

Appendix 14A: Transport Assessment

Eggborough CCGT Power Station

Transport Assessment

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Quality information

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Table of Contents

1.	Introduction	7
2.	Existing Conditions	8
2.1	Local Highway Network	8
2.2	Baseline Flows	8
2.3	Existing Traffic associated with Coal-Fired Power Station	9
3.	Personal Injury Collision Data	11
3.1	M62 / A19 Grade Separated Roundabout.....	11
3.2	A19 Between M62 and A645	12
3.3	A19 / A645 Weeland Road Roundabout	13
3.4	A19 Between A645 and Wand Lane	13
3.5	A19 / Wand Lane Priority Junction.....	14
3.6	A19 Between Wand Lane and A63	14
3.7	A19 / A63 Roundabout Junction	16
3.8	Wand Lane / Hensall Gate Entrance Priority Junction	16
3.9	West Lane	17
3.10	Millfield Road	17
3.11	Fox Lane.....	17
3.12	Summary	18
4.	Proposed Development	19
4.1	Introduction.....	19
4.2	Construction Generation.....	19
4.3	Daily Vehicle Profile During the Peak Month	22
4.4	Abnormal Loads	23
4.5	Operational Period.....	24
5.	Distribution and Assignment	25
5.1	Trip Distribution.....	25
5.2	Trip Assignment	25
6.	Growth Factors	27
7.	Committed Development	28
7.1	Overview.....	28
7.2	Demolition of Eggborough Coal-Fired Power Station	28
7.3	Knottingley CCGT Power Station.....	29
7.4	Southmoor Energy Centre	29
7.5	Thorpe Marsh CCGT Power Station	30
7.6	Thorpe Marsh Gas Pipeline	30
7.7	Ferrybridge Multifuel 2	30
7.8	55 Dwelling Residential Development, Eggborough	30
7.9	64 Dwelling Residential Development, Eggborough	30
7.10	Single Storey Production Facility	30
7.11	Advanced Thermal Treatment Plant	31
7.12	Hydro-Electricity Generation Scheme.....	31
7.13	Proposed Solar Farm Development, Pollington	31
7.14	Kellingley Colliery Business Park	31
7.15	Combined Committed Development Flows.....	32
8.	Identification of Peak Hours for Assessment.....	33
8.1	Identification of Network Peak Hours.....	33
8.2	Background Traffic Flows	33
8.3	Assessment Years	34
9.	Junction Impact Assessment	35
9.1	Introduction.....	35

9.2	A19 / M62 Junction 34	35
9.3	A19 / A645 Weeland Road Roundabout Junction.....	36
9.4	A19 / Wand Lane Priority Junction.....	37
9.5	Wand Lane / Hensall Gate Entrance Priority Junction	38
9.6	A19 / A63 Roundabout.....	39
9.7	Summary	40
10.	Gas Pipeline Construction	41
10.1	Overview.....	41
10.2	Method of Working.....	41
10.3	Proposed Pipeline Route Road Crossings.....	42
10.4	Construction Workforce	42
10.5	Delivery of Materials for Pipeline Construction	42
10.6	Delivery of Materials for AGI Construction	43
10.7	Impacts on West Lane, Fox Lane and Millfield Road.....	43
10.8	Impacts at West Lane, Fox Lane and Millfield Road Junctions with A19	44
	A19 / Millfield Road	44
	A19 / Fox Lane	45
	A19 / West Lane / Brick Kiln Lane.....	45
10.9	Impacts at Whiting's Lane Construction Access	46
10.10	Impacts at Burn Lodge Farm Construction Access.....	46
10.11	Impacts at Millfield Road Construction Access	46
10.12	Impacts at Wand Lane Construction Access.....	47
10.13	Impacts on Public Right of Way	47
11.	Measures to Minimise Impact of Development	48
11.1	Construction Worker Travel Plan	48
11.2	Construction Traffic Management Plan.....	48
12.	Conclusion	49
13.	References	50

Figures

Figure 2.1.	Traffic Count Locations	9
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Tables

Table 2.1	2016 base average weekday two-way link flows	8
Table 2.2	Peak hour arrival / departure profile at Eggborough Coal-Fired Power Station	10
Table 2.3.	Existing operation two-way vehicle flow.....	10
Table 3.1.	Personal Injury Accident summary	11
Table 3.2.	M62 / A19 grade separated roundabout accident summary	11
Table 3.3.	A19 between M62 and A645 accident summary.....	12
Table 3.4.	A19 / A645 Weeland Road roundabout accident summary.....	13
Table 3.5.	A19 between A645 and Wand Lane accident summary.....	13
Table 3.6.	A19 / Wand Lane Junction accident summary	14
Table 3.7.	A19 between Wand Lane and A63 accident summary.....	15
Table 3.8.	A19 / A63 Roundabout Junction accident summary	16
Table 3.9.	Wand Lane / Hensall Gate Entrance accident summary	17
Table 3.10.	West Lane accident summary.....	17
Table 3.11.	Millfield Road accident summary	17
Table 3.12.	Fox Lane accident summary.....	18
Table 4.1.	Profile of daily workforce throughout CCGT construction	19
Table 4.2.	Construction worker vehicle generation at peak of construction.....	20
Table 4.3.	Profile of daily workforce throughout Proposed Gas Connection construction	21
Table 4.4.	Generation of vehicles throughout gas connection construction.....	21

Table 4.5. Daily vehicle profile during the peak month of construction (Month 18).....	22
Table 4.6. Daily HGV profile during peak month of construction	23
Table 5.1. CCGT construction workforce distribution	25
Table 5.2. Catchment area and route assignment for Proposed Development construction workforce.....	26
Table 5.3. Daily Two-Way Vehicle Generation on the A19 during Peak Month of Construction.....	26
Table 6.1. Growth factors to be applied to Base Flows	27
Table 7.1. Demolition of existing coal-fired power station: 2020 committed development two-way flows.....	29
Table 7.2. Knottingley CCGT Power Station: 2020 committed development two-way flows	29
Table 7.3. Southmoor Energy Centre: 2020 committed development two-way flows	29
Table 7.4. Single storey production facility: 2020 committed development two-way flows	31
Table 7.5. Kellingley Colliery Business Park: 2020 committed development two-way flows	31
Table 7.6. 2020 total committed development two-way flows.....	32
Table 8.1. Identification of peak hours for assessment: A19 (north of M62)	33
Table 8.2. Identification of peak hours for assessment: A19 (north of M62)	33
Table 9.1. A19 / M62 Junction 34 grade separated roundabout 2016 Base	35
Table 9.2: A19 / M62 Junction 34 grade separated roundabout 2020 Base + Committed Development.....	36
Table 9.3: A19 / M62 Jct. 34 grade separated roundabout 2020 Base + Committed Development + Proposed Development.....	36
Table 9.4. A19 / A645 roundabout 2016 Base	36
Table 9.5. A19 / A645 roundabout 2020 Base + Committed Development.....	37
Table 9.6. A19 / A645 roundabout 2020 Base + Committed Development + Proposed Development	37
Table 9.7: A19 / Wand Lane junction 2016 Base.....	38
Table 9.8: A19 / Wand Lane junction 2020 Base + Committed Development	38
Table 9.9: A19 / Wand Lane junction 2020 Base + Committed Development + Proposed Development	38
Table 9.10. Wand Lane / Hensall Gate entrance 2016 Base.....	39
Table 9.11: Wand Lane / Hensall Gate entrance 2020 Base + Committed Development.....	39
Table 9.12: Wand Lane / Hensall Gate entrance 2020 Base + Committed Development + Proposed Development.....	39
Table 9.13: A19 / A63 roundabout 2016 Base	40
Table 9.14: A19 / A63 roundabout 2020 Base + Committed Development.....	40
Table 9.15: A19 / A63 roundabout 2020 Base + Committed Development + Proposed Development	40
Table 10.1. 2017 Baseline Traffic Flows (24 hour AADT)	43
Table 10.2. 2021 Baseline Traffic Flows (24 hour AADT)	43
Table 10.3. 2021 Base + Proposed Development daily two-way traffic flows.....	44
Table 10.4. A19 / Millfield Road junction 2020 Base + Committed Development + CCGT Construction + Pipeline Construction.....	45
Table 10.5. A19 / Fox Lane junction 2021 Base + Committed Development + CCGT Construction + Pipeline Construction.....	45
Table 10.6. A19 / Brick Kiln Lane / West Lane (Northern Entry Arm).....	45
Table 10.7. A19 / Brick Kiln Lane / West Lane (Southern Entry Arm) 2021 Base + Committed Development + CCGT Construction + Pipeline Construction	46

1. Introduction

This Transport Assessment (TA) has been prepared by AECOM on behalf of Eggborough Power Ltd to support a Development Consent Order (DCO) application for a new up to 2.5 GW gas-fired power station which will be constructed within the boundary of the existing Eggborough coal-fired power station on what is currently the coal stockyard. Cooling water and gas connections will extend northwards from the existing power station site, connecting to the River Aire and National Grid gas transmission network south-west of Burn.

It is proposed that the existing coal-fired power station will be demolished (as a separate project to the Proposed Development). Whilst the timescale for demolition is unknown, it is anticipated that the coal-fired power station will cease operation by the end of 2019 at the latest.

This Transport Assessment has been prepared to investigate the traffic impact of the development proposals. This report provides the findings of the assessment.

A scoping meeting was held with North Yorkshire County Council on Thursday 3rd November 2016 to agree the approach to the Transport Assessment. A further meeting with Highways England (HE) to discuss the approach to the Transport Assessment was held on Friday 4th November 2016. The minutes of both these meetings are included in **Annex A**. Consultation on the draft TA was then undertaken through formal consultation on the Preliminary Environmental Information (PEI) Report, which included the draft TA in Appendix 14A (PEI Report Volume III).

The issues for consideration in this assessment are as follows:

- a description of current conditions;
- calculation of the profile of generation through the construction period and the identification of peak development flows;
- distribution and assignment of construction traffic;
- identification of other committed developments in the study area;
- network impact analysis;
- analysis of accidents within the study area; and
- formulation of mitigation measures.

2. Existing Conditions

2.1 Local Highway Network

The Eggborough Power Station site is located approximately 2.5 km north of the M62, which connects to the A19 at Junction 34.

The A19 runs north-south along the western boundary of the existing power station site, linking to Junction 34 of the M62 to the south at a grade separated roundabout and the A63 to the north at a four-arm roundabout junction. The A19 is a wide single carriageway road and is subject to the national speed limit adjacent to the power station.

In total there are three access points to the existing power station from the A19 – the main power station entrance, the Tranmore Lane entrance (providing access to the coal yard) and the Hensall Gate entrance on Wand Lane to the north of the existing power station site. All three access points have been designed to Highways England Design Manual for Roads and Bridges (DMRB) standards (ref TD 42/95) and include right turning lanes with good forward visibility.

Wand Lane is a single carriageway rural road and runs west to east along the northern boundary of the existing power station site connecting the A19 with the villages of Hensall, Gowdall and Snaith. The road is subject to a de-restricted speed limit along the existing power station site frontage. Access to the power station site from Wand Lane is via a simple priority junction.

2.2 Baseline Flows

Traffic flow data has been collected for the study area which includes the A19 and its junctions with the M62 Junction 34 to the south and the A63 to the north in addition to Wand Lane between the A19 and the Hensall Gate entrance. A series of 7-day Automatic Traffic Counts (ATCs) have been commissioned by AECOM, undertaken between Tuesday 18th October 2016 and Monday 24th October 2016. The locations of the ATC counts are as follows:

- ATC 1: A19 (north of M62, Junction 34);
- ATC 2: A19 (north of Wand Lane); and
- ATC 3: Wand Lane (west of Hensall Gate entrance).

Table 2.1 summarises the 2016 two-way average weekday link flows during the morning (AM) and evening (PM) Peak periods and shows hour beginning 07:00 to be the AM peak hour and hour beginning 17:00 to be the PM peak hour on the A19. Traffic flows on Wand Lane are as expected very low with a maximum two-way flow of 111 vehicles in hour beginning 06:00.

Raw traffic data is provided in **Annex B**.

Table 2.1 2016 base average weekday two-way link flows

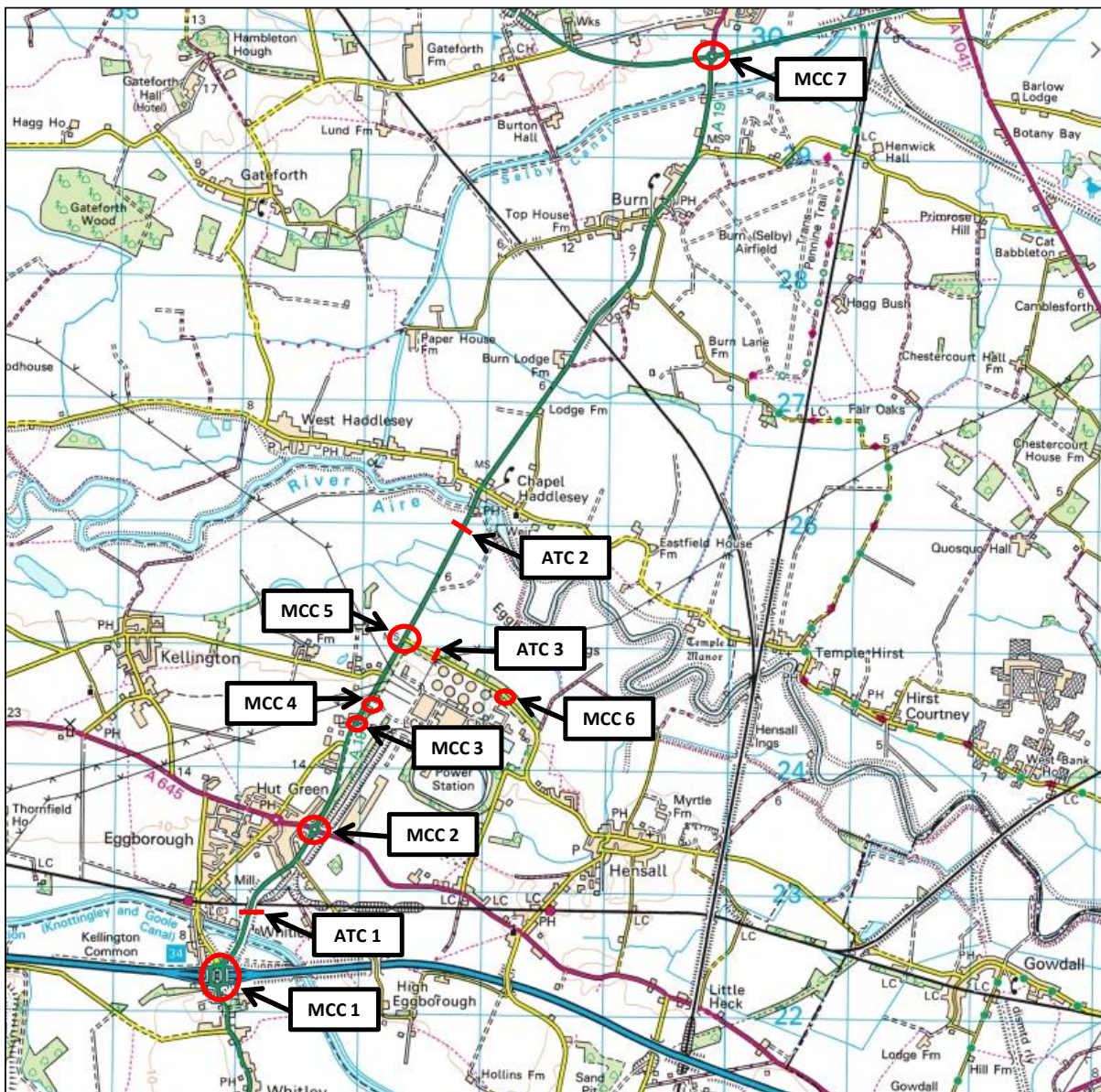
Hour Beginning	A19 (north of M62)	A19 (north of Wand Lane)	Wand Lane (west of Site Entrance)
06:00	893	566	111
07:00	1,365	933	72
08:00	1,306	931	69
16:00	1,255	1,013	71
17:00	1,378	1,053	67
18:00	909	749	58

In addition to the ATC counts, it was agreed with North Yorkshire County Council (NYCC) and Highways England (HE) that the impact of the development proposals would be examined at the following junctions on the local highway network for the overall network AM and PM peak hours:

- MCC 1: A19 / M62 Jct 34
- MCC 2: A19 / A645 Weeland Road;
- MCC 3: A19 / Tranmore Lane entrance;
- MCC 4: A19 / Eggborough Power Station main site entrance;
- MCC 5: A19 / Wand Lane;
- MCC 6: Wand Lane / Hensall Gate Entrance; and
- MCC 7: A63 / A19.

The junction surveys were undertaken on Tuesday 18th October 2016 between the hours of 07:00 and 19:00 hours, apart from the existing power station site entrances which were surveyed on Thursday 3rd November 2016. The count locations are shown in **Figure 2.1** below.

Figure 2.1. Traffic Count Locations



2.3 Existing Traffic associated with Coal-Fired Power Station

As set out in Section 2.2, AECOM commissioned 12-hour junction counts at the existing entrance points to the existing power station located off the A19 and Wand Lane respectively. The profile of arrivals and departures during the AM and PM Peak periods is set out in **Table 2.2** below. It should be noted that no traffic was observed entering or exiting Tranmore Lane due to the gates being closed.

Table 2.2 Peak hour arrival / departure profile at Eggborough Coal-Fired Power Station

Hour beginning	A19 main site entrance		Hensall Gate entrance (Wand Lane)	
	Arrivals	Departures	Arrivals	Departures
07:00	73	2	11	2
08:00	56	7	12	7
16:00	5	65	0	31
17:00	10	45	2	14
18:00	32	24	4	8

To identify the existing two-way operational traffic flow on the A19 arriving / departing to the south towards the M62 and north towards the A63, turning count proportions obtained from the junction counts have been applied to the existing arrival / departure profile and are set out in **Table 2.3** below.

Table 2.3. Existing operation two-way vehicle flow

Hour beginning	A19 (north of M62)	A19 (north of Wand Lane)	Wand Lane (west of Hensall Gate entrance)
07:00	51	29	12
08:00	48	26	17
16:00	57	33	26
17:00	44	18	12
18:00	39	23	11

3. Personal Injury Collision Data

Personal Injury Accident (PIA) data covering five complete years plus 2016 to October (01/01/2011 – 31/10/2016) has been obtained from NYCC. The area of investigation includes the extents of the A19 from its junction with the M62 at Junction 34 (including slip roads) to its junction with the A63. The raw data is provided in **Annex C** including a map showing the locations of the PIAs. In addition accident data has been obtained from NYCC covering the extents of West Lane, Millfield Road and Fox Lane between the A19 and the gas pipeline construction access points covering the five year period (01/01/2012 – 31/12/2016)..

Table 3.1 below summarises the PIA data for the study area over the five year plus study period and includes the number and severity of accidents per year. A total of 42 accidents were reported throughout the 70 month period between 1st January 2011 and 31st October 2016 of which thirty were of slight severity, eight serious severity and four fatal.

Table 3.1. Personal Injury Accident summary

Year	Slight	Serious	Fatal	Total
2011	2	0	0	2
2012	8	1	1	10
2013	2	3	0	5
2014	6	2	1	9
2015	12	1	0	13
2016 (10 months)	0	1	2	3
Total	30	8	4	42

Below is a further brief description of the recorded PIAs on various sections of road within the study area including identifying the causation factors to determine whether there were particular aspects of design or road layout which could have contributed to the accident.

3.1 M62 / A19 Grade Separated Roundabout

A total of seven accidents have occurred at this junction over the five year plus study period, of which four were slight in severity, two serious and one fatal. The accident locations are provided in **Annex C**. Further analysis has been undertaken to identify the causation factor as set out within **Table 3.2**.

Table 3.2. M62 / A19 grade separated roundabout accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/darkness	Road surface conditions	Causation
05/05/2014	Slight	1	2	Day	Dry	Rear end shunt when vehicle moves but then stops at roundabout stopline.
22/07/2014	Slight	1	2	Day	Dry	Vehicles tyre explodes and hits another vehicle – illegal tyres.
31/08/2014	Serious	1	1	Day	Dry	Motorcycle lost control taking left hand bend

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/darkness	Road surface conditions	Causation
						from slip road to Selby Road.
27/09/2014	Fatal	1	2	Day	Dry	Failed to judge cyclist speed entering the roundabout and collided.
06/06/2015	Slight	1	2	Day	Dry	Careless driver pulls out from the junction and collides with cyclist on the circulatory.
11/10/2015	Serious	2	4	Dark	Dry	Poor turning manoeuvre from M62 on-slip
27/11/2015	Slight	1	2	Day	Dry	Car exiting roundabout skids on the road surface (oil/ mud) and collides with oncoming car.

Analysis of the data suggests that all incidents occurred were due to driver error and not as a consequence of the road design. It should be noted that the fatal incident involving the cyclist occurred due to a driver colliding with the cyclist after failing to judge the cyclist speed circulating the roundabout.

3.2 A19 Between M62 and A645

A total of four accidents have occurred on this section of the A19 over the five year plus study period of which two were slight and two were serious. The accident locations are provided in **Annex C**. Further analysis has been undertaken to identify the causation factor as set out within **Table 3.3**. Of the two slight accidents one was a rear end shunt involving a car, van and HGV and one involved a vehicle colliding with a horse and cart. The two serious accidents involved a cyclist losing control and a two car vehicle collision. Analysis of the data suggests all accidents were not as a consequence of the road design.

Table 3.3. A19 between M62 and A645 accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/darkness	Road surface conditions	Causation
22/06/2012	Slight	2	3	Day	Wet/ damp	Rear end shunt as vehicle fails to slow for right turning vehicle
03/09/2012	Serious	1	1	Day	Dry	Cyclist lost control and hit Kerb
10/01/2013	Serious	2	3	Dark	Wet/ damp	Vehicle disobeyed double white line, pulled out to overtake and collided with oncoming vehicle.
09/08/2013	Slight	1	2	Day	Dry	Vehicle collides with horse/ cart as they fail to judge their stopping location with care.

3.3 A19 / A645 Weeland Road Roundabout

A total of three accidents occurred at this junction over the five year plus study period of which all three were of slight severity. The accident locations are provided in **Annex C**. Further analysis has been undertaken to identify the causation factors as set out within **Table 3.4**.

Table 3.4. A19 / A645 Weeland Road roundabout accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/darkness	Road surface conditions	Causation
17/02/2012	Slight	1	2	Dark	Dry	Car driver failed to give-way at the stop line and collided with cyclist proceeding across the roundabout.
01/02/2015	Slight	1	1	Dark	Dry	Car driver failed to negotiate roundabout as did not look properly and drove onto it.
19/07/2015	Slight	2	1	Day	Dry	3.5 tonne vehicle fails to negotiate roundabout properly and collides with oncoming vehicle

Analysis of the data suggests that all incidents occurred were due to driver error and not as a consequence of the junction design. It should be noted that all incidents at the roundabout were due to either poor manoeuvring or undue care and attention.

3.4 A19 Between A645 and Wand Lane

A total of five accidents occurred on this section of the A19 over the five year plus study period of which four were of slight severity and one of serious severity. The accident locations are provided in **Annex C**. Further analysis has been undertaken to identify the causation factors as set out within **Table 3.5**.

The accident of serious severity involved a two car collision with both drivers failing to look properly. Of the three slight accidents two occurred at the A19 / Roall Lane junction and involved a motorcyclist overtaking a HGV only to take evasive action to avoid a head on collision with an oncoming vehicle. The other accident occurred on the Roall Lane arm of the junction and involved a rear end shunt. The third accident of slight severity occurred on the A19 and involved a car pulling out of a minor road onto the A19 and nearly colliding with an oncoming vehicle.

Table 3.5. A19 between A645 and Wand Lane accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/darkness	Road surface conditions	Causation
04/01/2015	Slight	1	2	Day	Dry	Vehicle pulls out in front of another vehicle – Driver of vehicle bumps their head as coming to a stop.
10/08/2014	Serious	2	2	Day	Wet/ damp	Two oncoming vehicles collide in either direction – failed to look properly.
06/08/2014	Slight	1	1	Day	Dry	Vehicle attempted to

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/darkness	Road surface conditions	Causation
						overtake HGV – however failed to judge speed of oncoming vehicle and took evasive action when met with oncoming traffic – entered onto grass verge.
11/08/2014	Slight	1	2	Day	Dry	Driver attempts to brake at stop but foot slips off the brake causing a collision with vehicle in front.
20/10/2014	Slight	2	3	Day	Wet/ damp	Sudden braking to turn into a goods yard leads to a rear end shunt

Analysis of the data suggests that all five accidents were due to driver error and not as a consequence of the road infrastructure.

3.5 A19 / Wand Lane Priority Junction

A total of two accidents occurred at this junction over the five year plus study period of which one was slight and one was serious. The accident locations are provided in **Annex C**. Further analysis has been undertaken to identify the causation factor as set out within **Table 3.6**.

The accident of serious severity occurred due to a driver having to take evasive action to avoid an unattended parked car on the A19 and losing control of the vehicle. The accident of slight severity involved driver loss of control as they slowed attempting to turn left onto Wand Lane due to mud on the road.

Table 3.6. A19 / Wand Lane Junction accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/darkness	Road surface conditions	Causation
17/11/2013	Slight	1	1	Dark	Dry	Deposit on the road causes turning vehicle to lose control.
17/12/2013	Serious	1	2	Dark	Wet/ damp	Stationary vehicle left unattended on the Selby-bound lane causes another vehicle to attempt to avoid and crash.

Analysis of the data suggests that both incidents occurred were not as a consequence of the road infrastructure. The one serious incident that took place was due to a driver leaving their car unattended on the Selby-bound lane with no lights on causing another vehicle to swerve and lose control.

3.6 A19 Between Wand Lane and A63

A total of nine accidents occurred on this section of the A19 over the five year plus study period of which six were of slight severity, two of serious severity and one fatal. The accident locations are provided in **Annex C**. Further analysis has been undertaken to identify the causation factors as set out within **Table 3.7**.

A cluster of two accidents occurred to the south of Burn Lodge Farm and involved a fatal and a serious accident. The accident of serious severity involved a motorcycle / car collision caused by a car travelling southbound overtaking a slow-moving agricultural vehicle and colliding with an oncoming motorcycle which had no forward facing lights on. The accident of fatal severity involved a two car head on collision whilst attempting an overtaking manoeuvre.

The remaining serious accident to occur on this section of the A19 involved driver loss of control.

Table 3.7. A19 between Wand Lane and A63 accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/darkness	Road surface conditions	Causation
20/01/2016	Serious	1	1	Dark	Wet/ damp	Vehicle left carriageway for unknown reason – possible fatigue or careless driving.
28/09/2012	Slight	1	1	Dark	Wet/ damp	Motorbike loses control coming over the bridge, skids and rider comes off – slippery / sudden braking.
13/08/2012	Fatal	8	3	Day	Dry	Head on collision occurs as an aggressive inexperienced driver attempts to overtake another vehicle
12/02/2013	Serious	2	2	Dark	Dry	Vehicle attempts to overtake agricultural vehicle and hits oncoming vehicle with no forward facing lights.
07/04/2015	Slight	1	2	Day	Dry	Vehicle forced to slow due to overtaking vehicle in opposite lane, rear end shunt then occurs.
05/10/2015	Slight	1	2	Day	Wet/ damp	Vehicle travelling too fast in weather conditions to slow for stationary traffic and collides.
06/08/2012	Slight	1	2	Day	Dry	Vehicle pulls across oncoming vehicle into a pub and causes crash.
22/06/2011	Slight	4	2	Day	Dry	Vehicle likely travelling too close to another vehicle and resulted in rear end shunt.
07/05/2011	Slight	1	3	Day	Wet/ damp	Vehicle brakes suddenly to make turn causing another vehicle to collide.

Analysis of the data suggests that all nine accidents were due to driver error and not as a consequence of the road infrastructure.

3.7 A19 / A63 Roundabout Junction

A total of eight accidents occurred at this junction throughout the five year plus study period of which seven were slight and one fatal. The accident locations are provided in **Annex C**. Further analysis has been undertaken to identify the causation factor as set out within **Table 3.8** below.

The accident of fatal severity occurred to the north of the A19 / A63 roundabout junction and involved a driver losing control of their vehicle and colliding with a pedestrian.

Of the remaining seven slight accidents to occur, the majority of incidents were due to drivers failing to look properly either at the give way line or on the circulatory lanes of the roundabout.

Table 3.8. A19 / A63 Roundabout Junction accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/darkness	Road surface conditions	Causation
16/04/2012	Slight	1	2	Day	Dry	Vehicle made wrong turn into path of another vehicle
22/09/2012	Slight	1	2	Day	Dry	Driver drove into stationary motorbike after looking right for circulatory traffic
11/11/2014	Slight	1	2	Dark	Dry	Driver loss of concentration results in rear end shut at give way line
14/04/2015	Slight	1	2	Day	Dry	Cyclist manoeuvring the roundabout hit by motorist failing to give way.
04/05/2015	Slight	1	2	Day	Dry	Vehicle travelling too close to cyclist on the roundabout cut in front causing both to collide.
02/10/2015	Slight	1	1	Dark	Dry	Pedestrian ran in front of car causing vehicle to crash into a lamp post.
31/10/2015	Slight	1	2	Day	Dry	Vehicle manoeuvring the roundabout clips on another after failing to look properly.
28/08/2016	Fatal	4	1	Day	Wet/ damp	Vehicle exceeding the speed limit loses control and collides with pedestrian on the footpath.

3.8 Wand Lane / Hensall Gate Entrance Priority Junction

One accident occurred at this junction throughout the five year plus study period which was of slight severity and involved a motorcyclist losing control at the entrance to the power station and was due to a poor or defective road

surface. Although one accident is undesirable, no other accidents have taken place during the study period at this location to suggest the section of highway is intrinsically unsafe.

Table 3.9. Wand Lane / Hensall Gate Entrance accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/darkness	Road surface conditions	Causation
23/07/2012	Slight	1	1	Day	Dry	Motorcyclist negotiating a bend in the road hit a drop section at the entry to Eggborough Power Station; a loss in grip caused him to fall.

3.9 West Lane

One accident occurred on West Lane throughout the five year plus study period which was of slight severity and involved one vehicle. The accident occurred to the east of the junction with Burn Hall Crescent. Although one accident is undesirable, no other accidents have taken place during the study period along West Lane to suggest the section of highway is intrinsically unsafe.

Table 3.10. West Lane accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/darkness	Road surface conditions	Causation
03/10/2012	Slight	1	1	Daylight	Dry	Driver taken ill at the wheel

3.10 Millfield Road

One accident occurred on Millfield Road throughout the five year plus study period which was of slight severity and involved two vehicles. The accident occurred between the junction with the A19 and Fox Lane. Although one accident is undesirable, no other accidents have taken place during the study period along Millfield Road to suggest the section of highway is intrinsically unsafe.

Table 3.11. Millfield Road accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/darkness	Road surface conditions	Causation
30/08/2015	Slight	1	2	Daylight	Dry	Failed to look properly

3.11 Fox Lane

One accident occurred on Fox Lane throughout the five year plus study period which was of fatal severity and involved three vehicles. The accident occurred at the junction of the A19 and involved a motorcycle travelling southbound on the A19 colliding with a car turning right into Fox Lane. Given the good forward visibility on this section of the A19, it is likely that the accident was down to driver error. Although one accident is undesirable, no other accidents have taken place during the study period along Fox Lane to suggest the section of highway is intrinsically unsafe.

Table 3.12. Fox Lane accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/darkness	Road surface conditions	Causation
09/12/2016	Fatal	2	3	Darkness	Wet	Failed to look properly

3.12 Summary

The analysis suggests that 98% of accidents that have occurred during the study period were due to lack of driver awareness or loss of control and not as a consequence of any deficiencies in the road network itself.

Only one incident took place in which poor or defective road surface may have been a causation factor. Whilst any one incident is undesirable, it was also reported that the incident might have been due to a loss of control and / or failing to look properly. As there have been no other reoccurrences of incidents throughout the 70-month period at this location, it is considered that the incident is likely to be a unique occurrence that would not be exacerbated by additional traffic from the Proposed Development.

It is therefore considered that the additional traffic generated by the Proposed Development would not impact adversely upon safety on the road network.

4. Proposed Development

4.1 Introduction

The Proposed Development comprises the construction and operation of a combined cycle gas turbine (CCGT) power station, comprising up to three high efficiency combined cycle gas turbines and associated development including a peaking plant.

Gas will be supplied via a new pipeline connection from the existing National Grid gas transmission network to the north of the existing power station site. Further details on the pipeline route, construction compound locations and vehicular access points are provided in Section 10 of this Transport Assessment.

Construction of the Proposed Development is due to start in Q1 2019 with the construction programme due to last 40 months ending Q1 2022. It is anticipated that construction of the gas connection will begin in Q4 2020 with the construction programme due to last 12 months ending Q4 2021.

The timing for the demolition of the existing coal-fired power station is unknown however the coal fired power station will cease operation by 2019 at the latest. To ensure a robust assessment, a worst case traffic impact scenario is assessed combining the peak Proposed Development construction month with the peak demolition month.

It is proposed that all construction workers for the construction works within the existing power station site (including those workers associated with the Proposed Cooling Water Connections) will access the Site via the existing Hensall Gate entrance located off Wand Lane. The access arrangement for construction traffic is not yet fixed however for the purposes of assessment it is assumed that construction HGVs will use the Tranmore Lane access off the A19 which currently provides access to the coal stockyard. Access for the construction of the gas pipeline to the north of the existing power station site is discussed separately in Section 10 of this Transport Assessment.

4.2 Construction Generation

The profile of construction workforce over the Proposed Development build period (including the construction of all related infrastructure within the existing power station site and cooling water connections to the River Aire, but excluding the gas connection which is discussed separately below) has been benchmarked against other previous CCGT builds including Staythorpe CCGT Power Station in Nottinghamshire and actual manpower data provided by Alstom (see **Annex D**), the main contractor for the construction of Grain 'B' CCGT. Grain 'B' is a three unit 1,365 MW CCGT Power Station that commenced operation in 2010.

The estimated profile of workforce over the construction period for the Proposed Development (with the exception of the gas connection which is discussed separately below) is shown below in **Table 4.1** and reveals the peak construction workforce is forecast to occur in Month 18 when around 1,200 workers are expected on-site.

Table 4.1. Profile of daily workforce throughout CCGT construction

Month of construction	Daily workforce in the month
1	9
2	6
3	27
4	127
5	144
6	169
7	228
8	120
9	243
10	309
11	480

Month of construction	Daily workforce in the month
12	442
13	715
14	640
15	713
16	1,108
17	989
18	1,200
19	1,170
20	1,125
21	1,095
22	1,050
23	1,005
24	975
25	900
26	870
27	750
28	705
29	675
30	570
31	555
32	548
33	537
34	405
35	300
36	165
37	120
38	102
39	81
40	75

In relation to traffic generation associated with construction workers, it has been assumed that 80% of workers will travel to site by private car with an average occupancy of two workers per vehicle and 20% will travel to site by minibus with an average occupancy of seven workers per vehicle. This is considered a realistic assumption given that the mode of arrival of construction workers can be controlled through travel planning measures and that construction workers would want to minimise their travel expenditure, particularly if having to pay for temporary accommodation. This assumption is based on those set out within the Knottingley CCGT Power Station Transport Assessment (June 2013) which gained DCO consent in March 2015 and was accepted by NYCC as a suitable basis for analysis during the scoping stage of this Transport Assessment. It is proposed that this level of traffic generation can be managed and maintained through availability of on-site parking spaces.

When this occupancy rate is applied to the workforce associated with construction of the Proposed Development (excluding gas connection) at the peak month of construction (Month 18), the following daily car generations on a month-by-month basis result as shown in **Table 4.2** below.

Table 4.2. Construction worker vehicle generation at peak of construction

Month of construction	Total workers	No. of cars / vans @ 2 per vehicle	No. of minibuses @ 7 per vehicle	Average two-way daily flow
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Month of construction	Total workers	No. of cars / vans @ 2 per vehicle	No. of minibuses @ 7 per vehicle	Average two-way daily flow
18	1200	480	35	1030

The volume of HGVs on the network is at its maximum of 80 two-way daily vehicle movements (40 in and 40 out) from Month 10 to Month 28 of construction. During the remainder of the construction period, HGV movements are estimated to be 40 two-way vehicle movements. These figures are based on other proposals involving the construction of power stations including Grain 'B'.

It is anticipated that construction of the gas pipeline will begin in Month 22 (Q4 2020) with the construction programme due to last 12 months ending Month 33 (Q4 2021).

The estimated profile of workforce over the construction period for the gas connection is shown below in **Table 4.3** and is based on the estimated workforce numbers associated with the proposed gas pipeline connecting Knottingley CCGT Power Station with the National Grid transmission network.

Table 4.3. Profile of daily workforce throughout Proposed Gas Connection construction

Month of construction	Daily workforce in the month
22	45
23	45
24	45
25	90
26	90
27	45
28	45
29	45
30	45
31	45
32	45
33	45

Source: Knottingley Power Project: Volume 2 CCGT Power Plant Environmental Statement: Appendix O.1 – Transport Assessment (June 2013)

At the peak of construction of the gas connection between Months 25 and 26, the construction workforce is expected to total 90 workers (up to 45 workers at other times). Workers will arrive at one of the temporary construction compounds located along the Proposed Gas Connection corridor before being transferred to their working area, either along the working width of the Proposed Gas Connection construction corridor or via the local highway network.

An occupancy rate of 2 has been applied to the workforce associated with the gas connection construction with the resulting daily car generations on a month-by-month basis shown in **Table 4.4** below.

Table 4.4. Generation of vehicles throughout gas connection construction

Month of construction	Total workers	No. of cars / vans @ 2.0 per vehicle	Average two-way daily flow
22	45	23	46
23	45	23	46
24	45	23	46
25	90	45	90
26	90	45	90
27	45	23	46
28	45	23	46

Month of construction	Total workers	No. of cars / vans @ 2.0 per vehicle	Average two-way daily flow
29	45	23	46
30	45	23	46
31	45	23	46
32	45	23	46
33	45	23	46

Materials required to carry out the construction of the gas pipeline will include:

- general construction materials (including temporary fencing);
- pipe sections and associated materials;
- consumable construction materials (including surfacing materials, drainage materials, welding consumables etc.); and
- machinery, plant and engineering equipment.

Materials required to carry out the construction of the above ground installation (AGI) will include:

- general construction materials (bricks, concrete, roof trusses etc...); and
- machinery, plant and engineering equipment.

The volume of HGVs on the network associated with the gas pipeline construction is at its maximum of 42 two-way HGV movements per day (21 in and 21 out) during the mobilisation period in Month 22. This reduces to 10 two-way HGV movements per day (5 in and 5 out) during the construction period between Months 23 and 32. During the demobilisation period in Month 33, HGV movements are estimated to be 4 two-way movements per day (2 in and 2 out). Further details on gas pipeline construction are provided in Section 10.

The total two-way construction vehicle traffic expected over the 40 month construction period is illustrated in **Annex E** which identifies Month 18 (Q2 2020) to be the peak month of construction with 1,110 daily vehicle movements comprising 1,030 construction worker vehicle movements and 80 HGV movements.

4.3 Daily Vehicle Profile During the Peak Month

Working hours on major construction sites tend to be long due to pressures of timescales and available light. Therefore, the arrival and departure of workers' vehicles tend to be spread over the peak periods rather than all falling in the traditional network peak hours. In an attempt to quantify this, discussions have been held with contractors associated with power station build projects where it was revealed that there is a general tendency for construction workers to travel early for a number of reasons as follows:

- to avoid congestion and delay; and
- to deliver the project in a compressed programme.

Based on information provided from the contractor Morgan Est (see **Annex F**) with regard to typical construction worker profiles, a profile of arrivals and departures over the working day has been produced. **Table 4.5** below sets out the percentage of daily inbound and outbound trips on an hour-by-hour basis and calculates the totals for the peak month of construction (Month 18).

Table 4.5. Daily vehicle profile during the peak month of construction (Month 18)

Hour beginning	% of daily inbound	% of daily outbound	Arrivals	Departures
06:00	30%	0%	154	0
07:00	55%	0%	283	0
08:00	10%	0%	52	0
09:00	5%	0%	26	0
16:00	0%	5%	0	26

Hour beginning	% of daily inbound	% of daily outbound	Arrivals	Departures
17:00	0%	15%	0	77
18:00	0%	75%	0	386
19:00	0%	5%	0	26
Total	100%	100%	515	515

The daily profile of HGV movement at the peak of construction is shown in **Table 4.6**. This profile is based on experience from other CCGT construction sites and shows that the arrival and departure of HGVs from the Site will be spread evenly over the day. The profile shows that deliveries will be made between 08:00 and 18:00 hours.

Table 4.6. Daily HGV profile during peak month of construction

Hour Beginning	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
HGVs In	4	4	4	4	4	4	4	4	4	4
HGVs Out	4	4	4	4	4	4	4	4	4	4

4.4 Abnormal Loads

A number of AIL movements are expected during the construction programme.

The Highways England document 'Water preferred policy guidelines for the movement of abnormal indivisible loads' published in January 2016, states that it is government policy to avoid road transport as far as possible by using alternative modes, such as water.

The ports of Goole, Hull and Immingham are situated near to the Proposed Development. Detailed consideration will be given to the appropriate port and AIL routes during detailed design. However, it is a reasonable assumption that all major ports are able to accommodate abnormal loads and that adequate access to the strategic network is achievable. On this basis, only the route from the strategic network to the site requires assessment.

The AIL route to the existing power station site from the strategic network is as follows:

- exit M62 at Junction 34 to the A19;
- A19 to the Site.

It is anticipated that the gas turbines will be the largest single component delivery. As such swept path analysis has been undertaken for a vehicle capable of transporting a gas turbine, undertaking the right turn manoeuvre onto the A19 on leaving Junction 34 of the M62 and is shown in **Annex G**.

The swept path analysis demonstrates that delivery of the largest AIL component via the M62 Junction 34 / A19 grade separated roundabout is possible. Whilst the AIL delivery would slightly go over the grass verge as it turns north up the A19 this would not be a problem as support could be provided on the verge where required.

An alternative route were the M62 to be closed between Junction 34 and Junction 35, would be to take the AIL delivery along the eastbound side of the motorway and exit up the eastbound entry slip road at Junction 34. This has been undertaken in the past with one of the FGD components in 2002, which was being delivered to the coal-fired power station. The swept path analysis of this alternative route is shown in **Annex G**.

Once on the A19, the AIL delivery would head north along the A19 towards the Proposed Power Plant Site. The only pinch point along this section of the A19 is where it meets the A645 at a standard four arm roundabout. This would involve the AIL delivery having to be driven over the roundabout and will require the temporary removal of street furniture and the necessary support put in place for the AIL to safely negotiate the roundabout.

4.5 Operational Period

Once fully operational there will be a maximum of around 40 full-time staff working in three shifts (06:00 – 14:00 hours, 14:00 – 22:00 hours and 22:00 – 06:00 hours). In addition there would be around 30 staff based at the site working normal office hours (09:00 – 17:00 hours). Assuming a car occupancy of 1, this equates to 70 cars per day (140 vehicle movements).

During a major outage, it could be expected that an additional 200 staff could be on-site on any one day. Outages are expected to occur once a year.

During operation of the gas connection, there will be occasional visits to the Above Ground Installation (AGI) site for the purpose of inspection and maintenance. The majority of these occasional visits will be via private car / light goods vehicle.

5. Distribution and Assignment

5.1 Trip Distribution

The distribution of workforce traffic to the network has been based on the populations of towns and cities within a 30 minute drive time of the site. This assumption is consistent with that agreed as part of the 2013 application for the construction of Knottingley CCGT Power Station located approximately 5 miles to the west of Eggborough Power Station. It is considered that this assumption produces a realistic basis for assessment and is appropriate for both workers permanently resident in the area and those who are in temporary accommodation during construction. This has been agreed with NYCC and Highways England during the scoping stage of this Transport Assessment.

Table 5.1 shows the workforce distribution and the number of workers this equates to at the peak month of construction (Month 18).

Table 5.1. CCGT construction workforce distribution

Location	Population: all people	Distribution	Number of workers (peak month of construction)
Doncaster	109,805	26%	312
Wakefield	77,512	18%	216
Leeds East	64,747	15%	180
Castleford	40,210	10%	120
Pontefract	30,881	7%	84
Wetherby	19,979	5%	60
Garforth	19,811	5%	60
Goole	19,518	5%	60
York South	16,597	4%	48
Selby	14,731	4%	48
Tadcaster	6,003	1%	12

5.2 Trip Assignment

It is proposed that all construction workers associated with construction of the Proposed Development will access the Site via the existing Hensall Gate access located off Wand Lane.

Eight key routes have been identified that are most likely to be taken by construction workers travelling to and from work. These are shown in **Annex H** and are as follows:

- Route 1: from the west via M62 Junction 34, A19, Wand Lane, Hensall Gate entrance;
- Route 2: from the south via A19, Wand Lane, Hensall Gate entrance;
- Route 3: from the east via M62 Junction 34, A19, Wand Lane, Hensall Gate entrance;
- Route 4: from the west via Weeland Rd, A19, Wand Lane, Hensall Gate entrance;
- Route 5: from the east via Wand Lane, Hensall Gate entrance;
- Route 6: from the west via A63, A19, Wand Lane, Hensall Gate entrance;
- Route 7: from the north via A19, Wand Lane, Hensall Gate entrance; and
- Route 8: from the east via A63, A19, Wand Lane, Hensall Gate entrance.

The assignment of the Proposed Development construction workforce to the network is shown in **Annex I** and is summarised in **Table 5.2**.

Table 5.2. Catchment area and route assignment for Proposed Development construction workforce

Route	Catchment area	% of catchment area
Route 1: From the west via M62 Junction 34, A19, Wand Lane, Hensall Gate entrance	Wakefield; Castleford; Wetherby; Leeds East	50%
Route 2: From the south via A19, Wand Lane, Hensall Gate entrance	Doncaster	26%
Route 3: From the east via M62 Junction 34, A19, Wand Lane, Hensall Gate entrance	Goole	3%
Route 4: From the west via Weeland Rd, A19, Wand Lane, Hensall Gate entrance	Pontefract	4%
Route 5: From the east via Wand Lane, Hensall Gate entrance	Goole	2%
Route 6: From the west via A63, Wand Lane, Hensall Gate entrance	Garforth; Tadcaster; Leeds East	7%
Route 7: From the north via A19, Wand Lane, Hensall Gate entrance	Selby	4%
Route 8: From the east via A63, A19, Wand Lane, Hensall Gate entrance	York South	4%

All HGV construction traffic will access / depart the site from Tranmore Lane located off the A19. HGV traffic will be assigned to the most direct route to the motorway network which is to / from the south via the A19 and M62 Junction 34.

The total vehicle generations for the AM and PM peak periods (06:00 – 09:00 and 16:00 – 19:00) associated with Proposed Development's construction during the peak month (Month 18) are provided in **Annex J**. The estimated two-way construction vehicle flow using the A19 during the peak hour periods during the peak of construction is summarised in **Table 5.3** below.

Table 5.3. Daily Two-Way Vehicle Generation on the A19 during Peak Month of Construction

Hour Beginning	A19 (North of M62 Jct 34)	A19 (North of Wand Lane)
06:00	122	23
07:00	224	42
08:00	49	8
09:00	29	4
16:00	29	4
17:00	69	12
18:00	305	58
19:00	21	4

6. Growth Factors

The anticipated peak traffic generation during the construction period occurs in 2020 on the basis that construction of the Proposed Development begins in Q1 2019. The assessment year for this Transport Assessment where the traffic impact will be greatest will therefore be 2020.

Traffic growth factors for the Selby District have been obtained from TEMPRO Version 7 software. The use of TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to base flows in order to estimate future year traffic flows.

The TEMPRO software provides a local adjustment to the National Trip End Model to provide localised growth factors for geographical areas.

The local growth factors to be applied to the 2016 Base Flows based on a principal road type within a rural area are shown in **Table 6.1**.

Table 6.1. Growth factors to be applied to Base Flows

	AM peak	PM peak
2016 - 2020	1.0551	1.0538

7. Committed Development

7.1 Overview

The following committed or likely developments have been identified that would need to be incorporated into the future baseline and future year assessment.

- demolition of the existing Eggborough Coal-Fired Power Station;
- Knottingley Power Project;
- Southmoor Energy Centre;
- Thorpe Marsh CCGT Power Station;
- Thorpe Marsh Gas Pipeline;
- Ferrybridge Multifuel 2;
- 55 dwelling residential development, Eggborough;
- 64 dwelling residential development, Eggborough;
- single storey production facility – Saint Gobain Glass Factory;
- Advanced Thermal Treatment Plant, Eggborough;
- hydro-electricity generation scheme, Chapel Haddlesey;
- proposed Solar Farm Development, Pollington; and
- Kellingley Colliery Business Park.

7.2 Demolition of Eggborough Coal-Fired Power Station

The demolition of the existing coal-fired power station is not part of the Proposed Development and the two projects are separate. It is therefore not part of the DCO application, however it is anticipated that the demolition of the existing coal-fired power station could overlap with the construction of the Proposed Development. To ensure a robust assessment, a worst case scenario in terms of traffic would be combining the peak demolition month with the peak Proposed Development construction month.

Workforce numbers associated with demolition have been provided by RVA Group on behalf of EPL. At the peak of demolition it is expected that 170 workers will be on-site. Given that the majority of demolition workers are anticipated to arrive in crew buses, an occupancy rate of 3.4 per vehicle has been applied resulting in 50 vehicle trips per day (100 two-way movements).

In terms of HGVs, it is estimated there will be 7 HGV trips arriving and departing the site per day at the peak of demolition (14 HGV movements).

Working hours at the demolition site will be 07:00 to 19:00 hours with all demolition worker vehicles arriving between 06:00 and 07:00 and departing between 19:00 and 20:00 hours. HGV movements will be spread evenly over the working day.

For the purposes of assessment it is assumed that the demolition workforce distribution will be the same as the Proposed Development construction workforce distribution. HGVs will be contractually obliged to use the most direct route to motorway network therefore all HGVs will travel to / from the south along the A19 to M62 Junction 34.

All demolition worker vehicles and HGVs will access the site via the existing main entrance to Eggborough Power Station off the A19.

The committed development flows associated with demolition of the existing coal fired power station for the year 2020 are provided in **Table 7.1**.

Table 7.1. Demolition of existing coal-fired power station: 2020 committed development two-way flows

Hour beginning	A19 (north of M62 Junction 34)	A19 (north of Wand Lane)
06:00	43	8
07:00	0	0
08:00	0	0
09:00	2	0
16:00	2	0
17:00	0	0
18:00	0	0
19:00	43	8

7.3 Knottingley CCGT Power Station

Development consent for Knottingley CCGT Power Station was granted in March 2015. The development is located approximately 5 miles to the west of Eggborough Power Station. The proposal involves the construction of a three unit CCGT power station which will provide up to 1,500 MW. The power station was scheduled to be operational in 2018 although this is now likely to be delayed beyond 2018. However to ensure a robust assessment, it is proposed that the proposed construction peak hour traffic flows associated with Knottingley CCGT Power Station are applied to the 2020 peak of construction scenario for the Proposed Development.

The Transport Assessment prepared by SKM Colin Buchannan in June 2013 identifies that all construction worker vehicles will arrive between 06:00 and 07:00 and depart between 19:00 and 20:00. The committed development flows associated with this development for the year 2020 are provided in **Table 7.2**.

Table 7.2. Knottingley CCGT Power Station: 2020 committed development two-way flows

Hour beginning	A19 (north of M62 Junction 34)	A19 (north of Wand Lane)
06:00	35	83
07:00	8	0
08:00	8	0
09:00	8	0
16:00	8	0
17:00	8	0
18:00	8	0
19:00	35	83

7.4 Southmoor Energy Centre

An Energy from Waste facility with a Combined Heat and Power (CHP) plant located at Kellingley Colliery received planning permission in February 2015. The development is due to be fully operational in 2017. The Transport Assessment prepared by Axis in April 2013 has been interrogated to identify the committed development flows associated with this development for the year 2020 and are provided in **Table 7.3**.

Table 7.3. Southmoor Energy Centre: 2020 committed development two-way flows

Hour beginning	A19 (north of M62 Junction 34)	A19 (north of Wand Lane)
06:00	0	0
07:00	9	0
08:00	13	2
09:00	14	2
16:00	4	0

Hour beginning	A19 (north of M62 Junction 34)	A19 (north of Wand Lane)
17:00	3	0
18:00	3	0
19:00	0	0

7.5 Thorpe Marsh CCGT Power Station

In 2011 Thorpe Marsh Power Ltd (TMPL) was granted Section 36 consent to build a new 1,500 MW CCGT power station on the site of the former Thorpe Marsh Power Station at Barnby Dun, north east of Doncaster. The site is located approximately 15 miles to the south-east of Eggborough Power Station. A review of the Transport Assessment prepared by SKM in 2010 shows the study area falls outside the area of influence for the Proposed Development. However any development traffic associated with Thorpe Marsh Power Station would be incorporated within background growth applied to the 2016 baseline flows.

7.6 Thorpe Marsh Gas Pipeline

In March 2016 Thorpe Marsh Power Ltd obtained development consent to construct a gas pipeline between the proposed Thorpe Marsh Power Station and the National Grid gas transmission network. The Thorpe Marsh Gas Pipeline will be a 19.1 km long (approx.) buried gas pipeline running from Camblesforth to Barnby Dun to provide fuel to the Thorpe Marsh Power Station.

A review of the planning documents identifies construction of the gas pipeline is anticipated to begin in January 2017 and last for 12 months ending January 2018. Whilst it is acknowledged that construction of the pipeline appears to be delayed, construction is still likely to be concluded prior to the Proposed Development commencing construction. As such the development does not affect the peak month of construction associated with the Proposed Development.

7.7 Ferrybridge Multifuel 2

A DCO was granted in 2015 for a proposed 90 MW multi-fuel power station located at Ferrybridge Power Station. The site is due to be operational in 2020. A review of the Transport Assessment shows the study area falls outside the area of influence for the Proposed Development. However any development traffic associated with the Ferrybridge Multifuel 2 power station would be incorporated within background growth applied to the 2016 baseline flows.

7.8 55 Dwelling Residential Development, Eggborough

A planning application was submitted in July 2016 for 55 residential dwellings on land immediately to the south-west of the A19 / A645 Weeland Road junction and is pending a decision. A review of the planning application documents shows no Transport Statement has been submitted. However any development traffic associated with the development would be incorporated within background growth applied to the 2016 baseline flows.

7.9 64 Dwelling Residential Development, Eggborough

An outline application was submitted and approved in 2015 for 64 residential dwellings on land between Selby Road and the A19, north of Eggborough. A review of the planning application documents shows no Transport Statement has been submitted. However any development traffic associated with the development would be incorporated within background growth applied to the 2016 baseline flows.

7.10 Single Storey Production Facility

A planning application was submitted and approved in 2015 for a new single storey production facility for the manufacture of insulation boarding located on land at St Gobain glass factory, approximately 250 m east of the A19 / A645 Weeland Road junction.

Whilst the Transport Assessment prepared by Local Transport Projects (December 2015) provides a daily operational vehicle profile over the working day, trips have not been assigned to the road network. As such

assignment of development traffic to the network has been based on turning proportions from the junction counts undertaken in October 2016.

The committed development flows associated with this development for the year 2020 are provided in **Table 7.4**.

Table 7.4. Single storey production facility: 2020 committed development two-way flows

Hour beginning	A19 (north of M62 Junction 34)	A19 (north of Wand Lane)
06:00	0	0
07:00	10	1
08:00	9	1
09:00	0	0
16:00	2	0
17:00	10	1
18:00	10	1
19:00	0	0

7.11 Advanced Thermal Treatment Plant

A planning application was submitted and approved in 2016 for an advanced thermal treatment plant located to the south-west of the Tranmore Lane / A19 junction between North Point Business Park and Euroauctions. The planning statement provided within the application documents states that the proposed plant would not generate any significant levels of traffic. However any development traffic associated with the plant would be incorporated within background growth applied to the 2016 baseline flows.

7.12 Hydro-Electricity Generation Scheme

A planning application was submitted and approved in 2014 for a proposed hydro-electricity generation scheme to include installation of three Archimedian screws and a fish pass and erection of equipment housing. The traffic impact associated with this scheme is considered negligible. Any traffic associated with the development would be incorporated within background growth applied to the 2016 baseline flows.

7.13 Proposed Solar Farm Development, Pollington

A planning application was submitted and approved in 2015 for a Solar Farm Development at Pollington, East Riding of Yorkshire. The planning statement provided within the application documents states that the proposed development would generate relatively low traffic levels during construction and operation and the impact would not be material. No traffic assessment was required as part of the application. Any traffic associated with the development would be incorporated within background growth applied to the 2016 baseline flows.

7.14 Kellingley Colliery Business Park

An outline application was submitted in November 2016 for the construction of an employment park of up to 1.45 million sq ft (135,500 sq m) gross floor space comprising of B2, B8 and ancillary B1 uses, ancillary retail facilities (A1 - A4) including ancillary infrastructure. The development is due to be fully operational by 2021. Whilst the peak of construction for the Proposed Development is 2020, to ensure a robust assessment, full development flows associated with this development have been applied.

The Transport Assessment prepared by Optima in November 2016 has been interrogated to identify the committed development flows associated with this development for the year 2020 and are provided in **Table 7.5**.

Table 7.5. Kellingley Colliery Business Park: 2020 committed development two-way flows

Hour Beginning	A19 (North of M62 Jct 34)	A19 (North of Wand Lane)
06:00	86	42
07:00	174	103

Hour Beginning	A19 (North of M62 Jct 34)	A19 (North of Wand Lane)
08:00	246	148
09:00	234	138
16:00	224	150
17:00	176	116
18:00	75	50
19:00	104	70

7.15 Combined Committed Development Flows

The total committed development two-way flows for each road link within the study area for the 2020 AM and PM peak periods is shown in **Table 7.6**.

Table 7.6. 2020 total committed development two-way flows

Hour Beginning	A19 (north of M62 Junction 34)	A19 (north of Wand Lane)
06:00	164	133
07:00	201	104
08:00	276	151
09:00	258	140
16:00	240	150
17:00	197	117
18:00	96	51
19:00	182	161

8. Identification of Peak Hours for Assessment

8.1 Identification of Network Peak Hours

In order to identify the correct time period for junction capacity assessments, it is necessary to combine base plus committed development flows with development flows to determine which hour in the peak periods display the highest combined flows.

Following scoping discussions with NYCC and Highways England, it was agreed that an overall network peak hour would be selected for the AM and PM Peaks using traffic data obtained from the two link counts on the A19 located to the north of the M62 and to the north of Wand Lane respectively.

Tables 8.1 and **8.2** below summarises how the peak hour has been selected. Whilst the PM Peak hour has been identified as 17:00 – 18:00 for both links, the AM Peak hour on the A19 varies between hour beginning 07:00 north of the M62 and hour beginning 08:00 north of Wand Lane. However given the minimal difference in the number of two-way vehicle trips on the A19 (North of Wand Lane) between hour beginning 07:00 and hour beginning 08:00 (i.e. 14 two-way trips), hour beginning 07:00 has been selected as the AM Peak hour for assessment.

Table 8.1. Identification of peak hours for assessment: A19 (north of M62)

Hour beginning	2020 base	Existing operational traffic	Committed development	Development traffic	Average weekday total two-way traffic
06:00	942	n/a	164	122	1,179
07:00	1,440	-51	201	224	1,739
08:00	1,378	-48	276	49	1,583
09:00	916	-27	258	29	1,128
16:00	1,323	-57	240	29	1,467
17:00	1,452	-44	197	69	1,600
18:00	958	-39	96	305	1,271
19:00	518	n/a	182	21	695

Table 8.2. Identification of peak hours for assessment: A19 (north of M62)

Hour beginning	2020 base	Existing operational traffic	Committed development	Development traffic	Average weekday total two-way traffic
06:00	597	n/a	133	23	722
07:00	984	-29	104	42	1,050
08:00	982	-26	151	8	1,064
09:00	711	-16	140	4	802
16:00	1,067	-33	150	4	1,134
17:00	1,110	-18	117	12	1,164
18:00	789	-23	51	58	835
19:00	456	n/a	161	4	598

8.2 Background Traffic Flows

The 2016 and 2020 base traffic flows for the selected AM and PM peak hours are provided in **Annex K**.

Committed development flows for the selected AM and PM peak hours are provided in **Annex L**.

Operational traffic flows associated with the existing coal fired power station for the selected AM and PM peak hours, which need to be deducted from the baseline counts because the existing power station is due to cease operation by 2019, are provided in **Annex M**.

8.3 Assessment Years

The following assessment scenarios are considered within the Transport Assessment:

- 2016 Baseline;
- 2020 Baseline plus Committed Development; and
- 2020 Baseline plus Committed Development plus Proposed Development.

The 2020 Base plus Committed Development flows for the selected AM and PM peak hours are included within **Annex N**.

The 2020 Base plus Committed Development plus Proposed Development flows for the selected AM and PM peak hours are included within **Annex N**.

9. Junction Impact Assessment

9.1 Introduction

This section describes the junction capacity assessments carried out at selected junctions within the study area in order to determine the level of impact during the peak month of construction. The junctions that will be assessed include the following:

- A19 / M62 Junction 34 roundabout junction;
- A19 / A645 Weeland Road roundabout junction;
- A19 / Wand Lane priority junction;
- Wand Lane / Hensall Gate entrance priority junction; and
- A19 / A63 roundabout junction.

The modelling software package 'Junctions 8' has been used to assess the operation of all junctions. The Junctions 8 software uses Ratio to Flow Capacity (RFC) to measure the capacity of the junction. As a general guide, a junction operating within a threshold of 0.85 is considered to operate within its design capacity. Values of 0.85 and 1 indicate that a junction has exceeded its design capacity but is still operating within its practical capacity. Once the RFC exceeds 1, the junction is considered to have exceeded its ultimate capacity and would fail to operate effectively.

9.2 A19 / M62 Junction 34

The A19 / M62 Junction 34 is a large grade separated roundabout with five entry arms and provides both an on and off slip for vehicle movements travelling eastbound / westbound along the M62. The M62 is a main arterial route which runs in an east / west alignment linking Liverpool to Hull and runs underneath the roundabout at Junction 34.

The majority of construction traffic associated with the Proposed Development will travel through the roundabout and then route northbound along the A19 (northern arm) to gain access to the Site. The roundabout also provides access to Selby Road which forms the north-western arm of the roundabout and leads to Eggborough Village, and also provides a link to the A19 Selby Road (southern arm) which links to Doncaster to the south.

2016 Base

The modelling outputs suggest that the existing junction operates well within its design capacity during both the AM and PM peak periods, with a maximum RFC of 0.452 being forecast on the M62 (eastbound off-slip) during the PM peak (17:00 – 18:00) as summarised in **Table 9.1** below. The full outputs of these assessments are attached as **Annex O**.

Table 9.1. A19 / M62 Junction 34 grade separated roundabout 2016 Base

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A19 (northern arm)	0.373	1	0.356	1
M62 (westbound off-slip)	0.152	0	0.158	0
A19 (southern arm)	0.372	1	0.308	0
M62 (eastbound off-slip)	0.301	0	0.452	1
Selby Road	0.117	0	0.096	0

2020 Base + Committed Development

The modelling outputs suggest that the junction would continue to operate well within its design capacity, with a maximum RFC of 0.505 being forecast on the M62 (eastbound off-slip) during the PM peak (17:00 – 18:00). A

summary of the capacity results for this junction for the 2020 Base + Committed Development scenario is shown in **Table 9.2**. The full outputs of these assessments are attached as **Annex O**.

Table 9.2: A19 / M62 Junction 34 grade separated roundabout 2020 Base + Committed Development

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A19 (northern arm)	0.435	1	0.441	1
M62 (westbound off-slip)	0.208	0	0.199	0
A19 (southern arm)	0.436	1	0.351	1
M62 (eastbound off-slip)	0.367	1	0.505	1
Selby Road	0.137	0	0.109	0

2020 Base + Committed Development + Proposed Development

The modelling outputs suggest that the junction would continue to operate well within its design capacity, with a maximum RFC of 0.505 being forecast on the M62 (eastbound off-slip) during the PM peak (17:00 – 18:00). A summary of the capacity results for this junction for the 2020 Base + Committed Development + Proposed Development scenario is shown in **Table 9.3**. The full outputs of these assessments are attached as **Annex O**.

Table 9.3: A19 / M62 Jct. 34 grade separated roundabout 2020 Base + Committed Development + Proposed Development

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A19 (northern arm)	0.435	1	0.474	1
M62 (westbound off-slip)	0.214	0	0.210	0
A19 (southern arm)	0.492	1	0.361	1
M62 (eastbound off-slip)	0.464	1	0.505	1
Selby Road	0.159	0	0.109	0

9.3 A19 / A645 Weeland Road Roundabout Junction

The A19 / A645 Weeland Road junction is a four-arm roundabout located to the south of Eggborough Power Station, each arm of the roundabout provides a single approach, which then flares to a two lane entry at the roundabout.

The A645 Weeland Road forms the western and eastern arms of the roundabout and travels in a north-east / south-west alignment. The A19 forms the northern and southern arms of the roundabout.

2016 Base

The modelling outputs suggest that the existing junction operates well within its design capacity during both the AM and PM peak periods, with a maximum RFC of 0.607 being forecast on the A19 southern arm during the PM peak (17:00 – 18:00) as summarised in **Table 9.4** below. The full outputs of these assessments are attached as **Annex P**.

Table 9.4. A19 / A645 roundabout 2016 Base

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A19 (northern arm)	0.367	1	0.279	0

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A645 (eastern arm)	0.429	1	0.489	1
A19 (southern arm)	0.513	1	0.607	2
A645 (western arm)	0.177	0	0.214	0

2020 Base + Committed Development

The modelling outputs suggest that the junction would continue to operate well within its design capacity, with a maximum RFC of 0.691 being forecast on the A19 southern arm during the PM peak (17:00 – 18:00). A summary of the capacity results for this junction for the 2020 Base + Committed Development scenario is shown in **Table 9.5**. The full outputs of these assessments are attached as **Annex P**.

Table 9.5. A19 / A645 roundabout 2020 Base + Committed Development

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A19 (northern arm)	0.475	1	0.318	0
A645 (eastern arm)	0.573	1	0.610	2
A19 (southern arm)	0.654	2	0.691	2
A645 (western arm)	0.293	0	0.528	1

2020 Base + Committed Development + Proposed Development

The modelling outputs suggest that the junction would continue to operate well within its design capacity, with a maximum RFC of 0.831 being forecast on the A19 Southern arm during the AM Peak (07:00 – 08:00). A summary of the capacity results for this junction for the 2020 Base + Committed Development + Proposed Development scenario is shown in **Table 9.6**. The full outputs of these assessments are attached as **Annex P**.

Table 9.6. A19 / A645 roundabout 2020 Base + Committed Development + Proposed Development

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A19 (northern arm)	0.475	1	0.375	1
A645 (eastern arm)	0.574	1	0.639	2
A19 (southern arm)	0.831	5	0.696	2
A645 (western arm)	0.353	1	0.530	1

In comparison with the 2020 Base + Committed Development scenario, the result show only minor increases in RFC. During the AM peak scenario, the A19 (southern arm) entry increases in predicted RFC by 0.167, which results in an additional 1 vehicle queue along the arm, resulting in a maximum queue of 2 vehicles. All other arms show no increase in predicted queues when comparing both scenarios.

9.4 A19 / Wand Lane Priority Junction

The A19 / Wand Lane junction is a three-arm priority junction located to the north-west of Eggborough Power Station. A dedicated right turn lane is provided on the A19 with space for approximately 14 vehicles preventing right turning vehicles from blocking ahead traffic travelling northbound on the A19.

2016 Base

The modelling outputs suggest that the existing junction operates well within its design capacity during both the AM and PM peak periods, with a maximum RFC of 0.075 being forecast on the Wand Lane arm during the AM Peak (07:00 – 08:00) as summarised in **Table 9.7** below. The full outputs of these assessments are attached as **Annex Q**.

Table 9.7: A19 / Wand Lane junction 2016 Base

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A19 (northern arm)	-	-	-	-
Wand Lane	0.075	0	0.047	0
A19 (southern arm)	0.031	0	0.060	0

2020 Base + Committed Development

The modelling outputs suggest that the junction would continue to operate well within its design capacity, with a maximum RFC of 0.082 being forecast on the Wand Lane arm during the AM Peak (07:00 – 08:00). A summary of the capacity results for this junction for the 2020 Base + Committed Development scenario is shown in **Table 9.8**. The full outputs of these assessments are attached as **Annex Q**.

Table 9.8: A19 / Wand Lane junction 2020 Base + Committed Development

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A19 (northern arm)	-	-	-	-
Wand Lane	0.082	0	0.040	0
A19 (southern arm)	0.025	0	0.063	0

2020 Base + Committed Development + Proposed Development

The modelling outputs suggest that the junction would continue to operate well within its design capacity, with a maximum RFC of 0.493 being forecast on the A19 Southern arm during the AM Peak (07:00 – 08:00). A summary of the capacity results for this junction for the 2020 Base + Committed Development + Proposed Development scenario is shown in **Table 9.9**. The full outputs of these assessments are attached as **Annex Q**.

Table 9.9: A19 / Wand Lane junction 2020 Base + Committed Development + Proposed Development

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A19 (northern arm)	-	-	-	-
Wand Lane	0.126	0	0.159	0
A19 (southern arm)	0.493	1	0.063	0

9.5 Wand Lane / Hensall Gate Entrance Priority Junction

The Wand Lane / Hensall Gate entrance junction is a simple three-arm priority junction located to the north east of Eggborough Power Station and will be used by construction workers to access the site.

2016 Base

The modelling outputs suggest that the existing junction operates well within its design capacity during both the AM and PM peak periods, with a maximum RFC of 0.018 being forecast on the Wand Lane Western arm during the AM Peak (07:00 – 08:00) as summarised in **Table 9.10** below. The full outputs of these assessments are attached as **Annex R**.

Table 9.10. Wand Lane / Hensall Gate entrance 2016 Base

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Wand Lane (eastern arm)	-	-	-	-
Hensall Gate entrance	0.003	0	0.016	0
Wand Lane (western arm)	0.018	0	0.002	0

2020 Base + Committed Development

Table 9.11 below summarises the predicted operation of the junction in the 2020 Base + Committed Development AM and PM peak scenarios and shows the junction is predicted to operate with 100% spare capacity. This is due to the removal of the traffic associated with the existing coal fired power station, which is due to cease operation by 2019 and therefore results in no turning movements in and out of the Hensall Gate Entrance.

Table 9.11: Wand Lane / Hensall Gate entrance 2020 Base + Committed Development

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Wand Lane (eastern arm)	-	-	-	-
Hensall Gate entrance	0.000	0	0.000	0
Wand Lane (western arm)	0.000	0	0.000	0

2020 Base + Committed Development + Proposed Development

The modelling outputs suggest that the junction would operate well within its design capacity, with a maximum RFC of 0.464 being forecast on the Wand Lane Western arm during the AM Peak (07:00 – 08:00). A summary of the capacity results for this junction for the 2020 Base + Committed Development + Proposed Development scenario is shown in **Table 9.12**. The full outputs of these assessments are attached as **Annex R**.

Table 9.12: Wand Lane / Hensall Gate entrance 2020 Base + Committed Development + Proposed Development

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Wand Lane (eastern arm)	-	-	-	-
Hensall Gate entrance	0.000	0	0.113	0
Wand Lane (western arm)	0.464	1	0.000	0

9.6 A19 / A63 Roundabout

The A19 / A63 junction is a large four-arm roundabout located to the north of Eggborough Power Station. The A19 forms both the northern and southern arms of the roundabout and runs in a north / south alignment, providing a single lane carriageway, which then flares to two lanes at the approach to the roundabout.

The A63 forms the eastern and western arms of the roundabout and runs in an east/west alignment. The A63 provides a single lane carriageway, which then flares to a two-lane, then further to a three-lane approach at the roundabout entry arms.

2016 Base

The modelling outputs suggest that the existing junction operates well within its design capacity during both the AM and PM peak periods, with a maximum RFC of 0.387 being forecast on the A63 eastern arm during the PM

Peak (17:00 – 18:00) as summarised in **Table 9.13** below. The full outputs of these assessments are attached as **Annex S**.

Table 9.13: A19 / A63 roundabout 2016 Base

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A19 (northern arm)	0.260	0	0.331	0
A63 (eastern arm)	0.285	0	0.387	0
A19 (southern arm)	0.169	0	0.249	0
A63 (western arm)	0.336	0	0.240	0

2020 Base + Committed Development

The modelling outputs suggest that the junction would continue to operate well within its design capacity, with a maximum RFC of 0.454 being forecast on the A63 eastern arm during the PM Peak (17:00 – 18:00). A summary of the capacity results for this junction for the 2020 Base + Committed Development scenario is shown in **Table 9.14**. The full outputs of these assessments are attached as **Annex S**.

Table 9.14: A19 / A63 roundabout 2020 Base + Committed Development

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A19 (northern arm)	0.329	0	0.355	0
A63 (eastern arm)	0.309	0	0.454	0
A19 (southern arm)	0.179	0	0.266	0
A63 (western arm)	0.372	0	0.269	0

2020 Base + Committed + Development

The modelling outputs suggest that the junction would operate well within its design capacity, with a maximum RFC of 0.467 being forecast on the A63 eastern arm during the PM Peak (17:00 – 18:00). A summary of the capacity results for this junction for the 2020 Base + Committed Development + Proposed Development scenario is shown in **Table 9.15**. The full outputs of these assessments are attached as **Annex S**.

Table 9.15: A19 / A63 roundabout 2020 Base + Committed Development + Proposed Development

Arm	AM (07:00-08:00)		PM (17:00-18:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A19 (northern arm)	0.337	0	0.356	0
A63 (eastern arm)	0.312	0	0.467	0
A19 (southern arm)	0.188	0	0.271	0
A63 (western arm)	0.383	0	0.271	0

9.7 Summary

The tables above show that each junction operates within capacity when committed development traffic and construction traffic associated with the Proposed Development are added. It is therefore considered that no off-site highway improvement works are required at any of the off-site junctions in order to accommodate construction traffic over what is a temporary time period. However to further mitigate the impact of construction traffic on the local highway network a Construction Worker Travel Plan will be implemented.

10. Gas Pipeline Construction

10.1 Overview

The gas connection is anticipated to be approximately 4.2 km long between the existing power station site at Hensall Gate entrance and the National Grid gas transmission network (Feeder 29) to the south-west of Burn in the vicinity of West Lane. The route begins at the northern end of the Proposed Power Plant site, leaving the existing power station site at Hensall Gate and passing across Wand Lane and north-east across agricultural fields before crossing under the River Aire at Eggborough Ings meander. It then crosses Millfield Road to the east of Chapel Haddlesey then the A19 to the east of Burn Lodge Farm, before crossing West Lane and connecting to Feeder 29. At the connection point to Feeder 29, a National Grid 'Above Ground Installation' (AGI) compound and an EPL AGI compound will be required.

The construction of the pipeline is planned from Month 22 of construction (Q4 2020) and will take approximately 12 months ending Month 34 of construction (Q4 2021). The construction works will be undertaken by a specialist pipeline installation company.

The general construction tasks that will be carried out are as follows:

- fence off works area;
- preparation of the working width – the standard working width will be 36 metres;
- trench excavation;
- trenchless techniques for major crossings – auger boring is most likely to be used to cross beneath the A19 and Horizontal Directional Drilling (HDD) is most likely to be used to cross beneath the River Aire;
- pipeline stringing and welding – lengths of pipeline are delivered to the working area from pipe storage compounds and welded together to form the pipeline;
- pipe installation – the pipe is lowered into the trench;
- testing – the pipe is pressure tested to check for leaks;
- backfilling – the trench is backfilled with the excavated material; and
- reinstatement and commission – the working width is cleared and topsoil re-laid.

10.2 Method of Working

The topsoil scraping and preliminary trench excavation will be done end to end and remain open until the entire pipeline is installed. Following excavation of the trench the pipeline will be strung along the length of the route end to end before being welded into circa 50 m long sections and lowered into the trench. The trench will then be backfilled with excavated material before continuing onto the next section. Once the pipeline is constructed and pressure tested, only then will the working width be cleared and topsoil re-instated.

For the purposes of this assessment the pipeline route is split into three distinct sections:

- Section 1 – between the existing power station and the River Aire;
- Section 2 – between the River Aire and the A19; and
- Section 3 – between the A19 and Feeder 29.

Temporary construction accesses will be required to all sections of the proposed pipeline route and these are outlined below:

- access point to Section 1 – from Wand Lane (north of the existing power station);
- access points to Section 2 – from Millfield Road (east of Chapel Haddlesey), from Fox Lane (via a new access), and from Whiting's Lane (a private farm access); and
- access points to Section 3 – from the A19 to the south of Burn Lodge Farm.

In terms of the AGI construction, access is proposed via West Lane through Burn village where the road is subject to a 30 mph speed limit as it passes residential properties, providing a two-lane carriageway width of

approximately 6 m. As West Lane leaves Burn village in a south-westerly direction, the national speed limit applies and the carriageway narrows to a single lane of approximately 3 m for 300 m as it passes Top House Farm to the west of Burn village. The carriageway then widens again to approximately 5 m as it crosses the East Coast Mainline via a railway bridge.

10.3 Proposed Pipeline Route Road Crossings

The pipeline has four road crossings and one crossing of the River Aire to the north of the existing power station site. The affected roads are listed below:

- Wand Lane (west of Hensall Gate entrance);
- Millfield Road (east of Chapel Haddlesey);
- A19 (north of Burn Lodge Farm); and
- West Lane.

Trenchless methods (most likely to be auger boring) are proposed for the crossing of the A19 to minimise the impact of the pipeline construction works. A trenchless method (most likely to be HDD) will also be used for the crossing of the River Aire and will involve the excavation of pits on either side and then drilling under the obstacle.

The construction methods at the three other road crossings will be similar to the method of construction for the majority of the pipeline which will include excavation of an open trench, lowering of the pipe into the trench and backfilling with the excavated material. This will require temporary road closures.

10.4 Construction Workforce

As set out in Section 4.2, at the peak of pipeline construction during Months 25 and 26 of the construction programme, the workforce is expected to total around 90 workers on-site each day. This peak total labour force will generally comprise three teams, with two teams of around 30 operatives engaged in construction of the gas pipeline and one team of around 30 operatives carrying out construction of the AGI. Construction activities will take place between the hours of 07:00 and 19:00 on Monday to Friday and between the hours of 07:00 and 13:00 on Saturdays. The construction workforce will arrive at one of the temporary construction compounds located along the Proposed Gas Connection corridor in the morning before being transferred to their work area, either along the 'working width' or via the road network in the vicinity of the route of the gas connection.

10.5 Delivery of Materials for Pipeline Construction

As set out in Section 4.2, materials required to carry out the construction of the gas pipeline will include:

- general construction materials (including temporary fencing);
- pipe sections; and
- consumable construction materials (including surfacing materials, drainage materials, welding consumables etc.).

General construction materials are likely to be delivered to site during the initial mobilisation period and removed from site during demobilisation. It is estimated that approximately 50 HGV trips would be required. Based on a two-week mobilisation period, this would equate to 5 HGV trips per day (10 HGV movements). A similar number of trips per day would be required during the demobilisation period.

The pipe sections and associated materials are likely to be delivered to site during the initial mobilisation period. Pipe dimensions will be 12 m long with a diameter of up to 1,000 mm. Weight restrictions result in three pipes per HGV. Based on the length of pipeline (approximately 4.2 km) this equates to 350 pipe sections. On the basis of this calculation it is estimated that 117 flat-bed HGVs would be required for pipe deliveries or 12 flat-bed deliveries per day.

The remaining consumable materials will all likely be delivered directly to the 'working width' as required over the construction period. The requirements for such materials will be limited to no more than 5 HGV trips per day.

The equipment required for construction will likely include dozers, excavators, pipeline benders, side boom, drainage machine and road sweeper. The majority of equipment required for construction of the gas pipeline will be delivered on a low loader during the initial mobilisation period. It is estimated that approximately 15 low loader deliveries would be required.

10.6 Delivery of Materials for AGI Construction

It is assumed that all materials and site equipment associated with the construction of the AGI would be delivered via West Lane over the course of two weeks in the first month of construction. This equates to the following HGV movements:

- 5 low loader deliveries – bringing in necessary machinery, plant and engineering equipment;
- 10 HGV deliveries – bringing in bricks, concrete, roof trusses etc.

This equates to an average of two HGV deliveries a day to the AGI site in the first month of construction. The machinery and plant would be removed at the end of the build programme again on three low-loaders.

10.7 Impacts on West Lane, Fox Lane and Millfield Road

To identify the impact of the gas pipeline construction on West Lane, Fox Lane and Millfield Road, 7-day Automatic Traffic Counts (ATCs) have been commissioned by AECOM undertaken between Friday 3rd March and Thursday 9th March 2017. Raw traffic data is provided in **Annex B**.

Baseline 24 hour annual average daily traffic (AADT) two-way link flows are provided in **Table 10.1** and reveal that baseline traffic flows on all three links are very low.

Table 10.1. 2017 Baseline Traffic Flows (24 hour AADT)

Link	Total Vehicles	Total HGVs
West Lane	326	4
Fox Lane	136	2
Millfield Road	901	11

It is anticipated that all three link roads will be used by construction worker vehicles during the year 2021. A traffic growth factor therefore needs to be applied to the baseline flows. Traffic growth factors for the Selby District have been obtained from TEMPRO Version 7 software for the Average Day. The local growth factor to be applied to the 2017 Base Flows based on a minor road type within a rural area is 1.0558.

Baseline 24 hour annual average daily traffic (AADT) two-way link flows for the year 2021 are provided in **Table 10.2**.

Table 10.2. 2021 Baseline Traffic Flows (24 hour AADT)

Link	Total Vehicles	Total HGVs
West Lane	344	4
Fox Lane	144	2
Millfield Road	951	12

To ensure a robust assessment of the likely impacts of pipeline construction traffic on all three link roads, it has been assumed that a maximum of 60 operatives engaged in pipeline construction would arrive and depart Fox Lane and Millfield Road per day (30 vehicle arrivals and departures). In addition it has been assumed that a maximum of 30 operatives engaged in AGI construction would arrive and depart via West Lane per day (15 vehicle arrivals and departures). In terms of HGV movements, it has been assumed that a maximum of 5 HGVs per day (10 HGV movements) delivering consumable construction materials are expected along Fox Lane and Millfield Road whilst 2 HGVs per day (4 HGV movements) are expected along West Lane delivering construction materials for the AGI.

Table 10.3 summarises the likely changes in link flows associated with pipeline construction for the assessment year 2021.

Table 10.3. 2021 Base + Proposed Development daily two-way traffic flows

Link	Baseline Flow		Construction Traffic		Percentage Increase	
	Total veh.	Total HGVs	Total veh.	Total HGVs	Total veh.	Total HGVs
West Lane	344	4	34	4	9.9%	100.0%
Fox Lane	144	2	70	10	48.6%	500.0%
Millfield Road	951	12	70	10	7.4%	83.3%

In summary, the link counts have revealed that baseline traffic flows on West Lane, Fox Lane and Millfield Road are very low. It has also been established above that flows associated with the construction of the pipeline and AGI are low in volume and temporary in nature and can be managed to further reduce the impact on the routes of access.

10.8 Impacts at West Lane, Fox Lane and Millfield Road Junctions with A19

This section describes the junction capacity assessments undertaken where West Lane, Fox Lane and Millfield Road meet the A19 in order to determine the level of impact during gas pipeline construction.

Baseline turning counts at each junction were undertaken on Wednesday 1st March 2017 between the hours of 06:00 and 10:00 and 16:00 and 20:00. Raw traffic data is provided in **Annex B**.

As set out in Section 10.4 above, the main traffic impacts on West Lane, Fox Lane and Millfield Road will occur when construction workers arrive at the pipeline compound during hour beginning 06:00 and again when they depart the compound during hour beginning 19:00. These hours have therefore been assessed as part of the junction modelling exercise. To ensure a robust assessment, it has been assumed that a maximum of 60 operatives engaged in pipeline construction would arrive and depart Fox Lane and Millfield Road per day (30 vehicle arrivals and departures). In addition it has been assumed that 30 operatives engaged in AGI construction would arrive and depart via West Lane per day (15 vehicle arrivals and departures).

The assignment of construction worker vehicles associated with the gas pipeline and AGI construction has been based on the CCGT construction worker vehicle assignment (**Annex I**).

It is anticipated that all three link roads will be used by construction worker vehicles during the future year 2021. A traffic growth factor therefore needs to be applied to the baseline flow.

Traffic growth factors for the Selby District have been obtained from TEMPRO Version 7 software for the Weekday off-peak period (00:00 – 06:59 and 19:00 – 23:59). The local growth factor to be applied to the 2017 Base Flows based on a principal road type within a rural area is 1.0505.

Committed development flows along with construction traffic flows associated with the CCGT power station that would be travelling along the A19 have been included within the modelling assessments.

The modelling software package 'Junctions 8' has been used to assess the operation of all three junctions. The Junctions 8 software uses Ratio to Flow Capacity (RFC) to measure the capacity of the junction. As a general guide, a junction operating within a threshold of 0.85 is considered to operate within its design capacity. Values of 0.85 and 1 indicate that a junction has exceeded its design capacity but is still operating within its practical capacity. Once the RFC exceeds 1, the junction is considered to have exceeded its ultimate capacity and would fail to operate effectively.

A19 / Millfield Road

The A19 / Millfield Road junction is a four-arm priority crossroad junction located to the north-west of Eggborough Power Station.

The modelling outputs suggest that the junction would operate well within its design capacity in 2021 with development, with a maximum RFC of 0.094 being forecast on the Millfield Road Eastern arm during the PM Peak (19:00 – 20:00). A summary of the capacity results for this junction are shown in **Table 10.4**. The full outputs of these assessments are attached as **Annex T**.

Table 10.4. A19 / Millfield Road junction 20201 Base + Committed Development + CCGT Construction + Pipeline Construction

Arm	AM (06:00-07:00)		PM (19:00- 20:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Millfield Road (Eastern Arm)	0.067	0	0.097	0
A19 (Northern Arm)	0.008	0	0.019	0
Millfield Road (Western Arm)	0.040	0	0.050	0
A19 (Southern Arm)	0.078	0	0.026	0

A19 / Fox Lane

The A19 / Fox Lane junction is a three-arm priority crossroad junction located to the north-west of Eggborough Power Station.

The modelling outputs suggest that the junction would operate well within its design capacity in 2021 with development, with a maximum RFC of 0.081 being forecast on the Fox Lane arm during the PM Peak (19:00 – 20:00). A summary of the capacity results for this junction are shown in **Table 10.5**. The full outputs of these assessments are attached as **Annex U**.

Table 10.5. A19 / Fox Lane junction 2021 Base + Committed Development + CCGT Construction + Pipeline Construction

Arm	AM (06:00-07:00)		PM (19:00- 20:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Fox Lane	0.000	0	0.084	0
A19 (Southern Arm)	0.050	0	0.000	0

Given the narrow width of Fox Lane, it is proposed to temporarily widen the carriageway over the first 50 metres between the junction with the A19 and the proposed construction access located on the right hand bend. This will allow for two low loaders delivering plant machinery (i.e. the largest vehicle) to pass whilst also maintaining safety. It is proposed that the widening of Fox Lane would be a temporary measure with the road being fully re-instated to its previous layout in consultation with the local highway authority once works are complete. **Annex V** provides an outline design of the construction access and the proposed widening of Fox Lane.

Sight lines at the junction with the A19 are good in both directions. To further mitigate the impact of vehicles arriving and departing Fox Lane via the A19, it is proposed that advance warning signage is erected on the A19 to warn drivers of the construction access ahead and the potential for slow turning vehicles.

A19 / West Lane / Brick Kiln Lane

The A19 / West Lane / Brick Kiln Lane is a five-arm staggered crossroad junction located to the north-west of Eggborough Power Station in Burn village. As there are two entry points from West Lane onto the A19, two separate PICADY models have been built to take account of the West Lane northern and southern entry arms.

The modelling outputs are shown in **Tables 10.6** and **10.7** and show that the junction would operate well within its design capacity in 2021 with development. The full outputs of these assessments are attached as **Annex W**.

Table 10.6. A19 / Brick Kiln Lane / West Lane (Northern Entry Arm)

Arm	AM (06:00-07:00)		PM (19:00- 20:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
West Lane	0.000	0	0.013	0
A19 Southern Arm (Ahead / Right)	0.000	0	0.000	0
Brick Kiln Lane (Left)	0.000	0	0.000	0

Arm	AM (06:00-07:00)		PM (19:00- 20:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Brick Kiln Lane (Right)	0.000	0	0.000	0
A19 Northern Arm (Ahead / Right)	0.014	0	0.013	0

Table 10.7. A19 / Brick Kiln Lane / West Lane (Southern Entry Arm) 2021 Base + Committed Development + CCGT Construction + Pipeline Construction

Arm	AM (06:00-07:00)		PM (19:00- 20:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Brick Kiln Lane (Left)	0.000	0	0.000	0
Brick Kiln Lane (Right)	0.000	0	0.000	0
A19 Northern Arm (Ahead / Right)	0.000	0	0.000	0
West Lane	0.000	0	0.037	0
A19 Southern Arm (Ahead / Right)	0.000	0	0.000	0

Based on the modelling results summarised above it is clear that the levels of baseline plus construction traffic are at a level that will not lead to significant congestion or delay.

10.9 Impacts at Whiting's Lane Construction Access

Whilst Whiting's Lane is not public highway it does form a connection with the public highway where it meets the A19 opposite Burn Lodge Farm. However due to the very low vehicle flows associated with pipeline construction and the temporary nature of the access, no junction modelling is considered necessary.

Sight lines onto the A19 are good in either direction (see **Annex X**) however it is proposed that advance warning signage is erected in the highway verge to warn drivers of the construction access ahead and the potential for slow moving vehicles.

10.10 Impacts at Burn Lodge Farm Construction Access

It is proposed to provide a temporary construction access to the gas pipeline corridor to the south of Burn Lodge Farm. **Annex Y** provides an outline design of the construction access which is wide enough at entrance to allow for two low loaders delivering plant machinery (i.e. the largest vehicle) to pass safely. Full reinstatement to its previous use will take place once works are complete. Whilst the proposed access does not utilise public highway it does form a connection with the A19. However due to the very low vehicle flows associated with pipeline construction and the temporary nature of the access, no junction modelling is considered necessary.

Sight lines onto the A19 are good in either direction however it is proposed that advance warning signage is erected in the highway verge to warn drivers of the construction access ahead and the potential for slow moving vehicles.

10.11 Impacts at Millfield Road Construction Access

It is proposed to provide two temporary construction access points to the gas pipeline corridor to the north and south of Millfield Road. Once construction of the pipeline is completed, operational access points to the north and south of Millfield Road will be provided designed for occasional visits by private car / light goods vehicle.

Annex Z provides an outline design of the proposed construction and operational access points. The construction access is wide enough at the entrance to allow for two low loaders delivering plant machinery (i.e. the largest vehicle) to pass safely. Whilst the proposed access does not utilise public highway it does form a connection with Millfield Road. However due to the very low vehicle flows associated with pipeline construction and the temporary nature of construction, no junction modelling is considered necessary.

Sight lines onto Millfield Road are good in either direction however it is proposed that advance warning signage is erected in the highway verge to warn drivers of the construction access ahead and the potential for slow moving vehicles.

10.12 Impacts at Wand Lane Construction Access

It is proposed to provide two temporary construction access points to the gas pipeline corridor to the north of Wand Lane. The first access point will be provided at what is currently an existing field gate access located opposite the cooling towers 111 which will require widening at the entrance to allow for two low loaders delivering plant machinery (i.e. the largest vehicle) to pass safely. The second construction access point is proposed approximately 190 metres to the east opposite the Hensall Gate entrance.

It is proposed that a single operational access will be provided at the existing field gate entrance once the gas pipeline is constructed designed for occasional visits by private car / light goods vehicle.

Annex AA provides an outline design of the proposed construction and operational access points on Wand Lane. Whilst the proposed access points does not utilise the public highway, they do form a connection with Wand Lane. However due to the very low vehicle flows associated with pipeline construction and the temporary nature of construction, no junction modelling is considered necessary.

Sight lines onto Wand Lane are good in either direction at both access locations however it is proposed that advance warning signage is erected in the highway verge to warn drivers of the construction access ahead and the potential for slow moving vehicles.

10.13 Impacts on Public Right of Way

Two Public Rights of Way (PROW) will be impacted during the construction of the pipeline. This will result in temporary closures and disruption to leisure walkers in the local community.

Public footpath 35.27/1/1 is located to the north of the power station site and routes in a north westerly direction from Wand Lane to Chapel Haddlesey.

Public footpath 35.14/4/1 is a short section of bridleway known as Whiting's Lane located to the east of Burn Lodge Farm. The bridleway runs from the A19 in a easterly direction passing under the East Coast Mainline before heading in a northerly direction to Blossom Hill.

11. Measures to Minimise Impact of Development

A number of mitigation measures have been identified to minimise the impact of development on the surrounding road network during construction.

11.1 Construction Worker Travel Plan

A Travel Plan is a management tool designed to minimise the negative impact of travel and transport on the environment by reducing congestion and improving air quality.

The aim of the Construction Worker Travel Plan will be to identify measures and establish procedures to encourage construction workers to adopt modes of transport which reduce reliance on single occupancy private car use. Measures will include promoting car sharing and crew buses.

The Framework Construction Worker Travel Plan is provided in **Annex AB**.

11.2 Construction Traffic Management Plan

The contractor will be required to prepare a Construction Traffic Management Plan which will identify measures to control the routing and impact that HGVs will have on the local road network during construction. It is proposed that all construction HGVs will be required to arrive and depart the site towards the M62 avoiding the villages of Chapel Haddlesey and Burn (with the exception of a small number accessing the northern parts of the Proposed Gas Connection construction area). A programme of monitoring will be recommended to assess the effectiveness of the measures proposed.

The Framework Construction Traffic Management Plan is provided in **Annex AC**

12. Conclusion

This Transport Assessment has been prepared to support consultation prior to the submission of a Development Consent Order application for a new gas-fired power station which will be constructed within the existing boundary of Eggborough coal-fired power station on what is currently the coal stockyard. Gas will be supplied via a new pipeline connection to the existing National Grid gas transmission network to the north of the Site.

Network flows for the study area have been derived from traffic counts undertaken by a specialist traffic count company.

Growth rates for the Selby district have been obtained from TEMPRO software. The use of TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to base flows in order to estimate future year traffic flows.

Committed developments have been identified in the Selby area and incorporated into future year analysis.

A profile of construction generation throughout the 40 month construction programme has been produced and the peak month identified as Month 18. The typical daily profile within the peak month has been calculated based on experience at other major power station construction sites.

The assignment of traffic to the network has taken two forms. Firstly, HGV traffic has been assigned to the most direct route to the strategic network which is the M62 Junction 34 and the A19. The construction workers assignment has been based on the geographic split of population within a 30 minute drive-time of the construction site.

In order to identify the correct time period for junction capacity assessments, base flows were combined with committed development flows and construction development flows to determine which hour in the peak periods displayed the highest combined flows. This identified the peak hours for assessment to be 07:00 – 08:00 hours and 17:00 – 18:00 hours.

Junction Capacity Assessments have been undertaken at five key junctions within the study area based on 80% of workers traveling to site by private car with an average occupancy of 2 workers per vehicle and 20% traveling to site by minibus with an average occupancy of 7 workers per vehicle. The modelling results show that all five junctions would operate within capacity without the need to undertake any off-site highway improvement works. However to mitigate the impact of construction traffic, a Construction Worker Travel Plan and Construction Traffic Management Plan will be implemented and will be in place throughout the construction period.

In summary it is concluded that the traffic and transportation impacts associated with the Proposed Development are temporary and relatively minor particularly when construction traffic mitigation measures are implemented and will therefore not result in severe highway capacity or safety problems.

13. References

Axis (April 2013) *Southmoor Energy Centre Transport Assessment*

Highways England Water Preferred Policy (2016) *Guidelines for the movement of abnormal indivisible loads*

Highways England Design Manual for Roads and Bridges (1995) *Geometric Design of Major / Minor Priority Junctions (Volume 6, Section 2, Part 6 TD42/95)*

Local Transport Projects (December 2015) *Proposed Manufacturing Facility A645 / Weeland Road, Eggborough Transport Assessment*

Optima (November 2016) *Redevelopment of Kellingley Colliery Proposed Commercial Development Transport Assessment*

SKM Colin Buchannan (2010) *Thorpe Marsh CCGT Power Station Transport Assessment*

SKM Colin Buchannan (June 2013) *Knottingley Power Project Transport Assessment*

ANNEX A

Project:	Eggborough CCGT Power Station	Job No/Ref:	60506766
Purpose:	Transport Assessment Scoping	Date held:	3rd November 2016
Held at:	AECOM Leeds Office	Made by:	Peter Firth
Present:	Paul Roberts (PR) – North Yorkshire County Council Highways Peter Firth (PF) – AECOM Jonathan Scott (JS) - AECOM	Distribution:	All Present plus: Kirsty Cobb – AECOM Project Manager Richard Lowe – AECOM Project Director

No.	Item	Action By
1.0	<p>Introductions</p> <p>All attendees introduced themselves and outlined their role at the meeting as follows:</p> <ul style="list-style-type: none"> - Paul Roberts – Highways Development Management officer for the Eggborough DCO application; - Peter Firth – transport and highways lead advisor on the Eggborough DCO application working on behalf of Eggborough Power Ltd; - Jonathan Scott – transport team member preparing the Transport Assessment. 	
2.0	<p>Eggborough CCGT proposal</p> <p>JS provided a brief overview of the Eggborough CCGT proposal making the following key points:</p> <ul style="list-style-type: none"> - Submission of the DCO application is expected in Spring 2017; - A Transport Assessment Scoping Report was sent to PR at NYCC by e-mail dated 28th October 2016 in preparation for this meeting setting out the main parameters for assessment. 	
3.0	<p>Discussion of main assessment parameters</p> <p>The Transport Assessment Scoping Report was reviewed as follows:</p> <p><i>Trip Generation and Profile:</i></p> <ul style="list-style-type: none"> - General discussion on the derivation of workforce numbers and conversion to vehicle numbers based on experience elsewhere; - CCGT construction month 18 was identified as the peak month when 480 cars, 35 minibuses and 40 HGV's are forecast to be generated; - Gas pipeline construction is forecast to peak in months 23 and 24 when 45 workers vehicles and a small number of occasional HGV vehicles; - A daily profile of arrivals and departures shows a spread over the AM and PM peak periods with peaks in hours beginning 07:00 and 18:00; - These figures were accepted as a suitable basis for analysis. <p><i>Trip Distribution and Assignment:</i></p> <ul style="list-style-type: none"> - General discussion on the methodology adopted to calculate the distribution and assignment of trips; - Eight access routes have been identified and the assignment of traffic made to these based on the likely origin of construction worker trips from either permanently resident address or temporary accommodation address; 	

	<ul style="list-style-type: none"> - All HGV trips are assigned along the A19 to/from M62 J34; - These figures were accepted as a suitable basis for analysis; - The assignment of gas pipeline trips, particularly HGV trips, through Burn was identified by PR as a sensitive issue which will need careful analysis and mitigation in the TA. <p><i>Study Area:</i></p> <ul style="list-style-type: none"> - The links and junctions to be covered by analysis were discussed and agreed and correspond with baseline data collection locations which were previously discussed and agreed with PR; - Growth factors to the assessment year based on TEMPRO and the NTEM are to be applied to the base counts. <p><i>Road Safety Assessment:</i></p> <ul style="list-style-type: none"> - The area suggested for the safety assessment which comprises the A19 from its A63 junction down to M62 J34 was discussed and agreed; - PR advised that collision data should be obtained from road.safety@northyorks.gov.uk <p><i>Committed Development:</i></p> <ul style="list-style-type: none"> - In addition to the developments listed in the TA Scoping Report, PR advised that a development currently underway at the nearby glass factory is relevant but will be substantially complete by the time Eggborough CCGT gets to site; - No other developments were identified. <p><i>Junction Modelling:</i></p> <ul style="list-style-type: none"> - The junctions identified for modelling were reviewed and agreed; - PR highlighted that there may be some additional locations that need modelling associated with the gas pipeline construction. 	<p>AECOM</p>
<p>4.0</p>	<p>Additional advice and requirements from North Yorkshire County Council</p> <p>The following points were raised by North Yorkshire County Council Highways for consideration during the assessment of the scheme and for inclusion in the TA where necessary:</p> <ul style="list-style-type: none"> - PR noted that the recently consented Knottingley CCGT proposal was required to undertake a review and renewal of white line road markings along the A645 Weeland Road and at the A645 / A19 roundabout junction; - PR requested that the TA set out the workforce and shift times of the CCGT once operational but advised that junction modelling will not be required; - PR advised that a Construction Traffic Management Plan (CTMP) is likely to be the main mitigation measure. This will need to be scoped in due course and PR expects that it will be addressed as part of the Statement of Common Ground. 	<p>AECOM</p> <p>AECOM</p>
<p>5.0</p>	<p>AOB</p> <p>None.</p>	

Project:	Eggborough CCGT Power Station	Job No/Ref:	60506766
Purpose:	Transport Assessment Scoping	Date held:	4th November 2016
Held at:	AECOM Leeds Office	Made by:	Peter Firth
Present:	Simon Jones (SJ) – Highways England Peter Firth (PF) – AECOM Jonathan Scott (JS) - AECOM	Distribution:	All Present plus: Kirsty Cobb – AECOM Project Manager Richard Lowe – AECOM Project Director

No.	Item	Action By																								
1.0	<p>Introductions</p> <p>All attendees introduced themselves and outlined their role at the meeting as follows:</p> <ul style="list-style-type: none"> - Simon Jones – main point of contact at Highways England for the Eggborough DCO application; - Peter Firth – transport and highways lead advisor on the Eggborough DCO application working on behalf of Eggborough Power Ltd; - Jonathan Scott – transport team member preparing the Transport Assessment. 																									
2.0	<p>Eggborough CCGT proposal</p> <p>JS provided a brief overview of the Eggborough CCGT proposal making the following key points:</p> <ul style="list-style-type: none"> - Submission of the DCO application is expected in Spring 2017; - A Transport Assessment Scoping Report was sent to SJ of Highways England by e-mail dated 28th October 2016 in preparation for this meeting setting out the main parameters for assessment; - A high level review of the Transport Assessment Scoping Report was provided by SJ of Highways England by e-mail dated 3rd November 2016 which provides the Highway England position as summarised below: <table border="1"> <thead> <tr> <th>Element</th> <th>Comment</th> <th>Agreement status</th> </tr> </thead> <tbody> <tr> <td>Trip generation</td> <td>Some elements of clarity would be welcome in relation to HGV movements and any abnormal loads.</td> <td>Agreement is subject to further information.</td> </tr> <tr> <td>Trip distribution / assignment</td> <td>Some clarification required in relation to routing of specific elements of the distribution.</td> <td>Agreement is subject to further information.</td> </tr> <tr> <td>Study area</td> <td>M62 Junction 34 is included.</td> <td>Agreed</td> </tr> <tr> <td>Traffic growth</td> <td>Approach is reasonable.</td> <td>Agreed</td> </tr> <tr> <td>Committed developments</td> <td>Final agreement to committed developments subject to information from Local Planning Authorities.</td> <td>Agreement is subject to further information.</td> </tr> <tr> <td>Junctions to be modelled</td> <td>M62 Junction 34 is included.</td> <td>Agreed</td> </tr> <tr> <td>Identification</td> <td>Approach is reasonable.</td> <td>Agreed</td> </tr> </tbody> </table>	Element	Comment	Agreement status	Trip generation	Some elements of clarity would be welcome in relation to HGV movements and any abnormal loads.	Agreement is subject to further information.	Trip distribution / assignment	Some clarification required in relation to routing of specific elements of the distribution.	Agreement is subject to further information.	Study area	M62 Junction 34 is included.	Agreed	Traffic growth	Approach is reasonable.	Agreed	Committed developments	Final agreement to committed developments subject to information from Local Planning Authorities.	Agreement is subject to further information.	Junctions to be modelled	M62 Junction 34 is included.	Agreed	Identification	Approach is reasonable.	Agreed	
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Junctions to be modelled	M62 Junction 34 is included.	Agreed																								
Identification	Approach is reasonable.	Agreed																								

of peak hours			
Road safety assessment	To ensure appropriate consideration of slip interaction with mainline, study area should be extended.	Recommended study area (slightly) expanded.	
3.0	<p>Discussion of points where further information is required</p> <p>Of the eight points identified in the above summary, four are agreed on the basis set out in the Transport Assessment Scoping Report and four were discussed further in the meeting as below:</p> <p><i>Trip Generation:</i></p> <ul style="list-style-type: none"> - The issue lies solely with HGV and abnormal load generations during construction of both the power station and the gas pipeline. SJ requested that we benchmark against similar recent power projects that have successfully gone through the DCO process and adjust our figures as necessary. - SJ requested that a schedule of abnormal loads associated with the power station and gas pipeline construction is presented in the TA with dimensions. <p><i>Trip Distribution and Assignment:</i></p> <ul style="list-style-type: none"> - A discussion was held about the journey origin of locally resident construction workers versus those who are not resident but who will stay in temporary accommodation throughout the working week and the effect this will have on the distribution and assignment of trips. SJ requested a detailed analysis be included within the TA. - AECOM agreed to the slight amendment of the assignment of trips as set out in the Highways England e-mail dated 3rd November 2016. <p><i>Committed Developments:</i></p> <ul style="list-style-type: none"> - PSF explained that a long list of committed developments has been advised by North Yorkshire County Council and Selby District Council as part of the EIA Scoping process. AECOM will consider each in terms of traffic generation effects within the study area and incorporate flows where required. This will be fully documented in the TA. <p><i>Road Safety Assessment:</i></p> <ul style="list-style-type: none"> - SJ requested that the road safety study area be extended slightly to include the interaction between the M62 junction 34 main line and the on and off slip roads. AECOM agreed to this amendment. 		<p>AECOM</p> <p>AECOM</p> <p>AECOM</p> <p>AECOM</p> <p>AECOM</p> <p>AECOM</p>

4.0	<p>Additional advice and requirements from Highways England</p> <p>The following points were raised by Highways England for consideration during the assessment of the scheme and for inclusion in the TA where necessary:</p> <ul style="list-style-type: none"> - SJ reported that he has received some contact from the local community on this proposal and advised that Transport will be an important issue at any community engagement event and that AECOM need to be prepared to answer questions on traffic impact and proposed mitigation; - SJ requires an assessment of abnormal load deliveries – specifically swept path analysis of movements expected at M62 Junction 34; - SJ requested that a Construction Traffic Management Plan (CTMP) is likely to be the main mitigation measure. This will need to be scoped in due course and will be required as part of the DCO application material; - SJ advised that a monitoring strategy during construction will be required. This will need to be scoped in due course and will be required as part of the DCO application material. 	<p>AECOM</p> <p>AECOM</p> <p>AECOM</p> <p>AECOM</p>
5.0	<p>AOB None.</p>	

ANNEX B

ATC 1: A19 (North of M62)

TSP Class Profile All Days 15 Mins

Report Id - CustomList-544

Site Name - SELBY-001

Description - A19 BRIDGE [60M]

Direction - North

18 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	10	0	7	0	0	0	0	0	0	2	1	
0015	7	0	4	0	0	0	0	0	0	1	2	
0030	14	0	11	0	1	0	0	0	0	1	1	
0045	5	0	3	0	0	0	0	0	0	0	2	
0100	6	0	3	0	1	0	0	0	1	1	0	
0115	3	0	2	0	1	0	0	0	0	0	0	
0130	5	0	3	0	1	0	0	0	0	0	1	
0145	9	0	5	0	1	0	0	0	2	0	1	
0200	5	0	3	0	0	0	0	0	0	0	2	
0215	4	0	2	0	0	0	0	0	1	0	1	
0230	3	0	2	0	1	0	0	0	0	0	0	
0245	7	0	4	0	1	0	0	0	0	1	1	
0300	4	0	2	0	1	0	0	0	0	0	1	
0315	8	0	4	0	0	0	0	0	1	0	3	
0330	3	0	3	0	0	0	0	0	0	0	0	
0345	7	0	5	0	1	0	0	0	0	0	1	
0400	8	0	7	0	1	0	0	0	0	0	0	
0415	10	0	7	0	0	1	0	0	0	0	2	
0430	14	0	9	0	0	0	0	0	1	1	3	
0445	16	0	12	0	1	0	0	0	1	1	1	
0500	24	0	19	0	2	0	0	0	0	2	1	
0515	50	0	49	0	0	0	0	0	0	1	0	
0530	43	0	37	0	2	0	0	0	0	1	3	
0545	59	0	42	0	6	1	0	0	0	4	6	
0600	78	0	58	0	4	0	0	1	3	5	7	
0615	74	0	57	0	8	0	0	0	1	2	6	
0630	108	0	89	1	7	0	0	0	2	2	7	
0645	150	0	115	4	14	1	1	0	2	4	9	
0700	122	1	88	1	18	0	3	0	0	4	7	
0715	150	1	113	1	19	2	2	0	2	3	7	
0730	151	1	114	3	16	1	4	0	0	6	6	
0745	197	0	163	3	13	4	4	0	1	5	4	
0800	218	2	180	6	16	2	3	0	3	4	2	
0815	162	0	132	2	16	3	3	0	0	2	4	
0830	161	0	137	1	16	1	1	1	0	1	3	
0845	129	0	103	1	10	0	1	0	1	2	11	
0900	115	1	83	3	10	0	3	0	1	1	13	
0915	99	0	72	0	13	1	3	0	2	3	5	
0930	88	0	62	0	12	1	2	0	1	7	3	
0945	98	3	68	3	9	3	4	0	2	4	2	
1000	86	0	52	0	11	0	5	0	1	6	11	
1015	81	1	53	0	5	3	4	0	1	7	7	
1030	86	0	61	2	11	0	2	0	0	4	6	
1045	87	0	59	0	10	3	4	0	1	4	6	
1100	82	0	59	3	7	0	1	1	1	3	7	

1115	74	0	51	0	8	1	2	0	0	5	7
1130	101	1	66	3	10	1	3	0	2	5	10
1145	92	0	61	1	15	1	2	0	3	5	4
1200	70	0	48	0	11	1	0	0	3	4	3
1215	93	3	55	1	13	0	0	0	2	9	10
1230	82	0	58	1	10	0	3	0	0	5	5
1245	99	2	60	4	14	1	6	0	3	2	7
1300	100	0	64	2	11	1	0	0	3	8	11
1315	93	1	70	0	6	1	5	0	1	4	5
1330	91	1	62	2	4	1	3	1	3	5	9
1345	96	0	69	0	13	0	4	0	0	8	2
1400	87	0	64	1	7	0	3	0	1	3	8
1415	116	3	77	4	14	0	2	0	5	5	6
1430	109	0	79	0	8	2	2	0	2	7	9
1445	123	0	98	0	11	1	1	0	1	4	7
1500	123	0	96	5	8	1	1	0	0	5	7
1515	110	0	82	2	13	1	3	0	3	4	2
1530	101	0	73	0	16	0	1	0	3	3	5
1545	107	0	89	1	5	0	2	0	1	5	4
1600	118	3	90	1	10	0	3	1	0	4	6
1615	149	0	132	2	6	0	4	1	2	0	2
1630	164	0	138	0	9	0	2	0	2	6	7
1645	176	0	146	2	9	0	3	0	1	9	6
1700	199	1	168	2	10	0	0	0	0	9	9
1715	183	1	165	1	3	0	0	0	0	6	7
1730	192	1	165	2	14	0	0	0	0	5	5
1745	161	0	148	2	5	0	0	0	1	4	1
1800	132	1	123	0	3	0	0	0	2	1	2
1815	142	0	130	1	3	0	0	0	1	2	5
1830	117	0	107	0	5	0	0	0	0	1	4
1845	91	0	84	0	1	0	0	0	0	2	4
1900	87	0	81	0	3	0	0	0	1	1	1
1915	74	0	62	0	1	0	0	1	1	6	3
1930	72	0	59	1	5	0	0	0	0	1	6
1945	51	0	45	0	4	0	0	0	0	1	1
2000	46	0	41	1	2	0	0	0	0	0	2
2015	42	0	37	1	4	0	0	0	0	0	0
2030	42	0	36	0	3	0	0	0	0	1	2
2045	29	0	21	0	4	0	0	0	0	1	3
2100	51	0	42	1	2	0	0	0	0	4	2
2115	34	0	33	0	0	0	0	0	0	1	0
2130	41	0	40	0	1	0	0	0	0	0	0
2145	40	0	35	0	3	0	1	0	0	0	1
2200	40	0	35	0	2	0	0	0	0	2	1
2215	52	0	46	0	1	0	0	0	0	3	2
2230	20	0	19	0	1	0	0	0	0	0	0
2245	28	0	25	0	1	0	0	0	0	1	1
2300	24	0	23	0	0	0	0	0	0	1	0
2315	25	0	23	0	0	0	0	0	1	1	0
2330	10	0	6	0	2	0	0	0	1	0	1
2345	16	0	12	0	0	0	0	0	0	0	4
07-19	5803	28	4517	69	487	37	104	5	62	211	283
06-22	6822	28	5368	78	552	38	106	7	72	240	333
06-00	7037	28	5557	78	559	38	106	7	74	248	342
00-00	7361	28	5802	78	580	40	106	7	81	264	375

19 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	12	0	11	0	0	0	0	0	0	0	1	
0015	14	1	10	0	1	0	0	0	0	2	0	
0030	11	0	9	0	0	0	0	0	0	1	1	
0045	3	0	2	0	0	0	0	0	0	0	1	
0100	6	0	1	0	1	0	0	0	1	3	0	
0115	5	0	3	0	0	0	0	0	1	1	0	
0130	9	0	4	0	0	0	0	0	0	1	4	
0145	1	0	0	0	1	0	0	0	0	0	0	
0200	7	0	4	1	0	0	0	0	2	0	0	
0215	5	0	3	0	0	0	0	0	1	1	0	
0230	1	0	0	0	1	0	0	0	0	0	0	
0245	4	0	3	0	1	0	0	0	0	0	0	
0300	9	0	4	0	1	0	0	0	0	2	2	
0315	7	0	6	0	0	0	0	0	0	1	0	
0330	7	0	4	0	2	0	0	0	0	1	0	
0345	10	0	6	0	2	0	1	0	0	0	1	
0400	9	0	6	0	1	0	0	0	1	0	1	
0415	9	0	8	0	0	1	0	0	0	0	0	
0430	12	0	9	0	0	0	0	0	1	1	1	
0445	13	0	11	0	1	0	0	0	0	1	0	
0500	23	0	13	1	2	0	1	0	0	3	3	
0515	44	0	37	0	0	1	0	0	0	1	5	
0530	44	1	34	0	3	0	0	0	0	1	5	
0545	63	0	48	1	2	1	0	0	1	1	9	
0600	59	0	43	1	4	0	0	0	3	2	6	
0615	88	1	65	0	13	0	1	0	0	4	4	
0630	109	1	90	2	9	0	2	0	0	1	4	
0645	114	1	86	2	17	0	2	1	1	0	4	
0700	130	1	97	0	14	0	5	0	2	6	5	
0715	150	0	117	4	16	0	2	0	3	1	7	
0730	175	0	134	3	22	1	2	1	2	2	8	
0745	188	1	145	4	21	0	5	0	0	4	8	
0800	213	6	166	4	13	2	3	0	3	6	10	
0815	147	0	118	2	13	2	2	0	0	7	3	
0830	147	0	119	3	15	0	3	0	4	2	1	
0845	152	0	115	3	14	0	3	0	1	5	11	
0900	153	0	93	6	31	1	3	0	2	9	8	
0915	104	0	79	2	10	0	0	0	1	6	6	
0930	102	0	68	1	15	1	0	0	1	10	6	
0945	101	0	74	1	11	0	3	0	1	7	4	
1000	90	1	64	6	6	2	5	0	0	3	3	
1015	91	0	60	1	14	2	2	0	0	6	6	
1030	88	0	52	4	12	3	4	0	0	9	4	
1045	97	0	65	5	10	1	1	0	1	9	5	
1100	85	0	51	1	7	2	1	0	3	12	8	
1115	98	2	66	1	11	1	1	1	1	7	7	
1130	87	0	58	6	4	1	3	0	1	7	7	
1145	86	0	68	1	4	1	1	0	0	6	5	
1200	101	2	72	1	13	0	2	0	2	5	4	
1215	90	1	59	3	9	2	4	0	0	4	8	
1230	81	0	61	2	5	0	3	0	0	6	4	
1245	94	3	66	2	11	1	1	0	2	4	4	
1300	93	3	67	0	9	0	3	0	0	6	5	
1315	98	1	62	1	14	1	3	0	3	8	5	
1330	99	0	67	1	10	2	6	0	1	4	8	
1345	78	0	59	2	2	0	4	0	1	4	6	

0200	6	0	2	0	1	0	0	0	1	1	1
0215	3	0	1	0	0	0	0	0	1	0	1
0230	7	0	6	0	1	0	0	0	0	0	0
0245	4	0	2	0	2	0	0	0	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0
0315	6	0	5	0	1	0	0	0	0	0	0
0330	8	0	7	0	0	0	0	0	0	0	1
0345	8	0	6	0	1	0	0	0	0	1	0
0400	6	0	3	0	2	0	0	0	0	0	1
0415	11	0	6	0	1	1	0	0	0	3	0
0430	14	1	8	0	2	0	0	0	1	0	2
0445	18	0	14	0	0	0	0	0	0	1	3
0500	15	0	12	0	0	0	0	0	2	0	1
0515	43	0	37	0	0	0	0	0	1	0	5
0530	49	0	37	1	3	0	0	0	1	4	3
0545	57	0	42	1	2	0	0	0	0	0	12
0600	70	0	56	0	6	0	0	0	0	3	5
0615	73	0	54	1	5	0	0	0	0	4	9
0630	116	0	94	2	9	1	0	0	2	1	7
0645	151	1	107	0	22	1	1	1	0	3	15
0700	133	1	98	1	14	1	6	0	2	3	7
0715	158	1	124	3	16	0	4	0	1	3	6
0730	187	0	153	0	12	2	6	1	1	6	6
0745	189	5	156	4	15	0	1	0	0	3	5
0800	191	1	151	2	22	1	6	0	0	3	5
0815	189	1	160	2	9	1	1	1	1	5	8
0830	144	0	122	1	8	1	1	0	1	0	10
0845	161	0	127	1	18	1	2	0	1	3	8
0900	114	0	77	1	8	1	5	0	1	7	14
0915	98	0	70	0	9	0	3	0	0	6	10
0930	118	1	87	2	8	3	3	0	1	6	7
0945	90	1	62	2	10	2	3	0	1	5	4
1000	108	2	73	0	13	0	4	0	1	10	5
1015	100	1	65	1	15	0	5	0	2	5	6
1030	97	9	59	0	13	1	2	0	0	5	8
1045	75	0	55	0	7	1	2	0	1	5	4
1100	106	0	64	1	14	2	2	0	1	10	12
1115	81	1	50	1	8	0	4	0	3	6	8
1130	97	0	67	2	11	1	1	0	1	6	8
1145	90	1	62	1	9	4	2	0	1	6	4
1200	99	0	68	0	13	2	1	0	1	5	9
1215	108	4	70	3	8	1	3	1	1	6	11
1230	87	0	54	0	10	1	3	0	1	8	10
1245	93	2	62	2	8	1	5	0	3	8	2
1300	104	0	71	1	13	1	3	0	0	3	12
1315	93	2	61	0	10	1	2	0	3	7	7
1330	102	0	68	4	10	2	4	0	2	6	6
1345	90	2	61	5	8	2	3	0	2	4	3
1400	98	0	66	0	10	2	6	0	1	4	9
1415	93	1	65	1	10	1	4	0	0	4	7
1430	114	0	80	2	10	1	2	0	3	8	8
1445	122	0	95	2	7	1	2	0	2	5	8
1500	100	1	64	0	12	1	7	0	1	4	10
1515	124	3	99	0	4	0	4	0	0	9	5
1530	120	2	93	2	11	1	0	0	1	3	7
1545	152	0	114	2	12	2	2	0	2	11	7
1600	122	2	95	2	10	1	2	0	0	6	4
1615	152	0	130	2	12	0	1	0	0	5	2
1630	149	0	138	0	3	1	5	0	1	1	0

1645	190	0	166	1	11	0	2	0	1	4	5
1700	177	0	157	3	7	0	0	0	0	5	5
1715	193	2	179	2	4	0	0	0	1	1	4
1730	172	0	163	0	4	0	0	0	1	3	1
1745	159	0	145	0	7	0	1	0	0	3	3
1800	185	1	170	1	6	0	0	0	0	6	1
1815	128	0	115	2	4	0	1	0	2	3	1
1830	102	0	92	0	5	0	1	0	0	4	0
1845	117	1	104	1	7	1	0	0	0	2	1
1900	73	0	65	1	2	0	0	0	0	3	2
1915	70	0	61	0	3	0	0	0	1	1	4
1930	75	0	62	2	5	0	0	0	0	3	3
1945	51	1	40	0	2	0	0	0	0	3	5
2000	61	0	53	1	5	0	0	0	0	1	1
2015	54	0	51	0	0	0	0	0	0	2	1
2030	50	0	39	0	5	0	0	0	1	3	2
2045	40	0	33	0	3	0	0	0	1	2	1
2100	23	0	18	1	0	0	1	0	0	1	2
2115	37	0	33	0	2	0	0	0	0	1	1
2130	37	0	35	0	1	0	0	0	0	0	1
2145	28	0	24	0	1	0	0	0	0	1	2
2200	38	0	35	0	1	0	0	0	0	1	1
2215	27	0	24	0	1	0	0	0	0	1	1
2230	28	0	25	0	1	0	0	0	1	0	1
2245	23	0	23	0	0	0	0	0	0	0	0
2300	18	0	17	1	0	0	0	0	0	0	0
2315	20	0	18	0	0	0	0	0	0	2	0
2330	7	0	6	0	0	0	0	0	0	0	1
2345	16	0	13	0	1	0	0	0	0	1	1
07-19	6071	48	4727	63	475	45	127	3	49	241	293
06-22	7080	50	5552	71	546	47	129	4	54	273	354
06-00	7257	50	5713	72	550	47	129	4	55	278	359
00-00	7556	51	5930	74	572	48	129	4	65	291	392

21 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	6	0	4	0	2	0	0	0	0	0	0	0
0015	11	0	8	0	0	0	0	0	1	1	1	1
0030	8	0	6	0	0	0	0	0	1	0	1	1
0045	9	0	6	0	0	0	0	0	1	2	0	0
0100	7	0	3	0	1	0	0	0	0	0	3	3
0115	2	0	1	0	1	0	0	0	0	0	0	0
0130	7	0	4	0	1	0	0	0	0	2	0	0
0145	3	0	2	0	0	0	0	0	1	0	0	0
0200	6	0	5	0	0	0	0	0	0	1	0	0
0215	5	0	2	0	1	0	0	0	2	0	0	0
0230	5	0	3	0	0	0	0	0	0	2	0	0
0245	4	0	3	0	1	0	0	0	0	0	0	0
0300	7	0	4	0	2	0	0	0	0	0	1	1
0315	8	0	5	0	0	0	0	0	0	2	1	1
0330	6	0	6	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	3	0	1	0	0	0	0	0	2	2
0415	15	0	13	0	1	1	0	0	0	0	0	0
0430	15	1	7	0	0	0	0	0	2	2	3	3

0445	12	0	11	0	0	0	0	0	0	0	1
0500	28	0	27	0	1	0	0	0	0	0	0
0515	43	0	37	0	0	0	0	0	1	3	2
0530	52	0	40	0	3	0	0	0	0	4	5
0545	52	0	40	0	1	0	0	0	2	1	8
0600	57	0	46	0	4	0	0	0	0	3	4
0615	78	0	55	2	5	0	1	0	3	4	8
0630	84	0	64	1	7	0	1	1	1	2	7
0645	93	0	77	0	7	4	1	0	1	0	3
0700	167	0	126	3	11	4	8	0	2	4	9
0715	143	0	105	0	15	2	9	0	2	5	5
0730	173	0	128	1	30	1	0	0	2	4	7
0745	186	1	149	3	14	2	1	0	1	6	9
0800	168	1	135	3	15	0	2	0	0	7	5
0815	164	0	138	4	7	0	5	0	0	5	5
0830	144	1	113	2	12	1	5	0	1	4	5
0845	117	1	90	1	11	0	5	0	0	1	8
0900	105	0	71	0	14	0	2	0	6	7	5
0915	98	0	66	2	13	0	2	0	2	3	10
0930	106	2	67	0	13	0	3	0	0	10	11
0945	92	0	52	0	10	0	1	0	3	17	9
1000	100	0	68	2	10	1	3	0	1	7	8
1015	97	0	65	3	13	3	3	0	2	3	5
1030	117	0	81	1	14	1	2	0	2	6	10
1045	100	2	62	3	8	1	9	0	1	9	5
1100	100	2	65	5	9	1	3	0	1	5	9
1115	112	3	83	1	11	2	3	0	0	3	6
1130	91	1	59	0	16	1	0	0	0	7	7
1145	94	0	69	1	8	1	3	0	0	6	6
1200	104	1	73	1	11	1	2	0	1	8	6
1215	106	1	74	3	6	1	3	0	2	8	8
1230	96	2	58	1	15	1	2	0	4	6	7
1245	95	1	69	2	6	2	3	0	1	6	5
1300	103	0	79	2	5	0	4	0	3	7	3
1315	113	0	74	2	16	1	5	0	3	7	5
1330	131	0	101	0	13	1	3	0	3	7	3
1345	110	4	76	4	9	0	4	0	1	4	8
1400	110	1	78	2	8	1	3	0	3	7	7
1415	114	0	84	1	9	0	4	1	4	7	4
1430	116	0	88	0	16	0	3	0	0	3	6
1445	124	2	97	3	10	0	3	0	1	4	4
1500	121	0	92	1	13	1	4	0	2	5	3
1515	151	1	120	1	11	2	4	0	0	5	7
1530	156	0	132	5	9	1	1	0	0	3	5
1545	178	3	150	4	10	1	4	0	2	3	1
1600	164	1	138	2	8	1	5	0	1	5	3
1615	151	0	129	1	7	1	3	0	1	5	4
1630	163	0	140	5	7	0	2	0	0	2	7
1645	162	0	145	1	5	0	1	0	2	4	4
1700	175	0	162	2	6	0	1	0	0	2	2
1715	173	1	164	0	3	0	0	0	0	3	2
1730	147	2	140	0	2	1	0	0	1	0	1
1745	165	0	156	1	2	1	0	0	2	0	3
1800	144	1	136	1	4	0	0	0	0	0	2
1815	127	1	111	2	4	0	1	0	1	4	3
1830	97	0	89	2	3	0	0	0	1	1	1
1845	101	1	98	0	2	0	0	0	0	0	0
1900	84	0	79	0	2	0	0	0	1	1	1
1915	95	0	92	0	1	0	1	0	0	0	1

1930	72	0	68	1	1	0	0	0	1	1	0
1945	78	0	69	0	3	0	0	0	0	3	3
2000	60	0	49	0	3	1	0	0	0	3	4
2015	55	0	51	0	3	0	0	0	0	1	0
2030	42	0	40	0	0	0	0	0	0	1	1
2045	56	0	47	0	6	0	1	0	0	1	1
2100	50	1	42	1	1	0	0	0	0	3	2
2115	46	0	41	0	2	0	0	0	0	0	3
2130	41	0	34	0	2	0	0	0	0	2	3
2145	39	0	34	0	2	0	0	0	0	1	2
2200	34	0	30	0	3	0	0	0	0	0	1
2215	32	0	27	0	3	0	0	0	1	0	1
2230	21	0	20	0	0	0	0	0	0	0	1
2245	28	0	24	0	1	0	0	0	0	1	2
2300	21	0	18	0	0	1	0	0	0	0	2
2315	15	0	13	0	0	0	0	0	0	1	1
2330	15	0	14	0	1	0	0	0	0	0	0
2345	16	0	14	0	0	0	0	0	0	2	0
07-19	6171	37	4845	84	474	38	134	1	65	235	258
06-22	7201	38	5733	89	523	43	139	2	72	261	301
06-00	7383	38	5893	89	531	44	139	2	73	265	309
00-00	7700	39	6133	89	547	45	139	2	84	285	337

22 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	12	0	10	0	2	0	0	0	0	0	0	0
0015	15	0	13	0	1	0	0	0	1	0	0	0
0030	11	0	9	0	0	0	0	0	1	1	0	0
0045	8	0	8	0	0	0	0	0	0	0	0	0
0100	12	0	9	0	1	0	0	0	0	0	0	2
0115	7	0	5	0	0	0	1	0	0	0	0	1
0130	5	0	2	0	1	0	1	0	0	0	0	1
0145	3	0	3	0	0	0	0	0	0	0	0	0
0200	3	0	1	0	0	0	0	0	2	0	0	0
0215	8	0	8	0	0	0	0	0	0	0	0	0
0230	4	0	2	0	2	0	0	0	0	0	0	0
0245	4	0	2	0	0	0	0	0	0	0	0	2
0300	7	0	4	0	0	0	0	0	0	1	0	2
0315	7	0	5	0	1	0	0	0	0	0	0	1
0330	4	0	2	0	1	0	0	0	0	0	0	1
0345	2	0	1	0	0	0	0	0	0	1	0	0
0400	8	0	4	0	3	0	0	0	0	1	0	0
0415	5	0	4	0	0	1	0	0	0	0	0	0
0430	6	0	4	0	0	0	0	0	1	0	0	1
0445	8	0	5	0	0	0	0	0	0	1	0	2
0500	17	0	15	0	0	0	0	0	0	1	0	1
0515	29	0	26	0	1	0	0	0	0	1	0	1
0530	28	0	24	0	0	0	0	0	1	0	0	3
0545	24	0	19	0	1	0	1	1	1	1	0	0
0600	33	0	27	0	3	0	0	0	1	1	0	1
0615	42	0	33	1	5	0	0	0	0	0	0	3
0630	48	0	35	0	8	0	0	0	1	0	0	4
0645	55	0	31	2	14	0	1	0	2	1	0	4
0700	43	1	31	1	6	0	0	0	2	0	0	2
0715	40	0	30	0	7	0	0	0	0	1	0	2

2215	33	0	30	0	2	1	0	0	0	0	0	0
2230	29	0	27	0	1	0	0	0	0	0	0	1
2245	24	0	23	0	1	0	0	0	0	0	0	0
2300	22	0	22	0	0	0	0	0	0	0	0	0
2315	21	0	18	0	2	0	0	0	0	0	0	1
2330	19	0	17	0	2	0	0	0	0	0	0	0
2345	25	0	24	0	1	0	0	0	0	0	0	0
07-19	4041	41	3559	65	203	6	13	1	17	65	71	
06-22	4726	42	4176	69	240	7	14	1	21	70	86	
06-00	4928	42	4365	69	249	8	14	1	21	71	88	
00-00	5165	42	4550	69	263	9	17	2	28	79	106	

23 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	10	0	10	0	0	0	0	0	0	0	0	0
0015	15	0	12	0	2	0	0	0	0	0	0	1
0030	10	0	9	0	0	0	0	0	0	0	0	1
0045	16	0	15	0	1	0	0	0	0	0	0	0
0100	7	0	7	0	0	0	0	0	0	0	0	0
0115	6	0	6	0	0	0	0	0	0	0	0	0
0130	8	0	7	0	0	0	0	0	1	0	0	0
0145	4	0	4	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0
0215	5	0	5	0	0	0	0	0	0	0	0	0
0230	5	0	5	0	0	0	0	0	0	0	0	0
0245	7	0	6	1	0	0	0	0	0	0	0	0
0300	6	0	6	0	0	0	0	0	0	0	0	0
0315	3	0	3	0	0	0	0	0	0	0	0	0
0330	5	0	5	0	0	0	0	0	0	0	0	0
0345	5	0	4	0	0	0	0	0	0	1	0	0
0400	5	0	4	0	1	0	0	0	0	0	0	0
0415	3	0	3	0	0	0	0	0	0	0	0	0
0430	8	1	6	0	0	0	0	0	0	0	0	1
0445	5	0	2	0	2	0	0	0	0	0	0	1
0500	7	0	7	0	0	0	0	0	0	0	0	0
0515	11	0	10	0	0	0	0	0	0	1	0	0
0530	13	0	13	0	0	0	0	0	0	0	0	0
0545	17	0	15	0	1	0	0	0	0	1	0	0
0600	27	0	22	1	2	1	0	0	0	0	0	1
0615	28	0	21	0	3	0	0	0	1	1	1	2
0630	27	0	22	0	2	0	0	0	1	1	1	1
0645	24	1	20	0	3	0	0	0	0	0	0	0
0700	24	0	16	1	3	0	0	0	0	1	3	0
0715	29	0	27	0	2	0	0	0	0	0	0	0
0730	29	0	23	0	3	0	0	0	1	0	2	0
0745	35	0	28	1	2	0	0	0	0	1	3	0
0800	30	0	28	0	1	0	0	0	0	1	0	0
0815	30	0	27	0	3	0	0	0	0	0	0	0
0830	29	3	23	0	3	0	0	0	0	0	0	0
0845	26	0	25	0	0	0	0	0	0	0	0	1
0900	45	0	42	0	0	0	0	0	0	1	2	0
0915	58	0	53	1	2	0	0	0	0	1	1	1
0930	51	1	39	2	5	0	1	0	0	1	2	0
0945	90	5	77	1	3	0	0	0	1	0	3	0
1000	85	2	73	2	4	1	1	0	1	1	0	0

1015	76	1	69	0	3	0	0	0	0	3	0
1030	80	2	72	1	1	0	2	0	0	2	0
1045	93	4	82	0	4	0	0	0	1	1	1
1100	87	1	78	1	2	0	0	0	0	3	2
1115	91	1	84	1	2	0	0	0	0	2	1
1130	98	7	79	6	5	0	0	0	0	0	1
1145	78	0	71	1	3	0	0	0	0	1	2
1200	86	2	72	4	5	0	0	0	0	1	2
1215	100	1	93	2	1	0	0	0	0	2	1
1230	93	3	83	2	1	0	0	0	0	0	4
1245	96	2	88	4	2	0	0	0	0	0	0
1300	91	2	82	0	3	0	0	0	0	2	2
1315	86	1	81	1	1	0	0	0	0	1	1
1330	88	2	78	1	7	0	0	0	0	0	0
1345	99	4	89	0	3	0	0	0	1	0	2
1400	66	0	59	1	4	0	0	0	0	1	1
1415	93	0	86	2	3	0	0	0	1	0	1
1430	91	2	81	1	3	0	1	0	1	1	1
1445	93	1	81	2	2	0	0	0	0	3	4
1500	101	0	97	0	2	0	0	0	0	1	1
1515	89	2	81	1	2	0	0	0	0	2	1
1530	87	0	84	0	1	0	0	0	1	0	1
1545	81	1	78	1	1	0	0	0	0	0	0
1600	101	1	89	1	8	0	0	0	0	1	1
1615	96	1	90	3	1	0	0	0	1	0	0
1630	94	2	85	0	2	0	0	0	0	2	3
1645	91	0	82	1	4	0	0	0	1	1	2
1700	106	0	101	0	0	0	1	0	0	3	1
1715	79	0	75	0	1	0	0	0	0	0	3
1730	81	0	70	2	6	0	1	0	0	0	2
1745	81	0	78	0	1	0	0	0	0	2	0
1800	61	0	55	1	4	0	0	0	0	1	0
1815	69	1	66	0	1	0	0	0	0	0	1
1830	56	0	53	1	0	0	0	0	0	1	1
1845	53	0	51	0	1	0	0	0	0	0	1
1900	48	0	41	0	2	0	0	0	0	0	5
1915	43	0	43	0	0	0	0	0	0	0	0
1930	44	0	41	0	2	0	0	0	0	0	1
1945	44	0	39	0	4	0	0	0	0	1	0
2000	47	0	43	0	4	0	0	0	0	0	0
2015	40	0	37	1	2	0	0	0	0	0	0
2030	28	0	25	0	0	0	0	0	1	0	2
2045	34	0	31	0	0	0	0	0	0	0	3
2100	19	0	16	0	2	0	0	0	0	0	1
2115	31	0	29	0	1	0	0	0	0	0	1
2130	22	0	21	0	0	0	0	0	0	0	1
2145	26	0	25	1	0	0	0	0	0	0	0
2200	20	0	18	0	0	0	0	0	0	1	1
2215	23	0	16	0	3	0	0	0	0	1	3
2230	16	0	16	0	0	0	0	0	0	0	0
2245	16	0	14	0	0	0	0	0	0	2	0
2300	21	0	21	0	0	0	0	0	0	0	0
2315	9	0	8	0	1	0	0	0	0	0	0
2330	18	0	18	0	0	0	0	0	0	0	0
2345	12	0	11	0	1	0	0	0	0	0	0
07-19	3572	55	3224	49	121	1	7	0	10	44	61
06-22	4104	56	3700	52	148	2	7	0	13	47	79
06-00	4239	56	3822	52	153	2	7	0	13	51	83
00-00	4425	57	3991	53	160	2	7	0	14	54	87

24 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	14	0	11	0	0	0	0	0	0	3	0	
0015	6	0	5	0	0	0	0	0	0	0	0	1
0030	13	0	10	0	1	0	0	0	0	0	0	2
0045	6	0	5	0	1	0	0	0	0	0	0	0
0100	3	0	2	0	0	0	0	0	0	0	1	0
0115	4	0	3	0	0	0	0	0	0	0	1	0
0130	4	0	2	0	0	0	0	0	1	1	0	
0145	4	0	3	0	1	0	0	0	0	0	0	0
0200	7	0	2	0	0	0	0	0	1	2	2	
0215	4	0	4	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0
0315	6	0	4	0	0	0	0	0	1	1	0	
0330	6	0	4	0	1	1	0	0	0	0	0	0
0345	10	0	7	0	0	0	0	0	0	1	2	
0400	7	0	5	0	0	1	0	0	1	0	0	0
0415	11	0	8	0	2	0	0	0	0	0	0	1
0430	13	1	10	0	0	0	0	0	0	0	0	2
0445	13	0	10	0	0	0	0	0	1	1	1	
0500	29	0	26	0	1	0	0	0	1	0	1	
0515	48	1	41	0	1	0	0	0	0	1	4	
0530	53	0	41	0	6	0	0	0	0	1	5	
0545	64	0	51	0	1	1	0	0	1	4	6	
0600	58	0	42	0	4	1	0	1	1	4	5	
0615	88	1	66	1	8	1	2	0	2	0	7	
0630	107	0	81	1	14	1	2	0	1	6	1	
0645	118	0	85	0	14	1	5	0	2	6	5	
0700	117	0	84	1	12	1	4	0	1	5	9	
0715	142	2	105	2	13	0	6	0	0	3	11	
0730	187	3	138	2	22	3	5	0	3	5	6	
0745	155	1	125	0	14	2	2	0	1	7	3	
0800	164	1	140	2	11	1	3	0	0	2	4	
0815	161	0	117	2	25	2	2	0	0	2	11	
0830	131	0	94	2	18	2	2	0	2	4	7	
0845	145	1	106	3	13	1	4	0	1	5	11	
0900	98	0	70	2	14	0	4	0	1	3	4	
0915	101	0	71	0	18	1	3	0	1	4	3	
0930	98	1	72	2	9	1	1	1	2	5	4	
0945	80	2	55	1	8	0	2	0	2	7	3	
1000	96	0	59	2	13	1	1	0	1	9	10	
1015	110	1	73	2	11	2	3	0	0	11	7	
1030	109	0	82	2	5	1	2	0	2	6	9	
1045	85	0	63	2	9	1	0	2	0	4	4	
1100	89	2	56	4	11	3	3	0	3	5	2	
1115	94	0	69	1	7	1	3	0	0	8	5	
1130	84	0	64	2	8	2	2	0	0	5	1	
1145	97	0	65	3	11	0	2	0	0	6	10	
1200	91	0	55	3	15	1	5	0	1	6	5	
1215	95	0	75	0	3	2	1	0	1	6	7	
1230	76	0	50	3	9	1	3	0	1	7	2	
1245	115	1	78	0	14	2	0	0	0	12	8	

1300	95	0	67	1	15	0	3	0	1	4	4
1315	84	0	60	1	8	0	4	0	1	5	5
1330	86	0	55	2	10	0	0	0	2	6	11
1345	91	0	58	4	10	1	2	0	2	5	9
1400	90	0	63	1	8	2	1	0	2	7	6
1415	101	0	76	3	3	1	1	0	3	6	8
1430	111	0	80	1	9	0	6	0	0	9	6
1445	112	0	81	1	12	1	1	1	0	6	9
1500	102	3	75	1	7	0	2	1	3	4	6
1515	112	0	87	2	11	1	2	0	1	4	4
1530	109	0	89	0	6	1	3	0	1	6	3
1545	108	1	83	1	9	1	1	0	2	4	6
1600	148	0	124	0	9	1	1	0	1	5	7
1615	150	0	125	1	14	0	1	0	2	4	3
1630	153	0	130	1	10	0	1	0	1	5	5
1645	154	2	128	4	6	1	0	0	1	5	7
1700	190	0	174	1	8	0	0	0	3	3	1
1715	196	0	188	2	3	0	0	0	0	1	2
1730	178	2	163	0	6	0	0	0	1	4	2
1745	170	0	154	1	6	0	0	0	0	3	6
1800	154	0	140	3	2	0	0	0	2	5	2
1815	119	0	108	0	5	0	0	1	0	2	3
1830	99	0	92	2	1	0	0	0	0	1	3
1845	90	0	79	2	2	0	0	0	0	3	4
1900	82	0	73	1	4	0	0	0	1	2	1
1915	54	0	47	1	0	0	1	0	0	3	2
1930	63	0	53	0	3	0	0	0	0	2	5
1945	59	0	56	0	0	0	0	0	0	2	1
2000	47	0	46	0	0	0	0	0	0	0	1
2015	40	0	34	1	2	0	0	0	0	3	0
2030	36	0	30	1	4	0	0	0	0	1	0
2045	30	0	28	0	1	0	0	0	0	0	1
2100	37	0	32	0	0	0	0	0	0	3	2
2115	42	0	33	0	1	0	0	0	0	3	5
2130	33	0	30	0	2	0	0	0	0	0	1
2145	35	0	29	0	1	0	0	0	1	2	2
2200	29	0	24	0	2	0	1	0	0	0	2
2215	20	0	18	0	0	0	0	0	1	0	1
2230	21	1	17	0	0	0	0	0	0	1	2
2245	19	0	15	0	1	0	0	0	0	0	3
2300	20	0	17	0	1	0	0	0	0	1	1
2315	11	0	7	0	0	0	0	0	3	1	0
2330	7	0	7	0	0	0	0	0	0	0	0
2345	7	0	6	0	0	0	0	0	0	1	0
07-19	5722	23	4445	78	473	41	92	6	52	244	268
06-22	6651	24	5210	84	531	45	102	7	60	281	307
06-00	6785	25	5321	84	535	45	103	7	64	285	316
00-00	7117	27	5582	84	550	48	103	7	71	302	343

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	46747	280	37825	548	3256	229	625	26	413	1556	1989	

TSP Class Profile All Days 15 Mins

Report Id - CustomList-544

Site Name - SELBY-001

Description - A19 BRIDGE [60M]

Direction - South

18 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	6	0	4	0	0	0	0	0	0	2	0	
0015	6	0	5	0	0	0	0	0	0	0	0	1
0030	4	0	1	0	0	0	0	0	0	1	2	
0045	7	0	5	0	0	0	0	0	0	1	1	
0100	5	0	4	0	0	0	0	0	0	0	0	1
0115	5	0	3	0	0	0	0	0	1	1	0	
0130	2	0	1	0	0	0	0	1	0	0	0	
0145	3	0	2	0	1	0	0	0	0	0	0	
0200	7	0	5	0	0	0	0	0	2	0	0	
0215	5	0	3	0	0	0	0	0	1	0	1	
0230	3	0	2	0	1	0	0	0	0	0	0	
0245	11	1	5	0	1	0	0	0	0	1	3	
0300	1	0	1	0	0	0	0	0	0	0	0	
0315	8	0	8	0	0	0	0	0	0	0	0	
0330	4	0	2	0	2	0	0	0	0	0	0	
0345	10	0	5	0	2	0	0	0	0	1	2	
0400	14	0	10	0	3	0	0	0	0	0	1	
0415	11	0	9	0	2	0	0	0	0	0	0	
0430	14	0	11	0	0	0	0	0	0	0	3	
0445	27	0	21	0	1	0	0	0	0	1	4	
0500	29	1	20	0	1	1	0	0	0	4	2	
0515	44	0	35	0	5	0	0	0	0	2	2	
0530	60	0	51	1	3	1	0	0	1	1	2	
0545	59	0	50	0	5	1	1	0	0	1	1	
0600	92	0	73	0	7	1	4	0	1	3	3	
0615	142	0	125	0	7	1	1	1	0	4	3	
0630	165	0	147	0	8	0	0	0	1	5	4	
0645	174	1	152	0	12	0	2	0	1	3	3	
0700	173	0	161	0	7	0	0	0	1	2	2	
0715	184	0	174	0	6	0	1	0	0	1	2	
0730	201	0	179	5	7	2	2	0	1	2	3	
0745	193	0	177	0	8	2	1	0	0	2	3	
0800	206	0	189	0	8	0	1	0	4	2	2	
0815	188	0	167	0	12	1	2	1	0	3	2	
0830	181	0	162	0	9	0	4	0	1	3	2	
0845	136	0	114	1	12	1	3	0	2	2	1	
0900	140	0	115	0	17	1	1	0	0	3	3	
0915	109	1	84	4	13	0	2	0	0	2	3	
0930	91	0	65	1	9	0	2	1	2	5	6	
0945	107	0	92	0	5	0	3	0	0	3	4	
1000	77	0	55	0	8	1	3	0	2	3	5	
1015	101	0	75	0	16	0	1	0	3	4	2	
1030	110	0	81	1	13	2	2	0	1	4	6	
1045	97	0	74	1	12	1	3	0	2	2	2	
1100	79	1	50	1	9	1	3	0	0	6	8	

1115	92	2	56	1	15	2	3	0	2	7	4
1130	92	0	61	3	10	2	1	0	0	2	13
1145	93	1	62	2	18	2	2	0	0	3	3
1200	94	1	63	0	15	2	2	0	1	5	5
1215	101	0	73	1	8	2	3	0	2	6	6
1230	95	0	65	0	14	1	1	0	1	3	10
1245	65	0	40	0	9	2	2	0	1	3	8
1300	101	1	69	2	18	1	1	0	0	5	4
1315	90	0	64	0	9	0	5	0	0	4	8
1330	109	0	79	0	13	1	2	0	3	5	6
1345	104	1	78	1	12	0	2	1	1	4	4
1400	117	3	87	1	10	2	3	0	1	4	6
1415	98	0	72	2	13	0	0	0	2	4	5
1430	100	0	80	2	9	0	3	0	2	2	2
1445	129	1	100	0	21	0	1	0	0	3	3
1500	148	1	120	1	11	3	5	0	1	2	4
1515	130	0	92	1	18	2	1	1	3	3	9
1530	147	0	123	1	11	0	1	0	3	3	5
1545	129	0	105	0	14	0	0	0	3	5	2
1600	177	0	143	1	25	0	0	0	1	2	5
1615	164	0	128	0	15	2	3	0	1	4	11
1630	171	0	143	1	17	0	0	0	1	1	8
1645	158	0	138	0	5	1	1	0	1	4	8
1700	186	0	172	1	9	0	0	0	1	1	2
1715	174	0	157	1	9	0	1	0	2	3	1
1730	159	1	144	0	7	1	0	0	1	1	4
1745	164	0	147	0	10	1	0	0	0	1	5
1800	149	0	132	0	11	0	1	0	1	3	1
1815	137	0	125	0	7	1	0	0	0	1	3
1830	98	0	94	0	2	0	0	0	0	1	1
1845	72	0	61	0	7	0	0	0	0	2	2
1900	77	0	70	0	4	0	0	0	0	2	1
1915	49	0	41	0	6	0	0	0	1	0	1
1930	55	1	52	0	0	0	0	0	0	0	2
1945	45	0	38	0	5	0	0	0	1	0	1
2000	34	1	28	0	3	0	0	0	0	1	1
2015	33	0	23	2	5	0	0	0	0	0	3
2030	23	0	22	0	1	0	0	0	0	0	0
2045	35	0	28	0	5	0	0	0	1	0	1
2100	20	0	18	0	1	0	1	0	0	0	0
2115	29	1	26	0	1	0	0	0	1	0	0
2130	18	0	16	0	2	0	0	0	0	0	0
2145	20	1	19	0	0	0	0	0	0	0	0
2200	37	0	34	0	2	0	0	0	0	0	1
2215	27	0	24	0	2	0	0	0	0	1	0
2230	14	0	12	0	1	0	0	0	0	0	1
2245	21	0	18	0	0	0	0	0	1	0	2
2300	10	0	9	0	0	0	0	0	0	0	1
2315	11	0	8	0	1	0	0	0	1	1	0
2330	10	0	8	0	2	0	0	0	0	0	0
2345	4	0	4	0	0	0	0	0	0	0	0
07-19	6216	14	5087	36	543	40	78	4	54	146	214
06-22	7227	19	5965	38	610	42	86	5	61	164	237
06-00	7361	19	6082	38	618	42	86	5	63	166	242
00-00	7706	21	6345	39	645	45	87	6	68	182	268

19 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	8	0	6	0	0	0	0	0	0	0	2	
0015	5	0	4	0	1	0	0	0	0	0	0	
0030	5	0	4	0	0	0	0	0	1	0	0	
0045	5	0	4	0	1	0	0	0	0	0	0	
0100	4	0	2	0	0	0	0	0	0	1	1	
0115	0	0	0	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	
0145	6	0	3	0	0	0	0	0	1	1	1	
0200	3	0	3	0	0	0	0	0	0	0	0	
0215	6	0	3	0	1	0	0	0	1	0	1	
0230	5	0	5	0	0	0	0	0	0	0	0	
0245	8	0	3	0	0	0	0	0	3	0	2	
0300	7	0	6	0	1	0	0	0	0	0	0	
0315	7	0	7	0	0	0	0	0	0	0	0	
0330	7	0	6	0	0	0	0	0	0	0	1	
0345	11	0	7	0	1	0	0	0	1	0	2	
0400	9	0	6	0	1	0	0	0	0	2	0	
0415	10	0	6	0	1	0	0	0	0	1	2	
0430	17	0	13	0	1	0	0	0	0	0	3	
0445	17	0	13	0	2	0	0	0	2	0	0	
0500	15	0	11	0	2	0	0	0	0	0	2	
0515	43	0	34	0	3	1	0	0	1	3	1	
0530	55	0	40	1	3	0	0	0	2	2	7	
0545	78	0	59	0	3	1	5	0	0	1	9	
0600	75	0	62	0	5	0	1	0	1	1	5	
0615	144	0	122	1	7	1	2	0	1	2	8	
0630	135	0	116	0	10	1	0	0	1	0	7	
0645	143	0	126	0	7	0	0	0	0	6	4	
0700	180	0	160	2	8	2	0	0	1	3	4	
0715	204	0	178	4	13	0	3	0	0	2	4	
0730	203	0	179	2	10	0	0	0	6	0	6	
0745	188	0	168	0	6	2	1	1	1	5	4	
0800	129	0	115	3	7	0	1	0	2	0	1	
0815	212	2	173	3	17	2	4	0	1	4	6	
0830	182	0	154	4	8	0	1	0	2	5	8	
0845	136	1	112	2	14	0	2	0	0	2	3	
0900	114	0	84	1	22	0	2	0	1	3	1	
0915	122	0	95	2	10	1	1	0	0	3	10	
0930	85	0	62	4	6	0	1	0	2	6	4	
0945	118	0	82	4	16	1	3	0	2	4	6	
1000	93	0	63	5	12	1	0	0	1	3	8	
1015	106	0	72	5	10	2	3	0	2	7	5	
1030	97	0	70	2	7	2	3	0	0	3	10	
1045	92	3	64	2	11	3	0	0	1	2	6	
1100	97	1	58	3	16	0	6	0	2	3	8	
1115	104	0	70	1	20	3	1	0	1	2	6	
1130	86	0	59	1	11	1	1	0	0	2	11	
1145	100	0	76	1	8	1	4	0	0	3	7	
1200	92	0	64	3	9	3	1	0	1	2	9	
1215	91	1	59	2	10	3	4	0	2	3	7	
1230	83	2	56	4	12	1	1	0	2	3	2	
1245	91	0	70	2	9	0	2	0	1	4	3	
1300	119	1	82	0	16	0	5	0	3	5	7	
1315	96	0	73	1	13	0	5	1	0	1	2	
1330	116	1	82	2	20	0	1	0	2	4	4	
1345	120	4	81	0	18	2	3	0	1	1	10	

0200	6	0	3	0	0	0	0	0	0	1	2
0215	3	0	3	0	0	0	0	0	0	0	0
0230	3	0	3	0	0	0	0	0	0	0	0
0245	8	0	5	0	0	0	0	0	1	0	2
0300	2	0	1	0	1	0	0	0	0	0	0
0315	6	0	5	0	1	0	0	0	0	0	0
0330	8	0	7	0	1	0	0	0	0	0	0
0345	4	0	2	0	2	0	0	0	0	0	0
0400	11	0	10	0	1	0	0	0	0	0	0
0415	10	0	6	0	2	1	0	0	0	0	1
0430	24	0	11	0	2	1	1	0	2	0	7
0445	18	0	14	0	0	0	1	0	0	0	3
0500	27	0	17	0	3	1	0	0	0	4	2
0515	50	0	44	0	0	0	1	0	0	1	4
0530	64	0	51	0	6	0	0	0	1	1	5
0545	64	0	48	0	4	0	4	0	1	2	5
0600	92	0	77	0	4	0	2	0	0	1	8
0615	128	0	109	0	8	0	4	0	1	0	6
0630	133	0	114	1	6	0	4	0	1	4	3
0645	169	0	149	1	10	0	2	0	0	4	3
0700	145	0	127	1	9	0	1	0	0	3	4
0715	196	1	162	5	15	1	6	0	0	3	3
0730	213	0	192	3	8	0	2	0	1	3	4
0745	209	0	190	0	7	1	2	0	0	6	3
0800	175	1	150	2	9	3	3	1	1	3	2
0815	199	0	173	1	10	1	3	0	3	4	4
0830	184	0	151	3	12	0	7	0	1	5	5
0845	159	0	141	2	7	1	0	0	1	4	3
0900	139	0	112	1	12	1	4	0	2	4	3
0915	117	1	88	3	8	1	0	1	1	7	7
0930	122	0	96	0	17	1	1	0	0	2	5
0945	108	0	82	0	13	1	3	0	1	3	5
1000	103	0	78	0	8	1	1	0	4	3	8
1015	103	0	70	1	9	1	8	0	4	5	5
1030	111	1	79	1	10	2	2	0	0	4	12
1045	126	0	80	0	24	2	3	0	4	5	8
1100	80	0	53	1	15	0	4	0	0	2	5
1115	105	0	64	0	19	0	2	0	2	3	15
1130	88	1	59	2	11	2	2	0	1	3	7
1145	111	0	70	3	15	0	3	0	1	7	12
1200	92	0	61	1	11	1	3	0	1	5	9
1215	100	0	70	0	14	0	4	0	1	7	4
1230	93	0	66	5	10	0	2	0	1	3	6
1245	97	0	66	0	13	1	2	0	2	5	8
1300	107	2	76	0	12	4	2	0	0	4	7
1315	94	2	65	0	11	3	2	0	1	3	7
1330	103	0	76	1	11	1	3	0	1	8	2
1345	81	2	51	1	12	2	5	0	1	4	3
1400	110	1	90	3	9	1	1	0	0	1	4
1415	112	2	68	2	18	1	4	1	2	5	9
1430	154	2	108	4	21	2	2	0	1	2	12
1445	123	0	96	0	9	3	2	0	3	5	5
1500	127	1	97	3	14	0	1	0	0	4	7
1515	154	1	115	2	23	1	3	0	2	0	7
1530	186	0	155	0	16	0	6	0	1	3	5
1545	137	1	102	1	15	4	1	0	2	7	4
1600	165	1	131	2	11	1	3	0	3	5	8
1615	152	0	124	2	16	0	0	0	0	5	5
1630	183	0	151	1	19	0	0	0	1	3	8

1645	144	0	132	2	8	0	0	0	0	0	2
1700	162	1	144	0	8	0	0	0	1	2	6
1715	220	1	203	1	8	0	2	0	0	0	5
1730	183	0	154	1	13	0	2	0	1	4	8
1745	132	1	106	3	8	1	1	0	1	6	5
1800	116	0	103	1	5	1	0	0	0	3	3
1815	119	0	111	1	6	0	0	0	0	1	0
1830	102	0	93	1	5	0	1	0	1	1	0
1845	90	0	77	0	8	0	0	0	1	2	2
1900	69	0	57	0	4	1	0	0	0	2	5
1915	64	0	56	1	4	0	0	0	1	0	2
1930	53	0	49	0	3	0	0	0	0	0	1
1945	27	0	25	0	1	0	0	0	0	0	1
2000	38	0	33	0	3	0	0	0	1	0	1
2015	42	0	39	1	0	0	0	0	0	1	1
2030	31	0	27	0	3	0	0	0	0	0	1
2045	36	0	30	0	1	0	0	0	0	2	3
2100	26	0	20	0	3	0	0	0	0	1	2
2115	33	1	28	1	1	0	1	0	1	0	0
2130	23	0	20	0	0	0	0	0	1	1	1
2145	10	0	10	0	0	0	0	0	0	0	0
2200	35	0	29	1	5	0	0	0	0	0	0
2215	25	0	24	0	1	0	0	0	0	0	0
2230	13	0	13	0	0	0	0	0	0	0	0
2245	19	0	19	0	0	0	0	0	0	0	0
2300	14	0	13	0	0	0	0	0	0	0	1
2315	7	0	4	0	0	0	0	0	2	1	0
2330	6	0	5	0	0	0	0	0	0	0	1
2345	9	0	8	0	0	1	0	0	0	0	0
07-19	6431	23	5108	67	572	46	109	3	55	177	271
06-22	7405	24	5951	72	623	47	122	3	61	193	309
06-00	7533	24	6066	73	629	48	122	3	63	194	311
00-00	7872	24	6318	73	655	51	129	3	70	203	346

21 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	6	0	5	0	0	0	0	0	0	0	1	
0015	6	0	4	0	1	0	0	0	0	0	1	
0030	4	0	2	0	0	0	0	0	1	1	0	
0045	4	0	3	0	1	0	0	0	0	0	0	
0100	3	0	2	0	0	0	0	1	0	0	0	
0115	4	0	4	0	0	0	0	0	0	0	0	
0130	4	0	4	0	0	0	0	0	0	0	0	
0145	2	0	1	0	0	0	0	0	1	0	0	
0200	7	0	4	0	0	0	0	0	1	1	1	
0215	3	0	1	0	2	0	0	0	0	0	0	
0230	9	0	8	0	0	0	0	0	1	0	0	
0245	6	0	3	0	0	0	0	0	0	0	3	
0300	6	0	5	0	1	0	0	0	0	0	0	
0315	5	0	4	0	1	0	0	0	0	0	0	
0330	10	0	8	0	1	0	0	0	0	0	1	
0345	13	0	7	0	2	0	0	0	0	0	4	
0400	7	0	5	0	1	0	0	0	0	0	1	
0415	14	0	11	0	1	0	0	0	1	0	1	
0430	14	0	9	0	1	0	0	0	1	1	2	

0445	20	0	12	0	3	0	0	0	1	0	4
0500	28	0	22	0	2	0	0	0	0	1	3
0515	61	0	48	0	2	1	0	0	0	4	6
0530	59	0	44	0	4	1	5	0	3	0	2
0545	68	0	61	0	2	0	0	0	0	0	5
0600	91	0	70	0	8	0	2	0	0	3	8
0615	135	0	109	0	10	0	8	0	1	0	7
0630	113	0	105	1	3	0	0	0	0	0	4
0645	115	2	103	0	3	1	1	0	0	2	3
0700	189	0	169	2	11	2	1	0	0	0	4
0715	151	0	133	1	6	0	3	0	0	4	4
0730	181	0	159	1	9	0	4	0	0	3	5
0745	195	1	170	1	7	3	1	0	3	1	8
0800	176	1	156	0	7	0	3	0	1	5	3
0815	170	0	146	2	11	1	1	0	1	4	4
0830	157	0	130	1	14	0	4	0	1	2	5
0845	128	0	105	2	12	0	5	0	1	1	2
0900	121	0	89	4	11	1	3	1	1	4	7
0915	117	0	89	3	12	0	3	0	0	7	3
0930	126	1	93	1	14	4	4	0	1	4	4
0945	98	1	68	1	10	2	4	0	0	2	10
1000	94	2	72	0	14	0	1	0	0	2	3
1015	84	0	61	1	9	0	2	0	1	5	5
1030	124	0	88	1	16	2	0	0	2	9	6
1045	105	0	78	1	11	2	7	0	0	4	2
1100	110	4	68	3	17	1	5	0	1	3	8
1115	121	0	83	2	18	0	4	0	1	3	10
1130	129	1	87	3	16	2	2	0	0	9	9
1145	119	1	84	4	11	0	1	0	2	11	5
1200	105	0	74	2	12	2	3	0	2	5	5
1215	125	0	91	0	15	1	4	0	3	4	7
1230	115	1	85	0	14	0	0	0	0	7	8
1245	87	0	58	0	11	0	3	0	3	5	7
1300	118	0	81	6	9	1	4	0	0	9	8
1315	126	2	90	2	13	0	7	0	1	4	7
1330	130	0	99	3	11	0	4	0	0	2	11
1345	130	1	93	1	14	1	3	0	1	7	9
1400	125	1	96	1	14	0	4	0	1	2	6
1415	130	1	102	2	14	0	4	1	0	2	4
1430	147	3	107	1	11	4	4	0	3	5	9
1445	149	1	117	5	16	1	3	0	2	1	3
1500	172	2	138	2	14	1	2	0	2	4	7
1515	126	0	102	1	10	0	3	0	0	6	4
1530	152	1	123	2	6	0	3	0	2	5	10
1545	178	0	149	1	15	2	1	0	1	3	6
1600	146	0	121	3	11	0	1	0	2	3	5
1615	194	1	164	2	14	0	1	0	1	6	5
1630	135	1	111	2	15	0	1	0	1	1	3
1645	170	0	151	1	10	1	2	1	1	1	2
1700	159	0	142	0	5	0	1	0	1	5	5
1715	164	1	143	0	10	0	1	0	0	1	8
1730	138	1	128	0	7	0	1	0	0	1	0
1745	114	0	102	2	6	0	1	0	1	0	2
1800	128	0	111	1	7	0	1	0	0	2	6
1815	121	0	110	2	4	1	0	0	0	3	1
1830	84	0	74	2	4	0	0	0	0	1	3
1845	77	0	68	2	3	0	0	0	1	1	2
1900	65	0	58	0	2	0	0	0	1	2	2
1915	81	0	78	0	1	0	0	0	0	0	2

1930	51	0	46	1	1	0	0	0	1	1	1
1945	51	0	47	0	3	0	0	0	0	1	0
2000	31	0	28	0	3	0	0	0	0	0	0
2015	49	0	49	0	0	0	0	0	0	0	0
2030	27	0	24	0	0	0	0	0	2	0	1
2045	19	0	17	0	2	0	0	0	0	0	0
2100	17	0	14	0	2	0	0	0	0	1	0
2115	20	0	15	0	2	0	0	0	0	0	3
2130	20	0	14	0	5	0	0	0	0	0	1
2145	25	0	21	0	2	0	0	0	0	2	0
2200	35	0	27	0	3	0	0	0	1	2	2
2215	20	0	16	0	1	0	1	0	0	1	1
2230	8	0	8	0	0	0	0	0	0	0	0
2245	8	1	7	0	0	0	0	0	0	0	0
2300	15	0	15	0	0	0	0	0	0	0	0
2315	18	0	17	0	0	0	0	0	0	0	1
2330	19	0	19	0	0	0	0	0	0	0	0
2345	10	0	7	0	1	0	0	0	1	1	0
07-19	6440	29	5158	80	531	35	120	3	45	179	260
06-22	7350	31	5956	82	578	36	131	3	50	191	292
06-00	7483	32	6072	82	583	36	132	3	52	195	296
00-00	7846	32	6349	82	608	38	137	4	62	203	331

22 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	14	0	9	0	1	0	0	0	2	0	2	
0015	8	0	6	1	0	0	0	0	1	0	0	
0030	8	0	5	0	1	0	0	0	0	0	2	
0045	3	0	3	0	0	0	0	0	0	0	0	
0100	7	0	6	0	1	0	0	0	0	0	0	
0115	5	0	4	0	1	0	0	0	0	0	0	
0130	11	0	9	0	0	0	0	0	0	1	1	
0145	6	0	2	0	0	0	0	0	3	1	0	
0200	9	0	4	0	0	0	3	0	1	0	1	
0215	6	0	5	0	1	0	0	0	0	0	0	
0230	5	0	5	0	0	0	0	0	0	0	0	
0245	3	0	3	0	0	0	0	0	0	0	0	
0300	6	0	6	0	0	0	0	0	0	0	0	
0315	6	0	6	0	0	0	0	0	0	0	0	
0330	6	0	4	0	2	0	0	0	0	0	0	
0345	7	0	5	0	1	0	0	0	0	0	1	
0400	12	0	12	0	0	0	0	0	0	0	0	
0415	1	0	1	0	0	0	0	0	0	0	0	
0430	8	0	8	0	0	0	0	0	0	0	0	
0445	9	0	7	0	1	0	0	0	0	1	0	
0500	17	0	12	0	3	0	1	0	0	0	1	
0515	32	0	29	0	1	0	0	0	1	1	0	
0530	27	0	26	0	0	0	0	0	0	0	1	
0545	31	0	29	0	1	0	0	0	0	1	0	
0600	33	0	24	1	4	0	0	0	1	0	3	
0615	42	0	35	0	2	0	2	0	1	2	0	
0630	44	0	38	0	3	0	0	0	0	0	3	
0645	43	0	35	0	5	0	0	0	1	0	2	
0700	42	0	37	0	4	0	0	0	1	0	0	
0715	52	0	41	2	5	0	0	0	2	2	0	

