



Goldthorpe Retail Scheme Doncaster Road, Goldthorpe

October 2019

Prepared For: Warrior Developments Limited

TPS Transport Consultants Ltd | TPS Business Hub | Stonebridge Court | 151-153 Wakefield Road | Wakefield | WF4 5HQ



tpsconsultants.co.uk



info@tpsconsultants.co.uk



+44 1924 664638

Registered number: 05973261



Document Record

Project Name	Goldthorpe Retail Scheme			
Document Ref.	P1160_20191007_Transport Assessment			
	Issue 1	Revision 1	Revision 2	Revision 3
Remarks:	Draft	Final	Rev A	
Date:	01/03/2019	28/03/2019	07/10/2019	
Prepared by:	GH	GH	CG	
Checked by:	CG	CG	CG	
Authorised by:	GS	CG	CG	

Copyright Statement

This report is the copyright of TPS Transport Consultants Ltd.

The information, ideas and other intellectual property set out in this report and supporting technical appendices are the property of TPS Transport Consultants Ltd and are for the sole benefit of Warrior Developments Limited in respect of a proposed retail development at the former Goldthorpe Primary School site.

TPS Transport Consultants Ltd. requires that the information, ideas and other intellectual property set out in this report are:

- Not shared with third parties and particularly with direct or indirect competitors of TPS Transport Consultants Ltd;
- Not conveyed to other consultants or personnel without the prior approval of TPS Transport Consultants Ltd; and
- Not copied in part or in whole.

1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants (TPS) has been appointed by Warrior Developments Limited to prepare a Transport Assessment to accompany a planning application for the redevelopment of the former Goldthorpe Primary School site, to the immediate south of Doncaster Road, in Goldthorpe.

Development Details

- 1.2 The application site was previously occupied by Goldthorpe Primary School, which was relocated to a new site in 2016; the application site has since been cleared and the old school buildings have been demolished.
- 1.3 The site is located in the centre of Goldthorpe to the immediate south east of the Doncaster Road / Barnsley Road / High Street signalised T-junction. The site is bound by Doncaster Road to the north, High Street to the west, Asda to the south and retail uses to the east. The indicative site location is shown in **Figure 1.1** below.

Figure 1.1 Site Location



(Source: Google)



- 1.4 The development proposals comprise of one 15,000sqft non-food retail unit. A total of 152 car parking spaces will be provided, taking access from High Street. The proposed site layout is provided in **Appendix A**.

Report Structure

- 1.5 Following this introductory section:
- **Section 2** – sets out the national and local policy context relating to the development and transport;
 - **Section 3** – details the site's accessibility via non-car modes of travel;
 - **Section 4** - provides an assessment of the local highway network surrounding the site and an accident analysis of the past 5 years;
 - **Section 5** – sets out the trip generation for the development proposals and assesses the demand for parking;
 - **Section 6** – considers the operation of junctions in the vicinity of the site; and
 - **Section 7**- provides the results of operational assessments of the nearby junctions;
 - **Section 8**- provides a summary and conclusion.



2. POLICY CONTEXT

Introduction

- 2.1 This section of the Transport Assessment outlines the relevant national and local policy in relation to the development proposals.

National Policy

National Planning Policy Framework (NPPF – July 2018)

- 2.2 The NPPF sets out the government's planning policies for England and how they should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.3 Section 2 of the NPPF details how the framework proposes to achieve sustainable development. In this section, three overarching objectives are identified, these being;
- **An Economic Objective-** *“to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”;*
 - **A Social Objective-** *“to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being”;*
 - **An Environmental Objective-** *“to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy”.*
- 2.4 Section 9 of the NPPF focuses on “Promoting Sustainable Transport”, and how development related transport issues should be addressed. In particular, the NPPF recommends that “transport issues should be considered from the earliest stages of plan-making and development proposals”.



- 2.5 It also states that development proposals should only be prevented or refused if the proposals would generate an unacceptable impact on highway safety, or if the residual cumulative impact of the proposals on the road network is severe.
- 2.6 The development proposals accord with the policy outlined in the NPPF as, the site is highly accessible via all modes of transport including non-car modes, which has been promoted with a Travel Plan. In addition, this Transport Assessment has sought to demonstrate that the development proposals would not result in a detrimental impact onto the local highway.

Local Policy

Sheffield City Region Transport Strategy 2011-2026

- 2.7 The Sheffield City Region Transport Strategy has been developed jointly by the SCR partners, which are: Barnsley, Doncaster, Rotherham and Sheffield. The strategy defines the area's priorities for our transport system, over the next 15 years.
- 2.8 The strategy states that its goals are:
- To support economic growth;
 - To reduce carbon emissions;
 - To enhance social inclusion and health; and
 - To maximise road safety.
- 2.9 **Policy I** – To focus new development along key public transport corridors and in places adjacent to existing shops and services.
- 2.10 **Policy S** – To encourage active travel and develop high quality cycling and walking networks.
- 2.11 The development proposals will adhere to the relevant policies, outlined in the transport strategy, being in a highly accessible location, within Goldthorpe town centre and will be accompanied by a Travel Plan, which will encourage sustainable travel to the development.

Barnsley Local Plan

- 2.12 The Barnsley Local Plan was adopted in January 2019 and sets out the local planning policy for the future development of Barnsley up to 2033. The objectives of the Local Plan are:



- **Policy SD1- Presumption in favour of sustainable development:** When considering development proposals, we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- **Policy T3- New Development and Sustainable Travel:** New development will be expected to:
 - Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
 - Provide at least the minimum standards of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant supplementary planning document;
 - Provide a Transport Assessment or Statement in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and
 - Provide a Travel Plan Statement or Travel Plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

2.13 **Policy T4- New Development and Transport Safety:**

- New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement;

2.14 The development proposals will adhere to policy SD1 and T3, as the development site is accessible via all modes of transport, particularly non-car modes, additionally a Travel Plan which accompanies this Transport Assessment will seek to promote sustainable travel to the store. Section 4 of this Transport Assessment has assessed the vehicular impact of the existing highway network in regard to accident trends to derive whether there would be



an impact on road safety from the development's implementation. Furthermore, the access has been subject to a swept path analysis to ensure that the vehicular access to the development does not create conflict with footway users or other vehicles, this adheres to Policy T4.



3. SITE ACCESSIBILITY

Introduction

- 3.1 This section of the Transport Assessment considers the accessibility of the site, particularly by non-car modes, focusing on how employees and customers will be able to access the site by means other than private car.

Pedestrian Accessibility

- 3.2 Guidance is provided by the Institute for Highways and Transportation (IHT), with regards to preferred maximum walking distance by journey type; this is summarised in **Table 3.1**. Two kilometres is typically considered to be the maximum distance that staff will be willing to walk to work, whilst customers would be likely to walk up to 800m to access town centre facilities, such as those proposed.

Table 3.1- IHT Walking Guidelines

Criteria	Town Centres	Commuting/ School
Desirable	200m	500m
Acceptable	400m	1000m
Preferred Maximum	800m	2000m

(Source: IHT)

- 3.3 The site is located in Goldthorpe town centre, the preferred maximum distance for customers accessing town centres of 800m would include much of the town centre itself. A 2km catchment, the preferred maximum distance for staff commuting, would encompass: Goldthorpe, Thurnscoe and Bolton-Upon-Dearne.
- 3.4 As can be seen from the layout, provided at **Appendix A**, a segregated pedestrian access is to be provided on High Street. There are footways provided on both sides of High Street, which measure approximately 2m wide. Dropped kerbs are provided across all junctions with High Street to the south of the site. To the north of the site, signalised pedestrian crossings are provided across all approaches to the Doncaster Road / Barnsley Road / High Street junction.
- 3.5 Doncaster Road runs along the northern boundary of the site; as can be seen from the proposed site layout, provided at **Appendix A**, pedestrians will be able to access the site directly from Doncaster Road.

- 3.6 Doncaster Road has wide footways on both sides of the carriageway. In addition to the signalised pedestrian crossings at the Doncaster Road / Barnsley Road / High Street junction, there is another signalised pedestrian crossing across Doncaster Road c.45m to the east of the site, facilitating safe pedestrian movement to and from the site.

Cycling Accessibility

- 3.7 Cycling has the potential to substitute short car journeys, particularly those under 5km. The development is well located within Goldthorpe town centre with all off Goldthorpe, as well as, Thurnscoe, Hickleton and Bolton-upon-Deerne falling within a reasonable cycling catchment. Thurnscoe and Bolton-upon-Deerne railway stations also fall within 5km cycling distance, allowing for potential multimodal, sustainable trips, particularly amongst staff.
- 3.8 National Cycle Route 62 links Doncaster to the east and Barnsley to the west. The route passes 2.7km to the south of the development, providing a primarily off-road for cyclists, this is shown in **Figure 3.1**.

Figure 3.1 - Sustrans Cycle Map



Source: Sustrans)

Public Transport Accessibility

Bus

- 3.9 The closest bus stop is located on High Street, at the south west corner of the site. There are further bus stops on Barnsley Road, some 100m to the east of the site. These stops all benefit

from a shelter, timetable information and seating. The location of the bus stops is shown in **Figure 3.2** below.

Figure 3.2 – Locations of Bus Stops



(Source: OpenStreetMap)

The High Street bus stops are served by the 208, 218, 218a, 219, 219a, and 226 services, with up to 7 services an hour. The Barnsley Road bus stops are served by the number X19 in addition to all the services which frequent High Street, with up to 9 services an hour. **Table 3.2**, overleaf, provides a summary of the bus routes and frequencies.

Table 3.2- Bus Services Summary Table

Service	Route	Frequency	
		Monday – Saturday	Sunday
High Street and Barnsley Road			
208	Rotherham – Swinton – Goldthorpe - Grimethorpe	3 per day	3 per day
218/ 218A	Barnsley -Goldthorpe – Mexborough - Rotherham	Every 30 Minutes	Every 60 Minutes
219 / 219A	Doncaster – Goldthorpe – Grimethorpe - Barnsley	Every 30 Minutes	Every 60 Minutes
226	Thurscoe – Goldthorpe -Wath-upon-Dearne	Every 30 Minutes	Every 60 Minutes



Barnsley Road			
X19	Doncaster – Marr - Goldthorpe – Barnsley	Every 30 Minutes	Every 60 Minutes

(Source: Bus Times.org)

- 3.10 As can be seen in **Table 3.2** above, the site is located in close proximity to a number of frequent bus services, which provide links to Barnsley and Doncaster, as well as to Rotherham, Mexborough and Wath-upon-Deane.

Rail

- 3.11 Goldthorpe Rail Station is located 650m to the west of the site location on Barnsley Road. The station is located on the Wakefield line, with hourly services in each direction between Leeds and Sheffield (every 2 hours on Sundays). The trains also call at Thurnscoe, Bolton-upon-Deane, Rotherham and Wakefield Westgate.

4. LOCAL HIGHWAY NETWORK

Introduction

- 4.1 This section of the Transport Assessment provides a summary of the existing attributes of the local highway network surrounding the site. It also summarises the local road safety record over the past 5-year period, to determine whether there are any significant issues that might be exacerbated by the development proposals.

Existing Highway Network

- 4.2 A description of the local highway network in the immediate vicinity of the site is provided hereafter; for ease, it is also shown in **Figure 4.1** below.

Figure 4.1- Local Highway Network



(Source: Google)

- 4.3 The site takes access from High Street, via a priority T-junction. High Street forms the western boundary of the site; it is approximately 7m wide and subject to a 30mph limit. In the vicinity of the site there are single yellow line waiting and loading restrictions on both sides of the carriageway; these restrictions are enforced between 08:00-18:00 Monday-Saturday. Double yellow lines are in place at the junction of High Street and Doncaster Road, precluding on-street parking.

- 4.4 To the south, High Street provides a route to Bolton-upon-Deerne, whilst to the north it forms an approach to the signalised T-junction with Doncaster Road and Barnsley Road.
- 4.5 Doncaster Road / Barnsley Road runs along the northern boundary of the development site; it is approximately 6.8m wide, and is subject to a 30mph speed limit. In the immediate vicinity of the site, on-street parking is permitted on the northern side of the carriageway, although this is restricted to a 1-hour limit (no return within 2 hours) between 08:00-18:00 Monday-Saturday. Along the southern side of the carriageway, there are double yellow lines, restricting all on-street parking.
- 4.6 Approximately 1km to the east of the site, Doncaster Road forms the minor approach to a priority T-junction with the A635. Some 1.4km to the west, Barnsley Road forms an approach to a three-arm roundabout with the A635. The A635 is a key route which bypasses Goldthorpe to the north, it is 8m wide and subject to the national speed limit (60mph). It links with Doncaster to the east and Barnsley to the west.

Accident Analysis

- 4.7 Accident data for the most recent 5-year period (2014-2018) has been obtained from Crash Map for the network surrounding the site. **Figure 4.2** sets out the study area considered, whilst **Table 4.1** identifies accidents by year and severity

Figure 4.2- Accident Study Area



(Source: Crashmap.co.uk)



Table 4.1 – Accidents by year and severity

Severity	2014	2015	2016	2017	2018	Total
Slight	1	0	0	1	1	3
Serious	0	0	1	1	0	2
Fatal	0	0	0	0	0	0

(Source: Crashmap)

4.8 As can be seen from **Table 4.1**, a total of 5 accidents occurred within the study area in the most recent five year period. Of the five accidents recorded, 3 were slight and 2 were serious, no fatal accidents have been recorded in the most recent 5-year period. There are no discernible clusters of accidents.

4.9 Given the infrequent nature of accidents, there is not considered to be an existing road safety issue that would be exacerbated by the addition of trips associated with the development proposals.

Baseline Conditions

4.10 Peak period fully-classified turning counts were undertaken on Saturday 2nd March and Tuesday 5th March 2019 at the following junctions:

- Doncaster Road / Barnsley Road / High Street; and
- Barnsley Road / B6098.

4.11 The peak hours for the network have been determined; the full count data is provided at **Appendix B. Table 4.2** summarises the total flows on each junction in the AM and PM peak hour respectively.

Table 4.2: Junction Peak Hours

Junction	AM		PM		Saturday	
	Peak Hour	Flow	Peak Hour	Flow	Peak Hour	Flow
Doncaster Road / Barnsley Road / High Street	07:45 – 08:45	970	16:30 – 17:30	988	11:30 – 12:30	914
Barnsley Road / B6098	08:00 – 09:00	875	16:45 – 17:45	938	11:15 – 12:15	974

(Source: Traffic Counts)

5. TRIP GENERATION AND DISTRIBUTION

Introduction

- 5.1 This section of the Transport Assessment considers the likely trip generation associated with the development proposals. The trips are distributed and assigned to the highway network in line with observed traffic movements.

Trip Generation

- 5.2 As detailed in **Section 1**, the development proposals compromise a 15,000sqft (1,394m²) Non-Food Retail unit. The TRICS database has been interrogated to derive trip rates for the development proposals. The parameters used are:

- Land Use: Retail;
- Category: Other individual Non-Food Superstore;
- Size (GFA): 697-2788sqm;
- Date Range: 01/01/2010-17/09/2016;
- Weekday and Saturday surveys only; and
- Greater London surveys omitted.

- 5.3 **Table 5.1** below summarises the AM, PM and Saturday vehicle trip rates and resultant trip generation, whilst the full TRICS outputs are provided in **Appendix C**.

Table 5.1 – Vehicle Trip Rates

Land Use	AM			PM			Saturday		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	0.531	0.386	0.917	1.809	2.147	3.956	5.379	5.69	11.069
Trip Generation	7	5	12	25	30	55	75	79	154

(Source: TRICS)

- 5.4 As can be seen from **Table 5.1**, the development proposals are anticipated to generate some 12 two-way trips in the AM peak hour, 55 two-way trips in the PM peak hour and 154 two-way trips in the Saturday peak hour. It should be noted that these do not take account of any linked trips between the site and the adjacent wider retail offering of Asda and Goldthorpe town centre.



Linked Trips

- 5.5 There is significant potential for customers to visit multiple retail opportunity as part of the same trip. It is, therefore, necessary to adjust the estimated traffic generation to account for this behaviour.
- 5.6 TRICS Research Report 05/1 Trip Attraction Rates of Developments with Multiple Retail and Leisure Uses presents a review of trip rates observed at developments with multiple retail uses. The research found that there is a significant amount of variation in the observed number of trips in relation to the developments considered, which prevents the identification of simple linear relationships. However, the research identified that multi-use sites with four or more developments reduce, on average, the number of external trips by 20%.
- 5.7 Whilst the site itself comprises one unit, ASDA is located to the immediate south and Goldthorpe town centre to the north east. It is likely, therefore, that there would be linked trips between these existing retail uses and the proposed site. It is considered appropriate to apply this reduction to the anticipated trip generation to reflect the proportion of trips that are likely to be linked. This is considered to be a conservative estimate of the proportion of trips that are likely to be linked given the varied existing retail offering; in practice, it is possible that the proportion of linked journeys will be higher.
- 5.8 **Table 5.2** summarises the likely level of trip generation to the site, adjusted to take account of linked trips.

Table 5.2 - Linked Trip Generation

Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
Arrival	Departures	Total	Arrival	Departures	Total	Arrival	Departures	Total
6	4	10	20	24	44	60	63	123

(Source: Consultant Calculation)

- 5.9 It is commonly accepted that retail developments do not generate wholly 'new' trips on the highway network. The majority of journeys tend to be either existing retail journeys transferring to the new store from a store that would have been previously visited, or existing journeys on the network that divert to call at the new store as part of an existing, wider primary journey.



- 5.10 There is a wide range of existing food and non-food retail facilities in the immediate vicinity of the development and the development is, therefore, likely to generate a high proportion of transferred trips. In effect, the development will redistribute existing journeys on the local network, rather than generate wholly new journeys. As little as 10% of trip generation might be totally new to the highway network.
- 5.11 However, in order to provide a particularly robust assessment of the potential impact of the development proposals, it has been assumed that all trips are new to the network.

Trip Distribution

- 5.12 As has been discussed in **Section 4** of this Transport Assessment, baseline traffic counts were undertaken on Saturday 2nd March and Tuesday 5th March 2019 at the following junctions:
- Doncaster Road / Barnsley Road / High Street; and
 - Barnsley Road / B6098.
- 5.13 The development trips associated with the development proposals have been distributed on the highway network in line with observed turning movements at the junctions.
- 5.14 **Figure 5.1**, provided at **Appendix D**, illustrates the turning proportions, whilst **Figure 5.2**, also provided at **Appendix D**, shows the resultant development flows on the network.

Materiality

- 5.15 In order to determine where further assessment of the impact of the development proposals is required, a materiality assessment has been undertaken (in terms of the anticipated uplift in movements as a consequence of the development). This is presented in **Table 5.3**, below.

Table 5.3: Impact at Specific Junctions

Junction	2019 Base Flows			Development Flows			% Increase		
	AM	PM	Saturday	AM	PM	Saturday	AM	PM	Saturday
Site Access	836	831	652	10	44	123	1%	5%	19%
Doncaster Road / Barnsley Road / High Street	970	988	914	5	22	74	1%	2%	8%



Barnsley Road / B6098	875	938	974	3	13	38	0%	1%	4%
-----------------------	-----	-----	-----	---	----	----	----	----	----

(Source: Consultant Calculation)

- 5.16 The impact of the addition of trips associated with development proposals, upon junction operation, will be considered further in the following section of the Transport Assessment for all junctions identified in **Table 5.3**.



6. OPERATIONAL ASSESSMENT

Introduction

- 6.1 This section of the Transport Assessment presents the results of operational assessments, undertaken to demonstrate the impact of the development proposals on highway capacity at the site access as well as the Doncaster Road / Barnsley Road / High Street and Barnsley Road / B6098 junctions.

Traffic Growth

- 6.2 Base traffic flows (2019) have been factored to a design year of 2024, using National Traffic Model forecasts, factored with TEMPRO for MSOA Barnsley 022. The resultant growth rates that have been applied to observed traffic movements in the AM, PM and Saturday peak hours are as follows:
- AM – 1.0860;
 - PM – 1.0841; and
 - Saturday – 1.0859.
- 6.3 Flow diagrams are provided at **Appendix D**.

Committed Development

- 6.4 At the request of AECOM, highways consultants for Barnsley Metropolitan Borough Council, flows associated with 125 residential dwellings taking access from Kingsmark Way, to east of Goldthorpe town centre, have been included within the operational assessments (2018/0103).
- 6.5 The flow diagrams from the Transport Assessment are provided at **Appendix E**. As the network flow diagram does not extend passed the Doncaster Road / Barnsley Road / High Street junction, the committed development flows at the Barnsley Road / B6098 junction have been distributed based on observed traffic movements. These committed development flows are shown on Flow Diagrams provided at **Appendix D**.

Capacity Assessments

- 6.6 Junctions modelling software has been used to assess the operation of each junction; the results are summarised for each junction in turn below. The Junctions 8 software predicts



the Ratio of Flow to Capacity (RFC) on each approach / turning movement and resultant traffic queue length. An RFC value of less than 0.85 is generally accepted as indicating that a junction is operating within theoretical capacity. LINSIG 3 predicts the Degree of Saturation (DoS) on each approach and resultant traffic queue length. A DoS value of less than 90% is generally accepted as indicating that a junction is operating within theoretical capacity.

6.7 Where RFC and DoS values exceed 1.0, the results should be treated with caution as traffic queues and delays are affected exponentially. The full model outputs are provided at **Appendix F**.

6.8 The following scenarios have been modelled in the 2019 and 2024 peak hours:

- Base AM and PM; and
- Base + Development AM and PM.

High Street / Site Access

The High Street / Site Access priority T-junction has been modelled for the Base + Development scenarios, in the current and design year. The results are summarised in **Table 6.1**, below.

Table 6.1: High Street / Site Access, Base + Development

Movement	2019						2024					
	AM		PM		Saturday		AM		PM		Saturday	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Site Access – High Street South	0.00	0.00	0.02	0.02	0.05	0.05	0.00	0.00	0.02	0.02	0.05	0.05
Site Access – High Street North	0.00	0.00	0.03	0.03	0.11	0.12	0.00	0.00	0.04	0.04	0.11	0.13
High Street South – High Street North / Site Access	0.01	0.01	0.03	0.04	0.06	0.10	0.01	0.01	0.03	0.04	0.06	0.11

(Source: Junctions 8)

6.9 As can be seen from the above results, the site access junction is anticipated to operate within capacity in all peak periods, in 2017 and in the design year of 2022.



Doncaster Road / Barnsley Road / High Street

- 6.10 The Doncaster Road / Barnsley Road / High Street signalised T-junction has been modelled for the Base and Base + Development scenarios, in the current and design year. The results are summarised in **Table 6.2** and **Table 6.3**, below.

Table 6.2: Doncaster Road / Barnsley Road / High Street, Base

	2019						2024					
	AM		PM		Saturday		AM		PM		Saturday	
	DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Doncaster Road (East) Left Ahead	50.0%	6.4	64.0%	7.0	44.3%	6.0	76.7%	9.1	53.6%	6.6	45.3%	6.3
High Street Right Left	85.4%	12.2	83.5%	12.7	63.8%	7.0	92.7%	15.4	93.9%	17.2	72.9%	8.2
Barnsley Road (West) Ahead Right	84.0%	11.2	83.6%	11.0	64.7%	8.9	93.4%	15.0	91.2%	13.8	71.6%	10.1

(Source: LINSIG 3)

- 6.11 As can be seen from **Table 6.2**, the Doncaster Road / Barnsley Road / High Street junction operates within capacity in all peak periods, both currently and in the design year of 2024. It should be noted that in the AM and PM peak hours in 2024 the High Street and Barnsley Road approaches are anticipated to operate with DoS in excess of 90% but still well within the practical capacity of 100%. **Table 6.3** summarises the operation of the junction, with the addition of the development traffic.

Table 6.3: Doncaster Road / Barnsley Road / High Street, Base + Development

	2019						2024					
	AM		PM		Saturday		AM		PM		Saturday	
	DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Doncaster Road (East) Left Ahead	50.2%	6.5	62.0%	6.9	48.1%	6.4	85.3%	10.4	52.4%	6.6	47.5%	6.7
High Street Right Left	85.9%	12.3	85.8%	13.5	72.7%	8.5	93.1%	15.7	96.3%	19.3	82.0%	10.0
Barnsley Road (West) Ahead Right	84.8%	11.4	86.1%	11.7	73.0%	10.1	93.9%	15.3	94.3%	15.4	80.3%	11.6

(Source: LINSIG 3)

- 6.12 As can be seen from **Table 6.3**, with the addition of development trips there is an increase in the DoS and queue lengths at the junction. The highest anticipated DoS is 96.3% on the High Street Right / Left movement with an associated queue of 19.3 pcu's. This is an



increase in DoS of just 2.4% and an increase in queue length of just 2.1 pcu's. This level of increase cannot be considered to constitute a severe impact, particularly as the junction operates within capacity.

Barnsley Road / B6098

- 6.13 The Barnsley Road / A6098 signalised T-junction has been modelled for the Base and Base + Development scenarios, in the current and design year. The results are summarised in **Table 6.4** and **Table 6.5**, below.

Table 6.4: Barnsley Road / A6098, Base

	2019						2024					
	AM		PM		Saturday		AM		PM		Saturday	
	DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Barnsley Road (East) Ahead Right	48.9%	6.7	62.0%	9.5	57.3%	9.8	56.2%	7.6	66.7%	10.5	63.6%	11.3
Barnsley Road (West) Ahead Left	55.9%	8.8	51.1%	7.5	44.4%	6.9	60.6%	9.9	53.6%	8.1	48.3%	7.7
B6098 Left Right	54.4%	4.5	59.3%	5.8	54.7%	3.6	58.8%	4.9	67.6%	6.6	59.3%	4.0

(Source: LINSIG 3)

- 6.14 As can be seen from the above results, the junction operates satisfactorily in both peak periods, both currently and in the design year of 2024. **Table 6.4** summarises the operation of the junction, with the addition of the development traffic.

Table 6.5: Barnsley Road / A6098, Base + Development

	2019						2024					
	AM		PM		Saturday		AM		PM		Saturday	
	DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Barnsley Road (East) Ahead Right	49.0%	6.7	63.0%	9.7	59.8%	10.3	56.2%	7.6	67.8%	10.9	65.6%	11.8
Barnsley Road (West) Ahead Left	56.0%	8.9	51.8%	7.6	46.3%	7.2	60.9%	10.0	54.1%	8.2	50.1%	8.1
B6098 Left Right	54.7%	4.5	59.9%	5.8	56.8%	3.8	59.1%	5.0	68.2%	6.7	61.0%	4.2

(Source: LINSIG 3)

- 6.15 As can be seen from the results, DoS values remain below 90% on all approaches in all scenarios and there are negligible changes to queuing reported.



Summary

- 6.16 Capacity assessments have been undertaken for site access as well as the Doncaster Road / Barnsley Road / High Street and Barnsley Road / B6098 junctions. The modelling results indicate that the junctions do, and will continue to, operate within theoretical capacity with the addition of vehicle trips, associated with the development proposals.
- 6.17 In accordance with NPPF it is, therefore, considered that the residual cumulative impacts of the development are not severe.



7. PARKING AND SERVICING

Introduction

- 7.1 This section of the Transport Assessment sets out the proposed parking and servicing arrangements for the site.

Parking

- 7.2 Barnsley Metropolitan Borough Council sets out parking standards in the 'Parking' Supplementary Planning Document (Adopted March 2012). For Non-Food retail these can be summarised as:

- 1 car parking space per 20-30m²;
- 1 staff cycle space (long stay) per 400m²;
- 1 visitor cycle space (short stay) per 1000m²;
- 1 motorcycle space per 20 spaces (minimum provision of 1 space); and
- 4% of total parking provision to be for disabled users.

- 7.3 It also notes that *"where non-residential development falls within an area defined as a principal shopping/commercial area in the UDP and is within a District Centre as defined by the Core Strategy Policy CSP 31, the amount of parking provision will be reduced by 70%. The District Centres are Cudworth, Hoyland, Wombwell, Goldthorpe, Penistone and Royston."*

- 7.4 As has been discussed, the development proposals comprise a total of 1,394m² A1 non-food retail, within the district centre of Goldthorpe. In line with the parking standards outlined above, a total of provision of 70 spaces would be permitted.

- 7.5 As can be seen from the layout provided at **Appendix A**, the development parking proposals comprise a total of 152 parking spaces:

- 142 standard parking space;
- 6 disabled parking spaces; and
- 4 parent and child parking spaces;

- 7.6 In addition 4 EV charging spaces are to be provided from the outset with a further 5 spaces will be 'cable enabled', facilitating the easy installation of additional charging points in the



future. The accompanying Travel Plan provides details for the trigger to provide additional EV spaces.

- 7.7 The proposed car parking provision intends to provide parking over the maximum permitted standard. As the development site is location in the district centre of Goldthorpe, it is intended that larger car park will be utilised by both customers of the proposed units and facilitate convenient parking for the existing town centre retail offering in Goldthorpe.
- 7.8 A review of existing town centre parking in Goldthorpe has identified the following car parks which offer two hours free parking:
- Market Street Car Park– 32 spaces
 - Field Ends Road Car Park – 26 spaces
 - Queen Street Car Park - 51 spaces; and
 - Whitworth Street Car Park – 26 spaces.
- 7.9 In addition there is a limited amount of on-street parking permitted on the northern side of Doncaster Road:
- Standard Parking – 148m (approximately 25 vehicles);
 - Disabled Parking – 55m (approximately 9 vehicles); and
 - Loading – 14m.
- 7.10 The on street parking is subject to a one hour limit, with no return within three hours Monday – Saturday between 08:00 – 18:00. This represents a town centre parking provision of 169 spaces. The additional 49 spaces provided at the site represents a 29% increase in parking provision.
- 7.11 The Barnsley Local Plan (adopted in January 2019) identifies Goldthorpe as a district centre, and indeed one of the larger district centres. Policy TC1 'Town Centres' identifies that *"support will be given to maintaining and enhancing the vitality and viability of centres"* and that *"new retail and town centre development will also be directed to the District Centres"*.
- 7.12 With specific regard to Goldthorpe the Local Plan discusses the 2008 masterplan, which sought to develop the vision provided within the Renaissance Market Town strategy. It was identified that Goldthorpe town centre has the potential to support a total of 40-50,000 sq ft of retail floorspace. This is less than the total retail floorspace in the town centre at present



and it implies the need to consolidate and improve the retail offer and ensure its future viability and sustainability.

- 7.13 It is considered that the provision of additional parking within the town centre, as part of the development proposals, will support the wider aspirations for Goldthorpe town centre providing free, accessible parking and encouraging shoppers to stay longer and visit shops in the wider District Centre. Furthermore, this level of parking has been agreed by Barnsley Metropolitan Borough Council.

Servicing

- 7.14 Deliveries to the unit will likely be made by articulated lorry, via High Street. The Drawing at **Appendix A** illustrates the swept path analysis of a 16.5m articulated lorry entering the access from High Street, manoeuvring through the car park to the service yard at the rear of the unit and egressing the site again in a forward gear.
- 7.15 It is anticipated that there will be just one delivery per average day. Deliveries will typically take place outside the normal highway peak hours to minimise any disruption or conflict with customers.



8. SUMMARY AND CONCLUSION

Summary

8.1 TPS has prepared this Transport Assessment to accompany a planning application for the redevelopment of the former Goldthorpe Primary School, to the immediate south east of the Doncaster Road / Barnsley Road / High Street T-junction, to provide retail development. The following summarises the key findings:

- The proposals have been demonstrated to accord with both national and local transport policy, being in a location that is well connected with the surrounding residential catchment, offering opportunities for walking, cycling and public transport trips to the site;
- An analysis of historic accident data suggests that there are no accident trends that might be exacerbated by the addition of development traffic;
- Trip generation has been determined using TRICS trip rates. Applying a modest reduction to take account of linked trips between the retail uses, and a robust assumption that all other trips are new to the network, it is anticipated the proposals might result in 10 two-way vehicular trips in the AM peak, 44 two-way vehicular trips in the PM peak and 123 two-way vehicular trips in the Saturday peak;
- The impact of development at specific off-site junctions has been assessed, these junctions being the site access along with the Doncaster Road / Barnsley Road / High Street and Barnsley Road / B6098 junctions;
- Operational assessments of the junctions indicate that all junctions will operate satisfactorily in all peak periods with the addition of the development traffic, in both the current and design year. This is considered to be a particularly robust assessment as the development trip generation considered in these operational assessments considered that all trips associated with the development proposals are new to the network;
- As part of the proposals, parking is being provided over and above Barnsley Metropolitan Borough Council's parking standards, in order to provide an enhanced town centre parking offering as agreed with the Council, to encourage the viability and sustainability of the wider town centre; and



- Swept path analysis has been undertaken to demonstrate that the proposed site layout is suitable to accommodate the types of vehicles that are likely to access the site

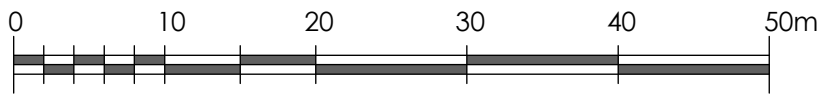
Conclusion

- 8.2 Given the above, it is considered that the proposed development will not result in a severe impact on the operation of the transport network. Consequently, in line with the National Planning Policy Framework, there are no highway grounds why the development proposals should not be granted planning consent.

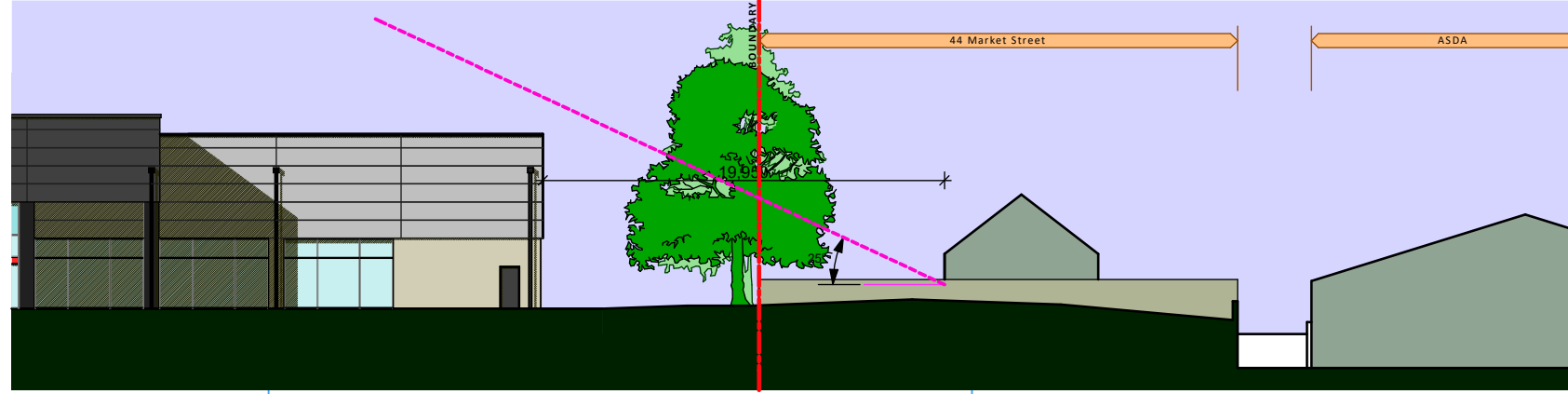
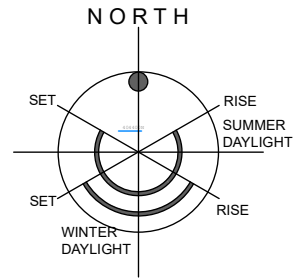


Appendix A

Proposed Site Layout Plan



Station	Easting	Northing	Level
ST01	446262.644	404327.095	52.560
ST02	446214.827	404375.443	52.351
ST03	446188.643	404315.187	51.205
ST04	446227.482	404294.019	51.823



NOTES
ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING REGULATIONS AND THE REQUIREMENTS OF THE LOCAL AUTHORITY.

SECTION ZZ

BOUNDARY LEGEND

- A-B - Existing paladin fence on brick wall to be retained and repaired as required
- B-C - Existing brick wall retained and made good
- C-D - Retained palsade fence
- D-E - Retained paladin fence
- E-G - Existing brick wall
- G-H - Existing brick wall with railing above retained and made good where required
- H-I - Retained existing brick wall, new wall to areas of blocked up openings to match existing and made good as required
- I-A - Existing wall retained and made good
- I-A - Existing wall removed

Extent of boundary required to have 2.5m Noise barrier as Noise Assessment



P	Site access amended further to LA comments.	IR	07/10/19
O	Minor amendments to entrance and disabled bays further to LA comments, visibility plays added.	IR	04/10/19
N	Charging bays added.	IR	19/09/19
M	Unit plan amended to suit elevation/plan revisions	IR	03/09/19
L	Amended as tenant comments	IR	19/07/19
K	Units 1-5 removed, external works altered to suit.	IR	19/07/19
J	Minor amendments further to discussions with planning, pedestrian access routes added alterations to external works to suit. Units 1-5 altered to face existing highway	IR	16/07/19
I	Extent of noise barrier added.	IR	12/04/19
H	Section ZZ added.	IR	26/03/19
G	Minor revision to external works adjacent to retained tree in public realm	IR	05/03/19
F	Minor revision to external works.	IR	01/03/19
E	Fence and gate to service yard Unit 6 relocated tree 18 removed, note added to tree 9.	IR	28/02/19
D	Minor alteration to public area to allow for root protection to retained tree.	IR	22/02/19
C	Minor amendments to car parking to retain tree on southern boundary.	IR	19/02/19
B	Tree survey and tracking added.	IR	18/02/19
A	Sub-station position and access amended	IR	06/02/19

LOROC
ARCHITECTS

25A PARK SQUARE WEST, LEEDS, LS1 2PW
T: 0113 333 7755
W: www.loroc.co.uk

3RD FLOOR, 86-90 PAUL STREET, LONDON, EC2A 4NE
T: 0203 875 5333

CLIENT

WARRIOR DEVELOPMENTS LIMITED

PROJECT
HIGH STREET / DONCASTER ROAD
GOLDTHORPE, S63 9NG

TITLE
Planning Information
PROPOSED SITE PLAN

DRAWING NO.	1526-101(P)	REVISION	P
SCALE	1:500 @ A2	DATE	JAN 19
DRAWN BY		CHECKED BY	

PURPOSE OF ISSUE			
● PLANNING	○ BUILDING REGS	○ TENDER	
○ COMMENT	○ INFORMATION	○ CONSTRUCTION	

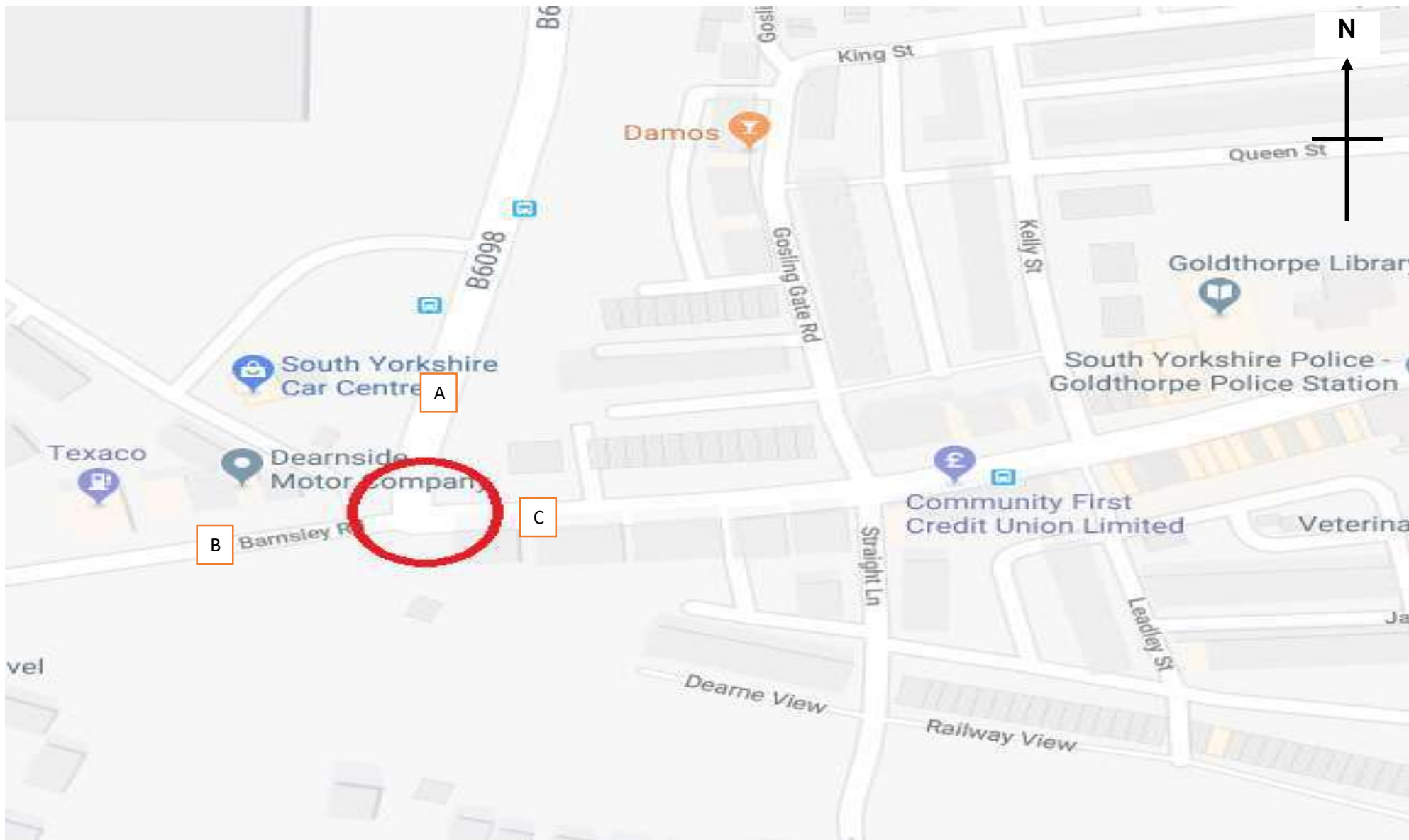
THIS DRAWING IS COPYRIGHT AND THE INTELLECTUAL PROPERTY OF LOROC ARCHITECTS LIMITED. THIS DRAWING MAY NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT WRITTEN AUTHORITY. NO DIMENSIONS TO BE SCALED FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS AND ANY DISCREPANCIES REPORTED TO THE ARCHITECT/ENGINEER/CONTRACTOR.



