	17.7	5	5.2	29.9	35.2
0900	173	6	158	2	7	0	0	0	0	0	0	0	0	60	34.7	16	9.2	3	1.7	28.6	33.3
1000	240	6	227	0	6	0	1	0	0	0	0	0	0	77	32.1	15	6.3	4	1.7	28.2	32.7
1100	247	5	232	2	6	0	1	0	0	1	0	0	0	94	38.1	21	8.5	3	1.2	28.9	33
1200	288	6	270	3	7	0	2	0	0	0	0	0	0	133	46.2	29	10.1	4	1.4	29.3	33.9
1300	296	4	283	0	7	0	2	0	0	0	0	0	0	132	44.6	29	9.8	5	1.7	29.6	33.8
1400	260	3	249	0	6	0	2	0	0	0	0	0	0	101	38.9	25	9.6	4	1.5	29.4	33.4
1500	275	9	259	1	5	0	1	0	0	0	0	0	0	126	45.8	29	10.6	3	1.1	29.8	34.1
1600	246	1	240	1	4	0	0	0	0	0	0	0	0	107	43.5	20	8.1	6	2.4	29.7	33.8
1700	196	0	191	1	2	1	0	0	0	0	1	0	0	92	46.9	27	13.8	3	1.5	30.1	34.6
1800	148	1	144	0	3	0	0	0	0	0	0	0	0	80	54.1	27	18.2	9	6.1	31.5	36.1
1900	124	0	120	0	4	0	0	0	0	0	0	0	0	65	52.4	18	14.5	7	5.6	30.6	34.9
2000	118	1	114	1	2	0	0	0	0	0	0	0	0	68	57.6	25	21.2	5	4.2	31.6	35.4
2100	73	1	68	0	3	0	0	0	1	0	0	0	0	38	52.1	12	16.4	2	2.7	30.9	35.3
2200	54	2	48	1	3	0	0	0	0	0	0	0	0	25	46.3	8	14.8	3	5.6	30.7	35
2300	19	0	18	0	1	0	0	0	0	0	0	0	0	12	63.2	6	31.6	5	26.3	34.5	46
07-19	2511	49	2379	12	55	1	11	0	1	1	2	0	0	1071	42.7	264	10.5	51	2.0	29.5	33.8
06-22	2848	51	2701	13	66	1	11	0	2	1	2	0	0	1259	44.2	326	11.5	67	2.4	29.7	34.2
06-00	2921	53	2767	14	70	1	11	0	2	1	2	0	0	1296	44.4	340	11.6	75	2.6	29.7	34.2
00-00	3053	55	2893	14	74	1	11	0	2	1	2	0	0	1375	45.0	381	12.5	99	3.2	29.9	34.4

Site 1
Location Meltham Road 53.612943, -1.817358
Direction South

14218
Netherton
Jun 23

Monday, 26 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	13	0	0	0	0	0	0	0	0	0	0	9	69.2	6	46.2	3	23.1	35.9	50.2
0100	13	1	12	0	0	0	0	0	0	0	0	0	0	9	69.2	6	46.2	4	30.8	35.1	43.5
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	2	33.3	1	16.7	33.5	-
0300	15	0	15	0	0	0	0	0	0	0	0	0	0	10	66.7	4	26.7	1	6.7	31.4	35.5
0400	15	0	12	0	3	0	0	0	0	0	0	0	0	9	60.0	5	33.3	3	20.0	33.5	41.9
0500	57	1	52	0	3	0	0	0	1	0	0	0	0	40	70.2	14	24.6	3	5.3	32.1	36.8
0600	93	1	75	1	13	0	0	0	0	1	2	0	0	50	53.8	24	25.8	9	9.7	31.8	37.4
0700	228	4	201	1	20	0	1	0	1	0	0	0	0	92	40.4	26	11.4	4	1.8	29.1	34.5
0800	268	1	227	3	27	5	2	2	1	0	0	0	0	77	28.7	13	4.9	4	1.5	27.7	31.7
0900	261	2	224	2	25	3	1	2	1	0	1	0	0	24	9.2	6	2.3	3	1.1	25.9	29.2
1000	268	6	227	1	23	1	3	0	1	3	3	0	0	15	5.6	0	0.0	0	0.0	24	28.4
1100	288	2	260	1	17	1	3	0	0	2	2	0	0	27	9.4	2	0.7	0	0.0	24.8	28.6
1200	295	1	265	1	23	1	0	0	0	3	1	0	0	12	4.1	2	0.7	0	0.0	24.4	27.6
1300	311	5	285	2	15	0	1	0	2	1	0	0	0	28	9.0	4	1.3	0	0.0	25.2	28.6
1400	254	2	227	0	18	2	1	0	0	3	1	0	0	38	15.0	7	2.8	1	0.4	26.7	30
1500	405	8	359	2	31	0	0	1	2	1	1	0	0	75	18.5	16	4.0	4	1.0	26.6	30.6
1600	415	6	387	1	21	0	0	0	0	0	0	0	0	132	31.8	22	5.3	8	1.9	28.3	32.4
1700	429	2	414	2	9	1	0	0	0	1	0	0	0	144	33.6	22	5.1	1	0.2	28.5	32.4
1800	240	6	229	1	3	0	1	0	0	0	0	0	0	130	54.2	39	16.3	7	2.9	30.7	35.3
1900	209	2	201	0	6	0	0	0	0	0	0	0	0	122	58.4	41	19.6	6	2.9	30.9	35.6
2000	168	2	161	1	3	0	1	0	0	0	0	0	0	97	57.7	34	20.2	5	3.0	31.3	36.5
2100	108	0	106	0	2	0	0	0	0	0	0	0	0	51	47.2	18	16.7	5	4.6	30.5	35.3
2200	57	2	52	1	2	0	0	0	0	0	0	0	0	30	52.6	12	21.1	2	3.5	31.1	35.7
2300	18	0	18	0	0	0	0	0	0	0	0	0	0	13	72.2	5	27.8	2	11.1	33.1	37.3
07-19	3662	45	3305	17	232	14	13	5	8	14	9	0	0	794	21.7	159	4.3	32	0.9	26.9	31.2
06-22	4240	50	3848	19	256	14	14	5	8	15	11	0	0	1114	26.3	276	6.5	57	1.3	27.4	31.9
06-00	4315	52	3918	20	258	14	14	5	8	15	11	0	0	1157	26.8	293	6.8	61	1.4	27.5	32.1
00-00	4434	54	4028	20	264	14	14	5	9	15	11	0	0	1238	27.9	330	7.4	76	1.7	27.7	32.4

Site 1
Location Meltham Road 53.612943, -1.817358
Direction South

14218
Netherton
Jun 23

Tuesday, 27 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	12	1	11	0	0	0	0	0	0	0	0	0	0	8	66.7	2	16.7	2	16.7	34	52.9
0100	8	0	7	0	1	0	0	0	0	0	0	0	0	4	50.0	2	25.0	1	12.5	31.6	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	0	0.0	0	0.0	32.3	-
0300	4	1	2	0	1	0	0	0	0	0	0	0	0	4	100.0	2	50.0	1	25.0	39	-
0400	13	0	11	0	2	0	0	0	0	0	0	0	0	10	76.9	5	38.5	2	15.4	34.6	46.2
0500	73	3	63	0	4	3	0	0	0	0	0	0	0	40	54.8	15	20.6	4	5.5	30.8	36.7
0600	94	0	77	0	11	1	0	0	2	2	1	0	0	35	37.2	13	13.8	3	3.2	29	34.8
0700	253	2	230	2	10	4	1	1	0	3	0	0	0	83	32.8	14	5.5	2	0.8	28.4	32.3
0800	295	3	263	1	20	2	2	0	1	3	0	0	0	100	33.9	29	9.8	6	2.0	28.6	32.9
0900	241	3	206	2	26	2	0	0	0	1	1	0	0	76	31.5	11	4.6	2	0.8	28.2	31.7
1000	255	0	214	3	30	2	2	0	0	2	2	0	0	29	11.4	5	2.0	1	0.4	26.1	29.3
1100	282	2	245	2	27	2	3	0	0	1	0	0	0	25	8.9	2	0.7	0	0.0	25.3	29.1
1200	266	0	237	2	20	1	4	0	0	2	0	0	0	27	10.2	4	1.5	1	0.4	25.3	29
1300	280	2	254	4	15	3	1	0	0	1	0	0	0	29	10.4	7	2.5	1	0.4	25.7	29.2
1400	310	0	286	3	18	1	0	0	0	1	1	0	0	57	18.4	2	0.6	0	0.0	26.2	30.6
1500	365	2	325	0	28	5	0	1	0	2	1	0	1	96	26.3	17	4.7	2	0.5	27.5	32
1600	416	7	384	0	22	1	1	0	0	0	0	1	0	134	32.2	18	4.3	4	1.0	27.9	32.1
1700	407	3	387	1	15	0	0	0	0	0	1	0	0	151	37.1	29	7.1	3	0.7	28.9	33.2
1800	295	2	282	2	7	1	0	0	0	1	0	0	0	113	38.3	25	8.5	5	1.7	29.1	34
1900	216	0	211	0	3	0	1	0	0	1	0	0	0	111	51.4	27	12.5	2	0.9	30.6	34.5
2000	159	2	154	0	3	0	0	0	0	0	0	0	0	73	45.9	23	14.5	8	5.0	30	35
2100	137	2	131	0	4	0	0	0	0	0	0	0	0	46	33.6	9	6.6	2	1.5	28.6	33.3
2200	53	0	48	1	3	1	0	0	0	0	0	0	0	21	39.6	5	9.4	3	5.7	30.4	34.2
2300	24	0	22	0	2	0	0	0	0	0	0	0	0	12	50.0	3	12.5	1	4.2	30.1	35.3
07-19	3665	26	3313	22	238	24	14	2	1	17	6	1	1	920	25.1	163	4.4	27	0.7	27.3	31.5
06-22	4271	30	3886	22	259	25	15	2	3	20	7	1	1	1185	27.8	235	5.5	42	1.0	27.7	32
06-00	4348	30	3956	23	264	26	15	2	3	20	7	1	1	1218	28.0	243	5.6	46	1.1	27.7	32.1
00-00	4461	35	4053	23	272	29	15	2	3	20	7	1	1	1287	28.9	269	6.0	56	1.3	27.8	32.3

Site 1
Location Meltham Road 53.612943, -1.817358
Direction South

14218
Netherton
Jun 23

Wednesday, 28 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	3	27.3	1	9.1	0	0.0	27.2	32.2
0100	7	1	6	0	0	0	0	0	0	0	0	0	0	7	100.0	4	57.1	3	42.9	39.1	-
0200	6	1	5	0	0	0	0	0	0	0	0	0	0	5	83.3	4	66.7	1	16.7	37.2	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	5	83.3	2	33.3	0	0.0	34.5	-
0400	10	0	8	0	2	0	0	0	0	0	0	0	0	7	70.0	2	20.0	0	0.0	31.5	-
0500	72	3	61	0	6	1	0	0	1	0	0	0	0	39	54.2	14	19.4	1	1.4	30.8	37.1
0600	98	0	79	0	15	0	0	0	0	4	0	0	0	54	55.1	14	14.3	0	0.0	30.8	34.7
0700	251	3	212	2	22	1	4	0	1	3	3	0	0	67	26.7	15	6.0	4	1.6	28	31.9
0800	283	2	248	2	26	2	0	0	0	2	1	0	0	65	23.0	9	3.2	3	1.1	27	31.4
0900	251	0	222	2	19	1	2	0	1	3	1	0	0	50	19.9	9	3.6	2	0.8	27.5	30.5
1000	246	5	220	1	16	0	2	0	1	1	0	0	0	54	22.0	9	3.7	1	0.4	27.3	31.4
1100	282	1	247	3	26	1	1	0	0	1	2	0	0	68	24.1	12	4.3	0	0.0	27.3	31.5
1200	298	4	258	3	24	3	3	0	0	1	2	0	0	63	21.1	14	4.7	2	0.7	27.1	31.3
1300	311	3	278	0	26	1	0	0	0	3	0	0	0	56	18.1	11	3.5	3	1.0	26.8	30.6
1400	312	1	285	1	20	0	0	1	1	2	1	0	0	66	21.2	13	4.2	2	0.6	27.1	31
1500	401	2	367	2	23	4	1	0	1	1	0	0	0	69	17.2	7	1.7	0	0.0	26.4	30.4
1600	422	2	401	1	15	0	0	0	0	2	1	0	0	113	26.8	22	5.2	3	0.7	28.2	31.8
1700	417	3	397	2	13	1	1	0	0	0	0	0	0	147	35.3	22	5.3	2	0.5	28.7	32.8
1800	316	4	299	1	10	1	0	0	0	0	1	0	0	99	31.3	7	2.2	1	0.3	28	31.5
1900	246	0	237	0	8	0	1	0	0	0	0	0	0	101	41.1	28	11.4	6	2.4	29.8	33.9
2000	158	0	154	0	3	1	0	0	0	0	0	0	0	54	34.2	7	4.4	0	0.0	28.3	32.1
2100	138	1	134	1	2	0	0	0	0	0	0	0	0	42	30.4	18	13.0	2	1.4	28.8	33.6
2200	68	1	63	0	1	1	0	0	1	0	1	0	0	28	41.2	8	11.8	4	5.9	30.3	34.3
2300	28	0	25	0	2	1	0	0	0	0	0	0	0	15	53.6	8	28.6	5	17.9	32.1	40.8
07-19	3790	30	3434	20	240	15	14	1	5	19	12	0	0	917	24.2	150	4.0	23	0.6	27.5	31.4
06-22	4430	31	4038	21	268	16	15	1	5	23	12	0	0	1168	26.4	217	4.9	31	0.7	27.8	31.7
06-00	4526	32	4126	21	271	18	15	1	6	23	13	0	0	1211	26.8	233	5.1	40	0.9	27.8	31.8
00-00	4638	37	4223	21	279	19	15	1	7	23	13	0	0	1277	27.5	260	5.6	45	1.0	27.9	31.9

Site 1
Location Meltham Road 53.612943, -1.817358
Direction South

14218
Netherton
Jun 23

Thursday, 29 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	14	0	14	0	0	0	0	0	0	0	0	0	0	8	57.1	5	35.7	3	21.4	34.2	42.1
0100	7	1	5	0	1	0	0	0	0	0	0	0	0	2	28.6	1	14.3	0	0.0	27.5	-
0200	13	0	12	0	1	0	0	0	0	0	0	0	0	11	84.6	5	38.5	3	23.1	34.5	41.5
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	3	100.0	0	0.0	36.1	-
0400	9	0	8	0	1	0	0	0	0	0	0	0	0	7	77.8	4	44.4	2	22.2	35.6	-
0500	65	2	57	0	4	1	0	0	0	1	0	0	0	36	55.4	19	29.2	5	7.7	31.7	37.4
0600	108	0	92	0	10	2	0	0	1	3	0	0	0	57	52.8	12	11.1	2	1.9	30.3	34.3
0700	252	3	220	1	22	2	0	0	1	1	2	0	0	100	39.7	22	8.7	1	0.4	29.2	33.4
0800	328	2	293	0	27	3	1	0	0	1	1	0	0	83	25.3	20	6.1	2	0.6	27.8	31.9
0900	241	2	216	0	18	2	1	0	0	1	0	1	0	42	17.4	8	3.3	2	0.8	27	30.6
1000	282	4	242	2	29	1	0	0	1	3	0	0	0	32	11.4	3	1.1	1	0.4	25.5	29.4
1100	272	6	240	2	20	0	1	0	1	1	1	0	0	34	12.5	6	2.2	0	0.0	25.2	29.5
1200	275	6	231	3	30	0	1	0	1	1	2	0	0	55	20.0	10	3.6	0	0.0	26.3	31.2
1300	279	2	249	5	19	1	0	0	1	1	1	0	0	47	16.9	2	0.7	1	0.4	25.9	30.4
1400	311	4	276	3	24	1	1	0	0	1	1	0	0	46	14.8	8	2.6	2	0.6	26.3	30
1500	384	2	345	5	29	0	0	1	0	1	1	0	0	114	29.7	12	3.1	0	0.0	28	31.8
1600	402	5	380	1	13	2	0	0	1	0	0	0	0	106	26.4	20	5.0	5	1.2	28.3	32
1700	434	5	411	3	12	0	1	0	1	0	1	0	0	150	34.6	21	4.8	0	0.0	28.6	32.5
1800	311	8	290	2	9	0	1	0	0	1	0	0	0	115	37.0	18	5.8	3	1.0	28.4	32.6
1900	224	2	214	2	6	0	0	0	0	0	0	0	0	90	40.2	21	9.4	4	1.8	29.8	33.2
2000	204	0	193	1	10	0	0	0	0	0	0	0	0	106	52.0	27	13.2	3	1.5	30.4	35
2100	143	4	135	0	3	0	1	0	0	0	0	0	0	49	34.3	17	11.9	5	3.5	29.5	34.7
2200	77	2	74	0	1	0	0	0	0	0	0	0	0	35	45.5	8	10.4	4	5.2	30.2	33.4
2300	38	0	36	0	2	0	0	0	0	0	0	0	0	16	42.1	8	21.1	2	5.3	30.6	37.2
07-19	3771	49	3393	27	252	12	7	1	7	12	10	1	0	924	24.5	150	4.0	17	0.5	27.3	31.5
06-22	4450	55	4027	30	281	14	8	1	8	15	10	1	0	1226	27.6	227	5.1	31	0.7	27.7	32.1
06-00	4565	57	4137	30	284	14	8	1	8	15	10	1	0	1277	28.0	243	5.3	37	0.8	27.8	32.2
00-00	4676	60	4236	30	291	15	8	1	8	16	10	1	0	1344	28.7	280	6.0	50	1.1	27.9	32.3

Site 1
Location Meltham Road 53.612943, -1.817358
Direction South

14218
Netherton
Jun 23

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	21	0	21	0	0	0	0	0	0	0	0	0	0	12	58.9	6	28.8	4	17.1	33.2	41.5
0100	12	1	10	0	1	0	0	0	0	0	0	0	0	8	63.1	5	39.3	3	22.6	33.8	42.7
0200	10	0	9	0	0	0	0	0	0	0	0	0	0	7	69.1	3	32.4	1	10.3	33	-
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	7	73.9	4	38.5	1	15.4	34.3	-
0400	12	0	10	0	2	0	0	0	0	0	0	0	0	8	72.8	4	37.0	2	13.6	33.8	39.3
0500	52	2	45	0	3	1	0	0	0	0	0	0	0	31	59.4	14	26.5	4	8.0	31.6	38
0600	79	1	65	0	10	1	0	0	0	2	1	0	0	43	54.7	15	19.0	3	4.3	31	36.1
0700	188	3	165	1	14	2	1	0	1	1	1	0	0	69	36.5	17	9.2	3	1.6	28.8	33.3
0800	246	2	216	2	19	2	1	0	0	1	1	0	0	77	31.5	18	7.4	4	1.5	28.2	32.4
0900	234	2	208	1	18	1	1	0	0	1	1	0	0	46	19.7	9	3.8	2	0.9	27	30.7
1000	269	4	238	1	21	1	1	0	0	2	1	0	0	36	13.5	5	1.9	1	0.4	25.7	29.8
1100	285	3	257	2	18	1	2	0	0	1	1	0	0	49	17.4	8	3.0	1	0.4	26.2	30.3
1200	295	3	265	2	20	1	2	0	0	1	1	0	0	65	22.2	15	5.0	2	0.7	26.6	31.6
1300	308	3	284	2	16	1	1	0	1	1	0	0	0	81	26.4	17	5.4	3	0.9	27.4	31.8
1400	307	3	280	2	18	1	1	0	0	1	1	0	0	79	25.7	15	4.9	2	0.7	27.6	31.8
1500	364	5	332	2	21	1	1	0	0	1	0	0	0	101	27.6	18	5.1	3	0.7	27.8	32
1600	373	5	349	1	14	1	1	0	0	0	0	0	0	112	30.0	20	5.3	5	1.3	28.2	32.3
1700	352	3	336	1	10	0	0	0	0	0	0	0	0	129	36.6	24	6.7	2	0.7	28.8	32.9
1800	257	4	245	1	6	0	0	0	0	0	0	0	0	109	42.2	26	10.1	5	2.1	29.5	33.8
1900	196	1	189	0	5	0	0	0	0	0	0	0	0	96	48.7	26	13.3	5	2.5	30.4	34.5
2000	150	1	145	0	4	0	0	0	0	0	0	0	0	74	49.5	21	14.2	4	2.7	30.3	34.8
2100	117	2	113	0	3	0	0	0	0	0	0	0	0	49	41.7	18	15.3	5	4.1	30	35.1
2200	69	1	64	1	2	0	0	0	0	0	0	0	0	30	44.2	9	13.3	3	4.6	30.3	34.4
2300	38	0	35	0	2	0	0	0	0	0	0	0	0	19	51.0	7	17.5	3	7.2	31.1	36
07-19	3478	39	3175	19	196	12	12	2	4	12	7	0	0	953	27.4	192	5.5	33	1.0	27.7	32
06-22	4021	43	3687	20	217	13	13	2	5	14	7	0	0	1216	30.2	272	6.8	50	1.3	28	32.5
06-00	4127	44	3786	20	221	13	13	2	5	14	8	0	0	1265	30.7	288	7.0	56	1.4	28.1	32.6
00-00	4242	47	3890	20	228	14	13	2	5	15	8	0	0	1338	31.5	323	7.6	71	1.7	28.2	32.8

