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Tees CCPP Project

The Tees Combined Cycle Power Plant Project
Land at the Wilton International Site, Teesside

Volume 2 - Annex I1

Regulations – 6(1)(b) and 8(1)

Applicant: Sembcorp Utilities UK
Date: November 2017

Annex I

Transport Assessment

ERM LTD

TEESSIDE COMBINED CYCLE POWER PLANT

WILTON INTERNATIONAL SITE, REDCAR, TEESSIDE

TRANSPORT ASSESSMENT

OCTOBER 2017

ERM LTD
TEESSIDE COMBINED CYCLE POWER PLANT
WILTON INTERNATIONAL SITE, REDCAR, TEESSIDE

TRANSPORT ASSESSMENT

OCTOBER 2017

Project Code:	**ERMTeesside.1**
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ERM Ltd

Teesside Combined Cycle Power Plant

Wilton International Site, Redcar, Teesside

Transport Assessment

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1 Introduction

1.1 Mayer Brown Ltd (MB) have been appointed by ERM Ltd on behalf of Sembcorp Utilities UK Ltd (Sembcorp) to provide highways and transport advice in support of the construction and operation of a Combined Cycle Power Plant (CCPP) on land at Wilton International, near Redcar in Teesside. The Project is referred to as the Tees Combined Cycle Power Plant (Tees CCPP) or 'the Project'.

1.2 Highways England have been consulted and a review of the draft Transport Assessment (TA) has been prepared by ch2m on behalf of Highways England. The final version of this TA has, where possible, addressed the comments raised by ch2m and provided additional information where needed. The Technical Memorandum prepared by ch2m by behalf of Highways England, along with the Technical Note response prepared by MB and copy of email correspondence from Highways England is included in **Appendix A** of this TA for information.

1.3 The scope of the TA considers the following:

- A review of the existing site and its location;
- Details of the Project, including access;
- Assessment of the sites accessibility;
- Trip generation for the operational and construction phase of the Project;
- Traffic impact;
- Sensitivity assessment;
- Cumulative assessment;
- Accident analysis; and
- Summary and Conclusions.

2 Existing Site Context

2.1 The Project site is located within the wider Wilton International Site, which is made up of 810 hectares (2,000 acres) of development land with deemed planning permission for heavy industrial use, brownfield land and light industrial land.

2.2 The surrounding area is highly industrialised with port facilities, oil refineries and chemical works.

2.3 The location of the site in relation to the local highway network is shown in **Figure 2.1**.

Figure 2.1: Local Site Location

2.4 The location of the site in relation to the wider highway network is shown in **Figure 2.2**.

2.5 The site is accessed from the A1053 Greystone Road, which forms part of the strategic trunk road network. The A1053 connects to the A174 to the south and A66 Tees Dock Road to the north. The A174 provides a link to the A19 to the south which in turn links to the A1(M).

Figure 2.2: Wider Site Location

Existing Site

2.6 The development site is currently unused and was formerly occupied by the GDF Teesside Power Station which was demolished several years ago.

2.7 Access to the site is gained via a left in left out junction onto the A1053 dual carriageway road to the west of the site. Vehicles turning right into the site are therefore required to undertake a U-turn at the A1053/ A66/A1053 Westgate Roundabout junction to the north, while those wishing to turn right out of the site undertake a U-turn at the A174/A1053/B1300 Greystone Roundabout to the south. The Westgate Roundabout forms one of the main access points into the Wilton International Site.

Existing Traffic Surveys

2.8 Traffic count surveys have been undertaken at the A1053/A66/A1053 Westgate Roundabout junction to the north and A174/A1053/B1300 Greystone Roundabout to the south. The traffic surveys were undertaken on Tuesday 4th April for the AM Peak period (07:00-10:00) and PM Peak period (16:30-19:30).

2.9 The results of the traffic surveys identified the following peak hours:

- AM Peak hour 07:30-08:30
- PM Peak hour 16:30-17:30

2.10 The observed 2017 traffic flows are detailed in **Diagram 2.1** and **Diagram 2.2** at the back of this report for the AM and PM peak hours respectively.

2.11 A copy of the survey data is included in **Appendix B**.

2.12 The observed traffic flows have been factored using TEMPro growth factors for the local area to obtain the future year traffic flows. The resulting TEMPro growth factors are detailed in **Table 2.1**.

Year	Time Period	Local Growth Factor
2017-2021	AM Peak	1.0581
	PM Peak	1.0509
	Average Weekday	1.0524
2017-2023	AM Peak	1.0736
	PM Peak	1.0651
	Average Weekday	1.0672
2017-2029	AM Peak	1.1269
	PM Peak	1.1149
	Average Weekday	1.1185
2017-2031	AM Peak	1.1464
	PM Peak	1.1334
	Average Weekday	1.1375

Table 2.1: TEMPro Growth Factors

2.13 The resulting 2021, 2023, 2029 and 2031 base traffic flows are detailed in **Diagrams 2.4 to 2.15** at the back of this report for the AM and PM peak hours and predicted AADT flows.

3 Development Proposals

3.1 The Project will comprise a natural gas fired Combined Cycle Gas Turbine (CCGT) generating station with an output capacity of up to 1,700 MWe. The station will include up to two gas turbine units, two steam turbine units, ancillary plant and equipment located in the main power island in the western part of the Project site. The northern part of the site will include hybrid cooling towers and an area of land for possible future carbon capture equipment has been set aside in the eastern part of the site. The Project site layout is provided at **Appendix C.**

Access

3.2 Vehicular access to the site will be gained via a left in left out junction onto the A1053 dual carriageway road to the west of the site. Vehicles turning right into the site are therefore required to undertake a U-turn at the A1053/A66/A1053 Westgate Roundabout junction to the north, while those wishing to turn right out of the site undertake a U-turn at the A174/A1053/B1300 Greystone Roundabout to the south.

3.3 The Project will consider a pedestrian/cycle link from the Wilton International main access to the Project site, thus providing a connection with the bus routes along the A1085 Trunk Road (North).

Car Parking

3.4 Operational car parking will be provided on site. Construction workforce car parking will be within a dedicated part of the temporary construction laydown area.

3.5 Sembcorp have confirmed that there are three areas of hardstanding that will be utilised for on-site car parking for both construction and operational staff and visitors to the site. The level of parking to be provided will result in approximately 370 car parking spaces, comprising 45 spaces for the operational staff and 325 spaces for the construction staff. This number of spaces includes an allowance for visitors and any overlap in shift patterns that may occur.

Development Scenarios

3.6 For the purpose of this assessment, two development scenarios are to be assessed; namely:

- Scenario One: 1,700 MWe CCGT (39 month build and commission period);
- Scenario Two: Two phased 850MWe CCGTs (two periods of construction separated by five years).

Scenario One

3.7 Scenario One comprises a 1,700 MWe CCGT being built over a 39 month period.

Construction Phase

3.8 It is anticipated that the construction phase for Scenario One will last for 39 months. At the peak construction, it is estimated that there will be around 945 construction workers on site.

3.9 It is reasonable to assume that any transport impact associated with the construction phase will be for a temporary period only.

3.10 The number of heavy goods vehicles (HGV) movements associated with the construction will peak at 68 two-way movements per day over the 39 month period.

Operational Phase

3.11 It is anticipated that once operational Scenario One will result in 48 operational staff at the site on a daily basis.

3.12 The HGV movements associated with the operational phase will be minimal.

Scenario Two

3.13 Scenario Two comprises two 850 MWe CCGT's being built in phases, separated by five years.

- Phase One – Construct first 850 MWe CCGT; and
- Phase Two - Construct second 850 MWe CCGT, first 850 MWe CCGT operational.

3.14 Scenario Two with both CCGTs in operation is effectively the same as Scenario One in operation.

Construction

3.15 It is anticipated that the construction for Scenario Two Phase One will last for 39 months followed by an interval of the first CCGT operating and then a further 39 months for the construction of the second CCGT. At peak construction of the first and second CCGT it is estimated that there will be around 630 construction workers on site.

3.16 It is reasonable to assume that any transport impact associated with the construction phase will be for a temporary period only.

Operational

3.17 It is anticipated that once operational the first CCGT will result in 46 operational staff at the site on a daily basis. The number of staff will increase to 48 once the second CCGT is operational.

3.18 The HGV movements associated with the operational phase will be minimal.

Abnormal Loads

3.19 It is anticipated that the components for the CCGT will be manufactured abroad and shipped into a port located on the east coast of the UK.

3.20 The most likely destination is Teesport, shipping many of the parts directly into the Tees Valley area.

3.21 Any abnormal loads from Teesport will be transported primarily via the Strategic Road Network A66 and A1053 and the local Road Network Tees Dock Road.

3.22 Swept path analyses for abnormal loads will be provided within the Construction Traffic Management Plan which will be further developed (a draft is included in Annex I.2 of the ES) by Sembcorp in association with the appointed contractor.

3.23 Contract requirements will include establishment of relevant procedures for scheduling arrival of abnormal loads to the site through discussions with the relevant local authorities, including identification of suitable routes, temporary protection to carriageway surfaces (if necessary), statutory undertakers' plant and equipment. The transport arrangements for the delivery of abnormal loads are already an established practise and will take place off peak and wherever possible overnight to minimise the disruption caused to general traffic.

4 Site Accessibility

Local Highway Network

4.1 The Project site is located off the A1053 Greystone Road, which forms part of the strategic trunk road network. The A1053 connects to the A174 to the south and A66 Tees Dock Road to the north. The A174 provides a link to the A19 to the south which in turn links to the A1(M).

4.2 The A1053 is a dual carriageway and subject to the national speed limit.

Potential for Public Transport Trips

Bus

4.3 The nearest bus stop to the Project site is located on the A1085 Trunk Road (North). There are bus shelters and timetabling information provided but no seating.

4.4 **Figure 4.1** details the existing bus stop facilities at this location.

Figure 4.1: Eastbound Bus Stop

4.5 There are four services that stop at the A1085 Trunk Road (North) bus stops, these are services 62 and 62a and 64 and 64a. There is a further bus stop that provides access to the Wilton International site located off the A174 (East) to the southeast of the site, one service stops at this location, service 63.

4.6 The bus service routes are provided in **Figures 4.2 to 4.4.**

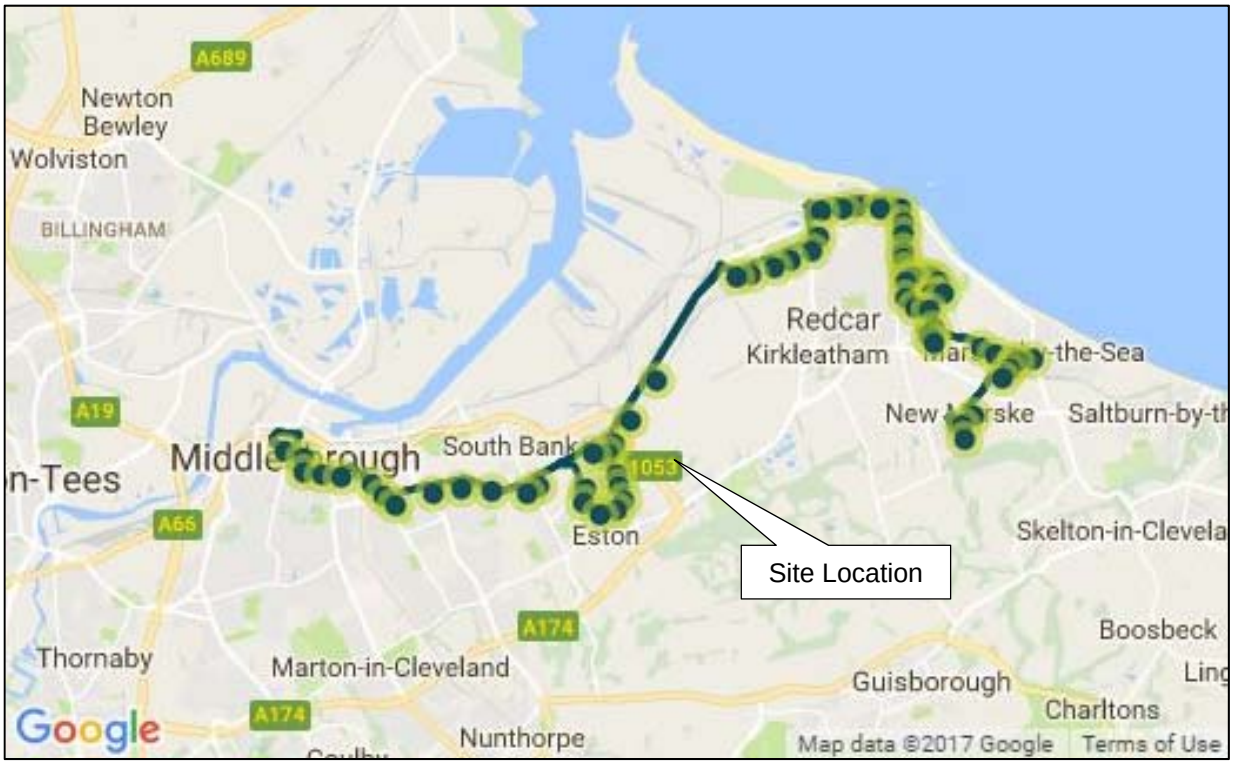


Figure 4.2: Bus Route 62/62a Middlesbrough to New Marske

Ref: www.arrivabus.co.uk

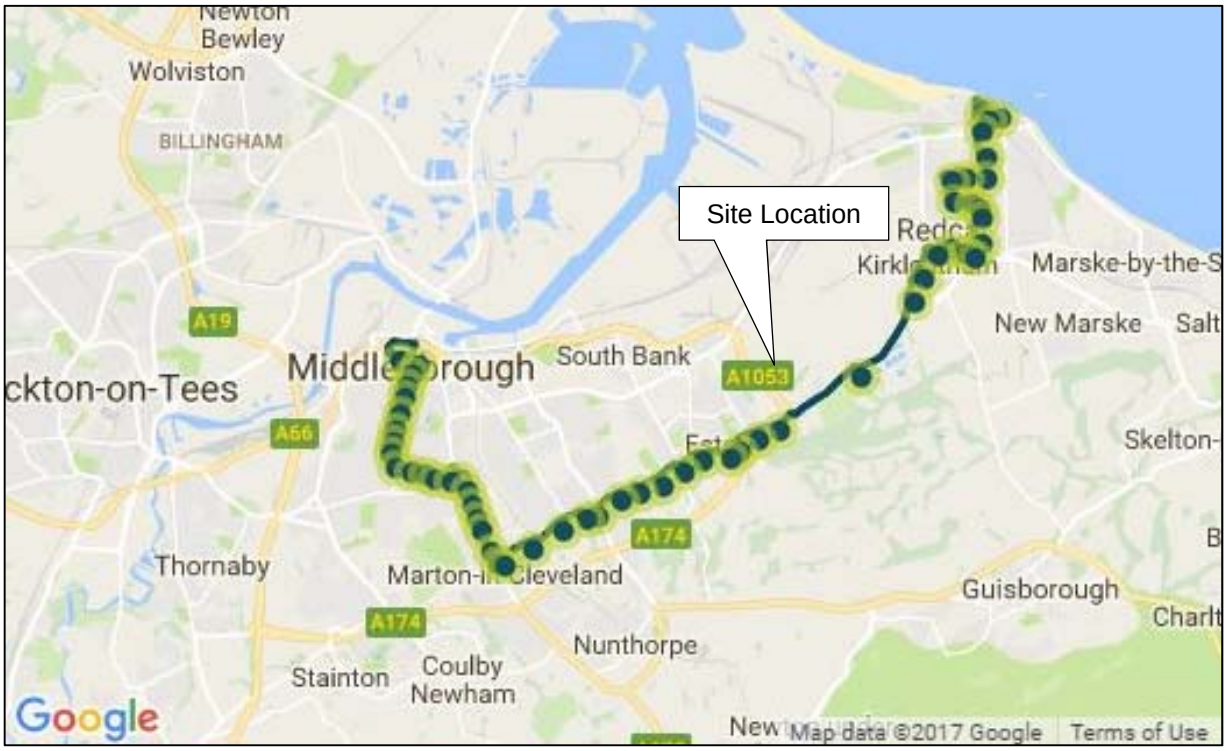


Figure 4.3: Bus Route 63 Middlesbrough to Redcar

Ref: www.arrivabus.co.uk

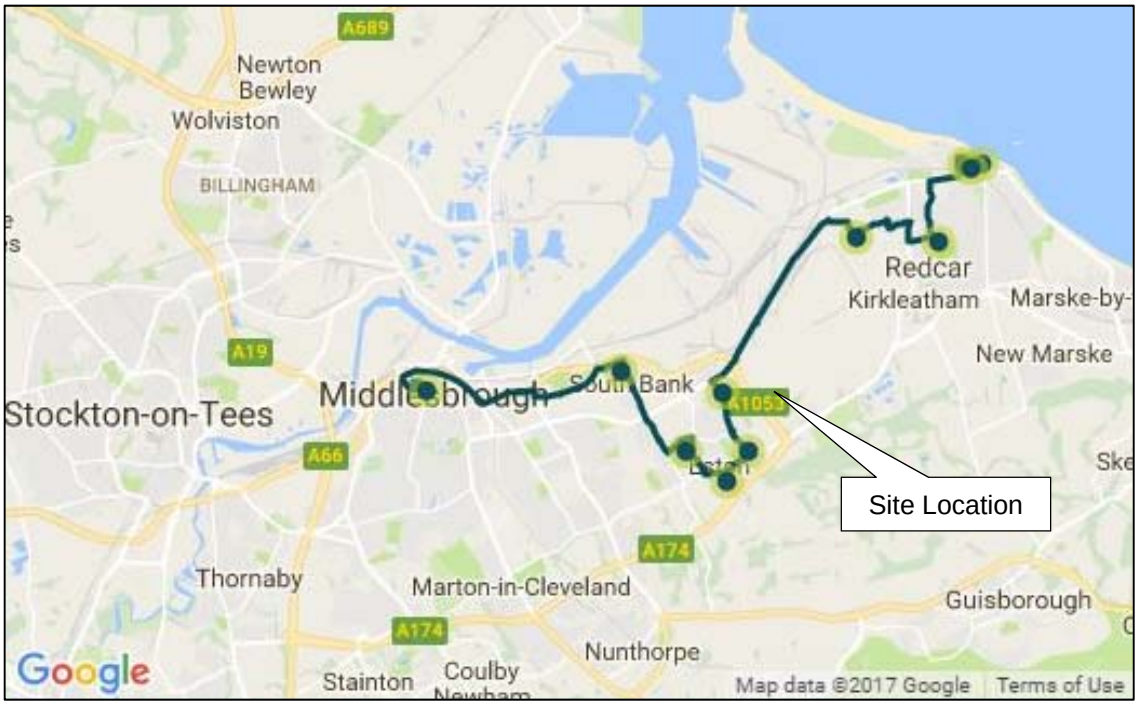


Figure 4.4: Bus Route 64/64a Middlesbrough to Eston/Redcar Ings Farm

Ref: www.arrivabus.co.uk

4.7 **Table 4.1** provides a summary of the bus service frequencies from the bus stops on the A1085 Trunk Road (North) and A174 (East).

Service No.	Destinations	Approx. Frequency Mon-Fri (AM & PM hours)	Approx. Frequency Mon-Fri (off peak hours)	Approx. Frequency Sat (daytime)	Approx. Frequency Sun (daytime)
62/62a	Middlesbrough to New Marske	30 mins	30 mins	30 mins	60 mins
63	Middlesbrough to Redcar	10 mins	10 mins	10 mins	20 mins
64/64A	Middlesbrough to Eston/Redcar Ings Farm	30 mins	30 mins	30 mins	60 mins (No service stopping at Grangetown)

Table 4.1: Bus services

Rail

4.8 South Bank Rail Station is located to the northwest of the Project site, approximately 2.8km from the Westgate Roundabout. The trains are operated by Northern and provide services between Darlington, Bishop Auckland and Saltburn.

Walking and Cycling

4.9 There are no existing footways or cycleways located along the A1053 Greystone Road in the vicinity of the Project site.

4.10 There are existing footway/cycleways and crossing facilities at the Greystone Roundabout to the north of the Project site and along A1085 Trunk Road (North). The footway/cycleway links into the main Wilton International site access from the roundabout, from there the footway/cycleway crosses the A1053 and continues along the A1085 Trunk Road (North) to the west where the cycleway continues on road providing access to the residential areas of Grangetown and Teesville and on to North Ormesby.

4.11 There is an existing footway/cycleway along the A174 (east) that provides access to the residential area of Lazenby and onto Redcar.

4.12 The Project will consider provision of a shuttle bus link from the Wilton International main access to the Project Site for pedestrians and cyclists who travel to the main access, thus providing a connection with the bus routes along the A1085 Trunk Road (North). Although pedestrian and cycle access to the Project Site from Wilton International is theoretically feasible on the existing internal road network, with personnel coming onto the site via the West Gate and then following Boundary Road West, it is precluded by safety considerations such as exposure to a release of harmful gas

Summary

4.13 The Project site is positioned in a location that can be accessed by alternative modes of transport. There are local bus services that run close to the Wilton International Site. There are existing footway/cycleways located to the north of the site at the Greystone Roundabout which can be accessed from the main Wilton International access which provide links to local residential areas and bus stops.

4.14 The existing pedestrian and cycle network provides access to the Wilton International site however no access is provided to the Project site. The Project will consider the provision of a pedestrian/cycle link from the Wilton International Site main access to the Project site.

5 Traffic Generation

5.1 For the purpose of this TA the trip generation has been split into the following sections:

- Scenario One
  - Construction
  - Operational
- Scenario Two
  - Construction of first CCGT
  - First CCGT operational
  - Construction of second CCGT, first CCGT operational
  - First and second CCGT operational

Scenario One

Construction (predicted peak year 2021)

5.2 The construction will last for approximately 39 months. It is therefore reasonable to assume that any transport impact associated with the construction phase will be for a temporary period only.

5.3 The number of HGV movements associated with the construction will peak at 68 two-way movements per day over the 39 month period.

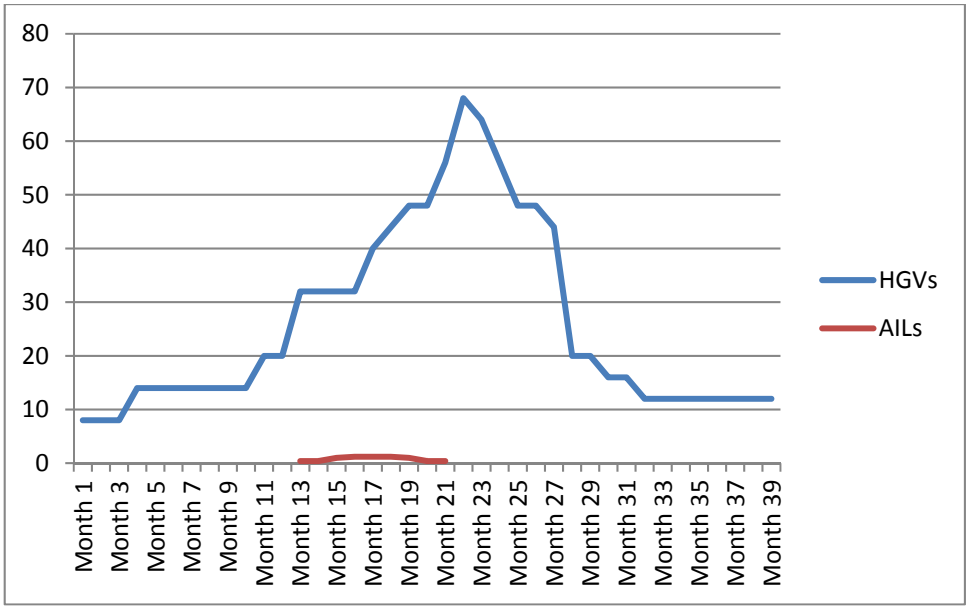


Figure 5.1: Scenario One - HGV and AIL Movements throughout the Construction Phase

5.4 Numbers of construction workers will vary throughout the project based upon the current construction phase/activity, peaking in Month 22 at around 945 workers on site at any one time.

5.5 Construction worker travel is largely expected to be by car/van with a majority likely to be vehicle sharing due to workers generally operating in 'teams', thus reducing associated trips. Therefore, based upon typical levels of vehicle sharing (2.5 workers per vehicle, as agreed with Highways England) it is envisaged that construction is predicted to attract around 340 construction staff trips per day during the peak construction periods. This is likely to result in no additional staff trips during the peak.

5.6 The construction staff will work 12 hour shifts between the hours of 07:00-19:00, and therefore should not be arriving and departing from the site during the observed local network AM and PM peak hours.

5.7 **Tables 5.1** to **5.3** detail the trip generation for Scenario 1 construction.

		AM Peak (07:30-08:30)		
		Arrivals	Departures	Total
Construction	Construction Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Construction HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 5.1: Scenario One – Construction Trip Generation - AM Peak

		PM Peak (16:30-17:30)		
		Arrivals	Departures	Total
Construction	Construction Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Construction HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 5.2: Scenario One – Construction Trip Generation - PM Peak

		AADT (00:00-24:00)		
		Arrivals	Departures	Total
Construction	Construction Staff	340	340	680
	Total Staff	**340**	**340**	**680**
	Construction HGVs	68	68	136
	Total HGVs	**68**	**68**	**136**

Table 5.3: Scenario One – Construction Trip Generation – AADT

Operational (predicted year 2023)

5.8 It is anticipated that once operational Scenario One will result in 48 operational staff at the site on an average weekday. Staff working 12 hour shifts will not all be arriving to and departing from the site during the observed AM (07:30-08:30) and PM (16:30-17:30)

peak hours. The day staff will work an eight hour day, starting at 09:00 and finishing at 17:00. Therefore, for this assessment, it has been assumed that no day staff arrive during the observed AM peak but all day staff will depart during the observed PM peak. The daily staff will comprise 38 staff working an eight hour day shift (09:00-17:00) and five staff working a 12 hour day shift starting at 07:00 and finishing at 19:00 and five staff working a 12 hour night shift starting at 19:00 and finishing at 07:00.

5.9 Based on census data for the local area 90% of the staff are predicted to arrive by car, of which 8% car share, equating to an additional 39 daily two-way car trips, of which none are predicted to arrive at the site during the observed AM peak hour and 31 additional car trips are predicted to depart from the site during the observed PM peak hour.

5.10 **Tables 5.4 to 5.6** detail the trip generation for Scenario One operational.

		AM Peak (07:30-08:30)		
		Arrivals	Departures	Total
Operational	Operational Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Operational HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 5.4: Scenario One – Operation Trip Generation - AM Peak

		PM Peak (16:30-17:30)		
		Arrivals	Departures	Total
Operational	Operational Staff	0	31	31
	Total Staff	**0**	**31**	**31**
	Operational HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 5.5: Scenario One – Operation Trip Generation - PM Peak

		AADT (00:00-24:00)		
		Arrivals	Departures	Total
Operation	Operational Staff	39	39	78
	Total Staff	**39**	**39**	**78**
	Operational HGVs	1	1	2
	Total HGVs	**1**	**1**	**2**

Table 5.6: Scenario One – Operation Trip Generation – AADT

Scenario Two

Construction of first CCGT (predicted year 2021)

5.11 The construction will last for approximately 39 months. It is therefore reasonable to assume that any transport impact associated with the construction phase will be for a temporary period only.

5.12 The number of HGV movements associated with the construction will peak at 34 two-way movements per day over the 39 month period.

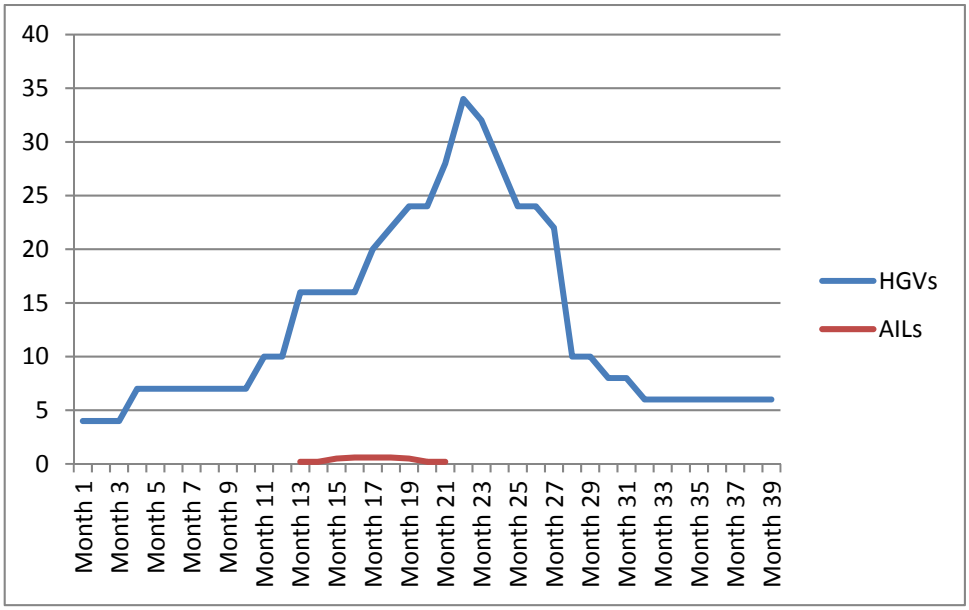


Figure 5.2: Scenario Two – Construction of first CCGT

5.13 Numbers of construction workers will vary throughout the project based upon the current construction phase/activity, peaking at around 630 workers on site at any one time.

5.14 Construction worker travel is largely expected to be by car/van with a majority likely to be vehicle sharing due to workers generally operating in 'teams', thus reducing associated trips. Therefore, based upon typical levels of vehicle sharing (2.5 workers per vehicle, as agreed with Highways England) it is envisaged that construction is predicted to attract around 227 construction staff vehicular trips per day during the peak construction periods. This is likely to result in no additional staff two-way vehicular trips during the peak hours.

5.15 **Tables 5.7 to 5.9** detail the trip generation for Scenario Two first CCGT construction.

		AM Peak (07:30-08:30)		
		Arrivals	**Departures**	**Total**
Construction first CCGT	Construction Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Construction HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 5.7: Scenario Two – First CCGT Construction Trip Generation - AM Peak

		PM Peak (16:30-17:30)		
		Arrivals	Departures	Total
Construction first CCGT	Construction Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Construction HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 5.8: Scenario Two - First CCGT Construction Trip Generation - PM Peak

		AADT (00:00-24:00)		
		Arrivals	Departures	Total
Construction first CCGT	Construction Staff	227	227	378
	Total Staff	**227**	**227**	**378**
	Construction HGVs	34	34	68
	Total HGVs	**34**	**34**	**68**

Table 5.9: Scenario Two – First CCGT Construction Trip Generation – AADT

First CCGT Operational (predicted year 2023)

5.16 It is anticipated that once operational the first CCGT of Scenario Two will result in 46 operational staff at the site on an average weekday. Staff working 12 hour shifts will not all be arriving to and departing from the site during the observed AM (07:30-08:30) and PM (16:30-17:30) peak hours. The day staff will work an eight hour day, starting at 09:00 and finishing at 17:00. Therefore, for this assessment, it has been assumed that no day staff arrive during the observed AM peak but all day staff will depart during the observed PM peak. The daily staff will comprise 38 staff working an eight hour day shift (09:00-17:00) and four staff working a 12 hour day shift starting at 07:00 and finishing at 19:00 and four staff working a 12 hour night shift starting at 19:00 and finishing at 07:00.

5.17 Based on census data for the local area 90% of the staff are predicted to arrive by car, of which 8% car share, equating to an additional 38 daily two-way car trips and 31 additional car trips are predicted to depart from the site during the observed PM peak hour.

5.18 **Tables 5.10 to 5.12** detail the trip generation for Scenario Two first CCGT operational.

		AM Peak (07:30-08:30)		
		Arrivals	Departures	Total
First CCGT Operational	Operational Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Operational HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 5.10: Scenario Two – First CCGT Operational Trip Generation - AM Peak

		PM Peak (16:30-17:30)		
		Arrivals	Departures	Total
First CCGT Operational	Operational Staff	0	31	31
	Total Staff	**0**	**31**	**31**
	Operational HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 5.11: Scenario Two - First CCGT Operational Trip Generation - PM Peak

		AADT (00:00-24:00)		
		Arrivals	Departures	Total
First CCGT Operational	Operational Staff	38	38	76
	Total Staff	**38**	**38**	**76**
	Operational HGVs	1	1	2
	Total HGVs	**1**	**1**	**2**

Table 5.12: Scenario Two - First CCGT Operational Trip Generation - AADT

Construction of second CCGT with first CCGT Operational (predicted peak year 2029)

5.19 The construction phase for the second CCGT will generate the same level of construction workers, vehicle trips and HGV trips as the first CCGT. The construction will last for approximately 39 months and it is therefore reasonable to assume that any transport impact associated with the construction phase will be for a temporary period only.

5.20 The number of HGV movements associated with the construction will peak at 34 two-way movements per day over the 39 month period.

5.21 Numbers of construction workers, as previously stated, will vary throughout the project based upon the current construction phase/activity, peaking at around 630 workers on site at any one time. Equating to around 227 construction staff vehicular two-way trips per day during the peak construction periods.

5.22 The first CCGT will result in in 46 operational staff at the site on an average weekday. Again, staff working 12 hour shifts will not all be arriving to and departing from the site during the observed AM (07:30-08:30) and PM (16:30-17:30) peak hours. The day staff will work an eight hour day, starting at 09:00 and finishing at 17:00. The daily staff will comprise 38 staff working an 8 hour day shift (09:00-17:00) and four staff working a starting at 07:00 and finishing at 19:00 and four staff working a 12 hour night shift starting at 19:00 and finishing at 07:00.

5.23 Based on census data for the local area 90% of the operational staff are predicted to arrive by car, of which 8% will car share, equating to an additional 38 daily two-way car trips and 31 additional car trips are predicted to depart from the site during the observed PM peak hour.

5.24 Therefore, the predicted total trip generation, for the construction of the second CCGT with the first CCGT operational, for an average day would be 34 daily two-way HGV trips, 227 daily two-way construction staff trips and 38 daily two-way operational staff trips per day.

5.25 **Tables 5.13 to 5.15** detail the trip generation for Scenario Two, second CCGT construction with first CCGT operational.

		AM Peak (07:30-08:30)		
		Arrivals	Departures	Total
Second CCGT Construction First CCGT Operational	Construction Staff	0	0	0
	Operational Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Construction HGVs	0	0	0
	Operational HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 5.13: Scenario Two - Second CCGT Construction, First CCGT Operational Trip Generation - AM Peak

		PM Peak (16:30-17:30)		
		Arrivals	Departures	Total
Second CCGT Construction First CCGT Operational	Construction Staff	0	0	0
	Operational Staff	0	31	31
	Total Staff	**0**	**31**	**31**
	Construction HGVs	0	0	0
	Operational HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 5.14: Scenario Two – Second CCGT Construction, First CCGT Operational Trip Generation Trip Generation - PM Peak

		AADT (00:00-24:00)		
		Arrivals	Departures	Total
Second CCGT Construction First CCGT Operational	Construction Staff	227	227	545
	Operational Staff	38	38	76
	Total Staff	**265**	**265**	**621**
	Construction HGVs	34	34	68
	Operational HGVs	1	1	1
	Total HGVs	**35**	**35**	**70**

Table 5.15: Scenario Two – Second CCGT Construction, First CCGT Operational Trip Generation Trip Generation - AADT

First and Second CCGT Operational (predicted year 2031)

5.26 Full operation of Scenario Two will generate the same level of operation trip generation as the operational phase for Scenario One.

5.27 It is anticipated full operation, with the first and second CCGT operational, will result in 48 operational staff at the site on an average weekday. Staff working 12 hour shifts will

not all be arriving to and departing from the site during the observed AM (07:30-08:30) and PM (16:30-17:30) peak hours. The day staff will work an eight hour day, starting at 09:00 and finishing at 17:00. Therefore, for this assessment, it has been assumed that no day staff arrive during the observed AM peak but all day staff will depart during the observed PM peak. The daily staff will comprise 38 staff working an eight hour day shift (09:00-17:00) and five staff working a 12 hour day shift starting at 07:00 and finishing at 19:00 and five staff working a 12 hour night shift starting at 19:00 and finishing at 07:00.

5.28 Based on census data for the local area 90% of the staff are predicted to arrive by car, this includes 8% car sharing, equating to an additional 39 two-way car trips and 31 additional car trips are predicted to depart from the site during the observed PM peak hour.

5.29 **Tables 5.16 to 5.18** detail the trip generation for Scenario Two full operation.

		AM Peak (07:30-08:30)		
		Arrivals	**Departures**	**Total**
Full Operation	Operational Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Operational HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 5.16: Scenario Two – Full Operation Trip Generation - AM Peak

		PM Peak (16:30-17:30)		
		Arrivals	**Departures**	**Total**
Full Operation	Operational Staff	0	31	31
	Total Staff	**0**	**31**	**31**
	Operational HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 5.17: Scenario Two – Full Operation Trip Generation - PM Peak

		AADT (00:00-24:00)		
		Arrivals	**Departures**	**Total**
Full Operation	Operational Staff	39	39	78
	Total Staff	**39**	**39**	**78**
	Operational HGVs	1	1	2
	Total HGVs	**1**	**1**	**2**

Table 5.18: Scenario Two – Full Operation Trip Generation - AADT

Summary

5.30 Based on the above analysis the scenario which generates the most traffic on the highway network is Scenario One construction phase, which considers the construction of the 1,700 MWe CCGT. It is noted that the traffic associated with this phase will occur outside of the network peak hours.

5.31 For Scenario Two, the greatest traffic generation occurs during the third stage, which considers the peak construction traffic associated with the second 850 MWe CCGT and the operational traffic for the first 850 MWe CCGT.

6 Traffic Impact

6.1 The impact of the Project has been assessed in terms of both operational and construction peak trip generation periods for the two scenarios being proposed. These periods relate to the following phases:

- Scenario One
  - Construction – Peak impact will occur in 2021
  - Operational – year of opening is 2023
- Scenario Two
  - Construction of second CCGT, first CCGT operational – Peak impact will occur in 2029
  - First and second CCGT operational - year of opening is 2031

6.2 The impact of the Project trip generation has been assessed by looking at the percentage increase in traffic flows at the following locations:

- A1053 Greystone Road Southbound
- A1053 Greystone Road Northbound
- A1053/ A66/A1053 Westgate Roundabout junction
- A174/A1053/B1300 Greystone Roundabout junction

6.3 The construction and operation trips have been distributed onto the local highway network based on observed turning proportions at the Westgate and Greystone Roundabouts.

6.4 The resulting traffic movements generated by the Project are detailed in **Diagrams 6.1 to 6.12** at the back of this report.

Scenario One

Construction

6.5 The worst case for Scenario One is during the peak construction phase. The predicted trip generation during this phase would result in the following percentage increases:

		Scenario One Impact Construction					
		2021 Base AADT		2021 Development Construction AADT		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction	A1053 Greystone Road Southbound	11533	399	408	68	3.5%	17.0%
	A1053 Greystone Road Northbound	5059	436	408	68	8.1%	15.6%
	Westgate Roundabout Approaches	41099	1706	686	114	1.7%	6.7%
	Greystone Roundabout Approaches	61128	1428	539	90	0.9%	6.3%

Table 6.1: Scenario One – Construction Impact - AADT

Operational

6.6 The predicted trip generation during operation would result in the following percentage increases:

		Scenario One Impact Operational					
		2023 Base AADT		2023 Development Operational AADT		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Operation	A1053 Greystone Road Southbound	11696	405	40	1	0.3%	0.2%
	A1053 Greystone Road Northbound	5130	442	40	1	0.8%	0.2%
	Westgate Roundabout Approaches	41679	1730	68	2	0.2%	0.1%
	Greystone Roundabout Approaches	61991	1448	53	1	0.1%	0.1%

Table 6.2: Scenario One – Operation Impact - AADT

Scenario Two

Construction of Second CCGT, First CCGT operational

6.7 The worst case for Scenario Two is during the construction of the second CCGT with the first CCGT operational. The predicted trip generation during this stage would result in the following percentage increases:

		Scenario Two Impact Construction of second CCGT, first CCGT Operational					
		2029 Base AADT		2029 Development AADT		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction second CCGT, first CCGT Operational	A1053 Greystone Road Southbound	12259	424	300	35	2.4%	8.2%
	A1053 Greystone Road Northbound	5377	463	300	35	5.6%	7.6%
	Westgate Roundabout Approaches	43683	1814	503	59	1.2%	3.2%
	Greystone Roundabout Approaches	64972	1518	395	46	0.6%	3.0%

Table 6.3: Scenario Two Impact – Construction of 2nd CCGT with 1st CCGT Operational - AADT

First and Second CCGT Operational

6.8 Full operation of Scenario Two would generate the same level of trip generation as operation of Scenario One and therefore would result in lower percentage impacts as the base flows would be greater due to background traffic growth.

Summary

6.9 The Institute of Environmental Assessment (now IEMA) Guidelines for the Environmental Assessment of Road Traffic (IEA Guidance) states that the magnitude of the effect of environmental impacts depends upon the effect being assessed. However, the IEA Guidance suggests two broad rules-of-thumb to set the scale and extent of the assessment (paragraph 3.15):

- Rule 1: “include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%”; and
- Rule 2: “include any other specifically sensitive areas where traffic flows have increased by 10% or more.”

6.10 In addition, the IEA Guidance (relating to severance) which states that “30%, 60% and 90% changes in traffic levels should be considered as “slight”, “moderate” and “substantial” impacts respectively” (paragraph 3.17).

6.11 As set out above, the impact on daily traffic flows would be less than 30% for all scenarios assessed, both during construction and operational phases. Impacts on the Greystone and Westgate roundabouts would be less than 10% for all scenarios. The percentage increase of HGVs would only exceed 10% on the A1053 Greystone Road for the peak construction phase of Scenario One, which considers the construction phase of the 1,700 MWe CCGT. This road is part of the strategic road network and designed to carry large volumes of traffic and HGVs. Impacts during the construction stage would be temporary.

6.12 As previously noted, the traffic associated with all scenarios will generally occur outside of the network peak hours.

6.13 Based on the above analysis it is considered that the proposed development will not materially impact on the operation of the highway network.

7 Sensitivity Assessment

7.1 A sensitivity assessment has been incorporated into this TA at the request of Highways England. The proposed methodology has been agreed with Highways England.

Background

7.2 Highways England commissioned ch2m to undertake a review of the draft Transport Assessment (TA), and in ch2m's Technical Memorandum, dated 19th July 2017, they requested that "Furthermore, whilst it has been identified that no peak hour movements shall be generated, *a robust assessment should profile when the construction traffic peak hour movements occur and analyse this against the background traffic of the SRN for each construction phase scenario*". Therefore, a sensitivity assessment is provided within this section to assess the construction traffic peak which occurs outside of the network peak hours.

Sensitivity Assessment

7.3 The sensitivity assessment has been carried out for the following scenarios:

- Scenario One – Phase 1 - Construction Phase
- Scenario Two – Phase 3 – Construction of second CCGT, first CCGT operational

7.4 These scenarios were identified in section 5 of this TA as generating the most traffic on the local highway network and are therefore are considered to have the greatest impact on the local and strategic highway network.

7.5 For the purpose of this sensitivity assessment, proposed trip generation has been calculated for the following time periods:

- AM Peak 06:30-07:30
- AM Peak 07:30-08:30 (already included in section 5)
- AM Peak 08:30-09:30
- PM Peak 16:30-17:30 (already included in section 5)
- PM Peak 17:30-18:30
- PM Peak 18:30-19:30

7.6 The resulting 2021, 2023, 2029 and 2031 base traffic flows for the additional assessment periods are detailed in **Diagrams 7.1 to 7.16** at the back of this report.

7.7 The resulting traffic movements generated by the Project for the additional assessment periods are detailed in **Diagrams 7.17 to 7.32** at the back of this report.

Trip Generation

Scenario One

7.8 **Tables 7.1** to **7.3** detail the trip generation for Scenario One construction for the AM peak hours.

		AM Peak (06:30-07:30)		
		Arrivals	**Departures**	**Total**
Construction	Construction Staff	340	0	340
	Total Staff	**340**	**0**	**340**
	Construction HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 7.1: Scenario One – Construction Trip Generation - AM Peak 06:30-07:30

		AM Peak (07:30-08:30)		
		Arrivals	**Departures**	**Total**
Construction	Construction Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Construction HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 7.2: Scenario One – Construction Trip Generation - AM Peak 07:30-08:30

		AM Peak (08:30-09:30)		
		Arrivals	**Departures**	**Total**
Construction	Construction Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Construction HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 7.3: Scenario One – Construction Trip Generation - AM Peak 08:30-09:30

7.9 **Tables 7.4** to **7.6** detail the trip generation for Scenario 1 construction for the PM peak hours.

		PM Peak (16:30-17:30)		
		Arrivals	**Departures**	**Total**
Construction	Construction Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Construction HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 7.4: Scenario One – Construction Trip Generation - PM Peak 16:30-17:30

		PM Peak (17:30-18:30)		
		Arrivals	**Departures**	**Total**
Construction	Construction Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Construction HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 7.5: Scenario One – Construction Trip Generation - PM Peak 17:30-18:30

		PM Peak (18:30-19:30)		
		Arrivals	Departures	Total
Construction	Construction Staff	0	340	340
	Total Staff	**0**	**340**	**340**
	Construction HGVs	0	0	0
	Total HGVs	**0**	**0**	**0**

Table 7.6: Scenario One – Construction Trip Generation - PM Peak 18:30-19:30

Scenario Two

7.10 **Tables 7.7** to **7.9** detail the trip generation for Scenario Two, second CCGT construction with first CCGT operational for the AM peak hours.

		AM Peak (06:30-07:30)		
		Arrivals	Departures	Total
Second CCGT Construction First CCGT Operational	Construction Staff	227	0	227
	Operational Staff	3	**4**	7
	Total Staff	**230**	**4**	**234**
	Construction HGVs	0	0	0
	Operational HGVs	0	0	0
	Total HGV's	**0**	**0**	**0**

Table 7.7: Scenario Two - Second CCGT Construction, First CCGT Operational Trip Generation - AM Peak 06:30-07:30

		AM Peak (07:30-08:30)		
		Arrivals	Departures	Total
Second CCGT Construction First CCGT Operational	Construction Staff	0	0	0
	Operational Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Construction HGVs	0	0	0
	Operational HGVs	0	0	0
	Total HGV's	**0**	**0**	**0**

Table 7.8: Scenario Two - Second CCGT Construction, First CCGT Operational Trip Generation - AM Peak 07:30-08:30

		AM Peak (08:30-09:30)		
		Arrivals	Departures	Total
Second CCGT Construction First CCGT Operational	Construction Staff	0	0	0
	Operational Staff	31	0	31
	Total Staff	**31**	**0**	**31**
	Construction HGVs	0	0	0
	Operational HGVs	0	0	0
	Total HGV's	**0**	**0**	**0**

Table 7.9: Scenario Two - Second CCGT Construction, First CCGT Operational Trip Generation - AM Peak 08:30-09:30

7.11 **Tables 7.10** to **7.13** detail the trip generation for Construction of second CCGT, first CCGT operational for the PM peak hours.

		AM Peak (16:30-17:30)		
		Arrivals	Departures	Total
Second CCGT Construction First CCGT Operational	Construction Staff	0	0	0
	Operational Staff	0	31	31
	Total Staff	**0**	**31**	**31**
	Construction HGVs	0	0	0
	Operational HGVs	0	0	0
	Total HGV's	**0**	**0**	**0**

Table 7.10: Scenario Two - Second CCGT Construction, First CCGT Operational Trip Generation - PM Peak 16:30-17:30

		AM Peak (17:30-18:30)		
		Arrivals	Departures	Total
Second CCGT Construction First CCGT Operational	Construction Staff	0	0	0
	Operational Staff	0	0	0
	Total Staff	**0**	**0**	**0**
	Construction HGVs	0	0	0
	Operational HGVs	0	0	0
	Total HGV's	**0**	**0**	**0**

Table 7.11: Scenario Two - Second CCGT Construction, First CCGT Operational Trip Generation - PM Peak 17:30-18:30

		AM Peak (18:30-19:30)		
		Arrivals	Departures	Total
Second CCGT Construction First CCGT Operational	Construction Staff	0	227	227
	Operational Staff	0	3	7
	Total Staff	**0**	**230**	**234**
	Construction HGVs	0	0	0
	Operational HGVs	0	0	0
	Total HGV's	**0**	**0**	**0**

Table 7.12: Scenario Two - Second CCGT Construction, First CCGT Operational Trip Generation - PM Peak 18:30-19:30

Traffic Impact

7.12 In order to quantify the level of impact the traffic associated with Scenario One and Scenario Two for the additional AM and PM hour periods, the methodology detailed in section 6 has been used.

7.13 The impact of the Project trip generation has been assessed by looking at the percentage increase in traffic flows at the following locations:

- A1053 Greystone Road Southbound
- A1053 Greystone Road Northbound
- A1053/ A66/A1053 Westgate Roundabout junction
- A174/A1053/B1300 Greystone Roundabout junction

7.14 The construction and operation trips have been distributed onto the local highway network based on observed turning proportions at the Westgate and Greystone Roundabouts.

7.15 For the purpose of this assessment, in the absence of observed traffic data for the time period 06:30-07:00, observed data from 07:00-08:00 has been used, it is considered that this represents a robust assessment as the background traffic flows are likely to be higher during this time period.

Scenario One

7.16 As previously stated, the worst case for Scenario One is during the peak construction phase. **Tables 7.13** to **7.15** detail the predicted percentage increases based on the level of trip generation trip considered within this sensitivity assessment for the AM peak periods.

		Scenario One Impact - Construction AM Peak 06:30-07:30					
		2021 Base		2021 Development Construction		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction	A1053 Greystone Road Southbound	296	88	340	0	114.8%	0.0%
	A1053 Greystone Road Northbound	1288	43	274	0	21.3%	0.0%
	Westgate Roundabout Approaches	3201	260	340	0	10.6%	0.0%
	Greystone Roundabout Approaches	5071	227	274	0	5.4%	0.0%

Table 7.13: Scenario One – Construction Impact – AM Peak 06:30-07:30

		Scenario One Impact - Construction AM Peak 07:30-08:30					
		2021 Base		2021 Development Construction		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction	A1053 Greystone Road Southbound	389	101	0	0	0.0%	0.0%
	A1053 Greystone Road Northbound	1614	54	0	0	0.0%	0.0%
	Westgate Roundabout Approaches	3807	283	0	0	0.0%	0.0%
	Greystone Roundabout Approaches	5777	275	0	0	0.0%	0.0%

Table 7.14: Scenario One – Construction Impact – AM Peak 07:30-08:30

		Scenario One Impact - Construction AM Peak 08:30-09:30					
		2021 Base		2021 Development Construction		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction	A1053 Greystone Road Southbound	341	58	0	0	0.0%	0.0%
	A1053 Greystone Road Northbound	1055	60	0	0	0.0%	0.0%
	Westgate Roundabout Approaches	2657	251	0	0	0.0%	0.0%
	Greystone Roundabout Approaches	4928	1008	0	0	0.0%	0.0%

Table 7.15: Scenario One – Construction Impact – AM Peak 08:30-09:30

7.17 **Tables 7.16** to **7.18** detail the predicted percentage increases based on the level of trip generation trip considered within this sensitivity assessment for the PM peak periods.

		Scenario One Impact - Construction PM Peak 16:30-17:30					
		2021 Base		2021 Development Construction		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction	A1053 Greystone Road Southbound	1002	35	0	0	0.0%	0.0%
	A1053 Greystone Road Northbound	439	38	0	0	0.0%	0.0%
	Westgate Roundabout Approaches	3569	148	0	0	0.0%	0.0%
	Greystone Roundabout Approaches	5308	124	0	0	0.0%	0.0%

Table 7.16: Scenario One – Construction Impact – PM Peak 16:30-17:30

		Scenario One Impact - Construction PM Peak 17:30-18:30					
		2021 Base		2021 Development Construction		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction	A1053 Greystone Road Southbound	845	37	0	0	0.0%	0.0%
	A1053 Greystone Road Northbound	415	26	0	0	0.0%	0.0%
	Westgate Roundabout Approaches	2913	119	0	0	0.0%	0.0%
	Greystone Roundabout Approaches	4279	0	0	0	0.0%	0.0%

Table 7.17: Scenario One – Construction Impact – PM Peak 17:30-18:30

		Scenario One Impact - Construction PM Peak 18:30-19:30					
		2021 Base		2021 Development Construction		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction	A1053 Greystone Road Southbound	399	18	0	0	0.0%	0.0%
	A1053 Greystone Road Northbound	247	28	231	0	93.6%	0.0%
	Westgate Roundabout Approaches	1591	73	231	0	14.5%	0.0%
	Greystone Roundabout Approaches	2583	69	340	0	13.2%	0.0%

Table 7.18: Scenario One – Construction Impact – PM Peak 18:30-19:30

Scenario Two

7.18 As previously stated, the worst case for Scenario Two is during the construction of the second CCGT with the first CCGT operational. **Tables 7.19** to **7.21** detail the predicted percentage increases based on the level of trip generation trip considered within this sensitivity assessment for Scenario Two for the AM peak periods.

		Scenario Two Impact Construction of second CCGT, first CCGT Operational AM Peak 06:30-07:30					
		2029 Base		2029 Development		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction second CCGT, first CCGT Operational	A1053 Greystone Road Southbound	316	94	230	0	73.0%	0.0%
	A1053 Greystone Road Northbound	1371	46	186	0	13.6%	0.0%
	Westgate Roundabout Approaches	3409	277	231	0	6.8%	0.0%
	Greystone Roundabout Approaches	5400	242	189	0	3.5%	0.0%

Table 7.19: Scenario Two Impact – Construction of 2nd CCGT with 1st CCGT Operational – AM Peak 06:30-07:30

		Scenario Two Impact Construction of second CCGT, first CCGT Operational AM Peak 07:30-08:30					
		2029 Base		2029 Development		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction second CCGT, first CCGT Operational	A1053 Greystone Road Southbound	415	107	0	0	0.0%	0.0%
	A1053 Greystone Road Northbound	1719	57	0	0	0.0%	0.0%
	Westgate Roundabout Approaches	4055	301	0	0	0.0%	0.0%
	Greystone Roundabout Approaches	6153	293	0	0	0.0%	0.0%

Table 7.20: Scenario Two Impact – Construction of 2nd CCGT with 1st CCGT Operational – AM Peak 07:30-08:30

		Scenario Two Impact Construction of second CCGT, first CCGT Operational AM Peak 08:30-09:30					
		2029 Base		2029 Development		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction second CCGT, first CCGT Operational	A1053 Greystone Road Southbound	363	62	32	0	8.8%	0.0%
	A1053 Greystone Road Northbound	1124	64	25	0	2.2%	0.0%
	Westgate Roundabout Approaches	2830	267	32	0	1.1%	0.0%
	Greystone Roundabout Approaches	5248	1074	25	0	0.5%	0.0%

Table 7.21: Scenario Two Impact – Construction of 2nd CCGT with 1st CCGT Operational – AM Peak 08:30-09:30

7.19 **Tables 7.22** to **7.24** detail the predicted percentage increases based on the level of trip generation trip considered within this sensitivity assessment for Scenario Two for the PM peak periods.

		Scenario Two Impact Construction of second CCGT, first CCGT Operational PM Peak 16:30-17:30					
		2029 Base		2029 Development		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction second CCGT, first CCGT Operational	A1053 Greystone Road Southbound	1063	37	0	0	0.0%	0.0%
	A1053 Greystone Road Northbound	466	40	21	0	4.5%	0.0%
	Westgate Roundabout Approaches	3786	157	21	0	0.6%	0.0%
	Greystone Roundabout Approaches	5632	132	31	0	0.6%	0.0%

Table 7.22: Scenario Two Impact – Construction of 2nd CCGT with 1st CCGT Operational – PM Peak 16:30-17:30

		Scenario Two Impact Construction of second CCGT, first CCGT Operational PM Peak 17:30-18:30					
		2029 Base		2029 Development		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction second CCGT, first CCGT Operational	A1053 Greystone Road Southbound	896	39	0	0	0.0%	0.0%
	A1053 Greystone Road Northbound	440	28	0	0	0.0%	0.0%
	Westgate Roundabout Approaches	3091	126	0	0	0.0%	0.0%
	Greystone Roundabout Approaches	4540	0	0	0	0.0%	0.0%

Table 7.23: Scenario Two Impact – Construction of 2nd CCGT with 1st CCGT Operational – PM Peak 17:30-18:30

		Scenario Two Impact Construction of second CCGT, first CCGT Operational PM Peak 18:30-19:30					
		2029 Base		2029 Development		% Increase	
		Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Construction second CCGT, first CCGT Operational	A1053 Greystone Road Southbound	424	19	5	0	1.1%	0.0%
	A1053 Greystone Road Northbound	262	30	158	0	60.2%	0.0%
	Westgate Roundabout Approaches	1688	77	161	0	9.5%	0.0%
	Greystone Roundabout Approaches	2740	74	231	0	8.4%	0.0%

Table 7.24: Scenario Two Impact – Construction of 2nd CCGT with 1st CCGT Operational – PM Peak 18:30-19:30

Summary

7.20 As previously stated in section 6, the Institute of Environmental Assessment (now IEMA) Guidelines for the Environmental Assessment of Road Traffic (IEA Guidance) states that the magnitude of the effect of environmental impacts depends upon the effect being assessed. However, the IEA Guidance suggests two broad rules-of-thumb to set the scale and extent of the assessment (paragraph 3.15):

- Rule 1: "include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%"; and
- Rule 2: "include any other specifically sensitive areas where traffic flows have increased by 10% or more."

7.21 In addition, the IEA Guidance (relating to severance) which states that "30%, 60% and 90% changes in traffic levels should be considered as "slight", "moderate" and "substantial" impacts respectively" (paragraph 3.17).

7.22 It can be seen from the tables within this section that the Project will have greatest impact on the local highway network during the AM period of 06:30-07:30, when the construction staff will be arriving at the site, and during the PM period of 18:30-19:30, when the constriction staff will be leaving the site.

7.23 For Scenario One, during the AM period 06:30-07:30, the percentage impact on the A1053 Greystone Road southbound is 114.8%, the high percentage is due to the low level of existing traffic flow on this link at this time of day and is not considered to cause

capacity issues on this link. The A1053 Greystone Road is part of the strategic road network and designed to carry large volumes of traffic and HGVs. The approaches to the Greystone and Westgate Roundabouts and the northbound carriageway of the A1053 Greystone Road are all below the 30% threshold.

7.24 During the PM period 18:30-19:30, the percentage impact on the A1053 Greystone Road northbound is 93.6%, again, this is due to the low level of existing traffic flow on this link at this time of day and is not considered to cause capacity issues on this link. The A1053 Greystone Road is part of the strategic road network and designed to carry large volumes of traffic and HGVs. The approaches to the Greystone and Westgate Roundabouts and the southbound carriageway of the A1053 Greystone Road are all below the 30% threshold.

7.25 For Scenario Two, the Project generated trips occur during the AM period between the hours of 06:30-07:30, when the construction staff arrive on site, and between the hours of 08:30-09:30, when the operational staff arrive on site, and during the PM period between the hours of 16:30-17:30 when the operational staff leave the site and during 18:30-19:30 when the construction staff leave the site.

7.26 Similarly, the percentage impacts experienced on the A1053 Greystone Road southbound during the AM and northbound during the PM are fairly high, with 73.0% during the AM period 06:30-07:30 and 60.2% during the PM period 18:30-19:30. The A1053 Greystone Road is part of the strategic road network and designed to carry large volumes of traffic and HGVs. The approaches to the Greystone and Westgate Roundabouts are all below 10% for all time periods assessed.

7.27 Any potential impact during the construction stage would be temporary in nature and based on the assessments above it can be concluded that the Project will not materially impact on the operation of the highway network.

8 Cumulative Impact

8.1 Cumulative development sites have been screened as having the potential for cumulative effects in combination with the Project. **Table 7.1** in **Appendix D** details the development sites considered and their potential impact on the cumulative effects in combination with the Project.

8.2 **Appendix D** contains a plan showing the locations of the screened cumulative development sites in relation to the Project.

8.3 Thirty-five development sites have been identified and five have been classed as having the potential to contribute to cumulative effects of the Project. Three of the development sites are residential developments and have therefore been allowed for within the TEMPro growth applied to the baseline traffic flows, the fourth is the construction of a PET chemical plant and the fifth is the York Potash Project, both of which could have a temporary cumulative impact during their construction periods if these occur at the same time as the proposed Project.

8.4 Highways England (Ch2m) and North York Moors Park Authority (NYMPA) have recommended that the Project should co-ordinate with other major construction projects in the area, particularly during the construction phase.

8.5 Ch2m, on behalf of Highways England, have made reference to the nearby PET Chemical Plant proposals and NYMPA have made reference to the York Potash Project and both recommend that further information relating to these developments are included within the assessment as it is considered that it could have an impact during the construction phase.

8.6 Mayer Brown have reviewed the Traffic and Transport Report prepared for the Lotte LC1 PET Plant prepared on behalf of Lotte Chemical UK Limited and this concludes that there will be a negligible increase in trips and any significant increases in traffic will occur outside of the local normal peak traffic flows. There are no traffic flow diagrams detailing the predicted traffic flows within the Lotte LC1 Plant report. During construction, there is estimated to be eight HGV movements per day increasing up to a maximum of 18 during the peak delivery months, between June-July 2012 and the first quarter of 2013. Obviously, these dates have now passed so it would be difficult to predict when the construction would take place in order to ascertain how it could impact the Project.

8.7 Mayer Brown have reviewed the York Potash Project Transport Assessment, prepared by Royal Haskoning DHV, dated 15th February 2015, and it can be concluded that this

development will have minimal impact on the proposed CCGT Project during its construction phase. The York Potash Project is currently under construction and is due to be completed in 2020 and will therefore not be undergoing construction at the same time as the proposed CCGT Project.

