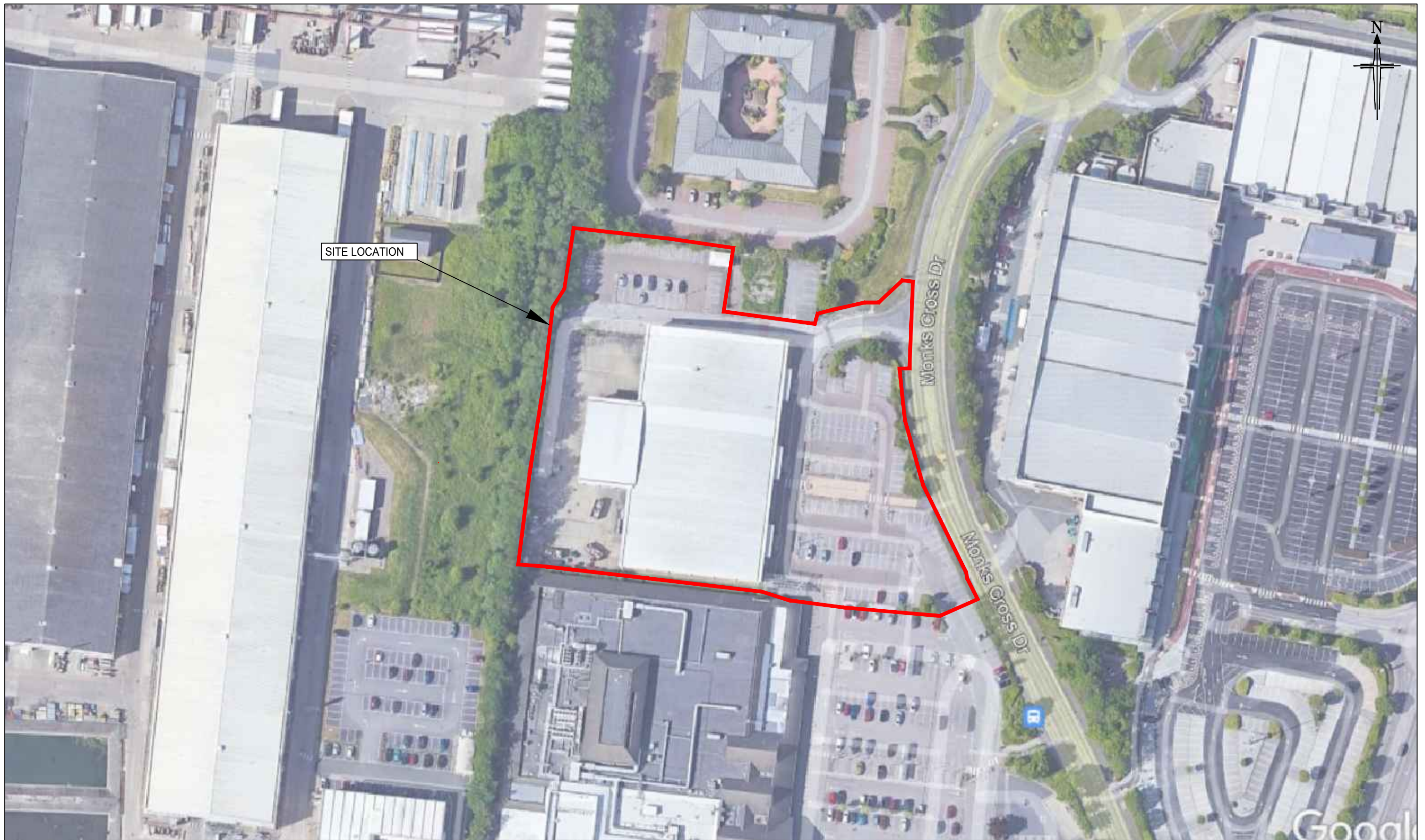


# **23-329-001.02 TRANSPORT ASSESSMENT**

**APPENDICES BGH1 – BGH8**

# **APPENDIX BGH 1**



**BRYAN G HALL**  
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Title: **SITE LOCATION PLAN**

Status: **PLANNING**

Scale: N.T.S.

Size: A3 - 420 x 297

Drawn: LD

Chkd: NC

Appvd: SCW

A	02.03.22	Amended red line boundary	NC	-	-
Rev:	Date:	Amendment:	DRN	CHK	APR

Client: **LIDL GREAT BRITAIN**

Project: **MONKS CROSS, YORK**

Drawing No: 21/306/LOC/002

Job No: 21-306

Revision: A

Date: 04/11/2021

# **APPENDIX BGH 2**

Accidents between dates **01/09/2016** and **31/08/2021** (60) months

Selection:

Notes:

Selected using Pre-defined Query :

940 - Monks Cross Drive - Bryan G Hall

12170147979 20/08/2017 Time 0322 Vehicles 1 Casualties 1 Slight  
 E: 462564 N: 454825 First Road: C 415 Road Type: Single carriageway Speed limit: 30  
 Junction Detail: Roundabout Give way or controlled C 415  
 Crossing Control Facilities None within 50m Darkness: street lights present and lit Road surface Dry  
 Fine without high winds Special Conditions at Site: None  
 Carriageway Hazards: None Place accident reported: Elsewhere

	Causation Factor:	Participant:	Confidence:
1st:	Fatigue	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING ALONG JOCKEY LANE WHEN IT MOUNTED THE ROUNDABOUT. MEMBERS OF THE PUBLIC ATTENDED THE SCENE AND STATED THEY COULD SMELL INTOXICATING LIQUOR. AT THIS POINT THE MALE IS SEEN TO RUN OFF.

AS OPL

Occurred on JOCKEY LANE ROUNDABOUT WITH JULIA AVE AND MONKS CROSS DRIVE, HUNTINGTON

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from W to E No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning First impact Front  
 Hit vehicle: Location at impact Entering roundabout  
 Hit object in road Cent island of Rdbt Hit off road: Road sign / ATS  
 Off road: Did not leave carr Male  
 Hit and run Left hand drive No

Casualty Reference: 1 Vehicle: 1 Male Driver/rider Severity: Slight  
 Seatbelt: Worn but not independently Not car passenger Cycle helmet: Not a cyclist

Accidents between dates **01/09/2016** and **31/08/2021** (60) months

Selection:

Notes:

Selected using Pre-defined Query :

940 - Monks Cross Drive - Bryan G Hall

12170227882 22/12/2017 Time 1223 Vehicles 2 Casualties 2 Slight  
 E: 462621 N: 454796 First Road: C 415 Road Type: 1 Speed limit: 40  
 Junction Detail: Roundabout Give way or controlled Unclassified  
 Crossing Control Facilities None within 50m Daylight Road surface Wet/Damp  
 Fine without high winds Special Conditions at Site: None  
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Poor turn or manoeuvre	Vehicle 1	Possible
3rd:	Following too close	Vehicle 1	Possible
4th:			
5th:			
6th:			

V1 ENTERS ROUNDABOUT FROM THE EAST IN HEAVY TRAFFIC TRIES TO MERGE INTO OUTSIDE LANE TOO SOON AND COLLIDES WITH V2 ALREADY IN OUTSIDE LANE

Occurred on JOCKEY LANE ROUNDABOUT YORK

Vehicle Reference 1 Car Starting  
 Vehicle movement from E to NW No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning First impact Offside  
 Hit vehicle: Location at impact Entering roundabout  
 Hit object in road None Hit off road: None  
 Off road: Did not leave carr Male  
 Not hit and run Left hand drive No

Vehicle Reference 2 Bus or coach Starting  
 Vehicle movement from E to NE No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning First impact Front  
 Hit vehicle: Location at impact Entering roundabout  
 Hit object in road None Hit off road: None  
 Off road: Did not leave carr Male  
 Not hit and run Left hand drive No

Casualty Reference: 1 Vehicle: 2 Male Passenger Severity: Slight  
 Seatbelt: Not Applicable Not car passenger Cycle helmet: Not a cyclist

Seated bus  
or coach

Casualty Reference: 2 Vehicle: 2 Female Passenger Severity: Slight  
 Seatbelt: Not Applicable Not car passenger Cycle helmet: Not a cyclist

Seated bus  
or coach

Accidents between dates **01/09/2016** and **31/08/2021** (60) months

Selection:

Notes:

Selected using Pre-defined Query :

940 - Monks Cross Drive - Bryan G Hall

1900073      25/07/2018      Time    2000      Vehicles 2      Casualties 1      Slight  
 E:    462595    N:    454856      First Road: C 415      Road Type: 1      Speed limit: 50  
 Junction Detail:    Roundabout      Give way or controlled      Unclassified  
 Crossing Control Facilities    None within 50m      Daylight      Road surface Dry  
 Fine without high winds      Special Conditions at Site:    None  
 Carriageway Hazards:    None      Place accident reported:    Elsewhere

	Causation Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

CYCLIST RIDING AROUND ROUNDABOUT IS HIT BY VEHICLE PULLING OUT FROM JUNCTION

Occurred on JOCKEY LANE AT JUNCTION WITH MONK CROSS DRIVE YORK

Vehicle Reference    1      Pedal Cycle      Going ahead other  
 Vehicle movement from    N    to    S      No tow / articulation  
 On main carriageway      No skidding, jack-knifing or overturning      First impact    Nearside  
 Hit vehicle:      Location at impact    Mid Junction - on roundabout or main r  
 Hit object in road    None      Hit off road:    None  
 Off road:    Did not leave carr      Male  
 Not hit and run      Left hand drive    No

Casualty Reference:    1      Vehicle:    1      Male      Driver/rider      Severity:    Slight

Seatbelt: Not Applicable      Not car passenger      Cycle helmet:    No

Vehicle Reference    2      Car      Going ahead other  
 Vehicle movement from    E    to    S      No tow / articulation  
 On main carriageway      No skidding, jack-knifing or overturning      First impact    Offside  
 Hit vehicle:      Location at impact    Entering roundabout  
 Hit object in road    None      Hit off road:    None  
 Off road:    Did not leave carr      Not traced  
 Hit and run      Left hand drive    No

Accidents between dates **01/09/2016** and **31/08/2021** (60) months

Selection:

Notes:

Selected using Pre-defined Query :

940 - Monks Cross Drive - Bryan G Hall

2000844      10/08/2020      Time    1320      Vehicles    2      Casualties    4      Slight  
 E:    462554    N:    454825      First Road: C    415      Road Type:    Single carriageway      Speed limit: 30  
 Junction Detail:    Roundabout      Unclassified  
 Crossing Control Facilities      Daylight      Road surface Dry  
 Fine without high winds      Special Conditions at Site:    Automatic traffic signal out  
 Carriageway Hazards:    None      Place accident reported:    At scene

	Causation Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:		Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

V001 COLLIDES WITH V002 AT JUNCTION. REQUESTED CHECK ON LOCATION AS PLOTTED IN SHOP\_ACCIDENT MOVED FROM JULIA AVENUE TO THIS LOCATION

Occurred on OUTSIDE RODGERS CARPETS JULIA AVENUE YORK

Vehicle Reference    1      Car      Turning right  
 Vehicle movement from    S    to    NE      No tow / articulation  
 On main carriageway      No skidding, jack-knifing or overturning      First impact    Front  
 Hit vehicle:      Location at impact    Jct Approach  
 Hit object in road    None      Hit off road:    None  
 Off road:    Did not leave carr      Male  
 Not hit and run      Left hand drive    No

Casualty Reference:    1      Vehicle:    1      Male      Driver/rider      Severity:    Slight  
 Seatbelt:    Worn but not independently      Not car passenger      Cycle helmet:    Not a cyclist  
 Casualty Reference:    2      Vehicle:    1      Male      Passenger      Severity:    Slight  
 Seatbelt:    Worn but not independently      Back seat      Cycle helmet:    Not a cyclist



Accidents between dates **01/09/2016** and **31/08/2021** (60) months

Selection: Notes:

Selected using Pre-defined Query : 940 - Monks Cross Drive - Bryan G Hall

Vehicle Reference	2	Car	Going ahead other
Vehicle movement from	N to S	No tow / articulation	
On main carriageway		No skidding, jack-knifing or overturning	First impact Front
Hit vehicle:		Location at impact Jct Approach	
Hit object in road	None	Hit off road: None	
Off road: Did not leave carr			Male
Not hit and run			Left hand drive No

Casualty Reference:	3	Vehicle:	2	Male	Driver/rider	Severity:	Slight
Seatbelt:	Worn but not independently		Not car passenger			Cycle helmet:	Not a cyclist
Casualty Reference:	4	Vehicle:	2	Female	Passenger	Severity:	Slight
Seatbelt:	Worn but not independently		Back seat			Cycle helmet:	Not a cyclist

Accidents between dates **01/09/2016** and **31/08/2021** (60) months

Selection: Notes:

Selected using Pre-defined Query :

940 - Monks Cross Drive - Bryan G Hall

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding	0	0	3	3
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	0	4	4

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	3	3
Passenger	0	0	4	4
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	8	8

# **APPENDIX BGH 3**



## Yorkshire - Manual Traffic Survey: Friday, 15 October 2021

Produced by Streetwise Services Ltd.

**Junction:** A - Monks Cross Drive / B - (East) Car Park / C - (East) Jockey Lane / D - Julia Avenue / E - (West) Jockey Lane / F - (West) Car Park

**Approach:** A - Monks Cross Drive

A to B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15:00 - 15:15	20	0	0	0	0	0	0	20.0	20
15:15 - 15:30	12	1	0	0	0	0	0	13.0	13
15:30 - 15:45	13	0	0	0	0	0	0	13.0	13
15:45 - 16:00	16	0	0	0	0	0	0	16.0	16
<b>Hourly Total</b>	<b>61</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>62</b>
16:00 - 16:15	18	1	0	0	0	0	0	19.0	19
16:15 - 16:30	27	1	0	0	0	0	0	28.0	28
16:30 - 16:45	19	1	0	0	0	0	0	20.0	20
16:45 - 17:00	20	0	0	0	0	0	0	20.0	20
<b>Hourly Total</b>	<b>84</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>87</b>
17:00 - 17:15	11	0	0	0	0	0	0	11.0	11
17:15 - 17:30	17	2	0	0	0	0	0	19.0	19
17:30 - 17:45	19	1	0	0	0	0	0	20.0	20
17:45 - 18:00	20	2	0	0	0	0	0	22.0	22
<b>Hourly Total</b>	<b>67</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>72</b>
18:00 - 18:15	13	0	0	0	0	0	0	13.0	13
18:15 - 18:30	21	2	0	0	0	0	0	23.0	23
18:30 - 18:45	16	0	0	0	0	0	0	16.0	16
18:45 - 19:00	22	0	0	0	0	0	0	22.0	22
<b>Hourly Total</b>	<b>72</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>74</b>
<b>Session Total</b>	<b>284</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>295</b>	<b>295</b>

## A to C

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	0	0	0	0	0	0	4.0	4
5	0	0	0	0	0	0	5.0	5
10	0	0	0	0	0	0	10.0	10
10	1	0	0	0	0	0	11.0	11
<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>
11	1	0	0	0	0	0	12.0	12
11	0	0	0	0	0	0	11.0	11
16	0	0	0	0	0	0	16.0	16
9	0	0	0	0	2	0	9.4	11
<b>47</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>50</b>
22	2	0	0	0	0	0	24.0	24
10	0	0	0	0	0	0	10.0	10
9	1	0	0	0	1	0	10.2	11
11	1	0	0	0	0	0	12.0	12
<b>52</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>57</b>
10	0	0	0	0	0	0	10.0	10
18	0	0	0	0	0	0	18.0	18
11	0	0	0	0	0	0	11.0	11
22	0	0	0	0	0	0	22.0	22
<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>61</b>
<b>189</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>195</b>	<b>198</b>

A to D

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
1	1	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	2	0	0	0	0	0	2.0	2
1	2	0	0	0	0	0	3	3
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0.0	0
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	0	0	0.0	0
1	0	0	0	0	0	0	1	1
6	3	0	0	0	0	0	9	9

## A to E

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
22	1	0	0	0	0	0	23.0	23
13	2	0	0	0	0	0	15.0	15
17	1	0	0	0	0	0	18.0	18
15	3	0	0	0	0	0	18.0	18
<b>67</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>74</b>
22	1	0	0	0	0	0	23.0	23
19	2	0	0	0	0	0	21.0	21
19	0	0	0	0	0	0	19.0	19
25	2	0	1	0	0	0	29.3	28
<b>85</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>91</b>
34	1	0	0	0	0	0	35.0	35
19	1	0	0	0	0	0	20.0	20
26	2	0	0	0	0	0	28.0	28
24	1	0	0	0	0	0	25.0	25
<b>103</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>108</b>
16	0	1	0	0	0	0	17.5	17
12	0	0	0	0	0	0	12.0	12
30	0	0	0	0	0	0	30.0	30
18	0	0	0	0	0	1	18.4	19
<b>76</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>78</b>
<b>331</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>352</b>	<b>351</b>

## A to F

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	1	0	0	0	0	0	5.0	5
10	0	0	0	0	0	0	10.0	10
11	0	0	0	0	0	0	11.0	11
11	0	0	0	0	0	0	11.0	11
<b>36</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>37</b>
5	0	0	0	0	0	0	5.0	5
4	1	0	0	0	0	0	5.0	5
8	1	0	0	0	0	0	9.0	9
9	0	0	0	0	0	0	9.0	9
<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>
7	1	0	0	0	0	0	8.0	8
8	1	0	0	0	0	0	9.0	9
8	0	0	0	0	0	0	8.0	8
8	0	0	0	0	0	0	8.0	8
<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>
10	0	0	1	0	0	0	12.3	11
10	0	0	0	0	0	0	10.0	10
6	0	0	0	0	0	0	6.0	6
3	0	0	0	0	0	0	3.0	3
<b>29</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>30</b>
<b>122</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>128</b>



A to A								
CAR	LGV	OGV1	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
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

TIME	CAR
15:00 - 15:15	50
15:15 - 15:30	41
15:30 - 15:45	51
15:45 - 16:00	52
<b>Hourly Total</b>	<b>194</b>
16:00 - 16:15	56
16:15 - 16:30	62
16:30 - 16:45	62
16:45 - 17:00	63
<b>Hourly Total</b>	<b>243</b>
17:00 - 17:15	76
17:15 - 17:30	54
17:30 - 17:45	63
17:45 - 18:00	63
<b>Hourly Total</b>	<b>256</b>
18:00 - 18:15	49
18:15 - 18:30	62
18:30 - 18:45	63
18:45 - 19:00	65
<b>Hourly Total</b>	<b>239</b>
<b>Session Total</b>	<b>932</b>

From A

LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	0	0	0	0	0	52.0	52
3	0	0	0	0	0	44.0	44
1	0	0	0	0	0	52.0	52
5	0	0	0	0	0	57.0	57
<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>	<b>205</b>
3	0	0	0	0	0	59.0	59
4	0	0	0	0	0	66.0	66
2	0	0	0	0	0	64.0	64
4	0	1	0	2	0	69.7	70
<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>258</b>	<b>259</b>
4	0	0	0	0	0	80.0	80
4	0	0	0	0	0	58.0	58
4	0	0	0	1	0	67.2	68
4	0	0	0	0	0	67.0	67
<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>272</b>	<b>273</b>
0	1	1	0	0	0	52.8	51
2	0	0	0	0	0	64.0	64
0	0	0	0	0	0	63.0	63
0	0	0	0	0	1	65.4	66
<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>245</b>	<b>244</b>
<b>42</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>980</b>	<b>981</b>

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
72	4	0	0	1	0	0	78.0	77
74	2	1	0	3	0	0	83.5	80
69	2	0	0	0	0	1	71.4	72
73	6	1	0	3	0	0	86.5	83
<b>288</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>319</b>	<b>312</b>
74	4	0	0	2	0	0	82.0	80
70	3	0	0	3	0	0	79.0	76
62	2	0	0	0	0	1	64.4	65
69	4	0	0	2	0	0	77.0	75
<b>275</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>302</b>	<b>296</b>
85	2	0	0	2	0	0	91.0	89
74	3	1	0	2	0	1	82.9	81
69	3	0	0	0	0	1	72.4	73
77	1	0	0	3	0	0	84.0	81
<b>305</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>331</b>	<b>324</b>
100	3	0	0	1	0	0	105.0	104
87	2	0	0	2	0	0	93.0	91
68	1	0	0	2	0	0	73.0	71
57	1	0	0	0	0	0	58.0	58
<b>312</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>329</b>	<b>324</b>
<b>1180</b>	<b>43</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>4</b>	<b>1281</b>	<b>1256</b>



**Yorkshire - Manual Traffic Survey: Friday, 15 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - Monks Cross Drive / B - (East) Car Park / C - (East) Jockey Lane / D - Julia Avenue / E - (West) Jockey Lane / F - (West) Car Park

**Approach:** B - (East) Car Park

TIME	B to C								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
15:00 - 15:15	85	4	0	0	1	0	0	91.0	90
15:15 - 15:30	73	3	0	0	3	0	1	82.4	80
15:30 - 15:45	59	2	0	0	0	0	0	61.0	61
15:45 - 16:00	93	4	0	0	1	0	0	99.0	98
<b>Hourly Total</b>	<b>310</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>333</b>	<b>329</b>
16:00 - 16:15	70	4	0	0	2	0	0	78.0	76
16:15 - 16:30	79	3	0	0	2	0	0	86.0	84
16:30 - 16:45	80	4	0	0	1	0	0	86.0	85
16:45 - 17:00	72	4	0	0	1	0	0	78.0	77
<b>Hourly Total</b>	<b>301</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>328</b>	<b>322</b>
17:00 - 17:15	68	2	0	0	1	0	1	72.4	72
17:15 - 17:30	55	3	0	0	2	0	0	62.0	60
17:30 - 17:45	68	5	0	0	0	0	2	73.8	75
17:45 - 18:00	84	2	0	0	1	0	0	88.0	87
<b>Hourly Total</b>	<b>275</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>296</b>	<b>294</b>
18:00 - 18:15	73	1	0	0	2	0	0	78.0	76
18:15 - 18:30	64	2	0	0	1	0	0	68.0	67
18:30 - 18:45	68	4	0	0	2	0	0	76.0	74
18:45 - 19:00	54	2	0	0	0	0	0	56.0	56
<b>Hourly Total</b>	<b>259</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>278</b>	<b>273</b>
<b>Session Total</b>	<b>1145</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>1235</b>	<b>1218</b>

B to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
2	1	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
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
1	1	0	0	0	0	0	2.0	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
1	1	0	0	0	0	0	2	2
6	2	0	0	0	0	0	8	8

B to E								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
42	2	0	0	1	0	0	46.0	45
38	1	0	0	0	0	0	39.0	39
27	0	0	0	1	0	0	29.0	28
30	1	0	0	1	0	0	33.0	32
<b>137</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>147</b>	<b>144</b>
34	5	0	0	0	1	0	39.2	40
25	0	0	0	1	0	0	27.0	26
32	2	0	0	0	0	0	34.0	34
47	3	0	0	0	0	0	50.0	50
<b>138</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>150</b>	<b>150</b>
28	1	0	0	1	0	0	31.0	30
33	0	0	0	1	0	0	35.0	34
38	2	0	0	0	0	0	40.0	40
31	2	0	0	1	0	0	35.0	34
<b>130</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>141</b>	<b>138</b>
25	3	0	0	0	0	0	28.0	28
31	0	1	0	1	0	1	34.9	34
29	0	0	0	0	0	1	29.4	30
26	0	0	0	0	0	0	26.0	26
<b>111</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>119</b>	<b>118</b>
<b>516</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>557</b>	<b>550</b>

B to F								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
11	0	0	0	0	0	0	11.0	11
14	0	0	0	0	0	0	14.0	14
8	0	0	0	0	0	0	8.0	8
10	1	0	0	0	0	0	11.0	11
<b>43</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>44</b>
7	1	0	0	0	0	0	8.0	8
6	2	0	0	0	0	0	8.0	8
10	2	0	0	0	0	0	12.0	12
11	0	0	0	0	0	0	11.0	11
<b>34</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>
8	0	0	0	0	0	0	8.0	8
8	0	0	0	0	0	0	8.0	8
12	0	0	0	0	0	0	12.0	12
10	0	0	0	0	0	0	10.0	10
<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>
6	2	0	0	0	0	0	8.0	8
11	0	0	0	0	0	0	11.0	11
12	0	0	0	0	0	1	12.4	13
10	0	0	0	0	0	0	10.0	10
<b>39</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>42</b>
<b>154</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>162</b>	<b>163</b>

B to A

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
8	0	0	0	0	0	0	8.0	8
9	0	0	0	0	0	0	9.0	9
7	0	0	0	0	0	0	7.0	7
5	3	0	0	0	0	0	8.0	8
<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>32</b>
5	1	0	0	0	0	0	6.0	6
7	0	0	0	0	0	0	7.0	7
5	0	0	0	0	0	0	5.0	5
4	0	0	0	0	0	0	4.0	4
<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>
7	0	0	0	0	0	0	7.0	7
4	0	0	0	0	0	0	4.0	4
12	0	0	0	0	0	0	12.0	12
9	0	0	0	0	0	0	9.0	9
<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>32</b>
10	0	0	0	0	0	0	10.0	10
8	0	0	0	0	0	0	8.0	8
11	0	0	0	0	0	0	11.0	11
6	0	0	0	0	0	0	6.0	6
<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>
<b>117</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>121</b>



B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
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	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
0	0	0	0	0	0	0	0.0	0
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	0	0	0.0	0
<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>

From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15:00 - 15:15	147	6	0	0	2	0	0	157.0	155
15:15 - 15:30	134	5	0	0	3	0	1	145.4	143
15:30 - 15:45	103	2	0	0	1	0	0	107.0	106
15:45 - 16:00	139	9	0	0	2	0	0	152.0	150
<b>Hourly Total</b>	<b>523</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>561</b>	<b>554</b>
16:00 - 16:15	116	11	0	0	2	1	0	131.2	130
16:15 - 16:30	118	5	0	0	3	0	0	129.0	126
16:30 - 16:45	128	8	0	0	1	0	0	138.0	137
16:45 - 17:00	134	7	0	0	1	0	0	143.0	142
<b>Hourly Total</b>	<b>496</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>541</b>	<b>535</b>
17:00 - 17:15	111	3	0	0	2	0	1	118.4	117
17:15 - 17:30	101	3	0	0	3	0	0	110.0	107
17:30 - 17:45	131	7	0	0	0	0	2	138.8	140
17:45 - 18:00	134	4	0	0	2	0	0	142.0	140
<b>Hourly Total</b>	<b>477</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>509</b>	<b>504</b>
18:00 - 18:15	115	7	0	0	2	0	0	126.0	124
18:15 - 18:30	114	2	1	0	2	0	1	121.9	120
18:30 - 18:45	120	4	0	0	2	0	2	128.8	128
18:45 - 19:00	96	2	0	0	0	0	0	98.0	98
<b>Hourly Total</b>	<b>445</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>475</b>	<b>470</b>
<b>Session Total</b>	<b>1941</b>	<b>85</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>7</b>	<b>2086</b>	<b>2063</b>

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
139	2	0	0	0	0	0	141.0	141
114	8	0	0	0	0	0	122.0	122
144	9	0	0	0	0	0	153.0	153
121	3	0	0	0	0	1	124.4	125
<b>518</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>540</b>	<b>541</b>
138	4	0	0	0	0	0	142.0	142
154	7	0	0	0	0	1	161.4	162
116	8	0	0	0	0	0	124.0	124
128	5	0	0	0	0	2	133.8	135
<b>536</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>561</b>	<b>563</b>
107	5	0	0	0	0	0	112.0	112
114	7	0	0	0	0	1	121.4	122
146	15	0	0	0	0	1	161.4	162
147	10	0	0	0	0	0	157.0	157
<b>514</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>552</b>	<b>553</b>
117	2	1	0	0	0	1	120.9	121
122	6	0	0	0	0	0	128.0	128
108	4	0	0	0	0	0	112.0	112
89	0	0	0	0	0	0	89.0	89
<b>436</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>450</b>	<b>450</b>
<b>2004</b>	<b>95</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2103</b>	<b>2107</b>



**Yorkshire - Manual Traffic Survey: Friday, 15 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - Monks Cross Drive / B - (East) Car Park / C - (East) Jockey Lane / D - Julia Avenue / E - (West) Jockey Lane / F - (West) Car Park