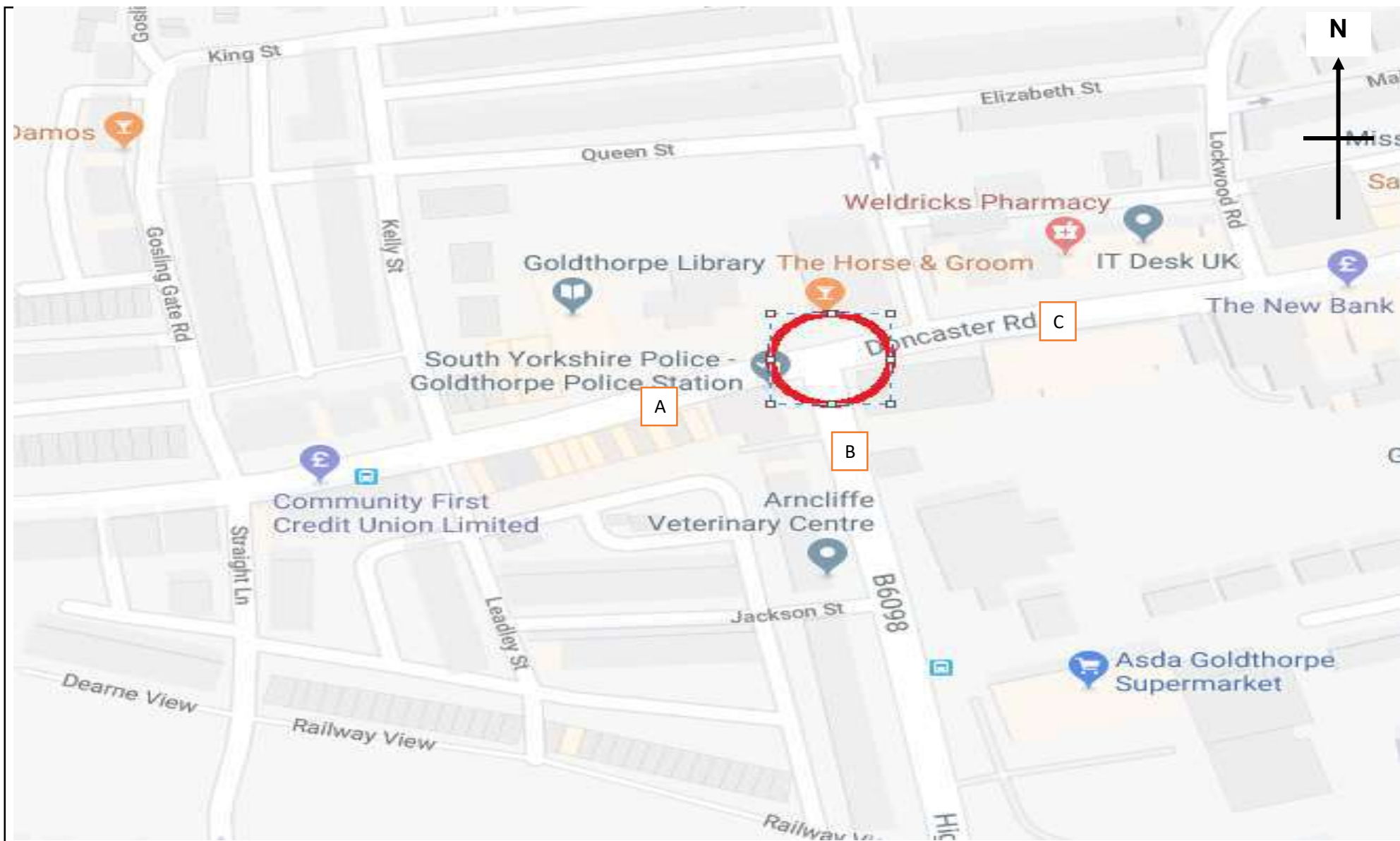


Appendix B

Traffic Counts



	Site / Location: Site 1 - Barnsley Road/B6098	Project No: 9640	Drawing No: 9640/01	Drawn By: KM
	Survey Date: Saturday 9th March 2019	Project Name: GOLDTHORPE		
	Survey Times: 1100 - 1500 / 0700 - 1000 / 1600 - 1900	Drawing Title: Site Layout and Observed Movements		



	Site / Location:	Site 2 - High Street/Doncaster Road/Barnsley Road	Project No:	9640	Drawing No:	9640/02	Drawn By:	KM
	Survey Date:	Saturday 9th March 2019	Project Name:	GOLDTHORPE				
	Survey Times:	1100 - 1500 / 0700 - 1000 / 1600 - 1900	Drawing Title:	Site Layout and Observed Movements				



**9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT**

SITE: 1

DAY: Saturday

LOCATION: Barnsley Road/B6098

DATE: 09/03/2019

TIME	A - C						TOT	A - B						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
11:00	14	2	0	0	0	0	16	12	1	0	0	0	0	13
11:15	15	2	0	0	0	0	17	13	0	0	0	0	0	13
11:30	16	1	0	1	0	0	18	11	2	0	0	0	0	13
11:45	18	2	0	0	0	0	20	11	2	0	0	0	0	13
H/TOT	63	7	0	1	0	0	71	47	5	0	0	0	0	52
12:00	22	2	0	0	0	0	24	11	0	0	0	0	0	11
12:15	20	3	0	1	0	0	24	14	2	0	1	1	0	18
12:30	9	4	0	1	0	0	14	17	3	0	0	0	0	20
12:45	13	1	0	0	0	0	14	21	2	0	0	0	0	23
H/TOT	64	10	0	2	0	0	76	63	7	0	1	1	0	72
13:00	17	5	0	1	0	0	23	20	1	1	0	0	0	22
13:15	9	0	0	0	0	0	9	17	0	1	0	0	0	18
13:30	21	1	1	1	0	0	24	15	1	0	0	0	0	16
13:45	12	1	0	0	0	0	13	24	2	0	0	0	0	26
H/TOT	59	7	1	2	0	0	69	76	4	2	0	0	0	82
14:00	18	1	0	0	0	0	19	20	3	0	0	0	0	23
14:15	9	3	0	1	0	0	13	16	1	1	0	0	0	18
14:30	15	0	0	1	0	0	16	12	0	0	0	0	0	12
14:45	11	1	0	0	0	0	12	18	2	0	1	0	0	21
H/TOT	53	5	0	2	0	0	60	66	6	1	1	0	0	74
P/TOT	239	29	1	7	0	0	276	252	22	3	2	1	0	280



**9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT**

SITE: 1

DAY: Saturday

LOCATION: Barnsley Road/B6098

DATE: 09/03/2019

TIME	B - A						TOT	B - C						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
11:00	24	2	0	0	0	0	26	68	2	0	2	0	0	72
11:15	32	0	1	1	0	0	34	68	4	0	1	0	0	73
11:30	17	2	0	0	0	0	19	63	7	0	2	0	0	72
11:45	15	3	0	0	0	0	18	61	6	0	1	0	0	68
H/TOT	88	7	1	1	0	0	97	260	19	0	6	0	0	285
12:00	17	1	0	0	0	0	18	58	6	1	2	0	0	67
12:15	12	2	1	0	0	0	15	70	6	0	1	0	0	77
12:30	17	0	0	0	0	0	17	56	4	0	2	0	0	62
12:45	17	1	1	0	0	0	19	64	8	0	1	0	0	73
H/TOT	63	4	2	0	0	0	69	248	24	1	6	0	0	279
13:00	11	1	0	0	0	0	12	57	5	2	2	0	0	66
13:15	16	1	1	0	0	0	18	71	6	0	1	0	0	78
13:30	20	1	0	0	0	0	21	53	5	1	3	0	0	62
13:45	13	1	0	1	0	0	15	50	6	0	0	0	0	56
H/TOT	60	4	1	1	0	0	66	231	22	3	6	0	0	262
14:00	24	1	0	0	0	0	25	59	2	0	2	0	1	64
14:15	23	1	1	0	0	0	25	57	0	1	1	2	0	61
14:30	12	2	0	0	0	0	14	53	1	1	2	0	0	57
14:45	18	0	0	0	0	0	18	47	3	0	1	1	0	52
H/TOT	77	4	1	0	0	0	82	216	6	2	6	3	1	234
P/TOT	288	19	5	2	0	0	314	955	71	6	24	3	1	1060



**9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT**

SITE: 1

DAY: Saturday

LOCATION: Barnsley Road/B6098

DATE: 09/03/2019

TIME	C - B							TOT	C - A							TOT
	CAR	LGV	HGV	PSV	MCL	PCL	CAR		LGV	HGV	PSV	MCL	PCL			
11:00	77	4	6	2	0	0	89	17	1	0	1	0	0	19		
11:15	82	4	1	1	0	0	88	24	2	0	1	0	0	27		
11:30	74	11	0	2	0	0	87	20	2	0	0	0	0	22		
11:45	79	4	3	1	0	0	87	33	2	2	0	0	0	37		
H/TOT	312	23	10	6	0	0	351	94	7	2	2	0	0	105		
12:00	98	5	1	2	0	0	106	19	0	2	1	0	0	22		
12:15	75	8	2	1	0	0	86	16	2	0	1	0	0	19		
12:30	80	4	0	2	1	0	87	18	2	1	0	0	0	21		
12:45	79	4	0	1	0	0	84	24	0	0	1	0	0	25		
H/TOT	332	21	3	6	1	0	363	77	4	3	3	0	0	87		
13:00	77	3	1	2	1	0	84	21	1	0	0	0	0	22		
13:15	64	6	0	1	1	0	72	19	4	0	1	0	0	24		
13:30	61	5	0	2	0	0	68	20	1	0	0	0	0	21		
13:45	50	4	1	1	0	0	56	21	3	0	1	0	0	25		
H/TOT	252	18	2	6	2	0	280	81	9	0	2	0	0	92		
14:00	70	6	0	2	0	0	78	13	0	3	0	0	0	16		
14:15	51	2	1	1	0	3	58	16	1	0	1	0	0	18		
14:30	54	0	0	3	1	0	58	20	2	0	0	1	0	23		
14:45	75	3	0	1	1	0	80	16	2	0	1	0	0	19		
H/TOT	250	11	1	7	2	3	274	65	5	3	2	1	0	76		
P/TOT	1146	73	16	25	5	3	1268	317	25	8	9	1	0	360		



**9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT**

SITE: 1

DAY: Saturday

LOCATION: Barnsley Road/B6098

DATE: 09/03/2019

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
11:00	41	3	0	1	0	0	45	26	3	0	0	0	0	29
11:15	56	2	1	2	0	0	61	28	2	0	0	0	0	30
11:30	37	4	0	0	0	0	41	27	3	0	1	0	0	31
11:45	48	5	2	0	0	0	55	29	4	0	0	0	0	33
H/TOT	182	14	3	3	0	0	202	110	12	0	1	0	0	123
12:00	36	1	2	1	0	0	40	33	2	0	0	0	0	35
12:15	28	4	1	1	0	0	34	34	5	0	2	1	0	42
12:30	35	2	1	0	0	0	38	26	7	0	1	0	0	34
12:45	41	1	1	1	0	0	44	34	3	0	0	0	0	37
H/TOT	140	8	5	3	0	0	156	127	17	0	3	1	0	148
13:00	32	2	0	0	0	0	34	37	6	1	1	0	0	45
13:15	35	5	1	1	0	0	42	26	0	1	0	0	0	27
13:30	40	2	0	0	0	0	42	36	2	1	1	0	0	40
13:45	34	4	0	2	0	0	40	36	3	0	0	0	0	39
H/TOT	141	13	1	3	0	0	158	135	11	3	2	0	0	151
14:00	37	1	3	0	0	0	41	38	4	0	0	0	0	42
14:15	39	2	1	1	0	0	43	25	4	1	1	0	0	31
14:30	32	4	0	0	1	0	37	27	0	0	1	0	0	28
14:45	34	2	0	1	0	0	37	29	3	0	1	0	0	33
H/TOT	142	9	4	2	1	0	158	119	11	1	3	0	0	134
P/TOT	605	44	13	11	1	0	674	491	51	4	9	1	0	556



**9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT**

SITE: 1

DAY: Saturday

LOCATION: Barnsley Road/B6098

DATE: 09/03/2019

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
11:00	89	5	6	2	0	0	102	92	4	0	2	0	0	98
11:15	95	4	1	1	0	0	101	100	4	1	2	0	0	107
11:30	85	13	0	2	0	0	100	80	9	0	2	0	0	91
11:45	90	6	3	1	0	0	100	76	9	0	1	0	0	86
H/TOT	359	28	10	6	0	0	403	348	26	1	7	0	0	382
12:00	109	5	1	2	0	0	117	75	7	1	2	0	0	85
12:15	89	10	2	2	1	0	104	82	8	1	1	0	0	92
12:30	97	7	0	2	1	0	107	73	4	0	2	0	0	79
12:45	100	6	0	1	0	0	107	81	9	1	1	0	0	92
H/TOT	395	28	3	7	2	0	435	311	28	3	6	0	0	348
13:00	97	4	2	2	1	0	106	68	6	2	2	0	0	78
13:15	81	6	1	1	1	0	90	87	7	1	1	0	0	96
13:30	76	6	0	2	0	0	84	73	6	1	3	0	0	83
13:45	74	6	1	1	0	0	82	63	7	0	1	0	0	71
H/TOT	328	22	4	6	2	0	362	291	26	4	7	0	0	328
14:00	90	9	0	2	0	0	101	83	3	0	2	0	1	89
14:15	67	3	2	1	0	3	76	80	1	2	1	2	0	86
14:30	66	0	0	3	1	0	70	65	3	1	2	0	0	71
14:45	93	5	0	2	1	0	101	65	3	0	1	1	0	70
H/TOT	316	17	2	8	2	3	348	293	10	3	6	3	1	316
P/TOT	1398	95	19	27	6	3	1548	1243	90	11	26	3	1	1374



**9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT**

SITE: 1

DAY: Saturday

LOCATION: Barnsley Road/B6098

DATE: 09/03/2019

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
11:00	82	4	0	2	0	0	88	94	5	6	3	0	0	108
11:15	83	6	0	1	0	0	90	106	6	1	2	0	0	115
11:30	79	8	0	3	0	0	90	94	13	0	2	0	0	109
11:45	79	8	0	1	0	0	88	112	6	5	1	0	0	124
H/TOT	323	26	0	7	0	0	356	406	30	12	8	0	0	456
12:00	80	8	1	2	0	0	91	117	5	3	3	0	0	128
12:15	90	9	0	2	0	0	101	91	10	2	2	0	0	105
12:30	65	8	0	3	0	0	76	98	6	1	2	1	0	108
12:45	77	9	0	1	0	0	87	103	4	0	2	0	0	109
H/TOT	312	34	1	8	0	0	355	409	25	6	9	1	0	450
13:00	74	10	2	3	0	0	89	98	4	1	2	1	0	106
13:15	80	6	0	1	0	0	87	83	10	0	2	1	0	96
13:30	74	6	2	4	0	0	86	81	6	0	2	0	0	89
13:45	62	7	0	0	0	0	69	71	7	1	2	0	0	81
H/TOT	290	29	4	8	0	0	331	333	27	2	8	2	0	372
14:00	77	3	0	2	0	1	83	83	6	3	2	0	0	94
14:15	66	3	1	2	2	0	74	67	3	1	2	0	3	76
14:30	68	1	1	3	0	0	73	74	2	0	3	2	0	81
14:45	58	4	0	1	1	0	64	91	5	0	2	1	0	99
H/TOT	269	11	2	8	3	1	294	315	16	4	9	3	3	350
P/TOT	1194	100	7	31	3	1	1336	1463	98	24	34	6	3	1628



9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT

SITE: 2 DAY: Saturday
LOCATION: High Street/Doncaster Road/Barnsley Road DATE: 09/03/2019

TIME	A - C						TOT	A - B						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
11:00	25	2	0	1	1	0	29	45	3	0	0	0	0	48
11:15	27	3	0	0	0	0	30	55	3	0	3	0	0	61
11:30	29	2	0	1	0	0	32	43	5	0	1	0	0	49
11:45	36	3	0	0	0	0	39	46	7	0	2	0	0	55
H/TOT	117	10	0	2	1	0	130	189	18	0	6	0	0	213
12:00	34	4	1	1	0	0	40	55	4	0	1	0	0	60
12:15	25	1	0	0	0	0	26	56	4	0	2	0	0	62
12:30	26	1	0	1	0	0	28	45	8	0	2	0	0	55
12:45	27	3	0	0	0	0	30	38	5	0	1	0	0	44
H/TOT	112	9	1	2	0	0	124	194	21	0	6	0	0	221
13:00	31	2	0	1	0	0	34	50	12	2	1	0	0	65
13:15	24	3	0	0	0	0	27	48	4	0	2	0	0	54
13:30	24	4	1	1	0	0	30	48	1	1	2	0	0	52
13:45	23	2	0	0	0	0	25	43	6	0	1	0	0	50
H/TOT	102	11	1	2	0	0	116	189	23	3	6	0	0	221
14:00	29	1	0	1	0	0	31	44	5	0	1	0	0	50
14:15	21	1	0	0	0	0	22	48	2	1	2	0	0	53
14:30	21	1	0	1	1	0	24	46	2	1	2	1	0	52
14:45	14	2	0	0	0	0	16	47	4	0	1	1	0	53
H/TOT	85	5	0	2	1	0	93	185	13	2	6	2	0	208
P/TOT	416	35	2	8	2	0	463	757	75	5	24	2	0	863

SITE: 2

DAY: Saturday

LOCATION: High Street/Doncaster Road/Barnsley Road

DATE: 09/03/2019

TIME	B - A						TOT	B - C						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
11:00	25	1	0	1	0	0	27	34	6	2	0	0	0	42
11:15	22	1	0	2	0	0	25	24	5	0	0	0	0	29
11:30	22	4	0	1	0	0	27	35	4	0	0	0	0	39
11:45	24	0	3	1	0	0	28	30	2	0	0	0	0	32
H/TOT	93	6	3	5	0	0	107	123	17	2	0	0	0	142
12:00	31	0	0	2	0	0	33	32	5	1	0	0	0	38
12:15	24	3	0	2	0	0	29	36	0	0	0	0	0	36
12:30	17	0	0	1	0	0	18	34	1	0	0	1	0	36
12:45	18	3	0	2	0	0	23	36	2	0	0	0	0	38
H/TOT	90	6	0	7	0	0	103	138	8	1	0	1	0	148
13:00	21	3	0	1	0	0	25	26	1	0	0	0	0	27
13:15	17	3	0	2	0	0	22	25	3	0	0	0	0	28
13:30	12	1	0	1	0	0	14	30	1	0	0	1	0	32
13:45	19	2	0	2	0	0	23	20	6	0	0	0	0	26
H/TOT	69	9	0	6	0	0	84	101	11	0	0	1	0	113
14:00	19	3	2	1	0	0	25	20	3	1	0	0	0	24
14:15	12	1	0	4	0	0	17	33	2	0	0	0	0	35
14:30	20	2	0	0	0	0	22	25	2	0	0	0	0	27
14:45	19	2	0	2	0	0	23	10	3	0	0	0	0	13
H/TOT	70	8	2	7	0	0	87	88	10	1	0	0	0	99
P/TOT	322	29	5	25	0	0	381	450	46	4	0	2	0	502



9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT

SITE: 2 DAY: Saturday
LOCATION: High Street/Doncaster Road/Barnsley Road DATE: 09/03/2019

TIME	C - B						TOT	C - A						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
11:00	34	1	1	0	1	0	37	21	2	1	1	0	0	25
11:15	34	6	0	0	0	0	40	29	1	0	0	0	0	30
11:30	41	4	1	0	0	0	46	25	2	0	1	0	0	28
11:45	38	4	0	0	1	0	43	28	2	1	0	0	0	31
H/TOT	147	15	2	0	2	0	166	103	7	2	2	0	0	114
12:00	37	1	0	0	0	0	38	34	2	1	1	0	0	38
12:15	33	4	0	0	0	0	37	24	2	2	0	0	0	28
12:30	47	1	0	0	0	0	48	25	4	1	1	0	0	31
12:45	32	5	0	0	0	0	37	29	1	0	0	0	0	30
H/TOT	149	11	0	0	0	0	160	112	9	4	2	0	0	127
13:00	38	2	0	0	0	0	40	29	4	1	1	0	0	35
13:15	27	2	1	0	0	0	30	22	1	0	0	0	0	23
13:30	24	5	0	0	0	0	29	26	2	0	1	0	0	29
13:45	35	1	0	0	1	0	37	13	2	0	0	0	0	15
H/TOT	124	10	1	0	1	0	136	90	9	1	2	0	0	102
14:00	35	2	0	0	0	0	37	22	1	0	1	0	0	24
14:15	32	3	0	0	0	0	35	20	3	0	0	0	0	23
14:30	35	3	0	0	1	0	39	16	1	0	1	1	0	19
14:45	27	3	0	0	0	0	30	18	2	0	0	0	0	20
H/TOT	129	11	0	0	1	0	141	76	7	0	2	1	0	86
P/TOT	549	47	3	0	4	0	603	381	32	7	8	1	0	429



9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT

SITE: 2 DAY: Saturday
LOCATION: High Street/Doncaster Road/Barnsley Road DATE: 09/03/2019

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
11:00	46	3	1	2	0	0	52	70	5	0	1	1	0	77
11:15	51	2	0	2	0	0	55	82	6	0	3	0	0	91
11:30	47	6	0	2	0	0	55	72	7	0	2	0	0	81
11:45	52	2	4	1	0	0	59	82	10	0	2	0	0	94
H/TOT	196	13	5	7	0	0	221	306	28	0	8	1	0	343
12:00	65	2	1	3	0	0	71	89	8	1	2	0	0	100
12:15	48	5	2	2	0	0	57	81	5	0	2	0	0	88
12:30	42	4	1	2	0	0	49	71	9	0	3	0	0	83
12:45	47	4	0	2	0	0	53	65	8	0	1	0	0	74
H/TOT	202	15	4	9	0	0	230	306	30	1	8	0	0	345
13:00	50	7	1	2	0	0	60	81	14	2	2	0	0	99
13:15	39	4	0	2	0	0	45	72	7	0	2	0	0	81
13:30	38	3	0	2	0	0	43	72	5	2	3	0	0	82
13:45	32	4	0	2	0	0	38	66	8	0	1	0	0	75
H/TOT	159	18	1	8	0	0	186	291	34	4	8	0	0	337
14:00	41	4	2	2	0	0	49	73	6	0	2	0	0	81
14:15	32	4	0	4	0	0	40	69	3	1	2	0	0	75
14:30	36	3	0	1	1	0	41	67	3	1	3	2	0	76
14:45	37	4	0	2	0	0	43	61	6	0	1	1	0	69
H/TOT	146	15	2	9	1	0	173	270	18	2	8	3	0	301
P/TOT	703	61	12	33	1	0	810	1173	110	7	32	4	0	1326



9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT

SITE: 2 DAY: Saturday
LOCATION: High Street/Doncaster Road/Barnsley Road DATE: 09/03/2019

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
11:00	79	4	1	0	1	0	85	59	7	2	1	0	0	69
11:15	89	9	0	3	0	0	101	46	6	0	2	0	0	54
11:30	84	9	1	1	0	0	95	57	8	0	1	0	0	66
11:45	84	11	0	2	1	0	98	54	2	3	1	0	0	60
H/TOT	336	33	2	6	2	0	379	216	23	5	5	0	0	249
12:00	92	5	0	1	0	0	98	63	5	1	2	0	0	71
12:15	89	8	0	2	0	0	99	60	3	0	2	0	0	65
12:30	92	9	0	2	0	0	103	51	1	0	1	1	0	54
12:45	70	10	0	1	0	0	81	54	5	0	2	0	0	61
H/TOT	343	32	0	6	0	0	381	228	14	1	7	1	0	251
13:00	88	14	2	1	0	0	105	47	4	0	1	0	0	52
13:15	75	6	1	2	0	0	84	42	6	0	2	0	0	50
13:30	72	6	1	2	0	0	81	42	2	0	1	1	0	46
13:45	78	7	0	1	1	0	87	39	8	0	2	0	0	49
H/TOT	313	33	4	6	1	0	357	170	20	0	6	1	0	197
14:00	79	7	0	1	0	0	87	39	6	3	1	0	0	49
14:15	80	5	1	2	0	0	88	45	3	0	4	0	0	52
14:30	81	5	1	2	2	0	91	45	4	0	0	0	0	49
14:45	74	7	0	1	1	0	83	29	5	0	2	0	0	36
H/TOT	314	24	2	6	3	0	349	158	18	3	7	0	0	186
P/TOT	1306	122	8	24	6	0	1466	772	75	9	25	2	0	883



9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT

SITE: 2 DAY: Saturday
LOCATION: High Street/Doncaster Road/Barnsley Road DATE: 09/03/2019

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
11:00	59	8	2	1	1	0	71	55	3	2	1	1	0	62
11:15	51	8	0	0	0	0	59	63	7	0	0	0	0	70
11:30	64	6	0	1	0	0	71	66	6	1	1	0	0	74
11:45	66	5	0	0	0	0	71	66	6	1	0	1	0	74
H/TOT	240	27	2	2	1	0	272	250	22	4	2	2	0	280
12:00	66	9	2	1	0	0	78	71	3	1	1	0	0	76
12:15	61	1	0	0	0	0	62	57	6	2	0	0	0	65
12:30	60	2	0	1	1	0	64	72	5	1	1	0	0	79
12:45	63	5	0	0	0	0	68	61	6	0	0	0	0	67
H/TOT	250	17	2	2	1	0	272	261	20	4	2	0	0	287
13:00	57	3	0	1	0	0	61	67	6	1	1	0	0	75
13:15	49	6	0	0	0	0	55	49	3	1	0	0	0	53
13:30	54	5	1	1	1	0	62	50	7	0	1	0	0	58
13:45	43	8	0	0	0	0	51	48	3	0	0	1	0	52
H/TOT	203	22	1	2	1	0	229	214	19	2	2	1	0	238
14:00	49	4	1	1	0	0	55	57	3	0	1	0	0	61
14:15	54	3	0	0	0	0	57	52	6	0	0	0	0	58
14:30	46	3	0	1	1	0	51	51	4	0	1	2	0	58
14:45	24	5	0	0	0	0	29	45	5	0	0	0	0	50
H/TOT	173	15	1	2	1	0	192	205	18	0	2	2	0	227
P/TOT	866	81	6	8	4	0	965	930	79	10	8	5	0	1032



9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT

SITE: 1

DAY: Tuesday

LOCATION: Barnsley Road/B6098

DATE: 12/03/2019

TIME	A - C						TOT	A - B						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
07:00	6	0	1	1	0	0	8	7	0	1	0	0	0	8
07:15	9	3	0	0	0	0	12	9	3	1	0	0	0	13
07:30	17	1	3	1	0	0	22	11	2	2	1	0	0	16
07:45	19	4	0	0	0	0	23	10	4	0	0	0	0	14
H/TOT	51	8	4	2	0	0	65	37	9	4	1	0	0	51
08:00	30	0	0	1	0	0	31	8	2	0	1	0	0	11
08:15	27	1	1	0	0	0	29	9	1	2	0	0	0	12
08:30	18	2	1	0	0	0	21	12	6	0	0	0	0	18
08:45	17	3	1	1	0	0	22	13	1	1	0	0	0	15
H/TOT	92	6	3	2	0	0	103	42	10	3	1	0	0	56
09:00	15	1	1	0	0	0	17	9	2	0	0	0	0	11
09:15	12	1	0	1	0	0	14	4	2	3	0	0	0	9
09:30	13	1	1	1	0	0	16	8	2	0	0	0	0	10
09:45	15	3	0	0	0	0	18	6	2	2	1	0	0	11
H/TOT	55	6	2	2	0	0	65	27	8	5	1	0	0	41
P/TOT	198	20	9	6	0	0	233	106	27	12	3	0	0	148

TIME	A - C						TOT	A - B						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
16:00	18	0	0	0	0	0	18	21	5	0	0	0	0	26
16:15	22	4	1	1	0	0	28	20	6	0	0	0	1	27
16:30	23	4	0	0	0	0	27	17	7	2	0	0	0	26
16:45	14	2	0	1	1	0	18	17	3	1	0	0	0	21
H/TOT	77	10	1	2	1	0	91	75	21	3	0	0	1	100
17:00	36	2	0	0	0	0	38	29	8	0	0	0	0	37
17:15	21	0	0	1	1	0	23	28	6	2	1	0	0	37
17:30	12	1	1	0	0	0	14	23	1	0	0	0	0	24
17:45	18	1	1	1	0	0	21	30	7	2	0	0	0	39
H/TOT	87	4	2	2	1	0	96	110	22	4	1	0	0	137
18:00	17	2	0	0	0	0	19	23	3	1	0	0	0	27
18:15	9	2	0	1	0	0	12	19	1	0	0	0	0	20
18:30	12	3	0	0	0	0	15	11	0	0	0	0	0	11
18:45	12	0	0	1	0	0	13	7	1	0	0	0	0	8
H/TOT	50	7	0	2	0	0	59	60	5	1	0	0	0	66
P/TOT	214	21	3	6	2	0	246	245	48	8	1	0	1	303



9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT

SITE: 1

DAY: Tuesday

LOCATION: Barnsley Road/B6098

DATE: 12/03/2019

TIME	B - A						TOT	B - C						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
07:00	19	7	3	0	0	0	29	32	3	0	3	1	0	39
07:15	21	2	0	0	0	0	23	34	4	3	1	0	0	42
07:30	17	9	2	0	0	0	28	48	6	1	3	0	0	58
07:45	21	3	2	0	0	0	26	58	3	1	1	1	0	64
H/TOT	78	21	7	0	0	0	106	172	16	5	8	2	0	203
08:00	15	4	0	0	0	0	19	72	5	3	3	0	0	83
08:15	23	3	2	0	0	0	28	68	8	2	1	0	0	79
08:30	24	4	0	0	0	0	28	47	9	1	3	0	0	60
08:45	20	3	0	1	0	0	24	69	7	2	1	0	0	79
H/TOT	82	14	2	1	0	0	99	256	29	8	8	0	0	301
09:00	17	2	0	0	0	0	19	77	7	4	2	0	0	90
09:15	13	4	4	0	0	0	21	39	3	1	1	0	0	44
09:30	10	5	1	0	0	0	16	39	4	3	2	1	0	49
09:45	10	2	2	0	0	0	14	37	3	2	1	0	0	43
H/TOT	50	13	7	0	0	0	70	192	17	10	6	1	0	226
P/TOT	210	48	16	1	0	0	275	620	62	23	22	3	0	730

TIME	B - A						TOT	B - C						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
16:00	14	2	1	1	0	0	18	58	5	0	2	0	0	65
16:15	8	1	0	1	0	0	10	48	6	1	1	0	0	56
16:30	13	1	0	0	0	0	14	46	7	2	1	0	0	56
16:45	16	0	0	0	1	0	17	59	5	0	2	2	0	68
H/TOT	51	4	1	2	1	0	59	211	23	3	6	2	0	245
17:00	15	1	0	0	0	0	16	62	5	1	2	0	1	71
17:15	21	2	0	0	0	0	23	55	3	1	1	0	1	61
17:30	15	2	0	0	0	0	17	56	4	2	1	0	0	63
17:45	15	3	0	0	0	0	18	68	6	0	2	0	0	76
H/TOT	66	8	0	0	0	0	74	241	18	4	6	0	2	271
18:00	10	2	1	0	0	0	13	45	4	0	2	0	0	51
18:15	8	5	0	0	0	0	13	53	5	0	1	0	0	59
18:30	5	0	0	0	0	0	5	45	0	0	0	0	0	45
18:45	6	1	0	0	0	0	7	34	2	0	1	0	0	37
H/TOT	29	8	1	0	0	0	38	177	11	0	4	0	0	192
P/TOT	146	20	2	2	1	0	171	629	52	7	16	2	2	708



9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT

SITE: 1

DAY: Tuesday

LOCATION: Barnsley Road/B6098

DATE: 12/03/2019

TIME	C - B						TOT	C - A						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
07:00	28	6	2	3	2	0	41	12	4	1	1	1	0	19
07:15	40	5	2	1	0	0	48	16	1	0	0	0	0	17
07:30	40	5	0	1	0	0	46	18	4	1	1	0	0	24
07:45	51	8	1	0	0	1	61	27	2	1	0	0	0	30
H/TOT	159	24	5	5	2	1	196	73	11	3	2	1	0	90
08:00	56	2	1	3	1	0	63	19	0	1	0	1	0	21
08:15	44	3	0	0	0	0	47	14	1	1	1	0	1	18
08:30	52	7	0	2	0	0	61	16	2	0	0	0	0	18
08:45	58	5	3	1	0	0	67	19	0	1	1	0	0	21
H/TOT	210	17	4	6	1	0	238	68	3	3	2	1	1	78
09:00	42	6	2	2	0	1	53	15	2	2	0	0	0	19
09:15	53	3	3	1	0	0	60	19	2	1	1	0	0	23
09:30	40	9	1	2	0	0	52	14	1	2	0	0	0	17
09:45	51	5	7	1	0	0	64	17	1	1	1	0	0	20
H/TOT	186	23	13	6	0	1	229	65	6	6	2	0	0	79
P/TOT	555	64	22	17	3	2	663	206	20	12	6	2	1	247

TIME	C - B						TOT	C - A						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
16:00	68	6	2	4	0	0	80	18	5	2	1	0	0	26
16:15	64	4	1	1	0	1	71	19	1	0	0	0	0	20
16:30	50	7	2	1	0	0	60	19	1	0	1	0	0	21
16:45	68	10	1	2	0	0	81	21	4	4	0	0	0	29
H/TOT	250	27	6	8	0	1	292	77	11	6	2	0	0	96
17:00	61	2	2	2	0	0	67	19	1	1	1	0	0	22
17:15	69	6	0	0	0	0	75	18	0	0	0	0	0	18
17:30	60	1	2	3	2	0	68	25	3	1	1	0	0	30
17:45	50	2	3	0	1	0	56	14	1	1	0	0	0	16
H/TOT	240	11	7	5	3	0	266	76	5	3	2	0	0	86
18:00	66	2	0	3	0	0	71	17	0	0	1	0	0	18
18:15	58	7	0	0	1	0	66	18	1	1	0	0	0	20
18:30	70	2	1	3	0	0	76	14	1	0	1	0	0	16
18:45	45	4	1	0	0	0	50	7	1	0	0	0	0	8
H/TOT	239	15	2	6	1	0	263	56	3	1	2	0	0	62
P/TOT	729	53	15	19	4	1	821	209	19	10	6	0	0	244



**9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT**

SITE: 1

DAY: Tuesday

LOCATION: Barnsley Road/B6098

DATE: 12/03/2019

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
07:00	31	11	4	1	1	0	48	13	0	2	1	0	0	16
07:15	37	3	0	0	0	0	40	18	6	1	0	0	0	25
07:30	35	13	3	1	0	0	52	28	3	5	2	0	0	38
07:45	48	5	3	0	0	0	56	29	8	0	0	0	0	37
H/TOT	151	32	10	2	1	0	196	88	17	8	3	0	0	116
08:00	34	4	1	0	1	0	40	38	2	0	2	0	0	42
08:15	37	4	3	1	0	1	46	36	2	3	0	0	0	41
08:30	40	6	0	0	0	0	46	30	8	1	0	0	0	39
08:45	39	3	1	2	0	0	45	30	4	2	1	0	0	37
H/TOT	150	17	5	3	1	1	177	134	16	6	3	0	0	159
09:00	32	4	2	0	0	0	38	24	3	1	0	0	0	28
09:15	32	6	5	1	0	0	44	16	3	3	1	0	0	23
09:30	24	6	3	0	0	0	33	21	3	1	1	0	0	26
09:45	27	3	3	1	0	0	34	21	5	2	1	0	0	29
H/TOT	115	19	13	2	0	0	149	82	14	7	3	0	0	106
P/TOT	416	68	28	7	2	1	522	304	47	21	9	0	0	381

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
16:00	32	7	3	2	0	0	44	39	5	0	0	0	0	44
16:15	27	2	0	1	0	0	30	42	10	1	1	0	1	55
16:30	32	2	0	1	0	0	35	40	11	2	0	0	0	53
16:45	37	4	4	0	1	0	46	31	5	1	1	1	0	39
H/TOT	128	15	7	4	1	0	155	152	31	4	2	1	1	191
17:00	34	2	1	1	0	0	38	65	10	0	0	0	0	75
17:15	39	2	0	0	0	0	41	49	6	2	2	1	0	60
17:30	40	5	1	1	0	0	47	35	2	1	0	0	0	38
17:45	29	4	1	0	0	0	34	48	8	3	1	0	0	60
H/TOT	142	13	3	2	0	0	160	197	26	6	3	1	0	233
18:00	27	2	1	1	0	0	31	40	5	1	0	0	0	46
18:15	26	6	1	0	0	0	33	28	3	0	1	0	0	32
18:30	19	1	0	1	0	0	21	23	3	0	0	0	0	26
18:45	13	2	0	0	0	0	15	19	1	0	1	0	0	21
H/TOT	85	11	2	2	0	0	100	110	12	1	2	0	0	125
P/TOT	355	39	12	8	1	0	415	459	69	11	7	2	1	549



**9640 / GOLDTHORPE
MARCH 19
MANUAL CLASSIFIED COUNT**

SITE: 1

DAY: Tuesday

LOCATION: Barnsley Road/B6098

DATE: 12/03/2019

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
07:00	35	6	3	3	2	0	49	51	10	3	3	1	0	68
07:15	49	8	3	1	0	0	61	55	6	3	1	0	0	65
07:30	51	7	2	2	0	0	62	65	15	3	3	0	0	86
07:45	61	12	1	0	0	1	75	79	6	3	1	1	0	90
H/TOT	196	33	9	6	2	1	247	250	37	12	8	2	0	309
08:00	64	4	1	4	1	0	74	87	9	3	3	0	0	102
08:15	53	4	2	0	0	0	59	91	11	4	1	0	0	107
08:30	64	13	0	2	0	0	79	71	13	1	3	0	0	88
08:45	71	6	4	1	0	0	82	89	10	2	2	0	0	103
H/TOT	252	27	7	7	1	0	294	338	43	10	9	0	0	400
09:00	51	8	2	2	0	1	64	94	9	4	2	0	0	109
09:15	57	5	6	1	0	0	69	52	7	5	1	0	0	65
09:30	48	11	1	2	0	0	62	49	9	4	2	1	0	65
09:45	57	7	9	2	0	0	75	47	5	4	1	0	0	57
H/TOT	213	31	18	7	0	1	270	242	30	17	6	1	0	296
P/TOT	661	91	34	20	3	2	811	830	110	39	23	3	0	1005

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
16:00	89	11	2	4	0	0	106	72	7	1	3	0	0	83
16:15	84	10	1	1	0	2	98	56	7	1	2	0	0	66
16:30	67	14	4	1	0	0	86	59	8	2	1	0	0	70
16:45	85	13	2	2	0	0	102	75	5	0	2	3	0	85
H/TOT	325	48	9	8	0	2	392	262	27	4	8	3	0	304
17:00	90	10	2	2	0	0	104	77	6	1	2	0	1	87
17:15	97	12	2	1	0	0	112	76	5	1	1	0	1	84
17:30	83	2	2	3	2	0	92	71	6	2	1	0	0	80
17:45	80	9	5	0	1	0	95	83	9	0	2	0	0	94
H/TOT	350	33	11	6	3	0	403	307	26	4	6	0	2	345
18:00	89	5	1	3	0	0	98	55	6	1	2	0	0	64
18:15	77	8	0	0	1	0	86	61	10	0	1	0	0	72
18:30	81	2	1	3	0	0	87	50	0	0	0	0	0	50
18:45	52	5	1	0	0	0	58	40	3	0	1	0	0	44
H/TOT	299	20	3	6	1	0	329	206	19	1	4	0	0	230
P/TOT	974	101	23	20	4	2	1124	775	72	9	18	3	2	879

SITE: 1

DAY: Tuesday

LOCATION: Barnsley Road/B6098

DATE: 12/03/2019

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
07:00	38	3	1	4	1	0	47	40	10	3	4	3	0	60
07:15	43	7	3	1	0	0	54	56	6	2	1	0	0	65
07:30	65	7	4	4	0	0	80	58	9	1	2	0	0	70
07:45	77	7	1	1	1	0	87	78	10	2	0	0	1	91
H/TOT	223	24	9	10	2	0	268	232	35	8	7	3	1	286
08:00	102	5	3	4	0	0	114	75	2	2	3	2	0	84
08:15	95	9	3	1	0	0	108	58	4	1	1	0	1	65
08:30	65	11	2	3	0	0	81	68	9	0	2	0	0	79
08:45	86	10	3	2	0	0	101	77	5	4	2	0	0	88
H/TOT	348	35	11	10	0	0	404	278	20	7	8	2	1	316
09:00	92	8	5	2	0	0	107	57	8	4	2	0	1	72
09:15	51	4	1	2	0	0	58	72	5	4	2	0	0	83
09:30	52	5	4	3	1	0	65	54	10	3	2	0	0	69
09:45	52	6	2	1	0	0	61	68	6	8	2	0	0	84
H/TOT	247	23	12	8	1	0	291	251	29	19	8	0	1	308
P/TOT	818	82	32	28	3	0	963	761	84	34	23	5	3	910

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
16:00	76	5	0	2	0	0	83	86	11	4	5	0	0	106
16:15	70	10	2	2	0	0	84	83	5	1	1	0	1	91
16:30	69	11	2	1	0	0	83	69	8	2	2	0	0	81
16:45	73	7	0	3	3	0	86	89	14	5	2	0	0	110
H/TOT	288	33	4	8	3	0	336	327	38	12	10	0	1	388
17:00	98	7	1	2	0	1	109	80	3	3	3	0	0	89
17:15	76	3	1	2	1	1	84	87	6	0	0	0	0	93
17:30	68	5	3	1	0	0	77	85	4	3	4	2	0	98
17:45	86	7	1	3	0	0	97	64	3	4	0	1	0	72
H/TOT	328	22	6	8	1	2	367	316	16	10	7	3	0	352
18:00	62	6	0	2	0	0	70	83	2	0	4	0	0	89
18:15	62	7	0	2	0	0	71	76	8	1	0	1	0	86
18:30	57	3	0	0	0	0	60	84	3	1	4	0	0	92
18:45	46	2	0	2	0	0	50	52	5	1	0	0	0	58
H/TOT	227	18	0	6	0	0	251	295	18	3	8	1	0	325
P/TOT	843	73	10	22	4	2	954	938	72	25	25	4	1	1065

SITE: 2

DAY: Tuesday

LOCATION: High Street/Doncaster Road/Barnsley Road

DATE: 12/03/2019

TIME	A - C						TOT	A - B						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
07:00	5	0	0	1	0	0	6	31	2	1	3	1	0	38
07:15	4	1	1	0	0	0	6	36	7	1	0	0	0	44
07:30	4	2	0	1	0	0	7	57	3	4	4	0	0	68
07:45	10	5	1	0	0	0	16	65	6	1	1	1	0	74
H/TOT	23	8	2	2	0	0	35	189	18	7	8	2	0	224
08:00	12	1	0	1	0	0	14	63	4	1	3	0	0	71
08:15	12	2	2	0	0	0	16	65	6	3	1	0	0	75
08:30	26	5	0	1	0	0	32	35	4	2	2	0	0	43
08:45	17	5	3	0	0	0	25	46	6	0	2	0	0	54
H/TOT	67	13	5	2	0	0	87	209	20	6	8	0	0	243
09:00	29	5	0	1	0	0	35	42	3	1	0	0	0	46
09:15	22	1	0	0	0	0	23	37	5	2	3	0	0	47
09:30	16	3	2	1	0	0	22	26	2	2	2	1	0	33
09:45	19	3	1	0	0	0	23	23	0	1	0	0	0	24
H/TOT	86	12	3	2	0	0	103	128	10	6	5	1	0	150
P/TOT	176	33	10	6	0	0	225	526	48	19	21	3	0	617

TIME	A - C						TOT	A - B						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
16:00	16	2	0	1	0	0	19	46	3	0	2	0	0	51
16:15	16	3	0	0	0	0	19	49	6	2	2	0	0	59
16:30	20	3	2	0	0	0	25	44	11	0	0	0	1	56
16:45	18	1	0	1	1	0	21	48	4	0	3	2	0	57
H/TOT	70	9	2	2	1	0	84	187	24	2	7	2	1	223
17:00	14	0	1	1	0	1	17	71	7	0	0	0	0	78
17:15	16	0	0	0	0	1	17	54	4	1	3	1	0	63
17:30	22	2	1	1	0	0	26	46	3	2	0	0	0	51
17:45	24	2	0	0	0	0	26	54	4	1	2	0	0	61
H/TOT	76	4	2	2	0	2	86	225	18	4	5	1	0	253
18:00	17	2	0	1	1	0	21	40	4	0	2	0	0	46
18:15	12	3	0	0	0	0	15	52	5	0	2	0	0	59
18:30	14	0	0	0	0	0	14	39	4	0	0	0	0	43
18:45	22	0	0	0	0	0	22	24	3	0	2	0	0	29
H/TOT	65	5	0	1	1	0	72	155	16	0	6	0	0	177
P/TOT	211	18	4	5	2	2	242	567	58	6	18	3	1	653

SITE: 2

DAY: Tuesday

LOCATION: High Street/Doncaster Road/Barnsley Road

DATE: 12/03/2019

TIME	B - A						TOT	B - C						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
07:00	33	11	3	3	2	0	52	11	4	0	0	0	0	15
07:15	41	7	1	1	0	0	50	19	5	0	0	0	0	24
07:30	45	10	1	1	0	0	57	19	8	2	0	0	0	29
07:45	57	9	2	0	0	0	68	25	3	0	0	0	0	28
H/TOT	176	37	7	5	2	0	227	74	20	2	0	0	0	96
08:00	57	2	2	2	1	0	64	27	4	2	0	0	0	33
08:15	46	3	1	1	0	0	51	31	6	3	0	0	0	40
08:30	42	4	0	1	0	0	47	44	3	0	0	0	0	47
08:45	42	4	3	2	0	0	51	33	1	0	0	0	0	34
H/TOT	187	13	6	6	1	0	213	135	14	5	0	0	0	154
09:00	41	3	2	2	0	0	48	25	9	1	0	0	0	35
09:15	40	4	3	1	0	0	48	22	3	1	0	0	0	26
09:30	38	7	2	1	0	0	48	19	2	3	0	0	0	24
09:45	41	1	2	2	0	0	46	26	2	2	0	0	0	30
H/TOT	160	15	9	6	0	0	190	92	16	7	0	0	0	115
P/TOT	523	65	22	17	3	0	630	301	50	14	0	0	0	365

TIME	B - A						TOT	B - C						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
16:00	51	9	2	1	0	0	63	35	4	2	1	0	0	42
16:15	50	3	0	1	0	0	54	30	4	2	0	0	0	36
16:30	45	7	1	2	0	0	55	42	4	0	0	0	0	46
16:45	55	11	5	1	0	0	72	29	6	0	0	0	1	36
H/TOT	201	30	8	5	0	0	244	136	18	4	1	0	1	160
17:00	45	2	1	2	0	0	50	46	4	1	0	0	0	51
17:15	55	3	0	0	1	0	59	40	3	0	0	0	0	43
17:30	56	5	1	3	0	0	65	30	3	0	0	0	0	33
17:45	49	1	4	0	0	0	54	30	2	0	0	0	0	32
H/TOT	205	11	6	5	1	0	228	146	12	1	0	0	0	159
18:00	53	3	0	3	0	0	59	33	4	0	0	0	0	37
18:15	53	8	1	1	0	0	63	26	0	0	0	0	0	26
18:30	55	4	0	2	0	0	61	29	0	0	0	0	0	29
18:45	30	5	0	0	0	0	35	24	0	0	0	1	0	25
H/TOT	191	20	1	6	0	0	218	112	4	0	0	1	0	117
P/TOT	597	61	15	16	1	0	690	394	34	5	1	1	1	436

SITE: 2

DAY: Tuesday

LOCATION: High Street/Doncaster Road/Barnsley Road

DATE: 12/03/2019

TIME	C - B						TOT	C - A						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
07:00	15	1	0	0	0	0	16	6	1	0	1	1	0	9
07:15	19	3	0	0	0	0	22	10	0	1	0	0	0	11
07:30	30	8	1	0	0	0	39	12	0	0	1	0	0	13
07:45	43	4	0	0	0	0	47	14	1	0	0	0	0	15
H/TOT	107	16	1	0	0	0	124	42	2	1	2	1	0	48
08:00	51	1	1	0	0	0	53	10	1	0	1	0	0	12
08:15	49	1	3	0	0	0	53	8	1	0	0	0	0	9
08:30	35	5	2	0	0	0	42	16	3	0	1	0	0	20
08:45	44	3	0	0	0	0	47	18	0	2	0	0	0	20
H/TOT	179	10	6	0	0	0	195	52	5	2	2	0	0	61
09:00	28	5	1	0	0	0	34	16	4	1	0	0	0	21
09:15	16	4	2	0	0	0	22	17	2	1	1	0	0	21
09:30	16	6	3	0	0	0	25	16	2	1	1	0	0	20
09:45	25	3	3	0	0	0	31	16	3	4	0	0	0	23
H/TOT	85	18	9	0	0	0	112	65	11	7	2	0	0	85
P/TOT	371	44	16	0	0	0	431	159	18	10	6	1	0	194

TIME	C - B						TOT	C - A						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
16:00	32	7	0	0	0	0	39	21	4	2	1	0	0	28
16:15	38	11	1	0	0	0	50	25	2	1	0	0	0	28
16:30	23	7	0	0	0	0	30	12	3	0	1	0	0	16
16:45	31	9	0	0	0	0	40	7	4	0	0	0	0	11
H/TOT	124	34	1	0	0	0	159	65	13	3	2	0	0	83
17:00	47	7	0	0	0	0	54	19	2	2	1	0	0	24
17:15	34	5	2	0	0	0	41	24	2	0	0	0	0	26
17:30	28	3	0	0	0	1	32	14	1	2	1	0	0	18
17:45	21	3	1	0	0	1	26	13	1	0	0	0	0	14
H/TOT	130	18	3	0	0	2	153	70	6	4	2	0	0	82
18:00	37	6	0	0	1	0	44	22	0	0	1	0	0	23
18:15	33	1	1	0	1	0	36	16	1	0	0	0	0	17
18:30	20	4	0	0	0	0	24	21	0	1	1	0	0	23
18:45	19	3	0	0	0	0	22	17	1	0	0	0	0	18
H/TOT	109	14	1	0	2	0	126	76	2	1	2	0	0	81
P/TOT	363	66	5	0	2	2	438	211	21	8	6	0	0	246

SITE: 2

DAY: Tuesday

LOCATION: High Street/Doncaster Road/Barnsley Road

DATE: 12/03/2019

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
07:00	39	12	3	4	3	0	61	36	2	1	4	1	0	44
07:15	51	7	2	1	0	0	61	40	8	2	0	0	0	50
07:30	57	10	1	2	0	0	70	61	5	4	5	0	0	75
07:45	71	10	2	0	0	0	83	75	11	2	1	1	0	90
H/TOT	218	39	8	7	3	0	275	212	26	9	10	2	0	259
08:00	67	3	2	3	1	0	76	75	5	1	4	0	0	85
08:15	54	4	1	1	0	0	60	77	8	5	1	0	0	91
08:30	58	7	0	2	0	0	67	61	9	2	3	0	0	75
08:45	60	4	5	2	0	0	71	63	11	3	2	0	0	79
H/TOT	239	18	8	8	1	0	274	276	33	11	10	0	0	330
09:00	57	7	3	2	0	0	69	71	8	1	1	0	0	81
09:15	57	6	4	2	0	0	69	59	6	2	3	0	0	70
09:30	54	9	3	2	0	0	68	42	5	4	3	1	0	55
09:45	57	4	6	2	0	0	69	42	3	2	0	0	0	47
H/TOT	225	26	16	8	0	0	275	214	22	9	7	1	0	253
P/TOT	682	83	32	23	4	0	824	702	81	29	27	3	0	842

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
16:00	72	13	4	2	0	0	91	62	5	0	3	0	0	70
16:15	75	5	1	1	0	0	82	65	9	2	2	0	0	78
16:30	57	10	1	3	0	0	71	64	14	2	0	0	1	81
16:45	62	15	5	1	0	0	83	66	5	0	4	3	0	78
H/TOT	266	43	11	7	0	0	327	257	33	4	9	3	1	307
17:00	64	4	3	3	0	0	74	85	7	1	1	0	1	95
17:15	79	5	0	0	1	0	85	70	4	1	3	1	1	80
17:30	70	6	3	4	0	0	83	68	5	3	1	0	0	77
17:45	62	2	4	0	0	0	68	78	6	1	2	0	0	87
H/TOT	275	17	10	7	1	0	310	301	22	6	7	1	2	339
18:00	75	3	0	4	0	0	82	57	6	0	3	1	0	67
18:15	69	9	1	1	0	0	80	64	8	0	2	0	0	74
18:30	76	4	1	3	0	0	84	53	4	0	0	0	0	57
18:45	47	6	0	0	0	0	53	46	3	0	2	0	0	51
H/TOT	267	22	2	8	0	0	299	220	21	0	7	1	0	249
P/TOT	808	82	23	22	1	0	936	778	76	10	23	5	3	895

SITE: 2

DAY: Tuesday

LOCATION: High Street/Doncaster Road/Barnsley Road

DATE: 12/03/2019

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
07:00	46	3	1	3	1	0	54	44	15	3	3	2	0	67
07:15	55	10	1	0	0	0	66	60	12	1	1	0	0	74
07:30	87	11	5	4	0	0	107	64	18	3	1	0	0	86
07:45	108	10	1	1	1	0	121	82	12	2	0	0	0	96
H/TOT	296	34	8	8	2	0	348	250	57	9	5	2	0	323
08:00	114	5	2	3	0	0	124	84	6	4	2	1	0	97
08:15	114	7	6	1	0	0	128	77	9	4	1	0	0	91
08:30	70	9	4	2	0	0	85	86	7	0	1	0	0	94
08:45	90	9	0	2	0	0	101	75	5	3	2	0	0	85
H/TOT	388	30	12	8	0	0	438	322	27	11	6	1	0	367
09:00	70	8	2	0	0	0	80	66	12	3	2	0	0	83
09:15	53	9	4	3	0	0	69	62	7	4	1	0	0	74
09:30	42	8	5	2	1	0	58	57	9	5	1	0	0	72
09:45	48	3	4	0	0	0	55	67	3	4	2	0	0	76
H/TOT	213	28	15	5	1	0	262	252	31	16	6	0	0	305
P/TOT	897	92	35	21	3	0	1048	824	115	36	17	3	0	995

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
16:00	78	10	0	2	0	0	90	86	13	4	2	0	0	105
16:15	87	17	3	2	0	0	109	80	7	2	1	0	0	90
16:30	67	18	0	0	0	1	86	87	11	1	2	0	0	101
16:45	79	13	0	3	2	0	97	84	17	5	1	0	1	108
H/TOT	311	58	3	7	2	1	382	337	48	12	6	0	1	404
17:00	118	14	0	0	0	0	132	91	6	2	2	0	0	101
17:15	88	9	3	3	1	0	104	95	6	0	0	1	0	102
17:30	74	6	2	0	0	1	83	86	8	1	3	0	0	98
17:45	75	7	2	2	0	1	87	79	3	4	0	0	0	86
H/TOT	355	36	7	5	1	2	406	351	23	7	5	1	0	387
18:00	77	10	0	2	1	0	90	86	7	0	3	0	0	96
18:15	85	6	1	2	1	0	95	79	8	1	1	0	0	89
18:30	59	8	0	0	0	0	67	84	4	0	2	0	0	90
18:45	43	6	0	2	0	0	51	54	5	0	0	1	0	60
H/TOT	264	30	1	6	2	0	303	303	24	1	6	1	0	335
P/TOT	930	124	11	18	5	3	1091	991	95	20	17	2	1	1126