8.8 Sembcorp will seek to coordinate with the proponent of these schemes and the local highway officers prior to the start of the Project construction to co-ordinate the delivery of these projects so that any cumulative impacts as a result of the construction traffic are minimised. This approach has been discussed and agreed in principle with Highways England.

9 Accident Analysis

9.1 Accident records have been obtained from Highways England for the area surrounding the route into the Project site for a five year period from March 2010 to January 2015. The assessed area comprises the A1053 Greystone Road, the A174, the Greystone Roundabout, the Westgate Roundabout and the A66.

9.2 A copy of the data is provided in **Appendix E**. The location and severity of the accidents recorded are illustrated in **Figure 8.1** and for ease of reference a summary of the results is provided in **Table 8.1**.

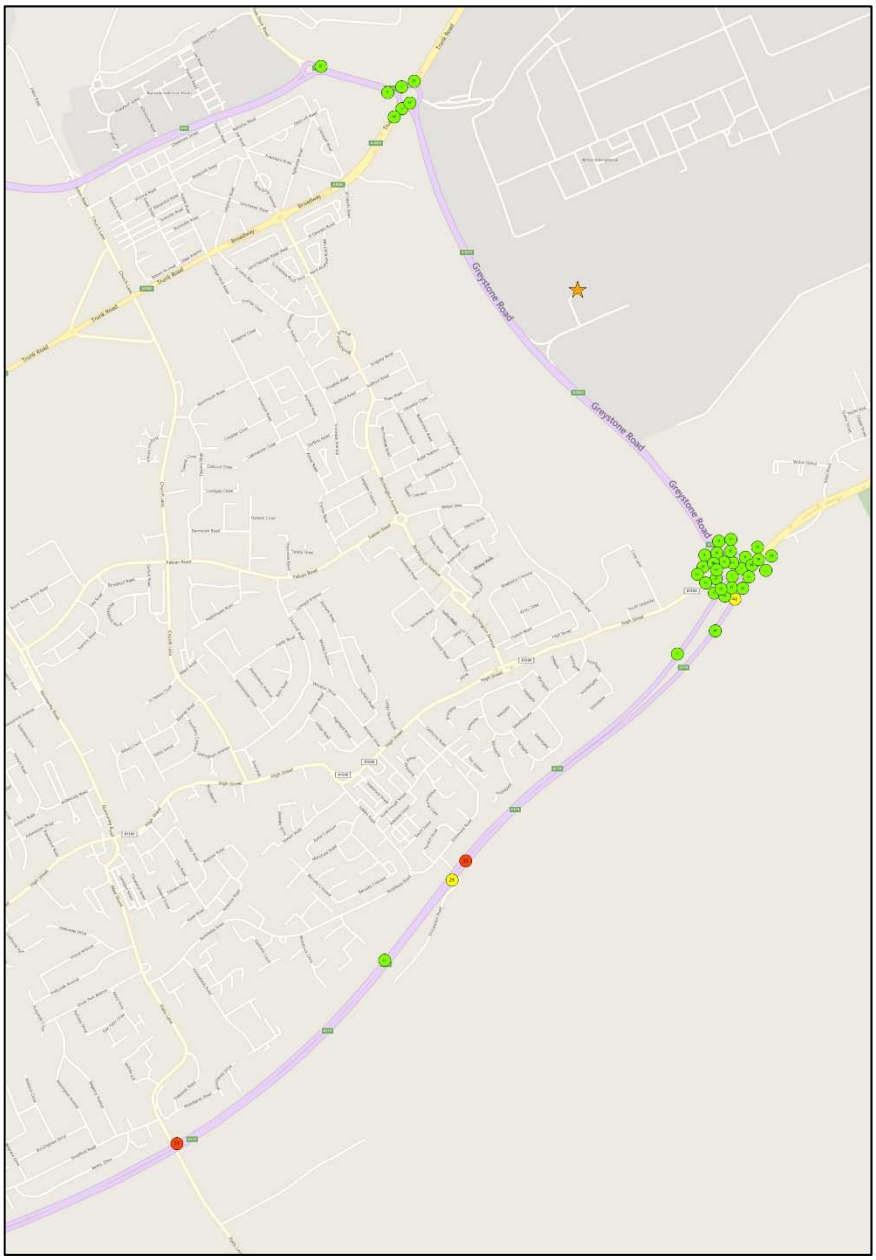


Figure 8.1: Recorded Accident Locations

Junction/Link	Number of Accidents			Vulnerable Road User Casualties		
	Slight	Serious	Fatal	Pedestrian	Cyclist	M/cyclist
Westgate Roundabout	6					1
Greystone Roundabout	27	1			2	2
A1053 Greystone Road						
A66 Roundabout with Tees Dock Road	1					
A174 (west of Greystone Roundabout	3	1	2		2	1
Total	37	2	2		4	4

Table 8.1: Summary of Accidents

Fatal and Serious Accidents

9.3 Accidents classed as fatal and serious are typically regarded as having greater significance than slight accidents.

9.4 Two fatal accidents were recorded in the area and time period assessed. Both occurred on the A174 link to the west of the Greystone Roundabout, one of the accidents involved a moped/scooter and the other involved a bicycle. No contributory factors are provided with the accident data record so the causes of the accidents are unknown.

9.5 A serious accident is defined by the DfT paper Road Casualties Great Britain: 2007 as "An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts and lacerations, severe general shock requiring medical treatment and injuries causing death 30 or more *days after the accident…*"

9.6 Two serious accidents were recorded in the area and time period assessed. One was at the Greystone Roundabout involving a car where the driver was dazzled by the sun and the other was on the A174 involving several cars where drivers had to swerve to avoid an animal or object in the carriageway.

Slight Accidents

9.7 Of the 41 accidents recorded, 37 accidents were classed a slight severity. These occurred as a result of:

- Driver failed to judge another person's path
- Vehicle blind spot

- Driver failed to look properly
- Driver lost control
- Aggressive driving
- Impaired by alcohol
- Careless, reckless, in a hurry
- Following too close
- Driver fatigue
- Weather, rain, sleet, snow or fog

Summary

9.8 The analysis of the accident data for the nearby area indicates that there is no pattern of accidents, apart from driver error, or fundamental reason for the accidents that have occurred in the vicinity of the site. As indicated within section 6 of this report the Project will not have a significant impact on the local highway network during the operational phase and any impact during the construction phase will be of a temporary nature. Therefore, it can be concluded that the Project will not adversely impact highway safety.

10 Summary and Conclusions

10.1 Mayer Brown have been appointed by ERM on behalf of Sembcorp Utilities UK Ltd (Sembcorp) to provide highways and transport advice in support of the construction and operation of a Combined Cycle Power Plant (CCPP) on land at Wilton International, near Redcar in Teesside.

10.2 The Project has been assessed in terms of operational impact and impact during the construction phase.

10.3 There are no changes required or proposed to the existing access junctions to the surrounding highway network to accommodate the Project or the construction traffic.

10.4 The construction phase will result in up to approximately 68 HGV movements a day during the peak. The number of personnel associated with the construction phase is likely to peak at around 945 a day and once operational will result in 48 staff on site on an average day.

10.5 Whilst the construction traffic peak periods experience a high percentage increase in traffic flows this is due to the low level of background traffic flows during these 'out of network peak' periods. The impact during the network peak periods is negligible. The impact on daily traffic flows would be less than 30% for all scenarios assessed, both during construction and operational phases. Daily impacts on the Greystone and Westgate roundabouts would be less than 10% for all scenarios. The percentage increase of daily HGVs would only exceed 10% on the A1053 Greystone Road for the peak construction phase of Scenario One, which considers the construction of the 1,700 MWe CCGT. This road is part of the strategic road network and designed to carry large volumes of traffic and HGVs. Impacts during the construction stage would be temporary.

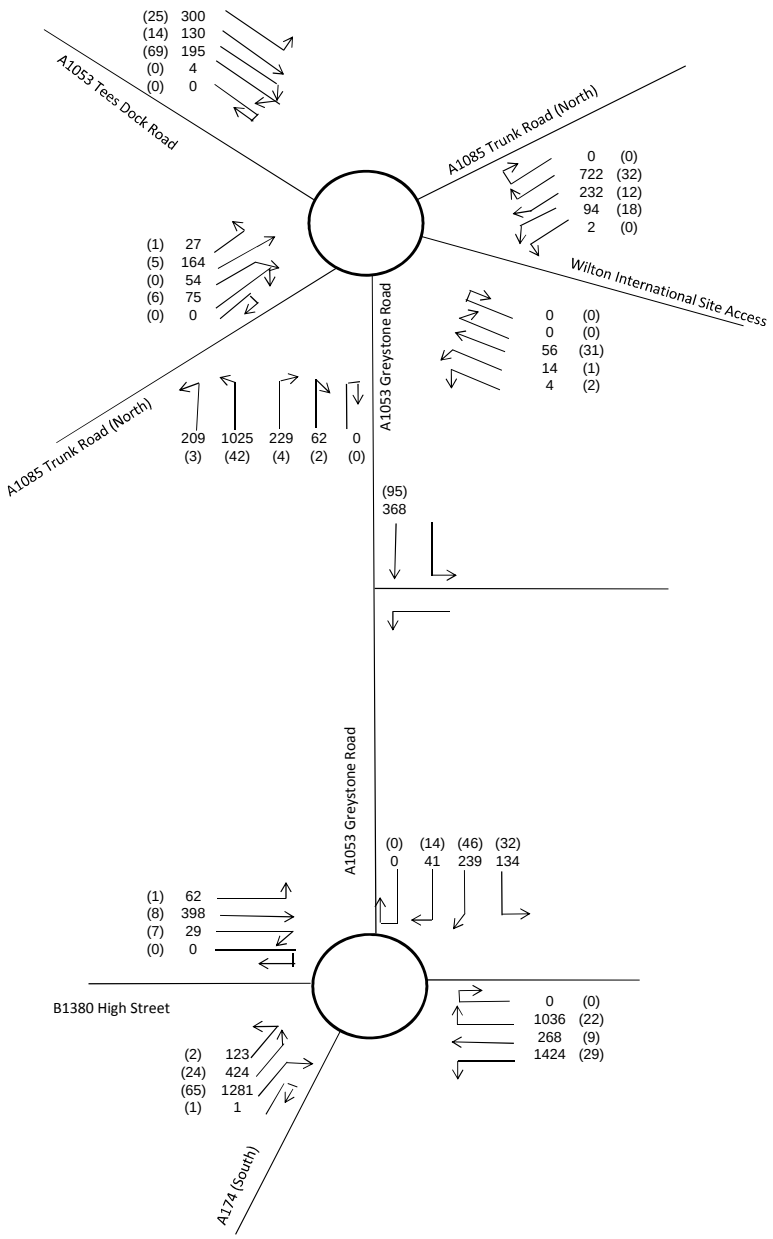
10.6 As previously noted, the traffic associated with all scenarios will generally occur outside of the network peak hours.

10.7 The sensitivity assessment, carried out at the request of Highways England, has concluded that the proposed Project will not materially impact on the operation of the highway network in particular the Greystone and Westgate Roundabouts junctions.

10.8 Highway accident records have been analysed and it is considered that the Project will not adversely impact highway safety.

10.9 Therefore, it is considered that there are no reasons why this Project should be resisted on highways and transport grounds.

DIAGRAMS



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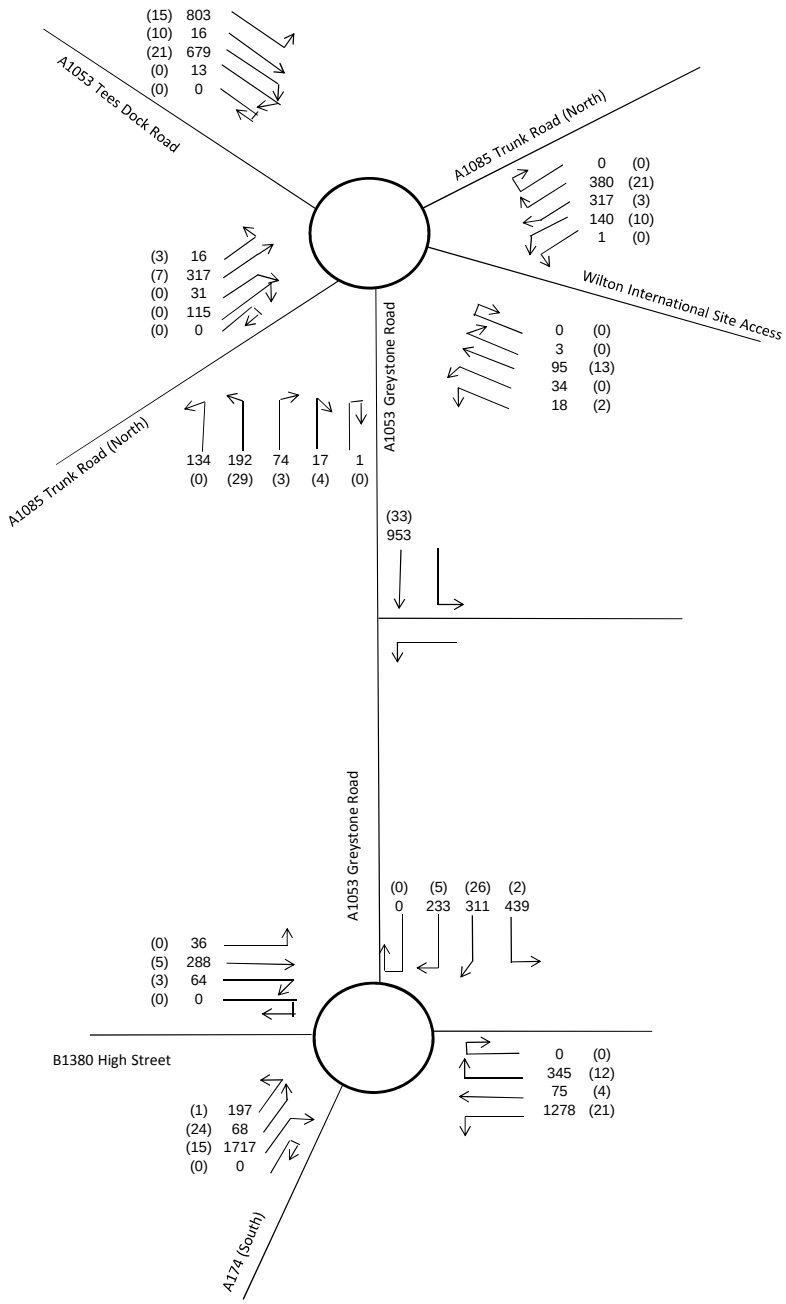
Teesside Combined Cycle Power Plant

2017 Surveyed Traffic Flows

AM Peak (07:30-08:30)

Diagram 2.1



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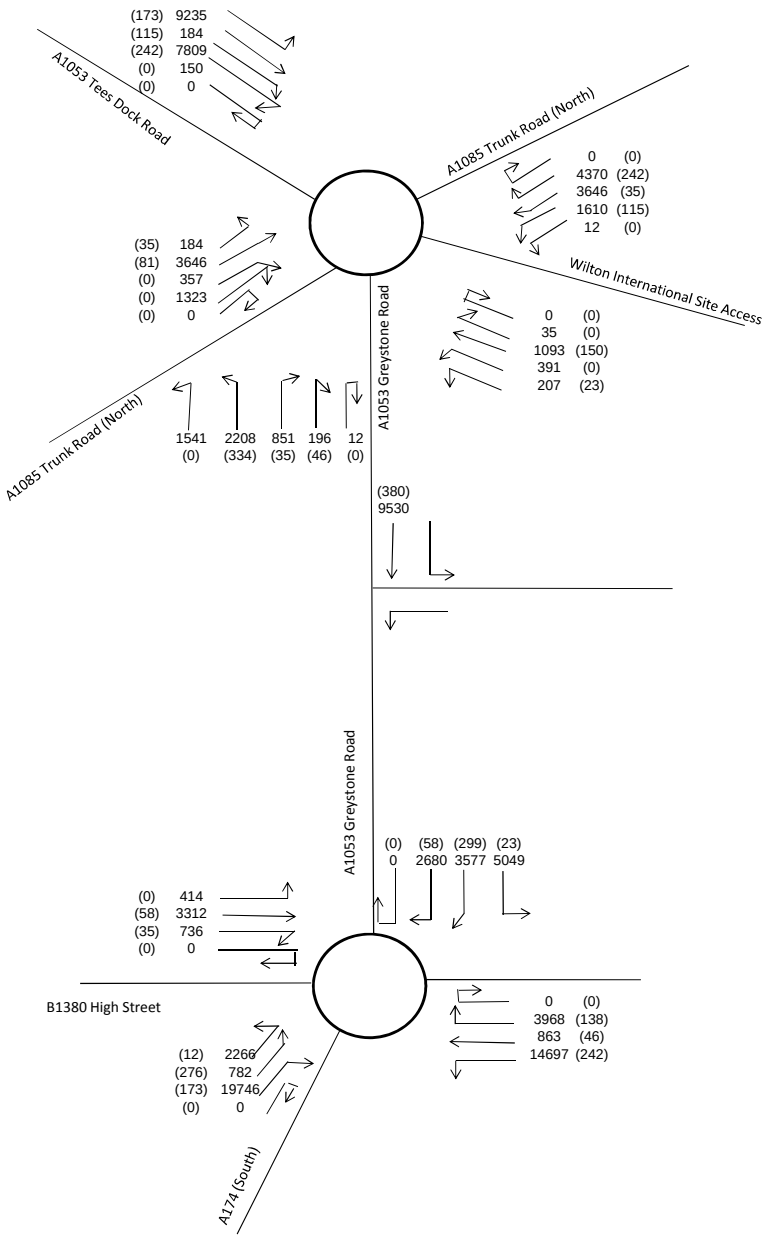
2017 Surveyed Traffic Flows

PM Peak (16:30-17:30)

Diagram 2.2



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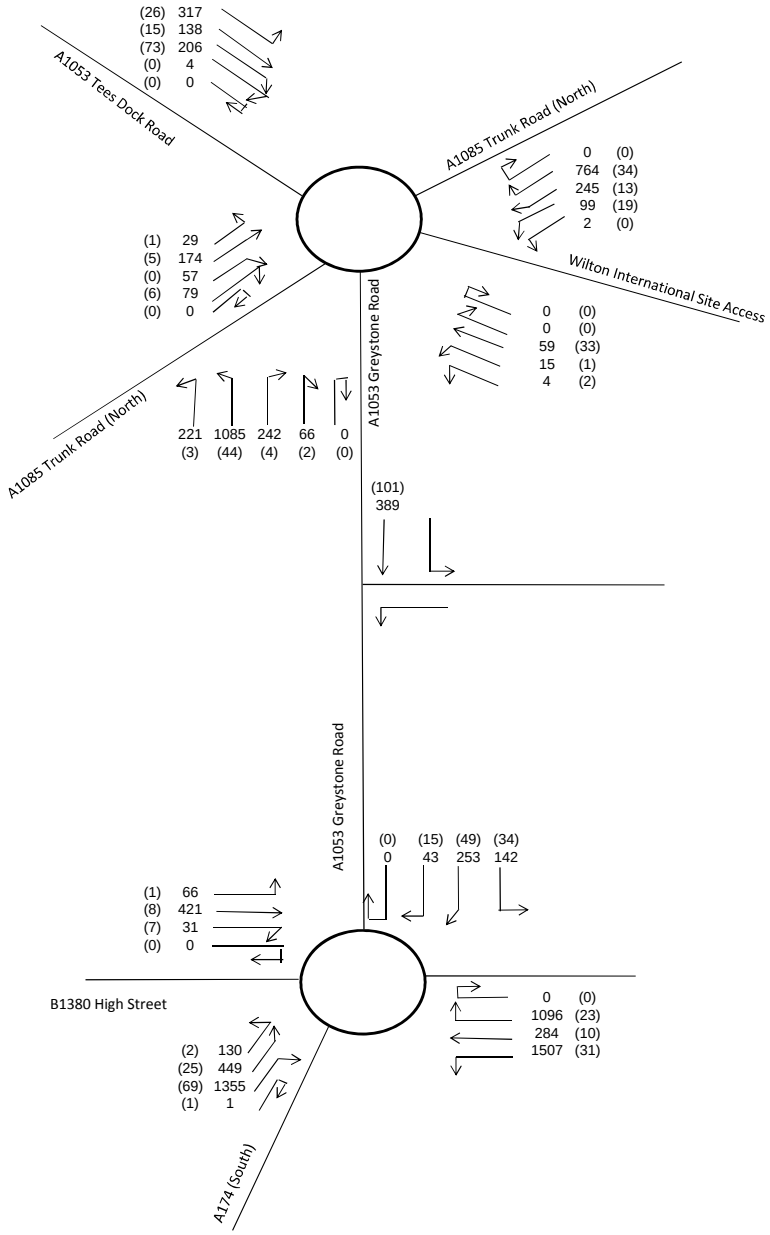
Teesside Combined Cycle Power Plant

2017 Predicted AADT Traffic Flows

AADT (00:00-24:00)

Diagram 2.3



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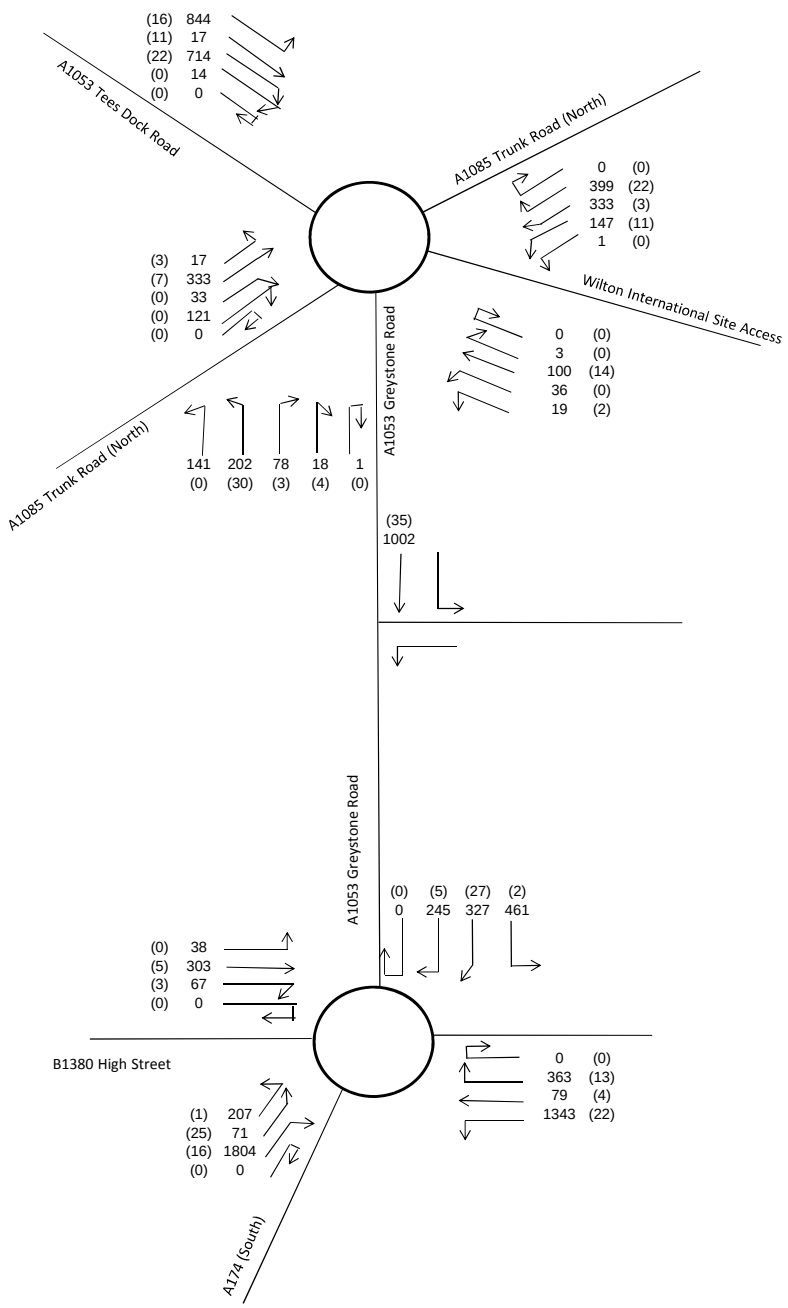
2021 Base Traffic Flows

AM Peak (07:30-08:30)

Diagram 2.4



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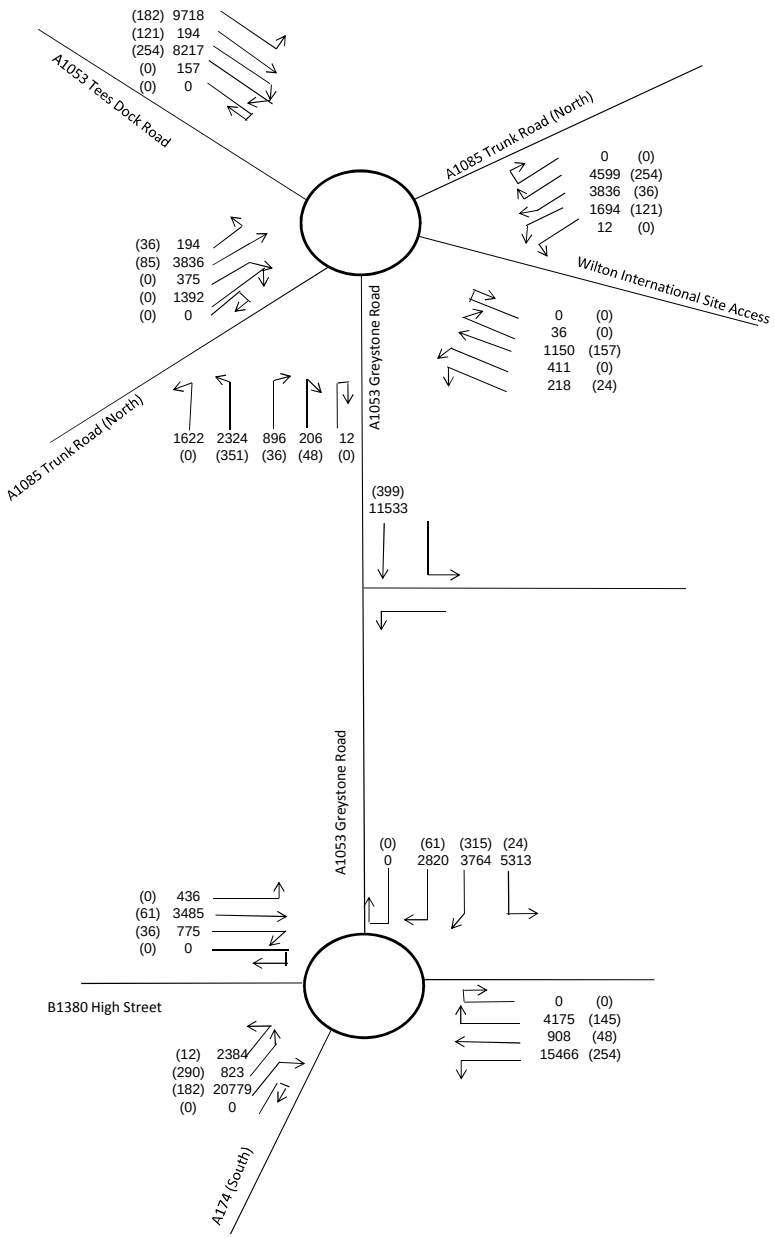
2021 Base Traffic Flows

PM Peak (16:30-17:30)

Diagram 2.5



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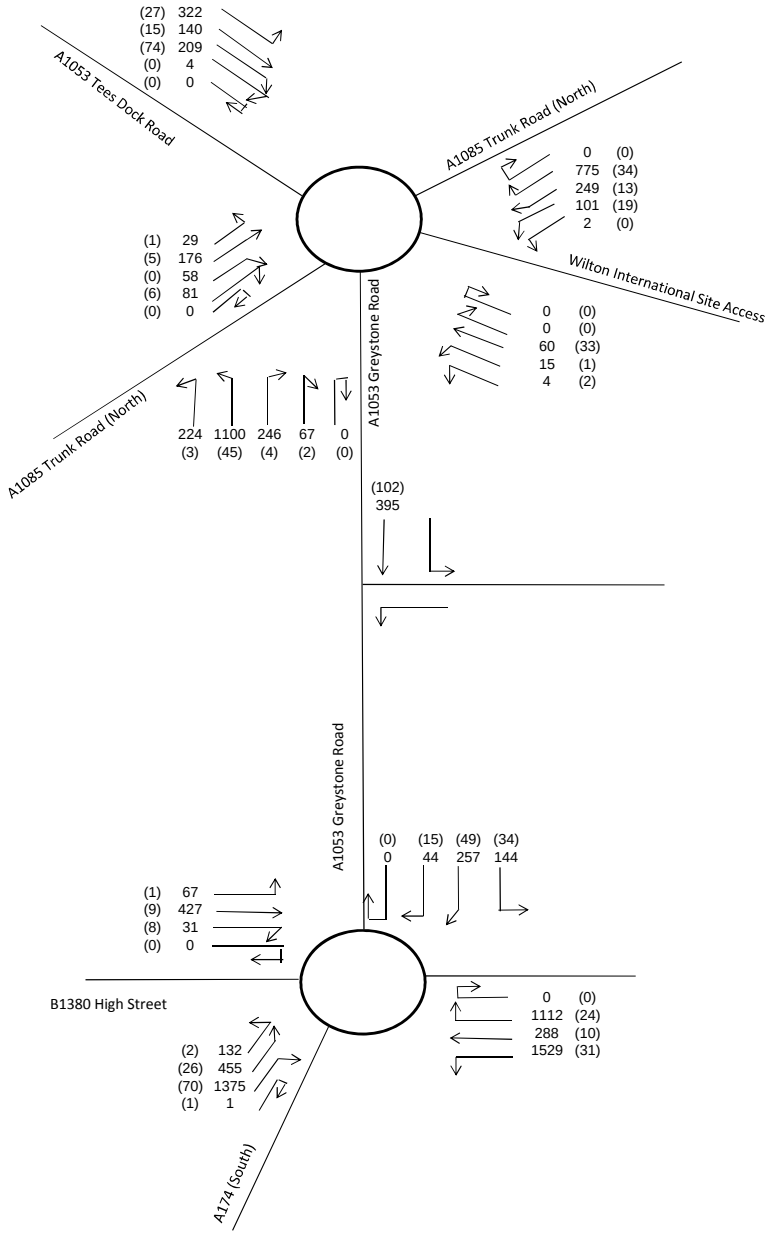
2021 Base AADT Traffic Flows

AADT (00:00-24:00)

Diagram 2.6



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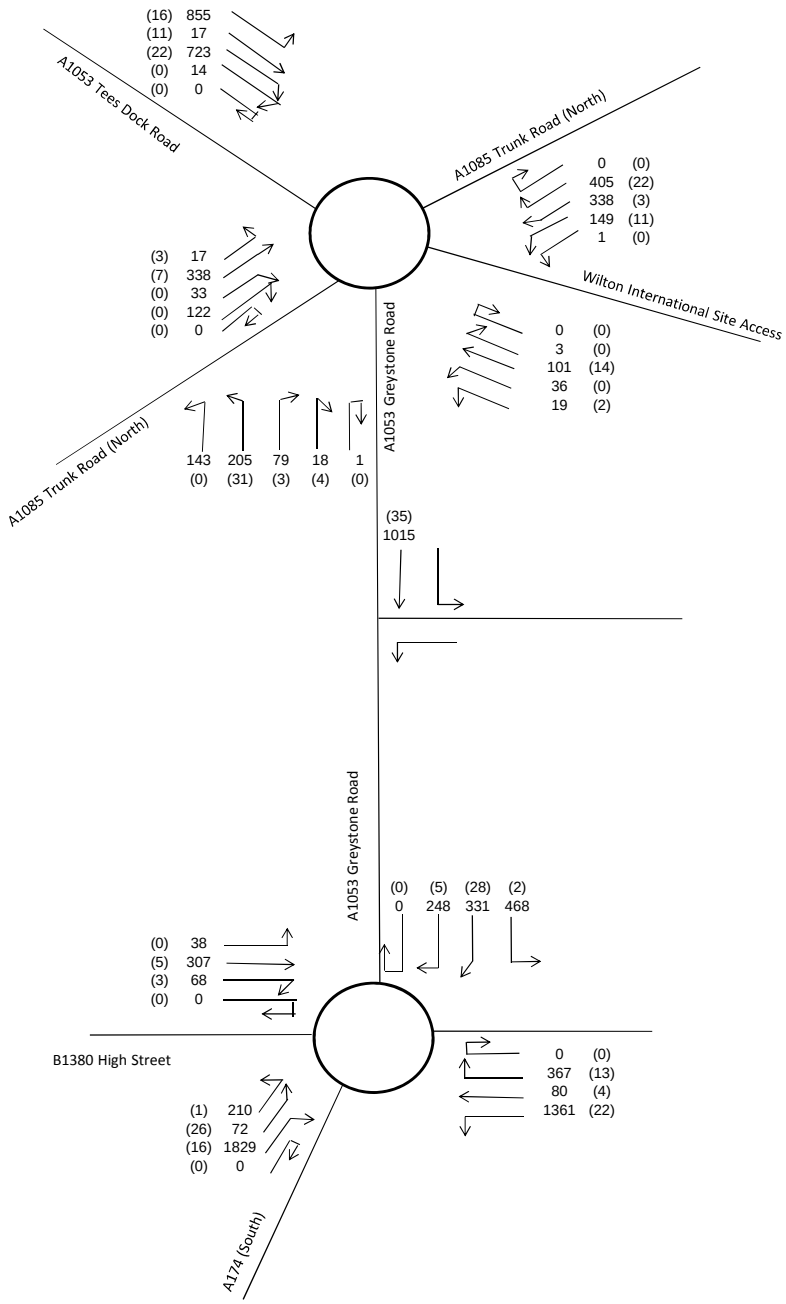
2023 Base Traffic Flows

AM Peak (07:30-08:30)

Diagram 2.7



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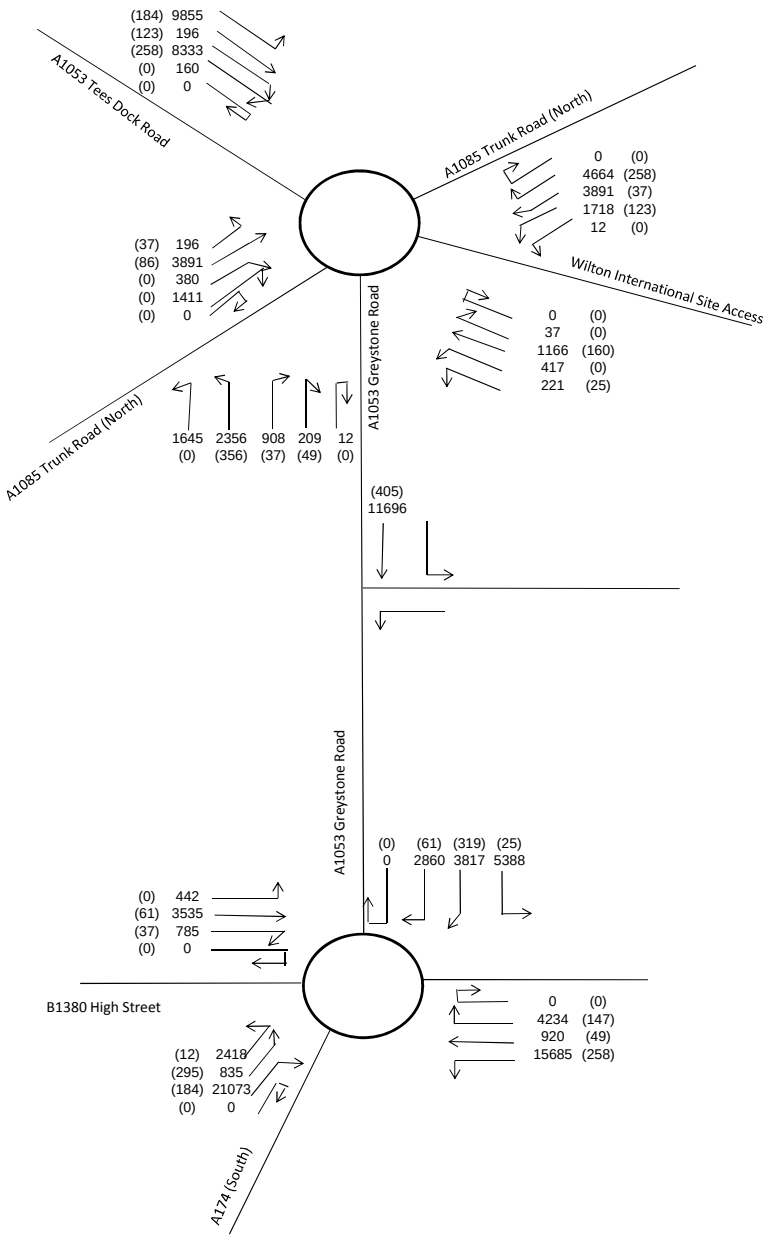
2023 Base Traffic Flows

PM Peak (16:30-17:30)

Diagram 2.8



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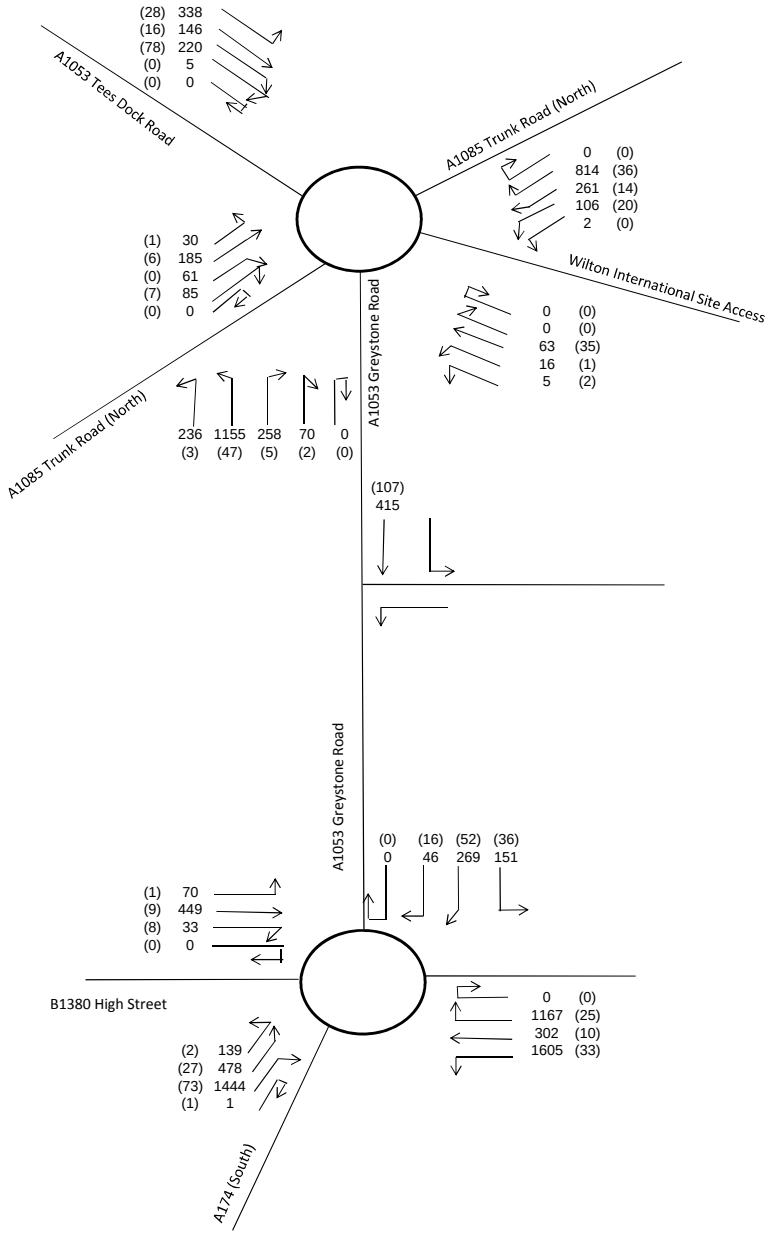
2023 Base AADT Traffic Flows

AADT (00:00-24:00)

Diagram 2.9



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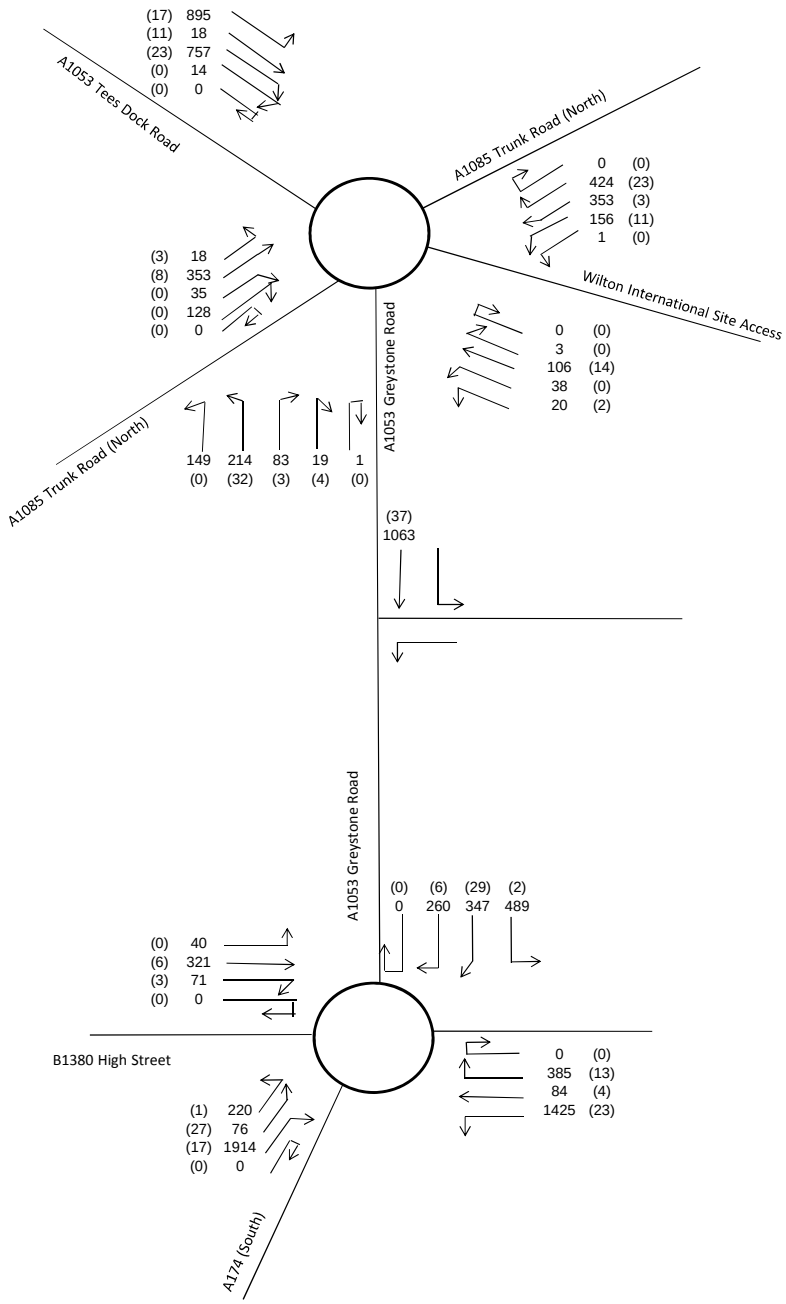
2029 Base Traffic Flows

AM Peak (07:30-08:30)

Diagram 2.10



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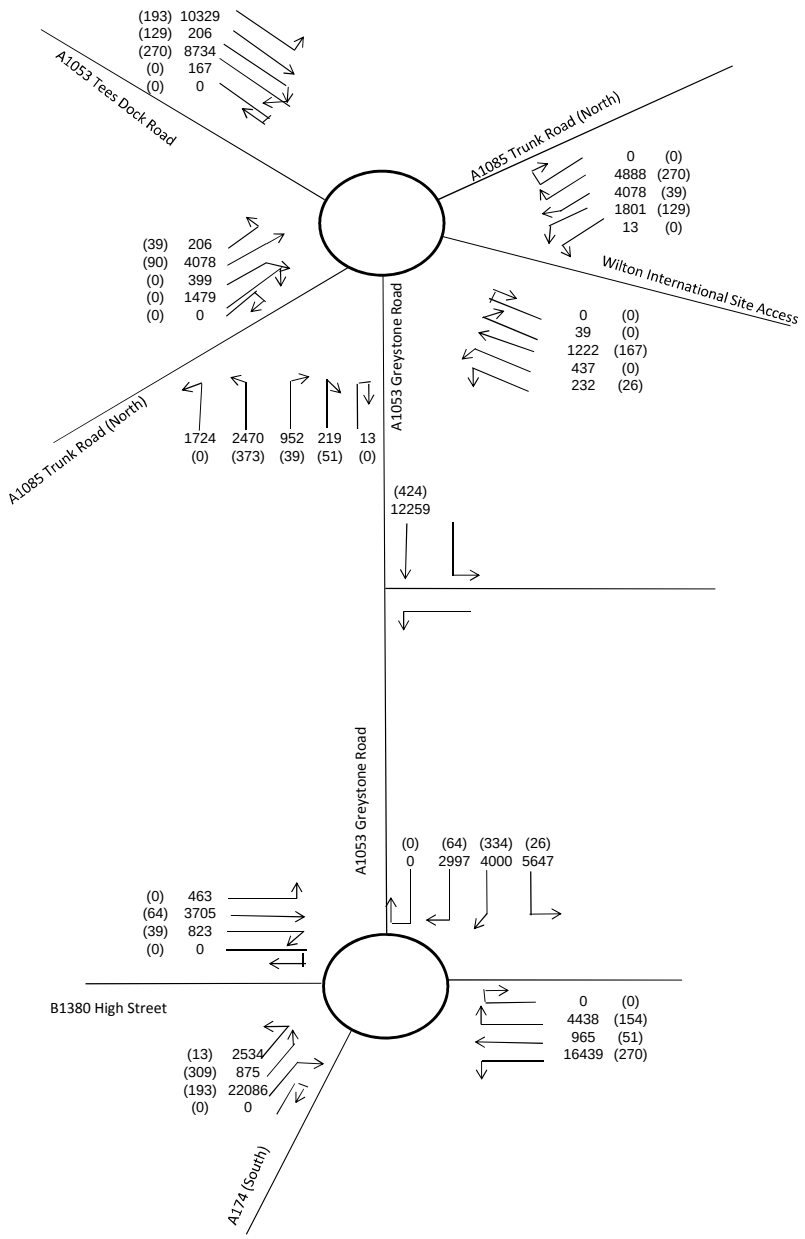
Teesside Combined Cycle Power Plant

2029 Base Traffic Flows

PM Peak (16:30-17:30)

Diagram 2.11



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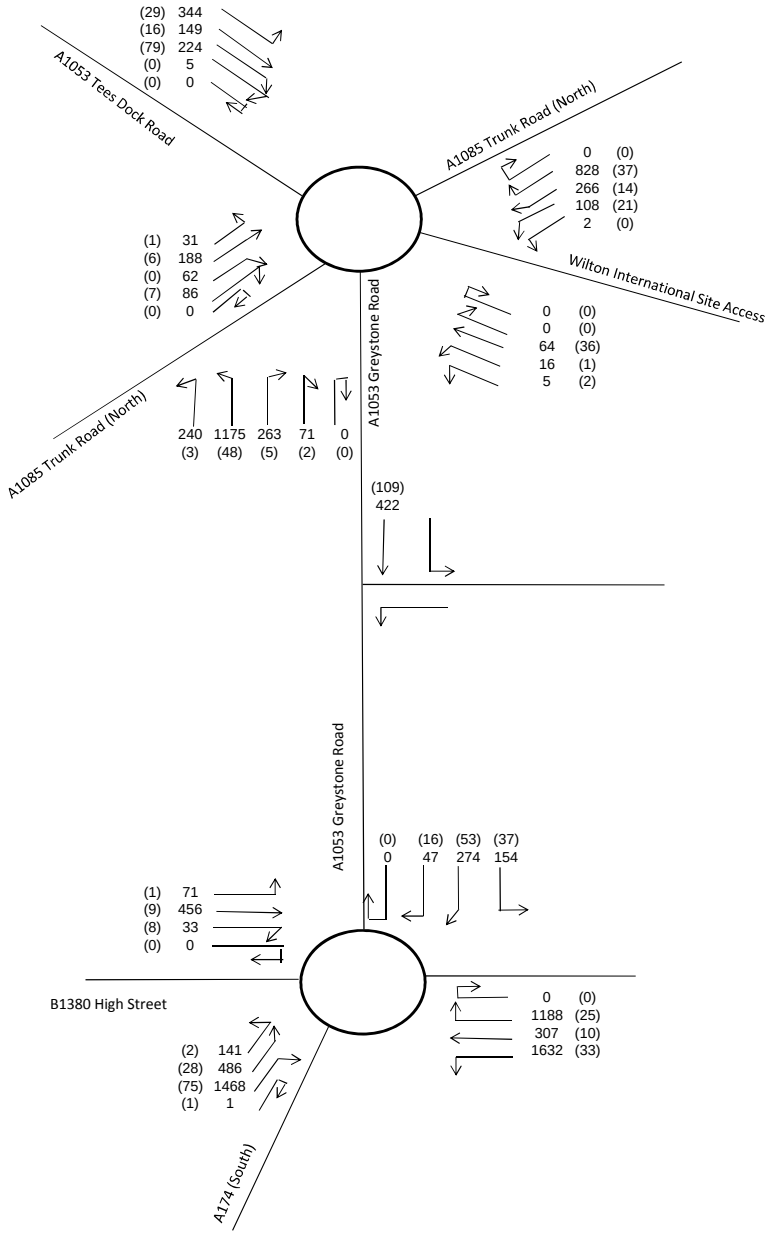
2029 Base AADT Traffic Flows

AADT (00:00-24:00)

Diagram 2.12



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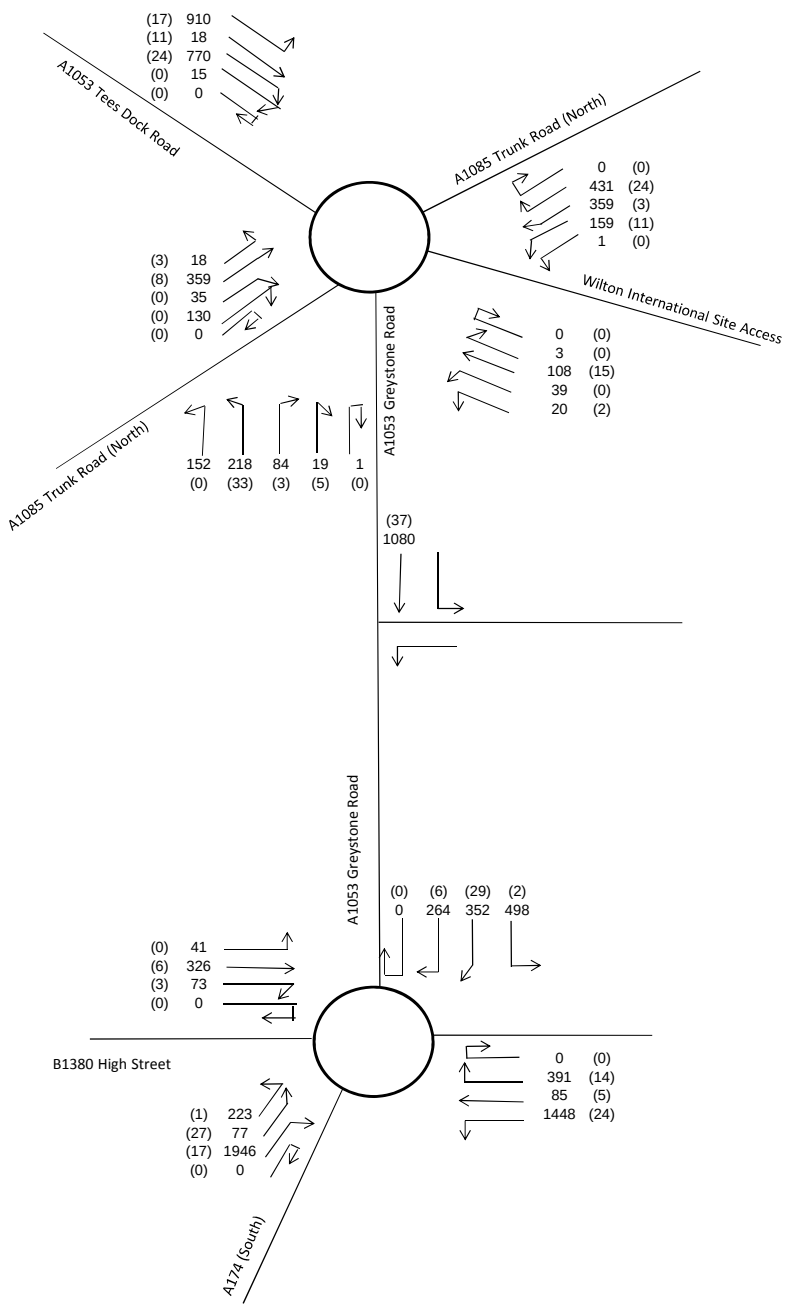
2031 Base Traffic Flows

AM Peak (07:30-08:30)

Diagram 2.13



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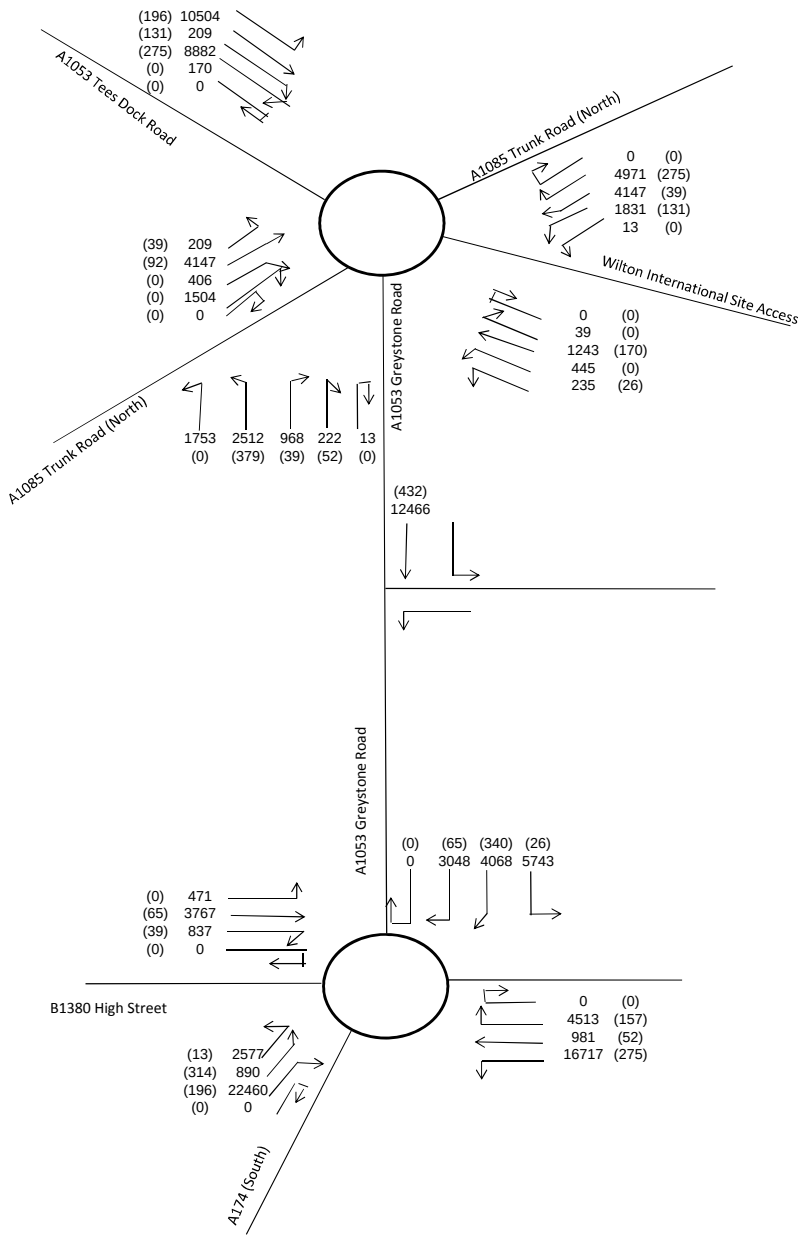
Teesside Combined Cycle Power Plant

2031 Base Traffic Flows

PM Peak (16:30-17:30)

Diagram 2.14



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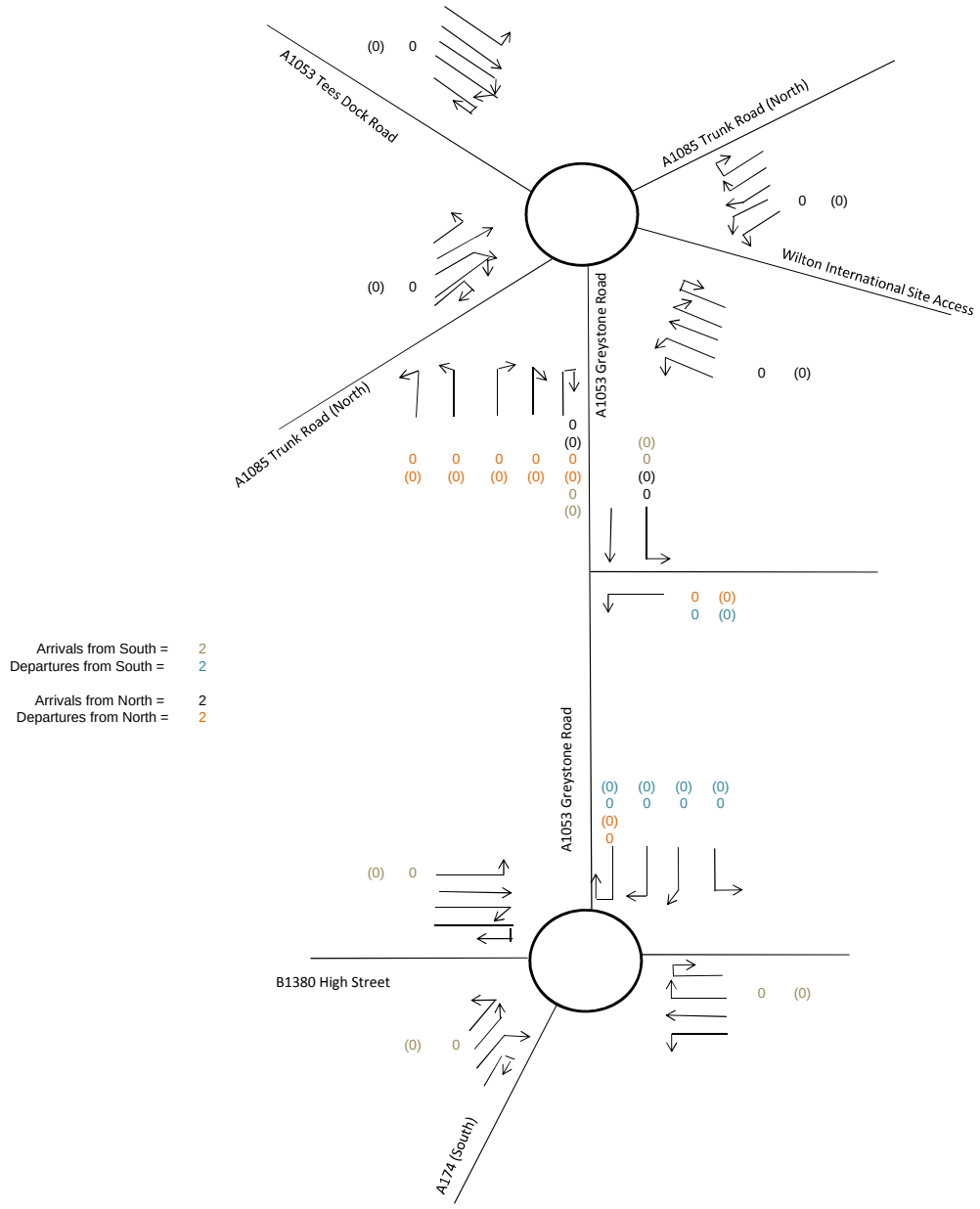
Teesside Combined Cycle Power Plant

2031 Base AADT Traffic Flows

AADT (00:00-24:00)

