



RESIDENTIAL DEVELOPMENT LOCKWOOD ROAD, GOLDTHORPE

November 2022

Gleeson Homes (South Yorkshire)

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1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Gleeson Homes (South Yorkshire) to prepare a Transport Assessment to accompany a planning application for residential development at Lockwood Road, Goldthorpe.

Development Proposals

- 1.2 The application site is currently allotments and is located to the north of Goldthorpe to the immediate south of the A635. The site is bound by Lockwood Road to the west and existing housing and Goldthorpe Primary School to the south. The indicative site location is shown in **Figure 1.1** below, with the layout is provided at **Appendix A**.

Figure 1.1 Site Location



(Source: Google)

- 1.3 The development proposals comprise a total of 125 dwellings (24 2-bed, 78 3-bed and 23 4-bed), with parking to be provided in line with Barnsley Metropolitan Borough Council's (BMBC) parking standards. The site will take access via the extension of East Street on the southern boundary of the site.



Report Structure

1.4 Following this introductory section:

- **Section 2** – describes the transport planning policy context within which the proposals will be assessed;
- **Section 3** – details the accessibility of the development site, focusing on the means by which residents could access key local destinations by non-car modes of travel;
- **Section 4** – describes the existing highway network in the vicinity of the developments and key routes to the site, with reference to the historic road safety record;
- **Section 5** – sets out the likely trip generation associated with development proposals and distributes these on the local road network;
- **Section 6** – considers the operation of junctions in the vicinity of the site; and
- **Section 7** – summaries parking and servicing arrangements; and
- **Section 8** – provides a summary and conclusion.



2. POLICY CONTEXT

Introduction

- 2.1 This section of the Transport Assessment identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

National Policy Context

National Planning Policy Framework (MHCLG, July 2021)

- 2.2 The National Planning Policy Framework (NPPF) was revised in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework from February 2019.
- 2.3 The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.4 The NPPF states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"* (Paragraph 111). Whilst Paragraph 112 sets out that development proposals should seek to:
- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;



- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

2.5 This Transport Assessment will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of the NPPF.

Local Policy Context

Sheffield City Region Transport Strategy 2011-2026

2.6 The Sheffield City Region Transport Strategy 2040 sets out the transport priorities for the Sheffield City Region until 2040; and has been developed in conjunction with the local authorities for Sheffield, Doncaster, Barnsley, and Rotherham. The transport vision for the region is as follows:

“We will build a transport network that serves all of our communities by connecting them to local services, our growing urban centres and major growth sites. It will be amongst the safest, most environmentally friendly, most reliable and affordable transport system in the United Kingdom and Europe”.

2.7 The following transport goals are also outlined, in order to achieve the transport vision above:

- Residents and businesses connected to economic opportunity;
- A cleaner, greener Sheffield City Region; and
- Safe, reliable and accessible transport network.

2.8 Of specific relevance to the development proposals, Policy 8 seeks to *“Enhance our multi-modal transport system, which encourages sustainable travel options and is embedded in the assessment of transport requirements for new developments, particularly active travel”.*

2.9 It is considered that the proposed development supports the policy aspirations of the Sheffield City Region Transport Strategy, by providing new residential development in a sustainable location; this is discussed further in **Section 3**.



Barnsley Local Plan

2.10 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.

2.11 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;



- 2.12 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 amongst residents. **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. ACCESSIBILITY

Introduction

- 3.1 This section of the Transport Assessment considers the accessibility of the site, particularly by non-car modes, focusing on how residents will be able to access local amenities 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**. As **Table 3.1** shows, a 2km catchment is the preferred maximum walking distance for 'commuting / school'.

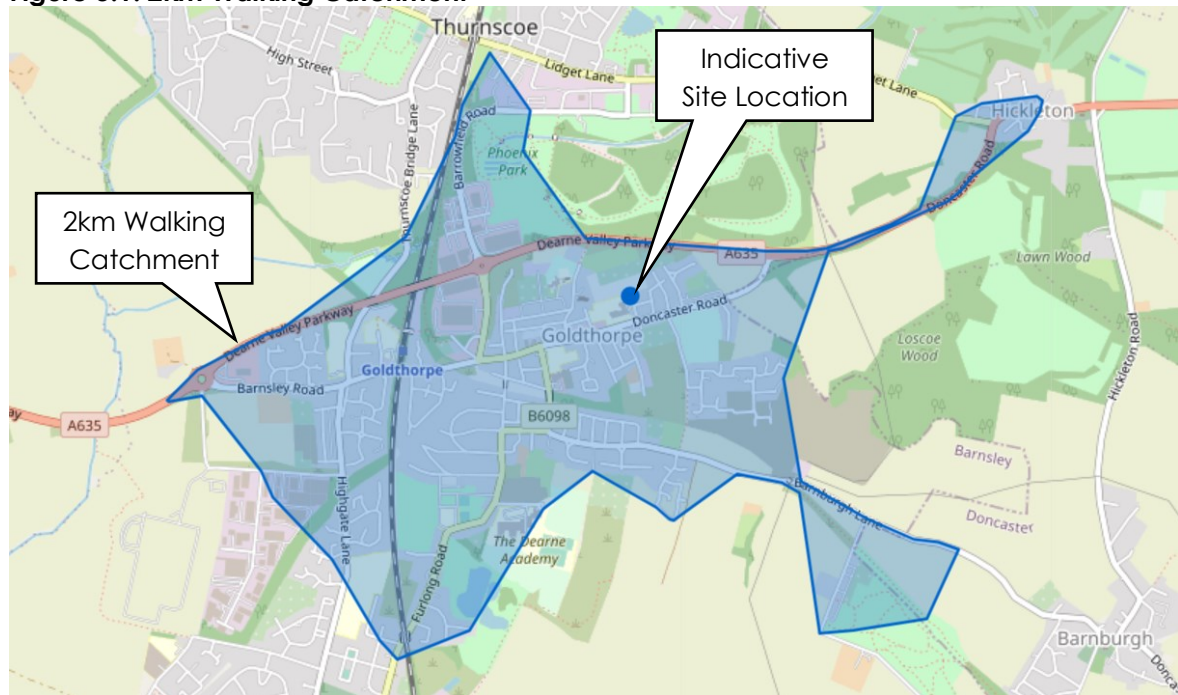
Table 3.1- IHT Walking Guidelines

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

(Source: IHT)

- 3.3 A 2km walking catchment from the site includes Goldthorpe, its railway station and Hickleton, as shown in **Figure 3.1** (overleaf). A number of amenities are available within walking distance; these are described further, later in this section.
- 3.4 Pedestrian access to the site will be via the main site access onto East Street, on the southern boundary of the site, with internal footway provision connecting to the existing footways on East Street. Streetlighting is provided along these footways and connect with those along Doncaster Road, to the south of the site.
- 3.5 The footways on Doncaster Road are continuous on both sides of the carriageway and are street lit, facilitating east – west pedestrian movement. Amenities including shops in Goldthorpe and Dearne Goldthorpe Primary School can be accessed via Doncaster Road, to the west of East Street. The closest crossing facilities to the site are located approximately 80m west of the East Street / Doncaster Road junction; an uncontrolled crossing point facilitates pedestrian movements over Doncaster Road; this crossing has tactile paving and dropped kerbs.

Figure 3.1: 2km Walking Catchment



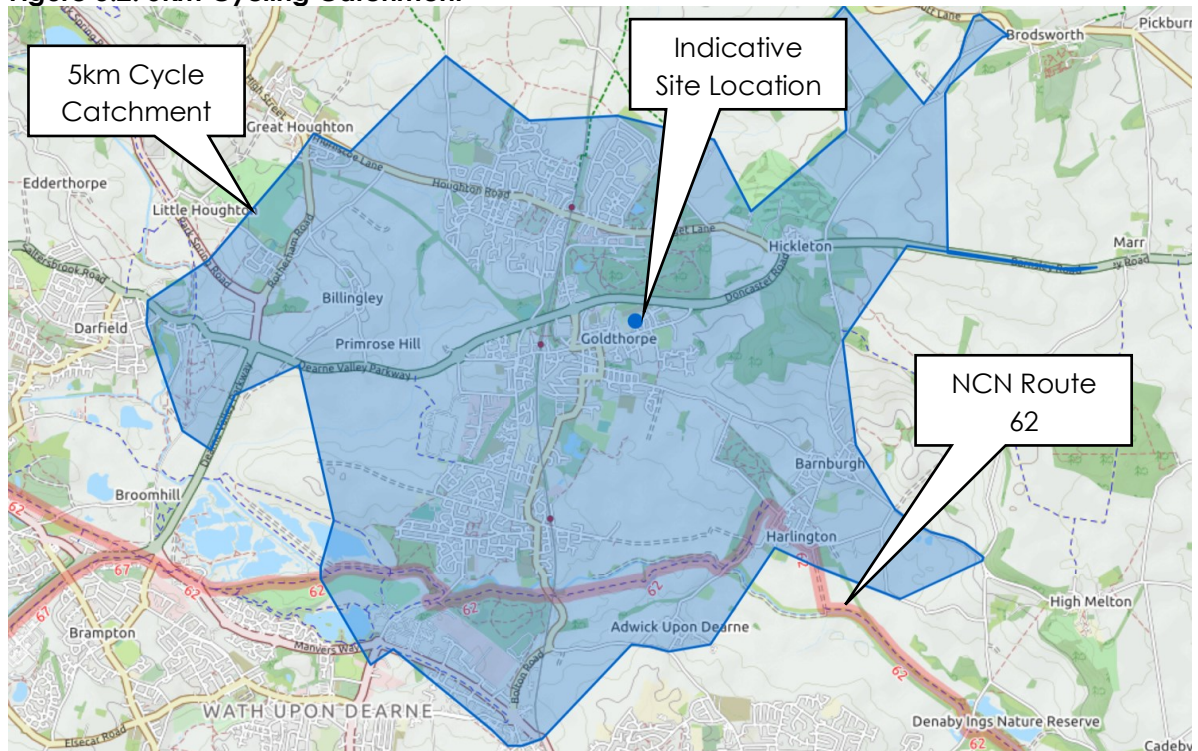
(Source: Open Street Map)

- 3.6 It is considered, therefore, that the pedestrian provision within the vicinity of the site is of a good quality and provides an opportunity for residents to readily access nearby facilities on foot, given the proximity of the site to Goldthorpe town centre. The accompanying Travel Plan sets out measures which will be introduced to promote and encourage walking amongst residents of the development.
- 3.7 Furthermore, as part of the development proposals a pedestrian link will be provided at the north western corner of the site which will connect to Public Right of Way (PRoW) Footpath 13. This will further enhance the pedestrian permeability of the site and reduce journey times to destinations to the north of the site, including Thurnscoe, in particular the train station, the town centre amenities and employment opportunities.

Cycling Accessibility

- 3.8 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km cycle catchment would include the entirety of Goldthorpe, Barnburgh, Thurnscoe, Adwick upon Dearne and Hickleton. A 5km cycle catchment is illustrated in **Figure 3.2**.

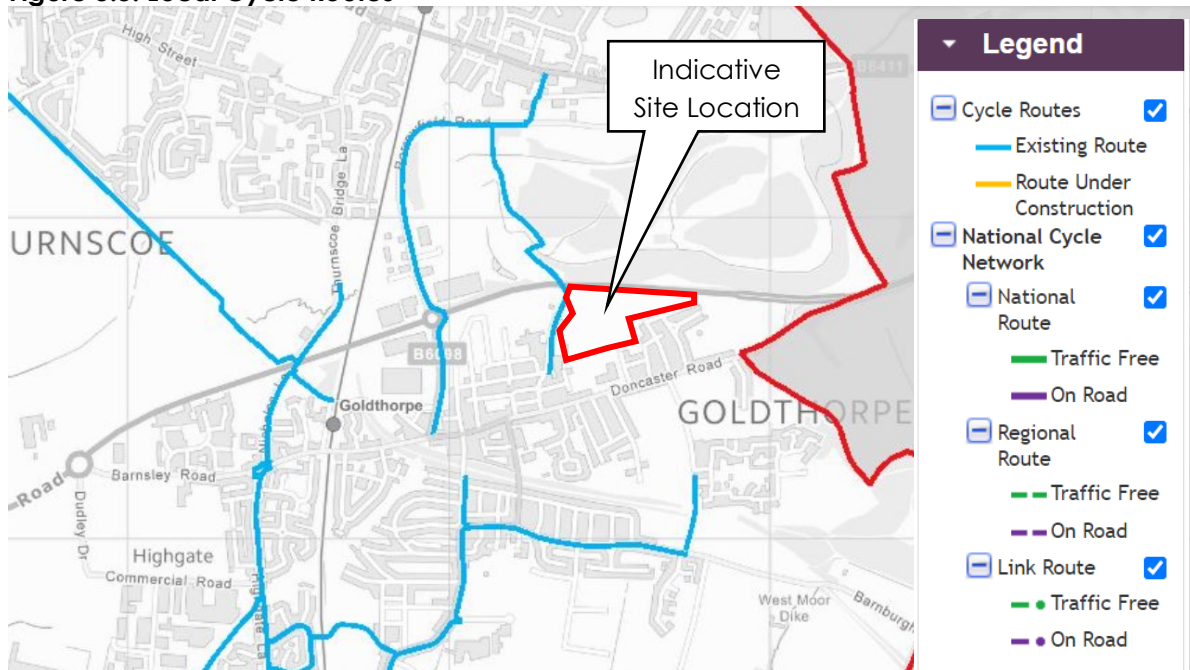
Figure 3.2: 5km Cycling Catchment



(Source: Open Street Map)

3.9 In addition to the cycle catchment, **Figure 3.3** illustrates the location of cycle routes locally.

Figure 3.3: Local Cycle Routes



(Source: Barnsley Metropolitan Borough Council)



- 3.10 As can be seen In **Figure 3.3**, there are a number of existing local cycle routes within the immediate vicinity of the site. The closest cycle route is located on Lockwood Road, which can be reached in around a 2-minute cycle (450m) via Doncaster Road and West Street. This route facilitates a north – south cycle route between Lockwood Road and Barrowfield Road via Phoenix Park and comprises on-road and off-road sections.
- 3.11 There are further local cycle routes located to the west of the site, including a cycle route on the B6098, approximately 750m west of the site access which is accessible within around a 3-minute cycle along Doncaster Road. The B6098 cycle route continues broadly north – south, then eastwards along Barrowfield Road. A further local cycle route runs along Nicholas Lane and Highgate Lane and can be accessed in around a 4-minute cycle (1.3km) along Doncaster Road. This route runs broadly north – south and can be used to reach local destinations including Highgate, Bolton upon Dearne and Thurnscoe.
- 3.12 To the south of the site, additional local cycle routes are also available on Kingsmark Way and Straight Lane. The Kingsmark Way cycle route can be reached in around a 3-minute cycle via Doncaster Road (600m) and facilitates a north – south route between Kingsmark Way and Barnburgh Lane. It is traffic-free between Kingsmark Way and Barnburgh Lane; at Barnburgh Lane the cycle route continues west towards Goldthorpe Road (to the south) and Straight Lane (to the north) and is formed of an on-road route. The cycle route on Straight Lane connects onto these aforementioned routes on Barnburgh Lane and Goldthorpe Lane and can be accessed in around a 3-minute cycle via Doncaster Road (800m). The cycle routes on Kingsmark Way, Barnburgh View and Straight Lane could all be used to reach local destinations to the south of the site, including Bolton upon Dearne and Wath upon Dearne.
- 3.13 Further afield, Route 62 of the National Cycle Network (NCN) can be accessed some 3.3km south of the site, this follows Dearne Road northbound, then runs east along Lowfield Lane where it links into the Trans Pennine Trail and can be accessed via the local cycle routes to the south of the site on either Straight Lane or Barnburgh View (via Kingsmark Way). NCN Route 62 provides a traffic free route to Wath upon Dearne, Mexborough, Barnsley town centre and Doncaster town centre.
- 3.14 It is considered that due to the close proximity of local and national cycle routes within the immediate vicinity of the site, and the wealth of facilities within cycling distance, that cycling will be an attractive travel option for future residents.

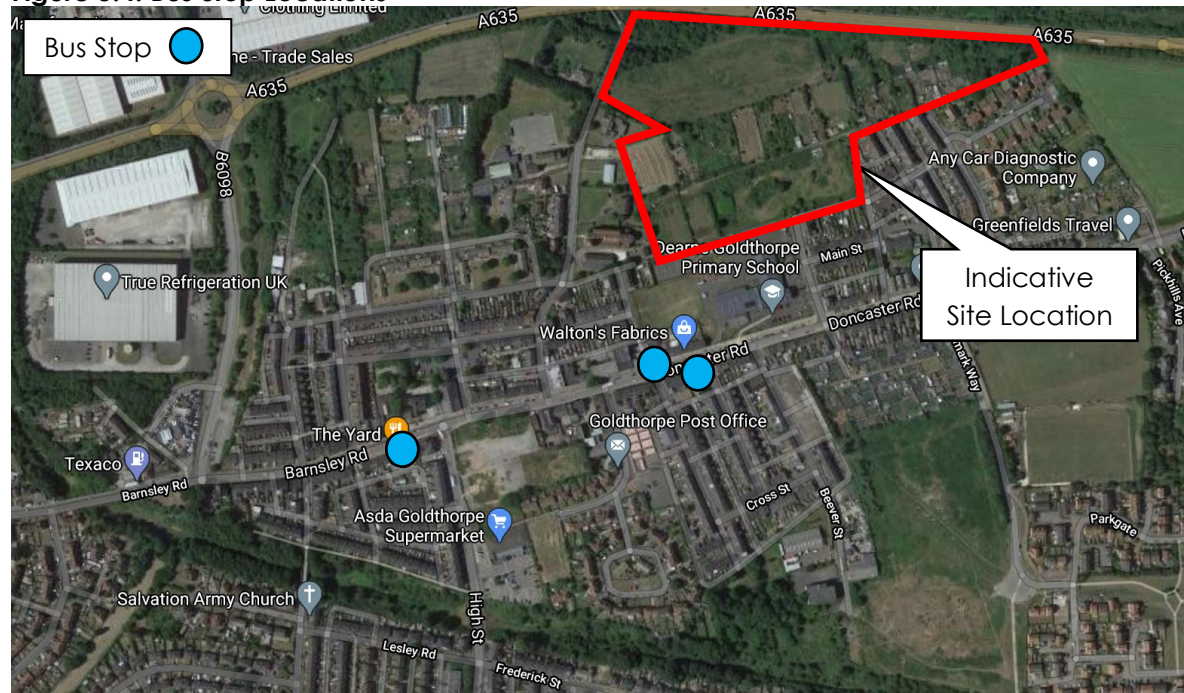


Public Transport Accessibility

Bus

- 3.15 The closest bus stops to the site are located on Doncaster Road, approximately 300m southwest of the site and are accessible within a 3-minute walk; this accords with the recommended walking distances outlined by IHT in **Table 3.2**. The eastbound stop comprises a flag, timetable information, shelter and seating, as well as raised kerbs and bus cage markings. For westbound services, the bus stop benefits from a dedicated layby, flag, pole and timetable information.
- 3.16 Further to the bus stops on Doncaster Road, additional westbound bus services can also be accessed from Barnsley Road, which is located approximately 600m west of the site (around a 7-minute walk) and accessible via the footways on Doncaster Road.
- 3.17 It is noted that the Barnsley Road bus stop is located further than 400m from the site, which is beyond the acknowledged maximum walking distance to bus stops outlined by IHT. It should be noted, however, that in guidance provided by WYG in 'How Far Do People Walk?', published in July 2015, the following is stated:
- "Planning for Public Transport in New Development (IHT, 1999, para 5.21) advises that, "New developments should be located so that public transport trips involving a walking distance of less than 400m from the nearest bus stop or 800m from the nearest railway station"; advice which has been widely adopted by Local Authorities.... "These standards should be treated as guidance, to be achieved where possible by services that operate at regular frequencies and along direct routes. It is more important to provide services that are easy for passengers to understand and attractive to use than to achieve slavish adherence to some arbitrary criteria for walking distance" (IHT, 1999, para 5.17).*
- 3.18 Furthermore, in 'Buses in Urban Developments' (January 2018) by CIHT, identified that people are willing to walk further than the generally accepted maximum distance of 400m in order to access high frequency bus services. It is considered that, given the frequent services available, that future residents will walk slightly further to access the additional bus services from Barnsley Road.
- 3.19 The locations of the bus stops in the vicinity of the site on Doncaster Road and Barnsley Road are illustrated in **Figure 3.4** below.

Figure 3.4: Bus Stop Locations



(Source: Google Maps)

3.20 **Table 3.3** below, summaries the bus services which frequent the bus stops in the vicinity of the site.

Table 3.3: Bus Service Summary

Service		Frequency		
		Weekday	Saturday	Sunday
Doncaster Road				
X19	Barnsley Interchange – Doncaster Interchange	60 mins	60 mins	60 mins
Barnsley Road				
208	Rotherham Interchange – Grimethorpe	3 Services	3 Services	3 Services
218 / 218A	Barnsley Interchange – Rotherham Interchange	30 mins	30 mins	60 mins
219 / 219A	Barnsley Interchange – Doncaster Interchange	60 mins	60 mins	60 mins
226	Barnsley Interchange – Thurnscoe	30 mins	30 mins	60 mins
X19	Barnsley Interchange – Doncaster Interchange	60 mins	60 mins	60 mins

(Source: Public Transport Operator Websites)



- 3.21 As can be seen in **Table 3.2**, the site is well located to access a number of frequent bus services, which can be used to reach local destinations such as Barnsley, Doncaster, and Rotherham. Given the availability of these bus services to local destinations and the proximity of the bus stops to the site, it is considered that travel by bus will be an attractive travel option for future residents of the site.

Rail

- 3.22 The nearest railway station to the site is Goldthorpe, which is located approximately 1km west of the site; it is accessible in around a 13-minute walk, a 3-minute cycle or in a 10-minute journey on the 208 / 218 / 218A / 226 bus services (which are available from the Barnsley Road bus stop). Goldthorpe station is located on the Wakefield Line, and benefits from frequent services to Leeds and Sheffield. Facilities at the station including shelters, digital display screens and timetable information; both platforms have step-free access.
- 3.23 Given the proximity of Goldthorpe train station to the site, it is considered that travel by rail would be an attractive travel option for future residents of the site; particularly for longer journeys, given that there are regular services to a number of desirable destinations.

Local Amenities

- 3.24 The centre of Goldthorpe is within a short walk of the site, with many shops and local services available along Doncaster Road, approximately 500m west of the site. Here, and in the wider surrounding area, there are a wide range of local amenities; the following provides an overview.

Education

- 3.25 A number of primary schools are available within walking and cycling distance of the site, meaning that a large proportion of trips to school could be undertaken by active travel modes. These are shown in **Table 3.4** overleaf.

Table 3.4: Education Facilities

Amenity	Distance	Walk Time	Cycle Time
Dearne Goldthorpe Primary School	130m	2 mins	1 min
Sacred Heart Catholic Primary School	550m	7 mins	3 mins
The Dearne ALC	1.2km	14 mins	4 mins
Highgate Primary Academy	1.3km	16 mins	4 mins

Carfield Primary Academy	2.1km	25 mins	6 mins
The Hill Primary Academy	2.3km	29 mins	8 mins
Barnburgh Primary School	2.9km	35 mins	10 mins
Heather Garth Primary Academy	3.1km	37 mins	10 mins
Gooseacre Primary Academy	3.3km	41 mins	10 mins
Lacewood Primary School	3.4km	41 mins	10 mins
Robert Ogden School	3.8km	48 mins	14 mins

(Source: Google Maps)

Retail and Leisure

- 3.26 A range of retail and leisure opportunities are available in Goldthorpe. These are shown in **Table 3.5** below.

Table 3.5: Retail and Leisure Facilities

Amenity	Distance	Walk Time	Cycle Time
Fish and Chip Shop	150m	2 mins	1 min
Off License / Café / Local Shops	300m	4 mins	1 min
Goldthorpe Post Office	400m	5 mins	2 mins
Cooplands / Local Shops	500m	6 mins	2 mins
Takeaways / Local Shops	550m	7 mins	2 mins
Asda Goldthorpe	650m	8 mins	2 mins
Dearnside Leisure Centre	1.4km	16 mins	4 mins
The Dearne Playhouse	1.4km	16 mins	5 mins
Phoenix Park	1.5km	18 mins	5 mins
Aldi Goldthorpe	1.8km	23 mins	6 mins
Tesco Express	2.1km	25 mins	6 mins
Asda Thurnscoe	2.6km	32 mins	9 mins
Thurnscoe Post Office / Local Shops	2.7km	34 mins	10 mins
Co-op Food / Post Office / Local Shops	3.1km	37 mins	10 mins
Ings Lane Sports and Social Club	3.7km	46 mins	12 mins

(Source: Google Maps)

Health

- 3.27 A number of healthcare facilities are accessible in the vicinity of the site. These are shown in **Table 3.6**.



Table 3.6: Health Facilities

Amenity	Distance	Walk Time	Cycle Time
Wheldricks Pharmacy Goldthorpe	500m	6 mins	2 mins
Dearne Valley Dental Practice	750m	9 mins	2 mins
Highgate Dental Practice	1km	12 mins	3 mins
Goldthorpe Medical Centre	1.4km	16 mins	4 mins
Dearne Valley Group Practice	2.3km	28 mins	9 mins
Wheldricks Pharmacy Thurnscoe	2.3km	28 mins	9 mins
Mydentist Houghton Road	2.6km	33 mins	10 mins

(Source: Google Maps)

Employment

- 3.28 Alongside numerous smaller employment opportunities across Goldthorpe and the surrounding area, there are a number of major employment areas locally and are summarised in **Table 3.7** below.

Table 3.7: Major Employment Facilities

Amenity	Distance	Walk Time	Cycle Time
True Refrigeration UK	900m	11 mins	3 mins
Fields Business Park	1.4km	17 mins	5 mins
Balmoral Industrial Estate	1.5km	18 mins	5 mins
Goldthorpe Industrial Estate	2.3km	27 mins	6 mins
Aldi RDC	2.6km	31 mins	7 mins
Patrick Tobin Business Park	4.4km	52 mins	18 mins

(Source: Google Maps)

Summary

- 3.29 The site is in an accessible location; various retail outlets, employment facilities, recreation facilities, health care facilities, Goldthorpe railway station and schools are within a reasonable walking distance. Further employment areas, schools, leisure centres, recreation facilities are all located within cycling distance of the site, or are accessible by regular bus services. As such, it has been clearly demonstrated that residents will not need to use (or indeed, own) a car in order to access key amenities, both locally and further afield.

4. LOCAL HIGHWAY NETWORK

Introduction

- 4.1 This section of the Transport Assessment considers the nature of the existing highway network, as well as summarising 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.

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 an extension to East Street which currently terminates 110m to the north of the Doncaster Road / East Street priority T-junction. From the junction to the northern school egress (66m in length), East Street is approximately 9m wide with footways on both sides of the carriageway and parking bays provided on the eastern side of the carriageway. Parking is permitted for 30 minutes in the bays Monday – Friday between 0800 – 1700 with no return within 2 hours.

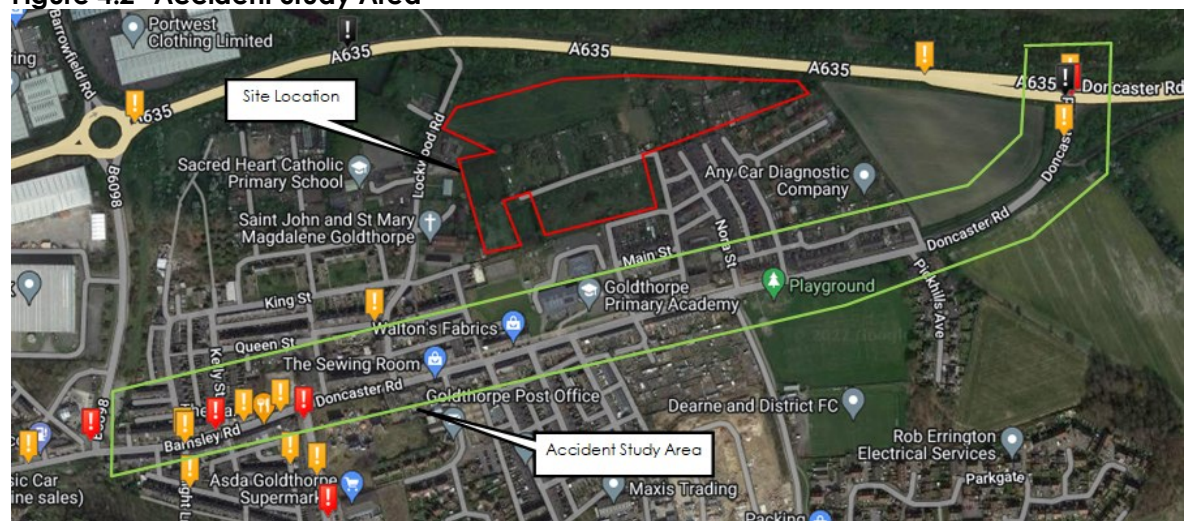


- 4.4 To the immediate north of the school egress, for the remaining 44m of East Street, the carriageway narrows to approximately 6.5m, with footways continuing on both sides of the carriageway.
- 4.5 East Street forms the minor arm at a priority T-junction with Doncaster Road to the south of the site. Doncaster Road it is approximately 6.8m wide, and is subject to a 30mph speed limit. In the immediate vicinity of the junction, on-street parking is permitted on both sides of the carriageway in marked bays.
- 4.6 Approximately 600m to the east of the site, Doncaster Road forms the minor approach to a priority T-junction with the A635. Some 1.7km 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.
- 4.7 As Doncaster Road continues westward, towards Goldthorpe town centre, 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.
- 4.8 Approximately 400m to the west of the East Street / Doncaster Road junction, Doncaster Road forms the eastern approach to a signalised T-junction with High Street (southern approach) and Barnsley Road (western approach). High Street is approximately 7m wide and subject to a 30mph limit with 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 Doncaster Road / High Street / Barnsley Road junction, precluding on-street parking. To the south, High Street provides a route to Bolton-upon-Deane whilst Barnsley Road continues westwards, from the town centre towards the A635.

Accident Analysis

- 4.9 Accident data for the most recent 5-year period (2017-2021) 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	2017	2018	2019	2020	2021	Total
Slight	2	3	0	0	3	8
Serious	0	1	0	1	1	3
Fatal	0	1	0	0	0	1
TOTAL	2	5	0	1	4	12

(Source: Crashmap)

- 4.10 As can be seen from **Table 4.1**, a total of 12 accidents have occurred within the study area in the most recent five year period. Of the 12 accidents recorded, 8 were slight 3 were serious and 1 resulted in a fatality.
- 4.11 As can be seen from **Figure 4.2**, 6 of the accidents occurred in Goldthorpe town centre, on Barnsley Road between High Street and the B6098, a 250m stretch of carriageway. Of these 6 accidents, 5 were slight and 1 was serious.
- 4.12 The serious accident occurred in 2020 and involved 1 vehicle and 1 pedestrian casualty. In this stretch of carriageway, 2 more accidents involving pedestrians / children, resulting in slight injuries.
- 4.13 To the east of the site, at the junction of Doncaster Road / A635, 4 accidents were recorded since 2017. Of these accidents, 2 were slight, 1 was serious, and 1 resulted in a fatality. The slight accidents involved cars only.



- 4.14 The serious accident occurred on Wednesday 18th July 2018 at 21:11 and the fatal accident occurred on Wednesday 10th January 2018 and 21:13, both occurred when a car turning right at the junction collided with a motorcycle.
- 4.15 There have been no other fatalities at the junction, or in the vicinity of the site, in the most recent five-year period. Indeed no accidents were recorded in the study area in 2019 at all. Therefore, 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.

5. TRIP GENERATION

Introduction

- 5.1 This section of the Transport Assessment considers the likely trip generation associated with the development proposals. A gravity model has been prepared to distribute and assign the trips to the highway network in the AM and PM peak hours.

Trip Rates

- 5.2 As set out in **Section 1**, the development proposals comprise 125 houses, therefore the TRICS data base has been interrogated to derive a trip rate associated with 'Residential – Houses Privately Owned'. The full TRICS output is provided at **Appendix B**, whilst **Table 5.1** summarises the vehicle trip rates and resultant vehicle trip generation associated with the proposed development.

Table 5.1: Residential Trip Generation

	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rate	0.093	0.332	0.425	0.392	0.205	0.597
Trip Generation	12	42	53	49	26	75

(Source: TRICS)

- 5.3 As can be seen in **Table 5.1**, the proposed residential development is anticipated to generate some 53 two-way vehicle trips in a weekday AM peak hour and 75 two-way vehicle trips in the weekday PM peak hour.

Trip Distribution

- 5.4 The likely distribution and assignment of vehicular trips has been determined based on a gravity model using Nomis 2011 Journey to Work Data for the Medium Super Output Area (MSOA) Barnsley 022, which encompasses the site. **Table 5.2** provides a summary, whilst the full calculations are provided at **Appendix C**.

Table 5.2 Summary of Trip Distribution

Route	Proportion of Trips
East Street South - Doncaster Road West - High Street South	23%
East Street South - Doncaster Road West - Barnsley Road West	20%
East Street South - Doncaster Road West - Barnsley Road West - Nicholas Lane	7%
East Street South - Doncaster Road East - A635 E	14%
East Street South - Doncaster Road East - A635 W	36%

(Source: Consultant Calculation)

- 5.5 Traffic flow diagrams illustrating the distribution of development traffic are provided at **Appendix D**.

Materiality

- 5.6 An assessment of the impact of the development at specific junctions (in terms of the anticipated uplift in movements as a consequence of the development) is presented in **Table 5.3**, below.

Table 5.3: Impact at Specific Junctions

Junction	Number of Trips	
	AM	PM
East Street / Doncaster Road	53	75
Doncaster Road / A635	27	37
Doncaster Road / High Street / Barnsley Road	27	37
Barnsley Road / B6098	14	20

(Source: Consultant Calculation)

- 5.7 As can be seen from the above table, trips associated with the development proposals quickly dissipate across the network, having a limited impact at any one junction; albeit that all traffic is routed through the East Street / Doncaster Road junction and, as a consequence, this is likely to experience an uplift in vehicular movements of 53 two-way trips in the AM peak hour and 75 two-way trips in the PM peak hour.
- 5.8 At the Doncaster Road / High Street / Barnsley Road junction, to the west, there is an anticipated uplift of 27 and 37 two-way trips in the AM and PM peak hours respectively, whilst at the Doncaster Road / A635 junction the uplift in vehicle trips is 27 in the AM peak hour and 37 in the PM peak hour. Beyond this, the uplift in traffic flows could not be considered material.



6. OPERATIONAL ASSESSMENTS

Introduction

- 6.1 This section of the Transport Assessment considers the operational assessment of the local road network as a consequence of the development proposals.

Baseline Conditions

- 6.2 At the time of initially writing this report, in early 2021, there were a number of Covid-19 restrictions still in place. At this time, it was, therefore considered that any traffic count surveys undertaken January – March 2021, during the lockdown, would not be representative of usual pre Covid-19 traffic conditions. Therefore, where available, historic data has been obtained to inform the operational assessments.
- 6.3 Whilst **Section 5** identifies that the development proposals might have a material impact at the following junctions:
- East Street / Doncaster Road;
 - Doncaster Road / Barnsley Road / High Street; and
 - Doncaster Road / A635.
- 6.4 At the time of preparation of previously preparing this report it was only possible to source data for the following junctions:
- Doncaster Road / Barnsley Road / High Street; and
 - Doncaster Road / A635.
- 6.5 Historic peak period fully classified turning counts were obtained for the Doncaster Road / Barnsley Road / High Street junction, these surveys were undertaken in March 2019. The full count data is provided at **Appendix E** whilst **Table 6.1** summarises the total flows at the junction in the AM and PM peak hours.

Table 6.1: Junction Peak Hours

Junction	AM		PM	
	Peak Hour	Flow	Peak Hour	Flow
Doncaster Road / Barnsley Road / High Street	07:45 – 08:45	970	16:30 – 17:30	988

(Source: Traffic Counts)



- 6.6 Peak period, fully classified turning counts have been obtained for the Doncaster Road / A635 junction, these surveys were undertaken in November 2020 and the full count data is provided at **Appendix F**. Given that the counts were undertaken in 2020, albeit not during a lockdown period an appropriate conversion factor has been derived using data published by the Department for Transport (DfT) which sets out how traffic levels changed over the course of the pandemic.
- 6.7 The data shows that on 3rd November 2020, when the count was undertaken, traffic levels were 92% of pre-lockdown levels, this data is provided at **Appendix G**. Given this, it was considered appropriate that the November 2020 traffic survey would be growthed to 100%, to create a representative 2020 dataset. **Table 6.2** summarises the total flows at the junction in the AM and PM peak hours.

Table 6.2: Junction Peak Hours

Junction	AM		PM	
	Peak Hour	Flow	Peak Hour	Flow
Doncaster Road / A653	07:00 – 08:00	1299	16:15 – 17:15	1352

(Source: Traffic Counts)

- 6.8 As the lockdown restrictions eased, and in the absence of historic data, a manual classified traffic count was undertaken at the Doncaster Road / East Street junction on Thursday 22nd April 2021, this data is provided at **Appendix H**. It is acknowledged, that whilst lockdown restrictions had eased and schools had returned at the time of the surveys, there was still a suppression in traffic levels, as such an appropriate conversion factor has been derived using data published by the Department for Transport (DfT) which sets out how traffic levels have changed over the course of the pandemic. The data shows that on 22nd April 2021, when the count was undertaken, traffic levels were 91% of pre-lockdown levels, this data is provided at **Appendix G**. Given this, it was considered appropriate that the April 2021 traffic survey would be growthed to 100%, to create a representative dataset. **Table 6.3** summarises the total flows at the junction in the AM and PM peak hours.

Table 6.3: Junction Peak Hours

Junction	AM		PM	
	Peak Hour	Flow	Peak Hour	Flow
Doncaster Road / East Street	07:45 – 08:45	516	16:15 – 17:15	471

(Source: Traffic Counts)

Traffic Growth

Doncaster Road / Barnsley Road / High Street

- 6.9 Base traffic flows (2019) have been factored to a base year of 2022 and a design year of 2027 using National Traffic Model forecasts, factored with TEMPRO for Barnsley Medium Super Output Area (MSOA 022). The resultant growth rates that have been applied to observed traffic movements in the AM and PM peak hours are summarised in **Table 6.4**.

Table 6.4: Base and Design Year Growth Forecasts

Year	AM	PM
2019 - 2022	1.0351	1.0343
2019 - 2027	1.0818	1.0813

(Source: TEMPRO)

- 6.10 Flow diagrams are provided at **Appendix I** which show traffic growthed to the base and design years.

Doncaster Road / A635

- 6.11 Base traffic flows (2020) have been factored to a base year of 2022 and a design year of 2027, using National Traffic Model forecasts, factored with TEMPRO for Barnsley Medium Super Output Area (MSOA 022). The resultant growth rates that have been applied to observed traffic movements in the AM and PM peak hours are summarised in **Table 6.5**.