2215	12	0	9	0	3	0	0	0	0	0	0
2230	21	0	19	0	0	1	0	0	0	1	0
2245	20	0	19	0	1	0	0	0	0	0	0
2300	24	0	23	0	1	0	0	0	0	0	0
2315	15	0	15	0	0	0	0	0	0	0	0
2330	25	0	24	0	1	0	0	0	0	0	0
2345	25	0	25	0	0	0	0	0	0	0	0
07-19	4342	51	3843	74	244	7	12	4	26	46	35
06-22	4860	52	4312	76	269	9	16	4	29	49	44
06-00	5019	52	4463	76	275	10	16	4	29	50	44
00-00	5266	52	4669	77	289	10	20	4	37	55	53

23 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	37	0	36	0	0	0	0	0	0	0	1	
0015	17	0	17	0	0	0	0	0	0	0	0	
0030	4	0	4	0	0	0	0	0	0	0	0	
0045	11	0	9	0	2	0	0	0	0	0	0	
0100	8	0	8	0	0	0	0	0	0	0	0	
0115	7	0	6	0	0	0	0	0	0	0	1	
0130	4	0	4	0	0	0	0	0	0	0	0	
0145	3	0	3	0	0	0	0	0	0	0	0	
0200	3	0	3	0	0	0	0	0	0	0	0	
0215	6	0	6	0	0	0	0	0	0	0	0	
0230	5	0	4	0	0	0	0	0	0	1	0	
0245	1	0	1	0	0	0	0	0	0	0	0	
0300	3	0	2	0	1	0	0	0	0	0	0	
0315	7	0	7	0	0	0	0	0	0	0	0	
0330	6	0	6	0	0	0	0	0	0	0	0	
0345	3	0	2	0	1	0	0	0	0	0	0	
0400	7	0	6	0	1	0	0	0	0	0	0	
0415	7	0	5	0	2	0	0	0	0	0	0	
0430	13	0	8	1	2	0	0	0	1	0	1	
0445	11	0	9	0	2	0	0	0	0	0	0	
0500	9	0	5	0	3	0	0	0	0	0	1	
0515	17	0	14	0	2	0	0	0	0	0	1	
0530	20	0	18	0	0	1	0	0	0	0	1	
0545	23	0	21	0	1	0	0	0	1	0	0	
0600	25	0	25	0	0	0	0	0	0	0	0	
0615	28	0	17	0	4	0	0	0	0	4	3	
0630	24	0	21	0	2	0	0	0	1	0	0	
0645	23	0	21	0	2	0	0	0	0	0	0	
0700	30	0	26	0	1	0	0	0	0	1	2	
0715	31	0	27	0	4	0	0	0	0	0	0	
0730	40	1	33	2	3	0	0	0	0	0	1	
0745	34	0	30	0	1	0	0	0	0	2	1	
0800	45	0	40	0	2	0	0	0	0	0	3	
0815	54	1	48	0	2	1	1	0	0	1	0	
0830	48	1	43	0	2	0	0	0	0	1	1	
0845	50	0	44	2	3	0	0	0	0	1	0	
0900	70	0	65	0	4	0	0	0	0	1	0	
0915	101	2	92	1	3	0	0	0	1	1	1	
0930	78	0	70	1	4	0	0	0	0	1	2	
0945	88	0	82	0	5	0	0	0	0	1	0	
1000	107	1	101	2	1	0	0	0	0	2	0	

1015	100	0	91	1	5	0	1	0	1	0	1
1030	97	0	94	2	0	0	0	0	0	1	0
1045	114	1	104	2	4	2	0	0	0	1	0
1100	105	0	97	2	4	0	0	0	0	1	1
1115	85	0	77	2	3	0	0	0	0	2	1
1130	101	1	94	2	2	0	0	0	1	1	0
1145	108	2	98	3	3	0	1	0	0	0	1
1200	93	0	84	4	3	0	0	0	0	1	1
1215	97	3	87	2	5	0	0	0	0	0	0
1230	99	0	91	1	3	0	0	0	0	0	4
1245	109	2	94	2	7	0	0	0	0	1	3
1300	114	0	100	1	8	0	0	1	1	1	2
1315	88	3	80	0	1	0	1	0	0	1	2
1330	102	2	95	0	1	0	0	0	0	1	3
1345	94	1	86	2	5	0	0	0	0	0	0
1400	102	3	95	2	1	0	1	0	0	0	0
1415	82	3	76	0	1	0	0	0	0	1	1
1430	103	2	91	1	7	0	0	0	1	0	1
1445	93	3	81	2	4	1	0	0	0	2	0
1500	101	6	90	1	4	0	0	0	0	0	0
1515	72	0	67	0	4	0	0	0	0	0	1
1530	106	4	89	2	7	0	0	0	1	2	1
1545	83	1	78	2	1	0	0	0	0	1	0
1600	80	1	69	2	4	0	0	0	1	1	2
1615	87	3	81	0	3	0	0	0	0	0	0
1630	76	1	69	0	5	0	0	0	0	0	1
1645	99	2	92	0	2	0	0	0	0	2	1
1700	76	0	73	0	1	0	0	0	0	0	2
1715	82	0	76	0	3	0	0	0	0	1	2
1730	76	5	69	0	2	0	0	0	0	0	0
1745	69	0	65	0	2	0	0	0	1	1	0
1800	66	1	58	0	4	0	0	0	0	1	2
1815	77	0	71	0	6	0	0	0	0	0	0
1830	63	0	57	1	5	0	0	0	0	0	0
1845	61	0	55	0	3	0	0	0	1	0	2
1900	41	0	39	0	1	0	0	0	0	1	0
1915	51	0	48	0	1	0	0	0	0	1	1
1930	36	0	31	0	4	0	0	0	1	0	0
1945	32	0	30	0	2	0	0	0	0	0	0
2000	31	0	29	0	2	0	0	0	0	0	0
2015	35	0	30	0	1	0	0	0	0	1	3
2030	31	0	30	0	0	0	0	0	0	0	1
2045	16	0	14	0	2	0	0	0	0	0	0
2100	19	0	18	0	1	0	0	0	0	0	0
2115	24	0	22	0	1	0	0	0	0	1	0
2130	14	0	12	0	0	0	0	0	0	0	2
2145	23	0	22	1	0	0	0	0	0	0	0
2200	13	0	13	0	0	0	0	0	0	0	0
2215	12	0	12	0	0	0	0	0	0	0	0
2230	15	0	12	0	1	0	1	0	0	0	1
2245	19	0	18	0	1	0	0	0	0	0	0
2300	18	0	16	0	0	0	0	0	0	0	2
2315	6	0	4	0	0	0	0	0	2	0	0
2330	6	0	6	0	0	0	0	0	0	0	0
2345	4	0	4	0	0	0	0	0	0	0	0
07-19	3936	56	3575	47	158	4	5	1	9	35	46
06-22	4389	56	3984	48	181	4	5	1	11	43	56
06-00	4482	56	4069	48	183	4	6	1	13	43	59
00-00	4714	56	4273	49	200	5	6	1	15	44	65

24 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	5	0	5	0	0	0	0	0	0	0	0	0
0015	5	0	4	0	0	0	0	0	0	0	0	1
0030	8	0	7	0	0	0	0	0	0	1	0	0
0045	2	0	2	0	0	0	0	0	0	0	0	0
0100	4	0	2	0	1	0	0	0	1	0	0	0
0115	2	0	0	0	0	0	0	0	1	1	0	0
0130	3	0	3	0	0	0	0	0	0	0	0	0
0145	2	0	1	0	1	0	0	0	0	0	0	0
0200	4	0	3	0	1	0	0	0	0	0	0	0
0215	3	0	3	0	0	0	0	0	0	0	0	0
0230	4	0	2	0	0	0	0	0	1	1	0	0
0245	2	0	1	0	0	0	0	0	0	1	0	0
0300	5	0	3	0	0	0	0	0	0	0	0	2
0315	9	0	9	0	0	0	0	0	0	0	0	0
0330	14	0	12	0	1	0	0	0	0	0	0	1
0345	9	0	9	0	0	0	0	0	0	0	0	0
0400	9	0	8	0	1	0	0	0	0	0	0	0
0415	16	0	15	0	0	0	0	0	0	0	0	1
0430	27	0	24	0	1	0	0	0	0	1	1	1
0445	10	0	8	0	0	0	1	0	0	0	0	1
0500	40	0	33	0	1	0	0	0	0	1	5	5
0515	58	0	47	0	1	0	1	0	2	1	6	6
0530	55	0	46	1	5	0	0	0	0	1	2	2
0545	59	0	48	0	2	1	6	0	1	0	1	1
0600	102	0	82	0	7	0	3	0	1	3	6	6
0615	132	0	109	1	8	0	4	0	2	1	7	7
0630	152	0	123	0	15	0	3	1	1	5	4	4
0645	158	0	137	1	7	2	0	0	1	4	6	6
0700	144	1	124	2	9	0	2	0	1	3	2	2
0715	167	0	145	0	11	1	1	0	1	3	5	5
0730	153	0	142	1	2	2	1	0	1	1	3	3
0745	155	0	141	0	4	0	2	0	2	2	4	4
0800	153	1	133	3	5	1	3	0	1	0	6	6
0815	155	0	125	1	10	2	5	0	4	4	4	4
0830	162	0	137	2	11	1	4	0	2	4	1	1
0845	134	0	104	2	13	0	0	0	2	4	9	9
0900	111	0	83	0	14	0	1	0	0	4	9	9
0915	93	0	73	2	9	0	3	0	1	1	4	4
0930	124	1	85	4	14	1	6	0	0	5	8	8
0945	116	0	98	0	8	0	2	0	0	4	4	4
1000	104	0	82	3	7	0	1	0	3	3	5	5
1015	99	0	80	0	9	0	4	0	1	2	3	3
1030	131	0	94	3	16	0	2	2	2	7	5	5
1045	108	0	88	1	8	0	1	0	1	3	6	6
1100	109	0	83	0	10	0	0	0	2	7	7	7
1115	110	1	79	4	14	0	2	0	2	4	4	4
1130	115	1	82	1	20	0	2	0	0	3	6	6
1145	104	0	75	2	13	0	2	1	1	3	7	7
1200	102	0	79	0	8	3	3	0	0	4	5	5
1215	104	0	72	2	9	2	4	1	1	6	7	7
1230	105	0	68	1	17	1	4	1	0	5	8	8
1245	99	0	67	1	15	1	1	0	2	3	9	9

1300	108	0	81	1	8	0	0	0	3	6	9
1315	129	0	88	3	15	7	2	0	0	9	5
1330	88	0	62	1	9	0	3	0	2	5	6
1345	100	0	69	2	13	3	0	0	0	4	9
1400	113	0	80	1	13	1	1	0	2	7	8
1415	98	0	71	0	16	1	0	0	1	5	4
1430	113	1	82	2	11	3	2	0	3	6	3
1445	131	1	85	3	18	1	4	0	3	9	7
1500	128	1	103	0	12	1	3	0	0	2	6
1515	113	0	82	1	13	1	4	0	3	3	6
1530	168	0	136	1	13	1	1	0	1	9	6
1545	128	0	100	2	14	0	1	0	2	3	6
1600	180	0	142	1	23	1	0	0	0	6	7
1615	154	0	126	4	16	0	1	1	3	0	3
1630	172	0	144	1	18	0	0	0	2	1	6
1645	123	2	98	2	12	0	1	0	0	4	4
1700	200	1	162	1	18	0	1	0	2	4	11
1715	188	0	163	3	13	0	0	0	0	6	3
1730	157	2	142	0	5	1	0	0	0	0	7
1745	132	1	109	2	9	3	1	0	0	3	4
1800	113	0	97	1	6	0	0	0	3	1	5
1815	103	0	97	1	2	0	0	0	0	0	3
1830	79	0	65	0	5	0	2	0	1	2	4
1845	66	0	62	1	2	0	0	0	0	0	1
1900	69	1	59	0	5	0	0	0	1	1	2
1915	45	0	43	1	1	0	0	0	0	0	0
1930	41	0	36	0	3	0	0	0	0	1	1
1945	41	0	35	0	5	0	0	0	0	0	1
2000	26	0	22	0	3	0	0	0	0	1	0
2015	30	0	23	1	1	0	0	0	2	0	3
2030	29	0	24	1	2	0	0	0	0	1	1
2045	21	0	19	0	0	0	0	0	1	1	0
2100	24	0	22	0	1	0	0	0	0	0	1
2115	20	0	20	0	0	0	0	0	0	0	0
2130	17	0	14	0	1	0	0	0	0	1	1
2145	19	0	17	0	1	0	0	0	0	1	0
2200	36	0	34	0	1	0	0	0	0	0	1
2215	15	0	11	0	1	0	1	0	0	1	1
2230	18	0	13	0	2	0	0	0	0	1	2
2245	16	0	10	0	2	0	0	0	0	0	4
2300	12	0	11	0	0	0	0	0	0	0	1
2315	10	0	10	0	0	0	0	0	0	0	0
2330	16	0	12	0	2	0	0	0	0	1	1
2345	9	0	6	0	1	0	0	0	0	1	1
07-19	6041	14	4785	69	540	39	83	6	61	180	264
06-22	6967	15	5570	74	600	41	93	7	70	200	297
06-00	7099	15	5677	74	609	41	94	7	70	204	308
00-00	7454	15	5972	75	624	42	102	7	76	212	329

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	48454	231	40010	489	3641	231	584	30	404	1083	1751	

ATC 2: A19 (North of Wand Lane)

TSP Class Profile All Days 15 Mins

Report Id - CustomList-544

Site Name - SELBY-003

Description - A19 [60M]

Direction - North

18 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	6	0	5	0	0	0	0	0	0	1	0	
0015	3	0	3	0	0	0	0	0	0	0	0	
0030	9	0	8	0	0	0	0	0	0	1	0	
0045	5	0	4	0	1	0	0	0	0	0	0	
0100	3	0	1	0	1	0	0	0	1	0	0	
0115	3	0	2	0	1	0	0	0	0	0	0	
0130	2	0	2	0	0	0	0	0	0	0	0	
0145	3	0	2	0	0	0	0	0	1	0	0	
0200	2	0	1	0	0	0	0	0	1	0	0	
0215	4	0	3	0	0	0	0	0	1	0	0	
0230	2	0	1	0	1	0	0	0	0	0	0	
0245	1	0	1	0	0	0	0	0	0	0	0	
0300	5	0	3	0	2	0	0	0	0	0	0	
0315	4	0	3	0	0	0	0	0	1	0	0	
0330	2	0	2	0	0	0	0	0	0	0	0	
0345	4	0	3	0	1	0	0	0	0	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	
0415	3	0	2	0	0	0	0	0	0	0	1	
0430	7	0	4	0	0	1	1	0	0	0	1	
0445	11	0	9	0	1	0	0	0	0	0	1	
0500	7	0	5	0	0	0	0	0	1	1	0	
0515	32	0	24	0	2	0	1	0	0	4	1	
0530	24	0	23	0	1	0	0	0	0	0	0	
0545	31	0	23	0	5	1	0	0	0	2	0	
0600	26	0	19	0	4	0	0	0	0	2	1	
0615	46	0	34	1	6	0	0	0	2	1	2	
0630	55	1	41	0	8	0	2	0	0	2	1	
0645	68	0	55	1	7	1	1	0	0	1	2	
0700	89	0	62	3	15	0	3	0	1	2	3	
0715	89	2	66	0	15	1	0	0	1	2	2	
0730	101	0	81	2	13	0	2	0	1	1	1	
0745	121	2	101	3	9	1	2	0	0	1	2	
0800	136	0	112	3	16	1	4	0	0	0	0	
0815	113	1	86	4	18	1	1	0	0	0	2	
0830	109	0	87	3	12	3	2	0	0	2	0	
0845	102	0	83	3	11	1	0	0	0	2	2	
0900	103	1	66	3	15	0	6	0	0	4	8	
0915	77	1	61	2	8	0	0	0	1	1	3	
0930	65	0	57	0	6	1	0	0	1	0	0	
0945	72	3	49	0	15	0	1	0	0	3	1	
1000	82	0	55	4	10	2	3	0	1	2	5	
1015	70	1	51	0	4	2	9	0	0	2	1	
1030	62	0	52	0	4	1	1	0	1	3	0	
1045	79	1	63	0	11	1	2	0	0	1	0	
1100	67	0	54	2	6	0	2	1	0	1	1	

1115	74	0	61	0	9	1	1	0	0	2	0
1130	80	2	62	2	8	1	4	0	0	0	1
1145	90	0	69	2	12	0	0	0	0	5	2
1200	73	2	50	0	14	1	1	0	1	2	2
1215	60	0	46	0	5	1	2	0	1	2	3
1230	84	1	68	2	7	0	1	1	1	3	0
1245	68	1	54	2	7	0	2	0	0	1	1
1300	88	2	62	1	12	1	0	0	1	3	6
1315	80	1	66	2	5	0	4	0	0	1	1
1330	89	0	72	1	3	0	6	1	1	3	2
1345	83	1	62	0	8	0	5	0	0	5	2
1400	90	0	76	1	7	0	3	0	1	0	2
1415	87	1	65	2	10	1	1	0	1	2	4
1430	102	0	77	1	10	1	3	0	1	4	5
1445	105	0	82	0	12	0	2	0	2	3	4
1500	110	2	84	2	9	2	6	0	0	4	1
1515	82	1	64	0	9	2	1	0	1	2	2
1530	113	0	100	0	5	1	1	0	2	3	1
1545	88	0	77	0	6	0	1	1	0	0	3
1600	112	1	101	0	10	0	0	0	0	0	0
1615	126	0	111	0	11	0	1	0	0	0	3
1630	139	1	125	1	10	0	0	0	0	1	1
1645	152	1	140	1	6	0	0	0	2	1	1
1700	156	1	137	3	9	0	1	0	0	5	0
1715	173	0	160	1	5	0	1	0	0	1	5
1730	144	3	129	0	8	0	0	0	0	4	0
1745	135	1	119	2	9	0	0	0	2	2	0
1800	130	0	123	3	2	0	0	0	0	2	0
1815	121	0	115	0	5	0	0	0	0	1	0
1830	96	0	88	1	4	0	0	0	0	2	1
1845	90	1	85	0	3	0	0	0	0	1	0
1900	60	1	54	1	3	0	0	0	1	0	0
1915	65	0	59	0	3	0	0	0	1	1	1
1930	70	0	63	1	3	0	0	0	0	1	2
1945	48	0	48	0	0	0	0	0	0	0	0
2000	36	0	35	1	0	0	0	0	0	0	0
2015	50	0	44	1	5	0	0	0	0	0	0
2030	29	0	25	0	3	0	0	0	0	1	0
2045	26	0	18	0	4	0	0	0	0	2	2
2100	32	0	30	0	2	0	0	0	0	0	0
2115	32	0	29	0	1	0	0	0	0	2	0
2130	31	0	31	0	0	0	0	0	0	0	0
2145	27	0	24	0	2	0	0	0	0	1	0
2200	31	0	30	0	1	0	0	0	0	0	0
2215	34	0	33	0	0	0	0	0	0	1	0
2230	13	0	13	0	0	0	0	0	0	0	0
2245	18	0	17	0	1	0	0	0	0	0	0
2300	21	0	21	0	0	0	0	0	0	0	0
2315	17	0	16	0	0	0	0	0	0	1	0
2330	10	0	8	0	1	0	0	0	0	0	1
2345	11	0	10	0	0	0	0	0	1	0	0
07-19	4757	35	3916	62	428	27	85	4	24	92	84
06-22	5458	37	4525	68	479	28	88	4	28	106	95
06-00	5613	37	4673	68	482	28	88	4	29	108	96
00-00	5788	37	4809	68	498	30	90	4	35	117	100

19 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	9	0	9	0	0	0	0	0	0	0	0	0
0015	7	0	5	0	1	0	0	0	0	1	0	0
0030	7	0	5	0	1	0	0	0	0	0	0	1
0045	2	0	1	0	0	0	0	0	0	0	0	1
0100	3	0	0	0	1	0	0	0	0	0	2	0
0115	4	0	3	1	0	0	0	0	0	0	0	0
0130	5	0	4	0	1	0	0	0	0	0	0	0
0145	2	0	0	0	2	0	0	0	0	0	0	0
0200	5	0	4	0	0	0	0	0	1	0	0	0
0215	5	0	2	0	0	0	0	0	2	1	0	0
0230	1	0	0	0	1	0	0	0	0	0	0	0
0245	3	0	2	0	1	0	0	0	0	0	0	0
0300	4	0	3	0	1	0	0	0	0	0	0	0
0315	5	0	4	0	0	0	0	0	0	1	0	0
0330	2	0	1	0	1	0	0	0	0	0	0	0
0345	6	0	4	0	2	0	0	0	0	0	0	0
0400	4	0	1	0	1	0	1	0	1	0	0	0
0415	4	0	3	0	0	1	0	0	0	0	0	0
0430	9	0	7	0	0	0	0	0	1	0	0	1
0445	9	0	8	0	0	0	0	0	0	1	0	0
0500	12	0	7	2	2	0	0	0	0	1	0	0
0515	19	0	18	0	0	0	0	0	0	0	0	1
0530	36	1	30	0	3	0	0	0	0	1	1	1
0545	27	0	21	1	2	1	0	0	0	1	1	1
0600	33	0	23	1	4	0	0	0	3	1	1	1
0615	49	0	33	3	9	0	1	0	0	1	2	2
0630	60	2	46	1	8	0	1	0	1	1	0	0
0645	68	1	48	7	7	0	5	0	0	0	0	0
0700	78	0	58	0	11	2	2	1	2	1	1	1
0715	102	0	78	4	14	0	1	0	0	2	3	3
0730	123	1	97	3	14	0	4	1	1	1	1	1
0745	137	0	103	4	21	0	3	0	1	2	3	3
0800	141	3	106	5	17	2	4	0	0	1	3	3
0815	124	1	100	3	13	1	2	0	0	2	2	2
0830	111	0	93	1	11	0	3	0	1	1	1	1
0845	128	0	103	4	10	0	2	0	2	3	4	4
0900	96	0	68	1	15	1	6	0	1	1	3	3
0915	102	0	75	7	7	0	4	0	2	1	6	6
0930	100	1	75	1	16	0	1	0	0	4	2	2
0945	88	1	69	1	8	0	1	0	1	5	2	2
1000	89	1	76	3	4	1	2	0	0	0	2	2
1015	79	0	57	1	12	0	4	0	0	3	2	2
1030	82	1	52	4	12	0	6	1	0	1	5	5
1045	71	0	52	4	8	2	1	0	1	3	0	0
1100	93	0	68	2	9	4	2	0	2	6	0	0
1115	78	0	58	1	8	1	3	1	0	3	3	3
1130	77	3	60	4	5	0	1	0	1	1	2	2
1145	70	1	58	1	4	3	2	0	0	1	0	0
1200	92	1	75	1	8	0	0	0	2	2	3	3
1215	64	2	51	1	5	1	2	0	0	0	2	2
1230	78	0	66	1	3	0	2	0	0	4	2	2
1245	66	2	50	0	8	0	1	0	0	2	3	3
1300	83	2	70	0	8	0	0	0	0	2	1	1
1315	82	0	66	3	6	0	3	0	0	3	1	1
1330	86	1	61	0	8	1	5	0	1	7	2	2
1345	66	1	51	3	5	1	1	0	0	2	2	2

0200	2	0	1	0	0	0	0	0	0	1	0
0215	2	0	0	0	0	0	0	0	2	0	0
0230	4	0	3	0	1	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0
0315	4	0	3	0	1	0	0	0	0	0	0
0330	7	0	7	0	0	0	0	0	0	0	0
0345	2	0	1	0	0	0	0	0	0	1	0
0400	5	0	1	0	3	0	0	0	0	1	0
0415	7	0	4	0	2	1	0	0	0	0	0
0430	9	0	6	0	0	0	0	0	1	0	2
0445	10	0	8	0	1	0	0	0	0	1	0
0500	9	0	6	0	0	0	0	0	1	0	2
0515	19	0	17	0	0	0	0	0	1	0	1
0530	41	0	30	1	4	1	0	0	0	4	1
0545	23	0	17	0	3	0	0	0	1	1	1
0600	25	0	17	0	3	1	0	0	0	0	4
0615	46	0	34	1	5	0	0	0	0	3	3
0630	60	1	44	0	7	1	1	0	0	0	6
0645	76	1	59	1	12	0	1	0	0	0	2
0700	85	1	66	1	8	1	4	0	0	2	2
0715	104	1	84	0	17	0	0	0	1	0	1
0730	115	1	94	0	10	1	1	0	1	2	5
0745	134	0	118	1	14	0	0	0	0	1	0
0800	137	1	102	2	23	0	6	0	0	2	1
0815	114	1	96	2	11	0	2	0	0	1	1
0830	101	0	86	1	5	3	1	1	0	1	3
0845	130	2	105	0	15	1	2	0	1	1	3
0900	101	0	77	1	9	1	7	0	1	4	1
0915	92	2	68	0	11	1	6	0	0	0	4
0930	87	0	70	2	9	0	2	0	0	3	1
0945	86	0	65	0	10	4	1	0	0	2	4
1000	83	1	65	0	12	0	3	0	0	1	1
1015	90	3	58	1	12	0	6	0	0	7	3
1030	96	10	67	1	11	2	1	0	0	2	2
1045	64	1	49	1	10	0	2	0	0	1	0
1100	78	0	59	1	10	0	1	0	2	3	2
1115	81	0	56	0	9	1	5	0	0	3	7
1130	92	1	67	3	9	1	3	0	1	4	3
1145	83	0	69	0	6	2	1	0	0	3	2
1200	81	2	56	0	14	1	0	0	4	3	1
1215	107	1	87	2	6	1	3	0	1	2	4
1230	59	1	42	0	7	0	1	0	1	2	5
1245	88	1	68	1	8	0	3	0	3	3	1
1300	81	1	67	0	8	1	0	0	0	2	2
1315	90	1	66	0	16	1	1	0	0	2	3
1330	92	0	70	1	9	1	4	0	1	5	1
1345	74	0	60	1	5	0	7	0	1	0	0
1400	84	0	69	2	6	0	3	0	0	2	2
1415	89	1	66	2	10	1	3	0	0	1	5
1430	90	0	70	1	10	0	4	0	1	3	1
1445	112	0	85	2	11	0	2	1	1	4	6
1500	98	2	72	2	8	0	9	0	1	2	2
1515	90	0	76	2	7	0	3	0	0	1	1
1530	105	2	93	0	6	1	0	0	1	0	2
1545	118	0	96	3	15	1	1	0	0	0	2
1600	141	0	121	1	13	1	0	0	0	2	3
1615	125	3	110	1	9	0	0	0	1	0	1
1630	143	0	128	2	7	2	3	0	0	1	0

1645	146	0	134	0	7	0	2	0	0	1	2
1700	161	1	150	1	5	0	0	0	0	3	1
1715	165	0	153	3	7	0	1	0	0	1	0
1730	149	2	139	3	4	0	0	0	1	0	0
1745	139	1	127	1	7	0	0	0	0	2	1
1800	130	0	114	3	7	0	2	0	0	3	1
1815	116	0	109	1	4	0	0	0	1	1	0
1830	94	0	87	0	5	0	1	0	0	0	1
1845	103	1	90	2	7	1	0	0	0	2	0
1900	65	0	63	0	1	0	0	0	0	1	0
1915	61	0	55	0	3	0	0	0	0	2	1
1930	66	0	58	0	6	0	0	0	0	2	0
1945	33	0	30	0	0	0	0	0	0	1	2
2000	43	1	40	0	2	0	0	0	0	0	0
2015	45	0	44	0	1	0	0	0	0	0	0
2030	42	0	37	0	1	0	0	0	1	3	0
2045	27	0	24	0	2	0	1	0	0	0	0
2100	24	0	21	0	0	0	1	0	1	1	0
2115	31	0	28	0	3	0	0	0	0	0	0
2130	23	0	22	0	0	0	0	0	0	1	0
2145	22	1	19	0	0	0	0	0	0	1	1
2200	31	0	28	0	3	0	0	0	0	0	0
2215	22	0	21	0	1	0	0	0	0	0	0
2230	27	0	25	0	1	0	0	0	1	0	0
2245	15	0	15	0	0	0	0	0	0	0	0
2300	19	0	18	1	0	0	0	0	0	0	0
2315	20	0	19	0	0	0	0	0	0	1	0
2330	6	0	5	0	0	0	0	0	0	1	0
2345	10	0	9	0	0	0	0	0	0	1	0
07-19	5023	45	4126	54	449	30	107	2	25	91	94
06-22	5712	49	4721	56	495	32	111	2	27	106	113
06-00	5862	49	4861	57	500	32	111	2	28	109	113
00-00	6030	49	4980	58	520	34	111	2	37	119	120

21 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	5	0	3	0	2	0	0	0	0	0	0	0
0015	4	0	3	0	0	0	0	0	0	1	0	0
0030	7	0	6	0	1	0	0	0	0	0	0	0
0045	7	0	6	0	0	0	0	0	1	0	0	0
0100	5	0	2	0	1	0	0	0	0	1	1	0
0115	3	0	2	0	1	0	0	0	0	0	0	0
0130	3	0	1	0	1	0	0	0	0	1	0	0
0145	3	0	2	0	0	0	0	0	1	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0
0215	3	0	1	0	1	0	0	0	1	0	0	0
0230	4	0	3	0	0	0	0	0	1	0	0	0
0245	2	0	1	0	1	0	0	0	0	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0	0
0315	2	0	1	0	1	0	0	0	0	0	0	0
0330	5	0	4	0	0	0	0	0	0	1	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	0	1	0	0	0	0	0	0	0
0415	7	0	3	0	2	1	0	0	0	0	1	0
0430	6	0	4	0	0	0	0	0	1	0	1	0

0445	9	0	8	0	1	0	0	0	0	0	0
0500	12	0	11	0	1	0	0	0	0	0	0
0515	27	0	23	0	1	0	0	0	0	1	2
0530	29	0	22	0	3	0	0	0	0	1	3
0545	28	0	22	0	2	0	0	0	1	0	3
0600	27	0	24	0	2	0	0	0	1	0	0
0615	45	0	32	0	4	2	0	0	1	2	4
0630	49	1	39	1	4	0	0	1	1	0	2
0645	37	2	28	0	5	0	1	0	0	1	0
0700	98	0	72	0	14	1	5	0	2	0	4
0715	100	3	72	2	13	1	2	0	1	5	1
0730	121	0	97	1	15	0	3	0	1	2	2
0745	123	1	95	3	12	1	3	0	0	6	2
0800	127	1	98	4	14	1	3	0	0	2	4
0815	115	1	97	2	8	0	3	0	0	4	0
0830	112	0	97	1	10	1	0	0	1	1	1
0845	112	1	86	2	12	1	5	0	0	2	3
0900	91	2	64	1	13	0	2	0	1	3	5
0915	88	0	66	1	8	0	3	0	1	3	6
0930	88	0	66	0	12	0	1	0	0	4	5
0945	94	1	73	1	7	1	3	0	0	6	2
1000	85	1	61	3	10	0	3	0	1	3	3
1015	91	0	65	4	13	0	5	0	1	1	2
1030	86	0	71	1	8	1	2	0	0	1	2
1045	90	2	65	2	9	2	2	0	3	2	3
1100	71	0	54	5	4	0	2	0	0	3	3
1115	97	2	73	0	11	1	3	0	1	3	3
1130	93	0	67	0	14	2	7	0	0	2	1
1145	86	1	72	2	8	0	0	0	0	2	1
1200	84	1	65	2	8	1	0	0	0	2	5
1215	80	2	63	2	4	2	2	0	2	2	1
1230	85	0	70	0	7	1	2	0	0	5	0
1245	93	2	70	1	12	0	2	0	0	2	4
1300	110	0	98	1	3	2	0	0	0	6	0
1315	112	2	88	3	10	0	4	0	1	3	1
1330	104	0	88	2	6	0	1	0	1	4	2
1345	95	1	78	2	9	0	2	0	1	1	1
1400	97	0	76	2	4	0	8	0	1	4	2
1415	107	2	93	0	6	0	0	0	0	3	3
1430	107	0	87	1	16	0	0	1	0	0	2
1445	92	0	79	1	6	0	2	0	0	2	2
1500	120	1	102	2	10	0	0	0	1	3	1
1515	112	0	96	2	9	1	1	0	0	2	1
1530	145	0	135	3	2	2	1	0	0	0	2
1545	162	1	142	3	15	0	0	0	0	1	0
1600	167	1	151	2	10	1	0	0	0	2	0
1615	139	0	129	3	5	0	1	0	0	1	0
1630	147	1	139	1	3	0	0	0	0	2	1
1645	150	0	141	1	6	0	0	0	0	2	0
1700	154	0	138	2	14	0	0	0	0	0	0
1715	150	0	141	1	4	0	1	0	1	1	1
1730	123	1	119	0	1	1	0	0	0	0	1
1745	140	2	132	0	3	0	0	0	0	1	2
1800	128	2	117	1	6	0	0	0	0	1	1
1815	100	0	93	1	4	0	0	0	0	1	1
1830	103	0	95	0	6	0	0	0	1	1	0
1845	96	1	91	0	4	0	0	0	0	0	0
1900	68	1	63	0	3	0	0	0	1	0	0
1915	75	1	73	0	1	0	0	0	0	0	0

1930	59	1	53	2	3	0	0	0	0	0	0
1945	55	0	53	0	0	0	0	0	0	2	0
2000	56	0	51	0	2	0	0	0	0	2	1
2015	45	1	44	0	0	0	0	0	0	0	0
2030	46	0	41	0	3	1	1	0	0	0	0
2045	43	0	37	0	3	0	1	0	0	1	1
2100	35	0	32	1	1	0	0	0	0	1	0
2115	39	1	36	0	2	0	0	0	0	0	0
2130	38	0	36	0	2	0	0	0	0	0	0
2145	25	0	24	0	1	0	0	0	0	0	0
2200	30	0	27	0	2	0	0	0	0	0	1
2215	33	0	28	0	3	0	0	0	1	0	1
2230	18	0	18	0	0	0	0	0	0	0	0
2245	19	0	18	0	1	0	0	0	0	0	0
2300	17	0	16	0	0	0	0	0	0	1	0
2315	9	0	8	0	0	0	0	0	0	1	0
2330	15	0	15	0	0	0	0	0	0	0	0
2345	14	0	13	0	0	0	0	0	0	1	0
07-19	5270	36	4427	74	408	24	84	1	22	107	87
06-22	6012	44	5093	78	444	27	87	2	26	116	95
06-00	6167	44	5236	78	450	27	87	2	27	119	97
00-00	6347	44	5371	78	471	28	87	2	33	125	108

22 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	10	0	8	0	2	0	0	0	0	0	0	0
0015	13	0	10	0	2	0	0	0	1	0	0	0
0030	8	0	8	0	0	0	0	0	0	0	0	0
0045	6	0	5	0	0	0	0	0	1	0	0	0
0100	8	0	7	0	1	0	0	0	0	0	0	0
0115	5	0	4	0	0	0	1	0	0	0	0	0
0130	1	0	0	0	0	0	0	0	0	0	0	1
0145	4	0	2	0	1	0	1	0	0	0	0	0
0200	3	0	1	0	0	0	0	0	2	0	0	0
0215	5	0	5	0	0	0	0	0	0	0	0	0
0230	5	0	3	0	2	0	0	0	0	0	0	0
0245	3	0	3	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0
0315	4	0	3	0	0	0	0	0	0	0	1	0
0330	3	0	2	0	1	0	0	0	0	0	0	0
0345	2	0	1	0	1	0	0	0	0	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0	0
0415	5	0	4	0	0	1	0	0	0	0	0	0
0430	8	0	7	0	0	0	0	0	0	0	1	0
0445	8	0	6	0	0	0	0	0	1	1	0	0
0500	5	0	4	0	0	0	0	0	0	0	1	0
0515	14	0	14	0	0	0	0	0	0	0	0	0
0530	10	0	8	0	1	0	0	0	1	0	0	0
0545	14	0	12	0	2	0	0	0	0	0	0	0
0600	14	0	9	0	2	0	0	0	1	1	1	0
0615	26	0	21	0	5	0	0	0	0	0	0	0
0630	27	0	23	0	4	0	0	0	0	0	0	0
0645	33	0	24	2	7	0	0	0	0	0	0	0
0700	38	1	31	0	6	0	0	0	0	0	0	0
0715	30	0	20	1	7	1	0	0	0	0	1	0

0730	41	0	34	1	5	0	0	0	0	0	1
0745	52	0	42	3	4	0	0	0	0	1	2
0800	63	0	53	2	6	0	0	0	1	0	1
0815	66	1	53	2	8	0	0	0	0	1	1
0830	77	0	62	7	7	0	0	0	1	0	0
0845	84	0	67	7	7	0	1	0	0	1	1
0900	80	1	64	3	7	0	1	0	1	2	1
0915	113	0	96	5	10	0	0	0	1	0	1
0930	111	0	87	5	11	0	3	0	1	1	3
0945	93	1	81	1	6	1	2	0	0	1	0
1000	112	0	100	3	6	1	0	0	0	2	0
1015	69	0	52	4	8	1	1	0	1	2	0
1030	86	0	76	2	7	0	0	0	0	1	0
1045	92	1	84	3	3	1	0	0	0	0	0
1100	92	3	82	1	4	0	0	0	0	2	0
1115	105	0	88	6	8	1	0	0	0	2	0
1130	92	0	86	1	3	0	0	0	0	1	1
1145	105	1	95	1	7	0	0	0	0	1	0
1200	102	3	91	1	5	1	0	0	0	0	1
1215	98	1	92	2	1	1	0	0	0	0	1
1230	106	1	94	3	4	0	1	0	1	0	2
1245	79	0	72	1	6	0	0	0	0	0	0
1300	110	3	99	2	3	0	1	0	0	1	1
1315	106	1	99	1	4	0	0	1	0	0	0
1330	103	2	95	2	4	0	0	0	0	0	0
1345	88	0	82	1	3	1	0	0	0	1	0
1400	99	4	90	3	2	0	0	0	0	0	0
1415	86	3	78	2	2	1	0	0	0	0	0
1430	106	0	96	1	7	0	0	1	0	0	1
1445	92	3	83	1	4	0	0	0	0	1	0
1500	57	1	55	0	1	0	0	0	0	0	0
1515	107	1	101	1	3	0	1	0	0	0	0
1530	85	0	78	0	4	0	0	0	1	1	1
1545	91	0	86	2	3	0	0	0	0	0	0
1600	73	0	68	2	3	0	0	0	0	0	0
1615	98	0	93	2	2	0	1	0	0	0	0
1630	80	0	79	0	1	0	0	0	0	0	0
1645	73	0	73	0	0	0	0	0	0	0	0
1700	74	0	71	0	2	0	0	0	0	1	0
1715	83	1	76	2	4	0	0	0	0	0	0
1730	78	0	76	1	1	0	0	0	0	0	0
1745	102	0	96	0	5	0	0	0	0	0	1
1800	73	1	72	0	0	0	0	0	0	0	0
1815	63	0	58	1	4	0	0	0	0	0	0
1830	69	1	65	0	3	0	0	0	0	0	0
1845	45	0	44	0	1	0	0	0	0	0	0
1900	50	0	48	0	1	0	0	0	0	1	0
1915	47	1	45	0	1	0	0	0	0	0	0
1930	57	0	56	0	1	0	0	0	0	0	0
1945	34	0	31	1	2	0	0	0	0	0	0
2000	28	0	26	0	2	0	0	0	0	0	0
2015	31	0	31	0	0	0	0	0	0	0	0
2030	26	0	26	0	0	0	0	0	0	0	0
2045	32	0	32	0	0	0	0	0	0	0	0
2100	22	0	22	0	0	0	0	0	0	0	0
2115	27	0	27	0	0	0	0	0	0	0	0
2130	29	1	27	0	1	0	0	0	0	0	0
2145	23	0	23	0	0	0	0	0	0	0	0
2200	29	0	29	0	0	0	0	0	0	0	0

2215	24	0	22	0	2	0	0	0	0	0	0
2230	27	0	25	0	2	0	0	0	0	0	0
2245	20	0	20	0	0	0	0	0	0	0	0
2300	22	0	22	0	0	0	0	0	0	0	0
2315	19	0	18	0	1	0	0	0	0	0	0
2330	22	0	20	0	2	0	0	0	0	0	0
2345	25	0	25	0	0	0	0	0	0	0	0
07-19	4027	35	3615	89	212	10	12	2	8	24	20
06-22	4533	37	4086	92	238	10	12	3	9	26	20
06-00	4721	37	4267	92	245	10	12	3	9	26	20
00-00	4868	37	4386	92	259	11	14	3	15	30	21

23 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	13	0	13	0	0	0	0	0	0	0	0	0
0015	7	0	6	0	1	0	0	0	0	0	0	0
0030	8	0	8	0	0	0	0	0	0	0	0	0
0045	16	0	15	0	1	0	0	0	0	0	0	0
0100	6	0	5	0	1	0	0	0	0	0	0	0
0115	6	0	6	0	0	0	0	0	0	0	0	0
0130	6	0	5	0	0	0	0	0	1	0	0	0
0145	6	0	6	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0
0215	7	0	6	1	0	0	0	0	0	0	0	0
0230	4	0	3	0	1	0	0	0	0	0	0	0
0245	7	0	7	0	0	0	0	0	0	0	0	0
0300	8	0	8	0	0	0	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0	0
0330	3	0	3	0	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0
0400	6	0	6	0	0	0	0	0	0	0	0	0
0415	7	0	6	0	1	0	0	0	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0	0
0445	6	0	3	0	2	0	0	0	0	0	0	1
0500	3	0	3	0	0	0	0	0	0	0	0	0
0515	8	0	7	0	0	0	0	0	0	1	0	0
0530	6	0	6	0	0	0	0	0	0	0	0	0
0545	10	0	9	0	1	0	0	0	0	0	0	0
0600	13	0	10	1	0	1	0	0	0	1	0	0
0615	19	1	12	0	5	0	0	0	0	0	1	0
0630	18	0	16	0	1	0	0	0	0	1	0	0
0645	18	0	17	0	1	0	0	0	0	0	0	0
0700	14	0	13	0	1	0	0	0	0	0	0	0
0715	12	0	9	1	1	0	0	0	0	0	0	1
0730	17	0	15	0	0	0	0	0	0	1	1	0
0745	24	0	20	1	2	0	0	0	0	0	0	1
0800	23	0	21	1	1	0	0	0	0	0	0	0
0815	39	1	31	0	3	0	0	0	0	4	0	0
0830	24	0	22	1	1	0	0	0	0	0	0	0
0845	26	0	25	0	0	0	0	0	0	0	0	1
0900	39	0	39	0	0	0	0	0	0	0	0	0
0915	55	0	50	0	4	0	0	0	0	1	0	0
0930	59	1	51	4	3	0	0	0	0	0	0	0
0945	85	3	79	1	1	0	0	0	0	0	0	1
1000	78	3	67	0	5	1	0	0	0	1	1	0

1015	72	3	60	1	3	0	0	0	1	3	1
1030	84	4	77	3	0	0	0	0	0	0	0
1045	82	4	72	0	4	0	1	0	0	0	1
1100	81	0	76	2	2	0	0	0	0	1	0
1115	101	2	97	0	2	0	0	0	0	0	0
1130	87	6	72	4	3	0	1	0	0	0	1
1145	94	0	87	0	6	0	0	0	0	1	0
1200	72	2	67	0	3	0	0	0	0	0	0
1215	98	1	92	2	2	0	1	0	0	0	0
1230	95	0	94	1	0	0	0	0	0	0	0
1245	79	3	72	3	1	0	0	0	0	0	0
1300	92	1	84	3	2	0	0	0	0	1	1
1315	77	1	73	0	1	0	0	0	0	1	1
1330	85	3	78	0	3	0	0	0	0	0	1
1345	74	3	68	0	0	0	1	0	2	0	0
1400	85	0	78	2	5	0	0	0	0	0	0
1415	91	0	87	0	4	0	0	0	0	0	0
1430	84	1	75	3	2	0	1	0	1	1	0
1445	74	0	72	1	1	0	0	0	0	0	0
1500	84	2	79	2	1	0	0	0	0	0	0
1515	86	1	80	0	4	0	0	0	0	1	0
1530	88	2	83	2	1	0	0	0	0	0	0
1545	69	0	66	1	2	0	0	0	0	0	0
1600	89	4	78	0	7	0	0	0	0	0	0
1615	81	2	75	1	1	0	0	0	1	1	0
1630	77	3	72	1	1	0	0	0	0	0	0
1645	82	0	80	1	1	0	0	0	0	0	0
1700	85	0	84	0	1	0	0	0	0	0	0
1715	72	0	71	0	1	0	0	0	0	0	0
1730	66	0	61	0	4	0	0	0	0	1	0
1745	69	0	67	0	2	0	0	0	0	0	0
1800	43	0	37	0	5	0	0	0	0	1	0
1815	52	1	51	0	0	0	0	0	0	0	0
1830	52	1	50	0	1	0	0	0	0	0	0
1845	52	2	50	0	0	0	0	0	0	0	0
1900	34	0	33	0	1	0	0	0	0	0	0
1915	43	0	40	0	3	0	0	0	0	0	0
1930	44	0	41	0	3	0	0	0	0	0	0
1945	33	0	30	0	2	0	0	0	0	1	0
2000	42	0	37	0	5	0	0	0	0	0	0
2015	28	0	26	1	1	0	0	0	0	0	0
2030	32	0	31	0	0	0	0	0	0	0	1
2045	21	0	21	0	0	0	0	0	0	0	0
2100	16	0	16	0	0	0	0	0	0	0	0
2115	23	0	22	0	0	0	0	0	0	1	0
2130	21	0	21	0	0	0	0	0	0	0	0
2145	16	0	16	0	0	0	0	0	0	0	0
2200	17	0	16	0	0	0	0	0	0	0	1
2215	21	0	19	0	2	0	0	0	0	0	0
2230	17	0	15	0	2	0	0	0	0	0	0
2245	16	0	15	0	0	0	0	0	0	1	0
2300	17	0	17	0	0	0	0	0	0	0	0
2315	11	0	11	0	0	0	0	0	0	0	0
2330	14	0	14	0	0	0	0	0	0	0	0
2345	17	0	16	0	1	0	0	0	0	0	0
07-19	3249	60	3007	42	98	1	5	0	5	19	12
06-22	3670	61	3396	44	120	2	5	0	5	23	14
06-00	3800	61	3519	44	125	2	5	0	5	24	15
00-00	3953	61	3660	45	133	2	5	0	6	25	16

24 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	13	0	13	0	0	0	0	0	0	0	0	0
0015	5	0	5	0	0	0	0	0	0	0	0	0
0030	4	0	3	0	1	0	0	0	0	0	0	0
0045	6	0	6	0	0	0	0	0	0	0	0	0
0100	5	0	4	0	1	0	0	0	0	0	0	0
0115	3	0	3	0	0	0	0	0	0	0	0	0
0130	4	0	3	0	1	0	0	0	0	0	0	0
0145	4	0	3	0	1	0	0	0	0	0	0	0
0200	2	0	1	0	0	0	0	0	0	0	1	0
0215	3	0	3	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0
0315	5	0	3	0	1	0	0	0	1	0	0	0
0330	7	0	5	0	1	1	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0
0400	5	0	4	0	0	1	0	0	0	0	0	0
0415	3	0	1	0	1	0	0	0	1	0	0	0
0430	9	0	7	0	0	0	0	0	0	1	1	1
0445	7	0	6	0	0	0	0	0	0	1	0	0
0500	10	0	7	0	1	0	0	0	1	1	0	0
0515	18	0	15	0	0	0	0	0	0	2	1	1
0530	34	0	28	0	1	0	0	0	1	2	2	2
0545	31	0	21	0	3	1	0	0	0	4	2	2
0600	33	0	24	1	2	0	0	1	1	2	2	2
0615	37	1	25	0	6	0	1	0	0	2	2	2
0630	62	0	44	2	10	2	0	0	1	1	2	2
0645	64	0	40	0	9	0	6	0	0	3	6	6
0700	73	0	49	0	12	0	5	0	0	5	2	2
0715	82	1	63	1	11	0	3	0	0	0	3	3
0730	114	1	84	3	16	1	4	0	0	2	3	3
0745	99	0	86	0	5	1	2	0	1	3	1	1
0800	105	2	87	0	7	1	0	0	2	2	4	4
0815	107	0	83	1	14	5	1	0	0	1	2	2
0830	93	0	73	0	11	0	1	0	0	4	4	4
0845	109	0	82	4	11	1	4	0	0	3	4	4
0900	84	0	60	1	10	0	7	0	0	3	3	3
0915	84	0	61	1	19	0	2	0	0	0	1	1
0930	85	1	70	0	10	0	0	0	1	2	1	1
0945	75	0	60	1	10	0	2	0	0	1	1	1
1000	82	0	63	1	7	2	4	1	0	3	1	1
1015	94	0	72	5	5	1	5	0	2	2	2	2
1030	107	0	93	1	9	0	0	0	0	2	2	2
1045	86	0	70	4	5	1	1	1	0	2	2	2
1100	77	1	63	1	3	3	1	0	2	1	2	2
1115	83	1	62	1	5	0	6	1	2	3	2	2
1130	89	0	66	4	11	2	3	0	0	2	1	1
1145	78	1	62	0	7	0	0	0	0	5	3	3
1200	92	1	69	1	16	0	0	0	0	3	2	2
1215	83	0	69	2	7	1	3	0	0	1	0	0
1230	80	0	65	0	8	0	1	0	0	5	1	1
1245	99	0	76	0	16	1	1	0	0	4	1	1

1300	71	2	50	1	12	1	0	0	1	1	3
1315	85	1	63	0	13	0	5	0	1	2	0
1330	76	0	60	1	9	1	4	0	0	0	1
1345	78	0	61	1	9	0	2	0	0	2	3
1400	91	0	76	1	4	1	0	0	1	6	2
1415	81	0	73	1	3	1	0	0	0	2	1
1430	101	2	78	1	12	0	2	0	1	3	2
1445	106	4	82	0	10	0	3	0	1	3	3
1500	93	2	77	0	6	0	2	1	2	0	3
1515	98	2	88	2	4	0	0	0	0	2	0
1530	100	0	90	0	5	1	1	0	0	2	1
1545	87	2	76	0	5	1	1	0	0	1	1
1600	137	1	120	4	8	0	0	0	1	1	2
1615	148	0	133	0	10	1	0	0	0	3	1
1630	142	0	124	0	10	2	1	0	1	4	0
1645	140	2	126	1	6	1	0	0	1	0	3
1700	179	1	159	5	8	2	1	0	0	2	1
1715	150	0	139	3	7	0	0	0	0	1	0
1730	145	1	132	3	6	1	0	0	0	1	1
1745	117	0	110	0	5	0	0	0	0	1	1
1800	106	0	99	1	4	0	0	0	0	1	1
1815	97	0	87	1	5	1	0	0	0	2	1
1830	81	0	77	0	2	0	0	0	0	2	0
1845	76	1	67	0	5	0	0	0	1	0	2
1900	70	0	64	1	2	0	0	0	2	1	0
1915	58	0	55	0	2	0	0	0	0	1	0
1930	58	0	53	0	4	0	0	0	0	1	0
1945	45	0	43	1	0	0	0	0	0	1	0
2000	50	0	48	0	2	0	0	0	0	0	0
2015	28	0	26	0	1	0	0	0	0	1	0
2030	36	0	34	0	2	0	0	0	0	0	0
2045	27	0	24	0	3	0	0	0	0	0	0
2100	22	0	22	0	0	0	0	0	0	0	0
2115	31	0	28	0	2	0	0	0	0	1	0
2130	24	0	22	0	1	0	0	0	0	1	0
2145	27	0	24	0	2	0	0	0	1	0	0
2200	29	0	24	0	2	0	1	0	0	0	2
2215	15	0	14	0	0	0	0	0	1	0	0
2230	11	0	10	0	0	0	0	0	0	1	0
2245	15	0	14	0	1	0	0	0	0	0	0
2300	10	0	8	0	1	0	0	0	0	1	0
2315	9	0	7	0	0	0	0	0	2	0	0
2330	6	0	5	0	0	0	0	0	1	0	0
2345	6	0	6	0	0	0	0	0	0	0	0
07-19	4745	30	3935	58	403	34	78	4	21	101	81
06-22	5417	31	4511	63	451	36	85	5	26	116	93
06-00	5518	31	4599	63	455	36	86	5	30	118	95
00-00	5702	31	4746	63	467	39	86	5	34	130	101

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	38566	300	32807	503	2834	171	488	21	198	672	572	

TSP Class Profile All Days 15 Mins

Report Id - CustomList-544

Site Name - SELBY-003

Description - A19 [60M]

Direction - South

18 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	6	0	4	0	1	0	0	0	0	1	0	
0015	7	0	6	0	0	0	0	0	0	0	0	1
0030	3	0	3	0	0	0	0	0	0	0	0	0
0045	5	0	4	0	0	0	0	0	0	1	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0
0115	3	0	1	0	0	0	0	0	1	1	0	0
0130	2	0	1	0	0	0	0	1	0	0	0	0
0145	1	0	0	0	1	0	0	0	0	0	0	0
0200	4	0	3	0	0	0	0	0	1	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0	0
0230	2	0	1	0	0	0	0	0	1	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0
0315	4	0	3	0	1	0	0	0	0	0	0	0
0330	3	0	3	0	0	0	0	0	0	0	0	0
0345	4	0	4	0	0	0	0	0	0	0	0	0
0400	8	0	8	0	0	0	0	0	0	0	0	0
0415	6	0	5	0	1	0	0	0	0	0	0	0
0430	19	0	14	0	1	0	0	0	0	1	3	
0445	12	0	9	0	1	0	0	0	0	1	1	
0500	19	0	14	0	2	0	0	0	0	1	2	
0515	24	0	17	0	2	1	0	0	0	0	4	
0530	53	1	44	1	4	0	0	0	1	1	1	
0545	42	1	38	0	2	0	0	0	0	0	1	
0600	63	2	52	0	3	0	1	1	0	1	3	
0615	92	0	81	0	6	0	0	0	0	4	1	
0630	112	1	94	1	8	1	2	0	0	4	1	
0645	138	3	116	0	11	0	4	0	2	2	0	
0700	102	0	94	0	6	0	1	0	0	1	0	
0715	136	0	131	0	3	0	0	0	0	1	1	
0730	143	0	121	3	11	1	3	0	1	1	2	
0745	161	1	140	1	12	1	3	0	0	2	1	
0800	137	1	116	1	12	0	5	0	2	0	0	
0815	108	0	93	0	9	0	3	1	2	0	0	
0830	111	0	95	0	8	1	6	0	0	0	1	
0845	106	0	82	0	10	0	4	0	2	6	2	
0900	84	1	64	0	17	1	0	0	0	1	0	
0915	79	0	60	2	11	1	3	0	0	2	0	
0930	68	0	52	1	10	0	1	1	0	3	0	
0945	67	0	54	0	5	1	5	0	0	2	0	
1000	71	0	48	2	11	0	6	0	0	2	2	
1015	61	0	45	1	7	2	0	1	0	2	3	
1030	93	1	68	1	15	1	1	0	0	2	4	
1045	67	0	50	1	10	0	4	0	1	1	0	
1100	84	0	60	2	10	1	5	0	1	4	1	

1115	85	1	58	0	14	3	4	0	0	3	2
1130	74	0	55	2	10	2	1	0	1	2	1
1145	67	2	49	2	6	2	2	0	0	2	2
1200	73	1	59	0	10	0	1	0	0	1	1
1215	72	0	61	0	5	0	0	0	1	4	1
1230	82	0	67	1	11	0	2	0	0	0	1
1245	63	0	49	1	9	0	1	0	0	1	2
1300	71	0	55	0	7	1	4	0	0	2	2
1315	67	0	49	0	9	1	5	0	2	1	0
1330	87	1	67	2	11	0	3	0	1	1	1
1345	77	1	56	2	10	0	1	1	1	3	2
1400	78	0	65	0	7	1	1	0	0	2	2
1415	91	0	70	1	10	0	2	0	2	4	2
1430	102	2	79	0	11	0	5	0	1	2	2
1445	94	3	73	0	14	0	2	0	0	1	1
1500	98	1	80	1	10	1	2	0	1	0	2
1515	110	0	96	0	11	0	0	0	1	1	1
1530	109	1	92	1	13	0	0	0	1	0	1
1545	93	1	73	0	11	0	3	0	1	2	2
1600	134	2	109	0	14	0	2	0	3	1	3
1615	113	1	97	0	9	4	0	0	0	0	2
1630	92	0	77	1	11	0	0	0	1	1	1
1645	117	0	105	0	8	0	1	0	0	2	1
1700	103	1	95	0	5	0	0	0	1	0	1
1715	107	3	94	0	7	0	0	0	0	3	0
1730	96	0	86	0	8	1	0	0	1	0	0
1745	107	1	97	0	6	1	0	0	0	1	1
1800	114	0	108	1	4	0	0	0	0	1	0
1815	99	1	95	0	3	0	0	0	0	0	0
1830	73	0	71	0	1	0	0	0	1	0	0
1845	48	0	44	0	4	0	0	0	0	0	0
1900	75	0	66	1	5	0	0	0	1	2	0
1915	56	0	50	0	2	0	0	0	3	0	1
1930	42	1	40	0	0	0	0	0	0	1	0
1945	49	1	45	0	2	0	0	0	1	0	0
2000	28	0	25	0	3	0	0	0	0	0	0
2015	40	0	36	2	2	0	0	0	0	0	0
2030	34	0	30	0	3	0	0	0	1	0	0
2045	28	1	23	0	4	0	0	0	0	0	0
2100	31	0	29	0	2	0	0	0	0	0	0
2115	29	1	27	0	0	0	0	0	0	1	0
2130	11	0	11	0	0	0	0	0	0	0	0
2145	24	1	22	0	1	0	0	0	0	0	0
2200	28	0	28	0	0	0	0	0	0	0	0
2215	24	0	24	0	0	0	0	0	0	0	0
2230	11	0	10	0	1	0	0	0	0	0	0
2245	12	0	12	0	0	0	0	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0
2315	9	0	8	0	0	0	0	0	0	1	0
2330	8	0	7	0	1	0	0	0	0	0	0
2345	4	0	4	0	0	0	0	0	0	0	0
07-19	4474	27	3704	30	436	27	92	4	29	71	54
06-22	5326	38	4451	34	488	28	99	5	37	86	60
06-00	5429	38	4551	34	490	28	99	5	37	87	60
00-00	5665	40	4742	35	506	29	99	6	41	94	73

19 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	6	0	5	0	0	0	0	0	0	1	0	
0015	7	0	6	0	1	0	0	0	0	0	0	
0030	1	0	1	0	0	0	0	0	0	0	0	
0045	1	0	0	0	1	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	
0130	1	0	1	0	0	0	0	0	0	0	0	
0145	5	0	5	0	0	0	0	0	0	0	0	
0200	6	0	5	0	0	0	0	0	1	0	0	
0215	2	0	1	0	1	0	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	
0245	2	0	1	0	0	0	0	0	1	0	0	
0300	3	0	3	0	0	0	0	0	0	0	0	
0315	5	0	4	0	1	0	0	0	0	0	0	
0330	6	0	5	0	0	0	0	0	1	0	0	
0345	6	0	4	0	1	0	0	0	1	0	0	
0400	7	0	5	0	1	0	0	0	0	1	0	
0415	10	0	8	0	1	0	0	0	0	1	0	
0430	11	0	5	0	2	0	0	0	0	1	3	
0445	9	1	7	0	1	0	0	0	0	0	0	
0500	16	0	12	0	3	0	0	0	0	1	0	
0515	38	0	33	0	2	1	0	0	1	1	0	
0530	36	2	25	2	3	0	0	0	0	1	3	
0545	54	2	48	0	1	0	0	0	0	2	1	
0600	66	1	59	1	4	0	0	0	0	0	1	
0615	74	0	61	1	3	0	2	0	2	2	3	
0630	92	1	82	0	9	0	0	0	0	0	0	
0645	114	1	102	0	5	0	0	0	1	3	2	
0700	115	0	102	0	5	2	2	0	2	2	0	
0715	136	1	116	3	9	1	0	0	0	1	5	
0730	168	2	147	2	12	0	1	0	3	0	1	
0745	144	1	129	0	8	0	1	0	2	3	0	
0800	125	0	101	2	19	0	0	0	0	2	1	
0815	133	1	108	3	12	0	2	0	2	3	2	
0830	113	0	93	1	13	0	5	0	1	0	0	
0845	103	0	80	0	11	0	10	0	0	2	0	
0900	79	0	60	4	10	1	1	0	1	0	2	
0915	83	0	66	2	9	1	1	0	0	1	3	
0930	77	0	60	4	5	0	2	0	1	3	2	
0945	90	1	60	5	10	1	5	1	2	3	2	
1000	86	2	61	4	11	2	3	0	0	3	0	
1015	66	0	52	4	6	0	1	0	0	2	1	
1030	70	0	52	3	9	1	1	0	1	1	2	
1045	58	1	43	3	4	1	2	0	0	1	3	
1100	86	1	67	0	7	0	6	0	0	1	4	
1115	91	1	63	1	14	1	4	0	2	3	2	
1130	82	0	60	2	13	0	2	0	0	0	5	
1145	71	0	59	1	5	1	1	0	0	2	2	
1200	57	0	42	3	7	1	1	0	1	1	1	
1215	73	2	54	2	8	1	1	1	1	2	1	
1230	80	0	64	4	8	1	0	0	0	2	1	
1245	93	0	76	2	11	1	2	0	0	0	1	
1300	87	4	63	3	6	0	5	0	2	2	2	
1315	87	2	64	3	11	0	1	1	0	3	2	
1330	76	0	55	0	15	1	2	0	0	1	2	
1345	99	3	73	2	11	0	4	0	1	1	4	

0200	4	0	1	0	1	0	0	0	1	1	0
0215	3	0	3	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0
0245	3	0	2	0	0	0	0	0	1	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	5	0	3	0	2	0	0	0	0	0	0
0345	3	0	2	0	1	0	0	0	0	0	0
0400	10	0	10	0	0	0	0	0	0	0	0
0415	8	0	5	0	2	0	0	0	0	0	1
0430	18	0	12	0	1	1	0	0	2	1	1
0445	5	0	5	0	0	0	0	0	0	0	0
0500	20	0	14	0	1	1	1	0	0	2	1
0515	34	0	31	0	1	0	0	0	0	0	2
0530	43	1	38	0	3	0	0	0	0	0	1
0545	58	1	51	1	2	1	0	0	1	1	0
0600	61	1	54	0	1	0	0	0	1	2	2
0615	90	0	77	0	8	1	2	0	0	0	2
0630	97	1	84	0	4	0	2	0	2	2	2
0645	125	1	108	1	8	0	2	0	0	5	0
0700	119	0	102	2	10	1	2	0	0	2	0
0715	115	1	98	1	8	1	1	0	0	2	3
0730	161	0	145	0	8	0	2	0	0	4	2
0745	138	2	118	0	10	3	1	0	1	2	1
0800	139	1	121	0	10	3	1	0	1	1	1
0815	138	0	118	3	11	2	1	0	1	0	2
0830	118	0	87	4	13	3	5	0	0	3	3
0845	97	0	78	2	8	1	4	0	0	0	4
0900	90	0	71	0	11	1	1	0	2	3	1
0915	77	1	62	0	9	1	1	0	1	1	1
0930	86	0	70	0	10	1	2	0	0	3	0
0945	75	0	59	0	6	0	7	0	1	2	0
1000	80	1	67	0	3	0	3	0	1	3	2
1015	78	0	55	3	8	0	6	0	0	3	3
1030	81	0	60	1	15	2	0	0	0	2	1
1045	77	1	63	0	7	0	2	0	1	1	2
1100	74	0	51	1	15	1	5	0	0	0	1
1115	72	1	46	1	14	1	2	0	1	2	4
1130	86	0	68	2	8	0	2	0	0	1	5
1145	87	1	65	3	9	0	0	0	1	5	3
1200	76	7	50	1	7	1	2	0	1	3	4
1215	96	1	72	0	13	2	0	0	1	5	2
1230	74	0	52	3	13	0	1	0	0	2	3
1245	84	0	70	0	9	0	0	0	0	3	2
1300	74	0	51	0	15	1	3	0	0	1	3
1315	90	1	69	0	9	2	4	1	1	1	2
1330	80	0	55	0	13	1	4	0	0	5	2
1345	67	2	52	1	6	1	2	0	0	2	1
1400	76	0	63	0	5	1	1	1	0	3	2
1415	100	1	74	2	16	0	2	1	1	1	2
1430	108	0	83	3	12	0	6	0	0	1	3
1445	92	2	74	1	5	1	4	0	3	1	1
1500	110	0	91	2	10	0	0	0	1	4	2
1515	115	0	91	1	14	1	4	0	1	1	2
1530	106	1	95	0	6	0	1	0	0	1	2
1545	109	2	85	0	15	1	3	0	1	2	0
1600	117	0	98	0	11	0	2	0	1	1	4
1615	122	1	106	0	10	0	0	0	0	3	2
1630	122	0	105	0	14	0	0	0	1	2	0

1645	115	1	100	2	10	0	0	0	2	0	0
1700	131	0	119	2	5	0	1	0	0	1	3
1715	131	0	124	0	5	0	0	0	1	0	1
1730	128	1	114	0	7	0	1	0	0	2	3
1745	95	2	81	1	6	0	1	0	2	1	1
1800	92	0	84	0	4	0	0	0	0	2	2
1815	111	2	100	1	5	1	0	0	0	0	2
1830	77	0	71	0	5	0	0	0	0	1	0
1845	56	1	42	1	7	1	0	0	0	3	1
1900	60	0	57	0	2	0	0	0	0	1	0
1915	68	3	61	1	2	0	0	0	1	0	0
1930	45	0	40	1	2	0	0	0	0	1	1
1945	35	0	33	1	1	0	0	0	0	0	0
2000	52	0	47	0	4	0	0	0	0	0	1
2015	40	0	37	0	2	0	0	0	0	0	1
2030	34	0	31	1	0	0	0	0	0	1	1
2045	29	0	22	0	2	2	0	0	0	2	1
2100	34	0	32	0	2	0	0	0	0	0	0
2115	20	0	19	0	0	0	0	0	0	1	0
2130	23	0	23	0	0	0	0	0	0	0	0
2145	19	0	18	0	1	0	0	0	0	0	0
2200	19	0	17	0	2	0	0	0	0	0	0
2215	22	0	21	0	1	0	0	0	0	0	0
2230	11	0	10	0	1	0	0	0	0	0	0
2245	12	0	12	0	0	0	0	0	0	0	0
2300	13	0	12	0	0	0	0	0	0	0	1
2315	5	0	3	0	1	0	0	0	0	1	0
2330	7	0	7	0	0	0	0	0	0	0	0
2345	6	0	6	0	0	0	0	0	0	0	0
07-19	4742	34	3875	44	450	35	90	3	28	92	91
06-22	5574	40	4618	49	489	38	96	3	32	107	102
06-00	5669	40	4706	49	494	38	96	3	32	108	103
00-00	5910	42	4906	50	511	41	97	3	37	114	109

21 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	6	0	4	0	1	0	0	0	0	1	0	
0015	5	0	5	0	0	0	0	0	0	0	0	
0030	4	0	4	0	0	0	0	0	0	0	0	
0045	4	0	2	0	1	0	0	1	0	0	0	
0100	5	0	5	0	0	0	0	0	0	0	0	
0115	2	0	2	0	0	0	0	0	0	0	0	
0130	5	0	4	0	0	0	0	0	1	0	0	
0145	4	0	2	0	0	0	0	0	2	0	0	
0200	3	0	1	0	1	0	0	0	0	0	1	
0215	3	0	2	0	1	0	0	0	0	0	0	
0230	7	0	6	0	0	0	0	0	1	0	0	
0245	2	0	1	0	0	0	0	0	0	1	0	
0300	1	0	0	0	1	0	0	0	0	0	0	
0315	4	0	4	0	0	0	0	0	0	0	0	
0330	6	0	3	0	2	0	0	0	0	0	1	
0345	5	0	4	0	1	0	0	0	0	0	0	
0400	5	0	4	0	0	0	0	0	1	0	0	
0415	3	0	1	0	1	0	0	0	0	0	1	
0430	9	0	6	0	0	0	0	0	0	1	2	

0445	16	0	9	0	5	0	0	0	0	0	2
0500	20	0	19	0	1	0	0	0	0	0	0
0515	43	0	36	0	2	1	0	0	1	1	2
0530	40	1	32	0	3	1	1	0	0	0	2
0545	47	0	43	0	1	0	0	0	0	1	2
0600	71	1	61	0	5	0	0	0	0	2	2
0615	90	2	76	0	4	0	2	0	0	1	5
0630	85	0	75	1	5	1	1	0	0	2	0
0645	125	0	113	0	7	1	1	0	0	1	2
0700	114	0	98	2	10	1	2	0	0	0	1
0715	115	1	105	2	2	1	0	0	0	4	0
0730	120	1	109	1	6	0	1	0	0	1	1
0745	152	1	133	0	7	2	2	0	2	3	2
0800	142	2	126	1	10	0	1	0	1	1	0
0815	111	1	95	2	9	1	1	0	0	1	1
0830	118	0	93	1	15	1	4	0	0	2	2
0845	100	0	81	1	9	1	3	0	1	3	1
0900	84	0	66	3	5	3	1	0	0	4	2
0915	91	0	72	2	9	0	1	0	1	5	1
0930	83	0	62	4	9	1	2	0	0	2	3
0945	78	1	55	0	10	0	6	0	0	2	4
1000	72	1	54	1	9	0	3	0	1	2	1
1015	78	1	62	0	11	0	1	0	1	0	2
1030	87	1	71	1	5	1	2	0	2	4	0
1045	79	1	61	0	9	0	3	0	0	3	2
1100	98	0	68	2	13	1	6	0	0	2	6
1115	100	0	81	2	10	0	3	0	0	3	1
1130	104	3	76	1	12	2	1	0	2	3	4
1145	91	0	76	2	8	1	1	0	0	2	1
1200	75	1	52	2	10	2	2	0	2	3	1
1215	97	1	82	1	5	1	1	0	0	4	2
1230	97	0	78	0	15	0	0	0	0	3	1
1245	73	1	56	0	8	2	1	0	0	3	2
1300	78	0	65	1	5	0	0	0	0	4	3
1315	76	2	53	0	12	0	7	0	0	1	1
1330	93	1	68	1	10	0	3	0	0	4	6
1345	95	1	74	2	14	0	0	0	0	2	2
1400	79	0	65	1	8	0	2	0	0	1	2
1415	117	0	101	1	9	1	3	0	0	2	0
1430	133	4	108	3	12	0	3	0	0	0	3
1445	112	1	87	6	15	0	0	0	0	0	3
1500	93	1	86	1	2	1	0	0	0	2	0
1515	88	0	70	2	5	0	8	0	0	1	2
1530	124	1	112	0	7	1	0	0	1	2	0
1545	114	0	100	1	9	1	0	0	3	0	0
1600	119	0	102	1	9	1	1	1	0	4	0
1615	135	0	125	1	6	0	0	0	1	1	1
1630	126	1	113	3	4	1	1	0	0	1	2
1645	122	0	106	3	8	1	1	0	1	0	2
1700	109	0	103	1	3	0	0	0	0	0	2
1715	142	2	131	0	8	0	0	0	0	0	1
1730	86	0	79	0	6	0	0	0	0	0	1
1745	92	2	85	0	2	0	0	1	0	1	1
1800	110	0	103	0	6	0	0	0	0	1	0
1815	107	0	104	1	0	0	0	0	1	1	0
1830	67	1	58	1	6	0	0	0	0	0	1
1845	83	0	76	2	4	0	0	0	0	1	0
1900	55	1	49	1	4	0	0	0	0	0	0
1915	60	0	58	0	1	0	0	0	1	0	0

1930	55	0	50	0	2	0	0	0	1	1	1
1945	45	0	44	0	0	0	0	0	1	0	0
2000	37	0	34	0	3	0	0	0	0	0	0
2015	43	0	41	0	2	0	0	0	0	0	0
2030	22	1	21	0	0	0	0	0	0	0	0
2045	20	0	16	1	2	0	1	0	0	0	0
2100	23	0	22	0	1	0	0	0	0	0	0
2115	24	0	19	0	3	0	0	0	1	0	1
2130	22	0	20	0	2	0	0	0	0	0	0
2145	19	1	16	0	2	0	0	0	0	0	0
2200	18	0	16	0	1	0	0	0	0	1	0
2215	16	0	16	0	0	0	0	0	0	0	0
2230	12	0	11	0	1	0	0	0	0	0	0
2245	6	0	5	0	1	0	0	0	0	0	0
2300	27	0	27	0	0	0	0	0	0	0	0
2315	12	0	11	0	0	1	0	0	0	0	0
2330	13	0	13	0	0	0	0	0	0	0	0
2345	16	0	15	0	1	0	0	0	0	0	0
07-19	4859	34	4086	63	386	28	77	2	20	89	74
06-22	5655	40	4801	66	429	30	82	2	24	96	85
06-00	5775	40	4915	66	433	31	82	2	24	97	85
00-00	6024	41	5114	66	454	33	83	3	30	102	98

22 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	7	0	5	0	1	0	0	0	0	0	1	
0015	7	0	6	0	0	0	0	0	1	0	0	
0030	7	0	5	0	1	0	0	0	0	1	0	
0045	4	0	4	0	0	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	
0115	4	0	3	0	0	0	0	0	0	1	0	
0130	7	0	3	0	0	0	2	0	0	2	0	
0145	4	0	2	0	0	0	1	0	0	1	0	
0200	6	0	3	0	0	0	2	0	1	0	0	
0215	3	0	1	0	2	0	0	0	0	0	0	
0230	4	0	4	0	0	0	0	0	0	0	0	
0245	4	1	3	0	0	0	0	0	0	0	0	
0300	8	0	7	0	0	0	0	0	0	0	1	
0315	0	0	0	0	0	0	0	0	0	0	0	
0330	4	0	3	0	1	0	0	0	0	0	0	
0345	5	0	5	0	0	0	0	0	0	0	0	
0400	3	0	3	0	0	0	0	0	0	0	0	
0415	2	0	2	0	0	0	0	0	0	0	0	
0430	7	0	6	0	1	0	0	0	0	0	0	
0445	2	0	2	0	0	0	0	0	0	0	0	
0500	13	0	11	0	2	0	0	0	0	0	0	
0515	16	0	14	0	1	0	0	0	0	1	0	
0530	22	1	20	0	0	0	0	0	0	0	1	
0545	23	0	22	0	0	0	0	0	0	0	1	
0600	29	0	24	1	1	0	0	0	0	2	1	
0615	34	1	29	0	1	0	2	0	1	0	0	
0630	25	0	21	0	2	0	0	0	0	1	1	
0645	27	0	24	0	2	0	0	0	1	0	0	
0700	35	0	30	0	4	0	1	0	0	0	0	
0715	32	0	28	2	1	0	0	0	0	1	0	

0730	36	2	28	0	4	0	0	0	1	1	0
0745	37	0	27	1	6	0	1	0	0	1	1
0800	47	0	42	0	4	0	0	0	1	0	0
0815	51	0	41	2	5	0	1	0	0	2	0
0830	69	0	60	1	5	0	0	0	0	2	1
0845	50	0	46	1	2	0	0	0	0	1	0
0900	56	0	44	2	8	0	1	0	0	1	0
0915	89	0	81	2	5	0	0	0	0	0	1
0930	89	0	75	2	10	0	0	0	0	2	0
0945	93	0	78	4	7	1	1	0	0	0	2
1000	90	1	75	3	8	0	1	0	1	1	0
1015	100	0	92	3	4	0	0	0	0	1	0
1030	95	0	87	1	5	0	1	0	0	1	0
1045	98	0	82	6	7	0	0	1	0	1	1
1100	91	0	83	4	3	0	0	0	0	0	1
1115	95	0	84	1	6	0	2	0	1	1	0
1130	94	4	77	3	5	1	0	0	1	0	3
1145	100	1	93	1	1	0	0	0	2	0	2
1200	100	1	91	1	6	0	0	0	0	1	0
1215	104	5	89	3	7	0	0	0	0	0	0
1230	90	1	82	3	3	0	0	0	0	0	1
1245	97	1	93	2	1	0	0	0	0	0	0
1300	88	3	78	2	1	1	1	0	0	0	2
1315	92	0	84	1	7	0	0	0	0	0	0
1330	85	1	76	2	5	0	0	0	0	1	0
1345	91	2	83	1	4	0	1	0	0	0	0
1400	89	2	81	0	4	0	0	1	1	0	0
1415	79	0	74	1	3	0	0	0	1	0	0
1430	89	0	79	1	9	0	0	0	0	0	0
1445	84	2	75	3	3	0	1	0	0	0	0
1500	90	4	85	1	0	0	0	0	0	0	0
1515	77	3	69	1	2	0	0	1	0	1	0
1530	72	5	62	2	3	0	0	0	0	0	0
1545	81	2	75	0	4	0	0	0	0	0	0
1600	86	1	83	0	1	0	1	0	0	0	0
1615	100	3	94	0	3	0	0	0	0	0	0
1630	90	4	75	2	9	0	0	0	0	0	0
1645	98	0	92	0	3	0	0	0	0	3	0
1700	111	3	102	2	4	0	0	0	0	0	0
1715	93	1	91	0	1	0	0	0	0	0	0
1730	117	0	111	0	4	0	0	0	0	2	0
1745	73	2	71	0	0	0	0	0	0	0	0
1800	85	0	81	0	2	1	0	0	1	0	0
1815	70	0	69	0	1	0	0	0	0	0	0
1830	80	1	74	2	3	0	0	0	0	0	0
1845	57	1	49	0	5	0	0	0	1	0	1
1900	60	0	57	2	1	0	0	0	0	0	0
1915	35	0	34	0	1	0	0	0	0	0	0
1930	41	0	39	0	1	0	0	0	0	1	0
1945	33	0	32	0	0	0	0	0	0	0	1
2000	41	1	37	0	2	1	0	0	0	0	0
2015	18	0	18	0	0	0	0	0	0	0	0
2030	30	0	28	0	2	0	0	0	0	0	0
2045	26	0	26	0	0	0	0	0	0	0	0
2100	25	0	25	0	0	0	0	0	0	0	0
2115	26	1	25	0	0	0	0	0	0	0	0
2130	20	0	19	0	1	0	0	0	0	0	0
2145	11	0	10	0	1	0	0	0	0	0	0
2200	19	0	19	0	0	0	0	0	0	0	0

2215	21	0	18	0	3	0	0	0	0	0	0
2230	21	0	21	0	0	0	0	0	0	0	0
2245	14	0	12	0	2	0	0	0	0	0	0
2300	18	0	17	0	1	0	0	0	0	0	0
2315	15	0	15	0	0	0	0	0	0	0	0
2330	13	0	12	0	1	0	0	0	0	0	0
2345	13	0	13	0	0	0	0	0	0	0	0
07-19	3915	56	3521	69	198	4	13	3	11	24	16
06-22	4396	59	3969	72	213	5	15	3	13	28	19
06-00	4530	59	4096	72	220	5	15	3	13	28	19
00-00	4694	61	4232	72	229	5	20	3	15	34	23

23 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	14	0	14	0	0	0	0	0	0	0	0	0
0015	17	0	17	0	0	0	0	0	0	0	0	0
0030	7	0	6	0	1	0	0	0	0	0	0	0
0045	8	0	7	0	1	0	0	0	0	0	0	0
0100	8	0	7	0	1	0	0	0	0	0	0	0
0115	10	0	10	0	0	0	0	0	0	0	0	0
0130	3	0	3	0	0	0	0	0	0	0	0	0
0145	4	0	4	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0
0215	7	0	6	0	1	0	0	0	0	0	0	0
0230	5	0	5	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0
0300	5	0	4	0	1	0	0	0	0	0	0	0
0315	4	0	4	0	0	0	0	0	0	0	0	0
0330	4	1	3	0	0	0	0	0	0	0	0	0
0345	6	0	5	0	1	0	0	0	0	0	0	0
0400	6	0	3	0	3	0	0	0	0	0	0	0
0415	7	0	7	0	0	0	0	0	0	0	0	0
0430	5	0	5	0	0	0	0	0	0	0	0	0
0445	5	0	5	0	0	0	0	0	0	0	0	0
0500	6	0	3	0	3	0	0	0	0	0	0	0
0515	14	0	13	0	1	0	0	0	0	0	0	0
0530	17	0	16	0	0	0	0	0	0	0	0	1
0545	12	0	11	0	1	0	0	0	0	0	0	0
0600	23	0	22	0	0	0	0	0	0	1	0	0
0615	24	2	18	0	2	0	0	0	0	1	1	1
0630	18	0	17	0	1	0	0	0	0	0	0	0
0645	15	0	13	0	1	0	0	0	0	1	0	0
0700	12	0	11	0	1	0	0	0	0	0	0	0
0715	28	0	25	1	0	0	0	0	1	0	1	1
0730	18	1	15	0	1	0	0	0	0	0	1	1
0745	28	0	24	0	2	0	0	0	0	1	1	1
0800	30	0	28	0	2	0	0	0	0	0	0	0
0815	27	1	25	0	0	0	0	0	0	1	0	0
0830	31	0	28	0	3	0	0	0	0	0	0	0
0845	50	0	42	5	2	0	0	0	1	0	0	0
0900	55	0	52	0	2	0	0	0	0	0	1	1
0915	78	0	73	1	3	0	0	0	1	0	0	0
0930	67	0	60	2	4	0	1	0	0	0	0	0
0945	78	0	74	2	2	0	0	0	0	0	0	0
1000	78	0	69	3	3	0	0	0	0	3	0	0

1015	82	1	76	1	2	0	1	0	0	1	0
1030	75	1	69	0	3	2	0	0	0	0	0
1045	82	3	76	0	1	0	0	0	0	2	0
1100	95	2	91	0	1	0	0	0	0	1	0
1115	77	1	70	3	2	0	0	0	0	1	0
1130	87	0	85	0	2	0	0	0	0	0	0
1145	87	0	82	0	3	0	0	0	0	0	2
1200	111	2	101	4	0	0	0	0	1	2	1
1215	101	3	88	3	5	0	1	0	0	0	1
1230	72	1	68	0	2	0	0	0	0	1	0
1245	88	3	77	3	4	0	0	0	0	0	1
1300	94	2	84	1	5	0	0	1	0	1	0
1315	80	2	73	0	3	0	1	0	0	1	0
1330	74	2	69	1	0	0	1	0	0	0	1
1345	102	0	93	1	6	0	0	0	0	0	2
1400	105	5	98	1	1	0	0	0	0	0	0
1415	99	0	96	2	0	0	0	0	0	0	1
1430	75	3	69	0	3	0	0	0	0	0	0
1445	81	5	71	2	2	1	0	0	0	0	0
1500	92	2	88	0	1	0	1	0	0	0	0
1515	64	0	62	1	1	0	0	0	0	0	0
1530	84	3	75	1	2	0	1	0	1	0	1
1545	73	1	69	1	2	0	0	0	0	0	0
1600	92	0	87	4	1	0	0	0	0	0	0
1615	89	3	84	0	2	0	0	0	0	0	0
1630	71	0	67	0	4	0	0	0	0	0	0
1645	60	1	59	0	0	0	0	0	0	0	0
1700	74	0	72	0	1	0	0	0	0	0	1
1715	78	0	77	0	0	0	0	0	0	1	0
1730	81	5	75	0	1	0	0	0	0	0	0
1745	59	1	56	0	2	0	0	0	0	0	0
1800	59	0	55	0	4	0	0	0	0	0	0
1815	72	0	66	0	6	0	0	0	0	0	0
1830	53	1	49	0	3	0	0	0	0	0	0
1845	39	0	37	0	2	0	0	0	0	0	0
1900	46	0	45	0	1	0	0	0	0	0	0
1915	36	0	36	0	0	0	0	0	0	0	0
1930	26	0	25	0	1	0	0	0	0	0	0
1945	26	0	25	0	1	0	0	0	0	0	0
2000	29	0	27	0	2	0	0	0	0	0	0
2015	26	0	26	0	0	0	0	0	0	0	0
2030	32	0	32	0	0	0	0	0	0	0	0
2045	13	0	12	0	1	0	0	0	0	0	0
2100	23	0	23	0	0	0	0	0	0	0	0
2115	27	0	26	0	1	0	0	0	0	0	0
2130	13	0	13	0	0	0	0	0	0	0	0
2145	27	0	27	0	0	0	0	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0
2215	8	0	8	0	0	0	0	0	0	0	0
2230	12	0	9	1	2	0	0	0	0	0	0
2245	11	0	10	0	1	0	0	0	0	0	0
2300	18	0	17	1	0	0	0	0	0	0	0
2315	11	0	10	0	0	0	0	0	1	0	0
2330	3	0	3	0	0	0	0	0	0	0	0
2345	6	0	6	0	0	0	0	0	0	0	0
07-19	3387	55	3140	43	102	3	7	1	5	16	15
06-22	3791	57	3527	43	113	3	7	1	5	19	16
06-00	3871	57	3601	45	116	3	7	1	6	19	16
00-00	4050	58	3764	45	130	3	7	1	6	19	17

24 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	5	0	5	0	0	0	0	0	0	0	0	0
0015	5	0	5	0	0	0	0	0	0	0	0	0
0030	7	0	7	0	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	1	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0
0145	2	0	0	0	2	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0
0215	2	0	1	0	1	0	0	0	0	0	0	0
0230	3	0	2	0	0	0	0	0	0	1	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0
0315	6	0	6	0	0	0	0	0	0	0	0	0
0330	5	0	5	0	0	0	0	0	0	0	0	0
0345	3	0	2	0	1	0	0	0	0	0	0	0
0400	7	0	5	0	2	0	0	0	0	0	0	0
0415	8	0	7	0	1	0	0	0	0	0	0	0
0430	14	0	12	0	1	0	0	0	0	1	0	0
0445	9	0	8	0	1	0	0	0	0	0	0	0
0500	24	0	19	0	1	0	0	0	1	1	2	0
0515	37	1	29	0	2	0	1	0	0	0	4	0
0530	38	0	29	1	5	0	0	0	0	2	1	0
0545	50	0	46	0	0	0	0	0	0	3	1	0
0600	67	1	60	0	4	0	0	0	0	0	2	0
0615	71	1	60	1	7	0	1	0	0	0	1	0
0630	120	0	104	1	10	2	1	0	0	0	2	0
0645	111	0	100	0	7	0	0	0	1	1	2	0
0700	92	0	83	0	8	0	0	0	0	1	0	0
0715	119	1	104	1	8	0	1	0	0	3	1	0
0730	112	0	102	1	4	0	1	0	1	2	1	0
0745	114	2	105	0	5	0	1	0	0	0	1	0
0800	116	1	99	1	9	0	3	0	1	0	2	0
0815	124	0	113	0	7	0	1	0	2	1	0	0
0830	97	0	74	1	12	0	5	0	2	1	2	0
0845	91	1	72	0	6	1	4	0	0	3	4	0
0900	70	0	57	1	9	0	2	0	0	0	1	0
0915	78	0	64	3	7	0	2	0	0	0	2	0
0930	90	1	70	1	12	1	3	0	0	1	1	0
0945	84	0	75	0	5	0	2	0	1	0	1	0
1000	89	1	75	0	7	0	3	0	1	2	0	0
1015	94	0	76	1	8	1	1	0	1	3	3	0
1030	99	2	67	4	17	0	1	1	2	3	2	0
1045	89	2	70	0	8	0	3	0	0	2	4	0
1100	87	0	66	4	6	1	3	0	0	5	2	0
1115	93	1	71	3	9	1	1	0	0	2	5	0
1130	86	0	71	1	9	0	1	0	0	4	0	0
1145	74	0	63	1	5	0	2	0	0	3	0	0
1200	106	0	88	3	7	3	1	0	0	3	1	0
1215	79	0	60	3	10	1	2	1	1	0	1	0
1230	109	0	87	1	12	2	1	0	0	4	2	0
1245	88	1	71	1	10	0	0	0	0	3	2	0

1300	85	0	60	1	12	1	4	0	1	5	1
1315	101	0	83	2	10	1	2	0	0	1	2
1330	108	0	92	2	8	0	3	0	1	0	2
1345	72	1	59	2	5	0	1	0	0	2	2
1400	100	1	79	1	15	0	0	0	1	2	1
1415	87	0	67	1	10	0	4	0	1	2	2
1430	92	0	76	2	8	0	3	0	0	2	1
1445	105	1	82	2	11	0	4	0	0	2	3
1500	98	1	84	1	7	1	1	0	1	0	2
1515	86	2	77	0	4	0	0	0	0	0	3
1530	110	3	80	1	16	1	6	0	1	2	0
1545	113	0	89	1	14	1	2	0	1	3	2
1600	116	0	100	0	12	0	0	0	2	2	0
1615	119	2	97	2	15	0	1	0	0	0	2
1630	120	1	99	2	16	0	0	0	0	1	1
1645	107	2	91	3	7	0	0	0	0	3	1
1700	130	0	112	3	12	0	1	0	0	1	1
1715	117	0	110	0	5	0	0	0	0	2	0
1730	113	1	105	1	3	2	0	0	0	1	0
1745	98	1	84	1	9	0	1	0	1	1	0
1800	78	0	73	0	1	0	0	0	0	1	3
1815	90	1	84	0	3	0	0	0	1	1	0
1830	69	0	61	0	5	0	1	0	1	1	0
1845	53	0	49	2	0	0	0	0	0	1	1
1900	59	1	55	0	2	0	0	0	1	0	0
1915	41	0	39	0	1	0	0	0	1	0	0
1930	37	0	31	0	3	0	0	0	0	2	1
1945	25	0	23	0	1	0	0	0	0	0	1
2000	31	1	28	0	2	0	0	0	0	0	0
2015	21	0	20	0	0	0	0	0	1	0	0
2030	31	0	28	1	1	0	0	0	1	0	0
2045	21	0	16	1	2	0	0	0	1	1	0
2100	28	0	25	0	1	0	0	0	0	1	1
2115	23	0	21	0	1	0	0	0	0	0	1
2130	13	0	13	0	0	0	0	0	0	0	0
2145	22	0	21	0	1	0	0	0	0	0	0
2200	23	0	23	0	0	0	0	0	0	0	0
2215	20	0	18	0	0	0	0	0	0	0	2
2230	10	0	9	1	0	0	0	0	0	0	0
2245	18	0	16	0	0	0	0	0	0	0	2
2300	10	0	10	0	0	0	0	0	0	0	0
2315	13	0	11	0	1	0	0	0	0	1	0
2330	10	0	9	0	0	0	0	0	0	0	1
2345	8	0	6	0	1	0	0	0	0	1	0
07-19	4647	30	3876	61	408	18	78	2	24	82	68
06-22	5368	34	4520	65	451	20	80	2	30	87	79
06-00	5480	34	4622	66	453	20	80	2	30	89	84
00-00	5714	35	4818	67	470	20	81	2	31	98	92

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	37787	332	32341	421	2768	153	471	23	200	558	520	

**ATC 3: Wand Lane
(West of Hensall Gate Entrance)**

1115	7	5	2	0	0	0	0	0	0	0	0
1130	4	3	1	0	0	0	0	0	0	0	0
1145	4	1	2	1	0	0	0	0	0	0	0
1200	5	3	1	0	0	1	0	0	0	0	0
1215	7	4	2	1	0	0	0	0	0	0	0
1230	4	3	1	0	0	0	0	0	0	0	0
1245	2	1	1	0	0	0	0	0	0	0	0
1300	2	1	1	0	0	0	0	0	0	0	0
1315	7	4	2	0	0	1	0	0	0	0	0
1330	6	0	6	0	0	0	0	0	0	0	0
1345	1	0	1	0	0	0	0	0	0	0	0
1400	3	0	2	0	1	0	0	0	0	0	0
1415	4	0	2	1	0	0	1	0	0	0	0
1430	5	1	3	0	0	1	0	0	0	0	0
1445	2	1	1	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0
1530	1	1	0	0	0	0	0	0	0	0	0
1545	4	1	3	0	0	0	0	0	0	0	0
1600	1	1	0	0	0	0	0	0	0	0	0
1615	5	2	3	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0
1645	2	2	0	0	0	0	0	0	0	0	0
1700	8	0	8	0	0	0	0	0	0	0	0
1715	5	0	4	1	0	0	0	0	0	0	0
1730	1	0	0	1	0	0	0	0	0	0	0
1745	1	1	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0
1815	1	0	1	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	203	61	122	8	3	5	3	0	0	0	1
06-22	290	61	205	9	5	5	3	0	0	1	1
06-00	294	61	209	9	5	5	3	0	0	1	1
00-00	318	62	227	9	6	5	3	0	0	3	3

19 October 2016

0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	0	0	1	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	1	0	0	0	0	0	0	0	0	1	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0
0530	4	0	4	0	0	0	0	0	0	0	0
0545	9	1	7	0	0	0	0	0	0	0	1
0600	9	0	7	0	0	0	0	0	1	0	1
0615	11	0	11	0	0	0	0	0	0	0	0
0630	31	0	28	0	3	0	0	0	0	0	0
0645	24	0	24	0	0	0	0	0	0	0	0
0700	10	0	8	0	2	0	0	0	0	0	0
0715	10	0	8	1	0	1	0	0	0	0	0
0730	16	0	14	0	2	0	0	0	0	0	0
0745	10	0	8	0	1	0	0	0	1	0	0
0800	7	0	5	0	1	0	0	0	0	1	0
0815	9	0	8	0	1	0	0	0	0	0	0
0830	6	0	5	0	1	0	0	0	0	0	0
0845	7	0	4	0	2	0	0	0	0	1	0
0900	10	0	7	0	3	0	0	0	0	0	0
0915	11	0	9	0	1	0	1	0	0	0	0
0930	9	0	8	0	1	0	0	0	0	0	0
0945	9	0	9	0	0	0	0	0	0	0	0
1000	8	0	6	0	2	0	0	0	0	0	0
1015	13	0	11	0	2	0	0	0	0	0	0
1030	10	1	7	0	2	0	0	0	0	0	0
1045	5	1	3	0	0	0	1	0	0	0	0
1100	10	0	6	0	1	2	0	0	1	0	0
1115	7	0	7	0	0	0	0	0	0	0	0
1130	8	2	3	1	1	0	0	0	0	0	1
1145	9	0	8	1	0	0	0	0	0	0	0
1200	6	0	4	0	2	0	0	0	0	0	0
1215	11	0	8	0	2	1	0	0	0	0	0
1230	8	0	3	1	4	0	0	0	0	0	0
1245	8	0	6	0	1	0	0	0	1	0	0
1300	7	0	6	0	0	0	0	0	0	0	1
1315	7	0	7	0	0	0	0	0	0	0	0
1330	8	0	5	0	3	0	0	0	0	0	0
1345	11	0	6	1	4	0	0	0	0	0	0
1400	4	0	4	0	0	0	0	0	0	0	0
1415	7	0	4	0	1	0	0	0	0	2	0
1430	6	0	4	2	0	0	0	0	0	0	0
1445	10	0	9	0	1	0	0	0	0	0	0
1500	15	0	12	1	0	0	0	0	1	1	0
1515	7	1	5	0	1	0	0	0	0	0	0
1530	11	0	10	0	0	0	0	0	1	0	0
1545	8	0	7	0	1	0	0	0	0	0	0
1600	12	0	11	0	1	0	0	0	0	0	0
1615	12	0	11	0	1	0	0	0	0	0	0
1630	9	0	7	0	2	0	0	0	0	0	0

0445	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	8	0	6	0	0	0	0	0	2	0	0
0530	4	0	4	0	0	0	0	0	0	0	0
0545	7	0	7	0	0	0	0	0	0	0	0
0600	9	0	9	0	0	0	0	0	0	0	0
0615	14	0	13	0	0	0	0	0	0	1	0
0630	28	0	26	0	2	0	0	0	0	0	0
0645	22	0	21	1	0	0	0	0	0	0	0
0700	13	0	11	0	2	0	0	0	0	0	0
0715	12	0	8	0	3	0	0	0	1	0	0
0730	6	0	6	0	0	0	0	0	0	0	0
0745	11	0	8	0	3	0	0	0	0	0	0
0800	9	0	8	0	0	0	0	0	0	0	1
0815	12	0	9	0	2	0	0	0	0	1	0
0830	6	0	4	0	2	0	0	0	0	0	0
0845	9	0	6	0	3	0	0	0	0	0	0
0900	6	0	4	0	0	1	0	0	0	0	1
0915	7	0	4	2	1	0	0	0	0	0	0
0930	8	0	5	0	2	0	0	0	1	0	0
0945	10	0	7	0	3	0	0	0	0	0	0
1000	9	0	8	0	1	0	0	0	0	0	0
1015	9	1	6	0	2	0	0	0	0	0	0
1030	6	0	5	0	0	0	0	0	0	0	1
1045	7	0	2	0	3	0	0	0	0	2	0
1100	10	0	8	1	0	0	0	0	0	0	1
1115	12	0	10	0	2	0	0	0	0	0	0
1130	7	0	6	0	1	0	0	0	0	0	0
1145	11	1	8	0	2	0	0	0	0	0	0
1200	4	0	3	0	1	0	0	0	0	0	0
1215	10	0	8	0	2	0	0	0	0	0	0
1230	12	0	10	0	2	0	0	0	0	0	0
1245	12	1	9	0	0	0	0	0	0	1	1
1300	9	0	8	0	1	0	0	0	0	0	0
1315	12	0	12	0	0	0	0	0	0	0	0
1330	9	0	6	0	0	0	1	0	0	1	1
1345	15	0	13	0	0	0	1	0	0	1	0
1400	11	0	9	0	2	0	0	0	0	0	0
1415	10	1	8	0	0	0	0	0	0	0	1
1430	18	1	13	1	2	0	0	0	1	0	0
1445	13	0	9	0	1	0	2	0	0	0	1
1500	8	0	7	0	0	0	0	0	1	0	0
1515	11	0	11	0	0	0	0	0	0	0	0
1530	6	0	6	0	0	0	0	0	0	0	0
1545	13	0	12	0	1	0	0	0	0	0	0
1600	15	0	13	0	1	0	1	0	0	0	0
1615	15	0	14	0	1	0	0	0	0	0	0
1630	13	0	12	1	0	0	0	0	0	0	0
1645	10	0	9	0	0	0	0	0	1	0	0
1700	14	0	13	1	0	0	0	0	0	0	0
1715	16	0	15	0	1	0	0	0	0	0	0
1730	7	1	6	0	0	0	0	0	0	0	0
1745	10	1	9	0	0	0	0	0	0	0	0
1800	14	0	12	0	2	0	0	0	0	0	0
1815	13	0	13	0	0	0	0	0	0	0	0
1830	11	1	10	0	0	0	0	0	0	0	0
1845	12	1	11	0	0	0	0	0	0	0	0
1900	9	0	9	0	0	0	0	0	0	0	0
1915	6	0	6	0	0	0	0	0	0	0	0

0730	5	0	3	1	0	0	0	0	0	0	1
0745	4	0	4	0	0	0	0	0	0	0	0
0800	4	0	4	0	0	0	0	0	0	0	0
0815	3	0	3	0	0	0	0	0	0	0	0
0830	5	1	4	0	0	0	0	0	0	0	0
0845	3	0	3	0	0	0	0	0	0	0	0
0900	9	0	8	0	1	0	0	0	0	0	0
0915	4	0	4	0	0	0	0	0	0	0	0
0930	5	0	5	0	0	0	0	0	0	0	0
0945	17	0	15	0	2	0	0	0	0	0	0
1000	10	0	8	0	2	0	0	0	0	0	0
1015	10	1	9	0	0	0	0	0	0	0	0
1030	8	0	8	0	0	0	0	0	0	0	0
1045	7	0	7	0	0	0	0	0	0	0	0
1100	13	0	11	2	0	0	0	0	0	0	0
1115	7	0	6	0	0	0	0	0	0	1	0
1130	11	1	7	0	2	0	0	0	0	1	0
1145	15	0	15	0	0	0	0	0	0	0	0
1200	11	1	9	0	0	0	1	0	0	0	0
1215	8	0	8	0	0	0	0	0	0	0	0
1230	6	0	6	0	0	0	0	0	0	0	0
1245	4	0	4	0	0	0	0	0	0	0	0
1300	12	0	10	0	0	1	0	0	0	0	1
1315	6	0	5	1	0	0	0	0	0	0	0
1330	5	0	5	0	0	0	0	0	0	0	0
1345	4	0	3	0	1	0	0	0	0	0	0
1400	10	0	8	1	1	0	0	0	0	0	0
1415	5	0	4	0	1	0	0	0	0	0	0
1430	12	0	11	1	0	0	0	0	0	0	0
1445	8	0	7	1	0	0	0	0	0	0	0
1500	13	1	11	0	0	0	0	0	1	0	0
1515	20	0	18	0	1	0	0	0	0	1	0
1530	10	2	8	0	0	0	0	0	0	0	0
1545	8	0	7	0	1	0	0	0	0	0	0
1600	10	0	10	0	0	0	0	0	0	0	0
1615	8	0	7	0	1	0	0	0	0	0	0
1630	6	0	5	1	0	0	0	0	0	0	0
1645	14	1	12	0	1	0	0	0	0	0	0
1700	8	0	8	0	0	0	0	0	0	0	0
1715	7	1	6	0	0	0	0	0	0	0	0
1730	5	0	3	0	1	0	0	0	0	0	1
1745	6	0	6	0	0	0	0	0	0	0	0
1800	13	0	10	0	2	0	0	0	1	0	0
1815	6	0	6	0	0	0	0	0	0	0	0
1830	10	1	9	0	0	0	0	0	0	0	0
1845	4	0	4	0	0	0	0	0	0	0	0
1900	10	0	10	0	0	0	0	0	0	0	0
1915	5	0	5	0	0	0	0	0	0	0	0
1930	6	0	5	0	1	0	0	0	0	0	0
1945	5	0	5	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0
2030	6	0	5	0	1	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0
2115	5	0	4	0	1	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0

1015	6	0	6	0	0	0	0	0	0	0	0
1030	3	2	1	0	0	0	0	0	0	0	0
1045	5	1	4	0	0	0	0	0	0	0	0
1100	13	2	8	2	0	0	0	0	1	0	0
1115	4	0	2	0	1	0	0	0	0	1	0
1130	8	1	7	0	0	0	0	0	0	0	0
1145	9	0	8	0	1	0	0	0	0	0	0
1200	10	1	8	1	0	0	0	0	0	0	0
1215	12	2	8	0	0	0	0	0	0	2	0
1230	4	1	3	0	0	0	0	0	0	0	0
1245	12	2	10	0	0	0	0	0	0	0	0
1300	9	0	7	0	0	0	0	0	0	2	0
1315	10	0	9	0	1	0	0	0	0	0	0
1330	5	0	5	0	0	0	0	0	0	0	0
1345	6	0	5	1	0	0	0	0	0	0	0
1400	13	0	13	0	0	0	0	0	0	0	0
1415	13	0	12	1	0	0	0	0	0	0	0
1430	11	1	8	1	0	0	0	0	1	0	0
1445	6	0	5	0	1	0	0	0	0	0	0
1500	15	0	15	0	0	0	0	0	0	0	0
1515	10	1	8	0	1	0	0	0	0	0	0
1530	4	0	3	0	1	0	0	0	0	0	0
1545	5	0	4	0	0	0	0	0	1	0	0
1600	13	0	12	0	1	0	0	0	0	0	0
1615	10	0	9	0	1	0	0	0	0	0	0
1630	4	0	3	0	0	0	0	0	0	1	0
1645	7	1	6	0	0	0	0	0	0	0	0
1700	6	0	5	0	0	0	0	0	0	1	0
1715	8	0	8	0	0	0	0	0	0	0	0
1730	7	0	6	0	1	0	0	0	0	0	0
1745	9	0	9	0	0	0	0	0	0	0	0
1800	4	0	4	0	0	0	0	0	0	0	0
1815	5	0	5	0	0	0	0	0	0	0	0
1830	7	0	7	0	0	0	0	0	0	0	0
1845	7	1	6	0	0	0	0	0	0	0	0
1900	5	0	5	0	0	0	0	0	0	0	0
1915	4	0	3	0	0	0	0	0	0	0	1
1930	4	0	4	0	0	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0
2015	2	0	1	0	1	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0
2130	4	0	3	0	1	0	0	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	0	0	0	0	0	0	0	1	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	327	17	278	11	9	0	0	0	4	7	1
06-22	370	17	317	11	11	0	0	0	5	7	2
06-00	375	17	321	11	11	0	0	0	5	8	2
00-00	394	17	339	11	12	0	0	0	5	8	2

24 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	0	0	0	0	0	0	0	1	0	0
0015	3	0	3	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	0	0	0	0	0	0	0	1	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	0	0	0	0	0	0	1	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0	0
0530	2	0	1	0	0	0	0	0	1	0	0	0
0545	11	0	11	0	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0	0
0615	17	0	16	0	0	0	1	0	0	0	0	0
0630	31	0	29	0	2	0	0	0	0	0	0	0
0645	28	0	26	0	1	0	0	0	1	0	0	0
0700	7	0	5	0	1	0	0	0	1	0	0	0
0715	9	0	8	0	0	0	0	1	0	0	0	0
0730	6	0	5	0	0	0	0	0	0	0	1	0
0745	7	0	6	0	0	0	0	0	0	1	0	0
0800	7	0	6	0	1	0	0	0	0	0	0	0
0815	8	0	7	0	1	0	0	0	0	0	0	0
0830	12	0	10	0	1	0	0	0	1	0	0	0
0845	6	0	4	1	0	0	0	0	0	0	1	0
0900	15	0	10	1	4	0	0	0	0	0	0	0
0915	10	0	9	0	1	0	0	0	0	0	0	0
0930	12	0	7	0	5	0	0	0	0	0	0	0
0945	5	0	3	1	1	0	0	0	0	0	0	0
1000	8	0	7	1	0	0	0	0	0	0	0	0
1015	8	0	6	0	2	0	0	0	0	0	0	0
1030	8	0	7	0	1	0	0	0	0	0	0	0
1045	12	1	7	0	2	0	0	0	0	1	1	0
1100	8	0	5	0	2	0	0	0	0	1	0	0
1115	5	0	4	0	0	0	0	0	0	0	1	0
1130	9	0	5	1	2	0	0	0	1	0	0	0
1145	11	1	8	0	1	0	0	0	0	0	1	0
1200	11	0	10	0	1	0	0	0	0	0	0	0
1215	9	0	5	0	4	0	0	0	0	0	0	0
1230	4	0	3	0	1	0	0	0	0	0	0	0
1245	12	1	6	0	2	1	0	0	0	1	1	0

1300	9	0	7	0	1	1	0	0	0	0	0	0
1315	10	0	8	0	1	0	0	0	0	0	1	0
1330	11	0	11	0	0	0	0	0	0	0	0	0
1345	7	0	5	1	0	0	0	0	0	0	1	0
1400	10	0	8	0	2	0	0	0	0	0	0	0
1415	11	0	9	0	0	0	0	0	0	0	1	1
1430	4	0	3	0	0	0	0	0	0	1	0	0
1445	6	0	4	0	0	0	0	0	0	0	2	0
1500	10	0	9	0	0	0	0	0	0	1	0	0
1515	13	0	13	0	0	0	0	0	0	0	0	0
1530	13	1	10	0	2	0	0	0	0	0	0	0
1545	10	0	7	0	1	0	0	0	0	0	1	1
1600	12	0	11	0	0	0	0	0	0	0	0	1
1615	9	1	8	0	0	0	0	0	0	0	0	0
1630	4	0	3	0	1	0	0	0	0	0	0	0
1645	9	0	7	2	0	0	0	0	0	0	0	0
1700	9	0	9	0	0	0	0	0	0	0	0	0
1715	11	0	11	0	0	0	0	0	0	0	0	0
1730	10	0	9	0	0	0	0	0	0	0	1	0
1745	7	0	6	0	0	1	0	0	0	0	0	0
1800	10	0	9	1	0	0	0	0	0	0	0	0
1815	7	0	7	0	0	0	0	0	0	0	0	0
1830	8	0	6	0	1	0	0	0	0	0	0	1
1845	7	0	6	1	0	0	0	0	0	0	0	0
1900	9	0	9	0	0	0	0	0	0	0	0	0
1915	4	0	3	1	0	0	0	0	0	0	0	0
1930	2	0	2	0	0	0	0	0	0	0	0	0
1945	3	0	3	0	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	0
2015	2	0	2	0	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	3	0	0	0	0	0	0	0	1	0
2115	4	0	4	0	0	0	0	0	0	0	0	0
2130	2	0	1	0	0	0	0	0	0	0	1	0
2145	9	0	9	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	0	0	0	0	0	0	0	0	1	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	2	0	1	0	0	0	0	0	0	0	1	0
07-19	426	5	339	10	42	3	0	1	5	11	10	
06-22	552	5	457	11	45	3	1	1	6	13	10	
06-00	561	5	464	11	45	3	1	1	6	15	10	
00-00	588	5	487	11	45	3	1	1	7	18	10	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	3721	129	3110	66	237	15	22	1	37	71	33	

1115	0	0	0	0	0	0	0	0	0	0	0
1130	0	0	0	0	0	0	0	0	0	0	0
1145	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0
1230	1	0	1	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0
1315	1	0	1	0	0	0	0	0	0	0	0
1330	4	0	4	0	0	0	0	0	0	0	0
1345	1	0	1	0	0	0	0	0	0	0	0
1400	2	0	2	0	0	0	0	0	0	0	0
1415	1	0	1	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0
1445	2	0	2	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	0	0	0	0	0	0	0	0	0
1545	2	0	2	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0
1700	8	0	8	0	0	0	0	0	0	0	0
1715	4	0	4	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0
2230	2	0	1	0	1	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	51	0	43	0	5	1	0	0	0	1	1
06-22	73	0	63	0	6	1	0	0	0	1	2
06-00	78	0	67	0	7	1	0	0	0	1	2
00-00	95	0	82	0	9	1	0	0	0	1	2

19 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0
0530	2	0	1	0	1	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0
0600	7	0	5	0	1	0	0	0	0	0	0	1
0615	5	0	5	0	0	0	0	0	0	0	0	0
0630	20	0	19	0	0	0	0	0	0	0	0	1
0645	12	0	10	0	0	0	0	0	0	0	0	2
0700	3	0	3	0	0	0	0	0	0	0	0	0
0715	11	0	9	0	1	0	0	0	0	0	0	1
0730	15	0	13	0	1	0	0	1	0	0	0	0
0745	11	0	9	0	1	0	0	0	0	0	0	1
0800	13	0	11	0	2	0	0	0	0	0	0	0
0815	12	0	9	0	1	0	2	0	0	0	0	0
0830	12	0	11	0	1	0	0	0	0	0	0	0
0845	9	0	9	0	0	0	0	0	0	0	0	0
0900	11	0	10	1	0	0	0	0	0	0	0	0
0915	10	1	8	0	0	0	0	0	0	0	0	1
0930	12	0	9	0	3	0	0	0	0	0	0	0
0945	10	0	6	0	3	0	0	0	0	0	1	0
1000	14	0	12	0	2	0	0	0	0	0	0	0
1015	12	0	8	1	1	0	2	0	0	0	0	0
1030	14	1	7	1	1	0	1	0	0	0	0	3
1045	15	0	10	0	4	1	0	0	0	0	0	0
1100	6	0	6	0	0	0	0	0	0	0	0	0
1115	7	0	7	0	0	0	0	0	0	0	0	0
1130	11	0	9	0	0	0	1	0	0	0	1	0
1145	13	0	11	0	1	0	0	0	0	0	0	1
1200	8	0	5	1	0	0	0	0	0	0	0	2
1215	11	1	8	0	1	1	0	0	0	0	0	0
1230	3	0	3	0	0	0	0	0	0	0	0	0
1245	6	0	4	0	2	0	0	0	0	0	0	0
1300	11	0	7	0	0	0	3	0	0	0	0	1
1315	7	0	6	0	1	0	0	0	0	0	0	0
1330	10	0	10	0	0	0	0	0	0	0	0	0
1345	8	0	6	0	1	0	0	0	0	0	0	1

0200	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0
0545	4	0	4	0	0	0	0	0	0	0	0
0600	6	0	5	0	0	0	1	0	0	0	0
0615	2	0	2	0	0	0	0	0	0	0	0
0630	13	0	13	0	0	0	0	0	0	0	0
0645	6	0	0	0	1	0	0	0	0	0	5
0700	13	0	9	0	0	0	0	0	0	0	4
0715	12	0	10	0	1	0	0	0	0	1	0
0730	15	0	15	0	0	0	0	0	0	0	0
0745	12	0	11	0	1	0	0	0	0	0	0
0800	8	0	7	0	0	1	0	0	0	0	0
0815	10	0	6	0	1	1	2	0	0	0	0
0830	11	1	10	0	0	0	0	0	0	0	0
0845	10	0	10	0	0	0	0	0	0	0	0
0900	6	0	6	0	0	0	0	0	0	0	0
0915	6	0	4	0	1	1	0	0	0	0	0
0930	13	0	12	0	1	0	0	0	0	0	0
0945	11	0	11	0	0	0	0	0	0	0	0
1000	10	0	8	0	1	0	1	0	0	0	0
1015	8	0	6	0	1	1	0	0	0	0	0
1030	13	4	6	0	2	0	0	0	0	0	1
1045	11	0	9	0	2	0	0	0	0	0	0
1100	6	0	5	0	1	0	0	0	0	0	0
1115	12	3	8	0	1	0	0	0	0	0	0
1130	9	0	5	2	1	0	0	0	0	0	1
1145	8	0	7	0	0	0	0	0	0	0	1
1200	12	0	9	0	2	0	0	0	0	0	1
1215	8	0	7	0	1	0	0	0	0	0	0
1230	7	0	5	0	2	0	0	0	0	0	0
1245	9	0	9	0	0	0	0	0	0	0	0
1300	10	1	8	0	0	0	0	0	0	0	1
1315	10	0	9	0	0	0	0	0	0	0	1
1330	6	0	5	0	1	0	0	0	0	0	0
1345	11	0	8	0	3	0	0	0	0	0	0
1400	8	0	7	1	0	0	0	0	0	0	0
1415	11	0	8	0	1	0	0	0	0	1	1
1430	9	0	6	1	2	0	0	0	0	0	0
1445	11	0	11	0	0	0	0	0	0	0	0
1500	13	0	11	0	2	0	0	0	0	0	0
1515	30	0	28	0	2	0	0	0	0	0	0
1530	51	0	45	0	5	0	0	0	0	0	1
1545	17	0	15	0	1	0	0	0	0	0	1
1600	16	0	13	1	1	1	0	0	0	0	0
1615	11	0	11	0	0	0	0	0	0	0	0
1630	8	0	6	0	2	0	0	0	0	0	0

0445	1	0	0	0	1	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0
0515	6	0	5	0	1	0	0	0	0	0	0
0530	2	0	1	0	0	0	0	0	0	0	1
0545	6	0	4	0	1	0	0	0	0	0	1
0600	5	1	4	0	0	0	0	0	0	0	0
0615	9	0	8	0	0	0	0	0	0	0	1
0630	15	0	14	0	0	0	0	0	0	0	1
0645	6	0	3	0	2	0	0	0	0	0	1
0700	7	0	7	0	0	0	0	0	0	0	0
0715	12	0	10	0	1	0	0	0	0	1	0
0730	17	0	15	0	1	0	0	0	0	0	1
0745	9	0	8	0	0	0	0	0	0	0	1
0800	9	0	9	0	0	0	0	0	0	0	0
0815	10	0	9	0	0	0	1	0	0	0	0
0830	9	0	8	0	1	0	0	0	0	0	0
0845	13	1	11	0	1	0	0	0	0	0	0
0900	8	0	6	0	0	0	0	0	0	1	1
0915	9	0	8	0	1	0	0	0	0	0	0
0930	11	0	9	0	2	0	0	0	0	0	0
0945	12	0	10	0	1	0	0	0	0	0	1
1000	7	0	4	0	3	0	0	0	0	0	0
1015	13	0	9	0	3	0	0	0	0	0	1
1030	11	0	8	0	3	0	0	0	0	0	0
1045	11	0	8	1	2	0	0	0	0	0	0
1100	11	0	7	1	1	1	0	0	0	0	1
1115	2	0	1	0	1	0	0	0	0	0	0
1130	10	1	6	0	2	0	0	0	0	1	0
1145	11	0	9	1	1	0	0	0	0	0	0
1200	12	1	7	0	3	0	0	0	0	0	1
1215	14	1	12	0	1	0	0	0	0	0	0
1230	7	1	6	0	0	0	0	0	0	0	0
1245	17	0	16	0	1	0	0	0	0	0	0
1300	30	0	27	1	2	0	0	0	0	0	0
1315	24	0	24	0	0	0	0	0	0	0	0
1330	11	0	10	0	0	0	1	0	0	0	0
1345	11	0	9	0	0	0	1	0	0	1	0
1400	13	0	12	0	0	0	1	0	0	0	0
1415	12	0	12	0	0	0	0	0	0	0	0
1430	11	1	9	0	1	0	0	0	0	0	0
1445	9	0	7	0	1	0	1	0	0	0	0
1500	23	0	16	0	3	1	2	0	0	0	1
1515	13	0	12	0	1	0	0	0	0	0	0
1530	15	0	11	0	1	0	0	0	0	0	3
1545	16	0	14	0	1	0	1	0	0	0	0
1600	11	0	9	2	0	0	0	0	0	0	0
1615	13	0	9	1	3	0	0	0	0	0	0
1630	9	0	8	0	0	0	1	0	0	0	0
1645	12	0	11	1	0	0	0	0	0	0	0
1700	5	0	4	0	0	0	0	0	0	0	1
1715	15	0	13	0	1	0	1	0	0	0	0
1730	8	0	6	0	2	0	0	0	0	0	0
1745	3	0	3	0	0	0	0	0	0	0	0
1800	6	0	6	0	0	0	0	0	0	0	0
1815	8	0	6	0	0	0	0	0	0	0	2
1830	10	0	9	0	0	0	0	0	0	0	1
1845	8	0	7	0	1	0	0	0	0	0	0
1900	6	0	5	0	1	0	0	0	0	0	0
1915	8	0	7	0	1	0	0	0	0	0	0

0730	3	0	2	0	0	0	0	0	0	0	1
0745	5	0	4	0	0	0	0	0	0	1	0
0800	5	1	3	0	1	0	0	0	0	0	0
0815	8	0	8	0	0	0	0	0	0	0	0
0830	6	0	6	0	0	0	0	0	0	0	0
0845	7	0	7	0	0	0	0	0	0	0	0
0900	6	0	6	0	0	0	0	0	0	0	0
0915	13	0	7	1	3	0	0	0	1	1	0
0930	13	0	12	0	0	0	0	0	0	1	0
0945	10	0	9	0	1	0	0	0	0	0	0
1000	8	0	8	0	0	0	0	0	0	0	0
1015	4	1	3	0	0	0	0	0	0	0	0
1030	9	0	8	0	1	0	0	0	0	0	0
1045	10	0	10	0	0	0	0	0	0	0	0
1100	6	0	5	0	0	0	0	0	0	0	1
1115	13	0	11	0	0	0	0	0	0	1	1
1130	11	0	10	0	0	0	0	0	0	1	0
1145	12	0	12	0	0	0	0	0	0	0	0
1200	35	0	34	0	1	0	0	0	0	0	0
1215	9	0	8	0	0	0	0	0	0	0	1
1230	10	0	9	1	0	0	0	0	0	0	0
1245	7	0	5	0	1	0	0	0	0	0	1
1300	11	0	11	0	0	0	0	0	0	0	0
1315	4	0	4	0	0	0	0	0	0	0	0
1330	4	0	4	0	0	0	0	0	0	0	0
1345	8	0	7	1	0	0	0	0	0	0	0
1400	10	0	9	1	0	0	0	0	0	0	0
1415	4	0	4	0	0	0	0	0	0	0	0
1430	13	0	11	0	1	0	0	0	0	1	0
1445	5	0	3	0	1	0	0	0	1	0	0
1500	8	0	7	0	1	0	0	0	0	0	0
1515	16	0	14	0	1	0	0	0	0	0	1
1530	8	1	6	0	1	0	0	0	0	0	0
1545	2	0	2	0	0	0	0	0	0	0	0
1600	9	0	7	1	1	0	0	0	0	0	0
1615	9	0	8	0	1	0	0	0	0	0	0
1630	5	1	3	0	0	0	0	0	0	1	0
1645	13	0	13	0	0	0	0	0	0	0	0
1700	4	0	4	0	0	0	0	0	0	0	0
1715	4	0	4	0	0	0	0	0	0	0	0
1730	5	0	4	0	1	0	0	0	0	0	0
1745	5	0	4	0	0	1	0	0	0	0	0
1800	4	0	3	0	0	0	0	0	0	0	1
1815	9	0	8	0	0	0	0	0	0	1	0
1830	9	0	8	0	0	0	0	0	0	0	1
1845	9	0	9	0	0	0	0	0	0	0	0
1900	10	0	10	0	0	0	0	0	0	0	0
1915	10	0	9	0	0	1	0	0	0	0	0
1930	11	0	11	0	0	0	0	0	0	0	0
1945	5	0	5	0	0	0	0	0	0	0	0
2000	12	0	12	0	0	0	0	0	0	0	0
2015	9	0	9	0	0	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0
2115	6	0	6	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0
2145	8	0	8	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0

1015	6	0	5	1	0	0	0	0	0	0	0
1030	7	0	7	0	0	0	0	0	0	0	0
1045	6	0	6	0	0	0	0	0	0	0	0
1100	9	0	8	0	0	1	0	0	0	0	0
1115	6	0	5	0	0	0	0	0	0	0	1
1130	11	0	9	1	1	0	0	0	0	0	0
1145	7	1	6	0	0	0	0	0	0	0	0
1200	9	0	9	0	0	0	0	0	0	0	0
1215	6	0	6	0	0	0	0	0	0	0	0
1230	12	0	12	0	0	0	0	0	0	0	0
1245	7	0	6	0	0	0	1	0	0	0	0
1300	12	0	12	0	0	0	0	0	0	0	0
1315	5	0	5	0	0	0	0	0	0	0	0
1330	5	0	5	0	0	0	0	0	0	0	0
1345	2	0	2	0	0	0	0	0	0	0	0
1400	6	0	5	0	0	0	0	0	0	0	1
1415	12	0	11	0	0	1	0	0	0	0	0
1430	7	0	6	1	0	0	0	0	0	0	0
1445	7	0	7	0	0	0	0	0	0	0	0
1500	12	0	11	1	0	0	0	0	0	0	0
1515	9	0	9	0	0	0	0	0	0	0	0
1530	8	0	8	0	0	0	0	0	0	0	0
1545	7	0	7	0	0	0	0	0	0	0	0
1600	9	0	8	0	0	0	0	0	0	0	1
1615	7	0	7	0	0	0	0	0	0	0	0
1630	6	0	6	0	0	0	0	0	0	0	0
1645	3	0	3	0	0	0	0	0	0	0	0
1700	7	0	7	0	0	0	0	0	0	0	0
1715	4	1	3	0	0	0	0	0	0	0	0
1730	5	0	4	0	1	0	0	0	0	0	0
1745	5	0	5	0	0	0	0	0	0	0	0
1800	6	0	4	0	0	1	0	0	0	0	1
1815	10	0	9	0	1	0	0	0	0	0	0
1830	6	0	6	0	0	0	0	0	0	0	0
1845	3	0	3	0	0	0	0	0	0	0	0
1900	9	0	9	0	0	0	0	0	0	0	0
1915	3	0	3	0	0	0	0	0	0	0	0
1930	5	0	5	0	0	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0
2015	2	0	1	0	0	0	0	0	0	0	1
2030	3	0	3	0	0	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0
2130	3	0	3	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0
2230	4	0	3	0	1	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	1	0	0	0	1	0	0	0	0	0	0
07-19	316	2	292	6	4	3	1	0	0	1	7
06-22	364	3	337	6	4	3	1	0	0	1	9
06-00	376	3	347	6	6	3	1	0	0	1	9
00-00	408	3	375	6	10	3	1	0	0	1	9

24 October 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0
0430	1	0	0	0	0	0	0	0	0	0	0	1
0445	1	0	1	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0	0
0545	5	0	4	0	1	0	0	0	0	0	0	0
0600	4	0	3	0	0	0	0	0	0	0	0	1
0615	7	0	5	0	0	0	1	0	0	0	0	1
0630	14	0	12	0	0	0	1	0	0	0	0	1
0645	4	0	4	0	0	0	0	0	0	0	0	0
0700	7	0	5	1	0	0	0	0	0	0	0	1
0715	6	0	5	0	0	0	0	0	0	0	0	1
0730	14	0	12	0	0	0	0	0	0	0	0	2
0745	7	0	7	0	0	0	0	0	0	0	0	0
0800	5	0	5	0	0	0	0	0	0	0	0	0
0815	14	0	11	1	0	0	0	0	0	1	1	1
0830	10	0	10	0	0	0	0	0	0	0	0	0
0845	16	0	12	0	1	0	0	0	0	0	0	3
0900	10	0	10	0	0	0	0	0	0	0	0	0
0915	10	0	10	0	0	0	0	0	0	0	0	0
0930	9	0	8	0	1	0	0	0	0	0	0	0
0945	8	0	6	0	0	1	0	0	0	0	0	1
1000	6	0	5	0	0	0	0	0	0	0	0	1
1015	7	0	6	0	1	0	0	0	0	0	0	0
1030	14	0	11	0	1	1	0	0	0	1	0	0
1045	10	1	5	1	2	1	0	0	0	0	0	0
1100	4	0	4	0	0	0	0	0	0	0	0	0
1115	4	0	2	0	1	0	0	1	0	0	0	0
1130	18	0	17	0	1	0	0	0	0	0	0	0
1145	7	0	6	0	1	0	0	0	0	0	0	0
1200	15	0	11	0	2	0	0	0	0	1	1	1
1215	8	0	6	1	1	0	0	0	0	0	0	0
1230	11	0	6	0	4	0	0	0	0	0	0	1
1245	8	0	7	0	0	0	0	0	1	0	0	0

1300	8	0	5	0	0	1	0	0	0	2	0
1315	1	0	1	0	0	0	0	0	0	0	0
1330	3	0	3	0	0	0	0	0	0	0	0
1345	9	0	8	0	0	0	0	0	0	1	0
1400	10	0	9	1	0	0	0	0	0	0	0
1415	13	0	12	0	1	0	0	0	0	0	0
1430	8	0	6	0	0	0	0	0	0	0	2
1445	5	0	5	0	0	0	0	0	0	0	0
1500	16	0	15	0	0	0	0	0	0	0	1
1515	20	0	19	0	0	0	0	0	0	1	0
1530	41	0	36	0	2	0	0	0	1	1	1
1545	10	0	8	1	1	0	0	0	0	0	0
1600	13	1	10	0	1	0	0	0	0	0	1
1615	9	0	7	0	1	0	0	0	0	0	1
1630	8	0	7	0	0	0	0	0	0	0	1
1645	9	0	8	0	1	0	0	0	0	0	0
1700	11	0	9	1	0	0	0	0	0	0	1
1715	8	0	8	0	0	0	0	0	0	0	0
1730	3	0	3	0	0	0	0	0	0	0	0
1745	7	0	5	0	0	1	0	0	0	0	1
1800	7	0	6	0	0	0	0	0	0	0	1
1815	13	0	10	0	3	0	0	0	0	0	0
1830	9	0	4	0	2	0	0	0	0	1	2
1845	3	0	2	0	1	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0
1915	7	0	7	0	0	0	0	0	0	0	0
1930	6	0	5	0	1	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0
2145	3	0	2	0	1	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	1
2215	1	0	1	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	0	0	0	0	0	0	0	0	1
2300	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	472	2	393	7	29	5	0	1	2	9	24
06-22	538	2	452	7	31	5	2	1	2	9	27
06-00	543	2	455	7	31	5	2	1	2	9	29
00-00	559	2	469	7	32	5	2	1	2	9	30

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	3547	36	3048	40	216	20	30	2	5	28	122	

MCC 1: A19 / M62 Jct 34

Project Number: **TSP12919**
Project Name: **Selby Surveys**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **M62 Junction 34**



Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	A - A										A - B												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00										0	0	12		3								16	17.3
07:15										0	0	10		1								16	22.5
07:30										0	0	16		1		2						23	29.2
07:45										0	0	14		2		1						19	22.1
H/Total	0	0	0	0	0	0	0	0	0	0	0	52	0	7	3	12	0	0	0	0	0	74	91.1
08:00				1						1	1.5	17		1		2						28	39.4
08:15										0	0	15		4		4						27	34.2
08:30										0	0	10		5		3						25	35.6
08:45										0	0	12		1		1						18	23.7
H/Total	0	0	0	1	0	0	0	0	0	1	1.5	54	0	11	10	23	0	0	0	0	0	98	132.9
09:00										0	0	6		6		3						17	21.1
09:15										0	0	4		1		3						11	16.4
09:30										0	0	4		1		2						11	17.2
09:45										0	0	7		2		3						12	15.9
H/Total	0	0	0	0	0	0	0	0	0	0	0	21	0	10	8	12	0	0	0	0	0	51	70.6
10:00										0	0	1		5		1						12	19
10:15										0	0	3		3		7						13	22.1
10:30										0	0	3		1		6						11	19.3
10:45										0	0	2		1		1						10	18.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	9	0	10	3	24	0	0	0	0	0	46	78.7
11:00										0	0	3		1		6						10	18.3
11:15										0	0	8		2		2						16	22.2
11:30										0	0	4		2		10						16	29
11:45										0	0	5		2		3						10	13.9
H/Total	0	0	0	0	0	0	0	0	0	0	0	20	0	6	3	23	0	0	0	0	0	52	83.4
12:00	1									1	1	6		2		3						12	16.9
12:15										0	0	3		5		1						13	18.7
12:30										0	0	3		2		2						7	10.6
12:45										0	0	4		1		1						6	7.3
H/Total	1	0	0	0	0	0	0	0	0	1	1	16	0	8	3	10	0	1	0	0	0	38	53.5
13:00										0	0	5		1		4						10	15.2
13:15										0	0	4		2		4						10	15.2
13:30										0	0	8		2		1						16	23
13:45	1									1	1	3		2		1						11	18
H/Total	1	0	0	0	0	0	0	0	0	1	1	20	0	7	2	18	0	0	0	0	0	47	71.4
14:00										0	0	4		3		1						15	24.6
14:15										0	0	4		4		1						12	16.4
14:30										0	0	5		1		1						7	8.8
14:45										0	0	6		2		6						15	23.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	19	0	9	3	17	1	0	0	0	0	49	73.6
15:00										0	0	16		2		1						25	33.3
15:15										0	0	6		3		1						17	26.6
15:30										0	0	24		11		1						40	45.7
15:45										0	0	14		5		1						23	27.4
H/Total	0	0	0	0	0	0	0	0	0	0	0	60	0	21	4	20	0	0	0	0	0	105	133
16:00										0	0	10		6		2						18	20.6
16:15										0	0	4		2		2						19	34.3
16:30										0	0	24		9		3						36	39.9
16:45	1									1	1	19		3		1						28	35
H/Total	1	0	0	0	0	0	0	0	0	1	1	57	0	20	3	21	0	0	0	0	0	101	129.8
17:00	1									1	1	14		4		4						22	27.2
17:15										0	0	20		2		6						28	35.8
17:30	1									1	1	11		1		5						16	22.5
17:45										0	0	6		5		1						15	20.2
H/Total	2	0	0	0	0	0	0	0	0	2	2	51	0	11	0	19	0	0	0	0	0	81	105.7
18:00	1									1	1	13		3		3						17	21.9
18:15										0	0	5		3		1						10	12.3
18:30										0	0	11		1		3						15	18.9
18:45										0	0	3		4		4						7	12.2
H/Total	1	0	0	0	0	0	0	0	0	1	1	32	0	4	0	11	0	2	0	0	0	49	65.3
Total	6	0	0	1	0	0	0	0	0	7	7.5	411	0	124	42	210	1	3	0	0	0	791	1089

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	A - C										A - D											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	14		6		1	1				22	24.3	118		10		6					134	141.8
07:15	22		2							24	24	112		16	4	5					137	145.5
07:30	28				2		1			31	34.6	104		20	3	10		2			139	155.5
07:45	24		2	1	4					32	38.7	116		13	3	8					140	151.9
H/Total	88	0	10	1	7	1	2	0	0	109	121.6	450	0	59	10	29	0	2	0	0	550	594.7
08:00	37		4	1						42	42.5	97		10	6	12					125	143.6
08:15	32		4		3					39	42.9	92		12	2	14					120	139.2
08:30	37		1						1	38	38	80		11		14					105	123.2
08:45	39		1	2	1					43	45.3	47		11	5	9		1			73	88.2
H/Total	145	0	10	3	4	0	0	0	0	162	168.7	316	0	44	13	49	0	1	0	0	423	494.2
09:00	18		4	1	1					24	25.8	70		11	5	9					95	109.2
09:15	11		3		1				1	16	16.7	54		9		13					76	92.9
09:30	10		3	1	1					15	16.8	33		13	2	15					63	83.5
09:45	16		5	2	2				2	27	29.4	42		8		13			1		64	81.9
H/Total	55	0	15	4	5	0	0	3	0	82	88.7	199	0	41	7	50	0	1	0	0	298	367.5
10:00	8		2		1					11	12.3	31		6	4	11		1			53	70.3
10:15	17		3	2						22	23	43		11	4	6					64	73.8
10:30	13		6	2	2					23	26.6	29		10	5	16					60	83.3
10:45	12		4	1	2					19	22.1	41		15	2	7					65	75.1
H/Total	50	0	15	5	5	0	0	0	0	75	84	144	0	42	15	40	0	1	0	0	242	302.5
11:00	11		2		1					14	15.3	26		7	4	14					51	71.2
11:15	11		3		3					17	20.9	27		10	8	10					55	72
11:30	15		2		1				1	19	19.7	32		12	5	8					57	69.9
11:45	20		4	3	1		1		1	30	33	30		15	5	8					58	70.9
H/Total	57	0	11	3	6	0	1	1	1	80	88.9	115	0	44	22	40	0	0	0	0	221	284
12:00	8		3		1				1	12	11.4	28		14	7	13					62	82.4
12:15	14		2	2	1					19	21.3	38		13	6	12					69	87.6
12:30	12		4	2						18	19	36		12	7	17					72	97.6
12:45	13		1		2					16	18.6	20		6	3	11					40	55.8
H/Total	47	0	10	4	3	0	0	1	0	65	70.3	122	0	45	23	53	0	0	0	0	243	323.4
13:00	17		5	3	2				1	28	31.5	27		15	6	10					58	74
13:15	15		1	2	2					20	23.6	30		6	3	18					57	81.9
13:30	27		5							32	32	39		8	9	12					68	88.1
13:45	17		3		2					22	24.6	34		11	7	6					58	69.3
H/Total	76	0	14	5	6	0	0	1	0	102	111.7	130	0	40	25	46	0	0	0	0	241	313.3
14:00	24		5						2	31	29.8	35		10	7	12					64	83.1
14:15	13		7	2	2					24	27.6	29		6	4	15					56	79.5
14:30	21		2		1					24	25.3	32		12	5	10		2			60	76.5
14:45	26		7	2	2				1	39	41.2	40		15	7	6					68	79.3
H/Total	84	0	21	4	5	0	0	3	1	118	123.9	136	0	43	23	43	0	3	0	0	248	318.4
15:00	34		10	1					1	46	45.9	50		17	3	11		2			83	100.8
15:15	24		8	1	2					35	38.1	43		11	9	12		1			76	97.1
15:30	30		6	1						37	37.5	52		13	3	7		1			76	87.6
15:45	26		8	2	2					38	41.6	42		13	7	7		1			63	73.1
H/Total	114	0	32	5	4	0	0	1	0	156	163.1	187	0	54	15	37	0	5	0	0	298	358.6
16:00	36		9	1	2		1			49	53.1	72		29	2	6					109	117.8
16:15	30		10							40	40	69		20	6	8					103	116.4
16:30	25		7		2					34	36.6	72		20	1	8		1			102	113.9
16:45	36		3		1					40	41.3	65		13	2	12		1			93	110.6
H/Total	127	0	29	1	5	0	1	0	0	163	171	278	0	82	11	34	0	2	0	0	407	458.7
17:00	30		6							36	36	89		7	1	9		1			107	120.2
17:15	38		4							42	42	94		9	2	9					115	128.7
17:30	31		4						1	36	35.4	89		4	1	7					101	110.6
17:45	30		1	1			1			33	34.5	86		6	5	10					107	122.5
H/Total	129	0	15	1	0	0	1	1	0	147	147.9	358	0	26	9	35	0	2	0	0	430	482
18:00	25		4							29	29	80		9	2	5					96	103.5
18:15	32		3							35	35	82		9	1	4					96	101.7
18:30	10		1							11	11	54		7		2					63	65.6
18:45	15		4	1						20	20.5	34		5		3					42	45.9
H/Total	82	0	12	1	0	0	0	0	0	95	95.5	250	0	30	3	14	0	0	0	0	297	316.7
Total	1054	0	194	37	50	1	5	11	2	1354	1435.3	2685	0	550	176	470	0	17	0	0	3898	4614

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	A - E										B - A												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00	2									2	2	7										18	21.9
07:15	2									2	2	18										27	31.4
07:30	1		1							2	2	16										25	26.8
07:45	1									1	1	16										28	34.2
H/Total	6	0	1	0	0	0	0	0	0	7	7	57	0	26	4	11	0	0	0	0	0	98	114.3
08:00										0	0	22										33	42.1
08:15	1									1	1	15										23	25.3
08:30										0	0	10										20	27
08:45	1					1				2	3	5										14	21.8
H/Total	2	0	0	0	0	1	0	0	0	3	4	52	0	16	3	19	0	0	0	0	0	90	116.2
09:00										0	0	9										28	42.5
09:15										0	0	7										15	19.9
09:30					1					1	2.3	5										17	29.2
09:45										0	0	1										7	14.8
H/Total	0	0	0	0	1	0	0	0	0	1	2.3	22	0	11	6	28	0	0	0	0	0	67	106.4
10:00										0	0	2										11	18
10:15	1									1	1	5										15	24.3
10:30					1					1	2.3	3										6	6
10:45	1				1					2	3.3	4										12	20.3
H/Total	2	0	0	0	2	0	0	0	0	4	6.6	14	0	9	3	17	0	1	0	0	0	44	68.6
11:00										0	0	1										11	17.2
11:15										1	2.3	2										7	12.2
11:30										0	0	2										11	17.5
11:45					1					1	2.3	5										12	18.5
H/Total	0	0	0	0	2	0	0	0	0	2	4.6	10	0	11	2	18	0	0	0	0	0	41	65.4
12:00	1				1	1				3	4.8	2										5	7.6
12:15	1									1	1	1										8	16
12:30	2									2	2	1										9	13.4
12:45					1					1	2.3	1										9	18.1
H/Total	4	0	0	1	2	0	0	0	0	7	10.1	5	0	6	2	17	0	1	0	0	0	31	55.1
13:00										0	0	4										12	20.3
13:15										0	0	2										11	17.2
13:30										0	0	4										10	14.4
13:45										0	0	3										10	14.9
H/Total	0	0	0	0	0	0	0	0	0	0	0	13	0	8	6	16	0	0	0	0	0	43	66.8
14:00					1					1	2.3	5										9	12.9
14:15	1									1	1	5										15	23.3
14:30					1					1	2.3	3										9	16.8
14:45										0	0	3										16	27.4
H/Total	1	0	0	0	2	0	0	0	0	3	5.6	16	0	7	3	23	0	0	0	0	0	49	80.4
15:00				1						1	1	2										9	13.9
15:15					1					1	2.3	5										14	19.2
15:30	2									2	2	2										6	7.8
15:45	1									1	1	10										15	18.6
H/Total	3	0	1	0	1	0	0	0	0	5	6.3	19	0	10	5	10	0	0	0	0	0	44	59.5
16:00	2			1						3	3	6										10	13.9
16:15	1									1	1	3										10	16.2
16:30					2					2	4.6	2										11	17.5
16:45					1					1	2.3	11										21	31.4
H/Total	3	0	1	0	3	0	0	0	0	7	10.9	22	0	9	0	20	0	1	0	0	0	52	79
17:00	1									1	1	11										13	15.6
17:15	1									1	1	12										17	22.7
17:30	2				1					3	4.3	12										21	30.1
17:45	1			1						2	2	14										18	21.9
H/Total	5	0	1	0	1	0	0	0	0	7	8.3	49	0	3	1	16	0	0	0	0	0	69	90.3
18:00	1				1					2	3.3	14										15	16.3
18:15										0	0	11										15	18.9
18:30	1				1					2	3.3	5										8	10.6
18:45					1					1	2.3	4										7	10.9
H/Total	2	0	0	0	3	0	0	0	0	5	8.9	34	0	2	0	9	0	0	0	0	0	45	56.7
Total	28	0	4	1	17	1	0	0	0	51	74.6	313	0	118	35	204	0	3	0	0	673	958.7	

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	B - B										B - C											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00										0	0	4		3							7	7
07:15										0	0	8		2							10	10
07:30	1									1	1	9		3	1	1					14	15.8
07:45	1									1	1	26		3	1	2					32	35.1
H/Total	2	0	0	0	0	0	0	0	0	2	2	47	0	11	2	3	0	0	0	0	63	67.9
08:00			1		1					1	2.3	19		2	1						22	22.5
08:15										1	1	28		2							30	30
08:30					1					0	2.3	26		3	2	2					33	36.6
08:45										0	0	17		0							17	17
H/Total	0	0	1	0	2	0	0	0	0	3	5.6	90	0	7	3	2	0	0	0	0	102	106.1
09:00	1		1							2	2	11		3	3						17	18.5
09:15			1							1	1	6		1							7	7
09:30	1									2	2	10		2		1					13	14.3
09:45										0	0	5		2		2					9	11.6
H/Total	2	0	3	0	0	0	0	0	0	5	5	32	0	8	3	3	0	0	0	0	46	51.4
10:00	2			1						3	3.5	6		1	1	2					10	13.1
10:15										0	0	7		2		1					10	11.3
10:30					1					1	2.3	7		1							8	8
10:45			1							1	1	5		3	1			1			10	11.5
H/Total	2	0	1	1	1	0	0	0	0	5	6.8	25	0	7	2	3	0	1	0	0	38	43.9
11:00	1		1		1					0	4.3	16		3	1						20	20.5
11:15										0	0	24		5	2	2					33	36.6
11:30										0	0	4		3	1	5					13	20
11:45										0	0	3		4	1						8	8.5
H/Total	1	0	1	0	1	0	0	0	0	3	4.3	47	0	15	5	7	0	0	0	0	74	85.6
12:00			1							1	1	5		2	2						9	10
12:15										0	0	8		4	1	3			1		17	20.8
12:30										0	0	5		1	1						7	7.5
12:45	1									1	1	6		4	2	1					13	15.3
H/Total	1	0	1	0	0	0	0	0	0	2	2	24	0	11	6	4	0	0	1	0	46	53.6
13:00										0	0	4		2		1					7	8.3
13:15			1							1	1	5		1	2						8	9
13:30	3									3	3	6		6		1					13	14.3
13:45	1									1	1	10		2							12	12
H/Total	4	0	1	0	0	0	0	0	0	5	5	25	0	11	2	2	0	0	0	0	40	43.6
14:00										0	0	8		1							9	9
14:15										0	0	10		3	2	3					18	22.9
14:30										0	0	6		2		1					9	10.3
14:45	1									1	1	12		1	1	3					17	21.4
H/Total	1	0	0	0	0	0	0	0	0	1	1	36	0	7	3	7	0	0	0	0	53	63.6
15:00	1				1					2	3.3	7			1						8	8.5
15:15	2									2	2	7			2	3					12	16.9
15:30										0	0	8		1		3					12	15.9
15:45										0	0	8		5	2	3					18	22.9
H/Total	3	0	0	0	1	0	0	0	0	4	5.3	30	0	6	5	9	0	0	0	0	50	64.2
16:00			1							1	1	9		5	2	1					17	19.3
16:15			1							1	1	13		11	2	2					28	31.6
16:30	2									2	2	16		3		2					21	23.6
16:45	2									2	2	28		7	2	1					38	40.3
H/Total	4	0	2	0	0	0	0	0	0	6	6	66	0	26	6	6	0	0	0	0	104	114.8
17:00										0	0	14		7	1						22	22.5
17:15										0	0	16		4		1					21	22.3
17:30										0	0	15		6							21	21
17:45	1									1	1	13		5							18	18
H/Total	1	0	0	0	0	0	0	0	0	1	1	58	0	22	1	1	0	0	0	0	82	83.8
18:00										0	0	20		2		1					23	24.3
18:15	1									1	1	10		1		1					12	13.3
18:30										0	0	11		4							15	15
18:45										0	0	12									12	12
H/Total	1	0	0	0	0	0	0	0	0	1	1	53	0	7	0	2	0	0	0	0	62	64.6
Total	22	0	10	1	5	0	0	0	0	38	45	533	0	138	38	49	0	1	1	0	760	843.1

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	B - D										B - E												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00										0	0	10										11	12.3
07:15										0	0	4		2		2						8	10.6
07:30										0	0	3		2		1						6	7.3
07:45										0	0	8										8	8
H/Total	0	0	0	0	0	0	0	0	0	0	0	25	0	4	0	4	0	0	0	0	0	33	38.2
08:00										0	0	2		2		1						5	6.3
08:15										0	0	6		2								8	8
08:30										0	0	5		1		1						7	7.5
08:45										0	0	7		4								11	11
H/Total	0	0	0	0	0	0	0	0	0	0	0	20	0	9	1	1	0	0	0	0	0	31	32.8
09:00										0	0	3		2		1						7	8.8
09:15										0	0	3		1		1						5	6.3
09:30										0	0	1		2		2						5	7.6
09:45										1	1	6		2								8	8
H/Total	0	0	1	0	0	0	0	0	0	1	1	13	0	7	1	4	0	0	0	0	0	25	30.7
10:00										0	0	2		1								3	3
10:15	1									1	1	2				1						3	4.3
10:30										0	0	1			1							3	3.5
10:45										0	0	4		2								6	6
H/Total	1	0	0	0	0	0	0	0	0	1	1	9	0	4	1	1	0	0	0	0	0	15	16.8
11:00										0	0	8				2						13	15.6
11:15										0	0	10		4		3						17	20.9
11:30										0	0			1		1						2	3.3
11:45										0	0	4		3		1						8	8.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	22	0	11	1	6	0	0	0	0	0	40	48.3
12:00										0	0	3		1								5	5.5
12:15	1									1	1	7			1	2						10	13.1
12:30										0	0	1										1	1
12:45										0	0	5		2								7	7
H/Total	1	0	0	0	0	0	0	0	0	1	1	16	0	3	2	2	0	0	0	0	0	23	26.6
13:00	1									1	1	3		1		1						6	7.3
13:15										0	0	3										3	3
13:30										0	0	7		2								9	9
13:45										0	0			1		4		1				6	9
H/Total	1	0	0	0	0	0	0	0	0	1	1	13	1	4	4	1	0	1	0	0	0	24	28.3
14:00										0	0	4										4	4
14:15										0	0	2		3		1						6	7.3
14:30	1									1	1	5		1		2						8	9
14:45										0	0	6		1								7	7
H/Total	1	0	0	0	0	0	0	0	0	1	1	17	0	5	2	1	0	0	0	0	0	25	27.3
15:00										0	0	10		3								13	13
15:15										0	0	2			1							3	3.5
15:30										0	0	4		1								5	5
15:45										0	0	3		4								7	7
H/Total	0	0	0	0	0	0	0	0	0	0	0	19	0	8	1	0	0	0	0	0	0	28	28.5
16:00	1				1					2	2.5	6		1		1						8	9.3
16:15					1					1	2.3	5		1		1						7	7.5
16:30										0	0	8		1		1						13	17.4
16:45										0	0	6		2		1						9	10.3
H/Total	1	0	0	1	1	0	0	0	0	3	4.8	25	0	5	2	5	0	0	0	0	0	37	44.5
17:00										0	0	4		2		2						8	10.6
17:15										0	0	6		1		2						9	11.6
17:30										0	0	11		2		2						15	17.6
17:45										0	0	5				5						10	16.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	26	0	5	0	11	0	0	0	0	0	42	56.3
18:00										0	0	6		1		4						11	16.2
18:15										0	0	10		2		7						19	28.1
18:30	1									1	1	6		3								9	9
18:45	1									1	1					5						5	11.5
H/Total	2	0	0	0	0	0	0	0	0	2	2	22	0	6	0	16	0	0	0	0	0	44	64.8
Total	7	0	1	1	1	0	0	0	0	10	11.8	227	1	71	15	52	0	1	0	0	367	443.1	

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	C - A										C - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	13		6		2					21	23.6	10		7	1	1					19	20.8
07:15	18		12	2	1					33	35.3	18		3	2						23	25.6
07:30	25		4		2					31	33.6	19		9	1	2					31	34.1
07:45	29		8	1	2					40	43.1	15		4	1	2					22	25.1
H/Total	85	0	30	3	7	0	0	0	0	125	135.6	62	0	23	3	7	0	0	0	0	95	105.6
08:00	29		5		1		1	1		37	38.7	16		1	3						20	23.9
08:15	35		6		1					42	43.3	22		6	2	1					31	33.3
08:30	29		7		1		1			38	40.3	13		4	3	2					22	26.1
08:45	26		1		2					29	31.6	10		3	3						16	19.9
H/Total	119	0	19	0	5	0	2	1	0	146	153.9	61	0	14	5	9	0	0	0	0	89	103.2
09:00	18		3	3	2					26	30.1	5		1	2						8	10.6
09:15	13		3							16	16	4		4							8	8
09:30	7		3							10	10	2		5	3						10	11.5
09:45	15		3	1	3			1		23	26.8	8		1	3						12	13.5
H/Total	53	0	12	4	5	0	0	1	0	75	82.9	19	0	11	6	2	0	0	0	0	38	43.6
10:00	13		5	1	1					20	21.8	6		1	1						8	8.5
10:15	14		1	1	1			1		18	19.2	14		2		6					22	29.8
10:30	18		1	1						21	20.9	4		1	2						7	10.1
10:45	14		6	2	2					24	27.6	4		2	2	1					9	11.3
H/Total	59	0	13	5	4	0	0	2	0	83	89.5	28	0	5	4	9	0	0	0	0	46	59.7
11:00	18		3							21	21	4		3	1	1					9	10.8
11:15	12		3	1						16	16.5	6		2							8	8
11:30	10		6		1				1	18	18.5	3		1	1						5	6.3
11:45	16		4	1	2					23	26.1	5		3							8	8
H/Total	56	0	16	2	3	0	0	0	1	78	82.1	18	0	9	1	2	0	0	0	0	30	33.1
12:00	9		3	1	1					14	15.8	4		2	1						7	8.3
12:15	10		1	2						13	14	6		1	5						12	18.5
12:30	11		4	1	1			1		18	19.2	5		1	1						7	7.5
12:45	11		4	3						18	19.5	5			2	3					10	14.9
H/Total	41	0	12	7	2	0	0	1	0	63	68.5	20	0	4	3	9	0	0	0	0	36	49.2
13:00	14		4	1	2					21	24.1	3		1	1						5	6.3
13:15	14		2	2	2				1	19	21.8	6		2	1	2					11	14.1
13:30	9				3					12	15.9	4		2							6	6
13:45	8		9							17	17	6		1	2						9	11.6
H/Total	45	0	13	3	7	0	0	0	1	69	78.8	19	0	6	1	5	0	0	0	0	31	38
14:00	10		4	1						15	15.5	9		3	1						13	14.3
14:15	8		5	2	1				1	17	18.5	8		1	1	1					11	12.8
14:30	17		3		3					23	26.9	7		3							10	10
14:45	22		2	1						25	25.5	6		2	1	1					10	11.8
H/Total	57	0	14	4	4	0	0	0	1	80	86.4	30	0	9	2	3	0	0	0	0	44	48.9
15:00	23		5	2	3					33	37.9	7		1			1				9	10
15:15	20		2	2			1			25	27	10		1		1					12	13.3
15:30	14		3		1	1	1			20	23.3	7		1	3	2					13	17.1
15:45	12		4		1					17	18.3	6		3	1	1					11	12.8
H/Total	69	0	14	4	5	1	2	0	0	95	106.5	30	0	6	4	4	0	1	0	0	45	53.2
16:00	15		4	1						20	20.5	9		2		1					12	13.3
16:15	24		1	1		1				27	28.5	5		2		1					8	9.3
16:30	35		3							38	38	14		2	2						18	20.6
16:45	25		2		1					28	29.3	8		3							11	11
H/Total	99	0	10	2	1	1	0	0	0	113	116.3	36	0	9	0	4	0	0	0	0	49	54.2
17:00	46		2							48	48	37		4		1					42	43.3
17:15	37		1		2			1		41	43	24		1							25	25
17:30	22		4	1						27	27.5	22									22	22
17:45	31		2	1					1	35	34.7	19		3							22	22
H/Total	136	0	9	2	2	0	0	1	1	151	153.2	102	0	8	0	1	0	0	0	0	111	112.3
18:00	17									17	17	9		4							13	13
18:15	20		1							21	21	6		1		1					8	9.3
18:30	22		1							23	23	6									7	7
18:45	10		1							11	11	3		3							6	6
H/Total	69	0	3	0	0	0	0	0	0	72	72	24	0	9	0	1	0	0	0	0	34	35.3
Total	888	0	165	36	45	2	4	6	4	1150	1225.7	449	0	113	29	56	0	1	0	0	648	736.3

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	C - C										C - D												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00										0	0	45			13	1	1					61	63.8
07:15										0	0	48			16			1				65	64.4
07:30			1							1	1	62			8	1	1			1		72	73.8
07:45										0	0	52			10	3	1			1		67	69.2
H/Total	0	0	1	0	0	0	0	0	0	1	1	207	0	47	5	3	0	1	2	0	0	265	271.2
08:00										0	0	64			12	3	2					81	85.1
08:15										0	0	43			8		2	2				55	59.6
08:30	1									1	1	42			9	3	2		2			56	60.1
08:45	3									3	3	28			7	1	1					37	38.8
H/Total	4	0	0	0	0	0	0	0	0	4	4	177	0	36	7	7	0	2	0	0	0	229	243.6
09:00										0	0	29			8		1					38	39.3
09:15										0	0	16			3	1	4					24	29.7
09:30										0	0	13			2	2	2					17	20.6
09:45	1									1	1	17			3	4						24	26
H/Total	1	0	0	0	0	0	0	0	0	1	1	75	0	14	7	7	0	0	0	0	0	103	115.6
10:00										0	0	20			8	4	1					33	36.3
10:15										0	0	19			1	2						22	23
10:30										0	0	15			5	1						21	21.5
10:45										0	0	5			6	1						12	12.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	59	0	20	8	1	0	0	0	0	0	88	93.3
11:00										0	0	10			5	1	2					18	21.1
11:15										0	0	15			2	2		1				20	22
11:30										0	0	11			3	2	2		1			18	21.6
11:45										0	0	8			1	1	1					11	12.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	44	0	11	6	5	0	1	0	0	0	67	77.5
12:00	1									1	1	11			3							14	15.5
12:15										0	0	12			7	1	1					21	22.8
12:30										0	0	12			2	2	1					17	19.3
12:45										0	0	12			6	3	2					23	27.1
H/Total	1	0	0	0	0	0	0	0	0	1	1	47	0	15	9	4	0	0	0	0	0	75	84.7
13:00										0	0	15			2	1	2					20	23.1
13:15										1	1.5	17			2	2	3					22	25.9
13:30	1			1						1	1	12			1							13	13
13:45										0	0	11			2	2	3					18	22.9
H/Total	1	0	0	1	0	0	0	0	0	2	2.5	55	0	7	3	8	0	0	0	0	0	73	84.9
14:00	1									1	1	8			8	1		1				18	19.5
14:15										0	0	13			5	5	1					24	27.8
14:30										0	0	13			5	1	2					21	24.1
14:45	1									1	1	14			4	2	1					21	23.3
H/Total	2	0	0	0	0	0	0	0	0	2	2	48	0	22	9	4	0	1	0	0	0	84	94.7
15:00	1									1	1	12			6	3	1					22	24.8
15:15	1									1	1	16			7	1	2					26	29.1
15:30										0	0	16			7		2					25	27.6
15:45										0	0	14			4	1	2					21	24.1
H/Total	2	0	0	0	0	0	0	0	0	2	2	58	0	24	5	7	0	0	0	0	0	94	105.6
16:00	1									1	1	22			7	1	1					31	32.8
16:15										0	0	12			4	1	2		1			20	24.1
16:30										0	0	26			5	1						32	32.5
16:45										0	0	24			3	1	2					30	33.1
H/Total	1	0	0	0	0	0	0	0	0	1	1	84	0	19	4	5	0	1	0	0	0	113	122.5
17:00										0	0	49			13	2	3					67	71.9
17:15										0	0	37			4		1		1			43	45.3
17:30										0	0	31			6	1						38	38.5
17:45	2									2	2	24			3	1						28	28.5
H/Total	2	0	0	0	0	0	0	0	0	2	2	141	0	26	4	4	0	1	0	0	0	176	184.2
18:00										0	0	19			1		1					21	22.3
18:15	1									1	1	17			1							18	18
18:30	1									1	1	26			1							27	27
18:45										0	0	15			1							16	16
H/Total	2	0	0	0	0	0	0	0	0	2	2	77	0	4	0	1	0	0	0	0	0	82	83.3
Total	16	0	1	1	0	0	0	0	0	18	18.5	1072	0	245	67	56	0	7	2	0	1449	1561.1	

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	C - E										D - A												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00	4		1							5	5	46		21	2	12						81	97.6
07:15	10					1	1		1	13	14.2	50		16	4	11						81	97.3
07:30	6		4	1						11	11.5	54		22	3	21						100	128.8
07:45	13		4	1			2	1		21	22.9	81		20	7	10						118	134.5
H/Total	33	0	9	2	0	1	3	1	1	50	53.6	231	0	79	16	54	0	0	0	0	0	380	458.2
08:00	10		3	1		1	3			18	22.5	103		19	4	9						135	148.7
08:15	9		1			1				11	12	59		15	6	10						90	106
08:30	13						1			14	15	65		16	3	4						88	94.7
08:45	31			1						32	32.5	47		10	5	12						74	92.1
H/Total	63	0	4	2	0	2	4	0	0	75	82	274	0	60	18	35	0	0	0	0	0	387	441.5
09:00	11		1							12	12	30		10	2	11		1				54	70.3
09:15	12									12	12	28		15	5	9						57	71.2
09:30	8				2	1				11	14.6	27		7	7	9						50	65.2
09:45	7		2	1						10	10.5	24		9	9	15						57	81
H/Total	38	0	3	1	2	1	0	0	0	45	49.1	109	0	41	23	44	0	1	0	0	0	218	287.7
10:00	10		1							11	11	16		9	5	18						48	73.9
10:15	6		1							7	7	15		11	2	16						44	65.8
10:30	9		2				1			12	13	16		9	4	13						44	60.9
10:45	7		3							10	10	26		4	1	9			1			41	54.2
H/Total	32	0	7	0	0	1	0	0	0	40	41	73	0	33	12	56	0	1	0	0	0	175	254.8
11:00	8		2							10	10	24		6	1	13						44	61.4
11:15	9		5	2						16	17	19		11	4	13						47	65.9
11:30	13					1				14	15	38		11	4	16						69	91.8
11:45	6		3							9	9	33		11	5	7						56	67.6
H/Total	36	0	10	2	0	1	0	0	0	49	51	114	0	39	14	49	0	0	0	0	0	216	286.7
12:00	8		1					1		10	9.2	21		9	4	8						42	54.4
12:15	7		4					1		12	11.4	31		13	3	21						68	96.8
12:30	11		4			1				16	17	29		11	1	14						55	73.7
12:45	7		1					1		9	8.4	34	1	10	4	13			1	1		64	83.3
H/Total	33	0	10	0	0	1	0	2	1	47	46	115	1	43	12	56	0	1	1	0	0	229	308.2
13:00	12		1	1						14	14.5	29		11	4	15						59	80.5
13:15	7		1						1	9	8.4	37		6	1	8				1		53	63.3
13:30	5		1			1				7	8	41		9		16						66	86.8
13:45	8		3	2	1					14	16.3	28		13	1	15						57	77
H/Total	32	0	6	3	1	1	0	1	0	44	47.2	135	0	39	6	54	0	0	1	0	0	235	307.6
14:00	12		1	2						15	16	32		5	4	15						56	77.5
14:15	9		2		1					12	13.3	45		13		14						72	90.2
14:30	9		2			1				12	13	46		13	4	8			1			72	85.4
14:45	8									8	8	60		5	3	8						76	87.9
H/Total	38	0	5	2	1	1	0	0	0	47	50.3	183	0	36	11	45	0	1	0	0	0	276	341
15:00	16		3						1	20	19.2	52		8	1	9			2			72	86.2
15:15	27									27	27	37		12	7	8						64	77.9
15:30	16		1	1						18	18.5	44		13	4	12						73	90.6
15:45	11		2			1				14	15	56		6	1	12						75	91.1
H/Total	70	0	6	1	0	1	0	0	1	79	79.7	189	0	39	13	41	0	2	0	0	0	284	345.8
16:00	6		1			1				8	9	49		12	3	13			1	1		79	97.8
16:15	24		3							27	27	96		9	2	7						114	124.1
16:30	10		3							13	13	86		13	1	12			2			114	132.1
16:45	19					1				20	21	95		19		16			2			132	154.8
H/Total	59	0	7	0	0	2	0	0	0	68	70	326	0	53	6	48	0	5	1	0	0	439	508.8
17:00	9		1						1	11	10.2	104		10	3	15						132	153
17:15	11		3							14	14	104		10		8						122	132.4
17:30	20		2			1		1		24	24.4	104		12	4	7						127	138.1
17:45	17		1							18	18	94		7		7						108	117.1
H/Total	57	0	7	0	0	1	0	1	1	67	66.6	406	0	39	7	37	0	0	0	0	0	489	540.6
18:00	9								2	11	9.4	78		8	2	2						90	93.6
18:15	11				1				1	13	13.5	93		8		5						106	112.5
18:30	10		2	1		1		1		15	15.9	81		5		3						89	92.9
18:45	14									14	14	51		7		4						62	67.2
H/Total	44	0	2	1	1	1	0	1	3	53	52.8	303	0	28	2	14	0	0	0	0	0	347	366.2
Total	535	0	76	14	5	14	7	6	7	664	689.3	2458	1	529	140	533	0	11	3	0	0	3675	4447.1

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	D - B										D - C												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00										1	1	7										17	18.8
07:15			1							0	0	15			4		1					20	21.3
07:30										0	0	23			7	1	2					33	36.1
07:45										0	0	18			3		1					22	23.3
H/Total	0	0	1	0	0	0	0	0	0	1	1	63	0	22	2	5	0	0	0	0	0	92	99.5
08:00										0	0	25			2	1	2					30	33.1
08:15										0	0	24			6							30	30
08:30										0	0	26			3							29	29
08:45										0	0	27			5	2						34	35
H/Total	0	0	0	0	0	0	0	0	0	0	0	102	0	16	3	2	0	0	0	0	0	123	127.1
09:00										0	0	9										9	9
09:15										0	0	10			4	1	1					16	17.8
09:30										0	0	6			1	1	1					9	10.8
09:45										0	0	8			3	2	1					14	16.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	33	0	8	4	3	0	0	0	0	0	48	53.9
10:00										0	0	8			2	1	3					14	18.4
10:15										0	0	8			4	1	1					14	15.8
10:30										0	0	9			9	1	1					20	21.8
10:45										0	0	15			3		1					19	20.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	40	0	18	3	6	0	0	0	0	0	67	76.3
11:00										0	0	10										12	12
11:15										0	0	14			1	1	1					17	18.8
11:30										0	0	6			1	1						8	8.5
11:45										0	0	10			3	1	1					15	16.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	40	0	7	3	2	0	0	0	0	0	52	56.1
12:00										0	0	14			2	2	1					19	21.3
12:15										0	0	13			5		3					21	24.9
12:30										0	0	10			6		1					17	18.3
12:45										0	0	7			2		1					10	11.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	44	0	15	2	6	0	0	0	0	0	67	75.8
13:00										0	0	9			4	2						15	16
13:15										0	0	7			1	1	2					11	14.1
13:30										0	0	27			1	3	2					33	37.1
13:45										0	0	12			3	1	1					17	18.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	55	0	9	7	5	0	0	0	0	0	76	86
14:00	1				1					2	3.3	21			8	4	1	1		1		35	39.3
14:15										0	0	10			2		3					15	18.9
14:30										0	0	10			4		1					15	16.3
14:45										0	0	21			8		2					31	33.6
H/Total	1	0	0	0	1	0	0	0	0	2	3.3	62	0	22	4	7	0	1	0	0	0	96	108.1
15:00										0	0	21			1	1	2					25	28.1
15:15										0	0	22			4		3					29	32.9
15:30										0	0	22			4	2	2					30	33.6
15:45										0	0	21			9	2	2					34	37.6
H/Total	0	0	0	0	0	0	0	0	0	0	0	86	0	18	5	9	0	0	0	0	0	118	132.2
16:00										0	0	22			15	1	2					40	43.1
16:15										0	0	35			8		2	1	1			47	51.6
16:30	1									1	1	41			10		1			1		53	53.7
16:45										0	0	30			14	2	1					47	49.3
H/Total	1	0	0	0	0	0	0	0	0	1	1	128	0	47	3	6	1	1	1	0	0	187	197.7
17:00										0	0	41			10	1	2					54	57.1
17:15										0	0	50			9	2	2					63	66.6
17:30										0	0	51			2	2						55	56
17:45										0	0	53			9	1						63	63.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	195	0	30	6	4	0	0	0	0	0	235	243.2
18:00					1					1	2.3	47			7	1	1					56	57.8
18:15										0	0	28			5							35	37.3
18:30										0	0	25			8	1			1			34	34.5
18:45										0	0	19			2		1					22	23.3
H/Total	0	0	0	0	1	0	0	0	0	1	2.3	119	0	22	2	3	0	1	0	0	0	147	152.9
Total	2	0	1	0	2	0	0	0	0	5	7.6	967	0	234	44	58	1	3	1	0	1308	1408.8	

