



Former Gomersal First School, Oxford Road, Gomersal

Transport Assessment

August 2026

Angela Swift Developments



**CARE HOME DEVELOPMENT
FORMER GOMERSAL FIRST SCHOOL
OXFORD ROAD, GOMERSAL**

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

<i>Document No:</i>	549.0004/TA/2	
<i>Status:</i>	Final	
	<i>Name</i>	<i>Date</i>
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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
2	August '26	IDR	Client Comments	HLC

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CARE HOME DEVELOPMENT FORMER GOMERSAL FIRST SCHOOL OXFORD ROAD, GOMERSAL

TRANSPORT ASSESSMENT

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1. INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Angela Swift Developments to support a planning application for a care home development, comprising 84 units at Gomersal First School, Oxford Road. The site location is presented in **Figure 1**.



Figure 1: Site Location

- 1.2 Paul Basham Associates have prepared a Full Travel Plan (TP) in support of the application to be read in conjunction with this report, which aims to reduce the impact of car travel by outlining various measures to promote sustainable travel options.
- 1.3 The scope of the highways input required for this application has been discussed at length with Kirklees planning authorities through pre-application consultations under the reference 9/SE/26. The full response is attached in **Appendix A**. More specifically, this TA will cover the following elements:
- Review of relevant national, regional and local transport policies
 - Existing site conditions
 - Existing access arrangements and land uses on site
 - Comment on local land uses relevant to the application site
 - Existing footways/cycleways/PROWs around the site
 - Identify existing bus routes and frequencies
 - Include an accessibility map for the site, with walking and cycling distance isochrones
 - Personal Injury Accident Data
 - Development proposals
 - Details of access arrangements and geometries
 - Visibility splay drawings
 - Swept path analysis for private car / refuse vehicles / fire tender

- Offsite improvements to pedestrian / cyclist / public transport facilities (if required)
- Highway Impact
 - Development trip generation using TRICS database
 - Traffic distribution onto the local road network using Census data

Planning History

- 1.4 There have been no previous planning applications submitted in relation to this site since the closure of the school in February 2020.

2. PLANNING POLICY

2.1 The proposed development and supplementary reports have been prepared in accordance with national, regional and local policy, including:

- National Planning Policy Framework (NPPF) (December 2024)
- Kirklees Council Highway Design Guide SPD (November 2019)
- Kirklees Council Local Plan Strategy and Policies (February 2019)

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2024) acts as the central guidance for development planning. Designed to make the planning system less complex and more accessible, the NPPF gives greater responsibility to Local Authorities, a 'presumption in favour of sustainable development' and encourages local planning authorities to positively seek opportunities to meet the development needs of their area. As defined in NPPF Annex 2: Glossary, a Transport Assessment is '*A comprehensive and systematic process that considers and sets out transport issues relating to a proposed development, in the context of the vision for the scheme. It identifies measures required to support alternatives to the car such as walking, cycling and public transport, and to promote accessibility and safety, together with measures that will be needed to deal with the anticipated transport impacts of the development.*'. The following NPPF paragraphs are relevant to the proposed development:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- c) understanding and addressing the potential impacts of development on transport networks;
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

(NPPF Para.109)

The planning system should actively manage patterns of growth in support of these objectives. 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

(NPPF Para.110)

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

- a) sustainable transport modes are prioritised taking account of the vision for the site, 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 Code⁴⁸; 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 through a vision-led approach.

(NPPF, Para. 115)

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, following mitigation, would be severe, taking into account all reasonable future scenarios.

(NPPF, Para. 116)

Within this context, applications for development should:

- 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.

(NPPF, Para. 117)

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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

(NPPF, Para. 118)

2.3 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and the NPPF continues to be dated December 2024.

2.4 It is also important to recognise a consultation draft of a revised NPPF was published in December 2025, however, this is yet to be adopted and thus this TA will continue to refer to the adopted December 2024 version.

Kirklees Council Local Plan

2.5 The Kirklees Council Local Plan (February 2019) sets out various planning policies within West Yorkshire. The plan includes both strategic and non-strategic development management policies, including those relating to transport and travel. Those policies most relevant to this Transport Assessment (TA) are set out as follows:

Policy LP20

Sustainable travel

New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.

The council will support demand management measures which discourage single occupancy car travel within new development and encourage the use of low emission vehicles to improve areas with low levels of air quality. Proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling, car sharing, electronic communication and home working.

Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.

The requirement of a travel plan will also be considered on case by case basis where the proposed development falls below the major application category where it has the potential to generate significant transport movements and/or has insufficient off-street parking within the vicinity of a stressed part of the highway network.

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

- a. pedestrians
- b. cyclists
- c. public transport
- d. private vehicles

PolicyLP21

Highways and access

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

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

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

All proposals shall:

- a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;
- b. where needed, provide new infrastructure or improvements or offer to ensure safe access from the highway network for pedestrians, cyclists, public transport users, and private vehicles;
- c. be accompanied by a supporting Transport Assessment or Transport Statement, where the development would generate significant trip generation, providing details on the impact on highway safety, air quality, noise and light restrictions;
- d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;
- e. take into account the features of surrounding roads and footpaths and provide an adequate layout and visibility to allow the development to be accessed safely;
- f. take into account access for emergency, service, and refuse collection vehicles;
- g. provide on-site safe, secure, and convenient cycle parking/storage facilities to encourage sustainable travel modes.

Policy LP23

Core walking and cycling network

The core walking and cycling network as shown on the Policies Map will provide an integrated system of cycle routes, public footpaths and bridleways that provide opportunity for alternative sustainable means of travel throughout the district and provide efficient links to urban centres and sites allocated for development in the Local Plan.

The core cycling and walking network will be safeguarded and extended to provide opportunities to reduce the number of car journeys and to link settlements, employment sites and transport hubs. The safeguarding of the network will also provide further opportunities for leisure uses, cycling, walking and riding in the countryside by linking to existing bridleways and national trails where appropriate. 108 Kirklees Local Plan- Strategy and Policies 10 Transport

Disused railway lines and waterways throughout the district shall be protected from other forms of development to safeguard their potential to be reinstated to their former use for commercial or leisure purposes or to extend the cycling or footpath networks.

Proposals that may prejudice the function, continuity or implementation of the core walking and cycling network will not be permitted. Existing public rights of way that form part of the core walking and cycling network or elsewhere will be protected and enhanced.

Proposals shall seek to integrate into existing and proposed cycling and walking routes as identified in the core walking and cycling network by providing connecting links where appropriate; and regard shall also be had to linking to Strategic Green Infrastructure networks as identified on the Policies Map.

Where there is an identified need, extensions or enhancements to the existing network can be secured through scheme design, planning conditions and planning obligations if this does not prejudice the overall viability of the development.

3. EXISTING SITE CONDITIONS

- 3.1 This section of the Transport Assessment provides an overview of the existing site, surrounding area and highway conditions, as well as an assessment of the accessibility of the local area in regard to pedestrian infrastructure, public transport connections and nearby amenities.

Site Context

- 3.2 The site is located to the east of Oxford Road, which is proposed to be used to erect an 84-bed care home and will be accessed via the existing school access, which runs to the south of the school grounds. The existing access currently benefits from a dropped kerb vehicle crossover access on the eastern side of Oxford Road/A651.
- 3.3 The surrounding area is predominantly residential in nature and Gomersal is surrounded by multiple towns all within a 2km radius. Additionally, cities such as Bradford and Leeds are only 8km and 10km away from the proposed development. The site fronts onto Oxford Road to the west, with residential properties to the north and open countryside located to the east/south. The site is adjacent to a signalised crossing as well as a north and southbound bus stop. Within proximity to the proposal site, the town contains a supermarket, pharmacy, primary school, public house and community facilities.
- 3.4 Oxford Road/A651 connects to Junction 26 of the M62 3km to the west of the site via Spen Lane and Bradford Road, which provides access to the M606 and M621, providing easy access to Bradford, Leeds and Huddersfield. The proximity of this connection the Strategic Road Network (SRN) provides excellent access to the rest of the UK's national transport network.

Local Road Network

Oxford Road (A651)

- 3.5 Oxford Road is a single carriageway residential road extending through Gomersal, generally measuring c.6m in width, and is subject to a 30mph speed limit within the town. The road accommodates two-way traffic, with designated disabled parking spaces and informal parking 60m north of the existing access to serve the schools and local shops. Oxford Road continues southbound towards Heckmondwike, which provides further facilities. Oxford Road is a bus route, with two bus stops adjacent to the school. As aforementioned, there is a signalised pedestrian crossing between the two bus stops adjacent to the school. Approximately 360m south of the proposed site access, there is a signalised crossroad junction on Oxford Road, connecting Spen Lane, Church Lane and Oxford Road. This junction features two bus stop bays with one on the northern arm of Oxford Road and one on Spen Lane so as to not obstruct oncoming traffic. Other features of this crossroad include is bike waiting areas at the signal to allow bikes priority, and right turn feeder lanes.

Drub Lane

- 3.6 To access Gomersal from the M62, vehicles are most likely to use Drub Lane which runs west / east of Gomersal. This features a single-lane carriageway measuring c.5.5m across with pinch points to c.3.6m wide, subject to a 30mph speed limit. This road is accessed via West Lane and Latham Lane from Oxford Road. These two carriageways serve residential dwellings before connecting to Drub Lane. Drub Lane for 1.4km west / east before connecting to Whitehall Road West/ A58 which joins to Junction 26 of the M62 approximately 915m west of the Drub Lane/Whitehall Road West junction.

Baseline Traffic Conditions

- 3.7 In line with the highways pre-application comments, 2 x 7-day ATC surveys have been conducted to establish actual speeds along Oxford Road between the 20th June to the 26th June 2026. The results of this 7-day ATC speed survey are summarised in **Table 1** below, with full data attached within **Appendix B**.

Oxford Road	Daily Flow (7-day Average)	85 th Percentile Speeds (mph)
Northbound	36,914	33.5
Southbound	35,844	29.7

Table 1: ATC Traffic Speed Survey Results

- 3.8 As summarised within **Table 1**, 85th percentile speeds along Oxford Road are 33.5mph northbound and 29.7mph southbound. In terms of daily 7-day average traffic flows, Oxford Road typically accommodates 36,914 northbound and 35,844 southbound daily movements.

Pedestrian and Cycle Infrastructure

Pedestrian Network

- 3.9 The surrounding road network benefits from excellent pedestrian infrastructure with a footway flanking both sides of the carriageway along Oxford Road towards the local supermarkets and pharmacy and north towards local restaurants, café and post box. Footways facilitate safe pedestrian movement to amenities within the town, which measure between 1.8m – 2m wide.
- 3.10 Street lighting is present within the town, aiding pedestrian visibility during hours of darkness. A signalised crossing is adjacent to the school, fully equipped with tactile paving and dropped kerbs, this aiding pedestrian movements on Oxford Road.

Cycle Network

- 3.11 As previously mentioned, a signalised junction 360m south from the proposed site access on Oxford Road, feature bike waiting bays at each signal in order to give bikes priority.

- 3.12 National Cycle Route 66 runs through Cleckheaton, 2km west of the proposed site. Route 66 navigates north/south, connecting to Bradford to the north before navigating east and connecting to Leeds. This route also navigates south of Cleckheaton, terminating at Huddersfield. Staff may use this to navigate over the M62 on a pedestrian bridge.
- 3.13 The surrounding road network is conducive to cycling due to flat carriageways with a speed limit of 30mph. However, given the nature of this site, it is unlikely that residents will utilise a bike as a primary mode of transport. Staff are more likely to utilise bikes to commute in from nearby towns.

Public Rights of Way

- 3.14 There are several Public Rights of Ways (PROWs) within the vicinity of the site, which are demonstrated in **Figure 2**. This includes footpaths SPE/54/10 and SPE55/10, which runs east-west across the north of the site. Further PROW routes can be found as shown in **Figure 2**, connecting the village to the countryside.

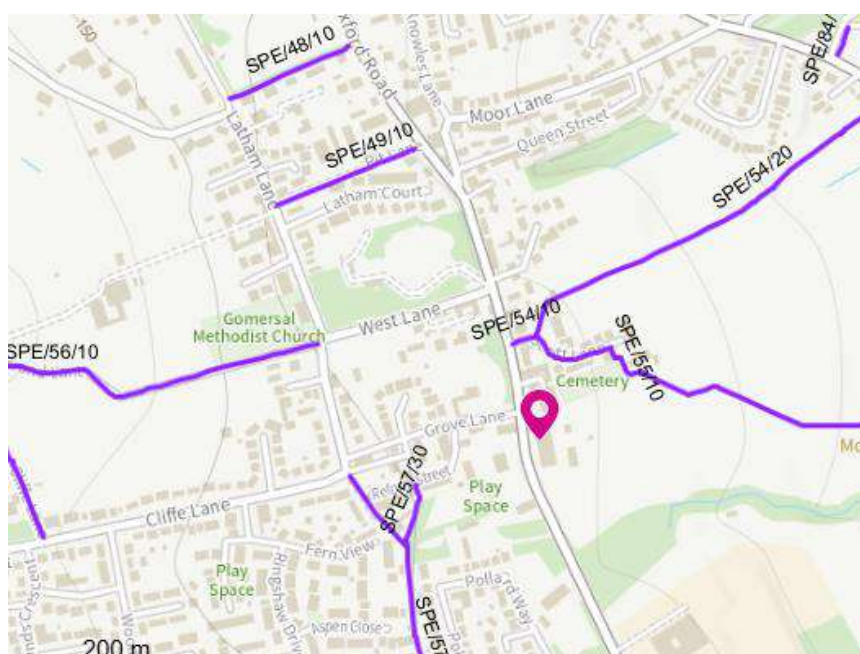


Figure 2: Public Rights of Way (PROW) Map (Source: Kirklees Council)

Public Transport

Bus Services

- 3.15 The nearest bus stop to the site is located directly adjacent to the site, named Gomersal Public Hall bus stop. This stop is served by multiple routes with frequent departures which are summarised in **Table 2**. The existing bus stops feature a flagpole, timetable, and Kessel kerbs to help boarding the bus.

- 3.16 For more services Nutter Lane bus stop on Dewsbury Road, provides services into Batley with routes 283 and 283A. This bus stop is a 950m walk away equivalent to a 12-minute walk, or 4-minute bike. This bus stop features a bus shelter, seats, flagpole and a timetable. Gomersal Hill Top bus stop also provides more services between Leeds and Heckmondwike, such as route and 200 and 272, this stop is a 350m walk south, equivalent to a 4-minute walk. Gomersal Hill Top features a bus bay, flagpole and timetable. A summary of the most frequent bus services is summarised in the **Table 2**.

Service	Bus Stop	Bus Route	Frequency		
			Mon-Fri	Sat	Sun
254	Gomersal Public Hall	Huddersfield to Leeds	Every 30 mins	Every 30 mins	Every hour
255	Gomersal Public Hall	Halifax to Leeds	Every 30 mins	Every 30 mins	Every hour
283/A	Nutter Lane	Bradford to Dewsbury	Every 30 mins	Every 30 mins	Every hour
272	Gomersal Hill Top	Cleckheaton to Heckmondwike	Every hour	Every hour	n/a
200	Gomersal Hill Top	Heckmondwike to Leeds	Every 30 mins	Every 30 mins	Every hour

Table 2: Bus Timetable

Railway Station

- 3.17 The nearest railway station to the site is Batley station which is located approximately 5.6 km south of the site (44-minute bus journey using route 283 or 19-minute cycle). The station benefits from 20 car parking spaces, 4 cycle spaces, step-free access, a seated waiting area and ticket machines. The station is operated by TransPennine Express and Northern which provides direct, services hourly services to Wigan Wallgate (journey time of 2 hrs 10 minutes) and Bradford Interchange (journey time of 48 minutes). As well as services to Leeds every 30 minutes (journey time of 15 minutes).

Accessibility to Amenities

- 3.18 The site is located within Gomersal, which benefits from several amenities, including bus stops, post box, supermarket, pub, restaurant, church and primary school, all within a 4-minute walk of the site as outlined in **Table 3**.

Amenities	Distance	Walk Time (minutes)	Cycle Time (minutes)
Gomersal Public Hall Bus Stop	30m	1 minute	1 minute
The URC Grove Church	50m	1 minute	1 minute
Ginger Whale (Restaurant)	100m	1 minute	1 minute
West End (Pub)	250m	3 minutes	1 minute
Stepping Stones Day Nursery	270m	3 minutes	1 minute

Gomersal Primary school	270m	3 minutes	1 minute
Post Box	350m	4 minutes	1 minute
Café Noir	350m	4 minutes	1 minute
Sainsburys Local	300m	4 minutes	1 minute
Gomersal Pharmacy	500m	6 minutes	2 minutes
Asda Express Gomersal Petrol Station	450m	6 minutes	2 minutes
Nutters Lane Bus Stop	950m	12 minutes	4 minutes

Table 3: List of Walkable Amenities

- 3.19 As set out in **Table 3**, there are several key amenities within walking distance of the proposed development site that would be vital for daily use by future residents – most notably the various convenience stores and local pharmacy. The accessibility of the site is evidenced by the majority of amenities listed in **Table 3** being located within the 800m/10-minute walking distance for the area to be characterised as a ‘walking neighbourhood’ as per DfT’s guidance within ‘Building Sustainable Transport into New Developments’ (DfT, 2008). This range of amenities which are accessible are expected of the rural nature of this development.
- 3.20 CIHT guidance also supports the accessibility of the site, where according to CHIT (2015) for bus stops in residential locations, 400m has generally been regarded as a cut off point for how far people are willing to walk. Where the closest bus stop is within 30m of the site, this provides easy access to amenities within a pedestrian catchment area. Additionally, the CIHT document ‘Planning for Walking’ (April 2015) identifies that whilst the number of pedestrian journeys is decreasing, ‘the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles’ from 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,386m. The average duration also increased from 15-minutes to 17-minutes.
- 3.21 These guidelines indicate that the development is within walking distance of a large number of facilities, and active sustainable travel modes are realistic choices of travel in and around the site.
- 3.22 Overall, it is evident that the location of the site aligns with Chapter 9 ‘Promoting sustainable transport’ of the latest National Planning Policy Framework (NPPF) (December 2024) as it allows for opportunities to promote walking and cycling to and from the proposed development, which in turn would allow for the creation of a sustainable development.

Site Connectivity

- 3.23 When considering the site location on the Department for Transport's (DfT) Connectivity Tool, the site scores 'B' as shown in **Figure 3** and is therefore within the top 20% of sustainably located places in West Yorkshire. It is therefore considered to be a suitable location for a care development.

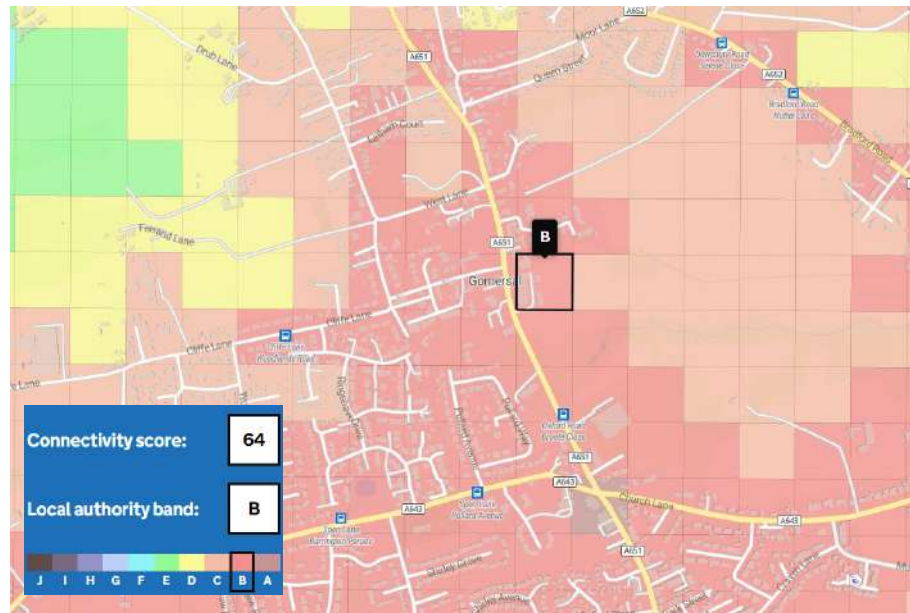


Figure 3: Connectivity Tool Local Authority Banding

Personal Injury Accident (PIA) Data

- 3.24 In order to assess the safety and operational situation of the existing local road network, Personal Injury Accident (PIA) data have been acquired from the Department for Transport (DfT)'s Mapping Application for Visualising Road Injury Casualties (MAVRIC) database for the most recent 5-year period (2020-2024) within a 300m radius of the site. Patterns and data can be assessed with regard to the frequency, proximity, distribution and severity of accidents that have occurred in the locality of the site. Incidents are classed in three categories, those being 'slight', 'serious' and 'fatal'. **Figure 4** displays the following specified data as follows.



Figure 4: PIA Data (2020-2024)

- 3.25 Within the most recent 5-year period (2020-2024), there have been a total of 6 incidents within a 300m radius of the site access. Of these 6 incidents, 4 have been classified as ‘slight’ and 2 have been classified as ‘serious’. The PIA data demonstrates that there is slight clustering of incidents, therefore as a result an investigation into the casualties has been conducted.
- 3.26 Incidents 300m south of the site, adjacent to Gomersal Primary School occurred in 2021 and 2022, including a pedestrian casualty, which was classified as ‘serious’ and a cyclist, which was classified as ‘slight’. These two incidents had no temporal overlap. Therefore no highlighted issues with the existing transport infrastructure, which may be exacerbated by the construction of a care home.
- 3.27 The cluster 300m to the north of the site access also features a ‘serious’ incident and 2 ‘slight’ incidents. These the two ‘slight’ incidents occurred in 2023 and 2024, with the ‘serious’ incident occurring in 2021 and involving a motorcyclist. No pedestrians or cyclists were involved in these incidents and the frequency and distribution of these incidents do not indicate an existing highway safety issue. Therefore, due to the nature of the proposed development, it is likely to result in a negligible impact upon the operation of the local road network.

Summary

- 3.28 The proposed site location located in Gomersal is provides good pedestrian infrastructure, with continuous paths to local facilities, bus stops and surrounding residential areas. There is a good

provision of public transport, with frequent services to Leeds, Heckmondwike, Dewsbury and Bradford. Overall, the location of the proposed development of a care home is suitable for the anticipated residents and staff.

4. PROPOSED DEVELOPMENT

- 4.1 The proposed development comprises an 84 bed care home on the land to the east of the Former Gomersal First School on Oxford Road. The proposed layout is attached in **Appendix C**.