Table 6.5: Base and Design Year Growth Forecasts

Year	AM	PM
2020 - 2022	1.0203	1.0200
2020 - 2027	1.0663	1.0664

(Source: TEMPRO)

- 6.12 Flow diagrams are provided at **Appendix I** which show traffic growthed to the base and design years.

Doncaster Road / East Street

- 6.13 Base traffic flows (2021) have been factored to a design year of 2027, using National Traffic Model forecasts, factored with TEMPRO for Barnsley Medium Super Output Area (MSOA 022). The resultant growth rates that have been applied to observed traffic movements in the AM and PM peak hours are summarised in **Table 6.6**.

Table 6.6: Base and Design Year Growth Forecasts

Year	AM	PM
2021 - 2027	1.0550	1.0555

(Source: TEMPRO)

- 6.14 Flow diagrams are provided at **Appendix I** which show traffic growthed to the design year.

Committed Development

- 6.15 Feedback was provided from Barnsley Metropolitan Borough Council (BMBC) (email dated 21st February 2022) with regards to modelling and committed development, it was noted that:

"The East Street junction with Doncaster Road has been assessed as part of the Transport Assessment and the modelling shows that it operates well within capacity even when the proposed development traffic is growthed up to the design year of 2026."

"With regard to the Barnsley Road/Doncaster Road/High Street signalised junction, no information has been provided in terms of the committed development traffic that has been used to assess the junction. The approved developments for 116 dwellings off Kingsmark Way (2018/0103 & 2019/1274) and the Retail Unit off High Street (2019/0518 & now 2022/0056) should both be included within the junction analysis. This application and app.no. 2022/0056 are both current applications that are yet to be determined and I am aware that the Transport Assessments for both proposed developments have been produced by the same Transport Consultants. I would therefore like to see the modelling of the High Street signalised junction in each of the respective TA's to have the same flows and therefore identical results. Also, our Traffic Signals department has stated a requirement for the signalised junction to be modelled using sat flows of 1600 PCUs. Although this is lower than the figure that would perhaps ordinarily be used elsewhere, there is significant evidence that shows that sat flows are lower than average in Barnsley."

- 6.16 As requested by BMBC, trip generation for the following two developments have been included as committed development flows, for the operational assessment:

- High Street (2022/0056); and
- Kingsmark Way (2018/0103).

- 6.17 Traffic Flow diagrams can be found at **Appendix J**.



Modelling Scenarios

- 6.18 The junctions will be assessed in the following scenarios:
- 2022 AM and PM Base;
 - 2022 AM and PM Base + Development;
 - 2027 AM and PM Base; and
 - 2027 AM and PM Base + Development.
- 6.19 Flow diagrams are provided at **Appendix K** which show traffic growthed to the base and design years.

Capacity Assessments

- 6.20 Junctions 8 modelling software has been used to assess the operation of the A1035 / Site Access and Doncaster Road / A635 junctions. The 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 has been used to assess the operation of the Doncaster Road / Barnsley Road / High Street junction. LINSIG 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
- 6.21 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 L**.
- Doncaster Road / High Street / Barnsley Road*
- 6.22 The Doncaster Road / High Street / Barnsley Road signalised junction has been modelled for the Base and Base + Development scenarios, in the current and design year. The results are summarised in **Table 6.7 - Table 6.8**.

Table 6.7: Doncaster Road / High Street / Barnsley Road, 2022

	Base + Committed				Base + Committed + Development			
	AM		PM		AM		PM	
	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Doncaster Road	41.7%	10.4	41.1%	9.9	43.9%	11.2	42.5%	10.4
High Street	70.3%	18.3	72.3%	20.4	72.0%	18.7	75.2%	21.3
Barnsley Road	69.4%	16.6	72.2%	17.7	71.3%	17.0	74.4%	18.6

(Source: LINSIG)

Table 6.8: Doncaster Road / High Street / Barnsley Road, 2027

	Base + Committed				Base + Committed + Development			
	AM		PM		AM		PM	
	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Doncaster Road	43.3%	11.0	42.0%	10.3	45.0%	11.7	44.0%	10.9
High Street	73.5%	19.6	76.5%	22.0	76.4%	20.3	78.4%	22.9
Barnsley Road	74.6%	18.1	77.5%	19.8	75.3%	18.3	78.9%	20.1

(Source: LINSIG)

- 6.23 As can be seen from **Tables 6.7** and **6.8**, with the addition of development trips there is an increase in the anticipated DoS and queue lengths. As can be seen, the highest anticipated DoS, of 78.9%, is on the Barnsley Road approach in the 2027 PM Base + Development scenario when the associated queue length of just 20.1 PCUs.
- 6.24 Given the above, it is considered that the junction will continue to operate well within capacity in all peak periods with the addition of the proposed development trips.

Doncaster Road / A635

- 6.25 The Doncaster Road / A635 ghost island junction has been modelled for the Base and Base + Development scenarios, in the current and design year. The results are summarised in **Table 6.9 - Table 6.10**.

Table 6.9: Doncaster Road / A635, 2022

	Base + Committed				Base + Committed + Development			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Doncaster Road – A635 West	0.07	0.07	0.04	0.04	0.09	0.10	0.06	0.06
Doncaster Road – A635 East	0.32	0.47	0.41	0.69	0.34	0.50	0.43	0.75
A635 West – A635 East / Doncaster Road	0.03	0.03	0.13	0.15	0.04	0.04	0.17	0.20

(Source: Junctions 8)

Table 6.10: Doncaster Road / A635, 2027

	Base + Committed				Base + Committed + Development			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Doncaster Road – A635 West	0.07	0.08	0.03	0.04	0.10	0.11	0.05	0.05
Doncaster Road – A635 East	0.34	0.52	0.33	0.49	0.36	0.56	0.35	0.53
A635 West – A635 East / Doncaster Road	0.03	0.04	0.11	0.12	0.04	0.04	0.14	0.17

(Source: Junctions 8)

- 6.26 As can be seen from **Tables 6.9** and **6.10**, with the addition of development trips there is a minimal increase in the anticipated RFC's and queue lengths. However, as can be seen, the highest anticipated RFC, of 0.36, is on the Doncaster Road – A635 East movement in the 2027 AM Base + Development scenario when the associated queue length of just 0.56 PCUs.
- 6.27 Given the above, it is considered that the junction will continue to operate well within capacity in all peak periods with the addition of the proposed development trips.

Doncaster Road / East Street

- 6.28 The Doncaster Road / East Street / Garden Street, a staggered crossroad junction, has been modelled for the Base and Base + Development scenarios, in the current and design year. The results are summarised in **Table 6.11 - Table 6.12**, below.

Table 6.11: Doncaster Road / East Street / Garden Street, 2022

	Base + Committed				Base + Committed + Development			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Garden Street – Doncaster Road West / East Street	0.00	0	0.00	0	0.00	0	0.00	0
Garden Street – Doncaster Road East	0.00	0	0.00	0	0.00	0	0.00	0
Doncaster Road East / Garden Street – Doncaster Road West / East Street	0.05	0.08	0.00	0	0.07	0.12	0.05	0.09
East Street – Doncaster Road East / Garden Street	0.01	0.01	0.01	0.01	0.05	0.06	0.03	0.03
East Street – Doncaster Road West	0.06	0.07	0.01	0.01	0.13	0.14	0.05	0.05
Doncaster Road West / East Street – Doncaster Road East / Garden Street	0.00	0	0.01	0.01	0.00	0	0.01	0.01

(Source: Junctions 8)

Table 6.12: Doncaster Road / East Street / Garden Street, 2027

	Base + Committed				Base + Committed + Development			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Garden Street – Doncaster Road West / East Street	0.01	0.01	0.00	0	0.01	0.01	0.00	0
Garden Street – Doncaster Road East	0.00	0	0.00	0	0.00	0	0.00	0
Doncaster Road East / Garden Street – Doncaster Road West / East Street	0.06	0.09	0.00	0	0.07	0.13	0.06	0.09
East Street – Doncaster Road East / Garden Street	0.01	0.01	0.01	0.01	0.05	0.06	0.03	0.03
East Street – Doncaster Road West	0.07	0.08	0.01	0.01	0.13	0.15	0.05	0.05
Doncaster Road West / East Street – Doncaster Road East / Garden Street	0.00	0.00	0.01	0.01	0.00	0	0.01	0.01

(Source: Junctions 8)

- 6.29 As can be seen from **Tables 6.11** and **6.12**, with the addition of development trips there is a minimal increase in the anticipated RFC's and queue lengths. However, as can be seen, the highest anticipated RFC, of 0.13, is on the East Street – Doncaster Road West movement in the 2027 AM Base + Development scenario when the associated queue length of just 0.15 PCUs.



- 6.30 Given the above, it is considered that the site access junction will continue to operate well within capacity in all peak periods with the addition of the proposed development trips.

Summary

- 6.31 Capacity assessments have been undertaken for the Doncaster Road / High Street / Barnsley Road, Doncaster Road / A635 and Doncaster Road / East Street junctions. The modelling results indicate that the junctions do, and will continue to, operate well within capacity. In accordance with paragraph 109 of the NPPF, it is considered that the residual cumulative impacts of the development are by no means severe.

7. PARKING AND SERVICING

Introduction

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

Parking

- 7.2 Parking standards are set out in the Barnsley Local Plan Supplementary Parking Document 'Parking'. **Table 7.1** summarises the residential parking standards.

Table 7.1: Residential Parking Standards

Dwelling Type	Standard
2-bed	1 space
3-bed	2 spaces
4-bed	2 spaces
Visitors	1 visitor space per 4 dwellings subject to layout

(Source: Barnsley Local Plan Supplementary Parking Document 'Parking')

- 7.3 As can be seen on the indicative site layout, provided at **Appendix A**, residential parking will be provided in line with the parking standards.
- 7.4 It has been noted by the highways officer, there are existing TRO's on East Street to prevent on street parking associated with Goldthorpe Primary School. It is intended that these will be continued into the site as shown on Drawing D-1001 Rev A provided at **Appendix M**.

Servicing

General Servicing and Refuse Collection

- 7.5 General servicing and delivery access will take place from the roadside within the development. Waste will be collected by BMDC. The swept path analysis, undertaken at the site access junction and shown on the drawing attached at **Appendix N**, demonstrates that the swept path of a 11.2m refuse vehicle can be suitably accommodated without impeding the movement of other vehicles accessing / egressing the site.



Emergency Vehicle Access

- 7.6 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Table 13.1 of the The Building Regulations 2010 'Fire Safety' Approved Document B (2019 edition, incorporating the 2020 amendments) Section 13 'Vehicle Access', sets out that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. Fire tenders and emergency vehicles will access the site via the site access on East Street.



8. SUMMARY AND CONCLUSION

Summary

8.1 TPS has prepared this Transport Assessment to accompany a planning application for 137 dwellings at Lockwood Road, Goldthorpe. The following summarises the key findings:

- The proposals are in keeping with both the local and national transport and the land use planning policy agenda;
- The site benefits from excellent connectivity with the facilities and amenities in the surrounding area, with numerous opportunities for residents to travel by non-car modes;
- An analysis of contemporary accident data suggests that there are no accident trends that might be exacerbated by the addition of development related traffic;
- The proposed development is likely to generate 58 two-way person trips in the AM and 82 two-way PM peak hour;
- The trips have been distributed in accordance with a gravity model based on existing residents of the Barnsley 022 MSOA, and the development proposals have been shown to have a material impact at the East Street / Doncaster Road, Doncaster Road / High Street / Barnsley Road and Doncaster Road / A635 junctions;
- Operational assessments have been undertaken and these have demonstrated that the junctions do, and will continue to, operate well within capacity;
- Car parking is to be provided in line with parking standards; and
- The servicing arrangements for the site has been considered.

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; the test set out in NPPF. It is, therefore, considered that there are no substantive highway reasons why the proposals should not be granted planning consent.

Appendix A

Site Layout Plan

Appendix B

TRICS Output

Appendix C

Gravity Model

Appendix D

Distribution Flow Diagrams

Appendix E

Doncaster Road / High Street / Barnsley Road Traffic Counts

Appendix F

Doncaster Road / A635 Traffic Counts

Appendix G

DfT COVID Traffic Monitoring

Appendix H

Doncaster Road / East Street / Garden Street Traffic Counts

Appendix I

Base Flow Diagrams

Appendix J

Committed Development Flow Diagrams

Appendix K

Modelled Flows Flow Diagrams

Appendix L

Operational Assessment Outputs

Appendix M

Proposed TRO's

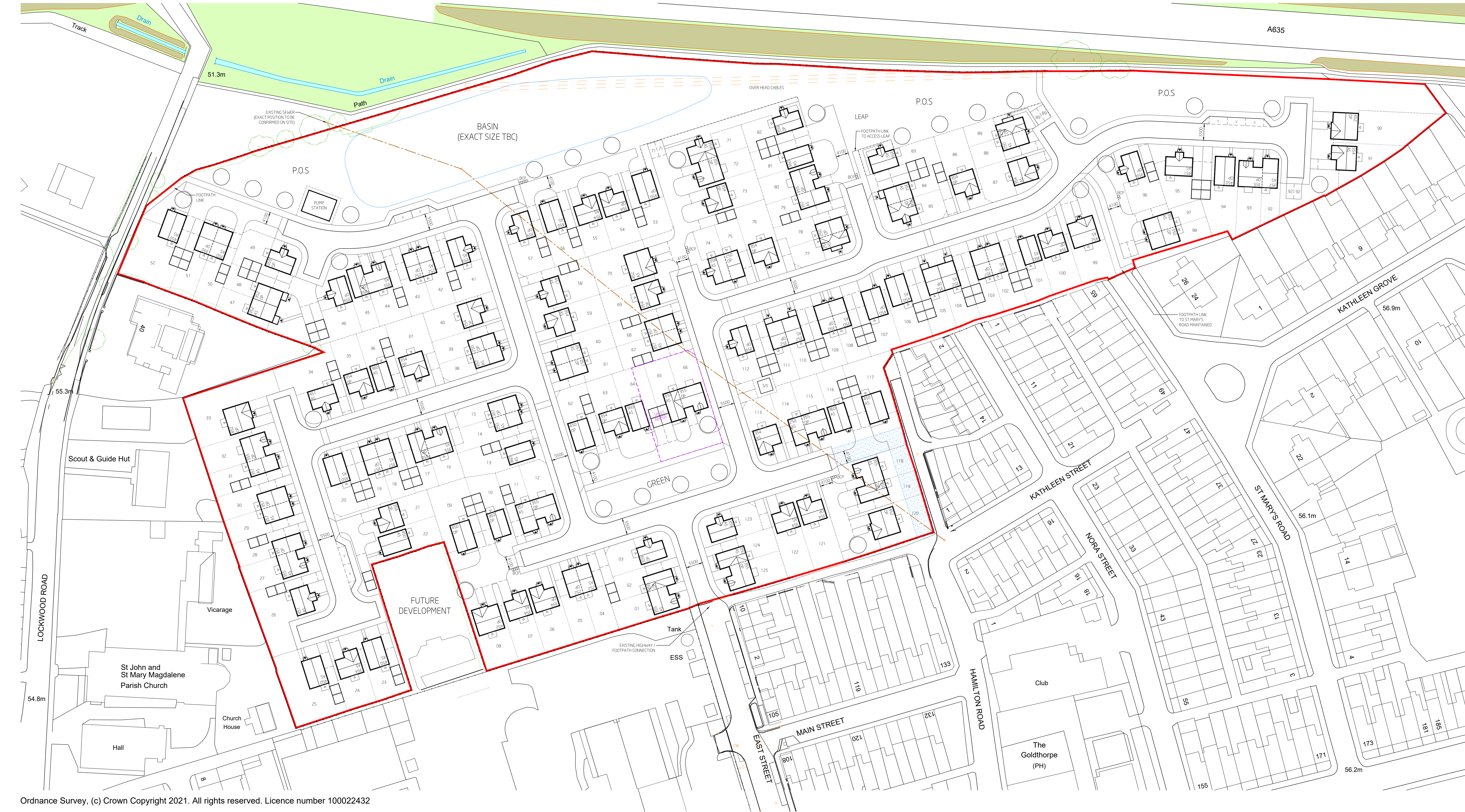
Appendix N

Tracking

Appendix A

Site Layout Plan

Schedule of Accommodation To be read in conjunction with drawing no. 3228-1-001 - Rev. S											
OMS											
Craystones	250	2	2	Semi	753	69.96	6	5%	4518	419.73	
Kemmare	252	2	2	Semi	753	69.96	4	3%	3012	279.82	
Tallow	253	2	2	Semi	753	69.96	2	2%	1506	139.91	
Glin	350	2	2	Semi	904	83.98	12	10%	10848	1007.80	
Lucan	352	2	3	Semi	904	83.98	7	6%	6328	587.89	
Strave	354	2	3	Detached	904	83.98	21	17%	18984	1763.66	
Neale	355	2	3	Semi	904	83.98	13	10%	11752	1091.79	
Rosemount	357	2	3	Semi	904	83.98	17	14%	15368	1427.72	
Sandyford	358	2	3	Semi	984	91.42	3	2%	2952	274.25	
Cliffen	359	2	3	Detached	984	91.42	10	8%	9640	914.10	
Milford	360	2	3	Detached	919	85.38	7	6%	6413	597.64	
Dalkey	450	2	4	Detached	1156	107.40	13	10%	15028	1396.14	
Grange	451	2	4	Detached	1071	99.50	4	3%	4284	397.99	
Lanesborough	452	2	4	Detached	1211	112.50	6	5%	7266	675.03	
Totals	125	100%	118119	109173.52							

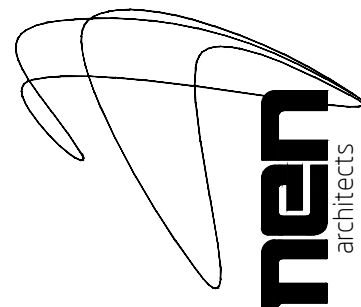


Lockwood Road, GOLDTHORPE

DO NOT SCALE - ALL DIMENSIONS & LEVELS TO BE CHECKED ON SITE - THIS DRAWING IS COPYRIGHT

T	09.10.22	FOOTPATH LINK TO FRONTAGE OF PLOT 89 ADDED.	ED
S	22.09.22	353 TYPES REPLACED WITH 354 TYPES. PLOT 64 AMENDED TO 360 TYPE.	JB
R	12.09.22	PLOTS 1-3 AMENDED. PLOTS 29-30 AMENDED. PLOTS 60-61 AMENDED. PLOTS 84-85 AMENDED. PLOTS 123-125 AMENDED. 356 TYPES REPLACED WITH 354 TYPES. VISITOR PARKING AMENDED. PLOTS 21 & 22 HANDED. PUMP STATION POSITION ADJUSTED & BASIN REDUCED TO SUIT. KNEE RAIL FENCE ADDED. AFFORDABLE UNITS INDICATED. PROPOSED TREES ADDED INDICATIVELY. FOOTPATH ADDED TO ACCESS LEAP. SCHEDULE OF ACCOMMODATION UPDATED. SALES AREA AMENDED.	JB
Q	07.09.22	VISITOR PARKING BAYS ADDED.	NA
P	02.08.22	LAYOUT RE-DRAWN WITH SPACE STANDARD HOUSE TYPES. SCHEDULE OF ACCOMMODATION UPDATED.	JB
O	04.05.22	ADDITION OF FOOTPATH LINK TO ST MARY'S ROAD AND PARKING SPACE NUMBERS	SM
revision	date	content	initials

project	PROPOSED RESIDENTIAL LOCKWOOD ROAD GOLDTHORPE			
client	PROPOSED SITE LAYOUT			
title	GLEESON DEVELOPMENTS			
date	02.03.21	scale	1:500@A0	
drawn	SN			
drawing number	3228-1-001		checked	T



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Appendix B

TRICS Output

Calculation Reference: AUDIT-640801-201113-1132

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
12	CONNAUGHT	
	LT LEITRIM	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 50 to 204 (units:)
 Range Selected by User: 50 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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	3 days
Tuesday	3 days
Wednesday	3 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	13 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:

Suburban Area (PPS6 Out of Centre)	13
------------------------------------	----

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.

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

Secondary Filtering selection:

Use Class:

C3

13 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	2 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	11 days

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

Travel Plan:

Yes	2 days
No	11 days

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

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AN-03-A-08	HOUSES & FLATS	ANTRIM
	BALLINDERRY ROAD LISBURN		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	204	
	Survey date: TUESDAY	29/10/13	Survey Type: MANUAL
2	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
3	DN-03-A-05	DETACHED/SEMI-DETACHED	DONEGAL
	GORTLEE ROAD LETTERKENNY GORTLEE		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	146	
	Survey date: WEDNESDAY	03/09/14	Survey Type: MANUAL
4	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
5	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
6	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
7	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
8	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
9	LT-03-A-01	SEMI-DETACHED & DETACHED	LEITRIM
	ARD NA SI CARRICK-ON-SHANNON ATTIRORY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	90	
	Survey date: FRIDAY	24/04/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD NORWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
11	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
12	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	73	
	Survey date: THURSDAY	09/05/19	Survey Type: MANUAL
13	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD DONCASTER BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	94	0.038	13	94	0.211	13	94	0.249
08:00 - 09:00	13	94	0.093	13	94	0.332	13	94	0.425
09:00 - 10:00	13	94	0.152	13	94	0.207	13	94	0.359
10:00 - 11:00	13	94	0.122	13	94	0.162	13	94	0.284
11:00 - 12:00	13	94	0.124	13	94	0.134	13	94	0.258
12:00 - 13:00	13	94	0.178	13	94	0.158	13	94	0.336
13:00 - 14:00	13	94	0.161	13	94	0.189	13	94	0.350
14:00 - 15:00	13	94	0.164	13	94	0.187	13	94	0.351
15:00 - 16:00	13	94	0.244	13	94	0.157	13	94	0.401
16:00 - 17:00	13	94	0.258	13	94	0.163	13	94	0.421
17:00 - 18:00	13	94	0.392	13	94	0.205	13	94	0.597
18:00 - 19:00	13	94	0.269	13	94	0.190	13	94	0.459
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.195			2.295			4.490

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.

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Parameter summary

Trip rate parameter range selected:	50 - 204 (units:)
Survey date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Appendix C

Gravity Model

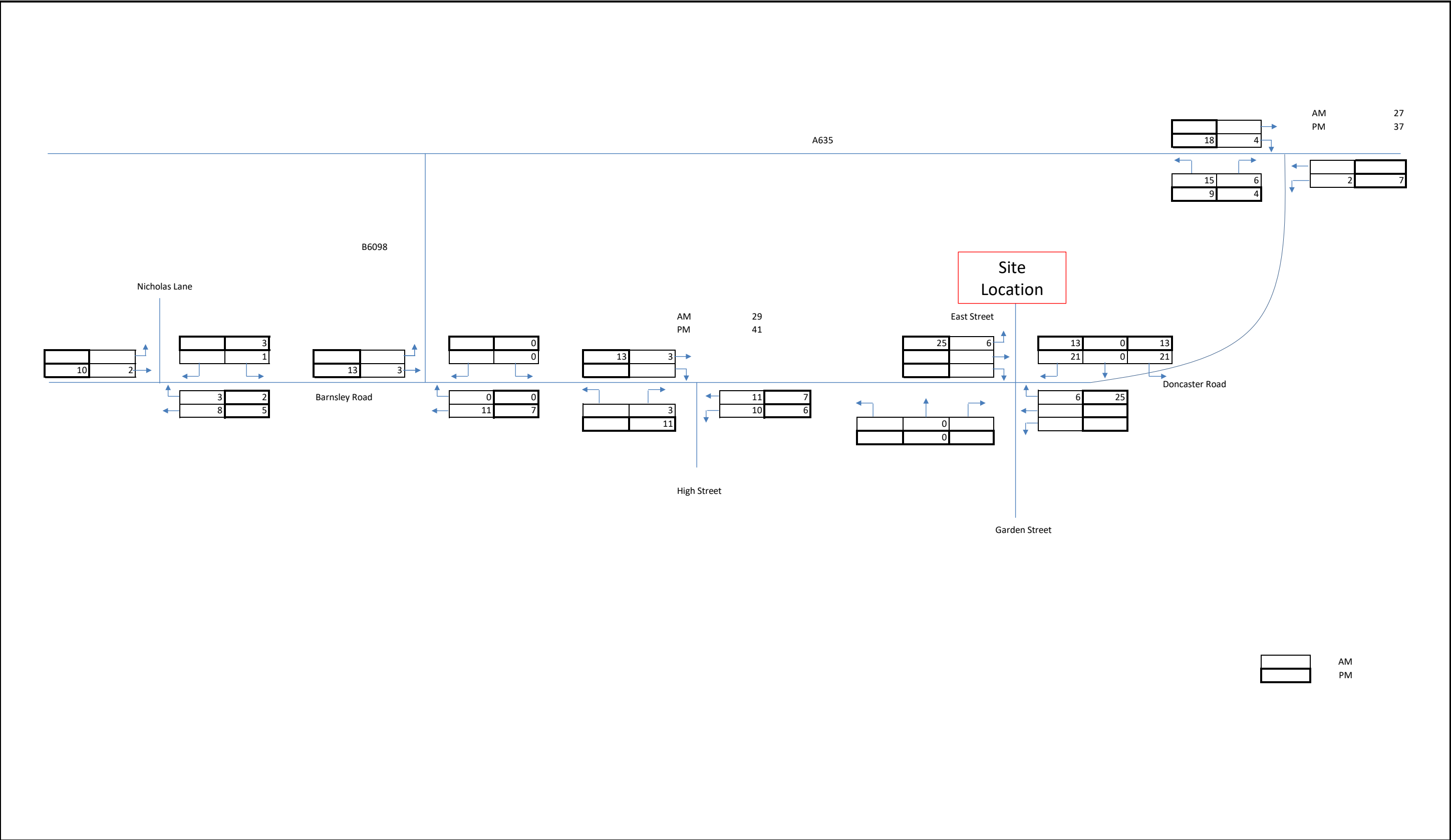
WF01BEW - Location of usual residence and place of work (OA level)

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population	All usual residents ages 16 and over in employment the week before the census		
units	Persons		
date	2011		
	currently		
place of work : 2011 super	E02001530 :		
output area - middle layer	Barnsley 022		
E02001585 : Rotherham 008	Rawmarsh	13	1% East Street South - Donaster Road West - High Street South
E02001580 : Rotherham 003	Swinton	30	2% East Street South - Donaster Road West - High Street South
E02001579 : Rotherham 002	Wath Upon Dearne	235	15% East Street South - Donaster Road West - High Street South
E02001569 : Doncaster 031	Mexborough	34	2% East Street South - Donaster Road West - High Street South
E02001568 : Doncaster 030	Mexborough	16	1% East Street South - Donaster Road West - High Street South
E02001533 : Barnsley 025	Bolton upon Dearne	43	3% East Street South - Donaster Road West - High Street South
E02006875 : Leeds 111	Leeds	15	1% East Street South - Doncaster Road East - A635 E
E02002481 : Wakefield 044	South Elmsall	11	1% East Street South - Doncaster Road East - A635 E
E02001595 : Rotherham 018	Hellaby	26	2% East Street South - Doncaster Road East - A635 E
E02001566 : Doncaster 028	Hexthorpe	23	1% East Street South - Doncaster Road East - A635 E
E02001560 : Doncaster 022	Doncaster	68	4% East Street South - Doncaster Road East - A635 E
E02001558 : Doncaster 020	Brodsworth	37	2% East Street South - Doncaster Road East - A635 E
E02001556 : Doncaster 018	Intake	10	1% East Street South - Doncaster Road East - A635 E
E02001553 : Doncaster 015	Wheatley Hills	10	1% East Street South - Doncaster Road East - A635 E
E02001547 : Doncaster 009	Adwick le Street	14	1% East Street South - Doncaster Road East - A635 E
E02001545 : Doncaster 007	Barnby Dun	12	1% East Street South - Doncaster Road East - A635 E
E02006844 : Sheffield 074	Sheffield	10	1% East Street South - Doncaster Road East - A635 W
E02006843 : Sheffield 073	Sheffield	17	1% East Street South - Doncaster Road East - A635 W
E02001632 : Sheffield 022	Carbrook	16	1% East Street South - Doncaster Road East - A635 W
E02001628 : Sheffield 018	Tinsley	33	2% East Street South - Doncaster Road East - A635 W
E02001602 : Rotherham 025	Brinsworth	10	1% East Street South - Doncaster Road East - A635 W
E02001600 : Rotherham 023	Moorgate	14	1% East Street South - Doncaster Road East - A635 W
E02001594 : Rotherham 017	Rotherham	48	3% East Street South - Doncaster Road East - A635 W
E02001593 : Rotherham 016	Masbrough	10	1% East Street South - Doncaster Road East - A635 W
E02001591 : Rotherham 014	Rotherham	11	1% East Street South - Doncaster Road East - A635 W
E02001578 : Rotherham 001	Brampton	74	5% East Street South - Doncaster Road East - A635 W
E02001534 : Barnsley 026	Wombwell	37	2% East Street South - Doncaster Road East - A635 W
E02001531 : Barnsley 023	Wombwell	30	2% East Street South - Doncaster Road East - A635 W
E02001529 : Barnsley 021	Worsbrough	10	1% East Street South - Doncaster Road East - A635 W
E02001528 : Barnsley 020	Darfield	15	1% East Street South - Doncaster Road East - A635 W
E02001525 : Barnsley 017	Barnsley	10	1% East Street South - Doncaster Road East - A635 W
E02001523 : Barnsley 015	Ardley	52	3% East Street South - Doncaster Road East - A635 W
E02001521 : Barnsley 013	Barnsley	80	5% East Street South - Doncaster Road East - A635 W
E02001520 : Barnsley 012	Higham	32	2% East Street South - Doncaster Road East - A635 W
E02001514 : Barnsley 006	Grimethorpe	16	1% East Street South - Doncaster Road East - A635 W
E02001513 : Barnsley 005	Kexborough	12	1% East Street South - Doncaster Road East - A635 W
E02001510 : Barnsley 002	Carlton	17	1% East Street South - Doncaster Road East - A635 W
E02001530 : Barnsley 022	Goldthorpe	319	20% East Street South - Doncaster Road West - Barnsley Road West
E02001522 : Barnsley 014	Thurnscoe	115	7% East Street South - Doncaster Road West - Barnsley Road West - Nicholas Lane
		1,585	
			23% East Street South - Donaster Road West - High Street South
			20% East Street South - Doncaster Road West - Barnsley Road West
			7% East Street South - Doncaster Road West - Barnsley Road West - Nicholas Lane
			14% East Street South - Doncaster Road East - A635 E
			36% East Street South - Doncaster Road East - A635 W
			23%
			20%
			7%
			14%
			36%

Appendix D

Distribution Flow Diagrams



Client:	Project:	Title:		Number:	Revision:	Date	Nov-22	Checked	CG
Gleeson	Lockwood Road, Goldthorpe	Development Trips			-	Design	CG	Approved	GS

Appendix E

Doncaster Road / High Street / Barnsley Road Traffic Counts

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	60	13	7	4	0	0	84	228	20	16	14	0	0	279
08:45	17	5	3	0	0	0	25	46	6	0	2	0	0	54
H/TOT	127	26	11.9	6	0	0	170.9	437	40	22.1	22	0.4	0	521.5
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	236	46	16.9	10	0	0	308.9	754	68	35.1	35	3.4	0	895.5

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	68	4	7	4	0	0	84	217	26	2	12	1	0	259
17:45	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	144	8	8.9	6	0.4	2.4	169.7	442	44	6.3	17	2.2	0.2	511.7
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	279	22	10.9	9	2.4	2.4	325.7	784	84	8.3	30	4.2	1.2	911.7



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

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
	202	18	12	8	0	0	240	127	16	12	0	0	0	155
08:45	42	4	3	2	0	0	51	33	1	0	0	0	0	34
H/TOT	389	31	17.5	14	1.4	0	452.9	262	30	16.5	0	0	0	308.5
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	725	83	33.5	25	3.4	0	869.9	428	66	25.5	0	0	0	519.5

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
	200	23	16	10	0	0	250	157	17	2	0	0	0	177
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	405	34	22.1	15	1.4	0	477.5	303	29	3.3	0	0	0.2	335.5
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	797	84	31.1	26	1.4	0	939.5	551	51	7.3	1	1	1.2	612.5

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	0	9
07:15	19	3	0	0	0	0	22	10	0	1	0	0	0	0	11
07:30	30	8	1	0	0	0	39	12	0	0	1	0	0	0	13
07:45	43	4	0	0	0	0	47	14	1	0	0	0	0	0	15
H/TOT	107	16	1	0	0	0	124	42	2	1	2	1	0	0	48
08:00	51	1	1	0	0	0	53	10	1	0	1	0	0	0	12
08:15	49	1	3	0	0	0	53	8	1	0	0	0	0	0	9
08:30	35	5	2	0	0	0	42	16	3	0	1	0	0	0	20
	178	11	14	0	0	0	203	48	6	0	4	0	0	0	58
08:45	44	3	0	0	0	0	47	18	0	2	0	0	0	0	20
H/TOT	357	21	19.8	0	0	0	397.8	100	11	2	6	0	0	0	119
09:00	28	5	1	0	0	0	34	16	4	1	0	0	0	0	21
09:15	16	4	2	0	0	0	22	17	2	1	1	0	0	0	21
09:30	16	6	3	0	0	0	25	16	2	1	1	0	0	0	20
09:45	25	3	3	0	0	0	31	16	3	4	0	0	0	0	23
H/TOT	85	18	9	0	0	0	112	65	11	7	2	0	0	0	85
P/TOT	549	55	29.8	0	0	0	633.8	207	24	10	10	1	0	0	252

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
	135	28	5	0	0	0	168	62	11	5	4	0	0	82
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	265	46	7.6	0	0	2	320.6	132	17	8.6	6	0	0	163.6
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	498	94	9.6	0	2	2	605.6	273	32	12.6	10	0	0	327.6

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



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

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



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

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 F

Doncaster Road / A635 Traffic Counts



SITE: 6

DATE: 03/11/2020

LOCATION: A635 / Doncaster Road

DAY: Tuesday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	9	0	1	0	1	0	0	11	44	11	6	21	1	0	0	83
07:15	11	4	0	0	0	0	0	15	67	15	8	21	0	3	0	114
07:30	14	4	1	0	1	0	0	20	85	26	10	19	0	0	0	140
07:45	22	3	2	0	0	0	0	27	58	19	16	16	0	0	0	109
H/TOT	56	11	4	0	2	0	0	73	254	71	40	77	1	3	0	446
08:00	12	4	2	0	1	0	1	20	53	22	7	20	0	0	0	102
08:15	20	3	2	1	0	0	0	26	70	18	5	13	0	0	0	106
08:30	25	3	1	1	1	0	0	31	61	18	4	20	0	0	0	103
08:45	19	5	1	1	0	0	0	26	62	17	5	16	0	0	0	100
H/TOT	76	15	6	3	2	0	1	103	246	75	21	69	0	0	0	411
09:00	15	7	1	0	1	0	0	24	41	18	6	11	0	0	0	76
09:15	16	1	3	1	0	0	0	21	39	16	7	17	0	0	0	79
09:30	8	3	1	1	1	0	0	14	34	17	10	12	0	0	0	73
09:45	12	1	3	1	0	0	0	17	39	12	6	13	0	1	0	71
H/TOT	51	12	8	3	2	0	0	76	153	63	29	53	0	1	0	299
P/TOT	183	38	18	6	6	0	1	252	653	209	90	199	1	4	0	1156

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	27	4	2	0	1	1	0	35	88	36	3	16	0	0	0	143
16:15	22	10	3	0	0	0	0	35	91	44	10	7	0	0	0	152
16:30	22	10	1	1	1	0	0	35	102	27	5	6	0	1	0	141
16:45	25	13	0	0	0	0	0	38	81	21	3	7	1	0	0	113
H/TOT	96	37	6	1	2	1	0	143	362	128	21	36	1	1	0	549
17:00	22	7	0	0	1	0	0	30	109	19	11	10	0	0	0	149
17:15	26	10	0	0	0	0	1	37	113	25	7	10	0	0	0	155
17:30	20	6	0	0	1	0	0	27	79	23	5	10	0	0	0	117
17:45	24	3	0	0	0	0	0	27	98	22	4	12	0	0	0	136
H/TOT	92	26	0	0	2	0	1	121	399	89	27	42	0	0	0	557
18:00	23	5	1	0	1	0	0	30	68	17	10	7	0	0	0	102
18:15	24	4	0	0	0	0	0	28	99	10	6	4	0	1	0	120
18:30	19	5	0	0	1	0	0	25	60	12	3	6	0	0	0	81
18:45	7	1	0	0	0	0	0	8	39	5	3	5	0	0	0	52
H/TOT	73	15	1	0	2	0	0	91	266	44	22	22	0	1	0	355
P/TOT	261	78	7	1	6	1	1	355	1027	261	70	100	1	2	0	1461

SITE: 6

DATE: 03/11/2020

LOCATION: A635 / Doncaster Road

DAY: Tuesday

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

SITE: 6

DATE: 03/11/2020

LOCATION: A635 / Doncaster Road

DAY: Tuesday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	108	55	7	10	0	0	0	180	1	0	0	0	0	0	0	1
07:15	112	36	9	13	0	0	0	170	2	0	0	0	0	0	0	2
07:30	95	35	7	18	0	0	0	155	6	1	0	0	1	0	0	8
07:45	72	28	11	7	0	0	0	118	3	1	0	0	1	0	0	5
H/TOT	387	154	34	48	0	0	0	623	12	2	0	0	2	0	0	16
08:00	79	27	15	14	0	1	0	136	16	1	0	0	0	0	0	17
08:15	61	24	8	14	0	0	0	107	8	1	0	0	0	0	0	9
08:30	62	22	10	16	1	0	0	111	3	1	0	0	0	0	0	4
08:45	45	15	12	10	0	0	0	82	5	0	0	0	0	0	0	5
H/TOT	247	88	45	54	1	1	0	436	32	3	0	0	0	0	0	35
09:00	60	21	8	15	0	0	0	104	9	0	0	0	0	0	0	9
09:15	67	25	5	13	1	0	0	111	7	0	0	0	0	0	0	7
09:30	50	14	2	25	1	0	0	92	2	0	0	0	0	0	0	2
09:45	44	16	12	15	0	0	0	87	4	0	0	0	0	0	0	4
H/TOT	221	76	27	68	2	0	0	394	22	0	0	0	0	0	0	22
P/TOT	855	318	106	170	3	1	0	1453	66	5	0	0	2	0	0	73