Diagram 2.15



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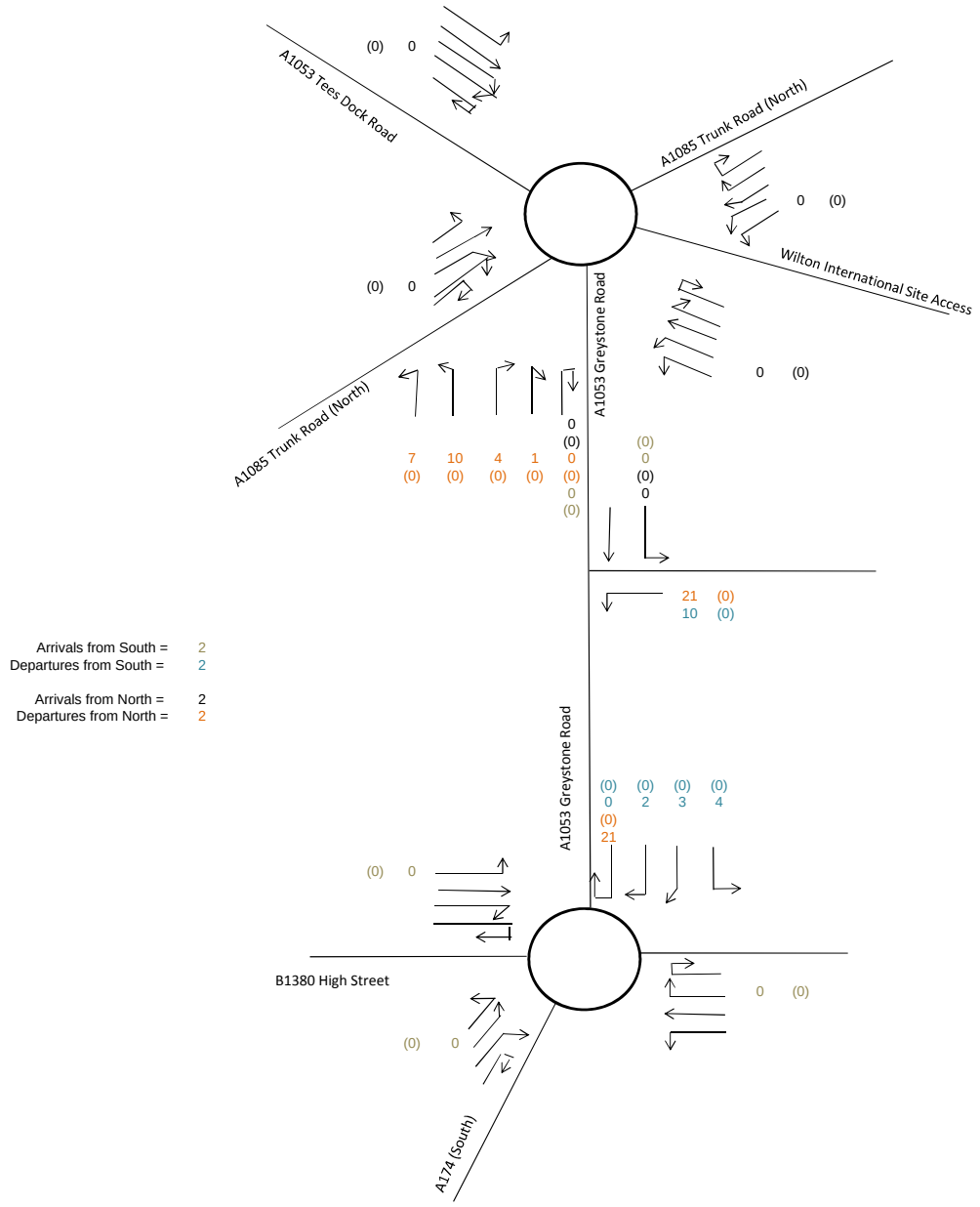
Teesside Combined Cycle Power Plant

2023 Scenario 1 Operational Traffic Flows

AM Peak (07:30-08:30)

Diagram 5.4



Arrivals from South = 2
Departures from South = 2

Arrivals from North = 2
Departures from North = 2

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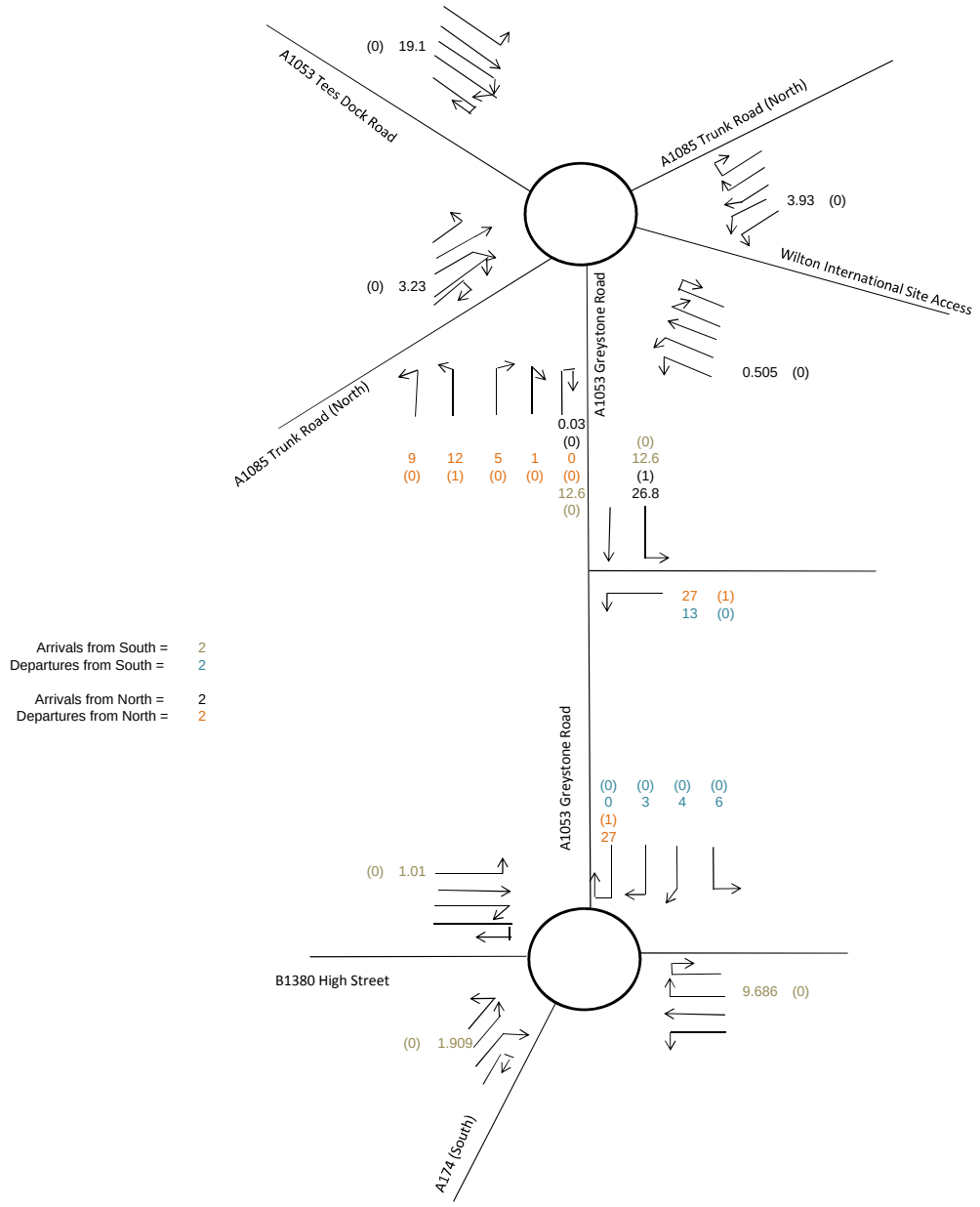
2023 Scenario 1 - Operational Traffic Flows

PM Peak (16:30-17:30)

Diagram 5.5



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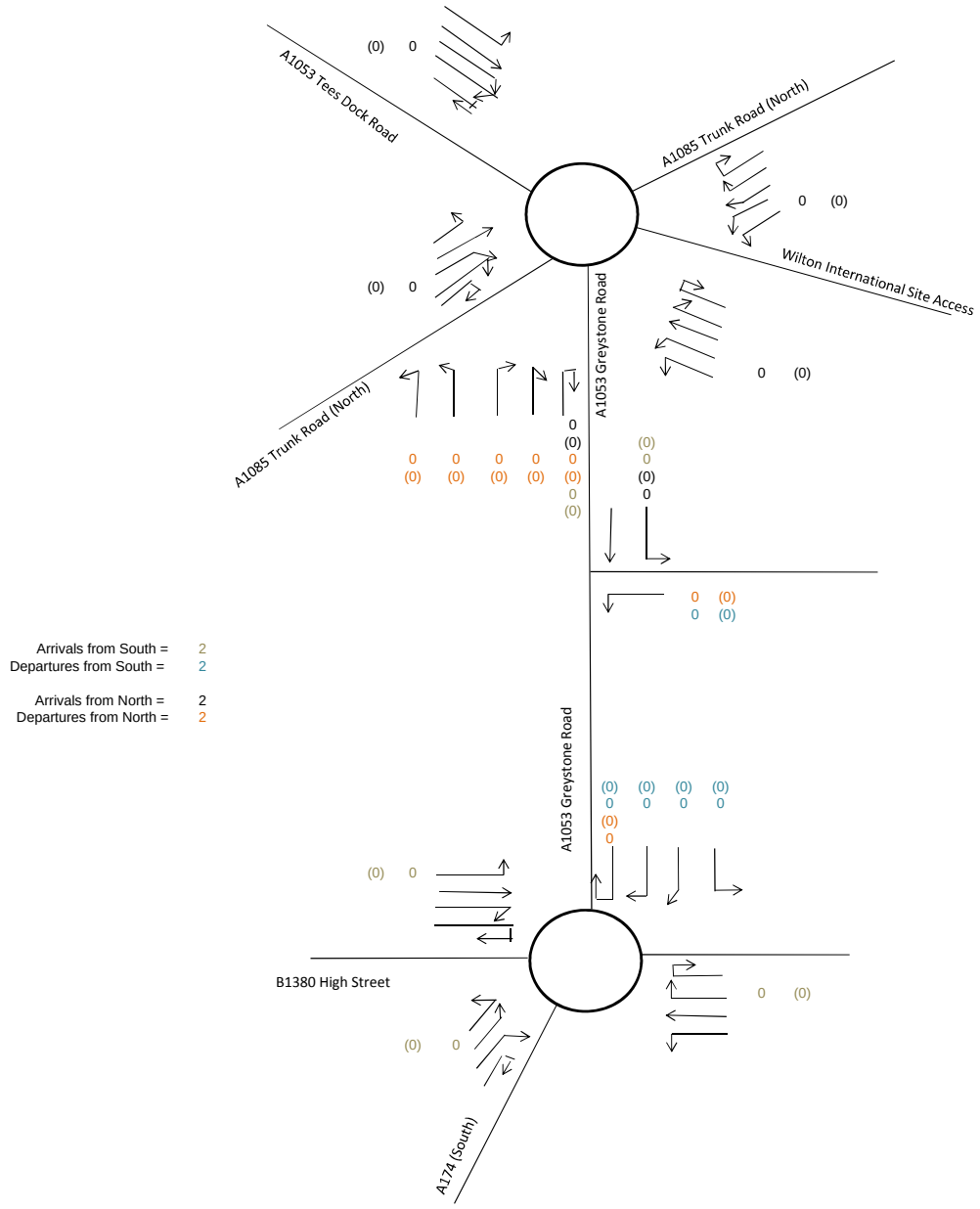
Teesside Combined Cycle Power Plant

2023 Scenario 1 - Operational Traffic Flows

AADT (00:00-24:00)

Diagram 5.6



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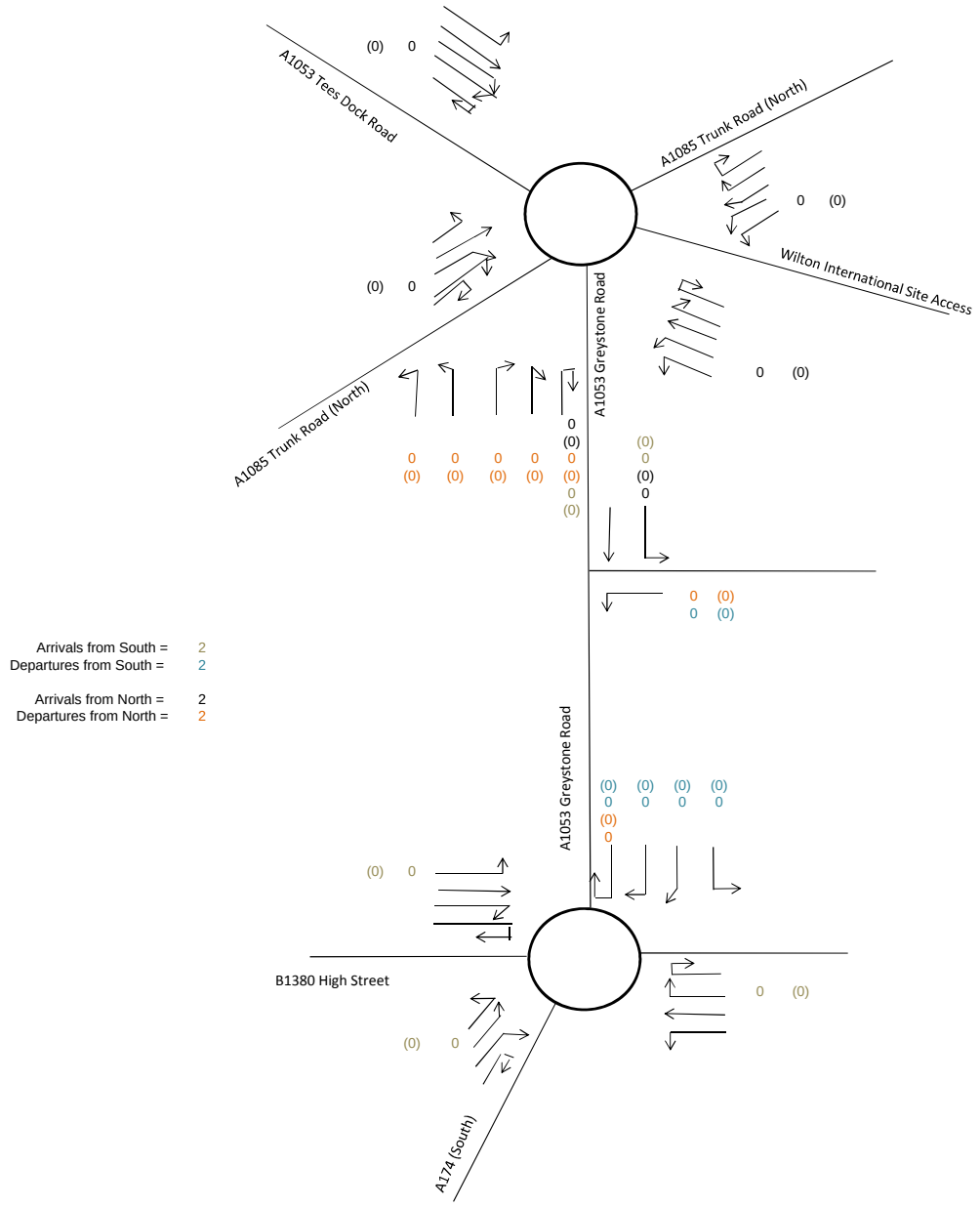
Teesside Combined Cycle Power Plant

2021 Scenario 1 - Construction Traffic Flows

AM Peak (07:30-08:30)

Diagram 6.1



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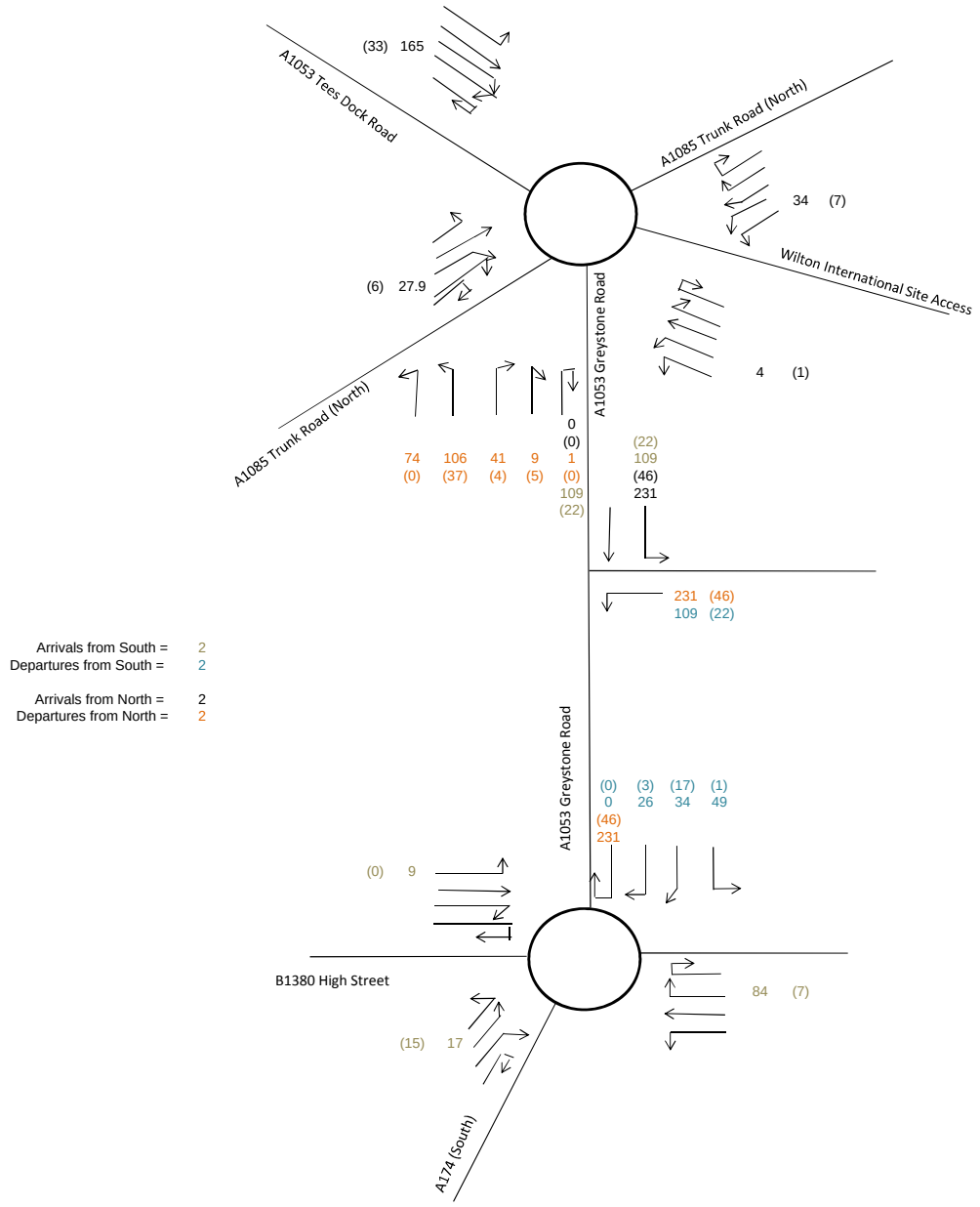
Teesside Combined Cycle Power Plant

2021 Scenario 1 - Construction Traffic Flows

PM Peak (16:30-17:30)

Diagram 6.2



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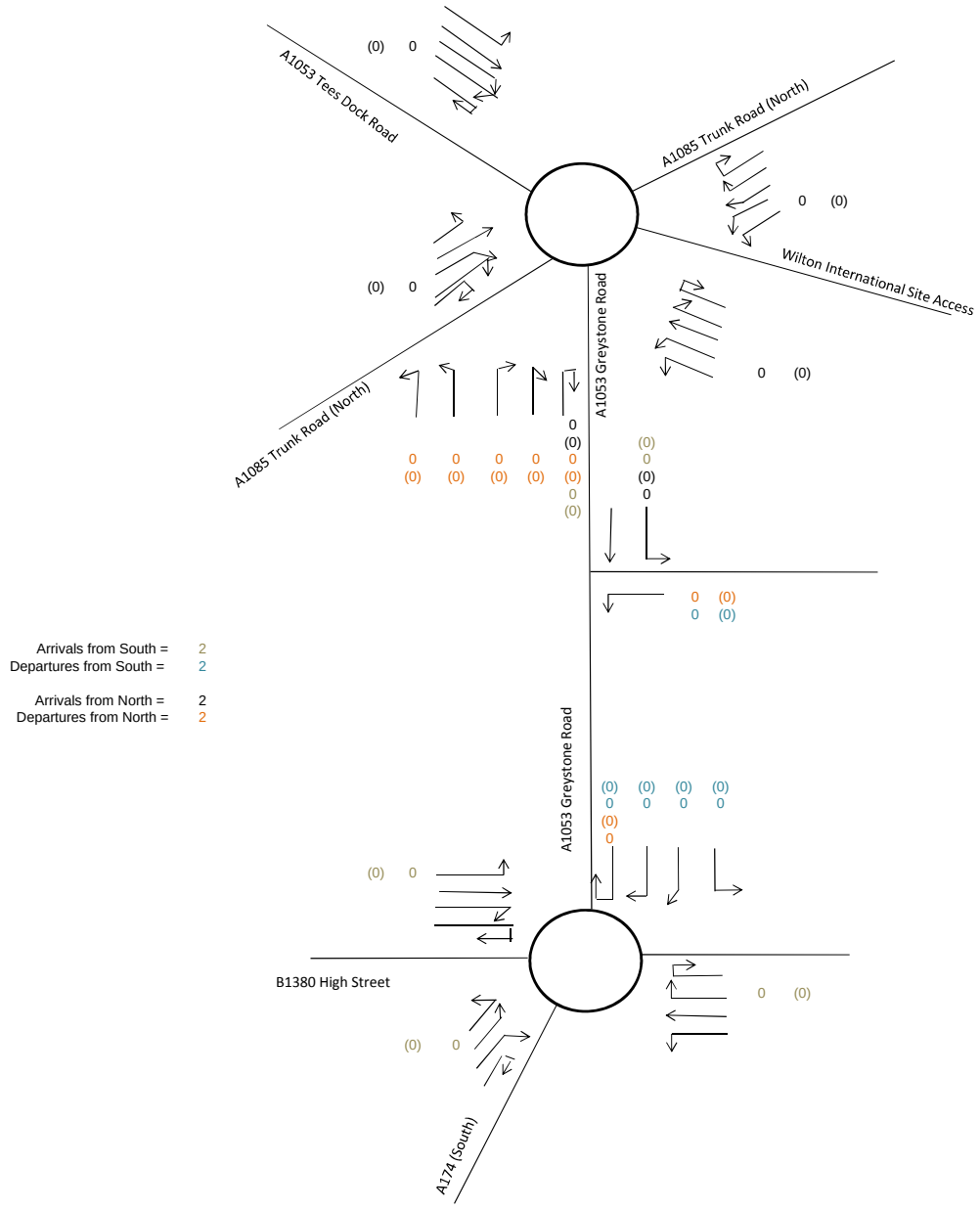
Teesside Combined Cycle Power Plant

2021 Scenario 1 - Construction Traffic Flows

AADT (00:00-24:00)

Diagram 6.3



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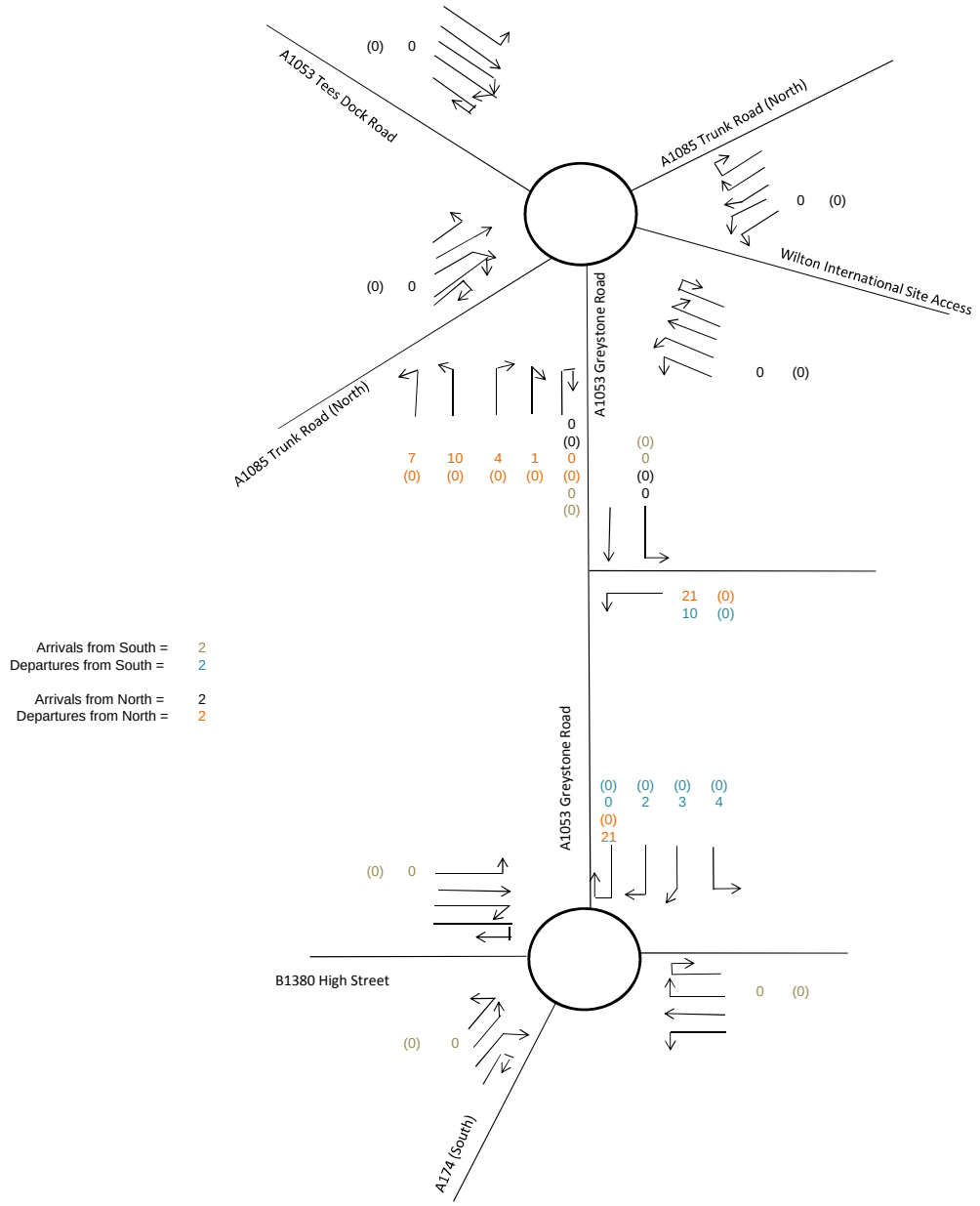
ERM Ltd
Teesside Combined Cycle Power Plant

2023 Scenario 1 Operational Traffic Flows

AM Peak (07:30-08:30)

Diagram 6.4



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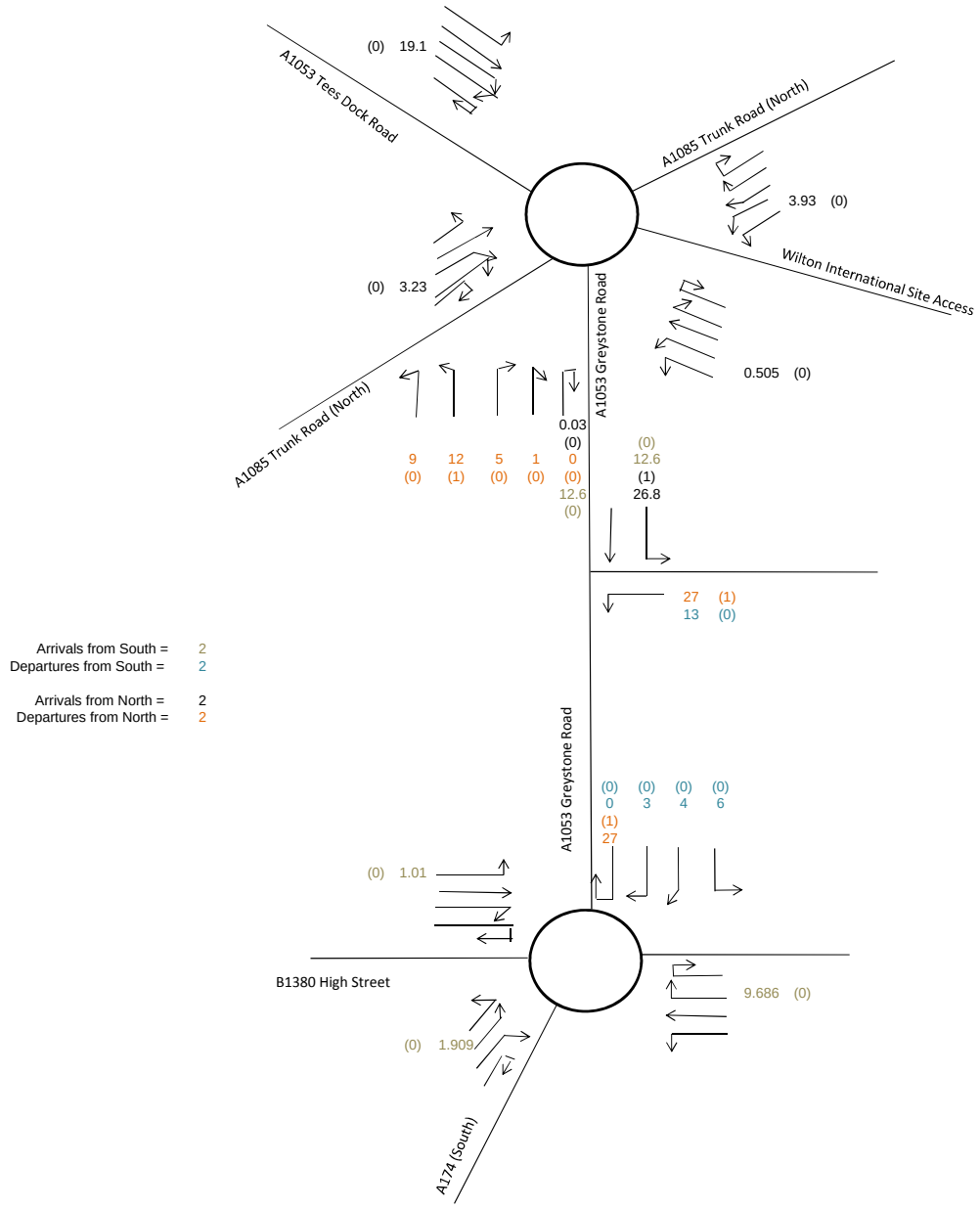
ERM Ltd
Teesside Combined Cycle Power Plant

2023 Scenario 1 - Operational Traffic Flows

PM Peak (16:30-17:30)

Diagram 6.5



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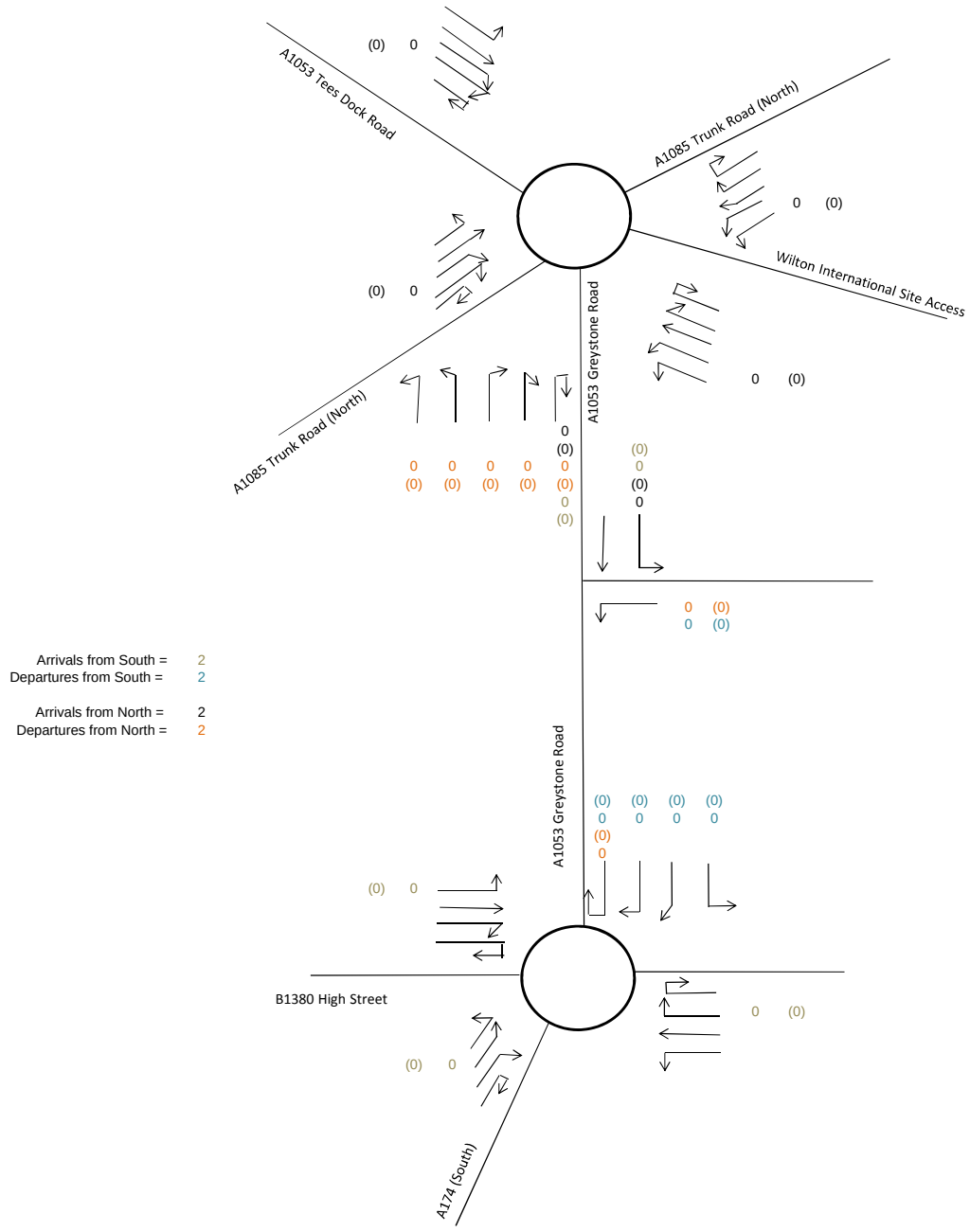
ERM Ltd
Teesside Combined Cycle Power Plant

2023 Scenario 1 - Operational Traffic Flows

AADT (00:00-24:00)

Diagram 6.6

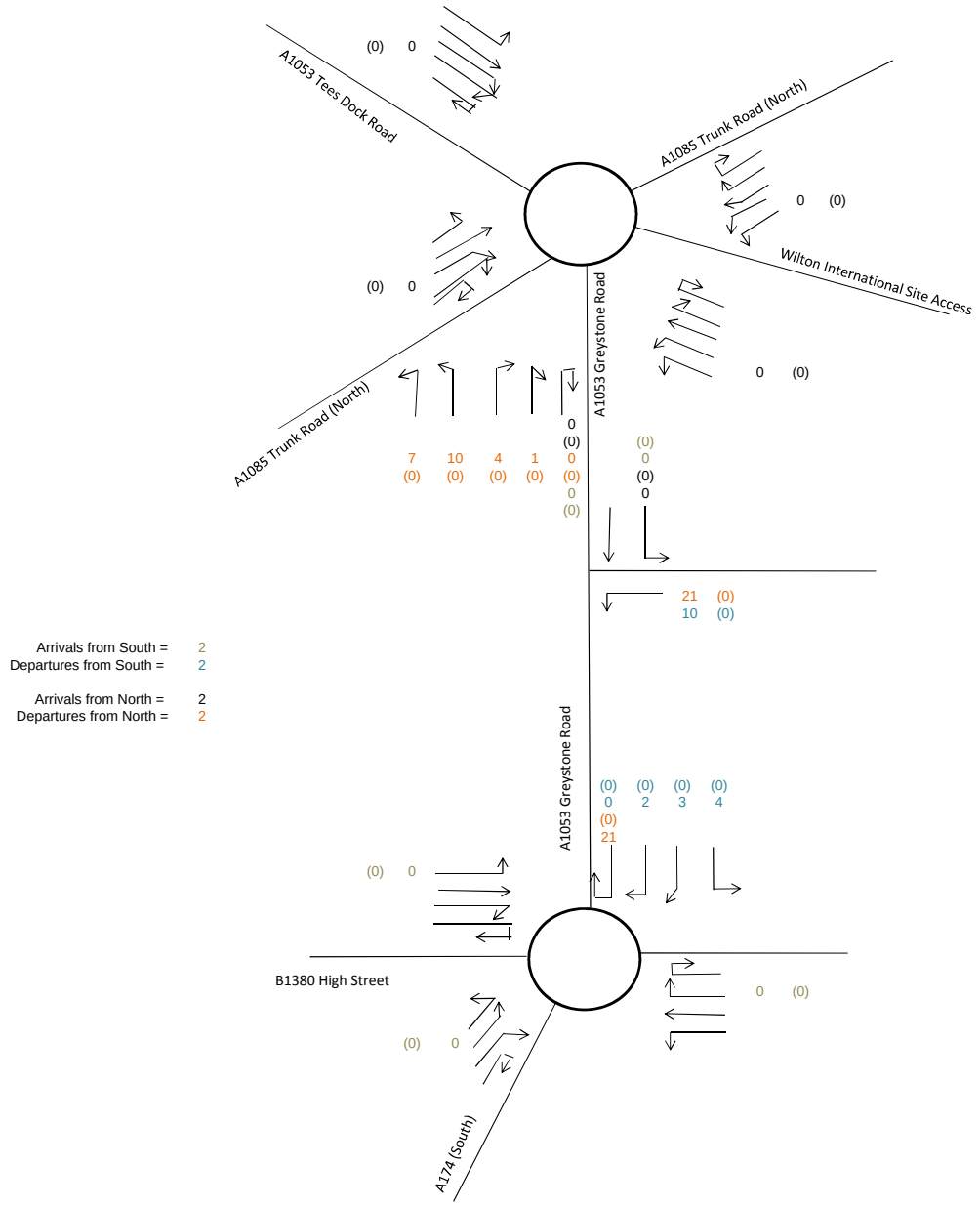


ERM Ltd
Teesside Combined Cycle Power Plant

2029 Scenario 2 1st CCGT Operational 2nd CCGT Construction Traffic Flows

AM Peak (07:30-08:30)

Diagram 6.7



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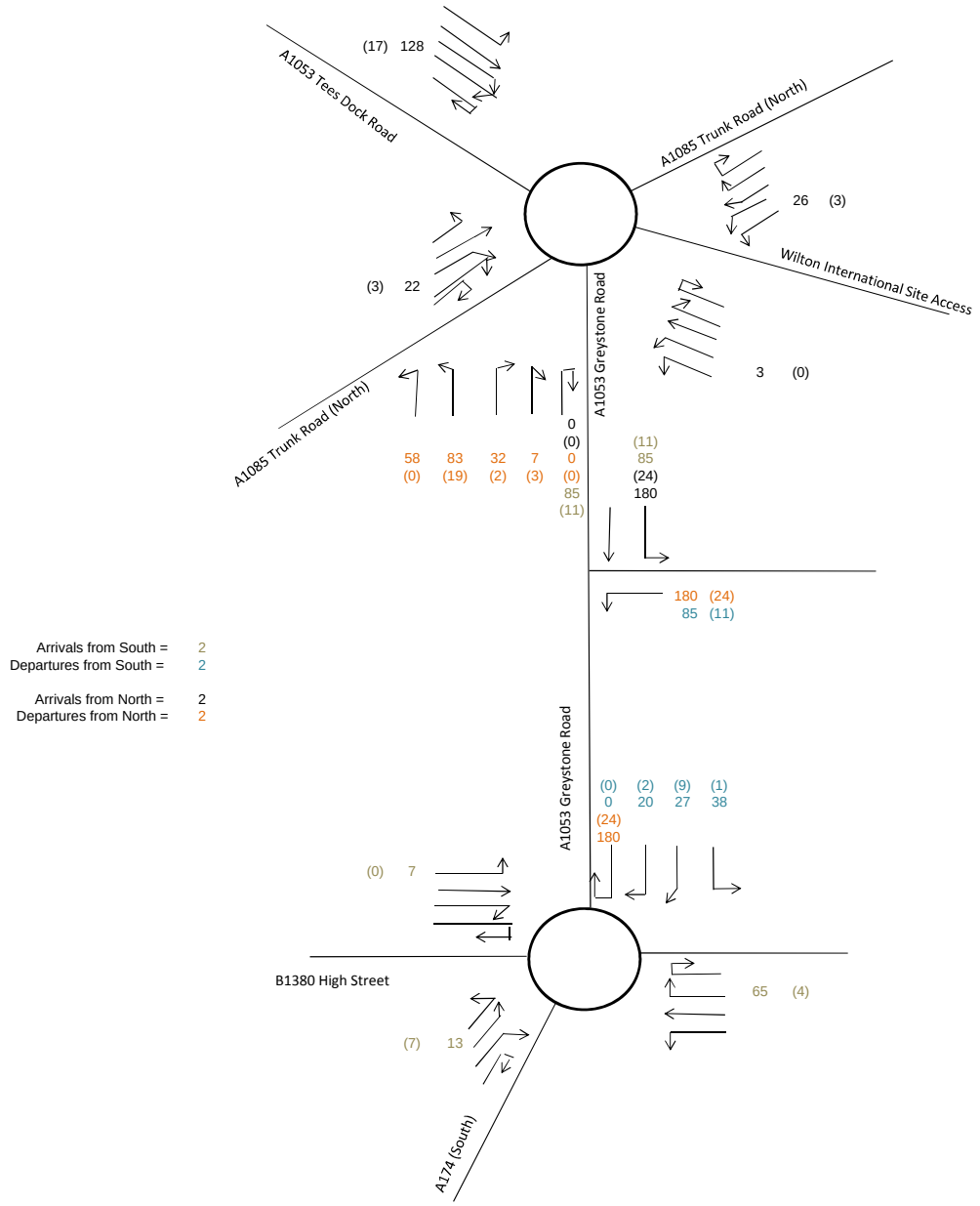
Teesside Combined Cycle Power Plant

2029 Scenario 2 - 1st CCGT Operation, 2nd CCGT Construction Traffic Flows

PM Peak (16:30-17:30)

Diagram 6.8

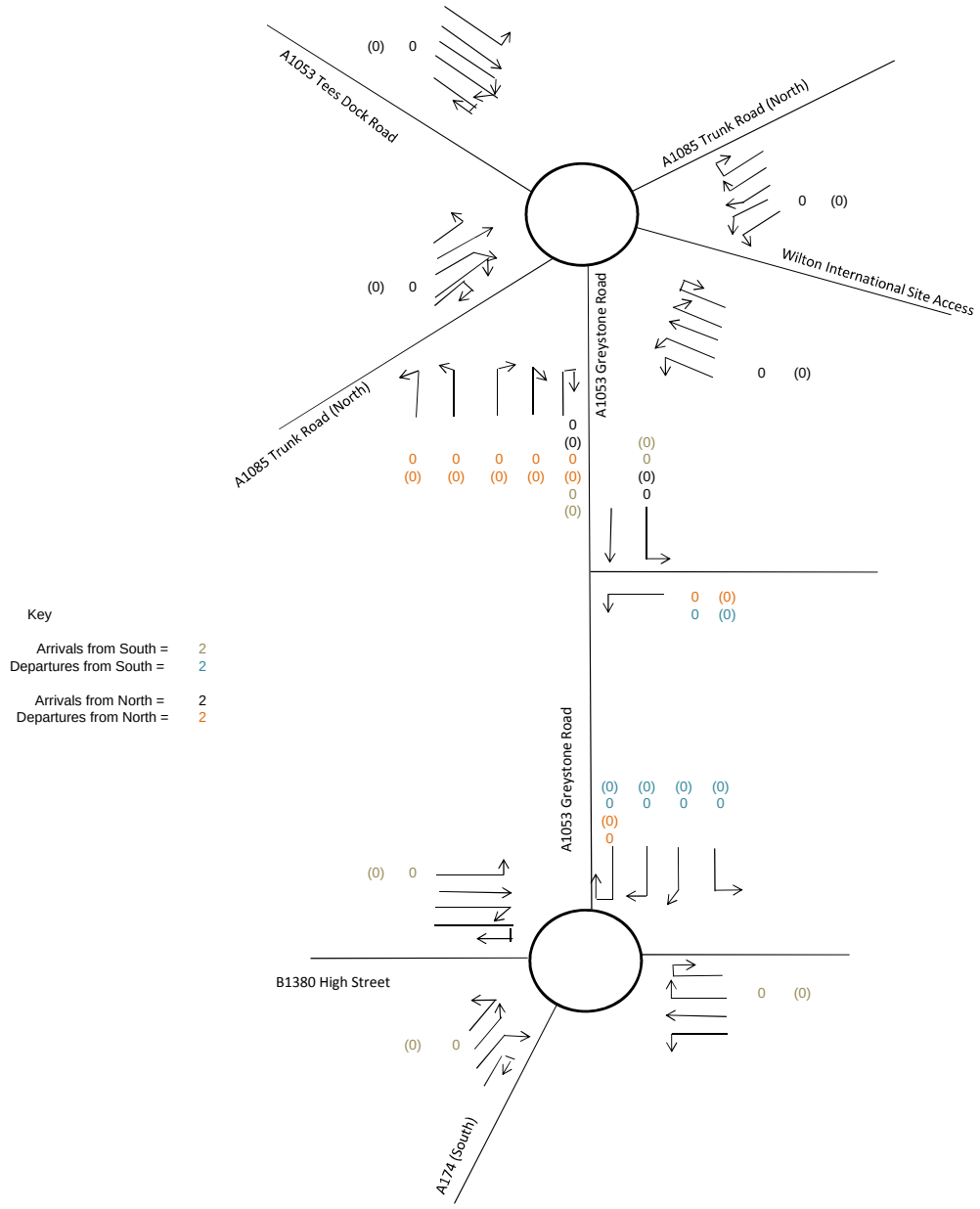


ERM Ltd
Teesside Combined Cycle Power Plant

2029 Scenario 2 - 1st CCGT Operational 2nd CCGT Construction Traffic Flows

AADT (00:00-24:00)

Diagram 6.9



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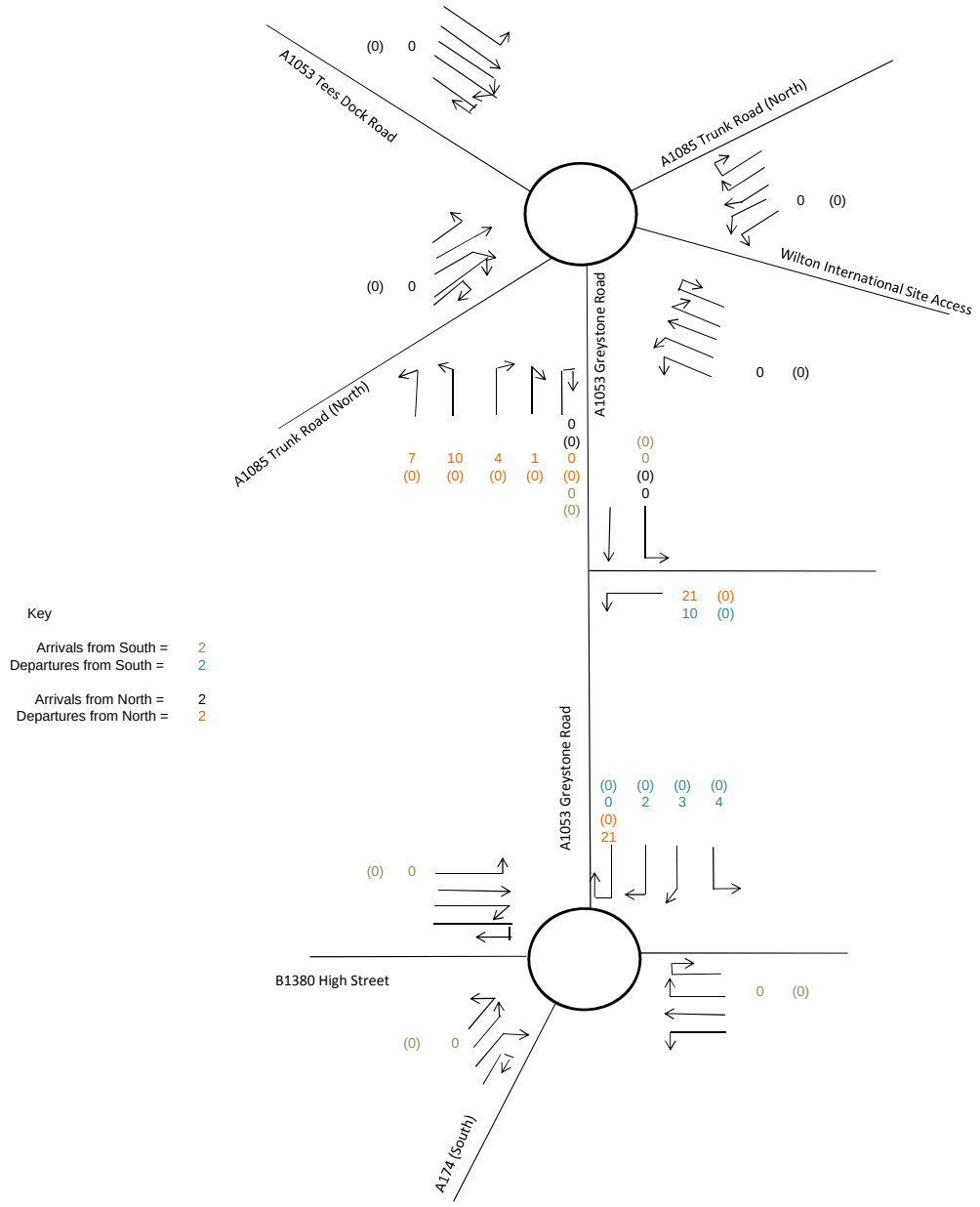
ERM Ltd
Teesside Combined Cycle Power Plant

2031 Scenario 2 1st and 2nd CCGT Operational Traffic Flows

AM Peak (07:30-08:30)

Diagram 6.10



Key

Arrivals from South = 2
Departures from South = 2

Arrivals from North = 2
Departures from North = 2

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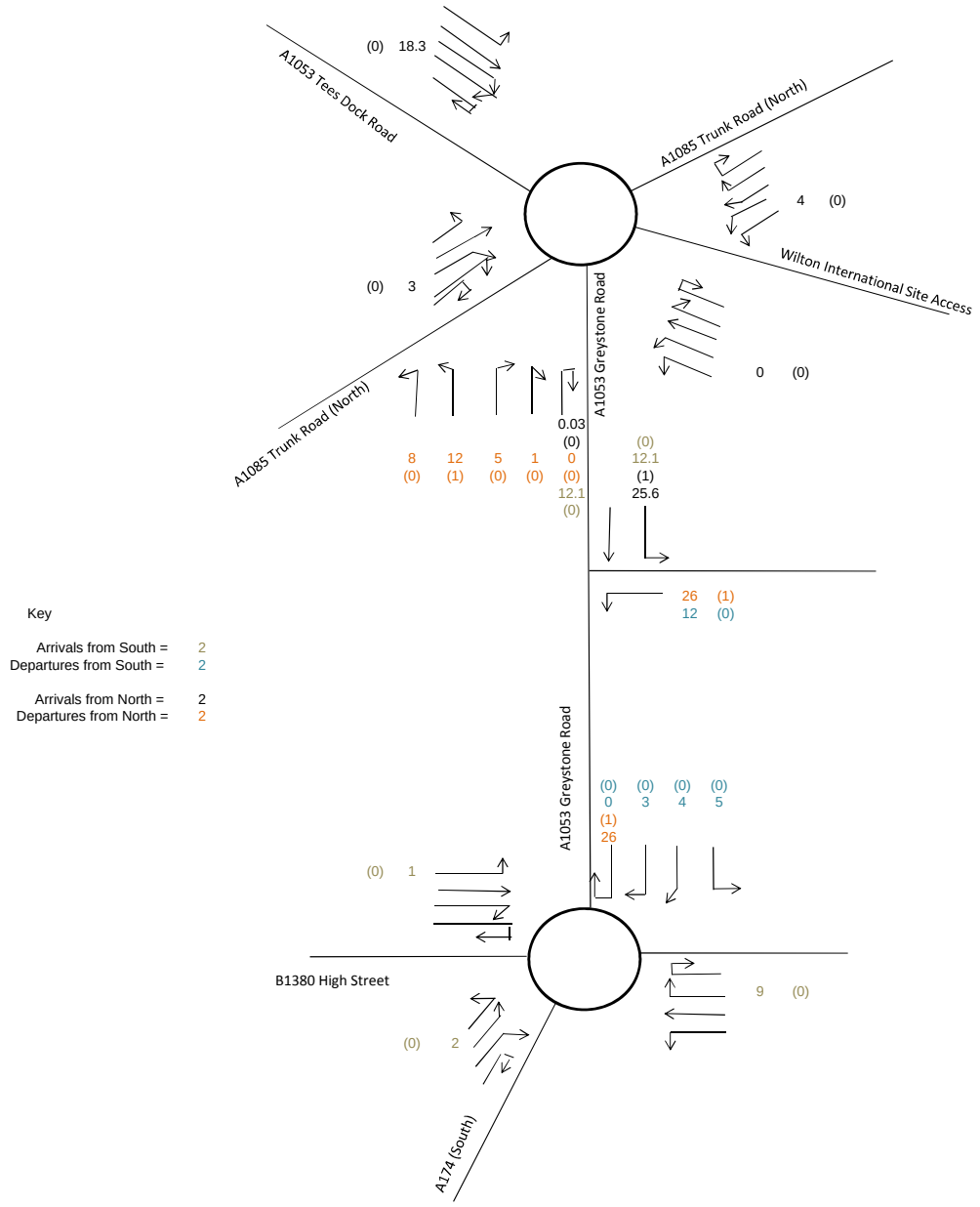
ERM Ltd
Teesside Combined Cycle Power Plant

2031 Scenario 2 - 1st CCGT and 2nd CCGT
Operational Traffic Flows

PM Peak (16:30-17:30)

Diagram 6.11



Key

Arrivals from South =	2
Departures from South =	2
Arrivals from North =	2
Departures from North =	2

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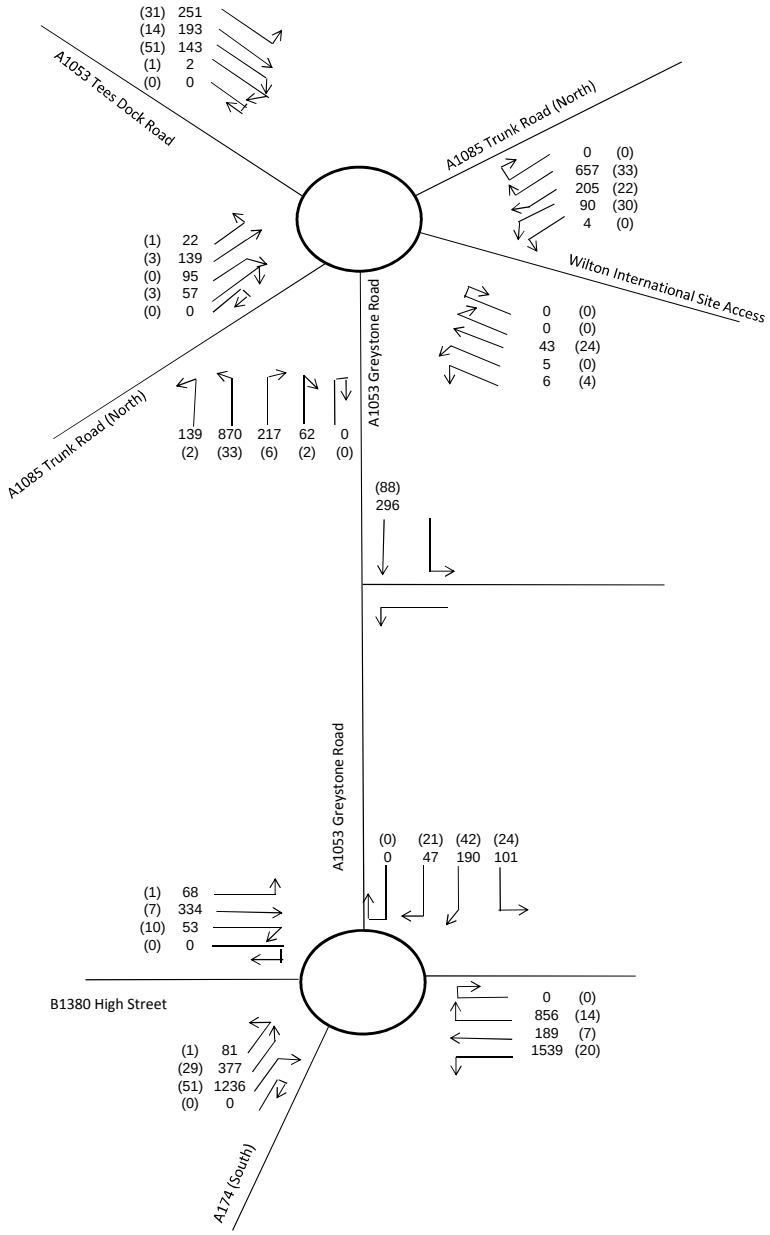
ERM Ltd
Teesside Combined Cycle Power Plant

2031 Scenario 2 - 1st and 2nd CCGT
Operational Traffic Flows

AADT (00:00-24:00)

Diagram 6.12



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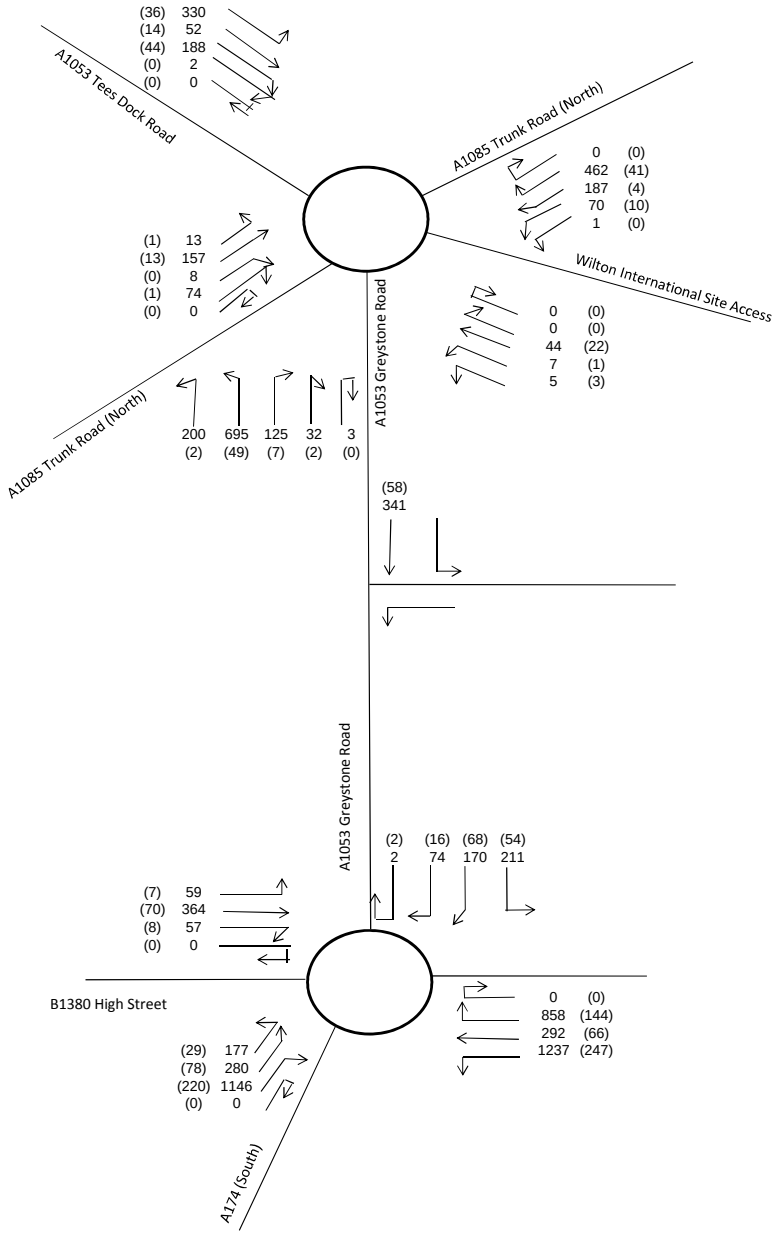
ERM Ltd
Teesside Combined Cycle Power Plant

2021 Base Traffic Flows

AM Peak (06:30-07:30) (using 07:00-08:00 surveyed flows)

Diagram 7.1



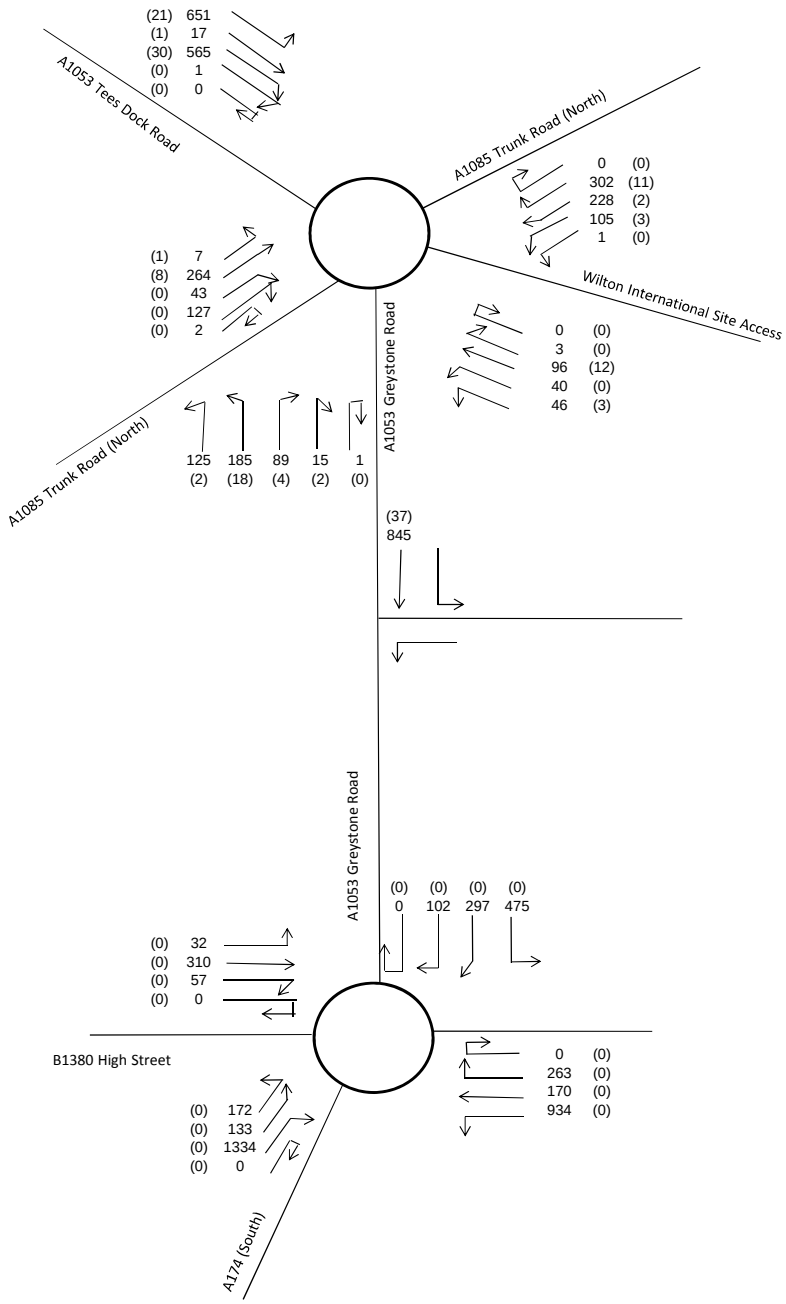
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2021 Base Traffic Flows