Access Arrangements

- 4.2 The proposed development would be accessed from Oxford Road, utilising the existing vehicle crossover access formerly used to access the school to the south. The vehicle crossover will be utilised and modified to measure 6m in width rather than 6.2m, with connecting footways to the internal layout that measure 2m wide. The gate will be removed to facilitate unrestricted vehicular access, under the assumption that the proposed access into the school will then be gated.
- 4.3 A vehicle swept path analysis has been conducted regarding the suitability of the access. Vehicle tracking attached in **Appendix D** shows that the proposed access is of sufficient width to allow two-way vehicle movements.

Visibility Splays

- 4.4 As outlined in **Section 3**, 2 x 7-day ATC surveys have been conducted to establish actual speeds along Oxford Road between the 20th June to the 26th June 2026. Utilising the 85th percentile speeds outlined in **Table 4** in **Section 3** requires visibility splays of 2.4m x 50.3m in the secondary direction and 2.4m x 43m in the primary direction. The proposed access arrangements and visibility splays are shown in **Appendix D**.

	ATC 1 Southbound	ATC 2 Northbound
Mean Speed	26 mph	29.8 mph
85 th Percentile	29.7 mph	33.5 mph

Table 4: 7-day ATC Speed Survey Results

Off-Site Infrastructure Works

- 4.5 As a result of the ATC results and in order to assist with achieving visibility and pedestrian infrastructure improvements, it is proposed to provide a pedestrian refuge island, equipped with dropped kerbs and tactile paving as a traffic calming measure. Within MfS, specifically paragraph 7.4.4 states '*A continuous link can be broken up by introducing features along it to slow traffic - features associated with potential activity in, or close to, the carriageway, such as pedestrian refuges.*' A refuge island can be used as a psychological perception to encourage drivers to slow down. Where the visibility splay is in the secondary direction, it has been measured to the edge of the proposed refuge island, as this represents the widest part of the island, which prevents vehicles overtaking. This approach is consistent with

Manual for Streets (specifically Figure 7.18a), which recognises pedestrian refuges and similar carriageway features as measures that can help reduce vehicle speeds.

- 4.6 With the provision of this pedestrian infrastructure, the access provides suitable visibility splays, which have been demonstrated within **Appendix E**. This also brings about the wider benefit of improving pedestrian connectivity for pedestrians as well as slowing vehicles through the proposed refuge island.
- 4.7 In support of the construction of the pedestrian refuge island, vehicle tracking of an articulated vehicle as the largest vehicle anticipated to navigate through the road has been undertaken, as well as pedestrian visibility splays from the proposed crossing locations. This has been demonstrated to work and the drawing within **Appendix E** demonstrates the acceptability of the proposed design.

Parking Provision

- 4.8 Car parking provision has been designed in accordance with standard dimensions, with all spaces measuring 2.5m x 5m with aisle widths of 6m, in accordance with the LHA guidance and in accordance with the pre-application responses.
- 4.9 The relevant parking standards have been referenced within Kirklees Council's Highway Design Guide (2019). This states that Kirklees Council has not set local parking standards for residential or non-residential development (paragraph 5.4). The guidance suggests that the appropriate provision will be determined via a review of the proposal and site layout. Highways pre-application responses recommend that a total of 29 car parking proposed is suitable, in addition to a dedicated ambulance space measuring 3.7m x 6.2m, which was requested within the pre-application response. The parking provision equates to 0.35 spaces per unit and is considered to be appropriate, given the nature of the development being a care home so residents will be highly unlikely to drive and the majority of the demand is therefore anticipated to be from staff and visitors. In terms of staff numbers, there is likely to be a maximum of 25 staff on site at any one time.
- 4.10 Kirklees Council do not have cycle parking standards, with for residential developments 1 cycle space per unit is recommended. When referring to LTN 1/20 guidance, this states that there needs to be 0.05 cycle spaces per unit for short-stay in sheltered/elderly housing/nursing homes. This is considered a more appropriate level of guidance and equates to a demand a provision of 4 spaces. Current proposals provide 5 sheltered Sheffield stands, equivalent to 10 spaces. Where the target residents are highly unlikely to use a bike, cycle parking will mostly be used by staff. Therefore, it is considered that this is an adequate cycle provision for the purpose of this development.

- 4.11 The modal splits outlined within the Travel Plan (and within **Table 4** of **Section 5**) have been reviewed

and applied to the maximum number of staff anticipated at the site at one given time (25) and is summarised in **Table 5**.

Mode of Travel	Modal Split	Applied to the Proposed Development (25 Staff*) *Subject to Rounding
Car Alone	86%	22
Car Share	5%	1
Train	1%	0
Bus	4%	1
Cycle	1%	0
Walk	4%	1

Table 5: Anticipated Staff Modal Split

- 4.12 As shown in **Table 5**, it is anticipated 86% of staff would travel via car alone equating to 22 staff, 5% of are likely to car share, equating to 1 member of staff. This totals a total staff parking demand of 23 vehicles, leaving 6 spaces remaining for visitors. Furthermore only 1% of staff would cycle, equating to less than one cycle space, therefore the provision of 10 cycle spaces is sufficient. It is therefore considered the 29 parking spaces are sufficient as a number of staff are likely to travel via sustainable modes rather than by car.
- 4.13 All parking spaces are considered to be accessible through a swept path analysis of a private vehicle performing a forward bay park within the visitor/resident parking areas. This has been illustrated within **Appendix F**, demonstrating that all spaces are navigable through a 3-point turn of a private vehicle.
- 4.14 Proposals include for 2 blue badge parking spaces, which are located adjacent to the Ambulance space and to the proposed development. This is therefore inclusive for blue badge parking, as referenced in paragraph 5.20 in Kirklees Design Guidance SPD (2019).

Servicing Arrangements

- 4.15 In response to pre-application comments from the LHA, swept path analysis for a refuse vehicle and fire tender has been assessed.
- 4.16 Refuse collection is proposed to occur on site, within the northern visitors' car park. Kirklees Council require a refuse vehicle measuring 11.85m in length. The vehicle swept path of a refuse vehicle in accordance with this has been assessed and can get within 10m of the refuse storage, without reversing further than 12m, in accordance with MfS guidance for Eurobin collection. Vehicle swept path analysis is demonstrated within **Appendix G**.

- 4.17 MfS standards state that a fire tender can reverse a maximum of 20m and the proposed building is equipped with sprinklers and a fire tender needs to be able to access 15% of the perimeter in accordance with ADB2, which will be complied with. As demonstrated within **Appendix G**, a fire tender can access 15% of the perimeter without the need to reverse more than 20m, therefore, it is compliant with MfS and ADB2 standards.

5. HIGHWAY IMPACT

- 5.1 The subsequent section of this Transport Assessment (TA) assesses the likely vehicular trip generation rate of the proposed development and associated highway impact.
- 5.2 Although the existing site is a closed school, it has been closed for some time and is not set to re-open and therefore, for robustness, all vehicle trips associated with the proposed development are considered additional to the local highway network.

Proposed Development

- 5.3 In order to estimate the likely trip rate of the proposed development, the TRICS (v.8.26.3) database has been consulted using the following parameters:
- Land use: 'Health'; 'Care Home (Elderly Residential)';
 - 60-180 Dwellings;
 - Weekday surveys only; and
 - 'Edge of Town' and 'Edge of Town Centre' locations.
- 5.4 The results of the TRICS assessment are summarised in **Table 6** below, with the full outputs attached within **Appendix H**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.078	0.070	0.038	0.064	1.978
Trip Generation (84 Units)	7	6	3	5	166

Table 6: Proposed Development Trip Generation

- 5.5 As demonstrated in **Table 6**, it is anticipated that there will be a total of 13 trips in the AM peak (0800-0900), 8 trips in the PM peak (1700-1800) and a total of 166 trips over a daily 12 hours.
- 5.6 Paragraph 116 of the National Planning Policy Framework (NPPF) (December 2024) states 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe'. the negligible change to the peak hour trip rates at the site, the residual cumulative impact will not be severe and therefore development should not be refused on highways grounds.
- 5.7 It is acknowledged that junction modelling assessments are usually undertaken when there are 30 or more movements through junctions in the peak periods (DfT, 2007). However, as the above assessment

has demonstrated, the proposals would not trigger the requirement for a junction modelling assessment to be undertaken.

5.8 To estimate the likely travel characteristics of staff associated with the proposed care home, an analysis of 2011 Census 'Method of Travel to Work' data has been undertaken, in accordance with the approach adopted within the Travel Plan. The Census data provides an evidence base from which an indicative modal split for staff trips can be derived.

5.9 For this assessment, Census data relating to Output Area E01011241-Kirklees 004A has been examined as it represents the locality surrounding the site and is therefore considered broadly representative of existing travel behaviour in the area. The extent of the output area is shown in **Figure 5**. The corresponding indicative staff modal split presented in **Table 7** has been used to estimate the proportion of staff trips likely to be made by private car and other transport modes.

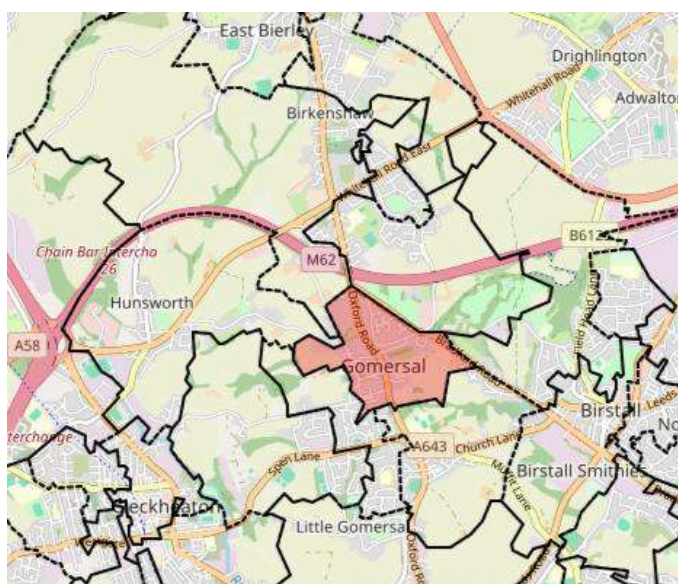


Figure 5: Lower Layer 2011 Census Output Area

Mode of Travel	Indicative Baseline
Car Alone	86%
Car Share	5%
Train	1%
Bus	4%
Cycle	1%
Walk	4%
Total	100%

Table 7: Indicative Baseline Splits Based on 2011 Census Data

5.10 The Census-based modal split demonstrates that, whilst the private car is the dominant mode of travel to work within the local area, a proportion of staff journeys are undertaken by sustainable modes

including walking, cycling and public transport. The results therefore indicate that not all staff associated with the proposed care home would be expected to travel by car. Accordingly, the modal split has been used to inform the assessment of staff-related vehicle trips, ensuring that the forecast traffic generation reflects established local travel patterns and provides a realistic representation of the development's likely impact on the surrounding highway network.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Angela Swift Developments to support a planning application for a care home development comprising 84 beds at Gomersal First School, Oxford Road, Gomersal.
- 6.2 The site is located within an established residential area and benefits from access to a range of local services and facilities within Gomersal, including bus stops, a convenience store, pharmacy, public house, restaurant, church, primary school and community facilities. The surrounding pedestrian infrastructure and 30mph speed limit support opportunities for walking, while nearby bus services provide connections to Batley, Huddersfield, Halifax and the wider local area.
- 6.3 The site also benefits from access to Batley railway station, which provides onward rail connections, including services to Leeds and Bradford Interchange. In addition, the Department for Transport Connectivity Tool identifies the site as being within the top 20% of sustainably located places in West Yorkshire, further supporting the suitability of the site for the proposed development.
- 6.4 A review of Personal Injury Accident Data for the most recent available five-year period (2020-2024) identified six recorded incidents within approximately 300m of the site access. The incidents include four slight and two serious collisions; however, the review did not identify a recurring pattern or existing highway safety deficiency that would be exacerbated by the proposed care home development.
- 6.5 The proposed development would utilise the existing access arrangement from Oxford Road, which currently serves the former school site. The local highway network has been reviewed in the context of the proposed use, surrounding road conditions, pedestrian provision and access to public transport, and is considered suitable to accommodate the development proposals.
- 6.6 To support the utilisation of the southern school access for the proposed care home development, off site highway design works are proposed, with a pedestrian refuge island allowing fully compliant visibility splays based on the recorded speed survey speeds in accordance with Manual for Streets Guidance.
- 6.7 Car parking provision has been designed in accordance with standard dimensions, with all spaces measuring 2.5m x 5m, which is fully compliant with Kirklee parking space standards, as stated within pre-application advice. The relevant parking standards have been referenced within Kirklees Council's Highway Design (2019). The parking provision of 0.33 spaces per unit is considered to be appropriate, providing a total of 28 car parking spaces.

- 6.8 The proposals have also included for cycling parking spaces in the form of 5 Sheffield stands under a shelter. This provides 10 cycle spaces, which will be utilised by staff and visitors as residents are unlikely to own a bike.
- 6.9 Refuse collection is proposed to occur on site, within the northern visitors' car park. A refuse vehicle in line with Kirklees Council guidance of 11.85m in length can get within 10m of the refuse storage, without reversing further than 12m, in accordance with MfS guidance for Eurobin collection.
- 6.10 A fire tender can reach the majority of dry risers within 15.8m without the need to reverse more than 16m, fully compliant with MfS standards for fire tender access.
- 6.11 Trip generation has been assessed using the TRICS database. The proposed development is forecast to generate 13 two-way vehicle trips in the AM peak hour and 8 two-way vehicle trips in the PM peak hour, with 166 two-way trips forecast across the 12-hour day. This level of movement is modest and would not result in a material impact on the operation of the local highway network, including during school peak periods. Where this is less than 30 trips expected to occur during peak hours through a junction, modelling will not be required.
- 6.12 The latest National Planning Policy Framework (NPPF) (December 2024) states in paragraph 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios”. This Transport Assessment has assessed the proposed development against the highway grounds set out within paragraph 116 of the NPPF. In relation to highway safety, the assessment demonstrates that suitable visibility splays can be achieved with the addition of a pedestrian crossing, HGVs can navigate the addition of a pedestrian crossing, the access can support 2-way movement of a private vehicle entering and exiting the site in forward gear, and PIA data shows no existing safety issues that the proposal would exacerbate. In relation to network impact, a highway impact assessment demonstrated that the proposed development is expected to generate very few trips within the AM and PM peaks. The residual cumulative impact on the local highway network would therefore not be severe. Accordingly, the proposal will not result in an unacceptable level of highway impact and should not be refused on highway grounds
- 6.13 This TA has been written in response to the LHA comments during pre-application consultation for the proposed development. Paul Basham Associates would therefore encourage Kirklees Council to look favourably upon this development in relation to highways and transportation.

Appendix A

Consultation Response from KC Highways Development Management		
2026/20139 Former Gomersal First School, Oxford Road, Gomersal, BD19 4JR		
Pre application for residential development		
Date Responded: 20/03/26	Responding Officer: M Zenner	Responding Ref: 9/SE/26
RECOMMENDATION: Further information and amendments required Further information is required regarding the following issues, which are detailed in the main body of the report: ➤ A transportation statement should be undertaken and supplied; ➤ A 85th percentile speed survey should be undertaken; ➤ Appropriate visibility splays should be provided; ➤ The proposed access junction requires amendment; ➤ Swept paths should be undertaken for the access and the access road; ➤ Further parking analysis and justification should be undertaken and supplied; ➤ The site layout issues detailed should be addressed. Development Overview: The proposals are for an 84 bedroom three storey care home located on the site of the former Gomersal First School located on Oxford Road, Gomersal. Reference to Plans/Documents: ➤ Application Form ➤ Design & Access Statement ➤ Location Plan – Drawing No AL(9)900 Rev P1 ➤ Proposed Site Plan – Drawing No AL(9)901 Rev P1 ➤ Proposed Ground Floor Plan – Drawing No AL(1)100 Rev P1 ➤ Proposed First Floor Plan – Drawing AL(1)101 Rev P1 ➤ Proposed Second Floor Plan – Drawing AL(1)102 Rev P2 ➤ Proposed Roof Plan – Drawing No AL(1)103 Rev P1 Policy: Local Plan Policies – LP5, LP19, LP20, LP21, LP22, LP23, LP24; Kirklees Highway Design Guide SPD Traffic Impact/Network Assessment: No details have been provided in relation to trip generation at the site in regards to the existing or the proposed use of the site which should be supplied within a Transportation Statement, although it is considered that the proposed development is unlikely to cause a huge uplift in trips to the site. Vehicular Access:		

The proposed site plan provides details of a site access junction located along Oxford Road. The proposed site access junction is located at a similar location to the existing school access which is acceptable in principle.

However, swept paths should be undertaken and the junction design should comply with the Kirklees Highway Design Guide and the Kirklees Highway Adoption guidance and standards which can be found on the Council's website [here](#). The provision of dropped kerbs and tactile paving for pedestrians at the site access on Oxford Road would be required.

The proposed site access road appears to have a two metre wide footway running along its northern edge and the carriageway width shown is approximately six metres wide.

It is noted that there are extensive historic boundary walls surrounding the site entrance which may need amendment to ensure adequate visibility is provided to comply with the required visibility splays.

It is the LHA's understanding that Oxford Road is a 30mph road and therefore notional visibility splays of 2.4m x 43m in either direction to the nearside kerbline should be provided in accordance with Figure 7.18 of Manual for Streets, with nothing higher than 0.6m contained within the visibility splay which must be located within the publicly maintainable highway. However, the LHA would recommend an 85th percentile speed survey is carried out to ascertain actual speeds on Oxford Road to ensure that the visibility splays provided are fit for purpose.

Site Layout

The site is accessed as detailed above by an access road that appears to be six metres wide with a two metre wide footway along the northern edge, there appears to be a 90 degree bend along the route which does not appear to have any localised widening and therefore is not considered wide enough for servicing vehicles to access without potentially encroaching on the hardstanding surrounding the access road. A 600mm service strip should be provided along the southern edge of the carriageway.

The LHA would recommend that swept paths are undertaken to ascertain the space needed for access by vehicles likely to service the site such as refuse / recycling vehicles and ambulances. Reference should also be made to the West Yorkshire Fire & Rescue Service Access Advice which states that adequate turning facilities should be provided on cul-de-sac roads exceeding 20m in length.

An indicative pedestrian crossing point is shown across the proposed access road located in close proximity to the main entrance of the proposed care home. Whilst there is no objection in principle to the siting of an informal pedestrian crossing point at this location; the proximity of the crossing point to the first parking space could obscure pedestrians behind parked vehicles and would benefit in being relocated further away from the parking spaces and visibility splays considered further.

The LHA would also recommend the impact of the location of the substation and the proposed refuse store are considered in relation to forward visibility.

A turning area is noted within the site at the end of the access road but it is unclear if the space is adequate for service vehicles to turn within the site and therefore swept paths should be undertaken to demonstrate that there is adequate space available for vehicles to turn.

The LHA would suggest that a dedicated bay for ambulance / minibus / delivery use is provided to ensure that access and egress from parking spaces are not restricted by visiting larger vehicles.

Parking:

The proposals appear to provide 29 car parking spaces, five of which are proposed to be EV charging spaces and two accessible spaces.

The LHA recommends that justification is provided within a Transport Statement in regards to the proposed levels of parking to ensure that overflow parking does not result from the development.

The proposed car parking spaces broadly appear acceptable in principle but should be sized 2.5m x 5m with 6m aisle widths, excepting the accessible spaces which should be provided with a 1.2m wide aisle to one side and to the rear of each parking bay.

Four external cycle parking spaces also appear to be proposed alongside a dedicated turning area that is annotated for deliveries. The spaces appear to be lockers, but further detail should be provided within a formal submission. The cycle store could benefit from being accessed from an alternate location away to the parking aisle and delivery area where it is potentially masked by the presence of the refuse store or delivery vehicles.

Public Transport:

There are bus stops in both directions accessed just north of the site on Oxford Road and there is a puffin crossing located just south of the bus stops across Oxford Road which allows pedestrians access to the bus stops.

Servicing/Refuse Storage:

The LHA would recommend that details of servicing and refuse arrangements are detailed within a Transport Statement and provide information including the nature, size and frequency of vehicles accessing the site and swept paths demonstrating access and egress to the site. All swept path analysis should account for the likely locations of on-street parking, the passing of other vehicles and the need to ensure a 0.5m buffer between the vehicle wheels and the kerb edge. The locations of street furniture must also be factored into this analysis in relation to the overhang of the vehicle.

It is anticipated that the refuse & recycling arrangements are likely to be undertaken by a private organisation and further clarification should be supplied to the LHA to this end.

The Kirklees Highway Design Guide Supplementary Document (Nov 2019) specifies highway scheme design principles including how to accommodate the safe operation and manoeuvring of service vehicles; and incorporating waste storage facilities in the context of highway impact for roads intended for adoption. Furthermore, the Kirklees Waste Management Design Guide For New Developments provides additional information in relation to waste management within Kirklees.

Where practicable, highways should be designed to accommodate a Standard Kirklees refuse vehicle with the following dimensions: Length = 11.85m Width = 2.50m Width when Loading = 4.10m Height = 6.00m (including toploader arms) Turning circle (wall to wall) = 22.07m Turning circle (between kerbs) = 17.88m Gross Vehicle Weight = 32 tonnes.

Adoption Issues:

It is noted that the proposed site layout plan annotates 'potential future development'. It is considered that this could have the potential to be residential development and therefore the LHA would advise the applicant to be mindful that new development serving more than five dwellings should be laid out to an adoptable standard and be able to be offered for adoption. Full details of the Highway Adoption guidance

and standards can be found on the Councils website [here](#). Kirklees Council will only adopt new roads and paths as publicly maintainable highway if they have been suitably designed and constructed in accordance with standards and guidance issued by the Council.

S278:

On the basis of the proposed site layout plan there would be junction improvement works required at the site access onto Oxford Road which would need to be secured via a Section 278 Agreement.

Conclusion: Further information and amendments required, see recommendation.