**Approach:** C - (East) Jockey Lane

TIME	C to D								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
15:00 - 15:15	3	1	0	0	0	0	0	4.0	4
15:15 - 15:30	4	0	0	0	0	0	0	4.0	4
15:30 - 15:45	5	1	0	0	0	0	0	6.0	6
15:45 - 16:00	4	1	0	0	0	0	0	5.0	5
<b>Hourly Total</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	4	0	0	0	0	0	0	4.0	4
16:30 - 16:45	4	1	0	0	0	0	0	5.0	5
16:45 - 17:00	2	0	0	0	0	0	0	2.0	2
<b>Hourly Total</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>
17:00 - 17:15	4	0	0	0	0	0	0	4.0	4
17:15 - 17:30	2	0	0	0	0	0	0	2.0	2
17:30 - 17:45	3	0	0	0	0	0	0	3.0	3
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1
<b>Hourly Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>
18:00 - 18:15	2	0	0	0	0	0	0	2.0	2
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>Session Total</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>42</b>

C to E								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
38	3	0	0	0	0	0	41.0	41
36	1	0	0	0	0	0	37.0	37
53	6	0	0	0	0	1	59.4	60
45	4	0	0	0	0	0	49.0	49
<b>172</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>186</b>	<b>187</b>
32	3	0	0	0	0	0	35.0	35
31	2	0	0	0	0	0	33.0	33
31	0	1	0	0	0	0	32.5	32
35	3	0	0	0	0	1	38.4	39
<b>129</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>139</b>	<b>139</b>
44	1	0	0	0	0	0	45.0	45
35	1	0	0	0	0	0	36.0	36
31	0	0	1	0	0	2	34.1	34
42	1	0	0	0	0	0	43.0	43
<b>152</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>158</b>	<b>158</b>
25	0	0	0	0	0	1	25.4	26
24	1	0	0	0	0	0	25.0	25
24	0	0	0	0	0	0	24.0	24
22	0	0	0	0	0	0	22.0	22
<b>95</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>96</b>	<b>97</b>
<b>548</b>	<b>26</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>579</b>	<b>581</b>

C to F								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
27	0	0	0	0	0	0	27.0	27
22	0	0	0	0	0	0	22.0	22
39	2	0	0	0	0	1	41.4	42
42	1	0	0	0	0	0	43.0	43
<b>130</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>133</b>	<b>134</b>
30	0	0	0	0	0	0	30.0	30
29	2	0	0	0	0	0	31.0	31
34	2	0	0	0	0	0	36.0	36
37	0	0	0	0	0	0	37.0	37
<b>130</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>134</b>
35	0	0	0	0	0	0	35.0	35
25	2	0	0	0	0	1	27.4	28
43	0	0	0	0	0	0	43.0	43
42	2	0	0	0	0	0	44.0	44
<b>145</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>149</b>	<b>150</b>
29	0	0	0	0	0	1	29.4	30
31	2	0	0	0	0	0	33.0	33
34	2	0	0	0	0	0	36.0	36
19	1	0	0	0	0	0	20.0	20
<b>113</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>118</b>	<b>119</b>
<b>518</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>534</b>	<b>537</b>

C to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
6	0	0	0	1	0	0	8.0	7
12	1	0	0	2	0	0	17.0	15
11	1	0	0	0	0	1	12.4	13
21	0	1	0	3	0	0	28.5	25
<b>50</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>60</b>
15	3	0	0	2	0	0	22.0	20
17	1	0	0	2	0	0	22.0	20
12	0	0	0	0	0	0	12.0	12
17	0	0	0	2	0	0	21.0	19
<b>61</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>71</b>
22	0	0	0	2	0	0	26.0	24
21	1	0	0	1	0	0	24.0	23
9	0	0	0	0	0	0	9.0	9
18	0	0	0	3	0	0	24.0	21
<b>70</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>77</b>
21	2	0	0	1	0	0	25.0	24
19	0	0	0	1	0	0	21.0	20
19	1	0	0	2	0	0	24.0	22
15	1	0	0	0	0	0	16.0	16
<b>74</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>82</b>
<b>255</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>312</b>	<b>290</b>

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
64	1	0	0	0	0	0	65.0	65
52	5	0	0	0	0	0	57.0	57
65	4	0	0	0	0	0	69.0	69
57	2	0	0	0	0	1	59.4	60
<b>238</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>250</b>	<b>251</b>
69	3	0	0	0	0	0	72.0	72
68	5	0	0	0	0	0	73.0	73
45	5	0	0	0	0	0	50.0	50
62	1	0	0	0	0	1	63.4	64
<b>244</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>258</b>	<b>259</b>
57	4	0	0	0	0	0	61.0	61
58	3	0	0	0	0	0	61.0	61
70	9	0	0	0	0	1	79.4	80
76	5	0	0	0	0	0	81.0	81
<b>261</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>282</b>	<b>283</b>
64	1	0	0	0	0	0	65.0	65
56	1	0	0	0	0	0	57.0	57
46	4	0	0	0	0	0	50.0	50
36	0	0	0	0	0	0	36.0	36
<b>202</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208</b>	<b>208</b>
<b>945</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>998</b>	<b>1001</b>



C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
5	0	0	0	0	0	0	5.0	5
3	0	0	0	0	0	0	3.0	3
5	0	0	1	0	0	0	7.3	6
4	1	0	0	0	0	0	5.0	5
17	1	0	1	0	0	0	20	19
2	1	0	0	0	0	0	3.0	3
3	0	0	0	0	0	0	3.0	3
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3.0	3
10	1	0	0	0	0	0	11	11
3	0	0	0	0	0	0	3.0	3
4	0	0	0	0	0	0	4.0	4
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
10	0	0	0	0	0	0	10	10
7	0	0	0	0	0	0	7.0	7
3	0	0	0	0	0	0	3.0	3
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
12	0	0	0	0	0	0	12	12
49	2	0	1	0	0	0	53	52

From C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15:00 - 15:15	143	5	0	0	1	0	0	150.0	149
15:15 - 15:30	129	7	0	0	2	0	0	140.0	138
15:30 - 15:45	178	14	0	1	0	0	3	195.5	196
15:45 - 16:00	173	9	1	0	3	0	1	189.9	187
<b>Hourly Total</b>	<b>623</b>	<b>35</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>676</b>	<b>670</b>
16:00 - 16:15	148	10	0	0	2	0	0	162.0	160
16:15 - 16:30	152	10	0	0	2	0	0	166.0	164
16:30 - 16:45	128	8	1	0	0	0	0	137.5	137
16:45 - 17:00	156	4	0	0	2	0	2	164.8	164
<b>Hourly Total</b>	<b>584</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>631</b>	<b>625</b>
17:00 - 17:15	165	5	0	0	2	0	0	174.0	172
17:15 - 17:30	145	7	0	0	1	0	1	154.4	154
17:30 - 17:45	157	9	0	1	0	0	3	169.5	170
17:45 - 18:00	181	8	0	0	3	0	0	195.0	192
<b>Hourly Total</b>	<b>648</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>693</b>	<b>688</b>
18:00 - 18:15	148	3	0	0	1	0	2	153.8	154
18:15 - 18:30	133	4	0	0	1	0	0	139.0	138
18:30 - 18:45	125	7	0	0	2	0	0	136.0	134
18:45 - 19:00	92	2	0	0	0	0	0	94.0	94
<b>Hourly Total</b>	<b>498</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>523</b>	<b>520</b>
<b>Session Total</b>	<b>2353</b>	<b>112</b>	<b>2</b>	<b>2</b>	<b>22</b>	<b>0</b>	<b>12</b>	<b>2523</b>	<b>2503</b>

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
187	11	0	0	1	0	1	200.4	200
167	7	0	1	3	0	4	183.9	182
156	5	0	1	1	0	1	165.7	164
191	14	0	0	1	0	0	207.0	206
<b>701</b>	<b>37</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>757</b>	<b>752</b>
170	8	0	0	3	0	0	184.0	181
181	6	0	0	2	0	0	191.0	189
172	9	0	0	1	0	2	183.8	184
158	6	0	0	1	2	0	166.4	167
<b>681</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>725</b>	<b>721</b>
179	8	0	1	1	0	2	192.1	191
158	6	0	0	2	0	1	168.4	167
177	8	0	0	1	2	2	188.2	190
167	6	0	0	1	0	0	175.0	174
<b>681</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>723</b>	<b>722</b>
179	6	0	0	2	0	0	189.0	187
148	8	0	0	1	0	1	158.4	158
151	5	0	1	3	0	0	164.3	160
120	2	0	0	0	0	0	122.0	122
<b>598</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>633</b>	<b>627</b>
<b>2661</b>	<b>115</b>	<b>0</b>	<b>4</b>	<b>24</b>	<b>4</b>	<b>14</b>	<b>2838</b>	<b>2822</b>



**Yorkshire - Manual Traffic Survey: Friday, 15 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - Monks Cross Drive / B - (East) Car Park / C - (East) Jockey Lane / D - Julia Avenue / E - (West) Jockey Lane / F - (West) Car Park

**Approach:** D - Julia Avenue

TIME	D to E								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
15:00 - 15:15	3	0	0	0	0	0	0	3.0	3
15:15 - 15:30	2	1	0	0	0	0	0	3.0	3
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	2	0	0	0	0	0	0	2.0	2
<b>Hourly Total</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>
16:00 - 16:15	0	1	0	0	0	0	0	1.0	1
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1
<b>Hourly Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
17:00 - 17:15	2	0	0	0	0	0	0	2.0	2
17:15 - 17:30	1	1	0	0	0	0	0	2.0	2
17:30 - 17:45	5	0	0	0	0	0	0	5.0	5
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1
<b>Hourly Total</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	1	0	0	0	0	1	0	1.2	2
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>
<b>Session Total</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>24</b>

D to F								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
4	0	0	0	0	0	0	4	4
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
3	1	0	0	0	0	0	4.0	4
0	0	0	0	0	0	0	0.0	0
5	1	0	0	0	0	0	6	6
0	0	0	0	0	0	0	0.0	0
0	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	0	0.2	1
0	0	0	0	0	1	0	0	1
11	1	0	0	0	1	0	12	13

D to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4.0	4
1	0	0	0	0	0	0	1.0	1
7	0	0	0	0	0	0	7	7
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
5	0	0	0	0	0	0	5	5
3	0	0	0	0	0	0	3.0	3
2	1	0	0	0	0	0	3.0	3
3	0	0	0	0	0	0	3.0	3
1	0	0	0	0	0	0	1.0	1
9	1	0	0	0	0	0	10	10
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	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
22	1	0	0	0	0	0	23	23

D to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
1	1	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>

D to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
6	0	0	0	0	0	0	6.0	6
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
5	2	0	0	0	0	0	7.0	7
<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>
2	1	0	0	0	0	0	3.0	3
2	0	0	0	0	0	0	2.0	2
5	0	0	0	0	0	0	5.0	5
5	1	0	0	0	0	0	6.0	6
<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>
5	1	0	0	0	0	0	6.0	6
5	1	0	0	0	0	0	6.0	6
5	0	0	0	0	0	0	5.0	5
1	0	0	0	0	0	0	1.0	1
<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>
8	1	0	0	0	0	0	9.0	9
1	0	0	0	0	0	1	1.4	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>12</b>
<b>54</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>62</b>





From D									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15:00 - 15:15	12	0	0	0	0	0	0	12.0	12
15:15 - 15:30	6	1	0	0	0	0	0	7.0	7
15:30 - 15:45	7	0	0	0	0	0	0	7.0	7
15:45 - 16:00	8	2	0	0	0	0	0	10.0	10
<b>Hourly Total</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>
16:00 - 16:15	3	2	0	0	0	0	0	5.0	5
16:15 - 16:30	7	0	0	0	0	0	0	7.0	7
16:30 - 16:45	10	0	0	0	0	0	0	10.0	10
16:45 - 17:00	8	1	0	0	0	0	0	9.0	9
<b>Hourly Total</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>
17:00 - 17:15	11	1	0	0	0	0	0	12.0	12
17:15 - 17:30	9	3	0	0	0	0	0	12.0	12
17:30 - 17:45	17	1	0	0	0	0	0	18.0	18
17:45 - 18:00	4	0	0	0	0	0	0	4.0	4
<b>Hourly Total</b>	<b>41</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>46</b>
18:00 - 18:15	10	2	0	0	0	0	0	12.0	12
18:15 - 18:30	2	0	0	0	0	1	1	2.6	4
18:30 - 18:45	2	0	0	0	0	0	0	2.0	2
18:45 - 19:00	0	0	0	0	0	1	0	0.2	1
<b>Hourly Total</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>16</b>	<b>19</b>
<b>Session Total</b>	<b>116</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>129</b>	<b>132</b>

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
5	1	0	0	0	0	0	6.0	6
6	1	0	0	0	0	0	7.0	7
9	1	0	0	0	0	0	10.0	10
6	2	0	0	0	0	0	8.0	8
<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>
3	0	0	0	0	0	0	3.0	3
7	0	0	0	0	0	0	7.0	7
6	2	0	0	0	0	0	8.0	8
6	2	0	0	0	0	0	8.0	8
<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>26</b>
11	0	0	0	0	0	0	11.0	11
4	1	0	0	0	0	0	5.0	5
6	0	0	0	0	0	0	6.0	6
4	0	0	0	0	0	0	4.0	4
<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>26</b>
4	2	0	0	0	0	0	6.0	6
1	0	0	0	0	0	0	1.0	1
5	0	0	0	0	0	0	5.0	5
2	0	0	0	0	0	0	2.0	2
<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>
<b>85</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>97</b>



**Yorkshire - Manual Traffic Survey: Friday, 15 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - Monks Cross Drive / B - (East) Car Park / C - (East) Jockey Lane / D - Julia Avenue / E - (West) Jockey Lane / F - (West) Car Park

**Approach:** E - (West) Jockey Lane

TIME	E to F								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
15:00 - 15:15	44	1	0	0	0	0	1	45.4	46
15:15 - 15:30	33	3	0	0	0	0	1	36.4	37
15:30 - 15:45	39	3	0	0	0	0	0	42.0	42
15:45 - 16:00	40	0	0	0	0	0	0	40.0	40
<b>Hourly Total</b>	<b>156</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>164</b>	<b>165</b>
16:00 - 16:15	43	2	0	0	0	0	0	45.0	45
16:15 - 16:30	28	1	0	0	0	0	0	29.0	29
16:30 - 16:45	39	1	0	0	0	0	1	40.4	41
16:45 - 17:00	41	1	0	0	0	0	0	42.0	42
<b>Hourly Total</b>	<b>151</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>156</b>	<b>157</b>
17:00 - 17:15	45	6	0	0	0	0	0	51.0	51
17:15 - 17:30	35	1	0	0	0	0	2	36.8	38
17:30 - 17:45	34	1	0	0	0	0	0	35.0	35
17:45 - 18:00	32	0	0	0	0	0	0	32.0	32
<b>Hourly Total</b>	<b>146</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>155</b>	<b>156</b>
18:00 - 18:15	33	0	0	0	0	0	1	33.4	34
18:15 - 18:30	25	0	0	0	0	0	0	25.0	25
18:30 - 18:45	20	0	0	0	0	0	0	20.0	20
18:45 - 19:00	14	0	0	0	0	0	0	14.0	14
<b>Hourly Total</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>93</b>
<b>Session Total</b>	<b>545</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>567</b>	<b>571</b>

## E to A

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
22	1	0	0	0	0	0	23.0	23
27	1	1	0	1	0	0	31.5	30
23	1	0	0	0	0	0	24.0	24
26	1	0	0	0	0	0	27.0	27
<b>98</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>104</b>
21	0	0	0	0	0	0	21.0	21
24	1	0	0	1	0	0	27.0	26
21	2	0	0	0	0	1	23.4	24
26	2	0	0	0	0	0	28.0	28
<b>92</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>99</b>	<b>99</b>
27	2	0	0	0	0	0	29.0	29
24	1	1	0	1	0	1	28.9	28
25	2	0	0	0	0	1	27.4	28
21	1	0	0	0	0	0	22.0	22
<b>97</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>108</b>	<b>107</b>
36	0	0	0	0	0	0	36.0	36
29	2	0	0	1	0	0	33.0	32
17	0	0	0	0	0	0	17.0	17
17	0	0	0	0	0	0	17.0	17
<b>99</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>102</b>
<b>386</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>416</b>	<b>412</b>

E to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
42	1	0	0	0	0	0	43.0	43
40	2	0	0	0	0	0	42.0	42
50	2	0	0	0	0	0	52.0	52
37	1	0	0	0	0	0	38.0	38
<b>169</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>175</b>	<b>175</b>
38	0	0	0	0	0	0	38.0	38
45	1	0	0	0	0	1	46.4	47
38	2	0	0	0	0	0	40.0	40
30	4	0	0	0	0	1	34.4	35
<b>151</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>159</b>	<b>160</b>
30	1	0	0	0	0	0	31.0	31
32	2	0	0	0	0	0	34.0	34
38	4	0	0	0	0	0	42.0	42
38	3	0	0	0	0	0	41.0	41
<b>138</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>148</b>	<b>148</b>
30	0	1	0	0	0	0	31.5	31
36	3	0	0	0	0	0	39.0	39
29	0	0	0	0	0	0	29.0	29
21	0	0	0	0	0	0	21.0	21
<b>116</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>120</b>
<b>574</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>603</b>	<b>603</b>

E to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
37	6	0	0	0	0	0	43.0	43
31	2	0	1	0	0	0	35.3	34
40	3	0	0	1	0	0	45.0	44
32	4	0	0	0	0	0	36.0	36
<b>140</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>157</b>
46	0	0	0	1	0	0	48.0	47
45	2	0	0	0	0	0	47.0	47
33	2	0	0	0	0	2	35.8	37
31	1	0	0	0	0	0	32.0	32
<b>155</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>163</b>	<b>163</b>
42	2	0	1	0	0	1	46.7	46
38	1	0	0	0	0	0	39.0	39
42	0	0	0	1	1	0	44.2	44
25	0	0	0	0	0	0	25.0	25
<b>147</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>154</b>	<b>154</b>
27	3	0	0	0	0	0	30.0	30
28	3	0	0	0	0	0	31.0	31
22	0	0	1	1	0	0	26.3	24
15	0	0	0	0	0	0	15.0	15
<b>92</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>100</b>
<b>534</b>	<b>29</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>578</b>	<b>574</b>

E to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>
3	0	0	0	0	0	0	3.0	3
2	0	0	0	0	0	0	2.0	2
1	1	0	0	0	0	0	2.0	2
4	0	0	0	0	0	0	4.0	4
<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>
5	0	0	0	0	0	0	5.0	5
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>
1	1	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
5	0	0	0	0	0	0	5.0	5
2	0	0	0	0	0	0	2.0	2
<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>
<b>33</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>





From E									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15:00 - 15:15	147	9	0	0	0	0	1	156.4	157
15:15 - 15:30	132	8	1	1	1	0	1	146.2	144
15:30 - 15:45	154	9	0	0	1	0	0	165.0	164
15:45 - 16:00	137	6	0	0	0	0	0	143.0	143
<b>Hourly Total</b>	<b>570</b>	<b>32</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>611</b>	<b>608</b>
16:00 - 16:15	151	2	0	0	1	0	0	155.0	154
16:15 - 16:30	144	5	0	0	1	0	1	151.4	151
16:30 - 16:45	132	8	0	0	0	0	4	141.6	144
16:45 - 17:00	132	8	0	0	0	0	1	140.4	141
<b>Hourly Total</b>	<b>559</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>588</b>	<b>590</b>
17:00 - 17:15	149	11	0	1	0	0	1	162.7	162
17:15 - 17:30	129	5	1	0	1	0	3	138.7	139
17:30 - 17:45	140	7	0	0	1	1	1	149.6	150
17:45 - 18:00	118	4	0	0	0	0	0	122.0	122
<b>Hourly Total</b>	<b>536</b>	<b>27</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>573</b>	<b>573</b>
18:00 - 18:15	127	4	1	0	0	0	1	132.9	133
18:15 - 18:30	118	8	0	0	1	0	0	128.0	127
18:30 - 18:45	93	0	0	1	1	0	0	97.3	95
18:45 - 19:00	69	0	0	0	0	0	0	69.0	69
<b>Hourly Total</b>	<b>407</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>427</b>	<b>424</b>
<b>Session Total</b>	<b>2072</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>14</b>	<b>2199</b>	<b>2195</b>

To E								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
127	6	0	0	1	0	0	135.0	134
114	5	0	0	0	0	0	119.0	119
118	8	0	0	1	0	1	128.4	128
109	10	0	0	1	0	0	121.0	120
<b>468</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>503</b>	<b>501</b>
105	13	0	0	0	1	0	118.2	119
100	5	1	0	1	0	0	108.5	107
101	4	1	0	0	0	0	106.5	106
137	9	0	1	0	0	1	148.7	148
<b>443</b>	<b>31</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>481</b>	<b>480</b>
132	5	0	0	1	0	1	139.4	139
122	3	0	0	1	0	1	127.4	127
119	5	0	1	0	0	2	127.1	127
128	4	0	0	1	0	2	134.8	135
<b>501</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>528</b>	<b>528</b>
94	3	1	0	0	0	1	98.9	99
83	1	1	0	1	1	1	88.1	88
109	1	0	0	0	0	1	110.4	111
81	0	0	0	0	0	1	81.4	82
<b>367</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>379</b>	<b>380</b>
<b>1779</b>	<b>82</b>	<b>4</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>12</b>	<b>1891</b>	<b>1889</b>



**Yorkshire - Manual Traffic Survey: Friday, 15 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - Monks Cross Drive / B - (East) Car Park / C - (East) Jockey Lane / D - Julia Avenue / E - (West) Jockey Lane / F - (West) Car Park

**Approach:** F - (West) Car Park

TIME	F to A								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
15:00 - 15:15	35	3	0	0	0	0	0	38.0	38
15:15 - 15:30	25	0	0	0	0	0	0	25.0	25
15:30 - 15:45	24	0	0	0	0	0	0	24.0	24
15:45 - 16:00	20	2	0	0	0	0	0	22.0	22
<b>Hourly Total</b>	<b>104</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>109</b>
16:00 - 16:15	32	0	0	0	0	0	0	32.0	32
16:15 - 16:30	20	1	0	0	0	0	0	21.0	21
16:30 - 16:45	23	0	0	0	0	0	0	23.0	23
16:45 - 17:00	21	2	0	0	0	0	0	23.0	23
<b>Hourly Total</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>99</b>
17:00 - 17:15	26	0	0	0	0	0	0	26.0	26
17:15 - 17:30	23	0	0	0	0	0	0	23.0	23
17:30 - 17:45	20	1	0	0	0	0	0	21.0	21
17:45 - 18:00	28	0	0	0	0	0	0	28.0	28
<b>Hourly Total</b>	<b>97</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>98</b>
18:00 - 18:15	32	1	0	0	0	0	0	33.0	33
18:15 - 18:30	31	0	0	0	0	0	0	31.0	31
18:30 - 18:45	21	0	0	0	0	0	0	21.0	21
18:45 - 19:00	19	0	0	0	0	0	0	19.0	19
<b>Hourly Total</b>	<b>103</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>104</b>
<b>Session Total</b>	<b>400</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>410</b>	<b>410</b>

F to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
11	0	0	0	0	0	0	11.0	11
9	0	0	0	0	0	0	9.0	9
15	3	0	0	0	0	0	18.0	18
10	0	0	0	0	0	0	10.0	10
<b>45</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>48</b>
13	0	0	0	0	0	0	13.0	13
13	0	0	0	0	0	0	13.0	13
13	0	0	0	0	0	0	13.0	13
15	0	0	0	0	0	0	15.0	15
<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>54</b>
9	0	0	0	0	0	0	9.0	9
7	0	0	0	0	0	1	7.4	8
18	1	0	0	0	0	0	19.0	19
12	0	0	0	0	0	0	12.0	12
<b>46</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>48</b>
9	0	0	0	0	0	1	9.4	10
9	0	0	0	0	0	0	9.0	9
16	0	0	0	0	0	0	16.0	16
10	0	0	0	0	0	0	10.0	10
<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>45</b>
<b>189</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>193</b>	<b>195</b>

F to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
50	1	0	0	0	0	1	51.4	52
53	2	0	0	0	0	3	56.2	58
41	0	0	0	0	0	1	41.4	42
47	2	0	0	0	0	0	49.0	49
<b>191</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>198</b>	<b>201</b>
39	1	0	0	0	0	0	40.0	40
41	1	0	0	0	0	0	42.0	42
36	3	0	0	0	0	0	39.0	39
38	0	0	0	0	0	0	38.0	38
<b>154</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>159</b>
39	1	0	0	0	0	0	40.0	40
46	1	0	0	0	0	1	47.4	48
52	2	0	0	0	0	0	54.0	54
44	3	0	0	0	0	0	47.0	47
<b>181</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>188</b>	<b>189</b>
54	1	0	0	0	0	0	55.0	55
34	3	0	0	0	0	0	37.0	37
47	1	0	0	0	0	0	48.0	48
29	0	0	0	0	0	0	29.0	29
<b>164</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>169</b>	<b>169</b>
<b>690</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>714</b>	<b>718</b>

F to D								
CAR	LGV	OGV1	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	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	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	2.0	2
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	1	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	0	0	0	0	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	3	3

F to E								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
22	0	0	0	0	0	0	22.0	22
25	0	0	0	0	0	0	25.0	25
21	1	0	0	0	0	0	22.0	22
17	2	0	0	0	0	0	19.0	19
<b>85</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>88</b>
17	3	0	0	0	0	0	20.0	20
24	1	1	0	0	0	0	26.5	26
18	2	0	0	0	0	0	20.0	20
29	1	0	0	0	0	0	30.0	30
<b>88</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>96</b>
24	2	0	0	0	0	1	26.4	27
34	0	0	0	0	0	1	34.4	35
19	1	0	0	0	0	0	20.0	20
30	0	0	0	0	0	2	30.8	32
<b>107</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>112</b>	<b>114</b>
28	0	0	0	0	0	0	28.0	28
15	0	0	0	0	0	0	15.0	15
26	1	0	0	0	0	0	27.0	27
15	0	0	0	0	0	0	15.0	15
<b>84</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>85</b>
<b>364</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>382</b>	<b>383</b>





From F									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15:00 - 15:15	118	4	0	0	0	0	1	122.4	123
15:15 - 15:30	112	2	0	0	0	0	3	115.2	117
15:30 - 15:45	101	4	0	0	0	0	1	105.4	106
15:45 - 16:00	94	6	0	0	0	0	0	100.0	100
<b>Hourly Total</b>	<b>425</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>443</b>	<b>446</b>
16:00 - 16:15	101	4	0	0	0	0	0	105.0	105
16:15 - 16:30	98	3	1	0	0	0	0	102.5	102
16:30 - 16:45	90	5	0	0	0	0	0	95.0	95
16:45 - 17:00	103	3	0	0	0	0	0	106.0	106
<b>Hourly Total</b>	<b>392</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>409</b>	<b>408</b>
17:00 - 17:15	98	3	0	0	0	0	1	101.4	102
17:15 - 17:30	111	2	0	0	0	0	3	114.2	116
17:30 - 17:45	109	5	0	0	0	0	0	114.0	114
17:45 - 18:00	115	3	0	0	0	0	2	118.8	120
<b>Hourly Total</b>	<b>433</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>448</b>	<b>452</b>
18:00 - 18:15	123	2	0	0	0	0	1	125.4	126
18:15 - 18:30	89	3	0	0	0	0	0	92.0	92
18:30 - 18:45	110	2	0	0	0	0	0	112.0	112
18:45 - 19:00	73	0	0	0	0	0	0	73.0	73
<b>Hourly Total</b>	<b>395</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>402</b>	<b>403</b>
<b>Session Total</b>	<b>1645</b>	<b>51</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1702</b>	<b>1709</b>

To F								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
87	2	0	0	0	0	1	89.4	90
79	3	0	0	0	0	1	82.4	83
98	5	0	0	0	0	1	103.4	104
103	2	0	0	0	0	0	105.0	105
<b>367</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>380</b>	<b>382</b>
85	3	0	0	0	0	0	88.0	88
69	6	0	0	0	0	0	75.0	75
93	6	0	0	0	0	1	99.4	100
98	1	0	0	0	0	0	99.0	99
<b>345</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>361</b>	<b>362</b>
96	7	0	0	0	0	0	103.0	103
77	4	0	0	0	0	3	82.2	84
100	2	0	0	0	0	0	102.0	102
92	2	0	0	0	0	0	94.0	94
<b>365</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>381</b>	<b>383</b>
78	2	0	1	0	0	2	83.1	83
77	2	0	0	0	0	0	79.0	79
72	2	0	0	0	0	1	74.4	75
46	1	0	0	0	1	0	47.2	48
<b>273</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>283</b>	<b>285</b>
<b>1350</b>	<b>50</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>1405</b>	<b>1412</b>