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	64	22	3	11	0	4	0	104	6	0	0	0	1	0	0	7
16:15	92	22	8	11	0	0	0	133	11	2	0	0	1	0	0	14
16:30	82	19	5	10	1	0	0	117	9	0	0	0	0	0	0	9
16:45	88	14	6	10	0	0	0	118	14	1	0	0	0	0	0	15
H/TOT	326	77	22	42	1	4	0	472	40	3	0	0	2	0	0	45
17:00	97	17	5	11	0	0	0	130	7	1	0	0	0	0	0	8
17:15	95	16	3	5	0	0	0	119	6	2	0	0	1	0	0	9
17:30	94	13	3	10	0	0	0	120	5	0	0	0	0	0	0	5
17:45	69	11	2	9	0	0	0	91	3	0	0	0	0	0	0	3
H/TOT	355	57	13	35	0	0	0	460	21	3	0	0	1	0	0	25
18:00	84	2	1	10	0	0	0	97	7	0	0	0	0	0	0	7
18:15	65	4	0	7	1	0	0	77	7	0	0	0	0	0	0	7
18:30	55	5	1	11	0	0	0	72	6	2	0	0	0	0	0	8
18:45	44	8	3	11	0	0	0	66	2	1	0	0	0	0	0	3
H/TOT	248	19	5	39	1	0	0	312	22	3	0	0	0	0	0	25
P/TOT	929	153	40	116	2	4	0	1244	83	9	0	0	3	0	0	95

SITE: 6

DATE: 03/11/2020

LOCATION: A635 / Doncaster Road

DAY: Tuesday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 6

DATE: 03/11/2020

LOCATION: A635 / Doncaster Road

DAY: Tuesday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	5	1	0	0	0	0	0	6	20	9	0	0	1	0	0	30
07:15	14	0	1	0	0	0	0	15	13	4	0	0	0	0	0	17
07:30	8	4	0	0	0	0	0	12	17	11	2	0	1	0	0	31
07:45	3	0	0	0	0	0	0	3	19	6	2	0	0	0	0	27
H/TOT	30	5	1	0	0	0	0	36	69	30	4	0	2	0	0	105
08:00	10	1	0	0	0	0	0	11	19	3	0	0	1	0	0	23
08:15	11	0	0	0	0	0	0	11	11	3	1	0	0	1	0	16
08:30	13	1	0	0	0	0	0	14	13	4	2	0	0	0	0	19
08:45	9	1	0	0	0	0	0	10	17	5	0	1	0	0	0	23
H/TOT	43	3	0	0	0	0	0	46	60	15	3	1	1	1	0	81
09:00	8	1	0	0	0	0	0	9	17	4	1	1	0	0	0	23
09:15	4	0	1	0	0	0	0	5	15	3	3	0	0	0	0	21
09:30	7	2	0	0	0	0	0	9	9	6	1	0	0	0	0	16
09:45	3	1	0	0	0	0	0	4	12	1	1	2	1	0	0	17
H/TOT	22	4	1	0	0	0	0	27	53	14	6	3	1	0	0	77
P/TOT	95	12	2	0	0	0	0	109	182	59	13	4	4	1	0	263

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	1	0	0	0	0	0	2	10	2	0	0	0	0	0	12
16:15	4	2	0	0	0	0	0	6	19	3	0	0	1	0	0	23
16:30	2	1	0	0	0	0	0	3	20	2	1	0	0	0	0	23
16:45	6	0	0	0	0	0	0	6	19	5	1	0	0	0	0	25
H/TOT	13	4	0	0	0	0	0	17	68	12	2	0	1	0	0	83
17:00	2	0	0	0	0	0	0	2	24	2	0	0	1	0	0	27
17:15	4	2	0	0	0	0	0	6	18	2	1	1	0	0	0	22
17:30	5	0	0	0	0	0	0	5	9	2	0	0	1	0	0	12
17:45	7	1	0	0	0	0	0	8	15	0	0	0	0	0	0	15
H/TOT	18	3	0	0	0	0	0	21	66	6	1	1	2	0	0	76
18:00	8	1	0	0	0	0	0	9	17	2	1	0	1	0	1	22
18:15	8	0	0	0	0	0	0	8	10	0	0	0	0	0	0	10
18:30	7	0	0	0	0	0	0	7	12	3	1	0	0	0	0	16
18:45	1	1	0	0	0	0	0	2	11	1	0	0	0	0	0	12
H/TOT	24	2	0	0	0	0	0	26	50	6	2	0	1	0	1	60
P/TOT	55	9	0	0	0	0	0	64	184	24	5	1	4	0	1	219

SITE: 6

DATE: 03/11/2020

LOCATION: A635 / Doncaster Road

DAY: Tuesday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 6

DATE: 03/11/2020

LOCATION: A635 / Doncaster Road

DAY: Tuesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	128	64	7	10	1	0	0	210	53	11	7	21	2	0	0	94
07:15	125	40	9	13	0	0	0	187	78	19	8	21	0	3	0	129
07:30	112	46	9	18	1	0	0	186	99	30	11	19	1	0	0	160
07:45	91	34	13	7	0	0	0	145	80	22	18	16	0	0	0	136
H/TOT	456	184	38	48	2	0	0	728	310	82	44	77	3	3	0	519
08:00	98	30	15	14	1	1	0	159	65	26	9	20	1	0	1	122
08:15	72	27	9	14	0	1	0	123	90	21	7	14	0	0	0	132
08:30	75	26	12	16	1	0	0	130	86	21	5	21	1	0	0	134
08:45	62	20	12	11	0	0	0	105	81	22	6	17	0	0	0	126
H/TOT	307	103	48	55	2	2	0	517	322	90	27	72	2	0	1	514
09:00	77	25	9	16	0	0	0	127	56	25	7	11	1	0	0	100
09:15	82	28	8	13	1	0	0	132	55	17	10	18	0	0	0	100
09:30	59	20	3	25	1	0	0	108	42	20	11	13	1	0	0	87
09:45	56	17	13	17	1	0	0	104	51	13	9	14	0	1	0	88
H/TOT	274	90	33	71	3	0	0	471	204	75	37	56	2	1	0	375
P/TOT	1037	377	119	174	7	2	0	1716	836	247	108	205	7	4	1	1408

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	74	24	3	11	0	4	0	116	115	40	5	16	1	1	0	178
16:15	111	25	8	11	1	0	0	156	113	54	13	7	0	0	0	187
16:30	102	21	6	10	1	0	0	140	124	37	6	7	1	1	0	176
16:45	107	19	7	10	0	0	0	143	106	34	3	7	1	0	0	151
H/TOT	394	89	24	42	2	4	0	555	458	165	27	37	3	2	0	692
17:00	121	19	5	11	1	0	0	157	131	26	11	10	1	0	0	179
17:15	113	18	4	6	0	0	0	141	139	35	7	10	0	0	1	192
17:30	103	15	3	10	1	0	0	132	99	29	5	10	1	0	0	144
17:45	84	11	2	9	0	0	0	106	122	25	4	12	0	0	0	163
H/TOT	421	63	14	36	2	0	0	536	491	115	27	42	2	0	1	678
18:00	101	4	2	10	1	0	1	119	91	22	11	7	1	0	0	132
18:15	75	4	0	7	1	0	0	87	123	14	6	4	0	1	0	148
18:30	67	8	2	11	0	0	0	88	79	17	3	6	1	0	0	106
18:45	55	9	3	11	0	0	0	78	46	6	3	5	0	0	0	60
H/TOT	298	25	7	39	2	0	1	372	339	59	23	22	2	1	0	446
P/TOT	1113	177	45	117	6	4	1	1463	1288	339	77	101	7	3	1	1816

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LOCATION: A635 / Doncaster Road

DAY: Tuesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	49	12	6	21	1	0	0	89	109	55	7	10	0	0	0	181
07:15	81	15	9	21	0	3	0	129	114	36	9	13	0	0	0	172
07:30	93	30	10	19	0	0	0	152	101	36	7	18	1	0	0	163
07:45	61	19	16	16	0	0	0	112	75	29	11	7	1	0	0	123
H/TOT	284	76	41	77	1	3	0	482	399	156	34	48	2	0	0	639
08:00	63	23	7	20	0	0	0	113	95	28	15	14	0	1	0	153
08:15	81	18	5	13	0	0	0	117	69	25	8	14	0	0	0	116
08:30	74	19	4	20	0	0	0	117	65	23	10	16	1	0	0	115
08:45	71	18	5	16	0	0	0	110	50	15	12	10	0	0	0	87
H/TOT	289	78	21	69	0	0	0	457	279	91	45	54	1	1	0	471
09:00	49	19	6	11	0	0	0	85	69	21	8	15	0	0	0	113
09:15	43	16	8	17	0	0	0	84	74	25	5	13	1	0	0	118
09:30	41	19	10	12	0	0	0	82	52	14	2	25	1	0	0	94
09:45	42	13	6	13	0	1	0	75	48	16	12	15	0	0	0	91
H/TOT	175	67	30	53	0	1	0	326	243	76	27	68	2	0	0	416
P/TOT	748	221	92	199	1	4	0	1265	921	323	106	170	5	1	0	1526

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	89	37	3	16	0	0	0	145	70	22	3	11	1	4	0	111
16:15	95	46	10	7	0	0	0	158	103	24	8	11	1	0	0	147
16:30	104	28	5	6	0	1	0	144	91	19	5	10	1	0	0	126
16:45	87	21	3	7	1	0	0	119	102	15	6	10	0	0	0	133
H/TOT	375	132	21	36	1	1	0	566	366	80	22	42	3	4	0	517
17:00	111	19	11	10	0	0	0	151	104	18	5	11	0	0	0	138
17:15	117	27	7	10	0	0	0	161	101	18	3	5	1	0	0	128
17:30	84	23	5	10	0	0	0	122	99	13	3	10	0	0	0	125
17:45	105	23	4	12	0	0	0	144	72	11	2	9	0	0	0	94
H/TOT	417	92	27	42	0	0	0	578	376	60	13	35	1	0	0	485
18:00	76	18	10	7	0	0	0	111	91	2	1	10	0	0	0	104
18:15	107	10	6	4	0	1	0	128	72	4	0	7	1	0	0	84
18:30	67	12	3	6	0	0	0	88	61	7	1	11	0	0	0	80
18:45	40	6	3	5	0	0	0	54	46	9	3	11	0	0	0	69
H/TOT	290	46	22	22	0	1	0	381	270	22	5	39	1	0	0	337
P/TOT	1082	270	70	100	1	2	0	1525	1012	162	40	116	5	4	0	1339

SITE: 6

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LOCATION: A635 / Doncaster Road

DAY: Tuesday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	10	0	1	0	1	0	0	12	25	10	0	0	1	0	0	36
07:15	13	4	0	0	0	0	0	17	27	4	1	0	0	0	0	32
07:30	20	5	1	0	2	0	0	28	25	15	2	0	1	0	0	43
07:45	25	4	2	0	1	0	0	32	22	6	2	0	0	0	0	30
H/TOT	68	13	4	0	4	0	0	89	99	35	5	0	2	0	0	141
08:00	28	5	2	0	1	0	1	37	29	4	0	0	1	0	0	34
08:15	28	4	2	1	0	0	0	35	22	3	1	0	0	1	0	27
08:30	28	4	1	1	1	0	0	35	26	5	2	0	0	0	0	33
08:45	24	5	1	1	0	0	0	31	26	6	0	1	0	0	0	33
H/TOT	108	18	6	3	2	0	1	138	103	18	3	1	1	1	0	127
09:00	24	7	1	0	1	0	0	33	25	5	1	1	0	0	0	32
09:15	23	1	3	1	0	0	0	28	19	3	4	0	0	0	0	26
09:30	10	3	1	1	1	0	0	16	16	8	1	0	0	0	0	25
09:45	16	1	3	1	0	0	0	21	15	2	1	2	1	0	0	21
H/TOT	73	12	8	3	2	0	0	98	75	18	7	3	1	0	0	104
P/TOT	249	43	18	6	8	0	1	325	277	71	15	4	4	1	0	372

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	33	4	2	0	2	1	0	42	11	3	0	0	0	0	0	14
16:15	33	12	3	0	1	0	0	49	23	5	0	0	1	0	0	29
16:30	31	10	1	1	1	0	0	44	22	3	1	0	0	0	0	26
16:45	39	14	0	0	0	0	0	53	25	5	1	0	0	0	0	31
H/TOT	136	40	6	1	4	1	0	188	81	16	2	0	1	0	0	100
17:00	29	8	0	0	1	0	0	38	26	2	0	0	1	0	0	29
17:15	32	12	0	0	1	0	1	46	22	4	1	1	0	0	0	28
17:30	25	6	0	0	1	0	0	32	14	2	0	0	1	0	0	17
17:45	27	3	0	0	0	0	0	30	22	1	0	0	0	0	0	23
H/TOT	113	29	0	0	3	0	1	146	84	9	1	1	2	0	0	97
18:00	30	5	1	0	1	0	0	37	25	3	1	0	1	0	1	31
18:15	31	4	0	0	0	0	0	35	18	0	0	0	0	0	0	18
18:30	25	7	0	0	1	0	0	33	19	3	1	0	0	0	0	23
18:45	9	2	0	0	0	0	0	11	12	2	0	0	0	0	0	14
H/TOT	95	18	1	0	2	0	0	116	74	8	2	0	1	0	1	86
P/TOT	344	87	7	1	9	1	1	450	239	33	5	1	4	0	1	283

SITE: 6

DATE: 03/11/2020

LOCATION: A635 / Doncaster Road

DAY: Tuesday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	187	76	14	31	3	0	0	311
07:15	219	59	18	34	0	3	0	333
07:30	225	81	20	37	3	0	0	366
07:45	177	57	31	23	1	0	0	289
H/TOT	808	273	83	125	7	3	0	1299
08:00	189	58	24	34	2	1	1	309
08:15	181	49	16	28	0	1	0	275
08:30	177	49	17	37	2	0	0	282
08:45	157	43	18	28	0	0	0	246
H/TOT	704	199	75	127	4	2	1	1112
09:00	150	51	16	27	1	0	0	245
09:15	148	45	19	31	1	0	0	244
09:30	110	42	14	38	2	0	0	206
09:45	114	31	22	31	1	1	0	200
H/TOT	522	169	71	127	5	1	0	895
P/TOT	2034	641	229	379	16	6	1	3306

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	1299
07:15 to 08:15	1297
07:30 to 08:30	1239
07:45 to 08:45	1155
08:00 to 09:00	1112
08:15 to 09:15	1048
08:30 to 09:30	1017
08:45 to 09:45	941
09:00 to 10:00	895
AM PEAK	1299

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	196	65	8	27	2	5	0	303
16:15	239	83	21	18	2	0	0	363
16:30	237	59	12	17	2	1	0	328
16:45	233	54	10	17	1	0	0	315
H/TOT	905	261	51	79	7	6	0	1309
17:00	261	46	16	21	2	0	0	346
17:15	262	57	11	16	1	0	1	348
17:30	212	44	8	20	2	0	0	286
17:45	216	37	6	21	0	0	0	280
H/TOT	951	184	41	78	5	0	1	1260
18:00	207	27	13	17	2	0	1	267
18:15	213	18	6	11	1	1	0	250
18:30	159	27	5	17	1	0	0	209
18:45	104	17	6	16	0	0	0	143
H/TOT	683	89	30	61	4	1	1	869
P/TOT	2539	534	122	218	16	7	2	3438

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	1309
16:15 to 17:15	1352
16:30 to 17:30	1337
16:45 to 17:45	1295
17:00 to 18:00	1260
17:15 to 18:15	1181
17:30 to 18:30	1083
17:45 to 18:45	1006
18:00 to 19:00	869
PM PEAK	1352

Appendix G

DfT COVID Traffic Monitoring

Department for Transport statistics

<https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>
Use of transport modes: Great Britain, since 1 March 2020^a

Figures are percentages of an equivalent day or week.

Percentage

Date ¹ (weekends and bank holidays in grey)	Cars ²	Light Commercial Vehicles ²	Heavy Goods Vehicles ²	All motor vehicles ²	National Rail ^{3,4}	Transport for London Tube ⁵	Transport for London Bus ^{5,7}	Bus (excl. London) ^{6,8,9}	Cycling ^{10,11}
01/03/2020	103%	111%	108%	104%	97%	104%	102%	..	..
02/03/2020	102%	106%	103%	103%	94%	95%	97%	..	..
03/03/2020	101%	105%	102%	102%	95%	95%	96%	..	..
04/03/2020	101%	104%	103%	101%	95%	95%	97%	..	..
05/03/2020	100%	103%	102%	100%	97%	92%	92%	..	..
06/03/2020	102%	103%	102%	102%	99%	92%	96%	..	..
07/03/2020	101%	109%	108%	102%	99%	91%	93%	..	..
08/03/2020	105%	113%	112%	106%	99%	87%	95%	..	89%
09/03/2020	101%	107%	104%	103%	100%	90%	95%	102%	105%
10/03/2020	99%	105%	103%	101%	99%	89%	97%	102%	82%
11/03/2020	99%	104%	103%	100%	98%	86%	93%	98%	118%
12/03/2020	98%	102%	102%	99%	96%	81%	92%	98%	120%
13/03/2020	98%	100%	102%	98%	92%	72%	87%	94%	99%
14/03/2020	93%	102%	108%	95%	89%	61%	83%	85%	127%
15/03/2020	94%	105%	112%	96%	85%	54%	74%	85%	93%
16/03/2020	96%	103%	104%	98%	78%	60%	79%	88%	104%
17/03/2020	86%	95%	103%	89%	69%	44%	70%	77%	77%
18/03/2020	80%	90%	100%	83%	59%	35%	65%	62%	93%
19/03/2020	79%	88%	100%	82%	51%	30%	59%	58%	91%
20/03/2020	78%	85%	98%	81%	43%	24%	52%	53%	82%
21/03/2020	70%	79%	102%	73%	37%	13%	39%	40%	118%
22/03/2020	66%	73%	101%	69%	33%	11%	32%	35%	126%
23/03/2020	64%	77%	97%	69%	25%	15%	31%	27%	86%
24/03/2020	44%	56%	84%	49%	20%	9%	22%	17%	85%
25/03/2020	37%	47%	77%	42%	16%	7%	19%	14%	128%
26/03/2020	35%	43%	72%	39%	13%	6%	18%	13%	132%
27/03/2020	35%	42%	69%	38%	10%	6%	18%	14%	106%
28/03/2020	27%	34%	71%	30%	9%	4%	17%	12%	125%
29/03/2020	23%	29%	72%	25%	8%	4%	16%	13%	83%
30/03/2020	33%	41%	64%	36%	6%	6%	17%	12%	72%
31/03/2020	32%	40%	62%	36%	5%	5%	17%	12%	96%
01/04/2020	32%	39%	61%	35%	5%	5%	16%	11%	111%
02/04/2020	32%	38%	60%	35%	5%	5%	16%	11%	110%
03/04/2020	34%	40%	60%	36%	5%	5%	16%	12%	112%
04/04/2020	28%	35%	66%	31%	5%	4%	17%	11%	200%
05/04/2020	25%	31%	70%	27%	5%	4%	17%	12%	225%
06/04/2020	34%	42%	61%	37%	5%	5%	18%	11%	105%
07/04/2020	33%	41%	60%	36%	5%	5%	18%	11%	137%
08/04/2020	34%	42%	62%	37%	5%	5%	17%	10%	155%
09/04/2020	36%	43%	61%	39%	5%	5%	18%	12%	168%
10/04/2020	27%	27%	33%	27%	4%	4%	17%	12%	179%
11/04/2020	29%	35%	55%	31%	4%	4%	16%	10%	288%
12/04/2020	22%	27%	50%	24%	4%	4%	14%	10%	248%
13/04/2020	23%	22%	25%	23%	4%	5%	18%	12%	121%
14/04/2020	35%	44%	60%	38%	4%	5%	19%	12%	134%
15/04/2020	34%	44%	63%	38%	4%	5%	18%	10%	194%
16/04/2020	34%	42%	63%	38%	4%	5%	18%	11%	203%
17/04/2020	35%	43%	63%	39%	5%	5%	18%	11%	101%
18/04/2020	31%	38%	71%	33%	5%	4%	16%	11%	143%
19/04/2020	29%	36%	73%	32%	5%	4%	..	13%	321%
20/04/2020	38%	48%	65%	41%	6%	5%	..	12%	139%
21/04/2020	37%	47%	64%	41%	5%	5%	..	11%	150%
22/04/2020	37%	47%	65%	41%	5%	5%	..	11%	201%

Use of transport modes: Great Britain, since 1 March 2020^a

Figures are percentages of an equivalent day or week.

Percentage

Date ¹ (weekends and bank holidays in grey)	Cars ²	Light Commercial Vehicles ²	Heavy Goods Vehicles ²	All motor vehicles ²	National Rail ^{3,4}	Transport for London Tube ⁵	Transport for London Bus ^{5,7}	Bus (excl. London) ^{6,8,9}	Cycling ^{10,11}
23/04/2020	37%	46%	64%	41%	5%	5%	..	11%	220%
24/04/2020	39%	46%	65%	42%	4%	5%	..	12%	188%
25/04/2020	35%	43%	71%	38%	4%	4%	..	12%	292%
26/04/2020	32%	40%	75%	35%	4%	3%	..	13%	341%
27/04/2020	40%	51%	68%	44%	4%	5%	..	12%	158%
28/04/2020	38%	48%	67%	42%	4%	5%	..	11%	49%
29/04/2020	38%	49%	68%	42%	4%	5%	..	11%	112%
30/04/2020	39%	48%	67%	42%	4%	5%	..	11%	97%
01/05/2020	40%	50%	66%	44%	4%	5%	..	12%	123%
02/05/2020	38%	47%	72%	40%	4%	4%	..	12%	308%
03/05/2020	34%	42%	76%	36%	4%	4%	..	13%	257%
04/05/2020	42%	55%	70%	46%	5%	6%	..	12%	155%
05/05/2020	42%	54%	71%	46%	5%	6%	..	12%	131%
06/05/2020	43%	55%	73%	47%	5%	5%	..	12%	227%
07/05/2020	45%	56%	71%	49%	5%	5%	..	13%	225%
08/05/2020	33%	33%	35%	34%	5%	7%	..	..	237%
09/05/2020	39%	46%	65%	41%	5%	5%	..	13%	384%
10/05/2020	35%	44%	77%	37%	5%	4%	..	13%	150%
11/05/2020	45%	58%	74%	49%	5%	6%	..	12%	100%
12/05/2020	45%	59%	75%	50%	5%	6%	..	13%	144%
13/05/2020	48%	61%	76%	53%	5%	6%	..	12%	152%
14/05/2020	50%	60%	75%	54%	5%	6%	..	13%	210%
15/05/2020	51%	61%	74%	55%	6%	6%	..	13%	174%
16/05/2020	52%	64%	80%	56%	6%	5%	..	13%	316%
17/05/2020	50%	63%	84%	54%	6%	6%	..	15%	311%
18/05/2020	53%	67%	79%	58%	6%	8%	..	14%	164%
19/05/2020	54%	67%	79%	58%	7%	7%	..	14%	168%
20/05/2020	56%	67%	80%	60%	7%	7%	..	13%	231%
21/05/2020	54%	66%	80%	59%	7%	7%	..	13%	224%
22/05/2020	56%	67%	79%	59%	7%	8%	..	14%	121%
23/05/2020	55%	68%	84%	58%	7%	6%	..	14%	161%
24/05/2020	55%	67%	80%	58%	7%	6%	..	16%	263%
25/05/2020	50%	46%	34%	50%	7%	9%	..	19%	283%
26/05/2020	59%	73%	81%	63%	7%	9%	..	15%	166%
27/05/2020	59%	72%	84%	63%	7%	8%	..	14%	225%
28/05/2020	59%	71%	83%	64%	7%	9%	..	14%	235%
29/05/2020	62%	72%	83%	66%	8%	9%	..	15%	197%
30/05/2020	66%	77%	92%	69%	8%	8%	..	16%	322%
31/05/2020	67%	79%	94%	71%	8%	9%	..	19%	321%
01/06/2020	65%	78%	87%	69%	8%	10%	..	17%	183%
02/06/2020	65%	78%	84%	69%	9%	10%	..	18%	183%
03/06/2020	59%	74%	85%	63%	10%	10%	..	16%	119%
04/06/2020	60%	73%	85%	64%	10%	10%	..	17%	169%
05/06/2020	62%	74%	85%	66%	11%	10%	..	17%	114%
06/06/2020	63%	76%	90%	66%	11%	10%	..	16%	125%
07/06/2020	63%	76%	93%	66%	12%	11%	..	19%	222%
08/06/2020	63%	78%	87%	68%	13%	11%	..	18%	164%
09/06/2020	64%	79%	88%	69%	13%	11%	25%	19%	169%
10/06/2020	61%	77%	88%	66%	12%	11%	25%	17%	125%
11/06/2020	61%	75%	88%	66%	12%	11%	26%	17%	124%
12/06/2020	64%	76%	87%	67%	12%	11%	26%	18%	113%
13/06/2020	73%	85%	93%	76%	13%	12%	31%	19%	286%
14/06/2020	74%	86%	97%	77%	12%	11%	30%	21%	304%
15/06/2020	70%	84%	92%	74%	12%	14%	32%	21%	168%
16/06/2020	68%	82%	91%	72%	13%	13%	31%	21%	145%

Use of transport modes: Great Britain, since 1 March 2020^a

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Percentage

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17/06/2020	67%	81%	92%	72%	13%	13%	30%	20%	167%
18/06/2020	65%	79%	89%	69%	14%	13%	29%	19%	95%
19/06/2020	70%	82%	90%	74%	14%	14%	29%	21%	118%
20/06/2020	83%	93%	97%	86%	15%	15%	36%	24%	286%
21/06/2020	81%	90%	95%	83%	15%	13%	34%	24%	186%
22/06/2020	72%	87%	93%	77%	15%	16%	34%	23%	179%
23/06/2020	74%	87%	94%	78%	15%	15%	34%	23%	180%
24/06/2020	76%	88%	94%	80%	16%	15%	34%	22%	201%
25/06/2020	76%	86%	92%	80%	16%	15%	34%	23%	243%
26/06/2020	74%	84%	91%	78%	17%	16%	35%	22%	147%
27/06/2020	75%	88%	97%	78%	16%	15%	36%	23%	127%
28/06/2020	76%	90%	99%	79%	17%	16%	36%	26%	180%
29/06/2020	72%	88%	96%	77%	16%	16%	33%	24%	93%
30/06/2020	73%	88%	96%	77%	17%	16%	32%	26%	125%
01/07/2020	73%	88%	97%	78%	16%	16%	33%	24%	155%
02/07/2020	73%	86%	96%	77%	16%	16%	33%	25%	155%
03/07/2020	75%	87%	96%	79%	17%	17%	35%	25%	114%
04/07/2020	82%	95%	101%	84%	17%	18%	39%	29%	178%
05/07/2020	84%	98%	105%	87%	18%	21%	40%	32%	176%
06/07/2020	79%	93%	97%	83%	19%	19%	37%	29%	138%
07/07/2020	76%	91%	97%	80%	19%	19%	37%	29%	109%
08/07/2020	75%	89%	97%	79%	20%	19%	36%	28%	100%
09/07/2020	76%	89%	96%	80%	21%	19%	37%	28%	112%
10/07/2020	83%	93%	96%	86%	21%	21%	39%	30%	133%
11/07/2020	90%	101%	104%	93%	22%	24%	45%	34%	232%
12/07/2020	95%	108%	111%	99%	22%	24%	45%	37%	253%
13/07/2020	80%	94%	98%	84%	23%	21%	41%	31%	110%
14/07/2020	79%	93%	98%	83%	23%	20%	40%	32%	125%
15/07/2020	79%	93%	98%	83%	24%	21%	40%	31%	127%
16/07/2020	81%	92%	98%	85%	25%	21%	42%	32%	164%
17/07/2020	86%	94%	97%	89%	25%	24%	44%	33%	134%
18/07/2020	91%	103%	104%	94%	26%	29%	50%	37%	186%
19/07/2020	95%	108%	111%	98%	26%	24%	43%	41%	195%
20/07/2020	85%	97%	99%	88%	27%	23%	45%	33%	144%
21/07/2020	83%	95%	98%	87%	27%	23%	45%	34%	133%
22/07/2020	82%	94%	98%	85%	27%	24%	46%	32%	151%
23/07/2020	81%	91%	95%	84%	28%	25%	49%	33%	137%
24/07/2020	88%	96%	97%	90%	28%	25%	49%	35%	130%
25/07/2020	90%	102%	105%	92%	28%	28%	51%	38%	116%
26/07/2020	96%	111%	112%	100%	29%	28%	50%	44%	207%
27/07/2020	80%	93%	96%	83%	29%	24%	46%	31%	66%
28/07/2020	82%	95%	97%	86%	29%	25%	50%	37%	114%
29/07/2020	84%	94%	96%	87%	29%	25%	49%	35%	159%
30/07/2020	86%	94%	96%	88%	29%	26%	49%	36%	175%
31/07/2020	92%	97%	95%	93%	30%	27%	50%	37%	124%
01/08/2020	97%	107%	106%	99%	31%	32%	54%	42%	189%
02/08/2020	99%	114%	114%	103%	31%	29%	54%	47%	188%
03/08/2020	88%	98%	97%	90%	32%	27%	51%	37%	125%
04/08/2020	83%	95%	98%	87%	32%	27%	50%	37%	105%
05/08/2020	84%	96%	98%	87%	33%	28%	51%	37%	120%
06/08/2020	85%	93%	96%	88%	33%	27%	49%	37%	157%
07/08/2020	89%	96%	96%	91%	33%	28%	50%	37%	126%
08/08/2020	98%	108%	108%	101%	34%	32%	54%	45%	202%
09/08/2020	101%	115%	116%	105%	34%	31%	51%	49%	189%
10/08/2020	90%	100%	100%	93%	35%	28%	53%	39%	122%

Use of transport modes: Great Britain, since 1 March 2020^a

Figures are percentages of an equivalent day or week.

Percentage

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11/08/2020	86%	97%	99%	89%	34%	28%	49%	40%	119%
12/08/2020	86%	97%	99%	89%	35%	28%	53%	38%	129%
13/08/2020	85%	94%	98%	88%	34%	26%	48%	38%	125%
14/08/2020	89%	97%	98%	92%	34%	29%	53%	39%	96%
15/08/2020	96%	107%	107%	98%	33%	33%	54%	46%	135%
16/08/2020	95%	110%	115%	98%	33%	32%	54%	48%	132%
17/08/2020	88%	100%	100%	91%	33%	30%	53%	41%	102%
18/08/2020	86%	98%	99%	89%	33%	30%	54%	43%	108%
19/08/2020	84%	95%	97%	87%	33%	30%	51%	39%	82%
20/08/2020	89%	98%	98%	92%	34%	31%	55%	43%	184%
21/08/2020	89%	96%	95%	91%	34%	32%	54%	39%	62%
22/08/2020	97%	109%	108%	99%	35%	36%	59%	48%	143%
23/08/2020	99%	115%	116%	103%	36%	35%	58%	51%	167%
24/08/2020	92%	102%	99%	94%	40%	32%	57%	45%	114%
25/08/2020	82%	93%	95%	85%	38%	35%	56%	38%	44%
26/08/2020	90%	100%	99%	93%	38%	36%	58%	44%	121%
27/08/2020	87%	96%	98%	89%	38%	32%	53%	41%	94%
28/08/2020	92%	98%	97%	93%	38%	34%	55%	43%	66%
29/08/2020	98%	109%	107%	101%	38%	42%	61%	53%	133%
30/08/2020	102%	116%	107%	105%	38%	39%	59%	59%	178%
31/08/2020	86%	74%	46%	82%	32% ^{1,2}	45%	69%	54%	132%
01/09/2020	91%	101%	99%	94%	35% ^{1,2}	33%	55%	49%	115%
02/09/2020	87%	98%	103%	90%	36% ^{1,2}	35%	52%	44%	107%
03/09/2020	87%	97%	102%	90%	37% ^{1,2}	33%	53%	48%	126%
04/09/2020	93%	101%	102%	95%	38% ^{1,2}	36%	56%	50%	106%
05/09/2020	100%	113%	116%	103%	38% ^{1,2}	42%	61%	54%	175%
06/09/2020	101%	117%	120%	104%	39% ^{1,2}	41%	58%	56%	177%
07/09/2020	90%	103%	104%	94%	43%	34%	58%	54%	99%
08/09/2020	88%	101%	104%	92%	43%	34%	58%	57%	111%
09/09/2020	89%	102%	104%	93%	43%	35%	58%	55%	142%
10/09/2020	89%	100%	102%	92%	42%	36%	58%	57%	143%
11/09/2020	94%	103%	103%	96%	42%	37%	59%	55%	99%
12/09/2020	98%	112%	113%	101%	41%	40%	59%	54%	168%
13/09/2020	103%	121%	123%	107%	41%	40%	58%	58%	195%
14/09/2020	93%	105%	105%	97%	40%	35%	58%	58%	122%
15/09/2020	89%	102%	102%	93%	40%	34%	57%	59%	117%
16/09/2020	89%	102%	105%	93%	40%	36%	58%	56%	133%
17/09/2020	90%	100%	103%	93%	39%	35%	58%	58%	154%
18/09/2020	95%	103%	103%	97%	39%	36%	59%	57%	119%
19/09/2020	99%	114%	114%	102%	39%	42%	58%	55%	167%
20/09/2020	102%	121%	125%	106%	39%	40%	61%	59%	182%
21/09/2020	92%	105%	106%	96%	39%	35%	58%	59%	125%
22/09/2020	88%	102%	104%	92%	39%	35%	59%	60%	122%
23/09/2020	85%	100%	105%	89%	38%	34%	57%	54%	81%
24/09/2020	86%	100%	104%	90%	38%	34%	57%	56%	116%
25/09/2020	91%	102%	103%	94%	37%	36%	58%	56%	87%
26/09/2020	95%	110%	116%	98%	37%	42%	57%	54%	123%
27/09/2020	96%	114%	124%	100%	36%	41%	57%	58%	137%
28/09/2020	89%	104%	107%	93%	35%	34%	57%	57%	114%
29/09/2020	87%	101%	105%	91%	34%	34%	58%	61%	104%
30/09/2020	84%	100%	105%	88%	33%	34%	57%	55%	86%
01/10/2020	86%	98%	105%	89%	34%	34%	58%	60%	129%
02/10/2020	87%	99%	102%	90%	34%	34%	55%	55%	60%
03/10/2020	85%	100%	111%	87%	33%	39%	54%	47%	60%
04/10/2020	86%	102%	116%	89%	33%	37%	52%	55%	70%

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Percentage

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05/10/2020	86%	103%	106%	91%	34%	33%	59%	59%	95%
06/10/2020	84%	100%	105%	88%	35%	34%	58%	60%	84%
07/10/2020	86%	101%	106%	90%	36%	35%	59%	58%	127%
08/10/2020	84%	98%	104%	88%	35%	34%	57%	57%	109%
09/10/2020	88%	100%	104%	91%	36%	36%	60%	57%	95%
10/10/2020	91%	107%	114%	94%	36%	43%	61%	53%	126%
11/10/2020	94%	113%	122%	98%	36%	41%	61%	58%	166%
12/10/2020	85%	102%	106%	89%	36%	33%	59%	56%	79%
13/10/2020	83%	100%	105%	88%	37%	34%	57%	58%	117%
14/10/2020	84%	99%	106%	88%	36%	35%	59%	56%	142%
15/10/2020	84%	99%	104%	88%	36%	36%	59%	57%	115%
16/10/2020	88%	100%	104%	91%	36%	38%	60%	56%	102%
17/10/2020	88%	106%	114%	92%	35%	37%	57%	52%	138%
18/10/2020	88%	108%	124%	93%	35%	39%	56%	55%	154%
19/10/2020	85%	102%	107%	89%	34%	32%	57%	56%	92%
20/10/2020	83%	99%	105%	87%	34%	32%	55%	58%	76%
21/10/2020	80%	97%	105%	85%	34%	32%	53%	52%	62%
22/10/2020	84%	97%	106%	88%	34%	33%	57%	56%	106%
23/10/2020	86%	98%	104%	90%	33%	34%	56%	53%	74%
24/10/2020	84%	103%	114%	88%	33%	37%	57%	47%	83%
25/10/2020	87%	105%	118%	91%	33%	41%	58%	55%	126%
26/10/2020	83%	98%	105%	87%	32%	33%	57%	45%	74%
27/10/2020	79%	95%	103%	83%	32%	33%	52%	44%	50%
28/10/2020	81%	96%	104%	85%	31%	34%	55%	44%	81%
29/10/2020	78%	92%	102%	82%	31%	34%	55%	42%	69%
30/10/2020	83%	93%	101%	86%	31%	36%	57%	47%	75%
31/10/2020	83%	99%	109%	86%	31%	39%	59%	47%	79%
01/11/2020	86%	106%	115%	89%	32%	40%	59%	54%	83%
02/11/2020	87%	104%	107%	92%	33%	37%	60%	59%	70%
03/11/2020	88%	103%	106%	92%	34%	40%	62%	63%	70%
04/11/2020	92%	107%	107%	96%	35%	43%	64%	62%	110%
05/11/2020	67%	86%	104%	73%	34%	23%	47%	44%	106%
06/11/2020	67%	84%	104%	72%	32%	22%	47%	43%	95%
07/11/2020	61%	78%	110%	65%	30%	17%	40%	31%	172%
08/11/2020	57%	72%	109%	60%	28%	16%	36%	32%	118%
09/11/2020	70%	90%	106%	76%	27%	23%	49%	48%	76%
10/11/2020	70%	89%	104%	76%	25%	23%	49%	49%	78%
11/11/2020	69%	89%	105%	75%	23%	23%	47%	46%	95%
12/11/2020	70%	86%	103%	76%	23%	22%	48%	48%	111%
13/11/2020	71%	86%	103%	76%	24%	23%	49%	46%	89%
14/11/2020	61%	77%	106%	65%	24%	18%	38%	32%	72%
15/11/2020	60%	76%	108%	63%	24%	19%	37%	35%	91%
16/11/2020	71%	92%	106%	78%	23%	24%	49%	48%	82%
17/11/2020	71%	90%	104%	77%	23%	24%	49%	49%	80%
18/11/2020	70%	89%	105%	76%	23%	23%	48%	45%	77%
19/11/2020	71%	88%	104%	77%	23%	23%	48%	48%	99%
20/11/2020	71%	88%	105%	76%	23%	23%	48%	45%	67%
21/11/2020	63%	81%	111%	68%	23%	18%	42%	33%	130%
22/11/2020	64%	81%	114%	68%	23%	19%	41%	36%	174%
23/11/2020	72%	93%	107%	78%	23%	24%	49%	48%	78%
24/11/2020	71%	91%	106%	77%	23%	24%	49%	49%	73%
25/11/2020	70%	89%	106%	76%	23%	23%	48%	46%	80%
26/11/2020	71%	88%	106%	76%	23%	23%	48%	47%	107%
27/11/2020	72%	88%	106%	77%	23%	23%	47%	45%	76%
28/11/2020	65%	83%	117%	69%	23%	19%	42%	35%	112%

Use of transport modes: Great Britain, since 1 March 2020^a

Figures are percentages of an equivalent day or week.

