Appendix 12

TECHNICAL FILE NOTE 17A					
Project	Harrogate			Project No	1586
Contact		Originator	PL	Date	19/10/23

Traffic Growth: Tempro 8.1

Methodology

Methodology for growthing background traffic from count year (2018, 2020 & 2023) to Base year (2023) and Year of Opening (2033) is to use the Tempro 8.1 National Trip End Model (NTEM) Core Scenario for Harrogate geographical area.

2018 to 2023 <Base Year>

AM peak period: 1.0182

PM peak period: 1.0178

Average of AM and PM peak period: 1.0180

2020 to 2023 <Base Year>

AM peak period: 1.0101

PM peak period: 1.0093

Average of AM and PM peak period: 1.0097

2021 to 2023 <Base Year>

AM peak period: 1.0061

PM peak period: 1.0052

Average of AM and PM peak period: 1.0057

2018 to 2033 <Year of Opening>

Apply alternative assumption: remove future housing and employment growth to avoid double counting

AM peak period: 1.0481

PM peak period: 1.0464

Average of AM and PM peak period: 1.0473

2020 to 2033 <Year of Opening>

Apply alternative assumption: remove future housing and employment growth to avoid double counting

AM peak period: 1.0415

PM peak period: 1.0397

Average of AM and PM peak period: 1.0406

2021 to 2033 <Year of Opening>

Apply alternative assumption: remove future housing and employment growth to avoid double counting

AM peak period: 1.0383

PM peak period: 1.0363

Average of AM and PM peak period: 1.0373

2023 to 2033 <Year of Opening>

Apply alternative assumption: remove future housing and employment growth to avoid double counting

AM peak period: 1.0410

PM peak period: 1.0398

Average of AM and PM peak period: 1.0404

Appendix 13

TECHNICAL FILE NOTE 8F					
Project	West of Harrogate Sites			Project No	1586
Contact		Originator	BDJ	Date	10/11/2022

Trip Rate Adjustment

1.1 Introduction

1.1.1 This Technical File Note considers the trip generation rates requested by NYC to be used to estimate the traffic generated by the residential developments in the West of Harrogate. This technical note has been prepared by AHA, after discussion and input from Tetra Tech, Vectos and WSP.

1.1.2 The current rates requested by NYC are set out below:

	Arr	Dep	Two-way
AM	0.159	0.420	0.579
PM	0.391	0.191	0.582.

1.1.3 These trip rates were proposed prior to the Covid pandemic and also before the latest TRICS Guidance Note (February 2021) on the Decide & Provide approach. It is considered that these trip rates can be considered 'base trip rates', which are to be adjusted as part of the 'scenario planning' stage.

1.1.4 This Technical Note considers the trip generation rates in the context of existing local trip rates, changing travel patterns and the impact that new facilities on H49 and H51 will have on travel patterns.

1.2 Decide & Provide Approach

1.2.1 TRICS published a Guidance Note in February 2021 on the practical implementation of the Decide & Provide approach. Traditionally a Predict & Provide (P&P) approach has been taken by relying on historical trip rate data to predict the trip rates of future developments.

1.2.2 The TRICS publication states in paragraph 4.4 of the Guidance Note that:

''The risks associated with sticking with the P&P approach need to be recognised and acknowledged. If we continue to reproduce past transport solutions based on previous travel behaviours, it is inevitable that transport planning will continue to seek to provide infrastructure that meets previously predicted needs, rather than meeting, and indeed shaping, the transport needs of the future. It is important to recognise society's needs and changes in society, to avoid the over-provision of highway infrastructure and the perpetuation of car borne development. The possible consequences, unintended or otherwise, include:

- *The potential over-provision of highway capacity which, in turn, can induce motorised traffic (exacerbating efforts to reduce direct CO2 emissions from the transport sector);*
- *The potential under-provision of walking and cycling infrastructure or public transport services; and*
- *The risk of planning and developing underutilised or stranded assets.''*

1.2.3 With regard to the Decide & Provide approach, the TRICS Guidance Note states in paragraph 5.1:

''The D&P approach provides the opportunity for more positive and integrated transport and land use planning. It also provides the opportunity to meaningfully implement the modal hierarchy, giving greater centrality to the up-front consideration of walking and cycling, rather than a more cursory treatment as residual or less considered modes that has sometimes, historically, been the case.''

1.2.4 The Guidance Note also discusses the changing relationships between the economy, society and travel that have occurred over the last few decades. These include increased online shopping, working from home, reduced driving licence take up and use of technology for meetings.

1.2.5 It is clear from the guidance that simply relying on historic data to predict future demand risks designing road infrastructure on past trends and not what may be required in the future.

1.2.6 The TRICS guidance also stresses the importance of 'visioning' in the planning process and how this will influence the assumptions made on travel characteristics. Paragraph 6.5 states:

''Visioning is central to high quality place-making, creating better places to live, work and play. As such, there are three key questions that a plan or project needs to ask and meaningfully answer:
- *What sort of place are we creating?*
- *What kind of activities do we need or desire to travel for?*
- *How will we provide for mobility?''*

1.2.7 The West of Harrogate Sites will create high quality places to live and work, with good walk, cycle and public transport connections to the surrounding areas including the town centre. Significant pedestrian and cycle improvement works are already underway on Otley Road and these will be complemented by the walk and cycle facilities that will be provided as part of the developments. Improved bus accessibility will also be provided, which will benefit the new developments as well as existing residents in the vicinity. This provided the context for any assumptions regarding forecasting the travel characteristic of the West of Harrogate developments.

1.2.8 Scenario planning is an important part of the decide & provide approach. Paragraph 7.7 of the TRICS guidance states:

''In quantitative terms, a future scenario for a project or plan will involve consideration of the following parameters or assumptions:
- *The % change in trip rates.*
- *The % level of trip internalisation assumed.*
- *The % change in car driver mode share.*
- *The % change in active travel mode share.*
- *The % change in public transport and shared mobility shares.*
- *The level of accessibility and mobility assumptions that the site layout and the land uses in the proposed project support.''*

1.2.9 It is clear that any adjustments to the 'base trip rates' need to be considered in the context of the development proposals, including the potential for internalisation of trips and public transport improvements etc.

1.3 AHA Survey

1.3.1 AHA undertook traffic count surveys at the Snapdragon Way development, which is located off Crag Lane, Harrogate. The survey was undertaken on 18.01.22 and the following vehicle movements were recorded in the AM and PM peak hours (0800-0900 & 1700-1800).

	Arr	Dep	Two-way
AM	21	44	65
PM	40	33	73.

1.3.2 The Snapdragon Way development comprises 119 dwellings and these appear to be fully constructed and occupied at the time of the survey. Based on this survey, the following trip generation rates are derived:

	Arr	Dep	Two-way
AM	0.176	0.370	0.546
PM	0.336	0.277	0.613

1.3.3 Review of the above shows that the trip generation rates derived from the Snapdragon Way development are broadly similar to those requested by NYC. The Snapdragon Way trip rates are slightly lower in the AM and slightly higher in the PM, but the differences are relatively small.

1.3.4 It is considered that the NYC trip rates are a good starting point for the West of Harrogate Sites for 2022. However, some of these developments, unlike Snapdragon Way, will benefit from on-site facilities such as primary schools, local shops and employment (H51 only) and the cumulative assessment is for the year 2030. Therefore, it is necessary to consider the impact that the facilities will have on trip generation and the potential impact of future behavioural changes, such as increased home working and flexible working should also be considered.

1.4 Internalised Trips

1.4.2 TRICS has been interrogated for trip generation rates for larger sized residential developments with and without schools and community facilities. Sites greater than 250 dwellings were considered and a total of 10 Sites were identified. A copy of the TRICS outputs is included in Appendix A.

1.4.2 Three of the 10 Sites had primary schools within the scheme or in one case the primary school was very close (300m) and two of the three also had community facilities. The other seven Sites did not have any facilities or those facilities were not constructed at the time of the surveys.

1.4.3 A comparison of the average trip generation rates for this Sites without facilities and those with a primary school and shops (two of the three) are set out below:

	AM Two-way Trip Rate	PM Two-way Trip Rate
No Facilities	0.555	0.547
Facilities	0.359	0.425
Difference	-35%	-22%

1.4.4 Review of the above indicates that the presence of facilities within or very close to a housing development can have a significant impact on trip generation rates. Both the H49 and H51 sites will have primary schools and neighbourhood centres.

1.5 Working from Home and Flexible Working

1.5.1 The ONS report 'Coronavirus and homeworking in the UK labour market: 2019' (March 2020) indicates that the number of people who mainly work at home has generally increased over time. In the four-year period between 2015 and 2019, the % of people that mainly work in their own home increased by 0.8%.

1.5.2 However, the covid pandemic has accelerated this process. During the first national lockdown, around one in four adults worked from home (ONS Business and individual attitudes towards the future of homeworking, UK: April to May 2021). According to an ONS (Business and individual attitudes towards the future of homeworking, UK: April to May 2021) publication, around 27% of working adults did some work at home in 2019. As a result of the pandemic, this increased by around 10% in 2020.

1.5.3 It seems likely that home working or hybrid working, where employees work part of the time at home and the rest of the time at their workplace, will continue to some extent after the pandemic ends. There was an increasing trend of home working prior to the pandemic so there seems no reason to

suspect that this trend will not continue, with covid perhaps normalising and accelerating what would likely have happened anyway.

1.5.4 Flexible working is another feature of the work environment that has increased steadily over the last decade. According to Statista, the number of employees able to work flexibly increased by around 25% between 2013 and 2019. Again, this trend is likely to continue beyond the covid pandemic.

1.5.5 Increases in flexible working means that more people no longer start and finish their work at the tradition times (around 0900 and 1700). This can contribute to 'peak hour spreading', where the profile of traffic demand on a local highway network is spread over a longer period rather than concentrated in a shorter period. Flexible working is not the only cause of peak hour spreading, other factors such as congestion can also contribute to this trend, but it is likely that continued increases in flexible working will impact on traffic demand and hence trip generation rates in the traditional peak periods.

1.6 Increased Online Retail Shopping

1.6.1 Online retail shopping has steadily increased over the last two decades, with a significant increase during the covid pandemic when non-essential shops were forced to close for some periods. According to ONS statistics, internet sales accounted for 3.4% of all retail sales in the UK in 2007. Between 2011 and 2019, this percentage increased from 8.3% to 19.2%. In 2020 this figure increased dramatically to 28.1% and was 29.1% in 2021.

1.6.2 Whilst the pandemic has undoubtedly increased online retail sales in 2020 and 2021, the has been a steady increase in online retail sales as a portion of total retail sales. Online deliveries to homes and parcel lockers are also more likely to occur outside of the peak hours.

1.7 Trend in Person Trips

1.7.1 According to the National Travel Survey, the average person made 1074 trips by all modes in 2002. This had reduced by around 11% in 2019, with people making an average of 953 trips. NTS 2019 states:

''Understanding reasons for these trends is difficult. The averages presented here mask different trends for different types of people, modes and types of trip. Some of the many factors might include changing demographic patterns, changing patterns of trips, and the impact of new technologies influencing the demand for travel, for example the increase in online social networking, the capability for home working and online shopping.''

1.7.2 The average distance travelled has also decreased by around 10% between 2002 and 2019.

1.8 H51 Employment Double Counting

1.8.1 The H51 application includes a significant amount of employment land. It is likely that some of the residents of the new housing sites will work at this location. Therefore, there is a danger that there will be some double counting if reductions are not made to the residential/employment trips to take account of this.

1.8.2 Harrogate 020 already includes a significant area of employment within Cardale Business Park. The additional employment on H51 will further concentrate employment opportunities in this location and all of the West of Harrogate sites are located close proximity. This needs to be factored into the assessment.

1.9 Sustainable Transport Improvements

1.9.1 The West of Harrogate development will include significant improvements to walking, cycling and public transport infrastructure to encourage residents to use more sustainable modes of transport. The

existing infrastructure in the vicinity of the Sites will be significantly improved to promote walking and cycling to/from each scheme. Similarly, public transport improvements will also form part of the development.

1.9.2 The H49 and H51 developments will also include community facilities that will be within walking and cycling distances which will help further promote walking and cycling trips.

1.9.3 Each development will also benefit from a Travel Plan to help promote sustainable transport choices and will have targets that will be monitored for a period of time.

1.10 Current Trip Assumptions

1.10.1 The above provides the context for reviewing the current trip rates and trip assumptions. From the above, the following is noted:

- The NYC trip generation rates seem a reasonable starting point for the year 2022 for a development in the local of the Sites that have no facilities such as a school and local shops,
- Review of TRICS suggests that developments that have primary schools and shops with the development (or very close) have lower trip rates than those that do not, which is intuitive.
- The latest TRICS guidance suggests that trends in travel behaviour should be considered when estimating development trip rates for future scenarios,
- Online retail shopping and working from home and flexible working has been increasing since before the covid pandemic and accelerated during it,
- The average number of person trips has declined by about 11% between 2002 and 2019,
- The employment allocation on H51 will increase jobs in Harrogate 020 and this should be factored into the assessment to prevent double counting.

1.10.2 In the AM peak hour, the cumulative assessment assumes that 67% of trips are work trips and 33% of the trips are educational trips, with 80% of the latter these being associated with primary school trips. This has been agreed with NYC. The H49 and H51 primary school trips are considered internal and those associated with H36 and H45 are assumed to be to/from the school on H51 (ie the trips are kept to the local network). On this basis, the AM trip rate is effectively reduced by 26.4% (ie 0.33 x 0.8) or 73.6% of the original trip rate for H49 and H51.

1.10.3 In the PM peak hour, the cumulative assessment assumes that 67% of trips are work trips and 33% of the trips are other trips (leisure, retail etc). This is agreed with NYC. In the case of H51 and H49, there is an assumption that 10% of the other trips are associated with the proposed community facilities, but this only equates to a 3.3% reduction in the total trip rate.

1.10.4 Based on the Harrogate 020 Census data, 8.8% of journey to work trips are to employment locations within Harrogate 020.

1.11 Proposed Changes

1.11.1 Modal Shift

1.11.1.1 The West of Harrogate development Sites include significant walking, cycling and public transport infrastructure improvements. These are in addition to the NYC/HBC Otley Road cycle improvement scheme.

1.11.1.2 It is assumed that these sustainable travel improvements will result in a 3% shift from peak hour car trips to walk, cycle and public transport trips. This is not large modal shifts given the proposed improvements and facilities that will be provided on H49 and H51 and can be considered realistic. For example, a 15% increase in walking alone could deliver a modal shift of nearly 2%.

1.11.1.3 The current rates requested by NYC are set out below:

	Arr	Dep	Two-way
AM	0.159	0.420	0.579
PM	0.391	0.191	0.582.

1.11.1.4 The 2011 Census data for Harrogate 020 and the District as a whole suggests the following trips by mode:

	Harrogate 020		Harrogate District	
Mode	Trips	%	Trips	%
Working From Home	437	9.1	6926	8.5
Metro/Tram	9	0.2	120	0.1
Train	175	3.6	2020	2.5
Bus	148	3.1	3122	3.8
Taxi	10	0.2	226	0.3
Motorcycle	20	0.4	446	0.5
Car Driver	3066	63.8	50350	61.9
Car Passenger	189	3.9	4057	5.0
Cycle	114	2.4	1770	2.2
Walk	609	12.7	11813	14.5
Other	26	0.5	552	0.7
Total	4803	100	81402	100

1.11.1.5 Based on the 2011 census for journey to work data, 68.3% of journeys to work are by private vehicle. The NYC trip rates can be converted to all mode trip rates based on that figure (ie divide the trip rates by the proportion of private vehicle trips which is 0.683). On this basis, the all mode trip rates are:

	Arr	Dep	Two-way
AM	0.233	0.615	0.848
PM	0.572	0.280	0.852.

1.11.1.6 For the Harrogate district, walk, cycle and bus make up 20.5% of the journeys to work compared to 18.2 for Harrogate 020, a difference of 2.3%. Given the walk, cycle and public transport infrastructure improvements that is proposed as part of the West of Harrogate developments it seems reasonable to assume the level of walking, cycling and bus use is similar to and potentially higher than at the district level. If the sustainable travel improvements deliver a total modal shift of 3% (ie an additional 0.7% above the district level), then NYC vehicle trip rates need to be reduced by the following:

	Arr	Dep	Two-way
AM	0.007	0.018	0.025
PM	0.017	0.008	0.025.

1.11.2 Homeworking and Hybrid/flexible Working

1.11.2.1 The ONS data suggested that in the four-year period leading up to the pandemic, the percentage of people mainly working in their own homes increased by 0.8% between 2015 and 2019 or an average of 0.2% year. The % of homeworking for Harrogate 020 was 9.1% in the 2011 census. Based on a 0.2% growth per year this might expect to have risen by 3.8% by 2030 based on pre-pandemic growth levels. However, the pandemic is likely to accelerated this growth as it became normal working practice for some people that previously had little experience in homeworking. A 10% increase in parttime homeworking was experienced in 2020 alone during the pandemic and this is likely to accelerate the move towards more people mainly working from home. On this basis, a 5% shift to mainly working from home does not seem unreasonable between now and 2030. This equates to an average increase yearly increase of just over 0.6%, which does not seem unrealistic and would represent an additional 3.4% above what might have been expected to have occurred anyway with the pre-pandemic growth.

1.11.2.2 Assuming a 5% shift towards homeworking, the reduction to the trips rates will be a further:

	Arr	Dep	Two-way
AM	0.011	0.031	0.042
PM	0.029	0.014	0.043.

1.11.2.3 It should also be recognised that an increase in hybrid and flexible working is also likely to occur in the future, which will also reduce vehicle trips in the peaks. However, no separate adjustment is proposed to account for this and it is assumed that it is included in the adjustment for homeworking.

1.11.3 Increase in Harrogate 020 Employment

1.11.3.1 The proposed employment on H51 along with the permitted employment developments to the west of H51 will significantly increase the amount of employment in Harrogate 020. Therefore, it seems logical that the % of work trips with both an origin and destination in Harrogate 020 will increase from the 2011 census levels (currently 8.8%). The existing employment land to the north of H51 is around 23.8 Ha. A total of 3.77 Ha of employment is proposed on H51 and there appears to be a further 4.8Ha of employment land permitted (some under construction) to the west of H51 (served from Beckwith Head Road).

1.11.3.2 It is proposed to increase the 8.8% of people working in Harrogate 020 to 11.4% (ie a 30% increase) of the work trips to take account of the rise in employment in Harrogate 020. The distribution of the remaining traffic will be adjusted proportionally.

1.11.3.3 It is also assumed that the trips to/from the employment locations will be split in proportion to size as follows:

- Cardale Business Park: 70%
- Permitted employment to the west of H51: 20%
- New employment on H51: 10%.

1.11.4 Community Facilities

1.11.4.1 Community facilities are proposed on both H49 and H51 and these are likely to reduce external 'other' trips from these two Site. It is also likely to attract some trips from the other nearby developments. It is assumed that the other trips are predominantly retail or leisure trips in the PM peak hour. The National Travel Survey (NTS) data for 2019 (2020 data likely to have been impacted by covid) suggests that shopping and leisure make up the following percentage of trips between 1600-1800:

	Shopping	Leisure (visiting friends, entertainment etc)
1600-1700	15%	18%
1700-1800	12%	20%.

1.11.4.2 Proportionally, shopping represents 38-45% of the 'other trips' between 1600-1800, assuming these other trips are predominately either shopping or leisure trips.

1.11.4.3 The facilities on H49 and H51 will likely include local shops. It is therefore proposed to assume that 40% of Other trips use the local facilities on H49 and H51 rather than the 10% currently assumed. The TRICS study suggests that the provision of facilities at developments might reduce trip rates by circa 22%. The proposed assumption reduces the overall PM trip rates by a total of 13.2% (ie 0.4 x 33%) for these Sites rather than the 3.3% previously assumed. It is considered that the new assumption is more consistent with the findings of the TRICS study. The trips of those developments with these facilities (ie H49 and H51) will be internalised and those without (ie H36, H45 etc) will become local trips to/from the facilities on H49 and H51. The remaining Other Trips will be distributed as follows:

- 35% Harrogate,
- 15% Plumpton Retail Park,
- 5% Oatlands Retail Park,
- 5% Hornbeam Park.

1.11.5 Trip Rate Adjustments

1.11.5.1 The current rates and the proposed reductions are set out in the table below, with the final adjusted trip rate shown in bold.

TRIP RATE	AM			PM		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY
NYC Vehicle Trip Rate	0.159	0.420	0.579	0.391	0.191	0.582
Reduction for 3% modal shift to sustainable travel modes	-0.007	-0.018	-0.025	-0.017	-0.008	-0.025
Reduction for 5% shift to homeworking	-0.011	-0.031	-0.042	-0.029	-0.014	-0.043
Adjusted NYC vehicle trip rates	**0.141**	**0.371**	**0.512**	**0.345**	**0.169**	**0.514**

1.11.5.2 These trip rates will be applied to all of the West of Harrogate Sites. The above trip rates are circa 12% lower than the original NYC trip rates.

1.11.5.3 Additional internalisation will be applied to the H49 and H51 Sites to take account trips to the new primary school and the community facilities, as set out above.

1.12 Conclusions

1.12.1 It is considered that the above changes are reasonable assumptions. However, it is requested that NYC/HBC review these assumptions and confirm that they are happy with this approach.

Appendix A

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	2 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 266 to 1817 (units:)
Range Selected by User: 250 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 23/09/21

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	4 days
Thursday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	7
Village	1
Out of Town	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	6 days
No	4 days

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

PTAL Rating:

No PTAL Present	10 days

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

LIST OF SITES relevant to selection parameters

1 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

2 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

3 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

4 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

5 NF-03-A-08 MIXED HOUSES & FLATS NORFOLK
SIR ALFRED MUNNINGS RD
NEAR NORWICH
COSTESSEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 1817
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

6 NF-03-A-09 MIXED HOUSES & FLATS NORFOLK
ROUND HOUSE WAY
NORWICH
CRINGLEFORD
Edge of Town
Residential Zone
Total No of Dwellings: 984
Survey date: TUESDAY *24/09/19* *Survey Type: MANUAL*

7 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

8 NF-03-A-29 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 486
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

9 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

10 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY *02/04/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-03-A-21	covid restrictions
NF-03-A-22	covid restrictions

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 9 NF-03-A-09 Tot: 0.399
85th Percentile = No. 2 KC-03-A-07 Tot: 0.625

Median Values		Mean Values	
Arrivals:	0.090	Arrivals:	0.132
Departures:	0.394	Departures:	0.364
Totals:	0.484	Totals:	0.496

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	NF-03-A-29	MIXED HOUSES	GREAT YARMOUTH	NORFOLK	486	Wed	22/09/21	0.193	0.473	0.666	2.15
2	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.240	0.385	0.625	3.09
3	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.183	0.422	0.605	2.48
4	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.147	0.451	0.598	2.06
5	DS-03-A-02	MIXED HOUSES	DERBY	DERBYSHIRE	371	Tue	10/07/18	0.089	0.402	0.491	2.92
6	KC-03-A-06	MIXED HOUSES &	HERNE BAY	KENT	363	Wed	27/09/17	0.091	0.386	0.477	2.17
7	NF-03-A-08	MIXED HOUSES &	NEAR NORWICH	NORFOLK	1817	Thu	19/09/19	0.091	0.353	0.444	1.43
8	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.067	0.354	0.421	1.00
9	NF-03-A-09	MIXED HOUSES &	NORWICH	NORFOLK	984	Tue	24/09/19	0.145	0.254	0.399	2.35
10	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.075	0.158	0.233	2.99

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	2 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 266 to 1817 (units:)
Range Selected by User: 250 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 23/09/21

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	4 days
Thursday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	7
Village	1
Out of Town	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	6 days
No	4 days

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

PTAL Rating:

No PTAL Present	10 days

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

LIST OF SITES relevant to selection parameters

1 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

2 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

3 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

4 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

5 NF-03-A-08 MIXED HOUSES & FLATS NORFOLK
SIR ALFRED MUNNINGS RD
NEAR NORWICH
COSTESSEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 1817
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

6 NF-03-A-09 MIXED HOUSES & FLATS NORFOLK
ROUND HOUSE WAY
NORWICH
CRINGLEFORD
Edge of Town
Residential Zone
Total No of Dwellings: 984
Survey date: TUESDAY *24/09/19* *Survey Type: MANUAL*

7 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

8 NF-03-A-29 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 486
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

9 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

10 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY *02/04/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-03-A-21	covid restrictions
NF-03-A-22	covid restrictions

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 9 NF-03-A-09 Tot: 0.399
85th Percentile = No. 2 KC-03-A-07 Tot: 0.625

Median Values		Mean Values	
Arrivals:	0.090	Arrivals:	0.132
Departures:	0.394	Departures:	0.364
Totals:	0.484	Totals:	0.496

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	NF-03-A-29	MIXED HOUSES	GREAT YARMOUTH	NORFOLK	486	Wed	22/09/21	0.193	0.473	0.666	2.15
2	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.240	0.385	0.625	3.09
3	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.183	0.422	0.605	2.48
4	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.147	0.451	0.598	2.06
5	DS-03-A-02	MIXED HOUSES	DERBY	DERBYSHIRE	371	Tue	10/07/18	0.089	0.402	0.491	2.92
6	KC-03-A-06	MIXED HOUSES &	HERNE BAY	KENT	363	Wed	27/09/17	0.091	0.386	0.477	2.17
7	NF-03-A-08	MIXED HOUSES &	NEAR NORWICH	NORFOLK	1817	Thu	19/09/19	0.091	0.353	0.444	1.43
8	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.067	0.354	0.421	1.00
9	NF-03-A-09	MIXED HOUSES &	NORWICH	NORFOLK	984	Tue	24/09/19	0.145	0.254	0.399	2.35
10	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.075	0.158	0.233	2.99

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	2 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 266 to 1817 (units:)
Range Selected by User: 250 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 23/09/21

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	4 days
Thursday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	7
Village	1
Out of Town	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:

Use Class:

C3	10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	6 days
No	4 days

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

PTAL Rating:

No PTAL Present	10 days

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

LIST OF SITES relevant to selection parameters

1 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

2 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

3 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

4 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

5 NF-03-A-08 MIXED HOUSES & FLATS NORFOLK
SIR ALFRED MUNNINGS RD
NEAR NORWICH
COSTESSEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 1817
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

6 NF-03-A-09 MIXED HOUSES & FLATS NORFOLK
ROUND HOUSE WAY
NORWICH
CRINGLEFORD
Edge of Town
Residential Zone
Total No of Dwellings: 984
Survey date: TUESDAY *24/09/19* *Survey Type: MANUAL*

7 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

8 NF-03-A-29 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 486
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

9 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

10 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY *02/04/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-03-A-21	covid restrictions
NF-03-A-22	covid restrictions

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 9 NF-03-A-09 Tot: 0.406
85th Percentile = No. 2 NF-03-A-23 Tot: 0.591

Median Values		Mean Values	
Arrivals:	0.387	Arrivals:	0.353
Departures:	0.144	Departures:	0.157
Totals:	0.531	Totals:	0.510

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.444	0.149	0.593	3.09
2	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.393	0.198	0.591	2.48
3	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.415	0.168	0.583	2.06
4	KC-03-A-06	MIXED HOUSES &	HERNE BAY	KENT	363	Wed	27/09/17	0.380	0.198	0.578	2.17
5	NF-03-A-29	MIXED HOUSES	GREAT YARMOUTH	NORFOLK	486	Wed	22/09/21	0.368	0.204	0.572	2.15
6	DS-03-A-02	MIXED HOUSES	DERBY	DERBYSHIRE	371	Tue	10/07/18	0.407	0.084	0.491	2.92
7	NF-03-A-08	MIXED HOUSES &	NEAR NORWICH	NORFOLK	1817	Thu	19/09/19	0.346	0.131	0.477	1.43
8	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.257	0.162	0.419	1.00
9	NF-03-A-09	MIXED HOUSES &	NORWICH	NORFOLK	984	Tue	24/09/19	0.246	0.160	0.406	2.35
10	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.271	0.120	0.391	2.99

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Appendix 14

Calculation Reference: AUDIT-733101-231005-1009

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : O - RETIREMENT AND CARE COMMUNITY
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	OX	OXFORDSHIRE	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	2 days
	DV	DEVON	1 days
	NS	NORTH SOMERSET	1 days
	TB	TORBAY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 39 to 327 (units:)
Range Selected by User: 35 to 327 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 16/09/22

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	5 days
Sunday	1 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	2

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

Selected Location Sub Categories:

Residential Zone	10
Out of Town	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

n/a	12 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	1 days
No	11 days

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

PTAL Rating:

No PTAL Present	12 days

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

LIST OF SITES relevant to selection parameters

1 BR-03-O-01 RETIREMENT VILLAGE BRISTOL CITY
HOLLWAY ROAD
BRISTOL
STOCKWOOD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 58
Survey date: TUESDAY 22/09/15 Survey Type: MANUAL

2 BR-03-O-02 RETIREMENT VILLAGE BRISTOL CITY
MEG THATCHERS GARDENS
BRISTOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY 18/09/15 Survey Type: MANUAL

3 DV-03-O-02 RETIREMENT VILLAGE DEVON
SIDMOUTH ROAD
NEAR HONITON

Free Standing (PPS6 Out of Town)
Out of Town
Total No of Dwellings: 66
Survey date: FRIDAY 25/09/15 Survey Type: MANUAL

4 FU-03-O-01 RETIREMENT VILLAGE WESTMORLAND & FURNESS
BRIDGE LANE
PENRITH

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY 15/10/21 Survey Type: MANUAL

5 HF-03-O-01 RETIREMENT VILLAGE HERTFORDSHIRE
THE COMMON
BERKHAMSTED

Free Standing (PPS6 Out of Town)
Out of Town
Total No of Dwellings: 149
Survey date: FRIDAY 27/11/15 Survey Type: MANUAL

6 KC-03-O-01 RETIREMENT VILLAGE KENT
RUMFIELDS ROAD
BROADSTAIRS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY 19/11/15 Survey Type: MANUAL

7 NF-03-O-01 RETIREMENT VILLAGE NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: FRIDAY 16/09/22 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NG-03-O-01 RETIREMENT VILLAGE		NOTTINGHAM
	NEW RISE		
	NOTTINGHAM		
	CLIFTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	327	
	Survey date: SUNDAY	*17/10/21*	*Survey Type: MANUAL*
9	NS-03-O-01 RETIREMENT VILLAGE		NORTH SOMERSET
	DIAMOND BATCH		
	WESTON SUPER MARE		
	WORLE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	137	
	Survey date: THURSDAY	*24/09/15*	*Survey Type: MANUAL*
10	OX-03-O-01 RETIREMENT VILLAGE		OXFORDSHIRE
	RUSKIN ROAD		
	BANBURY		
	EASINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	*11/11/15*	*Survey Type: MANUAL*
11	SC-03-O-01 RETIREMENT VILLAGE		SURREY
	WESTFIELD ROAD		
	WOKING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: WEDNESDAY	*18/11/15*	*Survey Type: MANUAL*
12	TB-03-O-01 RETIREMENT VILLAGE		TORBAY
	ST MARYCHURCH ROAD		
	TORQUAY		
	ST MARYCHURCH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: TUESDAY	*29/09/15*	*Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
PB-03-O-01	Covid survey

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	91	0.050	12	91	0.031	12	91	0.081
08:00 - 09:00	12	91	0.099	12	91	0.053	12	91	0.152
09:00 - 10:00	12	91	0.123	12	91	0.104	12	91	0.227
10:00 - 11:00	12	91	0.115	12	91	0.137	12	91	0.252
11:00 - 12:00	12	91	0.130	12	91	0.127	12	91	0.257
12:00 - 13:00	12	91	0.106	12	91	0.131	12	91	0.237
13:00 - 14:00	12	91	0.139	12	91	0.149	12	91	0.288
14:00 - 15:00	12	91	0.112	12	91	0.124	12	91	0.236
15:00 - 16:00	12	91	0.120	12	91	0.124	12	91	0.244
16:00 - 17:00	12	91	0.090	12	91	0.097	12	91	0.187
17:00 - 18:00	12	91	0.064	12	91	0.080	12	91	0.144
18:00 - 19:00	12	91	0.048	12	91	0.050	12	91	0.098
19:00 - 20:00	11	94	0.038	11	94	0.039	11	94	0.077
20:00 - 21:00	11	94	0.021	11	94	0.033	11	94	0.054
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.255			1.279			2.534

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

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

Parameter summary

Trip rate parameter range selected:	39 - 327 (units:)
Survey date date range:	01/01/15 - 16/09/22
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

PEAK HOUR	Unnamed Road		Lady Lane		Beckwith Head Road				Howhill Quarry Road	
					Lane 1		Lane 2			
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	0	0.0	0	0.5	0	0.0	0.1	0.0	0	0.0
PM	0	0.0	0	0.0	0.0	0.3	0	0.1	0	0.0

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.1 SJ5 RECORDED & MODELLED QUEUES

PEAK HOUR	Pannal Ash Road		Green Lane		Yew Tree Lane		Whinney Lane		Beckwith Road	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	0.3	0.9	0.0	0.7	5.3[3]	1.0	0.7	0.4	0.0	0.5
PM	0.2	0.7	0.0	0.5	0.3	0.4	0.0	0.4	0.2	0.4

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.
3. Large queues between 0830-0900, but negligible queues of other times.

Table 6.2 SJ6 RECORDED & MODELLED QUEUES

Appendix 15

PEAK HOUR	Rossett Green Lane		Yew Tree Lane	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	0.3	0.2	0.0	0.4
PM	0.0	0.2	0.0	0.1

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.3 SJ7 RECORDED & MODELLED QUEUES

PEAK HOUR	Church Lane				Leadhall Lane		Green Lane		Rossett Green Lane	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	0.0	0.0	0.3	0.7	0.3	0.9	0.7	1.6	0.0	0.2
PM	0.0	0.0	0.8	0.6	0.0	0.6	0.3	2.6	0.0	0.0

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.4 SJ8 RECORDED & MODELLED QUEUES

PEAK HOUR	Burnbridge Road (N)		Burnbridge Road (S)		Hill Foot Lane	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	0.0	0.2	0.1	2.3	0.1	0.1
PM	0.0	0.2	0.0	0.4	0.1	0.3

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.5 SJ9 RECORDED & MODELLED QUEUES

PEAK HOUR	Burnbridge Lane		A61 (N)	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	2.7	1.0	0.0	0.0
PM	2.9	4.3	0.0	0.0

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.6 SJ10 RECORDED & MODELLED QUEUES

PEAK HOUR	A658 (E) John Metcalf Way		A61 (S) Swindon Lane		A658 (W) Harrogate Road		A61 (N) Harrogate Road	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	0.3	2.3	16.3	1.3	0.8	2.0	1.2	0.8
PM	1.3	2.0	6.8	0.7	0.0	0.8	1.8	1.2

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.7 SJ11 RECORDED & MODELLED QUEUES

PEAK HOUR	A61 Princess Way		Follifoot		Pannal Bank		A61 The Carr Leeds Road	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	57.2 (31-72)	18.3	30.5 (9-36)	11.5	10.6 (5-14)	8.2	18.25 (11-25)	13.9
PM	18.5 (6-27)	14.8	12.3 (7-26)	10.9	9.2 (5-15)	9.6	60.5 (58-63)	17.3

Notes:
1. Average of maximum recorded queues every 5 minutes. Range of maximum queues is shown in brackets.
2. Linsig mean max queues.

Table 6.8 SJ12 RECORDED & MODELLED QUEUES

PEAK HOUR	A61 (N)		A61 (S)				Hookstone Road				Leadhall Lane	
	Recorded (1)	Modelled (2)	Recorded (1)	Modelled (2)	Recorded (1)	Modelled (2)	Recorded (1)	Modelled (2)	Recorded (1)	Modelled (2)	Recorded[1]	Modelled[2]
AM	27.8 (23-35)	20.5	1.8 (1-4)	1.9	32.3 (22-41)	17.3	6.8 (5-8)	6.6	3.6 (2-5)	3.7	22.8 (9-27)	10.2
PM	26.5 (23-34)	20.1	2.7 (1-4)	2.0	30.5 (16-43)	19.1	7.8 (7-8)	12.2	6.5 (3-8)	6.8	25.6 (15-29)	9.6

Notes:
1. Average of maximum recorded queues every 5 minutes. Range of maximum queues is shown in brackets.
2. Linsig mean max queues.

Table 6.9 SJ13 RECORDED & MODELLED QUEUES

PEAK HOUR	A61 (N)		A61 (S)		St Georges Road		Park Drive	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	0.3	1.2	0.3	1.4	0.2	0.3	0.4	0.4
PM	0.0	2.0	0.0	2.3	0.5	0.2	0.5	0.4

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.10 SJ14 RECORDED & MODELLED QUEUES

PEAK HOUR	York Place		A61 Leeds Road		Otley Road	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	2.6	2.3	1.1	1.2	3.3	2.9
PM	0.5	2.1	6.3	2.0	5.3	2.7

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.11 SJ15 RECORDED & MODELLED QUEUES

PEAK HOUR	Otley Road (E)		Otley Road (W)		Cold Bath Road		Arthurs Avenue	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	32.8 (12-40)	16.3	19 (15-22)	11.2	15.4 (11-22)	11.3	8.9 (4-13)	7.8
PM	19.4 (11-31)	14.8	17.9 (15-21)	9.6	10.3 (7-16)	8.9	3.2 (2-4)	3.3

Notes:
1. Average of maximum recorded queues every 5 minutes. Range of maximum queues is shown in brackets.
2. Linsig mean max queues.

Table 6.12 SJ16 RECORDED & MODELLED QUEUES

PEAK HOUR	Otley Road (E)		Otley Road (W)		Pannal Ash	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	13.2 (5-21)	7.4	11.1 (8-14)	10.9	19.3 (8-24)	9.4
PM	11.6 (3-18)	6.4	12.5 (9-17)	12.9	15.3 (8-25)	8.4

Notes:
1. Average of maximum recorded queues every 5 minutes. Range of maximum queues is shown in brackets.
2. Linsig mean max queues.

Table 6.13 SJ17 RECORDED & MODELLED QUEUES

PEAK HOUR	Beckwith Road		Otley Road	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	7.9	2.1	1.4	1.3
PM	2.5	1.1	1.2	1.5

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.14 SJ19 RECORDED & MODELLED QUEUES

PEAK HOUR	Otley Road (E)		Beckwith Head Road		Otley Road (W)		Crag Lane	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	6.1 (2-10)	6.3	2.3 (1-4)	2.8	10.3 (3-16)	10.7	1.8 (0-3)	3.1
PM	6.7 (1-11)	9.9	4.0 (1-9)	6.0	4.3 (2-8)	4.4	3.4 (1-6)	4.3

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.15 SJ20 RECORDED & MODELLED QUEUES

PEAK HOUR	Howhill Road		Otley Road	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	0.0	0.2	0.0	1.4
PM	0.0	0.1	0.0	0.2

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.16 SJ21 RECORDED & MODELLED QUEUES

PEAK HOUR	B6162 Otley Road		B6161 Otley Road		B6161 Pot Bank	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	0.3	0.5	0.5	1.6	0.8 (6-18)	4.0
PM	0.9 (2-11)	3.5	0.4	0.5	0.0	0.8

Notes:
1. Average of recorded spot queue for peak hour. Queues in brackets is the range of maximum queues in peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.17 SJ22 RECORDED & MODELLED QUEUES

PEAK HOUR	York Place (E)				York Place (W)		Station Parade			
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	3.2 (1-5)	4.4	5.9 (5-6)	5.4	9.3 (5-11)	6.8	9.0 (4-17)	5.8	3.3 (1-7)	6.5
PM	3.0 (1-6)	3.8	6.2 (6-7)	4.8	10.2 (8-11)	8.3	11.3 (7-21)	6.8	5.0 (2-10)	7.7

Notes:
1. Average of maximum recorded queues every 5 minutes. Range of maximum queues is shown in brackets.
2. Linsig mean max queues.

Table 6.18 SJ23 RECORDED & MODELLED QUEUES

PEAK HOUR	A59 (E)		A61 Ripon Road (S)		A59 (W)		A61 Ripon Road (N)	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	2.9	2.1	1.1	1.0	1.3	1.1	3.6	1.0
PM	0.9	1.7	1.6	2.3	1.4	1.5	2.5	1.3

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.19 SJ24 RECORDED & MODELLED QUEUES

PEAK HOUR	A59 Knaresborough Road		A661 Weatherby Road		A6040 Knaresborough Road		A59 Skipton Road	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	9.4	2.0	8.9	2.0	3.7	1.3	0.9	1.8
PM	5.8	1.5	5.4	1.9	6.3	1.4	6.1	1.0

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.20 SJ25 RECORDED & MODELLED QUEUES

PEAK HOUR	A661 (S)		A661 (N)		Hookstone Chase		Hookstone Drive	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	56.4 (51-60)	23.4	29.3 (20-39)	28.2	45.6 (39-57)	15.4	23.8 (14-43)	14.1
PM	53.8 (42-59)	28.9	26.9 (21-32)	29.1	32.0 (19-47)	12.7	50.9 (41-57)	17.8

Notes:
1. Average of maximum recorded queues every 5 minutes. Range of maximum queues is shown in brackets.
2. Linsig mean max queues.