Appendix B



SITE: ATC 2 - Oxford Road, Gomersal

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		Light
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Northbound	Southbound
Total	36914	34727
Mean Speed	29.8	27.4
85%	33.5	31.3



SITE: ATC 2 - Oxford Road, Gomersal

LOCATION: Attached to lamppost

GRID REFERENCE: 53.732257, -1.685980

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

20 June 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	67	66	0	1	0	0	0	0	0	0	0	0	0	0	0	31.8	37.9
0100	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	36.3
0200	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	29.8	37.2
0300	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	29	34.1
0400	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	40.9
0500	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	34.7	43
0600	80	70	0	10	0	0	0	0	0	0	0	0	0	0	0	32.5	36.3
0700	131	115	1	15	0	0	0	0	0	0	0	0	0	0	0	32.3	36.4
0800	217	200	1	11	0	0	0	1	0	0	0	0	0	3	1	30.9	34.5
0900	298	266	1	26	0	0	0	0	0	0	0	1	0	4	0	30.1	33.1
1000	355	336	0	18	0	0	0	0	1	0	0	0	0	0	0	29.6	32.7
1100	368	349	1	15	0	1	0	0	0	0	0	0	0	1	1	29.3	32.5
1200	433	403	1	24	0	0	0	1	0	0	0	0	0	3	1	30.4	33.3
1300	411	390	1	16	0	0	0	1	0	0	0	0	0	2	1	30	33.1
1400	374	357	0	16	0	0	0	0	0	0	0	0	0	1	0	30.8	34.3
1500	333	311	1	21	0	0	0	0	0	0	0	0	0	0	0	30.8	34.4
1600	327	306	0	17	0	0	0	0	0	0	0	0	0	2	2	30.9	34.2
1700	334	307	2	22	0	1	0	0	0	0	0	0	0	0	2	30.7	34.3
1800	311	296	1	10	0	0	0	0	0	0	0	0	0	2	2	31.2	34.7
1900	248	237	1	10	0	0	0	0	0	0	0	0	0	0	0	31.2	34.6
2000	242	233	1	6	0	1	0	0	0	0	0	0	0	0	1	31.1	34.9
2100	177	163	0	10	0	0	0	0	0	0	0	0	0	2	2	31.3	35.8
2200	164	156	1	5	0	0	0	0	0	0	0	0	0	1	1	30.1	34.5
2300	113	111	0	2	0	0	0	0	0	0	0	0	0	0	0	33.6	39.5
07-19	3892	3636	10	211	0	2	0	3	1	0	0	1	0	18	10	30.5	33.8
06-22	4639	4339	12	247	0	3	0	3	1	0	0	1	0	20	13	30.6	34
06-00	4916	4606	13	254	0	3	0	3	1	0	0	1	0	21	14	30.7	34.1

00-00	5098	4782	13	260	0	3	0	3	1	0	0	1	0	21	14	30.7	34.1
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21 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	59	57	1	1	0	0	0	0	0	0	0	0	0	0	0	29.9	34.8
0100	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	33.7
0200	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	31.8	36.6
0300	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	33	41.1
0400	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	37.1
0500	30	27	0	2	0	0	0	0	0	0	0	0	0	1	0	35.9	41.3
0600	48	44	0	4	0	0	0	0	0	0	0	0	0	0	0	32.9	38.2
0700	78	73	0	4	0	0	0	0	0	0	0	0	0	1	0	32.4	36.3
0800	177	155	1	12	0	0	0	0	0	0	0	0	0	2	7	30.7	34.5
0900	231	222	1	6	0	0	0	0	0	0	0	0	0	2	0	31.2	34.8
1000	318	306	0	9	0	0	0	0	0	0	0	0	0	1	2	30.4	33.7
1100	388	368	2	16	0	0	0	0	0	0	0	0	0	0	2	30.8	33.7
1200	438	409	2	25	0	0	0	0	0	0	0	0	0	2	0	30.2	33.7
1300	368	353	0	11	0	0	0	0	1	0	0	0	0	2	1	30.2	33.3
1400	349	337	0	10	0	0	0	0	1	0	0	0	0	0	1	31.6	34.9
1500	316	305	1	7	0	0	0	0	0	1	0	0	0	1	1	30.7	34.3
1600	297	283	0	14	0	0	0	0	0	0	0	0	0	0	0	31.3	34.5
1700	342	325	1	13	0	0	0	0	0	0	0	0	0	2	1	30.8	34.2
1800	288	275	0	12	0	0	0	0	0	0	0	0	0	0	1	30.8	34.9
1900	224	214	2	7	0	0	0	0	0	0	0	0	0	0	1	31.5	35.1
2000	223	212	1	8	0	0	0	0	0	0	0	0	0	0	2	31.3	35.9
2100	141	132	0	8	0	0	0	0	0	0	0	0	0	1	0	31.3	36.4
2200	88	85	0	2	0	0	0	0	0	0	0	0	0	1	0	32.6	38.7
2300	44	43	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	36.7
07-19	3590	3411	8	139	0	0	0	0	2	1	0	0	0	13	16	30.8	34.2
06-22	4226	4013	11	166	0	0	0	0	2	1	0	0	0	14	19	30.9	34.4
06-00	4358	4141	11	169	0	0	0	0	2	1	0	0	0	15	19	30.9	34.6
00-00	4547	4321	12	176	0	0	0	0	2	1	0	0	0	16	19	31	34.6

22 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	25	23	1	1	0	0	0	0	0	0	0	0	0	0	0	34.7	48.1
0100	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	32	39.4
0200	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	38.8
0300	17	13	0	1	1	0	0	0	0	0	0	0	0	2	0	36	45.3
0400	20	15	0	5	0	0	0	0	0	0	0	0	0	0	0	32.8	39.3
0500	83	69	0	13	0	0	0	0	0	0	0	0	0	0	1	32.7	37.3
0600	213	180	0	24	2	1	0	0	0	0	0	0	0	3	3	32	36.3
0700	485	437	5	35	1	1	0	0	1	0	0	0	0	2	3	28.9	32.2
0800	289	266	0	19	0	2	0	0	0	1	0	0	0	1	0	27.6	31.8
0900	347	304	2	36	1	0	1	0	1	0	0	0	0	2	0	28.9	31.9
1000	308	260	0	43	1	0	0	0	0	1	0	0	0	2	1	28.6	31.9
1100	321	278	1	39	1	0	1	0	0	1	0	0	0	0	0	29	31.9
1200	302	272	0	27	0	0	0	0	0	0	0	0	0	1	2	29.9	33.2
1300	322	287	3	26	0	1	2	0	1	1	0	0	0	0	1	29.1	32.5
1400	307	275	0	27	0	0	0	0	1	1	0	0	0	3	0	28.1	31.6
1500	330	293	1	32	0	0	0	0	0	0	0	0	0	1	3	26.8	31.4
1600	430	396	0	27	0	0	0	0	1	0	1	0	0	3	2	29.2	32.5
1700	426	393	0	32	0	1	0	0	0	0	0	0	0	0	0	30.2	32.8
1800	321	303	0	13	0	0	0	0	0	0	0	0	0	5	0	30.8	34.4
1900	267	256	0	9	0	0	0	0	0	0	0	0	0	0	2	30.6	34.4
2000	222	214	1	6	0	0	0	0	0	0	0	0	0	1	0	30.2	34.3
2100	144	136	0	6	0	0	0	0	0	0	0	0	0	1	1	30.6	34.9
2200	112	103	0	8	0	0	0	0	0	0	0	0	0	1	0	30.9	35.8
2300	58	55	0	3	0	0	0	0	0	0	0	0	0	0	0	30.9	36.5
07-19	4188	3764	12	356	4	5	4	0	5	5	1	0	0	20	12	29	32.4
06-22	5034	4550	13	401	6	6	4	0	5	5	1	0	0	25	18	29.3	32.8
06-00	5204	4708	13	412	6	6	4	0	5	5	1	0	0	26	18	29.3	32.9
00-00	5380	4857	14	434	7	6	4	0	5	5	1	0	0	28	19	29.5	33

23 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	43.8
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
0200	13	10	0	3	0	0	0	0	0	0	0	0	0	0	0	30	35.8
0300	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	33.6	39.3
0400	22	19	0	2	0	1	0	0	0	0	0	0	0	0	0	31.5	41.2
0500	96	80	0	12	1	0	0	0	0	1	0	0	0	1	1	32.9	37.6
0600	228	198	1	25	0	1	0	0	0	0	0	0	0	1	2	31.4	34.9
0700	512	462	0	44	1	1	0	0	0	0	0	0	0	1	3	29.8	33.1
0800	430	395	0	31	1	1	0	0	0	0	0	0	0	2	0	26.8	30.9
0900	360	317	0	39	2	0	0	0	0	0	0	0	0	1	1	29.7	33.1
1000	312	272	0	38	1	0	0	0	1	0	0	0	0	0	0	30.3	33.8
1100	342	299	0	38	1	1	1	0	0	0	0	0	0	2	0	30	33.6
1200	311	278	0	32	0	1	0	0	0	0	0	0	0	0	0	30.3	33.4
1300	332	289	2	36	0	1	1	0	0	0	0	0	0	2	1	28	32.8
1400	357	315	1	36	0	0	0	0	0	0	0	0	0	4	1	28.7	32.1
1500	363	328	2	30	0	0	1	0	1	0	0	0	0	0	1	28	32.2
1600	448	413	4	28	0	0	0	0	0	1	0	0	0	1	1	29.8	33.2
1700	438	414	1	21	0	0	0	0	1	0	0	0	0	1	0	29.9	33.4
1800	294	277	1	12	0	1	0	0	0	0	0	0	0	2	1	31.1	34.6
1900	267	255	0	10	0	1	0	1	0	0	0	0	0	0	0	31.1	34.9
2000	250	239	0	10	0	0	0	0	0	0	0	0	0	1	0	30.8	34.5
2100	129	123	0	6	0	0	0	0	0	0	0	0	0	0	0	31.7	36.7
2200	95	86	0	6	0	0	0	0	0	1	0	0	0	1	1	31.8	36.8
2300	95	93	0	1	0	1	0	0	0	0	0	0	0	0	0	33.3	38.2
07-19	4499	4059	11	385	6	6	3	0	3	1	0	0	0	16	9	29.3	33
06-22	5373	4874	12	436	6	8	3	1	3	1	0	0	0	18	11	29.6	33.2
06-00	5563	5053	12	443	6	9	3	1	3	2	0	0	0	19	12	29.7	33.4
00-00	5732	5197	12	463	7	10	3	1	3	3	0	0	0	20	13	29.8	33.6

24 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	31	30	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	35.5
0100	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	38.8
0200	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	38
0300	21	19	0	1	1	0	0	0	0	0	0	0	0	0	0	31.6	36.6
0400	32	25	0	7	0	0	0	0	0	0	0	0	0	0	0	33.8	43.6
0500	84	68	0	14	1	1	0	0	0	0	0	0	0	0	0	33.4	37.5
0600	221	196	0	22	1	0	0	0	0	0	0	0	0	1	1	31.6	35.3
0700	513	462	0	46	2	0	0	0	0	0	0	0	0	0	3	29.8	32.8
0800	421	382	0	33	1	1	0	0	0	1	0	0	0	2	1	27.3	31.2
0900	357	310	2	32	1	1	0	0	0	1	0	0	0	10	0	28.7	32.6
1000	337	289	1	41	3	0	1	1	0	0	0	0	0	0	1	28.7	32.2
1100	313	269	2	39	0	0	0	0	1	0	0	0	0	1	1	29.4	33.3
1200	338	312	1	22	0	0	0	0	1	2	0	0	0	0	0	28.2	31.4
1300	260	232	0	28	0	0	0	0	0	0	0	0	0	0	0	26.5	30.6
1400	86	79	0	6	1	0	0	0	0	0	0	0	0	0	0	29.6	33.6
1500	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	28.4	29.7
1600	195	181	0	10	0	0	0	0	0	0	0	0	0	2	2	28.1	31.5
1700	420	396	2	20	0	0	0	1	0	0	0	0	0	0	1	30.5	33.6
1800	293	279	1	8	0	1	0	0	0	1	0	0	0	2	1	30.8	34.7
1900	310	290	1	14	0	0	0	0	0	0	0	0	0	2	3	29.9	33.6
2000	234	222	0	10	0	0	0	0	0	0	0	0	0	1	1	30.4	33.7
2100	171	167	0	4	0	0	0	0	0	0	0	0	0	0	0	32	35.3
2200	115	105	0	10	0	0	0	0	0	0	0	0	0	0	0	31.5	36.6
2300	54	51	0	3	0	0	0	0	0	0	0	0	0	0	0	32.1	38.6
07-19	3550	3207	9	286	8	3	1	2	2	5	0	0	0	17	10	28.9	32.5
06-22	4486	4082	10	336	9	3	1	2	2	5	0	0	0	21	15	29.3	33
06-00	4655	4238	10	349	9	3	1	2	2	5	0	0	0	21	15	29.4	33.1
00-00	4856	4413	10	372	11	4	1	2	2	5	0	0	0	21	15	29.5	33.3

25 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	39.4
0100	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	37.9	52.6
0200	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	38.6
0300	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	37.5
0400	26	21	0	4	0	0	0	0	0	0	0	0	0	0	1	31.2	36.7
0500	95	83	0	10	1	0	0	0	0	0	0	0	0	1	0	33.1	38.5
0600	224	189	0	26	2	0	0	0	0	1	0	0	0	3	3	31.2	34.8
0700	462	422	0	34	0	1	0	0	1	0	0	0	0	2	2	30	32.7
0800	403	370	2	27	1	0	0	0	0	0	0	0	0	2	1	27.8	31.4
0900	349	300	1	38	1	0	1	1	2	0	0	0	0	4	1	28.1	32.6
1000	331	289	0	39	1	0	1	0	0	0	0	0	0	0	1	29.5	32.8
1100	344	310	2	29	0	2	0	0	0	0	0	0	0	0	1	29.3	32.7
1200	312	265	3	42	0	0	1	0	0	0	0	0	0	1	0	30	32.9
1300	379	347	1	29	1	1	0	0	0	0	0	0	0	0	0	26.3	30.2
1400	339	300	1	32	1	0	0	1	0	0	0	0	0	3	1	29	32.7
1500	371	344	0	25	0	1	0	0	0	0	0	0	0	1	0	28.3	32.2
1600	394	370	3	19	1	0	0	0	0	0	0	0	0	1	0	29.6	32.8
1700	416	384	2	22	1	2	0	0	0	0	0	0	0	4	1	30	33.7
1800	329	306	3	19	0	0	0	0	0	0	0	0	0	1	0	30	33.8
1900	285	260	0	22	0	2	0	0	0	0	0	0	0	1	0	30.8	34.7
2000	252	241	1	6	0	0	0	1	0	0	0	0	0	3	0	31.1	34.7
2100	169	160	2	7	0	0	0	0	0	0	0	0	0	0	0	30.4	34.4
2200	124	121	1	2	0	0	0	0	0	0	0	0	0	0	0	30.5	34.1
2300	59	58	0	1	0	0	0	0	0	0	0	0	0	0	0	31	34.8
07-19	4429	4007	18	355	7	7	3	2	3	0	0	0	0	19	8	29	32.7
06-22	5359	4857	21	416	9	9	3	3	3	1	0	0	0	26	11	29.3	33
06-00	5542	5036	22	419	9	9	3	3	3	1	0	0	0	26	11	29.4	33.1
00-00	5728	5201	22	437	10	9	3	3	3	1	0	0	0	27	12	29.5	33.2

26 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	37.6
0100	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	34
0200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8 -	
0300	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	39.5
0400	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	33.8	43.3
0500	78	66	0	10	2	0	0	0	0	0	0	0	0	0	0	33.6	40
0600	213	186	0	21	1	0	0	0	0	0	0	0	0	2	3	31.2	35.2
0700	421	382	0	35	2	0	0	0	0	0	0	0	0	1	1	28.9	31.9
0800	400	360	0	35	0	1	1	0	2	1	0	0	0	0	0	24.8	28.7
0900	335	283	1	48	1	1	0	0	0	0	0	0	0	1	0	27.4	31.2
1000	323	280	0	39	1	1	0	0	0	0	0	0	0	1	1	28.6	32.1
1100	336	299	1	31	0	3	0	0	0	0	0	0	0	2	0	30	34
1200	323	287	0	33	0	2	0	0	1	0	0	0	0	0	0	29.2	32.3
1300	217	196	1	17	1	0	0	0	0	0	0	0	0	0	2	25.6	32
1400	382	349	0	29	0	0	1	0	1	0	0	0	0	2	0	28.9	32
1500	370	337	0	31	0	0	0	0	0	0	0	0	0	1	1	27.1	30.8
1600	370	345	1	20	0	1	0	1	0	0	0	0	0	0	2	24.7	29.4
1700	405	378	0	23	2	1	0	0	0	0	0	0	0	1	0	27.4	30.7
1800	378	350	2	26	0	0	0	0	0	0	0	0	0	0	0	28.9	32.3
1900	316	301	1	13	0	0	0	0	0	0	0	0	0	1	0	31.5	35.6
2000	234	225	0	6	1	0	0	0	0	0	0	0	0	2	0	31.4	34.6
2100	167	156	0	9	0	0	0	0	0	0	0	0	0	0	2	31.2	35.7
2200	141	135	0	6	0	0	0	0	0	0	0	0	0	0	0	31.1	35.7
2300	80	78	0	2	0	0	0	0	0	0	0	0	0	0	0	32.4	37.2
07-19	4260	3846	6	367	7	10	2	1	4	1	0	0	0	9	7	27.7	31.7
06-22	5190	4714	7	416	9	10	2	1	4	1	0	0	0	14	12	28.3	32.3
06-00	5411	4927	7	424	9	10	2	1	4	1	0	0	0	14	12	28.4	32.5
00-00	5573	5072	7	439	11	10	2	1	4	1	0	0	0	14	12	28.6	32.7



SITE: ATC 2 - Oxford Road, Gomersal

LOCATION: Attached to lamppost

GRID REFERENCE: 53.732257, -1.685980

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

20 June 2026

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	67	0	0	3	31	23	8	1	0	0	0	0	1	0	0	0	31.8
0100	32	0	0	1	19	8	2	1	1	0	0	0	0	0	0	0	31.2
0200	21	1	0	2	11	4	2	1	0	0	0	0	0	0	0	0	29.8
0300	17	0	1	3	9	3	0	0	1	0	0	0	0	0	0	0	29
0400	16	0	0	0	6	7	2	1	0	0	0	0	0	0	0	0	33.2
0500	29	0	0	4	6	7	8	4	0	0	0	0	0	0	0	0	34.7
0600	80	0	0	2	31	36	7	4	0	0	0	0	0	0	0	0	32.5
0700	131	0	0	1	54	60	13	2	1	0	0	0	0	0	0	0	32.3
0800	217	0	0	6	116	83	11	1	0	0	0	0	0	0	0	0	30.9
0900	298	0	0	15	183	87	11	1	1	0	0	0	0	0	0	0	30.1
1000	355	0	1	16	234	93	11	0	0	0	0	0	0	0	0	0	29.6
1100	368	1	5	20	231	104	6	1	0	0	0	0	0	0	0	0	29.3
1200	433	0	0	21	253	140	18	0	1	0	0	0	0	0	0	0	30.4
1300	411	0	0	25	238	131	15	2	0	0	0	0	0	0	0	0	30
1400	374	0	1	12	210	128	21	1	0	1	0	0	0	0	0	0	30.8
1500	333	0	0	7	183	124	16	1	0	2	0	0	0	0	0	0	30.8
1600	327	0	2	10	166	126	20	3	0	0	0	0	0	0	0	0	30.9
1700	334	0	1	7	184	127	14	1	0	0	0	0	0	0	0	0	30.7
1800	311	0	2	7	160	114	23	4	0	1	0	0	0	0	0	0	31.2
1900	248	0	0	4	133	97	8	4	0	2	0	0	0	0	0	0	31.2
2000	242	1	1	7	127	89	13	2	0	0	1	1	0	0	0	0	31.1
2100	177	0	0	8	92	58	15	4	0	0	0	0	0	0	0	0	31.3
2200	164	1	2	8	93	49	9	1	1	0	0	0	0	0	0	0	30.1
2300	113	0	0	4	43	41	17	4	1	1	1	0	0	0	1	0	33.6
07-19	3892	1	12	147	2212	1317	179	17	3	4	0	0	0	0	0	0	30.5
06-22	4639	2	13	168	2595	1597	222	31	3	6	1	1	0	0	0	0	30.6
06-00	4916	3	15	180	2731	1687	248	36	5	7	2	1	0	0	1	0	30.7

00-00	5098	4	16	193	2813	1739	270	44	7	7	2	1	1	0	1	0	30.7
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21 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	59	0	0	3	34	19	3	0	0	0	0	0	0	0	0	0	29.9
0100	40	0	1	4	22	9	1	3	0	0	0	0	0	0	0	0	30.1
0200	19	0	0	3	8	6	1	0	0	0	1	0	0	0	0	0	31.8
0300	16	0	0	0	7	6	1	2	0	0	0	0	0	0	0	0	33
0400	25	0	0	0	14	7	3	1	0	0	0	0	0	0	0	0	32.4
0500	30	0	0	0	4	15	8	2	1	0	0	0	0	0	0	0	35.9
0600	48	0	0	2	16	21	8	1	0	0	0	0	0	0	0	0	32.9
0700	78	0	1	1	31	36	7	2	0	0	0	0	0	0	0	0	32.4
0800	177	0	2	9	92	65	9	0	0	0	0	0	0	0	0	0	30.7
0900	231	0	1	9	103	102	14	1	0	0	1	0	0	0	0	0	31.2
1000	318	0	2	7	197	90	22	0	0	0	0	0	0	0	0	0	30.4
1100	388	0	0	9	210	154	11	4	0	0	0	0	0	0	0	0	30.8
1200	438	0	0	30	249	137	18	4	0	0	0	0	0	0	0	0	30.2
1300	368	0	0	8	228	117	14	1	0	0	0	0	0	0	0	0	30.2
1400	349	0	0	8	154	162	19	5	0	1	0	0	0	0	0	0	31.6
1500	316	0	0	16	172	109	15	3	1	0	0	0	0	0	0	0	30.7
1600	297	0	0	4	148	130	14	1	0	0	0	0	0	0	0	0	31.3
1700	342	0	8	12	190	106	19	3	2	1	0	0	0	0	0	1	30.8
1800	288	0	0	9	156	106	14	3	0	0	0	0	0	0	0	0	30.8
1900	224	0	1	8	111	82	15	7	0	0	0	0	0	0	0	0	31.5
2000	223	1	0	3	120	73	20	4	1	1	0	0	0	0	0	0	31.3
2100	141	0	0	2	79	45	12	2	1	0	0	0	0	0	0	0	31.3
2200	88	0	0	7	34	30	10	4	2	1	0	0	0	0	0	0	32.6
2300	44	0	0	1	18	20	3	1	1	0	0	0	0	0	0	0	32.1
07-19	3590	0	14	122	1930	1314	176	27	3	2	1	0	0	0	0	1	30.8
06-22	4226	1	15	137	2256	1535	231	41	5	3	1	0	0	0	0	1	30.9
06-00	4358	1	15	145	2308	1585	244	46	8	4	1	0	0	0	0	1	30.9
00-00	4547	1	16	155	2397	1647	261	54	9	4	2	0	0	0	0	1	31