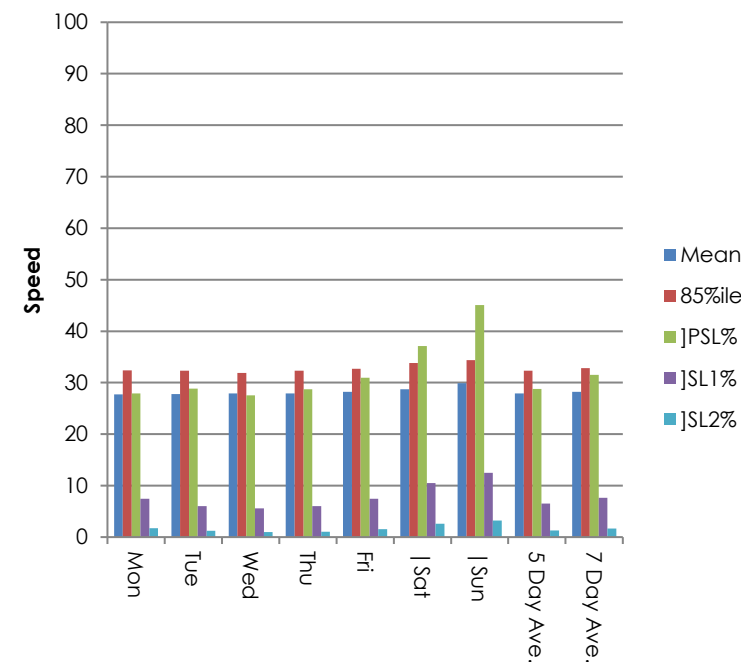
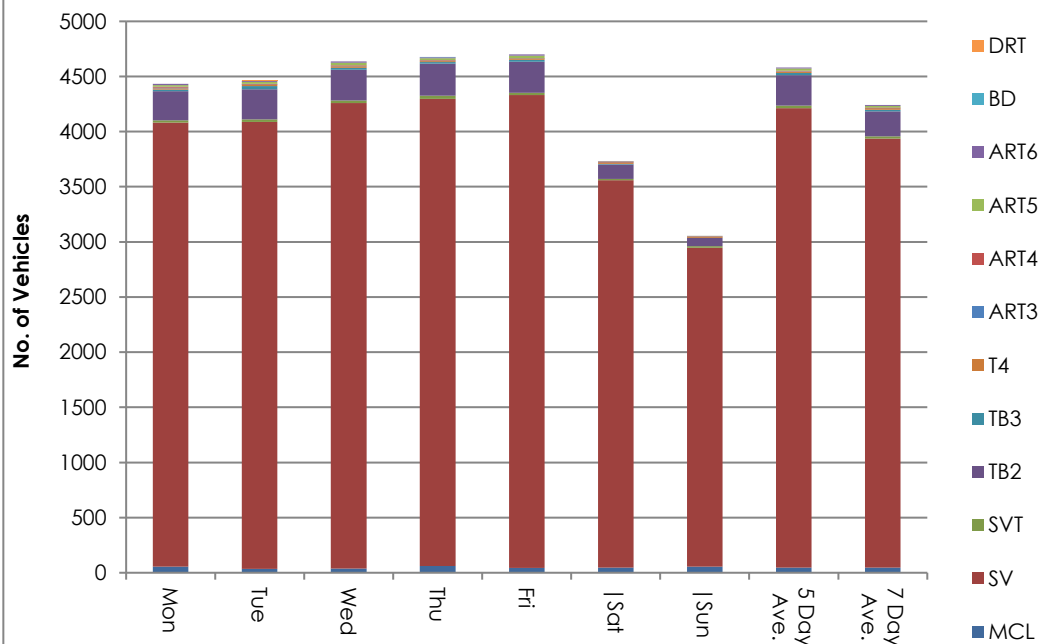
Site 1
Location Meltham Road 53.612943, -1.817358
Direction South

14218
Netherton
Jun 23

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	4434	54	4028	20	264	14	14	5	9	15	11	0	0	1238	27.9	330	7.4	76	1.7	27.7	32.4
Tue	4461	35	4053	23	272	29	15	2	3	20	7	1	1	1287	28.9	269	6.0	56	1.3	27.8	32.3
Wed	4638	37	4223	21	279	19	15	1	7	23	13	0	0	1277	27.5	260	5.6	45	1.0	27.9	31.9
Thu	4676	60	4236	30	291	15	8	1	8	16	10	1	0	1344	28.7	280	6.0	50	1.1	27.9	32.3
Fri	4700	43	4288	22	282	15	13	1	2	24	10	0	0	1456	31.0	351	7.5	73	1.6	28.2	32.7
Sat	3732	48	3512	12	131	6	13	1	5	3	1	0	0	1386	37.1	391	10.5	96	2.6	28.7	33.8
Sun	3053	55	2893	14	74	1	11	0	2	1	2	0	0	1375	45.0	381	12.5	99	3.2	29.9	34.4
5 Day Ave.	4582	46	4166	23	278	18	13	2	6	20	10	0	0	1320	28.8	298	6.5	60	1.3	27.9	32.3
7 Day Ave.	4242	47	3890	20	228	14	13	2	5	15	8	0	0	1338	31.5	323	7.6	71	1.7	28.2	32.8
--	29694	332	27233	142	1593	99	89	11	36	102	54	2	1	9363	31.5	2262	7.6	495	1.7	28.2	32.8

Summary Graphs



Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction South

14218
 Netherton
 Jun 23

Friday, 23 June 2023

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	21	0	0	0	0	1	5	8	1	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	3	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	1	1	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	62	0	2	1	1	4	17	16	13	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	102	0	0	0	0	9	25	45	18	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	219	0	4	2	3	21	98	65	19	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	290	0	0	1	11	19	136	94	24	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	257	0	0	1	5	83	133	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	296	0	0	3	7	117	147	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	287	0	0	2	10	88	146	38	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	345	0	1	5	35	131	135	32	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	354	0	0	3	3	36	176	106	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	386	0	2	4	12	58	200	88	19	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	406	1	0	1	8	57	223	97	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	417	0	3	7	23	98	207	66	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	370	0	1	0	5	59	192	95	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	271	0	1	1	4	21	114	94	31	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	188	0	0	1	0	17	79	76	12	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	128	0	0	0	0	7	65	41	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	111	0	0	0	0	12	43	37	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	86	0	0	0	0	9	38	26	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	65	0	0	0	0	1	34	21	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3898	1	12	30	126	788	1907	824	177	22	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4427	1	12	31	126	833	2119	1023	236	30	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4578	1	12	31	126	843	2191	1070	252	33	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4700	1	14	32	127	850	2220	1105	278	48	15	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction South

14218
 Netherton
 Jun 23

Saturday, 24 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	29	0	0	0	0	1	8	11	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	15	0	0	0	0	0	4	5	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	2	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	1	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	19	0	1	0	0	0	5	6	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	35	0	0	0	1	1	12	9	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	70	0	0	0	1	10	33	17	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	159	0	1	1	5	31	74	37	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	214	1	0	1	23	76	77	30	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	293	0	3	4	29	143	90	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	335	0	1	5	26	100	146	44	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	301	0	3	3	21	33	111	92	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	327	0	2	5	12	31	135	109	25	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	315	0	1	0	2	41	137	105	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	313	0	0	1	5	38	161	79	22	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	290	0	3	0	2	33	141	89	16	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	212	0	1	0	2	21	82	79	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	219	0	0	0	1	26	99	64	21	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	167	0	0	0	2	9	67	57	26	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	117	0	0	0	1	7	42	49	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	112	0	0	1	2	9	39	28	17	8	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	85	0	0	1	2	11	37	24	8	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	71	0	0	0	1	5	29	29	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3048	1	15	20	129	583	1286	768	196	40	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3479	1	15	21	135	609	1446	911	262	54	15	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3635	1	15	22	138	625	1512	964	275	55	17	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3732	1	16	22	138	629	1540	995	295	64	19	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction South

14218
 Netherton
 Jun 23

Sunday, 25 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	46	0	0	0	0	1	22	11	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	25	0	0	0	1	1	9	6	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	21	0	0	0	0	2	6	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	17	0	0	0	0	0	4	6	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	1	0	0	0	3	4	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	22	0	0	0	1	1	3	10	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	46	0	3	0	0	3	18	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	96	0	3	1	1	6	38	30	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	173	0	3	1	2	22	85	44	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	240	0	2	3	14	22	122	62	11	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	247	0	3	1	3	24	122	73	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	288	0	4	4	8	25	114	104	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	296	0	2	0	5	21	136	103	24	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	260	0	1	0	1	31	126	76	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	275	0	1	2	1	28	117	97	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	246	0	2	0	2	18	117	87	14	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	196	0	0	1	2	12	89	65	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	148	0	0	0	0	9	59	53	18	5	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	124	0	0	0	0	7	52	47	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	118	0	0	1	0	2	47	43	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	73	0	0	0	0	6	29	26	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	54	0	0	0	0	6	23	17	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	19	0	0	0	0	1	6	6	1	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2511	0	24	13	39	221	1143	807	213	39	8	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2848	0	24	14	40	237	1274	933	259	49	14	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2921	0	24	14	40	244	1303	956	265	52	16	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3053	0	25	14	41	249	1349	994	282	68	22	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Meltham Road 53.612943, -1.817358
Direction South

14218
Netherton
Jun 23

Monday, 26 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13	0	0	0	0	1	3	3	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	2	2	3	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	4	1	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	6	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	57	0	1	0	0	3	13	26	11	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	93	0	0	0	1	4	38	26	15	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	228	0	1	1	1	36	97	66	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	268	0	1	1	12	49	128	64	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	261	0	1	0	14	81	141	18	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	268	0	3	7	22	122	99	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	288	0	0	1	20	133	107	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	295	0	1	1	23	140	118	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	311	1	1	4	11	137	129	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	254	0	1	2	1	80	132	31	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	405	2	2	1	25	95	205	59	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	415	0	1	3	13	68	198	110	14	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	429	0	4	2	1	52	226	122	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	240	0	0	2	2	18	88	91	32	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	209	0	0	2	2	11	72	81	35	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	168	0	0	0	0	15	56	63	29	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	108	0	0	0	2	7	48	33	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	57	0	0	0	0	1	26	18	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	0	5	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3662	3	16	25	145	1011	1668	635	127	22	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4240	3	16	27	150	1048	1882	838	219	40	9	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4315	3	16	27	150	1049	1913	864	232	42	11	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4434	3	17	27	150	1059	1940	908	254	52	12	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction South

14218
 Netherton
 Jun 23

Tuesday, 27 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	12	0	0	0	0	1	3	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	1	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	3	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	73	0	3	0	0	3	27	25	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	94	2	0	0	1	14	42	22	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	253	0	0	0	1	47	122	69	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	295	0	2	2	5	46	140	71	23	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	241	0	1	1	2	39	122	65	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	255	0	0	5	5	78	138	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	282	0	1	2	26	86	142	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	266	0	1	4	16	99	119	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	280	0	1	8	10	83	149	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	310	0	0	2	21	85	145	55	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	365	0	0	1	13	69	186	79	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	416	0	3	1	14	70	194	116	14	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	407	0	1	0	8	50	197	122	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	295	0	0	4	5	31	142	88	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	216	0	0	0	0	14	91	84	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	159	0	0	0	5	18	63	50	15	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	137	0	1	0	3	16	71	37	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	53	0	0	0	0	5	27	16	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	24	0	0	0	0	3	9	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3665	0	10	30	126	783	1796	757	136	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4271	2	11	30	135	845	2063	950	193	34	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4348	2	11	30	135	853	2099	975	197	36	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4461	2	14	30	135	858	2135	1018	213	38	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction South

14218
 Netherton
 Jun 23

Wednesday, 28 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	1	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	1	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	72	0	2	0	0	2	29	25	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	98	0	0	0	0	6	38	40	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	251	0	0	0	6	52	126	52	11	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	283	0	1	5	12	57	143	56	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	251	0	0	2	1	56	142	41	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	246	0	3	3	0	54	132	45	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	282	0	0	1	7	70	136	56	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	298	0	5	0	9	58	163	49	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	311	0	1	6	11	70	166	45	8	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1400	312	0	0	2	11	76	157	53	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	401	0	2	0	13	127	190	62	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	422	0	1	1	11	57	239	91	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	417	0	1	2	1	64	202	125	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	316	0	2	2	9	41	163	92	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	246	0	0	0	1	27	117	73	22	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	158	0	0	0	2	26	76	47	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	138	0	0	0	2	17	77	24	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	68	0	0	0	0	4	36	20	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	1	2	10	7	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3790	0	16	24	91	782	1959	767	127	18	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06-22	4430	0	16	24	96	858	2267	951	186	23	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06-00	4526	0	16	24	97	864	2313	978	193	28	9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00-00	4638	0	18	24	98	868	2352	1017	215	29	12	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction South

14218
 Netherton
 Jun 23

Thursday, 29 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	14	0	0	0	0	0	6	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	1	1	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	1	1	3	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	65	0	1	0	1	3	24	17	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	108	0	0	0	0	13	38	45	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	252	0	1	1	0	28	122	78	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	328	0	1	3	9	56	176	63	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	241	0	0	2	5	60	132	34	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	282	0	2	1	20	103	124	29	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	272	0	2	2	26	99	109	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	275	0	3	2	12	87	116	45	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	279	0	0	1	15	107	109	45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	311	0	1	2	7	100	155	38	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	384	0	0	2	9	58	201	102	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	402	0	2	0	3	53	238	86	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	434	0	0	6	9	50	219	129	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	311	0	4	3	4	47	138	97	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	224	0	0	0	1	15	118	69	17	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	204	0	0	0	0	17	81	79	24	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	143	0	1	1	2	14	76	32	12	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	77	0	0	0	0	6	36	27	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	38	0	0	0	0	3	19	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3771	0	16	25	119	848	1839	774	133	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4450	0	17	26	122	907	2152	999	196	23	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4565	0	17	26	122	916	2207	1034	206	29	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4676	0	18	26	123	923	2242	1064	230	39	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Meltham Road 53.612943, -1.817358
Direction South

14218
Netherton
Jun 23

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	21	0	0	0	0	1	7	6	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	12	0	0	0	0	1	3	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	1	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	52	0	2	0	0	2	17	17	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	79	0	0	0	1	7	28	28	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	188	0	1	1	2	28	88	51	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	246	0	1	2	8	38	119	59	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	234	0	1	1	7	60	119	37	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	269	0	2	4	14	91	122	31	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	285	0	1	2	17	86	130	41	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	295	0	3	3	18	82	125	51	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	308	0	1	4	10	69	143	65	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	307	0	1	2	8	67	150	64	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	364	0	1	1	11	67	183	82	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	373	0	2	2	10	57	191	92	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	352	0	1	2	4	44	172	105	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	257	0	1	2	4	28	115	83	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	196	0	0	0	1	14	85	70	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	150	0	0	0	1	13	61	53	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	117	0	0	0	2	12	55	31	13	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	69	0	0	0	0	6	32	21	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	38	0	0	0	0	2	16	13	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3478	1	16	24	111	717	1657	762	158	26	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4021	1	16	25	115	762	1886	944	222	36	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4127	1	16	25	115	771	1934	977	231	39	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4242	1	17	25	116	777	1968	1014	252	48	14	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

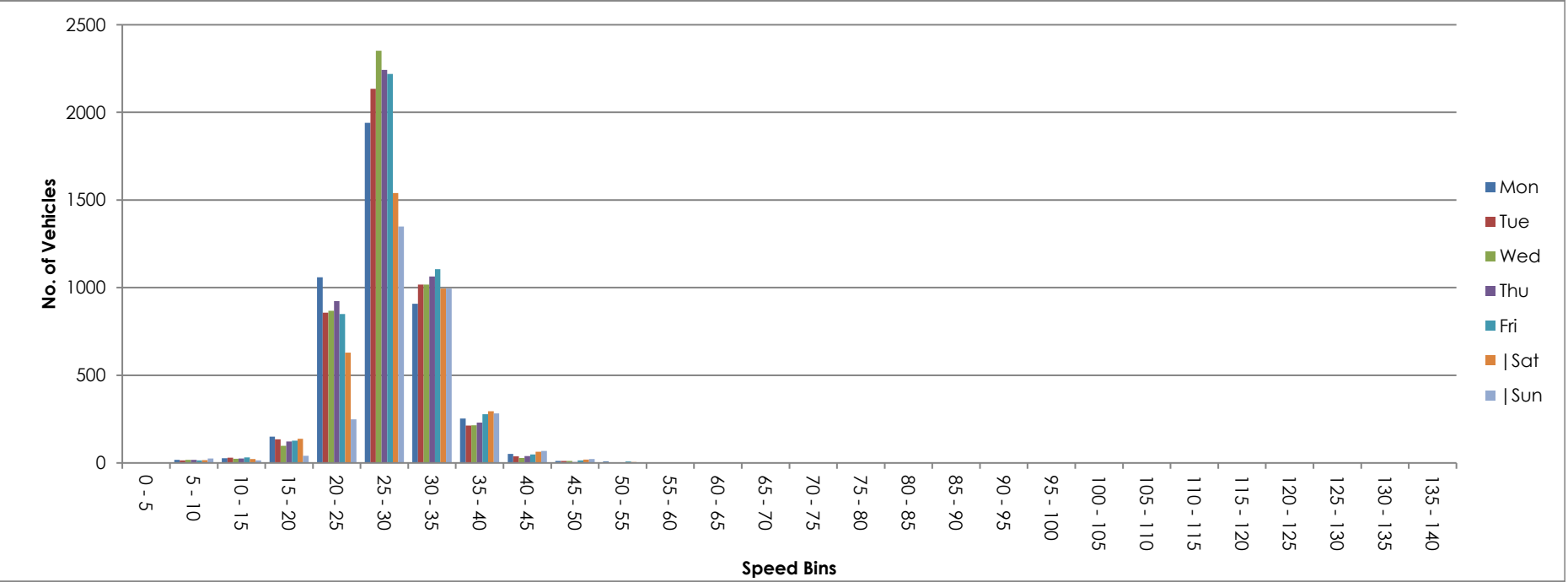
Site 1
Location Meltham Road 53.612943, -1.817358
Direction South

14218
Netherton
Jun 23

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	4434	3	17	27	150	1059	1940	908	254	52	12	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	4461	2	14	30	135	858	2135	1018	213	38	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	4638	0	18	24	98	868	2352	1017	215	29	12	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	4676	0	18	26	123	923	2242	1064	230	39	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	4700	1	14	32	127	850	2220	1105	278	48	15	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	3732	1	16	22	138	629	1540	995	295	64	19	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	3053	0	25	14	41	249	1349	994	282	68	22	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	4582	1	16	28	127	912	2178	1022	238	41	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	4242	1	17	25	116	777	1968	1014	252	48	14	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	29694	7	122	175	812	5436	13778	7101	1767	338	98	34	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Summary Graphs



Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction Both Directions

14218
 Netherton
 Jun 23

Friday, 23 June 2023

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	42	0	41	0	1	0	0	0	0	0	0	0	0	24	57.1	13	31.0	7	16.7	33.4	42.5
0100	18	1	15	0	2	0	0	0	0	0	0	0	0	12	66.7	10	55.6	5	27.8	35.3	44.9
0200	14	0	12	0	2	0	0	0	0	0	0	0	0	10	71.4	5	35.7	3	21.4	33.5	41.6
0300	18	0	16	0	2	0	0	0	0	0	0	0	0	13	72.2	4	22.2	0	0.0	31.7	36.2
0400	27	0	24	0	3	0	0	0	0	0	0	0	0	23	85.2	13	48.2	5	18.5	34.7	40.6
0500	137	4	115	0	12	4	0	0	1	0	1	0	0	75	54.7	34	24.8	9	6.6	31.3	36.6
0600	282	9	231	3	23	8	1	0	0	5	1	1	0	148	52.5	40	14.2	13	4.6	30.9	34.7
0700	576	5	521	1	31	10	3	0	1	2	2	0	0	207	35.9	37	6.4	7	1.2	28.9	32.9
0800	655	3	586	7	43	8	2	0	1	2	3	0	0	219	33.4	40	6.1	8	1.2	28.9	32.2
0900	600	4	535	7	42	7	1	0	0	2	2	0	0	72	12.0	11	1.8	2	0.3	24.3	29.3
1000	619	2	541	4	60	3	2	0	0	5	2	0	0	39	6.3	3	0.5	1	0.2	23.8	28.4
1100	575	3	515	2	42	5	1	0	0	4	3	0	0	56	9.7	5	0.9	1	0.2	23.7	28.8
1200	669	5	597	6	51	2	3	1	0	4	0	0	0	60	9.0	8	1.2	3	0.4	23.9	28.6
1300	685	1	626	5	41	1	4	0	2	5	0	0	0	221	32.3	40	5.8	3	0.4	28.6	32.2
1400	726	12	646	7	53	2	0	0	1	3	2	0	0	175	24.1	25	3.4	3	0.4	27.6	31.7
1500	732	12	660	3	49	1	1	1	0	4	1	0	0	194	26.5	27	3.7	3	0.4	28.1	31.7
1600	753	10	696	9	31	1	4	0	0	2	0	0	0	135	17.9	22	2.9	5	0.7	27	30.5
1700	703	10	669	3	19	2	0	0	0	0	0	0	0	169	24.0	22	3.1	4	0.6	27.8	31.3
1800	516	4	496	0	13	3	0	0	0	0	0	0	0	203	39.3	46	8.9	6	1.2	29.3	33.5
1900	379	3	365	1	9	1	0	0	0	0	0	0	0	164	43.3	27	7.1	8	2.1	29.6	33.7
2000	257	3	244	1	9	0	0	0	0	0	0	0	0	104	40.5	25	9.7	5	1.9	29.7	33.9
2100	193	3	187	0	2	0	1	0	0	0	0	0	0	91	47.2	34	17.6	8	4.1	30.3	35.8
2200	178	2	171	1	4	0	0	0	0	0	0	0	0	71	39.9	20	11.2	6	3.4	29.7	33.7
2300	130	0	127	0	2	0	1	0	0	0	0	0	0	57	43.9	17	13.1	6	4.6	30.6	34.9
07-19	7809	71	7088	54	475	45	21	2	5	33	15	0	0	1750	22.4	286	3.7	46	0.6	26.8	31.2
06-22	8920	89	8115	59	518	54	23	2	5	38	16	1	0	2257	25.3	412	4.6	80	0.9	27.2	31.7
06-00	9228	91	8413	60	524	54	24	2	5	38	16	1	0	2385	25.9	449	4.9	92	1.0	27.3	31.8
00-00	9484	96	8636	60	546	58	24	2	6	38	17	1	0	2542	26.8	528	5.6	121	1.3	27.5	32

Site 1
Location Meltham Road 53.612943, -1.817358
Direction Both Directions

14218
Netherton
Jun 23

Saturday, 24 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	61	0	60	0	1	0	0	0	0	0	0	0	0	34	55.7	10	16.4	4	6.6	31.2	36.2
0100	42	0	39	0	3	0	0	0	0	0	0	0	0	24	57.1	13	31.0	6	14.3	32.6	39.6
0200	32	0	30	0	2	0	0	0	0	0	0	0	0	19	59.4	7	21.9	2	6.3	31.9	38.1
0300	19	0	19	0	0	0	0	0	0	0	0	0	0	10	52.6	6	31.6	3	15.8	32.7	40.1
0400	20	0	19	0	1	0	0	0	0	0	0	0	0	12	60.0	6	30.0	2	10.0	32.3	37.9
0500	53	1	44	0	5	2	1	0	0	0	0	0	0	39	73.6	19	35.9	8	15.1	33.4	40.5
0600	94	2	77	0	11	2	1	0	1	0	0	0	0	55	58.5	31	33.0	9	9.6	32.6	38
0700	169	2	149	0	15	1	1	0	1	0	0	0	0	55	32.5	18	10.7	3	1.8	28.7	33.7
0800	407	5	377	4	16	2	3	0	0	0	0	0	0	82	20.2	16	3.9	3	0.7	26.5	30.9
0900	509	9	476	2	17	1	2	0	0	2	0	0	0	58	11.4	12	2.4	3	0.6	24.8	29
1000	620	8	582	4	24	0	2	0	0	0	0	0	0	46	7.4	3	0.5	0	0.0	23.6	28.2
1100	662	15	611	11	17	3	4	1	0	0	0	0	0	84	12.7	20	3.0	6	0.9	24.8	29.4
1200	622	10	582	2	20	1	4	0	3	0	0	0	0	198	31.8	48	7.7	7	1.1	28.3	32.9
1300	663	8	631	5	15	1	2	0	1	0	0	0	0	199	30.0	40	6.0	9	1.4	28.3	32
1400	581	11	542	2	19	5	2	0	0	0	0	0	0	198	34.1	36	6.2	3	0.5	28.7	32.8
1500	588	7	556	4	15	1	3	0	0	2	0	0	0	180	30.6	37	6.3	8	1.4	28.5	31.9
1600	547	8	513	2	20	0	1	0	1	1	1	0	0	190	34.7	35	6.4	6	1.1	29	32.7
1700	415	4	391	4	15	0	0	0	0	1	0	0	0	178	42.9	40	9.6	8	1.9	29.5	33.7
1800	405	12	377	1	13	0	1	0	0	0	1	0	0	159	39.3	42	10.4	11	2.7	29.5	33.3
1900	311	3	299	1	8	0	0	0	0	0	0	0	0	147	47.3	54	17.4	12	3.9	30.7	35.6
2000	258	1	252	0	5	0	0	0	0	0	0	0	0	109	42.3	30	11.6	8	3.1	29.8	33.8
2100	193	2	183	0	7	0	0	0	1	0	0	0	0	85	44.0	39	20.2	19	9.8	31	36.2
2200	186	0	179	1	6	0	0	0	0	0	0	0	0	78	41.9	16	8.6	4	2.2	29.3	33.3
2300	133	0	124	0	7	0	0	0	2	0	0	0	0	66	49.6	15	11.3	5	3.8	30.4	34.4
07-19	6188	99	5787	41	206	15	25	1	6	6	2	0	0	1627	26.3	347	5.6	67	1.1	27.3	31.8
06-22	7044	107	6598	42	237	17	26	1	8	6	2	0	0	2023	28.7	501	7.1	115	1.6	27.7	32.3
06-00	7363	107	6901	43	250	17	26	1	10	6	2	0	0	2167	29.4	532	7.2	124	1.7	27.8	32.4
00-00	7590	108	7112	43	262	19	27	1	10	6	2	0	0	2305	30.4	593	7.8	149	2.0	28	32.7