Table 6.21 SJ26 RECORDED & MODELLED QUEUES

PEAK HOUR	Burn Bridge Road (N)		Malthouse Lane		Burn Bridge Road (S)	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	0.6	0.9	0.3	0.0	0.0	0.5
PM	0.0	0.4	0.0	0.0	0.0	0.2

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.22 SJ28 RECORDED & MODELLED QUEUES

PEAK HOUR	Scampton Drive		Otley Road	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	0.1	0.2	0.0	0.0
PM	0.1	0.1	0.0	0.0

Notes:
1. Average of recorded spot queue for peak hour.
2. Average model end queue for each 15 min interval of peak hour.

Table 6.23 SJ29 RECORDED & MODELLED QUEUES

PEAK HOUR	Otley Road (E)		Business Park		Otley Road (W)		Harlow Pines	
	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]	Recorded[1]	Modelled[2]
AM	7.9 (3-16)	15.2	1.8 (0-3)	1.3	4.3 (1-7)	9.2	0.4 (0-1)	0.4
PM	6.3 (2-11)	8.4	7.3 (1-14)	6.6	4.7 (2-8)	6.8	0.4 (0-1)	0.3

Notes:
1. Average of maximum recorded queues every 5 minutes. Range of maximum queues is shown in brackets.
2. Linsig mean max queues.

Table 6.24 SJ30 RECORDED & MODELLED QUEUES

Appendix 16

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Proposed Junction Geometry						
Whinney Lane	0.57	1.4	18.90	0.65	2.0	23.56
Spine Road	0.01	0.0	6.40	0.01	0.0	6.56
2033 Cumulative Assessment (Local Plan Yields), Proposed Junction Geometry						
Whinney Lane	0.56	1.4	18.41	0.64	1.9	22.79
Spine Road	0.01	0.0	6.44	0.01	0.0	6.56

Notes:
1. Refer Drg No 1586/68/F for junction geometry,
2. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
3. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.25 PICADY RESULTS SJ1 Site Access/Whinney Lane

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Proposed Junction Geometry						
Lady Lane (E)	0.63	1.9	17.40	0.13	0.2	7.48
Lady Lane (W)	0.33	0.7	8.74	0.51	1.3	12.20
Spine Road	0.09	0.1	2.63	0.08	0.1	2.60
2033 Cumulative Assessment (Local Plan Yields), Proposed Junction Geometry						
Lady Lane (E)	0.63	1.8	17.25	0.13	0.2	7.45
Lady Lane (W)	0.33	0.6	8.75	0.50	1.2	12.19
Spine Road	0.08	0.1	2.61	0.08	0.1	2.59

Notes:
1. Refer Drg No 1586/67/B for junction geometry,
2. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
3. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.26 PICADY RESULTS SJ2 Site Access/Lady Lane

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
Whinney Lane Left	0.00	0.0	6.25	0.01	0.0	5.98
Whinney Lane Right	0.31	0.4	11.51	0.05	0.1	7.85
Lady Lane	0.01	0.0	4.62	0.01	0.0	5.76
2033 Base + Committed, Existing Junction Geometry						
Whinney Lane Left	0.03	0.0	6.76	0.02	0.0	6.25
Whinney Lane Right	0.37	0.6	13.27	0.09	0.1	8.51
Lady Lane	0.02	0.0	4.55	0.03	0.0	5.97
2033 Cumulative Assessment, Existing Junction Geometry						
Whinney Lane Left	0.04	0.0	6.80	0.03	0.0	6.16
Whinney Lane Right	0.35	0.5	13.03	0.08	0.1	8.59
Lady Lane	0.04	0.0	4.57	0.04	0.1	5.94
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
Whinney Lane Left	0.04	0.0	6.79	0.03	0.0	6.16
Whinney Lane Right	0.35	0.5	12.03	0.08	0.1	8.59
Lady Lane	0.04	0.0	4.57	0.04	0.1	5.94

Notes:
1. Refer Drg No 1586/06/A for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.27 PICADY RESULTS SJ4 Whinney Lane/Lady Lane

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
Unnamed Road	0.01	0.0	8.26	0.02	0.0	8.00
Lady Lane	0.35	0.6	7.65	0.01	0.0	4.99
Beckwith Head Road left	0.04	0.0	5.63	0.25	0.3	6.71
Beckwith Head Road right	0.02	0.0	10.10	0.10	0.1	8.72
Howhill Quarry Road	0.00	0.0	5.51	0.00	0.0	5.66
2033 Base + Committed, Proposed Junction Geometry						
Unnamed Road	0.02	0.0	8.59	0.02	0.0	8.24
Lady Lane	0.44	0.9	8.73	0.03	0.0	5.05
Beckwith Head Road left	0.06	0.1	5.75	0.33	0.5	7.87
Beckwith Head Road right	0.02	0.0	10.83	0.11	0.1	9.18
Howhill Quarry Road	0.00	0.0	5.57	0.00	0.0	5.64
2033 Cumulative Assessment, Proposed Junction Geometry						
Unnamed Road	0.02	0.0	9.80	0.03	0.0	9.28
Lady Lane	0.60	1.8	12.07	0.15	0.2	5.66
Beckwith Head Road left	0.20	0.2	7.08	0.45	0.8	9.87
Beckwith Head Road right	0.07	0.1	13.55	0.15	0.2	11.27
Howhill Quarry Road	0.00	0.0	5.42	0.00	0.0	5.62
2033 Cumulative Assessment (Local Plan Yields), Proposed Junction Geometry						
Unnamed Road	0.02	0.0	9.73	0.03	0.0	9.22
Lady Lane	0.59	1.7	11.80	0.15	0.2	5.61
Beckwith Head Road left	0.19	0.2	7.01	0.43	0.8	9.73
Beckwith Head Road right	0.07	0.1	13.41	0.15	0.2	11.13
Howhill Quarry Road	0.00	0.0	5.42	0.00	0.0	5.63

Notes:
1. Refer Drg No 1586/60/B for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.28 PICADY RESULTS SJ5 Lady Lane/Beckwith Head Road

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
Pannal Ash Road	0.51	1.0	9.41	0.45	0.8	8.42
Green Lane	0.44	0.8	5.76	0.33	0.5	4.93
Yew Tree Lane	0.54	1.2	9.20	0.32	0.5	5.70
Whinney Lane	0.30	0.4	8.68	0.33	0.5	7.23
Beckwith Road	0.36	0.6	5.19	0.31	0.4	4.45
2033 Base + Committed, Existing Junction Geometry						
Pannal Ash Road	0.57	1.3	10.88	0.53	1.1	10.06
Green Lane	0.47	0.9	6.21	0.37	0.6	5.39
Yew Tree Lane	0.63	1.7	11.78	0.37	0.6	6.23
Whinney Lane	0.40	0.7	10.71	0.39	0.7	8.23
Beckwith Road	0.40	0.7	5.78	0.34	0.5	4.81
2033 Cumulative Assessment, Existing Junction Geometry						
Pannal Ash Road	0.72	2.5	20.13	0.69	2.2	17.21
Green Lane	0.60	1.5	8.89	0.56	1.3	8.77
Yew Tree Lane	0.75	3.0	18.76	0.53	1.1	9.66
Whinney Lane	0.75	2.9	26.69	0.65	1.8	15.44
Beckwith Road	0.57	1.3	8.98	0.43	0.7	6.02
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
Pannal Ash Road	0.72	2.5	19.74	0.68	2.1	16.58
Green Lane	0.60	1.5	8.84	0.56	1.2	8.57
Yew Tree Lane	0.75	3.0	18.71	0.52	1.1	9.46
Whinney Lane	0.73	2.6	24.76	0.64	1.8	15.02
Beckwith Road	0.57	1.3	8.86	0.42	0.7	5.97

Notes:
1. Refer Drg No 1586/08/A for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.29 ARCADY RESULTS SJ6 Whinney Lane/Beckwith Road/Pannal Ash Road

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
Rossett Green Lane	0.15	0.2	9.91	0.14	0.2	8.79
Yew Tree Lane	0.24	0.5	6.09	0.09	0.1	5.77
2033 Base + Committed, Existing Junction Geometry						
Rossett Green Lane	0.17	0.2	10.64	0.21	0.3	10.16
Yew Tree Lane	0.25	0.5	6.17	0.10	0.2	5.75
2033 Cumulative Assessment, Existing Junction Geometry						
Rossett Green Lane	0.18	0.2	11.55	0.22	0.3	10.91
Yew Tree Lane	0.27	0.6	6.21	0.11	0.2	5.50
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
Rossett Green Lane	0.18	0.2	11.52	0.22	0.3	10.90
Yew Tree Lane	0.27	0.6	6.20	0.10	0.2	5.50

Notes:
1. Refer Drg No 1586/09/A for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY76 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.30 PICADY RESULTS SJ7 Rossett Green Lane/Yew Tree Lane

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
Church Lane left	0.02	0.0	8.98	0.03	0.0	7.88
Church Lane right	0.45	0.8	14.18	0.42	0.7	12.73
Leadhall Lane	0.50	1.2	11.47	0.38	0.7	8.73
Green Lane	0.70	2.3	23.12	0.81	4.0	32.25
Rossett Green Lane	0.10	0.2	5.99	0.02	0.0	6.19
2033 Base + Committed, Existing Junction Geometry						
Church Lane left	0.03	0.0	9.26	0.04	0.0	8.20
Church Lane right	0.47	0.9	15.00	0.45	0.8	13.58
Leadhall Lane	0.53	1.3	12.19	0.42	0.8	9.17
Green Lane	0.75	2.9	28.01	0.87	5.7	44.45
Rossett Green Lane	0.11	0.2	6.03	0.03	0.0	6.20
2033 Cumulative Assessment, Existing Junction Geometry						
Church Lane left	0.03	0.0	11.30	0.05	0.1	8.91
Church Lane right	0.52	1.1	19.94	0.51	1.6	15.52
Leadhall Lane	0.63	2.0	16.26	0.65	2.1	15.26
Green Lane	1.00	16.4	116.96	1.08	30.3	181.33
Rossett Green Lane	0.11	0.2	6.10	0.03	0.0	6.3
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
Church Lane left	0.03	0.0	9.94	0.05	0.0	8.88
Church Lane right	0.52	1.1	16.70	0.51	1.0	15.44
Leadhall Lane	0.63	2.0	15.74	0.64	2.0	14.89
Green Lane	0.99	15.74	110.61	1.07	29.4	176.30
Rossett Green Lane	0.11	0.2	6.10	0.03	0.0	6.30

Notes:
1. Refer Drg No 1586/10/A for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.31 PICADY RESULTS SJ8 Rossett Green Lane/Green Lane/Leadhall Lane

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Proposed Junction Geometry (Mini-roundabout)						
Leadhall Lane	0.61	1.9	14.71	0.64	1.9	14.71
Rossett Green Lane	0.54	0.8	8.63	0.43	0.8	8.63
Green Lane	0.62	2.1	13.57	0.66	2.1	13.57
2033 Cumulative Assessment (Local Plan Yields), Proposed Junction Geometry (Mini-roundabout)						
Leadhall Lane	0.60	1.6	13.09	0.64	1.9	14.48
Rossett Green Lane	0.54	1.3	10.41	0.43	0.8	8.56
Green Lane	0.62	1.7	12.54	0.66	2.1	13.52

Notes:
1. Refer RPS Drg No IE000485-RPS-00-SJ8-DR-C-DG0101-S2-P02 for proposed junction geometry,
2. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
3. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.32 ARCADY RESULTS SJ8 Green Lane/Leadhall Lane Mitigation Scheme (Mini-roundabout)

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Proposed Junction Geometry (T-Junction)						
Church Lane	0.58	1.5	21.49	0.58	1.5	20.31
Rossett Green Lane	0.11	0.2	6.46	0.03	0.0	6.65
2033 Cumulative Assessment (Local Plan Yields), Proposed Junction Geometry (T-Junction)						
Church Lane	0.58	1.5	21.48	0.57	1.4	20.19
Rossett Green Lane	0.11	0.2	6.46	0.03	0.0	6.65

Notes:
1. Refer RPS Drg No IE000485-RPS-00-SJ8-DR-C-DG0101-S2-P02 for proposed junction geometry
2. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
3. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.33 PICADY RESULTS SJ8 Rosset Green Lane/Church Lane Mitigation Scheme (T-Junction)

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
Burnbridge Road (N)	0.19	0.2	4.65	0.18	0.2	4.90
Burnbridge Road (S)	0.77	3.3	17.18	0.27	0.4	5.33
Hill Foot Lane	0.06	0.1	4.46	0.23	0.3	4.77
2033 Base + Committed, Existing Junction Geometry						
Burnbridge Road (N)	0.21	0.3	4.85	0.20	0.2	5.18
Burnbridge Road (S)	0.84	5.0	24.42	0.31	0.4	5.64
Hill Foot Lane	0.09	0.1	4.65	0.28	0.4	5.16
2033 Cumulative Assessment, Existing Junction Geometry						
Burnbridge Road (N)	0.30	0.4	5.62	0.26	0.3	5.65
Burnbridge Road (S)	0.91	8.3	38.41	0.42	0.7	6.74
Hill Foot Lane	0.13	0.1	5.04	0.31	0.5	5.71
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
Burnbridge Road (N)	0.30	0.4	5.59	0.26	0.3	5.64
Burnbridge Road (S)	0.91	8.2	38.05	0.42	0.7	6.70
Hill Foot Lane	0.13	0.1	5.03	0.31	0.5	5.69

Notes:
1. Refer Drg No 1586/11/A for junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.34 ARCADY RESULTS SJ9 Burn Bridge Lane/Hill Foot Lane

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
Burn Bridge Lane	0.63	1.6	32.53	0.98	10.6	127.28
A61	0.03	0.0	13.15	0.02	0.0	8.32
2033 Base + Committed, Existing Junction Geometry						
Burn Bridge Lane	0.87	5.0	87.37	1.31	47.7	452.88
A61	0.03	0.0	14.76	0.02	0.0	8.82
2033 Cumulative Assessment, Existing Junction Geometry						
Burn Bridge Lane	1.47	57.0	608.05	1.72	98.8	1005.98
A61	0.03	0.0	16.54	0.02	0.0	9.65
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
Burn Bridge Lane	1.45	55.1	590.52	1.71	98.5	1002.53
A61	0.03	0.0	16.51	0.01	0.0	8.22

Notes:
1. Refer Drg No 1586/12/A for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.35 PICADY RESULTS SJ10 A61/Burn Bridge Lane

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Traffic Signal Junction						
A61 (N)	66.4	10.2	12.9	73.2	21.3	22.9
A61 (S) Ahead + Left	85.2	11.0	10.9	68.0	15.1	13.3
A61 (S) Ahead	22.5	2.6	7.9	19.8	3.8	12.7
Burn Bridge Lane	80.1	7.5	48.9	73.5	12.9	50.4
2033 Cumulative Assessment (Local Plan Yields), Traffic Signal Junction						
A61 (N)	61.9	9.7	12.0	73.2	21.3	22.9
A61 (S) Ahead + Left	83.8	9.5	9.9	67.9	15.1	13.4
A61 (S) Ahead	22.0	2.5	7.4	19.7	3.7	12.7
Burn Bridge Lane	85.0	8.1	58.1	73.5	12.9	50.4

Notes:
1. Refer RPS Drg No IE000485-RPS-00-SJ10-DR-C-DG0101-S2-P06 for junction geometry,
2. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
3. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.36 LINSIG RESULTS SJ10 A61/Burn Bridge Lane Mitigation Scheme

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
A658 (E)	0.77	3.4	10.43	0.75	3.0	10.30
A61 (S)	0.62	1.7	6.37	0.48	0.9	4.50
A658 (W)	0.76	3.2	12.06	0.50	1.0	4.35
A61 (N)	0.51	1.1	4.31	0.62	1.6	5.21
2033 Base + Committed, Existing Junction Geometry						
A658 (E)	0.85	5.6	16.20	0.82	4.5	14.52
A61 (S)	0.69	2.3	7.99	0.55	1.2	5.27
A658 (W)	0.84	5.0	18.76	0.54	1.2	4.94
A61 (N)	0.57	1.3	4.95	0.68	2.2	6.40
2033 Cumulative Assessment, Existing Junction Geometry						
A658 (E)	0.92	9.7	28.01	0.88	6.9	22.47
A61 (S)	0.75	3.1	10.12	0.62	1.6	6.41
A658 (W)	0.90	7.6	29.07	0.58	1.4	5.74
A61 (N)	0.65	1.9	6.20	0.74	2.8	7.70
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
A658 (E)	0.92	9.5	27.43	0.88	6.9	22.38
A61 (S)	0.75	3.1	10.07	0.62	1.6	6.37
A658 (W)	0.89	7.5	28.78	0.57	1.4	5.71
A61 (N)	0.65	1.9	6.17	0.74	2.8	7.67

Notes:
1. Refer Drg No 1586/13/A for existing junction arrangements,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.37 ARCADY RESULTS SJ11 A658/A61

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Improved Junction Geometry						
A658 (E)	0.83	4.9	13.69	0.80	3.8	12.16
A61 (S)	0.75	3.1	10.18	0.62	1.7	6.42
A658 (W)	0.81	4.2	15.54	0.53	1.1	4.71
A61 (N)	0.65	1.9	6.21	0.74	2.8	7.70
2033 Cumulative Assessment (Local Plan Yields), Improved Junction Geometry						
A658 (E)	0.83	4.8	13.52	0.80	3.8	12.16
A61 (S)	0.75	3.1	10.12	0.62	1.7	6.42
A658 (W)	0.81	4.2	15.44	0.53	1.1	4.71
A61 (N)	0.65	1.9	6.21	0.74	2.8	7.70

Notes:
1. Refer RPS Drg No IE000485-RPS-00-SJ10-DR-C-DG0101-S2-P06 for junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.38 ARCADY RESULTS SJ11 A658/A61 Mitigation Scheme

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
A61 The Carr Leeds Road Ahead & Right	67.1	13.9	48.1	67.5	17.3	57.4
Follifoot Road	84.6	11.5	61.7	76.8	10.9	61.1
A61 The Princess Royal Way Ahead & Right	81.3	18.3	62.1	62.0	14.8	63.3
Pannal Bank	66.7	8.2	33.0	67.4	9.6	41.7
Princess Royal Way Internal Nbound Left	6.9	0.4	3.7	9.4	0.3	2.4
Princess Royal Way Internal Nbound Ahead	79.2	16.9	17.7	59.3	10.8	13.3
The Carr Leeds Road Internal Sbound Left	13.6	0.1	1.1	15.4	0.1	1.1
The Carr Leeds Road Internal Sbound Ahead	44.2	1.6	5.1	49.2	4.3	6.7
Station Road W	31.4	4.8	16.6	28.3	5.0	15.9
Station Road E	23.0	1.4	9.4	28.2	3.6	16.3
2033 Base + Committed, Existing Junction Geometry						
A61 The Carr Leeds Road Ahead & Right	77.4:65.2	16.0	49.8	73.9	19.9	59.0
Follifoot Road	86.1	12.3	62.4	73.0	10.8	55.0
A61 The Princess Royal Way Ahead & Right	89.1	21.9	73.6	69.7	17.3	70.6
Pannal Bank	68.8	8.8	32.1	67.6	10.4	38.8
Princess Royal Way Internal Nbound Left	7.6	0.4	3.7	10.2	0.3	2.2
Princess Royal Way Internal Nbound Ahead	84.4	18.9	20.4	65.6	12.3	14.9
The Carr Leeds Road Internal Sbound Left	14.4	0.1	1.1	16.4	0.1	1.1
The Carr Leeds Road Internal Sbound Ahead	48.3	1.8	5.4	53.9	5.0	7.5
Station Road W	34.4	5.3	17.6	31.0	5.6	15.8
Station Road E	25.9	1.8	9.1	31.5	4.6	18.7
2033 Cumulative Assessment, Existing Junction Geometry,						
A61 The Carr Leeds Road Ahead & Right	72.2:71.8	15.4	49.5	75.5	20.8	59.6
Follifoot Road	87.5	12.8	65.0	73.7	11.0	55.4
A61 The Princess Royal Way Ahead & Right	89.5	22.9	73.1	73.1	18.9	73.3
Pannal Bank	79.0	11.0	38.5	73.7	11.7	39.8
Princess Royal Way Internal Nbound Left	9.2	0.5	3.6	12.3	0.3	2.1

Princess Royal Way Internal Nbound Ahead	86.0	19.2	21.7	65.7	11.7	14.8
The Carr Leeds Road Internal Sbound Left	14.6	0.1	1.1	16.6	0.1	1.1
The Carr Leeds Road Internal Sbound Ahead	51.4	3.8	7.5	56.5	6.9	8.5
Station Road W	39.5	6.3	18.4	35.9	6.7	18.6
Station Road E	30.1	2.5	12.2	34.5	5.8	22.9
2033 Cumulative Assessment (Local Plan Yield), Existing Junction Geometry,						
A61 The Carr Leeds Road Ahead & Right	71.8	15.4	49.5	75.5	20.8	59.6
Follifoot Road	87.5	12.8	65.0	73.7	11.0	55.4
A61 The Princess Royal Way Ahead & Right	89.5	22.9	73.1	73.1	18.9	73.3
Pannal Bank	79.0	11.0	38.5	73.7	11.7	39.8
Princess Royal Way Internal Nbound Left	9.2	0.5	3.6	12.3	0.3	2.1
Princess Royal Way Internal Nbound Ahead	86.0	19.2	21.7	65.7	11.7	14.8
The Carr Leeds Road Internal Sbound Left	14.6	0.1	1.1	16.6	0.1	1.1
The Carr Leeds Road Internal Sbound Ahead	51.4	3.8	7.5	56.5	6.9	8.5
Station Road W	39.5	6.3	18.4	35.9	6.7	18.6
Station Road E	30.1	2.5	12.2	34.5	5.8	22.9

Notes:
1. Refer Drg No 1586/14/A for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.39 LINSIG RESULTS SJ12 A61 The Carr Leeds Road/Pannal Bank

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
A61 (N)	81.5	20.9	36.7	83.6	18.9	39.5
A61 (S) Ahead & Left	11.2	1.9	17.7	12.3	1.8	20.8
A61 (S) Ahead & Right	72.9: 79.1	17.8	35.4	78.6: 80.9	16.2	38.6
Hookstone Road Left Ahead	56.4	6.1	34.5	71.6	9.1	31.8
Hookstone Road Right	54.7	5.3	54.0	69.7	7.3	52.1
Leadhall Lane	81.5	10.6	79.3	81.9	10.6	67.9
Hookstone Road (E)	30.6	6.0	14.4	49.5	9.7	19.4
Coronation Road	32.4	1.8	66.3	59.6	4.8	57.4
Gladstone Street	41.6	2.7	71.9	36.1	1.7	68.2
Hookstone Road (W)	35.5	4.8	9.1	38.6	13.1	36.1
2033 Base + Committed, Existing Junction Geometry						
A61 (N)	85.9	23.2	41.2	86.8	20.5	42.6
A61 (S) Ahead & Left	11.8	2.0	18.3	12.6	1.8	20.9
A61 (S) Ahead & Right	76.6: 82.5	19.6	37.5	81.6: 83.2	17.9	40.3
Hookstone Road Left Ahead	57.5	6.5	34.4	83.4	11.1	38.8
Hookstone Road Right	57.7	5.6	56.6	76.4	7.7	58.0
Leadhall Lane	85.7	12.1	84.8	88.2	12.6	79.9
Hookstone Road (E)	31.0	6.0	13.6	58.9	12.3	22.6
Coronation Road	37.5	2.0	69.6	55.4	4.7	53.1
Gladstone Street	47.3	2.9	76.6	37.6	1.7	68.8
Hookstone Road (W)	37.0	5.3	8.5	42.5	4.2	8.8
2033 Cumulative Assessment, Existing Junction Geometry						
A61 (N)	97.0	34.5	72.0	101.2: 95.1	36.8	103.0
A61 (S) Ahead & Left	12.8	2.2	21.3	14.8	2.0	25.8
A61 (S) Ahead & Right	82.9: 94.4	23.1	46.3	93.4: 99.5	25.1	66.8
Hookstone Road Left Ahead	59.4	7.1	31.7	87.3	14.2	37.1
Hookstone Road Right	72.1	6.7	71.3	83.6	9.9	62.4
Leadhall Lane	95.4	19.0	108.1	81.6	12.7	58.8
Hookstone Road (E)	35.4	7.1	13.2	71.8	17.4	24.0
Coronation Road	43.1	2.1	73.8	71.8	5.5	67.1
Gladstone Street	52.0	3.1	81.8	37.6	1.7	68.8
Hookstone Road (W)	48.5	10.0	10.3	46.7	6.8	10.1
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
A61 (N)	97.0	34.5	71.9	101.2: 95.6	37.2	104.4
A61 (S) Ahead & Left	12.8	2.2	21.3	14.8	2.0	25.8
A61 (S) Ahead & Right	82.9: 94.4	23.1	46.3	93.4: 99.5	25.1	66.8
Hookstone Road Left Ahead	59.4	11.1	32.9	87.0	14.1	36.7
Hookstone Road Right	71.7	6.7	73.6	83.1	9.8	61.4
Leadhall Lane	94.9	18.6	105.9	81.4	12.6	58.6
Hookstone Road (E)	35.4	7.1	13.2	71.5	17.3	23.9
Coronation Road	42.2	2.1	73.4	70.9	5.5	67.1
Gladstone Street	52.0	3.1	81.8	37.6	1.7	68.8
Hookstone Road (W)	48.3	6.0	9.7	46.6	6.8	10.1

Notes:
1. Refer Drg No 1586/15/A for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.40 LINSIG RESULTS SJ13 Leadhall Lane/Leeds Road/Hookstone Road

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Proposed Junction Geometry						
A61 (N)	89.4	25.9	50.1	96.0: 78.4	21.1	50.2
A61 (S) Ahead & Left	29.3	6.0	25.6	35.8	5.7	31.5
A61 (S) Ahead & Right	69.4	14.8	42.4	78.2: 94.6	15.0	48.9
Hookstone Road Left Ahead	57.9	11.2	31.7	85.0	12.7	34.2
Hookstone Road Right	67.4	6.7	69.1	81.7	9.9	59.6
Leadhall Lane	90.1	16.9	86.3	76.4	12.3	53.3
Hookstone Road (E)	35.1	7.2	13.2	70.9	17.7	23.8
Coronation Road	44.8	2.2	77.5	67.9	5.4	65.5
Gladstone Street	49.2	3.1	80.8	39.0	1.8	72.1
Hookstone Road (W)	48.0	8.4	10.4	46.2	7.5	10.1
2033 Cumulative Assessment (Local Plan Yields), Proposed Junction Geometry						
A61 (N)	89.4	25.9	50.1	96.0: 78.3	21.1	50.1
A61 (S) Ahead & Left	29.3	6.0	25.6	35.7	5.7	31.4
A61 (S) Ahead & Right	69.4: 87.2	14.8	42.4	78.4: 94.6	15.0	49.0
Hookstone Road Left Ahead	57.9	11.2	31.9	84.7	12.3	33.8
Hookstone Road Right	67.0	6.6	61.0	81.4	9.8	59.2
Leadhall Lane	89.6	16.7	85.0	76.2	12.2	53.1
Hookstone Road (E)	34.6	7.1	12.7	70.6	17.6	23.7
Coronation Road	43.9	2.2	77.1	67.9	5.4	65.5
Gladstone Street	54.1	3.2	86.5	39.0	1.8	72.1
Hookstone Road (W)	47.3	8.0	10.0	46.1	7.5	10.1

Notes:
1. Refer RPS Drg No IE000485-RPS-00-SJ13-DR-C-DG0101-S2-P06 for existing junction geometry,
2. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
3. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.41 LINSIG RESULTS SJ13 Leadhall Lane/Leeds Road/Hookstone Road Mitigation Scheme

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
A61 (N)	0.87	6.3	25.77	0.74	2.9	12.77
South Drive/Longcliffe Avenue	0.27	0.4	7..73	0.52	1.1	11.80
A61 (S)	0.64	1.9	7.43	0.77	3.4	12.36
St Georges Road	0.28	0.4	7.07	0.20	0.3	7.38
Park Drive	0.34	0.5	9.43	0.35	0.5	10.50
2033 Base + Committed, Existing Junction Geometry						
A61 (N)	0.91	8.8	35.40	0.79	3.6	15.27
South Drive/Longcliffe Avenue	0.30	0.4	8.20	0.57	1.3	13.57
A61 (S)	0.67	2.1	8.13	0.81	4.3	15.14
St Georges Road	0.35	0.5	8.08	0.25	0.3	8.08
Park Drive	0.36	0.6	10.24	0.37	0.6	11.34
2033 Cumulative Assessment, Existing Junction Geometry						
A61 (N)	0.97	17.1	63.20	0.81	4.2	17.44
South Drive/Longcliffe Avenue	0.33	0.5	8.83	0.61	1.5	15.26
A61 (S)	0.69	2.3	8.63	0.87	6.1	20.72
St Georges Road	0.36	0.6	8.36	0.27	0.4	8.84
Park Drive	0.37	0.6	10.65	0.39	0.6	12.56
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
A61 (N)	0.97	17.0	62.85	0.81	4.2	17.44
South Drive/Longcliffe Avenue	0.33	0.5	8.83	0.61	1.5	15.26
A61 (S)	0.69	2.3	8.61	0.87	6.2	20.84
St Georges Road	0.36	0.6	8.35	0.27	0.4	8.85
Park Drive	0.37	0.6	10.64	0.39	0.6	12.58

Notes:
1. Refer Drg No 1586/13/A for existing junction arrangements,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure Y74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.42 ARCADY RESULTS SJ14 A61/South Drive/St Georges Road/Park Drive

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Improved Junction Geometry						
A61 (N)	0.81	4.4	16.11	0.68	2.1	8.68
South Drive/Longcliffe Avenue	0.33	0.5	8.94	0.61	1.5	15.28
A61 (S)	0.69	2.3	8.64	0.87	6.1	20.72
St Georges Road	0.36	0.6	8.37	0.27	0.4	8.84
Park Drive	0.37	0.6	10.65	0.39	0.6	12.56
2033 Cumulative Assessment (Local Plan Yields), Improved Junction Geometry						
A61 (N)	0.81	4.4	16.07	0.68	2.1	8.68
South Drive/Longcliffe Avenue	0.33	0.5	8.94	0.61	1.5	15.28
A61 (S)	0.69	2.3	8.61	0.87	6.2	20.84
St Georges Road	0.36	0.6	8.35	0.27	0.4	8.85
Park Drive	0.37	0.6	10.64	0.39	0.6	12.58

Notes:
1. Refer Drg No 1586/57/A for existing junction arrangements,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative assessment (Local Yields) traffic flows.

Table 6.43 ARCADY RESULTS SJ14 A61/South Drive/St Georges Road/Park Drive Mitigation Scheme

OVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
A6040 York Place	0.77	3.3	7.73	0.75	3.0	6.66
A61 Leeds Road	0.62	1.7	6.91	0.74	3.0	10.61
B6162 Otley Road	0.84	5.2	20.37	0.84	5.0	23.69
2033 Base + Committed, Existing Junction Geometry						
A6040 York Place	0.81	4.3	9.49	0.79	3.8	8.18
A61 Leeds Road	0.68	2.2	8.56	0.80	4.1	13.93
B6162 Otley Road	0.98	18.2	63.72	0.98	15.9	66.36
2033 Cumulative Assessment, Existing Junction Geometry						
A6040 York Place	0.85	5.5	11.74	0.89	7.7	15.03
A61 Leeds Road	0.73	2.7	10.30	0.96	14.6	47.81
B6162 Otley Road	1.14	79.8	212.45	1.15	70.0	219.78
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
A6040 York Place	0.85	5.5	11.76	0.89	7.6	14.78
A61 Leeds Road	0.72	2.7	10.26	0.96	14.3	46.80
B6162 Otley Road	1.13	78.3	208.78	1.15	66.7	219.02

Notes:
1. Refer Drg No 1586/17/A for junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.44 ARCADY RESULTS SJ15 Otley Road/Leeds Road

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Proposed Junction Geometry (Assumes 40% of RT from Otley Rd at SJ15 divert to use Trinity Rd and 60% of existing Lt into Otley Rd from A61 also use Trinity Road)						
A6040 York Place	0.76	3.2	6.79	0.82	4.4	8.34
A61 Leeds Road	0.65	1.9	7.55	0.86	5.7	19.10
B6162 Otley Road	0.82	4.6	16.41	0.86	5.7	23.52
2033 Cumulative Assessment (Local Plan Yields), Proposed Junction Geometry (Assumes 40% of RT from Otley Rd at SJ15 divert to use Trinity Rd and 60% of existing Lt into Otley Rd from A61 also use Trinity Road)						
A6040 York Place	0.76	3.2	6.79	0.81	4.3	8.26
A61 Leeds Road	0.65	1.9	7.55	0.85	5.6	18.81
B6162 Otley Road	0.82	4.5	16.18	0.86	5.7	23.37

Notes:
1. Refer RPS Drg No IE000485-RPS-00-SJ15-DR-C-DG0102-S2-P05 for junction geometry,
2. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
3. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.45 ARCADY RESULTS SJ15 Otley Road/Leeds Road Mitigation Scheme

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Proposed Junction Geometry (Assumes 40% of RT from Otley Rd at SJ15 divert to use Trinity Rd and 60% of existing Lt into Otley Rd from A61 also use Trinity Road)						
Otley Road (E)	56.5	13.6	14.3	65.1	16.3	17.2
Otley Road (W)	84.2	30.4	19.6	72.8	19.8	15.3
Trinity Road	53.6	2.6	71.2	72.6	4.9	77.0
2033 Cumulative Assessment (Local Plan Yields), Proposed Junction Geometry (Assumes 40% of RT from Otley Rd at SJ15 divert to use Trinity Rd and 60% of existing Lt into Otley Rd from A61 also use Trinity Road)						
Otley Road (E)	56.5	13.6	14.3	64.7	16.0	17.1
Otley Road (W)	84.0	30.3	19.4	72.7	19.8	15.2
Trinity Road	53.6	2.6	70.8	72.6	4.9	77.0

Notes:
1. Refer RPS Drg No IE000485-RPS-00-SJ15-DR-C-DG0102-S2-P05 for junction geometry,
2. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
3. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.46 LINSIG RESULTS SJ15 Otley Road/Trinity Road Mitigation Scheme

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Proposed Junction Geometry (Assumes 40% of RT from Otley Rd at SJ15 divert to use Trinity Rd and 60% of existing Lt into Otley Rd from A61 also use Trinity Road)						
A61 (S) Nearside	35.8	6.0	9.6	40.9	8.0	8.7
A61 (S) Offside	35.8	6.0	9.6	40.9	8.0	8.7
A61 (N)	65.2	15.1	13.8	54.9	12.5	10.4
Trinity Road	64.9	4.6	53.9	54.6	2.8	56.4
2033 Cumulative Assessment (Local Plan Yields), Proposed Junction Geometry (Assumes 60% of RT from Otley Rd at SJ15 divert to use Trinity Rd and 60% of existing Lt into Otley Rd from A61 also use Trinity Road)						
A61 (S) Nearside	35.8	6.0	9.6	40.9	8.0	8.7
A61 (S) Offside	35.7	6.0	9.5	40.9	8.0	8.7
A61 (N)	65.2	15.1	13.8	54.9	12.5	10.4
Trinity Road	64.9	4.6	53.9	54.6	2.8	56.4

Notes:
1. Refer RPS Drg No IE000485-RPS-00-SJ15-DR-C-DG0102-S2-P05 for junction geometry,
2. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
3. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.47 LINSIG RESULTS SJ15 A61/Trinity Road Mitigation Scheme

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Geometry						
Otley Road (E)	68.1	16.8	29.6	61.3	14.2	21.6
Otley Road (W)	68.7	12.0	22.3	63.2	10.3	16.4
Cold Bath Road	68.5	10.4	39.4	66.0	9.3	44.9
Arthurs Avenue	51.0	7.4	40.8	29.6	3.4	42.8
Otley Road (E)	67.1	7.7	10.0	66.5	6.1	9.7
Otley Road (W)	54.7	10.8	20.8	58.3	11.7	20.6
Pannal Ash Road	66.7	8.8	48.0	65.9	8.9	46.3
2033 Base + Committed, Existing Geometry						
Otley Road (E)	67.5	17.4	27.2	66.5	15.8	22.2
Otley Road (W)	76.8	23.4	24.0	69.7	14.0	16.9
Cold Bath Road	77.1	12.8	46.8	75.1	11.6	50.0
Arthurs Avenue	57.2	8.0	45.9	32.2	3.7	44.8
Otley Road (E)	71.8	15.2	10.5	73.7	8.4	10.8
Otley Road (W)	64.5	13.1	22.4	64.5	13.1	23.0
Pannal Ash Road	73.8	11.1	52.2	73.3	11.5	50.6
2033 Cumulative Assessment, Existing Geometry						
Otley Road (E)	70.9	19.4	25.5	85.0	30.6	30.4
Otley Road (W)	89.8	31.4	31.1	79.9	28.9	22.4
Cold Bath Road	91.6	18.4	74.3	86.0	14.9	65.0
Arthurs Avenue	63.1	8.9	51.5	35.8	3.8	48.1
Otley Road (E)	80.3	21.6	13.1	93.3	17.4	24.8
Otley Road (W)	80.6	21.5	30.2	70.8	18.3	23.7
Pannal Ash Road	83.2	15.5	64.4	97.8	20.4	113.6
2033 Cumulative Assessment (Local Plan Yields), Existing Geometry						
Otley Road (E)	71.3	19.9	26.1	84.7	29.1	29.8
Otley Road (W)	90.0	27.6	30.5	79.6	28.0	21.8
Cold Bath Road	90.0	16.9	66.5	86.0	15.5	65.6
Arthurs Avenue	63.1	8.6	51.5	35.8	4.0	48.5
Otley Road (E)	79.7	25.0	14.6	93.5	20.4	25.4
Otley Road (W)	80.0	22.2	29.5	71.9	18.7	24.4
Pannal Ash Road	83.6	13.6	62.5	95.8	18.8	101.6

Notes:
1. Refer WSP Drg Nos 70043022-WSP-GEN-WHS-DR-CH-0001 P01 & 70043022-WSP-GEN-WHS-DR-CH-1102 P01 for junction geometry,

2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.48 LINSIG RESULTS SJ16 & SJ17 Otley Rd/Cold Bath Rd/Pannal Ash Rd

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
Otley Road (E)	60.5	9.8	41.7	41.1	6.0	29.9
Hill Rise Avenue	9.9	0.5	71.7	6.3	0.3	70.3
Otley Road (W)	67.6	10.0	41.6	64.4	10.2	31.2
Harlow Moor Road	67.3	17.2	36.1	64.7	11.6	44.3
2033 Base + Committed, Existing Junction Geometry						
Otley Road (E)	66.0	11.9	42.1	44.1	6.6	30.0
Hill Rise Avenue	9.9	0.4	71.3	6.3	0.3	70.2
Otley Road (W)	73.0	11.7	41.9	71.5	12.0	32.0
Harlow Moor Road	72.7	18.4	39.9	71.5	13.0	48.9
2033 Cumulative Assessment, Existing Junction Geometry						
Otley Road (E)	66.2	13.9	38.7	64.7	13.2	32.7
Hill Rise Avenue	9.9	0.4	70.7	6.3	0.3	70.1
Otley Road (W)	90.5	24.0	51.5	84.6	18.8	37.1
Harlow Moor Road	90.7	22.6	65.5	83.8	16.1	61.9
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
Otley Road (E)	66.1	13.9	38.1	64.6	13.2	32.7
Hill Rise Avenue	9.9	0.4	70.7	6.3	0.3	70.1
Otley Road (W)	90.3	23.9	51.2	84.4	18.6	37.0
Harlow Moor Road	90.7	22.6	65.5	83.6	15.8	61.6

Notes:
1. Refer AHA Drg No 1586/20/B for junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.49 LINSIG RESULTS SJ18 Otley Road/Harlow Moor Road

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
Beckwith Road left	0.62	1.5	22.19	0.32	0.5	10.89
Beckwith Road right	0.59	1.4	38.18	0.46	0.8	22.37
Otley Road	0.54	1.7	10.53	0.56	1.9	9.82
2033 Base + Committed, Existing Junction Geometry						
Beckwith Road left	0.84	4.1	56.21	0.37	0.6	14.15
Beckwith Road right	0.81	3.3	89.36	0.54	1.3	32.22
Otley Road	0.60	2.2	12.18	0.65	3.1	12.56
2033 Cumulative Assessment, Existing Junction Geometry						
Beckwith Road left	1.42	48.2	587.06	1.12	18.3	243.27
Beckwith Road right	1.40	23.8	608.94	1.10	12.0	273.28
Otley Road	1.05	37.8	138.41	0.95	17.4	60.38
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
Beckwith Road left	1.42	47.8	579.40	1.12	18.3	242.21
Beckwith Road right	1.39	23.8	601.68	1.10	12.0	272.46
Otley Road	1.04	37.0	136.26	0.95	17.2	59.56

Notes:
1. Refer Drg No 1586/21/A for junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.50 PICADY RESULTS SJ19 Otley Road/Beckwith Road

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Proposed Junction Geometry						
Otley Road (E)	88.5	28.7	48.8	71.8	19.6	30.9
Beckwith Road	88.2	18.3	68.7	72.1	14.1	48.6
Otley Road (W)	89.0	15.9	43.9	69.7	8.0	31.7
2033 Cumulative Assessment (Local Plan Yields), Proposed Junction Geometry						
Otley Road (E)	88.9	27.8	49.3	64.3	16.5	26.8
Beckwith Road	88.2	18.5	68.7	76.9	14.5	54.5
Otley Road (W)	88.7	15.1	43.4	76.7	12.3	30.0

Notes:
1. Refer Drg No 1586/44 for the proposed junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.51 LINSIG RESULTS SJ19 Otley Road/Beckwith Road Mitigation Scheme

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Geometry						
Otley Road (E)	34.3	6.3	17.1	47.8	9.9	27.2
Beckwith Head Road	47.7	2.8	75.9	47.7	6.0	49.2
Otley Road (W)	48.3	10.7	13.9	24.5	4.4	24.3
Crag Lane	48.5	3.2	69.6	47.1	4.3	59.2
2033 Base + Committed, Existing Geometry						
Otley Road (E)	40.4	8.8	18.3	55.4	11.7	31.7
Beckwith Head Road	53.7	3.7	72.8	54.7	8.2	45.5
Otley Road (W)	54.8	14.4	15.6	29.4	5.2	28.2
Crag Lane	54.8	3.5	77.5	55.0	4.7	65.2
2033 Cumulative Assessment, Existing Geometry						
Otley Road (E)	51.7	11.8	20.6	77.7	21.7	33.3
Beckwith Head Road	72.9	6.4	85.0	76.5	11.8	61.4
Otley Road (W)	74.9	22.9	20.9	39.0	7.4	24.4
Crag Lane	70.9	4.1	103.6	75.6	5.7	93.0
2033 Cumulative Assessment (Local plan Yields), Existing Geometry						
Otley Road (E)	51.2	11.8	21.6	77.0	21.6	32.6
Beckwith Head Road	73.5	6.2	80.8	77.6	13.1	64.5
Otley Road (W)	74.6	23.2	22.6	38.7	7.5	24.0
Crag Lane	70.9	4.2	105.9	75.6	6.0	93.5

Notes:

1. Refer Drg 1586/22/A for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.52 LINSIG RESULTS SJ20 Otley Road/Beckwith Head Road

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Proposed Junction Geometry						
Otley Road (E)	51.7	11.8	21.7	77.7	22.1	33.3
Beckwith Head Road	73.5	6.4	81.7	77.7	11.5	62.6
Otley Road (W)	73.3	21.8	20.8	38.0	7.3	24.2
Crag Lane	70.9	4.1	103.3	75.6	5.8	93.1
2033 Cumulative Assessment (Local plan Yields), Proposed Junction Geometry						
Otley Road (E)	51.6	11.8	21.7	77.7	21.7	33.3
Beckwith Head Road	71.6	6.2	79.7	77.4	11.4	62.4
Otley Road (W)	73.6	21.8	20.9	38.1	7.2	24.2
Crag Lane	70.9	4.1	103.3	75.6	5.9	93.1

Notes:
1. Refer WSP Drg No BLUE-WSP-XX-XX-DR-TP-009 F-B for junction geometry,
2. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
3. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.53 LINSIG RESULTS SJ20 Otley Road/Beckwith Head Road Mitigation Scheme

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
Howhill Road left	0.17	0.2	6.66	0.12	0.1	6.87
Howhill Road right	0.01	0.0	11.46	0.00	0.0	9.57
Otley Road	0.51	1.8	7.42	0.09	0.2	5.82
2033 Base + Committed, Existing Junction Geometry						
Howhill Road left	0.20	0.2	6.98	0.15	0.2	7.22
Howhill Road right	0.01	0.0	12.23	0.00	0.0	10.12
Otley Road	0.58	2.4	8.35	0.13	0.2	6.06
2033 Cumulative Assessment, Existing Junction Geometry						
Howhill Road left	0.30	0.4	8.40	0.23	0.3	8.32
Howhill Road right	0.07	0.1	15.41	0.06	0.1	12.01
Otley Road	0.77	5.7	15.95	0.26	0.5	6.97
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
Howhill Road left	0.30	0.4	8.34	0.23	0.3	8.29
Howhill Road right	0.07	0.1	15.35	0.06	0.1	11.91
Otley Road	0.77	5.6	15.67	0.25	0.5	6.90

Notes:
1. Refer Drg No 1586/23/A for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.54 PICADY RESULTS SJ21 Otley Road/Howhill Road

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Proposed Junction Geometry						
H49 Western Access	68.0	3.9	96.8	43.7	2.1	80.6
Otley Road (E)	27.5	4.8	13.1	48.2	10.4	15.4
Howhill Road	70.6	6.7	70.7	48.2	4.1	58.5
Otley Road (W)	71.7	20.5	20.4	29.2	4.2	15.0

Notes:
1. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.