Percentage

Date ¹ (weekends and bank holidays in grey)	Cars ²	Light Commercial Vehicles ²	Heavy Goods Vehicles ²	All motor vehicles ²	National Rail ^{3,4}	Transport for London Tube ⁵	Transport for London Bus ^{5,7}	Bus (excl. London) ^{6,8,9}	Cycling ^{10,11}
29/11/2020	64%	81%	120%	68%	23%	19%	39%	37%	134%
30/11/2020	73%	95%	109%	80%	23%	25%	49%	49%	66%
01/12/2020	73%	93%	107%	79%	24%	25%	51%	52%	77%
02/12/2020	77%	96%	106%	83%	25%	30%	56%	55%	94%
03/12/2020	78%	95%	105%	82%	26%	31%	54%	54%	63%
04/12/2020	79%	95%	105%	84%	27%	34%	58%	53%	73%
05/12/2020	81%	101%	120%	85%	29%	40%	58%	50%	108%
06/12/2020	78%	99%	125%	82%	30%	38%	55%	51%	83%
07/12/2020	82%	102%	110%	87%	31%	32%	56%	58%	72%
08/12/2020	80%	99%	109%	86%	32%	33%	58%	57%	68%
09/12/2020	80%	99%	109%	86%	32%	34%	56%	55%	86%
10/12/2020	80%	97%	107%	85%	33%	34%	58%	56%	87%
11/12/2020	82%	98%	108%	87%	33%	36%	58%	55%	77%
12/12/2020	84%	103%	121%	88%	33%	43%	59%	52%	112%
13/12/2020	76%	96%	123%	80%	33%	37%	54%	49%	51%
14/12/2020	83%	102%	111%	89%	33%	35%	57%	57%	77%
15/12/2020	83%	101%	109%	88%	33%	38%	60%	58%	77%
16/12/2020	80%	98%	109%	85%	32%	29%	52%	51%	76%
17/12/2020	82%	98%	109%	87%	32%	29%	54%	56%	104%
18/12/2020	81%	94%	107%	85%	31%	29%	52%	49%	59%
19/12/2020	87%	103%	128%	90%	30%	32%	54%	52%	97%
20/12/2020	80%	97%	136%	83%	29%	19%	41%	53%	121%
21/12/2020	78%	91%	100%	81%	27%	22%	43%	42%	50%
22/12/2020	78%	89%	94%	81%	27%	21%	44%	43%	65%
23/12/2020	78%	85%	80%	80%	23%	20%	44%	38%	50%
24/12/2020	70%	63%	41%	67%	22%	22%	46%	29%	83%
25/12/2020	36%	24%	3%	32%	21%	..	..	..	27%
26/12/2020	43%	41%	28%	42%	20%	9%	26%	..	72%
27/12/2020	58%	68%	85%	60%	20%	14%	35%	37%	93%
28/12/2020	48%	44%	31%	46%	17%	25%	50%	..	55%
29/12/2020	53%	55%	52%	53%	16%	17%	40%	28%	50%
30/12/2020	58%	59%	55%	58%	14%	18%	42%	28%	68%
31/12/2020	50%	48%	37%	48%	12%	17%	42%	22%	53%
01/01/2021	29%	23%	10%	27%	12%	12%	38%	..	38%
02/01/2021	52%	59%	65%	53%	11%	15%	34%	25%	85%
03/01/2021	55%	68%	90%	57%	12%	19%	37%	31%	86%
04/01/2021	60%	77%	80%	65%	13%	19%	36%	29%	64%
05/01/2021	56%	74%	87%	61%	14%	17%	33%	26%	54%
06/01/2021	54%	73%	90%	60%	13%	17%	32%	24%	69%
07/01/2021	53%	71%	90%	59%	13%	16%	32%	24%	59%
08/01/2021	52%	70%	90%	58%	14%	16%	31%	24%	47%
09/01/2021	48%	65%	96%	52%	14%	14%	33%	23%	87%
10/01/2021	46%	61%	97%	50%	14%	14%	32%	25%	95%
11/01/2021	56%	79%	97%	63%	14%	16%	32%	26%	70%
12/01/2021	55%	76%	96%	62%	14%	16%	31%	26%	60%
13/01/2021	54%	75%	96%	61%	14%	15%	30%	24%	63%
14/01/2021	50%	69%	91%	56%	14%	15%	30%	21%	41%
15/01/2021	54%	71%	91%	59%	14%	16%	32%	25%	58%
16/01/2021	47%	62%	93%	51%	14%	12%	31%	22%	66%
17/01/2021	48%	63%	96%	52%	14%	14%	34%	27%	152%
18/01/2021	57%	79%	98%	63%	14%	16%	32%	27%	82%
19/01/2021	55%	76%	96%	61%	14%	15%	31%	26%	51%
20/01/2021	53%	74%	95%	60%	14%	15%	31%	23%	50%
21/01/2021	54%	74%	93%	61%	14%	15%	32%	25%	82%
22/01/2021	57%	75%	94%	63%	14%	16%	33%	27%	87%

Use of transport modes: Great Britain, since 1 March 2020^a

Figures are percentages of an equivalent day or week.

Percentage

Date ¹ (weekends and bank holidays in grey)	Cars ²	Light Commercial Vehicles ²	Heavy Goods Vehicles ²	All motor vehicles ²	National Rail ^{3,4}	Transport for London Tube ⁵	Transport for London Bus ^{5,7}	Bus (excl. London) ^{6,8,9}	Cycling ^{10,11}
23/01/2021	52%	70%	96%	56%	14%	13%	34%	24%	117%
24/01/2021	41%	59%	95%	45%	14%	12%	30%	25%	43%
25/01/2021	54%	77%	94%	61%	14%	17%	33%	26%	44%
26/01/2021	55%	77%	96%	62%	14%	16%	31%	26%	40%
27/01/2021	57%	78%	97%	63%	14%	16%	32%	26%	84%
28/01/2021	56%	76%	95%	63%	14%	16%	33%	26%	85%
29/01/2021	59%	77%	94%	65%	14%	16%	33%	27%	74%
30/01/2021	53%	71%	96%	57%	14%	14%	32%	24%	72%
31/01/2021	52%	68%	99%	55%	14%	15%	35%	27%	104%
01/02/2021	59%	81%	98%	66%	13%	17%	34%	28%	63%
02/02/2021	54%	75%	95%	61%	13%	17%	33%	24%	46%
03/02/2021	57%	78%	98%	64%	14%	17%	33%	26%	84%
04/02/2021	58%	77%	96%	64%	14%	16%	33%	27%	90%
05/02/2021	60%	78%	97%	66%	14%	17%	35%	28%	87%
06/02/2021	56%	74%	99%	60%	14%	15%	35%	25%	121%
07/02/2021	48%	65%	98%	52%	14%	18%	39%	26%	60%
08/02/2021	54%	77%	95%	61%	15%	17%	32%	25%	42%
09/02/2021	53%	75%	93%	59%	15%	17%	31%	26%	37%
10/02/2021	55%	77%	95%	62%	15%	17%	33%	26%	54%
11/02/2021	58%	78%	95%	64%	15%	17%	34%	27%	47%
12/02/2021	61%	79%	96%	67%	16%	18%	34%	27%	41%
13/02/2021	58%	77%	101%	62%	16%	18%	39%	25%	60%
14/02/2021	52%	68%	99%	55%	16%	18%	39%	26%	61%
15/02/2021	61%	83%	100%	68%	16%	18%	38%	28%	90%
16/02/2021	60%	82%	99%	67%	17%	18%	37%	28%	59%
17/02/2021	60%	82%	99%	67%	17%	18%	38%	26%	78%
18/02/2021	60%	80%	99%	66%	17%	18%	39%	27%	91%
19/02/2021	61%	78%	97%	66%	17%	18%	39%	27%	66%
20/02/2021	59%	77%	101%	63%	16%	20%	39%	27%	132%
21/02/2021	58%	75%	103%	62%	16%	19%	38%	30%	165%
22/02/2021	63%	86%	102%	70%	16%	19%	34%	30%	75%
23/02/2021	62%	84%	100%	69%	16%	19%	35%	30%	71%
24/02/2021	63%	84%	101%	69%	16%	19%	35%	28%	87%
25/02/2021	64%	83%	101%	70%	16%	18%	36%	30%	113%
26/02/2021	68%	85%	100%	73%	14%	20%	39%	32%	117%
27/02/2021	66%	83%	106%	70%	17%	21%	44%	31%	204%
28/02/2021	65%	81%	106%	69%	17%	18%	39%	34%	198%
01/03/2021	66%	89%	104%	73%	17%	20%	36%	31%	81%
02/03/2021	65%	87%	102%	72%	17%	19%	35%	31%	76%
03/03/2021	64%	86%	103%	71%	17%	19%	35%	29%	80%
04/03/2021	64%	84%	102%	70%	18%	18%	35%	30%	90%
05/03/2021	68%	85%	102%	73%	19%	20%	37%	31%	87%
06/03/2021	66%	86%	108%	70%	19%	19%	38%	31%	152%
07/03/2021	64%	82%	108%	68%	20%	18%	40%	33%	168%
08/03/2021	70%	93%	105%	77%	22%	22%	43%	38%	87%
09/03/2021	70%	91%	102%	76%	23%	23%	47%	42%	107%
10/03/2021	67%	89%	103%	74%	24%	22%	44%	38%	68%
11/03/2021	68%	88%	100%	74%	24%	22%	47%	41%	79%
12/03/2021	73%	91%	102%	78%	24%	23%	48%	42%	84%
13/03/2021	71%	90%	109%	75%	25%	19%	43%	32%	98%
14/03/2021	73%	88%	105%	76%	24%	18%	41%	34%	117%
15/03/2021	72%	94%	105%	78%	25%	24%	48%	46%	89%
16/03/2021	71%	92%	104%	77%	25%	23%	48%	46%	76%
17/03/2021	71%	92%	104%	77%	25%	24%	49%	44%	112%
18/03/2021	71%	89%	103%	76%	25%	23%	48%	45%	103%

Use of transport modes: Great Britain, since 1 March 2020^a

Figures are percentages of an equivalent day or week.

Percentage

Date ¹ (weekends and bank holidays in grey)	Cars ²	Light Commercial Vehicles ²	Heavy Goods Vehicles ²	All motor vehicles ²	National Rail ^{3,4}	Transport for London Tube ⁵	Transport for London Bus ^{5,7}	Bus (excl. London) ^{6,8,9}	Cycling ^{10,11}
19/03/2021	73%	90%	101%	78%	25%	24%	49%	44%	88%
20/03/2021	68%	86%	107%	72%	25%	19%	40%	34%	163%
21/03/2021	66%	83%	106%	70%	25%	20%	40%	35%	180%
22/03/2021	73%	95%	106%	80%	25%	25%	49%	47%	99%
23/03/2021	72%	94%	105%	78%	25%	24%	49%	47%	82%
24/03/2021	73%	94%	105%	79%	25%	24%	48%	44%	100%
25/03/2021	73%	92%	105%	79%	26%	24%	48%	45%	111%
26/03/2021	75%	92%	105%	80%	25%	23%	48%	43%	62%
27/03/2021	73%	92%	113%	77%	25%	22%	43%	35%	169%
28/03/2021	65%	82%	110%	69%	25%	20%	40%	33%	95%
29/03/2021	78%	99%	108%	84%	r24%	26%	50%	42%	100%
30/03/2021	81%	99%	108%	87%	r25%	28%	53%	45%	121%
31/03/2021	81%	99%	110%	86%	r25%	27%	50%	42%	129%
01/04/2021	r83%	r99%	r104%	88%	r25%	26%	54%	43%	104%
02/04/2021	69%	66%	52%	68%	r29%	28%	48%	35%	100%
03/04/2021	82%	r95%	r85%	r84%	r30%	25%	46%	35%	137%
04/04/2021	78%	88%	r75%	80%	r30%	30%	47%	34%	153%
05/04/2021	63%	57%	37%	60%	r30%	27%	46%	33%	60%
06/04/2021	75%	95%	98%	80%	p24% ⁴	25%	47%	36%	58%
07/04/2021	75%	94%	102%	80%	p24% ⁴	26%	43%	33%	76%
08/04/2021	74%	92%	103%	80%	p23% ⁴	25%	46%	34%	96%
09/04/2021	76%	92%	104%	80%	p24% ⁴	26%	47%	34%	77%
10/04/2021	79%	99%	116%	83%	p24% ⁴	24%	44%	34%	..
11/04/2021	81%	102%	114%	85%	p26% ⁴	27%	45%	38%	..
12/04/2021	86%	105%	106%	91%	p30% ⁴	34%	60%	51%	..

Notes:

Easter and Christmas Period - users should note that the percentages of normal use for road traffic, bus use outside London and cycling are comparing to baselines early in 2020 (as set out in footnotes below) - not to the equivalent Easter/Christmas period last year. Therefore rates, especially for the Easter Friday and Monday, and the 25th - 28th December period will look much lower than normal as they are not adjusted for the seasonal change. Whereas Rail/TfL is comparing to the equivalent rolling week/most equivalent day from 2019. For TfL therefore, this does not show the underlying significant reduction in trips made over the Easter/Christmas and bank holiday period as it is comparing to a similarly reduced figure for the equivalent day in 2019.

.. Not available (see relevant notes for reason)

r Revised from previous edition

p Provisional

^a We have published information on the data sources and methodology used to generate each of these headline measures:

<https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

¹ Although daily data is being reported, direct comparisons of change should not be made between weekdays and weekends/bank holidays. For public transport, there are typically different levels of service/timetable in place on weekends and bank holidays than on weekdays; and for road traffic, there is a different profile on weekend days compared to weekdays.

² Percentage of the equivalent day in the first week of February 2020.

³ Percentage of the equivalent week in the previous year up to w/c 8 Feb 2021; from w/c 15 Feb 2021 this reverted to the percentage of the equivalent week in the previous year.

⁴ National Rail data is subject to revisions up to a week after initial publication. The latest days data would be an underestimate of the final result as the raw ticket sales data matures. Since the publication on 16th September, we have applied an adjustment to the latest weeks data to attempt to account for this average upward revision which would occur as the data matures. The period should still be treated as provisional, but revisions should be smaller than they have been to date. Contrary to this, the adjustment can occasionally be an overestimate. For example the value for Monday 11 January was originally published as 17%, but the actual turnout seven days later was 13%. This revision therefore depicts the revision based on complete outturn journeys data, rather than a downward trend in usage.

⁵ Percentage of the equivalent day in the previous year (reverted to 2019 comparison on 1 March 2021)

⁶ Percentage of the equivalent day of the third week of January 2020.

⁷ Data on TfL Buses is not available from Sunday 19th April to 8th June due to the change in boarding policy:

<https://tfl.gov.uk/info-for/media/press-releases/2020/april/tfl-introduces-middle-door-only-boarding-across-the-london-bus-network>

Fare collection was re-enabled for 406 routes on 9 June. By 4 July this had expanded to all but 18 routes. This data may be subject to under-reporting due to non-compliance with fare collection.

Use of transport modes: Great Britain, since 1 March 2020^a

Figures are percentages of an equivalent day or week.

Percentage

Date¹ (weekends and bank holidays in grey)	Cars²	Light Commercial Vehicles²	Heavy Goods Vehicles²	All motor vehicles²	National Rail^{3,4}	Transport for London Tube⁵	Transport for London Bus^{5,7}	Bus (excl. London)^{6,8,9}	Cycling^{10,11}
---	-------------------------	--	---	---------------------------------------	------------------------------------	--	---	---	--------------------------------

⁸ Data on Buses (excl. London) has been adjusted to compare against typical usage on bank holidays, whereas all other data sources have not.⁹ Data on Buses (excl. London) is not available on 8th May, 25th, 26th, 28th December 2020 and 1st January 2021.¹⁰ Percentage of the equivalent day in the first week of March.¹¹ Cycling data covers England only. The data source is now available at a lag of 3 days rather than 1 from 11/9/20 so the data will be 2 days behind the other indicators going forward. Cycling levels have been historically lower in colder, wetter months, which may influence lower cycle usage over the winter period compared to the March baseline.¹² National Rail data for the period 31st August to 6th September is an underestimate of the real rate of rail usage in this period. This is due to the fact that the rolling weekly average for the days in this period includes the Bank Holiday Monday on 31st August but the equivalent period from the previous year which it is being compared to did not include a Bank Holiday.

<i>Contact</i>	<i>Email</i>	<i>Telephone</i>		
Motor vehicles	roadtraff.stats@dft.gov.uk	020 7944 3095	Last updated:	14 April 2021
National Rail	rail.stats@dft.gov.uk	020 7944 2419	Next update:	21 April 2021
Transport for London Tube and Bus	cm.analytics@dft.gov.uk			
Buses (excl. London)	bus.statistics@dft.gov.uk	020 7944 3077		
Cycling	subnational.stats@dft.gov.uk	020 7944 3077		
Any other queries	transport.statistics@dft.gov.uk	020 7944 4847		
Media enquiries		020 7944 4292		

Appendix H

Doncaster Road / East Street / Garden Street Traffic Counts

Site: Doncaster Road/Garden Street/East Street

Day: Thursday

Date: 22 April 2021

Weather: Fine & Sunny All Day

A: Doncaster Road (East)

B: Garden Street

C: Doncaster Road (West)

D: East Street

A - B									A - C								A - D							
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	0	0	0	0	0	0	0	0	40	3	2	0	0	0	1	46	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	38	5	1	1	0	0	1	46	4	0	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	52	8	1	1	0	0	2	64	5	0	0	0	0	0	0	5
08:15	1	0	0	0	0	0	0	1	56	8	0	0	0	0	0	64	11	0	0	0	1	0	0	12
08:30	1	0	0	0	0	0	0	1	54	8	0	0	1	0	1	64	4	0	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	27	7	5	1	0	0	1	41	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	24	11	0	0	0	0	1	36	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	2	321	52	9	3	1	0	7	393	26	0	0	0	1	0	0	27

16:00	0	0	0	0	0	0	0	0	34	11	2	0	0	0	1	48	0	1	0	0	0	0	0	1
16:15	0	0	0	0	0	1	0	1	33	12	2	0	0	0	2	49	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	40	14	0	0	1	0	1	56	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	35	11	0	0	0	3	1	50	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	53	18	0	0	0	0	1	72	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	1	46	3	0	0	1	0	0	50	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	41	4	0	0	0	1	2	48	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	43	6	0	0	0	0	0	49	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	34	2	0	0	0	0	1	37	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	34	5	0	0	0	4	0	43	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	2	393	86	4	0	2	8	9	502	6	1	0	0	0	0	0	7

B - A

B - C

B - D

Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0

16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0

C - A

C - B

C - D

Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	11	4	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	12	4	1	0	0	0	1	18	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:00	28	5	3	0	0	0	0	36	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
08:15	23	9	0	0	0	0	1	33	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
08:30	40	2	3	0	0	0	1	46	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
08:45	31	3	0	0	0	0	0	34	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:00	26	10	1	0	0	0	0	37	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:15	17	9	1	2	0	0	0	29	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	188	46	9	2	0	0	3	248	0	0	0	0	0	0	0	0	43	2	1	0	0	0	0	46

16:00	41	7	1	0	1	0	0	50	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:15	33	8	0	1	0	0	1	43	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
16:30	37	6	0	0	0	5	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	37	7	1	0	1	0	1	47	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:00	32	8	1	0	1	0	1	43	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:15	34	6	0	0	0	0	0	40	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	45	2	0	0	0	0	1	48	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:45	48	4	0	0	2	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	44	4	0	0	0	1	1	50	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15	41	4	0	0	5	0	0	50	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	392	56	3	1	10	6	5	473	10	0	0	0	0	0	0	10	10	1	1	0	0	0	0	12

D - A

D - B

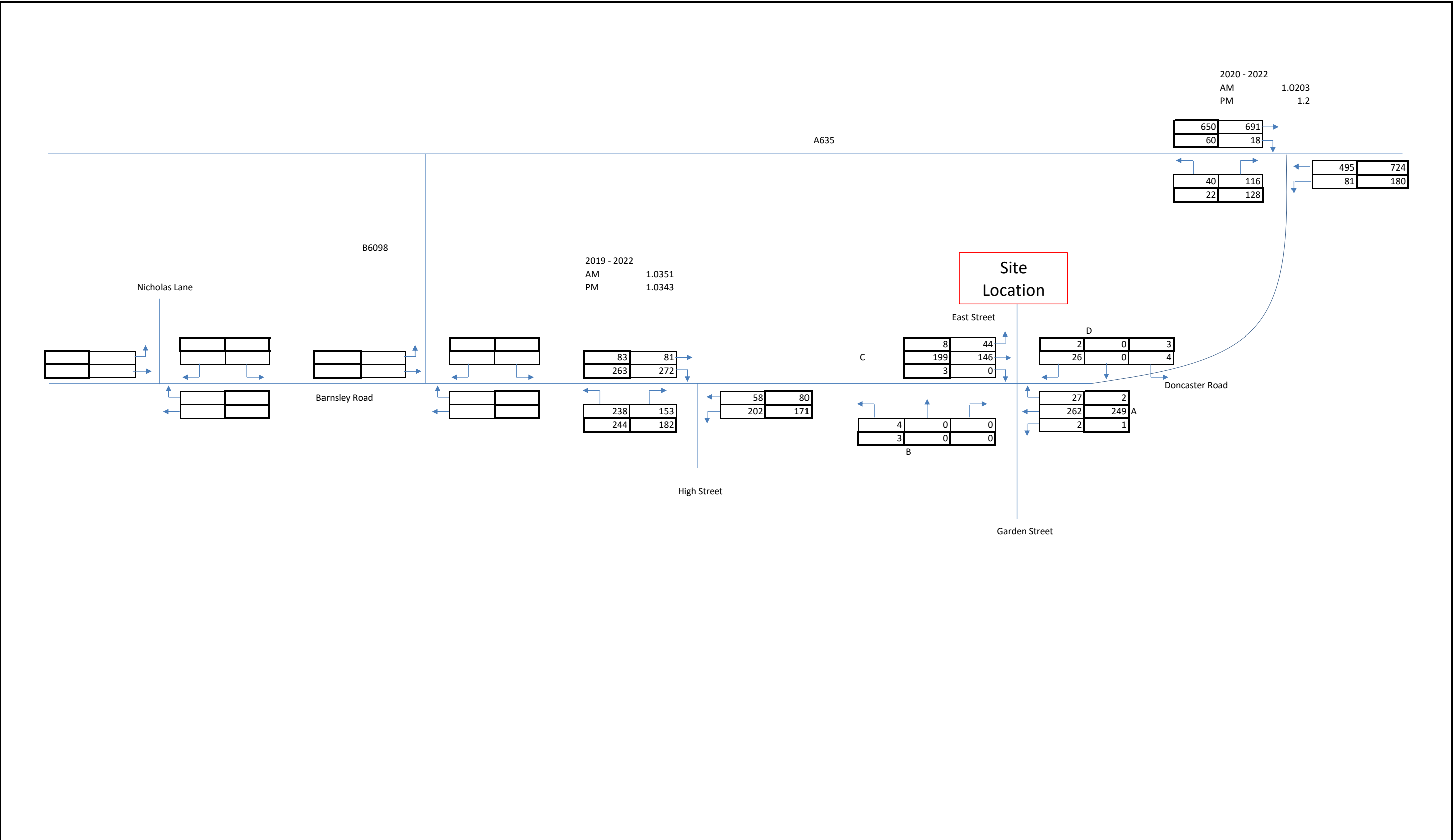
D - C

Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
08:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26

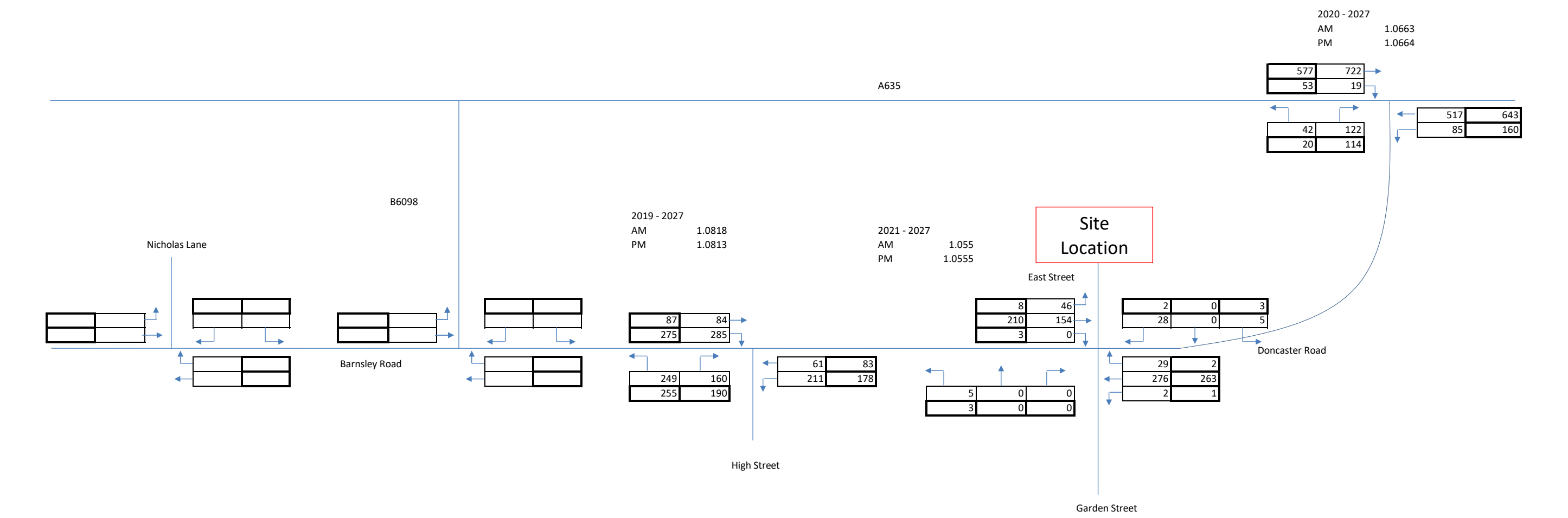
16:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
Total	8	1	0	0	1	0	0	10	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	9

Appendix I

Base Flow Diagrams



Client:	Project:	Title:		Number:	Revision:	Date	Nov-22	Checked	CG
						Design	CG	Approved	GS



Client:	Project:	Title:	Number:	Revision:	Date	Nov-22	Checked	CG
					Design	CG	Approved	GS

Gleeson

Lockwood Road, Goldthorpe

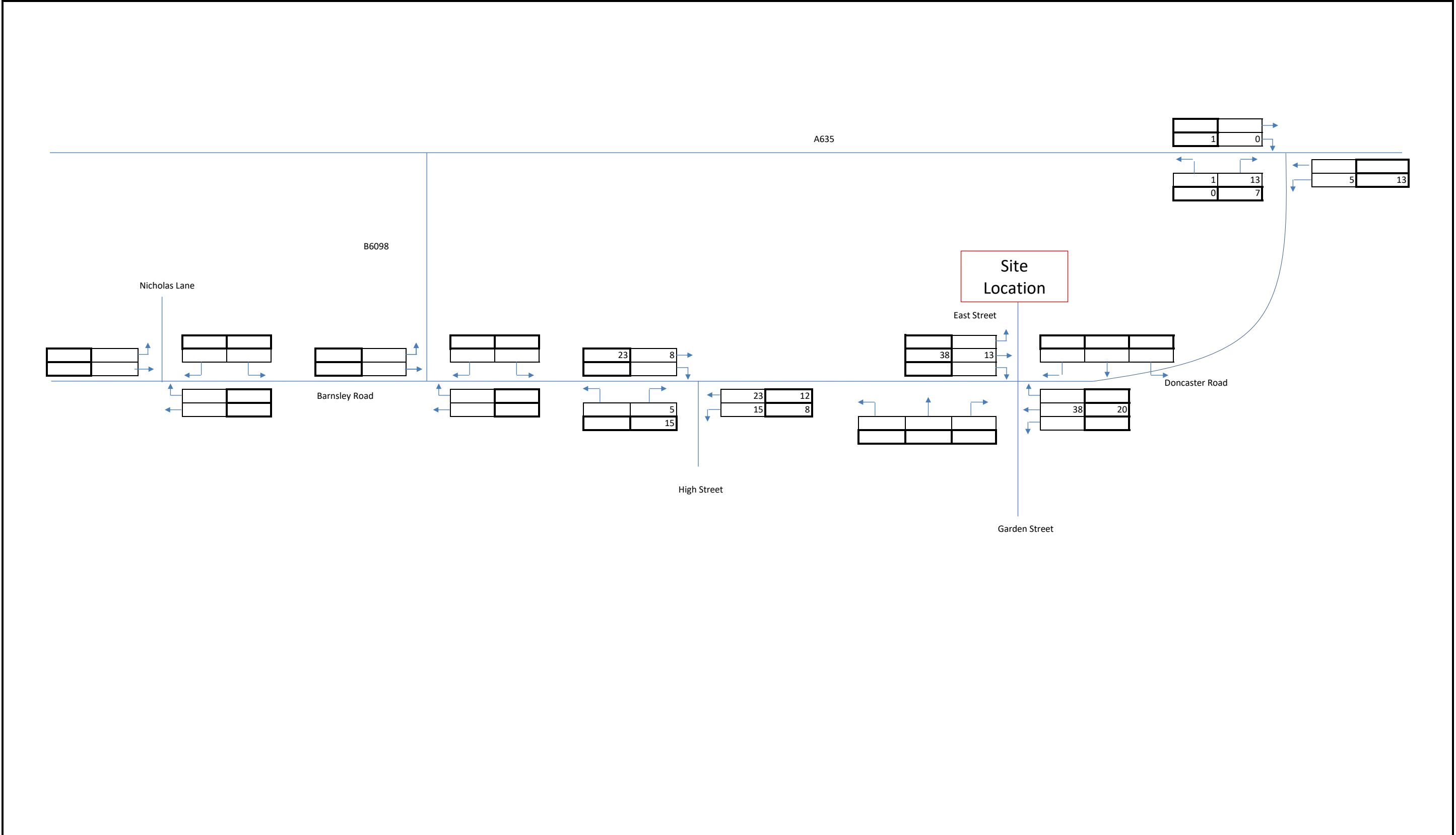
2027 Base



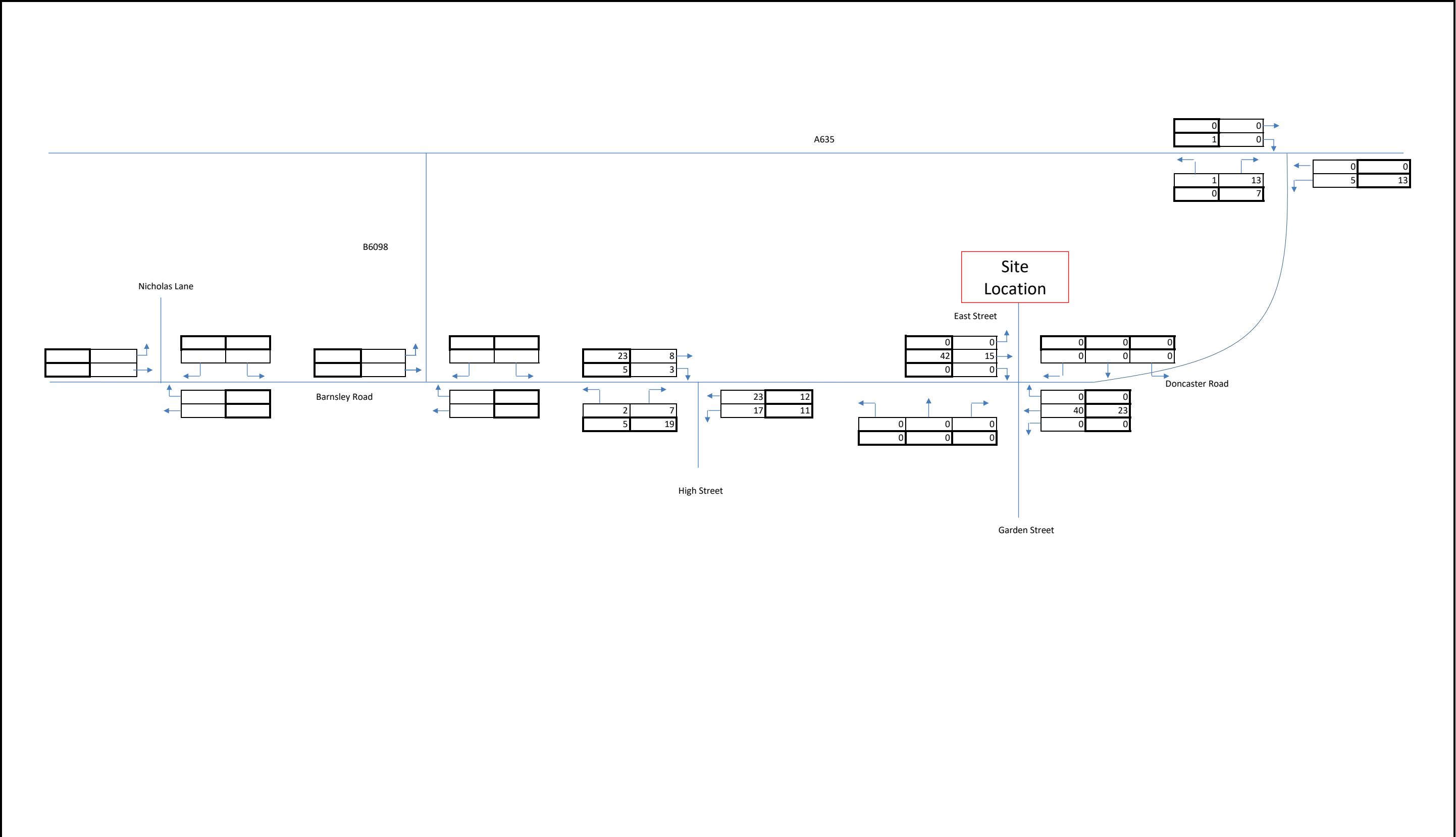
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Appendix J

Committed Development Flow Diagrams



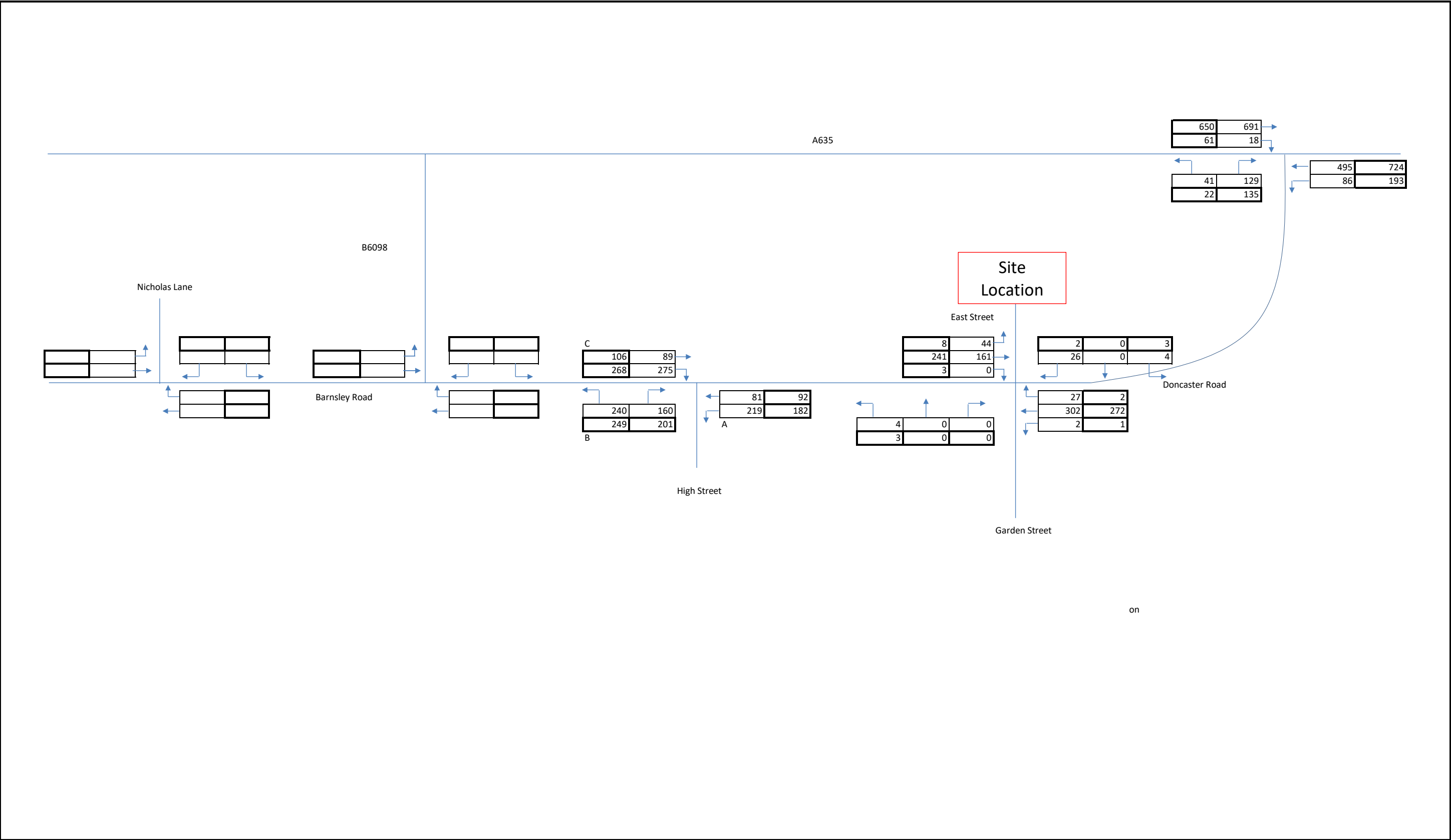
Client: Gleeson	Project: Lockwood Road, Goldthorpe	Title: Committed Development		Number:	Revision: -	Date	Jan-21	Checked	CG
						Design	CG	Approved	GS