SITE: 2

DAY: Tuesday

LOCATION: High Street/Doncaster Road/Barnsley Road

DATE: 12/03/2019

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
07:00	16	4	0	1	0	0	21	21	2	0	1	1	0	25
07:15	23	6	1	0	0	0	30	29	3	1	0	0	0	33
07:30	23	10	2	1	0	0	36	42	8	1	1	0	0	52
07:45	35	8	1	0	0	0	44	57	5	0	0	0	0	62
H/TOT	97	28	4	2	0	0	131	149	18	2	2	1	0	172
08:00	39	5	2	1	0	0	47	61	2	1	1	0	0	65
08:15	43	8	5	0	0	0	56	57	2	3	0	0	0	62
08:30	70	8	0	1	0	0	79	51	8	2	1	0	0	62
08:45	50	6	3	0	0	0	59	62	3	2	0	0	0	67
H/TOT	202	27	10	2	0	0	241	231	15	8	2	0	0	256
09:00	54	14	1	1	0	0	70	44	9	2	0	0	0	55
09:15	44	4	1	0	0	0	49	33	6	3	1	0	0	43
09:30	35	5	5	1	0	0	46	32	8	4	1	0	0	45
09:45	45	5	3	0	0	0	53	41	6	7	0	0	0	54
H/TOT	178	28	10	2	0	0	218	150	29	16	2	0	0	197
P/TOT	477	83	24	6	0	0	590	530	62	26	6	1	0	625

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
16:00	51	6	2	2	0	0	61	53	11	2	1	0	0	67
16:15	46	7	2	0	0	0	55	63	13	2	0	0	0	78
16:30	62	7	2	0	0	0	71	35	10	0	1	0	0	46
16:45	47	7	0	1	1	1	57	38	13	0	0	0	0	51
H/TOT	206	27	6	3	1	1	244	189	47	4	2	0	0	242
17:00	60	4	2	1	0	1	68	66	9	2	1	0	0	78
17:15	56	3	0	0	0	1	60	58	7	2	0	0	0	67
17:30	52	5	1	1	0	0	59	42	4	2	1	0	1	50
17:45	54	4	0	0	0	0	58	34	4	1	0	0	1	40
H/TOT	222	16	3	2	0	2	245	200	24	7	2	0	2	235
18:00	50	6	0	1	1	0	58	59	6	0	1	1	0	67
18:15	38	3	0	0	0	0	41	49	2	1	0	1	0	53
18:30	43	0	0	0	0	0	43	41	4	1	1	0	0	47
18:45	46	0	0	0	1	0	47	36	4	0	0	0	0	40
H/TOT	177	9	0	1	2	0	189	185	16	2	2	2	0	207
P/TOT	605	52	9	6	3	3	678	574	87	13	6	2	2	684



Appendix C

TRICS Outputs

Calculation Reference: AUDIT-640801-180508-0512

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	HE	HEREFORDSHIRE 1 days
09	NORTH	
	CB	CUMBRIA 1 days
11	SCOTLAND	
	EB	CITY OF EDINBURGH 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 714 to 2500 (units: sqm)
 Range Selected by User: 697 to 2788 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 17/09/16

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

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

Selected Location Sub Categories:

Retail Zone	1
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

A1	3 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CB-01-G-02	STAPLES	CUMBRIA
	JAMES STREET		
	CARLISLE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: FRIDAY	05/02/10	Survey Type: MANUAL
2	EB-01-G-01	PETS AT HOME	CITY OF EDINBURGH
	GYLEMUIR ROAD		
	THE GYLE		
	EDINBURGH		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	932 sqm	
	Survey date: WEDNESDAY	27/10/10	Survey Type: MANUAL
3	HE-01-G-01	PETS AT HOME	HEREFORDSHIRE
	COMMERCIAL ROAD		
	HEREFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	714 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.093	2	1607	0.000	2	1607	0.093
08:00 - 09:00	3	1382	0.531	3	1382	0.386	3	1382	0.917
09:00 - 10:00	3	1382	1.905	3	1382	1.664	3	1382	3.569
10:00 - 11:00	3	1382	1.954	3	1382	1.833	3	1382	3.787
11:00 - 12:00	3	1382	2.050	3	1382	1.857	3	1382	3.907
12:00 - 13:00	3	1382	2.822	3	1382	2.171	3	1382	4.993
13:00 - 14:00	3	1382	2.340	3	1382	2.364	3	1382	4.704
14:00 - 15:00	3	1382	2.315	3	1382	2.002	3	1382	4.317
15:00 - 16:00	3	1382	2.388	3	1382	2.629	3	1382	5.017
16:00 - 17:00	3	1382	2.291	3	1382	2.364	3	1382	4.655
17:00 - 18:00	3	1382	1.809	3	1382	2.147	3	1382	3.956
18:00 - 19:00	3	1382	1.302	3	1382	1.495	3	1382	2.797
19:00 - 20:00	3	1382	0.579	3	1382	1.110	3	1382	1.689
20:00 - 21:00	3	1382	0.000	3	1382	0.241	3	1382	0.241
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	22.379			22.263			44.642		

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

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

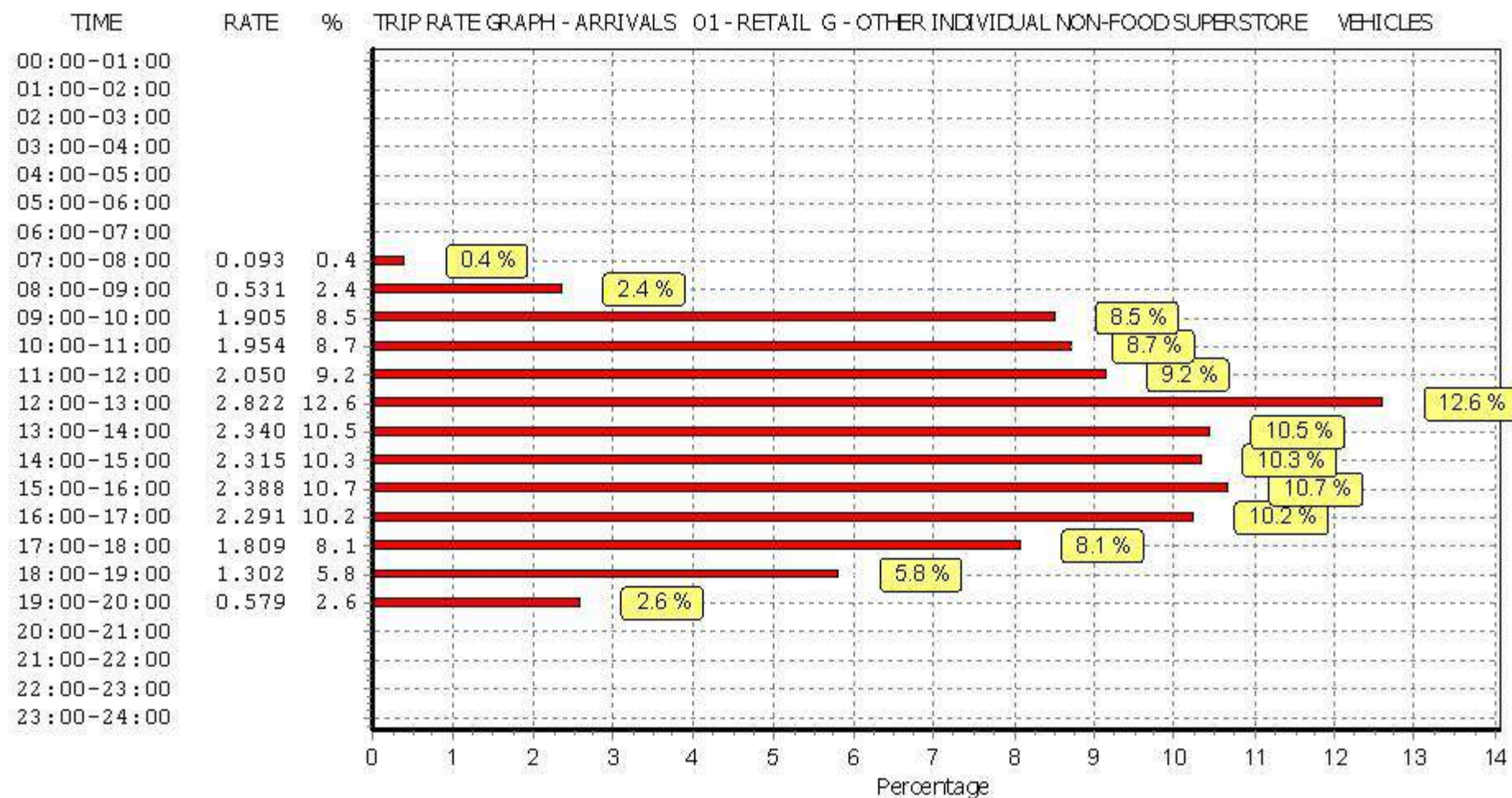
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

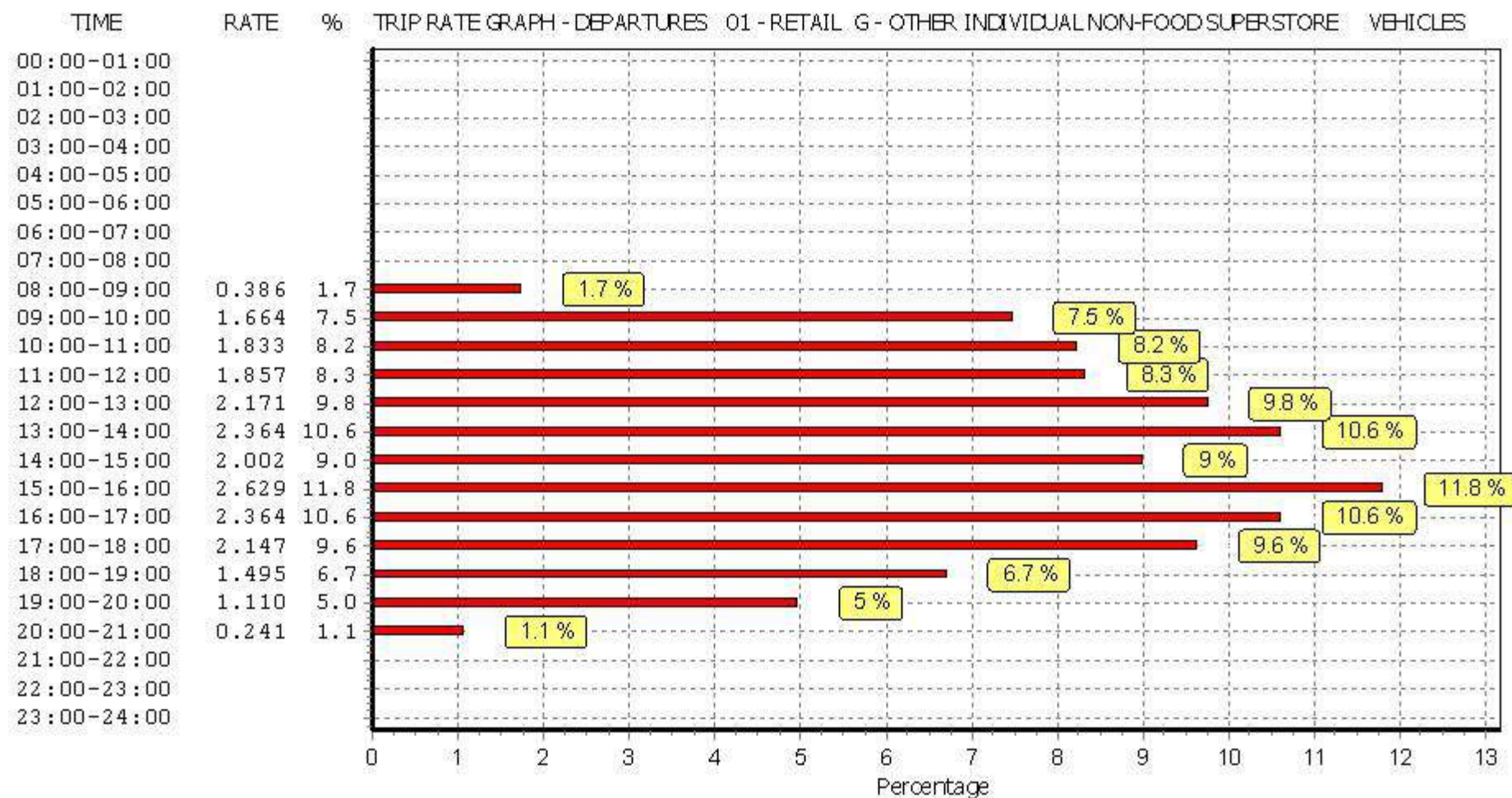
Parameter summary

Trip rate parameter range selected:	714 - 2500 (units: sqm)
Survey date date range:	01/01/10 - 17/09/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

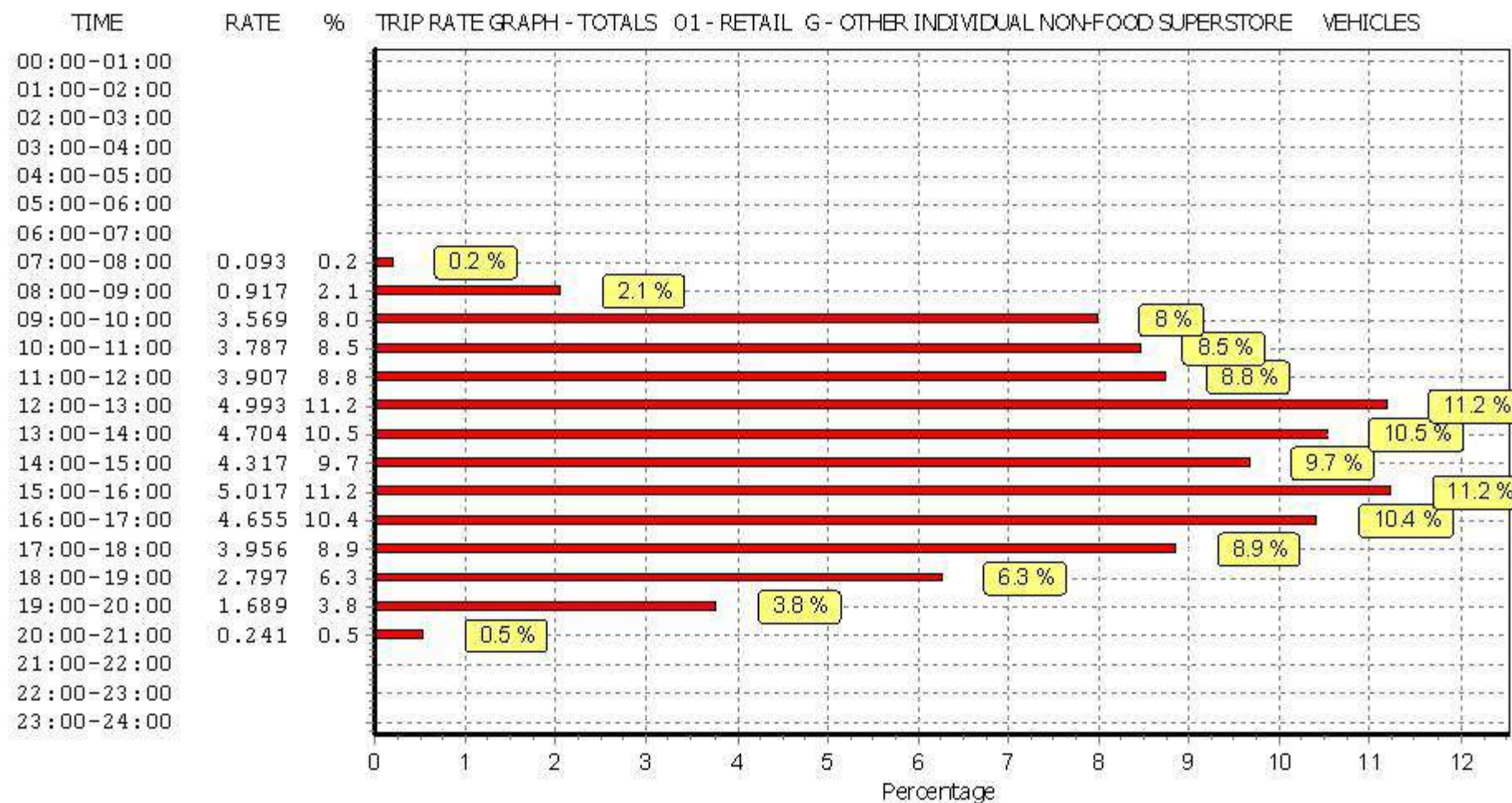
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.000	2	1607	0.000	2	1607	0.000
08:00 - 09:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
09:00 - 10:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
10:00 - 11:00	3	1382	0.024	3	1382	0.000	3	1382	0.024
11:00 - 12:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
12:00 - 13:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
13:00 - 14:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
14:00 - 15:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
15:00 - 16:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
16:00 - 17:00	3	1382	0.000	3	1382	0.024	3	1382	0.024
17:00 - 18:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
18:00 - 19:00	3	1382	0.024	3	1382	0.024	3	1382	0.048
19:00 - 20:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
20:00 - 21:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

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

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

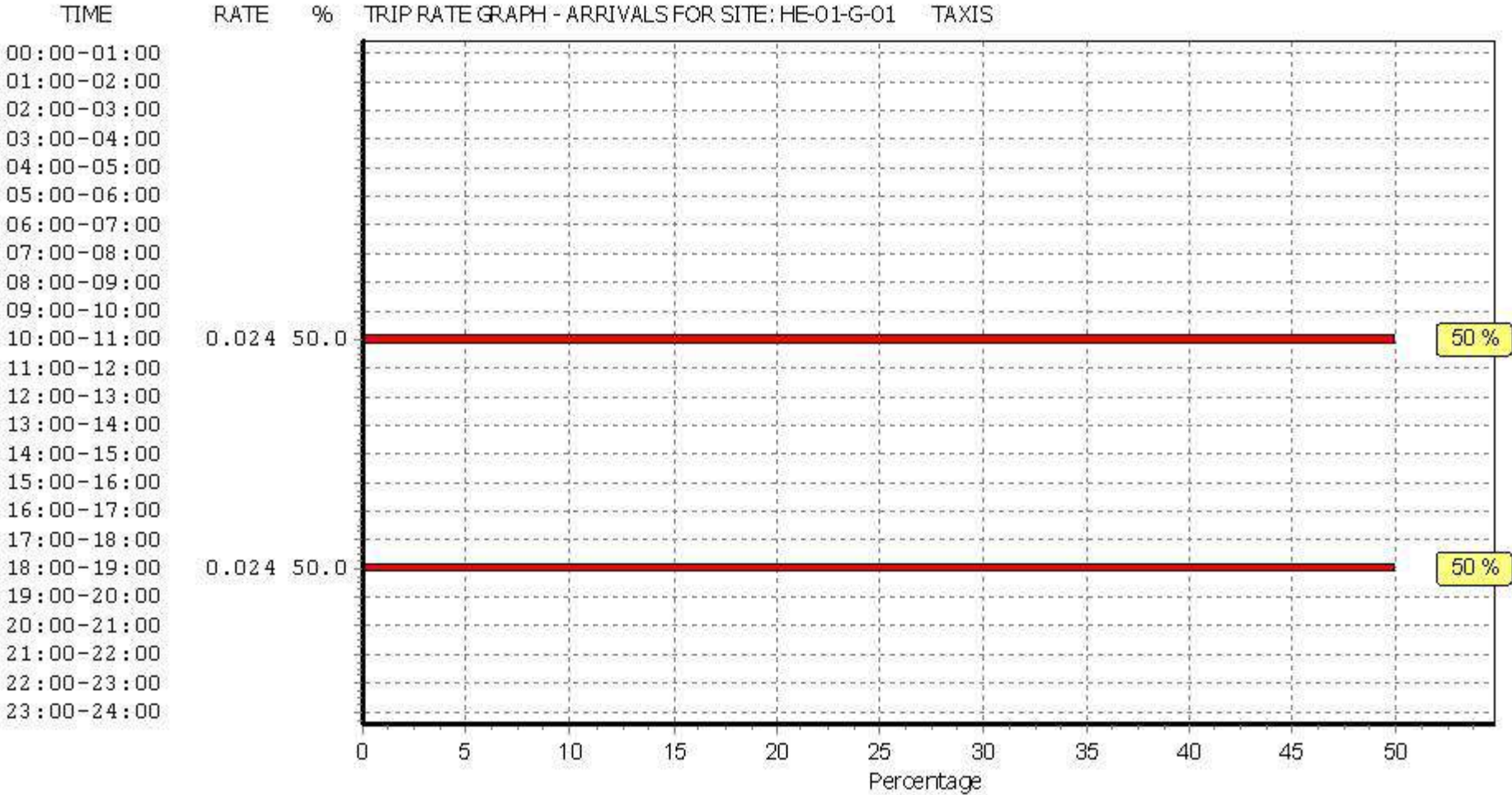
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

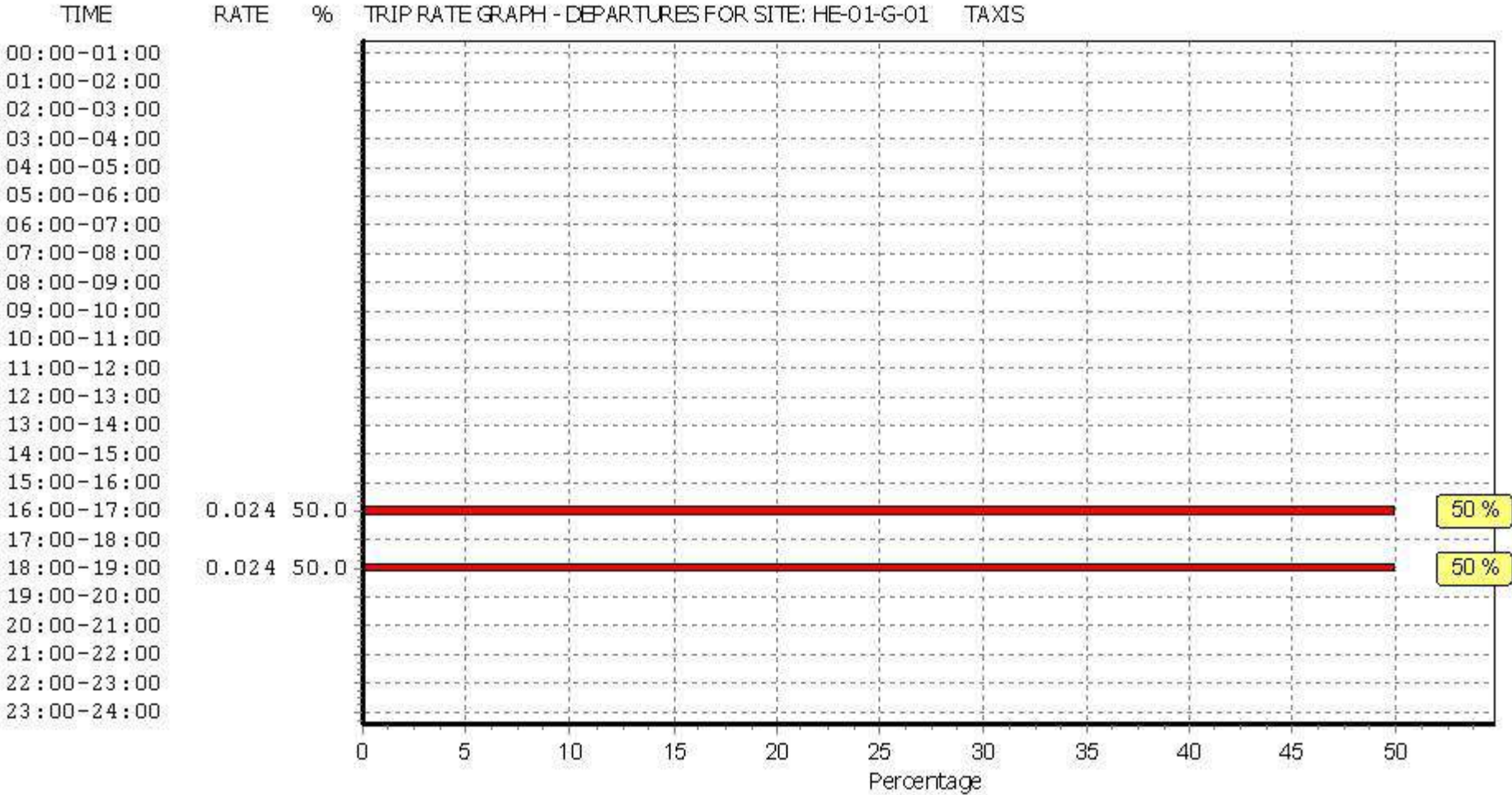
Parameter summary

Trip rate parameter range selected:	714 - 2500 (units: sqm)
Survey date range:	01/01/10 - 17/09/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

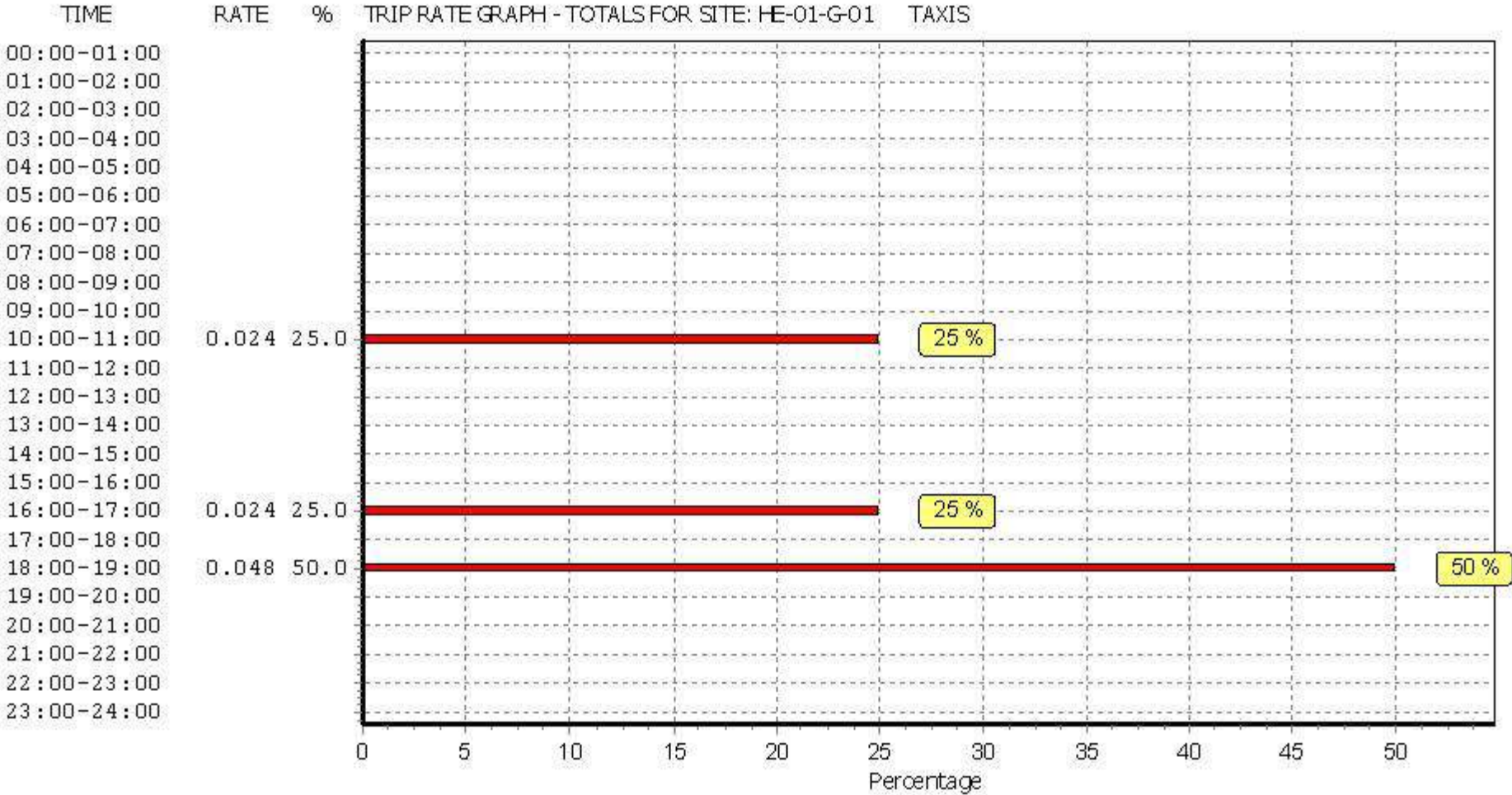
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.000	2	1607	0.000	2	1607	0.000
08:00 - 09:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
09:00 - 10:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
10:00 - 11:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
11:00 - 12:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
12:00 - 13:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
13:00 - 14:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
14:00 - 15:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
15:00 - 16:00	3	1382	0.048	3	1382	0.048	3	1382	0.096
16:00 - 17:00	3	1382	0.024	3	1382	0.024	3	1382	0.048
17:00 - 18:00	3	1382	0.024	3	1382	0.024	3	1382	0.048
18:00 - 19:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
19:00 - 20:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
20:00 - 21:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.096			0.192

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

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

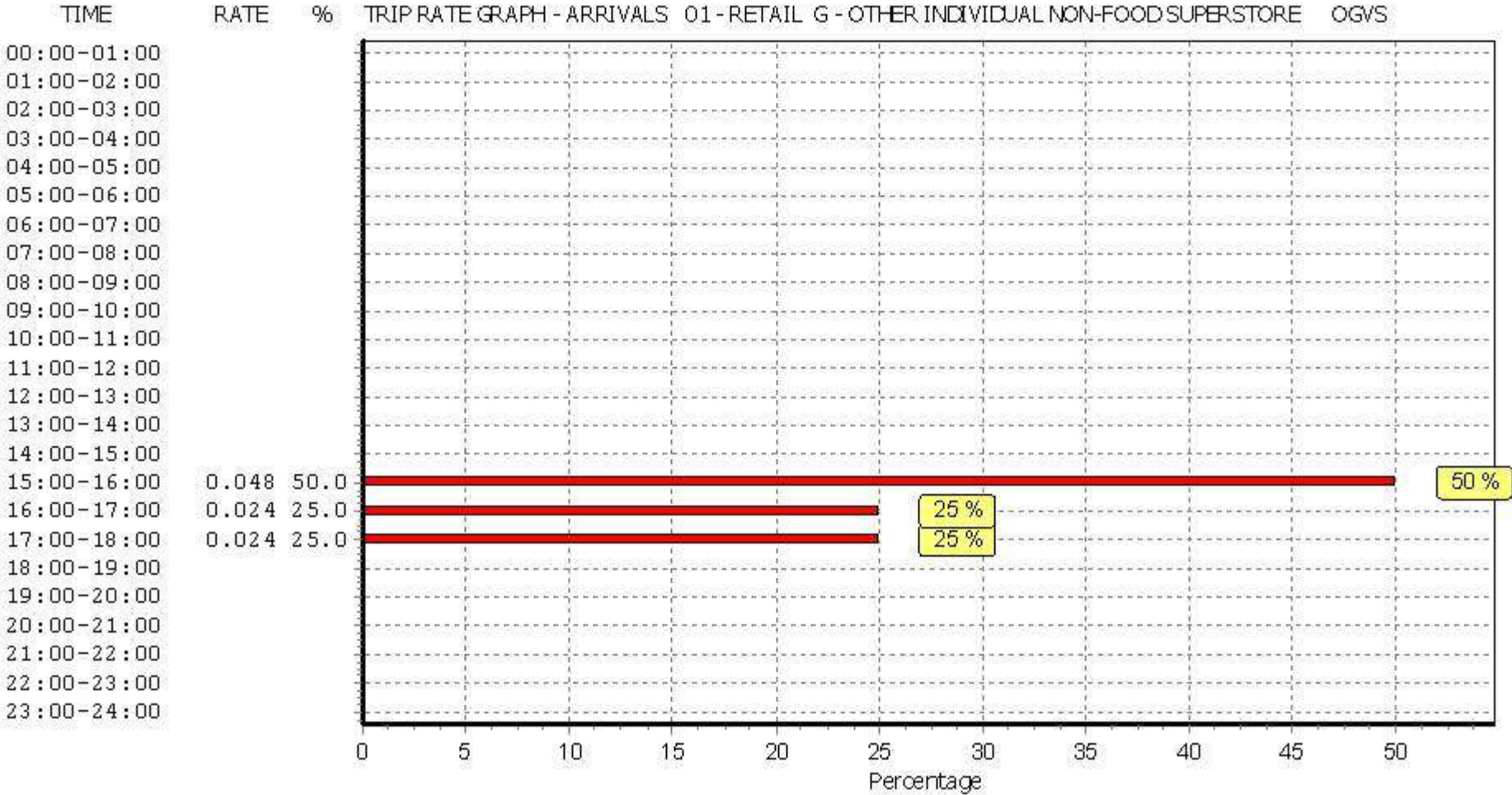
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

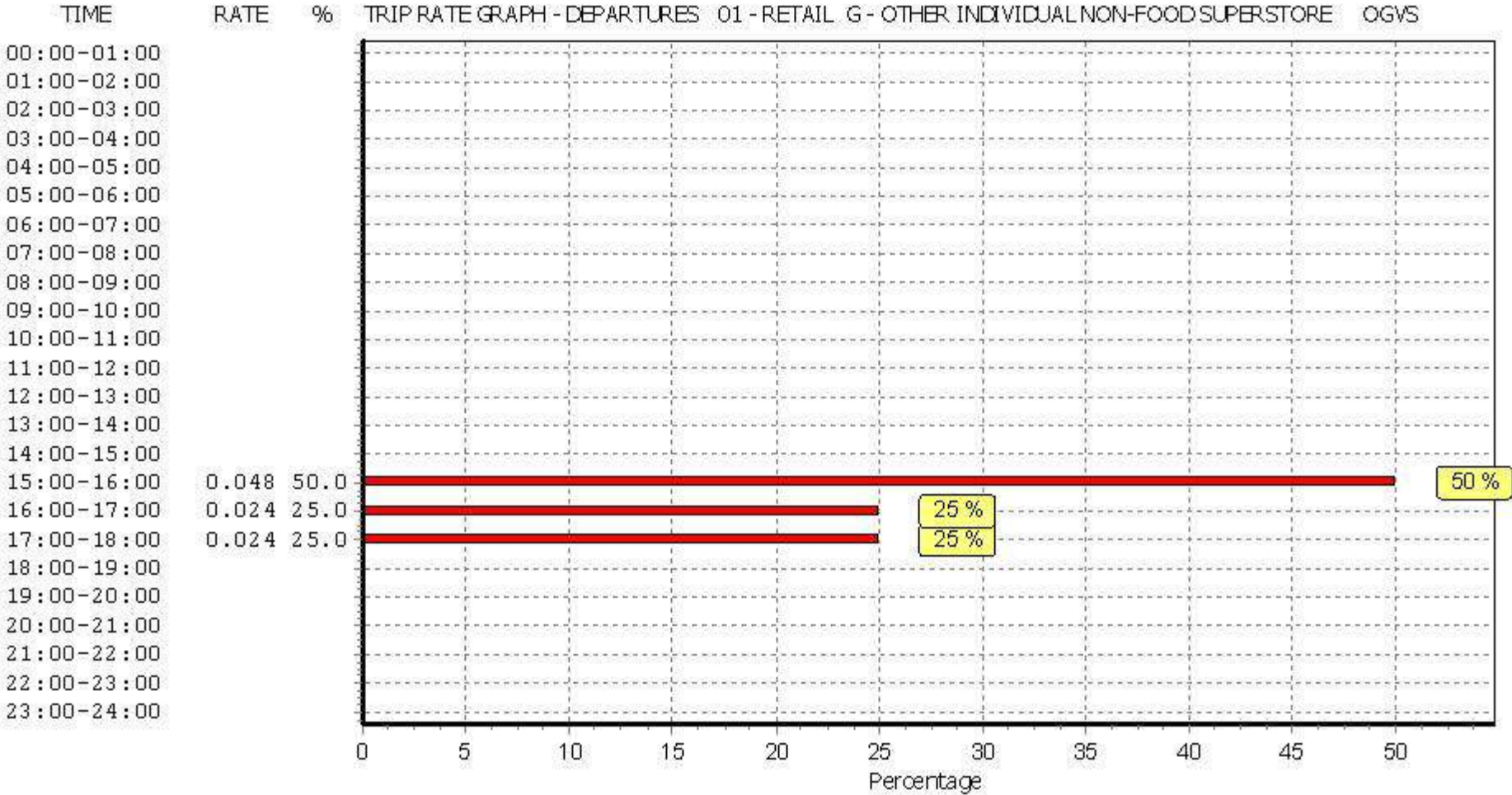
Parameter summary

Trip rate parameter range selected:	714 - 2500 (units: sqm)
Survey date range:	01/01/10 - 17/09/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

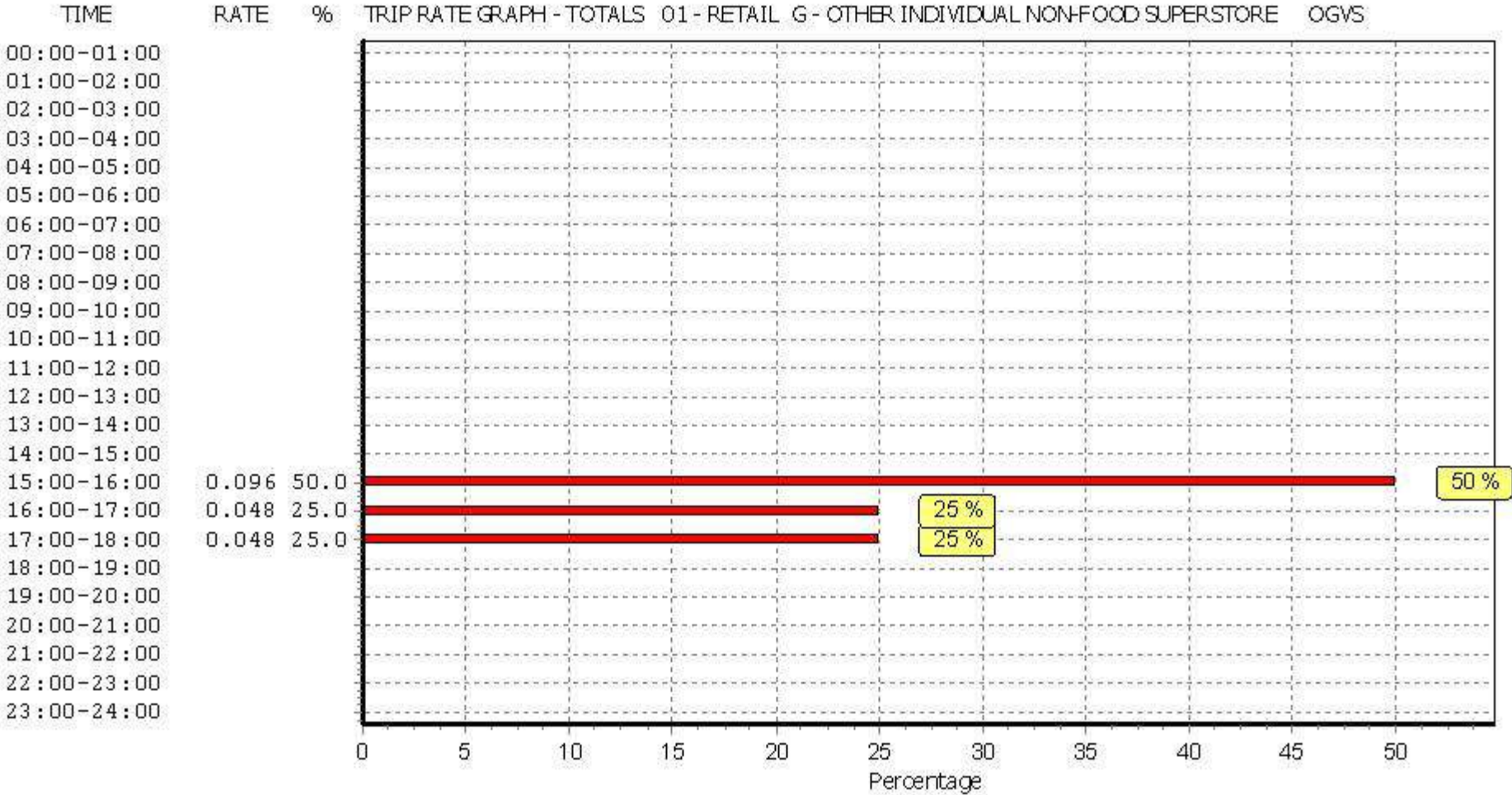
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.000	2	1607	0.000	2	1607	0.000
08:00 - 09:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
09:00 - 10:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
10:00 - 11:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
11:00 - 12:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
12:00 - 13:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
13:00 - 14:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
14:00 - 15:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
15:00 - 16:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
16:00 - 17:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
17:00 - 18:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
18:00 - 19:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
19:00 - 20:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
20:00 - 21:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.000			0.000			0.000		

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

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

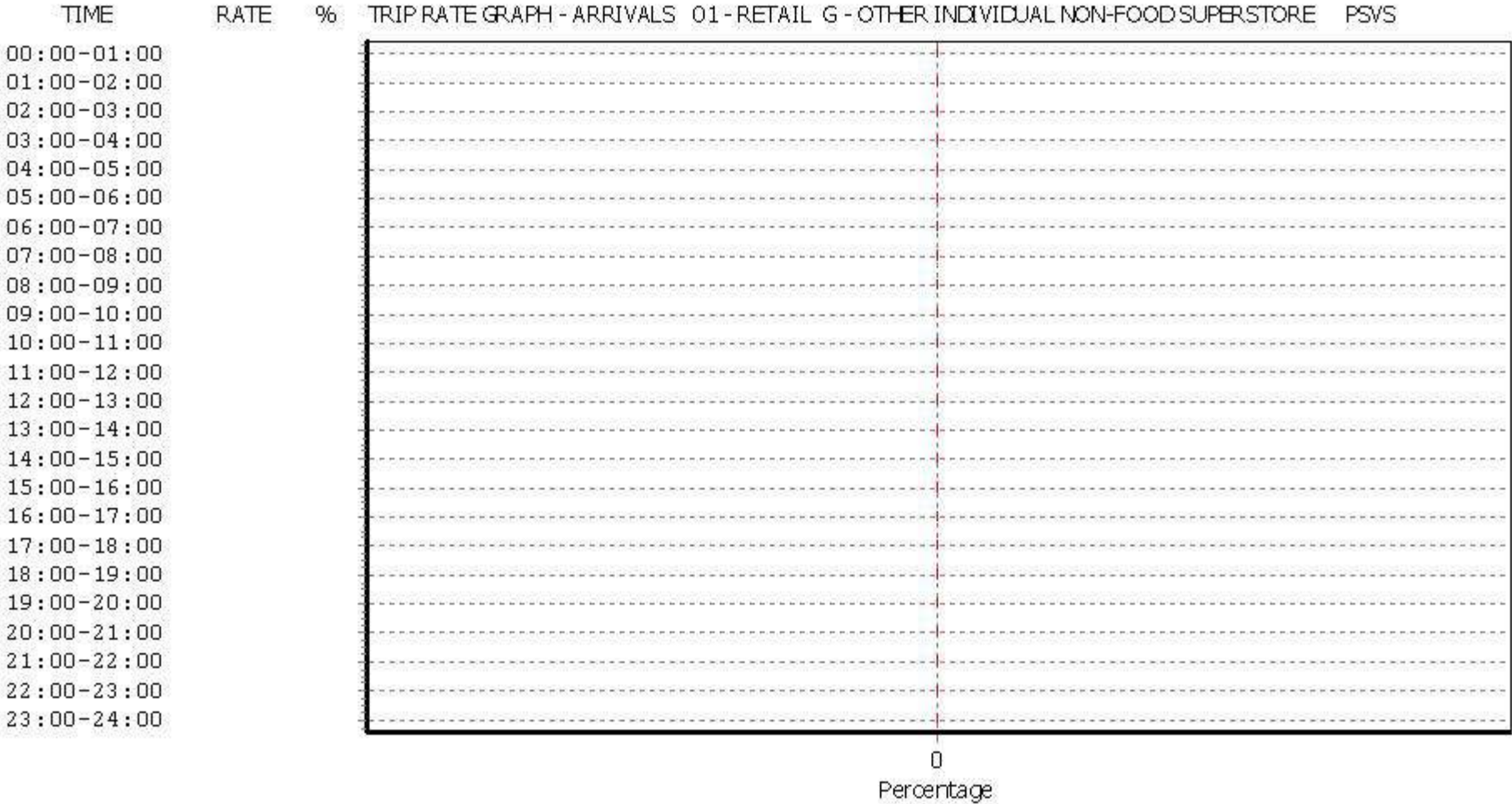
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

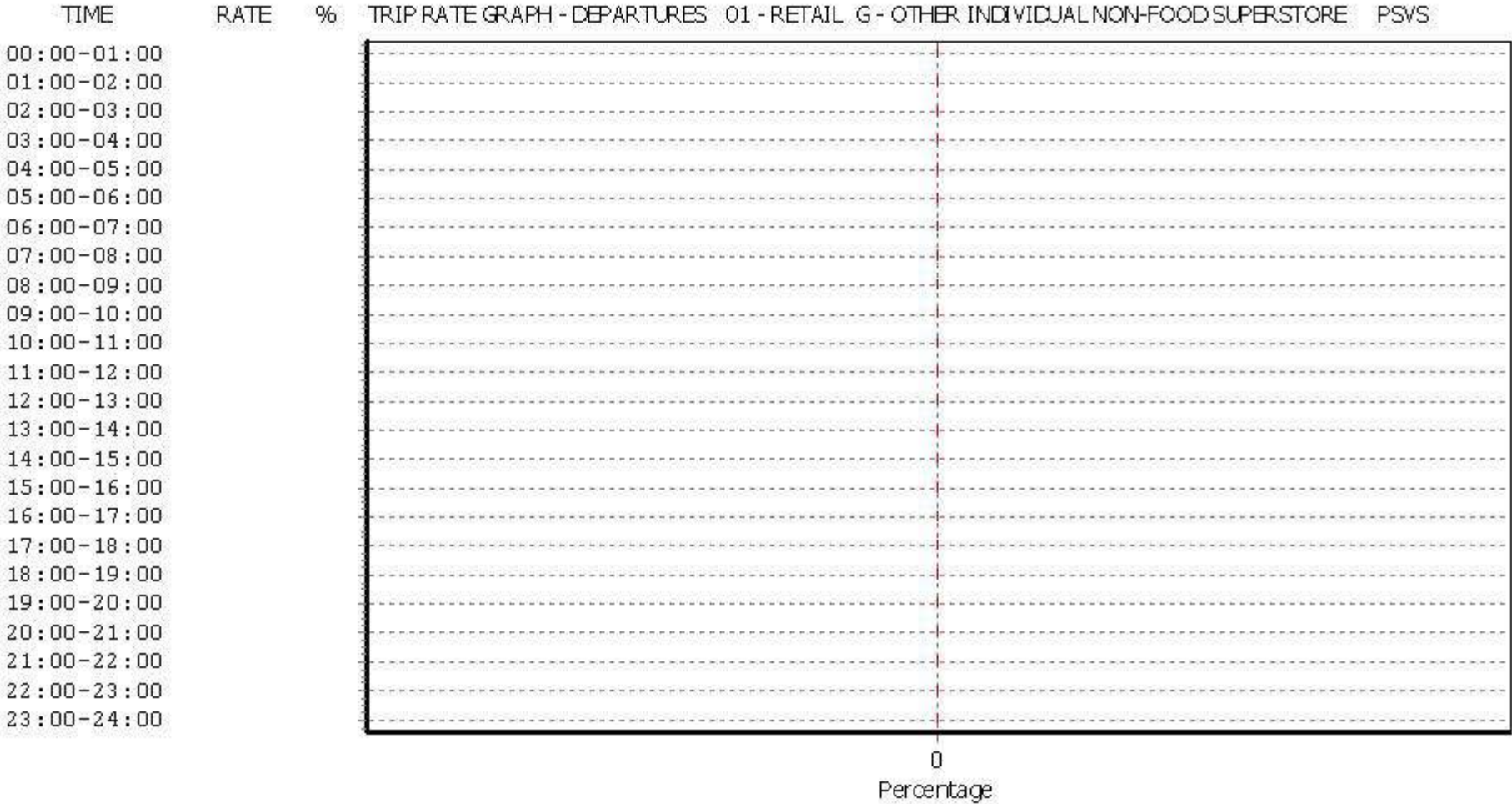
Parameter summary

Trip rate parameter range selected:	714 - 2500 (units: sqm)
Survey date range:	01/01/10 - 17/09/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