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction Both Directions

14218
 Netherton
 Jun 23

Sunday, 25 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	90	1	85	0	4	0	0	0	0	0	0	0	0	40	44.4	18	20.0	8	8.9	31.1	36.1
0100	47	1	43	0	2	0	0	0	0	1	0	0	0	24	51.1	14	29.8	7	14.9	31.3	40.2
0200	37	0	36	0	1	0	0	0	0	0	0	0	0	25	67.6	11	29.7	3	8.1	31.8	38.6
0300	31	0	29	0	2	0	0	0	0	0	0	0	0	20	64.5	10	32.3	9	29.0	34.4	47
0400	20	0	20	0	0	0	0	0	0	0	0	0	0	10	50.0	5	25.0	2	10.0	31.1	39
0500	31	2	29	0	0	0	0	0	0	0	0	0	0	20	64.5	10	32.3	7	22.6	32.4	41.6
0600	55	2	50	0	3	0	0	0	0	0	0	0	0	42	76.4	24	43.6	10	18.2	34.2	41.7
0700	97	3	86	0	4	0	2	0	1	0	1	0	0	45	46.4	21	21.7	3	3.1	30	36.6
0800	223	11	202	3	3	0	3	1	0	0	0	0	0	114	51.1	33	14.8	8	3.6	30.1	34.7
0900	362	6	334	7	12	0	0	0	1	0	1	1	0	112	30.9	21	5.8	3	0.8	28.6	32.7
1000	530	14	501	2	12	0	1	0	0	0	0	0	0	158	29.8	30	5.7	6	1.1	27.9	32.2
1100	537	9	512	3	9	0	2	0	1	1	0	0	0	177	33.0	31	5.8	4	0.7	28.3	32.4
1200	564	10	533	5	11	0	3	0	1	1	0	0	0	196	34.8	41	7.3	5	0.9	28.8	33
1300	598	8	569	2	14	1	3	0	0	0	1	0	0	212	35.5	44	7.4	6	1.0	28.7	32.7
1400	514	7	489	3	11	0	2	0	1	1	0	0	0	167	32.5	29	5.6	6	1.2	28.8	32.5
1500	532	16	497	2	13	0	4	0	0	0	0	0	0	204	38.4	33	6.2	4	0.8	29.1	32.8
1600	471	9	453	2	7	0	0	0	0	0	0	0	0	178	37.8	35	7.4	8	1.7	29.3	33.2
1700	363	0	351	2	7	2	0	0	0	0	1	0	0	152	41.9	36	9.9	5	1.4	29.5	33.5
1800	307	3	297	0	6	0	0	0	0	1	0	0	0	143	46.6	44	14.3	13	4.2	30.8	34.7
1900	261	1	256	0	4	0	0	0	0	0	0	0	0	127	48.7	32	12.3	10	3.8	30.1	34.3
2000	208	1	202	1	2	2	0	0	0	0	0	0	0	113	54.3	39	18.8	8	3.8	31.1	35.5
2100	140	1	133	0	5	0	0	0	1	0	0	0	0	62	44.3	22	15.7	5	3.6	30.7	35.3
2200	97	4	87	1	5	0	0	0	0	0	0	0	0	35	36.1	11	11.3	4	4.1	29.3	33.6
2300	44	0	41	0	3	0	0	0	0	0	0	0	0	19	43.2	10	22.7	5	11.4	31.3	39.2
07-19	5098	96	4824	31	109	3	20	1	5	4	4	1	0	1858	36.5	398	7.8	71	1.4	29	33
06-22	5762	101	5465	32	123	5	20	1	6	4	4	1	0	2202	38.2	515	8.9	104	1.8	29.2	33.3
06-00	5903	105	5593	33	131	5	20	1	6	4	4	1	0	2256	38.2	536	9.1	113	1.9	29.2	33.4
00-00	6159	109	5835	33	140	5	20	1	6	5	4	1	0	2395	38.9	604	9.8	149	2.4	29.3	33.6

Site 1
Location Meltham Road 53.612943, -1.817358
Direction Both Directions

14218
Netherton
Jun 23

Monday, 26 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	28	0	25	0	3	0	0	0	0	0	0	0	0	16	57.1	12	42.9	8	28.6	35.1	44.2
0100	22	1	20	0	1	0	0	0	0	0	0	0	0	15	68.2	9	40.9	6	27.3	33.9	42.5
0200	17	0	17	0	0	0	0	0	0	0	0	0	0	15	88.2	11	64.7	2	11.8	35.7	39.4
0300	19	0	19	0	0	0	0	0	0	0	0	0	0	11	57.9	4	21.1	1	5.3	30.9	35.5
0400	36	0	30	0	5	0	0	0	0	0	1	0	0	17	47.2	11	30.6	6	16.7	32.2	41.3
0500	128	3	112	0	12	0	0	0	1	0	0	0	0	79	61.7	30	23.4	4	3.1	31.5	36.5
0600	255	3	219	1	24	3	0	0	0	3	2	0	0	148	58.0	56	22.0	16	6.3	31.7	36.5
0700	617	7	564	4	33	4	1	0	1	1	2	0	0	205	33.2	36	5.8	4	0.6	28.8	32.5
0800	636	6	557	6	53	7	3	3	1	0	0	0	0	138	21.7	22	3.5	5	0.8	26.8	31
0900	548	3	480	5	46	6	3	2	2	0	1	0	0	39	7.1	9	1.6	4	0.7	24.6	28.4
1000	573	9	502	3	43	3	4	0	1	3	5	0	0	27	4.7	2	0.3	0	0.0	23	27.6
1100	573	2	510	4	39	6	4	0	0	5	3	0	0	36	6.3	5	0.9	0	0.0	23.9	27.5
1200	595	3	538	4	41	1	2	0	0	3	3	0	0	29	4.9	4	0.7	0	0.0	23.3	27.4
1300	591	13	529	4	36	1	3	0	2	3	0	0	0	39	6.6	7	1.2	1	0.2	23.9	28
1400	576	7	507	3	43	2	6	0	0	5	3	0	0	49	8.5	12	2.1	1	0.2	24.3	28.9
1500	716	13	639	5	49	0	1	3	2	1	3	0	0	122	17.0	22	3.1	4	0.6	26.2	30.4
1600	727	8	672	4	39	1	0	0	3	0	0	0	0	174	23.9	34	4.7	13	1.8	27.5	31.7
1700	712	5	683	3	17	2	0	0	1	1	0	0	0	210	29.5	29	4.1	1	0.1	28	31.9
1800	493	8	469	2	11	2	1	0	0	0	0	0	0	220	44.6	57	11.6	10	2.0	29.9	33.9
1900	393	5	377	1	10	0	0	0	0	0	0	0	0	181	46.1	52	13.2	10	2.5	30.1	34.3
2000	302	3	285	3	8	1	2	0	0	0	0	0	0	146	48.3	47	15.6	9	3.0	30.4	35.3
2100	210	0	204	0	6	0	0	0	0	0	0	0	0	93	44.3	23	11.0	6	2.9	29.9	34.4
2200	126	4	117	1	4	0	0	0	0	0	0	0	0	54	42.9	19	15.1	3	2.4	29.7	35
2300	43	0	42	0	1	0	0	0	0	0	0	0	0	27	62.8	9	20.9	2	4.7	31.5	36.4
07-19	7357	84	6650	47	450	35	28	8	13	22	20	0	0	1288	17.5	239	3.2	43	0.6	25.9	30.5
06-22	8517	95	7735	52	498	39	30	8	13	25	22	0	0	1856	21.8	417	4.9	84	1.0	26.5	31.3
06-00	8686	99	7894	53	503	39	30	8	13	25	22	0	0	1937	22.3	445	5.1	89	1.0	26.6	31.3
00-00	8936	103	8117	53	524	39	30	8	14	25	23	0	0	2090	23.4	522	5.8	116	1.3	26.8	31.6

Site 1
Location Meltham Road 53.612943, -1.817358
Direction Both Directions

14218
Netherton
Jun 23

Tuesday, 27 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	20	1	19	0	0	0	0	0	0	0	0	0	0	14	70.0	5	25.0	2	10.0	33.6	38.6
0100	17	0	16	0	1	0	0	0	0	0	0	0	0	8	47.1	3	17.7	1	5.9	30.9	37.1
0200	10	0	8	0	2	0	0	0	0	0	0	0	0	7	70.0	2	20.0	1	10.0	32.2	-
0300	11	1	8	0	2	0	0	0	0	0	0	0	0	8	72.7	4	36.4	1	9.1	34.1	40.5
0400	41	0	39	0	2	0	0	0	0	0	0	0	0	23	56.1	7	17.1	3	7.3	31.8	37.4
0500	137	5	118	0	9	4	1	0	0	0	0	0	0	84	61.3	22	16.1	6	4.4	31.1	36.1
0600	256	3	220	0	20	6	1	0	3	2	1	0	0	116	45.3	37	14.5	7	2.7	29.7	34.8
0700	697	8	641	5	25	11	1	1	0	3	2	0	0	185	26.5	23	3.3	6	0.9	28.1	31.5
0800	645	5	584	4	34	11	3	0	1	3	0	0	0	173	26.8	35	5.4	6	0.9	28.1	31.6
0900	557	4	504	4	35	8	0	0	0	1	1	0	0	120	21.5	16	2.9	3	0.5	27.3	31
1000	543	2	478	5	42	7	3	0	0	2	4	0	0	50	9.2	7	1.3	2	0.4	24.5	28.9
1100	578	5	517	6	35	10	4	0	0	1	0	0	0	42	7.3	2	0.3	0	0.0	23.1	28.2
1200	550	2	497	5	35	4	4	0	0	2	1	0	0	48	8.7	7	1.3	1	0.2	23.7	28.7
1300	549	5	505	5	27	3	1	0	0	2	1	0	0	54	9.8	7	1.3	1	0.2	24.7	28.8
1400	636	4	579	13	30	7	1	0	0	1	1	0	0	79	12.4	5	0.8	0	0.0	23.7	29
1500	638	3	578	1	43	6	1	1	0	2	2	0	1	137	21.5	27	4.2	4	0.6	27.2	31.3
1600	753	13	702	1	29	2	3	1	1	0	0	1	0	204	27.1	28	3.7	5	0.7	27.6	31.4
1700	764	6	730	3	21	3	0	0	0	0	1	0	0	231	30.2	40	5.2	5	0.7	28.1	32.3
1800	531	5	499	6	17	3	0	0	0	1	0	0	0	187	35.2	35	6.6	7	1.3	29	33.2
1900	426	2	407	2	9	3	1	0	0	2	0	0	0	172	40.4	42	9.9	4	0.9	29.6	33.6
2000	286	2	277	0	5	2	0	0	0	0	0	0	0	126	44.1	40	14.0	17	5.9	30	34.6
2100	243	2	234	0	6	1	0	0	0	0	0	0	0	83	34.2	19	7.8	4	1.6	28.8	32.8
2200	127	4	117	1	4	1	0	0	0	0	0	0	0	42	33.1	12	9.4	3	2.4	28.8	33.5
2300	44	0	41	0	3	0	0	0	0	0	0	0	0	21	47.7	6	13.6	2	4.5	29.7	35.3
07-19	7441	62	6814	58	373	75	21	3	2	18	13	1	1	1510	20.3	232	3.1	40	0.5	26.4	30.9
06-22	8652	71	7952	60	413	87	23	3	5	22	14	1	1	2007	23.2	370	4.3	72	0.8	26.8	31.4
06-00	8823	75	8110	61	420	88	23	3	5	22	14	1	1	2070	23.5	388	4.4	77	0.9	26.9	31.4
00-00	9059	82	8318	61	436	92	24	3	5	22	14	1	1	2214	24.4	431	4.8	91	1.0	27	31.5

Site 1
Location Meltham Road 53.612943, -1.817358
Direction Both Directions

14218
Netherton
Jun 23

Wednesday, 28 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	26	0	25	0	1	0	0	0	0	0	0	0	0	10	38.5	4	15.4	1	3.8	29.2	36
0100	9	1	8	0	0	0	0	0	0	0	0	0	0	8	88.9	4	44.4	3	33.3	36.5	-
0200	10	1	9	0	0	0	0	0	0	0	0	0	0	8	80.0	5	50.0	1	10.0	35.4	-
0300	15	0	14	0	1	0	0	0	0	0	0	0	0	10	66.7	2	13.3	0	0.0	32.1	36.6
0400	31	0	26	0	3	1	0	0	0	0	1	0	0	17	54.8	6	19.4	1	3.2	30.6	36.2
0500	149	6	120	2	15	5	0	0	1	0	0	0	0	84	56.4	27	18.1	5	3.4	31.1	36.5
0600	267	3	232	0	25	1	0	0	1	5	0	0	0	131	49.1	36	13.5	5	1.9	30.5	34.5
0700	660	5	599	5	31	7	6	0	1	3	3	0	0	153	23.2	22	3.3	5	0.8	27.7	31.3
0800	664	8	592	5	45	6	2	0	0	2	4	0	0	140	21.1	17	2.6	4	0.6	27.1	31
0900	571	3	518	4	33	1	3	0	2	6	1	0	0	95	16.6	11	1.9	2	0.4	27	30.2
1000	542	8	476	1	48	1	4	0	2	1	1	0	0	87	16.1	13	2.4	1	0.2	26.7	30.3
1100	552	5	480	5	52	3	2	0	0	3	2	0	0	98	17.8	14	2.5	0	0.0	26.6	30.6
1200	573	4	516	5	35	5	4	0	0	2	2	0	0	97	16.9	18	3.1	2	0.3	26.7	30.3
1300	600	5	531	1	50	2	3	0	1	6	1	0	0	95	15.9	16	2.7	4	0.7	26.6	30.1
1400	612	6	552	3	39	5	1	1	2	2	1	0	0	116	19.0	16	2.6	3	0.5	26.8	30.5
1500	709	4	650	4	38	7	4	0	1	1	0	0	0	104	14.7	9	1.3	1	0.1	26.1	29.9
1600	759	3	726	4	21	2	0	0	0	2	1	0	0	160	21.1	28	3.7	3	0.4	27.5	31
1700	757	8	718	5	15	7	4	0	0	0	0	0	0	186	24.6	27	3.6	2	0.3	27.6	31.6
1800	571	8	542	4	13	2	1	0	0	0	1	0	0	145	25.4	9	1.6	1	0.2	27.6	31.3
1900	461	3	442	0	12	2	2	0	0	0	0	0	0	140	30.4	36	7.8	6	1.3	28.7	32.7
2000	289	0	278	0	8	3	0	0	0	0	0	0	0	80	27.7	13	4.5	0	0.0	27.8	31.7
2100	245	1	235	2	7	0	0	0	0	0	0	0	0	65	26.5	22	9.0	3	1.2	28.6	33.1
2200	144	4	134	1	2	1	0	0	1	0	1	0	0	50	34.7	13	9.0	4	2.8	29.1	33
2300	72	0	67	0	4	1	0	0	0	0	0	0	0	39	54.2	22	30.6	8	11.1	32.4	38.5
07-19	7570	67	6900	46	420	48	34	1	9	28	17	0	0	1476	19.5	200	2.6	28	0.4	27	30.7
06-22	8832	74	8087	48	472	54	36	1	10	33	17	0	0	1892	21.4	307	3.5	42	0.5	27.3	31
06-00	9048	78	8288	49	478	56	36	1	11	33	18	0	0	1981	21.9	342	3.8	54	0.6	27.3	31.1
00-00	9288	86	8490	51	498	62	36	1	12	33	19	0	0	2118	22.8	390	4.2	65	0.7	27.4	31.3

Site 1
Location Meltham Road 53.612943, -1.817358
Direction Both Directions

14218
Netherton
Jun 23

Thursday, 29 June 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	36	0	34	0	2	0	0	0	0	0	0	0	0	17	47.2	9	25.0	4	11.1	31.6	37.5
0100	19	1	15	0	2	0	0	0	1	0	0	0	0	8	42.1	4	21.1	1	5.3	30.2	37.8
0200	19	0	15	0	4	0	0	0	0	0	0	0	0	15	79.0	7	36.8	3	15.8	34	40.7
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	7	87.5	6	75.0	1	12.5	35.8	-
0400	24	0	23	0	1	0	0	0	0	0	0	0	0	16	66.7	7	29.2	4	16.7	33.3	41.7
0500	130	4	111	1	12	1	0	0	0	1	0	0	0	80	61.5	32	24.6	9	6.9	31.9	37.5
0600	278	3	250	1	14	4	1	0	2	3	0	0	0	164	59.0	55	19.8	11	4.0	31.4	36.4
0700	675	9	609	3	40	3	2	0	2	3	4	0	0	236	35.0	37	5.5	1	0.1	28.9	32.3
0800	718	5	655	1	46	4	2	1	0	2	2	0	0	163	22.7	34	4.7	2	0.3	27.1	31.3
0900	544	7	479	5	40	5	3	0	0	3	1	1	0	68	12.5	11	2.0	3	0.6	24.7	29.6
1000	565	7	492	3	52	4	1	0	1	5	0	0	0	54	9.6	9	1.6	3	0.5	24.4	28.8
1100	580	9	511	7	43	3	2	0	1	1	3	0	0	51	8.8	9	1.6	0	0.0	23.6	28.7
1200	546	9	468	5	54	3	1	0	2	1	2	0	1	71	13.0	13	2.4	1	0.2	24.4	29.2
1300	546	6	478	9	42	1	3	0	2	3	2	0	0	69	12.6	6	1.1	2	0.4	24.4	29.7
1400	597	9	528	10	39	3	4	0	1	1	2	0	0	68	11.4	10	1.7	2	0.3	24.6	29.3
1500	699	3	631	7	52	0	2	1	1	1	1	0	0	169	24.2	15	2.1	0	0.0	27.4	31.1
1600	713	11	665	4	28	2	1	0	1	0	1	0	0	180	25.3	29	4.1	6	0.8	27.9	31.5
1700	781	10	737	7	23	1	1	0	1	0	1	0	0	244	31.2	36	4.6	5	0.6	28.5	32.2
1800	626	10	592	4	17	1	1	0	0	1	0	0	0	197	31.5	29	4.6	6	1.0	28.4	32.3
1900	444	4	428	3	9	0	0	0	0	0	0	0	0	165	37.2	34	7.7	4	0.9	29.1	32.4
2000	344	0	324	2	18	0	0	0	0	0	0	0	0	164	47.7	44	12.8	6	1.7	30.1	34.6
2100	256	5	241	0	7	1	2	0	0	0	0	0	0	86	33.6	26	10.2	10	3.9	29.3	33.5
2200	160	3	153	0	1	1	2	0	0	0	0	0	0	57	35.6	15	9.4	7	4.4	29.7	32.7
2300	92	0	88	0	3	1	0	0	0	0	0	0	0	36	39.1	14	15.2	3	3.3	30.1	35.1
07-19	7590	95	6845	65	476	30	23	2	12	21	19	1	1	1570	20.7	238	3.1	31	0.4	26.4	30.9
06-22	8912	107	8088	71	524	35	26	2	14	24	19	1	1	2149	24.1	397	4.5	62	0.7	26.9	31.5
06-00	9164	110	8329	71	528	37	28	2	14	24	19	1	1	2242	24.5	426	4.6	72	0.8	27	31.5
00-00	9400	115	8535	72	549	38	28	2	15	25	19	1	1	2385	25.4	491	5.2	94	1.0	27.1	31.7

Site 1
Location Meltham Road 53.612943, -1.817358
Direction Both Directions

14218
Netherton
Jun 23

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	43	0	41	0	2	0	0	0	0	0	0	0	0	22	51.2	10	23.4	5	11.2	31.9	37.7
0100	25	1	22	0	2	0	0	0	0	0	0	0	0	14	56.9	8	32.8	4	16.7	32.5	40.8
0200	20	0	18	0	2	0	0	0	0	0	0	0	0	14	71.2	7	34.5	2	10.8	33.1	38.9
0300	17	0	16	0	1	0	0	0	0	0	0	0	0	11	65.3	5	29.8	2	12.4	33	39.1
0400	28	0	26	0	2	0	0	0	0	0	0	0	0	17	59.3	8	27.6	3	11.6	32.2	38.9
0500	109	4	93	0	9	2	0	0	0	0	0	0	0	66	60.3	25	22.8	7	6.3	31.6	37
0600	212	4	183	1	17	3	1	0	1	3	1	0	0	115	54.1	40	18.8	10	4.8	31.1	36
0700	499	6	453	3	26	5	2	0	1	2	2	0	0	155	31.1	28	5.6	4	0.8	28.5	32.2
0800	564	6	508	4	34	5	3	1	0	1	1	0	0	147	26.1	28	5.0	5	0.9	27.6	31.6
0900	527	5	475	5	32	4	2	0	1	2	1	0	0	81	15.3	13	2.5	3	0.5	25.8	30
1000	570	7	510	3	40	3	2	0	1	2	2	0	0	66	11.6	10	1.7	2	0.3	24.8	29.3
1100	580	7	522	5	34	4	3	0	0	2	2	0	0	78	13.4	12	2.1	2	0.3	24.8	29.6
1200	588	6	533	5	35	2	3	0	1	2	1	0	0	100	17.0	20	3.4	3	0.5	25.6	30.4
1300	605	7	553	4	32	1	3	0	1	3	1	0	0	127	21.0	23	3.8	4	0.6	26.6	31
1400	606	8	549	6	33	3	2	0	1	2	1	0	0	122	20.1	19	3.1	3	0.4	26.3	30.8
1500	659	8	602	4	37	2	2	1	1	2	1	0	0	159	24.1	24	3.7	3	0.5	27.4	31.4
1600	675	9	632	4	25	1	1	0	1	1	0	0	0	174	25.9	30	4.5	7	1.0	27.8	31.7
1700	642	6	611	4	17	2	1	0	0	0	0	0	0	196	30.5	33	5.1	4	0.7	28.3	32.2
1800	493	7	467	2	13	2	1	0	0	0	0	0	0	179	36.4	37	7.6	8	1.6	29	33
1900	382	3	368	1	9	1	0	0	0	0	0	0	0	157	41.0	40	10.4	8	2.0	29.6	33.7
2000	278	1	266	1	8	1	0	0	0	0	0	0	0	120	43.3	34	12.2	8	2.7	29.8	34.3
2100	211	2	202	0	6	0	0	0	0	0	0	0	0	81	38.2	26	12.5	8	3.7	29.7	34.4
2200	145	3	137	1	4	0	0	0	0	0	0	0	0	55	38.0	15	10.4	4	3.0	29.4	33.6
2300	80	0	76	0	3	0	0	0	0	0	0	0	0	38	47.5	13	16.7	4	5.6	30.8	35.4
07-19	7008	82	6415	49	358	36	25	3	7	19	13	0	0	1583	22.6	277	4.0	47	0.7	26.9	31.3
06-22	8091	92	7434	52	398	42	26	3	9	22	13	1	0	2055	25.4	417	5.2	80	1.0	27.3	31.7
06-00	8316	95	7647	53	405	42	27	3	9	22	14	1	0	2148	25.8	445	5.4	89	1.1	27.4	31.8
00-00	8559	100	7863	53	422	45	27	3	10	22	14	1	0	2293	26.8	508	5.9	112	1.3	27.5	32