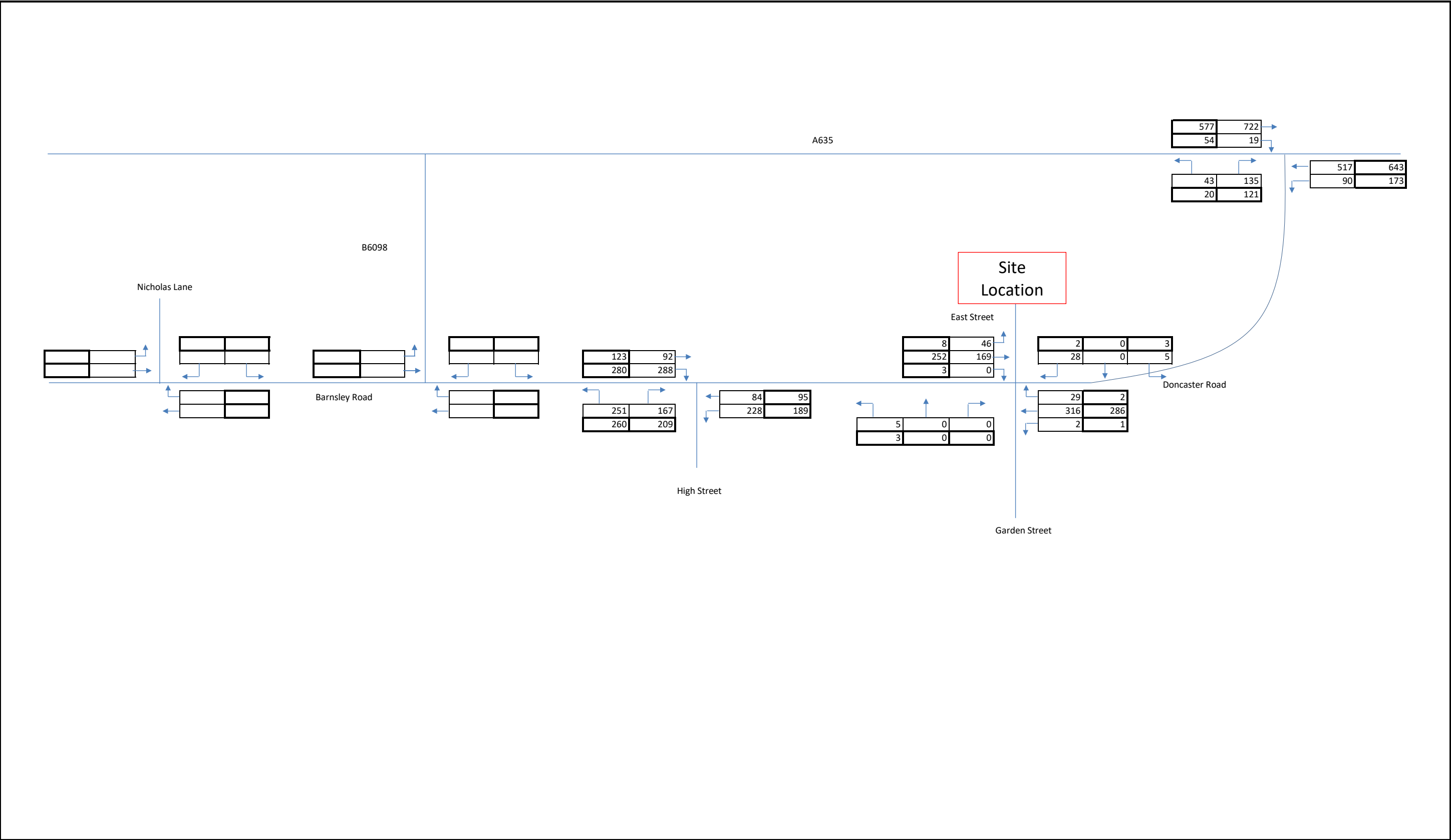
Client: Gleeson	Project: Lockwood Road, Goldthorpe	Title: Committed Development		Number:	Revision: -	Date Jan-21	Checked CG	
						Design CG	Approved GS	

Appendix K

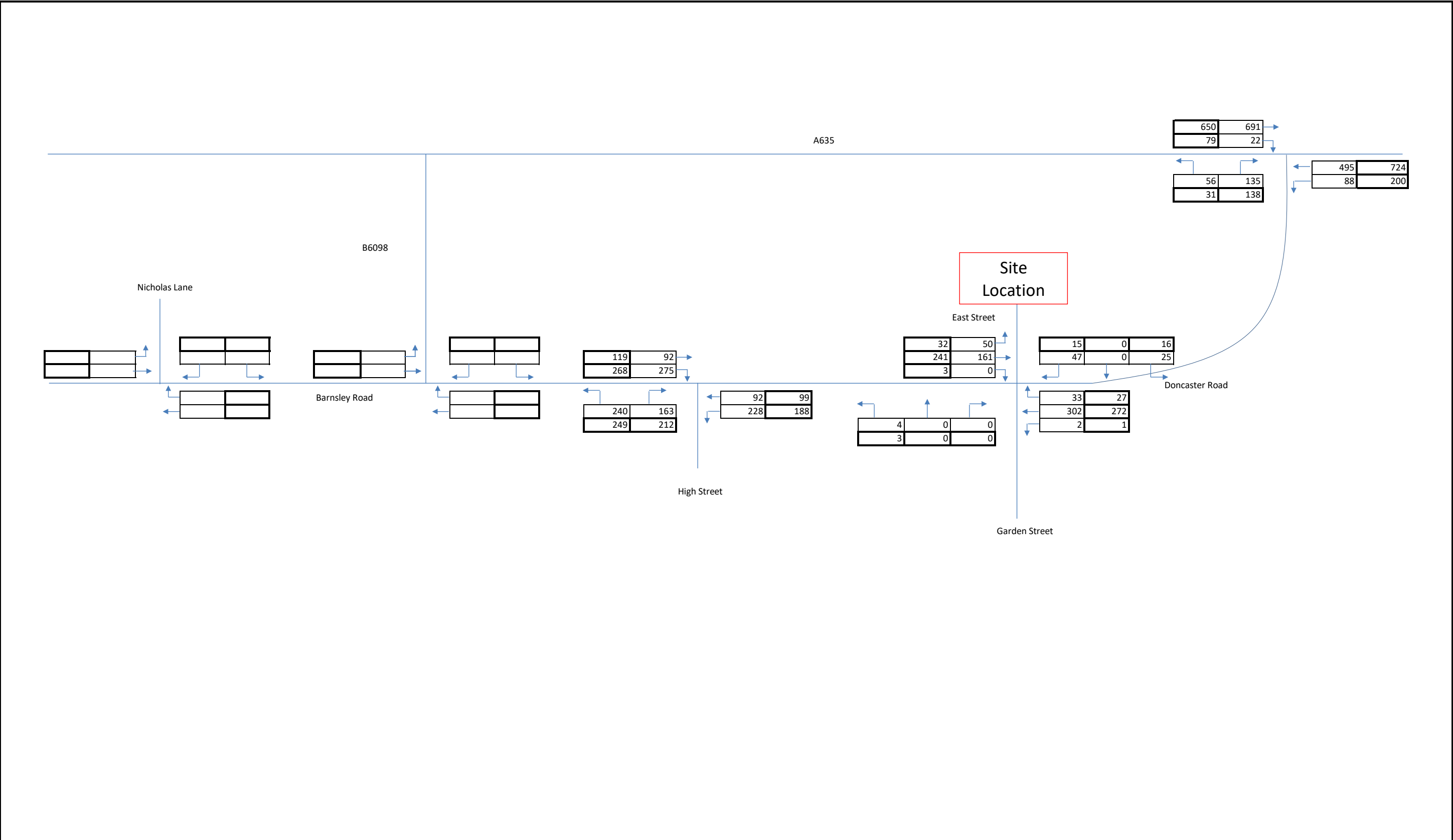
Modelled Flows Flow Diagrams



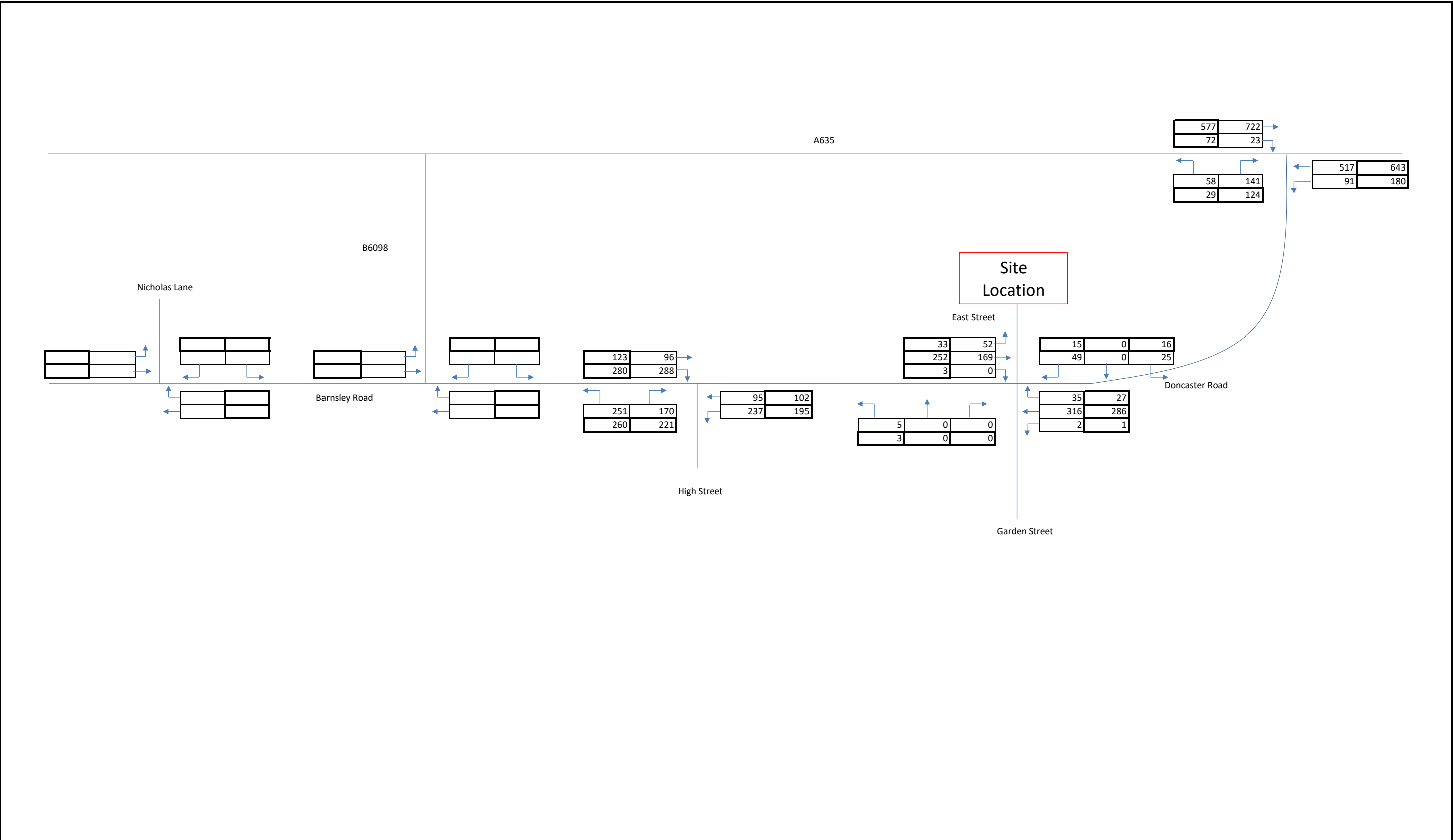
Client:	Gleeson	Project:	Lockwood Road, Goldthorpe	Title:	2022 Base + Committed Development		Number:	Revision:	-	Date	Nov-22	Checked	CG
										Design	CG	Approved	GS



Client:	Project:	Title:		Number:	Revision:	Date	Nov-22	Checked	CG
						Design	CG	Approved	GS



Client:	Gleeson	Project:	Lockwood Road, Goldthorpe	Title:	2022 Base + Committed Development + Development		Number:	Revision:	-	Date	Nov-22	Checked	CG
										Design	CG	Approved	GS



Client:	Project:	Title:		Number:	Revision:	Date	Nov-22	Checked	CG
						Design	CG	Approved	GS

Appendix L

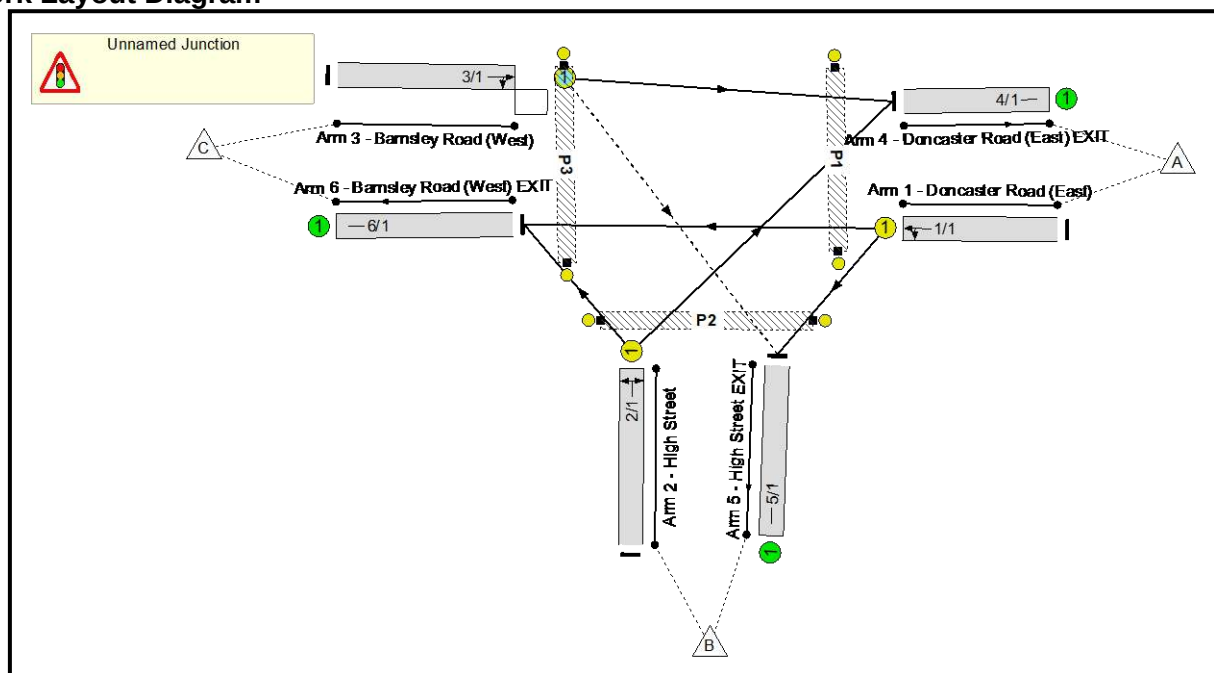
Operational Assessment Outputs

Full Input Data And Results
Full Input Data And Results

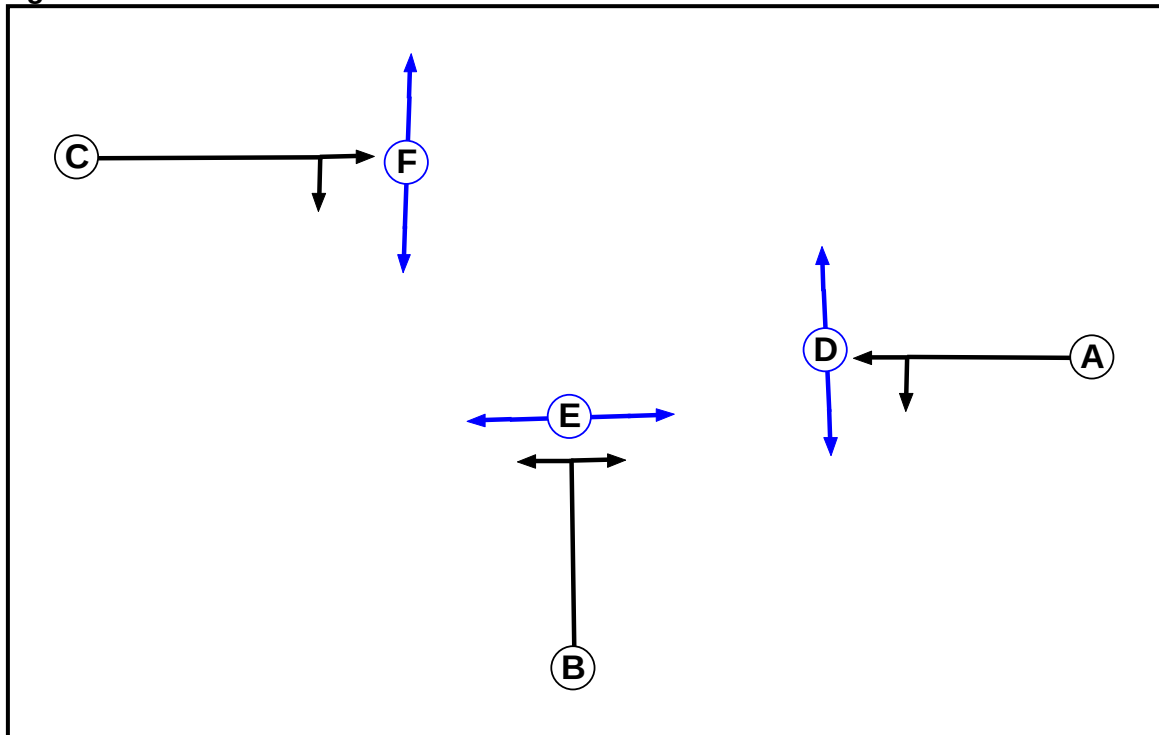
User and Project Details

Project:	Lockwood Road, Goldthorpe
Title:	Proposed Residential Development
Location:	
Client:	Gleesons
Checked By:	JT
Checked By Date:	08/11/2022
Additional detail:	
File name:	Barnsley Road_Doncaster Road_High Street.lsg3x
Author:	JT
Company:	TPS Consultants
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7

Phase Intergreens Matrix

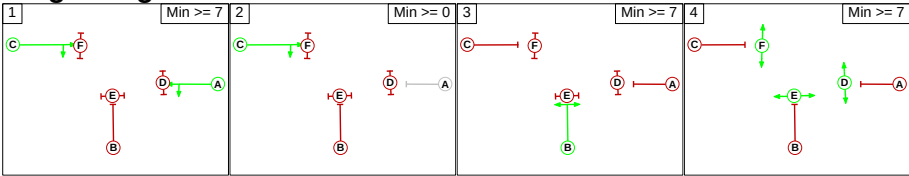
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	-	5	9	10
	B	5		5	10	5	8
	C	-	5		10	9	5
	D	10	10	10		-	-
	E	13	13	13	-		-
	F	13	13	13	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	C
3	B
4	D E F

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage				
From Stage		1	2	3	4	
	1		0	7	10	
	2	2		5	10	
	3	5	5		10	
	4	13	13	13		

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Barnsley Road (West))	5/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Doncaster Road (East))	U	A	2	3	60.0	User	1600	-	-	-	-	-
2/1 (High Street)	U	B	2	3	60.0	User	1600	-	-	-	-	-
3/1 (Barnsley Road (West))	O	C	2	3	60.0	User	1600	-	-	-	-	-
4/1 (Doncaster Road (East) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (High Street EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Barnsley Road (West) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 AM Base'	08:00	09:00	01:00	
2: '2022 PM Base'	17:00	18:00	01:00	
3: '2022 AM Base + Development'	08:00	09:00	01:00	
4: '2022 PM Base + Development'	17:00	18:00	01:00	
5: '2027 AM Base'	08:00	09:00	01:00	
6: '2027 PM Base'	17:00	18:00	01:00	
7: '2027 AM Base + Development'	08:00	09:00	01:00	
8: '2027 PM Base + Development'	17:00	18:00	01:00	

Scenario 1: '2022 AM Base' (FG1: '2022 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin	A	B	C	Tot.	
	A	0	219	81	300
	B	160	0	240	400
	C	89	275	0	364
	Tot.	249	494	321	1064

Traffic Lane Flows

Lane	Scenario 1: 2022 AM Base
Junction: Unnamed Junction	
1/1	300
2/1	400
3/1	364
4/1	249
5/1	494
6/1	321

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Doncaster Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
3/1 (Barnsley Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
4/1 (Doncaster Road (East) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Barnsley Road (West) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2022 PM Base' (FG2: '2022 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	182	92	274
	B	201	0	249	450
	C	106	268	0	374
	Tot.	307	450	341	1098

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2022 PM Base
Junction: Unnamed Junction	
1/1	274
2/1	450
3/1	374
4/1	307
5/1	450
6/1	341

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Doncaster Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
3/1 (Barnsley Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
4/1 (Doncaster Road (East) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Barnsley Road (West) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2022 AM Base + Development' (FG3: '2022 AM Base + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	228	92	320
	B	163	0	240	403
	C	92	275	0	367
	Tot.	255	503	332	1090

Traffic Lane Flows

Lane	Scenario 3: 2022 AM Base + Development
Junction: Unnamed Junction	
1/1	320
2/1	403
3/1	367
4/1	255
5/1	503
6/1	332

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Doncaster Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
3/1 (Barnsley Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
4/1 (Doncaster Road (East) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Barnsley Road (West) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2022 PM Base + Development' (FG4: '2022 PM Base + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	188	99	287
	B	212	0	249	461
	C	119	268	0	387
	Tot.	331	456	348	1135

Traffic Lane Flows

Lane	Scenario 4: 2022 PM Base + Development
Junction: Unnamed Junction	
1/1	287
2/1	461
3/1	387
4/1	331
5/1	456
6/1	348

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Doncaster Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
3/1 (Barnsley Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
4/1 (Doncaster Road (East) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Barnsley Road (West) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2027 AM Base' (FG5: '2027 AM Base', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination				
	A	B	C	Tot.	
Origin	A	0	228	84	312
	B	167	0	251	418
	C	92	288	0	380
	Tot.	259	516	335	1110

Traffic Lane Flows

Lane	Scenario 5: 2027 AM Base
Junction: Unnamed Junction	
1/1	312
2/1	418
3/1	380
4/1	259
5/1	516
6/1	335

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Doncaster Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
3/1 (Barnsley Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
4/1 (Doncaster Road (East) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Barnsley Road (West) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2027 PM Base' (FG6: '2027 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	189	95	284
	B	209	0	260	469
	C	123	280	0	403
	Tot.	332	469	355	1156

Traffic Lane Flows

Lane	Scenario 6: 2027 PM Base
Junction: Unnamed Junction	
1/1	284
2/1	469
3/1	403
4/1	332
5/1	469
6/1	355

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Doncaster Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
3/1 (Barnsley Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
4/1 (Doncaster Road (East) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Barnsley Road (West) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2027 AM Base + Development' (FG7: '2027 AM Base + Development', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	237	95	332
	B	170	0	251	421
	C	96	288	0	384
	Tot.	266	525	346	1137

Traffic Lane Flows

Lane	Scenario 7: 2027 AM Base + Development
Junction: Unnamed Junction	
1/1	332
2/1	421
3/1	384
4/1	266
5/1	525
6/1	346

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Doncaster Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
3/1 (Barnsley Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
4/1 (Doncaster Road (East) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Barnsley Road (West) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2027 PM Base + Development' (FG8: '2027 PM Base + Development', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination				
Origin	A	B	C	Tot.	
	A	0	195	102	297
	B	221	0	260	481
	C	123	280	0	403
	Tot.	344	475	362	1181

Traffic Lane Flows

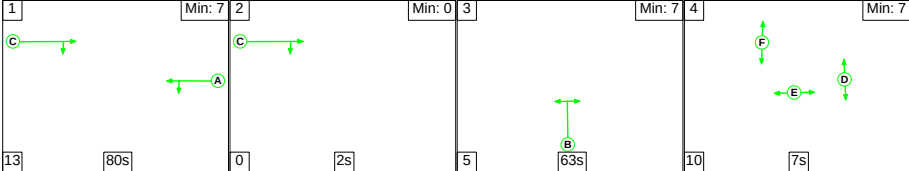
Lane	Scenario 8: 2027 PM Base + Development
Junction: Unnamed Junction	
1/1	297
2/1	481
3/1	403
4/1	344
5/1	475
6/1	362

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Doncaster Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
3/1 (Barnsley Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
4/1 (Doncaster Road (East) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Barnsley Road (West) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2022 AM Base' (FG1: '2022 AM Base', Plan 1: 'Network Control Plan 1')

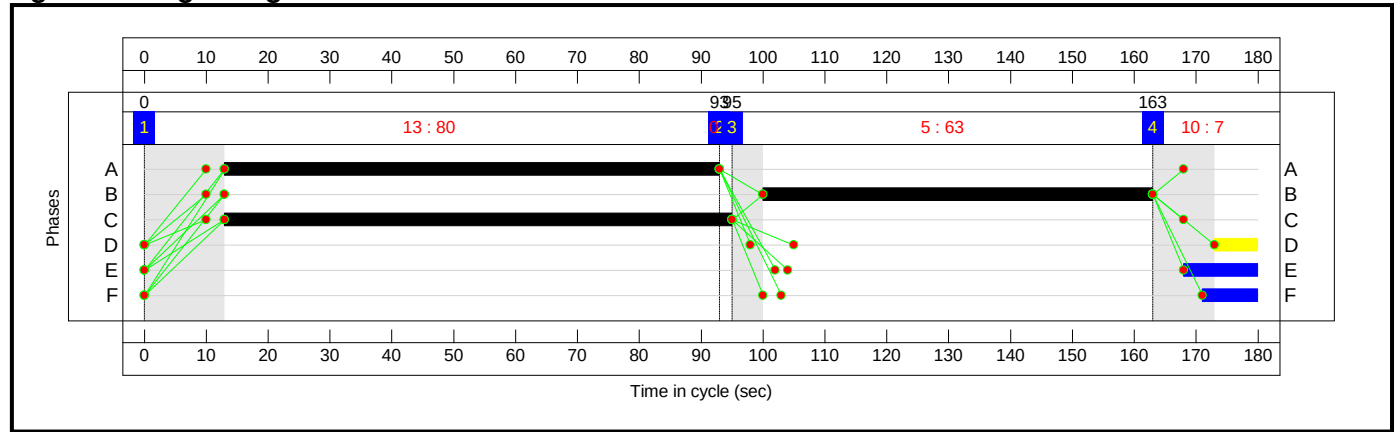
Stage Sequence Diagram



Stage Timings

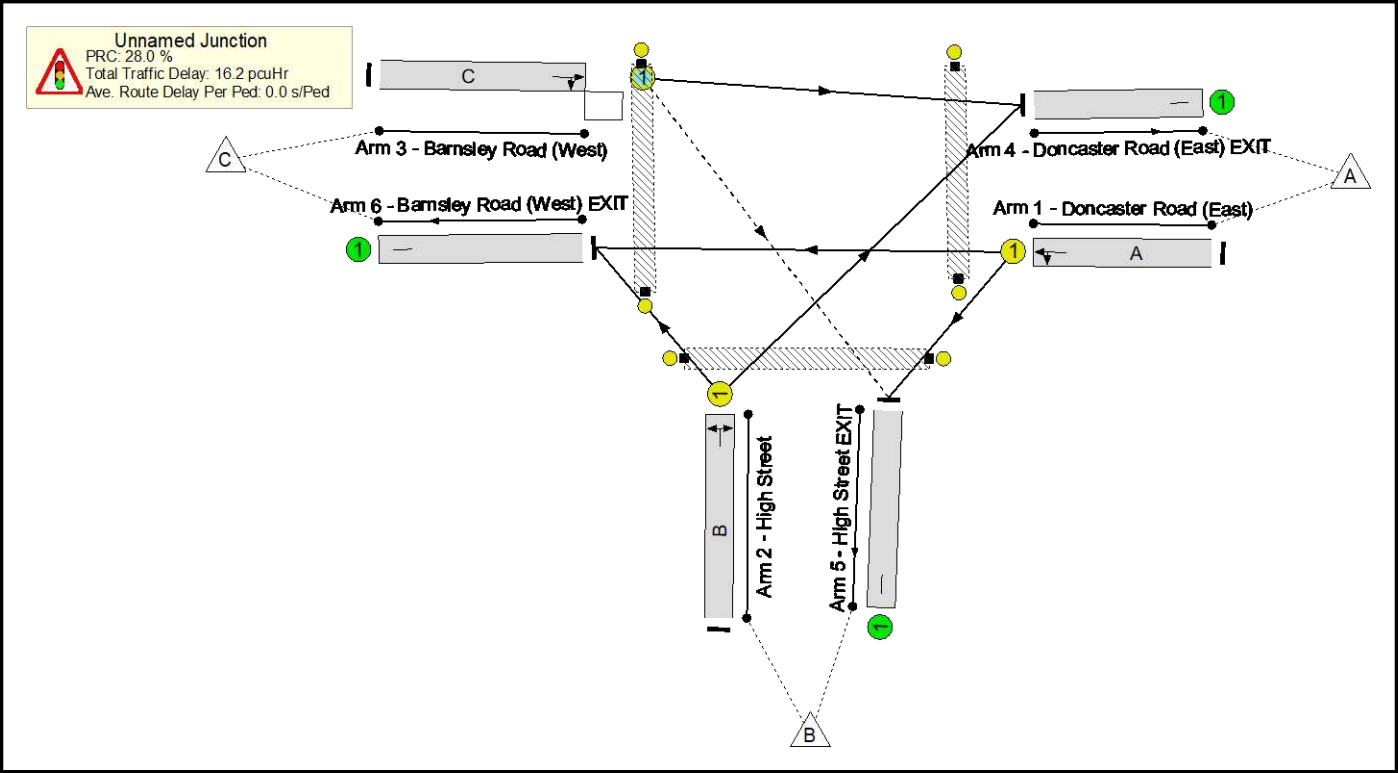
Stage	1	2	3	4
Duration	80	2	63	7
Change Point	0	93	95	163

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

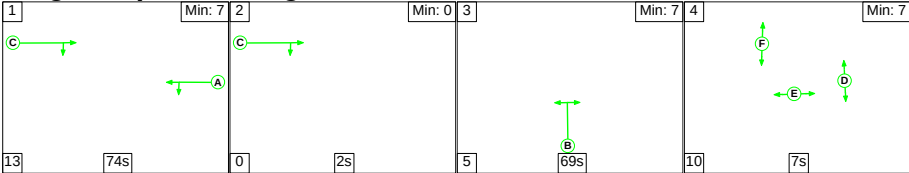
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development	-	-	N/A	-	-		-	-	-	-	-	-	70.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	70.3%
1/1	Doncaster Road (East) Left Ahead	U	N/A	N/A	A		1	80	-	300	1600	720	41.7%
2/1	High Street Right Left	U	N/A	N/A	B		1	63	-	400	1600	569	70.3%
3/1	Barnsley Road (West) Ahead Right	O	N/A	N/A	C		1	82	-	364	1600	525	69.4%
4/1	Doncaster Road (East) EXIT	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
5/1	High Street EXIT	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
6/1	Barnsley Road (West) EXIT	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	12	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%

[illegible]

C1	PRC for Signalled Lanes (%):	28.0	Total Delay for Signalled Lanes (pcuHr):	16.20	Cycle Time (s): 180
	PRC Over All Lanes (%):	28.0	Total Delay Over All Lanes(pcuHr):	16.20	

Full Input Data And Results
Scenario 2: '2022 PM Base' (FG2: '2022 PM Base', Plan 1: 'Network Control Plan 1')

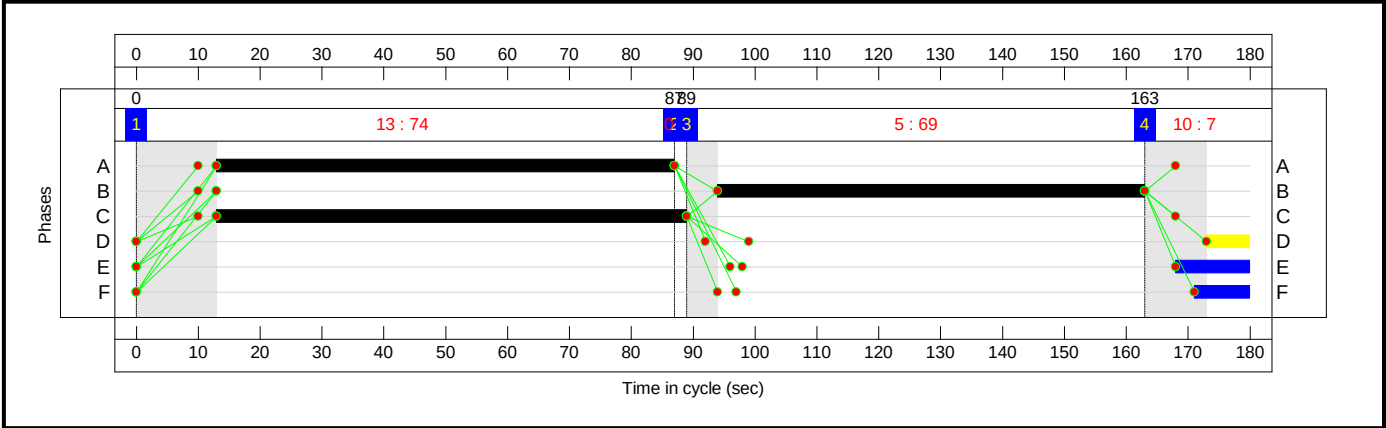
Stage Sequence Diagram



Stage Timings

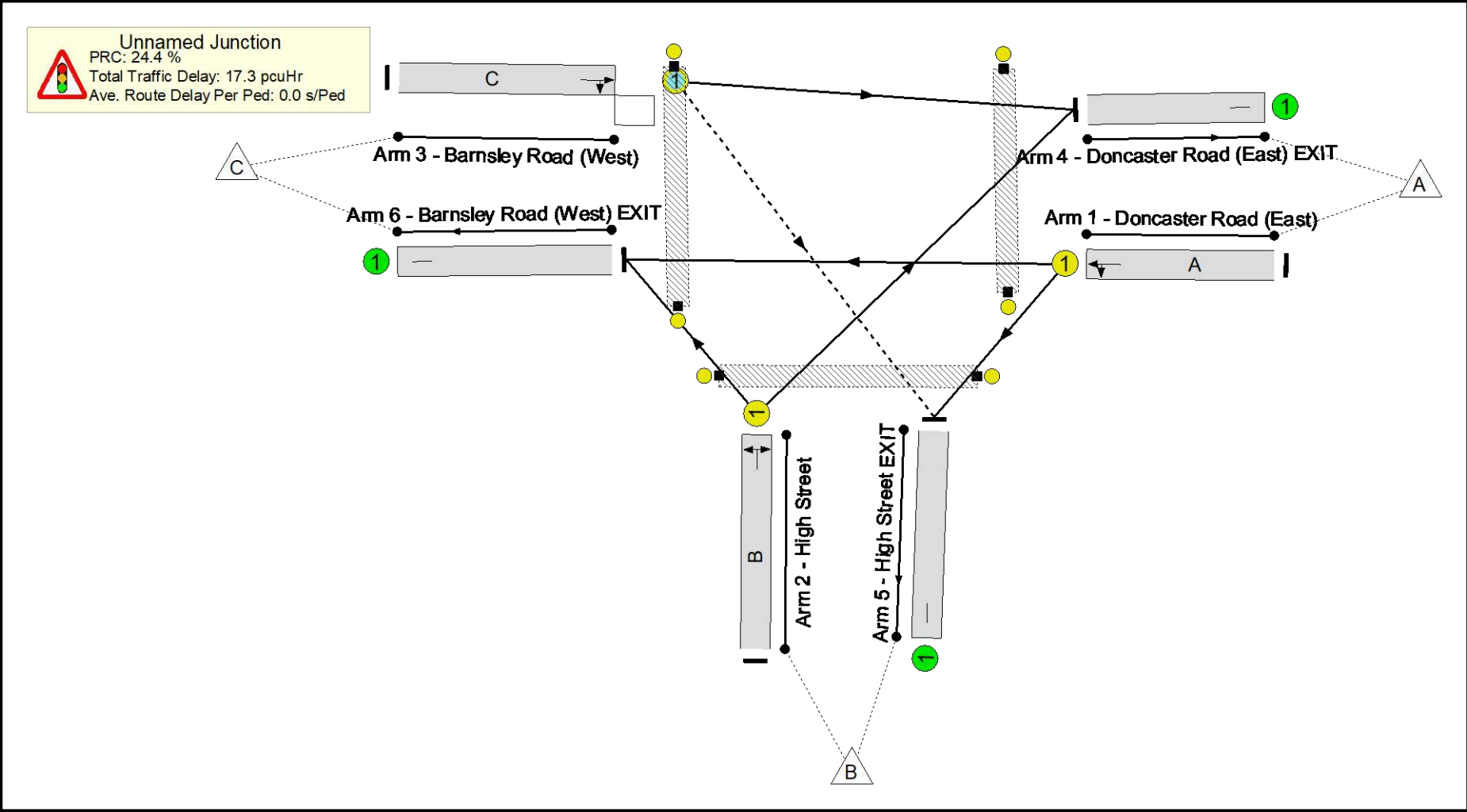
Stage	1	2	3	4
Duration	74	2	69	7
Change Point	0	87	89	163

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development	-	-	N/A	-	-		-	-	-	-	-	-	72.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.3%
1/1	Doncaster Road (East) Left Ahead	U	N/A	N/A	A		1	74	-	274	1600	667	41.1%
2/1	High Street Right Left	U	N/A	N/A	B		1	69	-	450	1600	622	72.3%
3/1	Barnsley Road (West) Ahead Right	O	N/A	N/A	C		1	76	-	374	1600	518	72.2%
4/1	Doncaster Road (East) EXIT	U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
5/1	High Street EXIT	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
6/1	Barnsley Road (West) EXIT	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	12	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%

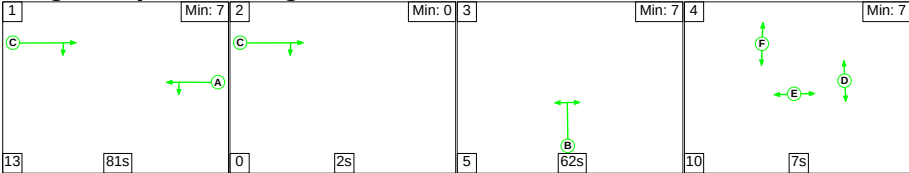
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Residential Development	-	-	265	0	3	13.9	2.9	0.4	17.3	-	-	-	-
Unnamed Junction	-	-	265	0	3	13.9	2.9	0.4	17.3	-	-	-	-
1/1	274	274	-	-	-	2.8	0.3	-	3.2	41.5	9.6	0.3	9.9
2/1	450	450	-	-	-	5.8	1.3	-	7.1	57.1	19.1	1.3	20.4
3/1	374	374	265	0	3	5.3	1.3	0.4	7.0	67.3	16.4	1.3	17.7
4/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 24.4 Total Delay for Signalled Lanes (pcuHr): 17.28 Cycle Time (s): 180 PRC Over All Lanes (%): 24.4 Total Delay Over All Lanes(pcuHr): 17.28													

C1	PRC for Signalled Lanes (%):	24.4	Total Delay for Signalled Lanes (pcuHr):	17.28	Cycle Time (s): 180
	PRC Over All Lanes (%):	24.4	Total Delay Over All Lanes(pcuHr):	17.28	

Full Input Data And Results

Scenario 3: '2022 AM Base + Development' (FG3: '2022 AM Base + Development', Plan 1: 'Network Control Plan 1')