22 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	25	0	0	0	11	7	3	2	0	1	1	0	0	0	0	0	34.7
0100	19	0	1	0	9	4	3	2	0	0	0	0	0	0	0	0	32
0200	12	0	0	3	5	2	1	0	0	1	0	0	0	0	0	0	31.5
0300	17	0	0	1	4	6	2	3	0	1	0	0	0	0	0	0	36
0400	20	0	1	0	9	5	4	1	0	0	0	0	0	0	0	0	32.8
0500	83	0	0	3	26	40	12	2	0	0	0	0	0	0	0	0	32.7
0600	213	0	0	6	90	95	21	1	0	0	0	0	0	0	0	0	32
0700	485	1	8	35	321	112	7	1	0	0	0	0	0	0	0	0	28.9
0800	289	5	19	33	170	57	5	0	0	0	0	0	0	0	0	0	27.6
0900	347	1	3	29	241	65	5	3	0	0	0	0	0	0	0	0	28.9
1000	308	0	1	30	212	61	4	0	0	0	0	0	0	0	0	0	28.6
1100	321	0	0	26	218	74	3	0	0	0	0	0	0	0	0	0	29
1200	302	0	1	17	184	91	7	1	1	0	0	0	0	0	0	0	29.9
1300	322	0	3	22	221	64	11	1	0	0	0	0	0	0	0	0	29.1
1400	307	0	2	51	198	48	7	1	0	0	0	0	0	0	0	0	28.1
1500	330	3	20	71	178	55	1	2	0	0	0	0	0	0	0	0	26.8
1600	430	0	0	35	279	102	12	2	0	0	0	0	0	0	0	0	29.2
1700	426	0	0	12	275	125	13	1	0	0	0	0	0	0	0	0	30.2
1800	321	0	0	9	173	120	16	2	1	0	0	0	0	0	0	0	30.8
1900	267	1	0	12	147	90	12	4	0	0	1	0	0	0	0	0	30.6
2000	222	0	0	14	136	58	12	1	0	1	0	0	0	0	0	0	30.2
2100	144	0	1	4	91	35	11	0	1	1	0	0	0	0	0	0	30.6
2200	112	0	0	5	63	32	9	2	1	0	0	0	0	0	0	0	30.9
2300	58	0	0	2	37	11	7	1	0	0	0	0	0	0	0	0	30.9
07-19	4188	10	57	370	2670	974	91	14	2	0	0	0	0	0	0	0	29
06-22	5034	11	58	406	3134	1252	147	20	3	2	1	0	0	0	0	0	29.3
06-00	5204	11	58	413	3234	1295	163	23	4	2	1	0	0	0	0	0	29.3
00-00	5380	11	60	420	3298	1359	188	33	4	5	2	0	0	0	0	0	29.5

23 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	20	0	0	0	13	3	1	2	0	0	0	1	0	0	0	0	33.2
0100	6	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	31.2
0200	13	0	0	0	10	2	1	0	0	0	0	0	0	0	0	0	30
0300	12	0	0	0	3	6	3	0	0	0	0	0	0	0	0	0	33.6
0400	22	0	1	2	10	3	4	2	0	0	0	0	0	0	0	0	31.5
0500	96	0	1	4	32	41	15	1	2	0	0	0	0	0	0	0	32.9
0600	228	0	0	3	112	99	12	1	1	0	0	0	0	0	0	0	31.4
0700	512	0	1	35	321	141	13	1	0	0	0	0	0	0	0	0	29.8
0800	430	7	19	85	256	59	4	0	0	0	0	0	0	0	0	0	26.8
0900	360	0	5	21	218	106	9	1	0	0	0	0	0	0	0	0	29.7
1000	312	0	0	17	177	104	13	1	0	0	0	0	0	0	0	0	30.3
1100	342	0	0	27	189	117	9	0	0	0	0	0	0	0	0	0	30
1200	311	0	2	7	192	98	11	1	0	0	0	0	0	0	0	0	30.3
1300	332	1	16	63	171	68	11	2	0	0	0	0	0	0	0	0	28
1400	357	3	4	42	219	80	9	0	0	0	0	0	0	0	0	0	28.7
1500	363	1	22	47	202	86	5	0	0	0	0	0	0	0	0	0	28
1600	448	5	7	16	268	137	12	3	0	0	0	0	0	0	0	0	29.8
1700	438	1	4	23	273	119	17	1	0	0	0	0	0	0	0	0	29.9
1800	294	0	0	7	162	104	13	8	0	0	0	0	0	0	0	0	31.1
1900	267	0	0	9	147	82	21	6	2	0	0	0	0	0	0	0	31.1
2000	250	0	0	2	152	75	19	1	1	0	0	0	0	0	0	0	30.8
2100	129	0	0	2	68	41	13	4	0	1	0	0	0	0	0	0	31.7
2200	95	0	1	1	54	27	8	3	0	0	1	0	0	0	0	0	31.8
2300	95	0	0	1	37	40	12	2	2	1	0	0	0	0	0	0	33.3
07-19	4499	18	80	390	2648	1219	126	18	0	0	0	0	0	0	0	0	29.3
06-22	5373	18	80	406	3127	1516	191	30	4	1	0	0	0	0	0	0	29.6
06-00	5563	18	81	408	3218	1583	211	35	6	2	1	0	0	0	0	0	29.7
00-00	5732	18	83	414	3289	1641	235	40	8	2	1	1	0	0	0	0	29.8

24 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	31	0	1	4	20	2	1	1	2	0	0	0	0	0	0	0	30.2
0100	16	0	0	0	7	6	3	0	0	0	0	0	0	0	0	0	32.1
0200	17	0	0	1	7	6	2	1	0	0	0	0	0	0	0	0	32.1
0300	21	0	0	0	13	5	2	1	0	0	0	0	0	0	0	0	31.6
0400	32	0	0	1	14	10	2	4	1	0	0	0	0	0	0	0	33.8
0500	84	0	0	1	21	47	14	1	0	0	0	0	0	0	0	0	33.4
0600	221	0	1	9	92	107	11	0	1	0	0	0	0	0	0	0	31.6
0700	513	0	2	19	326	152	13	1	0	0	0	0	0	0	0	0	29.8
0800	421	2	13	83	255	66	2	0	0	0	0	0	0	0	0	0	27.3
0900	357	1	16	30	200	102	8	0	0	0	0	0	0	0	0	0	28.7
1000	337	0	8	32	211	81	5	0	0	0	0	0	0	0	0	0	28.7
1100	313	1	4	29	174	93	10	1	1	0	0	0	0	0	0	0	29.4
1200	338	1	3	55	213	62	4	0	0	0	0	0	0	0	0	0	28.2
1300	260	0	12	77	140	28	2	1	0	0	0	0	0	0	0	0	26.5
1400	86	0	1	8	41	34	2	0	0	0	0	0	0	0	0	0	29.6
1500	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	28.4
1600	195	0	1	26	136	31	1	0	0	0	0	0	0	0	0	0	28.1
1700	420	0	1	12	243	149	14	1	0	0	0	0	0	0	0	0	30.5
1800	293	0	0	17	154	102	16	3	1	0	0	0	0	0	0	0	30.8
1900	310	0	3	19	182	97	7	0	1	1	0	0	0	0	0	0	29.9
2000	234	0	1	14	129	72	15	3	0	0	0	0	0	0	0	0	30.4
2100	171	0	0	6	69	79	14	0	1	0	2	0	0	0	0	0	32
2200	115	0	0	7	58	35	11	4	0	0	0	0	0	0	0	0	31.5
2300	54	0	0	1	32	12	4	4	0	0	1	0	0	0	0	0	32.1
07-19	3550	5	61	388	2110	900	77	7	2	0	0	0	0	0	0	0	28.9
06-22	4486	5	66	436	2582	1255	124	10	5	1	2	0	0	0	0	0	29.3
06-00	4655	5	66	444	2672	1302	139	18	5	1	3	0	0	0	0	0	29.4
00-00	4856	5	67	451	2754	1378	163	26	8	1	3	0	0	0	0	0	29.5

25 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	25	0	0	0	11	9	2	2	0	0	1	0	0	0	0	0	33.7
0100	16	0	0	1	4	3	5	0	2	0	1	0	0	0	0	0	37.9
0200	12	0	0	0	6	4	2	0	0	0	0	0	0	0	0	0	31.9
0300	12	0	0	2	3	5	2	0	0	0	0	0	0	0	0	0	31.2
0400	26	0	0	3	11	9	2	1	0	0	0	0	0	0	0	0	31.2
0500	95	0	0	2	35	38	17	2	1	0	0	0	0	0	0	0	33.1
0600	224	0	0	4	124	78	14	2	0	1	1	0	0	0	0	0	31.2
0700	462	2	2	14	304	120	19	1	0	0	0	0	0	0	0	0	30
0800	403	1	5	75	248	69	5	0	0	0	0	0	0	0	0	0	27.8
0900	349	7	13	47	189	89	3	1	0	0	0	0	0	0	0	0	28.1
1000	331	1	1	28	191	98	11	1	0	0	0	0	0	0	0	0	29.5
1100	344	1	2	24	227	86	3	0	1	0	0	0	0	0	0	0	29.3
1200	312	0	0	12	191	100	6	3	0	0	0	0	0	0	0	0	30
1300	379	1	15	136	185	39	2	1	0	0	0	0	0	0	0	0	26.3
1400	339	0	1	37	211	82	7	1	0	0	0	0	0	0	0	0	29
1500	371	1	7	59	214	82	6	2	0	0	0	0	0	0	0	0	28.3
1600	394	0	12	24	226	116	15	0	1	0	0	0	0	0	0	0	29.6
1700	416	1	1	37	230	131	13	3	0	0	0	0	0	0	0	0	30
1800	329	0	4	24	183	104	11	2	1	0	0	0	0	0	0	0	30
1900	285	1	0	13	153	99	17	1	1	0	0	0	0	0	0	0	30.8
2000	252	0	0	5	143	87	14	1	0	1	0	1	0	0	0	0	31.1
2100	169	0	0	7	99	52	8	3	0	0	0	0	0	0	0	0	30.4
2200	124	0	0	2	79	35	7	1	0	0	0	0	0	0	0	0	30.5
2300	59	0	0	5	26	24	3	1	0	0	0	0	0	0	0	0	31
07-19	4429	15	63	517	2599	1116	101	15	3	0	0	0	0	0	0	0	29
06-22	5359	16	63	546	3118	1432	154	22	4	2	1	1	0	0	0	0	29.3
06-00	5542	16	63	553	3223	1491	164	24	4	2	1	1	0	0	0	0	29.4
00-00	5728	16	63	561	3293	1559	194	29	7	2	3	1	0	0	0	0	29.5

26 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	23	0	0	0	11	7	3	2	0	0	0	0	0	0	0	0	33.1
0100	17	0	0	3	5	8	1	0	0	0	0	0	0	0	0	0	30.2
0200	9	0	0	0	2	2	2	3	0	0	0	0	0	0	0	0	38.8
0300	16	0	0	0	6	7	2	1	0	0	0	0	0	0	0	0	33.1
0400	19	0	0	0	6	9	1	3	0	0	0	0	0	0	0	0	33.8
0500	78	0	0	1	25	35	12	4	1	0	0	0	0	0	0	0	33.6
0600	213	0	0	7	111	79	15	1	0	0	0	0	0	0	0	0	31.2
0700	421	0	0	36	286	89	10	0	0	0	0	0	0	0	0	0	28.9
0800	400	7	37	134	201	19	2	0	0	0	0	0	0	0	0	0	24.8
0900	335	0	5	72	203	50	3	2	0	0	0	0	0	0	0	0	27.4
1000	323	0	1	42	214	60	5	1	0	0	0	0	0	0	0	0	28.6
1100	336	0	1	17	204	103	10	0	1	0	0	0	0	0	0	0	30
1200	323	0	1	22	208	86	5	1	0	0	0	0	0	0	0	0	29.2
1300	217	6	29	62	77	36	5	1	0	1	0	0	0	0	0	0	25.6
1400	382	0	3	37	247	90	4	1	0	0	0	0	0	0	0	0	28.9
1500	370	1	7	89	224	47	2	0	0	0	0	0	0	0	0	0	27.1
1600	370	15	30	125	171	29	0	0	0	0	0	0	0	0	0	0	24.7
1700	405	0	7	96	252	47	2	1	0	0	0	0	0	0	0	0	27.4
1800	378	0	6	36	240	87	8	1	0	0	0	0	0	0	0	0	28.9
1900	316	1	0	11	136	142	20	4	2	0	0	0	0	0	0	0	31.5
2000	234	0	0	8	123	88	10	1	1	0	2	0	1	0	0	0	31.4
2100	167	2	0	6	76	63	18	1	1	0	0	0	0	0	0	0	31.2
2200	141	0	0	7	66	58	8	0	1	0	1	0	0	0	0	0	31.1
2300	80	0	0	2	42	24	7	2	1	1	0	1	0	0	0	0	32.4
07-19	4260	29	127	768	2527	743	56	8	1	1	0	0	0	0	0	0	27.7
06-22	5190	32	127	800	2973	1115	119	15	5	1	2	0	1	0	0	0	28.3
06-00	5411	32	127	809	3081	1197	134	17	7	2	3	1	1	0	0	0	28.4
00-00	5573	32	127	813	3136	1265	155	30	8	2	3	1	1	0	0	0	28.6

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
--	36914	87	432	3007	20980	10588	1466	256	51	23	16	4	2	0	1	1	29.8

Vpp
85

37.9
36.3
37.2
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43
36.3
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Vpp
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33.7
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Vpp
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Vpp
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32.3

32.5

32.7

Vpp
85

33.5



SITE: ATC 2 - Oxford Road, Gomersal

LOCATION: Attached to lamppost

GRID REFERENCE: 53.732257, -1.685980

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	20-Jun	21-Jun	22-Jun	23-Jun	24-Jun	25-Jun	26-Jun	1-5.	1-7.
Hour									
0000-0100	67	59	25	20	31	25	23	24.8	35.7
0100-0200	32	40	19	6	16	16	17	14.8	20.9
0200-0300	21	19	12	13	17	12	9	12.6	14.7
0300-0400	17	16	17	12	21	12	16	15.6	15.9
0400-0500	16	25	20	22	32	26	19	23.8	22.9
0500-0600	29	30	83	96	84	95	78	87.2	70.7
0600-0700	80	48	213	228	221	224	213	219.8	175.3
0700-0800	131	78	485	512	513	462	421	478.6	371.7
0800-0900	217	177	289	430	421	403	400	388.6	333.9
0900-1000	298	231	347	360	357	349	335	349.6	325.3
1000-1100	355	318	308	312	337	331	323	322.2	326.3
1100-1200	368	388	321	342	313	344	336	331.2	344.6
1200-1300	433	438	302	311	338	312	323	317.2	351
1300-1400	411	368	322	332	260	379	217	302	327
1400-1500	374	349	307	357	86	339	382	294.2	313.4
1500-1600	333	316	330	363	17	371	370	290.2	300
1600-1700	327	297	430	448	195	394	370	367.4	351.6
1700-1800	334	342	426	438	420	416	405	421	397.3
1800-1900	311	288	321	294	293	329	378	323	316.3
1900-2000	248	224	267	267	310	285	316	289	273.9
2000-2100	242	223	222	250	234	252	234	238.4	236.7
2100-2200	177	141	144	129	171	169	167	156	156.9

2200-2300	164	88	112	95	115	124	141		117.4	119.9
2300-2400	113	44	58	95	54	59	80		69.2	71.9
Totals										
07-19	3892	3590	4188	4499	3550	4429	4260		4185.2	4058.3
06-22	4639	4226	5034	5373	4486	5359	5190		5088.4	4901
06-00	4916	4358	5204	5563	4655	5542	5411		5275	5092.7
00-00	5098	4547	5380	5732	4856	5728	5573		5453.8	5273.4
AM Peak	1100	1100	700	700	700	700	700			
	368	388	485	512	513	462	421			
PM Peak	1200	1200	1600	1600	1700	1700	1700			
	433	438	430	448	420	416	405			



SITE: ATC 2 - Oxford Road, Gomersal

LOCATION: Attached to lamppost

GRID REFERENCE: 53.732257, -1.685980

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

20 June 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	95	93	0	2	0	0	0	0	0	0	0	0	0	0	0	32.7	37.4
0100	54	52	0	1	0	1	0	0	0	0	0	0	0	0	0	33.4	43.3
0200	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	38.3
0300	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	38.5
0400	14	12	0	1	0	0	0	0	0	0	0	0	0	0	1	30.6	41.9
0500	26	25	0	0	0	0	0	0	0	0	0	0	0	0	1	29.5	32.2
0600	62	57	0	4	0	0	1	0	0	0	0	0	0	0	0	31.3	34.9
0700	91	78	1	9	0	1	0	0	0	0	0	0	0	2	0	30.3	33.3
0800	210	195	0	13	0	1	0	0	0	0	0	0	0	0	1	29.3	33.3
0900	251	233	0	15	0	1	0	0	0	0	0	0	0	2	0	28.4	31.3
1000	313	287	5	15	1	0	0	0	0	0	0	0	0	4	1	28.1	31.3
1100	326	309	0	13	0	2	0	0	0	0	0	0	0	1	1	26	30.2
1200	332	309	1	16	0	1	1	0	1	0	0	0	0	3	0	28.3	31.1
1300	380	354	2	23	0	0	0	1	0	0	0	0	0	0	0	28.1	31.3
1400	374	350	3	18	0	1	0	0	0	0	0	0	0	2	0	28.3	31.5
1500	306	291	2	11	0	0	0	0	0	0	0	0	0	1	1	29.2	31.8
1600	350	340	1	8	0	0	0	0	0	0	0	0	0	0	1	29.1	32.5
1700	307	292	0	10	1	0	0	0	0	0	0	0	0	2	2	29.2	31.8
1800	324	306	0	16	0	0	0	0	0	0	0	0	0	0	2	29.2	32.2
1900	237	233	0	3	0	1	0	0	0	0	0	0	0	0	0	30.3	33.6
2000	208	201	0	5	0	1	0	0	0	0	0	0	0	1	0	30.2	33.8
2100	195	185	1	6	1	0	0	0	0	0	0	0	0	2	0	29.7	32.5
2200	194	188	0	3	1	1	0	0	0	0	0	0	0	1	0	28.9	32.5
2300	139	133	0	4	0	1	0	0	0	0	0	0	0	0	1	30.8	34.6
07-19	3564	3344	15	167	2	7	1	1	1	0	0	0	0	17	9	28.5	31.7
06-22	4266	4020	16	185	3	9	2	1	1	0	0	0	0	20	9	28.8	31.9
06-00	4599	4341	16	192	4	11	2	1	1	0	0	0	0	21	10	28.8	32

00-00	4828	4561	16	198	4	12	2	1	1	0	0	0	0	21	12	29	32.2
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21 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	86	85	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	34.1
0100	56	56	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	39.5
0200	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	37
0300	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	46.9
0400	23	21	0	1	0	0	0	0	0	0	0	0	0	0	1	31.3	37.5
0500	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	37.3
0600	42	40	0	0	0	0	0	0	0	0	0	0	0	0	2	30.3	36.4
0700	58	57	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	33.3
0800	110	104	0	5	0	0	0	0	0	0	0	0	0	0	1	29	32.9
0900	205	191	2	8	0	0	0	0	0	0	0	0	0	1	3	29.2	32.7
1000	287	272	1	14	0	0	0	0	0	0	0	0	0	0	0	29.2	32
1100	316	297	1	14	0	1	0	0	0	0	0	0	0	0	3	28.6	31.9
1200	332	315	3	12	0	0	0	0	0	0	0	0	0	1	1	29.3	32
1300	347	337	1	5	0	0	0	0	0	1	0	0	0	2	1	28.9	31.7
1400	331	321	2	6	0	1	0	0	0	0	0	0	0	1	0	29.1	31.9
1500	312	306	0	6	0	0	0	0	0	0	0	0	0	0	0	29.2	31.7
1600	332	318	0	13	0	0	0	0	0	0	0	0	0	1	0	29.6	32.4
1700	304	292	0	10	0	0	0	0	0	0	0	0	0	2	0	30.2	32.9
1800	298	287	1	8	0	0	0	0	0	0	0	0	0	0	2	29.4	32.4
1900	271	264	0	5	0	1	0	0	0	0	0	0	0	1	0	29.4	32.2
2000	241	232	0	5	0	0	0	0	0	0	0	0	0	2	2	29.2	32.3
2100	173	167	0	3	0	0	0	0	0	0	0	0	0	1	2	29.9	33.7
2200	135	131	0	2	0	0	0	0	0	0	0	0	0	2	0	30.9	34.1
2300	76	74	0	2	0	0	0	0	0	0	0	0	0	0	0	30.3	34.3
07-19	3232	3097	11	102	0	2	0	0	0	1	0	0	0	8	11	29.3	32.2
06-22	3959	3800	11	115	0	3	0	0	0	1	0	0	0	12	17	29.3	32.3
06-00	4170	4005	11	119	0	3	0	0	0	1	0	0	0	14	17	29.4	32.4
00-00	4390	4221	11	122	0	3	0	0	0	1	0	0	0	14	18	29.5	32.5