**Yorkshire - Manual Traffic Survey: Saturday, 16 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - Monks Cross Drive / B - (East) Car Park / C - (East) Jockey Lane / D - Julia Avenue / E - (West) Jockey Lane / F - (West) Car Park

**Approach:** A - Monks Cross Drive

A to B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	27	1	0	0	0	0	0	28.0	28
10:15 - 10:30	23	1	0	0	0	0	0	24.0	24
10:30 - 10:45	30	1	0	0	0	0	0	31.0	31
10:45 - 11:00	34	0	0	0	0	0	0	34.0	34
<b>Hourly Total</b>	<b>114</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>117</b>	<b>117</b>
11:00 - 11:15	25	0	0	0	0	0	1	25.4	26
11:15 - 11:30	19	0	0	0	0	0	0	19.0	19
11:30 - 11:45	25	0	0	0	0	0	1	25.4	26
11:45 - 12:00	26	0	0	0	0	0	0	26.0	26
<b>Hourly Total</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>97</b>
12:00 - 12:15	38	1	0	0	0	0	0	39.0	39
12:15 - 12:30	33	1	0	0	0	0	0	34.0	34
12:30 - 12:45	42	0	0	0	0	0	0	42.0	42
12:45 - 13:00	30	1	0	0	0	0	0	31.0	31
<b>Hourly Total</b>	<b>143</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>146</b>
13:00 - 13:15	30	1	0	1	0	0	0	33.3	32
13:15 - 13:30	18	0	0	0	0	0	0	18.0	18
13:30 - 13:45	36	0	0	0	0	0	0	36.0	36
13:45 - 14:00	33	1	0	0	0	0	0	34.0	34
<b>Hourly Total</b>	<b>117</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>120</b>
14:00 - 14:15	34	2	0	0	0	0	0	36.0	36
14:15 - 14:30	35	1	0	0	0	0	0	36.0	36
14:30 - 14:45	37	1	0	0	0	0	0	38.0	38
14:45 - 15:00	39	1	0	0	0	0	0	40.0	40
<b>Hourly Total</b>	<b>145</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>150</b>
15:00 - 15:15	25	3	0	0	0	0	0	28.0	28
15:15 - 15:30	22	1	0	0	0	0	0	23.0	23
15:30 - 15:45	31	0	0	0	0	0	0	31.0	31
15:45 - 16:00	17	0	0	0	0	0	0	17.0	17
<b>Hourly Total</b>	<b>95</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>99</b>
<b>Session Total</b>	<b>709</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>729</b>	<b>729</b>

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
6	0	0	0	0	0	2	6.8	8
11	1	0	0	0	0	0	12.0	12
8	1	0	0	0	0	0	9.0	9
6	1	0	0	0	0	0	7.0	7
<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>36</b>
3	1	0	0	0	0	0	4.0	4
7	1	0	0	0	0	0	8.0	8
6	0	0	0	0	0	0	6.0	6
12	0	0	0	0	0	0	12.0	12
<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>
11	0	1	0	0	0	0	12.5	12
12	0	0	0	0	0	0	12.0	12
12	2	0	0	0	0	0	14.0	14
22	1	0	0	0	0	0	23.0	23
<b>57</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>61</b>
12	0	0	0	0	0	0	12.0	12
11	1	0	0	0	0	0	12.0	12
12	1	0	0	0	0	0	13.0	13
11	1	0	0	0	0	0	12.0	12
<b>46</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>49</b>
16	0	0	0	0	0	0	16.0	16
8	0	0	0	0	0	0	8.0	8
12	1	0	0	0	0	0	13.0	13
11	1	0	0	0	0	0	12.0	12
<b>47</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>49</b>
15	0	0	0	0	0	0	15.0	15
8	0	0	0	0	0	0	8.0	8
12	1	0	0	0	0	0	13.0	13
10	1	0	0	0	0	0	11.0	11
<b>45</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>47</b>
<b>254</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>272</b>	<b>272</b>

A to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	0	0	0	0	0	0	2.0	2
0	1	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4.0	4
3	0	0	0	0	0	0	3.0	3
<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>
4	0	0	0	0	0	0	4.0	4
0	1	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>
2	1	0	0	0	0	0	3.0	3
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>
0	1	0	0	0	0	0	1.0	1
2	0	0	0	0	0	1	2.4	3
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>
4	0	0	0	0	0	0	4.0	4
4	0	0	0	0	0	0	4.0	4
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
<b>39</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>44</b>

A to E								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
19	0	0	0	0	0	0	19.0	19
16	0	0	0	0	0	0	16.0	16
22	1	0	0	0	0	0	23.0	23
30	0	0	0	0	0	0	30.0	30
87	1	0	0	0	0	0	88	88
17	1	0	0	0	0	0	18.0	18
20	1	0	0	0	0	1	21.4	22
18	0	0	0	0	0	0	18.0	18
20	2	0	0	0	0	0	22.0	22
75	4	0	0	0	0	1	79	80
21	0	0	0	0	0	0	21.0	21
27	3	0	0	0	0	0	30.0	30
26	0	0	0	0	0	1	26.4	27
36	1	0	0	0	0	0	37.0	37
110	4	0	0	0	0	1	114	115
57	2	0	0	0	0	0	59.0	59
25	1	0	0	0	0	0	26.0	26
33	2	0	0	0	0	1	35.4	36
31	1	0	0	0	0	0	32.0	32
146	6	0	0	0	0	1	152	153
20	1	0	0	0	0	0	21.0	21
23	0	0	0	0	0	0	23.0	23
25	1	0	0	0	0	0	26.0	26
19	0	0	0	0	0	0	19.0	19
87	2	0	0	0	0	0	89	89
18	0	0	0	0	0	0	18.0	18
22	0	0	0	0	0	0	22.0	22
22	1	0	0	0	0	0	23.0	23
27	2	0	0	0	0	0	29.0	29
89	3	0	0	0	0	0	92	92
594	20	0	0	0	0	3	614	617

A to F								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
8	0	0	0	0	0	0	8.0	8
7	0	0	0	0	0	0	7.0	7
11	0	0	0	0	0	0	11.0	11
3	0	0	0	0	0	0	3.0	3
<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>
8	1	0	0	0	0	0	9.0	9
10	0	0	0	0	0	0	10.0	10
9	1	0	0	0	0	0	10.0	10
10	0	0	0	0	0	0	10.0	10
<b>37</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>
5	0	0	0	0	0	0	5.0	5
13	0	0	0	0	0	0	13.0	13
6	0	0	0	0	0	0	6.0	6
7	0	0	0	0	0	0	7.0	7
<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>
7	0	0	0	0	0	0	7.0	7
10	0	0	0	0	0	0	10.0	10
7	1	0	0	0	0	0	8.0	8
9	0	0	0	0	0	0	9.0	9
<b>33</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>34</b>
8	0	0	0	0	0	0	8.0	8
11	0	0	0	0	0	0	11.0	11
3	0	0	0	0	0	0	3.0	3
12	0	0	0	0	0	0	12.0	12
<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>34</b>
8	1	0	0	0	0	0	9.0	9
14	0	0	0	0	0	0	14.0	14
13	0	0	0	0	0	0	13.0	13
8	0	0	0	0	0	0	8.0	8
<b>43</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>44</b>
<b>207</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>211</b>	<b>211</b>



A to A								
CAR	LGV	OGV1	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
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3	3
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4	4
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	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	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4	4
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
13	1	0	0	0	0	0	14	14

## From A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	62	1	0	0	0	0	2	63.8	65
10:15 - 10:30	57	3	0	0	0	0	0	60.0	60
10:30 - 10:45	76	3	0	0	0	0	0	79.0	79
10:45 - 11:00	78	1	0	0	0	0	0	79.0	79
<b>Hourly Total</b>	<b>273</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>282</b>	<b>283</b>
11:00 - 11:15	58	3	0	0	0	0	1	61.4	62
11:15 - 11:30	57	3	0	0	0	0	1	60.4	61
11:30 - 11:45	61	1	0	0	0	0	1	62.4	63
11:45 - 12:00	71	2	0	0	0	0	0	73.0	73
<b>Hourly Total</b>	<b>247</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>257</b>	<b>259</b>
12:00 - 12:15	77	2	1	0	0	0	0	80.5	80
12:15 - 12:30	87	4	0	0	0	0	0	91.0	91
12:30 - 12:45	86	2	0	0	0	0	1	88.4	89
12:45 - 13:00	96	3	0	0	0	0	0	99.0	99
<b>Hourly Total</b>	<b>346</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>359</b>	<b>359</b>
13:00 - 13:15	107	4	0	1	0	0	0	113.3	112
13:15 - 13:30	67	2	0	0	0	0	1	69.4	70
13:30 - 13:45	90	4	0	0	0	0	1	94.4	95
13:45 - 14:00	86	3	0	0	0	0	0	89.0	89
<b>Hourly Total</b>	<b>350</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>366</b>	<b>366</b>
14:00 - 14:15	82	3	0	0	0	0	0	85.0	85
14:15 - 14:30	82	1	0	0	0	0	0	83.0	83
14:30 - 14:45	78	3	0	0	0	0	0	81.0	81
14:45 - 15:00	83	2	0	0	0	0	0	85.0	85
<b>Hourly Total</b>	<b>325</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>334</b>	<b>334</b>
15:00 - 15:15	68	5	0	0	0	0	0	73.0	73
15:15 - 15:30	66	1	0	0	0	0	0	67.0	67
15:30 - 15:45	78	2	0	0	0	0	0	80.0	80
15:45 - 16:00	63	3	0	0	0	0	0	66.0	66
<b>Hourly Total</b>	<b>275</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>286</b>	<b>286</b>
<b>Session Total</b>	<b>1816</b>	<b>61</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1884</b>	<b>1887</b>

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
53	1	0	0	3	0	5	62.0	62
57	1	0	0	1	0	0	60.0	59
56	2	1	0	3	0	0	65.5	62
72	4	1	0	1	0	0	79.5	78
<b>238</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>5</b>	267	261
64	3	0	0	2	0	2	71.8	71
66	1	0	0	3	0	0	73.0	70
87	0	0	0	1	0	0	89.0	88
80	0	0	0	3	0	0	86.0	83
<b>297</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>2</b>	320	312
84	3	0	0	2	0	1	91.4	90
90	3	0	0	2	0	1	97.4	96
94	4	0	0	2	0	1	102.4	101
95	2	0	0	3	0	0	103.0	100
<b>363</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>3</b>	394	387
95	3	0	1	1	0	0	102.3	100
77	1	0	0	4	0	0	86.0	82
100	2	0	0	2	0	0	106.0	104
86	4	0	0	1	0	0	92.0	91
<b>358</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	386	377
75	3	0	0	2	0	0	82.0	80
79	3	0	0	3	0	1	88.4	86
78	2	0	0	0	0	0	80.0	80
85	1	0	0	3	0	0	92.0	89
<b>317</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	342	335
93	4	0	0	2	0	1	101.4	100
92	4	2	0	5	0	0	109.0	103
83	2	0	0	1	0	0	87.0	86
72	4	0	0	1	0	0	78.0	77
<b>340</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	375	366
<b>1913</b>	<b>57</b>	<b>4</b>	<b>1</b>	<b>51</b>	<b>0</b>	<b>12</b>	2084	2038



**Yorkshire - Manual Traffic Survey: Saturday, 16 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - Monks Cross Drive / B - (East) Car Park / C - (East) Jockey Lane / D - Julia Avenue / E - (West) Jockey Lane / F - (West) Car Park

**Approach:** B - (East) Car Park

B to C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	42	1	0	0	1	0	0	45.0	44
10:15 - 10:30	50	2	0	0	1	0	0	54.0	53
10:30 - 10:45	74	2	0	0	2	0	0	80.0	78
10:45 - 11:00	76	2	0	0	2	0	0	82.0	80
<b>Hourly Total</b>	<b>242</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>261</b>	<b>255</b>
11:00 - 11:15	92	1	0	0	1	1	0	95.2	95
11:15 - 11:30	93	3	0	0	2	0	1	100.4	99
11:30 - 11:45	78	1	0	0	1	0	0	81.0	80
11:45 - 12:00	95	3	0	0	1	0	0	100.0	99
<b>Hourly Total</b>	<b>358</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>376</b>	<b>373</b>
12:00 - 12:15	100	1	0	0	1	0	0	103.0	102
12:15 - 12:30	91	2	0	0	2	0	0	97.0	95
12:30 - 12:45	94	4	0	0	2	0	0	102.0	100
12:45 - 13:00	117	1	0	0	2	0	0	122.0	120
<b>Hourly Total</b>	<b>402</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>424</b>	<b>417</b>
13:00 - 13:15	115	0	0	0	1	0	0	117.0	116
13:15 - 13:30	88	2	0	0	3	0	0	96.0	93
13:30 - 13:45	102	0	0	0	1	0	0	104.0	103
13:45 - 14:00	102	2	0	0	2	0	0	108.0	106
<b>Hourly Total</b>	<b>407</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>425</b>	<b>418</b>
14:00 - 14:15	128	6	0	0	2	0	0	138.0	136
14:15 - 14:30	112	1	0	0	0	0	0	113.0	113
14:30 - 14:45	114	2	0	0	1	0	0	118.0	117
14:45 - 15:00	127	3	0	0	3	0	0	136.0	133
<b>Hourly Total</b>	<b>481</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>505</b>	<b>499</b>
15:00 - 15:15	132	5	0	1	0	0	0	139.3	138
15:15 - 15:30	129	3	0	0	2	0	0	136.0	134
15:30 - 15:45	113	5	0	0	1	0	0	120.0	119
15:45 - 16:00	105	0	0	0	3	0	0	111.0	108
<b>Hourly Total</b>	<b>479</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>506</b>	<b>499</b>
<b>Session Total</b>	<b>2369</b>	<b>52</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>1</b>	<b>1</b>	<b>2497</b>	<b>2461</b>

B to D

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
0	1	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
1	0	0	0	0	0	0	1.0	1
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2.0	2
<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
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	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
1	0	0	0	0	0	0	1.0	1
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
3	0	0	0	0	0	0	3.0	3
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>
<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>

B to E								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
20	0	0	0	1	0	0	22.0	21
30	1	0	0	1	0	0	33.0	32
28	0	0	0	0	0	0	28.0	28
32	2	0	0	0	0	0	34.0	34
<b>110</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>117</b>	<b>115</b>
48	0	0	0	0	0	1	48.4	49
35	0	0	0	2	0	3	40.2	40
39	1	0	0	0	0	0	40.0	40
41	3	0	0	0	0	0	44.0	44
<b>163</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>173</b>	<b>173</b>
46	1	0	0	1	0	0	49.0	48
43	1	0	0	1	0	0	46.0	45
45	2	0	0	0	0	0	47.0	47
36	0	0	0	0	0	0	36.0	36
<b>170</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>176</b>
42	0	0	0	0	0	0	42.0	42
46	0	0	0	2	0	0	50.0	48
45	0	0	0	0	0	0	45.0	45
57	0	0	0	0	0	0	57.0	57
<b>190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>192</b>
45	0	0	0	0	0	0	45.0	45
46	1	0	0	2	0	0	51.0	49
34	2	0	0	0	0	0	36.0	36
34	0	0	0	0	0	0	34.0	34
<b>159</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>164</b>
39	0	0	0	0	0	1	39.4	40
48	1	0	0	2	0	0	53.0	51
33	2	0	0	0	0	0	35.0	35
36	1	0	0	0	0	0	37.0	37
<b>156</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>164</b>	<b>163</b>
<b>948</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>5</b>	<b>992</b>	<b>983</b>

B to F								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
12	0	0	0	0	0	0	12.0	12
8	0	0	0	0	0	0	8.0	8
12	0	0	0	0	0	0	12.0	12
10	0	0	0	0	0	0	10.0	10
<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>42</b>
9	2	0	0	0	0	0	11.0	11
15	1	0	0	0	0	0	16.0	16
17	0	0	0	0	0	0	17.0	17
13	0	0	0	0	0	0	13.0	13
<b>54</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>57</b>
18	0	0	0	0	0	0	18.0	18
23	0	0	0	0	0	0	23.0	23
14	0	0	0	0	0	0	14.0	14
20	0	0	0	0	0	0	20.0	20
<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>75</b>
28	0	0	0	0	0	0	28.0	28
12	1	0	0	0	0	0	13.0	13
18	1	0	0	0	0	0	19.0	19
11	1	0	0	0	0	0	12.0	12
<b>69</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>72</b>
11	1	0	0	0	0	0	12.0	12
20	1	0	0	0	0	0	21.0	21
20	0	0	0	0	0	0	20.0	20
17	1	0	0	0	0	0	18.0	18
<b>68</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>71</b>
19	1	0	0	0	0	0	20.0	20
23	1	0	0	0	0	0	24.0	24
11	1	0	0	0	0	0	12.0	12
22	1	0	0	0	0	0	23.0	23
<b>75</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>79</b>
<b>383</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>396</b>	<b>396</b>

## B to A

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
7	0	0	0	1	0	0	9.0	8
4	1	0	0	0	0	0	5.0	5
9	0	0	0	0	0	0	9.0	9
6	1	0	0	0	0	0	7.0	7
<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>29</b>
6	1	0	0	0	0	0	7.0	7
7	0	0	0	0	0	0	7.0	7
11	0	0	0	0	0	0	11.0	11
10	0	0	0	0	0	0	10.0	10
<b>34</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>
11	0	0	0	1	0	0	13.0	12
8	1	0	0	0	0	0	9.0	9
12	0	0	0	0	0	0	12.0	12
14	0	0	0	0	0	0	14.0	14
<b>45</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>47</b>
8	0	0	1	0	0	0	10.3	9
10	0	0	0	0	0	0	10.0	10
11	0	0	0	0	0	0	11.0	11
10	0	0	0	0	0	0	10.0	10
<b>39</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>40</b>
9	0	0	0	0	0	0	9.0	9
12	0	0	0	0	0	0	12.0	12
11	1	0	0	0	0	0	12.0	12
13	0	0	0	0	0	0	13.0	13
<b>45</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>46</b>
14	0	0	0	0	0	0	14.0	14
12	0	0	0	1	0	0	14.0	13
9	0	0	0	0	0	0	9.0	9
9	0	0	0	0	0	0	9.0	9
<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>45</b>
<b>233</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>246</b>	<b>242</b>



B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
0	0	0	0	0	0	0	0.0	0
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	0	0	0.0	0
<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>

From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	81	1	0	0	3	0	0	88.0	85
10:15 - 10:30	94	5	0	0	2	0	0	103.0	101
10:30 - 10:45	124	2	0	0	2	0	0	130.0	128
10:45 - 11:00	126	5	0	0	2	0	0	135.0	133
<b>Hourly Total</b>	<b>425</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>456</b>	<b>447</b>
11:00 - 11:15	155	5	0	0	1	1	1	162.6	163
11:15 - 11:30	151	4	0	0	4	0	4	164.6	163
11:30 - 11:45	146	2	0	0	1	0	0	150.0	149
11:45 - 12:00	159	6	0	0	1	0	0	167.0	166
<b>Hourly Total</b>	<b>611</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>644</b>	<b>641</b>
12:00 - 12:15	176	2	0	0	3	0	0	184.0	181
12:15 - 12:30	166	5	0	0	3	0	0	177.0	174
12:30 - 12:45	167	6	0	0	2	0	0	177.0	175
12:45 - 13:00	188	2	0	0	2	0	0	194.0	192
<b>Hourly Total</b>	<b>697</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>732</b>	<b>722</b>
13:00 - 13:15	194	0	0	1	1	0	0	198.3	196
13:15 - 13:30	157	3	0	0	5	0	0	170.0	165
13:30 - 13:45	176	1	0	0	1	0	0	179.0	178
13:45 - 14:00	180	3	0	0	2	0	0	187.0	185
<b>Hourly Total</b>	<b>707</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>734</b>	<b>724</b>
14:00 - 14:15	194	7	0	0	2	0	0	205.0	203
14:15 - 14:30	190	4	0	0	2	0	0	198.0	196
14:30 - 14:45	179	5	0	0	1	0	0	186.0	185
14:45 - 15:00	192	4	0	0	3	0	0	202.0	199
<b>Hourly Total</b>	<b>755</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>791</b>	<b>783</b>
15:00 - 15:15	208	6	0	1	0	0	1	216.7	216
15:15 - 15:30	216	5	0	0	5	0	0	231.0	226
15:30 - 15:45	167	8	0	0	1	0	0	177.0	176
15:45 - 16:00	172	2	0	0	3	0	0	180.0	177
<b>Hourly Total</b>	<b>763</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>804</b>	<b>795</b>
<b>Session Total</b>	<b>3958</b>	<b>93</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>1</b>	<b>6</b>	<b>4161</b>	<b>4112</b>

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
159	4	0	0	0	1	0	163.2	164
163	5	0	0	0	0	0	168.0	168
164	5	0	0	0	0	1	169.4	170
171	4	0	0	0	0	1	175.4	176
<b>657</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>676</b>	<b>678</b>
184	6	0	0	0	0	2	190.8	192
191	7	0	0	0	0	1	198.4	199
182	4	0	0	0	0	1	186.4	187
203	4	0	0	0	0	0	207.0	207
<b>760</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>783</b>	<b>785</b>
196	6	0	0	0	0	0	202.0	202
204	2	0	0	0	0	0	206.0	206
201	5	0	0	0	0	0	206.0	206
188	5	0	0	0	0	0	193.0	193
<b>789</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>807</b>	<b>807</b>
189	4	0	1	0	0	0	195.3	194
177	5	0	0	0	0	0	182.0	182
212	8	0	0	0	0	0	220.0	220
244	7	0	0	0	0	0	251.0	251
<b>822</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>848</b>	<b>847</b>
199	9	0	0	0	0	1	208.4	209
207	3	0	0	0	0	2	210.8	212
217	5	0	0	0	0	0	222.0	222
227	3	0	0	0	0	1	230.4	231
<b>850</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>872</b>	<b>874</b>
230	6	0	0	0	0	0	236.0	236
205	6	0	0	0	0	0	211.0	211
179	1	0	0	0	0	0	180.0	180
166	5	0	0	0	0	1	171.4	172
<b>780</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>798</b>	<b>799</b>
<b>4658</b>	<b>119</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>4784</b>	<b>4790</b>



**Yorkshire - Manual Traffic Survey: Saturday, 16 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - Monks Cross Drive / B - (East) Car Park / C - (East) Jockey Lane / D - Julia Avenue / E - (West) Jockey Lane / F - (West) Car Park

**Approach:** C - (East) Jockey Lane

C to D									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	9	0	0	0	0	0	0	9.0	9
10:15 - 10:30	13	1	0	0	0	0	0	14.0	14
10:30 - 10:45	4	1	0	0	0	0	0	5.0	5
10:45 - 11:00	12	0	0	0	0	0	0	12.0	12
<b>Hourly Total</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>
11:00 - 11:15	8	0	0	0	0	0	0	8.0	8
11:15 - 11:30	8	3	0	0	0	0	0	11.0	11
11:30 - 11:45	10	0	0	0	0	0	0	10.0	10
11:45 - 12:00	11	0	0	0	0	0	0	11.0	11
<b>Hourly Total</b>	<b>37</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>
12:00 - 12:15	8	0	0	0	0	0	0	8.0	8
12:15 - 12:30	15	0	0	0	3	0	0	21.0	18
12:30 - 12:45	5	0	0	0	0	0	0	5.0	5
12:45 - 13:00	8	0	0	0	0	0	0	8.0	8
<b>Hourly Total</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>39</b>
13:00 - 13:15	5	2	0	0	0	0	0	7.0	7
13:15 - 13:30	10	0	0	0	0	0	0	10.0	10
13:30 - 13:45	11	0	0	0	0	0	0	11.0	11
13:45 - 14:00	14	0	0	0	0	0	0	14.0	14
<b>Hourly Total</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>42</b>
14:00 - 14:15	15	0	0	0	0	0	0	15.0	15
14:15 - 14:30	10	1	0	0	0	0	0	11.0	11
14:30 - 14:45	4	0	0	0	0	0	0	4.0	4
14:45 - 15:00	8	1	0	0	0	0	0	9.0	9
<b>Hourly Total</b>	<b>37</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>
15:00 - 15:15	15	2	0	0	0	0	0	17.0	17
15:15 - 15:30	10	0	0	0	0	0	0	10.0	10
15:30 - 15:45	12	0	0	0	0	0	0	12.0	12
15:45 - 16:00	4	0	0	0	0	0	0	4.0	4
<b>Hourly Total</b>	<b>41</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>43</b>
<b>Session Total</b>	<b>229</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>246</b>	<b>243</b>

C to E								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
41	0	0	0	0	0	0	41.0	41
44	1	0	0	0	0	0	45.0	45
36	4	0	0	0	0	0	40.0	40
53	0	0	0	0	0	0	53.0	53
174	5	0	0	0	0	0	179	179
46	2	0	1	0	0	0	50.3	49
41	1	0	0	0	0	0	42.0	42
47	0	0	0	0	0	0	47.0	47
60	0	0	1	0	0	0	62.3	61
194	3	0	2	0	0	0	202	199
68	2	0	0	1	0	0	72.0	71
64	2	0	0	0	0	0	66.0	66
59	1	0	0	0	0	1	60.4	61
62	1	0	0	0	0	0	63.0	63
253	6	0	0	1	0	1	261	261
53	2	0	0	0	0	1	55.4	56
54	1	0	0	0	0	0	55.0	55
37	1	0	0	0	0	0	38.0	38
49	0	0	0	0	0	0	49.0	49
193	4	0	0	0	0	1	197	198
58	3	0	0	0	0	1	61.4	62
55	1	0	0	0	0	0	56.0	56
59	2	0	0	0	0	0	61.0	61
64	0	0	0	0	0	0	64.0	64
236	6	0	0	0	0	1	242	243
68	1	0	0	0	0	0	69.0	69
52	2	0	0	0	0	0	54.0	54
51	1	0	0	0	0	1	52.4	53
64	1	0	0	0	0	0	65.0	65
235	5	0	0	0	0	1	240	241
1285	29	0	2	1	0	4	1321	1321

C to F								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
37	1	0	0	0	0	0	38.0	38
49	0	0	0	0	0	0	49.0	49
50	0	0	0	0	0	0	50.0	50
39	2	0	0	0	0	0	41.0	41
175	3	0	0	0	0	0	178	178
49	0	0	0	0	0	0	49.0	49
46	0	0	0	0	0	0	46.0	46
53	0	0	0	0	0	0	53.0	53
51	2	0	0	0	0	0	53.0	53
199	2	0	0	0	0	0	201	201
53	1	0	0	0	0	0	54.0	54
38	2	0	0	0	0	0	40.0	40
53	1	0	0	0	0	1	54.4	55
49	0	0	0	0	0	0	49.0	49
193	4	0	0	0	0	1	197	198
38	1	0	0	0	0	0	39.0	39
40	1	0	0	0	0	0	41.0	41
45	1	0	0	0	0	0	46.0	46
36	0	0	0	0	0	0	36.0	36
159	3	0	0	0	0	0	162	162
44	0	0	0	0	0	0	44.0	44
44	0	0	0	0	0	0	44.0	44
43	2	0	0	0	0	0	45.0	45
46	4	0	0	0	0	0	50.0	50
177	6	0	0	0	0	0	183	183
38	0	0	0	0	0	1	38.4	39
39	1	0	0	0	0	0	40.0	40
48	1	0	0	0	0	0	49.0	49
44	0	0	0	0	0	0	44.0	44
169	2	0	0	0	0	1	171	172
1072	20	0	0	0	0	2	1092	1094