Table 6.55 LINSIG RESULTS SJ21 Otley Road/Howhill Road H49 Western Access Junction

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
B6162 Otley Road	0.36	0.6	7.19	0.85	5.1	31.11
B6161 Otley Road	0.66	2.0	11.04	0.37	0.6	6.68
B6161 Pot Bank	0.87	6.3	38.59	0.48	0.9	7.76
2033 Base + Committed, Existing Junction Geometry						
B6162 Otley Road	0.36	0.6	7.29	0.96	12.6	68.07
B6161 Otley Road	0.74	2.8	14.12	0.42	0.7	7.54
B6161 Pot Bank	1.07	35.7	167.27	0.53	1.2	8.83
2033 Cumulative Assessment, Existing Junction Geometry						
B6162 Otley Road	0.51	1.1	9.38	1.08	41.3	174.88
B6161 Otley Road	0.83	4.8	22.96	0.50	1.0	8.79
B6161 Pot Bank	1.20	70.3	330.65	0.61	1.6	10.99
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
B6162 Otley Road	0.51	1.0	9.31	1.08	40.3	171.53
B6161 Otley Road	0.83	4.8	22.71	0.50	1.0	8.74
B6161 Pot Bank	1.20	70.3	328.36	0.61	1.6	10.95

Notes:
1. Refer Drg No 1586/24/A for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.56 ARCADY RESULTS SJ22 Otley Road/Pot Bank

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Proposed Junction Geometry						
B6162 Otley Road	0.30	0.4	3.87	0.60	1.6	7.17
B6161 Otley Road	0.55	1.2	5.66	0.32	0.5	3.99
B6161 Pot Bank	0.57	1.4	6.60	0.33	0.5	3.55
2033 Cumulative Assessment (Local Plan Yields), Proposed Junction Geometry						
B6162 Otley Road	0.30	0.4	3.85	0.60	1.6	7.14
B6161 Otley Road	0.55	1.2	5.64	0.31	0.5	3.98
B6161 Pot Bank	0.57	1.4	6.59	0.33	0.5	3.55

Notes:
1. Refer SLR Drg No 415.064509-D101 for junction geometry,
2. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
3. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.57 ARCADY RESULTS SJ22 Otley Road/Pot Bank Mitigation Scheme

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
A6040 York Place Ahead	46.2	4.7	16.2	40.0	4.0	14.7
A6040 York Place Ahead	48.0	5.2	16.2	41.8	4.5	14.7
A61	59.2	6.9	18.2	65.1	8.2	18.7
A61 Station Parade Right	58.3	6.4	19.7	67.5	7.8	22.9
A61 Station Parade Left	57.6	6.1	19.7	66.8	7.5	22.9
2033 Base + Committed, Existing Junction Geometry						
A6040 York Place Ahead	48.0	4.9	16.5	43.5	4.3	15.9
A6040 York Place Ahead	49.8	5.5	16.5	45.3	4.9	15.9
A61	62.3	7.5	18.9	70.1	9.0	20.9
A61 Station Parade Right	60.4	6.8	20.2	68.5	8.2	22.3
A61 Station Parade Left	59.5	6.5	20.1	67.1	7.9	22.3
2033 Cumulative Assessment, Existing Junction Geometry						
A6040 York Place Ahead	49.6	5.3	16.0	48.4	5.1	16.6
A6040 York Place Ahead	51.4	5.8	16.0	50.0	5.6	16.5
A61	68.8	8.9	19.7	75.7	10.4	23.0
A61 Station Parade Right	67.3	7.7	22.8	76.5	9.9	25.4
A61 Station Parade Left	66.4	7.4	22.8	75.8	9.5	25.4
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
A6040 York Place Ahead	49.6	5.3	16.0	48.3	5.0	16.5
A6040 York Place Ahead	51.4	5.8	16.0	49.9	5.6	16.5
A61	68.5	8.9	19.6	75.7	10.4	23.0
A61 Station Parade Right	67.3	7.7	22.8	76.4	9.9	25.3
A61 Station Parade Left	66.4	7.4	22.8	75.6	9.5	25.3

Notes:
1. Refer Drg No 1586/25/A for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.58 LINSIG RESULTS SJ23 York Place/Station Parade

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
A59 (E)	0.72	3.0	11.56	0.70	2.4	9.69
A61 (S)	0.57	1.4	7.55	0.79	3.6	14.63
A59 (W)	0.57	1.4	6.32	0.67	2.0	8.41
A61 (N)	0.52	1.2	5.36	0.62	1.8	7.27
2033 Base + Committed, Existing Junction Geometry						
A59 (E)	0.79	4.3	16.03	0.81	4.3	15.52
A61 (S)	0.62	1.7	8.86	0.89	7.3	28.96
A59 (W)	0.69	2.3	9.00	0.77	3.4	12.22
A61 (N)	0.58	1.5	6.53	0.69	2.4	9.41
2033 Cumulative Assessment, Existing Junction Geometry						
A59 (E)	0.81	4.6	17.29	0.81	4.4	15.98
A61 (S)	0.64	1.8	9.27	0.92	8.9	29.62
A59 (W)	0.70	2.4	9.26	0.78	3.5	12.30
A61 (N)	0.60	1.7	6.89	0.70	2.5	9.48
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
A59 (E)	0.81	4.6	17.29	0.81	4.4	15.98
A61 (S)	0.64	1.8	9.27	0.92	8.9	34.79
A59 (W)	0.70	2.4	9.26	0.78	3.5	12.87
A61 (N)	0.60	1.7	6.89	0.70	2.5	9.69

Notes:
1. Refer Drg No 1586/26/A for existing junction arrangements,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.59 ARCADY RESULTS SJ24 A59/A61

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
A59 Knaresborough Road	0.76	3.2	13.06	0.67	2.1	7.63
A661 Weatherby Road	0.77	3.3	14.69	0.75	3.0	11.99
A6040 Knaresborough Road	0.63	1.8	7.03	0.66	2.0	7.39
Skipton Road	0.71	2.5	6.37	0.56	1.3	4.22
2033 Base + Committed, Existing Junction Geometry						
A59 Knaresborough Road	0.81	4.2	16.72	0.72	2.5	8.95
A661 Weatherby Road	0.83	4.8	20.46	0.80	3.9	15.11
A6040 Knaresborough Road	0.67	2.2	8.05	0.70	2.3	8.38
Skipton Road	0.74	3.0	7.29	0.59	1.5	4.64
2033 Cumulative Assessment, Existing Junction Geometry						
A59 Knaresborough Road	0.87	6.4	24.85	0.75	3.1	10.52
A661 Weatherby Road	0.88	6.5	27.54	0.86	5.9	22.24
A6040 Knaresborough Road	0.77	3.5	11.63	0.74	2.8	9.77
Skipton Road	0.78	3.7	8.78	0.62	1.7	5.02
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
A59 Knaresborough Road	0.87	6.4	24.86	0.75	3.1	10.47
A661 Weatherby Road	0.88	6.5	27.49	0.86	5.8	22.06
A6040 Knaresborough Road	0.75	3.1	10.34	0.74	2.8	9.74
Skipton Road	0.78	3.6	8.77	0.62	1.6	5.02

Notes:
1. Refer Drg No 1586/27/A for existing junction arrangements,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.60 ARCADY RESULTS SJ25 A59/A6040

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
A661 Weatherby Road (S)	78.7	25.0	36.6	88.7	31.1	51.0
A661 Weatherby Road (N)	85.8	30.3	42.1	88.9	31.4	51.7
Hookstone Chase	80.8	15.0	60.2	80.2: 85.6	12.8	54.8
Hookstone Drive	85.8	14.9	69.1	88.2	19.3	63.3
2033 Base + Committed, Existing Junction Geometry						
A661 Weatherby Road (S)	84.2	28.5	40.9	91.1	27.5	48.8
A661 Weatherby Road (N)	90.2	34.2	48.5	91.2	28.0	48.8
Hookstone Chase	81.0	15.3	58.4	79.2: 82.0	12.5	54.0
Hookstone Drive	90.2	16.7	74.4	89.1: 90.3	16.6	58.8
2033 Cumulative Assessment, Existing Junction Geometry						
A661 Weatherby Road (S)	90.0	33.6	48.8	98.8	39.3	81.8
A661 Weatherby Road (N)	95.6	41.6	64.3	95.7	33.0	63.7
Hookstone Chase	95.3	23.2	91.6	86.7:88.4	15.5	59.3
Hookstone Drive	95.7	21.0	92.1	94.5:97.5	23.4	74.6
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
A661 Weatherby Road (S)	90.0	33.6	48.8	98.8	39.3	81.8
A661 Weatherby Road (N)	95.6	41.6	64.3	95.7	33.0	63.7
Hookstone Chase	95.3	23.2	91.6	86.3:88.4	15.3	58.9
Hookstone Drive	95.7	21.0	92.1	94.3:97.1	23.0	73.1

Notes:

1. Refer Drg No 1586/28/A for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.61 LINSIG RESULTS SJ26 Wetherby Road/Hookstone Drive

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2033 Cumulative Assessment, Proposed Junction Geometry						
A661 Weatherby Road (S)	88.2	24.6	42.4	91.5	24.4	46.9
A661 Weatherby Road (N)	86.9	23.3	40.7	82.6	19.2	36.5
Hookstone Chase	80.6: 80.7	14.0	50.1	88.7	14.8	58.6
Hookstone Drive	87.0: 87.0	14.4	58.5	91.3: 92.4	17.4	57.3
2033 Cumulative Assessment (Local Plan Yields), Proposed Junction Geometry						
A661 Weatherby Road (S)	88.2	24.6	42.4	91.5	24.4	46.9
A661 Weatherby Road (N)	86.9	23.3	40.7	82.6	19.2	36.5
Hookstone Chase	80.6: 80.7	14.0	50.1	88.2	14.7	57.8
Hookstone Drive	87.0	14.4	58.5	91.3: 92.4	17.4	57.2

Notes:
1. Refer RPS Drg No IE000485-RPS-00-SJ26-DR-C-DG0101-S2-P08 for existing junction geometry,
2. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
3. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.62 LINSIG RESULTS SJ26 Wetherby Road/Hookstone Drive Mitigation Scheme (70/30 split in A661 lane usage)

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
Brackenthwaite Lane	0.26	0.4	13.64	0.03	0.0	9.26
Burn Bridge Lane	0.02	0.0	6.20	0.04	0.1	5.22
2033 Base + Committed, Existing Junction Geometry						
Brackenthwaite Lane	0.29	0.4	15.86	0.03	0.0	9.62
Burn Bridge Lane	0.02	0.0	6.08	0.04	0.1	5.08
2033 Cumulative Assessment, Existing Junction Geometry						
Brackenthwaite Lane	0.31	0.4	16.20	0.03	0.0	10.40
Burn Bridge Lane	0.02	0.0	5.65	0.05	0.1	4.98
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
Brackenthwaite Lane	0.30	0.4	16.16	0.03	0.0	10.38
Burn Bridge Lane	0.02	0.0	5.66	0.05	0.1	4.97

Notes:
1. Refer Drg No 1586/41 for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.63 PICADY RESULTS SJ27 Burn Bridge Road/Brackenthwaite Lane

Movement	AM		PM	
	QUEUE (pcu)	DELAY (secs/pcu)	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry				
Burn Bridge Road (N)	1.1	20.29	0.4	4.92
Malthouse Lane	0.0	11.00	0.0	0.00
Burn Bridge Road (S)	0.6	2.91	0.2	2.60
2023 Base + Com, Existing Junction Geometry				
Burn Bridge Road (N)	2.5	33.96	0.9	6.05
Malthouse Lane	0.0	14.41	0.0	0.00
Burn Bridge Road (S)	0.7	3.13	0.3	2.76
2033 Cumulative Assessment, Existing Junction Geometry				
Burn Bridge Road (N)	17.5	152.34	1.3	10.40
Malthouse Lane	0.0	17.13	0.0	0.00
Burn Bridge Road (S)	0.9	3.49	0.3	2.95
2033 Cumulative Assessment (Local Yields), Existing Junction Geometry				
Burn Bridge Road (N)	16.8	147.60	1.2	10.00
Malthouse Lane	0.0	16.95	0.0	0.00
Burn Bridge Road (S)	0.8	3.48	0.4	2.97

Notes:
1. Refer Drg No 1586/42 for existing junction geometry,
2. Refer Figure E2 for 2023 Base traffic flows,
3. Refer Figure E18 for 2033 Base + Committed traffic flows,
4. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
5. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows,

Table 6.64 PICADY RESULTS SJ28 Burn Bridge Road/ Malthouse Lane

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
Scampton Drive	0.14	0.2	11.06	0.07	0.1	9.96
Otley Road	0.01	0.0	5.94	0.01	0.0	6.63
2033 Base + Committed, Existing Junction Geometry						
Scampton Drive	0.16	0.2	11.80	0.08	0.1	10.51
Otley Road	0.01	0.0	6.00	0.01	0.0	6.81
2033 Cumulative Assessment, Existing Junction Geometry						
Scampton Drive	0.18	0.2	13.92	0.10	0.1	12.85
Otley Road	0.01	0.0	6.26	0.02	0.0	7.60
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
Scampton Drive	0.18	0.2	13.94	0.10	0.1	12.86
Otley Road	0.01	0.0	6.26	0.02	0.0	7.61

Notes:
1. Refer Figure E2 for 2023 Base traffic flows,
2. Refer Figure E18 for 2033 Base + Committed traffic flows,
3. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
4. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

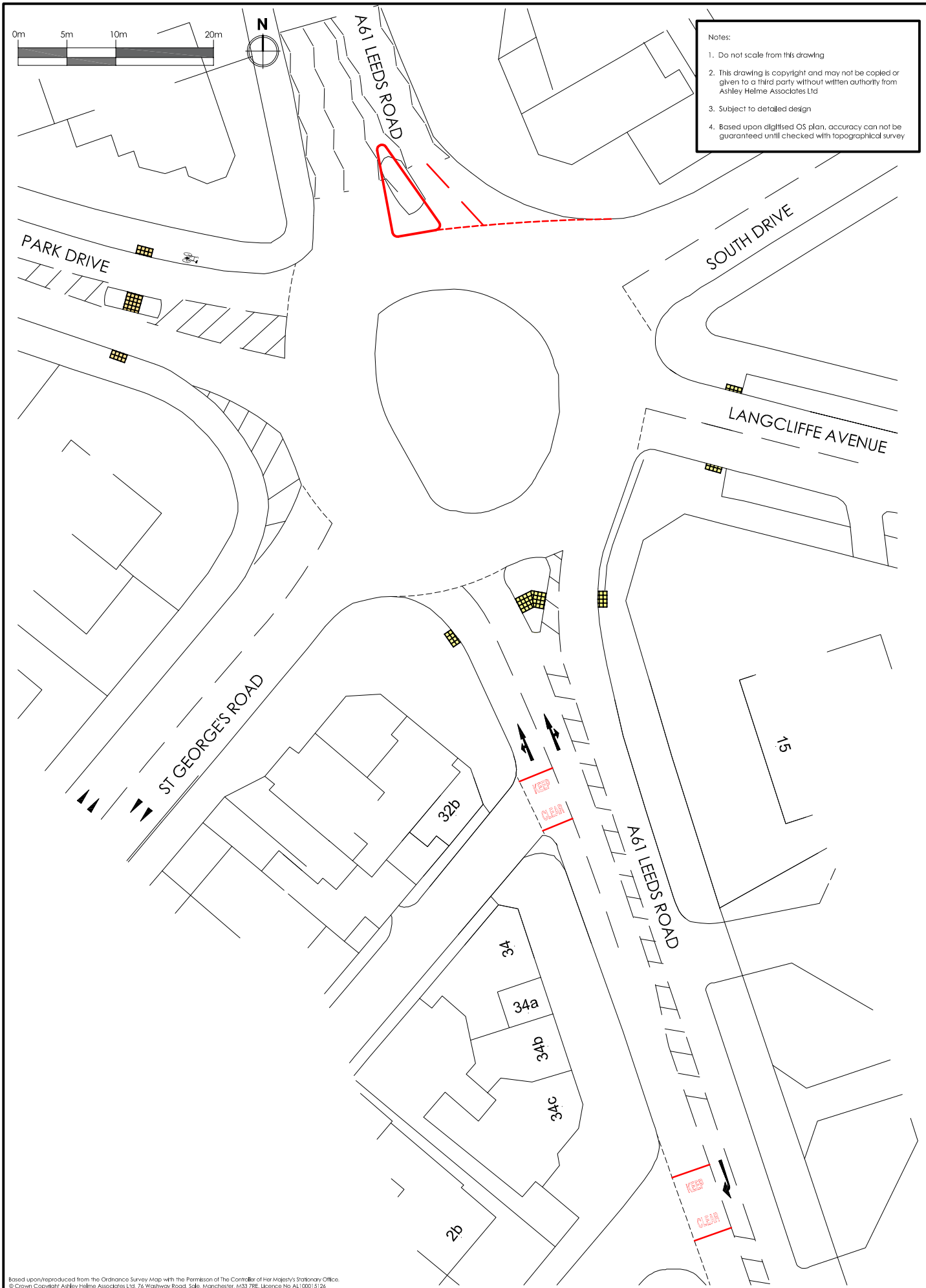
Table 6.65 PICADY RESULTS SJ29 Otley Road/Scampton Drive

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)
2023 Base, Existing Junction Geometry						
Otley Road (E)	61.3	15.2	18.7	57.1	8.4	31.2
Business Park	28.5	1.3	49.7	57.3	6.6	27.5
Otley Road (W)	47.4	9.2	12.7	45.5	6.8	22.2
Harlow Pines	11.2	0.4	114.9	8.0	0.3	113.8
2033 Base + Committed, Existing Junction Geometry						
Otley Road (E)	63.1	17.7	17.9	58.8	9.7	33.0
Business Park	34.6	1.7	58.7	58.5	7.6	29.4
Otley Road (W)	48.6	10.2	12.3	51.4	8.7	24.9
Harlow Pines	12.4	0.4	129.0	8.9	0.3	127.6
2033 Cumulative Assessment, Existing Junction Geometry						
Otley Road (E)	72.9	23.3	20.9	79.0	18.8	33.5
Business Park	34.6	1.6	55.8	78.3	11.2	47.0
Otley Road (W)	69.9	21.3	16.5	58.1	11.6	20.3
Harlow Pines	12.4	0.4	129.0	8.9	0.3	127.6
2033 Cumulative Assessment (Local Plan Yields), Existing Junction Geometry						
Otley Road (E)	72.8	23.3	20.9	79.0	18.8	33.5
Business Park	34.6	1.6	55.9	78.3	11.2	47.0
Otley Road (W)	69.7	21.0	16.4	58.1	11.6	20.3
Harlow Pines	12.4	0.4	129.0	8.9	0.3	127.6

Notes:
1. Refer Figure E2 for 2023 Base traffic flows,
2. Refer Figure E18 for 2033 Base + Committed traffic flows,
3. Refer Figure E74 for 2033 Cumulative Assessment traffic flows.
4. Refer Figure LPY74 for 2033 Cumulative Assessment (Local Plan Yields) traffic flows.

Table 6.66 LINSIG RESULTS SJ30 Otley Road/Business Park/Harlow Pines

Appendix 17



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Project	Client	Drawing No	Rev
LAND AT LADY LANE, HARROGATE	GLADMAN DEVELOPMENTS	1586/57	A
Title: POTENTIAL MITIGATION SCHEME: SJ14		Date: DEC 2021	Scale: 1:500@A4

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Key:

- Existing 'SLOW' marking
- Existing speed hump
- Existing speed limit change
- Existing assisted pedestrian crossing
- Proposed improvement scheme
- Introduce 'SLOW' marking

Introduce waiting restrictions. Details to be agreed with NYCC/HBC

Existing build-out (two-way working)

New roundabout (Castle Farm development access)

Existing 'SLOW' marking (southbound)

Existing 'SLOW' marking (northbound)

Introduce 'SLOW' markings

Introduce 'SLOW' markings

Potential localised widening. Subject to land availability

Existing 'SLOW' marking with red surface dressing (southbound)

Existing speed limit change to 40mph (southbound) with red surface dressing

Potential localised widening

Existing 'SLOW' marking with red surface dressing (eastbound)

Existing 'SLOW' marking with red surface dressing (westbound)

Existing 'SLOW' marking with red surface dressing (westbound)

Existing 'Reduce Speed Now signage' (eastbound)

Existing speed limit change to 30mph (eastbound)/40mph (westbound) with red surface dressing and 'SLOW' marking (westbound)

Existing 'SLOW' marking (eastbound)

Introduce 'SLOW' markings

Existing 'SLOW' marking (southbound)

Existing 'SLOW' marking (northbound)

Proposed build-out or mini-roundabout at Yew Tree Lane/Rossett Green Lane junction

Existing 'SLOW' marking (southbound)

Existing 'SLOW' marking (northbound)

Existing 'SLOW' marking (southbound)

Existing 'SLOW' marking (northbound)

Existing 'SLOW' marking (southbound)

Existing mini roundabout junction

Introduce speed hump

Existing 'SLOW' marking (southbound)

Existing pinch point to be replaced by speed hump

Existing speed hump

Existing mini roundabout junction

Existing speed hump

Introduce speed humps

Existing speed humps

Introduce traffic calming and two-way working at bridge

Existing speed hump with 'SLOW' marking northbound

Existing speed limit change to 30mph (northbound)/derestricted (southbound) with gateway feature and two 'SLOW' markings (northbound)

Existing 'SLOW' marking on southbound approach to bridge

Existing 'SLOW' marking on southbound approach to bridge

Existing 'SLOW' marking on southbound approach junction

Existing 'SLOW' marking on northbound approach to bridge

Proposed one-way traffic signal control at railway bridge (Drg No 1586/66/A)

Introduce traffic signal control improvement scheme at A61/Burn Bridge Lane

Introduce 'SLOW' markings

Proposed mini-roundabout junction

Existing 'SLOW' marking (northbound)

Existing 'SLOW' marking (southbound)

Existing 'SLOW' marking (both directions)

Existing 'SLOW' marking (northbound)

Existing 'SLOW' marking (southbound)

Existing 'SLOW' marking (both directions)

Existing 'SLOW' marking (southbound)

Existing speed limit change to 20mph (southbound)/30mph (northbound) and 'SLOW' markings (both directions)

Existing speed humps

Existing zebra crossing with anti-skid surface dressing

Existing speed bump and 'SLOW' marking (northbound)

Introduce waiting restrictions on Main Street between Church Lane and Pannal Green

Existing 'SLOW' marking (northbound)

Existing speed humps

Existing one-way signal control over railway bridge

Existing speed limit change to 20mph (northbound)/40mph (southbound). 20mph roundel marking on carriageway

Introduce MOVA control at existing traffic signal junction

Rev	Description	Date
D	Change to note	17.04.24
C	Amendments to notes	14.11.23
B	Addition of traffic calming features on Burn Bridge Lane	31.01.23
A	One-way signal control at railway bridge on Burn Bridge Lane	08.12.22

Project: LAND AT LADY LANE, HARROGATE

Client: GLADMAN DEVELOPMENTS

Title: EXISTING AND PROTENTIAL TRAFFIC CALMING AND HIGHWAY IMPROVEMENT SCHEMES

Drawing No: 1586/64

Rev: D

Date: NOVEMBER 2023

Scale: 1:6000@A2

ASHLEY HELME ASSOCIATES

Telephone 0161 972 0552
Email aha@ashleyhelme.co.uk
Website www.ashleyhelme.co.uk
Address 76 Washway Road, Sale, Manchester, M33 7RE

N

0m 5m 10m 20m

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Introduce traffic signal control with one-way working at railway bridge

Buttersyke Bridge

BURN BRIDGE LANE

Rev	Description	Date
A	Introduce one-way signal control	08.12.22

Project: LANd AT LADY LANE, HARROGATE	Client: GLADMAN DEVELOPMENTS		Drawing No: 1586/66
Title: PROPOSED IMPROVEMENT SCHEME: ONE-WAY SIGNAL CONTROL	Date: DEC 2022	Scale: 1:500@A3	Rev: A

ASHLEY HELME ASSOCIATES

Telephone 0161 972 0552
Email aha@ashleyhelme.co.uk
Website www.ashleyhelme.co.uk

Address 76 Washway Road, Sale, Manchester, M33 7RE

0m 5m 10m 20m

N

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4. Based upon topographical survey and OS mapping

Key:

- Proposed kerbline
- Proposed road markings
- Existing road markings
- Tetra Tech Improvements
- Private Driveway

Gas Governor

Introduce zebra crossing on raised table

Introduce zebra crossing

Introduce zebra crossing

Introduce zebra crossing on raised table

Introduce dropped kerbs and tactile paving

Pannal Ash Road

BECKWITH ROAD

WHINNEY LANE

YEW TREE LANE

GREEN LANE

Posts

Rev	Description	Date
B	Various changes	08.08.23
A	Dropped kerbs and tactile added	19.10.22

Project: LAND AT LADY LANE, HARROGATE	Title: INDICATIVE IMPROVEMENT SCHEME: STUDY JUNCTION 6	Drawing No: 1586/70	Rev: B
Client: GLADMAN DEVELOPMENTS		Date: AUGUST 2023	Scale: 1:500@A3

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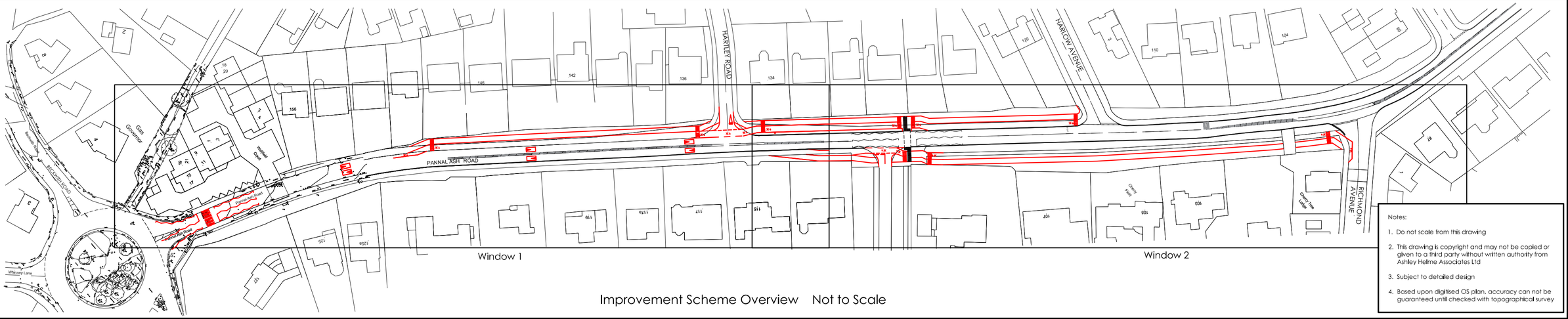
Telephone 0161 972 0552
Email aha@ashleyhelme.co.uk
Website www.ashleyhelme.co.uk
Address 76 Washway Road, Sale, Manchester, M33 7RE



Improvement Scheme Overview Not to Scale

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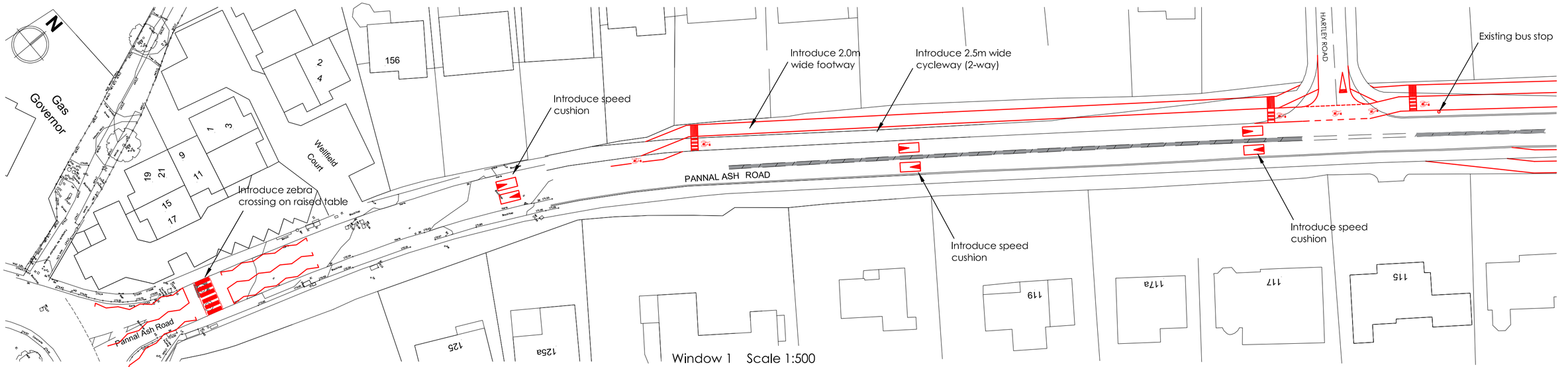

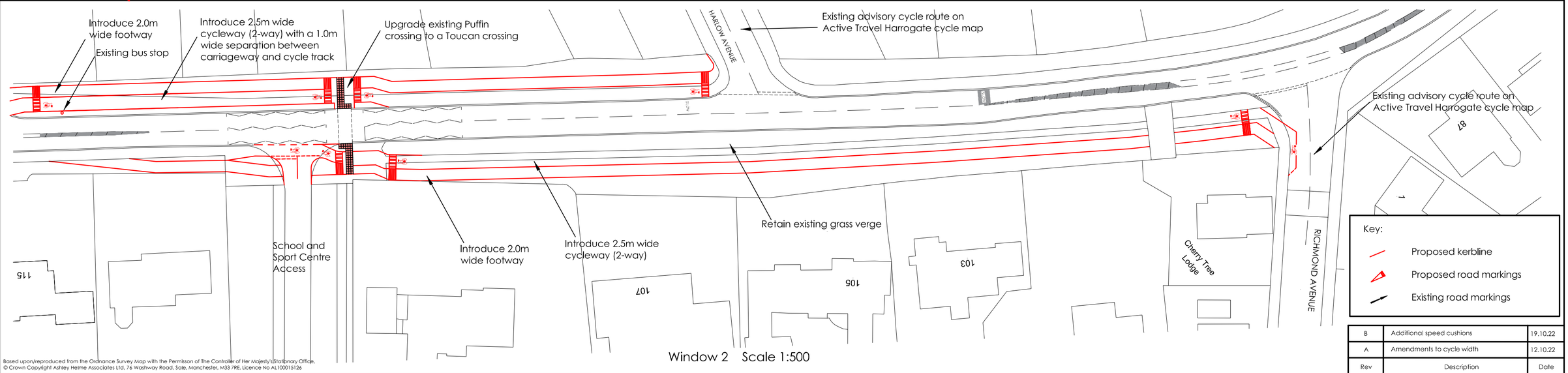

Key:

- Proposed kerbline
- Proposed road markings
- Existing road markings

B	Additional speed cushions	19.10.22
A	Amendments to cycle width	12.10.22
Rev	Description	Date

Project: LAND AT LADY LANE, HARROGATE

Client: GLADMAN DEVELOPMENTS LTD

Title: INDICATIVE CYCLE IMPROVEMENT SCHEME: PANNAL ASH ROAD

Drg No: 1586/71

Rev: B

Date: OCTOBER 2022

Scale: 1:500@A2

ASHLEY HELME ASSOCIATES

Telephone 0161 972 0552
Email aha@ashleyhelme.co.uk
Website www.ashleyhelme.co.uk
Address 76 Washway Road, Sale, Manchester, M33 7RE