22 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	38.2
0100	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	35.4	41.2
0200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6 -	
0300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30 -	
0400	25	19	0	6	0	0	0	0	0	0	0	0	0	0	0	30.9	36
0500	55	50	0	3	0	0	0	0	0	0	0	0	0	2	0	32	36.7
0600	129	115	0	11	0	0	1	0	0	0	0	0	0	1	1	30.3	33.8
0700	314	289	0	21	0	1	0	0	0	1	0	0	0	0	2	28.9	32.1
0800	221	203	0	15	0	0	2	1	0	0	0	0	0	0	0	24.9	29.4
0900	291	257	0	27	1	2	0	1	0	1	0	0	0	2	0	25.2	28.9
1000	250	220	1	27	0	1	0	0	0	0	0	0	0	0	1	26.8	29.5
1100	319	279	1	36	0	0	0	0	0	1	0	0	0	0	2	25.5	28.6
1200	298	270	0	22	1	2	0	0	0	0	0	0	0	2	1	27.3	30.6
1300	321	283	3	27	0	2	0	0	1	0	0	0	0	1	4	27.6	30.5
1400	359	327	1	25	1	2	0	0	1	0	0	0	0	1	1	25.3	29.2
1500	359	330	0	23	2	3	0	0	0	0	0	0	0	1	0	23.5	28.6
1600	417	381	2	27	1	1	0	0	0	1	0	0	0	2	2	27.4	31.1
1700	431	401	5	19	0	1	0	0	0	0	0	0	0	3	2	27.6	30.3
1800	304	289	1	11	0	0	0	0	0	0	0	0	0	1	2	28.9	32.1
1900	256	246	0	7	0	0	0	0	0	0	0	0	0	1	2	29.3	32.3
2000	210	203	0	5	0	0	0	0	0	0	0	0	0	1	1	29.9	33.1
2100	177	173	0	4	0	0	0	0	0	0	0	0	0	0	0	29	31.9
2200	102	98	0	2	0	0	0	0	0	0	0	0	0	2	0	30	32.6
2300	65	63	0	2	0	0	0	0	0	0	0	0	0	0	0	32.6	37.3
07-19	3884	3529	14	280	6	15	2	2	2	4	0	0	0	13	17	26.6	30.3
06-22	4656	4266	14	307	6	15	3	2	2	4	0	0	0	16	21	27.1	30.9
06-00	4823	4427	14	311	6	15	3	2	2	4	0	0	0	18	21	27.2	31
00-00	4980	4572	14	321	6	15	3	2	2	4	0	0	0	20	21	27.4	31.1

23 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	40	37	0	3	0	0	0	0	0	0	0	0	0	0	0	32.5	37.6
0100	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	37.9
0200	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	41.3
0300	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	31.5	39.2
0400	22	19	0	3	0	0	0	0	0	0	0	0	0	0	0	32.3	35.8
0500	66	62	0	2	0	0	0	0	0	0	0	0	0	2	0	30.8	34.4
0600	135	127	0	7	0	0	0	0	0	0	0	0	0	1	0	31.2	35.5
0700	333	299	2	26	0	2	1	0	0	0	0	0	0	0	3	27	30.4
0800	374	339	0	31	0	1	0	0	0	1	0	0	0	2	0	23.6	28.8
0900	299	268	1	28	0	1	0	0	0	0	0	0	0	1	0	26.2	30.3
1000	283	242	0	37	1	2	0	0	0	0	0	0	0	0	1	27.5	30.8
1100	324	286	1	35	0	1	0	0	0	0	0	0	0	0	1	27.5	30.6
1200	325	294	2	25	0	1	0	1	0	0	0	0	0	1	1	26.4	30.1
1300	316	273	1	35	1	0	0	0	1	0	0	0	0	2	3	24.2	28.6
1400	374	349	0	23	0	1	1	0	0	0	0	0	0	0	0	25.8	29.2
1500	370	338	3	28	0	0	0	1	0	0	0	0	0	0	0	25.2	29.5
1600	412	367	4	32	1	2	0	0	0	1	0	0	0	3	2	24.9	30.5
1700	436	412	2	17	1	1	0	0	0	0	0	0	0	1	2	25.5	30
1800	357	338	1	12	1	3	0	0	0	0	0	0	0	1	1	28.4	31.9
1900	266	248	1	14	0	1	0	0	0	1	0	0	0	1	0	28.6	31.9
2000	218	209	2	6	0	0	0	0	0	0	0	0	0	0	1	30	33
2100	132	122	0	7	0	0	0	0	0	0	0	0	0	3	0	29.5	32.8
2200	112	105	0	5	0	0	0	0	0	0	0	0	0	2	0	29.2	33
2300	107	102	0	3	0	0	0	0	0	0	0	0	0	2	0	29.6	31.9
07-19	4203	3805	17	329	5	15	2	2	1	2	0	0	0	11	14	25.9	30.2
06-22	4954	4511	20	363	5	16	2	2	1	3	0	0	0	16	15	26.5	30.6
06-00	5173	4718	20	371	5	16	2	2	1	3	0	0	0	20	15	26.6	30.8
00-00	5354	4885	20	383	5	16	2	2	1	3	0	0	0	22	15	26.8	31

24 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	68	67	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	34.3
0100	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	40
0200	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	36.5
0300	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	31.6
0400	21	17	0	3	0	0	0	0	0	0	0	0	0	0	1	33.5	35.6
0500	66	59	0	4	0	1	0	0	0	0	0	0	0	2	0	31.5	35.1
0600	137	127	1	7	0	0	0	0	0	0	0	0	0	1	1	31.9	37
0700	330	305	0	22	1	0	0	0	0	0	0	0	0	0	2	27	31.1
0800	342	312	2	28	0	0	0	0	0	0	0	0	0	0	0	24.1	29
0900	337	292	1	38	1	2	0	0	1	0	0	0	0	1	1	26	29.8
1000	310	261	0	45	2	0	0	0	0	1	0	0	0	0	1	27.1	30.6
1100	320	271	4	36	3	2	0	2	0	0	0	0	0	1	1	26.2	30.2
1200	382	337	1	34	4	0	0	0	0	0	0	0	0	3	3	24.5	28.7
1300	319	289	1	23	3	3	0	0	0	0	0	0	0	0	0	21.8	26.2
1400	190	170	0	15	2	1	0	0	0	0	0	0	0	1	1	25.5	28.9
1500	46	41	0	4	0	0	0	0	0	0	0	0	0	0	1	23	27.5
1600	190	179	1	10	0	0	0	0	0	0	0	0	0	0	0	25.8	29.5
1700	380	360	4	12	0	2	0	0	0	0	0	0	0	1	1	28.2	31.2
1800	383	363	0	16	0	1	0	0	0	0	0	0	0	2	1	27.1	30.6
1900	236	227	0	6	0	0	0	0	0	0	0	0	0	1	2	28.6	32.3
2000	209	200	0	5	0	1	0	0	0	0	0	0	0	2	1	28.9	31.8
2100	185	174	2	8	0	1	0	0	0	0	0	0	0	0	0	28.9	31.7
2200	134	129	0	5	0	0	0	0	0	0	0	0	0	0	0	29.8	33.8
2300	101	96	0	3	0	0	0	0	0	0	0	0	0	2	0	29	33
07-19	3529	3180	14	283	16	11	0	2	1	1	0	0	0	9	12	25.7	30
06-22	4296	3908	17	309	16	13	0	2	1	1	0	0	0	13	16	26.4	30.4
06-00	4531	4133	17	317	16	13	0	2	1	1	0	0	0	15	16	26.5	30.5
00-00	4739	4327	17	327	16	14	0	2	1	1	0	0	0	17	17	26.8	30.9

25 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	48	46	0	2	0	0	0	0	0	0	0	0	0	0	0	32.2	38
0100	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	33	44.4
0200	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	38	56.2
0300	7	4	0	2	0	1	0	0	0	0	0	0	0	0	0	32.5	-
0400	21	16	0	3	0	0	0	0	0	0	0	0	0	1	1	29.3	35.1
0500	68	63	0	2	0	0	0	0	0	1	0	0	0	2	0	31.9	36
0600	127	119	0	8	0	0	0	0	0	0	0	0	0	0	0	30.7	33.6
0700	310	281	1	23	0	0	1	0	0	0	0	0	0	1	3	28.3	31.9
0800	350	313	1	26	2	2	1	1	0	1	0	0	0	1	2	22.8	28
0900	303	270	2	24	3	1	0	0	0	1	0	0	0	2	0	26.2	29.9
1000	267	236	2	27	0	0	0	0	1	0	0	0	0	0	1	27	30.5
1100	294	253	2	34	1	2	0	0	1	0	0	0	0	0	1	27.7	31
1200	336	289	1	38	1	3	0	0	1	0	0	0	0	0	3	26	29.8
1300	340	316	0	18	1	3	0	1	0	0	0	0	0	0	1	23.1	27.7
1400	359	326	3	22	2	1	0	1	0	0	0	0	0	3	1	26.3	29.2
1500	375	339	6	25	1	0	0	0	0	1	0	0	0	2	1	25.8	30.3
1600	429	401	5	19	1	1	0	0	1	0	0	0	0	0	1	26.7	30.8
1700	419	392	1	17	0	1	0	0	0	0	0	0	0	7	1	27.7	31.5
1800	316	298	2	15	0	0	0	0	0	0	0	0	0	1	0	28.3	31.1
1900	266	251	0	9	0	1	0	0	0	0	0	0	0	2	3	28.6	32
2000	196	188	0	4	0	1	0	0	0	0	0	0	0	1	2	29.7	32.5
2100	160	153	0	6	0	1	0	0	0	0	0	0	0	0	0	30	33.8
2200	124	120	0	4	0	0	0	0	0	0	0	0	0	0	0	29.2	32.3
2300	93	90	1	2	0	0	0	0	0	0	0	0	0	0	0	29.9	33.3
07-19	4098	3714	26	288	12	14	2	3	4	3	0	0	0	17	15	26.3	30.5
06-22	4847	4425	26	315	12	17	2	3	4	3	0	0	0	20	20	26.8	30.9
06-00	5064	4635	27	321	12	17	2	3	4	3	0	0	0	20	20	26.9	31
00-00	5252	4807	27	331	12	18	2	3	4	4	0	0	0	23	21	27.1	31.2

26 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	57	55	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	35.2
0100	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	42.8
0200	25	23	0	1	0	1	0	0	0	0	0	0	0	0	0	31.5	37.5
0300	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	39
0400	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	31	34.6
0500	70	65	0	3	0	0	0	0	0	0	0	0	0	2	0	31.8	36.1
0600	123	113	0	7	0	1	1	0	1	0	0	0	0	0	0	31.8	35.1
0700	305	274	2	23	1	3	0	0	0	1	0	0	0	0	1	26.5	30.3
0800	348	313	2	29	1	0	1	0	0	0	0	0	0	1	1	20.2	25.7
0900	282	255	0	24	0	0	0	0	1	1	0	0	0	1	0	24.4	27.9
1000	300	255	1	42	0	1	1	0	0	0	0	0	0	0	0	26.2	30.5
1100	325	290	0	32	0	1	0	0	0	1	0	0	0	1	0	27.3	30.5
1200	319	288	1	25	0	3	0	0	0	1	0	0	0	0	1	26.7	30.3
1300	195	177	1	15	1	1	0	0	0	0	0	0	0	0	0	17.8	27.1
1400	354	320	3	26	0	2	0	0	0	0	0	0	0	3	0	25.9	29.8
1500	416	371	1	35	2	3	0	0	0	0	0	0	0	3	1	23.1	27.6
1600	357	328	2	20	1	2	0	0	0	0	0	0	0	3	1	17.9	26.2
1700	368	350	0	10	0	5	1	0	1	0	0	0	0	0	1	24.6	28.3
1800	338	325	1	9	0	1	0	1	0	0	0	0	0	1	0	25.6	29.8
1900	261	255	0	5	0	0	0	0	0	0	0	0	0	1	0	29.3	32.3
2000	198	191	1	6	0	0	0	0	0	0	0	0	0	0	0	30.2	32.8
2100	189	177	1	6	0	0	0	0	0	0	0	0	0	4	1	29.6	32.7
2200	158	152	0	5	0	0	0	0	0	0	0	0	0	0	1	29	32.6
2300	130	127	0	3	0	0	0	0	0	0	0	0	0	0	0	29.3	32.5
07-19	3907	3546	14	290	6	22	3	1	2	4	0	0	0	13	6	23.9	29.1
06-22	4678	4282	16	314	6	23	4	1	3	4	0	0	0	18	7	24.9	30.2
06-00	4966	4561	16	322	6	23	4	1	3	4	0	0	0	18	8	25.2	30.3
00-00	5184	4768	16	330	6	24	4	1	3	4	0	0	0	20	8	25.5	30.6



SITE: ATC 2 - Oxford Road, Gomersal

LOCATION: Attached to lamppost

GRID REFERENCE: 53.732257, -1.685980

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

20 June 2026

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	95	0	0	6	47	27	4	3	6	1	1	0	0	0	0	0	32.7
0100	54	0	0	2	28	12	4	3	4	1	0	0	0	0	0	0	33.4
0200	21	1	0	0	11	6	2	0	1	0	0	0	0	0	0	0	31.1
0300	19	0	1	2	9	4	2	1	0	0	0	0	0	0	0	0	30.1
0400	14	0	1	2	6	2	1	1	1	0	0	0	0	0	0	0	30.6
0500	26	0	1	3	14	7	1	0	0	0	0	0	0	0	0	0	29.5
0600	62	0	0	2	32	24	4	0	0	0	0	0	0	0	0	0	31.3
0700	91	0	1	1	60	22	5	2	0	0	0	0	0	0	0	0	30.3
0800	210	0	1	15	139	48	5	2	0	0	0	0	0	0	0	0	29.3
0900	251	0	0	16	193	39	3	0	0	0	0	0	0	0	0	0	28.4
1000	313	0	2	44	218	44	3	1	1	0	0	0	0	0	0	0	28.1
1100	326	6	17	89	183	30	1	0	0	0	0	0	0	0	0	0	26
1200	332	0	0	33	246	47	6	0	0	0	0	0	0	0	0	0	28.3
1300	380	1	0	48	269	62	0	0	0	0	0	0	0	0	0	0	28.1
1400	374	1	5	44	250	70	2	0	0	1	1	0	0	0	0	0	28.3
1500	306	0	2	16	218	64	6	0	0	0	0	0	0	0	0	0	29.2
1600	350	0	1	27	245	64	12	1	0	0	0	0	0	0	0	0	29.1
1700	307	1	1	18	224	52	9	1	0	1	0	0	0	0	0	0	29.2
1800	324	1	2	21	219	75	4	2	0	0	0	0	0	0	0	0	29.2
1900	237	0	0	6	157	62	10	2	0	0	0	0	0	0	0	0	30.3
2000	208	0	1	6	128	61	10	2	0	0	0	0	0	0	0	0	30.2
2100	195	0	0	8	128	53	5	1	0	0	0	0	0	0	0	0	29.7
2200	194	0	2	23	122	42	1	2	1	1	0	0	0	0	0	0	28.9
2300	139	0	0	7	75	47	4	2	2	0	2	0	0	0	0	0	30.8
07-19	3564	10	32	372	2464	617	56	9	1	2	1	0	0	0	0	0	28.5
06-22	4266	10	33	394	2909	817	85	14	1	2	1	0	0	0	0	0	28.8
06-00	4599	10	35	424	3106	906	90	18	4	3	3	0	0	0	0	0	28.8

00-00	4828	11	38	439	3221	964	104	26	16	5	4	0	0	0	0	0	29
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21 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	86	0	0	10	46	25	4	1	0	0	0	0	0	0	0	0	29.9
0100	56	0	0	5	33	7	6	1	0	0	1	1	1	1	0	0	33.3
0200	19	0	0	1	10	5	3	0	0	0	0	0	0	0	0	0	31.3
0300	19	0	0	2	6	6	1	2	0	1	0	0	1	0	0	0	35.8
0400	23	0	1	0	12	5	5	0	0	0	0	0	0	0	0	0	31.3
0500	17	0	0	0	8	7	2	0	0	0	0	0	0	0	0	0	31.9
0600	42	0	2	2	22	11	5	0	0	0	0	0	0	0	0	0	30.3
0700	58	0	0	2	29	26	1	0	0	0	0	0	0	0	0	0	30.4
0800	110	1	8	3	62	31	2	3	0	0	0	0	0	0	0	0	29
0900	205	1	4	12	137	49	2	0	0	0	0	0	0	0	0	0	29.2
1000	287	0	1	13	206	63	3	1	0	0	0	0	0	0	0	0	29.2
1100	316	0	6	30	209	69	2	0	0	0	0	0	0	0	0	0	28.6
1200	332	0	1	17	239	68	6	1	0	0	0	0	0	0	0	0	29.3
1300	347	1	1	19	255	65	5	1	0	0	0	0	0	0	0	0	28.9
1400	331	0	2	15	243	64	5	2	0	0	0	0	0	0	0	0	29.1
1500	312	0	0	15	233	60	4	0	0	0	0	0	0	0	0	0	29.2
1600	332	0	0	14	228	80	9	0	0	0	1	0	0	0	0	0	29.6
1700	304	0	1	7	207	79	6	2	0	0	1	0	0	0	0	1	30.2
1800	298	2	2	11	201	73	7	1	0	1	0	0	0	0	0	0	29.4
1900	271	0	0	11	204	47	6	2	0	1	0	0	0	0	0	0	29.4
2000	241	1	1	11	169	55	4	0	0	0	0	0	0	0	0	0	29.2
2100	173	2	0	5	115	37	9	3	1	1	0	0	0	0	0	0	29.9
2200	135	0	0	5	80	38	7	1	3	0	1	0	0	0	0	0	30.9
2300	76	0	0	7	41	20	7	0	1	0	0	0	0	0	0	0	30.3
07-19	3232	5	26	158	2249	727	52	11	0	1	2	0	0	0	0	1	29.3
06-22	3959	8	29	187	2759	877	76	16	1	3	2	0	0	0	0	1	29.3
06-00	4170	8	29	199	2880	935	90	17	5	3	3	0	0	0	0	1	29.4
00-00	4390	8	30	217	2995	990	111	21	5	4	4	1	2	1	0	1	29.5

22 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	33	0	0	0	8	17	8	0	0	0	0	0	0	0	0	0	33.2
0100	27	0	0	3	12	5	4	0	1	0	0	0	1	1	0	0	35.4
0200	9	0	1	0	4	1	3	0	0	0	0	0	0	0	0	0	31.6
0300	8	0	0	0	6	1	1	0	0	0	0	0	0	0	0	0	30
0400	25	0	0	2	9	13	1	0	0	0	0	0	0	0	0	0	30.9
0500	55	0	1	0	26	20	7	0	1	0	0	0	0	0	0	0	32
0600	129	0	1	4	81	33	8	2	0	0	0	0	0	0	0	0	30.3
0700	314	2	2	16	222	69	3	0	0	0	0	0	0	0	0	0	28.9
0800	221	12	16	51	131	11	0	0	0	0	0	0	0	0	0	0	24.9
0900	291	9	25	64	174	18	1	0	0	0	0	0	0	0	0	0	25.2
1000	250	1	2	57	171	15	3	1	0	0	0	0	0	0	0	0	26.8
1100	319	1	22	104	173	18	0	1	0	0	0	0	0	0	0	0	25.5
1200	298	2	5	52	204	32	3	0	0	0	0	0	0	0	0	0	27.3
1300	321	0	8	41	231	39	2	0	0	0	0	0	0	0	0	0	27.6
1400	359	3	25	118	192	19	2	0	0	0	0	0	0	0	0	0	25.3
1500	359	32	30	117	170	10	0	0	0	0	0	0	0	0	0	0	23.5
1600	417	0	17	76	260	60	2	2	0	0	0	0	0	0	0	0	27.4
1700	431	0	4	82	292	50	2	1	0	0	0	0	0	0	0	0	27.6
1800	304	0	2	30	198	68	5	0	1	0	0	0	0	0	0	0	28.9
1900	256	2	1	9	171	67	6	0	0	0	0	0	0	0	0	0	29.3
2000	210	1	2	7	135	55	7	3	0	0	0	0	0	0	0	0	29.9
2100	177	0	1	13	128	28	4	2	0	0	1	0	0	0	0	0	29
2200	102	0	0	6	65	25	4	1	1	0	0	0	0	0	0	0	30
2300	65	0	0	4	37	14	4	2	1	1	0	1	1	0	0	0	32.6
07-19	3884	62	158	808	2418	409	23	5	1	0	0	0	0	0	0	0	26.6
06-22	4656	65	163	841	2933	592	48	12	1	0	1	0	0	0	0	0	27.1
06-00	4823	65	163	851	3035	631	56	15	3	1	1	1	1	0	0	0	27.2
00-00	4980	65	165	856	3100	688	80	15	5	1	1	1	2	1	0	0	27.4

23 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	40	0	0	1	20	12	3	3	0	1	0	0	0	0	0	0	32.5
0100	17	0	0	0	11	4	1	1	0	0	0	0	0	0	0	0	30.9
0200	18	0	0	1	8	5	2	0	2	0	0	0	0	0	0	0	33.5
0300	18	0	0	2	10	2	3	0	1	0	0	0	0	0	0	0	31.5
0400	22	0	0	0	9	11	1	1	0	0	0	0	0	0	0	0	32.3
0500	66	0	1	2	33	27	2	1	0	0	0	0	0	0	0	0	30.8
0600	135	0	0	2	70	50	13	0	0	0	0	0	0	0	0	0	31.2
0700	333	1	10	82	206	33	1	0	0	0	0	0	0	0	0	0	27
0800	374	12	58	146	134	22	2	0	0	0	0	0	0	0	0	0	23.6
0900	299	11	14	54	183	33	3	1	0	0	0	0	0	0	0	0	26.2
1000	283	1	6	41	195	39	0	1	0	0	0	0	0	0	0	0	27.5
1100	324	1	6	59	218	38	2	0	0	0	0	0	0	0	0	0	27.5
1200	325	5	10	73	206	28	3	0	0	0	0	0	0	0	0	0	26.4
1300	316	1	45	119	137	12	2	0	0	0	0	0	0	0	0	0	24.2
1400	374	5	17	112	214	24	1	1	0	0	0	0	0	0	0	0	25.8
1500	370	4	40	115	186	22	2	1	0	0	0	0	0	0	0	0	25.2
1600	412	37	42	56	225	49	2	1	0	0	0	0	0	0	0	0	24.9
1700	436	16	34	117	226	36	5	2	0	0	0	0	0	0	0	0	25.5
1800	357	0	13	40	225	72	5	2	0	0	0	0	0	0	0	0	28.4
1900	266	0	2	33	174	53	4	0	0	0	0	0	0	0	0	0	28.6
2000	218	0	1	9	147	47	9	4	1	0	0	0	0	0	0	0	30
2100	132	0	1	9	88	28	6	0	0	0	0	0	0	0	0	0	29.5
2200	112	0	0	14	74	18	1	3	2	0	0	0	0	0	0	0	29.2
2300	107	0	1	7	69	25	3	1	1	0	0	0	0	0	0	0	29.6
07-19	4203	94	295	1014	2355	408	28	9	0	0	0	0	0	0	0	0	25.9
06-22	4954	94	299	1067	2834	586	60	13	1	0	0	0	0	0	0	0	26.5
06-00	5173	94	300	1088	2977	629	64	17	4	0	0	0	0	0	0	0	26.6
00-00	5354	94	301	1094	3068	690	76	23	7	1	0	0	0	0	0	0	26.8