C to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10	1	0	0	1	0	0	13.0	12
19	0	0	0	1	0	0	21.0	20
15	0	1	0	3	0	0	22.5	19
21	1	1	0	1	0	0	25.5	24
65	2	2	0	6	0	0	82	75
17	1	0	0	2	0	2	22.8	22
10	1	0	0	2	0	0	15.0	13
17	0	0	0	1	0	0	19.0	18
14	0	0	0	3	0	0	20.0	17
58	2	0	0	8	0	2	77	70
21	0	0	0	1	0	0	23.0	22
30	1	0	0	1	0	0	33.0	32
25	1	0	0	2	0	0	30.0	28
24	2	0	0	3	0	0	32.0	29
100	4	0	0	7	0	0	118	111
25	1	0	0	1	0	0	28.0	27
28	0	0	0	3	0	0	34.0	31
35	0	0	0	2	0	0	39.0	37
23	2	0	0	1	0	0	27.0	26
111	3	0	0	7	0	0	128	121
24	1	0	0	2	0	0	29.0	27
23	2	0	0	2	0	0	29.0	27
20	0	0	0	0	0	0	20.0	20
26	0	0	0	3	0	0	32.0	29
93	3	0	0	7	0	0	110	103
25	2	0	0	2	0	0	31.0	29
29	3	1	0	3	0	0	39.5	36
31	1	0	0	1	0	0	34.0	33
15	1	0	0	1	0	0	18.0	17
100	7	1	0	7	0	0	123	115
527	21	3	0	42	0	2	638	595

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
71	1	0	0	0	0	0	72.0	72
75	2	0	0	0	0	0	77.0	77
81	4	0	0	0	0	0	85.0	85
76	3	0	0	0	0	1	79.4	80
<b>303</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>313</b>	<b>314</b>
87	3	0	0	0	0	0	90.0	90
106	2	0	0	0	0	0	108.0	108
80	2	0	0	0	0	0	82.0	82
100	4	0	0	0	0	0	104.0	104
<b>373</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>384</b>	<b>384</b>
93	2	0	0	0	0	0	95.0	95
94	1	0	0	0	0	0	95.0	95
92	4	0	0	0	0	0	96.0	96
80	4	0	0	0	0	0	84.0	84
<b>359</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>370</b>	<b>370</b>
99	2	0	0	0	0	0	101.0	101
87	2	0	0	0	0	0	89.0	89
107	5	0	0	0	0	0	112.0	112
113	3	0	0	0	0	0	116.0	116
<b>406</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>418</b>	<b>418</b>
89	6	0	0	0	0	0	95.0	95
109	2	0	0	0	0	2	111.8	113
103	3	0	0	0	0	0	106.0	106
117	0	0	0	0	0	1	117.4	118
<b>418</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>430</b>	<b>432</b>
131	2	0	0	0	0	0	133.0	133
112	3	0	0	0	0	0	115.0	115
82	1	0	0	0	0	0	83.0	83
88	3	0	0	0	0	1	91.4	92
<b>413</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>422</b>	<b>423</b>
<b>2272</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2337</b>	<b>2341</b>



C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3.0	3
5	0	0	0	0	0	0	5.0	5
3	1	0	0	0	0	0	4.0	4
<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>
2	0	0	0	0	0	0	2.0	2
9	0	0	0	0	0	0	9.0	9
6	1	0	0	0	0	0	7.0	7
6	0	0	0	0	0	0	6.0	6
<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24</b>
12	0	0	0	0	0	0	12.0	12
10	0	0	0	0	0	0	10.0	10
7	1	0	0	0	0	0	8.0	8
10	0	0	0	0	0	0	10.0	10
<b>39</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>
8	0	0	0	0	0	0	8.0	8
5	1	0	0	0	0	0	6.0	6
10	0	0	0	0	0	0	10.0	10
12	0	0	0	0	0	0	12.0	12
<b>35</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>
4	0	0	0	0	0	0	4.0	4
7	1	0	0	0	0	0	8.0	8
10	0	0	0	0	0	0	10.0	10
14	1	0	0	0	0	0	15.0	15
<b>35</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>37</b>
16	0	0	0	0	0	0	16.0	16
14	1	0	0	0	0	0	15.0	15
12	0	0	0	0	0	0	12.0	12
11	0	0	0	0	0	0	11.0	11
<b>53</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>54</b>
<b>198</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>	<b>205</b>

## From C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	170	3	0	0	1	0	0	175.0	174
10:15 - 10:30	203	4	0	0	1	0	0	209.0	208
10:30 - 10:45	191	9	1	0	3	0	0	207.5	204
10:45 - 11:00	204	7	1	0	1	0	1	214.9	214
<b>Hourly Total</b>	<b>768</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>806</b>	<b>800</b>
11:00 - 11:15	209	6	0	1	2	0	2	222.1	220
11:15 - 11:30	220	7	0	0	2	0	0	231.0	229
11:30 - 11:45	213	3	0	0	1	0	0	218.0	217
11:45 - 12:00	242	6	0	1	3	0	0	256.3	252
<b>Hourly Total</b>	<b>884</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>928</b>	<b>918</b>
12:00 - 12:15	255	5	0	0	2	0	0	264.0	262
12:15 - 12:30	251	6	0	0	4	0	0	265.0	261
12:30 - 12:45	241	8	0	0	2	0	2	253.8	253
12:45 - 13:00	233	7	0	0	3	0	0	246.0	243
<b>Hourly Total</b>	<b>980</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>1029</b>	<b>1019</b>
13:00 - 13:15	228	8	0	0	1	0	1	238.4	238
13:15 - 13:30	224	5	0	0	3	0	0	235.0	232
13:30 - 13:45	245	7	0	0	2	0	0	256.0	254
13:45 - 14:00	247	5	0	0	1	0	0	254.0	253
<b>Hourly Total</b>	<b>944</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>983</b>	<b>977</b>
14:00 - 14:15	234	10	0	0	2	0	1	248.4	247
14:15 - 14:30	248	7	0	0	2	0	2	259.8	259
14:30 - 14:45	239	7	0	0	0	0	0	246.0	246
14:45 - 15:00	275	6	0	0	3	0	1	287.4	285
<b>Hourly Total</b>	<b>996</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>1042</b>	<b>1037</b>
15:00 - 15:15	293	7	0	0	2	0	1	304.4	303
15:15 - 15:30	256	10	1	0	3	0	0	273.5	270
15:30 - 15:45	236	4	0	0	1	0	1	242.4	242
15:45 - 16:00	226	5	0	0	1	0	1	233.4	233
<b>Hourly Total</b>	<b>1011</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>1054</b>	<b>1048</b>
<b>Session Total</b>	<b>5583</b>	<b>152</b>	<b>3</b>	<b>2</b>	<b>46</b>	<b>0</b>	<b>13</b>	<b>5842</b>	<b>5799</b>

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
106	4	1	1	1	0	2	116.6	115
127	4	1	0	1	0	0	134.5	133
144	5	0	0	3	0	1	155.4	153
161	5	0	0	2	0	0	170.0	168
<b>538</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>576</b>	<b>569</b>
189	7	0	0	1	1	0	198.2	198
175	7	0	0	2	0	1	186.4	185
184	3	0	0	2	0	0	191.0	189
204	5	1	1	1	0	0	214.8	212
<b>752</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>790</b>	<b>784</b>
217	5	1	0	1	0	0	225.5	224
205	2	0	0	2	0	1	211.4	210
201	11	0	0	3	0	0	218.0	215
239	3	0	0	2	0	1	246.4	245
<b>862</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>902</b>	<b>894</b>
225	1	0	0	1	0	0	228.0	227
194	6	0	0	3	0	0	206.0	203
206	4	0	0	1	0	1	212.4	212
211	3	0	0	3	0	0	220.0	217
<b>836</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>866</b>	<b>859</b>
229	9	0	0	2	0	0	242.0	240
221	2	0	0	0	0	1	223.4	224
222	4	0	0	1	0	2	228.8	229
246	7	1	0	4	0	0	262.5	258
<b>918</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>957</b>	<b>951</b>
252	8	0	1	0	0	0	262.3	261
226	9	1	0	2	0	1	240.9	239
242	8	0	0	1	0	0	252.0	251
223	4	0	0	3	0	0	233.0	230
<b>943</b>	<b>29</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>988</b>	<b>981</b>
<b>4849</b>	<b>126</b>	<b>6</b>	<b>3</b>	<b>42</b>	<b>1</b>	<b>11</b>	<b>5079</b>	<b>5038</b>



**Yorkshire - Manual Traffic Survey: Saturday, 16 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - Monks Cross Drive / B - (East) Car Park / C - (East) Jockey Lane / D - Julia Avenue / E - (West) Jockey Lane / F - (West) Car Park

**Approach:** D - Julia Avenue

D to E									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	2	0	0	0	0	0	0	2.0	2
10:15 - 10:30	2	0	0	0	0	0	0	2.0	2
10:30 - 10:45	1	0	0	0	0	0	0	1.0	1
10:45 - 11:00	2	0	0	0	0	0	0	2.0	2
<b>Hourly Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>
11:00 - 11:15	1	0	0	0	0	0	0	1.0	1
11:15 - 11:30	3	1	0	0	0	0	0	4.0	4
11:30 - 11:45	5	0	0	0	0	0	0	5.0	5
11:45 - 12:00	3	0	0	0	0	0	0	3.0	3
<b>Hourly Total</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>
12:00 - 12:15	3	0	0	0	0	1	0	3.2	4
12:15 - 12:30	7	1	0	0	0	0	0	8.0	8
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	3	0	0	0	0	0	0	3.0	3
<b>Hourly Total</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>15</b>
13:00 - 13:15	3	0	0	0	0	0	0	3.0	3
13:15 - 13:30	3	0	0	0	0	0	0	3.0	3
13:30 - 13:45	3	0	0	0	0	0	0	3.0	3
13:45 - 14:00	2	0	0	0	0	0	0	2.0	2
<b>Hourly Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>
14:00 - 14:15	1	0	0	0	0	0	0	1.0	1
14:15 - 14:30	7	0	0	0	0	0	0	7.0	7
14:30 - 14:45	1	0	0	0	0	0	0	1.0	1
14:45 - 15:00	3	2	0	0	0	0	0	5.0	5
<b>Hourly Total</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>
15:00 - 15:15	8	1	0	0	0	0	0	9.0	9
15:15 - 15:30	5	0	0	0	0	0	0	5.0	5
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2
15:45 - 16:00	4	0	0	0	0	0	0	4.0	4
<b>Hourly Total</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>
<b>Session Total</b>	<b>74</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>80</b>

D to F								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	1	0	0.2	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	1	0	2	3
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3.0	3
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
7	0	0	0	0	0	0	7	7
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4	4
1	0	0	0	0	0	0	1.0	1
1	1	0	0	0	0	0	2.0	2
5	0	0	0	0	0	0	5.0	5
2	0	0	0	0	0	0	2.0	2
9	1	0	0	0	0	0	10	10
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3.0	3
2	0	0	0	0	0	0	2.0	2
7	0	0	0	0	0	0	7	7
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3.0	3
1	0	0	0	0	0	0	1.0	1
7	0	0	0	0	0	0	7	7
36	1	0	0	0	1	0	37	38

## D to A

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	1	0	0	0	0	0	2.0	2
3	1	0	0	0	0	0	4.0	4
<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
4	0	0	0	0	0	0	4.0	4
<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>
4	0	0	0	0	0	0	4.0	4
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4.0	4
1	0	0	0	0	0	0	1.0	1
<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>
2	0	0	0	0	0	0	2.0	2
2	1	0	0	0	0	0	3.0	3
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4.0	4
<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>
1	0	0	0	0	0	0	1.0	1
3	1	0	0	0	0	0	4.0	4
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>
2	0	0	0	0	0	1	2.4	3
3	0	0	0	0	0	0	3.0	3
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>9</b>
<b>48</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>53</b>

D to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
5	0	0	0	0	0	0	5	5
2	0	0	0	0	0	0	2.0	2
1	1	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
7	1	0	0	0	0	0	8	8
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
4	0	0	0	0	0	0	4.0	4
3	0	0	0	0	0	0	3.0	3
10	0	0	0	0	0	0	10	10
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
7	0	0	0	0	0	0	7.0	7
10	0	0	0	0	0	0	10	10
4	0	0	0	0	0	0	4.0	4
3	0	0	0	0	0	0	3.0	3
3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0
10	0	0	0	0	0	0	10	10
7	1	0	0	0	0	0	8.0	8
4	0	0	0	0	0	0	4.0	4
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
14	1	0	0	0	0	0	15	15
56	2	0	0	0	0	0	58	58

D to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3.0	3
7	0	0	0	0	0	0	7.0	7
<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>
7	1	0	0	0	0	0	8.0	8
4	0	0	0	0	0	0	4.0	4
7	0	0	0	0	0	0	7.0	7
5	1	0	0	0	0	0	6.0	6
<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>
11	0	0	0	0	0	0	11.0	11
2	0	0	0	0	0	0	2.0	2
6	0	0	0	0	0	0	6.0	6
2	0	0	0	0	0	0	2.0	2
<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>
4	1	0	0	0	0	0	5.0	5
6	0	0	0	0	0	0	6.0	6
0	0	0	0	0	0	0	0.0	0
7	0	0	0	0	0	0	7.0	7
<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>
8	1	0	0	0	0	0	9.0	9
6	0	0	0	0	0	0	6.0	6
4	0	0	0	0	0	0	4.0	4
3	0	0	0	0	0	0	3.0	3
<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>
4	0	0	0	0	0	0	4.0	4
5	0	0	0	0	0	0	5.0	5
8	0	0	0	0	0	0	8.0	8
8	1	0	0	0	0	0	9.0	9
<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>26</b>
<b>119</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>124</b>





## From D

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	4	0	0	0	0	1	0	4.2	5
10:15 - 10:30	8	0	0	0	0	0	0	8.0	8
10:30 - 10:45	5	1	0	0	0	0	0	6.0	6
10:45 - 11:00	15	1	0	0	0	0	0	16.0	16
<b>Hourly Total</b>	<b>32</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>35</b>
11:00 - 11:15	13	1	0	0	0	0	0	14.0	14
11:15 - 11:30	13	2	0	0	0	0	0	15.0	15
11:30 - 11:45	17	0	0	0	0	0	0	17.0	17
11:45 - 12:00	15	1	0	0	0	0	0	16.0	16
<b>Hourly Total</b>	<b>58</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>62</b>
12:00 - 12:15	20	0	0	0	0	1	0	20.2	21
12:15 - 12:30	12	1	0	0	0	0	0	13.0	13
12:30 - 12:45	16	0	0	0	0	0	0	16.0	16
12:45 - 13:00	10	0	0	0	0	0	0	10.0	10
<b>Hourly Total</b>	<b>58</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>60</b>
13:00 - 13:15	10	1	0	0	0	0	0	11.0	11
13:15 - 13:30	13	2	0	0	0	0	0	15.0	15
13:30 - 13:45	11	0	0	0	0	0	0	11.0	11
13:45 - 14:00	22	0	0	0	0	0	0	22.0	22
<b>Hourly Total</b>	<b>56</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>59</b>
14:00 - 14:15	14	1	0	0	0	0	0	15.0	15
14:15 - 14:30	21	1	0	0	0	0	0	22.0	22
14:30 - 14:45	11	0	0	0	0	0	0	11.0	11
14:45 - 15:00	10	2	0	0	0	0	0	12.0	12
<b>Hourly Total</b>	<b>56</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>60</b>
15:00 - 15:15	23	2	0	0	0	0	1	25.4	26
15:15 - 15:30	18	0	0	0	0	0	0	18.0	18
15:30 - 15:45	16	0	0	0	0	0	0	16.0	16
15:45 - 16:00	16	1	0	0	0	0	0	17.0	17
<b>Hourly Total</b>	<b>73</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>77</b>
<b>Session Total</b>	<b>333</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>350</b>	<b>353</b>

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
12	0	0	0	0	0	0	12.0	12
19	3	0	0	0	0	0	22.0	22
9	1	0	0	0	0	0	10.0	10
18	0	0	0	0	0	0	18.0	18
<b>58</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>62</b>
12	1	0	0	0	0	0	13.0	13
10	4	0	0	0	0	0	14.0	14
13	0	0	0	0	0	0	13.0	13
14	0	0	0	0	0	0	14.0	14
<b>49</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>54</b>
15	1	0	0	0	0	0	16.0	16
21	1	0	0	3	0	0	28.0	25
10	1	0	0	0	0	0	11.0	11
11	1	0	0	0	0	0	12.0	12
<b>57</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>64</b>
9	3	0	0	0	0	0	12.0	12
16	0	0	0	0	0	1	16.4	17
16	0	0	0	0	0	0	16.0	16
19	0	0	0	0	0	0	19.0	19
<b>60</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>64</b>
22	0	0	0	0	0	0	22.0	22
16	2	0	0	0	0	0	18.0	18
6	0	0	0	0	0	0	6.0	6
12	1	0	0	0	0	0	13.0	13
<b>56</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>59</b>
25	3	0	0	0	0	0	28.0	28
15	0	0	0	0	0	0	15.0	15
14	0	0	0	0	0	0	14.0	14
9	0	0	0	0	0	0	9.0	9
<b>63</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>66</b>
<b>343</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>371</b>	<b>369</b>



**Yorkshire - Manual Traffic Survey: Saturday, 16 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - Monks Cross Drive / B - (East) Car Park / C - (East) Jockey Lane / D - Julia Avenue / E - (West) Jockey Lane / F - (West) Car Park

**Approach:** E - (West) Jockey Lane

E to F									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	49	0	0	0	0	0	0	49.0	49
10:15 - 10:30	41	1	0	0	0	0	1	42.4	43
10:30 - 10:45	39	1	0	0	0	0	0	40.0	40
10:45 - 11:00	47	0	0	0	0	0	0	47.0	47
<b>Hourly Total</b>	<b>176</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>178</b>	<b>179</b>
11:00 - 11:15	40	2	0	0	0	0	0	42.0	42
11:15 - 11:30	47	0	0	0	0	0	0	47.0	47
11:30 - 11:45	44	0	0	0	0	0	0	44.0	44
11:45 - 12:00	32	0	0	0	0	0	0	32.0	32
<b>Hourly Total</b>	<b>163</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>165</b>
12:00 - 12:15	43	2	0	0	0	0	1	45.4	46
12:15 - 12:30	46	0	0	0	0	0	1	46.4	47
12:30 - 12:45	44	0	0	0	0	0	1	44.4	45
12:45 - 13:00	44	0	0	0	0	0	0	44.0	44
<b>Hourly Total</b>	<b>177</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>180</b>	<b>182</b>
13:00 - 13:15	32	1	0	0	0	0	0	33.0	33
13:15 - 13:30	41	2	0	0	0	0	1	43.4	44
13:30 - 13:45	43	0	0	0	0	0	0	43.0	43
13:45 - 14:00	44	0	0	0	0	0	0	44.0	44
<b>Hourly Total</b>	<b>160</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>163</b>	<b>164</b>
14:00 - 14:15	44	0	0	0	0	0	0	44.0	44
14:15 - 14:30	39	0	0	0	0	0	0	39.0	39
14:30 - 14:45	55	0	0	0	0	0	0	55.0	55
14:45 - 15:00	43	1	0	0	0	0	0	44.0	44
<b>Hourly Total</b>	<b>181</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>182</b>	<b>182</b>
15:00 - 15:15	43	0	0	0	0	0	0	43.0	43
15:15 - 15:30	34	2	0	0	0	0	0	36.0	36
15:30 - 15:45	51	0	0	0	0	0	0	51.0	51
15:45 - 16:00	36	0	0	0	0	0	0	36.0	36
<b>Hourly Total</b>	<b>164</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>166</b>
<b>Session Total</b>	<b>1021</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1034</b>	<b>1038</b>

## E to A

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
13	0	0	0	1	0	5	17.0	19
15	0	0	0	0	0	0	15.0	15
14	1	0	0	0	0	0	15.0	15
19	0	0	0	0	0	0	19.0	19
<b>61</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>68</b>
12	0	0	0	0	0	0	12.0	12
18	0	0	0	1	0	0	20.0	19
25	0	0	0	0	0	0	25.0	25
17	0	0	0	0	0	0	17.0	17
<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>73</b>
24	1	0	0	0	0	0	25.0	25
18	1	0	0	1	0	1	21.4	21
28	2	0	0	0	0	0	30.0	30
31	0	0	0	0	0	0	31.0	31
<b>101</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>107</b>	<b>107</b>
26	1	0	0	0	0	0	27.0	27
15	0	0	0	1	0	0	17.0	16
24	0	0	0	0	0	0	24.0	24
29	1	0	0	0	0	0	30.0	30
<b>94</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>97</b>
22	2	0	0	0	0	0	24.0	24
23	0	0	0	1	0	1	25.4	25
22	1	0	0	0	0	0	23.0	23
17	0	0	0	0	0	0	17.0	17
<b>84</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>89</b>
23	1	0	0	0	0	0	24.0	24
19	0	0	0	1	0	0	21.0	20
19	0	0	0	0	0	0	19.0	19
17	1	0	0	0	0	0	18.0	18
<b>78</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>81</b>
<b>490</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>516</b>	<b>515</b>

## E to B

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
44	2	0	0	0	0	0	46.0	46
45	2	0	0	0	0	0	47.0	47
31	0	0	0	0	0	1	31.4	32
35	0	0	0	0	0	0	35.0	35
155	4	0	0	0	0	1	159	160
48	2	0	0	0	0	1	50.4	51
53	4	0	0	0	0	1	57.4	58
58	2	0	0	0	0	0	60.0	60
49	0	0	0	0	0	0	49.0	49
208	8	0	0	0	0	2	217	218
46	3	0	0	0	0	0	49.0	49
56	0	0	0	0	0	0	56.0	56
43	1	0	0	0	0	0	44.0	44
55	0	0	0	0	0	0	55.0	55
200	4	0	0	0	0	0	204	204
47	1	0	0	0	0	0	48.0	48
56	2	0	0	0	0	0	58.0	58
52	2	0	0	0	0	0	54.0	54
69	3	0	0	0	0	0	72.0	72
224	8	0	0	0	0	0	232	232
52	1	0	0	0	0	1	53.4	54
46	0	0	0	0	0	0	46.0	46
57	0	0	0	0	0	0	57.0	57
49	2	0	0	0	0	0	51.0	51
204	3	0	0	0	0	1	207	208
49	0	0	0	0	0	0	49.0	49
45	2	0	0	0	0	0	47.0	47
52	0	0	0	0	0	0	52.0	52
41	1	0	0	0	0	0	42.0	42
187	3	0	0	0	0	0	190	190
1178	30	0	0	0	0	4	1209	1212

E to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
24	1	0	1	0	0	0	27.3	26
20	0	0	0	0	0	0	20.0	20
18	1	0	0	1	0	1	21.4	21
24	1	0	0	0	0	0	25.0	25
<b>86</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>92</b>
21	2	0	0	0	0	0	23.0	23
26	1	0	0	0	0	0	27.0	27
34	0	0	0	1	0	0	36.0	35
32	1	1	1	0	0	0	36.8	35
<b>113</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>123</b>	<b>120</b>
39	1	0	0	0	0	0	40.0	40
33	0	0	0	0	0	0	33.0	33
28	1	0	0	1	0	0	31.0	30
33	0	0	0	0	0	0	33.0	33
<b>133</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>136</b>
32	0	0	0	0	0	0	32.0	32
36	0	0	0	0	0	0	36.0	36
27	2	0	0	0	0	1	29.4	30
35	0	0	0	1	0	0	37.0	36
<b>130</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>134</b>	<b>134</b>
33	0	0	0	0	0	0	33.0	33
44	0	0	0	0	0	1	44.4	45
29	0	0	0	0	0	2	29.8	31
38	0	1	0	1	0	0	41.5	40
<b>144</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>149</b>	<b>149</b>
33	0	0	0	0	0	0	33.0	33
26	3	0	0	0	0	0	29.0	29
37	2	0	0	0	0	0	39.0	39
31	2	0	0	0	0	0	33.0	33
<b>127</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>134</b>
<b>733</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>770</b>	<b>765</b>

## E to D

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4.0	4
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
3	0	0	0	0	0	0	3.0	3
2	0	0	0	0	0	0	2.0	2
4	1	0	0	0	0	0	5.0	5
1	0	0	0	0	0	0	1.0	1
<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>
1	0	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3.0	3
4	0	0	0	0	0	0	4.0	4
4	0	0	0	0	0	0	4.0	4
<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
4	0	0	0	0	0	0	4.0	4
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3.0	3
<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>
<b>44</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>45</b>





## From E

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	131	3	0	1	1	0	5	140.3	141
10:15 - 10:30	125	3	0	0	0	0	1	128.4	129
10:30 - 10:45	103	3	0	0	1	0	2	108.8	109
10:45 - 11:00	125	1	0	0	0	0	0	126.0	126
<b>Hourly Total</b>	<b>484</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>503</b>	<b>505</b>
11:00 - 11:15	121	6	0	0	0	0	1	127.4	128
11:15 - 11:30	145	5	0	0	1	0	1	152.4	152
11:30 - 11:45	161	2	0	0	1	0	0	165.0	164
11:45 - 12:00	131	1	1	1	0	0	0	135.8	134
<b>Hourly Total</b>	<b>558</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>581</b>	<b>578</b>
12:00 - 12:15	155	7	0	0	0	0	1	162.4	163
12:15 - 12:30	155	1	0	0	1	0	2	158.8	159
12:30 - 12:45	147	5	0	0	1	0	1	154.4	154
12:45 - 13:00	164	0	0	0	0	0	0	164.0	164
<b>Hourly Total</b>	<b>621</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>640</b>	<b>640</b>
13:00 - 13:15	138	3	0	0	0	0	0	141.0	141
13:15 - 13:30	151	4	0	0	1	0	1	157.4	157
13:30 - 13:45	150	4	0	0	0	0	1	154.4	155
13:45 - 14:00	181	4	0	0	1	0	0	187.0	186
<b>Hourly Total</b>	<b>620</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>640</b>	<b>639</b>
14:00 - 14:15	152	3	0	0	0	0	1	155.4	156
14:15 - 14:30	153	0	0	0	1	0	2	155.8	156
14:30 - 14:45	165	1	0	0	0	0	2	166.8	168
14:45 - 15:00	147	3	1	0	1	0	0	153.5	152
<b>Hourly Total</b>	<b>617</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>632</b>	<b>632</b>
15:00 - 15:15	152	1	0	0	0	0	0	153.0	153
15:15 - 15:30	126	7	0	0	1	0	0	135.0	134
15:30 - 15:45	160	2	0	0	0	0	0	162.0	162
15:45 - 16:00	128	4	0	0	0	0	0	132.0	132
<b>Hourly Total</b>	<b>566</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>582</b>	<b>581</b>
<b>Session Total</b>	<b>3466</b>	<b>73</b>	<b>2</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>21</b>	<b>3578</b>	<b>3575</b>

To E								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
96	0	0	0	1	0	0	98.0	97
113	2	0	0	1	0	1	117.4	117
109	5	0	0	0	0	1	114.4	115
147	3	0	0	0	0	0	150.0	150
465	10	0	0	2	0	2	480	479
137	3	0	1	0	0	1	142.7	142
131	4	0	0	2	0	4	140.6	141
137	1	0	0	0	0	0	138.0	138
148	7	0	1	0	0	0	157.3	156
553	15	0	2	2	0	5	579	577
168	3	0	0	2	1	0	175.2	174
173	8	0	0	1	0	1	183.4	183
159	4	0	0	0	0	2	163.8	165
166	2	0	0	0	0	0	168.0	168
666	17	0	0	3	1	3	690	690
179	4	0	0	0	0	1	183.4	184
157	2	0	0	2	0	0	163.0	161
141	3	0	0	0	0	1	144.4	145
162	1	0	0	0	0	0	163.0	163
639	10	0	0	2	0	2	654	653
153	4	0	0	0	0	1	157.4	158
157	3	0	0	2	0	0	164.0	162
149	6	0	0	0	0	0	155.0	155
146	4	1	0	0	0	0	151.5	151
605	17	1	0	2	0	1	628	626
155	2	0	0	0	0	1	157.4	158
148	3	0	0	2	0	0	155.0	153
125	5	0	0	0	0	1	130.4	131
154	4	0	0	0	0	0	158.0	158
582	14	0	0	2	0	2	601	600
3510	83	1	2	13	1	15	3632	3625



**Yorkshire - Manual Traffic Survey: Saturday, 16 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - Monks Cross Drive / B - (East) Car Park / C - (East) Jockey Lane / D - Julia Avenue / E - (West) Jockey Lane / F - (West) Car Park