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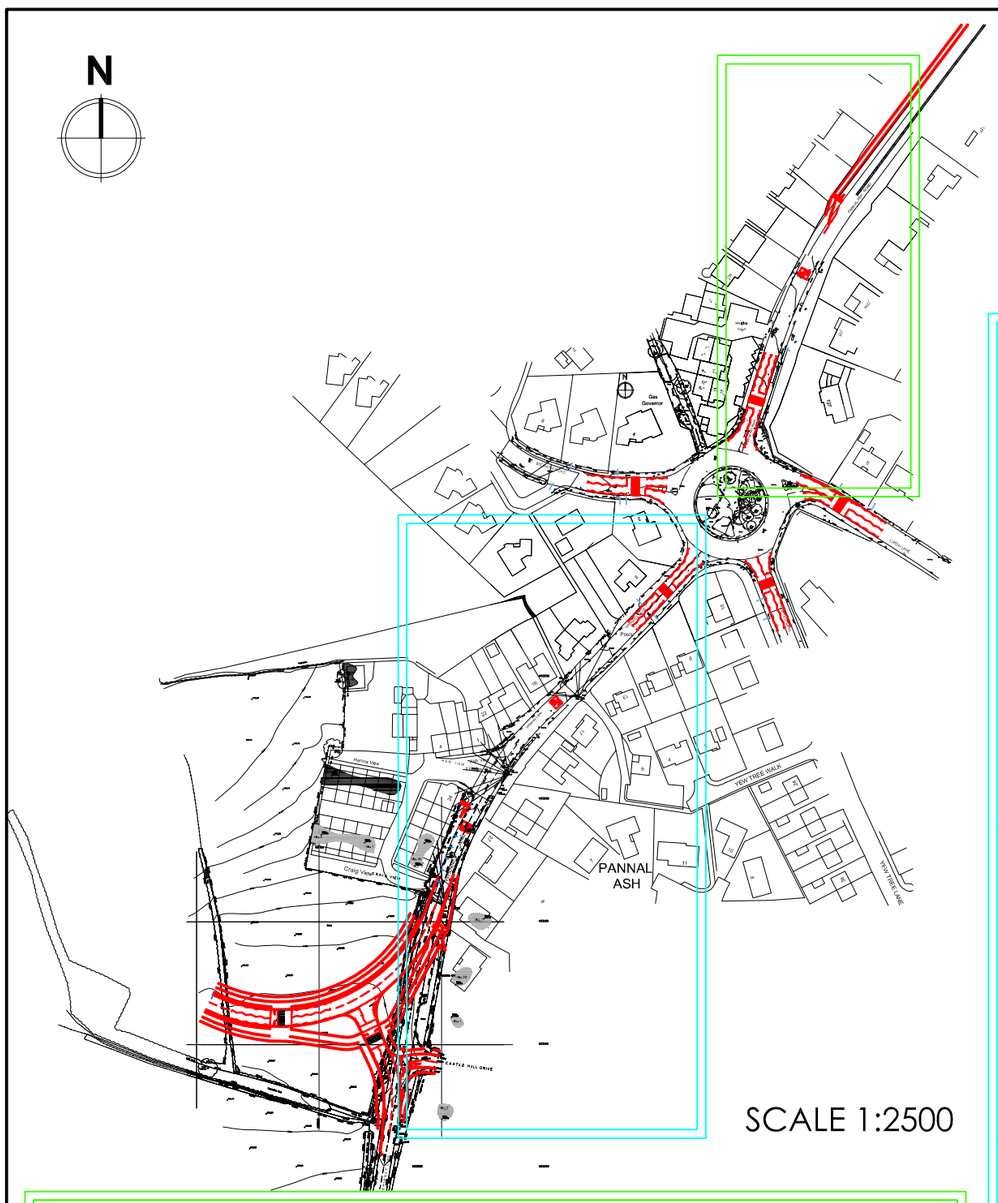
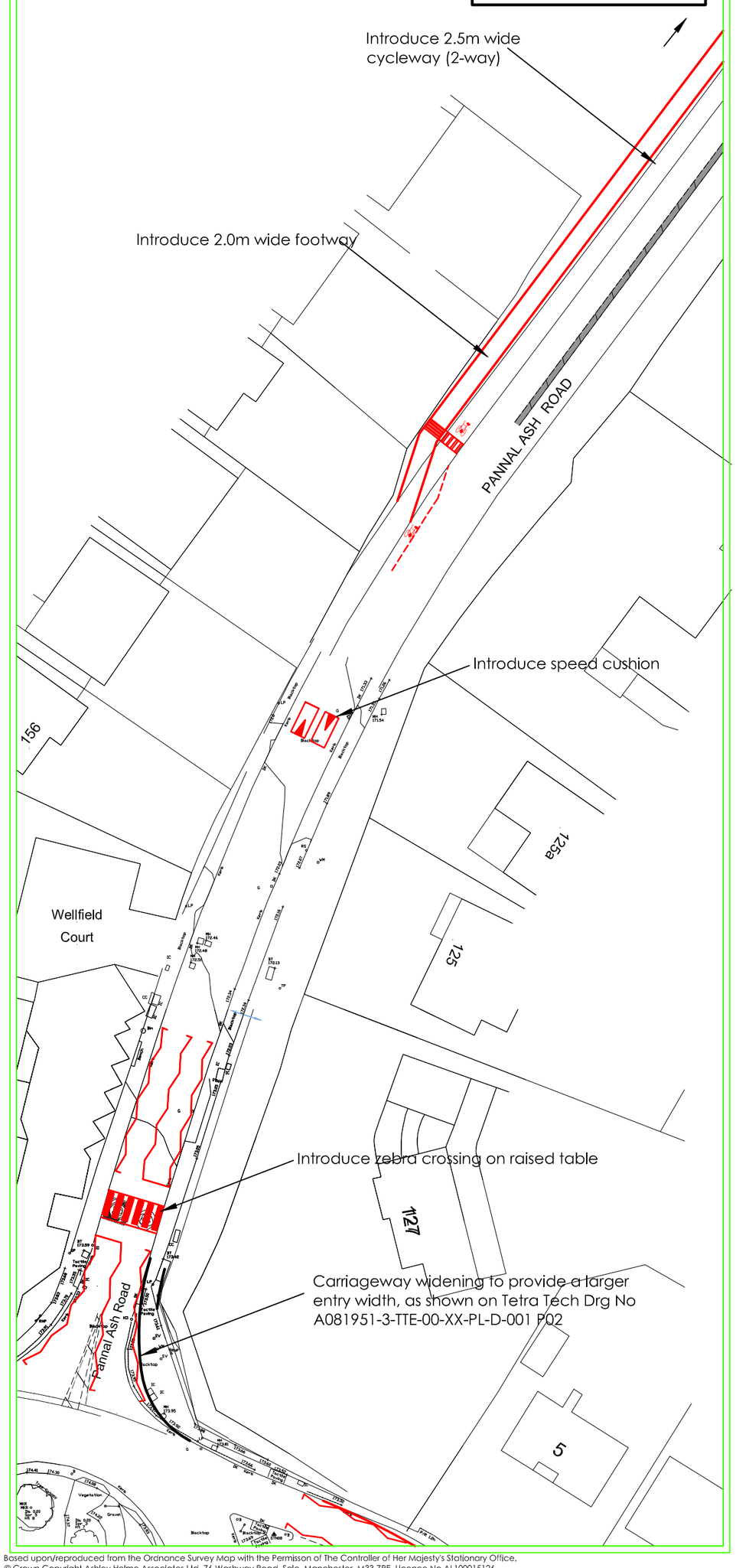


SCALE 1:2500

SCALE 1:500

Refer Drg No 1586/71/A for pedestrian/cycle scheme on Pannal Ash Road



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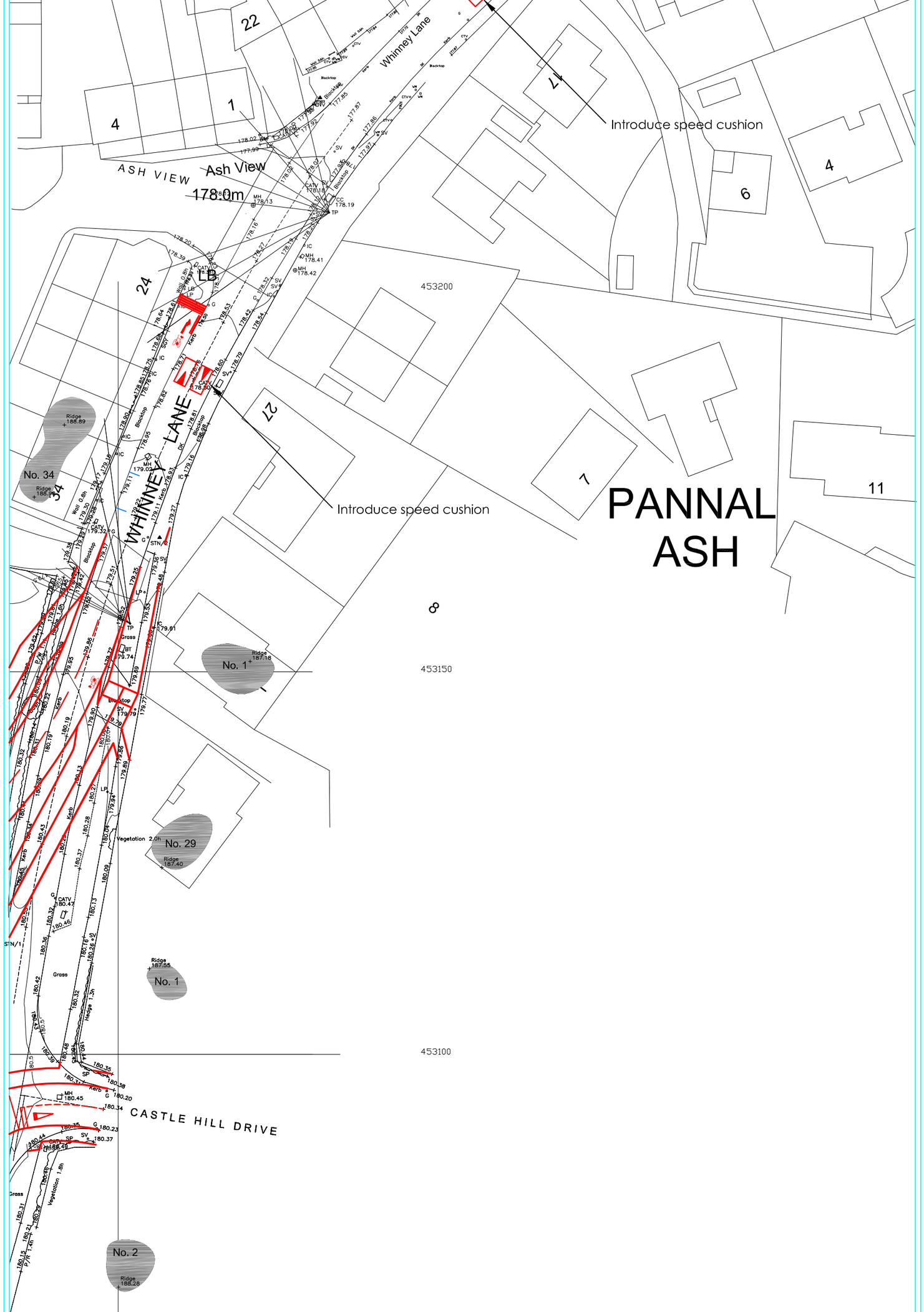
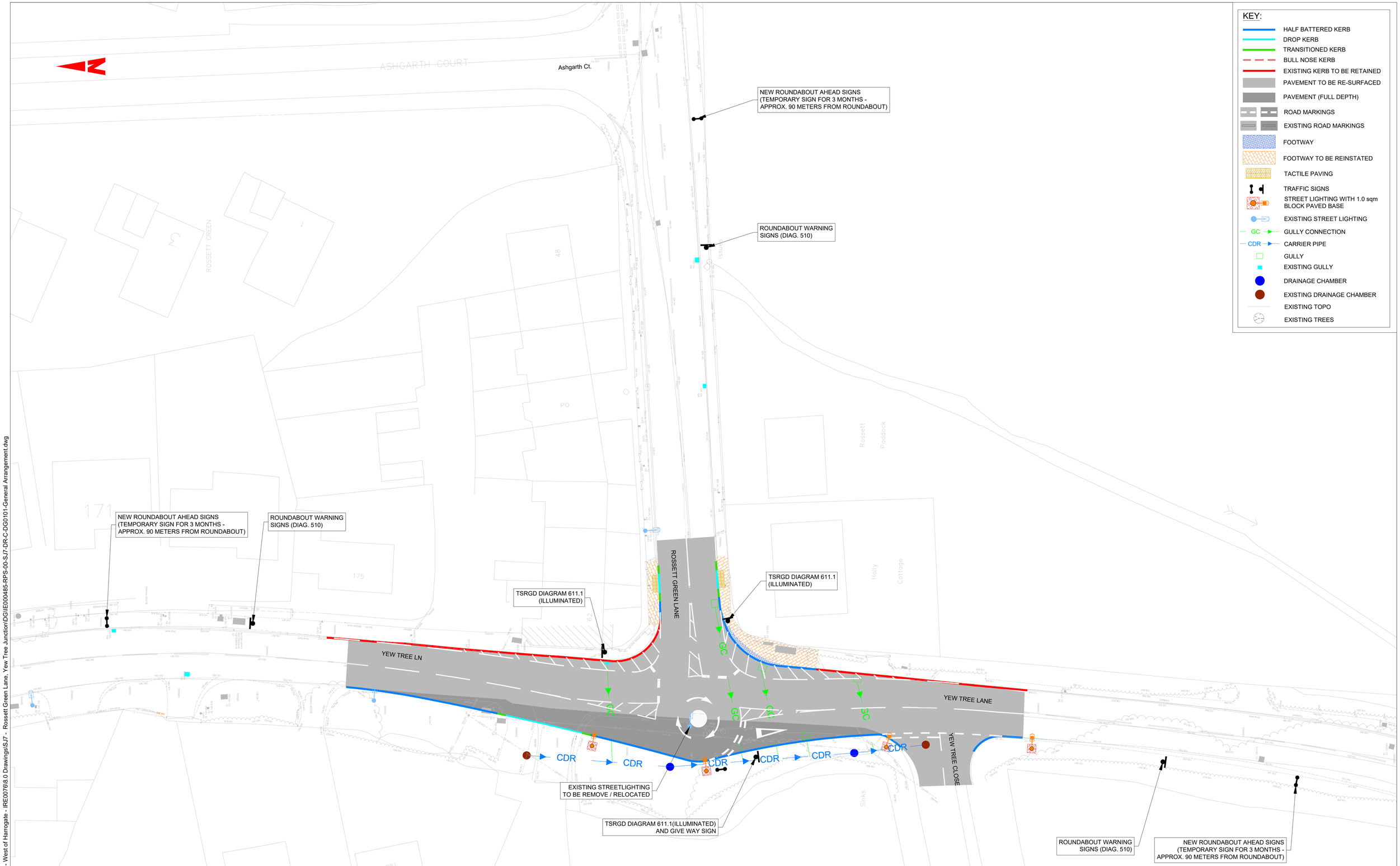


Project: WHINNEY LANE, HARROGATE	Title: INDICATIVE TRAFFIC CALMING & PEDESTRIAN / CYCLE IMPROVEMENT SCHEME	Drawing No: 1586/74	Rev: B
Client: GLADMAN DEVELOPMENTS		Date: OCTOBER 2022	Scale: VARIOUS

ASHLEY HELME ASSOCIATES
Telephone 0161 972 0552
Email aha@ashleyhelme.co.uk
Website www.ashleyhelme.co.uk
Address 76 Washway Road, Sale, Manchester, M33 7RE



KEY:

- HALF BATTERED KERB
- DROP KERB
- TRANSITIONED KERB
- BULL NOSE KERB
- EXISTING KERB TO BE RETAINED
- PAVEMENT TO BE RE-SURFACED
- PAVEMENT (FULL DEPTH)
- ROAD MARKINGS
- EXISTING ROAD MARKINGS
- FOOTWAY
- FOOTWAY TO BE REINSTATED
- TACTILE PAVING
- TRAFFIC SIGNS
- STREET LIGHTING WITH 1.0 sqm BLOCK PAVED BASE
- EXISTING STREET LIGHTING
- GC — GULLY CONNECTION
- CDR — CARRIER PIPE
- GULLY
- EXISTING GULLY
- DRAINAGE CHAMBER
- EXISTING DRAINAGE CHAMBER
- EXISTING TOPO
- EXISTING TREES

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Client: North Yorkshire County Council

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Rev	Date	Drn Chk	Amendment / Issue	App
P04	02.11.22	ER MC	ISSUED AS PER COMMENTS	JA
P03	26.10.22	ER MC	ISSUED AS PER COMMENTS	JA
P02	05.10.22	ER MC	ISSUED AS PER COMMENTS	JA
P01	30.08.22	ER MC	ISSUED FOR INFORMATION	JA

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Sheets: 01 of 01

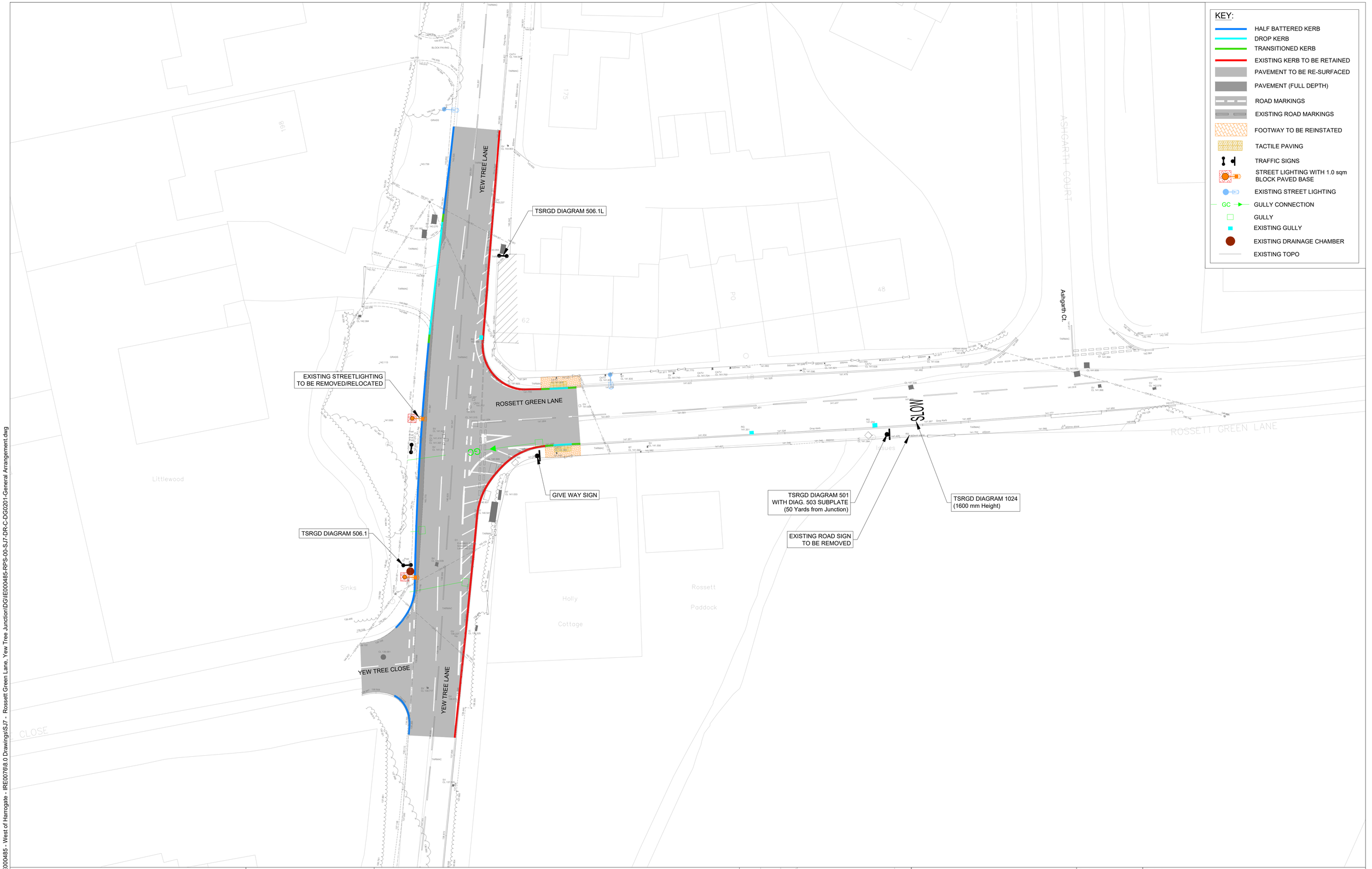
Project: WEST OF HARROGATE

Title: SJ7-ROSSETE GREEN LANE, YEW TREE JUNCTION PROPOSED MINI ROUNDABOUT GENERAL ARRANGEMENT

File Identifier: IE000485-RPS-00-SJ7-DR-C-DG0101

Status: S2

Rev: P04



\\galw-btp-f01\work_transport\IE000485 - West of Harrogate - IRE007/6.0 Drawings\SJ7 - Rossett Green Lane, Yew Tree Junction\DG\IE000485-RPS-00-SJ7-DR-C-DG0201-General Arrangement.dwg

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P04	02.11.22	ER AC	ISSUED AS PER COMMENTS	JA
P03	26.10.22	ER AC	ISSUED AS PER COMMENTS	JA
P02	05.10.22	ER AC	ISSUED AS PER COMMENTS	JA
P01	02.09.22	ER AC	ISSUED FOR INFORMATION	JA

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Project: WEST OF HARROGATE

Title: SJ7-ROSSETE GREEN LANE, YEW TREE JUNC. PROPOSED PRIORITY JUNCTION GENERAL ARRANGEMENT

File Identifier: IE000485-RPS-00-SJ7-DR-C-DG0201

Status: S2

Rev: P04

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Rev	Date	Drn Chk	Amendment / Issue	App
P02	03.10.22	ER MC	ISSUED AS PER COMMENTS	JA
P01	23.08.22	ER MC	ISSUED FOR INFORMATION	JA

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T +44 20 36 910 500
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Created on: AUG. 2022
Sheets: 01 of 01

Project: WEST OF HARROGATE

Title: SJ8 - ROSSETE GREEN LANE, LEADHALL LANE GREEN LANE, CHURCH LANE PROP. MINI ROUNDABOUT-GENERAL ARRANGEMENT

File Identifier	Status	Rev
IE000485-RPS-00-SJ8-DR-C-DG0101	S2	P02

T:\IE000485 - West of Harrogate - IRE007618.0 Drawings\SJ10 and SJ11 - A61 Burn Bridge lane - Buttersdyke Ban\DGI\IE000485-RPS-00-SJ10&SJ11-DR-C-DG0101-General Arrangement.dwg

Client

North Yorkshire County Council

General Notes

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(iv) Information including topographical survey, geotechnical investigation and utility detail used in the design have been provided by others.

Rev	Date	Drn Chk	Amendment / Issue	App
P06	19.04.23	VR JA	MERGE TAPER LENGTH SHOWN	JA
P05	30.11.22	VR JA	LANE WIDTHS ADDED	JA
P03	21.09.22	VR JA	COMMENTS INCORPORATED	JA
P01	06.09.22	VR JA	ISSUED FOR INFORMATION	JA

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W www.rpsgroup.com

Model File Identifier: x

Scale: 1:500 @ A1, 1:1000 @ A3

Created on: AUG. 2022

Sheets: 01 of 01

Project: WEST OF HARROGATE

Title: SJ10, A61, BURN BRIDGE LANE JUNCTION PROPOSED WIDENING GENERAL ARRANGEMENT

File Identifier: IE000485-RPS-00-SJ10-DR-C-DG0101

Status: S2

Rev: P06

CLOSE BOARDED FENCE SHOULD BE PROVIDED ALONG THE PROPERTY EDGE AND THE PROPOSAL SHOULD BE REVIEWED DURING THE DETAIL DESIGN

HEDGE TO BE REMOVED

VISIBILITY SPLAY 2.4MX60M

2.00 2.80 2.80 2.48 2.73 2.81

KEEP CLEAR KEEP CLEAR

MATCHLINE

SEE BELOW

3.00

BUS SHELTER TO BE MOVED TOWARDS THE EDGE OF EXISTING FOOTPATH

BUS STOP TO BE RETAINED

BUS STOP

2.0

2.00 3.00 3.00 3.00 3.359

3.00 3.00 3.39 3.132

SHIFTED PEDESTRIAN CROSSING AND STOP LINE

EXISTING MARKINGS TO BE REMOVED

TRAFFIC SIGNALS AND CABLES TO BE REPOSITIONED TO SUIT WITH THE SHIFTED ISLAND

KEY:

- HALF BATTERED KERB
- DROP KERB
- TRANSITIONED KERB
- EDGING KERB
- TIMBER POST AND RAIL FENCE
- PEDESTRIAN GUARD RAIL
- BUS STOP
- FOOTWAY
- PAVEMENT (FULL DEPTH)
- RESURFACING
- PROPOSED MARKING ON EXISTING PAVEMENT
- TACTILE PAVING
- TRAFFIC SIGNS
- BOLLARDS
- STREET LIGHTING
- EXISTING TOPO
- EXISTING TREES
- EXISTING TREES TO BE REMOVED
- (2.4MX60M)VISIBILITY SPLAY
- BUS STOP KERB TO BE REMOVED
- BUS SHELTER TO BE REMOVED
- INDICATIVE DRAINAGE ELEMENTS
- GRASSED VERGE
- SIGNALS

\\galw-btp-f01\work_transport\IE000485 - West of Harrogate - IRE0076\8.0 Drawings\SJ13 - A61, Leadhall lane, Hookstone road (M&S)\DG\IE000485-RPS-00-SJ13-DR-C-DG0101-General Arrangement.dwg

Client: North Yorkshire County Council

General Notes

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Rev	Date	Drn Chk	Amendment / Issue	App
P06	02.05.23	VR JA	ISSUED FOR INFORMATION	JA
P05	31.03.23	VR JA	ISSUED FOR INFORMATION	JA
P02	23.09.22	VR JA	ISSUED FOR INFORMATION	JA
P01	06.09.22	VR JA	ISSUED FOR INFORMATION	JA

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Scale: 1:250 @ A1, 1:500 @ A3
Created on: AUG. 2022
Sheets: 01 of 01

Project: WEST OF HARROGATE

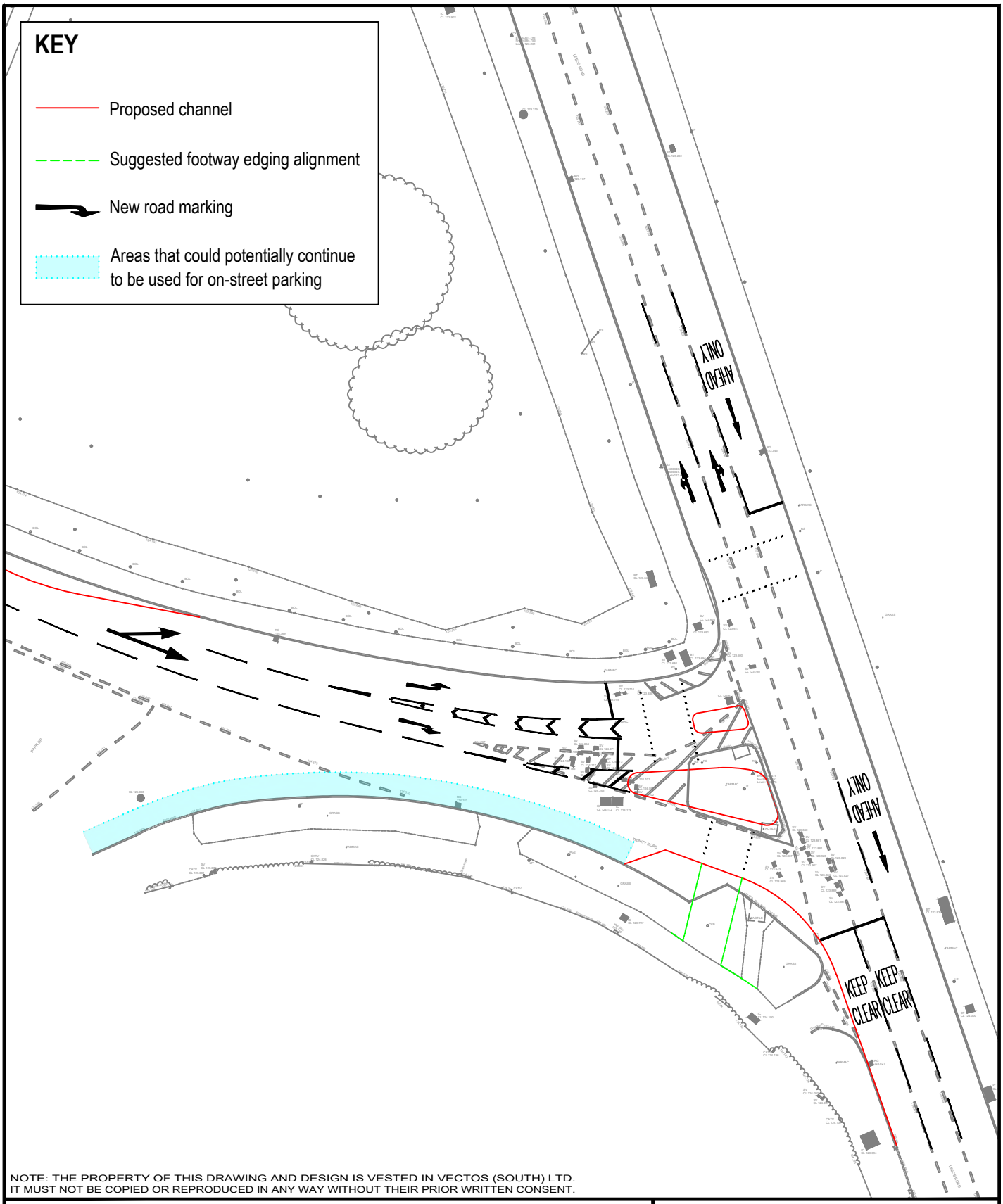
Title: SJ13, A61, LEADHALL LANE PROPOSED WIDENING GENERAL ARRANGEMENT

Model File Identifier: x

File Identifier: IE000485-RPS-00-SJ13-DR-C-DG0101

Status: S2

Rev: P06



Land West of Harrogate

Banks Group

A61 Leeds Road / Trinity Road - Option 1 Preliminary Layout

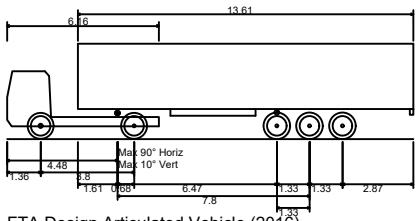
SLR

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
RB	29.01.24	TF	20.02.24	1:500 at A4	001619/A/02	A

KEY

- Proposed channel
- Suggested footway edging alignment
- New road marking
- Areas that could potentially continue to be used for on-street parking

Note:
It is intended that Trinity Road will be subject to a proposed weight restriction. However, swept path analysis with an articulated lorry demonstrates that access by long vehicles is possible.



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Land West of Harrogate

Banks Group

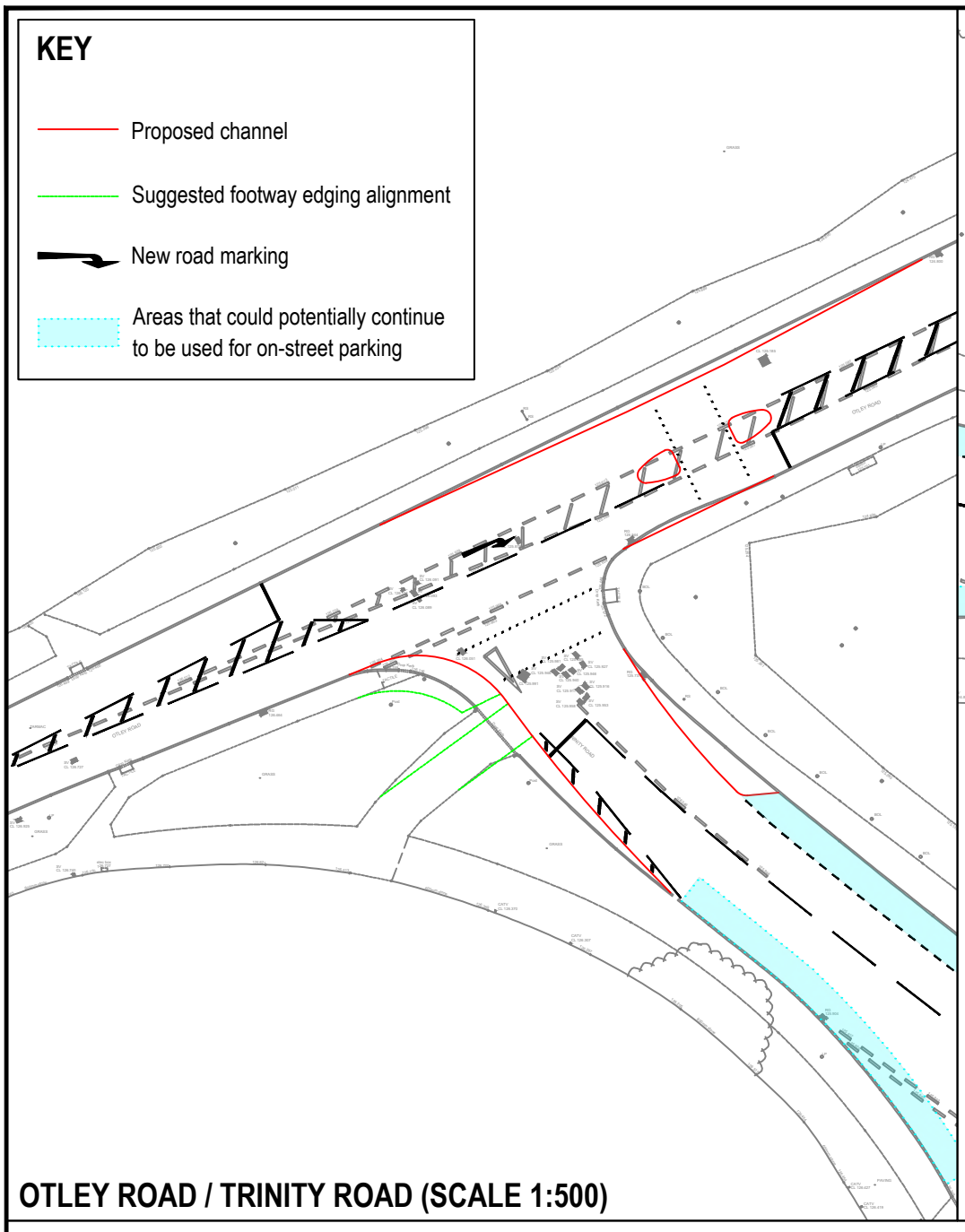
A61 Leeds Road / Trinity Road - Option 1
Preliminary Layout
Swept Path Analysis - FTA Design Artic

SLR

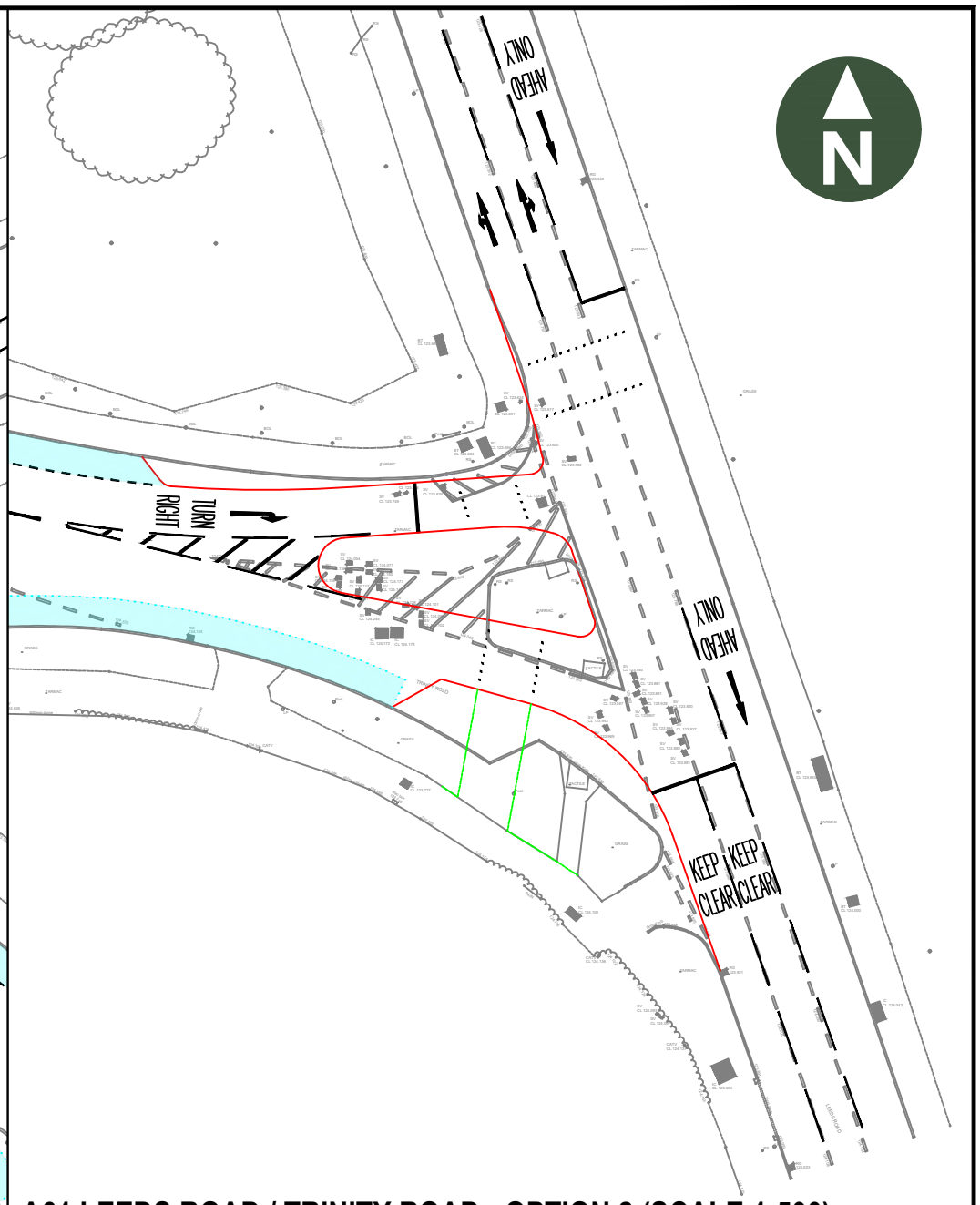
DRAWN:	DATE:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
RB	29.01.24	TF	20.02.24	1:500 at A4	001619/A/04	·

KEY

- Proposed channel
- Suggested footway edging alignment
- New road marking
- Areas that could potentially continue to be used for on-street parking

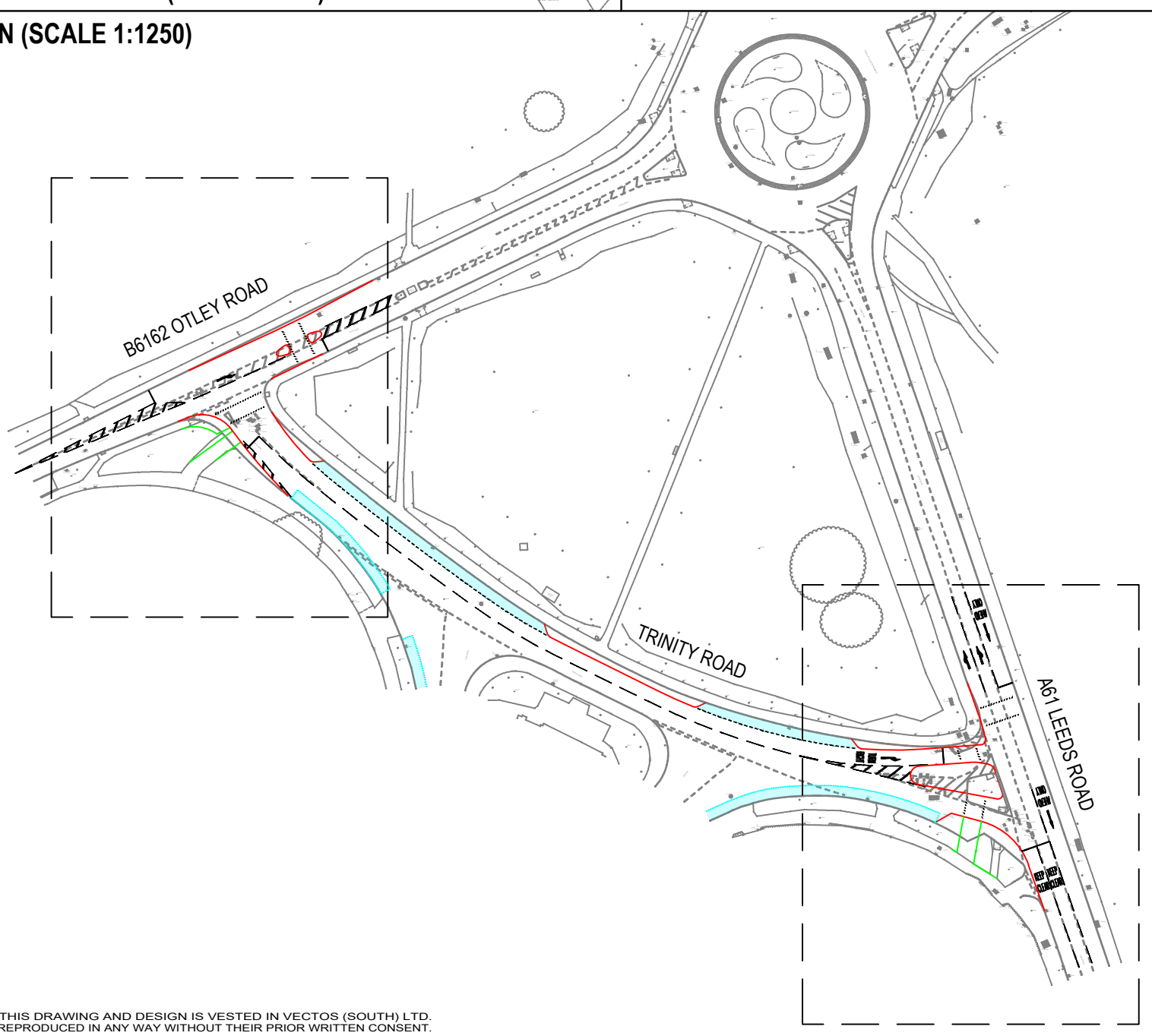


OTLEY ROAD / TRINITY ROAD (SCALE 1:500)



A61 LEEDS ROAD / TRINITY ROAD - OPTION 2 (SCALE 1:500)

LOCATION PLAN (SCALE 1:1250)



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Reshaped traffic island	RB	TF	20.02.24