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	D - D										D - E											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00										0	0	4		3	1						8	8.5
07:15										0	0	9		5							14	14
07:30										0	0	10		4		1					15	16.3
07:45					1					1	2.3	8		4		1					13	13.5
H/Total	0	0	0	0	1	0	0	0	0	1	2.3	31	0	16	2	1	0	0	0	0	50	52.3
08:00										0	0	5		7	1	1					14	15.8
08:15										0	0	8		1	1	1					11	12.8
08:30										0	0	8		3							11	11
08:45										0	0	9		3							12	12
H/Total	0	0	0	0	0	0	0	0	0	0	0	30	0	14	2	2	0	0	0	0	48	51.6
09:00										0	0	7		3							10	10
09:15										0	0	5		2	2	1					10	12.3
09:30										0	0	4		2	1						7	7.5
09:45										0	0	5		2	1						8	8.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	21	0	9	4	1	0	0	0	0	35	38.3
10:00	1									1	1	4				3					7	10.9
10:15	3									3	3	5		7		5					17	23.5
10:30	2		1							3	3	3		1		2					6	8.6
10:45	1				1					2	3.3	9		1	1	2					13	16.1
H/Total	7	0	1	0	1	0	0	0	0	9	10.3	21	0	9	1	12	0	0	0	0	43	59.1
11:00			1							1	1	5		1	1	5					12	19
11:15							1			1	2	4		2	1	1					8	9.8
11:30										0	0	9		3	1	1					13	13.5
11:45										0	0	1		1		1					3	4.3
H/Total	0	0	1	0	0	0	1	0	0	2	3	19	0	7	3	7	0	0	0	0	36	46.6
12:00	1			1	1					3	3.5	11		2							14	15
12:15			1							1	1	8		2		2		1			12	14.6
12:30	1		1		1					3	4.3	6		2	1	1					10	11.8
12:45				1	1					2	3.8	8		2	1	3					14	18.4
H/Total	2	0	3	2	2	0	0	0	0	9	12.6	33	0	8	2	6	0	1	0	0	50	59.8
13:00	1									1	1	6		2		3					11	14.9
13:15	3		1							4	4	11		2	1	1		1			16	18.8
13:30										0	0	11		6	1	1					19	20.8
13:45										0	0	7		1	1	2					11	14.1
H/Total	4	0	1	0	0	0	0	0	0	5	5	35	0	11	3	7	0	1	0	0	57	68.6
14:00	2				1					3	4.3	5		2	1	2					10	13.1
14:15	1									1	1	10		1	2	2					15	18.6
14:30	1									1	1	5		5				1			11	12
14:45										0	0	6		2	1	2					11	14.1
H/Total	4	0	0	0	1	0	0	0	0	5	6.3	26	0	10	4	6	0	1	0	0	47	57.8
15:00										0	0	11		3							14	14
15:15	1									1	1	10		2		2					14	16.6
15:30	2									2	2	7		4	2	2					15	18.6
15:45	2									2	2	15		2	1	3					21	25.4
H/Total	5	0	0	0	0	0	0	0	0	5	5	43	0	11	3	7	0	0	0	0	64	74.6
16:00	2				1					3	4.3	10		1		2					13	15.6
16:15	3									3	3	14		3							17	17
16:30	2									2	2	24		2	1						27	27.5
16:45	1				1					2	3.3	14		5		3					22	25.9
H/Total	8	0	0	0	2	0	0	0	0	10	12.6	62	0	11	1	5	0	0	0	0	79	86
17:00										0	0	15		2		3					20	23.9
17:15	2				1					3	4.3	26		3							29	29
17:30										0	0	11		3	1	5					20	27
17:45	1			1						2	2.5	19		4		4					27	32.2
H/Total	3	0	0	1	1	0	0	0	0	5	6.8	71	0	12	1	12	0	0	0	0	96	112.1
18:00	2									2	2	26		1	2	2		1			30	33.6
18:15										0	0	18		4		4					26	31.2
18:30	3									3	3	13		4	1	1					19	20.8
18:45										0	0	10				1					11	12.3
H/Total	5	0	0	0	0	0	0	0	0	5	5	67	0	9	1	8	0	1	0	0	86	97.9
Total	38	0	6	3	8	0	1	0	0	56	68.9	459	0	127	27	74	0	4	0	0	691	804.7

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	E - A										E - B												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00										0	0	3		1		2						6	8.6
07:15					2					2	4.6	2		2	1	3						8	12.4
07:30					1					1	2.3	6			2							8	10.6
07:45			1		1					2	3.3			1	2	4						7	13.2
H/Total	0	0	1	0	4	0	0	0	0	5	10.2	11	0	4	3	11	0	0	0	0	0	29	44.8
08:00			1		1					2	3.3	2		1	1							4	5.3
08:15				1	1					2	3.8	4		3	1	2						10	13.1
08:30	1									1	1	3		2								5	5
08:45	1									1	1	3		1								4	4
H/Total	2	0	1	1	2	0	0	0	0	6	9.1	12	0	7	1	3	0	0	0	0	0	23	27.4
09:00	2		1							3	3	1		1		1						3	4.3
09:15	2				1					3	4.3	2			2							4	6.6
09:30			1							1	1	2		1		1						4	5.3
09:45	1									1	1	2		2								2	2
H/Total	5	0	2	0	1	0	0	0	0	8	9.3	5	0	4	0	4	0	0	0	0	0	13	18.2
10:00	2				2					4	6.6	4			1	1						6	7.8
10:15	5									5	5	1			1							2	3.3
10:30	1		1							2	2	2			1							3	4.3
10:45	4			1	1					2	7.8	1			1							2	3.3
H/Total	12	0	1	1	3	0	0	0	0	17	21.4	8	0	0	1	4	0	0	0	0	0	13	18.7
11:00	3		1		1					5	6.3	2		1		1						4	5.3
11:15	1		1		1					3	4.3	3			4							7	12.2
11:30	2				1					2	2	2		1		3						6	9.9
11:45										0	0	3			1							4	5.3
H/Total	6	0	2	0	2	0	0	0	0	10	12.6	10	0	2	0	9	0	0	0	0	0	21	32.7
12:00	1				1					2	3.3	2		1		3						6	9.9
12:15	1		1	1					1	4	3.9	3		3		1						7	8.3
12:30	1									1	1	3			2	1						6	8.3
12:45	2				3				1	6	9.3				2							2	4.6
H/Total	5	0	1	1	4	0	0	2	0	13	17.5	8	0	4	2	7	0	0	0	0	0	21	31.1
13:00	2		1							3	3	2			1	1						4	5.8
13:15					3					3	6.9	1		3								4	4
13:30	4				2					6	8.6	1		1		1						3	4.3
13:45	1			2	1					4	6.3	3		1	1	1						6	7.8
H/Total	7	0	1	2	6	0	0	0	0	16	24.8	7	0	5	2	3	0	0	0	0	0	17	21.9
14:00										0	0	9		1	1	1						12	13.8
14:15	3				1					4	5.3	1			1							2	2.5
14:30			1		1					2	3.3	3										3	3
14:45					1					1	2.3	1		2	1	1						5	6.8
H/Total	3	0	1	0	3	0	0	0	0	7	10.9	14	0	3	3	2	0	0	0	0	0	22	26.1
15:00										0	0	5		2		2						9	11.6
15:15	2				2					4	6.6	3		2								5	5
15:30	1									1	1	3				1						4	5.3
15:45	3									3	3	5		3								8	8
H/Total	6	0	0	0	2	0	0	0	0	8	10.6	16	0	7	0	3	0	0	0	0	0	26	29.9
16:00	4				1					5	6.3	4		1	1							6	6.5
16:15	1		1							2	2	3		4	1	1						9	10.8
16:30	3		2		1					6	7.3	7		2								9	9
16:45	3									3	3	2										2	2
H/Total	11	0	3	0	2	0	0	0	0	16	18.6	16	0	7	2	1	0	0	0	0	0	26	28.3
17:00	3									3	3	12		1		1						14	15.3
17:15	1									1	1	4		1		1						6	7.3
17:30	4									4	4	7										7	7
17:45			1							1	1	2										2	2
H/Total	8	0	1	0	0	0	0	0	0	9	9	25	0	2	0	2	0	0	0	0	0	29	31.6
18:00	3									3	3	11										11	11
18:15	1									2	2	7				1						9	10.3
18:30	1		1							1	1	4			1							5	5.5
18:45	2									2	2	1										1	1
H/Total	7	0	1	0	0	0	0	0	0	8	8	23	0	1	1	1	0	0	0	0	0	26	27.8
Total	72	0	15	5	29	0	0	2	0	123	162	155	0	46	15	50	0	0	0	0	0	266	338.5

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	E - C										E - D												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00	6									6	6	14										22	24.6
07:15	6		1			1				8	9	20		4		3						27	30.9
07:30	8		1							9	9	11		1	1							14	15.8
07:45	12		2							14	14	19		3								22	22
H/Total	32	0	4	0	0	1	0	0	0	37	38	64	0	14	1	6	0	0	0	0	0	85	93.3
08:00	11									11	11	19		2	1	1						23	24.8
08:15	7		1							8	8	20		3								23	23
08:30	23									23	23	5		1		1		1				8	10.3
08:45	19		3			1				23	24	9		2		1						12	13.3
H/Total	60	0	4	0	0	1	0	0	0	65	66	53	0	8	1	3	0	1	0	0	0	66	71.4
09:00	5		1							6	6	9		3	2	1						15	17.3
09:15	5									5	5	7		2	1							10	10.5
09:30	6		1							7	7	4				1						5	6.3
09:45	4		4			1				9	10	5		2	1	2						10	13.1
H/Total	20	0	6	0	0	1	0	0	0	27	28	25	0	7	4	4	0	0	0	0	0	40	47.2
10:00	7		2	1						10	10.5	7		1								8	8
10:15	8		1							9	9	7		1		1						10	12.3
10:30	4		3							7	7	8		3		1						12	13
10:45	5		1							6	6	3		3								6	6
H/Total	24	0	7	1	0	0	0	0	0	32	32.5	25	0	8	0	1	2	0	0	0	0	36	39.3
11:00	8		4	1						13	13.5	4		3								7	7
11:15	3		7							10	10	5		1		1						7	8.3
11:30	7			1		1				9	10.5	5		1	1							8	9.8
11:45	5		2	1						8	8.5	6		1								7	7.5
H/Total	23	0	13	3	0	1	0	0	0	40	42.5	20	0	5	2	2	0	0	0	0	0	29	32.6
12:00	5		4							9	9	6			1							11	12.3
12:15	6		1		1			1		9	9.7	13		4		2	1	1				17	20.3
12:30	11		1			1				13	14	4		2								6	6
12:45	12		2							14	14	8		1								9	9
H/Total	34	0	8	0	1	1	0	1	0	45	46.7	31	0	7	2	2	1	0	0	0	0	43	47.6
13:00	9		4							13	13	5				1						6	7.3
13:15	7		2							9	9	9		2		1						12	13.3
13:30	3		2			1				6	7	6		2								8	8
13:45	4		1							5	5	3		1	1	2						7	10.1
H/Total	23	0	9	0	0	1	0	0	0	33	34	23	0	5	1	4	0	0	0	0	0	33	38.7
14:00	9		1	1			1			12	14.8	8			1							9	10.3
14:15	7		1				1			8	8.5	8		1	1							10	10.5
14:30	11		2	1	1					15	16.8	9		2		1						12	13.3
14:45	15		1			1	1			18	20	2		4								6	6
H/Total	42	0	3	3	2	1	2	0	0	53	60.1	27	0	7	1	2	0	0	0	0	0	37	40.1
15:00	11		1	1						13	13.5	6		1	1							8	8.5
15:15	11		1							12	12	9		1								10	10
15:30	6		2							8	8	9				3						12	15.9
15:45	7		2	1		1				11	12.5	6		1	1							8	8.5
H/Total	35	0	6	2	0	1	0	0	0	44	46	30	0	3	2	3	0	0	0	0	0	38	42.9
16:00	27		4	2		1		1		35	36.4	13		3	1	1						18	19.8
16:15	9		4							13	13	3		5				1				9	10
16:30	10		2			1			1	14	14.2	5										5	5
16:45	11		2							13	13	15		3	1	1						20	21.8
H/Total	57	0	12	2	0	2	0	1	1	75	76.6	36	0	11	2	2	0	1	0	0	0	52	56.6
17:00	13		2					1		16	15.4	10		2		1						13	14.3
17:15	7		2							9	9	11										11	11
17:30	12		2			1				15	16	7		2								9	9
17:45	6						1			7	8	6		1								7	7
H/Total	38	0	6	0	0	1	1	1	0	47	48.4	34	0	5	0	1	0	0	0	0	0	40	41.3
18:00	13									14	14	7										7	7
18:15	7		1							8	8	4										6	6.5
18:30	8		3							11	11	8		1	1							8	8
18:45	5		2							7	7	6		1								7	7
H/Total	33	0	7	0	0	0	0	0	0	40	40	25	0	2	1	0	0	0	0	0	0	28	28.5
Total	421	0	85	11	3	11	3	3	1	538	558.8	393	0	82	17	30	3	2	0	0	0	527	579.5

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	E - E									TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY		
07:00										0	0
07:15										0	0
07:30										0	0
07:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
08:00										0	0
08:15										0	0
08:30										0	0
08:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
09:00										0	0
09:15										0	0
09:30										0	0
09:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
10:00										0	0
10:15										0	0
10:30										0	0
10:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
11:00										0	0
11:15										0	0
11:30										0	0
11:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
12:00										0	0
12:15										0	0
12:30										0	0
12:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
13:00	1		1							2	2
13:15										0	0
13:30										0	0
13:45										0	0
H/Total	1	0	1	0	0	0	0	0	0	2	2
14:00										0	0
14:15										0	0
14:30										0	0
14:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
15:00										0	0
15:15										0	0
15:30										0	0
15:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
16:00										0	0
16:15										0	0
16:30										0	0
16:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
17:00										0	0
17:15										0	0
17:30										0	0
17:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
18:00										0	0
18:15										0	0
18:30										0	0
18:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	2	2

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	From A										To A											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	146	0	19	0	8	1	0	0	0	174	185.4	66	0	35	2	17	0	0	0	0	120	143.1
07:15	146	0	19	4	10	0	0	0	0	179	194	86	0	33	7	17	0	0	0	0	143	168.6
07:30	149	0	22	5	16	0	3	0	0	195	221.3	95	0	33	4	25	0	0	0	0	157	191.5
07:45	155	0	17	5	14	0	1	0	0	192	213.7	126	0	35	10	17	0	0	0	0	188	215.1
H/Total	596	0	77	14	48	1	4	0	0	740	814.4	373	0	136	23	76	0	0	0	0	608	718.3
08:00	151	0	15	10	20	0	0	0	0	196	227	154	0	29	5	18	0	1	1	0	208	234.3
08:15	140	0	20	6	21	0	0	0	0	187	217.3	109	0	26	9	13	0	0	0	0	157	178.4
08:30	127	0	17	3	21	0	0	0	0	168	196.8	105	0	27	4	10	0	1	0	0	147	163
08:45	99	0	13	8	14	1	1	0	0	136	160.2	79	0	14	5	20	0	0	0	0	118	146.5
H/Total	517	0	65	27	76	1	1	0	0	687	801.3	447	0	96	23	61	0	2	1	1	630	722.2
09:00	94	0	21	9	12	0	0	0	0	136	156.1	59	0	20	8	23	0	1	0	0	111	145.9
09:15	69	0	13	3	17	0	0	1	0	103	126	50	0	21	7	13	0	0	0	0	91	111.4
09:30	47	0	17	5	21	0	0	0	0	90	119.8	39	0	13	8	18	0	0	0	0	78	105.4
09:45	65	0	15	2	18	0	1	2	0	103	127.2	41	0	12	10	24	0	0	1	0	88	123.6
H/Total	275	0	66	19	68	0	1	3	0	432	529.1	189	0	66	33	78	0	1	1	0	368	486.3
10:00	40	0	13	5	17	0	1	0	0	76	101.6	33	0	17	7	26	0	0	0	0	83	120.3
10:15	64	0	17	6	13	0	0	0	0	100	119.9	39	0	14	4	23	0	1	1	0	82	114.3
10:30	45	0	17	8	25	0	0	0	0	95	131.5	38	0	14	5	13	0	0	1	0	71	89.8
10:45	56	0	20	4	16	0	0	0	0	96	118.8	48	0	11	5	18	0	1	0	0	83	109.9
H/Total	205	0	67	23	71	0	1	0	0	367	471.8	158	0	56	21	80	0	2	2	0	319	434.3
11:00	40	0	9	5	21	0	0	0	0	75	104.8	46	0	14	3	18	0	0	0	0	81	105.9
11:15	46	0	15	10	18	0	0	0	0	89	117.4	34	0	16	5	18	0	0	0	0	73	98.9
11:30	51	0	16	5	19	0	0	1	0	92	118.6	52	0	21	4	22	0	0	0	1	100	129.8
11:45	55	0	21	8	13	0	1	0	1	99	120.1	54	0	17	6	14	0	0	0	0	91	112.2
H/Total	192	0	61	28	71	0	1	1	1	355	460.9	186	0	68	18	72	0	0	0	1	345	446.8
12:00	44	0	19	8	17	0	1	1	0	90	116.5	34	0	13	5	12	0	0	0	0	64	82.1
12:15	56	0	20	9	17	0	0	0	0	102	128.6	43	0	15	7	26	0	1	1	0	93	130.7
12:30	53	0	16	11	19	0	0	0	0	99	129.2	42	0	19	3	18	0	0	1	0	83	107.3
12:45	37	0	8	3	15	0	0	0	0	63	84	48	1	15	7	23	0	1	2	0	97	130.2
H/Total	190	0	63	31	68	0	1	1	0	354	458.3	167	1	62	22	79	0	2	4	0	337	450.3
13:00	49	0	21	9	16	0	0	1	0	96	120.7	49	0	17	6	23	0	0	0	0	95	127.9
13:15	49	0	9	5	24	0	0	0	0	87	120.7	53	0	9	5	17	0	0	1	1	86	109.2
13:30	74	0	15	10	17	0	0	0	0	116	143.1	58	0	11	1	24	0	0	0	0	94	125.7
13:45	55	0	16	8	13	0	0	0	0	92	112.9	41	0	24	5	19	0	0	0	0	89	116.2
H/Total	227	0	61	32	70	0	0	1	0	391	497.4	201	0	61	17	83	0	0	1	1	364	479
14:00	63	0	18	8	20	0	0	2	0	111	139.8	47	0	10	5	18	0	0	0	0	80	105.9
14:15	47	0	17	7	20	0	2	0	0	93	124.5	61	0	21	3	22	0	0	0	1	108	137.3
14:30	58	0	14	6	13	0	1	0	0	92	112.9	66	0	17	4	18	0	1	0	0	106	132.4
14:45	72	0	24	9	14	1	0	1	1	122	144.3	85	0	10	6	17	0	0	0	0	118	143.1
H/Total	240	0	73	30	67	1	3	3	1	418	521.5	259	0	58	18	75	0	1	0	1	412	518.7
15:00	100	0	30	5	17	0	2	1	0	155	181	77	0	15	5	15	0	2	0	0	114	138
15:15	73	0	22	11	22	0	1	0	0	129	164.1	64	0	19	9	14	0	1	0	0	107	130.7
15:30	108	0	30	5	11	0	1	0	0	155	172.8	61	0	18	5	14	1	1	0	0	100	122.7
15:45	83	0	26	3	12	0	1	0	0	125	143.1	81	0	11	3	15	0	0	0	0	110	131
H/Total	364	0	108	24	62	0	5	1	0	564	661	283	0	63	22	58	1	4	0	0	431	522.4
16:00	120	0	45	3	10	0	1	0	0	179	194.5	74	0	17	4	17	0	1	1	0	114	138.5
16:15	104	0	32	8	19	0	0	0	0	163	191.7	124	0	13	3	11	1	1	0	0	153	170.8
16:30	121	0	36	1	15	0	1	0	0	174	195	126	0	22	1	18	0	2	0	0	169	194.9
16:45	121	0	19	3	19	0	1	0	0	163	190.2	135	0	23	0	25	0	2	0	0	185	219.5
H/Total	466	0	132	15	63	0	3	0	0	679	771.4	459	0	75	8	71	1	6	1	0	621	723.7
17:00	135	0	17	1	13	0	1	0	0	167	185.4	165	0	12	3	17	0	0	0	0	197	220.6
17:15	153	0	15	2	15	0	1	0	0	186	207.5	154	0	11	1	14	0	0	1	0	181	199.1
17:30	134	0	8	1	13	0	0	1	0	157	173.8	143	0	18	5	14	0	0	0	0	180	200.7
17:45	123	0	13	6	14	0	1	0	0	157	179.2	139	0	11	1	10	0	0	0	1	162	174.7
H/Total	545	0	53	10	55	0	3	1	0	667	745.9	601	0	52	10	55	0	0	1	1	720	795.1
18:00	120	0	13	2	9	0	1	0	0	145	158.7	113	0	8	2	3	0	0	0	0	126	130.9
18:15	119	0	15	1	5	0	1	0	0	141	149	125	0	11	0	8	0	0	0	0	144	154.4
18:30	76	0	9	0	6	0	0	0	0	91	98.8	109	0	7	0	5	0	0	0	0	121	127.5
18:45	52	0	9	1	8	0	0	0	0	70	80.9	67	0	8	0	7	0	0	0	0	82	91.1
H/Total	367	0	46	4	28	0	2	0	0	447	487.4	414	0	34	2	23	0	0	0	0	473	503.9
Total	4184	0	872	257	747	3	25	11	2	6101	7220.4	3737	1	827	217	811	2	18	11	4	5628	6801

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	From B										To B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL
07:00	21	0	11	0	4	0	0	0	0	36	41.2	25	0	12	1	4	0	0	0	42	47.7
07:15	30	0	9	1	5	0	0	0	0	45	52	30	0	6	1	10	0	0	0	47	60.5
07:30	29	0	12	2	3	0	0	0	0	46	50.9	42	0	10	3	8	0	0	0	63	74.9
07:45	51	0	9	3	6	0	0	0	0	69	78.3	30	0	7	4	8	0	0	0	49	61.4
H/Total	131	0	41	6	18	0	0	0	0	196	222.4	127	0	35	9	30	0	0	0	201	244.5
08:00	43	0	8	1	9	0	0	0	0	61	73.2	35	0	3	2	13	0	0	0	53	70.9
08:15	49	0	10	2	1	0	0	0	0	62	64.3	41	0	14	7	7	0	0	0	69	81.6
08:30	41	0	8	4	8	0	0	0	0	61	73.4	26	0	11	6	10	0	0	0	53	69
08:45	29	0	7	0	6	0	0	0	0	42	49.8	25	0	5	1	7	0	0	0	38	47.6
H/Total	162	0	33	7	24	0	0	0	0	226	260.7	127	0	33	16	37	0	0	0	213	269.1
09:00	24	0	12	7	11	0	0	0	0	54	71.8	13	0	9	3	5	0	0	0	30	38
09:15	16	0	6	2	4	0	0	0	0	28	34.2	10	0	6	3	5	0	0	0	24	32
09:30	17	0	7	1	12	0	0	0	0	37	53.1	9	0	8	5	5	0	0	0	27	36
09:45	12	0	5	0	8	0	0	0	0	25	35.4	15	0	5	3	3	0	0	0	26	31.4
H/Total	69	0	30	10	35	0	0	0	0	144	194.5	47	0	28	14	18	0	0	0	107	137.4
10:00	12	0	5	3	7	0	0	0	0	27	37.6	13	0	6	4	6	0	0	0	29	38.8
10:15	15	0	4	1	8	0	1	0	0	29	40.9	18	0	5	0	14	0	0	0	37	55.2
10:30	11	0	5	1	1	0	0	0	0	18	19.8	9	0	1	2	10	0	0	0	22	36
10:45	13	0	7	2	6	0	1	0	0	29	38.8	7	0	4	3	8	0	0	0	22	33.9
H/Total	51	0	21	7	22	0	2	0	0	103	137.1	47	0	16	9	38	0	0	0	110	163.9
11:00	26	0	11	3	7	0	0	0	0	47	57.6	10	0	5	2	9	0	0	0	26	38.7
11:15	36	0	10	2	9	0	0	0	0	57	69.7	17	0	4	2	8	0	0	0	31	42.4
11:30	6	0	8	1	11	0	0	0	0	26	40.8	9	0	4	0	14	0	0	0	27	45.2
11:45	12	0	9	2	5	0	0	0	0	28	35.5	13	0	5	0	4	0	0	0	22	27.2
H/Total	80	0	38	8	32	0	0	0	0	158	203.6	49	0	18	4	35	0	0	0	106	153.5
12:00	10	0	5	3	2	0	0	0	0	20	24.1	12	0	6	0	7	0	1	0	26	36.1
12:15	17	0	4	3	10	0	1	1	0	36	50.9	12	0	9	1	10	0	0	0	32	45.5
12:30	7	0	5	2	3	0	0	0	0	17	21.9	11	0	1	5	3	0	0	0	20	26.4
12:45	13	0	7	2	8	0	0	0	0	30	41.4	10	0	1	2	6	0	0	0	19	27.8
H/Total	47	0	21	10	23	0	1	1	0	103	138.3	45	0	17	8	26	0	1	0	97	135.8
13:00	12	1	4	1	8	0	0	0	0	26	36.9	10	0	2	1	6	0	0	0	19	27.3
13:15	10	0	5	4	4	0	0	0	0	23	30.2	11	0	8	1	6	0	0	0	26	34.3
13:30	20	0	10	1	4	0	0	0	0	35	40.7	16	0	5	1	6	0	0	0	28	36.3
13:45	14	0	5	6	3	0	1	0	0	29	36.9	13	0	4	2	8	0	0	0	27	38.4
H/Total	56	1	24	12	19	0	1	0	0	113	144.7	50	0	19	5	26	0	0	0	100	136.3
14:00	17	0	2	0	3	0	0	0	0	22	25.9	23	0	7	2	10	0	0	0	42	56
14:15	17	0	9	3	10	0	0	0	0	39	53.5	13	0	5	3	4	0	0	0	25	31.7
14:30	15	0	3	2	7	0	0	0	0	27	37.1	15	0	3	1	1	0	0	0	20	21.8
14:45	22	0	5	3	11	0	0	0	0	41	56.8	14	0	6	2	8	1	0	0	31	43.4
H/Total	71	0	19	8	31	0	0	0	0	129	173.3	65	0	21	8	23	1	0	0	118	152.9
15:00	20	0	5	3	4	0	0	0	0	32	38.7	29	0	5	1	9	0	1	0	45	58.2
15:15	16	0	5	3	7	0	0	0	0	31	41.6	21	0	6	1	8	0	0	0	36	46.9
15:30	14	0	4	1	4	0	0	0	0	23	28.7	34	0	12	4	7	0	0	0	57	68.1
15:45	21	0	10	4	5	0	0	0	0	40	48.5	25	0	11	2	4	0	0	0	42	48.2
H/Total	71	0	24	11	20	0	0	0	0	126	157.5	109	0	34	8	28	0	1	0	180	221.4
16:00	22	0	8	3	5	0	0	0	0	38	46	23	0	10	1	3	0	0	0	37	41.4
16:15	21	0	15	3	7	0	1	0	0	47	58.6	12	0	9	3	13	0	0	0	37	55.4
16:30	28	0	8	1	10	0	0	0	0	47	60.5	48	0	13	0	5	0	0	0	66	72.5
16:45	47	0	11	2	10	0	0	0	0	70	84	31	0	6	1	5	0	0	0	43	50
H/Total	118	0	42	9	32	0	1	0	0	202	249.1	114	0	38	5	26	0	0	0	183	219.3
17:00	29	0	9	1	4	0	0	0	0	43	48.7	63	0	9	0	6	0	0	0	78	85.8
17:15	34	0	5	1	7	0	0	0	0	47	56.6	48	0	4	0	7	0	0	0	59	68.1
17:30	38	0	10	0	9	0	0	0	0	57	68.7	40	0	0	0	5	0	0	0	45	51.5
17:45	33	0	6	0	8	0	0	0	0	47	57.4	28	0	8	0	4	0	0	0	40	45.2
H/Total	134	0	30	2	28	0	0	0	0	194	231.4	179	0	21	0	22	0	0	0	222	250.6
18:00	40	0	3	0	6	0	0	0	0	49	56.8	33	0	4	0	4	0	1	0	42	48.2
18:15	32	0	4	0	11	0	0	0	0	47	61.3	19	0	5	0	3	0	1	0	28	32.9
18:30	23	0	8	0	2	0	0	0	0	33	35.6	21	0	2	1	3	0	0	0	27	31.4
18:45	17	0	0	0	8	0	0	0	0	25	35.4	7	0	3	0	4	0	0	0	14	19.2
H/Total	112	0	15	0	27	0	0	0	0	154	189.1	80	0	14	1	14	0	2	0	111	131.7
Total	1102	1	338	90	311	0	5	1	0	1848	2301.7	1039	0	294	87	323	1	4	0	1748	2216.4

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	From C										To C										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	
07:00	72	0	27	2	4	0	1	0	0	106	113.2	31	0	17	1	2	1	0	0	52	
07:15	94	0	31	2	3	1	1	1	1	134	139.5	51	0	9	0	1	1	0	0	62	
07:30	112	0	26	3	5	0	0	0	0	146	154	68	0	12	2	5	0	1	0	88	
07:45	109	0	26	6	5	0	2	2	0	150	160.3	80	0	10	2	7	0	1	0	100	
H/Total	387	0	110	13	17	1	4	3	1	536	567	230	0	48	5	15	2	2	0	302	
08:00	119	0	21	4	6	1	4	1	0	156	170.2	92	0	8	3	2	0	0	0	105	
08:15	109	0	21	2	4	1	2	0	0	139	148.2	91	0	13	0	3	0	0	0	107	
08:30	98	0	20	6	5	0	2	0	0	131	142.5	113	0	7	2	2	0	0	0	124	
08:45	98	0	11	2	6	0	0	0	0	117	125.8	105	0	9	4	1	1	0	0	120	
H/Total	424	0	73	14	21	2	8	1	0	543	586.7	401	0	37	9	8	1	0	0	456	
09:00	63	0	13	3	5	0	0	0	0	84	92	43	0	8	4	1	0	0	0	56	
09:15	45	0	10	1	4	0	0	0	0	60	65.7	32	0	8	1	2	0	0	1	44	
09:30	30	0	8	5	4	1	0	0	0	48	56.7	32	0	7	2	3	0	0	0	44	
09:45	48	0	9	9	3	0	0	1	0	70	77.8	34	0	14	4	5	1	0	2	60	
H/Total	186	0	40	18	16	1	0	1	0	262	292.2	141	0	37	11	11	1	0	3	204	
10:00	49	0	15	6	2	0	0	0	0	72	77.6	29	0	7	3	6	0	0	0	45	
10:15	53	0	5	3	7	0	0	1	0	69	79	40	0	10	3	2	0	0	0	55	
10:30	46	0	8	3	2	1	0	1	0	61	65.5	33	0	19	3	3	0	0	0	58	
10:45	30	0	17	5	3	0	0	0	0	55	61.4	37	0	11	2	3	0	1	0	54	
H/Total	178	0	45	17	14	1	0	2	0	257	283.5	139	0	47	11	14	0	1	0	212	
11:00	40	0	13	2	3	0	0	0	0	58	62.9	45	0	11	2	1	0	0	0	59	
11:15	42	0	12	5	0	0	1	0	0	60	63.5	52	0	16	3	6	0	0	0	77	
11:30	37	0	10	2	4	1	0	0	1	55	61.4	32	0	6	3	6	1	0	1	49	
11:45	35	0	11	2	3	0	0	0	0	51	55.9	38	0	13	6	2	0	1	0	61	
H/Total	154	0	46	11	10	1	1	0	1	224	243.7	167	0	46	14	15	1	1	1	246	
12:00	33	0	6	4	2	0	0	0	1	46	49.8	33	0	11	4	1	0	0	1	50	
12:15	35	0	13	3	6	0	0	1	0	58	66.7	41	0	12	3	8	0	0	2	66	
12:30	39	0	11	4	2	1	0	1	0	58	63	38	0	12	3	1	1	0	0	55	
12:45	35	0	11	8	5	0	0	1	0	60	69.9	38	0	9	2	4	0	0	0	53	
H/Total	142	0	41	19	15	1	0	3	1	222	249.4	150	0	44	12	14	1	0	3	224	
13:00	44	0	8	3	5	0	0	0	0	60	68	39	0	15	5	3	0	0	1	63	
13:15	44	0	5	4	7	0	0	1	1	62	71.7	34	0	5	6	4	0	0	0	49	
13:30	31	0	4	0	3	1	0	0	0	39	43.9	64	0	14	3	3	1	0	0	85	
13:45	33	0	15	4	6	0	0	0	0	58	67.8	43	0	9	1	3	0	0	0	56	
H/Total	152	0	32	11	21	1	0	1	1	219	251.4	180	0	43	15	13	1	0	1	253	
14:00	40	0	16	4	1	0	1	0	0	62	66.3	63	0	14	5	2	0	2	2	88	
14:15	38	0	13	8	4	0	0	0	1	64	72.4	40	0	12	5	8	0	0	0	65	
14:30	46	0	13	1	5	1	0	0	0	66	74	48	0	10	1	4	0	0	0	63	
14:45	51	0	8	4	2	0	0	0	0	65	69.6	75	0	17	3	7	1	1	1	106	
H/Total	175	0	50	17	12	1	1	0	1	257	282.3	226	0	53	14	21	1	3	3	322	
15:00	59	0	15	5	4	0	1	0	1	85	92.9	74	0	12	4	2	0	0	1	93	
15:15	74	0	10	3	3	0	1	0	0	91	97.4	65	0	13	3	8	0	0	0	89	
15:30	53	0	12	4	5	1	1	0	0	76	86.5	66	0	13	3	5	0	0	0	87	
15:45	43	0	13	2	4	1	0	0	0	63	70.2	62	0	24	7	7	1	0	0	101	
H/Total	229	0	50	14	16	2	3	0	1	315	347	267	0	62	17	22	1	0	1	370	
16:00	53	0	14	2	2	1	0	0	0	72	76.6	95	0	33	6	5	1	1	1	142	
16:15	65	0	10	2	3	1	1	0	0	82	88.9	87	0	33	2	4	1	1	0	128	
16:30	85	0	13	1	2	0	0	0	0	101	104.1	92	0	22	0	5	1	0	1	122	
16:45	76	0	8	1	3	1	0	0	0	89	94.4	105	0	26	4	3	0	0	0	138	
H/Total	279	0	45	6	10	3	1	0	0	344	364	379	0	114	12	17	3	2	2	530	
17:00	141	0	20	2	4	0	0	0	1	168	173.4	98	0	25	2	2	0	0	1	128	
17:15	109	0	9	0	3	0	1	1	0	123	127.3	111	0	19	2	3	0	0	0	135	
17:30	95	0	12	2	0	1	0	1	0	111	112.4	109	0	14	2	0	1	0	1	127	
17:45	93	0	9	2	0	0	0	0	1	105	105.2	104	0	15	2	0	0	2	0	123	
H/Total	438	0	50	6	7	1	1	2	2	507	518.3	422	0	73	8	5	1	2	2	513	
18:00	54	0	5	0	1	0	0	0	2	62	61.7	105	0	14	1	2	0	0	0	122	
18:15	55	0	3	0	2	0	0	0	1	61	62.8	78	0	10	0	2	0	1	0	91	
18:30	65	0	5	1	0	1	0	1	0	73	73.9	55	0	16	1	0	0	0	0	72	
18:45	42	0	5	0	0	0	0	0	0	47	47	51	0	8	1	1	0	0	0	61	
H/Total	216	0	18	1	3	1	0	1	3	243	245.4	289	0	48	3	5	0	1	0	346	
Total	2960	0	600	147	162	16	19	14	11	3929	4230.9	2991	0	652	131	160	13	12	16	3	3978

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	From D										To D											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	57	0	33	4	13	0	0	0	0	107	125.9	177	0	29	1	9	0	1	0	0	217	230.2
07:15	74	0	25	4	12	0	0	0	0	115	132.6	180	0	36	4	8	0	0	1	0	229	240.8
07:30	87	0	33	4	24	0	0	0	0	148	181.2	177	0	29	5	12	0	2	0	0	225	245.1
07:45	107	0	27	8	12	0	0	0	0	154	173.6	187	0	26	6	10	0	0	1	0	230	245.4
H/Total	325	0	118	20	61	0	0	0	0	524	613.3	721	0	120	16	39	0	3	2	0	901	961.5
08:00	133	0	28	6	12	0	0	0	0	179	197.6	180	0	24	10	15	0	0	0	0	229	253.5
08:15	91	0	22	7	11	0	0	0	0	131	148.8	155	0	23	2	16	0	2	0	0	198	221.8
08:30	99	0	22	3	4	0	0	0	0	128	134.7	127	0	21	3	17	0	1	0	0	169	193.6
08:45	83	0	18	7	12	0	0	0	0	120	139.1	84	0	20	6	11	0	1	0	0	122	140.3
H/Total	406	0	90	23	39	0	0	0	0	558	620.2	546	0	88	21	59	0	4	0	0	718	809.2
09:00	46	0	13	2	11	0	1	0	0	73	89.3	108	0	22	7	11	0	0	0	0	148	165.8
09:15	43	0	21	8	11	0	0	0	0	83	101.3	77	0	14	2	17	0	0	0	0	110	133.1
09:30	37	0	10	9	10	0	0	0	0	66	83.5	50	0	13	4	18	0	0	0	0	85	110.4
09:45	37	0	14	12	16	0	0	0	0	79	105.8	64	0	14	5	15	0	1	0	0	99	122
H/Total	163	0	58	31	48	0	1	0	0	301	379.9	299	0	63	18	61	0	1	0	0	442	531.3
10:00	29	0	11	6	24	0	0	0	0	70	104.2	59	0	15	8	12	0	1	0	0	95	115.6
10:15	31	0	22	3	22	0	0	0	0	78	108.1	73	0	13	6	7	1	0	0	0	100	113.1
10:30	30	0	20	5	16	0	0	0	0	71	94.3	54	0	19	6	16	1	0	0	0	96	120.8
10:45	51	0	8	2	13	0	1	0	0	75	93.9	50	0	24	3	8	0	0	0	0	85	96.9
H/Total	141	0	61	16	75	0	1	0	0	294	400.5	236	0	71	23	43	2	1	0	0	376	446.4
11:00	39	0	10	2	18	0	0	0	0	69	93.4	40	0	16	5	16	0	0	0	0	77	100.3
11:15	37	0	14	6	15	0	1	0	0	73	96.5	47	0	13	10	11	0	2	0	0	83	104.3
11:30	53	0	15	6	16	0	0	0	0	90	113.8	48	0	16	8	11	0	0	0	0	83	101.3
11:45	44	0	15	6	9	0	0	0	0	74	88.7	44	0	16	7	9	0	0	0	0	76	91.2
H/Total	173	0	54	20	58	0	1	0	0	306	392.4	179	0	61	30	47	0	2	0	0	319	397.1
12:00	47	0	14	7	9	0	1	0	0	78	94.2	46	0	19	11	14	0	0	0	0	90	113.7
12:15	52	0	21	3	26	0	0	0	0	102	137.3	64	0	21	9	14	1	0	0	0	109	132.7
12:30	46	0	20	2	17	0	0	0	0	85	108.1	53	0	17	9	19	0	0	0	0	98	127.2
12:45	49	1	14	6	18	0	1	1	0	90	116.8	40	0	13	7	14	0	0	0	0	74	95.7
H/Total	194	1	69	18	70	0	2	1	0	355	456.4	203	0	70	36	61	1	0	0	0	371	469.3
13:00	45	0	17	6	18	0	0	0	0	86	112.4	49	0	17	7	13	0	0	0	0	86	106.4
13:15	58	0	10	3	11	0	1	1	0	84	100.2	59	0	11	3	22	0	0	0	0	95	125.1
13:30	79	0	16	4	19	0	0	0	0	118	144.7	57	0	11	9	12	0	0	0	0	89	109.1
13:45	47	0	17	3	18	0	0	0	0	85	109.9	48	0	14	10	11	0	0	0	0	83	102.3
H/Total	229	0	60	16	66	0	1	1	0	373	467.2	213	0	53	29	58	0	0	0	0	353	442.9
14:00	61	0	15	9	20	0	1	0	0	106	137.5	53	0	18	8	14	0	1	0	0	94	117.2
14:15	66	0	16	2	19	0	0	0	0	103	128.7	51	0	12	10	16	0	2	0	0	91	118.8
14:30	62	0	22	4	9	0	2	0	0	99	114.7	56	0	19	6	13	0	1	0	0	95	115.9
14:45	87	0	15	4	12	0	0	0	0	118	135.6	56	0	23	9	7	0	0	0	0	95	108.6
H/Total	276	0	68	19	60	0	3	0	0	426	516.5	216	0	72	33	50	0	4	0	0	375	460.5
15:00	84	0	12	2	11	0	2	0	0	111	128.3	68	0	24	7	12	0	2	0	0	113	134.1
15:15	70	0	18	7	13	0	0	0	0	108	128.4	69	0	19	10	14	0	1	0	0	113	137.2
15:30	75	0	21	8	16	0	0	0	0	120	144.8	79	0	20	3	12	0	1	0	0	115	133.1
15:45	94	0	17	4	17	0	0	0	0	132	156.1	64	0	18	2	9	0	1	0	0	94	107.7
H/Total	323	0	68	21	57	0	2	0	0	471	557.6	280	0	81	22	47	0	5	0	0	435	512.1
16:00	83	0	28	4	18	0	1	1	0	135	160.8	110	0	39	5	9	0	0	0	0	163	177.2
16:15	148	0	20	2	9	1	1	0	0	181	195.7	87	0	29	7	11	0	2	0	0	136	155.8
16:30	154	0	25	2	13	0	2	1	0	197	216.3	105	0	25	2	8	0	1	0	0	141	153.4
16:45	140	0	38	2	21	0	2	0	0	203	233.3	105	0	19	4	16	0	1	0	0	145	168.8
H/Total	525	0	111	10	61	1	6	2	0	716	806.1	407	0	112	18	44	0	4	0	0	585	655.2
17:00	160	0	22	4	20	0	0	0	0	206	234	148	0	22	3	13	0	1	0	0	187	206.4
17:15	182	0	22	2	11	0	0	0	0	217	232.3	144	0	13	2	11	0	2	0	0	172	189.3
17:30	166	0	17	7	12	0	0	0	0	202	221.1	127	0	12	2	7	0	0	0	0	148	158.1
17:45	167	0	20	2	11	0	0	0	0	200	215.3	117	0	10	7	10	0	0	0	0	144	160.5
H/Total	675	0	81	15	54	0	0	0	0	825	902.7	536	0	57	14	41	0	3	0	0	651	714.3
18:00	153	0	16	3	6	0	1	0	0	179	189.3	108	0	10	2	6	0	0	0	0	126	134.8
18:15	139	0	17	0	10	0	1	0	0	167	181	103	0	11	2	4	0	0	0	0	120	126.2
18:30	122	0	17	2	4	0	0	0	0	145	151.2	92	0	8	0	2	0	0	0	0	102	104.6
18:45	80	0	9	0	6	0	0	0	0	95	102.8	56	0	7	0	3	0	0	0	0	66	69.9
H/Total	494	0	59	5	26	0	2	0	0	586	624.3	359	0	36	4	15	0	0	0	0	414	435.5
Total	3924	1	897	214	675	1	19	4	0	5735	6737.1	4195	0	884	264	565	3	27	2	0	5940	6835.3

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	From E										To E											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	23	0	7	0	4	0	0	0	0	34	39.2	20	0	4	1	0	0	0	0	26	27.8	
07:15	28	0	7	1	8	1	0	0	0	45	56.9	25	0	7	0	2	1	1	0	1	37	40.8
07:30	25	0	2	1	4	0	0	0	0	32	37.7	20	0	11	1	2	0	0	0	0	34	37.1
07:45	31	0	7	2	5	0	0	0	0	45	52.5	30	0	8	2	0	0	2	1	0	43	45.4
H/Total	107	0	23	4	21	1	0	0	0	156	186.3	95	0	30	4	5	1	3	1	1	140	151.1
08:00	32	0	4	1	3	0	0	0	0	40	44.4	17	0	12	2	2	1	3	0	0	37	44.6
08:15	31	0	7	2	3	0	0	0	0	43	47.9	24	0	4	1	1	1	0	0	0	31	33.8
08:30	32	0	3	0	1	0	1	0	0	37	39.3	26	0	4	1	0	0	1	0	0	32	33.5
08:45	32	0	6	0	1	1	0	0	0	40	42.3	48	0	7	1	0	1	0	0	0	57	58.5
H/Total	127	0	20	3	8	1	1	0	0	160	173.9	115	0	27	5	3	3	4	0	0	157	170.4
09:00	17	0	6	2	2	0	0	0	0	27	30.6	21	0	6	1	1	0	0	0	0	29	30.8
09:15	16	0	2	1	3	0	0	0	0	22	26.4	20	0	3	2	2	0	0	0	0	27	30.6
09:30	12	0	3	0	2	0	0	0	0	17	19.6	13	0	4	1	5	1	0	0	0	24	32
09:45	10	0	8	1	2	1	0	0	0	22	26.1	18	0	6	2	0	0	0	0	0	26	27
H/Total	55	0	19	4	9	1	0	0	0	88	102.7	72	0	19	6	8	1	0	0	0	106	120.4
10:00	20	0	3	2	3	0	0	0	0	28	32.9	16	0	2	0	3	0	0	0	0	21	24.9
10:15	21	0	2	0	2	1	0	0	0	26	29.6	14	0	8	0	6	0	0	0	0	28	35.8
10:30	15	0	7	0	1	1	0	0	0	24	26.3	13	0	4	1	3	1	0	0	0	22	27.4
10:45	13	0	4	1	2	0	0	0	0	20	23.1	21	0	6	1	3	0	0	0	0	31	35.4
H/Total	69	0	16	3	8	2	0	0	0	98	111.9	64	0	20	2	15	1	0	0	0	102	123.5
11:00	17	0	9	1	2	0	0	0	0	29	32.1	21	0	6	1	7	0	0	0	0	35	44.6
11:15	12	0	9	0	6	0	0	0	0	27	34.8	23	0	11	3	5	0	0	0	0	42	50
11:30	16	0	2	2	4	1	0	0	0	25	32.2	22	0	4	1	1	1	0	0	0	29	31.8
11:45	14	0	2	2	1	0	0	0	0	19	21.3	11	0	7	1	2	0	0	0	0	21	24.1
H/Total	59	0	22	5	13	1	0	0	0	100	120.4	77	0	28	6	15	1	0	0	0	127	150.5
12:00	14	0	9	0	5	0	0	0	0	28	34.5	23	0	4	2	1	0	1	0	1	32	34.5
12:15	23	0	5	3	3	1	0	2	0	37	42.2	23	0	6	1	4	0	0	1	0	35	40.1
12:30	19	0	3	2	1	1	0	0	0	26	29.3	20	0	6	1	1	1	0	0	0	29	31.8
12:45	22	0	3	0	5	0	0	1	0	31	36.9	20	0	5	1	4	0	0	1	0	31	36.1
H/Total	78	0	20	5	14	2	0	3	0	122	142.9	86	0	21	5	10	1	1	2	1	127	142.5
13:00	19	0	6	1	2	0	0	0	0	28	31.1	22	1	5	1	4	0	0	0	0	33	38.7
13:15	17	0	7	0	4	0	0	0	0	28	33.2	21	0	3	1	1	0	1	1	0	28	30.2
13:30	14	0	5	0	3	1	0	0	0	23	27.9	23	0	9	1	1	1	0	0	0	35	37.8
13:45	11	0	3	4	4	0	0	0	0	22	29.2	15	0	5	7	3	0	1	0	0	31	39.4
H/Total	61	0	21	5	13	1	0	0	0	101	121.4	81	1	22	10	9	1	2	1	0	127	146.1
14:00	26	0	1	2	3	0	1	0	0	33	38.9	21	0	3	3	3	0	0	0	0	30	35.4
14:15	19	0	1	3	1	0	0	0	0	24	26.8	22	0	6	2	4	0	0	0	0	34	40.2
14:30	23	0	5	1	3	0	0	0	0	32	36.4	19	0	8	2	1	1	1	0	0	32	36.3
14:45	18	0	7	1	2	1	1	0	0	30	35.1	20	0	3	1	2	0	0	0	0	26	29.1
H/Total	86	0	14	7	9	1	2	0	0	119	137.2	82	0	20	8	10	1	1	0	0	122	141
15:00	22	0	4	2	2	0	0	0	0	30	33.6	37	0	10	0	0	0	0	0	1	48	47.2
15:15	25	0	4	0	2	0	0	0	0	31	33.6	39	0	2	1	3	0	0	0	0	45	49.4
15:30	19	0	2	0	4	0	0	0	0	25	30.2	29	0	6	3	2	0	0	0	0	40	44.1
15:45	21	0	6	2	0	1	0	0	0	30	32	30	0	8	1	3	1	0	0	0	43	48.4
H/Total	87	0	16	4	8	1	0	0	0	116	129.4	135	0	26	5	8	1	0	0	1	176	189.1
16:00	48	0	8	4	2	1	0	1	0	64	69	24	0	4	0	3	1	0	0	0	32	36.9
16:15	16	0	14	1	1	0	1	0	0	33	35.8	44	0	7	1	0	0	0	0	0	52	52.5
16:30	25	0	6	0	1	1	0	0	1	34	35.5	42	0	6	2	5	0	0	0	0	55	62.5
16:45	31	0	5	1	1	0	0	0	0	38	39.8	39	0	7	0	5	1	0	0	0	52	59.5
H/Total	120	0	33	6	5	2	1	1	1	169	180.1	149	0	24	3	13	2	0	0	0	191	211.4
17:00	38	0	5	0	2	0	0	1	0	46	48	29	0	5	0	5	0	0	0	1	40	45.7
17:15	23	0	3	0	1	0	0	0	0	27	28.3	44	0	7	0	2	0	0	0	0	53	55.6
17:30	30	0	4	0	0	1	0	0	0	35	36	44	0	7	1	8	1	0	1	0	62	73.3
17:45	14	0	2	0	0	0	1	0	0	17	18	42	0	6	0	9	0	0	0	0	57	68.7
H/Total	105	0	14	0	3	1	1	1	0	125	130.3	159	0	25	1	24	1	0	1	1	212	243.3
18:00	34	0	1	0	0	0	0	0	0	35	35	42	0	2	0	7	0	1	0	2	54	62.5
18:15	19	0	4	1	1	0	0	0	0	25	26.8	39	0	6	0	12	0	0	0	1	58	72.8
18:30	21	0	3	1	0	0	0	0	0	25	25.5	30	0	9	2	2	1	0	1	0	45	49
18:45	14	0	3	0	0	0	0	0	0	17	17	24	0	0	0	7	0	0	0	0	31	40.1
H/Total	88	0	11	2	1	0	0	0	0	102	104.3	135	0	17	2	28	1	1	1	3	188	224.4
Total	1042	0	229	48	112	14	5	5	1	1456	1640.8	1250	1	279	57	148	15	12	6	7	1775	2013.7

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **M62 Junction 34**
 Date: **18 October 2016, Tuesday**



Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY			
07:00	319	0	97	6	33	1	1	0	0	0	457	504.9
07:15	372	0	91	12	38	2	1	1	1	1	518	575
07:30	402	0	95	15	52	0	3	0	0	0	567	645.1
07:45	453	0	86	24	42	0	3	2	0	0	610	678.4
H/Total	1546	0	369	57	165	3	8	3	1	1	2152	2403.4
08:00	478	0	76	22	50	1	4	1	0	0	632	712.4
08:15	420	0	80	19	40	1	2	0	0	0	562	626.5
08:30	397	0	70	16	39	0	3	0	0	0	525	586.7
08:45	341	0	55	17	39	2	1	0	0	0	455	517.2
H/Total	1636	0	281	74	168	4	10	1	0	0	2174	2442.8
09:00	244	0	65	23	41	0	1	0	0	0	374	439.8
09:15	189	0	52	15	39	0	0	1	0	0	296	353.6
09:30	143	0	45	20	49	1	0	0	0	0	258	332.7
09:45	172	0	51	24	47	1	1	3	0	0	299	372.3
H/Total	748	0	213	82	176	2	2	4	0	0	1227	1498.4
10:00	150	0	47	22	53	0	1	0	0	0	273	353.9
10:15	184	0	50	13	52	1	1	1	0	0	302	377.5
10:30	147	0	57	17	45	2	0	1	0	0	269	337.4
10:45	163	0	56	14	40	0	2	0	0	0	275	336
H/Total	644	0	210	66	190	3	4	2	0	0	1119	1404.8
11:00	162	0	52	13	51	0	0	0	0	0	278	350.8
11:15	173	0	60	23	48	0	2	0	0	0	306	381.9
11:30	163	0	51	16	54	2	0	1	1	1	288	366.8
11:45	160	0	58	20	31	0	1	0	1	1	271	321.5
H/Total	658	0	221	72	184	2	3	1	2	2	1143	1421
12:00	148	0	53	22	35	0	2	1	1	1	262	319.1
12:15	183	0	63	21	62	1	1	4	0	0	335	425.7
12:30	164	0	55	21	42	2	0	1	0	0	285	351.5
12:45	156	1	43	19	51	0	1	3	0	0	274	349
H/Total	651	1	214	83	190	3	4	9	1	1	1156	1445.3
13:00	169	1	56	20	49	0	0	1	0	0	296	369.1
13:15	178	0	36	16	50	0	1	2	1	1	284	356
13:30	218	0	50	15	46	2	0	0	0	0	331	400.3
13:45	160	0	56	25	44	0	1	0	0	0	286	356.7
H/Total	725	1	198	76	189	2	2	3	1	1	1197	1482.1
14:00	207	0	52	23	47	0	3	2	0	0	334	408.4
14:15	187	0	56	23	54	0	2	0	1	1	323	405.9
14:30	204	0	57	14	37	1	3	0	0	0	316	375.1
14:45	250	0	59	21	41	2	1	1	1	1	376	441.4
H/Total	848	0	224	81	179	3	9	3	2	2	1349	1630.8
15:00	285	0	66	17	38	0	5	1	1	1	413	474.5
15:15	258	0	59	24	47	0	2	0	0	0	390	465.1
15:30	269	0	69	18	40	1	2	0	0	0	399	463
15:45	262	0	72	15	38	2	1	0	0	0	390	449.9
H/Total	1074	0	266	74	163	3	10	1	1	1	1592	1852.5
16:00	326	0	103	16	37	2	2	2	0	0	488	546.9
16:15	354	0	91	16	39	2	4	0	0	0	506	570.7
16:30	413	0	88	5	41	1	3	1	1	1	553	611.4
16:45	415	0	81	9	54	1	3	0	0	0	563	641.7
H/Total	1508	0	363	46	171	6	12	3	1	1	2110	2370.7
17:00	503	0	73	8	43	0	1	1	1	1	630	689.5
17:15	501	0	54	5	37	0	2	1	0	0	600	652
17:30	463	0	51	10	34	2	0	2	0	0	562	612
17:45	430	0	50	10	33	0	2	0	1	1	526	575.1
H/Total	1897	0	228	33	147	2	5	4	2	2	2318	2528.6
18:00	401	0	38	5	22	0	2	0	2	0	470	501.5
18:15	364	0	43	2	29	0	2	0	1	1	441	480.9
18:30	307	0	42	4	12	1	0	1	0	0	367	385
18:45	205	0	26	1	22	0	0	0	0	0	254	283.1
H/Total	1277	0	149	12	85	1	4	1	3	3	1532	1650.5
Total	13212	2	2936	756	2007	34	73	35	14	14	19069	22131

Peak Hours	Totals
07:00 08:00	2152
07:15 08:15	2327
07:30 08:30	2371
07:45 08:45	2329

08:00 09:00	2174
08:15 09:15	1916
08:30 09:30	1650
08:45 09:45	1383

09:00 10:00	1227
09:15 10:15	1126
09:30 10:30	1132
09:45 10:45	1143

10:00 11:00	1119
10:15 11:15	1124
10:30 11:30	1128
10:45 11:45	1147

11:00 12:00	1143
11:15 12:15	1127
11:30 12:30	1156
11:45 12:45	1153

12:00 13:00	1156
12:15 13:15	1190
12:30 13:30	1139
12:45 13:45	1185

13:00 14:00	1197
13:15 14:15	1235
13:30 14:30	1274
13:45 14:45	1259

14:00 15:00	1349
14:15 15:15	1428
14:30 15:30	1495
14:45 15:45	1578

15:00 16:00	1592
15:15 16:15	1667
15:30 16:30	1783
15:45 16:45	1937

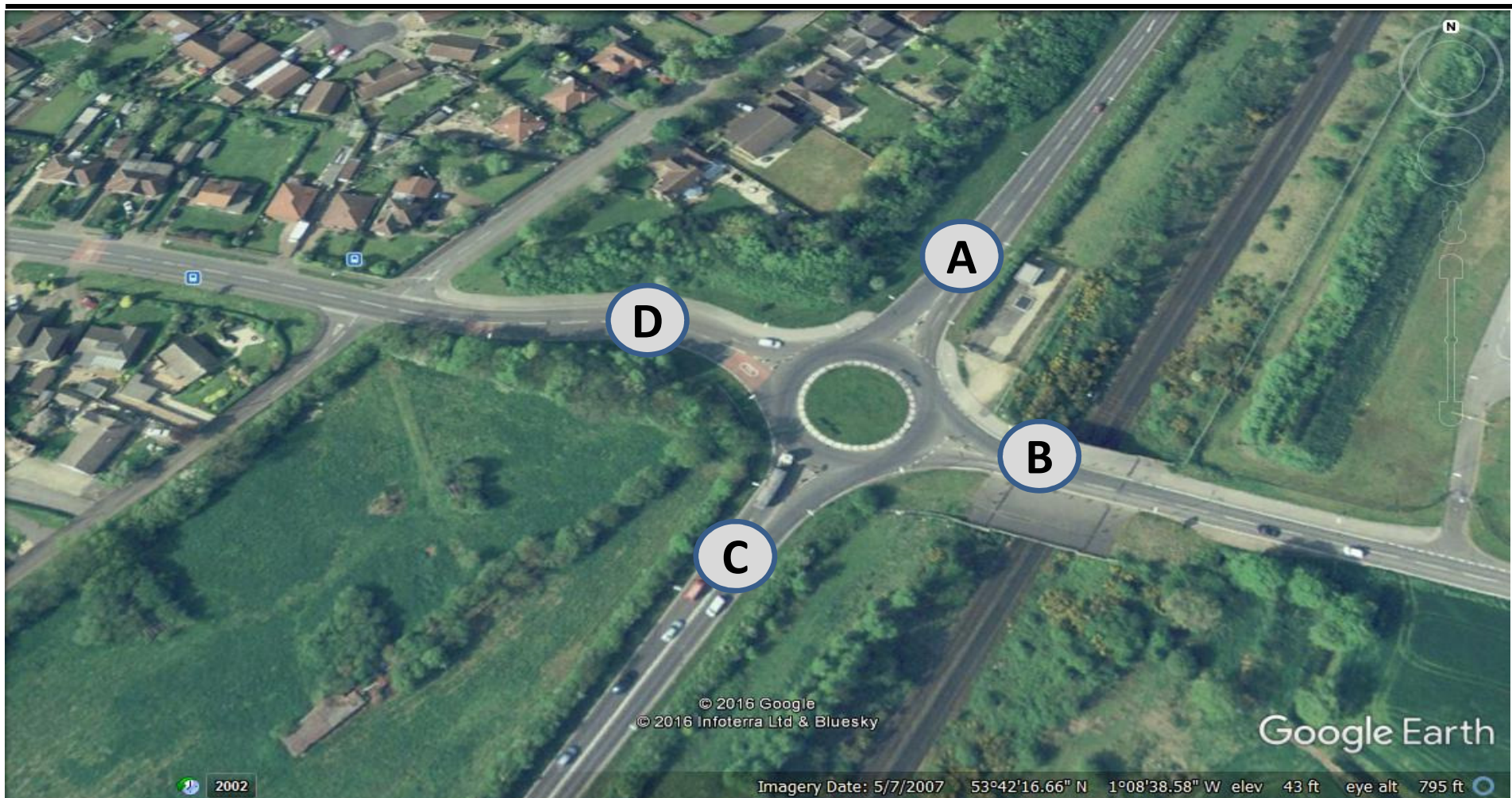
16:00 17:00	2110
16:15 17:15	2252
16:30 17:30	2346
16:45 17:45	2355

17:00 18:00	2318
17:15 18:15	2158
17:30 18:30	1999
17:45 18:45	1804

18:00 19:00	1532
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MCC 2: A19 / A645

Project Number: **TSP12919**
Project Name: **Selby Surveys**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **A19 / Weeland Road**



Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Weeland Road**
 Date: **18 October 2016, Tuesday**



Time	A - A										A - B												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00										0	0	4										6	7.3
07:15										0	0	4			1							5	5
07:30										0	0	4		1	1							7	8.8
07:45										0	0	7			1							8	9.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	19	0	3	1	3	0	0	0	0	0	26	30.4
08:00										0	0	6		3		4						13	18.2
08:15										0	0	9		1		1		1				12	14.3
08:30										0	0	5				5			1			10	16.5
08:45										0	0	2		2	1	4						9	14.7
H/Total	0	0	0	0	0	0	0	0	0	0	0	22	0	6	1	14	0	1	0	0	0	44	63.7
09:00										0	0	5		2								7	7
09:15										0	0	2		4	1							7	7.5
09:30										0	0	1		1		3						7	11.9
09:45										0	0	3			1	5						9	16
H/Total	0	0	0	0	0	0	0	0	0	0	0	11	0	7	4	8	0	0	0	0	0	30	42.4
10:00										0	0				1	4						5	10.7
10:15										0	0	1		1		1						3	4.3
10:30										0	0	1				2					1	4	5.8
10:45										0	0	1				2						3	5.6
H/Total	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	9	0	0	0	0	1	15	26.4
11:00										0	0	2			1	3						6	10.4
11:15										0	0	2		2	1	6						11	19.3
11:30										0	0				2	1						3	5.3
11:45										0	0	6				2						8	10.6
H/Total	0	0	0	0	0	0	0	0	0	0	0	10	0	2	4	12	0	0	0	0	0	28	45.6
12:00										0	0	2		3	2	2						9	12.6
12:15										0	0	4		1								5	5
12:30										0	0	5				3						8	11.9
12:45										0	0					1						1	2.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	11	0	4	2	6	0	0	0	0	0	23	31.8
13:00										0	0	1		1							1	3	2.2
13:15										0	0	4			2	4						12	18.2
13:30										0	0	1				4						5	10.2
13:45										0	0	3										3	3
H/Total	0	0	0	0	0	0	0	0	0	0	0	9	0	3	2	8	0	0	0	0	1	23	33.6
14:00										0	0	4		1	1							6	6.5
14:15										0	0					1						1	2.3
14:30										0	0	7		2		5						14	20.5
14:45										0	0	2		1		4						7	12.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	13	0	4	1	10	0	0	0	0	0	28	41.5
15:00										0	0	6						1				7	8
15:15										0	0	4		2		1						7	8.3
15:30										0	0	3		2		2						7	9.6
15:45										0	0	4		1	2	5						12	19.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	17	0	5	2	8	0	1	0	0	0	33	45.4
16:00										0	0	5		1		5						11	17.5
16:15										0	0	7										7	7
16:30										0	0	3		1								4	4
16:45										0	0	6										6	6
H/Total	0	0	0	0	0	0	0	0	0	0	0	21	0	2	0	5	0	0	0	0	0	28	34.5
17:00										0	0	5		1								6	6
17:15										0	0	3				1						4	5.3
17:30										0	0	6										6	6
17:45										0	0	4										4	4
H/Total	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	1	0	0	0	0	0	20	21.3
18:00										0	0	6		1								7	7
18:15										0	0	5				1						6	7.3
18:30										0	0	4										4	4
18:45										0	0	2										2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	17	0	1	0	1	0	0	0	0	0	19	20.3
Total	0	0	0	0	0	0	0	0	0	0	0	171	0	39	18	85	0	2	0	2	2	317	436.9

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Weeland Road**
 Date: **18 October 2016, Tuesday**



Time	A - C										A - D												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00	85		9		4	1				99	105.2	1										1	1
07:15	89		12	2	4					107	113.2											1	2
07:30	83		9	2	5		1			100	108.5					1	1					1	2.3
07:45	99		16	3	6					124	133.3			1								1	1
H/Total	356	0	46	7	19	1	1	0	0	430	460.2	1	0	1	0	1	1	0	0	0	0	4	6.3
08:00	86		12	6	7					111	123.1	1										1	1
08:15	73		9	3	4					89	95.7			1	1							2	2.5
08:30	64		11		9					84	95.7	1		1								2	2
08:45	49		8	5	9	1				72	87.2	1			1	1						3	5.3
H/Total	272	0	40	14	29	1	0	0	0	356	401.7	3	0	2	1	1	1	0	0	0	0	8	10.8
09:00	43		16	6	4					69	77.2	3										3	3
09:15	38		8	6	3				1	56	62.3					1						1	2.3
09:30	27		6	2	5					40	47.5	3					1					4	5
09:45	36		10	2	6		1			55	64.8	1										1	1
H/Total	144	0	40	16	18	0	1	1	0	220	251.8	7	0	0	0	1	1	0	0	0	0	9	11.3
10:00	29		4	5	11		1			50	67.8	2		2			1					5	6
10:15	31		8	4	6					49	58.8			1		2						3	5.6
10:30	37		9	7	9					62	77.2						1					1	2
10:45	34		14	1	6					55	63.3	1		1								2	2
H/Total	131	0	35	17	32	0	1	0	0	216	267.1	3	0	4	0	2	2	0	0	0	0	11	15.6
11:00	36		2	5	13					56	75.4			1								1	1
11:15	29		8	7	9				1	54	68.6	1				1						2	3.3
11:30	34		8	6	6					54	64.8	1					1					2	3
11:45	31		11	4	9		1		1	57	70.9	4		2								6	6
H/Total	130	0	29	22	37	0	1	1	1	221	279.7	6	0	3	0	1	1	0	0	0	0	11	13.3
12:00	28		9	5	5				1	48	56.4	2					1					3	4
12:15	40		13	5	7					65	76.6							1				0	0
12:30	30		8	5	7					50	61.6	3						1				4	5
12:45	28		4	1	7					40	49.6	3		1	1					1		6	5.9
H/Total	126	0	34	16	26	0	0	1	0	203	244.2	8	0	1	1	0	2	0	1	0	0	13	14.9
13:00	30		11	4	9				1	55	68.1	1										1	1
13:15	23		6	3	9					41	54.2	4				3						7	10.9
13:30	50		11	7	6					74	85.3	2				1	1					4	6.3
13:45	39		11	7	5				2	64	72.8											0	0
H/Total	142	0	39	21	29	0	0	3	0	234	280.4	7	0	0	0	4	1	0	0	0	0	12	18.2
14:00	39		11	4	10		1			65	81	2										2	2
14:15	31		7	4	12					54	71.6	1										1	1
14:30	53		14	5	6	1				79	90.3	3										3	3
14:45	47		14	4	10				1	77	90.6	2		1			1					5	7.3
H/Total	170	0	46	17	38	1	1	1	1	275	333.5	8	0	1	0	1	1	0	0	0	0	11	13.3
15:00	58		18	4	6		1	1		88	98.2			1								1	1
15:15	56		16	7	6					85	96.3	2		1								3	3
15:30	82		21	2	5					110	117.5	3		1			1					5	6
15:45	45		16	3	6					70	79.3	2		1								3	3
H/Total	241	0	71	16	23	0	1	1	0	353	391.3	7	0	4	0	0	1	0	0	0	0	12	13
16:00	58		31	2	4					95	101.2	2										2	2
16:15	51		12	5	7					75	86.6	3						1				4	5
16:30	70		18	2	6		1			97	106.8	1					1					2	3
16:45	71		6	2	9		1			89	102.7	5										6	7.3
H/Total	250	0	67	11	26	0	2	0	0	356	397.3	11	0	0	0	1	1	1	0	0	0	14	17.3
17:00	70		10	1	4		1			86	92.7	1										1	1
17:15	63		7	1	3					74	78.4	1										1	1
17:30	67		5	2	3				1	78	82.3							1				1	2
17:45	66		10	4	3					83	88.9	3										3	3
H/Total	266	0	32	8	13	0	1	1	0	321	342.3	5	0	0	0	0	1	0	0	0	0	6	7
18:00	69		10	2	4					85	91.2	1										1	1
18:15	59		11	1						71	71.5	2										2	2
18:30	42		6	1	1					50	51.8											0	0
18:45	33		7	1	2					43	46.1											0	0
H/Total	203	0	34	5	7	0	0	0	0	249	260.6	3	0	0	0	0	0	0	0	0	0	3	3
Total	2431	0	513	170	297	3	9	9	2	3434	3910.1	69	0	16	2	12	13	1	1	0	0	114	144

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Weeland Road**
 Date: **18 October 2016, Tuesday**



Time	B - A										B - B												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00					3					5	8.9											0	0
07:15	1		1							2	2											0	0
07:30	4				4					8	13.2											0	0
07:45	3				1					4	5.3											0	0
H/Total	8	0	3	0	8	0	0	0	0	19	29.4	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3		3							6	6											0	0
08:15	5			3	1					9	11.8											0	0
08:30	6				1					7	8.3											0	0
08:45	4				4					8	13.2	1										1	1
H/Total	18	0	3	3	6	0	0	0	0	30	39.3	1	0	0	0	0	0	0	0	0	0	1	1
09:00	3		2		6					11	18.8											0	0
09:15	1									1	1											0	0
09:30	1		1	1	1					4	5.8				1							0	0
09:45	1				1					2	3.3											1	2.3
H/Total	6	0	3	1	8	0	0	0	0	18	28.9	0	0	0	0	1	0	0	0	0	0	1	2.3
10:00			1	2	2					5	8.6											0	0
10:15	2				7					9	18.1											0	0
10:30	2		1		1					4	5.3											0	0
10:45	7		1							8	8			1								1	1
H/Total	11	0	3	2	10	0	0	0	0	25	40	0	0	1	0	0	0	0	0	0	0	1	1
11:00	4				1					5	6.3											0	0
11:15	2		1		1					4	5.3											0	0
11:30	3		1	1	2		1			8	12.1											0	0
11:45	3				1					4	5.3											0	0
H/Total	12	0	2	1	5	0	1	0	0	21	29	0	0	0	0	0	0	0	0	0	0	0	0
12:00	3		3		1					7	8.3											0	0
12:15	2		1	2	2					7	10.6											0	0
12:30	1			1						2	2.5											0	0
12:45	2		1							3	3											0	0
H/Total	8	0	5	3	3	0	0	0	0	19	24.4	0	0	0	0	0	0	0	0	0	0	0	0
13:00	3						1			4	5											0	0
13:15	1				1					2	3.3											0	0
13:30	1				5					6	12.5											0	0
13:45	1			1	5					7	14											0	0
H/Total	6	0	0	1	11	0	1	0	0	19	34.8	0	0	0	0	0	0	0	0	0	0	0	0
14:00	4		4							8	8											0	0
14:15	5		2	2	3					12	16.9											0	0
14:30	3		1		1					5	6.3											0	0
14:45	3		2		4					9	14.2											0	0
H/Total	15	0	9	2	8	0	0	0	0	34	45.4	0	0	0	0	0	0	0	0	0	0	0	0
15:00	4		2		6					12	19.8											0	0
15:15	2		1		1					3	3											0	0
15:30	10		2	1	3					16	20.4											0	0
15:45	2				1					3	4.3											0	0
H/Total	18	0	5	1	10	0	0	0	0	34	47.5	0	0	0	0	0	0	0	0	0	0	0	0
16:00	5		2							7	7											0	0
16:15	2		2		1					7	9.3											0	0
16:30	3				1					4	5.3											0	0
16:45	3									3	3											0	0
H/Total	13	0	4	2	2	0	0	0	0	21	24.6	0	0	0	0	0	0	0	0	0	0	0	0
17:00	9		1		1					11	12.3											0	0
17:15	6		1		2					9	11.6											0	0
17:30	7		1							8	8											0	0
17:45	6		1							7	7											0	0
H/Total	28	0	4	0	3	0	0	0	0	35	38.9	0	0	0	0	0	0	0	0	0	0	0	0
18:00	8		3							11	11											0	0
18:15	13		1							14	14											0	0
18:30	6									6	6											0	0
18:45	2		2							4	4											0	0
H/Total	29	0	6	0	0	0	0	0	0	35	35	0	0	0	0	0	0	0	0	0	0	0	0
Total	172	0	47	16	74	0	2	0	0	311	417.2	1	0	1	0	1	0	0	0	0	0	3	4.3

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Weeland Road**
 Date: **18 October 2016, Tuesday**



Time	B - C										B - D											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	39		5		4					48	53.2	9		4							14	15.3
07:15	46		6	1	8					61	71.9	8		1	1		1				11	13.3
07:30	54		6	2	7		2			71	83.1	12		2	2	1					18	22.1
07:45	51		4	1	4		1			61	67.7	17		3	3						23	26.9
H/Total	190	0	21	4	23	0	3	0	0	241	275.9	46	0	10	1	7	1	1	0	0	66	77.6
08:00	48		4	1	13					66	83.4	9		2	1	2		2			16	21.1
08:15	48		4		14					66	84.2	19			1	1					21	22.8
08:30	41		6		9					56	67.7	6		2				1			9	10
08:45	36		5	1	5		1			48	56	18		1	1						20	21.3
H/Total	173	0	19	2	41	0	1	0	0	236	291.3	52	0	5	2	4	0	3	0	0	66	75.2
09:00	33		3	1	6					43	51.3	25		3	1	1		1			31	33.8
09:15	18		3		9					30	41.7	12			1	3					16	20.4
09:30	12		6	1	10					29	42.5	10		2							12	12
09:45	21		4		11					36	50.3	9		6	3						18	21.9
H/Total	84	0	16	2	36	0	0	0	0	138	185.8	56	0	11	2	7	0	1	0	0	77	88.1
10:00	7		4	1	6					18	26.3	7		3	1			1		1	13	13.7
10:15	25		8		3					36	39.9	10		2	1	2					14	15.8
10:30	7		2	1	13					23	40.4	9		3	2				1		15	17
10:45	15		3	1	6					25	33.3	10		5	2	2				1	20	23
H/Total	54	0	17	3	28	0	0	0	0	102	139.9	36	0	13	4	5	0	1	2	1	62	69.5
11:00	8		5	1	6					20	28.3	5				2					8	10.6
11:15	9		4	3	6					22	31.3	11	1	2							14	14
11:30	15		6		12					33	48.6	9		3	1	1					14	15.8
11:45	15		5		3					23	26.9	13		2							15	15
H/Total	47	0	20	4	27	0	0	0	0	98	135.1	38	1	8	1	3	0	0	0	0	51	55.4
12:00	10		9	3	9					31	44.2	8		3	1						12	12.5
12:15	23		11	3	7					44	54.6	25		9		2					36	38.6
12:30	11		3	4	8					26	38.4	10		2	1						13	13.5
12:45	8		3	3	11					25	40.8	15		4							19	19
H/Total	52	0	26	13	35	0	0	0	0	126	178	58	0	18	2	2	0	0	0	0	80	83.6
13:00	12		7	3	8					30	41.9	8		4		3					15	18.9
13:15	16		5	3	10					34	48.5	13		1							14	14
13:30	19		2	1	6					28	36.3	9		2							11	11
13:45	13		3	1	6					23	31.3	9		6	2	1					18	20.3
H/Total	60	0	17	8	30	0	0	0	0	115	158	39	0	13	2	4	0	0	0	0	58	64.2
14:00	20		7	4	6					37	46.8	5		2	1				1		9	8.9
14:15	6		4	1	10					22	36.5	20		5		1	1				27	29.3
14:30	11		5	3	7		1			26	36.6	10		4	1	2					17	20.1
14:45	12		9	2	3					26	30.9	11			1	2					14	17.1
H/Total	49	0	25	10	26	0	1	0	0	111	150.8	46	0	11	3	5	1	0	1	0	67	75.4
15:00	22		3	2	7		1			35	46.1	8		2		2					12	14.6
15:15	10		7	3	7		1			28	39.6	13		4		4					21	26.2
15:30	19		9	2	6		1			37	46.8	25		4	1	5					35	42
15:45	17		4	1	5		1			28	36	14		4	1	3					22	26.4
H/Total	68	0	23	8	25	0	4	0	0	128	168.5	60	0	14	2	14	0	0	0	0	90	109.2
16:00	46		15		7		1			69	79.1	22		2		5	1	2		1	33	41.7
16:15	41		13	1	10					65	78.5	11		3		1					15	16.3
16:30	34		9		6					49	56.8	21		1		6			1		29	36.2
16:45	46		7		7					60	69.1	12		5	1	4		1			23	29.7
H/Total	167	0	44	1	30	0	1	0	0	243	283.5	66	0	11	1	16	1	3	1	1	100	123.9
17:00	61		6		6					73	80.8	22		4		1	1	1	2	1	31	31.3
17:15	58		6	1	6					71	79.3	29		3		1	1				34	36.3
17:30	52		3		7					62	71.1	23		1		2					26	28.6
17:45	52		3	1	10					66	79.5	12		1	1			1			15	16.5
H/Total	223	0	18	2	29	0	0	0	0	272	310.7	86	0	9	1	4	1	2	2	1	106	112.7
18:00	35		2		4					41	46.2	18		5		1				1	25	25.5
18:15	40		7		3					50	53.9	23		2					1		26	25.4
18:30	29		2		2					33	35.6	17		2							20	19.4
18:45	17				4					21	26.2	10									10	10
H/Total	121	0	11	0	13	0	0	0	0	145	161.9	68	0	9	0	1	0	0	2	1	81	80.3
Total	1288	0	257	57	343	0	10	0	0	1955	2439.4	651	1	132	21	72	4	11	8	4	904	1015.1

Project Number: **TSP12919**
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 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Weeland Road**
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Time	C - A										C - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	37		22	2	6					67	75.8	29		7	1	6					43	51.3
07:15	39		29	6	7					81	93.1	33		6	14						53	71.2
07:30	51		23	2	10					86	100	31		8	10						49	62
07:45	72		24	3	9					108	121.2	49		7	4	8					68	80.4
H/Total	199	0	98	13	32	0	0	0	0	342	390.1	142	0	28	5	38	0	0	0	0	213	264.9
08:00	76		13	4	11					104	120.3	54		15	8		1				78	89.4
08:15	71		13	6	5			1		96	104.9	39		12	1	3					55	59.4
08:30	55		21	4	5					85	93.5	40		5	5						50	56.5
08:45	46		10	3	6					65	74.3	28		3	1	7		1			40	50.6
H/Total	248	0	57	17	27	0	0	1	0	350	393	161	0	35	2	23	0	2	0	0	223	255.9
09:00	39		12	7	8					66	79.9	10		6	2	10					28	42
09:15	30		14	5	6					55	65.3	17		4	4			1			26	32.2
09:30	27		10	4	3					44	49.9	11		1	1	6					19	27.3
09:45	26		6	4	11					49	65.7	8		5	4	15					32	53.5
H/Total	122	0	42	20	28	0	1	1	0	214	260.8	46	0	16	7	35	0	1	0	0	105	155
10:00	24		10	7	16					57	81.3	8		3	3						19	29.4
10:15	28		8	3	16			1		56	77.7	4		4	1	6					15	23.3
10:30	24		7	5	3			1		40	45.8	9		3	1	9					22	34.2
10:45	27		9	4	8		1			49	62.4	13		3	3	5					21	27.5
H/Total	103	0	34	19	43	0	1	2	0	202	267.2	34	0	13	2	28	0	0	0	0	77	114.4
11:00	34		12	2	5					53	60.5	6		4	1	9					20	32.2
11:15	26		10	2	7					45	55.1	8		5	1	9					23	35.2
11:30	41		11	1	4				1	58	62.9	10		4	2	13					29	46.9
11:45	43		15	4	7					69	80.1	10		6	3	6					25	34.3
H/Total	144	0	48	9	23	0	0	0	1	225	258.6	34	0	19	7	37	0	0	0	0	97	148.6
12:00	20		10	6	5					41	50.5	11		3	5	6					20	27.8
12:15	23		8	5	10			1		47	61.9	12		3	1	13					29	46.4
12:30	31		13	2	6			1		53	61.2	11		2	1	5					19	26
12:45	31		15	6	12			2		66	83.4	14	1	3	1	13					32	49.4
H/Total	105	0	46	19	33	0	0	4	0	207	257	48	1	11	3	37	0	0	0	0	100	149.6
13:00	36		7	2	15		1			61	82.5	11		6	2	5					24	31.5
13:15	32		6	3	10			1	1	53	66.1	16		5	3	5					29	37
13:30	44		5	1	11					61	75.8	8		3	1	10					22	35.5
13:45	34		22	1	7					64	73.6	10		6	1	10					27	40.5
H/Total	146	0	40	7	43	0	1	1	1	239	298	45	0	20	7	30	0	0	0	0	102	144.5
14:00	28		7	3	8					46	57.9	10		3	3	6					22	31.3
14:15	35		13	2	12			1		63	79	17		5	3	7					29	38.1
14:30	42		7	3	9					61	74.2	14		5	5	12					31	46.6
14:45	54		10	3	10					77	91.5	23		3	2	5					33	40.5
H/Total	159	0	37	11	39	0	0	1	0	247	302.6	64	0	16	5	30	0	0	0	0	115	156.5
15:00	50		9	2	2					63	66.6	22		3	1	10		2			38	53.5
15:15	41		14	7	6					68	79.3	24		2	2	7		1			36	47.1
15:30	40		12	3	4					59	65.7	19		6	2	6	1	1			35	45.8
15:45	48		7	2	3					60	64.9	16		4	4	8					28	38.4
H/Total	179	0	42	14	15	0	0	0	0	250	276.5	81	0	15	5	31	1	4	0	0	137	184.8
16:00	51		11	4	3			1		70	75.3	20		3	3	10					33	46
16:15	66		7	3	6		1			83	93.3	31		4	4	10	1				46	60
16:30	80		15	1	6					102	110.3	37		4	7	7		1			49	59.1
16:45	89		11	1	11					112	126.8	43		10	1	10					65	79.5
H/Total	286	0	44	9	26	0	1	1	0	367	405.7	131	0	21	1	37	1	2	0	0	193	244.6
17:00	88		14	1	10					113	126.5	37		2	6						45	53.8
17:15	114		4	1	13					132	149.4	50		5	4						59	64.2
17:30	93		14	3	8			1		119	130.3	54		4	1	2					61	64.1
17:45	82		6	1	5					94	101	53		7	4						64	69.2
H/Total	377	0	38	6	36	0	0	1	0	458	507.2	194	0	16	3	16	0	0	0	0	229	251.3
18:00	83		4	1	2					90	93.1	28		1	3						32	35.9
18:15	69		7	5	3					81	87.5	36		3	4						43	48.2
18:30	60		5	3	3					68	71.9	38		2	2						42	44.6
18:45	52		4	3	3					59	62.9	22		1	3						26	29.9
H/Total	264	0	20	1	13	0	0	0	0	298	315.4	124	0	7	0	12	0	0	0	0	143	158.6
Total	2332	0	546	145	358	0	4	12	2	3399	3932.1	1104	1	217	47	354	2	9	0	0	1734	2228.7

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Weeland Road**
 Date: **18 October 2016, Tuesday**



Time	C - C										C - D												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00										0	0	1		3	1	2						7	10.1
07:15										0	0	4			1	1						6	7.8
07:30										0	0	3		4		3						10	13.9
07:45										0	0	12		4	3							19	20.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	20	0	11	5	6	0	0	0	0	0	42	52.3
08:00										0	0	9		1	1	1						12	13.8
08:15										0	0	10		4	1	2						17	20.1
08:30										0	0	10		2		2						14	16.6
08:45					1					1	2.3	9		2		5						16	22.5
H/Total	0	0	0	0	1	0	0	0	0	1	2.3	38	0	9	2	10	0	0	0	0	0	59	73
09:00										0	0	7		1		5						13	19.5
09:15										0	0	2		1		5						8	14.5
09:30										0	0	7		1	2	5						15	22.5
09:45	1									1	1	3										3	3
H/Total	1	0	0	0	0	0	0	0	0	1	1	19	0	3	2	15	0	0	0	0	0	39	59.5
10:00										0	0	2		5		2						9	11.6
10:15										0	0	5		3	1	2		1				12	16.1
10:30										0	0	2		1		1						4	5.3
10:45										0	0	4		2		4						10	15.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	13	0	11	1	9	0	1	0	0	0	35	48.2
11:00										0	0	4				2						6	8.6
11:15										0	0	5			1	2						8	11.1
11:30										0	0	1		1		3						5	8.9
11:45										0	0	2		2		1						5	6.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	12	0	3	1	8	0	0	0	0	0	24	34.9
12:00										0	0	2		1		1						4	5.3
12:15	1									1	1	1		1		1		1				4	6.3
12:30										0	0	3		1		5						9	15.5
12:45										0	0	2		1	1	1						5	6.8
H/Total	1	0	0	0	0	0	0	0	0	1	1	8	0	4	1	8	0	1	0	0	0	22	33.9
13:00	1									1	1	4		1	1	3						9	13.4
13:15										0	0	3		2		2						7	9.6
13:30										0	0	7				3						10	13.9
13:45										0	0	2			2	2						6	9.6
H/Total	1	0	0	0	0	0	0	0	0	1	1	16	0	3	3	10	0	0	0	0	0	32	46.5
14:00										0	0	10		1		2						13	16.1
14:15										0	0	8		1	1	2		1				13	17.1
14:30										0	0	5		2		1		1				9	11.3
14:45										0	0	8		1		3						12	15.9
H/Total	0	0	0	0	0	0	0	0	0	0	0	31	0	4	2	8	0	2	0	0	0	47	60.4
15:00										0	0	5		2	2	3						12	16.9
15:15										0	0	4		2		1						7	8.3
15:30										0	0	5			1	4						10	15.7
15:45										0	0	8				3						11	14.9
H/Total	0	0	0	0	0	0	0	0	0	0	0	22	0	4	3	11	0	0	0	0	0	40	55.8
16:00										0	0	4		1	1	1						7	8.8
16:15										0	0	16		1		2		1				20	23.6
16:30										0	0	9		3		1		1				14	16.3
16:45										1	2.3	7		1		2						10	12.6
H/Total	0	0	0	0	1	0	0	0	0	1	2.3	36	0	6	1	6	0	2	0	0	0	51	61.3
17:00										0	0	6		2		1						9	10.3
17:15										0	0	13				1						14	15.3
17:30										0	0	10		2	1	2						15	18.1
17:45										0	0	11		1		1			1			14	14.7
H/Total	0	0	0	0	0	0	0	0	0	0	0	40	0	5	1	5	0	0	1	0	0	52	58.4
18:00										0	0	9		2		1						12	12.5
18:15										0	0	11			1							12	12.5
18:30										0	0	7				1						8	9.3
18:45										0	0	4		1								5	5
H/Total	0	0	0	0	0	0	0	0	0	0	0	31	0	3	2	1	0	0	0	0	0	37	39.3
Total	3	0	0	0	2	0	0	0	0	5	7.6	286	0	66	24	97	0	6	1	0	480	623.5	

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Weeland Road**
 Date: **18 October 2016, Tuesday**



Time	D - A										D - B												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00										0	0	9										12	13.3
07:15						1				1	2	17			3	1	1					21	21.5
07:30	1									1	1	20			5	1				2		28	27.3
07:45	3		1							4	4	11			3							14	14
H/Total	4	0	1	0	0	1	0	0	0	6	7	57	0	13	2	1	0	0	2	0		75	76.1
08:00	3									3	3	21		4		1	2	1	1			30	33.7
08:15	3									3	3	21		1				1				23	24
08:30	1		1			1	1			4	6	23		1				1				25	26
08:45	4		1							5	5	22		4		1						27	28.3
H/Total	11	0	2	0	0	1	1	0	0	15	17	87	0	10	0	2	2	3	1	0		105	112
09:00			1	1	1	1				4	6.8	11		1	1	3						16	20.4
09:15	1									1	1	7		2		1						10	11.3
09:30						1				1	2	9		1			1					11	12
09:45	1									1	1	7		5	2	1		1	1			17	19.7
H/Total	2	0	1	1	1	2	0	0	0	7	10.8	34	0	9	3	5	1	1	1	0		54	63.4
10:00	1									1	1	12		3		1						16	17.3
10:15	2									2	2	10		5		1						16	17.3
10:30	2									2	2	5		5		2			1			13	15
10:45	1					1				2	3	8		1		1				1		11	11.5
H/Total	6	0	0	0	0	1	0	0	0	7	8	35	0	14	0	5	0	0	1	1		56	61.1
11:00			1							1	1	13		2	1							16	16.5
11:15			1			1				4	5	4		4								8	8
11:30	2					1				4	2	16		5	2							23	24
11:45	2					2				2	2	12		1		3						16	19.9
H/Total	4	0	2	0	0	2	0	0	0	8	10	45	0	12	3	3	0	0	0	0		63	68.4
12:00	3		1							4	4	9		2		2						13	15.6
12:15										0	0	15		3	2	1						21	23.3
12:30	4					1				5	6	9		5					4			18	15.6
12:45					1					1	2.3	12		6								18	18
H/Total	7	0	1	0	1	1	0	0	0	10	12.3	45	0	16	2	3	0	0	4	0		70	72.5
13:00	1		1							2	2	14		7	1							22	22.5
13:15						1				1	2	12		5	1							18	18.5
13:30	1					1				2	3	15		3					1			20	20.7
13:45	1									1	1	8		4		1						13	14.3
H/Total	3	0	1	0	0	2	0	0	0	6	8	49	0	19	2	2	0	0	1	0		73	76
14:00	3									3	3	11		2	1	2						16	19.1
14:15	1									1	1	16				1						17	18.3
14:30	1			1		1				3	4.5	19		4	1					1		25	24.7
14:45	2									2	2	16		3	1							20	20.5
H/Total	7	0	0	1	0	1	0	0	0	9	10.5	62	0	9	3	3	0	0	0	1		78	82.6
15:00							1		1	2	2.2	13		6		1		1				21	23.3
15:15	1									1	1	24		2				1				27	28
15:30										0	0	11		1		1						13	14.3
15:45	1		1			1				3	4	10		2	1	1						14	15.8
H/Total	2	0	1	0	0	1	1	0	1	6	7.2	58	0	11	1	3	0	2	0	0		75	81.4
16:00						1				1	2	18		5	1	2	1					27	31.1
16:15										0	0	13		2		2						17	19.6
16:30	3		1							4	4	23		3				2				28	30
16:45	4					1				5	6	25		4	1							30	30.5
H/Total	7	0	1	0	0	2	0	0	0	10	12	79	0	14	2	4	1	2	0	0		102	111.2
17:00	2									2	2	26			1							27	27.5
17:15	1									1	1	30		4	1	1			1			37	38.2
17:30						1				1	2	18										18	18
17:45	3									3	3	16		3								19	19
H/Total	6	0	0	0	0	1	0	0	0	7	8	90	0	7	2	1	0	0	1	0		101	102.7
18:00										0	0	16			1							17	17
18:15	2			1						3	3.5	21		5		1						27	28.3
18:30	1					1			1	3	3.2	21		2			1					24	25
18:45	2									2	2	11		2								13	13
H/Total	5	0	0	1	0	1	0	0	1	8	8.7	69	0	10	0	1	1	0	0	0		81	83.3
Total	64	0	10	3	2	16	2	0	2	99	119.5	710	0	144	20	33	5	8	11	2	933	990.7	

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Weeland Road**
 Date: **18 October 2016, Tuesday**



Time	From A										To A											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	90	0	10	0	5	1	0	0	0	106	113.5	37	0	24	2	9	0	0	0	0	72	84.7
07:15	93	0	13	2	4	1	0	0	0	113	120.2	40	0	30	6	7	1	0	0	0	84	97.1
07:30	87	0	10	3	7	0	1	0	0	108	119.6	56	0	23	2	14	0	0	0	0	95	114.2
07:45	106	0	17	3	7	0	0	0	0	133	143.6	78	0	25	3	10	0	0	0	0	116	130.5
H/Total	376	0	50	8	23	2	1	0	0	460	496.9	211	0	102	13	40	1	0	0	0	367	426.5
08:00	93	0	15	6	11	0	0	0	0	125	142.3	82	0	16	4	11	0	0	0	0	113	129.3
08:15	82	0	11	4	5	0	1	0	0	103	112.5	79	0	13	9	6	0	0	1	0	108	119.7
08:30	70	0	12	0	14	0	0	0	0	96	114.2	62	0	22	4	6	1	1	0	0	96	107.8
08:45	52	0	10	6	14	2	0	0	0	84	107.2	54	0	11	3	10	0	0	0	0	78	92.5
H/Total	297	0	48	16	44	2	1	0	0	408	476.2	277	0	62	20	33	1	1	1	0	395	449.3
09:00	51	0	18	6	4	0	0	0	0	79	87.2	42	0	15	8	15	1	0	0	0	81	105.5
09:15	40	0	12	7	4	0	0	1	0	64	72.1	32	0	14	5	6	0	0	0	0	57	67.3
09:30	31	0	7	4	8	1	0	0	0	51	64.4	28	0	11	5	4	1	0	0	0	49	57.7
09:45	40	0	10	3	11	0	1	0	0	65	81.8	28	0	6	4	12	0	1	1	0	52	70
H/Total	162	0	47	20	27	1	1	1	0	259	305.5	130	0	46	22	37	2	1	1	0	239	300.5
10:00	31	0	6	6	15	1	1	0	0	60	84.5	25	0	11	9	18	0	0	0	0	63	90.9
10:15	32	0	10	4	9	0	0	0	0	55	68.7	32	0	8	3	23	0	0	1	0	67	97.8
10:30	38	0	9	7	11	1	0	0	1	67	85	28	0	8	5	4	0	0	1	0	46	53.1
10:45	36	0	15	1	8	0	0	0	0	60	70.9	35	0	10	4	8	1	1	0	0	59	73.4
H/Total	137	0	40	18	43	2	1	0	1	242	309.1	120	0	37	21	53	1	1	2	0	235	315.2
11:00	38	0	3	6	16	0	0	0	0	63	86.8	38	0	13	2	6	0	0	0	0	59	67.8
11:15	32	0	10	8	16	0	0	1	0	67	91.2	30	0	12	2	8	1	0	0	0	53	65.4
11:30	35	0	8	8	7	1	0	0	0	59	73.1	44	0	12	2	6	1	1	0	1	67	77
11:45	41	0	13	4	11	0	1	0	1	71	87.5	48	0	15	4	8	0	0	0	0	75	87.4
H/Total	146	0	34	26	50	1	1	1	1	260	338.6	160	0	52	10	28	2	1	0	1	254	297.6
12:00	32	0	12	7	7	1	0	1	0	60	73	26	0	14	6	6	0	0	0	0	52	62.8
12:15	44	0	14	5	7	0	0	0	0	70	81.6	25	0	9	7	12	0	0	1	0	54	72.5
12:30	38	0	8	5	10	1	0	0	0	62	78.5	36	0	13	3	6	1	0	1	0	60	69.7
12:45	31	0	5	2	8	0	0	1	0	47	57.8	33	0	16	6	13	0	0	2	0	70	88.7
H/Total	145	0	39	19	32	2	0	2	0	239	290.9	120	0	52	22	37	1	0	4	0	236	293.7
13:00	32	0	12	4	9	0	0	1	1	59	71.3	40	0	8	2	15	0	2	0	0	67	89.5
13:15	31	0	8	5	16	0	0	0	0	60	83.3	33	0	6	3	11	1	0	1	1	56	71.4
13:30	53	0	11	7	11	1	0	0	0	83	101.8	46	0	5	1	16	1	0	0	0	69	91.3
13:45	42	0	11	7	5	0	0	2	0	67	75.8	36	0	22	2	12	0	0	0	0	72	88.6
H/Total	158	0	42	23	41	1	0	3	1	269	332.2	155	0	41	8	54	2	2	1	1	264	340.8
14:00	45	0	12	5	10	0	1	0	0	73	89.5	35	0	11	3	8	0	0	0	0	57	68.9
14:15	32	0	7	4	13	0	0	0	0	56	74.9	41	0	15	4	15	0	0	1	0	76	96.9
14:30	63	0	16	5	11	1	0	0	0	96	113.8	46	0	8	4	10	1	0	0	0	69	85
14:45	51	0	16	4	15	1	0	1	1	89	110.1	59	0	12	3	14	0	0	0	0	88	107.7
H/Total	191	0	51	18	49	2	1	1	1	314	388.3	181	0	46	14	47	1	0	1	0	290	358.5
15:00	64	0	19	4	6	0	2	1	0	96	107.2	54	0	11	2	8	0	1	0	1	77	88.6
15:15	62	0	19	7	7	0	0	0	0	95	107.6	44	0	15	7	6	0	0	0	0	72	83.3
15:30	88	0	24	2	7	1	0	0	0	122	133.1	50	0	14	4	7	0	0	0	0	75	86.1
15:45	51	0	18	5	11	0	0	0	0	85	101.8	51	0	8	2	4	1	0	0	0	66	73.2
H/Total	265	0	80	18	31	1	2	1	0	398	449.7	199	0	48	15	25	1	1	0	1	290	331.2
16:00	65	0	32	2	9	0	0	0	0	108	120.7	56	0	13	4	3	1	0	1	0	78	84.3
16:15	61	0	12	5	7	0	1	0	0	86	98.6	68	0	9	5	7	0	1	0	0	90	102.6
16:30	74	0	19	2	6	1	1	0	0	103	113.8	86	0	16	1	7	0	0	0	0	110	119.6
16:45	82	0	6	2	10	0	1	0	0	101	116	96	0	11	1	11	1	0	0	0	120	135.8
H/Total	282	0	69	11	32	1	3	0	0	398	449.1	306	0	49	11	28	2	1	1	0	398	442.3
17:00	76	0	11	1	4	0	1	0	0	93	99.7	99	0	15	1	11	0	0	0	0	126	140.8
17:15	67	0	7	1	4	0	0	0	0	79	84.7	121	0	5	1	15	0	0	0	0	142	162
17:30	73	0	5	2	3	1	0	1	0	85	90.3	100	0	15	3	8	1	0	1	0	128	140.3
17:45	73	0	10	4	3	0	0	0	0	90	95.9	91	0	7	1	5	0	0	0	0	104	111
H/Total	289	0	33	8	14	1	1	1	0	347	370.6	411	0	42	6	39	1	0	1	0	500	554.1
18:00	76	0	11	2	4	0	0	0	0	93	99.2	91	0	7	1	2	0	0	0	0	101	104.1
18:15	66	0	11	1	1	0	0	0	0	79	80.8	84	0	8	1	5	0	0	0	0	98	105
18:30	46	0	6	1	1	0	0	0	0	54	55.8	67	0	5	0	3	1	0	0	1	77	81.1
18:45	35	0	7	1	2	0	0	0	0	45	48.1	56	0	6	0	3	0	0	0	0	65	68.9
H/Total	223	0	35	5	8	0	0	0	0	271	283.9	298	0	26	2	13	1	0	0	1	341	359.1
Total	2671	0	568	190	394	16	12	10	4	3865	4491	2568	0	603	164	434	16	8	12	4	3809	4468.8

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Weeland Road**
 Date: **18 October 2016, Tuesday**



Time	From B										To B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	48	0	11	0	8	0	0	0	0	67	77.4	42	0	10	1	8	0	0	0	0	61	71.9
07:15	55	0	8	1	9	0	1	0	0	74	87.2	54	0	10	1	14	0	0	0	0	79	97.7
07:30	70	0	8	3	13	1	2	0	0	97	118.4	55	0	14	2	11	0	0	2	0	84	98.1
07:45	71	0	7	1	8	0	1	0	0	88	99.9	67	0	10	4	9	0	0	0	0	90	103.7
H/Total	244	0	34	5	38	1	4	0	0	326	382.9	218	0	44	8	42	0	0	2	0	314	371.4
08:00	60	0	9	2	15	0	2	0	0	88	110.5	81	0	22	0	13	2	2	1	0	121	141.3
08:15	72	0	4	4	16	0	0	0	0	96	118.8	69	0	14	1	4	0	2	0	0	90	97.7
08:30	53	0	8	0	10	0	1	0	0	72	86	68	0	6	0	10	0	1	0	0	85	99
08:45	59	0	6	1	10	0	1	0	0	77	91.5	53	0	9	2	12	0	1	0	0	77	94.6
H/Total	244	0	27	7	51	0	4	0	0	333	406.8	271	0	51	3	39	2	6	1	0	373	432.6
09:00	61	0	8	2	13	0	1	0	0	85	103.9	26	0	9	3	13	0	0	0	0	51	69.4
09:15	31	0	3	1	12	0	0	0	0	47	63.1	26	0	10	1	5	0	1	0	0	43	51
09:30	23	0	9	2	11	0	0	0	0	45	60.3	21	0	3	3	9	1	0	0	0	37	51.2
09:45	31	0	10	0	16	0	0	0	0	57	77.8	18	0	10	7	22	0	1	1	0	59	91.5
H/Total	146	0	30	5	52	0	1	0	0	234	305.1	91	0	32	14	49	1	2	1	0	190	263.1
10:00	14	0	8	4	8	0	1	0	1	36	48.6	20	0	6	1	13	0	0	0	0	40	57.4
10:15	37	0	10	1	11	0	0	0	0	59	73.8	15	0	10	1	8	0	0	0	0	34	44.9
10:30	18	0	6	1	16	0	0	1	0	42	62.7	15	0	8	1	13	0	0	1	1	39	55
10:45	32	0	10	3	8	0	0	1	0	54	65.3	22	0	5	0	8	0	0	0	0	36	45.6
H/Total	101	0	34	9	43	0	1	2	1	191	250.4	72	0	29	3	42	0	0	1	2	149	202.9
11:00	17	0	6	1	9	0	0	0	0	33	45.2	21	0	6	3	12	0	0	0	0	42	59.1
11:15	22	1	7	3	7	0	0	0	0	40	50.6	14	0	11	2	15	0	0	0	0	42	62.5
11:30	27	0	10	2	15	0	1	0	0	55	76.5	26	0	9	6	14	0	0	0	0	55	76.2
11:45	31	0	7	0	4	0	0	0	0	42	47.2	28	0	7	3	11	0	0	0	0	49	64.8
H/Total	97	1	30	6	35	0	1	0	0	170	219.5	89	0	33	14	52	0	0	0	0	188	262.6
12:00	21	0	15	4	10	0	0	0	0	50	65	22	0	8	2	10	0	0	0	0	42	56
12:15	50	0	21	5	11	0	0	0	0	87	103.8	31	0	7	3	14	0	0	0	0	55	74.7
12:30	22	0	5	6	8	0	0	0	0	41	54.4	25	0	7	1	8	0	0	4	0	45	53.5
12:45	25	0	8	3	11	0	0	0	0	47	62.8	26	1	9	1	14	0	0	0	0	51	69.7
H/Total	118	0	49	18	40	0	0	0	0	225	286	104	1	31	7	46	0	0	4	0	193	253.9
13:00	23	0	11	3	11	0	1	0	0	49	65.8	26	0	14	3	5	0	0	0	1	49	56.2
13:15	30	0	6	3	11	0	0	0	0	50	65.8	32	0	12	6	9	0	0	0	0	59	73.7
13:30	29	0	4	1	11	0	0	0	0	45	59.8	24	0	6	1	15	0	0	1	0	47	66.4
13:45	23	0	9	4	12	0	0	0	0	48	65.6	21	0	10	1	11	0	0	0	0	43	57.8
H/Total	105	0	30	11	45	0	1	0	0	192	257	103	0	42	11	40	0	0	1	1	198	254.1
14:00	29	0	13	5	6	0	0	1	0	54	63.7	25	0	6	5	8	0	0	0	0	44	56.9
14:15	31	0	11	3	14	1	1	0	0	61	82.7	33	0	5	0	9	0	0	0	0	47	58.7
14:30	24	0	10	4	10	0	0	0	0	48	63	40	0	11	1	17	0	0	0	1	70	91.8
14:45	26	0	11	3	9	0	0	0	0	49	62.2	41	0	7	3	9	0	0	0	0	60	73.2
H/Total	110	0	45	15	39	1	1	1	0	212	271.6	139	0	29	9	43	0	0	0	1	221	280.6
15:00	34	0	7	2	15	0	1	0	0	59	80.5	41	0	9	1	11	0	4	0	0	66	84.8
15:15	25	0	12	3	11	0	1	0	0	52	68.8	52	0	6	2	8	0	2	0	0	70	83.4
15:30	54	0	15	4	14	0	1	0	0	88	109.2	33	0	9	2	9	1	1	0	0	55	69.7
15:45	33	0	8	2	9	0	1	0	0	53	66.7	30	0	7	3	14	0	0	0	0	54	73.7
H/Total	146	0	42	11	49	0	4	0	0	252	325.2	156	0	31	8	42	1	7	0	0	245	311.6
16:00	73	0	19	0	12	1	3	0	1	109	127.8	43	0	9	1	17	1	0	0	0	71	94.6
16:15	54	0	18	3	12	0	0	0	0	87	104.1	51	0	6	0	12	1	0	0	0	70	86.6
16:30	58	0	10	0	13	0	0	1	0	82	98.3	63	0	8	0	7	0	3	0	0	81	93.1
16:45	61	0	12	1	11	0	1	0	0	86	101.8	74	0	14	2	10	0	1	0	0	101	116
H/Total	246	0	59	4	48	1	4	1	1	364	432	231	0	37	3	46	2	4	0	0	323	390.3
17:00	92	0	11	0	8	0	1	2	1	115	124.4	68	0	1	3	6	0	0	0	0	78	87.3
17:15	93	0	10	1	9	1	0	0	0	114	127.2	83	0	9	1	6	0	0	1	0	100	107.7
17:30	82	0	5	0	9	0	0	0	0	96	107.7	78	0	4	1	2	0	0	0	0	85	88.1
17:45	70	0	5	2	10	0	1	0	0	88	103	73	0	10	0	4	0	0	0	0	87	92.2
H/Total	337	0	31	3	36	1	2	2	1	413	462.3	302	0	24	5	18	0	0	1	0	350	375.3
18:00	61	0	10	0	5	0	0	0	1	77	82.7	50	0	3	0	3	0	0	0	0	56	59.9
18:15	76	0	10	0	3	0	0	1	0	90	93.3	62	0	8	0	6	0	0	0	0	76	83.8
18:30	52	0	4	0	2	0	0	1	0	59	61	63	0	4	0	2	1	0	0	0	70	73.6
18:45	29	0	2	0	4	0	0	0	0	35	40.2	35	0	3	0	3	0	0	0	0	41	44.9
H/Total	218	0	26	0	14	0	0	2	1	261	277.2	210	0	18	0	14	1	0	0	0	243	262.2
Total	2112	1	437	94	490	4	23	8	4	3173	3876	1986	1	401	85	473	7	19	11	4	2987	3660.6

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Weeland Road**
 Date: **18 October 2016, Tuesday**



Time	From C										To C											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	67	0	32	4	14	0	0	0	0	117	137.2	140	0	16	0	8	1	0	0	0	165	176.4
07:15	76	0	35	7	22	0	0	0	0	140	172.1	147	0	22	4	12	0	0	0	0	185	202.6
07:30	85	0	35	2	23	0	0	0	0	145	175.9	156	0	19	5	14	0	3	0	0	197	220.7
07:45	133	0	35	10	17	0	0	0	0	195	222.1	167	0	20	5	12	0	1	0	0	205	224.1
H/Total	361	0	137	23	76	0	0	0	0	597	707.3	610	0	77	14	46	1	4	0	0	752	823.8
08:00	139	0	29	5	20	0	1	0	0	194	223.5	148	0	18	8	23	0	0	0	0	197	230.9
08:15	120	0	29	8	10	0	0	1	0	168	184.4	136	0	16	6	19	0	0	0	0	177	204.7
08:30	105	0	28	4	12	0	0	0	0	149	166.6	122	0	18	3	20	0	0	0	0	163	190.5
08:45	83	0	15	4	19	0	1	0	0	122	149.7	109	0	15	9	15	1	1	0	0	150	176
H/Total	447	0	101	21	61	0	2	1	0	633	724.2	515	0	67	26	77	1	1	0	0	687	802.1
09:00	56	0	19	9	23	0	0	0	0	107	141.4	87	0	23	7	10	0	0	0	0	127	143.5
09:15	49	0	19	5	15	0	1	0	0	89	112	62	0	13	6	17	0	0	1	0	99	123.5
09:30	45	0	12	7	14	0	0	0	0	78	99.7	42	0	15	3	21	0	0	0	0	81	109.8
09:45	38	0	11	8	26	0	1	1	0	85	123.2	62	0	17	2	18	0	1	2	0	102	126.2
H/Total	188	0	61	29	78	0	2	1	0	359	476.3	253	0	68	18	66	0	1	3	0	409	503
10:00	34	0	18	7	26	0	0	0	0	85	122.3	43	0	8	7	19	0	1	0	0	78	107.2
10:15	37	0	15	5	24	0	1	1	0	83	117.1	65	0	19	5	12	0	0	0	0	101	119.1
10:30	35	0	11	6	13	0	0	1	0	66	85.3	52	0	14	9	26	0	0	0	0	101	130.3
10:45	44	0	14	4	17	0	1	0	0	80	105.1	52	0	18	2	16	0	0	0	0	88	109.8
H/Total	150	0	58	22	80	0	2	2	0	314	429.8	212	0	59	23	73	0	1	0	0	368	475.4
11:00	44	0	16	3	16	0	0	0	0	79	101.3	50	0	8	7	20	0	0	0	0	85	114.5
11:15	39	0	15	4	18	0	0	0	0	76	101.4	42	0	13	10	17	0	0	1	0	83	109.5
11:30	52	0	16	3	20	0	0	0	1	92	118.7	53	0	15	7	21	0	0	0	0	96	126.8
11:45	55	0	23	7	14	0	0	0	0	99	120.7	53	0	18	4	13	0	1	0	1	90	109.1
H/Total	190	0	70	17	68	0	0	0	1	346	442.1	198	0	54	28	71	0	1	1	1	354	459.9
12:00	33	0	14	6	12	0	0	0	0	65	83.6	46	0	22	8	15	0	1	1	0	93	116.9
12:15	37	0	12	6	24	0	1	1	0	81	115.6	71	0	28	9	16	0	0	0	0	124	149.3
12:30	45	0	16	3	16	0	0	1	0	81	102.7	47	0	12	11	18	0	0	0	0	88	116.9
12:45	47	1	19	8	26	0	0	2	0	103	139.6	42	0	11	4	18	0	0	0	0	75	100.4
H/Total	162	1	61	23	78	0	1	4	0	330	441.5	206	0	73	32	67	0	1	1	0	380	483.5
13:00	52	0	14	5	23	0	1	0	0	95	128.4	51	0	21	7	19	0	0	1	0	99	126.6
13:15	51	0	13	6	17	0	0	1	1	89	112.7	44	0	12	6	22	0	0	0	0	84	115.6
13:30	59	0	8	2	24	0	0	0	0	93	125.2	73	0	13	8	15	0	0	0	0	109	132.5
13:45	46	0	28	4	19	0	0	0	0	97	123.7	57	0	17	8	13	0	0	2	0	97	116.7
H/Total	208	0	63	17	83	0	1	1	1	374	490	225	0	63	29	69	0	0	3	0	389	491.4
14:00	48	0	10	7	16	0	0	0	0	81	105.3	71	0	20	8	19	0	1	0	0	119	148.7
14:15	60	0	19	3	21	0	1	1	0	105	134.2	43	0	12	5	23	0	1	0	0	84	117.4
14:30	61	0	14	3	22	0	1	0	0	101	132.1	71	0	19	9	14	1	1	0	0	115	139.7
14:45	85	0	14	5	18	0	0	0	0	122	147.9	66	0	23	10	14	0	0	1	1	115	136.8
H/Total	254	0	57	18	77	0	2	1	0	409	519.5	251	0	74	32	70	1	3	1	1	433	542.6
15:00	77	0	14	5	15	0	2	0	0	113	137	89	0	23	6	19	0	2	1	0	140	169.1
15:15	69	0	18	9	14	0	1	0	0	111	134.7	73	0	24	12	18	0	1	0	0	128	158.4
15:30	64	0	18	6	14	1	1	0	0	104	127.2	105	0	32	4	12	0	1	0	0	154	172.6
15:45	72	0	11	2	14	0	0	0	0	99	118.2	73	0	23	4	13	0	1	0	0	114	133.9
H/Total	282	0	61	22	57	1	4	0	0	427	517.1	340	0	102	26	62	0	5	1	0	536	634
16:00	75	0	15	5	14	0	0	1	0	110	130.1	116	0	49	4	11	0	1	0	0	181	198.3
16:15	113	0	12	3	18	1	2	0	0	149	176.9	100	0	30	6	21	0	0	0	0	157	187.3
16:30	126	0	22	1	14	0	2	0	0	165	185.7	121	0	33	2	15	0	1	0	0	172	193.5
16:45	139	0	22	2	24	0	1	0	0	188	221.2	127	0	16	2	21	0	1	0	0	167	196.3
H/Total	453	0	71	11	70	1	5	1	0	612	713.9	464	0	128	14	68	0	3	0	0	677	775.4
17:00	131	0	16	3	17	0	0	0	0	167	190.6	148	0	18	2	13	0	1	0	0	182	200.9
17:15	177	0	9	1	18	0	0	0	0	205	228.9	134	0	15	2	13	0	1	0	0	165	183.9
17:30	157	0	20	5	12	0	0	1	0	195	212.5	133	0	8	2	11	0	1	2	0	157	172.1
17:45	146	0	14	1	10	0	0	1	0	172	184.9	125	0	17	5	14	0	0	0	0	161	181.7
H/Total	611	0	59	10	57	0	0	2	0	739	816.9	540	0	58	11	51	0	3	2	0	665	736.6
18:00	120	0	7	2	5	0	0	0	0	134	141.5	120	0	13	2	11	0	1	0	0	147	163.3
18:15	116	0	10	1	9	0	0	0	0	136	148.2	111	0	20	1	3	0	1	0	0	136	141.4
18:30	105	0	7	0	6	0	0	0	0	118	125.6	78	0	8	1	6	0	0	0	0	93	101.3
18:45	78	0	6	0	6	0	0	0	0	90	97.8	55	0	10	1	7	0	0	0	0	73	82.6
H/Total	419	0	30	3	26	0	0	0	0	478	513.3	364	0	51	5	27	0	2	0	0	449	488.6
Total	3725	1	829	216	811	2	19	13	2	5618	6791.9	4178	0	874	258	747	3	25	12	2	6099	7218.3

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Weeland Road**
 Date: **18 October 2016, Tuesday**



Time	From D										To D									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL
07:00	25	0	4	0	1	0	0	0	0	31.3	11	0	7	1	3	0	0	0	22	26.4
07:15	29	0	7	2	0	1	0	0	0	39	41	12	0	1	2	1	1	0	18	23.1
07:30	40	0	9	2	2	0	0	2	0	55	57.4	15	0	6	1	6	1	0	29	38.3
07:45	31	0	4	1	2	0	0	0	0	38	41.1	29	0	8	3	3	0	0	43	48.4
H/Total	125	0	24	5	5	1	0	2	0	162	170.8	67	0	22	6	14	2	1	112	136.2
08:00	38	0	7	1	4	2	1	1	0	54	62.1	19	0	4	2	3	0	2	30	36.9
08:15	39	0	4	3	1	0	1	0	0	48	51.8	29	0	5	3	3	0	0	40	45.4
08:30	41	0	3	3	2	1	2	0	0	52	59.1	17	0	5	0	2	0	1	25	28.6
08:45	50	0	7	3	1	0	0	0	0	61	63.8	28	0	3	0	7	1	0	39	49.1
H/Total	168	0	21	10	8	3	4	1	0	215	236.8	93	0	17	5	15	1	3	134	160
09:00	22	0	6	2	4	1	0	0	0	35	42.2	35	0	4	1	6	0	1	47	56.3
09:15	14	0	4	0	6	0	0	0	0	24	31.8	14	0	1	1	9	0	0	25	37.2
09:30	12	0	4	0	6	2	0	0	0	24	33.8	20	0	3	2	5	1	0	31	39.5
09:45	12	0	8	2	2	0	1	3	0	28	30.8	13	0	6	0	3	0	0	22	25.9
H/Total	60	0	22	4	18	3	1	3	0	111	138.6	82	0	14	4	23	1	1	125	158.9
10:00	20	0	3	1	3	0	0	0	0	27	31.4	11	0	10	1	2	1	1	27	31.3
10:15	21	0	8	1	4	0	0	0	0	34	39.7	15	0	6	2	5	0	1	29	37.5
10:30	15	0	8	1	6	0	0	1	0	31	38.7	11	0	4	0	3	1	0	20	24.3
10:45	12	0	2	0	5	1	0	0	1	21	27.7	15	0	8	2	6	0	1	32	40.2
H/Total	68	0	21	3	18	1	0	1	1	113	137.5	52	0	28	5	16	2	2	108	133.3
11:00	19	0	4	2	1	0	0	0	0	26	28.3	9	0	2	0	4	0	0	15	20.2
11:15	10	0	6	0	2	1	0	0	0	19	22.6	17	1	2	1	3	0	0	24	28.4
11:30	20	0	6	3	3	1	0	0	0	33	39.4	11	0	4	1	4	1	0	21	27.7
11:45	21	0	3	0	4	0	0	0	0	28	33.2	19	0	6	0	1	0	0	26	27.3
H/Total	70	0	19	5	10	2	0	0	0	106	123.5	56	1	14	2	12	1	0	86	103.6
12:00	20	0	7	0	3	0	1	0	0	31	35.9	12	0	4	1	1	1	0	19	21.8
12:15	22	0	7	3	3	0	0	0	0	35	40.4	26	0	10	0	3	0	1	40	44.9
12:30	19	0	6	2	3	1	0	4	0	35	38.5	16	0	3	1	5	1	0	26	34
12:45	18	0	11	0	1	0	0	0	0	30	31.3	20	0	7	2	1	0	1	31	32.7
H/Total	79	0	31	5	10	1	1	4	0	131	146.1	74	0	24	4	10	2	1	116	133.4
13:00	23	0	11	1	2	0	0	0	0	37	40.1	13	0	5	1	6	0	0	25	33.3
13:15	17	0	6	1	3	1	0	0	0	28	33.4	20	0	3	0	5	0	0	28	34.5
13:30	20	0	3	0	4	1	0	1	0	29	34.6	18	0	2	0	4	1	0	25	31.2
13:45	14	0	7	0	3	0	0	0	0	24	27.9	11	0	6	4	3	0	0	24	29.9
H/Total	74	0	27	2	12	2	0	1	0	118	136	62	0	16	5	18	1	0	102	128.9
14:00	26	0	4	1	5	0	0	0	0	36	43	17	0	2	2	2	0	0	24	27
14:15	23	0	1	0	2	0	0	0	0	26	28.6	29	0	6	1	3	1	1	41	47.4
14:30	27	0	4	3	1	1	1	0	1	38	42	18	0	6	1	3	0	1	29	34.4
14:45	25	0	3	5	1	0	0	0	0	34	37.8	21	0	2	1	6	1	0	31	40.3
H/Total	101	0	12	9	9	1	1	0	1	134	151.4	85	0	16	5	14	2	2	125	149.1
15:00	22	0	8	0	7	0	2	0	1	40	50.3	13	0	5	2	5	0	0	25	32.5
15:15	32	0	3	2	5	0	1	0	0	43	51.5	19	0	7	0	5	0	0	31	37.5
15:30	15	0	3	0	2	0	0	0	0	20	22.6	33	0	5	2	9	1	0	50	63.7
15:45	22	0	6	1	3	1	0	0	0	33	38.4	24	0	5	1	6	0	0	36	44.3
H/Total	91	0	20	3	17	1	3	0	1	136	162.8	89	0	22	5	25	1	0	142	178
16:00	30	0	8	3	2	2	0	0	0	45	51.1	28	0	3	1	6	1	2	42	52.5
16:15	21	0	7	0	6	0	0	0	0	34	41.8	30	0	4	0	3	0	2	39	44.9
16:30	43	0	10	0	3	0	2	0	0	58	63.9	31	0	4	0	7	1	1	45	55.5
16:45	39	0	7	1	4	1	0	0	0	52	58.7	24	0	6	1	7	0	1	39	49.6
H/Total	133	0	32	4	15	3	2	0	0	189	215.5	113	0	17	2	23	2	6	165	202.5
17:00	45	0	2	2	3	0	0	0	0	52	56.9	29	0	6	0	2	0	1	41	42.6
17:15	44	0	6	1	5	0	1	1	0	58	65.4	43	0	3	0	2	1	0	49	52.6
17:30	32	0	0	0	1	1	1	1	0	36	38.7	33	0	3	1	4	1	0	42	48.7
17:45	26	0	7	0	1	0	0	0	0	34	35.3	26	0	2	1	1	0	1	32	34.2
H/Total	147	0	15	3	10	1	2	2	0	180	196.3	131	0	14	2	9	2	2	164	178.1
18:00	32	0	2	0	3	0	1	0	0	38	42.9	28	0	7	1	1	0	0	38	39
18:15	35	0	7	1	1	0	1	0	0	45	47.8	36	0	2	1	0	0	1	40	39.9
18:30	29	0	2	0	3	2	0	0	1	37	42.1	24	0	2	0	1	0	1	28	28.7
18:45	18	0	5	0	1	0	0	0	0	24	25.3	14	0	1	0	0	0	0	15	15
H/Total	114	0	16	1	8	2	2	0	1	144	158.1	102	0	12	2	2	0	2	121	122.6
Total	1230	0	260	54	140	21	16	14	4	1739	1973.4	1006	1	216	47	181	17	18	1500	1784.6

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Weeland Road**
 Date: **18 October 2016, Tuesday**



Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY			
07:00	230	0	57	4	28	1	0	0	0	320	359.4	
07:15	253	0	63	12	35	2	1	0	0	366	420.5	
07:30	282	0	62	10	45	1	3	2	0	405	471.3	
07:45	341	0	63	15	34	0	1	0	0	454	506.7	
H/Total	1106	0	245	41	142	4	5	2	0	1545	1757.9	
08:00	330	0	60	14	50	2	4	1	0	461	538.4	
08:15	313	0	48	19	32	0	2	1	0	415	467.5	
08:30	269	0	51	7	38	1	3	0	0	369	425.9	
08:45	244	0	38	14	44	2	2	0	0	344	412.2	
H/Total	1156	0	197	54	164	5	11	2	0	1589	1844	
09:00	190	0	51	19	44	1	1	0	0	306	374.7	
09:15	134	0	38	13	37	0	1	1	0	224	279	
09:30	111	0	32	13	39	3	0	0	0	198	258.2	
09:45	121	0	39	13	55	0	3	4	0	235	313.6	
H/Total	556	0	160	58	175	4	5	5	0	963	1225.5	
10:00	99	0	35	18	52	1	2	0	1	208	286.8	
10:15	127	0	43	11	48	0	1	1	0	231	299.3	
10:30	106	0	34	15	46	1	0	3	1	206	271.7	
10:45	124	0	41	8	38	1	1	1	1	215	269	
H/Total	456	0	153	52	184	3	4	5	3	860	1126.8	
11:00	118	0	29	12	42	0	0	0	0	201	261.6	
11:15	103	1	38	15	43	1	0	1	0	202	265.8	
11:30	134	0	40	16	45	2	1	0	1	239	307.7	
11:45	148	0	46	11	33	0	1	0	1	240	288.6	
H/Total	503	1	153	54	163	3	2	1	2	882	1123.7	
12:00	106	0	48	17	32	1	1	1	0	206	257.5	
12:15	153	0	54	19	45	0	1	1	0	273	341.4	
12:30	124	0	35	16	37	2	0	5	0	219	274.1	
12:45	121	1	43	13	46	0	0	3	0	227	291.5	
H/Total	504	1	180	65	160	3	2	10	0	925	1164.5	
13:00	130	0	48	13	45	0	2	1	1	240	305.6	
13:15	129	0	33	15	47	1	0	1	1	227	295.2	
13:30	161	0	26	10	50	2	0	1	0	250	321.4	
13:45	125	0	55	15	39	0	0	2	0	236	293	
H/Total	545	0	162	53	181	3	2	5	2	953	1215.2	
14:00	148	0	39	18	37	0	1	1	0	244	301.5	
14:15	146	0	38	10	50	1	2	1	0	248	320.4	
14:30	175	0	44	15	44	2	2	0	1	283	350.9	
14:45	187	0	44	17	43	1	0	1	1	294	358	
H/Total	656	0	165	60	174	4	5	3	2	1069	1330.8	
15:00	197	0	48	11	43	0	7	1	1	308	375	
15:15	188	0	52	21	37	0	3	0	0	301	362.6	
15:30	221	0	60	12	37	2	2	0	0	334	392.1	
15:45	178	0	43	10	37	1	1	0	0	270	325.1	
H/Total	784	0	203	54	154	3	13	1	1	1213	1454.8	
16:00	243	0	74	10	37	3	3	1	1	372	429.7	
16:15	249	0	49	11	43	1	3	0	0	356	421.4	
16:30	301	0	61	3	36	1	5	1	0	408	461.7	
16:45	321	0	47	6	49	1	3	0	0	427	497.7	
H/Total	1114	0	231	30	165	6	14	2	1	1563	1810.5	
17:00	344	0	40	6	32	0	2	2	1	427	471.6	
17:15	381	0	32	4	36	1	1	1	0	456	506.2	
17:30	344	0	30	7	25	2	1	3	0	412	449.2	
17:45	315	0	36	7	24	0	1	1	0	384	419.1	
H/Total	1384	0	138	24	117	3	5	7	1	1679	1846.1	
18:00	289	0	30	4	17	0	1	0	1	342	366.3	
18:15	293	0	38	3	14	0	1	1	0	350	370.1	
18:30	232	0	19	1	12	2	0	1	1	268	284.7	
18:45	160	0	20	1	13	0	0	0	0	194	211.4	
H/Total	974	0	107	9	56	2	2	2	2	1154	1232.5	
Total	9738	2	2094	554	1835	43	70	45	14	14395	17132	

Peak Hours	Totals
07:00 08:00	1545
07:15 08:15	1686
07:30 08:30	1735
07:45 08:45	1699

08:00 09:00	1589
08:15 09:15	1434
08:30 09:30	1243
08:45 09:45	1072

09:00 10:00	963
09:15 10:15	865
09:30 10:30	872
09:45 10:45	880

10:00 11:00	860
10:15 11:15	853
10:30 11:30	824
10:45 11:45	857

11:00 12:00	882
11:15 12:15	887
11:30 12:30	958
11:45 12:45	938

12:00 13:00	925
12:15 13:15	959
12:30 13:30	913
12:45 13:45	944

13:00 14:00	953
13:15 14:15	957
13:30 14:30	978
13:45 14:45	1011

14:00 15:00	1069
14:15 15:15	1133
14:30 15:30	1186
14:45 15:45	1237

15:00 16:00	1213
15:15 16:15	1277
15:30 16:30	1332
15:45 16:45	1406

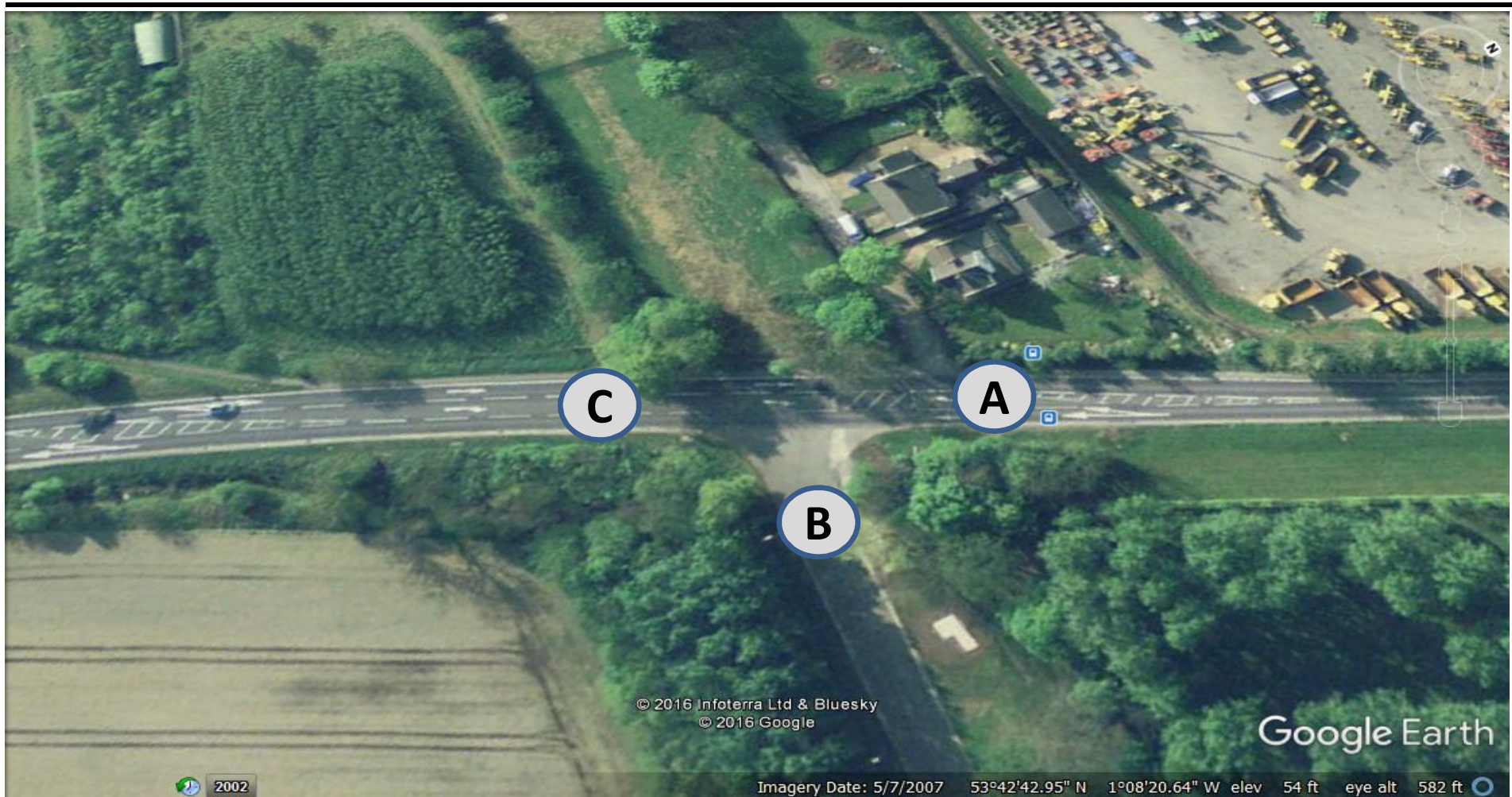
16:00 17:00	1563
16:15 17:15	1618
16:30 17:30	1718
16:45 17:45	1722

17:00 18:00	1679
17:15 18:15	1594
17:30 18:30	1488
17:45 18:45	1344

18:00 19:00	1154
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MCC 3: A19 / Tranmore Lane

Project Number: **TSP12919**
Project Name: **Selby Surveys**
Survey Type: **Manual Classified Traffic Count**
Site No: **3**
Location: **A19 / Eggborough Power Station**



Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station**
 Date: **18 October 2016, Tuesday**



Time	A - A										A - B												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00										0	0											0	0
07:15										0	0											0	0
07:30										0	0											0	0
07:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00										0	0											0	0
08:15										0	0											0	0
08:30										0	0											0	0
08:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00										0	0											0	0
09:15										0	0											0	0
09:30										0	0											0	0
09:45										0	0											1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
10:00										0	0											0	0
10:15										0	0											0	0
10:30										0	0											0	0
10:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00										0	0											0	0
11:15										0	0											0	0
11:30										0	0											0	0
11:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00										0	0											0	0
12:15										0	0											0	0
12:30										0	0											0	0
12:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00										0	0											0	0
13:15										0	0											0	0
13:30										0	0											0	0
13:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00										0	0											0	0
14:15										0	0											0	0
14:30										0	0											0	0
14:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00										0	0											0	0
15:15										0	0											0	0
15:30										0	0											0	0
15:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00										0	0											0	0
16:15										0	0											0	0
16:30										0	0											0	0
16:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00										0	0											0	0
17:15										0	0											0	0
17:30										0	0											0	0
17:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00										0	0											0	0
18:15										0	0											0	0
18:30										0	0											0	0
18:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station**
 Date: **18 October 2016, Tuesday**



Time	A - C										B - A												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00	99		12		6	1				118	126.8											0	0
07:15	106		12	2	4	1				125	132.2											0	0
07:30	105		16	3	7		1			132	143.6											0	0
07:45	120		22	3	7					152	162.6											0	0
H/Total	430	0	62	8	24	2	1	0	0	527	565.2	0	0	0	0	0	0	0	0	0	0	0	0
08:00	104		18	7	10					139	155.5											0	0
08:15	89		12	4	7		2			114	127.1											0	0
08:30	78		13	2	14		1			108	128.2											0	0
08:45	70		13	3	12	2				100	119.1											0	0
H/Total	341	0	56	16	43	2	3	0	0	461	529.9	0	0	0	0	0	0	0	0	0	0	0	0
09:00	55		20	6	3			1		85	91.3											0	0
09:15	47		16	7	4			1		75	83.1											0	0
09:30	37		9	5	10	1				62	78.5											0	0
09:45	52		9	2	10		1			74	89			1								1	1
H/Total	191	0	54	20	27	1	1	2	0	296	341.9	0	0	1	0	0	0	0	0	0	0	1	1
10:00	39		10	6	16	1				72	96.8											0	0
10:15	36		9	5	7					57	68.6											0	0
10:30	52		11	7	10	1			1	82	98.7											0	0
10:45	48		17	2	9					76	88.7											0	0
H/Total	175	0	47	20	42	2	0	0	1	287	352.8	0	0	0	0	0	0	0	0	0	0	0	0
11:00	48		3	5	17					73	97.6											0	0
11:15	41		16	8	14			1		80	101.6											0	0
11:30	48		12	8	9	1			1	78	94.7											0	0
11:45	45		14	4	9		1		1	74	87.9											0	0
H/Total	182	0	45	25	49	1	1	1	1	305	381.8	0	0	0	0	0	0	0	0	0	0	0	0
12:00	49		16	8	9	1		1		84	100.1											0	0
12:15	59		16	8	4					87	96.2											0	0
12:30	50		8	5	8	1				72	85.9											0	0
12:45	39		8	2	8					57	68.4											0	0
H/Total	197	0	48	23	29	2	0	1	0	300	350.6	0	0	0	0	0	0	0	0	0	0	0	0
13:00	41		15	4	11			1	1	73	87.9											0	0
13:15	40		13	5	17					75	99.6											0	0
13:30	58		9	8	12	1		1		89	109											0	0
13:45	53		14	7	4			2		80	87.5											0	0
H/Total	192	0	51	24	44	1	0	4	1	317	384	0	0	0	0	0	0	0	0	0	0	0	0
14:00	60		12	5	11		1			89	106.8											0	0
14:15	46		11	4	15					76	97.5											0	0
14:30	80		19	6	12	1		1		119	138											0	0
14:45	63		21	3	12	1	1	1	1	103	120.7											0	0
H/Total	249	0	63	18	50	2	2	2	1	387	463	0	0	0	0	0	0	0	0	0	0	0	0
15:00	82		20	5	5		2	1		115	125.4											0	0
15:15	81		18	7	9					115	130.2											0	0
15:30	109		29	4	6	1	1			150	161.8											0	0
15:45	59		19	6	12					96	114.6											0	0
H/Total	331	0	86	22	32	1	3	1	0	476	532	0	0	0	0	0	0	0	0	0	0	0	0
16:00	84		33	3	10		1			131	146.5											0	0
16:15	86		13	6	8		1	2		116	129.2											0	0
16:30	71		24	3	7	1				107	119.6											0	0
16:45	83		9	5	12		1			110	129.1											0	0
H/Total	324	0	79	17	37	1	4	2	0	464	524.4	0	0	0	0	0	0	0	0	0	0	0	0
17:00	98		16	4	4		1			119	125.2											0	0
17:15	87		8	1	5		1			102	110											0	0
17:30	79		6	2	3	1	1	1		93	99.3											0	0
17:45	92		9	4	3			1		109	114.3											0	0
H/Total	356	0	39	7	15	1	3	2	0	423	448.8	0	0	0	0	0	0	0	0	0	0	0	0
18:00	92		11	2	3					108	112.9											0	0
18:15	86		10	1	1			1		99	100.2											0	0
18:30	57		4		2					63	65.6											0	0
18:45	46		6	1	2					55	58.1											0	0
H/Total	281	0	31	4	8	0	0	1	0	325	336.8	0	0	0	0	0	0	0	0	0	0	0	0
Total	3249	0	661	204	400	16	18	16	4	4568	5211.2	0	0	1	0	0	0	0	0	0	0	1	1

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station**
 Date: **18 October 2016, Tuesday**



Time	From A										To A											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	99	0	12	0	6	1	0	0	0	118	126.8	46	0	22	4	8	0	0	0	0	80	92.4
07:15	106	0	12	2	4	1	0	0	0	125	132.2	51	0	34	7	7	1	1	1	0	102	116
07:30	105	0	16	3	7	0	1	0	0	132	143.6	66	0	28	3	14	0	0	0	0	111	130.7
07:45	120	0	22	3	7	0	0	0	0	152	162.6	92	0	26	5	10	0	0	1	0	134	148.9
H/Total	430	0	62	8	24	2	1	0	0	527	565.2	255	0	110	19	39	1	1	2	0	427	488
08:00	104	0	18	7	10	0	0	0	0	139	155.5	102	0	16	8	9	0	1	0	0	136	152.7
08:15	89	0	12	4	7	0	2	0	0	114	127.1	88	0	17	5	7	0	1	1	0	119	131
08:30	78	0	13	2	14	0	1	0	0	108	128.2	83	0	22	7	7	1	1	0	0	121	135.6
08:45	70	0	13	3	12	2	0	0	0	100	119.1	70	0	10	6	7	0	1	0	0	94	107.1
H/Total	341	0	56	16	43	2	3	0	0	461	529.9	343	0	65	26	30	1	4	1	0	470	526.4
09:00	55	0	20	6	3	0	0	1	0	85	91.3	57	0	19	10	19	1	0	1	0	107	137.1
09:15	47	0	16	7	4	0	0	1	0	75	83.1	48	0	19	7	6	0	0	0	0	80	91.3
09:30	37	0	9	5	10	1	0	0	0	62	78.5	43	0	10	6	5	1	0	0	0	65	75.5
09:45	52	0	10	2	10	0	1	0	0	75	90	42	0	10	6	11	0	1	2	0	72	89.1
H/Total	191	0	55	20	27	1	1	2	0	297	342.9	190	0	58	29	41	2	1	3	0	324	393
10:00	39	0	10	6	16	1	0	0	0	72	96.8	38	0	10	7	14	0	0	0	0	69	90.7
10:15	36	0	9	5	7	0	0	0	0	57	68.6	44	0	10	5	19	0	0	1	0	79	105.6
10:30	52	0	11	7	10	1	0	0	1	82	98.7	35	0	9	4	6	0	0	0	0	54	63.8
10:45	48	0	17	2	9	0	0	0	0	76	88.7	53	0	7	5	7	1	0	0	0	74	86
H/Total	175	0	47	20	42	2	0	0	1	287	352.8	170	0	36	21	46	1	0	2	0	276	346.1
11:00	48	0	3	5	17	0	0	0	0	73	97.6	53	0	12	3	9	0	0	0	0	77	90.2
11:15	41	0	16	8	14	0	0	1	0	80	101.6	43	0	14	4	8	1	0	0	0	70	83.4
11:30	48	0	12	8	9	1	0	0	0	78	94.7	49	0	12	5	5	1	0	0	1	73	82.2
11:45	45	0	14	4	9	0	1	0	1	74	87.9	63	0	16	5	13	0	0	0	0	97	116.4
H/Total	182	0	45	25	49	1	1	1	1	305	381.8	208	0	54	17	35	2	0	0	1	317	372.2
12:00	49	0	16	8	9	1	0	1	0	84	100.1	41	0	13	6	5	0	0	1	0	66	74.9
12:15	59	0	16	8	4	0	0	0	0	87	96.2	34	0	8	7	11	0	0	1	0	61	78.2
12:30	50	0	8	5	8	1	0	0	0	72	85.9	45	0	14	4	7	1	0	1	0	72	83.5
12:45	39	0	8	2	8	0	0	0	0	57	68.4	49	0	18	7	13	0	0	2	0	89	108.2
H/Total	197	0	48	23	29	2	0	1	0	300	350.6	169	0	53	24	36	1	0	5	0	288	344.8
13:00	41	0	15	4	11	0	0	1	1	73	87.9	56	0	9	2	14	0	3	0	0	84	106.2
13:15	40	0	13	5	17	0	0	0	0	75	99.6	42	0	8	3	8	1	0	1	0	63	75.3
13:30	58	0	9	8	12	1	0	1	0	89	109	65	0	7	2	19	1	0	0	0	94	120.7
13:45	53	0	14	7	4	0	0	2	0	80	87.5	48	0	27	1	13	0	0	0	0	89	106.4
H/Total	192	0	51	24	44	1	0	4	1	317	384	211	0	51	8	54	2	3	1	0	330	408.6
14:00	60	0	12	5	11	0	1	0	0	89	106.8	60	0	14	4	9	0	1	0	0	88	102.7
14:15	46	0	11	4	15	0	0	0	0	76	97.5	53	0	18	5	17	0	0	1	0	94	118
14:30	80	0	19	6	12	1	0	1	0	119	138	64	0	10	7	13	1	0	0	0	95	116.4
14:45	63	0	21	3	12	1	1	1	1	103	120.7	75	0	12	2	16	0	0	0	0	105	126.8
H/Total	249	0	63	18	50	2	2	2	1	387	463	252	0	54	18	55	1	1	1	0	382	463.9
15:00	82	0	20	5	5	0	2	1	0	115	125.4	69	0	14	4	10	0	1	0	0	98	114
15:15	81	0	18	7	9	0	0	0	0	115	130.2	50	0	15	8	5	0	0	0	1	79	88.7
15:30	109	0	29	4	6	1	1	0	0	150	161.8	69	0	16	4	9	0	0	0	0	98	111.7
15:45	59	0	19	6	12	0	0	0	0	96	114.6	63	0	9	0	6	1	0	0	0	79	87.8
H/Total	331	0	86	22	32	1	3	1	0	476	532	251	0	54	16	30	1	1	0	1	354	402.2
16:00	84	0	33	3	10	0	1	0	0	131	146.5	86	0	16	4	2	1	0	1	0	110	115
16:15	86	0	13	6	8	0	1	2	0	116	129.2	83	0	9	5	7	0	1	0	0	105	117.6
16:30	71	0	24	3	7	1	1	0	0	107	119.6	105	0	23	2	6	0	0	0	0	136	144.8
16:45	83	0	9	5	12	0	1	0	0	110	129.1	118	0	14	1	10	1	0	0	0	144	158.5
H/Total	324	0	79	17	37	1	4	2	0	464	524.4	392	0	62	12	25	2	1	1	0	495	535.9
17:00	98	0	16	0	4	0	1	0	0	119	125.2	126	0	18	2	9	0	0	0	0	155	167.7
17:15	87	0	8	1	5	0	1	0	0	102	110	139	0	5	1	14	0	0	0	0	160	177.9
17:30	79	0	6	2	3	1	1	1	0	93	99.3	116	0	20	3	7	0	0	1	0	147	157
17:45	92	0	9	4	3	0	0	1	0	109	114.3	110	0	9	1	5	1	1	1	0	128	136.4
H/Total	356	0	39	7	15	1	3	2	0	423	448.8	491	0	52	7	35	1	1	2	1	590	639
18:00	92	0	11	2	3	0	0	0	0	108	112.9	113	0	7	1	3	0	0	0	0	124	128.4
18:15	86	0	10	1	1	0	0	1	0	99	100.2	100	0	7	1	3	0	1	0	0	112	117.4
18:30	57	0	4	0	2	0	0	0	0	63	65.6	79	0	6	0	2	1	0	0	0	88	91.6
18:45	46	0	6	1	2	0	0	0	0	55	58.1	70	0	5	0	2	0	0	0	0	77	79.6
H/Total	281	0	31	4	8	0	0	1	0	325	336.8	362	0	25	2	10	1	1	0	0	401	417
Total	3249	0	662	204	400	16	18	16	4	4569	5212.2	3294	0	674	199	436	16	14	18	3	4654	5337.1

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Egghborough Power Station**
 Date: **18 October 2016, Tuesday**



Time	From B										To B									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1
H/Total	0	0	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station**
 Date: **18 October 2016, Tuesday**



Time	From C										To C											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	46	0	22	4	8	0	0	0	0	80	92.4	99	0	12	0	6	1	0	0	118	126.8	
07:15	51	0	34	7	7	1	1	1	0	102	116	106	0	12	2	4	1	0	0	125	132.2	
07:30	66	0	28	3	14	0	0	0	0	111	130.7	105	0	16	3	7	0	1	0	132	143.6	
07:45	92	0	26	5	10	0	0	1	0	134	148.9	120	0	22	3	7	0	0	0	152	162.6	
H/Total	255	0	110	19	39	1	1	2	0	427	488	430	0	62	8	24	2	1	0	527	565.2	
08:00	102	0	16	8	9	0	1	0	0	136	152.7	104	0	18	7	10	0	0	0	139	155.5	
08:15	88	0	17	5	7	0	1	1	0	119	131	89	0	12	4	7	0	2	0	114	127.1	
08:30	83	0	22	7	7	1	1	0	0	121	135.6	78	0	13	2	14	0	1	0	108	128.2	
08:45	70	0	10	6	7	0	1	0	0	94	107.1	70	0	13	3	12	2	0	0	100	119.1	
H/Total	343	0	65	26	30	1	4	1	0	470	526.4	341	0	56	16	43	2	3	0	461	529.9	
09:00	57	0	19	10	19	1	0	1	0	107	137.1	55	0	20	6	3	0	0	1	85	91.3	
09:15	48	0	19	7	6	0	0	0	0	80	91.3	47	0	16	7	4	0	0	1	75	83.1	
09:30	43	0	10	6	5	1	0	0	0	65	75.5	37	0	9	5	10	1	0	0	62	78.5	
09:45	42	0	9	6	11	0	1	2	0	71	88.1	52	0	9	2	10	0	1	0	74	89	
H/Total	190	0	57	29	41	2	1	3	0	323	392	191	0	54	20	27	1	1	2	296	341.9	
10:00	38	0	10	7	14	0	0	0	0	69	90.7	39	0	10	6	16	1	0	0	72	96.8	
10:15	44	0	10	5	19	0	0	1	0	79	105.6	36	0	9	5	7	0	0	0	57	68.6	
10:30	35	0	9	4	6	0	0	0	0	54	63.8	52	0	11	7	10	1	0	0	82	98.7	
10:45	53	0	7	5	7	1	0	1	0	74	86	48	0	17	2	9	0	0	0	76	88.7	
H/Total	170	0	36	21	46	1	0	2	0	276	346.1	175	0	47	20	42	2	0	0	1	287	352.8
11:00	53	0	12	3	9	0	0	0	0	77	90.2	48	0	3	5	17	0	0	0	73	97.6	
11:15	43	0	14	4	8	1	0	0	0	70	83.4	41	0	16	8	14	0	0	1	80	101.6	
11:30	49	0	12	5	5	1	0	0	1	73	82.2	48	0	12	8	9	1	0	0	78	94.7	
11:45	63	0	16	5	13	0	0	0	0	97	116.4	45	0	14	4	9	0	1	0	74	87.9	
H/Total	208	0	54	17	35	2	0	0	1	317	372.2	182	0	45	25	49	1	1	1	1	305	381.8
12:00	41	0	13	6	5	0	0	1	0	66	74.9	49	0	16	8	9	1	0	1	84	100.1	
12:15	34	0	8	7	11	0	0	1	0	61	78.2	59	0	16	8	4	0	0	0	87	96.2	
12:30	45	0	14	4	7	1	0	1	0	72	83.5	50	0	8	5	8	1	0	0	72	85.9	
12:45	49	0	18	7	13	0	0	2	0	89	108.2	39	0	8	2	8	0	0	0	57	68.4	
H/Total	169	0	53	24	36	1	0	5	0	288	344.8	197	0	48	23	29	2	0	1	0	300	350.6
13:00	56	0	9	2	14	0	3	0	0	84	106.2	41	0	15	4	11	0	0	1	73	87.9	
13:15	42	0	8	3	8	1	0	1	0	63	75.3	40	0	13	5	17	0	0	0	75	99.6	
13:30	65	0	7	2	19	1	0	0	0	94	120.7	58	0	9	8	12	1	0	1	89	109	
13:45	48	0	27	1	13	0	0	0	0	89	106.4	53	0	14	7	4	0	0	2	80	87.5	
H/Total	211	0	51	8	54	2	3	1	0	330	408.6	192	0	51	24	44	1	0	4	1	317	384
14:00	60	0	14	4	9	0	1	0	0	88	102.7	60	0	12	5	11	0	1	0	89	106.8	
14:15	53	0	18	5	17	0	0	1	0	94	118	46	0	11	4	15	0	0	0	76	97.5	
14:30	64	0	10	7	13	1	0	0	0	95	116.4	80	0	19	6	12	1	0	1	119	138	
14:45	75	0	12	2	16	0	0	0	0	105	126.8	63	0	21	3	12	1	1	1	103	120.7	
H/Total	252	0	54	18	55	1	1	1	0	382	463.9	249	0	63	18	50	2	2	2	1	387	463
15:00	69	0	14	4	10	0	1	0	0	98	114	82	0	20	5	5	0	2	1	115	125.4	
15:15	50	0	15	8	5	0	0	0	1	79	88.7	81	0	18	7	9	0	0	0	115	130.2	
15:30	69	0	16	4	9	0	0	0	0	98	111.7	109	0	29	4	6	1	1	0	150	161.8	
15:45	63	0	9	0	6	1	0	0	0	79	87.8	59	0	19	6	12	0	0	0	96	114.6	
H/Total	251	0	54	16	30	1	1	0	1	354	402.2	331	0	86	22	32	1	3	1	0	476	532
16:00	86	0	16	4	2	1	0	1	0	110	115	84	0	33	3	10	0	1	0	131	146.5	
16:15	83	0	9	5	7	0	1	0	0	105	117.6	86	0	13	6	8	0	1	2	116	129.2	
16:30	105	0	23	2	6	0	0	0	0	136	144.8	71	0	24	3	7	1	1	0	107	119.6	
16:45	118	0	14	1	10	1	0	0	0	144	158.5	83	0	9	5	12	0	1	0	110	129.1	
H/Total	392	0	62	12	25	2	1	1	0	495	535.9	324	0	79	17	37	1	4	2	0	464	524.4
17:00	126	0	18	2	9	0	0	0	0	155	167.7	98	0	16	0	4	0	1	0	119	125.2	
17:15	139	0	5	1	14	0	0	0	1	160	177.9	87	0	8	1	5	0	1	0	102	110	
17:30	116	0	20	3	7	0	0	1	0	147	157	79	0	6	2	3	1	1	1	93	99.3	
17:45	110	0	9	1	5	1	1	1	0	128	136.4	92	0	9	4	3	0	0	1	109	114.3	
H/Total	491	0	52	7	35	1	1	2	1	590	639	356	0	39	7	15	1	3	2	0	423	448.8
18:00	113	0	7	1	3	0	0	0	0	124	128.4	92	0	11	2	3	0	0	0	108	112.9	
18:15	100	0	7	1	3	0	1	0	0	112	117.4	86	0	10	1	1	0	0	1	99	100.2	
18:30	79	0	6	0	2	1	0	0	0	88	91.6	57	0	4	0	2	0	0	0	63	65.6	
18:45	70	0	5	0	2	0	0	0	0	77	79.6	46	0	6	1	2	0	0	0	55	58.1	
H/Total	362	0	25	2	10	1	1	0	0	401	417	281	0	31	4	8	0	0	1	0	325	336.8
Total	3294	0	673	199	436	16	14	18	3	4653	5336.1	3249	0	661	204	400	16	18	16	4	4568	5211.2

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station**
 Date: **18 October 2016, Tuesday**



Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY			
07:00	145	0	34	4	14	1	0	0	0	198	219.2	
07:15	157	0	46	9	11	2	1	1	0	227	248.2	
07:30	171	0	44	6	21	0	1	0	0	243	274.3	
07:45	212	0	48	8	17	0	0	1	0	286	311.5	
H/Total	685	0	172	27	63	3	2	2	0	954	1053.2	
08:00	206	0	34	15	19	0	1	0	0	275	308.2	
08:15	177	0	29	9	14	0	3	1	0	233	258.1	
08:30	161	0	35	9	21	1	2	0	0	229	263.8	
08:45	140	0	23	9	19	2	1	0	0	194	226.2	
H/Total	684	0	121	42	73	3	7	1	0	931	1056.3	
09:00	112	0	39	16	22	1	0	2	0	192	228.4	
09:15	95	0	35	14	10	0	0	1	0	155	174.4	
09:30	80	0	19	11	15	2	0	0	0	127	154	
09:45	94	0	20	8	21	0	2	2	0	147	179.1	
H/Total	381	0	113	49	68	3	2	5	0	621	735.9	
10:00	77	0	20	13	30	1	0	0	0	141	187.5	
10:15	80	0	19	10	26	0	0	1	0	136	174.2	
10:30	87	0	20	11	16	1	0	0	1	136	162.5	
10:45	101	0	24	7	16	1	0	1	0	150	174.7	
H/Total	345	0	83	41	88	3	0	2	1	563	698.9	
11:00	101	0	15	8	26	0	0	0	0	150	187.8	
11:15	84	0	30	12	22	1	0	1	0	150	185	
11:30	97	0	24	13	14	2	0	0	1	151	176.9	
11:45	108	0	30	9	22	0	1	0	1	171	204.3	
H/Total	390	0	99	42	84	3	1	1	2	622	754	
12:00	90	0	29	14	14	1	0	2	0	150	175	
12:15	93	0	24	15	15	0	0	1	0	148	174.4	
12:30	95	0	22	9	15	2	0	1	0	144	169.4	
12:45	88	0	26	9	21	0	0	2	0	146	176.6	
H/Total	366	0	101	47	65	3	0	6	0	588	695.4	
13:00	97	0	24	6	25	0	3	1	1	157	194.1	
13:15	82	0	21	8	25	1	0	1	0	138	174.9	
13:30	123	0	16	10	31	2	0	1	0	183	229.7	
13:45	101	0	41	8	17	0	0	2	0	169	193.9	
H/Total	403	0	102	32	98	3	3	5	1	647	792.6	
14:00	120	0	26	9	20	0	2	0	0	177	209.5	
14:15	99	0	29	9	32	0	0	1	0	170	215.5	
14:30	144	0	29	13	25	2	0	1	0	214	254.4	
14:45	138	0	33	5	28	1	1	1	1	208	247.5	
H/Total	501	0	117	36	105	3	3	3	1	769	926.9	
15:00	151	0	34	9	15	0	3	1	0	213	239.4	
15:15	131	0	33	15	14	0	0	0	1	194	218.9	
15:30	178	0	45	8	15	1	1	0	0	248	273.5	
15:45	122	0	28	6	18	1	0	0	0	175	202.4	
H/Total	582	0	140	38	62	2	4	1	1	830	934.2	
16:00	170	0	49	7	12	1	1	1	0	241	261.5	
16:15	169	0	22	11	15	0	2	2	0	221	246.8	
16:30	176	0	47	5	13	1	1	0	0	243	264.4	
16:45	201	0	23	6	22	1	1	0	0	254	287.6	
H/Total	716	0	141	29	62	3	5	3	0	959	1060.3	
17:00	224	0	34	2	13	0	1	0	0	274	292.9	
17:15	226	0	13	2	19	0	1	0	1	262	287.9	
17:30	195	0	26	5	10	1	1	2	0	240	256.3	
17:45	202	0	18	5	8	1	1	2	0	237	250.7	
H/Total	847	0	91	14	50	2	4	4	1	1013	1087.8	
18:00	205	0	18	3	6	0	0	0	0	232	241.3	
18:15	186	0	17	2	4	0	1	1	0	211	217.6	
18:30	136	0	10	0	4	1	0	0	0	151	157.2	
18:45	116	0	11	1	4	0	0	0	0	132	137.7	
H/Total	643	0	56	6	18	1	1	1	0	726	753.8	
Total	6543	0	1336	403	836	32	32	34	7	9223	10549	

Peak Hours	Totals
07:00 08:00	954
07:15 08:15	1031
07:30 08:30	1037
07:45 08:45	1023

08:00 09:00	931
08:15 09:15	848
08:30 09:30	770
08:45 09:45	668

09:00 10:00	621
09:15 10:15	570
09:30 10:30	551
09:45 10:45	560

10:00 11:00	563
10:15 11:15	572
10:30 11:30	586
10:45 11:45	601

11:00 12:00	622
11:15 12:15	622
11:30 12:30	620
11:45 12:45	613

12:00 13:00	588
12:15 13:15	595
12:30 13:30	585
12:45 13:45	624

13:00 14:00	647
13:15 14:15	667
13:30 14:30	699
13:45 14:45	730

14:00 15:00	769
14:15 15:15	805
14:30 15:30	829
14:45 15:45	863

15:00 16:00	830
15:15 16:15	858
15:30 16:30	885
15:45 16:45	880

16:00 17:00	959
16:15 17:15	992
16:30 17:30	1033
16:45 17:45	1030

17:00 18:00	1013
17:15 18:15	971
17:30 18:30	920
17:45 18:45	831

18:00 19:00	726
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**MCC 4: A19 / Main Power Station
Site Entrance**

Project Number: **TSP12919**
Project Name: **Selby Surveys**
Survey Type: **Manual Classified Traffic Count**
Site No: **3**
Location: **A19 / Eggborough Power Station Site Entrance**



Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	A - A										A - B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	
07:00										0	0	3								3	3
07:15										0	0	1								1	1
07:30										0	0	9								11	11
07:45										0	0	7		2						7	7
H/Total	0	0	0	0	0	0	0	0	0	0	0	20	0	2	0	0	0	0	0	22	22
08:00										0	0	1		1						2	2
08:15										0	0	5								5	5
08:30										0	0	3		2						5	5
08:45										0	0	1		1						2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	10	0	4	0	0	0	0	0	14	14
09:00										0	0	1								1	1
09:15										0	0	2		1						3	3
09:30										0	0									0	0
09:45										0	0	1								1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	5	5
10:00										0	0			1						1	1
10:15										0	0	1		3						4	4
10:30										0	0	1		1						2	2
10:45										0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	7	7
11:00										0	0									0	0
11:15										0	0									0	0
11:30										0	0									0	0
11:45										0	0	1								1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
12:00										0	0	1								1	1
12:15										0	0									0	0
12:30										0	0	1								1	1
12:45										0	0	1		1						2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	4
13:00										0	0	1								1	1
13:15										0	0	1		1						2	2
13:30										0	0	1								1	1
13:45										0	0	2								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	6	6
14:00										0	0									0	0
14:15										0	0									0	0
14:30										0	0			2						2	2
14:45										0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
15:00										0	0									0	0
15:15										0	0									0	0
15:30										0	0									0	0
15:45										0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00										0	0									0	0
16:15										0	0	2								2	2
16:30										0	0									0	0
16:45										0	0			1						1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	3
17:00										0	0	1								1	1
17:15										0	0									0	0
17:30										0	0									0	0
17:45										0	0	1								1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
18:00										0	0	4							1	5	4.2
18:15										0	0	2								2	2
18:30										0	0	1								1	1
18:45										0	0	2								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	1	10	9.2
Total	0	0	0	0	0	0	0	0	0	0	0	58	0	17	0	0	0	0	1	76	75.2

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	A - C										B - A											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	97		13	9	6	1				126	139.3	1									2	3.3
07:15	102		19	4	7	1		1		134	145.5				1						0	0
07:30	124		17	3	13		1	1		159	177.8										0	0
07:45	112		11	3	5		1	1		133	141.4										0	0
H/Total	435	0	60	19	31	2	2	3	0	552	604	1	0	0	0	1	0	0	0	0	2	3.3
08:00	99		14	5	7		1	1		127	139			1							1	1
08:15	90		15	2	8					115	126.4										0	0
08:30	76		18	4	13	1	1			113	133.9	1									1	1
08:45	60		12	3	6	1				82	92.3	2		1							3	3
H/Total	325	0	59	14	34	2	2	1	0	437	491.6	3	0	2	0	0	0	0	0	0	5	5
09:00	60		17	4	11					92	108.3	2		1							3	3
09:15	48		11	3	12					74	91.1			1							1	1
09:30	55		10	4	13	1	1			84	104.9			1							1	1
09:45	48		15	5	13					81	100.4										0	0
H/Total	211	0	53	16	49	1	1	0	0	331	404.7	2	0	3	0	0	0	0	0	0	5	5
10:00	44		13	5	10	1		1		74	89.9	1		2							3	3
10:15	52		14	4	8					78	90.4			1							1	1
10:30	43		11	2	16	1				73	95.8			1	1						2	2.5
10:45	51		16	2	14				1	84	102.4										0	0
H/Total	190	0	54	13	48	2	0	1	1	309	378.5	1	0	4	1	0	0	0	0	0	6	6.5
11:00	45		6	5	13					69	88.4	1									1	1
11:15	44		15	3	14					76	95.7										0	0
11:30	35		8	4	8	1				56	69.4										0	0
11:45	48		17	3	15			1		84	104.4										0	0
H/Total	172	0	46	15	50	1	0	1	0	285	357.9	1	0	0	0	0	0	0	0	0	1	1
12:00	57		14	3	15	1				90	112										0	0
12:15	60		14	8	10					92	109			1							1	1
12:30	65		20	5	8	1		2		101	113.7	2		1							3	3
12:45	49		14	7	8					78	91.9	1		1							2	2
H/Total	231	0	62	23	41	2	0	2	0	361	426.6	3	0	3	0	0	0	0	0	0	6	6
13:00	49		12	3	13		1			78	97.4										0	0
13:15	33		10	5	10					58	73.5	1									1	1
13:30	46		24	3	11	1				85	101.8	3									3	3
13:45	48		15	6	10			1		80	95.4	1									1	1
H/Total	176	0	61	17	44	1	1	1	0	301	368.1	5	0	0	0	0	0	0	0	0	5	5
14:00	52		18	6	10		1		1	88	104.2										0	0
14:15	69		14	8	8					99	113.4	2									2	2
14:30	61		16	6	19	1				103	131.7	4		2	1						7	7.5
14:45	64		17	8	15	1	1	1		107	131.9										0	0
H/Total	246	0	65	28	52	2	2	1	1	397	481.2	6	0	2	1	0	0	0	0	0	9	9.5
15:00	49		28	6	11					94	111.3	3									3	3
15:15	86		15	6	12			1		120	138	5		1							6	6
15:30	89		20	4	5	1	1			120	130.5										0	0
15:45	62		24	4	18		1			109	135.4	2									2	2
H/Total	286	0	87	20	46	1	2	1	0	443	515.2	10	0	1	0	0	0	0	0	0	11	11
16:00	81		12	4	9		2			108	123.7	7									7	7
16:15	74		31	4	5		1			115	124.5	2									2	2
16:30	81		16	7	7	1		1		106	115.5	5									5	5
16:45	97		16	1	4					118	123.7	5									5	5
H/Total	333	0	75	9	25	1	3	1	0	447	487.4	19	0	0	0	0	0	0	0	0	19	19
17:00	92		16	2	5		1			116	124.5	3									3	3
17:15	105		11	3	2			2		124	127.9	5									5	5
17:30	101		17	1	6	1	1			126	135.3	1									1	1
17:45	81		7	1	2					91	94.1	2									2	2
H/Total	379	0	51	7	15	1	2	2	0	457	481.8	11	0	0	0	0	0	0	0	0	11	11
18:00	70		7		4					81	86.2	1									1	1
18:15	60		5		3					68	71.9	1									1	1
18:30	71		20		2			1		94	96	3									3	3
18:45	47		4	1						52	52.5	3									3	3
H/Total	248	0	36	1	9	0	0	1	0	295	306.6	8	0	0	0	0	0	0	0	0	8	8
Total	3232	0	709	182	444	16	15	15	2	4615	5303.6	70	0	15	2	1	0	0	0	0	88	90.3

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	B - B										B - C													
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)		
07:00										0	0											0	0	
07:15										0	0												0	0
07:30										0	0												0	0
07:45										0	0												0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00										0	0												0	0
08:15										0	0			1									1	1
08:30										0	0												0	0
08:45										0	0			1									1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	2	
09:00										0	0			1									1	1
09:15										0	0			1									1	1
09:30										0	0		2										2	2
09:45										0	0		1		1								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	6	6	
10:00										0	0		1										1	1
10:15										0	0												0	0
10:30										0	0			2									2	2
10:45										0	0			1									1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4	4	
11:00										0	0												0	0
11:15										0	0												0	0
11:30										0	0		2		1								3	3
11:45										0	0		2		1								3	3
H/Total	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	6	6	
12:00										0	0		10										10	10
12:15										0	0		4										4	4
12:30										0	0		4										4	4
12:45										0	0		1		1								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	0	0	0	0	0	0	20	20	
13:00										0	0		2										2	2
13:15										0	0		3										3	3
13:30										0	0		6		2								8	8
13:45										0	0		2		2	1							4	4.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	12	0	4	1	0	0	0	0	0	0	17	17.5	
14:00										0	0		6		1								7	7
14:15										0	0		4										4	4
14:30										0	0		10		4								14	14
14:45										0	0		5		3								8	8
H/Total	0	0	0	0	0	0	0	0	0	0	0	25	0	8	0	0	0	0	0	0	0	33	33	
15:00										0	0		8		2								10	10
15:15										0	0		4										4	4
15:30										0	0		1		1								2	2
15:45										0	0		4										4	4
H/Total	0	0	0	0	0	0	0	0	0	0	0	17	0	3	0	0	0	0	0	0	0	20	20	
16:00										0	0		11		1								12	12
16:15										0	0		8										8	8
16:30										0	0		14								1		15	14.2
16:45										0	0		10		1								11	11
H/Total	0	0	0	0	0	0	0	0	0	0	0	43	0	2	0	0	0	0	0	0	1	46	45.2	
17:00										0	0		10										10	10
17:15										0	0		6		1								7	7
17:30										0	0		11										11	11
17:45										0	0		6										6	6
H/Total	0	0	0	0	0	0	0	0	0	0	0	33	0	1	0	0	0	0	0	0	0	34	34	
18:00										0	0		1										1	1
18:15										0	0		4										4	4
18:30										0	0		3		1								4	4
18:45										0	0		6		1								7	7
H/Total	0	0	0	0	0	0	0	0	0	0	0	14	0	2	0	0	0	0	0	0	0	16	16	
Total	0	0	0	0	0	0	0	0	0	0	0	172	0	30	1	0	0	0	0	0	1	204	203.7	