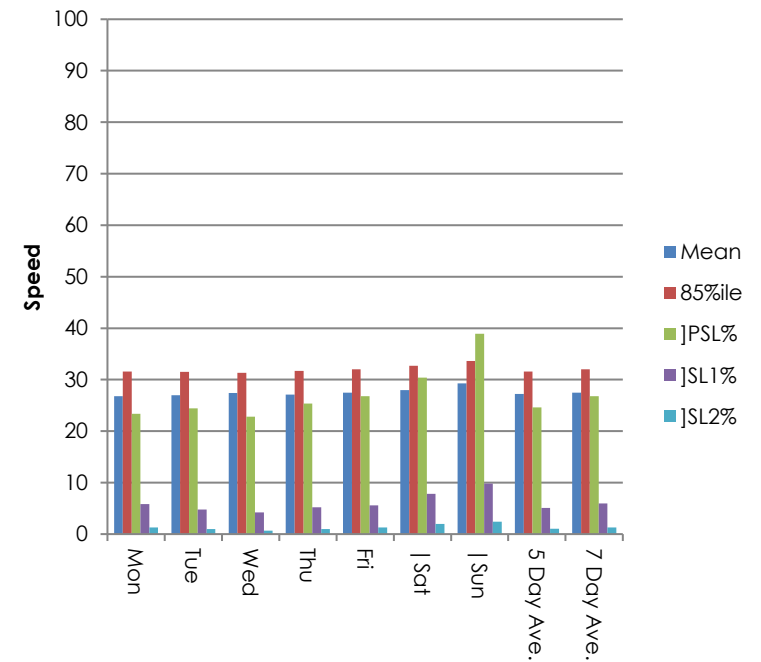
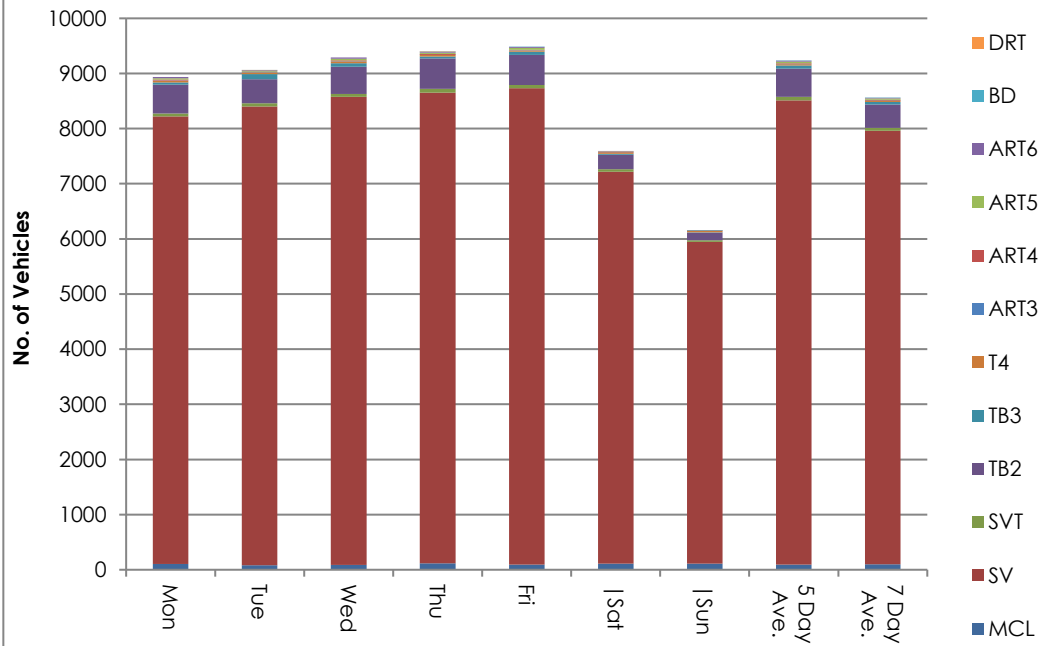
Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction Both Directions

14218
 Netherton
 Jun 23

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	8936	103	8117	53	524	39	30	8	14	25	23	0	0	2090	23.4	522	5.8	116	1.3	26.8	31.6
Tue	9059	82	8318	61	436	92	24	3	5	22	14	1	1	2214	24.4	431	4.8	91	1.0	27	31.5
Wed	9288	86	8490	51	498	62	36	1	12	33	19	0	0	2118	22.8	390	4.2	65	0.7	27.4	31.3
Thu	9400	115	8535	72	549	38	28	2	15	25	19	1	1	2385	25.4	491	5.2	94	1.0	27.1	31.7
Fri	9484	96	8636	60	546	58	24	2	6	38	17	1	0	2542	26.8	528	5.6	121	1.3	27.5	32
Sat	7590	108	7112	43	262	19	27	1	10	6	2	0	0	2305	30.4	593	7.8	149	2.0	28	32.7
Sun	6159	109	5835	33	140	5	20	1	6	5	4	1	0	2395	38.9	604	9.8	149	2.4	29.3	33.6
5 Day Ave.	9233	96	8419	59	511	58	28	3	10	29	18	1	0	2270	24.6	472	5.1	97	1.1	27.2	31.6
7 Day Ave.	8559	100	7863	53	422	45	27	3	10	22	14	1	0	2293	26.8	508	5.9	112	1.3	27.5	32.0
--	59916	699	55043	373	2955	313	189	18	68	154	98	4	2	16049	26.8	3559	5.9	785	1.3	27.5	32.0

Summary Graphs



Site 1
Location Meltham Road 53.612943, -1.817358
Direction Both Directions

14218
Netherton
Jun 23

Friday, 23 June 2023

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	42	0	0	0	0	3	15	11	6	4	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	18	0	0	0	0	0	6	2	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	1	3	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	0	0	0	1	4	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	27	0	0	0	0	1	3	10	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	137	0	2	1	1	10	48	41	25	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	282	0	0	0	3	16	115	108	27	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	576	0	4	2	8	54	301	170	30	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	655	0	0	1	12	52	371	179	32	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	600	1	8	31	72	206	210	61	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	619	2	2	35	78	238	225	36	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	575	0	4	38	84	202	191	51	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	669	0	3	18	116	241	231	52	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	685	0	0	4	4	76	380	181	37	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	726	0	2	9	20	133	387	150	22	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	732	1	0	2	11	104	420	167	24	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	753	0	3	7	26	158	424	113	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	703	0	1	0	9	133	391	147	18	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	516	0	1	1	5	53	253	157	40	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	379	0	0	2	3	39	171	137	19	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	257	0	0	0	1	19	133	79	20	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	193	0	0	0	1	19	82	57	26	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	178	0	0	0	1	19	87	51	14	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	130	0	0	0	0	4	69	40	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7809	4	28	148	445	1650	3784	1464	240	32	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8920	4	28	150	453	1743	4285	1845	332	55	14	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	9228	4	28	150	454	1766	4441	1936	357	63	18	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9484	4	30	151	455	1782	4520	2014	407	85	21	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction Both Directions

14218
 Netherton
 Jun 23

Saturday, 24 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	61	0	0	0	0	3	24	24	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	42	0	0	0	0	3	15	11	7	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	32	0	0	0	0	4	9	12	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	19	0	0	0	0	1	8	4	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	20	0	0	0	0	1	7	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	53	0	1	0	0	1	12	20	11	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	94	0	0	0	1	3	35	24	22	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	169	0	0	0	7	28	79	37	15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	407	0	1	2	33	111	178	66	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	509	1	3	13	71	150	213	46	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	620	0	4	14	101	270	185	43	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	662	0	14	24	82	191	267	64	14	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	622	0	3	3	23	84	311	150	41	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	663	0	2	6	19	84	353	159	31	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	581	0	1	2	2	78	300	162	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	588	0	0	1	7	86	314	143	29	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	547	0	3	0	3	58	293	155	29	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	415	0	1	0	3	53	180	138	32	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	405	0	0	1	5	49	191	117	31	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	311	0	0	0	4	26	134	93	42	6	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	258	0	0	0	3	28	118	79	22	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	193	0	0	2	5	17	84	46	20	8	6	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	186	0	0	3	4	18	83	62	12	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	133	0	0	0	1	9	57	51	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	6188	1	32	66	356	1242	2864	1280	280	55	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	7044	1	32	68	369	1316	3235	1522	386	81	19	6	5	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	7363	1	32	71	374	1343	3375	1635	408	85	23	6	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	7590	1	33	71	374	1356	3450	1712	444	103	26	10	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction Both Directions

14218
 Netherton
 Jun 23

Sunday, 25 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	90	0	0	0	0	5	45	22	10	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	47	0	0	0	2	6	15	10	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	37	0	0	1	1	2	8	14	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	31	0	0	0	0	2	9	10	1	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	20	0	0	0	0	3	7	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	31	0	1	0	1	1	8	10	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	55	0	0	0	2	3	8	18	14	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	97	0	3	0	1	10	38	24	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	223	0	3	1	3	19	83	81	25	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	362	0	3	1	4	37	205	91	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	530	0	4	8	23	66	271	128	24	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	537	0	3	1	7	87	262	146	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	564	0	4	4	10	64	286	155	36	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	598	0	2	0	14	68	302	168	38	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	514	0	1	0	7	58	281	138	23	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	532	0	1	2	2	59	264	171	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	471	0	2	0	5	35	251	143	27	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	363	0	0	1	8	27	175	116	31	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	307	0	0	0	0	19	145	99	31	8	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	261	0	0	1	2	20	111	95	22	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	208	0	0	1	1	15	78	74	31	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	140	0	0	0	0	13	65	40	17	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	97	0	0	0	1	17	44	24	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	44	0	0	0	0	5	20	9	5	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5098	0	26	18	84	549	2563	1460	327	55	11	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5762	0	26	20	89	600	2825	1687	411	74	21	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5903	0	26	20	90	622	2889	1720	423	78	23	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6159	0	27	21	94	641	2981	1791	455	104	30	7	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction Both Directions

14218
 Netherton
 Jun 23

Monday, 26 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	28	0	0	0	0	3	9	4	4	5	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	0	0	0	4	3	6	3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	17	0	0	0	0	0	2	4	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	19	0	0	0	0	4	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	36	0	0	0	0	2	17	6	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	128	0	1	0	0	7	41	49	26	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	255	0	1	0	1	6	99	92	40	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	617	0	1	1	3	75	332	169	32	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	636	0	4	11	45	110	328	116	17	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	548	0	1	9	72	183	244	30	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	573	0	4	26	95	255	166	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	573	0	1	3	84	265	184	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	595	0	3	28	86	261	188	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	591	1	6	23	66	247	209	32	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	576	0	3	27	63	210	224	37	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	716	2	2	8	63	162	357	100	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	727	0	2	10	20	165	356	140	21	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	712	0	5	6	8	105	378	181	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	493	0	0	3	6	42	222	163	47	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	393	0	0	2	7	25	178	129	42	7	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	302	0	0	2	1	29	124	99	38	6	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	210	0	0	0	3	15	99	70	17	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	126	0	0	0	2	13	57	35	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	0	0	1	0	15	18	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7357	3	32	155	611	2080	3188	1049	196	30	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8517	3	33	159	623	2155	3688	1439	333	59	14	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	8686	3	33	159	626	2168	3760	1492	356	62	16	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	8936	3	34	159	626	2188	3836	1568	406	82	17	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction Both Directions

14218
 Netherton
 Jun 23

Tuesday, 27 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	20	0	0	0	0	1	5	9	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	0	0	0	1	8	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	1	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	3	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	41	0	0	0	0	1	17	16	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	137	0	3	0	0	4	46	62	16	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	256	2	0	1	2	28	107	79	30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	697	2	0	1	3	98	408	162	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	645	0	3	2	10	99	358	138	29	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	557	0	1	2	23	98	313	104	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	543	0	1	21	58	197	216	43	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	578	1	13	43	89	191	199	40	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	550	0	2	22	101	203	174	41	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	549	0	5	18	54	184	234	47	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	636	0	12	28	115	195	207	74	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	638	0	0	2	33	124	342	110	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	753	0	3	4	28	126	388	176	23	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	764	0	2	12	22	98	399	191	35	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	531	0	0	4	10	54	276	152	28	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	426	0	0	1	1	39	213	130	38	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	286	0	0	0	6	29	125	86	23	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	243	0	1	0	3	30	126	64	15	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	127	0	0	0	4	18	63	30	9	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	44	0	0	0	1	7	15	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7441	3	42	159	546	1667	3514	1278	192	33	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8652	5	43	161	558	1793	4085	1637	298	57	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	8823	5	43	161	563	1818	4163	1682	311	60	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9059	5	46	161	563	1826	4244	1783	340	65	18	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction Both Directions

14218
 Netherton
 Jun 23

Wednesday, 28 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	26	0	0	0	1	5	10	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	1	0	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	2	3	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	0	5	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	31	0	0	0	2	0	12	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	149	0	2	0	0	5	58	57	22	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	267	0	0	0	1	16	119	95	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	660	1	3	0	13	125	365	131	17	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	664	0	3	8	24	128	361	123	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	571	0	0	2	7	147	320	84	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	542	0	3	4	8	153	287	74	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	552	0	0	2	24	158	270	84	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	573	0	5	1	19	135	316	79	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	600	0	1	7	14	164	318	79	12	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1400	612	0	0	2	18	168	308	100	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	709	0	2	2	30	231	340	95	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	759	0	1	2	26	136	434	132	25	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	757	0	3	5	7	163	393	159	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	571	0	2	2	15	97	310	136	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	461	0	0	1	7	56	257	104	30	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	289	0	0	1	10	51	147	67	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	245	0	0	0	2	29	149	43	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	144	0	0	0	4	12	78	37	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	72	0	0	0	1	6	26	17	14	4	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7570	1	23	37	205	1805	4022	1276	172	23	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06-22	8832	1	23	39	225	1957	4694	1585	265	34	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06-00	9048	1	23	39	230	1975	4798	1639	288	40	9	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00-00	9288	1	25	39	233	1986	4885	1728	325	46	13	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction Both Directions

14218
 Netherton
 Jun 23

Thursday, 29 June 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	36	0	0	0	1	2	16	8	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	19	0	0	0	0	3	8	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	19	0	0	0	0	2	2	8	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	1	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	24	0	0	0	1	1	6	9	3	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	130	0	1	0	1	5	43	48	23	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	278	0	0	1	1	22	90	109	44	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	675	0	1	1	3	66	368	199	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	718	0	4	17	29	133	372	129	32	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	544	0	6	29	58	158	225	57	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	565	0	4	17	75	208	207	45	6	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	580	0	9	35	71	231	183	42	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	546	0	5	31	60	180	199	58	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	546	0	2	20	74	199	182	63	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	597	0	5	15	77	202	230	58	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	699	0	0	4	26	122	378	154	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	713	0	2	1	12	123	395	151	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	781	0	1	6	14	89	427	208	31	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	626	0	4	5	7	83	330	168	23	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	444	0	0	0	6	40	233	131	30	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	344	0	2	0	0	31	147	120	38	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	256	0	1	1	2	26	140	60	16	6	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	160	0	0	0	2	17	84	42	8	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	92	0	0	0	1	9	46	22	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7590	0	43	181	506	1794	3496	1332	207	23	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8912	0	46	183	515	1913	4106	1752	335	42	13	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	9164	0	46	183	518	1939	4236	1816	354	50	14	3	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9400	0	47	183	521	1952	4312	1894	397	67	17	4	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Meltham Road 53.612943, -1.817358
 Direction Both Directions

14218
 Netherton
 Jun 23

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	43	0	0	0	0	3	18	12	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	25	0	0	0	0	3	8	6	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	20	0	0	0	0	1	4	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	17	0	0	0	0	1	5	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	28	0	0	0	0	1	10	9	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	109	0	2	0	0	5	37	41	18	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	212	0	0	0	2	13	82	75	30	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	499	0	2	1	5	65	270	127	24	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	564	0	3	6	22	93	293	119	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	527	0	3	12	44	140	247	68	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	570	0	3	18	63	198	222	56	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	580	0	6	21	63	189	222	65	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	588	0	4	15	59	167	244	80	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	605	0	3	11	35	146	283	104	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	606	0	3	12	43	149	277	103	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	659	0	1	3	25	127	345	134	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	675	0	2	3	17	114	363	144	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	642	0	2	4	10	95	335	163	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	493	0	1	2	7	57	247	142	30	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	382	0	0	1	4	35	185	117	32	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	278	0	0	1	3	29	125	86	26	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	211	0	0	0	2	21	106	54	19	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	145	0	0	0	3	16	71	40	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	80	0	0	0	1	6	35	25	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7008	2	32	109	393	1541	3347	1306	231	36	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8091	2	33	111	405	1640	3845	1638	337	57	14	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	8316	2	33	112	408	1662	3952	1703	357	63	16	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	8559	2	35	112	409	1676	4033	1784	396	79	20	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

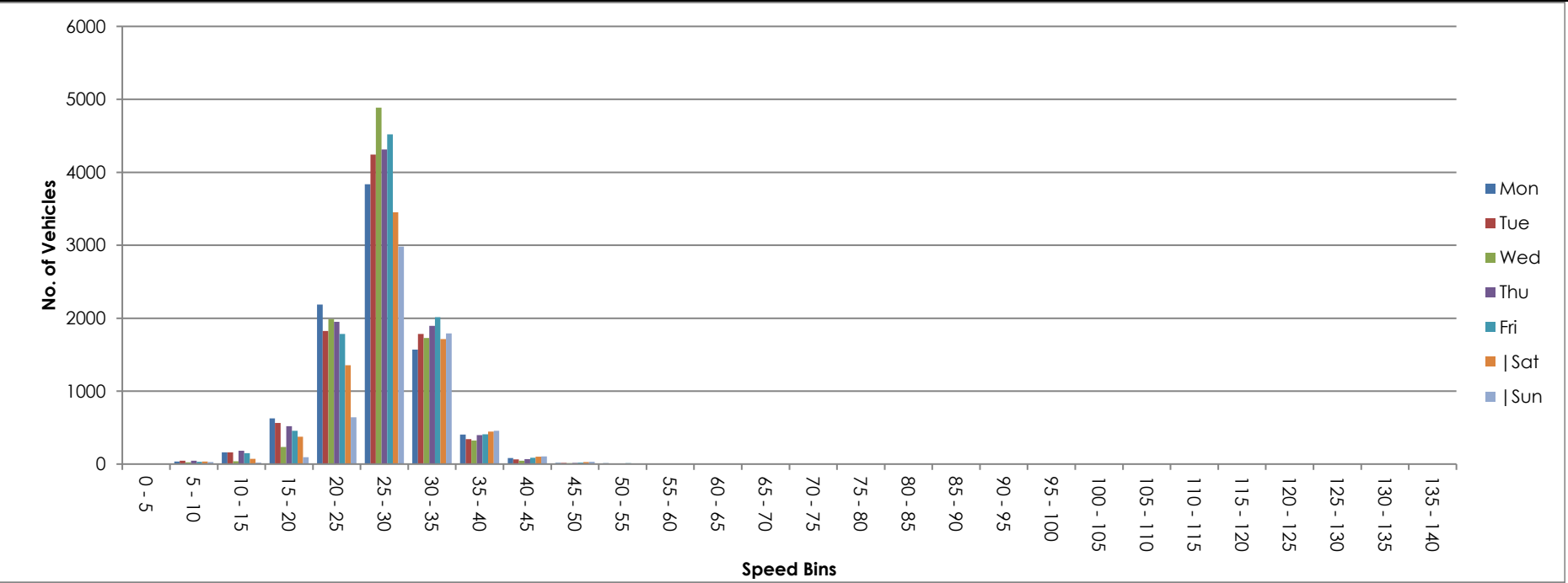
Site 1
Location Meltham Road 53.612943, -1.817358
Direction Both Directions

14218
Netherton
Jun 23

Virtual Week (1)