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Land West of Harrogate

Trinity Road Highway Improvements
Preliminary Sketches

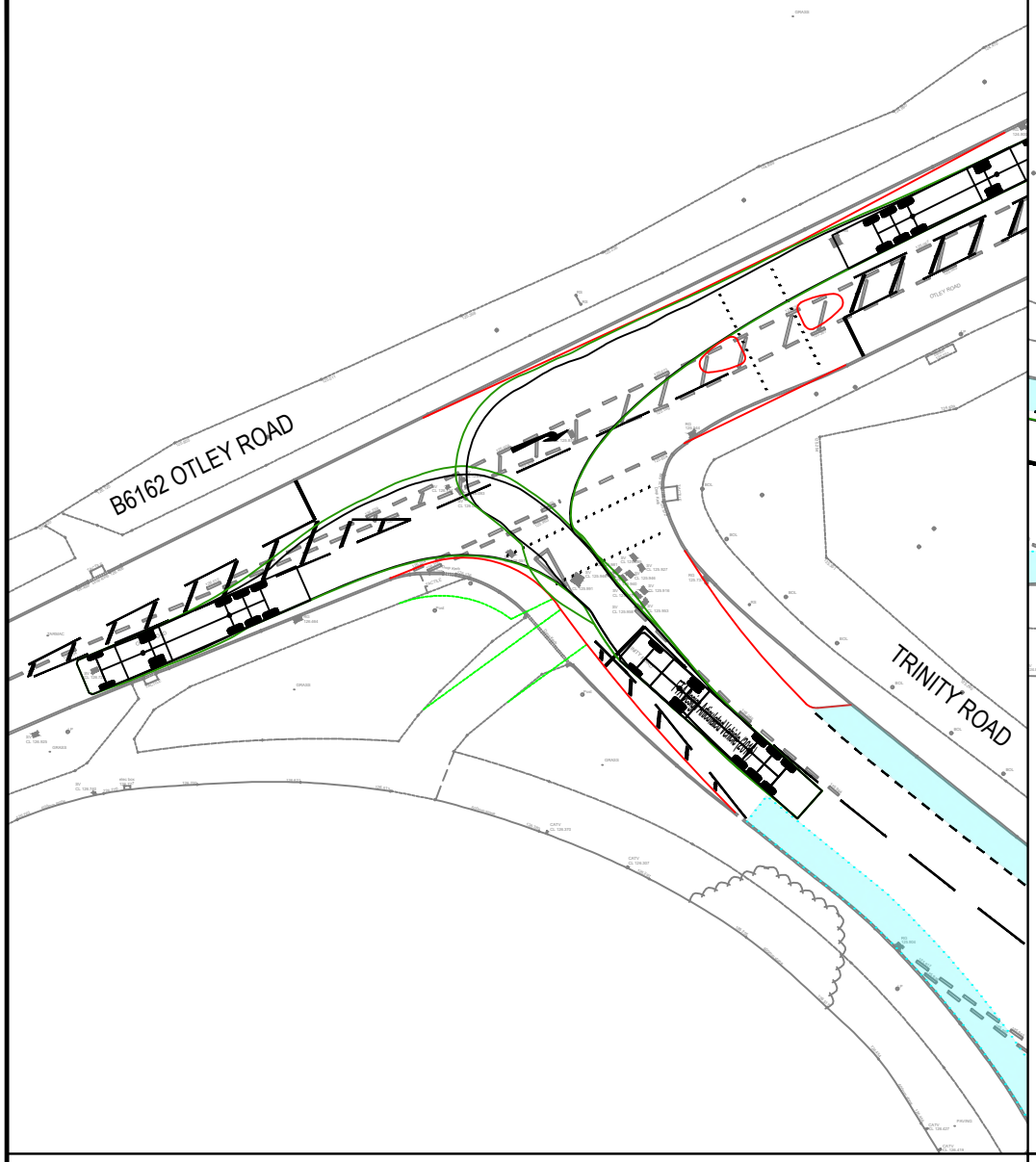
DRAWN:	CHECKED:	DATE:	SCALES:
RB	TF	26.01.24	AS SHOWN

Banks Group

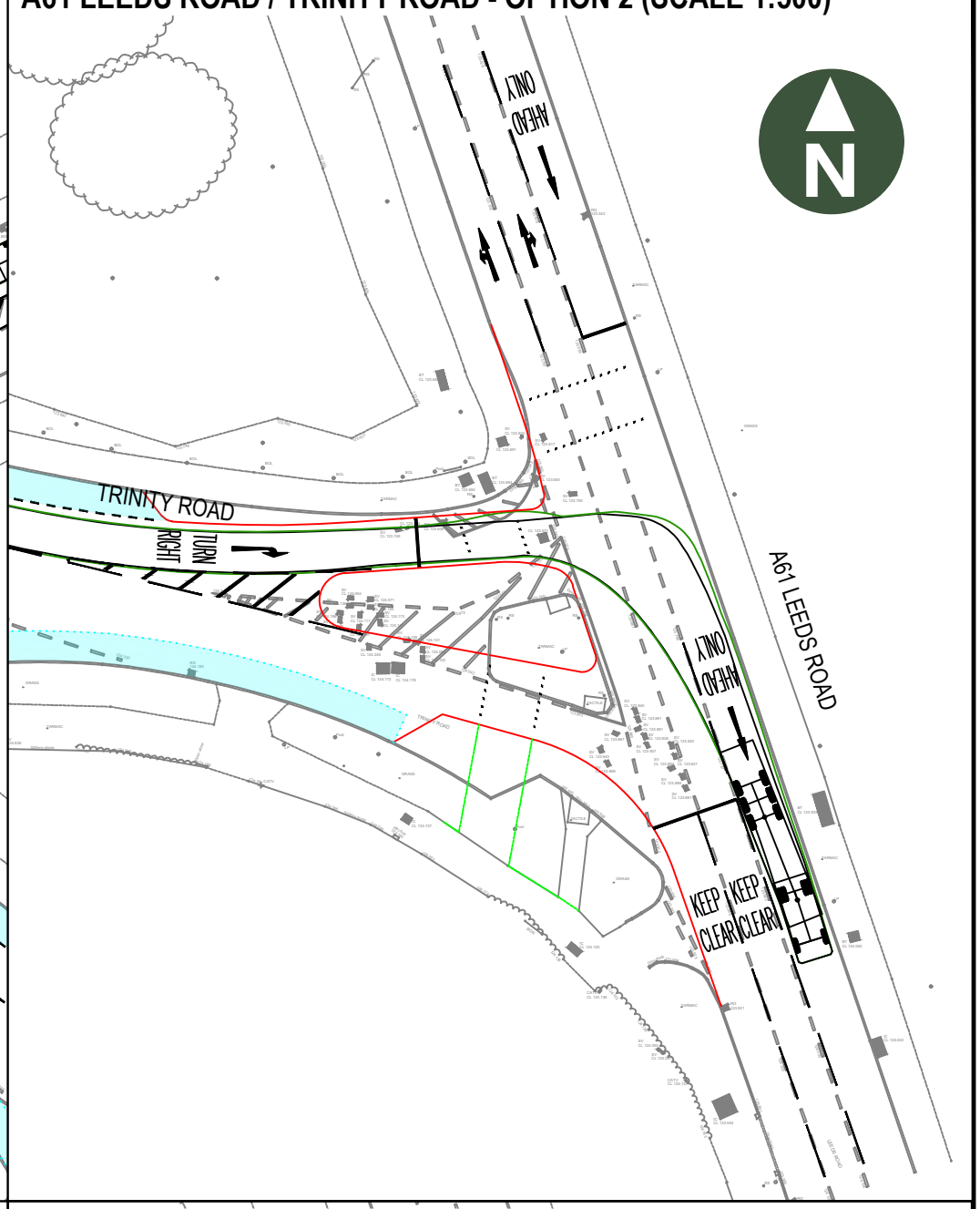
SLR

DRAWING NUMBER:	REVISION:
001618/A/01	A

OTLEY ROAD / TRINITY ROAD (SCALE 1:500)

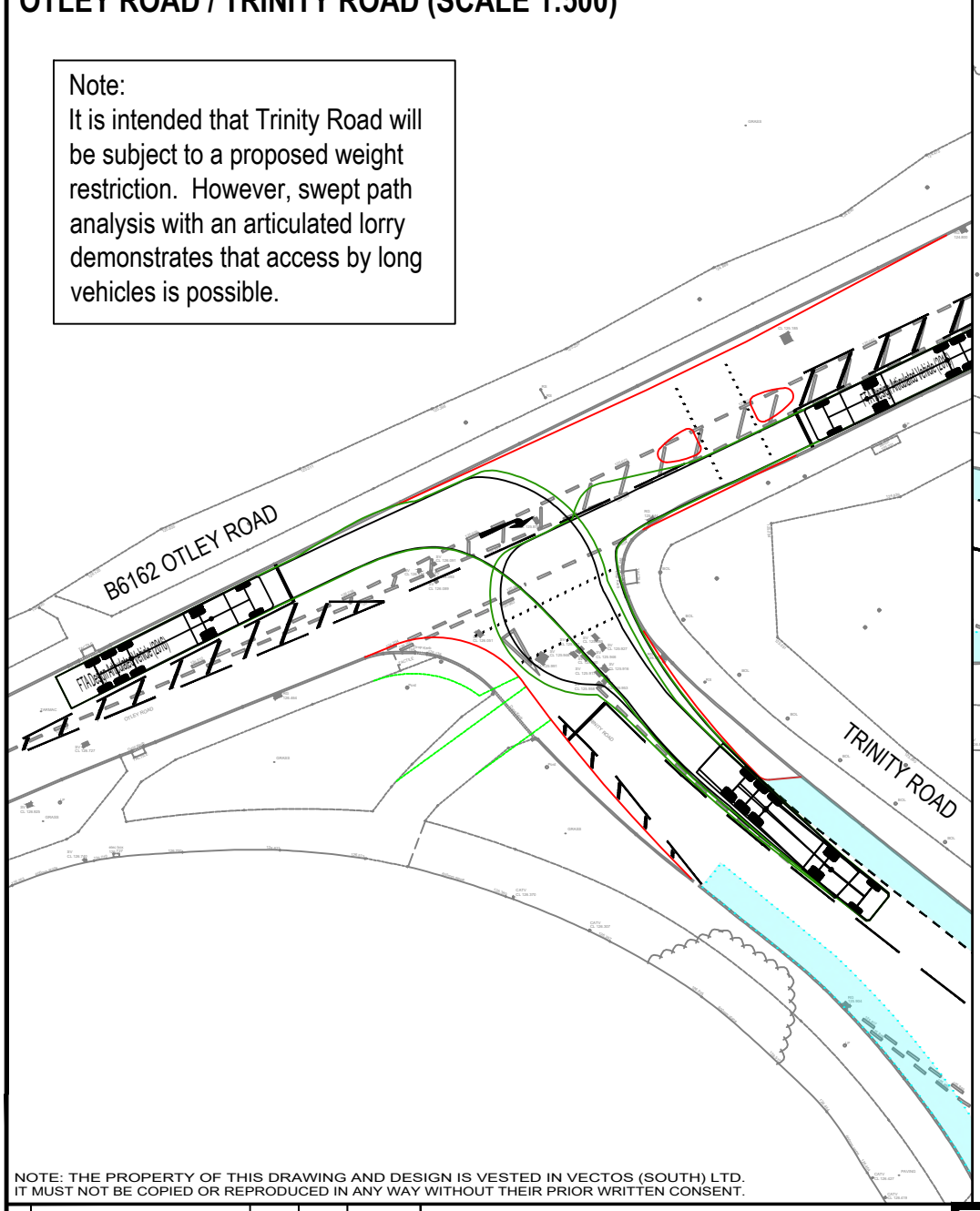


A61 LEEDS ROAD / TRINITY ROAD - OPTION 2 (SCALE 1:500)

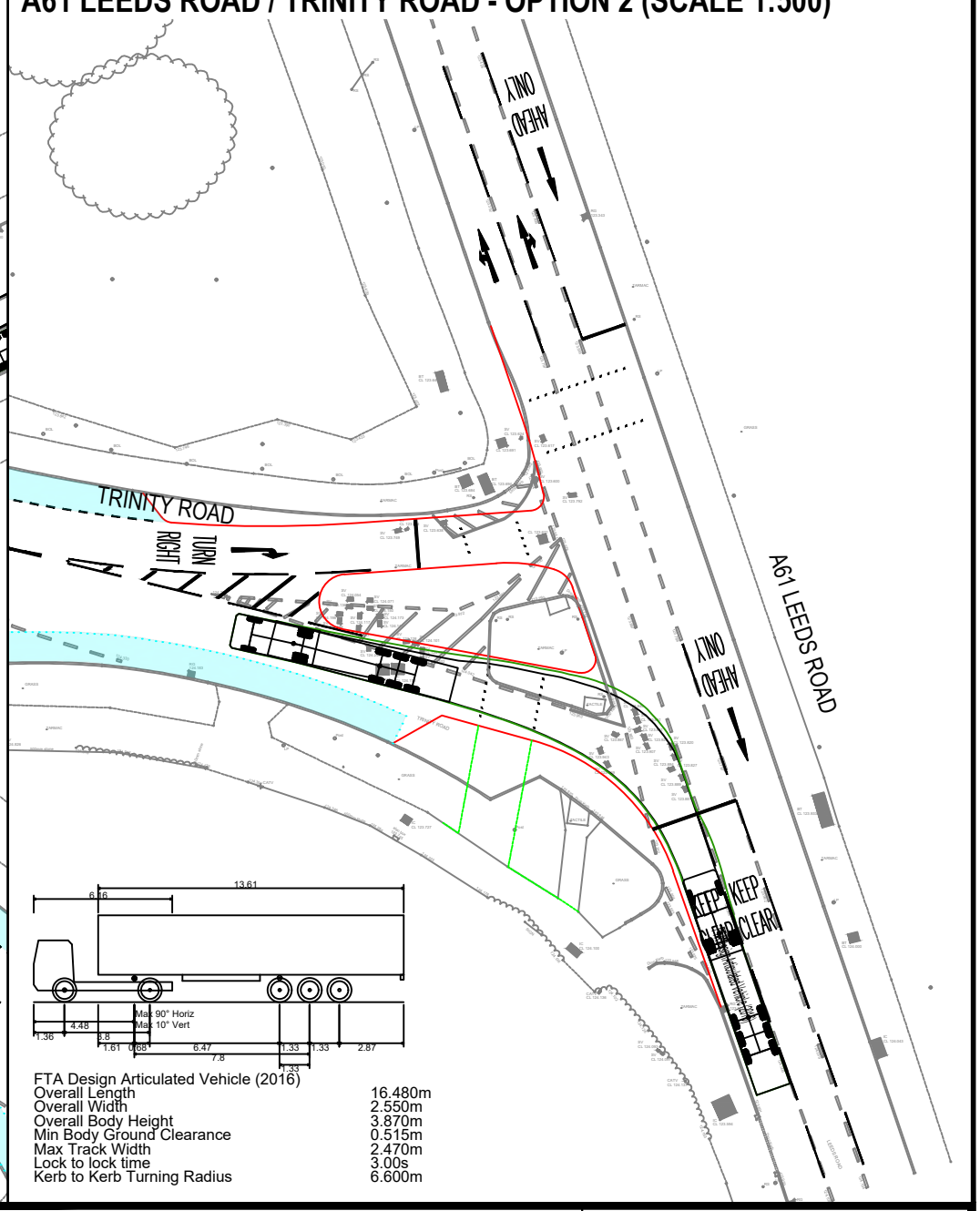


OTLEY ROAD / TRINITY ROAD (SCALE 1:500)

Note:
It is intended that Trinity Road will be subject to a proposed weight restriction. However, swept path analysis with an articulated lorry demonstrates that access by long vehicles is possible.



A61 LEEDS ROAD / TRINITY ROAD - OPTION 2 (SCALE 1:500)



FTA Design Articulated Vehicle (2016)

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Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

Notes:

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2. White lining is indicative only.

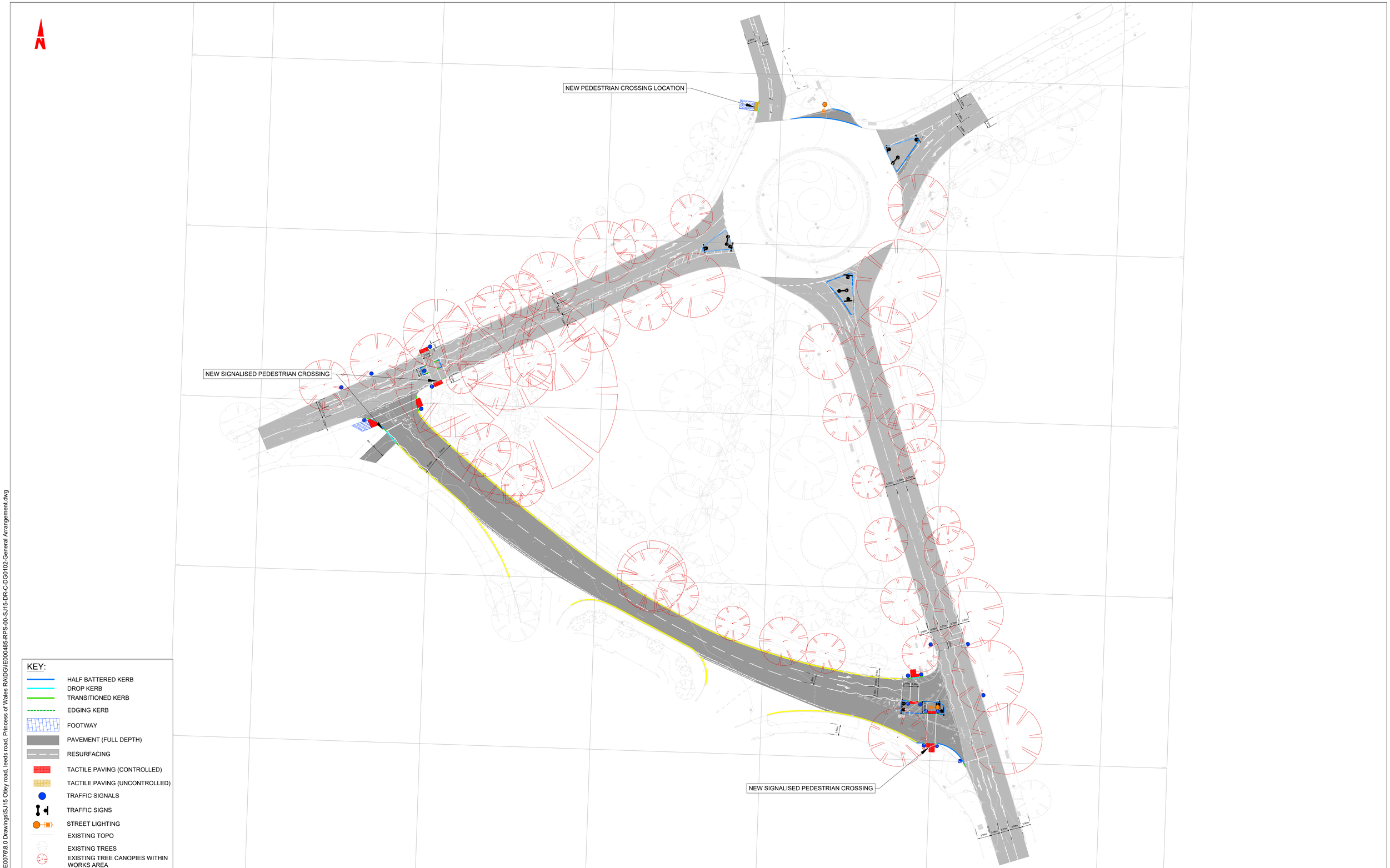
Land West of Harrogate

Banks Group

Trinity Road Highway Improvements
Preliminary Sketches
Indicative Swept Path Analysis - FTA Design Artic

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
RB	TF	20.02.24	1:500	001618/A/03	

SLR



T:\IE000485 - West of Harrogate - IRE007618.0 Drawings\SJ15 Otley road, leeds road, Princess of Wales RA\DG\IE000485-RPS-00-SJ15-DR-C-DG0102-General Arrangement.dwg

Client

North Yorkshire County Council

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Rev	Date	Drn Chk	Amendment / Issue	App
P06	15.08.23	GD DGB	ISSUED AS PER COMMENTS	JA
P05	13.02.23	DMC GD	ISSUED AS PER COMMENTS	JA

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Sheets 01 of 01

Project WEST OF HARROGATE

Title SJ15 - OTLEY ROAD, LEED ROAD PRINCE OF WALES RA GENERAL ARRANGEMENT - OPTION 2

Model File Identifier x

File Identifier IE000485-RPS-00-SJ15-DR-C-DG0102

Status S2

Rev P06

NOTES

TREES,STREET LIGHTS,BUS STOP KERBS AND BUS SHELTER SHOWN ARE INDICATIVE ONLY. EXACT LOCATION AND EXTENTS ARE NOT DETERMINED DUE TO UNAVAILABILITY OF TOPOGRAPHIC SURVEY.

BM 177.37m

EXISTING BUS STOP

CENTRAL RESERVE MARKING TO BE CONTINUED UPTO THE EXISTING TRAFFIC ISLAND

EXISTING BUS STOP

MATCHLINE

SEE BELOW

3.00

3.65

2.43

3.65

1.85

173.3m

EP Sub Sta

203

193

KEY:

- HALF BATTERED KERB
- DROP KERB
- TRANSITIONED KERB
- EDGING KERB
- TIMBER POST AND RAIL FENCE
- RETAINING WALL WITH PEDESTRIAN GUARD RAIL
- BUS STOP KERB TO BE REMOVED
- BUS SHELTER TO BE RELOCATED
- BUS STOP KERB
- RELOCATED BUS SHLETER
- FOOTWAY
- PAVEMENT (FULL DEPTH)
- RESURFACING
- TACTILE PAVING
- TRAFFIC SIGNS
- BOLLARDS
- STREET LIGHTING
- EXISTING TOPO
- EXISTING TREES
- EXISTING TREES TO BE REMOVED. REPLACEMENT TREES SHOULD BE PLANTED IN THE LOCATIONS TO BE CONFIRMED.
- SIGNALS
- INDICATIVE DRAINAGE ELEMENTS
- SHAREDPATH
- GRASSED VERGE

EXISTING ACCESS TO BE RETAINED

BUS SHELTER AND LITTER BIN TO BE REMOVED.
RAISED BUS STOP KERB TO REPLACED BY HALF BATTERED KERB.
BUS STOP PAVEMENT SHOULD BE REPLACED BY GRASSED VERGE AND SHAREDPATH

RELOCATED BUS STOP AND SHELTER

MATCHLINE

SEE ABOVE

3.00

3.00

3.00

3.00

3.50

2.43

3.15

1.67

1.263

1.680

1.844

1.767

Playground

Drains

179.1m

185

183

173

Client

North Yorkshire County Council

General Notes

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Rev	Date	Drn	Chk	Amendment / Issue	App
P05	21.02.23	GD	JA	ISSUED AS PER COMMENTS	JA

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Model File Identifier: X

Scale	Project
1:500 @ A1 1:1000 @ A3	WEST OF HARROGATE
Created on: SEP. 2022	Title: SJ19, OTLEY ROAD/BECKWITH ROAD JUNCTION PROPOSED WIDENING GENERAL ARRANGEMENT
Sheets: 01 of 01	

File Identifier	Status	Rev
IE000485-RPS-00-SJ19-DR-C-DG0101	S2	P05

T:\IE000485 - West of Harrogate - IRE007618.0 Drawings\SJ19-Burn Bridge Road, Hill foot lane mini roundabout\DG\IE000485-RPS-00-SJ19-DR-C-DG0101-General Arrangement.dwg

NOTES

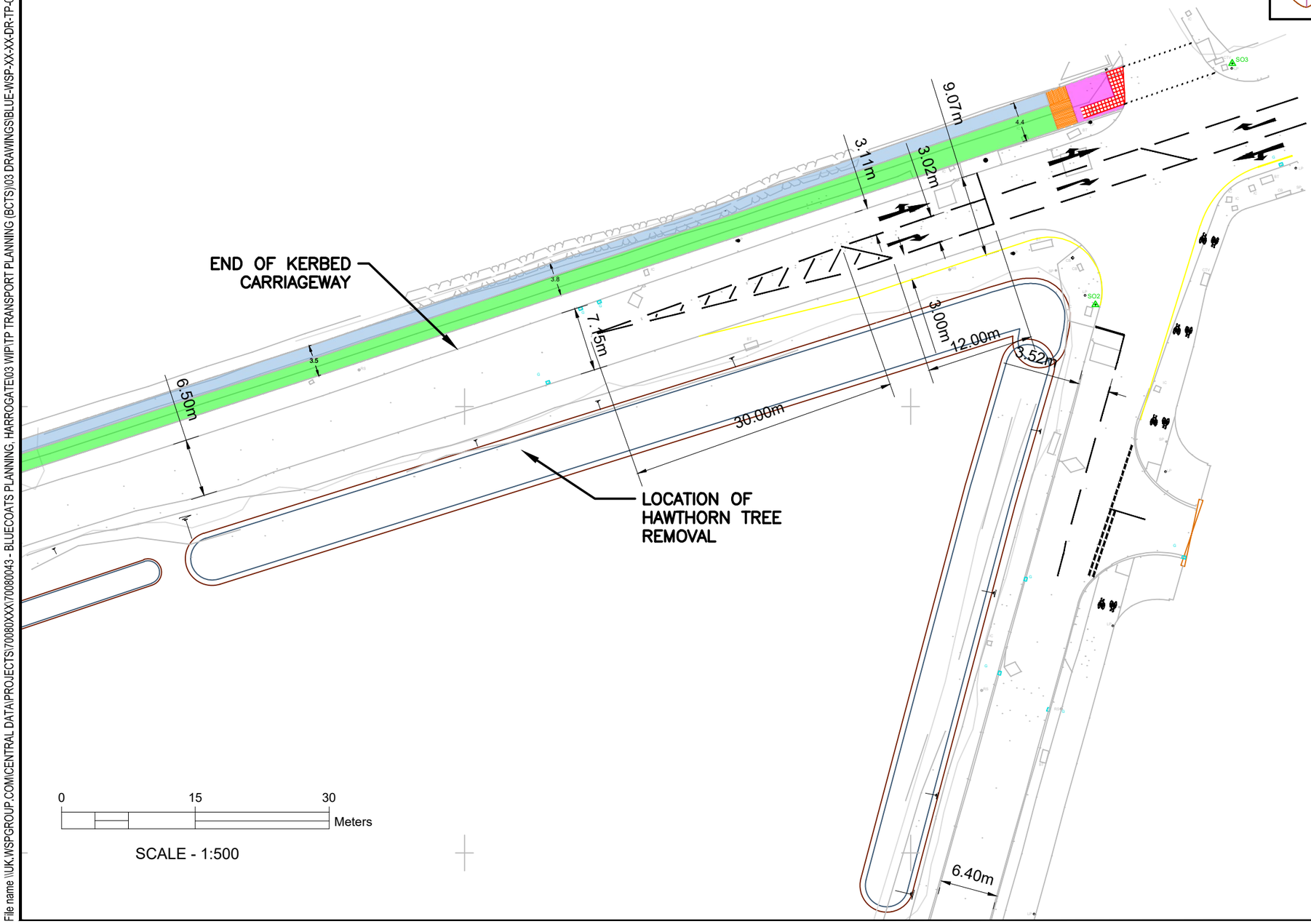
1. TOPOGRAPHICAL SURVEY WAS UNDERTAKEN BY SURVEY OPERATIONS - JULY 2022

KEY

Category B Tree - Moderate Quality
(Retention desirable)

Category C Tree - Low Quality
(May be retained but should not constrain development)

Category U Tree - Very Low Quality
(Mostly unsuitable for retention)



KEY (Concept layout for Otley Road Phase Cycle Route undertaken for NYCC - Illustrative purposes only)

CYCLE WAY. MINIMUM WIDTH 2.5m UNLESS OTHERWISE STATED ON DRAWING.

FOOTWAY. MINIMUM WIDTH 1.5m UNLESS OTHERWISE STATED ON DRAWING

SHARED USE FOOTWAY/CYCLEWAY. MINIMUM WIDTH 3m UNLESS OTHERWISE STATED ON DRAWING

TACTILE PAVING (RED)

TACTILE PAVING (LADDER AND TRAMLINE)

EDGING KERBS

EDGE OF REALIGNED CARRIAGEWAY

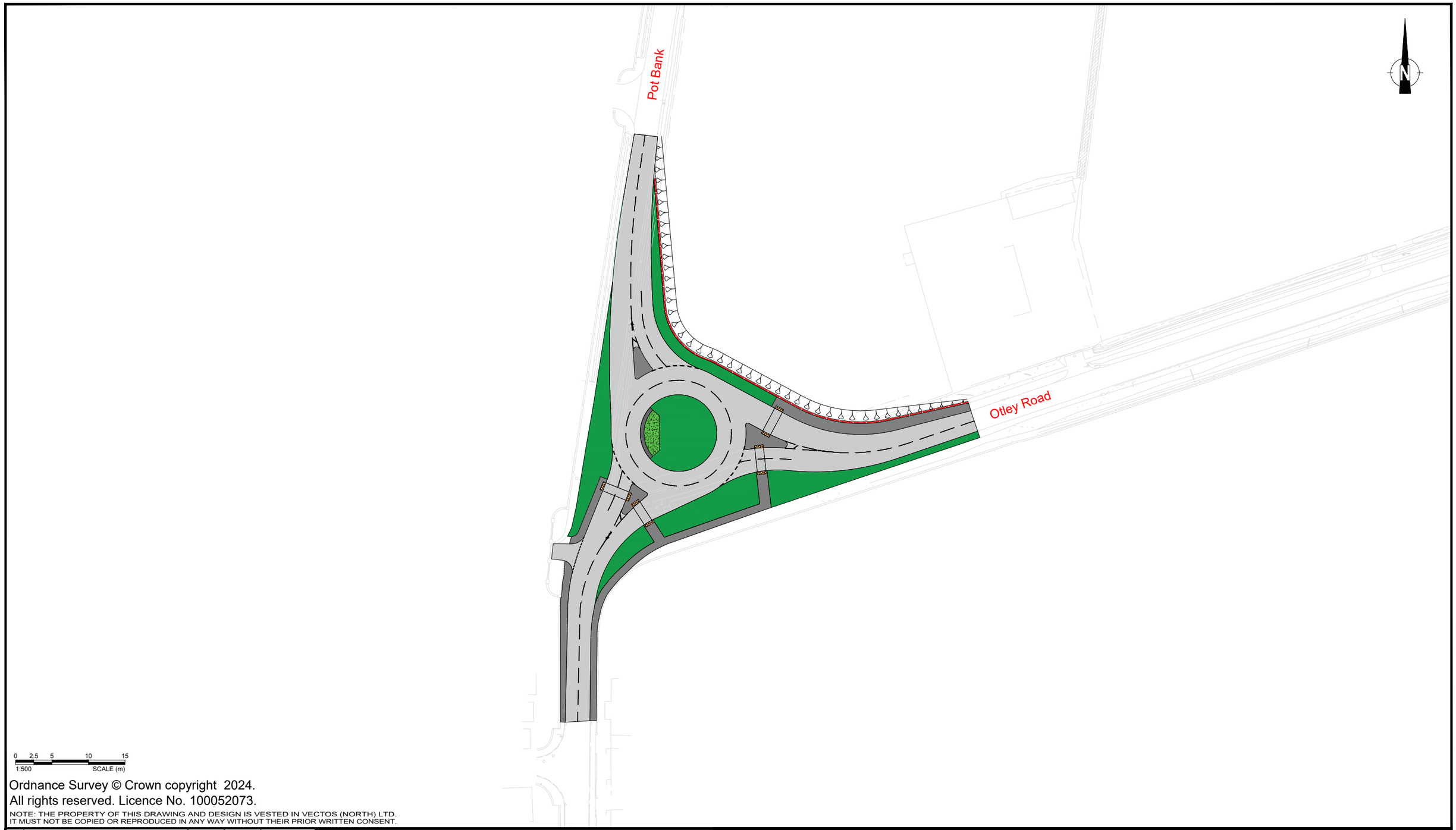
wsp

TITLE:

OTLEY ROAD/BECKWITHHEAD ROAD
HOMES ENGLAND MITIGATION SCHEME

REV: F-B

FIGURE No: BLUE-WSP-XX-XX-DR-TP-009



0 2.5 5 10 15
1:500 SCALE (m)

REV.	DETAILS	DRAWN	CHECKED	DATE

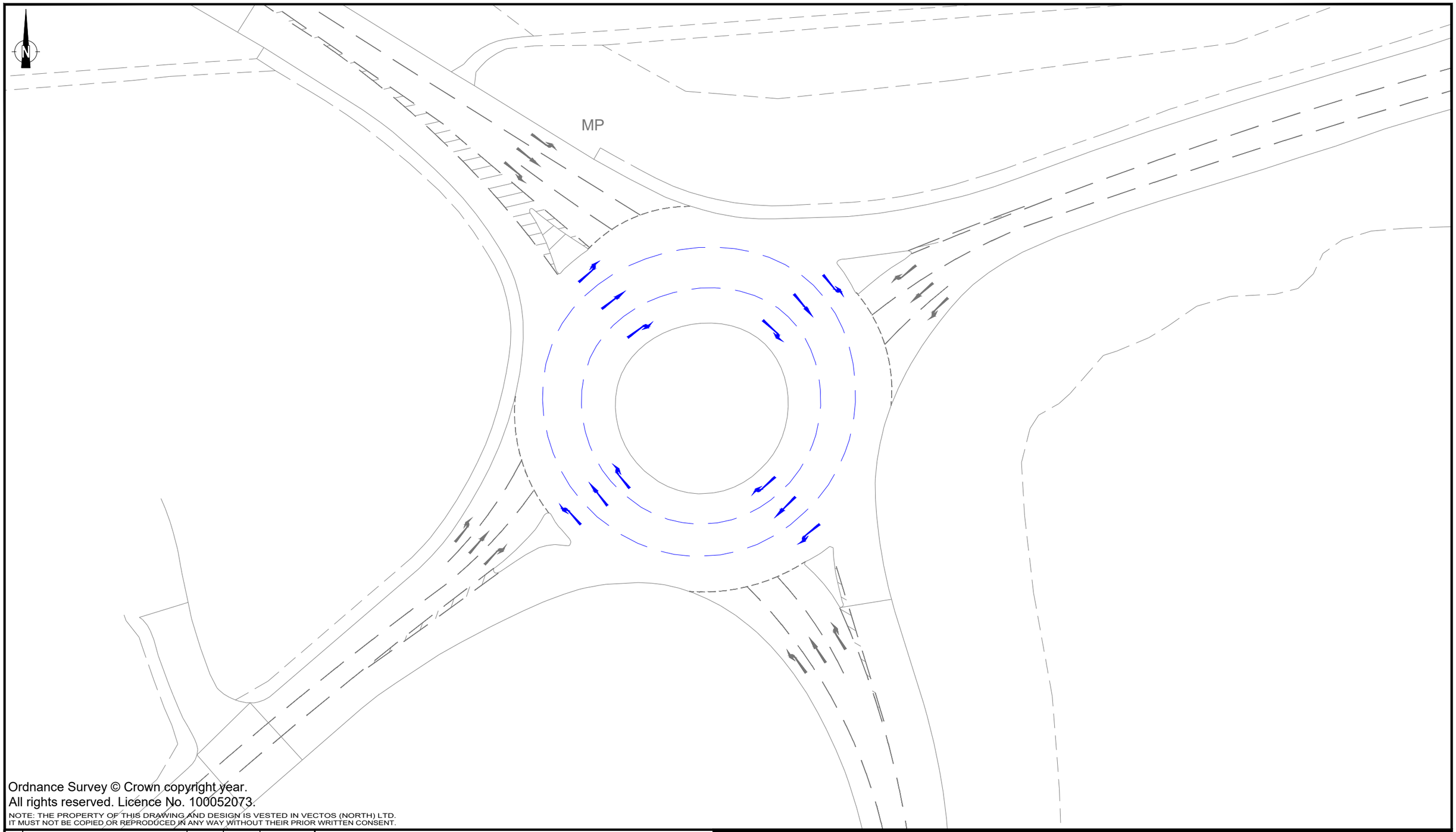
Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Beckwithshaw Roundabout, Harrogate

Proposed 3-Arm Roundabout Option

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
DJR	MR	09.02.24	1:500 at A3	415.064509-D100	



REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Removal of the hatched areas within the roundabout circulatory area in order to increase the inscribed circle diameter and increase the number of circulatory lanes.
4. Blue annotations represent changes to roundabout road markings in order to increase and improve capacity.