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	C - A										C - B												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00	47		21	4	5					77	85.5	5										5	5
07:15	49		19	4	7	1	1			81	94.1	15										15	15
07:30	74		30	8	12			1		125	144	13		4	1							18	18.5
07:45	101		32	7	7					147	159.6	13										13	13
H/Total	271	0	102	23	31	1	1	1	0	430	483.2	46	0	4	1	0	0	0	0	0	0	51	51.5
08:00	77		17	8	14		2	1		119	142.6	15										15	15
08:15	71		20	5	10	1	1			108	125.5	16		1								17	17
08:30	90		21	11	13		2			137	161.4	6										6	6
08:45	70		25	2	12			1		110	126	3		1								4	4
H/Total	308	0	83	26	49	1	5	2	0	474	555.5	40	0	2	0	0	0	0	0	0	0	42	42
09:00	72		19	5	14	1	1	1		113	135.1	5										5	5
09:15	49		8	5	9			2		73	86	3		2								5	5
09:30	52		11	8	8	1		1	1	82	96	1										1	1
09:45	61		14	5	10					90	105.5	2		2								4	4
H/Total	234	0	52	23	41	2	1	4	1	358	422.6	11	0	4	0	0	0	0	0	0	0	15	15
10:00	53		9	8	11					81	99.3	4										4	4
10:15	38		10	4	18					70	95.4	1										2	2.5
10:30	43		14	3	13	1		1		75	93.8	1		3	1							4	4
10:45	43		9	9	14		1			76	99.7	2										2	2
H/Total	177	0	42	24	56	1	1	1	0	302	388.2	8	0	3	1	0	0	0	0	0	0	12	12.5
11:00	51		9	8	14					82	104.2											0	0
11:15	47		22	9	5	1		1		85	96.4											0	0
11:30	52		11	7	16	1			1	88	112.5			1								1	1
11:45	49		10	4	12					75	92.6	3										3	3
H/Total	199	0	52	28	47	2	0	1	1	330	405.7	3	0	1	0	0	0	0	0	0	0	4	4
12:00	45		12	3	13					73	91.4			1								1	1
12:15	46		11	6	9		1			73	88.7											0	0
12:30	37		10	3	10					60	74.5	1										1	1
12:45	53		7	1	6	1				68	77.3											0	0
H/Total	181	0	40	13	38	1	1	0	0	274	331.9	1	0	1	0	0	0	0	0	0	0	2	2
13:00	60		19	2	18		1		1	101	125.6	1										1	1
13:15	45		19	3	14	1				82	102.7	1										1	1
13:30	59		12	4	12					87	104.6											0	0
13:45	52		8	3	24	1	1			89	123.7	2		1								3	3
H/Total	216	0	58	12	68	2	2	0	1	359	456.6	4	0	1	0	0	0	0	0	0	0	5	5
14:00	64		14	7	13		1			99	120.4	1		3								4	4
14:15	49		12	10	7			1	1	80	92.7			1								1	1
14:30	65		12	6	4	1				88	97.2	1			1							2	2.5
14:45	69		8	11	8					96	111.9	1										1	1
H/Total	247	0	46	34	32	1	1	1	1	363	422.2	3	0	4	1	0	0	0	0	0	0	8	8.5
15:00	62		11		9		1			83	95.7											0	0
15:15	64		18	3	10					95	109.5											0	0
15:30	65		14	2	8					89	100.4											0	0
15:45	84		21	1	4					110	115.7											0	0
H/Total	275	0	64	6	31	0	1	0	0	377	421.3	0	0	0	0	0	0	0	0	0	0	0	0
16:00	91		20	7	6	2	1	2		129	142.1											0	0
16:15	110		17	4	4					135	142.2	1										1	1
16:30	111		19	2	1				1	134	135.5											0	0
16:45	111		10	5	6	1				133	144.3	1										1	1
H/Total	423	0	66	18	17	3	1	2	1	531	564.1	2	0	0	0	0	0	0	0	0	0	2	2
17:00	123		9	1	1				1	135	136	1										1	1
17:15	158		6	1	2					167	170.1	3										3	3
17:30	125		6		3					134	137.9	1										1	1
17:45	124		7	2	3	1				137	142.9	3										3	3
H/Total	530	0	28	4	9	1	0	0	1	573	586.9	8	0	0	0	0	0	0	0	0	0	8	8
18:00	114		2		6				1	123	130.2	8		2								10	10
18:15	118		3	2	2					125	128.6	7										7	7
18:30	94		4		5					103	109.5	2										2	2
18:45	98		2		2	1			1	104	107	3										3	3
H/Total	424	0	11	2	15	1	0	2	0	455	475.3	20	0	2	0	0	0	0	0	0	0	22	22
Total	3485	0	644	213	434	16	14	14	6	4826	5513.5	146	0	22	3	0	0	0	0	0	0	171	172.5

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	C - C									TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY		
07:00										0	0
07:15										0	0
07:30										0	0
07:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
08:00										0	0
08:15										0	0
08:30										0	0
08:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
09:00										0	0
09:15										0	0
09:30										0	0
09:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
10:00										0	0
10:15										0	0
10:30										0	0
10:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
11:00										0	0
11:15										0	0
11:30										0	0
11:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
12:00										0	0
12:15										0	0
12:30										0	0
12:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
13:00										0	0
13:15	1									1	1
13:30										0	0
13:45										0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1
14:00										0	0
14:15										0	0
14:30										0	0
14:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
15:00										0	0
15:15										0	0
15:30										0	0
15:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
16:00										0	0
16:15										0	0
16:30										0	0
16:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
17:00										0	0
17:15										0	0
17:30										0	0
17:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
18:00										0	0
18:15										0	0
18:30										0	0
18:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1	1

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	From A										To A											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	100	0	13	9	6	1	0	0	0	129	142.3	48	0	21	4	6	0	0	0	0	79	88.8
07:15	103	0	19	4	7	1	0	1	0	135	146.5	49	0	19	4	7	1	1	0	0	81	94.1
07:30	133	0	19	3	13	0	1	1	0	170	188.8	74	0	30	8	12	0	0	1	0	125	144
07:45	119	0	11	3	5	0	1	1	0	140	148.4	101	0	32	7	7	0	0	0	0	147	159.6
H/Total	455	0	62	19	31	2	2	3	0	574	626	272	0	102	23	32	1	1	1	0	432	486.5
08:00	100	0	15	5	7	0	1	1	0	129	141	77	0	18	8	14	0	2	1	0	120	143.6
08:15	95	0	15	2	8	0	0	0	0	120	131.4	71	0	20	5	10	1	1	0	0	108	125.5
08:30	79	0	20	4	13	1	1	0	0	118	138.9	91	0	21	11	13	0	2	0	0	138	162.4
08:45	61	0	13	3	6	1	0	0	0	84	94.3	72	0	26	2	12	0	0	1	0	113	129
H/Total	335	0	63	14	34	2	2	1	0	451	505.6	311	0	85	26	49	1	5	2	0	479	560.5
09:00	61	0	17	4	11	0	0	0	0	93	109.3	74	0	20	5	14	1	1	1	0	116	138.1
09:15	50	0	12	3	12	0	0	0	0	77	94.1	49	0	9	5	9	0	0	2	0	74	87
09:30	55	0	10	4	13	1	1	0	0	84	104.9	52	0	12	8	8	1	0	1	1	83	97
09:45	49	0	15	5	13	0	0	0	0	82	101.4	61	0	14	5	10	0	0	0	0	90	105.5
H/Total	215	0	54	16	49	1	1	0	0	336	409.7	236	0	55	23	41	2	1	4	1	363	427.6
10:00	44	0	14	5	10	1	0	1	0	75	90.9	54	0	11	8	11	0	0	0	0	84	102.3
10:15	53	0	17	4	8	0	0	0	0	82	94.4	38	0	11	4	18	0	0	0	0	71	96.4
10:30	44	0	12	2	16	1	0	0	0	75	97.5	43	0	15	4	13	1	0	1	0	77	96.3
10:45	51	0	16	2	14	0	0	0	1	84	102.4	43	0	9	9	14	0	1	0	0	76	99.7
H/Total	192	0	59	13	48	2	0	1	1	316	385.5	178	0	46	25	56	1	1	1	0	308	394.7
11:00	45	0	6	5	13	0	0	0	0	69	88.4	52	0	9	8	14	0	0	0	0	83	105.2
11:15	44	0	15	3	14	0	0	0	0	76	95.7	47	0	22	9	5	1	0	1	0	85	96.4
11:30	35	0	8	4	8	1	0	0	0	56	69.4	52	0	11	7	16	1	0	0	1	88	112.5
11:45	49	0	17	3	15	0	0	1	0	85	105.4	49	0	10	4	12	0	0	0	0	75	92.6
H/Total	173	0	46	15	50	1	0	1	0	286	358.9	200	0	52	28	47	2	0	1	1	331	406.7
12:00	58	0	14	3	15	1	0	0	0	91	113	45	0	12	3	13	0	0	0	0	73	91.4
12:15	60	0	14	8	10	0	0	0	0	92	109	46	0	12	6	9	0	1	0	0	74	89.7
12:30	66	0	20	5	8	1	0	2	0	102	114.7	39	0	11	3	10	0	0	0	0	63	77.5
12:45	50	0	15	7	8	0	0	0	0	80	93.9	54	0	8	1	6	1	0	0	0	70	79.3
H/Total	234	0	63	23	41	2	0	2	0	365	430.6	184	0	43	13	38	1	1	0	0	280	337.9
13:00	50	0	12	3	13	0	1	0	0	79	98.4	60	0	19	2	18	0	1	0	1	101	125.6
13:15	34	0	11	5	10	0	0	0	0	60	75.5	46	0	19	3	14	1	0	0	0	83	103.7
13:30	47	0	24	3	11	1	0	0	0	86	102.8	62	0	12	4	12	0	0	0	0	90	107.6
13:45	50	0	15	6	10	0	0	1	0	82	97.4	53	0	8	3	24	1	1	0	0	90	124.7
H/Total	181	0	62	17	44	1	1	1	0	307	374.1	221	0	58	12	68	2	2	0	1	364	461.6
14:00	52	0	18	6	10	0	1	0	1	88	104.2	64	0	14	7	13	0	1	0	0	99	120.4
14:15	69	0	14	8	8	0	0	0	0	99	113.4	51	0	12	10	7	0	0	1	1	82	94.7
14:30	61	0	18	6	19	1	0	0	0	105	133.7	69	0	14	7	4	1	0	0	0	95	104.7
14:45	64	0	17	8	15	1	1	1	0	107	131.9	69	0	8	11	8	0	0	0	0	96	111.9
H/Total	246	0	67	28	52	2	2	1	1	399	483.2	253	0	48	35	32	1	1	1	1	372	431.7
15:00	49	0	28	6	11	0	0	0	0	94	111.3	65	0	11	0	9	0	1	0	0	86	98.7
15:15	86	0	15	6	12	0	0	1	0	120	138	69	0	19	3	10	0	0	0	0	101	115.5
15:30	89	0	20	4	5	1	1	0	0	120	130.5	65	0	14	2	8	0	0	0	0	89	100.4
15:45	62	0	24	4	18	0	1	0	0	109	135.4	86	0	21	1	4	0	0	0	0	112	117.7
H/Total	286	0	87	20	46	1	2	1	0	443	515.2	285	0	65	6	31	0	1	0	0	388	432.3
16:00	81	0	12	4	9	0	2	0	0	108	123.7	98	0	20	7	6	2	1	2	0	136	149.1
16:15	76	0	31	4	5	0	1	0	0	117	126.5	112	0	17	4	4	0	0	0	0	137	144.2
16:30	81	0	16	0	7	1	0	1	0	106	115.5	116	0	19	2	1	0	0	0	1	139	140.5
16:45	97	0	17	1	4	0	0	0	0	119	124.7	116	0	10	5	6	1	0	0	0	138	149.3
H/Total	335	0	76	9	25	1	3	1	0	450	490.4	442	0	66	18	17	3	1	2	1	550	583.1
17:00	93	0	16	2	5	0	1	0	0	117	125.5	126	0	9	1	1	0	0	0	1	138	139
17:15	105	0	11	3	2	0	1	2	0	124	127.9	163	0	6	1	2	0	0	0	0	172	175.1
17:30	101	0	17	1	6	1	0	0	0	126	135.3	126	0	6	0	3	0	0	0	0	135	138.9
17:45	82	0	7	1	2	0	0	0	0	92	95.1	126	0	7	2	3	1	0	0	0	139	144.9
H/Total	381	0	51	7	15	1	2	2	0	459	483.8	541	0	28	4	9	1	0	0	1	584	597.9
18:00	74	0	7	0	4	0	0	0	1	86	90.4	115	0	2	0	6	0	0	1	0	124	131.2
18:15	62	0	5	0	3	0	0	0	0	70	73.9	110	0	3	2	2	0	0	0	0	126	129.6
18:30	72	0	20	0	2	0	0	1	0	95	97	97	0	4	0	5	0	0	0	0	106	112.5
18:45	49	0	4	1	0	0	0	0	0	54	54.5	101	0	2	0	2	1	0	1	0	107	110
H/Total	257	0	36	1	9	0	0	1	1	305	315.8	432	0	11	2	15	1	0	2	0	463	483.3
Total	3290	0	726	182	444	16	15	15	3	4691	5378.8	3555	0	659	215	435	16	14	14	6	4914	5603.8

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	From B										To B									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL
07:00	1	0	0	0	1	0	0	0	0	2	3.3	8	0	0	0	0	0	0	0	8
07:15	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	
07:30	0	0	0	0	0	0	0	0	0	0	0	22	0	6	1	0	0	0	29.5	
07:45	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20	
H/Total	1	0	0	0	1	0	0	0	0	2	3.3	66	0	6	1	0	0	0	73.5	
08:00	0	0	1	0	0	0	0	0	0	1	1	16	0	1	0	0	0	17		
08:15	0	0	1	0	0	0	0	0	0	1	1	21	0	1	0	0	0	22		
08:30	1	0	0	0	0	0	0	0	0	1	1	9	0	2	0	0	0	11		
08:45	3	0	1	0	0	0	0	0	0	4	4	4	0	2	0	0	0	6		
H/Total	4	0	3	0	0	0	0	0	0	7	7	50	0	6	0	0	0	56		
09:00	2	0	2	0	0	0	0	0	0	4	4	6	0	0	0	0	0	6		
09:15	0	0	2	0	0	0	0	0	0	2	2	5	0	3	0	0	0	8		
09:30	2	0	1	0	0	0	0	0	0	3	3	1	0	0	0	0	0	1		
09:45	1	0	1	0	0	0	0	0	0	2	2	3	0	2	0	0	0	5		
H/Total	5	0	6	0	0	0	0	0	0	11	11	15	0	5	0	0	0	20		
10:00	2	0	2	0	0	0	0	0	0	4	4	4	0	1	0	0	0	5		
10:15	0	0	1	0	0	0	0	0	0	1	1	2	0	3	1	0	0	6.5		
10:30	0	0	3	1	0	0	0	0	0	4	4.5	2	0	4	0	0	0	6		
10:45	0	0	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2		
H/Total	2	0	7	1	0	0	0	0	0	10	10.5	10	0	8	1	0	0	19		
11:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0		
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30	2	0	1	0	0	0	0	0	0	3	3	0	0	1	0	0	0	1		
11:45	2	0	1	0	0	0	0	0	0	3	3	4	0	0	0	0	0	4		
H/Total	5	0	2	0	0	0	0	0	0	7	7	4	0	1	0	0	0	5		
12:00	10	0	0	0	0	0	0	0	0	10	10	1	0	1	0	0	0	2		
12:15	4	0	1	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0		
12:30	6	0	1	0	0	0	0	0	0	7	7	2	0	0	0	0	0	2		
12:45	2	0	2	0	0	0	0	0	0	4	4	1	0	1	0	0	0	2		
H/Total	22	0	4	0	0	0	0	0	0	26	26	4	0	2	0	0	0	6		
13:00	2	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	2		
13:15	4	0	0	0	0	0	0	0	0	4	4	2	0	1	0	0	0	3		
13:30	9	0	2	0	0	0	0	0	0	11	11	1	0	0	0	0	0	1		
13:45	2	0	2	1	0	0	0	0	0	5	5.5	4	0	1	0	0	0	5		
H/Total	17	0	4	1	0	0	0	0	0	22	22.5	9	0	2	0	0	0	11		
14:00	6	0	1	0	0	0	0	0	0	7	7	1	0	3	0	0	0	4		
14:15	6	0	0	0	0	0	0	0	0	6	6	0	0	1	0	0	0	1		
14:30	14	0	6	1	0	0	0	0	0	21	21.5	1	0	2	1	0	0	4.5		
14:45	5	0	3	0	0	0	0	0	0	8	8	1	0	0	0	0	0	1		
H/Total	31	0	10	1	0	0	0	0	0	42	42.5	3	0	6	1	0	0	10.5		
15:00	11	0	2	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0		
15:15	9	0	1	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0		
15:30	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0		
15:45	6	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0		
H/Total	27	0	4	0	0	0	0	0	0	31	31	0	0	0	0	0	0	0		
16:00	18	0	1	0	0	0	0	0	0	19	19	0	0	0	0	0	0	0		
16:15	10	0	0	0	0	0	0	0	0	10	10	3	0	0	0	0	0	3		
16:30	19	0	0	0	0	0	0	1	0	20	19.2	0	0	0	0	0	0	0		
16:45	15	0	1	0	0	0	0	0	0	16	16	1	0	1	0	0	0	2		
H/Total	62	0	2	0	0	0	0	1	0	65	64.2	4	0	1	0	0	0	5		
17:00	13	0	0	0	0	0	0	0	0	13	13	2	0	0	0	0	0	2		
17:15	11	0	1	0	0	0	0	0	0	12	12	3	0	0	0	0	0	3		
17:30	12	0	0	0	0	0	0	0	0	12	12	1	0	0	0	0	0	1		
17:45	8	0	0	0	0	0	0	0	0	8	8	4	0	0	0	0	0	4		
H/Total	44	0	1	0	0	0	0	0	0	45	45	10	0	0	0	0	0	10		
18:00	2	0	0	0	0	0	0	0	0	2	2	12	0	2	0	0	0	14.2		
18:15	5	0	0	0	0	0	0	0	0	5	5	9	0	0	0	0	0	9		
18:30	6	0	1	0	0	0	0	0	0	7	7	3	0	0	0	0	0	3		
18:45	9	0	1	0	0	0	0	0	0	10	10	5	0	0	0	0	0	5		
H/Total	22	0	2	0	0	0	0	0	0	24	24	29	0	2	0	0	0	32		
Total	242	0	45	3	1	0	0	0	1	292	294	204	0	39	3	0	0	1	247	

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	From C										To C											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	52	0	21	4	5	0	0	0	0	82	90.5	97	0	13	9	6	1	0	0	0	126	139.3
07:15	64	0	19	4	7	1	1	0	0	96	109.1	102	0	19	4	7	1	0	1	0	134	145.5
07:30	87	0	34	9	12	0	0	1	0	143	162.5	124	0	17	3	13	0	1	1	0	159	177.8
07:45	114	0	32	7	7	0	0	0	0	160	172.6	112	0	11	3	5	0	1	1	0	133	141.4
H/Total	317	0	106	24	31	1	1	1	0	481	534.7	435	0	60	19	31	2	2	3	0	552	604
08:00	92	0	17	8	14	0	2	1	0	134	157.6	99	0	14	5	7	0	1	1	0	127	139
08:15	87	0	21	5	10	1	1	0	0	125	142.5	90	0	16	2	8	0	0	0	0	116	127.4
08:30	96	0	21	11	13	0	2	0	0	143	167.4	76	0	18	4	13	1	1	0	0	113	133.9
08:45	73	0	26	2	12	0	0	1	0	114	130	61	0	12	3	6	1	0	0	0	83	93.3
H/Total	348	0	85	26	49	1	5	2	0	516	597.5	326	0	60	14	34	2	2	1	0	439	493.6
09:00	77	0	19	5	14	1	1	1	0	118	140.1	60	0	18	4	11	0	0	0	0	93	109.3
09:15	52	0	10	5	9	0	0	2	0	78	91	48	0	12	3	12	0	0	0	0	75	92.1
09:30	53	0	11	8	8	1	0	1	1	83	97	57	0	10	4	13	1	1	0	0	86	106.9
09:45	63	0	16	5	10	0	0	0	0	94	109.5	49	0	16	5	13	0	0	0	0	83	102.4
H/Total	245	0	56	23	41	2	1	4	1	373	437.6	214	0	56	16	49	1	1	0	0	337	410.7
10:00	57	0	9	8	11	0	0	0	0	85	103.3	45	0	13	5	10	1	0	1	0	75	90.9
10:15	39	0	10	5	18	0	0	0	0	72	97.9	52	0	14	4	8	0	0	0	0	78	90.4
10:30	44	0	17	3	13	1	0	1	0	79	97.8	43	0	13	2	16	1	0	0	0	75	97.8
10:45	45	0	9	9	14	0	1	0	0	78	101.7	51	0	17	2	14	0	0	0	1	85	103.4
H/Total	185	0	45	25	56	1	1	1	0	314	400.7	191	0	57	13	48	2	0	1	1	313	382.5
11:00	51	0	9	8	14	0	0	0	0	82	104.2	45	0	5	5	13	0	0	0	0	69	88.4
11:15	47	0	22	9	5	1	0	1	0	85	96.4	44	0	15	3	14	0	0	0	0	76	95.7
11:30	52	0	12	7	16	1	0	0	1	89	113.5	37	0	9	4	8	1	0	0	0	59	72.4
11:45	52	0	10	4	12	0	0	0	0	78	95.6	50	0	18	3	15	0	0	1	0	87	107.4
H/Total	202	0	53	28	47	2	0	1	1	334	409.7	176	0	48	15	50	1	0	1	0	291	363.9
12:00	45	0	13	3	13	0	0	0	0	74	92.4	67	0	14	3	15	1	0	0	0	100	122
12:15	46	0	11	6	9	0	1	0	0	73	88.7	64	0	14	8	10	0	0	0	0	96	113
12:30	38	0	10	3	10	0	0	0	0	61	75.5	69	0	20	5	8	1	0	2	0	105	117.7
12:45	53	0	7	1	6	1	0	0	0	68	77.3	50	0	15	7	8	0	0	0	0	80	93.9
H/Total	182	0	41	13	38	1	1	0	0	276	333.9	250	0	63	23	41	2	0	2	0	381	446.6
13:00	61	0	19	2	18	0	1	0	1	102	126.6	51	0	12	3	13	0	1	0	0	80	99.4
13:15	47	0	19	3	14	1	0	0	0	84	104.7	37	0	10	5	10	0	0	0	0	62	77.5
13:30	59	0	12	4	12	0	0	0	0	87	104.6	52	0	26	3	11	1	0	0	0	93	109.8
13:45	54	0	9	3	24	1	1	0	0	92	126.7	49	0	17	7	10	0	0	1	0	84	99.9
H/Total	221	0	59	12	68	2	2	0	1	365	462.6	189	0	65	18	44	1	1	1	0	319	386.6
14:00	65	0	17	7	13	0	1	0	0	103	124.4	58	0	19	6	10	0	1	0	1	95	111.2
14:15	49	0	13	10	7	0	0	1	1	81	93.7	73	0	14	8	8	0	0	0	0	103	117.4
14:30	66	0	12	7	4	1	0	0	0	90	99.7	71	0	20	6	19	1	0	0	0	117	145.7
14:45	70	0	8	11	8	0	0	0	0	97	112.9	69	0	20	8	15	1	1	1	0	115	139.9
H/Total	250	0	50	35	32	1	1	1	1	371	430.7	271	0	73	28	52	2	2	1	1	430	514.2
15:00	62	0	11	0	9	0	1	0	0	83	95.7	57	0	30	6	11	0	0	0	0	104	121.3
15:15	64	0	18	3	10	0	0	0	0	95	109.5	90	0	15	6	12	0	0	1	0	124	142
15:30	65	0	14	2	8	0	0	0	0	89	100.4	90	0	21	4	5	1	1	0	0	122	132.5
15:45	84	0	21	1	4	0	0	0	0	110	115.7	66	0	24	4	18	0	1	0	0	113	139.4
H/Total	275	0	64	6	31	0	1	0	0	377	421.3	303	0	90	20	46	1	2	1	0	463	535.2
16:00	91	0	20	7	6	2	1	2	0	129	142.1	92	0	13	4	9	0	2	0	0	120	135.7
16:15	111	0	17	4	4	0	0	0	0	136	143.2	82	0	31	4	5	0	1	0	0	123	132.5
16:30	111	0	19	2	1	0	0	0	1	134	135.5	95	0	16	0	7	1	0	1	1	121	129.7
16:45	112	0	10	5	6	1	0	0	0	134	145.3	107	0	17	1	4	0	0	0	0	129	134.7
H/Total	425	0	66	18	17	3	1	2	1	533	566.1	376	0	77	9	25	1	3	1	1	493	532.6
17:00	124	0	9	1	1	0	0	0	1	136	137	102	0	16	2	5	0	1	0	0	126	134.5
17:15	161	0	6	1	2	0	0	0	0	170	173.1	111	0	12	3	2	0	1	2	0	131	134.9
17:30	126	0	6	0	3	0	0	0	0	135	138.9	112	0	17	1	6	1	0	0	0	137	146.3
17:45	127	0	7	2	3	1	0	0	0	140	145.9	87	0	7	1	2	0	0	0	0	97	100.1
H/Total	538	0	28	4	9	1	0	0	1	581	594.9	412	0	52	7	15	1	2	2	0	491	515.8
18:00	122	0	4	0	6	0	0	1	0	133	140.2	71	0	7	0	4	0	0	0	0	82	87.2
18:15	125	0	3	2	2	0	0	0	0	132	135.6	64	0	5	0	3	0	0	0	0	72	75.9
18:30	96	0	4	0	5	0	0	0	0	105	111.5	74	0	21	0	2	0	0	1	0	98	100
18:45	101	0	2	0	2	1	0	1	0	107	110	53	0	5	1	0	0	0	0	0	59	59.5
H/Total	444	0	13	2	15	1	0	2	0	477	497.3	262	0	38	1	9	0	0	1	0	311	322.6
Total	3632	0	666	216	434	16	14	14	6	4998	5687	3405	0	739	183	444	16	15	15	3	4820	5508.3

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	Whole Junction									TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY		
07:00	153	0	34	13	12	1	0	0	0	213	236.1
07:15	167	0	38	8	14	2	1	1	0	231	255.6
07:30	220	0	53	12	25	0	1	2	0	313	351.3
07:45	233	0	43	10	12	0	1	1	0	300	321
H/Total	773	0	168	43	63	3	3	4	0	1057	1164
08:00	192	0	33	13	21	0	3	2	0	264	299.6
08:15	182	0	37	7	18	1	1	0	0	246	274.9
08:30	176	0	41	15	26	1	3	0	0	262	307.3
08:45	137	0	40	5	18	1	0	1	0	202	228.3
H/Total	687	0	151	40	83	3	7	3	0	974	1110.1
09:00	140	0	38	9	25	1	1	1	0	215	253.4
09:15	102	0	24	8	21	0	0	2	0	157	187.1
09:30	110	0	22	12	21	2	1	1	1	170	204.9
09:45	113	0	32	10	23	0	0	0	0	178	212.9
H/Total	465	0	116	39	90	3	2	4	1	720	858.3
10:00	103	0	25	13	21	1	0	1	0	164	198.2
10:15	92	0	28	9	26	0	0	0	0	155	193.3
10:30	88	0	32	6	29	2	0	1	0	158	200.1
10:45	96	0	26	11	28	0	1	0	1	163	205.1
H/Total	379	0	111	39	104	3	1	2	1	640	796.7
11:00	97	0	15	13	27	0	0	0	0	152	193.6
11:15	91	0	37	12	19	1	0	1	0	161	192.1
11:30	89	0	21	11	24	2	0	0	1	148	185.9
11:45	103	0	28	7	27	0	0	1	0	166	204
H/Total	380	0	101	43	97	3	0	2	1	627	775.6
12:00	113	0	27	6	28	1	0	0	0	175	215.4
12:15	110	0	26	14	19	0	1	0	0	170	202.7
12:30	110	0	31	8	18	1	0	2	0	170	197.2
12:45	105	0	24	8	14	1	0	0	0	152	175.2
H/Total	438	0	108	36	79	3	1	2	0	667	790.5
13:00	113	0	31	5	31	0	2	0	1	183	227
13:15	85	0	30	8	24	1	0	0	0	148	184.2
13:30	115	0	38	7	23	1	0	0	0	184	218.4
13:45	106	0	26	10	34	1	1	1	0	179	229.6
H/Total	419	0	125	30	112	3	3	1	1	694	859.2
14:00	123	0	36	13	23	0	2	0	1	198	235.6
14:15	124	0	27	18	15	0	0	1	1	186	213.1
14:30	141	0	36	14	23	2	0	0	0	216	254.9
14:45	139	0	28	19	23	1	1	1	0	212	252.8
H/Total	527	0	127	64	84	3	3	2	2	812	956.4
15:00	122	0	41	6	20	0	1	0	0	190	220
15:15	159	0	34	9	22	0	0	1	0	225	257.5
15:30	155	0	35	6	13	1	1	0	0	211	232.9
15:45	152	0	45	5	22	0	1	0	0	225	257.1
H/Total	588	0	155	26	77	1	3	1	0	851	967.5
16:00	190	0	33	11	15	2	3	2	0	256	284.8
16:15	197	0	48	8	9	0	1	0	0	263	279.7
16:30	211	0	35	2	8	1	0	1	2	260	270.2
16:45	224	0	28	6	10	1	0	0	0	269	286
H/Total	822	0	144	27	42	4	4	3	2	1048	1120.7
17:00	230	0	25	3	6	0	1	0	1	266	275.5
17:15	277	0	18	4	4	0	1	2	0	306	313
17:30	239	0	23	1	9	1	0	0	0	273	286.2
17:45	217	0	14	3	5	1	0	0	0	240	249
H/Total	963	0	80	11	24	2	2	2	1	1085	1123.7
18:00	198	0	11	0	10	0	0	1	1	221	232.6
18:15	192	0	8	2	5	0	0	0	0	207	214.5
18:30	174	0	25	0	7	0	0	1	0	207	215.5
18:45	159	0	7	1	2	1	0	1	0	171	174.5
H/Total	723	0	51	3	24	1	0	3	1	806	837.1
Total	7164	0	1437	401	879	32	29	29	10	9981	11360

Peak Hours	Totals
07:00 08:00	1057
07:15 08:15	1108
07:30 08:30	1123
07:45 08:45	1072

08:00 09:00	974
08:15 09:15	925
08:30 09:30	836
08:45 09:45	744

09:00 10:00	720
09:15 10:15	669
09:30 10:30	667
09:45 10:45	655

10:00 11:00	640
10:15 11:15	628
10:30 11:30	634
10:45 11:45	624

11:00 12:00	627
11:15 12:15	650
11:30 12:30	659
11:45 12:45	681

12:00 13:00	667
12:15 13:15	675
12:30 13:30	653
12:45 13:45	667

13:00 14:00	694
13:15 14:15	709
13:30 14:30	747
13:45 14:45	779

14:00 15:00	812
14:15 15:15	804
14:30 15:30	843
14:45 15:45	838

15:00 16:00	851
15:15 16:15	917
15:30 16:30	955
15:45 16:45	1004

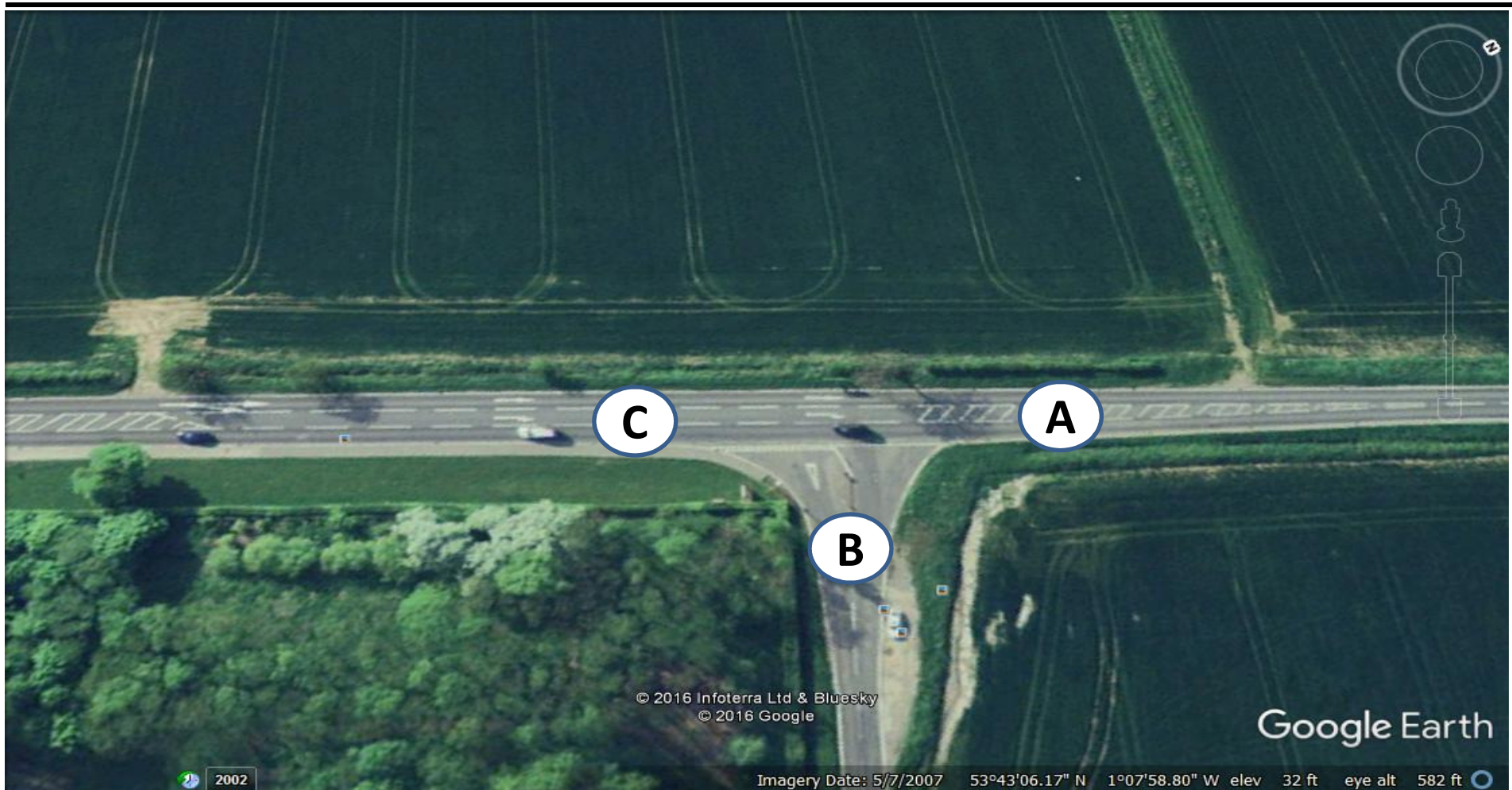
16:00 17:00	1048
16:15 17:15	1058
16:30 17:30	1101
16:45 17:45	1114

17:00 18:00	1085
17:15 18:15	1040
17:30 18:30	941
17:45 18:45	875

18:00 19:00	806
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MCC 5: A19 / Wand Lane

Project Number: **TSP12919**
Project Name: **Selby Surveys**
Survey Type: **Manual Classified Traffic Count**
Site No: **4**
Location: **A19 / Wand Lane**



Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **A19 / Wand Lane**
 Date: **18 October 2016, Tuesday**



Time	A - A										A - B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	
07:00										0	0	1								1	
07:15										0	0	1		1						2	
07:30										0	0				1				1	2	
07:45										0	0	1							2	3.3	
H/Total	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	1	0	0	0	6	8.3
08:00										0	0	2							2	2	
08:15										0	0	1							1	1	
08:30										0	0	1		1					2	3.3	
08:45										0	0								0	0	
H/Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	5	6.3
09:00										0	0	2		1					3	3	
09:15										0	0	4							4	4	
09:30										0	0	1		1					2	2	
09:45										0	0	1							1	1	
H/Total	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	0	0	0	10	10
10:00										0	0			1					2	3.3	
10:15										0	0	1							1	1	
10:30										0	0	6		1	1				8	8.5	
10:45										0	0	1		1					3	4.3	
H/Total	0	0	0	0	0	0	0	0	0	0	0	8	0	3	1	2	0	0	0	14	17.1
11:00										0	0	3							5	6.3	
11:15										0	0	6		2					8	8	
11:30										0	0	3		2					5	5	
11:45										0	0	1		1					2	2	
H/Total	0	0	0	0	0	0	0	0	0	0	0	13	0	6	0	1	0	0	0	20	21.3
12:00										0	0	4							4	4	
12:15										0	0	3							3	3	
12:30										0	0	4		2					6	6	
12:45										0	0	2		2					4	4	
H/Total	0	0	0	0	0	0	0	0	0	0	0	13	0	4	0	0	0	0	0	17	17
13:00										0	0	6							6	6	
13:15										0	0	5							5	5	
13:30										0	0	1		1					2	2	
13:45										0	0	4							4	4	
H/Total	0	0	0	0	0	0	0	0	0	0	0	16	0	1	0	0	0	0	0	17	17
14:00										0	0	4			1	1			6	8.3	
14:15										0	0	3		2					5	5	
14:30										0	0	3		1					4	4.5	
14:45										0	0	3							3	3	
H/Total	0	0	0	0	0	0	0	0	0	0	0	13	0	2	1	1	0	0	0	18	20.8
15:00										0	0	3		1	1				5	5.5	
15:15										0	0	3							3	3	
15:30										0	0	4		1					5	5	
15:45										0	0	4							4	4	
H/Total	0	0	0	0	0	0	0	0	0	0	0	14	0	2	1	0	0	0	0	17	17.5
16:00										0	0	6		1					7	7	
16:15										0	0	5		3					8	8	
16:30										0	0	3							3	3	
16:45										0	0	6							6	6	
H/Total	0	0	0	0	0	0	0	0	0	0	0	20	0	4	0	0	0	0	0	24	24
17:00										0	0	6		1					7	7	
17:15										0	0	8				1			9	10	
17:30										0	0	6							6	6	
17:45										0	0	6							6	6	
H/Total	0	0	0	0	0	0	0	0	0	0	0	26	0	1	0	0	1	0	0	28	29
18:00										0	0	5		1					6	6	
18:15										0	0	4		1					5	5	
18:30										0	0	6		1					7	7	
18:45										0	0	2							2	2	
H/Total	0	0	0	0	0	0	0	0	0	0	0	17	0	3	0	0	0	0	0	20	20
Total	0	0	0	0	0	0	0	0	0	0	0	155	0	29	3	6	3	0	0	196	208.3

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **A19 / Wand Lane**
 Date: **18 October 2016, Tuesday**



Time	A - C										B - A											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	103		5	3	1	1	1			114	118.8	1									1	1
07:15	113		12	1	3	1				130	135.4	8									8	8
07:30	107		15	4	6		2			134	145.8	6		1							7	7
07:45	123		27	3	5			1		159	166.4	5									5	5
H/Total	446	0	59	11	15	2	3	1	0	537	566.4	20	0	1	0	0	0	0	0	0	21	21
08:00	105		19	5	10			1		140	154.9	3		1							4	4
08:15	89		13	4	5		2			113	123.5	3			1						5	6.5
08:30	80		12	1	12		1			106	123.1	5		1							6	6
08:45	79		11	2	12		2			106	124.6	4									4	4
H/Total	353	0	55	12	39	2	3	1	0	465	526.1	15	0	2	1	0	1	0	0	0	19	20.5
09:00	58		22	8	3			1		92	99.3	4		1							5	5
09:15	53		14	5	6					78	88.3	5								1	6	5.2
09:30	42		9	4	4	1				60	68.2	6					1				6	6
09:45	54		7	2	8		1			72	84.4	5		1							7	8
H/Total	207	0	52	19	21	1	1	1	0	302	340.2	20	0	2	0	0	1	0	0	1	24	24.2
10:00	39		9	5	13	1				67	87.4	2		1							3	3
10:15	35		10	4	6					55	64.8	2		2			1				5	6
10:30	57		13	8	6	1			1	86	98	6									6	6
10:45	50		10	2	8					70	81.4	4									4	4
H/Total	181	0	42	19	33	2	0	0	1	278	331.6	14	0	3	0	0	1	0	0	0	18	19
11:00	52		8	4	12					76	93.6	1		1						1	3	2.2
11:15	41		12	6	12			1		72	90	1									1	1
11:30	51		9	8	5	1				74	85.5	1		1							2	2
11:45	40		11	3	6			1	1	62	69.9	2									2	2
H/Total	184	0	40	21	35	1	0	2	1	284	339	5	0	2	0	0	0	0	0	1	8	7.2
12:00	49		12	3	4	1		1		70	77.1	1			1						2	2.5
12:15	50		12	2	7					71	81.1	4									4	4
12:30	53		10	5	5	1				74	84	1		1							2	2
12:45	33		6	2	4					45	51.2	2			2						4	5
H/Total	185	0	40	12	20	2	0	1	0	260	293.4	8	0	1	3	0	0	0	0	0	12	13.5
13:00	42		10	4	9			1		66	79.1	1									1	1
13:15	44		11	4	10					69	84	2		2							4	4
13:30	61		10	8	8	1		1		89	103.8	3		1							4	4
13:45	50		10	7	4			2		73	80.5	2									2	2
H/Total	197	0	41	23	31	1	0	4	0	297	347.4	8	0	3	0	0	0	0	0	0	11	11
14:00	53		9	5	6		1			74	85.3	2									2	2
14:15	55		9	6	11					81	98.3	2									2	2
14:30	64		11	5	10	1	1	1	1	94	110.1	3									3	3
14:45	62		19	3	7	1	2	2		96	108.4	1		2							3	3
H/Total	234	0	48	19	34	2	4	3	1	345	402.1	8	0	2	0	0	0	0	0	0	10	10
15:00	65		17	2	6		2			92	102.8	14			1						15	15.5
15:15	73		17	7	3					100	107.4	9									9	9
15:30	68		24	4	5	1	1	1		104	113.9	14		1							15	15
15:45	56		15	5	10			1		87	103.5	4									4	4
H/Total	262	0	73	18	24	1	4	1	0	383	427.6	41	0	1	1	0	0	0	0	0	43	43.5
16:00	88		31	3	10		1			133	148.5	1		1							2	2
16:15	71		15	5	4			2		97	103.5	6		2							8	8
16:30	67		17	3	3	1	1			92	99.4	1		1							2	2
16:45	91		10	2	8		1			112	124.4	2		1							3	3
H/Total	317	0	73	13	25	1	3	2	0	434	475.8	10	0	5	0	0	0	0	0	0	15	15
17:00	85		13		2		1		1	102	104.8	4									4	4
17:15	82		7	1	4			2		96	100.5	3									3	3
17:30	73		7	2	2	1	1	1		87	92	2						1			3	2.4
17:45	84		10	4	2			1		101	105	2		1							3	3
H/Total	324	0	37	7	10	1	2	4	1	386	402.3	11	0	1	0	0	0	0	1	0	13	12.4
18:00	101		12	1	1					115	116.8	5									5	5
18:15	81		10					1		92	91.4	1		1							2	2
18:30	57		4	1	2					64	67.1	2									2	2
18:45	41		3	2	2					48	51.6						1				1	2
H/Total	280	0	29	4	5	0	0	1	0	319	326.9	8	0	1	0	0	1	0	0	0	10	11
Total	3170	0	589	178	292	16	20	21	4	4290	4778.8	168	0	24	5	0	4	0	1	2	204	208.3

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **A19 / Wand Lane**
 Date: **18 October 2016, Tuesday**



Time	B - B										B - C												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00										0	0	8			2	2						12	15.6
07:15										0	0	5		1		1						7	8.3
07:30										0	0	4				1						5	6.3
07:45										0	0	2			1	1						4	5.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	19	0	1	3	5	0	0	0	0	0	28	36
08:00										0	0	2		2	1							5	5.5
08:15										0	0	4		3		1						8	9.3
08:30										0	0	3		1		1						5	6.3
08:45										0	0	2		1								1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	9	0	7	1	2	0	0	0	0	0	19	22.1
09:00										0	0	6										6	6
09:15										0	0	2		1								3	3
09:30										0	0	1			1	1						3	4.8
09:45										0	0	6		1								7	7
H/Total	0	0	0	0	0	0	0	0	0	0	0	15	0	2	1	1	0	0	0	0	0	19	20.8
10:00										0	0	3				2						5	7.6
10:15										0	0	5				1						6	7.3
10:30										0	0	3			1							4	4.5
10:45										0	0	3							3			6	4.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	14	0	0	1	3	0	0	3	0	0	21	23.6
11:00										0	0	1				3						4	7.9
11:15										0	0	1		1								2	2
11:30										0	0			1		1						2	3.3
11:45										0	0	4		2	1							7	7.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	6	0	4	1	4	0	0	0	0	0	15	20.7
12:00										0	0	2		1		2						5	7.6
12:15										0	0	3		2								5	5
12:30										0	0	6		1								7	7
12:45										0	0	1				1						2	3.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	12	0	4	0	3	0	0	0	0	0	19	22.9
13:00										0	0	1		2		1						4	5.3
13:15										0	0	1		2		1						4	5.3
13:30										0	0	3		1								4	4
13:45										0	0	4		1								5	5
H/Total	0	0	0	0	0	0	0	0	0	0	0	9	0	6	0	2	0	0	0	0	0	17	19.6
14:00										0	0	4		2		1						7	8.3
14:15										0	0	5		3		1						9	10.3
14:30										0	0	3		2								5	5
14:45										0	0	3				3						6	9.9
H/Total	0	0	0	0	0	0	0	0	0	0	0	15	0	7	0	5	0	0	0	0	0	27	33.5
15:00										0	0	20		5		1						26	27.3
15:15										0	0	13		4								17	17
15:30										0	0	26		6								32	32
15:45										0	0	2		2	1	1						6	7.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	61	0	17	1	2	0	0	0	0	0	81	84.1
16:00										0	0	8		2								10	10
16:15										0	0	6		1								7	7
16:30										0	0	3										3	3
16:45										0	0	8				1						9	10.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	25	0	3	0	1	0	0	0	0	0	29	30.3
17:00										0	0	4		2								6	6
17:15										0	0	5		1								7	8
17:30										0	0	4										4	4
17:45										0	0	2			1	1						4	5.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	15	0	3	1	1	0	1	0	0	0	21	23.8
18:00										0	0	3		1		2						6	8.6
18:15										0	0	3				1						4	5.3
18:30										0	0	4										4	4
18:45										0	0	2										2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	3	0	0	0	0	0	16	19.9
Total	0	0	0	0	0	0	0	0	0	0	0	212	0	55	9	32	0	1	3	0	312	357.3	

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **A19 / Wand Lane**
 Date: **18 October 2016, Tuesday**



Time	C - A										C - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	48		18	7	6					79	90.3	1		1							2	2
07:15	36		28	4	6	1		2		77	86.6	6									6	6
07:30	56		21	5	9					91	105.2	3		1		1					5	6.3
07:45	86		27	7	4			1		125	133.1	1		2							3	3
H/Total	226	0	94	23	25	1	0	3	0	372	415.2	11	0	4	0	1	0	0	0	0	16	17.3
08:00	86		19	6	6		2			119	131.8	6									6	6
08:15	72		17	4	6		1	1		101	111.2	5									5	5
08:30	76		19	2	7	1				105	116.1	6		2	1						9	9.5
08:45	68		17	4	6		1			96	106.8	2									2	2
H/Total	302	0	72	16	25	1	4	1	0	421	465.9	19	0	2	1	0	0	0	0	0	22	22.5
09:00	49		17	12	17	1		1		97	125.5	1		1							2	2
09:15	49		13	5	4					71	78.7	3		2	2	1					8	10.3
09:30	43		9	3	3	1				59	65.4	5		2							7	7
09:45	45		8	7	7			2		69	80.4	2			1						3	4.3
H/Total	186	0	47	27	31	2	0	3	0	296	350	11	0	5	2	2	0	0	0	0	20	23.6
10:00	43		10	6	12					71	89.6				2						2	4.6
10:15	46		9	2	15			1		73	92.9	1			1	2					4	7.1
10:30	38		8	2	6					54	62.8	2		1	1	2					6	9.1
10:45	49		9	3	7	1		1		70	81	1			1						2	3.3
H/Total	176	0	36	13	40	1	0	2	0	268	326.3	4	0	1	2	7	0	0	0	0	14	24.1
11:00	53		9	2	5					69	76.5	4		2							6	6
11:15	43		16	1	7	1				68	78.6	1		1							3	3.5
11:30	50		11	4	5			3	1	74	79.9	2			1						2	2
11:45	60		14	5	11	1				91	108.8	1		2							3	3
H/Total	206	0	50	12	28	2	0	3	1	302	343.8	8	0	5	1	0	0	0	0	0	14	14.5
12:00	43		13	3	5			1	1	66	72.6	2			2						4	5
12:15	36		7	5	8			1		57	69.3	2				1					3	4.3
12:30	48		16	4	6	1		1		76	86.2										0	0
12:45	43		15	5	4			3		70	75.9	4		1							5	5
H/Total	170	0	51	17	23	1	0	6	1	269	304	8	0	1	2	1	0	0	0	0	12	14.3
13:00	53		9	5	13		2			82	103.4	4		2							6	6
13:15	52		9	3	6	1		1		72	81.7	2			1	1					4	5.8
13:30	62		9	1	14	1		1		88	107.1	2			2						4	6.6
13:45	55		21	2	10					88	102	2		1		1					4	5.3
H/Total	222	0	48	11	43	2	2	2	0	330	394.2	10	0	3	1	4	0	0	0	0	18	23.7
14:00	62		9	3	6		1			81	91.3	4			2						6	8.6
14:15	59		16	2	12			1		90	106	1		1		4					6	11.2
14:30	60		10	7	12	1				90	110.1	5		1							6	6
14:45	74		13	2	13					102	119.9	4		1							5	5
H/Total	255	0	48	14	43	1	1	1	0	363	427.3	14	0	3	0	6	0	0	0	0	23	30.8
15:00	78		16	4	10			2		110	123.8	4		1							5	5
15:15	48		15	7	5			1		76	85.4	2		1							3	3
15:30	76		15	4	9					104	117.7	1									1	1
15:45	67		12		4					83	88.2	5			1						6	7.3
H/Total	269	0	58	15	28	0	0	3	0	373	415.1	12	0	2	0	1	0	0	0	0	15	16.3
16:00	90		19	3	5	2		1		115	117.9	3									3	3
16:15	92		10	5	5			1		113	123	5				1					6	7.3
16:30	112		22	1	3					138	142.4	3									3	3
16:45	121		17	1	8	1				148	159.9	4									4	4
H/Total	415	0	68	10	16	3	1	1	0	514	543.2	15	0	0	0	1	0	0	0	0	16	17.3
17:00	128		19	2	5			1		155	161.9	4		1		4					9	14.2
17:15	148		5	1	11					165	179.8	4				3					7	10.9
17:30	116		14	3	5			1	1	140	146.6	3			1						4	5.3
17:45	112		13		5	1	1			132	140.5	5			1						6	6.5
H/Total	504	0	51	6	26	1	1	2	1	592	628.8	16	0	1	1	8	0	0	0	0	26	36.9
18:00	112		9		3					124	127.9			1				1			2	3
18:15	105		7	1	1					114	115.8	3									3	3
18:30	87		4		2	1				94	97.6	2									2	2
18:45	77		1		2					80	82.6	2									2	2
H/Total	381	0	21	1	8	1	0	0	0	412	423.9	7	0	1	0	0	0	1	0	0	9	10
Total	3312	0	644	165	336	16	9	27	3	4512	5037.7	135	0	28	10	31	0	1	0	0	205	251.3

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **A19 / Wand Lane**
 Date: **18 October 2016, Tuesday**



Time	From A										To A												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00	104	0	5	3	1	1	1	0	0	0	115	119.8	49	0	18	7	6	0	0	0	80	91.3	
07:15	114	0	13	1	3	1	0	0	0	0	132	137.4	44	0	28	4	6	1	0	2	0	85	94.6
07:30	107	0	15	4	6	1	2	0	0	0	135	147.8	62	0	22	5	9	0	0	0	0	98	112.2
07:45	124	0	27	3	6	0	0	1	0	0	161	169.7	91	0	27	7	4	0	0	1	0	130	138.1
H/Total	449	0	60	11	16	3	3	1	0	0	543	574.7	246	0	95	23	25	1	0	3	0	393	436.2
08:00	107	0	19	5	10	0	0	1	0	0	142	156.9	89	0	20	6	6	0	2	0	0	123	135.8
08:15	90	0	13	4	5	0	2	0	0	0	114	124.5	75	0	17	5	6	1	1	1	0	106	117.7
08:30	81	0	12	1	13	0	1	0	0	0	108	126.4	81	0	20	2	7	1	0	0	0	111	122.1
08:45	79	0	11	2	12	2	0	0	0	0	106	124.6	72	0	17	4	6	0	1	0	0	100	110.8
H/Total	357	0	55	12	40	2	3	1	0	0	470	532.4	317	0	74	17	25	2	4	1	0	440	486.4
09:00	60	0	23	8	3	0	0	1	0	0	95	102.3	53	0	18	12	17	1	0	1	0	102	130.5
09:15	57	0	14	5	6	0	0	0	0	0	82	92.3	54	0	13	5	4	0	0	0	1	77	83.9
09:30	43	0	10	4	4	1	0	0	0	0	62	70.2	49	0	9	3	3	1	0	0	0	65	71.4
09:45	55	0	7	2	8	0	1	0	0	0	73	85.4	50	0	9	7	7	1	0	2	0	76	88.4
H/Total	215	0	54	19	21	1	1	1	0	0	312	350.2	206	0	49	27	31	3	0	3	1	320	374.2
10:00	39	0	10	5	14	1	0	0	0	0	69	90.7	45	0	11	6	12	0	0	0	0	74	92.6
10:15	36	0	10	4	6	0	0	0	0	0	56	65.8	48	0	11	2	15	1	0	1	0	78	98.9
10:30	63	0	14	9	6	1	0	0	1	0	94	106.5	44	0	8	2	6	0	0	0	0	60	68.8
10:45	51	0	11	2	9	0	0	0	0	0	73	85.7	53	0	9	3	7	1	0	1	0	74	85
H/Total	189	0	45	20	35	2	0	0	1	0	292	348.7	190	0	39	13	40	2	0	2	0	286	345.3
11:00	55	0	9	4	13	0	0	0	0	0	81	99.9	54	0	10	2	5	0	0	0	1	72	78.7
11:15	47	0	14	6	12	0	0	1	0	0	80	98	44	0	16	1	7	1	0	0	0	69	79.6
11:30	54	0	11	8	5	1	0	0	0	0	79	90.5	51	0	12	4	5	0	0	3	1	76	81.9
11:45	41	0	12	3	6	0	0	1	1	0	64	71.9	62	0	14	5	11	1	0	0	0	93	110.8
H/Total	197	0	46	21	36	1	0	2	1	0	304	360.3	211	0	52	12	28	2	0	3	2	310	351
12:00	53	0	12	3	4	1	0	1	0	0	74	81.1	44	0	13	4	5	0	0	1	1	68	75.1
12:15	53	0	12	2	7	0	0	0	0	0	74	84.1	40	0	7	5	8	0	0	1	0	61	73.3
12:30	57	0	12	5	5	1	0	0	0	0	80	90	49	0	17	4	6	1	0	1	0	78	88.2
12:45	35	0	8	2	4	0	0	0	0	0	49	55.2	45	0	15	7	4	0	0	3	0	74	80.9
H/Total	198	0	44	12	20	2	0	1	0	0	277	310.4	178	0	52	20	23	1	0	6	1	281	317.5
13:00	48	0	10	4	9	0	0	1	0	0	72	85.1	54	0	9	5	13	0	2	0	0	83	104.4
13:15	49	0	11	4	10	0	0	0	0	0	74	89	54	0	11	3	6	1	0	1	0	76	85.7
13:30	62	0	11	8	8	1	0	1	0	0	91	105.8	65	0	10	1	14	1	0	1	0	92	111.1
13:45	54	0	10	7	4	0	0	2	0	0	77	84.5	57	0	21	2	10	0	0	0	0	90	104
H/Total	213	0	42	23	31	1	0	4	0	0	314	364.4	230	0	51	11	43	2	2	2	0	341	405.2
14:00	57	0	9	5	7	1	1	0	0	0	80	93.6	64	0	9	3	6	0	1	0	0	83	93.3
14:15	58	0	11	6	11	0	0	0	0	0	86	103.3	61	0	16	2	12	0	0	1	0	92	108
14:30	67	0	11	6	10	1	1	1	1	0	98	114.6	63	0	10	7	12	1	0	0	0	93	113.1
14:45	65	0	19	3	7	1	2	2	0	0	99	111.4	75	0	15	2	13	0	0	0	0	105	122.9
H/Total	247	0	50	20	35	3	4	3	1	0	363	422.9	263	0	50	14	43	1	1	1	0	373	437.3
15:00	68	0	18	3	6	0	2	0	0	0	97	108.3	92	0	16	5	10	0	0	2	0	125	139.3
15:15	76	0	17	7	3	0	0	0	0	0	103	110.4	57	0	15	7	5	0	0	1	0	85	94.4
15:30	72	0	25	4	5	1	1	1	0	0	109	118.9	90	0	16	4	9	0	0	0	0	119	132.7
15:45	60	0	15	5	10	0	1	0	0	0	91	107.5	71	0	12	0	4	0	0	0	0	87	92.2
H/Total	276	0	75	19	24	1	4	1	0	0	400	445.1	310	0	59	16	28	0	0	3	0	416	458.6
16:00	94	0	32	3	10	0	1	0	0	0	140	155.5	91	0	20	3	0	2	0	1	0	117	119.9
16:15	76	0	18	5	4	0	0	2	0	0	105	111.5	98	0	12	5	5	0	1	0	0	121	131
16:30	70	0	17	3	3	1	1	0	0	0	95	102.4	113	0	23	1	3	0	0	0	0	140	144.4
16:45	97	0	10	2	8	0	1	0	0	0	118	130.4	123	0	18	1	8	1	0	0	0	151	162.9
H/Total	337	0	77	13	25	1	3	2	0	0	458	499.8	425	0	73	10	16	3	1	1	0	529	558.2
17:00	91	0	14	0	2	0	1	0	1	0	109	111.8	132	0	19	2	5	0	0	1	0	159	165.9
17:15	90	0	7	1	4	1	0	2	0	0	105	110.5	151	0	5	1	11	0	0	0	0	168	182.8
17:30	79	0	7	2	2	1	1	1	0	0	93	98	118	0	14	3	5	0	0	2	1	143	149
17:45	90	0	10	4	2	0	0	1	0	0	107	111	114	0	14	0	5	1	1	0	0	135	143.5
H/Total	350	0	38	7	10	2	2	4	1	0	414	431.3	515	0	52	6	26	1	1	3	1	605	641.2
18:00	106	0	13	1	1	0	0	0	0	0	121	122.8	117	0	9	0	3	0	0	0	0	129	132.9
18:15	85	0	11	0	0	0	0	1	0	0	97	96.4	106	0	8	1	1	0	0	0	0	116	117.8
18:30	63	0	5	1	2	0	0	0	0	0	71	74.1	89	0	4	0	2	1	0	0	0	96	99.6
18:45	43	0	3	2	2	0	0	0	0	0	50	53.6	77	0	1	0	2	1	0	0	0	81	84.6
H/Total	297	0	32	4	5	0	0	1	0	0	339	346.9	389	0	22	1	8	2	0	0	0	422	434.9
Total	3325	0	618	181	298	19	20	21	4	0	4486	4987.1	3480	0	668	170	336	20	9	28	5	4716	5246

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
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Time	From B										To B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	
07:00	9	0	0	2	2	0	0	0	0	13	16.6	2	0	1	0	0	0	0	0	3	3
07:15	13	0	1	0	1	0	0	0	0	15	16.3	7	0	1	0	0	0	0	0	8	8
07:30	10	0	1	0	1	0	0	0	0	12	13.3	3	0	1	0	1	0	0	0	6	8.3
07:45	7	0	0	1	1	0	0	0	0	9	10.8	2	0	2	0	1	0	0	0	5	6.3
H/Total	39	0	2	3	5	0	0	0	0	49	57	14	0	5	0	2	1	0	0	22	25.6
08:00	5	0	3	1	0	0	0	0	0	9	9.5	8	0	0	0	0	0	0	0	8	8
08:15	7	0	3	1	1	1	0	0	0	13	15.8	6	0	0	0	0	0	0	0	6	6
08:30	8	0	2	0	1	0	0	0	0	11	12.3	7	0	2	1	1	0	0	0	11	12.8
08:45	4	0	1	0	0	0	0	0	0	5	5	2	0	0	0	0	0	0	0	2	2
H/Total	24	0	9	2	2	1	0	0	0	38	42.6	23	0	2	1	1	0	0	0	27	28.8
09:00	10	0	1	0	0	0	0	0	0	11	11	3	0	2	0	0	0	0	0	5	5
09:15	7	0	1	0	0	0	0	0	1	9	8.2	7	0	2	2	1	0	0	0	12	14.3
09:30	7	0	0	1	1	0	0	0	0	9	10.8	6	0	3	0	0	0	0	0	9	9
09:45	11	0	2	0	0	1	0	0	0	14	15	3	0	0	0	1	0	0	0	4	5.3
H/Total	35	0	4	1	1	1	0	0	1	43	45	19	0	7	2	2	0	0	0	30	33.6
10:00	5	0	1	0	2	0	0	0	0	8	10.6	0	0	1	0	3	0	0	0	4	7.9
10:15	7	0	2	0	1	1	0	0	0	11	13.3	2	0	0	1	2	0	0	0	5	8.1
10:30	9	0	0	1	0	0	0	0	0	10	10.5	8	0	2	2	2	0	0	0	14	17.6
10:45	7	0	0	0	0	0	0	0	3	10	8.2	2	0	1	0	2	0	0	0	5	7.6
H/Total	28	0	3	1	3	1	0	0	3	39	42.6	12	0	4	3	9	0	0	0	28	41.2
11:00	2	0	1	0	3	0	0	0	1	7	10.1	7	0	3	0	1	0	0	0	11	12.3
11:15	2	0	1	0	0	0	0	0	0	3	3	7	0	3	1	0	0	0	0	11	11.5
11:30	1	0	2	0	1	0	0	0	0	4	5.3	5	0	2	0	0	0	0	0	7	7
11:45	6	0	2	1	0	0	0	0	0	9	9.5	2	0	3	0	0	0	0	0	5	5
H/Total	11	0	6	1	4	0	0	0	1	23	27.9	21	0	11	1	1	0	0	0	34	35.8
12:00	3	0	1	1	2	0	0	0	0	7	10.1	6	0	0	2	0	0	0	0	8	9
12:15	7	0	2	0	0	0	0	0	0	9	9	5	0	0	0	1	0	0	0	6	7.3
12:30	7	0	2	0	0	0	0	0	0	9	9	4	0	2	0	0	0	0	0	6	6
12:45	3	0	0	2	1	0	0	0	0	6	8.3	6	0	3	0	0	0	0	0	9	9
H/Total	20	0	5	3	3	0	0	0	0	31	36.4	21	0	5	2	1	0	0	0	29	31.3
13:00	2	0	2	0	1	0	0	0	0	5	6.3	10	0	2	0	0	0	0	0	12	12
13:15	3	0	4	0	1	0	0	0	0	8	9.3	7	0	0	1	1	0	0	0	9	10.8
13:30	6	0	2	0	0	0	0	0	0	8	8	3	0	1	0	2	0	0	0	6	8.6
13:45	6	0	1	0	0	0	0	0	0	7	7	6	0	1	0	1	0	0	0	8	9.3
H/Total	17	0	9	0	2	0	0	0	0	28	30.6	26	0	4	1	4	0	0	0	35	40.7
14:00	6	0	2	0	1	0	0	0	0	9	10.3	8	0	0	3	1	0	0	0	12	16.9
14:15	7	0	3	0	1	0	0	0	0	11	12.3	4	0	3	0	4	0	0	0	11	16.2
14:30	6	0	2	0	0	0	0	0	0	8	8	8	0	1	1	0	0	0	0	10	10.5
14:45	4	0	2	0	3	0	0	0	0	9	12.9	7	0	1	0	0	0	0	0	8	8
H/Total	23	0	9	0	5	0	0	0	0	37	43.5	27	0	5	1	7	1	0	0	41	51.6
15:00	34	0	5	1	1	0	0	0	0	41	42.8	7	0	2	1	0	0	0	0	10	10.5
15:15	22	0	4	0	0	0	0	0	0	26	26	5	0	1	0	0	0	0	0	6	6
15:30	40	0	7	0	0	0	0	0	0	47	47	5	0	1	0	0	0	0	0	6	6
15:45	6	0	2	1	1	0	0	0	0	10	11.8	9	0	0	1	0	0	0	0	10	11.3
H/Total	102	0	18	2	2	0	0	0	0	124	127.6	26	0	4	1	1	0	0	0	32	33.8
16:00	9	0	3	0	0	0	0	0	0	12	12	9	0	1	0	0	0	0	0	10	10
16:15	12	0	3	0	0	0	0	0	0	15	15	10	0	3	0	1	0	0	0	14	15.3
16:30	4	0	1	0	0	0	0	0	0	5	5	6	0	0	0	0	0	0	0	6	6
16:45	10	0	1	0	1	0	0	0	0	12	13.3	10	0	0	0	0	0	0	0	10	10
H/Total	35	0	8	0	1	0	0	0	0	44	45.3	35	0	4	0	1	0	0	0	40	41.3
17:00	8	0	2	0	0	0	0	0	0	10	10	10	0	2	0	4	0	0	0	16	21.2
17:15	8	0	1	0	0	0	1	0	0	10	11	12	0	0	0	3	1	0	0	16	20.9
17:30	6	0	0	0	0	0	0	1	0	7	6.4	9	0	0	0	1	0	0	0	10	11.3
17:45	4	0	1	1	1	0	0	0	0	7	8.8	11	0	0	1	0	0	0	0	12	12.5
H/Total	26	0	4	1	1	0	1	1	0	34	36.2	42	0	2	1	8	1	0	0	54	65.9
18:00	8	0	1	0	2	0	0	0	0	11	13.6	5	0	2	0	0	0	1	0	8	9
18:15	4	0	1	0	1	0	0	0	0	6	7.3	7	0	1	0	0	0	0	0	8	8
18:30	6	0	0	0	0	0	0	0	0	6	6	8	0	1	0	0	0	0	0	9	9
18:45	2	0	0	0	0	1	0	0	0	3	4	4	0	0	0	0	0	0	0	4	4
H/Total	20	0	2	0	3	1	0	0	0	26	30.9	24	0	4	0	0	1	0	0	29	30
Total	380	0	79	14	32	4	1	4	2	516	565.6	290	0	57	13	37	3	1	0	401	459.6

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **A19 / Wand Lane**
 Date: **18 October 2016, Tuesday**



Time	From C										To C											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	49	0	19	7	6	0	0	0	0	81	92.3	111	0	5	5	3	1	1	0	0	126	134.4
07:15	42	0	28	4	6	1	0	2	0	83	92.6	118	0	13	1	4	1	0	0	0	137	143.7
07:30	59	0	22	5	10	0	0	0	0	96	111.5	111	0	15	4	7	0	2	0	0	139	152.1
07:45	87	0	29	7	4	0	0	1	0	128	136.1	125	0	27	4	6	0	1	0	1	163	172.2
H/Total	237	0	98	23	26	1	0	3	0	388	432.5	465	0	60	14	20	2	3	1	0	565	602.4
08:00	92	0	19	6	6	0	2	0	0	125	137.8	107	0	21	6	10	0	1	0	1	145	160.4
08:15	77	0	17	4	6	0	1	1	0	106	116.2	93	0	16	4	6	0	2	0	0	121	132.8
08:30	82	0	21	3	7	1	0	0	0	114	125.6	83	0	13	1	13	0	1	0	0	111	129.4
08:45	70	0	17	4	6	0	1	0	0	98	108.8	79	0	12	2	12	2	0	0	0	107	125.6
H/Total	321	0	74	17	25	1	4	1	0	443	488.4	362	0	62	13	41	2	3	1	0	484	548.2
09:00	50	0	18	12	17	1	0	1	0	99	127.5	64	0	22	8	3	0	0	1	0	98	105.3
09:15	52	0	15	7	5	0	0	0	0	79	89	55	0	15	5	6	0	0	0	0	81	91.3
09:30	48	0	11	3	3	1	0	0	0	66	72.4	43	0	9	5	5	1	0	0	0	63	73
09:45	47	0	8	7	8	0	0	2	0	72	84.7	60	0	8	2	8	0	1	0	0	79	91.4
H/Total	197	0	52	29	33	2	0	3	0	316	373.6	222	0	54	20	22	1	1	1	0	321	361
10:00	43	0	10	6	14	0	0	0	0	73	94.2	42	0	9	5	15	1	0	0	0	72	95
10:15	47	0	9	3	17	0	0	1	0	77	100	40	0	10	4	7	0	0	0	0	61	72.1
10:30	40	0	9	3	8	0	0	0	0	60	71.9	60	0	13	9	6	1	0	0	1	90	102.5
10:45	50	0	9	3	8	1	0	1	0	72	84.3	53	0	10	2	8	0	0	3	0	76	85.6
H/Total	180	0	37	15	47	1	0	2	0	282	350.4	195	0	42	20	36	2	0	3	1	299	355.2
11:00	57	0	11	2	5	0	0	0	0	75	82.5	53	0	8	4	15	0	0	0	0	80	101.5
11:15	44	0	17	2	7	1	0	0	0	71	82.1	42	0	13	6	12	0	0	1	0	74	92
11:30	52	0	11	4	5	0	0	3	1	76	81.9	51	0	10	8	6	1	0	0	0	76	88.8
11:45	61	0	16	5	11	1	0	0	0	94	111.8	44	0	13	4	6	0	0	1	1	69	77.4
H/Total	214	0	55	13	28	2	0	3	1	316	358.3	190	0	44	22	39	1	0	2	1	299	359.7
12:00	45	0	13	5	5	0	0	1	1	70	77.6	51	0	13	3	6	1	0	1	0	75	84.7
12:15	38	0	7	5	9	0	0	1	0	60	73.6	53	0	14	2	7	0	0	0	0	76	86.1
12:30	48	0	16	4	6	1	0	1	0	76	86.2	59	0	11	5	5	1	0	0	0	81	91
12:45	47	0	16	5	4	0	0	3	0	75	80.9	34	0	6	2	5	0	0	0	0	47	54.5
H/Total	178	0	52	19	24	1	0	6	1	281	318.3	197	0	44	12	23	2	0	1	0	279	316.3
13:00	57	0	11	5	13	0	2	0	0	88	109.4	43	0	12	4	10	0	0	1	0	70	84.4
13:15	54	0	9	4	7	1	0	1	0	76	87.5	45	0	13	4	11	0	0	0	0	73	89.3
13:30	64	0	9	1	16	1	0	1	0	92	113.7	64	0	11	8	8	1	0	1	0	93	107.8
13:45	57	0	22	2	11	0	0	0	0	92	107.3	54	0	11	7	4	0	0	2	0	78	85.5
H/Total	232	0	51	12	47	2	2	2	0	348	417.9	206	0	47	23	33	1	0	4	0	314	367
14:00	66	0	9	3	8	0	1	0	0	87	99.9	57	0	11	5	7	0	1	0	0	81	93.6
14:15	60	0	17	2	16	0	0	1	0	96	117.2	60	0	12	6	12	0	0	0	0	90	108.6
14:30	65	0	11	7	12	1	0	0	0	96	116.1	67	0	13	5	10	1	1	1	1	99	115.1
14:45	78	0	14	2	13	0	0	0	0	107	124.9	65	0	19	3	10	1	2	2	0	102	118.3
H/Total	269	0	51	14	49	1	1	1	0	386	458.1	249	0	55	19	39	2	4	3	1	372	435.6
15:00	82	0	17	4	10	0	0	2	0	115	128.8	85	0	22	2	7	0	2	0	0	118	130.1
15:15	50	0	16	7	5	0	0	1	0	79	88.4	86	0	21	7	3	0	0	0	0	117	124.4
15:30	77	0	15	4	9	0	0	0	0	105	118.7	94	0	30	4	5	1	1	1	0	136	145.9
15:45	72	0	12	0	5	0	0	0	0	89	95.5	58	0	17	6	11	0	1	0	0	93	111.3
H/Total	281	0	60	15	29	0	0	3	0	388	431.4	323	0	90	19	26	1	4	1	0	464	511.7
16:00	93	0	19	3	0	2	0	1	1	118	120.9	96	0	33	3	10	0	1	0	0	143	158.5
16:15	97	0	10	5	6	0	1	0	0	119	130.3	77	0	16	5	4	0	0	2	0	104	110.5
16:30	115	0	22	1	3	0	0	0	0	141	145.4	70	0	17	3	3	1	1	0	0	95	102.4
16:45	125	0	17	1	8	1	0	0	0	152	163.9	99	0	10	2	9	0	1	0	0	121	134.7
H/Total	430	0	68	10	17	3	1	1	0	530	560.5	342	0	76	13	26	1	3	2	0	463	506.1
17:00	132	0	20	2	9	0	0	1	0	164	176.1	89	0	15	0	2	0	1	0	1	108	110.8
17:15	152	0	5	1	14	0	0	0	0	172	190.7	87	0	8	1	4	0	1	2	0	103	108.5
17:30	119	0	14	3	6	0	0	1	1	144	151.9	77	0	7	2	2	1	1	1	0	91	96
17:45	117	0	13	1	5	1	1	0	0	138	147	86	0	10	5	3	0	0	1	0	105	110.8
H/Total	520	0	52	7	34	1	1	2	1	618	665.7	339	0	40	8	11	1	3	4	1	407	426.1
18:00	112	0	10	0	3	0	1	0	0	126	130.9	104	0	13	1	3	0	0	0	0	121	125.4
18:15	108	0	7	1	1	0	0	0	0	117	118.8	84	0	10	0	1	0	0	1	0	96	96.7
18:30	89	0	4	0	2	1	0	0	0	96	99.6	61	0	4	1	2	0	0	0	0	68	71.1
18:45	79	0	1	0	2	0	0	0	0	82	84.6	43	0	3	2	2	0	0	0	0	50	53.6
H/Total	388	0	22	1	8	1	1	0	0	421	433.9	292	0	30	4	8	0	0	1	0	335	346.8
Total	3447	0	672	175	367	16	10	27	3	4717	5289	3382	0	644	187	324	16	21	24	4	4602	5136.1

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **A19 / Wand Lane**
 Date: **18 October 2016, Tuesday**



Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY			
07:00	162	0	24	12	9	1	1	0	0	209	228.7	
07:15	169	0	42	5	10	2	0	2	0	230	246.3	
07:30	176	0	38	9	17	1	2	0	0	243	272.6	
07:45	218	0	56	11	11	0	0	2	0	298	316.6	
H/Total	725	0	160	37	47	4	3	4	0	980	1064.2	
08:00	204	0	41	12	16	0	2	1	0	276	304.2	
08:15	174	0	33	9	12	1	3	1	0	233	256.5	
08:30	171	0	35	4	21	1	1	0	0	233	264.3	
08:45	153	0	29	6	18	2	1	0	0	209	238.4	
H/Total	702	0	138	31	67	4	7	2	0	951	1063.4	
09:00	120	0	42	20	20	1	0	2	0	205	240.8	
09:15	116	0	30	12	11	0	0	0	1	170	189.5	
09:30	98	0	21	8	8	2	0	0	0	137	153.4	
09:45	113	0	17	9	16	1	1	2	0	159	185.1	
H/Total	447	0	110	49	55	4	1	4	1	671	768.8	
10:00	87	0	21	11	30	1	0	0	0	150	195.5	
10:15	90	0	21	7	24	1	0	1	0	144	179.1	
10:30	112	0	23	13	14	1	0	0	1	164	188.9	
10:45	108	0	20	5	17	1	0	4	0	155	178.2	
H/Total	397	0	85	36	85	4	0	5	1	613	741.7	
11:00	114	0	21	6	21	0	0	0	1	163	192.5	
11:15	93	0	32	8	19	1	0	1	0	154	183.1	
11:30	107	0	24	12	11	1	0	3	1	159	177.7	
11:45	108	0	30	9	17	1	0	1	1	167	193.2	
H/Total	422	0	107	35	68	3	0	5	3	643	746.5	
12:00	101	0	26	9	11	1	0	2	1	151	168.8	
12:15	98	0	21	7	16	0	0	1	0	143	166.7	
12:30	112	0	30	9	11	2	0	1	0	165	185.2	
12:45	85	0	24	9	9	0	0	3	0	130	144.4	
H/Total	396	0	101	34	47	3	0	7	1	589	665.1	
13:00	107	0	23	9	23	0	2	1	0	165	200.8	
13:15	106	0	24	8	18	1	0	1	0	158	185.8	
13:30	132	0	22	9	24	2	0	2	0	191	227.5	
13:45	117	0	33	9	15	0	0	2	0	176	198.8	
H/Total	462	0	102	35	80	3	2	6	0	690	812.9	
14:00	129	0	20	8	16	1	2	0	0	176	203.8	
14:15	125	0	31	8	28	0	0	1	0	193	232.8	
14:30	138	0	24	13	22	2	1	1	1	202	238.7	
14:45	147	0	35	5	23	1	2	2	0	215	249.2	
H/Total	539	0	110	34	89	4	5	4	1	786	924.5	
15:00	184	0	40	8	17	0	2	2	0	253	279.9	
15:15	148	0	37	14	8	0	0	1	0	208	224.8	
15:30	189	0	47	8	14	1	1	1	0	261	284.6	
15:45	138	0	29	6	16	0	1	0	0	190	214.8	
H/Total	659	0	153	36	55	1	4	4	0	912	1004.1	
16:00	196	0	54	6	10	2	1	1	0	270	288.4	
16:15	185	0	31	10	10	0	1	2	0	239	256.8	
16:30	189	0	40	4	6	1	1	0	0	241	252.8	
16:45	232	0	28	3	17	1	1	0	0	282	307.6	
H/Total	802	0	153	23	43	4	4	3	0	1032	1105.6	
17:00	231	0	36	2	11	0	1	1	1	283	297.9	
17:15	250	0	13	2	18	1	1	2	0	287	312.2	
17:30	204	0	21	5	8	1	1	3	1	244	256.3	
17:45	211	0	24	6	8	1	1	1	0	252	266.8	
H/Total	896	0	94	15	45	3	4	7	2	1066	1133.2	
18:00	226	0	24	1	6	0	1	0	0	258	267.3	
18:15	197	0	19	1	2	0	0	1	0	220	222.5	
18:30	158	0	9	1	4	1	0	0	0	173	179.7	
18:45	124	0	4	2	4	1	0	0	0	135	142.2	
H/Total	705	0	56	5	16	2	1	1	0	786	811.7	
Total	7152	0	1369	370	697	39	31	52	9	9719	10842	

Peak Hours	Totals
07:00 08:00	980
07:15 08:15	1047
07:30 08:30	1050
07:45 08:45	1040

08:00 09:00	951
08:15 09:15	880
08:30 09:30	817
08:45 09:45	721

09:00 10:00	671
09:15 10:15	616
09:30 10:30	590
09:45 10:45	617

10:00 11:00	613
10:15 11:15	626
10:30 11:30	636
10:45 11:45	631

11:00 12:00	643
11:15 12:15	631
11:30 12:30	620
11:45 12:45	626

12:00 13:00	589
12:15 13:15	603
12:30 13:30	618
12:45 13:45	644

13:00 14:00	690
13:15 14:15	701
13:30 14:30	736
13:45 14:45	747

14:00 15:00	786
14:15 15:15	863
14:30 15:30	878
14:45 15:45	937

15:00 16:00	912
15:15 16:15	929
15:30 16:30	960
15:45 16:45	940

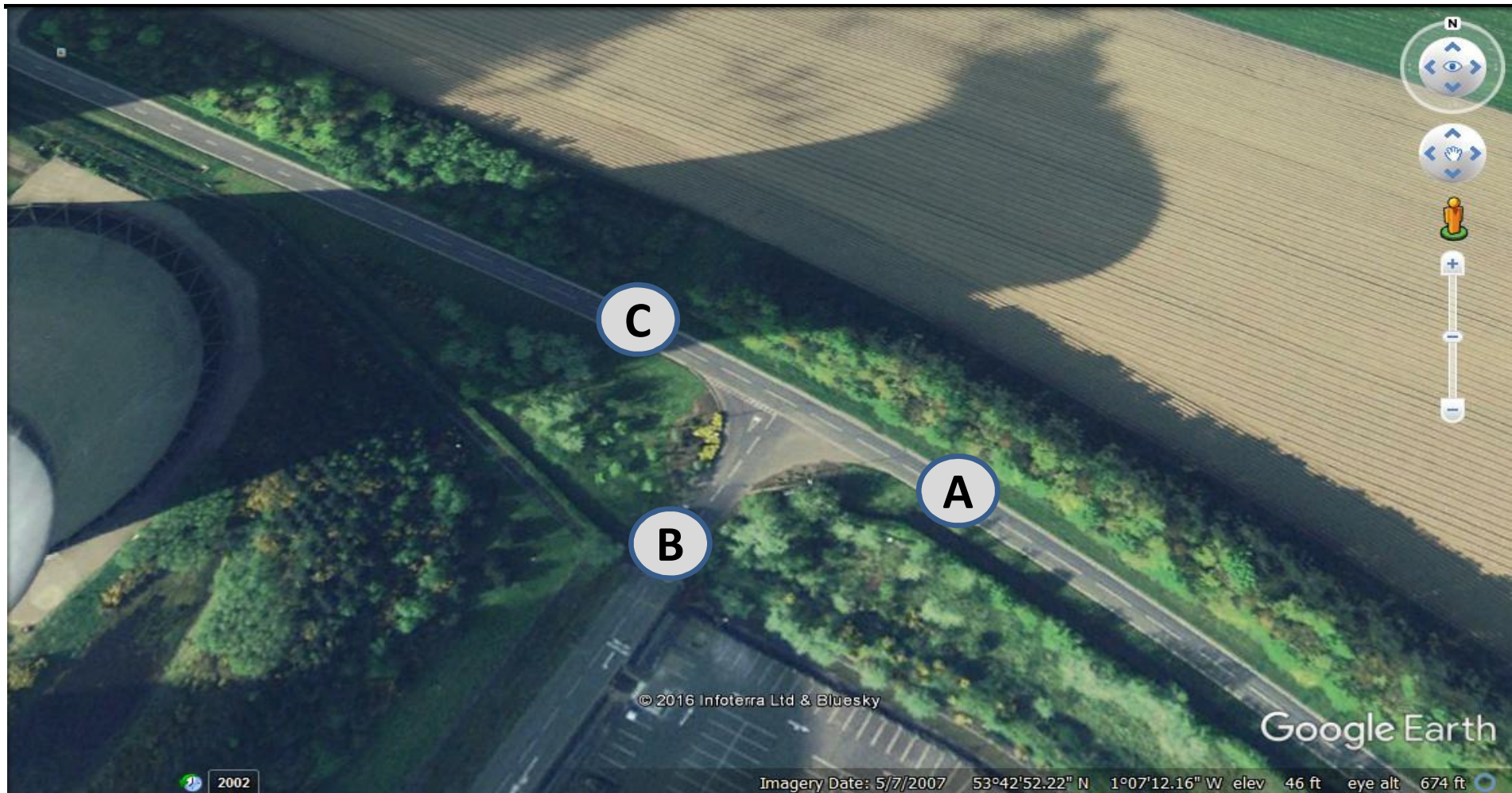
16:00 17:00	1032
16:15 17:15	1045
16:30 17:30	1093
16:45 17:45	1096

17:00 18:00	1066
17:15 18:15	1041
17:30 18:30	974
17:45 18:45	903

18:00 19:00	786
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MCC 6: Wand Lane / Hensall Gate Entrance

Project Number: **TSP12919**
Project Name: **Selby Surveys**
Survey Type: **Manual Classified Traffic Count**
Site No: **5**
Location: **Wand Lane / Eggborough Power Station Site Entrance**



Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Wand Lane / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	A - A										A - B												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00										0	0											0	0
07:15										0	0											0	0
07:30										0	0											0	0
07:45										0	0											1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
08:00										0	0											1	1
08:15	1									1	1			1								0	0
08:30										0	0	1										1	1
08:45										0	0											0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	2	2
09:00										0	0	1										1	1
09:15										0	0											0	0
09:30										0	0											0	0
09:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
10:00										0	0											0	0
10:15										0	0											0	0
10:30										0	0											0	0
10:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00										0	0											0	0
11:15										0	0											0	0
11:30										0	0											0	0
11:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00										0	0											0	0
12:15										0	0											0	0
12:30										0	0	1										1	1
12:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
13:00										0	0											0	0
13:15										0	0											0	0
13:30										0	0											0	0
13:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00										0	0											0	0
14:15										0	0											0	0
14:30										0	0											0	0
14:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00										0	0											0	0
15:15										0	0											0	0
15:30										0	0											0	0
15:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00										0	0											0	0
16:15										0	0											0	0
16:30										0	0											0	0
16:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00										0	0											1	1
17:15										0	0											0	0
17:30										0	0											0	0
17:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
18:00										0	0											0	0
18:15										0	0											0	0
18:30										0	0											0	0
18:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1	1	4	0	2	0	0	0	0	0	0	0	6	6

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Wand Lane / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	A - C										B - A												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00	3				1					4	5.3											0	0
07:15	9		2							11	11											0	0
07:30	15									15	15											0	0
07:45	7		3							10	10											0	0
H/Total	34	0	5	0	1	0	0	0	0	40	41.3	0	0	0	0	0	0	0	0	0	0	0	0
08:00	4		2		1					7	8.3											0	0
08:15	5					1				6	7											0	0
08:30	4		1		1					6	7.3											0	0
08:45	9		3	1					1	14	13.7											0	0
H/Total	22	0	6	1	2	1	0	0	1	33	36.3	0	0	0	0	0	0	0	0	0	0	0	0
09:00	12								1	13	12.2											0	0
09:15	7		1		1					9	10.3											0	0
09:30	5			1		1				7	8.5											0	0
09:45	5				3					8	11.9											0	0
H/Total	29	0	1	1	4	1	0	0	1	37	42.9	0	0	0	0	0	0	0	0	0	0	0	0
10:00	7			1	1					9	10.8											0	0
10:15	6									6	6											0	0
10:30	8		3		1				1	13	13.5											0	0
10:45	5		3						1	9	8.2											0	0
H/Total	26	0	6	1	2	0	0	0	2	37	38.5	0	0	0	0	0	0	0	0	0	0	0	0
11:00	9									9	9											0	0
11:15	6									7	6.2											0	0
11:30	4		2						1	7	6.2											0	0
11:45	3		3							6	6											0	0
H/Total	22	0	5	0	0	0	0	0	1	28	27.2	1	0	0	0	0	0	0	0	0	0	1	1
12:00	6		1		1					8	9.3	1										1	1
12:15	7		3							10	10											0	0
12:30	5		1		1					7	8.3											0	0
12:45	2		3							5	5											0	0
H/Total	20	0	8	0	2	0	0	0	0	30	32.6	1	0	0	0	0	0	0	0	0	0	1	1
13:00	7		1							8	8											0	0
13:15	5									5	5											0	0
13:30	7		1							8	8											0	0
13:45	4		1						1	6	5.2											0	0
H/Total	23	0	3	0	0	0	0	0	1	27	26.2	0	0	0	0	0	0	0	0	0	0	0	0
14:00	5			1					1	7	6.7											0	0
14:15	4			1						5	5.5											0	0
14:30	2									2	2	1										1	1
14:45	6		2							8	8											0	0
H/Total	17	0	2	2	0	0	0	0	1	22	22.2	1	0	0	0	0	0	0	0	0	0	1	1
15:00	4			1						5	5.5	1										1	1
15:15	8		2							10	10	1										1	1
15:30	5		1							6	6	3										3	3
15:45	6		1							7	7											0	0
H/Total	23	0	4	1	0	0	0	0	0	28	28.5	5	0	0	0	0	0	0	0	0	0	5	5
16:00	7		2							9	9											0	0
16:15	5		1		1					7	8.3			1								1	1
16:30	9		2							11	11											0	0
16:45	3									3	3	4										4	4
H/Total	24	0	5	0	1	0	0	0	0	30	31.3	4	0	1	0	0	0	0	0	0	0	5	5
17:00	6			1						7	7.5											0	0
17:15	5		1			1				7	8	1		1								2	2
17:30	1									1	1											0	0
17:45	7		1	1	1				1	11	12	1										1	1
H/Total	19	0	2	2	1	0	1	0	1	26	28.5	2	0	1	0	0	0	0	0	0	0	3	3
18:00	8				2					10	12.6											0	0
18:15	4		1		1					6	7.3											0	0
18:30	11		1							12	12											1	1
18:45	4					1				5	6			1								0	0
H/Total	27	0	2	0	3	1	0	0	0	33	37.9	0	0	1	0	0	0	0	0	0	0	1	1
Total	286	0	49	8	16	3	1	0	8	371	393.4	14	0	3	0	0	0	0	0	0	0	17	17

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Wand Lane / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	B - B										B - C												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00										0	0											0	0
07:15										0	0					1						1	2.3
07:30										0	0											0	0
07:45										0	0											1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	3.3
08:00										0	0					1						1	2.3
08:15										0	0											0	0
08:30										0	0	1		1								2	2
08:45										0	0	4										4	4
H/Total	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	1	0	0	0	0	0	7	8.3
09:00										0	0	1				1						2	3.3
09:15										0	0	1		1		2						4	6.6
09:30										0	0	1										1	1
09:45										0	0					1						1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	3	0	0	0	0	0	8	11.9
10:00										0	0											0	0
10:15										0	0	1										1	1
10:30										0	0			1								1	1
10:45										0	0			2								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4	4
11:00										0	0			2		1						3	4.3
11:15										0	0					1						1	2.3
11:30										0	0			2								2	2
11:45										0	0	3		2								5	5
H/Total	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	2	0	0	0	0	0	11	13.6
12:00										0	0	4		1								5	5
12:15										0	0											0	0
12:30										0	0	1										1	1
12:45										0	0			1								1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	7	7
13:00										0	0	1		1								2	2
13:15										0	0	2		2		1						5	6.3
13:30										0	0	1										1	1
13:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	1	0	0	0	0	0	8	9.3
14:00										0	0	4										4	4
14:15										0	0	3				1						4	5.3
14:30										0	0			2		3						5	8.9
14:45										0	0			1	1	1						3	4.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	7	0	3	1	5	0	0	0	0	0	16	23
15:00										0	0	2		4								6	6
15:15										0	0	14		1		1						16	17.3
15:30										0	0	16		7								23	23
15:45										0	0	4		1		1						6	7.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	36	0	13	0	2	0	0	0	0	0	51	53.6
16:00										0	0	2		3								5	5
16:15										0	0	4										4	4
16:30										0	0											0	0
16:45										0	0	16		1								17	17
H/Total	0	0	0	0	0	0	0	0	0	0	0	22	0	4	0	0	0	0	0	0	0	26	26
17:00										0	0	8										8	8
17:15										0	0	1										1	1
17:30										0	0											0	0
17:45										0	0	2										2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	11	11
18:00										0	0	1		1								1	1
18:15										0	0	2										2	2
18:30										0	0	3										3	3
18:45										0	0											0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	0	7	7
Total	0	0	0	0	0	0	0	0	0	0	0	104	0	38	1	15	0	0	0	0	0	158	178

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Wand Lane / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	C - A										C - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	1									2	2	2									2	2
07:15	5		1							6	6	2									2	2
07:30	2		2		1	1				6	8.3	1									1	1
07:45	5									5	5	3		1							5	6.3
H/Total	13	0	4	0	1	1	0	0	0	19	21.3	8	0	1	0	1	0	0	0	0	10	11.3
08:00	3		2		1					6	7.3			3							3	3
08:15	6		1	1			1			9	10.5			1		2					3	5.6
08:30	6		1		1					8	9.3				1						1	2.3
08:45	2		2							4	4	2		1							3	3
H/Total	17	0	6	1	2	0	1	0	0	27	31.1	2	0	5	0	3	0	0	0	0	10	13.9
09:00	2		3	1						6	6.5										0	0
09:15	7		1							8	8	2		1							3	3
09:30	3		1	1	1					6	7.8	1									1	1
09:45	2		1							3	3.5	2			1						3	4.3
H/Total	14	0	5	3	1	0	0	0	0	23	25.8	5	0	1	0	1	0	0	0	0	7	8.3
10:00	5		1							6	6			2							2	2
10:15	6			1						7	7.5	2				1					3	4.3
10:30	3		1							4	4	1			1						2	2.5
10:45	1		1							2	2										0	0
H/Total	15	0	3	1	0	0	0	0	0	19	19.5	3	0	2	1	1	0	0	0	0	7	8.8
11:00	6		3	2	2					10	13.6	1									1	1
11:15	5				2					10	12.6			4							4	4
11:30	10								1	11	10.2			1							1	1
11:45	5		3							8	8	1									1	1
H/Total	26	0	6	2	4	0	0	0	1	39	44.4	2	0	5	0	0	0	0	0	0	7	7
12:00	6		1							7	7	1									1	1
12:15	8		1		1					9	10.3	1		1		1					3	4.3
12:30	8		1							9	9	1			1						2	3.3
12:45	6		2							8	8	1									1	1
H/Total	28	0	4	0	1	0	0	0	0	33	34.3	4	0	1	0	2	0	0	0	0	7	9.6
13:00	5									5	5	1		1							2	2
13:15	5		2	1						8	8.5	1			1						2	3.3
13:30	6		2				1			9	10	1									1	1
13:45	2		1							3	3	2			4						6	11.2
H/Total	18	0	5	1	0	0	1	0	0	25	26.5	5	0	1	0	5	0	0	0	0	11	17.5
14:00	2			1	1	1				4	6.3	1									1	1
14:15	6		2		1					9	10.3	1				1					2	3.3
14:30	6		1		1					8	9.3				1						1	1.5
14:45	4		2							6	6										0	0
H/Total	18	0	5	0	3	1	0	0	0	27	31.9	2	0	0	1	1	0	0	0	0	4	5.8
15:00	7		1		1					9	10.3	1									1	1
15:15	8		2		1					11	12.3				1						1	1.5
15:30	6		4					1		11	10.4										0	0
15:45	10			1						11	11.5										0	0
H/Total	31	0	7	1	2	0	0	1	0	42	44.5	1	0	0	1	0	0	0	0	0	2	2.5
16:00	5		2				1			8	9										0	0
16:15	12		1						1	14	13.2										0	0
16:30	9		1							10	10										0	0
16:45	6		2		1					9	10.3										0	0
H/Total	32	0	6	0	1	0	1	0	1	41	42.5	0	0	0	0	0	0	0	0	0	0	0
17:00	11									11	11										0	0
17:15	9					1				10	11										0	0
17:30	10			1						11	11.5	1									1	1
17:45	12									12	12										0	0
H/Total	42	0	0	1	0	1	0	0	0	44	45.5	1	0	0	0	0	0	0	0	0	1	1
18:00	10									10	10			1							1	1
18:15	11		2							13	13			1							1	1
18:30	11		1							12	12	2									2	2
18:45	9									9	9										0	0
H/Total	41	0	3	0	0	0	0	0	0	44	44	2	0	2	0	0	0	0	0	0	4	4
Total	295	0	54	10	15	3	3	1	2	383	411.3	35	0	18	3	14	0	0	0	0	70	89.7

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Wand Lane / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	C - C									TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY		
07:00										0	0
07:15										0	0
07:30										0	0
07:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
08:00										0	0
08:15										0	0
08:30										0	0
08:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
09:00										0	0
09:15										0	0
09:30										0	0
09:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
10:00										0	0
10:15										0	0
10:30										0	0
10:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
11:00										0	0
11:15										0	0
11:30										0	0
11:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
12:00				1						1	1.5
12:15										0	0
12:30										0	0
12:45										0	0
H/Total	0	0	0	1	0	0	0	0	0	1	1.5
13:00										0	0
13:15										0	0
13:30										0	0
13:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
14:00										0	0
14:15	1									1	1
14:30										0	0
14:45										0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1
15:00										0	0
15:15										0	0
15:30										0	0
15:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
16:00										0	0
16:15										0	0
16:30										0	0
16:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
17:00										0	0
17:15										0	0
17:30										0	0
17:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
18:00										0	0
18:15										0	0
18:30										0	0
18:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	2	2.5

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Wand Lane / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	From A										To A											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL		
07:00	3	0	0	0	1	0	0	0	0	4	5.3	1	0	1	0	0	0	0	0	2	2	
07:15	9	0	2	0	0	0	0	0	0	11	11	5	0	1	0	0	0	0	0	6	6	
07:30	15	0	0	0	0	0	0	0	0	15	15	2	0	2	0	1	0	0	0	6	8.3	
07:45	8	0	3	0	0	0	0	0	0	11	11	5	0	0	0	0	0	0	0	5	5	
H/Total	35	0	5	0	1	0	0	0	0	41	42.3	13	0	4	0	1	1	0	0	19	21.3	
08:00	4	0	3	0	1	0	0	0	0	8	9.3	3	0	2	0	1	0	0	0	6	7.3	
08:15	6	0	0	0	0	1	0	0	0	7	8	7	0	1	1	0	0	1	0	10	11.5	
08:30	5	0	1	0	1	0	0	0	0	7	8.3	6	0	1	0	1	0	0	0	8	9.3	
08:45	9	0	3	1	0	0	0	0	1	14	13.7	2	0	2	0	0	0	0	0	4	4	
H/Total	24	0	7	1	2	1	0	0	1	36	39.3	18	0	6	1	2	0	1	0	28	32.1	
09:00	13	0	0	0	0	0	0	0	1	14	13.2	2	0	3	1	0	0	0	0	6	6.5	
09:15	7	0	1	0	1	0	0	0	0	9	10.3	7	0	1	0	0	0	0	0	8	8	
09:30	5	0	0	1	0	1	0	0	0	7	8.5	3	0	1	1	0	0	0	0	6	7.8	
09:45	5	0	0	0	3	0	0	0	0	8	11.9	2	0	0	1	0	0	0	0	3	3.5	
H/Total	30	0	1	1	4	1	0	0	1	38	43.9	14	0	5	3	1	0	0	0	23	25.8	
10:00	7	0	0	1	1	0	0	0	0	9	10.8	5	0	1	0	0	0	0	0	6	6	
10:15	6	0	0	0	0	0	0	0	0	6	6	6	0	0	1	0	0	0	0	7	7.5	
10:30	8	0	3	0	1	0	0	0	1	13	13.5	3	0	1	0	0	0	0	0	4	4	
10:45	5	0	3	0	0	0	0	0	1	9	8.2	1	0	1	0	0	0	0	0	2	2	
H/Total	26	0	6	1	2	0	0	0	2	37	38.5	15	0	3	1	0	0	0	0	19	19.5	
11:00	9	0	0	0	0	0	0	0	0	9	9	6	0	0	2	2	0	0	0	10	13.6	
11:15	6	0	0	0	0	0	0	0	1	7	6.2	5	0	3	0	2	0	0	0	10	12.6	
11:30	4	0	2	0	0	0	0	0	0	6	6	10	0	0	0	0	0	0	1	11	10.2	
11:45	3	0	3	0	0	0	0	0	0	6	6	6	0	3	0	0	0	0	0	9	9	
H/Total	22	0	5	0	0	0	0	0	1	28	27.2	27	0	6	2	4	0	0	1	40	45.4	
12:00	6	0	1	0	1	0	0	0	0	8	9.3	7	0	1	0	0	0	0	0	8	8	
12:15	7	0	3	0	0	0	0	0	0	10	10	8	0	0	1	0	0	0	0	9	10.3	
12:30	6	0	1	0	1	0	0	0	0	8	9.3	8	0	1	0	0	0	0	0	9	9	
12:45	2	0	3	0	0	0	0	0	0	5	5	6	0	2	0	0	0	0	0	8	8	
H/Total	21	0	8	0	2	0	0	0	0	31	33.6	29	0	4	0	1	0	0	0	34	35.3	
13:00	7	0	1	0	0	0	0	0	0	8	8	5	0	0	0	0	0	0	0	5	5	
13:15	5	0	0	0	0	0	0	0	0	5	5	5	0	2	1	0	0	0	0	8	8.5	
13:30	7	0	1	0	0	0	0	0	0	8	8	6	0	2	0	0	1	0	0	9	10	
13:45	4	0	1	0	0	0	0	0	1	6	5.2	2	0	1	0	0	0	0	0	3	3	
H/Total	23	0	3	0	0	0	0	0	1	27	26.2	18	0	5	1	0	0	1	0	25	26.5	
14:00	5	0	0	1	0	0	0	0	1	7	6.7	2	0	0	1	1	0	0	0	4	6.3	
14:15	4	0	0	1	0	0	0	0	0	5	5.5	6	0	2	0	1	0	0	0	9	10.3	
14:30	2	0	0	0	0	0	0	0	0	2	2	7	0	1	0	1	0	0	0	9	10.3	
14:45	6	0	2	0	0	0	0	0	0	8	8	4	0	2	0	0	0	0	0	6	6	
H/Total	17	0	2	2	0	0	0	0	1	22	22.2	19	0	5	0	3	1	0	0	28	32.9	
15:00	4	0	0	1	0	0	0	0	0	5	5.5	8	0	1	0	1	0	0	0	10	11.3	
15:15	8	0	2	0	0	0	0	0	0	10	10	9	0	2	0	1	0	0	0	12	13.3	
15:30	5	0	1	0	0	0	0	0	0	6	6	9	0	4	0	0	0	1	0	14	13.4	
15:45	6	0	1	0	0	0	0	0	0	7	7	10	0	0	1	0	0	0	0	11	11.5	
H/Total	23	0	4	1	0	0	0	0	0	28	28.5	36	0	7	1	2	0	0	1	47	49.5	
16:00	7	0	2	0	0	0	0	0	0	9	9	5	0	2	0	0	0	1	0	8	9	
16:15	5	0	1	0	1	0	0	0	0	7	8.3	12	0	2	0	0	0	0	1	15	14.2	
16:30	9	0	2	0	0	0	0	0	0	11	11	9	0	1	0	0	0	0	0	10	10	
16:45	3	0	0	0	0	0	0	0	0	3	3	10	0	2	0	1	0	0	0	13	14.3	
H/Total	24	0	5	0	1	0	0	0	0	30	31.3	36	0	7	0	1	0	1	0	46	47.5	
17:00	6	0	1	1	0	0	0	0	0	8	8.5	11	0	0	0	0	0	0	0	11	11	
17:15	5	0	1	0	0	0	1	0	0	7	8	10	0	1	0	0	1	0	0	12	13	
17:30	1	0	0	0	0	0	0	0	0	1	1	10	0	0	1	0	0	0	0	11	11.5	
17:45	7	0	1	1	1	0	0	0	1	11	12	13	0	0	0	0	0	0	0	13	13	
H/Total	19	0	3	2	1	0	1	0	1	27	29.5	44	0	1	1	0	1	0	0	47	48.5	
18:00	8	0	0	0	2	0	0	0	0	10	12.6	10	0	0	0	0	0	0	0	10	10	
18:15	4	0	1	0	1	0	0	0	0	6	7.3	11	0	2	0	0	0	0	0	13	13	
18:30	11	0	1	0	0	0	0	0	0	12	12	11	0	2	0	0	0	0	0	13	13	
18:45	4	0	0	0	0	1	0	0	0	5	6	9	0	0	0	0	0	0	0	9	9	
H/Total	27	0	2	0	3	1	0	0	0	33	37.9	41	0	4	0	0	0	0	0	45	45	
Total	291	0	51	8	16	3	1	0	8	378	400.4	310	0	57	10	15	3	3	1	2	401	429.3

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Wand Lane / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	From B										To B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15	0	0	0	0	1	0	0	0	0	1	2.3	2	0	0	0	0	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
07:45	1	0	0	0	0	0	0	0	0	1	1	4	0	1	0	0	0	0	0	0	6	7.3
H/Total	1	0	0	0	1	0	0	0	0	2	3.3	9	0	1	0	0	0	0	0	0	11	12.3
08:00	0	0	0	0	1	0	0	0	0	1	2.3	0	0	4	0	0	0	0	0	0	4	4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	5.6
08:30	1	0	1	0	0	0	0	0	0	2	2	1	0	0	1	0	0	0	0	0	2	3.3
08:45	4	0	0	0	0	0	0	0	0	4	4	2	0	1	0	0	0	0	0	0	3	3
H/Total	5	0	1	0	1	0	0	0	0	7	8.3	3	0	6	0	3	0	0	0	0	12	15.9
09:00	1	0	0	0	1	0	0	0	0	2	3.3	1	0	0	0	0	0	0	0	0	1	1
09:15	1	0	1	0	2	0	0	0	0	4	6.6	2	0	1	0	0	0	0	0	0	3	3
09:30	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1
09:45	0	0	1	0	0	0	0	0	0	1	1	2	0	0	1	0	0	0	0	0	3	4.3
H/Total	3	0	2	0	3	0	0	0	0	8	11.9	6	0	1	0	1	0	0	0	0	8	9.3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
10:15	1	0	0	0	0	0	0	0	0	1	1	2	0	0	1	0	0	0	0	0	3	4.3
10:30	0	0	1	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	2	2.5
10:45	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	3	0	0	0	0	0	0	4	4	3	0	2	1	1	0	0	0	0	7	8.8
11:00	0	0	2	0	1	0	0	0	0	3	4.3	1	0	0	0	0	0	0	0	0	1	1
11:15	0	0	0	0	1	0	0	0	0	1	2.3	0	0	4	0	0	0	0	0	0	4	4
11:30	0	0	2	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	1	1
11:45	4	0	2	0	0	0	0	0	0	6	6	1	0	0	0	0	0	0	0	0	1	1
H/Total	4	0	6	0	2	0	0	0	0	12	14.6	2	0	5	0	0	0	0	0	0	7	7
12:00	5	0	1	0	0	0	0	0	0	6	6	1	0	0	0	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	3	4.3
12:30	1	0	0	0	0	0	0	0	0	1	1	2	0	0	1	0	0	0	0	0	3	4.3
12:45	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1
H/Total	6	0	2	0	0	0	0	0	0	8	8	5	0	1	0	2	0	0	0	0	8	10.6
13:00	1	0	1	0	0	0	0	0	0	2	2	1	0	1	0	0	0	0	0	0	2	2
13:15	2	0	2	0	1	0	0	0	0	5	6.3	1	0	0	1	0	0	0	0	0	2	3.3
13:30	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	0	0	0	0	0	6	11.2
H/Total	4	0	3	0	1	0	0	0	0	8	9.3	5	0	1	0	5	0	0	0	0	11	17.5
14:00	4	0	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	1	1
14:15	3	0	0	0	1	0	0	0	0	4	5.3	1	0	0	1	0	0	0	0	0	2	3.3
14:30	1	0	2	0	3	0	0	0	0	6	9.9	0	0	0	1	0	0	0	0	0	1	1.5
14:45	0	0	1	1	1	0	0	0	0	3	4.8	0	0	0	0	0	0	0	0	0	0	0
H/Total	8	0	3	1	5	0	0	0	0	17	24	2	0	0	1	1	0	0	0	0	4	5.8
15:00	3	0	4	0	0	0	0	0	0	7	7	1	0	0	0	0	0	0	0	0	1	1
15:15	15	0	1	0	1	0	0	0	0	17	18.3	0	0	0	1	0	0	0	0	0	1	1.5
15:30	19	0	7	0	0	0	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0	0
15:45	4	0	1	0	1	0	0	0	0	6	7.3	0	0	0	0	0	0	0	0	0	0	0
H/Total	41	0	13	0	2	0	0	0	0	56	58.6	1	0	0	1	0	0	0	0	0	2	2.5
16:00	2	0	3	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0
16:15	4	0	1	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	20	0	1	0	0	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0
H/Total	26	0	5	0	0	0	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0
17:00	8	0	0	0	0	0	0	0	0	8	8	0	0	1	0	0	0	0	0	0	1	1
17:15	2	0	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
17:45	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
H/Total	13	0	1	0	0	0	0	0	0	14	14	1	0	1	0	0	0	0	0	0	2	2
18:00	0	0	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	1	1
18:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1
18:30	2	0	1	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	2	2
18:45	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
H/Total	6	0	2	0	0	0	0	0	0	8	8	2	0	2	0	0	0	0	0	0	4	4
Total	118	0	41	1	15	0	0	0	0	175	195	39	0	20	3	14	0	0	0	0	76	95.7

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Wand Lane / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**



Time	From C										To C												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00	3	0	1	0	0	0	0	0	0	4	4	3	0	0	0	1	0	0	0	0	4	5.3	
07:15	7	0	1	0	0	0	0	0	0	8	8	9	0	2	0	1	0	0	0	0	12	13.3	
07:30	3	0	2	0	1	1	0	0	0	7	9.3	15	0	0	0	0	0	0	0	0	15	15	
07:45	8	0	1	0	1	0	0	0	0	10	11.3	8	0	3	0	0	0	0	0	0	11	11	
H/Total	21	0	5	0	2	1	0	0	0	29	32.6	35	0	5	0	2	0	0	0	0	42	44.6	
08:00	3	0	5	0	1	0	0	0	0	9	10.3	4	0	2	0	2	0	0	0	0	8	10.6	
08:15	6	0	2	1	2	0	1	0	0	12	16.1	5	0	0	0	1	0	0	0	0	6	7	
08:30	6	0	1	0	2	0	0	0	0	9	11.6	5	0	2	0	1	0	0	0	0	8	9.3	
08:45	4	0	3	0	0	0	0	0	0	7	7	13	0	3	1	0	0	0	0	1	18	17.7	
H/Total	19	0	11	1	5	0	1	0	0	37	45	27	0	7	1	3	1	0	0	1	40	44.6	
09:00	2	0	3	1	0	0	0	0	0	6	6.5	13	0	0	0	1	0	0	0	0	1	15	15.5
09:15	9	0	2	0	0	0	0	0	0	11	11	8	0	2	0	3	0	0	0	0	13	16.9	
09:30	4	0	1	1	1	0	0	0	0	7	8.8	6	0	0	1	0	1	0	0	0	8	9.5	
09:45	4	0	0	1	1	0	0	0	0	6	7.8	5	0	1	0	3	0	0	0	0	9	12.9	
H/Total	19	0	6	3	2	0	0	0	0	30	34.1	32	0	3	1	7	1	0	0	1	45	54.8	
10:00	5	0	3	0	0	0	0	0	0	8	8	7	0	0	1	1	0	0	0	0	9	10.8	
10:15	8	0	0	1	1	0	0	0	0	10	11.8	7	0	0	0	0	0	0	0	0	7	7	
10:30	4	0	1	1	0	0	0	0	0	6	6.5	8	0	4	0	1	0	0	0	1	14	14.5	
10:45	1	0	1	0	0	0	0	0	0	2	2	5	0	5	0	0	0	0	0	0	1	11	10.2
H/Total	18	0	5	2	1	0	0	0	0	26	28.3	27	0	9	1	2	0	0	0	2	41	42.5	
11:00	7	0	0	2	2	0	0	0	0	11	14.6	9	0	2	0	1	0	0	0	0	12	13.3	
11:15	5	0	7	0	2	0	0	0	0	14	16.6	6	0	0	0	1	0	0	0	1	8	8.5	
11:30	10	0	1	0	0	0	0	0	1	12	11.2	4	0	4	0	0	0	0	0	0	8	8	
11:45	6	0	3	0	0	0	0	0	0	9	9	6	0	5	0	0	0	0	0	0	11	11	
H/Total	28	0	11	2	4	0	0	0	1	46	51.4	25	0	11	0	2	0	0	0	1	39	40.8	
12:00	7	0	1	1	0	0	0	0	0	9	9.5	10	0	2	1	1	0	0	0	0	14	15.8	
12:15	9	0	1	0	2	0	0	0	0	12	14.6	7	0	3	0	0	0	0	0	0	10	10	
12:30	9	0	1	0	1	0	0	0	0	11	12.3	6	0	1	0	1	0	0	0	0	8	9.3	
12:45	7	0	2	0	0	0	0	0	0	9	9	2	0	4	0	0	0	0	0	0	6	6	
H/Total	32	0	5	1	3	0	0	0	0	41	45.4	25	0	10	1	2	0	0	0	0	38	41.1	
13:00	6	0	1	0	0	0	0	0	0	7	7	8	0	2	0	0	0	0	0	0	10	10	
13:15	6	0	2	1	1	0	0	0	0	10	11.8	7	0	2	0	1	0	0	0	0	10	11.3	
13:30	7	0	2	0	0	0	1	0	0	10	11	8	0	1	0	0	0	0	0	0	9	9	
13:45	4	0	1	0	4	0	0	0	0	9	14.2	4	0	1	0	0	0	0	0	1	6	5.2	
H/Total	23	0	6	1	5	0	1	0	0	36	44	27	0	6	0	1	0	0	0	1	35	35.5	
14:00	3	0	0	0	1	1	0	0	0	5	7.3	9	0	0	1	0	0	0	0	0	1	11	10.7
14:15	8	0	2	0	2	0	0	0	0	12	14.6	8	0	0	1	1	0	0	0	0	10	11.8	
14:30	6	0	1	1	1	0	0	0	0	9	10.8	2	0	2	0	3	0	0	0	0	7	10.9	
14:45	4	0	2	0	0	0	0	0	0	6	6	6	0	3	1	1	0	0	0	0	11	12.8	
H/Total	21	0	5	1	4	1	0	0	0	32	38.7	25	0	5	3	5	0	0	0	1	39	46.2	
15:00	8	0	1	0	1	0	0	0	0	10	11.3	6	0	4	1	0	0	0	0	0	11	11.5	
15:15	8	0	2	1	1	0	0	0	0	12	13.8	22	0	3	0	1	0	0	0	0	26	27.3	
15:30	6	0	4	0	0	0	0	1	0	11	10.4	21	0	8	0	0	0	0	0	0	29	29	
15:45	10	0	0	1	0	0	0	0	0	11	11.5	10	0	2	0	1	0	0	0	0	13	14.3	
H/Total	32	0	7	2	2	0	0	1	0	44	47	59	0	17	1	2	0	0	0	0	79	82.1	
16:00	5	0	2	0	0	0	1	0	0	8	9	9	0	5	0	0	0	0	0	0	14	14	
16:15	12	0	1	0	0	0	0	0	1	14	13.2	9	0	1	0	1	0	0	0	0	11	12.3	
16:30	9	0	1	0	0	0	0	0	0	10	10	9	0	2	0	0	0	0	0	0	11	11	
16:45	6	0	2	0	1	0	0	0	0	9	10.3	19	0	1	0	0	0	0	0	0	20	20	
H/Total	32	0	6	0	1	0	1	0	1	41	42.5	46	0	9	0	1	0	0	0	0	56	57.3	
17:00	11	0	0	0	0	0	0	0	0	11	11	14	0	0	1	0	0	0	0	0	15	15.5	
17:15	9	0	0	0	0	1	0	0	0	10	11	6	0	1	0	0	0	1	0	0	8	9	
17:30	11	0	0	1	0	0	0	0	0	12	12.5	1	0	0	0	0	0	0	0	0	1	1	
17:45	12	0	0	0	0	0	0	0	0	12	12	9	0	1	1	1	0	0	0	1	13	14	
H/Total	43	0	0	1	0	1	0	0	0	45	46.5	30	0	2	2	1	0	1	0	1	37	39.5	
18:00	10	0	1	0	0	0	0	0	0	11	11	8	0	1	0	2	0	0	0	0	11	13.6	
18:15	11	0	3	0	0	0	0	0	0	14	14	5	0	1	0	1	0	0	0	0	7	8.3	
18:30	13	0	1	0	0	0	0	0	0	14	14	13	0	1	0	0	0	0	0	0	14	14	
18:45	9	0	0	0	0	0	0	0	0	9	9	7	0	0	0	1	0	0	0	0	8	9	
H/Total	43	0	5	0	0	0	0	0	0	48	48	33	0	3	0	3	1	0	0	0	40	44.9	
Total	331	0	72	14	29	3	3	1	2	455	503.5	391	0	87	10	31	3	1	0	8	531	573.9	

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Wand Lane / Eggborough Power Station Site Entrance**
 Date: **03 November 2016, Thursday**

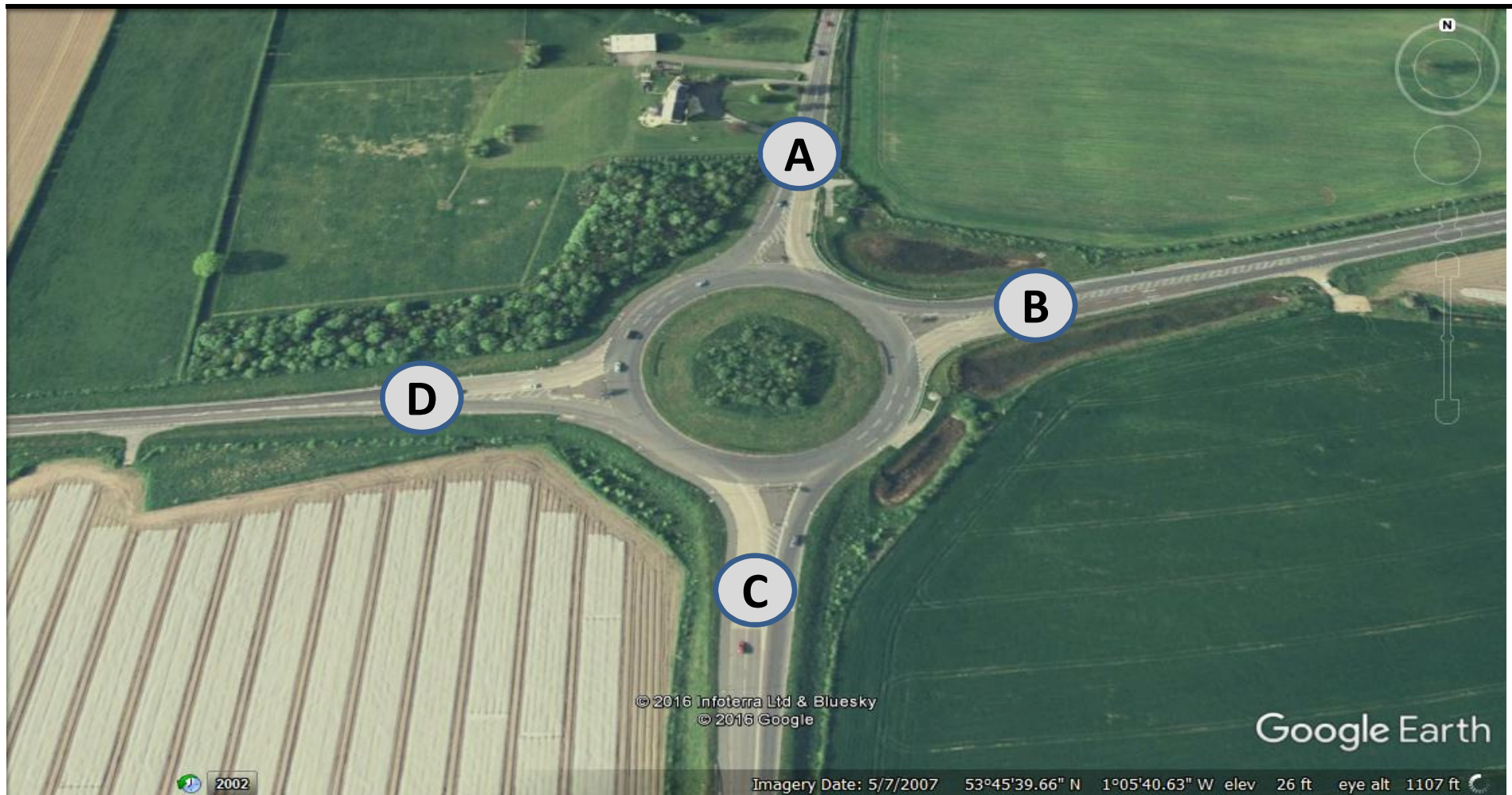


Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY			
07:00	6	0	1	0	1	0	0	0	0	0	8	9.3
07:15	16	0	3	0	1	0	0	0	0	0	20	21.3
07:30	18	0	2	0	1	1	0	0	0	0	22	24.3
07:45	17	0	4	0	1	0	0	0	0	0	22	23.3
H/Total	57	0	10	0	4	1	0	0	0	0	72	78.2
08:00	7	0	8	0	3	0	0	0	0	0	18	21.9
08:15	12	0	2	1	2	1	1	0	0	0	19	24.1
08:30	12	0	3	0	3	0	0	0	0	0	18	21.9
08:45	17	0	6	1	0	0	0	0	1	25	24.7	
H/Total	48	0	19	2	8	1	1	0	1	80	92.6	
09:00	16	0	3	1	1	0	0	0	1	22	23	
09:15	17	0	4	0	3	0	0	0	0	24	27.9	
09:30	10	0	1	2	1	1	0	0	0	15	18.3	
09:45	9	0	1	1	4	0	0	0	0	15	20.7	
H/Total	52	0	9	4	9	1	0	0	1	76	89.9	
10:00	12	0	3	1	1	0	0	0	0	17	18.8	
10:15	15	0	0	1	1	0	0	0	0	17	18.8	
10:30	12	0	5	1	1	0	0	0	1	20	21	
10:45	6	0	6	0	0	0	0	0	1	13	12.2	
H/Total	45	0	14	3	3	0	0	0	2	67	70.8	
11:00	16	0	2	2	3	0	0	0	0	23	27.9	
11:15	11	0	7	0	3	0	0	0	1	22	25.1	
11:30	14	0	5	0	0	0	0	0	1	20	19.2	
11:45	13	0	8	0	0	0	0	0	0	21	21	
H/Total	54	0	22	2	6	0	0	0	2	86	93.2	
12:00	18	0	3	1	1	0	0	0	0	23	24.8	
12:15	16	0	4	0	2	0	0	0	0	22	24.6	
12:30	16	0	2	0	2	0	0	0	0	20	22.6	
12:45	9	0	6	0	0	0	0	0	0	15	15	
H/Total	59	0	15	1	5	0	0	0	0	80	87	
13:00	14	0	3	0	0	0	0	0	0	17	17	
13:15	13	0	4	1	2	0	0	0	0	20	23.1	
13:30	15	0	3	0	0	0	1	0	0	19	20	
13:45	8	0	2	0	4	0	0	0	1	15	19.4	
H/Total	50	0	12	1	6	0	1	0	1	71	79.5	
14:00	12	0	0	1	1	1	0	0	1	16	18	
14:15	15	0	2	1	3	0	0	0	0	21	25.4	
14:30	9	0	3	1	4	0	0	0	0	17	22.7	
14:45	10	0	5	1	1	0	0	0	0	17	18.8	
H/Total	46	0	10	4	9	1	0	0	1	71	84.9	
15:00	15	0	5	1	1	0	0	0	0	22	23.8	
15:15	31	0	5	1	2	0	0	0	0	39	42.1	
15:30	30	0	12	0	0	0	0	1	0	43	42.4	
15:45	20	0	2	1	1	0	0	0	0	24	25.8	
H/Total	96	0	24	3	4	0	0	1	0	128	134.1	
16:00	14	0	7	0	0	0	1	0	0	22	23	
16:15	21	0	3	0	1	0	0	0	1	26	26.5	
16:30	18	0	3	0	0	0	0	0	0	21	21	
16:45	29	0	3	0	1	0	0	0	0	33	34.3	
H/Total	82	0	16	0	2	0	1	0	1	102	104.8	
17:00	25	0	1	1	0	0	0	0	0	27	27.5	
17:15	16	0	2	0	0	1	1	0	0	20	22	
17:30	12	0	0	1	0	0	0	0	0	13	13.5	
17:45	22	0	1	1	1	0	0	0	1	26	27	
H/Total	75	0	4	3	1	1	1	0	1	86	90	
18:00	18	0	2	0	2	0	0	0	0	22	24.6	
18:15	16	0	4	0	1	0	0	0	0	21	22.3	
18:30	26	0	3	0	0	0	0	0	0	29	29	
18:45	16	0	0	0	0	1	0	0	0	17	18	
H/Total	76	0	9	0	3	1	0	0	0	89	93.9	
Total	740	0	164	23	60	6	4	1	10	1008	1098.9	

Peak Hours		Totals
07:00	08:00	72
07:15	08:15	82
07:30	08:30	81
07:45	08:45	77
08:00	09:00	80
08:15	09:15	84
08:30	09:30	89
08:45	09:45	86
09:00	10:00	76
09:15	10:15	71
09:30	10:30	64
09:45	10:45	69
10:00	11:00	67
10:15	11:15	73
10:30	11:30	78
10:45	11:45	78
11:00	12:00	86
11:15	12:15	86
11:30	12:30	86
11:45	12:45	86
12:00	13:00	80
12:15	13:15	74
12:30	13:30	72
12:45	13:45	71
13:00	14:00	71
13:15	14:15	70
13:30	14:30	71
13:45	14:45	69
14:00	15:00	71
14:15	15:15	77
14:30	15:30	95
14:45	15:45	121
15:00	16:00	128
15:15	16:15	128
15:30	16:30	115
15:45	16:45	93
16:00	17:00	102
16:15	17:15	107
16:30	17:30	101
16:45	17:45	93
17:00	18:00	86
17:15	18:15	81
17:30	18:30	82
17:45	18:45	98
18:00	19:00	89

MCC 7: A19 / A63

Project Number: **TSP12919**
Project Name: **Selby Surveys**
Survey Type: **Manual Classified Traffic Count**
Site No: **6**
Location: **A63 / A19 Roundabout**



Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A63 / A19 Roundabout**
 Date: **18 October 2016, Tuesday**



Time	A - A										A - B													
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)		
07:00				1						1	1.5	38		4								1	43	42.2
07:15										0	0	34		4									38	38
07:30										0	0	41		6									47	47
07:45										0	0	35		7									42	42
H/Total	0	0	0	1	0	0	0	0	0	1	1.5	148	0	21	0	0	0	0	0	0	1	170	169.2	
08:00										0	0	41		4			1					46	47	
08:15										0	0	34		5		3		4				46	53.9	
08:30										0	0	29		2	1	2						34	37.1	
08:45										0	0	39		2	1							42	42.5	
H/Total	0	0	0	0	0	0	0	0	0	0	0	143	0	13	2	5	1	4	0	0	0	168	180.5	
09:00										0	0	23		3								26	26	
09:15										0	0	19										19	19	
09:30										0	0	18			2	1				1		22	23.7	
09:45				1						1	1.5	14		3								17	17	
H/Total	0	0	0	1	0	0	0	0	0	1	1.5	74	0	6	2	1	0	0	1	0	0	84	85.7	
10:00										0	0	22		3								25	25	
10:15										0	0	18		1	1	1						21	22.8	
10:30										0	0	22		2								24	24	
10:45										0	0	14										14	14	
H/Total	0	0	0	0	0	0	0	0	0	0	0	76	0	6	1	1	0	0	0	0	0	84	85.8	
11:00										0	0	15		1		1						17	18.3	
11:15	1									1	1	15										15	15	
11:30	2									2	2	16		1	1							18	18.5	
11:45	1									1	1	19		3								22	22	
H/Total	4	0	0	0	0	0	0	0	0	4	4	65	0	5	1	1	0	0	0	0	0	72	73.8	
12:00										0	0	15		4								19	19	
12:15										0	0	12		5								17	17	
12:30										0	0	17		1	1							19	19.5	
12:45										0	0	20		1	1							22	22.5	
H/Total	0	0	0	0	0	0	0	0	0	0	0	64	0	11	2	0	0	0	0	0	0	77	78	
13:00										0	0	21		2								23	23	
13:15										0	0	19										19	19	
13:30	1									1	1	13			1							14	14.5	
13:45										0	0	15										15	15	
H/Total	1	0	0	0	0	0	0	0	0	1	1	68	0	2	1	0	0	0	0	0	0	71	71.5	
14:00										0	0	21		4	1							26	26.5	
14:15										0	0	11		1	1					1		14	13.9	
14:30	1									1	1	15		3								18	18	
14:45										0	0	18		4	1							23	23.5	
H/Total	1	0	0	0	0	0	0	0	0	1	1	65	0	12	3	0	0	0	1	0	0	81	81.9	
15:00	2									2	2	15		5	1	1						22	23.8	
15:15	2									2	2	19		4	1							24	24.5	
15:30										0	0	24		2					1			27	28	
15:45										0	0	11		4	1							16	16.5	
H/Total	4	0	0	0	0	0	0	0	0	4	4	69	0	15	3	1	0	1	0	0	0	89	92.8	
16:00										0	0	17		3								20	20	
16:15										0	0	20		3								23	23	
16:30										0	0	20		1		1						22	23.3	
16:45										0	0	20										20	20	
H/Total	0	0	0	0	0	0	0	0	0	0	0	77	0	7	0	1	0	0	0	0	0	85	86.3	
17:00										0	0	24		3								27	27	
17:15										0	0	30										30	30	
17:30										0	0	25		2								27	27	
17:45	1									1	1	18		1								19	19	
H/Total	1	0	0	0	0	0	0	0	0	1	1	97	0	6	0	0	0	0	0	0	0	103	103	
18:00										0	0	22										22	22	
18:15										0	0	14		3								17	17	
18:30	1									1	1	14		2								16	16	
18:45										0	0	8		2								10	10	
H/Total	1	0	0	0	0	0	0	0	0	1	1	58	0	7	0	0	0	0	0	0	0	65	65	
Total	12	0	0	2	0	0	0	0	0	14	15	1004	0	111	15	10	1	5	2	1	1149	1173.5		

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A63 / A19 Roundabout**
 Date: **18 October 2016, Tuesday**



Time	A - C										A - D											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	45		1			1				47	48	27		4							31	31
07:15	46		6	1		1				54	55.5	20		5					1		26	25.4
07:30	51		7	1	1		1	1		62	64.2	25		4							29	29
07:45	39		4	1	3				1	48	51.6	19		7							26	26
H/Total	181	0	18	3	4	2	1	1	1	211	219.3	91	0	20	0	0	0	0	1	0	112	111.4
08:00	48		7	3						58	59.5	21		4	1						26	26.5
08:15	60		4							64	64	17		4	1						22	22.5
08:30	29		3			2				34	36	33		3							36	36
08:45	38		6							44	44	21		4	1						26	26.5
H/Total	175	0	20	3	0	2	0	0	0	200	203.5	92	0	15	3	0	0	0	0	0	110	111.5
09:00	37		8	3				1		49	49.9	22		1							23	23
09:15	30		4	1						35	35.5	13		2		1					16	17.3
09:30	28		4	1	1	1				35	37.8	14		3							17	17
09:45	26		1	1	1					29	30.8	12		1		2					14	15.3
H/Total	121	0	17	6	2	1	0	1	0	148	154	61	0	7	0	2	0	0	0	0	70	72.6
10:00	27		6	3		1				37	39.5	9		2							11	11
10:15	26		4	1						31	31.5	19		2							21	21
10:30	20		7	2	3	1				33	38.9	16		2	1						19	19.5
10:45	28		5		1					34	35.3	7		2	1						10	10.5
H/Total	101	0	22	6	4	2	0	0	0	135	145.2	51	0	8	2	0	0	0	0	0	61	62
11:00	30		3	1						34	34.5	13		2							15	15
11:15	30		8	1	1			1		41	42.2	10		1							11	11
11:30	24		5			1			1	31	31.2	18		1	1						20	20.5
11:45	28		6			2				34	34	11		2	1						14	14.5
H/Total	112	0	22	2	1	1	0	1	1	140	141.9	52	0	6	2	0	0	0	0	0	60	61
12:00	33		3	2		1		1		40	41.4	15		1							16	16
12:15	19		7	1						27	27.5	7		3							10	10
12:30	38		2	1						41	41.5	16		2							18	18
12:45	32		2	1						35	35.5	14		2		1					17	18.3
H/Total	122	0	14	5	0	1	0	1	0	143	145.9	52	0	8	0	1	0	0	0	0	61	62.3
13:00	33		1	1				1		36	35.9	13		2					1		16	15.4
13:15	24		6	1		1				32	33.5	9									9	9
13:30	33		6	4				1		44	45.4	7									7	7
13:45	36		4	2				1		43	43.4	10		1				1			12	13
H/Total	126	0	17	8	0	1	0	3	0	155	158.2	39	0	3	0	0	0	1	1	0	44	44.4
14:00	32		7			1	1			41	43	13			1						14	14.5
14:15	30		6	2						38	39	11		3	1						15	15.5
14:30	32		2			1	3	1		39	42.4	11		3							14	14
14:45	27		6	1		2	2			38	39.3	12		2							14	14
H/Total	121	0	21	3	0	2	6	3	0	156	163.7	47	0	8	2	0	0	0	0	0	57	58
15:00	41		12		2				1	56	57.8	13		3	1						17	17.5
15:15	57		9	1				1		68	67.9	10		1							11	11
15:30	43		5		2	1		1		52	56.6	23		1							24	24
15:45	31		5	3				1		40	42.5	18		2							20	20
H/Total	172	0	31	4	4	1	2	1	1	216	224.8	64	0	7	1	0	0	0	0	0	72	72.5
16:00	50		16	1						67	67.5	20		1							21	21
16:15	46		4	1	1	1				53	55.8	19		1							20	20
16:30	40		11							51	51	19		1							20	20
16:45	43		4					1		48	49	23		3							26	26
H/Total	179	0	35	2	1	1	1	0	0	219	223.3	81	0	6	0	0	0	0	0	0	87	87
17:00	38		4			1		1	1	45	44.6	23									23	23
17:15	33		3		1					37	38.3	24		2					1		27	26.4
17:30	41		4			1				46	47	20		2							22	22
17:45	22		4							26	26	18		1	1						20	20.5
H/Total	134	0	15	0	1	2	0	1	1	154	155.9	85	0	5	1	0	0	0	1	0	92	91.9
18:00	49		4	1						54	54.5	17		2							19	19
18:15	36		7						1	44	43.4	15									15	15
18:30	33		4							37	37	12		2							14	14
18:45	26		3							29	29	17		2							19	19
H/Total	144	0	18	1	0	0	0	1	0	164	163.9	61	0	6	0	0	0	0	0	0	67	67
Total	1688	0	250	43	17	16	10	13	4	2041	2099.6	776	0	99	11	3	0	1	3	0	893	901.6

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A63 / A19 Roundabout**
 Date: **18 October 2016, Tuesday**



Time	B - A										B - B													
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)		
07:00	3									3	3											0	0	
07:15	6									6	6												0	0
07:30	1		2	1	1					5	6.8												0	0
07:45	5		1	1						7	7.5											2	2	
H/Total	15	0	3	2	1	0	0	0	0	21	23.3	2	0	0	0	0	0	0	0	0	0	2	2	
08:00	11		1		1					13	14.3	1										1	1	
08:15	8		1							9	9											0	0	
08:30	17		2	1						20	20.5											0	0	
08:45	22		3							25	25											0	0	
H/Total	58	0	7	1	1	0	0	0	0	67	68.8	1	0	0	0	0	0	0	0	0	0	1	1	
09:00	21		1	1	1		1			25	27.8											0	0	
09:15	13			1	1					15	16.8			1								1	1	
09:30	14		3							17	17			1								1	1	
09:45	11		1							12	12											0	0	
H/Total	59	0	5	2	2	0	1	0	0	69	73.6	0	0	2	0	0	0	0	0	0	0	2	2	
10:00	15									15	15											0	0	
10:15	15		1							16	16											0	0	
10:30	9		1	2						12	13											0	0	
10:45	11									11	11											0	0	
H/Total	50	0	2	2	0	0	0	0	0	54	55	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	9		2							11	11	4										4	4	
11:15	15		1	1						16	16.5											0	0	
11:30	12		1	1						14	14.5				1							1	1.5	
11:45	8		3							11	11											0	0	
H/Total	44	0	6	2	0	0	0	0	0	52	53	4	0	0	1	0	0	0	0	0	0	5	5.5	
12:00	11		1	1						13	13.5											0	0	
12:15	16		1	1						18	18.5	1										1	1	
12:30	14									14	14											0	0	
12:45	15		1							16	16.5											0	0	
H/Total	56	0	2	3	0	0	0	0	0	61	62.5	1	0	0	0	0	0	0	0	0	0	1	1	
13:00	20		2	1						22	23											0	0	
13:15	14		1	1			1			17	18.5											0	0	
13:30	15		2							17	17											0	0	
13:45	16		3	1						20	20.5	1										1	1	
H/Total	65	0	6	4	0	0	1	0	0	76	79	1	0	0	0	0	0	0	0	0	0	1	1	
14:00	13		1							14	14											0	0	
14:15	25					1				26	27											0	0	
14:30	17		3				1			21	22											0	0	
14:45	21		2	1						24	24.5											0	0	
H/Total	76	0	6	1	0	1	1	0	0	85	87.5	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	17		2							19	19											0	0	
15:15	23		6	1						30	30.5											0	0	
15:30	30		3							33	33											0	0	
15:45	22		4	1						27	27.5											0	0	
H/Total	92	0	15	2	0	0	0	0	0	109	110	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	21		4							25	25											0	0	
16:15	20		1		1					22	23.3											0	0	
16:30	33		1							34	34											0	0	
16:45	35		4	1				1		41	40.7											0	0	
H/Total	109	0	10	1	1	0	0	0	1	122	123	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	43		4				1			48	49											0	0	
17:15	38		2							40	40											0	0	
17:30	25		3							28	28											0	0	
17:45	46		3							49	49											0	0	
H/Total	152	0	12	0	0	0	1	0	0	165	166	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	34		1							35	35											0	0	
18:15	34									34	34											0	0	
18:30	24									24	24											0	0	
18:45	19		2	1						22	22.5											0	0	
H/Total	111	0	3	1	0	0	0	0	0	115	115.5	0	0	0	0	0	0	0	0	0	0	0	0	
Total	887	0	77	21	5	1	4	0	1	996	1017.2	9	0	2	1	0	0	0	0	0	0	12	12.5	

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A63 / A19 Roundabout**
 Date: **18 October 2016, Tuesday**



Time	B - C										B - D											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00	55		6	1	1	1				64	66.8	43	7	3	1					56	59.2	
07:15	54		7	1	4	1	1			68	75.7	61	6	1	3		2	1		73	79.4	
07:30	60		10	1	7					78	87.6	57	6	2	2	1				68	72.6	
07:45	62		11	2	5					80	87.5	56	14	3	4		2			79	87.7	
H/Total	231	0	34	5	17	2	1	0	0	290	317.6	217	0	33	9	10	1	5	1	0	276	298.9
08:00	37		12	3	4		1			57	64.7	44	8	1	3		1			57	62.4	
08:15	33		6	3	8					50	61.9	44	13	2	2					61	64.6	
08:30	31		6	1	9		1			48	61.2	52	6							58	58	
08:45	32		11	3	9					55	68.2	36	4	3	2					45	49.1	
H/Total	133	0	35	10	30	0	2	0	0	210	256	176	0	31	6	7	0	1	0	221	234.1	
09:00	22		11	6	3					42	48.9	26	6	1				1		34	33.9	
09:15	23		13	3	7					46	56.6	23	5	1	2					31	34.1	
09:30	22		10		5					37	43.5	13	6	5	2					26	31.1	
09:45	27		5	1	11					45	60.8	14	11		3					28	31.9	
H/Total	94	0	39	10	26	0	1	0	0	170	209.8	76	0	28	7	7	0	0	1	0	119	131
10:00	23		7	5	12					47	65.1	22	9		2					33	35.6	
10:15	19		10	6	7				1	43	54.3	13	4		5					22	28.5	
10:30	19		4	3	2					28	32.1	17	4	3	2					26	30.1	
10:45	25		4	2	6					37	45.8	21	5		3				1	30	33.3	
H/Total	86	0	25	16	27	0	0	0	1	155	197.3	73	0	22	3	12	0	0	1	0	111	127.5
11:00	18		3	5	16					42	65.3	23	5	2	1			2		33	34.1	
11:15	23		7	7	5					42	52	20	3	4	4					31	38.2	
11:30	29		6	5	6					46	56.3	20	7	1	3					31	35.4	
11:45	16		4		5					25	31.5	31	3	4	4				1	43	49.6	
H/Total	86	0	20	17	32	0	0	0	0	155	205.1	94	0	18	11	12	0	0	3	0	138	157.3
12:00	36		6	1	3					46	50.4	28	9	2	5			1		45	53.5	
12:15	23		9	4	8					44	56.4	22	7		4					33	38.2	
12:30	31		4	1	3					39	43.4	34	4	3	1			1		43	45.2	
12:45	22		6	5	5					38	47	23	6	1	3					33	37.4	
H/Total	112	0	25	11	19	0	0	0	0	167	197.2	107	0	26	6	13	0	1	1	0	154	174.3
13:00	24		7	2	8					41	52.4	26	6		3				1	36	39.3	
13:15	22		8	6	11					47	64.3	27	4	1	5					37	44	
13:30	29		9	5	4					47	54.7	22	9	1	3					35	39.4	
13:45	29		4	6	5			1		45	53.9	26	3	3	2				1	35	38.5	
H/Total	104	0	28	19	28	0	0	1	0	180	225.3	101	0	22	5	13	0	0	2	0	143	161.2
14:00	31		3	6	5					45	54.5	26	6		4			1		37	43.2	
14:15	32		5	3	11					51	66.8	42	9	1	6					58	66.3	
14:30	32		13	3	9	1				58	72.2	28	8	2	2					40	43.6	
14:45	37		12	4	2					55	59.6	27	6	3	1	1				38	41.8	
H/Total	132	0	33	16	27	1	0	0	0	209	253.1	123	0	29	6	13	1	1	0	0	173	194.9
15:00	33		9	2	5					49	56.5	28	12		1			1		42	42.7	
15:15	37		8	3	3					51	56.4	20	3	2	2					27	30.6	
15:30	23		13	3	5					44	52	34	7	3	6			1		51	61.3	
15:45	38		20	3	8		1			70	82.9	32	6		1	1				39	40.3	
H/Total	131	0	50	11	21	0	1	0	0	214	247.8	114	0	28	5	10	0	1	1	0	159	174.9
16:00	53		11	1	11			1		77	91.2	39	6		6					51	58.8	
16:15	31		11	2	1			1	1	47	49.7	38	5		3			1		47	51.9	
16:30	64		8	2	6			1		81	90.8	51	8		4					63	68.2	
16:45	37		10	1	5			1		54	62	50	4		1	1				56	58.3	
H/Total	185	0	40	6	23	0	3	2	0	259	293.7	178	0	23	0	14	1	1	0	0	217	237.2
17:00	61		7	1	1					70	71.8	54	7	2	3		1			67	72.9	
17:15	62		3		2			1		68	70	49	6		1					58	60.3	
17:30	51		4	1	2			1	1	60	63.5	58	3		2					63	65.6	
17:45	65		11	2	2					80	83.6	45	9	1	2	1		1	1	60	62.7	
H/Total	239	0	25	4	7	0	1	2	0	278	288.9	206	0	25	5	8	1	1	1	1	248	261.5
18:00	66				1					71	72.3	32	7		2					38	40.6	
18:15	35		6							41	41	40	4	1	1			1		47	48.2	
18:30	25		1	1	4					31	36.7	25	2	1	2					30	33.1	
18:45	21		2		3					26	29.9	24	2		4					30	35.2	
H/Total	147	0	13	1	8	0	0	0	0	169	179.9	121	0	12	2	9	0	0	1	0	145	157.1
Total	1680	0	367	126	265	3	9	5	1	2456	2871.7	1586	0	297	65	128	4	11	12	1	2104	2309.9

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A63 / A19 Roundabout**
 Date: **18 October 2016, Tuesday**



Time	C - A										C - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	11		8	3	1					23	25.8	32		10		8					50	60.4
07:15	12		9	1	1					23	24.8	33		19	1	7			1		61	70
07:30	32		4	1	3	1	1			42	48.4	43		21	5	4					73	80.7
07:45	42		6	1	1					50	51.8	48		21		11					80	94.3
H/Total	97	0	27	6	6	1	1	0	0	138	150.8	156	0	71	6	30	0	0	1	0	264	305.4
08:00	32		4	1	2		3			42	48.1	33		12	3	1					49	51.8
08:15	49		4	2		1	2	1		59	62.4	59		14	3	6					82	91.3
08:30	43		4		1	1	1			50	53.3	42		12	5	8					67	79.9
08:45	38		7		1					46	47.3	41		11	2	5					59	66.5
H/Total	162	0	19	3	4	2	6	1	0	197	211.1	175	0	49	13	20	0	0	0	0	257	289.5
09:00	28		4	1			1			34	35.5	35		9	4	12			1		61	78
09:15	44		14	1		1				60	61.5	42		9	4	14					69	89.2
09:30	28		1	2	1					32	34.3	22		7	2	1					32	34.3
09:45	26		5	2	1	2	1			37	42.3	27		4	5	8			1		45	57.3
H/Total	126	0	24	6	2	3	2	0	0	163	173.6	126	0	29	15	35	0	0	2	0	207	258.8
10:00	25		3	1	1			1		31	32.2	23		5	3	11					42	57.8
10:15	25		7		2					34	36.6	23		10	6	12					51	69.6
10:30	24		3							27	27	31		6	1	7			1		46	55
10:45	36		2	2		1				41	43	23		6	5	2			1		37	41.5
H/Total	110	0	15	3	3	1	0	1	0	133	138.8	100	0	27	15	32	0	0	2	0	176	223.9
11:00	22		2		1		1			26	28.3	39		9	1	2					51	54.1
11:15	31		4	1		1		1		38	38.9	21		4	2	4					31	37.2
11:30	29		5	1				1		35	35.5	26		10	2	9			3		50	60.9
11:45	36		7	1		1			1	46	46.7	23		8	2	8					41	52.4
H/Total	118	0	18	3	1	2	1	1	1	145	149.4	109	0	31	7	23	0	0	3	0	173	204.6
12:00	39		3					1		43	42.4	27		10	3	8					48	59.9
12:15	23		2					1		26	25.4	21		8	4	7					40	51.1
12:30	27		7	2				1		37	37.4	11		6	2	6					25	33.8
12:45	26		6	1		1		1		35	35.9	31		6	6	7					50	62.1
H/Total	115	0	18	3	0	1	0	4	0	141	141.1	90	0	30	15	28	0	0	0	0	163	206.9
13:00	21		6	1		1	1	2		31	31.3	28		9	3	12			1		53	71.1
13:15	35		5	1	1	1		1		44	46.2	34		7	1	11					53	67.8
13:30	22		7							29	29	34		10	3	10					57	71.5
13:45	31		9	1		1		1		43	43.9	31		11	1	12					55	71.1
H/Total	109	0	27	3	1	2	1	4	0	147	150.4	127	0	37	8	45	0	1	0	0	218	281.5
14:00	32		3	1	1		1			38	40.8	25		6	4	6					41	50.8
14:15	42		5					1		47	47	17		13	4	7					41	52.1
14:30	31		7	2				1		41	41.4	25		8	5	14					52	72.7
14:45	42		8	1	2	1				54	58.1	41		9	5	8					63	75.9
H/Total	147	0	23	4	3	1	1	1	0	180	187.3	108	0	36	18	35	0	0	0	0	197	251.5
15:00	45		3	1	1			2		52	52.6	28		3	1	12					44	60.1
15:15	26		8					1		35	34.4	35		10	5	7					57	68.6
15:30	45		2	1	1					49	50.8	43		8	4	1	1				57	61.3
15:45	50		8							58	58	25		9	2	8					44	55.4
H/Total	166	0	21	2	2	0	0	3	0	194	195.8	131	0	30	12	28	1	0	0	0	202	245.4
16:00	48		8	1		1		1		59	59.9	37		10	1						48	48.5
16:15	58		5	2		1				66	68	41		10	3	2			1		67	62.1
16:30	57		4							61	61	51		8	1	1					51	62.8
16:45	56		16			1		1		74	74.2	59		6		5					70	76.5
H/Total	219	0	33	3	0	3	0	1	1	260	263.1	188	0	34	5	8	0	1	0	0	236	249.9
17:00	53		7					1		61	60.4	61		6	2	6					75	83.8
17:15	70		5					1		76	75.4	68		6	1	6					81	89.3
17:30	61		7	2					1	71	71.2	62		5		7			1		75	83.5
17:45	63		8		1	1				73	75.3	57		7		3			1		68	71.3
H/Total	247	0	27	2	1	1	0	2	1	281	282.3	248	0	24	3	22	0	0	2	0	299	327.9
18:00	54		4							58	58	56		3					1		64	70.2
18:15	53		8							61	61	52		4	2	1					59	61.3
18:30	37		2							39	39	34		5		3					42	45.9
18:45	39		2			2				43	45	27		3		2					32	34.6
H/Total	183	0	16	0	0	2	0	0	0	201	203	169	0	15	2	10	0	1	0	0	197	212
Total	1799	0	268	38	23	19	12	18	3	2180	2246.7	1727	0	413	119	316	1	3	10	0	2589	3057.3

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A63 / A19 Roundabout**
 Date: **18 October 2016, Tuesday**



Time	C - C										C - D												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00										0	0	6										7	8.3
07:15										0	0	4		2						1		7	6.4
07:30										0	0	8		2		1						11	12.3
07:45										0	0	5		1		1			1			9	10.7
H/Total	0	0	0	0	0	0	0	0	0	0	0	23	0	5	0	3	0	1	2	0	0	34	37.7
08:00										0	0	5		2		2						9	11.6
08:15										0	0	12		4		1						17	18.3
08:30										0	0	9		1								10	10
08:45										0	0	5		1	1			1				8	9.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	31	0	8	1	3	0	1	0	0	0	44	49.4
09:00										0	0	2				1						3	4.3
09:15										0	0			1	1	1						3	4.8
09:30										0	0	4										4	4
09:45										0	0	4		1	1							6	6.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	10	0	2	2	2	0	0	0	0	0	16	19.6
10:00										0	0	2										2	2
10:15										0	0	3		1		2						6	8.6
10:30										0	0	2			1							3	4.3
10:45										0	0	2		1	1							4	4.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	9	0	2	1	3	0	0	0	0	0	15	19.4
11:00										0	0	2		2	1	1						6	7.8
11:15										0	0	5		1		1				1		8	8.7
11:30										0	0	3		2	1							6	6.5
11:45										0	0	1		1								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	11	0	6	2	2	0	0	1	0	0	22	25
12:00										0	0	6				1						7	8.3
12:15										0	0	4		1		1						6	7.3
12:30										0	0	4		1	1							6	6.5
12:45										0	0	3			1							4	4.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	17	0	2	2	2	0	0	0	0	0	23	26.6
13:00	1			1						2	2.5	4				2						6	8.6
13:15										0	0	2		2								4	4
13:30	2									2	2	6		1								7	7
13:45			1							1	1	5			1							6	6.5
H/Total	3	0	1	1	0	0	0	0	0	5	5.5	17	0	3	1	2	0	0	0	0	0	23	26.1
14:00	1									1	1	5		4		1						10	11.3
14:15										0	0	3										3	3
14:30	2									2	2	5		1	1							7	7.5
14:45										0	0	4			1							5	5.5
H/Total	3	0	0	0	0	0	0	0	0	3	3	17	0	5	2	1	0	0	0	0	0	25	27.3
15:00										0	0	2		3			1					6	7
15:15										0	0	5				2						7	9.6
15:30										0	0	7				3						10	13.9
15:45										0	0	6		2								8	8
H/Total	0	0	0	0	0	0	0	0	0	0	0	20	0	5	0	5	1	0	0	0	0	31	38.5
16:00										0	0	3		1		1						5	6.3
16:15					1					1	2.3	9		1	1	1						11	11.5
16:30	1									1	1	4		1	2							9	12.6
16:45										0	0	4										4	4
H/Total	1	0	0	0	1	0	0	0	0	2	3.3	20	0	3	3	3	0	0	0	0	0	29	34.4
17:00					2					2	4.6	14		1		1						16	17.3
17:15										0	0	10		1								11	11
17:30										0	0	9				1						10	11.3
17:45					1					1	2.3	4		1								5	5
H/Total	0	0	0	0	3	0	0	0	0	3	6.9	37	0	3	0	2	0	0	0	0	0	42	44.6
18:00										0	0	9		1								10	10
18:15										0	0	3		1								4	4
18:30										0	0	13		2								15	15
18:45										0	0	7		2								9	9
H/Total	0	0	0	0	0	0	0	0	0	0	0	32	0	6	0	0	0	0	0	0	0	38	38
Total	7	0	1	1	4	0	0	0	0	13	18.7	244	0	50	14	28	1	2	3	0	0	342	386.6

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A63 / A19 Roundabout**
 Date: **18 October 2016, Tuesday**



Time	D - A										D - B												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00	6		1							7	7	24		4	3							31	32.5
07:15	10		2							12	12	27		11	1							39	40.3
07:30	8		3							11	11	38		13	3							55	57.8
07:45	21		3							24	24	54		8	1			2				65	68.3
H/Total	45	0	9	0	0	0	0	0	0	54	54	143	0	36	6	3	0	2	0	0	0	190	198.9
08:00	18		2					1		21	20.4	53		8	1	4						66	71.7
08:15	17		2							19	19	58		9	2							69	71.6
08:30	12		3	1	1					17	18.8	43		5	3	1	1					54	58.8
08:45	19		4	1						24	24.5	57		8	1	5			1			72	78.4
H/Total	66	0	11	2	1	0	0	1	0	81	82.7	211	0	30	5	12	1	1	1	0	0	261	280.5
09:00	20		3							23	23	37		5		1						43	44.3
09:15	11							1		12	13	35		2	3	4						44	50.7
09:30	23		3	1						27	27.5	23		8	1	3						35	39.4
09:45	6		1							7	7	23		11	4	7						45	56.1
H/Total	60	0	7	1	0	0	1	0	0	69	70.5	118	0	26	8	15	0	0	0	0	0	167	190.5
10:00	14		4		1					19	20.3	28		1	2	2						33	36.6
10:15	14		3	1						18	18.5	21		4		3				1		29	32.3
10:30	12		1							13	13	30		4	4	4						42	49.2
10:45	15		2	1						18	18.5	22		3	2	2			1			30	34.6
H/Total	55	0	10	2	1	0	0	0	0	68	70.3	101	0	12	8	11	0	1	1	0	0	134	152.7
11:00	11		1	1						13	13.5	29		5	2	3						39	43.9
11:15	6		2							8	8	21		3	1	6						31	39.3
11:30	13		4							17	17	20		5	1	7						33	42.6
11:45	11									11	11	21		3	2	2						28	31.6
H/Total	41	0	7	1	0	0	0	0	0	49	49.5	91	0	16	6	18	0	0	0	0	0	131	157.4
12:00	11		3							14	14	27		2		6						35	42.8
12:15	9									9	9	35		7	2	3						47	51.9
12:30	19		1	1			1			22	23.5	23		6	2	4						35	41.2
12:45	9		4	1				1		15	14.9	19		1	2	4				1		27	32.6
H/Total	48	0	8	2	0	0	1	1	0	60	61.4	104	0	16	6	17	0	0	1	0	0	144	168.5
13:00	11		2				1			14	15	21		8	2	1						32	34.3
13:15	12									12	12	25		4		4						33	38.2
13:30	15		3							18	18	21		1		4			1			27	33.2
13:45	18		2							20	20	24		3		8						35	45.4
H/Total	56	0	7	0	0	0	1	0	0	64	65	91	0	16	2	17	0	1	0	0	0	127	151.1
14:00	9		1							10	10	23		6		3						32	35.9
14:15	9		2							12	13	25		8		5						38	44.5
14:30	26		2				1			28	28	21		2		3						26	29.9
14:45	15		2	1						18	18.5	36		7	3	4						51	58.7
H/Total	59	0	7	1	0	0	1	0	0	68	69.5	105	0	23	3	15	0	1	0	0	0	147	169
15:00	25		2							27	27	28		4	2	6						40	48.8
15:15	23		1							24	24	33		3	2	3						41	45.9
15:30	22									22	22	35		2	1	4						42	47.7
15:45	25		4							29	29	31		7		3	1					42	46.9
H/Total	95	0	7	0	0	0	0	0	0	102	102	127	0	16	5	16	1	0	0	0	0	165	189.3
16:00	17		1							18	18	29		7		1			1			38	40.3
16:15	25		4							29	29	38		8	1	1			1			49	50.2
16:30	20		6							26	26	38		8	2	2			1			51	55.6
16:45	22		4							26	26	41		8		4				1		54	58.6
H/Total	84	0	15	0	0	0	0	0	0	99	99	146	0	31	3	8	0	2	2	0	0	192	204.7
17:00	35		5				1			41	42	53		6	1	1						61	62.8
17:15	27		2							29	29	51		7		2			1			61	64.6
17:30	24		1							25	25	58		5					1			64	65
17:45	23		1							24	24	56		5	1	2						64	67.1
H/Total	109	0	9	0	0	0	1	0	0	119	120	218	0	23	2	5	0	2	0	0	0	250	259.5
18:00	25		3							28	28	42		5		1	1					49	51.3
18:15	37		1							39	40	54		3						1		60	62
18:30	18		1				1			19	19	32		3		2						37	39.6
18:45	19		1							20	20	28		5		3				1		37	40.3
H/Total	99	0	6	0	0	0	1	0	0	106	107	156	0	16	0	8	1	0	2	0	0	183	193.2
Total	817	0	103	9	2	0	6	2	0	939	950.9	1611	0	261	54	145	3	10	7	0	0	2091	2315.3

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A63 / A19 Roundabout**
 Date: **18 October 2016, Tuesday**



Time	D - C										D - D											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	1				1					2	3.3										0	0
07:15	4		1							5	5										0	0
07:30	10		1	1	1					13	14.8										0	0
07:45	5		2		1		1			9	11.3										0	0
H/Total	20	0	4	1	3	0	1	0	0	29	34.4	0	0	0	0	0	0	0	0	0	0	0
08:00	14				2		1			17	20.6										0	0
08:15	4		1		2					7	9.6	1									1	1
08:30	10		2							12	12										0	0
08:45	6		1							7	7										0	0
H/Total	34	0	4	0	4	0	1	0	0	43	49.2	1	0	0	0	0	0	0	0	0	1	1
09:00	6		1							7	7				1						1	2.3
09:15	4			1						5	5.5										0	0
09:30	2				1					3	4.3	1									1	1
09:45	4				4					8	13.2										0	0
H/Total	16	0	1	1	5	0	0	0	0	23	30	1	0	0	0	1	0	0	0	0	2	3.3
10:00	1		1	1						3	3.5										0	0
10:15	4		2							6	6										0	0
10:30	8			2	1					11	13.3										0	0
10:45	1			3	1					5	7.8										0	0
H/Total	14	0	3	6	2	0	0	0	0	25	30.6	0	0	0	0	0	0	0	0	0	0	0
11:00	3		1		1					5	6.3	1		1							2	2
11:15	3		1		1					5	6.3	1									1	1
11:30	5			1	1					7	8.8										0	0
11:45	2			1	1					4	5.8										0	0
H/Total	13	0	2	2	4	0	0	0	0	21	27.2	2	0	1	0	0	0	0	0	0	3	3
12:00	5		2		2					9	11.6										0	0
12:15	2			1	1					4	5.8										0	0
12:30	1		1	1	1					4	5.8			1							1	1
12:45	2		1	1	2					6	9.1										0	0
H/Total	10	0	4	3	6	0	0	0	0	23	32.3	0	0	1	0	0	0	0	0	0	1	1
13:00	3			1						4	4.5	1									1	1
13:15	8		2	2						12	13	1									1	1
13:30	4			2						6	7										0	0
13:45	1				2					3	5.6										0	0
H/Total	16	0	2	5	2	0	0	0	0	25	30.1	2	0	0	0	0	0	0	0	0	2	2
14:00	5		1		1					7	8.3										0	0
14:15	7			1	1					9	10.8										0	0
14:30	2		1		1			1		5	5.7										0	0
14:45	7		1	1						9	9.5										0	0
H/Total	21	0	3	2	3	0	0	1	0	30	34.3	0	0	0	0	0	0	0	0	0	0	0
15:00	6		1		3					10	13.9										0	0
15:15	6									6	6										0	0
15:30	6		1	4			2			13	17	1									1	1
15:45	5		3	1	1					10	11.8										0	0
H/Total	23	0	5	5	4	0	2	0	0	39	48.7	1	0	0	0	0	0	0	0	0	1	1
16:00	10		1		4					15	20.2										0	0
16:15	6		2		1					9	10.3										0	0
16:30	5		1							6	6										0	0
16:45	8		1							9	9										0	0
H/Total	29	0	5	0	5	0	0	0	0	39	45.5	0	0	0	0	0	0	0	0	0	0	0
17:00	9				1					10	11.3										0	0
17:15	9							1		10	9.4	1									1	1
17:30	6			1						7	7.5										0	0
17:45	5		2	1						8	8.5										0	0
H/Total	29	0	2	2	1	0	0	1	0	35	36.7	1	0	0	0	0	0	0	0	0	1	1
18:00	5									5	5										0	0
18:15	3									3	3										0	0
18:30	6		2	1						9	9.5										0	0
18:45	2		1							3	3										0	0
H/Total	16	0	3	1	0	0	0	0	0	20	20.5	0	0	0	0	0	0	0	0	0	0	0
Total	241	0	38	28	39	0	4	2	0	352	419.5	8	0	2	0	1	0	0	0	0	11	12.3

Project Number: **TSP12919**
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 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A63 / A19 Roundabout**
 Date: **18 October 2016, Tuesday**



Time	From A										To A										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	
07:00	110	0	9	1	0	1	0	0	1	122	122.7	20	0	9	4	1	0	0	0	34	
07:15	100	0	15	1	0	1	0	1	0	118	118.9	28	0	11	1	1	0	0	0	41	
07:30	117	0	17	1	1	0	1	1	0	138	140.2	41	0	9	2	4	1	1	0	58	
07:45	93	0	18	1	3	0	0	0	1	116	119.6	68	0	10	2	1	0	0	0	81	
H/Total	420	0	59	4	4	2	1	2	2	494	501.4	157	0	39	9	7	1	1	0	214	
08:00	110	0	15	4	0	1	0	0	0	130	133	61	0	7	1	3	0	3	1	76	
08:15	111	0	13	1	3	0	4	0	0	132	140.4	74	0	7	2	0	1	2	1	87	
08:30	91	0	8	1	2	2	0	0	0	104	109.1	72	0	9	2	2	1	1	0	87	
08:45	98	0	12	2	0	0	0	0	0	112	113	79	0	14	1	1	0	0	0	95	
H/Total	410	0	48	8	5	3	4	0	0	478	495.5	286	0	37	6	6	2	6	2	345	
09:00	82	0	12	3	0	0	0	1	0	98	98.9	69	0	8	2	1	0	2	0	82	
09:15	62	0	6	1	1	0	0	0	0	70	71.8	68	0	14	2	1	1	1	0	87	
09:30	60	0	7	3	2	1	0	1	0	74	78.5	65	0	7	3	1	0	0	0	76	
09:45	52	0	5	2	2	0	0	0	0	61	64.6	43	0	7	3	1	2	1	0	57	
H/Total	256	0	30	9	5	1	0	2	0	303	313.8	245	0	36	10	4	3	4	0	302	
10:00	58	0	11	3	0	1	0	0	0	73	75.5	54	0	7	1	2	0	0	1	65	
10:15	63	0	7	2	1	0	0	0	0	73	75.3	54	0	11	1	2	0	0	0	68	
10:30	58	0	11	3	3	1	0	0	0	76	82.4	45	0	5	2	0	0	0	0	52	
10:45	49	0	7	1	1	0	0	0	0	58	59.8	62	0	4	3	0	1	0	0	70	
H/Total	228	0	36	9	5	2	0	0	0	280	293	215	0	27	7	4	1	0	1	255	
11:00	58	0	6	1	1	0	0	0	0	66	67.8	42	0	5	1	1	0	1	0	50	
11:15	56	0	9	1	1	0	0	1	0	68	69.2	53	0	6	2	0	1	0	1	63	
11:30	60	0	7	2	0	1	0	0	1	71	72.2	56	0	10	2	0	0	0	0	68	
11:45	59	0	11	1	0	0	0	0	0	71	71.5	56	0	10	1	0	1	0	0	69	
H/Total	233	0	33	5	2	1	0	1	1	276	280.7	207	0	31	6	1	2	1	1	250	
12:00	63	0	8	2	0	1	0	1	0	75	76.4	61	0	7	1	0	0	0	1	70	
12:15	38	0	15	1	0	0	0	0	0	54	54.5	48	0	3	1	0	0	0	1	53	
12:30	71	0	5	2	0	0	0	0	0	78	79	60	0	8	3	0	0	1	1	73	
12:45	66	0	5	2	1	0	0	0	0	74	76.3	50	0	10	3	0	1	0	2	66	
H/Total	238	0	33	7	1	1	0	1	0	281	286.2	219	0	28	8	0	1	1	5	0	262
13:00	67	0	5	1	0	0	0	2	0	75	74.3	52	0	8	3	0	0	2	2	67	
13:15	52	0	6	1	0	1	0	0	0	60	61.5	61	0	6	2	1	1	1	0	73	
13:30	54	0	6	5	0	0	0	1	0	66	67.9	53	0	12	0	0	0	0	0	65	
13:45	61	0	5	2	0	0	1	1	0	70	71.4	65	0	14	2	0	1	0	1	83	
H/Total	234	0	22	9	0	1	1	4	0	271	275.1	231	0	40	7	1	2	3	4	0	288
14:00	66	0	11	2	0	1	1	0	0	81	84	54	0	5	1	1	0	1	0	62	
14:15	52	0	10	4	0	0	0	1	0	67	68.4	76	0	7	0	0	1	1	0	85	
14:30	59	0	8	0	0	1	3	1	0	72	75.4	75	0	12	2	0	0	1	1	91	
14:45	57	0	12	2	0	0	2	2	0	75	76.8	78	0	12	3	2	1	0	0	96	
H/Total	234	0	41	8	0	2	6	4	0	295	304.6	283	0	36	6	3	2	3	1	0	334
15:00	71	0	20	2	3	0	0	0	1	97	101.1	89	0	7	1	1	0	0	2	100	
15:15	88	0	14	2	0	0	0	1	0	105	105.4	74	0	15	1	0	0	0	1	91	
15:30	90	0	8	0	2	1	2	0	0	103	108.6	97	0	5	1	1	0	0	0	104	
15:45	60	0	11	4	0	0	1	0	0	76	79	97	0	16	1	0	0	0	0	114	
H/Total	309	0	53	8	5	1	3	1	1	381	394.1	357	0	43	4	2	0	0	3	0	409
16:00	87	0	20	1	0	0	0	0	0	108	108.5	86	0	13	1	0	1	0	1	102	
16:15	85	0	8	1	1	1	0	0	0	96	98.8	103	0	10	2	1	1	0	0	117	
16:30	79	0	13	0	1	0	0	0	0	93	94.3	110	0	11	0	0	0	0	0	121	
16:45	86	0	7	0	0	0	1	0	0	94	95	113	0	24	1	0	1	0	0	141	
H/Total	337	0	48	2	2	1	1	0	0	391	396.6	412	0	58	4	1	3	0	1	2	481
17:00	85	0	7	0	0	1	0	1	1	95	94.6	131	0	16	0	0	0	2	1	150	
17:15	87	0	5	0	1	0	0	1	0	94	94.7	135	0	9	0	0	0	0	1	145	
17:30	86	0	8	0	0	1	0	0	0	95	96	110	0	11	2	0	0	0	1	124	
17:45	59	0	6	1	0	0	0	0	0	66	66.5	133	0	12	0	1	1	0	0	147	
H/Total	317	0	26	1	1	2	0	2	1	350	351.8	509	0	48	2	1	1	2	2	1	569
18:00	88	0	6	1	0	0	0	0	0	95	95.5	113	0	8	0	0	0	0	0	121	
18:15	65	0	10	0	0	0	0	1	0	76	75.4	124	0	9	0	0	0	1	0	134	
18:30	60	0	8	0	0	0	0	0	0	68	68	80	0	3	0	0	0	0	0	83	
18:45	51	0	7	0	0	0	0	0	0	58	58	77	0	5	1	0	2	0	0	85	
H/Total	264	0	31	1	0	0	0	1	0	297	296.9	394	0	25	1	0	2	1	0	0	423
Total	3480	0	460	71	30	17	16	18	5	4097	4189.7	3515	0	448	70	30	20	22	20	4	4129