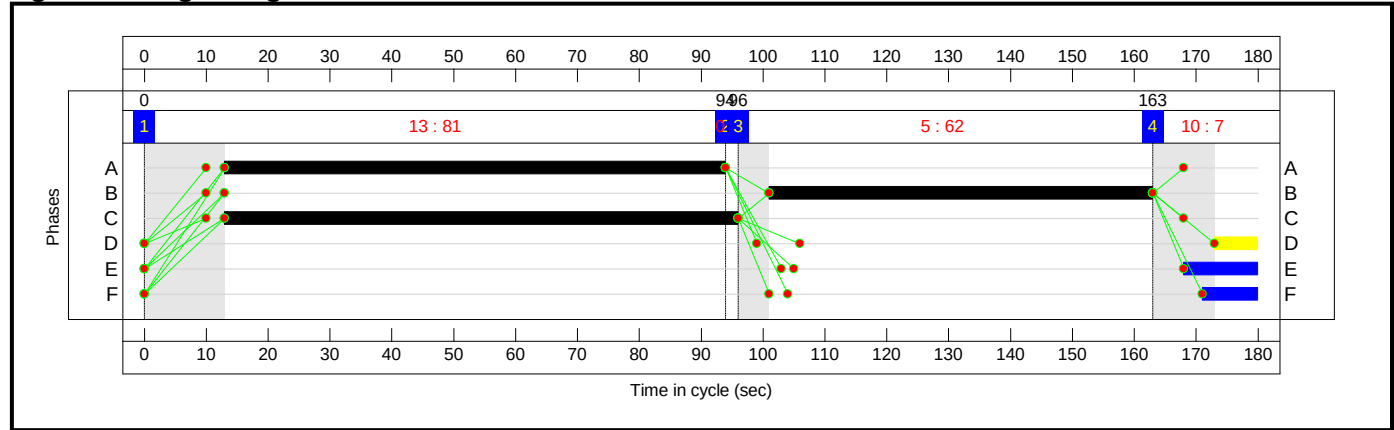
Stage Sequence Diagram



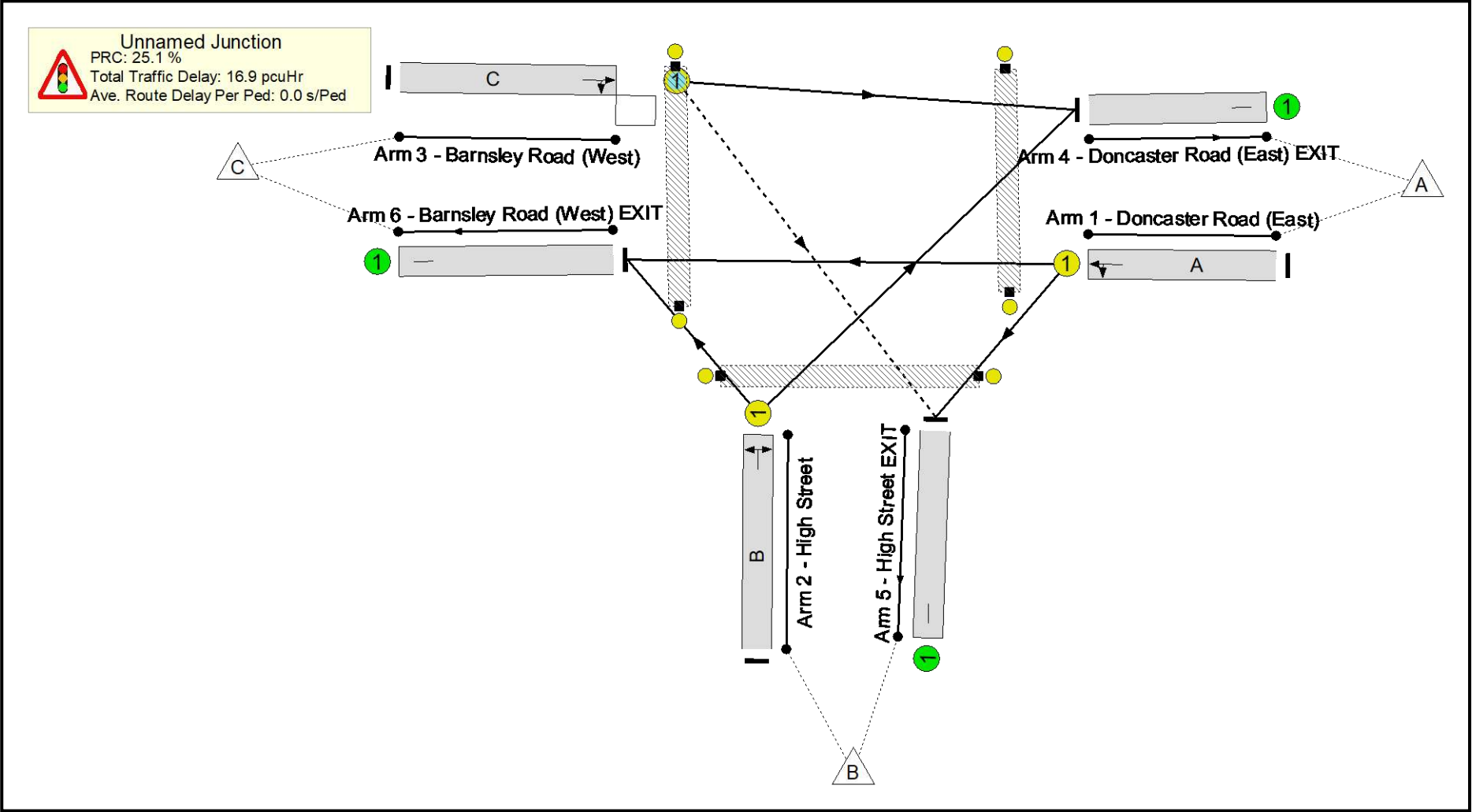
Stage Timings

Stage	1	2	3	4
Duration	81	2	62	7
Change Point	0	94	96	163

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
1/1	Doncaster Road (East) Left Ahead	U	N/A	N/A	A		1	81	-	320	1600	729	43.9%
2/1	High Street Right Left	U	N/A	N/A	B		1	62	-	403	1600	560	72.0%
3/1	Barnsley Road (West) Ahead Right	O	N/A	N/A	C		1	83	-	367	1600	515	71.3%
4/1	Doncaster Road (East) EXIT	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
5/1	High Street EXIT	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
6/1	Barnsley Road (West) EXIT	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	12	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%

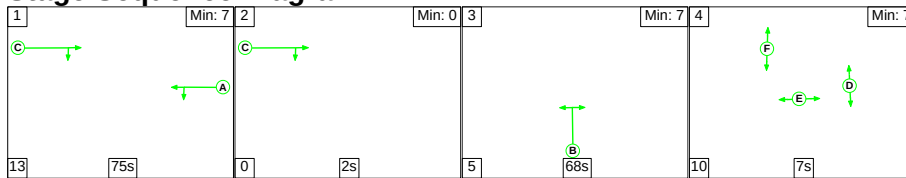
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Residential Development	-	-	272	0	3	13.5	2.9	0.5	16.9	-	-	-	-
Unnamed Junction	-	-	272	0	3	13.5	2.9	0.5	16.9	-	-	-	-
1/1	320	320	-	-	-	3.0	0.4	-	3.4	37.7	10.8	0.4	11.2
2/1	403	403	-	-	-	5.7	1.3	-	7.0	62.1	17.5	1.3	18.7
3/1	367	367	272	0	3	4.8	1.2	0.5	6.6	64.4	15.8	1.2	17.0
4/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 25.1 Total Delay for Signalled Lanes (pcuHr): 16.87 Cycle Time (s): 180 PRC Over All Lanes (%): 25.1 Total Delay Over All Lanes(pcuHr): 16.87													

C1	PRC for Signalled Lanes (%):	25.1	Total Delay for Signalled Lanes (pcuHr):	16.87	Cycle Time (s): 180
	PRC Over All Lanes (%):	25.1	Total Delay Over All Lanes(pcuHr):	16.87	

Full Input Data And Results

Scenario 4: '2022 PM Base + Development' (FG4: '2022 PM Base + Development', Plan 1: 'Network Control Plan 1')

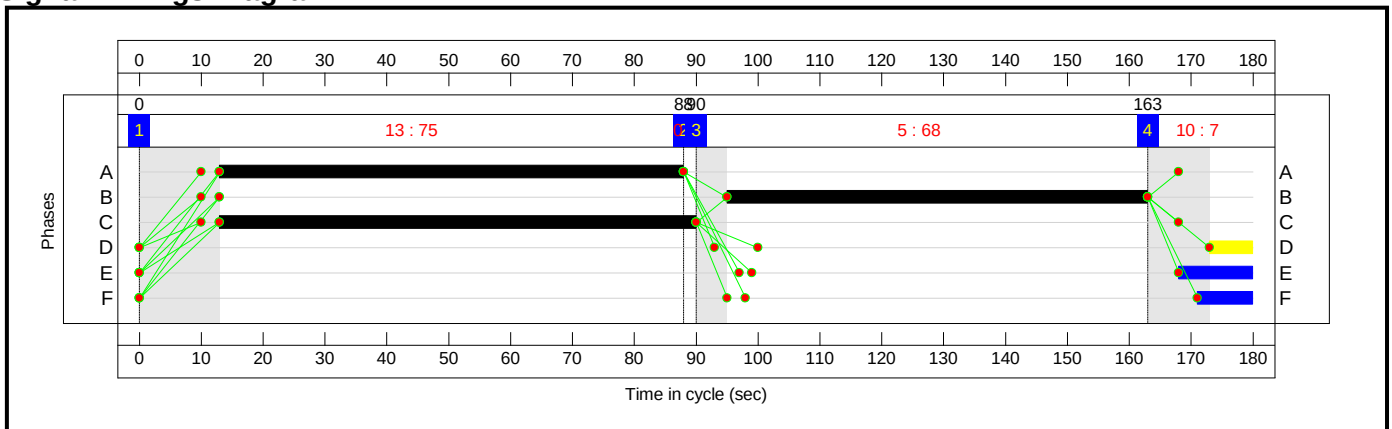
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	75	2	68	7
Change Point	0	88	90	163

Signal Timings Diagram

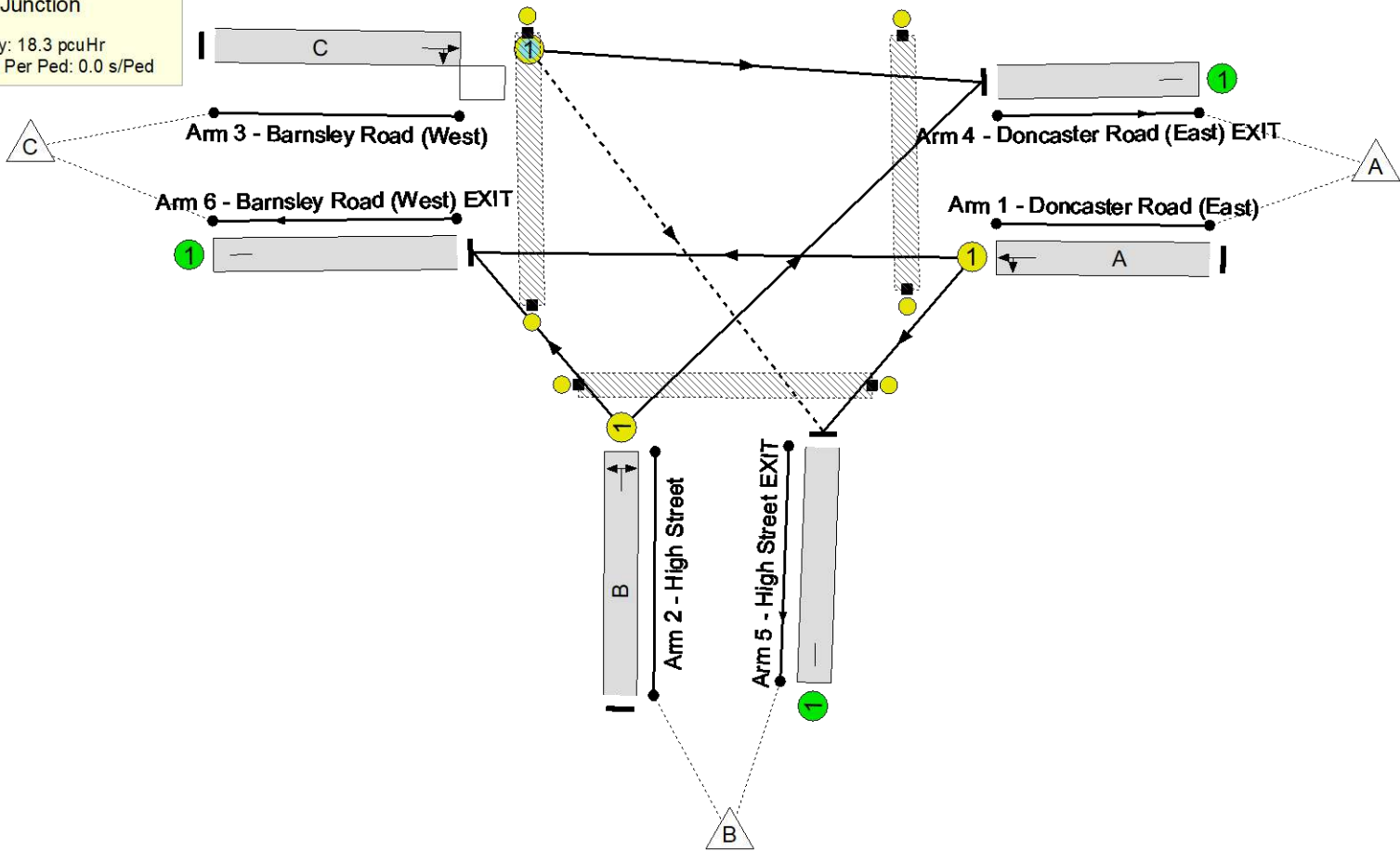


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 19.7 %
Total Traffic Delay: 18.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development	-	-	N/A	-	-		-	-	-	-	-	-	75.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.2%
1/1	Doncaster Road (East) Left Ahead	U	N/A	N/A	A		1	75	-	287	1600	676	42.5%
2/1	High Street Right Left	U	N/A	N/A	B		1	68	-	461	1600	613	75.2%
3/1	Barnsley Road (West) Ahead Right	O	N/A	N/A	C		1	77	-	387	1600	520	74.4%
4/1	Doncaster Road (East) EXIT	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
5/1	High Street EXIT	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
6/1	Barnsley Road (West) EXIT	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	12	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%

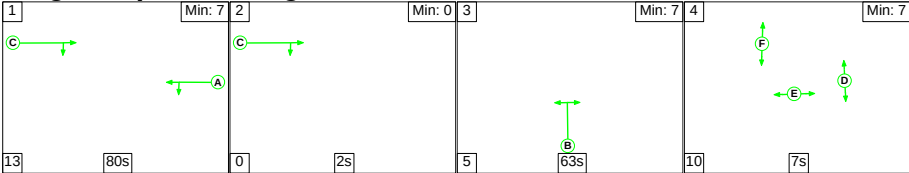
[illegible]

C1	PRC for Signalled Lanes (%):	19.7	Total Delay for Signalled Lanes (pcuHr):	18.28	Cycle Time (s): 180
	PRC Over All Lanes (%):	19.7	Total Delay Over All Lanes(pcuHr):	18.28	

Full Input Data And Results

Scenario 5: '2027 AM Base' (FG5: '2027 AM Base', Plan 1: 'Network Control Plan 1')

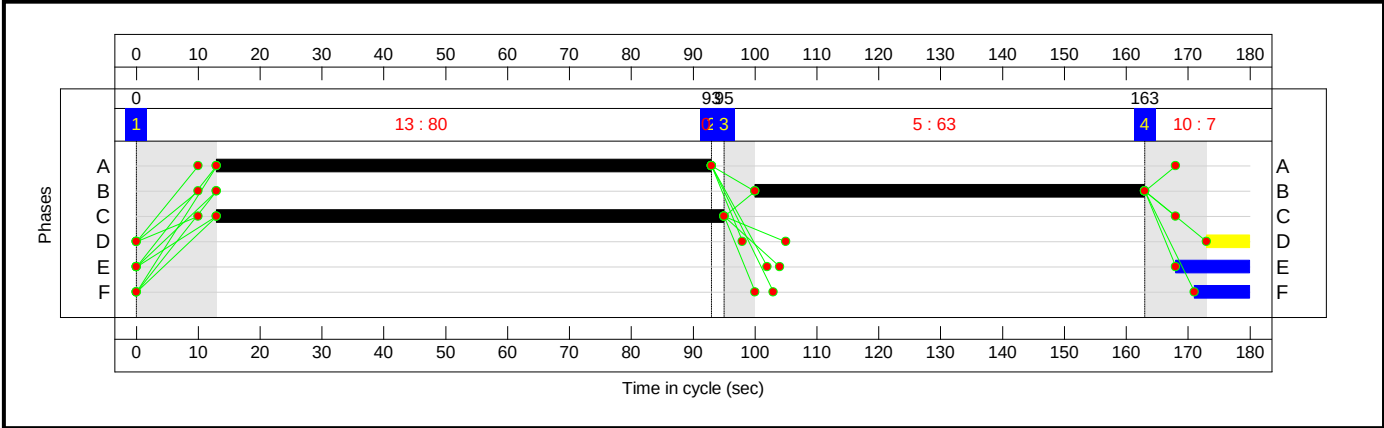
Stage Sequence Diagram



Stage Timings

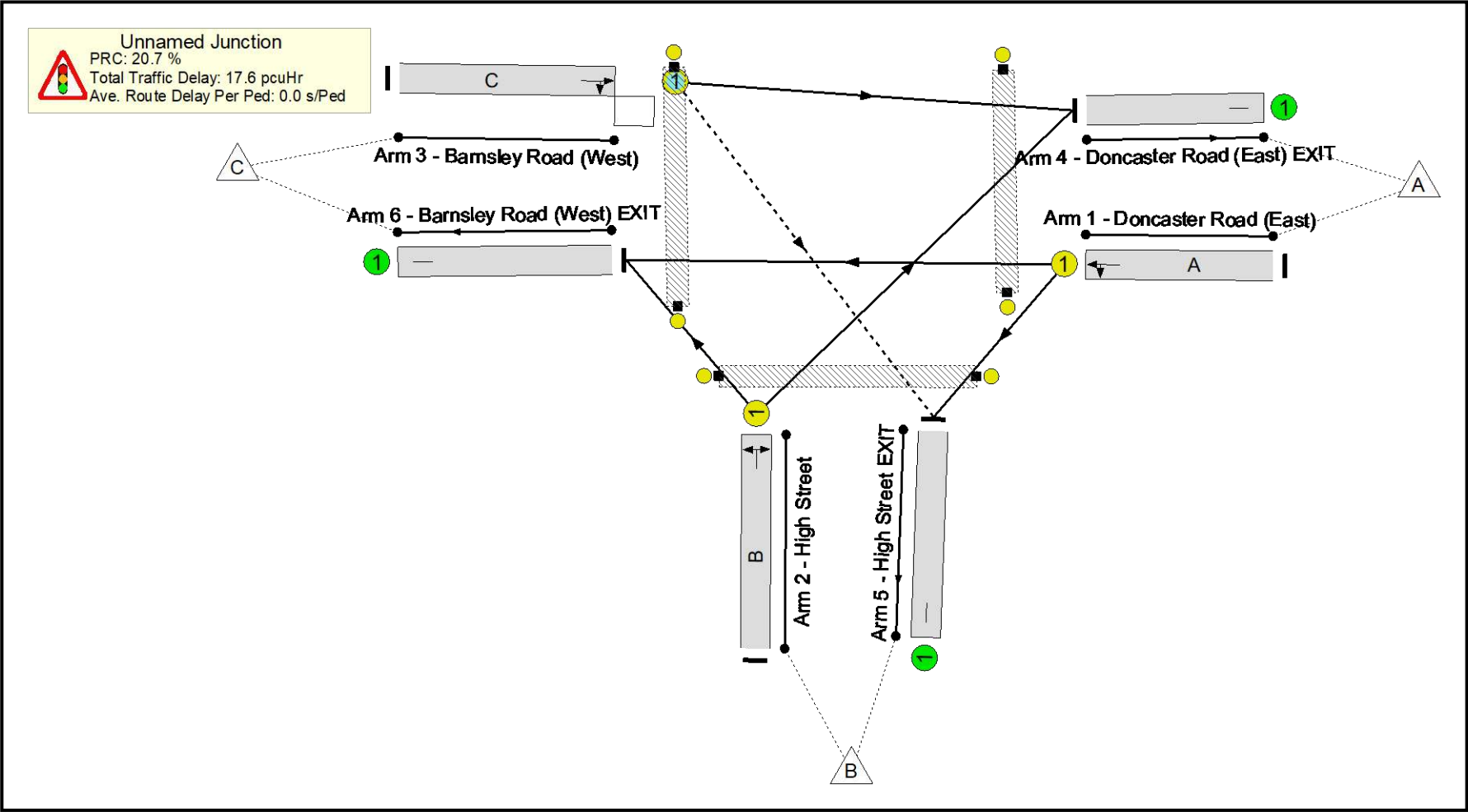
Stage	1	2	3	4
Duration	80	2	63	7
Change Point	0	93	95	163

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

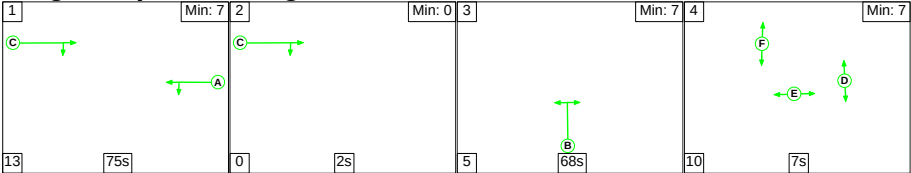
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
1/1	Doncaster Road (East) Left Ahead	U	N/A	N/A	A		1	80	-	312	1600	720	43.3%
2/1	High Street Right Left	U	N/A	N/A	B		1	63	-	418	1600	569	73.5%
3/1	Barnsley Road (West) Ahead Right	O	N/A	N/A	C		1	82	-	380	1600	510	74.6%
4/1	Doncaster Road (East) EXIT	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
5/1	High Street EXIT	U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
6/1	Barnsley Road (West) EXIT	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	12	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%

[illegible]

C1	PRC for Signalled Lanes (%):	20.7	Total Delay for Signalled Lanes (pcuHr):	17.64	Cycle Time (s): 180
	PRC Over All Lanes (%):	20.7	Total Delay Over All Lanes(pcuHr):	17.64	

Full Input Data And Results
Scenario 6: '2027 PM Base' (FG6: '2027 PM Base', Plan 1: 'Network Control Plan 1')

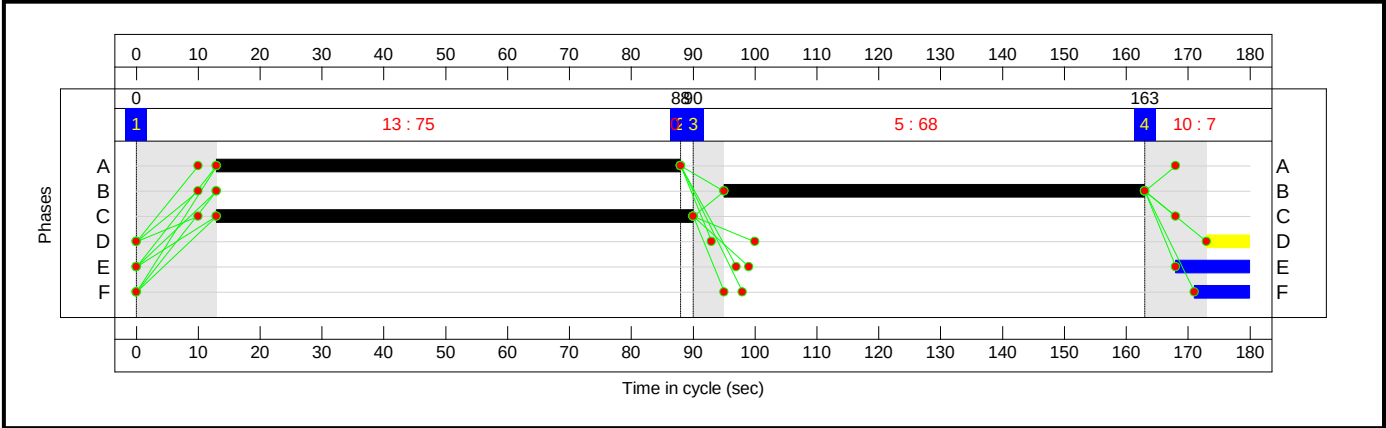
Stage Sequence Diagram



Stage Timings

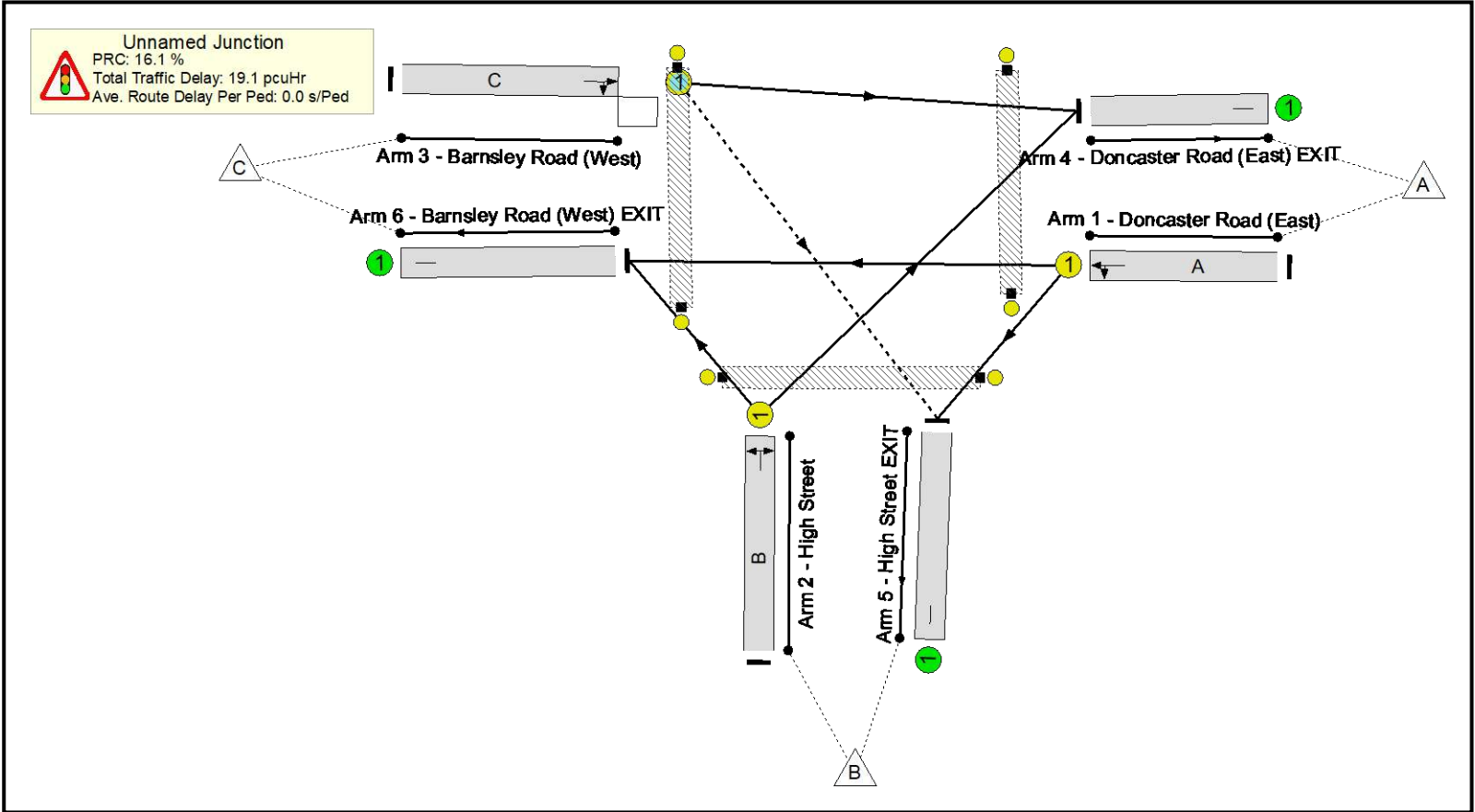
Stage	1	2	3	4
Duration	75	2	68	7
Change Point	0	88	90	163

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development	-	-	N/A	-	-		-	-	-	-	-	-	77.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.5%
1/1	Doncaster Road (East) Left Ahead	U	N/A	N/A	A		1	75	-	284	1600	676	42.0%
2/1	High Street Right Left	U	N/A	N/A	B		1	68	-	469	1600	613	76.5%
3/1	Barnsley Road (West) Ahead Right	O	N/A	N/A	C		1	77	-	403	1600	520	77.5%
4/1	Doncaster Road (East) EXIT	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
5/1	High Street EXIT	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
6/1	Barnsley Road (West) EXIT	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	12	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%

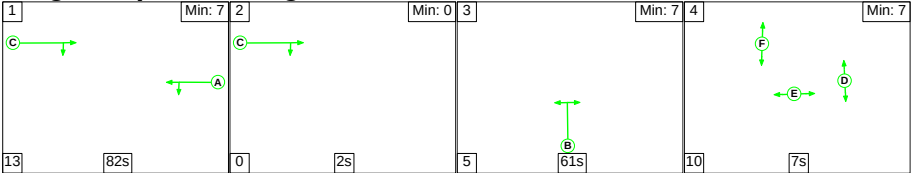
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 7: '2027 AM Base + Development' (FG7: '2027 AM Base + Development', Plan 1: 'Network Control Plan 1')

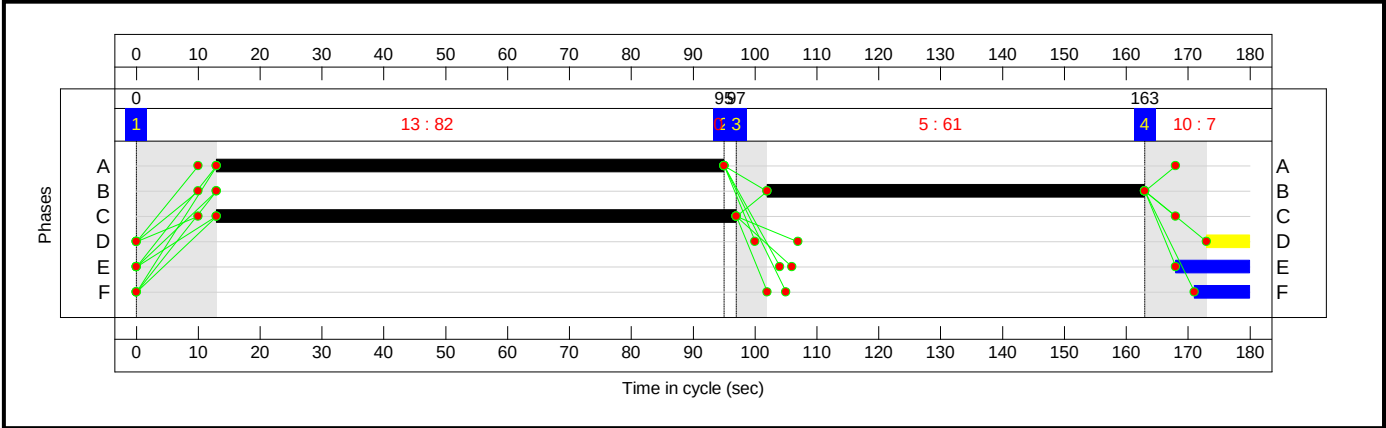
Stage Sequence Diagram



Stage Timings

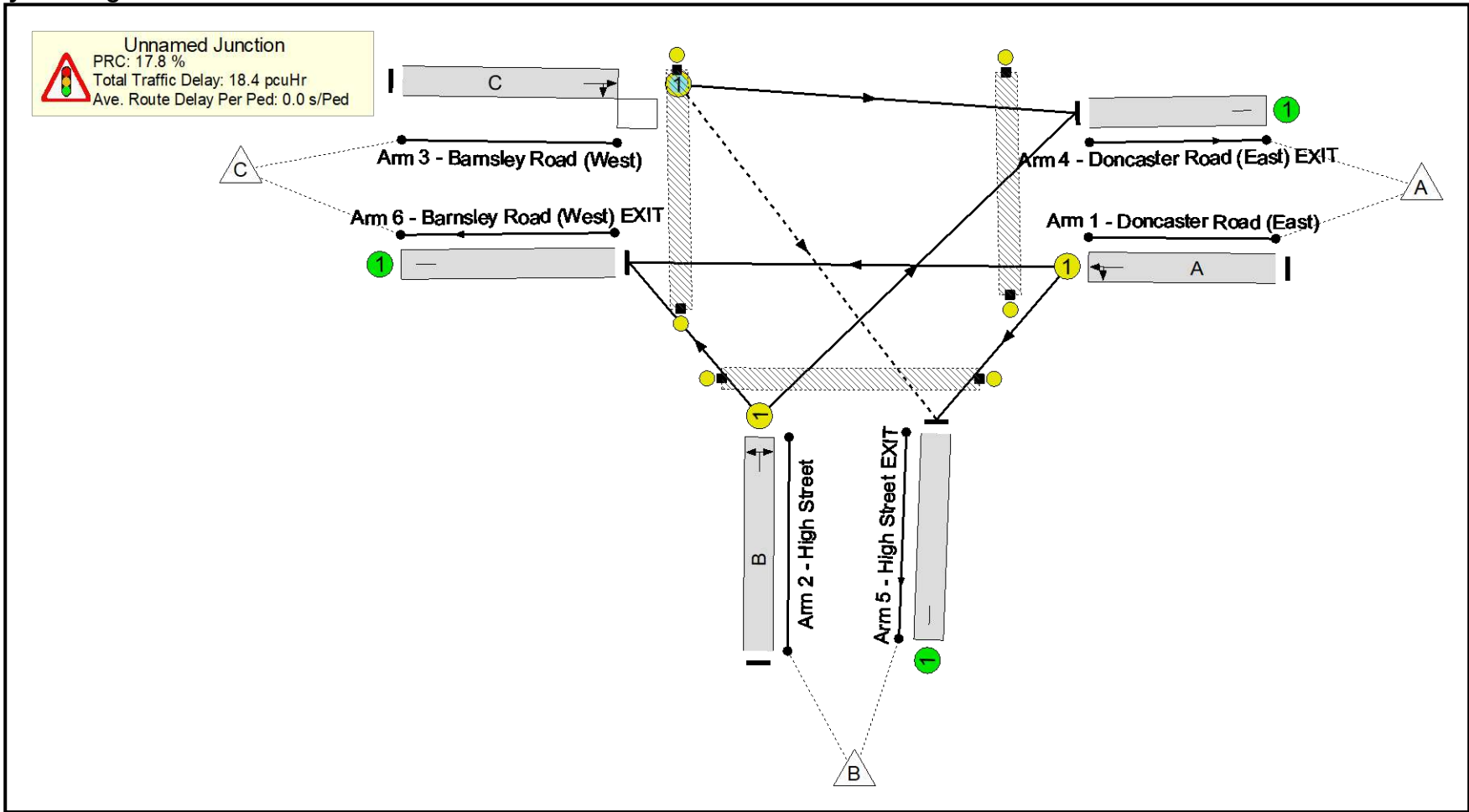
Stage	1	2	3	4
Duration	82	2	61	7
Change Point	0	95	97	163

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

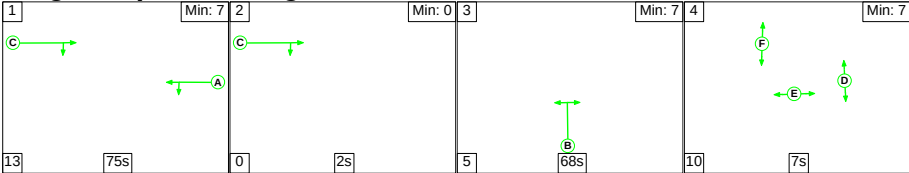
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
1/1	Doncaster Road (East) Left Ahead	U	N/A	N/A	A		1	82	-	332	1600	738	45.0%
2/1	High Street Right Left	U	N/A	N/A	B		1	61	-	421	1600	551	76.4%
3/1	Barnsley Road (West) Ahead Right	O	N/A	N/A	C		1	84	-	384	1600	510	75.3%
4/1	Doncaster Road (East) EXIT	U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
5/1	High Street EXIT	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
6/1	Barnsley Road (West) EXIT	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	12	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%

[illegible][illegible]

Full Input Data And Results

Scenario 8: '2027 PM Base + Development' (FG8: '2027 PM Base + Development', Plan 1: 'Network Control Plan 1')