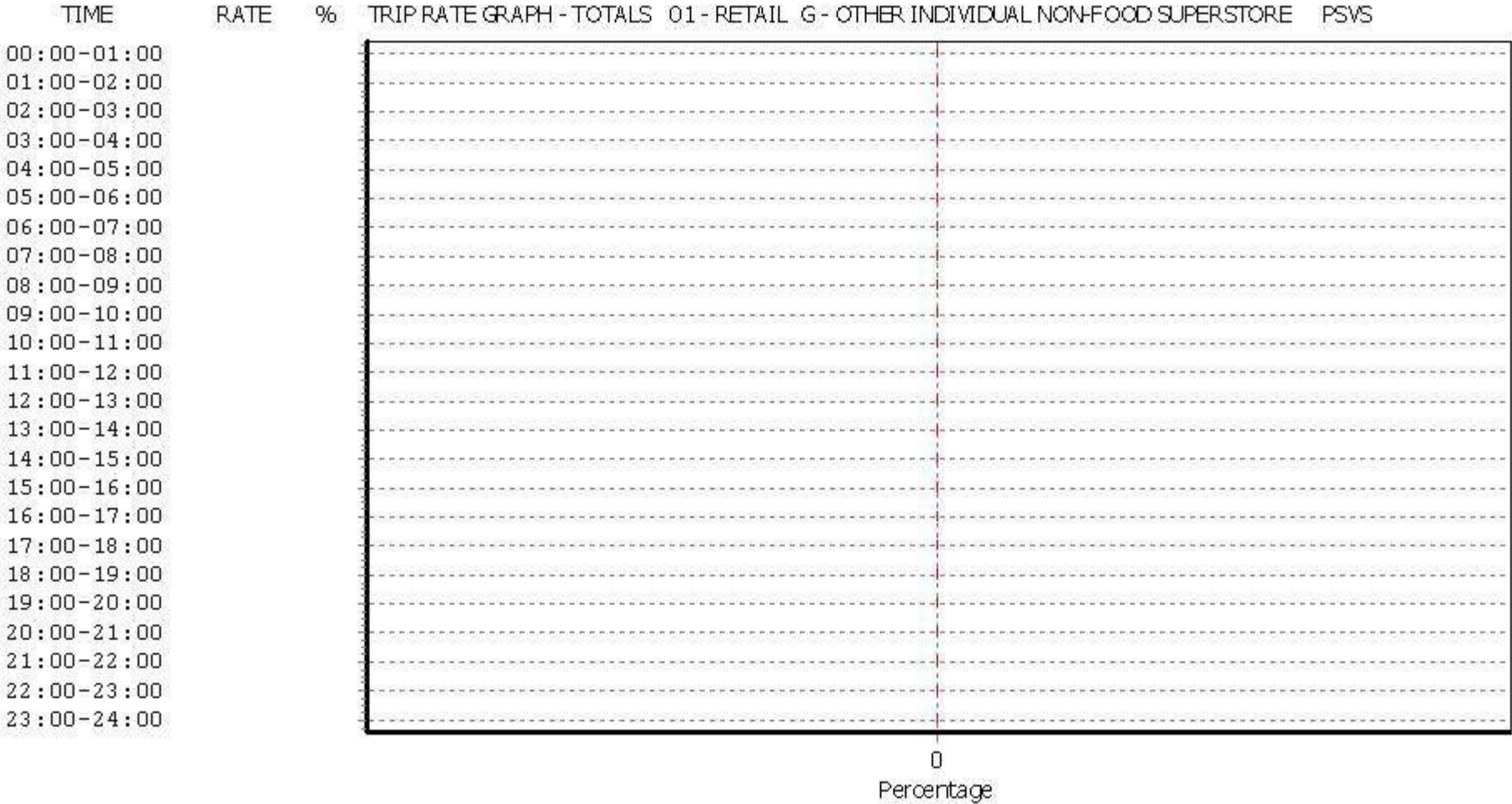
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.031	2	1607	0.000	2	1607	0.031
08:00 - 09:00	3	1382	0.000	3	1382	0.024	3	1382	0.024
09:00 - 10:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
10:00 - 11:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
11:00 - 12:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
12:00 - 13:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
13:00 - 14:00	3	1382	0.024	3	1382	0.024	3	1382	0.048
14:00 - 15:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
15:00 - 16:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
16:00 - 17:00	3	1382	0.024	3	1382	0.024	3	1382	0.048
17:00 - 18:00	3	1382	0.072	3	1382	0.072	3	1382	0.144
18:00 - 19:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
19:00 - 20:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
20:00 - 21:00	3	1382	0.000	3	1382	0.000	3	1382	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.151			0.144			0.295		

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

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

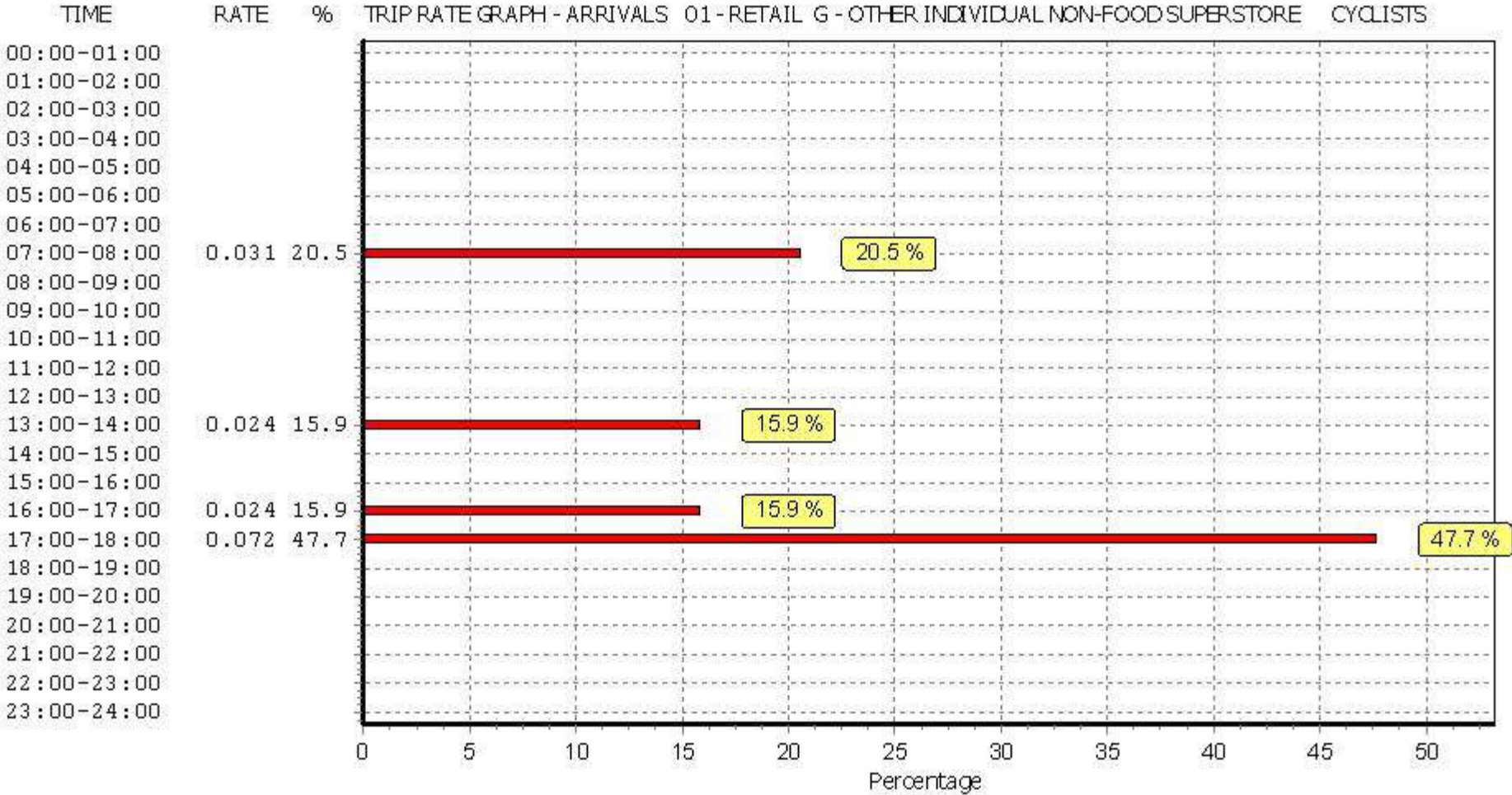
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

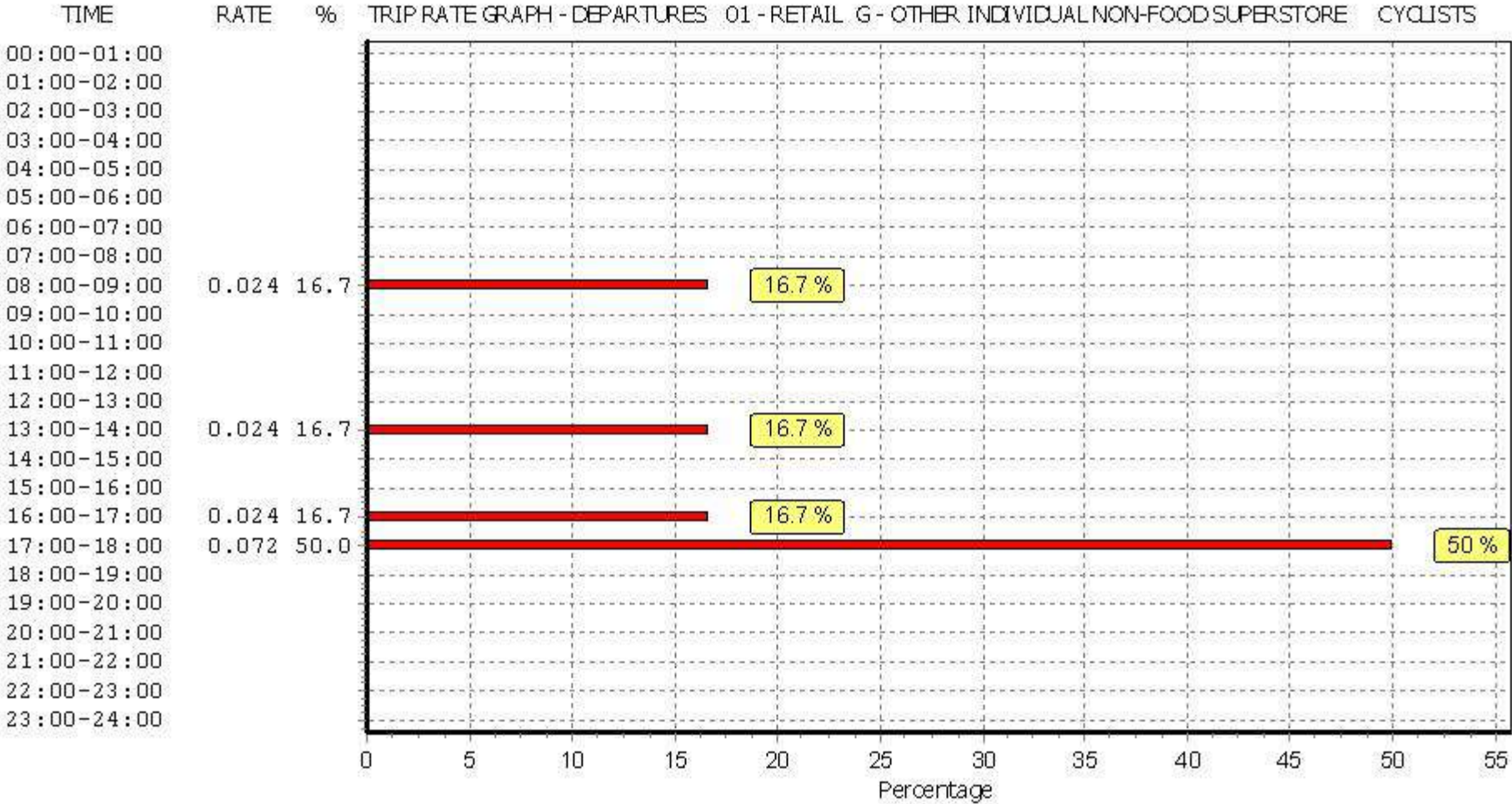
Parameter summary

Trip rate parameter range selected:	714 - 2500 (units: sqm)
Survey date range:	01/01/10 - 17/09/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

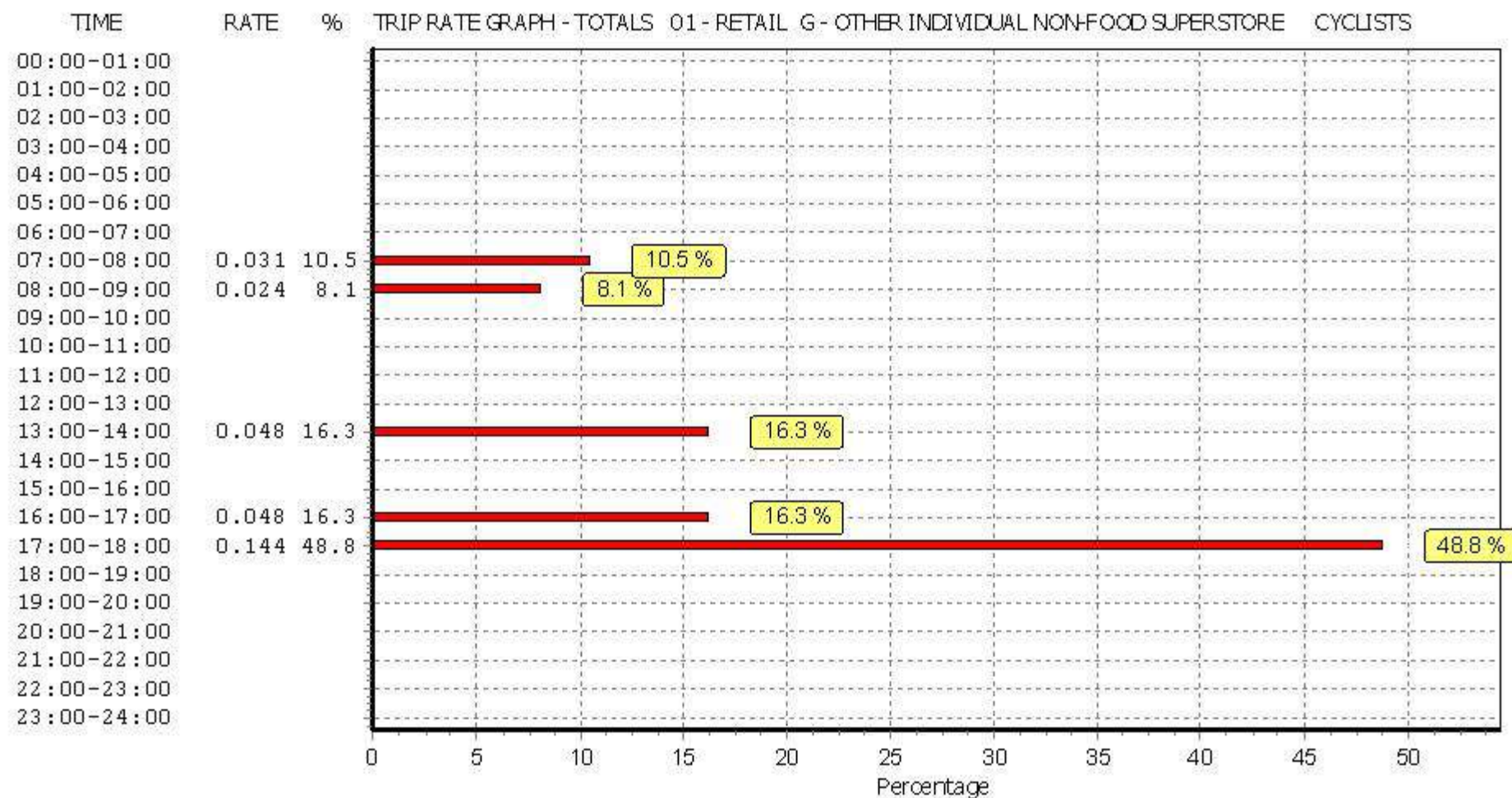
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-640801-180508-0526

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
10	WALES	
	DB DENBIGHSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 800 to 2100 (units: sqm)
 Range Selected by User: 697 to 2788 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 17/09/16

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

Selected survey days:

Saturday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2

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

Selected Location Sub Categories:

Commercial Zone 1
 Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:

A1 2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
------------	--------

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DB-01-G-01	BRANTANO	DENBIGHSHIRE
	GREENFIELD PLACE		
	RHYL		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	800 sqm	
	Survey date: SATURDAY	22/10/11	Survey Type: MANUAL
2	DC-01-G-02	THE RANGE	DORSET
	GREAT WESTERN ROAD		
	DORCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2100 sqm	
	Survey date: SATURDAY	17/09/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.095	1	2100	0.000	1	2100	0.095
08:00 - 09:00	2	1450	0.724	2	1450	0.483	2	1450	1.207
09:00 - 10:00	2	1450	2.172	2	1450	1.828	2	1450	4.000
10:00 - 11:00	2	1450	4.034	2	1450	3.241	2	1450	7.275
11:00 - 12:00	2	1450	4.448	2	1450	3.759	2	1450	8.207
12:00 - 13:00	2	1450	5.172	2	1450	5.276	2	1450	10.448
13:00 - 14:00	2	1450	4.724	2	1450	4.655	2	1450	9.379
14:00 - 15:00	2	1450	5.379	2	1450	5.690	2	1450	11.069
15:00 - 16:00	2	1450	5.241	2	1450	5.517	2	1450	10.758
16:00 - 17:00	2	1450	3.414	2	1450	3.793	2	1450	7.207
17:00 - 18:00	2	1450	2.000	2	1450	2.690	2	1450	4.690
18:00 - 19:00	2	1450	0.897	2	1450	1.241	2	1450	2.138
19:00 - 20:00	2	1450	0.655	2	1450	0.690	2	1450	1.345
20:00 - 21:00	2	1450	0.414	2	1450	0.483	2	1450	0.897
21:00 - 22:00	1	2100	0.000	1	2100	0.286	1	2100	0.286
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			39.369			39.632			79.001

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

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

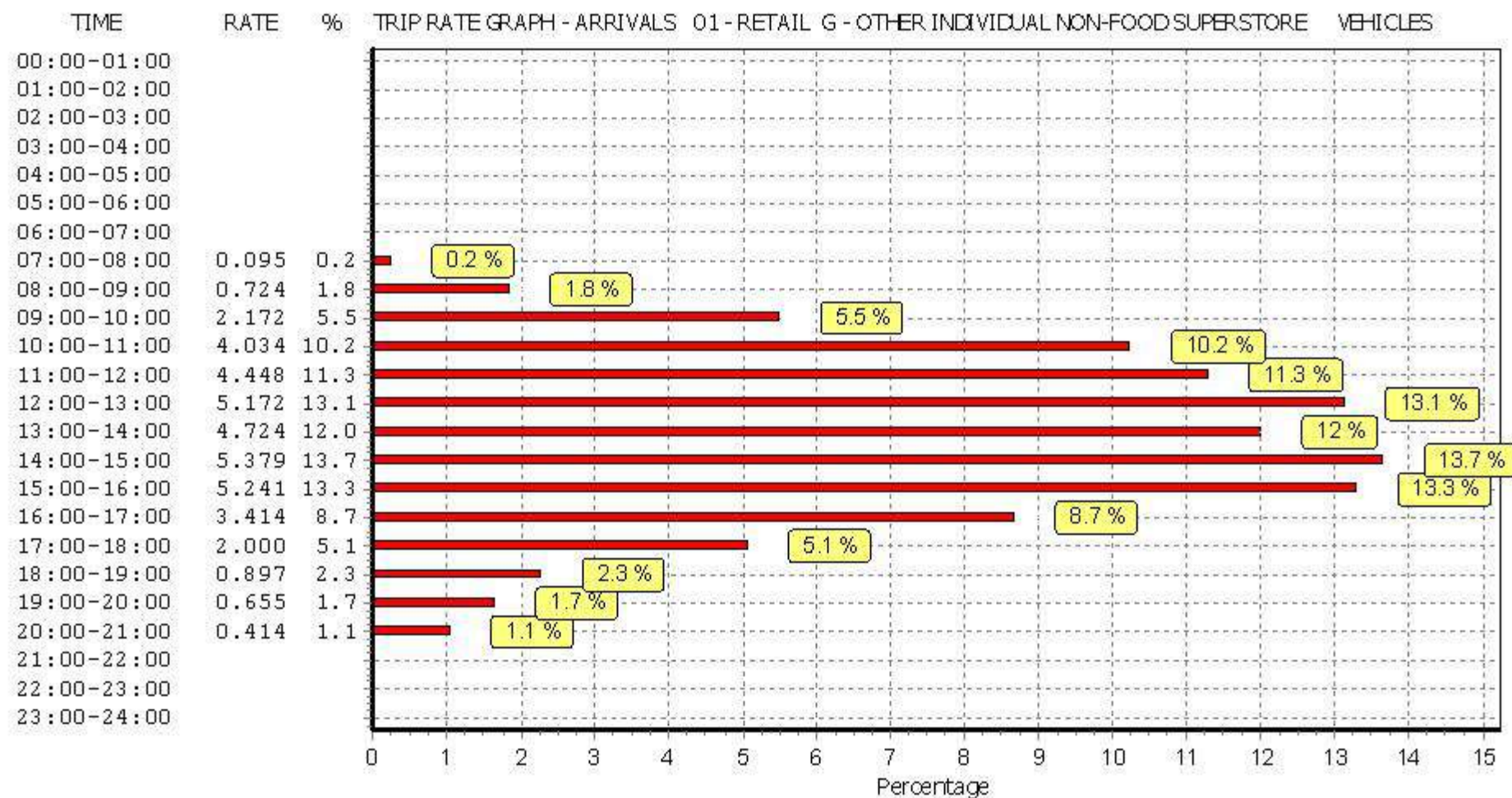
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

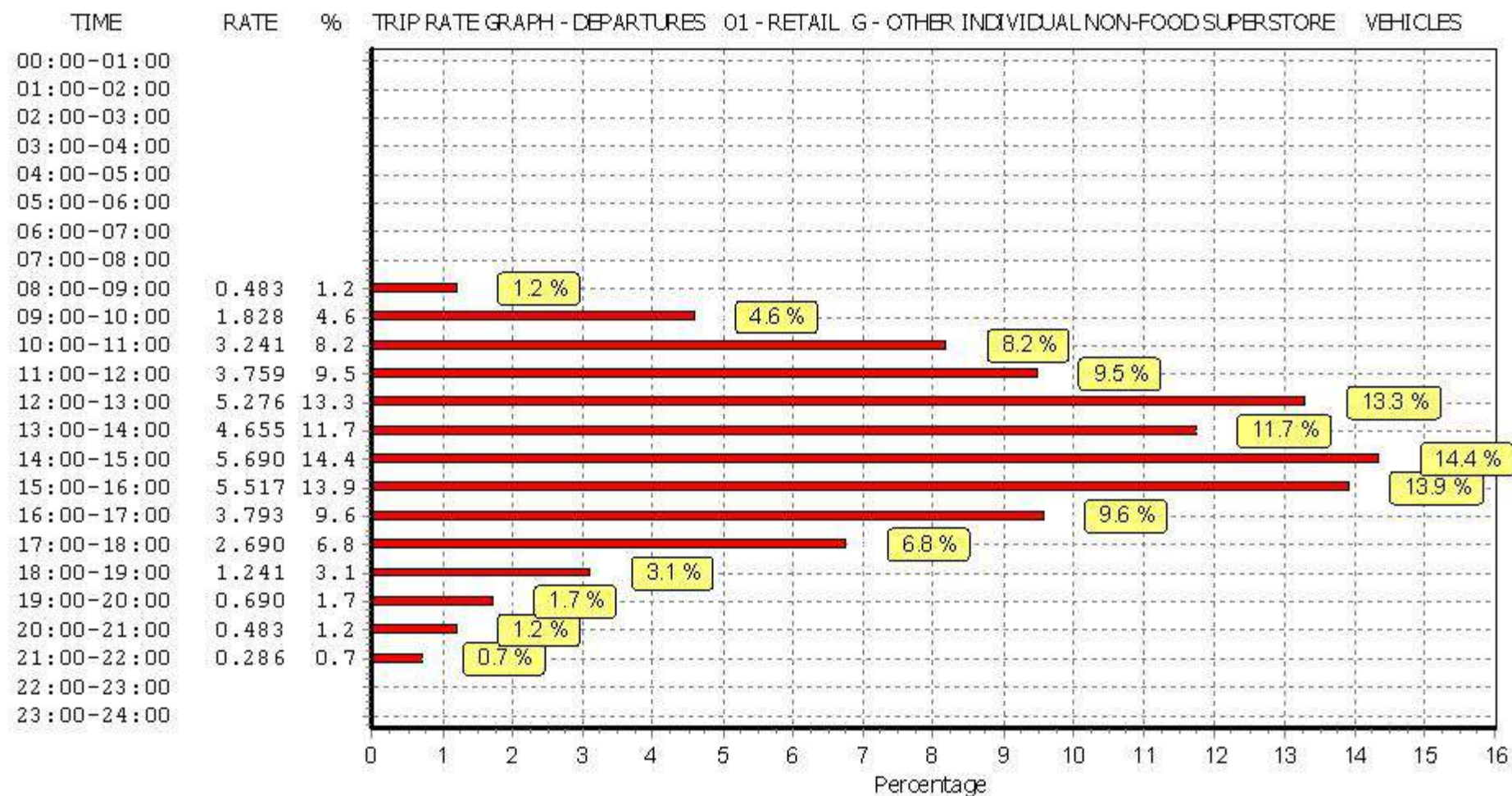
Parameter summary

Trip rate parameter range selected:	800 - 2100 (units: sqm)
Survey date date range:	01/01/10 - 17/09/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

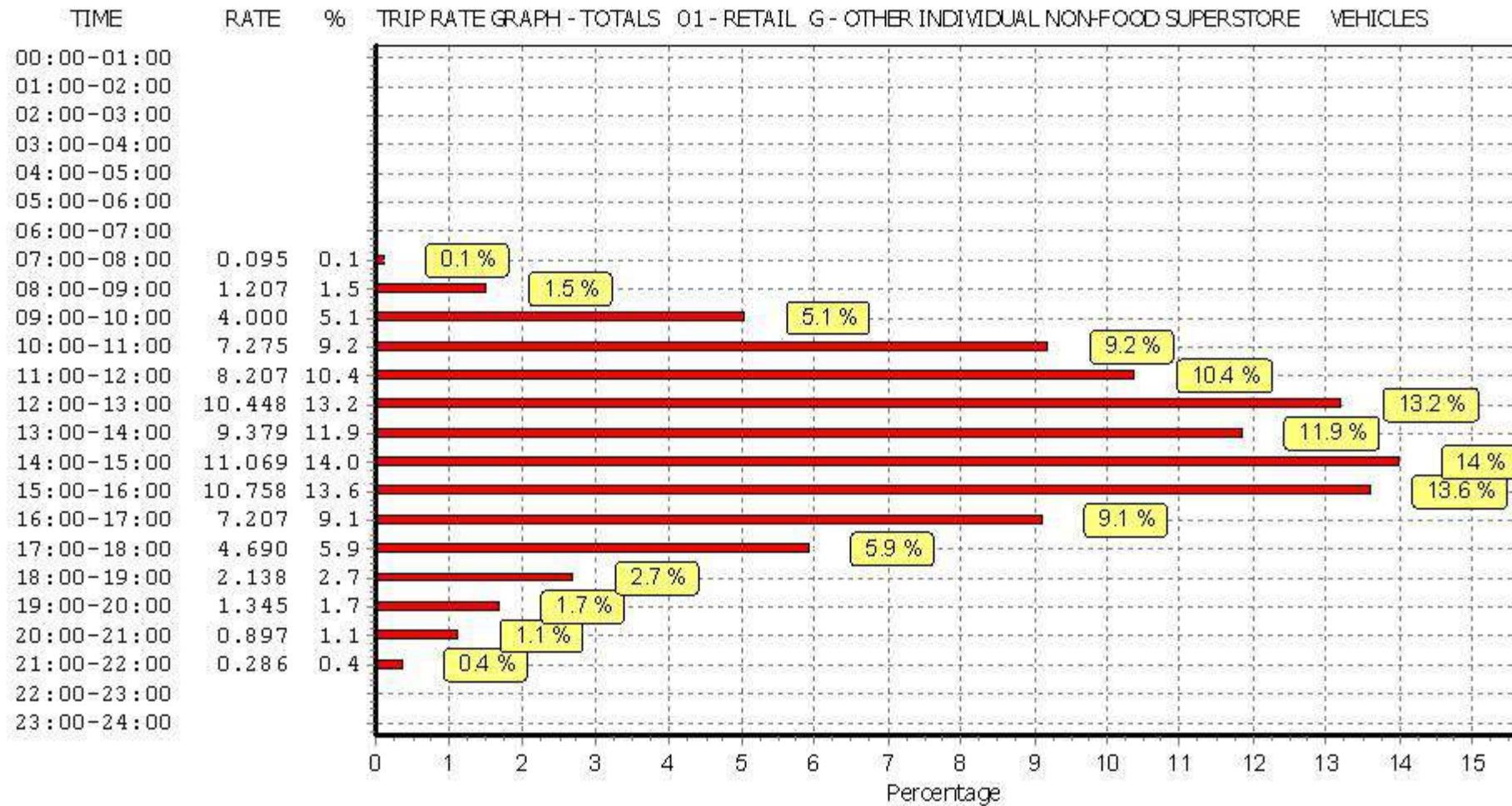
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.000	1	2100	0.000	1	2100	0.000
08:00 - 09:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
09:00 - 10:00	2	1450	0.034	2	1450	0.000	2	1450	0.034
10:00 - 11:00	2	1450	0.000	2	1450	0.034	2	1450	0.034
11:00 - 12:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
12:00 - 13:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
13:00 - 14:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
14:00 - 15:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
15:00 - 16:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
16:00 - 17:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
17:00 - 18:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
18:00 - 19:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
19:00 - 20:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
20:00 - 21:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
21:00 - 22:00	1	2100	0.000	1	2100	0.000	1	2100	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

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

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

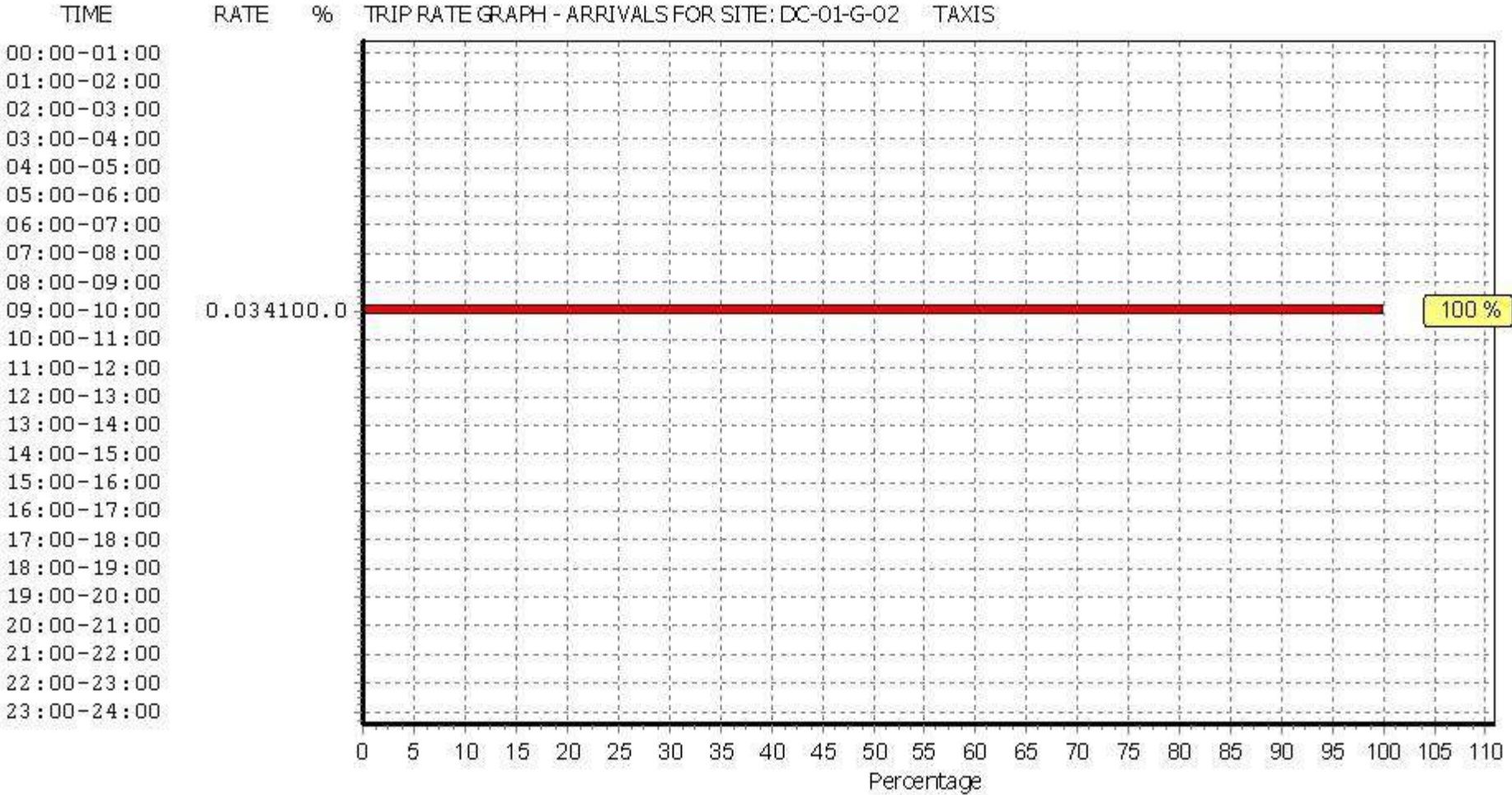
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

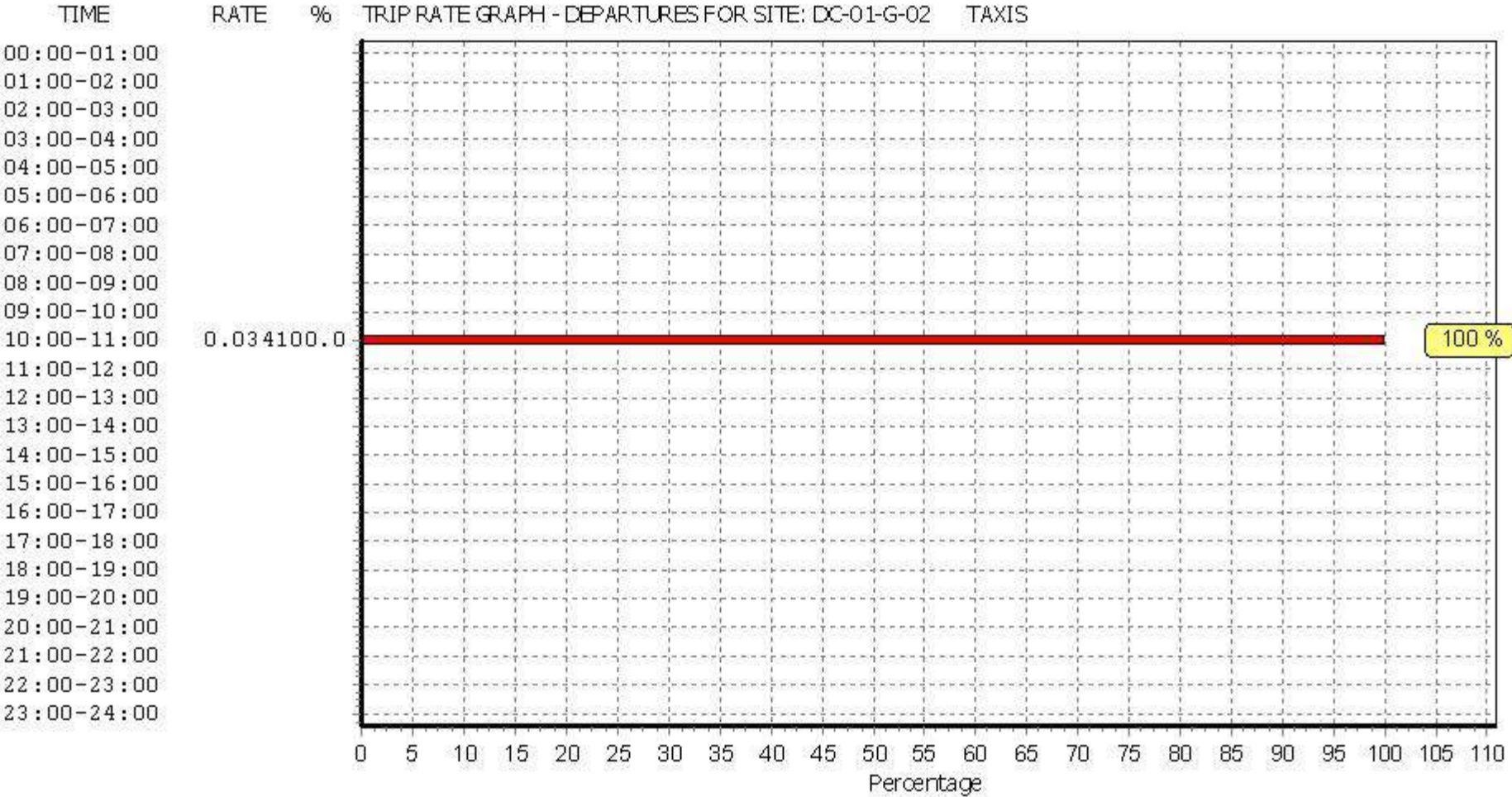
Parameter summary

Trip rate parameter range selected:	800 - 2100 (units: sqm)
Survey date range:	01/01/10 - 17/09/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

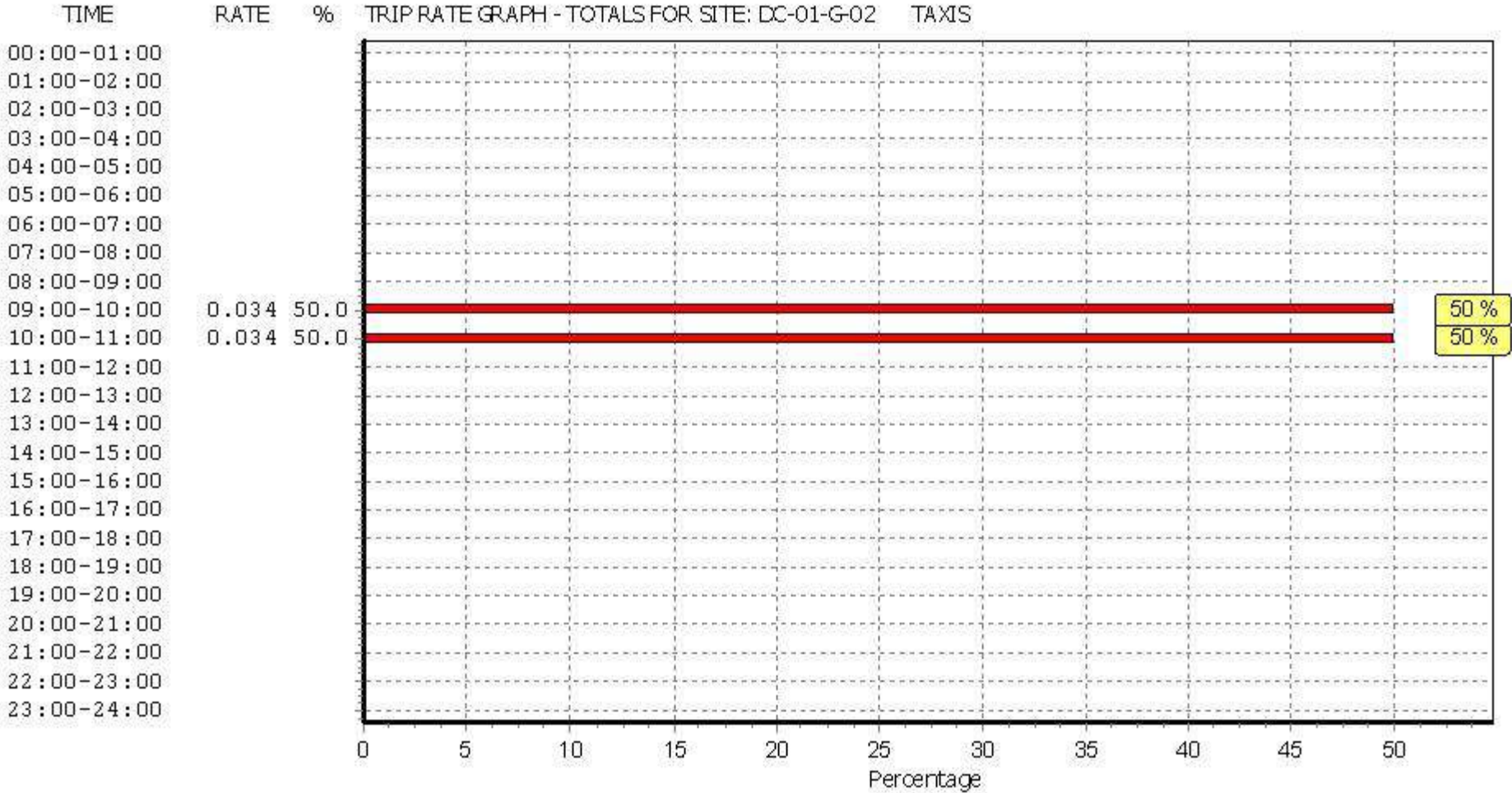
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.048	1	2100	0.000	1	2100	0.048
08:00 - 09:00	2	1450	0.000	2	1450	0.034	2	1450	0.034
09:00 - 10:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
10:00 - 11:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
11:00 - 12:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
12:00 - 13:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
13:00 - 14:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
14:00 - 15:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
15:00 - 16:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
16:00 - 17:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
17:00 - 18:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
18:00 - 19:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
19:00 - 20:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
20:00 - 21:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
21:00 - 22:00	1	2100	0.000	1	2100	0.000	1	2100	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.034			0.082

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

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

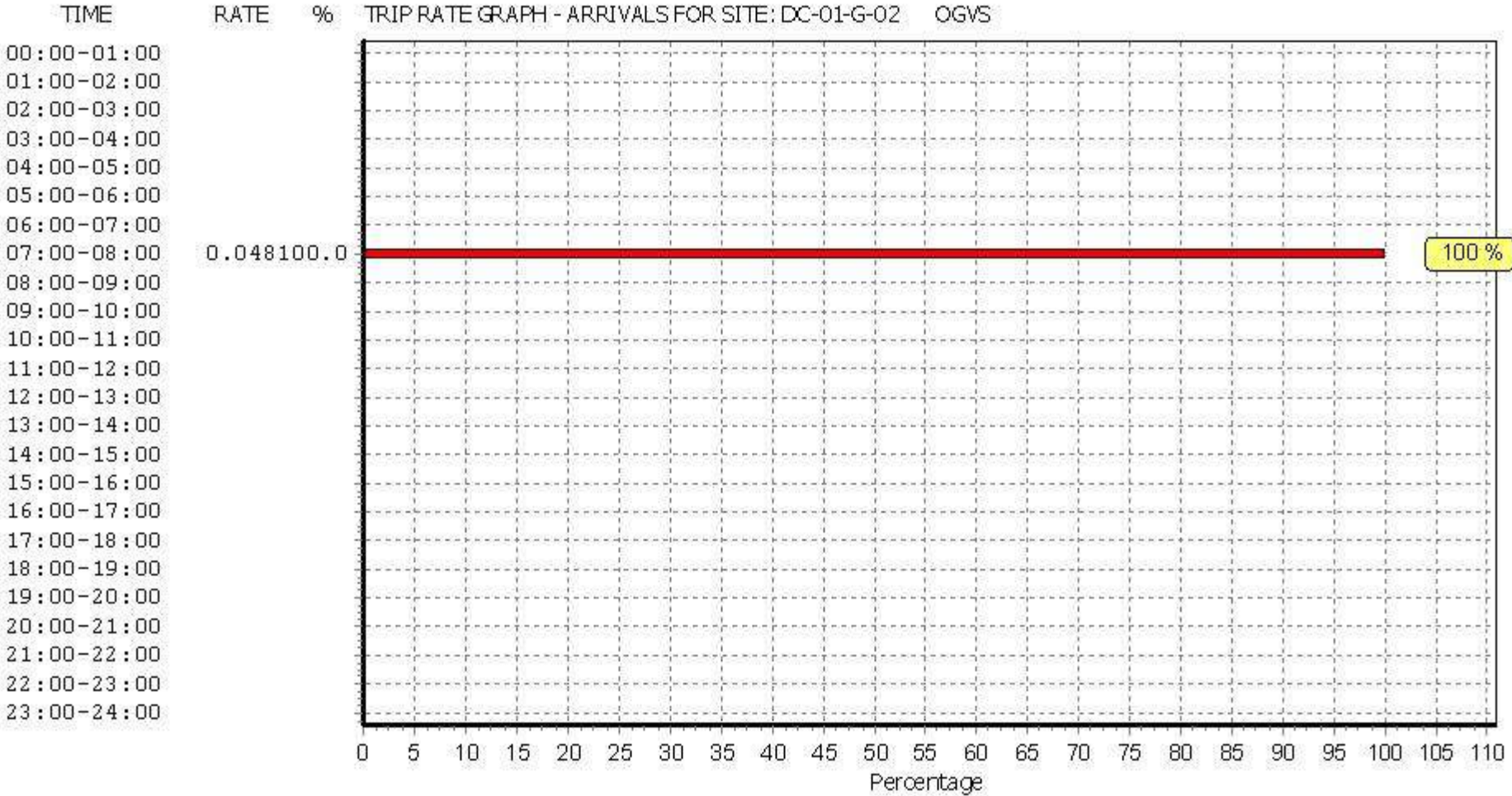
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

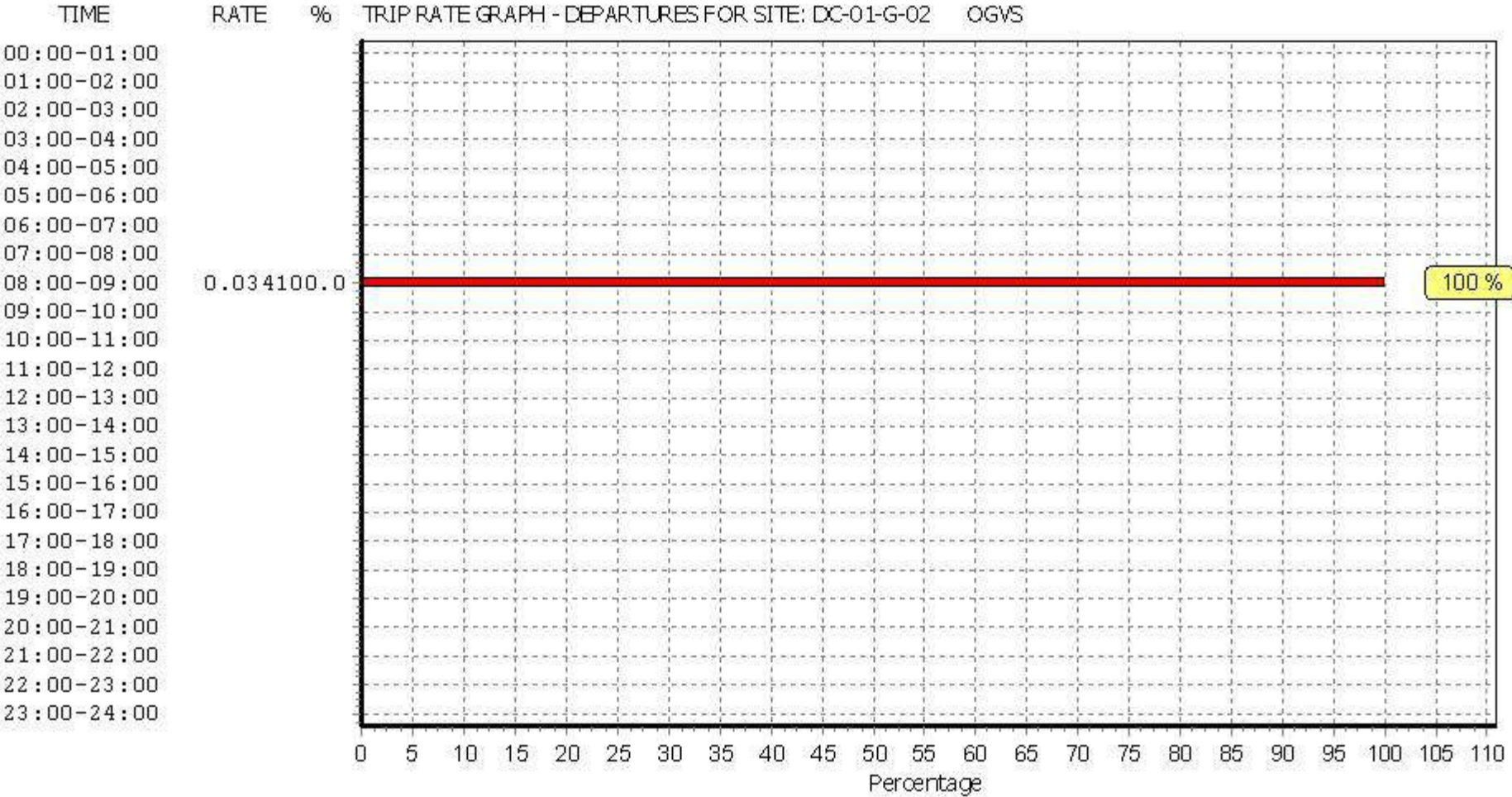
Parameter summary

Trip rate parameter range selected:	800 - 2100 (units: sqm)
Survey date range:	01/01/10 - 17/09/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