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A63 / A19 Roundabout**
 Date: **18 October 2016, Tuesday**



Time	From B										To B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL
07:00	101	0	13	4	2	1	1	1	0	123	129	94	0	18	3	8	0	0	1	124	135.1
07:15	121	0	13	2	7	1	3	0	0	147	161.1	94	0	34	1	8	0	0	1	138	148.3
07:30	118	0	18	4	10	1	0	0	0	151	167	122	0	40	8	5	0	0	0	175	185.5
07:45	125	0	26	6	9	0	2	0	0	168	184.7	139	0	36	0	12	0	2	0	189	206.6
H/Total	465	0	70	16	28	3	6	1	0	589	641.8	449	0	128	12	33	0	2	1	626	675.5
08:00	93	0	21	4	8	0	2	0	0	128	142.4	128	0	24	4	5	1	0	0	162	171.5
08:15	85	0	20	5	10	0	0	0	0	120	135.5	151	0	28	3	11	0	4	0	197	216.8
08:30	100	0	14	2	9	0	1	0	0	126	139.7	114	0	19	9	11	1	1	0	155	175.8
08:45	90	0	18	6	11	0	0	0	0	125	142.3	137	0	21	4	10	0	0	1	173	187.4
H/Total	368	0	73	17	38	0	3	0	0	499	559.9	530	0	92	20	37	2	5	1	687	751.5
09:00	69	0	18	8	4	0	1	1	0	101	110.6	95	0	17	4	13	0	0	1	130	148.3
09:15	59	0	19	5	10	0	0	0	0	93	108.5	96	0	12	7	18	0	0	0	133	159.9
09:30	49	0	20	5	7	0	0	0	0	81	92.6	63	0	16	5	5	0	0	1	90	98.4
09:45	52	0	17	1	14	0	1	0	0	85	104.7	64	0	18	9	15	0	0	1	107	130.4
H/Total	229	0	74	19	35	0	2	1	0	360	416.4	318	0	63	25	51	0	0	3	460	537
10:00	60	0	16	5	14	0	0	0	0	95	115.7	73	0	9	5	13	0	0	0	100	119.4
10:15	47	0	15	6	12	0	0	0	1	81	98.8	62	0	15	7	16	0	0	1	101	124.7
10:30	45	0	9	8	4	0	0	0	0	66	75.2	83	0	12	5	11	0	0	1	112	128.2
10:45	57	0	9	2	9	0	0	1	0	78	90.1	59	0	9	7	4	0	1	1	81	90.1
H/Total	209	0	49	21	39	0	0	1	1	320	379.8	277	0	45	24	44	0	1	3	394	462.4
11:00	54	0	10	7	17	0	0	2	0	90	114.4	87	0	15	3	6	0	0	0	111	120.3
11:15	58	0	10	12	9	0	0	0	0	89	106.7	57	0	7	3	10	0	0	0	77	91.5
11:30	61	0	14	8	9	0	0	0	0	92	107.7	62	0	16	5	16	0	0	3	102	123.5
11:45	55	0	10	4	9	0	0	1	0	79	92.1	63	0	14	4	10	0	0	0	91	106
H/Total	228	0	44	31	44	0	0	3	0	350	420.9	269	0	52	15	42	0	0	3	381	441.3
12:00	75	0	16	4	8	0	1	0	0	104	117.4	69	0	16	3	14	0	0	0	102	121.7
12:15	62	0	17	5	12	0	0	0	0	96	114.1	69	0	20	6	10	0	0	0	105	121
12:30	79	0	8	4	4	0	0	1	0	96	102.6	51	0	13	5	10	0	0	0	79	94.5
12:45	60	0	12	7	8	0	0	0	0	87	100.9	70	0	8	9	11	0	0	1	99	117.2
H/Total	276	0	53	20	32	0	1	1	0	383	435	259	0	57	23	45	0	0	1	385	454.4
13:00	70	0	13	4	11	0	0	1	0	99	114.7	70	0	19	5	13	0	1	0	108	128.4
13:15	63	0	13	8	16	0	1	0	0	101	126.8	78	0	11	1	15	0	0	0	105	125
13:30	66	0	20	6	7	0	0	0	0	99	111.1	68	0	11	4	14	0	1	0	98	119.2
13:45	72	0	10	10	7	0	0	2	0	101	113.9	71	0	14	1	20	0	0	0	106	132.5
H/Total	271	0	56	28	41	0	1	3	0	400	466.5	287	0	55	11	62	0	2	0	417	505.1
14:00	70	0	10	6	9	0	1	0	0	96	111.7	69	0	16	5	9	0	0	0	99	113.2
14:15	99	0	14	4	17	1	0	0	0	135	160.1	53	0	22	5	12	0	0	1	93	110.5
14:30	77	0	24	5	11	1	1	0	0	119	137.8	61	0	13	5	17	0	0	0	96	120.6
14:45	85	0	20	8	3	1	0	0	0	117	125.9	95	0	20	9	12	0	1	0	137	158.1
H/Total	331	0	68	23	40	3	2	0	0	467	535.5	278	0	71	24	50	0	1	1	425	502.4
15:00	78	0	23	2	6	0	0	1	0	110	118.2	71	0	12	4	19	0	0	0	106	132.7
15:15	80	0	17	6	5	0	0	0	0	108	117.5	87	0	17	8	10	0	0	0	122	139
15:30	87	0	23	6	11	0	1	0	0	128	146.3	102	0	12	5	5	1	1	0	126	137
15:45	92	0	30	4	9	0	1	0	0	136	150.7	67	0	20	3	11	1	0	0	102	118.8
H/Total	337	0	93	18	31	0	2	1	0	482	532.7	327	0	61	20	45	2	1	0	456	527.5
16:00	113	0	21	1	17	0	0	1	0	153	175	83	0	20	1	1	0	1	0	106	108.8
16:15	89	0	17	2	5	0	2	1	0	116	124.9	99	0	21	4	3	0	1	1	129	135.3
16:30	148	0	17	2	10	0	1	0	0	178	193	109	0	17	3	4	0	1	0	134	141.7
16:45	122	0	18	2	6	1	1	0	1	151	161	120	0	14	0	9	0	0	1	144	155.1
H/Total	472	0	73	7	38	1	4	2	1	598	653.9	411	0	72	8	17	0	3	2	513	540.9
17:00	158	0	18	3	4	0	2	0	0	185	193.7	138	0	15	3	7	0	0	0	163	173.6
17:15	149	0	11	2	3	0	0	1	0	166	170.3	149	0	13	1	8	0	1	0	172	183.9
17:30	134	0	10	1	4	0	1	1	0	151	157.1	145	0	12	0	7	0	1	1	166	175.5
17:45	156	0	23	3	4	1	0	1	1	189	195.3	131	0	13	1	5	0	0	1	151	157.4
H/Total	597	0	62	9	15	1	3	3	1	691	716.4	563	0	53	5	27	0	2	2	652	690.4
18:00	132	0	9	0	3	0	0	0	0	144	147.9	120	0	8	0	5	1	1	0	135	143.5
18:15	109	0	10	1	1	0	0	1	0	122	123.2	120	0	10	2	3	0	0	1	136	140.3
18:30	74	0	3	2	6	0	0	0	0	85	93.8	80	0	10	0	5	0	0	0	95	101.5
18:45	64	0	6	1	7	0	0	0	0	78	87.6	63	0	10	0	5	0	0	1	79	84.9
H/Total	379	0	28	4	17	0	0	1	0	429	452.5	383	0	38	2	18	1	1	2	445	470.2
Total	4162	0	743	213	398	8	24	17	3	5568	6211.3	4351	0	787	189	471	5	18	19	5841	6558.6

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A63 / A19 Roundabout**
 Date: **18 October 2016, Tuesday**



Time	From C										To C											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	49	0	18	3	10	0	0	0	0	80	94.5	101	0	7	1	2	2	0	0	0	113	118.1
07:15	49	0	30	2	8	0	0	2	0	91	101.2	104	0	14	2	4	2	1	0	0	127	136.2
07:30	83	0	27	6	8	1	1	0	0	126	141.4	121	0	18	3	9	0	1	1	0	153	166.6
07:45	95	0	28	1	13	0	1	1	0	139	156.8	106	0	17	3	9	0	1	0	1	137	150.4
H/Total	276	0	103	12	39	1	2	3	0	436	493.9	432	0	56	9	24	4	3	1	1	530	571.3
08:00	70	0	18	4	5	0	3	0	0	100	111.5	99	0	19	6	6	0	2	0	0	132	144.8
08:15	120	0	22	5	7	1	2	1	0	158	172	97	0	11	3	10	0	0	0	0	121	135.5
08:30	94	0	17	5	9	1	1	0	0	127	143.2	70	0	11	1	9	2	1	0	0	94	109.2
08:45	84	0	19	3	6	0	1	0	0	113	123.3	76	0	18	3	9	0	0	0	0	106	119.2
H/Total	368	0	76	17	27	2	7	1	0	498	550	342	0	59	13	34	2	3	0	0	453	508.7
09:00	65	0	13	5	13	0	1	1	0	98	117.8	65	0	20	9	3	0	0	1	0	98	105.8
09:15	86	0	24	6	15	1	0	0	0	132	155.5	57	0	17	5	7	0	0	0	0	86	97.6
09:30	54	0	8	4	2	0	0	0	0	68	72.6	52	0	14	1	7	1	0	0	0	75	85.6
09:45	57	0	10	8	9	2	1	1	0	88	106.1	57	0	6	2	16	0	1	0	0	82	104.8
H/Total	262	0	55	23	39	3	2	2	0	386	452	231	0	57	17	33	1	1	1	0	341	393.8
10:00	50	0	8	4	12	0	0	1	0	75	92	51	0	14	9	12	1	0	0	0	87	108.1
10:15	51	0	18	6	16	0	0	0	0	91	114.8	49	0	16	7	7	0	0	0	1	80	91.8
10:30	57	0	9	1	8	0	0	1	0	76	86.3	47	0	11	7	6	1	0	0	0	72	84.3
10:45	61	0	9	8	2	1	0	1	0	82	89	54	0	9	5	8	0	0	0	0	76	88.9
H/Total	219	0	44	19	38	1	0	3	0	324	382.1	201	0	50	28	33	2	0	0	1	315	373.1
11:00	63	0	13	2	4	0	1	0	0	83	90.2	51	0	7	6	17	0	0	0	0	81	106.1
11:15	57	0	9	3	5	1	0	2	0	77	84.8	56	0	16	8	7	0	0	1	0	88	100.5
11:30	58	0	17	4	9	0	0	3	0	91	102.9	58	0	11	6	7	1	0	0	1	84	96.3
11:45	60	0	16	3	8	1	0	0	1	89	101.1	46	0	10	1	6	0	0	0	0	63	71.3
H/Total	238	0	55	12	26	2	1	5	1	340	379	211	0	44	21	37	1	0	1	1	316	374.2
12:00	72	0	13	3	9	0	0	1	0	98	110.6	74	0	11	3	5	1	0	1	0	95	103.4
12:15	48	0	11	4	8	0	0	1	0	72	83.8	44	0	16	6	9	0	0	0	0	75	89.7
12:30	42	0	14	5	6	0	0	1	0	68	77.7	70	0	7	3	4	0	0	0	0	84	90.7
12:45	60	0	12	8	7	1	0	1	0	89	102.5	56	0	9	7	7	0	0	0	0	79	91.6
H/Total	222	0	50	20	30	1	0	4	0	327	374.6	244	0	43	19	25	1	0	1	0	333	375.4
13:00	54	0	15	5	14	0	2	2	0	92	113.5	61	0	8	5	8	0	0	1	0	83	95.3
13:15	71	0	14	2	12	1	0	1	0	101	118	54	0	16	9	11	1	0	0	0	91	110.8
13:30	64	0	18	3	10	0	0	0	0	95	109.5	68	0	15	11	4	0	0	1	0	99	109.1
13:45	67	0	21	3	12	1	0	1	0	105	122.5	66	0	9	8	7	0	0	2	0	92	103.9
H/Total	256	0	68	13	48	2	2	4	0	393	463.5	249	0	48	33	30	1	0	4	0	365	419.1
14:00	63	0	13	5	8	0	1	0	0	90	103.9	69	0	11	6	6	1	1	0	0	94	106.8
14:15	62	0	18	4	7	0	0	0	0	91	102.1	69	0	11	6	12	0	0	0	0	98	116.6
14:30	63	0	16	8	14	0	0	1	0	102	123.6	68	0	16	3	10	2	3	2	0	104	122.3
14:45	87	0	17	7	10	1	0	0	0	122	139.5	71	0	19	6	2	0	2	2	0	102	108.4
H/Total	275	0	64	24	39	1	1	1	0	405	469.1	277	0	57	21	30	3	6	4	0	398	454.1
15:00	75	0	9	2	13	1	0	2	0	102	119.7	80	0	22	2	10	0	0	0	1	115	128.2
15:15	66	0	18	5	9	0	0	1	0	99	112.6	100	0	17	4	3	0	0	1	0	125	130.3
15:30	95	0	10	5	5	1	0	0	0	116	126	72	0	19	7	7	1	3	0	0	109	125.6
15:45	81	0	19	2	8	0	0	0	0	110	121.4	74	0	28	7	9	0	2	0	0	120	137.2
H/Total	317	0	56	14	35	2	0	3	0	427	479.7	326	0	86	20	29	1	5	1	1	469	521.3
16:00	88	0	19	2	1	1	0	1	0	112	114.7	113	0	28	2	15	0	0	1	0	159	178.9
16:15	108	0	16	6	3	1	1	0	0	135	143.9	83	0	17	3	4	1	1	1	0	110	118.1
16:30	113	0	13	3	3	0	0	0	0	132	137.4	110	0	20	2	6	0	1	0	0	139	148.8
16:45	119	0	22	0	5	1	0	0	1	148	154.7	88	0	15	1	5	0	2	0	0	111	120
H/Total	428	0	70	11	12	3	1	1	1	527	550.7	394	0	80	8	30	1	4	2	0	519	565.8
17:00	128	0	14	2	9	0	0	1	0	154	166.1	108	0	11	1	4	1	0	1	1	127	132.3
17:15	148	0	12	1	6	0	0	1	0	168	175.7	104	0	6	0	3	0	0	2	0	115	117.7
17:30	132	0	12	2	8	0	0	1	1	156	166	98	0	8	2	2	1	1	1	0	113	118
17:45	124	0	16	0	5	1	0	1	0	147	153.9	92	0	17	3	3	0	0	0	0	115	120.4
H/Total	532	0	54	5	28	1	0	4	1	625	661.7	402	0	42	6	12	2	1	4	1	470	488.4
18:00	119	0	8	0	4	0	1	0	0	132	138.2	120	0	8	1	1	0	0	0	1	130	131.8
18:15	108	0	13	2	1	0	0	0	0	124	126.3	74	0	13	0	0	0	0	1	0	88	87.4
18:30	84	0	9	0	3	0	0	0	0	96	99.9	64	0	7	2	4	0	0	0	0	77	83.2
18:45	73	0	7	0	2	2	0	0	0	84	88.6	49	0	6	0	3	0	0	0	0	58	61.9
H/Total	384	0	37	2	10	2	1	0	0	436	453	307	0	34	3	8	0	0	1	0	353	364.3
Total	3777	0	732	172	371	21	17	31	3	5124	5709.3	3616	0	656	198	325	19	23	20	5	4862	5409.5

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A63 / A19 Roundabout**
 Date: **18 October 2016, Tuesday**



Time	From D										To D											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL		
07:00	31	0	5	3	1	0	0	0	0	40	42.8	76	0	11	3	2	0	1	0	94	98.5	
07:15	41	0	14	0	1	0	0	0	0	56	57.3	85	0	13	1	3	0	2	2	0	106	111.2
07:30	56	0	17	4	2	0	0	0	0	79	83.6	90	0	12	2	3	1	0	0	0	108	113.9
07:45	80	0	13	0	2	0	3	0	0	98	103.6	80	0	22	3	5	0	3	1	0	114	124.4
H/Total	208	0	49	7	6	0	3	0	0	273	287.3	331	0	58	9	13	1	6	4	0	422	448
08:00	85	0	10	1	6	0	1	1	0	104	112.7	70	0	14	2	5	0	1	0	0	92	100.5
08:15	80	0	12	0	4	0	0	0	0	96	101.2	74	0	21	3	3	0	0	0	0	101	106.4
08:30	65	0	10	4	2	1	1	0	0	83	89.6	94	0	10	0	0	0	0	0	0	104	104
08:45	82	0	13	2	5	0	0	1	0	103	109.9	62	0	9	5	2	0	1	0	0	79	85.1
H/Total	312	0	45	7	17	1	2	2	0	386	413.4	300	0	54	10	10	0	2	0	0	376	396
09:00	63	0	9	0	2	0	0	0	0	74	76.6	50	0	7	1	2	0	0	1	0	61	63.5
09:15	50	0	2	4	4	0	1	0	0	61	69.2	36	0	8	2	4	0	0	0	0	50	56.2
09:30	49	0	11	2	4	0	0	0	0	66	72.2	32	0	9	5	2	0	0	0	0	48	53.1
09:45	33	0	12	4	11	0	0	0	0	60	76.3	30	0	13	1	4	0	0	0	0	48	53.7
H/Total	195	0	34	10	21	0	1	0	0	261	294.3	148	0	37	9	12	0	0	1	0	207	226.5
10:00	43	0	6	3	3	0	0	0	0	55	60.4	33	0	11	0	2	0	0	0	0	46	48.6
10:15	39	0	9	1	3	0	0	1	0	53	56.8	35	0	7	0	7	0	0	0	0	49	58.1
10:30	50	0	5	6	5	0	0	0	0	66	75.5	35	0	6	4	3	0	0	0	0	48	53.9
10:45	38	0	5	6	3	0	1	0	0	53	60.9	30	0	8	2	3	0	0	1	0	44	48.3
H/Total	170	0	25	16	14	0	1	1	0	227	253.6	133	0	32	6	15	0	0	1	0	187	208.9
11:00	44	0	8	3	4	0	0	0	0	59	65.7	39	0	10	3	2	0	0	2	0	56	58.9
11:15	31	0	6	1	7	0	0	0	0	45	54.6	36	0	5	4	5	0	0	1	0	51	58.9
11:30	38	0	9	2	8	0	0	0	0	57	68.4	41	0	10	3	3	0	0	0	0	57	62.4
11:45	34	0	3	3	3	0	0	0	0	43	48.4	43	0	6	5	4	0	0	1	0	59	66.1
H/Total	147	0	26	9	22	0	0	0	0	204	237.1	159	0	31	15	14	0	0	4	0	223	246.3
12:00	43	0	7	0	8	0	0	0	0	58	68.4	49	0	10	2	6	0	1	0	0	68	77.8
12:15	46	0	7	3	4	0	0	0	0	60	66.7	33	0	11	0	5	0	0	0	0	49	55.5
12:30	43	0	9	4	5	0	1	0	0	62	71.5	54	0	8	4	1	0	0	1	0	68	70.7
12:45	30	0	6	4	6	0	0	2	0	48	56.6	40	0	8	2	4	0	0	0	0	54	60.2
H/Total	162	0	29	11	23	0	1	2	0	228	263.2	176	0	37	8	16	0	1	1	0	239	264.2
13:00	36	0	10	3	1	0	1	0	0	51	54.8	44	0	8	0	5	0	0	2	0	59	64.3
13:15	46	0	6	2	4	0	0	0	0	58	64.2	39	0	6	1	5	0	0	0	0	51	58
13:30	40	0	4	2	4	0	1	0	0	51	58.2	35	0	10	1	3	0	0	0	0	49	53.4
13:45	43	0	5	0	10	0	0	0	0	58	71	41	0	4	4	2	0	1	1	0	53	58
H/Total	165	0	25	7	19	0	2	0	0	218	248.2	159	0	28	6	15	0	1	3	0	212	233.7
14:00	37	0	8	0	4	0	0	0	0	49	54.2	44	0	10	1	5	0	1	0	0	61	69
14:15	41	0	10	1	6	0	1	0	0	59	68.3	56	0	12	2	6	0	0	0	0	76	84.8
14:30	49	0	5	0	4	0	0	1	0	59	63.6	44	0	12	3	2	0	0	0	0	61	65.1
14:45	58	0	10	5	4	0	1	0	0	78	86.7	43	0	8	4	1	1	0	0	0	57	61.3
H/Total	185	0	33	6	18	0	2	1	0	245	272.8	187	0	42	10	14	1	1	0	0	255	280.2
15:00	59	0	7	2	9	0	0	0	0	77	89.7	43	0	18	1	1	1	0	1	0	65	67.2
15:15	62	0	4	2	3	0	0	0	0	71	75.9	35	0	4	2	4	0	0	0	0	45	51.2
15:30	64	0	3	5	4	0	2	0	0	78	87.7	65	0	8	3	9	0	1	0	0	86	100.2
15:45	61	0	14	1	4	1	0	0	0	81	87.7	56	0	10	0	1	0	0	0	0	67	68.3
H/Total	246	0	28	10	20	1	2	0	0	307	341	199	0	40	6	15	1	1	1	0	263	286.9
16:00	56	0	9	0	5	0	1	0	0	71	78.5	62	0	8	0	7	0	0	0	0	77	86.1
16:15	69	0	14	1	2	0	0	1	0	87	89.5	66	0	7	1	3	0	1	0	0	78	83.4
16:30	63	0	15	2	2	0	1	0	0	83	87.6	74	0	10	2	6	0	0	0	0	92	100.8
16:45	71	0	13	0	4	0	0	1	0	89	93.6	77	0	7	0	1	1	0	0	0	86	88.3
H/Total	259	0	51	3	13	0	2	2	0	330	349.2	279	0	32	3	17	1	1	0	0	333	358.6
17:00	97	0	11	1	2	0	1	0	0	112	116.1	91	0	8	2	4	0	1	0	0	106	113.2
17:15	88	0	9	0	2	0	1	1	0	101	104	84	0	9	2	1	0	0	1	0	97	98.7
17:30	88	0	6	1	0	0	1	0	0	96	97.5	87	0	5	0	3	0	0	0	0	95	98.9
17:45	84	0	8	2	2	0	0	0	0	96	99.6	67	0	11	2	2	1	0	1	1	85	88.2
H/Total	357	0	34	4	6	0	3	1	0	405	417.2	329	0	33	6	10	1	1	2	1	383	399
18:00	72	0	8	0	1	1	0	0	0	82	84.3	58	0	7	0	2	0	0	0	0	67	69.6
18:15	94	0	4	0	2	0	1	1	0	102	105	58	0	5	1	1	0	0	1	0	66	67.2
18:30	56	0	6	1	2	0	0	0	0	65	68.1	50	0	6	1	2	0	0	0	0	59	62.1
18:45	49	0	7	0	3	0	0	1	0	60	63.3	48	0	6	0	4	0	0	0	0	58	63.2
H/Total	271	0	25	1	8	1	1	2	0	309	320.7	214	0	24	2	9	0	0	1	0	250	262.1
Total	2677	0	404	91	187	3	20	11	0	3393	3698	2614	0	448	90	160	5	14	18	1	3350	3610.4

Project Number: **TSP12919**
 Project Name: **Selby Surveys**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A63 / A19 Roundabout**
 Date: **18 October 2016, Tuesday**



Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY			
07:00	291	0	45	11	13	2	1	1	1	365	389	
07:15	311	0	72	5	16	2	3	3	0	412	438.5	
07:30	374	0	79	15	21	2	2	1	0	494	532.2	
07:45	393	0	85	8	27	0	6	1	1	521	564.7	
H/Total	1369	0	281	39	77	6	12	6	2	1792	1924.4	
08:00	358	0	64	13	19	1	6	1	0	462	499.6	
08:15	396	0	67	11	24	1	6	1	0	506	549.1	
08:30	350	0	49	12	22	4	3	0	0	440	481.6	
08:45	354	0	62	13	22	0	1	1	0	453	488.5	
H/Total	1458	0	242	49	87	6	16	3	0	1861	2018.8	
09:00	279	0	52	16	19	0	2	3	0	371	403.9	
09:15	257	0	51	16	30	1	1	0	0	356	405	
09:30	212	0	46	14	15	1	0	1	0	289	315.9	
09:45	194	0	44	15	36	2	2	1	0	294	351.7	
H/Total	942	0	193	61	100	4	5	5	0	1310	1476.5	
10:00	211	0	41	15	29	1	0	1	0	298	343.6	
10:15	200	0	49	15	32	0	0	1	1	298	345.7	
10:30	210	0	34	18	20	1	0	1	0	284	319.4	
10:45	205	0	30	17	15	1	1	2	0	271	299.8	
H/Total	826	0	154	65	96	3	1	5	1	1151	1308.5	
11:00	219	0	37	13	26	0	1	2	0	298	338.1	
11:15	202	0	34	17	22	1	0	3	0	279	315.3	
11:30	217	0	47	16	26	1	0	3	1	311	351.2	
11:45	208	0	40	11	20	1	0	1	1	282	313.1	
H/Total	846	0	158	57	94	3	1	9	2	1170	1317.7	
12:00	253	0	44	9	25	1	1	2	0	335	372.8	
12:15	194	0	50	13	24	0	0	1	0	282	319.1	
12:30	235	0	36	15	15	0	1	2	0	304	330.8	
12:45	216	0	35	21	22	1	0	3	0	298	336.3	
H/Total	898	0	165	58	86	2	2	8	0	1219	1359	
13:00	227	0	43	13	26	0	3	5	0	317	357.3	
13:15	232	0	39	13	32	2	1	1	0	320	370.5	
13:30	224	0	48	16	21	0	1	1	0	311	346.7	
13:45	243	0	41	15	29	1	1	4	0	334	378.8	
H/Total	926	0	171	57	108	3	6	11	0	1282	1453.3	
14:00	236	0	42	13	21	1	3	0	0	316	353.8	
14:15	254	0	52	13	30	1	1	1	0	352	398.9	
14:30	248	0	53	13	29	2	4	3	0	352	400.4	
14:45	287	0	59	22	17	2	3	2	0	392	428.9	
H/Total	1025	0	206	61	97	6	11	6	0	1412	1582	
15:00	283	0	59	8	31	1	0	3	1	386	428.7	
15:15	296	0	53	15	17	0	0	2	0	383	411.4	
15:30	336	0	44	16	22	2	5	0	0	425	468.6	
15:45	294	0	74	11	21	1	2	0	0	403	438.8	
H/Total	1209	0	230	50	91	4	7	5	1	1597	1747.5	
16:00	344	0	69	4	23	1	1	2	0	444	476.7	
16:15	351	0	55	10	11	2	3	2	0	434	457.1	
16:30	403	0	58	7	16	0	2	0	0	486	512.3	
16:45	398	0	60	2	15	2	2	1	2	482	504.3	
H/Total	1496	0	242	23	65	5	8	5	2	1846	1950.4	
17:00	468	0	50	6	15	1	3	2	1	546	570.5	
17:15	472	0	37	3	12	0	1	4	0	529	544.7	
17:30	440	0	36	4	12	1	2	2	1	498	516.6	
17:45	423	0	53	6	11	2	0	2	1	498	515.3	
H/Total	1803	0	176	19	50	4	6	10	3	2071	2147.1	
18:00	411	0	31	1	8	1	1	0	0	453	465.9	
18:15	376	0	37	3	4	0	1	3	0	424	429.8	
18:30	274	0	26	3	11	0	0	0	0	314	329.8	
18:45	237	0	27	1	12	2	0	1	0	280	297.5	
H/Total	1298	0	121	8	35	3	2	4	0	1471	1523.1	
Total	14096	0	2339	547	986	49	77	77	11	18182	19808	

Peak Hours	Totals
07:00 08:00	1792
07:15 08:15	1889
07:30 08:30	1983
07:45 08:45	1929

08:00 09:00	1861
08:15 09:15	1770
08:30 09:30	1620
08:45 09:45	1469

09:00 10:00	1310
09:15 10:15	1237
09:30 10:30	1179
09:45 10:45	1174

10:00 11:00	1151
10:15 11:15	1151
10:30 11:30	1132
10:45 11:45	1159

11:00 12:00	1170
11:15 12:15	1207
11:30 12:30	1210
11:45 12:45	1203

12:00 13:00	1219
12:15 13:15	1201
12:30 13:30	1239
12:45 13:45	1246

13:00 14:00	1282
13:15 14:15	1281
13:30 14:30	1313
13:45 14:45	1354

14:00 15:00	1412
14:15 15:15	1482
14:30 15:30	1513
14:45 15:45	1586

15:00 16:00	1597
15:15 16:15	1655
15:30 16:30	1706
15:45 16:45	1767

16:00 17:00	1846
16:15 17:15	1948
16:30 17:30	2043
16:45 17:45	2055

17:00 18:00	2071
17:15 18:15	1978
17:30 18:30	1873
17:45 18:45	1689

18:00 19:00	1471
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ATC: West Lane

1115	4	0	3	0	1	0	0	0	0	0	0
1130	0	0	0	0	0	0	0	0	0	0	0
1145	0	0	0	0	0	0	0	0	0	0	0
1200	2	0	2	0	0	0	0	0	0	0	0
1215	7	0	7	0	0	0	0	0	0	0	0
1230	3	0	3	0	0	0	0	0	0	0	0
1245	2	0	1	0	0	1	0	0	0	0	0
1300	3	0	3	0	0	0	0	0	0	0	0
1315	4	0	4	0	0	0	0	0	0	0	0
1330	5	0	5	0	0	0	0	0	0	0	0
1345	6	0	6	0	0	0	0	0	0	0	0
1400	4	0	3	0	0	1	0	0	0	0	0
1415	2	0	2	0	0	0	0	0	0	0	0
1430	2	0	2	0	0	0	0	0	0	0	0
1445	5	0	5	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0
1515	6	0	6	0	0	0	0	0	0	0	0
1530	3	0	3	0	0	0	0	0	0	0	0
1545	3	0	2	0	1	0	0	0	0	0	0
1600	4	0	4	0	0	0	0	0	0	0	0
1615	1	0	1	0	0	0	0	0	0	0	0
1630	2	0	2	0	0	0	0	0	0	0	0
1645	4	0	3	0	1	0	0	0	0	0	0
1700	2	0	2	0	0	0	0	0	0	0	0
1715	3	0	3	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	0	0
1745	2	0	2	0	0	0	0	0	0	0	0
1800	4	0	4	0	0	0	0	0	0	0	0
1815	1	0	1	0	0	0	0	0	0	0	0
1830	4	0	4	0	0	0	0	0	0	0	0
1845	2	0	2	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0
1915	1	0	1	0	0	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	162	0	154	1	5	2	0	0	0	0	0
06-22	174	0	166	1	5	2	0	0	0	0	0
06-00	176	0	168	1	5	2	0	0	0	0	0
00-00	177	0	169	1	5	2	0	0	0	0	0

04 March 2017

0445	1	0	1	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	0	0	1	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0
0615	1	0	1	0	0	0	0	0	0	0	0
0630	2	0	2	0	0	0	0	0	0	0	0
0645	1	0	1	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0
0730	3	0	3	0	0	0	0	0	0	0	0
0745	3	0	3	0	0	0	0	0	0	0	0
0800	3	0	3	0	0	0	0	0	0	0	0
0815	5	0	4	0	1	0	0	0	0	0	0
0830	8	0	8	0	0	0	0	0	0	0	0
0845	1	0	1	0	0	0	0	0	0	0	0
0900	6	0	6	0	0	0	0	0	0	0	0
0915	2	0	2	0	0	0	0	0	0	0	0
0930	4	0	4	0	0	0	0	0	0	0	0
0945	3	0	3	0	0	0	0	0	0	0	0
1000	3	0	2	0	0	0	0	0	0	0	1
1015	3	0	3	0	0	0	0	0	0	0	0
1030	3	0	3	0	0	0	0	0	0	0	0
1045	3	0	3	0	0	0	0	0	0	0	0
1100	4	0	4	0	0	0	0	0	0	0	0
1115	7	0	6	0	0	0	0	0	1	0	0
1130	3	0	3	0	0	0	0	0	0	0	0
1145	3	0	3	0	0	0	0	0	0	0	0
1200	4	0	3	0	0	0	0	0	1	0	0
1215	2	0	2	0	0	0	0	0	0	0	0
1230	3	0	2	0	1	0	0	0	0	0	0
1245	3	1	1	0	1	0	0	0	0	0	0
1300	7	0	5	0	1	0	0	0	0	1	0
1315	1	0	1	0	0	0	0	0	0	0	0
1330	4	0	4	0	0	0	0	0	0	0	0
1345	3	0	3	0	0	0	0	0	0	0	0
1400	4	0	2	1	1	0	0	0	0	0	0
1415	1	0	1	0	0	0	0	0	0	0	0
1430	5	1	4	0	0	0	0	0	0	0	0
1445	6	0	6	0	0	0	0	0	0	0	0
1500	2	0	2	0	0	0	0	0	0	0	0
1515	6	0	5	0	1	0	0	0	0	0	0
1530	3	0	3	0	0	0	0	0	0	0	0
1545	2	0	2	0	0	0	0	0	0	0	0
1600	4	0	4	0	0	0	0	0	0	0	0
1615	2	0	2	0	0	0	0	0	0	0	0
1630	1	0	1	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0
1700	3	0	3	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0
1730	3	0	3	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0
1815	1	0	1	0	0	0	0	0	0	0	0
1830	2	0	2	0	0	0	0	0	0	0	0
1845	2	0	2	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0
1915	2	0	2	0	0	0	0	0	0	0	0

0730	2	0	2	0	0	0	0	0	0	0	0
0745	2	0	2	0	0	0	0	0	0	0	0
0800	2	0	2	0	0	0	0	0	0	0	0
0815	4	0	3	0	1	0	0	0	0	0	0
0830	6	0	6	0	0	0	0	0	0	0	0
0845	1	0	1	0	0	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0
0915	4	0	4	0	0	0	0	0	0	0	0
0930	6	0	6	0	0	0	0	0	0	0	0
0945	8	0	8	0	0	0	0	0	0	0	0
1000	3	0	3	0	0	0	0	0	0	0	0
1015	4	0	4	0	0	0	0	0	0	0	0
1030	1	0	1	0	0	0	0	0	0	0	0
1045	2	1	1	0	0	0	0	0	0	0	0
1100	4	0	4	0	0	0	0	0	0	0	0
1115	4	0	4	0	0	0	0	0	0	0	0
1130	3	0	3	0	0	0	0	0	0	0	0
1145	4	0	4	0	0	0	0	0	0	0	0
1200	3	0	3	0	0	0	0	0	0	0	0
1215	4	0	4	0	0	0	0	0	0	0	0
1230	2	0	2	0	0	0	0	0	0	0	0
1245	1	0	1	0	0	0	0	0	0	0	0
1300	4	1	3	0	0	0	0	0	0	0	0
1315	5	0	5	0	0	0	0	0	0	0	0
1330	9	0	7	1	1	0	0	0	0	0	0
1345	4	0	4	0	0	0	0	0	0	0	0
1400	5	1	4	0	0	0	0	0	0	0	0
1415	1	0	1	0	0	0	0	0	0	0	0
1430	5	1	3	0	1	0	0	0	0	0	0
1445	2	0	2	0	0	0	0	0	0	0	0
1500	4	0	4	0	0	0	0	0	0	0	0
1515	1	0	1	0	0	0	0	0	0	0	0
1530	4	0	4	0	0	0	0	0	0	0	0
1545	4	0	2	0	1	0	0	0	1	0	0
1600	2	0	2	0	0	0	0	0	0	0	0
1615	2	0	2	0	0	0	0	0	0	0	0
1630	3	0	3	0	0	0	0	0	0	0	0
1645	1	0	1	0	0	0	0	0	0	0	0
1700	3	0	3	0	0	0	0	0	0	0	0
1715	1	0	1	0	0	0	0	0	0	0	0
1730	2	0	2	0	0	0	0	0	0	0	0
1745	2	0	2	0	0	0	0	0	0	0	0
1800	5	0	5	0	0	0	0	0	0	0	0
1815	2	0	2	0	0	0	0	0	0	0	0
1830	3	0	3	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0
1915	2	0	2	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0
1945	3	0	2	0	1	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0

1015	3	0	3	0	0	0	0	0	0	0	0	0
1030	4	0	3	0	1	0	0	0	0	0	0	0
1045	2	0	2	0	0	0	0	0	0	0	0	0
1100	5	0	5	0	0	0	0	0	0	0	0	0
1115	3	0	2	0	1	0	0	0	0	0	0	0
1130	7	1	6	0	0	0	0	0	0	0	0	0
1145	5	1	4	0	0	0	0	0	0	0	0	0
1200	6	0	6	0	0	0	0	0	0	0	0	0
1215	1	0	1	0	0	0	0	0	0	0	0	0
1230	5	0	4	0	1	0	0	0	0	0	0	0
1245	8	0	6	0	1	0	0	0	0	0	0	1
1300	2	0	2	0	0	0	0	0	0	0	0	0
1315	4	0	4	0	0	0	0	0	0	0	0	0
1330	3	0	2	0	0	0	1	0	0	0	0	0
1345	4	0	4	0	0	0	0	0	0	0	0	0
1400	3	0	3	0	0	0	0	0	0	0	0	0
1415	6	0	4	0	2	0	0	0	0	0	0	0
1430	2	0	1	0	1	0	0	0	0	0	0	0
1445	5	0	5	0	0	0	0	0	0	0	0	0
1500	3	0	3	0	0	0	0	0	0	0	0	0
1515	2	0	2	0	0	0	0	0	0	0	0	0
1530	1	0	1	0	0	0	0	0	0	0	0	0
1545	3	0	3	0	0	0	0	0	0	0	0	0
1600	2	0	2	0	0	0	0	0	0	0	0	0
1615	1	0	1	0	0	0	0	0	0	0	0	0
1630	7	0	7	0	0	0	0	0	0	0	0	0
1645	1	0	1	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0
1715	1	0	1	0	0	0	0	0	0	0	0	0
1730	2	0	2	0	0	0	0	0	0	0	0	0
1745	1	0	1	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0
1815	3	0	3	0	0	0	0	0	0	0	0	0
1830	3	0	3	0	0	0	0	0	0	0	0	0
1845	3	0	3	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	1	0	0	0	1	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	163	2	148	1	10	0	1	0	0	0	0	1
06-22	176	2	159	1	12	0	1	0	0	0	0	1
06-00	177	2	160	1	12	0	1	0	0	0	0	1
00-00	182	2	164	1	12	0	1	0	0	0	0	2

1300	3	0	2	0	0	1	0	0	0	0	0	0
1315	8	0	8	0	0	0	0	0	0	0	0	0
1330	1	0	1	0	0	0	0	0	0	0	0	0
1345	2	0	2	0	0	0	0	0	0	0	0	0
1400	2	0	2	0	0	0	0	0	0	0	0	0
1415	3	0	2	0	1	0	0	0	0	0	0	0
1430	7	0	7	0	0	0	0	0	0	0	0	0
1445	6	1	5	0	0	0	0	0	0	0	0	0
1500	3	0	3	0	0	0	0	0	0	0	0	0
1515	4	0	4	0	0	0	0	0	0	0	0	0
1530	4	0	4	0	0	0	0	0	0	0	0	0
1545	4	0	4	0	0	0	0	0	0	0	0	0
1600	2	0	2	0	0	0	0	0	0	0	0	0
1615	1	0	1	0	0	0	0	0	0	0	0	0
1630	2	0	2	0	0	0	0	0	0	0	0	0
1645	2	0	2	0	0	0	0	0	0	0	0	0
1700	2	0	2	0	0	0	0	0	0	0	0	0
1715	3	0	3	0	0	0	0	0	0	0	0	0
1730	4	0	3	0	0	0	1	0	0	0	0	0
1745	2	0	2	0	0	0	0	0	0	0	0	0
1800	2	0	2	0	0	0	0	0	0	0	0	0
1815	2	0	2	0	0	0	0	0	0	0	0	0
1830	4	0	4	0	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0
1915	1	0	1	0	0	0	0	0	0	0	0	0
1930	4	0	4	0	0	0	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	1	0	0	0	1	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	167	3	149	3	9	1	1	0	0	0	1	
06-22	182	3	162	3	11	1	1	0	0	0	1	
06-00	183	3	163	3	11	1	1	0	0	0	1	
00-00	188	3	168	3	11	1	1	0	0	0	1	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	1141	20	1051	10	45	3	2	0	3	1	6	

TSP Class Profile All Days 15 Mins

Report Id - CustomList-638

Site Name - BRICK KILN LN-1

Description - WEST LANE [30M]

Direction - West

03 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0
0745	1	0	1	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0
0815	2	0	2	0	0	0	0	0	0	0	0	0
0830	3	0	2	0	1	0	0	0	0	0	0	0
0845	3	0	3	0	0	0	0	0	0	0	0	0
0900	4	0	4	0	0	0	0	0	0	0	0	0
0915	1	0	1	0	0	0	0	0	0	0	0	0
0930	4	0	2	2	0	0	0	0	0	0	0	0
0945	2	0	2	0	0	0	0	0	0	0	0	0
1000	5	0	5	0	0	0	0	0	0	0	0	0
1015	4	0	4	0	0	0	0	0	0	0	0	0
1030	5	0	5	0	0	0	0	0	0	0	0	0
1045	5	0	5	0	0	0	0	0	0	0	0	0
1100	4	1	3	0	0	0	0	0	0	0	0	0
1115	5	0	4	0	1	0	0	0	0	0	0	0

0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0
0745	1	0	1	0	0	0	0	0	0	0	0
0800	2	0	2	0	0	0	0	0	0	0	0
0815	0	0	0	0	0	0	0	0	0	0	0
0830	1	0	1	0	0	0	0	0	0	0	0
0845	1	0	1	0	0	0	0	0	0	0	0
0900	1	0	1	0	0	0	0	0	0	0	0
0915	1	0	1	0	0	0	0	0	0	0	0
0930	1	0	1	0	0	0	0	0	0	0	0
0945	2	0	2	0	0	0	0	0	0	0	0
1000	2	0	2	0	0	0	0	0	0	0	0
1015	7	1	6	0	0	0	0	0	0	0	0
1030	2	0	2	0	0	0	0	0	0	0	0
1045	2	0	2	0	0	0	0	0	0	0	0
1100	1	0	1	0	0	0	0	0	0	0	0
1115	1	0	1	0	0	0	0	0	0	0	0
1130	4	0	4	0	0	0	0	0	0	0	0
1145	2	0	2	0	0	0	0	0	0	0	0
1200	4	0	3	1	0	0	0	0	0	0	0
1215	3	0	3	0	0	0	0	0	0	0	0
1230	5	0	4	0	1	0	0	0	0	0	0
1245	4	0	4	0	0	0	0	0	0	0	0
1300	3	0	2	0	1	0	0	0	0	0	0
1315	5	0	4	0	1	0	0	0	0	0	0
1330	2	0	2	0	0	0	0	0	0	0	0
1345	2	0	2	0	0	0	0	0	0	0	0
1400	4	0	4	0	0	0	0	0	0	0	0
1415	2	0	2	0	0	0	0	0	0	0	0
1430	3	0	3	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0
1500	3	0	3	0	0	0	0	0	0	0	0
1515	4	0	3	1	0	0	0	0	0	0	0
1530	3	0	3	0	0	0	0	0	0	0	0
1545	1	0	1	0	0	0	0	0	0	0	0
1600	3	0	3	0	0	0	0	0	0	0	0
1615	1	0	1	0	0	0	0	0	0	0	0
1630	2	0	2	0	0	0	0	0	0	0	0
1645	1	0	1	0	0	0	0	0	0	0	0

0500	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0
0615	1	0	1	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0
0715	1	0	1	0	0	0	0	0	0	0	0
0730	2	0	2	0	0	0	0	0	0	0	0
0745	2	0	2	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0
0815	2	0	2	0	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0
0845	2	0	2	0	0	0	0	0	0	0	0
0900	4	0	3	0	0	0	0	0	1	0	0
0915	3	0	3	0	0	0	0	0	0	0	0
0930	3	0	3	0	0	0	0	0	0	0	0
0945	2	0	2	0	0	0	0	0	0	0	0
1000	2	0	2	0	0	0	0	0	0	0	0
1015	3	0	3	0	0	0	0	0	0	0	0
1030	2	0	2	0	0	0	0	0	0	0	0
1045	4	0	4	0	0	0	0	0	0	0	0
1100	3	0	3	0	0	0	0	0	0	0	0
1115	4	0	4	0	0	0	0	0	0	0	0
1130	1	0	1	0	0	0	0	0	0	0	0
1145	7	0	5	1	0	0	0	1	0	0	0
1200	1	0	1	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0
1230	2	0	0	0	2	0	0	0	0	0	0
1245	3	0	1	0	2	0	0	0	0	0	0
1300	4	0	4	0	0	0	0	0	0	0	0
1315	3	0	3	0	0	0	0	0	0	0	0
1330	2	0	2	0	0	0	0	0	0	0	0
1345	3	0	3	0	0	0	0	0	0	0	0
1400	4	0	3	0	1	0	0	0	0	0	0
1415	2	0	2	0	0	0	0	0	0	0	0
1430	2	0	1	1	0	0	0	0	0	0	0
1445	4	0	4	0	0	0	0	0	0	0	0
1500	3	0	2	1	0	0	0	0	0	0	0
1515	8	0	7	0	1	0	0	0	0	0	0
1530	11	1	9	0	1	0	0	0	0	0	0
1545	1	0	1	0	0	0	0	0	0	0	0
1600	2	0	2	0	0	0	0	0	0	0	0
1615	3	0	3	0	0	0	0	0	0	0	0
1630	4	0	4	0	0	0	0	0	0	0	0
1645	5	0	5	0	0	0	0	0	0	0	0
1700	4	0	3	0	1	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0
1730	2	0	2	0	0	0	0	0	0	0	0
1745	3	0	3	0	0	0	0	0	0	0	0
1800	6	0	6	0	0	0	0	0	0	0	0
1815	6	0	6	0	0	0	0	0	0	0	0
1830	2	0	2	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0
1915	3	0	3	0	0	0	0	0	0	0	0
1930	3	0	3	0	0	0	0	0	0	0	0

1030	2	0	1	0	1	0	0	0	0	0	0
1045	2	0	2	0	0	0	0	0	0	0	0
1100	5	0	4	0	1	0	0	0	0	0	0
1115	4	0	4	0	0	0	0	0	0	0	0
1130	6	0	6	0	0	0	0	0	0	0	0
1145	3	0	3	0	0	0	0	0	0	0	0
1200	5	0	4	0	0	0	0	0	0	0	1
1215	5	0	4	0	1	0	0	0	0	0	0
1230	7	0	6	0	1	0	0	0	0	0	0
1245	3	0	2	0	0	0	1	0	0	0	0
1300	4	0	4	0	0	0	0	0	0	0	0
1315	4	0	4	0	0	0	0	0	0	0	0
1330	5	0	5	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0
1400	3	0	2	0	1	0	0	0	0	0	0
1415	5	0	3	0	2	0	0	0	0	0	0
1430	4	0	4	0	0	0	0	0	0	0	0
1445	3	1	2	0	0	0	0	0	0	0	0
1500	8	0	8	0	0	0	0	0	0	0	0
1515	2	0	2	0	0	0	0	0	0	0	0
1530	5	0	5	0	0	0	0	0	0	0	0
1545	3	0	3	0	0	0	0	0	0	0	0
1600	4	0	3	0	1	0	0	0	0	0	0
1615	5	0	5	0	0	0	0	0	0	0	0
1630	5	0	5	0	0	0	0	0	0	0	0
1645	6	0	6	0	0	0	0	0	0	0	0
1700	7	0	6	0	1	0	0	0	0	0	0
1715	7	0	6	0	0	0	0	0	0	0	1
1730	4	0	4	0	0	0	0	0	0	0	0
1745	2	0	2	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0
1815	1	0	1	0	0	0	0	0	0	0	0
1830	3	0	3	0	0	0	0	0	0	0	0
1845	3	0	3	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0
1915	1	0	1	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0
2100	2	0	1	0	1	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	168	2	150	1	11	0	2	0	0	0	2
06-22	184	2	165	1	12	0	2	0	0	0	2
06-00	185	2	166	1	12	0	2	0	0	0	2
00-00	188	2	169	1	12	0	2	0	0	0	2

1315	5	0	5	0	0	0	0	0	0	0	0	0
1330	5	0	5	0	0	0	0	0	0	0	0	0
1345	4	0	4	0	0	0	0	0	0	0	0	0
1400	2	0	2	0	0	0	0	0	0	0	0	0
1415	6	0	5	0	1	0	0	0	0	0	0	0
1430	8	0	7	1	0	0	0	0	0	0	0	0
1445	3	0	3	0	0	0	0	0	0	0	0	0
1500	4	0	4	0	0	0	0	0	0	0	0	0
1515	2	0	2	0	0	0	0	0	0	0	0	0
1530	5	0	5	0	0	0	0	0	0	0	0	0
1545	4	0	4	0	0	0	0	0	0	0	0	0
1600	3	0	2	0	1	0	0	0	0	0	0	0
1615	1	0	1	0	0	0	0	0	0	0	0	0
1630	9	0	9	0	0	0	0	0	0	0	0	0
1645	6	0	6	0	0	0	0	0	0	0	0	0
1700	3	0	3	0	0	0	0	0	0	0	0	0
1715	4	0	3	0	1	0	0	0	0	0	0	0
1730	4	0	4	0	0	0	0	0	0	0	0	0
1745	3	0	3	0	0	0	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0	0
1815	2	0	2	0	0	0	0	0	0	0	0	0
1830	2	0	2	0	0	0	0	0	0	0	0	0
1845	2	0	2	0	0	0	0	0	0	0	0	0
1900	5	0	5	0	0	0	0	0	0	0	0	0
1915	1	0	1	0	0	0	0	0	0	0	0	0
1930	2	0	2	0	0	0	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0
2015	1	0	0	0	1	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	159	1	144	2	10	0	1	0	0	1	0	0
06-22	179	1	163	2	11	0	1	0	0	1	0	0
06-00	182	1	166	2	11	0	1	0	0	1	0	0
00-00	184	1	168	2	11	0	1	0	0	1	0	0

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	1142	15	1052	14	50	0	3	2	1	1	4	

ATC: Millfield Road

0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	0	0	1	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0
0615	1	0	1	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0
0730	1	0	1	0	0	0	0	0	0	0	0
0745	1	0	1	0	0	0	0	0	0	0	0
0800	2	0	2	0	0	0	0	0	0	0	0
0815	2	0	2	0	0	0	0	0	0	0	0
0830	5	1	4	0	0	0	0	0	0	0	0
0845	5	1	3	0	1	0	0	0	0	0	0
0900	4	0	4	0	0	0	0	0	0	0	0
0915	5	2	3	0	0	0	0	0	0	0	0
0930	7	1	6	0	0	0	0	0	0	0	0
0945	8	0	8	0	0	0	0	0	0	0	0
1000	6	0	5	1	0	0	0	0	0	0	0
1015	10	3	7	0	0	0	0	0	0	0	0
1030	11	2	8	0	0	0	1	0	0	0	0
1045	14	1	12	1	0	0	0	0	0	0	0
1100	9	2	7	0	0	0	0	0	0	0	0
1115	7	1	3	0	2	0	0	0	0	0	1
1130	9	0	9	0	0	0	0	0	0	0	0
1145	8	2	6	0	0	0	0	0	0	0	0
1200	9	0	8	0	1	0	0	0	0	0	0
1215	7	0	6	0	1	0	0	0	0	0	0
1230	10	1	8	0	1	0	0	0	0	0	0
1245	11	0	11	0	0	0	0	0	0	0	0
1300	12	0	12	0	0	0	0	0	0	0	0
1315	7	1	6	0	0	0	0	0	0	0	0
1330	8	1	7	0	0	0	0	0	0	0	0
1345	10	0	9	0	1	0	0	0	0	0	0
1400	5	0	5	0	0	0	0	0	0	0	0
1415	3	0	3	0	0	0	0	0	0	0	0
1430	12	0	12	0	0	0	0	0	0	0	0
1445	10	0	10	0	0	0	0	0	0	0	0
1500	6	0	5	1	0	0	0	0	0	0	0
1515	7	0	7	0	0	0	0	0	0	0	0
1530	11	1	9	1	0	0	0	0	0	0	0
1545	12	0	12	0	0	0	0	0	0	0	0
1600	4	0	3	0	1	0	0	0	0	0	0
1615	9	0	8	1	0	0	0	0	0	0	0
1630	8	0	8	0	0	0	0	0	0	0	0
1645	5	0	3	1	0	0	1	0	0	0	0

1945	3	0	3	0	0	0	0	0	0	0	0	0
2000	7	0	7	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0
2115	3	0	3	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	2	0	0	0	2	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0
07-19	428	7	382	4	32	1	2	0	0	0	0	0
06-22	486	8	439	4	32	1	2	0	0	0	0	0
06-00	496	8	447	4	34	1	2	0	0	0	0	0
00-00	501	8	449	4	35	2	3	0	0	0	0	0

07 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0
0615	2	0	2	0	0	0	0	0	0	0	0	0
0630	3	1	2	0	0	0	0	0	0	0	0	0
0645	3	0	3	0	0	0	0	0	0	0	0	0
0700	3	0	2	0	1	0	0	0	0	0	0	0
0715	8	0	7	0	0	1	0	0	0	0	0	0
0730	6	0	5	0	1	0	0	0	0	0	0	0

0745	7	0	5	0	1	1	0	0	0	0	0
0800	5	0	5	0	0	0	0	0	0	0	0
0815	8	0	5	0	3	0	0	0	0	0	0
0830	10	0	8	0	2	0	0	0	0	0	0
0845	16	0	13	0	3	0	0	0	0	0	0
0900	8	0	6	0	2	0	0	0	0	0	0
0915	6	0	5	0	1	0	0	0	0	0	0
0930	6	0	5	0	0	0	1	0	0	0	0
0945	7	0	5	0	1	1	0	0	0	0	0
1000	7	0	7	0	0	0	0	0	0	0	0
1015	6	0	6	0	0	0	0	0	0	0	0
1030	6	0	6	0	0	0	0	0	0	0	0
1045	11	4	6	1	0	0	0	0	0	0	0
1100	9	0	9	0	0	0	0	0	0	0	0
1115	10	0	9	0	1	0	0	0	0	0	0
1130	9	1	8	0	0	0	0	0	0	0	0
1145	10	1	9	0	0	0	0	0	0	0	0
1200	11	0	9	0	2	0	0	0	0	0	0
1215	8	2	6	0	0	0	0	0	0	0	0
1230	10	0	10	0	0	0	0	0	0	0	0
1245	10	0	9	0	1	0	0	0	0	0	0
1300	5	0	5	0	0	0	0	0	0	0	0
1315	9	1	8	0	0	0	0	0	0	0	0
1330	10	0	9	0	1	0	0	0	0	0	0
1345	7	0	6	0	1	0	0	0	0	0	0
1400	8	1	6	1	0	0	0	0	0	0	0
1415	6	0	5	0	1	0	0	0	0	0	0
1430	9	1	7	0	1	0	0	0	0	0	0
1445	8	1	7	0	0	0	0	0	0	0	0
1500	8	0	8	0	0	0	0	0	0	0	0
1515	7	0	6	0	1	0	0	0	0	0	0
1530	8	0	8	0	0	0	0	0	0	0	0
1545	10	1	9	0	0	0	0	0	0	0	0
1600	17	1	15	0	1	0	0	0	0	0	0
1615	15	0	15	0	0	0	0	0	0	0	0
1630	12	0	11	0	1	0	0	0	0	0	0
1645	14	0	14	0	0	0	0	0	0	0	0
1700	12	0	12	0	0	0	0	0	0	0	0
1715	18	1	16	0	1	0	0	0	0	0	0
1730	15	0	14	0	1	0	0	0	0	0	0
1745	10	0	10	0	0	0	0	0	0	0	0
1800	10	0	9	0	1	0	0	0	0	0	0
1815	15	0	15	0	0	0	0	0	0	0	0
1830	7	0	7	0	0	0	0	0	0	0	0
1845	8	0	6	0	2	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0
1915	6	0	6	0	0	0	0	0	0	0	0
1930	8	0	7	1	0	0	0	0	0	0	0
1945	9	0	9	0	0	0	0	0	0	0	0
2000	7	0	7	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0
2030	2	0	1	0	0	1	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0
2100	8	0	7	0	1	0	0	0	0	0	0
2115	6	0	5	0	1	0	0	0	0	0	0
2130	5	0	5	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0

1030	7	2	5	0	0	0	0	0	0	0	0
1045	8	0	8	0	0	0	0	0	0	0	0
1100	7	0	4	1	2	0	0	0	0	0	0
1115	3	0	3	0	0	0	0	0	0	0	0
1130	5	0	5	0	0	0	0	0	0	0	0
1145	10	1	7	0	2	0	0	0	0	0	0
1200	9	0	8	0	1	0	0	0	0	0	0
1215	5	1	4	0	0	0	0	0	0	0	0
1230	8	0	7	0	1	0	0	0	0	0	0
1245	10	1	8	0	0	0	1	0	0	0	0
1300	8	0	7	0	0	0	1	0	0	0	0
1315	9	0	6	1	2	0	0	0	0	0	0
1330	11	1	8	0	2	0	0	0	0	0	0
1345	3	0	3	0	0	0	0	0	0	0	0
1400	8	1	6	0	1	0	0	0	0	0	0
1415	3	0	2	1	0	0	0	0	0	0	0
1430	7	0	6	0	0	1	0	0	0	0	0
1445	6	0	5	0	1	0	0	0	0	0	0
1500	8	0	6	0	2	0	0	0	0	0	0
1515	21	1	18	0	2	0	0	0	0	0	0
1530	15	0	13	0	1	0	1	0	0	0	0
1545	11	1	10	0	0	0	0	0	0	0	0
1600	9	0	9	0	0	0	0	0	0	0	0
1615	18	2	14	0	1	0	1	0	0	0	0
1630	19	0	16	0	3	0	0	0	0	0	0
1645	13	0	13	0	0	0	0	0	0	0	0
1700	13	0	12	0	1	0	0	0	0	0	0
1715	9	0	8	0	1	0	0	0	0	0	0
1730	12	0	10	0	0	1	1	0	0	0	0
1745	16	0	15	0	1	0	0	0	0	0	0
1800	14	0	14	0	0	0	0	0	0	0	0
1815	11	0	11	0	0	0	0	0	0	0	0
1830	3	0	3	0	0	0	0	0	0	0	0
1845	10	0	10	0	0	0	0	0	0	0	0
1900	5	0	5	0	0	0	0	0	0	0	0
1915	4	0	4	0	0	0	0	0	0	0	0
1930	9	0	8	0	1	0	0	0	0	0	0
1945	2	0	2	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0
2130	3	0	3	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	430	14	378	3	26	3	6	0	0	0	0
06-22	483	14	429	3	28	3	6	0	0	0	0
06-00	492	14	438	3	28	3	6	0	0	0	0
00-00	497	14	442	3	29	3	6	0	0	0	0

1315	5	0	4	0	1	0	0	0	0	0	0	0
1330	21	3	16	0	2	0	0	0	0	0	0	0
1345	6	0	4	0	2	0	0	0	0	0	0	0
1400	1	0	1	0	0	0	0	0	0	0	0	0
1415	5	0	4	0	1	0	0	0	0	0	0	0
1430	13	2	10	0	1	0	0	0	0	0	0	0
1445	8	0	8	0	0	0	0	0	0	0	0	0
1500	7	0	5	0	2	0	0	0	0	0	0	0
1515	13	0	12	0	1	0	0	0	0	0	0	0
1530	15	0	10	0	5	0	0	0	0	0	0	0
1545	10	1	9	0	0	0	0	0	0	0	0	0
1600	15	0	13	0	1	0	1	0	0	0	0	0
1615	17	1	14	0	2	0	0	0	0	0	0	0
1630	14	1	12	0	1	0	0	0	0	0	0	0
1645	15	0	15	0	0	0	0	0	0	0	0	0
1700	18	1	17	0	0	0	0	0	0	0	0	0
1715	13	0	11	0	1	0	1	0	0	0	0	0
1730	22	0	20	1	0	0	1	0	0	0	0	0
1745	11	0	11	0	0	0	0	0	0	0	0	0
1800	10	0	10	0	0	0	0	0	0	0	0	0
1815	12	1	11	0	0	0	0	0	0	0	0	0
1830	18	1	17	0	0	0	0	0	0	0	0	0
1845	10	0	10	0	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0	0
1915	6	1	5	0	0	0	0	0	0	0	0	0
1930	5	0	5	0	0	0	0	0	0	0	0	0
1945	5	0	3	0	2	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0
2015	9	0	9	0	0	0	0	0	0	0	0	0
2030	4	0	4	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	0
2115	6	0	6	0	0	0	0	0	0	0	0	0
2130	3	0	3	0	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	466	19	407	1	34	0	4	0	0	0	0	1
06-22	534	20	472	1	36	0	4	0	0	0	0	1
06-00	545	20	483	1	36	0	4	0	0	0	0	1
00-00	550	20	488	1	36	0	4	0	0	0	0	1

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	3404	108	3050	24	183	16	20	1	0	0	2	

TSP Class Profile All Days 15 Mins

Report Id - CustomList-638

Site Name - BRICK KILN LN-2

Description - CHAPEL HADDLESEY [30M]

Direction - West

03 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0	0
0545	4	0	3	0	0	0	1	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0	0
0630	9	0	9	0	0	0	0	0	0	0	0	0
0645	3	0	3	0	0	0	0	0	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0	0
0715	7	0	7	0	0	0	0	0	0	0	0	0
0730	8	0	8	0	0	0	0	0	0	0	0	0
0745	10	0	10	0	0	0	0	0	0	0	0	0
0800	20	0	18	0	2	0	0	0	0	0	0	0
0815	8	0	8	0	0	0	0	0	0	0	0	0
0830	8	0	7	1	0	0	0	0	0	0	0	0
0845	17	0	16	1	0	0	0	0	0	0	0	0
0900	10	0	10	0	0	0	0	0	0	0	0	0
0915	3	0	1	0	2	0	0	0	0	0	0	0
0930	11	0	10	0	1	0	0	0	0	0	0	0
0945	6	0	5	0	0	1	0	0	0	0	0	0
1000	7	0	7	0	0	0	0	0	0	0	0	0
1015	7	0	6	0	1	0	0	0	0	0	0	0
1030	4	0	3	0	1	0	0	0	0	0	0	0
1045	7	0	6	0	1	0	0	0	0	0	0	0
1100	10	1	7	0	2	0	0	0	0	0	0	0
1115	11	0	8	0	3	0	0	0	0	0	0	0

0745	8	0	8	0	0	0	0	0	0	0	0
0800	10	0	10	0	0	0	0	0	0	0	0
0815	6	0	6	0	0	0	0	0	0	0	0
0830	6	0	6	0	0	0	0	0	0	0	0
0845	12	0	12	0	0	0	0	0	0	0	0
0900	6	0	5	0	1	0	0	0	0	0	0
0915	5	0	5	0	0	0	0	0	0	0	0
0930	8	0	6	0	2	0	0	0	0	0	0
0945	6	0	5	0	1	0	0	0	0	0	0
1000	6	0	4	0	2	0	0	0	0	0	0
1015	6	1	4	1	0	0	0	0	0	0	0
1030	5	1	2	0	2	0	0	0	0	0	0
1045	6	1	5	0	0	0	0	0	0	0	0
1100	6	2	4	0	0	0	0	0	0	0	0
1115	6	0	4	0	0	0	2	0	0	0	0
1130	9	1	7	0	1	0	0	0	0	0	0
1145	10	1	8	0	1	0	0	0	0	0	0
1200	7	0	6	0	1	0	0	0	0	0	0
1215	6	0	5	0	1	0	0	0	0	0	0
1230	8	0	7	0	1	0	0	0	0	0	0
1245	3	0	2	0	1	0	0	0	0	0	0
1300	11	2	8	0	0	0	1	0	0	0	0
1315	6	1	5	0	0	0	0	0	0	0	0
1330	7	1	6	0	0	0	0	0	0	0	0
1345	11	1	7	0	1	0	2	0	0	0	0
1400	4	1	3	0	0	0	0	0	0	0	0
1415	4	0	3	0	1	0	0	0	0	0	0
1430	10	1	9	0	0	0	0	0	0	0	0
1445	12	1	11	0	0	0	0	0	0	0	0
1500	7	0	6	0	1	0	0	0	0	0	0
1515	7	0	7	0	0	0	0	0	0	0	0
1530	6	0	6	0	0	0	0	0	0	0	0
1545	9	0	9	0	0	0	0	0	0	0	0
1600	13	1	10	0	2	0	0	0	0	0	0
1615	7	0	6	0	1	0	0	0	0	0	0
1630	3	0	3	0	0	0	0	0	0	0	0
1645	7	2	4	0	1	0	0	0	0	0	0
1700	10	1	8	0	1	0	0	0	0	0	0
1715	13	1	9	1	2	0	0	0	0	0	0
1730	5	0	5	0	0	0	0	0	0	0	0
1745	9	0	9	0	0	0	0	0	0	0	0
1800	5	0	5	0	0	0	0	0	0	0	0
1815	5	0	5	0	0	0	0	0	0	0	0
1830	7	0	7	0	0	0	0	0	0	0	0
1845	5	0	5	0	0	0	0	0	0	0	0
1900	8	0	8	0	0	0	0	0	0	0	0
1915	4	0	4	0	0	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0
1945	4	0	4	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0
2015	2	0	2	0	0	0	0	0	0	0	0
2030	4	0	3	1	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0
2115	2	0	0	0	1	0	0	0	0	0	1
2130	3	0	3	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0

1030	3	0	2	0	1	0	0	0	0	0	0
1045	5	0	5	0	0	0	0	0	0	0	0
1100	2	0	2	0	0	0	0	0	0	0	0
1115	6	1	4	0	1	0	0	0	0	0	0
1130	6	1	4	0	1	0	0	0	0	0	0
1145	8	0	8	0	0	0	0	0	0	0	0
1200	6	0	4	0	2	0	0	0	0	0	0
1215	7	0	6	0	1	0	0	0	0	0	0
1230	4	1	1	1	1	0	0	0	0	0	0
1245	8	0	8	0	0	0	0	0	0	0	0
1300	7	1	5	0	0	0	1	0	0	0	0
1315	9	0	7	0	2	0	0	0	0	0	0
1330	6	0	5	0	1	0	0	0	0	0	0
1345	11	0	10	0	1	0	0	0	0	0	0
1400	8	1	5	0	1	1	0	0	0	0	0
1415	5	0	4	0	1	0	0	0	0	0	0
1430	5	1	3	0	1	0	0	0	0	0	0
1445	8	0	8	0	0	0	0	0	0	0	0
1500	13	0	12	0	1	0	0	0	0	0	0
1515	5	0	5	0	0	0	0	0	0	0	0
1530	9	0	9	0	0	0	0	0	0	0	0
1545	9	0	8	0	1	0	0	0	0	0	0
1600	10	0	9	0	1	0	0	0	0	0	0
1615	8	0	5	0	3	0	0	0	0	0	0
1630	11	0	11	0	0	0	0	0	0	0	0
1645	4	0	4	0	0	0	0	0	0	0	0
1700	8	0	8	0	0	0	0	0	0	0	0
1715	5	2	3	0	0	0	0	0	0	0	0
1730	8	0	8	0	0	0	0	0	0	0	0
1745	5	0	5	0	0	0	0	0	0	0	0
1800	12	0	11	0	1	0	0	0	0	0	0
1815	5	0	5	0	0	0	0	0	0	0	0
1830	5	0	5	0	0	0	0	0	0	0	0
1845	3	0	3	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0
1915	3	0	3	0	0	0	0	0	0	0	0
1930	4	0	4	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	6	0	0	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	355	10	315	1	26	1	2	0	0	0	0
06-22	397	10	356	1	27	1	2	0	0	0	0
06-00	402	10	361	1	27	1	2	0	0	0	0
00-00	416	11	374	1	27	1	2	0	0	0	0

1315	12	0	10	0	2	0	0	0	0	0	0	0
1330	6	0	5	0	1	0	0	0	0	0	0	0
1345	10	0	10	0	0	0	0	0	0	0	0	0
1400	6	1	5	0	0	0	0	0	0	0	0	0
1415	4	1	3	0	0	0	0	0	0	0	0	0
1430	4	1	3	0	0	0	0	0	0	0	0	0
1445	9	0	9	0	0	0	0	0	0	0	0	0
1500	16	1	15	0	0	0	0	0	0	0	0	0
1515	5	0	3	0	2	0	0	0	0	0	0	0
1530	6	1	4	0	1	0	0	0	0	0	0	0
1545	10	1	8	0	1	0	0	0	0	0	0	0
1600	9	1	8	0	0	0	0	0	0	0	0	0
1615	7	0	6	0	1	0	0	0	0	0	0	0
1630	9	1	7	0	1	0	0	0	0	0	0	0
1645	9	0	7	0	2	0	0	0	0	0	0	0
1700	15	0	15	0	0	0	0	0	0	0	0	0
1715	7	1	6	0	0	0	0	0	0	0	0	0
1730	9	0	9	0	0	0	0	0	0	0	0	0
1745	8	0	8	0	0	0	0	0	0	0	0	0
1800	4	0	3	0	0	0	1	0	0	0	0	0
1815	2	0	2	0	0	0	0	0	0	0	0	0
1830	5	0	5	0	0	0	0	0	0	0	0	0
1845	4	0	4	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0
1915	7	0	7	0	0	0	0	0	0	0	0	0
1930	4	0	4	0	0	0	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0	0
2000	4	0	4	0	0	0	0	0	0	0	0	0
2015	2	0	2	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0
07-19	380	15	337	0	26	0	2	0	0	0	0	0
06-22	438	15	393	0	27	1	2	0	0	0	0	0
06-00	444	15	399	0	27	1	2	0	0	0	0	0
00-00	453	16	407	0	27	1	2	0	0	0	0	0

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	2900	110	2584	16	152	10	24	0	0	1	3	

ATC: Fox Lane

0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0
0745	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0
0815	1	0	1	0	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0
0915	3	0	3	0	0	0	0	0	0	0	0
0930	3	0	3	0	0	0	0	0	0	0	0
0945	2	0	2	0	0	0	0	0	0	0	0
1000	2	0	2	0	0	0	0	0	0	0	0
1015	1	0	1	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0
1045	1	0	1	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0
1115	1	0	1	0	0	0	0	0	0	0	0
1130	1	0	1	0	0	0	0	0	0	0	0
1145	1	0	1	0	0	0	0	0	0	0	0
1200	4	0	4	0	0	0	0	0	0	0	0
1215	1	0	1	0	0	0	0	0	0	0	0
1230	5	0	4	0	1	0	0	0	0	0	0
1245	2	0	2	0	0	0	0	0	0	0	0
1300	1	0	1	0	0	0	0	0	0	0	0
1315	1	0	0	0	1	0	0	0	0	0	0
1330	1	0	1	0	0	0	0	0	0	0	0
1345	1	0	1	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0
1430	3	0	3	0	0	0	0	0	0	0	0
1445	2	0	2	0	0	0	0	0	0	0	0
1500	1	0	1	0	0	0	0	0	0	0	0
1515	3	0	2	1	0	0	0	0	0	0	0
1530	3	0	2	1	0	0	0	0	0	0	0
1545	1	0	1	0	0	0	0	0	0	0	0
1600	2	1	1	0	0	0	0	0	0	0	0
1615	3	0	2	1	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0
1645	3	0	2	1	0	0	0	0	0	0	0

1030	1	0	1	0	0	0	0	0	0	0	0
1045	2	0	2	0	0	0	0	0	0	0	0
1100	3	0	3	0	0	0	0	0	0	0	0
1115	1	0	1	0	0	0	0	0	0	0	0
1130	2	0	1	0	0	0	1	0	0	0	0
1145	0	0	0	0	0	0	0	0	0	0	0
1200	1	0	1	0	0	0	0	0	0	0	0
1215	2	0	2	0	0	0	0	0	0	0	0
1230	3	0	3	0	0	0	0	0	0	0	0
1245	2	0	2	0	0	0	0	0	0	0	0
1300	3	0	3	0	0	0	0	0	0	0	0
1315	1	0	1	0	0	0	0	0	0	0	0
1330	4	0	4	0	0	0	0	0	0	0	0
1345	2	0	2	0	0	0	0	0	0	0	0
1400	2	0	2	0	0	0	0	0	0	0	0
1415	3	0	3	0	0	0	0	0	0	0	0
1430	1	0	1	0	0	0	0	0	0	0	0
1445	2	0	2	0	0	0	0	0	0	0	0
1500	4	0	3	0	1	0	0	0	0	0	0
1515	2	0	2	0	0	0	0	0	0	0	0
1530	3	0	3	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0
1630	3	0	3	0	0	0	0	0	0	0	0
1645	4	0	4	0	0	0	0	0	0	0	0
1700	1	0	1	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0
1730	5	1	4	0	0	0	0	0	0	0	0
1745	4	0	4	0	0	0	0	0	0	0	0
1800	2	0	2	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0
1830	1	0	1	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	114	1	109	0	2	0	2	0	0	0	0
06-22	116	1	111	0	2	0	2	0	0	0	0
06-00	117	1	112	0	2	0	2	0	0	0	0
00-00	118	1	113	0	2	0	2	0	0	0	0

1315	2	0	1	0	1	0	0	0	0	0	0	0
1330	2	0	2	0	0	0	0	0	0	0	0	0
1345	1	0	1	0	0	0	0	0	0	0	0	0
1400	5	0	5	0	0	0	0	0	0	0	0	0
1415	2	0	2	0	0	0	0	0	0	0	0	0
1430	4	1	3	0	0	0	0	0	0	0	0	0
1445	1	0	1	0	0	0	0	0	0	0	0	0
1500	1	0	1	0	0	0	0	0	0	0	0	0
1515	4	0	4	0	0	0	0	0	0	0	0	0
1530	1	0	1	0	0	0	0	0	0	0	0	0
1545	1	0	0	0	1	0	0	0	0	0	0	0
1600	3	0	3	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0
1645	3	0	3	0	0	0	0	0	0	0	0	0
1700	2	0	2	0	0	0	0	0	0	0	0	0
1715	2	0	2	0	0	0	0	0	0	0	0	0
1730	1	0	1	0	0	0	0	0	0	0	0	0
1745	2	0	2	0	0	0	0	0	0	0	0	0
1800	4	0	4	0	0	0	0	0	0	0	0	0
1815	2	0	2	0	0	0	0	0	0	0	0	0
1830	1	0	1	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0
1915	3	0	3	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	101	1	95	1	4	0	0	0	0	0	0	0
06-22	114	1	108	1	4	0	0	0	0	0	0	0
06-00	115	1	109	1	4	0	0	0	0	0	0	0
00-00	116	1	110	1	4	0	0	0	0	0	0	0

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	714	9	665	11	18	7	3	0	0	0	1	

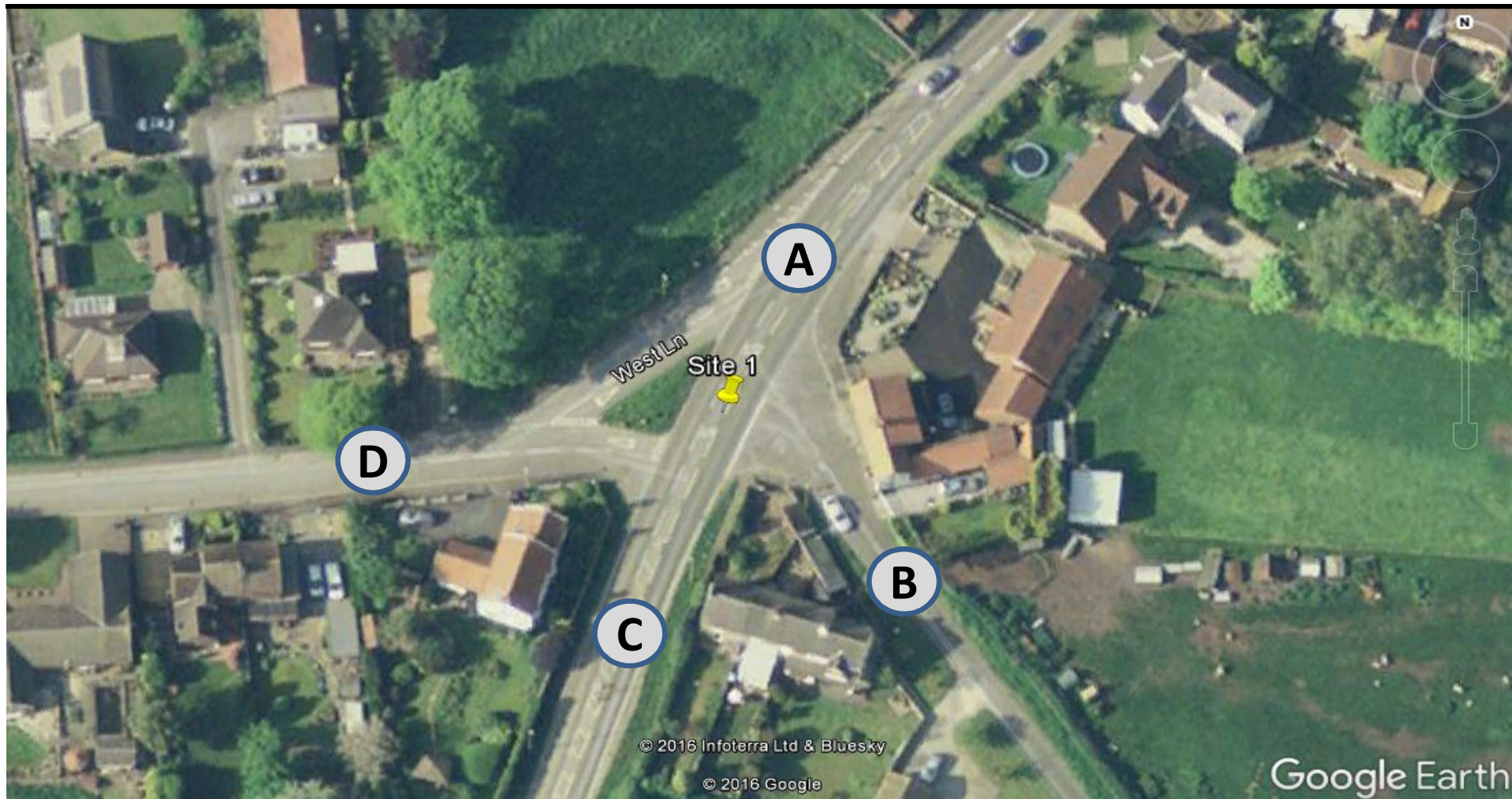
1315	0	0	0	0	0	0	0	0	0	0	0	0
1330	1	0	1	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	3	0	3	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	3	0	3	0	0	0	0	0	0	0	0	0
1500	1	0	1	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	0	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0
1615	3	0	3	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0
1700	2	0	1	0	1	0	0	0	0	0	0	0
1715	2	0	2	0	0	0	0	0	0	0	0	0
1730	1	0	1	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0
07-19	33	0	30	0	3	0	0	0	0	0	0	0
06-22	37	0	33	0	3	0	1	0	0	0	0	0
06-00	38	0	34	0	3	0	1	0	0	0	0	0
00-00	38	0	34	0	3	0	1	0	0	0	0	0

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	237	5	209	3	17	2	1	0	0	0	0	0

MCC: A19 / Brick Kiln Lane / West Lane

Project Number: **TSP13114**
Project Name: **Brick Kiln Lane, Selby**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **A19 / West Lane / Brick Kiln Lane**



Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **A19 / West Lane / Brick Kiln Lane**
 Date: **01 March 2017, Wednesday**



Time	From A										To A											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00	56	0	10	0	4	1	0	0	0	71	77.2	19	0	4	4	3	0	0	0	30	35.9	
06:15	75	0	8	3	2	0	0	1	0	89	92.5	26	0	8	4	3	0	0	1	0	42	47.3
06:30	96	0	10	1	3	1	0	0	0	111	116.4	41	0	15	1	9	0	0	0	66	78.2	
06:45	87	0	16	1	4	0	0	0	0	108	113.7	48	0	16	1	3	0	0	1	0	69	72.8
H/Total	314	0	44	5	13	2	0	1	0	379	399.8	134	0	43	10	18	0	0	2	0	207	234.2
07:00	95	0	15	3	2	1	0	0	0	116	121.1	46	0	27	4	3	0	0	0	0	80	85.9
07:15	106	0	14	2	7	2	0	1	1	133	143.7	60	0	23	5	6	0	0	0	0	94	104.3
07:30	104	0	20	5	3	1	2	0	0	135	144.4	65	0	32	5	7	1	1	0	1	112	124.8
07:45	107	0	23	3	5	0	1	0	1	140	148.2	85	0	34	6	5	0	1	0	0	131	141.5
H/Total	412	0	72	13	17	4	3	1	2	524	557.4	256	0	116	20	21	1	2	0	1	417	456.5
08:00	96	0	15	4	6	0	1	1	0	123	133.2	124	0	23	7	8	0	3	0	0	165	181.9
08:15	91	0	22	4	6	0	0	0	0	123	132.8	124	0	29	6	18	1	1	0	0	179	207.4
08:30	72	0	15	6	6	2	2	0	0	103	117.8	96	0	26	10	11	1	0	0	0	144	164.3
08:45	66	0	10	4	4	0	0	0	0	84	91.2	88	0	18	4	12	0	0	1	0	123	140
H/Total	325	0	62	18	22	2	3	1	0	433	475	432	0	96	27	49	2	4	1	0	611	693.6
09:00	79	0	15	3	9	0	0	0	0	106	119.2	54	0	13	3	5	1	1	0	0	78	87.4
09:15	46	0	17	5	6	0	1	0	0	75	86.3	59	0	18	9	14	0	1	0	0	101	124.7
09:30	50	0	17	1	8	1	1	0	2	80	91.3	81	0	17	5	14	0	0	0	0	117	137.7
09:45	52	0	23	6	6	0	0	0	0	87	97.8	54	0	14	6	8	2	1	1	0	86	101.8
H/Total	227	0	72	15	29	1	2	0	2	348	394.6	248	0	62	23	41	3	3	2	0	382	451.6
Total	1278	0	250	51	81	9	8	3	4	1684	1826.8	1070	0	317	80	129	6	9	5	1	1617	1835.9

Time	From A										To A											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	94	0	34	6	10	0	1	0	0	145	162	86	0	18	2	5	1	1	0	0	113	122.5
16:15	83	0	24	5	6	0	0	1	0	119	128.7	94	0	14	1	5	1	1	0	0	116	125
16:30	89	0	34	5	5	1	1	0	0	135	146	121	0	24	0	9	0	0	1	0	155	166.1
16:45	94	0	18	1	2	0	1	0	0	116	120.1	108	0	15	0	4	1	0	0	0	128	134.2
H/Total	360	0	110	17	23	1	3	1	0	515	556.8	409	0	71	3	23	3	2	1	0	512	547.8
17:00	131	0	22	2	2	1	0	3	0	161	163.8	159	0	15	1	2	0	0	1	0	178	180.5
17:15	118	0	17	0	2	0	0	0	0	137	139.6	143	0	12	1	2	0	0	0	0	158	161.1
17:30	97	0	12	1	5	1	0	1	0	117	124.4	125	0	13	1	4	0	0	1	0	144	149.1
17:45	97	0	11	2	2	0	1	2	1	116	118.6	127	0	10	0	1	1	0	1	1	141	141.9
H/Total	443	0	62	5	11	2	1	6	1	531	546.4	554	0	50	3	9	1	0	3	1	621	632.6
18:00	86	0	9	2	3	0	0	0	0	100	104.9	113	0	9	0	4	0	0	0	0	126	131.2
18:15	72	0	10	0	2	0	0	0	0	84	86.6	76	0	5	0	2	0	0	0	0	83	85.6
18:30	55	0	9	0	2	0	0	0	0	66	68.6	88	0	10	1	0	0	0	0	0	99	99.5
18:45	69	0	4	2	5	0	0	0	0	80	87.5	79	0	3	1	3	2	0	0	1	89	94.6
H/Total	282	0	32	4	12	0	0	0	0	330	347.6	356	0	27	2	9	2	0	0	1	397	410.9
19:00	43	0	2	1	2	0	0	0	0	48	51.1	65	0	7	0	1	0	0	0	0	73	74.3
19:15	59	0	7	0	1	0	1	0	0	68	70.3	47	0	7	0	5	0	0	0	0	59	65.5
19:30	38	0	2	0	0	0	0	0	0	40	40	37	0	2	1	0	1	0	0	0	41	42.5
19:45	25	0	5	1	1	1	0	0	0	33	35.8	37	0	4	0	1	0	0	0	0	42	43.3
H/Total	165	0	16	2	4	1	1	0	0	189	197.2	186	0	20	1	7	1	0	0	0	215	225.6
Total	1250	0	220	28	50	4	5	7	1	1565	1648	1505	0	168	9	48	7	2	4	2	1745	1816.9

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **A19 / West Lane / Brick Kiln Lane**
 Date: **01 March 2017, Wednesday**



Time	From B										To B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:00	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1.5
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	5	5.5
09:00	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0.2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
H/Total	2	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	1	3	2.2
Total	4	0	0	0	0	0	0	0	0	0	4	4	5	0	2	1	0	0	0	1	9	8.7

Time	From B										To B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2
17:15	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
H/Total	1	0	0	0	0	0	0	0	0	0	1	1	4	0	1	0	0	0	0	0	5	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
18:45	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	2	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Total	2	0	0	0	0	0	0	0	0	0	2	2	10	0	2	0	0	0	0	0	12	12

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **A19 / West Lane / Brick Kiln Lane**
 Date: **01 March 2017, Wednesday**



Time	From C										To C											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00	19	0	4	4	3	0	0	0	0	30	35.9	56	0	10	0	4	1	0	0	0	71	77.2
06:15	27	0	8	4	3	0	0	1	0	43	48.3	74	0	8	3	2	0	0	1	0	88	91.5
06:30	40	0	15	1	9	0	0	0	0	65	77.2	97	0	10	1	4	1	0	0	0	113	119.7
06:45	47	0	16	1	3	0	0	1	0	68	71.8	88	0	15	0	4	0	0	0	0	107	112.2
H/Total	133	0	43	10	18	0	0	2	0	206	233.2	315	0	43	4	14	2	0	1	0	379	400.6
07:00	44	0	27	3	3	0	0	0	0	77	82.4	96	0	15	3	2	1	0	0	0	117	122.1
07:15	59	0	23	5	6	0	0	0	0	93	103.3	106	0	14	2	7	2	0	1	1	133	143.7
07:30	66	0	32	5	7	1	1	0	1	113	125.8	102	0	21	5	3	1	2	0	1	134	143.4
07:45	83	0	33	6	5	0	1	0	0	128	138.5	105	0	23	2	5	0	1	0	1	137	144.7
H/Total	252	0	115	19	21	1	2	0	1	411	450	409	0	73	12	17	4	3	1	2	521	553.9
08:00	120	0	23	7	8	0	3	0	0	161	177.9	95	0	13	4	6	0	1	1	0	120	130.2
08:15	119	0	28	6	18	1	1	0	0	173	201.4	89	0	21	4	6	0	0	0	0	120	129.8
08:30	92	0	25	10	11	1	0	0	0	139	159.3	69	0	15	6	6	2	2	0	0	100	114.8
08:45	86	0	18	5	12	0	0	1	0	122	139.5	64	0	10	4	4	0	0	0	0	82	89.2
H/Total	417	0	94	28	49	2	4	1	0	595	678.1	317	0	59	18	22	2	3	1	0	422	464
09:00	53	0	13	2	5	1	1	1	0	76	84.9	77	0	15	3	9	0	0	0	0	104	117.2
09:15	56	0	18	9	14	0	1	0	0	98	121.7	46	0	17	5	6	0	1	0	0	75	86.3
09:30	74	0	16	5	14	0	0	0	0	109	129.7	49	0	14	1	8	1	1	0	1	75	87.1
09:45	51	0	12	6	8	2	1	1	0	81	96.8	51	0	23	6	6	0	0	0	0	86	96.8
H/Total	234	0	59	22	41	3	3	2	0	364	433.1	223	0	69	15	29	1	2	0	1	340	387.4
Total	1036	0	311	79	129	6	9	5	1	1576	1794.4	1264	0	244	49	82	9	8	3	3	1662	1805.9

Time	From C										To C											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	84	0	17	2	5	1	1	0	0	110	119.5	89	0	33	6	10	0	1	0	0	139	156
16:15	91	0	14	1	5	1	1	0	0	113	122	79	0	23	5	6	0	0	1	0	114	123.7
16:30	119	0	24	0	8	0	0	1	0	152	161.8	90	0	33	5	5	1	1	0	0	135	146
16:45	105	0	14	0	4	1	0	0	0	124	130.2	89	0	18	1	2	0	1	0	0	111	115.1
H/Total	399	0	69	3	22	3	2	1	0	499	533.5	347	0	107	17	23	1	3	1	0	499	540.8
17:00	157	0	15	1	2	0	0	1	0	176	178.5	127	0	21	2	2	1	0	3	0	156	158.8
17:15	142	0	12	1	2	0	0	0	0	157	160.1	114	0	16	0	2	0	0	0	0	132	134.6
17:30	123	0	12	1	4	0	0	1	0	141	146.1	94	0	11	1	5	1	0	1	0	113	120.4
17:45	125	0	10	0	1	1	0	1	1	139	139.9	94	0	11	2	2	0	1	2	1	113	115.6
H/Total	547	0	49	3	9	1	0	3	1	613	624.6	429	0	59	5	11	2	1	6	1	514	529.4
18:00	114	0	9	0	4	0	0	0	0	127	132.2	85	0	6	2	3	0	0	0	0	96	100.9
18:15	75	0	5	0	2	0	0	0	0	82	84.6	70	0	10	0	2	0	0	0	0	82	84.6
18:30	85	0	10	1	0	0	0	0	0	96	96.5	53	0	8	0	2	0	0	0	0	63	65.6
18:45	78	0	3	1	3	2	0	0	1	88	93.6	65	0	4	2	5	0	0	0	0	76	83.5
H/Total	352	0	27	2	9	2	0	0	1	393	406.9	273	0	28	4	12	0	0	0	0	317	334.6
19:00	64	0	7	0	1	0	0	0	0	72	73.3	43	0	2	1	2	0	0	0	0	48	51.1
19:15	46	0	7	0	5	0	0	0	0	58	64.5	57	0	7	0	1	0	1	0	0	66	68.3
19:30	38	0	2	1	0	1	0	0	0	42	43.5	32	0	2	0	0	0	0	0	0	34	34
19:45	37	0	4	0	1	0	0	0	0	42	43.3	26	0	5	1	1	0	0	0	0	34	36.8
H/Total	185	0	20	1	7	1	0	0	0	214	224.6	158	0	16	2	4	1	1	0	0	182	190.2
Total	1483	0	165	9	47	7	2	4	2	1719	1789.6	1207	0	210	28	50	4	5	7	1	1512	1595

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **A19 / West Lane / Brick Kiln Lane**
 Date: **01 March 2017, Wednesday**



Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY			
06:00	76	0	14	4	7	1	0	0	0	0	102	114.1
06:15	102	0	16	7	5	0	0	2	0	0	132	140.8
06:30	139	0	25	2	13	1	0	0	0	0	180	198.9
06:45	136	0	32	2	7	0	0	1	0	0	178	187.5
H/Total	453	0	87	15	32	2	0	3	0	0	592	641.3
07:00	143	0	42	7	5	1	0	0	0	0	198	209
07:15	167	0	37	7	13	2	0	1	1	1	228	249
07:30	170	0	53	10	10	2	3	0	1	249	271.2	
07:45	193	0	57	9	10	0	2	0	1	272	290.7	
H/Total	673	0	189	33	38	5	5	1	3	947	1019.9	
08:00	221	0	38	11	14	0	4	1	0	289	316.1	
08:15	215	0	52	10	24	1	1	0	0	303	341.2	
08:30	168	0	41	17	17	3	2	0	0	248	283.6	
08:45	154	0	29	9	16	0	0	1	0	209	233.7	
H/Total	758	0	160	47	71	4	7	2	0	1049	1174.6	
09:00	134	0	28	6	14	1	1	1	0	185	207.6	
09:15	106	0	35	14	20	0	2	0	0	177	212	
09:30	131	0	34	6	22	1	1	0	2	197	229	
09:45	110	0	37	12	14	2	1	1	0	177	203.6	
H/Total	481	0	134	38	70	4	5	2	2	736	852.2	
Total	2365	0	570	133	211	15	17	8	5	3324	3688	

Peak Hours	Totals
06:00 07:00	592
06:15 07:15	688
06:30 07:30	784
06:45 07:45	853

Peak Hours	Totals
07:00 08:00	947
07:15 08:15	1038
07:30 08:30	1113
07:45 08:45	1112

Peak Hours	Totals
08:00 09:00	1049
08:15 09:15	945
08:30 09:30	819
08:45 09:45	768

Peak Hours	Totals
09:00 10:00	736

Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY			
16:00	180	0	52	8	15	1	2	0	0	258	284.5	
16:15	179	0	38	6	11	1	1	1	0	237	255.7	
16:30	211	0	58	5	14	1	1	1	0	291	313.1	
16:45	203	0	33	1	6	1	1	0	0	245	255.3	
H/Total	773	0	181	20	46	4	5	2	0	1031	1108.6	
17:00	292	0	37	3	4	1	0	4	0	341	346.3	
17:15	263	0	30	1	4	0	0	0	0	298	303.7	
17:30	225	0	25	2	9	1	0	2	0	264	276.5	
17:45	224	0	21	2	3	1	1	3	2	257	260.5	
H/Total	1004	0	113	8	20	3	1	9	2	1160	1187	
18:00	202	0	18	2	7	0	0	0	0	229	239.1	
18:15	150	0	15	0	4	0	0	0	0	169	174.2	
18:30	143	0	19	1	2	0	0	0	0	165	168.1	
18:45	149	0	7	3	8	2	0	0	1	170	183.1	
H/Total	644	0	59	6	21	2	0	0	1	733	764.5	
19:00	109	0	9	1	3	0	0	0	0	122	126.4	
19:15	106	0	14	0	6	0	1	0	0	127	135.8	
19:30	76	0	4	1	0	1	0	0	0	82	83.5	
19:45	63	0	10	1	2	1	0	0	0	77	81.1	
H/Total	354	0	37	3	11	2	1	0	0	408	426.8	
Total	2775	0	390	37	98	11	7	11	3	3332	3486.9	

Peak Hours	Totals
16:00 17:00	1031
16:15 17:15	1114
16:30 17:30	1175
16:45 17:45	1148

Peak Hours	Totals
17:00 18:00	1160
17:15 18:15	1048
17:30 18:30	919
17:45 18:45	820

Peak Hours	Totals
18:00 19:00	733
18:15 19:15	626
18:30 19:30	584
18:45 19:45	501

Peak Hours	Totals
19:00 20:00	408

MCC: A19 / Millfield Road

Project Number: **TSP13114**
Project Name: **Brick Kiln Lane, Selby**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **A19 / Millfield Road**



Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Millfield Road**
 Date: **01 March 2017, Wednesday**



Time	A - A										A - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00										0	0										0	0
06:15										0	0										0	0
06:30										0	0										2	2
06:45										0	0										1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	3
07:00										0	0										2	3.5
07:15										0	0										1	1
07:30										0	0										3	3
07:45										0	0										2	4
H/Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	1	0	0	2	0	0	9	11.5
08:00										0	0										2	3
08:15										0	0										2	2
08:30										0	0										1	2
08:45										0	0										2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	0	0	0	9	9
09:00										0	0										3	4
09:15										0	0										1	5
09:30										0	0										2	3
09:45										0	0										1	3
H/Total	0	0	0	0	0	0	0	0	0	0	0	8	0	5	0	0	0	1	0	0	14	15
Total	0	0	0	0	0	0	0	0	0	0	0	24	0	7	1	0	0	3	0	0	35	38.5

Time	A - A										A - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00										0	0										6	10
16:15										0	0										1	1
16:30										0	0										3	3
16:45										0	0										11	11
H/Total	0	0	0	0	0	0	0	0	0	0	0	21	0	2	0	0	0	1	0	0	24	25
17:00										0	0										3	3
17:15										0	0										4	5
17:30										0	0										5	6
17:45										0	0										3	3
H/Total	0	0	0	0	0	0	0	0	0	0	0	15	0	2	0	0	0	0	0	0	17	17
18:00										0	0										2	2
18:15										0	0										2	3
18:30										0	0										3	3
18:45										0	0										1	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	0	0	0	0	10	10
19:00										0	0										4	5
19:15										0	0										3	3
19:30										0	0										1	1
19:45										0	0										1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	0	0	0	10	10
Total	0	0	0	0	0	0	0	0	0	0	0	53	0	7	0	0	0	1	0	0	61	62

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Millfield Road**
 Date: **01 March 2017, Wednesday**



Time	B - C										B - D											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00	1				1					2	3.3										0	0
06:15	3									3	3	1									1	1
06:30	7									7	7										0	0
06:45	6		3							9	9	1									1	1
H/Total	17	0	3	0	1	0	0	0	0	21	22.3	2	0	0	0	0	0	0	0	0	2	2
07:00	6		1							7	7	1									1	1
07:15	4									4	4	2									2	2
07:30	8		2	1						11	11.5										0	0
07:45	11		1							12	12	4		1							5	5
H/Total	29	0	4	1	0	0	0	0	0	34	34.5	7	0	1	0	0	0	0	0	0	8	8
08:00	3									3	3	4									4	4
08:15	9									9	9	2		1							3	3
08:30	2									2	2	4									5	5
08:45	1		1							2	2	7		1							7	7
H/Total	15	0	1	0	0	0	0	0	0	16	16	17	0	2	0	0	0	0	0	0	19	19
09:00	4		1							5	5										0	0
09:15	5		1							6	6	1									1	1
09:30	5		1							6	6			1							1	1.5
09:45	1		1							2	2	1		1							2	2
H/Total	15	0	4	0	0	0	0	0	0	19	19	2	0	1	1	0	0	0	0	0	4	4.5
Total	76	0	12	1	1	0	0	0	0	90	91.8	28	0	4	1	0	0	0	0	0	33	33.5

Time	B - C										B - D											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	2									2	2	6		2							8	8
16:15	2		2							4	4	2						1			3	4
16:30	5									5	5	2		1							4	3.2
16:45										0	0	2									2	2
H/Total	9	0	2	0	0	0	0	0	0	11	11	12	0	3	0	0	0	1	0	1	17	17.2
17:00	1									1	1	3									3	3
17:15	5									5	5	1								1	2	1.2
17:30	4		1							5	5	3									3	3
17:45	3									3	3	2									2	2
H/Total	13	0	1	0	0	0	0	0	0	14	14	9	0	0	0	0	0	0	0	1	10	9.2
18:00	2									2	2				1						0	0
18:15	3									3	3										1	1.5
18:30	2									2	2	2									2	2
18:45	1									1	1	4									4	4
H/Total	8	0	0	0	0	0	0	0	0	8	8	6	0	0	1	0	0	0	0	0	7	7.5
19:00										0	0										0	0
19:15	1									1	1	1									1	1
19:30	2									2	2	1									1	1
19:45	3									3	3	2									2	2
H/Total	6	0	0	0	0	0	0	0	0	6	6	4	0	0	0	0	0	0	0	0	4	4
Total	36	0	3	0	0	0	0	0	0	39	39	31	0	3	1	0	0	1	0	2	38	37.9

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Millfield Road**
 Date: **01 March 2017, Wednesday**



Time	C - A										C - B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL
06:00	23		4	5	3			1		35	41.4	1		1						2	2
06:15	24		7	3	3					38	42.8									0	0
06:30	40		16	1	9					66	78.2									1	1.5
06:45	48		15	1	4			1		69	74.1	3		1	1					4	4
H/Total	135	0	42	10	19	0	0	2	0	208	236.5	4	0	2	1	0	0	0	0	7	7.5
07:00	40		29	3	2					74	78.1	2								2	2
07:15	59		21	5	7	1	1			94	107.6	2								2	2
07:30	64		36	6	6					112	122.8	2								2	2
07:45	75		26	5	5					111	120	3		1						4	4
H/Total	238	0	112	19	20	1	1	0	0	391	428.5	9	0	1	0	0	0	0	0	10	10
08:00	110		23	7	10		3			153	172.5	2								2	2
08:15	100		29	7	19	1		1		157	185.6	1		3						2	2
08:30	82		21	8	9	1				121	137.7	3								3	3
08:45	72		16	3	13			1		105	122.8	2								2	2
H/Total	364	0	89	25	51	2	3	2	0	536	618.6	8	0	3	0	0	0	0	0	11	11
09:00	51		17	3	6	1	1	1		80	90.7	4		1						5	5
09:15	44		18	7	10		1			80	97.5			1						1	1
09:30	57		14	5	13	2				91	112.4	1		1						2	2
09:45	47		14	8	8			1		78	91.8	3								3	3
H/Total	199	0	63	23	37	3	2	2	0	329	392.4	8	0	3	0	0	0	0	0	11	11
Total	936	0	306	77	127	6	6	6	0	1464	1676	29	0	9	1	0	0	0	0	39	39.5

Time	C - A										C - B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL
16:00	81		13	2	5					101	108.5	5								5	5
16:15	91		16	1	8	1	1			118	130.9	7								7	7
16:30	106		23		5			1		135	140.9	6		2						8	8
16:45	106		12		4	1				123	129.2	3		2						5	5
H/Total	384	0	64	3	22	2	1	1	0	477	509.5	21	0	4	0	0	0	0	0	25	25
17:00	141		21	2	2			1		167	170	8		1						9	9
17:15	123		8		2					133	135.6	4								4	4
17:30	126		10	1	4			1		142	147.1	9		1						10	10
17:45	116		10		3	1		1	1	132	135.5	5								5	5
H/Total	506	0	49	3	11	1	0	3	1	574	588.2	26	0	2	0	0	0	0	0	28	28
18:00	104		9		2					115	117.6	8		1						9	9
18:15	65		8		2					75	77.6	8		3						11	11
18:30	81		6	1					1	89	88.7	3		1						4	4
18:45	69		4	1	3	2				79	85.4			1						1	1
H/Total	319	0	27	2	7	2	0	0	1	358	369.3	19	0	6	0	0	0	0	0	25	25
19:00	57		5		2					64	66.6	2								2	2
19:15	41		3		4	1				49	55.2	3								3	3
19:30	32		1	1						34	34.5	3								3	3
19:45	34		3		1					38	39.3	3		1						4	4
H/Total	164	0	12	1	7	1	0	0	0	185	195.6	11	0	1	0	0	0	0	0	12	12
Total	1373	0	152	9	47	6	1	4	2	1594	1662.6	77	0	13	0	0	0	0	0	90	90

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Millfield Road**
 Date: **01 March 2017, Wednesday**



Time	C - C										C - D												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
06:00										0	0										0	0	
06:15										0	0											0	0
06:30										0	0	1										1	1
06:45										0	0	1										1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2	
07:00										0	0	1		1								2	2
07:15										0	0	1										1	1
07:30										0	0	1		1								2	2
07:45										0	0	3		1								4	4
H/Total	0	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	0	0	0	9	9	
08:00										0	0	2		1								3	3
08:15										0	0	4		2								6	6
08:30										0	0	5			1							6	6.5
08:45										0	0	6		1								7	7
H/Total	0	0	0	0	0	0	0	0	0	0	0	17	0	4	1	0	0	0	0	0	22	22.5	
09:00										0	0	1		2								3	3
09:15										0	0	2										3	3.5
09:30										0	0	3		3	1							7	8.3
09:45										0	0	1		1								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	7	0	6	1	1	0	0	0	0	15	16.8	
Total	0	0	0	0	0	0	0	0	0	0	0	32	0	13	2	1	0	0	0	0	48	50.3	

Time	C - C										C - D													
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)		
16:00										0	0	3										3	3	
16:15										0	0	4											4	4
16:30										0	0	7											7	7
16:45										0	0	6											6	6
H/Total	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	20	20		
17:00										0	0	5											5	5
17:15										0	0	5											5	5
17:30										0	0	5											5	5
17:45										0	0	4		1									5	5
H/Total	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	0	0	0	0	0	20	20		
18:00										0	0	5		1									6	6
18:15										0	0	6		1									7	7
18:30										0	0	1			1								2	2.5
18:45										0	0	3			2								5	6
H/Total	0	0	0	0	0	0	0	0	0	0	0	15	0	2	3	0	0	0	0	0	20	21.5		
19:00										0	0	1											1	1
19:15										0	0	1											1	1
19:30										0	0	2											3	3
19:45										0	0	1		1									1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	6	6		
Total	0	0	0	0	0	0	0	0	0	0	0	59	0	4	3	0	0	0	0	0	66	67.5		

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Millfield Road**
 Date: **01 March 2017, Wednesday**



Time	D - A										D - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00	2									2	2										0	0
06:15			2							2	2										0	0
06:30	1									1	1										0	0
06:45	2		1							3	3										0	0
H/Total	5	0	3	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0
07:00	1		1							2	2	1		1	1						3	3.5
07:15	1								1	2	1.2	2									2	2
07:30	3		1							4	4	2									2	2
07:45			2							2	2							1			1	2
H/Total	5	0	4	0	0	0	0	0	1	10	9.2	5	0	1	1	0	0	1	0	0	8	9.5
08:00	7									7	7	2		1							3	3
08:15	9		2							11	11	2									2	2
08:30	3									3	3	2		1							3	3.5
08:45	7			1						8	8.5	5									5	5
H/Total	26	0	2	1	0	0	0	0	0	29	29.5	11	0	1	1	0	0	0	0	0	13	13.5
09:00	2		2	1						5	5.5	3									3	3
09:15	3									3	3	3		1							4	4
09:30	6		1							7	7	3		1							4	4
09:45	3		1							4	4			1							1	1.5
H/Total	14	0	4	1	0	0	0	0	0	19	19.5	9	0	2	1	0	0	0	0	0	12	12.5
Total	50	0	13	2	0	0	0	0	1	66	66.2	25	0	4	3	0	0	1	0	0	33	35.5

Time	D - A										D - B												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
16:00	2						1			5	6	2									2	4	2.4
16:15	3		1							4	4	7									7	7	7
16:30	2									2	2			2							2	2	2
16:45										0	0	5									5	5	5
H/Total	7	0	3	0	0	1	0	0	0	11	12	14	0	2	0	0	0	0	0	0	2	18	16.4
17:00	5		1							6	6										0	0	0
17:15	4									4	4	2									2	2	2
17:30	3									3	3	5									5	5	5
17:45	3									3	3	6									6	6	6
H/Total	15	0	1	0	0	0	0	0	0	16	16	13	0	0	0	0	0	0	0	0	13	13	13
18:00	1									1	1										0	0	0
18:15	3									3	3										0	0	0
18:30	3		1							4	4										0	0	0
18:45	3									3	3	3									4	4	3.2
H/Total	10	0	1	0	0	0	0	0	0	11	11	3	0	0	0	0	0	0	0	0	1	4	3.2
19:00	3		1							4	4	1									1	1	1
19:15	5									5	5	1									1	1	1
19:30	2									2	2	1									1	1	1
19:45	1									1	1										0	0	0
H/Total	11	0	1	0	0	0	0	0	0	12	12	3	0	0	0	0	0	0	0	0	3	3	3
Total	43	0	6	0	0	1	0	0	0	50	51	33	0	2	0	0	0	0	0	0	3	38	35.6

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Millfield Road**
 Date: **01 March 2017, Wednesday**



Time	From A										To A											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00	50	0	7	0	4	1	0	0	0	62	68.2	25	0	4	5	3	0	0	0	37	43.4	
06:15	72	0	13	2	3	0	0	1	0	91	95.3	24	0	9	3	3	0	0	1	0	40	44.8
06:30	88	0	11	0	4	1	0	0	0	104	110.2	44	0	16	1	9	0	0	0	0	70	82.2
06:45	93	0	19	1	4	0	0	0	0	117	122.7	50	0	16	1	4	0	0	1	0	72	77.1
H/Total	303	0	50	3	15	2	0	1	0	374	396.4	143	0	45	10	19	0	0	2	0	219	247.5
07:00	100	0	15	3	2	0	0	0	0	120	124.1	41	0	30	3	2	0	0	0	0	76	80.1
07:15	98	0	15	3	6	3	0	1	0	126	137.7	60	0	21	5	7	1	1	0	1	96	108.8
07:30	99	0	15	4	3	0	1	0	1	123	129.1	68	0	37	6	6	0	0	0	0	117	127.8
07:45	107	0	28	2	6	1	2	0	0	146	157.8	78	0	28	5	5	0	1	0	0	117	127
H/Total	404	0	73	12	17	4	3	1	1	515	548.7	247	0	116	19	20	1	2	0	1	406	443.7
08:00	78	0	14	3	3	0	0	1	0	99	103.8	120	0	23	7	10	0	4	0	0	164	184.5
08:15	112	0	21	3	9	0	1	0	0	146	160.2	111	0	31	7	19	1	0	1	0	170	196.6
08:30	72	0	16	8	6	1	2	0	0	105	119.8	86	0	21	8	9	1	0	0	0	125	141.7
08:45	69	0	10	5	4	1	0	0	0	89	97.7	81	0	16	4	13	0	0	1	0	115	133.3
H/Total	331	0	61	19	22	2	3	1	0	439	481.5	398	0	91	26	51	2	4	2	0	574	658.1
09:00	67	0	14	3	8	0	0	0	0	92	103.9	55	0	19	4	6	1	1	1	0	87	98.2
09:15	54	0	15	4	8	0	1	0	0	82	95.4	51	0	18	7	10	0	1	0	0	87	104.5
09:30	49	0	14	1	6	1	0	1	0	72	80.7	63	0	15	5	13	2	0	0	0	98	119.4
09:45	53	0	17	6	7	0	1	0	0	84	97.1	51	0	15	8	8	0	1	1	0	84	98.8
H/Total	223	0	60	14	29	1	2	1	0	330	377.1	220	0	67	24	37	3	3	2	0	356	420.9
Total	1261	0	244	48	83	9	8	4	1	1658	1803.7	1008	0	319	79	127	6	9	6	1	1555	1770.2

Time	From A										To A											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	95	0	38	5	11	0	2	0	0	151	169.8	84	0	15	2	5	1	1	0	0	108	117.5
16:15	81	0	21	5	5	0	0	1	0	113	121.4	96	0	17	1	8	1	1	0	0	124	136.9
16:30	73	0	27	7	5	1	1	0	0	114	126	108	0	23	0	5	0	0	1	0	137	142.9
16:45	99	0	24	1	4	0	1	0	0	129	135.7	108	0	12	0	4	1	0	0	0	125	131.2
H/Total	348	0	110	18	25	1	4	1	0	507	552.9	396	0	67	3	22	3	2	1	0	494	528.5
17:00	119	0	22	2	1	0	0	3	0	147	147.5	152	0	22	2	2	0	0	1	0	179	182
17:15	115	0	15	0	2	1	0	0	0	133	136.6	128	0	8	0	2	0	0	0	0	138	140.6
17:30	88	0	11	1	5	1	0	1	0	107	114.4	132	0	10	1	4	0	0	1	0	148	153.1
17:45	97	0	13	1	3	0	0	1	0	115	118.8	121	0	10	0	3	1	0	1	1	137	140.5
H/Total	419	0	61	4	11	2	0	5	0	502	517.3	533	0	50	3	11	1	0	3	1	602	616.2
18:00	79	0	9	3	3	0	1	0	1	96	101.6	106	0	9	0	2	0	0	0	0	117	119.6
18:15	76	0	5	0	1	0	0	0	0	82	83.3	71	0	8	0	2	0	0	0	0	81	83.6
18:30	62	0	10	0	1	0	0	0	0	73	74.3	86	0	7	1	0	0	0	0	1	95	94.7
18:45	59	0	5	2	5	0	0	0	0	71	78.5	74	0	5	1	3	2	0	0	0	85	91.4
H/Total	276	0	29	5	10	0	1	0	1	322	337.7	337	0	29	2	7	2	0	0	1	378	389.3
19:00	47	0	3	1	3	0	0	0	0	54	58.4	62	0	6	0	2	0	0	0	0	70	72.6
19:15	57	0	7	0	1	0	1	0	0	66	68.3	48	0	4	0	4	1	0	0	0	57	63.2
19:30	33	0	3	0	0	0	0	0	0	36	36	34	0	1	1	0	0	0	0	0	36	36.5
19:45	26	0	6	2	0	1	0	0	0	35	37	35	0	3	0	1	0	0	0	0	39	40.3
H/Total	163	0	19	3	4	1	1	0	0	191	199.7	179	0	14	1	7	1	0	0	0	202	212.6
Total	1206	0	219	30	50	4	6	6	1	1522	1607.6	1445	0	160	9	47	7	2	4	2	1676	1746.6

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Millfield Road**
 Date: **01 March 2017, Wednesday**



Time	From B										To B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL
06:00	1	0	0	0	1	0	0	0	0	2	3.3	1	0	1	0	0	0	0	0	2	2
06:15	4	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
06:30	10	0	0	0	0	0	0	0	0	10	10	2	0	0	1	0	0	0	0	3	3.5
06:45	7	0	3	0	0	0	0	0	0	10	10	4	0	1	0	0	0	0	0	5	5
H/Total	22	0	3	0	1	0	0	0	0	26	27.3	7	0	2	1	0	0	0	0	10	10.5
07:00	7	0	1	0	0	0	0	0	0	8	8	5	0	1	2	0	0	0	0	8	9
07:15	6	0	0	0	0	0	0	0	0	6	6	5	0	0	0	0	0	0	0	5	5
07:30	9	0	2	1	0	0	0	0	0	12	12.5	7	0	0	0	0	0	0	0	7	7
07:45	18	0	2	0	0	0	1	0	0	21	22	3	0	1	0	0	0	3	0	7	10
H/Total	40	0	5	1	0	0	1	0	0	47	48.5	20	0	2	2	0	0	3	0	27	31
08:00	10	0	0	0	0	0	1	0	0	11	12	6	0	2	0	0	0	0	0	8	8
08:15	13	0	1	0	0	0	0	0	0	14	14	5	0	3	0	0	0	0	0	8	8
08:30	7	0	1	0	0	0	0	0	0	8	8	6	0	1	1	0	0	0	0	8	8.5
08:45	10	0	1	0	0	0	0	0	0	11	11	9	0	0	0	0	0	0	0	9	9
H/Total	40	0	3	0	0	0	1	0	0	44	45	26	0	6	1	0	0	0	0	33	33.5
09:00	6	0	1	0	0	0	0	0	0	7	7	10	0	2	0	0	0	0	0	12	12
09:15	10	0	1	0	0	0	0	0	0	11	11	4	0	4	0	0	1	0	0	9	10
09:30	5	0	1	1	0	0	0	0	0	7	7.5	6	0	3	0	0	0	0	0	9	9
09:45	3	0	2	0	0	0	1	0	0	6	7	5	0	1	1	0	0	0	0	7	7.5
H/Total	24	0	5	1	0	0	1	0	0	31	32.5	25	0	10	1	0	0	1	0	37	38.5
Total	126	0	16	2	1	0	3	0	0	148	153.3	78	0	20	5	0	0	4	0	107	113.5

Time	From B										To B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	9	0	2	0	0	0	1	0	0	12	13	13	0	2	0	0	1	0	2	18	17.4	
16:15	6	0	2	0	0	0	1	0	0	9	10	15	0	0	0	0	0	0	0	15	15	
16:30	7	0	1	0	0	0	0	0	1	9	8.2	9	0	4	0	0	0	0	0	13	13	
16:45	4	0	0	0	0	0	0	0	0	4	4	19	0	2	0	0	0	0	0	21	21	
H/Total	26	0	5	0	0	0	2	0	1	34	35.2	56	0	8	0	0	1	0	2	67	66.4	
17:00	10	0	0	0	0	0	0	0	0	10	10	11	0	1	0	0	0	0	0	12	12	
17:15	7	0	0	0	0	0	0	0	1	8	7.2	10	0	1	0	0	0	0	0	11	11	
17:30	10	0	1	0	0	0	0	0	0	11	11	19	0	2	0	0	0	0	0	21	21	
17:45	7	0	0	0	0	0	0	0	0	7	7	14	0	0	0	0	0	0	0	14	14	
H/Total	34	0	1	0	0	0	0	0	1	36	35.2	54	0	4	0	0	0	0	0	58	58	
18:00	3	0	0	0	0	0	0	0	0	3	3	10	0	1	0	0	0	0	0	11	11	
18:15	6	0	0	1	0	0	0	0	0	7	7.5	10	0	4	0	0	0	0	0	14	14	
18:30	6	0	0	0	0	0	0	0	0	6	6	6	0	1	0	0	0	0	0	7	7	
18:45	7	0	1	0	0	0	0	0	0	8	8	4	0	2	0	0	0	0	1	7	6.2	
H/Total	22	0	1	1	0	0	0	0	0	24	24.5	30	0	8	0	0	0	0	1	39	38.2	
19:00	2	0	0	0	0	0	0	0	0	2	2	7	0	1	0	0	0	0	0	8	8	
19:15	4	0	1	0	0	0	0	0	0	5	5	7	0	0	0	0	0	0	0	7	7	
19:30	3	0	0	0	0	0	0	0	0	3	3	5	0	0	0	0	0	0	0	5	5	
19:45	5	0	0	0	0	0	0	0	0	5	5	4	0	1	0	0	0	0	0	5	5	
H/Total	14	0	1	0	0	0	0	0	0	15	15	23	0	2	0	0	0	0	0	25	25	
Total	96	0	8	1	0	0	2	0	2	109	109.9	163	0	22	0	0	0	1	0	3	189	187.6

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Millfield Road**
 Date: **01 March 2017, Wednesday**



Time	From C										To C											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00	24	0	5	5	3	0	0	0	0	37	43.4	51	0	7	0	5	1	0	0	64	71.5	
06:15	24	0	7	3	3	0	0	1	0	38	42.8	76	0	13	2	3	0	0	1	0	95	99.3
06:30	41	0	16	2	9	0	0	0	0	68	80.7	95	0	12	0	4	1	0	0	112	118.2	
06:45	52	0	16	1	4	0	0	1	0	74	79.1	98	0	23	1	4	0	0	0	126	131.7	
H/Total	141	0	44	11	19	0	0	2	0	217	246	320	0	55	3	16	2	0	1	0	397	420.7
07:00	43	0	30	3	2	0	0	0	0	78	82.1	108	0	16	1	2	0	0	0	127	130.1	
07:15	62	0	21	5	7	1	1	0	0	97	110.6	106	0	14	3	6	3	0	1	133	144.7	
07:30	67	0	37	6	6	0	0	0	0	116	126.8	109	0	15	4	3	0	0	0	132	137.1	
07:45	81	0	28	5	5	0	0	0	0	119	128	119	0	30	2	6	0	0	0	157	165.8	
H/Total	253	0	116	19	20	1	1	0	0	410	447.5	442	0	75	10	17	3	0	1	1	549	577.7
08:00	114	0	24	7	10	0	3	0	0	158	177.5	88	0	13	3	3	0	0	1	0	108	112.8
08:15	105	0	34	7	19	1	0	1	0	167	195.6	121	0	18	3	9	0	1	0	0	152	166.2
08:30	90	0	21	9	9	1	0	0	0	130	147.2	74	0	15	6	6	1	2	0	0	104	117.8
08:45	80	0	17	3	13	0	0	1	0	114	131.8	70	0	10	5	5	1	0	0	0	91	101
H/Total	389	0	96	26	51	2	3	2	0	569	652.1	353	0	56	17	23	2	3	1	0	455	497.8
09:00	56	0	20	3	6	1	1	1	0	88	98.7	68	0	14	3	8	0	0	0	0	93	104.9
09:15	46	0	19	8	10	0	1	0	0	84	102	58	0	14	4	8	0	0	0	0	84	96.4
09:30	61	0	18	5	14	2	0	0	0	100	122.7	53	0	13	1	6	1	0	1	0	75	83.7
09:45	51	0	15	8	8	0	0	1	0	83	96.8	52	0	17	6	7	0	1	0	0	83	96.1
H/Total	214	0	72	24	38	3	2	2	0	355	420.2	231	0	58	14	29	1	1	1	0	335	381.1
Total	997	0	328	80	128	6	6	6	0	1551	1765.8	1346	0	244	44	85	8	4	4	1	1736	1877.3

Time	From C										To C											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	89	0	13	2	5	0	0	0	0	109	116.5	85	0	36	5	11	0	1	0	0	138	155.8
16:15	102	0	16	1	8	1	1	0	0	129	141.9	85	0	24	5	5	0	1	0	0	120	128.4
16:30	119	0	25	0	5	0	0	1	0	150	155.9	70	0	29	7	6	1	1	0	0	114	127.3
16:45	115	0	14	0	4	1	0	0	0	134	140.2	86	0	23	1	4	0	1	0	0	115	121.7
H/Total	425	0	68	3	22	2	1	1	0	522	554.5	326	0	112	18	26	1	3	1	0	487	533.2
17:00	154	0	22	2	2	0	0	1	0	181	184	113	0	22	2	1	0	0	3	1	142	141.7
17:15	132	0	8	0	2	0	0	0	0	142	144.6	113	0	14	0	2	1	0	0	0	130	133.6
17:30	140	0	11	1	4	0	0	1	0	157	162.1	85	0	9	1	5	1	0	1	0	102	109.4
17:45	125	0	11	0	3	1	0	1	1	142	145.5	93	0	14	1	3	0	0	1	0	112	115.8
H/Total	551	0	52	3	11	1	0	3	1	622	636.2	404	0	59	4	11	2	0	5	1	486	500.5
18:00	117	0	11	0	2	0	0	0	0	130	132.6	78	0	9	3	3	0	1	0	1	95	100.6
18:15	79	0	12	0	2	0	0	0	0	93	95.6	70	0	4	0	1	0	0	0	0	75	76.3
18:30	85	0	7	2	0	0	0	0	1	95	95.2	49	0	9	0	1	0	0	0	0	59	60.3
18:45	72	0	5	3	3	2	0	0	0	85	92.4	54	0	4	2	5	0	0	0	0	65	72.5
H/Total	353	0	35	5	7	2	0	0	1	403	415.8	251	0	26	5	10	0	1	0	1	294	309.7
19:00	60	0	5	0	2	0	0	0	0	67	69.6	43	0	4	1	3	0	0	0	0	51	55.4
19:15	45	0	3	0	4	1	0	0	0	53	59.2	56	0	7	0	1	0	1	0	0	65	67.3
19:30	37	0	2	1	0	0	0	0	0	40	40.5	31	0	2	0	0	0	0	0	0	33	33
19:45	38	0	4	0	1	0	0	0	0	43	44.3	27	0	6	2	0	0	1	0	0	36	38
H/Total	180	0	14	1	7	1	0	0	0	203	213.6	157	0	19	3	4	1	1	0	0	185	193.7
Total	1509	0	169	12	47	6	1	4	2	1750	1820.1	1138	0	216	30	51	4	5	6	2	1452	1537.1

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
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 Date: **01 March 2017, Wednesday**



Time	From D											To D										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
06:15	1	0	2	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	1
06:30	3	0	1	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	1
06:45	5	0	2	0	0	0	0	0	0	7	7	5	0	0	0	0	0	0	0	0	0	5
H/Total	11	0	5	0	0	0	0	0	0	16	16	7	0	0	0	0	0	0	0	0	0	7
07:00	6	0	2	1	0	0	0	0	0	9	9.5	2	0	1	1	0	0	0	0	0	4	4.5
07:15	10	0	0	0	0	0	0	0	1	11	10.2	5	0	1	0	0	0	0	0	0	6	6
07:30	11	0	1	0	0	0	0	0	0	12	12	2	0	3	1	0	0	1	0	0	7	8.5
07:45	3	0	4	0	0	0	1	0	0	8	9	9	0	3	0	0	1	0	0	0	13	14
H/Total	30	0	7	1	0	0	1	0	1	40	40.7	18	0	8	2	0	1	1	0	0	30	33
08:00	20	0	1	0	0	0	0	0	0	21	21	8	0	1	0	0	0	0	0	0	9	9
08:15	15	0	2	0	0	0	0	0	0	17	17	8	0	6	0	0	0	0	0	0	14	14
08:30	7	0	0	1	0	0	0	0	0	8	8.5	10	0	1	3	0	0	0	0	0	14	15.5
08:45	19	0	1	1	1	0	0	0	0	22	23.8	18	0	3	0	0	0	0	0	0	21	21
H/Total	61	0	4	2	1	0	0	0	0	68	70.3	44	0	11	3	0	0	0	0	0	58	59.5
09:00	9	0	2	1	0	0	0	0	0	12	12.5	5	0	2	0	0	0	0	0	0	7	7
09:15	6	0	2	0	0	0	0	0	0	8	8	3	0	1	1	0	0	0	0	0	5	5.5
09:30	11	0	2	0	0	0	0	0	0	13	13	4	0	4	1	1	0	0	0	0	10	11.8
09:45	5	0	1	1	0	0	0	0	0	7	7.5	4	0	2	0	0	0	0	0	0	6	6
H/Total	31	0	7	2	0	0	0	0	0	40	41	16	0	9	2	1	0	0	0	0	28	30.3
Total	133	0	23	5	1	0	1	0	1	164	168	85	0	28	7	1	1	1	0	0	123	129.8

Time	From D											To D										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	6	0	2	0	0	1	0	0	2	11	10.4	17	0	2	0	0	0	0	0	0	19	19
16:15	16	0	2	0	0	0	0	0	0	18	18	9	0	0	0	0	0	1	0	0	10	11
16:30	4	0	4	0	1	0	0	0	0	9	10.3	16	0	1	0	0	0	0	0	0	1	18
16:45	5	0	0	0	0	0	0	0	0	5	5	10	0	1	0	0	0	0	0	0	11	11
H/Total	31	0	8	0	1	1	0	0	2	43	43.7	52	0	4	0	0	0	1	0	0	58	58.2
17:00	6	0	1	0	0	0	0	0	1	8	7.2	13	0	0	0	0	0	0	0	0	13	13
17:15	6	0	0	0	0	0	0	0	0	6	6	9	0	0	0	0	0	0	0	0	1	10
17:30	11	0	0	0	0	0	0	0	0	11	11	13	0	2	0	0	0	0	0	0	15	15
17:45	11	0	1	0	0	0	0	0	0	12	12	12	0	1	0	0	0	0	0	0	13	13
H/Total	34	0	2	0	0	0	0	0	1	37	36.2	47	0	3	0	0	0	0	0	0	51	50.2
18:00	3	0	1	0	0	0	0	0	0	4	4	8	0	2	0	0	0	0	0	0	10	10
18:15	4	0	0	0	0	0	0	0	0	4	4	14	0	1	1	0	0	0	0	0	16	16.5
18:30	4	0	1	0	0	0	0	0	0	5	5	16	0	1	1	0	0	0	0	0	18	18.5
18:45	6	0	0	0	0	0	0	0	1	7	6.2	12	0	0	2	0	0	0	0	0	14	15
H/Total	17	0	2	0	0	0	0	0	1	20	19.2	50	0	4	4	0	0	0	0	0	58	60
19:00	5	0	3	0	0	0	0	0	0	8	8	2	0	0	0	0	0	0	0	0	2	2
19:15	8	0	0	0	0	0	0	0	0	8	8	3	0	0	0	0	0	0	0	0	3	3
19:30	3	0	0	0	0	0	0	0	0	3	3	5	0	2	0	0	0	0	0	0	8	8
19:45	2	0	0	0	0	0	0	0	0	2	2	5	0	0	0	0	0	0	0	0	5	5
H/Total	18	0	3	0	0	0	0	0	0	21	21	16	0	2	0	0	0	0	0	0	18	18
Total	100	0	15	0	1	1	0	0	4	121	120.1	165	0	13	4	0	0	1	0	2	185	186.4

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **A19 / Millfield Road**
 Date: **01 March 2017, Wednesday**



Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY			
06:00	77	0	12	5	8	1	0	0	0	103	116.9	
06:15	101	0	22	5	6	0	0	2	0	136	145.1	
06:30	142	0	28	2	13	1	0	0	0	186	204.9	
06:45	157	0	40	2	8	0	0	1	0	208	218.8	
H/Total	477	0	102	14	35	2	0	3	0	633	685.7	
07:00	156	0	48	7	4	0	0	0	0	215	223.7	
07:15	176	0	36	8	13	4	1	1	1	240	264.5	
07:30	186	0	55	11	9	0	1	0	1	263	280.4	
07:45	209	0	62	7	11	1	4	0	0	294	316.8	
H/Total	727	0	201	33	37	5	6	1	2	1012	1085.4	
08:00	222	0	39	10	13	0	4	1	0	289	314.3	
08:15	245	0	58	10	28	1	1	1	0	344	386.8	
08:30	176	0	38	18	15	2	2	0	0	251	283.5	
08:45	178	0	29	9	18	1	0	1	0	236	264.3	
H/Total	821	0	164	47	74	4	7	3	0	1120	1248.9	
09:00	138	0	37	7	14	1	1	1	0	199	222.1	
09:15	116	0	37	12	18	0	2	0	0	185	216.4	
09:30	126	0	35	7	20	3	0	1	0	192	223.9	
09:45	112	0	35	15	15	0	2	1	0	180	208.4	
H/Total	492	0	144	41	67	4	5	3	0	756	870.8	
Total	2517	0	611	135	213	15	18	10	2	3521	3890.8	

Peak Hours	Totals
06:00 07:00	633
06:15 07:15	745
06:30 07:30	849
06:45 07:45	926

Peak Hours	Totals
07:00 08:00	1012
07:15 08:15	1086
07:30 08:30	1190
07:45 08:45	1178

Peak Hours	Totals
08:00 09:00	1120
08:15 09:15	1030
08:30 09:30	871
08:45 09:45	812

Peak Hours	Totals
09:00 10:00	756

Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY			
16:00	199	0	55	7	16	1	3	0	2	283	309.7	
16:15	205	0	41	6	13	1	2	1	0	269	291.3	
16:30	203	0	57	7	11	1	1	1	1	282	300.4	
16:45	223	0	38	1	8	1	1	0	0	272	284.9	
H/Total	830	0	191	21	48	4	7	2	3	1106	1186.3	
17:00	289	0	45	4	3	0	0	4	1	346	348.7	
17:15	260	0	23	0	4	1	0	0	1	289	294.4	
17:30	249	0	23	2	9	1	0	2	0	286	298.5	
17:45	240	0	25	1	6	1	0	2	1	276	283.3	
H/Total	1038	0	116	7	22	3	0	8	3	1197	1224.9	
18:00	202	0	21	3	5	0	1	0	1	233	241.2	
18:15	165	0	17	1	3	0	0	0	0	186	190.4	
18:30	157	0	18	2	1	0	0	0	1	179	180.5	
18:45	144	0	11	5	8	2	0	0	1	171	185.1	
H/Total	668	0	67	11	17	2	1	0	3	769	797.2	
19:00	114	0	11	1	5	0	0	0	0	131	138	
19:15	114	0	11	0	5	1	1	0	0	132	140.5	
19:30	76	0	5	1	0	0	0	0	0	82	82.5	
19:45	71	0	10	2	1	1	0	0	0	85	88.3	
H/Total	375	0	37	4	11	2	1	0	0	430	449.3	
Total	2911	0	411	43	98	11	9	10	9	3502	3657.7	

Peak Hours	Totals
16:00 17:00	1106
16:15 17:15	1169
16:30 17:30	1189
16:45 17:45	1193

Peak Hours	Totals
17:00 18:00	1197
17:15 18:15	1084
17:30 18:30	981
17:45 18:45	874

Peak Hours	Totals
18:00 19:00	769
18:15 19:15	667
18:30 19:30	613
18:45 19:45	516

Peak Hours	Totals
19:00 20:00	430

MCC: A19 / Fox Lane

Project Number: **TSP13114**
Project Name: **Brick Kiln Lane, Selby**
Survey Type: **Manual Classified Traffic Count**
Site No: **3**
Location: **A19 / Fox Lane**



Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Fox Lane**
 Date: **01 March 2017, Wednesday**



Time	A - C										B - A												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
06:00	51		9	1	3	1				65	70.4											0	0
06:15	75		10	2	2					90	93											0	0
06:30	88		12	1	4	1				105	111.2											0	0
06:45	89		13	1	4					107	112.7	1										1	1
H/Total	303	0	44	4	13	2	0	1	0	367	387.3	1	0	0	0	0	0	0	0	0	0	1	1
07:00	97		15	3	2					117	121.1											0	0
07:15	104		14	3	6	3		1		131	142.7	3		1								4	4
07:30	104		14	5	3		1		1	129	135	2										2	2
07:45	108		27	1	6	1	2			145	156.3	3										3	3
H/Total	413	0	70	12	17	4	3	2	1	522	555.1	8	0	1	0	0	0	0	0	0	0	9	9
08:00	91		14	5	3		1	1		115	121.8	3										3	3
08:15	98		20	3	8					129	140.9	5										5	5
08:30	65		14	6	6	1	2	1		95	108.2	1										1	1
08:45	77		12	4	7					100	111.1	4										4	4
H/Total	331	0	60	18	24	1	3	2	0	439	482	13	0	0	0	0	0	0	0	0	0	13	13
09:00	73		10	3	8					94	105.9											0	0
09:15	48		19	4	7		1			79	91.1	1		1								2	2
09:30	50		13	1	7	1	1	1		74	85	1		1								1	1
09:45	51		19	6	7	1				84	97.1	1										1	1
H/Total	222	0	61	14	29	2	2	1	0	331	379.1	3	0	1	0	0	0	0	0	0	0	4	4
Total	1269	0	235	48	83	9	8	6	1	1659	1803.5	25	0	2	0	0	0	0	0	0	0	27	27

Time	A - C										B - A												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
16:00	93		33	5	11					143	160.8	2										2	2
16:15	79		21	5	6			1		112	121.7											0	0
16:30	76		28	7	4	1	1			117	127.7											0	0
16:45	102		24	1	4					132	138.7	2		1								3	3
H/Total	350	0	106	18	25	1	3	1	0	504	548.9	4	0	1	0	0	0	0	0	0	0	5	5
17:00	116		19	2	1			3		141	141.5	2										2	2
17:15	116		15		2	1				134	137.6	1										1	1
17:30	93		13	1	5	1		1		114	121.4			1								1	1
17:45	93		11	2	3			2	1	112	114.9	3										3	3
H/Total	418	0	58	5	11	2	0	6	1	501	515.4	6	0	1	0	0	0	0	0	0	0	7	7
18:00	83		8	2	3		1			97	102.9	2										2	2
18:15	78		5		1					84	85.3											0	0
18:30	62		3		1					66	67.3	2										2	2
18:45	63		3	2	5					73	80.5	1										1	1
H/Total	286	0	19	4	10	0	1	0	0	320	336	5	0	0	0	0	0	0	0	0	0	5	5
19:00	46		2	1	2					51	54.1	1										1	1
19:15	60		7		1			1		69	71.3	1										1	1
19:30	30		3							33	33	2										2	2
19:45	29		4	1	1	1				36	38.8	1										1	1
H/Total	165	0	16	2	4	1	1	0	0	189	197.2	5	0	0	0	0	0	0	0	0	0	5	5
Total	1219	0	199	29	50	4	5	7	1	1514	1597.5	20	0	2	0	0	0	0	0	0	0	22	22

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Fox Lane**
 Date: **01 March 2017, Wednesday**



Time	From A										To A											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00	51	0	9	1	3	1	0	0	0	65	70.4	24	0	3	6	2	0	0	0	35	40.6	
06:15	75	0	10	2	2	0	0	1	0	90	93	26	0	8	3	3	0	0	1	0	41	45.8
06:30	88	0	12	0	4	1	0	0	0	105	111.2	42	0	15	1	9	0	0	0	67	79.2	
06:45	89	0	13	1	4	0	0	0	0	107	112.7	50	0	18	1	3	0	0	1	0	73	76.8
H/Total	303	0	44	4	13	2	0	1	0	367	387.3	142	0	44	11	17	0	0	2	0	216	242.4
07:00	97	0	15	3	2	0	0	0	0	117	121.1	36	0	28	3	3	0	0	0	0	70	75.4
07:15	104	0	14	3	6	3	0	1	0	131	142.7	68	0	26	5	7	0	1	0	1	108	119.8
07:30	104	0	14	5	3	0	1	1	1	129	135	69	0	34	6	6	1	0	0	0	116	127.8
07:45	108	0	27	1	6	1	2	0	0	145	156.3	78	0	30	5	5	0	1	0	0	119	129
H/Total	413	0	70	12	17	4	3	2	1	522	555.1	251	0	118	19	21	1	2	0	1	413	452
08:00	91	0	14	5	3	0	1	1	0	115	121.8	117	0	22	7	10	0	4	0	0	160	180.5
08:15	98	0	20	3	8	0	0	0	0	129	140.9	121	0	36	7	17	1	0	1	0	183	209
08:30	65	0	14	6	6	1	2	1	0	95	108.2	84	0	20	9	10	1	0	0	0	124	142.5
08:45	77	0	12	4	7	0	0	0	0	100	111.1	88	0	17	4	12	0	0	1	0	122	139
H/Total	331	0	60	18	24	1	3	2	0	439	482	410	0	95	27	49	2	4	2	0	589	671
09:00	74	0	10	4	8	0	0	0	0	96	108.4	57	0	18	3	8	1	1	1	0	89	102.3
09:15	48	0	20	4	7	0	1	0	0	80	92.1	49	0	19	8	11	0	1	0	0	88	107.3
09:30	50	0	13	1	7	1	1	1	0	74	85	68	0	17	4	13	2	0	0	0	104	124.9
09:45	51	0	21	6	7	1	0	0	0	86	99.1	50	0	14	6	9	0	1	1	0	81	96.1
H/Total	223	0	64	15	29	2	2	1	0	336	384.6	224	0	68	21	41	3	3	2	0	362	430.6
Total	1270	0	238	49	83	9	8	6	1	1664	1809	1027	0	325	78	128	6	9	6	1	1580	1796

Time	From A										To A											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	93	0	33	5	11	0	1	0	0	143	160.8	87	0	16	2	5	1	1	0	0	112	121.5
16:15	79	0	21	5	6	0	0	1	0	112	121.7	97	0	18	1	8	1	1	0	0	126	138.9
16:30	76	0	29	7	4	1	1	0	0	118	128.7	110	0	23	0	5	0	0	1	0	139	144.9
16:45	102	0	24	1	4	0	1	0	0	132	138.7	110	0	15	0	4	1	0	0	0	130	136.2
H/Total	350	0	107	18	25	1	3	1	0	505	549.9	404	0	72	3	22	3	2	1	0	507	541.5
17:00	117	0	19	2	1	0	0	3	0	142	142.5	154	0	19	2	2	0	0	1	0	178	181
17:15	117	0	15	0	2	1	0	0	0	135	138.6	132	0	8	0	2	0	0	0	0	142	144.6
17:30	94	0	13	1	5	1	0	1	0	115	122.4	127	0	11	1	4	0	0	1	0	144	149.1
17:45	94	0	11	2	3	0	0	2	1	113	115.9	123	0	10	0	2	1	0	1	1	138	140.2
H/Total	422	0	58	5	11	2	0	6	1	505	519.4	536	0	48	3	10	1	0	3	1	602	614.9
18:00	83	0	8	2	3	0	1	0	0	97	102.9	117	0	7	0	3	0	0	0	0	127	130.9
18:15	79	0	5	0	1	0	0	0	0	85	86.3	66	0	6	0	2	0	0	0	0	74	76.6
18:30	62	0	3	0	1	0	0	0	0	66	67.3	89	0	9	1	0	0	0	0	0	99	99.5
18:45	63	0	3	2	5	0	0	0	0	73	80.5	77	0	6	1	3	2	0	0	1	90	95.6
H/Total	287	0	19	4	10	0	1	0	0	321	337	349	0	28	2	8	2	0	0	1	390	402.6
19:00	47	0	2	1	2	0	0	0	0	52	55.1	63	0	5	0	2	0	0	0	0	70	72.6
19:15	60	0	7	0	1	0	1	0	0	69	71.3	48	0	3	0	4	0	0	0	0	55	60.2
19:30	30	0	3	0	0	0	0	0	0	33	33	39	0	1	1	0	1	0	0	0	42	43.5
19:45	29	0	4	1	1	1	0	0	0	36	38.8	37	0	1	0	1	0	0	0	0	39	40.3
H/Total	166	0	16	2	4	1	1	0	0	190	198.2	187	0	10	1	7	1	0	0	0	206	216.6
Total	1225	0	200	29	50	4	5	7	1	1521	1604.5	1476	0	158	9	47	7	2	4	2	1705	1775.6

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Fox Lane**
 Date: **01 March 2017, Wednesday**



Time	From B											To B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	3	0	1	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
07:30	2	0	0	1	0	0	0	0	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0
07:45	3	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/Total	8	0	1	1	0	0	0	0	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0
08:00	4	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
08:15	6	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
08:30	2	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
08:45	4	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/Total	16	0	0	0	0	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2.5
09:15	1	0	1	0	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	1
09:30	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:45	1	0	1	0	0	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	0	2
H/Total	3	0	2	0	0	0	0	0	0	0	5	5	1	0	3	1	0	0	0	0	0	5.5
Total	28	0	3	1	0	0	0	0	0	0	32	32.5	1	0	3	1	0	0	0	0	0	5

Time	From B											To B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	2	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	1
16:45	2	0	1	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/Total	5	0	1	0	0	0	0	0	0	0	6	6	0	0	1	0	0	0	0	0	0	1
17:00	2	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1
17:30	0	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1
17:45	3	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	1
H/Total	6	0	1	0	0	0	0	0	0	0	7	7	4	0	0	0	0	0	0	0	0	4
18:00	2	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:30	2	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/Total	5	0	0	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	1
19:00	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1
19:15	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
19:30	2	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/Total	5	0	0	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	1
Total	21	0	2	0	0	0	0	0	0	0	23	23	6	0	1	0	0	0	0	0	0	7

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Fox Lane**
 Date: **01 March 2017, Wednesday**



Time	From C										To C											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00	24	0	3	6	2	0	0	0	0	35	40.6	51	0	9	1	3	1	0	0	65	70.4	
06:15	26	0	8	3	3	0	0	1	0	41	45.8	75	0	10	2	2	0	0	1	90	93	
06:30	42	0	15	1	9	0	0	0	0	67	79.2	88	0	12	0	4	1	0	0	105	111.2	
06:45	49	0	18	1	3	0	0	1	0	72	75.8	89	0	13	1	4	0	0	0	107	112.7	
H/Total	141	0	44	11	17	0	0	2	0	215	241.4	303	0	44	4	13	2	0	1	367	387.3	
07:00	36	0	28	3	3	0	0	0	0	70	75.4	97	0	15	3	2	0	0	0	117	121.1	
07:15	65	0	25	5	7	0	1	0	1	104	115.8	104	0	14	3	6	3	0	1	131	142.7	
07:30	67	0	34	6	6	1	0	0	0	114	125.8	104	0	14	6	3	0	1	1	130	136.5	
07:45	75	0	30	5	5	0	1	0	0	116	126	108	0	27	1	6	1	2	0	145	156.3	
H/Total	243	0	117	19	21	1	2	0	1	404	443	413	0	70	13	17	4	3	2	523	556.6	
08:00	114	0	22	7	10	0	4	0	0	157	177.5	92	0	14	5	3	0	1	1	116	122.8	
08:15	116	0	36	7	17	1	0	1	0	178	204	99	0	20	3	8	0	0	0	130	141.9	
08:30	83	0	20	9	10	1	0	0	0	123	141.5	66	0	14	6	6	1	2	1	96	109.2	
08:45	84	0	17	4	12	0	0	1	0	118	135	77	0	12	4	7	0	0	0	100	111.1	
H/Total	397	0	95	27	49	2	4	2	0	576	658	334	0	60	18	24	1	3	2	442	485	
09:00	57	0	18	3	8	1	1	1	0	89	102.3	73	0	10	3	8	0	0	0	94	105.9	
09:15	48	0	18	8	11	0	1	0	0	86	105.3	48	0	19	4	7	0	1	0	79	91.1	
09:30	67	0	17	4	13	2	0	0	0	103	123.9	50	0	13	1	7	1	1	1	74	85	
09:45	49	0	14	6	9	0	1	1	0	80	95.1	51	0	20	6	7	1	0	0	85	98.1	
H/Total	221	0	67	21	41	3	3	2	0	358	426.6	222	0	62	14	29	2	2	1	332	380.1	
Total	1002	0	323	78	128	6	9	6	1	1553	1769	1272	0	236	49	83	9	8	6	1	1664	1809

Time	From C										To C											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	85	0	16	2	5	1	1	0	0	110	119.5	93	0	33	5	11	0	1	0	143	160.8	
16:15	97	0	18	1	8	1	1	0	0	126	138.9	79	0	21	5	6	0	0	1	0	112	121.7
16:30	110	0	23	0	5	0	0	1	0	139	144.9	77	0	28	7	4	1	1	0	0	118	128.7
16:45	108	0	14	0	4	1	0	0	0	127	133.2	102	0	24	1	4	0	1	0	0	132	138.7
H/Total	400	0	71	3	22	3	2	1	0	502	536.5	351	0	106	18	25	1	3	1	0	505	549.9
17:00	152	0	19	2	2	0	0	1	0	176	179	116	0	19	2	1	0	0	3	0	141	141.5
17:15	131	0	8	0	2	0	0	0	0	141	143.6	116	0	15	0	2	1	0	0	0	134	137.6
17:30	127	0	10	1	4	0	0	1	0	143	148.1	93	0	13	1	5	1	0	1	0	114	121.4
17:45	120	0	10	0	2	1	0	1	1	135	137.2	93	0	11	2	3	0	0	2	1	112	114.9
H/Total	530	0	47	3	10	1	0	3	1	595	607.9	418	0	58	5	11	2	0	6	1	501	515.4
18:00	115	0	7	0	3	0	0	0	0	125	128.9	83	0	8	2	3	0	1	0	0	97	102.9
18:15	66	0	6	0	2	0	0	0	0	74	76.6	78	0	5	0	1	0	0	0	0	84	85.3
18:30	87	0	9	1	0	0	0	0	0	97	97.5	62	0	3	0	1	0	0	0	0	66	67.3
18:45	76	0	6	1	3	2	0	0	1	89	94.6	63	0	3	2	5	0	0	0	0	73	80.5
H/Total	344	0	28	2	8	2	0	0	1	385	397.6	286	0	19	4	10	0	1	0	0	320	336
19:00	62	0	5	0	2	0	0	0	0	69	71.6	46	0	2	1	2	0	0	0	0	51	54.1
19:15	47	0	3	0	4	0	0	0	0	54	59.2	60	0	7	0	1	0	1	0	0	69	71.3
19:30	37	0	1	1	0	1	0	0	0	40	41.5	30	0	3	0	0	0	0	0	0	33	33
19:45	36	0	1	0	1	0	0	0	0	38	39.3	29	0	4	1	1	0	0	0	0	36	38.8
H/Total	182	0	10	1	7	1	0	0	0	201	211.6	165	0	16	2	4	1	1	0	0	189	197.2
Total	1456	0	156	9	47	7	2	4	2	1683	1753.6	1220	0	199	29	50	4	5	7	1	1515	1598.5

Project Number: **TSP13114**
 Project Name: **Brick Kiln Lane, Selby**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **A19 / Fox Lane**
 Date: **01 March 2017, Wednesday**



Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY			
06:00	75	0	12	7	5	1	0	0	0	100	111	
06:15	101	0	18	5	5	0	0	2	0	131	138.8	
06:30	130	0	27	1	13	1	0	0	0	172	190.4	
06:45	139	0	31	2	7	0	0	1	0	180	189.5	
H/Total	445	0	88	15	30	2	0	3	0	583	629.7	
07:00	133	0	43	6	5	0	0	0	0	187	196.5	
07:15	172	0	40	8	13	3	1	1	1	239	262.5	
07:30	173	0	48	12	9	1	1	1	1	246	264.3	
07:45	186	0	57	6	11	1	3	0	0	264	285.3	
H/Total	664	0	188	32	38	5	5	2	2	936	1008.6	
08:00	209	0	36	12	13	0	5	1	0	276	303.3	
08:15	220	0	56	10	25	1	0	1	0	313	350.9	
08:30	150	0	34	15	16	2	2	1	0	220	251.7	
08:45	165	0	29	8	19	0	0	1	0	222	250.1	
H/Total	744	0	155	45	73	3	7	4	0	1031	1156	
09:00	131	0	28	7	16	1	1	1	0	185	210.7	
09:15	97	0	39	12	18	0	2	0	0	168	199.4	
09:30	118	0	30	5	20	3	1	1	0	178	209.9	
09:45	101	0	36	12	16	1	1	1	0	168	196.2	
H/Total	447	0	133	36	70	5	5	3	0	699	816.2	
Total	2300	0	564	128	211	15	17	12	2	3249	3610.5	

Peak Hours	Totals
06:00 07:00	583
06:15 07:15	670
06:30 07:30	778
06:45 07:45	852

Peak Hours	Totals
07:00 08:00	936
07:15 08:15	1025
07:30 08:30	1099
07:45 08:45	1073

Peak Hours	Totals
08:00 09:00	1031
08:15 09:15	940
08:30 09:30	795
08:45 09:45	753

Peak Hours	Totals
09:00 10:00	699

Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY			
16:00	180	0	49	7	16	1	2	0	0	255	282.3	
16:15	176	0	39	6	14	1	1	1	0	238	260.6	
16:30	187	0	52	7	9	1	1	1	0	258	274.6	
16:45	212	0	39	1	8	1	1	0	0	262	274.9	
H/Total	755	0	179	21	47	4	5	2	0	1013	1092.4	
17:00	271	0	38	4	3	0	0	4	0	320	323.5	
17:15	249	0	23	0	4	1	0	0	0	277	283.2	
17:30	221	0	24	2	9	1	0	2	0	259	271.5	
17:45	217	0	21	2	5	1	0	3	2	251	256.1	
H/Total	958	0	106	8	21	3	0	9	2	1107	1134.3	
18:00	200	0	15	2	6	0	1	0	0	224	233.8	
18:15	145	0	11	0	3	0	0	0	0	159	162.9	
18:30	151	0	12	1	1	0	0	0	0	165	166.8	
18:45	140	0	9	3	8	2	0	0	1	163	176.1	
H/Total	636	0	47	6	18	2	1	0	1	711	739.6	
19:00	110	0	7	1	4	0	0	0	0	122	127.7	
19:15	108	0	10	0	5	0	1	0	0	124	131.5	
19:30	69	0	4	1	0	1	0	0	0	75	76.5	
19:45	66	0	5	1	2	1	0	0	0	75	79.1	
H/Total	353	0	26	3	11	2	1	0	0	396	414.8	
Total	2702	0	358	38	97	11	7	11	3	3227	3381.1	

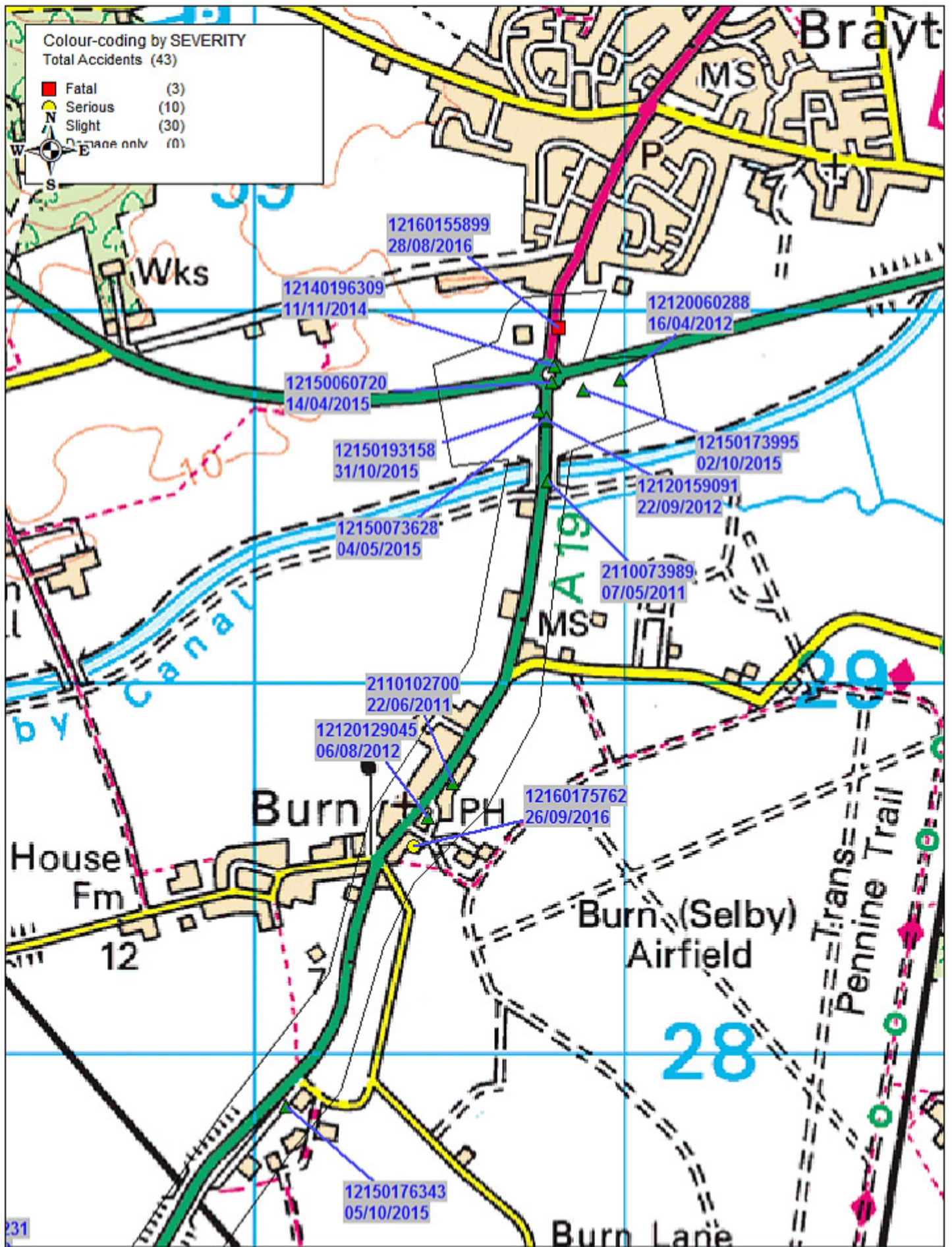
Peak Hours	Totals
16:00 17:00	1013
16:15 17:15	1078
16:30 17:30	1117
16:45 17:45	1118

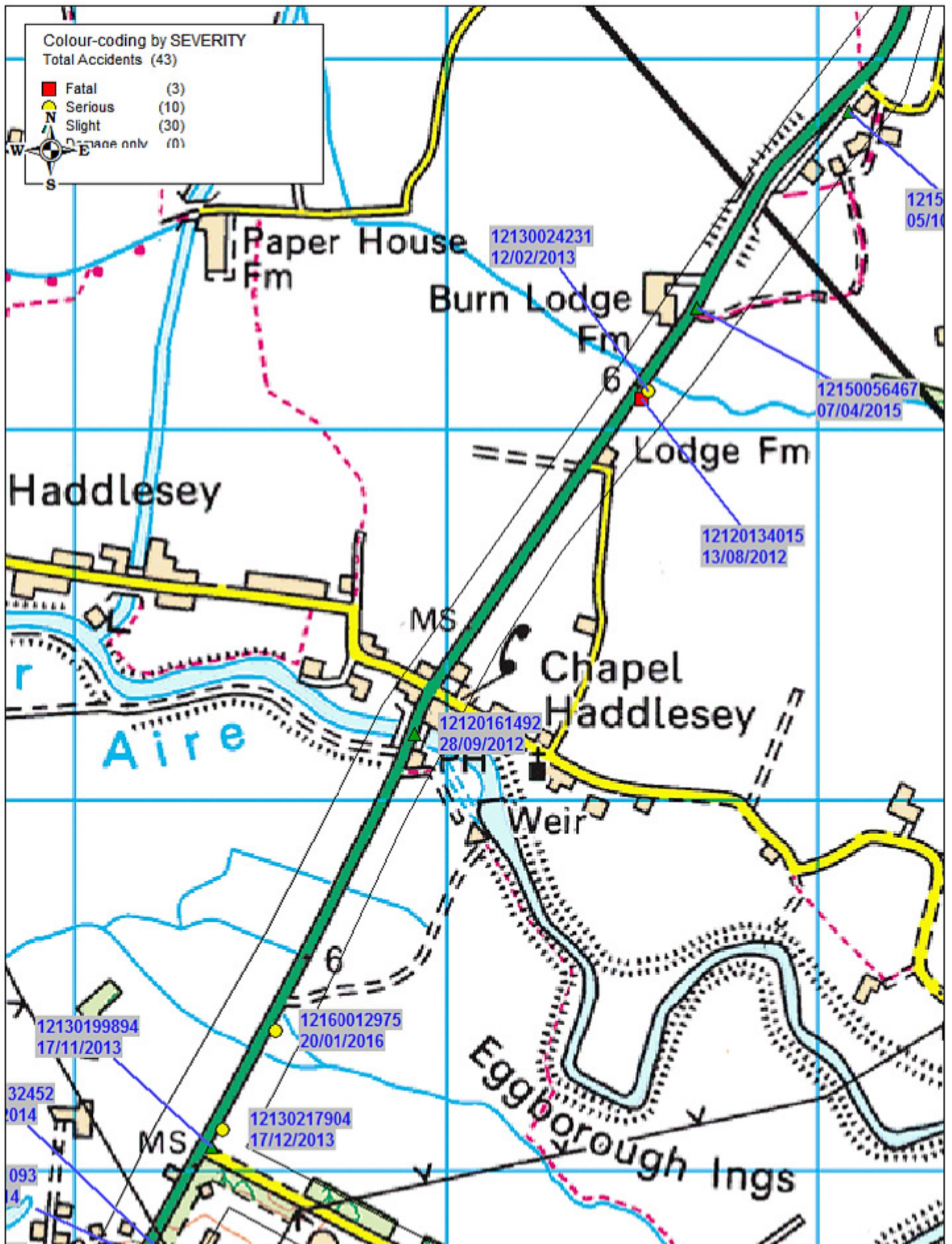
Peak Hours	Totals
17:00 18:00	1107
17:15 18:15	1011
17:30 18:30	893
17:45 18:45	799

Peak Hours	Totals
18:00 19:00	711
18:15 19:15	609
18:30 19:30	574
18:45 19:45	484

Peak Hours	Totals
19:00 20:00	396

ANNEX C





A19 Study Plan A

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SCALE	1 : 13440
DATE	29/11/2016
DRAWING No.	
DRAWN BY	



SCALE	1 : 13440
DATE	29/11/2016
DRAWING No.	
DRAWN BY	

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True

Notes:

Selected using Pre-defined Query :

A19 Study

2110073989 07/05/2011 Time 1135 Vehicles 3 Casualties 1 Slight
 E: 459795 N: 429544 First Road: A 19 Road Type: Single carriageway Speed limit: 60
 Junction Detail: Pri Drive Give way or controlled
 Crossing Control Facilities None within 50m Road surface Wet/Damp
 Daylight: no street lighting Other
 Special Conditions at Site: None Carriageway Hazards:
 Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 2	Very Likely
3rd:	Sudden braking	Vehicle 3	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 3	Very Likely
5th:			
6th:			

V3 HAS BEEN TRAVELLING NORTH ON A19 TOWARDS SELBY. V3 HAS BRAKED SUDDENLY TO TURN RIGHT CAUSING V2 TO GO INTO THE BACK OF V3 AND IN TURN CAUSING V1 TO GO INTO THE BACK OF V2. V3 FAILED TO STOP, ONLY DETAILS KNOWN ARE THAT IT WAS A SUZUKI SWIFT IN S

ILVER

Occurred on A19 AT BURN BRIDGE CAR PARK ABT 200M S OF A63 RND BT, SELBY

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Front
 Hit vehicle: 2 Location at impact Jct Approach
 Hit object in road None Hit off road: None
 Off road: Nearside Age of Driver 24 Male
 Not hit and run Breath test Not requested
 Left hand drive No

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Stopping
 Vehicle movement from S to N No tow / articulation
 On main carriageway Skidded First impact Front
 Hit vehicle: 3 Location at impact Jct Approach
 Hit object in road None Hit off road: None
 Off road: Nearside Age of Driver 41 Male
 Not hit and run Breath test Not requested
 Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 41 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt: Not Applicable Cycle helmet:

Vehicle Reference 3 Car Waiting to turn right
 Vehicle movement from S to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Back
 Hit vehicle: Location at impact Jct Approach
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver Not traced
 Hit and run Breath test Driver not contacted
 Left hand drive No

Accidents between dates **01/01/2011** and **31/10/2016** (70) months
Selection: True Notes:
Selected using Pre-defined Query : A19 Study

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

2110102700 22/06/2011 Time 1705 Vehicles 2 Casualties 4 Slight
 E: 459538 N: 428730 First Road: A 19 Road Type: Single carriageway Speed limit: 30
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site: None Carriageway Hazards:
 Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Sudden braking	Vehicle 1	Very Likely
4th:	Following too close	Vehicle 1	Possible
5th:			
6th:			

V1 & V2 TRAVELLING A19 TOWARDS SELBY, NORTH YORKS.

Occurred on A19 MAIN ROAD AT KELBURN HOUSE, BURN, SELBY, NORTH YORKS.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway Skidded First impact Front
 Hit vehicle: 2 Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: None
 Off road: O/S Age of Driver 34 Male
 Not hit and run Breath test Negative
 Left hand drive No

Casualty Reference: 2 Vehicle: 1 Age: 33 Male Passenger Severity: Slight
 Not a pupil
 Seatbelt: Not Applicable Cycle helmet:
 Back seat

Casualty Reference: 3 Vehicle: 1 Age: 34 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt: Not Applicable Cycle helmet:

Casualty Reference: 4 Vehicle: 1 Age: 35 Male Passenger Severity: Slight
 Not a pupil
 Seatbelt: Not Applicable Cycle helmet:
 Back seat

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True

Notes:

Selected using Pre-defined Query :

A19 Study

Vehicle Reference 2	Car	Going ahead other
Vehicle movement from S to N	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Back
Hit vehicle: 1	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: Tree	
Off road: O/S	Age of Driver 55	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1 Vehicle: 2 Age: 55 Male Driver/rider Severity: Slight

Not a pupil

Seatbelt: Not Applicable

Cycle helmet:

2110205872 06/12/2011 Time 1520
E: 455923 N: 422018 First Road: A 19
Junction Detail: T & Stag Jct
Crossing Control Facilities Central reservation
Daylight:street lights present
Special Conditions at Site: None
Place accident reported: At scene

Vehicles 1 Casualties 1
Road Type: Single carriageway
Give way or controlled
Fine without high winds
Carriageway Hazards: None
DfT Special Projects:

Serious
Speed limit: 30
Unclassified 1361
Road surface Wet/Damp

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

PEDESTRIAN CROSSING A19 AT PEDESTRIAN REFUGE. IP CONTINUED OUT FROM REFUGE INTO PATH OF V1 WHICH COLLIDED WITH HIM

Occurred on A19 DONCASTER RD AT PEDESTRIAN CROSSING BY TUNSTALL TELECOM DEVELOPMENT,

Vehicle Reference 1	Goods over 3.5 tonnes and under 7.5 ton	Going ahead other
Vehicle movement from NW to SE	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle:	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 67	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1 Vehicle: 1 Age: 3 Male Pedestrian Severity: Serious

Not a pupil

Seatbelt: Not Applicable

Cycle helmet:

In carr elsewhere
Driver's offside

E bound

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12120025868 17/02/2012 Time 1720 Vehicles 2 Casualties 1 Slight
E: 456622 N: 423448 First Road: A 645 Road Type: Single carriageway Speed limit: 60
Junction Detail: Roundabout Give way or controlled A 19
Crossing Control Facilities None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: Elsewhere DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

V2 A CYCLIST WAS PROCEEDING ACROSS A645/A19 ROUNDABOUT ACROSS WEELAND ROAD IN EGGBOROUGH. AS HE CROSSED THE A19 THE DRIVER OF V1 IN A MAROON VEHICLE WHO WAS APPROACHING THE ROUNDABOUT ON THE A19 FROM THE DIRECTION OF THE M62 DID NOT GIVE WAY AND THE CAR CONTINUED INTO THE PATH OF V2 AND MADE IMPACT WITH HIM ON HIS LEFT SIDE CAUSING THE CYCLIST TO FALL OFF HIS BIKE CAUSING INJURY. V1 FAILED TO STOP.

Occurred on A645 WEELAND RD EGGBOROUGH AT JNCT WITH A19 DONCASTER RD, EGGBOROUGH.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Front
Hit vehicle: 2 Location at impact Mid Junction - on roundabout or
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver Unknown
Hit and run Breath test Driver not contacted
Left hand drive No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Nearside
Hit vehicle: 1 Location at impact Mid Junction - on roundabout or
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Not applicable
Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 50 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt: Not Applicable Cycle helmet: Not known

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12120060288 16/04/2012 Time 0755 Vehicles 2 Casualties 1 Slight
E: 459989 N: 429818 First Road: A 63 Road Type: Dual carriageway Speed limit: 60
Junction Detail: Pri Drive Give way or controlled Unclassified 000
Crossing Control Facilities None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

V1 AND V2 TRAVELLING IN A EASTERLY DIRECTION ALONG THE A63 BYPASS. BOTH VEHICLES HAD NEGOTIATED A ROUNDABOUT. V1 HAD MADE A WRONG TURNING AND NOTING THAT HIS PATH WAS CLEAR INDICATED RIGHT TO R OF V1.