AM Peak (08:30-09:30)

Diagram 7.2



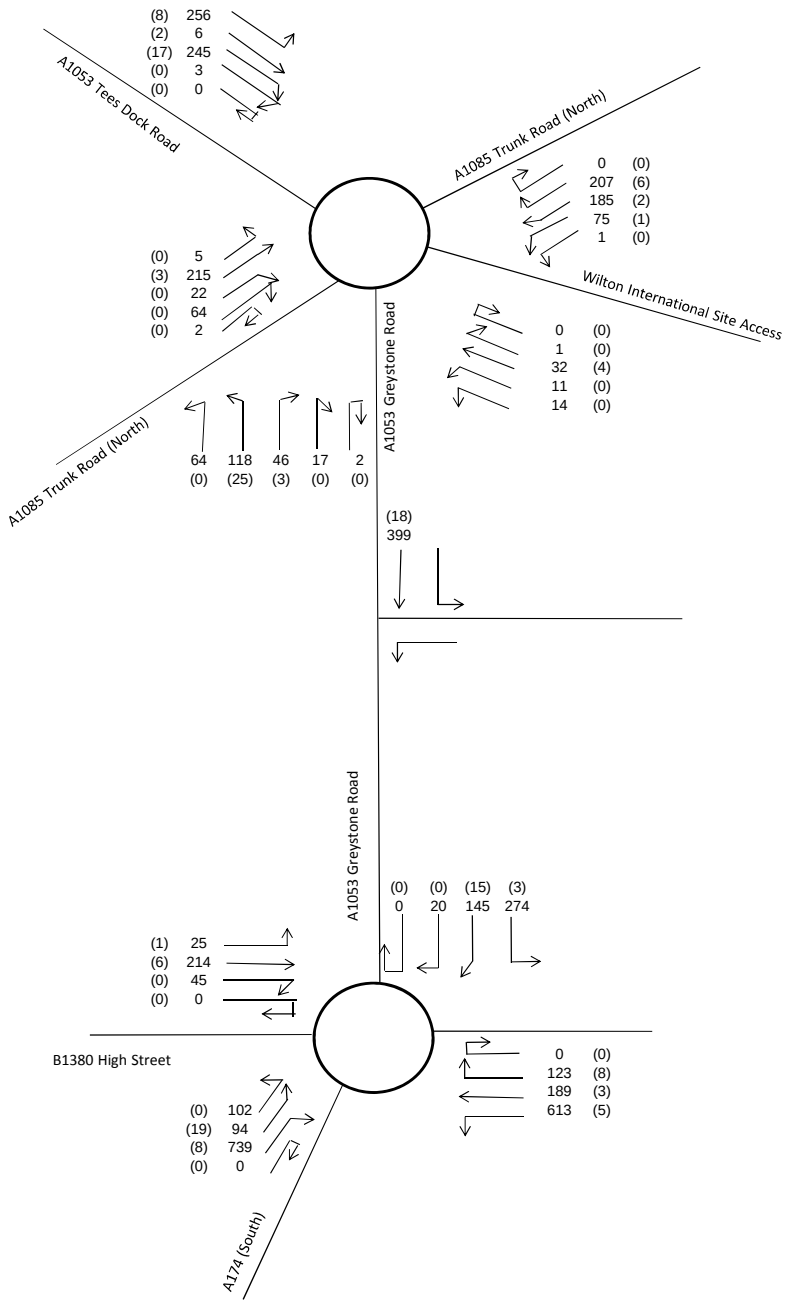
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2021 Base Traffic Flows

PM (17:30-18:30)

Diagram 7.3



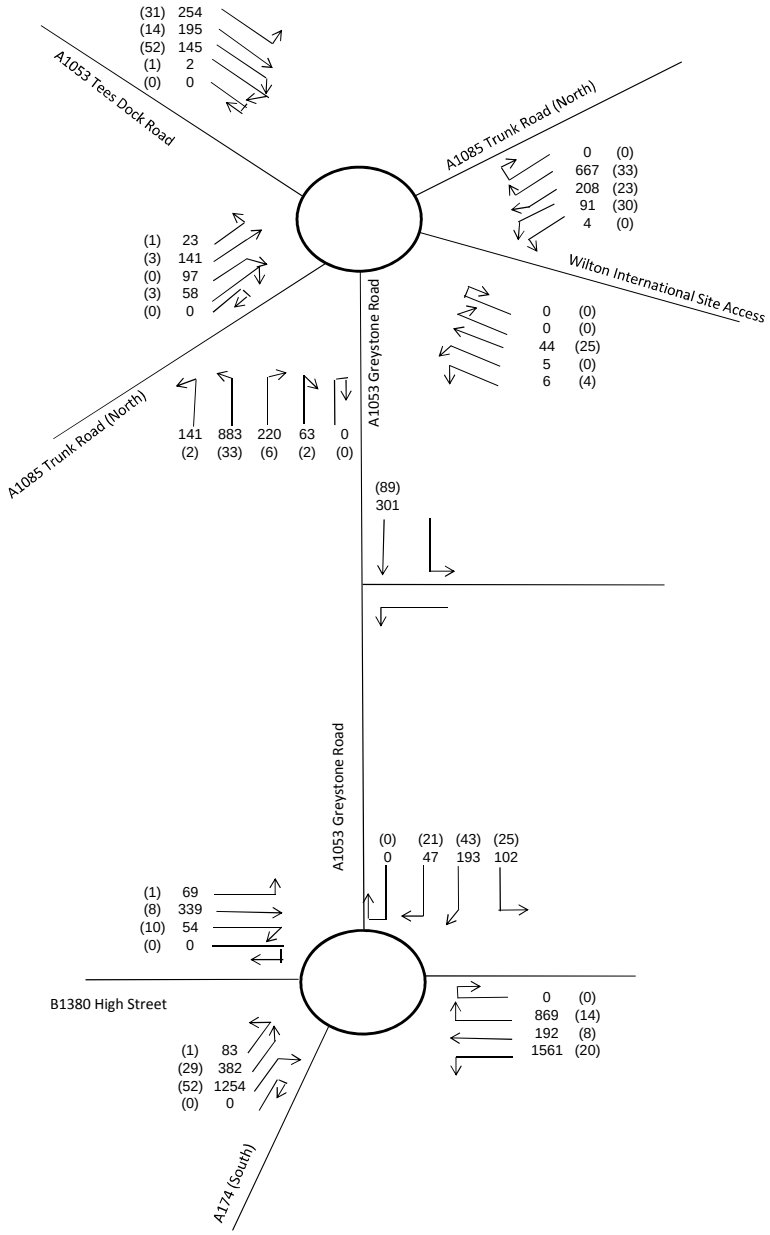
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2021 Base Traffic Flows

PM (18:30-19:30)

Diagram 7.4



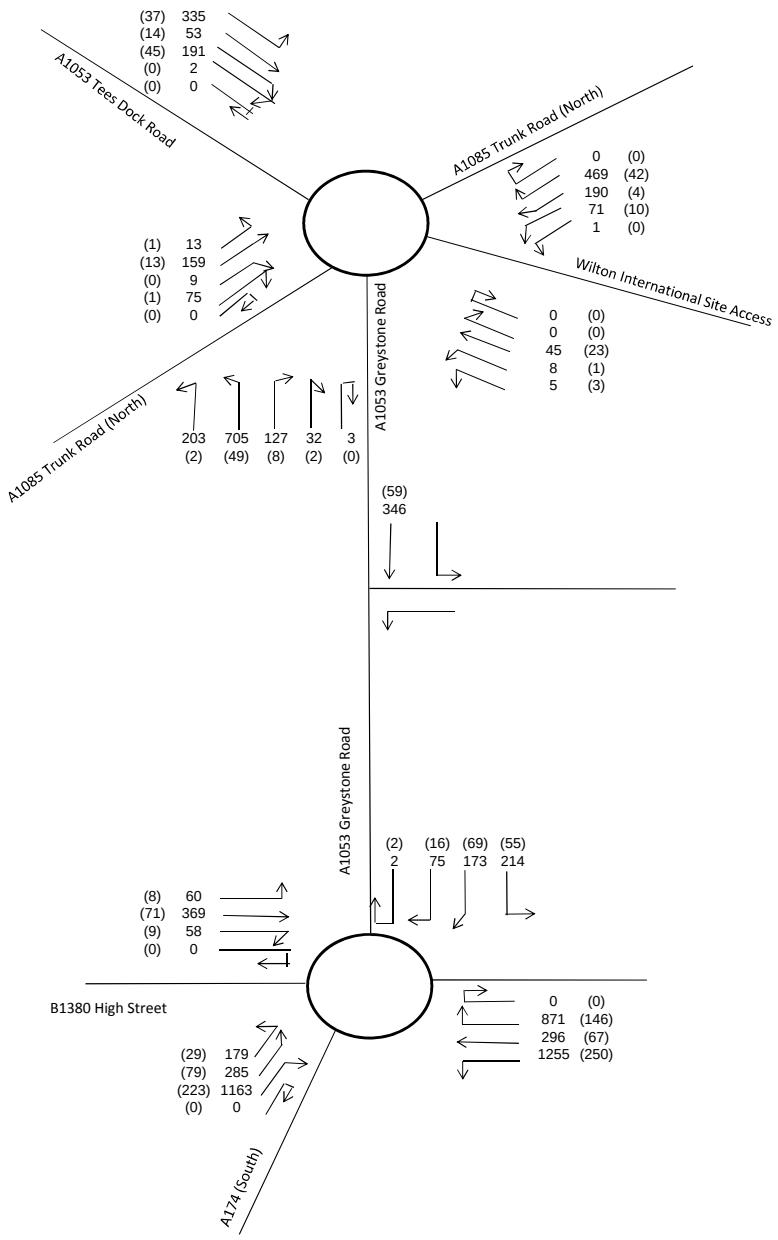
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2023 Base Traffic Flows

AM Peak (06:30-07:30) (using 07:00-08:00 surveyed flows)

Diagram 7.5



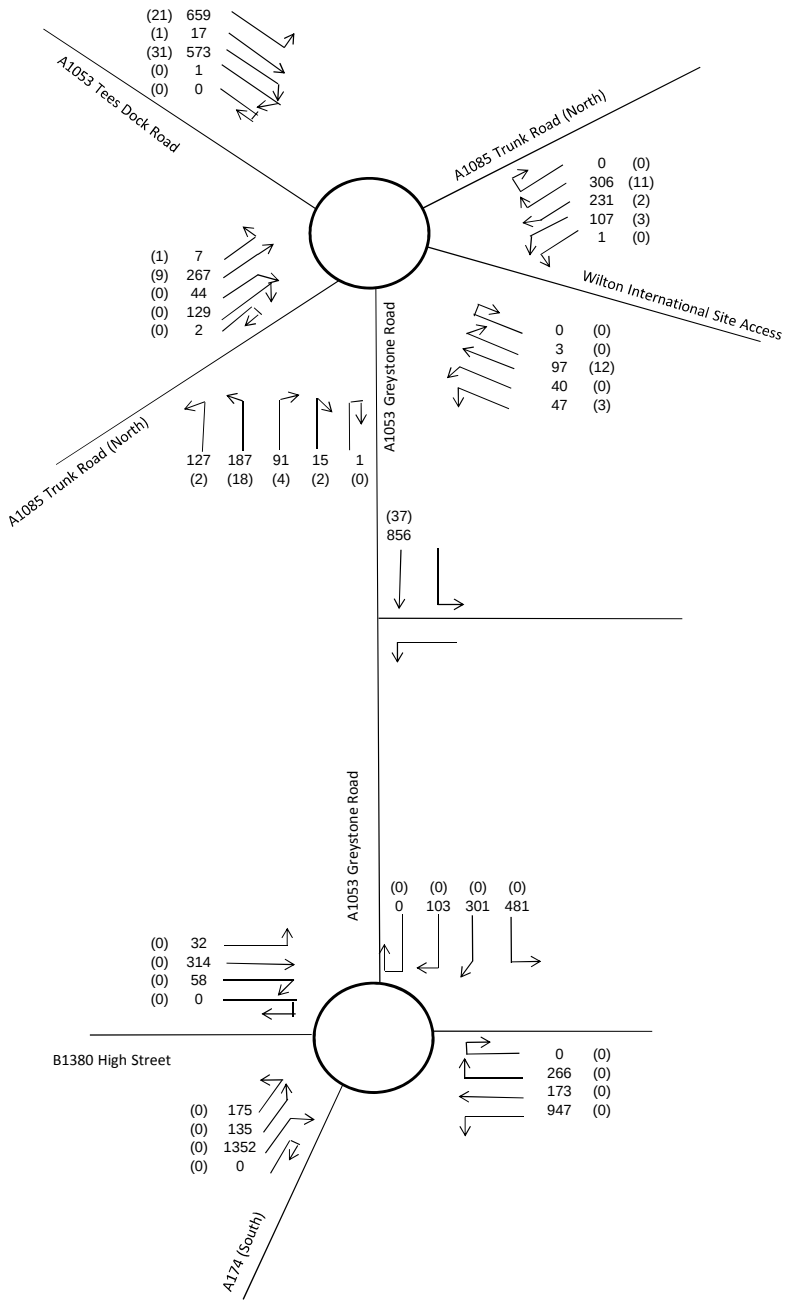
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2023 Base Traffic Flows

AM Peak (08:30-09:30)

Diagram 7.6



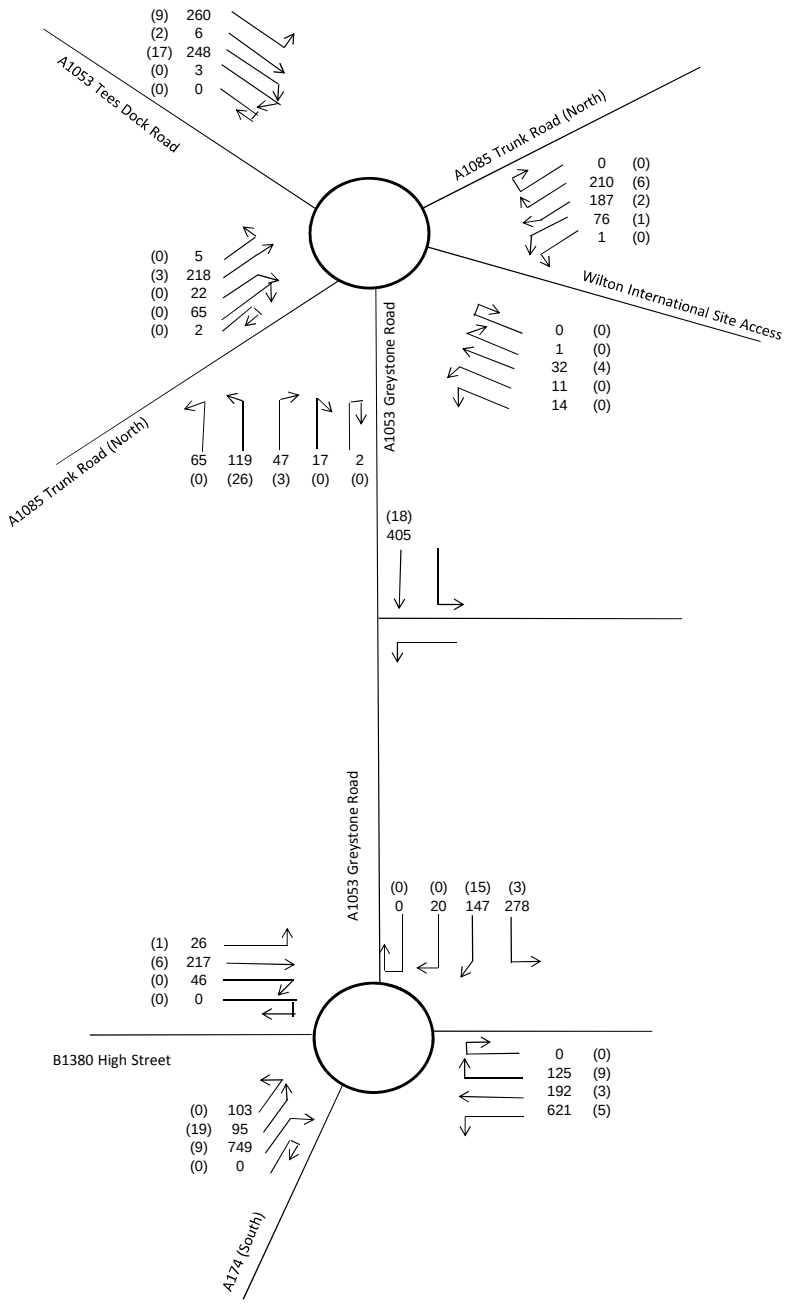
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2023 Base Traffic Flows

PM (17:30-18:30)

Diagram 7.7



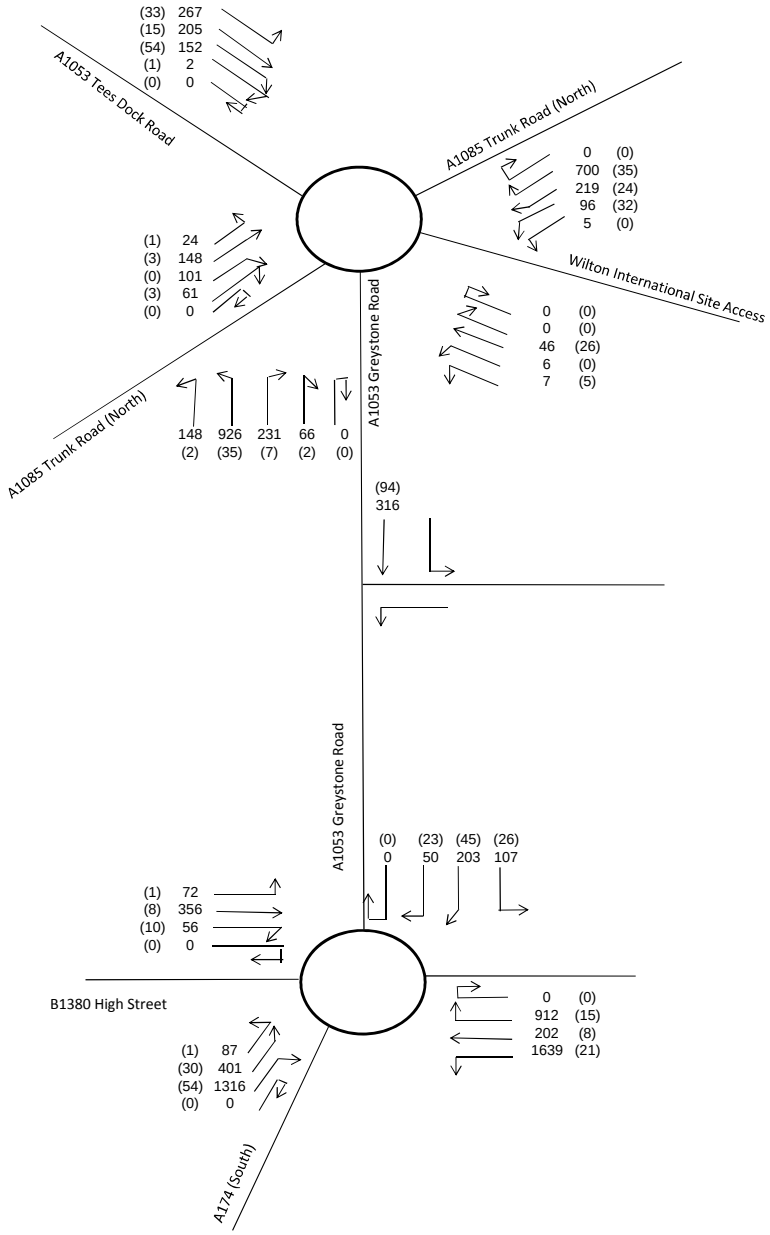
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2023 Base Traffic Flows

PM (18:30-19:30)

Diagram 7.8



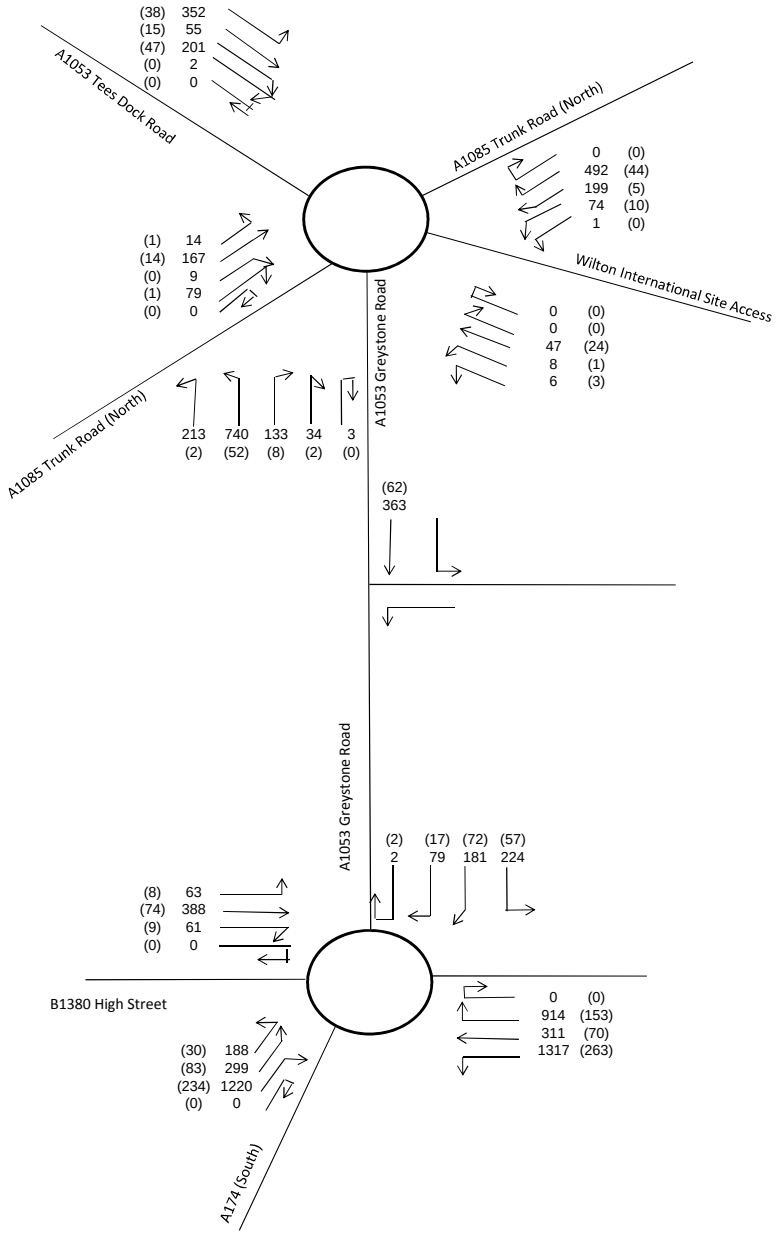
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2029 Base Traffic Flows

AM (06:30-07:30) (using 07:00-08:00 surveyed flows)

Diagram 7.9



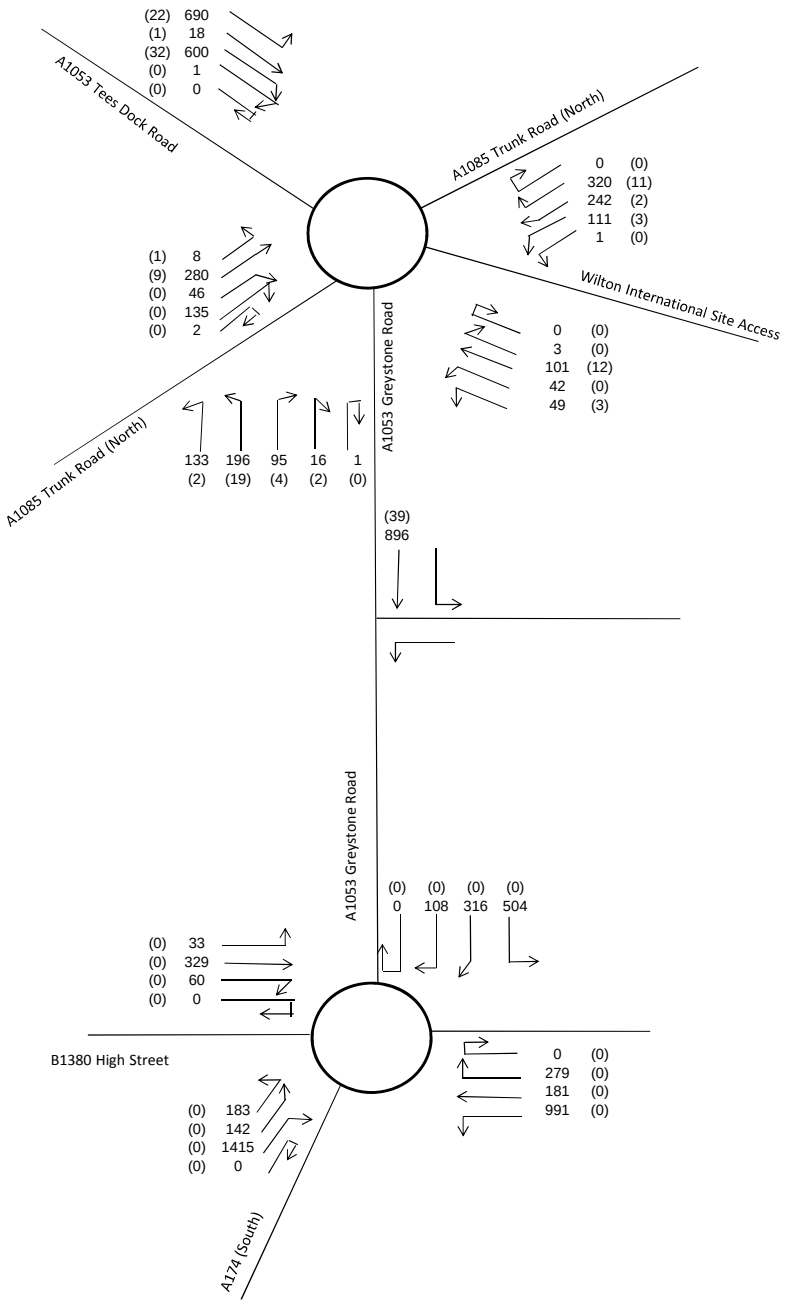
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2029 Base Traffic Flows

AM (08:30-09:30)

Diagram 7.10



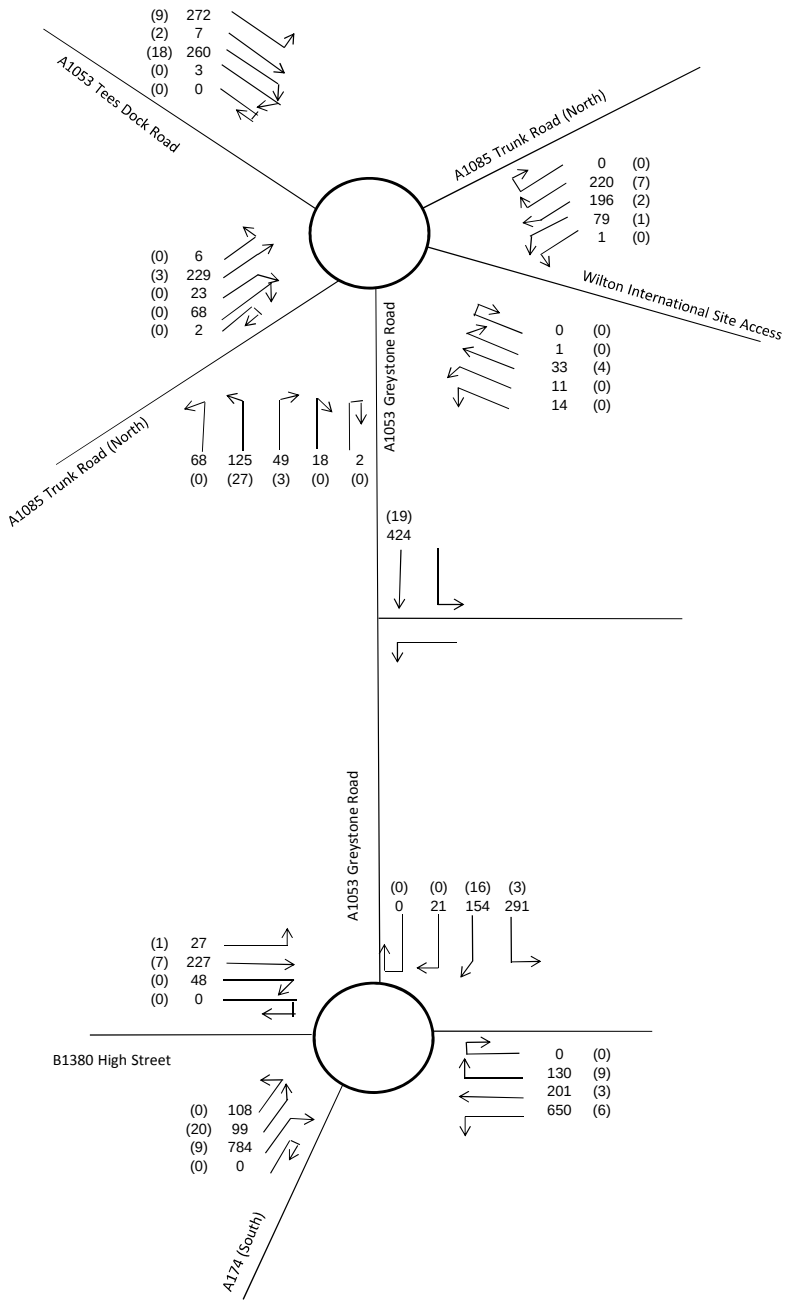
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2029 Base Traffic Flows

PM (17:30-18:30)

Diagram 7.11



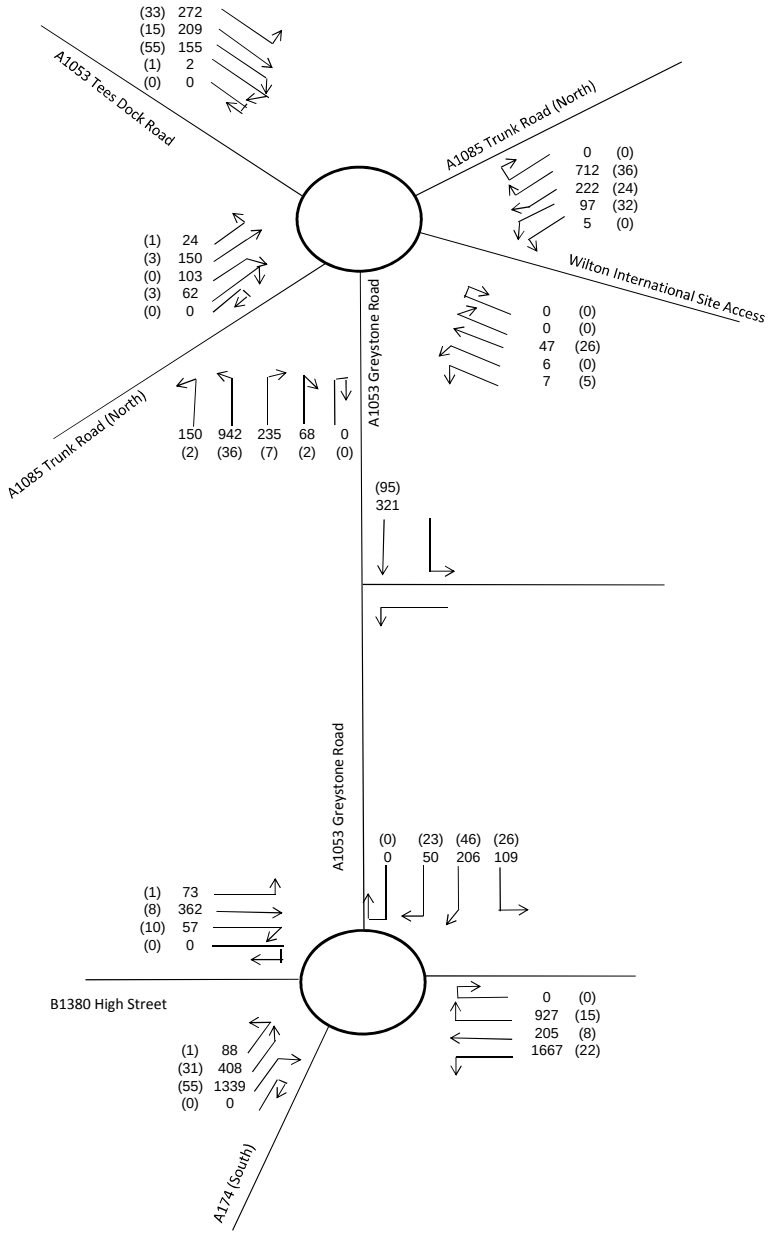
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2029 Base Traffic Flows

PM (18:30-19:30)

Diagram 7.12



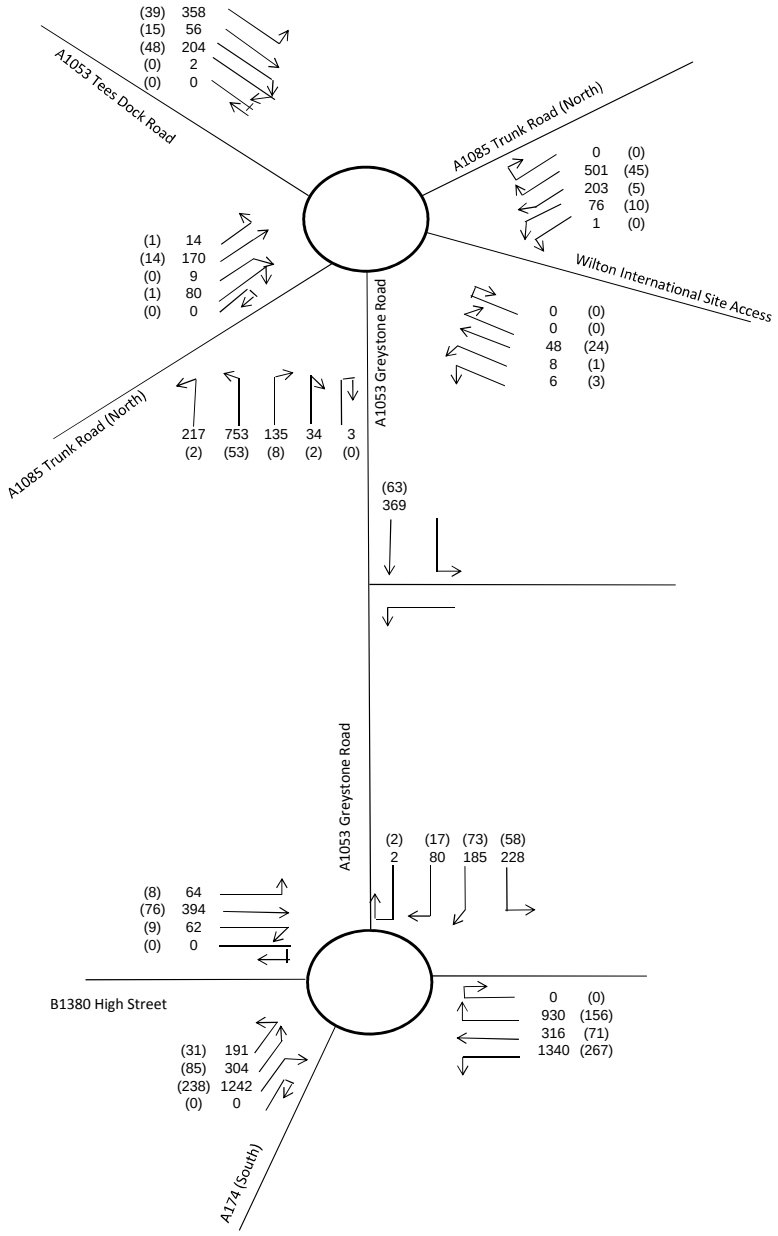
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2031 Base Traffic Flows

AM (06:30-07:30) (using 07:00-08:00 surveyed flows)

Diagram 7.13



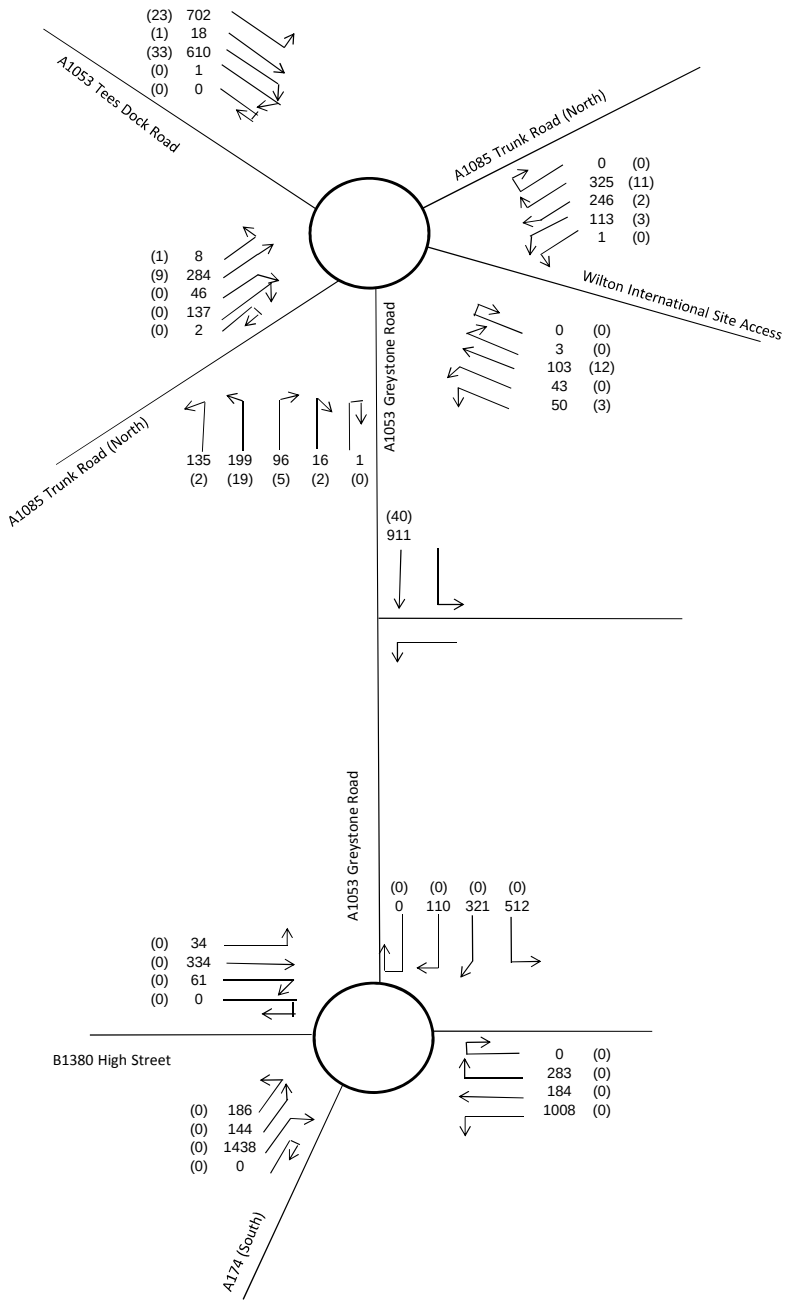
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2031 Base Traffic Flows

AM (08:30-09:30)

Diagram 7.14



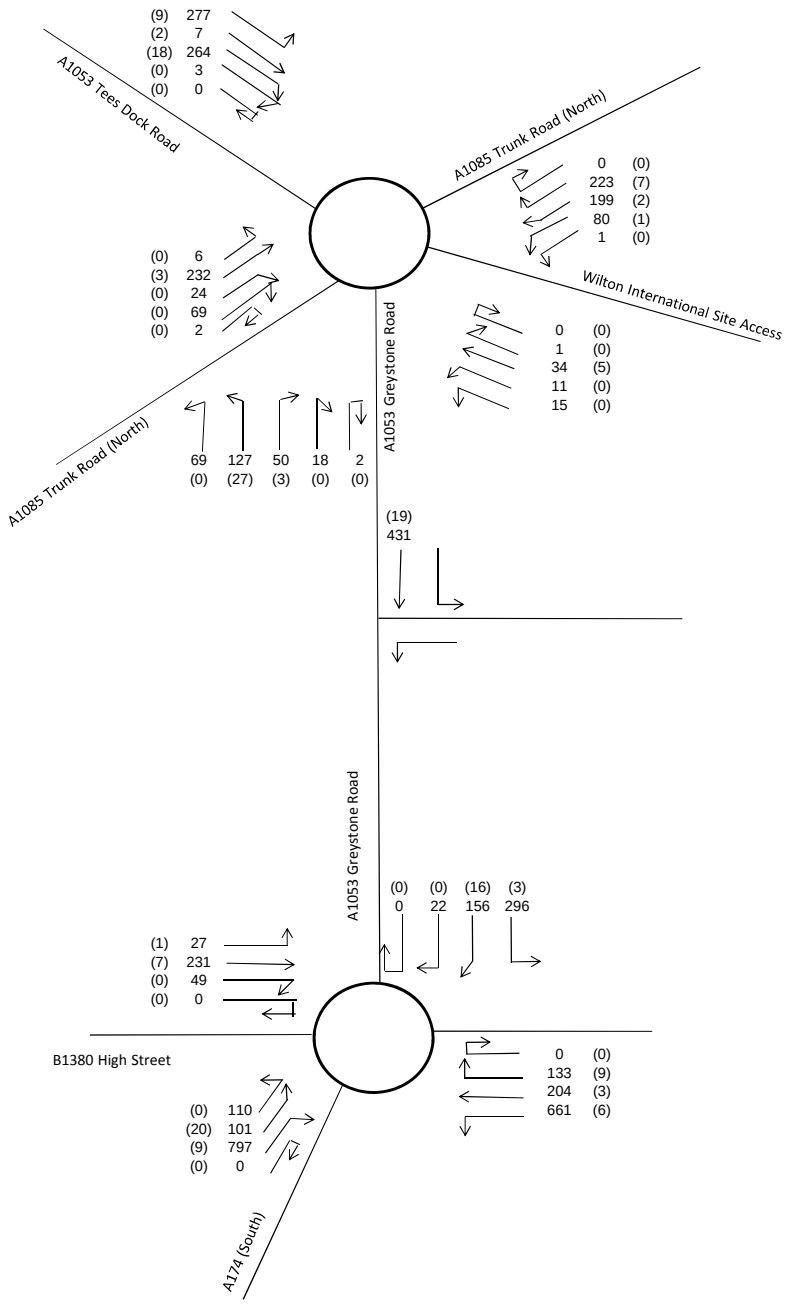
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2031 Base Traffic Flows

PM (17:30-18:30)

Diagram 7.15



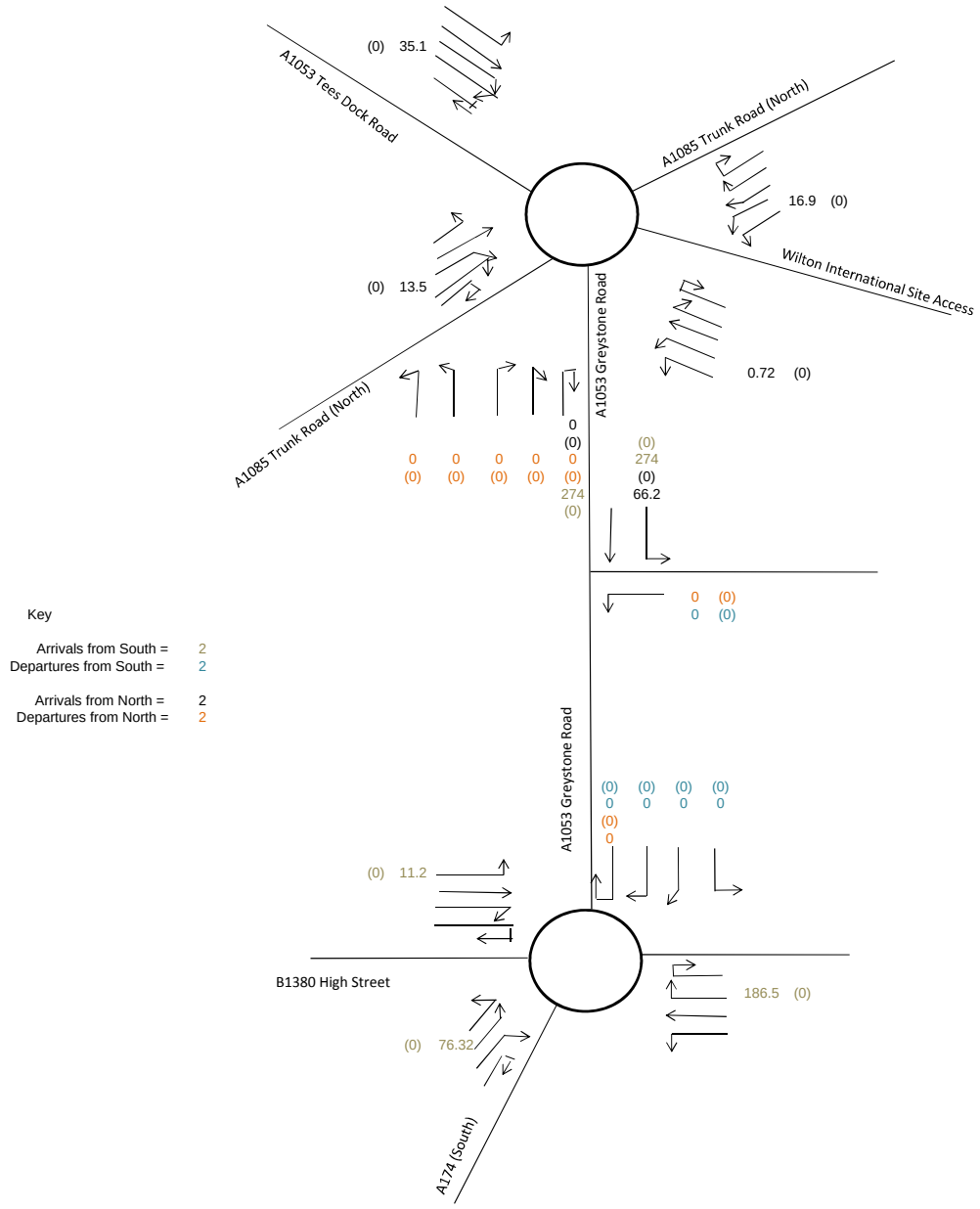
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2031 Base Traffic Flows

PM (18:30-19:30)

Diagram 7.16



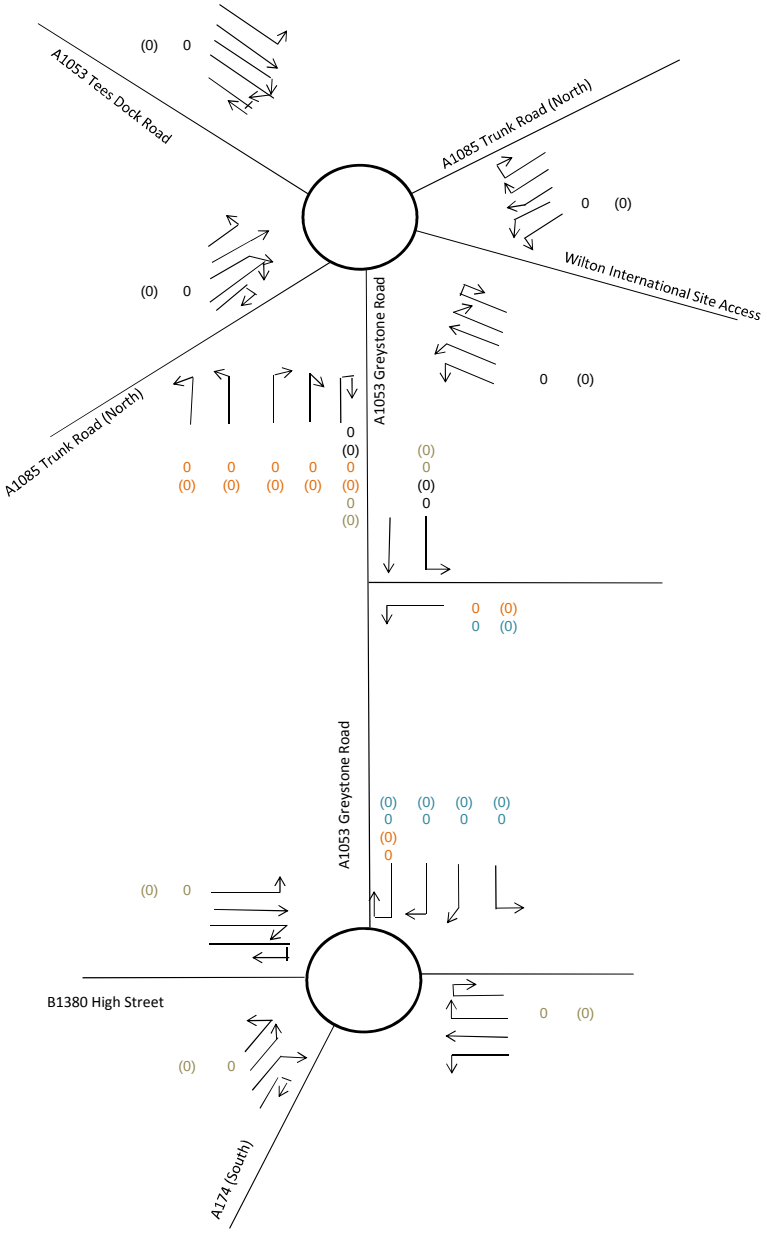
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2021 Scenario 1 - Construction Traffic Flows

AM (06:30-07:30)

Diagram 7.17



Key

Arrivals from South = 2
Departures from South = 2

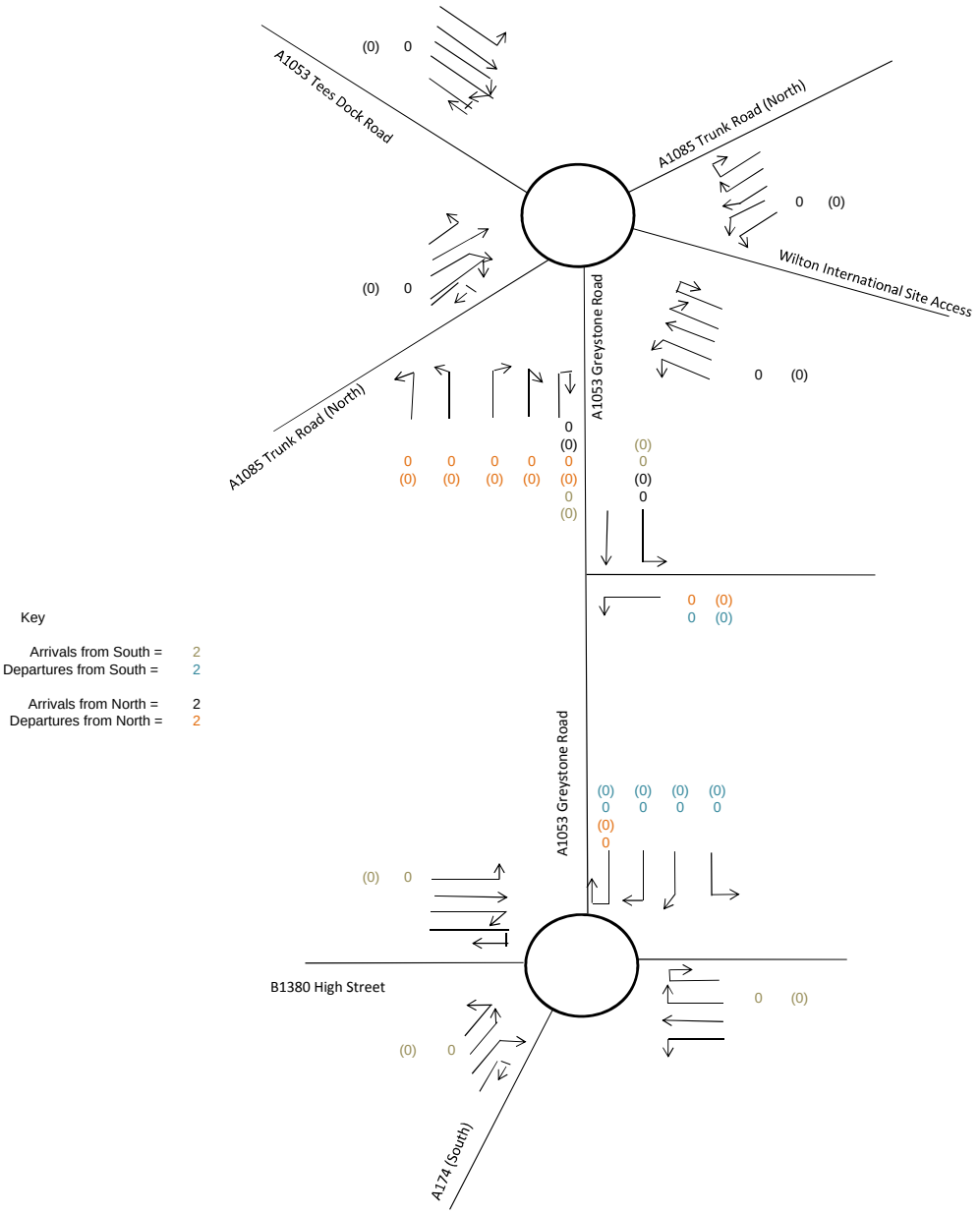
Arrivals from North = 2
Departures from North = 2

ERM Ltd
Teesside Combined Cycle Power Plant

2021 Scenario 1 - Construction Traffic Flows

AM (08:30-09:30)

Diagram 7.18



Key

Arrivals from South = 2
Departures from South = 2

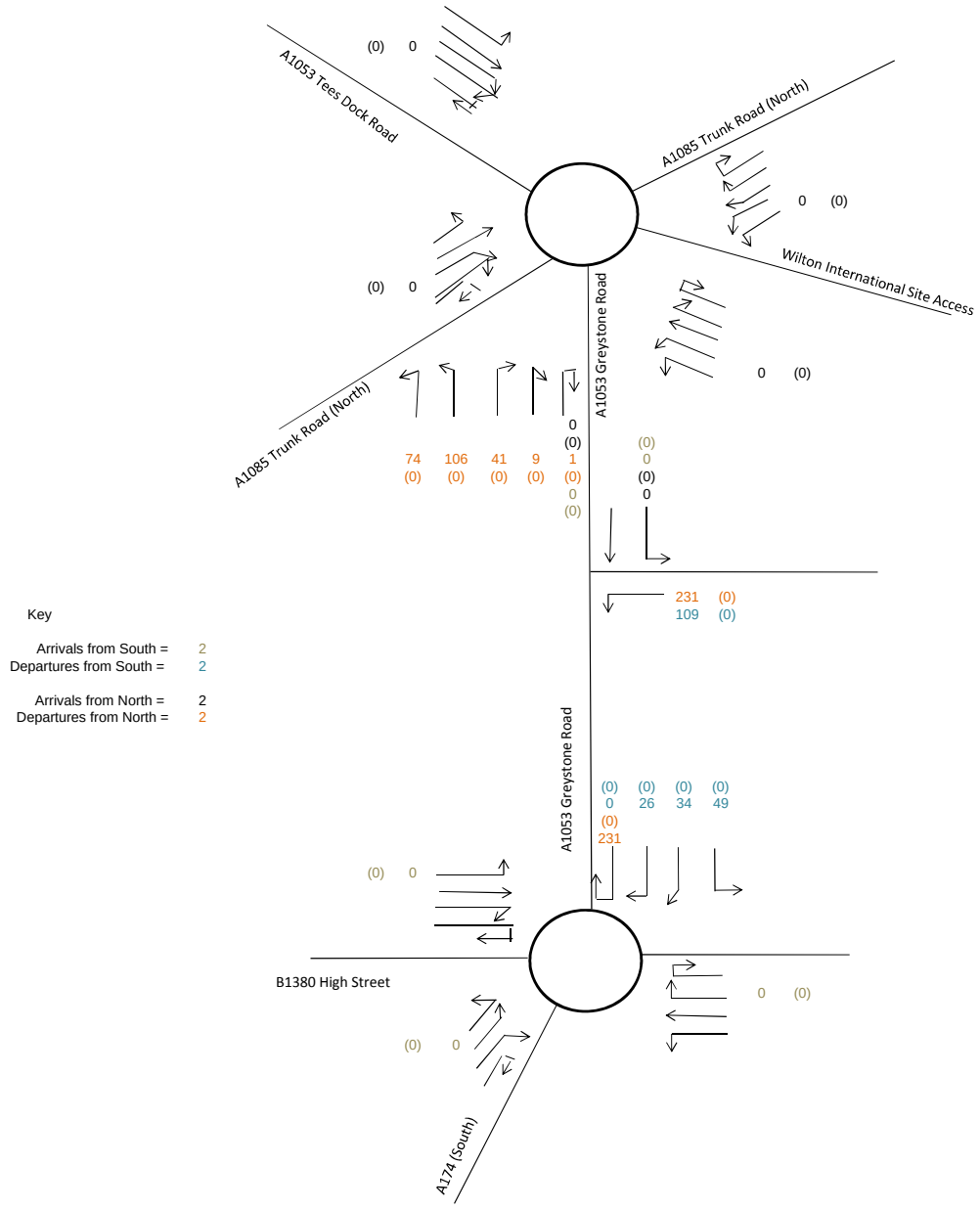
Arrivals from North = 2
Departures from North = 2

ERM Ltd
Teesside Combined Cycle Power Plant

2021 Scenario 1 - Construction Traffic Flows

PM Peak (17:30-18:30)

Diagram 7.19



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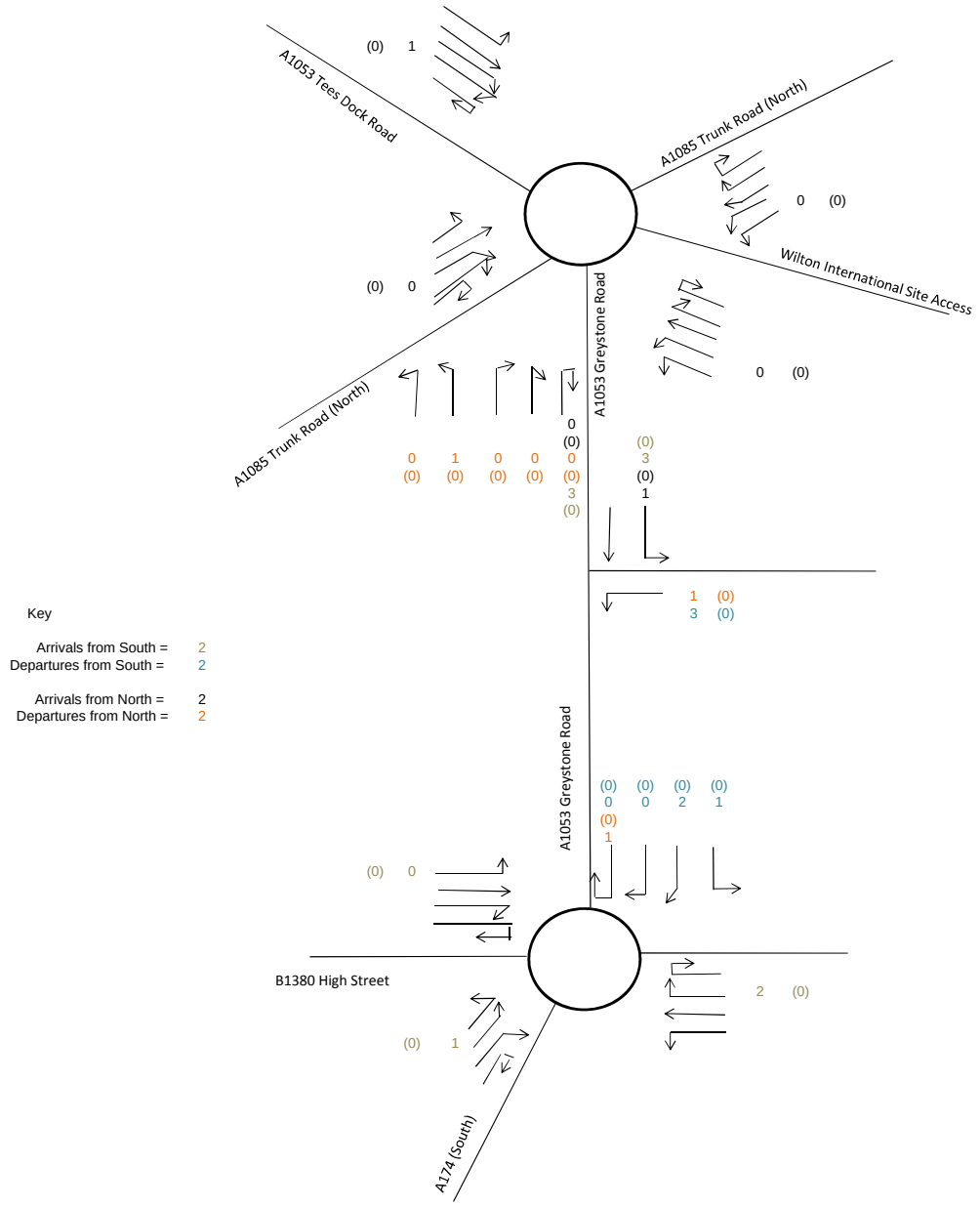
ERM Ltd
Teesside Combined Cycle Power Plant