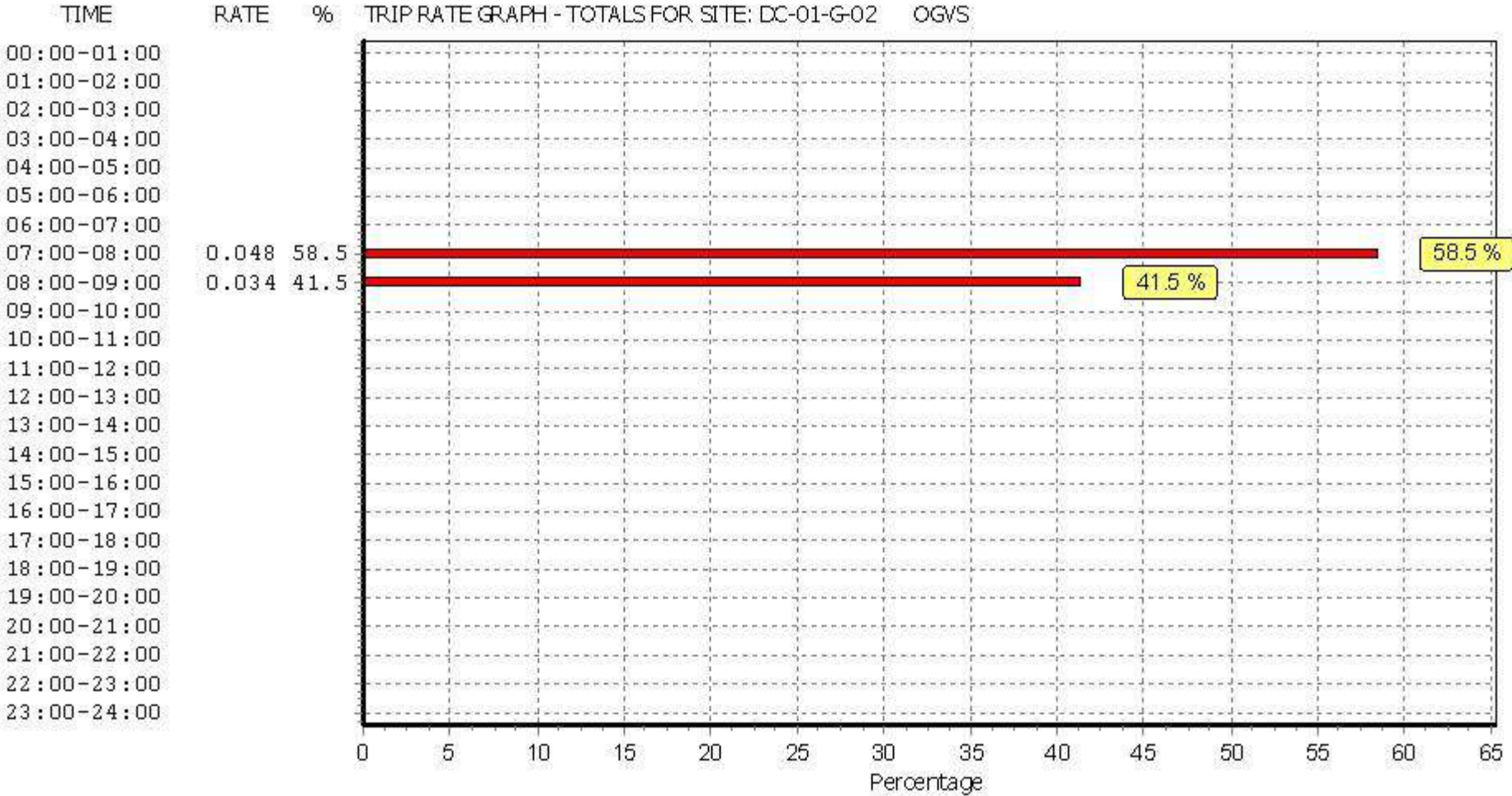
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.000	1	2100	0.000	1	2100	0.000
08:00 - 09:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
09:00 - 10:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
10:00 - 11:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
11:00 - 12:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
12:00 - 13:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
13:00 - 14:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
14:00 - 15:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
15:00 - 16:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
16:00 - 17:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
17:00 - 18:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
18:00 - 19:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
19:00 - 20:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
20:00 - 21:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
21:00 - 22:00	1	2100	0.000	1	2100	0.000	1	2100	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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

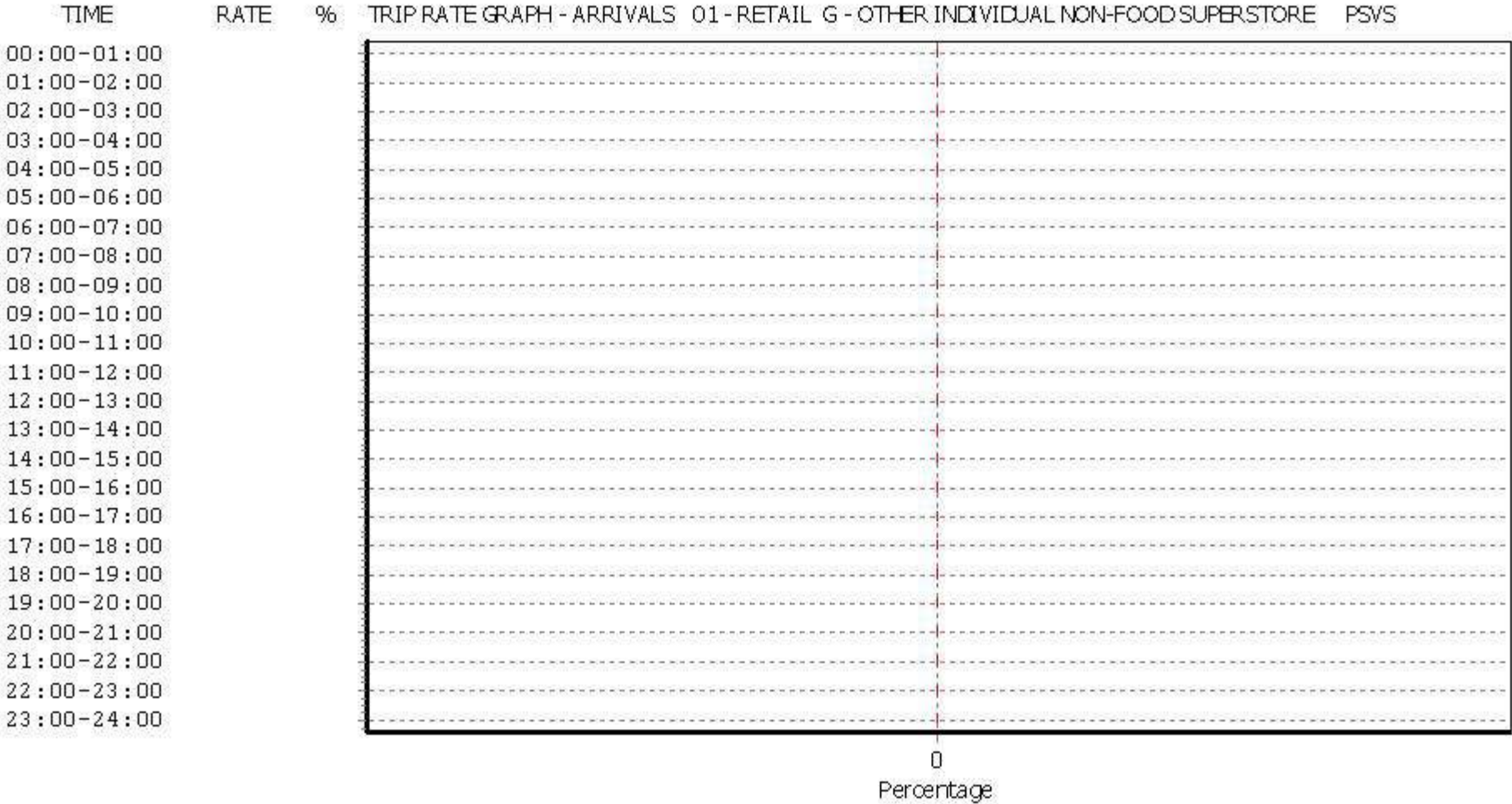
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

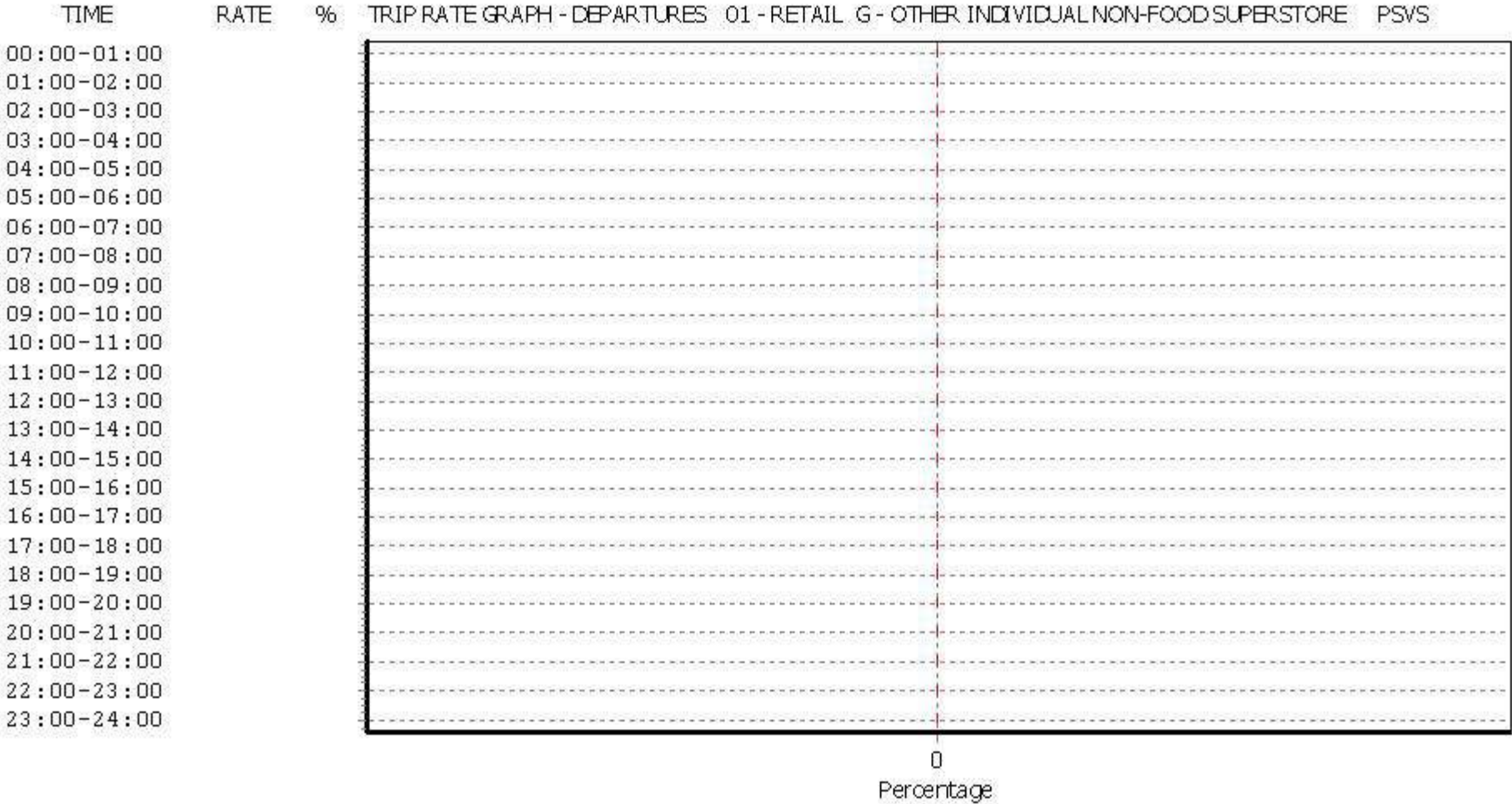
Parameter summary

Trip rate parameter range selected:	800 - 2100 (units: sqm)
Survey date range:	01/01/10 - 17/09/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

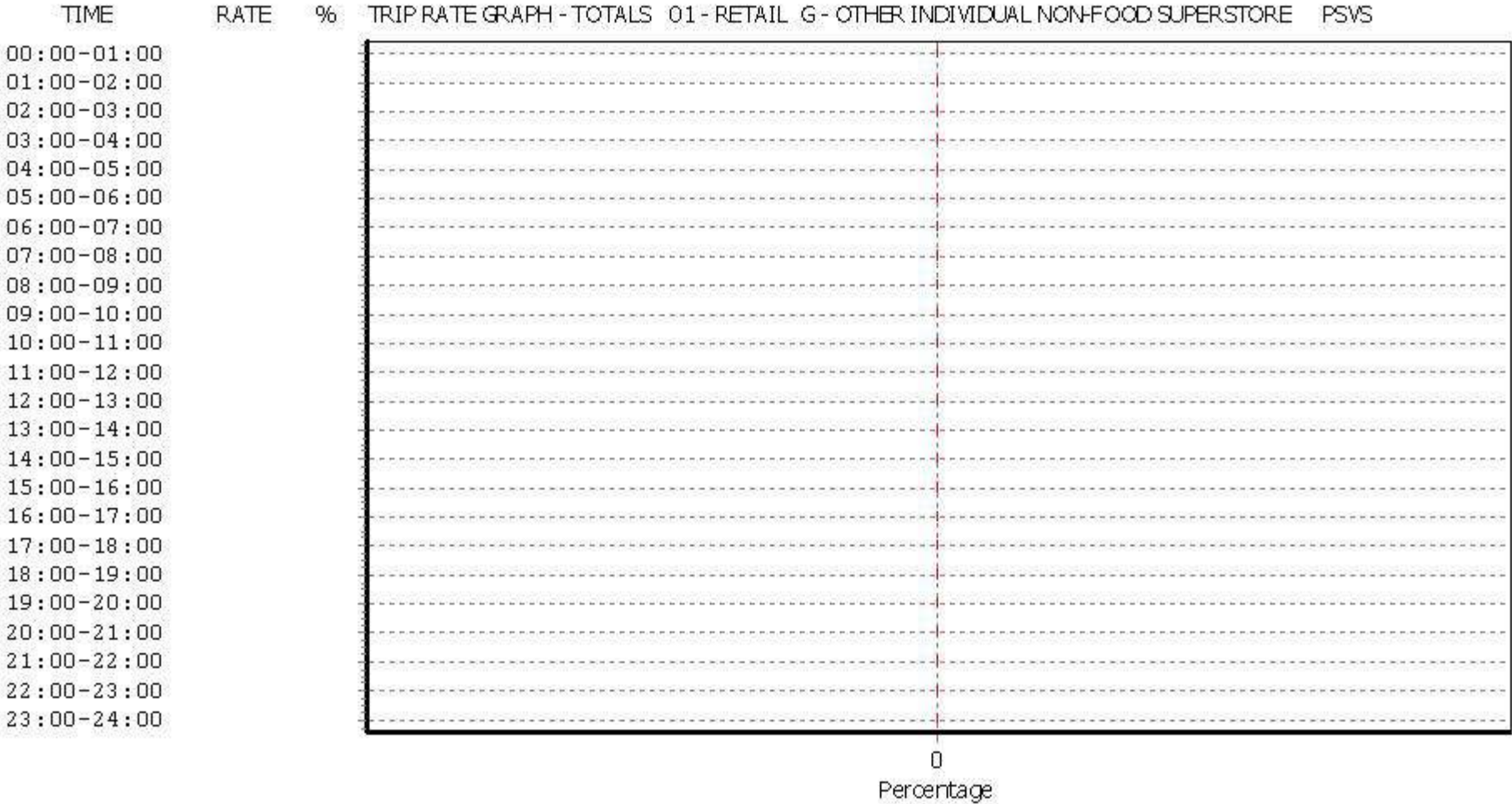
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.000	1	2100	0.000	1	2100	0.000
08:00 - 09:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
09:00 - 10:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
10:00 - 11:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
11:00 - 12:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
12:00 - 13:00	2	1450	0.103	2	1450	0.103	2	1450	0.206
13:00 - 14:00	2	1450	0.034	2	1450	0.034	2	1450	0.068
14:00 - 15:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
15:00 - 16:00	2	1450	0.034	2	1450	0.034	2	1450	0.068
16:00 - 17:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
17:00 - 18:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
18:00 - 19:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
19:00 - 20:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
20:00 - 21:00	2	1450	0.000	2	1450	0.000	2	1450	0.000
21:00 - 22:00	1	2100	0.000	1	2100	0.000	1	2100	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.171			0.171			0.342

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

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

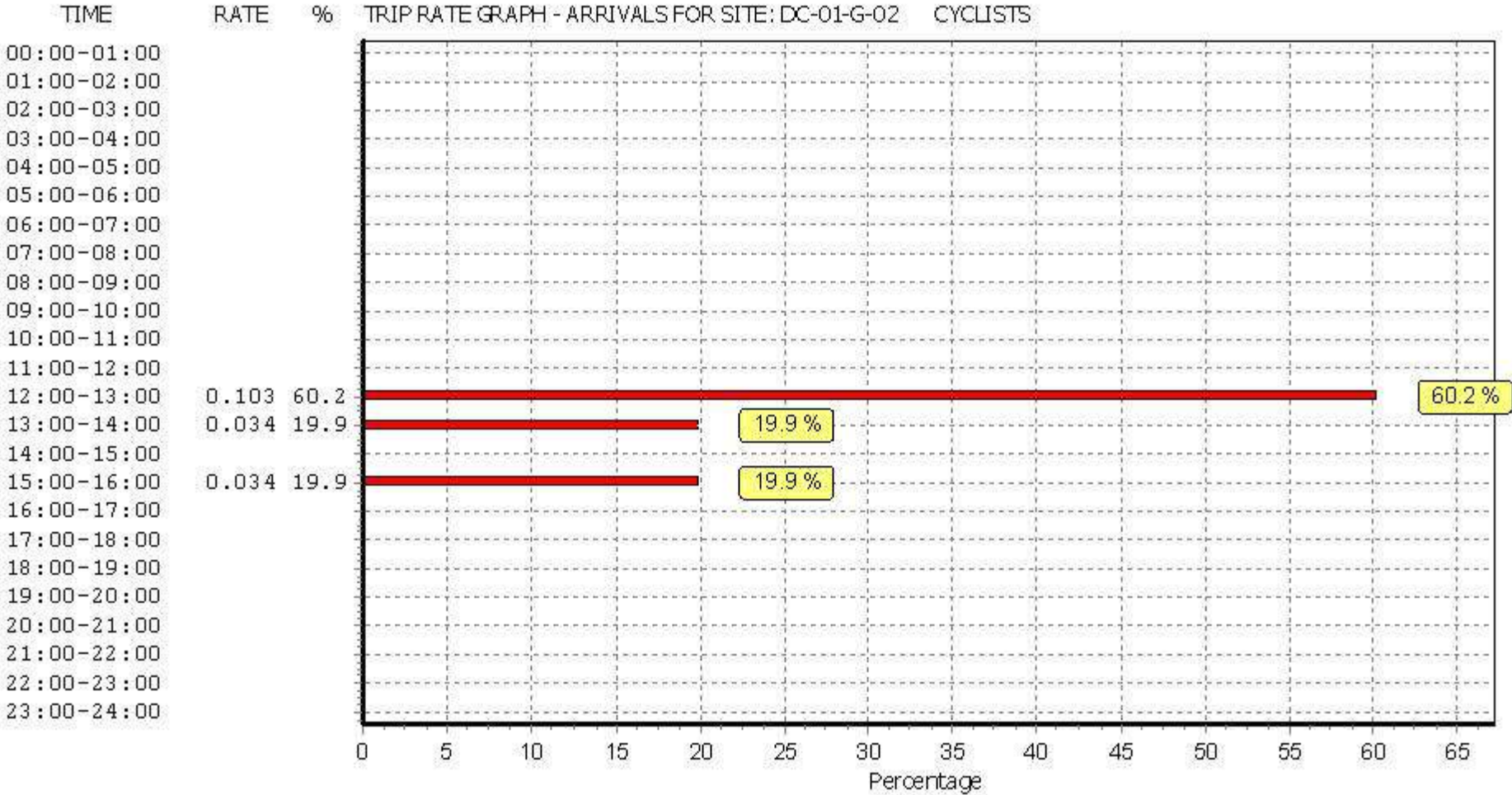
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

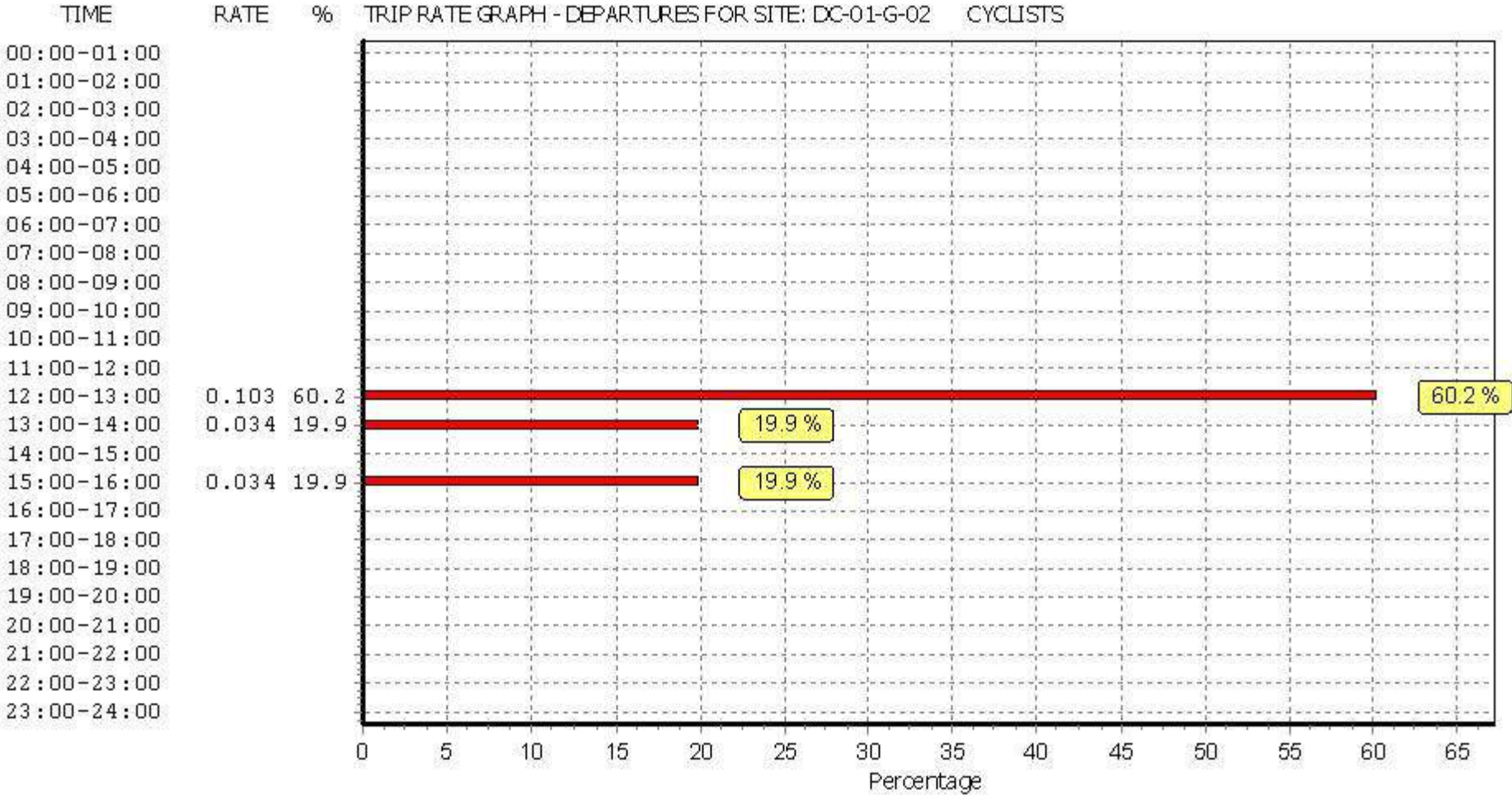
Parameter summary

Trip rate parameter range selected:	800 - 2100 (units: sqm)
Survey date range:	01/01/10 - 17/09/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

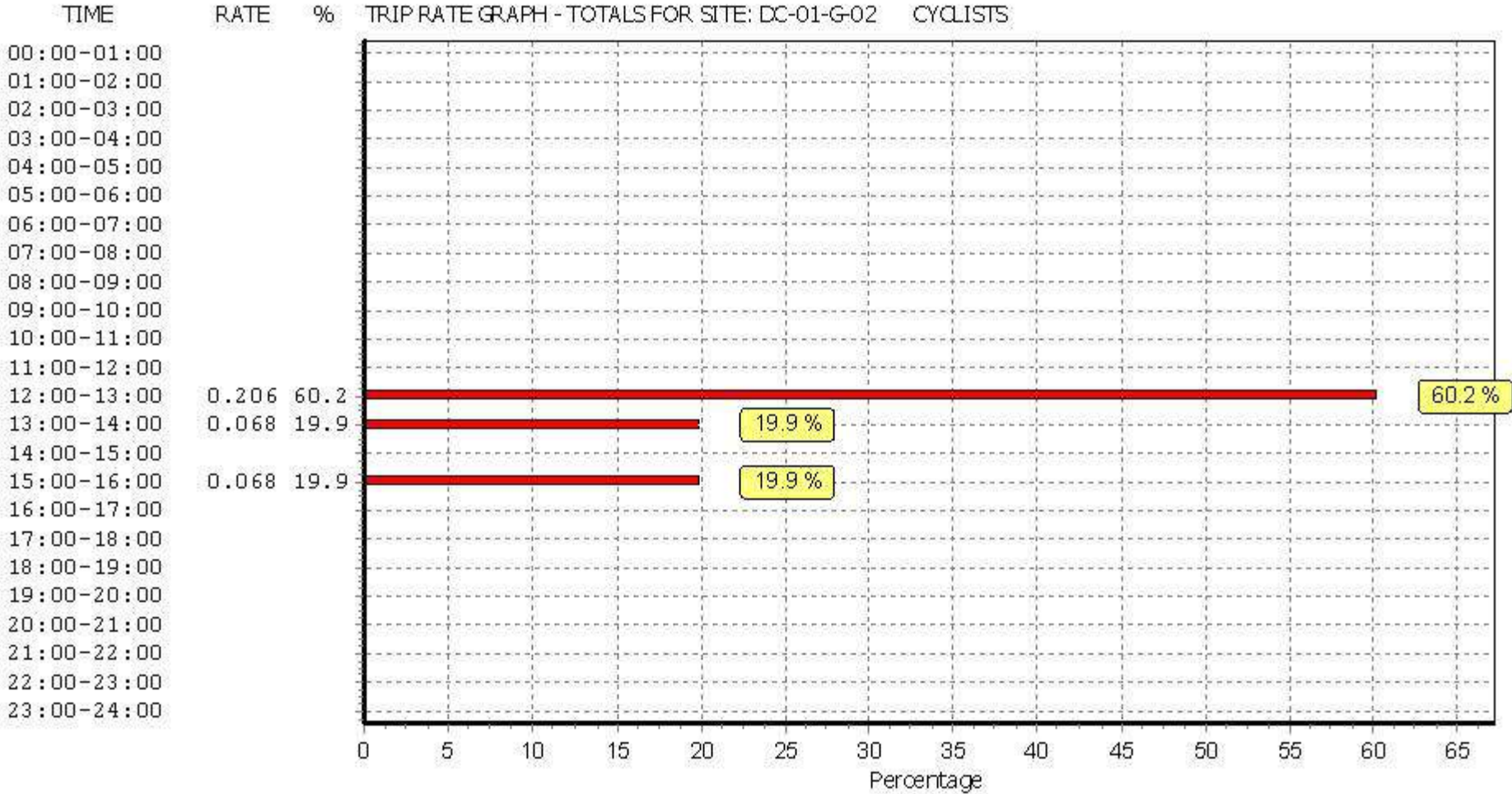
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

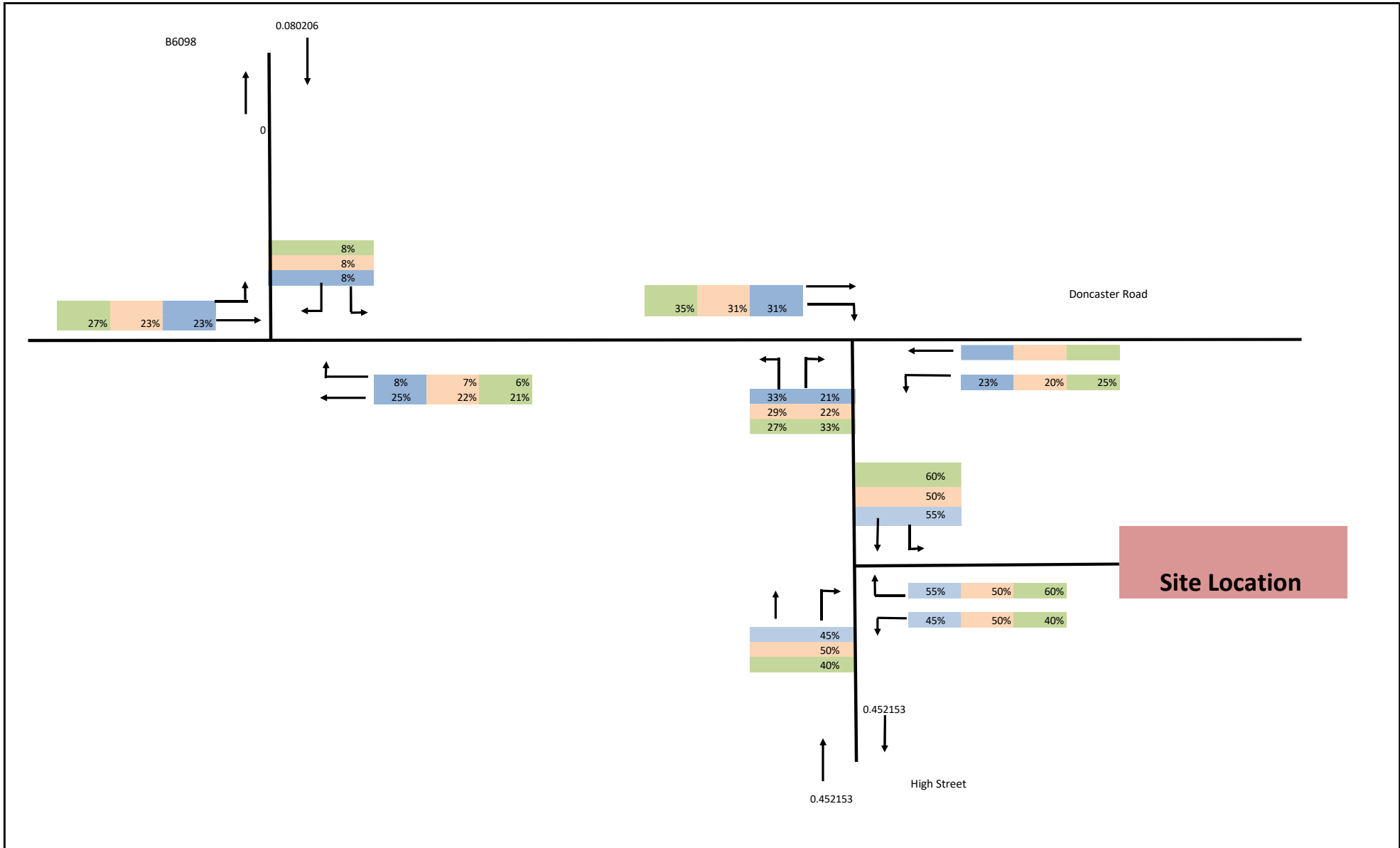


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

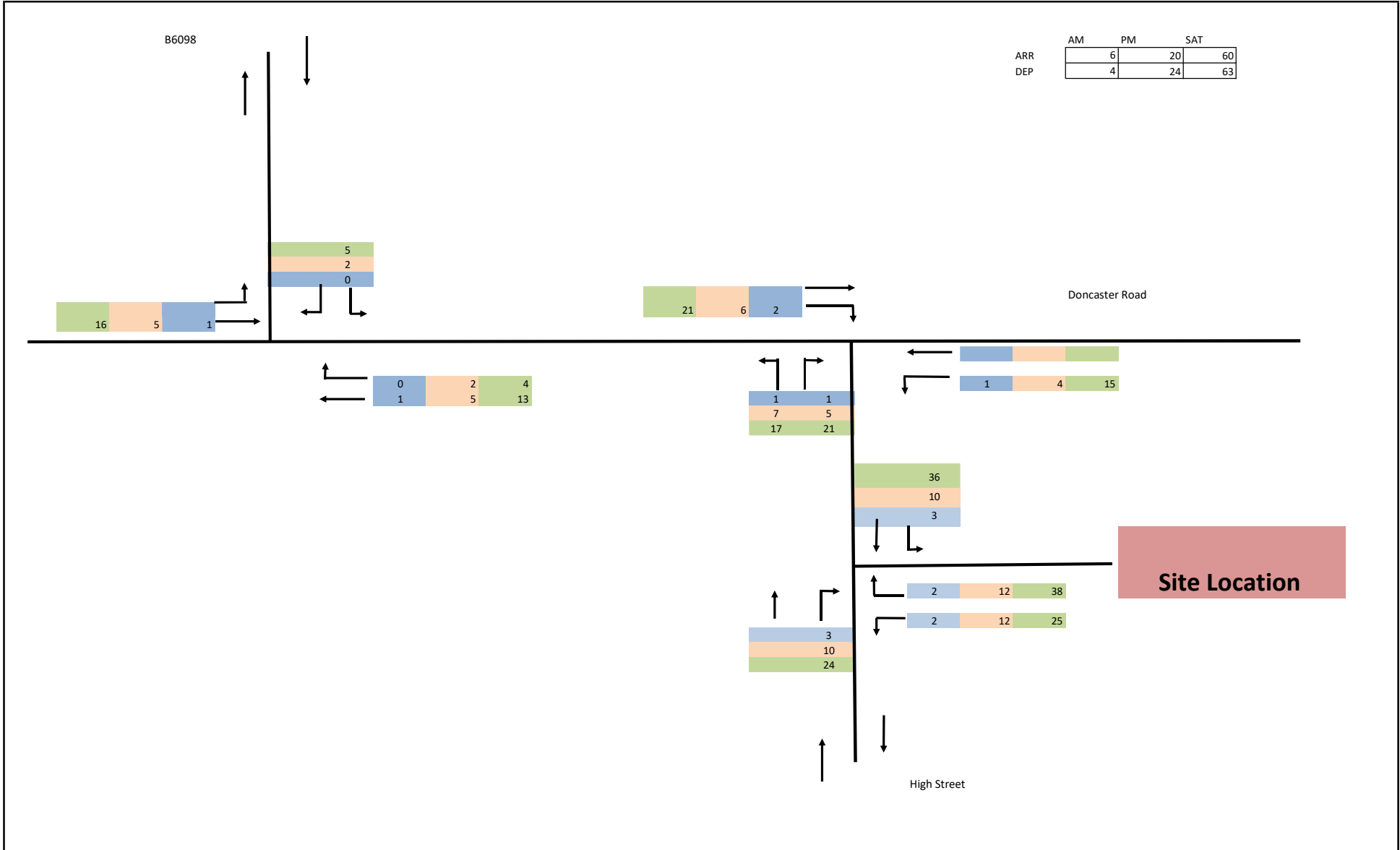


Appendix D

Network Flow Diagrams

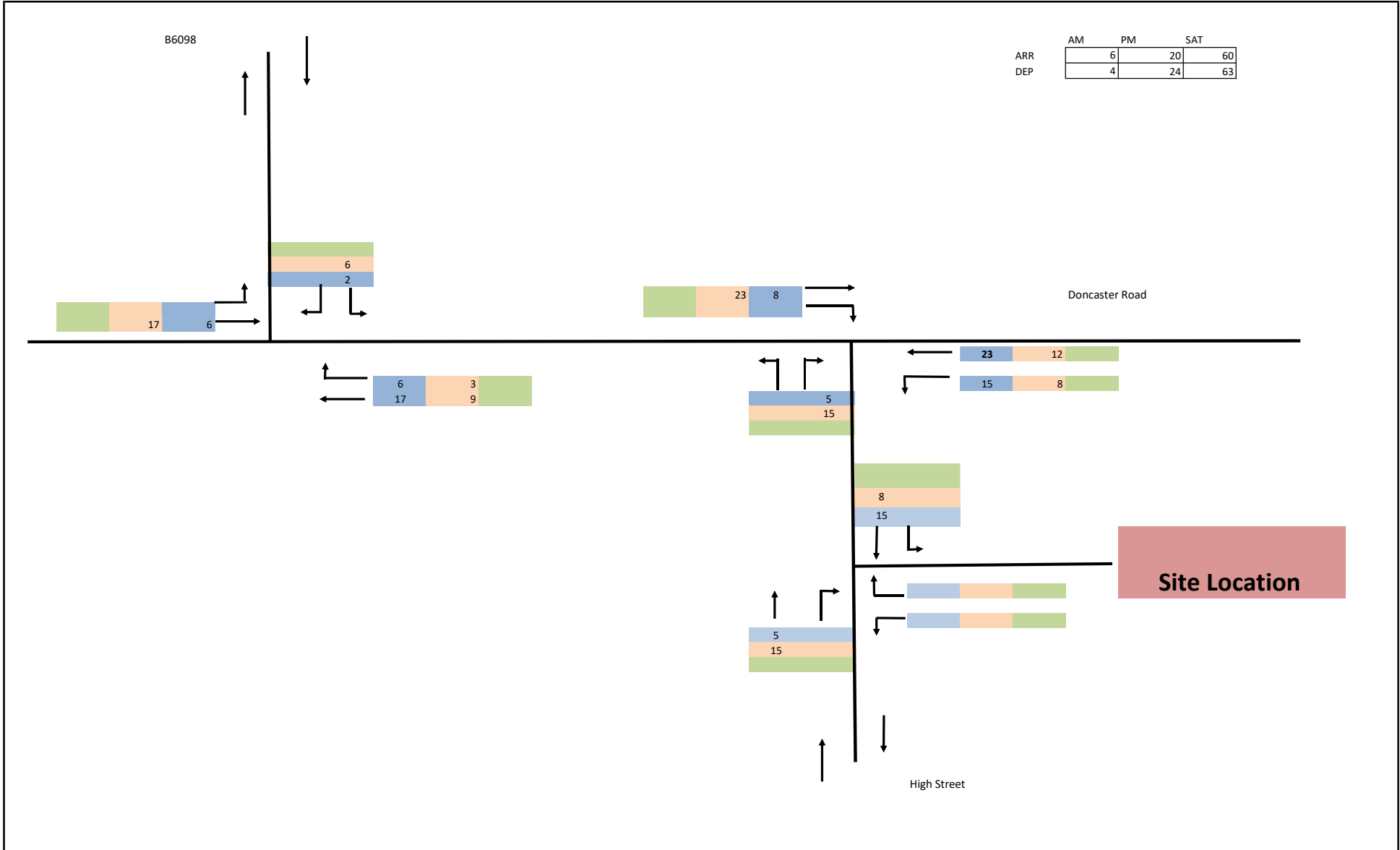


Client:	Project:	Former Goldthorpe Primary School	Title:	Distribution	tps	Number:	Figure 5.1	Revision:	Date	Oct-19	Checked	
									Design	GH	Approved	

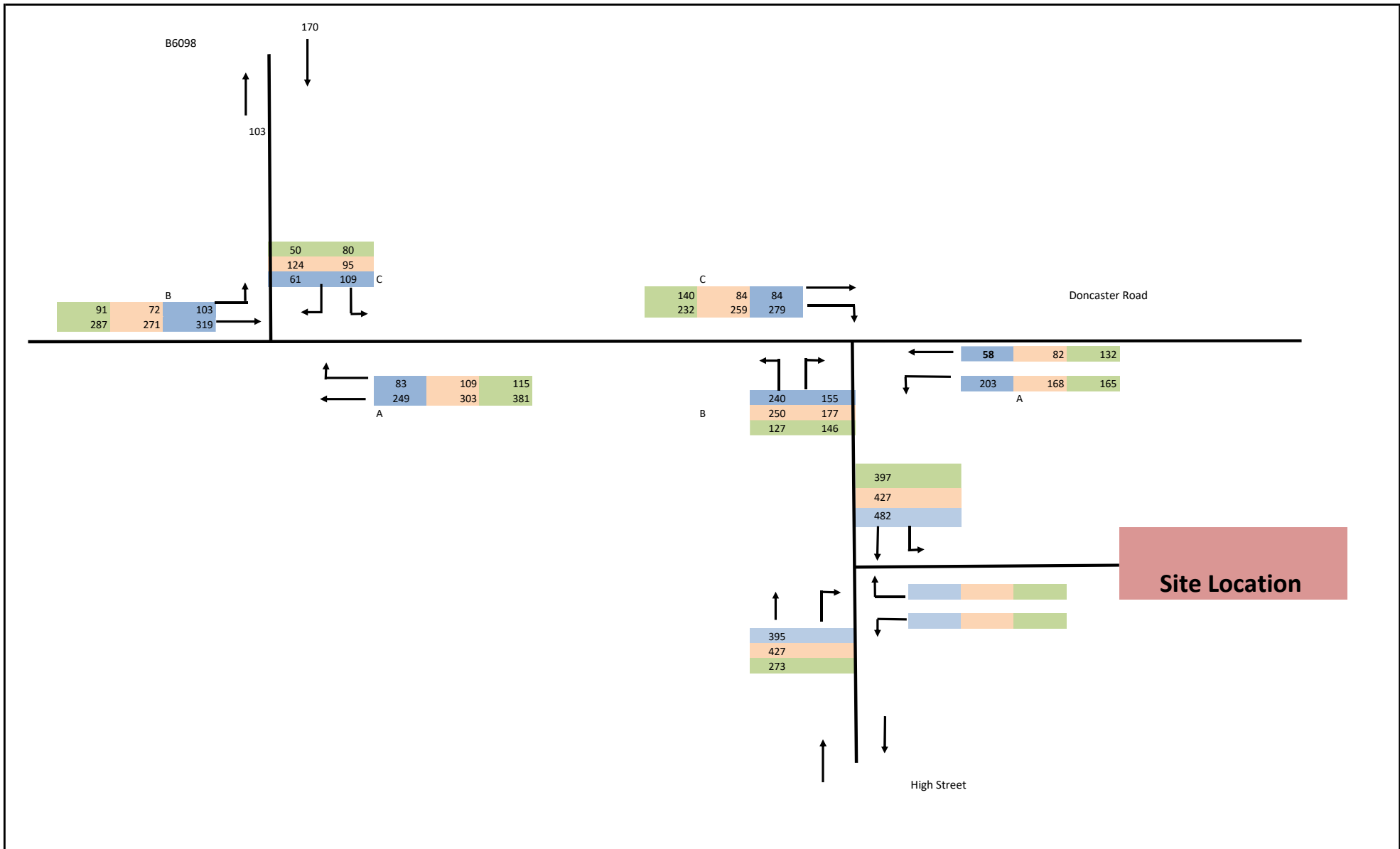


Client:	Project:	Title:		Number:	Revision:	Date	Oct-19	Checked	
Warriror Developments	Former Goldthorpe Primary School	Total Development Flows		Figure 5.2		Design	GH	Approved	

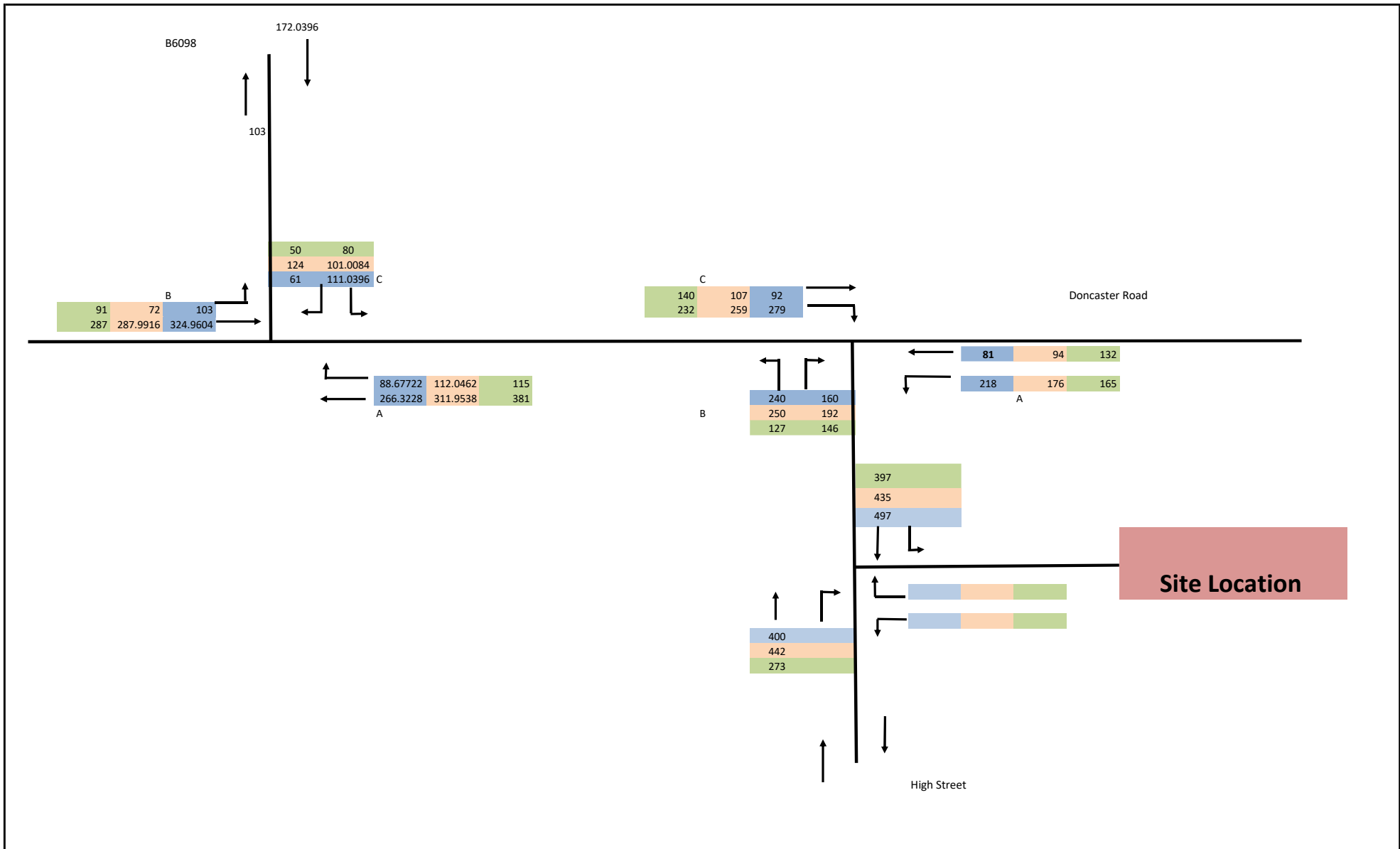




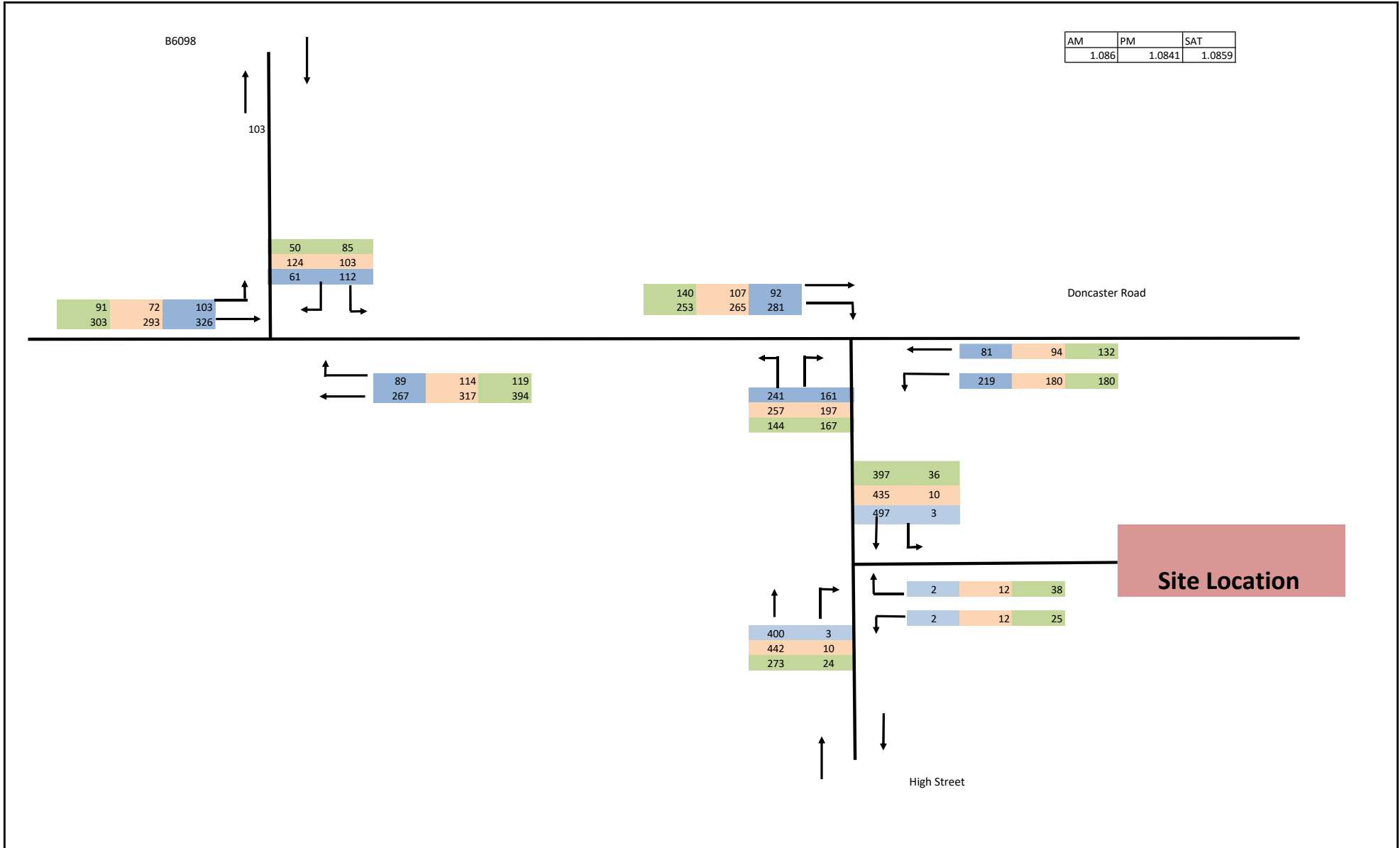
Client:	Warriror Developments	Project:	Former Goldthorpe Primary School	Title:	Total Development Flows		Number:	Figure 5.3	Revision:	Date	Oct-19	Checked	
										Design	GH	Approved	