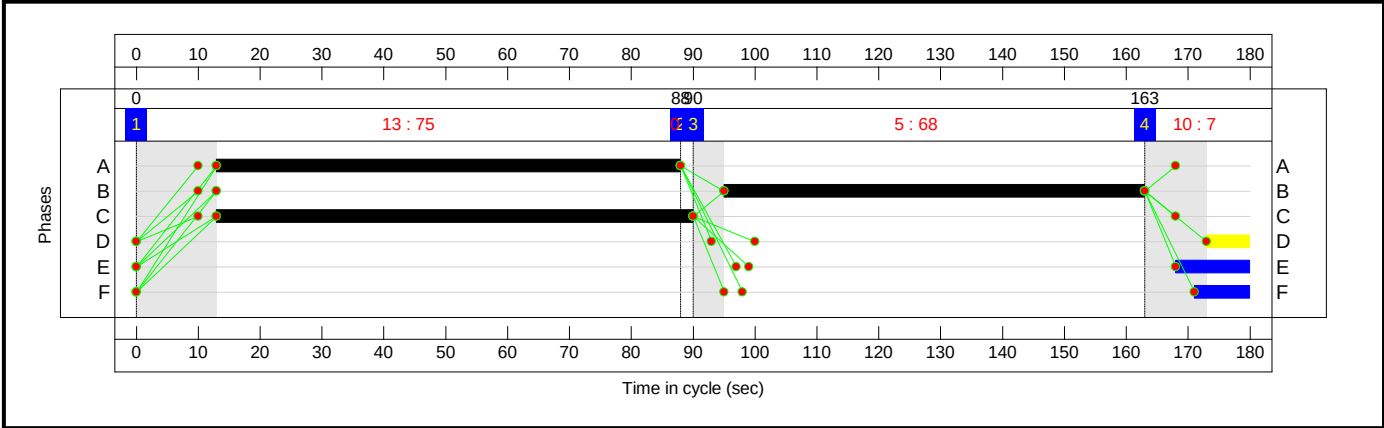
Stage Sequence Diagram



Stage Timings

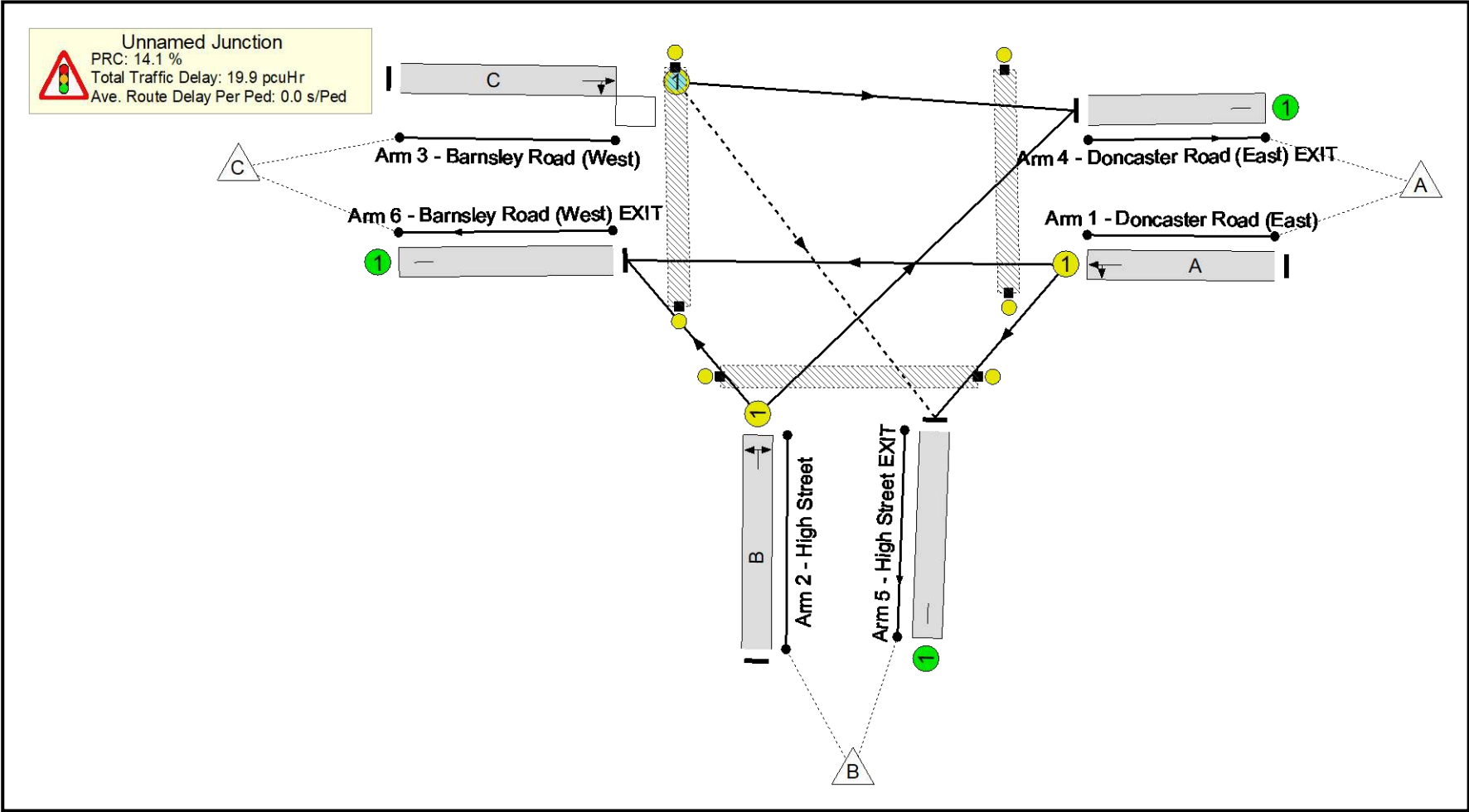
Stage	1	2	3	4
Duration	75	2	68	7
Change Point	0	88	90	163

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development	-	-	N/A	-	-		-	-	-	-	-	-	78.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.9%
1/1	Doncaster Road (East) Left Ahead	U	N/A	N/A	A		1	75	-	297	1600	676	44.0%
2/1	High Street Right Left	U	N/A	N/A	B		1	68	-	481	1600	613	78.4%
3/1	Barnsley Road (West) Ahead Right	O	N/A	N/A	C		1	77	-	403	1600	511	78.9%
4/1	Doncaster Road (East) EXIT	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
5/1	High Street EXIT	U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
6/1	Barnsley Road (West) EXIT	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	12	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Residential Development	-	-	277	0	3	15.5	4.0	0.5	19.9	-	-	-	-
Unnamed Junction	-	-	277	0	3	15.5	4.0	0.5	19.9	-	-	-	-
1/1	297	297	-	-	-	3.0	0.4	-	3.4	41.6	10.5	0.4	10.9
2/1	481	481	-	-	-	6.5	1.8	-	8.3	62.2	21.1	1.8	22.9
3/1	403	403	277	0	3	5.9	1.8	0.5	8.2	73.1	18.2	1.8	20.1
4/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 14.1 Total Delay for Signalled Lanes (pcuHr): 19.93 Cycle Time (s): 180 PRC Over All Lanes (%): 14.1 Total Delay Over All Lanes(pcuHr): 19.93													

100

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.6.541 [19821,26/11/2015]

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Filename: Doncaster Street_East Street.arc8

Path: C:\Users\micro\Dropbox\Project Files\TPS Project Files\P1557.Lockwood Road, Goldthorpe\Transport Assessment\Modelling\20221108 Assessments

Report generation date: 08/11/2022 08:21:03

- » (Default Analysis Set) - 2022 Base, AM
- » (Default Analysis Set) - 2022 Base, PM
- » (Default Analysis Set) - 2027 Base, AM
- » (Default Analysis Set) - 2027 Base, PM
- » (Default Analysis Set) - 2022 Base + Development, AM
- » (Default Analysis Set) - 2022 Base + Development, PM
- » (Default Analysis Set) - 2027 Base + Development, AM
- » (Default Analysis Set) - 2027 Base + Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
A1 - 2022 Base						
Stream B-CD	0.00	0.00	0.00	0.00	0.00	0.00
Stream B-A	0.00	0.00	0.00	0.00	0.00	0.00
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
Stream A-D	-	-	-	-	-	-
Stream AB-CD	0.08	4.57	0.05	0.00	4.55	0.00
Stream AB-C	-	-	-	-	-	-
Stream D-AB	0.01	7.82	0.01	0.01	6.25	0.01
Stream D-C	0.07	8.57	0.06	0.01	10.06	0.01
Stream C-D	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-
Stream C-B	-	-	-	-	-	-
Stream CD-AB	0.00	0.00	0.00	0.01	4.66	0.01
Stream CD-A	-	-	-	-	-	-
A1 - 2022 Base + Development						
Stream B-CD	0.00	0.00	0.00	0.00	0.00	0.00
Stream B-A	0.00	0.00	0.00	0.00	0.00	0.00
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
Stream A-D	-	-	-	-	-	-
Stream AB-CD	0.12	4.61	0.07	0.09	4.73	0.05
Stream AB-C	-	-	-	-	-	-
Stream D-AB	0.06	7.52	0.05	0.03	6.80	0.03
Stream D-C	0.14	10.01	0.13	0.05	10.30	0.05
Stream C-D	-	-	-	-	-	-

Stream C-A	-	-	-	-	-	-
Stream C-B	-	-	-	-	-	-
Stream CD-AB	0.00	0.00	0.00	0.01	4.65	0.01
Stream CD-A	-	-	-	-	-	-
A1 - 2027 Base						
Stream B-CD	0.01	6.23	0.01	0.00	0.00	0.00
Stream B-A	0.00	0.00	0.00	0.00	0.00	0.00
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
Stream A-D	-	-	-	-	-	-
Stream AB-CD	0.09	4.54	0.06	0.00	4.52	0.00
Stream AB-C	-	-	-	-	-	-
Stream D-AB	0.01	7.82	0.01	0.01	6.28	0.01
Stream D-C	0.08	8.81	0.07	0.01	10.19	0.01
Stream C-D	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-
Stream C-B	-	-	-	-	-	-
Stream CD-AB	0.00	0.00	0.00	0.01	4.64	0.01
Stream CD-A	-	-	-	-	-	-
A1 - 2027 Base + Development						
Stream B-CD	0.01	6.25	0.01	0.00	0.00	0.00
Stream B-A	0.00	0.00	0.00	0.00	0.00	0.00
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
Stream A-D	-	-	-	-	-	-
Stream AB-CD	0.13	4.59	0.07	0.09	4.70	0.06
Stream AB-C	-	-	-	-	-	-
Stream D-AB	0.06	7.61	0.05	0.03	6.84	0.03
Stream D-C	0.15	10.19	0.13	0.05	10.46	0.05
Stream C-D	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-
Stream C-B	-	-	-	-	-	-
Stream CD-AB	0.00	0.00	0.00	0.01	4.64	0.01
Stream CD-A	-	-	-	-	-	-

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

"D1 - 2022 Base, AM" model duration: 08:00 - 09:30

"D2 - 2022 Base, PM" model duration: 17:00 - 18:30

"D3 - 2027 Base, AM" model duration: 08:00 - 09:30

"D4 - 2027 Base, PM" model duration: 17:00 - 18:30

"D5 - 2022 Base + Development, AM" model duration: 08:00 - 09:30

"D6 - 2022 Base + Development, PM" model duration: 17:00 - 18:30

"D7 - 2027 Base + Development, AM" model duration: 08:00 - 09:30

"D8 - 2027 Base + Development, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 08/11/2022 08:20:53

File summary

Title	Doncaster Road / East Street / Garden Street
Location	Goldthorpe
Site Number	P1557
Date	08/11/2022
Version	
Status	(new file)
Identifier	
Client	Gleeson
Jobnumber	P1557
Enumerator	micro
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) - 2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Garden Street - 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
2022 Base, AM	2022 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)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D		6.25	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Doncaster Road East	A	Doncaster Road East		Major
Garden Street	B	Garden Street		Minor
Doncaster Road West	C	Doncaster Road West		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
Doncaster Road East	6.00		0.00		2.20	250.00	✓	0.00
Doncaster Road West	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Garden Street	One lane plus flare				5.50	3.50	3.50	3.50	3.50	✓	1.00	23	15
East Street	One lane plus flare				7.00	4.50	4.50	4.50	4.50	✓	3.00	35	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	718.741	-	-	-	-	-	0.278	0.278	0.278	-	-
1	B-A	480.115	0.087	0.221	0.221	-	-	0.139	0.316	-	0.139	0.316
1	B-CD	617.527	0.095	0.239	0.239	-	-	-	-	-	-	-
1	CD-B	718.741	0.278	0.278	0.278	-	-	-	-	-	-	-
1	D-AB	511.344	-	-	-	-	-	0.198	0.198	0.078	-	-
1	D-C	565.641	-	0.164	0.372	0.164	0.372	0.260	0.260	0.103	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Doncaster Road East	ONE HOUR	✓	331.00	100.000
Garden Street	ONE HOUR	✓	4.00	100.000
Doncaster Road West	ONE HOUR	✓	205.00	100.000
East Street	ONE HOUR	✓	30.00	100.000

Turning Proportions

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

	To				
From		Doncaster Road East	Garden Street	Doncaster Road West	East Street
	Doncaster Road East	0.000	2.000	302.000	27.000
	Garden Street	0.000	0.000	4.000	0.000
	Doncaster Road West	161.000	0.000	0.000	44.000
	East Street	4.000	0.000	26.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.00	0.01	0.91	0.08
	Garden Street	0.00	0.00	1.00	0.00
	Doncaster Road West	0.79	0.00	0.00	0.21
	East Street	0.13	0.00	0.87	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	1.000	1.000	1.000	1.000
	Garden Street	1.000	1.000	1.000	1.000
	Doncaster Road West	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.0	0.0	0.0	0.0
	Garden Street	0.0	0.0	0.0	0.0
	Doncaster Road West	0.0	0.0	0.0	0.0
	East Street	0.0	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-CD	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
A-B	-	-	-	-	1.84	2.75	-	-	-	-	-
A-C	-	-	-	-	277.12	415.68	-	-	-	-	-
A-D	-	-	-	-	24.78	37.16	-	-	-	-	-
AB-CD	0.05	4.57	0.08	A	36.35	54.52	5.70	6.28	0.06	5.70	6.28
AB-C	-	-	-	-	265.55	398.32	-	-	-	-	-
D-AB	0.01	7.82	0.01	A	3.67	5.51	0.70	7.64	0.01	0.70	7.64
D-C	0.06	8.57	0.07	A	23.86	35.79	4.83	8.09	0.05	4.83	8.09
C-D	-	-	-	-	40.38	60.56	-	-	-	-	-
C-A	-	-	-	-	147.74	221.60	-	-	-	-	-
C-B	-	-	-	-	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CD-A	-	-	-	-	151.40	227.10	-	-	-	-	-

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-CD	0.00	0.00	0.00	0.00	558.12	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	407.96	0.000	0.00	0.00	0.000	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	227.36	56.84	227.36	0.00	-	-	-	-	-	-
A-D	20.33	5.08	20.33	0.00	-	-	-	-	-	-
AB-CD	27.64	6.91	27.46	0.00	815.78	0.034	0.00	0.05	4.567	A
AB-C	220.05	55.01	220.05	0.00	-	-	-	-	-	-
D-AB	3.01	0.75	2.99	0.00	479.85	0.006	0.00	0.01	7.548	A
D-C	19.57	4.89	19.41	0.00	485.86	0.040	0.00	0.04	7.715	A
C-D	33.13	8.28	33.13	0.00	-	-	-	-	-	-
C-A	121.21	30.30	121.21	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	649.35	0.000	0.00	0.00	0.000	A
CD-A	124.20	31.05	124.20	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-CD	0.00	0.00	0.00	0.00	546.59	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	393.95	0.000	0.00	0.00	0.000	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	271.49	67.87	271.49	0.00	-	-	-	-	-	-
A-D	24.27	6.07	24.27	0.00	-	-	-	-	-	-
AB-CD	35.00	8.75	34.95	0.00	834.96	0.042	0.05	0.06	4.499	A
AB-C	260.76	65.19	260.76	0.00	-	-	-	-	-	-
D-AB	3.60	0.90	3.59	0.00	473.56	0.008	0.01	0.01	7.659	A
D-C	23.37	5.84	23.33	0.00	470.31	0.050	0.04	0.05	8.054	A
C-D	39.56	9.89	39.56	0.00	-	-	-	-	-	-
C-A	144.74	36.18	144.74	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	635.88	0.000	0.00	0.00	0.000	A
CD-A	148.33	37.08	148.33	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-CD	0.00	0.00	0.00	0.00	530.65	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	374.59	0.000	0.00	0.00	0.000	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	332.51	83.13	332.51	0.00	-	-	-	-	-	-
A-D	29.73	7.43	29.73	0.00	-	-	-	-	-	-
AB-CD	46.34	11.59	46.25	0.00	861.36	0.054	0.06	0.08	4.416	A
AB-C	315.89	78.97	315.89	0.00	-	-	-	-	-	-
D-AB	4.40	1.10	4.40	0.00	464.83	0.009	0.01	0.01	7.818	A
D-C	28.63	7.16	28.56	0.00	448.89	0.064	0.05	0.07	8.564	A
C-D	48.44	12.11	48.44	0.00	-	-	-	-	-	-
C-A	177.26	44.32	177.26	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	617.25	0.000	0.00	0.00	0.000	A
CD-A	181.66	45.42	181.66	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-CD	0.00	0.00	0.00	0.00	530.65	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	374.59	0.000	0.00	0.00	0.000	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	332.51	83.13	332.51	0.00	-	-	-	-	-	-
A-D	29.73	7.43	29.73	0.00	-	-	-	-	-	-
AB-CD	46.37	11.59	46.37	0.00	861.39	0.054	0.08	0.08	4.417	A
AB-C	315.87	78.97	315.87	0.00	-	-	-	-	-	-
D-AB	4.40	1.10	4.40	0.00	464.80	0.009	0.01	0.01	7.819	A
D-C	28.63	7.16	28.63	0.00	448.87	0.064	0.07	0.07	8.566	A
C-D	48.44	12.11	48.44	0.00	-	-	-	-	-	-
C-A	177.26	44.32	177.26	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	617.25	0.000	0.00	0.00	0.000	A
CD-A	181.67	45.42	181.67	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-CD	0.00	0.00	0.00	0.00	546.59	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	393.95	0.000	0.00	0.00	0.000	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	271.49	67.87	271.49	0.00	-	-	-	-	-	-
A-D	24.27	6.07	24.27	0.00	-	-	-	-	-	-
AB-CD	35.04	8.76	35.13	0.00	835.01	0.042	0.08	0.06	4.503	A
AB-C	260.72	65.18	260.72	0.00	-	-	-	-	-	-
D-AB	3.60	0.90	3.60	0.00	473.52	0.008	0.01	0.01	7.663	A
D-C	23.37	5.84	23.43	0.00	470.29	0.050	0.07	0.05	8.057	A
C-D	39.56	9.89	39.56	0.00	-	-	-	-	-	-
C-A	144.74	36.18	144.74	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	635.88	0.000	0.00	0.00	0.000	A
CD-A	148.34	37.08	148.34	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-CD	0.00	0.00	0.00	0.00	558.12	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	407.96	0.000	0.00	0.00	0.000	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	227.36	56.84	227.36	0.00	-	-	-	-	-	-
A-D	20.33	5.08	20.33	0.00	-	-	-	-	-	-
AB-CD	27.70	6.92	27.76	0.00	815.83	0.034	0.06	0.05	4.568	A
AB-C	219.99	55.00	219.99	0.00	-	-	-	-	-	-
D-AB	3.01	0.75	3.02	0.00	479.78	0.006	0.01	0.01	7.549	A
D-C	19.57	4.89	19.62	0.00	485.79	0.040	0.05	0.04	7.724	A
C-D	33.13	8.28	33.13	0.00	-	-	-	-	-	-
C-A	121.21	30.30	121.21	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	649.35	0.000	0.00	0.00	0.000	A
CD-A	124.23	31.06	124.23	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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.68	0.05	4.567	A	A
AB-C	-	-	-	-	-
D-AB	0.09	0.01	7.548	A	A
D-C	0.60	0.04	7.715	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.90	0.06	4.499	A	A
AB-C	-	-	-	-	-
D-AB	0.11	0.01	7.659	A	A
D-C	0.76	0.05	8.054	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.26	0.08	4.416	A	A
AB-C	-	-	-	-	-
D-AB	0.14	0.01	7.818	A	A
D-C	0.99	0.07	8.564	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.27	0.08	4.417	A	A
AB-C	-	-	-	-	-
D-AB	0.14	0.01	7.819	A	A
D-C	1.01	0.07	8.566	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.91	0.06	4.503	A	A
AB-C	-	-	-	-	-
D-AB	0.12	0.01	7.663	A	A
D-C	0.81	0.05	8.057	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.69	0.05	4.568	A	A
AB-C	-	-	-	-	-
D-AB	0.10	0.01	7.549	A	A
D-C	0.65	0.04	7.724	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

(Default Analysis Set) - 2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Garden Street - 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
2022 Base, PM	2022 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)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D		5.93	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Doncaster Road East	A	Doncaster Road East		Major
Garden Street	B	Garden Street		Minor
Doncaster Road West	C	Doncaster Road West		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
Doncaster Road East	6.00		0.00		2.20	250.00	✓	0.00
Doncaster Road West	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Garden Street	One lane plus flare				5.50	3.50	3.50	3.50	3.50	✓	1.00	23	15
East Street	One lane plus flare				7.00	4.50	4.50	4.50	4.50	✓	3.00	35	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	718.741	-	-	-	-	-	0.278	0.278	0.278	-	-
1	B-A	480.115	0.087	0.221	0.221	-	-	0.139	0.316	-	0.139	0.316
1	B-CD	617.527	0.095	0.239	0.239	-	-	-	-	-	-	-
1	CD-B	718.741	0.278	0.278	0.278	-	-	-	-	-	-	-
1	D-AB	649.118	-	-	-	-	-	0.252	0.252	0.100	-	-
1	D-C	457.689	-	0.133	0.301	0.133	0.301	0.211	0.211	0.083	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Doncaster Road East	ONE HOUR	✓	275.00	100.000
Garden Street	ONE HOUR	✓	3.00	100.000
Doncaster Road West	ONE HOUR	✓	252.00	100.000
East Street	ONE HOUR	✓	5.00	100.000

Turning Proportions

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

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.000	1.000	272.000	2.000
	Garden Street	0.000	0.000	3.000	0.000
	Doncaster Road West	241.000	3.000	0.000	8.000
	East Street	3.000	0.000	2.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.00	0.00	0.99	0.01
	Garden Street	0.00	0.00	1.00	0.00
	Doncaster Road West	0.96	0.01	0.00	0.03
	East Street	0.60	0.00	0.40	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	1.000	1.000	1.000	1.000
	Garden Street	1.000	1.000	1.000	1.000
	Doncaster Road West	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.0	0.0	0.0	0.0
	Garden Street	0.0	0.0	0.0	0.0
	Doncaster Road West	0.0	0.0	0.0	0.0
	East Street	0.0	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-CD	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
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	249.59	374.39	-	-	-	-	-
A-D	-	-	-	-	1.84	2.75	-	-	-	-	-
AB-CD	0.00	4.55	0.00	A	2.62	3.92	0.30	4.57	0.00	0.30	4.57
AB-C	-	-	-	-	248.81	373.22	-	-	-	-	-
D-AB	0.01	6.25	0.01	A	2.75	4.13	0.42	6.10	0.00	0.42	6.10
D-C	0.01	10.06	0.01	B	1.84	2.75	0.44	9.59	0.00	0.44	9.59
C-D	-	-	-	-	7.34	11.01	-	-	-	-	-
C-A	-	-	-	-	221.15	331.72	-	-	-	-	-
C-B	-	-	-	-	2.75	4.13	-	-	-	-	-
CD-AB	0.01	4.66	0.01	A	3.81	5.71	0.45	4.77	0.01	0.45	4.77
CD-A	-	-	-	-	222.84	334.26	-	-	-	-	-

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-CD	0.00	0.00	0.00	0.00	568.10	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	408.20	0.000	0.00	0.00	0.000	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	204.78	51.19	204.78	0.00	-	-	-	-	-	-
A-D	1.51	0.38	1.51	0.00	-	-	-	-	-	-
AB-CD	2.00	0.50	1.99	0.00	793.45	0.003	0.00	0.00	4.548	A
AB-C	204.28	51.07	204.28	0.00	-	-	-	-	-	-
D-AB	2.26	0.56	2.24	0.00	601.74	0.004	0.00	0.00	6.004	A
D-C	1.51	0.38	1.49	0.00	390.88	0.004	0.00	0.00	9.245	A
C-D	6.02	1.51	6.02	0.00	-	-	-	-	-	-
C-A	181.44	45.36	181.44	0.00	-	-	-	-	-	-
C-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
CD-AB	2.92	0.73	2.91	0.00	776.22	0.004	0.00	0.00	4.654	A
CD-A	183.02	45.75	183.02	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-CD	0.00	0.00	0.00	0.00	558.51	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	394.23	0.000	0.00	0.00	0.000	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	244.52	61.13	244.52	0.00	-	-	-	-	-	-
A-D	1.80	0.45	1.80	0.00	-	-	-	-	-	-
AB-CD	2.52	0.63	2.52	0.00	808.62	0.003	0.00	0.00	4.465	A
AB-C	243.80	60.95	243.80	0.00	-	-	-	-	-	-
D-AB	2.70	0.67	2.69	0.00	592.31	0.005	0.00	0.00	6.104	A
D-C	1.80	0.45	1.79	0.00	378.06	0.005	0.00	0.00	9.567	A
C-D	7.19	1.80	7.19	0.00	-	-	-	-	-	-
C-A	216.65	54.16	216.65	0.00	-	-	-	-	-	-
C-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
CD-AB	3.67	0.92	3.67	0.00	788.22	0.005	0.00	0.00	4.588	A
CD-A	218.37	54.59	218.37	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-CD	0.00	0.00	0.00	0.00	545.24	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	374.93	0.000	0.00	0.00	0.000	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	299.48	74.87	299.48	0.00	-	-	-	-	-	-
A-D	2.20	0.55	2.20	0.00	-	-	-	-	-	-
AB-CD	3.33	0.83	3.32	0.00	829.76	0.004	0.00	0.00	4.355	A
AB-C	298.35	74.59	298.35	0.00	-	-	-	-	-	-
D-AB	3.30	0.83	3.30	0.00	579.57	0.006	0.00	0.01	6.246	A
D-C	2.20	0.55	2.20	0.00	360.13	0.006	0.00	0.01	10.057	B
C-D	8.81	2.20	8.81	0.00	-	-	-	-	-	-
C-A	265.35	66.34	265.35	0.00	-	-	-	-	-	-
C-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
CD-AB	4.82	1.21	4.82	0.00	805.08	0.006	0.00	0.01	4.498	A
CD-A	267.12	66.78	267.12	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-CD	0.00	0.00	0.00	0.00	545.24	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	374.93	0.000	0.00	0.00	0.000	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	299.48	74.87	299.48	0.00	-	-	-	-	-	-
A-D	2.20	0.55	2.20	0.00	-	-	-	-	-	-
AB-CD	3.33	0.83	3.33	0.00	829.76	0.004	0.00	0.00	4.357	A
AB-C	298.35	74.59	298.35	0.00	-	-	-	-	-	-
D-AB	3.30	0.83	3.30	0.00	579.49	0.006	0.01	0.01	6.247	A
D-C	2.20	0.55	2.20	0.00	360.18	0.006	0.01	0.01	10.055	B
C-D	8.81	2.20	8.81	0.00	-	-	-	-	-	-
C-A	265.35	66.34	265.35	0.00	-	-	-	-	-	-
C-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
CD-AB	4.83	1.21	4.82	0.00	805.08	0.006	0.01	0.01	4.499	A
CD-A	267.13	66.78	267.13	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-CD	0.00	0.00	0.00	0.00	558.51	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	394.23	0.000	0.00	0.00	0.000	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	244.52	61.13	244.52	0.00	-	-	-	-	-	-
A-D	1.80	0.45	1.80	0.00	-	-	-	-	-	-
AB-CD	2.52	0.63	2.53	0.00	808.63	0.003	0.00	0.00	4.465	A
AB-C	243.80	60.95	243.80	0.00	-	-	-	-	-	-
D-AB	2.70	0.67	2.70	0.00	592.16	0.005	0.01	0.00	6.106	A
D-C	1.80	0.45	1.80	0.00	378.17	0.005	0.01	0.00	9.564	A
C-D	7.19	1.80	7.19	0.00	-	-	-	-	-	-
C-A	216.65	54.16	216.65	0.00	-	-	-	-	-	-
C-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
CD-AB	3.68	0.92	3.68	0.00	788.23	0.005	0.01	0.00	4.588	A
CD-A	218.38	54.59	218.38	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-CD	0.00	0.00	0.00	0.00	568.10	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	408.19	0.000	0.00	0.00	0.000	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	204.78	51.19	204.78	0.00	-	-	-	-	-	-
A-D	1.51	0.38	1.51	0.00	-	-	-	-	-	-
AB-CD	2.00	0.50	2.00	0.00	793.45	0.003	0.00	0.00	4.550	A
AB-C	204.28	51.07	204.28	0.00	-	-	-	-	-	-
D-AB	2.26	0.56	2.26	0.00	601.40	0.004	0.00	0.00	6.010	A
D-C	1.51	0.38	1.51	0.00	391.12	0.004	0.00	0.00	9.239	A
C-D	6.02	1.51	6.02	0.00	-	-	-	-	-	-
C-A	181.44	45.36	181.44	0.00	-	-	-	-	-	-
C-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
CD-AB	2.93	0.73	2.93	0.00	776.23	0.004	0.00	0.00	4.656	A
CD-A	183.03	45.76	183.03	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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.04	0.00	4.548	A	A
AB-C	-	-	-	-	-
D-AB	0.05	0.00	6.004	A	A
D-C	0.06	0.00	9.245	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.06	0.00	4.654	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.05	0.00	4.465	A	A
AB-C	-	-	-	-	-
D-AB	0.07	0.00	6.104	A	A
D-C	0.07	0.00	9.567	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.07	0.00	4.588	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.06	0.00	4.355	A	A
AB-C	-	-	-	-	-
D-AB	0.08	0.01	6.246	A	A
D-C	0.09	0.01	10.057	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.10	0.01	4.498	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.06	0.00	4.357	A	A
AB-C	-	-	-	-	-
D-AB	0.09	0.01	6.247	A	A
D-C	0.09	0.01	10.055	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.10	0.01	4.499	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.05	0.00	4.465	A	A
AB-C	-	-	-	-	-
D-AB	0.07	0.00	6.106	A	A
D-C	0.07	0.00	9.564	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.07	0.00	4.588	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.04	0.00	4.550	A	A
AB-C	-	-	-	-	-
D-AB	0.06	0.00	6.010	A	A
D-C	0.06	0.00	9.239	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.06	0.00	4.656	A	A
CD-A	-	-	-	-	-

(Default Analysis Set) - 2027 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Garden Street - 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
2027 Base, AM	2027 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)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D		6.31	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Doncaster Road East	A	Doncaster Road East		Major
Garden Street	B	Garden Street		Minor
Doncaster Road West	C	Doncaster Road West		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
Doncaster Road East	6.00		0.00		2.20	250.00	✓	0.00
Doncaster Road West	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Garden Street	One lane plus flare				5.50	3.50	3.50	3.50	3.50	✓	1.00	23	15
East Street	One lane plus flare				7.00	4.50	4.50	4.50	4.50	✓	3.00	35	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	718.741	-	-	-	-	-	0.278	0.278	0.278	-	-
1	B-A	369.186	0.067	0.170	0.170	-	-	0.107	0.243	-	0.107	0.243
1	B-CD	684.109	0.105	0.265	0.265	-	-	-	-	-	-	-
1	CD-B	718.741	0.278	0.278	0.278	-	-	-	-	-	-	-
1	D-AB	515.597	-	-	-	-	-	0.200	0.200	0.079	-	-
1	D-C	562.308	-	0.163	0.370	0.163	0.370	0.259	0.259	0.102	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Doncaster Road East	ONE HOUR	✓	347.00	100.000
Garden Street	ONE HOUR	✓	5.00	100.000
Doncaster Road West	ONE HOUR	✓	215.00	100.000
East Street	ONE HOUR	✓	33.00	100.000

Turning Proportions

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

		To			
From		Doncaster Road East	Garden Street	Doncaster Road West	East Street
	Doncaster Road East	0.000	2.000	316.000	29.000
	Garden Street	0.000	0.000	5.000	0.000
	Doncaster Road West	169.000	0.000	0.000	46.000
	East Street	5.000	0.000	28.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
From		Doncaster Road East	Garden Street	Doncaster Road West	East Street
	Doncaster Road East	0.00	0.01	0.91	0.08
	Garden Street	0.00	0.00	1.00	0.00
	Doncaster Road West	0.79	0.00	0.00	0.21
	East Street	0.15	0.00	0.85	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
From		Doncaster Road East	Garden Street	Doncaster Road West	East Street
	Doncaster Road East	1.000	1.000	1.000	1.000
	Garden Street	1.000	1.000	1.000	1.000
	Doncaster Road West	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.0	0.0	0.0	0.0
	Garden Street	0.0	0.0	0.0	0.0
	Doncaster Road West	0.0	0.0	0.0	0.0
	East Street	0.0	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-CD	0.01	6.23	0.01	A	4.59	6.88	0.69	6.04	0.01	0.69	6.04
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	1.84	2.75	-	-	-	-	-
A-C	-	-	-	-	289.97	434.95	-	-	-	-	-
A-D	-	-	-	-	26.61	39.92	-	-	-	-	-
AB-CD	0.06	4.54	0.09	A	39.93	59.90	6.39	6.40	0.07	6.39	6.40
AB-C	-	-	-	-	281.23	421.84	-	-	-	-	-
D-AB	0.01	7.82	0.01	A	4.59	6.88	0.87	7.62	0.01	0.87	7.62
D-C	0.07	8.81	0.08	A	25.69	38.54	5.32	8.29	0.06	5.32	8.29
C-D	-	-	-	-	42.21	63.32	-	-	-	-	-
C-A	-	-	-	-	155.08	232.62	-	-	-	-	-
C-B	-	-	-	-	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CD-A	-	-	-	-	159.66	239.49	-	-	-	-	-

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-CD	3.76	0.94	3.74	0.00	615.11	0.006	0.00	0.01	5.888	A
B-A	0.00	0.00	0.00	0.00	310.93	0.000	0.00	0.00	0.000	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	237.90	59.48	237.90	0.00	-	-	-	-	-	-
A-D	21.83	5.46	21.83	0.00	-	-	-	-	-	-
AB-CD	30.23	7.56	30.03	0.00	822.51	0.037	0.00	0.05	4.543	A
AB-C	233.24	58.31	233.24	0.00	-	-	-	-	-	-
D-AB	3.76	0.94	3.73	0.00	482.07	0.008	0.00	0.01	7.525	A
D-C	21.08	5.27	20.90	0.00	478.39	0.044	0.00	0.05	7.863	A
C-D	34.63	8.66	34.63	0.00	-	-	-	-	-	-
C-A	127.23	31.81	127.23	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	645.99	0.000	0.00	0.00	0.000	A
CD-A	130.97	32.74	130.97	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-CD	4.49	1.12	4.49	0.00	601.71	0.007	0.01	0.01	6.027	A
B-A	0.00	0.00	0.00	0.00	299.62	0.000	0.00	0.00	0.000	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	284.08	71.02	284.08	0.00	-	-	-	-	-	-
A-D	26.07	6.52	26.07	0.00	-	-	-	-	-	-
AB-CD	38.42	9.60	38.35	0.00	842.98	0.046	0.05	0.07	4.475	A
AB-C	276.22	69.05	276.22	0.00	-	-	-	-	-	-
D-AB	4.49	1.12	4.49	0.00	475.36	0.009	0.01	0.01	7.644	A
D-C	25.17	6.29	25.13	0.00	462.04	0.054	0.05	0.06	8.238	A
C-D	41.35	10.34	41.35	0.00	-	-	-	-	-	-
C-A	151.93	37.98	151.93	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	631.87	0.000	0.00	0.00	0.000	A
CD-A	156.42	39.10	156.42	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-CD	5.51	1.38	5.50	0.00	583.19	0.009	0.01	0.01	6.231	A
B-A	0.00	0.00	0.00	0.00	283.99	0.000	0.00	0.00	0.000	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	347.92	86.98	347.92	0.00	-	-	-	-	-	-
A-D	31.93	7.98	31.93	0.00	-	-	-	-	-	-
AB-CD	51.08	12.77	50.97	0.00	871.08	0.059	0.07	0.09	4.391	A
AB-C	334.27	83.57	334.27	0.00	-	-	-	-	-	-
D-AB	5.51	1.38	5.50	0.00	466.03	0.012	0.01	0.01	7.816	A
D-C	30.83	7.71	30.76	0.00	439.51	0.070	0.06	0.07	8.806	A
C-D	50.65	12.66	50.65	0.00	-	-	-	-	-	-
C-A	186.07	46.52	186.07	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	612.35	0.000	0.00	0.00	0.000	A
CD-A	191.57	47.89	191.57	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-CD	5.51	1.38	5.50	0.00	583.19	0.009	0.01	0.01	6.231	A
B-A	0.00	0.00	0.00	0.00	283.99	0.000	0.00	0.00	0.000	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	347.92	86.98	347.92	0.00	-	-	-	-	-	-
A-D	31.93	7.98	31.93	0.00	-	-	-	-	-	-
AB-CD	51.11	12.78	51.11	0.00	871.12	0.059	0.09	0.09	4.391	A
AB-C	334.25	83.56	334.25	0.00	-	-	-	-	-	-
D-AB	5.51	1.38	5.50	0.00	465.99	0.012	0.01	0.01	7.817	A
D-C	30.83	7.71	30.83	0.00	439.49	0.070	0.07	0.08	8.808	A
C-D	50.65	12.66	50.65	0.00	-	-	-	-	-	-
C-A	186.07	46.52	186.07	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	612.35	0.000	0.00	0.00	0.000	A
CD-A	191.58	47.89	191.58	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-CD	4.49	1.12	4.50	0.00	601.71	0.007	0.01	0.01	6.027	A
B-A	0.00	0.00	0.00	0.00	299.62	0.000	0.00	0.00	0.000	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	284.08	71.02	284.08	0.00	-	-	-	-	-	-
A-D	26.07	6.52	26.07	0.00	-	-	-	-	-	-
AB-CD	38.46	9.62	38.57	0.00	843.03	0.046	0.09	0.07	4.476	A
AB-C	276.19	69.05	276.19	0.00	-	-	-	-	-	-
D-AB	4.49	1.12	4.50	0.00	475.30	0.009	0.01	0.01	7.645	A
D-C	25.17	6.29	25.24	0.00	462.01	0.054	0.08	0.06	8.243	A
C-D	41.35	10.34	41.35	0.00	-	-	-	-	-	-
C-A	151.93	37.98	151.93	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	631.87	0.000	0.00	0.00	0.000	A
CD-A	156.43	39.11	156.43	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-CD	3.76	0.94	3.77	0.00	615.11	0.006	0.01	0.01	5.890	A
B-A	0.00	0.00	0.00	0.00	310.93	0.000	0.00	0.00	0.000	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	237.90	59.48	237.90	0.00	-	-	-	-	-	-
A-D	21.83	5.46	21.83	0.00	-	-	-	-	-	-
AB-CD	30.31	7.58	30.37	0.00	822.58	0.037	0.07	0.05	4.544	A
AB-C	233.20	58.30	233.20	0.00	-	-	-	-	-	-
D-AB	3.76	0.94	3.77	0.00	481.99	0.008	0.01	0.01	7.529	A
D-C	21.08	5.27	21.13	0.00	478.32	0.044	0.06	0.05	7.874	A
C-D	34.63	8.66	34.63	0.00	-	-	-	-	-	-
C-A	127.23	31.81	127.23	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	645.99	0.000	0.00	0.00	0.000	A
CD-A	131.00	32.75	131.00	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-CD	0.09	0.01	5.888	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.75	0.05	4.543	A	A
AB-C	-	-	-	-	-
D-AB	0.11	0.01	7.525	A	A
D-C	0.66	0.04	7.863	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.11	0.01	6.027	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.01	0.07	4.475	A	A
AB-C	-	-	-	-	-
D-AB	0.14	0.01	7.644	A	A
D-C	0.84	0.06	8.238	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.14	0.01	6.231	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.42	0.09	4.391	A	A
AB-C	-	-	-	-	-
D-AB	0.17	0.01	7.816	A	A
D-C	1.09	0.07	8.806	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.14	0.01	6.231	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.43	0.10	4.391	A	A
AB-C	-	-	-	-	-
D-AB	0.18	0.01	7.817	A	A
D-C	1.12	0.07	8.808	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.12	0.01	6.027	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.02	0.07	4.476	A	A
AB-C	-	-	-	-	-
D-AB	0.15	0.01	7.645	A	A
D-C	0.89	0.06	8.243	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.09	0.01	5.890	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.77	0.05	4.544	A	A
AB-C	-	-	-	-	-
D-AB	0.12	0.01	7.529	A	A
D-C	0.71	0.05	7.874	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