24 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	68	0	0	4	39	18	3	2	2	0	0	0	0	0	0	0	30.8
0100	14	0	0	0	8	4	2	0	0	0	0	0	0	0	0	0	31.5
0200	23	0	0	0	12	8	3	0	0	0	0	0	0	0	0	0	31.5
0300	16	0	0	0	14	1	0	0	1	0	0	0	0	0	0	0	29.9
0400	21	0	1	0	5	13	0	0	1	0	1	0	0	0	0	0	33.5
0500	66	0	1	0	31	30	2	1	0	1	0	0	0	0	0	0	31.5
0600	137	0	0	3	71	43	17	1	2	0	0	0	0	0	0	0	31.9
0700	330	4	16	63	196	46	5	0	0	0	0	0	0	0	0	0	27
0800	342	7	54	105	157	17	2	0	0	0	0	0	0	0	0	0	24.1
0900	337	4	20	95	192	21	5	0	0	0	0	0	0	0	0	0	26
1000	310	2	2	76	195	32	2	1	0	0	0	0	0	0	0	0	27.1
1100	320	5	19	83	178	31	2	1	1	0	0	0	0	0	0	0	26.2
1200	382	8	34	149	166	25	0	0	0	0	0	0	0	0	0	0	24.5
1300	319	6	87	159	61	6	0	0	0	0	0	0	0	0	0	0	21.8
1400	190	1	7	77	96	9	0	0	0	0	0	0	0	0	0	0	25.5
1500	46	1	9	18	18	0	0	0	0	0	0	0	0	0	0	0	23
1600	190	2	6	69	99	13	1	0	0	0	0	0	0	0	0	0	25.8
1700	380	1	3	53	261	57	3	2	0	0	0	0	0	0	0	0	28.2
1800	383	2	22	59	254	40	3	2	1	0	0	0	0	0	0	0	27.1
1900	236	0	3	21	164	43	4	1	0	0	0	0	0	0	0	0	28.6
2000	209	0	0	17	152	34	5	1	0	0	0	0	0	0	0	0	28.9
2100	185	0	0	18	133	28	3	3	0	0	0	0	0	0	0	0	28.9
2200	134	0	0	7	90	29	3	5	0	0	0	0	0	0	0	0	29.8
2300	101	1	3	11	61	19	3	3	0	0	0	0	0	0	0	0	29
07-19	3529	43	279	1006	1873	297	23	6	2	0	0	0	0	0	0	0	25.7
06-22	4296	43	282	1065	2393	445	52	12	4	0	0	0	0	0	0	0	26.4
06-00	4531	44	285	1083	2544	493	58	20	4	0	0	0	0	0	0	0	26.5
00-00	4739	44	287	1087	2653	567	68	23	8	1	1	0	0	0	0	0	26.8

25 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	48	0	0	3	21	16	4	2	1	0	1	0	0	0	0	0	32.2
0100	31	0	0	0	16	9	0	6	0	0	0	0	0	0	0	0	33
0200	13	0	0	0	4	5	0	1	1	2	0	0	0	0	0	0	38
0300	7	0	0	0	5	0	1	1	0	0	0	0	0	0	0	0	32.5
0400	21	0	1	2	10	8	0	0	0	0	0	0	0	0	0	0	29.3
0500	68	0	1	1	25	32	9	0	0	0	0	0	0	0	0	0	31.9
0600	127	0	0	5	65	50	6	1	0	0	0	0	0	0	0	0	30.7
0700	310	1	8	39	200	52	10	0	0	0	0	0	0	0	0	0	28.3
0800	350	25	57	124	130	11	3	0	0	0	0	0	0	0	0	0	22.8
0900	303	1	11	99	160	30	1	1	0	0	0	0	0	0	0	0	26.2
1000	267	0	8	55	169	34	1	0	0	0	0	0	0	0	0	0	27
1100	294	0	5	53	193	40	2	0	1	0	0	0	0	0	0	0	27.7
1200	336	2	23	81	208	21	1	0	0	0	0	0	0	0	0	0	26
1300	340	8	65	137	117	11	2	0	0	0	0	0	0	0	0	0	23.1
1400	359	0	12	101	219	25	2	0	0	0	0	0	0	0	0	0	26.3
1500	375	1	39	108	184	37	6	0	0	0	0	0	0	0	0	0	25.8
1600	429	10	21	94	248	52	4	0	0	0	0	0	0	0	0	0	26.7
1700	419	5	16	57	264	71	6	0	0	0	0	0	0	0	0	0	27.7
1800	316	0	0	39	227	47	2	0	1	0	0	0	0	0	0	0	28.3
1900	266	2	1	20	184	55	3	1	0	0	0	0	0	0	0	0	28.6
2000	196	0	0	13	128	47	5	3	0	0	0	0	0	0	0	0	29.7
2100	160	0	0	8	100	41	8	3	0	0	0	0	0	0	0	0	30
2200	124	1	0	9	82	28	2	2	0	0	0	0	0	0	0	0	29.2
2300	93	0	0	5	51	32	4	1	0	0	0	0	0	0	0	0	29.9
07-19	4098	53	265	987	2319	431	40	1	2	0	0	0	0	0	0	0	26.3
06-22	4847	55	266	1033	2796	624	62	9	2	0	0	0	0	0	0	0	26.8
06-00	5064	56	266	1047	2929	684	68	12	2	0	0	0	0	0	0	0	26.9
00-00	5252	56	268	1053	3010	754	82	22	4	2	1	0	0	0	0	0	27.1

26 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
0000	57	0	0	2	33	19	1	1	0	1	0	0	0	0	0	0	31.2
0100	28	0	0	0	11	9	4	2	2	0	0	0	0	0	0	0	34.6
0200	25	0	0	4	9	8	2	1	1	0	0	0	0	0	0	0	31.5
0300	19	0	0	3	7	6	1	2	0	0	0	0	0	0	0	0	31.6
0400	19	0	0	0	10	8	0	1	0	0	0	0	0	0	0	0	31
0500	70	0	1	1	35	26	4	2	1	0	0	0	0	0	0	0	31.8
0600	123	0	0	3	56	55	6	3	0	0	0	0	0	0	0	0	31.8
0700	305	0	14	83	180	26	1	1	0	0	0	0	0	0	0	0	26.5
0800	348	38	88	164	56	2	0	0	0	0	0	0	0	0	0	0	20.2
0900	282	10	12	121	134	3	2	0	0	0	0	0	0	0	0	0	24.4
1000	300	1	13	96	155	31	3	1	0	0	0	0	0	0	0	0	26.2
1100	325	0	6	61	218	39	1	0	0	0	0	0	0	0	0	0	27.3
1200	319	2	11	83	190	33	0	0	0	0	0	0	0	0	0	0	26.7
1300	195	62	47	40	38	6	1	0	0	1	0	0	0	0	0	0	17.8
1400	354	0	20	113	189	31	1	0	0	0	0	0	0	0	0	0	25.9
1500	416	9	80	178	137	9	2	0	1	0	0	0	0	0	0	0	23.1
1600	357	118	72	97	60	8	2	0	0	0	0	0	0	0	0	0	17.9
1700	368	1	28	174	147	18	0	0	0	0	0	0	0	0	0	0	24.6
1800	338	0	21	122	161	33	1	0	0	0	0	0	0	0	0	0	25.6
1900	261	0	0	17	172	67	4	0	0	1	0	0	0	0	0	0	29.3
2000	198	0	0	4	133	54	6	0	1	0	0	0	0	0	0	0	30.2
2100	189	1	1	15	117	47	3	3	1	0	1	0	0	0	0	0	29.6
2200	158	0	1	14	106	30	5	2	0	0	0	0	0	0	0	0	29
2300	130	0	0	9	90	26	3	1	1	0	0	0	0	0	0	0	29.3
07-19	3907	241	412	1332	1665	239	14	2	1	1	0	0	0	0	0	0	23.9
06-22	4678	242	413	1371	2143	462	33	8	3	2	1	0	0	0	0	0	24.9
06-00	4966	242	414	1394	2339	518	41	11	4	2	1	0	0	0	0	0	25.2
00-00	5184	242	415	1404	2444	594	53	20	8	3	1	0	0	0	0	0	25.5

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean
--	34727	520	1504	6150	20491	5247	574	150	53	17	12	2	4	2	0	1	27.4

Vpp
85

37.4
43.3
38.3
38.5
41.9
32.2
34.9
33.3
33.3
31.3
31.3
30.2
31.1
31.3
31.5
31.8
32.5
31.8
32.2
33.6
33.8
32.5
32.5
34.6

31.7

31.9

32

Vpp
85

34.1
39.5
37
46.9
37.5
37.3
36.4
33.3
32.9
32.7
32
31.9
32
31.7
31.9
31.7
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32.9
32.4
32.2
32.3
33.7
34.1
34.3

32.2
32.3
32.4
32.5

Vpp
85

38.2

41.2

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36

36.7

33.8

32.1

29.4

28.9

29.5

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30.6

30.5

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Vpp
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Vpp
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34.3
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Vpp
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Vpp
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29.1
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30.6

Vpp 85
31.3



SITE: ATC 2 - Oxford Road, Gomersal

LOCATION: Attached to lamppost

GRID REFERENCE: 53.732257, -1.685980

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	20-Jun	21-Jun	22-Jun	23-Jun	24-Jun	25-Jun	26-Jun	1-5.	1-7.
Hour									
0000-0100	95	86	33	40	68	48	57	49.2	61
0100-0200	54	56	27	17	14	31	28	23.4	32.4
0200-0300	21	19	9	18	23	13	25	17.6	18.3
0300-0400	19	19	8	18	16	7	19	13.6	15.1
0400-0500	14	23	25	22	21	21	19	21.6	20.7
0500-0600	26	17	55	66	66	68	70	65	52.6
0600-0700	62	42	129	135	137	127	123	130.2	107.9
0700-0800	91	58	314	333	330	310	305	318.4	248.7
0800-0900	210	110	221	374	342	350	348	327	279.3
0900-1000	251	205	291	299	337	303	282	302.4	281.1
1000-1100	313	287	250	283	310	267	300	282	287.1
1100-1200	326	316	319	324	320	294	325	316.4	317.7
1200-1300	332	332	298	325	382	336	319	332	332
1300-1400	380	347	321	316	319	340	195	298.2	316.9
1400-1500	374	331	359	374	190	359	354	327.2	334.4
1500-1600	306	312	359	370	46	375	416	313.2	312
1600-1700	350	332	417	412	190	429	357	361	355.3
1700-1800	307	304	431	436	380	419	368	406.8	377.9
1800-1900	324	298	304	357	383	316	338	339.6	331.4
1900-2000	237	271	256	266	236	266	261	257	256.1
2000-2100	208	241	210	218	209	196	198	206.2	211.4
2100-2200	195	173	177	132	185	160	189	168.6	173

2200-2300	194	135	102	112	134	124	158		126	137
2300-2400	139	76	65	107	101	93	130		99.2	101.6
Totals										
07-19	3564	3232	3884	4203	3529	4098	3907		3924.2	3773.9
06-22	4266	3959	4656	4954	4296	4847	4678		4686.2	4522.3
06-00	4599	4170	4823	5173	4531	5064	4966		4911.4	4760.9
00-00	4828	4390	4980	5354	4739	5252	5184		5101.8	4961
AM Peak	1100	1100	1100	800	800	800	800			
	326	316	319	374	342	350	348			
PM Peak	1300	1300	1700	1700	1800	1600	1500			
	380	347	431	436	383	429	416			

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m \text{ \& } axles=2$		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	$groups=3, d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m \text{ \& } axles=3,4,5$		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m \text{ \& } axles=2$		Medium
4	TB3	3	2	Three axle truck or Bus	$axles=3 \text{ \& } groups=2$		
5	T4	>3	2	Four axle truck	$axles > 3 \text{ \& } groups=2$		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, axles=3 \text{ \& } groups=3$		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& } axles = 4 \text{ \& } groups > 2$		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& } axles = 5 \text{ \& } groups > 2$		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	$axles=6 \text{ \& } groups > 2 \text{ or } axles > 6 \text{ \& } groups=3$		
10	BD	>6	4	B-Double or Heavy truck and trailer	$groups=4 \text{ \& } axles > 6$		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	$groups=5,6 \text{ \& } axles > 6$		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	$groups > 6 \text{ \& } axles > 6$		Light
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m \text{ \& } axles=2$		
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18 \text{ \& } axles=2$		

	Northbound	Southbound
Total	38083	35844
Mean Speed	26.6	26
85%	30.5	29.7

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June 2008					
	Mon	Tue	Wed	Thurs	Fri
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June 2008					
	Week	Mon	Tue	Wed	Thurs
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June 2008									
Time	Day	Temp	Wind	Humidity	Pressure	Clouds	Visibility	Sea	Notes
0000		15.0	10.0	75.0	1013.0	0.0	10.0	0.0	
0100		14.0	10.0	75.0	1013.0	0.0	10.0	0.0	
0200		13.0	10.0	75.0	1013.0	0.0	10.0	0.0	
0300		12.0	10.0	75.0	1013.0	0.0	10.0	0.0	
0400		11.0	10.0	75.0	1013.0	0.0	10.0	0.0	
0500		10.0	10.0	75.0	1013.0	0.0	10.0	0.0	
0600		9.0	10.0	75.0	1013.0	0.0	10.0	0.0	
0700		8.0	10.0	75.0	1013.0	0.0	10.0	0.0	
0800		7.0	10.0	75.0	1013.0	0.0	10.0	0.0	
0900		6.0	10.0	75.0	1013.0	0.0	10.0	0.0	
1000		5.0	10.0	75.0	1013.0	0.0	10.0	0.0	
1100		4.0	10.0	75.0	1013.0	0.0	10.0	0.0	
1200		3.0	10.0	75.0	1013.0	0.0	10.0	0.0	
1300		2.0	10.0	75.0	1013.0	0.0	10.0	0.0	
1400		1.0	10.0	75.0	1013.0	0.0	10.0	0.0	
1500		0.0	10.0	75.0	1013.0	0.0	10.0	0.0	
1600		-1.0	10.0	75.0	1013.0	0.0	10.0	0.0	
1700		-2.0	10.0	75.0	1013.0	0.0	10.0	0.0	
1800		-3.0	10.0	75.0	1013.0	0.0	10.0	0.0	
1900		-4.0	10.0	75.0	1013.0	0.0	10.0	0.0	
2000		-5.0	10.0	75.0	1013.0	0.0	10.0	0.0	
2100		-6.0	10.0	75.0	1013.0	0.0	10.0	0.0	
2200		-7.0	10.0	75.0	1013.0	0.0	10.0	0.0	
2300		-8.0	10.0	75.0	1013.0	0.0	10.0	0.0	
2400		-9.0	10.0	75.0	1013.0	0.0	10.0	0.0	
2500		-10.0	10.0	75.0	1013.0	0.0	10.0	0.0	
2600		-11.0	10.0	75.0	1013.0	0.0	10.0	0.0	
2700		-12.0	10.0	75.0	1013.0	0.0	10.0	0.0	
2800		-13.0	10.0	75.0	1013.0	0.0	10.0	0.0	
2900		-14.0	10.0	75.0	1013.0	0.0	10.0	0.0	
3000		-15.0	10.0	75.0	1013.0	0.0	10.0	0.0	
3100		-16.0	10.0	75.0	1013.0	0.0	10.0	0.0	
3200		-17.0	10.0	75.0	1013.0	0.0	10.0	0.0	
3300		-18.0	10.0	75.0	1013.0	0.0	10.0	0.0	
3400		-19.0	10.0	75.0	1013.0	0.0	10.0	0.0	
3500		-20.0	10.0	75.0	1013.0	0.0	10.0	0.0	
3600		-21.0	10.0	75.0	1013.0	0.0	10.0	0.0	
3700		-22.0	10.0	75.0	1013.0	0.0	10.0	0.0	
3800		-23.0	10.0	75.0	1013.0	0.0	10.0	0.0	
3900		-24.0	10.0	75.0	1013.0	0.0	10.0	0.0	
4000		-25.0	10.0	75.0	1013.0	0.0	10.0	0.0	
4100		-26.0	10.0	75.0	1013.0	0.0	10.0	0.0	
4200		-27.0	10.0	75.0	1013.0	0.0	10.0	0.0	
4300		-28.0	10.0	75.0	1013.0	0.0	10.0	0.0	
4400		-29.0	10.0	75.0	1013.0	0.0	10.0	0.0	
4500		-30.0	10.0	75.0	1013.0	0.0	10.0	0.0	
4600		-31.0	10.0	75.0	1013.0	0.0	10.0	0.0	

[illegible]

June 2020					
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SITE: ATC 1 - Oxford Road, Gomersal

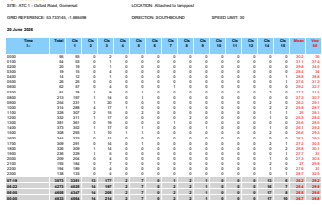
LOCATION: Attached to lamppost

GRID REFERENCE: 53.733145, -1.686498

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	20-Jun	21-Jun	22-Jun	23-Jun	24-Jun	25-Jun	26-Jun	1-5.	1-7.
Hour									
0000-0100	67	61	26	20	31	25	25	25.4	36.4
0100-0200	33	40	19	6	16	16	17	14.8	21
0200-0300	20	19	12	13	17	12	9	12.6	14.6
0300-0400	17	16	16	12	21	12	16	15.4	15.7
0400-0500	16	25	19	22	32	26	19	23.6	22.7
0500-0600	29	30	81	95	81	93	75	85	69.1
0600-0700	79	48	212	229	223	223	210	219.4	174.9
0700-0800	130	78	482	516	505	463	413	475.8	369.6
0800-0900	218	175	410	423	406	416	419	414.8	352.4
0900-1000	296	229	339	366	362	347	343	351.4	326
1000-1100	362	318	302	311	329	330	320	318.4	324.6
1100-1200	366	387	332	334	320	347	338	334.2	346.3
1200-1300	432	437	296	310	350	309	358	324.6	356
1300-1400	410	361	308	325	342	375	369	343.8	355.7
1400-1500	372	352	295	330	334	333	381	334.6	342.4
1500-1600	332	320	357	385	330	384	359	363	352.4
1600-1700	325	297	440	451	424	399	370	416.8	386.6
1700-1800	328	343	436	436	406	409	421	421.6	397
1800-1900	312	289	322	293	287	338	391	326.2	318.9
1900-2000	239	230	259	277	304	285	312	287.4	272.3
2000-2100	245	218	225	253	232	249	234	238.6	236.6
2100-2200	180	139	149	128	175	171	165	157.6	158.1
2200-2300	164	87	111	94	112	122	142	116.2	118.9
2300-2400	116	43	57	95	55	60	80	69.4	72.3
Totals									
07-19	3883	3586	4319	4480	4395	4450	4482	4425.2	4227.9
06-22	4626	4221	5164	5367	5329	5378	5403	5328.2	5069.7
06-00	4906	4351	5332	5556	5496	5560	5625	5513.8	5260.9
00-00	5088	4542	5505	5724	5694	5744	5786	5690.6	5440.4
AM Peak	1100	1100	700	700	700	700	800		
	366	387	482	516	505	463	419		
PM Peak	1200	1200	1600	1600	1600	1700	1700		
	432	437	440	451	424	409	421		

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31 June 2016											
	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m
Operating income	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Operating expenses	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)
Operating profit	0	0	0	0	0	0	0	0	0	0	0
Finance income	100	100	100	100	100	100	100	100	100	100	100
Finance expenses	(100)	(100)	(100)	(100)	(100)	(100)	(100)	(100)	(100)	(100)	(100)
Profit before tax	0	0	0	0	0	0	0	0	0	0	0
Income tax	0	0	0	0	0	0	0	0	0	0	0
Profit after tax	0	0	0	0	0	0	0	0	0	0	0
Dividends	0	0	0	0	0	0	0	0	0	0	0
Retained profit	0	0	0	0	0	0	0	0	0	0	0
Other reserves	0	0	0	0	0	0	0	0	0	0	0
Total equity	0	0	0	0	0	0	0	0	0	0	0
Other equity	0	0	0	0	0	0	0	0	0	0	0
Other liabilities	0	0	0	0	0	0	0	0	0	0	0
Other assets	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0	0	0	0	0
Other profit	0	0	0	0	0	0	0	0	0	0	0
Other income	0	0	0	0	0	0	0	0	0	0	0
Other expenses	0	0	0	0	0	0	0				

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№	Имя	Возраст	Пол	Рост	Вес	Давление	Частота пульса	Частота дыхания	Температура	Состояние	Диагноз	Лечение	Прогноз	Исход
1	Иванов	25	М	175	70	120/80	72	18	36.6	Хорошо	Бронхит	Антибиотики	Полное выздоровление	Выздоровел
2	Петров	35	М	180	80	130/90	75	20	36.8	Удовлетворительно	Пневмония	Антибиотики, кислород	Полное выздоровление	Выздоровел
3	Сидоров	45	М	170	75	140/100	78	22	37.0	Плохо	Сердечная недостаточность	Диуретики, сердечные препараты	Улучшение состояния	Выздоровел
4	Климов	55	М	165	65	150/110	80	24	37.2	Очень плохо	Инфаркт миокарда	Интенсивная терапия	Полное выздоровление	Выздоровел
5	Васильев	65	М	160	60	160/120	82	26	37.4	Очень плохо	Инсульт	Нейропротекторы, реабилитация	Улучшение состояния	Выздоровел
6	Попов	75	М	155	55	170/130	85	28	37.6	Очень плохо	Деменция	Симптоматическое лечение	Стабилизация состояния	Выздоровел
7	Смирнов	85	М	150	50	180/140	88	30	37.8	Очень плохо	Паркинсонизм	Лекарственная терапия	Стабилизация состояния	Выздоровел
8	Михайлов	95	М	145	45	190/150	90	32	38.0	Очень плохо	Депрессия	Психотерапия, антидепрессанты	Полное выздоровление	Выздоровел
9	Кузнецов	105	М	140	40	200/160	92	34	38.2	Очень плохо	Шизофрения	Психотропные препараты	Стабилизация состояния	Выздоровел
10	Левченко	115	М	135	35	210/170	95	36	38.4	Очень плохо	Биполярное расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
11	Зайцев	125	М	130	30	220/180	98	38	38.6	Очень плохо	Психоз	Психотропные препараты	Стабилизация состояния	Выздоровел
12	Борисов	135	М	125	25	230/190	100	40	38.8	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
13	Григорьев	145	М	120	20	240/200	102	42	39.0	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
14	Иванов	155	М	115	15	250/210	105	44	39.2	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
15	Петров	165	М	110	10	260/220	108	46	39.4	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
16	Сидоров	175	М	105	5	270/230	110	48	39.6	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
17	Климов	185	М	100	0	280/240	112	50	39.8	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
18	Васильев	195	М	95	-5	290/250	115	52	40.0	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
19	Попов	205	М	90	-10	300/260	118	54	40.2	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
20	Смирнов	215	М	85	-15	310/270	120	56	40.4	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
21	Михайлов	225	М	80	-20	320/280	122	58	40.6	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
22	Кузнецов	235	М	75	-25	330/290	125	60	40.8	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
23	Левченко	245	М	70	-30	340/300	128	62	41.0	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
24	Зайцев	255	М	65	-35	350/310	130	64	41.2	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
25	Борисов	265	М	60	-40	360/320	132	66	41.4	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
26	Григорьев	275	М	55	-45	370/330	135	68	41.6	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
27	Иванов	285	М	50	-50	380/340	138	70	41.8	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
28	Петров	295	М	45	-55	390/350	140	72	42.0	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
29	Сидоров	305	М	40	-60	400/360	142	74	42.2	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел
30	Климов	315	М	35	-65	410/370	145	76	42.4	Очень плохо	Психическое расстройство	Психотропные препараты	Стабилизация состояния	Выздоровел