2021 Scenario 1 - Construction Traffic Flows

PM Peak (18:30-19:30)

Diagram 7.20



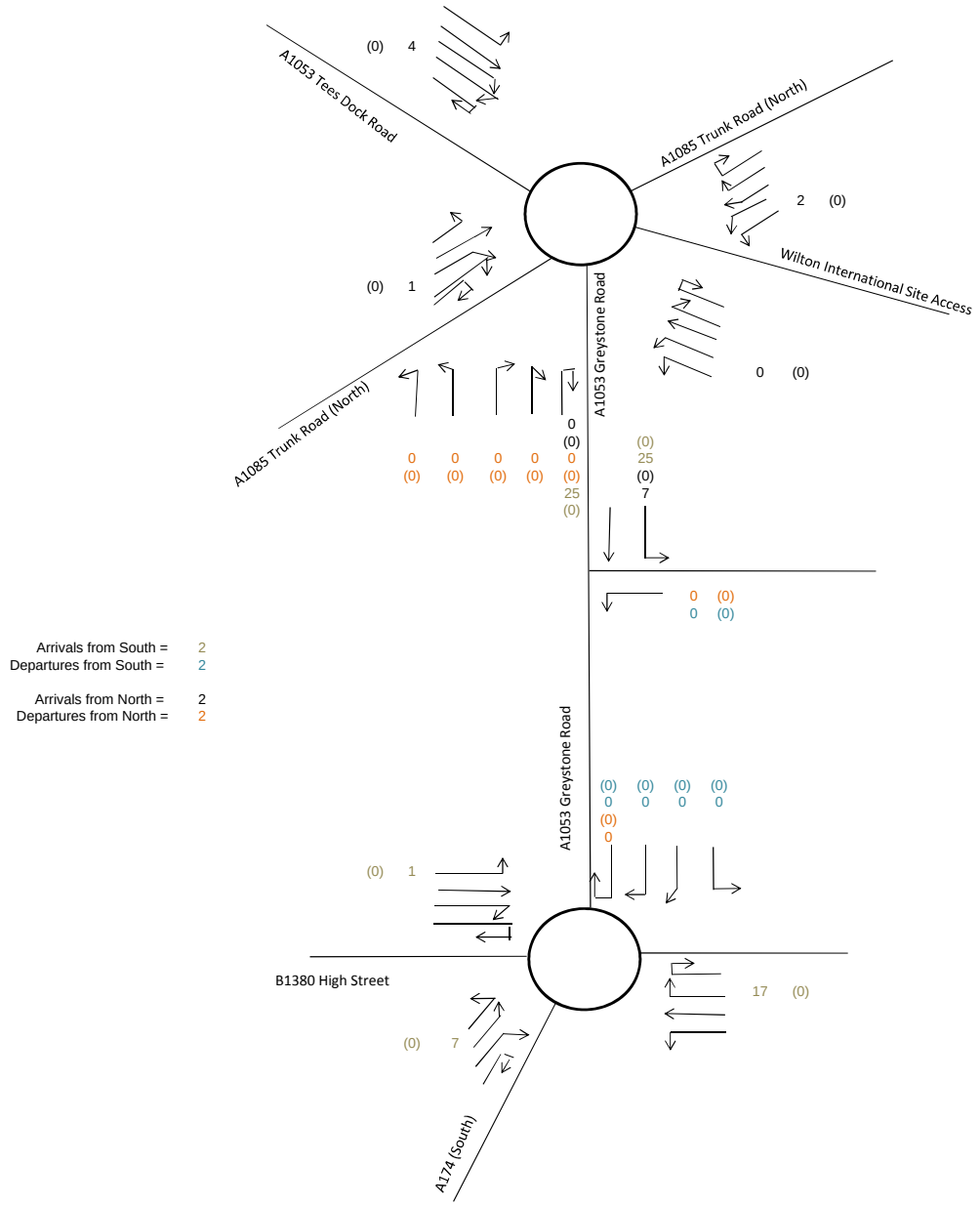
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2023 Scenario 1 Operational Traffic Flows

AM Peak (06:30-07:30)

Diagram 7.21



Arrivals from South = 2
Departures from South = 2

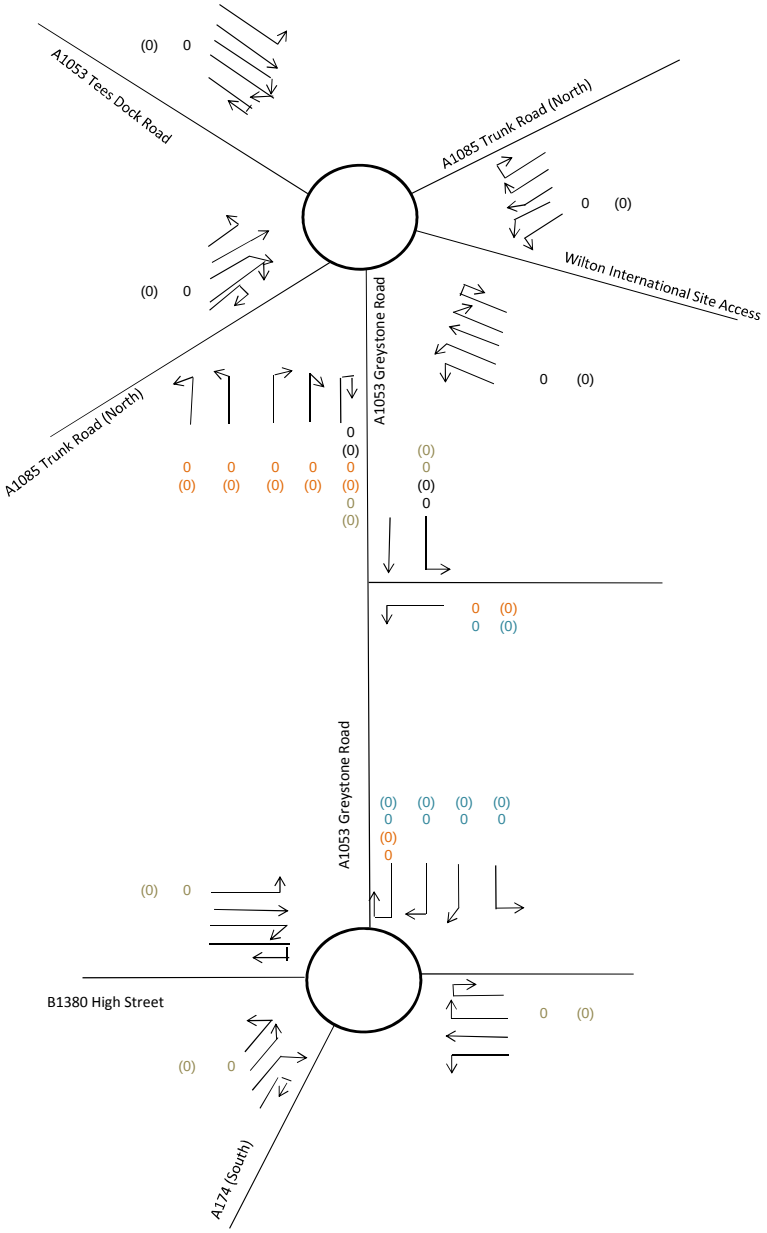
Arrivals from North = 2
Departures from North = 2

ERM Ltd
Teesside Combined Cycle Power Plant

2023 Scenario 1 Operational Traffic Flows

AM Peak (08:30-09:30)

Diagram 7.22



Arrivals from South = 2
Departures from South = 2

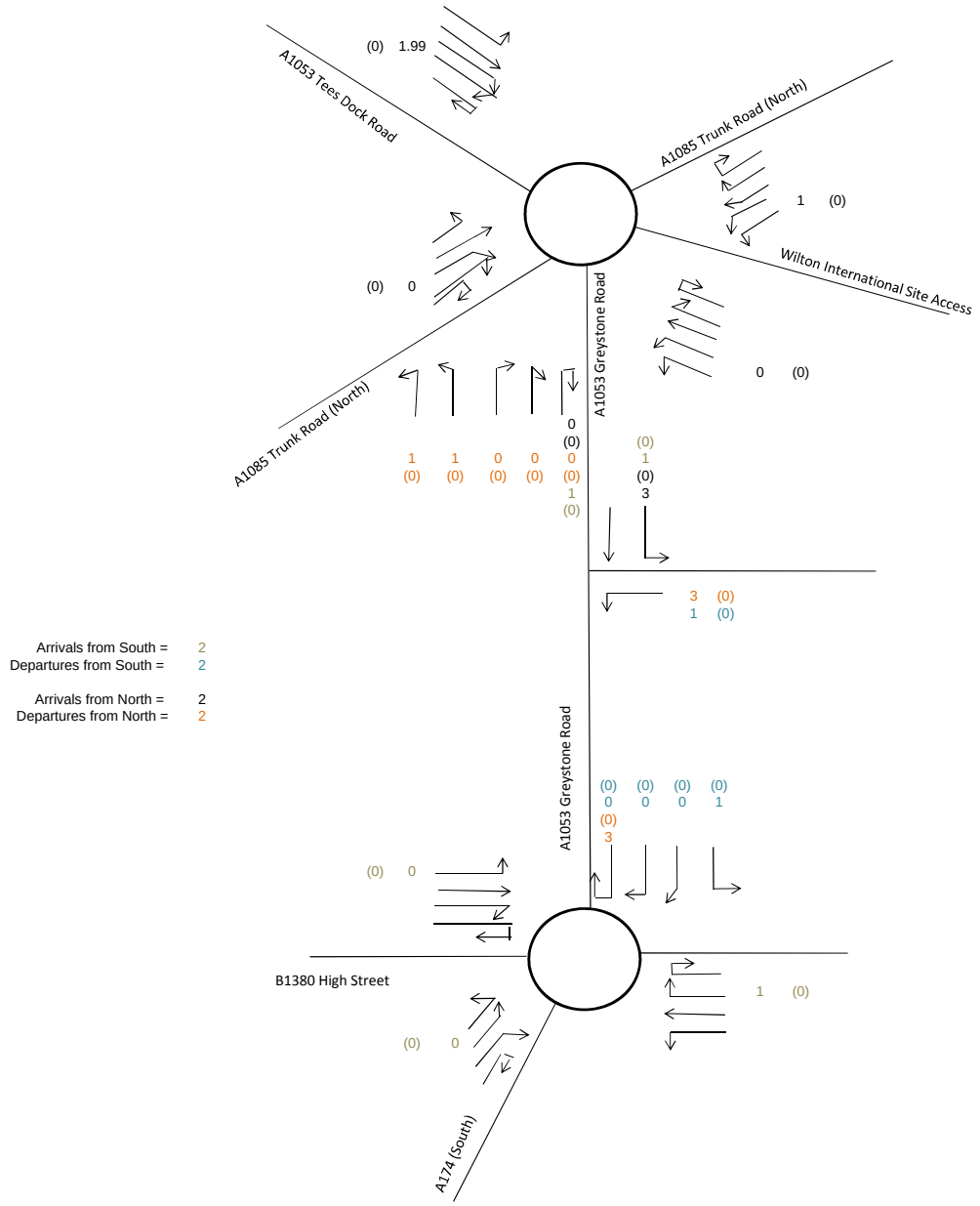
Arrivals from North = 2
Departures from North = 2

ERM Ltd
Teesside Combined Cycle Power Plant

2023 Scenario 1 - Operational Traffic Flows

PM Peak (17:30-18:30)

Diagram 7.23



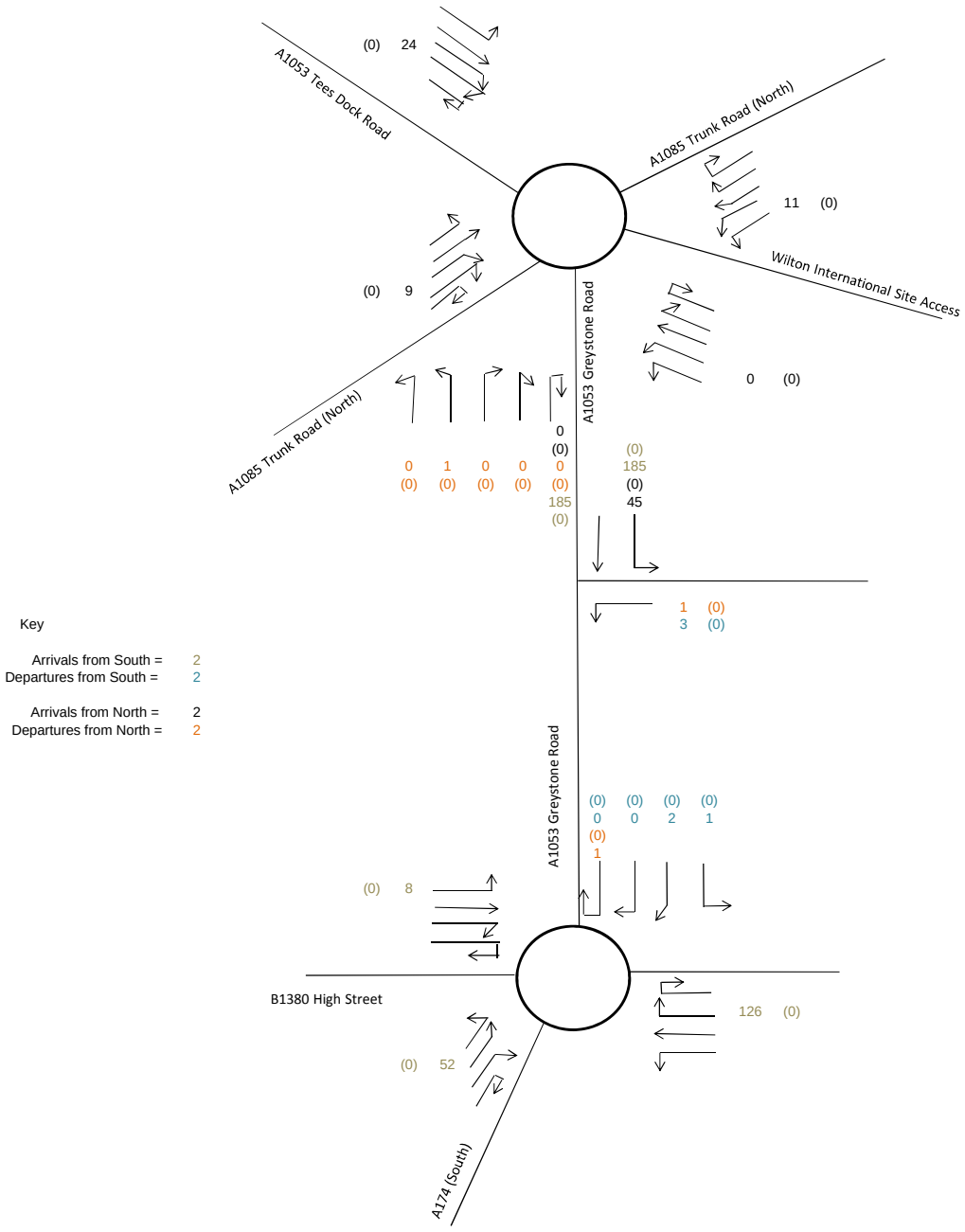
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2023 Scenario 1 - Operational Traffic Flows

PM Peak (18:30-19:30)

Diagram 7.24



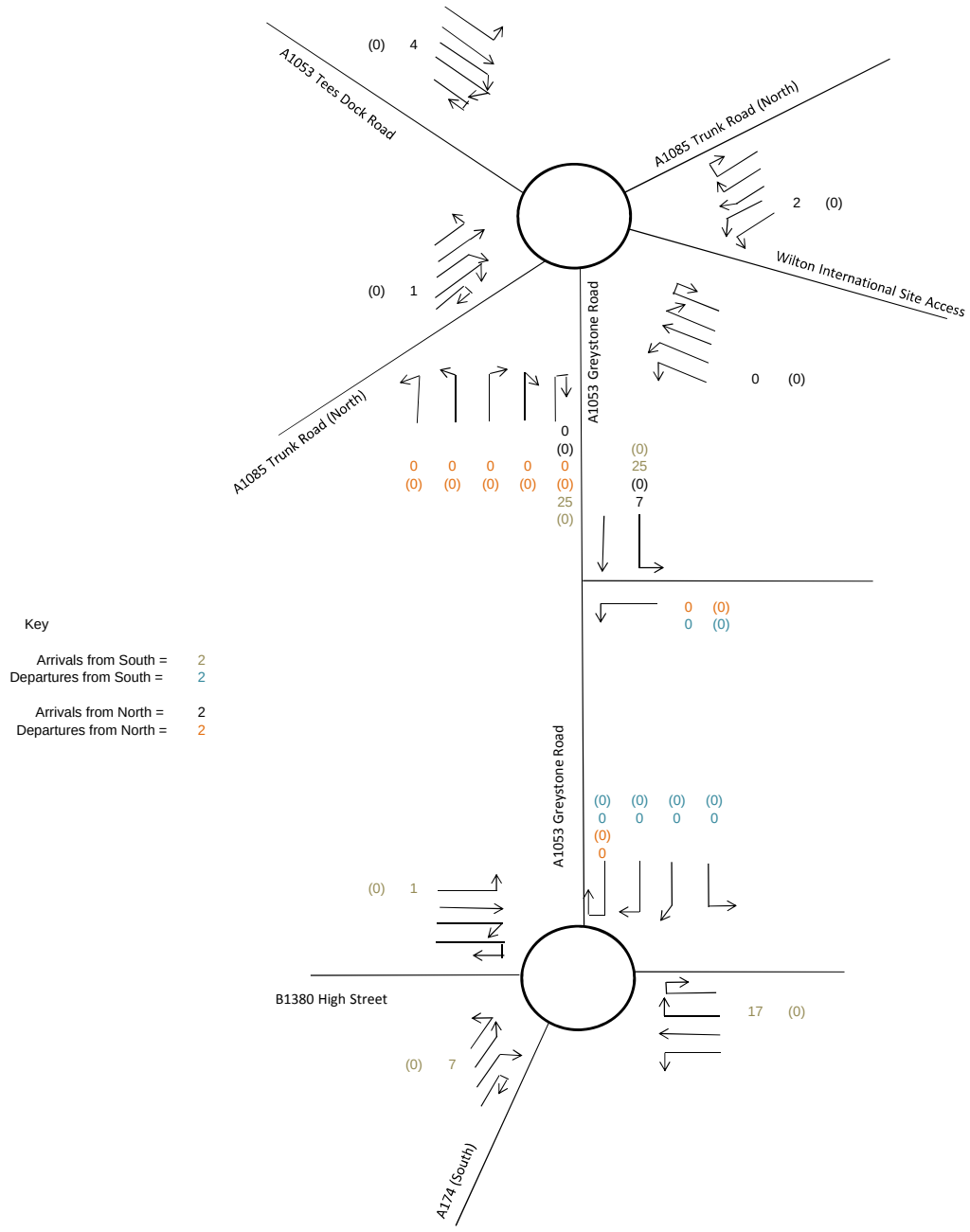
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2029 Scenario 2 1st CCGT Operational 2nd CCGT Construction Traffic Flows

AM Peak (06:30-07:30)

Diagram 7.25



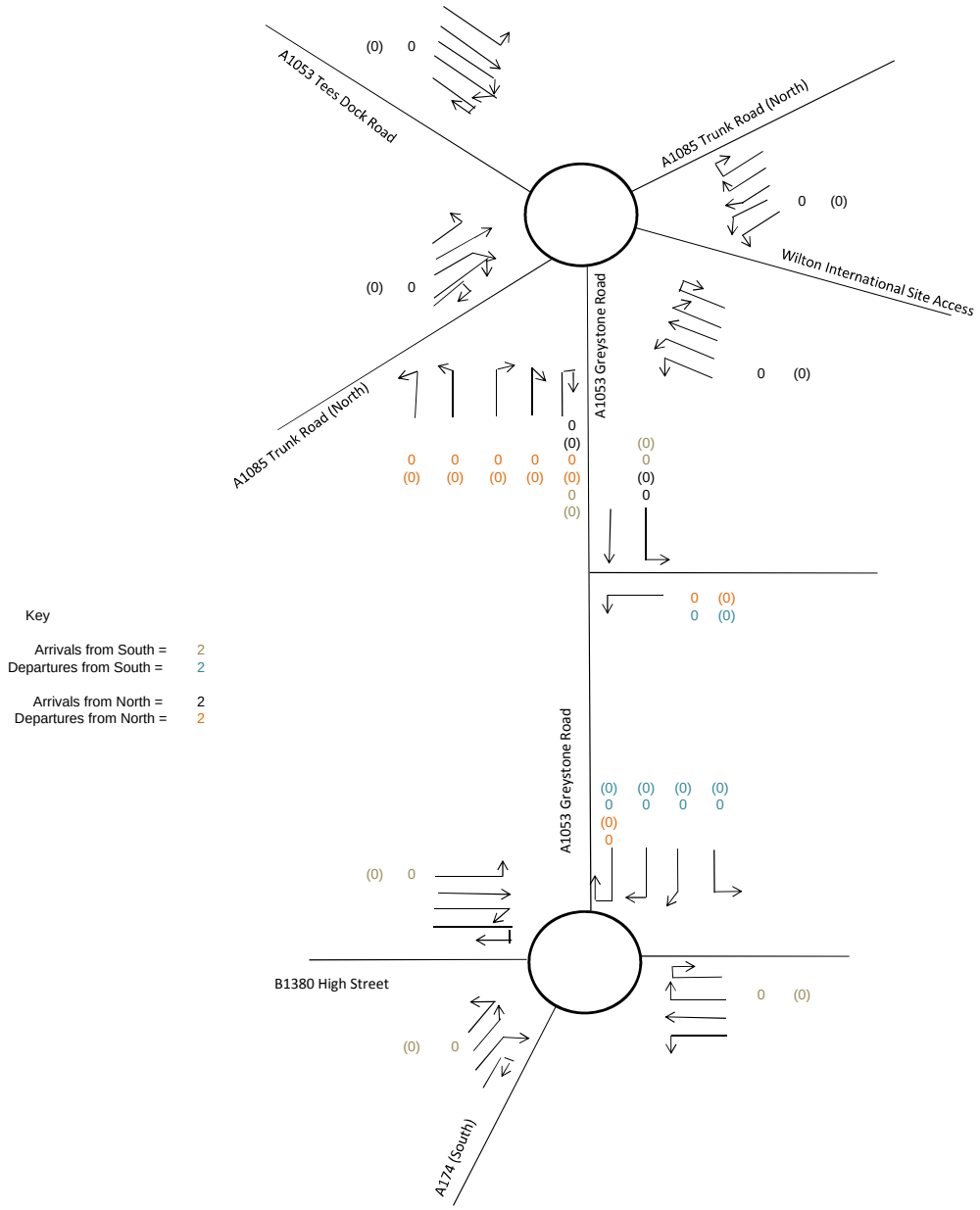
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2029 Scenario 2 1st CCGT Operational 2nd CCGT Construction Traffic Flows

AM Peak (08:30-09:30)

Diagram 7.26



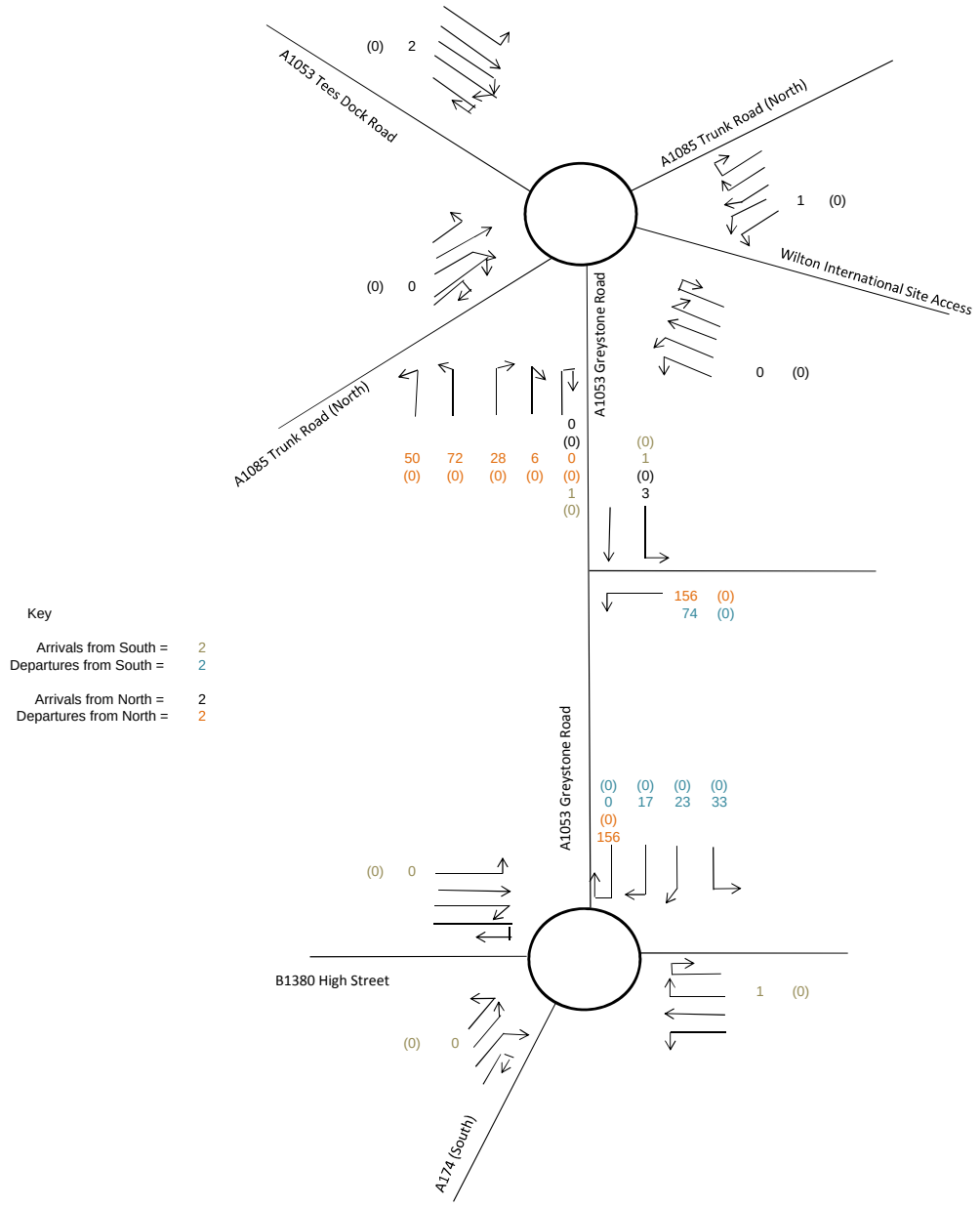
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2029 Scenario 2 - 1st CCGT Operation, 2nd CCGT Construction Traffic Flows

PM Peak (17:30-18:30)

Diagram 7.27



Key

Arrivals from South =	2
Departures from South =	2
Arrivals from North =	2
Departures from North =	2

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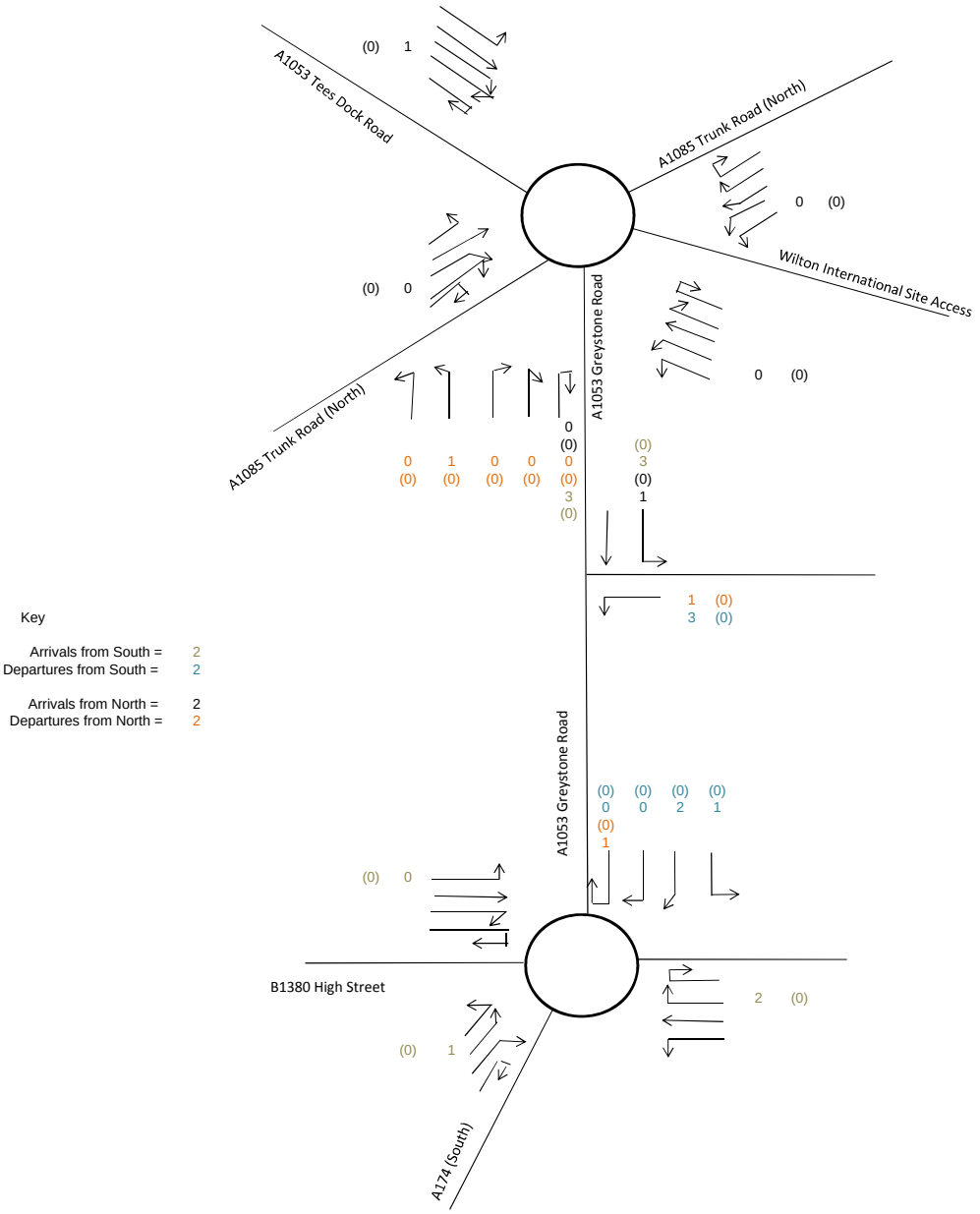
ERM Ltd
Teesside Combined Cycle Power Plant

2029 Scenario 2 - 1st CCGT Operation, 2nd CCGT Construction Traffic Flows

PM Peak (18:30-19:30)

Diagram 7.28



Key

Arrivals from South =	2
Departures from South =	2
Arrivals from North =	2
Departures from North =	2

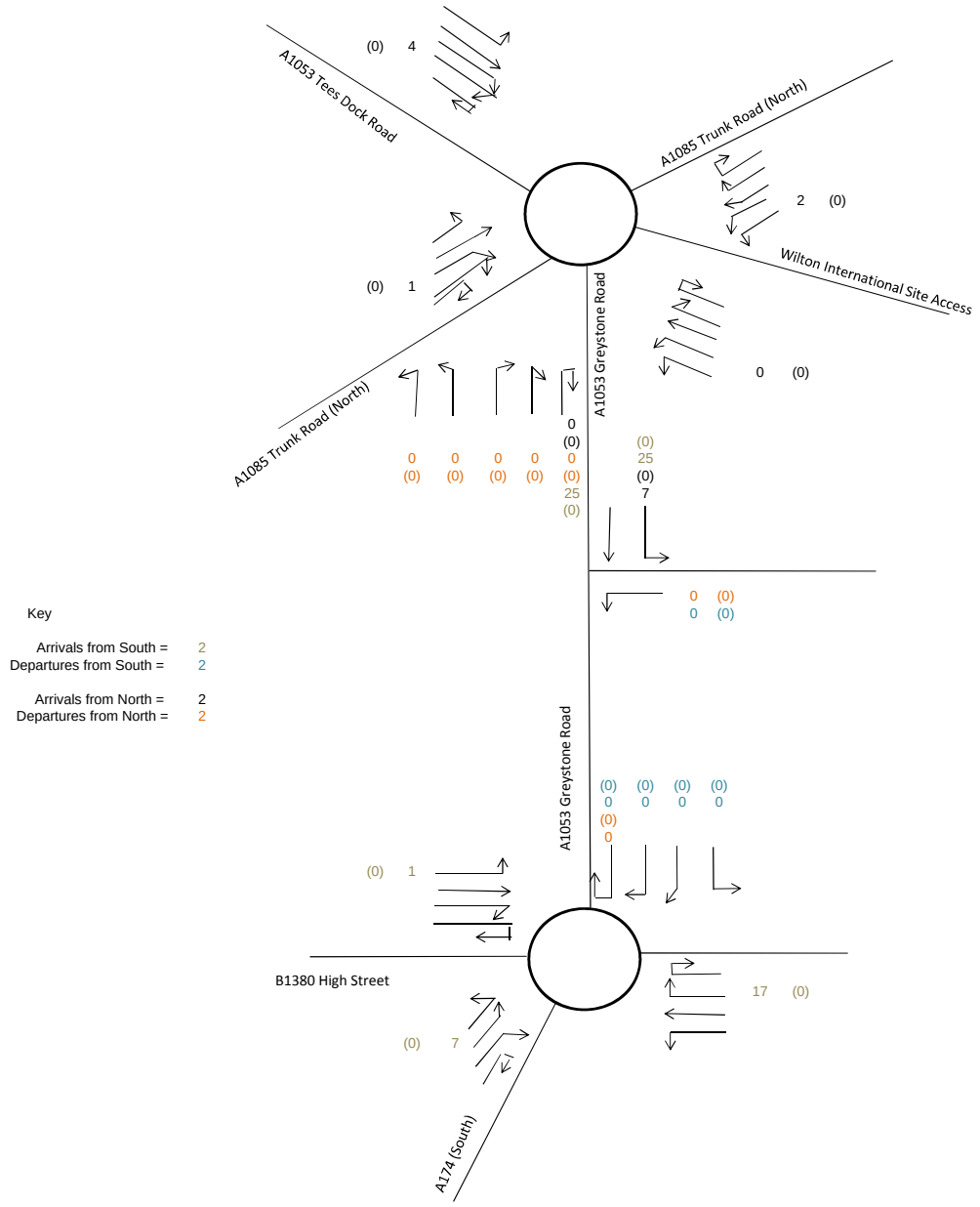
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2031 Scenario 2 1st and 2nd CCGT Operational Traffic Flows

AM (06:30-07:30)

Diagram 7.29



Key

Arrivals from South =	2
Departures from South =	2
Arrivals from North =	2
Departures from North =	2

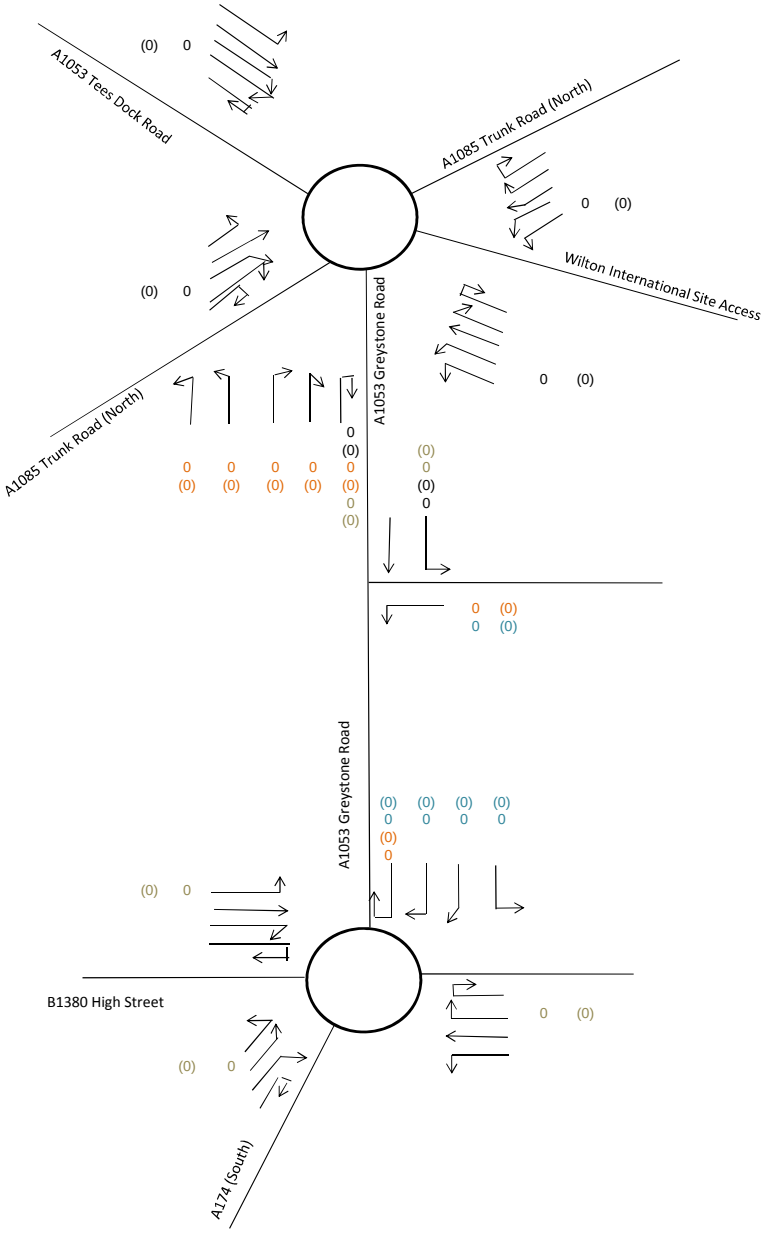
mayer brown

ERM Ltd
Teesside Combined Cycle Power Plant

2031 Scenario 2 1st and 2nd CCGT Operational Traffic Flows

AM (08:30-08:30)

Diagram 7.30



Key

Arrivals from South = 2
Departures from South = 2

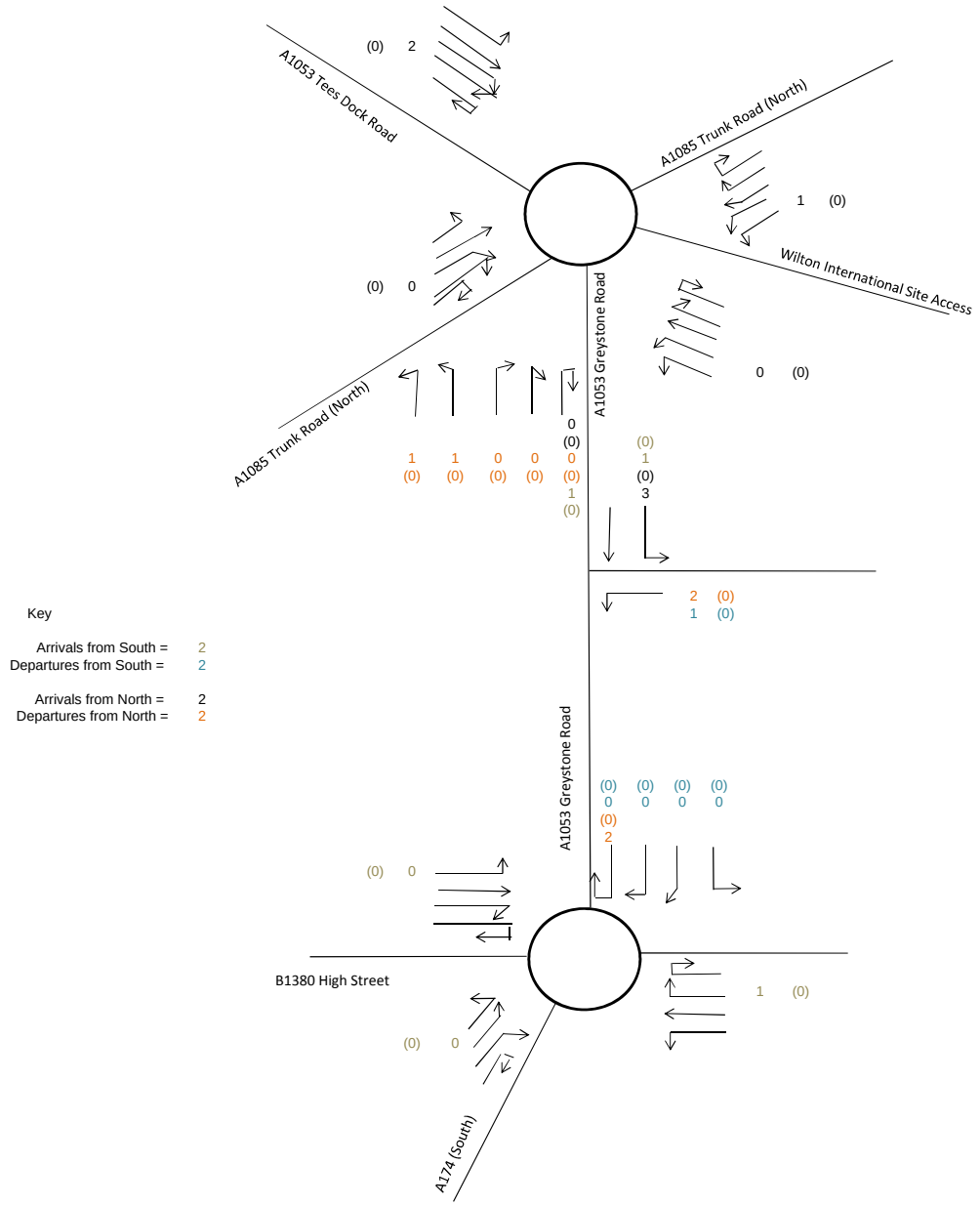
Arrivals from North = 2
Departures from North = 2

ERM Ltd
Teesside Combined Cycle Power Plant

2031 Scenario 2 - 1st CCGT and 2nd CCGT
Operational Traffic Flows

PM (17:30-18:30)

Diagram 7.31



Key

Arrivals from South = 2
Departures from South = 2

Arrivals from North = 2
Departures from North = 2

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ERM Ltd
Teesside Combined Cycle Power Plant

2031 Scenario 2 - 1st CCGT and 2nd CCGT
Operational Traffic Flows

PM (18:30-19:30)

Diagram 7.32

APPENDIX A: Highways England Correspondence

SEMBCORP Tees Combined Cycle Power Plant – Preliminary Environmental Information Report Assessment

PREPARED FOR:	Simon Geoghegan
PREPARED BY:	Chris Carr (CH2M)
DATE:	19th July 2017
PROJECT NUMBER:	679066.AA.17.29
DOCUMENT REF:	TM001
REVIEWED / APPROVED BY:	Gavin Nicholson (CH2M)

Task overview

CH2M has been commissioned by Highways England to undertake a review of the Transport Assessment [TA] associated with Development Control Order [DCO] application submitted as part of that proposed Combined Cycle Gas Turbine [CCGT] generating station on the former Teeside Power Station, which is part of the wider Wilton International Site in Redcar, Teeside. The TA has been prepared by Mayer Brown Ltd (dated May 2017) as part of the Preliminary Environmental Information Report [PIER]. CH2M has reviewed the TA and provide comments within this technical memorandum in relation to the potential impact the development shall have on the operation and safety of the Strategic Road Network [SRN].

The considerations presented within this letter have been prepared with reference to:

- The Department for Transport *Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development* (and mindful of Highways England's draft replacement policy document);
- The Department for Communities and Local Government *National Planning Policy Framework* [NPPF] publication, March 2012;
- *A Protocol for Dealing with Planning Applications* by Highways England; and
- The DCLG published *Planning Practice Guidance – Travel plans, transport assessments and statements in decision-taking*.

SEMBCORP, as part of the DCO consultation process, approached Highways England to obtain first impressions the development shall have on the SRN. Highways England responded in March 2017 and these previous comments have been considered as part of this review. However, in summary, Highways England recommended a TA and Construction Traffic Management Plan [CTMP] were produced to support the development proposals and that the cumulative impact of surrounding developments were taken into consideration. Furthermore, Highways England confirmed the proposed left-in left-out access on to the A1053 is acceptable.

This Technical Memorandum [TM] provides a breakdown of the TA and concludes with recommendations for Highways England on how to proceed.

Context

The development proposal is for a 1,700 Megawatt electric (MWe) power plant. The development site is 810 hectares in size and is allocated as 'heavy industrial use' under an existing outline planning permission. The surrounding location is generally industrial in nature. It is anticipated that the development proposal shall involve a large amount of construction work and this has already been highlighted as a key element of the transport appraisal required by Highways England.

The TA specifies two potential scenarios for how the development is going to be taken forward. In Scenario One the development shall build a 1,700 MWe CCGT to be delivered in one construction phase and in Scenario Two the development shall be split into two phases, each producing a 850MWe CCGT and this shall be delivered over two construction phases. From the information provided there is no difference in scale of development between the two scenarios, only the length of time and number of phases of construction.

The development shall gain access from the A1053 Greystone Road via an existing left in, left out junction. As identified in the first response by Highways England, the A1053 between Westgate and Greystones Roundabout is part of the SRN. So too is the A174 (west of the A1053) to the south of the development proposal connecting into the A1053.

Developments of this nature, in the context of the SRN, can present a challenge to the network during the construction phase, in particular the level of Heavy Goods Vehicles [HGVs] that are loaded on to the network during peak operational periods. Furthermore, the development proposal shall seek access directly on to the SRN and therefore the applicant needs to provide evidence that the junction proposals have been designed to an acceptable standard and do not affect the operation and safety of other users.

Transport Assessment – Review

Vehicle Access

The TA identifies the main routes in and out of the development site via the A1053. The TA acknowledges the access point on to the A1053 is at a location where the dual carriageway is barrier separated and therefore movements from the south to the site shall have to make a U-turn movement at Westgate Roundabout and likewise movements to the north shall have to make a U-turn at Greystones Roundabout.

Whilst additional trip movements on the SRN should be actively discouraged, the applicant should be aware of the potential cumulative impact of these movements being conducted multiple times during busy network operation hours. Furthermore, Highways England confirmed in their email response in March 2017 that this access arrangement is acceptable.

With regards to the site access junction, no details have been provided within the TA on any proposed works to the site access. It is recommended by CH2M that before agreeing to the development proposals the detailed design of the proposed site access junction is reviewed by the Network Operator (in this case Autolink Concessionaries Ltd).

Car Parking

The TA identified that car parking shall be provided on site. It is recommended that the level of car parking is identified to ensure a suitable number of spaces have been identified in order to balance the promotion of non-car based journeys and also avoid any attempted off-site illegal parking, including any potential to do so on or near the SRN, which could influence its safe and efficient operation.

Abnormal Loads

The TA identified that as part of the construction phase there shall be a requirement for some abnormal loads to transport the components for the CCGT and these shall be brought into the country from abroad. Whilst no formal arrangement has yet been detailed it is proposed that the components are brought into the Teesport and transported to the site via the A66 and A1053.

The TA proposes swept path diagrams within the CTMP and the required contractual and statutory arrangements shall be put in place before this takes place.

CH2M welcomes the premise of detailing such movements beforehand and welcomes any initiative to minimise the disruption this may cause to the SRN. At this stage though no CTMP has been produced for Highways England to review.

Background Traffic Analysis

In April 2017, peak hour traffic surveys were conducted on the Westgate and Greystone Roundabouts. The survey identified the morning peak period to be between 07:30 – 08:30 and the evening peak period to be from 16:30 – 17:30.

The observed traffic flow has been growthed using TEMPro factors for four base flow scenarios; 2021, 2023, 2029 and 2031 to fall in line with the various construction and operational phases for both scenarios.

The base flow assessment is robust and the methodology behind the TEMPro growth factors is sound. A test using TEMPro 7.2 identified the growth factors used are accurate for each identified scenario.

Development Trip Generation – Construction Phase

As stated above the TA identifies two potential development scenarios. The format of the trip generation assessment is split into construction phases and operational phases, identifying anticipated employee levels for each phase and the associated trip generation.

The construction phase(s) trip generation for both scenarios have been worked out with the following assumptions:

- The anticipated maximum workers on site has been assessed;
- The majority of workers shall travel by car/van and shall car share in 'teams';
- The car share occupancy has been estimated at 3 Employees per car; and
- The construction phases are 39 weeks long;
- The working shift pattern is 07:00-19:00, therefore no workers shall be arriving or leaving the site during the assessment peak periods.

Table 1 below presents a summary of the workers and trips associated with the construction phase.

Table 1 – Construction Phase Trip Generation Summary

Scenario/Construction Phase	Peak Construction Workers on Site	Estimated Construction Worker Trips	AM Peak Two-way Trip Generation (07:30 – 08:30)	PM Peak Two-way Trip Generation (16:30 – 17:30)	Daily Two-way Trip Generation
Scenario 1					
Construction Phase (2021)	945	284	0	0	568
Scenario 2					

Table 1 – Construction Phase Trip Generation Summary

Scenario/Construction Phase	Peak Construction Workers on Site	Estimated Construction Worker Trips	AM Peak Two-way Trip Generation (07:30 – 08:30)	PM Peak Two-way Trip Generation (16:30 – 17:30)	Daily Two-way Trip Generation
Construction Phase 1 (2021)	630	189	0	0	378
Construction Phase 2 (2029)	630	189	0	0	378

Further to the above, HGVs have also been estimated for the construction phase. It is estimated that a peak in 68 two-way HGV movements shall be required. HGVs are considered separate to the above Construction Workers in the trip generation analysis.

CH2M are happy with the use of the anticipated maximum construction workers and HGVs, however further clarity is required as to how the car sharing assumption have been generated as on first sight it appears relatively ambitious. Furthermore, whilst it has been identified that no peak hour movements shall be generated, a robust assessment should profile when the construction traffic peak hour movements occur and analyse this against the background traffic of the SRN for each construction phase scenario. Ideally these shall be presented in network diagrams and the analysis to include trip distribution across the network so the impact at key junctions, such as Greystones and Westgate Roundabouts, can be reviewed.

Development Trip Generation – Operational Phase

As with the construction phases, the trip generation for the operational phase(s) for both scenarios have been calculated with the same methodology and the following assumptions:

- The majority of employees work an eight-hour shift between 09:00-17:00, however five employees work a 12-hour shift pattern from 07:00-19:00 and 19:00-07:00;
- For this assessment, it is assumed no employees arrive to the site during the morning peak however all eight-hour shift employees shall leave the site in the evening peak;
- Based on census data for the local area 90% of employees are predicted to arrive by car and 8% car share

Table 2 below presents a summary of the employees and trips associated with the construction phase.

Table 2 – Operational Phase Trip Generation Summary

Scenario/Operation Phase	Estimated Usual Employees on Site	Estimated Usual Employee Trips	AM Peak Two-way Trip Generation (07:30 – 08:30)	PM Peak Two-way Trip Generation (16:30 – 17:30)	Daily Two-way Trip Generation
Scenario 1					
Operation Phase (2023)	48	39	0	31	78
Scenario 2					
Operation Phase 1 (2023)	46	38	0	31	78
Operation Phase 2 (2031)	48	39	0	31	78

It is assumed on average one HGV per day shall visit the site, equalling two two-way movements on average per day.

The proposed methodology for deriving development trips based on the provided typical employee levels is acceptable. Furthermore, given the low level of proposed employee trips generated by the development proposal, it is unlikely the SRN shall be impacted by the daily operation of this development proposal.

Traffic Impact

The TA provides an analysis looking at the percentage increase in traffic flows across the A1053 Greystone Road, Greystone Roundabout and Westgate Roundabout. This analysis was conducted for each construction and operational phase for both Scenario One and Scenario Two of the development proposals.

The measure of percentage impact is the growth base daily background flow data for each scenario, against the daily proposed development traffic. The percentage increases are set against the standards presented in the 1993 Institute of Environmental Assessment Guidelines for the Environmental Assessment of Road Traffic. The results identify the uplift in trip movements on the assessed network locations are well within the prescribed limit of 30% increase in traffic volume and therefore the development has at most a 'slight' impact on the local environment.

In principle CH2M agree the proposed construction and operational traffic over a 24 period, compared to the background flow for a given development scenario, is comparatively low and this has been presented accurately. However, given no hourly profile of the proposed construction traffic movement has been presented, the impact the development has during peak construction traffic periods cannot be identified. We therefore request that further information is provided on the peak construction traffic periods and the traffic impact is measured against these periods to compliment the daily assessment provided.

Furthermore, if the peak hour construction traffic as a comparison against the background network is observed to be high, then it is recommended suitable junction impact assessment methods to measure queue length and junction capacity should be conducted to provide further evidence that the SRN is not impacted by this development proposal.

Cumulative Impact

In the email response that Highways England provided in March 2017 it was recommended that the development should co-ordinate with other major construction projects within the area, particularly during the construction phase.

The TA details 35 major development sites that are within the vicinity of the development proposal. Four out of the 35 have been identified as potentially contributing to a cumulative impact on the road network. Three of the development proposals are housing and it has been assumed these shall be taken into consideration within the TEMPro growth calculation, however the fourth is a neighbouring chemical plant development and the traffic levels from this development proposal could have an impact during the construction phase.

It is the intentions of the applicant to coordinate with the neighbouring site developers in order to minimise the impacts this may have on the road network.

It is CH2Ms recommendation that further information on committed major developments are built into the traffic impact assessment. The provision of this data as traffic figures and analysed against the growth background traffic and development based traffic shall provide a robust assessment of the cumulative impact on the SRN.

Accident Analysis

The TA provided a robust assessment of road accidents dating between 2010 and 2015. The assessment covers the A1053 between Greystone and Westgate roundabouts, the A174 and the A66.

The assessment identified a total of 41 accidents occurred during this period, 28 of which occurred on or on the approach arms of Greystone Roundabout. The majority of the accidents are considered slight apart from two serious and two fatal accidents. On the A1053 outside of the proposed access to the development proposal, no accidents have been recorded within the past five years of accident data.

CH2M agrees with the robust methodology used in assessing the accident data and that no trend in accidents is directly related to the development proposal.

Summary and Conclusions

Highways England has asked CH2M to consider the TA associated with the proposed DCO application for the Teeside Combined Cycle Power Plant on the Wilton industrial Estate, Redcar. The proposals are currently going through the DCO process and previously Highways England provided comments and recommendations at the scoping state.

Upon reviewing the TA, CH2M agreed in principle with the contents and the approaches undertaken and assumptions made. However, some areas in need of clarifying remain and which require addressing.

Further information is required (as identified below)

Given the above, CH2M has some concerns and would suggest that further information is provided regarding the following:

1) Proposed site access details to be presented for review by the Network Operator;
2) Confirmation of the proposed number of car parking spaces for employees after the construction phase(s) is complete;
3) Greater clarity is provided on the profile of construction phase traffic for both scenarios including an hourly profile of anticipated traffic movement;
4) The traffic impact assessment to be expanded to assess the impact of development traffic against background traffic on the network for the anticipated peak hour of construction traffic movement; and
5) The cumulative impact assessment to present the traffic data of identified major developments including the development traffic and compare this against the background traffic across the growth scenarios.

Please note that this review takes into consideration the components of the TA and relates those comments back to the original response Highways England made on the proposals in March 2017. A CTMP is still to be produced by the applicant for Highways England to review.

The concerns above are not considered insurmountable and can be resolved through on-going dialogue with Highways England following the provision of further information from the applicant.

Response to Highways England Comments on TA

Introduction

1.1 This Technical Note has been produced to address the issues raised in the response prepared by Ch2m on behalf of Highways England, dated 19th July 2017, in relation to the Transport Assessment (TA), dated May 2017, included within the Preliminary Environmental Information Report (PEIR) for the Sembcorp Tees Combined Cycle Power Plant.

1.2 This Note looks at the following:

- Vehicle Access
- Car Parking
- Abnormal Loads
- Development Trip Generation – Construction Phase
- Development Trip Generation Operational Phase
- Traffic Impact
- Cumulative Impact

Vehicle Access

1.3 Highways England have confirmed that the access arrangement is acceptable. The Network Operator (Autolink Concessionaires Ltd) has been consulted and advised that they have no comments on the proposals.

1.4 There are no proposed amendments to the existing access junction.

Car Parking

1.5 Ch2m have recommended that "*the level of car parking is identified to ensure that a suitable number of spaces have been identified in order to balance the promotion of non-car journeys and also avoid any attempted off-site illegal parking*".

1.6 Sembcorp have confirmed that there are three existing areas of hardstanding that will be utilised for on-site parking for both the construction and operational staff and visitors to the site. The level of parking to be provided will result in approximately 370 spaces, 45 spaces

for the operational staff and 325 for the construction staff. This number of spaces includes an allowance for visitors to the site and any overlap in shift patterns that may occur.

Abnormal Loads

1.7 With regard to the abnormal loads, all details relating to these will be covered within the Construction Traffic Management Plan (CTMP) which is being produced by Sembcorp in association with the appointed contractor.

Development Trip Generation – Construction Phase

1.8 The car share ratio of three staff per vehicle has been used for similar sites and is considered to be robust for the proposed development based on the level of parking provision being provided. It is a generally recognised that construction workers have a natural tendency to car share. For the purpose of this assessment it has been assumed that 66% of the car trips will be car share trips. Therefore, a car share ratio of three staff per car is considered appropriate for the construction staff for the type of development and level of on-site car parking being proposed.

1.9 The TA focused on the network peak hours of 07:30-08:30 hours and 16:30-17:30 hours and as a result no construction staff trips occurred during the periods assessed.

1.10 Ch2m have requested that in order to provide a robust assessment the assessment should focus on the construction traffic peak hour movements. The hours of assessment will be increased to include 06:30-07:30 hours for the morning peak and 18:30-19:30 hours for the evening peak. The traffic surveys carried out on Tuesday 4th April 2017 provide data for 07:00-10:00 hours and 16:30-19:30 hours, therefore for the construction traffic peak in the morning, survey data from 07:00-08:00 hours will be used to represent 06:30-07:30 hours. This will provide a worst case assessment as background traffic flows are likely to be greater between 07:00-08:00 hours than during the construction traffic peak hour.

Development Trip Generation Operational Phase

1.11 Ch2m have confirmed that the operational phase of the development proposals is unlikely to impact on the operation of the SRN.

Traffic Impact

1.12 Ch2m have agreed that the proposed construction and operational traffic over a 24 hour period compared to the background traffic flow results in a comparatively low impact and that this information has been presented correctly.

1.13 Ch2m have requested further details relating to the construction traffic peak periods. As detailed above under 'Development Trip Generation – Construction Phase', the hours of assessment will be increased to include 06:30-07:30 hours for the morning peak and 18:30-19:30 hours for the evening peak. The traffic surveys carried out on Tuesday 4th April 2017 provide data for 07:00-10:00 hours and 16:30-19:30 hours, therefore for the construction traffic peak in the morning, survey data from 07:00-08:00 hours will be used to represent 06:30-07:30 hours. This will provide a worst case assessment as background traffic flows are likely to be greater between 07:00-08:00 hours than during the construction traffic peak hour.

1.14 Additional junction capacity assessments at the Greystone Roundabout and Westgate Roundabout will be carried out if the impact is considered to be significant.

Cumulative Impact

1.15 Highways England have recommended that the development should co-ordinate with other major construction projects in the area, particularly during the construction phase. Ch2m have made reference to the nearby Chemical Plant proposals and recommends that further information relating to this development is included with the assessment as it is considered that it could have an impact during the construction phase.

1.16 We have looked at the Traffic and Transport Report prepared for the Lotte LC1 Plant prepared on behalf of Lotte Chemical UK Limited and this concludes that there will be a negligible increase in trips and any significant increases in traffic will occur outside of the local normal peak traffic flows. There are no traffic flow diagrams detailing the predicted traffic flows. It also states that the additional development flows would take place outside of peak network times. During construction, there is estimated to be eight HGV movements per day increasing up to a maximum of 18 during the peak delivery months, between June-July 2012 and the first quarter of 2013. Obviously, these dates have now passed so it would be useful to gain an understanding of the current status of this development in order to ascertain how it could impact the Sembcorp development proposals. We will liaise with the local highway officers to try and co-ordinate the delivery of both projects so that the cumulative impacts are minimised.

Author: NE

Date: 18th August 2017

Nikki Eyles

From: Bell, Christopher (NO, North East) <chris.bell2@highwaysengland.co.uk>
Sent: 18 September 2017 14:54
To: Nikki Eyles
Subject: RE: Sembcorp - The Tees Combined Cycle Power Plant, Wilton International Site, Teesside

Nikki,

I write on behalf of Highways England with regards the above application.

The methodologies set out in your technical note are viewed as being appropriate, however we would prefer as much as possible to be done to mitigate the impact of traffic. We would recommend using 2.5 workers per vehicle as the norm.

The impact of the development does not appear to be severe. We welcome a Construction Transport Management Plan and Travel Plan and request that we can review these when completed.

I trust this is clear, but if more information is required, please don't hesitate to get in touch.

Regards

Christopher Bell, Asset Manager
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT
Tel: +44 (0) 300 4702339 | **Mobile**: + 44 (0) 7879 427 538
Web: http://www.highways.gov.uk
GTN: 0300 470 2339

From: Nikki Eyles [mailto:neyles@mayerbrown.co.uk]
Sent: 22 August 2017 17:11
To: Bell, Christopher (NO, North East)
Cc: Vera Lamont
Subject: Sembcorp - The Tees Combined Cycle Power Plant, Wilton International Site, Teesside

Chris,

Further to the comments relating to the Transport section of the PIER for the above proposal, provided in the Technical Memorandum produced by Ch2m on behalf of Highways England, dated 19th July 2017, please find attached our Technical Note (file 2017-08-22 Tech Note Highways England Response.pdf) providing our response to the comments.

I would be grateful if you could confirm by return that our proposed methodology regarding the assessment periods is acceptable to you.

I look forward to hearing from you on this matter.