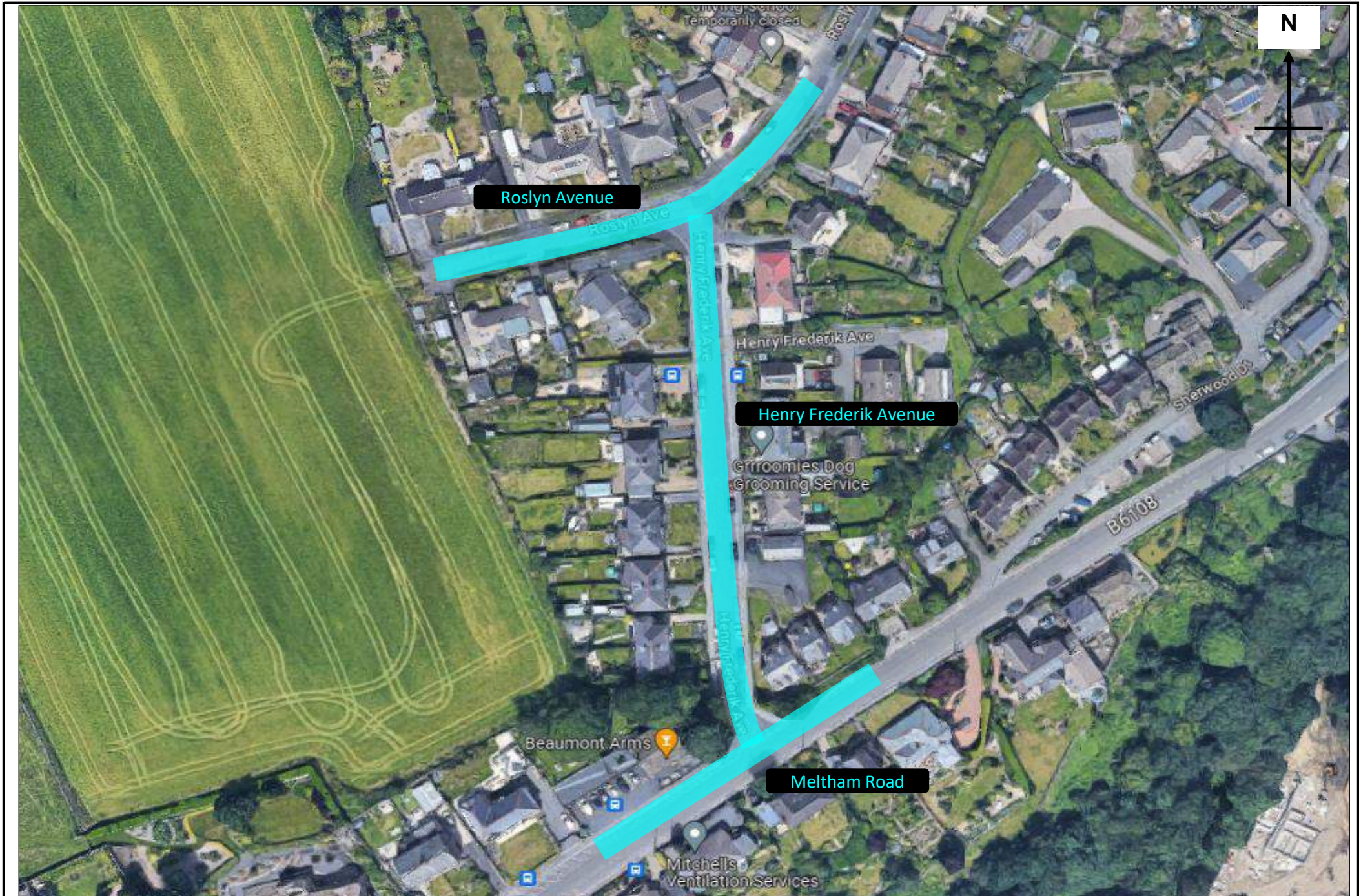
Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	8936	3	34	159	626	2188	3836	1568	406	82	17	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	9059	5	46	161	563	1826	4244	1783	340	65	18	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	9288	1	25	39	233	1986	4885	1728	325	46	13	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	9400	0	47	183	521	1952	4312	1894	397	67	17	4	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Fri	9484	4	30	151	455	1782	4520	2014	407	85	21	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	7590	1	33	71	374	1356	3450	1712	444	103	26	10	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	6159	0	27	21	94	641	2981	1791	455	104	30	7	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	9233	3	36	139	480	1947	4359	1797	375	69	17	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	8559	2	35	112	409	1676	4033	1784	396	79	20	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	59916	14	242	785	2866	11731	28228	12490	2774	552	142	52	23	10	3	2	1	0	0	0	0	0	0	0	0	0	0	0	1

Summary Graphs



Appendix G Parking Beat Survey Data









Road Name **Roslyn Av Roslyn Avenue**

Day & Date **Wednesday 14th & Thursday 15th June 2023**

Time Period **05:30 on W 05:30 on Wednesday 14th & Thursday 15th**

S.No	Road Name	Side of Road	Reference	Site Type	Length	Capacity	Remarks	05:30 (Wednesday 14th June)	05:30 (Thursday 15th June)
1	Roslyn Avenue	NS	HNo-33	DW	6				
2	Roslyn Avenue	NS		NL	19	3			
3	Roslyn Avenue	NS		NL					
4	Roslyn Avenue	NS		NL					
5	Roslyn Avenue	NS		NL					
6	Roslyn Avenue	NS		DW	6				
7	Roslyn Avenue	NS		NL	19	3			
8	Roslyn Avenue	NS		NL					
9	Roslyn Avenue	NS		NL					
10	Roslyn Avenue	NS		NL					
11	Roslyn Avenue	NS		DW	6				
12	Roslyn Avenue	NS		NL	17	3			Car
13	Roslyn Avenue	NS		NL					
14	Roslyn Avenue	NS		NL					
15	Roslyn Avenue	NS		DW	8				
16	Roslyn Avenue	NS		NL	16	3			
17	Roslyn Avenue	NS		NL					
18	Roslyn Avenue	NS		NL					
19	Roslyn Avenue	NS		DW	5				
20	Roslyn Avenue	SS		NL	15	3			Car
21	Roslyn Avenue	SS		NL					
22	Roslyn Avenue	SS		NL					
23	Roslyn Avenue	SS		DW	5				
24	Roslyn Avenue	SS		NL	15	3			
25	Roslyn Avenue	SS		NL					
26	Roslyn Avenue	SS		NL					
27	Roslyn Avenue	SS		Road	14		Cross over - Henry Frederik Avenue		
28	Roslyn Avenue	SS		NL	30	5			
29	Roslyn Avenue	SS		NL					
30	Roslyn Avenue	SS		NL					
31	Roslyn Avenue	SS		NL					
32	Roslyn Avenue	SS		NL					
33	Roslyn Avenue	SS		NL					
34	Roslyn Avenue	SS		DW	4				
35	Roslyn Avenue	SS		NL	17	3			
36	Roslyn Avenue	SS		NL					
37	Roslyn Avenue	SS		NL					
38	Roslyn Avenue	SS	HNo-21	DW	6				



Road Name **Henry Fre Henry Frederik Avenue**

Day & Date **Wednesday 14th & Thursday 15th June 2023**

Time Period **05:30 on \ 05:30 on Wednesday 14th & Thursday 15th**

S.No	Road Name	Side of Road	Reference	Site Type	Length	Capacity	Remarks	05:30 (Wednesday 14th June)	05:30 (Thursday 15th June)	
1	Henry Frederik Avenue	ES	HNO 19A	NL	6	1	Start at Roslyn Avenue			
2	Henry Frederik Avenue	ES		DW	10					
3	Henry Frederik Avenue	ES		DW						
4	Henry Frederik Avenue	ES		NL	12	2				
5	Henry Frederik Avenue	ES		NL						
6	Henry Frederik Avenue	ES		DW	10					
7	Henry Frederik Avenue	ES		DW						
8	Henry Frederik Avenue	ES		NL	31	5				
9	Henry Frederik Avenue	ES		NL						
10	Henry Frederik Avenue	ES		NL						
11	Henry Frederik Avenue	ES		NL						
12	Henry Frederik Avenue	ES		NL						
13	Henry Frederik Avenue	ES		NL					Car	Car
14	Henry Frederik Avenue	ES		DW	4					
15	Henry Frederik Avenue	ES		NL	11	2		Car		
16	Henry Frederik Avenue	ES		NL						
17	Henry Frederik Avenue	ES		DW	4					
18	Henry Frederik Avenue	ES		NL	6	1			Car	
19	Henry Frederik Avenue	ES		DW	8					
20	Henry Frederik Avenue	ES		NL	33	5			Car	
21	Henry Frederik Avenue	ES		NL						
22	Henry Frederik Avenue	ES		NL					Car	Car
23	Henry Frederik Avenue	ES		NL						
24	Henry Frederik Avenue	ES		NL						
25	Henry Frederik Avenue	ES		NL						
26	Henry Frederik Avenue	ES		NL						
27	Henry Frederik Avenue	WS		DW	6					
28	Henry Frederik Avenue	WS		NL	28	5				
29	Henry Frederik Avenue	WS		NL						
30	Henry Frederik Avenue	WS		NL					LGV	LGV
31	Henry Frederik Avenue	WS		NL					Car	
32	Henry Frederik Avenue	WS		NL						
33	Henry Frederik Avenue	WS		NL						
34	Henry Frederik Avenue	WS		DW	3					
35	Henry Frederik Avenue	WS		NL	29	5		Car	Car	
36	Henry Frederik Avenue	WS		NL					Car	Car
37	Henry Frederik Avenue	WS		NL						
38	Henry Frederik Avenue	WS		NL					Car	Car
39	Henry Frederik Avenue	WS		NL					Car	Car
40	Henry Frederik Avenue	WS		NL						
41	Henry Frederik Avenue	WS		DW	7					
42	Henry Frederik Avenue	WS		NL	11	2				
43	Henry Frederik Avenue	WS		NL						



Road Name **Henry Fre Henry Frederik Avenue**

Day & Date **Wednesday 14th & Thursday 15th June 2023**

Time Period **05:30 on \ 05:30 on Wednesday 14th & Thursday 15th**

S.No	Road Name	Side of Road	Reference	Site Type	Length	Capacity	Remarks	05:30 (Wednesday 14th June)	05:30 (Thursday 15th June)
44	Henry Frederik Avenue	WS		DW	6				
45	Henry Frederik Avenue	WS		NL	11	2		Car	Car
46	Henry Frederik Avenue	WS		NL					
47	Henry Frederik Avenue	WS		DW	7				
48	Henry Frederik Avenue	WS		NL	25	5			
49	Henry Frederik Avenue	WS		NL					
50	Henry Frederik Avenue	WS		NL					
51	Henry Frederik Avenue	WS		NL					
52	Henry Frederik Avenue	WS		NL					
53	Henry Frederik Avenue	WS	HNO 23	DW	7				



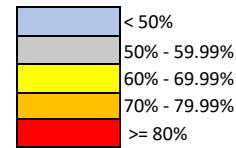
Road Name **Meltham F Meltham Road**

Day & Date **Wednesday 14th & Thursday 15th June 2023**

Time Period **05:30 on \ 05:30 on Wednesday 14th & Thursday 15th**

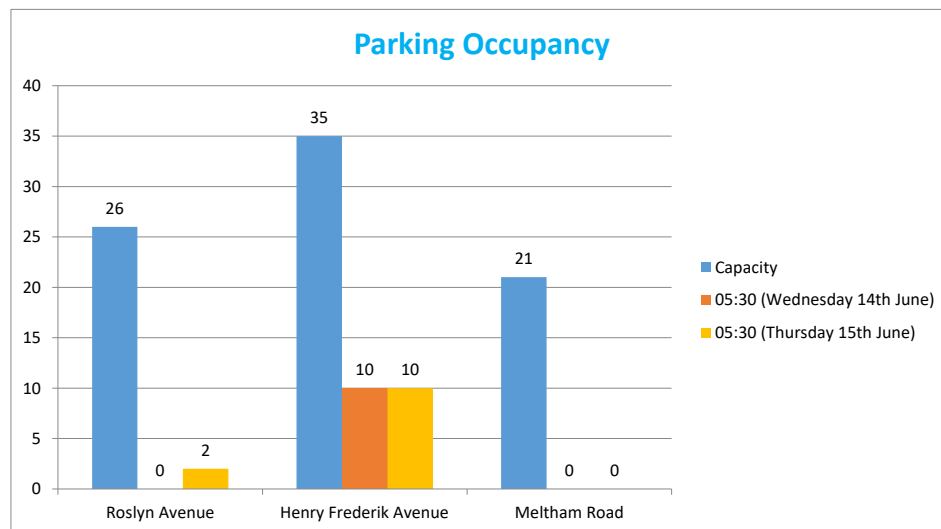
S.No	Road Name	Side of Road	Reference	Site Type	Length	Capacity	Remarks	05:30 (Wednesday 14th June)	05:30 (Thursday 15th June)
1	Meltham Road	NS		DW	22		Start at The Beaumont Arms parking area		
2	Meltham Road	NS		DW					
3	Meltham Road	NS		DW					
4	Meltham Road	NS		DW					
5	Meltham Road	NS		NL	15	3			
6	Meltham Road	NS		NL					
7	Meltham Road	NS		NL					
8	Meltham Road	NS		ROAD	20		Cross over - Henry Frederik Avenue		
9	Meltham Road	NS		ROAD					
10	Meltham Road	NS		NL	30	5			
11	Meltham Road	NS		NL					
12	Meltham Road	NS		NL					
13	Meltham Road	NS		NL					
14	Meltham Road	NS		NL					
15	Meltham Road	NS		NL					
16	Meltham Road	SS		NL	17	3			
17	Meltham Road	SS		NL					
18	Meltham Road	SS		NL					
19	Meltham Road	SS		DW	3				
20	Meltham Road	SS		NL	6	1			
21	Meltham Road	SS		DW	3				
22	Meltham Road	SS		NL	21	4			
23	Meltham Road	SS		NL					
24	Meltham Road	SS		NL					
25	Meltham Road	SS		NL					
26	Meltham Road	SS		DW	3				
27	Meltham Road	SS		NL	4	1			
28	Meltham Road	SS		DW	5				
29	Meltham Road	SS		NL	16	3			
30	Meltham Road	SS		NL					
31	Meltham Road	SS		NL					
32	Meltham Road	SS		DW	4				
33	Meltham Road	SS		NL	4	1			

Day & Date Wednesday 14th & Thursday 15th June 2023
Time period 05:30 on Wednesday 14th & Thursday 15th



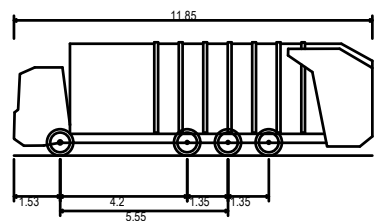
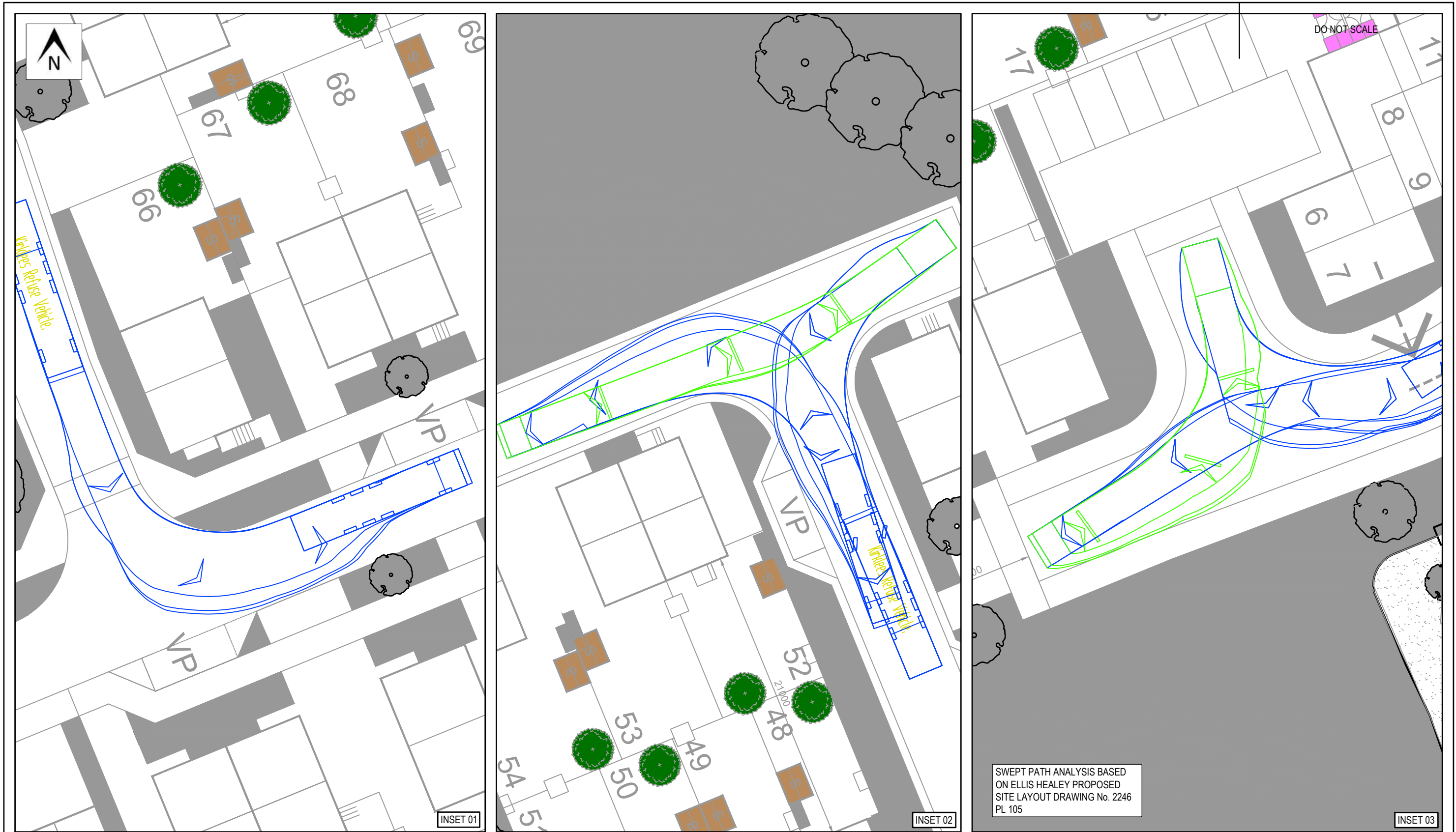
Parking Stress

Road Names	Capacity	Time & Stress			
		05:30 (Wednesday 14th June)	Stress	05:30 (Thursday 15th June)	Stress
Roslyn Avenue	26	0	0%	2	8%
Henry Frederik Avenue	35	10	29%	10	29%
Meltham Road	21	0	0%	0	0%
TOTAL	82	10	12%	12	15%



Appendix H Refuse Vehicle Swept Path Analysis (Optima Drawing No. 23046/ATR/10/E & 23046/ATR/12/B)





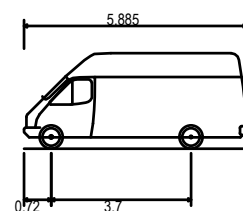
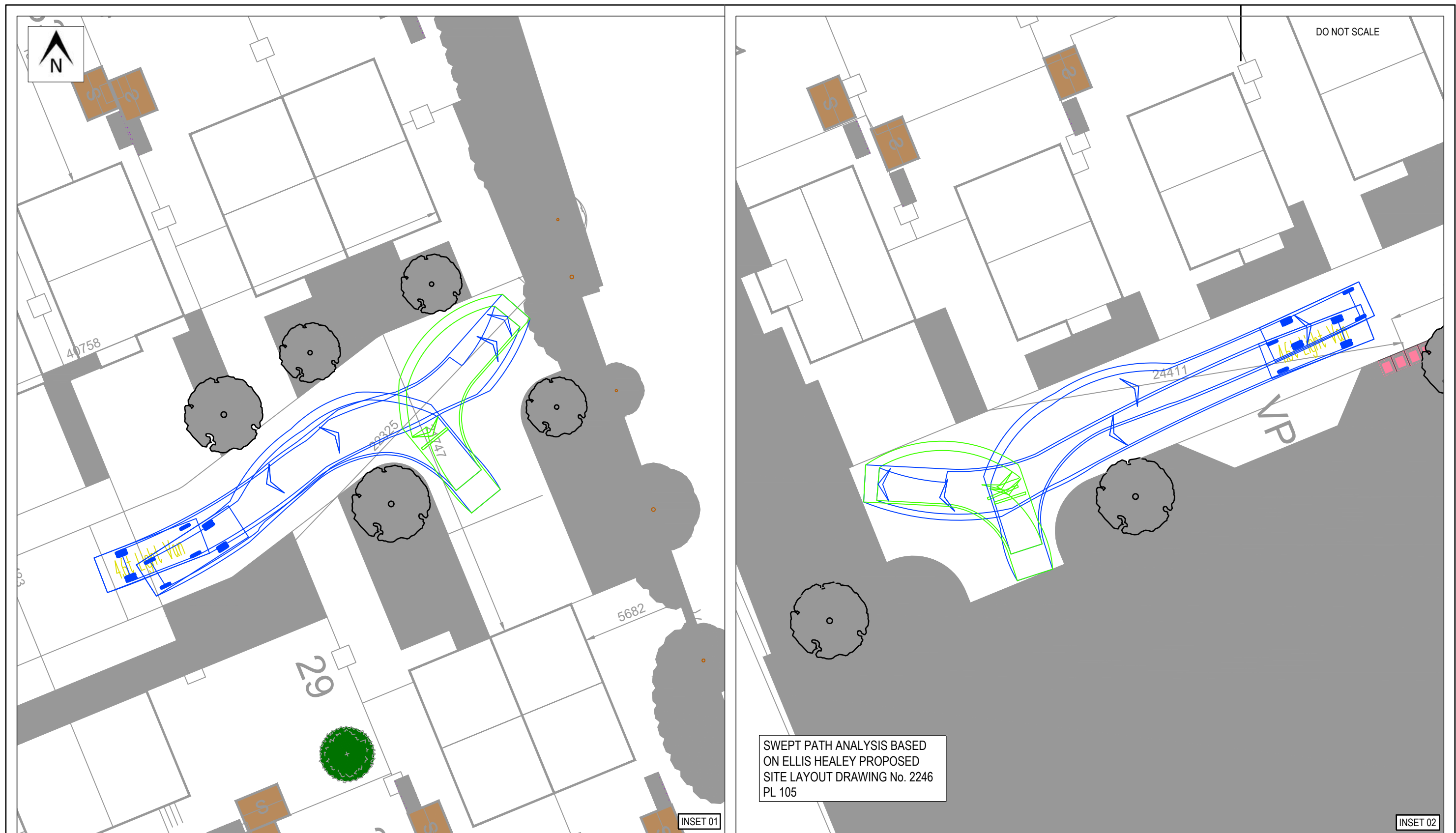
Kirklees Refuse Vehicle.
Overall Length 11.850m
Overall Width 2.500m
Overall Body Height 3.749m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.000m

E	10/11/23	RP	UPDATED LAYOUT (PL 105)	PMO	PMO
D	19/09/23	RP	UPDATED LAYOUT (REV'D)	PMO	PMO
C	18/09/23	RP	UPDATED LAYOUT	PMO	PMO
B	07/07/23	RP	UPDATED LAYOUT	PMO	PMO
A	28/03/23	RP	UPDATED LAYOUT	PMO	PMO
-	15/03/23	RP	INITIAL ISSUE	PMO	PMO
REV	DATE	BY	DESCRIPTION	CHK	APP
STATUS					
PRELIMINARY					

PROJECT	NETHERTON, HUDDERSFIELD
DRAWING TITLE	REFUSE VEHICLE TRACKING SWEPT PATH ANALYSIS

CLIENT				KCS DEVELOPMENT LTD			
CHECKED	APPROVED	DRG No.		CHECKED	APPROVED	DRG No.	
PMO	PMO	23046/ATR/10		PMO	PMO	23046/ATR/10	
DRAWN BY:	SCALE @ A3	DATE	REV.	DRAWN BY:	SCALE @ A3	DATE	REV.
RP	1:250	NOVEMBER 2023	E	RP	1:250	NOVEMBER 2023	E


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



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

B	10/11/23	RP	UPDATED LAYOUT (PL 105)	PMO	PMO
A	07/11/23	RP	UPDATED LAYOUT	PMO	PMO
-	05/07/23	RP	INITIAL ISSUE	PMO	PMO
REV	DATE	BY	DESCRIPTION	CHK	APP
STATUS					
PRELIMINARY					

PROJECT	NETHERTON, HUDDERSFIELD
DRAWING TITLE	4.6t LIGHT VAN TRACKING SWEEP PATH ANALYSIS

CLIENT	KCS DEVELOPMENT LTD		
CHECKED	APPROVED	DRG No.	
PMO	PMO	23046/ATR/12	
DRAWN BY:	SCALE @ A3	DATE	REV.
RP	1:200	NOVEMBER 2023	B


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Leeds LS1 2JP
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Appendix I TRICS Outputs



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	7 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	SC SURREY	3 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	2 days
	SM SOMERSET	3 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	14 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	3 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 23 to 198 (units:)
 Range Selected by User: 20 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 01/03/23