Client:	Warriror Developments	Project:	Former Goldthorpe Primary School	Title:	2019 Base (PCU's)		Number:		Revision:	Date	Oct-19	Checked	
										Design	GH	Approved	

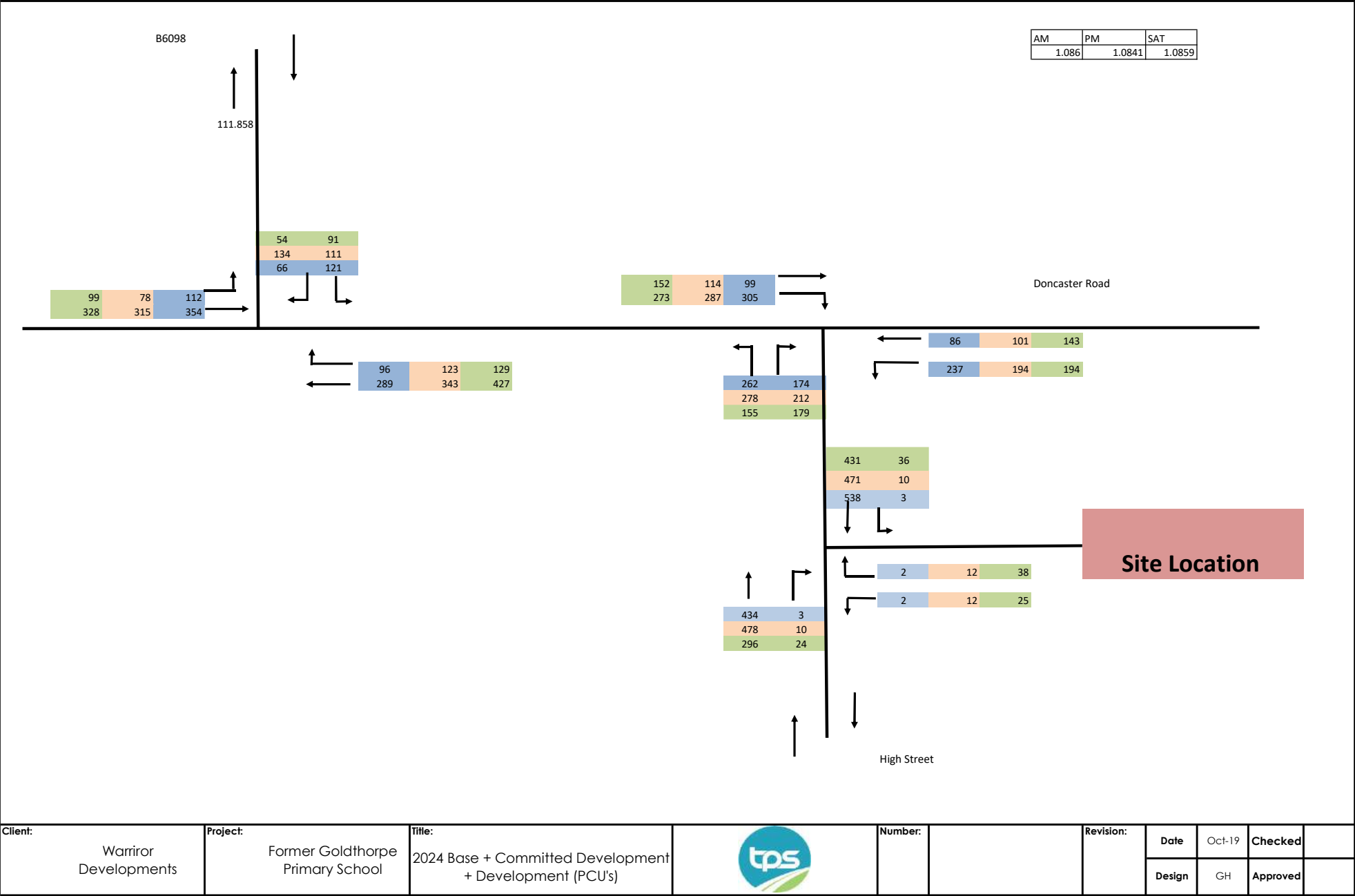


Client:	Warriror Developments	Project:	Former Goldthorpe Primary School	Title:	2019 Base + Committed Development(PCU's)		Number:		Revision:	Date	Oct-19	Checked	
										Design	GH	Approved	



AM	PM	SAT
1.086	1.0841	1.0859

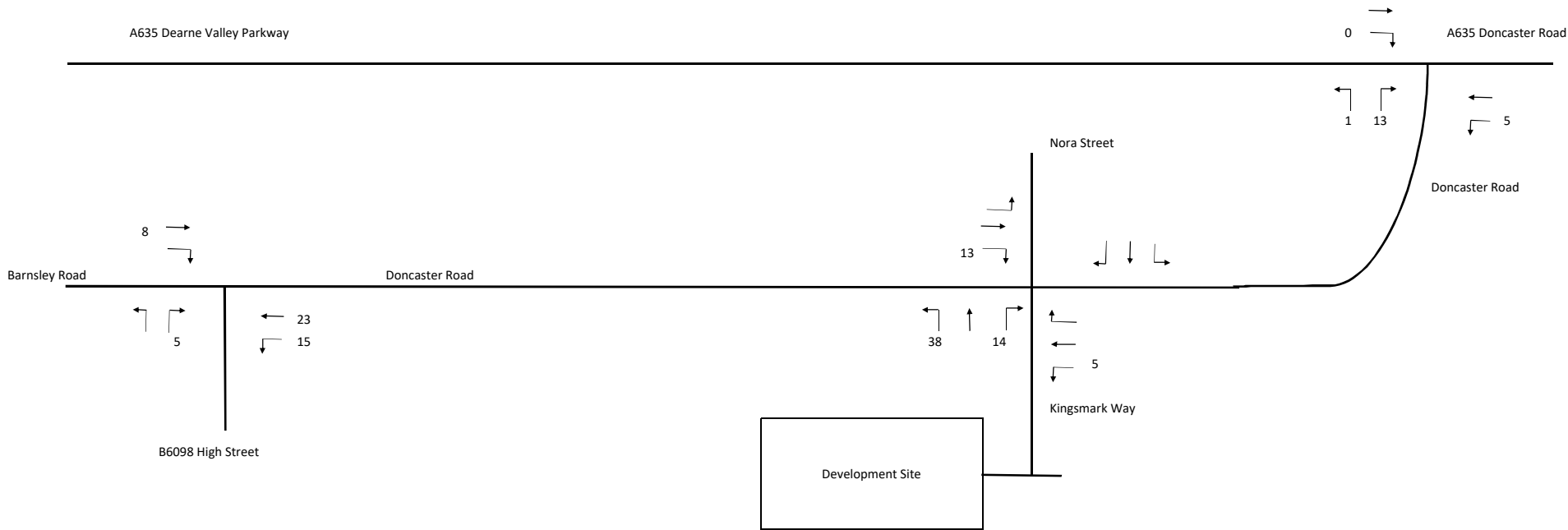
Client:	Project:	Title:		Number:		Revision:	Date	Oct-19	Checked	
							Design	GH	Approved	





Appendix E

Committed Development



Trip Rates

Arrival 0.146

Departure 0.413

Trip Generation

Arrival 18

Departure 52

125 Houses

0 Total Vehicles
0 Total Heavy Vehicles



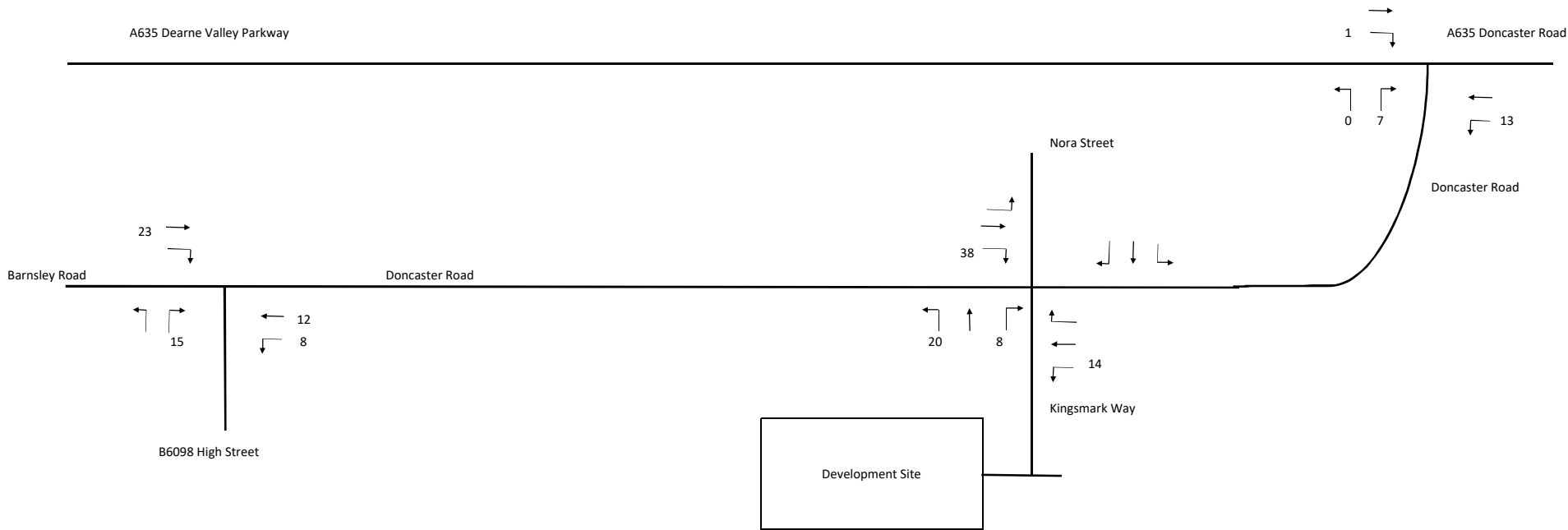
Project: Former Goldthorpe Colliery

AM Development Trips

Figure:

13a

\\OI\Former Goldthorpe Colliery\ANALYSIS\SPREADSHEETS



<u>Trip Rates</u>	
Arrival	0.421
Departure	0.223
<u>Trip Generation</u>	
Arrival	53
Departure	28

125 Houses



Appendix F

Operational Assessments

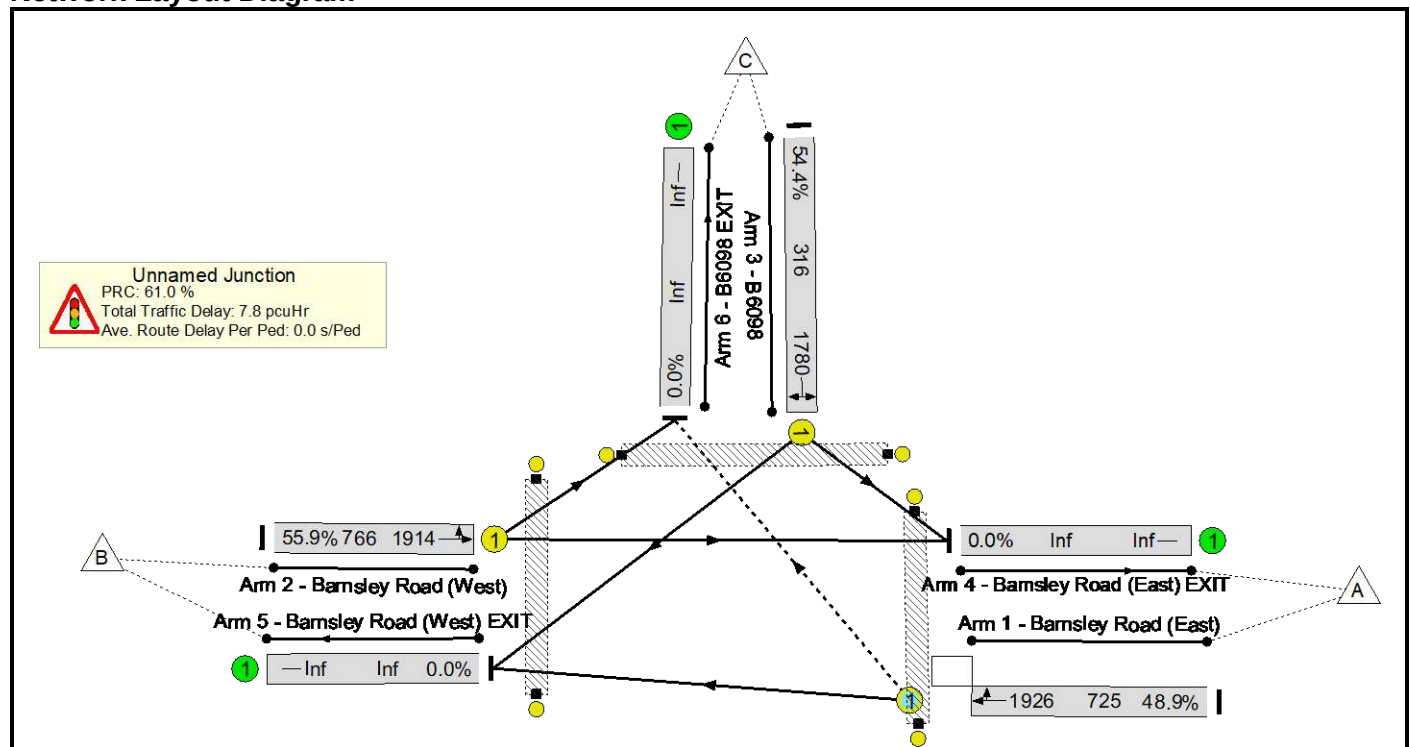
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
File name:	Barnsley Road_B06.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 1: '2019 AM Base' (FG1: '2019 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



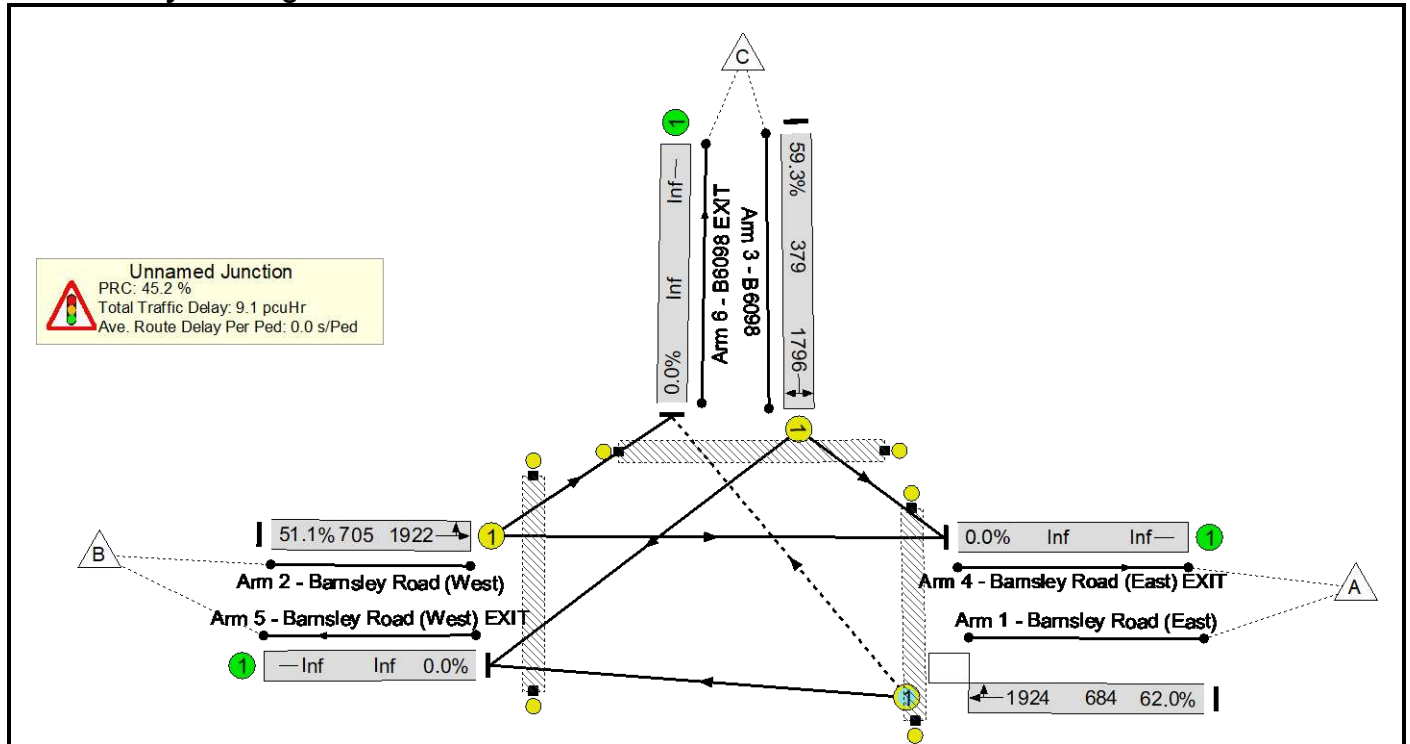
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	55.9%	87	0	2	7.8	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	55.9%	87	0	2	7.8	-	-
1/1	Barnsley Road (East) Ahead Right	O	A		1	37	-	355	1926	725	48.9%	87	0	2	2.5	25.7	6.7
2/1	Barnsley Road (West) Ahead Left	U	B		1	35	-	428	1914	766	55.9%	-	-	-	3.1	26.2	8.8
3/1	B6098 Left Right	U	C		1	15	-	172	1780	316	54.4%	-	-	-	2.2	46.0	4.5
Ped Link: P1	Unnamed Ped Link	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%): 61.0 Total Delay for Signalised Lanes (pcuHr): 7.85 Cycle Time (s): 90 PRC Over All Lanes (%): 61.0 Total Delay Over All Lanes(pcuHr): 7.85																	

Basic Results Summary

Scenario 2: '2019 PM Base' (FG2: '2019 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



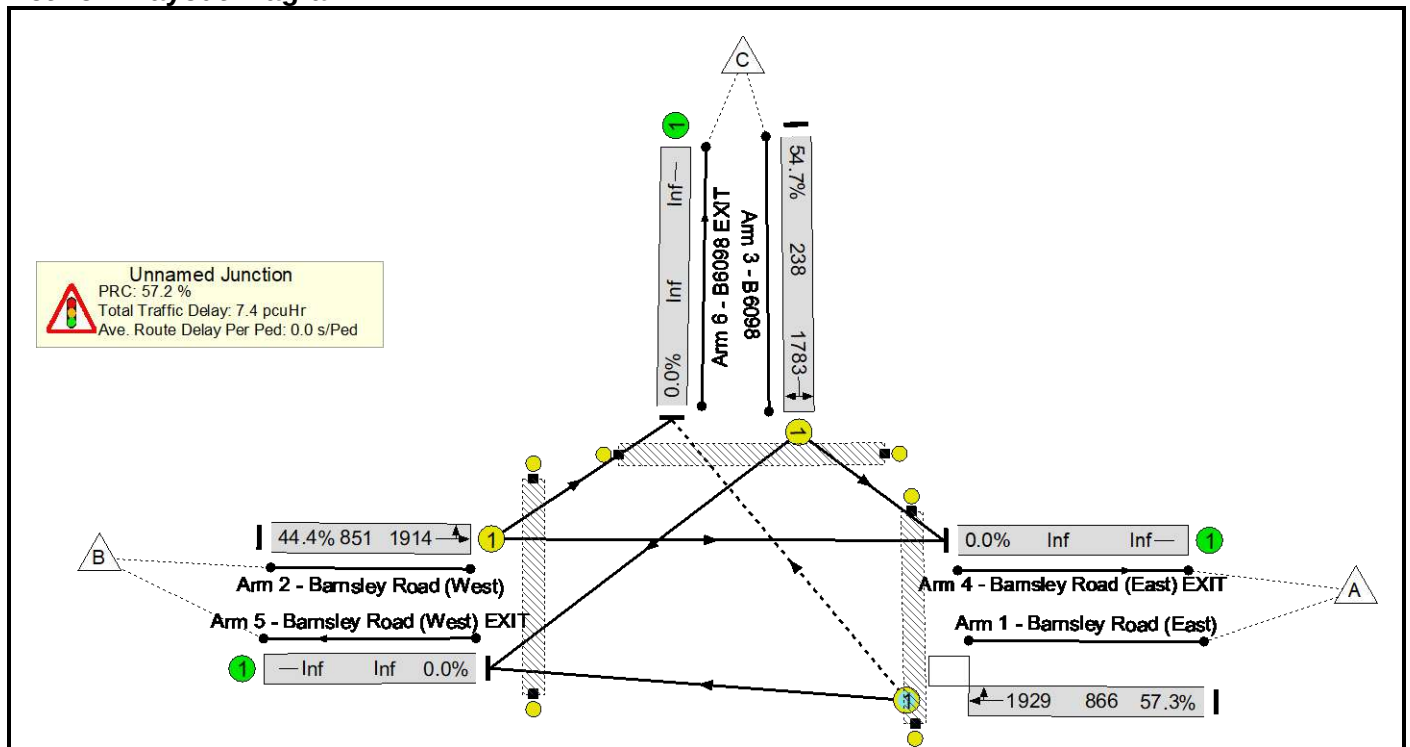
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	62.0%	110	0	2	9.1	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	62.0%	110	0	2	9.1	-	-
1/1	Barnsley Road (East) Ahead Right	O	A		1	34	-	424	1924	684	62.0%	110	0	2	3.6	30.6	9.5
2/1	Barnsley Road (West) Ahead Left	U	B		1	32	-	360	1922	705	51.1%	-	-	-	2.7	27.4	7.5
3/1	B6098 Left Right	U	C		1	18	-	225	1796	379	59.3%	-	-	-	2.7	43.6	5.8
Ped Link: P1	Unnamed Ped Link	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 45.2 Total Delay for Signalled Lanes (pcuHr): 9.08 Cycle Time (s): 90 PRC Over All Lanes (%): 45.2 Total Delay Over All Lanes(pcuHr): 9.08																	

Basic Results Summary

Scenario 3: '2019 Sat Base' (FG3: '2019 Sat Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



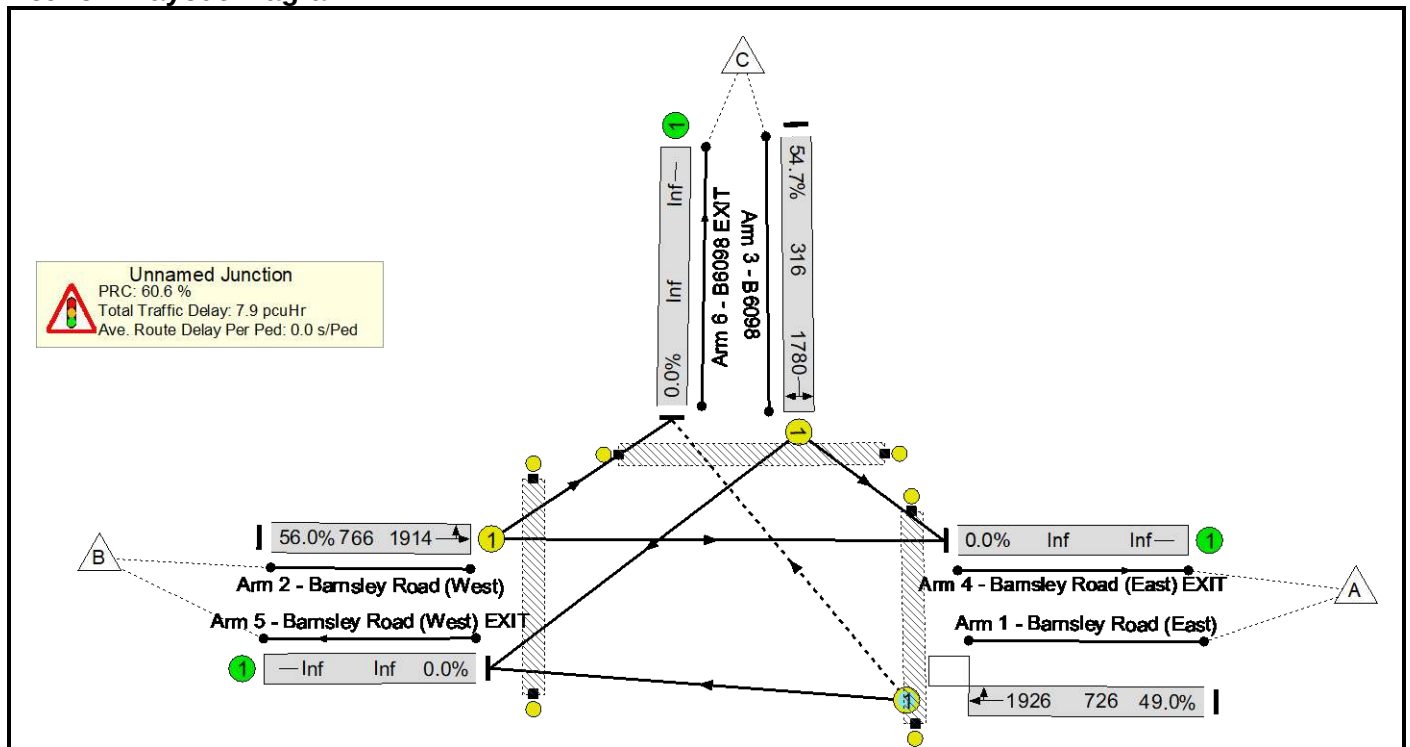
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	57.3%	112	0	3	7.4	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	57.3%	112	0	3	7.4	-	-
1/1	Barnsley Road (East) Ahead Right	O	A		1	41	-	496	1929	866	57.3%	112	0	3	3.2	23.5	9.8
2/1	Barnsley Road (West) Ahead Left	U	B		1	39	-	378	1914	851	44.4%	-	-	-	2.2	21.1	6.9
3/1	B6098 Left Right	U	C		1	11	-	130	1783	238	54.7%	-	-	-	1.9	53.0	3.6
Ped Link: P1	Unnamed Ped Link	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%): 57.2 Total Delay for Signalised Lanes (pcuHr): 7.37 Cycle Time (s): 90 PRC Over All Lanes (%): 57.2 Total Delay Over All Lanes(pcuHr): 7.37																	

Basic Results Summary

Scenario 4: '2019 AM Base + Development' (FG4: '2019 AM Base + Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



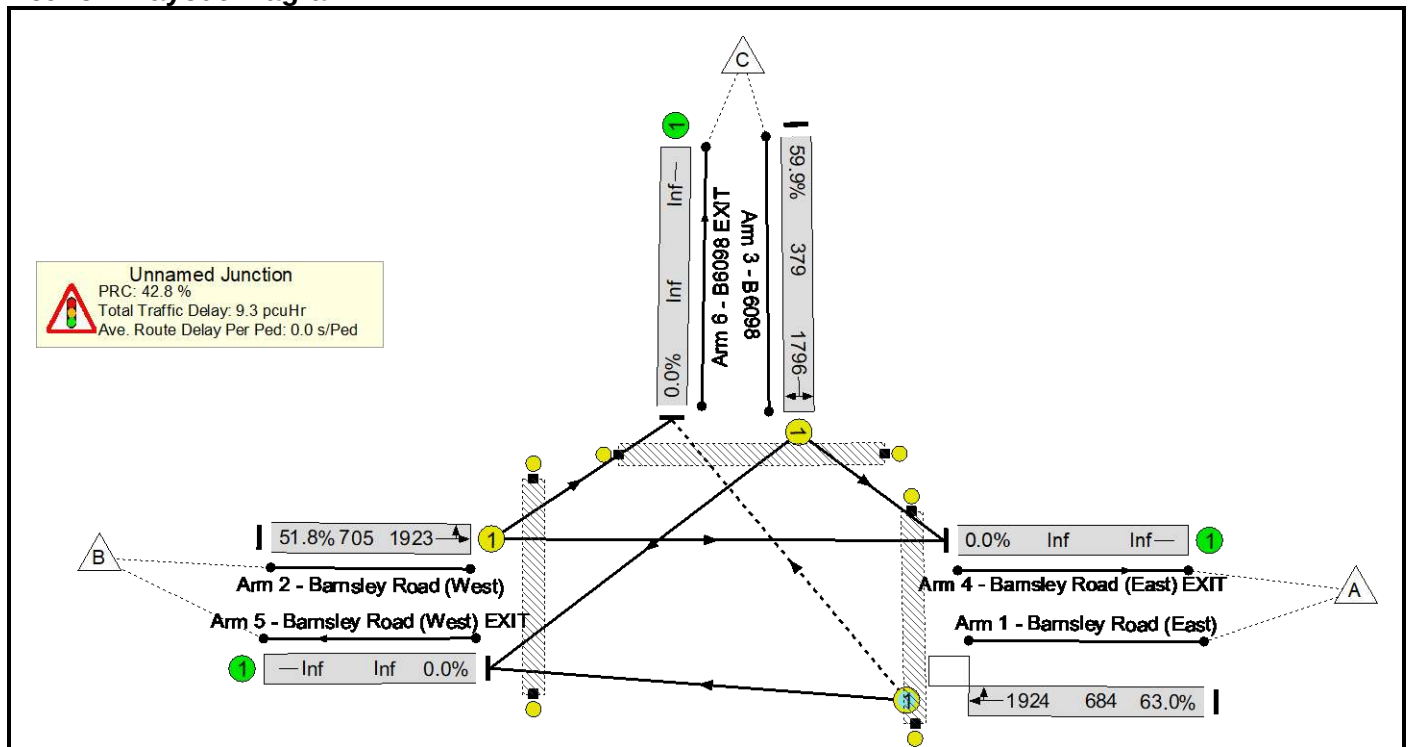
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	56.0%	87	0	2	7.9	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	56.0%	87	0	2	7.9	-	-
1/1	Barnsley Road (East) Ahead Right	O	A		1	37	-	356	1926	726	49.0%	87	0	2	2.5	25.7	6.7
2/1	Barnsley Road (West) Ahead Left	U	B		1	35	-	429	1914	766	56.0%	-	-	-	3.1	26.2	8.9
3/1	B6098 Left Right	U	C		1	15	-	173	1780	316	54.7%	-	-	-	2.2	46.1	4.5
Ped Link: P1	Unnamed Ped Link	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
C1																	
PRC for Signalised Lanes (%):							60.6		Total Delay for Signalised Lanes (pcuHr):			7.89		Cycle Time (s): 90			
PRC Over All Lanes (%):							60.6		Total Delay Over All Lanes(pcuHr):			7.89					

Basic Results Summary

Scenario 5: '2019 PM Base + Development' (FG5: '2019 PM Base + Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



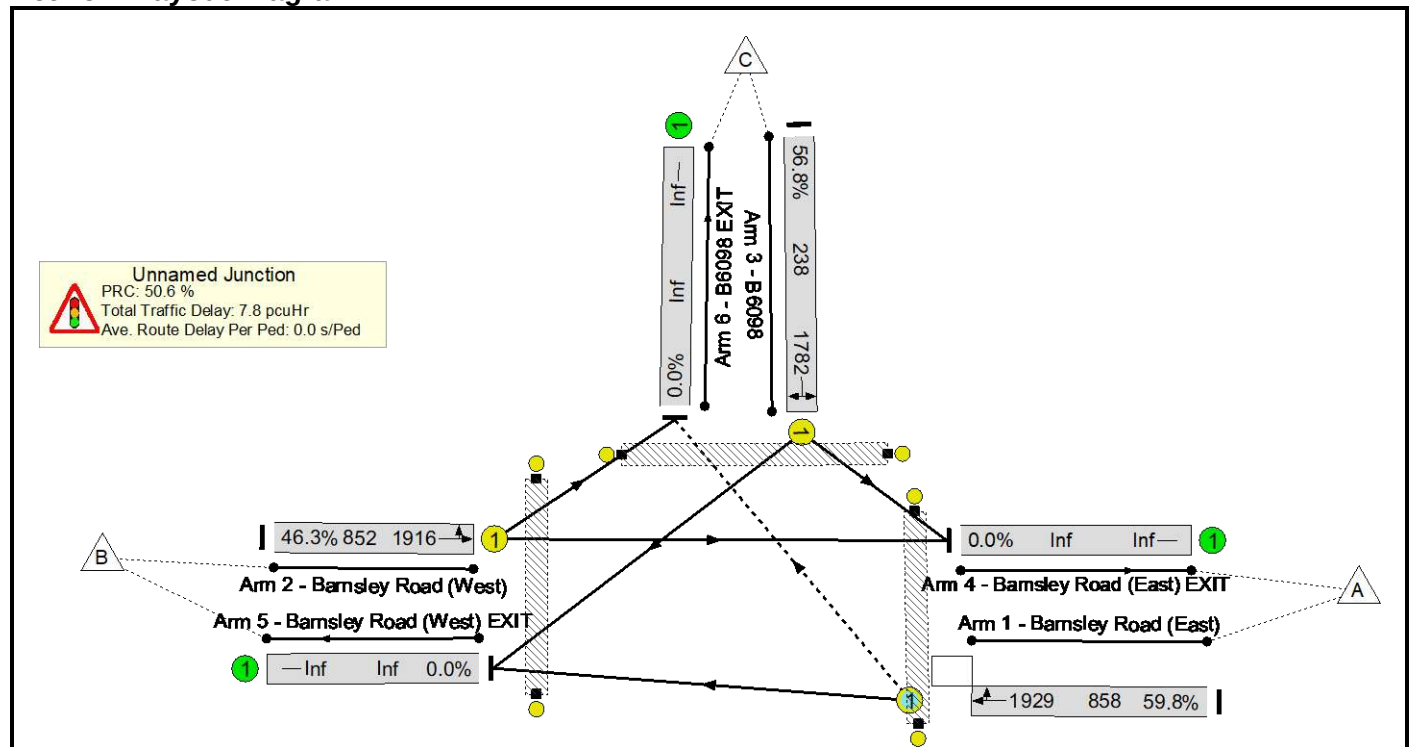
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	63.0%	111	0	3	9.3	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	63.0%	111	0	3	9.3	-	-
1/1	Barnsley Road (East) Ahead Right	O	A		1	34	-	431	1924	684	63.0%	111	0	3	3.7	31.1	9.7
2/1	Barnsley Road (West) Ahead Left	U	B		1	32	-	365	1923	705	51.8%	-	-	-	2.8	27.6	7.6
3/1	B6098 Left Right	U	C		1	18	-	227	1796	379	59.9%	-	-	-	2.8	43.8	5.8
Ped Link: P1	Unnamed Ped Link	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
C1																	
PRC for Signalised Lanes (%):							42.8		Total Delay for Signalised Lanes (pcuHr):			9.27		Cycle Time (s): 90			
PRC Over All Lanes (%):							42.8		Total Delay Over All Lanes(pcuHr):			9.27					

Basic Results Summary

Scenario 6: '2019 Sat Base + Development' (FG6: '2019 Sat Base + Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



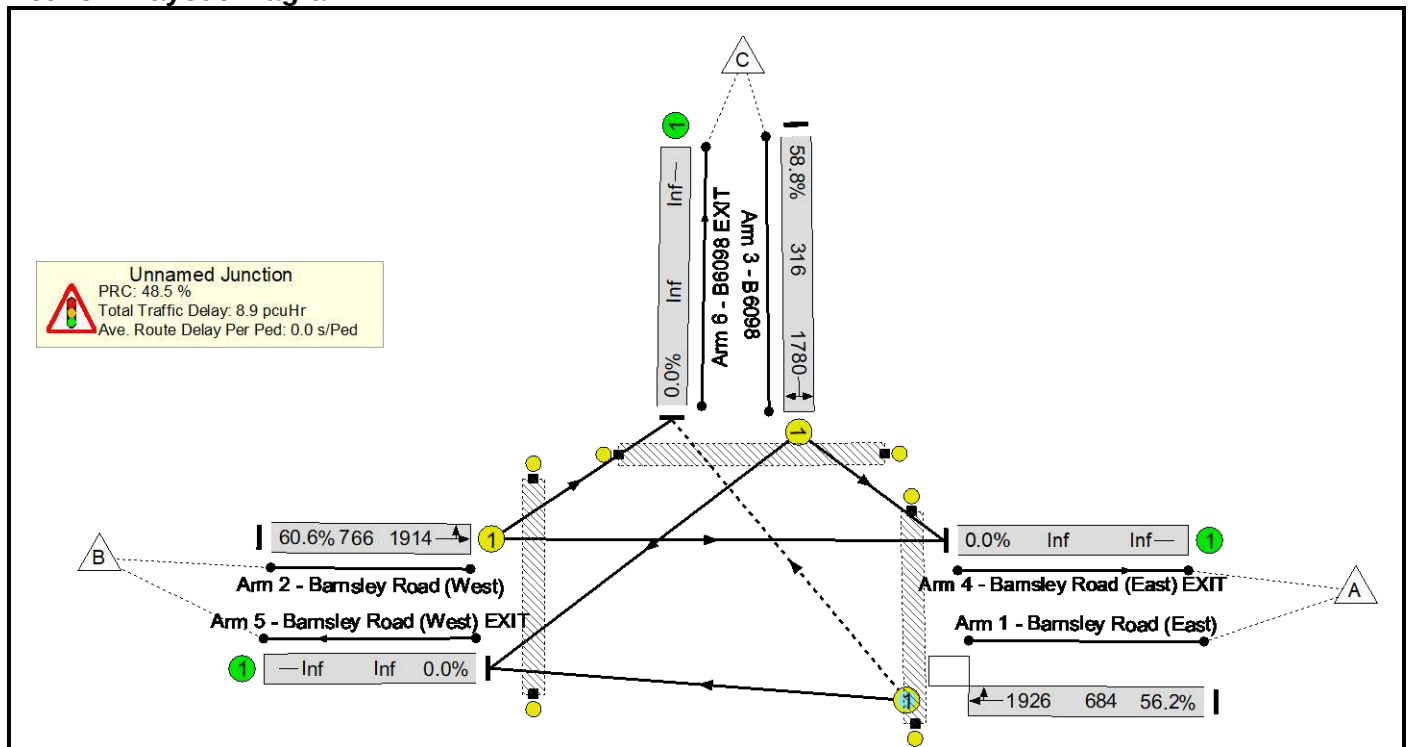
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	59.8%	116	0	3	7.8	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	59.8%	116	0	3	7.8	-	-
1/1	Barnsley Road (East) Ahead Right	O	A		1	41	-	513	1929	858	59.8%	116	0	3	3.4	24.2	10.3
2/1	Barnsley Road (West) Ahead Left	U	B		1	39	-	394	1916	852	46.3%	-	-	-	2.3	21.4	7.2
3/1	B6098 Left Right	U	C		1	11	-	135	1782	238	56.8%	-	-	-	2.0	53.9	3.8
Ped Link: P1	Unnamed Ped Link	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%): 50.6 Total Delay for Signalised Lanes (pcuHr): 7.81 Cycle Time (s): 90 PRC Over All Lanes (%): 50.6 Total Delay Over All Lanes(pcuHr): 7.81																	

Basic Results Summary

Scenario 7: '2024 AM Base' (FG7: '2024 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

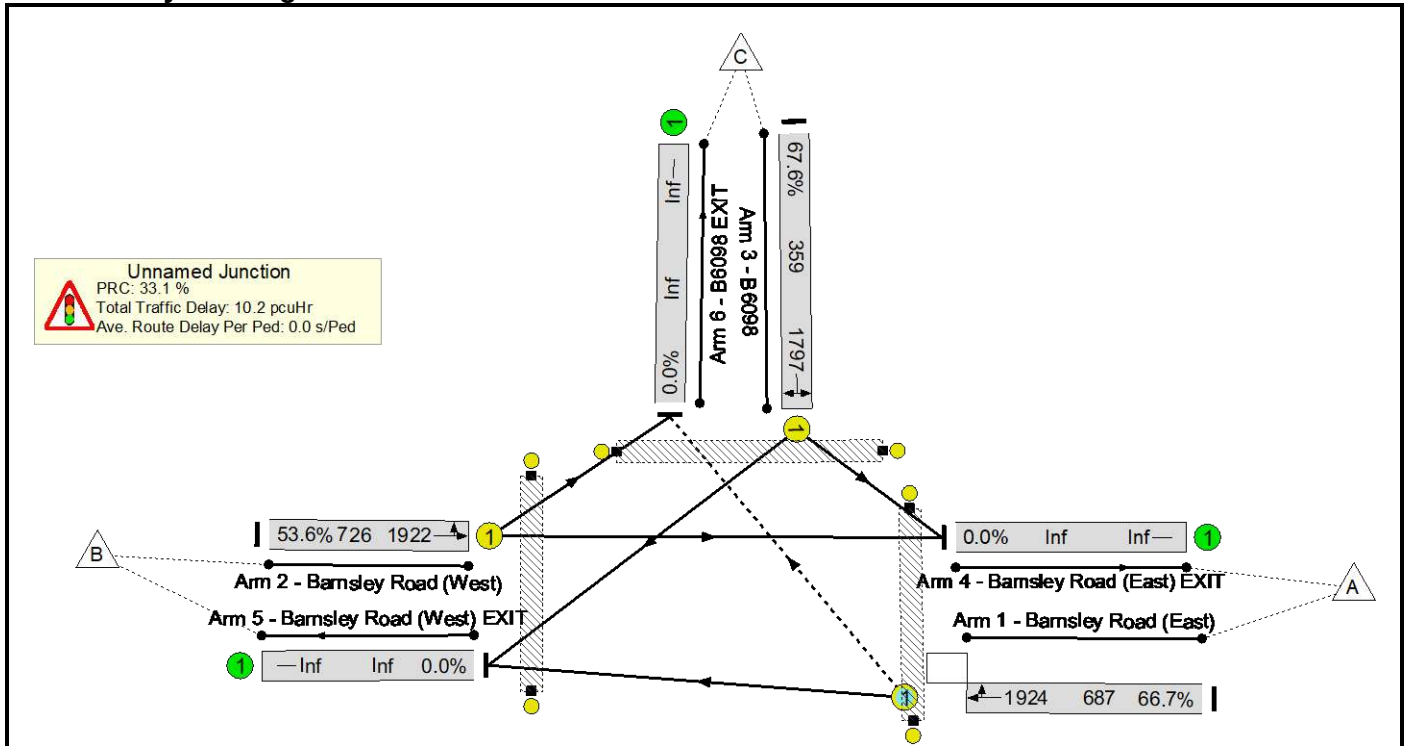


Network Results

Basic Results Summary

Scenario 8: '2024 PM Base' (FG8: '2024 PM Base ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



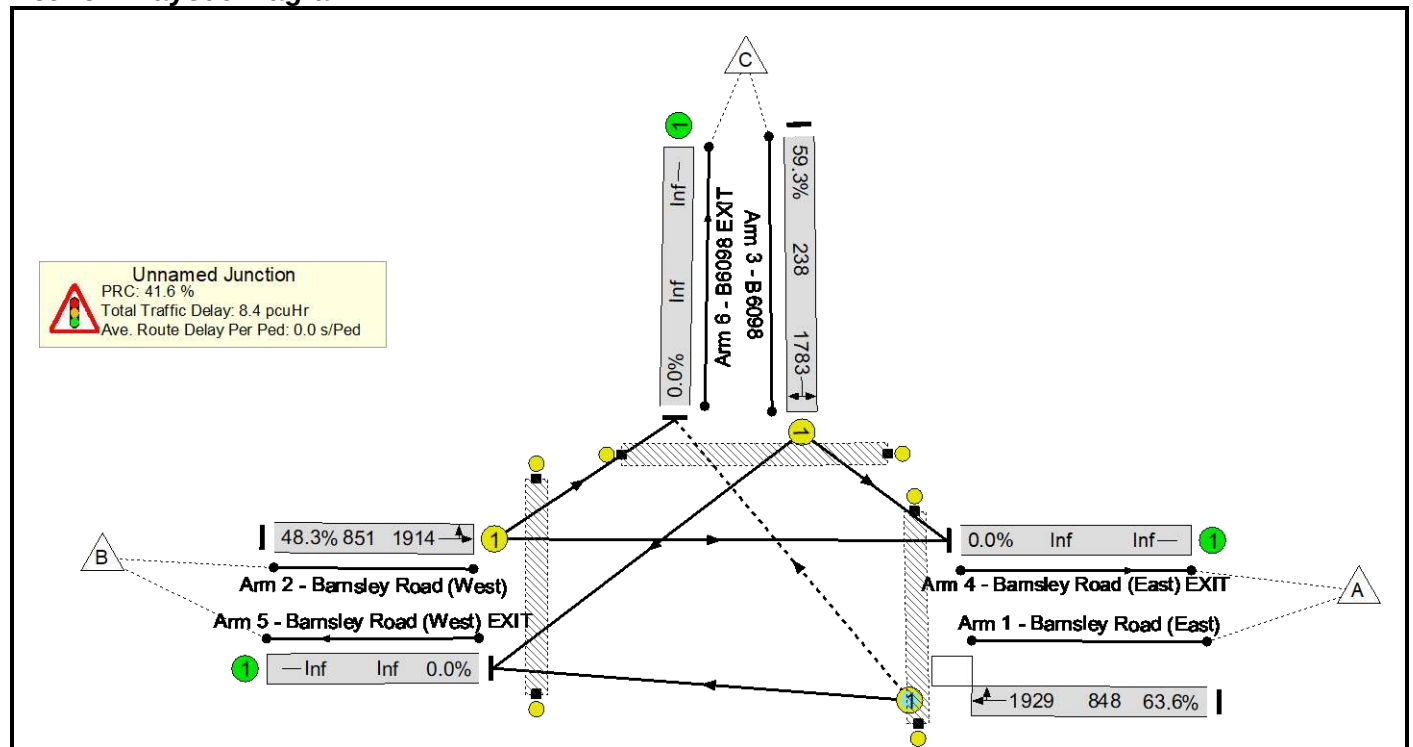
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	67.6%	118	0	3	10.2	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	67.6%	118	0	3	10.2	-	-
1/1	Barnsley Road (East) Ahead Right	O	A		1	35	-	458	1924	687	66.7%	118	0	3	4.0	31.7	10.5
2/1	Barnsley Road (West) Ahead Left	U	B		1	33	-	389	1922	726	53.6%	-	-	-	2.9	27.2	8.1
3/1	B6098 Left Right	U	C		1	17	-	243	1797	359	67.6%	-	-	-	3.3	48.5	6.6
Ped Link: P1	Unnamed Ped Link	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%): 33.1 Total Delay for Signalised Lanes (pcuHr): 10.24 Cycle Time (s): 90 PRC Over All Lanes (%): 33.1 Total Delay Over All Lanes(pcuHr): 10.24																	

Basic Results Summary

Scenario 9: '2024 Sat Base' (FG9: '2024 Sat Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