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Table 2008																																																																	
Rank	Country	Population (millions)	GDP (billions of US\$)	GDP per capita (US\$)	Life expectancy (years)	Infant mortality rate (per 1,000 live births)	Fertility rate (children per woman)	Urban population (%)	Rural population (%)	Year																																																							
										2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																																										
1	China	1,370	5,880	4,288	74	10	1.6	55	45	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020									
2	India	1,210	1,560	1,289	67	25	2.0	35	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
3	USA	309	14,500	46,926	78	7	1.9	82	18	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																	
4	Japan	127	5,000	39,370	84	7	1.4	92	8	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																											
5	Germany	82	3,500	42,683	81	7	1.3	93	7	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																												
6	France	65	2,800	43,077	82	7	1.3	94	6	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																													
7	UK	61	2,400	39,344	81	7	1.3	93	7	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																												
8	Italy	60	2,100	35,000	79	9	1.2	91	9	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																										
9	Spain	45	1,800	40,000	83	7	1.2	92	8	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																											
10	Canada	34	1,600	47,059	82	7	1.3	89	11	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																								
11	South Korea	47	1,200	25,532	81	7	1.2	90	10	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																									
12	Sweden	9	500	55,556	82	7	1.2	91	9	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																										
13	Norway	4	400	100,000	82	7	1.2	91	9	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																										
14	Denmark	5	300	60,000	81	7	1.2	90	10	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																									
15	Netherlands	16	600	37,500	81	7	1.2	90	10	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																									
16	Australia	22	1,100	50,000	82	7	1.2	89	11	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																								
17	Poland	38	1,000	26,316	78	10	1.2	88	12	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																							
18	Czech Republic	10	200	20,000	77	11	1.2	87	13	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																						
19	Slovakia	5	100	20,000	76	12	1.2	86	14	86	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																					
20	Hungary	10	150	15,000	75	13	1.2	85	15	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																				
21	Slovenia	2	20	20,000	74	14	1.2	84	16	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																			
22	Lithuania	3	30	10,000	73	15	1.2	83	17	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																		
23	Latvia	2	20	10,000	72	16	1.2	82	18	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																	
24	Estonia	1	10	10,000	71	17	1.2	81	19	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																
25	Belgium	10	300	30,000	81	7	1.2	90	10	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																									
26	Austria	8	200	25,000	81	7	1.2	89	11	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																								
27	Switzerland	7	400	57,143	82	7	1.2	88	12	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																							
28	Portugal	11	200	18,182	79	10	1.2	87	13	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																						
29	Greece	11	200	18,182	78	11	1.2	86	14	86	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																					
30	Ireland	4	100	25,000	81	7	1.2	89	11	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																								
31	Finland	5	200	40,000	81	7	1.2	89	11	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																								
32	Israel	7	200	28,571	78	11	1.2	86	14	86	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																					
33	South Africa	45	200	4,444	54	25	2.5	65	35	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
34	Brazil	190	1,500	7,895	72	20	2.0	50	50	50	51	52	53																																																				

Table 2008	
Year	Value
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2001	1.00
2002	1.00
2003	1.00
2004	1.00
2005	1.00
2006	1.00
2007	1.00
2008	1.00
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2099	1.00

Date: _____		Page: _____	
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9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
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53	54	55	56
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61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

Player	Team	Age	Height	Weight	Position	Points	Rebounds	Assists	Steals	Blocks	Turnovers	Fouls	Minutes	Points per game	Rebounds per game	Assists per game	Steals per game	Blocks per game	Turnovers per game	Fouls per game
1	2000	20	6'0"	160	Guard	12.5	3.2	2.1	1.5	0.8	2.5	2.0	28.5	12.5	3.2	2.1	1.5	0.8	2.5	2.0



SITE: ATC 1 - Oxford Road, Gomersal

LOCATION: Attached to lamppost

GRID REFERENCE: 53.733145, -1.686498

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	20-Jun	21-Jun	22-Jun	23-Jun	24-Jun	25-Jun	26-Jun	1-5.	1-7.
Hour									
0000-0100	95	87	34	40	68	48	58	49.6	61.4
0100-0200	54	56	27	17	14	31	28	23.4	32.4
0200-0300	20	19	9	18	23	13	25	17.6	18.1
0300-0400	19	19	8	18	16	7	19	13.6	15.1
0400-0500	14	23	26	23	22	21	19	22.2	21.1
0500-0600	26	17	54	65	66	68	70	64.6	52.3
0600-0700	62	42	133	132	137	128	124	130.8	108.3
0700-0800	91	59	311	329	326	308	304	315.6	246.9
0800-0900	213	116	382	388	339	367	389	373	313.4
0900-1000	254	201	315	284	338	293	280	302	280.7
1000-1100	314	286	251	282	307	266	299	281	286.4
1100-1200	328	316	283	324	308	289	324	305.6	310.3
1200-1300	332	332	297	323	395	344	347	341.2	338.6
1300-1400	381	350	321	305	346	317	361	330	340.1
1400-1500	373	329	389	380	356	373	369	373.4	367
1500-1600	308	314	353	356	351	375	409	368.8	352.3
1600-1700	344	331	427	420	425	438	395	421	397.1
1700-1800	309	298	430	443	379	413	352	403.4	374.9
1800-1900	326	295	308	363	378	317	326	338.4	330.4
1900-2000	236	278	248	263	233	262	259	253	254.1
2000-2100	209	240	214	214	208	194	196	205.2	210.7
2100-2200	193	165	174	132	191	160	185	168.4	171.4
2200-2300	194	135	102	110	132	123	158	125	136.3
2300-2400	138	76	65	105	99	93	131	98.6	101
Totals									
07-19	3573	3227	4067	4197	4248	4100	4155	4153.4	3938.1
06-22	4273	3952	4836	4938	5017	4844	4919	4910.8	4682.7
06-00	4605	4163	5003	5153	5248	5060	5208	5134.4	4920
00-00	4833	4384	5161	5334	5457	5248	5427	5325.4	5120.6
AM Peak	1100	1100	800	800	800	800	800		
	328	316	382	388	339	367	389		
PM Peak	1300	1300	1700	1700	1600	1600	1500		
	381	350	430	443	425	438	409		



Survey Type: Automatic Traffic Counter

Location: Oxford Road Gomersal



Charge Surveys Ltd

chargesurveys.co.uk





Survey Type: Automatic Traffic Counter

Location: Oxford Road Gomersal



Appendix C



Notes					
Do not scale, use figured dimensions only.					
All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to the Architect.					
This drawing is to be read in conjunction with all related Architect's and Engineer's drawings and any other relevant information.					
This drawing is copyright © of TDC Architects Ltd.					
Revision numbering: D= RIBA Stage 0-2, P= RIBA Stage 3, T= RIBA Stage 4, C = RIBA Stage 5, R = RIBA Stage 6					
REV	DATE	REVISION	INITIALS		CHECK
P1	21.01.2026	Pre-application issue	RMJB	SEL	
P2	01.05.2026	Planning application issue	RMJB	SEL	

DRAWING STATUS	
FOR DISCUSSION (RIBA STAGE 0-2)	☒
FOR PLANNING (RIBA STAGE 3)	☐
FOR TENDER (RIBA STAGE 4)	☐
FOR CONSTRUCTION (RIBA STAGE 5)	☐
AS-BUILT (RIBA STAGE 6)	☐
AS-RECORDED (RIBA STAGE 6)	☐

TDC
ARCH
DESIGN

The Design Collective Architects

2nd Fl. | 13 Museum St.
York | YO1 7JT
info@tdc-arch.design

www.tdc-arch.design

Client

AS

ANGELA SWIFT

DEVELOPMENTS

Project

Proposed Care Home at
Oxford Road, Gomersal

Drawing Title

Proposed Site Plan

Scale

1:500 @ A1

Date

Jan 2026

Drawn by

RMJB

Checked by

SEL

Job No.

A253019

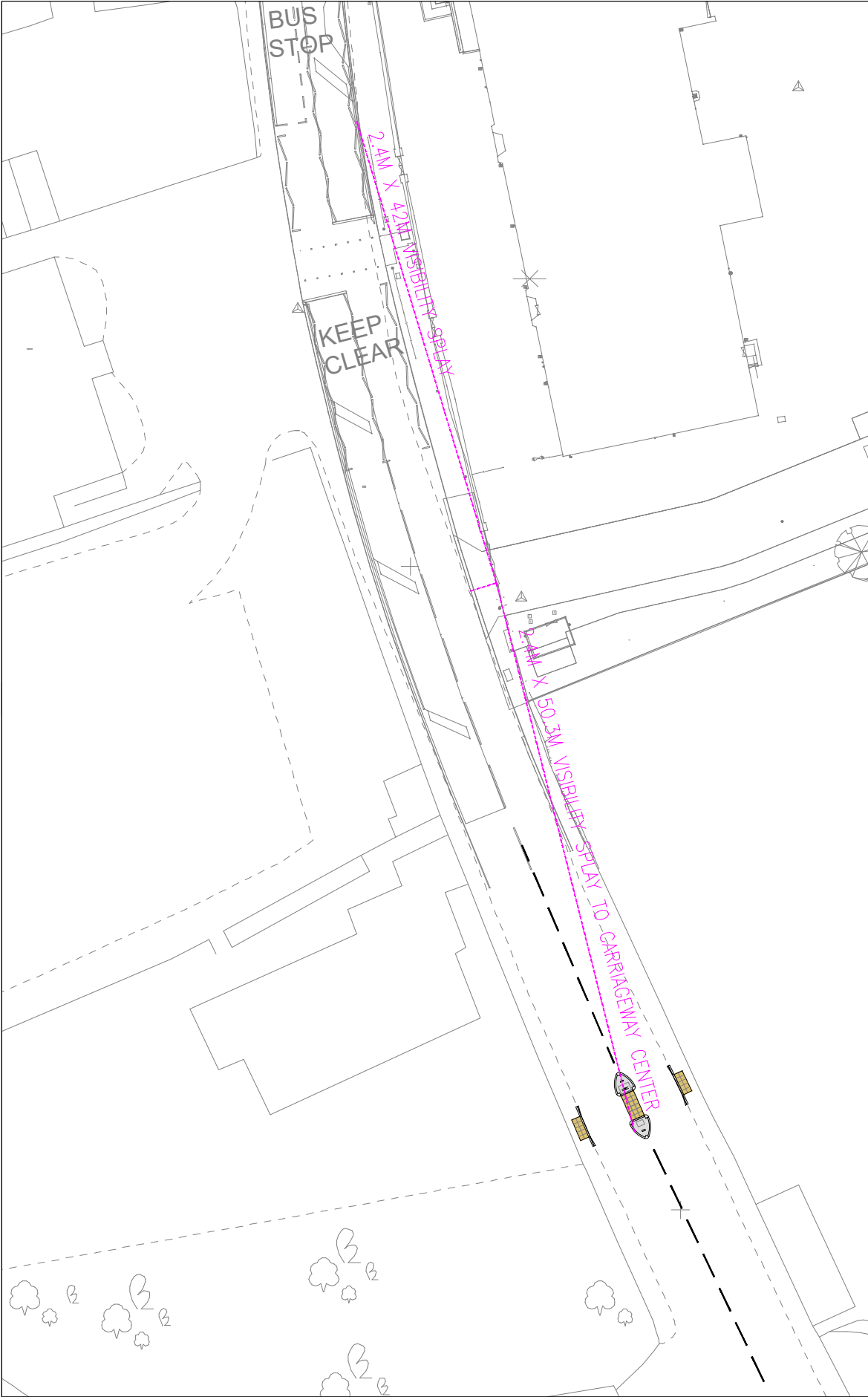
Drawing No.

AL(9)901

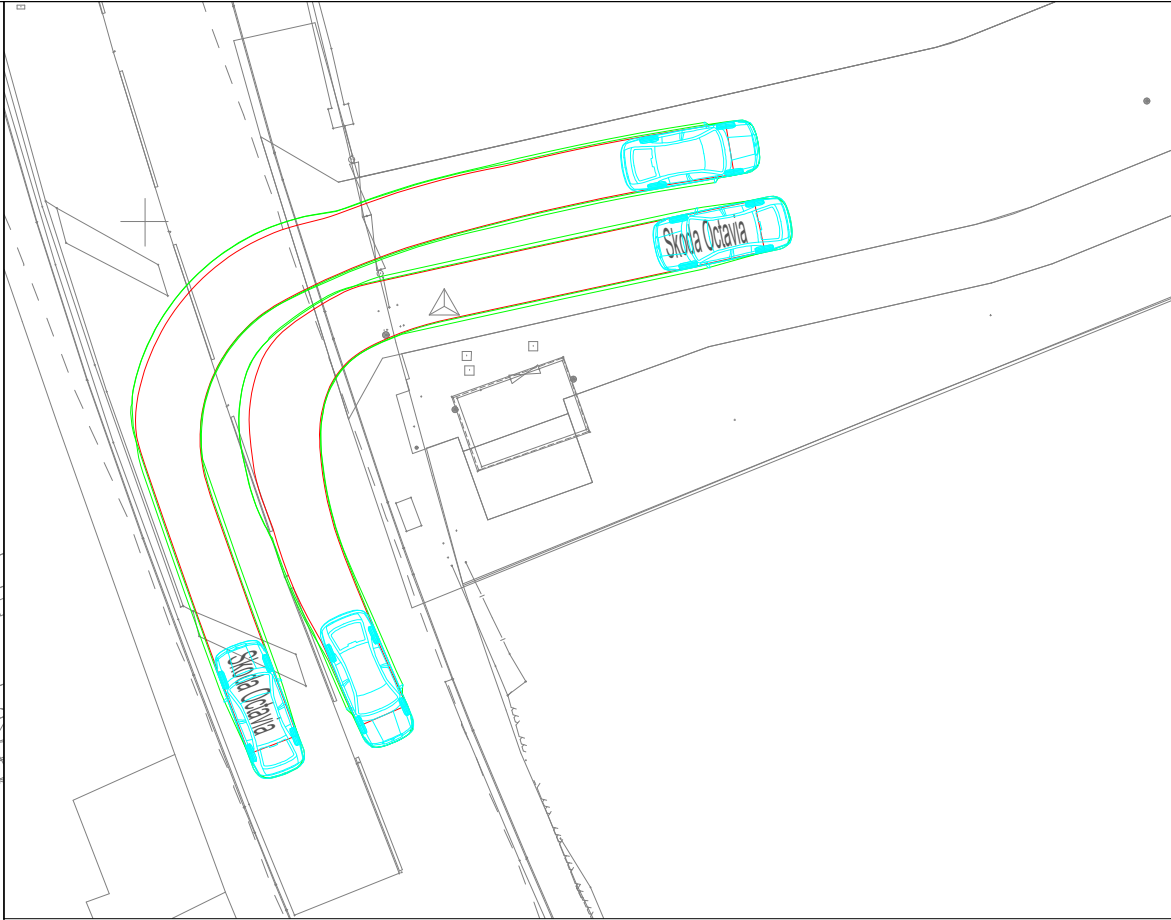
Rev.

P2

Appendix D



ACCESS VISIBILITY SPLAYS (1:500)



ACCESS SWEEP PATH RIGHT IN LEFT OUT(1:250)



ACCESS SWEEP PATH LEFT IN RIGHT OUT (1:250)

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General notes

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 - Topographical Survey
 - Site Layout
 - OS Mapping
- This drawing should only be used for construction if the project phase in the title frame below is shown as "construction". Paul Basham Associates take no responsibility for construction works undertaken to drawings which are not marked under this phase.

VEHICLE PROFILE

Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

1:250 0m 10m

1:500 0m 25m

P02	ADDITION OF PED CROSSING	28.07.2026	EMW	IDR
P01	FIRST ISSUE	05.06.2026	EMW	IDR
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
05.06.26	EMW	IDR	-	
PBA Project Number		Scale	(AT A3)	
549.0004		AS SHOWN		
PBA Drawing No:				Revision
549.0004-0001				P02

Project Name FORMER GOMERSAL FIRST SCHOOL, OXFORD ROAD, GOMERSAL Project Phase PRELIMINARY	Title ACCESS VISIBILITY AND PRIVATE VEHICLE SWEEP PATH ANALYSIS	Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com ANGELA SWIFT DEVELOPMENTS	Client	<table><tr><td>Date Created</td><td>Drawn By</td><td>Approved By</td><td>Suitability Code</td></tr><tr><td>05.06.26</td><td>EMW</td><td>IDR</td><td>-</td></tr><tr><td colspan="2">PBA Project Number</td><td>Scale</td><td>(AT A3)</td></tr><tr><td colspan="2">549.0004</td><td>AS SHOWN</td><td></td></tr><tr><td colspan="3">PBA Drawing No:</td><td>Revision</td></tr><tr><td colspan="3">549.0004-0001</td><td>P02</td></tr></table>	Date Created	Drawn By	Approved By	Suitability Code	05.06.26	EMW	IDR	-	PBA Project Number		Scale	(AT A3)	549.0004		AS SHOWN		PBA Drawing No:			Revision	549.0004-0001			P02
Date Created	Drawn By	Approved By	Suitability Code																									
05.06.26	EMW	IDR	-																									
PBA Project Number		Scale	(AT A3)																									
549.0004		AS SHOWN																										
PBA Drawing No:			Revision																									
549.0004-0001			P02																									

Appendix E

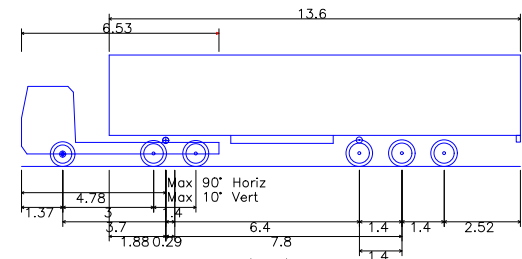


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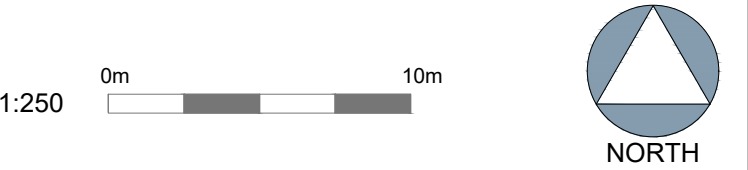
General notes

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- 2. Any variations or discrepancies between these drawings in terms of dimensions or details should be drawn to the attention of the Architect and/or the Engineer for clarification.
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 - 4.2. Site Layout
 - 4.3. OS Mapping
- 5. This drawing should only be used for construction if the project phase in the title frame below is shown as "construction". Paul Basham Associates take no responsibility for construction works undertaken to drawings which are not marked under this phase.