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

Selected survey days:

Monday	11 days
Tuesday	14 days
Wednesday	21 days
Thursday	13 days
Friday	11 days

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

Selected survey types:

Manual count	64 days
Directional ATC Count	6 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	12
Edge of Town	40
Neighbourhood Centre (PPS6 Local Centre)	18

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

Selected Location Sub Categories:

Residential Zone	53
Village	14
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	22 days - Selected
Servicing vehicles Excluded	88 days - Selected

Secondary Filtering selection:

Use Class:

C3 70 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	14 days
5,001 to 10,000	21 days
10,001 to 15,000	15 days
15,001 to 20,000	8 days
20,001 to 25,000	7 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	13 days
25,001 to 50,000	11 days
50,001 to 75,000	9 days
75,001 to 100,000	9 days
100,001 to 125,000	4 days
125,001 to 250,000	17 days
250,001 to 500,000	6 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	16 days
1.1 to 1.5	49 days
1.6 to 2.0	5 days

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

Travel Plan:

Yes	35 days
No	35 days

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

PTAL Rating:

No PTAL Present	69 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	TOWN HOUSES 24 06/06/19	CHESHIRE WEST & CHESTER Survey Type: MANUAL CHESHIRE WEST & CHESTER
2	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: Survey date: FRIDAY	DETACHED HOUSES 99 29/04/22	 Survey Type: MANUAL CHESHIRE WEST & CHESTER
3	AS-03-A-02 FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 131 20/04/22	ABERDEENSHIRE Survey Type: MANUAL CAMBRIDGESHIRE
4	CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: Survey date: THURSDAY	DETACHED & SEMI-DETACHED 83 13/10/22	 Survey Type: MANUAL CENTRAL BEDFORDSHIRE
5	CT-03-A-01 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 46 22/06/22	 Survey Type: MANUAL DORSET
6	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: Survey date: FRIDAY	MIXED HOUSES 50 19/11/21	 Survey Type: MANUAL DORSET
7	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 26 09/11/22	 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17 Survey Type: MANUAL		
9	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES	DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 27/03/17 Survey Type: MANUAL		
10	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18 Survey Type: MANUAL		
11	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15 Survey Type: MANUAL		
12	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15 Survey Type: MANUAL		
13	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19 Survey Type: MANUAL		
14	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

15	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: WEDNESDAY 12/10/22		Survey Type: MANUAL
16	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 Survey date: MONDAY 27/11/17		Survey Type: MANUAL
17	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 Survey date: MONDAY 27/09/21		Survey Type: MANUAL
18	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 37 Survey date: MONDAY 26/09/16		Survey Type: MANUAL
19	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL
20	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18		Survey Type: MANUAL
21	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
23	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	125	
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL
24	HC-03-A-29 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	195	
	Survey date: THURSDAY	30/06/22	Survey Type: MANUAL
25	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
26	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
27	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE	SEMI-DETACHED & TERRACED	HIGHLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
28	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT	Survey Type: MANUAL
30	KC-03-A-08 MAIDSTONE ROAD CHARING Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 Survey date: TUESDAY 22/05/18	MIXED HOUSES	KENT	Survey Type: MANUAL
31	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 17/11/17	DETACHED HOUSES	LANCASHIRE	Survey Type: MANUAL
32	LE-03-A-02 MELBOURNE ROAD IBSTOCK Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 Survey date: THURSDAY 28/06/18	DETACHED & OTHERS	LEICESTERSHIRE	Survey Type: MANUAL
33	LS-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 46 Survey date: WEDNESDAY 21/09/16	MIXED HOUSING	LEEDS	Survey Type: MANUAL
34	NF-03-A-13 BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Total No of Dwellings: 198 Survey date: TUESDAY 11/09/18	MIXED HOUSES	NORFOLK	Survey Type: DIRECTIONAL ATC COUNT
35	NF-03-A-16 NORWICH COMMON WYMONDHAM Edge of Town Residential Zone Total No of Dwellings: 138 Survey date: TUESDAY 20/10/15	MIXED HOUSES & FLATS	NORFOLK	Survey Type: DIRECTIONAL ATC COUNT
36	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Total No of Dwellings: 55 Survey date: TUESDAY 21/09/21	MIXED HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
37	NF-03-A-26 HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: WEDNESDAY 22/09/21	MIXED HOUSES	NORFOLK	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

38	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
	YARMOUTH ROAD		
	NEAR NORWICH		
	BLOFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	16/09/21	Survey Type: MANUAL
39	NF-03-A-32	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	164	
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT
40	NF-03-A-33	MIXED HOUSES	NORFOLK
	LONDON ROAD		
	ATTLEBOROUGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	143	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
41	NF-03-A-34	MIXED HOUSES	NORFOLK
	NORWICH ROAD		
	SWAFFHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	80	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
42	NF-03-A-35	MIXED HOUSES & FLATS	NORFOLK
	REPTON AVENUE		
	NORWICH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	116	
	Survey date: WEDNESDAY	28/09/22	Survey Type: MANUAL
43	NF-03-A-36	MIXED HOUSES	NORFOLK
	LONDON ROAD		
	WYMONDHAM		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	75	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
44	NF-03-A-37	MIXED HOUSES	NORFOLK
	GREENFIELDS ROAD		
	DEREHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
45	NF-03-A-44	MIXED HOUSES	NORFOLK
	MILL LANE		
	NEAR NORWICH		
	HORSFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	125	
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

46	NF-03-A-48 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		181	
	Survey date: THURSDAY		19/09/19	Survey Type: DIRECTIONAL ATC COUNT
47	NF-03-A-51 CITY ROAD NORWICH LAKENHAM	SEMI-DETACHED		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		34	
	Survey date: TUESDAY		13/09/22	Survey Type: MANUAL
48	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	Survey date: MONDAY		18/10/21	Survey Type: MANUAL
49	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	Survey date: WEDNESDAY		18/05/22	Survey Type: MANUAL
50	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	Survey date: MONDAY		17/10/16	Survey Type: MANUAL
51	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/ SEMI-DETACHED		POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	Survey date: MONDAY		11/05/15	Survey Type: MANUAL
52	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	Survey date: WEDNESDAY		11/05/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

53	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 Survey date: TUESDAY 24/05/22 Survey Type: MANUAL		
54	SC-03-A-10 GUILDFORD ROAD ASH	MIXED HOUSES	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL		
55	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17 Survey Type: MANUAL		
56	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone	DETACHED & SEMI	SOMERSET
	Total No of Dwellings: 33 Survey date: THURSDAY 24/09/15 Survey Type: MANUAL		
57	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES	SOMERSET
	Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18 Survey Type: MANUAL		
58	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES	SOMERSET
	Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18 Survey Type: MANUAL		
59	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone	DETACHED HOUSES	STAFFORDSHIRE
	Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL		
60	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

61	TW-03-A-03	MIXED HOUSES		TYNE & WEAR
	STATION ROAD			
	NEAR NEWCASTLE			
	BACKWORTH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	33		
	Survey date: FRIDAY	13/11/15		Survey Type: MANUAL
62	WB-03-A-03	MIXED HOUSES		WEST BERKSHIRE
	DORKING WAY			
	READING			
	CALCOT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	108		
	Survey date: FRIDAY	09/09/22		Survey Type: MANUAL
63	WK-03-A-03	DETACHED HOUSES		WARWICKSHIRE
	BRESE AVENUE			
	WARWICK			
	GUY'S CLIFFE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	23		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
64	WK-03-A-04	DETACHED HOUSES		WARWICKSHIRE
	DALEHOUSE LANE			
	KENILWORTH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	49		
	Survey date: FRIDAY	27/09/19		Survey Type: MANUAL
65	WM-03-A-04	TERRACED HOUSES		WEST MIDLANDS
	OSBORNE ROAD			
	COVENTRY			
	EARLSDON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	39		
	Survey date: MONDAY	21/11/16		Survey Type: MANUAL
66	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	57		
	Survey date: THURSDAY	19/10/17		Survey Type: MANUAL
67	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	180		
	Survey date: THURSDAY	19/04/18		Survey Type: MANUAL
68	WS-03-A-14	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	117		
	Survey date: WEDNESDAY	20/10/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

69	WS-03-A-16 BRACKLESHAM LANE BRACKLESHAM BAY	DETACHED & SEMI-DETACHED	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	58	
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL
70	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-03-A-01	covid
CA-03-A-07	covid
GS-03-A-02	covid
NM-03-A-02	covid
NN-03-A-01	covid
SD-03-A-01	n/a
SE-03-A-01	covid
SF-03-A-08	covid
SF-03-A-09	covid
SF-03-A-10	covid
WO-03-A-07	covid
WS-03-A-12	covid
WS-03-A-13	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	70	79	0.081	70	79	0.279	70	79	0.360
08:00 - 09:00	70	79	0.143	70	79	0.342	70	79	0.485
09:00 - 10:00	70	79	0.147	70	79	0.177	70	79	0.324
10:00 - 11:00	70	79	0.136	70	79	0.166	70	79	0.302
11:00 - 12:00	70	79	0.135	70	79	0.144	70	79	0.279
12:00 - 13:00	70	79	0.155	70	79	0.153	70	79	0.308
13:00 - 14:00	70	79	0.166	70	79	0.163	70	79	0.329
14:00 - 15:00	70	79	0.161	70	79	0.189	70	79	0.350
15:00 - 16:00	70	79	0.257	70	79	0.172	70	79	0.429
16:00 - 17:00	70	79	0.261	70	79	0.165	70	79	0.426
17:00 - 18:00	70	79	0.309	70	79	0.153	70	79	0.462
18:00 - 19:00	70	79	0.256	70	79	0.147	70	79	0.403
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.300			2.323			4.623

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

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

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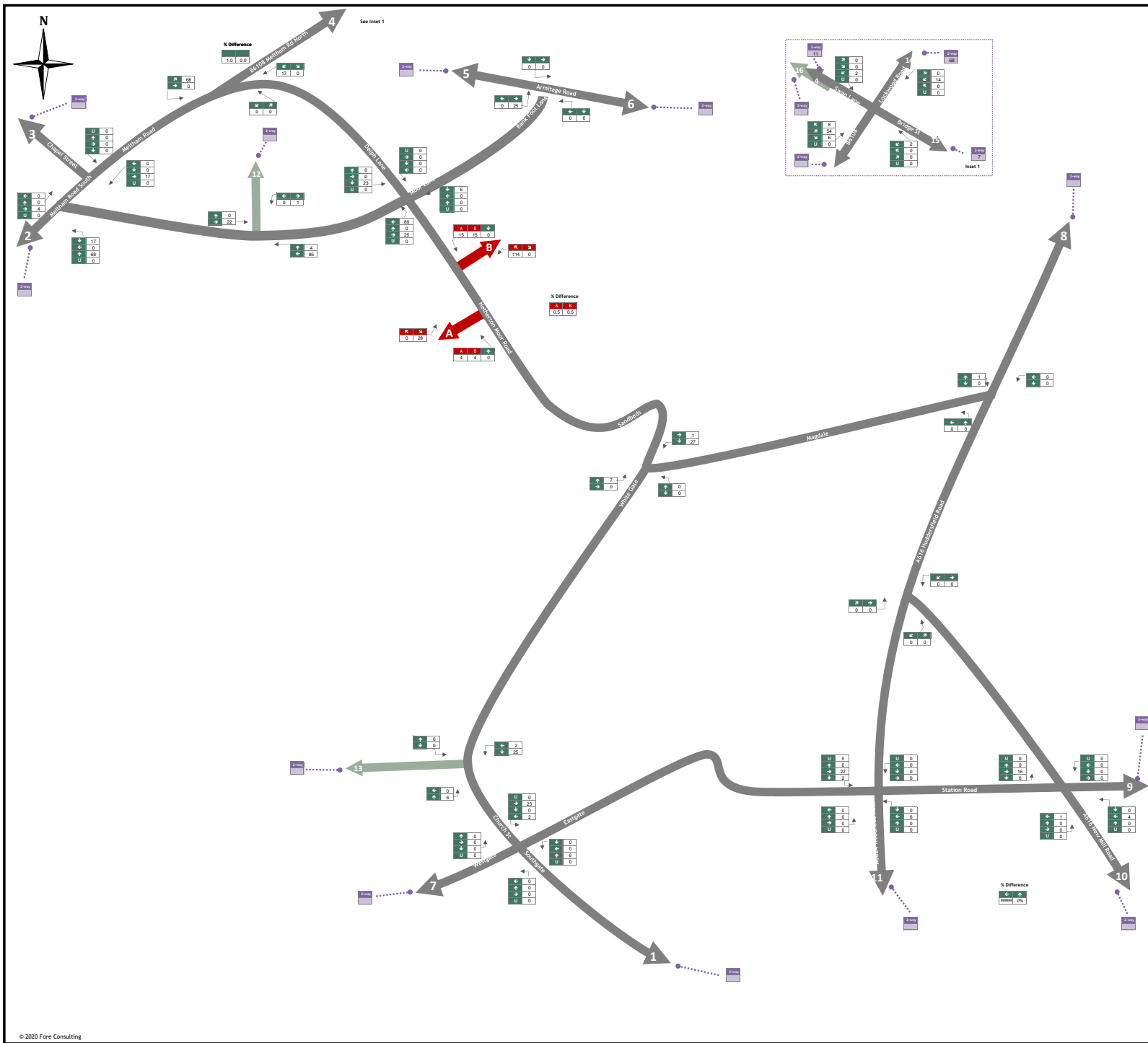
Parameter summary

Trip rate parameter range selected:	23 - 198 (units:)
Survey date range:	01/01/15 - 01/03/23
Number of weekdays (Monday-Friday):	74
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	23
Surveys manually removed from selection:	13

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

Appendix J Committed Development Traffic Flow Diagrams (Planning Ref. 2019/93550)





Key:

- Primary Road
- Secondary Road
- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution



Fore Consulting Limited
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34 Wellington Street
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www.foreconsulting.co.uk



Client:
Persimmon Homes

Project:
Land at Netherton Moor Road, Huddersfield

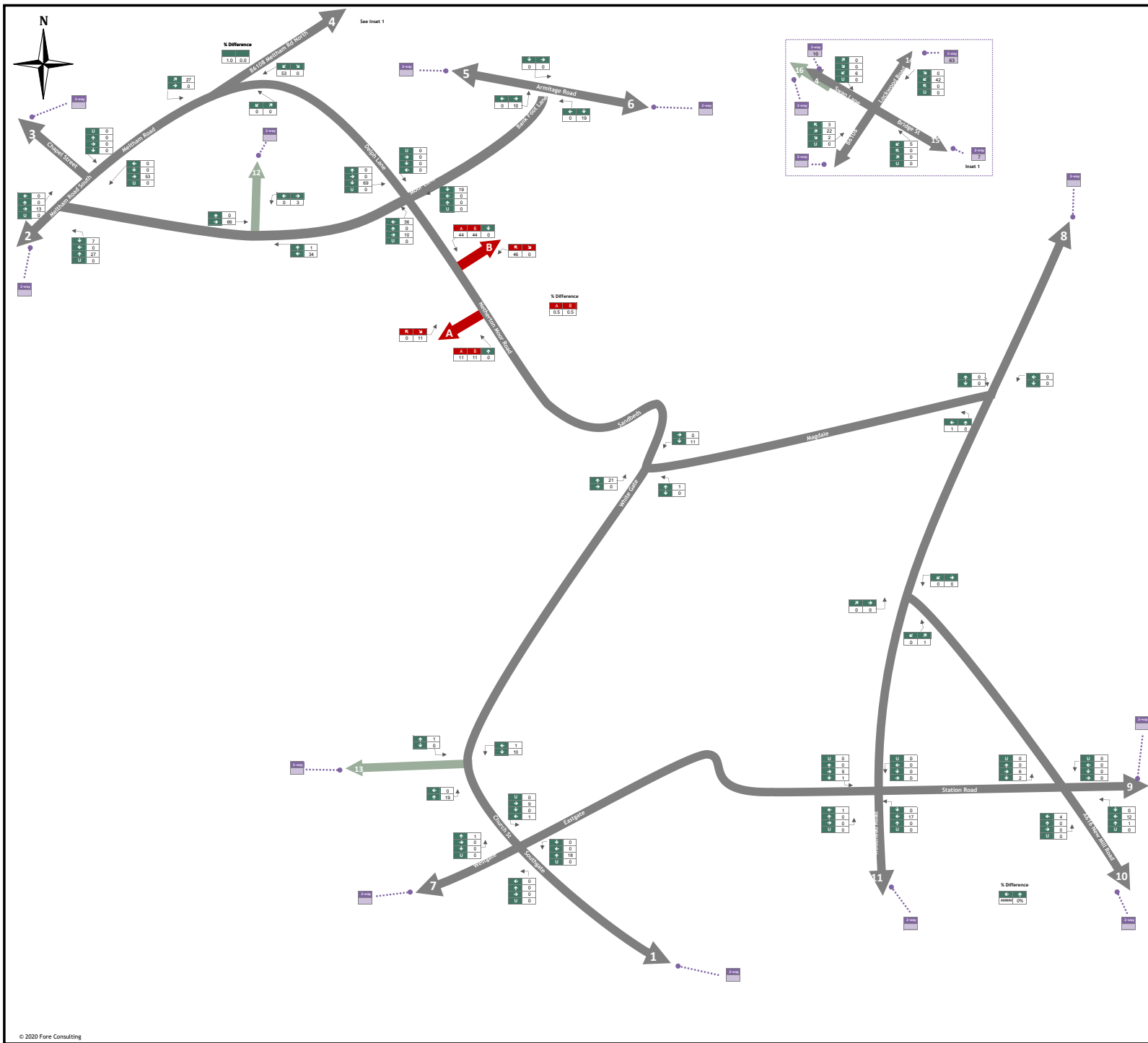
Figure Title:
Development Traffic Flows - AM Peak Hour

Scale:
Not to scale

Figure Status:
Issue

Job Number:
3269

Figure Number:
Figure 6



Key:

- Primary Road
- Secondary Road
- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution



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Client:
Persimmon Homes

Project:
Land at Netherton Moor Road, Huddersfield

Figure Title:
Development Traffic Flows - PM Peak Hour

Scale:
Not to scale

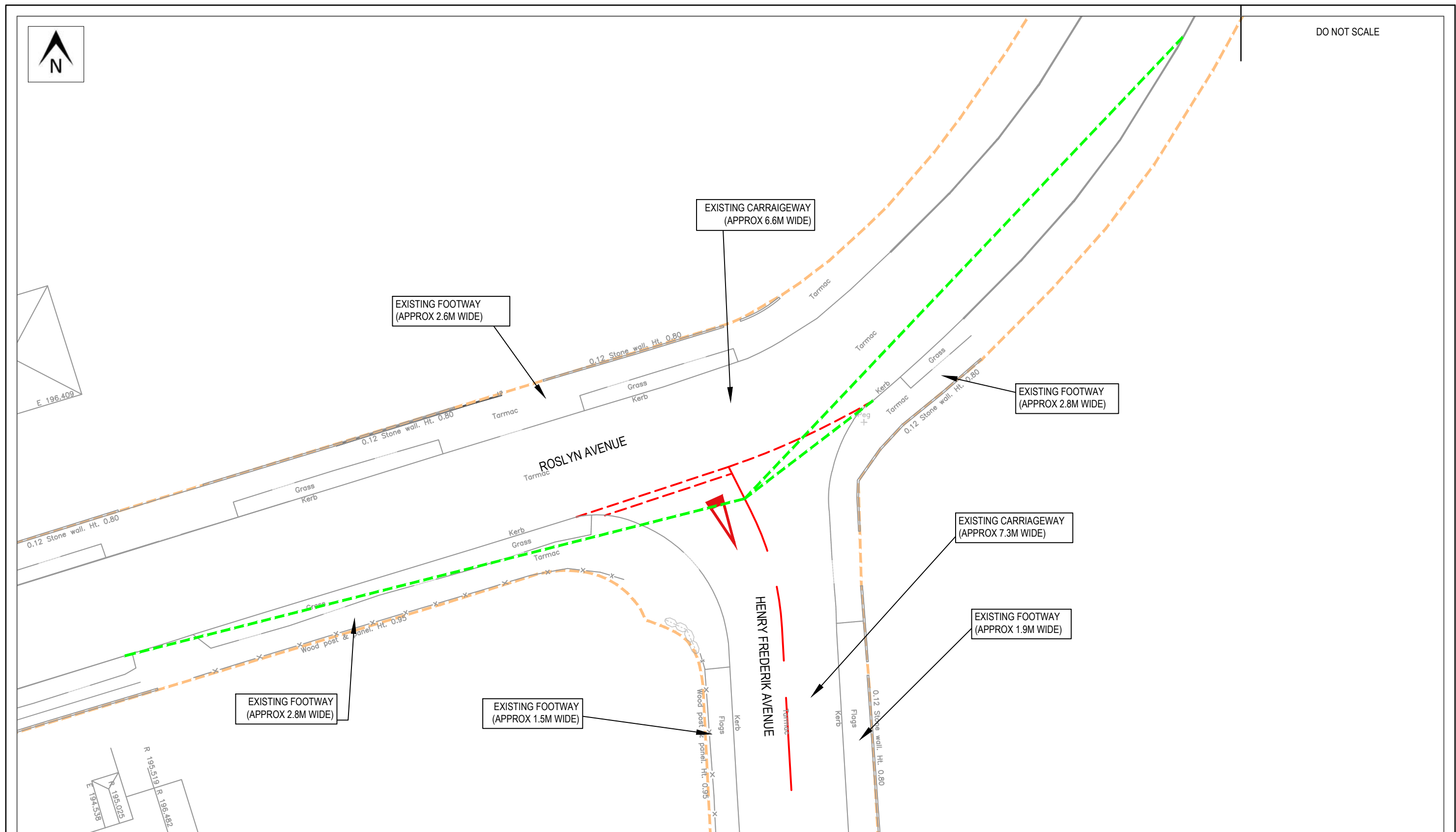
Figure Status:
Issue

Job Number:
3269

Figure Number:
Figure 7

Appendix K Proposed Off-Site Improvements (Optima Drawing No. 23046/GA/01)





- KEY:
- INDICATIVE HIGHWAY ADOPTION LIMIT
 - PROPOSED CARRIAGEWAY MARKINGS
 - 2.4m x 43m JUNCTION VISIBILITY SPLAY

NOTES

1. PRELIMINARY LAYOUT SUBJECT TO TOPOGRAPHICAL SURVEY, DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY, CAPACITY ASSESSMENT AND LOCAL AUTHORITY APPROVAL.