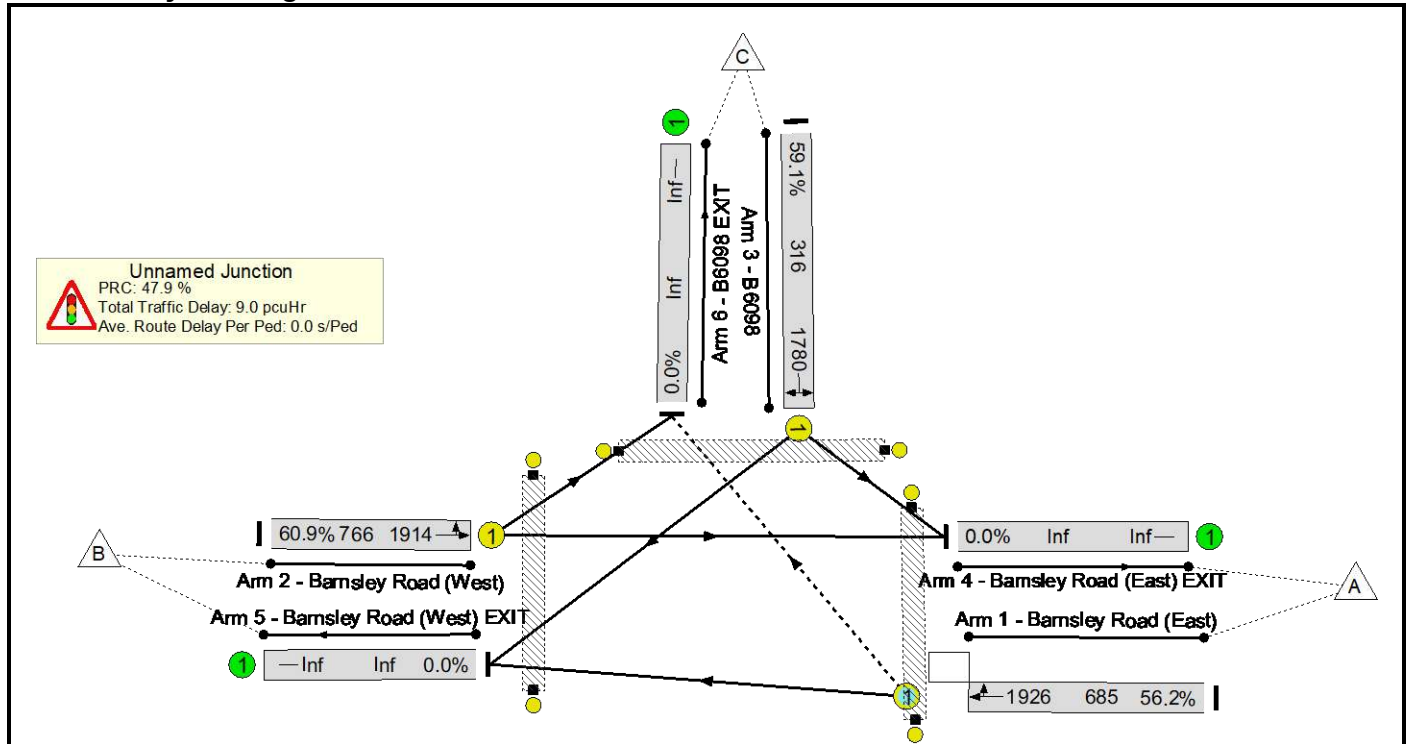
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	63.6%	122	0	3	8.4	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	63.6%	122	0	3	8.4	-	-
1/1	Barnsley Road (East) Ahead Right	O	A		1	41	-	539	1929	848	63.6%	122	0	3	3.8	25.4	11.3
2/1	Barnsley Road (West) Ahead Left	U	B		1	39	-	411	1914	851	48.3%	-	-	-	2.5	21.8	7.7
3/1	B6098 Left Right	U	C		1	11	-	141	1783	238	59.3%	-	-	-	2.2	55.1	4.0
Ped Link: P1	Unnamed Ped Link	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
C1																	
PRC for Signalised Lanes (%):							41.6		Total Delay for Signalised Lanes (pcuHr):			8.44		Cycle Time (s): 90			
PRC Over All Lanes (%):							41.6		Total Delay Over All Lanes(pcuHr):			8.44					

Basic Results Summary

Scenario 10: '2024 AM Base + Development' (FG10: '2024 AM Base + Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



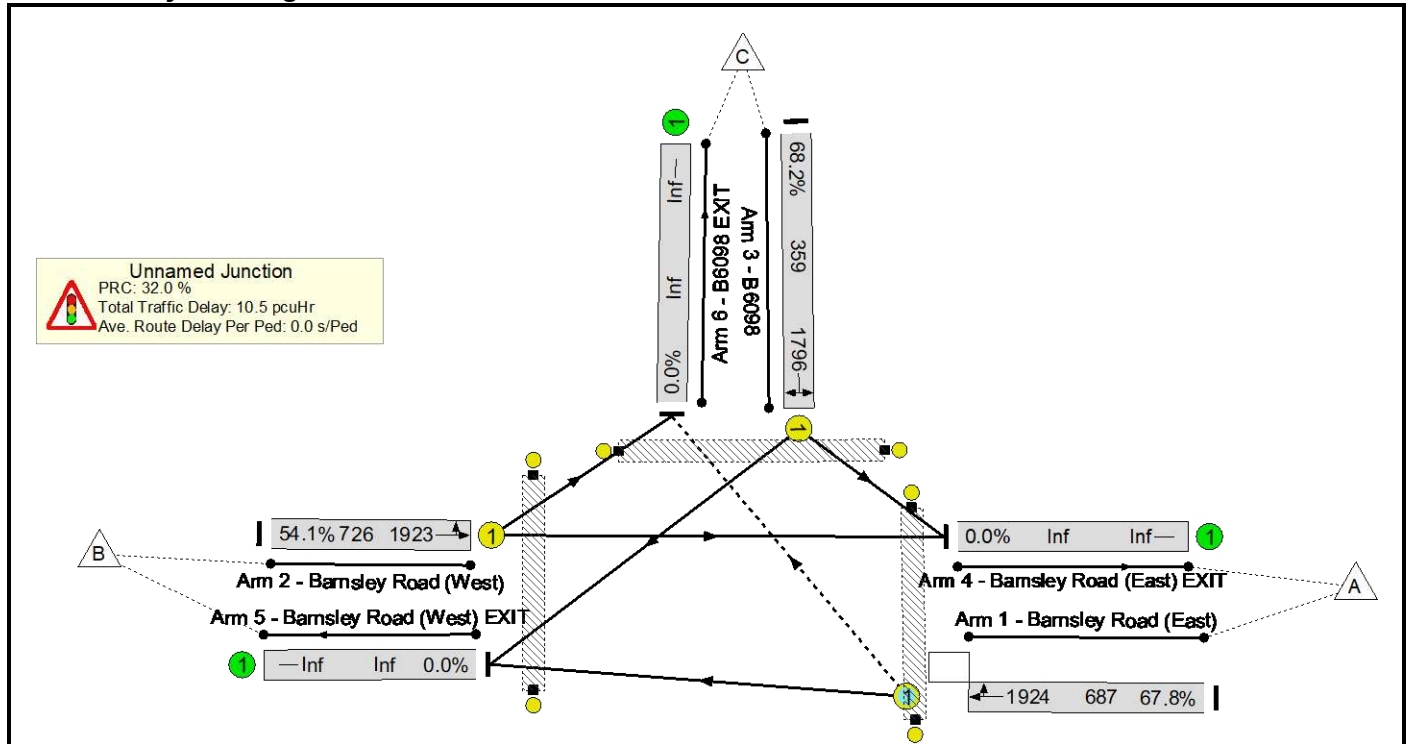
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	60.9%	94	0	2	9.0	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	60.9%	94	0	2	9.0	-	-
1/1	Barnsley Road (East) Ahead Right	O	A		1	37	-	385	1926	685	56.2%	94	0	2	2.9	27.6	7.6
2/1	Barnsley Road (West) Ahead Left	U	B		1	35	-	466	1914	766	60.9%	-	-	-	3.5	27.4	10.0
3/1	B6098 Left Right	U	C		1	15	-	187	1780	316	59.1%	-	-	-	2.5	47.8	5.0
Ped Link: P1	Unnamed Ped Link	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%): 47.9 Total Delay for Signalised Lanes (pcuHr): 8.98 Cycle Time (s): 90 PRC Over All Lanes (%): 47.9 Total Delay Over All Lanes(pcuHr): 8.98																	

Basic Results Summary

Scenario 11: '2024 PM Base + Development' (FG11: '2024 PM Base + Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



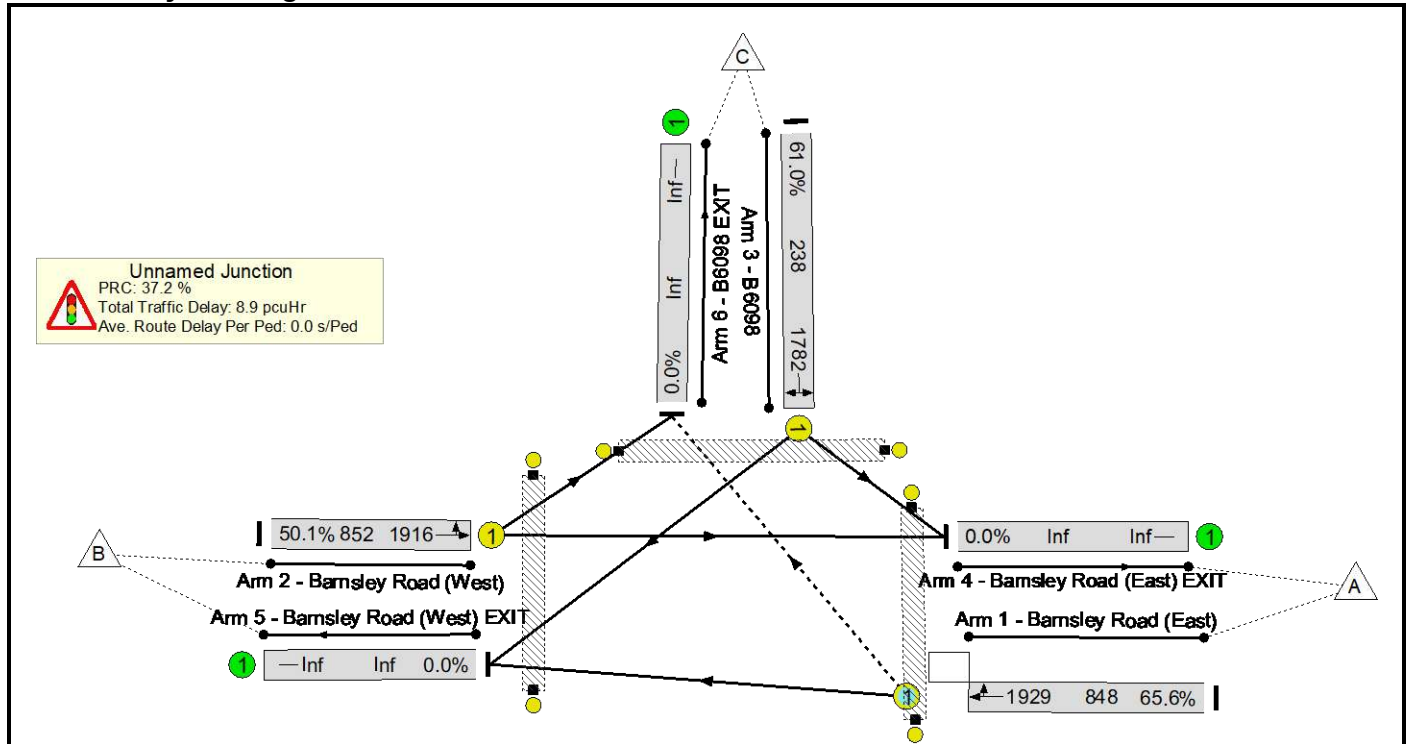
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	68.2%	120	0	3	10.5	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	68.2%	120	0	3	10.5	-	-
1/1	Barnsley Road (East) Ahead Right	O	A		1	35	-	466	1924	687	67.8%	120	0	3	4.2	32.2	10.9
2/1	Barnsley Road (West) Ahead Left	U	B		1	33	-	393	1923	726	54.1%	-	-	-	3.0	27.3	8.2
3/1	B6098 Left Right	U	C		1	17	-	245	1796	359	68.2%	-	-	-	3.3	48.8	6.7
Ped Link: P1	Unnamed Ped Link	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%): 32.0 Total Delay for Signalised Lanes (pcuHr): 10.47 Cycle Time (s): 90 PRC Over All Lanes (%): 32.0 Total Delay Over All Lanes(pcuHr): 10.47																	

Basic Results Summary

Scenario 12: '2024 Sat Base + Development' (FG12: '2024 Sat Base + Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	65.6%	126	0	3	8.9	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	65.6%	126	0	3	8.9	-	-
1/1	Barnsley Road (East) Ahead Right	O	A		1	41	-	556	1929	848	65.6%	126	0	3	4.0	26.1	11.8
2/1	Barnsley Road (West) Ahead Left	U	B		1	39	-	427	1916	852	50.1%	-	-	-	2.6	22.1	8.1
3/1	B6098 Left Right	U	C		1	11	-	145	1782	238	61.0%	-	-	-	2.3	55.9	4.2
Ped Link: P1	Unnamed Ped Link	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 37.2 Total Delay for Signalled Lanes (pcuHr): 8.90 Cycle Time (s): 90 PRC Over All Lanes (%): 37.2 Total Delay Over All Lanes(pcuHr): 8.90																	

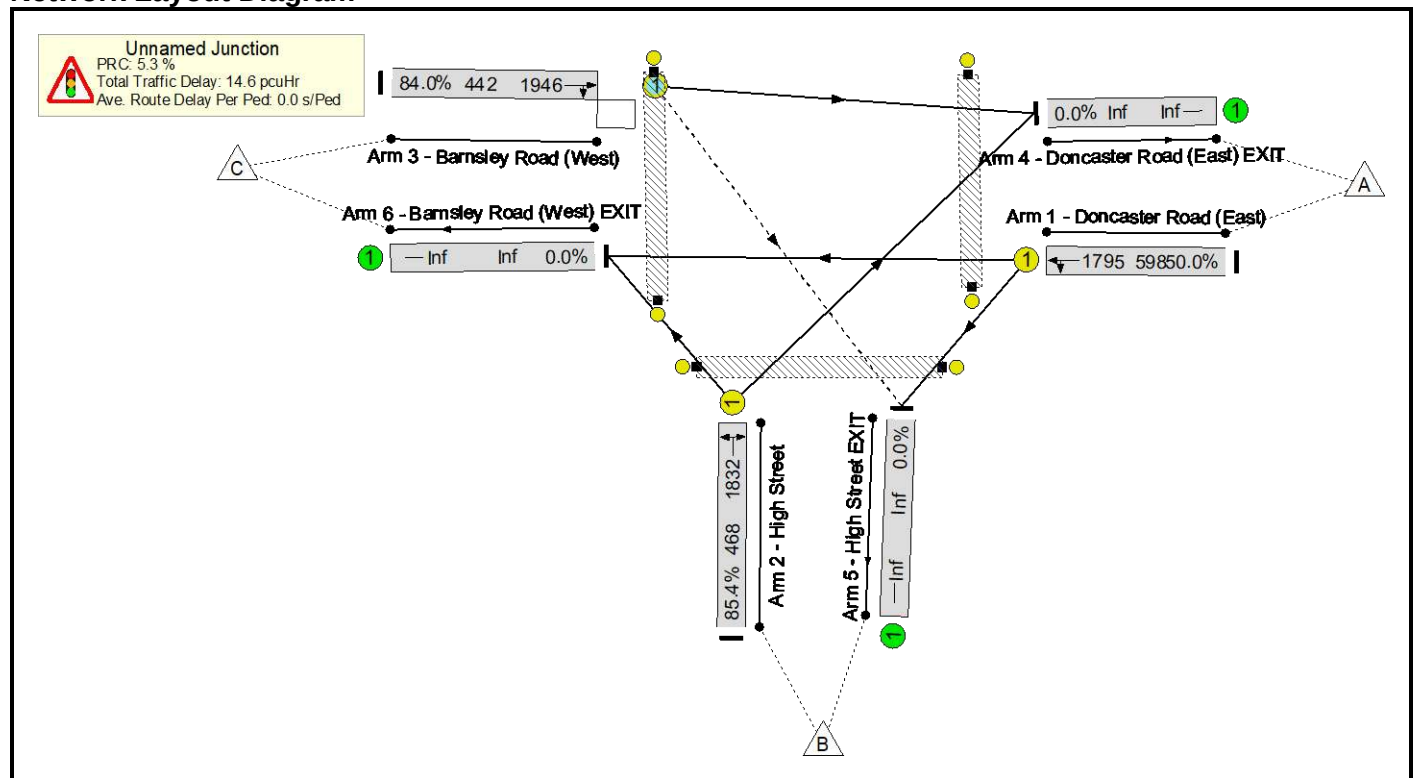
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
File name:	Barnsley Road_Doncaster Road_High Street.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 1: '2019 AM Base' (FG1: '2019 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



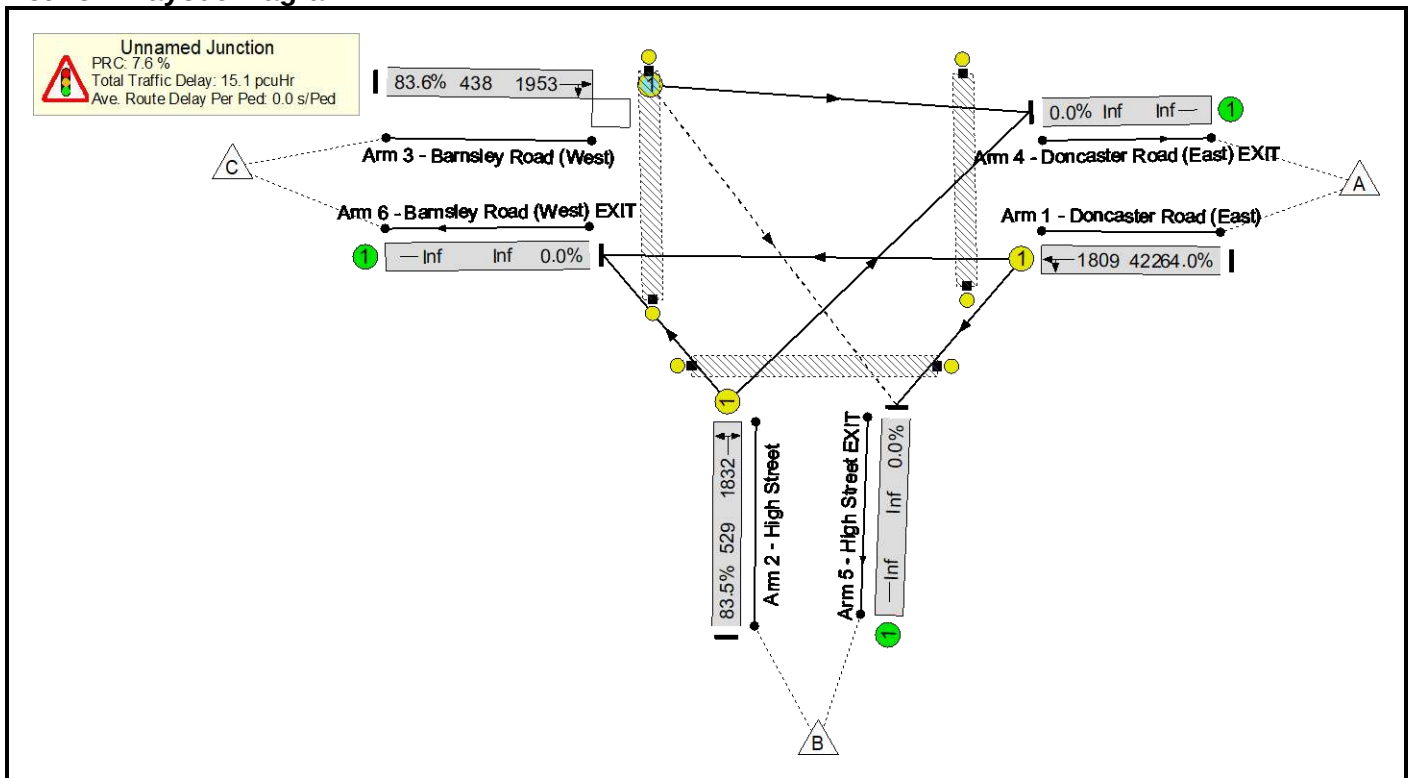
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	85.4%	223	43	13	14.6	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	85.4%	223	43	13	14.6	-	-
1/1	Doncaster Road (East) Left Ahead	U	A		1	29	-	299	1795	598	50.0%	-	-	-	2.5	30.0	6.4
2/1	High Street Right Left	U	B		1	22	-	400	1832	468	85.4%	-	-	-	6.3	56.4	12.2
3/1	Barnsley Road (West) Ahead Right	O	C		1	33	-	371	1946	442	84.0%	223	43	13	5.8	56.4	11.2
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 5.3 Total Delay for Signalled Lanes (pcuHr): 14.56 Cycle Time (s): 90 PRC Over All Lanes (%): 5.3 Total Delay Over All Lanes(pcuHr): 14.56																	

Basic Results Summary

Scenario 2: '2019 PM Base' (FG2: '2019 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



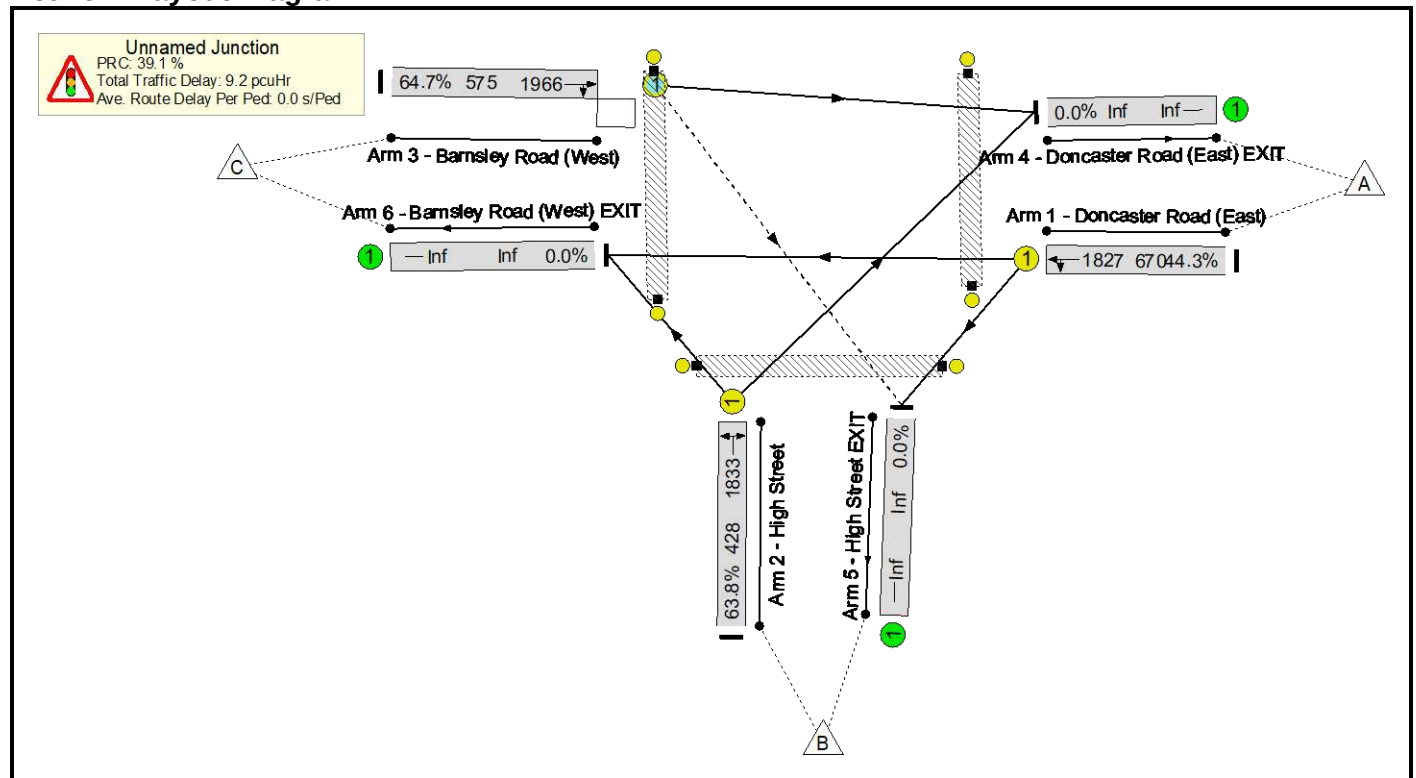
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	83.6%	113	141	6	15.1	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	83.6%	113	141	6	15.1	-	-
1/1	Doncaster Road (East) Left Ahead	U	A		1	20	-	270	1809	422	64.0%	-	-	-	3.2	42.8	7.0
2/1	High Street Right Left	U	B		1	25	-	442	1832	529	83.5%	-	-	-	6.1	49.6	12.7
3/1	Barnsley Road (West) Ahead Right	O	C		1	30	-	366	1953	438	83.6%	113	141	6	5.8	57.1	11.0
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%): 7.6 Total Delay for Signalised Lanes (pcuHr): 15.10 Cycle Time (s): 90 PRC Over All Lanes (%): 7.6 Total Delay Over All Lanes(pcuHr): 15.10																	

Basic Results Summary

Scenario 3: '2019 Sat Base' (FG3: '2019 Sat Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



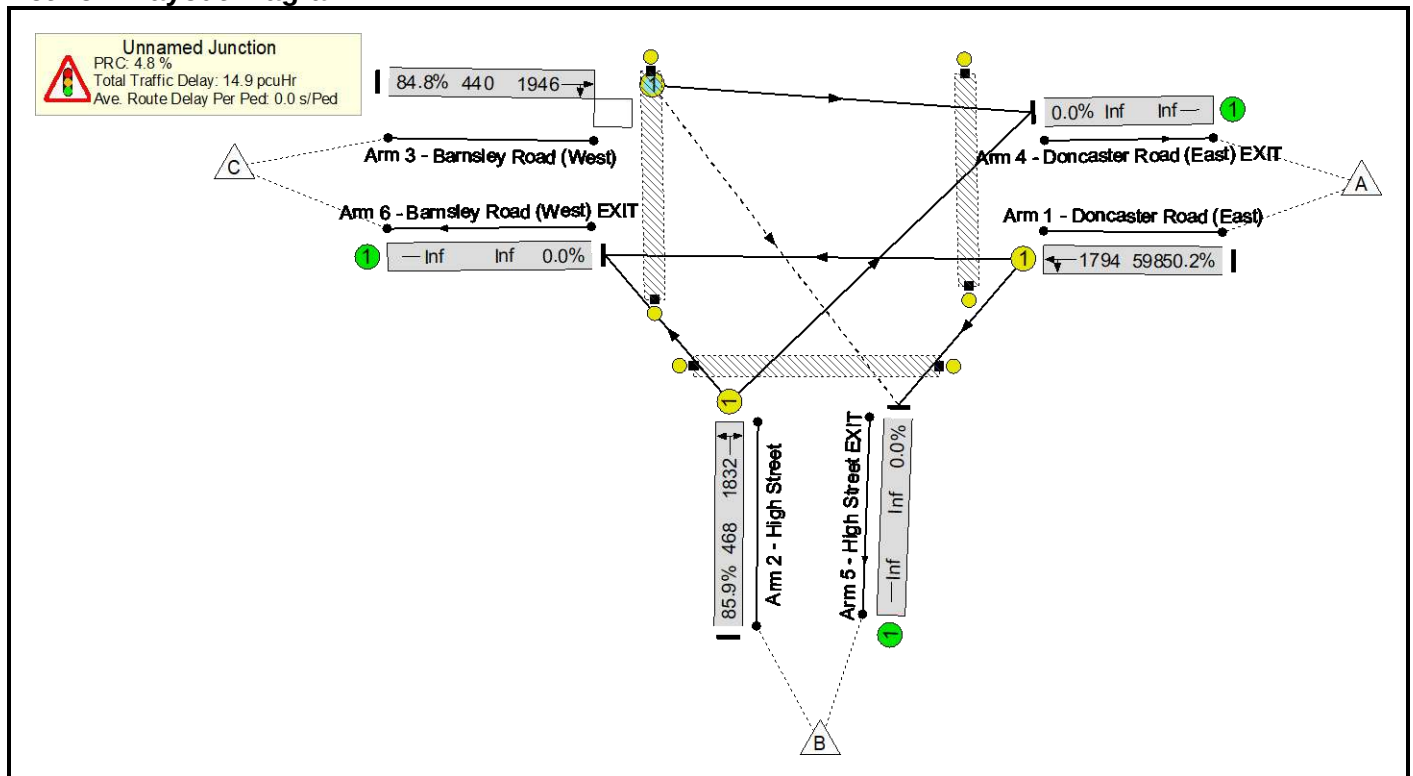
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	64.7%	224	3	5	9.2	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	64.7%	224	3	5	9.2	-	-
1/1	Doncaster Road (East) Left Ahead	U	A		1	32	-	297	1827	670	44.3%	-	-	-	2.2	26.4	6.0
2/1	High Street Right Left	U	B		1	20	-	273	1833	428	63.8%	-	-	-	3.2	42.6	7.0
3/1	Barnsley Road (West) Ahead Right	O	C		1	35	-	372	1966	575	64.7%	224	3	5	3.8	36.4	8.9
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 39.1 Total Delay for Signalled Lanes (pcuHr): 9.17 Cycle Time (s): 90 PRC Over All Lanes (%): 39.1 Total Delay Over All Lanes(pcuHr): 9.17																	

Basic Results Summary

Scenario 4: '2019 AM Base + Development' (FG4: '2019 AM Base + Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

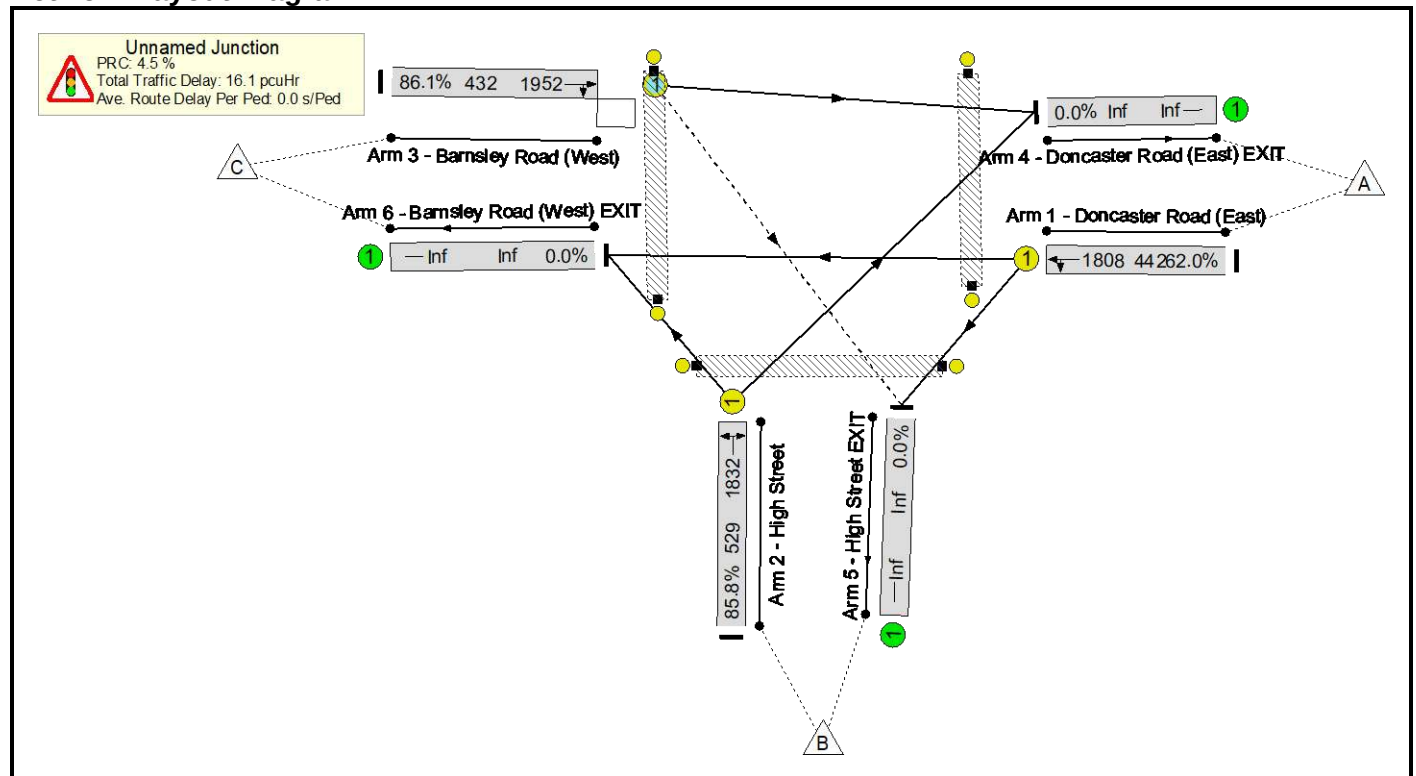


Network Results

Basic Results Summary

Scenario 5: '2019 PM Base + Development' (FG5: '2019 PM Base + Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

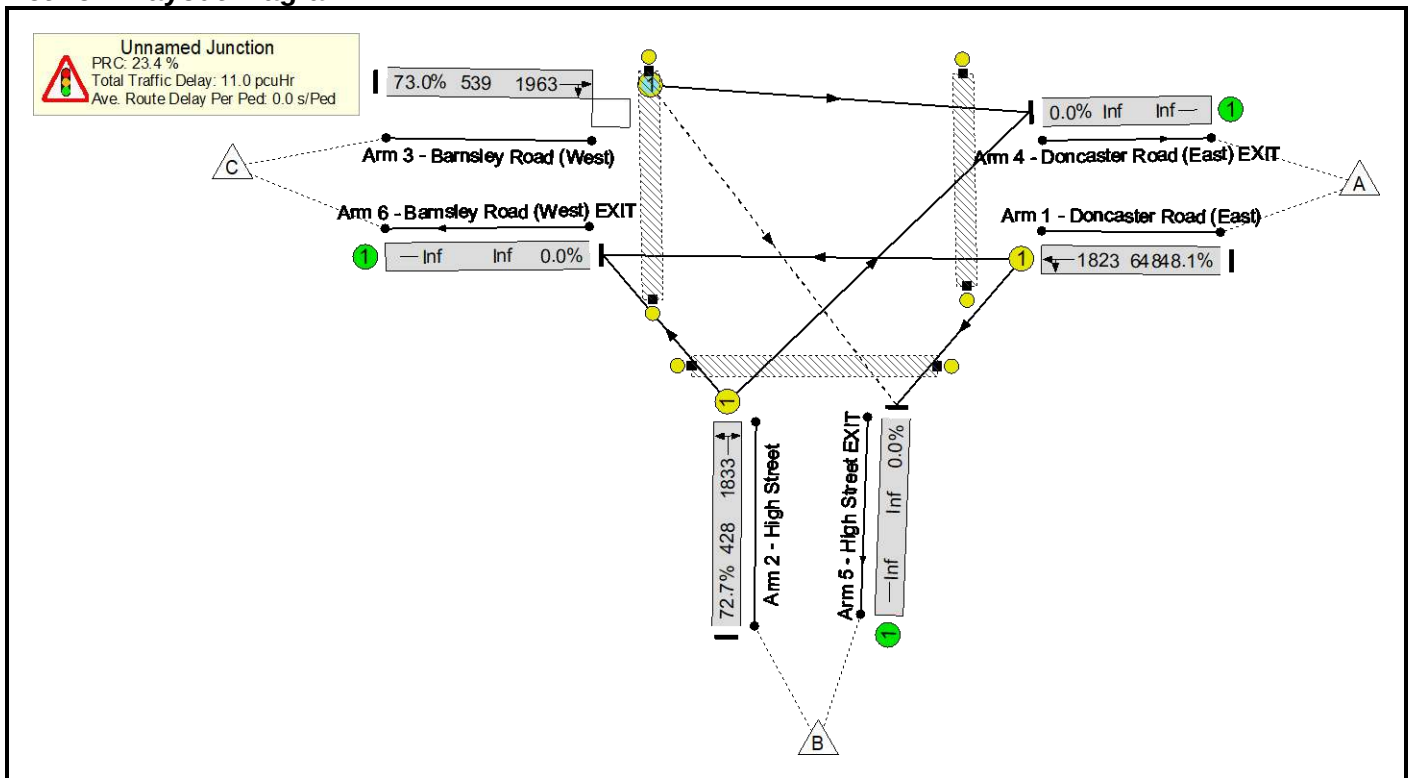


Network Results

Basic Results Summary

Scenario 6: '2019 Sat Base + Development' (FG6: '2019 Sat Base + Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

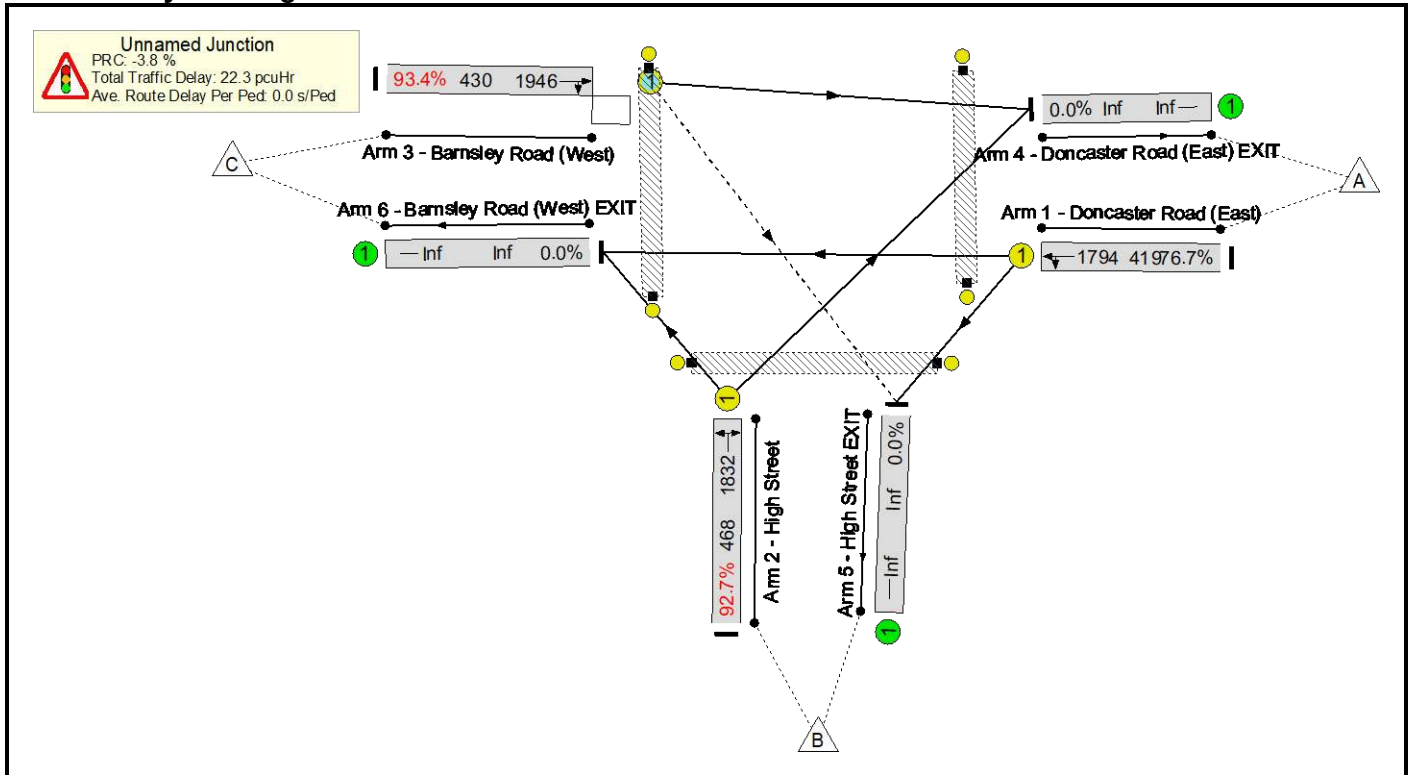


Network Results

Basic Results Summary

Scenario 7: '2024 AM Base' (FG7: '2024 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



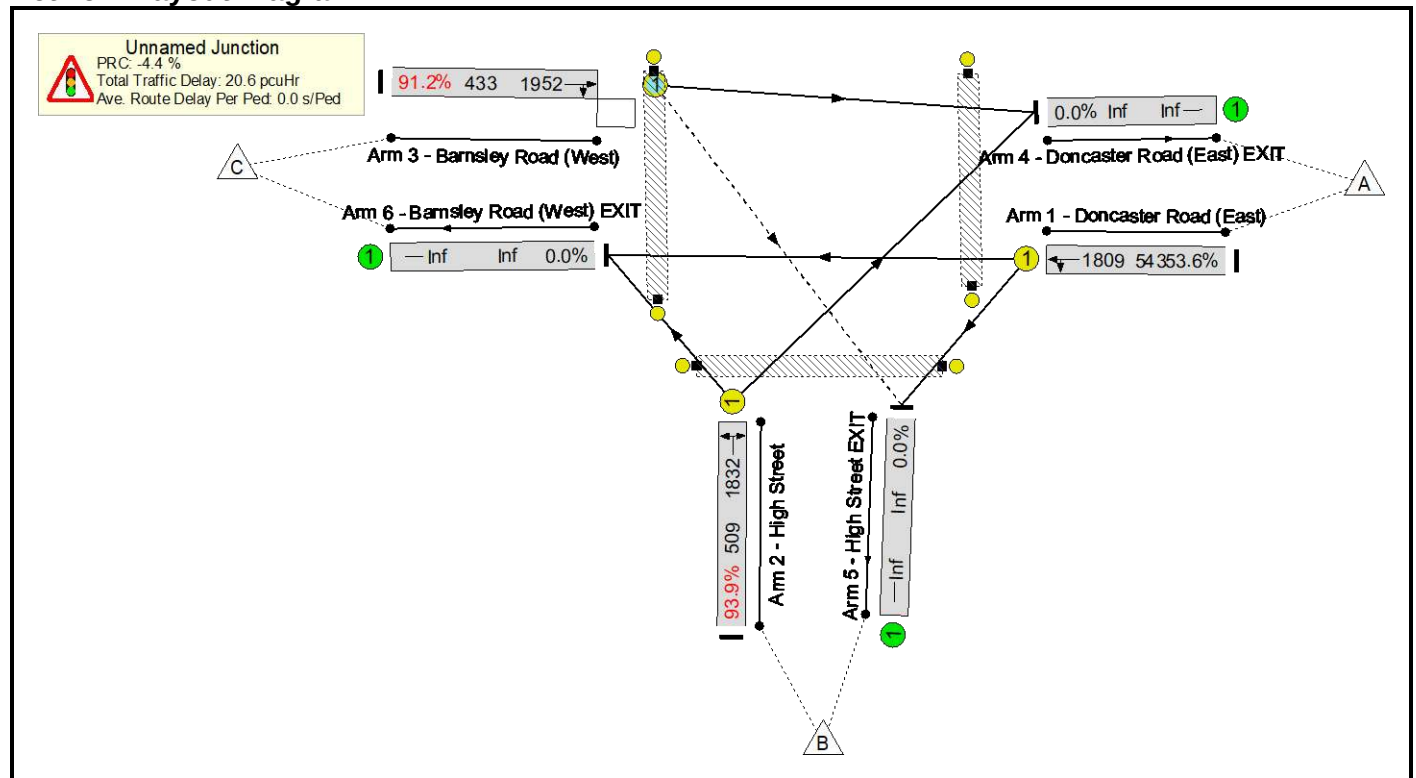
Network Results

C1	PRC for Signalled Lanes (%):	-3.8	Total Delay for Signalled Lanes (pcuHr):	22.34	Cycle Time (s):	90
	PRC Over All Lanes (%):	-3.8	Total Delay Over All Lanes(pcuHr):	22.34		

Basic Results Summary

Scenario 8: '2024 PM Base' (FG8: '2024 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



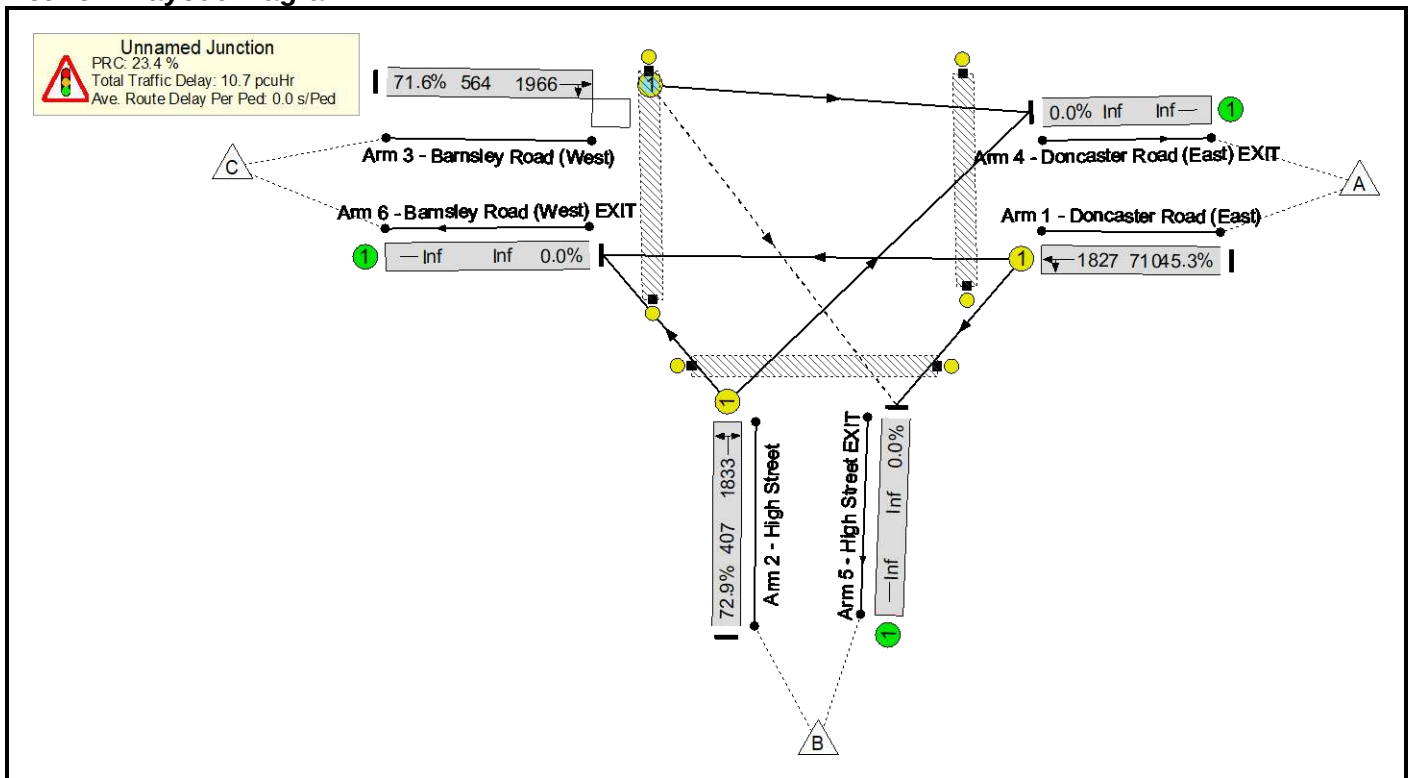
Network Results

C1	PRC for Signalled Lanes (%):	-4.4	Total Delay for Signalled Lanes (pcuHr):	20.58	Cycle Time (s):	90
	PRC Over All Lanes (%):	-4.4	Total Delay Over All Lanes(pcuHr):	20.58		

Basic Results Summary

Scenario 9: '2024 Sat Base' (FG9: '2024 Sat Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