Occurred on A63 SELBY BYPASS, SELBY

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from W to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Offside
Hit vehicle: Location at impact Leaving main road
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Negative
Left hand drive No

Vehicle Reference 2 Car Overtaking moving vehicle O/S
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Front
Hit vehicle: Location at impact Jct Approach
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt: Worn but not independent Cycle helmet: Not a cyclist

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12120100377 22/06/2012 Time 1140 Vehicles 3 Casualties 2 Slight
 E: 456381 N: 423128 First Road: A 19 Road Type: Single carriageway Speed limit: 60
 Junction Detail: T & Stag Jct Give way or controlled Unclassified 1020
 Crossing Control Facilities None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site: None Carriageway Hazards:
 Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 1	Possible
4th:			
5th:			
6th:			

V1,2,3 TRAVELLING NORTH ON A19.V3 HAD STOPPED FOR A VEHICLE WAITING TO TURN RIGHT.V2 WAS SLOWING BEHIND V3 BUT V1 UNABLE TO STOP AND RUNS INTO V2 WHICH IS PUSHED INTO V3

Occurred on A19 EGGBOROUGH AT JUNCTION WITH DISUSED RAILWAY AT HIGH EGGBOROUGH

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Stopping
 Vehicle movement from SW to NE Articulated
 On main carriageway Skidded First impact Front
 Hit vehicle: 2 Location at impact Jct Approach
 Hit object in road None Hit off road: Tree
 Off road: Nearside Age of Driver 45 Male
 Not hit and run Breath test Negative
 Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt: Worn but not independent Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Stopping
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Back
 Hit vehicle: 3 Location at impact Jct Approach
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Negative
 Left hand drive No

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

Vehicle Reference 3	Car	Stopping
Vehicle movement from SW to NE	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Back
Hit vehicle: 2	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 46	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 2 Vehicle: 3 Age: 46 Male Driver/rider Severity: Slight

Not a pupil

Seatbelt: Worn but not independent Cycle helmet: Not a cyclist

12120119672 23/07/2012	Time 0937	Vehicles 1	Casualties 1	Slight
E: 458176 N: 424588	First Road: C 333	Road Type: Single carriageway		Speed limit: 60
Junction Detail: Pri Drive		Give way or controlled		Unclassified 000
Crossing Control Facilities	None within 50m			Road surface Dry
Daylight		Fine without high winds		
Special Conditions at Site: None		Carriageway Hazards: None		
Place accident reported: At scene		DfT Special Projects:		

	Causation Factor:	Participant:	Confidence:
1st:	Poor or defective road surface	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:			
5th:			
6th:			

RIDER HAS NEGOTIATED A LEFT HAND BEND AND ENTERED A STRAIGHT. RIDER STAYED TO LEFT SIDE OF THE ROAD AND HAS HIT A DROP SECTION OF THE ROAD WHICH PROVIDES ENTRY TO THE POWER STATION. A LOSS IN GRIP HAS CAUSED RIDER TO FALL TO THE RIGHT CAUSING HIM AND THE MOPED TO SKID ALONG THE ROAD.

Occurred on WAND LANE JUNCTION WITH POWER STATION, HENSALL.

Vehicle Reference 1	Motor Cycle over 50 cc and up to 125cc	Going ahead other
Vehicle movement from SE to NW	No tow / articulation	
On main carriageway	Skidded	First impact Offside
Hit vehicle:	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 16	Male
Not hit and run	Breath test Driver not contacted	
Left hand drive No		

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight

Not a pupil

Seatbelt: Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12120129045 06/08/2012 Time 1340 Vehicles 2 Casualties 1 Slight
E: 459470 N: 428636 First Road: A 19 Road Type: Single carriageway Speed limit: 30
Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing Control Facilities None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
4th:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
5th:			
6th:			

THE WHITE FIAT HAS BEEN DRIVING ALONG THE A19 TOWARDS DONCASTER AND THE BLACK VAUXHALL VECTRA HAS PULLED ACROSS THE FRONT OF THE WHITE FIAT INTO A PUB CAR PARK CAUSING THE FIAT TO BRAKE AND COLLIDE INTO THE REAR NEARSIDE OF THE ASTRA CAUSING DAMAGE .

Occurred on A19 SELBY BURN OUTSIDE PUBLIC HOUSE.

Vehicle Reference 1 Car Turning right
Vehicle movement from S to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Nearside
Hit vehicle: 2 Location at impact Mid Junction - on roundabout or
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 77 Male
Not hit and run Breath test Not applicable
Left hand drive No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Front
Hit vehicle: 1 Location at impact Mid Junction - on roundabout or
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 47 Female
Not hit and run Breath test Negative
Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 47 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt: Unknown Cycle helmet:

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True

Notes:

Selected using Pre-defined Query :

A19 Study

12120134015 13/08/2012 Time 2015
E: 458528 N: 427084 First Road: A 19
Junction Detail: Not within 20m of junction
Crossing Control Facilities None within 50m

Vehicles 3 Casualties 8
Road Type: Single carriageway

Fatal
Speed limit: 60

Road surface Dry

Daylight

Fine without high winds

Special Conditions at Site: None

Carriageway Hazards:

Place accident reported: At scene

DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Possible
2nd:	Aggressive driving	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 1	Possible
4th:	Failed to look properly	Vehicle 1	Possible
5th:	Failed to judge other persons path or speed	Vehicle 1	Possible
6th:	Other	Vehicle 1	Possible

V2 TRAVELLING ALONG THE A19 FROM THE DIRECTION OF BURN, TRAVELLING SOUTHBOUND. V3 TRAVELLING IN THE OPPOSITE DIRECTION FOLLOWED BY V1 TRAVELLING NORTHBOUND CHAPEL HADDLESEY AND BURN. V1 CARRIES OUT AN OVERTAKING MANOEUVRE ON V3 INTO THE PATH OF V2. A

HEAD ON COLLISION OCCURS BETWEEN V1 AND V2. V2 LEAVES CARRIAGEWAY TO NEARSIDE. V1 ROTATES 90 DEGREES IN ITS OWN CARRIAGEWAY.

Occurred on A19 CHAPEL HADDLESEY, 221 METRES NORTH OF FOX LANE, CHAPEL HADDLESEY.

Vehicle Reference 1 Car Overtaking nearside
Vehicle movement from S to N No tow / articulation
On main carriageway Skidded First impact Front
Hit vehicle: 2 Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Not applicable
Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 15 Female Passenger Severity: Fatal
Not a pupil

Seatbelt: Worn but not independent Cycle helmet: Not a cyclist
Back seat

Casualty Reference: 2 Vehicle: 1 Age: 25 Female Driver/rider Severity: Serious
Not a pupil

Seatbelt: Worn but not independent Cycle helmet: Not a cyclist

Casualty Reference: 3 Vehicle: 1 Age: 02 Female Passenger Severity: Slight
Not a pupil

Seatbelt: Worn but not independent Cycle helmet: Not a cyclist
Back seat

Casualty Reference: 4 Vehicle: 1 Age: 27 Male Passenger Severity: Slight
Not a pupil

Seatbelt: Worn but not independent Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:

Selected using Pre-defined Query : A19 Study

Vehicle Reference 2	Car	Going ahead other
Vehicle movement from N to S	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle: 1	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: Entered ditch	
Off road: Nearside	Age of Driver 30	Male
Not hit and run	Breath test Not applicable	
Left hand drive No		

Casualty Reference: 5	Vehicle: 2	Age: 30	Male	Driver/rider	Severity: Serious
Not a pupil					
Seatbelt: Worn but not independentl		Cycle helmet: Not a cyclist			

Casualty Reference: 6	Vehicle: 2	Age: 10	Male	Passenger	Severity: Serious
Not a pupil					
Seatbelt: Worn but not independentl		Cycle helmet: Not a cyclist			
Front seat					

Casualty Reference: 7	Vehicle: 2	Age: 05	Female	Passenger	Severity: Slight
Not a pupil					
Seatbelt: Worn but not independentl		Cycle helmet: Not a cyclist			
Back seat					

Casualty Reference: 8	Vehicle: 2	Age: 04	Female	Passenger	Severity: Slight
Not a pupil					
Seatbelt: Worn but not independentl		Cycle helmet: Not a cyclist			
Back seat					

Vehicle Reference 3	Car	Going ahead other
Vehicle movement from S to N	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Did not impact
Hit vehicle:	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 47	Female
Non-stop, not hit	Breath test Negative	
Left hand drive No		

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12120147264 03/09/2012 Time 1927 Vehicles 1 Casualties 1 Serious
E: 456031 N: 422602 First Road: A 19 Road Type: Single carriageway Speed limit: 60
Junction Detail: Not within 20m of junction
Crossing Control Facilities None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 TRAVELLING TOWARDS THE M62 JUNCTION AWAY FROM SELBY IT HIT THE KERB LOST CONTROL AND THE BIKE SLID AWAY FROM UNDER THE DRIVER

Occurred on A19 AT WHITLEY BRIDGE ON THE KNOTTINGLEY TO GOOLE CANAL

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from NE to SW No tow / articulation
On main carriageway Skidded First impact Nearside
Hit vehicle: Location at impact Not at, or within 20M of Jct
Hit object in road Kerb Hit off road: None
Off road: O/S Age of Driver 38 Male
Not hit and run Breath test Not applicable
Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 38 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt: Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12120159091 22/09/2012 Time 1430 Vehicles 2 Casualties 1 Slight
E: 459792 N: 429709 First Road: A 19 Road Type: 1 Speed limit: 60
Junction Detail: Roundabout Give way or controlled A 63
Crossing Control Facilities None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

RIDER OF THE MOTORBIKE HAS BEEN STATIONARY AT THE ROUNDABOUT, A19 BRAYTON JUNCTION. DRIVER OF THE MINI HAS APPROACHED FROM BEHIND WHILST LOOKING TO THE RIGHT FOR TRAFFIC. DUT TO THE ROUNDABOUT BEING CLEAR THE MINI HAS MOVED OFF AND GONE INTO THE BACK

OF THE MOTORBIKE

Occurred on A19/ A63 BRAYTON ROUNDABOUT, SELBY

Vehicle Reference 1	Car	Stopping
Vehicle movement from S to N	No tow / articulation	First impact Front
On main carriageway	No skidding, jack-knifing or overturning	
Hit vehicle: 2	Location at impact Entering roundabout	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 60	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Vehicle Reference 2	Motorcycle over 500cc	Going ahead but held up
Vehicle movement from S to N	No tow / articulation	First impact Back
On main carriageway	No skidding, jack-knifing or overturning	
Hit vehicle:	Location at impact Entering roundabout	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 52	Female
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1	Vehicle: 2	Age: 52	Female	Driver/rider	Severity: Slight
Not a pupil					
Seatbelt: Not Applicable		Cycle helmet: Not a cyclist			

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12120161492 28/09/2012 Time 0841 Vehicles 1 Casualties 1 Slight
 E: 457914 N: 426181 First Road: A 19 Road Type: Single carriageway Speed limit: 40
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities None within 50m Road surface Wet/Damp
 Darkness: street lights present but unlit Fine without high winds
 Special Conditions at Site: None Carriageway Hazards:
 Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 1	Possible
4th:			
5th:			
6th:			

VEHICLE 1 COMES OVER BRIDGE LOSES CONTROL AND BIKE SKIDS SIDEWAYS AND RIDER COMES OFF

Occurred on A19 CHAPEL HADDLESEY

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway Skidded First impact Nearside
 Hit vehicle: Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 50 Male
 Not hit and run Breath test Not applicable
 Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 50 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt: Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12130005541 10/01/2013 Time 2030 Vehicles 3 Casualties 2 Serious
E: 456093 N: 422783 First Road: A 19 Road Type: Single carriageway Speed limit: 60
Junction Detail: Not within 20m of junction
Crossing Control Facilities None within 50m Road surface Wet/Damp
Darkness: no street lighting Raining without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Disobeyed double white line	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
4th:			
5th:			
6th:			

V1 TRAVELS NORTH ALONG THE A19 TOWARDS SELBY FOLLOWING V3. DRIVER OF V1 PULLS OUT INTO O/S LANE TO OVERTAKE V2 AND CONTRAVENES DOUBLE UNBROKEN WHITE LINES. V1 GETS APPROX HALF WAY ALONG V3 WHEN V2 APPEARS TRAVELLING IN THE OPPOSITE DIRECTION TOWARDS DONASTER AND COLLISION OCCURS.

Occurred on A19 DONCASTER - SELBY ROAD, 475 ,ETRES NORTH OF M62 JUNCTION 34, EGGBOROUGH

Vehicle Reference 1 Car Overtaking moving vehicle O/S
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Front
Hit vehicle: Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: None
Off road: Nearside Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Front
Hit vehicle: Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 23 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt: Worn but not independent Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 23 Female Passenger Severity: Slight
Not a pupil
Seatbelt: Worn but not independent Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:

Selected using Pre-defined Query : A19 Study

Vehicle Reference 3	Goods 7.5 tonnes mgw and over	Going ahead other
Vehicle movement from S to N	Articulated	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle:	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 41	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12130024231 12/02/2013 Time 1952 Vehicles 2 Casualties 2 Serious
E: 458545 N: 427106 First Road: A 19 Road Type: Single carriageway Speed limit: 60
Junction Detail: Not within 20m of junction
Crossing Control Facilities None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Defective lights or indicators	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely
3rd:	Not displaying lights at night or in poor visibility	Vehicle 1	Possible
4th:			
5th:			
6th:			

V1 TRAVELLING NORTH A19 BET CHAPEL HADDLESEY AND BURN WITH NO FORWARD FACING LIGHTS DURING HRS OF DARKNESS. V2 TRAVELLING SOUTH HELD UP BY SLOW MOVING AGRIC VEH PULLS OUT TO OVERTAKE EHS COLLIDE NS TO NS
Occurred on A19 DONCASTER RD CHAPEL HADDLESEY 980M NE OF JUNCTION OF UNCLASSIFIED RD FIEL

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Nearside
Hit vehicle: Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Positive
Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt: Not Applicable Cycle helmet:

Vehicle Reference 2 Car Overtaking moving vehicle O/S
Vehicle movement from NE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Nearside
Hit vehicle: Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Negative
Left hand drive No

Casualty Reference: 2 Vehicle: 2 Age: 20 Female Passenger Severity: Serious
Not a pupil
Seatbelt: Worn and independently c Cycle helmet:
Front seat

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True

Notes:

Selected using Pre-defined Query :

A19 Study

12130135003 09/08/2013 Time 1411
E: 456479 N: 423217 First Road: A 19
Junction Detail: Crossroads
Crossing Control Facilities None within 50m

Vehicles 2 Casualties 1
Road Type: Single carriageway
Give way or controlled

Slight
Speed limit: 60
Unclassified 1014
Road surface Dry

Daylight
Special Conditions at Site: None
Place accident reported: At scene

Fine without high winds
Carriageway Hazards:
DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
4th:			
5th:			
6th:			

V1 A CAR TRAVELLING TOWARDS SELBY ON A19, V2 - A HORSE AND RIDER ENTERS A SIDE ROAD AND OCCUPY THE CROSS ROAD IN FRONT OF ONCOMING CAR. V1 HAS BRAKED BUT COLLIDED WITH HEAD ON WITH V2 THE HORSE.

Occurred on A19 EGGBOROUGH TOWARDS SELBY CROSSROADS OF HIGH EGGBOROUGH LANE

Vehicle Reference 1
Vehicle movement from SW to N
On main carriageway
Hit vehicle:
Hit object in road None
Off road: Did not leave carr
Not hit and run
Left hand drive No

Car
No tow / articulation
No skidding, jack-knifing or overturning
Location at impact Jct Approach
Hit off road: None
Age of Driver 25
Breath test Negative

Going ahead left bend
First impact Front
Female

Vehicle Reference 2
Vehicle movement from NW to SE
On main carriageway
Hit vehicle:
Hit object in road None
Off road: Did not leave carr
Not hit and run
Left hand drive No

Ridden horse
No tow / articulation
No skidding, jack-knifing or overturning
Location at impact Entering main road
Hit off road: None
Age of Driver 14
Breath test Not applicable

Going ahead but held up
First impact Did not impact
Male

Casualty Reference: 1 Vehicle: 2 Age: 14 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt: Not Applicable Cycle helmet:

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:

Selected using Pre-defined Query : A19 Study

12130199894 17/11/2013 Time 2105
E: 457368 N: 425066 First Road: A 19
Junction Detail: T & Stag Jct
Crossing Control Facilities None within 50m
Darkness: no street lighting
Special Conditions at Site: Mud
Place accident reported: At scene

Vehicles 1 Casualties 1
Road Type: Single carriageway
Give way or controlled
Fine without high winds
Carriageway Hazards:
DfT Special Projects: None

Slight
Speed limit: 60
C 333
Road surface Dry

	Causation Factor:	Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING S/B ON A19 SLOWS TO ATTEMPT TURN ONTO WAND LANE, LOSES CONTROL AND COMES TO A STOP NEARSIDE IN A DITCH

Occurred on A19 SBC JNCT W/ WAND LANE, EGGBOROUGH

Vehicle Reference 1	Car	Turning left
Vehicle movement from NE to SW	No tow / articulation	First impact Front
On main carriageway	Skidded and overturned	
Hit vehicle:	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: Entered ditch	
Off road: Nearside	Age of Driver 21	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1	Vehicle: 1	Age: 21	Male	Driver/rider	Severity: Slight
Not a pupil					
Seatbelt: Worn but not independent		Cycle helmet: Not a cyclist			

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12130217904 17/12/2013 Time 1607 Vehicles 2 Casualties 1 Serious
E: 457396 N: 425111 First Road: A 19 Road Type: 2 Speed limit: 60
Junction Detail: Not within 20m of junction
Crossing Control Facilities None within 50m Road surface Wet/Damp
Darkness: no street lighting Fine without high winds
Special Conditions at Site: None Carriageway Hazards: Other object in carriageway
Place accident reported: At scene DfT Special Projects:

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Swerved	Vehicle 2	Very Likely
3rd:	Loss of control	Vehicle 2	Very Likely
4th:	Animal or object in carriageway	Vehicle 1	Very Likely
5th:			
6th:			

V1 IS A STATIONARY LOCKED UNATTENDED AND UNLIT VEHICLE LEFT CENTRALLY IN SELBY BOUND LANE OF MAIN A19. V2 TRAVELS NORTH ALONG A19 TAKES AVOIDING ACTION ON THE UNLIT VEHICLE ON UNLIT STRETCH OF ROAD, DRIVER LOSES CONTROL LEAVES ROAD TO OFFSIDE ROLLING THROUGH VERGE, DITCH COMING TO REST ON SIDE IN A FIELD
Occurred on A19 45M NORTH OF RD TO GOWDALL, HENSALL, EGGBOROUGH

Vehicle Reference 1 Car Parked
Vehicle movement from Park to Parke No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Did not impact
Hit vehicle: Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver Unknown
Not hit and run Breath test Driver not contacted
Left hand drive No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to N No tow / articulation
On main carriageway Skidded and overturned First impact Front
Hit vehicle: Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: Entered ditch
Off road: O/S Age of Driver 48 Female
Not hit and run Breath test Negative
Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 48 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt: Worn but not independent Cycle helmet: Not a cyclist

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12140090851 05/05/2014 Time 1642 Vehicles 2 Casualties 1 Slight
 E: 455849 N: 422183 First Road: M62 Road Type: 1 Speed limit: 40
 Junction Detail: Roundabout Give way or controlled A 19
 Crossing Control Facilities None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site: None Carriageway Hazards:
 Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 WAITING AT END OF MOTORWAY SLIP ROAD TO PROCEED ACROSS ROUNDABOUT. V1 MOVES OFF BUT THEN STOPS AGAIN. V2 COLLIDES WITH REAR OF V1 CAUSING MINOR DAMAGE.

Occurred on M62 J34, 10 METRES EAST OF A19 SELBY ROAD, EGGBOROUGH, SELBY

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Did not impact
 Hit vehicle: Location at impact Entering roundabout
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 34 Female
 Not hit and run Breath test Negative
 Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 34 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt: Worn but not independent Cycle helmet:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Back
 Hit vehicle: Location at impact Entering roundabout
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 42 Male
 Not hit and run Breath test Negative
 Left hand drive No

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12140154017 22/07/2014 Time 1245 Vehicles 2 Casualties 1 Slight
E: 455868 N: 422241 First Road: M62 Road Type: Dual carriageway Speed limit: 70
Junction Detail: Not within 20m of junction
Crossing Control Facilities None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site: None Carriageway Hazards: Dislodged vehicle load in carriageway
Place accident reported: At scene DfT Special Projects:

	Causation Factor:	Participant:	Confidence:
1st:	Tyres illegal, defective or under inflated	Vehicle 2	Very Likely
2nd:	Deposit on road (eg oil, mud, chippings)	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING WESTBOUND ON M62 WHEN TYRE EXPLODES ON TRAILER AND DEBRIS IS HIT BY V2 TRAVELING IN SAME DIRECTION.

Occurred on M62 WESTBOUND BELOW J34 INTERCHANGE WITH A19 AT WHITLEY BRIDGE

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
Vehicle movement from E to W Articulated
On main carriageway Skidded First impact Did not impact
Hit vehicle: Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 50 Female
Not hit and run Breath test Negative
Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 50 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt: Worn but not independent Cycle helmet:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Front
Hit vehicle: Location at impact Not at, or within 20M of Jct
Hit object in road Other object Hit off road: None
Off road: Did not leave carr Age of Driver 44 Male
Not hit and run Breath test Negative
Left hand drive No

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:

Selected using Pre-defined Query : A19 Study

12140132452 06/08/2014 Time 1835 Vehicles 1 Casualties 1 Slight
 E: 457223 N: 424789 First Road: A 19 Road Type: Single carriageway Speed limit: 60
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site: None Carriageway Hazards:
 Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING NORTH ALONG A19 AND PAST JUNCTION OF ROALL LN OPPOSITE EGGBOROUGH POWER STATION. RIDER OF V1 WENT TO OVERTAKE HGV AND MET BY ONCOMING TRAFFIC. RIDER TOOK EVASIVE ACTION BUT LOST CONTROL AND ENTERED WIDE GRASS VERGE TO AVOID COLLISION AND LAID BIKE DOWN IN CONTROLLED MANNER BEFORE COMING TO A STOP ON THE GRASS VERGE.
 Occurred on A19 EGGBOROUGH POWER STATION BY ROALL LANE, SELBY

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway Skidded First impact Front
 Hit vehicle: Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: None
 Off road: O/S Age of Driver 39 Female
 Not hit and run Breath test Negative
 Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 39 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt: Not Applicable Cycle helmet:

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True

Notes:

Selected using Pre-defined Query :

A19 Study

12140135262 10/08/2014 Time 1233
E: 457032 N: 424440 First Road: A 19
Junction Detail: Not within 20m of junction
Crossing Control Facilities None within 50m

Vehicles 2 Casualties 2
Road Type: Single carriageway

Serious
Speed limit: 60

Road surface Wet/Damp

Daylight

Raining without high winds

Special Conditions at Site: None

Carriageway Hazards:

Place accident reported: At scene

DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING A19 SOUTH FROM DIRECTION OF CHAEL HADDLESEY TOWARDS EGGBOROUGH ALONG SINGLE CARRIGEWAY ROAD. V2 TRAVELLING A19 NORTH FROM DIRECTION OF EGGBOROUGH TOWARDS CHAPEL HADDLESEY. V1 & V2 COLLIDE HEAD ON CAUSING V2 TO LEAVE CARRIAAGEWAY TO NEA RSIDE AND COME TO REST IN TREES.

Occurred on A19 SELBY ROAD, 350 METRES SOUTH OF ROALL LANE, EGGBOROUGH, SELBY

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Front
Hit vehicle: Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Negative
Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt: Worn but not independent Cycle helmet:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Front
Hit vehicle: Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: Tree
Off road: Nearside Age of Driver 37 Male
Not hit and run Breath test Not applicable
Left hand drive No

Casualty Reference: 2 Vehicle: 2 Age: 37 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt: Worn but not independent Cycle helmet:

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12140135818 11/08/2014 Time 1700 Vehicles 2 Casualties 1 Slight
 E: 457178 N: 424737 First Road: U 333 Road Type: Single carriageway Speed limit: 60
 Junction Detail: T & Stag Jct Give way or controlled A(M) 19
 Crossing Control Facilities None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site: None Carriageway Hazards:
 Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V2 STOPPED AT JUNCTION WHEN V1 APPROACHES FROM BEHIND AND SLOWS BUT FOOT SLIPS OFF BREAK CAUSING COLLISIONS WITH V2
 Occurred on ROALL LANE AND A19 JUNCTION

Vehicle Reference 1 Car Stopping
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Front
 Hit vehicle: Location at impact Jct Approach
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 35 Unknown
 Not hit and run Breath test Negative
 Left hand drive No

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Back
 Hit vehicle: Location at impact Jct Approach
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 47 Male
 Not hit and run Breath test Negative
 Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 47 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt: Worn but not independentl Cycle helmet:

Accidents between dates **01/01/2011** and **31/10/2016** (70) months

Selection: **True**

Notes:

Selected using Pre-defined Query :

A19 Study

12140148958 31/08/2014 Time 1540
E: 455847 N: 422352 First Road: A 19
Junction Detail: Roundabout
Crossing Control Facilities None within 50m

Vehicles 1 Casualties 1
Road Type: Single carriageway
Give way or controlled

Serious
Speed limit: 30
Motorway 62
Road surface Dry

Daylight
Special Conditions at Site: None
Place accident reported: At scene

Fine without high winds
Carriageway Hazards:
DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Poor turn or manoeuvre	Vehicle 1	Possible
4th:			
5th:			
6th:			

V1 MOTORBIKE LOST CONTROL WHEN TAKING LEFT HAND BEND OFF M62 SLIP ROAD INTO SELBY ROAD TOWARDS EGGBOROUGH VILLAGE.

Occurred on A19 SELBY ROAD, NORTH OF M62 SLIP ROAD, EGGBOROUGH, SELBY

Vehicle Reference 1
Vehicle movement from SW to NW
On main carriageway
Hit vehicle:
Hit object in road None
Off road: Did not leave carr
Not hit and run
Left hand drive No

Motorcycle over 500cc
No tow / articulation
Skidded
Location at impact Entering main road
Hit off road: None
Age of Driver 24
Breath test Negative

Going ahead left bend
First impact Nearside
Male

Casualty Reference: 1 Vehicle: 1 Age: 24 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt: Not Applicable Cycle helmet:

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True

Notes:

Selected using Pre-defined Query :

A19 Study

12140166260 27/09/2014 Time 0847
E: 455817 N: 422310 First Road: A 19
Junction Detail: Roundabout
Crossing Control Facilities None within 50m

Vehicles 2 Casualties 1
Road Type: 1
Give way or controlled

Fatal
Speed limit: 60
Motorway 62
Road surface Dry

Daylight
Special Conditions at Site: None
Place accident reported: At scene

Fine without high winds
Carriageway Hazards:
DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 HAS LEFT THE M62 AT J34 USING THE SLIP ROAD WHILST GOING ONTO THE ROUNDABOUT FROM THE SLIP ROAD
V1 HAS COLLIDED WITH V2 (PEDAL CYCLE) ON THE OFFSIDE.

Occurred on A19 EGGBOROUGH INTERCHANGE AT M62 J34 WB OFFSLIP, EGGBOROUGH, SELBY

Vehicle Reference 1
Vehicle movement from W to E
On main carriageway
Hit vehicle: 2
Hit object in road None
Off road: Did not leave carr
Not hit and run
Left hand drive No

Goods 7.5 tonnes mgw and over
Articulated
No skidding, jack-knifing or overturning
Location at impact Entering roundabout
Hit off road: None
Age of Driver 62
Breath test Negative

Going ahead other
First impact Did not impact
Male

Vehicle Reference 2
Vehicle movement from S to NE
On main carriageway
Hit vehicle: 1
Hit object in road None
Off road: Did not leave carr
Not hit and run
Left hand drive No

Pedal Cycle
No tow / articulation
No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or
Hit off road: None
Age of Driver 49
Breath test Not applicable

Going ahead right bend
First impact Did not impact
Male

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Fatal
Not a pupil
Seatbelt: Not Applicable Cycle helmet: Yes

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12140173099 07/10/2014 Time 1610 Vehicles 3 Casualties 1 Slight
E: 455959 N: 421846 First Road: A 19 Road Type: Single carriageway Speed limit: 30
Junction Detail: Not within 20m of junction
Crossing Control Facilities None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
3rd:	Failed to judge vehicles path or speed	Casualty 1	Possible
4th:	Crossed road masked by stationary veh	Casualty 1	Possible
5th:			
6th:			

C1 PEDESTRIAN ALIGHTS SCHOOL BUS AT DESIGNATED STOP. RUNS ACROSS ROAD IN FRONT OF BUS AND RUNS INTO CORNER OF A ROAD SWEEPER V1, REBOUNDED OFF V1 BACK INTO CARRIAGEWAY AND INTO PATH OF V2 WHICH WAS OVERTAKING THE STATIONARY BUS V3. C1 WAS STRUCK BY V 2 AND WENT UNDERNEATH IT

Occurred on A19 DONCASTER ROAD AT WHITLEY OUTSIDE ABBEY HOUSE

Vehicle Reference 1	Other Vehicle	Going ahead other
Vehicle movement from N to S	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Offside
Hit vehicle:	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 52	Male
Not hit and run	Breath test Negative	
Left hand drive Yes		

Vehicle Reference 2	Car	Overtaking stat vehicle O/S
Vehicle movement from S to N	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle:	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 30	Female
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1 Vehicle: 2 Age: 11 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt: Not Applicable Cycle helmet:
In carr elsewhere E bound
Driver's offside

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:

Selected using Pre-defined Query : A19 Study

Vehicle Reference	3	Bus or coach	Parked
Vehicle movement from	Park to Parke	No tow / articulation	
On main carriageway		No skidding, jack-knifing or overturning	First impact Did not impact
Hit vehicle:		Location at impact	Not at, or within 20M of Jct
Hit object in road	None	Hit off road:	None
Off road:	Did not leave carr	Age of Driver	40
Not hit and run		Breath test	Negative
Left hand drive	No		Male

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True

Notes:

Selected using Pre-defined Query :

A19 Study

12140181093 20/10/2014 Time 1140
E: 457199 N: 424755 First Road: A 19
Junction Detail: Pri Drive
Crossing Control Facilities None within 50m

Vehicles 3 Casualties 2
Road Type: Single carriageway
Give way or controlled

Slight
Speed limit: 60
Unclassified 000
Road surface Wet/Damp

Daylight

Raining without high winds

Special Conditions at Site: None

Carriageway Hazards:

Place accident reported: At scene

DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 2	Possible
3rd:	Sudden braking	Vehicle 2	Very Likely
4th:	Sudden braking	Vehicle 3	Very Likely
5th:	Following too close	Vehicle 3	Possible
6th:			

V1 V2 AND V3 ALL TRAVELLING A19 TOWARDS SELBY. JUST AFTER JUNCTION WITH ROALL LANE V1 SLOWS AND INDICATES LEFT TO TURN INTO GOODS YARD. V2 BRAKES AND STOPS BEHIND V1 BUT IS HIT TO REAR BY V3.

Occurred on A19 AT EGGBOROUGH JUST NORTH OF JNCT W/ ROALL LN AT ENTRANCE TO GOODS YARD.

Vehicle Reference 1
Vehicle movement from SW to NW
On main carriageway
Hit vehicle:
Hit object in road None
Off road: Did not leave carr
Not hit and run
Left hand drive No

Goods 7.5 tonnes mgw and over
Articulated
No skidding, jack-knifing or overturning
Location at impact Leaving main road
Hit off road: None
Age of Driver 48
Breath test Negative

Turning left
First impact Did not impact
Male

Vehicle Reference 2
Vehicle movement from SW to NE
On main carriageway
Hit vehicle: 3
Hit object in road None
Off road: Did not leave carr
Not hit and run
Left hand drive No

Goods 7.5 tonnes mgw and over
Articulated
No skidding, jack-knifing or overturning
Location at impact Jct Approach
Hit off road: None
Age of Driver 41
Breath test Negative

Stopping
First impact Back
Male

Casualty Reference: 1 Vehicle: 2 Age: 41 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt: Worn but not independentl Cycle helmet:

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:

Selected using Pre-defined Query : A19 Study

Vehicle Reference 3	Goods 7.5 tonnes mgw and over	Stopping
Vehicle movement from SW to NE	Articulated	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle: 2	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 40	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 2	Vehicle: 3	Age: 40	Male	Driver/rider	Severity: Slight
Not a pupil					
Seatbelt: Worn but not independent	Cycle helmet:				

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12140196309 11/11/2014 Time 1800 Vehicles 2 Casualties 1 Slight
 E: 459814 N: 429852 First Road: A 19 Road Type: 1 Speed limit: 30
 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing Control Facilities None within 50m Road surface Dry
 Darkness: street lighting unknown Fine without high winds
 Special Conditions at Site: None Carriageway Hazards:
 Place accident reported: Elsewhere DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:	Poor turn or manoeuvre	Vehicle 1	Possible
4th:	Following too close	Vehicle 2	Possible
5th:	Stationary or parked vehicle	Vehicle 2	Possible
6th:	Dazzling headlights	Vehicle 2	Possible

V1 TRAVELLING FROM SELBY TO EGGBOROUGH FOLLOWING V2 ON APPROACHES TO MAIN SELBY ROUNDABOUT OF A19. V2 STOPPED AT GIVEWAY ROAD MARKINGS, GIVING WAY TO VEHICLES TO THE RIGHT ON THE ROUNDABOUT. DRIVER OF V1 MOMENTARY LOSES OF CONCENTRATION, LOOKING RIGHT TOWARDS ONCOMING ROUNDABOUT TRAFFIC DROVE INTO THE REAR OF V2. MINOR RTA, LOW SPEED IMPACT.
 Occurred on A19 RNDBT W/ A63 SELBY

Vehicle Reference 1 Car Stopping
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Front
 Hit vehicle: Location at impact Entering roundabout
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 40 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive No

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Back
 Hit vehicle: Location at impact Entering roundabout
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 28 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 28 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt: Not Applicable Cycle helmet:

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12150002422 04/01/2015 Time 1635 Vehicles 2 Casualties 1 Slight
 E: 456894 N: 424173 First Road: A 19 Road Type: Single carriageway Speed limit: 60
 Junction Detail: T & Stag Jct Give way or controlled C 410
 Crossing Control Facilities None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site: None Carriageway Hazards:
 Place accident reported: Elsewhere DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

V2 PULLED OUT IN FRONT OF V1 CAUSING V1 TO COME TO A STOP. DRIVER OF V1 PULLED OUT AROUND V2, DRIVER THOUGHT SHE MAY HAVE HIT THE OTHER VEHICLE, BUT NO DAMAGE TO HER VEHICLE, SO UNKNOWN IF ANY CONTACT AT ALL, DRIVER OF V1 HOWEVER BUMPED HER HEAD WHEN SHE CAME TO A STOP.

Occurred on A19 AT SELBY RD, EGGBOROUGH, SELBY

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Did not impact
 Hit vehicle: Location at impact Mid Junction - on roundabout or
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 35 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 35 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt: Unknown Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
 Vehicle movement from W to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Did not impact
 Hit vehicle: Location at impact Entering main road
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 24 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive No

Accidents between dates **01/01/2011** and **31/10/2016** (70) months
 Selection: **True** Notes:
 Selected using Pre-defined Query : **A19 Study**

12150017868 01/02/2015 Time 2212 Vehicles 1 Casualties 1 Slight
 E: 456639 N: 423477 First Road: A 19 Road Type: 1 Speed limit: 60
 Junction Detail: Roundabout Give way or controlled A 645
 Crossing Control Facilities None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site: None Carriageway Hazards:
 Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Illness or disability, mental or physical	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING SOUTH ON A19 TOWARDS EGGBOROUGH ROUNDABOUT FAILS TO NEGOTIATE ROUNDABOUT AND DRIVES STRAIGHT ONTO IT AND FLIPS CA ONTO ROOF.

Occurred on A19 SELBY ROAD AT JUNCTION WITH A645 WEELAND ROAD, EGGBOROUGH

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Front
 Hit vehicle: Location at impact Entering roundabout
 Hit object in road None Hit off road: Road sign / ATS
 Off road: Straight ahead at Jun Age of Driver 62 Male
 Not hit and run Breath test Negative
 Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 62 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt: Worn but not independent Cycle helmet: Not a cyclist

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12150056467 07/04/2015 Time 1535 Vehicles 2 Casualties 1 Slight
E: 458678 N: 427329 First Road: A 19 Road Type: Single carriageway Speed limit: 60
Junction Detail: Not within 20m of junction
Crossing Control Facilities None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING IN NORTHLY DIRECTION, CAUSED TO STOP DUE TO ONCOMING V3 OVERTAKING V2 TRAVELLING IN NORTHLY DIRECTION FAILS TO REACT IN TIME COLLIDING WITH REAR OF V2.

Occurred on A19 300M SOUTH OF THE BRIDGE, CHAPEL HADDLESEY, SELBY

Vehicle Reference 1
Vehicle movement from S to N
On main carriageway
Hit vehicle:
Hit object in road None
Off road: Did not leave carr
Not hit and run
Left hand drive No
Goods 7.5 tonnes mgw and over
No tow / articulation
No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct
Hit off road: None
Age of Driver 35
Breath test Negative
Going ahead other
First impact Did not impact
Male

Vehicle Reference 2
Vehicle movement from S to N
On main carriageway
Hit vehicle:
Hit object in road None
Off road: Did not leave carr
Not hit and run
Left hand drive No
Van or Goods 3.5 tonnes mgw and under
No tow / articulation
No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct
Hit off road: None
Age of Driver 21
Breath test Negative
Going ahead other
First impact Front
Male

Casualty Reference: 1 Vehicle: 2 Age: 21 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt: Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12150060720 14/04/2015 Time 0828 Vehicles 2 Casualties 1 Slight
E: 459805 N: 429811 First Road: A 19 Road Type: 1 Speed limit: 60
Junction Detail: Roundabout Give way or controlled A 63
Crossing Control Facilities None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 2	Possible
4th:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible
5th:			
6th:			

INJURED PARTY CYCLING ON WAY TO WORK ALONG A19 FROM BURN TO BRAYTON, ENTERS AND MANOUVERS AROUND ROUNDABOUT. GREY VEHICLE ENTERS ROUNDABOUT FROM A63 LEEDS AND IMPACTS THE CYCLISTS NEARSIDE. VEHICLE DOES NOT STOP AND EXITS ROUNDABOUT ON A63 TOWARDS SE LBY.

Occurred on A19 DONCASTER ROAD AT JUNCTION WITH A63 SELBY BYPASS, SELBY

Vehicle Reference 1 Pedal Cycle Changing lane to left
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Nearside
Hit vehicle: Location at impact Mid Junction - on roundabout or
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Not applicable
Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 24 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt: Not Applicable Cycle helmet: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Offside
Hit vehicle: Location at impact Mid Junction - on roundabout or
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver Female
Hit and run Breath test Driver not contacted
Left hand drive No

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True

Notes:

Selected using Pre-defined Query :

A19 Study

12150073628 04/05/2015 Time 1030
E: 459790 N: 429716 First Road: A 63
Junction Detail: Roundabout
Crossing Control Facilities None within 50m

Vehicles 2 Casualties 1
Road Type: 1
Give way or controlled

Slight
Speed limit: 60
A 19
Road surface Dry

Daylight
Special Conditions at Site: None
Place accident reported: Elsewhere

Fine without high winds
Carriageway Hazards:
DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
5th:			
6th:			

CYCLE V1 WAS IN THE OUTSIDE LANE OF THE ROUNDABOUT ON THE A63 HEADING FOR THORPE WILLOUGHBY AT THE TURN OFF FOR BURN CAR V2 CUT IN FRONT OF HIM CAUSING HIM TO COLLIDE WITH THE REAR NEARSIDE AND FALL OFF. V2 FAILED TO STOP

Occurred on A63 ROUNDABOUT W/ A19 SELBY

Vehicle Reference 1
Vehicle movement from E to W
On main carriageway
Hit vehicle: 2
Hit object in road None
Off road: Did not leave carr
Not hit and run
Left hand drive No

Pedal Cycle
No tow / articulation
No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or
Hit off road: None
Age of Driver 14
Breath test Not applicable

Going ahead other
First impact Front
Male

Casualty Reference: 1 Vehicle: 1 Age: 14 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt: Not Applicable Cycle helmet: Yes

Vehicle Reference 2
Vehicle movement from S to N
On main carriageway
Hit vehicle: 1
Hit object in road None
Off road: Did not leave carr
Hit and run
Left hand drive No

Car
No tow / articulation
No skidding, jack-knifing or overturning
Location at impact Leaving roundabout
Hit off road: None
Age of Driver
Breath test Driver not contacted

Going ahead other
First impact Nearside
Unknown

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True

Notes:

Selected using Pre-defined Query :

A19 Study

12150130387 06/06/2015 Time 1000
E: 455820 N: 422313 First Road: A 19
Junction Detail: Roundabout
Crossing Control Facilities None within 50m
Daylight
Special Conditions at Site: None
Place accident reported: At scene

Vehicles 2 Casualties 1
Road Type: 1
Give way or controlled
Fine without high winds
Carriageway Hazards:
DfT Special Projects: None

Slight
Speed limit: 40
Motorway 62
Road surface Dry

	Causation Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Vegetation	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

V1 APPROACHES ROUNDABOUT UP THE SLIP ROAD FROM THE M62, INTENDING TO CONDUCT A RECIPROCAL AND HEAD BACK WEST. V2 A CYCLIST WAS RIDDEN BYTHE I/P ON SELBY RD FROM TOWARDS EGGBOROUGH FROM WHITLEY. V1 PULLS OUT OF JUNCTION INTO PATH OF VEHICLE 2 WHO WAS MID JUNCTION KNOCKING RIDER FROM CYCLE

Occurred on M62 EAST AT JUNCTION 34 AT ROUNDABOUT WITH A19 SELBY ROAD WAKEFIELD

Vehicle Reference 1
Vehicle movement from W to S
On main carriageway
Hit vehicle: 2
Hit object in road None
Off road: Did not leave carr
Not hit and run
Left hand drive No

Car
No tow / articulation
No skidding, jack-knifing or overturning
Location at impact Entering roundabout
Hit off road: None
Age of Driver 35
Breath test Negative

Turning right
First impact Front
Male

Vehicle Reference 2
Vehicle movement from S to N
On main carriageway
Hit vehicle:
Hit object in road None
Off road: Did not leave carr
Not hit and run
Left hand drive No

Pedal Cycle
No tow / articulation
No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or
Hit off road: None
Age of Driver 44
Breath test Not applicable

Going ahead other
First impact Nearside
Male

Casualty Reference: 1 Vehicle: 2 Age: 44 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt: Not Applicable Cycle helmet: Not known

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12150123639 19/07/2015 Time 1405 Vehicles 2 Casualties 2 Slight
E: 456626 N: 423445 First Road: A 19 Road Type: 1 Speed limit: 60
Junction Detail: Roundabout Give way or controlled A 645
Crossing Control Facilities None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

V1 FAILS TO NEGOTIATE BEND ON ROUNDABOUT. V1 SWINGS WIDE AND COLLIDES WITH ON COMING V2
Occurred on A19 EGGBOROUGH ROUNDABOUT AT JUNCTION WITH A645

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning left
Vehicle movement from S to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Front
Hit vehicle: Location at impact Leaving roundabout
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Negative
Left hand drive No

Vehicle Reference 2 Car Waiting to turn left
Vehicle movement from E to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Offside
Hit vehicle: Location at impact Entering roundabout
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 45 Female
Not hit and run Breath test Negative
Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 45 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt: Worn but not independentl Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 45 Female Passenger Severity: Slight
Not a pupil
Seatbelt: Worn but not independentl Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:

Selected using Pre-defined Query : A19 Study

12150173995 02/10/2015 Time 0245 Vehicles 1 Casualties 1 Slight
 E: 459892 N: 429791 First Road: A 63 Road Type: 1 Speed limit: 60
 Junction Detail: Roundabout Give way or controlled A 19
 Crossing Control Facilities Central reservation Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site: None Carriageway Hazards:
 Place accident reported: At scene DfT Special Projects: Pedestrian in carriageway - not

	Causation Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING TOWARDS ROUNDABOUT WHEN A PEDESTRIAN RUNS IN FRONT OF THE CAR CAUSING THE CAR TO SWERVE AND HIT A LAMPOST

Occurred on A63 10M EAST OF THE RNDDBT WITH A19 BRAYTON TOWARDS M1

Vehicle Reference 1	Car	Stopping
Vehicle movement from NE to SW	No tow / articulation	First impact Front
On main carriageway	No skidding, jack-knifing or overturning	
Hit vehicle:	Location at impact Entering roundabout	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 37	Female
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1 Vehicle: 1 Age: 37 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt: Worn but not independent Cycle helmet: Not a cyclist

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12150176343 05/10/2015 Time 1416 Vehicles 2 Casualties 1 Slight
E: 459086 N: 427858 First Road: A 19 Road Type: Single carriageway Speed limit: 60
Junction Detail: Not within 20m of junction
Crossing Control Facilities None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:	Sudden braking	Vehicle 1	Possible
4th:	Swerved	Vehicle 1	Very Likely
5th:	Distraction in vehicle	Vehicle 1	Possible
6th:			

V001 TRAVELLING NORTH ON A19 TOWARDS BURN VILLAGE STATIONARY TRAFFIC IN FRONT. V001 APPEARS TO SEE STATIONARY TRAFFIC WAITING FOR VEHICLE TO TURN RIGHT. V001 PERFORMS EMERGENCY STOP REALISES HE WILL HIT STATIONARY VEHICLES AND PULLS OUT COLLIDING WITH V002 HEADING SOUTH ON A19 FROM BURN.

Occurred on A19 SELBY ROAD BURN 35M SOUTH OF BRICK KILN LANE

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Stopping
Vehicle movement from S to N No tow / articulation
On main carriageway Skidded First impact Front
Hit vehicle: 2 Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative
Left hand drive No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Front
Hit vehicle: 1 Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 23 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt: Worn but not independent Cycle helmet: Not a cyclist

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12160018332 11/10/2015 Time 1950 Vehicles 4 Casualties 2 Serious
E: 455465 N: 422254 First Road: M62 Road Type: Dual carriageway Speed limit: 70
Junction Detail: Not within 20m of junction
Crossing Control Facilities None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 TRAVELLING WESTBOUND APPROACHING ONSLIP IN LANE 3 VEHICLE 2 IN THE SAME DIRECTION IN LANE 2 VEHICLE 3 HAS COME DOWN THE ONSLIP AND IS ENTERING THE MOTORWAY IN LANE 1 VEHICLE 4 WAS IN LANE 2 AND HAD PASSED THE ONSLIP VEHICLE 1 ATTEMPTS TO MOVE INTO LANE 3 AND COLLIDES WITH VEHICLE 2 CAUSING BOTH VEHICLES TO LOSE CONTROL
Occurred on M62 WBC 50M WEST OF JUNCTION 34 ONSLIP EGGBOROUGH

Vehicle Reference 1 Car Changing lane to left
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Nearside
Hit vehicle: 2 Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: Near / off crash barrier
Off road: Nearside Age of Driver 21 Male
Not hit and run Breath test Negative
Left hand drive No

Vehicle Reference 2 Car Changing lane to right
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Offside
Hit vehicle: Location at impact Not at, or within 20M of Jct
Hit object in road None Hit off road: None
Off road: Nearside Age of Driver 50 Male
Not hit and run Breath test Driver not contacted
Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 50 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt: Unknown Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 50 Female Passenger Severity: Serious
Not a pupil
Seatbelt: Unknown Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:

Selected using Pre-defined Query : A19 Study

Vehicle Reference 3	Goods over 3.5 tonnes and under 7.5 ton	Going ahead other
Vehicle movement from E to W	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Did not impact
Hit vehicle:	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 50	Male
Not hit and run	Breath test Not requested	
Left hand drive No		

Vehicle Reference 4	Car	Going ahead other
Vehicle movement from E to W	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Did not impact
Hit vehicle:	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 42	Male
Not hit and run	Breath test Not requested	
Left hand drive No		

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12150193158 31/10/2015 Time 0850 Vehicles 2 Casualties 1 Slight
E: 459771 N: 429733 First Road: A 63 Road Type: 1 Speed limit: 60
Junction Detail: Roundabout Give way or controlled A 19
Crossing Control Facilities None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site: None Carriageway Hazards:
Place accident reported: Elsewhere DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 ON ROUNDABOUT FROM BRAYTON A63, V2 COMING FROM A19 DONCASTER CLIPPED REAR OF VEH CAUSING MINOR DAMAGE AND INJURY.

Occurred on A63 ROUNDABOUT W/ A19, BRAYTON

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from S to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Front
Hit vehicle: Location at impact Leaving roundabout
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 49 Unknown
Not hit and run Breath test Driver not contacted
Left hand drive No

Vehicle Reference 2 Pedal Cycle Going ahead right bend
Vehicle movement from W to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning First impact Back
Hit vehicle: Location at impact Leaving roundabout
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Not applicable
Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 57 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt: Not Applicable Cycle helmet: Yes

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12150210481 27/11/2015 Time 0819 Vehicles 2 Casualties 1 Slight
E: 455902 N: 422348 First Road: A 19 Road Type: Single carriageway Speed limit: 60
Junction Detail: Roundabout Give way or controlled A 19
Crossing Control Facilities None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site: Oil or Diesel Carriageway Hazards:
Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

V1 ON ROUNDABOUT EXITS ONTO A19 NBC, V2 TRAVELLING IN OPPOSITE DIRECTION ON A19, AS V1 EXITS ROUNDABOUT ITS SKIDS ON WET ROAD SURFACE AND COLLIDES WITH ONCOMING V2.

Occurred on A19 WHITLEY AT THE WHITLEY BRIDGE INTERCHANGE W/ M62 J34, SELBY

Vehicle Reference 1 Car Turning left
Vehicle movement from W to N No tow / articulation
On main carriageway Skidded First impact Front
Hit vehicle: Location at impact Leaving roundabout
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Negative
Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 21 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt: Worn and independently c Cycle helmet: Not a cyclist

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
Vehicle movement from N to S Articulated
On main carriageway No skidding, jack-knifing or overturning First impact Did not impact
Hit vehicle: Location at impact Jct Approach
Hit object in road None Hit off road: None
Off road: Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Negative
Left hand drive No

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:

Selected using Pre-defined Query : A19 Study

12160019108 27/11/2015 Time 0855 Vehicles 1 Casualties 1 Slight
 E: 455060 N: 422287 First Road: M62 Road Type: Dual carriageway Speed limit: 70
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site: None Carriageway Hazards:
 Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Possible
2nd:	Impaired by alcohol	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 TRAVELLING WEST LOOSES CONTROL AND COLLIDES WITH NEARSIDE BARRIER VEERS AND COLLIDES WITH OFFSIDE BARRIER COMING TO REST IN LANE 3 AGAINST THE OFFSIDE BARRIER
 Occurred on M62 460 METRES WEST OF JUNCTION 34 EGGBOROUGH

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Front
 Hit vehicle: Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: Cent crash barrier
 Off road: O/S onto cent res & rebounded Age of Driver 19 Male
 Not hit and run Breath test Negative
 Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt: Unknown Cycle helmet: Not a cyclist

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True Notes:
Selected using Pre-defined Query : A19 Study

12160012975 20/01/2016 Time 0735 Vehicles 1 Casualties 1 Serious
 E: 457536 N: 425379 First Road: A 19 Road Type: Single carriageway Speed limit: 60
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities None within 50m Road surface Wet/Damp
 Darkness: street lighting unknown Fine without high winds
 Special Conditions at Site: None Carriageway Hazards:
 Place accident reported: At scene DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Fatigue	Vehicle 1	Possible
3rd:	Defective steering or suspension	Vehicle 1	Very Likely
4th:			
5th:			
6th:			

V1 TRAVELLING ON A19 N/B TOWARDS CHAPEL HADDELSY LEAVE CARRIAGEWAY FOR UNKNOWN REASON

Occurred on A19 HENSALL SELBY

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Front
 Hit vehicle: Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: Entered ditch
 Off road: Nearside Age of Driver 27 Male
 Not hit and run Breath test Not applicable
 Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt: Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True

Notes:

Selected using Pre-defined Query :

A19 Study

12160155899 28/08/2016 Time 0826
E: 459823 N: 429956 First Road: A 19
Junction Detail: Not within 20m of junction
Crossing Control Facilities None within 50m

Vehicles 1 Casualties 4
Road Type: Single carriageway

Fatal
Speed limit: 40

Road surface Wet/Damp

Daylight

Fine without high winds

Special Conditions at Site: None

Carriageway Hazards:

Place accident reported: At scene

DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING A19 SOUTH FROM BRAYTON TOWARDS SELBY BY PASS. DRIVER LOSES CONTROL V1 LEAVES CARRIAGEWAY OFFSIDE COLLIDES WITH C1 ON FOOTPATH THEN COLLIDES WITH TREE IN FRONT GARDEN OF SANDHILL HOUSE BEFORE REBOUNDED ONTO CARRIAGEWAY.

Occurred on A19 DONCASTER ROAD BRAYTON SELBY OUTSIDE SANDHILL HOUSE

Vehicle Reference 1	Car	Going ahead left bend
Vehicle movement from NE to S	No tow / articulation	
On main carriageway	Skidded	First impact Nearside
Hit vehicle:	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: Tree	
Off road: O/S & rebounded	Age of Driver 23	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1 Vehicle: 1 Age: 23 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt: Worn but not independent Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 21 Male Passenger Severity: Serious
Not a pupil
Seatbelt: Worn but not independent Cycle helmet: Not a cyclist
Back seat

Casualty Reference: 3 Vehicle: 1 Age: 22 Male Passenger Severity: Slight
Not a pupil
Seatbelt: Worn but not independent Cycle helmet: Not a cyclist
Front seat

Casualty Reference: 4 Vehicle: 1 Age: 43 Male Pedestrian Severity: Fatal
Not a pupil
Seatbelt: Not Applicable Cycle helmet: Not a cyclist
On footpath / verge S bound
Movement U/K

Accidents between dates 01/01/2011 and 31/10/2016 (70) months

Selection: True

Notes:

Selected using Pre-defined Query :

A19 Study

12160175762 26/09/2016 Time 2300
E: 459433 N: 428560 First Road: U
Junction Detail: Not within 20m of junction
Crossing Control Facilities None within 50m
Darkness: street lights present and lit
Special Conditions at Site: None
Place accident reported: At scene

Vehicles 1 Casualties 1
Road Type: Single carriageway

Serious
Speed limit: 30

Road surface Wet/Damp

Raining without high winds

Carriageway Hazards:
DfT Special Projects: None

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

PEDESTRIAN STOOD BEHIND VEH 1 - VEH 1 REVERSES INTO HIM AS HE DID NOT KNOW HE WAS THERE

Occurred on PARL LANE BURN SELBY

Vehicle Reference 1
Vehicle movement from W to E
On main carriageway
Hit vehicle:
Hit object in road None
Off road: Did not leave carr
Not hit and run
Left hand drive No

Car
No tow / articulation
No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct
Hit off road: None
Age of Driver 79
Breath test Negative

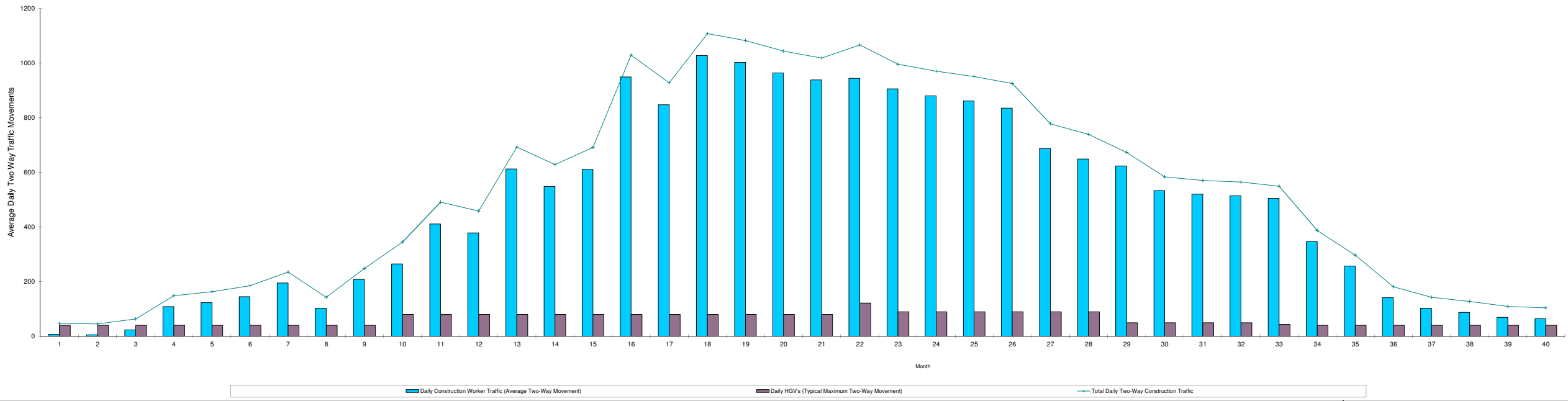
Reversing
First impact Back
Unknown

Casualty Reference: 1 Vehicle: 1 Age: 78 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt: Not Applicable
In carr not crossing Movement U/K
Cycle helmet: Not a cyclist
Standing still

ANNEX D

ANNEX E

Description	Month of Construction																																									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40		
Demolition of Coal Fired Power Station																																										
CCGT Site Preparation																																										
CCGT Building Construction																																										
CCGT Plant Installation																																										
CCGT Commissioning																																										
Gas Pipeline Construction																																										
Typical Daily CCGT Construction Workforce in Month	9	6	27	127	144	169	228	120	243	309	480	442	715	640	713	1108	989	1200	1170	1125	1095	1050	1005	975	900	870	750	705	675	570	555	548	537	405	300	165	120	102	81	75		
Typical Daily Construction Worker Private Car (Inbound)(Based on 2.0 per vehicle)	4	2	11	51	58	68	91	48	97	124	192	177	286	256	285	443	396	480	468	450	438	420	402	390	360	348	300	282	270	228	222	219	215	162	120	66	48	41	32	30		
Typical Daily Construction Worker Private Car (Outbound)(Based on 2.0 per vehicle)	4	2	11	51	58	68	91	48	97	124	192	177	286	256	285	443	396	480	468	450	438	420	402	390	360	348	300	282	270	228	222	219	215	162	120	66	48	41	32	30		
Typical Daily Construction Worker Minibus (Inbound) (Based on 7.0 per vehicle)	0	0	1	4	4	5	7	3	7	9	14	13	20	18	20	32	28	34	33	32	31	30	29	28	26	25	21	20	19	16	16	16	15	12	9	5	3	3	2	2		
Typical Daily Construction Worker Minibus (Outbound) (Based on 7.0 per vehicle)	0	0	1	4	4	5	7	3	7	9	14	13	20	18	20	32	28	34	33	32	31	30	29	28	26	25	21	20	19	16	16	16	15	12	9	5	3	3	2	2		
Typical Maximum Daily HGV Traffic in Month (Inbound)	20	20	20	20	20	20	20	20	20	20	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	20	20	20	20	20	20	20	20	20	20	20		
Typical Maximum Daily HGV Traffic in Month (Outbound)	20	20	20	20	20	20	20	20	20	20	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	20	20	20	20	20	20	20	20	20	20	20		
Typical Daily Gas Pipeline Workforce in Month																							45	45	45	90	90	45	45	45	45	45	45	45	45	45						
Typical Daily Gas Pipeline Traffic (Inbound) (Based on 2.0 per vehicle)																							23	23	23	45	45	23	23	23	23	23	23	23	23	23	23					
Typical Daily Gas Pipeline Traffic (Outbound) (Based on 2.0 per vehicle)																							23	23	23	45	45	23	23	23	23	23	23	23	23	23	23					
Typical Daily Gas Pipeline HGV Traffic (Inbound)																							21	5	5	5	5	5	5	5	5	5	5	5	5	5	2					
Typical Daily Gas Pipeline HGV Traffic (Outbound)																							21	5	5	5	5	5	5	5	5	5	5	5	5	2						
Daily Construction Worker Traffic (Average Two-Way Movement)	8	5	23	109	123	145	195	103	208	265	411	379	613	549	611	950	848	1029	1003	964	939	945	906	881	861	836	688	649	624	534	521	515	505	347	257	141	103	87	69	64		
Daily HGV's (Typical Maximum Two-Way Movement)	40	40	40	40	40	40	40	40	40	40	80	80	80	80	80	80	80	80	80	80	80	80	122	90	90	90	90	90	50	50	50	50	50	50	44	40	40	40	40	40	40	
Total Daily Two-Way Construction Traffic	48	45	63	149	163	185	235	143	248	345	491	459	693	629	691	1030	928	1109	1083	1044	1019	1067	996	971	951	926	778	739	674	584	571	565	549	387	297	181	143	127	109	104		



EGGBOROUGH CCGT POWER STATION: PROFILE OF CONSTRUCTION TRAFFIC (TWO-WAY TRIPS)



ANNEX F

Peter Firth

From: Paul.Gott@morganest.com [mailto:Paul.Gott@morganest.com]
Sent: 19 November 2009 13:26
To: Peter Firth
Subject: RE: Construction Workers Profiles.

Peter,

From my experience on power plant construction:

There are 2 different types of workforce, Civils - CECA and M&E - NAECI.

CECA are more flexible and tend to get to work in plenty of time and want to leave sharply unless lodging so on a site working 7.30am-6pm you would expect arrival at 6.45-7am & departure at 6.15pm.

CECA hours will typically be Mon - Thurs typically 7.30-18.00 and Friday 7.30 - 4pm but try to avoid weekends for mitigation of weather delays if needed!!

NAECI will be 7.15am and leave on the dot that they are paid until so 5.59pm.

Working hours for NAECI operations are normally Mon - Thurs typically 7.30-18.00 and Friday 7.30 - 4pm but quite often work a 12 day fortnight when work load demands so 1 weekend in 2 meaning a later Friday finish on the working weekend.

Hope this helps.

Regards,

Paul

Paul Gott
Energy Director
Morgan Est
Infrastructure
410 East Hill Road, Perth, Western Australia WA3 7000
Tel: +61 (0)8922 20100
DDI: +61 (0)8922 20922 Mob: +61 (0)776947104
<mailto:paul.gott@morganest.com>
www.morganest.com

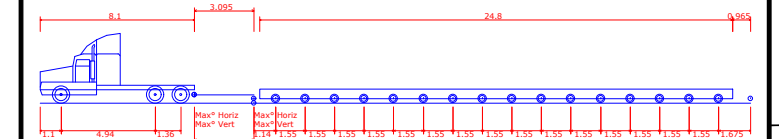
ANNEX G



ALL INFORMATION ON THIS DRAWING IS INDICATIVE ONLY, AND MAY BE SUBJECT TO FURTHER DESIGN DEVELOPMENT.

DO NOT SCALE

NOTES:



Articulated heavy load mover 6.22m wide load bed
 Overall Length 37.250m
 Overall Width 6.220m
 Overall Body Height 3.638m
 Min Body Ground Clearance 0.220m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Wall to Wall Turning Radius 31.150m

R1	PRELIMINARY	DTW	BC	03.01.17
REV.	DETAILS OF REVISION	DRAWN	CHKD	DATE



FICHTNER
 CONSULTING ENGINEERS LIMITED

Kingsgate, Wellington Road North,
 Stockport, Cheshire, SK4 1LW, UK
 Tel: 0161 476 0032
 Website: www.fichtner.co.uk

CLIENT:
EGGBOROUGH POWER LIMITED

SITE:
EGGBOROUGH

PROJECT:
EGGBOROUGH DCO FOR CCGT PLANT

TITLE:
**SWEPT PATH ANALYSIS OF GAS TURBINE
 ABNORMAL LOAD TRANSPORT AROUND J34 ON M62.
 NORMAL MOTORWAY EXIT**

DRAWING STATUS:	PRELIMINARY	
DRAWN BY:	DTW	DATE: 03.01.17
CHECKED BY:	BC	DATE: 03.01.17
FILENAME:	2095-032-R1.DWG	
OFFICE OF ISSUE:	STOCKPORT	
SHEET SIZE:	A3	SCALE: 1:1000

DRAWING No.:
2095-032

REVISION:
R1

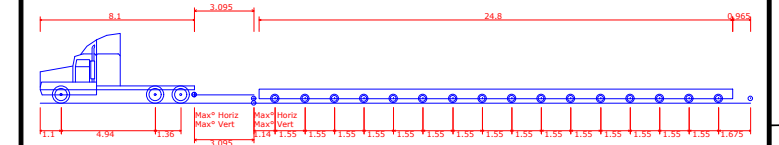
Sheet 1 of 2



ALL INFORMATION ON THIS DRAWING IS INDICATIVE ONLY, AND MAY BE SUBJECT TO FURTHER DESIGN DEVELOPMENT.

DO NOT SCALE

NOTES:



Articulated heavy load mover 6.22m wide load bed
 Overall Length 37.260m
 Overall Width 6.220m
 Overall Body Height 3.638m
 Min Body Ground Clearance 0.220m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Wall to Wall Turning Radius 31.150m

R1	PRELIMINARY	DTW	BC	03.01.17
REV.	DETAILS OF REVISION	DRAWN	CHKD	DATE



FICHTNER
 CONSULTING ENGINEERS LIMITED

Kingsgate, Wellington Road North,
 Stockport, Cheshire, SK4 1LW, UK
 Tel: 0161 476 0032
 Website: www.fichtner.co.uk

CLIENT: EGGBOROUGH POWER LIMITED

SITE: EGGBOROUGH

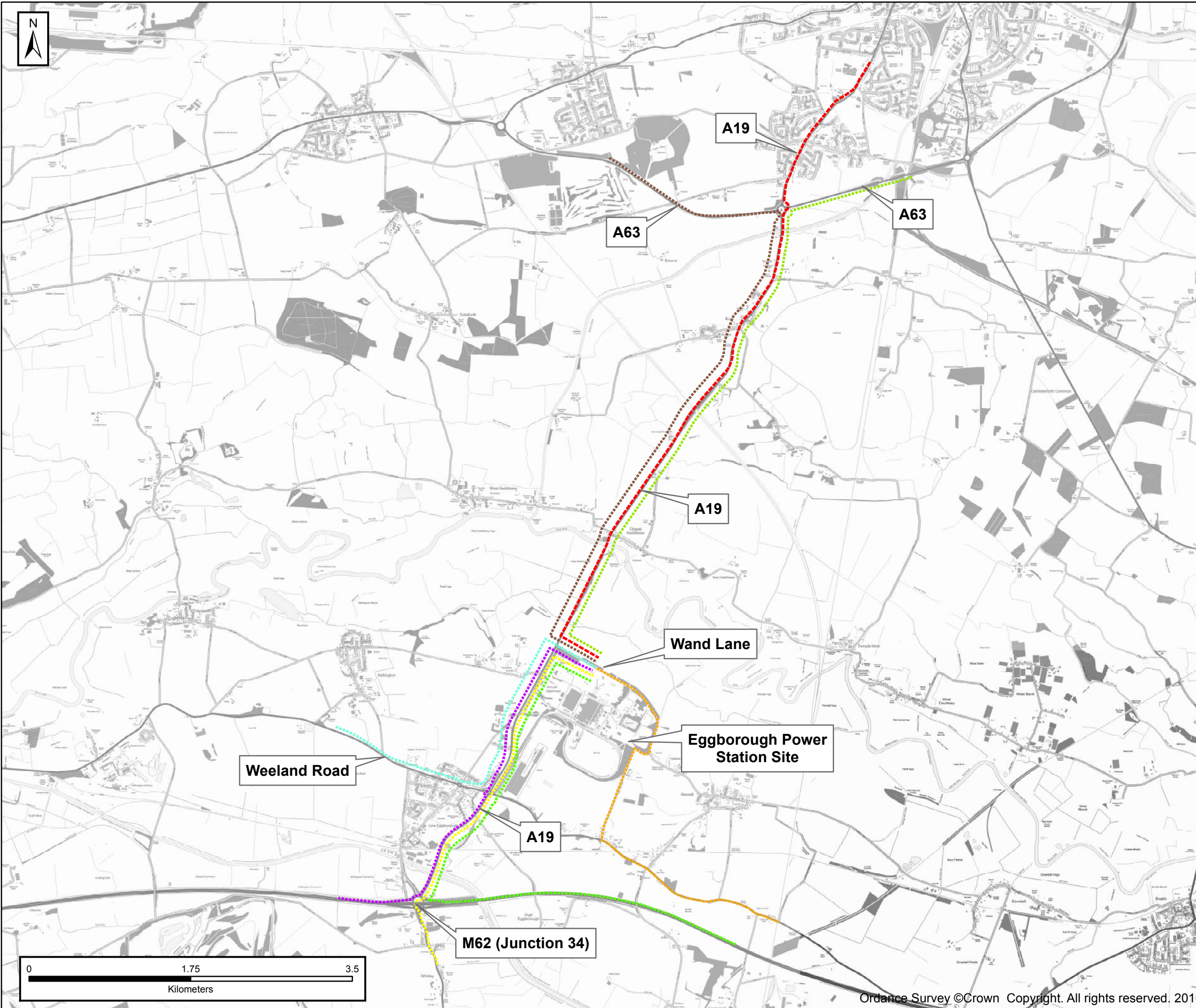
PROJECT: EGGBOROUGH DCO FOR CCGT PLANT

TITLE: SWEEP PATH ANALYSIS OF GAS TURBINE
 ABNORMAL LOAD TRANSPORT AROUND J34 ON M62.
 MOTORWAY EXIT FROM 'WRONG' SIDE OF
 CARRIAGEWAY.
 M62 CLOSED BETWEEN J34 & J35.

DRAWING STATUS:	PRELIMINARY	
DRAWN BY:	DTW	DATE: 03.01.17
CHECKED BY:	BC	DATE: 03.01.17
FILENAME:	2095-032-R1.DWG	
OFFICE OF ISSUE:	STOCKPORT	
SHEET SIZE:	A3	SCALE: 1:1000

DRAWING No.: **2095-032** REVISION: **R1**
 Sheet 2 of 2

ANNEX H



Legend

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7
- Route 8

Title:
KEY CONSTRUCTION WORKERS ROUTES

Project:
EGGBOROUGH CCGT POWER STATION

Drawn	DC	Design	DC
Checked	JS	Scale	1:38,585
Approved	PF	Date	26.10.2016

Client:
EGGBOROUGH POWER LIMITED

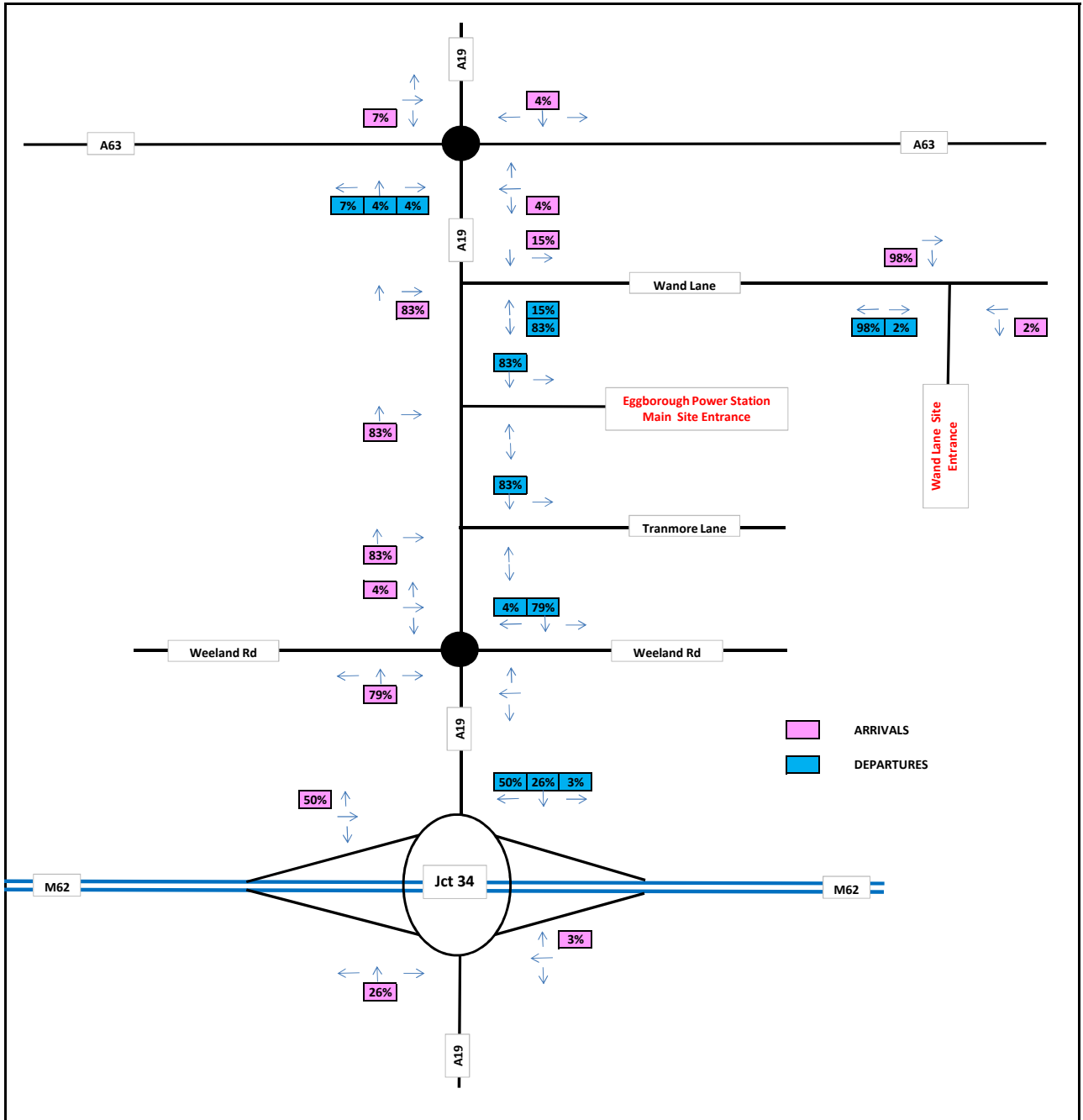
AECOM

5th Floor
2 City Walk
Leeds
LS11 9AR

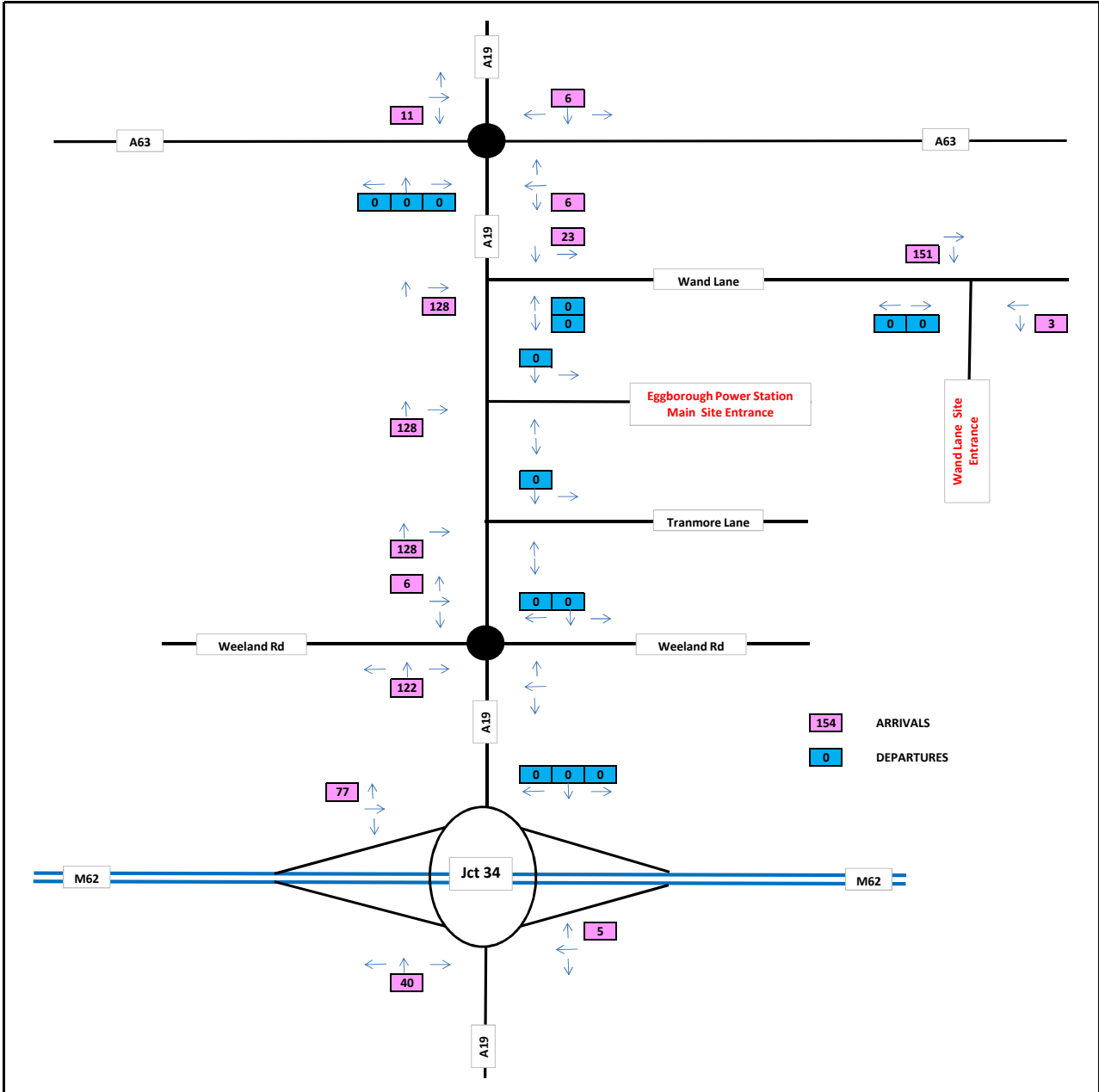
Tel: 0113 391 6800
Fax: 0133 391 6899
www.aecom.com

Plan Reference - 001

ANNEX I

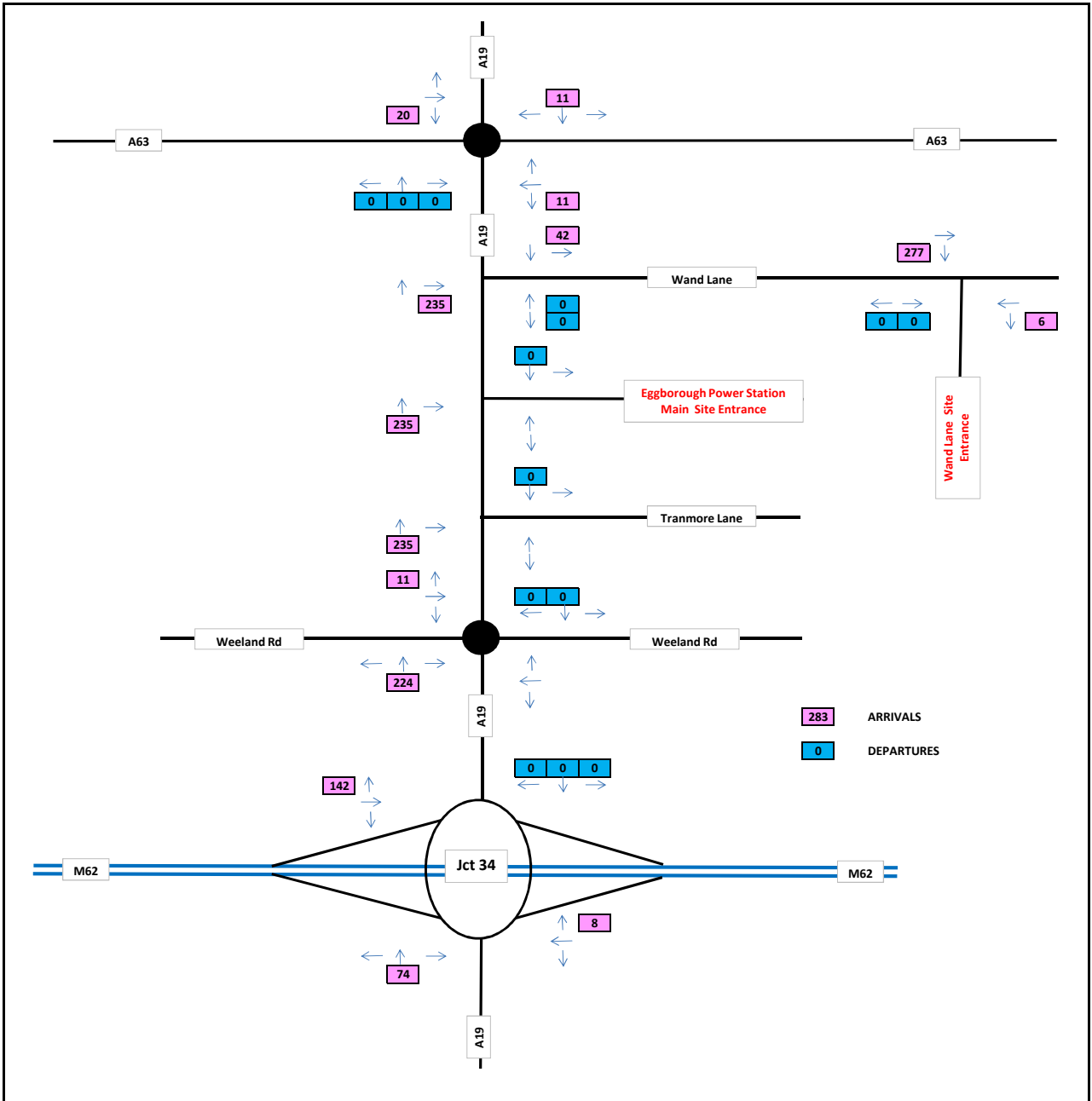


ANNEX J



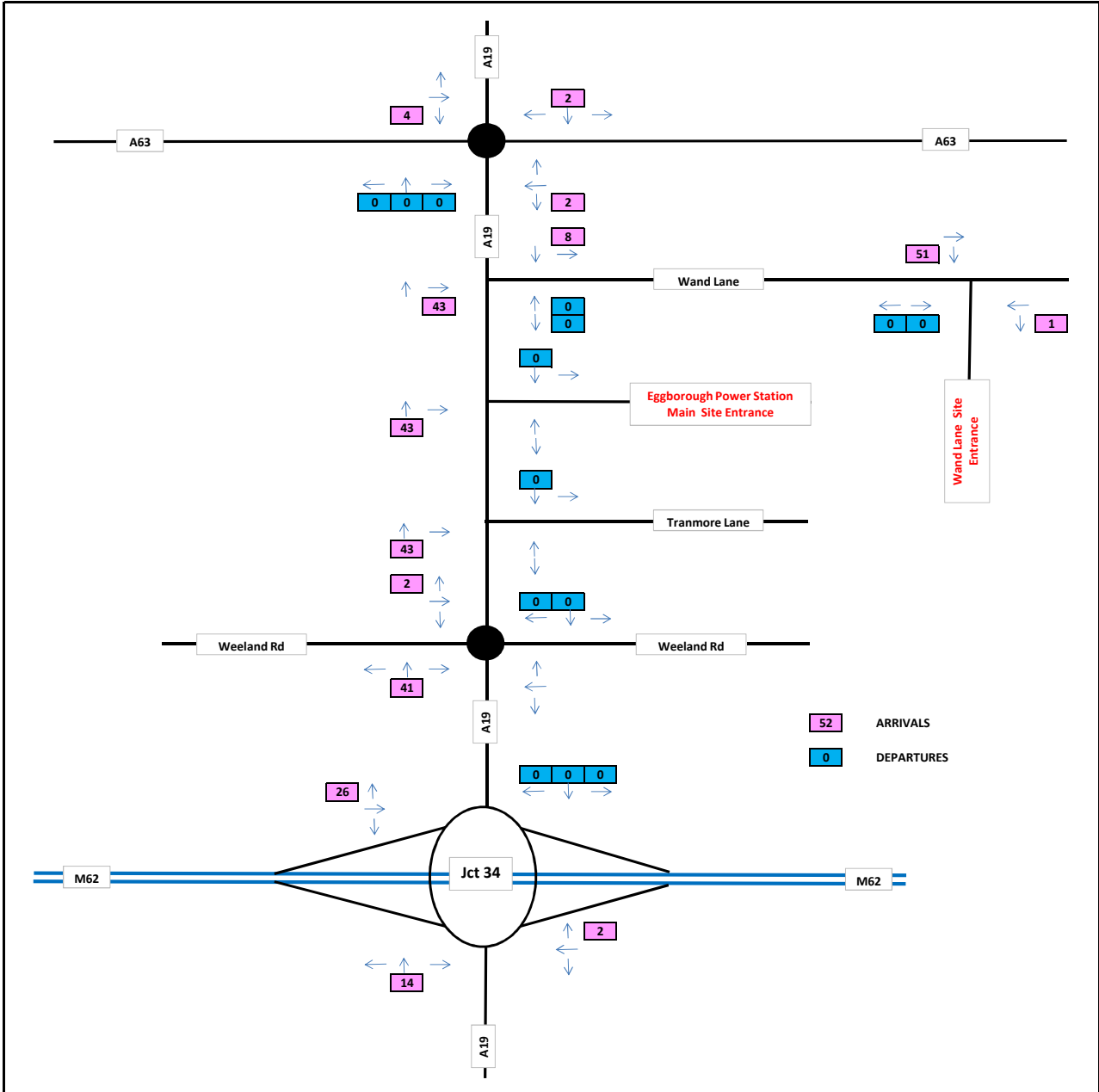
Peak of Construction Workforce Flows (06:00 - 07:00)





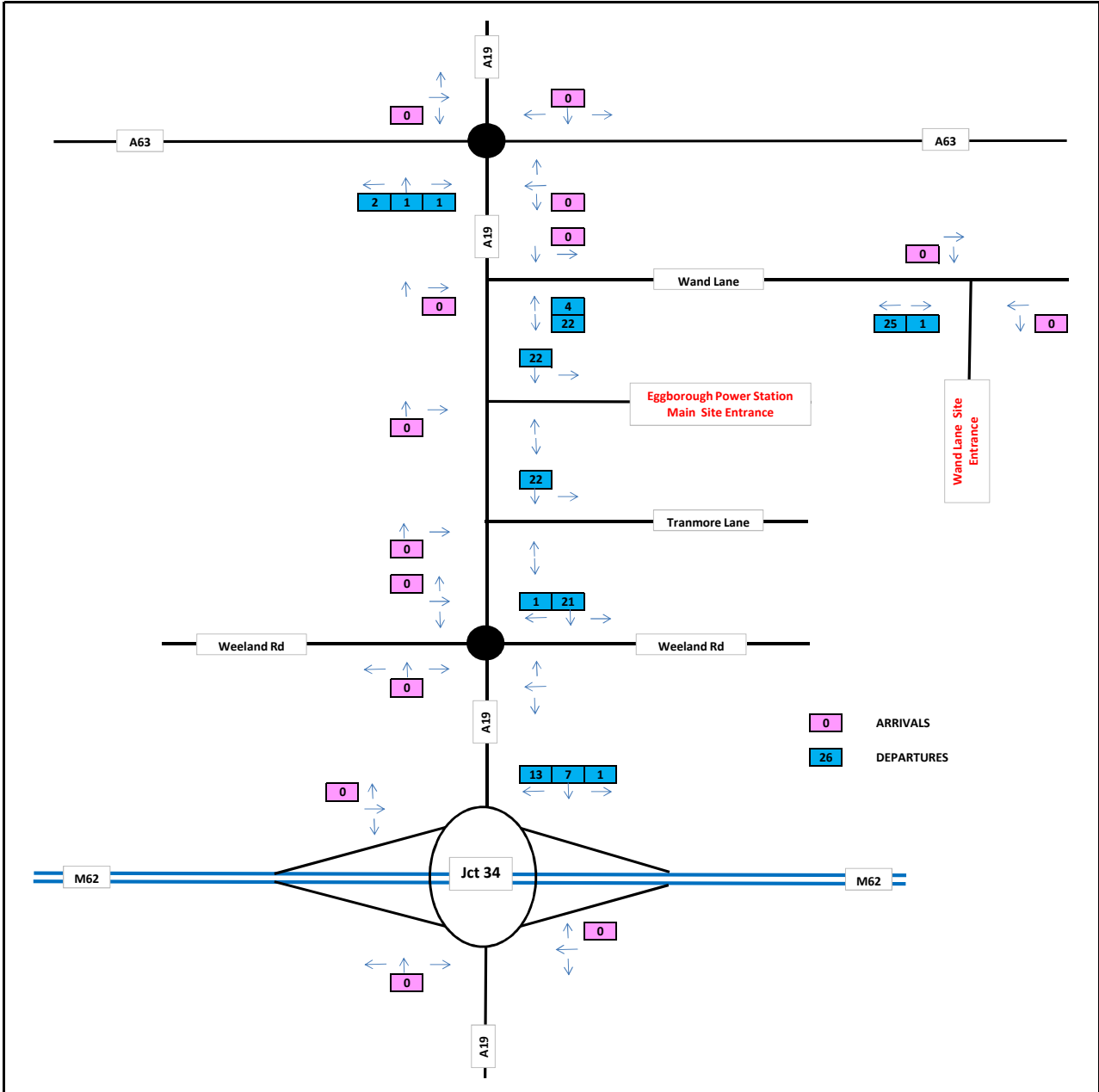
Peak of Construction Workforce Flows (07:00 - 08:00)





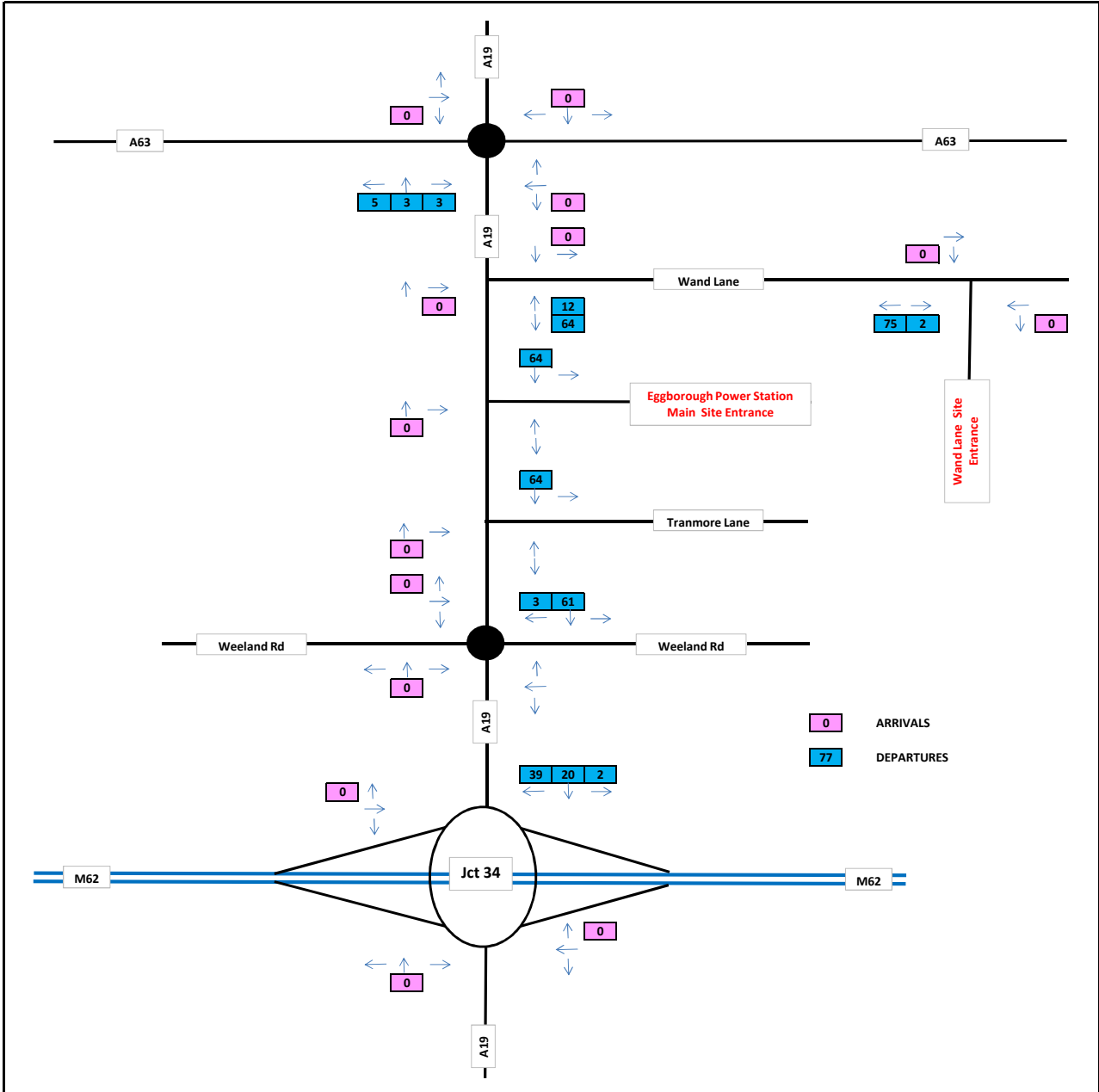
Peak of Construction Workforce Flows (08:00 - 09:00)





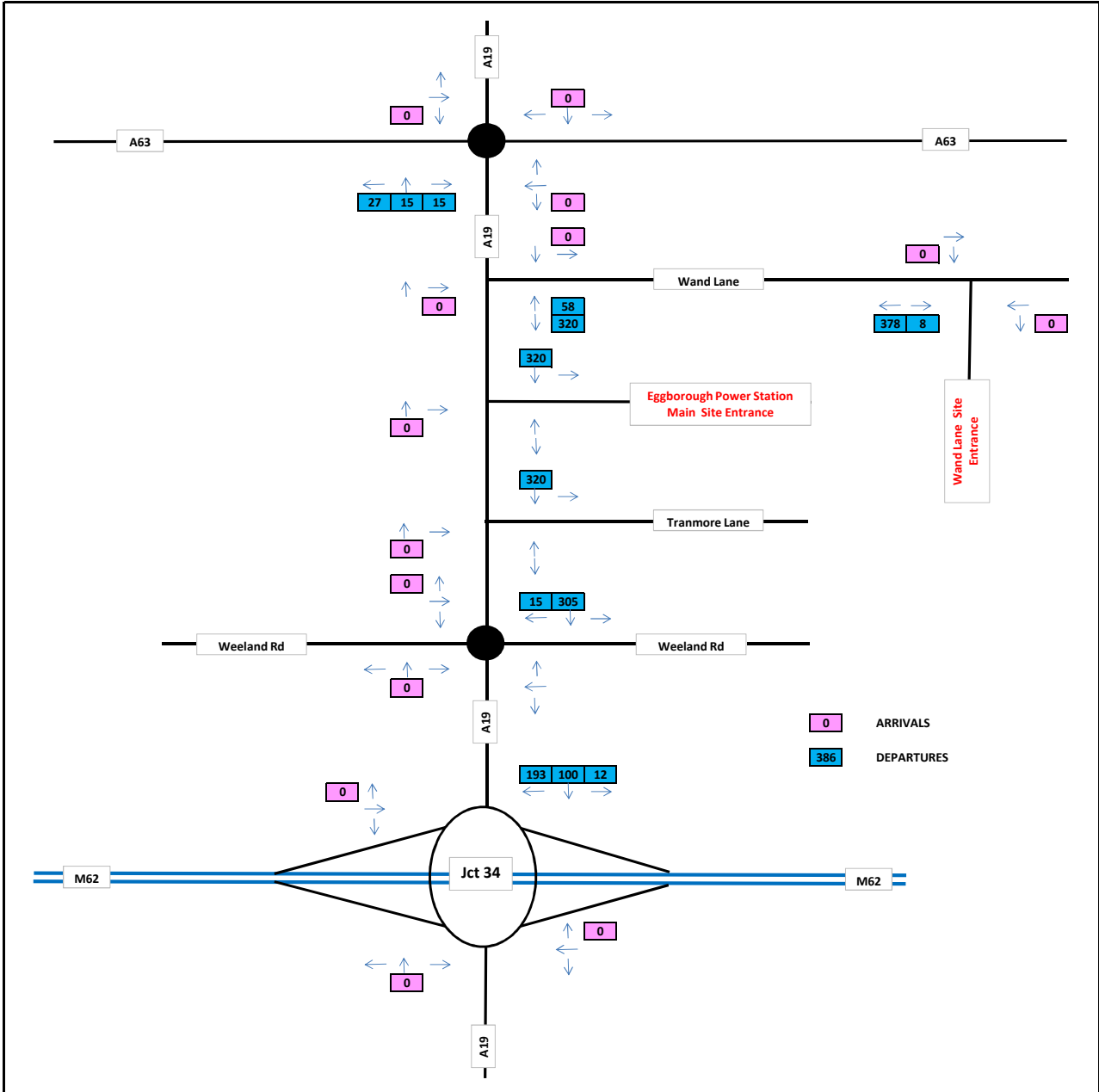
Peak of Construction Workforce Flows (16:00 - 17:00)





Peak of Construction Workforce Flows (17:00 - 18:00)

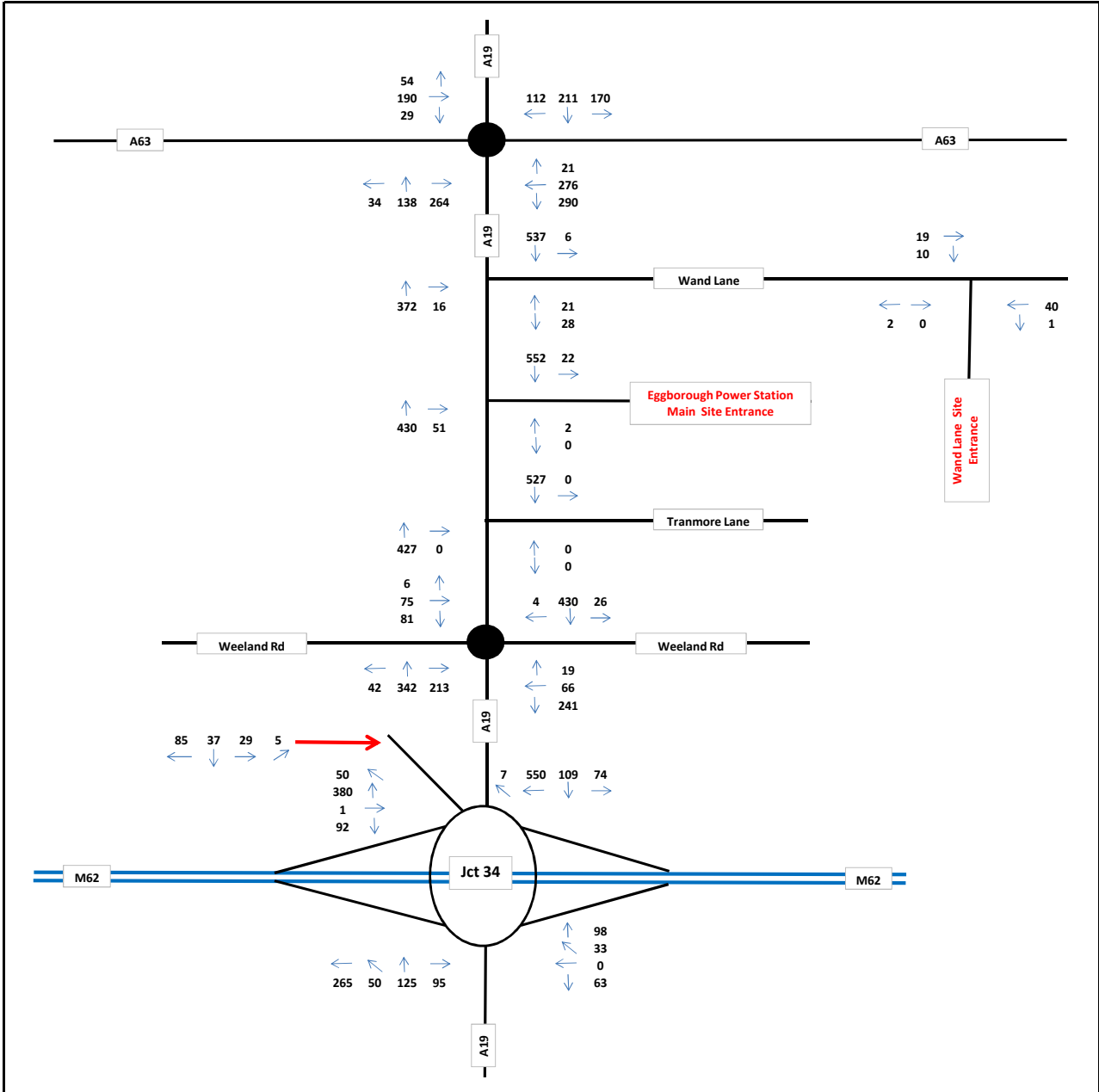




Peak of Construction Workforce Flows (18:00 - 19:00)

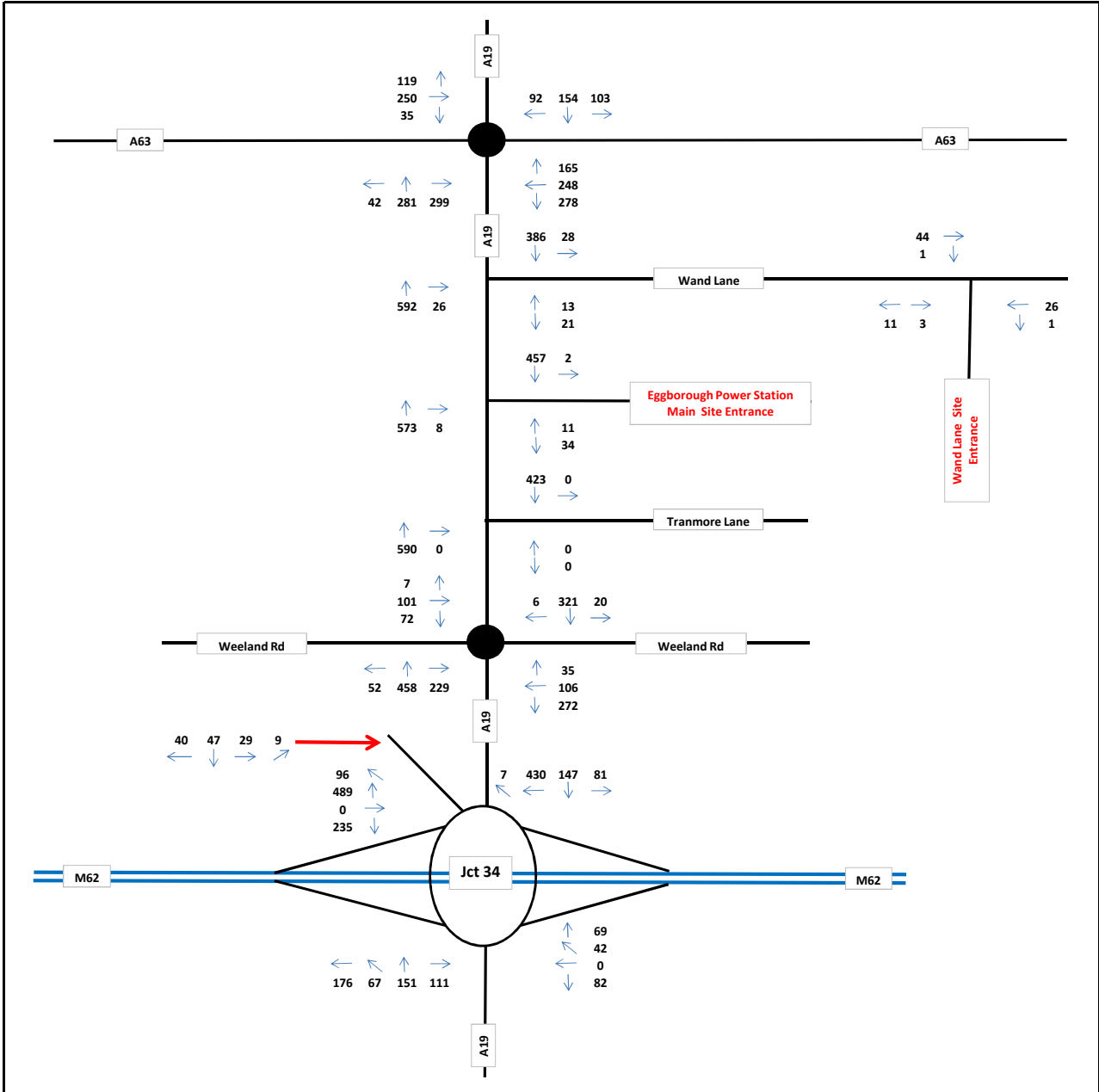


ANNEX K



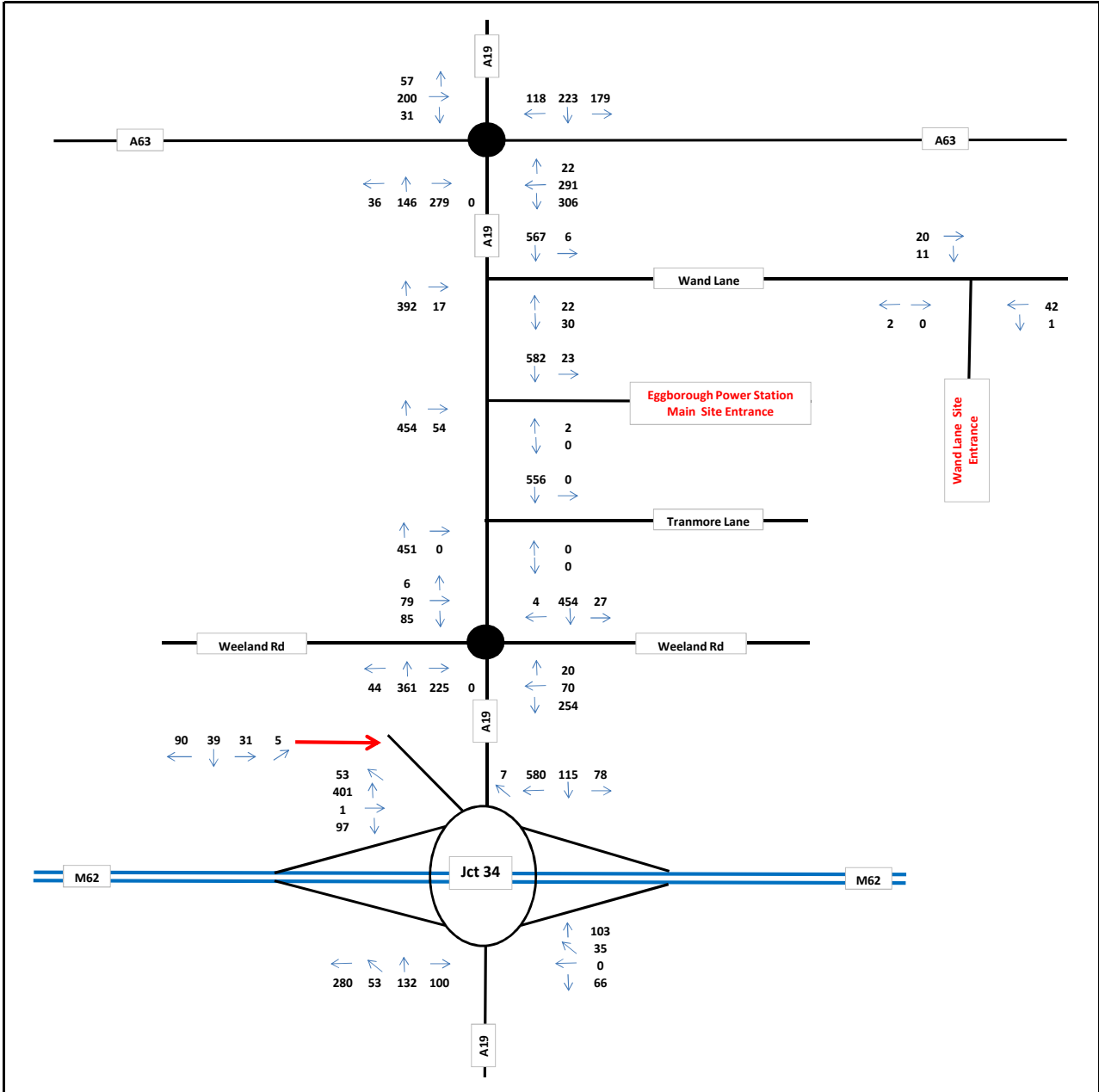
2016 AM Peak Base Flow (07:00 - 08:00)

AECOM



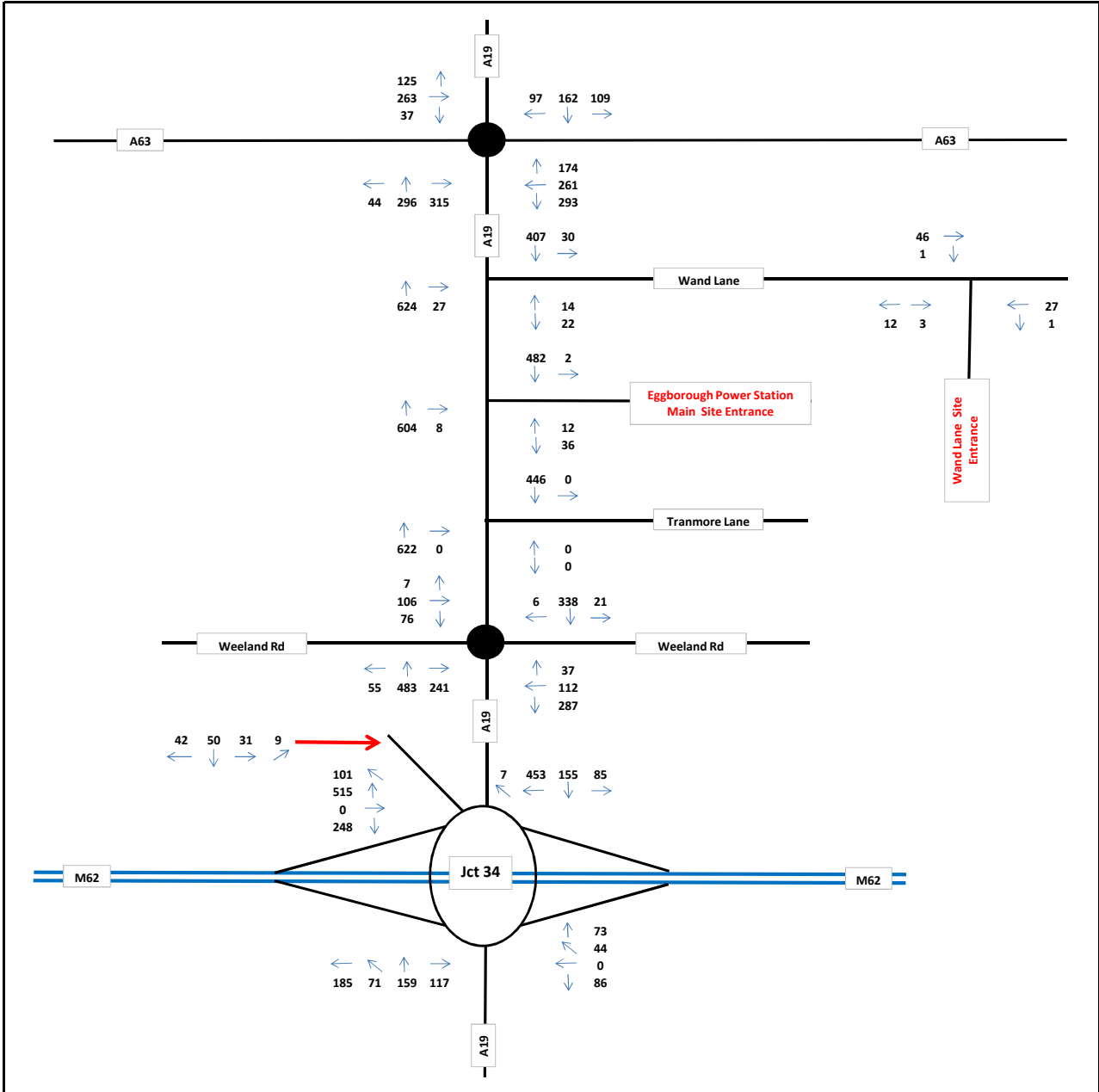
2016 PM Peak Base Flow (17:00 - 18:00)

AECOM



2020 AM Peak Base Flow (07:00 - 08:00)

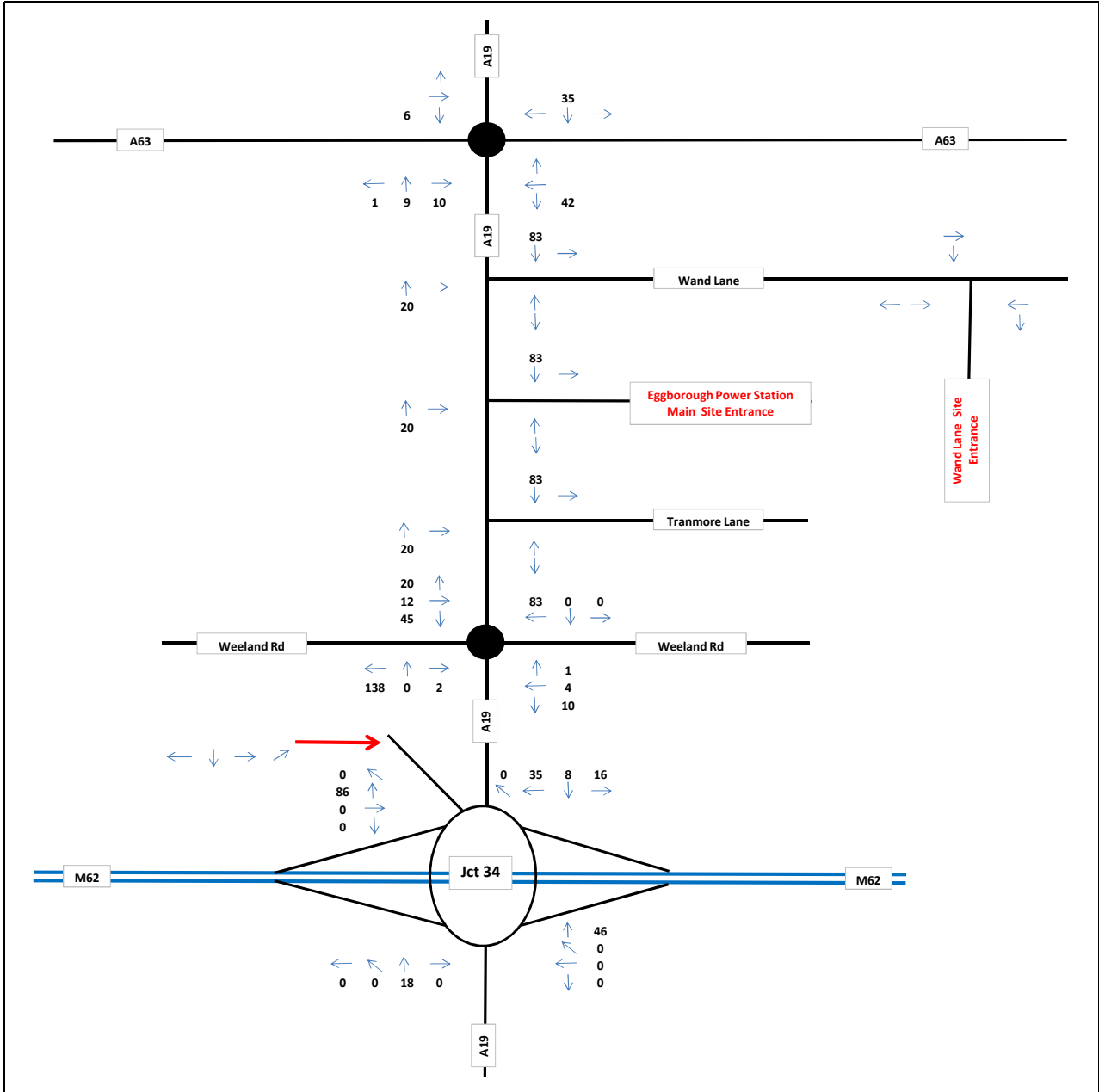




2020 PM Peak Base Flow (17:00 - 18:00)

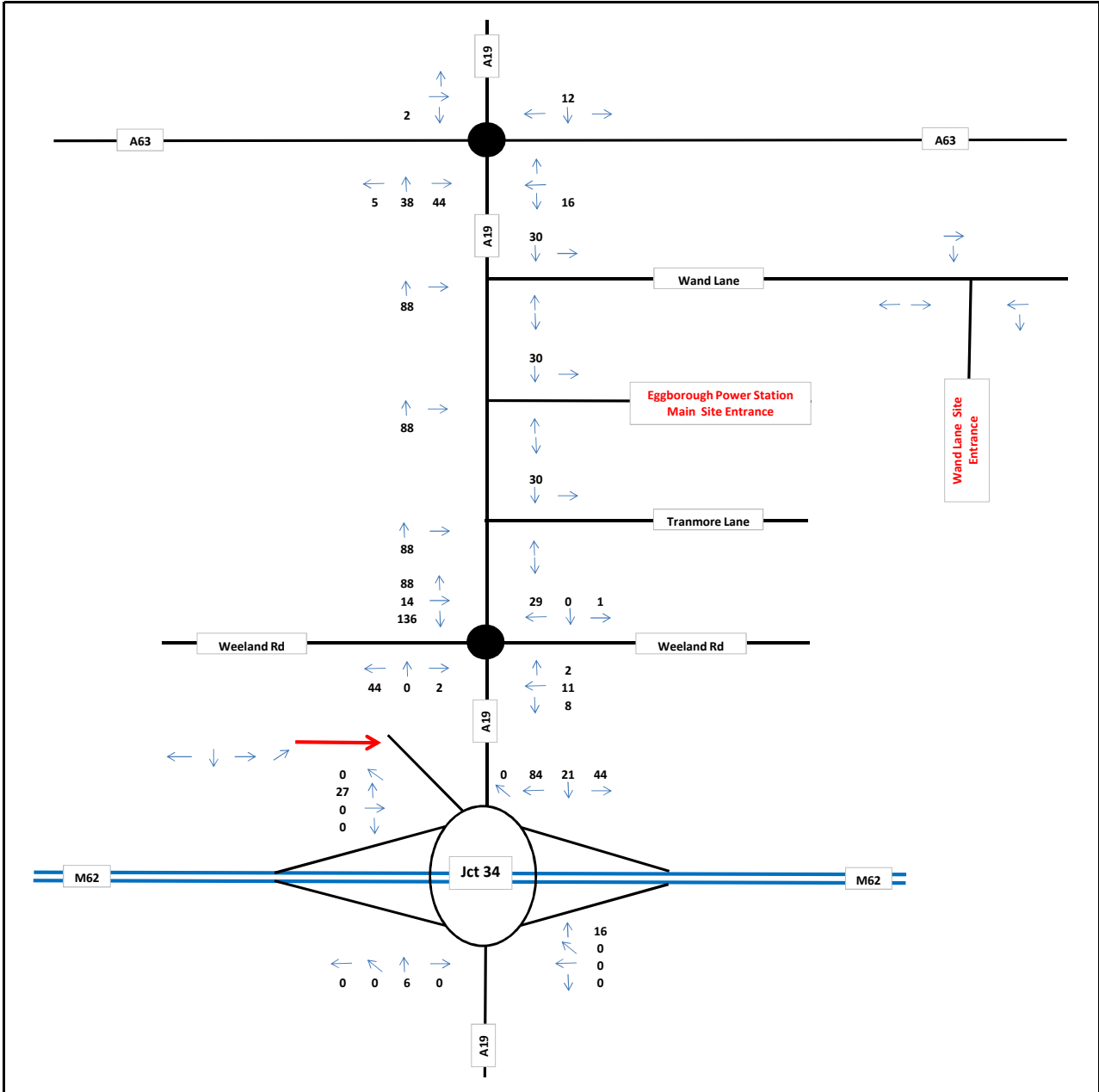


ANNEX L



Total Committed Development Flows (07:00 - 08:00)

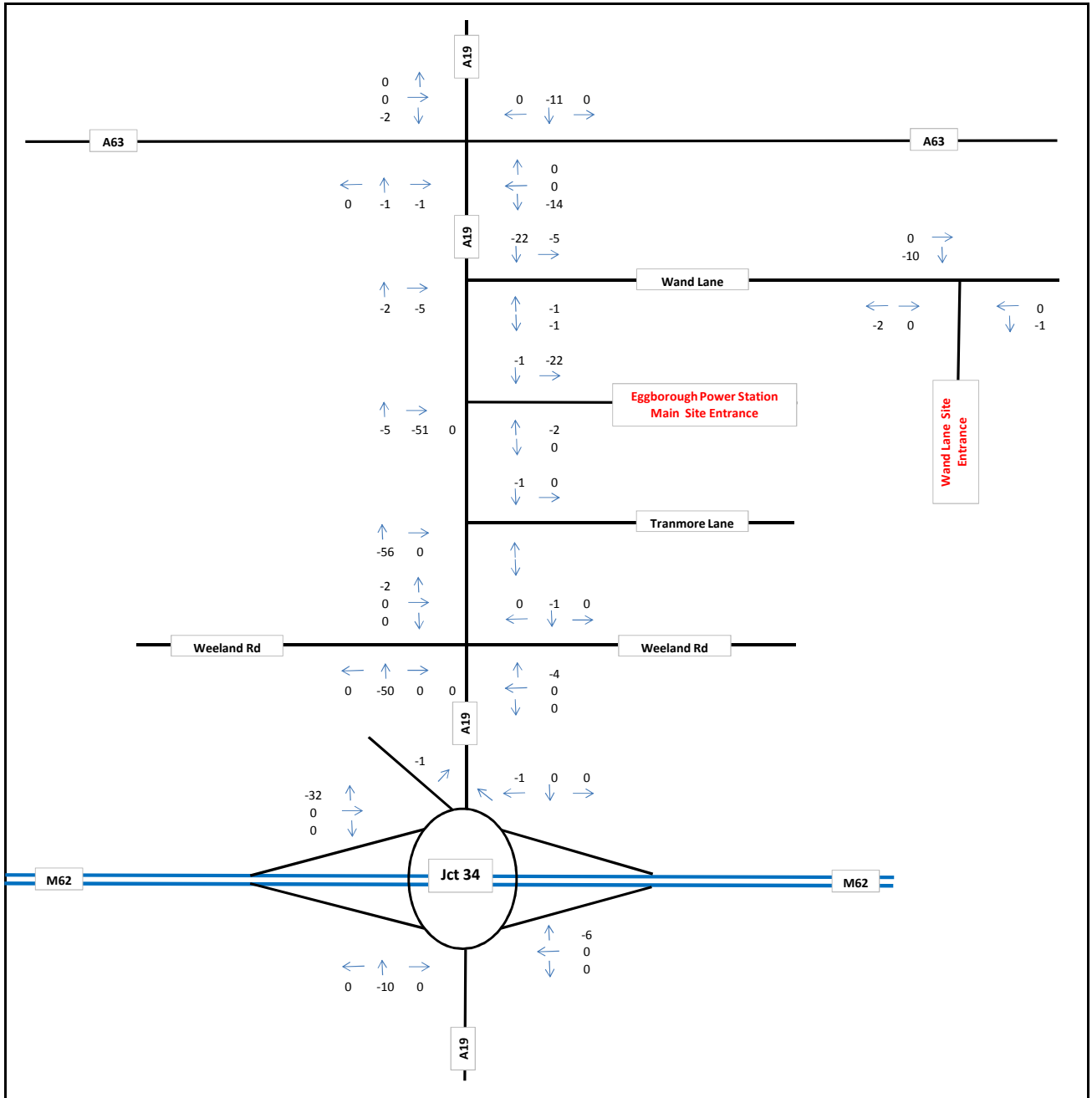




Total Committed Development Flows (17:00 - 18:00)

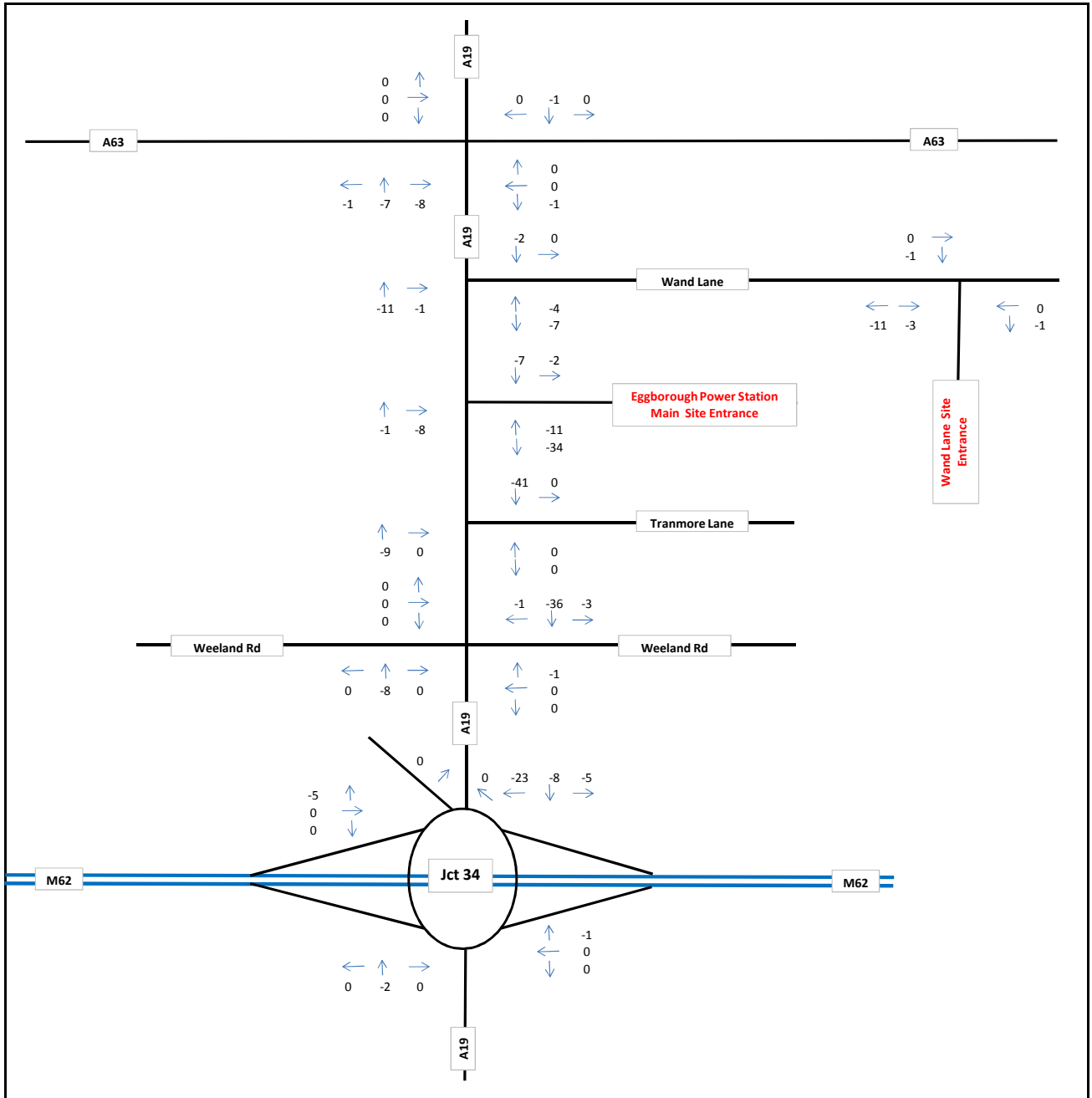


ANNEX M



Existing Operation Flows (07:00 - 08:00)

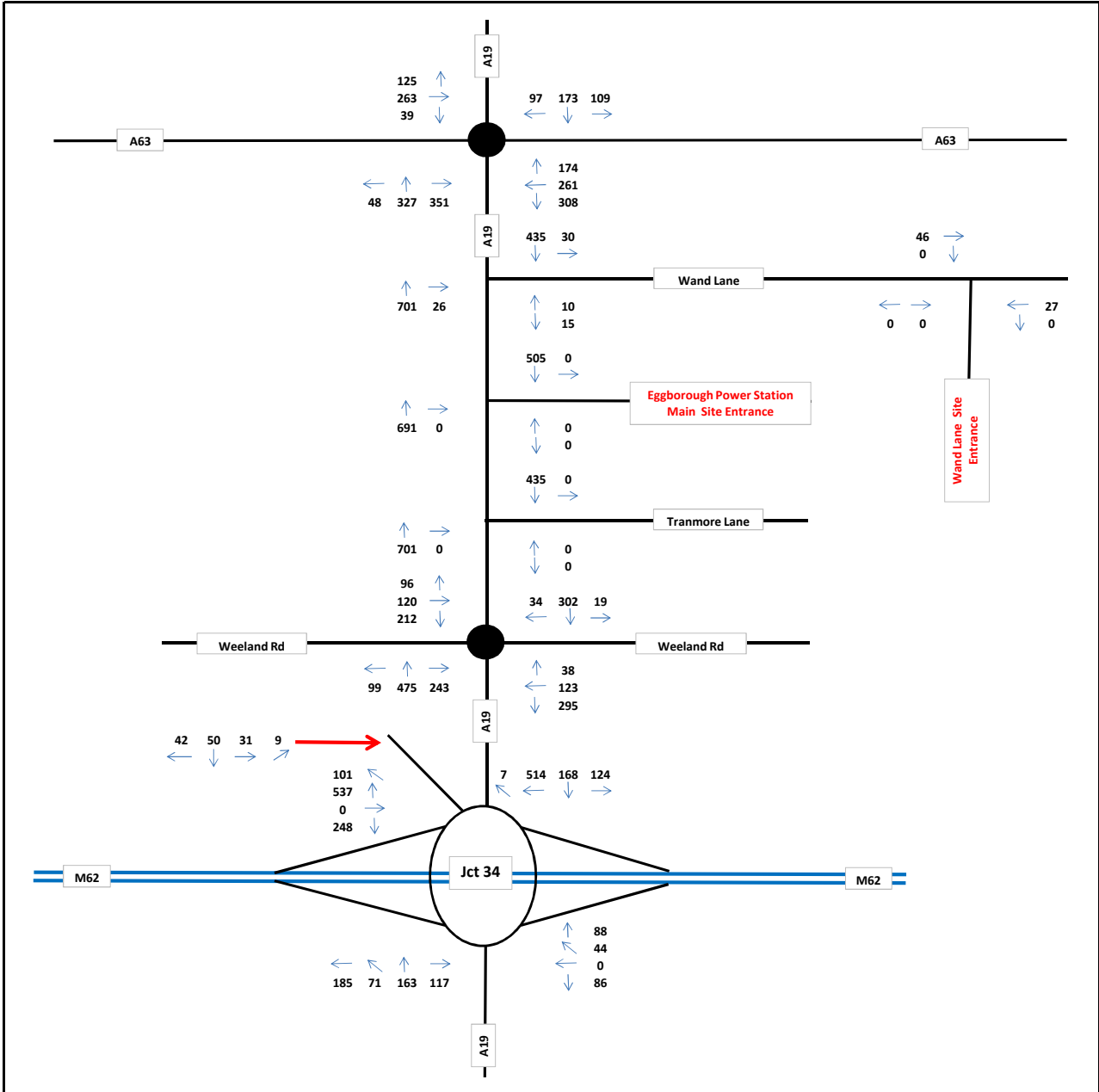




Existing Operation Flows (17:00 - 18:00)

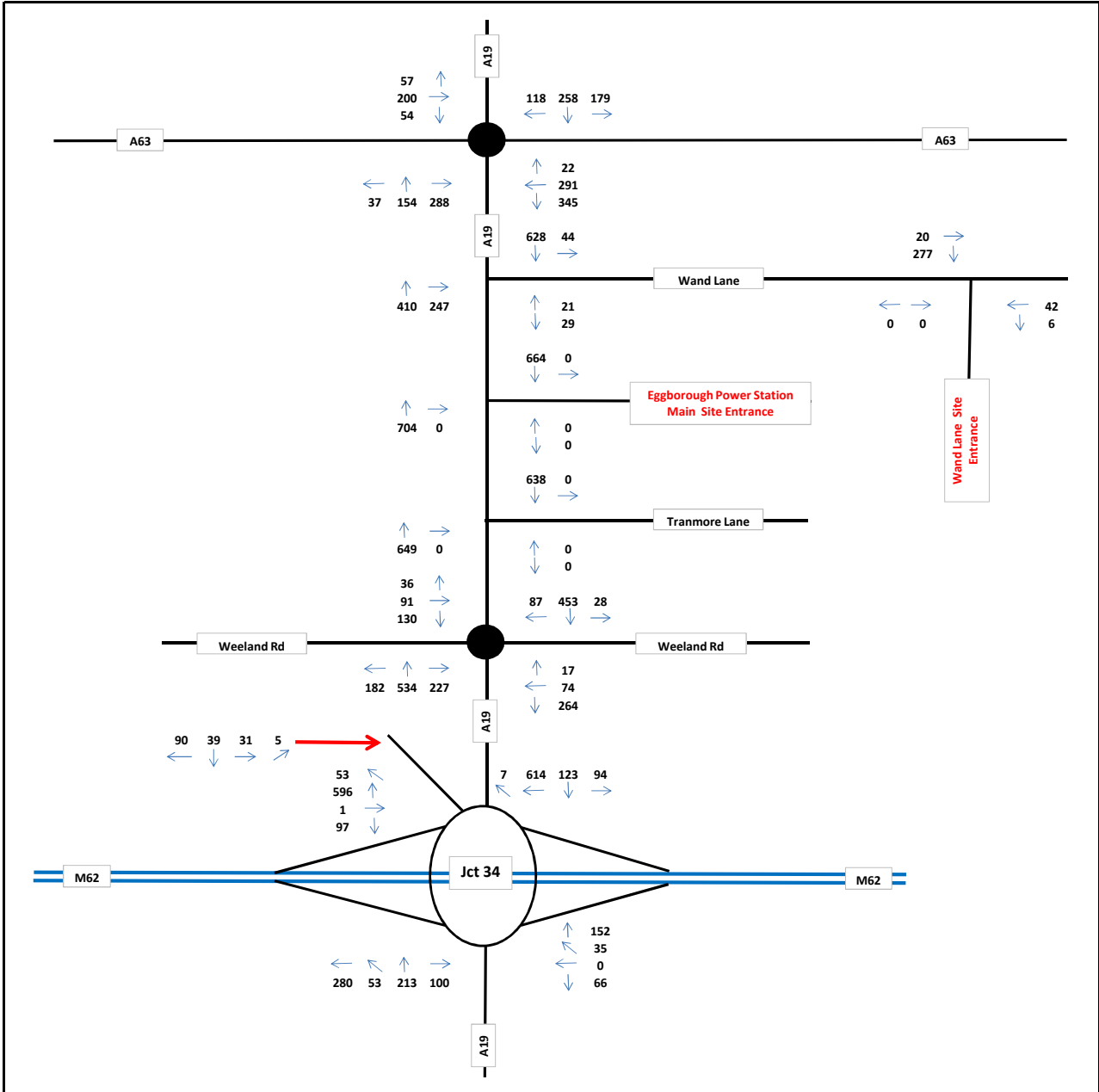


ANNEX N



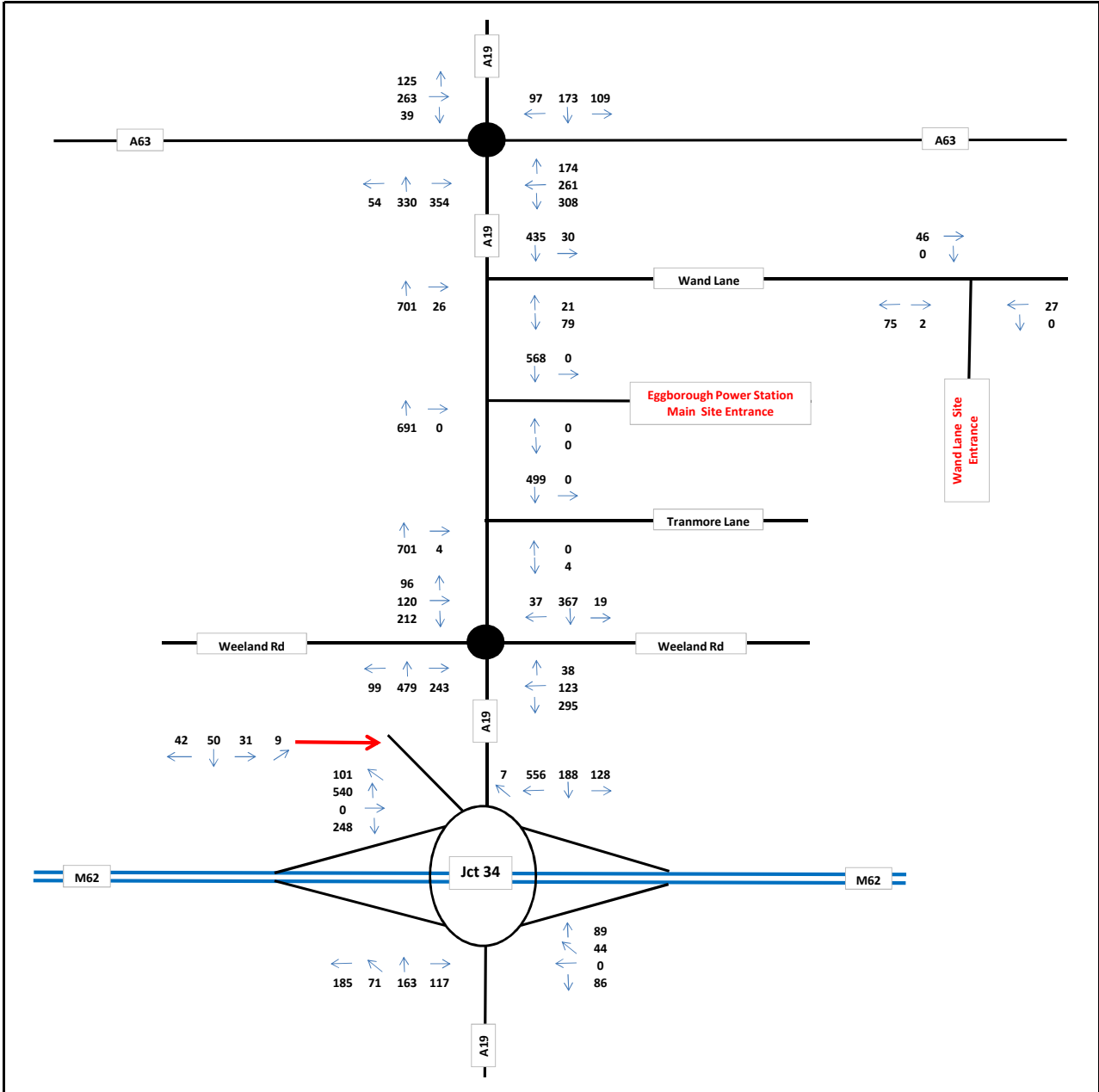
2020 Base + Committed Development Flows (17:00 - 18:00)





2020 Base + Committed + Development (07:00 - 08:00)





2020 Base + Committed + Development (17:00 - 18:00)



ANNEX O

<h1>Junctions 8</h1>
<h2>ARCADY 8 - Roundabout Module</h2>
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: M62 - A19 Junction 34.arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\M62 - A19 Junction 34_Junctions 8 Report

Report generation date: 28/11/2016 15:35:44

« (Default Analysis Set) - 2016 Base, AM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2016 Base			
Arm 1	0.59	2.63	0.37	A
Arm 3	0.18	3.02	0.15	A
Arm 4	0.59	3.62	0.37	A
Arm 6	0.43	2.69	0.30	A
Arm 7	0.13	2.79	0.12	A

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

"D1 - 2016 Base, AM" model duration: 06:45 - 08:15

"D2 - 2016 Base, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Com, AM" model duration: 06:45 - 08:15

"D4 - 2020 Base + Com, PM" model duration: 16:45 - 18:15

"D5 - 2016 Base + Com + Dev, AM" model duration: 06:45 - 08:15

"D6 - 2016 Base + Com + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 28/11/2016 15:35:44

File summary

Title	(untitled)
Location	
Site Number	
Date	31/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2016 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2016 Base, AM	2016 Base	AM		ONE HOUR	06:45	08:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4,5,6,7	✓	✓	2.93	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A19 (North)	
2	2	M62 (East) On Slip	
3	3	M62 (East) Off Slip	
4	4	A19 (South)	
5	5	M62 (West) On Slip	
6	6	M62 (West) Off Slip	
7	7	Selby Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00
5	0.00	99999.00
6	0.00	99999.00
7	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.80	9.90	7.50	28.00	151.30	31.00	
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
3	6.50	6.50	0.00	82.50	124.60	20.00	
4	3.70	5.50	65.40	52.40	159.20	13.00	
5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
6	6.00	6.60	27.50	54.30	124.60	13.00	
7	3.40	9.50	17.10	26.20	153.50	42.00	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	221.00	0.00
2	463.00	112.00
3	463.00	112.00
4	418.00	0.00
5	370.00	105.00
6	370.00	105.00
7	629.00	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.995	2778.912
2		(calculated)	(calculated)	Exit-only	Exit-only
3		(calculated)	(calculated)	1.017	2630.910
4		(calculated)	(calculated)	0.938	2538.201
5		(calculated)	(calculated)	Exit-only	Exit-only
6		(calculated)	(calculated)	1.058	2723.635
7		(calculated)	(calculated)	0.870	2558.768

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	740.00	100.000
2	Exit-only	✓	Exit-only	Exit-only
3	ONE HOUR	✓	194.00	100.000
4	ONE HOUR	✓	535.00	100.000
5	Exit-only	✓	Exit-only	Exit-only
6	ONE HOUR	✓	523.00	100.000
7	ONE HOUR	✓	156.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.000	74.000	0.000	109.000	550.000	0.000	7.000
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	98.000	0.000	0.000	63.000	0.000	0.000	33.000
	4	125.000	95.000	0.000	0.000	265.000	0.000	50.000
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	380.000	1.000	0.000	92.000	0.000	0.000	50.000
	7	5.000	29.000	0.000	37.000	85.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (Veh) - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.00	0.10	0.00	0.15	0.74	0.00	0.01
	2	0.14	0.14	0.14	0.14	0.14	0.14	0.14
	3	0.51	0.00	0.00	0.32	0.00	0.00	0.17
	4	0.23	0.18	0.00	0.00	0.50	0.00	0.09
	5	0.14	0.14	0.14	0.14	0.14	0.14	0.14
	6	0.73	0.00	0.00	0.18	0.00	0.00	0.10
	7	0.03	0.19	0.00	0.24	0.54	0.00	0.00

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	1.000	1.200	1.000	1.070	1.070	1.000	1.000
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	1.150	1.000	1.000	1.080	1.000	1.000	1.120
	4	1.080	1.110	1.000	1.000	1.030	1.000	1.040
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	1.180	1.000	1.000	1.080	1.000	1.000	1.060
	7	1.800	1.480	1.000	1.000	1.080	1.000	1.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.0	20.0	0.0	7.0	7.0	0.0	0.0
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	15.0	0.0	0.0	8.0	0.0	0.0	12.0
	4	8.0	11.0	0.0	0.0	3.0	0.0	4.0
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	18.0	0.0	0.0	8.0	0.0	0.0	6.0
	7	80.0	48.0	0.0	0.0	8.0	0.0	0.0

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.37	2.63	0.59	A
2	Exit-only	Exit-only	Exit-only	Exit-only
3	0.15	3.02	0.18	A
4	0.37	3.62	0.59	A
5	Exit-only	Exit-only	Exit-only	Exit-only
6	0.30	2.69	0.43	A
7	0.12	2.79	0.13	A

Main Results for each time segment

Main results: (06:45-07:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	557.11	555.84	254.56	0.00	2306.89	0.242	0.32	2.055	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	146.05	145.68	660.97	0.00	1704.62	0.086	0.09	2.309	A
4	402.78	401.66	580.59	0.00	1843.90	0.218	0.28	2.495	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	393.74	392.80	306.34	0.00	2057.02	0.191	0.24	2.162	A
7	117.45	117.15	594.01	0.00	1700.03	0.069	0.07	2.274	A

Main results: (07:00-07:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	665.24	664.85	304.55	0.00	2255.72	0.295	0.42	2.263	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	174.40	174.28	790.63	0.00	1579.11	0.110	0.12	2.562	A
4	480.96	480.54	694.48	0.00	1734.47	0.277	0.38	2.871	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	470.17	469.88	366.49	0.00	1996.12	0.236	0.31	2.358	A
7	140.24	140.15	710.60	0.00	1600.16	0.088	0.10	2.465	A

Main results: (07:15-07:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	814.75	814.05	372.87	0.00	2185.78	0.373	0.59	2.623	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	213.60	213.38	968.07	0.00	1407.32	0.152	0.18	3.015	A
4	589.05	588.22	850.34	0.00	1584.72	0.372	0.59	3.609	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	575.84	575.35	448.65	0.00	1912.94	0.301	0.43	2.691	A
7	171.76	171.61	870.02	0.00	1463.63	0.117	0.13	2.786	A

Main results: (07:30-07:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	814.75	814.75	373.24	0.00	2185.40	0.373	0.59	2.625	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	213.60	213.60	968.89	0.00	1406.53	0.152	0.18	3.017	A
4	589.05	589.04	851.08	0.00	1584.00	0.372	0.59	3.617	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	575.84	575.83	449.21	0.00	1912.37	0.301	0.43	2.692	A
7	171.76	171.76	870.90	0.00	1462.88	0.117	0.13	2.787	A

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	665.24	665.94	305.12	0.00	2255.13	0.295	0.42	2.267	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	174.40	174.62	791.92	0.00	1577.85	0.111	0.12	2.565	A
4	480.96	481.77	695.66	0.00	1733.34	0.277	0.39	2.877	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	470.17	470.65	367.35	0.00	1995.26	0.236	0.31	2.361	A
7	140.24	140.39	711.97	0.00	1599.00	0.088	0.10	2.467	A

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	557.11	557.51	255.43	0.00	2306.01	0.242	0.32	2.060	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	146.05	146.18	662.99	0.00	1702.67	0.086	0.09	2.314	A
4	402.78	403.20	582.39	0.00	1842.17	0.219	0.28	2.502	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	393.74	394.03	307.46	0.00	2055.88	0.192	0.24	2.167	A
7	117.45	117.53	596.00	0.00	1698.32	0.069	0.07	2.277	A

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016
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Filename: M62 - A19 Junction 34.arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\M62 - A19 Junction 34_Junctions 8 Report

Report generation date: 28/11/2016 15:36:06

« (Default Analysis Set) - 2016 Base, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2016 Base			
Arm 1	0.55	2.71	0.36	A
Arm 3	0.19	3.17	0.16	A
Arm 4	0.44	2.88	0.31	A
Arm 6	0.82	3.28	0.45	A
Arm 7	0.11	2.77	0.10	A

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

"D1 - 2016 Base, AM" model duration: 06:45 - 08:15

"D2 - 2016 Base, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Com, AM" model duration: 06:45 - 08:15

"D4 - 2020 Base + Com, PM" model duration: 16:45 - 18:15

"D5 - 2016 Base + Com + Dev, AM" model duration: 06:45 - 08:15

"D6 - 2016 Base + Com + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 28/11/2016 15:36:05

File summary

Title	(untitled)
Location	
Site Number	
Date	31/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2016 Base, PM	2016 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4,5,6,7	✓	✓	3.00	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A19 (North)	
2	2	M62 (East) On Slip	
3	3	M62 (East) Off Slip	
4	4	A19 (South)	
5	5	M62 (West) On Slip	
6	6	M62 (West) Off Slip	
7	7	Selby Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00
5	0.00	99999.00
6	0.00	99999.00
7	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.80	9.90	7.50	28.00	151.30	31.00	
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
3	6.50	6.50	0.00	82.50	124.60	20.00	
4	3.70	5.50	65.40	52.40	159.20	13.00	
5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
6	6.00	6.60	27.50	54.30	124.60	13.00	
7	3.40	9.50	17.10	26.20	153.50	42.00	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	221.00	0.00
2	463.00	112.00
3	463.00	112.00
4	418.00	0.00
5	370.00	105.00
6	370.00	105.00
7	629.00	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.995	2778.912
2		(calculated)	(calculated)	Exit-only	Exit-only
3		(calculated)	(calculated)	1.017	2630.910
4		(calculated)	(calculated)	0.938	2538.201
5		(calculated)	(calculated)	Exit-only	Exit-only
6		(calculated)	(calculated)	1.058	2723.635
7		(calculated)	(calculated)	0.870	2558.768

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	665.00	100.000
2	Exit-only	✓	Exit-only	Exit-only
3	ONE HOUR	✓	193.00	100.000
4	ONE HOUR	✓	505.00	100.000
5	Exit-only	✓	Exit-only	Exit-only
6	ONE HOUR	✓	820.00	100.000
7	ONE HOUR	✓	125.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.000	81.000	0.000	147.000	430.000	0.000	7.000
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	69.000	0.000	0.000	82.000	0.000	0.000	42.000
	4	151.000	111.000	0.000	0.000	176.000	0.000	67.000
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	489.000	0.000	0.000	235.000	0.000	0.000	96.000
	7	9.000	29.000	0.000	47.000	40.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (Veh) - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.00	0.12	0.00	0.22	0.65	0.00	0.01
	2	0.14	0.14	0.14	0.14	0.14	0.14	0.14
	3	0.36	0.00	0.00	0.42	0.00	0.00	0.22
	4	0.30	0.22	0.00	0.00	0.35	0.00	0.13
	5	0.14	0.14	0.14	0.14	0.14	0.14	0.14
	6	0.60	0.00	0.00	0.29	0.00	0.00	0.12
	7	0.07	0.23	0.00	0.38	0.32	0.00	0.00

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	1.000	1.230	1.000	1.010	1.100	1.000	1.140
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	1.250	1.000	1.000	1.020	1.000	1.000	1.260
	4	1.030	1.010	1.000	1.000	1.050	1.000	1.000
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	1.090	1.000	1.000	1.040	1.000	1.000	1.140
	7	1.000	1.070	1.000	1.000	1.030	1.000	1.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.0	23.0	0.0	1.0	10.0	0.0	14.0
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	25.0	0.0	0.0	2.0	0.0	0.0	26.0
	4	3.0	1.0	0.0	0.0	5.0	0.0	0.0
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	9.0	0.0	0.0	4.0	0.0	0.0	14.0
	7	0.0	7.0	0.0	0.0	3.0	0.0	0.0

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.36	2.71	0.55	A
2	Exit-only	Exit-only	Exit-only	Exit-only
3	0.16	3.17	0.19	A
4	0.31	2.88	0.44	A
5	Exit-only	Exit-only	Exit-only	Exit-only
6	0.45	3.28	0.82	A
7	0.10	2.77	0.11	A

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	500.65	499.48	346.95	0.00	2210.44	0.226	0.29	2.103	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	145.30	144.91	680.45	0.00	1642.59	0.088	0.10	2.403	A
4	380.19	379.26	441.61	0.00	2014.79	0.189	0.23	2.200	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	617.34	615.75	335.69	0.00	2164.32	0.285	0.40	2.323	A
7	94.11	93.88	792.24	0.00	1773.71	0.053	0.06	2.143	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	597.82	597.45	415.03	0.00	2146.82	0.278	0.38	2.323	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	173.50	173.37	813.93	0.00	1517.75	0.114	0.13	2.677	A
4	453.99	453.68	528.26	0.00	1925.93	0.236	0.31	2.445	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	737.17	736.59	401.57	0.00	2094.83	0.352	0.54	2.649	A
7	112.37	112.30	947.72	0.00	1632.28	0.069	0.07	2.368	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	732.18	731.52	508.12	0.00	2059.84	0.355	0.55	2.708	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	212.50	212.26	996.54	0.00	1346.99	0.158	0.19	3.172	A
4	556.02	555.47	646.79	0.00	1804.38	0.308	0.44	2.880	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	902.84	901.73	491.66	0.00	1999.82	0.451	0.82	3.275	A
7	137.63	137.50	1160.23	0.00	1438.98	0.096	0.11	2.765	A

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	732.18	732.17	508.67	0.00	2059.32	0.356	0.55	2.712	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	212.50	212.49	997.51	0.00	1346.08	0.158	0.19	3.175	A
4	556.02	556.01	647.40	0.00	1803.76	0.308	0.44	2.884	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	902.84	902.83	492.15	0.00	1999.30	0.452	0.82	3.282	A
7	137.63	137.63	1161.57	0.00	1437.77	0.096	0.11	2.768	A

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	597.82	598.47	415.88	0.00	2146.03	0.279	0.39	2.326	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	173.50	173.73	815.45	0.00	1516.34	0.114	0.13	2.681	A
4	453.99	454.53	529.20	0.00	1924.96	0.236	0.31	2.450	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	737.17	738.27	402.33	0.00	2094.02	0.352	0.55	2.659	A
7	112.37	112.50	949.76	0.00	1630.43	0.069	0.07	2.371	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	500.65	501.02	348.12	0.00	2209.35	0.227	0.29	2.107	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	145.30	145.43	682.63	0.00	1640.55	0.089	0.10	2.409	A
4	380.19	380.50	443.02	0.00	2013.34	0.189	0.23	2.206	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	617.34	617.92	336.80	0.00	2163.13	0.285	0.40	2.332	A
7	94.11	94.18	794.98	0.00	1771.21	0.053	0.06	2.146	A

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016
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Filename: M62 - A19 Junction 34.arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\M62 - A19 Junction 34_Junctions 8 Report

Report generation date: 07/12/2016 10:32:35

« (Default Analysis Set) - 2020 Base + Com, AM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2020 Base + Com			
Arm 1	0.77	3.00	0.43	A
Arm 3	0.26	3.53	0.21	A
Arm 4	0.77	4.41	0.44	A
Arm 6	0.58	3.13	0.37	A
Arm 7	0.16	3.16	0.14	A

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

"D1 - 2016 Base, AM" model duration: 06:45 - 08:15

"D2 - 2016 Base, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Com, AM" model duration: 06:45 - 08:15

"D4 - 2020 Base + Com, PM" model duration: 16:45 - 18:15

"D5 - 2016 Base + Com + Dev, AM" model duration: 06:45 - 08:15

"D6 - 2016 Base + Com + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 07/12/2016 10:32:35

File summary

Title	(untitled)
Location	
Site Number	
Date	31/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2020 Base + Com, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Com, AM	2020 Base + Com	AM		ONE HOUR	06:45	08:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4,5,6,7	✓	✓	3.42	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A19 (North)	
2	2	M62 (East) On Slip	
3	3	M62 (East) Off Slip	
4	4	A19 (South)	
5	5	M62 (West) On Slip	
6	6	M62 (West) Off Slip	
7	7	Selby Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00
5	0.00	99999.00
6	0.00	99999.00
7	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.80	9.90	7.50	28.00	151.30	31.00	
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
3	6.50	6.50	0.00	82.50	124.60	20.00	
4	3.70	5.50	65.40	52.40	159.20	13.00	
5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
6	6.00	6.60	27.50	54.30	124.60	13.00	
7	3.40	9.50	17.10	26.20	153.50	42.00	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	221.00	0.00
2	463.00	112.00
3	463.00	112.00
4	418.00	0.00
5	370.00	105.00
6	370.00	105.00
7	629.00	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.995	2778.912
2		(calculated)	(calculated)	Exit-only	Exit-only
3		(calculated)	(calculated)	1.017	2630.910
4		(calculated)	(calculated)	0.938	2538.201
5		(calculated)	(calculated)	Exit-only	Exit-only
6		(calculated)	(calculated)	1.058	2723.635
7		(calculated)	(calculated)	0.870	2558.768

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	838.00	100.000
2	Exit-only	✓	Exit-only	Exit-only
3	ONE HOUR	✓	243.00	100.000
4	ONE HOUR	✓	573.00	100.000
5	Exit-only	✓	Exit-only	Exit-only
6	ONE HOUR	✓	606.00	100.000
7	ONE HOUR	✓	164.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.000	94.000	0.000	123.000	614.000	0.000	7.000
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	142.000	0.000	0.000	66.000	0.000	0.000	35.000
	4	140.000	100.000	0.000	0.000	280.000	0.000	53.000
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	455.000	1.000	0.000	97.000	0.000	0.000	53.000
	7	4.000	31.000	0.000	39.000	90.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (Veh) - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.00	0.11	0.00	0.15	0.73	0.00	0.01
	2	0.14	0.14	0.14	0.14	0.14	0.14	0.14
	3	0.58	0.00	0.00	0.27	0.00	0.00	0.14
	4	0.24	0.17	0.00	0.00	0.49	0.00	0.09
	5	0.14	0.14	0.14	0.14	0.14	0.14	0.14
	6	0.75	0.00	0.00	0.16	0.00	0.00	0.09
	7	0.02	0.19	0.00	0.24	0.55	0.00	0.00

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	1.000	1.240	1.000	1.070	1.090	1.000	1.000
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	1.160	1.000	1.000	1.080	1.000	1.000	1.120
	4	1.080	1.110	1.000	1.000	1.030	1.000	1.040
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	1.190	1.000	1.000	1.080	1.000	1.000	1.060
	7	1.990	1.480	1.000	1.000	1.080	1.000	1.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.0	24.0	0.0	7.0	9.0	0.0	0.0
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	16.0	0.0	0.0	8.0	0.0	0.0	12.0
	4	8.0	11.0	0.0	0.0	3.0	0.0	4.0
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	19.0	0.0	0.0	8.0	0.0	0.0	6.0
	7	99.0	48.0	0.0	0.0	8.0	0.0	0.0

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.43	3.00	0.77	A
2	Exit-only	Exit-only	Exit-only	Exit-only
3	0.21	3.53	0.26	A
4	0.44	4.41	0.77	A
5	Exit-only	Exit-only	Exit-only	Exit-only
6	0.37	3.13	0.58	A
7	0.14	3.16	0.16	A

Main Results for each time segment

Main results: (06:45-07:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	630.89	629.34	268.78	0.00	2249.02	0.281	0.39	2.220	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	182.94	182.43	728.43	0.00	1615.99	0.113	0.13	2.511	A
4	431.39	430.08	666.83	0.00	1749.98	0.247	0.33	2.725	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	456.23	455.04	358.06	0.00	1985.00	0.230	0.30	2.353	A
7	123.47	123.13	701.99	0.00	1602.57	0.077	0.08	2.433	A

Main results: (07:00-07:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	753.34	752.82	321.57	0.00	2195.97	0.343	0.52	2.494	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	218.45	218.27	871.39	0.00	1477.22	0.148	0.17	2.859	A
4	515.12	514.57	797.71	0.00	1622.17	0.318	0.46	3.248	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	544.78	544.39	428.40	0.00	1913.99	0.285	0.40	2.628	A
7	147.43	147.33	839.85	0.00	1483.64	0.099	0.11	2.693	A

Main results: (07:15-07:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	922.65	921.68	393.65	0.00	2123.54	0.434	0.76	2.992	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	267.55	267.20	1066.86	0.00	1287.48	0.208	0.26	3.528	A
4	630.89	629.67	976.62	0.00	1447.48	0.436	0.77	4.396	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	667.22	666.49	524.30	0.00	1817.15	0.367	0.58	3.127	A
7	180.57	180.38	1028.08	0.00	1321.26	0.137	0.16	3.155	A

Main results: (07:30-07:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	922.65	922.64	394.16	0.00	2123.03	0.435	0.77	2.998	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	267.55	267.54	1067.98	0.00	1286.39	0.208	0.26	3.532	A
4	630.89	630.87	977.70	0.00	1446.43	0.436	0.77	4.413	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	667.22	667.21	525.18	0.00	1816.27	0.367	0.58	3.132	A
7	180.57	180.57	1029.44	0.00	1320.09	0.137	0.16	3.158	A

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	753.34	754.31	322.34	0.00	2195.19	0.343	0.52	2.501	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	218.45	218.80	873.13	0.00	1475.53	0.148	0.17	2.864	A
4	515.12	516.32	799.37	0.00	1620.55	0.318	0.47	3.265	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	544.78	545.50	429.69	0.00	1912.68	0.285	0.40	2.634	A
7	147.43	147.62	841.91	0.00	1481.88	0.099	0.11	2.697	A

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	630.89	631.42	269.79	0.00	2248.00	0.281	0.39	2.229	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	182.94	183.13	730.89	0.00	1613.61	0.113	0.13	2.518	A
4	431.39	431.94	669.12	0.00	1747.73	0.247	0.33	2.736	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	456.23	456.63	359.53	0.00	1983.52	0.230	0.30	2.359	A
7	123.47	123.58	704.62	0.00	1600.30	0.077	0.08	2.437	A

Junctions 8
ARCADY 8 - Roundabout Module
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Filename: M62 - A19 Junction 34.arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\M62 - A19 Junction 34_Junctions 8 Report

Report generation date: 07/12/2016 10:33:02

« **(Default Analysis Set) - 2020 Base + Com, PM**

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2020 Base + Com				
Arm 1	0.79	3.16	0.44	A
Arm 3	0.25	3.71	0.20	A
Arm 4	0.54	3.30	0.35	A
Arm 6	1.01	3.76	0.50	A
Arm 7	0.12	3.03	0.11	A

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

"D1 - 2016 Base, AM" model duration: 06:45 - 08:15

"D2 - 2016 Base, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Com, AM" model duration: 06:45 - 08:15

"D4 - 2020 Base + Com, PM " model duration: 16:45 - 18:15

"D5 - 2016 Base + Com + Dev, AM" model duration: 06:45 - 08:15

"D6 - 2016 Base + Com + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 07/12/2016 10:33:01

File summary

Title	(untitled)
Location	
Site Number	
Date	31/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2020 Base + Com, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Com, PM	2020 Base + Com	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4,5,6,7	✓	✓	3.44	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A19 (North)	
2	2	M62 (East) On Slip	
3	3	M62 (East) Off Slip	
4	4	A19 (South)	
5	5	M62 (West) On Slip	
6	6	M62 (West) Off Slip	
7	7	Selby Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00
5	0.00	99999.00
6	0.00	99999.00
7	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.80	9.90	7.50	28.00	151.30	31.00	
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
3	6.50	6.50	0.00	82.50	124.60	20.00	
4	3.70	5.50	65.40	52.40	159.20	13.00	
5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
6	6.00	6.60	27.50	54.30	124.60	13.00	
7	3.40	9.50	17.10	26.20	153.50	42.00	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	221.00	0.00
2	463.00	112.00
3	463.00	112.00
4	418.00	0.00
5	370.00	105.00
6	370.00	105.00
7	629.00	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.995	2778.912
2		(calculated)	(calculated)	Exit-only	Exit-only
3		(calculated)	(calculated)	1.017	2630.910
4		(calculated)	(calculated)	0.938	2538.201
5		(calculated)	(calculated)	Exit-only	Exit-only
6		(calculated)	(calculated)	1.058	2723.635
7		(calculated)	(calculated)	0.870	2558.768

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	815.00	100.000
2	Exit-only	✓	Exit-only	Exit-only
3	ONE HOUR	✓	218.00	100.000
4	ONE HOUR	✓	536.00	100.000
5	Exit-only	✓	Exit-only	Exit-only
6	ONE HOUR	✓	886.00	100.000
7	ONE HOUR	✓	132.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.000	124.000	0.000	168.000	514.000	0.000	9.000
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	88.000	0.000	0.000	86.000	0.000	0.000	44.000
	4	163.000	117.000	0.000	0.000	185.000	0.000	71.000
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	537.000	0.000	0.000	248.000	0.000	0.000	101.000
	7	9.000	31.000	0.000	50.000	42.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (Veh) - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.00	0.15	0.00	0.21	0.63	0.00	0.01
	2	0.14	0.14	0.14	0.14	0.14	0.14	0.14
	3	0.40	0.00	0.00	0.39	0.00	0.00	0.20
	4	0.30	0.22	0.00	0.00	0.35	0.00	0.13
	5	0.14	0.14	0.14	0.14	0.14	0.14	0.14
	6	0.61	0.00	0.00	0.28	0.00	0.00	0.11
	7	0.07	0.23	0.00	0.38	0.32	0.00	0.00

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	1.000	1.190	1.000	1.010	1.100	1.000	1.110
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	1.250	1.000	1.000	1.020	1.000	1.000	1.260
	4	1.030	1.010	1.000	1.000	1.050	1.000	1.000
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	1.100	1.000	1.000	1.040	1.000	1.000	1.140
	7	1.000	1.070	1.000	1.000	1.030	1.000	1.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.0	19.0	0.0	1.0	10.0	0.0	11.0
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	25.0	0.0	0.0	2.0	0.0	0.0	26.0
	4	3.0	1.0	0.0	0.0	5.0	0.0	0.0
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	10.0	0.0	0.0	4.0	0.0	0.0	14.0
	7	0.0	7.0	0.0	0.0	3.0	0.0	0.0

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.44	3.16	0.79	A
2	Exit-only	Exit-only	Exit-only	Exit-only
3	0.20	3.71	0.25	A
4	0.35	3.30	0.54	A
5	Exit-only	Exit-only	Exit-only	Exit-only
6	0.50	3.76	1.01	A
7	0.11	3.03	0.12	A

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	613.58	612.03	366.42	0.00	2194.47	0.280	0.39	2.273	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	164.12	163.65	774.19	0.00	1544.82	0.106	0.12	2.606	A
4	403.53	402.48	523.38	0.00	1930.90	0.209	0.26	2.354	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	667.02	665.19	369.41	0.00	2114.91	0.315	0.46	2.480	A
7	99.38	99.13	865.67	0.00	1701.40	0.058	0.06	2.246	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	732.67	732.12	438.34	0.00	2127.19	0.344	0.52	2.579	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	195.98	195.81	926.13	0.00	1403.39	0.140	0.16	2.980	A
4	481.85	481.48	626.11	0.00	1825.53	0.264	0.36	2.678	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	796.49	795.78	441.94	0.00	2038.54	0.391	0.64	2.895	A
7	118.67	118.58	1035.63	0.00	1545.80	0.077	0.08	2.522	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	897.33	896.29	536.58	0.00	2035.29	0.441	0.78	3.157	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	240.02	239.69	1133.74	0.00	1210.11	0.198	0.25	3.710	A
4	590.15	589.43	766.49	0.00	1681.54	0.351	0.54	3.295	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	975.50	974.02	541.01	0.00	1934.23	0.504	1.01	3.745	A
7	145.34	145.18	1267.65	0.00	1333.37	0.109	0.12	3.029	A

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	897.33	897.32	537.29	0.00	2034.63	0.441	0.79	3.164	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	240.02	240.02	1135.13	0.00	1208.82	0.199	0.25	3.715	A
4	590.15	590.14	767.40	0.00	1680.60	0.351	0.54	3.300	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	975.50	975.48	541.69	0.00	1933.51	0.505	1.01	3.756	A
7	145.34	145.33	1269.46	0.00	1331.71	0.109	0.12	3.033	A