-	15/08/23	RP	INITIAL ISSUE	PMO	PMO
REV	DATE	BY	DESCRIPTION	CHK	APP
STATUS			PRELIMINARY		

PROJECT	NETHERTON HUDDERSFIELD
DRAWING TITLE	OFF-SITE IMPROVEMENTS ROSLYN AVENUE / HENRY FREDERIK AVENUE

CLIENT				KCS DEVELOPMENT LTD			
CHECKED	PMO	APPROVED	PMO	DRG No.	23046/GA/01		
DRAWN BY:	RP	SCALE @ A3	1:250	DATE	AUGUST 2023	REV.	-


OPTIMA
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Suite 1, 3rd Floor, Goodbard House, Infirmary Street
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Appendix L Junctions 9 Modelling Output



Junctions 9										
PICADY 9 - Priority Intersection Module										
Version: 9.5.2.1013										
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+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: 231024 Roslyn Avenue.j9

Path: O:\Netherton, Huddersfield\ANALYSIS\CAPACITY\Priority Junctions

Report generation date: 25/10/2023 09:49:47

»2023 Count, AM
»2023 Count, PM
»2023 Base, AM
»2023 Base, PM
»2023 Design, AM
»2023 Design, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	Network Residual Capacity
	2023 Count									
Stream B-C	D1	0.0	6.81	0.01	900 % []	D2	0.0	5.62	0.01	900 % []
Stream B-A		0.0	7.92	0.01			0.0	6.63	0.02	
Stream C-AB		0.0	0.00	0.00			0.0	0.00	0.00	
	2023 Base									
Stream B-C	D3	0.0	6.81	0.01	900 % []	D4	0.0	5.62	0.01	900 % []
Stream B-A		0.0	7.92	0.01			0.0	6.63	0.02	
Stream C-AB		0.0	0.00	0.00			0.0	0.00	0.00	
	2023 Design									
Stream B-C	D5	0.0	5.45	0.04	900 % []	D6	0.0	5.29	0.05	900 % []
Stream B-A		0.0	8.78	0.02			0.0	7.51	0.02	
Stream C-AB		0.0	6.23	0.05			0.0	6.19	0.04	

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

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

File summary

File Description

Title	Netherton, Huddersfield
Location	Roslyn Avenue/Henry Fredrick Avenue
Site number	
Date	24/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	23046
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	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Count	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Count	PM	ONE HOUR	16:30	18:00	15	✓
D3	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Base	PM	ONE HOUR	16:30	18:00	15	✓
D5	2023 Design	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 Design	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2023 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	Roslyn Avenue/Henry Fredrick Avenue	T-Junction	Two-way		5.27	A

Junction Network Options

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

Arms

Arms

Arm	Name	Description	Arm type
A	Roslyn Avenue E		Major
B	Henry Fredrik Avenue		Minor
C	Roslyn Avenue W		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 - Roslyn Avenue W	6.60			55.0	✓	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 - Henry Fredrik Avenue	One lane plus flare	10.00	4.80	3.90	3.70	3.70	✓	1.00	21	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	540	0.096	0.242	0.152	0.346
B-C	669	0.100	0.253	-	-
C-B	606	0.229	0.229	-	-

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	2023 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 (Veh/hr)	Scaling Factor (%)
A - Roslyn Avenue E		ONE HOUR	✓	5	100.000
B - Henry Fredrik Avenue		ONE HOUR	✓	10	100.000
C - Roslyn Avenue W		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Roslyn Avenue E	B - Henry Fredrik Avenue	C - Roslyn Avenue W
From	A - Roslyn Avenue E	0	5	0
	B - Henry Fredrik Avenue	6	0	4
	C - Roslyn Avenue W	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Roslyn Avenue E	B - Henry Fredrik Avenue	C - Roslyn Avenue W
From	A - Roslyn Avenue E	0	0	0
	B - Henry Fredrik Avenue	17	0	25
	C - Roslyn Avenue W	100	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.81	0.0	A	4	6
B-A	0.01	7.92	0.0	A	6	8
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					5	7
A-C					0	0

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	534	0.006	3	0.0	0.0	6.780	A
B-A	5	1	461	0.010	4	0.0	0.0	7.885	A
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	0.94			4				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	534	0.007	4	0.0	0.0	6.792	A
B-A	5	1	461	0.012	5	0.0	0.0	7.901	A
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	1			4				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	533	0.008	4	0.0	0.0	6.808	A
B-A	7	2	461	0.014	7	0.0	0.0	7.923	A
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	6	1			6				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	533	0.008	4	0.0	0.0	6.808	A
B-A	7	2	461	0.014	7	0.0	0.0	7.923	A
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	6	1			6				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	533	0.007	4	0.0	0.0	6.793	A
B-A	5	1	461	0.012	5	0.0	0.0	7.902	A
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	1			4				
A-C	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	534	0.006	3	0.0	0.0	6.784	A
B-A	5	1	461	0.010	5	0.0	0.0	7.884	A
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	0.94			4				
A-C	0	0			0				

2023 Count, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roslyn Avenue/Henry Fredrick Avenue	T-Junction	Two-way		3.70	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Count	PM	ONE HOUR	16:30	18:00	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 (Veh/hr)	Scaling Factor (%)
A - Roslyn Avenue E		ONE HOUR	✓	10	100.000
B - Henry Fredrik Avenue		ONE HOUR	✓	14	100.000
C - Roslyn Avenue W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Roslyn Avenue E	B - Henry Fredrik Avenue	C - Roslyn Avenue W
From	A - Roslyn Avenue E	0	9	1
	B - Henry Fredrik Avenue	10	0	4
	C - Roslyn Avenue W	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Roslyn Avenue E	B - Henry Fredrik Avenue	C - Roslyn Avenue W
From	A - Roslyn Avenue E	0	0	0
	B - Henry Fredrik Avenue	0	0	0
	C - Roslyn Avenue W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	5.62	0.0	A	4	6
B-A	0.02	6.63	0.0	A	9	14
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					8	12
A-C					0.92	1

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	646	0.005	3	0.0	0.0	5.595	A
B-A	8	2	554	0.014	7	0.0	0.0	6.581	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	7	2			7				
A-C	0.75	0.19			0.75				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.90	646	0.006	4	0.0	0.0	5.605	A
B-A	9	2	554	0.016	9	0.0	0.0	6.601	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	8	2			8				
A-C	0.90	0.22			0.90				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	645	0.007	4	0.0	0.0	5.620	A
B-A	11	3	554	0.020	11	0.0	0.0	6.628	A
C-AB	0	0	603	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	10	2			10				
A-C	1	0.28			1				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	645	0.007	4	0.0	0.0	5.620	A
B-A	11	3	554	0.020	11	0.0	0.0	6.628	A
C-AB	0	0	603	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	10	2			10				
A-C	1	0.28			1				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.90	646	0.006	4	0.0	0.0	5.608	A
B-A	9	2	554	0.016	9	0.0	0.0	6.604	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	8	2			8				
A-C	0.90	0.22			0.90				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	646	0.005	3	0.0	0.0	5.595	A
B-A	8	2	554	0.014	8	0.0	0.0	6.581	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	7	2			7				
A-C	0.75	0.19			0.75				

2023 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	Roslyn Avenue/Henry Fredrick Avenue	T-Junction	Two-way		5.27	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 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 (Veh/hr)	Scaling Factor (%)
A - Roslyn Avenue E		ONE HOUR	✓	5	100.000
B - Henry Fredrik Avenue		ONE HOUR	✓	10	100.000
C - Roslyn Avenue W		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Roslyn Avenue E	B - Henry Fredrik Avenue	C - Roslyn Avenue W
	A - Roslyn Avenue E	0	5	0
	B - Henry Fredrik Avenue	6	0	4
	C - Roslyn Avenue W	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Roslyn Avenue E	B - Henry Fredrik Avenue	C - Roslyn Avenue W
	A - Roslyn Avenue E	0	0	0
	B - Henry Fredrik Avenue	17	0	25
	C - Roslyn Avenue W	100	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.81	0.0	A	4	6
B-A	0.01	7.92	0.0	A	6	8
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					5	7
A-C					0	0

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	534	0.006	3	0.0	0.0	6.780	A
B-A	5	1	461	0.010	4	0.0	0.0	7.885	A
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	0.94			4				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	534	0.007	4	0.0	0.0	6.792	A
B-A	5	1	461	0.012	5	0.0	0.0	7.901	A
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	1			4				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	533	0.008	4	0.0	0.0	6.808	A
B-A	7	2	461	0.014	7	0.0	0.0	7.923	A
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	6	1			6				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	533	0.008	4	0.0	0.0	6.808	A
B-A	7	2	461	0.014	7	0.0	0.0	7.923	A
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	6	1			6				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	533	0.007	4	0.0	0.0	6.793	A
B-A	5	1	461	0.012	5	0.0	0.0	7.902	A
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	1			4				
A-C	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	534	0.006	3	0.0	0.0	6.784	A
B-A	5	1	461	0.010	5	0.0	0.0	7.884	A
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	0.94			4				
A-C	0	0			0				

2023 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roslyn Avenue/Henry Fredrick Avenue	T-Junction	Two-way		3.70	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Base	PM	ONE HOUR	16:30	18:00	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 (Veh/hr)	Scaling Factor (%)
A - Roslyn Avenue E		ONE HOUR	✓	10	100.000
B - Henry Fredrik Avenue		ONE HOUR	✓	14	100.000
C - Roslyn Avenue W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Roslyn Avenue E	B - Henry Fredrik Avenue	C - Roslyn Avenue W
From	A - Roslyn Avenue E	0	9	1
	B - Henry Fredrik Avenue	10	0	4
	C - Roslyn Avenue W	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Roslyn Avenue E	B - Henry Fredrik Avenue	C - Roslyn Avenue W
From	A - Roslyn Avenue E	0	0	0
	B - Henry Fredrik Avenue	0	0	0
	C - Roslyn Avenue W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	5.62	0.0	A	4	6
B-A	0.02	6.63	0.0	A	9	14
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					8	12
A-C					0.92	1

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	646	0.005	3	0.0	0.0	5.595	A
B-A	8	2	554	0.014	7	0.0	0.0	6.581	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	7	2			7				
A-C	0.75	0.19			0.75				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.90	646	0.006	4	0.0	0.0	5.605	A
B-A	9	2	554	0.016	9	0.0	0.0	6.601	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	8	2			8				
A-C	0.90	0.22			0.90				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	645	0.007	4	0.0	0.0	5.620	A
B-A	11	3	554	0.020	11	0.0	0.0	6.628	A
C-AB	0	0	603	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	10	2			10				
A-C	1	0.28			1				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	645	0.007	4	0.0	0.0	5.620	A
B-A	11	3	554	0.020	11	0.0	0.0	6.628	A
C-AB	0	0	603	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	10	2			10				
A-C	1	0.28			1				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.90	646	0.006	4	0.0	0.0	5.608	A
B-A	9	2	554	0.016	9	0.0	0.0	6.604	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	8	2			8				
A-C	0.90	0.22			0.90				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	646	0.005	3	0.0	0.0	5.595	A
B-A	8	2	554	0.014	8	0.0	0.0	6.581	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	7	2			7				
A-C	0.75	0.19			0.75				

2023 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	Roslyn Avenue/Henry Fredrick Avenue	T-Junction	Two-way		5.21	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 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 (Veh/hr)	Scaling Factor (%)
A - Roslyn Avenue E		ONE HOUR	✓	7	100.000
B - Henry Fredrik Avenue		ONE HOUR	✓	28	100.000
C - Roslyn Avenue W		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Roslyn Avenue E	B - Henry Fredrik Avenue	C - Roslyn Avenue W
	A - Roslyn Avenue E	0	5	2
	B - Henry Fredrik Avenue	6	0	22
	C - Roslyn Avenue W	3	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Roslyn Avenue E	B - Henry Fredrik Avenue	C - Roslyn Avenue W
	A - Roslyn Avenue E	0	0	0
	B - Henry Fredrik Avenue	17	0	5
	C - Roslyn Avenue W	31	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.04	5.45	0.0	A	20	30
B-A	0.02	8.78	0.0	A	6	8
C-AB	0.05	6.23	0.0	A	23	35
C-A					3	4
A-B					5	7
A-C					2	3

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	4	686	0.024	16	0.0	0.0	5.376	A
B-A	5	1	420	0.011	4	0.0	0.0	8.670	A
C-AB	19	5	606	0.031	19	0.0	0.0	6.129	A
C-A	2	0.55			2				
A-B	4	0.94			4				
A-C	2	0.38			2				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	685	0.029	20	0.0	0.0	5.407	A
B-A	5	1	418	0.013	5	0.0	0.0	8.715	A
C-AB	23	6	606	0.037	23	0.0	0.0	6.170	A
C-A	3	0.65			3				
A-B	4	1			4				
A-C	2	0.45			2				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	685	0.035	24	0.0	0.0	5.449	A
B-A	7	2	417	0.016	7	0.0	0.0	8.776	A
C-AB	28	7	606	0.046	28	0.0	0.0	6.224	A
C-A	3	1			3				
A-B	6	1			6				
A-C	2	0.55			2				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	685	0.035	24	0.0	0.0	5.450	A
B-A	7	2	417	0.016	7	0.0	0.0	8.775	A
C-AB	28	7	606	0.046	28	0.0	0.0	6.227	A
C-A	3	1			3				
A-B	6	1			6				
A-C	2	0.55			2				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	685	0.029	20	0.0	0.0	5.410	A
B-A	5	1	418	0.013	5	0.0	0.0	8.717	A
C-AB	23	6	606	0.037	23	0.0	0.0	6.172	A
C-A	3	0.65			3				
A-B	4	1			4				
A-C	2	0.45			2				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	4	686	0.024	17	0.0	0.0	5.380	A
B-A	5	1	420	0.011	5	0.0	0.0	8.673	A
C-AB	19	5	606	0.031	19	0.0	0.0	6.133	A
C-A	2	0.55			2				
A-B	4	0.94			4				
A-C	2	0.38			2				

2023 Design, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roslyn Avenue/Henry Fredrick Avenue	T-Junction	Two-way		4.78	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 Design	PM	ONE HOUR	16:30	18:00	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 (Veh/hr)	Scaling Factor (%)
A - Roslyn Avenue E		ONE HOUR	✓	13	100.000
B - Henry Fredrik Avenue		ONE HOUR	✓	41	100.000
C - Roslyn Avenue W		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Roslyn Avenue E	B - Henry Fredrik Avenue	C - Roslyn Avenue W
From	A - Roslyn Avenue E	0	9	4
	B - Henry Fredrik Avenue	10	0	31
	C - Roslyn Avenue W	2	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Roslyn Avenue E	B - Henry Fredrik Avenue	C - Roslyn Avenue W
From	A - Roslyn Avenue E	0	0	0
	B - Henry Fredrik Avenue	0	0	0
	C - Roslyn Avenue W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	5.29	0.0	A	28	43
B-A	0.02	7.51	0.0	A	9	14
C-AB	0.04	6.19	0.0	A	18	28
C-A					2	3
A-B					8	12
A-C					4	6

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	717	0.033	23	0.0	0.0	5.188	A
B-A	8	2	493	0.015	7	0.0	0.0	7.414	A
C-AB	15	4	605	0.025	15	0.0	0.0	6.106	A
C-A	1	0.37			1				
A-B	7	2			7				
A-C	3	0.75			3				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	716	0.039	28	0.0	0.0	5.229	A
B-A	9	2	492	0.018	9	0.0	0.0	7.455	A
C-AB	18	5	604	0.030	18	0.0	0.0	6.139	A
C-A	2	0.44			2				
A-B	8	2			8				
A-C	4	0.90			4				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	715	0.048	34	0.0	0.0	5.286	A
B-A	11	3	490	0.022	11	0.0	0.0	7.513	A
C-AB	22	6	604	0.037	22	0.0	0.0	6.185	A
C-A	2	0.53			2				
A-B	10	2			10				
A-C	4	1			4				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	715	0.048	34	0.0	0.0	5.286	A
B-A	11	3	490	0.022	11	0.0	0.0	7.513	A
C-AB	22	6	604	0.037	22	0.0	0.0	6.185	A
C-A	2	0.53			2				
A-B	10	2			10				
A-C	4	1			4				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	716	0.039	28	0.0	0.0	5.230	A
B-A	9	2	492	0.018	9	0.0	0.0	7.459	A
C-AB	18	5	604	0.030	18	0.0	0.0	6.142	A
C-A	2	0.44			2				
A-B	8	2			8				
A-C	4	0.90			4				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	717	0.033	23	0.0	0.0	5.191	A
B-A	8	2	493	0.015	8	0.0	0.0	7.414	A
C-AB	15	4	605	0.025	15	0.0	0.0	6.109	A
C-A	1	0.37			1				
A-B	7	2			7				
A-C	3	0.75			3				

Junctions 9										
PICADY 9 - Priority Intersection Module										
Version: 9.5.2.1013										
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Filename: 231024 B6108 Meltham Road.j9

Path: O:\Netherton, Huddersfield\ANALYSIS\CAPACITY\Priority Junctions

Report generation date: 25/10/2023 09:50:51

»2023 Count, AM

»2023 Count, PM

»2023 Base, AM

»2023 Base, PM

»2023 Design, AM

»2023 Design, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	Network Residual Capacity
	2023 Count									
Stream B-C	D1	0.0	6.60	0.01	138 % [Stream B-A]	D2	0.0	6.57	0.01	123 % [Stream B-A]
Stream B-A		0.0	10.66	0.01			0.0	10.64	0.03	
Stream C-AB		0.0	5.88	0.02			0.0	4.40	0.03	
	2023 Base									
Stream B-C	D3	0.0	6.69	0.01	125 % [Stream B-A]	D4	0.0	6.67	0.01	110 % [Stream B-A]
Stream B-A		0.0	11.00	0.01			0.0	11.05	0.03	
Stream C-AB		0.0	5.76	0.02			0.0	4.34	0.03	
	2023 Design									
Stream B-C	D5	0.0	7.09	0.04	105 % [Stream B-A]	D6	0.0	6.78	0.03	93 % [Stream B-A]
Stream B-A		0.1	11.42	0.06			0.1	11.77	0.06	
Stream C-AB		0.1	5.48	0.04			0.1	4.45	0.08	

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

File summary

File Description

Title	Netherton, Huddersfield
Location	B6108 Meltham Road/Henry Fredrick Avenue
Site number	
Date	24/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	23046
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	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Count	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Count	PM	ONE HOUR	16:30	18:00	15	✓
D3	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Base	PM	ONE HOUR	16:30	18:00	15	✓
D5	2023 Design	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 Design	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2023 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	untitled	T-Junction	Two-way		0.17	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	138	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	B6108 Meltham Road W		Major
B	Henry Fredrik Avenue		Minor
C	B6108 Meltham 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 - B6108 Meltham Road E	6.90			103.0	✓	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 - Henry Fredrik Avenue	One lane plus flare	10.00	6.40	4.70	3.70	3.60	✓	2.00	18	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	509	0.089	0.225	0.142	0.322
B-C	683	0.101	0.254	-	-
C-B	634	0.236	0.236	-	-

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	2023 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 (Veh/hr)	Scaling Factor (%)
A - B6108 Meltham Road W		ONE HOUR	✓	453	100.000
B - Henry Fredrik Avenue		ONE HOUR	✓	9	100.000
C - B6108 Meltham Road E		ONE HOUR	✓	297	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B6108 Meltham Road W	B - Henry Fredrik Avenue	C - B6108 Meltham Road E
	From			
	A - B6108 Meltham Road W	0	7	446
	B - Henry Fredrik Avenue	4	0	5
	C - B6108 Meltham Road E	292	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B6108 Meltham Road W	B - Henry Fredrik Avenue	C - B6108 Meltham Road E
	From			
	A - B6108 Meltham Road W	0	14	4
	B - Henry Fredrik Avenue	0	0	0
	C - B6108 Meltham Road E	8	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.60	0.0	A	5	7
B-A	0.01	10.66	0.0	B	4	6
C-AB	0.02	5.88	0.0	A	8	12
C-A					264	397
A-B					6	10
A-C					409	614

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.94	593	0.006	4	0.0	0.0	6.112	A
B-A	3	0.75	395	0.008	3	0.0	0.0	9.187	A
C-AB	6	1	618	0.009	6	0.0	0.0	5.884	A
C-A	218	54			218				
A-B	5	1			5				
A-C	336	84			336				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	575	0.008	4	0.0	0.0	6.310	A
B-A	4	0.90	373	0.010	4	0.0	0.0	9.752	A
C-AB	8	2	637	0.012	8	0.0	0.0	5.732	A
C-A	259	65			259				
A-B	6	2			6				
A-C	401	100			401				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	1	551	0.010	5	0.0	0.0	6.604	A
B-A	4	1	342	0.013	4	0.0	0.0	10.661	B
C-AB	11	3	665	0.016	11	0.0	0.0	5.515	A
C-A	316	79			316				
A-B	8	2			8				
A-C	491	123			491				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	1	550	0.010	6	0.0	0.0	6.605	A
B-A	4	1	342	0.013	4	0.0	0.0	10.660	B
C-AB	11	3	665	0.016	11	0.0	0.0	5.500	A
C-A	316	79			316				
A-B	8	2			8				
A-C	491	123			491				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	575	0.008	5	0.0	0.0	6.312	A
B-A	4	0.90	373	0.010	4	0.0	0.0	9.750	A
C-AB	8	2	637	0.012	8	0.0	0.0	5.692	A
C-A	259	65			259				
A-B	6	2			6				
A-C	401	100			401				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.94	592	0.006	4	0.0	0.0	6.115	A
B-A	3	0.75	395	0.008	3	0.0	0.0	9.184	A
C-AB	6	1	618	0.009	6	0.0	0.0	5.863	A
C-A	218	54			218				
A-B	5	1			5				
A-C	336	84			336				

2023 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	untitled	T-Junction	Two-way		0.27	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	123	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Count	PM	ONE HOUR	16:30	18:00	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 (Veh/hr)	Scaling Factor (%)
A - B6108 Meltham Road W		ONE HOUR	✓	351	100.000
B - Henry Fredrik Avenue		ONE HOUR	✓	16	100.000
C - B6108 Meltham Road E		ONE HOUR	✓	533	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - B6108 Meltham Road W	B - Henry Fredrik Avenue	C - B6108 Meltham Road E
	A - B6108 Meltham Road W	0	9	342
	B - Henry Fredrik Avenue	9	0	7
	C - B6108 Meltham Road E	522	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - B6108 Meltham Road W	B - Henry Fredrik Avenue	C - B6108 Meltham Road E
	A - B6108 Meltham Road W	0	0	3
	B - Henry Fredrik Avenue	0	0	0
	C - B6108 Meltham Road E	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.57	0.0	A	6	10
B-A	0.03	10.64	0.0	B	8	12
C-AB	0.03	4.40	0.0	A	23	34
C-A					466	699
A-B					8	12
A-C					314	471

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	588	0.009	5	0.0	0.0	6.181	A
B-A	7	2	406	0.017	7	0.0	0.0	9.019	A
C-AB	16	4	836	0.019	16	0.0	0.0	4.389	A
C-A	386	96			386				
A-B	7	2			7				
A-C	257	64			257				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	574	0.011	6	0.0	0.0	6.339	A
B-A	8	2	382	0.021	8	0.0	0.0	9.636	A
C-AB	21	5	878	0.024	21	0.0	0.0	4.198	A
C-A	458	114			458				
A-B	8	2			8				
A-C	307	77			307				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	556	0.014	8	0.0	0.0	6.569	A
B-A	10	2	348	0.028	10	0.0	0.0	10.643	B
C-AB	31	8	939	0.033	31	0.0	0.0	3.964	A
C-A	556	139			556				
A-B	10	2			10				
A-C	377	94			377				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	556	0.014	8	0.0	0.0	6.570	A
B-A	10	2	348	0.028	10	0.0	0.0	10.642	B
C-AB	31	8	939	0.033	31	0.0	0.0	3.968	A
C-A	555	139			555				
A-B	10	2			10				
A-C	377	94			377				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	574	0.011	6	0.0	0.0	6.341	A
B-A	8	2	382	0.021	8	0.0	0.0	9.638	A
C-AB	21	5	878	0.024	21	0.0	0.0	4.207	A
C-A	458	114			458				
A-B	8	2			8				
A-C	307	77			307				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	587	0.009	5	0.0	0.0	6.187	A
B-A	7	2	406	0.017	7	0.0	0.0	9.019	A
C-AB	16	4	836	0.019	16	0.0	0.0	4.395	A
C-A	386	96			386				
A-B	7	2			7				
A-C	257	64			257				