New / Revised Road Markings

New / Revised Direction Arrows

Windmill Farm, Harrogate

Redrow and Anwyl Land

J25 Proposed Mitigation Scheme
Empress Roundabout

vectos.
7 Park Row, Leeds,LS1 5HD
0113 512 0293 e: leeds@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
EG	MR	10.05.22	Scale at A3 1:500	VN201749-D108	

T:\IE000485 - West of Harrogate - IRE0076\8.0 Drawings\SJ26 - Wetherby Road-Hookstone chase\DG\IE000485-RPS-00-SJ26-DR-C-DG0101-General Arrangement.dwg

Client

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General Notes

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Rev	Date	Drn / Chk	Amendment / Issue	App
P08	27.03.23	VR / DGB	ISSUED AS PER COMMENTS	JA
P07	09.02.23	GD / DGB	ISSUED AS PER COMMENTS	JA
P06	01.11.22	GD / DGB	ISSUED AS PER COMMENTS	JA
P05	24.10.22	GD / DGB	ISSUED FOR INFORMATION	JA

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Sheets 01 of 02

Project: WEST OF HARROGATE

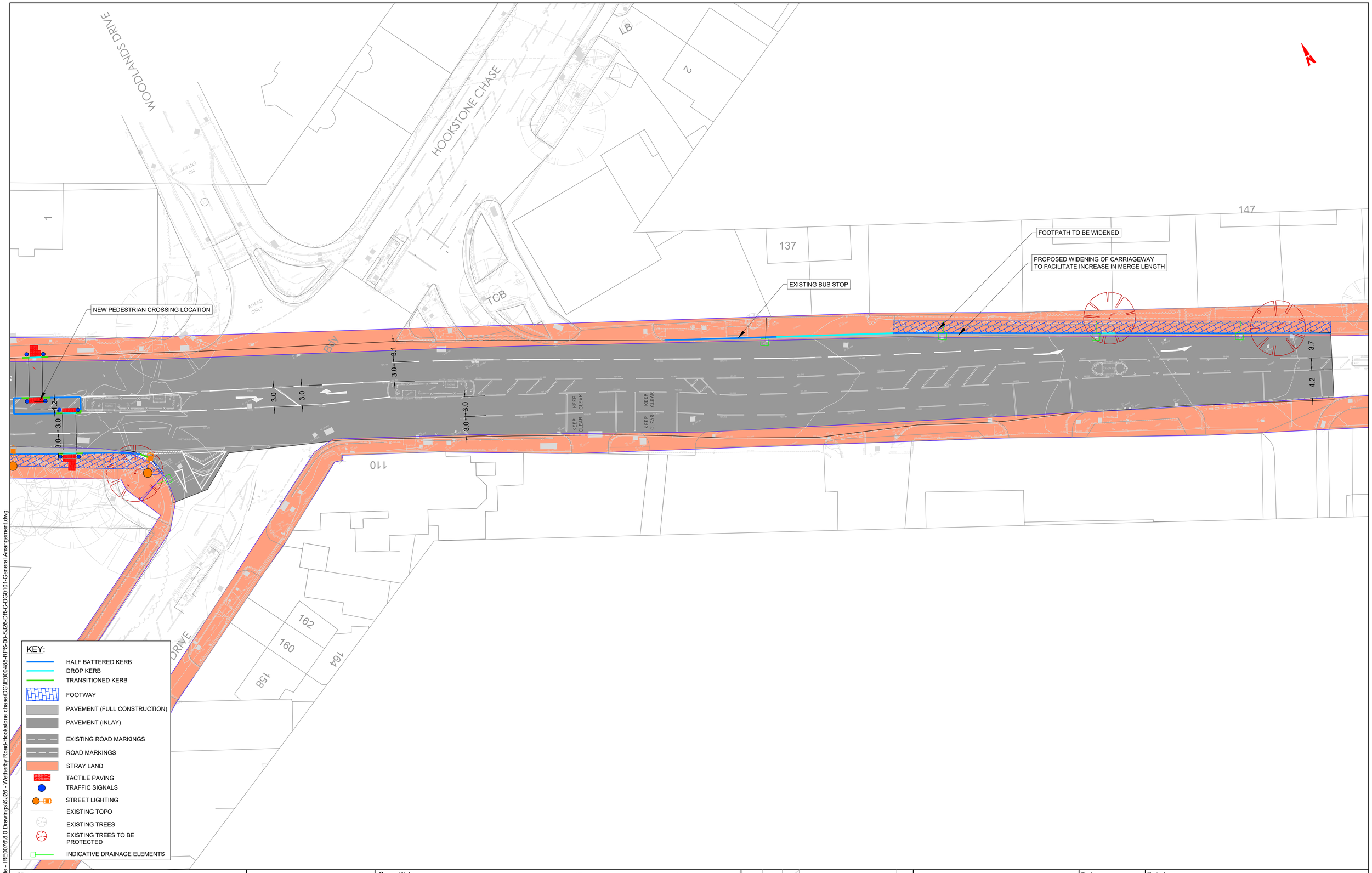
Title: SJ26 - WHETHERBY ROAD HOOKSTONE CHASE GENERAL ARRANGEMENT

Model File Identifier: X

File Identifier: IE000485-RPS-00-SJ26-DR-C-DG0101

Status: S2

Rev: P08



T:\IE000485 - West of Harrogate - IRE007\6\8.0 Drawings\SJ26 - Wetherby Road-Hookstone chase\DG\IE000485-RPS-00-SJ26-DR-C-DG0101-General Arrangement.dwg

Client

North Yorkshire County Council

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Rev	Date	DRN / CHK	Amendment / Issue	App
P08	27.03.23	VR / DGB	ISSUED AS PER COMMENTS	JA
P07	09.02.23	GD / DGB	ISSUED AS PER COMMENTS	JA
P06	01.11.22	GD / DGB	ISSUED AS PER COMMENTS	JA
P05	24.10.22	GD / DGB	ISSUED FOR INFORMATION	JA

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Model File Identifier: x

Scale: 1:250 @ A1, 1:500 @ A3

Created on: AUG. 2022

Sheets: 02 of 02

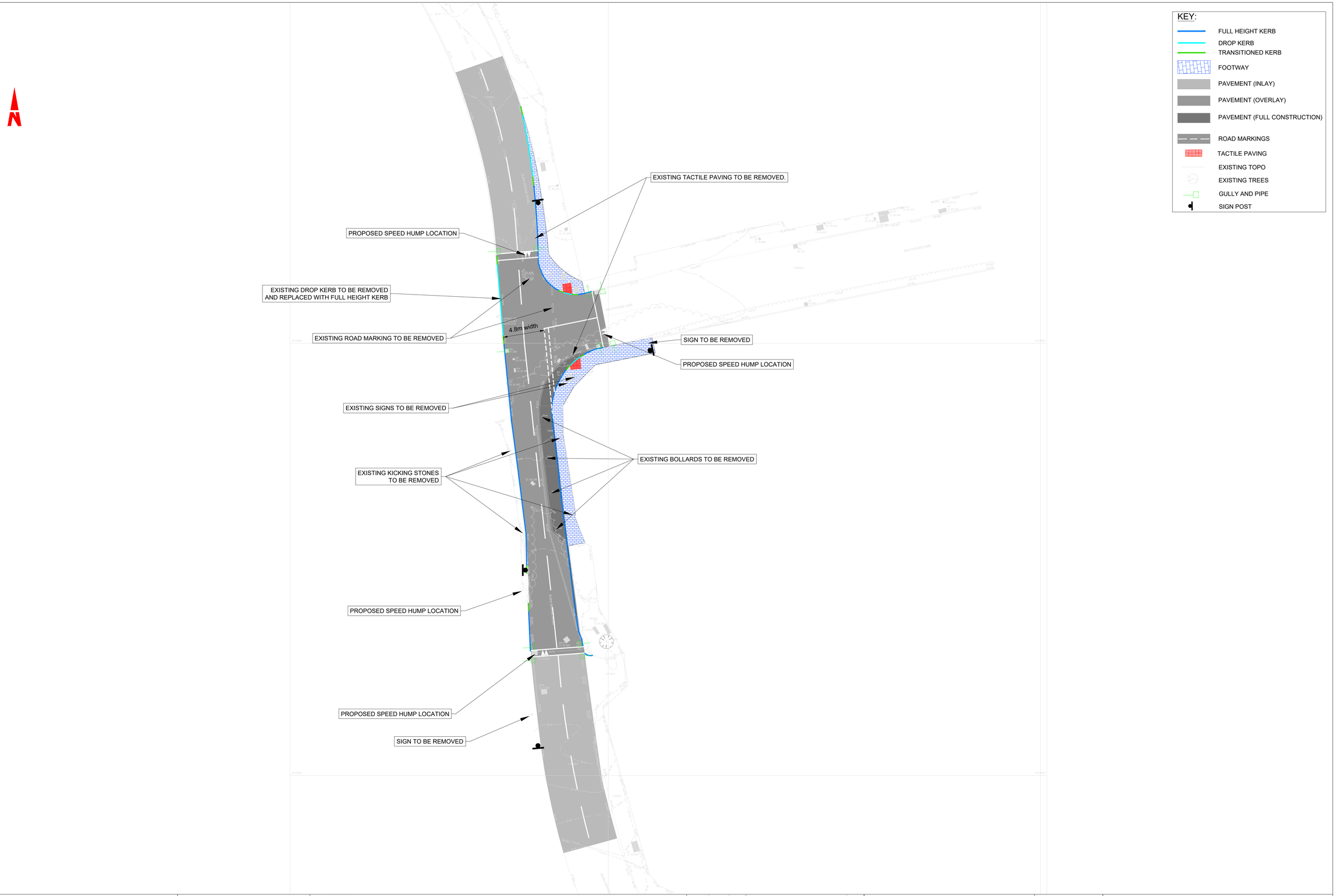
Project: WEST OF HARROGATE

Title: SJ26 - WHETHERBY ROAD HOOKSTONE CHASE GENERAL ARRANGEMENT

File Identifier: IE000485-RPS-00-SJ26-DR-C-DG0101

Status: S2

Rev: P08



T:\IE000485 - West of Harrogate - IRE007668.0 Drawings\SJ28 - Burn Bridge road, Malthouse road\DG\IE000485-RPS-00-SJ28-DR-C-DG0101-General Arrangement.dwg

Client

North Yorkshire County Council

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(ii) DO NOT SCALE, use figured dimensions only.

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Rev	Date	Drn	Chk	Amendment / Issue	App
P04	12.07.23	GD	DGB	ISSUED AS PER COMMENTS	JA
P03	07.11.22	GD	DGB	ISSUED AS PER COMMENTS	JA
P02	03.10.22	GD	MC	ISSUED AS PER COMMENTS	JA
P01	31.08.22	GD	MC	ISSUED FOR INFORMATION	JA

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Project: WEST OF HARROGATE

Title: SJ28 - BURN BRIDGE ROAD MALTHOUSE ROAD GENERAL ARRANGEMENT

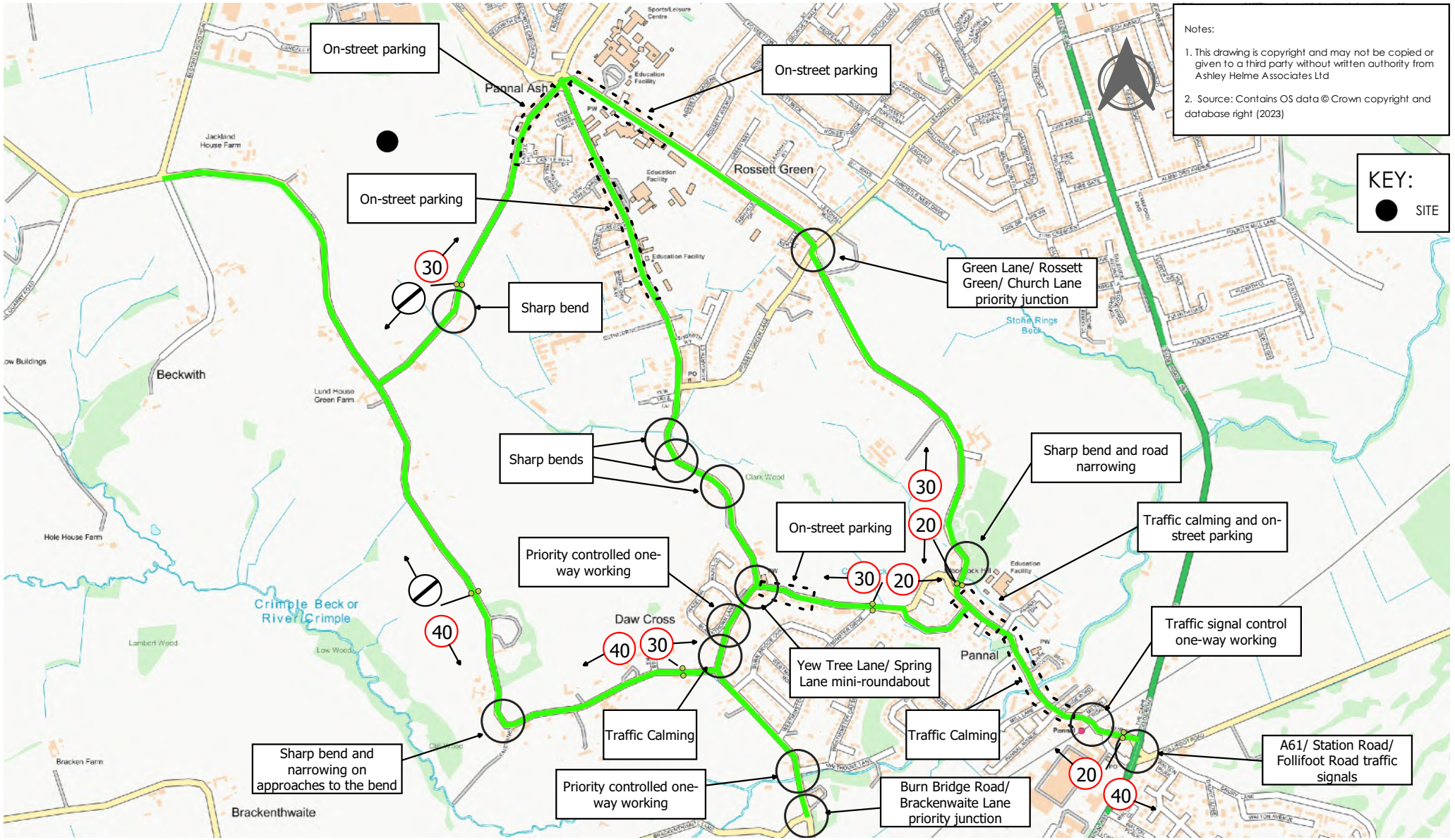
Model File Identifier: x

File Identifier: IE000485-RPS-00-SJ28-DR-C-DG0101

Status: S2

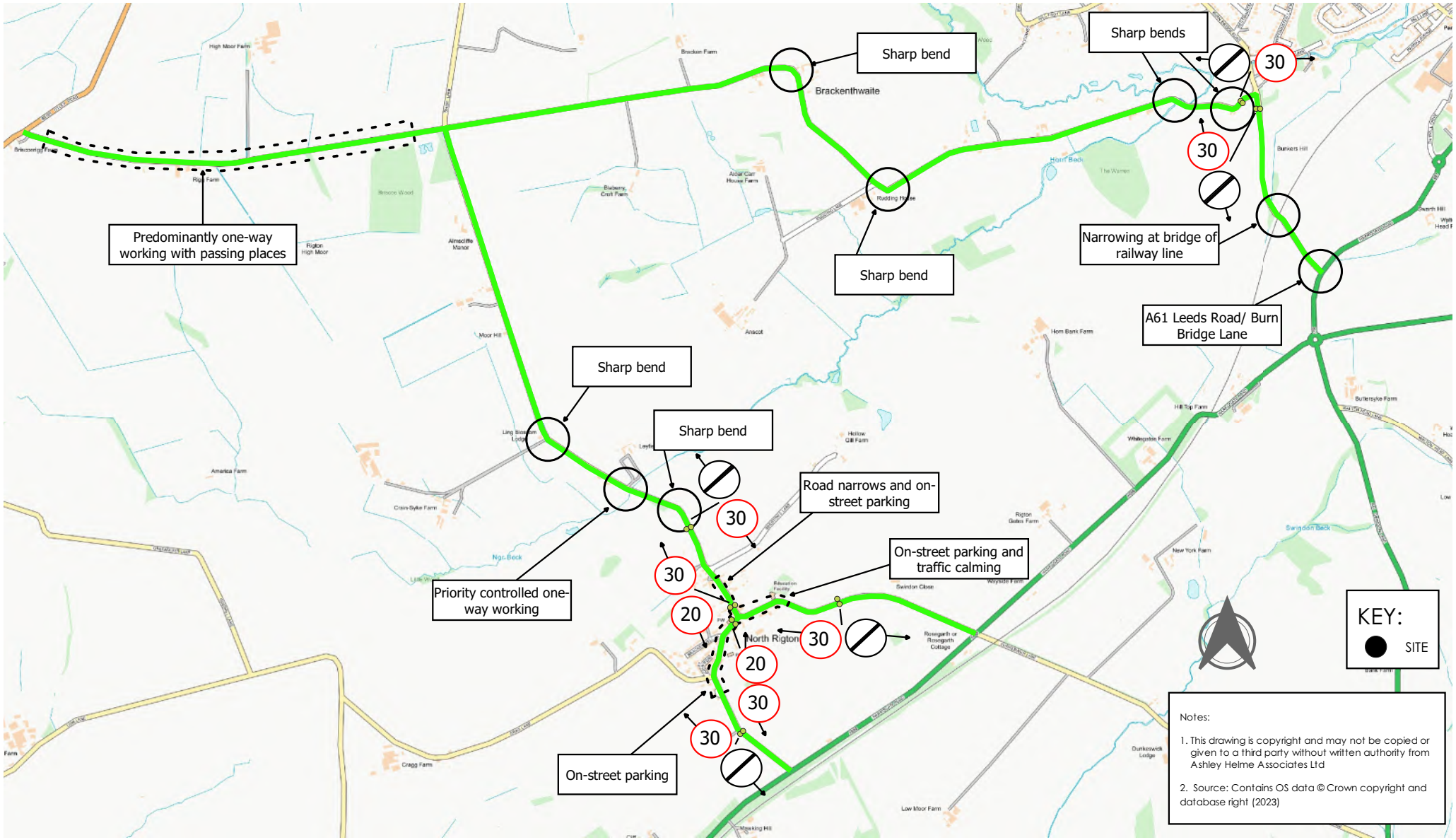
Rev: P04

Appendix 18

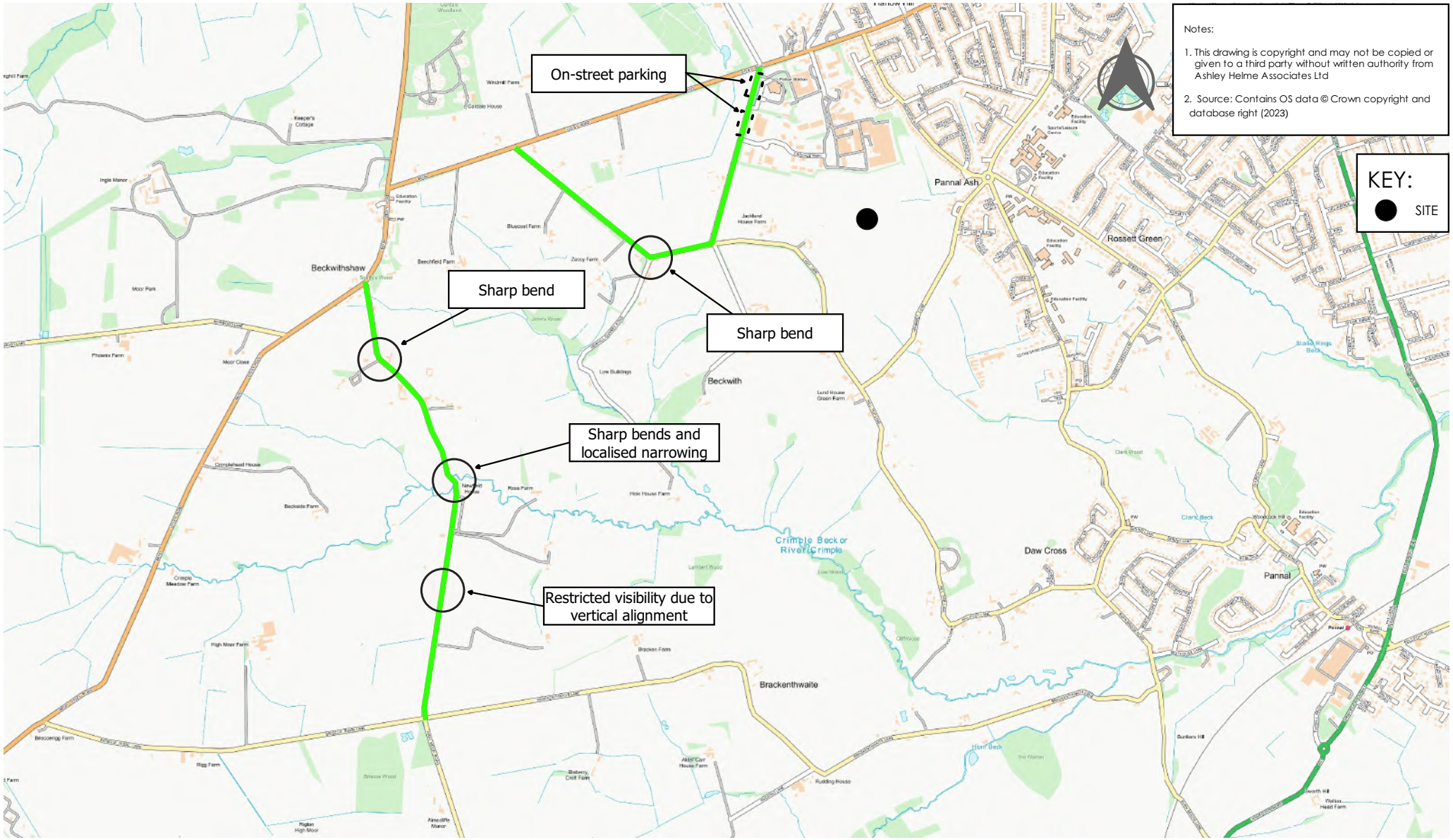


Project: WHINNEY LANE, HARROGATE	Title: ROUTE FEATURES AND POSSIBLE CONSTRAINTS	FIGURE 7.1	
Client: GLADMAN DEVELOPMENTS		Date: AUGUST 2023	Scale: NTS

ASHLEY HELME ASSOCIATES



Project: WHINNEY LANE, HARROGATE	Title: ROUTE FEATURES AND POSSIBLE CONSTRAINTS	FIGURE 7.2	ASHLEY HELME ASSOCIATES
Client: GLADMAN DEVELOPMENTS		Date: AUGUST 2023 / Scale: NTS	



Project: WHINNEY LANE, HARROGATE	Title: ROUTE FEATURES AND POSSIBLE CONSTRAINTS	FIGURE 7.3	ASHLEY HELME ASSOCIATES
Client: GLADMAN DEVELOPMENTS		Date: AUGUST 2023 / Scale: NTS	

Appendix 19

ROAD	SECTION	LENGTH	SPEED LIMIT	APPROXIMATE WIDTHS	RECORDED ACCIDENTS LAST 5 YEARS	TWO-WAY FLOWS					POTENTIAL CONSTRAINTS	DESCRIPTION
						2023 BASE	SCENARIO 2	SCENARIO 3	SCENARIO 4	SCENARIO 5		
Howhill Road	Howhill Road between Lady Lane and B6162 Otley Road.	0.99km	Derestricted	Approximately 5.1-5.2m carriageway.	0	AM = 283 PM = 108	AM = 314 PM = 134	AM = 379 (+20.7%) PM = 188 (+40.5%)	AM = 393 (+25.3%) PM = 202 (+51.3%)	AM = 462 (+47.3%) PM = 247 (+84.9%)	• Sharp bend at junction with Howhill Quarry Road.	Howhill Road is rural in nature. It is generally straight, except at junction with Howhill Quarry Road. There are no sudden changes in vertical alignment. On-street parking has not been observed. The carriageway allows two-way working for cars. HGVs may be required to use the additional land outside of the edge of carriageway markings to pass other vehicles.
Beckwith Head Road	Full length of road between Lady Lane and B6162 Otley Road.	0.76km	30/40mph	Approximately 6.2-6.8m carriageway.	2 Slight	AM = 322 PM = 216	AM = 381 PM = 270	AM = 434 (+13.8%) PM = 320 (+18.6%)	AM = 451 (+18.4%) PM = 339 (+25.8%)	AM = 544 (+42.7%) PM = 424 (+57.3%)	• On street parking occurs in the vicinity of the business park (where restriction not in place). This can reduce the carriageway to one-way working, particularly for larger vehicles.	Beckwith Head Road is straight and has no sudden changes in vertical alignment. It is generally two-way working, but this can be reduced where on-street parking is present at the northern end of the road.
Lady Lane	Between Beckwith Head Road and Whinney Lane	1.0km	Derestricted	Approximately 4.7-5.2m wide.	0	AM = 422 PM = 236	AM = 506 PM = 313	AM = 623 (+23.2%) PM = 417 (+33.3%)	AM = 654 (+29.3%) PM = 449 (+43.6%)	AM = 784 (+54.9%) PM = 546 (+74.8%)	• Several bends, • Localised narrowings.	Lady Lane is rural in character. It is predominately two-way working for cars.
Whinney Lane	Between Yew Tree Lane R/A and Lady lane.	1.0km	30mph and derestricted	Approximately 4.9-5.5m wide.	1 Slight	AM = 262 PM = 326	AM = 324 PM = 394	AM = 571 (+76.6%) PM = 583 (+47.8%)	AM = 591 (+82.6%) PM = 655 (+66.1%)	AM = 649 (+100.6%) PM = 734 (+86.3%)	• On-street parking, • Sharp bend, • Localised narrowings.	After the first 185m south of the roundabout where there are properties on both side of the road, Whinney Lane is rural in character. It is predominately two-way working for cars. On-street parking occurs at the northern end of Whinney Lane.
Hill Top Lane/Hill Foot Lane	Between Whinney Lane and Burn Bridge Road.	1.7km	30/40mph and derestricted.	Generally the road is around 4.4-4.7m between edge of carriageway markings. However, the carriageway narrows to 3.9-4.0m on the sharp bend where road changes name from Hill Top Lane to Hill Foot Lane.	1 Slight	AM = 386 PM = 211	AM = 455 PM = 271	AM = 469 (+3.0%) PM = 283 (+4.4%)	AM = 472 (+3.8%) PM = 287 (+5.9%)	AM = 494 (+8.6%) PM = 309 (+14.1%)	• Several bends and changes to the vertical alignment that restrict forward visibility, • Localised narrowing is several sections.	Hill Top Lane/Hill Foot Lane is rural in nature. The carriageway is generally wide enough to allows two cars to pass one another, though there are narrow sections with evidence of grass verges being used to allow vehicle to pass one another.
Yew Tree Lane	Section between Whinney Lane R/A and Rosset Green Lane.	0.94km	30mph	Approximately 6.3-6.5m carriageway.	1 Serious	AM = 696 PM = 633	AM = 795 PM = 717	AM = 842 (+5.9%) PM = 757 (+5.6%)	AM = 857 (+7.8%) PM = 770 (+57.5%)	AM = 934 (+17.5%) PM = 848 (+18.3%)	• Some on-street parking occurs along the northern section near the school/college.	This section of Yew Tree Lane has the characteristics of a modern residential road. It is wide enough for two-way working, though on-street parking can restrict this in some locations.
Yew Tree Lane	Section between Rosset Green and Burn Bridge Road.	0.94km	30mph	Approximately 5.0-6.1m wide.	0	AM = 631 PM = 408	AM = 681 PM = 473	AM = 728 (+6.9%) PM = 514 (+8.5%)	AM = 737 (+8.3%) PM = 527 (+11.4%)	AM = 815 (+19.7%) PM = 605 (+27.8%)	• Several bends and changes in the vertical alignment, • Priority controlled one-way working and speed hump to the south of Spring Lane.	This section of Yew Tree Lane is more rural in nature than the northern section. It is generally narrower and the alignment is much more bendy. However, there is little on-street parking along this section. There are some traffic calming features on the southern part of Yew Tree Lane.

Spring Lane/Rosedale	Between Yew Tree Lane and Main Street.	0.67km	20/30mph	Spring Lane is approximately 4.4-5.8m wide. Rosedale is 7.5m wide.	1 Slight	No peak hour flow data					• On-street parking and narrow sections (Spring Lane).	Spring Lane is semi-rural in nature. The road varies in width and there is no footway over most of its length. It is generally wide enough for two cars to pass each other, but on-street parking can restrict to one-way working in some places. Rosedale is a modern carriageway with footway on both sides and provides an alternative route to Main Street than the last section of Spring Lane.
Green Lane	Between Whinney Lane R/A and Rosset Green Lane.	0.88km	30mph	Approximately 7.5-7.6m wide.	1 Slight	AM = 970 PM = 734	AM = 1023 PM = 777	AM = 1110 (+8.5%) PM = 855 (+10.0%)	AM = 1122 (+9.6%) PM = 882 (+13.5%)	AM = 1239 (+21.1%) PM = 990 (+27.3%)	• On-street parking in vicinity of school and college.	Green Lane is a modern urban road. At around 7.5-6m wide it can accommodate parking on one side whist still allowing two-way working.
Church Lane	Between Rosset Green Lane and Main Street.	1.2km	20/30mph	Generally 5.7-6.2m wide, but narrows to 4.8m at southern end.	0	AM =459 PM = 442	AM = 481 PM = 461	AM = 509 (+5.9%) PM = 478 (+3.7%)	AM = 502 (+4.4%) PM = 483 (+4.8%)	AM = 526 (+9.4%) PM = 507 (+10.1%)	• Several bends along the route, • Narrowing of the carriageway at the southern end of Church Lane.	Green Lane is predominately rural in nature. It is wide enough for two-way working and there is little on-street parking. The road narrows on the approach to Main Street. The road is still wide enough to allow two-way working for cars.
Main Street/Station Road	Between Church Lane and A61 Leeds Road.	0.72km	20/30mph	Approximately 5.7-7.3m wide.	1 Slight 1 Serious	AM = 442 PM = 431	AM = 490 PM = 479	AM = 518 (+5.8%) PM = 506 (+5.6%)	AM = 526 (+7.4%) PM = 512 (+7.0%)	AM = 564 (+15.2%) PM = 551 (+15.0%)	• Traffic calming (speed humps), • Localised narrowing (eg bridge over Crimple Beck), • One-way working (traffic signals) over railway line, • A61 Leeds Road/Station Road traffic signals.	Main Street/Station Road is two-way working. There are traffic calming features and some narrower sections.
Burn Bridge Road	Between Hill Foot Lane and A61 Harrogate Road.	1.26km	30mph and derestricted	Approximately 5.5-6.1m wide.	1 Serious	AM = 870 PM = 531	AM = 974 PM = 618	AM = 1026 (+5.3%) PM = 663 (+7.3%)	AM = 1040 (+6.8%) PM = 677 (+9.5%)	AM = 1126 (+15.5%) PM = 763 (+23.4%)	• Traffic calming features (speed humps), • One-way working over Crimple Beck bridge, • Junction with Brackenthwaite Lane, • Localised narrowing such as the bridge over the railway line, • A61/Burn Bridge Road Junction.	Burn Bridge Road is semi-rural in nature with house on at least one side of the road until Brackenwaite Lane and some traffic calming features, after which it is firmly rural in character.
Brackenthwaite Lane	Between Burn Bridge Lane and Shaw Lane.	3.4km	30mph and derestricted	Approximately 4.5m-5.1m.	1 Serious	AM = 109 PM = 48	AM = 112 PM = 50	AM = 112 (0.0%) PM = 50 (0.0%)	AM = 112 (0.0%) PM = 50 (0.0%)	AM = 112 (0.0%) PM = 50 (0.0%)	• Several bends, some which are particularly sharp one, • Localised narrowing including on some of the bends.	Brackenwaite Lane is rural in nature. It is generally two-way working for cars, with a few exceptions where the carriageway.
Briscoe Ridge Lane	Between Shaw Lane and the B6161 Otley Road.	1.59km	Derestricted	Approximately 3.5-5.1m	0	No peak hour flow data					• Mainly one-way working.	Briscoe Ridge Lane is a rural road, which mainly operates with one-way working with some passing places.
High Moor Road/Rigton Hill	Between Shaw Lane and	2.3km	20/30mph and derestricted	Approximately 5.3-6.0m wide.	1 Slight	No peak hour flow data	Refer Technical Filenote 15A for traffic impact				• Several bends, • Localised narrowing, • One-way working (priority controlled), • On-street parking (Rigton Hill).	High Moor Road is rural in nature. It is subject to a derestricted speed limit. Apart from a few noticeable bends, it is very straight. Rigton Hill is generally slightly narrower than High Moor Road. It is more urban and some on-street parking occurs.
Hall Green Lane	Between Rigton Hill and A658 Harrogate Road	0.94km	20/30mph and derestricted	Approximately 5.3-6.2m wide.	0	AM = 204 PM = 184	Refer Technical Filenote 15B for traffic impact				• Traffic calming (speed humps), • On-street parking.	The first circa 200m of Hall Green Lane (from Rigton Hill) is urban in nature and on-street parking occurs. After this point it becomes much more rural. Hall Green Lane is generally two-way working, but this can be restricted where on-street parking occurs.

Church Hill	Between Rigton Hill and A658 Harrogate Road	0.72km	20/30mph and derestricted	Approximately 5.1-5.6m wide.	0	AM = 120 PM = 96	Refer Technical Filenote 15B for traffic impact	• On-street parking.	The first circa 350m of Church Hill (from Rigton Hill) is urban in nature and on-street parking occurs. After this point it becomes more rural. It is generally two-way working for cars, but this can be restricted where on-street parking occurs at the northern end.
Shaw Lane	Between Brackenwaite Lane and B6161Otley Road	1.9km	Derestricted	Approximately 4.8-6.1m.	2 Slight		Refer Technical Filenote 15B for traffic impact	• Several sharp bends, • Change in vertical alignment that restricts forward visibility, • Localised narrowing.	Shaw Lane is a rural road that is subject to a derestricted speed limit. There are a number of sharp bends and localised narrowing, but the road is generally wide enough for two-way working.

Notes:

1. Accident records based on CrashMap data and excludes accidents at major junctions,

2. Refer Figures 10.1-3 for speed limit change locations.

Table 7.1 Highway Flows and Constraints

Appendix 20

TECHNICAL FILE NOTE 15C					
Project	West of Harrogate Sites			Project No	1586
Contact		Originator	BDJ	Date	01/02/24

NORTH RIGTON

1.1 Introduction

1.1.1 This Technical File Note considers the likelihood of traffic generated by the West of Harrogate Sites (WoHS) rat running through North Rigton to access the A658 Harrogate Road.

1.1.2 North Yorkshire County Council (NYCC) and Harrogate Borough Council (HBC) have requested that the WoHS promotors consider the potential for traffic generated by these developments to 'rat-run' through the village of North Rigton to access the A658 Harrogate Road.

1.2 Traffic Surveys

1.2.1 AHA commissioned turning count surveys on 6 October 2022 at the following junctions:

- A658/Hall Green Lane/Dunkeswick Lane,
- A658/Church Hill.

1.2.2 The above junctions form part of the most direct route that traffic 'rat-running' through North would use to travel to/from the A658.

1.2.3 Figure TFN/1C(a), Appendix 1 presents the AM and PM peak hour (0800-0900 & 1700-1800) traffic flows at the above junctions.

1.2.4 In addition to the above turning count surveys, AHA also commission Origin-Destination (OD) surveys on 6th October to establish the quantum of traffic travelling between Otley Road and Pot Bank and the A658 in the vicinity of the A658/Hall Green Lane and A658/Church Hill junctions. Five OD locations were included in the survey as follows:

- OD 1: Pot Bank immediately north of the Pot Bank/Otley Road mini-roundabout,
- OD 2: Otley Road immediately east of the Pot Bank/Otley Road mini-roundabout,
- OD 3: A658 Harrogate Road immediately east of Hall Green Lane,
- OD4: Dunkeswick Lane immediately south of the A658,
- OD5: A658 Harrogate Road immediately west of Church Hill.

1.2.5 The above OD locations are shown on Figure 1, Appendix 2.

1.3 Traffic Survey Results

1.3.1 Table 1 below presents the results of the OD survey for the AM peak hour (0800-0900). Not all movements between OD 1-5 were recorded as part of the survey as only the movements between OD locations 1/2 and 3-5 are relevant to this study.

OD	1	2	3	4	5	TOTAL
1	-	-	2	21	14	37
2	-	-	1	0	4	5
3	2	0	-	-	-	2
4	17	2	-	-	-	19
5	14	16	-	-	-	30
TOTAL	33	18	3	21	18	93

Table 1 AM Peak Hour OD Matrix

1.3.2 Table 2 below presents the results of the OD survey for the PM peak hour (1700-1800).

OD	1	2	3	4	5	TOTAL
1	-	-	8	13	25	46
2	-	-	1	1	14	16
3	3	1	-	-	-	4
4	16	0	-	-	-	16
5	6	2	-	-	-	8
TOTAL	25	3	9	14	39	90

Table 2 PM Peak Hour OD Matrix

1.3.3 Review of Tables 1 & 2 shows that the actual vehicle numbers travelling from/to OD 1 & 2 are relatively low, particularly from/to OD 2. From Figure TFN/1C(a) it can be seen that the total two-way traffic on Church Hill and Hall Green Lane is 319 vehicles in the AM peak hour and 278 in the PM peak hour respectively. Movements between OD 1 and 3-5 total 70 in the AM peak hour and 71 in the PM peak hour. This equates to circa 22% of North Righton traffic in the AM peak hour and circa 26% in the PM peak hour. Movements between OD 2 and 3-5 total 23 in the AM peak hour and 19 in the PM peak hour. This equates to circa 7% of North Righton traffic in the AM and PM peak hours.

1.3.4 Figure TFN/1C(b) presents the 2023 Factored Traffic Flows for movements between Beckwithshaw and Otley Road at the B6161 Pot Bank/B6162 Otley Road junction. Figure TFN/1C(c) presents the movements between OD 2 (Otley Road) and the A658 recorded in the 2022 survey at the B6161 Pot Bank/B6162 Otley Road junction. Figure TFN/1C(d) presents the movements between OD 2 and the A658 (through North Righton) as a percentage of the turning movements at the B6161 Pot Bank/B6162 Otley Road junction. It is evident from Figure TFN/1C(d) that these percentages are very low, being only circa 3-6%.

1.3.5 Figure TFN/2C(a) shows the net impact of the WoHS (and other allocated and committed developments included in the cumulative assessment) on the turning movements between Beckwithshaw and Otley Road. Figure TFN/2C(b) presents the estimate of the traffic that the WoHS would generate through North Rigton, based on the OD survey results. Review of TFN/2C(b) shows that the WoHS (and other developments) are only estimated to generate 8 two-way movements through North Rigton in the AM and PM peak hours respectively. It is considered that this does not represent a material impact in the AM and PM peak hours and mitigation is not required.

1.3.6 The traffic count data (OD and turning counts) is included in Appendix 3.

1.4 Summary & Conclusions

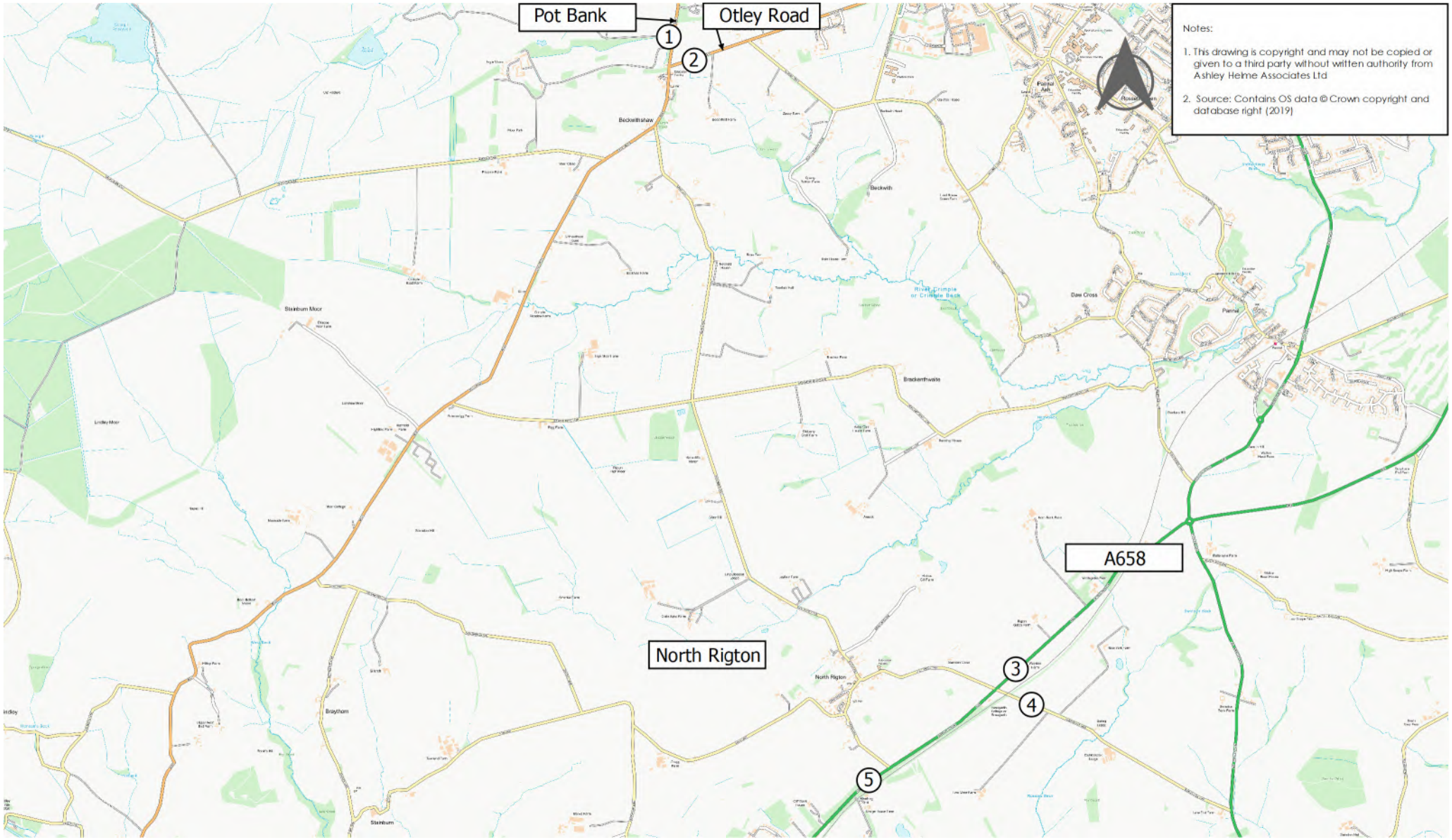
1.4.1 Consideration has been given to the potential for traffic generated by the WoHS developments to 'rat-run' through the village of North Rigton to access the A658 Harrogate Road.

1.4.2 AHA commissioned turning count surveys on 6 October 2022 at the A658/Hall Green Lane/Dunkeswick Lane and A658/Church Hill junctions. In addition to the above turning count surveys, AHA also commission Origin-Destination (OD) surveys on 6th October to establish the quantum of traffic travelling between Otley Road and Pot Bank and the A658 in the vicinity of the A658/Hall Green Lane and A658/Church Hill junctions.

1.4.3 The actual vehicle numbers travelling from/to OD 1 & 2 (Pot Bank and Otley Road) are relatively low, particularly from/to OD 2. From Figure TFN/1C(a) it can be seen that the total two-way traffic on Church Hill and Hall Green Lane is 319 vehicles in the AM peak hour and 278 in the PM peak hour respectively. Movements between OD 1 and 3-5 total 70 in the AM peak hour and 71 in the PM peak hour. This equates to circa 22% of North Righton traffic in the AM peak hour and circa 26% in the PM peak hour. Movements between OD 2 and 3-5 total 23 in the AM peak hour and 19 in the PM peak hour. This equates to circa 7% of North Righton traffic in the AM and PM peak hours.

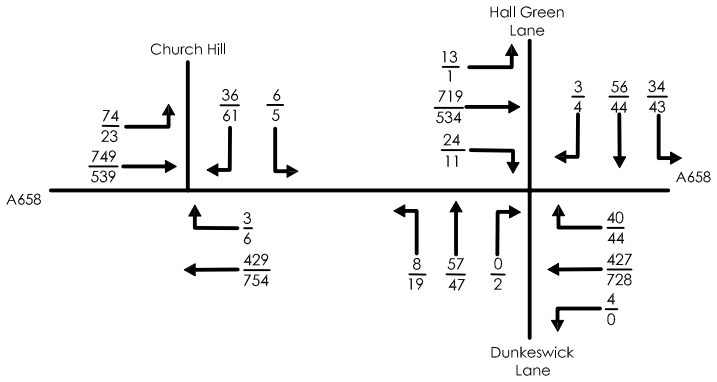
1.4.4 It appears that there is some traffic travelling to/from the north of Pot Bank through North Righton, but the numbers travelling through North Rigton to/from Otley Road are very low. This suggests that it is unlikely that a significant amount of WoHS traffic will travel through North Rigton to access the A658 Harrogate Road. Based on the existing percentage of turning movements at the Pot Bank/Otley Road mini-roundabout, the WoHS might be expected to generate only 8 two-way movements through North Rigton in the AM and PM peak hours respectively. It is considered that this does not represent a material impact in the AM and PM peak hours and mitigation is not required.