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	732.67	733.70	439.41	0.00	2126.18	0.345	0.53	2.586	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	195.98	196.31	928.24	0.00	1401.42	0.140	0.16	2.987	A
4	481.85	482.57	627.50	0.00	1824.09	0.264	0.36	2.686	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	796.49	797.97	442.98	0.00	2037.44	0.391	0.65	2.907	A
7	118.67	118.82	1038.34	0.00	1543.31	0.077	0.08	2.527	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	613.58	614.13	367.76	0.00	2193.22	0.280	0.39	2.282	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	164.12	164.30	776.92	0.00	1542.28	0.106	0.12	2.612	A
4	403.53	403.91	525.23	0.00	1929.00	0.209	0.27	2.362	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	667.02	667.75	370.77	0.00	2113.48	0.316	0.46	2.492	A
7	99.38	99.46	868.95	0.00	1698.39	0.059	0.06	2.253	A

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2016
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Filename: M62 - A19 Junction 34.arc8

Path: K:\Transport Projects\60506766 - Eggborough CCGT\Junction Models\M62 - A19 Junction 34_Junctions 8 Report

Report generation date: 23/12/2016 09:50:56

« (Default Analysis Set) - 2020 Base + Com + Dev, AM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2020 Base + Com + Dev				
Arm 1	0.77	3.00	0.43	A
Arm 3	0.27	3.54	0.21	A
Arm 4	0.96	4.89	0.49	A
Arm 6	0.86	3.78	0.46	A
Arm 7	0.19	3.78	0.16	A

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

"D1 - 2016 Base, AM" model duration: 06:45 - 08:15

"D2 - 2016 Base, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Com, AM" model duration: 06:45 - 08:15

"D4 - 2020 Base + Com, PM" model duration: 16:45 - 18:15

"D5 - 2020 Base + Com + Dev, AM " model duration: 06:45 - 08:15

"D6 - 2020 Base + Com + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 23/12/2016 09:50:55

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	31/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2020 Base + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Com + Dev, AM	2020 Base + Com + Dev	AM		ONE HOUR	06:45	08:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4,5,6,7	✓	✓	3.77	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A19 (North)	
2	M62 (East) On Slip	
3	M62 (East) Off Slip	
4	A19 (South)	
5	M62 (West) On Slip	
6	M62 (West) Off Slip	
7	Selby Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.80	9.90	7.50	28.00	151.30	31.00	
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
3	6.50	6.50	0.00	82.50	124.60	20.00	
4	3.70	5.50	65.40	52.40	159.20	13.00	
5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
6	6.00	6.60	27.50	54.30	124.60	13.00	
7	3.40	9.50	17.10	26.20	153.50	42.00	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	221.00	0.00
2	463.00	112.00
3	463.00	112.00
4	418.00	0.00
5	370.00	105.00
6	370.00	105.00
7	629.00	0.00

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None
5	None
6	None
7	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.995	2778.912
2		(calculated)	(calculated)	Exit-only	Exit-only
3		(calculated)	(calculated)	1.017	2630.910
4		(calculated)	(calculated)	0.938	2538.201
5		(calculated)	(calculated)	Exit-only	Exit-only
6		(calculated)	(calculated)	1.058	2723.635
7		(calculated)	(calculated)	0.870	2558.768

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	838.00	100.000
2	Exit-only	✓	Exit-only	Exit-only
3	ONE HOUR	✓	251.00	100.000
4	ONE HOUR	✓	647.00	100.000
5	Exit-only	✓	Exit-only	Exit-only
6	ONE HOUR	✓	748.00	100.000
7	ONE HOUR	✓	164.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.000	94.000	0.000	123.000	614.000	0.000	7.000
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	150.000	0.000	0.000	66.000	0.000	0.000	35.000
	4	214.000	100.000	0.000	0.000	280.000	0.000	53.000
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	597.000	1.000	0.000	97.000	0.000	0.000	53.000
	7	4.000	31.000	0.000	39.000	90.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (Veh) - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.00	0.11	0.00	0.15	0.73	0.00	0.01
	2	0.14	0.14	0.14	0.14	0.14	0.14	0.14
	3	0.60	0.00	0.00	0.26	0.00	0.00	0.14
	4	0.33	0.15	0.00	0.00	0.43	0.00	0.08
	5	0.14	0.14	0.14	0.14	0.14	0.14	0.14
	6	0.80	0.00	0.00	0.13	0.00	0.00	0.07
	7	0.02	0.19	0.00	0.24	0.55	0.00	0.00

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	1.000	1.240	1.000	1.070	1.090	1.000	1.000
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	1.150	1.000	1.000	1.080	1.000	1.000	1.120
	4	1.050	1.110	1.000	1.000	1.030	1.000	1.040
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	1.150	1.000	1.000	1.080	1.000	1.000	1.060
	7	1.990	1.480	1.000	1.000	1.080	1.000	1.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.000	24.000	0.000	7.000	9.000	0.000	0.000
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	15.000	0.000	0.000	8.000	0.000	0.000	12.000
	4	5.000	11.000	0.000	0.000	3.000	0.000	4.000
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	15.000	0.000	0.000	8.000	0.000	0.000	6.000
	7	99.000	48.000	0.000	0.000	8.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.43	3.00	0.77	A
2	Exit-only	Exit-only	Exit-only	Exit-only
3	0.21	3.54	0.27	A
4	0.49	4.89	0.96	A
5	Exit-only	Exit-only	Exit-only	Exit-only
6	0.46	3.78	0.86	A
7	0.16	3.78	0.19	A

Main Results for each time segment

Main results: (06:45-07:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	630.89	629.34	268.72	0.00	2249.07	0.281	0.39	2.220	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	188.97	188.44	728.39	0.00	1623.34	0.116	0.13	2.509	A
4	487.10	485.57	672.82	0.00	1756.94	0.277	0.38	2.827	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	563.14	561.55	419.58	0.00	1974.26	0.285	0.40	2.546	A
7	123.47	123.10	870.02	0.00	1475.06	0.084	0.09	2.662	A

Main results: (07:00-07:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	753.34	752.82	321.52	0.00	2196.02	0.343	0.52	2.494	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	225.64	225.45	871.36	0.00	1483.93	0.152	0.18	2.860	A
4	581.64	580.95	804.88	0.00	1627.23	0.357	0.55	3.439	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	672.44	671.83	502.00	0.00	1890.42	0.356	0.55	2.952	A
7	147.43	147.30	1040.91	0.00	1331.07	0.111	0.12	3.040	A

Main results: (07:15-07:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	922.65	921.68	393.50	0.00	2123.69	0.434	0.76	2.992	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	276.36	275.99	1066.76	0.00	1293.40	0.214	0.27	3.538	A
4	712.36	710.75	985.38	0.00	1449.94	0.491	0.96	4.859	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	823.57	822.33	614.28	0.00	1776.20	0.464	0.86	3.769	A
7	180.57	180.31	1273.93	0.00	1134.71	0.159	0.19	3.772	A

Main results: (07:30-07:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	922.65	922.64	394.16	0.00	2123.03	0.435	0.77	2.998	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	276.36	276.35	1067.97	0.00	1292.22	0.214	0.27	3.542	A
4	712.36	712.34	986.50	0.00	1448.84	0.492	0.96	4.887	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	823.57	823.55	615.45	0.00	1775.01	0.464	0.86	3.782	A
7	180.57	180.56	1276.05	0.00	1132.94	0.159	0.19	3.779	A

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	753.34	754.31	322.49	0.00	2195.04	0.343	0.52	2.499	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	225.64	226.01	873.22	0.00	1482.11	0.152	0.18	2.868	A
4	581.64	583.24	806.61	0.00	1625.53	0.358	0.56	3.458	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	672.44	673.66	503.72	0.00	1888.69	0.356	0.56	2.967	A
7	147.43	147.69	1044.05	0.00	1328.44	0.111	0.13	3.051	A

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	630.89	631.42	269.84	0.00	2247.95	0.281	0.39	2.229	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	188.97	189.16	730.92	0.00	1620.87	0.117	0.13	2.514	A
4	487.10	487.79	675.17	0.00	1754.64	0.278	0.39	2.844	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	563.14	563.75	421.39	0.00	1972.43	0.286	0.40	2.556	A
7	123.47	123.60	873.58	0.00	1472.07	0.084	0.09	2.669	A

<h1>Junctions 8</h1>
<h2>ARCADY 8 - Roundabout Module</h2>
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2016
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Filename: M62 - A19 Junction 34.arc8

Path: K:\Transport Projects\60506766 - Eggborough CCGT\Junction Models\M62 - A19 Junction 34_Junctions 8 Report

Report generation date: 23/12/2016 09:52:41

« (Default Analysis Set) - 2020 Base + Com + Dev, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2020 Base + Com + Dev				
Arm 1	0.90	3.36	0.47	A
Arm 3	0.26	3.98	0.21	A
Arm 4	0.56	3.44	0.36	A
Arm 6	1.01	3.76	0.50	A
Arm 7	0.12	3.04	0.11	A

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

"D1 - 2016 Base, AM" model duration: 06:45 - 08:15

"D2 - 2016 Base, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Com, AM" model duration: 06:45 - 08:15

"D4 - 2020 Base + Com, PM" model duration: 16:45 - 18:15

"D5 - 2020 Base + Com + Dev, AM" model duration: 06:45 - 08:15

"D6 - 2020 Base + Com + Dev, PM " model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 23/12/2016 09:52:40

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	31/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2020 Base + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Com + Dev, PM	2020 Base + Com + Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4,5,6,7	✓	✓	3.55	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A19 (North)	
2	M62 (East) On Slip	
3	M62 (East) Off Slip	
4	A19 (South)	
5	M62 (West) On Slip	
6	M62 (West) Off Slip	
7	Selby Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.80	9.90	7.50	28.00	151.30	31.00	
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
3	6.50	6.50	0.00	82.50	124.60	20.00	
4	3.70	5.50	65.40	52.40	159.20	13.00	
5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
6	6.00	6.60	27.50	54.30	124.60	13.00	
7	3.40	9.50	17.10	26.20	153.50	42.00	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	221.00	0.00
2	463.00	112.00
3	463.00	112.00
4	418.00	0.00
5	370.00	105.00
6	370.00	105.00
7	629.00	0.00

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None
5	None
6	None
7	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.995	2778.912
2		(calculated)	(calculated)	Exit-only	Exit-only
3		(calculated)	(calculated)	1.017	2630.910
4		(calculated)	(calculated)	0.938	2538.201
5		(calculated)	(calculated)	Exit-only	Exit-only
6		(calculated)	(calculated)	1.058	2723.635
7		(calculated)	(calculated)	0.870	2558.768

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	876.00	100.000
2	Exit-only	✓	Exit-only	Exit-only
3	ONE HOUR	✓	218.00	100.000
4	ONE HOUR	✓	536.00	100.000
5	Exit-only	✓	Exit-only	Exit-only
6	ONE HOUR	✓	886.00	100.000
7	ONE HOUR	✓	132.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.000	126.000	0.000	188.000	553.000	0.000	9.000
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	88.000	0.000	0.000	86.000	0.000	0.000	44.000
	4	163.000	117.000	0.000	0.000	185.000	0.000	71.000
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	537.000	0.000	0.000	248.000	0.000	0.000	101.000
	7	9.000	31.000	0.000	50.000	42.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (Veh) - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.00	0.14	0.00	0.21	0.63	0.00	0.01
	2	0.14	0.14	0.14	0.14	0.14	0.14	0.14
	3	0.40	0.00	0.00	0.39	0.00	0.00	0.20
	4	0.30	0.22	0.00	0.00	0.35	0.00	0.13
	5	0.14	0.14	0.14	0.14	0.14	0.14	0.14
	6	0.61	0.00	0.00	0.28	0.00	0.00	0.11
	7	0.07	0.23	0.00	0.38	0.32	0.00	0.00

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	1.000	1.200	1.000	1.010	1.100	1.000	1.110
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	1.260	1.000	1.000	1.020	1.000	1.000	1.260
	4	1.030	1.010	1.000	1.000	1.050	1.000	1.000
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	1.100	1.000	1.000	1.040	1.000	1.000	1.140
	7	1.000	1.070	1.000	1.000	1.030	1.000	1.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To						
		1	2	3	4	5	6	7
From	1	0.000	20.000	0.000	1.000	10.000	0.000	11.000
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	26.000	0.000	0.000	2.000	0.000	0.000	26.000
	4	3.000	1.000	0.000	0.000	5.000	0.000	0.000
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6	10.000	0.000	0.000	4.000	0.000	0.000	14.000
	7	0.000	7.000	0.000	0.000	3.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Arm 5 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.47	3.36	0.90	A
2	Exit-only	Exit-only	Exit-only	Exit-only
3	0.21	3.98	0.26	A
4	0.36	3.44	0.56	A
5	Exit-only	Exit-only	Exit-only	Exit-only
6	0.50	3.76	1.01	A
7	0.11	3.04	0.12	A

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	659.50	657.79	366.41	0.00	2194.63	0.301	0.43	2.340	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	164.12	163.63	818.46	0.00	1498.16	0.110	0.12	2.698	A
4	403.53	402.46	552.63	0.00	1900.97	0.212	0.27	2.401	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	667.02	665.19	369.39	0.00	2114.30	0.315	0.46	2.481	A
7	99.38	99.13	865.66	0.00	1700.86	0.058	0.06	2.247	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	787.51	786.88	438.34	0.00	2127.35	0.370	0.59	2.684	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	195.98	195.79	979.09	0.00	1349.10	0.145	0.17	3.121	A
4	481.85	481.46	661.11	0.00	1789.71	0.269	0.37	2.752	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	796.49	795.78	441.92	0.00	2037.79	0.391	0.64	2.897	A
7	118.67	118.58	1035.60	0.00	1545.14	0.077	0.08	2.523	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	964.50	963.26	536.57	0.00	2035.45	0.474	0.89	3.355	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	240.02	239.65	1198.53	0.00	1145.47	0.210	0.26	3.972	A
4	590.15	589.38	809.28	0.00	1637.75	0.360	0.56	3.432	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	975.50	974.01	540.96	0.00	1933.35	0.505	1.01	3.748	A
7	145.34	145.18	1267.61	0.00	1332.59	0.109	0.12	3.031	A

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	964.50	964.48	537.29	0.00	2034.77	0.474	0.90	3.362	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	240.02	240.02	1200.10	0.00	1144.02	0.210	0.26	3.982	A
4	590.15	590.14	810.34	0.00	1636.66	0.361	0.56	3.439	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	975.50	975.48	541.69	0.00	1932.56	0.505	1.01	3.760	A
7	145.34	145.33	1269.45	0.00	1330.89	0.109	0.12	3.035	A

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	787.51	788.73	439.43	0.00	2126.33	0.370	0.59	2.693	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	195.98	196.35	981.46	0.00	1346.90	0.146	0.17	3.131	A
4	481.85	482.62	662.71	0.00	1788.05	0.269	0.37	2.760	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	796.49	797.97	443.04	0.00	2036.61	0.391	0.65	2.911	A
7	118.67	118.82	1038.39	0.00	1542.59	0.077	0.08	2.528	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	659.50	660.14	367.76	0.00	2193.37	0.301	0.43	2.350	A
2	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	164.12	164.31	821.42	0.00	1495.42	0.110	0.12	2.706	A
4	403.53	403.93	554.65	0.00	1898.88	0.213	0.27	2.408	A
5	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
6	667.02	667.75	370.79	0.00	2112.81	0.316	0.46	2.492	A
7	99.38	99.46	868.97	0.00	1697.81	0.059	0.06	2.252	A

ANNEX P

<h1>Junctions 8</h1>
<h2>ARCADY 8 - Roundabout Module</h2>
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016
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Filename: A19 -A645 (Weeland Rd).arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - A645 Weeland Road

Report generation date: 28/11/2016 15:20:23

« (Default Analysis Set) - 2016 Base, AM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2016 Base			
Arm 1	0.58	4.12	0.37	A
Arm 2	0.75	7.54	0.43	A
Arm 3	1.05	5.76	0.51	A
Arm 4	0.22	4.36	0.18	A

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

"D1 - 2016 Base, AM " model duration: 07:45 - 09:15

"D2 - 2016 Base, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Com, AM" model duration: 07:45 - 09:15

"D4 - 2020 Base + Com, PM" model duration: 16:45 - 18:15

"D5 - 2020 Base + Com + Dev, AM" model duration: 07:45 - 09:15

"D6 - 2020 Base + Com + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 28/11/2016 15:20:23

File summary

Title	(untitled)
Location	
Site Number	
Date	31/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2016 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2016 Base, AM	2016 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			5.53	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A19 (Northern Arm)	
2	2	A645 (Eastern Arm)	
3	3	A19 (Southern Arm)	
4	4	A645 (Western Arm)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.00	6.20	10.20	20.10	38.00	30.00	
2	3.20	5.90	6.30	29.20	38.00	42.00	
3	4.20	5.90	27.70	12.80	38.00	46.00	
4	4.30	5.40	8.20	25.00	38.00	37.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.662	1779.587
2		(calculated)	(calculated)	0.554	1280.096
3		(calculated)	(calculated)	0.593	1561.740
4		(calculated)	(calculated)	0.604	1513.807

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	460.00	100.000
2	ONE HOUR	✓	326.00	100.000
3	ONE HOUR	✓	597.00	100.000
4	ONE HOUR	✓	162.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	26.000	430.000	4.000
	2	19.000	0.000	241.000	66.000
	3	342.000	213.000	0.000	42.000
	4	6.000	75.000	81.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.06	0.93	0.01
	2	0.06	0.00	0.74	0.20
	3	0.57	0.36	0.00	0.07
	4	0.04	0.46	0.50	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.150	1.060	1.250
	2	1.420	1.000	1.110	1.120
	3	1.130	1.200	1.000	1.260
	4	1.000	1.040	1.090	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	15.0	6.0	25.0
	2	42.0	0.0	11.0	12.0
	3	13.0	20.0	0.0	26.0
	4	0.0	4.0	9.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.37	4.12	0.58	A
2	0.43	7.54	0.75	A
3	0.51	5.76	1.05	A
4	0.18	4.36	0.22	A

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	346.31	345.09	276.59	0.00	1471.91	0.235	0.31	3.192	A
2	245.43	244.01	386.33	0.00	930.87	0.264	0.36	5.231	A
3	449.45	447.36	66.62	0.00	1301.17	0.345	0.52	4.206	A
4	121.96	121.48	430.10	0.00	1138.50	0.107	0.12	3.537	A

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	413.53	413.14	331.33	0.00	1433.05	0.289	0.40	3.530	A
2	293.07	292.55	462.54	0.00	891.05	0.329	0.49	6.010	A
3	536.69	535.97	79.87	0.00	1293.14	0.415	0.70	4.751	A
4	145.63	145.49	515.32	0.00	1082.06	0.135	0.15	3.844	A

Main results: (08:15-08:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	506.47	505.78	405.57	0.00	1380.35	0.367	0.58	4.112	A
2	358.93	357.91	566.26	0.00	836.85	0.429	0.74	7.499	A
3	657.31	655.97	97.72	0.00	1282.32	0.513	1.04	5.734	A
4	178.37	178.13	630.68	0.00	1005.64	0.177	0.21	4.349	A

Main results: (08:30-08:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	506.47	506.46	406.26	0.00	1379.86	0.367	0.58	4.121	A
2	358.93	358.91	567.02	0.00	836.45	0.429	0.75	7.538	A
3	657.31	657.28	97.98	0.00	1282.16	0.513	1.05	5.760	A
4	178.37	178.36	631.96	0.00	1004.79	0.178	0.22	4.355	A

Main results: (08:45-09:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	413.53	414.21	332.42	0.00	1432.27	0.289	0.41	3.540	A
2	293.07	294.07	463.73	0.00	890.42	0.329	0.50	6.046	A
3	536.69	538.01	80.28	0.00	1292.89	0.415	0.72	4.776	A
4	145.63	145.87	517.30	0.00	1080.74	0.135	0.16	3.853	A

Main results: (09:00-09:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	346.31	346.71	278.20	0.00	1470.76	0.235	0.31	3.205	A
2	245.43	245.97	388.16	0.00	929.91	0.264	0.36	5.269	A
3	449.45	450.19	67.15	0.00	1300.85	0.346	0.53	4.235	A
4	121.96	122.11	432.85	0.00	1136.68	0.107	0.12	3.550	A

<h1>Junctions 8</h1>
<h2>ARCADY 8 - Roundabout Module</h2>
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Filename: A19 -A645 (Weeland Rd).arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - A645 Weeland Road

Report generation date: 28/11/2016 15:20:38

« **(Default Analysis Set) - 2016 Base, PM**

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2016 Base			
Arm 1	0.39	3.64	0.28	A
Arm 2	0.95	7.57	0.49	A
Arm 3	1.53	6.82	0.61	A
Arm 4	0.27	4.96	0.21	A

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

"D1 - 2016 Base, AM" model duration: 07:45 - 09:15

"D2 - 2016 Base, PM " model duration: 16:45 - 18:15

"D3 - 2020 Base + Com, AM" model duration: 07:45 - 09:15

"D4 - 2020 Base + Com, PM" model duration: 16:45 - 18:15

"D5 - 2020 Base + Com + Dev, AM" model duration: 07:45 - 09:15

"D6 - 2020 Base + Com + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 28/11/2016 15:20:38

File summary

Title	(untitled)
Location	
Site Number	
Date	31/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2016 Base, PM	2016 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			6.16	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A19 (Northern Arm)	
2	2	A645 (Eastern Arm)	
3	3	A19 (Southern Arm)	
4	4	A645 (Western Arm)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.00	6.20	10.20	20.10	38.00	30.00	
2	3.20	5.90	6.30	29.20	38.00	42.00	
3	4.20	5.90	27.70	12.80	38.00	46.00	
4	4.30	5.40	8.20	25.00	38.00	37.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.662	1779.587
2		(calculated)	(calculated)	0.554	1280.096
3		(calculated)	(calculated)	0.593	1561.740
4		(calculated)	(calculated)	0.604	1513.807

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	347.00	100.000
2	ONE HOUR	✓	413.00	100.000
3	ONE HOUR	✓	739.00	100.000
4	ONE HOUR	✓	180.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	20.000	321.000	6.000
	2	35.000	0.000	272.000	106.000
	3	458.000	229.000	0.000	52.000
	4	7.000	101.000	72.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.06	0.93	0.02
	2	0.08	0.00	0.66	0.26
	3	0.62	0.31	0.00	0.07
	4	0.04	0.56	0.40	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.050	1.070	1.000
	2	1.090	1.000	1.110	1.050
	3	1.090	1.080	1.000	1.120
	4	1.000	1.030	1.140	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	5.0	7.0	0.0
	2	9.0	0.0	11.0	5.0
	3	9.0	8.0	0.0	12.0
	4	0.0	3.0	14.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.28	3.64	0.39	A
2	0.49	7.57	0.95	A
3	0.61	6.82	1.53	A
4	0.21	4.96	0.27	A

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	261.24	260.37	301.26	0.00	1465.35	0.178	0.22	2.986	A
2	310.93	309.16	299.34	0.00	1007.20	0.309	0.44	5.145	A
3	556.36	553.65	110.05	0.00	1370.70	0.406	0.68	4.392	A
4	135.51	134.94	540.89	0.00	1079.87	0.125	0.14	3.808	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	311.94	311.69	360.88	0.00	1425.47	0.219	0.28	3.232	A
2	371.28	370.61	358.38	0.00	974.84	0.381	0.61	5.952	A
3	664.35	663.27	131.92	0.00	1358.11	0.489	0.95	5.172	A
4	161.82	161.63	648.00	0.00	1014.28	0.160	0.19	4.221	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	382.05	381.63	441.59	0.00	1371.48	0.279	0.38	3.634	A
2	454.72	453.39	438.78	0.00	930.78	0.489	0.94	7.519	A
3	813.66	811.39	161.39	0.00	1341.13	0.607	1.51	6.765	A
4	198.18	197.86	792.71	0.00	925.68	0.214	0.27	4.944	A

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	382.05	382.05	442.59	0.00	1370.82	0.279	0.39	3.639	A
2	454.72	454.69	439.30	0.00	930.49	0.489	0.95	7.565	A
3	813.66	813.60	161.84	0.00	1340.87	0.607	1.53	6.824	A
4	198.18	198.18	794.88	0.00	924.35	0.214	0.27	4.957	A

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	311.94	312.36	362.39	0.00	1424.45	0.219	0.28	3.237	A
2	371.28	372.58	359.21	0.00	974.39	0.381	0.62	5.994	A
3	664.35	666.59	132.60	0.00	1357.71	0.489	0.97	5.225	A
4	161.82	162.14	651.25	0.00	1012.29	0.160	0.19	4.235	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	261.24	261.49	303.17	0.00	1464.06	0.178	0.22	2.993	A
2	310.93	311.61	300.70	0.00	1006.46	0.309	0.45	5.185	A
3	556.36	557.48	110.91	0.00	1370.21	0.406	0.69	4.437	A
4	135.51	135.70	544.66	0.00	1077.56	0.126	0.14	3.822	A

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<h2>ARCADY 8 - Roundabout Module</h2>
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Filename: A19 -A645 (Weeland Rd).arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - A645 Weeland Road

Report generation date: 07/12/2016 09:18:51

« (Default Analysis Set) - 2020 Base + Com, AM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2020 Base + Com			
Arm 1	0.90	5.22	0.48	A
Arm 2	1.33	11.73	0.57	B
Arm 3	1.87	8.60	0.65	A
Arm 4	0.41	5.44	0.29	A

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

"D1 - 2016 Base, AM" model duration: 07:45 - 09:15

"D2 - 2016 Base, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Com, AM " model duration: 07:45 - 09:15

"D4 - 2020 Base + Com, PM" model duration: 16:45 - 18:15

"D5 - 2020 Base + Com + Dev, AM" model duration: 07:45 - 09:15

"D6 - 2020 Base + Com + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 07/12/2016 09:18:51

File summary

Title	(untitled)
Location	
Site Number	
Date	31/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2020 Base + Com, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Com, AM	2020 Base + Com	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			7.88	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A19 (Northern Arm)	
2	2	A645 (Eastern Arm)	
3	3	A19 (Southern Arm)	
4	4	A645 (Western Arm)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.00	6.20	10.20	20.10	38.00	30.00	
2	3.20	5.90	6.30	29.20	38.00	42.00	
3	4.20	5.90	27.70	12.80	38.00	46.00	
4	4.30	5.40	8.20	25.00	38.00	37.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.662	1779.587
2		(calculated)	(calculated)	0.554	1280.096
3		(calculated)	(calculated)	0.593	1561.740
4		(calculated)	(calculated)	0.604	1513.807

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	567.00	100.000
2	ONE HOUR	✓	375.00	100.000
3	ONE HOUR	✓	720.00	100.000
4	ONE HOUR	✓	249.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	27.000	453.000	87.000
	2	17.000	0.000	264.000	94.000
	3	311.000	227.000	0.000	182.000
	4	24.000	91.000	134.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.05	0.80	0.15
	2	0.05	0.00	0.70	0.25
	3	0.43	0.32	0.00	0.25
	4	0.10	0.37	0.54	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.150	1.060	1.010
	2	1.500	1.000	1.120	1.230
	3	1.150	1.210	1.000	1.140
	4	1.000	1.160	1.170	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	15.0	6.0	1.0
	2	50.0	0.0	12.0	23.0
	3	15.0	21.0	0.0	14.0
	4	0.0	16.0	17.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.48	5.22	0.90	A
2	0.57	11.73	1.33	B
3	0.65	8.60	1.87	A
4	0.29	5.44	0.41	A

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	426.87	425.18	338.56	0.00	1432.11	0.298	0.42	3.569	A
2	282.32	280.32	505.35	0.00	840.58	0.336	0.50	6.401	A
3	542.05	539.03	148.21	0.00	1251.80	0.433	0.76	5.030	A
4	187.46	186.60	415.48	0.00	1057.58	0.177	0.21	4.128	A

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	509.72	509.09	405.67	0.00	1382.14	0.369	0.58	4.121	A
2	337.12	336.18	605.16	0.00	789.54	0.427	0.73	7.924	A
3	647.26	645.94	177.62	0.00	1234.49	0.524	1.09	6.103	A
4	223.85	223.57	497.90	0.00	1006.24	0.222	0.28	4.599	A

Main results: (08:15-08:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	624.28	623.02	496.25	0.00	1314.68	0.475	0.89	5.195	A
2	412.88	410.60	740.62	0.00	720.27	0.573	1.31	11.539	B
3	792.73	789.70	217.13	0.00	1211.27	0.654	1.85	8.478	A
4	274.15	273.65	608.70	0.00	937.22	0.293	0.41	5.422	A

Main results: (08:30-08:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	624.28	624.26	497.62	0.00	1313.66	0.475	0.90	5.221	A
2	412.88	412.80	742.06	0.00	719.53	0.574	1.33	11.727	B
3	792.73	792.63	217.97	0.00	1210.75	0.655	1.87	8.604	A
4	274.15	274.14	610.99	0.00	935.79	0.293	0.41	5.440	A

Main results: (08:45-09:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	509.72	510.97	407.73	0.00	1380.59	0.369	0.59	4.146	A
2	337.12	339.39	607.36	0.00	788.41	0.428	0.76	8.056	A
3	647.26	650.27	178.86	0.00	1233.73	0.525	1.12	6.203	A
4	223.85	224.34	501.28	0.00	1004.12	0.223	0.29	4.619	A

Main results: (09:00-09:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	426.87	427.52	340.98	0.00	1430.30	0.298	0.43	3.591	A
2	282.32	283.30	508.19	0.00	839.12	0.336	0.51	6.490	A
3	542.05	543.44	149.46	0.00	1251.04	0.433	0.77	5.099	A
4	187.46	187.75	418.92	0.00	1055.44	0.178	0.22	4.151	A

<h1>Junctions 8</h1>
<h2>ARCADY 8 - Roundabout Module</h2>
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016
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Filename: A19 -A645 (Weeland Rd).arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - A645 Weeland Road

Report generation date: 07/12/2016 09:19:15

« **(Default Analysis Set) - 2020 Base + Com, PM**

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2020 Base + Com			
Arm 1	0.46	4.29	0.32	A
Arm 2	1.54	11.20	0.61	B
Arm 3	2.20	8.95	0.69	A
Arm 4	1.11	8.49	0.53	A

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

"D1 - 2016 Base, AM" model duration: 07:45 - 09:15

"D2 - 2016 Base, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Com, AM" model duration: 07:45 - 09:15

"D4 - 2020 Base + Com, PM " model duration: 16:45 - 18:15

"D5 - 2020 Base + Com + Dev, AM" model duration: 07:45 - 09:15

"D6 - 2020 Base + Com + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 07/12/2016 09:19:14

File summary

Title	(untitled)
Location	
Site Number	
Date	31/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2020 Base + Com, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Com, PM	2020 Base + Com	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			8.57	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A19 (Northern Arm)	
2	2	A645 (Eastern Arm)	
3	3	A19 (Southern Arm)	
4	4	A645 (Western Arm)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.00	6.20	10.20	20.10	38.00	30.00	
2	3.20	5.90	6.30	29.20	38.00	42.00	
3	4.20	5.90	27.70	12.80	38.00	46.00	
4	4.30	5.40	8.20	25.00	38.00	37.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.662	1779.587
2		(calculated)	(calculated)	0.554	1280.096
3		(calculated)	(calculated)	0.593	1561.740
4		(calculated)	(calculated)	0.604	1513.807

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	355.00	100.000
2	ONE HOUR	✓	456.00	100.000
3	ONE HOUR	✓	817.00	100.000
4	ONE HOUR	✓	431.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	19.000	302.000	34.000
	2	38.000	0.000	295.000	123.000
	3	475.000	243.000	0.000	99.000
	4	95.000	120.000	216.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.05	0.85	0.10
	2	0.08	0.00	0.65	0.27
	3	0.58	0.30	0.00	0.12
	4	0.22	0.28	0.50	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.110	1.070	1.090
	2	1.110	1.000	1.120	1.100
	3	1.090	1.090	1.000	1.110
	4	1.030	1.080	1.090	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	11.0	7.0	9.0
	2	11.0	0.0	12.0	10.0
	3	9.0	9.0	0.0	11.0
	4	3.0	8.0	9.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.32	4.29	0.46	A
2	0.61	11.20	1.54	B
3	0.69	8.95	2.20	A
4	0.53	8.49	1.11	A

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	267.26	266.29	433.54	0.00	1366.03	0.196	0.24	3.270	A
2	343.30	340.98	413.78	0.00	927.31	0.370	0.58	6.111	A
3	615.08	611.73	145.89	0.00	1342.46	0.458	0.84	4.904	A
4	324.48	322.73	566.02	0.00	1062.00	0.306	0.44	4.862	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	319.14	318.82	519.43	0.00	1308.41	0.244	0.32	3.638	A
2	409.94	408.85	495.55	0.00	883.43	0.464	0.85	7.569	A
3	734.47	732.92	174.89	0.00	1325.14	0.554	1.23	6.063	A
4	387.46	386.67	678.18	0.00	993.14	0.390	0.63	5.929	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	390.86	390.30	634.93	0.00	1230.92	0.318	0.46	4.280	A
2	502.07	499.42	606.31	0.00	824.00	0.609	1.51	11.000	B
3	899.54	895.76	213.71	0.00	1301.95	0.691	2.17	8.781	A
4	474.54	472.70	828.84	0.00	900.64	0.527	1.09	8.375	A

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	390.86	390.85	637.40	0.00	1229.27	0.318	0.46	4.293	A
2	502.07	501.97	607.72	0.00	823.24	0.610	1.54	11.197	B
3	899.54	899.40	214.66	0.00	1301.38	0.691	2.20	8.947	A
4	474.54	474.48	832.24	0.00	898.55	0.528	1.11	8.486	A

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	319.14	319.69	523.05	0.00	1305.98	0.244	0.33	3.654	A
2	409.94	412.56	497.68	0.00	882.28	0.465	0.88	7.707	A
3	734.47	738.23	176.28	0.00	1324.30	0.555	1.26	6.180	A
4	387.46	389.29	683.15	0.00	990.09	0.391	0.65	6.011	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	267.26	267.58	437.03	0.00	1363.69	0.196	0.24	3.284	A
2	343.30	344.44	416.29	0.00	925.96	0.371	0.60	6.204	A
3	615.08	616.72	147.24	0.00	1341.65	0.458	0.85	4.978	A
4	324.48	325.30	570.69	0.00	1059.13	0.306	0.45	4.912	A

<h1>Junctions 8</h1>
<h2>ARCADY 8 - Roundabout Module</h2>
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Filename: A19 -A645 (Weeland Rd).arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - A645 Weeland Road

Report generation date: 07/12/2016 09:19:37

« (Default Analysis Set) - 2020 Base + Com + Dev, AM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2020 Base + Com + Dev				
Arm 1	0.90	5.22	0.48	A
Arm 2	1.33	11.73	0.57	B
Arm 3	4.65	16.74	0.83	C
Arm 4	0.54	6.87	0.35	A

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

"D1 - 2016 Base, AM" model duration: 07:45 - 09:15

"D2 - 2016 Base, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Com, AM" model duration: 07:45 - 09:15

"D4 - 2020 Base + Com, PM" model duration: 16:45 - 18:15

"D5 - 2020 Base + Com + Dev, AM " model duration: 07:45 - 09:15

"D6 - 2020 Base + Com + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 07/12/2016 09:19:36

File summary

Title	(untitled)
Location	
Site Number	
Date	31/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2020 Base + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Com + Dev, AM	2020 Base + Com + Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			11.73	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A19 (Northern Arm)	
2	2	A645 (Eastern Arm)	
3	3	A19 (Southern Arm)	
4	4	A645 (Western Arm)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.00	6.20	10.20	20.10	38.00	30.00	
2	3.20	5.90	6.30	29.20	38.00	42.00	
3	4.20	5.90	27.70	12.80	38.00	46.00	
4	4.30	5.40	8.20	25.00	38.00	37.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.662	1779.587
2		(calculated)	(calculated)	0.554	1280.096
3		(calculated)	(calculated)	0.593	1561.740
4		(calculated)	(calculated)	0.604	1513.807

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	567.00	100.000
2	ONE HOUR	✓	375.00	100.000
3	ONE HOUR	✓	944.00	100.000
4	ONE HOUR	✓	260.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	27.000	453.000	87.000
	2	17.000	0.000	264.000	94.000
	3	535.000	227.000	0.000	182.000
	4	35.000	91.000	134.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.05	0.80	0.15
	2	0.05	0.00	0.70	0.25
	3	0.57	0.24	0.00	0.19
	4	0.13	0.35	0.52	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.150	1.060	1.010
	2	1.500	1.000	1.120	1.230
	3	1.090	1.210	1.000	1.140
	4	1.000	1.160	1.170	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	15.0	6.0	1.0
	2	50.0	0.0	12.0	23.0
	3	9.0	21.0	0.0	14.0
	4	0.0	16.0	17.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.48	5.22	0.90	A
2	0.57	11.73	1.33	B
3	0.83	16.74	4.65	C
4	0.35	6.87	0.54	A

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	426.87	425.18	338.27	0.00	1432.33	0.298	0.42	3.568	A
2	282.32	280.32	505.30	0.00	840.60	0.336	0.50	6.400	A
3	710.69	705.89	148.21	0.00	1293.83	0.549	1.20	6.076	A
4	195.74	194.74	582.51	0.00	974.63	0.201	0.25	4.610	A

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	509.72	509.09	405.30	0.00	1382.41	0.369	0.58	4.120	A
2	337.12	336.18	605.11	0.00	789.56	0.427	0.73	7.923	A
3	848.63	845.70	177.62	0.00	1275.94	0.665	1.93	8.309	A
4	233.73	233.35	697.89	0.00	905.48	0.258	0.35	5.354	A

Main results: (08:15-08:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	624.28	623.03	494.58	0.00	1315.94	0.474	0.89	5.186	A
2	412.88	410.60	740.50	0.00	720.33	0.573	1.30	11.537	B
3	1039.36	1029.30	217.13	0.00	1251.94	0.830	4.45	15.502	C
4	286.26	285.50	849.47	0.00	814.63	0.351	0.54	6.794	A

Main results: (08:30-08:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	624.28	624.25	497.44	0.00	1313.79	0.475	0.90	5.220	A
2	412.88	412.80	742.05	0.00	719.54	0.574	1.33	11.727	B
3	1039.36	1038.54	217.97	0.00	1251.41	0.831	4.65	16.743	C
4	286.26	286.24	857.03	0.00	810.11	0.353	0.54	6.871	A

Main results: (08:45-09:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	509.72	510.96	409.50	0.00	1379.25	0.370	0.59	4.153	A
2	337.12	339.39	607.48	0.00	788.35	0.428	0.76	8.058	A
3	848.63	859.08	178.86	0.00	1275.16	0.666	2.04	8.858	A
4	233.73	234.49	708.84	0.00	898.94	0.260	0.35	5.423	A

Main results: (09:00-09:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	426.87	427.52	341.41	0.00	1429.98	0.299	0.43	3.595	A
2	282.32	283.30	508.25	0.00	839.09	0.336	0.51	6.490	A
3	710.69	713.91	149.46	0.00	1293.05	0.550	1.24	6.249	A
4	195.74	196.14	589.11	0.00	970.67	0.202	0.25	4.651	A

<h1>Junctions 8</h1>
<h2>ARCADY 8 - Roundabout Module</h2>
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016
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Filename: A19 -A645 (Weeland Rd).arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - A645 Weeland Road

Report generation date: 07/12/2016 09:20:01

« **(Default Analysis Set) - 2020 Base + Com + Dev, PM**

- » **Junction Network**
- » **Arms**
- » **Traffic Flows**
- » **Entry Flows**
- » **Turning Proportions**
- » **Vehicle Mix**
- » **Results**

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2020 Base + Com + Dev				
Arm 1	0.60	4.68	0.37	A
Arm 2	1.73	12.66	0.64	B
Arm 3	2.25	9.14	0.70	A
Arm 4	1.11	8.55	0.53	A

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

"D1 - 2016 Base, AM" model duration: 07:45 - 09:15

"D2 - 2016 Base, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Com, AM" model duration: 07:45 - 09:15

"D4 - 2020 Base + Com, PM" model duration: 16:45 - 18:15

"D5 - 2020 Base + Com + Dev, AM" model duration: 07:45 - 09:15

"D6 - 2020 Base + Com + Dev, PM " model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 07/12/2016 09:20:01

File summary

Title	(untitled)
Location	
Site Number	
Date	31/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2020 Base + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Com + Dev, PM	2020 Base + Com + Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			8.93	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A19 (Northern Arm)	
2	2	A645 (Eastern Arm)	
3	3	A19 (Southern Arm)	
4	4	A645 (Western Arm)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.00	6.20	10.20	20.10	38.00	30.00	
2	3.20	5.90	6.30	29.20	38.00	42.00	
3	4.20	5.90	27.70	12.80	38.00	46.00	
4	4.30	5.40	8.20	25.00	38.00	37.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.662	1779.587
2		(calculated)	(calculated)	0.554	1280.096
3		(calculated)	(calculated)	0.593	1561.740
4		(calculated)	(calculated)	0.604	1513.807

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	419.00	100.000
2	ONE HOUR	✓	456.00	100.000
3	ONE HOUR	✓	817.00	100.000
4	ONE HOUR	✓	431.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	19.000	363.000	37.000
	2	38.000	0.000	295.000	123.000
	3	475.000	243.000	0.000	99.000
	4	95.000	120.000	216.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.05	0.87	0.09
	2	0.08	0.00	0.65	0.27
	3	0.58	0.30	0.00	0.12
	4	0.22	0.28	0.50	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.110	1.070	1.080
	2	1.110	1.000	1.120	1.100
	3	1.100	1.090	1.000	1.110
	4	1.030	1.080	1.090	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	11.0	7.0	8.0
	2	11.0	0.0	12.0	10.0
	3	10.0	9.0	0.0	11.0
	4	3.0	8.0	9.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.37	4.68	0.60	A
2	0.64	12.66	1.73	B
3	0.70	9.14	2.25	A
4	0.53	8.55	1.11	A

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	315.44	314.25	433.53	0.00	1367.77	0.231	0.30	3.414	A
2	343.30	340.87	461.74	0.00	901.90	0.381	0.61	6.391	A
3	615.08	611.69	148.10	0.00	1334.20	0.461	0.85	4.960	A
4	324.48	322.73	565.98	0.00	1060.03	0.306	0.44	4.868	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	376.67	376.26	519.42	0.00	1310.08	0.288	0.40	3.853	A
2	409.94	408.73	552.98	0.00	853.01	0.481	0.91	8.080	A
3	734.46	732.88	177.53	0.00	1316.74	0.558	1.24	6.148	A
4	387.46	386.67	678.13	0.00	990.77	0.391	0.64	5.952	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	461.33	460.56	634.89	0.00	1232.52	0.374	0.59	4.658	A
2	502.07	498.90	676.57	0.00	786.79	0.638	1.70	12.369	B
3	899.53	895.65	216.82	0.00	1293.44	0.695	2.21	8.962	A
4	474.54	472.68	828.69	0.00	897.80	0.529	1.10	8.432	A

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	461.33	461.31	637.40	0.00	1230.83	0.375	0.60	4.677	A
2	502.07	501.93	678.19	0.00	785.92	0.639	1.73	12.659	B
3	899.53	899.39	217.95	0.00	1292.76	0.696	2.25	9.141	A
4	474.54	474.48	832.23	0.00	895.61	0.530	1.11	8.545	A

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	376.67	377.43	523.10	0.00	1307.61	0.288	0.41	3.874	A
2	409.94	413.10	555.42	0.00	851.70	0.481	0.94	8.267	A
3	734.46	738.33	179.18	0.00	1315.76	0.558	1.28	6.277	A
4	387.46	389.31	683.29	0.00	987.58	0.392	0.65	6.037	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	315.44	315.86	437.04	0.00	1365.41	0.231	0.30	3.433	A
2	343.30	344.58	464.57	0.00	900.38	0.381	0.62	6.493	A
3	615.08	616.75	149.55	0.00	1333.33	0.461	0.87	5.037	A
4	324.48	325.30	570.73	0.00	1057.09	0.307	0.45	4.924	A

ANNEX Q

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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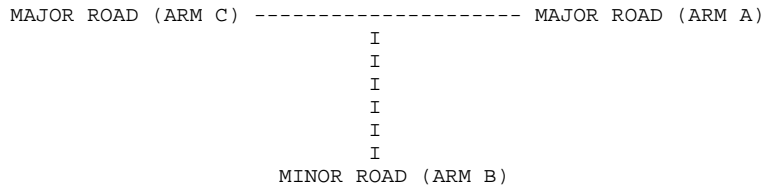
"\\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\
A19 - Wand Lane Junction\A19 - Wand Lane Priority Junction 2.vpi"
(drive-on-the-left) at 09:31:10 on Wednesday, 7 December 2016

RUN INFORMATION

RUN TITLE : A19 / Wand Lane Priority Junction
LOCATION : Eggborough
DATE : 21/11/16
CLIENT :
ENUMERATOR : oddyl [UKLDS2PC42238]
JOB NUMBER : 60506766
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS A19 Northern Arm
ARM B IS Wand Lane
ARM C IS A19 Southern Arm

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

 GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.25 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 3.00 M.
- VISIBILITY	(VC-B) 250.00 M.
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 44.0 M.
- VISIBILITY TO RIGHT	(VB-A) 41.0 M.
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M.
WIDTH AT 5 M FROM JUNCTION	8.60 M.
WIDTH AT 10 M FROM JUNCTION	5.00 M.
WIDTH AT 15 M FROM JUNCTION	3.60 M.
WIDTH AT 20 M FROM JUNCTION	2.90 M.
- LENGTH OF FLARED SECTION	2 VEHS

 .SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
781.32	0.30	0.30

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2016 Base AM

TIME PERIOD BEGINS 06.45 AND ENDS 08.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.30-07.45									
B-C	0.51	7.06	0.073		0.08	0.08	1.2		0.15
B-A	0.39	5.17	0.075		0.08	0.08	1.2		0.21
C-A	6.83								
C-B	0.29	9.33	0.031		0.03	0.03	0.5		0.11
A-B	0.11								
A-C	9.85								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.42	7.50	0.056		0.08	0.06	0.9		0.14
B-A	0.31	5.88	0.053		0.08	0.06	0.9		0.18
C-A	5.57								
C-B	0.24	9.87	0.024		0.03	0.03	0.4		0.10
A-B	0.09								
A-C	8.05								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.35	7.82	0.045		0.06	0.05	0.7		0.13
B-A	0.26	6.40	0.041		0.06	0.04	0.7		0.16
C-A	4.67								
C-B	0.20	10.26	0.020		0.03	0.02	0.3		0.10
A-B	0.08								
A-C	6.74								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.0
07.15	0.1
07.30	0.1
07.45	0.1
08.00	0.1
08.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.0
07.15	0.1
07.30	0.1
07.45	0.1
08.00	0.1
08.15	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.0
07.15	0.0
07.30	0.0
07.45	0.0
08.00	0.0
08.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * DELAY	* INCLUSIVE QUEUEING * DELAY
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	38.5	25.7	5.5
B-A	28.9	19.3	5.3
C-A	512.0	341.4	
C-B	22.0	14.7	2.3
A-B	8.3	5.5	
A-C	739.1	492.8	
ALL	1348.9	899.3	13.1

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept	Slope	Opposing	Slope
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B
0.00	0.00		0.00

* Due to the presence of a flare, data is not available

Intercept	Slope	Opposing	Slope	Slope	Slope
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B
0.00	0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept	Slope	Opposing	Slope
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B
781.32	0.30		0.30

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2016 Base PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.39	9.13	0.042		0.04	0.04	0.7		0.11
B-A	0.24	5.13	0.047		0.05	0.05	0.7		0.20
C-A	10.86								
C-B	0.48	7.90	0.060		0.06	0.06	1.0		0.13
A-B	0.51								
A-C	7.08								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.31	9.52	0.033		0.04	0.03	0.5		0.11
B-A	0.19	5.83	0.033		0.05	0.03	0.5		0.18
C-A	8.87								
C-B	0.39	8.22	0.047		0.06	0.05	0.8		0.13
A-B	0.42								
A-C	5.78								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.26	9.79	0.027		0.03	0.03	0.4		0.10
B-A	0.16	6.34	0.026		0.03	0.03	0.4		0.16
C-A	7.43								
C-B	0.33	8.45	0.039		0.05	0.04	0.6		0.12
A-B	0.35								
A-C	4.84								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	28.9	3.2	0.11
B-A	17.9	3.3	0.18
C-A	814.8		
C-B	35.8	4.6	0.13
A-B	38.5		
A-C	531.3		
ALL	1467.3	11.0	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept	Slope	For Opposing	Slope	For Opposing
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B	
0.00	0.00		0.00	

* Due to the presence of a flare, data is not available

Intercept	Slope	For Opposing	Slope	For Opposing	Slope	For Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B		
0.00	0.00		0.00		0.00	

* Due to the presence of a flare, data is not available

Intercept	Slope	For Opposing	Slope	For Opposing
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B	
781.32	0.30		0.30	

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2020 Base + Com AM

TIME PERIOD BEGINS 06.45 AND ENDS 08.15

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.30-07.45									
B-C	0.53	6.67	0.080		0.09	0.09	1.3		0.16
B-A	0.39	4.67	0.082		0.09	0.09	1.3		0.23
C-A	7.52								
C-B	0.22	8.65	0.025		0.03	0.03	0.4		0.12
A-B	0.02								
A-C	11.52								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.43	7.18	0.060		0.09	0.07	1.0		0.15
B-A	0.31	5.47	0.058		0.09	0.06	1.0		0.19
C-A	6.14								
C-B	0.18	9.25	0.019		0.03	0.02	0.3		0.11
A-B	0.01								
A-C	9.41								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.36	7.55	0.048		0.07	0.05	0.8		0.14
B-A	0.26	6.05	0.044		0.06	0.05	0.7		0.17
C-A	5.14								
C-B	0.15	9.69	0.016		0.02	0.02	0.2		0.10
A-B	0.01								
A-C	7.88								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.1
07.15	0.1
07.30	0.1
07.45	0.1
08.00	0.1
08.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.0
07.15	0.1
07.30	0.1
07.45	0.1
08.00	0.1
08.15	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.0
07.15	0.0
07.30	0.0
07.45	0.0
08.00	0.0
08.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	39.9	6.0	0.15
B-A	28.9	5.8	0.20
C-A	564.3		
C-B	16.5	1.8	0.11
A-B	1.4		
A-C	864.4		
ALL	1515.4	13.6	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept	Slope	For Opposing	Slope	For Opposing
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B	
0.00	0.00		0.00	

* Due to the presence of a flare, data is not available

Intercept	Slope	For Opposing	Slope	For Opposing	Slope	For Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B		
0.00	0.00	0.00	0.00	0.00		

* Due to the presence of a flare, data is not available

Intercept	Slope	For Opposing	Slope	For Opposing
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B	
781.32	0.30		0.30	

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2020 Base + Com + Dev AM

TIME PERIOD BEGINS 06.45 AND ENDS 08.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.30-07.45									
B-C	0.53	6.53	0.081		0.09	0.09	1.3		0.17
B-A	0.39	3.06	0.126		0.14	0.14	2.1		0.37
C-A	7.52								
C-B	4.53	9.19	0.493		0.95	0.96	14.3		0.21
A-B	0.79								
A-C	11.52								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.43	7.10	0.061		0.09	0.07	1.0		0.15
B-A	0.31	4.15	0.076		0.14	0.08	1.3		0.26
C-A	6.14								
C-B	3.70	9.90	0.374		0.96	0.61	9.5		0.16
A-B	0.64								
A-C	9.41								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.36	7.49	0.049		0.07	0.05	0.8		0.14
B-A	0.26	4.95	0.053		0.08	0.06	0.9		0.21
C-A	5.14								
C-B	3.10	10.40	0.298		0.61	0.43	6.7		0.14
A-B	0.54								
A-C	7.88								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.1
07.15	0.1
07.30	0.1
07.45	0.1
08.00	0.1
08.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.1
07.15	0.1
07.30	0.1
07.45	0.1
08.00	0.1
08.15	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.4
07.15	0.6 *
07.30	0.9 *
07.45	1.0 *
08.00	0.6 *
08.15	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	39.9	6.1	0.15
B-A	28.9	8.2	0.29
C-A	564.3		
C-B	340.0	58.5	0.17
A-B	59.2		
A-C	864.4		
ALL	1896.7	72.8	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept	Slope	For Opposing	Slope	For Opposing
STREAM B-C	STREAM	A-C	STREAM A-B	STREAM A-B
0.00		0.00		0.00

* Due to the presence of a flare, data is not available

Intercept	Slope	For Opposing	Slope	For Opposing	Slope	For Opposing
STREAM B-A	STREAM	A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B
0.00		0.00		0.00		0.00

* Due to the presence of a flare, data is not available

Intercept	Slope	For Opposing	Slope	For Opposing
STREAM C-B	STREAM	A-C	STREAM A-B	STREAM A-B
781.32		0.30		0.30

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW	SCALE (%)
A	100	
B	100	
C	100	

Demand set: 2020 Base + Com PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.28	8.55	0.032		0.03	0.03	0.5		0.12
B-A	0.18	4.56	0.040		0.04	0.04	0.6		0.23
C-A	12.86								
C-B	0.48	7.61	0.063		0.07	0.07	1.0		0.14
A-B	0.55								
A-C	7.98								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.22	8.96	0.025		0.03	0.03	0.4		0.11
B-A	0.15	5.37	0.028		0.04	0.03	0.5		0.19
C-A	10.50								
C-B	0.39	7.97	0.049		0.07	0.05	0.8		0.13
A-B	0.45								
A-C	6.52								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.19	9.26	0.020		0.03	0.02	0.3		0.11
B-A	0.13	5.96	0.021		0.03	0.02	0.3		0.17
C-A	8.80								
C-B	0.33	8.23	0.040		0.05	0.04	0.6		0.13
A-B	0.38								
A-C	5.46								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	QUEUEING DELAY	INCLUSIVE QUEUEING DELAY
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	20.6	13.8	2.4
B-A	13.8	9.2	2.7
C-A	964.9	643.2	4.7
C-B	35.8	23.9	0.13
A-B	41.3	27.5	
A-C	598.7	399.2	
ALL	1675.1	1116.7	9.8

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept	Slope	Opposing	Slope
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B
0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept	Slope	Opposing	Slope	Slope	Slope
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B
0.00	0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept	Slope	Opposing	Slope
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B
781.32	0.30	0.30	0.30

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2020 Base + Com + Dev PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.45	9.13	0.159		0.19	0.19	2.8		0.13
B-A	0.40	4.43	0.091		0.10	0.10	1.5		0.25
C-A	12.86								
C-B	0.48	7.61	0.063		0.07	0.07	1.0		0.14
A-B	0.55								
A-C	7.98								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	1.18	9.61	0.123		0.19	0.14	2.2		0.12
B-A	0.33	5.22	0.063		0.10	0.07	1.1		0.20
C-A	10.50								
C-B	0.39	7.97	0.049		0.07	0.05	0.8		0.13
A-B	0.45								
A-C	6.52								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.99	9.96	0.100		0.14	0.11	1.7		0.11
B-A	0.28	5.79	0.048		0.07	0.05	0.8		0.18
C-A	8.80								
C-B	0.33	8.23	0.040		0.05	0.04	0.6		0.13
A-B	0.38								
A-C	5.46								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN)
B-C	108.7	13.1	13.1
B-A	30.3	6.4	6.4
C-A	964.9		
C-B	35.8	4.7	4.7
A-B	41.3		
A-C	598.7		
ALL	1779.7	24.2	24.2

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

==== end of file =====

ANNEX R

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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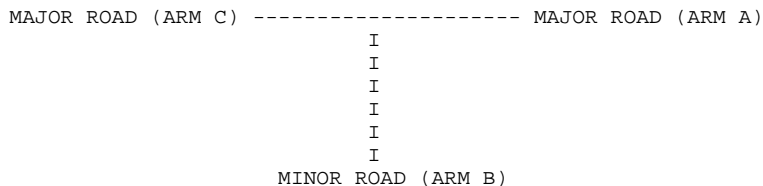
Run with file:-
"\\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\
Wand Lane Hensall Gate Junction\Wand Lane - Hensall Gate Entrance Priority Junction.vpi"
(drive-on-the-left) at 09:59:35 on Tuesday, 29 November 2016

RUN INFORMATION

RUN TITLE : Wand Lane / Hensall Gate Entrance
LOCATION : Eggborough
DATE : 21/11/16
CLIENT :
ENUMERATOR : oddyl [UKLDS2PC42238]
JOB NUMBER : 60506766
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Wand Lane Eastern Arm
ARM B IS Hensall Gate
ARM C IS Wand Lane Western Arm

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

 GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 169.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 30.0 M.
- VISIBILITY TO RIGHT	(VB-A) 31.0 M.
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M.
WIDTH AT 5 M FROM JUNCTION	8.38 M.
WIDTH AT 10 M FROM JUNCTION	5.29 M.
WIDTH AT 15 M FROM JUNCTION	4.18 M.
WIDTH AT 20 M FROM JUNCTION	3.53 M.
- LENGTH OF FLARED SECTION	DERIVED: 2 PCU

 .SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
671.83	0.26	0.26

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2016 Base AM

TIME PERIOD BEGINS 06.45 AND ENDS 08.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.30-07.45									
B-C	0.04	12.16	0.003		0.00	0.00	0.0		0.08
B-A	0.00	7.26	0.000		0.00	0.00	0.0		0.00
C-AB	0.18	10.00	0.018		0.02	0.02	0.3		0.10
A-B	0.02								
A-C	0.73								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.03	12.20	0.002		0.00	0.00	0.0		0.08
B-A	0.00	7.31	0.000		0.00	0.00	0.0		0.00
C-AB	0.15	10.03	0.015		0.02	0.02	0.2		0.10
A-B	0.01								
A-C	0.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.03	12.23	0.002		0.00	0.00	0.0		0.08
B-A	0.00	7.35	0.000		0.00	0.00	0.0		0.00
C-AB	0.13	10.05	0.012		0.02	0.01	0.2		0.10
A-B	0.01								
A-C	0.50								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.0
07.15	0.0
07.30	0.0
07.45	0.0
08.00	0.0
08.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.0
07.15	0.0
07.30	0.0
07.45	0.0
08.00	0.0
08.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.0
07.15	0.0
07.30	0.0
07.45	0.0
08.00	0.0
08.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * DELAY	* INCLUSIVE QUEUEING * DELAY
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	2.8	1.8	0.2
B-A	0.0	0.0	0.00
C-AB	13.8	9.2	1.4
A-B	1.4	0.9	
A-C	55.1	36.7	
ALL	99.1	66.1	1.6

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Stream	Intercept	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
B-C	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Stream	Intercept	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
B-A	0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Stream	Intercept	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
C-B	671.83	0.26	0.26

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2016 Base PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.20	12.39	0.016		0.02	0.02	0.2		0.08
B-A	0.06	8.26	0.007		0.01	0.01	0.1		0.12
C-AB	0.02	11.05	0.002		0.00	0.00	0.0		0.09
A-B	0.02								
A-C	0.48								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.16	12.42	0.013		0.02	0.01	0.2		0.08
B-A	0.04	8.31	0.005		0.01	0.01	0.1		0.12
C-AB	0.01	11.08	0.001		0.00	0.00	0.0		0.09
A-B	0.01								
A-C	0.39								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.14	12.45	0.011		0.01	0.01	0.2		0.08
B-A	0.04	8.34	0.005		0.01	0.00	0.1		0.12
C-AB	0.01	11.10	0.001		0.00	0.00	0.0		0.09
A-B	0.01								
A-C	0.33								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * DELAY	* INCLUSIVE QUEUEING * DELAY
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	15.1	1.2	0.08
B-A	4.1	0.5	0.12
C-AB	1.4	0.1	0.09
A-B	1.4		
A-C	35.8		
ALL	118.4	1.9	0.02

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept	Slope For Opposing	Slope For Opposing
STREAM B-C	STREAM A-C	STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept	Slope For Opposing	Slope For Opposing	Slope For Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A
0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept	Slope For Opposing	Slope For Opposing
STREAM C-B	STREAM A-C	STREAM A-B
671.83	0.26	0.26

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2020 Base + Com AM

TIME PERIOD BEGINS 06.45 AND ENDS 08.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.30-07.45									
B-C	0.00	6.70	0.000		0.00	0.00	0.0		0.00
B-A	0.00	8.54	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.99	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.77								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.00	6.72	0.000		0.00	0.00	0.0		0.00
B-A	0.00	8.58	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	10.03	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.63								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.00	6.73	0.000		0.00	0.00	0.0		0.00
B-A	0.00	8.62	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	10.05	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.53								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.0
07.15	0.0
07.30	0.0
07.45	0.0
08.00	0.0
08.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.0
07.15	0.0
07.30	0.0
07.45	0.0
08.00	0.0
08.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.0
07.15	0.0
07.30	0.0
07.45	0.0
08.00	0.0
08.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	0.0	0.0	0.00
B-A	0.0	0.0	0.00
C-AB	0.0	0.0	0.00
A-B	0.0	0.0	0.00
A-C	57.8	38.5	0.67
ALL	85.3	56.9	0.67

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
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 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept	Slope For Opposing	Slope For Opposing
STREAM B-C	STREAM A-C	STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept	Slope For Opposing	Slope For Opposing
STREAM C-B	STREAM A-C	STREAM A-B
671.83	0.26	0.26

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2020 Base + Com + Dev AM

TIME PERIOD BEGINS 06.45 AND ENDS 08.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.30-07.45									
B-C	0.00	6.69	0.000		0.00	0.00	0.0		0.00
B-A	0.00	6.74	0.000		0.00	0.00	0.0		0.00
C-AB	5.08	10.96	0.464		0.86	0.87	13.2		0.17
A-B	0.11								
A-C	0.77								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.00	6.71	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.12	0.000		0.00	0.00	0.0		0.00
C-AB	4.15	11.01	0.377		0.87	0.62	9.4		0.15
A-B	0.09								
A-C	0.63								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.00	6.73	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.39	0.000		0.00	0.00	0.0		0.00
C-AB	3.48	11.04	0.315		0.62	0.47	7.0		0.13
A-B	0.08								
A-C	0.53								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.0
07.15	0.0
07.30	0.0
07.45	0.0
08.00	0.0
08.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.0
07.15	0.0
07.30	0.0
07.45	0.0
08.00	0.0
08.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.00	0.5
07.15	0.6 *
07.30	0.9 *
07.45	0.9 *
08.00	0.6 *
08.15	0.5

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * DELAY	* INCLUSIVE QUEUEING * DELAY
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	0.0	0.0	0.00
B-A	0.0	0.0	0.00
C-AB	381.3	254.2	0.15
A-B	8.3	5.5	
A-C	57.8	38.5	
ALL	474.9	316.6	0.12

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
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 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept	Slope For Opposing	Slope For Opposing
STREAM B-C	STREAM A-C	STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept	Slope For Opposing	Slope For Opposing
STREAM C-B	STREAM A-C	STREAM A-B
671.83	0.26	0.26

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2020 Base + Com PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.00	6.73	0.000		0.00	0.00	0.0		0.00
B-A	0.00	8.52	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	10.05	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.50								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.00	6.75	0.000		0.00	0.00	0.0		0.00
B-A	0.00	8.57	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	10.07	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.00	6.76	0.000		0.00	0.00	0.0		0.00
B-A	0.00	8.61	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	10.09	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.34								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * DELAY	* INCLUSIVE QUEUEING * DELAY
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	0.0	0.0	0.00
B-A	0.0	0.0	0.00
C-AB	0.0	0.0	0.00
A-B	0.0	0.0	0.00
A-C	37.2	24.8	0.67
ALL	100.5	67.0	0.67

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept	Slope For Opposing
STREAM B-C	STREAM A-C
0.00	0.00

* Due to the presence of a flare, data is not available

Intercept	Slope For Opposing	Slope For Opposing
STREAM B-A	STREAM A-C	STREAM C-A
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept	Slope For Opposing
STREAM C-B	STREAM A-B
671.83	0.26

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2020 Base + Com + Dev PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.38	12.21	0.113		0.13	0.13	1.9		0.09
B-A	0.04	8.03	0.005		0.00	0.00	0.1		0.13
C-AB	0.00	10.05	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.50								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	1.12	12.24	0.092		0.13	0.10	1.6		0.09
B-A	0.03	8.08	0.004		0.00	0.00	0.1		0.12
C-AB	0.00	10.07	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.94	12.26	0.077		0.10	0.08	1.3		0.09
B-A	0.03	8.11	0.003		0.00	0.00	0.0		0.12
C-AB	0.00	10.09	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.34								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN)
B-C	103.2	9.3	9.3
B-A	2.8	0.3	0.3
C-AB	0.0	0.0	0.0
A-B	0.0		
A-C	37.2		
ALL	206.5	9.6	9.6

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

==== end of file =====

ANNEX S

<h1>Junctions 8</h1>
<h2>ARCADY 8 - Roundabout Module</h2>
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016
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Filename: A63 - A19 Roundabout.arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models

Report generation date: 24/11/2016 13:19:37

« **(Default Analysis Set) - 2016, AM**

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results
- » Lane Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 [Entry Lane Simulation] - 2016			
Arm 1	0.38	1.67	N/A	A
Arm 2	0.33	1.73	N/A	A
Arm 3	0.16	1.61	N/A	A
Arm 4	0.35	2.15	N/A	A

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

"D1 - 2016, AM " model duration: 06:45 - 08:15

"D2 - 2016, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Committed, AM" model duration: 06:45 - 08:15

"D4 - 2020 Base + Committed, PM" model duration: 16:45 - 18:15

"D5 - 2020 Base + Committed + Development, AM" model duration: 06:45 - 08:15

"D6 - 2020 Base + Committed + Development, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 24/11/2016 13:19:36

File summary

Title	(untitled)
Location	
Site Number	
Date	21/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Entry Lane Analysis Options

Stop Criteria (%)	Random Seed	Results Refresh Speed (s)	Individual Vehicle Animation Number Of Trials	Time Step Size (s)	Last Run Random Seed	Last Run Number Of Trials
1.00	-1	3	1	10	1558350925	4155

(Default Analysis Set) - 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Entry Lane Analysis	A1 [Entry Lane Simulation]	This analysis set uses entry lane simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	Entry Lane Simulation		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016, AM	2016	AM		ONE HOUR	06:45	08:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			1.80	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A63 Eastern Arm	
2	2	A19 Southern Arm	
3	3	untitled	
4	4	A19 Northern Arm	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.99	10.75	49.80	29.10	103.90	47.00	
2	4.65	7.27	114.00	30.86	103.90	36.00	
3	4.68	9.97	49.40	29.75	103.90	35.00	
4	3.47	7.00	91.00	31.00	103.90	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.591	2791.669
2		(calculated)	(calculated)	0.509	2140.641
3		(calculated)	(calculated)	0.575	2608.373
4		(calculated)	(calculated)	0.474	1933.174

The slope and intercept shown above include any corrections and adjustments.

Entry Lane Analysis: Arm options

Arm	Lane Capacity Source	Traffic Considering Secondary Lanes (%)
1	Evenly split	10.00
2	Evenly split	10.00
3	Evenly split	10.00
4	Evenly split	10.00

Lanes

Arm	Lane Level	Lane	Has Limited Storage	Storage (PCU)	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	1	1	✓	10.00	0.00	99999.00
1	1	2	✓	10.00	0.00	99999.00
1	1	3	✓	10.00	0.00	99999.00
1	2	1	✓	7.00		
1	2	2	✓	7.00		
1	3	1		Infinity		
2	1	1	✓	14.00	0.00	99999.00
2	1	2	✓	14.00	0.00	99999.00
2	2	1		Infinity		
3	1	1	✓	8.00	0.00	99999.00
3	1	2	✓	8.00	0.00	99999.00
3	1	3	✓	8.00	0.00	99999.00
3	2	1	✓	3.00		
3	2	2	✓	3.00		
3	3	2		Infinity		
4	1	1	✓	15.00	0.00	99999.00
4	1	2	✓	15.00	0.00	99999.00
4	2	2		Infinity		

Entry Lane slope and intercept

Arm	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1	(calculated)	(calculated)	0.197	930.556
1	(calculated)	(calculated)	0.197	930.556
1	(calculated)	(calculated)	0.197	930.556
2	(calculated)	(calculated)	0.255	1070.320
2	(calculated)	(calculated)	0.255	1070.320
3	(calculated)	(calculated)	0.192	869.458
3	(calculated)	(calculated)	0.192	869.458
3	(calculated)	(calculated)	0.192	869.458
4	(calculated)	(calculated)	0.237	966.587
4	(calculated)	(calculated)	0.237	966.587

Lane Movements

Junction	Arm	Lane Level	Lane	Arm			
				1	2	3	4
1	1	1	1	✓	✓	✓	✓
1	1	1	2	✓	✓	✓	✓
1	1	1	3	✓	✓	✓	✓
1	1	2	1	✓	✓	✓	✓
1	1	2	2	✓	✓	✓	✓
1	1	3	1	✓	✓	✓	✓
1	2	1	1	✓	✓	✓	✓
1	2	1	2	✓	✓	✓	✓
1	2	2	1	✓	✓	✓	✓
1	3	1	1	✓	✓	✓	✓
1	3	1	2	✓	✓	✓	✓
1	3	1	3	✓	✓	✓	✓
1	3	2	1	✓	✓	✓	✓
1	3	2	2	✓	✓	✓	✓
1	3	3	2	✓	✓	✓	✓
1	4	1	1	✓	✓	✓	✓
1	4	1	2	✓	✓	✓	✓
1	4	2	2	✓	✓	✓	✓

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	587.00	100.000
2	ONE HOUR	✓	436.00	100.000
3	ONE HOUR	✓	273.00	100.000
4	ONE HOUR	✓	493.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	290.000	276.000	21.000
	2	264.000	0.000	34.000	138.000
	3	190.000	29.000	0.000	54.000
	4	170.000	211.000	112.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.49	0.47	0.04
	2	0.61	0.00	0.08	0.32
	3	0.70	0.11	0.00	0.20
	4	0.34	0.43	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.080	1.070	1.140
	2	1.140	1.000	1.090	1.090
	3	1.050	1.140	1.000	1.000
	4	1.000	1.030	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	8.0	7.0	14.0
	2	14.0	0.0	9.0	9.0
	3	5.0	14.0	0.0	0.0
	4	0.0	3.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)
1	1.67	0.38	A	582.04	873.05	24.40	1.68	0.27
2	1.73	0.33	A	447.76	671.64	19.11	1.71	0.21
3	1.61	0.16	A	263.02	394.53	10.78	1.64	0.12
4	2.15	0.35	A	459.80	689.69	21.22	1.85	0.24

Main Results for each time segment

Main results: (06:45-07:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	439.96	109.99	439.96	469.31	264.49	0.00	0.16	1.306	A
2	328.23	82.06	328.23	398.96	306.06	0.00	0.11	1.226	A
3	208.97	52.24	208.97	316.24	318.48	0.00	0.09	1.371	A
4	370.54	92.64	370.54	162.01	364.78	0.00	0.16	1.433	A

Main results: (07:00-07:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	525.23	131.31	525.23	561.01	314.34	0.00	0.21	1.449	A
2	393.08	98.27	393.08	472.01	367.77	0.00	0.15	1.414	A
3	244.78	61.19	244.78	380.32	381.47	0.00	0.10	1.467	A
4	442.11	110.53	442.11	191.87	433.43	0.00	0.21	1.707	A

Main results: (07:15-07:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	652.81	163.20	652.81	691.21	388.93	0.21	0.32	1.667	A
2	482.08	120.52	482.08	586.57	455.15	0.15	0.25	1.727	A
3	298.07	74.52	298.07	468.06	468.04	0.10	0.14	1.590	A
4	547.44	136.86	547.44	233.56	531.67	0.21	0.32	2.150	A

Main results: (07:30-07:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	649.62	162.40	649.62	691.64	389.79	0.32	0.28	1.664	A
2	475.91	118.98	475.91	589.26	450.69	0.25	0.22	1.721	A
3	304.61	76.15	304.61	463.41	464.10	0.14	0.14	1.605	A
4	545.89	136.47	545.89	232.59	536.14	0.32	0.33	2.146	A

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	529.82	132.46	529.82	559.20	319.18	0.28	0.21	1.449	A
2	393.24	98.31	393.24	479.71	368.79	0.22	0.15	1.407	A
3	242.73	60.68	242.73	380.81	380.78	0.14	0.10	1.470	A
4	446.01	111.50	446.01	190.14	433.13	0.33	0.22	1.723	A

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	441.63	110.41	441.63	469.62	266.45	0.21	0.15	1.304	A
2	328.30	82.08	328.30	399.29	309.70	0.15	0.10	1.214	A
3	204.84	51.21	204.84	319.41	318.97	0.10	0.08	1.390	A
4	373.02	93.26	373.02	159.61	363.96	0.22	0.15	1.436	A

Queueing Delay Results for each time segment

Queueing Delay results: (06:45-07:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.40	0.16	1.306	A	A
2	1.67	0.11	1.226	A	A
3	1.17	0.08	1.371	A	A
4	2.22	0.15	1.433	A	A

Queueing Delay results: (07:00-07:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.19	0.21	1.449	A	A
2	2.31	0.15	1.414	A	A
3	1.50	0.10	1.467	A	A
4	3.15	0.21	1.707	A	A

Queueing Delay results: (07:15-07:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.49	0.30	1.667	A	A
2	3.45	0.23	1.727	A	A
3	1.99	0.13	1.590	A	A
4	4.87	0.32	2.150	A	A

Queueing Delay results: (07:30-07:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.48	0.30	1.664	A	A
2	3.44	0.23	1.721	A	A
3	2.01	0.13	1.605	A	A
4	4.86	0.32	2.146	A	A

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.19	0.21	1.449	A	A
2	2.30	0.15	1.407	A	A
3	1.51	0.10	1.470	A	A
4	3.19	0.21	1.723	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.43	0.16	1.304	A	A
2	1.68	0.11	1.214	A	A
3	1.21	0.08	1.390	A	A
4	2.24	0.15	1.436	A	A

Lane Results

Lanes: Main Results for each time segment

Main results: (06:45-07:00)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	135.88	33.97	136.06	813.27	0.167	0.00	0.05	1.307	A
1	1	2	170.31	42.58	170.61	813.97	0.209	0.00	0.06	1.314	A
1	1	3	133.76	33.44	133.86	814.01	0.165	0.00	0.05	1.295	A
1	2	1	218.86	54.71	218.86			0.00	0.00	0.000	A
1	2	2	221.10	55.27	221.10			0.00	0.00	0.000	A
1	3	1	439.96	109.99	439.96			0.00	0.00	0.000	A
2	1	1	164.59	41.15	164.45	883.14	0.187	0.00	0.06	1.220	A
2	1	2	163.64	40.91	164.22	887.12	0.184	0.00	0.05	1.232	A
2	2	1	328.23	82.06	328.23			0.00	0.00	0.000	A
3	1	1	59.65	14.91	59.41	765.08	0.078	0.00	0.03	1.378	A
3	1	2	90.87	22.72	90.64	763.92	0.119	0.00	0.04	1.372	A
3	1	3	58.44	14.61	58.25	763.31	0.077	0.00	0.03	1.363	A
3	2	1	104.79	26.20	104.79			0.00	0.00	0.000	A
3	2	2	104.17	26.04	104.17			0.00	0.00	0.000	A
3	3	2	208.97	52.24	208.97			0.00	0.00	0.000	A
4	1	1	185.16	46.29	184.65	859.48	0.215	0.00	0.08	1.421	A
4	1	2	185.39	46.35	184.38	859.07	0.216	0.00	0.09	1.446	A
4	2	2	370.54	92.64	370.54			0.00	0.00	0.000	A

Main results: (07:00-07:15)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	163.13	40.78	162.51	806.32	0.203	0.05	0.07	1.439	A
1	1	2	198.20	49.55	198.43	801.49	0.247	0.06	0.08	1.469	A
1	1	3	163.90	40.97	164.50	805.94	0.203	0.05	0.06	1.433	A
1	2	1	261.91	65.48	261.91			0.00	0.00	0.000	A
1	2	2	263.32	65.83	263.32			0.00	0.00	0.000	A
1	3	1	525.23	131.31	525.23			0.00	0.00	0.000	A
2	1	1	196.36	49.09	197.01	869.88	0.226	0.06	0.07	1.409	A
2	1	2	196.72	49.18	197.01	865.61	0.227	0.05	0.07	1.419	A
2	2	1	393.08	98.27	393.08			0.00	0.00	0.000	A
3	1	1	71.23	17.81	71.18	749.79	0.095	0.03	0.03	1.491	A
3	1	2	102.79	25.70	102.28	750.39	0.137	0.04	0.05	1.450	A
3	1	3	70.76	17.69	70.37	749.08	0.094	0.03	0.03	1.466	A
3	2	1	121.43	30.36	121.43			0.00	0.00	0.000	A
3	2	2	123.35	30.84	123.35			0.00	0.00	0.000	A
3	3	2	244.78	61.19	244.78			0.00	0.00	0.000	A
4	1	1	219.71	54.93	219.65	844.11	0.260	0.08	0.11	1.702	A
4	1	2	222.40	55.60	222.27	842.86	0.264	0.09	0.10	1.712	A
4	2	2	442.11	110.53	442.11			0.00	0.00	0.000	A

Main results: (07:15-07:30)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	205.37	51.34	205.37	789.98	0.260	0.07	0.10	1.648	A
1	1	2	240.56	60.14	240.88	790.58	0.304	0.08	0.11	1.700	A
1	1	3	206.87	51.72	206.54	789.99	0.262	0.06	0.11	1.649	A
1	2	1	325.65	81.41	325.65			0.00	0.00	0.000	A
1	2	2	327.16	81.79	327.16			0.00	0.00	0.000	A
1	3	1	652.81	163.20	652.81			0.00	0.00	0.000	A
2	1	1	241.70	60.43	241.31	848.32	0.285	0.07	0.12	1.721	A
2	1	2	240.38	60.09	239.64	849.12	0.284	0.07	0.13	1.732	A
2	2	1	482.08	120.52	482.08			0.00	0.00	0.000	A
3	1	1	87.68	21.92	87.37	731.35	0.120	0.03	0.04	1.586	A
3	1	2	122.46	30.61	122.35	733.03	0.167	0.05	0.06	1.602	A
3	1	3	87.93	21.98	87.47	733.92	0.120	0.03	0.04	1.577	A
3	2	1	148.40	37.10	148.40			0.00	0.00	0.000	A
3	2	2	149.66	37.42	149.66			0.00	0.00	0.000	A
3	3	2	298.07	74.52	298.07			0.00	0.00	0.000	A
4	1	1	273.03	68.26	273.88	818.49	0.333	0.11	0.16	2.146	A
4	1	2	274.41	68.60	274.58	818.30	0.335	0.10	0.16	2.155	A
4	2	2	547.44	136.86	547.44			0.00	0.00	0.000	A

Main results: (07:30-07:45)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	204.36	51.09	204.72	791.96	0.258	0.10	0.09	1.652	A
1	1	2	239.58	59.90	239.80	792.50	0.303	0.11	0.10	1.688	A
1	1	3	205.68	51.42	205.63	790.96	0.260	0.11	0.09	1.648	A
1	2	1	324.81	81.20	324.81			0.00	0.00	0.000	A
1	2	2	324.81	81.20	324.81			0.00	0.00	0.000	A
1	3	1	649.62	162.40	649.62			0.00	0.00	0.000	A
2	1	1	237.47	59.37	237.82	848.43	0.280	0.12	0.11	1.712	A
2	1	2	238.44	59.61	239.00	849.61	0.281	0.13	0.11	1.730	A
2	2	1	475.91	118.98	475.91			0.00	0.00	0.000	A
3	1	1	89.60	22.40	89.78	734.69	0.122	0.04	0.04	1.578	A
3	1	2	124.00	31.00	123.91	733.35	0.169	0.06	0.06	1.619	A
3	1	3	91.00	22.75	90.95	735.23	0.124	0.04	0.04	1.614	A
3	2	1	151.60	37.90	151.60			0.00	0.00	0.000	A
3	2	2	153.01	38.25	153.01			0.00	0.00	0.000	A
3	3	2	304.61	76.15	304.61			0.00	0.00	0.000	A
4	1	1	274.12	68.53	274.09	816.20	0.336	0.16	0.16	2.141	A
4	1	2	271.77	67.94	271.19	815.49	0.333	0.16	0.17	2.151	A
4	2	2	545.89	136.47	545.89			0.00	0.00	0.000	A

Main results: (07:45-08:00)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	164.95	41.24	164.59	801.23	0.206	0.09	0.07	1.454	A
1	1	2	200.22	50.05	199.78	800.89	0.250	0.10	0.08	1.451	A
1	1	3	164.65	41.16	164.95	804.76	0.205	0.09	0.06	1.442	A
1	2	1	265.99	66.50	265.99			0.00	0.00	0.000	A
1	2	2	263.83	65.96	263.83			0.00	0.00	0.000	A
1	3	1	529.82	132.46	529.82			0.00	0.00	0.000	A
2	1	1	196.51	49.13	195.81	868.46	0.227	0.11	0.08	1.413	A
2	1	2	196.74	49.18	196.98	866.28	0.227	0.11	0.07	1.400	A
2	2	1	393.24	98.31	393.24			0.00	0.00	0.000	A
3	1	1	70.01	17.50	69.89	748.27	0.094	0.04	0.03	1.451	A
3	1	2	100.91	25.23	101.04	751.25	0.134	0.06	0.04	1.474	A
3	1	3	71.81	17.95	71.55	750.01	0.096	0.04	0.03	1.483	A
3	2	1	122.15	30.54	122.15			0.00	0.00	0.000	A
3	2	2	120.58	30.14	120.58			0.00	0.00	0.000	A
3	3	2	242.73	60.68	242.73			0.00	0.00	0.000	A
4	1	1	222.34	55.58	222.11	842.75	0.264	0.16	0.11	1.727	A
4	1	2	223.67	55.92	223.15	843.50	0.265	0.17	0.11	1.719	A
4	2	2	446.01	111.50	446.01			0.00	0.00	0.000	A

Main results: (08:00-08:15)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	135.54	33.88	135.81	809.47	0.167	0.07	0.05	1.306	A
1	1	2	170.90	42.73	171.13	813.44	0.210	0.08	0.06	1.312	A
1	1	3	135.19	33.80	135.60	807.46	0.167	0.06	0.04	1.292	A
1	2	1	220.06	55.01	220.06			0.00	0.00	0.000	A
1	2	2	221.57	55.39	221.57			0.00	0.00	0.000	A
1	3	1	441.63	110.41	441.63			0.00	0.00	0.000	A
2	1	1	163.45	40.86	164.03	880.15	0.186	0.08	0.05	1.223	A
2	1	2	164.85	41.21	164.65	881.06	0.187	0.07	0.05	1.204	A
2	2	1	328.30	82.08	328.30			0.00	0.00	0.000	A
3	1	1	58.24	14.56	58.20	764.32	0.076	0.03	0.02	1.392	A
3	1	2	87.77	21.94	87.77	763.90	0.115	0.04	0.03	1.387	A
3	1	3	58.83	14.71	58.63	764.22	0.077	0.03	0.03	1.391	A
3	2	1	102.11	25.53	102.11			0.00	0.00	0.000	A
3	2	2	102.73	25.68	102.73			0.00	0.00	0.000	A
3	3	2	204.84	51.21	204.84			0.00	0.00	0.000	A
4	1	1	185.85	46.46	185.59	859.96	0.216	0.11	0.08	1.445	A
4	1	2	187.18	46.79	186.53	860.41	0.217	0.11	0.08	1.427	A
4	2	2	373.02	93.26	373.02			0.00	0.00	0.000	A

Lanes: Queueing Delay Results for each time segment

Queueing Delay results: (06:45-07:00)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.74	0.05	1.307	A	A
1	1	2	0.94	0.06	1.314	A	A
1	1	3	0.73	0.05	1.295	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	0.83	0.06	1.220	A	A
2	1	2	0.84	0.06	1.232	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.33	0.02	1.378	A	A
3	1	2	0.50	0.03	1.372	A	A
3	1	3	0.33	0.02	1.363	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.10	0.07	1.421	A	A
4	1	2	1.12	0.07	1.446	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (07:00-07:15)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.98	0.07	1.439	A	A
1	1	2	1.22	0.08	1.469	A	A
1	1	3	0.98	0.07	1.433	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.15	0.08	1.409	A	A
2	1	2	1.16	0.08	1.419	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.44	0.03	1.491	A	A
3	1	2	0.62	0.04	1.450	A	A
3	1	3	0.43	0.03	1.466	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.57	0.10	1.702	A	A
4	1	2	1.58	0.11	1.712	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (07:15-07:30)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.40	0.09	1.648	A	A
1	1	2	1.68	0.11	1.700	A	A
1	1	3	1.41	0.09	1.649	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.72	0.11	1.721	A	A
2	1	2	1.73	0.12	1.732	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.59	0.04	1.586	A	A
3	1	2	0.82	0.05	1.602	A	A
3	1	3	0.58	0.04	1.577	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	2.43	0.16	2.146	A	A
4	1	2	2.44	0.16	2.155	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (07:30-07:45)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.41	0.09	1.652	A	A
1	1	2	1.67	0.11	1.688	A	A
1	1	3	1.40	0.09	1.648	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.71	0.11	1.712	A	A
2	1	2	1.73	0.12	1.730	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.58	0.04	1.578	A	A
3	1	2	0.83	0.06	1.619	A	A
3	1	3	0.60	0.04	1.614	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	2.42	0.16	2.141	A	A
4	1	2	2.44	0.16	2.151	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (07:45-08:00)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.99	0.07	1.454	A	A
1	1	2	1.21	0.08	1.451	A	A
1	1	3	0.99	0.07	1.442	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.15	0.08	1.413	A	A
2	1	2	1.14	0.08	1.400	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.43	0.03	1.451	A	A
3	1	2	0.63	0.04	1.474	A	A
3	1	3	0.44	0.03	1.483	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.60	0.11	1.727	A	A
4	1	2	1.59	0.11	1.719	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (08:00-08:15)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.74	0.05	1.306	A	A
1	1	2	0.95	0.06	1.312	A	A
1	1	3	0.73	0.05	1.292	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	0.85	0.06	1.223	A	A
2	1	2	0.83	0.06	1.204	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.34	0.02	1.392	A	A
3	1	2	0.52	0.03	1.387	A	A
3	1	3	0.34	0.02	1.391	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.13	0.08	1.445	A	A
4	1	2	1.12	0.07	1.427	A	A
4	2	2	0.00	0.00	0.000	A	A

Junctions 8
ARCADY 8 - Roundabout Module
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Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models

Report generation date: 24/11/2016 13:52:23

« **(Default Analysis Set) - 2016, PM**

- » **Junction Network**
- » **Arms**
- » **Traffic Flows**
- » **Entry Flows**
- » **Turning Proportions**
- » **Vehicle Mix**
- » **Results**
- » **Lane Results**

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 [Entry Lane Simulation] - 2016			
Arm 1	0.38	1.60	N/A	A
Arm 2	0.46	2.17	N/A	A
Arm 3	0.29	2.02	N/A	A
Arm 4	0.20	1.81	N/A	A

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

"D1 - 2016, AM" model duration: 06:45 - 08:15

"D2 - 2016, PM " model duration: 16:45 - 18:15

"D3 - 2020 Base + Committed, AM" model duration: 06:45 - 08:15

"D4 - 2020 Base + Committed, PM" model duration: 16:45 - 18:15

"D5 - 2020 Base + Committed + Development, AM" model duration: 06:45 - 08:15

"D6 - 2020 Base + Committed + Development, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 24/11/2016 13:52:22

File summary

Title	(untitled)
Location	
Site Number	
Date	21/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Entry Lane Analysis Options

Stop Criteria (%)	Random Seed	Results Refresh Speed (s)	Individual Vehicle Animation Number Of Trials	Time Step Size (s)	Last Run Random Seed	Last Run Number Of Trials
1.00	-1	3	1	10	291888102	2220

(Default Analysis Set) - 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Entry Lane Analysis	A1 [Entry Lane Simulation]	This analysis set uses entry lane simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	Entry Lane Simulation		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016, FM	2016	FM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			1.89	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A63 Eastern Arm	
2	2	A19 Southern Arm	
3	3	untitled	
4	4	A19 Northern Arm	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.99	10.75	49.80	29.10	103.90	47.00	
2	4.65	7.27	114.00	30.86	103.90	36.00	
3	4.68	9.97	49.40	29.75	103.90	35.00	
4	3.47	7.00	91.00	31.00	103.90	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.591	2791.669
2		(calculated)	(calculated)	0.509	2140.641
3		(calculated)	(calculated)	0.575	2608.373
4		(calculated)	(calculated)	0.474	1933.174

The slope and intercept shown above include any corrections and adjustments.

Entry Lane Analysis: Arm options

Arm	Lane Capacity Source	Traffic Considering Secondary Lanes (%)
1	Evenly split	10.00
2	Evenly split	10.00
3	Evenly split	10.00
4	Evenly split	10.00

Lanes

Arm	Lane Level	Lane	Has Limited Storage	Storage (PCU)	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	1	1	✓	10.00	0.00	99999.00
1	1	2	✓	10.00	0.00	99999.00
1	1	3	✓	10.00	0.00	99999.00
1	2	1	✓	7.00		
1	2	2	✓	7.00		
1	3	1		Infinity		
2	1	1	✓	14.00	0.00	99999.00
2	1	2	✓	14.00	0.00	99999.00
2	2	1		Infinity		
3	1	1	✓	8.00	0.00	99999.00
3	1	2	✓	8.00	0.00	99999.00
3	1	3	✓	8.00	0.00	99999.00
3	2	1	✓	3.00		
3	2	2	✓	3.00		
3	3	2		Infinity		
4	1	1	✓	15.00	0.00	99999.00
4	1	2	✓	15.00	0.00	99999.00
4	2	2		Infinity		

Entry Lane slope and intercept

Arm	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1	(calculated)	(calculated)	0.197	930.556
1	(calculated)	(calculated)	0.197	930.556
1	(calculated)	(calculated)	0.197	930.556
2	(calculated)	(calculated)	0.255	1070.320
2	(calculated)	(calculated)	0.255	1070.320
3	(calculated)	(calculated)	0.192	869.458
3	(calculated)	(calculated)	0.192	869.458
3	(calculated)	(calculated)	0.192	869.458
4	(calculated)	(calculated)	0.237	966.587
4	(calculated)	(calculated)	0.237	966.587

Lane Movements

Junction	Arm	Lane Level	Lane	Arm			
				1	2	3	4
1	1	1	1	✓	✓	✓	✓
1	1	1	2	✓	✓	✓	✓
1	1	1	3	✓	✓	✓	✓
1	1	2	1	✓	✓	✓	✓
1	1	2	2	✓	✓	✓	✓
1	1	3	1	✓	✓	✓	✓
1	2	1	1	✓	✓	✓	✓
1	2	1	2	✓	✓	✓	✓
1	2	2	1	✓	✓	✓	✓
1	3	1	1	✓	✓	✓	✓
1	3	1	2	✓	✓	✓	✓
1	3	1	3	✓	✓	✓	✓
1	3	2	1	✓	✓	✓	✓
1	3	2	2	✓	✓	✓	✓
1	3	3	2	✓	✓	✓	✓
1	4	1	1	✓	✓	✓	✓
1	4	1	2	✓	✓	✓	✓
1	4	2	2	✓	✓	✓	✓

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	691.00	100.000
2	ONE HOUR	✓	622.00	100.000
3	ONE HOUR	✓	404.00	100.000
4	ONE HOUR	✓	349.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	278.000	248.000	165.000
	2	299.000	0.000	42.000	281.000
	3	250.000	35.000	0.000	119.000
	4	103.000	154.000	92.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.40	0.36	0.24
	2	0.48	0.00	0.07	0.45
	3	0.62	0.09	0.00	0.29
	4	0.30	0.44	0.26	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.040	1.050	1.000
	2	1.080	1.000	1.050	1.010
	3	1.030	1.090	1.000	1.000
	4	1.000	1.010	1.010	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	4.0	5.0	0.0
	2	8.0	0.0	5.0	1.0
	3	3.0	9.0	0.0	0.0
	4	0.0	1.0	1.0	0.0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)
1	1.60	0.38	A	657.62	986.43	24.64	1.50	0.27
2	2.17	0.46	A	594.08	891.11	27.96	1.88	0.31
3	2.02	0.29	A	379.77	569.65	17.98	1.89	0.20
4	1.81	0.20	A	321.56	482.34	12.63	1.57	0.14

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	519.08	129.77	519.08	491.49	213.13	0.00	0.16	1.218	A
2	469.11	117.28	469.11	350.38	382.86	0.00	0.20	1.346	A
3	306.03	76.51	306.03	288.54	560.81	0.00	0.13	1.551	A
4	263.51	65.88	263.51	425.97	440.68	0.00	0.10	1.273	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	617.62	154.41	617.62	585.14	253.35	0.00	0.19	1.356	A
2	553.30	138.32	553.30	418.51	454.95	0.00	0.27	1.626	A
3	366.79	91.70	366.79	342.40	665.43	0.00	0.18	1.737	A
4	314.00	78.50	314.00	506.05	525.60	0.00	0.15	1.471	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	761.49	190.37	761.49	716.92	305.54	0.19	0.34	1.596	A
2	682.46	170.61	682.46	505.54	561.11	0.27	0.42	2.156	A
3	443.03	110.76	443.03	419.70	823.76	0.18	0.24	2.015	A
4	380.92	95.23	380.92	626.30	640.70	0.15	0.18	1.765	A

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	768.43	192.11	768.43	708.00	310.65	0.34	0.35	1.603	A
2	674.00	168.50	674.00	518.24	559.00	0.42	0.40	2.167	A
3	444.24	111.06	444.24	421.97	810.51	0.24	0.27	2.013	A
4	384.24	96.06	384.24	619.33	634.49	0.18	0.20	1.809	A

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	622.40	155.60	622.40	582.35	249.40	0.35	0.24	1.361	A
2	558.81	139.70	558.81	421.59	449.70	0.40	0.25	1.647	A
3	356.62	89.15	356.62	339.70	670.73	0.27	0.18	1.750	A
4	310.35	77.59	310.35	506.48	519.95	0.20	0.11	1.493	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	524.97	131.24	524.97	490.38	212.97	0.24	0.18	1.215	A
2	467.16	116.79	467.16	354.19	382.87	0.25	0.18	1.337	A
3	302.94	75.74	302.94	288.38	561.27	0.18	0.12	1.552	A
4	263.11	65.78	263.11	424.27	440.03	0.11	0.09	1.260	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.64	0.18	1.218	A	A
2	2.62	0.17	1.346	A	A
3	1.96	0.13	1.551	A	A
4	1.39	0.09	1.273	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.51	0.23	1.356	A	A
2	3.78	0.25	1.626	A	A
3	2.62	0.17	1.737	A	A
4	1.92	0.13	1.471	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.05	0.34	1.596	A	A
2	6.14	0.41	2.156	A	A
3	3.74	0.25	2.015	A	A
4	2.82	0.19	1.765	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.09	0.34	1.603	A	A
2	6.19	0.41	2.167	A	A
3	3.73	0.25	2.013	A	A
4	2.89	0.19	1.809	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.53	0.24	1.361	A	A
2	3.84	0.26	1.647	A	A
3	2.65	0.18	1.750	A	A
4	1.96	0.13	1.493	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.68	0.18	1.215	A	A
2	2.64	0.18	1.337	A	A
3	1.99	0.13	1.552	A	A
4	1.40	0.09	1.260	A	A

Lane Results

Lanes: Main Results for each time segment

Main results: (16:45-17:00)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	159.41	39.85	159.73	858.85	0.186	0.00	0.05	1.223	A
1	1	2	198.54	49.64	199.13	858.07	0.231	0.00	0.06	1.232	A
1	1	3	161.14	40.28	161.24	859.25	0.188	0.00	0.05	1.194	A
1	2	1	262.38	65.59	262.38			0.00	0.00	0.000	A
1	2	2	256.70	64.18	256.70			0.00	0.00	0.000	A
1	3	1	519.08	129.77	519.08			0.00	0.00	0.000	A
2	1	1	235.59	58.90	235.19	926.36	0.254	0.00	0.09	1.353	A
2	1	2	233.51	58.38	231.30	928.67	0.252	0.00	0.10	1.340	A
2	2	1	469.11	117.28	469.11			0.00	0.00	0.000	A
3	1	1	91.57	22.89	91.70	738.38	0.124	0.00	0.04	1.539	A
3	1	2	122.97	30.74	123.03	741.56	0.166	0.00	0.05	1.564	A
3	1	3	91.49	22.87	91.11	740.17	0.124	0.00	0.04	1.544	A
3	2	1	152.73	38.18	152.73			0.00	0.00	0.000	A
3	2	2	153.30	38.32	153.30			0.00	0.00	0.000	A
3	3	2	306.03	76.51	306.03			0.00	0.00	0.000	A
4	1	1	131.24	32.81	131.11	850.80	0.154	0.00	0.05	1.275	A
4	1	2	132.27	33.07	132.84	849.33	0.156	0.00	0.05	1.271	A
4	2	2	263.51	65.88	263.51			0.00	0.00	0.000	A

Main results: (17:00-17:15)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	193.57	48.39	194.49	849.39	0.228	0.05	0.05	1.339	A
1	1	2	230.27	57.57	230.97	849.69	0.271	0.06	0.08	1.387	A
1	1	3	193.78	48.45	194.65	850.77	0.228	0.05	0.06	1.337	A
1	2	1	307.16	76.79	307.16			0.00	0.00	0.000	A
1	2	2	310.46	77.62	310.46			0.00	0.00	0.000	A
1	3	1	617.62	154.41	617.62			0.00	0.00	0.000	A
2	1	1	277.51	69.38	276.81	909.17	0.305	0.09	0.14	1.647	A
2	1	2	275.78	68.95	276.08	908.39	0.303	0.10	0.13	1.606	A
2	2	1	553.30	138.32	553.30			0.00	0.00	0.000	A
3	1	1	110.95	27.74	110.00	718.46	0.154	0.04	0.06	1.703	A
3	1	2	143.86	35.97	144.30	720.48	0.199	0.05	0.07	1.774	A
3	1	3	111.97	27.99	111.92	715.41	0.156	0.04	0.05	1.722	A
3	2	1	184.08	46.02	184.08			0.00	0.00	0.000	A
3	2	2	182.70	45.68	182.70			0.00	0.00	0.000	A
3	3	2	366.79	91.70	366.79			0.00	0.00	0.000	A
4	1	1	157.22	39.30	156.38	829.87	0.189	0.05	0.08	1.461	A
4	1	2	156.78	39.20	156.51	829.59	0.189	0.05	0.07	1.481	A
4	2	2	314.00	78.50	314.00			0.00	0.00	0.000	A

Main results: (17:15-17:30)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	242.16	60.54	242.49	840.01	0.288	0.05	0.10	1.553	A
1	1	2	277.30	69.32	276.43	838.86	0.331	0.08	0.13	1.650	A
1	1	3	242.03	60.51	242.19	839.33	0.288	0.06	0.11	1.578	A
1	2	1	383.05	95.76	383.05			0.00	0.00	0.000	A
1	2	2	378.43	94.61	378.43			0.00	0.00	0.000	A
1	3	1	761.49	190.37	761.49			0.00	0.00	0.000	A
2	1	1	341.46	85.36	341.92	881.40	0.387	0.14	0.20	2.149	A
2	1	2	341.00	85.25	340.43	881.89	0.387	0.13	0.22	2.164	A
2	2	1	682.46	170.61	682.46			0.00	0.00	0.000	A
3	1	1	135.35	33.84	136.05	685.96	0.197	0.06	0.07	1.983	A
3	1	2	171.30	42.82	170.86	686.73	0.249	0.07	0.10	2.051	A
3	1	3	136.38	34.09	136.32	684.81	0.199	0.05	0.07	2.004	A
3	2	1	221.13	55.28	221.13			0.00	0.00	0.000	A
3	2	2	221.89	55.47	221.89			0.00	0.00	0.000	A
3	3	2	443.03	110.76	443.03			0.00	0.00	0.000	A
4	1	1	191.67	47.92	192.11	798.88	0.240	0.08	0.09	1.754	A
4	1	2	189.24	47.31	189.65	799.82	0.237	0.07	0.09	1.776	A
4	2	2	380.92	95.23	380.92			0.00	0.00	0.000	A

Main results: (17:30-17:45)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	241.54	60.39	241.32	839.37	0.288	0.10	0.10	1.577	A
1	1	2	280.19	70.05	279.92	839.83	0.334	0.13	0.12	1.648	A
1	1	3	246.70	61.68	245.35	839.38	0.294	0.11	0.12	1.577	A
1	2	1	381.84	95.46	381.84			0.00	0.00	0.000	A
1	2	2	386.59	96.65	386.59			0.00	0.00	0.000	A
1	3	1	768.43	192.11	768.43			0.00	0.00	0.000	A
2	1	1	336.54	84.14	336.54	880.73	0.382	0.20	0.20	2.171	A
2	1	2	337.46	84.37	336.94	882.32	0.383	0.22	0.21	2.164	A
2	2	1	674.00	168.50	674.00			0.00	0.00	0.000	A
3	1	1	136.00	34.00	136.03	691.41	0.197	0.07	0.08	1.976	A
3	1	2	173.27	43.32	172.70	690.61	0.251	0.10	0.11	2.070	A
3	1	3	134.97	33.74	134.57	692.45	0.195	0.07	0.08	1.980	A
3	2	1	220.89	55.22	220.89			0.00	0.00	0.000	A
3	2	2	223.35	55.84	223.35			0.00	0.00	0.000	A
3	3	2	444.24	111.06	444.24			0.00	0.00	0.000	A
4	1	1	192.27	48.07	192.19	801.65	0.240	0.09	0.10	1.812	A
4	1	2	191.97	47.99	191.97	801.64	0.239	0.09	0.10	1.806	A
4	2	2	384.24	96.06	384.24			0.00	0.00	0.000	A

Main results: (17:45-18:00)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	196.41	49.10	196.70	852.07	0.231	0.10	0.07	1.338	A
1	1	2	231.95	57.99	231.84	851.04	0.273	0.12	0.08	1.399	A
1	1	3	194.05	48.51	193.35	849.88	0.228	0.12	0.09	1.341	A
1	2	1	310.62	77.66	310.62			0.00	0.00	0.000	A
1	2	2	311.78	77.95	311.78			0.00	0.00	0.000	A
1	3	1	622.40	155.60	622.40			0.00	0.00	0.000	A
2	1	1	281.51	70.38	281.73	914.28	0.308	0.20	0.13	1.652	A
2	1	2	277.30	69.32	279.00	910.12	0.305	0.21	0.12	1.642	A
2	2	1	558.81	139.70	558.81			0.00	0.00	0.000	A
3	1	1	106.57	26.64	107.05	715.35	0.149	0.08	0.05	1.753	A
3	1	2	142.78	35.70	142.19	717.39	0.199	0.11	0.07	1.778	A
3	1	3	107.27	26.82	106.46	719.86	0.149	0.08	0.06	1.709	A
3	2	1	180.19	45.05	180.19			0.00	0.00	0.000	A
3	2	2	176.43	44.11	176.43			0.00	0.00	0.000	A
3	3	2	356.62	89.15	356.62			0.00	0.00	0.000	A
4	1	1	155.89	38.97	156.32	831.58	0.188	0.10	0.06	1.478	A
4	1	2	154.46	38.62	155.49	830.12	0.186	0.10	0.06	1.508	A
4	2	2	310.35	77.59	310.35			0.00	0.00	0.000	A

Main results: (18:00-18:15)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	162.35	40.59	162.78	854.30	0.190	0.07	0.05	1.193	A
1	1	2	199.22	49.80	199.30	859.68	0.232	0.08	0.07	1.234	A
1	1	3	163.41	40.85	162.00	860.50	0.190	0.09	0.06	1.213	A
1	2	1	265.60	66.40	265.60			0.00	0.00	0.000	A
1	2	2	259.38	64.84	259.38			0.00	0.00	0.000	A
1	3	1	524.97	131.24	524.97			0.00	0.00	0.000	A
2	1	1	233.87	58.47	234.16	924.93	0.253	0.13	0.08	1.334	A
2	1	2	233.30	58.32	232.62	929.90	0.251	0.12	0.10	1.339	A
2	2	1	467.16	116.79	467.16			0.00	0.00	0.000	A
3	1	1	88.00	22.00	88.38	740.44	0.119	0.05	0.03	1.532	A
3	1	2	123.76	30.94	123.76	738.58	0.168	0.07	0.05	1.554	A
3	1	3	91.19	22.80	90.89	736.42	0.124	0.06	0.04	1.570	A
3	2	1	150.19	37.55	150.19			0.00	0.00	0.000	A
3	2	2	152.76	38.19	152.76			0.00	0.00	0.000	A
3	3	2	302.94	75.74	302.94			0.00	0.00	0.000	A
4	1	1	130.46	32.61	130.27	849.91	0.154	0.06	0.05	1.253	A
4	1	2	132.65	33.16	133.05	851.25	0.156	0.06	0.04	1.267	A
4	2	2	263.11	65.78	263.11			0.00	0.00	0.000	A

Lanes: Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.82	0.05	1.223	A	A
1	1	2	1.02	0.07	1.232	A	A
1	1	3	0.80	0.05	1.194	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.31	0.09	1.353	A	A
2	1	2	1.30	0.09	1.340	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.57	0.04	1.539	A	A
3	1	2	0.81	0.05	1.564	A	A
3	1	3	0.58	0.04	1.544	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	0.70	0.05	1.275	A	A
4	1	2	0.69	0.05	1.271	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (17:00-17:15)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.09	0.07	1.339	A	A
1	1	2	1.34	0.09	1.387	A	A
1	1	3	1.08	0.07	1.337	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.91	0.13	1.647	A	A
2	1	2	1.86	0.12	1.606	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.78	0.05	1.703	A	A
3	1	2	1.06	0.07	1.774	A	A
3	1	3	0.78	0.05	1.722	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	0.95	0.06	1.461	A	A
4	1	2	0.97	0.06	1.481	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (17:15-17:30)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.57	0.10	1.553	A	A
1	1	2	1.90	0.13	1.650	A	A
1	1	3	1.59	0.11	1.578	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	3.06	0.20	2.149	A	A
2	1	2	3.08	0.21	2.164	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	1.13	0.08	1.983	A	A
3	1	2	1.46	0.10	2.051	A	A
3	1	3	1.15	0.08	2.004	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.40	0.09	1.754	A	A
4	1	2	1.42	0.09	1.776	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (17:30-17:45)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.60	0.11	1.577	A	A
1	1	2	1.90	0.13	1.648	A	A
1	1	3	1.59	0.11	1.577	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	3.10	0.21	2.171	A	A
2	1	2	3.09	0.21	2.164	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	1.13	0.08	1.976	A	A
3	1	2	1.47	0.10	2.070	A	A
3	1	3	1.13	0.08	1.980	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.45	0.10	1.812	A	A
4	1	2	1.44	0.10	1.806	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (17:45-18:00)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.09	0.07	1.338	A	A
1	1	2	1.35	0.09	1.399	A	A
1	1	3	1.09	0.07	1.341	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.93	0.13	1.652	A	A
2	1	2	1.91	0.13	1.642	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.80	0.05	1.753	A	A
3	1	2	1.07	0.07	1.778	A	A
3	1	3	0.78	0.05	1.709	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	0.97	0.06	1.478	A	A
4	1	2	0.99	0.07	1.508	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (18:00-18:15)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.81	0.05	1.193	A	A
1	1	2	1.04	0.07	1.234	A	A
1	1	3	0.83	0.06	1.213	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.32	0.09	1.334	A	A
2	1	2	1.33	0.09	1.339	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.58	0.04	1.532	A	A
3	1	2	0.81	0.05	1.554	A	A
3	1	3	0.60	0.04	1.570	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	0.69	0.05	1.253	A	A
4	1	2	0.70	0.05	1.267	A	A
4	2	2	0.00	0.00	0.000	A	A

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016
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Filename: A63 - A19 Roundabout.arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A63 - A19

Roundabout_Junctions 8 Report

Report generation date: 07/12/2016 09:48:11

« **(Default Analysis Set) - 2020 Base + Committed, AM**

- » **Junction Network**
- » **Arms**
- » **Traffic Flows**
- » **Entry Flows**
- » **Turning Proportions**
- » **Vehicle Mix**
- » **Results**
- » **Lane Results**

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 [Entry Lane Simulation] - 2020 Base + Committed				
Arm 1	0.42	1.81	N/A	A
Arm 2	0.36	1.84	N/A	A
Arm 3	0.18	1.66	N/A	A
Arm 4	0.43	2.47	N/A	A

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

"D1 - 2016, AM" model duration: 06:45 - 08:15

"D2 - 2016, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Committed, AM" model duration: 06:45 - 08:15

"D4 - 2020 Base + Committed, PM" model duration: 16:45 - 18:15

"D5 - 2020 Base + Committed + Development, AM" model duration: 06:45 - 08:15

"D6 - 2020 Base + Committed + Development, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 07/12/2016 09:48:10

File summary

Title	(untitled)
Location	
Site Number	
Date	21/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Entry Lane Analysis Options

Stop Criteria (%)	Random Seed	Results Refresh Speed (s)	Individual Vehicle Animation Number Of Trials	Time Step Size (s)	Last Run Random Seed	Last Run Number Of Trials
1.00	-1	3	1	10	677593636	3272

(Default Analysis Set) - 2020 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Entry Lane Analysis	A1 [Entry Lane Simulation]	This analysis set uses entry lane simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	Entry Lane Simulation		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relati
2020 Base + Committed, AM	2020 Base + Committed	AM		ONE HOUR	06:45	08:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			1.97	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A63 Eastern Arm	
2	2	A19 Southern Arm	
3	3	untitled	
4	4	A19 Northern Arm	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.99	10.75	49.80	29.10	103.90	47.00	
2	4.65	7.27	114.00	30.86	103.90	36.00	
3	4.68	9.97	49.40	29.75	103.90	35.00	
4	3.47	7.00	91.00	31.00	103.90	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.591	2791.669
2		(calculated)	(calculated)	0.509	2140.641
3		(calculated)	(calculated)	0.575	2608.373
4		(calculated)	(calculated)	0.474	1933.174

The slope and intercept shown above include any corrections and adjustments.

Entry Lane Analysis: Arm options

Arm	Lane Capacity Source	Traffic Considering Secondary Lanes (%)
1	Evenly split	10.00
2	Evenly split	10.00
3	Evenly split	10.00
4	Evenly split	10.00

Lanes

Arm	Lane Level	Lane	Has Limited Storage	Storage (PCU)	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	1	1	✓	10.00	0.00	99999.00
1	1	2	✓	10.00	0.00	99999.00
1	1	3	✓	10.00	0.00	99999.00
1	2	1	✓	7.00		
1	2	2	✓	7.00		
1	3	1		Infinity		
2	1	1	✓	14.00	0.00	99999.00
2	1	2	✓	14.00	0.00	99999.00
2	2	1		Infinity		
3	1	1	✓	8.00	0.00	99999.00
3	1	2	✓	8.00	0.00	99999.00
3	1	3	✓	8.00	0.00	99999.00
3	2	1	✓	3.00		
3	2	2	✓	3.00		
3	3	2		Infinity		
4	1	1	✓	15.00	0.00	99999.00
4	1	2	✓	15.00	0.00	99999.00
4	2	2		Infinity		

Entry Lane slope and intercept

Arm	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1	(calculated)	(calculated)	0.197	930.556
1	(calculated)	(calculated)	0.197	930.556
1	(calculated)	(calculated)	0.197	930.556
2	(calculated)	(calculated)	0.255	1070.320
2	(calculated)	(calculated)	0.255	1070.320
3	(calculated)	(calculated)	0.192	869.458
3	(calculated)	(calculated)	0.192	869.458
3	(calculated)	(calculated)	0.192	869.458
4	(calculated)	(calculated)	0.237	966.587
4	(calculated)	(calculated)	0.237	966.587

Lane Movements

Junction	Arm	Lane Level	Lane	Arm			
				1	2	3	4
1	1	1	1	✓	✓	✓	✓
1	1	1	2	✓	✓	✓	✓
1	1	1	3	✓	✓	✓	✓
1	1	2	1	✓	✓	✓	✓
1	1	2	2	✓	✓	✓	✓
1	1	3	1	✓	✓	✓	✓
1	2	1	1	✓	✓	✓	✓
1	2	1	2	✓	✓	✓	✓
1	2	2	1	✓	✓	✓	✓
1	3	1	1	✓	✓	✓	✓
1	3	1	2	✓	✓	✓	✓
1	3	1	3	✓	✓	✓	✓
1	3	2	1	✓	✓	✓	✓
1	3	2	2	✓	✓	✓	✓
1	3	3	2	✓	✓	✓	✓
1	4	1	1	✓	✓	✓	✓
1	4	1	2	✓	✓	✓	✓
1	4	2	2	✓	✓	✓	✓

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	647.00	100.000
2	ONE HOUR	✓	479.00	100.000
3	ONE HOUR	✓	292.00	100.000
4	ONE HOUR	✓	544.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	334.000	291.000	22.000
	2	288.000	0.000	37.000	154.000
	3	200.000	35.000	0.000	57.000
	4	179.000	247.000	118.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.52	0.45	0.03
	2	0.60	0.00	0.08	0.32
	3	0.68	0.12	0.00	0.20
	4	0.33	0.45	0.22	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.070	1.070	1.140
	2	1.130	1.000	1.090	1.080
	3	1.050	1.120	1.000	1.000
	4	1.000	1.030	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	7.0	7.0	14.0
	2	13.0	0.0	9.0	8.0
	3	5.0	12.0	0.0	0.0
	4	0.0	3.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)
1	1.81	0.42	A	638.06	957.09	28.22	1.77	0.31
2	1.84	0.36	A	486.14	729.21	21.73	1.79	0.24
3	1.66	0.18	A	279.56	419.34	11.81	1.69	0.13
4	2.47	0.43	A	504.67	757.00	26.09	2.07	0.29

Main Results for each time segment

Main results: (06:45-07:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	488.90	122.22	488.90	498.93	298.64	0.00	0.19	1.359	A
2	360.53	90.13	360.53	462.62	324.72	0.00	0.12	1.263	A
3	220.36	55.09	220.36	335.70	349.55	0.00	0.09	1.431	A
4	404.78	101.20	404.78	176.39	392.90	0.00	0.18	1.532	A

Main results: (07:00-07:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	583.08	145.77	583.08	595.64	360.50	0.00	0.24	1.529	A
2	432.01	108.00	432.01	555.99	388.66	0.00	0.18	1.497	A
3	261.31	65.33	261.31	403.35	416.94	0.00	0.11	1.496	A
4	488.76	122.19	488.76	210.37	467.75	0.00	0.26	1.894	A

Main results: (07:15-07:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	715.51	178.88	715.51	730.84	438.74	0.24	0.34	1.794	A
2	521.30	130.32	521.30	675.22	480.18	0.18	0.27	1.836	A
3	323.65	80.91	323.65	495.81	505.80	0.11	0.16	1.656	A
4	596.98	149.24	596.98	256.39	571.91	0.26	0.40	2.441	A

Main results: (07:30-07:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	709.75	177.44	709.75	726.75	441.05	0.34	0.35	1.806	A
2	526.19	131.55	526.19	678.00	473.40	0.27	0.29	1.840	A
3	318.04	79.51	318.04	488.82	509.96	0.16	0.15	1.639	A
4	599.67	149.92	599.67	259.00	569.10	0.40	0.42	2.469	A

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	586.76	146.69	586.76	596.72	357.03	0.35	0.24	1.537	A
2	429.96	107.49	429.96	553.44	390.29	0.29	0.17	1.493	A
3	260.90	65.23	260.90	404.47	416.75	0.15	0.11	1.519	A
4	487.19	121.80	487.19	211.47	466.43	0.42	0.26	1.886	A

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	483.41	120.85	483.41	502.48	300.20	0.24	0.18	1.352	A
2	361.37	90.34	361.37	459.85	324.59	0.17	0.14	1.275	A
3	215.39	53.85	215.39	335.63	349.82	0.11	0.08	1.401	A
4	411.14	102.79	411.14	173.22	392.09	0.26	0.18	1.559	A

Queueing Delay Results for each time segment

Queueing Delay results: (06:45-07:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.76	0.18	1.359	A	A
2	1.89	0.13	1.263	A	A
3	1.31	0.09	1.431	A	A
4	2.60	0.17	1.532	A	A

Queueing Delay results: (07:00-07:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.72	0.25	1.529	A	A
2	2.68	0.18	1.497	A	A
3	1.64	0.11	1.496	A	A
4	3.87	0.26	1.894	A	A

Queueing Delay results: (07:15-07:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.32	0.35	1.794	A	A
2	4.03	0.27	1.836	A	A
3	2.22	0.15	1.656	A	A
4	6.08	0.41	2.441	A	A

Queueing Delay results: (07:30-07:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.36	0.36	1.806	A	A
2	4.04	0.27	1.840	A	A
3	2.20	0.15	1.639	A	A
4	6.16	0.41	2.469	A	A

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.73	0.25	1.537	A	A
2	2.68	0.18	1.493	A	A
3	1.66	0.11	1.519	A	A
4	3.86	0.26	1.886	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.78	0.19	1.352	A	A
2	1.94	0.13	1.275	A	A
3	1.30	0.09	1.401	A	A
4	2.69	0.18	1.559	A	A

Lane Results

Lanes: Main Results for each time segment

Main results: (06:45-07:00)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	150.13	37.53	149.95	808.42	0.186	0.00	0.06	1.357	A
1	1	2	189.08	47.27	189.10	808.19	0.234	0.00	0.07	1.375	A
1	1	3	149.69	37.42	149.65	811.07	0.185	0.00	0.06	1.340	A
1	2	1	246.38	61.60	246.38			0.00	0.00	0.000	A
1	2	2	242.51	60.63	242.51			0.00	0.00	0.000	A
1	3	1	488.90	122.22	488.90			0.00	0.00	0.000	A
2	1	1	181.49	45.37	181.65	884.19	0.205	0.00	0.06	1.277	A
2	1	2	179.05	44.76	178.88	886.81	0.202	0.00	0.06	1.249	A
2	2	1	360.53	90.13	360.53			0.00	0.00	0.000	A
3	1	1	62.79	15.70	62.27	757.91	0.083	0.00	0.03	1.407	A
3	1	2	94.05	23.51	93.98	758.12	0.124	0.00	0.04	1.450	A
3	1	3	63.52	15.88	63.48	761.10	0.083	0.00	0.02	1.427	A
3	2	1	110.61	27.65	110.61			0.00	0.00	0.000	A
3	2	2	109.75	27.44	109.75			0.00	0.00	0.000	A
3	3	2	220.36	55.09	220.36			0.00	0.00	0.000	A
4	1	1	203.31	50.83	202.68	854.20	0.238	0.00	0.09	1.531	A
4	1	2	201.47	50.37	201.99	853.70	0.236	0.00	0.09	1.533	A
4	2	2	404.78	101.20	404.78			0.00	0.00	0.000	A

Main results: (07:00-07:15)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	181.65	45.41	182.20	797.78	0.228	0.06	0.08	1.509	A
1	1	2	218.18	54.54	218.27	798.47	0.273	0.07	0.10	1.557	A
1	1	3	183.25	45.81	183.69	799.72	0.229	0.06	0.07	1.516	A
1	2	1	290.61	72.65	290.61			0.00	0.00	0.000	A
1	2	2	292.46	73.12	292.46			0.00	0.00	0.000	A
1	3	1	583.08	145.77	583.08			0.00	0.00	0.000	A
2	1	1	215.17	53.79	214.36	872.04	0.247	0.06	0.10	1.498	A
2	1	2	216.84	54.21	217.26	869.06	0.249	0.06	0.08	1.496	A
2	2	1	432.01	108.00	432.01			0.00	0.00	0.000	A
3	1	1	77.02	19.25	76.60	742.17	0.104	0.03	0.03	1.479	A
3	1	2	107.20	26.80	107.62	743.44	0.144	0.04	0.04	1.498	A
3	1	3	77.09	19.27	76.96	747.43	0.103	0.02	0.04	1.512	A
3	2	1	131.00	32.75	131.00			0.00	0.00	0.000	A
3	2	2	130.31	32.58	130.31			0.00	0.00	0.000	A
3	3	2	261.31	65.33	261.31			0.00	0.00	0.000	A
4	1	1	244.22	61.05	243.50	832.68	0.293	0.09	0.14	1.906	A
4	1	2	244.55	61.14	244.88	833.49	0.293	0.09	0.12	1.882	A
4	2	2	488.76	122.19	488.76			0.00	0.00	0.000	A

Main results: (07:15-07:30)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	227.27	56.82	227.69	785.28	0.289	0.08	0.10	1.773	A
1	1	2	261.49	65.37	261.57	784.22	0.334	0.10	0.13	1.832	A
1	1	3	226.74	56.69	227.40	786.46	0.288	0.07	0.11	1.772	A
1	2	1	359.06	89.77	359.06			0.00	0.00	0.000	A
1	2	2	356.44	89.11	356.44			0.00	0.00	0.000	A
1	3	1	715.51	178.88	715.51			0.00	0.00	0.000	A
2	1	1	260.72	65.18	260.78	847.03	0.308	0.10	0.13	1.826	A
2	1	2	260.57	65.14	260.65	849.69	0.307	0.08	0.14	1.846	A
2	2	1	521.30	130.32	521.30			0.00	0.00	0.000	A
3	1	1	96.78	24.20	96.42	727.42	0.133	0.03	0.05	1.618	A
3	1	2	130.89	32.72	130.25	726.55	0.180	0.04	0.07	1.672	A
3	1	3	95.98	23.99	95.83	722.61	0.133	0.04	0.04	1.670	A
3	2	1	161.96	40.49	161.96			0.00	0.00	0.000	A
3	2	2	161.70	40.42	161.70			0.00	0.00	0.000	A
3	3	2	323.65	80.91	323.65			0.00	0.00	0.000	A
4	1	1	298.55	74.64	298.22	806.62	0.370	0.14	0.21	2.429	A
4	1	2	298.42	74.61	299.45	807.25	0.370	0.12	0.19	2.454	A
4	2	2	596.98	149.24	596.98			0.00	0.00	0.000	A

Main results: (07:30-07:45)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	225.97	56.49	225.73	782.16	0.289	0.10	0.12	1.800	A
1	1	2	257.55	64.39	257.82	783.87	0.329	0.13	0.12	1.831	A
1	1	3	226.23	56.56	226.80	783.72	0.289	0.11	0.10	1.785	A
1	2	1	353.16	88.29	353.16			0.00	0.00	0.000	A
1	2	2	356.59	89.15	356.59			0.00	0.00	0.000	A
1	3	1	709.75	177.44	709.75			0.00	0.00	0.000	A
2	1	1	262.54	65.63	261.89	849.02	0.309	0.13	0.15	1.838	A
2	1	2	263.65	65.91	263.49	854.62	0.308	0.14	0.14	1.842	A
2	2	1	526.19	131.55	526.19			0.00	0.00	0.000	A
3	1	1	94.07	23.52	93.91	725.77	0.129	0.05	0.05	1.654	A
3	1	2	129.48	32.37	130.16	726.62	0.179	0.07	0.05	1.638	A
3	1	3	94.49	23.62	94.07	724.88	0.130	0.04	0.05	1.626	A
3	2	1	160.20	40.05	160.20			0.00	0.00	0.000	A
3	2	2	157.85	39.46	157.85			0.00	0.00	0.000	A
3	3	2	318.04	79.51	318.04			0.00	0.00	0.000	A
4	1	1	298.85	74.71	299.10	807.37	0.370	0.21	0.20	2.462	A
4	1	2	300.83	75.21	299.60	808.65	0.372	0.19	0.21	2.476	A
4	2	2	599.67	149.92	599.67			0.00	0.00	0.000	A

Main results: (07:45-08:00)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	184.92	46.23	184.77	800.53	0.231	0.12	0.07	1.532	A
1	1	2	218.36	54.59	218.55	799.89	0.273	0.12	0.09	1.546	A
1	1	3	183.48	45.87	183.39	798.04	0.230	0.10	0.08	1.531	A
1	2	1	292.96	73.24	292.96			0.00	0.00	0.000	A
1	2	2	293.80	73.45	293.80			0.00	0.00	0.000	A
1	3	1	586.76	146.69	586.76			0.00	0.00	0.000	A
2	1	1	215.08	53.77	215.59	871.34	0.247	0.15	0.08	1.497	A
2	1	2	214.88	53.72	215.34	871.71	0.247	0.14	0.08	1.489	A
2	2	1	429.96	107.49	429.96			0.00	0.00	0.000	A
3	1	1	76.32	19.08	76.30	745.29	0.103	0.05	0.04	1.520	A
3	1	2	108.52	27.13	108.80	745.21	0.145	0.05	0.05	1.530	A
3	1	3	76.06	19.02	76.05	745.86	0.102	0.05	0.03	1.502	A
3	2	1	129.81	32.45	129.81			0.00	0.00	0.000	A
3	2	2	131.09	32.77	131.09			0.00	0.00	0.000	A
3	3	2	260.90	65.23	260.90			0.00	0.00	0.000	A
4	1	1	243.58	60.89	243.87	834.80	0.292	0.20	0.13	1.882	A
4	1	2	243.61	60.90	243.45	834.98	0.292	0.21	0.13	1.891	A
4	2	2	487.19	121.80	487.19			0.00	0.00	0.000	A

Main results: (08:00-08:15)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	149.47	37.37	149.45	807.78	0.185	0.07	0.06	1.333	A
1	1	2	186.27	46.57	186.97	811.48	0.229	0.09	0.07	1.382	A
1	1	3	147.67	36.92	147.82	812.39	0.182	0.08	0.05	1.333	A
1	2	1	241.16	60.29	241.16			0.00	0.00	0.000	A
1	2	2	242.26	60.56	242.26			0.00	0.00	0.000	A
1	3	1	483.41	120.85	483.41			0.00	0.00	0.000	A
2	1	1	180.11	45.03	179.89	887.77	0.203	0.08	0.07	1.271	A
2	1	2	181.27	45.32	180.97	887.96	0.204	0.08	0.07	1.279	A
2	2	1	361.37	90.34	361.37			0.00	0.00	0.000	A
3	1	1	60.88	15.22	60.62	757.22	0.081	0.04	0.03	1.393	A
3	1	2	92.57	23.14	92.66	757.40	0.122	0.05	0.04	1.419	A
3	1	3	61.94	15.49	62.20	755.37	0.082	0.03	0.02	1.383	A
3	2	1	106.98	26.75	106.98			0.00	0.00	0.000	A
3	2	2	108.41	27.10	108.41			0.00	0.00	0.000	A
3	3	2	215.39	53.85	215.39			0.00	0.00	0.000	A
4	1	1	205.18	51.29	204.52	855.91	0.240	0.13	0.10	1.555	A
4	1	2	205.96	51.49	206.07	852.52	0.242	0.13	0.09	1.563	A
4	2	2	411.14	102.79	411.14			0.00	0.00	0.000	A

Lanes: Queueing Delay Results for each time segment

Queueing Delay results: (06:45-07:00)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.85	0.06	1.357	A	A
1	1	2	1.07	0.07	1.375	A	A
1	1	3	0.84	0.06	1.340	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	0.96	0.06	1.277	A	A
2	1	2	0.94	0.06	1.249	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.37	0.02	1.407	A	A
3	1	2	0.56	0.04	1.450	A	A
3	1	3	0.37	0.02	1.427	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.30	0.09	1.531	A	A
4	1	2	1.30	0.09	1.533	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (07:00-07:15)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.15	0.08	1.509	A	A
1	1	2	1.41	0.09	1.557	A	A
1	1	3	1.15	0.08	1.516	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.34	0.09	1.498	A	A
2	1	2	1.34	0.09	1.496	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.47	0.03	1.479	A	A
3	1	2	0.68	0.05	1.498	A	A
3	1	3	0.48	0.03	1.512	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.94	0.13	1.906	A	A
4	1	2	1.92	0.13	1.882	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (07:15-07:30)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.67	0.11	1.773	A	A
1	1	2	1.97	0.13	1.832	A	A
1	1	3	1.67	0.11	1.772	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	2.00	0.13	1.826	A	A
2	1	2	2.02	0.13	1.846	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.65	0.04	1.618	A	A
3	1	2	0.90	0.06	1.672	A	A
3	1	3	0.67	0.04	1.670	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	3.02	0.20	2.429	A	A
4	1	2	3.05	0.20	2.454	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (07:30-07:45)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.70	0.11	1.800	A	A
1	1	2	1.98	0.13	1.831	A	A
1	1	3	1.69	0.11	1.785	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	2.02	0.13	1.838	A	A
2	1	2	2.02	0.13	1.842	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.66	0.04	1.654	A	A
3	1	2	0.89	0.06	1.638	A	A
3	1	3	0.65	0.04	1.626	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	3.07	0.20	2.462	A	A
4	1	2	3.09	0.21	2.476	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (07:45-08:00)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.16	0.08	1.532	A	A
1	1	2	1.40	0.09	1.546	A	A
1	1	3	1.16	0.08	1.531	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.34	0.09	1.497	A	A
2	1	2	1.34	0.09	1.489	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.48	0.03	1.520	A	A
3	1	2	0.70	0.05	1.530	A	A
3	1	3	0.48	0.03	1.502	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.92	0.13	1.882	A	A
4	1	2	1.93	0.13	1.891	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (08:00-08:15)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.85	0.06	1.333	A	A
1	1	2	1.09	0.07	1.382	A	A
1	1	3	0.85	0.06	1.333	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	0.97	0.06	1.271	A	A
2	1	2	0.97	0.06	1.279	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.37	0.02	1.393	A	A
3	1	2	0.56	0.04	1.419	A	A
3	1	3	0.37	0.02	1.383	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.34	0.09	1.555	A	A
4	1	2	1.35	0.09	1.563	A	A
4	2	2	0.00	0.00	0.000	A	A

<h1>Junctions 8</h1>
<h2>ARCADY 8 - Roundabout Module</h2>
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Filename: A63 - A19 Roundabout.arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A63 - A19

Roundabout_Junctions 8 Report

Report generation date: 07/12/2016 09:51:48

« (Default Analysis Set) - 2020 Base + Committed, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results
- » Lane Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 [Entry Lane Simulation] - 2020 Base + Committed				
Arm 1	0.45	1.74	N/A	A
Arm 2	0.68	2.68	N/A	A
Arm 3	0.33	2.23	N/A	A
Arm 4	0.24	2.01	N/A	A

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

"D1 - 2016, AM" model duration: 06:45 - 08:15

"D2 - 2016, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Committed, AM" model duration: 06:45 - 08:15

"D4 - 2020 Base + Committed, PM" model duration: 16:45 - 18:15

"D5 - 2020 Base + Committed + Development, AM" model duration: 06:45 - 08:15

"D6 - 2020 Base + Committed + Development, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 07/12/2016 09:51:47

File summary

Title	(untitled)
Location	
Site Number	
Date	21/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Entry Lane Analysis Options

Stop Criteria (%)	Random Seed	Results Refresh Speed (s)	Individual Vehicle Animation Number Of Trials	Time Step Size (s)	Last Run Random Seed	Last Run Number Of Trials
1.00	-1	3	1	10	1174320372	2649

(Default Analysis Set) - 2020 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Entry Lane Analysis	A1 [Entry Lane Simulation]	This analysis set uses entry lane simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	Entry Lane Simulation		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relati
2020 Base + Committed, FM	2020 Base + Committed	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			2.18	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A63 Eastern Arm	
2	2	A19 Southern Arm	
3	3	untitled	
4	4	A19 Northern Arm	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.99	10.75	49.80	29.10	103.90	47.00	
2	4.65	7.27	114.00	30.86	103.90	36.00	
3	4.68	9.97	49.40	29.75	103.90	35.00	
4	3.47	7.00	91.00	31.00	103.90	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.591	2791.669
2		(calculated)	(calculated)	0.509	2140.641
3		(calculated)	(calculated)	0.575	2608.373
4		(calculated)	(calculated)	0.474	1933.174

The slope and intercept shown above include any corrections and adjustments.

Entry Lane Analysis: Arm options

Arm	Lane Capacity Source	Traffic Considering Secondary Lanes (%)
1	Evenly split	10.00
2	Evenly split	10.00
3	Evenly split	10.00
4	Evenly split	10.00

Lanes

Arm	Lane Level	Lane	Has Limited Storage	Storage (PCU)	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	1	1	✓	10.00	0.00	99999.00
1	1	2	✓	10.00	0.00	99999.00
1	1	3	✓	10.00	0.00	99999.00
1	2	1	✓	7.00		
1	2	2	✓	7.00		
1	3	1		Infinity		
2	1	1	✓	14.00	0.00	99999.00
2	1	2	✓	14.00	0.00	99999.00
2	2	1		Infinity		
3	1	1	✓	8.00	0.00	99999.00
3	1	2	✓	8.00	0.00	99999.00
3	1	3	✓	8.00	0.00	99999.00
3	2	1	✓	3.00		
3	2	2	✓	3.00		
3	3	2		Infinity		
4	1	1	✓	15.00	0.00	99999.00
4	1	2	✓	15.00	0.00	99999.00
4	2	2		Infinity		

Entry Lane slope and intercept

Arm	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1	(calculated)	(calculated)	0.197	930.556
1	(calculated)	(calculated)	0.197	930.556
1	(calculated)	(calculated)	0.197	930.556
2	(calculated)	(calculated)	0.255	1070.320
2	(calculated)	(calculated)	0.255	1070.320
3	(calculated)	(calculated)	0.192	869.458
3	(calculated)	(calculated)	0.192	869.458
3	(calculated)	(calculated)	0.192	869.458
4	(calculated)	(calculated)	0.237	966.587
4	(calculated)	(calculated)	0.237	966.587

Lane Movements

Junction	Arm	Lane Level	Lane	Arm			
				1	2	3	4
1	1	1	1	✓	✓	✓	✓
1	1	1	2	✓	✓	✓	✓
1	1	1	3	✓	✓	✓	✓
1	1	2	1	✓	✓	✓	✓
1	1	2	2	✓	✓	✓	✓
1	1	3	1	✓	✓	✓	✓
1	2	1	1	✓	✓	✓	✓
1	2	1	2	✓	✓	✓	✓
1	2	2	1	✓	✓	✓	✓
1	3	1	1	✓	✓	✓	✓
1	3	1	2	✓	✓	✓	✓
1	3	1	3	✓	✓	✓	✓
1	3	2	1	✓	✓	✓	✓
1	3	2	2	✓	✓	✓	✓
1	3	3	2	✓	✓	✓	✓
1	4	1	1	✓	✓	✓	✓
1	4	1	2	✓	✓	✓	✓
1	4	2	2	✓	✓	✓	✓

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	743.00	100.000
2	ONE HOUR	✓	727.00	100.000
3	ONE HOUR	✓	427.00	100.000
4	ONE HOUR	✓	379.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	308.000	261.000	174.000
	2	352.000	0.000	48.000	327.000
	3	263.000	39.000	0.000	125.000
	4	109.000	173.000	97.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.41	0.35	0.23
	2	0.48	0.00	0.07	0.45
	3	0.62	0.09	0.00	0.29
	4	0.29	0.46	0.26	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.050	1.050	1.000
	2	1.080	1.000	1.040	1.010
	3	1.030	1.080	1.000	1.000
	4	1.000	1.010	1.010	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	5.0	5.0	0.0
	2	8.0	0.0	4.0	1.0
	3	3.0	8.0	0.0	0.0
	4	0.0	1.0	1.0	0.0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)
1	1.74	0.45	A	705.22	1057.83	28.62	1.62	0.32
2	2.68	0.68	A	697.29	1045.94	38.91	2.23	0.43
3	2.23	0.33	A	401.64	602.46	20.62	2.05	0.23
4	2.01	0.24	A	352.39	528.58	15.17	1.72	0.17

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	561.77	140.44	561.77	546.93	232.75	0.00	0.20	1.275	A
2	550.08	137.52	550.08	392.16	402.65	0.00	0.24	1.526	A
3	318.75	79.69	318.75	305.84	646.64	0.00	0.14	1.644	A
4	286.77	71.69	286.77	472.55	493.34	0.00	0.10	1.373	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	665.98	166.50	665.98	655.11	278.87	0.00	0.26	1.447	A
2	648.97	162.24	648.97	467.16	478.71	0.00	0.36	1.921	A
3	388.06	97.02	388.06	364.91	762.15	0.00	0.19	1.877	A
4	343.08	85.77	343.08	559.57	591.08	0.00	0.15	1.606	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	810.69	202.67	810.69	801.09	343.24	0.26	0.40	1.742	A
2	804.37	201.09	804.37	572.39	581.79	0.36	0.62	2.667	A
3	474.04	118.51	474.04	443.10	941.36	0.19	0.31	2.225	A
4	420.93	105.23	420.93	690.20	723.74	0.15	0.23	2.007	A

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	817.71	204.43	817.71	795.02	337.10	0.40	0.39	1.732	A
2	796.71	199.18	796.71	569.67	583.13	0.62	0.59	2.677	A
3	465.05	116.26	465.05	442.83	937.42	0.31	0.30	2.232	A
4	418.76	104.69	418.76	687.66	713.37	0.23	0.24	2.006	A

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	665.50	166.38	665.50	646.93	279.09	0.39	0.27	1.455	A
2	657.67	164.42	657.67	466.50	477.67	0.59	0.36	1.932	A
3	379.75	94.94	379.75	367.68	767.43	0.30	0.19	1.897	A
4	341.52	85.38	341.52	563.42	583.83	0.24	0.14	1.617	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	558.35	139.59	558.35	547.43	235.99	0.27	0.20	1.271	A
2	544.15	136.04	544.15	397.69	396.83	0.36	0.22	1.529	A
3	323.60	80.90	323.60	304.39	638.08	0.19	0.14	1.641	A
4	287.18	71.79	287.18	467.04	495.40	0.14	0.11	1.390	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.97	0.20	1.275	A	A
2	3.48	0.23	1.526	A	A
3	2.20	0.15	1.644	A	A
4	1.63	0.11	1.373	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.03	0.27	1.447	A	A
2	5.23	0.35	1.921	A	A
3	3.00	0.20	1.877	A	A
4	2.28	0.15	1.606	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.94	0.40	1.742	A	A
2	8.89	0.59	2.667	A	A
3	4.35	0.29	2.225	A	A
4	3.50	0.23	2.007	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.90	0.39	1.732	A	A
2	8.92	0.59	2.677	A	A
3	4.38	0.29	2.232	A	A
4	3.49	0.23	2.006	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.05	0.27	1.455	A	A
2	5.27	0.35	1.932	A	A
3	3.04	0.20	1.897	A	A
4	2.30	0.15	1.617	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.00	0.20	1.271	A	A
2	3.53	0.24	1.529	A	A
3	2.22	0.15	1.641	A	A
4	1.68	0.11	1.390	A	A

Lane Results

Lanes: Main Results for each time segment

Main results: (16:45-17:00)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	173.75	43.44	173.66	851.67	0.204	0.00	0.07	1.259	A
1	1	2	212.34	53.09	212.57	852.54	0.249	0.00	0.08	1.301	A
1	1	3	175.67	43.92	175.83	851.20	0.206	0.00	0.06	1.260	A
1	2	1	277.62	69.41	277.62			0.00	0.00	0.000	A
1	2	2	284.14	71.04	284.14			0.00	0.00	0.000	A
1	3	1	561.77	140.44	561.77			0.00	0.00	0.000	A
2	1	1	274.20	68.55	273.25	922.64	0.297	0.00	0.12	1.533	A
2	1	2	275.88	68.97	276.58	921.33	0.300	0.00	0.12	1.519	A
2	2	1	550.08	137.52	550.08			0.00	0.00	0.000	A
3	1	1	95.08	23.77	95.11	723.83	0.131	0.00	0.04	1.624	A
3	1	2	129.06	32.27	129.58	722.71	0.179	0.00	0.05	1.649	A
3	1	3	94.61	23.65	94.56	723.91	0.131	0.00	0.04	1.659	A
3	2	1	159.84	39.96	159.84			0.00	0.00	0.000	A
3	2	2	158.91	39.73	158.91			0.00	0.00	0.000	A
3	3	2	318.75	79.69	318.75			0.00	0.00	0.000	A
4	1	1	141.40	35.35	141.38	837.33	0.169	0.00	0.04	1.375	A
4	1	2	145.37	36.34	144.96	837.34	0.174	0.00	0.06	1.372	A
4	2	2	286.77	71.69	286.77			0.00	0.00	0.000	A

Main results: (17:00-17:15)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	212.12	53.03	212.07	842.97	0.252	0.07	0.08	1.429	A
1	1	2	243.71	60.93	244.26	841.55	0.290	0.08	0.10	1.472	A
1	1	3	210.15	52.54	210.67	843.21	0.249	0.06	0.08	1.437	A
1	2	1	332.96	83.24	332.96			0.00	0.00	0.000	A
1	2	2	333.02	83.26	333.02			0.00	0.00	0.000	A
1	3	1	665.98	166.50	665.98			0.00	0.00	0.000	A
2	1	1	325.50	81.38	324.73	902.87	0.361	0.12	0.18	1.934	A
2	1	2	323.46	80.87	323.62	900.44	0.359	0.12	0.18	1.908	A
2	2	1	648.97	162.24	648.97			0.00	0.00	0.000	A
3	1	1	118.44	29.61	118.12	700.18	0.169	0.04	0.06	1.864	A
3	1	2	153.41	38.35	153.41	700.29	0.219	0.05	0.08	1.892	A
3	1	3	116.22	29.05	116.96	699.74	0.166	0.04	0.05	1.869	A
3	2	1	193.41	48.35	193.41			0.00	0.00	0.000	A
3	2	2	194.65	48.66	194.65			0.00	0.00	0.000	A
3	3	2	388.06	97.02	388.06			0.00	0.00	0.000	A
4	1	1	172.64	43.16	172.73	810.94	0.213	0.04	0.08	1.594	A
4	1	2	170.44	42.61	170.17	812.23	0.210	0.06	0.08	1.618	A
4	2	2	343.08	85.77	343.08			0.00	0.00	0.000	A

Main results: (17:15-17:30)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	258.96	64.74	259.41	830.99	0.312	0.08	0.13	1.722	A
1	1	2	291.73	72.93	291.64	830.08	0.352	0.10	0.15	1.803	A
1	1	3	260.00	65.00	259.89	833.64	0.312	0.08	0.12	1.693	A
1	2	1	405.85	101.46	405.85			0.00	0.00	0.000	A
1	2	2	404.85	101.21	404.85			0.00	0.00	0.000	A
1	3	1	810.69	202.67	810.69			0.00	0.00	0.000	A
2	1	1	402.78	100.70	403.08	879.06	0.458	0.18	0.31	2.685	A
2	1	2	401.58	100.40	399.59	880.21	0.456	0.18	0.31	2.650	A
2	2	1	804.37	201.09	804.37			0.00	0.00	0.000	A
3	1	1	148.20	37.05	147.27	665.30	0.222	0.06	0.10	2.209	A
3	1	2	179.75	44.94	179.95	667.17	0.270	0.08	0.11	2.259	A
3	1	3	146.09	36.52	145.35	665.17	0.220	0.05	0.10	2.200	A
3	2	1	237.49	59.37	237.49			0.00	0.00	0.000	A
3	2	2	236.56	59.14	236.56			0.00	0.00	0.000	A
3	3	2	474.04	118.51	474.04			0.00	0.00	0.000	A
4	1	1	211.19	52.80	210.35	779.54	0.271	0.08	0.12	1.998	A
4	1	2	209.74	52.43	210.24	778.79	0.269	0.08	0.11	2.016	A
4	2	2	420.93	105.23	420.93			0.00	0.00	0.000	A

Main results: (17:30-17:45)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	260.45	65.11	259.98	831.15	0.314	0.13	0.12	1.698	A
1	1	2	295.04	73.76	295.18	831.23	0.355	0.15	0.14	1.778	A
1	1	3	262.22	65.56	260.54	831.98	0.315	0.12	0.13	1.714	A
1	2	1	411.75	102.94	411.75			0.00	0.00	0.000	A
1	2	2	405.96	101.49	405.96			0.00	0.00	0.000	A
1	3	1	817.71	204.43	817.71			0.00	0.00	0.000	A
2	1	1	399.39	99.85	399.44	879.52	0.454	0.31	0.29	2.678	A
2	1	2	397.33	99.33	397.69	875.49	0.454	0.31	0.30	2.677	A
2	2	1	796.71	199.18	796.71			0.00	0.00	0.000	A
3	1	1	143.06	35.76	142.54	666.87	0.215	0.10	0.09	2.241	A
3	1	2	177.28	44.32	177.08	665.64	0.266	0.11	0.11	2.239	A
3	1	3	144.71	36.18	143.99	663.16	0.218	0.10	0.09	2.215	A
3	2	1	233.88	58.47	233.88			0.00	0.00	0.000	A
3	2	2	231.17	57.79	231.17			0.00	0.00	0.000	A
3	3	2	465.05	116.26	465.05			0.00	0.00	0.000	A
4	1	1	208.27	52.07	208.74	781.55	0.267	0.12	0.12	2.022	A
4	1	2	210.49	52.62	210.01	781.50	0.269	0.11	0.12	1.991	A
4	2	2	418.76	104.69	418.76			0.00	0.00	0.000	A

Main results: (17:45-18:00)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	209.76	52.44	209.49	845.72	0.248	0.12	0.09	1.435	A
1	1	2	244.73	61.18	244.24	843.61	0.290	0.14	0.11	1.497	A
1	1	3	211.01	52.75	211.35	844.74	0.250	0.13	0.08	1.426	A
1	2	1	335.06	83.77	335.06			0.00	0.00	0.000	A
1	2	2	330.44	82.61	330.44			0.00	0.00	0.000	A
1	3	1	665.50	166.38	665.50			0.00	0.00	0.000	A
2	1	1	331.30	82.83	330.60	908.49	0.365	0.29	0.19	1.930	A
2	1	2	326.36	81.59	326.84	904.71	0.361	0.30	0.17	1.934	A
2	2	1	657.67	164.42	657.67			0.00	0.00	0.000	A
3	1	1	115.51	28.88	115.09	700.47	0.165	0.09	0.06	1.894	A
3	1	2	148.13	37.03	148.34	698.62	0.212	0.11	0.08	1.915	A
3	1	3	116.10	29.03	116.40	699.05	0.166	0.09	0.06	1.875	A
3	2	1	188.95	47.24	188.95			0.00	0.00	0.000	A
3	2	2	190.80	47.70	190.80			0.00	0.00	0.000	A
3	3	2	379.75	94.94	379.75			0.00	0.00	0.000	A
4	1	1	170.03	42.51	170.08	813.43	0.209	0.12	0.07	1.613	A
4	1	2	171.48	42.87	172.12	813.83	0.211	0.12	0.07	1.622	A
4	2	2	341.52	85.38	341.52			0.00	0.00	0.000	A

Main results: (18:00-18:15)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	171.96	42.99	171.96	849.92	0.202	0.09	0.06	1.261	A
1	1	2	212.21	53.05	212.30	850.94	0.249	0.11	0.08	1.297	A
1	1	3	174.18	43.54	174.27	851.62	0.204	0.08	0.06	1.250	A
1	2	1	275.43	68.86	275.43			0.00	0.00	0.000	A
1	2	2	282.92	70.73	282.92			0.00	0.00	0.000	A
1	3	1	558.35	139.59	558.35			0.00	0.00	0.000	A
2	1	1	272.41	68.10	273.07	926.79	0.294	0.19	0.12	1.524	A
2	1	2	271.73	67.93	272.57	924.00	0.294	0.17	0.11	1.533	A
2	2	1	544.15	136.04	544.15			0.00	0.00	0.000	A
3	1	1	96.24	24.06	96.44	723.96	0.133	0.06	0.04	1.622	A
3	1	2	129.17	32.29	129.56	725.33	0.178	0.08	0.05	1.652	A
3	1	3	98.19	24.55	98.37	723.83	0.136	0.06	0.04	1.645	A
3	2	1	163.90	40.97	163.90			0.00	0.00	0.000	A
3	2	2	159.71	39.93	159.71			0.00	0.00	0.000	A
3	3	2	323.60	80.90	323.60			0.00	0.00	0.000	A
4	1	1	143.15	35.79	143.85	836.84	0.171	0.07	0.05	1.405	A
4	1	2	144.03	36.01	144.17	835.42	0.172	0.07	0.06	1.376	A
4	2	2	287.18	71.79	287.18			0.00	0.00	0.000	A

Lanes: Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.91	0.06	1.259	A	A
1	1	2	1.14	0.08	1.301	A	A
1	1	3	0.91	0.06	1.260	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.75	0.12	1.533	A	A
2	1	2	1.73	0.12	1.519	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.65	0.04	1.624	A	A
3	1	2	0.89	0.06	1.649	A	A
3	1	3	0.66	0.04	1.659	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	0.82	0.05	1.375	A	A
4	1	2	0.81	0.05	1.372	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (17:00-17:15)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.26	0.08	1.429	A	A
1	1	2	1.51	0.10	1.472	A	A
1	1	3	1.26	0.08	1.437	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	2.63	0.18	1.934	A	A
2	1	2	2.60	0.17	1.908	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.91	0.06	1.864	A	A
3	1	2	1.19	0.08	1.892	A	A
3	1	3	0.91	0.06	1.869	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.13	0.08	1.594	A	A
4	1	2	1.15	0.08	1.618	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (17:15-17:30)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.88	0.13	1.722	A	A
1	1	2	2.22	0.15	1.803	A	A
1	1	3	1.85	0.12	1.693	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	4.47	0.30	2.685	A	A
2	1	2	4.42	0.29	2.650	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	1.34	0.09	2.209	A	A
3	1	2	1.68	0.11	2.259	A	A
3	1	3	1.33	0.09	2.200	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.74	0.12	1.998	A	A
4	1	2	1.76	0.12	2.016	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (17:30-17:45)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.85	0.12	1.698	A	A
1	1	2	2.18	0.15	1.778	A	A
1	1	3	1.87	0.12	1.714	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	4.47	0.30	2.678	A	A
2	1	2	4.46	0.30	2.677	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	1.36	0.09	2.241	A	A
3	1	2	1.67	0.11	2.239	A	A
3	1	3	1.35	0.09	2.215	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.76	0.12	2.022	A	A
4	1	2	1.73	0.12	1.991	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (17:45-18:00)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.26	0.08	1.435	A	A
1	1	2	1.54	0.10	1.497	A	A
1	1	3	1.26	0.08	1.426	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	2.63	0.18	1.930	A	A
2	1	2	2.64	0.18	1.934	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.92	0.06	1.894	A	A
3	1	2	1.21	0.08	1.915	A	A
3	1	3	0.92	0.06	1.875	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.15	0.08	1.613	A	A
4	1	2	1.15	0.08	1.622	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (18:00-18:15)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.93	0.06	1.261	A	A
1	1	2	1.16	0.08	1.297	A	A
1	1	3	0.92	0.06	1.250	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.76	0.12	1.524	A	A
2	1	2	1.77	0.12	1.533	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.65	0.04	1.622	A	A
3	1	2	0.90	0.06	1.652	A	A
3	1	3	0.66	0.04	1.645	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	0.85	0.06	1.405	A	A
4	1	2	0.83	0.06	1.376	A	A
4	2	2	0.00	0.00	0.000	A	A

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016
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Filename: A63 - A19 Roundabout.arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A63 - A19

Roundabout_Junctions 8 Report

Report generation date: 07/12/2016 09:55:58

« (Default Analysis Set) - 2020 Base + Committed + Development, AM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results
- » Lane Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 [Entry Lane Simulation] - 2020 Base + Committed + Development				
Arm 1	0.45	1.86	N/A	A
Arm 2	0.35	1.86	N/A	A
Arm 3	0.18	1.66	N/A	A
Arm 4	0.44	2.57	N/A	A

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

"D1 - 2016, AM" model duration: 06:45 - 08:15

"D2 - 2016, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Committed, AM" model duration: 06:45 - 08:15

"D4 - 2020 Base + Committed, PM" model duration: 16:45 - 18:15

"D5 - 2020 Base + Committed + Development, AM " model duration: 06:45 - 08:15

"D6 - 2020 Base + Committed + Development, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 07/12/2016 09:55:58

File summary

Title	(untitled)
Location	
Site Number	
Date	21/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Entry Lane Analysis Options

Stop Criteria (%)	Random Seed	Results Refresh Speed (s)	Individual Vehicle Animation Number Of Trials	Time Step Size (s)	Last Run Random Seed	Last Run Number Of Trials
1.00	-1	3	1	10	1172593441	2889

(Default Analysis Set) - 2020 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Entry Lane Analysis	A1 [Entry Lane Simulation]	This analysis set uses entry lane simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	Entry Lane Simulation		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship
2020 Base + Committed + Development, AM	2020 Base + Committed + Development	AM		ONE HOUR	06:45	08:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			2.02	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A63 Eastern Arm	
2	2	A19 Southern Arm	
3	3	untitled	
4	4	A19 Northern Arm	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.99	10.75	49.80	29.10	103.90	47.00	
2	4.65	7.27	114.00	30.86	103.90	36.00	
3	4.68	9.97	49.40	29.75	103.90	35.00	
4	3.47	7.00	91.00	31.00	103.90	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.591	2791.669
2		(calculated)	(calculated)	0.509	2140.641
3		(calculated)	(calculated)	0.575	2608.373
4		(calculated)	(calculated)	0.474	1933.174

The slope and intercept shown above include any corrections and adjustments.

Entry Lane Analysis: Arm options

Arm	Lane Capacity Source	Traffic Considering Secondary Lanes (%)
1	Evenly split	10.00
2	Evenly split	10.00
3	Evenly split	10.00
4	Evenly split	10.00

Lanes

Arm	Lane Level	Lane	Has Limited Storage	Storage (PCU)	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	1	1	✓	10.00	0.00	99999.00
1	1	2	✓	10.00	0.00	99999.00
1	1	3	✓	10.00	0.00	99999.00
1	2	1	✓	7.00		
1	2	2	✓	7.00		
1	3	1		Infinity		
2	1	1	✓	14.00	0.00	99999.00
2	1	2	✓	14.00	0.00	99999.00
2	2	1		Infinity		
3	1	1	✓	8.00	0.00	99999.00
3	1	2	✓	8.00	0.00	99999.00
3	1	3	✓	8.00	0.00	99999.00
3	2	1	✓	3.00		
3	2	2	✓	3.00		
3	3	2		Infinity		
4	1	1	✓	15.00	0.00	99999.00
4	1	2	✓	15.00	0.00	99999.00
4	2	2		Infinity		

Entry Lane slope and intercept

Arm	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1	(calculated)	(calculated)	0.197	930.556
1	(calculated)	(calculated)	0.197	930.556
1	(calculated)	(calculated)	0.197	930.556
2	(calculated)	(calculated)	0.255	1070.320
2	(calculated)	(calculated)	0.255	1070.320
3	(calculated)	(calculated)	0.192	869.458
3	(calculated)	(calculated)	0.192	869.458
3	(calculated)	(calculated)	0.192	869.458
4	(calculated)	(calculated)	0.237	966.587
4	(calculated)	(calculated)	0.237	966.587

Lane Movements

Junction	Arm	Lane Level	Lane	Arm			
				1	2	3	4
1	1	1	1	✓	✓	✓	✓
1	1	1	2	✓	✓	✓	✓
1	1	1	3	✓	✓	✓	✓
1	1	2	1	✓	✓	✓	✓
1	1	2	2	✓	✓	✓	✓
1	1	3	1	✓	✓	✓	✓
1	2	1	1	✓	✓	✓	✓
1	2	1	2	✓	✓	✓	✓
1	2	2	1	✓	✓	✓	✓
1	3	1	1	✓	✓	✓	✓
1	3	1	2	✓	✓	✓	✓
1	3	1	3	✓	✓	✓	✓
1	3	2	1	✓	✓	✓	✓
1	3	2	2	✓	✓	✓	✓
1	3	3	2	✓	✓	✓	✓
1	4	1	1	✓	✓	✓	✓
1	4	1	2	✓	✓	✓	✓
1	4	2	2	✓	✓	✓	✓

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	658.00	100.000
2	ONE HOUR	✓	479.00	100.000
3	ONE HOUR	✓	312.00	100.000
4	ONE HOUR	✓	555.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	345.000	291.000	22.000
	2	288.000	0.000	37.000	154.000
	3	200.000	55.000	0.000	57.000
	4	179.000	258.000	118.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.52	0.44	0.03
	2	0.60	0.00	0.08	0.32
	3	0.64	0.18	0.00	0.18
	4	0.32	0.46	0.21	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.070	1.070	1.140
	2	1.130	1.000	1.090	1.080
	3	1.050	1.080	1.000	1.000
	4	1.000	1.030	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	7.0	7.0	14.0
	2	13.0	0.0	9.0	8.0
	3	5.0	8.0	0.0	0.0
	4	0.0	3.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)
1	1.86	0.45	A	644.72	967.08	29.40	1.82	0.33
2	1.86	0.35	A	489.34	734.01	21.83	1.78	0.24
3	1.66	0.18	A	298.63	447.95	12.52	1.68	0.14
4	2.57	0.44	A	518.52	777.78	27.64	2.13	0.31

Main Results for each time segment

Main results: (06:45-07:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	492.03	123.01	492.03	501.39	327.02	0.00	0.18	1.389	A
2	358.80	89.70	358.80	494.77	325.55	0.00	0.12	1.267	A
3	232.44	58.11	232.44	337.03	348.20	0.00	0.10	1.408	A
4	422.78	105.70	422.78	173.96	405.67	0.00	0.19	1.612	A

Main results: (07:00-07:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	589.09	147.27	589.09	608.33	385.48	0.00	0.25	1.565	A
2	435.37	108.84	435.37	588.95	386.36	0.00	0.18	1.483	A
3	283.07	70.77	283.07	400.00	421.31	0.00	0.13	1.496	A
4	498.86	124.71	498.86	208.18	495.29	0.00	0.27	1.943	A

Main results: (07:15-07:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	730.45	182.61	730.45	740.52	475.70	0.25	0.38	1.863	A
2	530.84	132.71	530.84	727.70	477.49	0.18	0.28	1.848	A
3	343.95	85.99	343.95	493.81	512.92	0.13	0.16	1.659	A
4	613.17	153.29	613.17	256.32	600.75	0.27	0.41	2.566	A

Main results: (07:30-07:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	721.46	180.36	721.46	734.00	471.98	0.38	0.37	1.852	A
2	528.53	132.13	528.53	721.75	472.75	0.28	0.27	1.855	A
3	343.11	85.78	343.11	489.10	512.48	0.16	0.16	1.651	A
4	611.03	152.76	611.03	258.88	596.61	0.41	0.43	2.551	A

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	588.02	147.00	588.02	592.51	392.05	0.37	0.26	1.582	A
2	428.85	107.21	428.85	590.80	390.26	0.27	0.18	1.512	A
3	275.31	68.83	275.31	403.36	415.43	0.16	0.11	1.515	A
4	502.72	125.68	502.72	208.60	482.01	0.43	0.26	1.960	A

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	489.29	122.32	489.29	501.25	327.02	0.26	0.19	1.387	A
2	359.92	89.98	359.92	492.34	324.67	0.18	0.13	1.280	A
3	235.45	58.86	235.45	335.83	348.99	0.11	0.10	1.407	A
4	419.48	104.87	419.48	174.39	409.76	0.26	0.18	1.577	A

Queueing Delay Results for each time segment

Queueing Delay results: (06:45-07:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.86	0.19	1.389	A	A
2	1.90	0.13	1.267	A	A
3	1.37	0.09	1.408	A	A
4	2.80	0.19	1.612	A	A

Queueing Delay results: (07:00-07:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.85	0.26	1.565	A	A
2	2.66	0.18	1.483	A	A
3	1.75	0.12	1.496	A	A
4	4.04	0.27	1.943	A	A

Queueing Delay results: (07:15-07:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.61	0.37	1.863	A	A
2	4.07	0.27	1.848	A	A
3	2.36	0.16	1.659	A	A
4	6.54	0.44	2.566	A	A

Queueing Delay results: (07:30-07:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.58	0.37	1.852	A	A
2	4.06	0.27	1.855	A	A
3	2.36	0.16	1.651	A	A
4	6.47	0.43	2.551	A	A

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.91	0.26	1.582	A	A
2	2.71	0.18	1.512	A	A
3	1.77	0.12	1.515	A	A
4	4.07	0.27	1.960	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.90	0.19	1.387	A	A
2	1.95	0.13	1.280	A	A
3	1.39	0.09	1.407	A	A
4	2.79	0.19	1.577	A	A

Lane Results

Lanes: Main Results for each time segment

Main results: (06:45-07:00)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	151.88	37.97	152.21	804.90	0.189	0.00	0.06	1.386	A
1	1	2	187.73	46.93	188.56	811.30	0.231	0.00	0.06	1.393	A
1	1	3	152.42	38.11	152.52	805.73	0.189	0.00	0.06	1.386	A
1	2	1	252.38	63.09	252.38			0.00	0.00	0.000	A
1	2	2	239.65	59.91	239.65			0.00	0.00	0.000	A
1	3	1	492.03	123.01	492.03			0.00	0.00	0.000	A
2	1	1	178.86	44.71	179.25	882.40	0.203	0.00	0.06	1.264	A
2	1	2	179.94	44.98	180.44	887.31	0.203	0.00	0.06	1.270	A
2	2	1	358.80	89.70	358.80			0.00	0.00	0.000	A
3	1	1	66.21	16.55	66.13	760.25	0.087	0.00	0.02	1.396	A
3	1	2	98.57	24.64	98.42	758.61	0.130	0.00	0.04	1.409	A
3	1	3	67.66	16.92	66.87	759.95	0.089	0.00	0.03	1.420	A
3	2	1	118.01	29.50	118.01			0.00	0.00	0.000	A
3	2	2	114.43	28.61	114.43			0.00	0.00	0.000	A
3	3	2	232.44	58.11	232.44			0.00	0.00	0.000	A
4	1	1	211.46	52.87	210.92	848.03	0.249	0.00	0.10	1.620	A
4	1	2	211.32	52.83	211.82	849.15	0.249	0.00	0.09	1.604	A
4	2	2	422.78	105.70	422.78			0.00	0.00	0.000	A

Main results: (07:00-07:15)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	184.86	46.21	185.57	799.14	0.231	0.06	0.07	1.534	A
1	1	2	220.23	55.06	220.31	794.53	0.277	0.06	0.10	1.594	A
1	1	3	184.01	46.00	183.95	795.50	0.231	0.06	0.08	1.562	A
1	2	1	293.54	73.39	293.54			0.00	0.00	0.000	A
1	2	2	295.56	73.89	295.56			0.00	0.00	0.000	A
1	3	1	589.09	147.27	589.09			0.00	0.00	0.000	A
2	1	1	217.24	54.31	216.59	870.15	0.250	0.06	0.09	1.476	A
2	1	2	218.13	54.53	218.36	868.62	0.251	0.06	0.09	1.491	A
2	2	1	435.37	108.84	435.37			0.00	0.00	0.000	A
3	1	1	83.30	20.83	83.20	744.51	0.112	0.02	0.04	1.499	A
3	1	2	116.64	29.16	115.83	746.78	0.156	0.04	0.06	1.504	A
3	1	3	83.14	20.78	83.14	745.01	0.112	0.03	0.03	1.480	A
3	2	1	143.05	35.76	143.05			0.00	0.00	0.000	A
3	2	2	140.02	35.01	140.02			0.00	0.00	0.000	A
3	3	2	283.07	70.77	283.07			0.00	0.00	0.000	A
4	1	1	249.59	62.40	249.93	825.78	0.302	0.10	0.13	1.937	A
4	1	2	249.26	62.32	248.60	825.79	0.302	0.09	0.14	1.949	A
4	2	2	498.86	124.71	498.86			0.00	0.00	0.000	A

Main results: (07:15-07:30)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	233.83	58.46	232.81	781.63	0.299	0.07	0.12	1.852	A
1	1	2	262.28	65.57	262.26	777.77	0.337	0.10	0.14	1.897	A
1	1	3	234.33	58.58	234.41	777.19	0.301	0.08	0.12	1.837	A
1	2	1	367.56	91.89	367.56			0.00	0.00	0.000	A
1	2	2	362.89	90.72	362.89			0.00	0.00	0.000	A
1	3	1	730.45	182.61	730.45			0.00	0.00	0.000	A
2	1	1	267.29	66.82	266.21	850.08	0.315	0.09	0.14	1.845	A
2	1	2	263.55	65.89	263.03	845.59	0.312	0.09	0.14	1.851	A
2	2	1	530.84	132.71	530.84			0.00	0.00	0.000	A
3	1	1	102.30	25.58	102.33	722.86	0.141	0.04	0.05	1.655	A
3	1	2	138.30	34.57	138.44	727.26	0.190	0.06	0.07	1.675	A
3	1	3	103.34	25.84	103.39	726.28	0.142	0.03	0.05	1.641	A
3	2	1	170.86	42.72	170.86			0.00	0.00	0.000	A
3	2	2	173.08	43.27	173.08			0.00	0.00	0.000	A
3	3	2	343.95	85.99	343.95			0.00	0.00	0.000	A
4	1	1	307.66	76.92	309.03	798.27	0.385	0.13	0.20	2.571	A
4	1	2	305.50	76.38	306.44	800.79	0.382	0.14	0.22	2.561	A
4	2	2	613.17	153.29	613.17			0.00	0.00	0.000	A

Main results: (07:30-07:45)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	229.87	57.47	229.28	777.80	0.296	0.12	0.13	1.819	A
1	1	2	262.22	65.56	262.99	777.76	0.337	0.14	0.13	1.893	A
1	1	3	229.37	57.34	230.24	777.82	0.295	0.12	0.11	1.839	A
1	2	1	363.30	90.83	363.30			0.00	0.00	0.000	A
1	2	2	358.15	89.54	358.15			0.00	0.00	0.000	A
1	3	1	721.46	180.36	721.46			0.00	0.00	0.000	A
2	1	1	264.13	66.03	263.88	852.71	0.310	0.14	0.13	1.847	A
2	1	2	264.40	66.10	264.94	847.76	0.312	0.14	0.14	1.863	A
2	2	1	528.53	132.13	528.53			0.00	0.00	0.000	A
3	1	1	102.64	25.66	102.70	728.68	0.141	0.05	0.04	1.664	A
3	1	2	137.05	34.26	136.70	727.71	0.188	0.07	0.07	1.642	A
3	1	3	103.43	25.86	103.61	724.90	0.143	0.05	0.04	1.649	A
3	2	1	171.78	42.94	171.78			0.00	0.00	0.000	A
3	2	2	171.34	42.83	171.34			0.00	0.00	0.000	A
3	3	2	343.11	85.78	343.11			0.00	0.00	0.000	A
4	1	1	306.60	76.65	305.96	801.02	0.383	0.20	0.22	2.550	A
4	1	2	304.42	76.11	303.41	800.18	0.380	0.22	0.21	2.551	A
4	2	2	611.03	152.76	611.03			0.00	0.00	0.000	A

Main results: (07:45-08:00)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	183.45	45.86	183.39	792.32	0.231	0.13	0.08	1.572	A
1	1	2	219.38	54.84	219.81	792.61	0.277	0.13	0.10	1.611	A
1	1	3	185.19	46.30	185.82	792.05	0.234	0.11	0.08	1.558	A
1	2	1	293.58	73.40	293.58			0.00	0.00	0.000	A
1	2	2	294.43	73.61	294.43			0.00	0.00	0.000	A
1	3	1	588.02	147.00	588.02			0.00	0.00	0.000	A
2	1	1	213.98	53.49	214.39	871.08	0.245	0.13	0.08	1.504	A
2	1	2	214.87	53.72	214.14	866.36	0.248	0.14	0.09	1.520	A
2	2	1	428.85	107.21	428.85			0.00	0.00	0.000	A
3	1	1	80.66	20.17	80.69	745.83	0.108	0.04	0.03	1.508	A
3	1	2	113.27	28.32	113.33	748.35	0.151	0.07	0.05	1.530	A
3	1	3	81.37	20.34	81.16	744.57	0.109	0.04	0.03	1.501	A
3	2	1	137.45	34.36	137.45			0.00	0.00	0.000	A
3	2	2	137.86	34.47	137.86			0.00	0.00	0.000	A
3	3	2	275.31	68.83	275.31			0.00	0.00	0.000	A
4	1	1	253.71	63.43	253.62	830.48	0.305	0.22	0.13	1.951	A
4	1	2	249.01	62.25	248.91	830.48	0.300	0.21	0.13	1.969	A
4	2	2	502.72	125.68	502.72			0.00	0.00	0.000	A

Main results: (08:00-08:15)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	150.49	37.62	150.59	803.67	0.187	0.08	0.06	1.368	A
1	1	2	186.46	46.61	187.12	805.17	0.231	0.10	0.07	1.401	A
1	1	3	152.34	38.08	152.27	810.37	0.188	0.08	0.06	1.388	A
1	2	1	246.02	61.51	246.02			0.00	0.00	0.000	A
1	2	2	243.26	60.82	243.26			0.00	0.00	0.000	A
1	3	1	489.29	122.32	489.29			0.00	0.00	0.000	A
2	1	1	178.88	44.72	178.98	884.37	0.203	0.08	0.06	1.267	A
2	1	2	181.04	45.26	181.16	884.53	0.205	0.09	0.07	1.294	A
2	2	1	359.92	89.98	359.92			0.00	0.00	0.000	A
3	1	1	66.87	16.72	66.69	762.22	0.088	0.03	0.03	1.406	A
3	1	2	99.65	24.91	99.29	760.92	0.131	0.05	0.04	1.408	A
3	1	3	68.93	17.23	69.18	765.12	0.090	0.03	0.03	1.407	A
3	2	1	118.75	29.69	118.75			0.00	0.00	0.000	A
3	2	2	116.70	29.17	116.70			0.00	0.00	0.000	A
3	3	2	235.45	58.86	235.45			0.00	0.00	0.000	A
4	1	1	209.59	52.40	209.55	849.87	0.247	0.13	0.08	1.572	A
4	1	2	209.89	52.47	208.95	848.76	0.247	0.13	0.10	1.582	A
4	2	2	419.48	104.87	419.48			0.00	0.00	0.000	A

Lanes: Queueing Delay Results for each time segment

Queueing Delay results: (06:45-07:00)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.88	0.06	1.386	A	A
1	1	2	1.10	0.07	1.393	A	A
1	1	3	0.88	0.06	1.386	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	0.95	0.06	1.264	A	A
2	1	2	0.95	0.06	1.270	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.39	0.03	1.396	A	A
3	1	2	0.58	0.04	1.409	A	A
3	1	3	0.40	0.03	1.420	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.41	0.09	1.620	A	A
4	1	2	1.39	0.09	1.604	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (07:00-07:15)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.18	0.08	1.534	A	A
1	1	2	1.46	0.10	1.594	A	A
1	1	3	1.20	0.08	1.562	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.32	0.09	1.476	A	A
2	1	2	1.34	0.09	1.491	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.52	0.03	1.499	A	A
3	1	2	0.72	0.05	1.504	A	A
3	1	3	0.51	0.03	1.480	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	2.01	0.13	1.937	A	A
4	1	2	2.03	0.14	1.949	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (07:15-07:30)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.78	0.12	1.852	A	A
1	1	2	2.07	0.14	1.897	A	A
1	1	3	1.77	0.12	1.837	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	2.03	0.14	1.845	A	A
2	1	2	2.04	0.14	1.851	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.70	0.05	1.655	A	A
3	1	2	0.96	0.06	1.675	A	A
3	1	3	0.70	0.05	1.641	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	3.28	0.22	2.571	A	A
4	1	2	3.27	0.22	2.561	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (07:30-07:45)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.75	0.12	1.819	A	A
1	1	2	2.07	0.14	1.893	A	A
1	1	3	1.77	0.12	1.839	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	2.02	0.13	1.847	A	A
2	1	2	2.04	0.14	1.863	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.71	0.05	1.664	A	A
3	1	2	0.94	0.06	1.642	A	A
3	1	3	0.71	0.05	1.649	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	3.24	0.22	2.550	A	A
4	1	2	3.24	0.22	2.551	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (07:45-08:00)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.22	0.08	1.572	A	A
1	1	2	1.48	0.10	1.611	A	A
1	1	3	1.21	0.08	1.558	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.35	0.09	1.504	A	A
2	1	2	1.36	0.09	1.520	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.52	0.03	1.508	A	A
3	1	2	0.74	0.05	1.530	A	A
3	1	3	0.52	0.03	1.501	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	2.03	0.14	1.951	A	A
4	1	2	2.05	0.14	1.969	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (08:00-08:15)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.88	0.06	1.368	A	A
1	1	2	1.12	0.07	1.401	A	A
1	1	3	0.89	0.06	1.388	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	0.96	0.06	1.267	A	A
2	1	2	0.99	0.07	1.294	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.40	0.03	1.406	A	A
3	1	2	0.59	0.04	1.408	A	A
3	1	3	0.40	0.03	1.407	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.39	0.09	1.572	A	A
4	1	2	1.40	0.09	1.582	A	A
4	2	2	0.00	0.00	0.000	A	A

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016
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Filename: A63 - A19 Roundabout.arc8

Path: \\le-man-001\le_projects\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A63 - A19 Roundabout_Junctions 8 Report

Report generation date: 07/12/2016 09:58:57

« (Default Analysis Set) - 2020 Base + Committed + Development, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results
- » Lane Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 [Entry Lane Simulation] - 2020 Base + Committed + Development				
Arm 1	0.44	1.74	N/A	A
Arm 2	0.68	2.76	N/A	A
Arm 3	0.31	2.23	N/A	A
Arm 4	0.24	2.03	N/A	A

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

"D1 - 2016, AM" model duration: 06:45 - 08:15

"D2 - 2016, PM" model duration: 16:45 - 18:15

"D3 - 2020 Base + Committed, AM" model duration: 06:45 - 08:15

"D4 - 2020 Base + Committed, PM" model duration: 16:45 - 18:15

"D5 - 2020 Base + Committed + Development, AM" model duration: 06:45 - 08:15

"D6 - 2020 Base + Committed + Development, PM " model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 07/12/2016 09:58:56

File summary

Title	(untitled)
Location	
Site Number	
Date	21/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	oddy1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Entry Lane Analysis Options

Stop Criteria (%)	Random Seed	Results Refresh Speed (s)	Individual Vehicle Animation Number Of Trials	Time Step Size (s)	Last Run Random Seed	Last Run Number Of Trials
1.00	-1	3	1	10	1535664145	2245

(Default Analysis Set) - 2020 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Entry Lane Analysis	A1 [Entry Lane Simulation]	This analysis set uses entry lane simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	Entry Lane Simulation		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship
2020 Base + Committed + Development, RM	2020 Base + Committed + Development	RM		ONE HOUR	16:45	18:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			2.21	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A63 Eastern Arm	
2	2	A19 Southern Arm	
3	3	untitled	
4	4	A19 Northern Arm	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.99	10.75	49.80	29.10	103.90	47.00	
2	4.65	7.27	114.00	30.86	103.90	36.00	
3	4.68	9.97	49.40	29.75	103.90	35.00	
4	3.47	7.00	91.00	31.00	103.90	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.591	2791.669
2		(calculated)	(calculated)	0.509	2140.641
3		(calculated)	(calculated)	0.575	2608.373
4		(calculated)	(calculated)	0.474	1933.174

The slope and intercept shown above include any corrections and adjustments.