Kind regards,
Nikki

Nikki Eyles, BEng (Hons) MCIHT
Principal Transport Planner

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Please consider the environment before printing this email. Thank you.

APPENDIX B: Traffic Survey Data

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.1: Left from A1085 Trunk Road (North) to Way to Wilton Site Works								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	2	0	0	0	0	0	3	2.20
0715 - 0730	1	0	0	0	0	0	0	0	1	0.20
0730 - 0745	2	0	1	0	0	0	0	0	3	1.40
0745 - 0800	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	5	0	4	0	0	0	0	0	9	5.00
Hourly Average	1.25	0.00	1.00	0.00	0.00	0.00	0.00	0.00	2.25	1.25
0800 - 0815	1	0	0	0	0	0	0	0	1	0.20
0815 - 0830	1	0	0	0	0	0	0	0	1	0.20
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	3	0	0	0	0	0	0	0	3	0.60
Hourly Average	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.15
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	1	0	0	0	1	0	1	0	3	3.50
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	1	0	1	0	4	4.50
Hourly Average	0.25	0.00	0.25	0.00	0.25	0.00	0.25	0.00	1.00	1.13
Session Total	9	0	5	0	1	0	1	0	16	10.10
Session Average	0.75	0.00	0.42	0.00	0.08	0.00	0.08	0.00	1.33	0.84

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.1: Left from A1085 Trunk Road (North) to Way to Wilton Site Works								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	2	0	0	0	0	0	0	0	2	0.40
1645 - 1700	1	0	0	0	0	0	0	0	1	0.20
1700 - 1715	1	0	0	0	0	0	0	0	1	0.20
1715 - 1730	1	0	0	0	1	0	0	0	2	1.20
Hourly Total	5	0	0	0	1	0	0	0	6	2.00
Hourly Average	1.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	1.50	0.50
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	1	0	0	0	0	0	0	0	1	0.20
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30
1830 - 1845	0	0	0	0	1	0	0	0	1	1.00
1845 - 1900	1	0	0	0	0	0	0	0	1	0.20
1900 - 1915	0	0	0	0	0	0	0	0	0	0.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	0	0	1	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.50	0.30
Session Total	7	0	1	0	2	0	0	0	10	4.40
Session Average	0.58	0.00	0.08	0.00	0.17	0.00	0.00	0.00	0.83	0.37

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.2: Left from A1085 Trunk Road (North) to A1053 Greystone Roac								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	13	0	2	3	2	0	20	24.10
0715 - 0730	0	0	5	0	1	3	4	1	14	21.70
0730 - 0745	0	0	13	0	4	4	7	2	30	43.10
0745 - 0800	0	0	12	0	7	1	1	0	21	22.80
Hourly Total	0	0	43	0	14	11	14	3	85	111.70
Hourly Average	0.00	0.00	10.75	0.00	3.50	2.75	3.50	0.75	21.25	27.93
0800 - 0815	0	0	13	0	4	1	1	0	19	20.80
0815 - 0830	0	0	14	3	6	0	1	0	24	25.30
0830 - 0845	0	0	11	0	4	0	1	0	16	17.30
0845 - 0900	0	0	5	0	8	0	0	0	13	13.00
Hourly Total	0	0	43	3	22	1	3	0	72	76.40
Hourly Average	0.00	0.00	10.75	0.75	5.50	0.25	0.75	0.00	18.00	19.10
0900 - 0915	0	0	13	1	5	1	1	0	21	22.80
0915 - 0930	0	0	6	0	4	0	5	1	16	23.50
0930 - 0945	0	0	11	2	4	0	1	0	18	19.30
0945 - 1000	0	0	11	1	6	2	4	0	24	30.20
Hourly Total	0	0	41	4	19	3	11	1	79	95.80
Hourly Average	0.00	0.00	10.25	1.00	4.75	0.75	2.75	0.25	19.75	23.95

Session Total	0	0	127	7	55	15	28	4	236	283.90
Session Average	0.00	0.00	10.58	0.58	4.58	1.25	2.33	0.33	19.67	23.66

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.2: Left from A1085 Trunk Road (North) to A1053 Greystone Roac								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	30	0	6	0	3	0	39	42.90
1645 - 1700	0	0	35	1	3	0	1	0	40	41.30
1700 - 1715	0	0	24	0	2	0	2	0	28	30.60
1715 - 1730	0	0	26	0	3	1	3	0	33	37.40
Hourly Total	0	0	115	1	14	1	9	0	140	152.20
Hourly Average	0.00	0.00	28.75	0.25	3.50	0.25	2.25	0.00	35.00	38.05
1730 - 1745	0	1	33	0	3	0	1	0	38	38.70
1745 - 1800	0	0	17	0	1	0	0	0	18	18.00
1800 - 1815	0	1	25	0	1	0	1	1	29	30.70
1815 - 1830	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	2	89	0	6	0	2	1	100	102.40
Hourly Average	0.00	0.50	22.25	0.00	1.50	0.00	0.50	0.25	25.00	25.60
1830 - 1845	0	0	21	0	2	0	0	0	23	23.00
1845 - 1900	0	0	13	1	2	0	1	0	17	18.30
1900 - 1915	0	0	16	0	2	0	0	0	18	18.00
1915 - 1930	0	0	10	0	3	0	0	0	13	13.00
Hourly Total	0	0	60	1	9	0	1	0	71	72.30
Hourly Average	0.00	0.00	15.00	0.25	2.25	0.00	0.25	0.00	17.75	18.08

Session Total	0	2	264	2	29	1	12	1	311	326.90
Session Average	0.00	0.17	22.00	0.17	2.42	0.08	1.00	0.08	25.92	27.24

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.3: Westbound from A1085 Trunk Road (North) to A1085 Trunk Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	28	1	3	2	0	0	35	35.40
0715 - 0730	0	0	28	0	8	6	1	3	46	53.30
0730 - 0745	0	0	34	0	4	2	0	3	43	47.00
0745 - 0800	0	0	54	0	12	0	1	3	70	74.30
Hourly Total	0	1	144	1	27	10	2	9	194	210.00
Hourly Average	0.00	0.25	36.00	0.25	6.75	2.50	0.50	2.25	48.50	52.50
0800 - 0815	0	0	47	2	8	0	0	1	58	59.00
0815 - 0830	0	0	47	3	9	0	0	2	61	63.00
0830 - 0845	0	0	49	0	6	0	0	0	55	55.00
0845 - 0900	0	0	34	0	5	0	0	2	41	43.00
Hourly Total	0	0	177	5	28	0	0	5	215	220.00
Hourly Average	0.00	0.00	44.25	1.25	7.00	0.00	0.00	1.25	53.75	55.00
0900 - 0915	0	0	32	2	10	0	0	1	45	46.00
0915 - 0930	0	1	30	1	3	0	0	1	36	36.40
0930 - 0945	0	0	36	1	6	0	1	2	46	49.30
0945 - 1000	0	0	38	1	2	1	0	2	44	46.50
Hourly Total	0	1	136	5	21	1	1	6	171	178.20
Hourly Average	0.00	0.25	34.00	1.25	5.25	0.25	0.25	1.50	42.75	44.55

Session Total	0	2	457	11	76	11	3	20	580	608.20
Session Average	0.00	0.17	38.08	0.92	6.33	0.92	0.25	1.67	48.33	50.68

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.3: Westbound from A1085 Trunk Road (North) to A1085 Trunk Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	1	68	0	16	0	0	0	85	84.40
1645 - 1700	0	0	53	0	6	0	0	2	61	63.00
1700 - 1715	0	0	87	0	6	0	0	0	93	93.00
1715 - 1730	0	0	71	1	5	0	0	1	78	79.00
Hourly Total	0	1	279	1	33	0	0	3	317	319.40
Hourly Average	0.00	0.25	69.75	0.25	8.25	0.00	0.00	0.75	79.25	79.85
1730 - 1745	0	0	48	0	3	0	0	1	52	53.00
1745 - 1800	0	2	55	0	4	1	0	0	62	61.30
1800 - 1815	1	2	41	1	2	0	0	0	47	45.00
1815 - 1830	0	1	52	1	3	0	0	0	57	56.40
Hourly Total	1	5	196	2	12	1	0	1	218	215.70
Hourly Average	0.25	1.25	49.00	0.50	3.00	0.25	0.00	0.25	54.50	53.93
1830 - 1845	1	1	42	0	1	0	0	1	46	45.60
1845 - 1900	0	0	47	1	1	0	0	0	49	49.00
1900 - 1915	0	0	40	0	3	0	1	0	44	45.30
1915 - 1930	0	0	35	0	3	0	0	0	38	38.00
Hourly Total	1	1	164	1	8	0	1	1	177	177.90
Hourly Average	0.25	0.25	41.00	0.25	2.00	0.00	0.25	0.25	44.25	44.48

Session Total	2	7	639	4	53	1	1	5	712	713.00
Session Average	0.17	0.58	53.25	0.33	4.42	0.08	0.08	0.42	59.33	59.42

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.4: Right from A1085 Trunk Road (North) to A1053 Tees Dock Roac								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	73	5	22	1	4	1	108	113.30
0715 - 0730	0	2	122	2	23	2	4	2	157	164.00
0730 - 0745	0	0	133	2	26	1	6	3	171	182.30
0745 - 0800	0	0	153	0	26	0	6	1	186	194.80
Hourly Total	1	3	481	9	97	4	20	7	622	654.40
Hourly Average	0.25	0.75	120.25	2.25	24.25	1.00	5.00	1.75	155.50	163.60
0800 - 0815	0	1	139	0	36	4	4	1	185	192.60
0815 - 0830	0	0	150	0	24	2	3	1	180	185.90
0830 - 0845	0	0	128	0	16	5	7	1	157	169.60
0845 - 0900	0	0	86	0	20	1	6	0	113	121.30
Hourly Total	0	1	503	0	96	12	20	3	635	669.40
Hourly Average	0.00	0.25	125.75	0.00	24.00	3.00	5.00	0.75	158.75	167.35
0900 - 0915	0	0	77	0	14	1	4	1	97	103.70
0915 - 0930	0	1	44	2	10	6	6	1	70	81.20
0930 - 0945	0	1	55	0	9	4	2	1	72	77.00
0945 - 1000	0	0	41	0	15	1	3	2	62	68.40
Hourly Total	0	2	217	2	48	12	15	5	301	330.30
Hourly Average	0.00	0.50	54.25	0.50	12.00	3.00	3.75	1.25	75.25	82.58

Session Total	1	6	1201	11	241	28	55	15	1558	1654.10
Session Average	0.08	0.50	100.08	0.92	20.08	2.33	4.58	1.25	129.83	137.84

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.4: Right from A1085 Trunk Road (North) to A1053 Tees Dock Roac								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	1	83	0	16	2	3	1	106	111.30
1645 - 1700	0	0	69	0	13	2	2	2	88	93.60
1700 - 1715	0	0	76	1	10	1	1	2	91	94.80
1715 - 1730	0	0	84	0	6	2	2	1	95	99.60
Hourly Total	0	1	312	1	45	7	8	6	380	399.30
Hourly Average	0.00	0.25	78.00	0.25	11.25	1.75	2.00	1.50	95.00	99.83
1730 - 1745	0	1	69	0	4	1	1	1	77	79.20
1745 - 1800	0	0	70	0	6	0	1	1	78	80.30
1800 - 1815	0	2	68	0	9	0	0	0	79	77.80
1815 - 1830	0	1	41	0	6	0	3	2	53	58.30
Hourly Total	0	4	248	0	25	1	5	4	287	295.60
Hourly Average	0.00	1.00	62.00	0.00	6.25	0.25	1.25	1.00	71.75	73.90
1830 - 1845	0	0	53	1	2	1	0	1	58	59.50
1845 - 1900	0	0	49	0	4	0	1	0	54	55.30
1900 - 1915	0	0	42	0	3	2	0	0	47	48.00
1915 - 1930	0	0	35	0	2	1	0	0	38	38.50
Hourly Total	0	0	179	1	11	4	1	1	197	201.30
Hourly Average	0.00	0.00	44.75	0.25	2.75	1.00	0.25	0.25	49.25	50.33

Session Total	0	5	739	2	81	12	14	11	864	896.20
Session Average	0.00	0.42	61.58	0.17	6.75	1.00	1.17	0.92	72.00	74.68

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.5: U-Turn from A1085 Trunk Road (North) to A1085 Trunk Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25

Session Total	0	0	0	0	1	0	0	0	1	1.00
Session Average	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.08	0.08

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.5: U-Turn from A1085 Trunk Road (North) to A1085 Trunk Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
1900 - 1915	0	0	0	0	0	0	0	0	0	0.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.6: Left from Way to Wilton Site Works to A1053 Greystone Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	1	0	2	3.30
0715 - 0730	0	0	0	0	0	0	1	0	1	2.30
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	1	1	0	2	3.80
Hourly Total	0	0	2	0	0	1	3	0	6	10.40
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.25	0.75	0.00	1.50	2.60
0800 - 0815	0	0	0	0	1	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	0	0	0	0	3	0	3	6.90
0915 - 0930	0	0	0	0	1	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	3	0	1	0	1	0	5	6.30
Hourly Total	0	0	3	0	2	0	4	0	9	14.20
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	1.00	0.00	2.25	3.55

Session Total	0	0	5	0	4	1	7	0	17	26.60
Session Average	0.00	0.00	0.42	0.00	0.33	0.08	0.58	0.00	1.42	2.22

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.6: Left from Way to Wilton Site Works to A1053 Greystone Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	6	0	0	0	2	0	8	10.60
1645 - 1700	0	0	2	0	2	0	0	0	4	4.00
1700 - 1715	0	0	3	0	1	0	0	0	4	4.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	13	0	3	0	2	0	18	20.60
Hourly Average	0.00	0.00	3.25	0.00	0.75	0.00	0.50	0.00	4.50	5.15
1730 - 1745	0	0	1	0	0	0	2	0	3	5.60
1745 - 1800	0	0	9	0	1	0	0	0	10	10.00
1800 - 1815	0	0	13	0	1	0	0	0	14	14.00
1815 - 1830	0	0	15	0	1	0	1	0	17	18.30
Hourly Total	0	0	38	0	3	0	3	0	44	47.90
Hourly Average	0.00	0.00	9.50	0.00	0.75	0.00	0.75	0.00	11.00	11.98
1830 - 1845	0	1	4	0	1	0	0	0	6	5.40
1845 - 1900	0	0	4	0	1	0	0	0	5	5.00
1900 - 1915	0	0	2	0	0	0	0	0	2	2.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	1	10	0	2	0	0	0	13	12.40
Hourly Average	0.00	0.25	2.50	0.00	0.50	0.00	0.00	0.00	3.25	3.10

Session Total	0	1	61	0	8	0	5	0	75	80.90
Session Average	0.00	0.08	5.08	0.00	0.67	0.00	0.42	0.00	6.25	6.74

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.7: Left from Way to Wilton Site Works to A1085 Trunk Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	3	0	2	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.25	1.25
0800 - 0815	0	0	4	0	1	0	0	0	5	5.00
0815 - 0830	0	0	2	0	3	1	0	0	6	6.50
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	7	0	5	1	0	0	13	13.50
Hourly Average	0.00	0.00	1.75	0.00	1.25	0.25	0.00	0.00	3.25	3.38
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	2	1	0	0	4	4.50
0930 - 0945	0	0	0	0	2	0	0	0	2	2.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	4	1	0	0	7	7.50
Hourly Average	0.00	0.00	0.50	0.00	1.00	0.25	0.00	0.00	1.75	1.88

Session Total	0	0	12	0	11	2	0	0	25	26.00
Session Average	0.00	0.00	1.00	0.00	0.92	0.17	0.00	0.00	2.08	2.17

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.7: Left from Way to Wilton Site Works to A1085 Trunk Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	13	0	3	0	0	0	16	16.00
1645 - 1700	0	0	5	0	1	0	0	0	6	6.00
1700 - 1715	0	0	6	0	0	0	0	0	6	6.00
1715 - 1730	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	29	0	5	0	0	0	34	34.00
Hourly Average	0.00	0.00	7.25	0.00	1.25	0.00	0.00	0.00	8.50	8.50
1730 - 1745	1	0	12	0	0	0	0	0	13	12.20
1745 - 1800	0	0	8	0	0	0	0	0	8	8.00
1800 - 1815	1	0	10	0	0	0	0	0	11	10.20
1815 - 1830	0	0	5	0	3	0	0	0	8	8.00
Hourly Total	2	0	35	0	3	0	0	0	40	38.40
Hourly Average	0.50	0.00	8.75	0.00	0.75	0.00	0.00	0.00	10.00	9.60
1830 - 1845	0	0	7	0	0	0	0	0	7	7.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
1900 - 1915	0	0	1	0	1	0	0	0	2	2.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	9	0	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.00	0.00	0.00	2.50	2.50

Session Total	2	0	73	0	9	0	0	0	84	82.40
Session Average	0.17	0.00	6.08	0.00	0.75	0.00	0.00	0.00	7.00	6.87

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.8: Northbound from Way to Wilton Site Works to A1053 Tees Dock Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	1	1	3	0	9	13.40
0715 - 0730	0	0	0	0	1	2	3	0	6	10.90
0730 - 0745	0	0	5	0	3	2	3	0	13	17.90
0745 - 0800	0	0	1	0	3	3	6	0	13	22.30
Hourly Total	0	0	10	0	8	8	15	0	41	64.50
Hourly Average	0.00	0.00	2.50	0.00	2.00	2.00	3.75	0.00	10.25	16.13
0800 - 0815	0	0	4	0	3	0	5	0	12	18.50
0815 - 0830	0	0	3	0	3	1	11	0	18	32.80
0830 - 0845	0	0	4	0	4	0	8	0	16	26.40
0845 - 0900	0	0	2	0	3	1	5	0	11	18.00
Hourly Total	0	0	13	0	13	2	29	0	57	95.70
Hourly Average	0.00	0.00	3.25	0.00	3.25	0.50	7.25	0.00	14.25	23.93
0900 - 0915	0	0	2	0	2	1	2	0	7	10.10
0915 - 0930	0	0	1	0	3	0	4	0	8	13.20
0930 - 0945	0	0	3	0	3	1	1	0	8	9.80
0945 - 1000	0	0	2	0	7	0	3	0	12	15.90
Hourly Total	0	0	8	0	15	2	10	0	35	49.00
Hourly Average	0.00	0.00	2.00	0.00	3.75	0.50	2.50	0.00	8.75	12.25

Session Total	0	0	31	0	36	12	54	0	133	209.20
Session Average	0.00	0.00	2.58	0.00	3.00	1.00	4.50	0.00	11.08	17.43

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.8: Northbound from Way to Wilton Site Works to A1053 Tees Dock Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	1	1	22	0	5	1	2	0	32	33.70
1645 - 1700	0	2	7	0	1	0	4	0	14	18.00
1700 - 1715	0	0	28	0	2	0	3	0	33	36.90
1715 - 1730	0	0	14	0	0	0	3	0	17	20.90
Hourly Total	1	3	71	0	8	1	12	0	96	109.50
Hourly Average	0.25	0.75	17.75	0.00	2.00	0.25	3.00	0.00	24.00	27.38
1730 - 1745	1	0	18	0	0	0	3	0	22	25.10
1745 - 1800	0	0	26	0	2	0	1	0	29	30.30
1800 - 1815	0	0	20	0	1	0	4	0	25	30.20
1815 - 1830	0	1	11	0	1	0	3	0	16	19.30
Hourly Total	1	1	75	0	4	0	11	0	92	104.90
Hourly Average	0.25	0.25	18.75	0.00	1.00	0.00	2.75	0.00	23.00	26.23
1830 - 1845	0	0	11	0	2	0	1	0	14	15.30
1845 - 1900	0	0	6	0	0	0	1	0	7	8.30
1900 - 1915	0	0	5	0	1	0	0	0	6	6.00
1915 - 1930	0	0	1	0	0	0	2	0	3	5.60
Hourly Total	0	0	23	0	3	0	4	0	30	35.20
Hourly Average	0.00	0.00	5.75	0.00	0.75	0.00	1.00	0.00	7.50	8.80

Session Total	2	4	169	0	15	1	27	0	218	249.60
Session Average	0.17	0.33	14.08	0.00	1.25	0.08	2.25	0.00	18.17	20.80

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.9: Right from Way to Wilton Site Works to A1085 Trunk Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25

Session Total	0	0	0	0	1	0	0	0	1	1.00
Session Average	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.08	0.08

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.9: Right from Way to Wilton Site Works to A1085 Trunk Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1730 - 1745	0	0	0	0	1	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	2	0	0	0	0	0	0	0	2	0.40
1900 - 1915	0	0	0	0	1	0	0	0	1	1.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	2	0	0	0	1	0	0	0	3	1.40
Hourly Average	0.50	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.75	0.35

Session Total	2	0	5	0	2	0	0	0	9	7.40
Session Average	0.17	0.00	0.42	0.00	0.17	0.00	0.00	0.00	0.75	0.62

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.10: U-Turn from Way to Wilton Site Works to Way to Wilton Site Works								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.10: U-Turn from Way to Wilton Site Works to Way to Wilton Site Works								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
1900 - 1915	0	0	0	0	0	0	0	0	0	0.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.11: Left from A1053 Greystone Road to A1085 Trunk Road (South)'								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	15	0	4	0	1	0	20	21.30
0715 - 0730	0	0	20	0	5	0	0	0	25	25.00
0730 - 0745	0	0	36	0	2	0	0	0	38	38.00
0745 - 0800	0	0	40	1	6	0	1	0	48	49.30
Hourly Total	0	0	111	1	17	0	2	0	131	133.60
Hourly Average	0.00	0.00	27.75	0.25	4.25	0.00	0.50	0.00	32.75	33.40
0800 - 0815	0	0	50	1	6	0	1	1	59	61.30
0815 - 0830	0	0	58	1	5	0	0	0	64	64.00
0830 - 0845	0	0	48	0	0	0	0	0	48	48.00
0845 - 0900	0	0	52	0	7	0	0	0	59	59.00
Hourly Total	0	0	208	2	18	0	1	1	230	232.30
Hourly Average	0.00	0.00	52.00	0.50	4.50	0.00	0.25	0.25	57.50	58.08
0900 - 0915	0	0	44	2	3	0	0	0	49	49.00
0915 - 0930	0	0	27	2	2	2	0	0	33	34.00
0930 - 0945	0	0	27	2	2	1	0	1	33	34.50
0945 - 1000	0	0	26	1	1	0	0	0	28	28.00
Hourly Total	0	0	124	7	8	3	0	1	143	145.50
Hourly Average	0.00	0.00	31.00	1.75	2.00	0.75	0.00	0.25	35.75	36.38

Session Total	0	0	443	10	43	3	3	2	504	511.40
Session Average	0.00	0.00	36.92	0.83	3.58	0.25	0.25	0.17	42.00	42.62

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.11: Left from A1053 Greystone Road to A1085 Trunk Road (South)'								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	34	2	2	0	0	0	38	38.00
1645 - 1700	0	1	28	1	3	0	0	0	33	32.40
1700 - 1715	0	0	30	0	0	0	0	0	30	30.00
1715 - 1730	0	0	28	1	4	0	0	0	33	33.00
Hourly Total	0	1	120	4	9	0	0	0	134	133.40
Hourly Average	0.00	0.25	30.00	1.00	2.25	0.00	0.00	0.00	33.50	33.35
1730 - 1745	0	0	31	0	2	0	0	0	33	33.00
1745 - 1800	0	0	27	0	4	0	1	0	32	33.30
1800 - 1815	0	0	21	0	3	0	0	1	25	26.00
1815 - 1830	0	0	29	0	0	0	0	0	29	29.00
Hourly Total	0	0	108	0	9	0	1	1	119	121.30
Hourly Average	0.00	0.00	27.00	0.00	2.25	0.00	0.25	0.25	29.75	30.33
1830 - 1845	0	0	22	0	2	0	0	0	24	24.00
1845 - 1900	0	0	17	0	0	0	0	0	17	17.00
1900 - 1915	0	0	10	0	0	0	0	0	10	10.00
1915 - 1930	0	1	8	0	1	0	0	0	10	9.40
Hourly Total	0	1	57	0	3	0	0	0	61	60.40
Hourly Average	0.00	0.25	14.25	0.00	0.75	0.00	0.00	0.00	15.25	15.10

Session Total	0	2	285	4	21	0	1	1	314	315.10
Session Average	0.00	0.17	23.75	0.33	1.75	0.00	0.08	0.08	26.17	26.26

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.12: Left from A1053 Greystone Road to A1053 Tees Dock Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	125	0	12	0	7	0	145	153.50
0715 - 0730	0	0	158	0	17	0	6	1	182	190.80
0730 - 0745	0	1	206	0	20	1	6	1	235	243.70
0745 - 0800	0	3	219	1	28	1	7	1	260	268.80
Hourly Total	0	5	708	1	77	2	26	3	822	856.80
Hourly Average	0.00	1.25	177.00	0.25	19.25	0.50	6.50	0.75	205.50	214.20
0800 - 0815	0	1	233	0	19	2	8	1	264	275.80
0815 - 0830	0	0	240	0	12	4	8	2	266	280.40
0830 - 0845	0	1	187	0	16	2	5	1	212	219.90
0845 - 0900	0	1	171	0	9	4	6	0	191	200.20
Hourly Total	0	3	831	0	56	12	27	4	933	976.30
Hourly Average	0.00	0.75	207.75	0.00	14.00	3.00	6.75	1.00	233.25	244.08
0900 - 0915	0	1	116	1	15	3	6	6	148	162.70
0915 - 0930	0	2	77	1	13	1	12	0	106	120.90
0930 - 0945	0	0	77	1	14	1	3	2	98	104.40
0945 - 1000	0	0	51	2	7	3	8	0	71	82.90
Hourly Total	0	3	321	5	49	8	29	8	423	470.90
Hourly Average	0.00	0.75	80.25	1.25	12.25	2.00	7.25	2.00	105.75	117.73

Session Total	0	11	1860	6	182	22	82	15	2178	2304.00
Session Average	0.00	0.92	155.00	0.50	15.17	1.83	6.83	1.25	181.50	192.00

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.12: Left from A1053 Greystone Road to A1053 Tees Dock Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	52	0	9	1	12	0	74	90.10
1645 - 1700	0	0	34	0	8	0	6	1	49	57.80
1700 - 1715	0	0	29	0	1	0	5	0	35	41.50
1715 - 1730	0	1	27	1	1	0	4	0	34	38.60
Hourly Total	0	1	142	1	19	1	27	1	192	228.00
Hourly Average	0.00	0.25	35.50	0.25	4.75	0.25	6.75	0.25	48.00	57.00
1730 - 1745	0	0	40	0	4	1	1	0	46	47.80
1745 - 1800	0	0	39	0	1	0	4	0	44	49.20
1800 - 1815	0	0	33	2	3	1	1	0	40	41.80
1815 - 1830	0	1	28	2	6	0	8	1	46	56.80
Hourly Total	0	1	140	4	14	2	14	1	176	195.60
Hourly Average	0.00	0.25	35.00	1.00	3.50	0.50	3.50	0.25	44.00	48.90
1830 - 1845	0	0	23	0	2	1	5	0	31	38.00
1845 - 1900	0	0	24	1	2	0	5	2	34	42.50
1900 - 1915	0	0	21	0	2	0	6	0	29	36.80
1915 - 1930	0	0	9	0	4	0	5	0	18	24.50
Hourly Total	0	0	77	1	10	1	21	2	112	141.80
Hourly Average	0.00	0.00	19.25	0.25	2.50	0.25	5.25	0.50	28.00	35.45

Session Total	0	2	359	6	43	4	62	4	480	565.40
Session Average	0.00	0.17	29.92	0.50	3.58	0.33	5.17	0.33	40.00	47.12

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.13: Right from A1053 Greystone Road to A1085 Trunk Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	34	0	2	0	2	0	39	41.00
0715 - 0730	0	2	40	0	6	1	0	0	49	48.30
0730 - 0745	0	0	44	0	8	0	1	0	53	54.30
0745 - 0800	0	0	52	0	10	0	2	0	64	66.60
Hourly Total	0	3	170	0	26	1	5	0	205	210.20
Hourly Average	0.00	0.75	42.50	0.00	6.50	0.25	1.25	0.00	51.25	52.55
0800 - 0815	0	0	46	0	8	0	0	0	54	54.00
0815 - 0830	0	0	52	0	5	0	1	0	58	59.30
0830 - 0845	0	0	48	0	4	0	3	0	55	58.90
0845 - 0900	0	1	27	0	4	0	2	0	34	36.00
Hourly Total	0	1	173	0	21	0	6	0	201	208.20
Hourly Average	0.00	0.25	43.25	0.00	5.25	0.00	1.50	0.00	50.25	52.05
0900 - 0915	0	0	15	0	0	0	1	0	16	17.30
0915 - 0930	0	0	10	0	2	0	1	0	13	14.30
0930 - 0945	0	1	15	0	0	0	0	0	16	15.40
0945 - 1000	0	0	11	0	2	1	0	0	14	14.50
Hourly Total	0	1	51	0	4	1	2	0	59	61.50
Hourly Average	0.00	0.25	12.75	0.00	1.00	0.25	0.50	0.00	14.75	15.38

Session Total	0	5	394	0	51	2	13	0	465	479.90
Session Average	0.00	0.42	32.83	0.00	4.25	0.17	1.08	0.00	38.75	39.99

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.13: Right from A1053 Greystone Road to A1085 Trunk Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	10	0	6	0	0	0	16	16.00
1645 - 1700	1	0	12	0	6	0	1	0	20	20.50
1700 - 1715	0	0	11	0	1	0	0	0	12	12.00
1715 - 1730	0	0	19	0	6	0	1	1	27	29.30
Hourly Total	1	0	52	0	19	0	2	1	75	77.80
Hourly Average	0.25	0.00	13.00	0.00	4.75	0.00	0.50	0.25	18.75	19.45
1730 - 1745	1	0	19	0	3	0	2	0	25	26.80
1745 - 1800	2	0	15	0	0	0	0	0	17	15.40
1800 - 1815	3	0	12	0	4	0	0	0	19	16.60
1815 - 1830	3	0	26	0	2	0	2	0	33	33.20
Hourly Total	9	0	72	0	9	0	4	0	94	92.00
Hourly Average	2.25	0.00	18.00	0.00	2.25	0.00	1.00	0.00	23.50	23.00
1830 - 1845	1	0	12	0	6	0	1	0	20	20.50
1845 - 1900	0	0	10	0	0	0	1	1	12	14.30
1900 - 1915	0	0	3	0	0	0	0	0	3	3.00
1915 - 1930	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	1	0	35	0	6	0	2	1	45	47.80
Hourly Average	0.25	0.00	8.75	0.00	1.50	0.00	0.50	0.25	11.25	11.95

Session Total	11	0	159	0	34	0	8	2	214	217.60
Session Average	0.92	0.00	13.25	0.00	2.83	0.00	0.67	0.17	17.83	18.13

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.14: Right from A1053 Greystone Road to Way to Wilton Site Works								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	6	0	1	0	12	13.30
0715 - 0730	0	0	5	1	1	0	0	0	7	7.00
0730 - 0745	0	0	17	1	2	0	0	0	20	20.00
0745 - 0800	0	0	9	1	9	0	1	0	20	21.30
Hourly Total	0	0	36	3	18	0	2	0	59	61.60
Hourly Average	0.00	0.00	9.00	0.75	4.50	0.00	0.50	0.00	14.75	15.40
0800 - 0815	0	0	8	0	1	0	0	0	9	9.00
0815 - 0830	0	0	12	0	0	0	1	0	13	14.30
0830 - 0845	0	0	6	1	0	0	0	0	7	7.00
0845 - 0900	0	0	0	0	3	0	0	0	3	3.00
Hourly Total	0	0	26	1	4	0	1	0	32	33.30
Hourly Average	0.00	0.00	6.50	0.25	1.00	0.00	0.25	0.00	8.00	8.33
0900 - 0915	0	0	9	0	4	0	0	0	13	13.00
0915 - 0930	0	0	4	0	1	0	2	0	7	9.60
0930 - 0945	0	0	8	0	1	0	2	0	11	13.60
0945 - 1000	0	0	5	0	0	1	1	0	7	8.80
Hourly Total	0	0	26	0	6	1	5	0	38	45.00
Hourly Average	0.00	0.00	6.50	0.00	1.50	0.25	1.25	0.00	9.50	11.25

Session Total	0	0	88	4	28	1	8	0	129	139.90
Session Average	0.00	0.00	7.33	0.33	2.33	0.08	0.67	0.00	10.75	11.66

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.14: Right from A1053 Greystone Road to Way to Wilton Site Works								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	8	0	0	0	1	0	9	10.30
1645 - 1700	0	0	1	0	1	0	0	0	2	2.00
1700 - 1715	0	0	1	0	2	0	1	0	4	5.30
1715 - 1730	0	0	0	0	0	0	2	0	2	4.60
Hourly Total	0	0	10	0	3	0	4	0	17	22.20
Hourly Average	0.00	0.00	2.50	0.00	0.75	0.00	1.00	0.00	4.25	5.55
1730 - 1745	0	0	2	0	1	0	2	0	5	7.60
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
1800 - 1815	0	0	5	0	1	0	0	0	6	6.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	10	0	2	0	2	0	14	16.60
Hourly Average	0.00	0.00	2.50	0.00	0.50	0.00	0.50	0.00	3.50	4.15
1830 - 1845	0	0	5	0	1	0	0	0	6	6.00
1845 - 1900	0	0	3	0	3	0	0	0	6	6.00
1900 - 1915	0	0	0	1	1	0	0	0	2	2.00
1915 - 1930	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	10	1	5	0	0	0	16	16.00
Hourly Average	0.00	0.00	2.50	0.25	1.25	0.00	0.00	0.00	4.00	4.00

Session Total	0	0	30	1	10	0	6	0	47	54.80
Session Average	0.00	0.00	2.50	0.08	0.83	0.00	0.50	0.00	3.92	4.57

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.15: U-Turn from A1053 Greystone Road to A1053 Greystone Roac								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	2	0	0	0	2	2.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	0	0	3	0	0	0	3	3.00
Session Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.15: U-Turn from A1053 Greystone Road to A1053 Greystone Roac								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	0	0	1	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
1900 - 1915	0	0	0	0	1	0	0	0	1	1.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	1	0	3	0	0	0	4	4.00
Session Average	0.00	0.00	0.08	0.00	0.25	0.00	0.00	0.00	0.33	0.33

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.16: Left from A1085 Trunk Road (South) to A1053 Tees Dock Roac								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	1	3	0	0	0	0	0	4	3.40
0730 - 0745	0	0	5	0	1	0	1	0	7	8.30
0745 - 0800	0	0	5	0	2	0	0	0	7	7.00
Hourly Total	0	1	16	0	3	0	1	0	21	21.70
Hourly Average	0.00	0.25	4.00	0.00	0.75	0.00	0.25	0.00	5.25	5.43
0800 - 0815	0	0	4	0	3	0	0	0	7	7.00
0815 - 0830	0	0	5	0	1	0	0	0	6	6.00
0830 - 0845	0	0	2	1	1	0	0	0	4	4.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	13	1	5	0	0	0	19	19.00
Hourly Average	0.00	0.00	3.25	0.25	1.25	0.00	0.00	0.00	4.75	4.75
0900 - 0915	0	0	1	1	1	0	0	0	3	3.00
0915 - 0930	0	0	1	0	1	0	0	1	3	4.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	4	1	0	0	0	0	5	5.00
Hourly Total	0	0	9	2	2	0	0	1	14	15.00
Hourly Average	0.00	0.00	2.25	0.50	0.50	0.00	0.00	0.25	3.50	3.75

Session Total	0	1	38	3	10	0	1	1	54	55.70
Session Average	0.00	0.08	3.17	0.25	0.83	0.00	0.08	0.08	4.50	4.64

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.16: Left from A1085 Trunk Road (South) to A1053 Tees Dock Roac								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	1	0	1	1	0	0	3	3.50
1645 - 1700	0	0	2	0	3	0	0	0	5	5.00
1700 - 1715	0	0	2	0	1	0	0	1	4	5.00
1715 - 1730	0	0	3	0	0	0	1	0	4	5.30
Hourly Total	0	0	8	0	5	1	1	1	16	18.80
Hourly Average	0.00	0.00	2.00	0.00	1.25	0.25	0.25	0.25	4.00	4.70
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	1	0	0	0	1	0	2	3.30
1815 - 1830	0	0	4	1	0	0	0	0	5	5.00
Hourly Total	0	0	5	1	0	0	1	0	7	8.30
Hourly Average	0.00	0.00	1.25	0.25	0.00	0.00	0.25	0.00	1.75	2.08
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	2	0	0	0	2	2.00
1900 - 1915	0	0	0	0	0	0	0	0	0	0.00
1915 - 1930	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	2	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.25	1.25

Session Total	0	0	16	1	7	1	2	1	28	32.10
Session Average	0.00	0.00	1.33	0.08	0.58	0.08	0.17	0.08	2.33	2.68

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.17: Eastbound from A1085 Trunk Road (South) to A1085 Trunk Road (North								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	6	0	26	0	6	0	1	0	39	35.50
0715 - 0730	2	2	35	0	2	0	0	0	41	38.20
0730 - 0745	1	1	18	1	3	0	0	1	25	24.60
0745 - 0800	1	0	26	1	7	1	0	0	36	35.70
Hourly Total	10	3	105	2	18	1	1	1	141	134.00
Hourly Average	2.50	0.75	26.25	0.50	4.50	0.25	0.25	0.25	35.25	33.50
0800 - 0815	0	1	39	1	11	0	0	1	53	53.40
0815 - 0830	0	0	40	1	9	1	0	1	52	53.50
0830 - 0845	0	0	25	0	5	2	0	2	34	37.00
0845 - 0900	0	0	24	0	4	0	0	1	29	30.00
Hourly Total	0	1	128	2	29	3	0	5	168	173.90
Hourly Average	0.00	0.25	32.00	0.50	7.25	0.75	0.00	1.25	42.00	43.48
0900 - 0915	0	0	29	2	11	1	0	3	46	49.50
0915 - 0930	0	0	29	1	6	3	0	0	39	40.50
0930 - 0945	0	0	33	2	7	0	0	3	45	48.00
0945 - 1000	0	1	25	3	4	0	0	0	33	32.40
Hourly Total	0	1	116	8	28	4	0	6	163	170.40
Hourly Average	0.00	0.25	29.00	2.00	7.00	1.00	0.00	1.50	40.75	42.60

Session Total	10	5	349	12	75	8	1	12	472	478.30
Session Average	0.83	0.42	29.08	1.00	6.25	0.67	0.08	1.00	39.33	39.86

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.17: Eastbound from A1085 Trunk Road (South) to A1085 Trunk Road (North								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	46	8	6	1	0	2	63	65.50
1645 - 1700	0	1	62	4	5	0	0	1	73	73.40
1700 - 1715	0	0	84	2	6	0	0	1	93	94.00
1715 - 1730	0	1	76	4	5	0	0	2	88	89.40
Hourly Total	0	2	268	18	22	1	0	6	317	322.30
Hourly Average	0.00	0.50	67.00	4.50	5.50	0.25	0.00	1.50	79.25	80.58
1730 - 1745	0	0	68	3	2	1	0	3	77	80.50
1745 - 1800	0	0	54	3	6	0	0	1	64	65.00
1800 - 1815	0	0	64	1	4	0	0	2	71	73.00
1815 - 1830	0	0	32	1	5	0	0	1	39	40.00
Hourly Total	0	0	218	8	17	1	0	7	251	258.50
Hourly Average	0.00	0.00	54.50	2.00	4.25	0.25	0.00	1.75	62.75	64.63
1830 - 1845	0	0	53	4	1	0	1	1	60	62.30
1845 - 1900	0	0	51	2	2	0	0	0	55	55.00
1900 - 1915	0	0	49	0	2	0	0	0	51	51.00
1915 - 1930	0	0	35	1	2	0	0	1	39	40.00
Hourly Total	0	0	188	7	7	0	1	2	205	208.30
Hourly Average	0.00	0.00	47.00	1.75	1.75	0.00	0.25	0.50	51.25	52.08

Session Total	0	2	674	33	46	2	1	15	773	789.10
Session Average	0.00	0.17	56.17	2.75	3.83	0.17	0.08	1.25	64.42	65.76

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.18: Right from A1085 Trunk Road (South) to Way to Wilton Site Works								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	13	0	1	0	0	0	15	14.40
0715 - 0730	0	0	22	0	6	0	0	0	28	28.00
0730 - 0745	0	0	24	0	3	0	0	0	27	27.00
0745 - 0800	0	0	16	0	4	0	0	0	20	20.00
Hourly Total	0	1	75	0	14	0	0	0	90	89.40
Hourly Average	0.00	0.25	18.75	0.00	3.50	0.00	0.00	0.00	22.50	22.35
0800 - 0815	0	0	5	0	0	0	0	0	5	5.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	10	0	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.00	2.75	2.75
0900 - 0915	0	0	3	0	1	0	0	0	4	4.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
Session Total	0	1	89	0	16	0	0	0	106	105.40
Session Average	0.00	0.08	7.42	0.00	1.33	0.00	0.00	0.00	8.83	8.78

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.18: Right from A1085 Trunk Road (South) to Way to Wilton Site Works								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	12	0	1	0	0	0	13	13.00
1700 - 1715	0	0	10	0	0	0	0	0	10	10.00
1715 - 1730	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	29	0	2	0	0	0	31	31.00
Hourly Average	0.00	0.00	7.25	0.00	0.50	0.00	0.00	0.00	7.75	7.75
1730 - 1745	0	0	10	0	0	0	0	0	10	10.00
1745 - 1800	0	0	8	0	0	0	0	0	8	8.00
1800 - 1815	0	0	14	0	0	0	0	0	14	14.00
1815 - 1830	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	41	0	0	0	0	0	41	41.00
Hourly Average	0.00	0.00	10.25	0.00	0.00	0.00	0.00	0.00	10.25	10.25
1830 - 1845	0	0	9	0	0	0	0	0	9	9.00
1845 - 1900	0	0	4	0	1	0	0	0	5	5.00
1900 - 1915	0	0	3	0	0	0	0	0	3	3.00
1915 - 1930	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	20	0	1	0	0	0	21	21.00
Hourly Average	0.00	0.00	5.00	0.00	0.25	0.00	0.00	0.00	5.25	5.25
Session Total	0	0	90	0	3	0	0	0	93	93.00
Session Average	0.00	0.00	7.50	0.00	0.25	0.00	0.00	0.00	7.75	7.75

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.19: Right from A1085 Trunk Road (South) to A1053 Greystone Roac								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	8	0	2	0	0	0	10	10.00
0730 - 0745	0	0	17	0	4	1	1	0	23	24.80
0745 - 0800	0	0	13	0	4	1	0	0	18	18.50
Hourly Total	0	0	41	0	10	2	1	0	54	56.30
Hourly Average	0.00	0.00	10.25	0.00	2.50	0.50	0.25	0.00	13.50	14.08
0800 - 0815	0	0	14	1	3	2	0	0	20	21.00
0815 - 0830	0	0	13	0	0	1	0	0	14	14.50
0830 - 0845	0	0	10	1	2	0	0	0	13	13.00
0845 - 0900	0	1	13	0	3	0	0	0	17	16.40
Hourly Total	0	1	50	2	8	3	0	0	64	64.90
Hourly Average	0.00	0.25	12.50	0.50	2.00	0.75	0.00	0.00	16.00	16.23
0900 - 0915	1	0	19	1	1	1	0	0	23	22.70
0915 - 0930	0	0	15	1	2	0	0	0	18	18.00
0930 - 0945	0	0	9	0	1	0	0	0	10	10.00
0945 - 1000	0	0	16	0	2	0	0	0	18	18.00
Hourly Total	1	0	59	2	6	1	0	0	69	68.70
Hourly Average	0.25	0.00	14.75	0.50	1.50	0.25	0.00	0.00	17.25	17.18

Session Total	1	1	150	4	24	6	1	0	187	189.90
Session Average	0.08	0.08	12.50	0.33	2.00	0.50	0.08	0.00	15.58	15.83

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.19: Right from A1085 Trunk Road (South) to A1053 Greystone Roac								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	34	1	2	0	0	0	37	37.00
1645 - 1700	0	0	30	0	2	0	0	0	32	32.00
1700 - 1715	0	0	25	0	5	0	0	0	30	30.00
1715 - 1730	0	0	15	1	0	0	0	0	16	16.00
Hourly Total	0	0	104	2	9	0	0	0	115	115.00
Hourly Average	0.00	0.00	26.00	0.50	2.25	0.00	0.00	0.00	28.75	28.75
1730 - 1745	0	0	35	1	3	0	0	0	39	39.00
1745 - 1800	0	0	19	1	1	0	0	0	21	21.00
1800 - 1815	0	0	23	2	1	0	0	0	26	26.00
1815 - 1830	0	0	31	0	4	0	0	0	35	35.00
Hourly Total	0	0	108	4	9	0	0	0	121	121.00
Hourly Average	0.00	0.00	27.00	1.00	2.25	0.00	0.00	0.00	30.25	30.25
1830 - 1845	0	0	7	0	1	0	0	0	8	8.00
1845 - 1900	0	0	20	0	2	0	0	0	22	22.00
1900 - 1915	0	0	11	0	2	0	0	0	13	13.00
1915 - 1930	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	0	0	55	0	6	0	0	0	61	61.00
Hourly Average	0.00	0.00	13.75	0.00	1.50	0.00	0.00	0.00	15.25	15.25

Session Total	0	0	267	6	24	0	0	0	297	297.00
Session Average	0.00	0.00	22.25	0.50	2.00	0.00	0.00	0.00	24.75	24.75

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.20: U-Turn from A1085 Trunk Road (South) to A1085 Trunk Road (South								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25

Session Total	0	0	1	0	0	0	0	0	1	1.00
Session Average	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.08	0.08

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.20: U-Turn from A1085 Trunk Road (South) to A1085 Trunk Road (South								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
1900 - 1915	0	0	0	0	0	0	0	0	0	0.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	4	0	0	0	0	0	4	4.00
Session Average	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.33	0.33

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.21: Left from A1053 Tees Dock Road to A1085 Trunk Road (North)'								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	35	1	5	2	3	0	46	50.90
0715 - 0730	0	0	52	0	8	3	6	0	69	78.30
0730 - 0745	0	0	36	0	7	2	6	1	52	61.80
0745 - 0800	0	0	52	0	12	2	3	1	70	75.90
Hourly Total	0	0	175	1	32	9	18	2	237	266.90
Hourly Average	0.00	0.00	43.75	0.25	8.00	2.25	4.50	0.50	59.25	66.73
0800 - 0815	0	0	73	0	18	2	3	0	96	100.90
0815 - 0830	0	0	64	0	13	1	3	1	82	87.40
0830 - 0845	0	0	69	1	16	2	1	1	90	93.30
0845 - 0900	0	0	54	3	16	3	7	1	84	95.60
Hourly Total	0	0	260	4	63	8	14	3	352	377.20
Hourly Average	0.00	0.00	65.00	1.00	15.75	2.00	3.50	0.75	88.00	94.30
0900 - 0915	0	0	43	0	10	3	3	1	60	66.40
0915 - 0930	0	0	52	1	13	4	7	1	78	90.10
0930 - 0945	0	0	50	3	12	7	4	1	77	86.70
0945 - 1000	0	0	35	1	11	1	7	1	56	66.60
Hourly Total	0	0	180	5	46	15	21	4	271	309.80
Hourly Average	0.00	0.00	45.00	1.25	11.50	3.75	5.25	1.00	67.75	77.45

Session Total	0	0	615	10	141	32	53	9	860	953.90
Session Average	0.00	0.00	51.25	0.83	11.75	2.67	4.42	0.75	71.67	79.49

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.21: Left from A1053 Tees Dock Road to A1085 Trunk Road (North)'								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	4	156	1	28	1	1	2	193	194.40
1645 - 1700	0	0	170	0	17	1	3	1	192	197.40
1700 - 1715	0	2	180	0	22	1	1	1	207	208.60
1715 - 1730	0	0	196	0	12	0	2	1	211	214.60
Hourly Total	0	6	702	1	79	3	7	5	803	815.00
Hourly Average	0.00	1.50	175.50	0.25	19.75	0.75	1.75	1.25	200.75	203.75
1730 - 1745	0	3	213	0	17	1	5	1	240	246.20
1745 - 1800	0	1	143	0	14	0	4	1	163	168.60
1800 - 1815	0	0	105	1	6	0	2	2	116	120.60
1815 - 1830	0	2	88	0	6	0	2	2	100	103.40
Hourly Total	0	6	549	1	43	1	13	6	619	638.80
Hourly Average	0.00	1.50	137.25	0.25	10.75	0.25	3.25	1.50	154.75	159.70
1830 - 1845	0	0	49	0	3	0	1	0	53	54.30
1845 - 1900	0	0	64	0	4	0	0	1	69	70.00
1900 - 1915	0	1	59	0	5	0	0	3	68	70.40
1915 - 1930	0	0	43	0	8	0	3	0	54	57.90
Hourly Total	0	1	215	0	20	0	4	4	244	252.60
Hourly Average	0.00	0.25	53.75	0.00	5.00	0.00	1.00	1.00	61.00	63.15

Session Total	0	13	1466	2	142	4	24	15	1666	1706.40
Session Average	0.00	1.08	122.17	0.17	11.83	0.33	2.00	1.25	138.83	142.20

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.22: Southbound from A1053 Tees Dock Road to Way to Wilton Site Works								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	41	0	2	0	1	0	44	45.30
0715 - 0730	0	3	39	0	5	0	2	0	49	49.80
0730 - 0745	0	0	43	0	6	0	4	0	53	58.20
0745 - 0800	0	0	29	0	1	1	5	0	36	43.00
Hourly Total	0	3	152	0	14	1	12	0	182	196.30
Hourly Average	0.00	0.75	38.00	0.00	3.50	0.25	3.00	0.00	45.50	49.08
0800 - 0815	0	1	12	0	1	0	1	0	15	15.70
0815 - 0830	0	0	21	0	2	1	2	0	26	29.10
0830 - 0845	0	0	10	0	3	0	2	0	15	17.60
0845 - 0900	0	0	7	0	4	0	4	0	15	20.20
Hourly Total	0	1	50	0	10	1	9	0	71	82.60
Hourly Average	0.00	0.25	12.50	0.00	2.50	0.25	2.25	0.00	17.75	20.65
0900 - 0915	0	0	3	0	4	0	4	0	11	16.20
0915 - 0930	0	0	4	0	1	0	3	0	8	11.90
0930 - 0945	0	0	3	0	2	1	1	0	7	8.80
0945 - 1000	0	0	5	0	3	0	5	0	13	19.50
Hourly Total	0	0	15	0	10	1	13	0	39	56.40
Hourly Average	0.00	0.00	3.75	0.00	2.50	0.25	3.25	0.00	9.75	14.10

Session Total	0	4	217	0	34	3	34	0	292	335.30
Session Average	0.00	0.33	18.08	0.00	2.83	0.25	2.83	0.00	24.33	27.94

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.22: Southbound from A1053 Tees Dock Road to Way to Wilton Site Works								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	1	0	0	1	4	0	6	11.70
1645 - 1700	0	0	0	0	1	0	2	0	3	5.60
1700 - 1715	0	0	0	0	2	1	1	0	4	5.80
1715 - 1730	0	0	1	0	1	0	1	0	3	4.30
Hourly Total	0	0	2	0	4	2	8	0	16	27.40
Hourly Average	0.00	0.00	0.50	0.00	1.00	0.50	2.00	0.00	4.00	6.85
1730 - 1745	0	0	3	0	3	0	0	0	6	6.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	5	0	0	0	0	0	5	5.00
1815 - 1830	0	0	4	0	0	0	1	0	5	6.30
Hourly Total	0	0	12	0	3	0	1	0	16	17.30
Hourly Average	0.00	0.00	3.00	0.00	0.75	0.00	0.25	0.00	4.00	4.33
1830 - 1845	0	0	0	0	1	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	1	0	2	3.30
1900 - 1915	0	0	0	0	0	0	0	0	0	0.00
1915 - 1930	0	0	2	0	0	0	1	0	3	4.30
Hourly Total	0	0	3	0	1	0	2	0	6	8.60
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.50	0.00	1.50	2.15

Session Total	0	0	17	0	8	2	11	0	38	53.30
Session Average	0.00	0.00	1.42	0.00	0.67	0.17	0.92	0.00	3.17	4.44

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.23: Right from A1053 Tees Dock Road to A1053 Greystone Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	5	1	7	0	18	27.60
0715 - 0730	0	0	14	0	4	2	5	1	26	34.50
0730 - 0745	0	2	23	1	5	8	8	1	48	62.20
0745 - 0800	0	0	22	1	5	4	11	0	43	59.30
Hourly Total	0	2	64	2	19	15	31	2	135	183.60
Hourly Average	0.00	0.50	16.00	0.50	4.75	3.75	7.75	0.50	33.75	45.90
0800 - 0815	0	0	24	0	7	7	9	1	48	64.20
0815 - 0830	0	0	23	1	12	4	15	1	56	78.50
0830 - 0845	0	0	22	0	5	0	15	0	42	61.50
0845 - 0900	0	0	32	1	12	2	10	0	57	71.00
Hourly Total	0	0	101	2	36	13	49	2	203	275.20
Hourly Average	0.00	0.00	25.25	0.50	9.00	3.25	12.25	0.50	50.75	68.80
0900 - 0915	0	0	17	2	13	2	5	0	39	46.50
0915 - 0930	0	0	20	2	10	4	4	0	40	47.20
0930 - 0945	0	0	18	2	9	5	9	0	43	57.20
0945 - 1000	0	0	11	2	13	3	7	1	37	48.60
Hourly Total	0	0	66	8	45	14	25	1	159	199.50
Hourly Average	0.00	0.00	16.50	2.00	11.25	3.50	6.25	0.25	39.75	49.88

Session Total	0	2	231	12	100	42	105	5	497	658.30
Session Average	0.00	0.17	19.25	1.00	8.33	3.50	8.75	0.42	41.42	54.86

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.23: Right from A1053 Tees Dock Road to A1053 Greystone Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	142	0	15	0	4	0	161	166.20
1645 - 1700	0	1	153	1	21	2	2	0	180	183.00
1700 - 1715	0	2	145	1	17	0	6	0	171	177.60
1715 - 1730	0	2	147	0	11	0	7	0	167	174.90
Hourly Total	0	5	587	2	64	2	19	0	679	701.70
Hourly Average	0.00	1.25	146.75	0.50	16.00	0.50	4.75	0.00	169.75	175.43
1730 - 1745	0	1	160	0	14	2	8	0	185	195.80
1745 - 1800	0	1	132	1	13	0	8	0	155	164.80
1800 - 1815	0	2	112	1	3	0	5	0	123	128.30
1815 - 1830	0	0	60	2	7	0	6	0	75	82.80
Hourly Total	0	4	464	4	37	2	27	0	538	571.70
Hourly Average	0.00	1.00	116.00	1.00	9.25	0.50	6.75	0.00	134.50	142.93
1830 - 1845	1	1	54	1	2	1	3	0	63	66.00
1845 - 1900	0	0	50	1	2	0	2	0	55	57.60
1900 - 1915	0	0	48	1	6	0	4	0	59	64.20
1915 - 1930	0	0	47	1	3	0	5	1	57	64.50
Hourly Total	1	1	199	4	13	1	14	1	234	252.30
Hourly Average	0.25	0.25	49.75	1.00	3.25	0.25	3.50	0.25	58.50	63.08

Session Total	1	10	1250	10	114	5	60	1	1451	1525.70
Session Average	0.08	0.83	104.17	0.83	9.50	0.42	5.00	0.08	120.92	127.14

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.24: Right from A1053 Tees Dock Road to A1085 Trunk Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	1	0	0	2	2.50
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	1	0	0	2	2.50
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.50	0.63
0800 - 0815	0	0	1	0	1	0	0	0	2	2.00
0815 - 0830	0	0	0	0	2	0	0	0	2	2.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	3	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.25	0.00	0.75	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	3	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.50	0.00	0.75	0.00	0.00	0.00	1.25	1.25

Session Total	0	0	3	0	7	1	0	0	11	11.50
Session Average	0.00	0.00	0.25	0.00	0.58	0.08	0.00	0.00	0.92	0.96

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.24: Right from A1053 Tees Dock Road to A1085 Trunk Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
1700 - 1715	0	1	3	0	2	0	0	0	6	5.40
1715 - 1730	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	0	1	9	1	2	0	0	0	13	12.40
Hourly Average	0.00	0.25	2.25	0.25	0.50	0.00	0.00	0.00	3.25	3.10
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
1900 - 1915	0	0	0	0	1	0	0	0	1	1.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75

Session Total	0	1	12	1	3	0	0	0	17	16.40
Session Average	0.00	0.08	1.00	0.08	0.25	0.00	0.00	0.00	1.42	1.37

Teeside
Classified Junction Count

Site 1 of 2
A1085 Trunk Road (North)
Way to Wilton Site Works
A1053 Greystone Road
A1085 Trunk Road (South)
A1053 Tees Dock Road

Lat/Long
lat 54.580418° lon -1.139794°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.25: U-Turn from A1053 Tees Dock Road to A1053 Tees Dock Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 1.25: U-Turn from A1053 Tees Dock Road to A1053 Tees Dock Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
1900 - 1915	0	0	0	0	0	0	0	0	0	0.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.1: Left from A174 (East) to A174 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	258	0	47	3	1	0	309	311.80
0715 - 0730	0	0	328	1	46	2	1	0	378	380.30
0730 - 0745	0	0	348	0	44	1	2	1	396	400.10
0745 - 0800	0	3	326	2	32	4	2	2	371	375.80
Hourly Total	0	3	1260	3	169	10	6	3	1454	1468.00
Hourly Average	0.00	0.75	315.00	0.75	42.25	2.50	1.50	0.75	363.50	367.00
0800 - 0815	0	1	280	0	36	3	3	0	323	327.80
0815 - 0830	0	3	293	0	27	4	7	0	334	343.30
0830 - 0845	0	0	269	2	39	3	6	0	319	328.30
0845 - 0900	0	0	190	0	30	4	3	1	228	234.90
Hourly Total	0	4	1032	2	132	14	19	1	1204	1234.30
Hourly Average	0.00	1.00	258.00	0.50	33.00	3.50	4.75	0.25	301.00	308.58
0900 - 0915	0	0	191	2	21	5	6	1	226	237.30
0915 - 0930	0	0	149	1	35	7	5	1	198	209.00
0930 - 0945	0	0	126	0	24	5	10	0	165	180.50
0945 - 1000	0	0	119	2	19	3	6	0	149	158.30
Hourly Total	0	0	585	5	99	20	27	2	738	785.10
Hourly Average	0.00	0.00	146.25	1.25	24.75	5.00	6.75	0.50	184.50	196.28

Session Total	0	7	2877	10	400	44	52	6	3396	3487.40
Session Average	0.00	0.58	239.75	0.83	33.33	3.67	4.33	0.50	283.00	290.62

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.1: Left from A174 (East) to A174 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	4	337	1	39	3	8	0	392	401.50
1645 - 1700	0	0	230	0	25	1	2	0	258	261.10
1700 - 1715	0	0	288	0	34	3	2	0	327	331.10
1715 - 1730	1	1	277	0	21	0	2	0	302	303.20
Hourly Total	1	5	1132	1	119	7	14	0	1279	1296.90
Hourly Average	0.25	1.25	283.00	0.25	29.75	1.75	3.50	0.00	319.75	324.23
1730 - 1745	2	1	259	1	19	2	1	0	285	285.10
1745 - 1800	0	0	198	0	11	1	1	1	212	214.80
1800 - 1815	1	3	186	1	12	2	1	0	206	205.70
1815 - 1830	0	1	171	1	12	1	1	2	189	192.20
Hourly Total	3	5	814	3	54	6	4	3	892	897.80
Hourly Average	0.75	1.25	203.50	0.75	13.50	1.50	1.00	0.75	223.00	224.45
1830 - 1845	0	2	175	0	8	2	0	0	187	186.80
1845 - 1900	0	0	149	1	4	0	1	0	155	156.30
1900 - 1915	0	2	122	1	9	0	1	0	135	135.10
1915 - 1930	0	0	98	1	6	0	1	0	106	107.30
Hourly Total	0	4	544	3	27	2	3	0	583	585.50
Hourly Average	0.00	1.00	136.00	0.75	6.75	0.50	0.75	0.00	145.75	146.38

Session Total	4	14	2490	7	200	15	21	3	2754	2780.20
Session Average	0.33	1.17	207.50	0.58	16.67	1.25	1.75	0.25	229.50	231.68

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.2: Westbound from A174 (East) to B1380 High Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	21	0	8	1	0	0	30	30.50
0715 - 0730	0	0	22	0	2	1	0	1	26	27.50
0730 - 0745	0	0	40	0	9	0	0	2	51	53.00
0745 - 0800	0	0	61	0	9	0	0	2	72	74.00
Hourly Total	0	0	144	0	28	2	0	5	179	185.00
Hourly Average	0.00	0.00	36.00	0.00	7.00	0.50	0.00	1.25	44.75	46.25
0800 - 0815	0	0	59	0	8	2	0	2	71	74.00
0815 - 0830	0	0	62	0	11	0	0	1	74	75.00
0830 - 0845	0	0	51	0	12	1	0	1	65	66.50
0845 - 0900	0	0	38	0	5	2	0	1	46	48.00
Hourly Total	0	0	210	0	36	5	0	5	256	263.50
Hourly Average	0.00	0.00	52.50	0.00	9.00	1.25	0.00	1.25	64.00	65.88
0900 - 0915	0	0	43	0	10	0	0	2	55	57.00
0915 - 0930	0	0	47	0	8	0	0	0	55	55.00
0930 - 0945	0	1	42	1	12	0	0	2	58	59.40
0945 - 1000	1	1	39	0	4	3	0	1	49	50.10
Hourly Total	1	2	171	1	34	3	0	5	217	221.50
Hourly Average	0.25	0.50	42.75	0.25	8.50	0.75	0.00	1.25	54.25	55.38

Session Total	1	2	525	1	98	10	0	15	652	670.00
Session Average	0.08	0.17	43.75	0.08	8.17	0.83	0.00	1.25	54.33	55.83