TFN Appendix 1



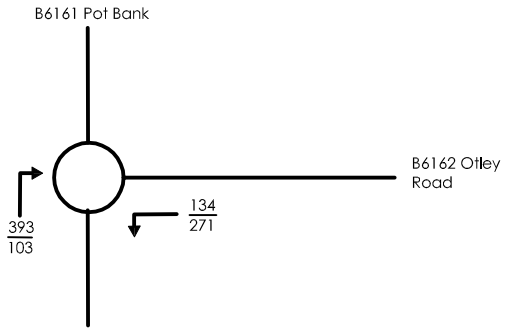
Project: WHINNEY LANE, HARROGATE	Title: OD SURVEY LOCATIONS	FIGURE 1	ASHLEY HELME ASSOCIATES
Client: GLADMAN DEVELOPMENTS		Date: OCTOBER 2022	Scale: NTS

TFN Appendix 2

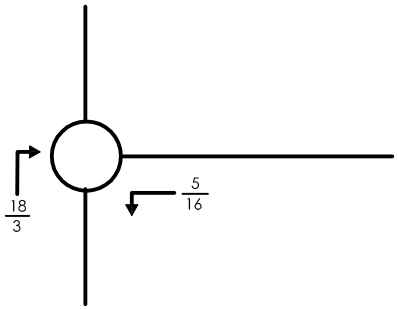


(a) Traffic Count

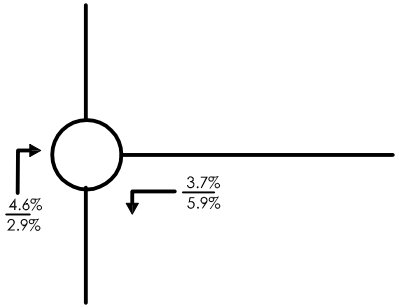
AM/PM = 0800-0900/1700-1800 (pcu)



(b) 2023 Factored Flows



(c) Recorded movements between OD2 and OD3-5

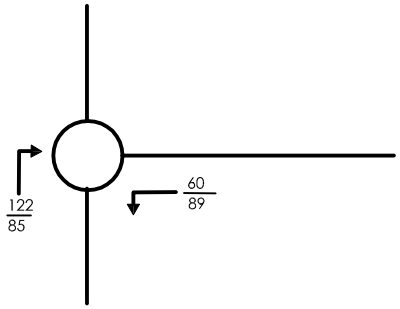


(d) % of existing movements with origin/destination that passes through North Rigton

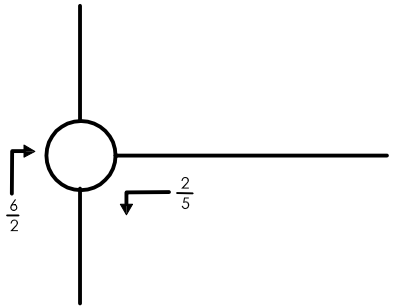
FIGURE TFN/1C TRAFFIC FLOWS

ASHLEY HELME ASSOCIATES

1586/SJ15/1C



(a) Net increase in traffic to/from Beckwithshaw



(b) Estimate of WoHS (and other developments) traffic travelling through North Rigton

FIGURE TFN/2C TRAFFIC FLOWS

ASHLEY HELME ASSOCIATES

1586/SJ15/2C

TFN Appendix 3

Harrogate - Manual Traffic Survey: Thursday, 06 October 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A658 Harrogate Road / B - Dunkeswick Lane / C - (South) A658 Harrogate Road / D - H

Approach: A - (North) A658 Harrogate Road

	A to B					
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**
07:30 - 07:45	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	1	0	0	0	0	0
08:15 - 08:30	0	1	0	0	0	0
08:30 - 08:45	1	0	0	0	0	0
08:45 - 09:00	1	0	0	0	0	0
Hourly Total	**3**	**1**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**3**	**1**	**0**	**0**	**0**	**0**

16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	1	0	0	0	0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**

Session Total	**1**	**0**	**0**	**0**	**0**	**0**

Hall Green Lane

			A to C				
M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS
0	**0.0**	**0**	104	16	3	2	2
0	**0.0**	**0**	91	12	3	4	1
0	**0**	**0**	**195**	**28**	**6**	**6**	**3**
0	**1.0**	**1**	87	12	4	3	0
0	**1.0**	**1**	90	20	2	1	0
0	**1.0**	**1**	77	10	2	0	0
0	**1.0**	**1**	79	19	5	1	0
0	**4**	**4**	**333**	**61**	**13**	**5**	**0**
0	**0.0**	**0**	85	9	2	3	2
0	**0.0**	**0**	94	15	5	1	0
0	**0**	**0**	**179**	**24**	**7**	**4**	**2**

0	**4**	**4**	**707**	**113**	**26**	**15**	**5**

0	**0.0**	**0**	134	38	3	1	1
0	**0.0**	**0**	163	27	2	0	1
0	**1.0**	**1**	109	10	6	0	1
0	**1**	**1**	**406**	**75**	**11**	**1**	**3**
0	**0.0**	**0**	149	30	3	2	0
0	**0.0**	**0**	170	11	0	0	0
0	**0.0**	**0**	167	18	1	7	0
0	**0.0**	**0**	135	14	0	1	1
0	**0**	**0**	**621**	**73**	**4**	**10**	**1**
0	**0.0**	**0**	137	12	0	1	0
0	**0**	**0**	**137**	**12**	**0**	**1**	**0**

0	**1**	**1**	**1164**	**160**	**15**	**12**	**4**

							A
P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2
0	0	**133.1**	**127**	6	0	0	0
0	2	**119.5**	**113**	6	3	0	0
0	**2**	**253**	**240**	**12**	**3**	**0**	**0**
0	0	**111.9**	**106**	5	3	0	0
0	2	**116.1**	**115**	7	5	0	0
0	0	**90.0**	**89**	6	2	0	0
0	1	**108.2**	**105**	10	2	0	0
0	**3**	**427**	**415**	**28**	**12**	**0**	**0**
0	0	**107.9**	**101**	4	2	0	0
0	1	**119.2**	**116**	5	4	0	1
0	**1**	**227**	**217**	**9**	**6**	**0**	**1**

0	**6**	**907**	**872**	**49**	**21**	**0**	**1**

0	0	**180.8**	**177**	9	1	0	0
0	1	**195.4**	**194**	7	1	0	0
0	0	**130.0**	**126**	7	1	0	0
0	**1**	**506**	**497**	**23**	**3**	**0**	**0**
0	2	**188.9**	**186**	9	3	0	0
0	2	**181.8**	**183**	9	0	0	0
1	0	**202.8**	**194**	7	1	0	0
2	2	**154.5**	**155**	14	1	0	0
3	**6**	**728**	**718**	**39**	**5**	**0**	**0**
2	0	**151.7**	**152**	13	1	0	0
2	**0**	**151**	**152**	**13**	**1**	**0**	**0**

5	**7**	**1385**	**1367**	**75**	**9**	**0**	**0**

to D

BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1
0	0	0	**6.0**	**6**	0	0	0
0	0	0	**9.0**	**9**	0	0	0
0	**0**	**0**	**15**	**15**	**0**	**0**	**0**
0	0	0	**8.0**	**8**	0	0	0
0	0	0	**12.0**	**12**	0	0	0
0	0	0	**8.0**	**8**	0	0	0
0	0	0	**12.0**	**12**	0	0	0
0	**0**	**0**	**40**	**40**	**0**	**0**	**0**
0	0	0	**6.0**	**6**	0	0	0
0	0	0	**11.3**	**10**	0	0	0
0	**0**	**0**	**17**	**16**	**0**	**0**	**0**

0	**0**	**0**	**72**	**71**	**0**	**0**	**0**

0	0	0	**10.0**	**10**	0	0	0
0	0	0	**8.0**	**8**	0	0	0
0	0	0	**8.0**	**8**	0	0	0
0	**0**	**0**	**26**	**26**	**0**	**0**	**0**
0	0	0	**12.0**	**12**	0	0	0
0	0	0	**9.0**	**9**	0	0	0
0	0	0	**8.0**	**8**	0	0	0
0	0	0	**15.0**	**15**	0	0	0
0	**0**	**0**	**44**	**44**	**0**	**0**	**0**
0	0	0	**14.0**	**14**	0	0	0
0	**0**	**0**	**14**	**14**	**0**	**0**	**0**

0	**0**	**0**	**84**	**84**	**0**	**0**	**0**

A to A					
OGV2	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**

TIME	**CAR**
07:30 - 07:45	110
07:45 - 08:00	97
Hourly Total	**207**
08:00 - 08:15	93
08:15 - 08:30	97
08:30 - 08:45	84
08:45 - 09:00	90
Hourly Total	**364**
09:00 - 09:15	89
09:15 - 09:30	99
Hourly Total	**188**
Session Total	**759**

0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**

16:15 - 16:30	143
16:30 - 16:45	170
16:45 - 17:00	117
Hourly Total	**430**
17:00 - 17:15	158
17:15 - 17:30	179
17:30 - 17:45	174
17:45 - 18:00	149
Hourly Total	**660**
18:00 - 18:15	150
Hourly Total	**150**

0	**0**	**0**	**0**	**0**	**0**

Session Total	**1240**

From A

LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
16	3	2	2	0	0	**139.1**	**133**
15	3	4	1	0	2	**128.5**	**122**
31	**6**	**6**	**3**	**0**	**2**	**268**	**255**
15	4	3	0	0	0	**120.9**	**115**
26	2	1	0	0	2	**129.1**	**128**
12	2	0	0	0	0	**99.0**	**98**
21	5	1	0	0	1	**121.2**	**118**
74	**13**	**5**	**0**	**0**	**3**	**471**	**459**
11	2	3	2	0	0	**113.9**	**107**
19	5	2	0	0	1	**130.5**	**126**
30	**7**	**5**	**2**	**0**	**1**	**245**	**233**

135	**26**	**16**	**5**	**0**	**6**	**984**	**947**

39	3	1	1	0	0	**190.8**	**187**
28	2	0	1	0	1	**203.4**	**202**
11	6	0	1	0	0	**139.0**	**135**
78	**11**	**1**	**3**	**0**	**1**	**533**	**524**
33	3	2	0	0	2	**200.9**	**198**
11	0	0	0	0	2	**190.8**	**192**
19	1	7	0	1	0	**210.8**	**202**
15	0	1	1	2	2	**169.5**	**170**
78	**4**	**10**	**1**	**3**	**6**	**772**	**762**
13	0	1	0	2	0	**165.7**	**166**
13	**0**	**1**	**0**	**2**	**0**	**165**	**166**

169	**15**	**12**	**4**	**5**	**7**	**1470**	**1452**

To A							
CAR	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**
177	43	6	3	0	0	0	**235.9**
177	47	5	2	0	0	1	**236.5**
354	**90**	**11**	**5**	**0**	**0**	**1**	**473**
186	29	1	1	2	0	1	**223.2**
169	26	5	2	2	2	1	**211.9**
102	25	5	4	1	0	0	**145.7**
126	28	8	2	1	1	0	**172.8**
583	**108**	**19**	**9**	**6**	**3**	**2**	**755**
98	19	3	5	1	0	1	**135.4**
125	20	8	1	0	0	0	**159.3**
223	**39**	**11**	**6**	**1**	**0**	**1**	**295**
1160	**237**	**41**	**20**	**7**	**3**	**4**	**1523**

122	20	2	1	1	0	0	**149.3**
143	21	1	0	0	0	4	**167.1**
140	12	1	2	0	0	0	**158.1**
405	**53**	**4**	**3**	**1**	**0**	**4**	**475**
138	3	0	1	1	0	1	**145.7**
151	9	2	1	1	0	0	**167.3**
136	3	0	0	0	0	0	**139.0**
122	4	0	0	1	0	0	**128.0**
547	**19**	**2**	**2**	**3**	**0**	**1**	**580**
124	3	0	2	1	0	0	**133.6**
124	**3**	**0**	**2**	**1**	**0**	**0**	**134**

1076	**75**	**6**	**7**	**5**	**0**	**5**	**1189**

TOTAL
229
232
461
220
207
137
166
730
127
154
281

1472

146
169
155
470
144
164
139
127
574
130
130

1174

Harrogate - Manual Traffic Survey: Thursday, 06 October 2022

Produced by Streetwise Services Ltd.

Junction: **A - (North) A658 Harrogate Road / B - Dunkeswick Lane / C - (South) A658 Harrogate Road / D - H**

Approach: **C - (South) A658 Harrogate Road**

	C to D					
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**
07:30 - 07:45	1	0	0	0	0	0
07:45 - 08:00	1	1	0	0	0	0
Hourly Total	**2**	**1**	**0**	**0**	**0**	**0**
08:00 - 08:15	2	0	0	0	0	0
08:15 - 08:30	1	0	0	1	0	0
08:30 - 08:45	7	0	0	0	0	0
08:45 - 09:00	1	0	0	0	0	0
Hourly Total	**11**	**0**	**0**	**1**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0
09:15 - 09:30	1	0	0	0	0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**
Session Total	**14**	**1**	**0**	**1**	**0**	**0**

16:15 - 16:30	1	0	0	0	0	0
16:30 - 16:45	0	1	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**
17:00 - 17:15	1	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**

Session Total	**2**	**1**	**0**	**0**	**0**	**0**

Hall Green Lane

			C to A				
M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS
0	**1.0**	**1**	166	43	6	3	0
0	**2.0**	**2**	168	45	5	1	0
0	**3**	**3**	**334**	**88**	**11**	**4**	**0**
0	**2.0**	**2**	175	29	1	1	1
0	**3.3**	**2**	164	26	5	2	2
0	**7.0**	**7**	99	24	5	3	1
0	**1.0**	**1**	116	28	8	2	1
0	**13**	**12**	**554**	**107**	**19**	**8**	**5**
0	**0.0**	**0**	87	17	3	5	1
0	**1.0**	**1**	121	18	8	1	0
0	**1**	**1**	**208**	**35**	**11**	**6**	**1**
0	**17**	**16**	**1096**	**230**	**41**	**18**	**6**

0	**1.0**	**1**	111	16	2	1	1
0	**1.0**	**1**	124	16	1	0	0
0	**0.0**	**0**	129	10	1	2	0
0	**2**	**2**	**364**	**42**	**4**	**3**	**1**
0	**1.0**	**1**	129	3	0	0	1
0	**0.0**	**0**	140	9	2	1	1
0	**0.0**	**0**	125	3	0	0	0
0	**0.0**	**0**	111	3	0	0	1
0	**1**	**1**	**505**	**18**	**2**	**1**	**3**
0	**0.0**	**0**	118	3	0	2	1
0	**0**	**0**	**118**	**3**	**0**	**2**	**1**

0	**3**	**3**	**987**	**63**	**6**	**6**	**5**

				C
P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2
0	0	**224.9**	**218**	5	1	0	1
0	1	**223.2**	**220**	3	1	0	0
0	**1**	**448**	**438**	**8**	**2**	**0**	**1**
0	1	**210.2**	**208**	7	0	1	0
2	0	**206.5**	**201**	5	0	1	1
0	0	**139.4**	**132**	3	0	0	0
1	0	**162.8**	**156**	2	0	1	0
3	**1**	**719**	**697**	**17**	**0**	**3**	**1**
0	1	**122.4**	**114**	0	0	0	0
0	0	**153.3**	**148**	1	1	0	0
0	**1**	**276**	**262**	**1**	**1**	**0**	**0**

3	**3**	**1443**	**1397**	**26**	**3**	**3**	**2**

0	0	**134.3**	**131**	2	2	0	0
0	4	**143.1**	**145**	0	0	0	1
0	0	**145.1**	**142**	2	0	0	0
0	**4**	**423**	**418**	**4**	**2**	**0**	**1**
0	1	**134.4**	**134**	2	2	0	0
0	0	**156.3**	**153**	3	0	0	1
0	0	**128.0**	**128**	2	0	0	0
0	0	**116.0**	**115**	0	0	0	0
0	**1**	**534**	**530**	**7**	**2**	**0**	**1**
0	0	**127.6**	**124**	3	1	0	0
0	**0**	**128**	**124**	**3**	**1**	**0**	**0**

0	**5**	**1085**	**1072**	**14**	**5**	**0**	**2**

to B							
BUS	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**
0	0	0	**8.3**	**7**	0	0	0
0	0	0	**4.0**	**4**	0	0	0
0	**0**	**0**	**12**	**11**	**0**	**0**	**0**
0	0	0	**8.5**	**8**	0	0	0
0	0	0	**8.8**	**7**	0	0	0
0	0	0	**3.0**	**3**	0	0	0
0	0	0	**3.5**	**3**	0	0	0
0	**0**	**0**	**24**	**21**	**0**	**0**	**0**
0	0	0	**0.0**	**0**	0	0	0
0	0	0	**2.0**	**2**	0	0	0
0	**0**	**0**	**2**	**2**	**0**	**0**	**0**

0	**0**	**0**	**38**	**34**	**0**	**0**	**0**

0	0	0	**4.0**	**4**	0	0	0
0	0	0	**2.3**	**1**	0	0	0
0	0	0	**2.0**	**2**	0	0	0
0	**0**	**0**	**8**	**7**	**0**	**0**	**0**
0	0	0	**4.0**	**4**	0	0	0
0	0	0	**5.3**	**4**	0	0	0
0	0	0	**2.0**	**2**	0	0	0
0	0	0	**0.0**	**0**	0	0	0
0	**0**	**0**	**11**	**10**	**0**	**0**	**0**
0	0	0	**4.0**	**4**	0	0	0
0	**0**	**0**	**4**	**4**	**0**	**0**	**0**

0	**0**	**0**	**23**	**21**	**0**	**0**	**0**

C to C					
OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**

TIME	CAR
07:30 - 07:45	172
07:45 - 08:00	172
Hourly Total	**344**
08:00 - 08:15	184
08:15 - 08:30	170
08:30 - 08:45	109
08:45 - 09:00	119
Hourly Total	**582**
09:00 - 09:15	87
09:15 - 09:30	123
Hourly Total	**210**
Session Total	**1136**

0	0	0	0	**0.0**	**0**	16:15 - 16:30	114
0	0	0	0	**0.0**	**0**	16:30 - 16:45	124
0	0	0	0	**0.0**	**0**	16:45 - 17:00	131
0	**0**	**0**	**0**	**0**	**0**	**Hourly Total**	**369**
0	0	0	0	**0.0**	**0**	17:00 - 17:15	132
0	0	0	0	**0.0**	**0**	17:15 - 17:30	143
0	0	0	0	**0.0**	**0**	17:30 - 17:45	127
0	0	0	0	**0.0**	**0**	17:45 - 18:00	111
0	**0**	**0**	**0**	**0**	**0**	**Hourly Total**	**513**
0	0	0	0	**0.0**	**0**	18:00 - 18:15	121
0	**0**	**0**	**0**	**0**	**0**	**Hourly Total**	**121**

0	**0**	**0**	**0**	**0**	**0**	**Session Total**	**1003**

From C

LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
44	6	4	0	0	0	**234.2**	**226**
47	5	1	0	0	1	**229.2**	**226**
91	**11**	**5**	**0**	**0**	**1**	**464**	**452**
29	2	1	1	0	1	**220.7**	**218**
26	6	4	2	2	0	**218.6**	**210**
24	5	3	1	0	0	**149.4**	**142**
28	9	2	1	1	0	**167.3**	**160**
107	**22**	**10**	**5**	**3**	**1**	**756**	**730**
17	3	5	1	0	1	**122.4**	**114**
19	8	1	0	0	0	**156.3**	**151**
36	**11**	**6**	**1**	**0**	**1**	**279**	**265**

234	**44**	**21**	**6**	**3**	**3**	**1499**	**1447**

18	2	1	1	0	0	**139.3**	**136**
17	1	1	0	0	4	**146.4**	**147**
10	1	2	0	0	0	**147.1**	**144**
45	**4**	**4**	**1**	**0**	**4**	**433**	**427**
5	0	0	1	0	1	**139.4**	**139**
9	2	2	1	0	0	**161.6**	**157**
3	0	0	0	0	0	**130.0**	**130**
3	0	0	1	0	0	**116.0**	**115**
20	**2**	**2**	**3**	**0**	**1**	**547**	**541**
4	0	2	1	0	0	**131.6**	**128**
4	**0**	**2**	**1**	**0**	**0**	**132**	**128**

69	**6**	**8**	**5**	**0**	**5**	**1112**	**1096**

To C							
CAR	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**
104	17	3	2	2	0	0	**134.1**
94	12	3	4	1	0	2	**122.5**
198	**29**	**6**	**6**	**3**	**0**	**2**	**257**
88	12	4	4	0	0	0	**115.2**
90	20	2	1	0	0	2	**116.1**
78	10	2	0	0	0	0	**91.0**
83	19	5	2	0	0	1	**114.5**
339	**61**	**13**	**7**	**0**	**0**	**3**	**437**
87	10	2	3	2	0	0	**110.9**
94	15	6	1	0	0	1	**120.7**
181	**25**	**8**	**4**	**2**	**0**	**1**	**231**
718	**115**	**27**	**17**	**5**	**0**	**6**	**925**

136	38	3	1	1	0	0	**182.8**
165	29	2	0	1	0	1	**199.4**
115	11	6	0	1	0	0	**137.0**
416	**78**	**11**	**1**	**3**	**0**	**1**	**519**
154	31	3	3	0	0	2	**197.2**
178	11	0	0	0	0	2	**189.8**
170	20	1	7	0	1	0	**207.8**
137	14	0	1	1	2	2	**156.5**
639	**76**	**4**	**11**	**1**	**3**	**6**	**751**
140	12	0	2	0	2	0	**157.0**
140	**12**	**0**	**2**	**0**	**2**	**0**	**157**

1195	**166**	**15**	**14**	**4**	**5**	**7**	**1427**

TOTAL
128
116
244
108
115
90
110
423
104
117
221

888

179
198
133
510
193
191
199
157
740
156
156

1406

Harrogate - Manual Traffic Survey: Thursday, 06 October 2022

Produced by Streetwise Services Ltd.

Junction: **A - (North) A658 Harrogate Road / B - Dunkeswick Lane / C - (South) A658 Harrogate Road / D - H**

Approach: **D - Hall Green Lane**

	D to A					
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**
07:30 - 07:45	11	0	0	0	0	0
07:45 - 08:00	9	1	0	1	0	0
Hourly Total	**20**	**1**	**0**	**1**	**0**	**0**
08:00 - 08:15	11	0	0	0	1	0
08:15 - 08:30	5	0	0	0	0	0
08:30 - 08:45	3	1	0	1	0	0
08:45 - 09:00	10	0	0	0	0	0
Hourly Total	**29**	**1**	**0**	**1**	**1**	**0**
09:00 - 09:15	11	2	0	0	0	0
09:15 - 09:30	4	2	0	0	0	0
Hourly Total	**15**	**4**	**0**	**0**	**0**	**0**
Session Total	**64**	**6**	**0**	**2**	**1**	**0**

16:15 - 16:30	10	3	0	0	0	0
16:30 - 16:45	18	5	0	0	0	0
16:45 - 17:00	11	2	0	0	0	0
Hourly Total	**39**	**10**	**0**	**0**	**0**	**0**
17:00 - 17:15	9	0	0	0	0	0
17:15 - 17:30	11	0	0	0	0	0
17:30 - 17:45	11	0	0	0	0	0
17:45 - 18:00	11	1	0	0	0	0
Hourly Total	**42**	**1**	**0**	**0**	**0**	**0**
18:00 - 18:15	6	0	0	0	0	0
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**

Session Total	**87**	**11**	**0**	**0**	**0**	**0**

Hall Green Lane

			D to B				
M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS
0	**11.0**	**11**	12	1	0	0	0
0	**12.3**	**11**	13	1	0	0	0
0	**23**	**22**	**25**	**2**	**0**	**0**	**0**
0	**13.0**	**12**	12	3	0	0	0
1	**5.4**	**6**	14	0	0	0	0
0	**6.3**	**5**	11	1	0	0	0
0	**10.0**	**10**	13	0	1	0	0
1	**34**	**33**	**50**	**4**	**1**	**0**	**0**
0	**13.0**	**13**	9	2	0	1	0
0	**6.0**	**6**	9	1	0	1	0
0	**19**	**19**	**18**	**3**	**0**	**2**	**0**
1	**76**	**74**	**93**	**9**	**1**	**2**	**0**

0	**13.0**	**13**	11	7	0	0	0
0	**23.0**	**23**	8	4	0	0	0
0	**13.0**	**13**	17	5	0	0	0
0	**49**	**49**	**36**	**16**	**0**	**0**	**0**
0	**9.0**	**9**	10	3	0	0	0
0	**11.0**	**11**	8	0	0	0	0
0	**11.0**	**11**	10	2	0	0	0
0	**12.0**	**12**	8	1	0	1	0
0	**43**	**43**	**36**	**6**	**0**	**1**	**0**
0	**6.0**	**6**	9	0	0	0	0
0	**6**	**6**	**9**	**0**	**0**	**0**	**0**

0	**98**	**98**	**81**	**22**	**0**	**1**	**0**

							D
P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2
0	0	**13.0**	**13**	0	0	0	0
0	0	**14.0**	**14**	2	0	0	0
0	**0**	**27**	**27**	**2**	**0**	**0**	**0**
0	0	**15.0**	**15**	0	0	0	0
0	0	**14.0**	**14**	0	0	0	0
0	0	**12.0**	**12**	0	0	0	0
0	0	**14.5**	**14**	3	0	0	0
0	**0**	**56**	**55**	**3**	**0**	**0**	**0**
0	0	**13.3**	**12**	2	0	0	0
0	0	**12.3**	**11**	0	0	0	0
0	**0**	**26**	**23**	**2**	**0**	**0**	**0**
0	**0**	**109**	**105**	**7**	**0**	**0**	**0**

0	0	**18.0**	**18**	0	0	0	0
0	0	**12.0**	**12**	0	1	0	0
0	0	**22.0**	**22**	1	0	0	0
0	**0**	**52**	**52**	**1**	**1**	**0**	**0**
0	0	**13.0**	**13**	1	0	0	0
0	0	**8.0**	**8**	1	0	0	0
0	0	**12.0**	**12**	1	1	0	0
0	0	**11.3**	**10**	0	0	0	0
0	**0**	**44**	**43**	**3**	**1**	**0**	**0**
0	0	**9.0**	**9**	1	0	0	0
0	**0**	**9**	**9**	**1**	**0**	**0**	**0**

0	**0**	**105**	**104**	**5**	**2**	**0**	**0**

to C							
BUS	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**
0	0	0	**0.0**	**0**	0	0	0
0	0	0	**2.0**	**2**	0	0	0
0	**0**	**0**	**2**	**2**	**0**	**0**	**0**
0	0	0	**0.0**	**0**	0	0	0
0	0	0	**0.0**	**0**	0	0	0
0	0	0	**0.0**	**0**	0	0	0
0	0	0	**3.0**	**3**	0	0	0
0	**0**	**0**	**3**	**3**	**0**	**0**	**0**
0	0	0	**2.0**	**2**	0	0	0
0	0	0	**0.0**	**0**	0	0	0
0	**0**	**0**	**2**	**2**	**0**	**0**	**0**

0	**0**	**0**	**7**	**7**	**0**	**0**	**0**

0	0	0	**0.0**	**0**	0	0	0
0	0	0	**1.0**	**1**	0	0	0
0	0	0	**1.0**	**1**	0	0	0
0	**0**	**0**	**2**	**2**	**0**	**0**	**0**
0	0	0	**1.0**	**1**	0	0	0
0	0	0	**1.0**	**1**	0	0	0
0	0	0	**2.0**	**2**	0	0	0
0	0	0	**0.0**	**0**	0	0	0
0	**0**	**0**	**4**	**4**	**0**	**0**	**0**
0	0	0	**1.0**	**1**	0	0	0
0	**0**	**0**	**1**	**1**	**0**	**0**	**0**

0	**0**	**0**	**7**	**7**	**0**	**0**	**0**

D to D					
OGV2	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**

TIME	**CAR**
07:30 - 07:45	23
07:45 - 08:00	24
Hourly Total	**47**
08:00 - 08:15	23
08:15 - 08:30	19
08:30 - 08:45	14
08:45 - 09:00	26
Hourly Total	**82**
09:00 - 09:15	22
09:15 - 09:30	13
Hourly Total	**35**
Session Total	**164**

0	0	0	0	**0.0**	**0**	16:15 - 16:30	21
0	0	0	0	**0.0**	**0**	16:30 - 16:45	26
0	0	0	0	**0.0**	**0**	16:45 - 17:00	29
0	**0**	**0**	**0**	**0**	**0**	**Hourly Total**	**76**
0	0	0	0	**0.0**	**0**	17:00 - 17:15	20
0	0	0	0	**0.0**	**0**	17:15 - 17:30	20
0	0	0	0	**0.0**	**0**	17:30 - 17:45	22
0	0	0	0	**0.0**	**0**	17:45 - 18:00	19
0	**0**	**0**	**0**	**0**	**0**	**Hourly Total**	**81**
0	0	0	0	**0.0**	**0**	18:00 - 18:15	16
0	**0**	**0**	**0**	**0**	**0**	**Hourly Total**	**16**

0	**0**	**0**	**0**	**0**	**0**	**Session Total**	**173**

From D

LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	**24.0**	**24**
2	0	1	0	0	0	**28.3**	**27**
3	**0**	**1**	**0**	**0**	**0**	**52**	**51**
3	0	0	1	0	0	**28.0**	**27**
0	0	0	0	0	1	**19.4**	**20**
2	0	1	0	0	0	**18.3**	**17**
0	1	0	0	0	0	**27.5**	**27**
5	**1**	**1**	**1**	**0**	**1**	**93**	**91**
4	0	1	0	0	0	**28.3**	**27**
3	0	1	0	0	0	**18.3**	**17**
7	**0**	**2**	**0**	**0**	**0**	**47**	**44**

15	**1**	**4**	**1**	**0**	**1**	**192**	**186**

10	0	0	0	0	0	**31.0**	**31**
10	0	0	0	0	0	**36.0**	**36**
7	0	0	0	0	0	**36.0**	**36**
27	**0**	**0**	**0**	**0**	**0**	**103**	**103**
3	0	0	0	0	0	**23.0**	**23**
0	0	0	0	0	0	**20.0**	**20**
3	0	0	0	0	0	**25.0**	**25**
2	0	1	0	0	0	**23.3**	**22**
8	**0**	**1**	**0**	**0**	**0**	**91**	**90**
0	0	0	0	0	0	**16.0**	**16**
0	**0**	**0**	**0**	**0**	**0**	**16**	**16**

35	**0**	**1**	**0**	**0**	**0**	**210**	**209**

To D							
CAR	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**
15	6	0	0	0	0	0	**21.0**
20	13	0	0	0	0	0	**33.0**
35	**19**	**0**	**0**	**0**	**0**	**0**	**54**
23	8	0	0	0	0	0	**31.0**
16	7	0	1	0	0	0	**25.3**
26	4	0	0	0	0	1	**30.4**
22	2	0	0	0	0	0	**24.0**
87	**21**	**0**	**1**	**0**	**0**	**1**	**110**
14	6	0	0	0	0	0	**20.0**
9	5	0	1	0	0	0	**16.3**
23	**11**	**0**	**1**	**0**	**0**	**0**	**36**
145	**51**	**0**	**2**	**0**	**0**	**1**	**200**

19	2	0	0	0	0	0	**21.0**
17	3	0	0	0	0	0	**20.0**
15	2	0	0	0	1	0	**17.2**
51	**7**	**0**	**0**	**0**	**1**	**0**	**58**
28	3	0	0	0	0	0	**31.0**
18	0	0	0	0	0	0	**18.0**
17	1	0	0	0	0	0	**18.0**
24	1	0	0	0	0	0	**25.0**
87	**5**	**0**	**0**	**0**	**0**	**0**	**92**
28	1	0	0	0	0	0	**29.0**
28	**1**	**0**	**0**	**0**	**0**	**0**	**29**

166	**13**	**0**	**0**	**0**	**1**	**0**	**179**

TOTAL
21
33
54
31
24
31
24
110
20
15
35

199

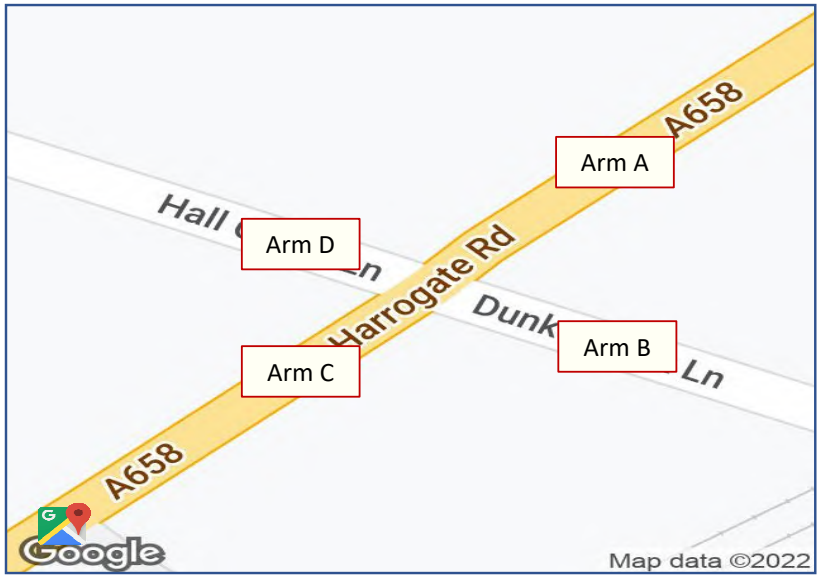
21
20
18
59
31
18
18
25
92
29
29

180

Harrogate - Manual Traffic Survey: Thursday, 06 October 2022

Produced by Streetwise Services Ltd.

Junction: **A - (North) A658 Harrogate Road / B - Dunkeswick Lane / C - (South) A658 Harrogate Road / D - H**



Matrix Totals:	**Counts**
Show single Session:	**No**

	07:30 to 09:30
Custom Start / End:	**07:30** **18:15**
Show Peak Times:	**No**

Arm Destination

Arm Origin	A	B	C	D	Total	% Total
A	0	5	2239	155	**2399**	**100.00%**
B	5	0	41	205	**251**	**100.00%**
C	2469	55	0	19	**2543**	**100.00%**
D	172	209	14	0	**395**	**100.00%**
Total	**2646**	**269**	**2294**	**379**		
% Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**
LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
P/CYCLE	**Yes**
M/CYCLE	**Yes**

all Green Lane

Harrogate - Manual Traffic Survey: Thursday, 06 October 2022

Produced by Streetwise Services Ltd.