Entry Lane Analysis: Arm options

Arm	Lane Capacity Source	Traffic Considering Secondary Lanes (%)
1	Evenly split	10.00
2	Evenly split	10.00
3	Evenly split	10.00
4	Evenly split	10.00

Lanes

Arm	Lane Level	Lane	Has Limited Storage	Storage (PCU)	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	1	1	✓	10.00	0.00	99999.00
1	1	2	✓	10.00	0.00	99999.00
1	1	3	✓	10.00	0.00	99999.00
1	2	1	✓	7.00		
1	2	2	✓	7.00		
1	3	1		Infinity		
2	1	1	✓	14.00	0.00	99999.00
2	1	2	✓	14.00	0.00	99999.00
2	2	1		Infinity		
3	1	1	✓	8.00	0.00	99999.00
3	1	2	✓	8.00	0.00	99999.00
3	1	3	✓	8.00	0.00	99999.00
3	2	1	✓	3.00		
3	2	2	✓	3.00		
3	3	2		Infinity		
4	1	1	✓	15.00	0.00	99999.00
4	1	2	✓	15.00	0.00	99999.00
4	2	2		Infinity		

Entry Lane slope and intercept

Arm	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1	(calculated)	(calculated)	0.197	930.556
1	(calculated)	(calculated)	0.197	930.556
1	(calculated)	(calculated)	0.197	930.556
2	(calculated)	(calculated)	0.255	1070.320
2	(calculated)	(calculated)	0.255	1070.320
3	(calculated)	(calculated)	0.192	869.458
3	(calculated)	(calculated)	0.192	869.458
3	(calculated)	(calculated)	0.192	869.458
4	(calculated)	(calculated)	0.237	966.587
4	(calculated)	(calculated)	0.237	966.587

Lane Movements

Junction	Arm	Lane Level	Lane	Arm			
				1	2	3	4
1	1	1	1	✓	✓	✓	✓
1	1	1	2	✓	✓	✓	✓
1	1	1	3	✓	✓	✓	✓
1	1	2	1	✓	✓	✓	✓
1	1	2	2	✓	✓	✓	✓
1	1	3	1	✓	✓	✓	✓
1	2	1	1	✓	✓	✓	✓
1	2	1	2	✓	✓	✓	✓
1	2	2	1	✓	✓	✓	✓
1	3	1	1	✓	✓	✓	✓
1	3	1	2	✓	✓	✓	✓
1	3	1	3	✓	✓	✓	✓
1	3	2	1	✓	✓	✓	✓
1	3	2	2	✓	✓	✓	✓
1	3	3	2	✓	✓	✓	✓
1	4	1	1	✓	✓	✓	✓
1	4	1	2	✓	✓	✓	✓
1	4	2	2	✓	✓	✓	✓

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	743.00	100.000
2	ONE HOUR	✓	738.00	100.000
3	ONE HOUR	✓	427.00	100.000
4	ONE HOUR	✓	379.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	308.000	261.000	174.000
	2	355.000	0.000	53.000	330.000
	3	263.000	39.000	0.000	125.000
	4	109.000	173.000	97.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.41	0.35	0.23
	2	0.48	0.00	0.07	0.45
	3	0.62	0.09	0.00	0.29
	4	0.29	0.46	0.26	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.050	1.050	1.000
	2	1.080	1.000	1.040	1.010
	3	1.030	1.080	1.000	1.000
	4	1.000	1.010	1.010	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	5.0	5.0	0.0
	2	8.0	0.0	4.0	1.0
	3	3.0	8.0	0.0	0.0
	4	0.0	1.0	1.0	0.0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)
1	1.74	0.44	A	702.95	1054.42	28.61	1.63	0.32
2	2.76	0.68	A	706.77	1060.16	40.15	2.27	0.45
3	2.23	0.31	A	402.32	603.47	20.58	2.05	0.23
4	2.03	0.24	A	349.25	523.88	15.24	1.75	0.17

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	548.47	137.12	548.47	545.69	233.69	0.00	0.18	1.280	A
2	552.40	138.10	552.40	388.25	394.83	0.00	0.23	1.548	A
3	324.32	81.08	324.32	303.72	643.24	0.00	0.15	1.645	A
4	287.46	71.87	287.46	475.54	492.61	0.00	0.11	1.383	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	664.59	166.15	664.59	650.75	272.34	0.00	0.23	1.450	A
2	668.90	167.23	668.90	465.81	473.85	0.00	0.38	1.929	A
3	384.69	96.17	384.69	367.19	774.52	0.00	0.21	1.881	A
4	333.52	83.38	333.52	569.34	588.75	0.00	0.13	1.602	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	816.80	204.20	816.80	800.98	342.44	0.23	0.37	1.726	A
2	815.71	203.93	815.71	576.51	584.44	0.38	0.60	2.729	A
3	467.47	116.87	467.47	451.78	949.39	0.21	0.29	2.226	A
4	416.79	104.20	416.79	689.90	726.65	0.13	0.23	2.014	A

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	814.77	203.69	814.77	803.18	340.84	0.37	0.40	1.739	A
2	807.72	201.93	807.72	569.48	586.98	0.60	0.62	2.761	A
3	476.07	119.02	476.07	451.24	945.46	0.29	0.29	2.215	A
4	419.25	104.81	419.25	693.65	726.63	0.23	0.24	2.028	A

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	664.57	166.14	664.57	656.12	276.61	0.40	0.28	1.462	A
2	664.83	166.21	664.83	465.97	474.95	0.62	0.37	1.971	A
3	383.44	95.86	383.44	367.22	771.55	0.29	0.20	1.890	A
4	339.50	84.87	339.50	562.93	593.19	0.24	0.15	1.650	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	553.66	138.41	553.66	541.79	229.42	0.28	0.20	1.285	A
2	546.04	136.51	546.04	389.18	394.32	0.37	0.24	1.526	A
3	318.01	79.50	318.01	303.74	637.26	0.20	0.14	1.638	A
4	284.58	71.15	284.58	468.64	487.14	0.15	0.11	1.372	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.97	0.20	1.280	A	A
2	3.58	0.24	1.548	A	A
3	2.19	0.15	1.645	A	A
4	1.64	0.11	1.383	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.04	0.27	1.450	A	A
2	5.31	0.35	1.929	A	A
3	3.02	0.20	1.881	A	A
4	2.27	0.15	1.602	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.87	0.39	1.726	A	A
2	9.25	0.62	2.729	A	A
3	4.36	0.29	2.226	A	A
4	3.51	0.23	2.014	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.92	0.39	1.739	A	A
2	9.34	0.62	2.761	A	A
3	4.34	0.29	2.215	A	A
4	3.53	0.24	2.028	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.06	0.27	1.462	A	A
2	5.45	0.36	1.971	A	A
3	3.03	0.20	1.890	A	A
4	2.34	0.16	1.650	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.03	0.20	1.285	A	A
2	3.57	0.24	1.526	A	A
3	2.23	0.15	1.638	A	A
4	1.66	0.11	1.372	A	A

Lane Results

Lanes: Main Results for each time segment

Main results: (16:45-17:00)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	169.44	42.36	169.12	853.02	0.199	0.00	0.05	1.250	A
1	1	2	208.28	52.07	209.21	853.44	0.244	0.00	0.07	1.314	A
1	1	3	170.75	42.69	171.05	849.76	0.201	0.00	0.06	1.268	A
1	2	1	275.01	68.75	275.01			0.00	0.00	0.000	A
1	2	2	273.46	68.37	273.46			0.00	0.00	0.000	A
1	3	1	548.47	137.12	548.47			0.00	0.00	0.000	A
2	1	1	274.58	68.65	274.13	925.29	0.297	0.00	0.12	1.548	A
2	1	2	277.82	69.45	278.00	928.41	0.299	0.00	0.11	1.549	A
2	2	1	552.40	138.10	552.40			0.00	0.00	0.000	A
3	1	1	96.75	24.19	96.56	723.43	0.134	0.00	0.04	1.667	A
3	1	2	131.36	32.84	131.73	725.51	0.181	0.00	0.06	1.648	A
3	1	3	96.21	24.05	96.61	723.63	0.133	0.00	0.05	1.619	A
3	2	1	162.25	40.56	162.25			0.00	0.00	0.000	A
3	2	2	162.07	40.52	162.07			0.00	0.00	0.000	A
3	3	2	324.32	81.08	324.32			0.00	0.00	0.000	A
4	1	1	143.33	35.83	142.93	837.19	0.171	0.00	0.05	1.388	A
4	1	2	144.13	36.03	143.84	838.77	0.172	0.00	0.06	1.377	A
4	2	2	287.46	71.87	287.46			0.00	0.00	0.000	A

Main results: (17:00-17:15)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	210.60	52.65	210.92	841.48	0.250	0.05	0.07	1.428	A
1	1	2	244.60	61.15	245.61	844.67	0.290	0.07	0.09	1.487	A
1	1	3	209.40	52.35	210.79	843.51	0.248	0.06	0.07	1.429	A
1	2	1	329.08	82.27	329.08			0.00	0.00	0.000	A
1	2	2	335.52	83.88	335.52			0.00	0.00	0.000	A
1	3	1	664.59	166.15	664.59			0.00	0.00	0.000	A
2	1	1	334.67	83.67	335.39	907.08	0.369	0.12	0.18	1.916	A
2	1	2	334.24	83.56	332.47	906.12	0.369	0.11	0.20	1.943	A
2	2	1	668.90	167.23	668.90			0.00	0.00	0.000	A
3	1	1	118.53	29.63	118.32	701.05	0.169	0.04	0.06	1.853	A
3	1	2	149.72	37.43	149.21	700.35	0.214	0.06	0.09	1.921	A
3	1	3	116.45	29.11	116.04	695.13	0.167	0.05	0.06	1.858	A
3	2	1	189.89	47.47	189.89			0.00	0.00	0.000	A
3	2	2	194.81	48.70	194.81			0.00	0.00	0.000	A
3	3	2	384.69	96.17	384.69			0.00	0.00	0.000	A
4	1	1	166.21	41.55	167.25	812.57	0.205	0.05	0.06	1.621	A
4	1	2	167.31	41.83	167.09	814.51	0.205	0.06	0.07	1.584	A
4	2	2	333.52	83.38	333.52			0.00	0.00	0.000	A

Main results: (17:15-17:30)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	261.03	65.26	262.48	828.57	0.315	0.07	0.11	1.675	A
1	1	2	295.24	73.81	295.11	831.11	0.356	0.09	0.14	1.787	A
1	1	3	260.53	65.13	260.93	828.70	0.315	0.07	0.12	1.709	A
1	2	1	406.80	101.70	406.80			0.00	0.00	0.000	A
1	2	2	410.01	102.50	410.01			0.00	0.00	0.000	A
1	3	1	816.80	204.20	816.80			0.00	0.00	0.000	A
2	1	1	406.82	101.71	407.47	876.76	0.464	0.18	0.30	2.720	A
2	1	2	408.88	102.22	409.25	874.09	0.467	0.20	0.31	2.738	A
2	2	1	815.71	203.93	815.71			0.00	0.00	0.000	A
3	1	1	144.56	36.14	144.00	665.99	0.218	0.06	0.09	2.222	A
3	1	2	177.75	44.44	178.29	661.03	0.269	0.09	0.11	2.253	A
3	1	3	145.15	36.29	144.88	662.96	0.219	0.06	0.09	2.195	A
3	2	1	233.29	58.32	233.29			0.00	0.00	0.000	A
3	2	2	234.17	58.54	234.17			0.00	0.00	0.000	A
3	3	2	467.47	116.87	467.47			0.00	0.00	0.000	A
4	1	1	210.33	52.58	210.15	778.03	0.270	0.06	0.12	2.019	A
4	1	2	206.46	51.61	206.62	779.34	0.265	0.07	0.11	2.009	A
4	2	2	416.79	104.20	416.79			0.00	0.00	0.000	A

Main results: (17:30-17:45)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	261.92	65.48	262.10	830.63	0.315	0.11	0.13	1.704	A
1	1	2	291.47	72.87	291.53	830.53	0.351	0.14	0.15	1.805	A
1	1	3	261.38	65.35	262.00	829.88	0.315	0.12	0.12	1.699	A
1	2	1	409.31	102.33	409.31			0.00	0.00	0.000	A
1	2	2	405.46	101.36	405.46			0.00	0.00	0.000	A
1	3	1	814.77	203.69	814.77			0.00	0.00	0.000	A
2	1	1	402.98	100.74	403.89	875.46	0.460	0.30	0.31	2.757	A
2	1	2	404.74	101.19	405.83	876.75	0.462	0.31	0.31	2.764	A
2	2	1	807.72	201.93	807.72			0.00	0.00	0.000	A
3	1	1	146.91	36.73	146.81	663.81	0.221	0.09	0.08	2.184	A
3	1	2	181.23	45.31	180.29	668.21	0.271	0.11	0.12	2.240	A
3	1	3	147.93	36.98	147.72	664.27	0.223	0.09	0.09	2.216	A
3	2	1	238.32	59.58	238.32			0.00	0.00	0.000	A
3	2	2	237.75	59.44	237.75			0.00	0.00	0.000	A
3	3	2	476.07	119.02	476.07			0.00	0.00	0.000	A
4	1	1	210.20	52.55	209.26	776.90	0.271	0.12	0.12	2.021	A
4	1	2	209.05	52.26	208.12	778.94	0.268	0.11	0.12	2.036	A
4	2	2	419.25	104.81	419.25			0.00	0.00	0.000	A

Main results: (17:45-18:00)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	208.12	52.03	207.82	841.07	0.247	0.13	0.09	1.436	A
1	1	2	247.14	61.78	247.06	843.55	0.293	0.15	0.09	1.508	A
1	1	3	209.32	52.33	209.43	843.80	0.249	0.12	0.09	1.434	A
1	2	1	332.50	83.12	332.50			0.00	0.00	0.000	A
1	2	2	332.07	83.02	332.07			0.00	0.00	0.000	A
1	3	1	664.57	166.14	664.57			0.00	0.00	0.000	A
2	1	1	330.17	82.54	330.49	904.24	0.365	0.31	0.18	1.965	A
2	1	2	334.66	83.67	333.33	903.97	0.370	0.31	0.19	1.976	A
2	2	1	664.83	166.21	664.83			0.00	0.00	0.000	A
3	1	1	115.80	28.95	116.74	696.02	0.166	0.08	0.06	1.889	A
3	1	2	149.40	37.35	149.69	696.45	0.214	0.12	0.08	1.889	A
3	1	3	118.24	29.56	118.13	696.71	0.170	0.09	0.06	1.894	A
3	2	1	190.08	47.52	190.08			0.00	0.00	0.000	A
3	2	2	193.36	48.34	193.36			0.00	0.00	0.000	A
3	3	2	383.44	95.86	383.44			0.00	0.00	0.000	A
4	1	1	169.76	42.44	170.08	811.41	0.209	0.12	0.08	1.660	A
4	1	2	169.74	42.43	169.47	812.66	0.209	0.12	0.07	1.640	A
4	2	2	339.50	84.87	339.50			0.00	0.00	0.000	A

Main results: (18:00-18:15)

Arm	Lane Level	Lane	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	1	1	172.49	43.12	172.76	851.22	0.202	0.09	0.07	1.276	A
1	1	2	207.82	51.96	207.77	854.42	0.243	0.09	0.08	1.312	A
1	1	3	173.35	43.34	173.56	852.63	0.203	0.09	0.06	1.261	A
1	2	1	277.34	69.33	277.34			0.00	0.00	0.000	A
1	2	2	276.32	69.08	276.32			0.00	0.00	0.000	A
1	3	1	553.66	138.41	553.66			0.00	0.00	0.000	A
2	1	1	272.69	68.17	272.79	925.50	0.295	0.18	0.11	1.514	A
2	1	2	273.35	68.34	273.89	924.89	0.296	0.19	0.12	1.538	A
2	2	1	546.04	136.51	546.04			0.00	0.00	0.000	A
3	1	1	95.47	23.87	95.63	721.64	0.132	0.06	0.04	1.624	A
3	1	2	128.53	32.13	129.09	725.11	0.177	0.08	0.05	1.637	A
3	1	3	94.02	23.51	93.81	728.30	0.129	0.06	0.04	1.653	A
3	2	1	159.05	39.76	159.05			0.00	0.00	0.000	A
3	2	2	158.97	39.74	158.97			0.00	0.00	0.000	A
3	3	2	318.01	79.50	318.01			0.00	0.00	0.000	A
4	1	1	141.17	35.29	141.17	839.13	0.168	0.08	0.05	1.361	A
4	1	2	143.41	35.85	142.90	838.41	0.171	0.07	0.06	1.382	A
4	2	2	284.58	71.15	284.58			0.00	0.00	0.000	A

Lanes: Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.90	0.06	1.250	A	A
1	1	2	1.15	0.08	1.314	A	A
1	1	3	0.92	0.06	1.268	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.79	0.12	1.548	A	A
2	1	2	1.79	0.12	1.549	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.66	0.04	1.667	A	A
3	1	2	0.89	0.06	1.648	A	A
3	1	3	0.64	0.04	1.619	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	0.82	0.05	1.388	A	A
4	1	2	0.82	0.05	1.377	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (17:00-17:15)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.25	0.08	1.428	A	A
1	1	2	1.53	0.10	1.487	A	A
1	1	3	1.26	0.08	1.429	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	2.64	0.18	1.916	A	A
2	1	2	2.67	0.18	1.943	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.90	0.06	1.853	A	A
3	1	2	1.21	0.08	1.921	A	A
3	1	3	0.90	0.06	1.858	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.15	0.08	1.621	A	A
4	1	2	1.12	0.07	1.584	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (17:15-17:30)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.83	0.12	1.675	A	A
1	1	2	2.18	0.15	1.787	A	A
1	1	3	1.86	0.12	1.709	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	4.61	0.31	2.720	A	A
2	1	2	4.64	0.31	2.738	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	1.34	0.09	2.222	A	A
3	1	2	1.68	0.11	2.253	A	A
3	1	3	1.33	0.09	2.195	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.76	0.12	2.019	A	A
4	1	2	1.75	0.12	2.009	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (17:30-17:45)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.86	0.12	1.704	A	A
1	1	2	2.21	0.15	1.805	A	A
1	1	3	1.85	0.12	1.699	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	4.66	0.31	2.757	A	A
2	1	2	4.68	0.31	2.764	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	1.32	0.09	2.184	A	A
3	1	2	1.67	0.11	2.240	A	A
3	1	3	1.34	0.09	2.216	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.76	0.12	2.021	A	A
4	1	2	1.77	0.12	2.036	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (17:45-18:00)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	1.26	0.08	1.436	A	A
1	1	2	1.55	0.10	1.508	A	A
1	1	3	1.26	0.08	1.434	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	2.72	0.18	1.965	A	A
2	1	2	2.73	0.18	1.976	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.92	0.06	1.889	A	A
3	1	2	1.19	0.08	1.889	A	A
3	1	3	0.92	0.06	1.894	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	1.18	0.08	1.660	A	A
4	1	2	1.16	0.08	1.640	A	A
4	2	2	0.00	0.00	0.000	A	A

Queueing Delay results: (18:00-18:15)

Arm	Lane Level	Lane	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1	1	0.94	0.06	1.276	A	A
1	1	2	1.17	0.08	1.312	A	A
1	1	3	0.93	0.06	1.261	A	A
1	2	1	0.00	0.00	0.000	A	A
1	2	2	0.00	0.00	0.000	A	A
1	3	1	0.00	0.00	0.000	A	A
2	1	1	1.77	0.12	1.514	A	A
2	1	2	1.80	0.12	1.538	A	A
2	2	1	0.00	0.00	0.000	A	A
3	1	1	0.66	0.04	1.624	A	A
3	1	2	0.90	0.06	1.637	A	A
3	1	3	0.67	0.04	1.653	A	A
3	2	1	0.00	0.00	0.000	A	A
3	2	2	0.00	0.00	0.000	A	A
3	3	2	0.00	0.00	0.000	A	A
4	1	1	0.82	0.05	1.361	A	A
4	1	2	0.84	0.06	1.382	A	A
4	2	2	0.00	0.00	0.000	A	A

ANNEX T

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2017
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Filename: A19 Millfield Rd.arc8

Path: K:\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - Millfield Rd Junction

Report generation date: 15/03/2017 09:15:12

« (Default Analysis Set) - 2021 Base + Dev, AM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	AM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	A1 - 2021 Base + Dev				
Stream B-ACD	0.07	8.41	0.07	A	6.59
Stream A-BCD	0.01	4.28	0.01	A	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	
Stream D-ABC	0.04	8.49	0.04	A	
Stream C-ABD	0.14	5.21	0.08	A	
Stream C-D	-	-	-	-	
Stream C-A	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2021 Base + Dev, AM" model duration: 05:45 - 07:15

"D2 - 2021 Base + Dev, PM" model duration: 18:45 - 20:15

Run using Junctions 8.0.3.332 at 15/03/2017 09:15:12

File summary

File Description

Title	A19 / Millfield Road
Location	Chapel Haddlesley
Site Number	
Date	12/01/2017
Version	
Status	(new file)
Identifier	
Client	EPL
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2021 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Base + Dev, AM	2021 Base + Dev	AM		ONE HOUR	05:45	07:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A19 / Millfield Road	Crossroads	Two-way	A,B,C,D	6.59	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A19 (North)		Major
B	Millfield Road (East)		Minor
C	A19 (South)		Major
D	Millfield Road (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.25		0.00		2.20	80.00	✓	0.00
C	7.25		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.26								✓		19	22
D	One lane	3.44										19	21

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	620.292	-	-	-	-	-	-	0.227	0.325	0.227	-	-	-
1	B-A	507.452	0.087	0.221	0.221	-	-	-	0.139	0.316	-	0.221	0.221	0.110
1	B-C	654.388	0.095	0.240	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	507.452	0.087	0.221	0.221	-	-	-	0.139	0.316	0.139	-	-	-
1	B-D, offside lane	507.452	0.087	0.221	0.221	-	-	-	0.139	0.316	0.139	-	-	-
1	C-B	718.741	0.263	0.263	0.376	-	-	-	-	-	-	-	-	-
1	D-A	665.225	-	-	-	-	-	-	0.244	-	0.096	-	-	-
1	D-B, nearside lane	515.687	0.141	0.141	0.321	-	-	-	0.225	0.225	0.089	-	-	-
1	D-B, offside lane	515.687	0.141	0.141	0.321	-	-	-	0.225	0.225	0.089	-	-	-
1	D-C	515.687	-	0.141	0.321	0.112	0.225	0.225	0.225	0.225	0.089	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	565.00	100.000
B	ONE HOUR	✓	28.00	100.000
C	ONE HOUR	✓	289.00	100.000
D	ONE HOUR	✓	16.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	8.000	554.000	3.000
	B	3.000	0.000	23.000	2.000
	C	254.000	33.000	0.000	2.000
	D	8.000	0.000	8.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.01	0.98	0.01
	B	0.11	0.00	0.82	0.07
	C	0.88	0.11	0.00	0.01
	D	0.50	0.00	0.50	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.07	8.41	0.07	A
A-BCD	0.01	4.28	0.01	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	0.04	8.49	0.04	A
C-ABD	0.08	5.21	0.14	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (05:45-06:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	21.08	20.91	0.00	511.54	0.041	0.04	7.336	A
A-BCD	4.15	4.13	0.00	845.52	0.005	0.01	4.278	A
A-B	6.00	6.00	0.00	-	-	-	-	-
A-C	415.22	415.22	0.00	-	-	-	-	-
D-ABC	12.05	11.95	0.00	487.96	0.025	0.03	7.560	A
C-ABD	33.24	32.98	0.00	732.96	0.045	0.07	5.142	A
C-D	1.44	1.44	0.00	-	-	-	-	-
C-A	182.89	182.89	0.00	-	-	-	-	-

Main results: (06:00-06:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	25.17	25.13	0.00	489.58	0.051	0.05	7.750	A
A-BCD	5.50	5.49	0.00	886.61	0.006	0.01	4.085	A
A-B	7.15	7.15	0.00	-	-	-	-	-
A-C	495.27	495.27	0.00	-	-	-	-	-
D-ABC	14.38	14.36	0.00	468.82	0.031	0.03	7.921	A
C-ABD	42.31	42.21	0.00	737.88	0.057	0.09	5.175	A
C-D	1.70	1.70	0.00	-	-	-	-	-
C-A	215.80	215.80	0.00	-	-	-	-	-

Main results: (06:15-06:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	30.83	30.76	0.00	458.89	0.067	0.07	8.408	A
A-BCD	7.69	7.68	0.00	941.10	0.008	0.01	3.856	A
A-B	8.75	8.75	0.00	-	-	-	-	-
A-C	605.64	605.64	0.00	-	-	-	-	-
D-ABC	17.62	17.58	0.00	441.77	0.040	0.04	8.487	A
C-ABD	58.11	57.91	0.00	749.01	0.078	0.14	5.210	A
C-D	2.03	2.03	0.00	-	-	-	-	-
C-A	258.05	258.05	0.00	-	-	-	-	-

Main results: (06:30-06:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	30.83	30.83	0.00	458.87	0.067	0.07	8.410	A
A-BCD	7.69	7.69	0.00	941.07	0.008	0.01	3.856	A
A-B	8.75	8.75	0.00	-	-	-	-	-
A-C	605.64	605.64	0.00	-	-	-	-	-
D-ABC	17.62	17.62	0.00	441.71	0.040	0.04	8.488	A
C-ABD	58.17	58.17	0.00	749.08	0.078	0.14	5.213	A
C-D	2.03	2.03	0.00	-	-	-	-	-
C-A	257.99	257.99	0.00	-	-	-	-	-

Main results: (06:45-07:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	25.17	25.24	0.00	489.55	0.051	0.05	7.754	A
A-BCD	5.50	5.51	0.00	886.56	0.006	0.01	4.087	A
A-B	7.15	7.15	0.00	-	-	-	-	-
A-C	495.27	495.27	0.00	-	-	-	-	-
D-ABC	14.38	14.42	0.00	468.74	0.031	0.03	7.924	A
C-ABD	42.38	42.57	0.00	737.98	0.057	0.09	5.179	A
C-D	1.70	1.70	0.00	-	-	-	-	-
C-A	215.73	215.73	0.00	-	-	-	-	-

Main results: (07:00-07:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	21.08	21.13	0.00	511.50	0.041	0.04	7.341	A
A-BCD	4.16	4.17	0.00	845.44	0.005	0.01	4.278	A
A-B	6.00	6.00	0.00	-	-	-	-	-
A-C	415.21	415.21	0.00	-	-	-	-	-
D-ABC	12.05	12.07	0.00	487.86	0.025	0.03	7.568	A
C-ABD	33.33	33.43	0.00	733.02	0.045	0.07	5.147	A
C-D	1.44	1.44	0.00	-	-	-	-	-
C-A	182.81	182.81	0.00	-	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
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Filename: A19 Millfield Rd.arc8

Path: K:\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - Millfield Rd Junction

Report generation date: 15/03/2017 09:21:24

« (Default Analysis Set) - 2021 Base + Dev, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	A1 - 2021 Base + Dev				
Stream B-ACD	0.11	7.76	0.10	A	6.84
Stream A-BCD	0.02	5.31	0.02	A	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	
Stream D-ABC	0.05	7.78	0.05	A	
Stream C-ABD	0.03	4.51	0.03	A	
Stream C-D	-	-	-	-	
Stream C-A	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2021 Base + Dev, AM" model duration: 05:45 - 07:15

"D2 - 2021 Base + Dev, PM " model duration: 18:45 - 20:15

Run using Junctions 8.0.3.332 at 15/03/2017 09:21:24

File summary

File Description

Title	A19 / Millfield Road
Location	Chapel Haddlesley
Site Number	
Date	12/01/2017
Version	
Status	(new file)
Identifier	
Client	EPL
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2021 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Base + Dev, PM	2021 Base + Dev	PM		ONE HOUR	18:45	20:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A19 / Millfield Road	Crossroads	Two-way	A,B,C,D	6.84	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A19 (North)		Major
B	Millfield Road (East)		Minor
C	A19 (South)		Major
D	Millfield Road (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.25		0.00		2.20	80.00	✓	0.00
C	7.25		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.26								✓		19	22
D	One lane	3.44										19	21

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	620.292	-	-	-	-	-	-	0.227	0.325	0.227	-	-	-
1	B-A	507.452	0.087	0.221	0.221	-	-	-	0.139	0.316	-	0.221	0.221	0.110
1	B-C	654.388	0.095	0.240	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	507.452	0.087	0.221	0.221	-	-	-	0.139	0.316	0.139	-	-	-
1	B-D, offside lane	507.452	0.087	0.221	0.221	-	-	-	0.139	0.316	0.139	-	-	-
1	C-B	718.741	0.263	0.263	0.376	-	-	-	-	-	-	-	-	-
1	D-A	665.225	-	-	-	-	-	-	0.244	-	0.096	-	-	-
1	D-B, nearside lane	515.687	0.141	0.141	0.321	-	-	-	0.225	0.225	0.089	-	-	-
1	D-B, offside lane	515.687	0.141	0.141	0.321	-	-	-	0.225	0.225	0.089	-	-	-
1	D-C	515.687	-	0.141	0.321	0.112	0.225	0.225	0.225	0.225	0.089	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	246.00	100.000
B	ONE HOUR	✓	45.00	100.000
C	ONE HOUR	✓	319.00	100.000
D	ONE HOUR	✓	22.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	11.000	227.000	8.000
	B	10.000	0.000	31.000	4.000
	C	300.000	13.000	0.000	6.000
	D	13.000	3.000	6.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.04	0.92	0.03
	B	0.22	0.00	0.69	0.09
	C	0.94	0.04	0.00	0.02
	D	0.59	0.14	0.27	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.10	7.76	0.11	A
A-BCD	0.02	5.31	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	0.05	7.78	0.05	A
C-ABD	0.03	4.51	0.03	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (18:45-19:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	33.88	33.61	0.00	541.49	0.063	0.07	7.085	A
A-BCD	8.05	8.00	0.00	686.62	0.012	0.01	5.304	A
A-B	8.19	8.19	0.00	-	-	-	-	-
A-C	168.96	168.96	0.00	-	-	-	-	-
D-ABC	16.56	16.43	0.00	521.54	0.032	0.03	7.125	A
C-ABD	13.39	13.32	0.00	811.93	0.016	0.02	4.507	A
C-D	4.45	4.45	0.00	-	-	-	-	-
C-A	222.32	222.32	0.00	-	-	-	-	-

Main results: (19:00-19:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	40.45	40.39	0.00	529.71	0.076	0.08	7.357	A
A-BCD	10.19	10.17	0.00	700.23	0.015	0.02	5.216	A
A-B	9.75	9.75	0.00	-	-	-	-	-
A-C	201.21	201.21	0.00	-	-	-	-	-
D-ABC	19.78	19.75	0.00	507.00	0.039	0.04	7.387	A
C-ABD	16.99	16.96	0.00	830.50	0.020	0.02	4.424	A
C-D	5.29	5.29	0.00	-	-	-	-	-
C-A	264.50	264.50	0.00	-	-	-	-	-

Main results: (19:15-19:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	49.55	49.45	0.00	513.25	0.097	0.11	7.760	A
A-BCD	13.49	13.47	0.00	719.30	0.019	0.02	5.100	A
A-B	11.89	11.89	0.00	-	-	-	-	-
A-C	245.47	245.47	0.00	-	-	-	-	-
D-ABC	24.22	24.18	0.00	486.75	0.050	0.05	7.781	A
C-ABD	22.54	22.51	0.00	856.15	0.026	0.03	4.318	A
C-D	6.44	6.44	0.00	-	-	-	-	-
C-A	322.24	322.24	0.00	-	-	-	-	-

Main results: (19:30-19:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	49.55	49.54	0.00	513.24	0.097	0.11	7.763	A
A-BCD	13.49	13.49	0.00	719.29	0.019	0.02	5.102	A
A-B	11.89	11.89	0.00	-	-	-	-	-
A-C	245.46	245.46	0.00	-	-	-	-	-
D-ABC	24.22	24.22	0.00	486.74	0.050	0.05	7.783	A
C-ABD	22.55	22.55	0.00	856.16	0.026	0.03	4.320	A
C-D	6.44	6.44	0.00	-	-	-	-	-
C-A	322.23	322.23	0.00	-	-	-	-	-

Main results: (19:45-20:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	40.45	40.55	0.00	529.70	0.076	0.08	7.360	A
A-BCD	10.20	10.22	0.00	700.23	0.015	0.02	5.219	A
A-B	9.75	9.75	0.00	-	-	-	-	-
A-C	201.20	201.20	0.00	-	-	-	-	-
D-ABC	19.78	19.82	0.00	506.98	0.039	0.04	7.392	A
C-ABD	17.00	17.03	0.00	830.51	0.020	0.02	4.425	A
C-D	5.29	5.29	0.00	-	-	-	-	-
C-A	264.49	264.49	0.00	-	-	-	-	-

Main results: (20:00-20:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	33.88	33.94	0.00	541.45	0.063	0.07	7.093	A
A-BCD	8.07	8.08	0.00	686.61	0.012	0.01	5.307	A
A-B	8.19	8.19	0.00	-	-	-	-	-
A-C	168.95	168.95	0.00	-	-	-	-	-
D-ABC	16.56	16.59	0.00	521.49	0.032	0.03	7.129	A
C-ABD	13.42	13.44	0.00	811.93	0.017	0.02	4.510	A
C-D	4.45	4.45	0.00	-	-	-	-	-
C-A	222.30	222.30	0.00	-	-	-	-	-

ANNEX U

Junctions 8
PICADY 8 - Priority Intersection Module
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Filename: A19 Fox Lane.arc8

Path: K:\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - Fox Lane

Report generation date: 15/03/2017 09:27:58

« (Default Analysis Set) - 2021 Base + Dev, AM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	AM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	A1 - 2021 Base + Dev				
Stream B-AC	0.00	0.00	0.00	A	6.76
Stream C-AB	0.05	6.76	0.05	A	
Stream C-A	-	-	-	-	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2021 Base + Dev, AM" model duration: 05:45 - 07:15

"D2 - 2021 Base + Dev, PM" model duration: 18:45 - 20:15

Run using Junctions 8.0.3.332 at 15/03/2017 09:27:58

File summary

File Description

Title	A19 / Fox Lane
Location	Eggborough
Site Number	
Date	13/03/2017
Version	
Status	(new file)
Identifier	
Client	EPL
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2021 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Base + Dev, AM	2021 Base + Dev	AM		ONE HOUR	05:45	07:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	6.76	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A19 (North)		Major
B	Fox Lane		Minor
C	A19 (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.30		0.00		2.20	250.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										35	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	456.529	0.082	0.207	0.131	0.296
1	B-C	582.650	0.088	0.223	-	-
1	C-B	718.741	0.275	0.275	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	554.00	100.000
B	ONE HOUR	✓	1.00	100.000
C	ONE HOUR	✓	283.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	5.000	549.000
	B	1.000	0.000	0.000
	C	258.000	25.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	1.00	0.00	0.00
	C	0.91	0.09	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.05	6.76	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (05:45-06:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	401.22	0.000	0.00	0.000	A
C-AB	19.01	18.88	0.00	608.12	0.031	0.03	6.107	A
C-A	194.05	194.05	0.00	-	-	-	-	-
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	413.32	413.32	0.00	-	-	-	-	-

Main results: (06:00-06:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	379.24	0.000	0.00	0.000	A
C-AB	22.82	22.79	0.00	587.89	0.039	0.04	6.370	A
C-A	231.59	231.59	0.00	-	-	-	-	-
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	493.54	493.54	0.00	-	-	-	-	-

Main results: (06:15-06:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	348.54	0.000	0.00	0.000	A
C-AB	28.23	28.18	0.00	560.86	0.050	0.05	6.758	A
C-A	283.35	283.35	0.00	-	-	-	-	-
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	604.46	604.46	0.00	-	-	-	-	-

Main results: (06:30-06:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	348.52	0.000	0.00	0.000	A
C-AB	28.23	28.23	0.00	560.86	0.050	0.05	6.760	A
C-A	283.35	283.35	0.00	-	-	-	-	-
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	604.46	604.46	0.00	-	-	-	-	-

Main results: (06:45-07:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	379.22	0.000	0.00	0.000	A
C-AB	22.82	22.87	0.00	587.89	0.039	0.04	6.373	A
C-A	231.59	231.59	0.00	-	-	-	-	-
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	493.54	493.54	0.00	-	-	-	-	-

Main results: (07:00-07:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	401.18	0.000	0.00	0.000	A
C-AB	19.01	19.04	0.00	608.12	0.031	0.03	6.113	A
C-A	194.05	194.05	0.00	-	-	-	-	-
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	413.32	413.32	0.00	-	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2017
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Filename: A19 Fox Lane.arc8

Path: K:\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - Fox Lane

Report generation date: 15/03/2017 09:29:09

« (Default Analysis Set) - 2021 Base + Dev, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
A1 - 2021 Base + Dev					
Stream B-AC	0.09	8.53	0.08	A	8.53
Stream C-AB	0.00	0.00	0.00	A	
Stream C-A	-	-	-	-	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2021 Base + Dev, AM" model duration: 05:45 - 07:15
 "D2 - 2021 Base + Dev, PM " model duration: 18:45 - 20:15

Run using Junctions 8.0.3.332 at 15/03/2017 09:29:08

File summary

File Description

Title	A19 / Fox Lane
Location	Eggborough
Site Number	
Date	13/03/2017
Version	
Status	(new file)
Identifier	
Client	EPL
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2021 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Base + Dev, PM	2021 Base + Dev	PM		ONE HOUR	18:45	20:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	8.53	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A19 (North)		Major
B	Fox Lane		Minor
C	A19 (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.30		0.00		2.20	250.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										35	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	456.529	0.082	0.207	0.131	0.296
1	B-C	582.650	0.088	0.223	-	-
1	C-B	718.741	0.275	0.275	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	245.00	100.000
B	ONE HOUR	✓	35.00	100.000
C	ONE HOUR	✓	317.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	1.000	244.000
	B	10.000	0.000	25.000
	C	317.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.29	0.00	0.71
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	8.53	0.09	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (18:45-19:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	26.35	26.12	0.00	486.25	0.054	0.06	7.819	A
C-AB	0.00	0.00	0.00	974.44	0.000	0.00	0.000	A
C-A	238.65	238.65	0.00	-	-	-	-	-
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	183.70	183.70	0.00	-	-	-	-	-

Main results: (19:00-19:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	31.46	31.41	0.00	475.56	0.066	0.07	8.104	A
C-AB	0.00	0.00	0.00	963.93	0.000	0.00	0.000	A
C-A	284.98	284.98	0.00	-	-	-	-	-
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	219.35	219.35	0.00	-	-	-	-	-

Main results: (19:15-19:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	38.54	38.45	0.00	460.62	0.084	0.09	8.524	A
C-AB	0.00	0.00	0.00	949.26	0.000	0.00	0.000	A
C-A	349.02	349.02	0.00	-	-	-	-	-
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	268.65	268.65	0.00	-	-	-	-	-

Main results: (19:30-19:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	38.54	38.53	0.00	460.62	0.084	0.09	8.528	A
C-AB	0.00	0.00	0.00	949.26	0.000	0.00	0.000	A
C-A	349.02	349.02	0.00	-	-	-	-	-
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	268.65	268.65	0.00	-	-	-	-	-

Main results: (19:45-20:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	31.46	31.54	0.00	475.56	0.066	0.07	8.110	A
C-AB	0.00	0.00	0.00	963.93	0.000	0.00	0.000	A
C-A	284.98	284.98	0.00	-	-	-	-	-
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	219.35	219.35	0.00	-	-	-	-	-

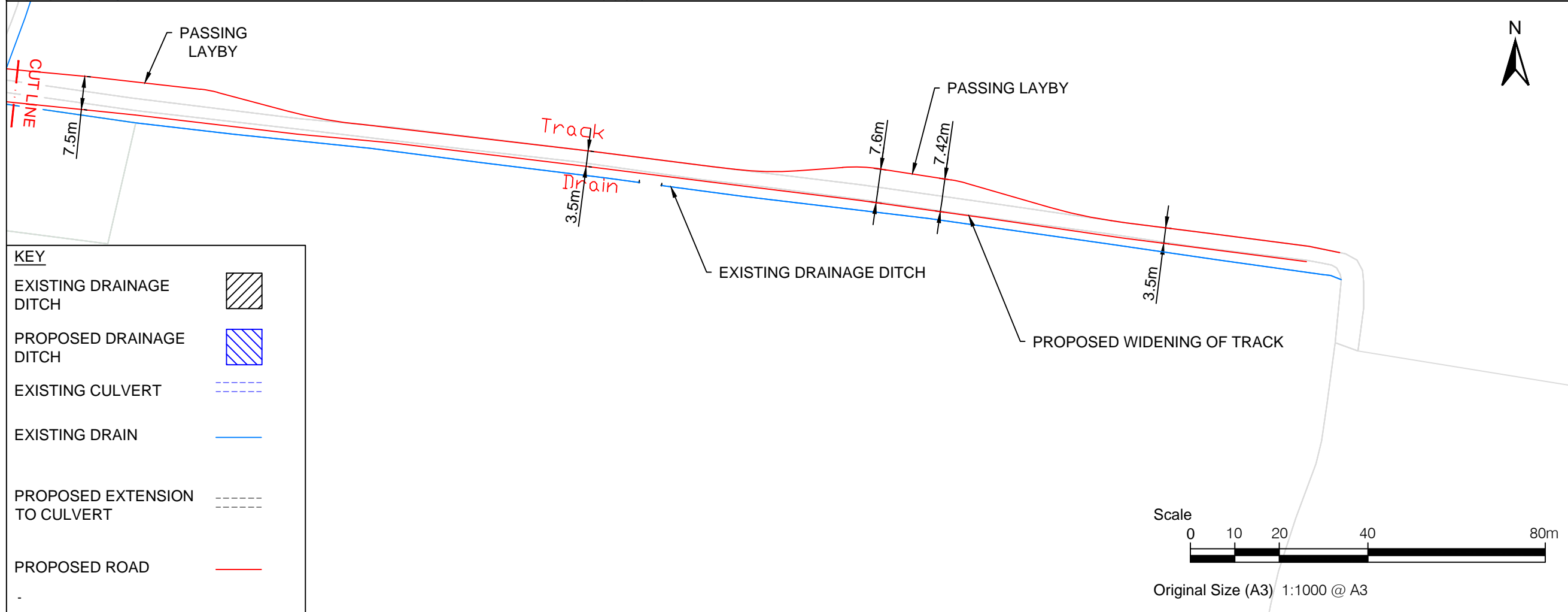
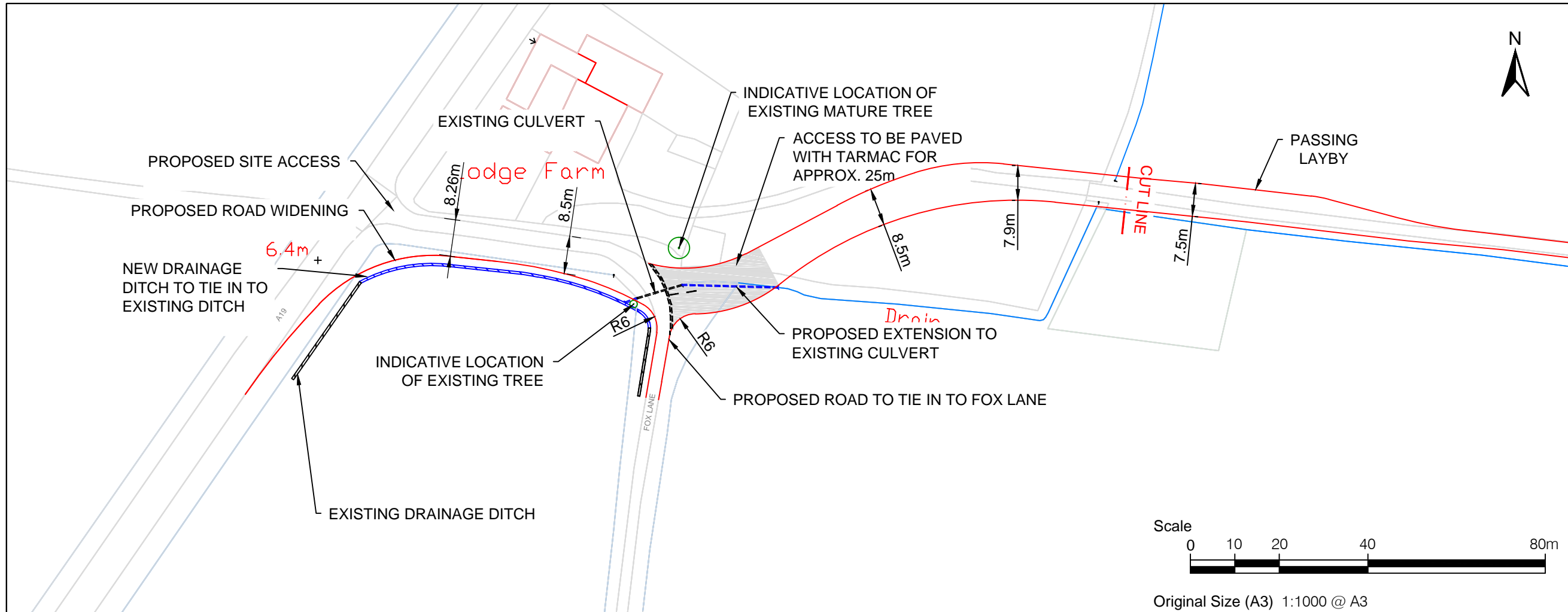
Main results: (20:00-20:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	26.35	26.40	0.00	486.25	0.054	0.06	7.831	A
C-AB	0.00	0.00	0.00	974.44	0.000	0.00	0.000	A
C-A	238.65	238.65	0.00	-	-	-	-	-
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	183.70	183.70	0.00	-	-	-	-	-

ANNEX V

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT

LEGEND



KEY

EXISTING DRAINAGE DITCH	
PROPOSED DRAINAGE DITCH	
EXISTING CULVERT	
EXISTING DRAIN	
PROPOSED EXTENSION TO CULVERT	
PROPOSED ROAD	

Copyright

Purpose of Issue
DRAFT

Client
EGGBOROUGH POWER LTD

Project Title
EGGBOROUGH CCGT DCO

Drawing Title
GENERAL ARRANGEMENT

Drawn UH	Checked JG	Approved JS	Date 28/03/2017
AECOM Internal Project No. 60506766		Scale @ A3 1:1000	

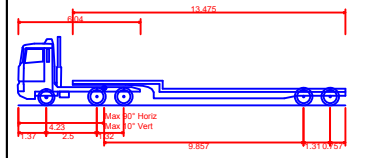
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Drawing Number D-0000-101	Rev B
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LEGEND



Low Loader
 Overall Length 16.154m
 Overall Width 3.393m
 Overall Body Height 3.318m
 Min Body Ground Clearance 0.318m
 Max Track Width 2.500m
 Lock to Lock Time 6.00s
 Kerb to Kerb Turning Radius 6.990m

Copyright

Purpose of Issue
DRAFT

Client
EGGBOROUGH POWER LTD

Project Title
EGGBOROUGH CCGT DCO

Drawing Title
SWEPT PATH ANALYSIS

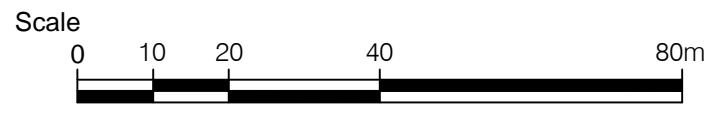
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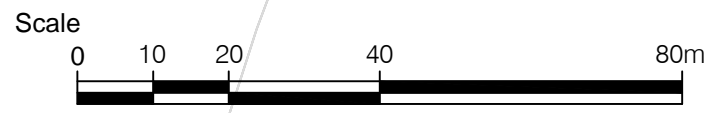
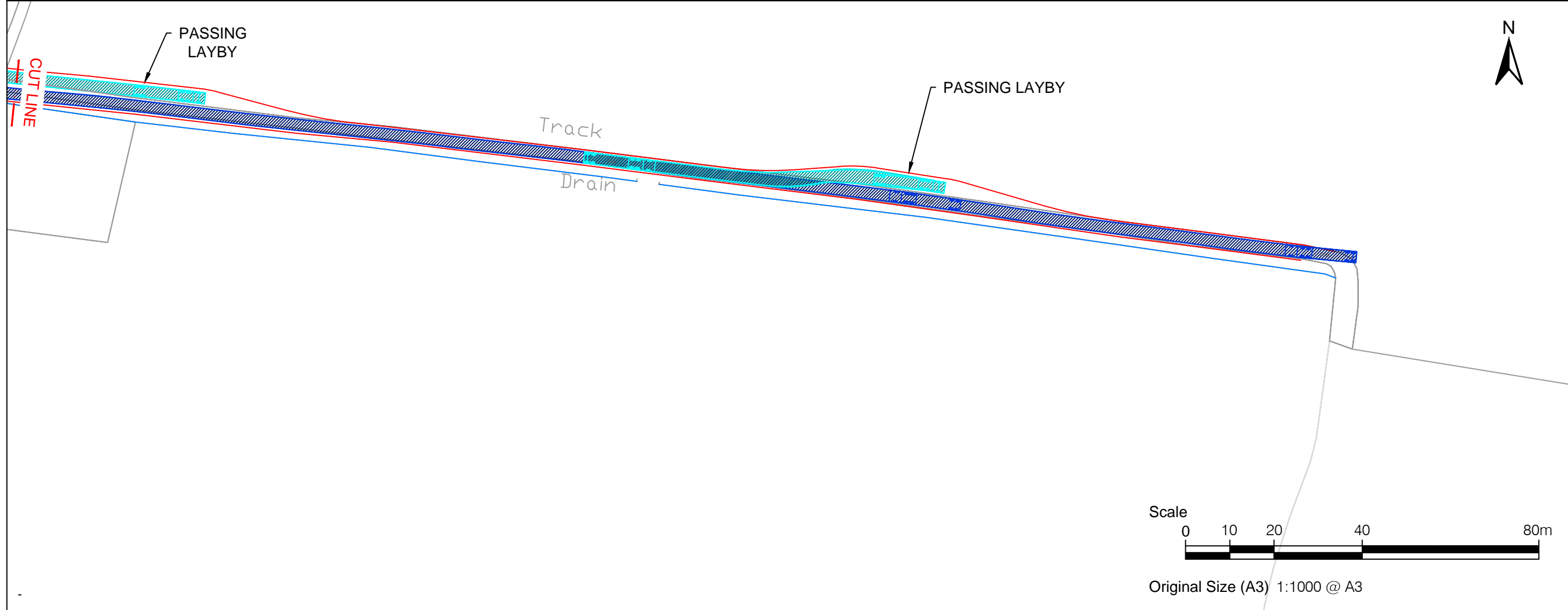
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Original Size (A3) 1:1000 @ A3



Original Size (A3) 1:1000 @ A3

ISO A3 297mm x 420mm
 Filename: \\LE-MAN-001\LE_PROJECTS\TRANSPORT_PROJECTS\EGGBOROUGH CCGT\FOX LANE CONSTRUCTION ACCESS\60506766-D-0000-103A-SWEPT PATH ANALYSIS.DWG
 Last saved by: UMAR, HUSSAIN
 Last plotted: 2017-03-28

ANNEX W

Junctions 8
PICADY 8 - Priority Intersection Module
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Filename: A19 - West Lane (Northern Entry).arc8

Path: K:\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - West Lane (Northern Entry)

Report generation date: 15/03/2017 13:45:12

« (Default Analysis Set) - 2021 Base + Dev, AM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	AM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	A1 - 2021 Base + Dev				
Stream B-ACD	0.00	0.00	0.00	A	5.88
Stream A-BCD	0.00	0.00	0.00	A	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	
Stream D-A	0.00	0.00	0.00	A	
Stream D-BC	0.00	0.00	0.00	A	
Stream C-ABD	0.01	5.88	0.01	A	
Stream C-D	-	-	-	-	
Stream C-A	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2021 Base + Dev, AM" model duration: 05:45 - 07:15

"D2 - 2021 Base + Dev, PM" model duration: 18:45 - 20:15

Run using Junctions 8.0.3.332 at 15/03/2017 13:45:12

File summary

File Description

Title	A19 / Brick Kiln Lane / West Lane (Northern Entry)
Location	Burn Village
Site Number	
Date	15/03/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2021 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Base + Dev, AM	2021 Base + Dev	AM		ONE HOUR	05:45	07:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A19 / Brick Kiln Lane / West Lane (Northern Entry)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	5.88	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A19 South		Major
B	West Lane (Northern Entry)		Minor
C	A19 North		Major
D	Brick Kiln Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.80		0.00	✓	2.20	100.00	✓	1.00
C	7.20		0.00	✓	2.20	200.00	✓	3.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.50										200	200
D	One lane plus flare				9.00	6.50	4.00	3.25	2.75	✓	1.00	20	30

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	631.874	-	-	-	0.236	0.236	0.236	-	0.236	-	-
1	B-AD	617.470	0.107	0.269	-	-	-	0.170	0.385	0.170	0.107	0.269
1	B-C	712.307	0.103	0.262	-	-	-	-	-	-	0.103	0.262
1	C-B	689.785	0.253	0.253	-	-	-	-	-	-	0.253	0.253
1	D-A	699.135	-	-	-	0.261	0.103	0.261	-	0.103	-	-
1	D-BC	542.505	0.152	0.152	0.344	0.241	0.095	0.241	-	0.095	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	248.00	100.000
B	ONE HOUR	✓	3.00	100.000
C	ONE HOUR	✓	572.00	100.000
D	ONE HOUR	✓	1.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	248.000	0.000
	B	0.000	0.000	3.000	0.000
	C	564.000	8.000	0.000	0.000
	D	1.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.00	1.00	0.00
	B	0.00	0.00	1.00	0.00
	C	0.99	0.01	0.00	0.00
	D	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.00	A
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.00	0.00	0.00	A
D-BC	0.00	0.00	0.00	A
C-ABD	0.01	5.88	0.01	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (05:45-06:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	565.59	0.000	0.00	0.000	A
A-BCD	0.00	0.00	0.00	820.72	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	186.71	186.71	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	588.12	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	411.83	0.000	0.00	0.000	A
C-ABD	6.02	5.99	0.00	642.49	0.009	0.01	5.655	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	424.61	424.61	0.00	-	-	-	-	-

Main results: (06:00-06:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	546.04	0.000	0.00	0.000	A
A-BCD	0.00	0.00	0.00	797.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	222.95	222.95	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	566.57	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	386.47	0.000	0.00	0.000	A
C-ABD	7.19	7.18	0.00	633.31	0.011	0.01	5.749	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	507.02	507.02	0.00	-	-	-	-	-

Main results: (06:15-06:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	518.41	0.000	0.00	0.000	A
A-BCD	0.00	0.00	0.00	764.28	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	273.05	273.05	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	536.78	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	351.40	0.000	0.00	0.000	A
C-ABD	8.81	8.80	0.00	620.62	0.014	0.01	5.883	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	620.98	620.98	0.00	-	-	-	-	-

Main results: (06:30-06:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	518.41	0.000	0.00	0.000	A
A-BCD	0.00	0.00	0.00	764.28	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	273.05	273.05	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	536.78	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	351.40	0.000	0.00	0.000	A
C-ABD	8.81	8.81	0.00	620.62	0.014	0.01	5.883	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	620.98	620.98	0.00	-	-	-	-	-

Main results: (06:45-07:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	546.04	0.000	0.00	0.000	A
A-BCD	0.00	0.00	0.00	797.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	222.95	222.95	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	566.57	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	386.47	0.000	0.00	0.000	A
C-ABD	7.19	7.20	0.00	633.31	0.011	0.01	5.751	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	507.02	507.02	0.00	-	-	-	-	-

Main results: (07:00-07:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	565.58	0.000	0.00	0.000	A
A-BCD	0.00	0.00	0.00	820.72	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	186.71	186.71	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	588.12	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	411.83	0.000	0.00	0.000	A
C-ABD	6.02	6.03	0.00	642.49	0.009	0.01	5.657	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	424.61	424.61	0.00	-	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
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Filename: A19 - West Lane (Northern Entry).arc8

Path: K:\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - West Lane (Northern Entry)

Report generation date: 15/03/2017 13:47:36

« (Default Analysis Set) - 2021 Base + Dev, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	A1 - 2021 Base + Dev				
Stream B-ACD	0.01	5.91	0.01	A	6.01
Stream A-BCD	0.00	0.00	0.00	A	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	
Stream D-A	0.00	0.00	0.00	A	
Stream D-BC	0.00	0.00	0.00	A	
Stream C-ABD	0.01	6.11	0.01	A	
Stream C-D	-	-	-	-	
Stream C-A	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2021 Base + Dev, AM" model duration: 05:45 - 07:15
 "D2 - 2021 Base + Dev, PM" model duration: 18:45 - 20:15

Run using Junctions 8.0.3.332 at 15/03/2017 13:47:36

File summary

File Description

Title	A19 / Brick Kiln Lane / West Lane (Northern Entry)
Location	Burn Village
Site Number	
Date	15/03/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2021 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Base + Dev, PM	2021 Base + Dev	PM		ONE HOUR	18:45	20:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A19 / Brick Kiln Lane / West Lane (Northern Entry)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	6.01	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A19 South		Major
B	West Lane (Northern Entry)		Minor
C	A19 North		Major
D	Brick Kiln Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.80		0.00	✓	2.20	100.00	✓	1.00
C	7.20		0.00	✓	2.20	200.00	✓	3.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.50										200	200
D	One lane plus flare				9.00	6.50	4.00	3.25	2.75	✓	1.00	20	30

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	631.874	-	-	-	0.236	0.236	0.236	-	0.236	-	-
1	B-AD	617.470	0.107	0.269	-	-	-	0.170	0.385	0.170	0.107	0.269
1	B-C	712.307	0.103	0.262	-	-	-	-	-	-	0.103	0.262
1	C-B	689.785	0.253	0.253	-	-	-	-	-	-	0.253	0.253
1	D-A	699.135	-	-	-	0.261	0.103	0.261	-	0.103	-	-
1	D-BC	542.505	0.152	0.152	0.344	0.241	0.095	0.241	-	0.095	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	332.00	100.000
B	ONE HOUR	✓	7.00	100.000
C	ONE HOUR	✓	243.00	100.000
D	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	332.000	0.000
	B	0.000	0.000	7.000	0.000
	C	235.000	7.000	0.000	1.000
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.00	1.00	0.00
	B	0.00	0.00	1.00	0.00
	C	0.97	0.03	0.00	0.00
	D	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.01	5.91	0.01	A
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.00	0.00	0.00	A
D-BC	0.00	0.00	0.00	A
C-ABD	0.01	6.11	0.01	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (18:45-19:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	5.27	5.24	0.00	646.93	0.008	0.01	5.609	A
A-BCD	0.00	0.00	0.00	888.58	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	249.95	249.95	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	652.80	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	461.88	0.000	0.00	0.000	A
C-ABD	5.27	5.24	0.00	626.47	0.008	0.01	5.794	A
C-D	0.75	0.75	0.00	-	-	-	-	-
C-A	176.92	176.92	0.00	-	-	-	-	-

Main results: (19:00-19:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.29	6.29	0.00	634.24	0.010	0.01	5.732	A
A-BCD	0.00	0.00	0.00	879.30	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	298.46	298.46	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	643.81	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	446.23	0.000	0.00	0.000	A
C-ABD	6.29	6.29	0.00	614.18	0.010	0.01	5.921	A
C-D	0.90	0.90	0.00	-	-	-	-	-
C-A	211.26	211.26	0.00	-	-	-	-	-

Main results: (19:15-19:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	7.71	7.70	0.00	616.69	0.013	0.01	5.910	A
A-BCD	0.00	0.00	0.00	866.37	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	365.54	365.54	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	631.37	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	424.59	0.000	0.00	0.000	A
C-ABD	7.71	7.70	0.00	597.19	0.013	0.01	6.106	A
C-D	1.10	1.10	0.00	-	-	-	-	-
C-A	258.74	258.74	0.00	-	-	-	-	-

Main results: (19:30-19:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	7.71	7.71	0.00	616.69	0.013	0.01	5.910	A
A-BCD	0.00	0.00	0.00	866.37	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	365.54	365.54	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	631.37	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	424.59	0.000	0.00	0.000	A
C-ABD	7.71	7.71	0.00	597.19	0.013	0.01	6.106	A
C-D	1.10	1.10	0.00	-	-	-	-	-
C-A	258.74	258.74	0.00	-	-	-	-	-

Main results: (19:45-20:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.29	6.30	0.00	634.24	0.010	0.01	5.734	A
A-BCD	0.00	0.00	0.00	879.30	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	298.46	298.46	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	643.81	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	446.23	0.000	0.00	0.000	A
C-ABD	6.29	6.30	0.00	614.18	0.010	0.01	5.921	A
C-D	0.90	0.90	0.00	-	-	-	-	-
C-A	211.26	211.26	0.00	-	-	-	-	-

Main results: (20:00-20:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	5.27	5.28	0.00	646.93	0.008	0.01	5.612	A
A-BCD	0.00	0.00	0.00	888.58	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	249.95	249.95	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	652.80	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	461.88	0.000	0.00	0.000	A
C-ABD	5.27	5.28	0.00	626.47	0.008	0.01	5.794	A
C-D	0.75	0.75	0.00	-	-	-	-	-
C-A	176.92	176.92	0.00	-	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
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Filename: A19 West Lane Junction.arc8

Path: K:\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - West Lane

Report generation date: 15/03/2017 11:56:19

« (Default Analysis Set) - 2021 Base + Dev, AM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	AM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	A1 - 2021 Base + Dev				
Stream B-CD	0.00	0.00	0.00	A	0.00
Stream B-A	0.00	0.00	0.00	A	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	
Stream A-D	-	-	-	-	
Stream AB-CD	0.00	0.00	0.00	A	
Stream AB-C	-	-	-	-	
Stream D-ABC	0.00	0.00	0.00	A	
Stream C-D	-	-	-	-	
Stream C-A	-	-	-	-	
Stream C-B	-	-	-	-	
Stream CD-AB	0.00	0.00	0.00	A	
Stream CD-A	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2021 Base + Dev, AM" model duration: 05:45 - 07:15

"D2 - 2021 Base + Dev, PM" model duration: 18:45 - 20:15

Run using Junctions 8.0.3.332 at 15/03/2017 11:56:19

File summary

File Description

Title	A19 / Brick Kiln Lane / West Lane (Southern Entry)
Location	Burn Village
Site Number	
Date	15/03/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2021 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Base + Dev, AM	2021 Base + Dev	AM		ONE HOUR	05:45	07:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D	0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A19 North		Major
B	Brick Kiln Lane		Minor
C	A19 South		Major
D	West Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.80		0.00	✓	2.20	100.00	✓	1.00
C	6.20		0.00	✓	2.20	250.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.00	6.50	4.00	3.25	2.75	✓	1.00	40	18
D	One lane	3.28										20	30

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	631.874	-	-	-	-	-	0.236	0.236	0.236	-	-
1	B-A	543.107	0.098	0.248	0.248	-	-	0.156	0.354	-	0.156	0.354
1	B-CD	690.919	0.105	0.265	0.265	-	-	-	-	-	-	-
1	CD-B	718.741	0.276	0.276	0.276	-	-	-	-	-	-	-
1	D-AB	660.843	-	-	-	-	-	0.247	0.247	0.098	-	-
1	D-C	512.791	-	0.143	0.326	0.143	0.326	0.228	0.228	0.090	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	564.00	100.000
B	ONE HOUR	✓	1.00	100.000
C	ONE HOUR	✓	262.00	100.000
D	ONE HOUR	✓	4.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	564.000	0.000
	B	0.000	0.000	1.000	0.000
	C	248.000	0.000	0.000	14.000
	D	0.000	0.000	4.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.00	1.00	0.00
	B	0.00	0.00	1.00	0.00
	C	0.95	0.00	0.00	0.05
	D	0.00	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	0.00	0.00	A
B-A	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
A-D	-	-	-	-
AB-CD	0.00	0.00	0.00	A
AB-C	-	-	-	-
D-ABC	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-
C-B	-	-	-	-
CD-AB	0.00	0.00	0.00	A
CD-A	-	-	-	-

Main Results for each time segment

Main results: (05:45-06:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-CD	0.00	0.00	0.00	578.24	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	408.75	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	424.61	424.61	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	-	-	-	-	-
AB-CD	0.00	0.00	0.00	883.32	0.000	0.00	0.000	A
AB-C	424.61	424.61	0.00	-	-	-	-	-
D-ABC	0.00	0.00	0.00	490.44	0.000	0.00	0.000	A
C-D	10.54	10.54	0.00	-	-	-	-	-
C-A	186.71	186.71	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	901.72	0.000	0.00	0.000	A
CD-A	186.71	186.71	0.00	-	-	-	-	-

Main results: (06:00-06:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-CD	0.00	0.00	0.00	556.37	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	382.67	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	507.02	507.02	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	-	-	-	-	-
AB-CD	0.00	0.00	0.00	872.98	0.000	0.00	0.000	A
AB-C	507.02	507.02	0.00	-	-	-	-	-
D-ABC	0.00	0.00	0.00	472.77	0.000	0.00	0.000	A
C-D	12.59	12.59	0.00	-	-	-	-	-
C-A	222.95	222.95	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	875.91	0.000	0.00	0.000	A
CD-A	222.95	222.95	0.00	-	-	-	-	-

Main results: (06:15-06:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-CD	0.00	0.00	0.00	526.13	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	346.62	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	620.98	620.98	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	-	-	-	-	-
AB-CD	0.00	0.00	0.00	858.55	0.000	0.00	0.000	A
AB-C	620.98	620.98	0.00	-	-	-	-	-
D-ABC	0.00	0.00	0.00	447.82	0.000	0.00	0.000	A
C-D	15.41	15.41	0.00	-	-	-	-	-
C-A	273.05	273.05	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	839.40	0.000	0.00	0.000	A
CD-A	273.05	273.05	0.00	-	-	-	-	-

Main results: (06:30-06:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-CD	0.00	0.00	0.00	526.13	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	346.62	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	620.98	620.98	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	-	-	-	-	-
AB-CD	0.00	0.00	0.00	858.55	0.000	0.00	0.000	A
AB-C	620.98	620.98	0.00	-	-	-	-	-
D-ABC	0.00	0.00	0.00	447.82	0.000	0.00	0.000	A
C-D	15.41	15.41	0.00	-	-	-	-	-
C-A	273.05	273.05	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	839.40	0.000	0.00	0.000	A
CD-A	273.05	273.05	0.00	-	-	-	-	-

Main results: (06:45-07:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-CD	0.00	0.00	0.00	556.37	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	382.67	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	507.02	507.02	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	-	-	-	-	-
AB-CD	0.00	0.00	0.00	872.98	0.000	0.00	0.000	A
AB-C	507.02	507.02	0.00	-	-	-	-	-
D-ABC	0.00	0.00	0.00	472.77	0.000	0.00	0.000	A
C-D	12.59	12.59	0.00	-	-	-	-	-
C-A	222.95	222.95	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	875.91	0.000	0.00	0.000	A
CD-A	222.95	222.95	0.00	-	-	-	-	-

Main results: (07:00-07:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-CD	0.00	0.00	0.00	578.24	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	408.75	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	424.61	424.61	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	-	-	-	-	-
AB-CD	0.00	0.00	0.00	883.32	0.000	0.00	0.000	A
AB-C	424.61	424.61	0.00	-	-	-	-	-
D-ABC	0.00	0.00	0.00	490.44	0.000	0.00	0.000	A
C-D	10.54	10.54	0.00	-	-	-	-	-
C-A	186.71	186.71	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	901.72	0.000	0.00	0.000	A
CD-A	186.71	186.71	0.00	-	-	-	-	-

Junctions 8
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Filename: A19 West Lane Junction.arc8

Path: K:\Transport Projects\60506766 - Eggborough CCGT\Junction Models\A19 - West Lane

Report generation date: 15/03/2017 12:00:21

« (Default Analysis Set) - 2021 Base + Dev, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	
	A1 - 2021 Base + Dev					
Stream B-CD	0.00	0.00	0.00	A	9.53	
Stream B-A	0.00	0.00	0.00	A		
Stream A-B	-	-	-	-		
Stream A-C	-	-	-	-		
Stream A-D	-	-	-	-		
Stream AB-CD	0.00	0.00	0.00	A		
Stream AB-C	-	-	-	-		
Stream D-ABC	0.04	9.53	0.04	A		
Stream C-D	-	-	-	-		
Stream C-A	-	-	-	-		
Stream C-B	-	-	-	-		
Stream CD-AB	0.00	0.00	0.00	A		
Stream CD-A	-	-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2021 Base + Dev, AM" model duration: 05:45 - 07:15

"D2 - 2021 Base + Dev, PM" model duration: 18:45 - 20:15

Run using Junctions 8.0.3.332 at 15/03/2017 12:00:20

File summary

File Description

Title	A19 / Brick Kiln Lane / West Lane (Southern Entry)
Location	Burn Village
Site Number	
Date	15/03/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2021 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Base + Dev, PM	2021 Base + Dev	PM		ONE HOUR	18:45	20:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D	9.53	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A19 North		Major
B	Brick Kiln Lane		Minor
C	A19 South		Major
D	West Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.80		0.00	✓	2.20	100.00	✓	1.00
C	6.20		0.00	✓	2.20	250.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.00	6.50	4.00	3.25	2.75	✓	1.00	40	18
D	One lane	3.28										20	30

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	631.874	-	-	-	-	-	0.236	0.236	0.236	-	-
1	B-A	543.107	0.098	0.248	0.248	-	-	0.156	0.354	-	0.156	0.354
1	B-CD	690.919	0.105	0.265	0.265	-	-	-	-	-	-	-
1	CD-B	718.741	0.276	0.276	0.276	-	-	-	-	-	-	-
1	D-AB	660.843	-	-	-	-	-	0.247	0.247	0.098	-	-
1	D-C	512.791	-	0.143	0.326	0.143	0.326	0.228	0.228	0.090	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	236.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	335.00	100.000
D	ONE HOUR	✓	13.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	1.000	235.000	0.000
	B	0.000	0.000	0.000	0.000
	C	332.000	0.000	0.000	3.000
	D	0.000	0.000	13.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.00	1.00	0.00
	B	0.25	0.25	0.25	0.25
	C	0.99	0.00	0.00	0.01
	D	0.00	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	0.00	0.00	A
B-A	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
A-D	-	-	-	-
AB-CD	0.00	0.00	0.00	A
AB-C	-	-	-	-
D-ABC	0.04	9.53	0.04	A
C-D	-	-	-	-
C-A	-	-	-	-
C-B	-	-	-	-
CD-AB	0.00	0.00	0.00	A
CD-A	-	-	-	-

Main Results for each time segment

Main results: (18:45-19:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-CD	0.00	0.00	0.00	643.89	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	460.21	0.000	0.00	0.000	A
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	176.92	176.92	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	-	-	-	-	-
AB-CD	0.00	0.00	0.00	868.45	0.000	0.00	0.000	A
AB-C	176.92	176.92	0.00	-	-	-	-	-
D-ABC	9.79	9.69	0.00	430.27	0.023	0.02	8.557	A
C-D	2.26	2.26	0.00	-	-	-	-	-
C-A	249.95	249.95	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	976.19	0.000	0.00	0.000	A
CD-A	249.95	249.95	0.00	-	-	-	-	-

Main results: (19:00-19:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-CD	0.00	0.00	0.00	634.76	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	444.12	0.000	0.00	0.000	A
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	211.26	211.26	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	-	-	-	-	-
AB-CD	0.00	0.00	0.00	855.06	0.000	0.00	0.000	A
AB-C	211.26	211.26	0.00	-	-	-	-	-
D-ABC	11.69	11.66	0.00	414.26	0.028	0.03	8.942	A
C-D	2.70	2.70	0.00	-	-	-	-	-
C-A	298.46	298.46	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	966.04	0.000	0.00	0.000	A
CD-A	298.46	298.46	0.00	-	-	-	-	-

Main results: (19:15-19:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-CD	0.00	0.00	0.00	622.14	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	421.87	0.000	0.00	0.000	A
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	258.74	258.74	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	-	-	-	-	-
AB-CD	0.00	0.00	0.00	836.34	0.000	0.00	0.000	A
AB-C	258.74	258.74	0.00	-	-	-	-	-
D-ABC	14.31	14.28	0.00	392.11	0.037	0.04	9.528	A
C-D	3.30	3.30	0.00	-	-	-	-	-
C-A	365.54	365.54	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	951.87	0.000	0.00	0.000	A
CD-A	365.54	365.54	0.00	-	-	-	-	-

Main results: (19:30-19:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-CD	0.00	0.00	0.00	622.14	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	421.87	0.000	0.00	0.000	A
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	258.74	258.74	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	-	-	-	-	-
AB-CD	0.00	0.00	0.00	836.34	0.000	0.00	0.000	A
AB-C	258.74	258.74	0.00	-	-	-	-	-
D-ABC	14.31	14.31	0.00	392.11	0.037	0.04	9.528	A
C-D	3.30	3.30	0.00	-	-	-	-	-
C-A	365.54	365.54	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	951.87	0.000	0.00	0.000	A
CD-A	365.54	365.54	0.00	-	-	-	-	-

Main results: (19:45-20:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-CD	0.00	0.00	0.00	634.76	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	444.12	0.000	0.00	0.000	A
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	211.26	211.26	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	-	-	-	-	-
AB-CD	0.00	0.00	0.00	855.06	0.000	0.00	0.000	A
AB-C	211.26	211.26	0.00	-	-	-	-	-
D-ABC	11.69	11.72	0.00	414.26	0.028	0.03	8.943	A
C-D	2.70	2.70	0.00	-	-	-	-	-
C-A	298.46	298.46	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	966.04	0.000	0.00	0.000	A
CD-A	298.46	298.46	0.00	-	-	-	-	-

Main results: (20:00-20:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-CD	0.00	0.00	0.00	643.89	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	460.21	0.000	0.00	0.000	A
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	176.92	176.92	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	-	-	-	-	-
AB-CD	0.00	0.00	0.00	868.45	0.000	0.00	0.000	A
AB-C	176.92	176.92	0.00	-	-	-	-	-
D-ABC	9.79	9.81	0.00	430.27	0.023	0.02	8.562	A
C-D	2.26	2.26	0.00	-	-	-	-	-
C-A	249.95	249.95	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	976.19	0.000	0.00	0.000	A
CD-A	249.95	249.95	0.00	-	-	-	-	-

ANNEX X

KEY:

- Red line boundary
- - - Visibility splay



Purpose of Issue
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ANNEX Y

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GENERAL ARRANGEMENT SHEET 1 OF 2

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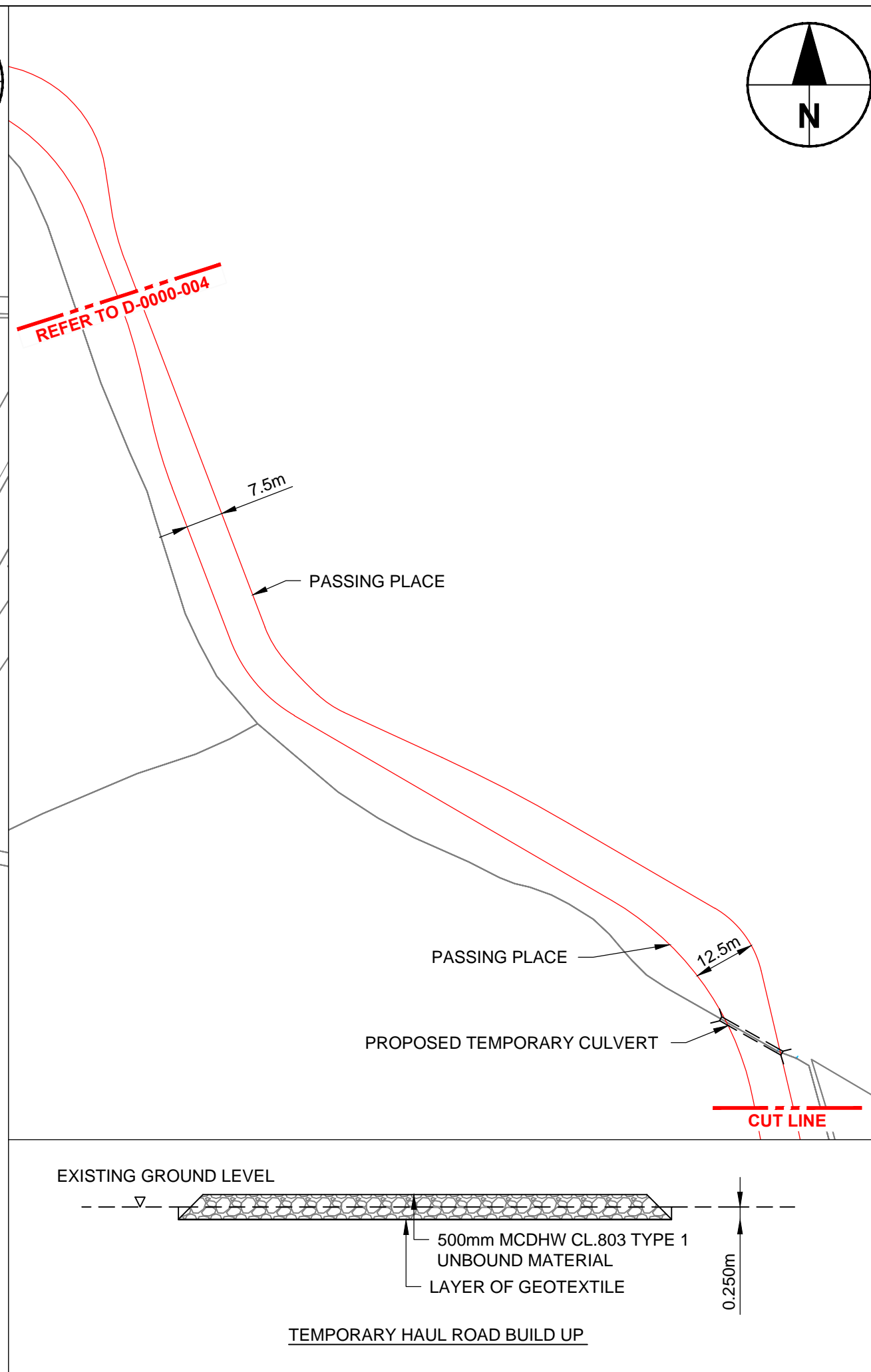
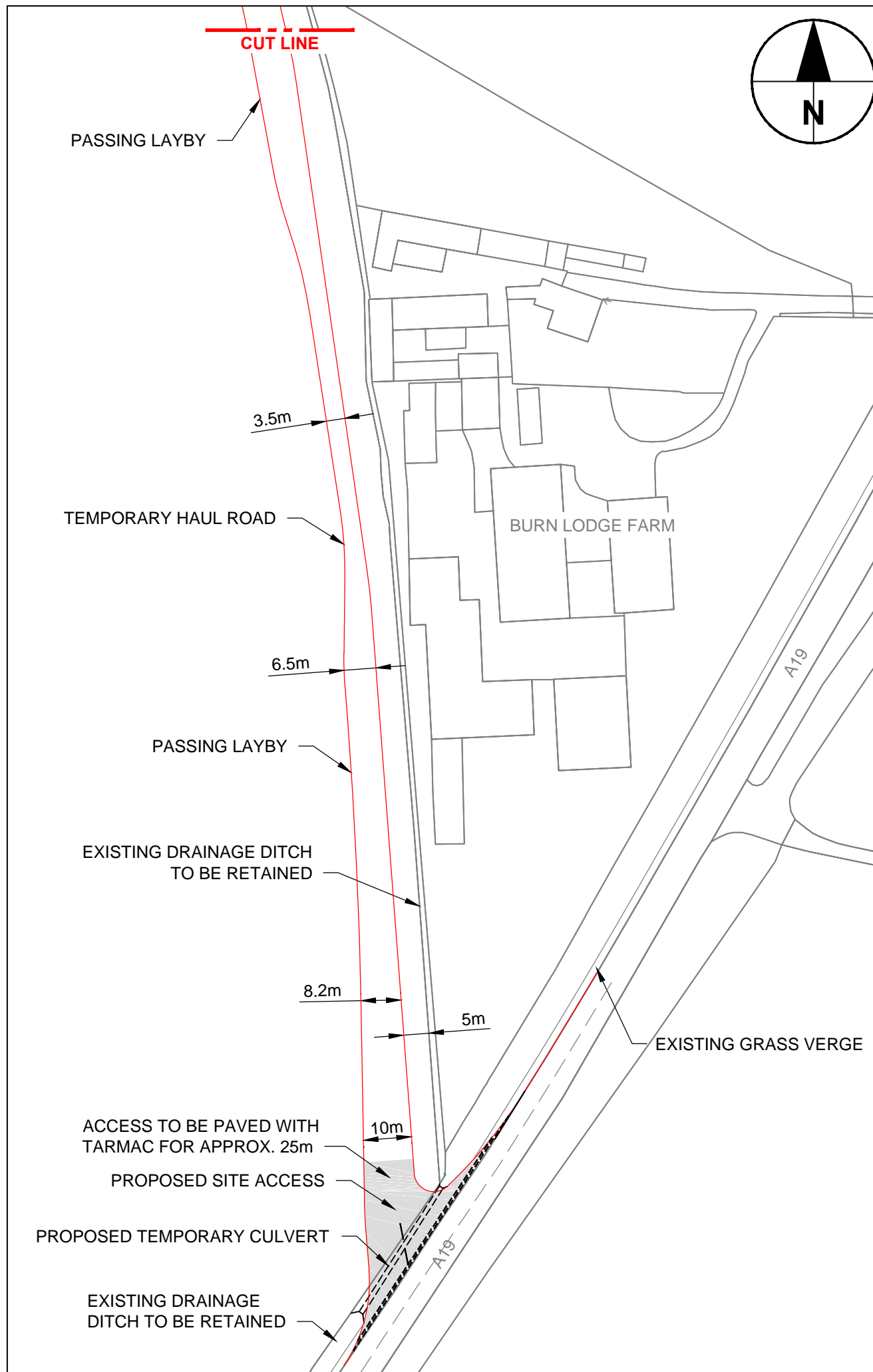
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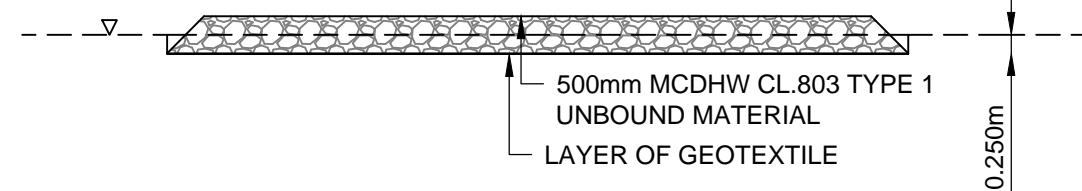


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B



EXISTING GROUND LEVEL



TEMPORARY HAUL ROAD BUILD UP

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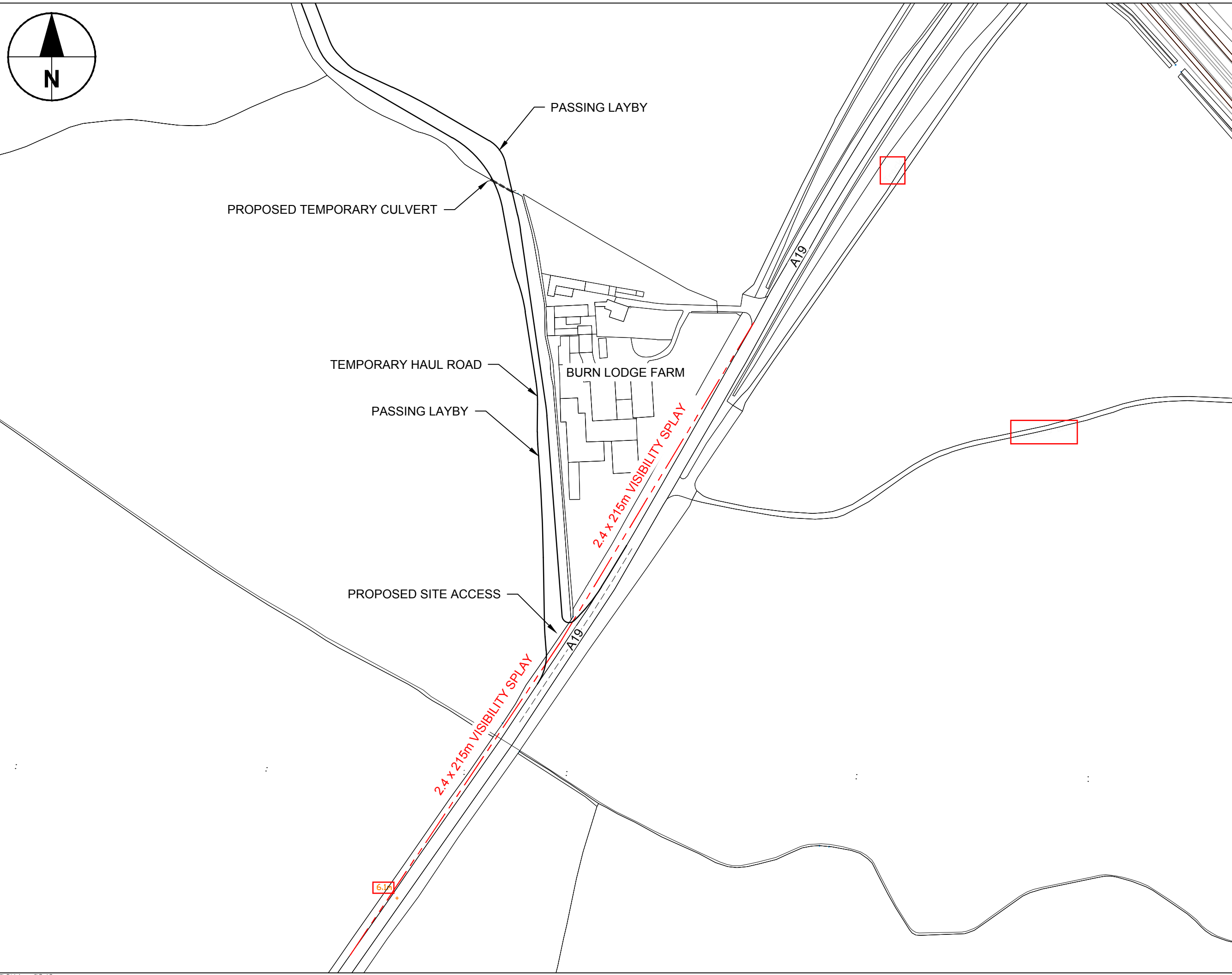
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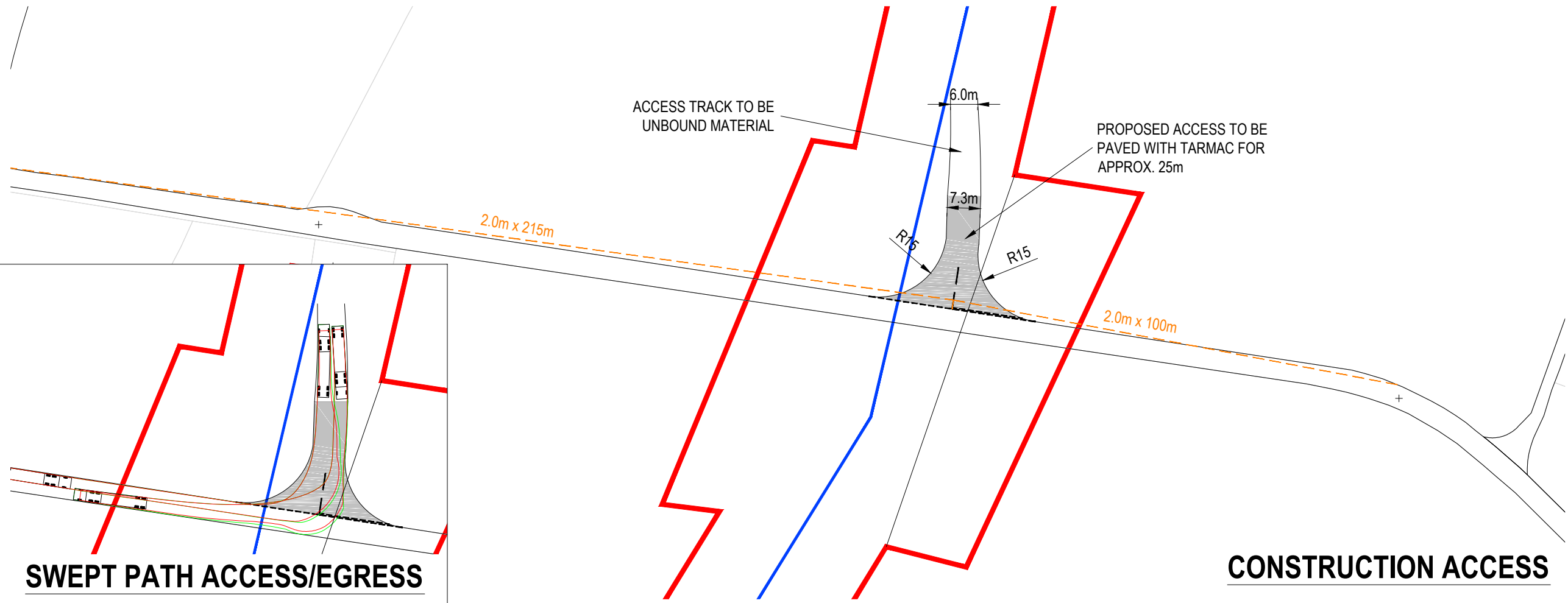
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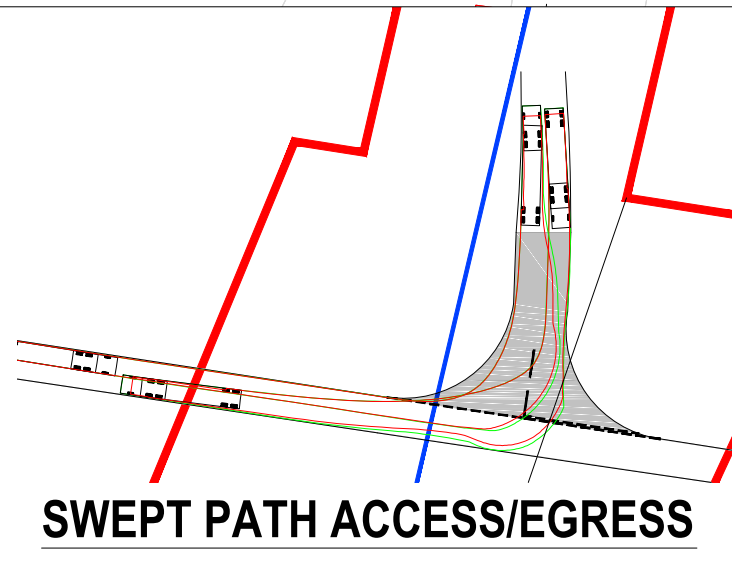
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ANNEX Z

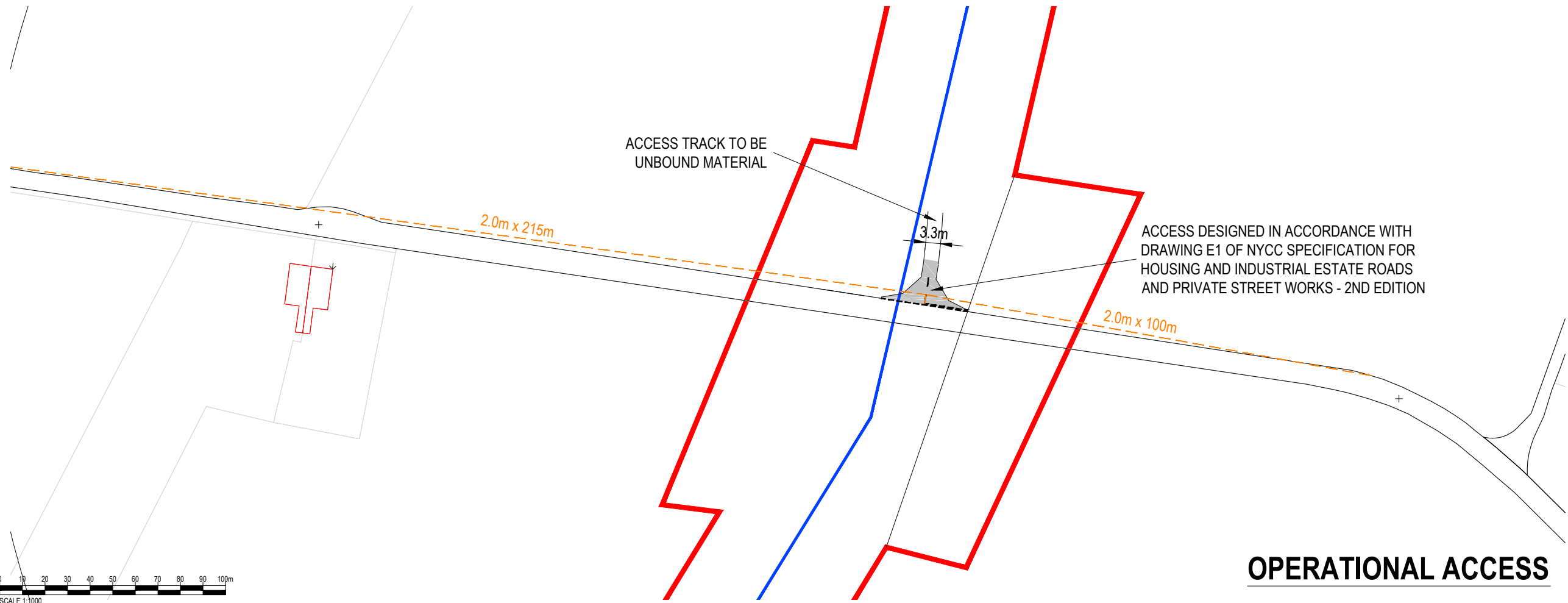
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 - - - Visibility splay
 - Indicative gas and cooling water pipelines



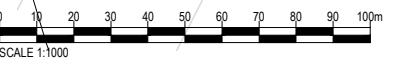
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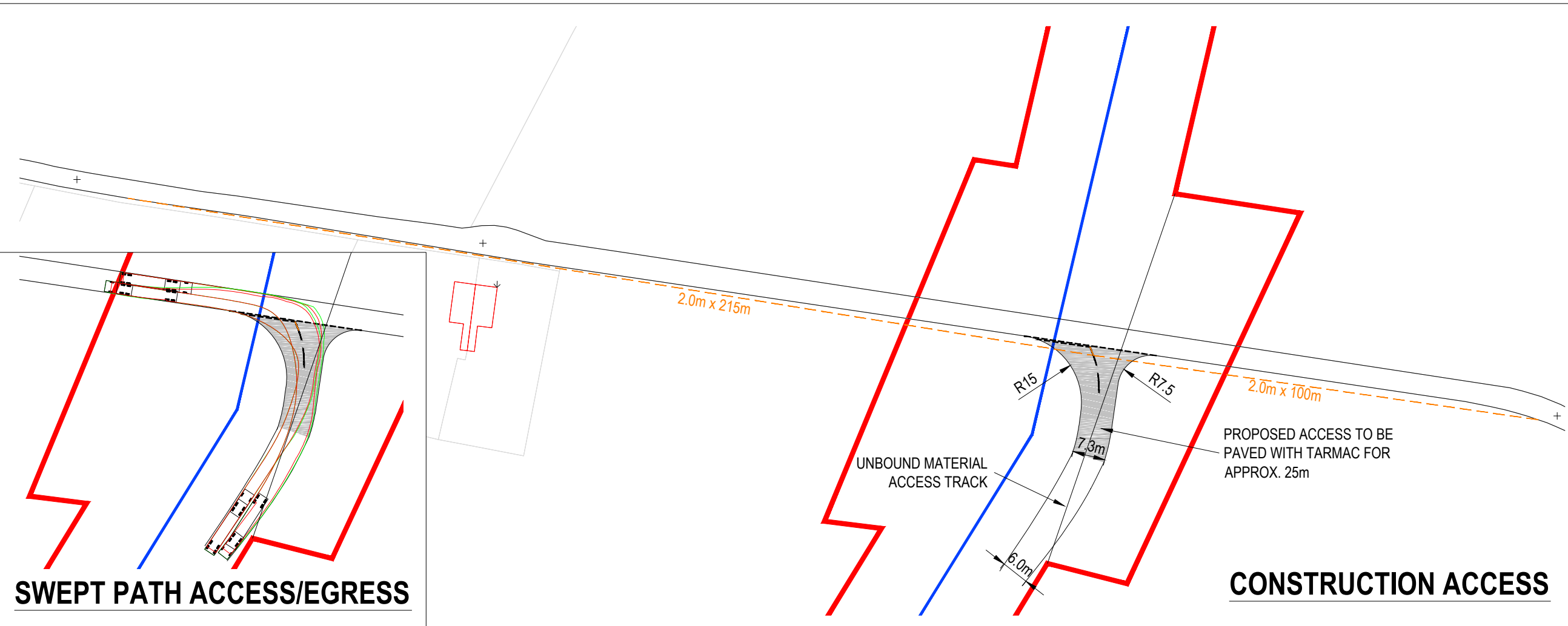


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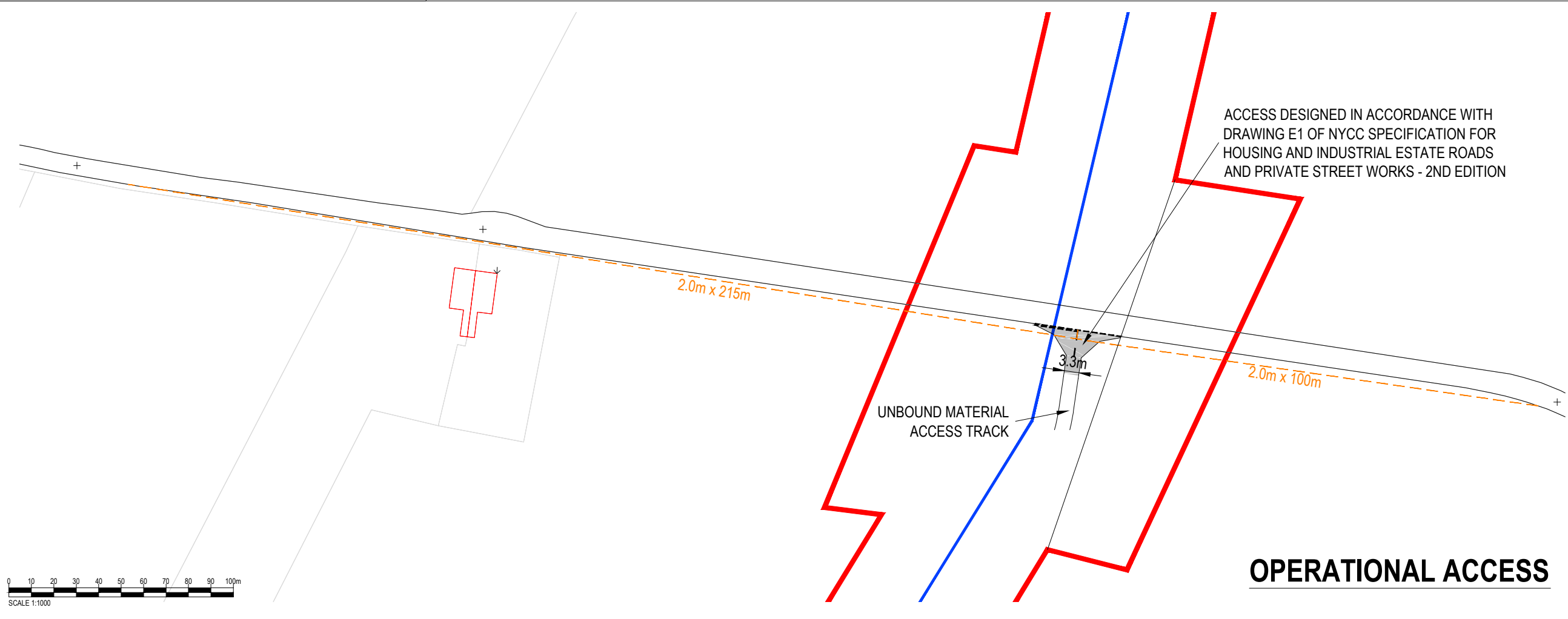
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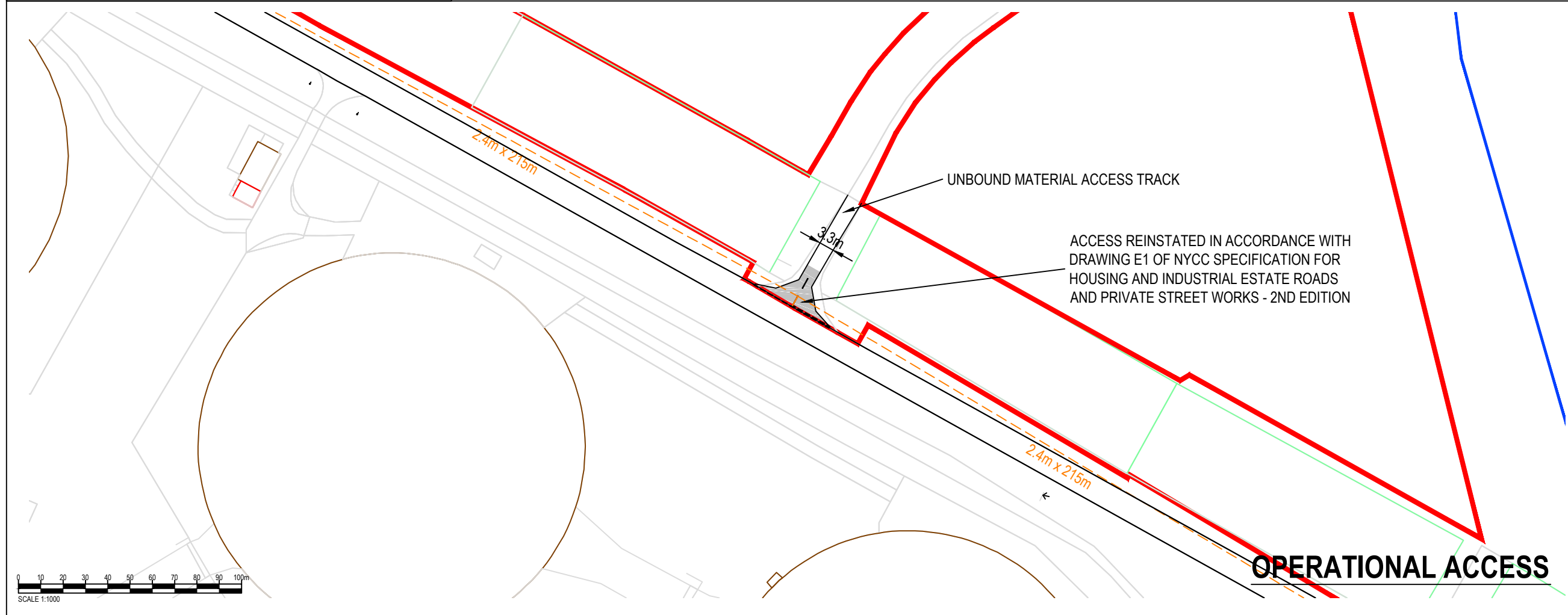
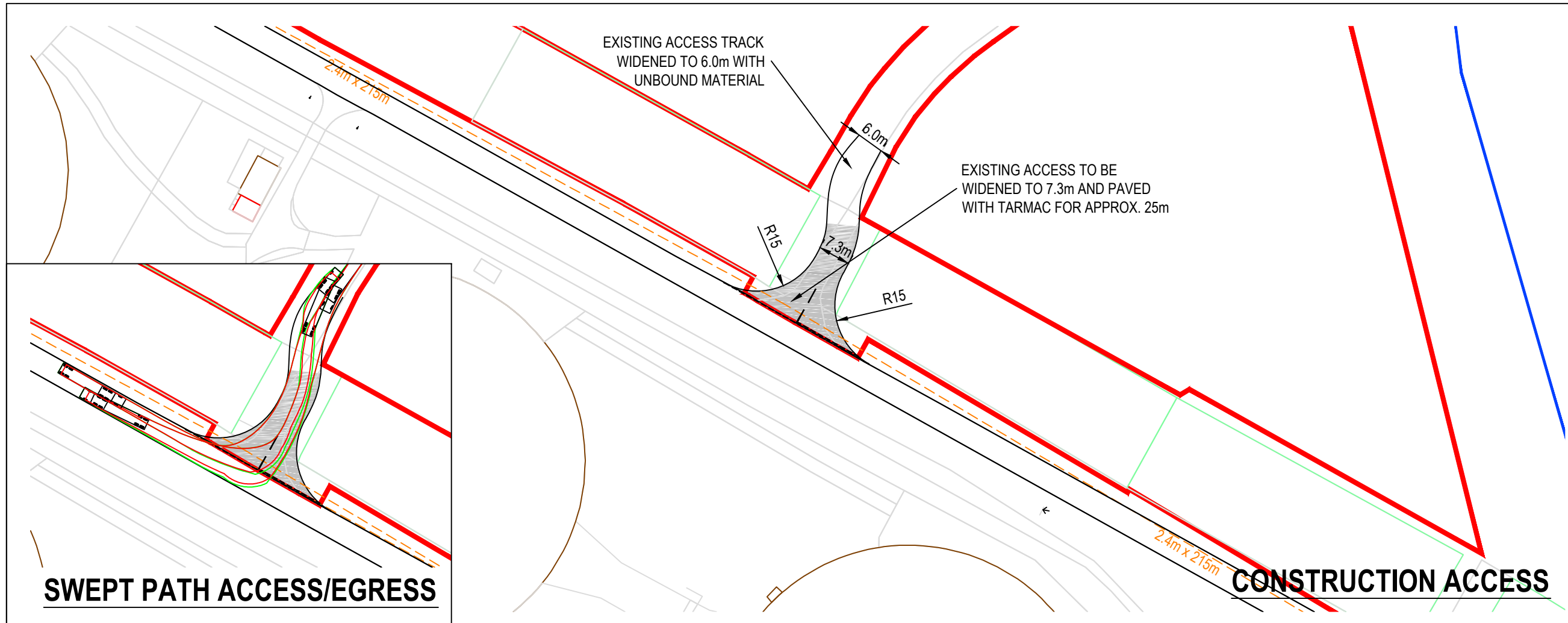
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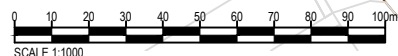


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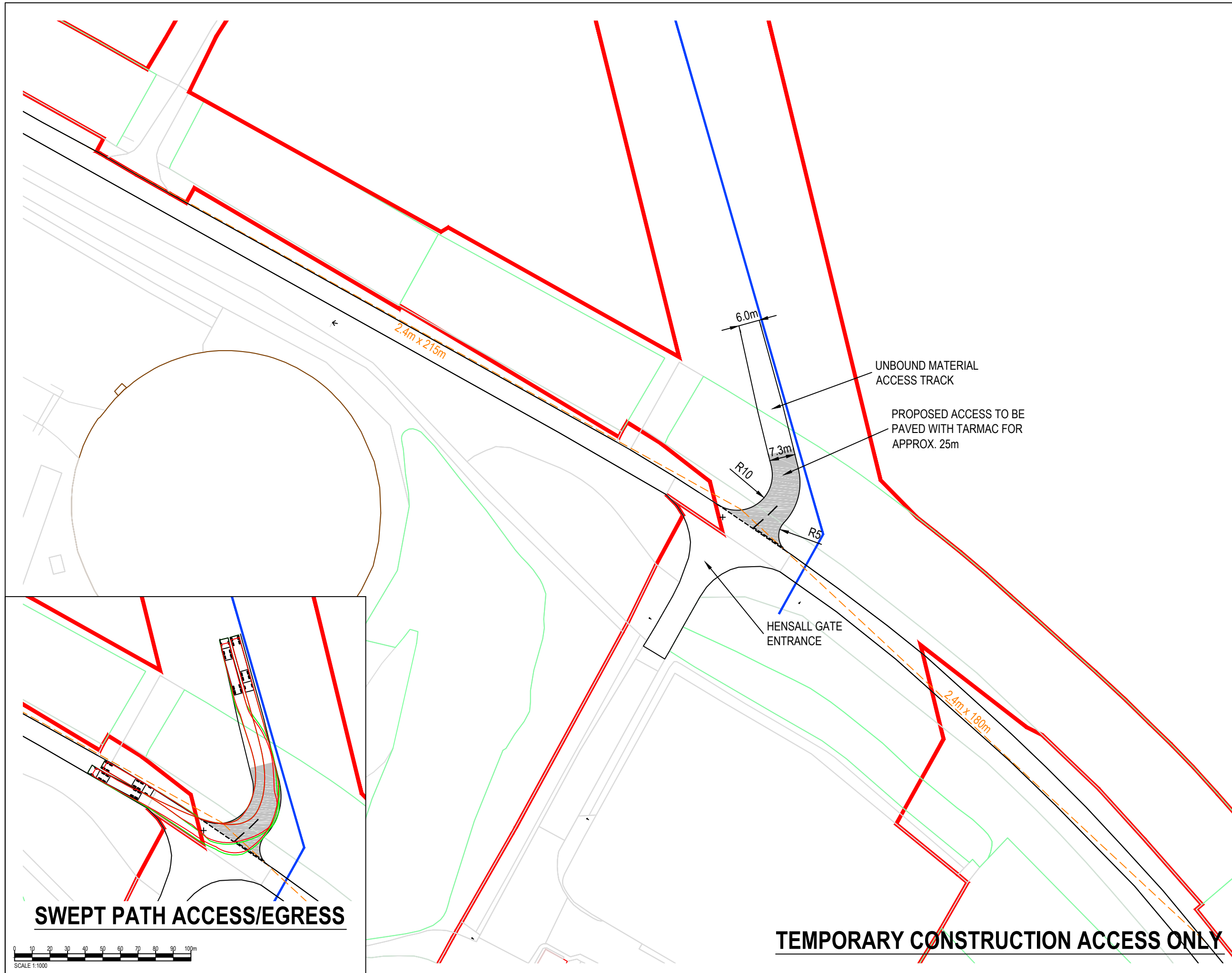
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Purpose of Issue			
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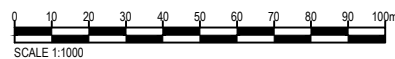
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ANNEX AA

Rev

SWEPT PATH ACCESS/EGRESS



TEMPORARY CONSTRUCTION ACCESS ONLY

ANNEX AB

Eggborough CCGT Power Station

Framework Construction Workers Travel Plan

May 2017

Quality information

Prepared by

Jonathan Scott
Senior Transport Planner

Approved by

Peter Firth
Associate Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	06/4/2017			P Firth	Associate Director
2	15/5/2017			P Firth	Associate Director

Eggborough CCGT Power Station

Prepared for:

Eggborough Power Limited

Prepared by:

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Table of Contents

1.	Introduction	5
2.	Background.....	6
	2.1 Site Description	6
	2.2 Accessibility	6
	Walking	6
	Cycling	7
	Public Transport	7
	Train Services	7
3.	Proposed Development	8
	3.1 Development Description.....	8
	3.2 Construction Programme.....	8
	3.3 Construction Phase Site Worker Traffic Generation	8
	3.4 Construction Phase HGV Traffic Generation	9
	3.5 Access Proposals	9
	3.6 Car Parking Provision	9
4.	Objectives	10
5.	Roles and Responsibilities.....	11
6.	Travel Plan Measures	12
	6.1 General.....	12
	6.2 Proposed Measures to Reduce the Level of Traffic	12
	Car Parking.....	12
	Minibus	12
	Car Sharing.....	12
	Cycling	13
	On-Site Storage	13
	6.3 Minimising the Impact on the Local Road Network.....	13
	Signage Strategy	13
	Staggered Working Hours.....	13
	Travel Plan Communication	13
	Monitoring Cumulative Impact	13
7.	Targets	16
8.	Monitoring and Review	17

Figures

Figure 1.	Site Location	6
-----------	---------------------	---

Tables

Table 1.	Bus Services stopping at the A19 Bus Stops opposite Eggborough Power Station.....	7
Table 2.	Daily Vehicle Profile during Peak Month of Construction	8
Table 3.	Proposed timeline for the implementation of suggested measures	15

1. Introduction

This Framework Construction Worker Travel Plan (Framework CWTP) has been prepared by AECOM on behalf of Eggborough Power Limited (EPL) to support a Development Consent Order application for a new gas-fired power station which will be constructed within the boundary of the existing Eggborough coal-fired power station on what is currently the coal stockyard. Cooling water and gas connections will extend northwards from the existing power station site, connecting to the River Aire and National Grid gas transmission network south-west of Burn.

The Framework CWTP is designed to promote and encourage the use of sustainable transport modes and reduce reliance on the private car during the construction phase of the development, which is expected to take approximately 40 months between 2019 and 2022.

EPL are committed to the sustainable development agenda and realise that the success of the travel plan will be based on their enthusiasm and commitment to ensure that the chosen contractor encourages and promotes the suggested measures detailed within this report to their workers. The Framework CWTP sets out the aims, objectives and measures to promote sustainable travel to the site.

This document is a Framework CWTP setting the limits assessed during the assessment of environmental impacts in the consenting application process. The appointed contractor will be required to use this as the starting point for their final CWTP (required in accordance with a draft DCO Requirement) and demonstrate how the limits set will be achieved. It also identifies the issues that have been identified during the consenting process and the measures necessary to address these issues. The contractor will need to confirm that these measures will be implemented.

Following this introduction the Framework CWTP is structured as follows:

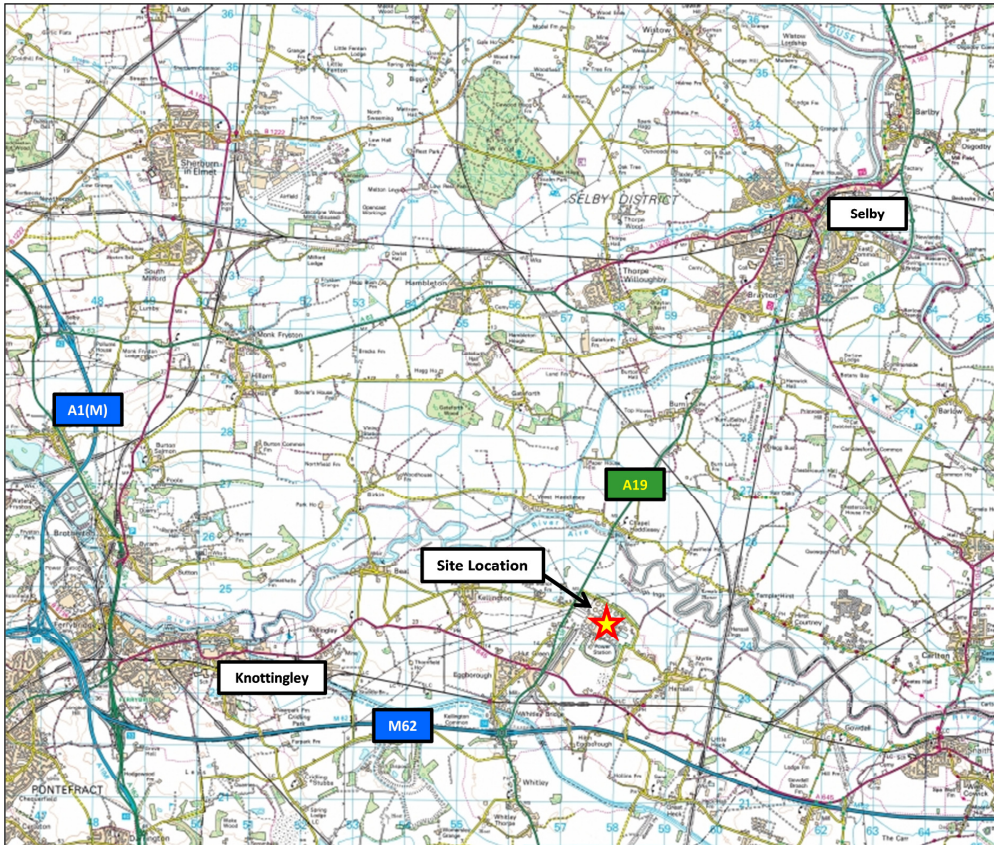
- Section 2 provides background information including the site location and accessibility;
- Section 3 describes the proposed development;
- Section 4 presents the final CWTP objectives;
- Section 5 sets out the roles and responsibilities;
- Section 6 describes the proposed measures;
- Section 7 describes the process for setting targets; and
- Section 8 outlines the proposed monitoring of the final CWTP.

2. Background

2.1 Site Description

The Eggborough Power Station site is located approximately 2.5 km north of the M62, which connects to the A19 at Junction 34. Its location in relation to the surrounding area and the strategic road network is shown in **Figure 1**.

Figure 1. Eggborough Power Station Location



2.2 Accessibility

The accessibility of the Proposed Construction Laydown area has been reviewed with respect to opportunities for walking, cycling and the availability of public transport.

Walking

The Institute of Highways and Transportation document, *'Planning for Journeys on Foot' (2000)*, suggests that the preferred maximum is up to 2 km for commuting.

Considering a 2 km walking catchment, the potential for walking is limited with only Eggborough village within walking distance of the Proposed Construction Laydown area.

Cycling

Cycling provides a good alternative to the private car in that it is cheap, offers reliable journey times, is environmentally friendly and promotes improved health through regular exercise. The Institute of Highways and Transportation states that the average length of a cycle journey is 5 km (3.1 miles).

A 5 km catchment area includes the villages of Eggborough, Whitley, Kellington, Chapel Haddlesey, Burn and Gowdall. Given the likely catchment area the potential for cycling to the site is limited.

While there is no specific cycling infrastructure in the vicinity of the Eggborough Power Station site, neither on or off-road, it is considered that the Proposed Construction Laydown area is reasonably accessible for those living within the 5 km catchment wishing to cycle.

Public Transport

The IHT document, 'Guidelines for Public Transport in Development' recommends a maximum walking distance of 400 metres to a bus stop.

There are two bus stops located on the A19 opposite the Eggborough Power Station site. Both the northbound and southbound bus stops comprise a bus shelter with timetable information displayed.

The bus stops provide services to Selby, Doncaster and Pontefract. The bus services and service frequencies are summarised in **Table 1**.

Table 1. Bus Services stopping at the A19 Bus Stops opposite Eggborough Power Station

Bus Service	Route	Monday - Friday		Saturday	Sunday
		Daytime	Evening		
405	Selby – Askern - Doncaster	06:07; 07:11; 08:32 then every hour until 17:32	No Service	07:30 then every hour until 17:32	No Service
405	Doncaster – Askern - Selby	07:34; 08:29; 09:47 then every hour until 17:50	No Service	08:24 then every hour until 17:44	No Service
407	Doncaster – Askern - Selby	No Service	18:47	18:44	No Service
X45	Selby – Askern - Doncaster	No Service	19:50	19:50	09:53 then every two hours until 17:53
X45	Doncaster – Askern - Selby	No Service	19:30; 21:30	19:30; 21:30	11:31 then every two hours until 19:31
476	Selby - Pontefract	06:35; 07:26; 10:02 then every two hours until 14:03	No Service	07:57; 10:02 then every two hours until 18:02	No Service
476	Pontefract - Selby	09:47; 11:31 then every two hours until 16:16	18:50	09:31 then every two hours until 17:37	No Service
488	Selby - Goole	09:38 (Weds Only)	No Service	No Service	No Service
488	Goole - Selby	14:11 (Weds Only)	No Service	No Service	No Service

The bus service summary provided in **Table 1** demonstrates that there is a reasonable frequency of services running through the working week which would be suitable for use by construction workers.

Train Services

The nearest main train stations to the Proposed Construction Laydown area are Knottingley located 10 km to the west of the site and Selby located 10 km to the north. The IHT document, 'Planning for Public Transport in Developments', recommends a maximum walking distance of 800 m to a major fixed public transport mode and therefore it is unlikely that there will be a large demand for journeys of this type.

3. Proposed Development

3.1 Development Description

The Proposed Development comprises the construction and operation of a combined cycle gas turbine (CCGT) power station, comprising up to three high efficiency combined cycle gas turbines and associated development including a peaking plant.

Gas will be supplied via a new pipeline connection to the existing National Grid gas transmission network to the north of the existing power station site.

3.2 Construction Programme

It is anticipated that the Proposed Development will have a 25 year lifecycle. The expected construction and operational phases of the Proposed Development are as follows:

- 2019 – commence construction phase;
- 2022 – commence operational phase; and
- 2047 – commence decommissioning phase.

3.3 Construction Phase Site Worker Traffic Generation

It is expected that the construction workforce will peak at approximately 1,200 workers per day in month 18 of construction i.e. 2020. During this period, the construction work is expected to be focussed on the areas of the Site within the existing coal-fired power station.

The standard construction working hours for the Proposed Development will be 07:00 to 19:00 Monday to Friday (except bank holidays) and 07:00 to 13:00 on Saturday. Key exceptions to these working hours could include activities that must continue beyond these hours and non-noisy activities with night working if desired.

In relation to traffic generation associated with construction workers, for robustness the peak construction month has been considered i.e. month 18. The assumption has been made that 80% of workers will travel to the Site by private car with an average occupancy of two workers per vehicle and 20% will travel to Site by minibus with an average occupancy of seven workers per vehicle. This is to account for the fact that some of the general and specialist workers will work in 'gangs'. The resulting worst case traffic volumes during the peak of construction are set out in **Table 2**.

Table 2. Daily Vehicle Profile during Peak Month of Construction

Hour beginning	Arrivals	Departures
06:00	154	0
07:00	283	0
08:00	52	0
09:00	26	0
16:00	0	26
17:00	0	77
18:00	0	386
19:00	0	26
Total	515	515

The assumptions set out above and the resulting expected traffic volumes have been agreed with North Yorkshire County Council (NYCC) and Highways England as a worst case and make no allowance for the potential reductions in travel by private car as a result of the CWTP.

3.4 Construction Phase HGV Traffic Generation

For HGV generations associated with the construction phase and how these will be managed, please refer to the Framework Construction Traffic Management Plan (CTMP) in Annex AC of Appendix 14A (Transport Assessment) (ES Volume III).

3.5 Access Proposals

It is assumed for the purposes of assessment that all construction workers will arrive and depart the Proposed Construction Laydown area via the Hensall Gate entrance located off Wand Lane to the north of the power station site, although two alternative accesses from the A19 (Tranmore Lane and the existing main power station entrance) are included within the Site boundary. There are other access points to the Proposed Gas Connection Corridor though it is proposed that all pipeline workers would meet at the main site prior to be bussed to the pipeline corridor.

3.6 Car Parking Provision

Parking demand will vary throughout the construction phase and an area of hardstanding will be set aside within the Site to accommodate parking for construction workers, as required.

4. Objectives

The final CWTP will act in helping the environment by reducing the number of trips made to and from the construction site by private car. All staff during construction will be made aware of the measures included in the final CWTP so that benefits can be delivered and the number of car borne trips reduced by promoting car sharing, minibus use and public transport.

The final CWTP will aim to ensure all construction staff are aware of the advantages and potential for travel by more sustainable and environmentally friendly modes of transport through raising awareness and the provision of information identifying travel options and the necessary contact information.

The primary objectives which are of most relevance during the construction period of the Proposed Development are to:

- ensure that an appropriate package of measures is employed to encourage sustainable travel behaviour;
- reduce car usage (particularly single occupancy car journeys);
- raise awareness of the sustainable transport measures serving the construction site; and
- minimise the impact of traffic on sensitive locations.

5. Roles and Responsibilities

The Travel Plan Co-ordinator has a key role to play in managing, monitoring and implementing the individual measures within the plan. The importance now placed on the Travel Plan process means that the Travel Plan Co-ordinator role is becoming increasingly important.

EPL is committed to setting the benchmark in terms of their approach and aspirations for reducing unnecessary travel to the Site. On this basis, a dedicated Travel Plan Co-ordinator should be appointed by the contractor to manage and deliver the Travel Plan. The Travel Plan Co-ordinators details will be supplied to NYCC and Highways England.

The Travel Plan Co-ordinator will work closely with the Site Manager who has overall responsibility for the Site, and thus has the authority to introduce disciplinary measures for those workers who do not follow the guidelines outlined within the final CWTP.

The responsibilities of EPL will primarily include:

- ensuring a condition of contract between EPL and the contractor is set up in relation to the guidelines outlined within the final CWTP.

The responsibilities of the Travel Plan Co-ordinator will primarily include:

- ensuring the voluntary obligations of contractors / sub-contractors related to the travel plan are adhered to;
- ensuring the Travel Plan notice board is located in a prominent position and that the information is kept up to date;
- monitoring parking to ensure no parking on any public highway leading to the site, with disciplinary action taken against those offending;
- being based on site;
- acting as the key point of contact for issues related to construction traffic;
- conducting car park utilisation surveys at least once a week to ensure targets are being met;
- reviewing cycle parking provision on a monthly basis;
- engaging with local stakeholders;
- monitoring performance against the targets of the final CWTP; and
- implementing additional measures if not delivering on targets set.

The Contractor will be responsible for managing how their workers travel to and from the Site. Given the limited number of parking spaces to be provided, the contractor's responsibilities will primarily include:

- providing a dedicated Travel Plan Co-ordinator to oversee the management and delivery of the Travel Plan;
- encouraging and promoting the use of sustainable transport measures included within the final CWTP;
- providing public transport information to workers; and
- organising crew minibuses to transport workers to and from the Site where appropriate.

6. Travel Plan Measures

6.1 General

To encourage sustainable travel behaviour by construction staff throughout the period of construction, it is important that an appropriate package of measures is introduced.

The package of measures should primarily aim to minimise the level of construction worker traffic, and then wherever possible minimise the impact and disruption of the remaining traffic on the local road network.

It is crucial that as the level of construction workers on-site increases, travel plan measures are implemented to reduce the cumulative impact. **Table 3** provides a proposed timeline for the implementation of suggested measures.

6.2 Proposed Measures to Reduce the Level of Traffic

Car Parking

The availability of car parking has a major influence on the means of transport people choose for their journeys, and is therefore an important travel plan measure in promoting sustainable travel to and from the site.

It is proposed that sections of the car park will gradually be opened up, to make sure that the number of vehicles is controlled, and that sustainable transport options are promoted throughout the course of construction.

Car parking at the Site should be monitored with restricted access, for example using number plate recognition technology.

In arranging the layout of the car park, the spaces closest to the construction site / offices should be designated for car sharers and minibuses.

Minibus

Given the restriction on the number of car parking spaces provided, contractors will be encouraged to provide minibuses for transporting their workers from the key points of construction worker origin to the Site. This would have the benefit of reducing the number vehicular trips on the local road network. For example many construction workers will find local accommodation at hotels and B&B's. They will be keen to minimise their daily travel costs and a minibus service would be an attractive means of transport to them. The locations of accommodation chosen by these workers will provide suitable pick up locations for the minibus. Minibus routes should also be set up to collect workers that live locally from central pick up points.

The contractor will encourage the use of common hotels and B&B's by workers that are not from the local area, to encourage the use of shared transport modes such as minibus.

The contractor will be requested to provide minibuses and to organise where the minibuses will pick up workers and at what times.

In addition it is proposed that construction workers engaged in gas pipeline and AGI construction should be transferred to the pipeline working corridor by minibus from the Proposed Construction Laydown area located off Wand Lane. This would reduce the impact associated with construction worker vehicles on West Lane, Millfield Road and Fox Lane.

Car Sharing

The contractor will be encouraged to set up and manage a car share scheme for their workers. In specialist construction projects, car sharing is already popular amongst workers due to the financial and social benefits it provides. Indeed, it is expected that some of the workers if not based locally will be away from home for specific length of time, welcoming the companionship of other colleagues. The construction working environment is accompanied by an element of camaraderie and this has been found to be conducive to car sharing.

In emergencies, the Travel Plan Co-ordinator should provide a guaranteed lift home for car sharers. The provision should be extended for emergency situations for staff who cycle to the Site.

Cycling

Although cycling to the Site is likely to have limited appeal to construction site personnel (due to carrying PPE etc.) secure parking for bicycles will be provided within the temporary car park. Construction staff that cycle to work will also have access to shower and changing facilities and lockers to store clothing, cycle helmets etc.

On-Site Storage

An on-site storage facility is usually provided by contractors. Providing this facility would encourage construction workers to store their tools on-site. This would reduce the amount of tools they would need to carry each day and would assist those workers who are considering cycling or using public transport as a potential travel mode.

6.3 Minimising the Impact on the Local Road Network

Signage Strategy

In order to ensure that construction vehicles unable to park on Site do not park on the public highway in the vicinity of the Site, clear and appropriate signage will be required on Wand Lane. The signage will indicate no parking is permitted on the road and the potential penalties for those who do. A condition of contract between EPL and the contractor will stipulate that no parking is allowed on Wand Lane.

Alternatively a Traffic Regulation Order could be implemented on Wand Lane. However given the rural nature of the area and the limited availability of parking except for Wand Lane, parking on the public highway can be constantly monitored by the Travel Plan Co-ordinator and therefore a signage strategy would be more appropriate.

Staggered Working Hours

It is understood that the start and finish times of contractors may vary according to discipline. This should ensure that the flow of construction worker traffic is either outside of, or spread across the AM and PM Peak, thereby minimising the impact on any particular time period.

Travel Plan Communication

Details of the sustainable transport options available for accessing the Site will be provided in an information pack and sent to construction workers prior to them starting work at the Site. This will raise awareness of the initiatives being implemented and also allow staff to register an interest in the schemes. The contractor will be responsible for ensuring all construction workers receive the information pack prior to starting work on Site.

All construction workers will receive an introductory meeting on the travel plan when they commence work. This will be incorporated into the site safety briefing and will include the provision of the following information:

- designated access and exit routes to the Site;
- details of sustainable transport measures available for accessing the Site; and
- parking arrangements.

The provision of such a meeting will ensure that each construction worker is fully aware of the CWTP and the respective sustainable transport measures contained within it.

Monitoring Cumulative Impact













It is noted that Knottingley CCGT Power Station, located 5 miles to the west of Eggborough Power Station may be under construction at the same time as the Proposed Development. The Transport Assessment tested the peak of both developments occurring at the same time and identified no need for any physical mitigation works. However it is agreed that construction of both developments will lead to increased traffic on the surrounding local road network.

Eggborough Power Limited and the appointed contractor will therefore regularly monitor the status of the Knottingley CCGT project in terms of its construction programme compared to the construction programme for

the Proposed Development. If this shows both developments to be reaching the peak of construction at the same time the following measures are proposed:

- road signs informing drivers of the expected increase in traffic on the local road network for the next 'X' number of weeks;
- leaflet drop to local residents and businesses informing them of the expected increase in traffic levels on the surrounding local road network between Month 'X' and Month 'Y'; and
- information via social media, local radio and the local press.

Table 3. Proposed timeline for the implementation of suggested measures

Month	No. of Workers	PROPOSED MEASURES					
		Car Parking	Minibus	Car Sharing	On-Site Storage	Signage Strategy	Travel Plan Communication
1	9	Gradual phasing of car park allocation 	Implement measure 	Begin active promotion 	Begin active promotion 	Implement measure 	Implement strategy 
2	6						
3	27						
4	127						
5	144						
6	169						
7	228						
8	120						
9	243						
10	309						
11	480	Constant review of parking provision 	Reduce active promotion of measure 				
12	442						
13	715						
14	640						
15	713						
16	1,108						
17	989						
18	1,200						
19	1,170						
20	1,125						
21	1,095						
22	1,050						
23	1,005						
24	975						
25	900						
26	870						
27	750						
28	705						
29	675						
30	570						
31	555						
32	548						
33	537						
34	405						
35	300						
36	165						
37	120						
38	102						
39	81						
40	75						

7. Targets

One of the prime objectives of an active CWTP is to set clear and realistic targets. The main target to be achieved during the construction of the Proposed Development is as follows:

- no more than 480 cars / vans to be parked up on-site per day during the construction period;

The Travel Plan Co-ordinator will monitor parking utilisation at the Site reviewing the split of vehicles between cars, vans and minibuses. Ensuring that this target is not exceeded is dependent on the contractor encouraging their workers to travel to and from the Site by the sustainable options provided in the final CWTP. Exceeding the target will result in the implementation of additional measures to ensure the travel plan stays on course to meet its overall objectives.

8. Monitoring and Review

Monitoring the final CWTP will be central to ensuring its aims are delivered in practice throughout the construction timeframe. Monitoring guarantees that failures or changing conditions are identified at the earliest point and that remedial action (i.e. identifying additional measures, providing incentives, marketing campaign to promote the CWTP) can be taken, to ensure that the plan stays on course to meet its overall objectives.

The Travel Plan Co-ordinator will be responsible for monitoring the final CWTP, to ensure an efficient and effective execution of the measures, and to refine the measures where necessary to cope with the changes in demand over the life of the construction project.

An important part of the monitoring strategy will be obtaining feedback from employees, NYCC and local residents regarding any issues concerned with construction worker traffic. The appointment of a Travel Plan Co-ordinator will ensure that an appropriate figure is available and can react to such feedback.

Furthermore, employees will be given the chance to offer their suggestions and ideas via a suggestion box and / or informal discussion with the Travel Plan Co-ordinator, while review meetings will be held at regular intervals with construction worker representatives to ensure any issues are dealt with effectively.

The Travel Plan Co-ordinator will monitor parking utilisation at the site to review the split of vehicles between cars, LGVs and minibuses. It is anticipated that monitoring will be undertaken on a weekly basis with a monthly monitoring report prepared by the Travel Plan Co-ordinator and submitted to NYCC's Travel Plan Officer. In addition, monitoring of the local road network will be undertaken to ensure no parking on the public highway leading to the site, with disciplinary action taken against those offending.

ANNEX AC

Eggborough CCGT Power Station

Framework Construction Traffic Management Plan

May 2017

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	6/4/2017			P Firth	Associate Director
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Eggborough CCGT Power Station

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Table of Contents

1.	Introduction	5
2.	Background.....	6
2.1	Site Description	6
2.2	Development Description.....	6
2.3	Construction Programme.....	6
2.4	Construction Phase Site Worker Traffic Generation	7
2.5	Construction Phase HGV Traffic Generation	7
	CCGT Power Plant Construction	7
	Gas Pipeline Construction	7
	AGI Construction.....	7
3.	Measures to Control HGV Routing and Impact.....	8
3.1	Designated Route to Site.....	8
	CCGT Power Plant Construction	8
	Gas Pipeline Construction	8
	AGI Construction.....	9
3.2	Construction Programme / Site Hours	10
3.3	Wear and Tear on the Local Road Network	11
3.4	HGV Access Along West Lane and Millfield Road	11
3.5	Wheel Cleaning Facility	11
3.6	Advanced Warning Signs.....	11
3.7	Contact Name and Number	11
3.8	Monitoring Cumulative Impact	11
4.	Abnormal Indivisible Loads	13
5.	Monitoring	14
5.1	Road Condition Surveys	14
5.2	Traffic Surveys	14
6.	Consultation	15
6.1	Planned Liaison with the Local Authority, District Council and Parish Council	15

Figures

Figure 1.	Site Location	6
Figure 2.	HGV Designated Route Plan (CCGT Power Plant Construction).....	8
Figure 3.	HGV Designated Route Plan (Gas Pipeline Construction).....	9
Figure 4.	HGV Designated Route Plan (AGI Construction).....	10

1. Introduction

This Framework Construction Traffic Management Plan (Framework CTMP) has been prepared to investigate the likely generation and routing of HGV traffic associated with the construction of a proposed gas-fired power station which will be constructed within the boundary of the existing Eggborough coal-fired power station on what is currently the coal stockyard. A gas connection will extend northwards from the existing power station site, connecting to the National Grid gas transmission network south-west of Burn.

The A19 runs north-south along the western boundary of the existing power station site, linking to Junction 34 of the M62 to the south at a grade separated roundabout and the A63 to the north at a four-arm roundabout junction.

The construction site will generate a volume of HGVs delivering plant and machinery, concrete and aggregates, steelwork, bricks and block work and other general construction materials. A number of abnormal indivisible loads (AILs) will also be generated by the construction of the Proposed Development which need a special strategy for delivery.

This document is a Framework CTMP setting the limits assessed during the consenting process. The appointed contractor will be required to use this framework document as the starting point for the final CTMP (required in accordance with DCO Requirement 22) and demonstrate how the limits set will be achieved. It also identifies the issues that have been identified during the consenting process and the management measures necessary to address these issues. The contractor will need to confirm that these measures will be implemented.

Following this introduction the Framework CTMP is structured as follows:

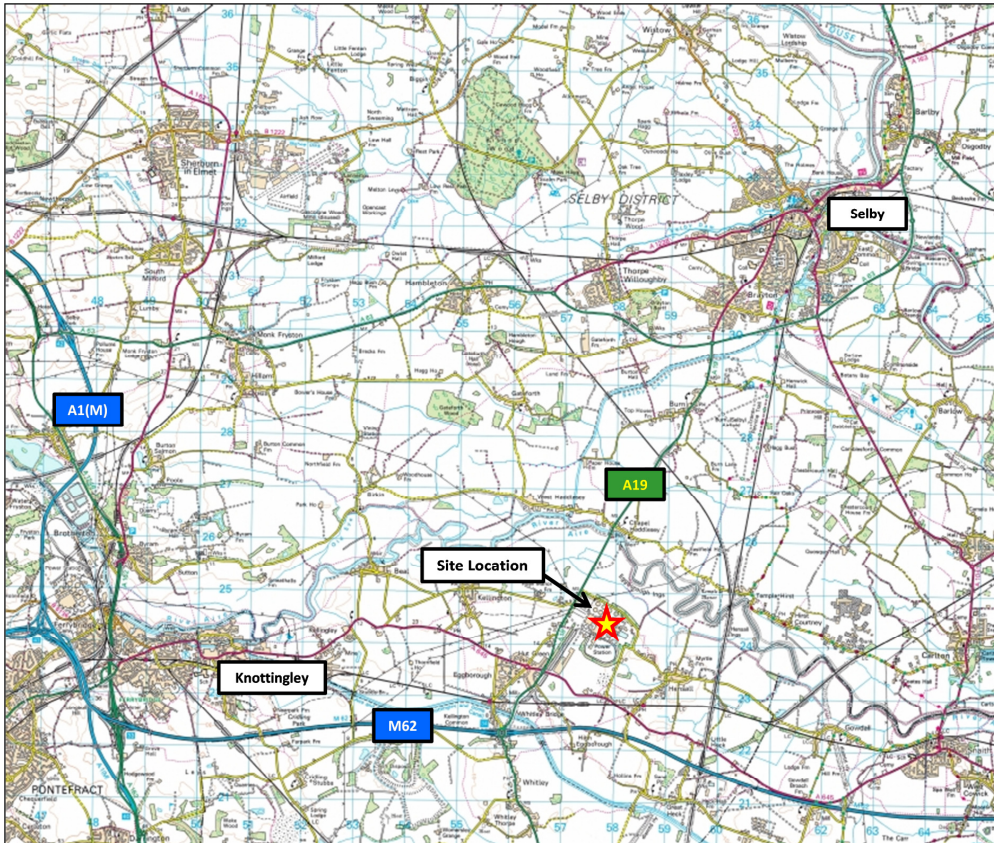
- Section 2 describes the development proposals including the construction programme, the profile of car and light van generation and HGV generation;
- Section 3 describes the proposed measures to control HGV routing and impact;
- Section 4 describes the proposed AIL route;
- Section 5 provides the monitoring strategy; and
- Section 6 describes the planned liaison with key stakeholders.

2. Background

2.1 Site Description

The Eggborough Power Station site is located approximately 2.5 km north of the M62, which connects to the A19 at Junction 34. Its location in relation to the surrounding area and the strategic road network is shown in **Figure 1**.

Figure 1. Eggborough Power Station Location



2.2 Development Description

The Proposed Development comprises the construction and operation of a combined cycle gas turbine (CCGT) power station, comprising up to three high efficiency combined cycle gas turbines and associated development including a peaking plant.

Gas will be supplied via a new pipeline connection to the existing National Grid gas transmission network to the north of the existing power station site.

2.3 Construction Programme

It is anticipated that the Proposed Development will have a 25 year lifecycle. The expected construction and operational phases of the Proposed Development are as follows:

- 2019 – commence construction phase;
- 2022 – commence operational phase; and

- 2047 – commence decommissioning phase.

2.4 Construction Phase Site Worker Traffic Generation

For construction worker traffic generations and the proposed measures to be implemented to encourage sustainable travel modes, please refer to the Framework Construction Workers Travel Plan (CWTP) in Annex AB of Appendix 14A (Transport Assessment) (ES Volume III).

2.5 Construction Phase HGV Traffic Generation

CCGT Power Plant Construction

The volume of HGVs on the network is predicted to be at its maximum of 80 two-way daily vehicle movements (40 in and 40 out) from month 10 to month 28 of construction. During the remainder of the construction period, there are 40 two-way vehicle movements (20 in and 20 out) predicted per day.

HGV arrivals will be managed and spread evenly over the day between the hours of 08:00 and 18:00 to avoid on-site congestion. On average these deliveries will equate to just 8 HGV trips per hour (4 in and 4 out).

Gas Pipeline Construction

The volume of HGVs associated with gas pipeline construction, which is expected to occur between months 22 and 33 of the construction programme is as follows:

- 5 HGVs per day for general construction materials (during first two weeks of construction site start-up only);
- 12 flatbed deliveries per day for delivery of pipes (during first two weeks of construction site start-up only);
- 15 low loaders for delivery of plant machinery (during first two weeks of construction site start-up only); and
- 5 HGVs per day for delivery of consumable materials (for the duration of the construction of the pipeline).

AGI Construction

The volume of HGVs associated with the construction of the AGI is predicted to be a maximum of 4 two-way daily vehicle movements (2 in and 2 out). Materials for AGI construction would be delivered over the course of two weeks in the first month of construction.

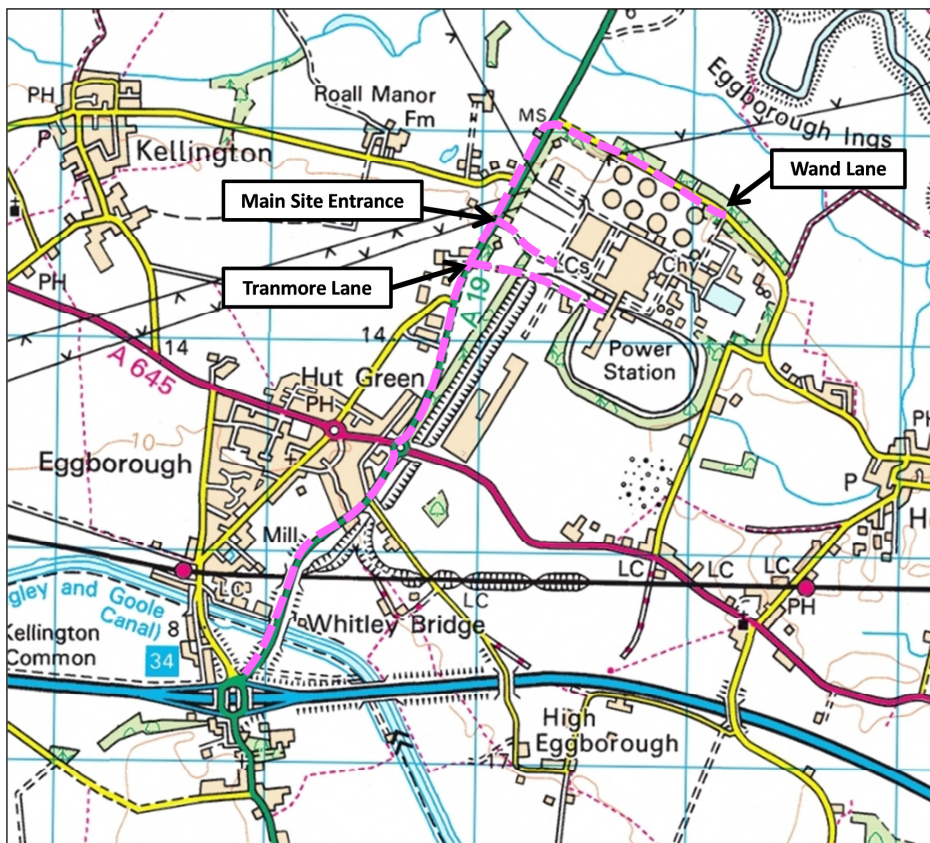
3. Measures to Control HGV Routing and Impact

3.1 Designated Route to Site

CCGT Power Plant Construction

It is proposed that all construction HGVs associated with the construction of the CCGT power plant will arrive and depart the Site via one of the three existing access points to the existing coal-fired power station from the A19; the main power station entrance, the Tranmore Lane access (currently used for access to the coal stockyard) and the Hensall Gate access from Wand Lane to the north of the existing coal-fired power station site. All HGVs associated with the construction of the CCGT power plant will be required to arrive and depart the Site towards the M62 avoiding the villages of Chapel Haddlesey and Burn. The designated HGV routing plan is shown in **Figure 2** below.

Figure 2. HGV Designated Route Plan (CCGT Power Plant Construction)



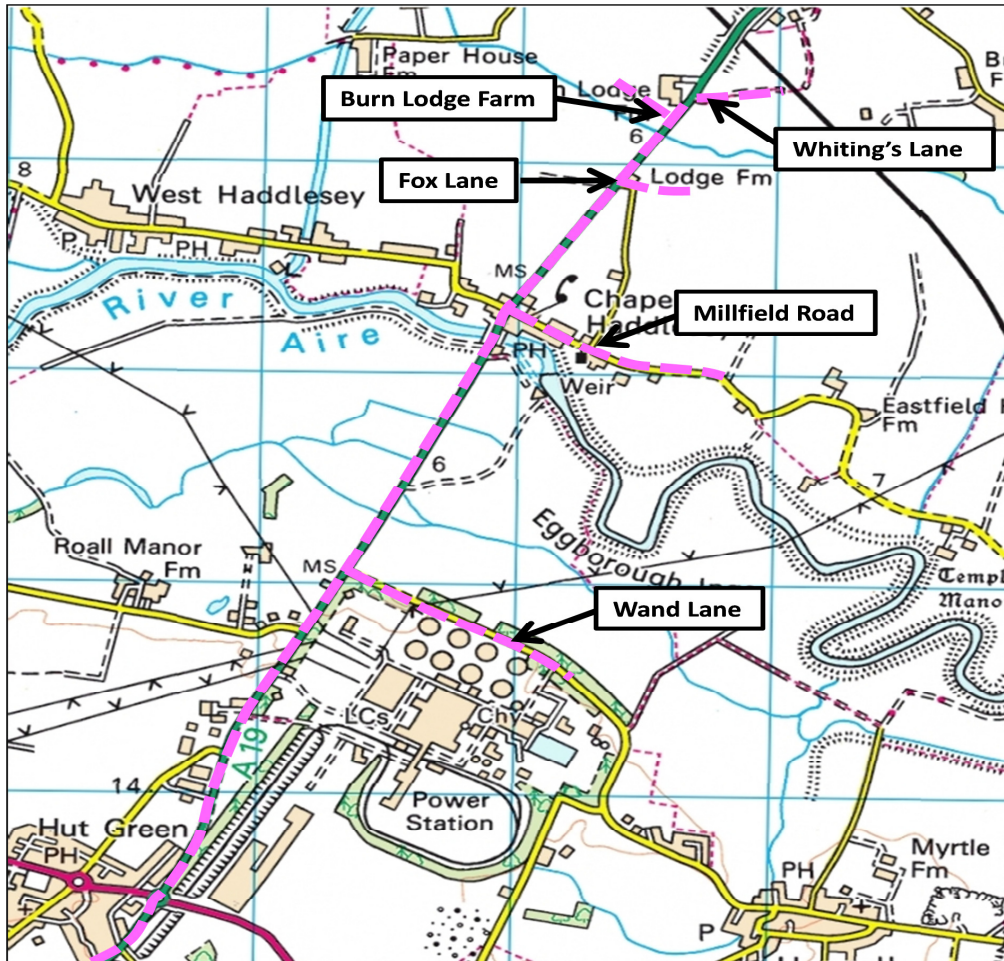
Gas Pipeline Construction

Temporary construction accesses will be required to all sections of the Proposed Gas Connection corridor and these are outlined below:

- from Wand Lane (north of the existing power station);
- from Millfield Road (east of Chapel Haddlesey);
- from Fox Lane;
- from Whiting's Lane (a private farm access); and
- from the A19 in the vicinity of Burn Lodge Farm.

All HGVs will be required to arrive and depart the site towards the M62. The designated HGV routing plan is shown in **Figure 3** below.

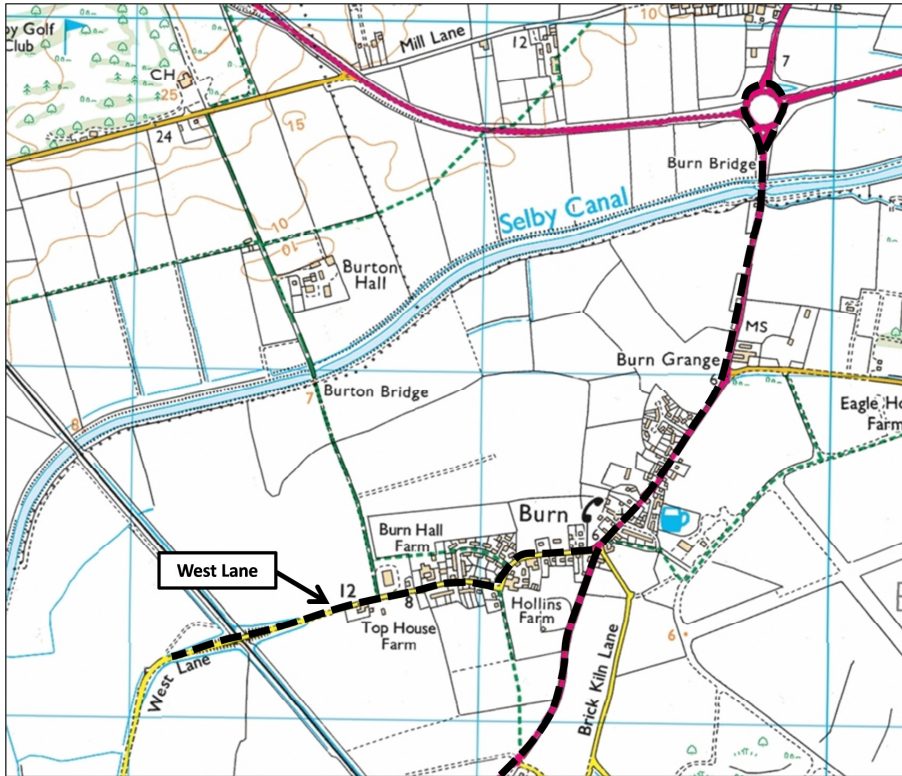
Figure 3. HGV Designated Route Plan (Gas Pipeline Construction)



AGI Construction

It is proposed that all construction HGVs associated with AGI construction will arrive and depart the site via West Lane. All HGVs will be required to arrive and depart the site towards the M62. Due to the tight radius at the A19 / West Lane junction when turning left into West Lane from the A19, HGVs will be required to continue along the A19 to the A63 roundabout prior to doubling back and approaching from the north and turning right into West Lane.

Figure 4. HGV Designated Route Plan (AGI Construction)



The contractor will erect signage at the main junctions to ensure that all HGV traffic relating to the Proposed Development will be directed in the appropriate directions. These will be in place for the duration of the construction phase and checked regularly to ensure they are visible throughout.

Signage will also be placed at the exit to the construction access points directing all HGVs to the A19 and then south to the M62 Junction 34.

The appointed contractor will be required to maintain all the HGV route signage.

It will be a condition of contract between EPL and the appointed contractor that all HGV deliveries to the Site are instructed to use the designated route via the M62 Junction 34 to access and egress the construction site.

3.2 Construction Programme / Site Hours

The construction is programmed to be carried out over a c.40 month period.

In order to minimise the disruption to the public the standard construction hours will be restricted to the following:

- Monday – Friday: 07:00 – 19:00; and
- Saturday: 07:00 – 13:00.

It is proposed that HGV deliveries will be made between 08:00 and 18:00 hours thus minimising the environmental impact.

Any construction activities outside these standard working hours will be limited to non-noisy activities to avoid disturbance to local residents such as the delivery of abnormal loads.

3.3 Wear and Tear on the Local Road Network

Before and after road condition surveys will be undertaken on West Lane, Fox Lane and Millfield Road (east of Chapel Haddlesey) between the A19 and the Proposed Gas Connection construction access points in accordance with a draft DCO Requirement, with any damage to these roads being made good after construction. The North Yorkshire County Council Improvement Manager will be invited to attend these surveys/ inspections.

3.4 HGV Access Along West Lane and Millfield Road

Measures to monitor and manage HGV movements along West Lane and Millfield Road will be implemented, including speed controls past residential properties. This could be achieved using marshalling vehicles and/or monitoring either end of West Lane and Millfield Road.

3.5 Wheel Cleaning Facility

In the interests of highway safety, wheel cleaning facilities should be installed on Site from the start of the construction phase. Wheel cleaning facilities should also be located at each of the temporary access points to the Proposed Gas Connection construction corridor. All HGVs leaving the construction site should be required to wheel wash when exiting the Site. The need for this measure should be periodically reviewed throughout the construction period.

3.6 Advanced Warning Signs

Advance warning signage will be erected on the A19 prior to the junctions with Tranmore Lane, Wand Lane, Millfield Road, Fox Lane and West Lane to warn drivers of the construction access ahead and the potential for slow turning vehicles. In addition advance warning signage is proposed on the A19 in advance of the temporary construction access points to the Proposed Gas Connection corridor at Whiting's Lane (a private farm access) and in the vicinity of Burn Lodge Farm.

An example of the proposed signage is shown below:



The appointed contractor will be required to maintain all signage.

3.7 Contact Name and Number

A 24 hour contact name and number will be established by the contractor and displayed on a notice board at the construction site entrance points.

3.8 Monitoring Cumulative Impact

It is noted that Knottingley CCGT Power Station, located 5 miles to the west of Eggborough Power Station may be under construction at the same time as the Proposed Development. The Transport Assessment tested the peak of both developments occurring at the same time and identified no need for any physical mitigation works. However it is agreed that construction of both developments will lead to increased traffic on the surrounding local road network.

Eggborough Power Limited and the appointed contractor will therefore regularly monitor the status of the Knottingley CCGT project in terms of its construction programme compared to the construction programme for the Proposed Development. If this shows both developments to be reaching the peak of construction at the same time the following measures are proposed:

- road signs informing drivers of the expected increase in traffic on the local road network for the next 'X' number of weeks;
- leaflet drop to local residents and businesses informing them of the expected increase in traffic levels on the surrounding local road network between Month 'X' and Month 'Y'; and
- information via social media, local radio and the local press.

4. Abnormal Indivisible Loads

A number of AILs will need to be brought into the construction site over the construction period.

Detailed consideration will be given to the appropriate port and AIL routes during detailed design. However, it is a reasonable assumption that all major ports are able to accommodate AILs and that adequate access to the strategic network is achievable. On this basis, only the route from the strategic network to the Site requires assessment.

The AIL route to the existing power station site from the strategic network is as follows:

- exit M62 at Junction 34 to the A19;
- A19 to the Site.

It is anticipated that the gas turbines will be the largest single component delivery. As such swept path analysis has been undertaken as part of the Transport Assessment for a vehicle capable of transporting a gas turbine, undertaking the right turn manoeuvre onto the A19 on leaving Junction 34 of the M62.

The swept path analysis demonstrates that delivery of the largest AIL component via the M62 Junction 34 / A19 grade separated roundabout is possible. Whilst the AIL delivery would slightly go over the grass verge as it turns north up the A19 this would not be a problem as support could be provided on the verge where required.

An alternative route were the M62 to be closed between Junction 34 and Junction 35, would be to take the AIL delivery along the eastbound side of the motorway and exit up the eastbound entry slip road at Junction 34. This has been undertaken in the past with one of the FGD components in 2002, which was being delivered to the existing coal-fired power station.

Once on the A19, the AIL delivery would head north along the A19 towards the Proposed Power Plant Site. The only pinch point along this section of the A19 is where it meets the A645 at a standard four arm roundabout. This would involve the AIL delivery having to be driven over the roundabout requiring both roads being closed to allow for the signs to be removed and re-installed and the vehicle to make its way across the roundabout. As such a temporary road closure notice will need to be prepared and various street work notices issued.

North Yorkshire County Council and Highways England have an abnormal loads officer and they will be consulted at the earliest opportunity on the programme and plan for the delivery of the AILs. North Yorkshire County Council Highways Area 7 office and the Streetworks co-ordinator will also be consulted with giving advance warning of when abnormal load deliveries are likely to take place.

The public will also be made aware of when abnormal load deliveries are taking place via social media, local radio and the local press.

5. Monitoring

A programme of monitoring is recommended to assess the effectiveness of the measures included in the final CTMP to control the routing and impact of construction HGVs. A monitoring programme will also provide a firm basis upon which to answer queries and complaints regarding the HGV traffic impact during construction. A 24 hour contact name and number will be established by the contractor and displayed at the construction site.

5.1 Road Condition Surveys

As discussed in Section 3.3 above, before and after road condition surveys are to be undertaken on West Lane, Fox Lane and Millfield Road (east of Chapel Haddlesey) between the A19 and the Proposed Gas Connection corridor access points with any damage to these roads being made good. This is included as a draft DCO Requirement. The North Yorkshire County Council Area Care Manager will be invited to attend these surveys/inspections.

5.2 Traffic Surveys

In order to measure the effectiveness of HGV routing and control measures, junction counts are proposed at the HGV site entrances at four monthly intervals over a seven day period. The counts should record HGV volume and direction on an hour-by-hour basis providing an indication of the pattern of movement and assignment throughout construction.

The monitoring report will also include an analysis of any accidents in the vicinity of the site entrances and details of any transport related issues raised by the public and how these have been dealt with by the contractor.

The results of the survey and brief analysis of trends should be prepared and sent to North Yorkshire County Council and Highways England.

6. Consultation

6.1 Planned Liaison with the Local Authority, District Council and Parish Council

A formal process of liaison between all relevant parties is proposed to:

- establish a channel of communication between the contractor and the regulating authorities;
- make all interested parties aware of the results of monitoring of the final CTMP;
- provide a route by which any complaints can be communicated and dealt with;
- provide a route through which transport related issues can be identified and dealt with; and
- provide prior notice of significant events e.g. delivery of abnormal loads.

It is proposed that a short written report is prepared on behalf of the contractor on a four monthly basis and circulated by post to all key stakeholders.

Any comments generated by the report will be circulated to all key stakeholders and a meeting may be held if required.