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.2: Westbound from A174 (East) to B1380 High Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	1	16	0	2	0	0	1	20	20.40
1645 - 1700	0	1	8	0	3	0	0	0	12	11.40
1700 - 1715	0	0	8	0	9	0	0	1	18	19.00
1715 - 1730	0	0	17	0	6	0	0	2	25	27.00
Hourly Total	0	2	49	0	20	0	0	4	75	77.80
Hourly Average	0.00	0.50	12.25	0.00	5.00	0.00	0.00	1.00	18.75	19.45
1730 - 1745	0	0	9	0	7	0	0	0	16	16.00
1745 - 1800	0	0	34	1	1	0	0	0	36	36.00
1800 - 1815	0	0	53	0	2	0	0	1	56	57.00
1815 - 1830	0	0	49	0	4	0	0	1	54	55.00
Hourly Total	0	0	145	1	14	0	0	2	162	164.00
Hourly Average	0.00	0.00	36.25	0.25	3.50	0.00	0.00	0.50	40.50	41.00
1830 - 1845	0	0	55	0	2	0	0	1	58	59.00
1845 - 1900	0	0	35	0	0	0	0	0	35	35.00
1900 - 1915	0	0	43	0	0	0	0	1	44	45.00
1915 - 1930	0	1	37	1	3	0	0	1	43	43.40
Hourly Total	0	1	170	1	5	0	0	3	180	182.40
Hourly Average	0.00	0.25	42.50	0.25	1.25	0.00	0.00	0.75	45.00	45.60

Session Total	0	3	364	2	39	0	0	9	417	424.20
Session Average	0.00	0.25	30.33	0.17	3.25	0.00	0.00	0.75	34.75	35.35

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.3: Right from A174 (East) to A1053 Greystone								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	119	1	19	0	0	0	140	139.40
0715 - 0730	0	2	146	0	26	1	3	1	179	183.20
0730 - 0745	0	1	214	0	23	1	1	1	241	243.20
0745 - 0800	0	3	216	3	22	1	3	1	249	252.60
Hourly Total	0	7	695	4	90	3	7	3	809	818.40
Hourly Average	0.00	1.75	173.75	1.00	22.50	0.75	1.75	0.75	202.25	204.60
0800 - 0815	0	1	256	1	17	1	4	1	281	287.10
0815 - 0830	0	1	244	1	11	3	2	3	265	271.50
0830 - 0845	0	0	198	0	8	3	2	0	211	215.10
0845 - 0900	0	1	202	1	21	2	3	1	231	236.30
Hourly Total	0	3	900	3	57	9	11	5	988	1010.00
Hourly Average	0.00	0.75	225.00	0.75	14.25	2.25	2.75	1.25	247.00	252.50
0900 - 0915	0	1	122	3	12	2	0	5	145	150.40
0915 - 0930	0	2	88	4	9	5	4	1	113	120.50
0930 - 0945	0	0	94	1	7	0	1	3	106	110.30
0945 - 1000	0	1	77	0	8	0	2	0	88	90.00
Hourly Total	0	4	381	8	36	7	7	9	452	471.20
Hourly Average	0.00	1.00	95.25	2.00	9.00	1.75	1.75	2.25	113.00	117.80

Session Total	0	14	1976	15	183	19	25	17	2249	2299.60
Session Average	0.00	1.17	164.67	1.25	15.25	1.58	2.08	1.42	187.42	191.63

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.3: Right from A174 (East) to A1053 Greystone								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	86	0	15	1	3	1	106	111.40
1645 - 1700	0	1	71	0	13	0	3	0	88	91.30
1700 - 1715	1	1	61	1	6	0	2	0	72	73.20
1715 - 1730	0	0	70	0	8	0	1	1	80	82.30
Hourly Total	1	2	288	1	42	1	9	2	346	358.20
Hourly Average	0.25	0.50	72.00	0.25	10.50	0.25	2.25	0.50	86.50	89.55
1730 - 1745	1	0	69	0	4	1	1	0	76	77.00
1745 - 1800	1	0	54	1	4	0	0	0	60	59.20
1800 - 1815	1	0	52	1	3	0	0	0	57	56.20
1815 - 1830	1	1	51	1	4	1	0	2	61	62.10
Hourly Total	4	1	226	3	15	2	1	2	254	254.50
Hourly Average	1.00	0.25	56.50	0.75	3.75	0.50	0.25	0.50	63.50	63.63
1830 - 1845	1	0	28	1	3	0	3	0	36	39.10
1845 - 1900	0	1	30	1	1	1	1	1	36	38.20
1900 - 1915	0	0	26	0	3	0	1	0	30	31.30
1915 - 1930	0	0	12	0	3	0	1	0	16	17.30
Hourly Total	1	1	96	2	10	1	6	1	118	125.90
Hourly Average	0.25	0.25	24.00	0.50	2.50	0.25	1.50	0.25	29.50	31.48

Session Total	6	4	610	6	67	4	16	5	718	738.60
Session Average	0.50	0.33	50.83	0.50	5.58	0.33	1.33	0.42	59.83	61.55

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.4: U-Turn from A174 (East) to A174 (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.4: U-Turn from A174 (East) to A174 (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
1900 - 1915	0	0	0	0	0	0	0	0	0	0.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.5: Left from A174 (South) to B1380 High Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	0	0	0	0	10	10.00
0715 - 0730	0	0	8	0	1	0	0	0	9	9.00
0730 - 0745	0	0	14	0	9	0	0	0	23	23.00
0745 - 0800	0	0	30	0	4	1	0	0	35	35.50
Hourly Total	0	0	62	0	14	1	0	0	77	77.50
Hourly Average	0.00	0.00	15.50	0.00	3.50	0.25	0.00	0.00	19.25	19.38
0800 - 0815	0	0	17	0	9	0	0	0	26	26.00
0815 - 0830	0	0	34	0	4	0	1	0	39	40.30
0830 - 0845	0	0	33	0	5	0	1	0	39	40.30
0845 - 0900	0	0	40	0	3	0	1	0	44	45.30
Hourly Total	0	0	124	0	21	0	3	0	148	151.90
Hourly Average	0.00	0.00	31.00	0.00	5.25	0.00	0.75	0.00	37.00	37.98
0900 - 0915	0	0	25	2	7	0	0	0	34	34.00
0915 - 0930	0	0	18	0	5	2	0	0	25	26.00
0930 - 0945	0	0	10	0	6	0	0	0	16	16.00
0945 - 1000	0	0	7	0	2	1	0	0	10	10.50
Hourly Total	0	0	60	2	20	3	0	0	85	86.50
Hourly Average	0.00	0.00	15.00	0.50	5.00	0.75	0.00	0.00	21.25	21.63

Session Total	0	0	246	2	55	4	3	0	310	315.90
Session Average	0.00	0.00	20.50	0.17	4.58	0.33	0.25	0.00	25.83	26.33

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.5: Left from A174 (South) to B1380 High Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	39	0	8	0	1	0	48	49.30
1645 - 1700	0	0	41	0	9	0	0	0	50	50.00
1700 - 1715	0	0	36	0	11	0	0	0	47	47.00
1715 - 1730	0	0	48	0	4	0	0	0	52	52.00
Hourly Total	0	0	164	0	32	0	1	0	197	198.30
Hourly Average	0.00	0.00	41.00	0.00	8.00	0.00	0.25	0.00	49.25	49.58
1730 - 1745	0	0	47	0	4	0	0	0	51	51.00
1745 - 1800	0	0	38	0	4	0	0	0	42	42.00
1800 - 1815	0	0	40	0	4	0	0	0	44	44.00
1815 - 1830	0	0	25	1	1	0	0	0	27	27.00
Hourly Total	0	0	150	1	13	0	0	0	164	164.00
Hourly Average	0.00	0.00	37.50	0.25	3.25	0.00	0.00	0.00	41.00	41.00
1830 - 1845	0	0	20	1	2	0	0	0	23	23.00
1845 - 1900	0	0	22	0	3	0	0	0	25	25.00
1900 - 1915	0	1	24	1	2	0	0	0	28	27.40
1915 - 1930	0	0	19	0	2	0	0	0	21	21.00
Hourly Total	0	1	85	2	9	0	0	0	97	96.40
Hourly Average	0.00	0.25	21.25	0.50	2.25	0.00	0.00	0.00	24.25	24.10

Session Total	0	1	399	3	54	0	1	0	458	458.70
Session Average	0.00	0.08	33.25	0.25	4.50	0.00	0.08	0.00	38.17	38.23

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.6: Left from A174 (South) to A1053 Greystone								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	44	0	8	0	10	0	63	75.40
0715 - 0730	0	0	68	0	5	0	5	0	78	84.50
0730 - 0745	0	0	76	0	8	0	8	0	92	102.40
0745 - 0800	0	0	100	0	19	0	4	0	123	128.20
Hourly Total	0	1	288	0	40	0	27	0	356	390.50
Hourly Average	0.00	0.25	72.00	0.00	10.00	0.00	6.75	0.00	89.00	97.63
0800 - 0815	0	0	75	0	11	0	1	0	87	88.30
0815 - 0830	0	0	103	0	8	0	11	0	122	136.30
0830 - 0845	0	0	66	0	10	1	5	0	82	89.00
0845 - 0900	0	1	24	0	5	2	7	0	39	48.50
Hourly Total	0	1	268	0	34	3	24	0	330	362.10
Hourly Average	0.00	0.25	67.00	0.00	8.50	0.75	6.00	0.00	82.50	90.53
0900 - 0915	0	0	45	0	9	1	9	0	64	76.20
0915 - 0930	0	0	23	0	8	0	9	0	40	51.70
0930 - 0945	0	0	20	0	5	2	3	0	30	34.90
0945 - 1000	0	0	16	1	0	1	8	0	26	36.90
Hourly Total	0	0	104	1	22	4	29	0	160	199.70
Hourly Average	0.00	0.00	26.00	0.25	5.50	1.00	7.25	0.00	40.00	49.93

Session Total	0	2	660	1	96	7	80	0	846	952.30
Session Average	0.00	0.17	55.00	0.08	8.00	0.58	6.67	0.00	70.50	79.36

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.6: Left from A174 (South) to A1053 Greystone								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	16	0	1	0	8	0	25	35.40
1645 - 1700	0	0	7	1	3	0	5	0	16	22.50
1700 - 1715	0	0	8	0	1	0	6	0	15	22.80
1715 - 1730	0	0	6	0	1	0	5	0	12	18.50
Hourly Total	0	0	37	1	6	0	24	0	68	99.20
Hourly Average	0.00	0.00	9.25	0.25	1.50	0.00	6.00	0.00	17.00	24.80
1730 - 1745	0	0	23	0	5	0	5	0	33	39.50
1745 - 1800	1	0	17	0	7	0	4	0	29	33.40
1800 - 1815	1	0	21	1	4	0	1	0	28	28.50
1815 - 1830	1	0	28	0	1	0	10	0	40	52.20
Hourly Total	3	0	89	1	17	0	20	0	130	153.60
Hourly Average	0.75	0.00	22.25	0.25	4.25	0.00	5.00	0.00	32.50	38.40
1830 - 1845	0	0	26	0	3	0	3	0	32	35.90
1845 - 1900	0	0	18	0	3	0	6	1	28	36.80
1900 - 1915	0	0	6	0	4	0	4	0	14	19.20
1915 - 1930	0	0	10	0	1	0	4	0	15	20.20
Hourly Total	0	0	60	0	11	0	17	1	89	112.10
Hourly Average	0.00	0.00	15.00	0.00	2.75	0.00	4.25	0.25	22.25	28.03

Session Total	3	0	186	2	34	0	61	1	287	364.90
Session Average	0.25	0.00	15.50	0.17	2.83	0.00	5.08	0.08	23.92	30.41

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.7: Right from A174 (South) to A174 (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	163	0	25	3	3	1	195	201.40
0715 - 0730	0	3	245	0	34	5	3	1	291	296.60
0730 - 0745	0	1	264	0	37	9	8	1	320	335.30
0745 - 0800	0	2	296	2	48	7	7	0	362	373.40
Hourly Total	0	6	968	2	144	24	21	3	1168	1206.70
Hourly Average	0.00	1.50	242.00	0.50	36.00	6.00	5.25	0.75	292.00	301.68
0800 - 0815	0	0	252	1	39	4	9	0	305	318.70
0815 - 0830	0	2	226	0	46	14	6	0	294	307.60
0830 - 0845	0	1	231	1	38	8	3	1	283	291.30
0845 - 0900	0	0	224	2	42	5	5	2	280	291.00
Hourly Total	0	3	933	4	165	31	23	3	1162	1208.60
Hourly Average	0.00	0.75	233.25	1.00	41.25	7.75	5.75	0.75	290.50	302.15
0900 - 0915	0	0	141	0	35	1	7	0	184	193.60
0915 - 0930	0	0	125	0	30	5	8	0	168	180.90
0930 - 0945	1	0	112	0	35	0	7	0	155	163.30
0945 - 1000	0	0	97	1	29	5	7	0	139	150.60
Hourly Total	1	0	475	1	129	11	29	0	646	688.40
Hourly Average	0.25	0.00	118.75	0.25	32.25	2.75	7.25	0.00	161.50	172.10

Session Total	1	9	2376	7	438	66	73	6	2976	3103.70
Session Average	0.08	0.75	198.00	0.58	36.50	5.50	6.08	0.50	248.00	258.64

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.7: Right from A174 (South) to A174 (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	349	0	51	1	1	0	402	403.80
1645 - 1700	0	3	371	0	70	2	1	0	447	447.50
1700 - 1715	0	6	360	0	43	0	3	0	412	412.30
1715 - 1730	0	4	409	0	36	3	4	0	456	460.30
Hourly Total	0	13	1489	0	200	6	9	0	1717	1723.90
Hourly Average	0.00	3.25	372.25	0.00	50.00	1.50	2.25	0.00	429.25	430.98
1730 - 1745	0	1	364	1	34	0	1	0	401	401.70
1745 - 1800	0	1	345	1	22	2	1	0	372	373.70
1800 - 1815	0	2	228	1	20	0	1	1	253	254.10
1815 - 1830	0	0	211	0	26	1	2	3	243	249.10
Hourly Total	0	4	1148	3	102	3	5	4	1269	1278.60
Hourly Average	0.00	1.00	287.00	0.75	25.50	0.75	1.25	1.00	317.25	319.65
1830 - 1845	0	3	195	0	12	0	2	0	212	212.80
1845 - 1900	0	2	163	0	15	0	1	0	181	181.10
1900 - 1915	0	3	141	0	7	0	1	1	153	153.50
1915 - 1930	0	2	147	0	5	0	3	0	157	159.70
Hourly Total	0	10	646	0	39	0	7	1	703	707.10
Hourly Average	0.00	2.50	161.50	0.00	9.75	0.00	1.75	0.25	175.75	176.78

Session Total	0	27	3283	3	341	9	21	5	3689	3709.60
Session Average	0.00	2.25	273.58	0.25	28.42	0.75	1.75	0.42	307.42	309.13

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.8: U-Turn from A174 (South) to A174 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	1	0	1	2.30
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	1	0	1	2.30
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.58
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	1	0	1	2.30
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.08	0.19

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.8: U-Turn from A174 (South) to A174 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
1900 - 1915	0	0	0	0	0	0	0	0	0	0.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.9: Left from B1380 High Street to A1053 Greystone								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	16	1	3	0	0	0	20	20.00
0715 - 0730	0	0	10	0	2	0	0	0	12	12.00
0730 - 0745	0	0	15	0	2	0	0	0	17	17.00
0745 - 0800	0	0	12	0	2	0	1	0	15	16.30
Hourly Total	0	0	53	1	9	0	1	0	64	65.30
Hourly Average	0.00	0.00	13.25	0.25	2.25	0.00	0.25	0.00	16.00	16.33
0800 - 0815	0	0	14	0	2	0	0	0	16	16.00
0815 - 0830	0	0	13	0	1	0	0	0	14	14.00
0830 - 0845	0	0	19	0	2	0	0	0	21	21.00
0845 - 0900	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	55	0	6	0	0	0	61	61.00
Hourly Average	0.00	0.00	13.75	0.00	1.50	0.00	0.00	0.00	15.25	15.25
0900 - 0915	0	0	9	0	2	0	0	0	11	11.00
0915 - 0930	0	0	6	0	1	0	0	0	7	7.00
0930 - 0945	0	0	10	3	3	0	0	0	16	16.00
0945 - 1000	0	0	3	0	2	1	0	0	6	6.50
Hourly Total	0	0	28	3	8	1	0	0	40	40.50
Hourly Average	0.00	0.00	7.00	0.75	2.00	0.25	0.00	0.00	10.00	10.13

Session Total	0	0	136	4	23	1	1	0	165	166.80
Session Average	0.00	0.00	11.33	0.33	1.92	0.08	0.08	0.00	13.75	13.90

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.9: Left from B1380 High Street to A1053 Greystone								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	11	1	0	0	0	0	12	12.00
1645 - 1700	0	0	6	1	0	0	0	0	7	7.00
1700 - 1715	0	0	1	1	1	0	0	0	3	3.00
1715 - 1730	0	0	10	0	4	0	0	0	14	14.00
Hourly Total	0	0	28	3	5	0	0	0	36	36.00
Hourly Average	0.00	0.00	7.00	0.75	1.25	0.00	0.00	0.00	9.00	9.00
1730 - 1745	1	0	4	0	0	0	0	0	5	4.20
1745 - 1800	1	0	7	0	1	0	0	0	9	8.20
1800 - 1815	0	0	11	0	0	0	0	0	11	11.00
1815 - 1830	0	0	5	0	2	0	0	0	7	7.00
Hourly Total	2	0	27	0	3	0	0	0	32	30.40
Hourly Average	0.50	0.00	6.75	0.00	0.75	0.00	0.00	0.00	8.00	7.60
1830 - 1845	0	0	7	0	2	0	0	0	9	9.00
1845 - 1900	0	0	5	0	1	0	0	1	7	8.00
1900 - 1915	0	0	2	0	0	0	0	0	2	2.00
1915 - 1930	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	20	0	3	0	0	1	24	25.00
Hourly Average	0.00	0.00	5.00	0.00	0.75	0.00	0.00	0.25	6.00	6.25

Session Total	2	0	75	3	11	0	0	1	92	91.40
Session Average	0.17	0.00	6.25	0.25	0.92	0.00	0.00	0.08	7.67	7.62

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.10: Eastbound from B1380 High Street to A174 (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	46	0	4	0	0	0	50	50.00
0715 - 0730	0	0	54	0	10	0	0	1	65	66.00
0730 - 0745	0	1	73	0	20	1	0	2	97	98.90
0745 - 0800	0	1	83	0	17	0	0	3	104	106.40
Hourly Total	0	2	256	0	51	1	0	6	316	321.30
Hourly Average	0.00	0.50	64.00	0.00	12.75	0.25	0.00	1.50	79.00	80.33
0800 - 0815	0	0	89	0	17	0	0	1	107	108.00
0815 - 0830	0	1	81	0	7	0	0	1	90	90.40
0830 - 0845	0	0	73	0	12	0	0	2	87	89.00
0845 - 0900	0	0	72	0	7	1	0	1	81	82.50
Hourly Total	0	1	315	0	43	1	0	5	365	369.90
Hourly Average	0.00	0.25	78.75	0.00	10.75	0.25	0.00	1.25	91.25	92.48
0900 - 0915	0	0	41	0	16	0	0	1	58	59.00
0915 - 0930	0	0	41	0	13	3	0	2	59	62.50
0930 - 0945	0	0	47	0	9	0	2	3	61	66.60
0945 - 1000	0	0	44	0	8	0	0	2	54	56.00
Hourly Total	0	0	173	0	46	3	2	8	232	244.10
Hourly Average	0.00	0.00	43.25	0.00	11.50	0.75	0.50	2.00	58.00	61.03

Session Total	0	3	744	0	140	5	2	19	913	935.30
Session Average	0.00	0.25	62.00	0.00	11.67	0.42	0.17	1.58	76.08	77.94

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.10: Eastbound from B1380 High Street to A174 (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	51	0	0	0	0	2	53	55.00
1645 - 1700	1	0	59	0	2	0	0	0	62	61.20
1700 - 1715	1	0	77	1	3	0	0	2	84	85.20
1715 - 1730	0	0	84	0	6	0	0	1	91	92.00
Hourly Total	2	0	271	1	11	0	0	5	290	293.40
Hourly Average	0.50	0.00	67.75	0.25	2.75	0.00	0.00	1.25	72.50	73.35
1730 - 1745	0	0	85	0	8	0	4	3	100	108.20
1745 - 1800	0	0	66	0	8	1	0	1	76	77.50
1800 - 1815	0	0	69	1	1	0	0	1	72	73.00
1815 - 1830	0	0	44	1	2	0	0	0	47	47.00
Hourly Total	0	0	264	2	19	1	4	5	295	305.70
Hourly Average	0.00	0.00	66.00	0.50	4.75	0.25	1.00	1.25	73.75	76.43
1830 - 1845	0	0	69	0	3	0	0	3	75	78.00
1845 - 1900	2	0	38	0	3	0	0	1	44	43.40
1900 - 1915	0	0	48	0	4	0	0	1	53	54.00
1915 - 1930	0	1	27	0	5	0	0	1	34	34.40
Hourly Total	2	1	182	0	15	0	0	6	206	209.80
Hourly Average	0.50	0.25	45.50	0.00	3.75	0.00	0.00	1.50	51.50	52.45

Session Total	4	1	717	3	45	1	4	16	791	808.90
Session Average	0.33	0.08	59.75	0.25	3.75	0.08	0.33	1.33	65.92	67.41

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.11: Right from B1380 High Street to A174 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	5	0	0	1	16	17.00
0715 - 0730	0	0	13	2	1	0	3	0	19	22.90
0730 - 0745	0	0	6	1	0	0	4	0	11	16.20
0745 - 0800	0	0	1	1	1	0	1	0	4	5.30
Hourly Total	0	0	30	4	7	0	8	1	50	61.40
Hourly Average	0.00	0.00	7.50	1.00	1.75	0.00	2.00	0.25	12.50	15.35
0800 - 0815	0	0	6	1	1	1	1	0	10	11.80
0815 - 0830	0	0	0	1	3	0	0	0	4	4.00
0830 - 0845	0	0	5	2	0	1	0	0	8	8.50
0845 - 0900	0	0	13	1	0	0	0	1	15	16.00
Hourly Total	0	0	24	5	4	2	1	1	37	40.30
Hourly Average	0.00	0.00	6.00	1.25	1.00	0.50	0.25	0.25	9.25	10.08
0900 - 0915	0	0	17	1	1	0	0	0	19	19.00
0915 - 0930	0	0	5	1	0	0	0	0	6	6.00
0930 - 0945	0	0	1	1	0	2	0	0	4	5.00
0945 - 1000	0	0	6	1	4	2	0	0	13	14.00
Hourly Total	0	0	29	4	5	4	0	0	42	44.00
Hourly Average	0.00	0.00	7.25	1.00	1.25	1.00	0.00	0.00	10.50	11.00

Session Total	0	0	83	13	16	6	9	2	129	145.70
Session Average	0.00	0.00	6.92	1.08	1.33	0.50	0.75	0.17	10.75	12.14

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.11: Right from B1380 High Street to A174 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	18	0	8	1	0	0	27	27.50
1645 - 1700	0	0	3	0	5	0	1	0	9	10.30
1700 - 1715	0	0	13	0	2	1	0	0	16	16.50
1715 - 1730	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	44	0	17	2	1	0	64	66.30
Hourly Average	0.00	0.00	11.00	0.00	4.25	0.50	0.25	0.00	16.00	16.58
1730 - 1745	0	0	10	0	1	0	1	0	12	13.30
1745 - 1800	0	0	12	2	1	0	0	0	15	15.00
1800 - 1815	0	0	2	0	6	0	0	1	9	10.00
1815 - 1830	0	0	16	0	2	0	0	0	18	18.00
Hourly Total	0	0	40	2	10	0	1	1	54	56.30
Hourly Average	0.00	0.00	10.00	0.50	2.50	0.00	0.25	0.25	13.50	14.08
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	17	0	2	0	0	0	19	19.00
1900 - 1915	0	0	14	0	1	0	0	0	15	15.00
1915 - 1930	0	0	8	1	0	0	0	0	9	9.00
Hourly Total	0	0	39	1	3	0	0	0	43	43.00
Hourly Average	0.00	0.00	9.75	0.25	0.75	0.00	0.00	0.00	10.75	10.75

Session Total	0	0	123	3	30	2	2	1	161	165.60
Session Average	0.00	0.00	10.25	0.25	2.50	0.17	0.17	0.08	13.42	13.80

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.12: U-Turn from B1380 High Street to B1380 High Stree								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.12: U-Turn from B1380 High Street to B1380 High Stree								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
1900 - 1915	0	0	0	0	0	0	0	0	0	0.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.13: Left from A1053 Greystone to A174 (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	12	0	2	2	1	2	19	23.30
0715 - 0730	0	0	8	0	3	2	0	0	13	14.00
0730 - 0745	0	0	21	0	6	4	6	1	38	48.80
0745 - 0800	0	0	17	0	3	2	3	0	25	29.90
Hourly Total	0	0	58	0	14	10	10	3	95	116.00
Hourly Average	0.00	0.00	14.50	0.00	3.50	2.50	2.50	0.75	23.75	29.00
0800 - 0815	0	0	18	0	8	6	4	1	37	46.20
0815 - 0830	0	0	15	0	14	1	3	1	34	39.40
0830 - 0845	0	0	17	0	5	3	2	0	27	31.10
0845 - 0900	0	0	21	0	10	1	3	0	35	39.40
Hourly Total	0	0	71	0	37	11	12	2	133	156.10
Hourly Average	0.00	0.00	17.75	0.00	9.25	2.75	3.00	0.50	33.25	39.03
0900 - 0915	0	0	47	0	11	2	1	0	61	63.30
0915 - 0930	0	0	28	0	7	2	1	0	38	40.30
0930 - 0945	0	0	23	0	8	6	2	0	39	44.60
0945 - 1000	0	0	28	0	14	4	0	1	47	50.00
Hourly Total	0	0	126	0	40	14	4	1	185	198.20
Hourly Average	0.00	0.00	31.50	0.00	10.00	3.50	1.00	0.25	46.25	49.55

Session Total	0	0	255	0	91	35	26	6	413	470.30
Session Average	0.00	0.00	21.25	0.00	7.58	2.92	2.17	0.50	34.42	39.19

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.13: Left from A1053 Greystone to A174 (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	102	0	11	0	0	0	113	113.00
1645 - 1700	0	1	99	0	18	1	0	0	119	118.90
1700 - 1715	0	0	98	0	12	0	0	0	110	110.00
1715 - 1730	0	1	86	0	9	0	1	0	97	97.70
Hourly Total	0	2	385	0	50	1	1	0	439	439.60
Hourly Average	0.00	0.50	96.25	0.00	12.50	0.25	0.25	0.00	109.75	109.90
1730 - 1745	0	0	108	0	13	0	0	0	121	121.00
1745 - 1800	0	1	102	3	7	0	0	0	113	112.40
1800 - 1815	0	0	104	1	14	0	0	0	119	119.00
1815 - 1830	0	0	91	0	7	0	1	0	99	100.30
Hourly Total	0	1	405	4	41	0	1	0	452	452.70
Hourly Average	0.00	0.25	101.25	1.00	10.25	0.00	0.25	0.00	113.00	113.18
1830 - 1845	0	1	57	0	6	1	0	0	65	64.90
1845 - 1900	0	0	68	0	2	0	0	0	70	70.00
1900 - 1915	0	0	51	0	7	0	1	0	59	60.30
1915 - 1930	0	0	62	0	4	0	1	0	67	68.30
Hourly Total	0	1	238	0	19	1	2	0	261	263.50
Hourly Average	0.00	0.25	59.50	0.00	4.75	0.25	0.50	0.00	65.25	65.88

Session Total	0	4	1028	4	110	2	4	0	1152	1155.80
Session Average	0.00	0.33	85.67	0.33	9.17	0.17	0.33	0.00	96.00	96.32

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.14: Right from A1053 Greystone to A174 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	20	0	4	0	4	0	28	33.20
0715 - 0730	0	0	13	0	5	2	11	0	31	46.30
0730 - 0745	0	0	39	0	12	0	10	1	62	76.00
0745 - 0800	0	0	38	0	9	4	8	0	59	71.40
Hourly Total	0	0	110	0	30	6	33	1	180	226.90
Hourly Average	0.00	0.00	27.50	0.00	7.50	1.50	8.25	0.25	45.00	56.73
0800 - 0815	0	0	35	0	10	1	8	0	54	64.90
0815 - 0830	0	0	45	1	4	1	13	0	64	81.40
0830 - 0845	0	0	29	0	6	0	8	0	43	53.40
0845 - 0900	0	0	12	0	9	0	10	0	31	44.00
Hourly Total	0	0	121	1	29	2	39	0	192	243.70
Hourly Average	0.00	0.00	30.25	0.25	7.25	0.50	9.75	0.00	48.00	60.93
0900 - 0915	0	0	12	0	8	0	7	0	27	36.10
0915 - 0930	0	0	10	0	10	1	9	0	30	42.20
0930 - 0945	0	0	17	3	7	0	9	0	36	47.70
0945 - 1000	0	0	19	0	4	0	9	0	32	43.70
Hourly Total	0	0	58	3	29	1	34	0	125	169.70
Hourly Average	0.00	0.00	14.50	0.75	7.25	0.25	8.50	0.00	31.25	42.43

Session Total	0	0	289	4	88	9	106	1	497	640.30
Session Average	0.00	0.00	24.08	0.33	7.33	0.75	8.83	0.08	41.42	53.36

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.14: Right from A1053 Greystone to A174 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	57	0	6	0	8	0	71	81.40
1645 - 1700	0	0	70	0	11	0	3	0	84	87.90
1700 - 1715	0	2	61	1	6	0	6	0	76	82.60
1715 - 1730	0	1	62	2	6	2	7	0	80	89.50
Hourly Total	0	3	250	3	29	2	24	0	311	341.40
Hourly Average	0.00	0.75	62.50	0.75	7.25	0.50	6.00	0.00	77.75	85.35
1730 - 1745	0	1	70	1	5	1	14	0	92	110.10
1745 - 1800	0	0	69	0	5	1	5	0	80	87.00
1800 - 1815	0	3	61	1	2	0	6	0	73	79.00
1815 - 1830	0	0	26	2	4	0	6	0	38	45.80
Hourly Total	0	4	226	4	16	2	31	0	283	321.90
Hourly Average	0.00	1.00	56.50	1.00	4.00	0.50	7.75	0.00	70.75	80.48
1830 - 1845	0	1	33	1	2	0	3	0	40	43.30
1845 - 1900	1	0	27	1	3	0	1	1	34	35.50
1900 - 1915	0	0	26	2	3	0	5	0	36	42.50
1915 - 1930	0	0	18	0	7	0	4	0	29	34.20
Hourly Total	1	1	104	4	15	0	13	1	139	155.50
Hourly Average	0.25	0.25	26.00	1.00	3.75	0.00	3.25	0.25	34.75	38.88

Session Total	1	8	580	11	60	4	68	1	733	818.80
Session Average	0.08	0.67	48.33	0.92	5.00	0.33	5.67	0.08	61.08	68.23

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.15: Right from A1053 Greystone to B1380 High Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	3	0	6	9.90
0715 - 0730	0	1	7	0	0	4	2	1	15	20.00
0730 - 0745	0	1	5	2	0	7	1	0	16	20.20
0745 - 0800	0	0	2	0	3	2	0	0	7	8.00
Hourly Total	0	2	17	2	3	13	6	1	44	58.10
Hourly Average	0.00	0.50	4.25	0.50	0.75	3.25	1.50	0.25	11.00	14.53
0800 - 0815	0	0	8	1	0	1	0	0	10	10.50
0815 - 0830	0	0	2	2	1	3	0	0	8	9.50
0830 - 0845	0	0	9	1	0	0	1	0	11	12.30
0845 - 0900	0	1	16	2	4	0	0	0	23	22.40
Hourly Total	0	1	35	6	5	4	1	0	52	54.70
Hourly Average	0.00	0.25	8.75	1.50	1.25	1.00	0.25	0.00	13.00	13.68
0900 - 0915	0	0	6	3	3	0	0	0	12	12.00
0915 - 0930	0	0	0	6	2	2	1	1	12	15.30
0930 - 0945	1	0	6	0	1	0	0	0	8	7.20
0945 - 1000	0	0	5	2	0	0	1	0	8	9.30
Hourly Total	1	0	17	11	6	2	2	1	40	43.80
Hourly Average	0.25	0.00	4.25	2.75	1.50	0.50	0.50	0.25	10.00	10.95

Session Total	1	3	69	19	14	19	9	2	136	156.60
Session Average	0.08	0.25	5.75	1.58	1.17	1.58	0.75	0.17	11.33	13.05

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.15: Right from A1053 Greystone to B1380 High Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	55	0	10	0	2	0	67	69.60
1645 - 1700	0	0	61	2	4	0	0	0	67	67.00
1700 - 1715	0	0	51	0	0	0	1	0	52	53.30
1715 - 1730	0	0	45	0	0	0	2	0	47	49.60
Hourly Total	0	0	212	2	14	0	5	0	233	239.50
Hourly Average	0.00	0.00	53.00	0.50	3.50	0.00	1.25	0.00	58.25	59.88
1730 - 1745	0	1	61	0	0	0	0	0	62	61.40
1745 - 1800	0	0	17	0	1	0	0	0	18	18.00
1800 - 1815	0	0	10	0	0	0	0	1	11	12.00
1815 - 1830	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	1	94	0	1	0	0	1	97	97.40
Hourly Average	0.00	0.25	23.50	0.00	0.25	0.00	0.00	0.25	24.25	24.35
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	5	1	0	0	0	0	6	6.00
1900 - 1915	0	0	6	0	0	0	0	0	6	6.00
1915 - 1930	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	18	1	0	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.50	0.25	0.00	0.00	0.00	0.00	4.75	4.75

Session Total	0	1	324	3	15	0	5	1	349	355.90
Session Average	0.00	0.08	27.00	0.25	1.25	0.00	0.42	0.08	29.08	29.66

Teeside
Classified Junction Count

Site 2 of 2
A174 (East)
A174 (South)
B1380 High Street
A1053 Greystone

Lat/Long
lat 54.565844° lon -1.122571°

Date
Tuesday 04 April 2017

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.16: U-Turn from A1053 Greystone to A1053 Greystone								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	1	0	1	2.30
0930 - 0945	0	0	0	0	0	1	0	0	1	1.50
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	1	0	2	3.80
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.50	0.95

Session Total	0	0	0	0	0	1	1	0	2	3.80
Session Average	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.00	0.17	0.32

Date
Tuesday 04 April 2017

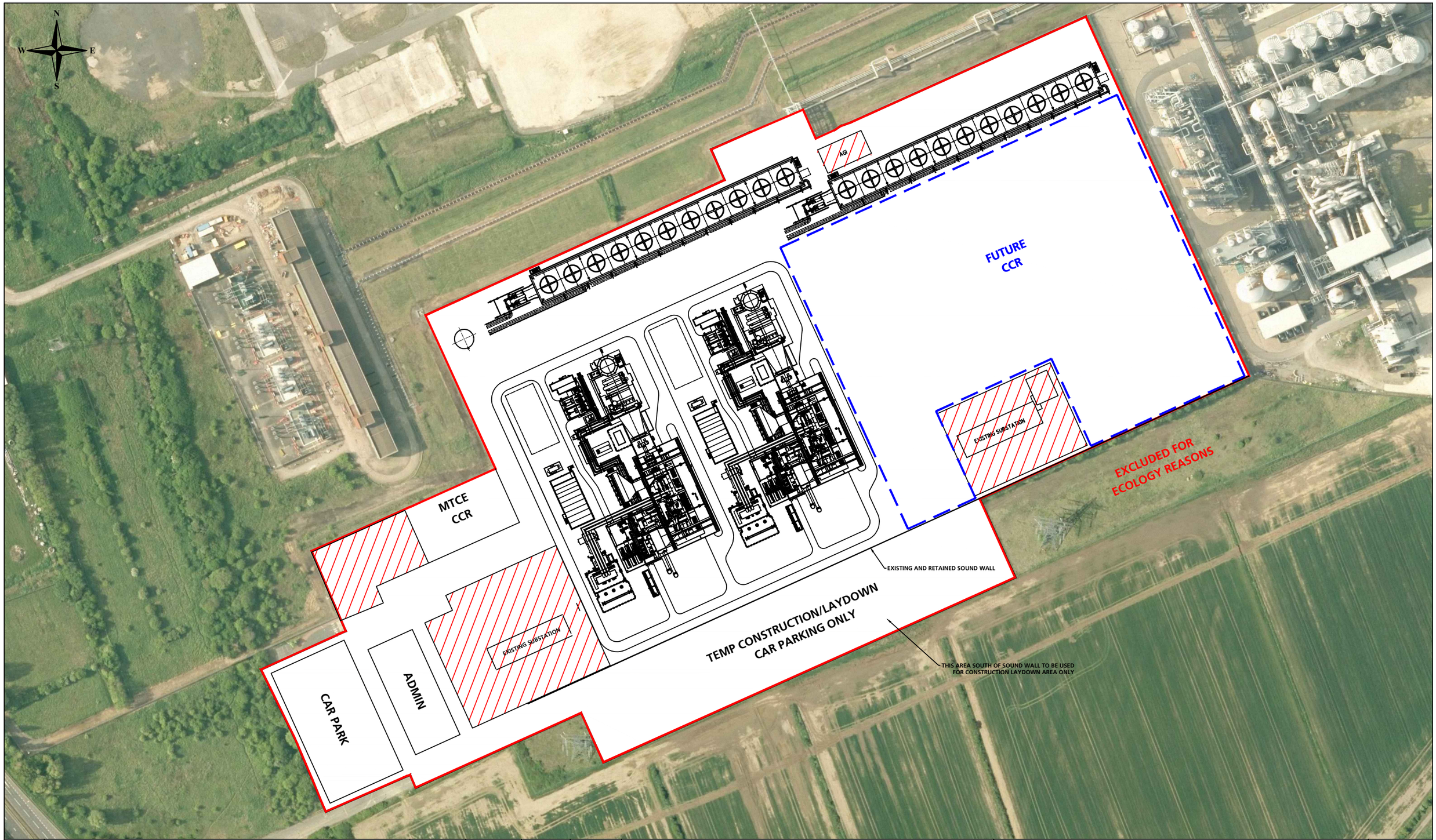
Weather
Sunny Intervals
Temp: 16°C

1630 - 1930 (Weekday PM Session)

	Movement 2.16: U-Turn from A1053 Greystone to A1053 Greystone								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
1900 - 1915	0	0	0	0	0	0	0	0	0	0.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

APPENDIX C: Project Site Plan



REV	ALTERATION	DRAWN	CHK'D	APP.	DATE
1	DRAWING REVISED	PS			
0	FIRST ISSUE	PS			

sembcorp

Title	TEES CCPP PLANT REDLINE DRAWING		Size A3
Reference GIS-00-L-02554		Date 19/12/16	Revision 1

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APPENDIX D: Cumulative Impact Assessment

Table 7.1: Consideration of Other Planned Projects with Potential for Cumulative Effects

Map Ref	Application	Location	Status	Description	Potential contribution to cumulative effects	Screened in?	Further Assessment	Conclusion
Transport and Works Act Applications								
2	Teesport (Land Acquisition) Order TWA/06/APP/03 SI No. 2008/1238	Teesport, Teesside	Approved	Expansion of container terminal facilities at Teesport. The proposed development will increase the port's capacity from around 250,000 TEU a year to around 1.5 million TEU a year.	Traffic Impact	N	None required	Low traffic generator, no significant impact
Town and Country Planning Act Applications								
3	R/2016/0663/OOM	Land north of Kirkleatham Business Park and west of Kirkleatham Lane Redcar	Pending	Outline planning application for up to 550 residential units with associated access, landscaping and open space on 23ha of agricultural land located.	Traffic Impact	Y	None required	Allowance included within TEMPro growth
4	R/2016/0326/OOM	Land north of Woodcock Wood and West of Flatts Lane Normanby	Refused (undergoing appeal)	Outline application for 400 residential houses including new vehicular and pedestrian accesses, infrastructure, open space and landscaping (all matters reserved except for access).	Traffic Impact	N	None required	Permission refused, no impact
5	R/2015/0678/OOM	Land at Wilton International Redcar	Pending	Outline application (all matters reserved) for installation of two underground sections of high voltage electrical cables and fibre-optic cable associated with Dogger Bank Teesside A & B offshore wind farms.	Traffic Impact	N	None required	Application pending, not approved. No significant impact
6	R/2015/0149/OOM	Teesdock Teesdock Road Grangetown	Approved	MGT Teesside Ltd (MGT) proposes to construct a wood chip dryer in Teesport, on the banks of the Tees Estuary. The planning application is for an outline planning permission with all matters reserved. The wood chip	Traffic Impact	N	None Required	No significant impact, remote from site

Map Ref	Application	Location	Status	Description	Potential contribution to cumulative effects	Screened in?	Further Assessment	Conclusion
				dryer will be located within a larger site of 14 hectare which is being developed as a renewable energy plant with combined heat and power.				
7	R/2014/0428/OOM	Land south of Redcar Road Redcar	Approved	Outline application for residential development (150 units).	Traffic Impact	N	None required,	Remote from site. Allowance included within TEMPro growth
8	R/2014/0372/OOM	Land at Low Grange Farm South Bank	Approved	Outline application for residential development (up to 1,250 dwellings) (all matters reserved).	Traffic Impact	Y	None required,	Allowance included within TEMPro growth
9	R/2014/0304/OOM	Longbank Farm Farmbank Road Ormesby TS7 9EF	Refused, undergoing appeal (approved with considerations)	Outline planning application for residential development (320 units) including vehicular and pedestrian accesses off Ormesby Bank and associated landscaping.	Traffic Impact	N	None required	Remote from site, no significant impact
10	R/2013/0669/OOM	Land to the south of Marske-by-the-Sea bounded by Longbeck Road, A1085 and A174 Marske by the Sea	Refused, under appeal	Outline application for up to 1,000 dwellings together with ancillary uses and a neighbourhood centre, park- and-ride car park; petrol filling station; drive-thru; public house/restaurant and 60 bed hotel with details of access.	Traffic Impact	N	None required	Remote from site, no significant impact
11	R/2012/0757/OOM	Mannion Park Broadway Grangetown	Approved	Project consists of 250 dwellings and around 11,500 square metres of B1 office and light industrial uses. Vehicular access to the development will be taken from the A1085 Broadway; this will involve the provision of a new roundabout access into the site.	Traffic Impact	Y	None required	Allowance included within TEMPro growth

Map Ref	Application	Location	Status	Description	Potential contribution to cumulative effects	Screened in?	Further Assessment	Conclusion
12	R/2012/0617/OOM	Land west of Galley Hill Estate Stokesley Road Guisborough	Refused, under appeal (approved with conditions)	Outline application for residential development (max. 350 dwellings); public open space; play area; new vehicular and pedestrian accesses and associated landscaping.	Traffic Impact	N	None required	Remote from site, no significant impact
13	R/2016/0613/FFM	Cleveland Gate Spring Wood Road, off Rectory Lane Guisborough	Approved	Part detailed and part outline planning application for the erection of a business park (use class B1a), 1.1 ha site area, includes 79 parking spaces.	Traffic Impact	N	None required	Remote from site, no significant impact
14	R/2016/0484/FFM	Former Croda Site Wilton International Redcar	Approved	Proposed anaerobic biogas production facility and combined heat and power plant.	Traffic Impact during construction	N	None required	Low traffic generator, no significant impact
15	R/2016/0418/FFM	Wilton Waste Treatment Wilton Site Lazenby	Approved	Retention as built of the CSG Wilton facility as a hazardous waste transfer and treatment site for processing a range of hazardous and non-hazardous waste including recovery of waste oils and oil contaminated wastes as well as a biological treatment facility for hazardous liquids.	Traffic Impact	N	None required	Low traffic generator, no significant impact
16	R/2015/0682/FFM	Wilton Waste Treatment ltd Wilton Site Lazenby	Approved	Provision of oil refinery at Wilton Waste Treatment Plant to enable the recovery of lubricating base oils, fuels and other hydrocarbon products from waste oils.	Traffic Impact during construction	N	None required	Low traffic generator, no significant impact
17	R/2015/0741/FFM	Land at Kirkleatham Business Park Troisdorf Way Kirkleatham Redcar	Approved	Flood alleviation scheme; works to include a flood storage area; flood bunds; diversion of the watercourse responsible for the flooding; amendments to existing culverts; provision of maintenance access from Troisdorf Way and associated works.	Traffic Impact	N	None required	Low traffic generator, no significant impact

Map Ref	Application	Location	Status	Description	Potential contribution to cumulative effects	Screened in?	Further Assessment	Conclusion
18	R/2015/0690/FFM	South Bank Community Primary School Poplar Grove South Bank TS6 6SY	Approved	Demolition and rebuild of school with associated temporary construction access.	Traffic Impact	N	None required	Temporary, no significant impact
19	R/2014/0820/FFM	Land at Tod Point Road Redcar	Approved	Erection of 24 industrial units with associated infrastructure and perimeter fencing 2.0m in height.	Traffic Impact	N	None required	Low traffic generator, remote from site, no significant impact
20	R/2014/0626/FFM	Wilton International Complex Redcar	Approved	Mineral (polyhalite) granulation and storage facility involving the construction on buildings, conveyor systems, substations, water treatment plant, internal access roads, car parking, attenuation ponds, landscaping, restoration and aftercare, and construction of a tunnel portal including the landforming of spoil and associated works.	Traffic Impact	N	None required	No significant operational impact
21	R/2013/0608/FFM	Teesport Waste Treatment Facility Grangetown TS6 6UG	Approved	Waste treatment facility.	Traffic Impact	N	None required	Low traffic generator, remote from site, no significant impact
22	R/2013/0651/FFM	Land at Stokesley Road Guisborough	Approved	Residential development (188 dwellings) with associated vehicular and pedestrian accesses including landscaping.	Traffic Impact	N	None required	Remote from site, no significant impact
23	R/2013/0501/FFM	Elring Klinger (GB) ltd Kirkleatham Business Park Troisdorf Way Kirkleatham	Approved	Extension to existing factory building with ancillary new access roads.	Traffic Impact	N	None required	Low traffic generator, no significant impact

Map Ref	Application	Location	Status	Description	Potential contribution to cumulative effects	Screened in?	Further Assessment	Conclusion
		Redcar TS10 5RX						
24	R/2012/0314/FFM	Lotte Chemical UK ltd Queens Avenue Wilton International Site TS10 4XZ	Approved	Construction of a polyethylene terephthalate (PET) chemical plant.	Traffic Impact	Y	None required	Temporary traffic impact from construction. Construction program may need to be coordinated with Sembcorp if both constructed at the same time.
25	R/2012/0829/FFM	The Closes Estate; land North of Roseberry Road.	Approved	Redevelopment comprising the erection of 288 dwellings and ancillary works (amended scheme).	Traffic Impact	N	None required	Remote from site, no significant impact
26 and 28	R/2012/0110/FFM	Land north of Hamsterley Way / south of A174, sites A & B, Church Hill, Skelton	Approved	Erection of 262 residential units including garages; vehicular and pedestrian accesses with associated landscaping (amended scheme).	Traffic Impact	N	None required	Remote from site, no significant impact
27	R/2012/0934/RSM	Land at Imperial Park Tilbury Road South Bank	Approved	Proposed anaerobic digestion plant (steel portal framed building), including external concrete hardstanding, car parking area and new sub-station (resubmission).	Traffic Impact	N	None required	Low traffic generator. Remote from site, no significant impact
Planning Inspectorate								
29		Harbour facility at Bran Sands, Teesside, on the south bank of the River Tees		Harbour facilities for the bulk shipping of polyhalite. The harbour facility will be serviced by a conveyor system to transfer the finished material product to the site from a Materials Handling Facility (which is subject of a separate planning application to	Traffic Impact	N	None required	Remote from site, no significant impact

Map Ref	Application	Location	Status	Description	Potential contribution to cumulative effects	Screened in?	Further Assessment	Conclusion
				Redcar & Cleveland Borough Council) and includes facilities to enable the bulk loading of vessels including a new quay with ship loading facilities and berthing area.				
Electricity Act (1989) Section 36 and Section 37 Applications								
30	Offshore wind farm - S36	Teesside, mouth of River Tees	Approved	EDF (Northern Offshore Wind) applying for offshore wind farm comprising 30 wind turbines.	Traffic Impact	N	None required	Remote from site, no impact
31	CHP CCGT - S36	Seal Sands, Teesside	Approved	Thor Cogeneration has applied to construct and operate a CHP CCGT generation station.	Traffic Impact	N	None required	Remote from site, no impact
32	CHP CCGT - S36	Seal Sands, Teesside	Approved	Northsea Pipelines Ltd applying for CHP CCGT generating station.	Traffic Impact	N	None required	Remote from site, no impact
33	Biomass - S36	Teesport, Teesside	Approved	MGT Teesside Limited applying to construct and operate a biomass fuelled renewable generating station.	Traffic Impact	N	None required	Remote from site, no impact
33	Biomass - S36	Teesport, Teesside	Approved	MGT Teesside Limited applying for extension to biomass fuelled renewable generating station.	Traffic Impact	N	None required	Low traffic generator. No significant impact
33	Biomass/S36C Electricity Act 1989	Teesport, Teesside		MGT Teesside Limited applying for revision to previous application to increase maximum output to 299MW.	Traffic Impact	N	None required	Low traffic generator. No significant impact
34	R/2014/0627/FFM	The York Potash Project, Doves Nest Farm	Approved	The winning and working of polyhalite by underground methods including the construction of a minehead at Doves Nest Farm involving access, maintenance and ventilation shafts, the landforming of associated spoil, construction of buildings, access roads, car parking and helicopter landing site, attenuation ponds,	Traffic Impact	Y	None required	Temporary traffic impact from construction. Construction program may need to be coordinated with Sembcorp if both constructed at the same time

Map Ref	Application	Location	Status	Description	Potential contribution to cumulative effects	Screened in?	Further Assessment	Conclusion
				landscaping, restoration and aftercare and associated works. In addition, the construction of an underground tunnel between Doves Nest Farm and land at Wilton that links to the mine below, comprising 1 shaft at Doves Nest Farm, 3 intermediate access shaft sites, each with associated landforming of associated spoil, construction of buildings, access roads and car parking, landscaping, restoration and aftercare, the construction of a tunnel portal at Wilton comprising buildings, landforming of spoil and associated works.				
35	R/2015/0393/RSM	Land at Stokesley Road Guisborough	Approved	Residential development (188 dwellings) with associated vehicular and pedestrian accesses including landscaping (resubmission).	Traffic Impact	N	None required	Remote from site, no significant impact

APPENDIX E: Accident Data

A1053 Collision Data 2010 - 2015 (incl.)

acc ref	new acc ref	acc date	acc year	acc monthn	acc month	acc weekday	acc hour	Easting	Northing	position	Carriageway	Direction	incidno	casno	vehno	severity	Fatal	serious	ksi	slight	area	region
170L20660	2010000060510	02/03/2010	2010	3	Mar-10	Tuesday	9	455650	520940	Roundabout	Mainline	South	1	1	2	Slight	0	0	0	1	Area 0	NULL
170L21010	2010000060520	02/06/2010	2010	6	Jun-10	Wednesday	20	455680	520880	Roundabout	Mainline	West	1	1	2	Slight	0	0	0	1	Area 0	NULL
170L21300	2010000060530	09/07/2010	2010	7	Jul-10	Friday	15	456800	519270	Roundabout	Mainline	East	1	1	1	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L21390	2010000060530	04/08/2010	2010	8	Aug-10	Wednesday	16	456640	519010	Not at junction or within 20 metre	Mainline	East	1	2	2	Slight	0	0	0	2	Area 26 - A19 DBFO	YNE
170L21480	2010000060530	30/07/2010	2010	7	Jul-10	Friday	12	456800	519260	Roundabout	Mainline	East	1	3	2	Slight	0	0	0	3	Area 26 - A19 DBFO	YNE
170L21670	2010000060540	13/09/2010	2010	9	Sep-10	Monday	14	456870	519340	Roundabout	Mainline	East	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L21710	2010000060540	15/09/2010	2010	9	Sep-10	Wednesday	10	456880	519310	Roundabout	Mainline	North	1	2	2	Slight	0	0	0	2	Area 26 - A19 DBFO	YNE
170L20051	2011000059360	11/01/2011	2011	1	Jan-11	Tuesday	13	456780	519310	Roundabout	Mainline	North	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L21781	2011000059410	26/09/2011	2011	9	Sep-11	Monday	5	455640	520930	Roundabout	Mainline	North	1	2	1	Slight	0	0	0	2	Area 0	NULL
170L21881	2011000059410	10/09/2011	2011	9	Sep-11	Saturday	13	456810	519360	Roundabout	Mainline	East	1	2	2	Slight	0	0	0	2	Area 26 - A19 DBFO	YNE
170L22141	2011000059420	06/11/2011	2011	11	Nov-11	Sunday	2	456920	519330	Roundabout	Mainline	West	1	1	1	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L22291	2011000059430	04/12/2011	2011	12	Dec-11	Sunday	10	455680	520880	Roundabout	Mainline	West	1	2	2	Slight	0	0	0	2	Area 0	NULL
170L22371	2011000059430	11/11/2011	2011	11	Nov-11	Friday	17	456790	519360	Roundabout	Mainline	South	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L20332	2012000057470	28/01/2012	2012	1	Jan-12	Saturday	20	456799	519247	Roundabout	Mainline	East	1	1	1	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L21132	2012000057500	23/06/2012	2012	6	Jun-12	Saturday	15	456777	519296	Roundabout	Mainline	East	1	2	2	Slight	0	0	0	2	Area 26 - A19 DBFO	YNE
170L21242	2012000057500	23/07/2012	2012	7	Jul-12	Monday	17	456775	519294	Roundabout	Mainline	East	1	2	2	Slight	0	0	0	2	Area 26 - A19 DBFO	YNE
170L21782	2012000057510	04/10/2012	2012	10	Oct-12	Thursday	18	456768	519287	Roundabout	Mainline	East	1	2	2	Slight	0	0	0	2	Area 26 - A19 DBFO	YNE
170L22112	2012000057520	19/11/2012	2012	11	Nov-12	Monday	18	456773	519291	Roundabout	Mainline	East	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L22262	2012000057520	21/12/2012	2012	12	Dec-12	Friday	16	456771	519289	Roundabout	Mainline	East	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L22272	2012000057530	20/12/2012	2012	12	Dec-12	Thursday	19	456920	519351	Not at junction or within 20 metre	Mainline	East	1	2	1	Slight	0	0	0	2	Area 26 - A19 DBFO	YNE
170L20253	2013000019010	11/02/2013	2013	2	Feb-13	Monday	12	455390	521012	Roundabout	Mainline	South	1	2	2	Slight	0	0	0	2	Area 0	NULL
170L20393	2013000019010	21/02/2013	2013	2	Feb-13	Thursday	12	455700	520965	Roundabout	Mainline	East	1	2	2	Slight	0	0	0	2	Area 0	NULL
170L20813	2013000019020	30/05/2013	2013	5	May-13	Thursday	23	455645	517946	Not at junction or within 20 metre	Mainline	East	1	7	4	Slight	0	0	0	7	Area 26 - A19 DBFO	YNE
170L21793	2013000019050	19/11/2013	2013	11	Nov-13	Tuesday	6	455874	518224	Not at junction or within 20 metre	Mainline	West	1	1	3	Serious	0	1	1	0	Area 26 - A19 DBFO	YNE
170L21883	2013000019050	28/11/2013	2013	11	Nov-13	Thursday	12	456781	519299	Roundabout	Mainline	East	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L20094	2014000040760	15/01/2014	2014	1	Jan-14	Wednesday	11	456792	519348	Roundabout	Mainline	East	1	2	1	Slight	0	0	0	2	Area 26 - A19 DBFO	YNE
170L20474	2014000040870	24/03/2014	2014	3	Mar-14	Monday	15	456816	519266	Roundabout	Mainline	North	1	3	2	Slight	0	0	0	3	Area 26 - A19 DBFO	YNE
170L21294	2014000041060	10/08/2014	2014	8	Aug-14	Sunday	16	456917	519350	Not at junction or within 20 metre	Mainline	East	1	1	1	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L21484	2014000041100	27/09/2014	2014	9	Sep-14	Saturday	2	455643	520842	Not at junction or within 20 metre	Mainline	West	1	1	2	Slight	0	0	0	1	Area 0	NULL
170L21345	2015000129220	02/09/2015	2015	9	Sep-15	Wednesday	13	456818	519263	Roundabout	Mainline	North	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L21565	2015000129230	09/10/2015	2015	10	Oct-15	Friday	8	454938	517308	Not at junction or within 20 metre	Mainline	East	1	1	2	Fatal	1	0	1	0	Area 26 - A19 DBFO	YNE
170L21550	2010000060530	22/08/2010	2010	8	Aug-10	Sunday	12	456810	519350	Roundabout	Mainline	East	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L21801	2011000059410	07/10/2011	2011	10	Oct-11	Friday	7	455920	518290	Not at junction or within 20 metre	Mainline	West	1	1	2	Fatal	1	0	1	0	Area 26 - A19 DBFO	YNE
170L20612	2012000057480	26/03/2012	2012	3	Mar-12	Monday	17	456885	519312	Roundabout	Mainline	West	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L20872	2012000057490	16/05/2012	2012	5	May-12	Wednesday	8	456783	519322	Roundabout	Mainline	North	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L21763	2013000019050	08/11/2013	2013	11	Nov-13	Friday	13	456777	519294	Roundabout	Mainline	East	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L20924	2014000040940	10/06/2014	2014	6	Jun-14	Tuesday	17	456882	519287	Not at junction or within 20 metre	Mainline	West	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L21054	2014000040990	15/07/2014	2014	7	Jul-14	Tuesday	14	456769	519091	Not at junction or within 20 metre	Mainline	West	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L21224	2014000041040	19/07/2014	2014	7	Jul-14	Saturday	16	456915	519347	Not at junction or within 20 metre	Mainline	West	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L21564	2014000041130	05/10/2014	2014	10	Oct-14	Sunday	12	456780	519299	Roundabout	Mainline	East	1	1	2	Slight	0	0	0	1	Area 26 - A19 DBFO	YNE
170L20035	2015000129190	02/01/2015	2015	1	Jan-15	Friday	14	456836	519200	Not at junction or within 20 metre	Mainline	West	1	1	2	Serious	0	1	1	0	Area 26 - A19 DBFO	YNE

A1053 Collision Data 2010 - 2015 (incl.)

acc ref	roadname	linkid	hatrisref	roadno	sjunc	endjunc	linkname	singleveh	goodsveh	lighting	weather	roadcond	min drv age	max drv age	Age 0 4	Age 5 15	Age 16 19	Age 20 29	Age 30 59
170L20660	A1053	310530000	NULL	A1053	NULL	NULL	No Road Link Defined	N	N	Daylight - lights presen	Fine no high winds	Dry	35	35	0	0	0	0	1
170L21010	A1085	310850000	NULL	A1085	NULL	NULL	No Road Link Defined	N	N	Daylight - lights presen	Fine no high winds	Dry	38	38	0	0	0	0	1
170L21300	A174	31740000	NULL	A174	NULL	NULL	No Road Link Defined	Y	N	Daylight - lights presen	Fine no high winds	Dry	35	35	0	0	0	0	0
170L21390	A174	17415300	AL1530B	A174	A1053	A171	A1053 to A171	N	N	Daylight - lights presen	Fine no high winds	Dry	19	26	0	0	1	1	0
170L21480	A174	31740000	NULL	A174	NULL	NULL	No Road Link Defined	N	N	Daylight - lights presen	Fine no high winds	Dry	45	45	0	0	0	1	2
170L21670	A174	31740000	NULL	A174	NULL	NULL	No Road Link Defined	N	Y	Daylight - lights presen	Raining no high winds	Wet or damp	48	48	0	0	0	0	0
170L21710	A174	31740000	NULL	A174	NULL	NULL	No Road Link Defined	N	N	Daylight - lights presen	Fine no high winds	Dry	28	28	0	0	0	1	1
170L20051	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	N	Y	Daylight	Fine no high winds	Wet or damp	29	29	0	0	0	1	0
170L21781	A1053	310530000	NULL	A1053	NULL	NULL	No Road Link Defined	Y	N	Daylight	Fine no high winds	Dry	26	26	0	0	0	1	1
170L21881	A1053	815299	AL1529	A1053	A1085	A174	A1053 A1085 to A174	N	Y	Daylight	Fine no high winds	Dry	47	47	0	0	0	0	2
170L22141	A174	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Y	N	Daylight	Fine no high winds	Dry	30	30	0	0	0	0	1
170L22291	A1085	310850000	NULL	A1085	NULL	NULL	No Road Link Defined	N	N	Daylight	Fine no high winds	Dry	21	53	0	0	0	1	1
170L22371	A1053	815299	AL1529	A1053	A1085	A174	A1053 A1085 to A174	N	N	Darkness - lights lit	Raining no high winds	Wet or damp	25	25	0	0	0	1	0
170L20332	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Y	N	Darkness - lights lit	Fine no high winds	Dry	34	34	0	0	0	1	0
170L21132	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	N	N	Daylight	Fine no high winds	Dry	20	28	1	0	0	1	0
170L21242	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	N	N	Daylight	Fine no high winds	Dry	41	49	0	0	0	0	2
170L21782	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	N	N	Daylight	Fine no high winds	Dry	26	26	0	0	0	2	0
170L22112	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	N	N	Darkness - no lighting	Fine no high winds	Wet or damp	46	46	0	0	0	0	1
170L22262	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	N	N	Daylight	Fine no high winds	Wet or damp	37	37	0	0	0	0	1
170L22272	A174	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Y	N	Darkness - lights lit	Fine no high winds	Flood over 3cm. Deep	17	17	0	0	2	0	0
170L20253	A1053	310530000	NULL	A1053	NULL	NULL	No Road Link Defined	N	Y	Daylight	Fine no high winds	Dry	38	38	0	0	0	0	2
170L20393	A1053	310530000	NULL	A1053	NULL	NULL	No Road Link Defined	N	N	Daylight	Fine no high winds	Dry	17	17	0	0	1	0	1
170L20813	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	N	Y	Darkness - no lighting	Fog or mist	Wet or damp	25	52	0	0	0	5	2
170L21793	A174	17415300	AL1530B	A174	A1053	A171	A1053 to A171	N	N	Daylight	Fine no high winds	Dry	56	56	0	0	0	0	1
170L21883	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	N	N	Daylight	Fine no high winds	Dry	72	72	0	0	0	0	0
170L20094	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Y	N	Daylight	Fine no high winds	Dry	46	46	0	0	0	0	0
170L20474	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	N	N	Daylight	Fine no high winds	Dry	31	54	0	0	0	1	2
170L21294	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Y	N	Daylight	Raining no high winds	Wet or damp	40	40	0	0	0	0	1
170L21484	A1085	310850000	NULL	A1085	NULL	NULL	No Road Link Defined	N	N	Darkness - lights lit	Fine no high winds	Dry	18	18	0	0	1	0	0
170L21345	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	N	Y	Daylight	Fine no high winds	Dry	48	48	0	0	1	0	0
170L21565	**A174**	**811530998**	**AL1530A**	**A174**	**A171**	**A1053**	**A174 A171 to A1053**	**N**	**N**	**Daylight**	**Fine no high winds**	**Dry**	**30**	**30**	**0**	**0**	**0**	**0**	**1**
170L21550	A1053	1053749	AL749	A1053	A174	A1085	A174 to A1085	N	Y	Daylight - lights presen	Fine no high winds	Dry	65	65	0	0	0	0	0
170L21801	**A174**	**17415300**	**AL1530B**	**A174**	**A1053**	**A171**	**A1053 to A171**	**N**	**Y**	**Daylight**	**Fine no high winds**	**Dry**	**45**	**45**	**0**	**0**	**0**	**0**	**1**
170L20612	A174	17415300	AL1530B	A174	A1053	A171	A1053 to A171	N	N	Daylight	Fine no high winds	Dry	37	37	0	0	0	0	1
170L20872	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	N	Y	Daylight	Fine no high winds	Dry	32	32	0	0	0	1	0
170L21763	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	N	N	Daylight	Fine no high winds	Dry	23	23	0	0	0	1	0
170L20924	A174	17415300	AL1530B	A174	A1053	A171	A1053 to A171	N	N	Daylight	Raining no high winds	Wet or damp	21	21	0	0	0	1	0
170L21054	A174	17415300	AL1530B	A174	A1053	A171	A1053 to A171	N	Y	Daylight	Fine no high winds	Dry	49	49	0	0	0	0	1
170L21224	A174	17415300	AL1530B	A174	A1053	A171	A1053 to A171	N	N	Daylight	Raining no high winds	Wet or damp	39	39	0	0	0	0	1
170L21564	A174	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	N	N	Daylight	Fine no high winds	Dry	48	48	0	0	0	0	1
170L20035	A174	17415300	AL1530B	A174	A1053	A171	A1053 to A171	N	Y	Daylight	Fine no high winds	Dry	84	84	0	0	0	0	0