2023 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	untitled	T-Junction	Two-way		0.16	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	125	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 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 (Veh/hr)	Scaling Factor (%)
A - B6108 Meltham Road W		ONE HOUR	✓	476	100.000
B - Henry Fredrik Avenue		ONE HOUR	✓	9	100.000
C - B6108 Meltham Road E		ONE HOUR	✓	326	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - B6108 Meltham Road W	B - Henry Fredrik Avenue	C - B6108 Meltham Road E
	A - B6108 Meltham Road W	0	7	469
	B - Henry Fredrik Avenue	4	0	5
	C - B6108 Meltham Road E	321	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - B6108 Meltham Road W	B - Henry Fredrik Avenue	C - B6108 Meltham Road E
	A - B6108 Meltham Road W	0	14	4
	B - Henry Fredrik Avenue	0	0	0
	C - B6108 Meltham Road E	7	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.69	0.0	A	5	7
B-A	0.01	11.00	0.0	B	4	6
C-AB	0.02	5.76	0.0	A	9	13
C-A					291	436
A-B					6	10
A-C					430	646

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.94	588	0.006	4	0.0	0.0	6.160	A
B-A	3	0.75	388	0.008	3	0.0	0.0	9.356	A
C-AB	6	2	631	0.010	6	0.0	0.0	5.760	A
C-A	239	60			239				
A-B	5	1			5				
A-C	353	88			353				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	569	0.008	4	0.0	0.0	6.371	A
B-A	4	0.90	364	0.010	4	0.0	0.0	9.979	A
C-AB	8	2	654	0.012	8	0.0	0.0	5.593	A
C-A	285	71			285				
A-B	6	2			6				
A-C	422	105			422				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	1	544	0.010	5	0.0	0.0	6.687	A
B-A	4	1	332	0.013	4	0.0	0.0	10.997	B
C-AB	11	3	686	0.017	11	0.0	0.0	5.355	A
C-A	348	87			348				
A-B	8	2			8				
A-C	516	129			516				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	1	544	0.010	6	0.0	0.0	6.688	A
B-A	4	1	332	0.013	4	0.0	0.0	10.995	B
C-AB	11	3	686	0.017	11	0.0	0.0	5.336	A
C-A	348	87			348				
A-B	8	2			8				
A-C	516	129			516				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	569	0.008	5	0.0	0.0	6.373	A
B-A	4	0.90	364	0.010	4	0.0	0.0	9.978	A
C-AB	8	2	654	0.012	8	0.0	0.0	5.551	A
C-A	285	71			285				
A-B	6	2			6				
A-C	422	105			422				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.94	588	0.006	4	0.0	0.0	6.165	A
B-A	3	0.75	388	0.008	3	0.0	0.0	9.352	A
C-AB	6	2	631	0.010	6	0.0	0.0	5.737	A
C-A	239	60			239				
A-B	5	1			5				
A-C	353	88			353				

2023 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	untitled	T-Junction	Two-way		0.27	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	110	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Base	PM	ONE HOUR	16:30	18:00	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 (Veh/hr)	Scaling Factor (%)
A - B6108 Meltham Road W		ONE HOUR	✓	379	100.000
B - Henry Fredrik Avenue		ONE HOUR	✓	16	100.000
C - B6108 Meltham Road E		ONE HOUR	✓	563	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - B6108 Meltham Road W	B - Henry Fredrik Avenue	C - B6108 Meltham Road E
	A - B6108 Meltham Road W	0	9	370
	B - Henry Fredrik Avenue	9	0	7
	C - B6108 Meltham Road E	552	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - B6108 Meltham Road W	B - Henry Fredrik Avenue	C - B6108 Meltham Road E
	A - B6108 Meltham Road W	0	0	3
	B - Henry Fredrik Avenue	0	0	0
	C - B6108 Meltham Road E	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.67	0.0	A	6	10
B-A	0.03	11.05	0.0	B	8	12
C-AB	0.03	4.34	0.0	A	24	36
C-A					493	739
A-B					8	12
A-C					340	509

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	582	0.009	5	0.0	0.0	6.239	A
B-A	7	2	397	0.017	7	0.0	0.0	9.215	A
C-AB	16	4	847	0.019	16	0.0	0.0	4.333	A
C-A	408	102			408				
A-B	7	2			7				
A-C	279	70			279				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	568	0.011	6	0.0	0.0	6.411	A
B-A	8	2	371	0.022	8	0.0	0.0	9.905	A
C-AB	22	6	892	0.025	22	0.0	0.0	4.135	A
C-A	484	121			484				
A-B	8	2			8				
A-C	333	83			333				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	548	0.014	8	0.0	0.0	6.665	A
B-A	10	2	336	0.030	10	0.0	0.0	11.047	B
C-AB	33	8	957	0.035	33	0.0	0.0	3.895	A
C-A	587	147			587				
A-B	10	2			10				
A-C	407	102			407				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	548	0.014	8	0.0	0.0	6.666	A
B-A	10	2	336	0.030	10	0.0	0.0	11.048	B
C-AB	33	8	957	0.035	33	0.0	0.0	3.899	A
C-A	587	147			587				
A-B	10	2			10				
A-C	407	102			407				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	568	0.011	6	0.0	0.0	6.413	A
B-A	8	2	372	0.022	8	0.0	0.0	9.907	A
C-AB	22	6	892	0.025	22	0.0	0.0	4.142	A
C-A	484	121			484				
A-B	8	2			8				
A-C	333	83			333				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	582	0.009	5	0.0	0.0	6.244	A
B-A	7	2	397	0.017	7	0.0	0.0	9.215	A
C-AB	16	4	847	0.019	16	0.0	0.0	4.338	A
C-A	408	102			408				
A-B	7	2			7				
A-C	279	70			279				

2023 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	untitled	T-Junction	Two-way		0.51	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	105	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 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 (Veh/hr)	Scaling Factor (%)
A - B6108 Meltham Road W		ONE HOUR	✓	486	100.000
B - Henry Fredrik Avenue		ONE HOUR	✓	34	100.000
C - B6108 Meltham Road E		ONE HOUR	✓	335	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - B6108 Meltham Road W	B - Henry Fredrik Avenue	C - B6108 Meltham Road E
	A - B6108 Meltham Road W	0	17	469
	B - Henry Fredrik Avenue	17	0	17
	C - B6108 Meltham Road E	321	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - B6108 Meltham Road W	B - Henry Fredrik Avenue	C - B6108 Meltham Road E
	A - B6108 Meltham Road W	0	6	4
	B - Henry Fredrik Avenue	0	0	0
	C - B6108 Meltham Road E	7	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.04	7.09	0.0	A	16	23
B-A	0.06	11.42	0.1	B	16	23
C-AB	0.04	5.48	0.1	A	23	34
C-A					285	427
A-B					16	23
A-C					430	646

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	572	0.022	13	0.0	0.0	6.431	A
B-A	13	3	393	0.033	13	0.0	0.0	9.473	A
C-AB	16	4	673	0.024	16	0.0	0.0	5.483	A
C-A	236	59			236				
A-B	13	3			13				
A-C	353	88			353				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	553	0.028	15	0.0	0.0	6.692	A
B-A	15	4	368	0.042	15	0.0	0.0	10.202	B
C-AB	22	5	692	0.031	22	0.0	0.0	5.367	A
C-A	280	70			280				
A-B	15	4			15				
A-C	422	105			422				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	526	0.036	19	0.0	0.0	7.089	A
B-A	19	5	334	0.056	19	0.0	0.1	11.411	B
C-AB	30	8	721	0.042	30	0.0	0.1	5.214	A
C-A	339	85			339				
A-B	19	5			19				
A-C	516	129			516				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	526	0.036	19	0.0	0.0	7.090	A
B-A	19	5	334	0.056	19	0.1	0.1	11.415	B
C-AB	30	8	721	0.042	30	0.1	0.1	5.213	A
C-A	338	85			338				
A-B	19	5			19				
A-C	516	129			516				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	553	0.028	15	0.0	0.0	6.698	A
B-A	15	4	368	0.042	15	0.1	0.0	10.206	B
C-AB	22	5	692	0.031	22	0.1	0.0	5.365	A
C-A	279	70			279				
A-B	15	4			15				
A-C	422	105			422				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	572	0.022	13	0.0	0.0	6.435	A
B-A	13	3	393	0.033	13	0.0	0.0	9.478	A
C-AB	17	4	673	0.025	17	0.0	0.0	5.485	A
C-A	236	59			236				
A-B	13	3			13				
A-C	353	88			353				

2023 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	untitled	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	93	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 Design	PM	ONE HOUR	16:30	18:00	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 (Veh/hr)	Scaling Factor (%)
A - B6108 Meltham Road W		ONE HOUR	✓	394	100.000
B - Henry Fredrik Avenue		ONE HOUR	✓	34	100.000
C - B6108 Meltham Road E		ONE HOUR	✓	576	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - B6108 Meltham Road W	B - Henry Fredrik Avenue	C - B6108 Meltham Road E
	A - B6108 Meltham Road W	0	24	370
	B - Henry Fredrik Avenue	18	0	16
	C - B6108 Meltham Road E	552	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - B6108 Meltham Road W	B - Henry Fredrik Avenue	C - B6108 Meltham Road E
	A - B6108 Meltham Road W	0	0	3
	B - Henry Fredrik Avenue	0	0	0
	C - B6108 Meltham Road E	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.03	6.78	0.0	A	15	22
B-A	0.06	11.77	0.1	B	17	25
C-AB	0.08	4.45	0.1	A	53	79
C-A					476	714
A-B					22	33
A-C					340	509

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	585	0.021	12	0.0	0.0	6.277	A
B-A	14	3	389	0.035	13	0.0	0.0	9.595	A
C-AB	36	9	845	0.042	35	0.0	0.1	4.445	A
C-A	398	100			398				
A-B	18	5			18				
A-C	279	70			279				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	570	0.025	14	0.0	0.0	6.480	A
B-A	16	4	362	0.045	16	0.0	0.0	10.403	B
C-AB	49	12	890	0.055	49	0.1	0.1	4.279	A
C-A	469	117			469				
A-B	22	5			22				
A-C	333	83			333				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	4	548	0.032	18	0.0	0.0	6.783	A
B-A	20	5	326	0.061	20	0.0	0.1	11.768	B
C-AB	73	18	954	0.077	73	0.1	0.1	4.082	A
C-A	561	140			561				
A-B	26	7			26				
A-C	407	102			407				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	4	548	0.032	18	0.0	0.0	6.784	A
B-A	20	5	326	0.061	20	0.1	0.1	11.772	B
C-AB	73	18	954	0.077	73	0.1	0.1	4.088	A
C-A	561	140			561				
A-B	26	7			26				
A-C	407	102			407				

17:30 - 17:45

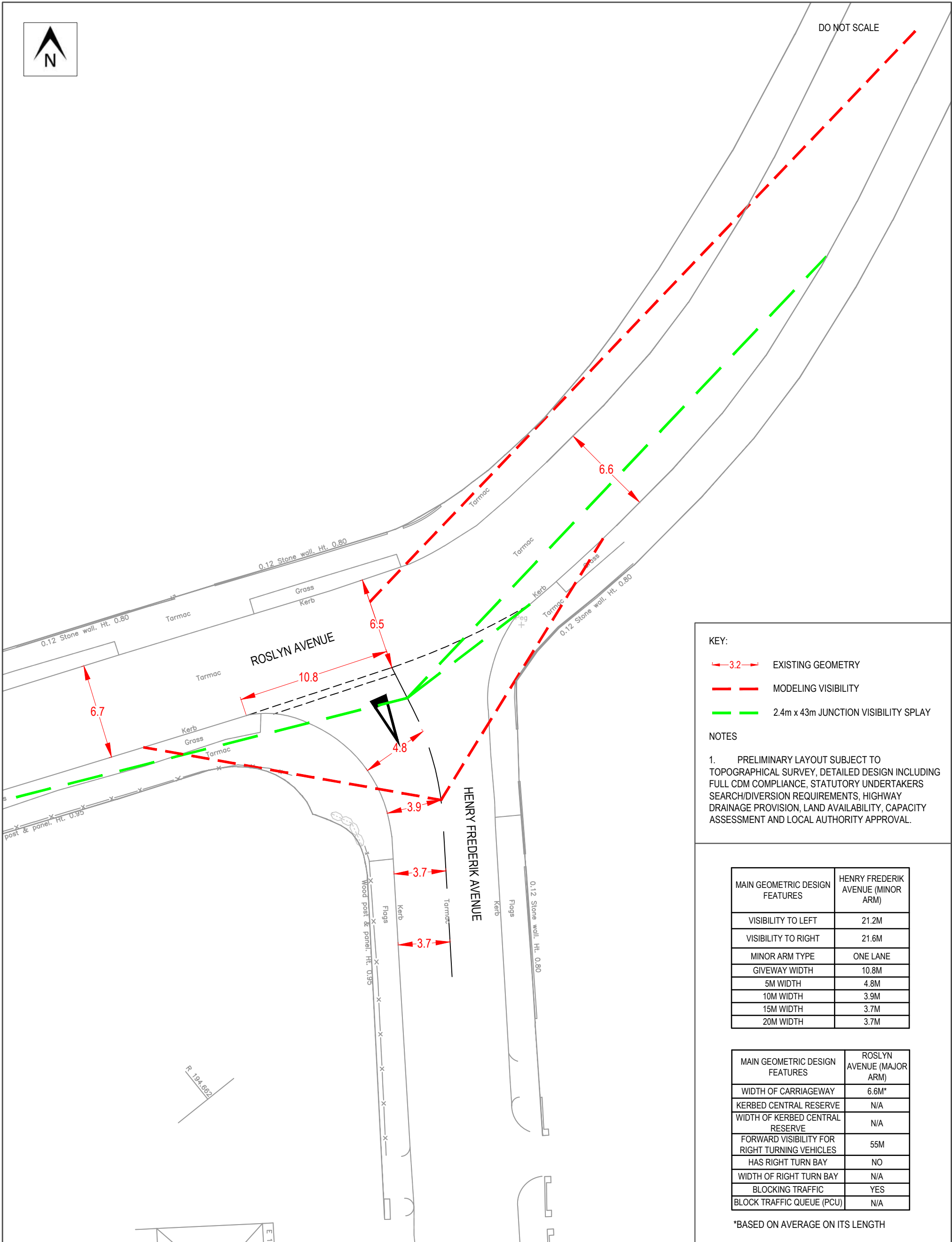
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	570	0.025	14	0.0	0.0	6.483	A
B-A	16	4	362	0.045	16	0.1	0.0	10.410	B
C-AB	49	12	890	0.055	49	0.1	0.1	4.287	A
C-A	469	117			469				
A-B	22	5			22				
A-C	333	83			333				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	585	0.021	12	0.0	0.0	6.284	A
B-A	14	3	389	0.035	14	0.0	0.0	9.600	A
C-AB	36	9	845	0.042	36	0.1	0.1	4.452	A
C-A	398	99			398				
A-B	18	5			18				
A-C	279	70			279				

Appendix M Existing Road Geometry (Optima Drawings No. 23046/IN/01 & 23046/IN/02)





KEY:

3.2 EXISTING GEOMETRY

MODELING VISIBILITY

2.4m x 43m JUNCTION VISIBILITY SPAY

NOTES

1. PRELIMINARY LAYOUT SUBJECT TO TOPOGRAPHICAL SURVEY, DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY, CAPACITY ASSESSMENT AND LOCAL AUTHORITY APPROVAL.

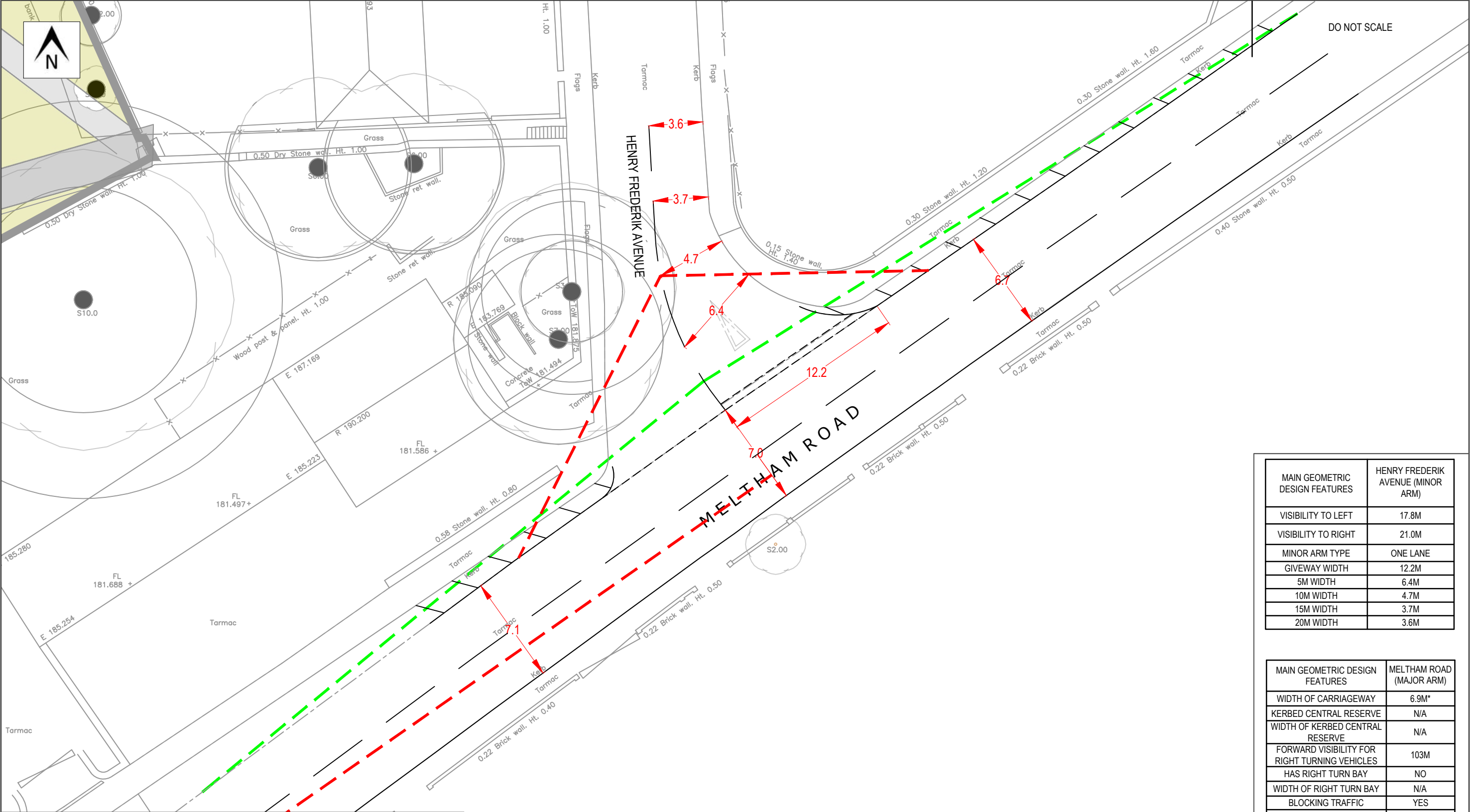
MAIN GEOMETRIC DESIGN FEATURES	HENRY FREDERIK AVENUE (MINOR ARM)
VISIBILITY TO LEFT	21.2M
VISIBILITY TO RIGHT	21.6M
MINOR ARM TYPE	ONE LANE
GIVEWAY WIDTH	10.8M
5M WIDTH	4.8M
10M WIDTH	3.9M
15M WIDTH	3.7M
20M WIDTH	3.7M

MAIN GEOMETRIC DESIGN FEATURES	ROSLYN AVENUE (MAJOR ARM)
WIDTH OF CARRIAGEWAY	6.6M*
KERBED CENTRAL RESERVE	N/A
WIDTH OF KERBED CENTRAL RESERVE	N/A
FORWARD VISIBILITY FOR RIGHT TURNING VEHICLES	55M
HAS RIGHT TURN BAY	NO
WIDTH OF RIGHT TURN BAY	N/A
BLOCKING TRAFFIC	YES
BLOCK TRAFFIC QUEUE (PCU)	N/A

*BASED ON AVERAGE ON ITS LENGTH

		PROJECT	NETHERTON, HUDDERSFIELD		CLIENT	KCS DEVELOPMENT LTD	
-	24/10/2023		RP	INITIAL ISSUE	PMO	PMO	
REV	DATE	BY	DESCRIPTION	CHK	APP	DRAWING TITLE	CHECKED
						EXISTING ROAD GEOMETRY ROSLYN AVENUE/ HENRY FREDERIK AVENUE	PMO
STATUS							APPROVED
PRELIMINARY							PMO
							DRG No.
							23046/IN/01
							DATE
							OCTOBER 2023
							REV.
							-


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DO NOT SCALE

KEY:

- EXISTING GEOMETRY
- MODELING VISIBILITY
- 2.4m x 43m JUNCTION VISIBILITY SPY

NOTES

1. PRELIMINARY LAYOUT SUBJECT TO TOPOGRAPHICAL SURVEY, DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY, CAPACITY ASSESSMENT AND LOCAL AUTHORITY APPROVAL.

MAIN GEOMETRIC DESIGN FEATURES	HENRY FREDERIK AVENUE (MINOR ARM)
VISIBILITY TO LEFT	17.8M
VISIBILITY TO RIGHT	21.0M
MINOR ARM TYPE	ONE LANE
GIVEWAY WIDTH	12.2M
5M WIDTH	6.4M
10M WIDTH	4.7M
15M WIDTH	3.7M
20M WIDTH	3.6M

MAIN GEOMETRIC DESIGN FEATURES	MELTHAM ROAD (MAJOR ARM)
WIDTH OF CARRIAGEWAY	6.9M*
KERBED CENTRAL RESERVE	N/A
WIDTH OF KERBED CENTRAL RESERVE	N/A
FORWARD VISIBILITY FOR RIGHT TURNING VEHICLES	103M
HAS RIGHT TURN BAY	NO
WIDTH OF RIGHT TURN BAY	N/A
BLOCKING TRAFFIC	YES
BLOCK TRAFFIC QUEUE (PCU)	N/A

*BASED ON AVERAGE ON ITS LENGTH

						PROJECT	CLIENT			
						NETHERTON HUDDERSFIELD	KCS DEVELOPMENT LTD			
-	24/10/23	RP	INITIAL ISSUE	PMO	PMO	DRAWING TITLE	CHECKED	APPROVED	DRG No.	
REV	DATE	BY	DESCRIPTION	CHK	APP	EXISTING ROAD GEOMETRY ROSLYN AVENUE / HENRY FREDERIK AVENUE	PMO	PMO	23046/IN/02	
STATUS PRELIMINARY							DRAWN BY:	SCALE @ A3	DATE	REV.
							RP	1:250	OCTOBER 2023	-