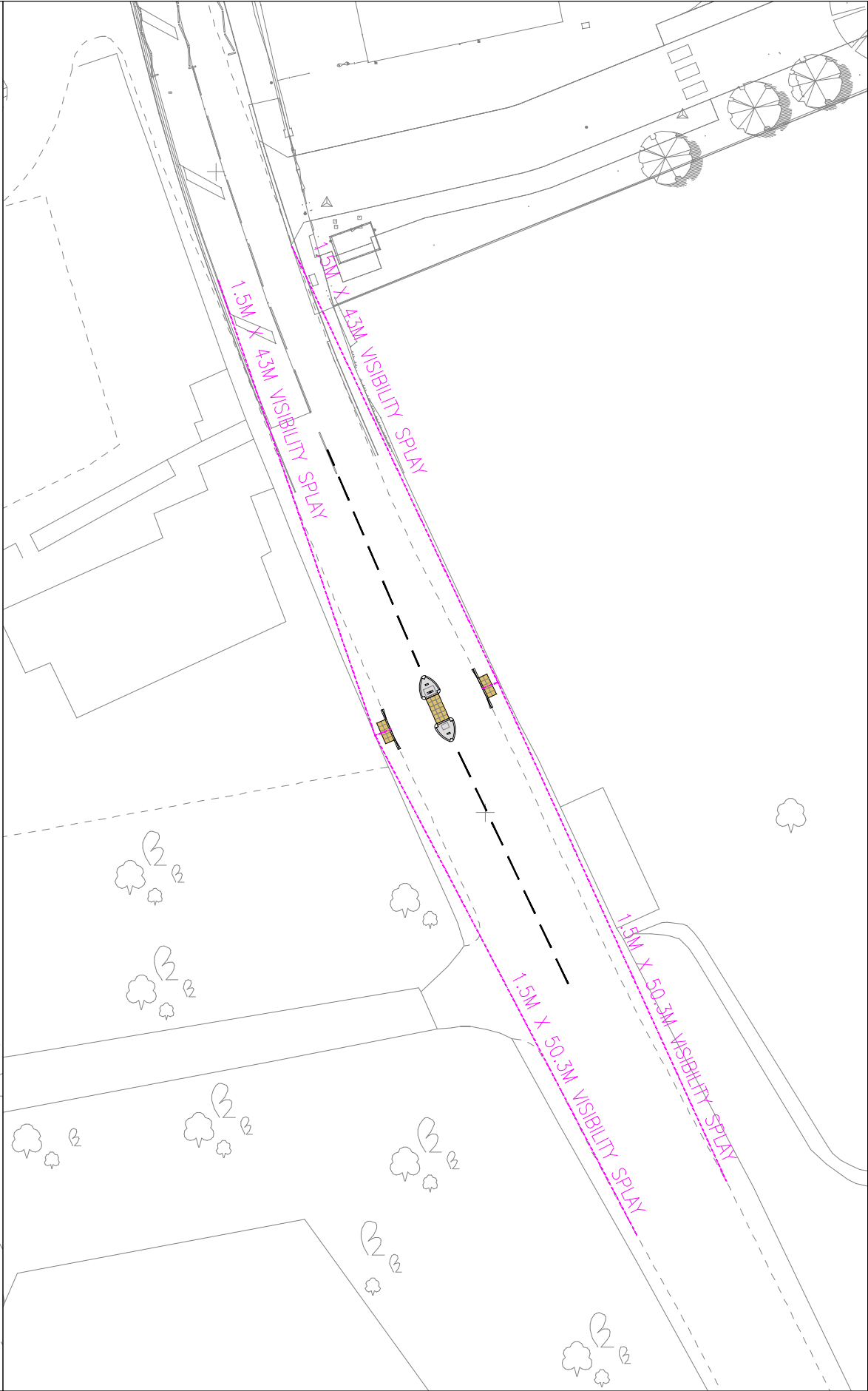
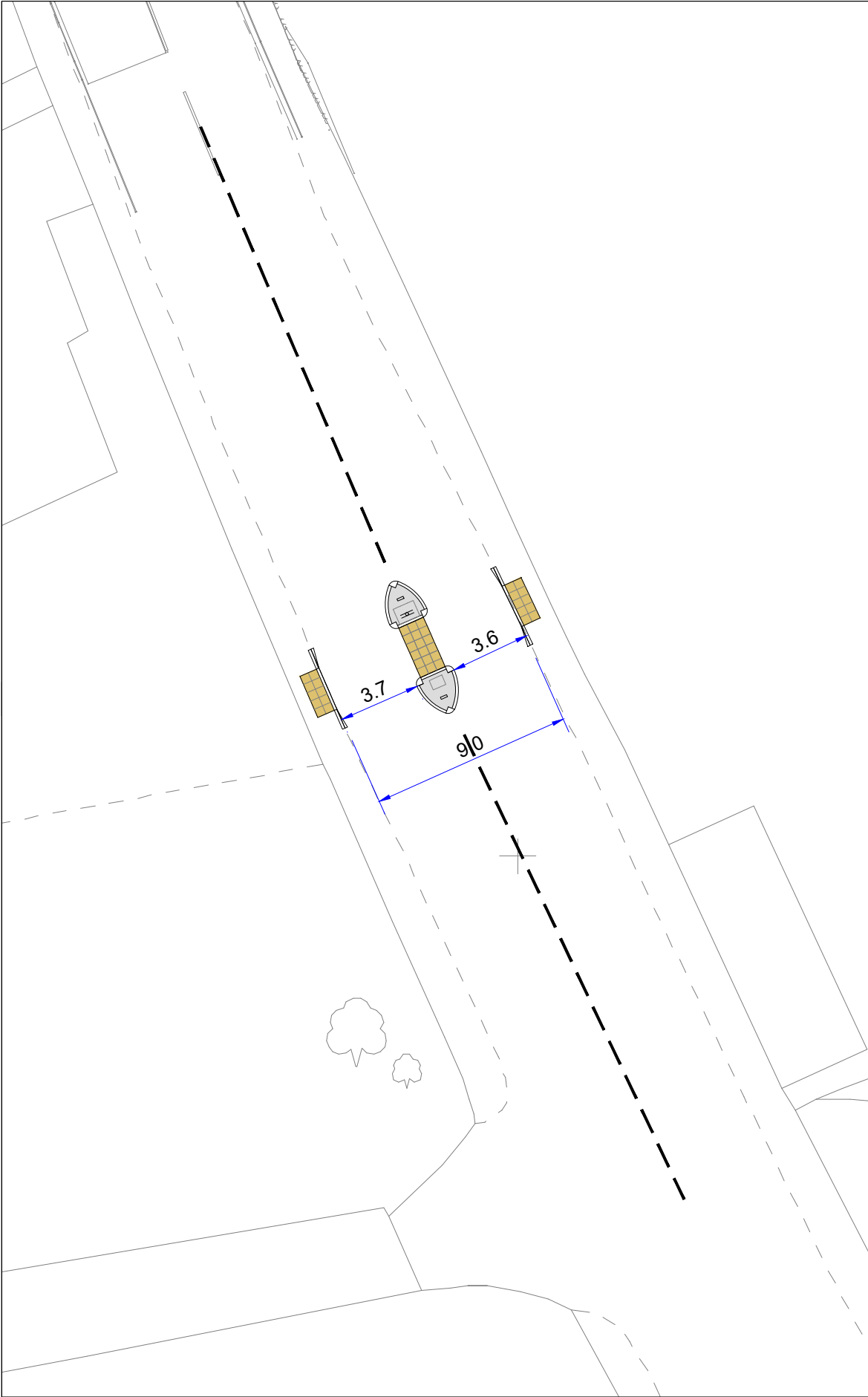
VEHICLE PROFILE



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



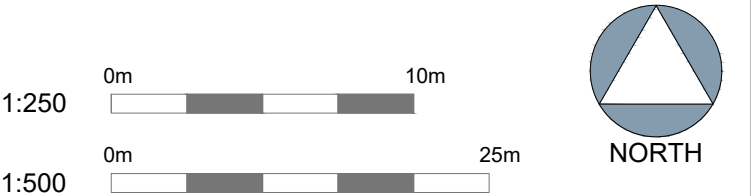
Project Name FORMER GOMERSAL FIRST SCHOOL, OXFORD ROAD, GOMERSAL		Title HGV SWEEP PATH ANALYSIS PAST PEDESTRIAN CROSSING DESIGN		Client  Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com		Client 		P01 FIRST ISSUE 28.07.2026 EMW IDR	Rev Description Date By App'd
Project Phase PRELIMINARY						Date Created 24.07.26 Drawn By EMW Approved By IDR		Suitability Code -	
						PBA Project Number 549.0004 Scale 1:250 (AT A3)			
						PBA Drawing No: 549.0004-0005		Revision P01	



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 - 4.2. Site Layout
 - 4.3. OS Mapping
5. This drawing should only be used for construction if the project phase in the title frame below is shown as "construction". Paul Basham Associates take no responsibility for construction works undertaken to drawings which are not marked under this phase.
6. Pedestrian visibility splays based on ATC results along Oxford Road of 29.7mph Southbound and 33.5mph Northbound



PEDESTRIAN CROSSING DIMENSIONS (1:250)		PEDESTRIAN VISIBILITY SPLAYS (1:500)		P01 FIRST ISSUE		24.07.2026	EMW	IDR			
Project Name		Title		Rev		Description	Date	By	App'd		
FORMER GOMERSAL FIRST SCHOOL, OXFORD ROAD, GOMERSAL		HIGHWAYS PEDESTRIAN CROSSING DESIGN						Date Created	Drawn By	Approved By	Suitability Code
Project Phase								24.07.26	EMW	IDR	-
								PBA Project Number		Scale	
								549.0004		AS SHOWN (AT A3)	
								PBA Drawing No:		Revision	
								549.0004-0004		P01	

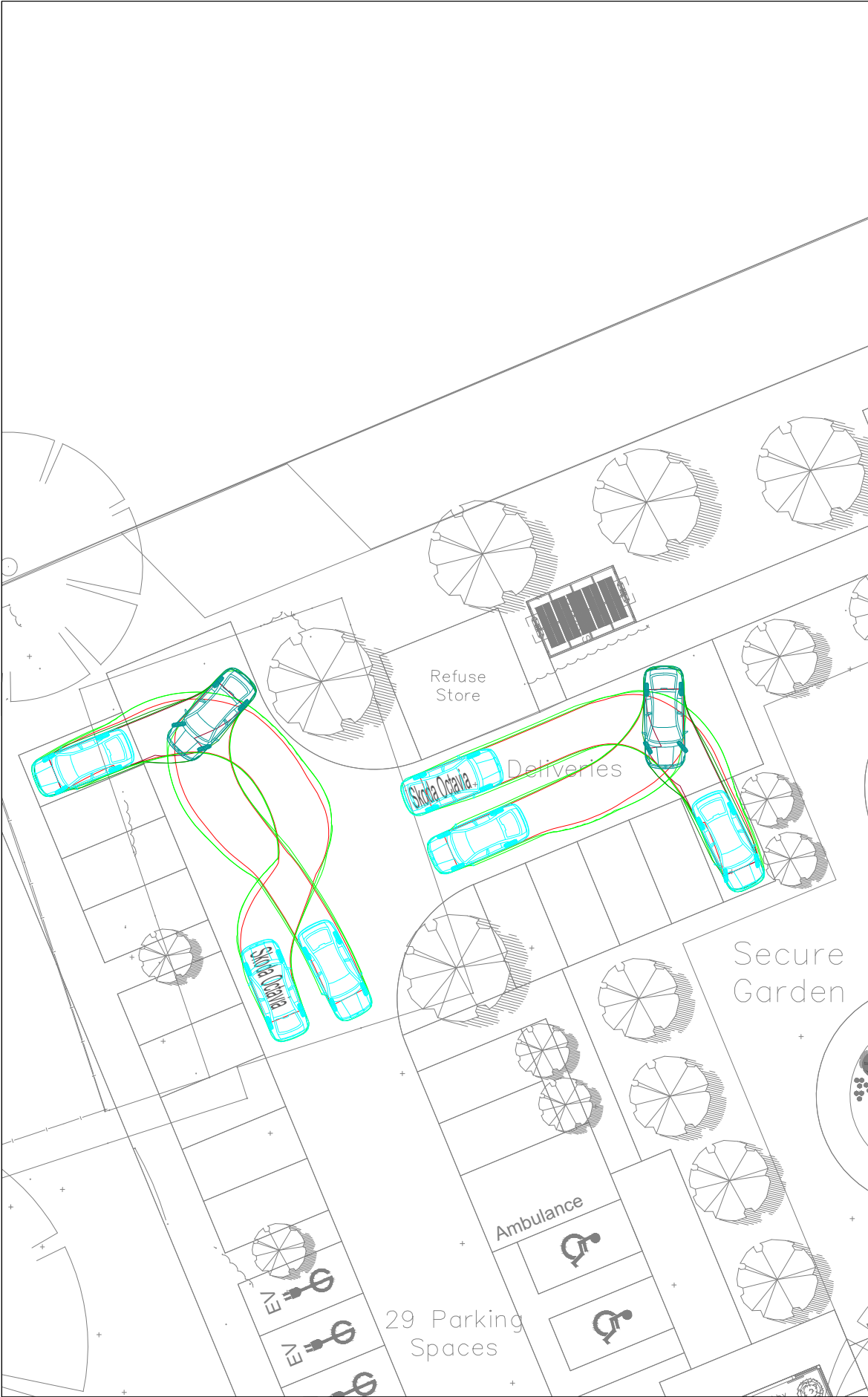


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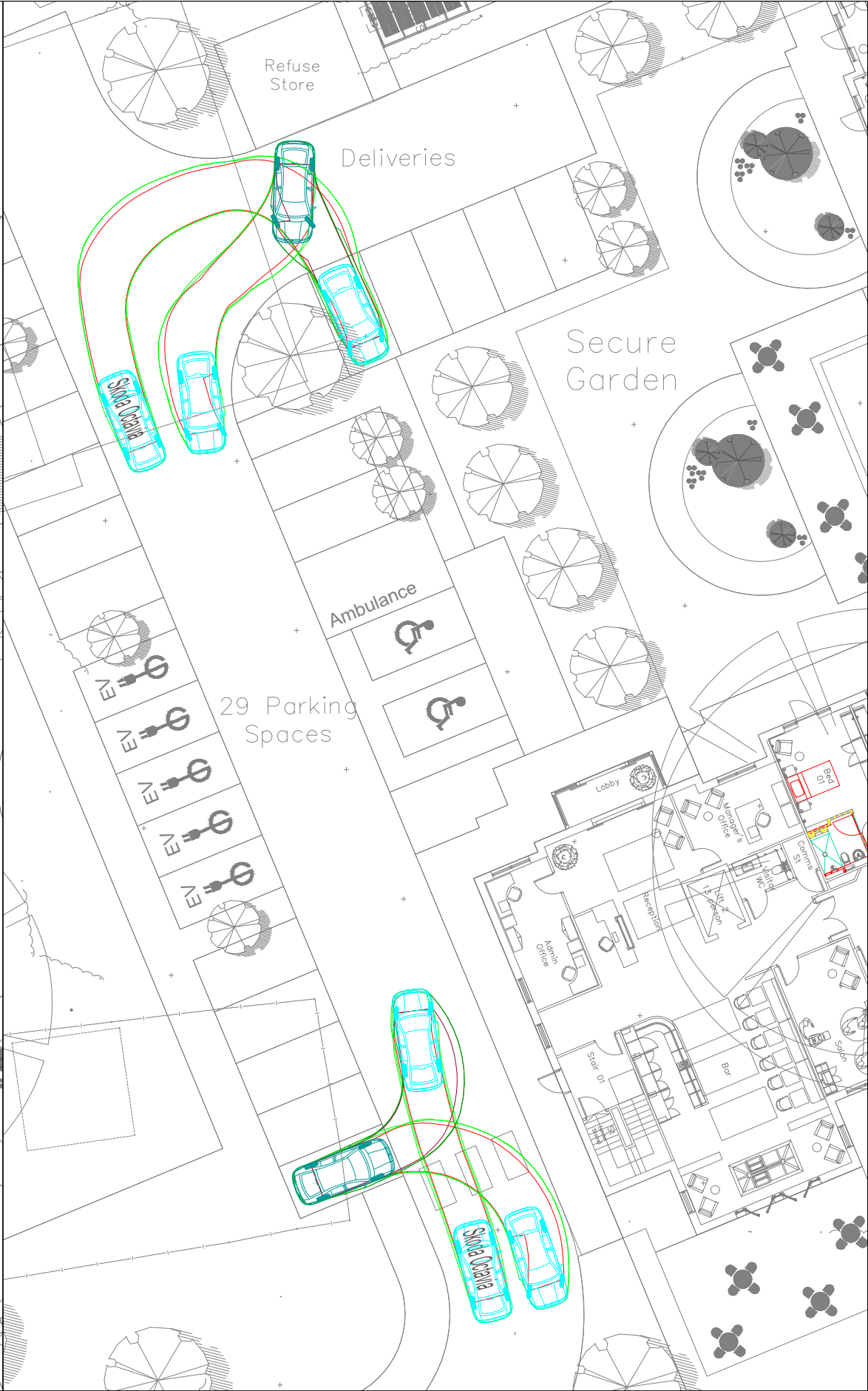


ANGELA SWIFT
DEVELOPMENTS

Appendix F



PRIVATE VEHICLE PARKING SWEEP PATH ANALYSIS 1



PRIVATE VEHICLE PARKING SWEEP PATH ANALYSIS 2

Project Name	FORMER GOMERSAL FIRST SCHOOL, OXFORD ROAD, GOMERSAL
Project Phase	PRELIMINARY

Title	PRIVATE VEHICLE PARKING SWEEP PATH ANALYSIS
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Client



Client

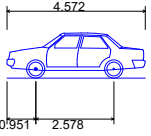


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General notes

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- Any variations or discrepancies between these drawings in terms of dimensions or details should be drawn to the attention of the Architect and/or the Engineer for clarification.
- All figured dimensions to be taken in preference to scaled dimensions. Do not scale this drawing.
- Paul Basham Associates accepts no responsibility for the accuracy of background information produced by third parties – this must be treated as indicative only. Third party plans are included as per the following:
 - Topographical Survey
 - Site Layout
 - OS Mapping
- This drawing should only be used for construction if the project phase in the title frame below is shown as "construction". Paul Basham Associates take no responsibility for construction works undertaken to drawings which are not marked under this phase.

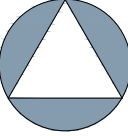
VEHICLE PROFILE



Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	



1:250



NORTH

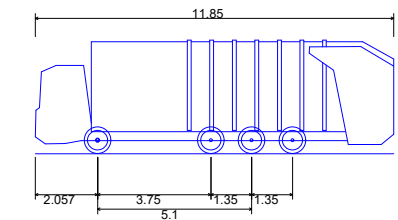
P01	FIRST ISSUE	05.06.2026	EMW	IDR
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
05.06.26	EMW	IDR	-	
PBA Project Number		Scale	(AT A3)	
549.0004		1:250		
PBA Drawing No: 549.0004-0002				Revision P01

Appendix G

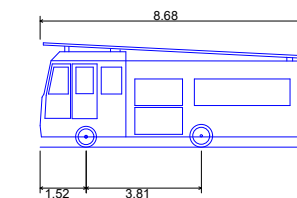
General notes

1. This drawing is intended to be read in conjunction with all relevant Architects, Engineers, Services and Specialist Drawings, Details and specifications.
2. Any variations or discrepancies between these drawings in terms of dimensions or details should be drawn to the attention of the Architect and/or the Engineer for clarification.
3. All figured dimensions to be taken in preference to scaled dimensions. Do not scale this drawing.
4. Paul Basham Associates accepts no responsibility for the accuracy of background information produced by third parties – this must be treated as indicative only. Third party plans are included as per the following:
 - 4.1. Topographical Survey
 - 4.2. Site Layout
 - 4.3. OS Mapping
5. This drawing should only be used for construction if the project phase in the title frame below is shown as “construction”. Paul Basham Associates take no responsibility for construction works undertaken to drawings which are not marked under this phase.

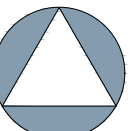
VEHICLE PROFILE



Kirklees Refuse Vehicle	
Overall Length	11.850m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.250m



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



NORTH



REFUSE VEHICLE SWEEP PATH ANALYSIS



FIRE TENDER SWEPT PATH ANALYSIS

Project Name

FORMER GOMERSAL FIRST SCHOOL,
OXFORD ROAD, GOMERSAL

Project Phase
PRELIMINARY

Title

SITE LAYOUT REFUSE VEHICLE AND FIRE TENDER TRACKING



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Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
05.06.26	EMW	IDR	-	
PBA Project Number	Scale			
549.0004	1:1000		(AT A3)	
PBA Drawing No:			Revision	
549.0004-0003			P01	

Appendix H

Audit Code: 8d2a8671-aadc-4660-ab13-34ec0484e3da

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH
Category: F - CARE HOME (ELDERLY RESIDENTIAL)
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	EN	ENFIELD
		1 day
02	SOUTH EAST	
	ES	EAST SUSSEX
		1 day
05	EAST MIDLANDS	
	NN	NORTH NORTHAMPTONSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS	KIRKLEES
		1 day
10	WALES	
	SW	SWANSEA
		1 day
11	SCOTLAND	
	NA	NORTH AYRSHIRE
		1 day

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

Audit Code: 8d2a8671-aadc-4660-ab13-34ec0484e3da

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:	RESIDE
Actual Range:	60 to 180 (units:RESIDE)
Range Selected by User:	60 to 180 (units:RESIDE)
Parking Spaces Range:	3 - 150

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	30/07/96 to 22/04/25

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

Selected survey days:	
Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:	
Manual count	6
Direction ATC Count	0

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

Selected Locations:	
Edge of Town Centre	3 days
Edge of Town	3 days

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:	
No Sub Category	3 days
Out of Town	1 days
Residential Zone	2 days

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 Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	4 days

Audit Code: 8d2a8671-aadc-4660-ab13-34ec0484e3da

Secondary Filtering Selection:

Use Class:

C2	6 surveys
----	-----------

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:

641 - 4000

Population within 1 mile:

5,001 to 10,000	1 surveys
15,001 to 20,000	3 surveys
25,001 to 50,000	2 surveys

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

Population within 5 miles:

50,001 to 75,000	2 surveys
75,001 to 100,000	1 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	4 surveys
Unknown	1 surveys

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.

Audit Code: 8d2a8671-aadc-4660-ab13-34ec0484e3da

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 6 surveys

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 6 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No



Audit Code: 8d2a8671-aadc-4660-ab13-34ec0484e3da

1 CLAY HILL ENFIELD Edge of Town Out of Town Number of residents: 60.00 RESIDE Survey date: Thursday 17/11/2016	EN-05-F-02	CARE HOME	ENFIELD	Survey Type: Manual
2 BATTLE ROAD HAILSHAM Edge of Town Centre Residential Zone Number of residents: 69.00 RESIDE Survey date: Wednesday 13/07/2016	ES-05-F-02	CARE HOME	EAST SUSSEX	Survey Type: Manual
3 SERPENTINE ROAD CLECKHEATON Edge of Town Centre No Sub Category Number of residents: 82.00 RESIDE Survey date: Tuesday 22/04/2025	KS-05-F-01	CARE HOME	KIRKLEES	Survey Type: Manual
4 BURNS AVENUE SALTCOATS DYKESMAINS Edge of Town Residential Zone Number of residents: 150.00 RESIDE Survey date: Thursday 04/09/1997	NA-05-F-01	NURSING HOME	NORTH AYRSHIRE	Survey Type: Manual
5 MALHAM DRIVE KETTERING Edge of Town No Sub Category Number of residents: 60.00 RESIDE Survey date: Monday 13/06/2022	NN-05-F-01	NURSING HOME	NORTH NORTHAMPTONSHIRE	Survey Type: Manual
6 ST HELENS ROAD SWANSEA Edge of Town Centre No Sub Category Number of residents: 78.00 RESIDE Survey date: Wednesday 11/12/2013	SW-05-F-01	NURSING HOME	SWANSEA	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CS-05-F-01	27-04-2015	Not UK

Audit Code: 8d2a8671-aadc-4660-ab13-34ec0484e3da

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Total Vehicles

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	6	83	0.158	0.054	0.212
08:00-09:00	6	83	0.078	0.070	0.148
09:00-10:00	6	83	0.086	0.042	0.128
10:00-11:00	6	83	0.070	0.048	0.118
11:00-12:00	6	83	0.064	0.058	0.122
12:00-13:00	6	83	0.050	0.074	0.124
13:00-14:00	6	83	0.092	0.072	0.164
14:00-15:00	6	83	0.120	0.118	0.238
15:00-16:00	6	83	0.076	0.140	0.216
16:00-17:00	6	83	0.032	0.096	0.128
17:00-18:00	6	83	0.038	0.064	0.102
18:00-19:00	6	83	0.048	0.036	0.084
19:00-20:00	4	67	0.045	0.082	0.127
20:00-21:00	4	67	0.037	0.030	0.067
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.994	0.984	1.978

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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Audit Code: 8d2a8671-aadc-4660-ab13-34ec0484e3da

Parameter Summary:

Trip rate parameter range selected:	60 - 180 (units: RESIDE)
Survey date date range:	04/09/1997 - 22/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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