**Approach:** F - (West) Car Park

F to A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	22	0	0	0	0	0	0	22.0	22
10:15 - 10:30	18	0	0	0	0	0	0	18.0	18
10:30 - 10:45	16	0	0	0	0	0	0	16.0	16
10:45 - 11:00	21	1	0	0	0	0	0	22.0	22
<b>Hourly Total</b>	<b>77</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>78</b>
11:00 - 11:15	27	1	0	0	0	0	0	28.0	28
11:15 - 11:30	28	0	0	0	0	0	0	28.0	28
11:30 - 11:45	31	0	0	0	0	0	0	31.0	31
11:45 - 12:00	34	0	0	0	0	0	0	34.0	34
<b>Hourly Total</b>	<b>120</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>121</b>
12:00 - 12:15	24	2	0	0	0	0	1	26.4	27
12:15 - 12:30	33	0	0	0	0	0	0	33.0	33
12:30 - 12:45	25	1	0	0	0	0	1	26.4	27
12:45 - 13:00	25	0	0	0	0	0	0	25.0	25
<b>Hourly Total</b>	<b>107</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>111</b>	<b>112</b>
13:00 - 13:15	33	1	0	0	0	0	0	34.0	34
13:15 - 13:30	21	0	0	0	0	0	0	21.0	21
13:30 - 13:45	28	2	0	0	0	0	0	30.0	30
13:45 - 14:00	19	1	0	0	0	0	0	20.0	20
<b>Hourly Total</b>	<b>101</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>105</b>
14:00 - 14:15	19	0	0	0	0	0	0	19.0	19
14:15 - 14:30	17	0	0	0	0	0	0	17.0	17
14:30 - 14:45	24	0	0	0	0	0	0	24.0	24
14:45 - 15:00	27	1	0	0	0	0	0	28.0	28
<b>Hourly Total</b>	<b>87</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>88</b>
15:00 - 15:15	29	0	0	0	0	0	0	29.0	29
15:15 - 15:30	29	1	1	0	0	0	0	31.5	31
15:30 - 15:45	23	1	0	0	0	0	0	24.0	24
15:45 - 16:00	29	2	0	0	0	0	0	31.0	31
<b>Hourly Total</b>	<b>110</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>	<b>115</b>
<b>Session Total</b>	<b>602</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>619</b>	<b>619</b>

F to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
16	0	0	0	0	1	0	16.2	17
17	0	0	0	0	0	0	17.0	17
21	0	0	0	0	0	0	21.0	21
24	1	0	0	0	0	0	25.0	25
<b>78</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>80</b>
22	1	0	0	0	0	0	23.0	23
12	0	0	0	0	0	0	12.0	12
17	0	0	0	0	0	0	17.0	17
26	0	0	0	0	0	0	26.0	26
<b>77</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>78</b>
18	0	0	0	0	0	0	18.0	18
18	0	0	0	0	0	0	18.0	18
18	0	0	0	0	0	0	18.0	18
20	0	0	0	0	0	0	20.0	20
<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>74</b>
13	0	0	0	0	0	0	13.0	13
14	1	0	0	0	0	0	15.0	15
15	1	0	0	0	0	0	16.0	16
22	0	0	0	0	0	0	22.0	22
<b>64</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>66</b>
20	0	0	0	0	0	0	20.0	20
14	0	0	0	0	0	0	14.0	14
17	1	0	0	0	0	0	18.0	18
22	0	0	0	0	0	0	22.0	22
<b>73</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>74</b>
17	0	0	0	0	0	0	17.0	17
20	0	0	0	0	0	0	20.0	20
12	0	0	0	0	0	0	12.0	12
19	1	0	0	0	0	0	20.0	20
<b>68</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>69</b>
<b>434</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>440</b>	<b>441</b>

F to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
32	2	1	0	0	0	0	35.5	35
41	1	1	0	0	0	0	43.5	43
36	1	0	0	0	0	0	37.0	37
45	0	0	0	0	0	0	45.0	45
154	4	2	0	0	0	0	161	160
64	2	0	0	0	0	0	66.0	66
36	2	0	0	0	0	0	38.0	38
53	1	0	0	0	0	0	54.0	54
54	0	0	0	0	0	0	54.0	54
207	5	0	0	0	0	0	212	212
44	3	0	0	0	0	0	47.0	47
57	0	0	0	0	0	1	57.4	58
54	3	0	0	0	0	0	57.0	57
55	1	0	0	0	0	1	56.4	57
210	7	0	0	0	0	2	218	219
54	0	0	0	0	0	0	54.0	54
48	2	0	0	0	0	0	50.0	50
55	1	0	0	0	0	0	56.0	56
44	0	0	0	0	0	0	44.0	44
201	3	0	0	0	0	0	204	204
40	2	0	0	0	0	0	42.0	42
44	0	0	0	0	0	0	44.0	44
53	1	0	0	0	0	0	54.0	54
53	2	0	0	0	0	0	55.0	55
190	5	0	0	0	0	0	195	195
52	3	0	0	0	0	0	55.0	55
44	2	1	0	0	0	1	47.9	48
60	0	0	0	0	0	0	60.0	60
58	0	0	0	0	0	0	58.0	58
214	5	1	0	0	0	1	221	221
1176	29	3	0	0	0	3	1211	1211

F to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
2	0	0	0	0	0	0	2.0	2
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	0	0	0.0	0
<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
1	1	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>

F to E								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
14	0	0	0	0	0	0	14.0	14
21	0	0	0	0	0	1	21.4	22
22	0	0	0	0	0	1	22.4	23
30	1	0	0	0	0	0	31.0	31
87	1	0	0	0	0	2	89	90
25	0	0	0	0	0	0	25.0	25
32	1	0	0	0	0	0	33.0	33
28	0	0	0	0	0	0	28.0	28
24	2	0	0	0	0	0	26.0	26
109	3	0	0	0	0	0	112	112
30	0	0	0	0	0	0	30.0	30
32	1	0	0	0	0	1	33.4	34
29	1	0	0	0	0	0	30.0	30
29	0	0	0	0	0	0	29.0	29
120	2	0	0	0	0	1	122	123
24	0	0	0	0	0	0	24.0	24
29	0	0	0	0	0	0	29.0	29
23	0	0	0	0	0	0	23.0	23
23	0	0	0	0	0	0	23.0	23
99	0	0	0	0	0	0	99	99
29	0	0	0	0	0	0	29.0	29
26	1	0	0	0	0	0	27.0	27
30	1	0	0	0	0	0	31.0	31
26	2	1	0	0	0	0	29.5	29
111	4	1	0	0	0	0	117	116
22	0	0	0	0	0	0	22.0	22
21	0	0	0	0	0	0	21.0	21
17	1	0	0	0	0	0	18.0	18
23	0	0	0	0	0	0	23.0	23
83	1	0	0	0	0	0	84	84
609	11	1	0	0	0	3	623	624





## From F

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	84	2	1	0	0	1	0	87.7	88
10:15 - 10:30	98	1	1	0	0	0	1	100.9	101
10:30 - 10:45	95	1	0	0	0	0	1	96.4	97
10:45 - 11:00	121	3	0	0	0	0	0	124.0	124
<b>Hourly Total</b>	<b>398</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>409</b>	<b>410</b>
11:00 - 11:15	138	4	0	0	0	0	0	142.0	142
11:15 - 11:30	108	3	0	0	0	0	0	111.0	111
11:30 - 11:45	129	1	0	0	0	0	0	130.0	130
11:45 - 12:00	138	2	0	0	0	0	0	140.0	140
<b>Hourly Total</b>	<b>513</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>523</b>	<b>523</b>
12:00 - 12:15	117	5	0	0	0	0	1	122.4	123
12:15 - 12:30	142	1	0	0	0	0	2	143.8	145
12:30 - 12:45	127	5	0	0	0	0	1	132.4	133
12:45 - 13:00	129	1	0	0	0	0	1	130.4	131
<b>Hourly Total</b>	<b>515</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>529</b>	<b>532</b>
13:00 - 13:15	126	1	0	0	0	0	0	127.0	127
13:15 - 13:30	113	3	0	0	0	0	0	116.0	116
13:30 - 13:45	121	4	0	0	0	0	0	125.0	125
13:45 - 14:00	108	1	0	0	0	0	0	109.0	109
<b>Hourly Total</b>	<b>468</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>477</b>	<b>477</b>
14:00 - 14:15	109	2	0	0	0	0	0	111.0	111
14:15 - 14:30	102	1	0	0	0	0	0	103.0	103
14:30 - 14:45	124	3	0	0	0	0	0	127.0	127
14:45 - 15:00	129	5	1	0	0	0	0	135.5	135
<b>Hourly Total</b>	<b>464</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>477</b>	<b>476</b>
15:00 - 15:15	121	4	0	0	0	0	0	125.0	125
15:15 - 15:30	115	3	2	0	0	0	1	121.4	121
15:30 - 15:45	112	2	0	0	0	0	0	114.0	114
15:45 - 16:00	130	3	0	0	0	0	0	133.0	133
<b>Hourly Total</b>	<b>478</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>493</b>	<b>493</b>
<b>Session Total</b>	<b>2836</b>	<b>61</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>2908</b>	<b>2911</b>

To F								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
106	1	0	0	0	1	0	107.2	108
106	1	0	0	0	0	1	107.4	108
112	1	0	0	0	0	0	113.0	113
100	2	0	0	0	0	0	102.0	102
<b>424</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>429</b>	<b>431</b>
108	5	0	0	0	0	0	113.0	113
121	1	0	0	0	0	0	122.0	122
124	1	0	0	0	0	0	125.0	125
107	2	0	0	0	0	0	109.0	109
<b>460</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>469</b>	<b>469</b>
120	3	0	0	0	0	1	123.4	124
120	2	0	0	0	0	1	122.4	123
119	1	0	0	0	0	2	120.8	122
121	0	0	0	0	0	0	121.0	121
<b>480</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>488</b>	<b>490</b>
106	2	0	0	0	0	0	108.0	108
104	5	0	0	0	0	1	109.4	110
118	3	0	0	0	0	0	121.0	121
102	1	0	0	0	0	0	103.0	103
<b>430</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>441</b>	<b>442</b>
107	1	0	0	0	0	0	108.0	108
116	1	0	0	0	0	0	117.0	117
124	2	0	0	0	0	0	126.0	126
120	6	0	0	0	0	0	126.0	126
<b>467</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>477</b>	<b>477</b>
110	2	0	0	0	0	1	112.4	113
111	4	0	0	0	0	0	115.0	115
126	2	0	0	0	0	0	128.0	128
111	1	0	0	0	0	0	112.0	112
<b>458</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>467</b>	<b>468</b>
<b>2719</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>2771</b>	<b>2777</b>



**Yorkshire - Manual Traffic Survey: Friday, 15 October 2021**

Produced by Streetwise Services Ltd.

**Junction: A - (North) Monks Cross Drive / B - (South) Monks Cross Drive / C - Car Park**

**Approach: A - (North) Monks Cross Drive**

A to B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15:00 - 15:15	48	2	0	0	0	0	0	50.0	50
15:15 - 15:30	37	3	0	0	0	0	0	40.0	40
15:30 - 15:45	53	1	0	0	0	0	0	54.0	54
15:45 - 16:00	49	4	0	0	0	0	0	53.0	53
<b>Hourly Total</b>	<b>187</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>197</b>	<b>197</b>
16:00 - 16:15	58	4	0	0	0	0	0	62.0	62
16:15 - 16:30	56	3	0	0	0	0	0	59.0	59
16:30 - 16:45	62	2	0	0	0	0	0	64.0	64
16:45 - 17:00	63	4	0	1	0	2	0	69.7	70
<b>Hourly Total</b>	<b>239</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>254</b>	<b>255</b>
17:00 - 17:15	76	4	0	0	0	1	0	80.2	81
17:15 - 17:30	55	3	0	0	0	0	0	58.0	58
17:30 - 17:45	60	4	0	0	0	1	0	64.2	65
17:45 - 18:00	62	4	0	0	0	0	0	66.0	66
<b>Hourly Total</b>	<b>253</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>268</b>	<b>270</b>
18:00 - 18:15	52	0	1	1	0	0	0	55.8	54
18:15 - 18:30	57	2	0	0	0	0	0	59.0	59
18:30 - 18:45	63	0	0	0	0	0	0	63.0	63
18:45 - 19:00	65	0	0	0	0	0	1	65.4	66
<b>Hourly Total</b>	<b>237</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>243</b>	<b>242</b>
<b>Session Total</b>	<b>916</b>	<b>40</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>962</b>	<b>964</b>

A to C

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15	0	0	0	0	0	1	15.4	16
20	1	0	0	0	0	0	21.0	21
21	2	0	0	0	0	0	23.0	23
19	1	0	0	0	0	0	20.0	20
<b>75</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>80</b>
26	0	0	0	0	0	0	26.0	26
16	0	0	0	0	0	0	16.0	16
8	0	0	0	0	0	0	8.0	8
22	0	0	0	0	0	0	22.0	22
<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>72</b>
22	1	0	0	0	0	0	23.0	23
15	0	0	0	0	0	0	15.0	15
21	0	0	0	0	0	0	21.0	21
26	0	0	0	0	0	1	26.4	27
<b>84</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>86</b>
15	0	0	0	0	0	1	15.4	16
13	0	0	0	0	0	0	13.0	13
18	0	0	0	0	1	0	18.2	19
13	0	0	0	0	0	0	13.0	13
<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>61</b>
<b>290</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>295</b>	<b>299</b>



## From A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15:00 - 15:15	63	2	0	0	0	0	1	65.4	66
15:15 - 15:30	57	4	0	0	0	0	0	61.0	61
15:30 - 15:45	74	3	0	0	0	0	0	77.0	77
15:45 - 16:00	68	5	0	0	0	0	0	73.0	73
<b>Hourly Total</b>	<b>262</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>276</b>	<b>277</b>
16:00 - 16:15	84	4	0	0	0	0	0	88.0	88
16:15 - 16:30	72	3	0	0	0	0	0	75.0	75
16:30 - 16:45	70	2	0	0	0	0	0	72.0	72
16:45 - 17:00	85	4	0	1	0	2	0	91.7	92
<b>Hourly Total</b>	<b>311</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>326</b>	<b>327</b>
17:00 - 17:15	98	5	0	0	0	1	0	103.2	104
17:15 - 17:30	71	3	0	0	0	0	0	74.0	74
17:30 - 17:45	81	4	0	0	0	1	0	85.2	86
17:45 - 18:00	88	4	0	0	0	0	1	92.4	93
<b>Hourly Total</b>	<b>338</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>354</b>	<b>357</b>
18:00 - 18:15	67	0	1	1	0	0	1	71.2	70
18:15 - 18:30	70	2	0	0	0	0	0	72.0	72
18:30 - 18:45	81	0	0	0	0	1	0	81.2	82
18:45 - 19:00	78	0	0	0	0	0	1	78.4	79
<b>Hourly Total</b>	<b>296</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>303</b>	<b>303</b>
<b>Session Total</b>	<b>1207</b>	<b>45</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>1259</b>	<b>1264</b>

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
88	4	0	0	1	0	0	94.0	93
90	1	1	0	3	0	0	98.5	95
75	2	0	0	0	1	1	77.6	79
81	6	1	0	3	0	0	94.5	91
<b>334</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>364</b>	<b>358</b>
87	4	0	0	1	0	0	93.0	92
75	3	0	0	3	1	0	84.2	82
74	1	0	0	1	0	1	77.4	77
80	3	0	0	2	1	1	87.6	87
<b>316</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>342</b>	<b>338</b>
95	4	0	0	2	1	0	103.2	102
88	4	1	0	2	0	1	97.9	96
70	3	0	0	0	0	1	73.4	74
89	1	0	0	3	0	0	96.0	93
<b>342</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>371</b>	<b>365</b>
106	3	0	0	1	0	1	111.4	111
104	2	0	0	2	0	0	110.0	108
78	1	0	0	2	0	0	83.0	81
61	1	0	0	0	0	0	62.0	62
<b>349</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>366</b>	<b>362</b>
<b>1341</b>	<b>43</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>4</b>	<b>6</b>	<b>1443</b>	<b>1423</b>





## Yorkshire - Manual Traffic Survey: Friday, 15 October 2021

Produced by Streetwise Services Ltd.

**Junction:** A - (North) Monks Cross Drive / B - (South) Monks Cross Drive / C - Car Park

**Approach:** B - (South) Monks Cross Drive

B to C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15:00 - 15:15	0	1	0	0	0	0	0	1.0	1
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2
15:45 - 16:00	2	0	0	0	0	0	0	2.0	2
<b>Hourly Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>
16:00 - 16:15	0	1	0	0	0	0	0	1.0	1
16:15 - 16:30	4	0	0	0	0	0	0	4.0	4
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1
<b>Hourly Total</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	1	1	0	0	0	0	0	2.0	2
18:45 - 19:00	1	0	0	0	0	0	0	1.0	1
<b>Hourly Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
<b>Session Total</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>

B to A

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
75	3	0	0	1	0	0	80.0	79
75	1	1	0	3	0	0	83.5	80
65	2	0	0	0	0	1	67.4	68
70	6	1	0	3	0	0	83.5	80
<b>285</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>314</b>	<b>307</b>
74	3	0	0	1	0	0	79.0	78
68	3	0	0	3	0	0	77.0	74
64	1	0	0	1	0	1	67.4	67
65	3	0	0	2	0	0	72.0	70
<b>271</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>295</b>	<b>289</b>
83	4	0	0	2	1	0	91.2	90
79	3	1	0	2	0	1	87.9	86
62	3	0	0	0	0	1	65.4	66
78	1	0	0	3	0	0	85.0	82
<b>302</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>330</b>	<b>324</b>
92	3	0	0	1	0	0	97.0	96
94	2	0	0	2	0	0	100.0	98
70	1	0	0	2	0	0	75.0	73
56	1	0	0	0	0	0	57.0	57
<b>312</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>329</b>	<b>324</b>
<b>1170</b>	<b>40</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>4</b>	<b>1268</b>	<b>1244</b>



## From B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15:00 - 15:15	75	4	0	0	1	0	0	81.0	80
15:15 - 15:30	76	1	1	0	3	0	0	84.5	81
15:30 - 15:45	67	2	0	0	0	0	1	69.4	70
15:45 - 16:00	72	6	1	0	3	0	0	85.5	82
<b>Hourly Total</b>	<b>290</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>320</b>	<b>313</b>
16:00 - 16:15	74	4	0	0	1	0	0	80.0	79
16:15 - 16:30	72	3	0	0	3	0	0	81.0	78
16:30 - 16:45	65	1	0	0	1	0	1	68.4	68
16:45 - 17:00	66	3	0	0	2	0	0	73.0	71
<b>Hourly Total</b>	<b>277</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>302</b>	<b>296</b>
17:00 - 17:15	83	4	0	0	2	1	0	91.2	90
17:15 - 17:30	79	3	1	0	2	0	1	87.9	86
17:30 - 17:45	62	3	0	0	0	0	1	65.4	66
17:45 - 18:00	79	1	0	0	3	0	0	86.0	83
<b>Hourly Total</b>	<b>303</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>331</b>	<b>325</b>
18:00 - 18:15	93	3	0	0	1	0	0	98.0	97
18:15 - 18:30	94	2	0	0	2	0	0	100.0	98
18:30 - 18:45	71	2	0	0	2	0	0	77.0	75
18:45 - 19:00	57	1	0	0	0	0	0	58.0	58
<b>Hourly Total</b>	<b>315</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>333</b>	<b>328</b>
<b>Session Total</b>	<b>1185</b>	<b>43</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>4</b>	<b>1286</b>	<b>1262</b>

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
50	2	0	0	0	0	0	52.0	52
40	3	0	0	0	0	0	43.0	43
53	2	0	0	0	0	0	55.0	55
51	4	0	0	0	0	0	55.0	55
<b>194</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>	<b>205</b>
58	4	0	0	0	0	0	62.0	62
59	3	0	0	0	0	0	62.0	62
63	2	0	0	0	0	0	65.0	65
64	4	0	1	0	2	0	70.7	71
<b>244</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>259</b>	<b>260</b>
76	5	0	0	0	1	0	81.2	82
56	3	0	0	0	0	0	59.0	59
60	4	0	0	0	1	0	64.2	65
63	4	0	0	0	0	0	67.0	67
<b>255</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>271</b>	<b>273</b>
53	0	1	1	0	0	0	56.8	55
57	2	0	0	0	0	0	59.0	59
65	0	0	0	0	0	0	65.0	65
67	0	0	0	0	0	1	67.4	68
<b>242</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>248</b>	<b>247</b>
<b>935</b>	<b>42</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>983</b>	<b>985</b>



**Yorkshire - Manual Traffic Survey: Friday, 15 October 2021**

Produced by Streetwise Services Ltd.

**Junction: A - (North) Monks Cross Drive / B - (South) Monks Cross Drive / C - Car Park**

**Approach: C - Car Park**

C to A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15:00 - 15:15	13	1	0	0	0	0	0	14.0	14
15:15 - 15:30	15	0	0	0	0	0	0	15.0	15
15:30 - 15:45	10	0	0	0	0	1	0	10.2	11
15:45 - 16:00	11	0	0	0	0	0	0	11.0	11
<b>Hourly Total</b>	<b>49</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>51</b>
16:00 - 16:15	13	1	0	0	0	0	0	14.0	14
16:15 - 16:30	7	0	0	0	0	1	0	7.2	8
16:30 - 16:45	10	0	0	0	0	0	0	10.0	10
16:45 - 17:00	15	0	0	0	0	1	1	15.6	17
<b>Hourly Total</b>	<b>45</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>46</b>	<b>49</b>
17:00 - 17:15	12	0	0	0	0	0	0	12.0	12
17:15 - 17:30	8	1	0	0	0	0	0	9.0	9
17:30 - 17:45	8	0	0	0	0	0	0	8.0	8
17:45 - 18:00	11	0	0	0	0	0	0	11.0	11
<b>Hourly Total</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>
18:00 - 18:15	14	0	0	0	0	0	1	14.4	15
18:15 - 18:30	10	0	0	0	0	0	0	10.0	10
18:30 - 18:45	8	0	0	0	0	0	0	8.0	8
18:45 - 19:00	5	0	0	0	0	0	0	5.0	5
<b>Hourly Total</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>38</b>
<b>Session Total</b>	<b>170</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>173</b>	<b>178</b>

C to B

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
0	1	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
6	1	0	0	0	0	0	7	7
0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3.0	3
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
5	0	0	0	0	0	0	5	5
0	1	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	1	0	0	0	0	0	3	3
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
5	0	0	0	0	0	0	5	5
18	2	0	0	0	0	0	20	20





## From C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15:00 - 15:15	15	1	0	0	0	0	0	16.0	16
15:15 - 15:30	17	0	0	0	0	0	0	17.0	17
15:30 - 15:45	10	1	0	0	0	1	0	11.2	12
15:45 - 16:00	13	0	0	0	0	0	0	13.0	13
<b>Hourly Total</b>	<b>55</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>58</b>
16:00 - 16:15	13	1	0	0	0	0	0	14.0	14
16:15 - 16:30	10	0	0	0	0	1	0	10.2	11
16:30 - 16:45	11	0	0	0	0	0	0	11.0	11
16:45 - 17:00	16	0	0	0	0	1	1	16.6	18
<b>Hourly Total</b>	<b>50</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>51</b>	<b>54</b>
17:00 - 17:15	12	1	0	0	0	0	0	13.0	13
17:15 - 17:30	9	1	0	0	0	0	0	10.0	10
17:30 - 17:45	8	0	0	0	0	0	0	8.0	8
17:45 - 18:00	12	0	0	0	0	0	0	12.0	12
<b>Hourly Total</b>	<b>41</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>43</b>
18:00 - 18:15	15	0	0	0	0	0	1	15.4	16
18:15 - 18:30	10	0	0	0	0	0	0	10.0	10
18:30 - 18:45	10	0	0	0	0	0	0	10.0	10
18:45 - 19:00	7	0	0	0	0	0	0	7.0	7
<b>Hourly Total</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>43</b>
<b>Session Total</b>	<b>188</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>193</b>	<b>198</b>

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15	1	0	0	0	0	1	16.4	17
20	1	0	0	0	0	0	21.0	21
23	2	0	0	0	0	0	25.0	25
21	1	0	0	0	0	0	22.0	22
<b>79</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>85</b>
26	1	0	0	0	0	0	27.0	27
20	0	0	0	0	0	0	20.0	20
9	0	0	0	0	0	0	9.0	9
23	0	0	0	0	0	0	23.0	23
<b>78</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>79</b>
22	1	0	0	0	0	0	23.0	23
15	0	0	0	0	0	0	15.0	15
21	0	0	0	0	0	0	21.0	21
27	0	0	0	0	0	1	27.4	28
<b>85</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>87</b>
16	0	0	0	0	0	1	16.4	17
13	0	0	0	0	0	0	13.0	13
19	1	0	0	0	1	0	20.2	21
14	0	0	0	0	0	0	14.0	14
<b>62</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>65</b>
<b>304</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>312</b>	<b>316</b>



**Yorkshire - Manual Traffic Survey: Saturday, 16 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - (North) Monks Cross Drive / B - (South) Monks Cross Drive / C - Car Park

**Approach:** A - (North) Monks Cross Drive

TIME	A to B								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
10:00 - 10:15	58	1	0	0	0	0	2	59.8	61
10:15 - 10:30	54	4	0	0	0	0	0	58.0	58
10:30 - 10:45	71	2	0	0	0	0	0	73.0	73
10:45 - 11:00	78	1	0	0	0	1	0	79.2	80
<b>Hourly Total</b>	<b>261</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>270</b>	<b>272</b>
11:00 - 11:15	57	3	0	0	0	0	1	60.4	61
11:15 - 11:30	57	2	0	0	0	0	1	59.4	60
11:30 - 11:45	59	3	0	0	0	0	1	62.4	63
11:45 - 12:00	70	2	0	0	0	0	0	72.0	72
<b>Hourly Total</b>	<b>243</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>254</b>	<b>256</b>
12:00 - 12:15	77	3	1	0	0	0	0	81.5	81
12:15 - 12:30	82	2	0	0	0	0	0	84.0	84
12:30 - 12:45	89	2	0	0	0	0	1	91.4	92
12:45 - 13:00	86	3	0	0	0	0	0	89.0	89
<b>Hourly Total</b>	<b>334</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>346</b>	<b>346</b>
13:00 - 13:15	104	4	0	1	0	0	0	110.3	109
13:15 - 13:30	64	2	0	0	0	0	1	66.4	67
13:30 - 13:45	90	4	0	0	0	0	1	94.4	95
13:45 - 14:00	80	3	0	0	0	0	0	83.0	83
<b>Hourly Total</b>	<b>338</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>354</b>	<b>354</b>
14:00 - 14:15	80	3	0	0	0	0	0	83.0	83
14:15 - 14:30	77	1	0	0	0	0	0	78.0	78
14:30 - 14:45	77	3	0	0	0	0	0	80.0	80
14:45 - 15:00	81	2	0	0	0	0	0	83.0	83
<b>Hourly Total</b>	<b>315</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>324</b>	<b>324</b>
15:00 - 15:15	65	5	0	0	0	0	0	70.0	70
15:15 - 15:30	65	1	0	0	0	0	0	66.0	66
15:30 - 15:45	74	2	0	0	0	0	0	76.0	76
15:45 - 16:00	67	3	0	0	0	0	0	70.0	70
<b>Hourly Total</b>	<b>271</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>282</b>	<b>282</b>
<b>Session Total</b>	<b>1762</b>	<b>61</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>1830</b>	<b>1834</b>

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
17	0	0	0	0	0	0	17.0	17
28	2	0	0	0	0	0	30.0	30
29	1	0	0	0	0	1	30.4	31
22	2	0	0	0	0	0	24.0	24
<b>96</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>101</b>	<b>102</b>
28	0	0	0	0	0	0	28.0	28
32	0	0	0	0	0	0	32.0	32
23	1	0	0	0	0	0	24.0	24
30	0	0	0	0	0	0	30.0	30
<b>113</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>114</b>
16	2	0	0	0	0	0	18.0	18
25	1	0	0	0	0	0	26.0	26
24	2	0	0	0	0	0	26.0	26
33	0	0	0	0	0	0	33.0	33
<b>98</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>103</b>
21	0	0	0	0	1	0	21.2	22
16	0	0	0	0	0	0	16.0	16
28	0	0	0	0	0	1	28.4	29
20	0	0	0	0	0	0	20.0	20
<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>87</b>
24	0	0	0	0	0	0	24.0	24
27	0	0	0	0	0	0	27.0	27
42	2	0	0	0	0	0	44.0	44
20	0	0	0	0	2	0	20.4	22
<b>113</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>115</b>	<b>117</b>
25	2	0	0	0	0	0	27.0	27
32	1	0	0	0	0	0	33.0	33
19	0	0	0	0	0	0	19.0	19
19	2	0	0	0	0	0	21.0	21
<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>
<b>600</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>618</b>	<b>623</b>