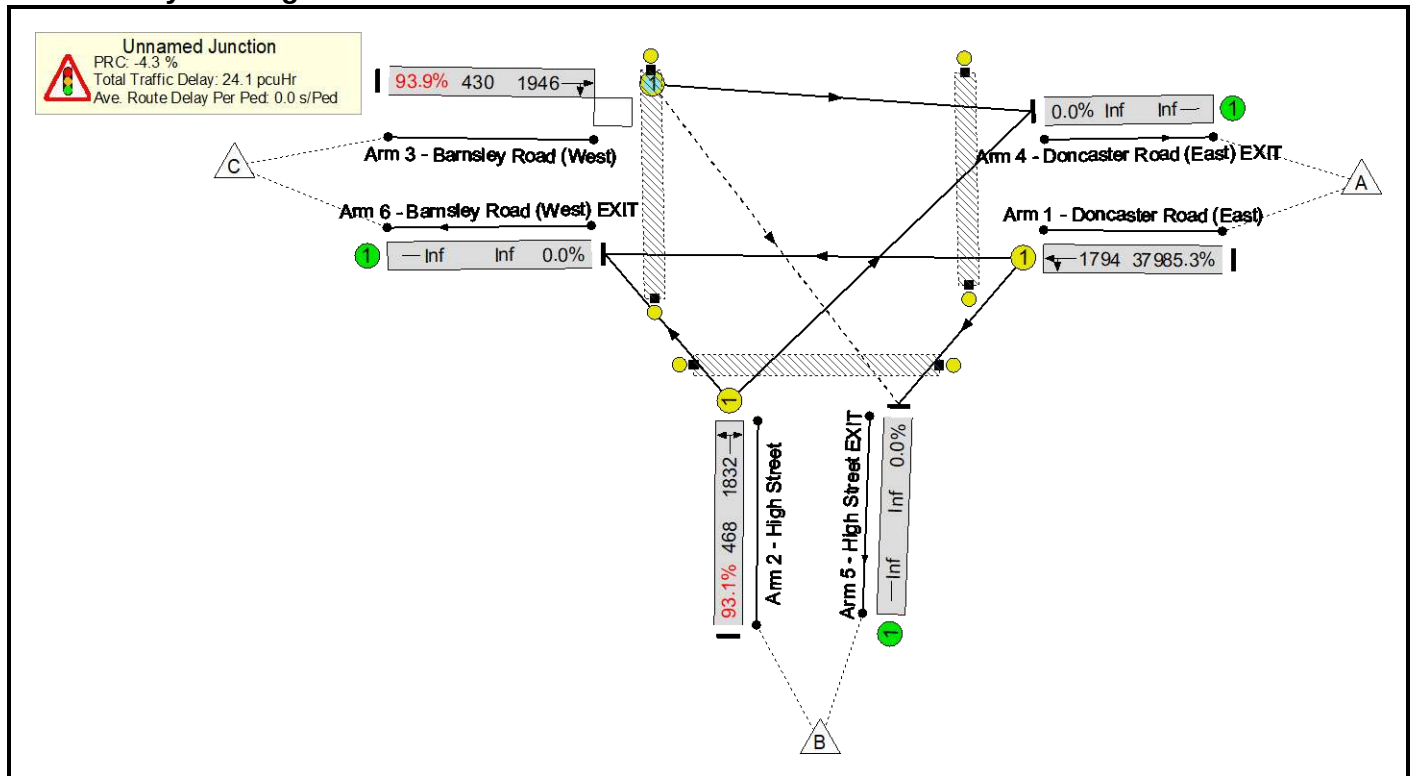


Network Results

Basic Results Summary

Scenario 10: '2024 AM Base + Development' (FG10: '2024 AM Base + Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

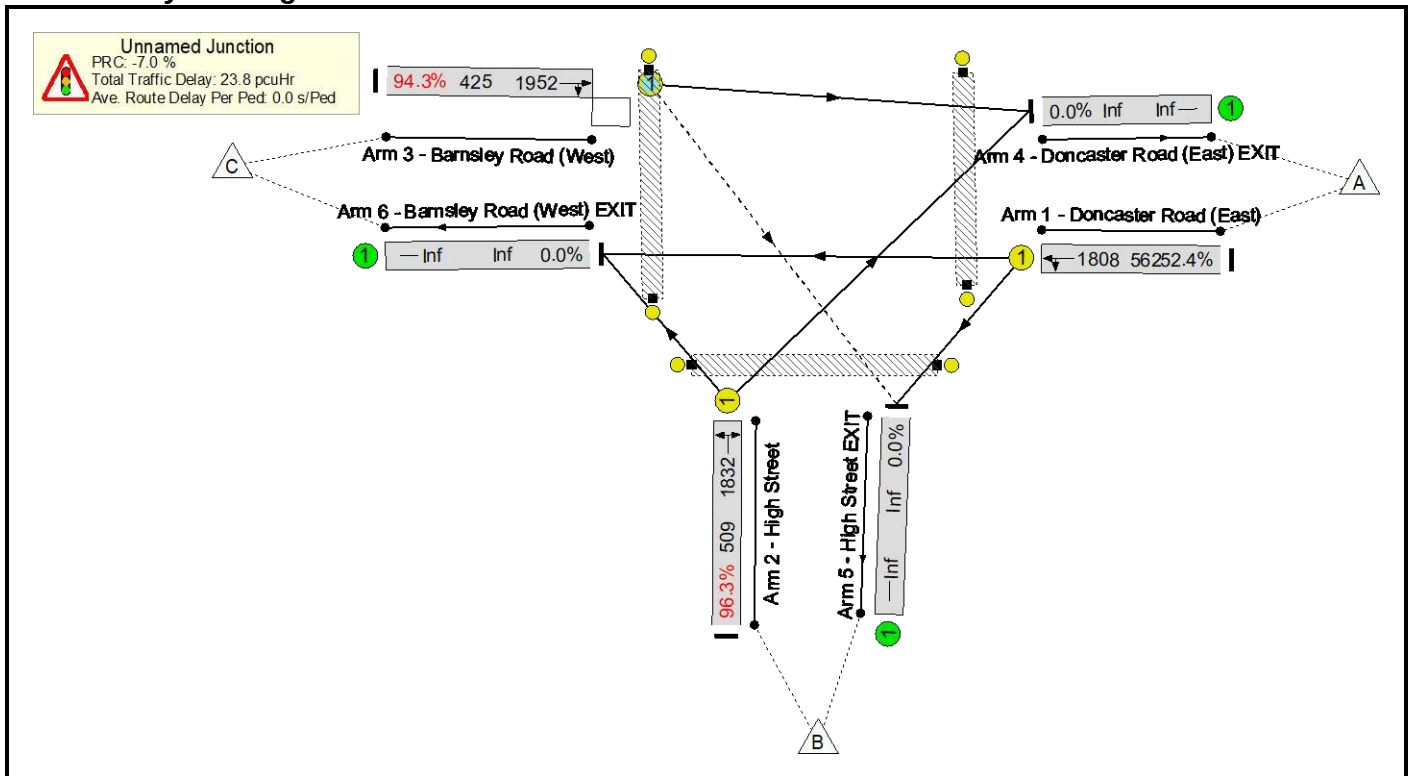


Network Results

Basic Results Summary

Scenario 11: '2024 PM Base + Development' (FG11: '2024 PM Base + Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

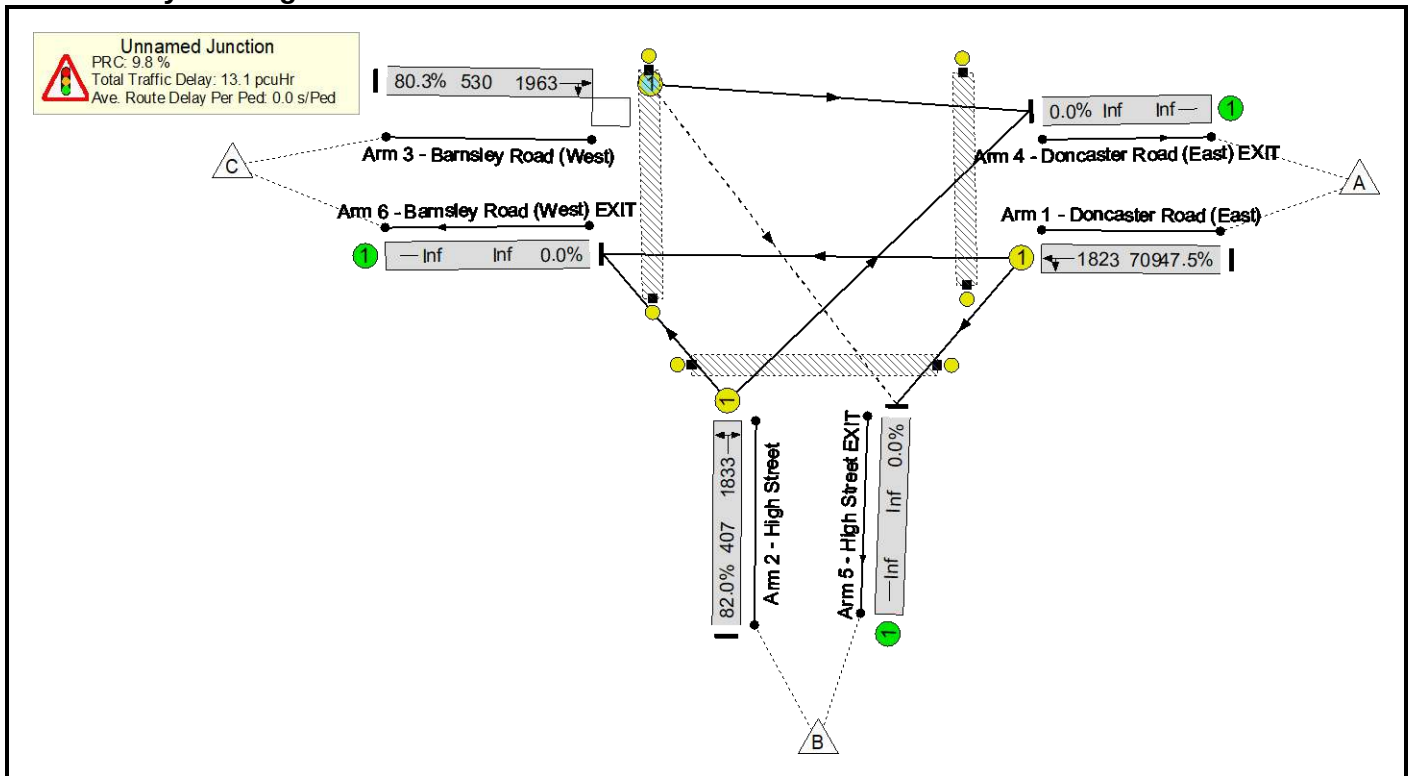


Network Results

Basic Results Summary

Scenario 12: '2024 Sat Base + Development' (FG12: '2024 Sat Base + Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	82.0%	265	0	8	13.1	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	82.0%	265	0	8	13.1	-	-
1/1	Doncaster Road (East) Left Ahead	U	A		1	34	-	337	1823	709	47.5%	-	-	-	2.4	25.5	6.7
2/1	High Street Right Left	U	B		1	19	-	334	1833	407	82.0%	-	-	-	5.2	56.5	10.0
3/1	Barnsley Road (West) Ahead Right	O	C		1	36	-	425	1963	530	80.3%	265	0	8	5.5	46.4	11.6
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 9.8 Total Delay for Signalled Lanes (pcuHr): 13.11 Cycle Time (s): 90 PRC Over All Lanes (%): 9.8 Total Delay Over All Lanes(pcuHr): 13.11																	

Junctions 8				
PICADY 8 - Priority Intersection Module				
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2019				
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk				
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution				

Filename: High Street_Site Access.arc8

Path: C:\Users\info\Dropbox\TPS Client and Project Files\TPS Project Files\P1160.Goldthorpe Retail Scheme\Modelling

Report generation date: 07/10/2019 16:03:03

- » (Default Analysis Set) - 2019 Base, AM
- » (Default Analysis Set) - 2019 Base, PM
- » (Default Analysis Set) - 2019 Base, Saturday
- » (Default Analysis Set) - 2019 Base + Development, AM
- » (Default Analysis Set) - 2019 Base + Development, PM
- » (Default Analysis Set) - 2019 Base + Development, Saturday
- » (Default Analysis Set) - 2024 Base, AM
- » (Default Analysis Set) - 2024 Base, PM
- » (Default Analysis Set) - 2024 Base, Saturday
- » (Default Analysis Set) - 2024 Base + Development, AM
- » (Default Analysis Set) - 2024 Base + Development, PM
- » (Default Analysis Set) - 2024 Base + Development, Saturday

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2019 Base				
Stream B-C	0.00	0.00	0.00	A
Stream B-A	0.00	0.00	0.00	A
Stream C-AB	0.00	0.00	0.00	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2019 Base, AM" model duration: 08:00 - 09:30

"D2 - 2019 Base, PM" model duration: 17:00 - 18:30

"D3 - 2019 Base, Saturday" model duration: 11:00 - 12:30

"D4 - 2019 Base + Development, AM" model duration: 08:00 - 09:30

"D5 - 2019 Base + Development, PM" model duration: 17:00 - 18:30

"D6 - 2019 Base + Development, Saturday" model duration: 11:00 - 12:30

"D7 - 2024 Base, AM" model duration: 08:00 - 09:30

"D8 - 2024 Base, PM" model duration: 17:00 - 18:30

"D9 - 2024 Base, Saturday" model duration: 11:00 - 12:30

"D10 - 2024 Base + Development, AM" model duration: 08:00 - 09:30

"D11 - 2024 Base + Development, PM" model duration: 17:00 - 18:30

"D12 - 2024 Base + Development, Saturday" model duration: 11:00 - 12:30

Run using Junctions 8.0.6.541 at 07/10/2019 16:02:50

File summary

Title	High Street / Site Access
Location	Goldthorpe
Site Number	
Date	21/03/2019
Version	
Status	(new file)
Identifier	
Client	Warrior Developments
Jobnumber	P1160
Enumerator	TPS Workstation
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2019 Base, AM	2019 Base	AM		ONE HOUR	08:00	09:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	High Street North		Major
B	B	Site Access		Minor
C	C	High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	60.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.00	4.00	3.00	3.00	3.00	✓	1.00	48	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	543.756	0.095	0.239	0.151	0.342
1	B-C	727.957	0.107	0.270	-	-
1	C-B	608.710	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	497.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	400.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
	From A	0.000	0.000	497.000
	From B	0.000	0.000	0.000
	From C	400.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
	From A	0.00	0.00	1.00
	From B	0.33	0.33	0.33
	From C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
	From A	1.000	1.000	1.000
	From B	1.000	1.000	1.000
	From C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	From A	0.0	0.0	0.0
	From B	0.0	0.0	0.0
	From C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	367.05	550.57	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	456.06	684.08	-	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	627.01	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	408.80	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	524.30	0.000	0.00	0.00	0.000	A
C-A	301.14	75.29	301.14	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	374.17	93.54	374.17	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	607.42	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	382.61	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	507.92	0.000	0.00	0.00	0.000	A
C-A	359.59	89.90	359.59	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	446.79	111.70	446.79	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	580.33	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	346.39	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	485.27	0.000	0.00	0.00	0.000	A
C-A	440.41	110.10	440.41	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	547.21	136.80	547.21	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	580.33	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	346.39	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	485.27	0.000	0.00	0.00	0.000	A
C-A	440.41	110.10	440.41	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	547.21	136.80	547.21	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	607.42	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	382.61	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	507.92	0.000	0.00	0.00	0.000	A
C-A	359.59	89.90	359.59	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	446.79	111.70	446.79	0.00	-	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	627.01	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	408.80	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	524.30	0.000	0.00	0.00	0.000	A
C-A	301.14	75.29	301.14	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	374.17	93.54	374.17	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2019 Base, PM	2019 Base	PM		ONE HOUR	17:00	18:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	High Street North		Major
B	B	Site Access		Minor
C	C	High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	60.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.00	4.00	3.00	3.00	3.00	✓	1.00	48	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	543.756	0.095	0.239	0.151	0.342
1	B-C	727.957	0.107	0.270	-	-
1	C-B	608.710	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Am	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	435.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	442.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	435.000
	B	0.000	0.000	0.000
	C	442.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
From	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	405.59	608.38	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	399.16	598.75	-	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	639.61	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	415.22	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	534.83	0.000	0.00	0.00	0.000	A
C-A	332.76	83.19	332.76	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	327.49	81.87	327.49	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	622.46	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	390.27	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	520.49	0.000	0.00	0.00	0.000	A
C-A	397.35	99.34	397.35	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	391.06	97.76	391.06	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	598.75	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	355.77	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	500.67	0.000	0.00	0.00	0.000	A
C-A	486.65	121.66	486.65	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	478.94	119.74	478.94	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	598.75	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	355.77	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	500.67	0.000	0.00	0.00	0.000	A
C-A	486.65	121.66	486.65	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	478.94	119.74	478.94	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	622.46	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	390.27	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	520.49	0.000	0.00	0.00	0.000	A
C-A	397.35	99.34	397.35	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	391.06	97.76	391.06	0.00	-	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	639.61	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	415.22	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	534.83	0.000	0.00	0.00	0.000	A
C-A	332.76	83.19	332.76	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	327.49	81.87	327.49	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:15-18:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 Base, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relatio
2019 Base, Saturday	2019 Base	Saturday		ONE HOUR	11:00	12:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	High Street North		Major
B	B	Site Access		Minor
C	C	High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	60.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.00	4.00	3.00	3.00	3.00	✓	1.00	48	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	543.756	0.095	0.239	0.151	0.342
1	B-C	727.957	0.107	0.270	-	-
1	C-B	608.710	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	397.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	273.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.000	397.000
	B	0.000	0.000	0.000
	C	273.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	250.51	375.76	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	364.29	546.44	-	-	-	-	-

Main Results for each time segment

Main results: (11:00-11:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	647.33	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	441.23	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	541.29	0.000	0.00	0.00	0.000	A
C-A	205.53	51.38	205.53	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	298.88	74.72	298.88	0.00	-	-	-	-	-	-

Main results: (11:15-11:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	631.67	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	421.33	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	528.20	0.000	0.00	0.00	0.000	A
C-A	245.42	61.36	245.42	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	356.89	89.22	356.89	0.00	-	-	-	-	-	-

Main results: (11:30-11:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	610.04	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	393.82	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	510.11	0.000	0.00	0.00	0.000	A
C-A	300.58	75.14	300.58	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	437.11	109.28	437.11	0.00	-	-	-	-	-	-

Main results: (11:45-12:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	610.04	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	393.82	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	510.11	0.000	0.00	0.00	0.000	A
C-A	300.58	75.14	300.58	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	437.11	109.28	437.11	0.00	-	-	-	-	-	-

Main results: (12:00-12:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	631.67	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	421.33	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	528.20	0.000	0.00	0.00	0.000	A
C-A	245.42	61.36	245.42	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	356.89	89.22	356.89	0.00	-	-	-	-	-	-

Main results: (12:15-12:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	647.33	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	441.23	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	541.29	0.000	0.00	0.00	0.000	A
C-A	205.53	51.38	205.53	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	298.88	74.72	298.88	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (11:00-11:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (11:15-11:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (11:30-11:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (11:45-12:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (12:00-12:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (12:15-12:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship
2019 Base + Development, AM	2019 Base + Development	AM		ONE HOUR	08:00	09:30	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		4.94	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	High Street North		Major
B	B	Site Access		Minor
C	C	High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	60.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.00	4.00	3.00	3.00	3.00	✓	1.00	48	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	543.756	0.095	0.239	0.151	0.342
1	B-C	727.957	0.107	0.270	-	-
1	C-B	608.710	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	500.00	100.000
B	ONE HOUR	✓	4.00	100.000
C	ONE HOUR	✓	403.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.000	3.000	497.000
	B	2.000	0.000	2.000
	C	400.000	3.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.00	0.01	0.99
	B	0.50	0.00	0.50
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.01	4.94	0.01	A	5.09	7.63	0.64	5.02	0.01	0.64	5.02
C-A	-	-	-	-	364.71	547.07	-	-	-	-	-
A-B	-	-	-	-	2.75	4.13	-	-	-	-	-
A-C	-	-	-	-	456.06	684.08	-	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	626.77	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	407.82	0.000	0.00	0.00	0.000	A
C-AB	3.69	0.92	3.66	0.00	732.30	0.005	0.00	0.01	4.940	A
C-A	299.71	74.93	299.71	0.00	-	-	-	-	-	-
A-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
A-C	374.17	93.54	374.17	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	607.13	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	381.43	0.000	0.00	0.00	0.000	A
C-AB	4.84	1.21	4.83	0.00	757.25	0.006	0.01	0.01	4.784	A
C-A	357.45	89.36	357.45	0.00	-	-	-	-	-	-
A-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
A-C	446.79	111.70	446.79	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	579.98	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	344.94	0.000	0.00	0.00	0.000	A
C-AB	6.73	1.68	6.72	0.00	791.62	0.009	0.01	0.01	4.586	A
C-A	436.98	109.24	436.98	0.00	-	-	-	-	-	-
A-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
A-C	547.21	136.80	547.21	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	579.98	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	344.94	0.000	0.00	0.00	0.000	A
C-AB	6.74	1.68	6.74	0.00	791.62	0.009	0.01	0.01	4.588	A
C-A	436.98	109.24	436.98	0.00	-	-	-	-	-	-
A-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
A-C	547.21	136.80	547.21	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	607.13	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	381.42	0.000	0.00	0.00	0.000	A
C-AB	4.84	1.21	4.85	0.00	757.25	0.006	0.01	0.01	4.784	A
C-A	357.44	89.36	357.44	0.00	-	-	-	-	-	-
A-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
A-C	446.79	111.70	446.79	0.00	-	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	626.77	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	407.81	0.000	0.00	0.00	0.000	A
C-AB	3.70	0.92	3.70	0.00	732.31	0.005	0.01	0.01	4.940	A
C-A	299.70	74.93	299.70	0.00	-	-	-	-	-	-
A-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
A-C	374.17	93.54	374.17	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.08	0.01	4.940	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.10	0.01	4.784	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.14	0.01	4.586	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.14	0.01	4.588	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.10	0.01	4.784	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.08	0.01	4.940	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship
2019 Base + Development, FM	2019 Base + Development	FM		ONE HOUR	17:00	18:30	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		6.13	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	High Street North		Major
B	B	Site Access		Minor
C	C	High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	60.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.00	4.00	3.00	3.00	3.00	✓	1.00	48	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	543.756	0.095	0.239	0.151	0.342
1	B-C	727.957	0.107	0.270	-	-
1	C-B	608.710	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	445.00	100.000
B	ONE HOUR	✓	24.00	100.000
C	ONE HOUR	✓	452.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	435.000	10.000
	B	12.000	0.000	12.000
	C	442.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.98	0.02
	B	0.50	0.00	0.50
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.02	5.50	0.02	A	11.01	16.52	1.48	5.38	0.02	1.48	5.38
B-A	0.03	8.88	0.03	A	11.01	16.52	2.31	8.39	0.03	2.31	8.39
C-AB	0.03	4.81	0.04	A	17.64	26.46	2.45	5.55	0.03	2.45	5.55
C-A	-	-	-	-	397.12	595.68	-	-	-	-	-
A-B	-	-	-	-	399.16	598.75	-	-	-	-	-
A-C	-	-	-	-	9.18	13.76	-	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	9.03	2.26	8.98	0.00	687.56	0.013	0.00	0.01	5.305	A
B-A	9.03	2.26	8.95	0.00	458.23	0.020	0.00	0.02	8.012	A
C-AB	12.73	3.18	12.65	0.00	760.77	0.017	0.00	0.02	4.812	A
C-A	327.56	81.89	327.56	0.00	-	-	-	-	-	-
A-B	327.49	81.87	327.49	0.00	-	-	-	-	-	-
A-C	7.53	1.88	7.53	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	10.79	2.70	10.78	0.00	679.27	0.016	0.01	0.02	5.384	A
B-A	10.79	2.70	10.77	0.00	441.65	0.024	0.02	0.02	8.355	A
C-AB	16.77	4.19	16.75	0.00	790.52	0.021	0.02	0.03	4.652	A
C-A	389.57	97.39	389.57	0.00	-	-	-	-	-	-
A-B	391.06	97.76	391.06	0.00	-	-	-	-	-	-
A-C	8.99	2.25	8.99	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	13.21	3.30	13.20	0.00	668.17	0.020	0.02	0.02	5.495	A
B-A	13.21	3.30	13.18	0.00	418.69	0.032	0.02	0.03	8.878	A
C-AB	23.39	5.85	23.35	0.00	831.02	0.028	0.03	0.04	4.457	A
C-A	474.27	118.57	474.27	0.00	-	-	-	-	-	-
A-B	478.94	119.74	478.94	0.00	-	-	-	-	-	-
A-C	11.01	2.75	11.01	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	13.21	3.30	13.21	0.00	668.04	0.020	0.02	0.02	5.497	A
B-A	13.21	3.30	13.21	0.00	418.70	0.032	0.03	0.03	8.877	A
C-AB	23.41	5.85	23.41	0.00	831.04	0.028	0.04	0.04	4.457	A
C-A	474.25	118.56	474.25	0.00	-	-	-	-	-	-
A-B	478.94	119.74	478.94	0.00	-	-	-	-	-	-
A-C	11.01	2.75	11.01	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	10.79	2.70	10.80	0.00	679.00	0.016	0.02	0.02	5.389	A
B-A	10.79	2.70	10.82	0.00	441.67	0.024	0.03	0.03	8.357	A
C-AB	16.79	4.20	16.83	0.00	790.55	0.021	0.04	0.03	4.652	A
C-A	389.55	97.39	389.55	0.00	-	-	-	-	-	-
A-B	391.06	97.76	391.06	0.00	-	-	-	-	-	-
A-C	8.99	2.25	8.99	0.00	-	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	9.03	2.26	9.05	0.00	687.03	0.013	0.02	0.01	5.311	A
B-A	9.03	2.26	9.05	0.00	458.27	0.020	0.03	0.02	8.015	A
C-AB	12.77	3.19	12.79	0.00	760.80	0.017	0.03	0.02	4.814	A
C-A	327.52	81.88	327.52	0.00	-	-	-	-	-	-
A-B	327.49	81.87	327.49	0.00	-	-	-	-	-	-
A-C	7.53	1.88	7.53	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.19	0.01	5.305	A	A
B-A	0.29	0.02	8.012	A	A
C-AB	0.29	0.02	4.812	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.24	0.02	5.384	A	A
B-A	0.36	0.02	8.355	A	A
C-AB	0.39	0.03	4.652	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.30	0.02	5.495	A	A
B-A	0.47	0.03	8.878	A	A
C-AB	0.54	0.04	4.457	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.30	0.02	5.497	A	A
B-A	0.49	0.03	8.877	A	A
C-AB	0.54	0.04	4.457	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.25	0.02	5.389	A	A
B-A	0.39	0.03	8.357	A	A
C-AB	0.39	0.03	4.652	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:15-18:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.20	0.01	5.311	A	A
B-A	0.31	0.02	8.015	A	A
C-AB	0.30	0.02	4.814	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 Base + Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship
2019 Base + Development, Saturday	2019 Base + Development	Saturday		ONE HOUR	11:00	12:30	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		7.75	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	High Street North		Major
B	B	Site Access		Minor
C	C	High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	60.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.00	4.00	3.00	3.00	3.00	✓	1.00	48	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	552.397	0.096	0.243	0.153	0.347
1	B-C	673.276	0.099	0.250	-	-
1	C-B	608.710	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	433.00	100.000
B	ONE HOUR	✓	63.00	100.000
C	ONE HOUR	✓	297.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	36.000	397.000
	B	38.000	0.000	25.000
	C	273.000	24.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.08	0.92
	B	0.60	0.00	0.40
	C	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.05	6.97	0.05	A	22.94	34.41	3.80	6.63	0.04	3.80	6.63
B-A	0.11	10.43	0.12	B	34.87	52.30	8.31	9.53	0.09	8.31	9.53
C-AB	0.06	5.52	0.10	A	34.08	51.12	6.74	7.91	0.07	6.74	7.91
C-A	-	-	-	-	238.45	357.68	-	-	-	-	-
A-B	-	-	-	-	33.03	49.55	-	-	-	-	-
A-C	-	-	-	-	364.29	546.44	-	-	-	-	-

Main Results for each time segment

Main results: (11:00-11:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	18.82	4.71	18.69	0.00	586.18	0.032	0.00	0.03	6.342	A
B-A	28.61	7.15	28.33	0.00	439.33	0.065	0.00	0.07	8.754	A
C-AB	25.50	6.38	25.29	0.00	677.92	0.038	0.00	0.05	5.515	A
C-A	198.10	49.52	198.10	0.00	-	-	-	-	-	-
A-B	27.10	6.78	27.10	0.00	-	-	-	-	-	-
A-C	298.88	74.72	298.88	0.00	-	-	-	-	-	-

Main results: (11:15-11:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	22.47	5.62	22.44	0.00	568.52	0.040	0.03	0.04	6.592	A
B-A	34.16	8.54	34.08	0.00	417.34	0.082	0.07	0.09	9.391	A
C-AB	32.67	8.17	32.60	0.00	692.53	0.047	0.05	0.07	5.457	A
C-A	234.33	58.58	234.33	0.00	-	-	-	-	-	-
A-B	32.36	8.09	32.36	0.00	-	-	-	-	-	-
A-C	356.89	89.22	356.89	0.00	-	-	-	-	-	-

Main results: (11:30-11:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	27.53	6.88	27.48	0.00	544.14	0.051	0.04	0.05	6.967	A
B-A	41.84	10.46	41.71	0.00	386.94	0.108	0.09	0.12	10.425	B
C-AB	43.99	11.00	43.87	0.00	713.06	0.062	0.07	0.10	5.380	A
C-A	283.01	70.75	283.01	0.00	-	-	-	-	-	-
A-B	39.64	9.91	39.64	0.00	-	-	-	-	-	-
A-C	437.11	109.28	437.11	0.00	-	-	-	-	-	-

Main results: (11:45-12:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	27.53	6.88	27.52	0.00	543.96	0.051	0.05	0.05	6.970	A
B-A	41.84	10.46	41.84	0.00	386.92	0.108	0.12	0.12	10.431	B
C-AB	44.03	11.01	44.03	0.00	713.10	0.062	0.10	0.10	5.384	A
C-A	282.97	70.74	282.97	0.00	-	-	-	-	-	-
A-B	39.64	9.91	39.64	0.00	-	-	-	-	-	-
A-C	437.11	109.28	437.11	0.00	-	-	-	-	-	-

Main results: (12:00-12:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	22.47	5.62	22.52	0.00	568.19	0.040	0.05	0.04	6.597	A
B-A	34.16	8.54	34.28	0.00	417.33	0.082	0.12	0.09	9.402	A
C-AB	32.72	8.18	32.84	0.00	692.60	0.047	0.10	0.07	5.460	A
C-A	234.28	58.57	234.28	0.00	-	-	-	-	-	-
A-B	32.36	8.09	32.36	0.00	-	-	-	-	-	-
A-C	356.89	89.22	356.89	0.00	-	-	-	-	-	-

Main results: (12:15-12:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	18.82	4.71	18.85	0.00	585.63	0.032	0.04	0.03	6.353	A
B-A	28.61	7.15	28.69	0.00	439.31	0.065	0.09	0.07	8.770	A
C-AB	25.58	6.39	25.65	0.00	677.99	0.038	0.07	0.05	5.519	A
C-A	198.02	49.50	198.02	0.00	-	-	-	-	-	-
A-B	27.10	6.78	27.10	0.00	-	-	-	-	-	-
A-C	298.88	74.72	298.88	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (11:00-11:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.48	0.03	6.342	A	A
B-A	1.00	0.07	8.754	A	A
C-AB	0.77	0.05	5.515	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (11:15-11:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.60	0.04	6.592	A	A
B-A	1.29	0.09	9.391	A	A
C-AB	1.05	0.07	5.457	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (11:30-11:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.78	0.05	6.967	A	A
B-A	1.75	0.12	10.425	B	B
C-AB	1.52	0.10	5.380	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (11:45-12:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.79	0.05	6.970	A	A
B-A	1.80	0.12	10.431	B	B
C-AB	1.54	0.10	5.384	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (12:00-12:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.64	0.04	6.597	A	A
B-A	1.39	0.09	9.402	A	A
C-AB	1.07	0.07	5.460	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (12:15-12:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.51	0.03	6.353	A	A
B-A	1.08	0.07	8.770	A	A
C-AB	0.79	0.05	5.519	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2024 Base, AM	2024 Base	AM		ONE HOUR	08:00	09:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	High Street North		Major
B	B	Site Access		Minor
C	C	High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	60.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.00	4.00	3.00	3.00	3.00	✓	1.00	48	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	543.756	0.095	0.239	0.151	0.342
1	B-C	727.957	0.107	0.270	-	-
1	C-B	608.710	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle	Vehicle Mix Varies	Vehicle Mix Varies	Vehicle Mix Varies	Vehicle Mix	PCU Factor	Default Turning	Estimate from	Turning Proportions	Turning Proportions	Turning Proportions
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Am	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	538.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	434.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.000	0.000	538.000
	B	0.000	0.000	0.000
From	C	434.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
From	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
From	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
From	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	398.25	597.37	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	493.68	740.52	-	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	618.69	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	397.56	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	517.34	0.000	0.00	0.00	0.000	A
C-A	326.74	81.68	326.74	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	405.03	101.26	405.03	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	597.48	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	369.18	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	499.61	0.000	0.00	0.00	0.000	A
C-A	390.16	97.54	390.16	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	483.65	120.91	483.65	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	568.15	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	329.94	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	475.08	0.000	0.00	0.00	0.000	A
C-A	477.84	119.46	477.84	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	592.35	148.09	592.35	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	568.15	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	329.94	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	475.08	0.000	0.00	0.00	0.000	A
C-A	477.84	119.46	477.84	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	592.35	148.09	592.35	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	597.48	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	369.18	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	499.61	0.000	0.00	0.00	0.000	A
C-A	390.16	97.54	390.16	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	483.65	120.91	483.65	0.00	-	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	618.69	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	397.56	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	517.34	0.000	0.00	0.00	0.000	A
C-A	326.74	81.68	326.74	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	405.03	101.26	405.03	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2024 Base, PM	2024 Base	PM		ONE HOUR	17:00	18:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	High Street North		Major
B	B	Site Access		Minor
C	C	High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	60.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.00	4.00	3.00	3.00	3.00	✓	1.00	48	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	543.756	0.095	0.239	0.151	0.342
1	B-C	727.957	0.107	0.270	-	-
1	C-B	608.710	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	471.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	478.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.000	471.000
	B	0.000	0.000	0.000
	C	478.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	438.62	657.93	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	432.20	648.30	-	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	632.30	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	404.64	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	528.72	0.000	0.00	0.00	0.000	A
C-A	359.86	89.97	359.86	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	354.59	88.65	354.59	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	613.73	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	377.64	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	513.19	0.000	0.00	0.00	0.000	A
C-A	429.71	107.43	429.71	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	423.42	105.85	423.42	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	588.06	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	340.31	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	491.73	0.000	0.00	0.00	0.000	A
C-A	526.29	131.57	526.29	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	518.58	129.65	518.58	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	588.06	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	340.31	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	491.73	0.000	0.00	0.00	0.000	A
C-A	526.29	131.57	526.29	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	518.58	129.65	518.58	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	613.73	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	377.64	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	513.19	0.000	0.00	0.00	0.000	A
C-A	429.71	107.43	429.71	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	423.42	105.85	423.42	0.00	-	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	632.30	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	404.64	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	528.72	0.000	0.00	0.00	0.000	A
C-A	359.86	89.97	359.86	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	354.59	88.65	354.59	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:15-18:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2024 Base, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relatio
2024 Base, Saturday	2024 Base	Saturday		ONE HOUR	11:00	12:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	High Street North		Major
B	B	Site Access		Minor
C	C	High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	60.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.00	4.00	3.00	3.00	3.00	✓	1.00	48	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	543.756	0.095	0.239	0.151	0.342
1	B-C	727.957	0.107	0.270	-	-
1	C-B	608.710	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	431.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	296.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	431.000
	B	0.000	0.000	0.000
	C	296.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	271.61	407.42	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	395.49	593.24	-	-	-	-	-

Main Results for each time segment

Main results: (11:00-11:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	640.42	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	432.49	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	535.51	0.000	0.00	0.00	0.000	A
C-A	222.84	55.71	222.84	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	324.48	81.12	324.48	0.00	-	-	-	-	-	-

Main results: (11:15-11:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	623.43	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	410.90	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	521.30	0.000	0.00	0.00	0.000	A
C-A	266.10	66.52	266.10	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	387.46	96.87	387.46	0.00	-	-	-	-	-	-

Main results: (11:30-11:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	599.94	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	381.04	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	501.66	0.000	0.00	0.00	0.000	A
C-A	325.90	81.48	325.90	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	474.54	118.63	474.54	0.00	-	-	-	-	-	-

Main results: (11:45-12:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	599.94	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	381.04	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	501.66	0.000	0.00	0.00	0.000	A
C-A	325.90	81.48	325.90	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	474.54	118.63	474.54	0.00	-	-	-	-	-	-

Main results: (12:00-12:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	623.43	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	410.90	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	521.30	0.000	0.00	0.00	0.000	A
C-A	266.10	66.52	266.10	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	387.46	96.87	387.46	0.00	-	-	-	-	-	-

Main results: (12:15-12:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	640.42	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	432.49	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	535.51	0.000	0.00	0.00	0.000	A
C-A	222.84	55.71	222.84	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	324.48	81.12	324.48	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (11:00-11:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (11:15-11:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (11:30-11:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (11:45-12:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (12:00-12:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (12:15-12:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2024 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship
2024 Base + Development, AM	2024 Base + Development	AM		ONE HOUR	08:00	09:30	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		4.87	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	High Street North		Major
B	B	Site Access		Minor
C	C	High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	60.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.00	4.00	3.00	3.00	3.00	✓	1.00	48	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	543.756	0.095	0.239	0.151	0.342
1	B-C	727.957	0.107	0.270	-	-
1	C-B	608.710	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	541.00	100.000
B	ONE HOUR	✓	4.00	100.000
C	ONE HOUR	✓	437.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	3.000	538.000
	B	2.000	0.000	2.000
	C	434.000	3.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.50	0.00	0.50
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.01	4.87	0.01	A	5.35	8.03	0.66	4.94	0.01	0.66	4.94
C-A	-	-	-	-	395.65	593.47	-	-	-	-	-
A-B	-	-	-	-	2.75	4.13	-	-	-	-	-
A-C	-	-	-	-	493.68	740.52	-	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	618.45	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	396.57	0.000	0.00	0.00	0.000	A
C-AB	3.84	0.96	3.82	0.00	743.43	0.005	0.00	0.01	4.867	A
C-A	325.16	81.29	325.16	0.00	-	-	-	-	-	-
A-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
A-C	405.03	101.26	405.03	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	597.19	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	368.00	0.000	0.00	0.00	0.000	A
C-AB	5.08	1.27	5.07	0.00	770.52	0.007	0.01	0.01	4.702	A
C-A	387.78	96.94	387.78	0.00	-	-	-	-	-	-
A-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
A-C	483.65	120.91	483.65	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	567.80	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	328.50	0.000	0.00	0.00	0.000	A
C-AB	7.13	1.78	7.12	0.00	807.70	0.009	0.01	0.01	4.496	A
C-A	474.01	118.50	474.01	0.00	-	-	-	-	-	-
A-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
A-C	592.35	148.09	592.35	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	567.80	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	328.49	0.000	0.00	0.00	0.000	A
C-AB	7.14	1.78	7.14	0.00	807.71	0.009	0.01	0.01	4.498	A
C-A	474.01	118.50	474.01	0.00	-	-	-	-	-	-
A-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
A-C	592.35	148.09	592.35	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	597.19	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	367.99	0.000	0.00	0.00	0.000	A
C-AB	5.08	1.27	5.09	0.00	770.52	0.007	0.01	0.01	4.704	A
C-A	387.77	96.94	387.77	0.00	-	-	-	-	-	-
A-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
A-C	483.65	120.91	483.65	0.00	-	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	618.45	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	396.56	0.000	0.00	0.00	0.000	A
C-AB	3.85	0.96	3.86	0.00	743.44	0.005	0.01	0.01	4.867	A
C-A	325.15	81.29	325.15	0.00	-	-	-	-	-	-
A-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
A-C	405.03	101.26	405.03	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.08	0.01	4.867	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.11	0.01	4.702	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.14	0.01	4.496	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.14	0.01	4.498	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.11	0.01	4.704	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.08	0.01	4.867	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2024 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship
2024 Base + Development, PM	2024 Base + Development	PM		ONE HOUR	17:00	18:30	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		6.92	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	High Street North		Major
B	B	Site Access		Minor
C	C	High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	60.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.00	4.00	3.00	3.00	3.00	✓	1.00	48	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	543.756	0.095	0.239	0.151	0.342
1	B-C	727.957	0.107	0.270	-	-
1	C-B	608.710	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	481.00	100.000
B	ONE HOUR	✓	24.00	100.000
C	ONE HOUR	✓	488.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	10.000	471.000
	B	12.000	0.000	12.000
	C	478.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.02	0.98
	B	0.50	0.00	0.50
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.02	6.35	0.02	A	11.01	16.52	1.67	6.06	0.02	1.67	6.06
B-A	0.04	11.17	0.04	B	11.01	16.52	2.78	10.10	0.03	2.78	10.10
C-AB	0.03	4.74	0.04	A	18.54	27.82	2.54	5.48	0.03	2.54	5.48
C-A	-	-	-	-	429.25	643.88	-	-	-	-	-
A-B	-	-	-	-	9.18	13.76	-	-	-	-	-
A-C	-	-	-	-	432.20	648.30	-	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	9.03	2.26	8.98	0.00	627.93	0.014	0.00	0.01	5.816	A
B-A	9.03	2.26	8.94	0.00	401.35	0.023	0.00	0.02	9.172	A
C-AB	13.26	3.31	13.18	0.00	773.32	0.017	0.00	0.02	4.736	A
C-A	354.14	88.53	354.14	0.00	-	-	-	-	-	-
A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	354.59	88.65	354.59	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	10.79	2.70	10.77	0.00	607.96	0.018	0.01	0.02	6.027	A
B-A	10.79	2.70	10.76	0.00	373.74	0.029	0.02	0.03	9.918	A
C-AB	17.59	4.40	17.56	0.00	805.34	0.022	0.02	0.03	4.569	A
C-A	421.11	105.28	421.11	0.00	-	-	-	-	-	-
A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	423.42	105.85	423.42	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	13.21	3.30	13.19	0.00	580.65	0.023	0.02	0.02	6.343	A
B-A	13.21	3.30	13.17	0.00	335.51	0.039	0.03	0.04	11.166	B
C-AB	24.75	6.19	24.71	0.00	848.74	0.029	0.03	0.04	4.368	A
C-A	512.55	128.14	512.55	0.00	-	-	-	-	-	-
A-B	11.01	2.75	11.01	0.00	-	-	-	-	-	-
A-C	518.58	129.65	518.58	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	13.21	3.30	13.21	0.00	580.45	0.023	0.02	0.02	6.345	A
B-A	13.21	3.30	13.21	0.00	335.53	0.039	0.04	0.04	11.168	B
C-AB	24.77	6.19	24.77	0.00	848.76	0.029	0.04	0.04	4.370	A
C-A	512.53	128.13	512.53	0.00	-	-	-	-	-	-
A-B	11.01	2.75	11.01	0.00	-	-	-	-	-	-
A-C	518.58	129.65	518.58	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	10.79	2.70	10.81	0.00	607.55	0.018	0.02	0.02	6.034	A
B-A	10.79	2.70	10.83	0.00	373.77	0.029	0.04	0.03	9.921	A
C-AB	17.61	4.40	17.65	0.00	805.37	0.022	0.04	0.03	4.572	A
C-A	421.09	105.27	421.09	0.00	-	-	-	-	-	-
A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	423.42	105.85	423.42	0.00	-	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	9.03	2.26	9.05	0.00	627.29	0.014	0.02	0.01	5.824	A
B-A	9.03	2.26	9.06	0.00	401.41	0.023	0.03	0.02	9.175	A
C-AB	13.30	3.32	13.32	0.00	773.35	0.017	0.03	0.02	4.738	A
C-A	354.09	88.52	354.09	0.00	-	-	-	-	-	-
A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	354.59	88.65	354.59	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.21	0.01	5.816	A	A
B-A	0.33	0.02	9.172	A	A
C-AB	0.30	0.02	4.736	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.26	0.02	6.027	A	A
B-A	0.43	0.03	9.918	A	A
C-AB	0.40	0.03	4.569	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.34	0.02	6.343	A	A
B-A	0.59	0.04	11.166	B	B
C-AB	0.57	0.04	4.368	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.35	0.02	6.345	A	A
B-A	0.61	0.04	11.168	B	B
C-AB	0.57	0.04	4.370	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.28	0.02	6.034	A	A
B-A	0.46	0.03	9.921	A	A
C-AB	0.40	0.03	4.572	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:15-18:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.22	0.01	5.824	A	A
B-A	0.36	0.02	9.175	A	A
C-AB	0.30	0.02	4.738	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2024 Base + Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship
2024 Base + Development, Saturday	2024 Base + Development	Saturday		ONE HOUR	11:00	12:30	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		7.88	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	High Street North		Major
B	B	Site Access		Minor
C	C	High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	60.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.00	4.00	3.00	3.00	3.00	✓	1.00	48	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	552.397	0.096	0.243	0.153	0.347
1	B-C	673.276	0.099	0.250	-	-
1	C-B	608.710	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	467.00	100.000
B	ONE HOUR	✓	63.00	100.000
C	ONE HOUR	✓	320.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	36.000	431.000
	B	38.000	0.000	25.000
	C	296.000	24.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.08	0.92
	B	0.60	0.00	0.40
	C	0.93	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.05	7.10	0.05	A	22.94	34.41	3.86	6.73	0.04	3.86	6.73
B-A	0.11	10.84	0.13	B	34.87	52.30	8.56	9.82	0.10	8.56	9.82
C-AB	0.06	5.47	0.11	A	35.37	53.06	6.98	7.89	0.08	6.98	7.89
C-A	-	-	-	-	258.27	387.40	-	-	-	-	-
A-B	-	-	-	-	33.03	49.55	-	-	-	-	-
A-C	-	-	-	-	395.49	593.24	-	-	-	-	-

Main Results for each time segment

Main results: (11:00-11:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	18.82	4.71	18.69	0.00	579.69	0.032	0.00	0.03	6.415	A
B-A	28.61	7.15	28.33	0.00	430.45	0.066	0.00	0.07	8.946	A
C-AB	26.26	6.56	26.05	0.00	684.59	0.038	0.00	0.05	5.465	A
C-A	214.66	53.66	214.66	0.00	-	-	-	-	-	-
A-B	27.10	6.78	27.10	0.00	-	-	-	-	-	-
A-C	324.48	81.12	324.48	0.00	-	-	-	-	-	-

Main results: (11:15-11:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	22.47	5.62	22.44	0.00	560.72	0.040	0.03	0.04	6.687	A
B-A	34.16	8.54	34.08	0.00	406.74	0.084	0.07	0.09	9.658	A
C-AB	33.84	8.46	33.76	0.00	700.61	0.048	0.05	0.07	5.398	A
C-A	253.84	63.46	253.84	0.00	-	-	-	-	-	-
A-B	32.36	8.09	32.36	0.00	-	-	-	-	-	-
A-C	387.46	96.87	387.46	0.00	-	-	-	-	-	-

Main results: (11:30-11:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	27.53	6.88	27.48	0.00	534.46	0.052	0.04	0.05	7.100	A
B-A	41.84	10.46	41.70	0.00	373.95	0.112	0.09	0.12	10.830	B
C-AB	45.93	11.48	45.80	0.00	723.09	0.064	0.07	0.11	5.318	A
C-A	306.40	76.60	306.40	0.00	-	-	-	-	-	-
A-B	39.64	9.91	39.64	0.00	-	-	-	-	-	-
A-C	474.54	118.63	474.54	0.00	-	-	-	-	-	-

Main results: (11:45-12:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	27.53	6.88	27.52	0.00	534.27	0.052	0.05	0.05	7.103	A
B-A	41.84	10.46	41.84	0.00	373.94	0.112	0.12	0.13	10.839	B
C-AB	45.97	11.49	45.97	0.00	723.14	0.064	0.11	0.11	5.318	A
C-A	306.35	76.59	306.35	0.00	-	-	-	-	-	-
A-B	39.64	9.91	39.64	0.00	-	-	-	-	-	-
A-C	474.54	118.63	474.54	0.00	-	-	-	-	-	-

Main results: (12:00-12:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	22.47	5.62	22.52	0.00	560.35	0.040	0.05	0.04	6.693	A
B-A	34.16	8.54	34.29	0.00	406.73	0.084	0.13	0.09	9.669	A
C-AB	33.89	8.47	34.02	0.00	700.69	0.048	0.11	0.07	5.404	A
C-A	253.78	63.45	253.78	0.00	-	-	-	-	-	-
A-B	32.36	8.09	32.36	0.00	-	-	-	-	-	-
A-C	387.46	96.87	387.46	0.00	-	-	-	-	-	-

Main results: (12:15-12:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	18.82	4.71	18.85	0.00	579.12	0.033	0.04	0.03	6.427	A
B-A	28.61	7.15	28.69	0.00	430.43	0.066	0.09	0.07	8.964	A
C-AB	26.34	6.59	26.42	0.00	684.66	0.038	0.07	0.05	5.470	A
C-A	214.57	53.64	214.57	0.00	-	-	-	-	-	-
A-B	27.10	6.78	27.10	0.00	-	-	-	-	-	-
A-C	324.48	81.12	324.48	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (11:00-11:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.49	0.03	6.415	A	A
B-A	1.02	0.07	8.946	A	A
C-AB	0.79	0.05	5.465	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (11:15-11:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.61	0.04	6.687	A	A
B-A	1.33	0.09	9.658	A	A
C-AB	1.09	0.07	5.398	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (11:30-11:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.79	0.05	7.100	A	A
B-A	1.81	0.12	10.830	B	B
C-AB	1.59	0.11	5.318	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (11:45-12:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.81	0.05	7.103	A	A
B-A	1.87	0.12	10.839	B	B
C-AB	1.60	0.11	5.318	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (12:00-12:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.64	0.04	6.693	A	A
B-A	1.43	0.10	9.669	A	A
C-AB	1.11	0.07	5.404	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (12:15-12:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.52	0.03	6.427	A	A
B-A	1.11	0.07	8.964	A	A
C-AB	0.81	0.05	5.470	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-