A1053 Collision Data 2010 - 2015 (incl.)

acc ref	Age 60plus	PEDESTRIAN	HORSERIDEF	BICYCLE	MOBILITY	PTW	CAR TAXI	MINIBUS	BUS	GOODS 3 5t	GOODS 3 5	GOODS 7 5p	OTHER VEH	NON VEHICL	SRN
170L20660	0	0	0	0	0	0	1	0	0	0	0	0	0	0	not on SRN
170L21010	0	0	0	0	0	0	1	0	0	0	0	0	0	0	not on SRN
170L21300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	not on SRN
170L21390	0	0	0	0	0	0	2	0	0	0	0	0	0	0	on 2010 SRN
170L21480	0	0	0	0	0	0	3	0	0	0	0	0	0	0	not on SRN
170L21670	1	0	0	0	0	0	1	0	0	0	0	0	0	0	not on SRN
170L21710	0	0	0	0	0	0	2	0	0	0	0	0	0	0	not on SRN
170L20051	0	0	0	0	0	0	1	0	0	0	0	0	0	0	on 2010 SRN
170L21781	0	0	0	0	0	0	2	0	0	0	0	0	0	0	not on SRN
170L21881	0	0	0	0	0	0	2	0	0	0	0	0	0	0	on 2010 SRN
170L22141	0	0	0	0	0	0	1	0	0	0	0	0	0	0	on 2010 SRN
170L22291	0	0	0	0	0	0	2	0	0	0	0	0	0	0	not on SRN
170L22371	0	0	0	0	0	0	1	0	0	0	0	0	0	0	on 2010 SRN
170L20332	0	0	0	0	0	0	1	0	0	0	0	0	0	0	on 2010 SRN
170L21132	0	0	0	0	0	0	2	0	0	0	0	0	0	0	on 2010 SRN
170L21242	0	0	0	0	0	0	2	0	0	0	0	0	0	0	on 2010 SRN
170L21782	0	0	0	0	0	0	2	0	0	0	0	0	0	0	on 2010 SRN
170L22112	0	0	0	0	0	0	1	0	0	0	0	0	0	0	on 2010 SRN
170L22262	0	0	0	0	0	0	1	0	0	0	0	0	0	0	on 2010 SRN
170L22272	0	0	0	0	0	0	2	0	0	0	0	0	0	0	on 2010 SRN
170L20253	0	0	0	0	0	0	2	0	0	0	0	0	0	0	not on SRN
170L20393	0	0	0	0	0	0	2	0	0	0	0	0	0	0	not on SRN
170L20813	0	0	0	0	0	0	6	0	0	1	0	0	0	0	on 2010 SRN
170L21793	0	0	0	0	0	0	1	0	0	0	0	0	0	0	on 2010 SRN
170L21883	1	0	0	0	0	1	0	0	0	0	0	0	0	0	on 2010 SRN
170L20094	2	0	0	0	0	0	0	0	2	0	0	0	0	0	on 2010 SRN
170L20474	0	0	0	0	0	0	3	0	0	0	0	0	0	0	on 2010 SRN
170L21294	0	0	0	0	0	1	0	0	0	0	0	0	0	0	on 2010 SRN
170L21484	0	0	0	0	0	1	0	0	0	0	0	0	0	0	not on SRN
170L21345	0	0	0	0	0	0	1	0	0	0	0	0	0	0	on 2010 SRN
170L21565	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**on 2010 SRN**
170L21550	1	0	0	0	0	0	1	0	0	0	0	0	0	0	on 2010 SRN
170L21801	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**on 2010 SRN**
170L20612	0	0	0	1	0	0	0	0	0	0	0	0	0	0	on 2010 SRN
170L20872	0	0	0	0	0	0	0	0	0	1	0	0	0	0	on 2010 SRN
170L21763	0	0	0	0	0	0	1	0	0	0	0	0	0	0	on 2010 SRN
170L20924	0	0	0	0	0	0	1	0	0	0	0	0	0	0	on 2010 SRN
170L21054	0	0	0	1	0	0	0	0	0	0	0	0	0	0	on 2010 SRN
170L21224	0	0	0	0	0	0	1	0	0	0	0	0	0	0	on 2010 SRN
170L21564	0	0	0	1	0	0	0	0	0	0	0	0	0	0	on 2010 SRN
170L20035	1	0	0	0	0	0	1	0	0	0	0	0	0	0	on 2010 SRN

A1053 Collisions with Contributory Factors

acc_ref	new_acc_ref	acc_date	acc_hour	acc_weekday	acc_monthnd	acc_year	acc_month	Easting	Northing	position	vehicle_casualty_re	cf_veh1 (contributory Factor Vehicle 1)
170L20035	2015000129186	02/01/2015	14	Friday	1	2015	Jan-15	456836	519200	Not at junction or within 20 metre	2	NONE
170L20051	2011000059357	11/01/2011	13	Tuesday	1	2011	Jan-11	456780	519310	Roundabout	2	NONE
170L20051	2011000059357	11/01/2011	13	Tuesday	1	2011	Jan-11	456780	519310	Roundabout	1	NONE
170L20332	2012000057473	28/01/2012	20	Saturday	1	2012	Jan-12	456799	519247	Roundabout	1	NONE
170L20393	2013000019013	21/02/2013	12	Thursday	2	2013	Feb-13	455700	520965	Roundabout	2	NONE
170L20393	2013000019013	21/02/2013	12	Thursday	2	2013	Feb-13	455700	520965	Roundabout	2	NONE
170L20393	2013000019013	21/02/2013	12	Thursday	2	2013	Feb-13	455700	520965	Roundabout	2	NONE
170L20393	2013000019013	21/02/2013	12	Thursday	2	2013	Feb-13	455700	520965	Roundabout	2	NONE
170L20393	2013000019013	21/02/2013	12	Thursday	2	2013	Feb-13	455700	520965	Roundabout	2	NONE
170L20393	2013000019013	21/02/2013	12	Thursday	2	2013	Feb-13	455700	520965	Roundabout	2	NONE
170L20474	2014000040868	24/03/2014	15	Monday	3	2014	Mar-14	456816	519266	Roundabout	1	DER - 406 - Failed to judge other person’s path or spee
170L20612	2012000057484	26/03/2012	17	Monday	3	2012	Mar-12	456885	519312	Roundabout	1	NONE
170L20612	2012000057484	26/03/2012	17	Monday	3	2012	Mar-12	456885	519312	Roundabout	1	NONE
170L20612	2012000057484	26/03/2012	17	Monday	3	2012	Mar-12	456885	519312	Roundabout	1	NONE
170L20660	2010000060508	02/03/2010	9	Tuesday	3	2010	Mar-10	455650	520940	Roundabout	2	NONE
170L20813	2013000019023	30/05/2013	23	Thursday	5	2013	May-13	455645	517946	Not at junction or within 20 metre	1	VAB - 707 - Rain, sleet, snow, or fog
170L20813	2013000019023	30/05/2013	23	Thursday	5	2013	May-13	455645	517946	Not at junction or within 20 metre	2	NONE
170L20813	2013000019023	30/05/2013	23	Thursday	5	2013	May-13	455645	517946	Not at junction or within 20 metre	3	NONE
170L20813	2013000019023	30/05/2013	23	Thursday	5	2013	May-13	455645	517946	Not at junction or within 20 metre	4	NONE
170L20872	2012000057491	16/05/2012	8	Wednesday	5	2012	May-12	456783	519322	Roundabout	1	NONE
170L20872	2012000057491	16/05/2012	8	Wednesday	5	2012	May-12	456783	519322	Roundabout	1	DER - 403 - Poor turn or manoeuvre
170L20924	2014000040941	10/06/2014	17	Tuesday	6	2014	Jun-14	456882	519287	Not at junction or within 20 metre	1	VAB - 707 - Rain, sleet, snow, or fog
170L20924	2014000040941	10/06/2014	17	Tuesday	6	2014	Jun-14	456882	519287	Not at junction or within 20 metre	1	VAB - 708 - Spray from other vehicles
170L21010	2010000060517	02/06/2010	20	Wednesday	6	2010	Jun-10	455680	520880	Roundabout	2	NONE
170L21010	2010000060517	02/06/2010	20	Wednesday	6	2010	Jun-10	455680	520880	Roundabout	2	NONE
170L21010	2010000060517	02/06/2010	20	Wednesday	6	2010	Jun-10	455680	520880	Roundabout	2	NONE
170L21054	2014000040990	15/07/2014	14	Tuesday	7	2014	Jul-14	456769	519091	Not at junction or within 20 metre	2	NONE
170L21054	2014000040990	15/07/2014	14	Tuesday	7	2014	Jul-14	456769	519091	Not at junction or within 20 metre	2	NONE
170L21132	2012000057497	23/06/2012	15	Saturday	6	2012	Jun-12	456777	519296	Roundabout	1	DER - 405 - Failed to look properly
170L21132	2012000057497	23/06/2012	15	Saturday	6	2012	Jun-12	456777	519296	Roundabout	1	DER - 406 - Failed to judge other person’s path or spee
170L21224	2014000041036	19/07/2014	16	Saturday	7	2014	Jul-14	456915	519347	Not at junction or within 20 metre	1	DER - 410 - Loss of control
170L21242	2012000057500	23/07/2012	17	Monday	7	2012	Jul-12	456775	519294	Roundabout	2	NONE
170L21242	2012000057500	23/07/2012	17	Monday	7	2012	Jul-12	456775	519294	Roundabout	1	DER - 402 - Junction restart (moving off at junction)
170L21242	2012000057500	23/07/2012	17	Monday	7	2012	Jul-12	456775	519294	Roundabout	2	NONE
170L21242	2012000057500	23/07/2012	17	Monday	7	2012	Jul-12	456775	519294	Roundabout	2	NONE
170L21242	2012000057500	23/07/2012	17	Monday	7	2012	Jul-12	456775	519294	Roundabout	2	NONE
170L21294	2014000041055	10/08/2014	16	Sunday	8	2014	Aug-14	456917	519350	Not at junction or within 20 metre	1	ID - 503 - Fatigue
170L21294	2014000041055	10/08/2014	16	Sunday	8	2014	Aug-14	456917	519350	Not at junction or within 20 metre	1	NONE
170L21300	2010000060525	09/07/2010	15	Friday	7	2010	Jul-10	456800	519270	Roundabout	1	NONE
170L21300	2010000060525	09/07/2010	15	Friday	7	2010	Jul-10	456800	519270	Roundabout	1	NONE
170L21345	2015000129223	02/09/2015	13	Wednesday	9	2015	Sep-15	456818	519263	Roundabout	2	NONE
170L21390	2010000060528	04/08/2010	16	Wednesday	8	2010	Aug-10	456640	519010	Not at junction or within 20 metre	1	VAB - 710 - Vehicle blind spot
170L21480	2010000060530	30/07/2010	12	Friday	7	2010	Jul-10	456800	519260	Roundabout	2	NONE
170L21480	2010000060530	30/07/2010	12	Friday	7	2010	Jul-10	456800	519260	Roundabout	1	NONE
170L21480	2010000060530	30/07/2010	12	Friday	7	2010	Jul-10	456800	519260	Roundabout	2	NONE
170L21484	2014000041095	27/09/2014	2	Saturday	9	2014	Sep-14	455643	520842	Not at junction or within 20 metre	1	DER - 410 - Loss of control
170L21484	2014000041095	27/09/2014	2	Saturday	9	2014	Sep-14	455643	520842	Not at junction or within 20 metre	1	ID - 501 - Impaired by alcohol
170L21484	2014000041095	27/09/2014	2	Saturday	9	2014	Sep-14	455643	520842	Not at junction or within 20 metre	1	SC - 901 - Stolen vehicle
170L21550	2010000060533	22/08/2010	12	Sunday	8	2010	Aug-10	456810	519350	Roundabout	1	DER - 406 - Failed to judge other person’s path or spee

A1053 Collisions with Contributory Factors

acc_ref	new_acc_ref	acc_date	acc_hour	acc_weekday	acc_monthnd	acc_year	acc_month	Easting	Northing	position	vehicle_casualty_re	cf_veh1 (contributory Factor Vehicle 1)
170L21564	2014000041133	05/10/2014	12	Sunday	10	2014	Oct-14	456780	519299	Roundabout	1	DER - 405 - Failed to look properly
170L21565	2015000129231	09/10/2015	8	Friday	10	2015	Oct-15	454938	517308	Not at junction or within 20 metre	1	BI - 602 - Careless, reckless or in a hurry
170L21565	2015000129231	09/10/2015	8	Friday	10	2015	Oct-15	454938	517308	Not at junction or within 20 metre	1	DER - 406 - Failed to judge other person’s path or spee
170L21565	2015000129231	09/10/2015	8	Friday	10	2015	Oct-15	454938	517308	Not at junction or within 20 metre	1	IA - 306 - Exceeding speed limit
170L21670	2010000060537	13/09/2010	14	Monday	9	2010	Sep-10	456870	519340	Roundabout	2	NONE
170L21710	2010000060539	15/09/2010	10	Wednesday	9	2010	Sep-10	456880	519310	Roundabout	2	NONE
170L21763	2013000019047	08/11/2013	13	Friday	11	2013	Nov-13	456777	519294	Roundabout	2	NONE
170L21763	2013000019047	08/11/2013	13	Friday	11	2013	Nov-13	456777	519294	Roundabout	1	IA - 308 - Following too close
170L21781	2011000059407	26/09/2011	5	Monday	9	2011	Sep-11	455640	520930	Roundabout	1	DER - 410 - Loss of control
170L21782	2012000057510	04/10/2012	18	Thursday	10	2012	Oct-12	456768	519287	Roundabout	2	NONE
170L21782	2012000057510	04/10/2012	18	Thursday	10	2012	Oct-12	456768	519287	Roundabout	2	NONE
170L21782	2012000057510	04/10/2012	18	Thursday	10	2012	Oct-12	456768	519287	Roundabout	2	NONE
170L21793	2013000019048	19/11/2013	6	Tuesday	11	2013	Nov-13	455874	518224	Not at junction or within 20 metre	1	DER - 409 - Swerved
170L21793	2013000019048	19/11/2013	6	Tuesday	11	2013	Nov-13	455874	518224	Not at junction or within 20 metre	2	NONE
170L21793	2013000019048	19/11/2013	6	Tuesday	11	2013	Nov-13	455874	518224	Not at junction or within 20 metre	3	NONE
170L21793	2013000019048	19/11/2013	6	Tuesday	11	2013	Nov-13	455874	518224	Not at junction or within 20 metre	1	REC - 109 - Animal or object in carriageway
170L21793	2013000019048	19/11/2013	6	Tuesday	11	2013	Nov-13	455874	518224	Not at junction or within 20 metre	2	NONE
170L21793	2013000019048	19/11/2013	6	Tuesday	11	2013	Nov-13	455874	518224	Not at junction or within 20 metre	3	NONE
170L21801	2011000059408	07/10/2011	7	Friday	10	2011	Oct-11	455920	518290	Not at junction or within 20 metre	1	DER - 405 - Failed to look properly
170L21883	2013000019050	28/11/2013	12	Thursday	11	2013	Nov-13	456781	519299	Roundabout	1	DER - 405 - Failed to look properly
170L21883	2013000019050	28/11/2013	12	Thursday	11	2013	Nov-13	456781	519299	Roundabout	1	DER - 406 - Failed to judge other person’s path or spee
170L22112	2012000057520	19/11/2012	18	Monday	11	2012	Nov-12	456773	519291	Roundabout	1	NONE
170L22112	2012000057520	19/11/2012	18	Monday	11	2012	Nov-12	456773	519291	Roundabout	2	NONE
170L22141	2011000059420	06/11/2011	2	Sunday	11	2011	Nov-11	456920	519330	Roundabout	1	BI - 601 - Aggressive driving
170L22141	2011000059420	06/11/2011	2	Sunday	11	2011	Nov-11	456920	519330	Roundabout	1	DER - 410 - Loss of control
170L22141	2011000059420	06/11/2011	2	Sunday	11	2011	Nov-11	456920	519330	Roundabout	1	ID - 501 - Impaired by alcohol
170L22262	2012000057524	21/12/2012	16	Friday	12	2012	Dec-12	456771	519289	Roundabout	2	NONE
170L22262	2012000057524	21/12/2012	16	Friday	12	2012	Dec-12	456771	519289	Roundabout	2	NONE
170L22272	2012000057525	20/12/2012	19	Thursday	12	2012	Dec-12	456920	519351	Not at junction or within 20 metre	1	IA - 307 - Travelling too fast for conditions
170L22272	2012000057525	20/12/2012	19	Thursday	12	2012	Dec-12	456920	519351	Not at junction or within 20 metre	1	NONE
170L22291	2011000059426	04/12/2011	10	Sunday	12	2011	Dec-11	455680	520880	Roundabout	2	NONE
170L22291	2011000059426	04/12/2011	10	Sunday	12	2011	Dec-11	455680	520880	Roundabout	1	NONE

The colour banding is used to indicate
where individual incidents
are wrapped onto multiple lines

A1053 Collisions with Contributory Factors

acc_ref	cf_veh2	cf_veh3	cf_veh4plus	low confidence CF	incidno	casno	vehno	area	region
170L20035	VAB - 706 - Dazzling sun	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L20051	DER - 403 - Poor turn or manoeuvre	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L20051	NONE	NONE	NONE	DER - 406 - Failed to judge other person’s path or speed	1	1	2	Area 26 - A19 DBFO	YNE
170L20332	NONE	NONE	NONE	DER - 410 - Loss of control	1	1	1	Area 26 - A19 DBFO	YNE
170L20393	NONE	NONE	NONE	BI - 601 - Aggressive driving	1	2	2	Area 0	NULL
170L20393	NONE	NONE	NONE	BI - 602 - Careless, reckless or in a hurry	1	2	2	Area 0	NULL
170L20393	NONE	NONE	NONE	DER - 405 - Failed to look properly	1	2	2	Area 0	NULL
170L20393	NONE	NONE	NONE	IA - 305 - Illegal turn or direction of travel	1	2	2	Area 0	NULL
170L20393	NONE	NONE	NONE	IA - 307 - Travelling too fast for conditions	1	2	2	Area 0	NULL
170L20393	NONE	NONE	NONE	REC - 108 - Road layout (eg. bend, hill, narrow carriageway	1	2	2	Area 0	NULL
170L20474	NONE	NONE	NONE		1	3	2	Area 26 - A19 DBFO	YNE
170L20612	NONE	NONE	NONE	BI - 602 - Careless, reckless or in a hurry	1	1	2	Area 26 - A19 DBFO	YNE
170L20612	NONE	NONE	NONE	DER - 405 - Failed to look properly	1	1	2	Area 26 - A19 DBFO	YNE
170L20612	NONE	NONE	NONE	DER - 406 - Failed to judge other person’s path or speed	1	1	2	Area 26 - A19 DBFO	YNE
170L20660	DER - 406 - Failed to judge other person’s path or spee	NONE	NONE		1	1	2	Area 0	NULL
170L20813	NONE	NONE	NONE		1	7	4	Area 26 - A19 DBFO	YNE
170L20813	VAB - 707 - Rain, sleet, snow, or fog	NONE	NONE		1	7	4	Area 26 - A19 DBFO	YNE
170L20813	NONE	VAB - 707 - Rain, sleet, snow, or fog	NONE		1	7	4	Area 26 - A19 DBFO	YNE
170L20813	NONE	NONE	VAB - 707 - Rain, sleet, snow, or fog		1	7	4	Area 26 - A19 DBFO	YNE
170L20872	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L20872	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L20924	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L20924	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L21010	NONE	NONE	NONE	BI - 601 - Aggressive driving	1	1	2	Area 0	NULL
170L21010	NONE	NONE	NONE	BI - 602 - Careless, reckless or in a hurry	1	1	2	Area 0	NULL
170L21010	NONE	NONE	NONE	BI - 601 - Aggressive driving	1	1	2	Area 0	NULL
170L21010	NONE	NONE	NONE	BI - 602 - Careless, reckless or in a hurry	1	1	2	Area 0	NULL
170L21010	NONE	NONE	NONE	DER - 403 - Poor turn or manoeuvre	1	1	2	Area 0	NULL
170L21054	DER - 405 - Failed to look properly	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L21054	VAB - 706 - Dazzling sun	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L21132	NONE	NONE	NONE		1	2	2	Area 26 - A19 DBFO	YNE
170L21132	NONE	NONE	NONE		1	2	2	Area 26 - A19 DBFO	YNE
170L21224	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L21242	BI - 602 - Careless, reckless or in a hurry	NONE	NONE		1	2	2	Area 26 - A19 DBFO	YNE
170L21242	NONE	NONE	NONE		1	2	2	Area 26 - A19 DBFO	YNE
170L21242	DER - 402 - Junction restart (moving off at junction)	NONE	NONE		1	2	2	Area 26 - A19 DBFO	YNE
170L21242	DER - 405 - Failed to look properly	NONE	NONE		1	2	2	Area 26 - A19 DBFO	YNE
170L21242	IA - 308 - Following too close	NONE	NONE		1	2	2	Area 26 - A19 DBFO	YNE
170L21294	NONE	NONE	NONE		1	1	1	Area 26 - A19 DBFO	YNE
170L21294	NONE	NONE	NONE	REC - 103 - Slippery road (due to weather)	1	1	1	Area 26 - A19 DBFO	YNE
170L21300	NONE	NONE	NONE	IA - 307 - Travelling too fast for conditions	1	1	1	Area 26 - A19 DBFO	YNE
170L21300	NONE	NONE	NONE	REC - 101 - Poor or defective road surface	1	1	1	Area 26 - A19 DBFO	YNE
170L21345	DER - 405 - Failed to look properly	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L21390	NONE	NONE	NONE		1	2	2	Area 26 - A19 DBFO	YNE
170L21480	NONE	NONE	NONE	DER - 406 - Failed to judge other person’s path or speed	1	3	2	Area 26 - A19 DBFO	YNE
170L21480	NONE	NONE	NONE	DER - 408 - Sudden braking	1	3	2	Area 26 - A19 DBFO	YNE
170L21480	NONE	NONE	NONE	IA - 308 - Following too close	1	3	2	Area 26 - A19 DBFO	YNE
170L21484	NONE	NONE	NONE		1	1	2	Area 0	NULL
170L21484	NONE	NONE	NONE		1	1	2	Area 0	NULL
170L21484	NONE	NONE	NONE		1	1	2	Area 0	NULL
170L21550	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE

A1053 Collisions with Contributory Factors

acc_ref	cf_veh2	cf_veh3	cf_veh4plus	low confidence CF	incidno	casno	vehno	area	region
170L21564	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L21565	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L21565	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L21565	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L21670	DER - 405 - Failed to look properly	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L21710	DER - 405 - Failed to look properly	NONE	NONE		1	2	2	Area 26 - A19 DBFO	YNE
170L21763	NONE	NONE	NONE	BI - 605 - Learner or inexperienced driver/rider	1	1	2	Area 26 - A19 DBFO	YNE
170L21763	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L21781	NONE	NONE	NONE		1	2	1	Area 0	NULL
170L21782	DER - 405 - Failed to look properly	NONE	NONE		1	2	2	Area 26 - A19 DBFO	YNE
170L21782	DER - 406 - Failed to judge other person’s path or spee	NONE	NONE		1	2	2	Area 26 - A19 DBFO	YNE
170L21782	IA - 308 - Following too close	NONE	NONE		1	2	2	Area 26 - A19 DBFO	YNE
170L21793	NONE	NONE	NONE		1	1	3	Area 26 - A19 DBFO	YNE
170L21793	DER - 409 - Swerved	NONE	NONE		1	1	3	Area 26 - A19 DBFO	YNE
170L21793	NONE	DER - 409 - Swerved	NONE		1	1	3	Area 26 - A19 DBFO	YNE
170L21793	NONE	NONE	NONE		1	1	3	Area 26 - A19 DBFO	YNE
170L21793	REC - 109 - Animal or object in carriageway	NONE	NONE		1	1	3	Area 26 - A19 DBFO	YNE
170L21793	NONE	REC - 109 - Animal or object in carriageway	NONE		1	1	3	Area 26 - A19 DBFO	YNE
170L21801	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L21883	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L21883	NONE	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L22112	NONE	NONE	NONE	DER - 402 - Junction restart (moving off at junction)	1	1	2	Area 26 - A19 DBFO	YNE
170L22112	NONE	NONE	NONE	IA - 308 - Following too close	1	1	2	Area 26 - A19 DBFO	YNE
170L22141	NONE	NONE	NONE		1	1	1	Area 26 - A19 DBFO	YNE
170L22141	NONE	NONE	NONE		1	1	1	Area 26 - A19 DBFO	YNE
170L22141	NONE	NONE	NONE		1	1	1	Area 26 - A19 DBFO	YNE
170L22262	NONE	NONE	NONE	BI - 602 - Careless, reckless or in a hurry	1	1	2	Area 26 - A19 DBFO	YNE
170L22262	DER - 406 - Failed to judge other person’s path or spee	NONE	NONE		1	1	2	Area 26 - A19 DBFO	YNE
170L22272	NONE	NONE	NONE		1	2	1	Area 26 - A19 DBFO	YNE
170L22272	NONE	NONE	NONE	REC - 103 - Slippery road (due to weather)	1	2	1	Area 26 - A19 DBFO	YNE
170L22291	NONE	NONE	NONE	DER - 405 - Failed to look properly	1	2	2	Area 0	NULL
170L22291	NONE	NONE	NONE	DER - 408 - Sudden braking	1	2	2	Area 0	NULL

Contributory factors can exist for EACH vehicle at an incident
A single vehicle can have MULTIPLE contribtory factors
Contributory factors have a CONFIDENCE level of "A" for high confidence
"B" confidence (low) contributory factors are given in Column "Q"
If there are 4 or more vehicles values are given in Column "P"
Contributory factors DO NOT EXIST for all vehicles, nor for every incident

A1053 Collisions with Contributory Factors

acc_ref	roadtype	roadname	Direction	linkid	hatrisref	roadno	sjunc	endjunc	linkname	severity	singleveh	goodsveh	lighting	weather	roadcond	SRN
170L20035	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Serious	N	Y	Daylight	Fine no high winds	Dry	on 2010 SRN
170L20051	Aroad	A174	North	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	Y	Daylight	Fine no high winds	Wet or damp	on 2010 SRN
170L20051	Aroad	A174	North	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	Y	Daylight	Fine no high winds	Wet or damp	on 2010 SRN
170L20332	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	Y	N	Darkness - lights lit	Fine no high winds	Dry	on 2010 SRN
170L20393	Aroad	A1053	East	310530000	NULL	A1053	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight	Fine no high winds	Dry	not on SRN
170L20393	Aroad	A1053	East	310530000	NULL	A1053	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight	Fine no high winds	Dry	not on SRN
170L20393	Aroad	A1053	East	310530000	NULL	A1053	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight	Fine no high winds	Dry	not on SRN
170L20393	Aroad	A1053	East	310530000	NULL	A1053	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight	Fine no high winds	Dry	not on SRN
170L20393	Aroad	A1053	East	310530000	NULL	A1053	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight	Fine no high winds	Dry	not on SRN
170L20393	Aroad	A1053	East	310530000	NULL	A1053	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight	Fine no high winds	Dry	not on SRN
170L20474	Aroad	A174	North	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L20612	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L20612	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L20612	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L20660	Aroad	A1053	South	310530000	NULL	A1053	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L20813	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	Y	Darkness - no lighting	Fog or mist	Wet or damp	on 2010 SRN
170L20813	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	Y	Darkness - no lighting	Fog or mist	Wet or damp	on 2010 SRN
170L20813	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	Y	Darkness - no lighting	Fog or mist	Wet or damp	on 2010 SRN
170L20813	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	Y	Darkness - no lighting	Fog or mist	Wet or damp	on 2010 SRN
170L20872	Aroad	A174	North	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	Y	Daylight	Fine no high winds	Dry	on 2010 SRN
170L20872	Aroad	A174	North	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	Y	Daylight	Fine no high winds	Dry	on 2010 SRN
170L20924	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	N	N	Daylight	Raining no high winds	Wet or damp	on 2010 SRN
170L20924	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	N	N	Daylight	Raining no high winds	Wet or damp	on 2010 SRN
170L21010	Aroad	A1085	West	310850000	NULL	A1085	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L21010	Aroad	A1085	West	310850000	NULL	A1085	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L21010	Aroad	A1085	West	310850000	NULL	A1085	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L21054	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	N	Y	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21054	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	N	Y	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21132	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21132	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21224	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	N	N	Daylight	Raining no high winds	Wet or damp	on 2010 SRN
170L21242	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21242	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21242	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21242	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21242	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21294	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	Y	N	Daylight	Raining no high winds	Wet or damp	on 2010 SRN
170L21294	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	Y	N	Daylight	Raining no high winds	Wet or damp	on 2010 SRN
170L21300	Aroad	A174	East	31740000	NULL	A174	NULL	NULL	No Road Link Defined	Slight	Y	N	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L21300	Aroad	A174	East	31740000	NULL	A174	NULL	NULL	No Road Link Defined	Slight	Y	N	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L21345	Aroad	A174	North	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	Y	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21390	Aroad	A174	East	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	N	N	Daylight - lights presen	Fine no high winds	Dry	on 2010 SRN
170L21480	Aroad	A174	East	31740000	NULL	A174	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L21480	Aroad	A174	East	31740000	NULL	A174	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L21480	Aroad	A174	East	31740000	NULL	A174	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L21484	Aroad	A1085	West	310850000	NULL	A1085	NULL	NULL	No Road Link Defined	Slight	N	N	Darkness - lights lit	Fine no high winds	Dry	not on SRN
170L21484	Aroad	A1085	West	310850000	NULL	A1085	NULL	NULL	No Road Link Defined	Slight	N	N	Darkness - lights lit	Fine no high winds	Dry	not on SRN
170L21484	Aroad	A1085	West	310850000	NULL	A1085	NULL	NULL	No Road Link Defined	Slight	N	N	Darkness - lights lit	Fine no high winds	Dry	not on SRN
170L21550	Aroad	A1053	East	1053749	AL749	A1053	A174	A1085	A174 to A1085	Slight	N	Y	Daylight - lights presen	Fine no high winds	Dry	on 2010 SRN

A1053 Collisions with Contributory Factors

acc_ref	roadtype	roadname	Direction	linkid	hatrisref	roadno	sjunc	endjunc	linkname	severity	singleveh	goodsveh	lighting	weather	roadcond	SRN
170L21564	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21565	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Fatal	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21565	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Fatal	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21565	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Fatal	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21670	Aroad	A174	East	31740000	NULL	A174	NULL	NULL	No Road Link Defined	Slight	N	Y	Daylight - lights presen	Raining no high winds	Wet or damp	not on SRN
170L21710	Aroad	A174	North	31740000	NULL	A174	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L21763	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21763	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21781	Aroad	A1053	North	310530000	NULL	A1053	NULL	NULL	No Road Link Defined	Slight	Y	N	Daylight	Fine no high winds	Dry	not on SRN
170L21782	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21782	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21782	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21793	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Serious	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21793	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Serious	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21793	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Serious	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21793	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Serious	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21793	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Serious	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21793	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Serious	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21801	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Fatal	N	Y	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21883	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21883	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L22112	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Darkness - no lighting	Fine no high winds	Wet or damp	on 2010 SRN
170L22112	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Darkness - no lighting	Fine no high winds	Wet or damp	on 2010 SRN
170L22141	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	Y	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L22141	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	Y	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L22141	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	Y	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L22141	Aroad	A174	West	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	Y	N	Daylight	Fine no high winds	Dry	on 2010 SRN
170L22262	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Wet or damp	on 2010 SRN
170L22262	Aroad	A174	East	811530998	AL1530A	A174	A171	A1053	A174 A171 to A1053	Slight	N	N	Daylight	Fine no high winds	Wet or damp	on 2010 SRN
170L22272	Aroad	A174	East	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	Y	N	Darkness - lights lit	Fine no high winds	Flood over 3cm. Deep	on 2010 SRN
170L22272	Aroad	A174	East	17415300	AL1530B	A174	A1053	A171	A1053 to A171	Slight	Y	N	Darkness - lights lit	Fine no high winds	Flood over 3cm. Deep	on 2010 SRN
170L22291	Aroad	A1085	West	310850000	NULL	A1085	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight	Fine no high winds	Dry	not on SRN
170L22291	Aroad	A1085	West	310850000	NULL	A1085	NULL	NULL	No Road Link Defined	Slight	N	N	Daylight	Fine no high winds	Dry	not on SRN

A1053 Collisions with Hit Object data

acc_ref	new_acc_ref	acc_year	month_no	acc_month	acc_date	acc_weekday	easting	northing	incidno	casno	vehno	vehicle ref	hit_object_off_carriageway_de	hit_object_in_carriageway_de	hatrisid	road_no	roadname	severity	light_cond	weather	surface	SRN
170L20035	2015000129186	2015	1	Jan-15	02/01/2015	Friday	456836	519200	1	1	2	2	None	None	AL1530B	A174	A1053 to A171	Serious	Daylight	Fine no high winds	Dry	on 2010 SRN
170L20051	2011000059357	2011	1	Jan-11	11/01/2011	Tuesday	456780	519310	1	1	2	1	Near/Offside crash barrier	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Wet or damp	on 2010 SRN
170L20094	2014000040760	2014	1	Jan-14	15/01/2014	Wednesday	456792	519348	1	2	1	1	Near/Offside crash barrier	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L20253	2013000019008	2013	2	Feb-13	11/02/2013	Monday	455390	521012	1	2	2	1	None	None	NULL	A1053	No Road Link Defined	Slight	Daylight	Fine no high winds	Dry	not on SRN
170L20332	2012000057473	2012	1	Jan-12	28/01/2012	Saturday	456799	519247	1	1	1	1	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Darkness - lights lit	Fine no high winds	Dry	on 2010 SRN
170L20393	2013000019013	2013	2	Feb-13	21/02/2013	Thursday	455700	520965	1	2	2	1	None	None	NULL	A1053	No Road Link Defined	Slight	Daylight	Fine no high winds	Dry	not on SRN
170L20474	2014000040868	2014	3	Mar-14	24/03/2014	Monday	456816	519266	1	3	2	1	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L20474	2014000040868	2014	3	Mar-14	24/03/2014	Monday	456816	519266	1	3	2	2	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L20612	2012000057484	2012	3	Mar-12	26/03/2012	Monday	456885	519312	1	1	2	2	None	None	AL1530B	A174	A1053 to A171	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L20660	2010000060508	2010	3	Mar-10	02/03/2010	Tuesday	455650	520940	1	1	2	1	None	None	NULL	A1053	No Road Link Defined	Slight	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L20813	2013000019023	2013	5	May-13	30/05/2013	Thursday	455645	517946	1	7	4	1	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Darkness - no lighting	Fog or mist	Wet or damp	on 2010 SRN
170L20813	2013000019023	2013	5	May-13	30/05/2013	Thursday	455645	517946	1	7	4	2	Entered ditch	None	AL1530A	A174	A174 A171 to A1053	Slight	Darkness - no lighting	Fog or mist	Wet or damp	on 2010 SRN
170L20813	2013000019023	2013	5	May-13	30/05/2013	Thursday	455645	517946	1	7	4	3	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Darkness - no lighting	Fog or mist	Wet or damp	on 2010 SRN
170L20872	2012000057491	2012	5	May-12	16/05/2012	Wednesday	456783	519322	1	1	2	2	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L20924	2014000040941	2014	6	Jun-14	10/06/2014	Tuesday	456882	519287	1	1	2	2	None	None	AL1530B	A174	A1053 to A171	Slight	Daylight	Raining no high winds	Wet or damp	on 2010 SRN
170L21010	2010000060517	2010	6	Jun-10	02/06/2010	Wednesday	455680	520880	1	1	2	1	None	None	NULL	A1085	No Road Link Defined	Slight	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L21054	2014000040990	2014	7	Jul-14	15/07/2014	Tuesday	456769	519091	1	1	2	2	None	None	AL1530B	A174	A1053 to A171	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21132	2012000057497	2012	6	Jun-12	23/06/2012	Saturday	456777	519296	1	2	2	1	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21132	2012000057497	2012	6	Jun-12	23/06/2012	Saturday	456777	519296	1	2	2	2	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21224	2014000041036	2014	7	Jul-14	19/07/2014	Saturday	456915	519347	1	1	2	2	None	None	AL1530B	A174	A1053 to A171	Slight	Daylight	Raining no high winds	Wet or damp	on 2010 SRN
170L21242	2012000057500	2012	7	Jul-12	23/07/2012	Monday	456775	519294	1	2	2	1	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21242	2012000057500	2012	7	Jul-12	23/07/2012	Monday	456775	519294	1	2	2	2	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21294	2014000041055	2014	8	Aug-14	10/08/2014	Sunday	456917	519350	1	1	1	1	None	Kerb	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Raining no high winds	Wet or damp	on 2010 SRN
170L21300	2010000060525	2010	7	Jul-10	09/07/2010	Friday	456800	519270	1	1	1	1	None	None	NULL	A174	No Road Link Defined	Slight	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L21345	2015000129223	2015	9	Sep-15	02/09/2015	Wednesday	456818	519263	1	1	2	1	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21390	2010000060528	2010	8	Aug-10	04/08/2010	Wednesday	456640	519010	1	2	2	1	None	None	AL1530B	A174	A1053 to A171	Slight	Daylight - lights presen	Fine no high winds	Dry	on 2010 SRN
170L21390	2010000060528	2010	8	Aug-10	04/08/2010	Wednesday	456640	519010	1	2	2	2	None	None	AL1530B	A174	A1053 to A171	Slight	Daylight - lights presen	Fine no high winds	Dry	on 2010 SRN
170L21480	2010000060530	2010	7	Jul-10	30/07/2010	Friday	456800	519260	1	3	2	1	None	None	NULL	A174	No Road Link Defined	Slight	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L21484	2014000041095	2014	9	Sep-14	27/09/2014	Saturday	455643	520842	1	1	2	1	Central crash barrier	None	NULL	A1085	No Road Link Defined	Slight	Darkness - lights lit	Fine no high winds	Dry	not on SRN
170L21550	2010000060533	2010	8	Aug-10	22/08/2010	Sunday	456810	519350	1	1	2	2	None	None	AL749	A1053	A174 to A1085	Slight	Daylight - lights presen	Fine no high winds	Dry	on 2010 SRN
170L21564	2014000041133	2014	10	Oct-14	05/10/2014	Sunday	456780	519299	1	1	2	2	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21565	2015000129231	2015	10	Oct-15	09/10/2015	Friday	454938	517308	1	1	2	1	None	None	AL1530A	A174	A174 A171 to A1053	Fatal	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21670	2010000060537	2010	9	Sep-10	13/09/2010	Monday	456870	519340	1	1	2	1	None	None	NULL	A174	No Road Link Defined	Slight	Daylight - lights presen	Raining no high winds	Wet or damp	not on SRN
170L21710	2010000060539	2010	9	Sep-10	15/09/2010	Wednesday	456880	519310	1	2	2	1	None	None	NULL	A174	No Road Link Defined	Slight	Daylight - lights presen	Fine no high winds	Dry	not on SRN
170L21763	2013000019047	2013	11	Nov-13	08/11/2013	Friday	456777	519294	1	1	2	2	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21781	2011000059407	2011	9	Sep-11	26/09/2011	Monday	455640	520930	1	2	1	1	Central crash barrier	Kerb	NULL	A1053	No Road Link Defined	Slight	Daylight	Fine no high winds	Dry	not on SRN
170L21782	2012000057510	2012	10	Oct-12	04/10/2012	Thursday	456768	519287	1	2	2	1	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21793	2013000019048	2013	11	Nov-13	19/11/2013	Tuesday	455874	518224	1	1	3	1	Central crash barrier	None	AL1530B	A174	A1053 to A171	Serious	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21801	2011000059408	2011	10	Oct-11	07/10/2011	Friday	455920	518290	1	1	2	2	None	None	AL1530B	A174	A1053 to A171	Fatal	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21881	2011000059409	2011	9	Sep-11	10/09/2011	Saturday	456810	519360	1	2	2	1	None	None	AL1529	A1053	A1053 A1085 to A174	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L21883	2013000019050	2013	11	Nov-13	28/11/2013	Thursday	456781	519299	1	1	2	1	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L22112	2012000057520	2012	11	Nov-12	19/11/2012	Monday	456773	519291	1	1	2	1	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Darkness - no lighting	Fine no high winds	Wet or damp	on 2010 SRN
170L22141	2011000059420	2011	11	Nov-11	06/11/2011	Sunday	456920	519330	1	1	1	1	Other permanet object	None	AL1530B	A174	A1053 to A171	Slight	Daylight	Fine no high winds	Dry	on 2010 SRN
170L22262	2012000057524	2012	12	Dec-12	21/12/2012	Friday	456771	519289	1	1	2	1	None	None	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds	Wet or damp	on 2010 SRN
170L22272	2012000057525	2012	12	Dec-12	20/12/2012	Thursday	456920	519351	1	2	1	1	Tree	None	AL1530B	A174	A1053 to A171	Slight	Darkness - lights lit	Fine no high winds	Flood over 3cm. Deep	on 2010 SRN
170L22291	2011000059426	2011	12	Dec-11	04/12/2011	Sunday	455680	520880	1	2	2	1	None	None	NULL	A1085	No Road Link Defined	Slight	Daylight	Fine no high winds	Dry	not on SRN
170L22291	2011000059426	2011	12	Dec-11	04/12/2011	Sunday	455680	520880	1	2	2	2	None	None	NULL	A1085	No Road Link Defined	Slight	Daylight	Fine no high winds	Dry	not on SRN
170L22371	2011000059431	2011	11	Nov-11	11/11/2011	Friday	456790	519360	1	1	2	1	None	None	AL1529	A1053	A1053 A1085 to A174	Slight	Darkness - lights lit	Raining no high winds	Wet or damp	on 2010 SRN

vehicle ref

Where more than 1 vehicle is involved
This column assigns the row data to
an individual vehicle at the scene

The colour banding is used to indicate
where individual incidents
are wrapped onto multiple lines

A1053 Collisions with location of Impact

acc_ref	new_acc_ref	acc_year	month_no	acc_month	acc_date	acc_weekday	easting	northing	incidno	casno	vehno	vehicle ref	impact_point	hatrisid	road_no	roadname	severity	light_cond	weather
170L20035	2015000129186	2015	1	Jan-15	02/01/2015	Friday	456836	519200	1	1	2	2	Not at Junction	AL1530B	A174	A1053 to A171	Serious	Daylight	Fine no high winds
170L20051	2011000059357	2011	1	Jan-11	11/01/2011	Tuesday	456780	519310	1	1	2	1	Clear Junction	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L20094	2014000040760	2014	1	Jan-14	15/01/2014	Wednesday	456792	519348	1	2	1	1	Mid junction – on roundabout or on main road	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L20253	2013000019008	2013	2	Feb-13	11/02/2013	Monday	455390	521012	1	2	2	1	In middle of junction	NULL	A1053	No Road Link Defined	Slight	Daylight	Fine no high winds
170L20332	2012000057473	2012	1	Jan-12	28/01/2012	Saturday	456799	519247	1	1	1	1	Approaching junction or waiting/parked at junction approac	AL1530A	A174	A174 A171 to A1053	Slight	Darkness - lights lit	Fine no high winds
170L20393	2013000019013	2013	2	Feb-13	21/02/2013	Thursday	455700	520965	1	2	2	1	Clear Junction	NULL	A1053	No Road Link Defined	Slight	Daylight	Fine no high winds
170L20474	2014000040868	2014	3	Mar-14	24/03/2014	Monday	456816	519266	1	3	2	1	Mid junction – on roundabout or on main road	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L20474	2014000040868	2014	3	Mar-14	24/03/2014	Monday	456816	519266	1	3	2	2	Mid junction – on roundabout or on main road	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L20612	2012000057484	2012	3	Mar-12	26/03/2012	Monday	456885	519312	1	1	2	2	Did not impact	AL1530B	A174	A1053 to A171	Slight	Daylight	Fine no high winds
170L20660	2010000060508	2010	3	Mar-10	02/03/2010	Tuesday	455650	520940	1	1	2	1	Approaching junction or waiting/parked at junction approac	NULL	A1053	No Road Link Defined	Slight	Daylight - lights presen	Fine no high winds
170L20813	2013000019023	2013	5	May-13	30/05/2013	Thursday	455645	517946	1	7	4	1	Not at Junction	AL1530A	A174	A174 A171 to A1053	Slight	Darkness - no lighting	Fog or mist
170L20813	2013000019023	2013	5	May-13	30/05/2013	Thursday	455645	517946	1	7	4	2	Not at Junction	AL1530A	A174	A174 A171 to A1053	Slight	Darkness - no lighting	Fog or mist
170L20813	2013000019023	2013	5	May-13	30/05/2013	Thursday	455645	517946	1	7	4	3	Not at Junction	AL1530A	A174	A174 A171 to A1053	Slight	Darkness - no lighting	Fog or mist
170L20872	2012000057491	2012	5	May-12	16/05/2012	Wednesday	456783	519322	1	1	2	2	Clear Junction	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L20924	2014000040941	2014	6	Jun-14	10/06/2014	Tuesday	456882	519287	1	1	2	2	Not at Junction	AL1530B	A174	A1053 to A171	Slight	Daylight	Raining no high winds
170L21010	2010000060517	2010	6	Jun-10	02/06/2010	Wednesday	455680	520880	1	1	2	1	Mid junction – on roundabout or on main road	NULL	A1085	No Road Link Defined	Slight	Daylight - lights presen	Fine no high winds
170L21054	2014000040990	2014	7	Jul-14	15/07/2014	Tuesday	456769	519091	1	1	2	2	Not at Junction	AL1530B	A174	A1053 to A171	Slight	Daylight	Fine no high winds
170L21132	2012000057497	2012	6	Jun-12	23/06/2012	Saturday	456777	519296	1	2	2	1	Approaching junction or waiting/parked at junction approac	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L21132	2012000057497	2012	6	Jun-12	23/06/2012	Saturday	456777	519296	1	2	2	2	Approaching junction or waiting/parked at junction approac	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L21224	2014000041036	2014	7	Jul-14	19/07/2014	Saturday	456915	519347	1	1	2	2	Not at Junction	AL1530B	A174	A1053 to A171	Slight	Daylight	Raining no high winds
170L21242	2012000057500	2012	7	Jul-12	23/07/2012	Monday	456775	519294	1	2	2	1	Approaching junction or waiting/parked at junction approac	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L21242	2012000057500	2012	7	Jul-12	23/07/2012	Monday	456775	519294	1	2	2	2	Approaching junction or waiting/parked at junction approac	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L21294	2014000041055	2014	8	Aug-14	10/08/2014	Sunday	456917	519350	1	1	1	1	Not at Junction	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Raining no high winds
170L21300	2010000060525	2010	7	Jul-10	09/07/2010	Friday	456800	519270	1	1	1	1	Entering roundabout	NULL	A174	No Road Link Defined	Slight	Daylight - lights presen	Fine no high winds
170L21345	2015000129223	2015	9	Sep-15	02/09/2015	Wednesday	456818	519263	1	1	2	1	Mid junction – on roundabout or on main road	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L21390	2010000060528	2010	8	Aug-10	04/08/2010	Wednesday	456640	519010	1	2	2	1	Not at, or within 20 metres of, junction	AL1530B	A174	A1053 to A171	Slight	Daylight - lights presen	Fine no high winds
170L21390	2010000060528	2010	8	Aug-10	04/08/2010	Wednesday	456640	519010	1	2	2	2	Not at, or within 20 metres of, junction	AL1530B	A174	A1053 to A171	Slight	Daylight - lights presen	Fine no high winds
170L21480	2010000060530	2010	7	Jul-10	30/07/2010	Friday	456800	519260	1	3	2	1	Approaching junction or waiting/parked at junction approac	NULL	A174	No Road Link Defined	Slight	Daylight - lights presen	Fine no high winds
170L21484	2014000041095	2014	9	Sep-14	27/09/2014	Saturday	455643	520842	1	1	2	1	Not at Junction	NULL	A1085	No Road Link Defined	Slight	Darkness - lights lit	Fine no high winds
170L21550	2010000060533	2010	8	Aug-10	22/08/2010	Sunday	456810	519350	1	1	2	2	Mid junction – on roundabout or on main road	AL749	A1053	A174 to A1085	Slight	Daylight - lights presen	Fine no high winds
170L21564	2014000041133	2014	10	Oct-14	05/10/2014	Sunday	456780	519299	1	1	2	2	Did not impact	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L21565	2015000129231	2015	10	Oct-15	09/10/2015	Friday	454938	517308	1	1	2	1	Not at Junction	AL1530A	A174	A174 A171 to A1053	Fatal	Daylight	Fine no high winds
170L21670	2010000060537	2010	9	Sep-10	13/09/2010	Monday	456870	519340	1	1	2	1	Leaving roundabout	NULL	A174	No Road Link Defined	Slight	Daylight - lights presen	Raining no high winds
170L21710	2010000060539	2010	9	Sep-10	15/09/2010	Wednesday	456880	519310	1	2	2	1	Approaching junction or waiting/parked at junction approac	NULL	A174	No Road Link Defined	Slight	Daylight - lights presen	Fine no high winds
170L21763	2013000019047	2013	11	Nov-13	08/11/2013	Friday	456777	519294	1	1	2	2	Approaching junction or waiting/parked at junction approac	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L21781	2011000059407	2011	9	Sep-11	26/09/2011	Monday	455640	520930	1	2	1	1	Clear Junction	NULL	A1053	No Road Link Defined	Slight	Daylight	Fine no high winds
170L21782	2012000057510	2012	10	Oct-12	04/10/2012	Thursday	456768	519287	1	2	2	1	Approaching junction or waiting/parked at junction approac	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L21793	2013000019048	2013	11	Nov-13	19/11/2013	Tuesday	455874	518224	1	1	3	1	Not at Junction	AL1530B	A174	A1053 to A171	Serious	Daylight	Fine no high winds
170L21801	2011000059408	2011	10	Oct-11	07/10/2011	Friday	455920	518290	1	1	2	2	Not at Junction	AL1530B	A174	A1053 to A171	Fatal	Daylight	Fine no high winds
170L21881	2011000059409	2011	9	Sep-11	10/09/2011	Saturday	456810	519360	1	2	2	1	Approaching junction or waiting/parked at junction approac	AL1529	A1053	A1053 A1085 to A174	Slight	Daylight	Fine no high winds
170L21883	2013000019050	2013	11	Nov-13	28/11/2013	Thursday	456781	519299	1	1	2	1	Did not impact	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L22112	2012000057520	2012	11	Nov-12	19/11/2012	Monday	456773	519291	1	1	2	1	Approaching junction or waiting/parked at junction approac	AL1530A	A174	A174 A171 to A1053	Slight	Darkness - no lighting	Fine no high winds
170L22141	2011000059420	2011	11	Nov-11	06/11/2011	Sunday	456920	519330	1	1	1	1	Approaching junction or waiting/parked at junction approac	AL1530B	A174	A1053 to A171	Slight	Daylight	Fine no high winds
170L22262	2012000057524	2012	12	Dec-12	21/12/2012	Friday	456771	519289	1	1	2	1	Approaching junction or waiting/parked at junction approac	AL1530A	A174	A174 A171 to A1053	Slight	Daylight	Fine no high winds
170L22272	2012000057525	2012	12	Dec-12	20/12/2012	Thursday	456920	519351	1	2	1	1	Not at Junction	AL1530B	A174	A1053 to A171	Slight	Darkness - lights lit	Fine no high winds
170L22291	2011000059426	2011	12	Dec-11	04/12/2011	Sunday	455680	520880	1	2	2	1	Mid junction – on roundabout or on main road	NULL	A1085	No Road Link Defined	Slight	Daylight	Fine no high winds
170L22291	2011000059426	2011	12	Dec-11	04/12/2011	Sunday	455680	520880	1	2	2	2	Mid junction – on roundabout or on main road	NULL	A1085	No Road Link Defined	Slight	Daylight	Fine no high winds
170L22371	2011000059431	2011	11	Nov-11	11/11/2011	Friday	456790	519360	1	1	2	1	Approaching junction or waiting/parked at junction approac	AL1529	A1053	A1053 A1085 to A174	Slight	Darkness - lights lit	Raining no high winds

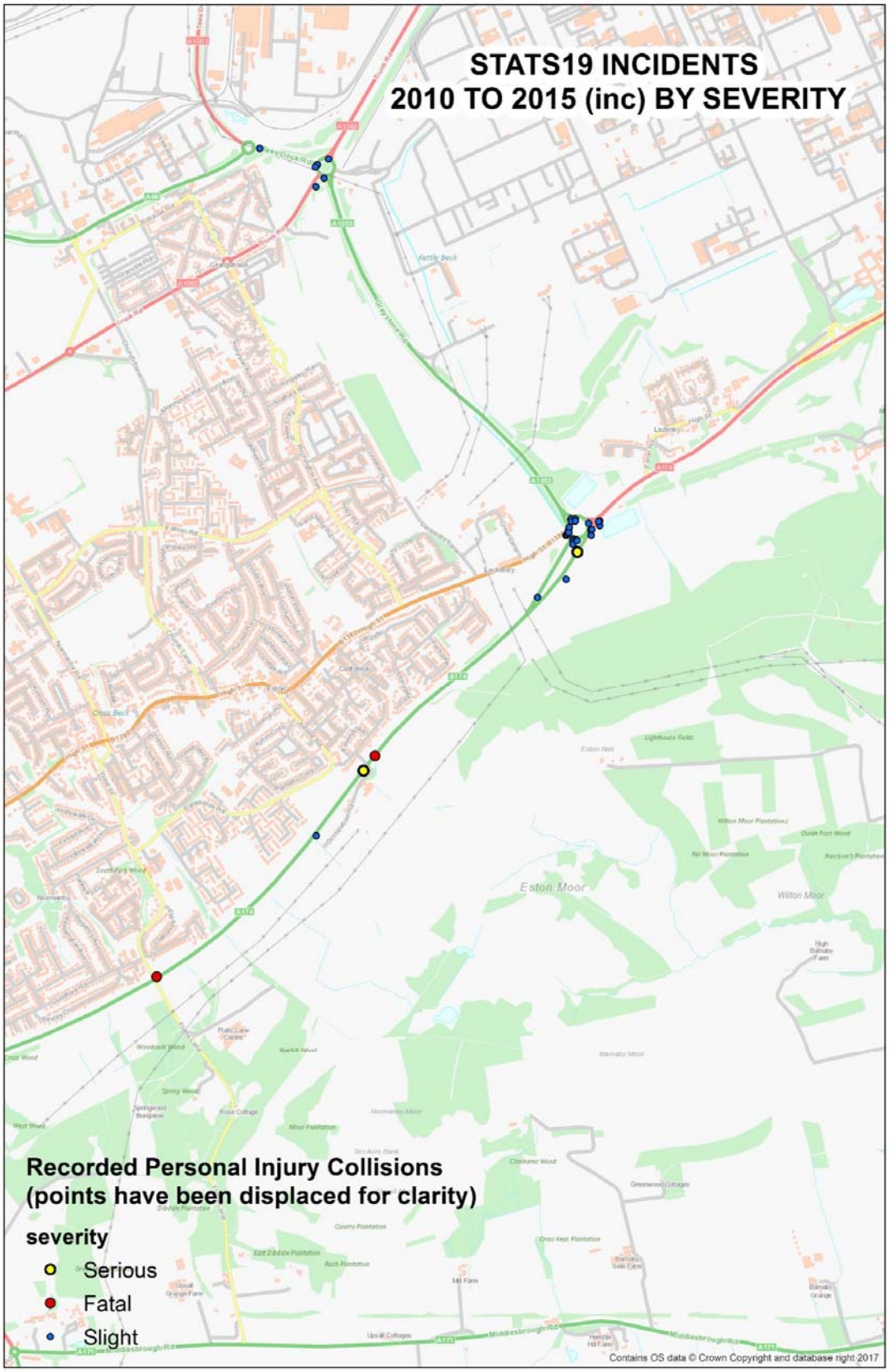
The colour banding is used to indicate
where individual incidents
are wrapped onto multiple lines

vehicle ref

Where more than 1 vehicle is involved
This column assigns the row data to
an individual vehicle at the scene

A1053 Collisions with location of Impact

acc_ref	surface	min_drv_ag	max_drv_ag	SRN
170L20035	Dry	84	84	on 2010 SRN
170L20051	Wet or damp	29	29	on 2010 SRN
170L20094	Dry	46	46	on 2010 SRN
170L20253	Dry	38	38	not on SRN
170L20332	Dry	34	34	on 2010 SRN
170L20393	Dry	17	17	not on SRN
170L20474	Dry	31	31	on 2010 SRN
170L20474	Dry	54	54	on 2010 SRN
170L20612	Dry	37	37	on 2010 SRN
170L20660	Dry	35	35	not on SRN
170L20813	Wet or damp	40	40	on 2010 SRN
170L20813	Wet or damp	52	52	on 2010 SRN
170L20813	Wet or damp	25	25	on 2010 SRN
170L20872	Dry	32	32	on 2010 SRN
170L20924	Wet or damp	21	21	on 2010 SRN
170L21010	Dry	38	38	not on SRN
170L21054	Dry	49	49	on 2010 SRN
170L21132	Dry	20	20	on 2010 SRN
170L21132	Dry	28	28	on 2010 SRN
170L21224	Wet or damp	39	39	on 2010 SRN
170L21242	Dry	49	49	on 2010 SRN
170L21242	Dry	41	41	on 2010 SRN
170L21294	Wet or damp	40	40	on 2010 SRN
170L21300	Dry	35	35	not on SRN
170L21345	Dry	48	48	on 2010 SRN
170L21390	Dry	26	26	on 2010 SRN
170L21390	Dry	19	19	on 2010 SRN
170L21480	Dry	45	45	not on SRN
170L21484	Dry	18	18	not on SRN
170L21550	Dry	65	65	on 2010 SRN
170L21564	Dry	48	48	on 2010 SRN
170L21565	Dry	30	30	on 2010 SRN
170L21670	Wet or damp	48	48	not on SRN
170L21710	Dry	28	28	not on SRN
170L21763	Dry	23	23	on 2010 SRN
170L21781	Dry	26	26	not on SRN
170L21782	Dry	26	26	on 2010 SRN
170L21793	Dry	56	56	on 2010 SRN
170L21801	Dry	45	45	on 2010 SRN
170L21881	Dry	47	47	on 2010 SRN
170L21883	Dry	72	72	on 2010 SRN
170L22112	Wet or damp	46	46	on 2010 SRN
170L22141	Dry	30	30	on 2010 SRN
170L22262	Wet or damp	37	37	on 2010 SRN
170L22272	Flood over 3cm. Deep	17	17	on 2010 SRN
170L22291	Dry	21	21	not on SRN
170L22291	Dry	53	53	not on SRN
170L22371	Wet or damp	25	25	on 2010 SRN


STATS19 INCIDENTS
2010 TO 2015 (inc) BY SEVERITY
Recorded Personal Injury Collisions
(points have been displaced for clarity)
severity
Serious
Fatal
Slight
Eston Moor
Wilton Moor
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