From A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	75	1	0	0	0	0	2	76.8	78
10:15 - 10:30	82	6	0	0	0	0	0	88.0	88
10:30 - 10:45	100	3	0	0	0	0	1	103.4	104
10:45 - 11:00	100	3	0	0	0	1	0	103.2	104
<b>Hourly Total</b>	<b>357</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>371</b>	<b>374</b>
11:00 - 11:15	85	3	0	0	0	0	1	88.4	89
11:15 - 11:30	89	2	0	0	0	0	1	91.4	92
11:30 - 11:45	82	4	0	0	0	0	1	86.4	87
11:45 - 12:00	100	2	0	0	0	0	0	102.0	102
<b>Hourly Total</b>	<b>356</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>368</b>	<b>370</b>
12:00 - 12:15	93	5	1	0	0	0	0	99.5	99
12:15 - 12:30	107	3	0	0	0	0	0	110.0	110
12:30 - 12:45	113	4	0	0	0	0	1	117.4	118
12:45 - 13:00	119	3	0	0	0	0	0	122.0	122
<b>Hourly Total</b>	<b>432</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>449</b>	<b>449</b>
13:00 - 13:15	125	4	0	1	0	1	0	131.5	131
13:15 - 13:30	80	2	0	0	0	0	1	82.4	83
13:30 - 13:45	118	4	0	0	0	0	2	122.8	124
13:45 - 14:00	100	3	0	0	0	0	0	103.0	103
<b>Hourly Total</b>	<b>423</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>439</b>	<b>441</b>
14:00 - 14:15	105	3	0	0	0	0	0	108.0	108
14:15 - 14:30	104	1	0	0	0	0	0	105.0	105
14:30 - 14:45	119	5	0	0	0	0	0	124.0	124
14:45 - 15:00	101	2	0	0	0	2	0	103.4	105
<b>Hourly Total</b>	<b>429</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>440</b>	<b>442</b>
15:00 - 15:15	90	7	0	0	0	0	0	97.0	97
15:15 - 15:30	97	2	0	0	0	0	0	99.0	99
15:30 - 15:45	93	2	0	0	0	0	0	95.0	95
15:45 - 16:00	86	5	0	0	0	0	0	91.0	91
<b>Hourly Total</b>	<b>366</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>382</b>	<b>382</b>
<b>Session Total</b>	<b>2363</b>	<b>79</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>2449</b>	<b>2458</b>

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
64	2	0	0	3	0	5	74.0	74
65	1	0	0	1	0	0	68.0	67
64	4	1	0	3	0	0	75.5	72
85	4	1	0	1	1	0	92.7	92
<b>278</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>310</b>	<b>305</b>
73	2	0	0	2	0	2	79.8	79
74	2	0	0	3	1	0	82.2	80
104	1	0	0	1	1	0	107.2	107
97	0	0	0	3	0	0	103.0	100
<b>348</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>372</b>	<b>366</b>
97	3	0	0	2	0	1	104.4	103
98	2	0	0	2	0	1	104.4	103
102	4	0	0	2	0	1	110.4	109
107	2	0	0	3	0	0	115.0	112
<b>404</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>434</b>	<b>427</b>
112	3	0	1	1	0	0	119.3	117
94	1	0	0	4	0	1	103.4	100
109	2	1	0	2	0	0	116.5	114
92	4	0	0	1	0	0	98.0	97
<b>407</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>437</b>	<b>428</b>
89	3	0	0	2	0	0	96.0	94
98	5	0	0	3	0	1	109.4	107
86	2	0	0	0	0	0	88.0	88
91	0	0	0	3	0	0	97.0	94
<b>364</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>390</b>	<b>383</b>
98	3	0	0	2	0	1	105.4	104
102	5	1	0	4	0	0	116.5	112
98	2	1	0	1	0	0	103.5	102
88	4	0	0	2	0	0	96.0	94
<b>386</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>421</b>	<b>412</b>
<b>2187</b>	<b>61</b>	<b>5</b>	<b>1</b>	<b>51</b>	<b>3</b>	<b>13</b>	<b>2364</b>	<b>2321</b>



**Yorkshire - Manual Traffic Survey: Saturday, 16 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - (North) Monks Cross Drive / B - (South) Monks Cross Drive / C - Car Park

**Approach:** B - (South) Monks Cross Drive

TIME	B to C								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	2	0	0	0	0	0	0	2.0	2
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	3	0	0	0	0	0	0	3.0	3
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>
11:00 - 11:15	1	0	0	0	0	0	0	1.0	1
11:15 - 11:30	1	0	0	0	0	0	0	1.0	1
11:30 - 11:45	2	0	0	0	0	1	0	2.2	3
11:45 - 12:00	2	0	0	0	0	0	0	2.0	2
<b>Hourly Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>7</b>
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	6	0	0	0	0	0	0	6.0	6
12:30 - 12:45	4	0	0	0	0	0	0	4.0	4
12:45 - 13:00	5	0	0	0	0	0	0	5.0	5
<b>Hourly Total</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>
13:00 - 13:15	1	0	0	0	0	0	0	1.0	1
13:15 - 13:30	3	0	0	0	0	0	0	3.0	3
13:30 - 13:45	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	2	0	0	0	0	0	0	2.0	2
<b>Hourly Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>
14:00 - 14:15	1	0	0	0	0	0	0	1.0	1
14:15 - 14:30	1	0	0	0	0	0	0	1.0	1
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	1	1	0	0	0	0	0	2.0	2
<b>Hourly Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
15:00 - 15:15	6	2	0	0	0	0	0	8.0	8
15:15 - 15:30	2	0	0	0	0	0	0	2.0	2
15:30 - 15:45	3	0	0	0	0	0	0	3.0	3
15:45 - 16:00	2	0	0	0	0	0	0	2.0	2
<b>Hourly Total</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>
<b>Session Total</b>	<b>48</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>52</b>



B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
52	1	0	0	3	0	5	61.0	61
53	1	0	0	1	0	0	56.0	55
56	2	1	0	3	0	0	65.5	62
70	4	1	0	1	1	0	77.7	77
<b>231</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>260</b>	<b>255</b>
60	2	0	0	2	0	2	66.8	66
64	1	0	0	3	0	0	71.0	68
88	1	0	0	1	1	0	91.2	91
76	0	0	0	3	0	0	82.0	79
<b>288</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>311</b>	<b>304</b>
82	3	0	0	2	0	1	89.4	88
85	2	0	0	2	0	1	91.4	90
91	4	0	0	2	0	1	99.4	98
88	2	0	0	3	0	0	96.0	93
<b>346</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>376</b>	<b>369</b>
94	3	0	1	1	0	0	101.3	99
76	1	0	0	4	0	0	85.0	81
97	2	0	0	2	0	0	103.0	101
83	4	0	0	1	0	0	89.0	88
<b>350</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>378</b>	<b>369</b>
73	3	0	0	2	0	0	80.0	78
80	3	0	0	3	0	1	89.4	87
77	2	0	0	0	0	0	79.0	79
83	0	0	0	3	0	0	89.0	86
<b>313</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>337</b>	<b>330</b>
85	3	0	0	2	0	1	92.4	91
86	4	1	0	4	0	0	99.5	95
77	2	1	0	1	0	0	82.5	81
71	4	0	0	2	0	0	79.0	77
<b>319</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>353</b>	<b>344</b>
<b>1847</b>	<b>54</b>	<b>4</b>	<b>1</b>	<b>51</b>	<b>2</b>	<b>12</b>	<b>2015</b>	<b>1971</b>



From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	52	1	0	0	3	0	5	61.0	61
10:15 - 10:30	56	1	0	0	1	0	0	59.0	58
10:30 - 10:45	56	2	1	0	3	0	0	65.5	62
10:45 - 11:00	73	4	1	0	1	1	0	80.7	80
<b>Hourly Total</b>	<b>237</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>266</b>	<b>261</b>
11:00 - 11:15	61	2	0	0	2	0	2	67.8	67
11:15 - 11:30	65	1	0	0	3	0	0	72.0	69
11:30 - 11:45	90	1	0	0	1	2	0	93.4	94
11:45 - 12:00	79	0	0	0	3	0	0	85.0	82
<b>Hourly Total</b>	<b>295</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>318</b>	<b>312</b>
12:00 - 12:15	83	3	0	0	2	0	1	90.4	89
12:15 - 12:30	91	2	0	0	2	0	1	97.4	96
12:30 - 12:45	95	4	0	0	2	0	1	103.4	102
12:45 - 13:00	93	2	0	0	3	0	0	101.0	98
<b>Hourly Total</b>	<b>362</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>392</b>	<b>385</b>
13:00 - 13:15	95	3	0	1	1	0	0	102.3	100
13:15 - 13:30	79	1	0	0	4	0	0	88.0	84
13:30 - 13:45	98	2	0	0	2	0	0	104.0	102
13:45 - 14:00	86	4	0	0	1	0	0	92.0	91
<b>Hourly Total</b>	<b>358</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>386</b>	<b>377</b>
14:00 - 14:15	74	3	0	0	2	0	0	81.0	79
14:15 - 14:30	81	3	0	0	3	0	1	90.4	88
14:30 - 14:45	77	2	0	0	0	0	0	79.0	79
14:45 - 15:00	84	1	0	0	3	0	0	91.0	88
<b>Hourly Total</b>	<b>316</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>341</b>	<b>334</b>
15:00 - 15:15	91	5	0	0	2	0	1	100.4	99
15:15 - 15:30	89	4	1	0	4	0	0	102.5	98
15:30 - 15:45	82	2	1	0	1	0	0	87.5	86
15:45 - 16:00	73	4	0	0	2	0	0	81.0	79
<b>Hourly Total</b>	<b>335</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>371</b>	<b>362</b>
<b>Session Total</b>	<b>1903</b>	<b>57</b>	<b>4</b>	<b>1</b>	<b>51</b>	<b>3</b>	<b>12</b>	<b>2074</b>	<b>2031</b>

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
61	1	0	0	0	0	2	62.8	64
57	4	0	0	0	0	0	61.0	61
72	2	0	0	0	0	0	74.0	74
83	1	0	0	0	1	0	84.2	85
<b>273</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>282</b>	<b>284</b>
58	3	0	0	0	0	1	61.4	62
57	2	0	0	0	0	1	59.4	60
59	3	0	0	0	0	1	62.4	63
73	2	0	0	0	0	0	75.0	75
<b>247</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>258</b>	<b>260</b>
80	3	1	0	0	0	0	84.5	84
84	2	0	0	0	0	0	86.0	86
92	2	0	0	0	0	1	94.4	95
91	3	0	0	0	0	0	94.0	94
<b>347</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>359</b>	<b>359</b>
106	4	0	1	0	1	0	112.5	112
66	2	0	0	0	0	1	68.4	69
92	4	0	0	0	0	1	96.4	97
82	3	0	0	0	0	0	85.0	85
<b>346</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>362</b>	<b>363</b>
80	3	0	0	0	0	0	83.0	83
81	1	0	0	0	0	0	82.0	82
81	3	0	0	0	0	0	84.0	84
81	2	0	0	0	0	0	83.0	83
<b>323</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>332</b>	<b>332</b>
65	5	0	0	0	0	0	70.0	70
67	1	0	0	0	0	0	68.0	68
80	2	0	0	0	0	0	82.0	82
67	3	0	0	0	0	0	70.0	70
<b>279</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>290</b>	<b>290</b>
<b>1815</b>	<b>61</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>1883</b>	<b>1888</b>



**Yorkshire - Manual Traffic Survey: Saturday, 16 October 2021**

Produced by Streetwise Services Ltd.

**Junction:** A - (North) Monks Cross Drive / B - (South) Monks Cross Drive / C - Car Park

**Approach:** C - Car Park

C to A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	12	1	0	0	0	0	0	13.0	13
10:15 - 10:30	12	0	0	0	0	0	0	12.0	12
10:30 - 10:45	8	2	0	0	0	0	0	10.0	10
10:45 - 11:00	15	0	0	0	0	0	0	15.0	15
<b>Hourly Total</b>	<b>47</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>
11:00 - 11:15	13	0	0	0	0	0	0	13.0	13
11:15 - 11:30	10	1	0	0	0	1	0	11.2	12
11:30 - 11:45	16	0	0	0	0	0	0	16.0	16
11:45 - 12:00	21	0	0	0	0	0	0	21.0	21
<b>Hourly Total</b>	<b>60</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>62</b>
12:00 - 12:15	15	0	0	0	0	0	0	15.0	15
12:15 - 12:30	13	0	0	0	0	0	0	13.0	13
12:30 - 12:45	11	0	0	0	0	0	0	11.0	11
12:45 - 13:00	19	0	0	0	0	0	0	19.0	19
<b>Hourly Total</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>58</b>
13:00 - 13:15	18	0	0	0	0	0	0	18.0	18
13:15 - 13:30	18	0	0	0	0	0	1	18.4	19
13:30 - 13:45	12	0	1	0	0	0	0	13.5	13
13:45 - 14:00	9	0	0	0	0	0	0	9.0	9
<b>Hourly Total</b>	<b>57</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>59</b>
14:00 - 14:15	15	0	0	0	0	0	0	15.0	15
14:15 - 14:30	18	2	0	0	0	0	0	20.0	20
14:30 - 14:45	9	0	0	0	0	0	0	9.0	9
14:45 - 15:00	8	0	0	0	0	0	0	8.0	8
<b>Hourly Total</b>	<b>50</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>52</b>
15:00 - 15:15	13	0	0	0	0	0	0	13.0	13
15:15 - 15:30	16	1	0	0	0	0	0	17.0	17
15:30 - 15:45	21	0	0	0	0	0	0	21.0	21
15:45 - 16:00	17	0	0	0	0	0	0	17.0	17
<b>Hourly Total</b>	<b>67</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>68</b>
<b>Session Total</b>	<b>339</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>348</b>	<b>349</b>

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
3	0	0	0	0	0	0	3.0	3
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
5	0	0	0	0	0	0	5.0	5
<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>
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	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3.0	3
5	0	0	0	0	0	0	5.0	5
<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>
2	0	0	0	0	1	0	2.2	3
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>7</b>
0	0	0	0	0	0	0	0.0	0
4	0	0	0	0	0	0	4.0	4
4	0	0	0	0	0	0	4.0	4
0	0	0	0	0	0	0	0.0	0
<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4.0	4
0	0	0	0	0	0	0	0.0	0
<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>
<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>46</b>



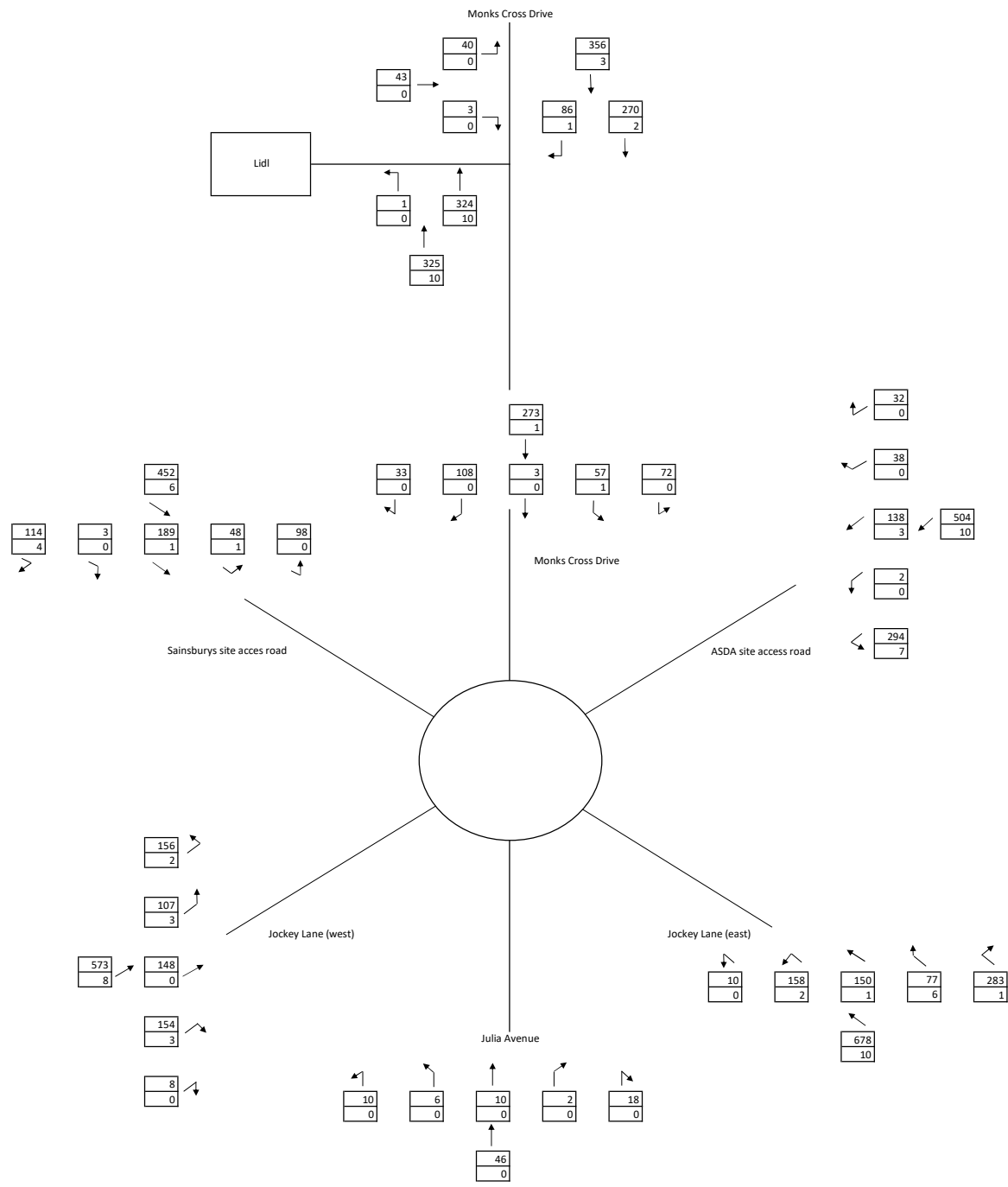
## From C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10:00 - 10:15	15	1	0	0	0	0	0	16.0	16
10:15 - 10:30	14	0	0	0	0	0	0	14.0	14
10:30 - 10:45	9	2	0	0	0	0	0	11.0	11
10:45 - 11:00	20	0	0	0	0	0	0	20.0	20
<b>Hourly Total</b>	<b>58</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>61</b>
11:00 - 11:15	14	0	0	0	0	0	0	14.0	14
11:15 - 11:30	10	1	0	0	0	1	0	11.2	12
11:30 - 11:45	16	0	0	0	0	0	0	16.0	16
11:45 - 12:00	23	0	0	0	0	0	0	23.0	23
<b>Hourly Total</b>	<b>63</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>65</b>
12:00 - 12:15	17	0	0	0	0	0	0	17.0	17
12:15 - 12:30	15	0	0	0	0	0	0	15.0	15
12:30 - 12:45	14	0	0	0	0	0	0	14.0	14
12:45 - 13:00	24	0	0	0	0	0	0	24.0	24
<b>Hourly Total</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>70</b>
13:00 - 13:15	20	0	0	0	0	1	0	20.2	21
13:15 - 13:30	20	0	0	0	0	0	1	20.4	21
13:30 - 13:45	13	0	1	0	0	0	0	14.5	14
13:45 - 14:00	10	0	0	0	0	0	0	10.0	10
<b>Hourly Total</b>	<b>63</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>66</b>
14:00 - 14:15	15	0	0	0	0	0	0	15.0	15
14:15 - 14:30	22	2	0	0	0	0	0	24.0	24
14:30 - 14:45	13	0	0	0	0	0	0	13.0	13
14:45 - 15:00	8	0	0	0	0	0	0	8.0	8
<b>Hourly Total</b>	<b>58</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>60</b>
15:00 - 15:15	13	0	0	0	0	0	0	13.0	13
15:15 - 15:30	17	1	0	0	0	0	0	18.0	18
15:30 - 15:45	25	0	0	0	0	0	0	25.0	25
15:45 - 16:00	17	0	0	0	0	0	0	17.0	17
<b>Hourly Total</b>	<b>72</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>73</b>
<b>Session Total</b>	<b>384</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>393</b>	<b>395</b>

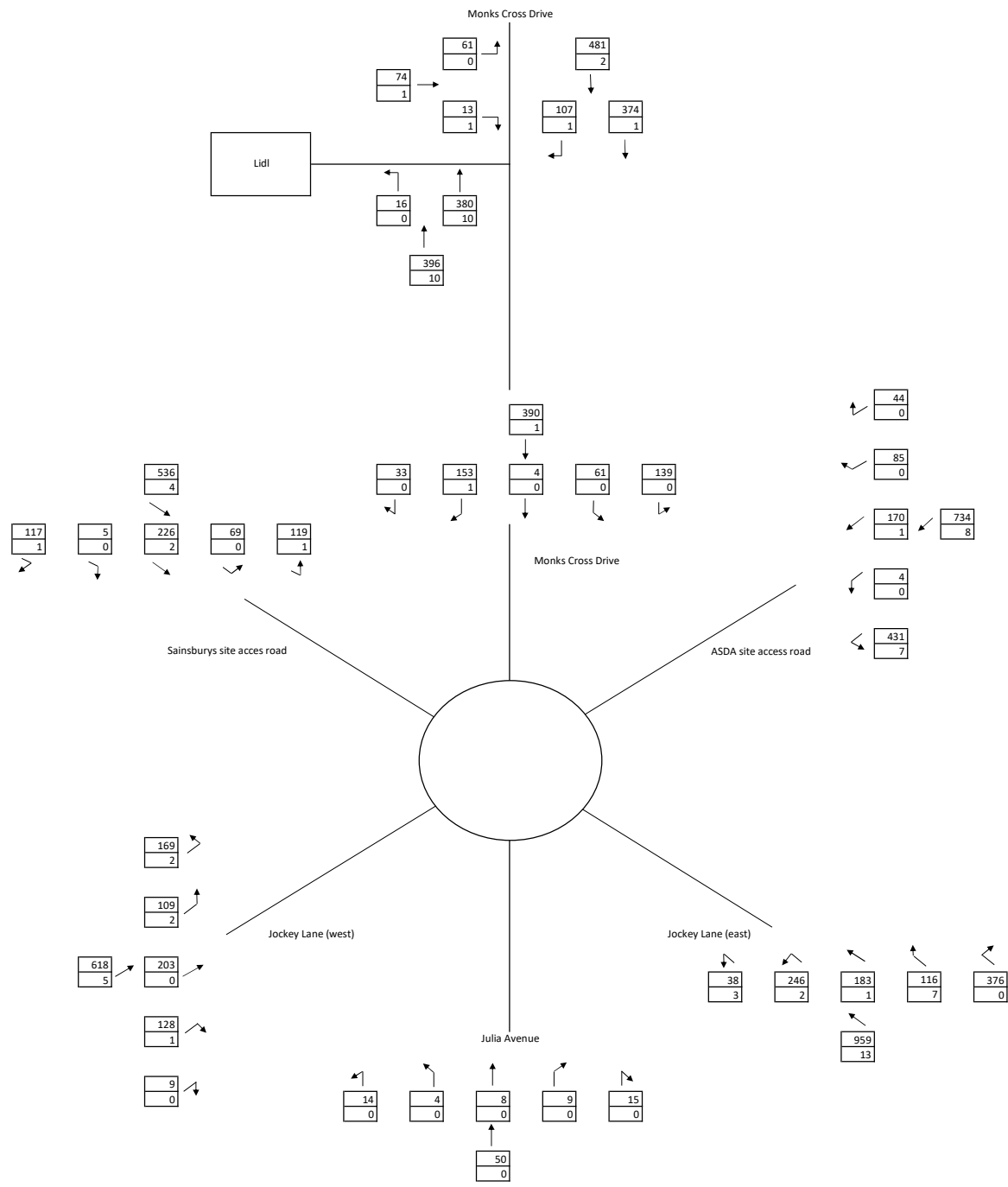


To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
17	0	0	0	0	0	0	17.0	17
30	2	0	0	0	0	0	32.0	32
29	1	0	0	0	0	1	30.4	31
25	2	0	0	0	0	0	27.0	27
101	5	0	0	0	0	1	106	107
29	0	0	0	0	0	0	29.0	29
33	0	0	0	0	0	0	33.0	33
25	1	0	0	0	1	0	26.2	27
32	0	0	0	0	0	0	32.0	32
119	1	0	0	0	1	0	120	121
16	2	0	0	0	0	0	18.0	18
31	1	0	0	0	0	0	32.0	32
28	2	0	0	0	0	0	30.0	30
38	0	0	0	0	0	0	38.0	38
113	5	0	0	0	0	0	118	118
22	0	0	0	0	1	0	22.2	23
19	0	0	0	0	0	0	19.0	19
28	0	0	0	0	0	1	28.4	29
22	0	0	0	0	0	0	22.0	22
91	0	0	0	0	1	1	91	93
25	0	0	0	0	0	0	25.0	25
28	0	0	0	0	0	0	28.0	28
42	2	0	0	0	0	0	44.0	44
21	1	0	0	0	2	0	22.4	24
116	3	0	0	0	2	0	119	121
31	4	0	0	0	0	0	35.0	35
34	1	0	0	0	0	0	35.0	35
22	0	0	0	0	0	0	22.0	22
21	2	0	0	0	0	0	23.0	23
108	7	0	0	0	0	0	115	115
648	21	0	0	0	4	2	669	675

# **APPENDIX BGH 4**



	Total Vehicles
	Total HGVs and Buses



# **APPENDIX BGH 5**

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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**Filename:** Jockey Lane Roundabout.j9  
**Path:** Y:\2023\23-326 to 23-350\23-329 Lidl Monks Cross Drive (Demolition of Former Argos and TK Max Units)  
 \Technical\Junction Modelling  
**Report generation date:** 12/10/2023 13:32:42

«Existing Layout - 2021 Existing, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	<b>Existing Layout - 2021 Existing</b>					
1 - Monks Cross Drive	D1	0.3	3.62	0.23	A	102 % [6 - Sainsburys Site Access Road]
2 - ASDA Site Access Road		0.4	2.38	0.27	A	
3 - Jockey Lane (E)		0.6	2.76	0.37	A	
4 - Julia Avenue		0.1	4.82	0.06	A	
5 - Jockey Lane (W)		0.5	2.97	0.35	A	
6 - Sainsburys Site Access Road		0.4	3.12	0.30	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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

File summary

File Description

<b>Title</b>	Jockey Lane Roundabout
<b>Location</b>	Huntington, York
<b>Site number</b>	
<b>Date</b>	01/11/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	LIDL
<b>Jobnumber</b>	21-306
<b>Enumerator</b>	BRYANGHALL\design
<b>Description</b>	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

### Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Layout	100.000

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Existing	PM	ONE HOUR	16:45	18:15	15

# Existing Layout - 2021 Existing, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Jockey Lane Roundabout	Standard Roundabout		1, 2, 3, 4, 5, 6	2.93	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	102	6 - Sainsburys Site Access Road

## Arms

### Arms

Arm	Name	Description
1	Monks Cross Drive	
2	ASDA Site Access Road	
3	Jockey Lane (E)	
4	Julia Avenue	
5	Jockey Lane (W)	
6	Sainsburys Site Access Road	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Monks Cross Drive	3.73	6.95	26.4	18.5	71.9	24.0	
2 - ASDA Site Access Road	6.59	9.52	17.0	14.7	71.9	26.0	
3 - Jockey Lane (E)	7.40	7.40	0.0	48.0	71.9	19.0	
4 - Julia Avenue	3.40	7.10	6.1	11.1	71.9	32.5	
5 - Jockey Lane (W)	6.49	7.84	8.5	18.0	71.9	23.0	
6 - Sainsburys Site Access Road	6.03	7.70	11.7	16.5	71.9	24.0	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Monks Cross Drive	0.527	1862
2 - ASDA Site Access Road	0.630	2559
3 - Jockey Lane (E)	0.620	2392
4 - Julia Avenue	0.431	1343
5 - Jockey Lane (W)	0.592	2280
6 - Sainsburys Site Access Road	0.577	2197

The slope and intercept shown above include any corrections and adjustments.



## Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Monks Cross Drive		✓	274	100.000
2 - ASDA Site Access Road		✓	514	100.000
3 - Jockey Lane (E)		✓	688	100.000
4 - Julia Avenue		✓	46	100.000
5 - Jockey Lane (W)		✓	581	100.000
6 - Sainsburys Site Access Road		✓	458	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To					
		1 - Monks Cross Drive	2 - ASDA Site Access Road	3 - Jockey Lane (E)	4 - Julia Avenue	5 - Jockey Lane (W)	6 - Sainsburys Site Access Road
From	1 - Monks Cross Drive	0	72	58	3	108	33
	2 - ASDA Site Access Road	32	0	301	2	141	38
	3 - Jockey Lane (E)	83	284	0	10	160	151
	4 - Julia Avenue	10	2	18	0	10	6
	5 - Jockey Lane (W)	110	148	157	8	0	158
	6 - Sainsburys Site Access Road	98	49	190	3	118	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To					
		1 - Monks Cross Drive	2 - ASDA Site Access Road	3 - Jockey Lane (E)	4 - Julia Avenue	5 - Jockey Lane (W)	6 - Sainsburys Site Access Road
From	1 - Monks Cross Drive	0	0	0	0	0	0
	2 - ASDA Site Access Road	0	0	0	0	0	0
	3 - Jockey Lane (E)	0	0	0	0	0	0
	4 - Julia Avenue	0	0	0	0	0	0
	5 - Jockey Lane (W)	0	0	0	0	0	0
	6 - Sainsburys Site Access Road	0	0	0	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Monks Cross Drive	0.23	3.62	0.3	A
2 - ASDA Site Access Road	0.27	2.38	0.4	A
3 - Jockey Lane (E)	0.37	2.76	0.6	A
4 - Julia Avenue	0.06	4.82	0.1	A
5 - Jockey Lane (W)	0.35	2.97	0.5	A
6 - Sainsburys Site Access Road	0.30	3.12	0.4	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Monks Cross Drive	206	734	1476	0.140	206	0.2	2.832	A
2 - ASDA Site Access Road	387	523	2230	0.174	386	0.2	1.951	A
3 - Jockey Lane (E)	518	365	2165	0.239	517	0.3	2.183	A
4 - Julia Avenue	35	862	971	0.036	34	0.0	3.842	A
5 - Jockey Lane (W)	437	493	1988	0.220	436	0.3	2.320	A
6 - Sainsburys Site Access Road	345	640	1828	0.189	344	0.2	2.424	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Monks Cross Drive	246	878	1400	0.176	246	0.2	3.119	A
2 - ASDA Site Access Road	462	625	2165	0.213	462	0.3	2.113	A
3 - Jockey Lane (E)	618	437	2121	0.292	618	0.4	2.395	A
4 - Julia Avenue	41	1031	898	0.046	41	0.0	4.200	A
5 - Jockey Lane (W)	522	590	1930	0.271	522	0.4	2.556	A
6 - Sainsburys Site Access Road	412	765	1756	0.235	411	0.3	2.678	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Monks Cross Drive	302	1075	1296	0.233	301	0.3	3.618	A
2 - ASDA Site Access Road	566	765	2077	0.272	566	0.4	2.381	A
3 - Jockey Lane (E)	758	535	2060	0.368	757	0.6	2.760	A
4 - Julia Avenue	51	1263	799	0.063	51	0.1	4.812	A
5 - Jockey Lane (W)	640	723	1852	0.345	639	0.5	2.966	A
6 - Sainsburys Site Access Road	504	937	1657	0.304	504	0.4	3.121	A

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Monks Cross Drive	302	1076	1296	0.233	302	0.3	3.620	A
2 - ASDA Site Access Road	566	766	2077	0.273	566	0.4	2.382	A
3 - Jockey Lane (E)	758	535	2060	0.368	757	0.6	2.763	A
4 - Julia Avenue	51	1264	798	0.063	51	0.1	4.815	A
5 - Jockey Lane (W)	640	723	1852	0.345	640	0.5	2.969	A
6 - Sainsburys Site Access Road	504	938	1656	0.305	504	0.4	3.124	A

#### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Monks Cross Drive	246	879	1399	0.176	247	0.2	3.123	A
2 - ASDA Site Access Road	462	627	2165	0.213	462	0.3	2.115	A
3 - Jockey Lane (E)	618	437	2120	0.292	619	0.4	2.398	A
4 - Julia Avenue	41	1033	898	0.046	41	0.0	4.204	A
5 - Jockey Lane (W)	522	591	1930	0.271	523	0.4	2.559	A
6 - Sainsburys Site Access Road	412	767	1755	0.235	412	0.3	2.681	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Monks Cross Drive	206	736	1475	0.140	206	0.2	2.840	A
2 - ASDA Site Access Road	387	524	2229	0.174	387	0.2	1.956	A
3 - Jockey Lane (E)	518	366	2165	0.239	518	0.3	2.186	A
4 - Julia Avenue	35	865	970	0.036	35	0.0	3.848	A
5 - Jockey Lane (W)	437	495	1987	0.220	438	0.3	2.326	A
6 - Sainsburys Site Access Road	345	642	1827	0.189	345	0.2	2.429	A

Junctions 9
ARCADY 9 - Roundabout Module
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**Filename:** Jockey Lane Roundabout.j9  
**Path:** Y:\2023\23-326 to 23-350\23-329 Lidl Monks Cross Drive (Demolition of Former Argos and TK Max Units)  
 \Technical\Junction Modelling  
**Report generation date:** 12/10/2023 13:33:07

«Existing Layout - 2021 Existing , Sat

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

		Sat					
		Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
		Existing Layout - 2021 Existing					
1 - Monks Cross Drive	D2	0.6	4.74	0.36	A	54 % [3 - Jockey Lane (E)]	
2 - ASDA Site Access Road		0.7	2.95	0.40	A		
3 - Jockey Lane (E)		1.2	4.03	0.55	A		
4 - Julia Avenue		0.1	6.44	0.09	A		
5 - Jockey Lane (W)		0.7	3.53	0.40	A		
6 - Sainsburys Site Access Road		0.6	3.79	0.38	A		

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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

File summary

File Description

Title	Jockey Lane Roundabout
Location	Huntington, York
Site number	
Date	01/11/2021
Version	
Status	(new file)
Identifier	
Client	LIDL
Jobnumber	21-306
Enumerator	BRYANGHALL\design
Description	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

### Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Layout	100.000

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Existing	Sat	ONE HOUR	11:45	13:15	15

# Existing Layout - 2021 Existing , Sat

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Jockey Lane Roundabout	Standard Roundabout		1, 2, 3, 4, 5, 6	3.78	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	54	3 - Jockey Lane (E)

## Arms

### Arms

Arm	Name	Description
1	Monks Cross Drive	
2	ASDA Site Access Road	
3	Jockey Lane (E)	
4	Julia Avenue	
5	Jockey Lane (W)	
6	Sainsburys Site Access Road	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Monks Cross Drive	3.73	6.95	26.4	18.5	71.9	24.0	
2 - ASDA Site Access Road	6.59	9.52	17.0	14.7	71.9	26.0	
3 - Jockey Lane (E)	7.40	7.40	0.0	48.0	71.9	19.0	
4 - Julia Avenue	3.40	7.10	6.1	11.1	71.9	32.5	
5 - Jockey Lane (W)	6.49	7.84	8.5	18.0	71.9	23.0	
6 - Sainsburys Site Access Road	6.03	7.70	11.7	16.5	71.9	24.0	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Monks Cross Drive	0.527	1862
2 - ASDA Site Access Road	0.630	2559
3 - Jockey Lane (E)	0.620	2392
4 - Julia Avenue	0.431	1343
5 - Jockey Lane (W)	0.592	2280
6 - Sainsburys Site Access Road	0.577	2197

The slope and intercept shown above include any corrections and adjustments.

## Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Monks Cross Drive		✓	391	100.000
2 - ASDA Site Access Road		✓	742	100.000
3 - Jockey Lane (E)		✓	972	100.000
4 - Julia Avenue		✓	50	100.000
5 - Jockey Lane (W)		✓	623	100.000
6 - Sainsburys Site Access Road		✓	540	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To					
		1 - Monks Cross Drive	2 - ASDA Site Access Road	3 - Jockey Lane (E)	4 - Julia Avenue	5 - Jockey Lane (W)	6 - Sainsburys Site Access Road
From	1 - Monks Cross Drive	0	139	61	4	154	33
	2 - ASDA Site Access Road	44	0	438	4	171	85
	3 - Jockey Lane (E)	123	376	0	41	248	184
	4 - Julia Avenue	8	9	15	0	14	4
	5 - Jockey Lane (W)	111	203	129	9	0	171
	6 - Sainsburys Site Access Road	120	69	228	5	118	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To					
		1 - Monks Cross Drive	2 - ASDA Site Access Road	3 - Jockey Lane (E)	4 - Julia Avenue	5 - Jockey Lane (W)	6 - Sainsburys Site Access Road
From	1 - Monks Cross Drive	0	0	0	0	0	0
	2 - ASDA Site Access Road	0	0	0	0	0	0
	3 - Jockey Lane (E)	0	0	0	0	0	0
	4 - Julia Avenue	0	0	0	0	0	0
	5 - Jockey Lane (W)	0	0	0	0	0	0
	6 - Sainsburys Site Access Road	0	0	0	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Monks Cross Drive	0.36	4.74	0.6	A
2 - ASDA Site Access Road	0.40	2.95	0.7	A
3 - Jockey Lane (E)	0.55	4.03	1.2	A
4 - Julia Avenue	0.09	6.44	0.1	A
5 - Jockey Lane (W)	0.40	3.53	0.7	A
6 - Sainsburys Site Access Road	0.38	3.79	0.6	A

### Main Results for each time segment

#### 11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Monks Cross Drive	294	871	1403	0.210	293	0.3	3.240	A
2 - ASDA Site Access Road	559	567	2202	0.254	557	0.3	2.187	A
3 - Jockey Lane (E)	732	471	2100	0.349	730	0.5	2.624	A
4 - Julia Avenue	38	1153	846	0.045	37	0.0	4.451	A
5 - Jockey Lane (W)	469	661	1888	0.248	468	0.3	2.532	A
6 - Sainsburys Site Access Road	407	771	1752	0.232	405	0.3	2.670	A

#### 12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Monks Cross Drive	352	1043	1313	0.268	351	0.4	3.739	A
2 - ASDA Site Access Road	667	679	2131	0.313	667	0.5	2.457	A
3 - Jockey Lane (E)	874	563	2042	0.428	873	0.7	3.077	A
4 - Julia Avenue	45	1380	748	0.060	45	0.1	5.117	A
5 - Jockey Lane (W)	560	791	1811	0.309	560	0.4	2.876	A
6 - Sainsburys Site Access Road	485	922	1665	0.292	485	0.4	3.051	A

#### 12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Monks Cross Drive	430	1276	1190	0.362	430	0.6	4.729	A
2 - ASDA Site Access Road	817	831	2036	0.401	816	0.7	2.950	A
3 - Jockey Lane (E)	1070	689	1964	0.545	1068	1.2	4.011	A
4 - Julia Avenue	55	1689	615	0.090	55	0.1	6.424	A
5 - Jockey Lane (W)	686	968	1707	0.402	685	0.7	3.520	A
6 - Sainsburys Site Access Road	595	1129	1546	0.385	594	0.6	3.777	A

#### 12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Monks Cross Drive	430	1278	1189	0.362	430	0.6	4.745	A
2 - ASDA Site Access Road	817	832	2035	0.401	817	0.7	2.955	A
3 - Jockey Lane (E)	1070	690	1964	0.545	1070	1.2	4.029	A
4 - Julia Avenue	55	1691	614	0.090	55	0.1	6.440	A
5 - Jockey Lane (W)	686	970	1706	0.402	686	0.7	3.529	A
6 - Sainsburys Site Access Road	595	1131	1545	0.385	595	0.6	3.787	A

#### 12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Monks Cross Drive	352	1046	1312	0.268	352	0.4	3.754	A
2 - ASDA Site Access Road	667	681	2130	0.313	668	0.5	2.462	A
3 - Jockey Lane (E)	874	565	2042	0.428	876	0.8	3.091	A
4 - Julia Avenue	45	1383	747	0.060	45	0.1	5.131	A
5 - Jockey Lane (W)	560	794	1810	0.309	561	0.5	2.883	A
6 - Sainsburys Site Access Road	485	925	1664	0.292	486	0.4	3.061	A



13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Monks Cross Drive	294	875	1401	0.210	295	0.3	3.253	A
2 - ASDA Site Access Road	559	570	2200	0.254	559	0.3	2.195	A
3 - Jockey Lane (E)	732	473	2099	0.349	733	0.5	2.638	A
4 - Julia Avenue	38	1158	844	0.045	38	0.0	4.466	A
5 - Jockey Lane (W)	469	664	1887	0.249	469	0.3	2.540	A
6 - Sainsburys Site Access Road	407	774	1751	0.232	407	0.3	2.681	A

Junctions 9
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**Filename:** Site Access, Monks Cross Drive T-junction.j9  
**Path:** Y:\2023\23-326 to 23-350\23-329 Lidl Monks Cross Drive (Demolition of Former Argos and TK Max Units)\Technical\Junction Modelling  
**Report generation date:** 12/10/2023 13:35:53

### «Existing Layout - 2021 Existing, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

### Summary of junction performance

PM						
Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	
Existing Layout - 2021 Existing						
Stream B-AC	D1	0.1	7.29	0.09	A	202 %
Stream C-AB		0.2	6.89	0.16	A	[Stream B-AC]

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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

### File summary

#### File Description

<b>Title</b>	Site Access, Monks Cross Drive T-junction
<b>Location</b>	York
<b>Site number</b>	
<b>Date</b>	03/11/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	LIDL
<b>Jobnumber</b>	21-306
<b>Enumerator</b>	BRYANGHALL\design
<b>Description</b>	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

### Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Layout	100.000

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Existing	PM	ONE HOUR	16:45	18:15	15

# Existing Layout - 2021 Existing, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing Layout	T-Junction	Two-way		1.24	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	202	Stream B-AC

## Arms

### Arms

Arm	Name	Description	Arm type
A	Monks Cross Drive (S)		Major
B	Site Access		Minor
C	Monks Cross Drive (N)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Monks Cross Drive (N)	7.20		✓	3.60	80.0	✓	5.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.90	87	50

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	525	0.091	0.229	0.144	0.328
B-C	649	0.094	0.238	-	-
C-B	715	0.262	0.262	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Monks Cross Drive (S)		✓	335	100.000
B - Site Access		✓	43	100.000
C - Monks Cross Drive (N)		✓	359	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Monks Cross Drive (S)	B - Site Access	C - Monks Cross Drive (N)
From	A - Monks Cross Drive (S)	0	1	334
	B - Site Access	3	0	40
	C - Monks Cross Drive (N)	272	87	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Monks Cross Drive (S)	B - Site Access	C - Monks Cross Drive (N)
From	A - Monks Cross Drive (S)	0	0	0
	B - Site Access	0	0	0
	C - Monks Cross Drive (N)	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.29	0.1	A
C-AB	0.16	6.89	0.2	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	572	0.057	32	0.1	6.660	A
C-AB	65	649	0.101	65	0.1	6.165	A
C-A	205			205			
A-B	0.75			0.75			
A-C	251			251			

**17:00 - 17:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	559	0.069	39	0.1	6.913	A
C-AB	78	636	0.123	78	0.1	6.453	A
C-A	245			245			
A-B	0.90			0.90			
A-C	300			300			

**17:15 - 17:30**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	541	0.088	47	0.1	7.290	A
C-AB	96	618	0.155	96	0.2	6.890	A
C-A	299			299			
A-B	1			1			
A-C	368			368			

**17:30 - 17:45**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	541	0.088	47	0.1	7.291	A
C-AB	96	618	0.155	96	0.2	6.892	A
C-A	299			299			
A-B	1			1			
A-C	368			368			

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	559	0.069	39	0.1	6.916	A
C-AB	78	636	0.123	78	0.1	6.459	A
C-A	245			245			
A-B	0.90			0.90			
A-C	300			300			

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	572	0.057	32	0.1	6.667	A
C-AB	65	649	0.101	66	0.1	6.177	A
C-A	205			205			
A-B	0.75			0.75			
A-C	251			251			

Junctions 9
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**Filename:** Site Access, Monks Cross Drive T-junction.j9  
**Path:** Y:\2023\23-326 to 23-350\23-329 Lidl Monks Cross Drive (Demolition of Former Argos and TK Max Units)  
 \Technical\Junction Modelling  
**Report generation date:** 12/10/2023 13:36:36

### «Existing Layout - 2021 Existing, Sat

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

### Summary of junction performance

Sat						
Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	
Existing Layout - 2021 Existing						
Stream B-AC	D2	0.2	8.96	0.17	A	110 %
Stream C-AB		0.2	7.52	0.20	A	[Stream B-AC]

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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

### File summary

#### File Description

<b>Title</b>	Site Access, Monks Cross Drive T-junction
<b>Location</b>	York
<b>Site number</b>	
<b>Date</b>	03/11/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	LIDL
<b>Jobnumber</b>	21-306
<b>Enumerator</b>	BRYANGHALL\design
<b>Description</b>	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

### Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Layout	100.000

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Existing	Sat	ONE HOUR	11:45	13:15	15



# Existing Layout - 2021 Existing, Sat

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing Layout	T-Junction	Two-way		1.54	A

### Junction Network Options

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

## Arms

### Arms

Arm	Name	Description	Arm type
A	Monks Cross Drive (S)		Major
B	Site Access		Minor
C	Monks Cross Drive (N)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Monks Cross Drive (N)	7.20		✓	3.60	80.0	✓	5.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.90	87	50

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	525	0.091	0.229	0.144	0.328
B-C	649	0.094	0.238	-	-
C-B	715	0.262	0.262	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Monks Cross Drive (S)		✓	406	100.000
B - Site Access		✓	75	100.000
C - Monks Cross Drive (N)		✓	483	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Monks Cross Drive (S)	B - Site Access	C - Monks Cross Drive (N)
From	A - Monks Cross Drive (S)	0	16	390
	B - Site Access	14	0	61
	C - Monks Cross Drive (N)	375	108	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Monks Cross Drive (S)	B - Site Access	C - Monks Cross Drive (N)
From	A - Monks Cross Drive (S)	0	0	0
	B - Site Access	0	0	0
	C - Monks Cross Drive (N)	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	8.96	0.2	A
C-AB	0.20	7.52	0.2	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	530	0.107	56	0.1	7.586	A
C-AB	81	635	0.128	81	0.1	6.493	A
C-A	282			282			
A-B	12			12			
A-C	294			294			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	511	0.132	67	0.2	8.107	A
C-AB	97	619	0.157	97	0.2	6.893	A
C-A	337			337			
A-B	14			14			
A-C	351			351			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	484	0.170	82	0.2	8.948	A
C-AB	119	598	0.199	119	0.2	7.514	A
C-A	413			413			
A-B	18			18			
A-C	429			429			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	484	0.170	83	0.2	8.958	A
C-AB	119	598	0.199	119	0.2	7.520	A
C-A	413			413			
A-B	18			18			
A-C	429			429			

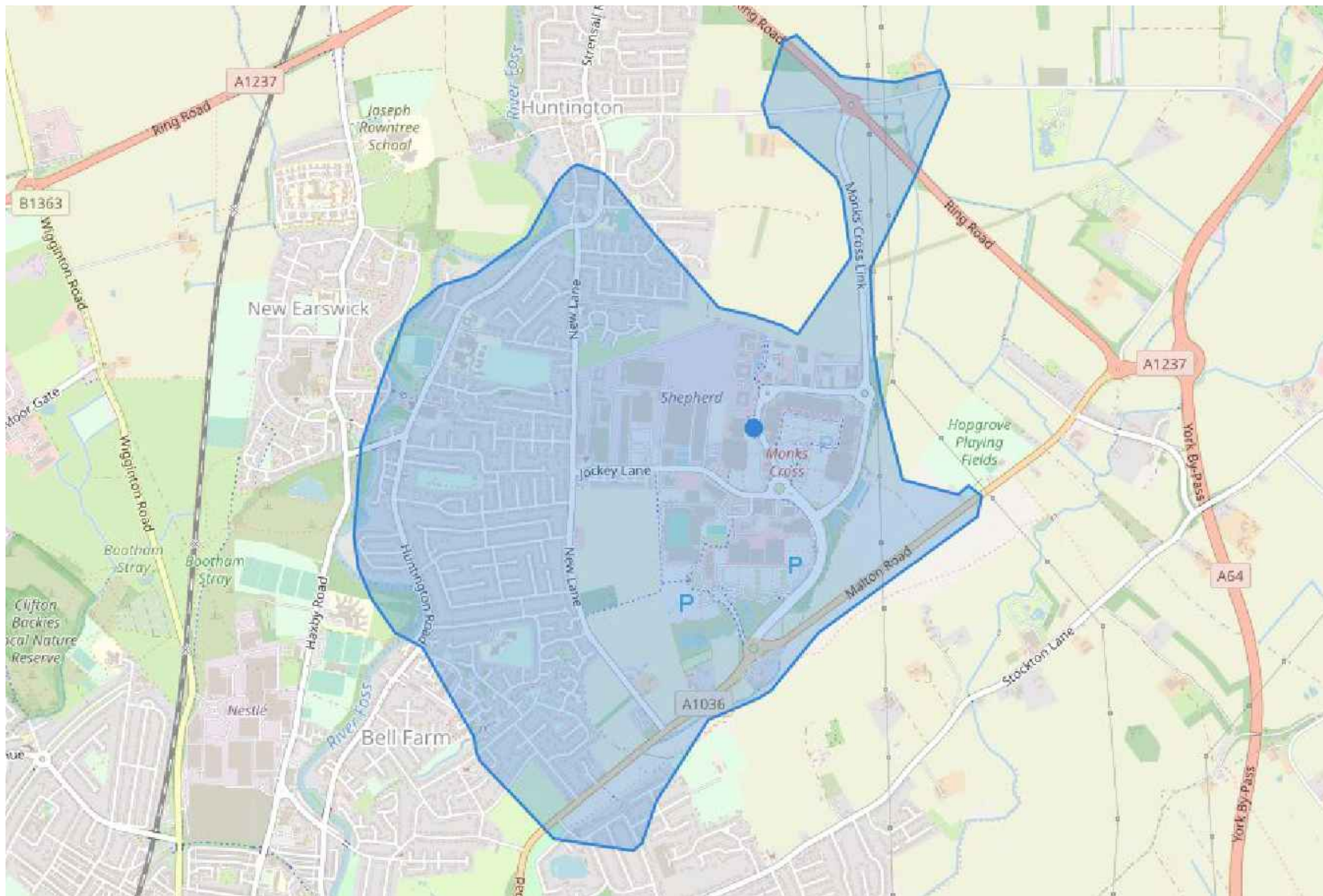
12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	511	0.132	68	0.2	8.120	A
C-AB	97	619	0.157	97	0.2	6.902	A
C-A	337			337			
A-B	14			14			
A-C	351			351			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	530	0.107	57	0.1	7.606	A
C-AB	81	635	0.128	81	0.1	6.509	A
C-A	282			282			
A-B	12			12			
A-C	294			294			

# **APPENDIX BGH 6**



Rev:	Date:	Amendment:	DRN	CHK	APR
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# BRYAN G HALL

CONSULTING CIVIL & TRANSPORT PLANNING ENGINEERS

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LONDON T 0203 5532336



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[Bryan G Hall](http://Bryan G Hall)

Title: PEDESTRIAN ISOCHRONE

Client:

LIDL GREAT BRITAIN

Scale: N.T.S.

Size: A4 - 297 x 210

Project:

MONKS CROSS, YORK

Drawn: LD

Chkd: NC

Appvd: SCW

Drawing No:

21/306/LOC/002

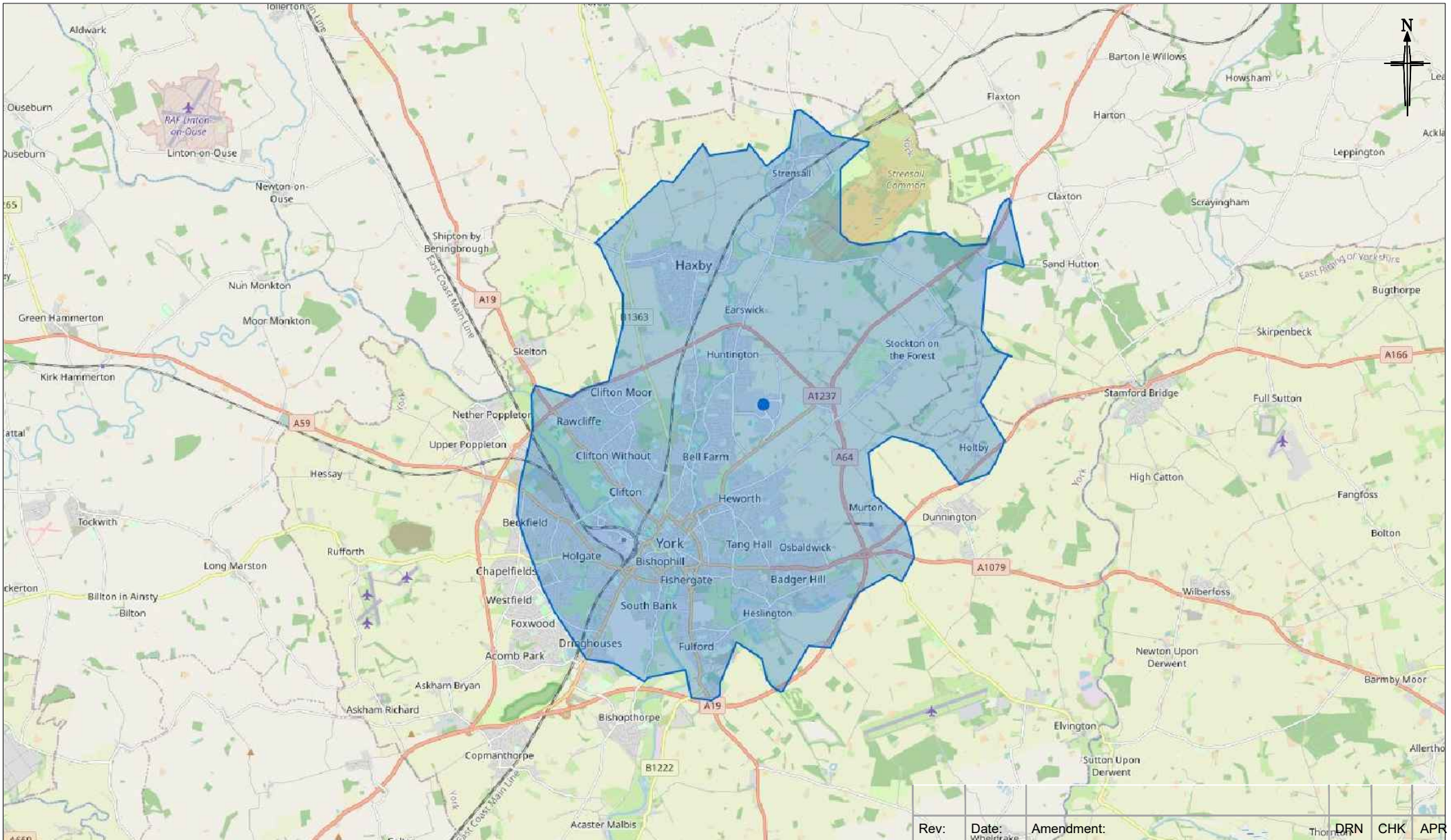
Revision: -

Job No:

21-306

Date: 04/11/2021

# **APPENDIX BGH 7**



Rev:	Date:	Amendment:	DRN	CHK	APR
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W [www.bryanghall.co.uk](http://www.bryanghall.co.uk) [twitter.com/Bryanghall1](https://twitter.com/Bryanghall1) [Bryan G Hall](http://Bryan G Hall)

Title: CYCLING ISOCHRONE

Client: LIDL GREAT BRITAIN

Scale: N.T.S.