Junction: **A - (North) A658 Harrogate Road / B - Dunkeswick Lane / C - (South) A658 Harrogate Road / D - H**

Approach: **B - Dunkeswick Lane**

	B to C					
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**
07:30 - 07:45	0	1	0	0	0	0
07:45 - 08:00	1	0	0	0	0	0
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**
08:00 - 08:15	1	0	0	1	0	0
08:15 - 08:30	0	0	0	0	0	0
08:30 - 08:45	1	0	0	0	0	0
08:45 - 09:00	1	0	0	1	0	0
Hourly Total	**3**	**0**	**0**	**2**	**0**	**0**
09:00 - 09:15	0	1	0	0	0	0
09:15 - 09:30	0	0	1	0	0	0
Hourly Total	**0**	**1**	**1**	**0**	**0**	**0**
Session Total	**4**	**2**	**1**	**2**	**0**	**0**

16:15 - 16:30	2	0	0	0	0	0
16:30 - 16:45	2	1	0	0	0	0
16:45 - 17:00	5	1	0	0	0	0
Hourly Total	**9**	**2**	**0**	**0**	**0**	**0**
17:00 - 17:15	4	1	0	1	0	0
17:15 - 17:30	7	0	0	0	0	0
17:30 - 17:45	2	1	0	0	0	0
17:45 - 18:00	2	0	0	0	0	0
Hourly Total	**15**	**2**	**0**	**1**	**0**	**0**
18:00 - 18:15	2	0	0	1	0	0
Hourly Total	**2**	**0**	**0**	**1**	**0**	**0**

Session Total	**26**	**4**	**0**	**2**	**0**	**0**

Hall Green Lane

			B to D				
M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS
0	**1.0**	**1**	8	6	0	0	0
0	**1.0**	**1**	13	9	0	0	0
0	**2**	**2**	**21**	**15**	**0**	**0**	**0**
0	**3.3**	**2**	16	5	0	0	0
0	**0.0**	**0**	8	2	0	0	0
0	**1.0**	**1**	13	2	0	0	0
0	**3.3**	**2**	11	0	0	0	0
0	**8**	**5**	**48**	**9**	**0**	**0**	**0**
0	**1.0**	**1**	10	4	0	0	0
0	**1.5**	**1**	3	1	0	0	0
0	**3**	**2**	**13**	**5**	**0**	**0**	**0**
0	**13**	**9**	**82**	**29**	**0**	**0**	**0**

0	**2.0**	**2**	9	1	0	0	0
0	**3.0**	**3**	10	1	0	0	0
0	**6.0**	**6**	8	1	0	0	0
0	**11**	**11**	**27**	**3**	**0**	**0**	**0**
0	**7.3**	**6**	18	0	0	0	0
0	**7.0**	**7**	9	0	0	0	0
0	**3.0**	**3**	10	0	0	0	0
0	**2.0**	**2**	10	0	0	0	0
0	**19**	**18**	**47**	**0**	**0**	**0**	**0**
0	**4.3**	**3**	15	0	0	0	0
0	**4**	**3**	**15**	**0**	**0**	**0**	**0**

0	**34**	**32**	**89**	**3**	**0**	**0**	**0**

							B
P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2
0	0	**14.0**	**14**	0	0	0	0
0	0	**22.0**	**22**	0	1	0	0
0	**0**	**36**	**36**	**0**	**1**	**0**	**0**
0	0	**21.0**	**21**	0	0	0	0
0	0	**10.0**	**10**	0	0	0	0
0	1	**15.4**	**16**	0	0	0	0
0	0	**11.0**	**11**	0	0	0	0
0	**1**	**57**	**58**	**0**	**0**	**0**	**0**
0	0	**14.0**	**14**	0	0	0	0
0	0	**4.0**	**4**	0	0	0	0
0	**0**	**18**	**18**	**0**	**0**	**0**	**0**

0	**1**	**111**	**112**	**0**	**1**	**0**	**0**

0	0	**10.0**	**10**	1	1	0	0
0	0	**11.0**	**11**	1	0	0	0
1	0	**9.2**	**10**	0	0	0	0
1	**0**	**30**	**31**	**2**	**1**	**0**	**0**
0	0	**18.0**	**18**	0	0	0	1
0	0	**9.0**	**9**	0	0	0	0
0	0	**10.0**	**10**	0	0	0	0
0	0	**10.0**	**10**	0	0	0	0
0	**0**	**47**	**47**	**0**	**0**	**0**	**1**
0	0	**15.0**	**15**	0	0	0	0
0	**0**	**15**	**15**	**0**	**0**	**0**	**0**

1	**0**	**92**	**93**	**2**	**1**	**0**	**1**

to A

BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1
0	0	0	**0.0**	**0**	0	0	0
0	0	0	**1.0**	**1**	0	0	0
0	**0**	**0**	**1**	**1**	**0**	**0**	**0**
0	0	0	**0.0**	**0**	0	0	0
0	0	0	**0.0**	**0**	0	0	0
0	0	0	**0.0**	**0**	0	0	0
0	0	0	**0.0**	**0**	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	**0.0**	**0**	0	0	0
0	0	0	**0.0**	**0**	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**

0	**0**	**0**	**1**	**1**	**0**	**0**	**0**

0	0	0	**2.0**	**2**	0	0	0
0	0	0	**1.0**	**1**	0	0	0
0	0	0	**0.0**	**0**	0	0	0
0	**0**	**0**	**3**	**3**	**0**	**0**	**0**
0	0	0	**2.3**	**1**	0	0	0
0	0	0	**0.0**	**0**	0	0	0
0	0	0	**0.0**	**0**	0	0	0
0	0	0	**0.0**	**0**	0	0	0
0	**0**	**0**	**2**	**1**	**0**	**0**	**0**
0	0	0	**0.0**	**0**	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**

0	**0**	**0**	**5**	**4**	**0**	**0**	**0**

B to B					
OGV2	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**

TIME	**CAR**
07:30 - 07:45	8
07:45 - 08:00	14
Hourly Total	**22**
08:00 - 08:15	17
08:15 - 08:30	8
08:30 - 08:45	14
08:45 - 09:00	12
Hourly Total	**51**
09:00 - 09:15	10
09:15 - 09:30	3
Hourly Total	**13**
Session Total	**86**

0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**
0	0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**	**0**

16:15 - 16:30	12
16:30 - 16:45	13
16:45 - 17:00	13
Hourly Total	**38**
17:00 - 17:15	22
17:15 - 17:30	16
17:30 - 17:45	12
17:45 - 18:00	12
Hourly Total	**62**
18:00 - 18:15	17
Hourly Total	**17**

0	**0**	**0**	**0**	**0**	**0**

Session Total	**117**

From B

LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
7	0	0	0	0	0	**15.0**	**15**
10	0	0	0	0	0	**24.0**	**24**
17	**0**	**0**	**0**	**0**	**0**	**39**	**39**
5	0	1	0	0	0	**24.3**	**23**
2	0	0	0	0	0	**10.0**	**10**
2	0	0	0	0	1	**16.4**	**17**
0	0	1	0	0	0	**14.3**	**13**
9	**0**	**2**	**0**	**0**	**1**	**65**	**63**
5	0	0	0	0	0	**15.0**	**15**
1	1	0	0	0	0	**5.5**	**5**
6	**1**	**0**	**0**	**0**	**0**	**21**	**20**

32	**1**	**2**	**0**	**0**	**1**	**125**	**122**

2	0	0	0	0	0	**14.0**	**14**
2	0	0	0	0	0	**15.0**	**15**
2	0	0	0	1	0	**15.2**	**16**
6	**0**	**0**	**0**	**1**	**0**	**44**	**45**
1	0	2	0	0	0	**27.6**	**25**
0	0	0	0	0	0	**16.0**	**16**
1	0	0	0	0	0	**13.0**	**13**
0	0	0	0	0	0	**12.0**	**12**
2	**0**	**2**	**0**	**0**	**0**	**69**	**66**
0	0	1	0	0	0	**19.3**	**18**
0	**0**	**1**	**0**	**0**	**0**	**19**	**18**

8	**0**	**3**	**0**	**1**	**0**	**132**	**129**

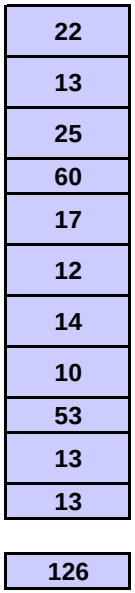
To B							
CAR	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**
17	2	0	1	0	0	0	**21.3**
16	2	0	0	0	0	0	**18.0**
33	**4**	**0**	**1**	**0**	**0**	**0**	**39**
20	3	1	0	0	0	0	**24.5**
19	1	1	1	0	0	0	**23.8**
15	1	0	0	0	0	0	**16.0**
16	0	2	0	0	0	0	**19.0**
70	**5**	**4**	**1**	**0**	**0**	**0**	**83**
9	2	0	1	0	0	0	**13.3**
10	2	0	1	0	0	0	**14.3**
19	**4**	**0**	**2**	**0**	**0**	**0**	**28**
122	**13**	**4**	**4**	**0**	**0**	**0**	**150**

13	9	0	0	0	0	0	**22.0**
8	4	0	1	0	0	0	**14.3**
20	5	0	0	0	0	0	**25.0**
41	**18**	**0**	**1**	**0**	**0**	**0**	**61**
12	5	0	0	0	0	0	**17.0**
11	0	0	1	0	0	0	**13.3**
12	2	0	0	0	0	0	**14.0**
8	1	0	1	0	0	0	**11.3**
43	**8**	**0**	**2**	**0**	**0**	**0**	**56**
12	1	0	0	0	0	0	**13.0**
12	**1**	**0**	**0**	**0**	**0**	**0**	**13**

96	**27**	**0**	**3**	**0**	**0**	**0**	**130**

TOTAL
20
18
38
24
22
16
18
80
12
13
25

143


22
13
25
60
17
12
14
10
53
13
13
126

Harrogate - Manual Traffic Survey: Thursday, 06 October 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A658 Harrogate / B - (South) A658 Harrogate / C - Church Hill

Approach: A - (North) A658 Harrogate

	A to B					
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**
07:30 - 07:45	99	17	2	2	2	0
07:45 - 08:00	102	12	4	4	1	0
Hourly Total	**201**	**29**	**6**	**6**	**3**	**0**
08:00 - 08:15	85	12	3	4	0	0
08:15 - 08:30	90	20	3	1	0	0
08:30 - 08:45	80	9	2	0	0	0
08:45 - 09:00	77	19	5	2	0	0
Hourly Total	**332**	**60**	**13**	**7**	**0**	**0**
09:00 - 09:15	85	10	1	3	2	0
09:15 - 09:30	104	15	7	1	0	0
Hourly Total	**189**	**25**	**8**	**4**	**2**	**0**
Session Total	**722**	**114**	**27**	**17**	**5**	**0**

16:15 - 16:30	125	38	2	1	1	0
16:30 - 16:45	173	29	3	0	1	0
16:45 - 17:00	96	11	4	0	1	0
Hourly Total	**394**	**78**	**9**	**1**	**3**	**0**
17:00 - 17:15	167	31	5	3	0	0
17:15 - 17:30	168	11	0	0	0	0
17:30 - 17:45	169	20	1	7	0	0
17:45 - 18:00	137	12	0	1	1	3
Hourly Total	**641**	**74**	**6**	**11**	**1**	**3**
18:00 - 18:15	146	14	0	2	0	2
Hourly Total	**146**	**14**	**0**	**2**	**0**	**2**

Session Total	**1181**	**166**	**15**	**14**	**4**	**5**

			A to C				
M/CYCLE	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**
0	**127.6**	**122**	0	0	0	0	0
2	**132.0**	**125**	1	0	0	0	0
2	**260**	**247**	**1**	**0**	**0**	**0**	**0**
0	**110.7**	**104**	1	0	0	0	0
2	**117.6**	**116**	0	0	0	0	0
0	**92.0**	**91**	1	1	0	0	0
1	**108.5**	**104**	0	0	0	0	0
3	**429**	**415**	**2**	**1**	**0**	**0**	**0**
0	**107.4**	**101**	0	0	0	0	0
1	**132.2**	**128**	0	0	0	0	0
1	**239**	**229**	**0**	**0**	**0**	**0**	**0**
6	**928**	**891**	**3**	**1**	**0**	**0**	**0**

0	**170.3**	**167**	1	0	0	0	0
1	**208.9**	**207**	1	0	0	0	0
0	**115.0**	**112**	1	0	0	0	0
1	**494**	**486**	**3**	**0**	**0**	**0**	**0**
2	**213.2**	**208**	1	0	0	0	0
2	**179.8**	**181**	3	0	0	0	0
0	**206.6**	**197**	2	0	0	0	0
2	**154.7**	**156**	0	0	0	0	0
6	**754**	**742**	**6**	**0**	**0**	**0**	**0**
0	**165.0**	**164**	2	0	0	0	0
0	**165**	**164**	**2**	**0**	**0**	**0**	**0**

7	**1413**	**1392**	**11**	**0**	**0**	**0**	**0**

							A
P/CYCLE	**M/CYCLE**	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**
0	0	**0.0**	**0**	0	0	0	0
0	0	**1.0**	**1**	0	0	0	0
0	**0**	**1**	**1**	**0**	**0**	**0**	**0**
0	0	**1.0**	**1**	0	0	0	0
0	0	**0.0**	**0**	0	0	0	0
0	0	**2.0**	**2**	0	0	0	0
0	0	**0.0**	**0**	0	0	0	0
0	**0**	**3**	**3**	**0**	**0**	**0**	**0**
0	0	**0.0**	**0**	0	0	0	0
0	0	**0.0**	**0**	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**

0	**0**	**4**	**4**	**0**	**0**	**0**	**0**

0	0	**1.0**	**1**	0	0	0	0
0	0	**1.0**	**1**	0	0	0	0
0	0	**1.0**	**1**	0	0	0	0
0	**0**	**3**	**3**	**0**	**0**	**0**	**0**
0	0	**1.0**	**1**	0	0	0	0
0	0	**3.0**	**3**	0	0	0	0
0	0	**2.0**	**2**	0	0	0	0
0	0	**0.0**	**0**	0	0	0	0
0	**0**	**6**	**6**	**0**	**0**	**0**	**0**
0	0	**2.0**	**2**	0	0	0	0
0	**0**	**2**	**2**	**0**	**0**	**0**	**0**

0	**0**	**11**	**11**	**0**	**0**	**0**	**0**

to A

BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**

TIME	CAR	LGV
07:30 - 07:45	99	17
07:45 - 08:00	103	12
Hourly Total	**202**	**29**
08:00 - 08:15	86	12
08:15 - 08:30	90	20
08:30 - 08:45	81	10
08:45 - 09:00	77	19
Hourly Total	**334**	**61**
09:00 - 09:15	85	10
09:15 - 09:30	104	15
Hourly Total	**189**	**25**
Session Total	**725**	**115**

0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**

16:15 - 16:30	126	38
16:30 - 16:45	174	29
16:45 - 17:00	97	11
Hourly Total	**397**	**78**
17:00 - 17:15	168	31
17:15 - 17:30	171	11
17:30 - 17:45	171	20
17:45 - 18:00	137	12
Hourly Total	**647**	**74**
18:00 - 18:15	148	14
Hourly Total	**148**	**14**

0	**0**	**0**	**0**	**0**

Session Total	**1192**	**166**

From A							
OGV1	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**	**CAR**
2	2	2	0	0	**127.6**	**122**	165
4	4	1	0	2	**133.0**	**126**	171
6	**6**	**3**	**0**	**2**	**261**	**248**	**336**
3	4	0	0	0	**111.7**	**105**	183
3	1	0	0	2	**117.6**	**116**	169
2	0	0	0	0	**94.0**	**93**	107
5	2	0	0	1	**108.5**	**104**	122
13	**7**	**0**	**0**	**3**	**432**	**418**	**581**
1	3	2	0	0	**107.4**	**101**	89
7	1	0	0	1	**132.2**	**128**	123
8	**4**	**2**	**0**	**1**	**239**	**229**	**212**
27	**17**	**5**	**0**	**6**	**932**	**895**	**1129**

2	1	1	0	0	**171.3**	**168**	121
3	0	1	0	1	**209.9**	**208**	116
4	0	1	0	0	**116.0**	**113**	137
9	**1**	**3**	**0**	**1**	**497**	**489**	**374**
5	3	0	0	2	**214.2**	**209**	126
0	0	0	0	2	**182.8**	**184**	142
1	7	0	0	0	**208.6**	**199**	130
0	1	1	3	2	**154.7**	**156**	112
6	**11**	**1**	**3**	**6**	**760**	**748**	**510**
0	2	0	2	0	**167.0**	**166**	123
0	**2**	**0**	**2**	**0**	**167**	**166**	**123**

15	**14**	**4**	**5**	**7**	**1424**	**1403**	**1007**

To A							
LGV	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
52	6	3	0	0	0	**232.9**	**226**
42	6	1	0	0	1	**224.7**	**221**
94	**12**	**4**	**0**	**0**	**1**	**457**	**447**
27	1	2	1	1	1	**218.7**	**216**
28	6	3	2	1	0	**217.1**	**209**
23	5	3	1	0	0	**146.4**	**139**
30	9	2	1	1	0	**172.3**	**165**
108	**21**	**10**	**5**	**3**	**1**	**755**	**729**
14	3	5	1	0	1	**121.4**	**113**
21	8	2	0	0	0	**160.6**	**154**
35	**11**	**7**	**1**	**0**	**1**	**282**	**267**
237	**44**	**21**	**6**	**3**	**3**	**1494**	**1443**

18	2	1	1	0	0	**146.3**	**143**
17	1	1	0	0	4	**138.4**	**139**
10	1	2	0	0	0	**153.1**	**150**
45	**4**	**4**	**1**	**0**	**4**	**438**	**432**
6	0	0	2	0	1	**136.4**	**135**
8	2	2	0	0	0	**157.6**	**154**
3	0	0	0	0	0	**133.0**	**133**
3	0	0	1	0	0	**117.0**	**116**
20	**2**	**2**	**3**	**0**	**1**	**544**	**538**
4	0	2	1	0	0	**133.6**	**130**
4	**0**	**2**	**1**	**0**	**0**	**134**	**130**

69	**6**	**8**	**5**	**0**	**5**	**1116**	**1100**

Harrogate - Manual Traffic Survey: Thursday, 06 October 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A658 Harrogate / B - (South) A658 Harrogate / C - Church Hill

Approach: B - (South) A658 Harrogate

	B to C					
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**
07:30 - 07:45	13	1	0	0	0	0
07:45 - 08:00	14	2	0	0	0	0
Hourly Total	**27**	**3**	**0**	**0**	**0**	**0**
08:00 - 08:15	15	2	0	0	1	0
08:15 - 08:30	13	1	0	0	0	0
08:30 - 08:45	16	0	0	0	0	0
08:45 - 09:00	25	0	0	0	0	0
Hourly Total	**69**	**3**	**0**	**0**	**1**	**0**
09:00 - 09:15	5	1	0	0	0	0
09:15 - 09:30	11	2	1	0	0	0
Hourly Total	**16**	**3**	**1**	**0**	**0**	**0**
Session Total	**112**	**9**	**1**	**0**	**1**	**0**

16:15 - 16:30	7	1	0	0	0	0
16:30 - 16:45	5	3	0	0	0	0
16:45 - 17:00	12	0	0	0	0	0
Hourly Total	**24**	**4**	**0**	**0**	**0**	**0**
17:00 - 17:15	6	0	0	0	0	0
17:15 - 17:30	7	1	0	0	0	0
17:30 - 17:45	4	0	0	0	0	0
17:45 - 18:00	5	0	0	0	0	0
Hourly Total	**22**	**1**	**0**	**0**	**0**	**0**
18:00 - 18:15	4	2	0	0	0	2
Hourly Total	**4**	**2**	**0**	**0**	**0**	**2**

Session Total	**50**	**7**	**0**	**0**	**0**	**2**

			B to A				
M/CYCLE	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**
0	**14.0**	**14**	161	51	6	3	0
0	**16.0**	**16**	169	42	6	1	0
0	**30**	**30**	**330**	**93**	**12**	**4**	**0**
0	**19.0**	**18**	183	27	1	2	1
0	**14.0**	**14**	166	28	6	3	2
0	**16.0**	**16**	107	23	5	3	1
0	**25.0**	**25**	119	30	9	2	1
0	**74**	**73**	**575**	**108**	**21**	**10**	**5**
0	**6.0**	**6**	87	14	3	5	1
0	**14.5**	**14**	122	20	8	2	0
0	**21**	**20**	**209**	**34**	**11**	**7**	**1**

0	**125**	**123**	**1114**	**235**	**44**	**21**	**6**

0	**8.0**	**8**	119	17	2	1	1
0	**8.0**	**8**	114	17	1	1	0
0	**12.0**	**12**	135	10	1	2	0
0	**28**	**28**	**368**	**44**	**4**	**4**	**1**
0	**6.0**	**6**	126	6	0	0	2
0	**8.0**	**8**	140	8	2	2	0
0	**4.0**	**4**	130	3	0	0	0
0	**5.0**	**5**	109	3	0	0	1
0	**23**	**23**	**505**	**20**	**2**	**2**	**3**
0	**6.4**	**8**	118	4	0	2	1
0	**6**	**8**	**118**	**4**	**0**	**2**	**1**

0	**57**	**59**	**991**	**68**	**6**	**8**	**5**

				B
P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2
0	0	**227.9**	**221**	0	0	0	0
0	1	**222.7**	**219**	0	0	0	0
0	**1**	**450**	**440**	**0**	**0**	**0**	**0**
1	1	**218.7**	**216**	0	0	0	0
1	0	**214.1**	**206**	0	0	0	0
0	0	**146.4**	**139**	0	0	0	0
1	0	**169.3**	**162**	0	0	0	0
3	**1**	**749**	**723**	**0**	**0**	**0**	**0**
0	1	**119.4**	**111**	0	0	0	0
0	0	**158.6**	**152**	0	0	0	0
0	**1**	**278**	**263**	**0**	**0**	**0**	**0**
3	**3**	**1477**	**1426**	**0**	**0**	**0**	**0**

0	0	**143.3**	**140**	0	0	0	0
0	4	**136.4**	**137**	0	0	0	0
0	0	**151.1**	**148**	0	0	0	0
0	**4**	**431**	**425**	**0**	**0**	**0**	**0**
0	1	**136.4**	**135**	0	0	0	0
0	0	**155.6**	**152**	0	0	0	0
0	0	**133.0**	**133**	0	0	0	0
0	0	**114.0**	**113**	0	0	0	0
0	**1**	**539**	**533**	**0**	**0**	**0**	**0**
0	0	**128.6**	**125**	0	0	0	0
0	**0**	**129**	**125**	**0**	**0**	**0**	**0**

0	**5**	**1099**	**1083**	**0**	**0**	**0**	**0**

to B

BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**

TIME	CAR	LGV
07:30 - 07:45	174	52
07:45 - 08:00	183	44
Hourly Total	**357**	**96**
08:00 - 08:15	198	29
08:15 - 08:30	179	29
08:30 - 08:45	123	23
08:45 - 09:00	144	30
Hourly Total	**644**	**111**
09:00 - 09:15	92	15
09:15 - 09:30	133	22
Hourly Total	**225**	**37**
Session Total	**1226**	**244**

0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**

16:15 - 16:30	126	18
16:30 - 16:45	119	20
16:45 - 17:00	147	10
Hourly Total	**392**	**48**
17:00 - 17:15	132	6
17:15 - 17:30	147	9
17:30 - 17:45	134	3
17:45 - 18:00	114	3
Hourly Total	**527**	**21**
18:00 - 18:15	122	6
Hourly Total	**122**	**6**

0	**0**	**0**	**0**	**0**

Session Total	**1041**	**75**

From B							
OGV1	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**	**CAR**
6	3	0	0	0	**241.9**	**235**	108
6	1	0	0	1	**238.7**	**235**	106
12	**4**	**0**	**0**	**1**	**480**	**470**	**214**
1	2	2	1	1	**237.7**	**234**	91
6	3	2	1	0	**228.1**	**220**	97
5	3	1	0	0	**162.4**	**155**	86
9	2	1	1	0	**194.3**	**187**	93
21	**10**	**6**	**3**	**1**	**823**	**796**	**367**
3	5	1	0	1	**125.4**	**117**	102
9	2	0	0	0	**173.1**	**166**	109
12	**7**	**1**	**0**	**1**	**298**	**283**	**211**
45	**21**	**7**	**3**	**3**	**1601**	**1549**	**792**

2	1	1	0	0	**151.3**	**148**	136
1	1	0	0	4	**144.4**	**145**	188
1	2	0	0	0	**163.1**	**160**	114
4	**4**	**1**	**0**	**4**	**459**	**453**	**438**
0	0	2	0	1	**142.4**	**141**	181
2	2	0	0	0	**163.6**	**160**	192
0	0	0	0	0	**137.0**	**137**	174
0	0	1	0	0	**119.0**	**118**	149
2	**2**	**3**	**0**	**1**	**562**	**556**	**696**
0	2	1	2	0	**135.0**	**133**	156
0	**2**	**1**	**2**	**0**	**135**	**133**	**156**

6	**8**	**5**	**2**	**5**	**1156**	**1142**	**1290**

To B							
LGV	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
18	2	2	2	0	0	**137.6**	**132**
12	4	4	1	0	2	**136.0**	**129**
30	**6**	**6**	**3**	**0**	**2**	**274**	**261**
13	3	4	0	0	0	**117.7**	**111**
20	3	1	0	0	2	**124.6**	**123**
9	2	0	0	0	0	**98.0**	**97**
19	5	2	0	0	1	**124.5**	**120**
61	**13**	**7**	**0**	**0**	**3**	**465**	**451**
11	1	3	2	0	0	**125.4**	**119**
15	7	1	0	0	1	**137.2**	**133**
26	**8**	**4**	**2**	**0**	**1**	**262**	**252**
117	**27**	**17**	**5**	**0**	**6**	**1001**	**964**

43	2	1	1	0	0	**186.3**	**183**
35	3	0	1	0	1	**229.9**	**228**
11	4	0	1	0	0	**133.0**	**130**
89	**9**	**1**	**3**	**0**	**1**	**549**	**541**
32	5	3	0	0	2	**228.2**	**223**
14	0	0	0	0	2	**206.8**	**208**
21	1	7	0	1	0	**212.8**	**204**
13	0	1	1	3	2	**167.7**	**169**
80	**6**	**11**	**1**	**4**	**6**	**815**	**804**
18	0	2	0	2	0	**179.0**	**178**
18	**0**	**2**	**0**	**2**	**0**	**179**	**178**

187	**15**	**14**	**4**	**6**	**7**	**1543**	**1523**

Harrogate - Manual Traffic Survey: Thursday, 06 October 2022

Produced by Streetwise Services Ltd.

Junction: **A - (North) A658 Harrogate / B - (South) A658 Harrogate / C - Church Hill**

Approach: **C - Church Hill**

	C to A					
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**
07:30 - 07:45	4	1	0	0	0	0
07:45 - 08:00	2	0	0	0	0	0
Hourly Total	**6**	**1**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0
08:15 - 08:30	3	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0
08:45 - 09:00	3	0	0	0	0	0
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	2	0	0	0	0	0
09:15 - 09:30	1	1	0	0	0	0
Hourly Total	**3**	**1**	**0**	**0**	**0**	**0**
Session Total	**15**	**2**	**0**	**0**	**0**	**0**

16:15 - 16:30	2	1	0	0	0	0
16:30 - 16:45	2	0	0	0	0	0
16:45 - 17:00	2	0	0	0	0	0
Hourly Total	**6**	**1**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	2	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	3	0	0	0	0	0
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	5	0	0	0	0	0
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**

Session Total	**16**	**1**	**0**	**0**	**0**	**0**

			C to B				
M/CYCLE	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**
0	**5.0**	**5**	9	1	0	0	0
0	**2.0**	**2**	4	0	0	0	0
0	**7**	**7**	**13**	**1**	**0**	**0**	**0**
0	**0.0**	**0**	6	1	0	0	0
0	**3.0**	**3**	7	0	0	0	0
0	**0.0**	**0**	6	0	0	0	0
0	**3.0**	**3**	16	0	0	0	0
0	**6**	**6**	**35**	**1**	**0**	**0**	**0**
0	**2.0**	**2**	17	1	0	0	0
0	**2.0**	**2**	5	0	0	0	0
0	**4**	**4**	**22**	**1**	**0**	**0**	**0**
0	**17**	**17**	**70**	**3**	**0**	**0**	**0**

0	**3.0**	**3**	11	5	0	0	0
0	**2.0**	**2**	15	6	0	0	0
0	**2.0**	**2**	18	0	0	0	0
0	**7**	**7**	**44**	**11**	**0**	**0**	**0**
0	**0.0**	**0**	14	1	0	0	0
0	**2.0**	**2**	24	3	0	0	0
0	**0.0**	**0**	5	1	0	0	0
0	**3.0**	**3**	12	1	0	0	0
0	**5**	**5**	**55**	**6**	**0**	**0**	**0**
0	**5.0**	**5**	10	4	0	0	0
0	**5**	**5**	**10**	**4**	**0**	**0**	**0**

0	**17**	**17**	**109**	**21**	**0**	**0**	**0**

							C
P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2
0	0	**10.0**	**10**	0	0	0	0
0	0	**4.0**	**4**	0	0	0	0
0	**0**	**14**	**14**	**0**	**0**	**0**	**0**
0	0	**7.0**	**7**	0	0	0	0
0	0	**7.0**	**7**	0	0	0	0
0	0	**6.0**	**6**	0	0	0	0
0	0	**16.0**	**16**	0	0	0	0
0	**0**	**36**	**36**	**0**	**0**	**0**	**0**
0	0	**18.0**	**18**	0	0	0	0
0	0	**5.0**	**5**	0	0	0	0
0	**0**	**23**	**23**	**0**	**0**	**0**	**0**

0	**0**	**73**	**73**	**0**	**0**	**0**	**0**

0	0	**16.0**	**16**	0	0	0	0
0	0	**21.0**	**21**	0	0	0	0
0	0	**18.0**	**18**	0	0	0	0
0	**0**	**55**	**55**	**0**	**0**	**0**	**0**
0	0	**15.0**	**15**	0	0	0	0
0	0	**27.0**	**27**	0	0	0	0
1	0	**6.2**	**7**	0	0	0	0
0	0	**13.0**	**13**	0	0	0	0
1	**0**	**61**	**62**	**0**	**0**	**0**	**0**
0	0	**14.0**	**14**	0	0	0	0
0	**0**	**14**	**14**	**0**	**0**	**0**	**0**

1	**0**	**130**	**131**	**0**	**0**	**0**	**0**

to C

BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**

TIME	CAR	LGV
07:30 - 07:45	13	2
07:45 - 08:00	6	0
Hourly Total	**19**	**2**
08:00 - 08:15	6	1
08:15 - 08:30	10	0
08:30 - 08:45	6	0
08:45 - 09:00	19	0
Hourly Total	**41**	**1**
09:00 - 09:15	19	1
09:15 - 09:30	6	1
Hourly Total	**25**	**2**
Session Total	**85**	**5**

0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**
0	0	0	**0.0**	**0**
0	**0**	**0**	**0**	**0**

16:15 - 16:30	13	6
16:30 - 16:45	17	6
16:45 - 17:00	20	0
Hourly Total	**50**	**12**
17:00 - 17:15	14	1
17:15 - 17:30	26	3
17:30 - 17:45	5	1
17:45 - 18:00	15	1
Hourly Total	**60**	**6**
18:00 - 18:15	15	4
Hourly Total	**15**	**4**

0	**0**	**0**	**0**	**0**

Session Total	**125**	**22**

From C							
OGV1	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**	**CAR**
0	0	0	0	0	**15.0**	**15**	13
0	0	0	0	0	**6.0**	**6**	15
0	**0**	**0**	**0**	**0**	**21**	**21**	**28**
0	0	0	0	0	**7.0**	**7**	16
0	0	0	0	0	**10.0**	**10**	13
0	0	0	0	0	**6.0**	**6**	17
0	0	0	0	0	**19.0**	**19**	25
0	**0**	**0**	**0**	**0**	**42**	**42**	**71**
0	0	0	0	0	**20.0**	**20**	5
0	0	0	0	0	**7.0**	**7**	11
0	**0**	**0**	**0**	**0**	**27**	**27**	**16**

0	**0**	**0**	**0**	**0**	**90**	**90**	**115**

0	0	0	0	0	**19.0**	**19**	8
0	0	0	0	0	**23.0**	**23**	6
0	0	0	0	0	**20.0**	**20**	13
0	**0**	**0**	**0**	**0**	**62**	**62**	**27**
0	0	0	0	0	**15.0**	**15**	7
0	0	0	0	0	**29.0**	**29**	10
0	0	0	1	0	**6.2**	**7**	6
0	0	0	0	0	**16.0**	**16**	5
0	**0**	**0**	**1**	**0**	**66**	**67**	**28**
0	0	0	0	0	**19.0**	**19**	6
0	**0**	**0**	**0**	**0**	**19**	**19**	**6**

0	**0**	**0**	**1**	**0**	**147**	**148**	**61**

To C							
LGV	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
1	0	0	0	0	0	**14.0**	**14**
2	0	0	0	0	0	**17.0**	**17**
3	**0**	**0**	**0**	**0**	**0**	**31**	**31**
2	0	0	1	0	0	**20.0**	**19**
1	0	0	0	0	0	**14.0**	**14**
1	0	0	0	0	0	**18.0**	**18**
0	0	0	0	0	0	**25.0**	**25**
4	**0**	**0**	**1**	**0**	**0**	**77**	**76**
1	0	0	0	0	0	**6.0**	**6**
2	1	0	0	0	0	**14.5**	**14**
3	**1**	**0**	**0**	**0**	**0**	**21**	**20**

10	**1**	**0**	**1**	**0**	**0**	**129**	**127**

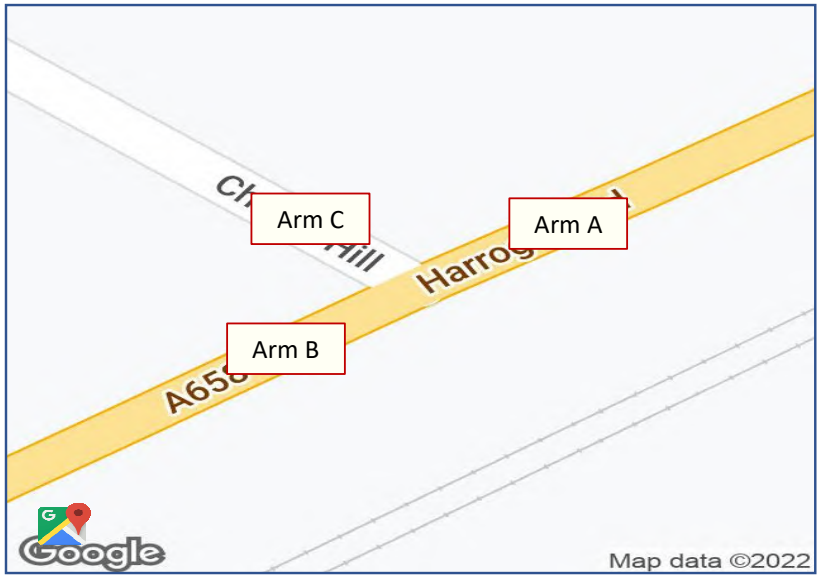
1	0	0	0	0	0	**9.0**	**9**
3	0	0	0	0	0	**9.0**	**9**
0	0	0	0	0	0	**13.0**	**13**
4	**0**	**0**	**0**	**0**	**0**	**31**	**31**
0	0	0	0	0	0	**7.0**	**7**
1	0	0	0	0	0	**11.0**	**11**
0	0	0	0	0	0	**6.0**	**6**
0	0	0	0	0	0	**5.0**	**5**
1	**0**	**0**	**0**	**0**	**0**	**29**	**29**
2	0	0	0	2	0	**8.4**	**10**
2	**0**	**0**	**0**	**2**	**0**	**8**	**10**

7	**0**	**0**	**0**	**2**	**0**	**68**	**70**

Harrogate - Manual Traffic Survey: Thursday, 06 October 2022

Produced by Streetwise Services Ltd.

Junction: **A - (North) A658 Harrogate / B - (South) A658 Harrogate / C - Church Hill**



Matrix Totals:	**Counts**
Show single Session:	**No**

	07:30 to 09:30
Custom Start / End:	**07:30** **18:15**
Show Peak Times:	**No**

Arm Destination

Arm Origin	A	B	C	Total	% Total
A	0	2283	15	**2298**	**100.00%**
B	2509	0	182	**2691**	**100.00%**
C	34	204	0	**238**	**100.00%**
Total	**2543**	**2487**	**197**		
% Total	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**
LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
P/CYCLE	**Yes**
M/CYCLE	**Yes**

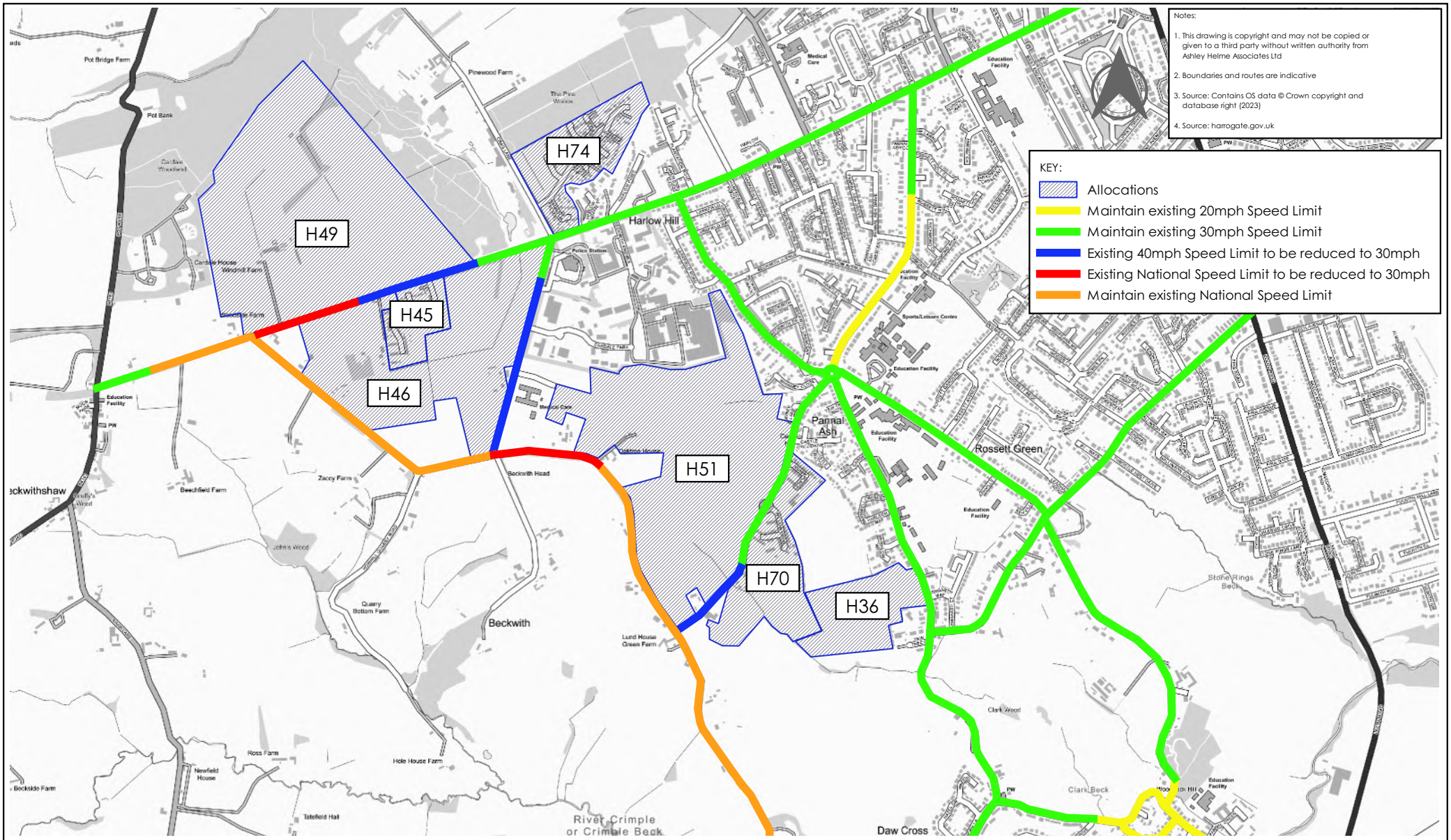
10311 - Harrogate - Thursday, 6th October 2022

Produced by Streetwise Services Ltd.

Origin–Destination Totals

From	1 SB			2 WB			3 SB		4 WB		5 NB		Total
To	3 NB	4 EB	5 SB	3 NB	4 EB	5 SB	1 NB	2 EB	1 NB	2 EB	1 NB	2 EB	
07:30 - 07:45	1	5	3	0	0	0	0	0	4	0	3	0	16
07:45 - 08:00	1	7	4	1	0	0	4	0	4	0	4	2	27
08:00 - 08:15	0	9	2	1	0	3	1	0	1	1	6	7	31
08:15 - 08:30	0	7	4	0	0	1	1	0	4	0	3	3	23
08:30 - 08:45	1	4	4	0	0	0	0	0	7	0	2	2	20
08:45 - 09:00	1	1	4	0	0	0	0	0	5	1	3	4	19
09:00 - 09:15	0	5	2	0	0	1	0	0	2	0	2	2	14
09:15 - 09:30	0	0	1	0	0	0	0	0	2	1	3	2	9
16:15 - 16:30	3	4	9	1	0	5	1	0	3	1	5	1	33
16:30 - 16:45	3	9	10	0	1	5	3	0	5	0	4	0	40
16:45 - 17:00	2	3	4	0	1	4	1	0	2	0	4	2	23
17:00 - 17:15	2	3	6	0	0	6	2	0	7	0	2	1	29
17:15 - 17:30	3	4	5	0	1	4	1	1	3	0	1	1	24
17:30 - 17:45	1	4	8	1	0	0	0	0	2	0	2	0	18
17:45 - 18:00	2	2	6	0	0	4	0	0	4	0	1	0	19
18:00 - 18:15	0	2	5	0	0	0	0	0	0	0	1	0	8
Total	**20**	**69**	**77**	**4**	**3**	**33**	**14**	**1**	**55**	**4**	**46**	**27**	**353**

Appendix 21



Project: WHINNEY LANE, HARROGATE	Title: EXISTING AND PROPOSED SPEED LIMITS	FIGURE 7.1	
Client: GLADMAN DEVELOPMENTS		Date: AUGUST 2023	Scale: NTS

ASHLEY HELME ASSOCIATES

Appendix 22

Cumulative Highway Mitigation Costs Received to Date

Site	**Amount Committed/Received**
H74 Taylor Wimpey	£30,000
H88 Vida Healthcare	£50,000
K25 Highfield Farm	£640,514
H36 Police Training College	£691,965
Total	**£1,412,479**

North Yorkshire expected Future Contributions – residual mitigation costs to be shared on a pro-rata basis according to trip generation.

Site	**Dwelling no. or per dwelling equivalent**
H88 Beckwithknowle	135
H28 Wetherby Road	270
H16 Harlow College	295
H65	40
H70 (s) Quarters Group	81
H49 Anwyl	669
H49 Eddington	82
H51 Gladman	480
H51 Gladman Employment	219
H51 Banks	230
H45 Homes England	470
Total	**2,971**

Junction Ref	Location	Notes	Costings (Exc Comm	Commuted Sums	Total
SJ5	Lady Lane/Beckwith Head Road Junction		46,020.72	0.00	46,020.72
SJ6	Whinney Lane/Beckwith Head Road/Pannal Ash Road		2,313,609.00	98,343.00	2,411,952.00
SJ7	Rossett Green Lane/Yew Tree Junction		705,777.55	15,509.00	721,286.55
SJ8	Rossett Green Lane/Green Lane/Leadhall Lane/Church Lane		459,775.34	28,483.14	488,258.48
SJ9	Burn Bridge Road / Hill Foot Lane Mini Roundabout				
SJ10	A61/Burn Bridge Lane		3,841,048.54	290,303.00	4,131,351.54
SJ11	A658/Buttersdyke Bar Roundabout	Included in above			
SJ12	A61 Leeds/Pannal Bank/Follifood Road		737,534.00	0.00	737,534.00
SJ13	A61/Leadhall Lane/Hookstone Road (M&S)		1175895.94	7440.96	1,183,336.90
SJ14	Leeds Road/Park Drive/St Georges Road		46,020.72	0.00	46,020.72
SJ15	Otley Road/Leeds Road/Princess of Wales R/A		5,074,745.47	462,888.00	5,537,633.47
SJ19	Otley Road/Beckwith Road		4,013,460.52	237,802.00	4,251,262.52
SJ20	Otley Road/Beckwith Head Road		945,371.32	0.00	945,371.32
SJ21	Otley Road/Howhill Road	S278 works so outside of this commission			
SJ22	Otley Road/ Pot Bank		3,738,155.25	140,923.00	3,879,078.25
SJ25	A59/A6040 Empress roundabout		44,150.17	0.00	44,150.17
SJ26	Wetherby Road/Hookstone Chase		2,840,995.53	11,728.00	2,852,723.53
SJ28	Burn Bridge Road/Malthouse Road		490,381.25	30,000.00	520,381.25

Road Link/Route Mitigation	Howhill Road Widening/Strengthening		1,759,655.47	0.00	1,759,655.47
	Otley Road (Howhill Road to Crag Lane) Widening		458,243.00	0.00	458,243.00
	Hill Top Lane/Fall Lane Bend		55,179.00	0.00	55,179.00
	Hill Top Lane Localised widening		530,582.00	0.00	530,582.00
	Otley Road cycle infrastructure		1,756,018.31	59,410.00	1,815,428.31
	Beckwithshaw		370,000.00	138,725.00	508,725.00
	TROs		50,000.00	0	50,000.00
	Otley Road intelligent signals corridor		944,000.00	250,000.00	1,194,000.00
	Burnbridge, Yew Tree Lane, Lady Lane etc Traffic Management / Calming		400,000.00	0	400,000.00
	Burnbridge Lane Railway Bridge		382,565.00	166,430.00	548,995.00
	Public Transport (Pump priming)		1,532,250.00	0	1,532,250.00
	Vivacity		50,000.00	0.00	50,000.00

Sub total (to date)	34,761,434.10	1,937,985.10	36,699,419.20