Size: A4 - 297 x 210

Project: MONKS CROSS, YORK

Drawn: LD

Chkd: NC

Appvd: SCW

Drawing No: 21/306/LOC/002

Revision: -

Job No: 21-306

Date: 04/11/2021

# **APPENDIX BGH 8**





# i-cycle you cycle, we all cycle...

York is a compact city and its medieval streets mean it has more than its fair share of traffic problems. That's why City of York Council launched the i-Travel York programme, in order to cut congestion and promote alternative ways to get around our city, like cycling.

## Getting you from A – B

Whether you're cycling to work, school, or just for leisure, getting around York by bike is easy. Our extensive network of off-road cycle paths and on-road cycle lanes offers safe access into and around the city.

## Why cycle?

As one of the fastest ways to travel for short urban trips, cycling is proven to save you time as well as money on your journeys in and around the city. It's not just good for your pocket either; it's also a great way to stay active and healthy.



It is under three miles (around 18 minutes on a bike) from the outer ring road to the city centre, so York is easily accessible on two wheels.

For more information please visit [www.itravelyork.info](http://www.itravelyork.info)

## Travel to work

Most employers in York are now committed to reducing the number of car trips made to their site and encouraging the use of more sustainable forms of transport such as cycling, walking taking the bus, electric vehicles or car sharing schemes.

We offer a FREE, dedicated travel planning service for businesses. We can work with you to help develop and deliver a tailor-made plan for your organisation that can achieve real targets towards cutting car use and increasing the uptake of other forms of travel by staff. You can talk to us about travel planning at [www.itravelyork.info/contact-us](http://www.itravelyork.info/contact-us).

## Cycle Training

If you are new to cycling, would like to feel more confident or would like to brush-up on your cycling skills our team of qualified cycle trainers can offer you personalised training at the subsidised rate of just £5 for one 90 minute training session.

To book a training session please call **01904 551646** or email [cycle.training@york.gov.uk](mailto:cycle.training@york.gov.uk)



## Cycling with Park & Ride

If you have a bike, you can now Park & Pedal from any of our Park & Ride sites:

**Askham Bar Designer Outlet** **Grimston Bar Monks Cross** **Rawcliffe Bar Poppleton Bar**

Park your car for free and then cycle the remainder of your journey into the city centre.

Alternatively, you can cycle to a Park & Ride site, park your bike and take advantage of the fast and frequent bus links into the city centre.

Cycle parking is available at all sites. Cycle lockers are also available to rent. Ask at the site office for details.

[www.itravelyork.info/park-and-ride/cycling-with-park-and-ride](http://www.itravelyork.info/park-and-ride/cycling-with-park-and-ride)

## Cycle to school

As part of the i-Travel York programme, all schools in York provide dedicated cycle parking for staff and pupils and actively promote cycling to children and their families.

Choosing to cycle to school means you won't have to fight for a parking space and you will spend less money on fuel and get there quicker too.



We know that parents' main concerns with cycling to school are around safety. Therefore, City of York Council offers cycle training during term-time to all pupils in York starting from Year 5. (We also offer family cycle training sessions for all abilities)

The training gives pupils the confidence to cycle independently when starting secondary school and provides them with road awareness skills.

Some facts to consider:

- Children who cycle to school are more alert, perform better in class and are likely to be happier too.
- Cycling helps to reduce air pollution in York which can damage the health of children.
- Cycling reduces congestion especially around school gates making journeys safer.
- Cycling helps to build confidence in children and encourages independence.
- Cycling improves fitness and helps children to maintain a healthy weight.

For more information about cycling to school visit [www.itravelyork.info/cycling](http://www.itravelyork.info/cycling)

## Cycling for health

According to a British Medical Association report, cycling will improve your fitness, help you maintain a healthy weight, lower your risk of a heart attack and help to reduce stress.

Another British Medical Association study concluded that cycling at least 20 miles per week reduced the risk of heart disease to less than half that for non-cyclists who take no other exercise.

For the latest on cycle rides and events in the York area please visit [www.itravelyork.info/cycling](http://www.itravelyork.info/cycling)

## Did you know?

Just 20 minutes of gentle cycling burns 100 calories (2 biscuits) or nearly half a bag of crisps.



## i-Travel York

City of York Council's i-Travel York programme works with local communities, schools and businesses to deliver an integrated programme of interventions, events, information and travel planning to help promote sustainable modes of transport.

For more cycling advice and cycle route planners please visit [www.itravelyork.info](http://www.itravelyork.info)



## CYCLE SALES WORKSHOP BIKE FITS ACCESSORIES

**GIANT YORK**, 13-15 Lord Mayor's Walk, York YO31 7HB  
T: 01904 622868 W: [giant-york.co.uk](http://giant-york.co.uk)  
E: [info@giant-york.co.uk](mailto:info@giant-york.co.uk) @ [giantstoreyork](https://twitter.com/giantstoreyork)



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18 Monkgate, York, YO31 7PF | [www.liv-york.co.uk/gb](http://www.liv-york.co.uk/gb)

For more cycling advice and cycle route planners please visit [www.itravelyork.info](http://www.itravelyork.info)

## WELCOME TO CYCLE HEAVEN



**Cycle Heaven of York**  
Destination cycle store and cafe  
York YO10 4FS  
T: 01904 651870

**Cycle Heaven at the Station**  
City centre urban cycling store  
York Railway Station  
T: 01904 622701

**Cycle Heaven at the Angel**  
Neighbourhood workshop and cafe-bar  
York YO23 1JJ  
T: 01904 654183

## cyclestreet

"for fast fixes and friendly faces"

[cyclestreet.com](http://cyclestreet.com)



- 1 hour fix on punctures
- friendly + honest advice
- free tune up service and one year labour backup on all new bikes
- huge range of kids bikes
- free carpark

cyclestreet (york) ltd.  
87 Laverthorpe, York, YO31 7UZ • tel: 01904 655063  
Mon - Fri 8.30am - 6pm • Sat 9am - 5pm



6102



## Cycle Route Map

# YORK



## Cycle safety

### Tips for safe cycling

- ✓ Be visible: wear bright or contrasting clothes and always use lights and reflective gear in low light. Make sure your lights are working and aren't blocked by bags or clothing.
- ✓ Be heard: Use your bell to let other road users know that you are approaching. Make sure you can also hear what's going on around you.
- ✓ Cycle at a steady pace about one metre away from the kerb so that you can anticipate and respond to road situations easily.
- ✓ Make eye contact with other road users at junctions and crossings; make sure they have seen you.
- ✓ Please consider wearing a helmet.
- ✗ Don't cycle on pavements or through red lights.
- ✗ Don't move alongside long vehicles, HGVs or buses at junctions or at traffic lights when they are turning left; stay behind or go ahead of them into the cycle box.

For cycling advice and more tips on safe cycling please see [www.itravelyork.info/cycling](http://www.itravelyork.info/cycling)



Visit your local cycle retailer for advice on choosing reflective cycle clothing and lights for your bike.

[www.itravelyork.info/cycling](http://www.itravelyork.info/cycling)

## Bike security

A good bike should be an investment: protect yours from theft.

## Did you know?

Over 1000 bikes are stolen each year in York.  
A significant proportion of these have been left unsecured.

It only takes a few seconds to steal a bike, so lock it up whenever you leave it, even at home.



Make sure you lock the frame and both wheels tightly.

Secure your bike to a stand or an immovable object.



Take a photo of your bike and note down the frame number so you can give the Police an accurate description if it is stolen.

Your local cycle retailer can advise on:

- Security marking
- Quality locks (Gold and Silver standard)



For more cycling information please visit [www.itravelyork.info/cycling/bike-security/](http://www.itravelyork.info/cycling/bike-security/)

## York's Cycling Community

York has a vibrant and welcoming cycling community offering a wide range of rides, support and volunteering opportunities.



### York Cycle Campaign

[yorkcyclecampaign.bike](http://yorkcyclecampaign.bike)  
York Cycle Campaign is a volunteer-run community group which works to make York a better place for cycling for all.

### York Bike Belles

[www.yorkbikebelles.com](http://www.yorkbikebelles.com)  
Monthly social rides, walks, bike loans and training, bike maintenance workshops, bike buddying, Cycling Family support, a Walk Cycle Festival, and more! All free. Always fun. Everyone welcome.

### York Breeze Rides

[www.letsride.co.uk/Breeze](http://www.letsride.co.uk/Breeze)  
British Cycling trained Breeze Champions organise a range of free rides for women around the York area. Rides take place most weeks and explore local routes in small friendly groups.

### Get Cycling

[www.getcycling.org.uk](http://www.getcycling.org.uk)  
Relaxed and friendly rides for senior cyclists running every month plus inclusive tryout sessions for cyclists of all ages and abilities.

### York Cycleworks

[www.yorkcycleworks.com/team-cycleworks](http://www.yorkcycleworks.com/team-cycleworks)  
York Cycleworks run regular social rides, club rides and mountain biking sessions.

### Clifton Cycling Club

[www.cliftoncc.org](http://www.cliftoncc.org)  
Founded in 1895, we have Road, MTB and Junior (Go-Ride) sections. Weekend social and training rides plus our own road-racing and time-trialling events

For more information please visit [www.itravelyork.info](http://www.itravelyork.info)

## York's Cycling Community

### Cycling UK (CTC York)

[www.cyclinguk.org/local-groups/york](http://www.cyclinguk.org/local-groups/york)  
CTC York, founded in 1976, offer regular rides throughout North Yorkshire and beyond.

### Velo Club York

[www.veloclubyork.co.uk](http://www.veloclubyork.co.uk)  
A long standing and highly respected British Cycling affiliated racing cycling club in York. Home of York's Tuesday and Thursday chaingangs, Saturday rivet ride and Sunday cafe ride.

### York Rouleurs

[www.yorkrouleurs.co.uk](http://www.yorkrouleurs.co.uk)  
A friendly cycling club, based in York

### Wednesday Wheelers

[www.wyork.org.uk](http://www.wyork.org.uk)  
We go cycling any day of the week, not just on Wednesdays!

### York Tandem Club

[www.opencountry.org.uk](http://www.opencountry.org.uk)  
Helping people with disabilities to access the countryside by tandem bike.

### York Rally

[www.yorkrally.org](http://www.yorkrally.org)  
An annual event, bringing York's cyclists together since 1945. Grand gathering on the Knavesmire in June. Free, family-friendly and volunteer-run, with rides, racing, trade show and more!

### York Greenways

[www.yorkgreenways.org](http://www.yorkgreenways.org)  
A group of volunteers caring for the traffic free greenways in York used by walkers, runners and cyclists. We always need volunteers!

### Sustrans

[www.sustrans.org.uk/volunteer](http://www.sustrans.org.uk/volunteer)  
Sustrans volunteers carry out a range of activities from looking after the National Cycle Network to leading rides and walks.



## Cycle Yorkshire

If you are keen to venture beyond the boundaries of York you will be pleased to know that several long-distance cycle routes pass through York.

The Way of the Roses and the Trans-Pennine Trail are two classic coast-to-coast trails accessible to York-based cyclists. Other routes running out of York include **Route 65** and **Route 66** which will take cyclists to the towns and villages surrounding York. For more information see [www.sustrans.org.uk/ncn/map](http://www.sustrans.org.uk/ncn/map).



North Yorkshire is the only county in the UK with two National Parks.

The **North York Moors** are only 14 miles from York. The National Park has a variety of scenic cycle routes suitable for a range of abilities. For more information about cycling in the North York Moors see [www.northyorkmoors.org.uk/visiting/enjoy-outdoors/cycling/our-cycle-routes](http://www.northyorkmoors.org.uk/visiting/enjoy-outdoors/cycling/our-cycle-routes)

The **Yorkshire Dales** are 25 miles from York and can also offer visitors many opportunities for a great cycling experience. Both short and long-distance routes can be enjoyed. For more information about cycling in The Yorkshire Dales see [cyclethedailes.org.uk](http://cyclethedailes.org.uk).

## Cycling Apps

A wide variety of apps are now available for cyclists. Popular apps include **Strava**, **Better Points** and **Ride Report**. There is also a **Bike Doctor** app covering basic bike repairs and a **St John Ambulance First Aid for Cyclists** app available for free.

Download Apps on the App Store and on Google Play.



web: [twistedcogs.co.uk](http://twistedcogs.co.uk) email: [info@twistedcogs.co.uk](mailto:info@twistedcogs.co.uk) tel: 01904 849180

## Bike Hire • Inclusive Bikes Shop • Repairs • Courses

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## PICK YOUR BIKE | PICK YOUR ROUTE | GET CYCLING

01904 636812  
[getcycling.org.uk](http://getcycling.org.uk)  
22 Hospital Fields Road,  
York YO10 4DZ



Tweet us: @itravelyork



Follow us on Facebook: [www.facebook.com/itravelyork](http://www.facebook.com/itravelyork)

To report any faults on the cycle route network please visit [www.york.gov.uk/reportproblems](http://www.york.gov.uk/reportproblems)

This information can be provided in your own language:

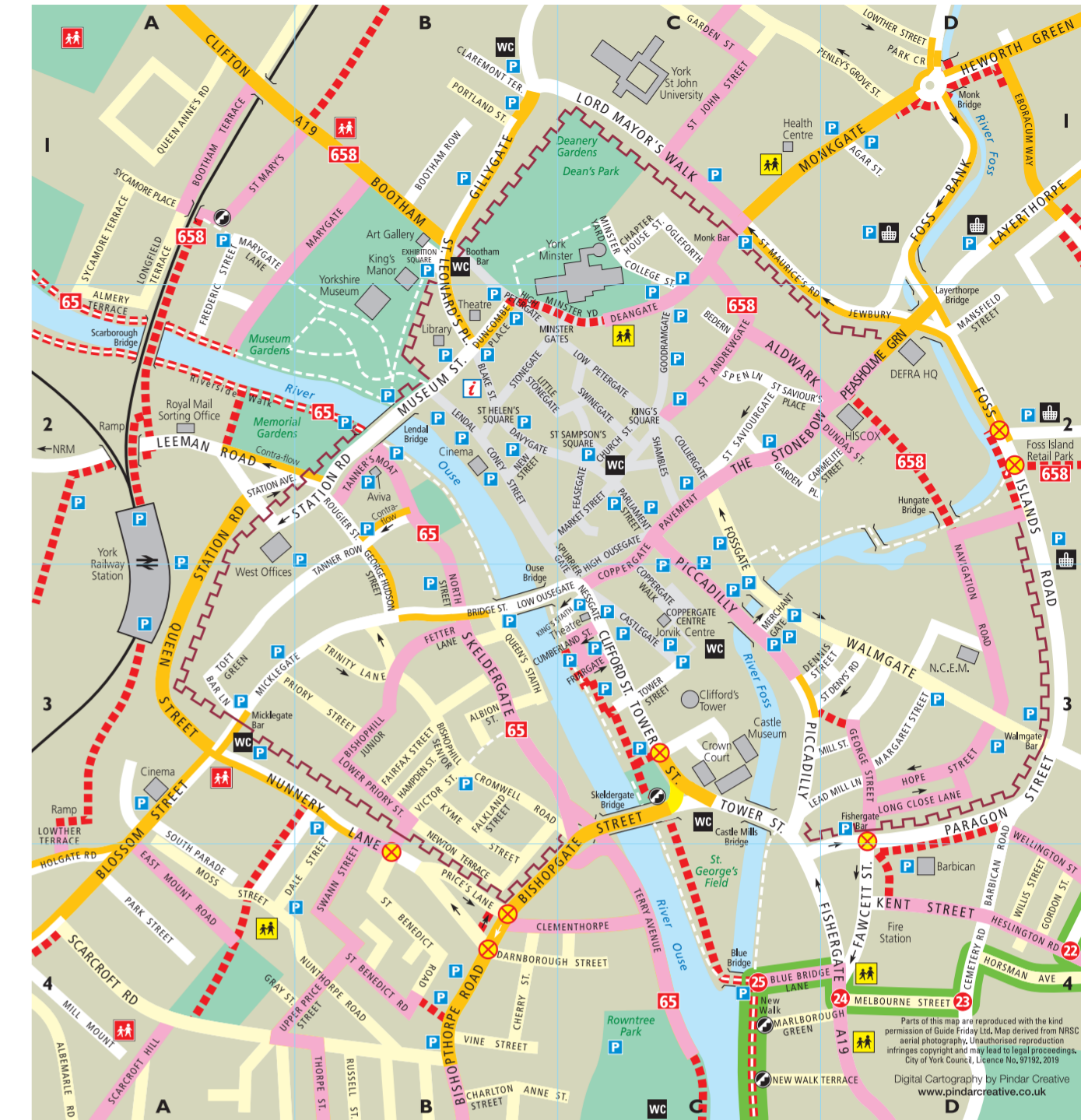
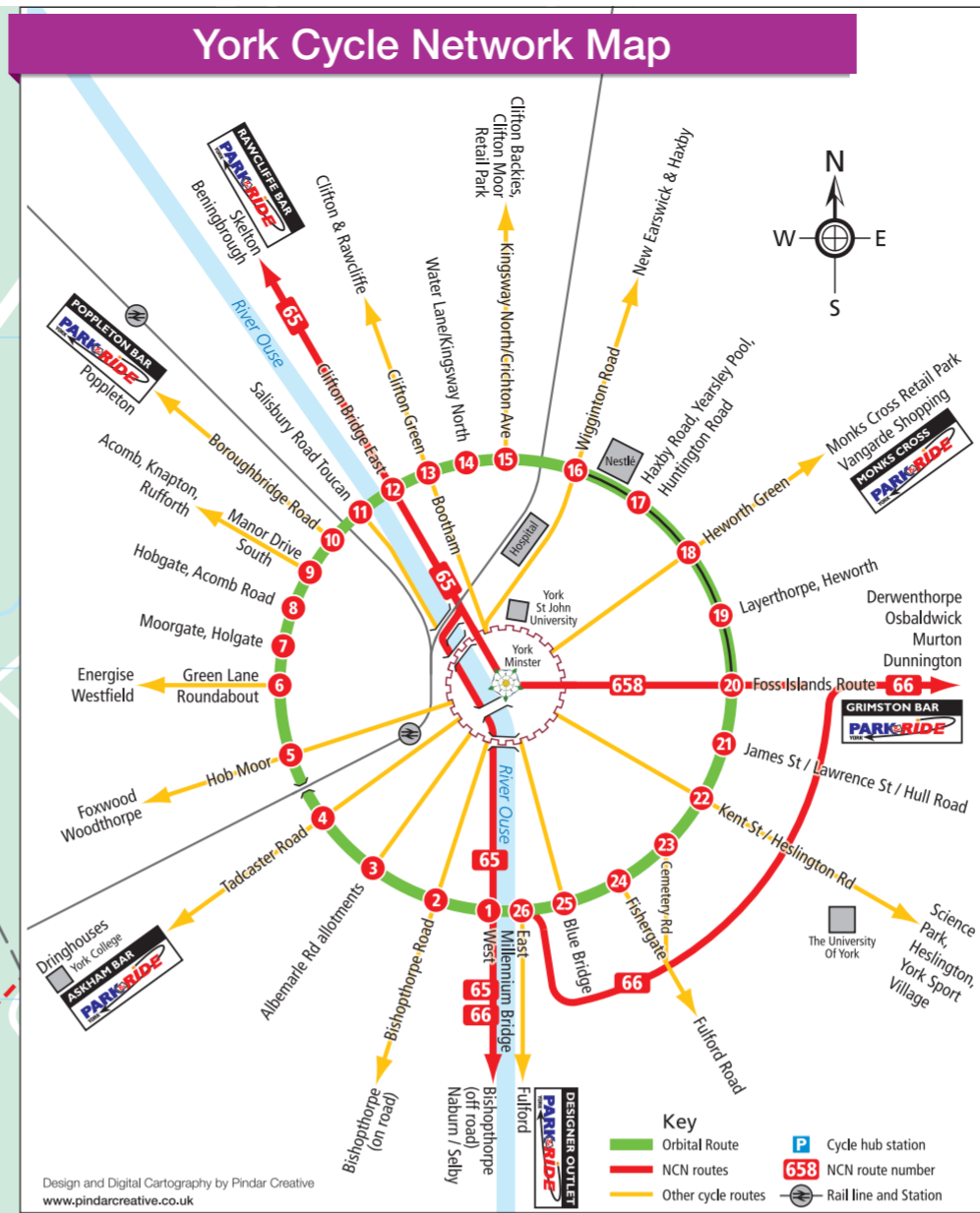
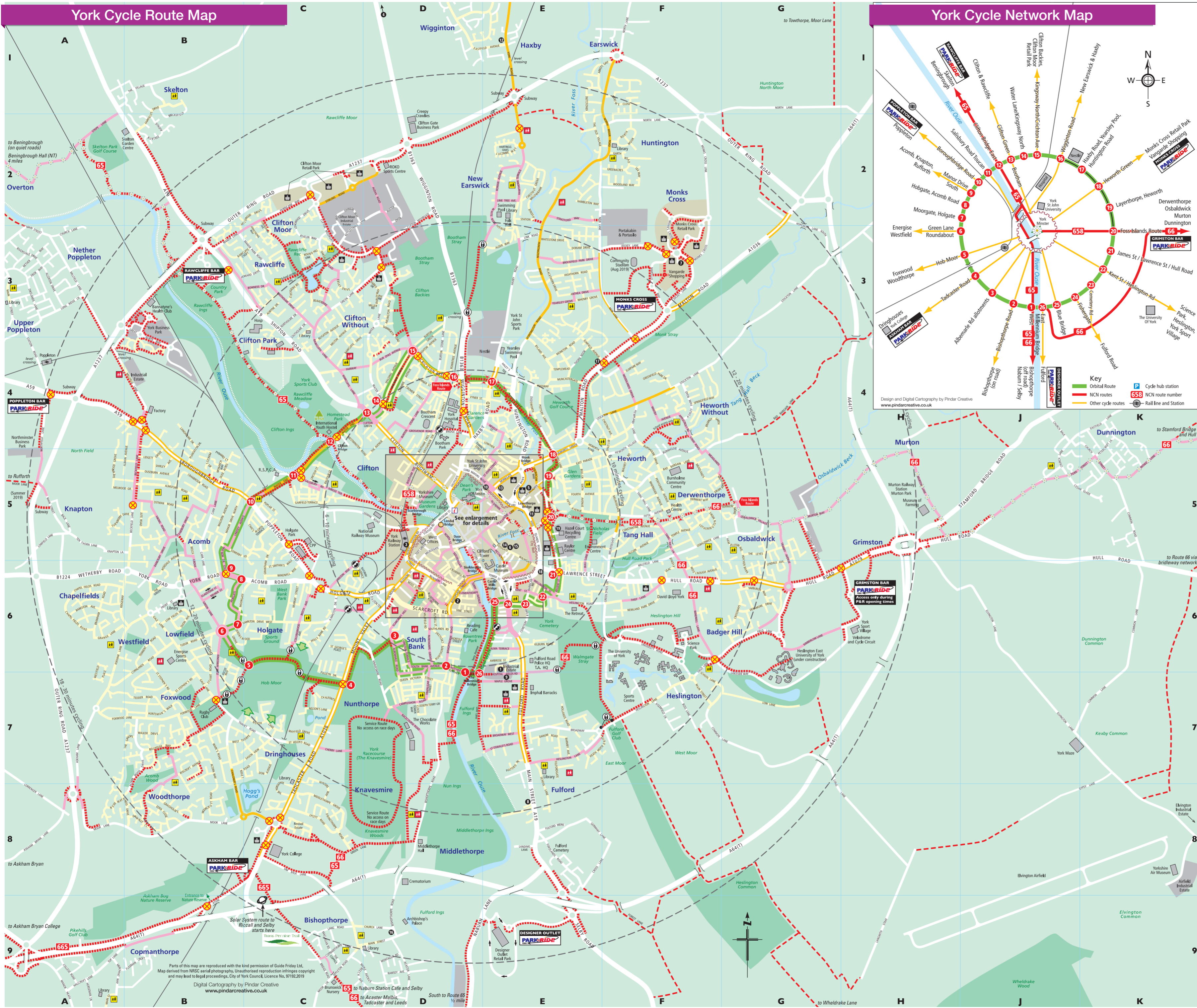
我們也用您的語言提供這個信息 (Cantonese)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

☎ 01904 551550





#### Cycle Shops & Hire

	Map Ref.	City Map.
1 Cycle Heaven of York 31 Hospital Fields Road www.cycle-heaven.co.uk	01904 636578 YO10 4FS	E6 —
2 Cycle Heaven at the Angel 2 Bishopthorpe Road www.cycle-heaven.co.uk	01904 654183 YO23 1JJ	D6 B4
3 Cycle Heaven at the Station York Rail Station www.cycle-heaven.co.uk	01904 622701 YO24 1AY	D5 A3
4 Cycle Scene Windmill House Ind Est, Wigginton www.cycle-scene.co.uk	01904 766566 YO32 2RA	D1 —
5 Cyclestreet (York) Ltd 87 Layerthorpe www.cycle-street.co.uk	01904 655063 YO31 7UZ	E5 D1
6 The Electric Transport Shop 32 Walmgate www.electriclebikesales.co.uk/yorkstore	01904 848988 YO1 9TJ	E5 D3
7 Evans Cycles Unit 3, Julia Avenue www.evanscycles.com	01904 629473 YO32 9JR	F3 —
8 Fulford Cycles 98 Main Street, Fulford www.fulfordcycles.com	01904 620349 YO10 4PS	E8 —
9 Get Cycling 22 Hospital Fields Road www.getcycling.org.uk	01904 636812 YO10 4DZ	E7 —
10 Giant Store York 13 Lord Mayors Walk www.giant-york.co.uk	01904 622868 YO31 7HB	E5 C1
11 Halfords York Foss Foss Islands Road www.halfords.com	01904 611844 YO31 7UP	E5 D2
12 Haxby Cycles 202 York Road, Haxby www.haxbycycles.co.uk	01904 762961 YO32 3EX	E1 —
13 LIV Store 18 Monkgate www.liv-york.co.uk	01904 404572 YO31 7PF	E5 C1
14 Poetry in Motion Cycles Unit 1, Franks Yard, 28a Fossgate pimcycles.co.uk	07917 698749 YO1 9TA	E5 C3
15 Re-Cycle York 3 Enterprise Complex, Walmgate Apprentice discounts available	01904 848141 YO1 9TT	E5 D3
16 Twisted Cogs Main Street, Bishopthorpe www.twistedcogs.co.uk	01904 849180 YO23 2RA	D9 —
17 Wilcom Motosave Malton Road www.wilcomotosave.co.uk	01904 431951 YO31 9LT	E4 —

#### Cycle Shops & Hire

18 York Cycleworks 14 - 16 Lawrence Street www.yorkcycleworks.com	01904 626664 YO10 3WP	E6 D3
19 Yorvik Tricycles Unit 6, Yorvale Business Park www.yorviktricycles.com	01904 848988 YO10 3DR	E5 —

#### Key to Cycle Facilities

- Off-road shared use track
- On-road cycle lane
- Advisory route for cyclists
- Orbital route and waypoint marker
- Residential streets with 20mph signed limits and/or Traffic calmed streets (the majority of residential roads within the outer ring road have signed 20mph speed limits)
- Bridleway (accessible to cycles, possible uneven surface, some paths may not be suitable during winter and wet weather)
- Footpaths
- Way of the Roses Coast to Coast route
- One-way streets
- Cycle parking
- Wheel ramp up steps for cycles
- Cycle shop (see listings for details)
- Signalled cycle crossing
- Foss Islands Route access
- Access points to Hob Moor on foot
- Park and Ride sites (cycle parking available)
- National Cycle Network (NCN) route and number
- Secondary School
- Primary School
- Supermarket
- Trans Pennine Trail (follows Route 65)
- Footstreets - Cycling is prohibited (except Minster Yard) between 10.30am - 5pm, seven days a week
- Locked Gate on Cycle Routes - Standard bikes can pass through adjacent barrier. Users of non-standard bikes, bike trailers, wheelchairs or mobility scooters can obtain a key by phoning City of York Council's Cycling Officer on 01904 551550.

**Flooding**  
Note: Some riverside routes are prone to flooding after prolonged or heavy rainfall. Please check the river's status before travelling - 0345 988 1188  
For more info on cycle paths likely to be affected by flooding please see www.itravelyork.info/cycling