(Default Analysis Set) - 2027 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Garden Street - 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
2027 Base, PM	2027 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)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D		5.93	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Doncaster Road East	A	Doncaster Road East		Major
Garden Street	B	Garden Street		Minor
Doncaster Road West	C	Doncaster Road West		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
Doncaster Road East	6.00		0.00		2.20	250.00	✓	0.00
Doncaster Road West	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Garden Street	One lane plus flare				5.50	3.50	3.50	3.50	3.50	✓	1.00	23	15
East Street	One lane plus flare				7.00	4.50	4.50	4.50	4.50	✓	3.00	35	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	718.741	-	-	-	-	-	0.278	0.278	0.278	-	-
1	B-A	480.115	0.087	0.221	0.221	-	-	0.139	0.316	-	0.139	0.316
1	B-CD	617.527	0.095	0.239	0.239	-	-	-	-	-	-	-
1	CD-B	718.741	0.278	0.278	0.278	-	-	-	-	-	-	-
1	D-AB	649.118	-	-	-	-	-	0.252	0.252	0.100	-	-
1	D-C	457.689	-	0.133	0.301	0.133	0.301	0.211	0.211	0.083	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Doncaster Road East	ONE HOUR	✓	289.00	100.000
Garden Street	ONE HOUR	✓	3.00	100.000
Doncaster Road West	ONE HOUR	✓	263.00	100.000
East Street	ONE HOUR	✓	5.00	100.000

Turning Proportions

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

	To				
From		Doncaster Road East	Garden Street	Doncaster Road West	East Street
	Doncaster Road East	0.000	1.000	286.000	2.000
	Garden Street	0.000	0.000	3.000	0.000
	Doncaster Road West	252.000	3.000	0.000	8.000
	East Street	3.000	0.000	2.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To				
From		Doncaster Road East	Garden Street	Doncaster Road West	East Street
	Doncaster Road East	0.00	0.00	0.99	0.01
	Garden Street	0.00	0.00	1.00	0.00
	Doncaster Road West	0.96	0.01	0.00	0.03
	East Street	0.60	0.00	0.40	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		Doncaster Road East	Garden Street	Doncaster Road West	East Street
	Doncaster Road East	1.000	1.000	1.000	1.000
	Garden Street	1.000	1.000	1.000	1.000
	Doncaster Road West	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
From		Doncaster Road East	Garden Street	Doncaster Road West	East Street
	Doncaster Road East	0.0	0.0	0.0	0.0
	Garden Street	0.0	0.0	0.0	0.0
	Doncaster Road West	0.0	0.0	0.0	0.0
	East Street	0.0	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-CD	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
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	262.44	393.66	-	-	-	-	-
A-D	-	-	-	-	1.84	2.75	-	-	-	-	-
AB-CD	0.00	4.52	0.00	A	2.66	3.99	0.30	4.54	0.00	0.30	4.54
AB-C	-	-	-	-	261.61	392.42	-	-	-	-	-
D-AB	0.01	6.28	0.01	A	2.75	4.13	0.42	6.13	0.00	0.42	6.13
D-C	0.01	10.19	0.01	B	1.84	2.75	0.44	9.70	0.00	0.44	9.70
C-D	-	-	-	-	7.34	11.01	-	-	-	-	-
C-A	-	-	-	-	231.24	346.86	-	-	-	-	-
C-B	-	-	-	-	2.75	4.13	-	-	-	-	-
CD-AB	0.01	4.64	0.01	A	3.87	5.80	0.46	4.75	0.01	0.46	4.75
CD-A	-	-	-	-	232.88	349.32	-	-	-	-	-

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-CD	0.00	0.00	0.00	0.00	565.58	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	404.72	0.000	0.00	0.00	0.000	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	215.32	53.83	215.32	0.00	-	-	-	-	-	-
A-D	1.51	0.38	1.51	0.00	-	-	-	-	-	-
AB-CD	2.03	0.51	2.02	0.00	797.82	0.003	0.00	0.00	4.523	A
AB-C	214.79	53.70	214.79	0.00	-	-	-	-	-	-
D-AB	2.26	0.56	2.24	0.00	599.65	0.004	0.00	0.00	6.025	A
D-C	1.51	0.38	1.49	0.00	387.74	0.004	0.00	0.00	9.320	A
C-D	6.02	1.51	6.02	0.00	-	-	-	-	-	-
C-A	189.72	47.43	189.72	0.00	-	-	-	-	-	-
C-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
CD-AB	2.96	0.74	2.94	0.00	778.69	0.004	0.00	0.00	4.640	A
CD-A	191.26	47.82	191.26	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-CD	0.00	0.00	0.00	0.00	555.50	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	390.07	0.000	0.00	0.00	0.000	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	257.11	64.28	257.11	0.00	-	-	-	-	-	-
A-D	1.80	0.45	1.80	0.00	-	-	-	-	-	-
AB-CD	2.56	0.64	2.56	0.00	813.88	0.003	0.00	0.00	4.436	A
AB-C	256.34	64.09	256.34	0.00	-	-	-	-	-	-
D-AB	2.70	0.67	2.69	0.00	589.82	0.005	0.00	0.00	6.130	A
D-C	1.80	0.45	1.79	0.00	374.31	0.005	0.00	0.00	9.663	A
C-D	7.19	1.80	7.19	0.00	-	-	-	-	-	-
C-A	226.54	56.64	226.54	0.00	-	-	-	-	-	-
C-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
CD-AB	3.73	0.93	3.72	0.00	791.23	0.005	0.00	0.00	4.571	A
CD-A	228.21	57.05	228.21	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-CD	0.00	0.00	0.00	0.00	541.55	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	369.84	0.000	0.00	0.00	0.000	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	314.89	78.72	314.89	0.00	-	-	-	-	-	-
A-D	2.20	0.55	2.20	0.00	-	-	-	-	-	-
AB-CD	3.40	0.85	3.39	0.00	836.21	0.004	0.00	0.00	4.322	A
AB-C	313.70	78.42	313.70	0.00	-	-	-	-	-	-
D-AB	3.30	0.83	3.30	0.00	576.51	0.006	0.00	0.01	6.279	A
D-C	2.20	0.55	2.20	0.00	355.54	0.006	0.00	0.01	10.188	B
C-D	8.81	2.20	8.81	0.00	-	-	-	-	-	-
C-A	277.46	69.36	277.46	0.00	-	-	-	-	-	-
C-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
CD-AB	4.91	1.23	4.90	0.00	808.84	0.006	0.00	0.01	4.477	A
CD-A	279.15	69.79	279.15	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-CD	0.00	0.00	0.00	0.00	541.55	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	369.84	0.000	0.00	0.00	0.000	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	314.89	78.72	314.89	0.00	-	-	-	-	-	-
A-D	2.20	0.55	2.20	0.00	-	-	-	-	-	-
AB-CD	3.40	0.85	3.40	0.00	836.21	0.004	0.00	0.00	4.322	A
AB-C	313.70	78.42	313.70	0.00	-	-	-	-	-	-
D-AB	3.30	0.83	3.30	0.00	576.43	0.006	0.01	0.01	6.280	A
D-C	2.20	0.55	2.20	0.00	355.59	0.006	0.01	0.01	10.186	B
C-D	8.81	2.20	8.81	0.00	-	-	-	-	-	-
C-A	277.46	69.36	277.46	0.00	-	-	-	-	-	-
C-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
CD-AB	4.91	1.23	4.91	0.00	808.85	0.006	0.01	0.01	4.479	A
CD-A	279.15	69.79	279.15	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-CD	0.00	0.00	0.00	0.00	555.50	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	390.07	0.000	0.00	0.00	0.000	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	257.11	64.28	257.11	0.00	-	-	-	-	-	-
A-D	1.80	0.45	1.80	0.00	-	-	-	-	-	-
AB-CD	2.57	0.64	2.57	0.00	813.88	0.003	0.00	0.00	4.438	A
AB-C	256.34	64.09	256.34	0.00	-	-	-	-	-	-
D-AB	2.70	0.67	2.70	0.00	589.66	0.005	0.01	0.00	6.132	A
D-C	1.80	0.45	1.80	0.00	374.42	0.005	0.01	0.00	9.661	A
C-D	7.19	1.80	7.19	0.00	-	-	-	-	-	-
C-A	226.54	56.64	226.54	0.00	-	-	-	-	-	-
C-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
CD-AB	3.73	0.93	3.73	0.00	791.23	0.005	0.01	0.00	4.572	A
CD-A	228.21	57.05	228.21	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-CD	0.00	0.00	0.00	0.00	565.58	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	404.71	0.000	0.00	0.00	0.000	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	215.32	53.83	215.32	0.00	-	-	-	-	-	-
A-D	1.51	0.38	1.51	0.00	-	-	-	-	-	-
AB-CD	2.03	0.51	2.03	0.00	797.83	0.003	0.00	0.00	4.525	A
AB-C	214.79	53.70	214.79	0.00	-	-	-	-	-	-
D-AB	2.26	0.56	2.26	0.00	599.31	0.004	0.00	0.00	6.029	A
D-C	1.51	0.38	1.51	0.00	387.98	0.004	0.00	0.00	9.314	A
C-D	6.02	1.51	6.02	0.00	-	-	-	-	-	-
C-A	189.72	47.43	189.72	0.00	-	-	-	-	-	-
C-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
CD-AB	2.96	0.74	2.97	0.00	778.70	0.004	0.00	0.00	4.640	A
CD-A	191.28	47.82	191.28	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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.04	0.00	4.523	A	A
AB-C	-	-	-	-	-
D-AB	0.05	0.00	6.025	A	A
D-C	0.06	0.00	9.320	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.06	0.00	4.640	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.05	0.00	4.436	A	A
AB-C	-	-	-	-	-
D-AB	0.07	0.00	6.130	A	A
D-C	0.07	0.00	9.663	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.07	0.00	4.571	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.06	0.00	4.322	A	A
AB-C	-	-	-	-	-
D-AB	0.08	0.01	6.279	A	A
D-C	0.09	0.01	10.188	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.10	0.01	4.477	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.06	0.00	4.322	A	A
AB-C	-	-	-	-	-
D-AB	0.09	0.01	6.280	A	A
D-C	0.09	0.01	10.186	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.10	0.01	4.479	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.05	0.00	4.438	A	A
AB-C	-	-	-	-	-
D-AB	0.07	0.00	6.132	A	A
D-C	0.07	0.01	9.661	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.07	0.00	4.572	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.04	0.00	4.525	A	A
AB-C	-	-	-	-	-
D-AB	0.06	0.00	6.029	A	A
D-C	0.06	0.00	9.314	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.06	0.00	4.640	A	A

(Default Analysis Set) - 2022 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Garden Street - 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
2022 Base + Development, AM	2022 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)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D		7.30	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Doncaster Road East	A	Doncaster Road East		Major
Garden Street	B	Garden Street		Minor
Doncaster Road West	C	Doncaster Road West		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
Doncaster Road East	6.00		0.00		2.20	250.00	✓	0.00
Doncaster Road West	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Garden Street	One lane plus flare				5.50	3.50	3.50	3.50	3.50	✓	1.00	23	15
East Street	One lane plus flare				7.00	4.50	4.50	4.50	4.50	✓	3.00	35	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	718.741	-	-	-	-	-	0.278	0.278	0.278	-	-
1	B-A	480.115	0.087	0.221	0.221	-	-	0.139	0.316	-	0.139	0.316
1	B-CD	617.527	0.095	0.239	0.239	-	-	-	-	-	-	-
1	CD-B	718.741	0.278	0.278	0.278	-	-	-	-	-	-	-
1	D-AB	566.981	-	-	-	-	-	0.220	0.220	0.087	-	-
1	D-C	522.047	-	0.151	0.343	0.151	0.343	0.240	0.240	0.095	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Doncaster Road East	ONE HOUR	✓	337.00	100.000
Garden Street	ONE HOUR	✓	4.00	100.000
Doncaster Road West	ONE HOUR	✓	211.00	100.000
East Street	ONE HOUR	✓	72.00	100.000

Turning Proportions

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

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.000	2.000	302.000	33.000
	Garden Street	0.000	0.000	4.000	0.000
	Doncaster Road West	161.000	0.000	0.000	50.000
	East Street	25.000	0.000	47.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.00	0.01	0.90	0.10
	Garden Street	0.00	0.00	1.00	0.00
	Doncaster Road West	0.76	0.00	0.00	0.24
	East Street	0.35	0.00	0.65	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	1.000	1.000	1.000	1.000
	Garden Street	1.000	1.000	1.000	1.000
	Doncaster Road West	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.0	0.0	0.0	0.0
	Garden Street	0.0	0.0	0.0	0.0
	Doncaster Road West	0.0	0.0	0.0	0.0
	East Street	0.0	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-CD	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
A-B	-	-	-	-	1.84	2.75	-	-	-	-	-
A-C	-	-	-	-	277.12	415.68	-	-	-	-	-
A-D	-	-	-	-	30.28	45.42	-	-	-	-	-
AB-CD	0.07	4.61	0.12	A	45.13	67.69	7.66	6.79	0.09	7.66	6.79
AB-C	-	-	-	-	262.27	393.41	-	-	-	-	-
D-AB	0.05	7.52	0.06	A	22.94	34.41	4.16	7.26	0.05	4.16	7.26
D-C	0.13	10.01	0.14	B	43.13	64.69	10.04	9.31	0.11	10.04	9.31
C-D	-	-	-	-	45.88	68.82	-	-	-	-	-
C-A	-	-	-	-	147.74	221.60	-	-	-	-	-
C-B	-	-	-	-	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CD-A	-	-	-	-	170.65	255.98	-	-	-	-	-

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-CD	0.00	0.00	0.00	0.00	557.04	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	404.77	0.000	0.00	0.00	0.000	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	227.36	56.84	227.36	0.00	-	-	-	-	-	-
A-D	24.84	6.21	24.84	0.00	-	-	-	-	-	-
AB-CD	33.80	8.45	33.56	0.00	814.68	0.041	0.00	0.06	4.607	A
AB-C	218.41	54.60	218.41	0.00	-	-	-	-	-	-
D-AB	18.82	4.71	18.67	0.00	526.44	0.036	0.00	0.04	7.088	A
D-C	35.38	8.85	35.04	0.00	446.43	0.079	0.00	0.09	8.744	A
C-D	37.64	9.41	37.64	0.00	-	-	-	-	-	-
C-A	121.21	30.30	121.21	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	648.09	0.000	0.00	0.00	0.000	A
CD-A	139.88	34.97	139.88	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-CD	0.00	0.00	0.00	0.00	545.30	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	390.12	0.000	0.00	0.00	0.000	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	271.49	67.87	271.49	0.00	-	-	-	-	-	-
A-D	29.67	7.42	29.67	0.00	-	-	-	-	-	-
AB-CD	42.82	10.70	42.74	0.00	833.69	0.051	0.06	0.08	4.553	A
AB-C	258.34	64.59	258.34	0.00	-	-	-	-	-	-
D-AB	22.47	5.62	22.44	0.00	518.07	0.043	0.04	0.04	7.263	A
D-C	42.25	10.56	42.16	0.00	431.76	0.098	0.09	0.11	9.238	A
C-D	44.95	11.24	44.95	0.00	-	-	-	-	-	-
C-A	144.74	36.18	144.74	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	634.37	0.000	0.00	0.00	0.000	A
CD-A	167.18	41.79	167.18	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-CD	0.00	0.00	0.00	0.00	529.07	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	369.89	0.000	0.00	0.00	0.000	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	332.51	83.13	332.51	0.00	-	-	-	-	-	-
A-D	36.33	9.08	36.33	0.00	-	-	-	-	-	-
AB-CD	58.68	14.67	58.53	0.00	864.71	0.068	0.08	0.12	4.467	A
AB-C	310.16	77.54	310.16	0.00	-	-	-	-	-	-
D-AB	27.53	6.88	27.48	0.00	506.54	0.054	0.04	0.06	7.514	A
D-C	51.75	12.94	51.61	0.00	411.45	0.126	0.11	0.14	9.997	A
C-D	55.05	13.76	55.05	0.00	-	-	-	-	-	-
C-A	177.26	44.32	177.26	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	615.41	0.000	0.00	0.00	0.000	A
CD-A	204.74	51.19	204.74	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-CD	0.00	0.00	0.00	0.00	529.07	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	369.89	0.000	0.00	0.00	0.000	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	332.51	83.13	332.51	0.00	-	-	-	-	-	-
A-D	36.33	9.08	36.33	0.00	-	-	-	-	-	-
AB-CD	58.72	14.68	58.72	0.00	864.76	0.068	0.12	0.12	4.469	A
AB-C	310.12	77.53	310.12	0.00	-	-	-	-	-	-
D-AB	27.53	6.88	27.52	0.00	506.44	0.054	0.06	0.06	7.516	A
D-C	51.75	12.94	51.74	0.00	411.46	0.126	0.14	0.14	10.007	B
C-D	55.05	13.76	55.05	0.00	-	-	-	-	-	-
C-A	177.26	44.32	177.26	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	615.41	0.000	0.00	0.00	0.000	A
CD-A	204.79	51.20	204.79	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-CD	0.00	0.00	0.00	0.00	545.30	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	390.11	0.000	0.00	0.00	0.000	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	271.49	67.87	271.49	0.00	-	-	-	-	-	-
A-D	29.67	7.42	29.67	0.00	-	-	-	-	-	-
AB-CD	42.87	10.72	43.01	0.00	833.76	0.051	0.12	0.08	4.556	A
AB-C	258.29	64.57	258.29	0.00	-	-	-	-	-	-
D-AB	22.47	5.62	22.52	0.00	517.88	0.043	0.06	0.05	7.267	A
D-C	42.25	10.56	42.39	0.00	431.79	0.098	0.14	0.11	9.247	A
C-D	44.95	11.24	44.95	0.00	-	-	-	-	-	-
C-A	144.74	36.18	144.74	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	634.37	0.000	0.00	0.00	0.000	A
CD-A	167.26	41.81	167.26	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-CD	0.00	0.00	0.00	0.00	557.04	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	404.74	0.000	0.00	0.00	0.000	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	227.36	56.84	227.36	0.00	-	-	-	-	-	-
A-D	24.84	6.21	24.84	0.00	-	-	-	-	-	-
AB-CD	33.88	8.47	33.96	0.00	814.74	0.042	0.08	0.06	4.613	A
AB-C	218.33	54.58	218.33	0.00	-	-	-	-	-	-
D-AB	18.82	4.71	18.85	0.00	526.13	0.036	0.05	0.04	7.099	A
D-C	35.38	8.85	35.47	0.00	446.47	0.079	0.11	0.09	8.762	A
C-D	37.64	9.41	37.64	0.00	-	-	-	-	-	-
C-A	121.21	30.30	121.21	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	648.09	0.000	0.00	0.00	0.000	A
CD-A	140.06	35.02	140.06	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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.88	0.06	4.607	A	A
AB-C	-	-	-	-	-
D-AB	0.53	0.04	7.088	A	A
D-C	1.23	0.08	8.744	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.18	0.08	4.553	A	A
AB-C	-	-	-	-	-
D-AB	0.66	0.04	7.263	A	A
D-C	1.57	0.10	9.238	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.75	0.12	4.467	A	A
AB-C	-	-	-	-	-
D-AB	0.84	0.06	7.514	A	A
D-C	2.07	0.14	9.997	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.76	0.12	4.469	A	A
AB-C	-	-	-	-	-
D-AB	0.86	0.06	7.516	A	A
D-C	2.14	0.14	10.007	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.20	0.08	4.556	A	A
AB-C	-	-	-	-	-
D-AB	0.70	0.05	7.267	A	A
D-C	1.69	0.11	9.247	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.90	0.06	4.613	A	A
AB-C	-	-	-	-	-
D-AB	0.57	0.04	7.099	A	A
D-C	1.34	0.09	8.762	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

(Default Analysis Set) - 2022 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Garden Street - 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
2022 Base + Development, PM	2022 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)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D		6.30	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Doncaster Road East	A	Doncaster Road East		Major
Garden Street	B	Garden Street		Minor
Doncaster Road West	C	Doncaster Road West		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
Doncaster Road East	6.00		0.00		2.20	250.00	✓	0.00
Doncaster Road West	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Garden Street	One lane plus flare				5.50	3.50	3.50	3.50	3.50	✓	1.00	23	15
East Street	One lane plus flare				7.00	4.50	4.50	4.50	4.50	✓	3.00	35	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	718.741	-	-	-	-	-	0.278	0.278	0.278	-	-
1	B-A	480.115	0.087	0.221	0.221	-	-	0.139	0.316	-	0.139	0.316
1	B-CD	617.527	0.095	0.239	0.239	-	-	-	-	-	-	-
1	CD-B	718.741	0.278	0.278	0.278	-	-	-	-	-	-	-
1	D-AB	621.865	-	-	-	-	-	0.241	0.241	0.095	-	-
1	D-C	479.043	-	0.139	0.315	0.139	0.315	0.221	0.221	0.087	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Doncaster Road East	ONE HOUR	✓	300.00	100.000
Garden Street	ONE HOUR	✓	3.00	100.000
Doncaster Road West	ONE HOUR	✓	276.00	100.000
East Street	ONE HOUR	✓	31.00	100.000

Turning Proportions

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

	To				
From		Doncaster Road East	Garden Street	Doncaster Road West	East Street
	Doncaster Road East	0.000	1.000	272.000	27.000
	Garden Street	0.000	0.000	3.000	0.000
	Doncaster Road West	241.000	3.000	0.000	32.000
	East Street	16.000	0.000	15.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To				
From		Doncaster Road East	Garden Street	Doncaster Road West	East Street
	Doncaster Road East	0.00	0.00	0.91	0.09
	Garden Street	0.00	0.00	1.00	0.00
	Doncaster Road West	0.87	0.01	0.00	0.12
	East Street	0.52	0.00	0.48	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		Doncaster Road East	Garden Street	Doncaster Road West	East Street
	Doncaster Road East	1.000	1.000	1.000	1.000
	Garden Street	1.000	1.000	1.000	1.000
	Doncaster Road West	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
From		Doncaster Road East	Garden Street	Doncaster Road West	East Street
	Doncaster Road East	0.0	0.0	0.0	0.0
	Garden Street	0.0	0.0	0.0	0.0
	Doncaster Road West	0.0	0.0	0.0	0.0
	East Street	0.0	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-CD	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
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	249.59	374.39	-	-	-	-	-
A-D	-	-	-	-	24.78	37.16	-	-	-	-	-
AB-CD	0.05	4.73	0.09	A	35.45	53.18	5.82	6.57	0.06	5.82	6.57
AB-C	-	-	-	-	238.91	358.37	-	-	-	-	-
D-AB	0.03	6.80	0.03	A	14.68	22.02	2.42	6.58	0.03	2.42	6.58
D-C	0.05	10.30	0.05	B	13.76	20.65	3.33	9.69	0.04	3.33	9.69
C-D	-	-	-	-	29.36	44.05	-	-	-	-	-
C-A	-	-	-	-	221.15	331.72	-	-	-	-	-
C-B	-	-	-	-	2.75	4.13	-	-	-	-	-
CD-AB	0.01	4.65	0.01	A	3.88	5.82	0.46	4.76	0.01	0.46	4.76
CD-A	-	-	-	-	234.69	352.03	-	-	-	-	-

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-CD	0.00	0.00	0.00	0.00	563.60	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	402.68	0.000	0.00	0.00	0.000	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	204.78	51.19	204.78	0.00	-	-	-	-	-	-
A-D	20.33	5.08	20.33	0.00	-	-	-	-	-	-
AB-CD	27.03	6.76	26.84	0.00	788.98	0.034	0.00	0.05	4.724	A
AB-C	198.07	49.52	198.07	0.00	-	-	-	-	-	-
D-AB	12.05	3.01	11.96	0.00	571.26	0.021	0.00	0.02	6.436	A
D-C	11.29	2.82	11.18	0.00	401.61	0.028	0.00	0.03	9.219	A
C-D	24.09	6.02	24.09	0.00	-	-	-	-	-	-
C-A	181.44	45.36	181.44	0.00	-	-	-	-	-	-
C-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
CD-AB	2.97	0.74	2.95	0.00	777.51	0.004	0.00	0.00	4.647	A
CD-A	192.69	48.17	192.69	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-CD	0.00	0.00	0.00	0.00	553.13	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	387.63	0.000	0.00	0.00	0.000	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	244.52	61.13	244.52	0.00	-	-	-	-	-	-
A-D	24.27	6.07	24.27	0.00	-	-	-	-	-	-
AB-CD	34.15	8.54	34.09	0.00	803.45	0.043	0.05	0.06	4.679	A
AB-C	234.64	58.66	234.64	0.00	-	-	-	-	-	-
D-AB	14.38	3.60	14.36	0.00	561.11	0.026	0.02	0.03	6.583	A
D-C	13.48	3.37	13.46	0.00	386.66	0.035	0.03	0.04	9.646	A
C-D	28.77	7.19	28.77	0.00	-	-	-	-	-	-
C-A	216.65	54.16	216.65	0.00	-	-	-	-	-	-
C-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
CD-AB	3.74	0.93	3.74	0.00	789.92	0.005	0.00	0.00	4.578	A
CD-A	229.98	57.49	229.98	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-CD	0.00	0.00	0.00	0.00	538.66	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	366.84	0.000	0.00	0.00	0.000	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	299.48	74.87	299.48	0.00	-	-	-	-	-	-
A-D	29.73	7.43	29.73	0.00	-	-	-	-	-	-
AB-CD	45.12	11.28	45.02	0.00	823.64	0.055	0.06	0.09	4.625	A
AB-C	284.08	71.02	284.08	0.00	-	-	-	-	-	-
D-AB	17.62	4.40	17.59	0.00	547.28	0.032	0.03	0.03	6.795	A
D-C	16.52	4.13	16.47	0.00	365.87	0.045	0.04	0.05	10.302	B
C-D	35.23	8.81	35.23	0.00	-	-	-	-	-	-
C-A	265.35	66.34	265.35	0.00	-	-	-	-	-	-
C-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
CD-AB	4.93	1.23	4.92	0.00	807.32	0.006	0.00	0.01	4.486	A
CD-A	281.31	70.33	281.31	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-CD	0.00	0.00	0.00	0.00	538.66	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	366.84	0.000	0.00	0.00	0.000	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	299.48	74.87	299.48	0.00	-	-	-	-	-	-
A-D	29.73	7.43	29.73	0.00	-	-	-	-	-	-
AB-CD	45.15	11.29	45.15	0.00	823.67	0.055	0.09	0.09	4.626	A
AB-C	284.05	71.01	284.05	0.00	-	-	-	-	-	-
D-AB	17.62	4.40	17.62	0.00	547.19	0.032	0.03	0.03	6.797	A
D-C	16.52	4.13	16.51	0.00	365.90	0.045	0.05	0.05	10.303	B
C-D	35.23	8.81	35.23	0.00	-	-	-	-	-	-
C-A	265.35	66.34	265.35	0.00	-	-	-	-	-	-
C-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
CD-AB	4.93	1.23	4.93	0.00	807.34	0.006	0.01	0.01	4.487	A
CD-A	281.33	70.33	281.33	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-CD	0.00	0.00	0.00	0.00	553.13	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	387.62	0.000	0.00	0.00	0.000	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	244.52	61.13	244.52	0.00	-	-	-	-	-	-
A-D	24.27	6.07	24.27	0.00	-	-	-	-	-	-
AB-CD	34.19	8.55	34.28	0.00	803.49	0.043	0.09	0.06	4.682	A
AB-C	234.61	58.65	234.61	0.00	-	-	-	-	-	-
D-AB	14.38	3.60	14.41	0.00	560.92	0.026	0.03	0.03	6.589	A
D-C	13.48	3.37	13.53	0.00	386.74	0.035	0.05	0.04	9.648	A
C-D	28.77	7.19	28.77	0.00	-	-	-	-	-	-
C-A	216.65	54.16	216.65	0.00	-	-	-	-	-	-
C-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
CD-AB	3.74	0.94	3.75	0.00	789.95	0.005	0.01	0.00	4.580	A
CD-A	230.02	57.50	230.02	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-CD	0.00	0.00	0.00	0.00	563.60	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	402.66	0.000	0.00	0.00	0.000	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	204.78	51.19	204.78	0.00	-	-	-	-	-	-
A-D	20.33	5.08	20.33	0.00	-	-	-	-	-	-
AB-CD	27.09	6.77	27.15	0.00	789.02	0.034	0.06	0.05	4.727	A
AB-C	198.02	49.50	198.02	0.00	-	-	-	-	-	-
D-AB	12.05	3.01	12.06	0.00	570.91	0.021	0.03	0.02	6.443	A
D-C	11.29	2.82	11.32	0.00	401.77	0.028	0.04	0.03	9.222	A
C-D	24.09	6.02	24.09	0.00	-	-	-	-	-	-
C-A	181.44	45.36	181.44	0.00	-	-	-	-	-	-
C-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
CD-AB	2.97	0.74	2.97	0.00	777.58	0.004	0.00	0.00	4.648	A
CD-A	192.79	48.20	192.79	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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.68	0.05	4.724	A	A
AB-C	-	-	-	-	-
D-AB	0.31	0.02	6.436	A	A
D-C	0.41	0.03	9.219	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.06	0.00	4.647	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.92	0.06	4.679	A	A
AB-C	-	-	-	-	-
D-AB	0.38	0.03	6.583	A	A
D-C	0.52	0.03	9.646	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.07	0.00	4.578	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.29	0.09	4.625	A	A
AB-C	-	-	-	-	-
D-AB	0.49	0.03	6.795	A	A
D-C	0.68	0.05	10.302	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.10	0.01	4.486	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.30	0.09	4.626	A	A
AB-C	-	-	-	-	-
D-AB	0.50	0.03	6.797	A	A
D-C	0.70	0.05	10.303	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.10	0.01	4.487	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.93	0.06	4.682	A	A
AB-C	-	-	-	-	-
D-AB	0.41	0.03	6.589	A	A
D-C	0.56	0.04	9.648	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.07	0.00	4.580	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.70	0.05	4.727	A	A
AB-C	-	-	-	-	-
D-AB	0.33	0.02	6.443	A	A
D-C	0.45	0.03	9.222	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.06	0.00	4.648	A	A
CD-A	-	-	-	-	-

(Default Analysis Set) - 2027 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Garden Street - 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
2027 Base + Development, AM	2027 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)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D		7.29	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Doncaster Road East	A	Doncaster Road East		Major
Garden Street	B	Garden Street		Minor
Doncaster Road West	C	Doncaster Road West		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
Doncaster Road East	6.00		0.00		2.20	250.00	✓	0.00
Doncaster Road West	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Garden Street	One lane plus flare				5.50	3.50	3.50	3.50	3.50	✓	1.00	23	15
East Street	One lane plus flare				7.00	4.50	4.50	4.50	4.50	✓	3.00	35	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	718.741	-	-	-	-	-	0.278	0.278	0.278	-	-
1	B-A	369.186	0.067	0.170	0.170	-	-	0.107	0.243	-	0.107	0.243
1	B-CD	684.109	0.105	0.265	0.265	-	-	-	-	-	-	-
1	CD-B	718.741	0.278	0.278	0.278	-	-	-	-	-	-	-
1	D-AB	563.931	-	-	-	-	-	0.219	0.219	0.086	-	-
1	D-C	524.436	-	0.152	0.345	0.152	0.345	0.241	0.241	0.096	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Doncaster Road East	ONE HOUR	✓	353.00	100.000
Garden Street	ONE HOUR	✓	5.00	100.000
Doncaster Road West	ONE HOUR	✓	221.00	100.000
East Street	ONE HOUR	✓	74.00	100.000

Turning Proportions

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

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.000	2.000	316.000	35.000
	Garden Street	0.000	0.000	5.000	0.000
	Doncaster Road West	169.000	0.000	0.000	52.000
	East Street	25.000	0.000	49.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.00	0.01	0.90	0.10
	Garden Street	0.00	0.00	1.00	0.00
	Doncaster Road West	0.76	0.00	0.00	0.24
	East Street	0.34	0.00	0.66	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	1.000	1.000	1.000	1.000
	Garden Street	1.000	1.000	1.000	1.000
	Doncaster Road West	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.0	0.0	0.0	0.0
	Garden Street	0.0	0.0	0.0	0.0
	Doncaster Road West	0.0	0.0	0.0	0.0
	East Street	0.0	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-CD	0.01	6.25	0.01	A	4.59	6.88	0.69	6.05	0.01	0.69	6.05
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	1.84	2.75	-	-	-	-	-
A-C	-	-	-	-	289.97	434.95	-	-	-	-	-
A-D	-	-	-	-	32.12	48.17	-	-	-	-	-
AB-CD	0.07	4.59	0.13	A	49.05	73.58	8.49	6.93	0.09	8.50	6.93
AB-C	-	-	-	-	277.62	416.42	-	-	-	-	-
D-AB	0.05	7.61	0.06	A	22.94	34.41	4.21	7.34	0.05	4.21	7.34
D-C	0.13	10.19	0.15	B	44.96	67.44	10.62	9.44	0.12	10.62	9.45
C-D	-	-	-	-	47.72	71.57	-	-	-	-	-
C-A	-	-	-	-	155.08	232.62	-	-	-	-	-
C-B	-	-	-	-	0.00	0.00	-	-	-	-	-
CD-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CD-A	-	-	-	-	177.99	266.99	-	-	-	-	-

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-CD	3.76	0.94	3.74	0.00	613.91	0.006	0.00	0.01	5.899	A
B-A	0.00	0.00	0.00	0.00	308.55	0.000	0.00	0.00	0.000	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	237.90	59.48	237.90	0.00	-	-	-	-	-	-
A-D	26.35	6.59	26.35	0.00	-	-	-	-	-	-
AB-CD	36.51	9.13	36.25	0.00	821.41	0.044	0.00	0.06	4.584	A
AB-C	231.48	57.87	231.48	0.00	-	-	-	-	-	-
D-AB	18.82	4.71	18.67	0.00	521.68	0.036	0.00	0.04	7.155	A
D-C	36.89	9.22	36.53	0.00	444.18	0.083	0.00	0.09	8.824	A
C-D	39.15	9.79	39.15	0.00	-	-	-	-	-	-
C-A	127.23	31.81	127.23	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	644.73	0.000	0.00	0.00	0.000	A
CD-A	145.90	36.48	145.90	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-CD	4.49	1.12	4.49	0.00	600.28	0.007	0.01	0.01	6.041	A
B-A	0.00	0.00	0.00	0.00	296.77	0.000	0.00	0.00	0.000	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	284.08	71.02	284.08	0.00	-	-	-	-	-	-
A-D	31.46	7.87	31.46	0.00	-	-	-	-	-	-
AB-CD	46.41	11.60	46.32	0.00	841.72	0.055	0.06	0.09	4.528	A
AB-C	273.62	68.41	273.62	0.00	-	-	-	-	-	-
D-AB	22.47	5.62	22.44	0.00	512.95	0.044	0.04	0.05	7.338	A
D-C	44.05	11.01	43.96	0.00	428.60	0.103	0.09	0.11	9.357	A
C-D	46.75	11.69	46.75	0.00	-	-	-	-	-	-
C-A	151.93	37.98	151.93	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	630.37	0.000	0.00	0.00	0.000	A
CD-A	174.37	43.59	174.37	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-CD	5.51	1.38	5.50	0.00	581.44	0.009	0.01	0.01	6.249	A
B-A	0.00	0.00	0.00	0.00	280.50	0.000	0.00	0.00	0.000	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	347.92	86.98	347.92	0.00	-	-	-	-	-	-
A-D	38.54	9.63	38.54	0.00	-	-	-	-	-	-
AB-CD	64.14	16.03	63.96	0.00	875.28	0.073	0.09	0.13	4.439	A
AB-C	327.82	81.96	327.82	0.00	-	-	-	-	-	-
D-AB	27.53	6.88	27.48	0.00	500.88	0.055	0.05	0.06	7.604	A
D-C	53.95	13.49	53.80	0.00	407.05	0.133	0.11	0.15	10.187	B
C-D	57.25	14.31	57.25	0.00	-	-	-	-	-	-
C-A	186.07	46.52	186.07	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	610.51	0.000	0.00	0.00	0.000	A
CD-A	213.55	53.39	213.55	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-CD	5.51	1.38	5.50	0.00	581.44	0.009	0.01	0.01	6.249	A
B-A	0.00	0.00	0.00	0.00	280.49	0.000	0.00	0.00	0.000	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	347.92	86.98	347.92	0.00	-	-	-	-	-	-
A-D	38.54	9.63	38.54	0.00	-	-	-	-	-	-
AB-CD	64.19	16.05	64.18	0.00	875.34	0.073	0.13	0.13	4.439	A
AB-C	327.77	81.94	327.77	0.00	-	-	-	-	-	-
D-AB	27.53	6.88	27.52	0.00	500.77	0.055	0.06	0.06	7.606	A
D-C	53.95	13.49	53.95	0.00	407.05	0.133	0.15	0.15	10.194	B
C-D	57.25	14.31	57.25	0.00	-	-	-	-	-	-
C-A	186.07	46.52	186.07	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	610.51	0.000	0.00	0.00	0.000	A
CD-A	213.60	53.40	213.60	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-CD	4.49	1.12	4.50	0.00	600.28	0.007	0.01	0.01	6.044	A
B-A	0.00	0.00	0.00	0.00	296.76	0.000	0.00	0.00	0.000	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	284.08	71.02	284.08	0.00	-	-	-	-	-	-
A-D	31.46	7.87	31.46	0.00	-	-	-	-	-	-
AB-CD	46.47	11.62	46.64	0.00	841.81	0.055	0.13	0.09	4.529	A
AB-C	273.58	68.39	273.58	0.00	-	-	-	-	-	-
D-AB	22.47	5.62	22.52	0.00	512.74	0.044	0.06	0.05	7.346	A
D-C	44.05	11.01	44.19	0.00	428.62	0.103	0.15	0.12	9.367	A
C-D	46.75	11.69	46.75	0.00	-	-	-	-	-	-
C-A	151.93	37.98	151.93	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	630.37	0.000	0.00	0.00	0.000	A
CD-A	174.45	43.61	174.45	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-CD	3.76	0.94	3.77	0.00	613.91	0.006	0.01	0.01	5.899	A
B-A	0.00	0.00	0.00	0.00	308.54	0.000	0.00	0.00	0.000	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	237.90	59.48	237.90	0.00	-	-	-	-	-	-
A-D	26.35	6.59	26.35	0.00	-	-	-	-	-	-
AB-CD	36.60	9.15	36.69	0.00	821.50	0.045	0.09	0.07	4.589	A
AB-C	231.42	57.85	231.42	0.00	-	-	-	-	-	-
D-AB	18.82	4.71	18.86	0.00	521.36	0.036	0.05	0.04	7.163	A
D-C	36.89	9.22	36.99	0.00	444.21	0.083	0.12	0.09	8.843	A
C-D	39.15	9.79	39.15	0.00	-	-	-	-	-	-
C-A	127.23	31.81	127.23	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
CD-AB	0.00	0.00	0.00	0.00	644.73	0.000	0.00	0.00	0.000	A
CD-A	146.09	36.52	146.09	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-CD	0.09	0.01	5.899	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.96	0.06	4.584	A	A
AB-C	-	-	-	-	-
D-AB	0.54	0.04	7.155	A	A
D-C	1.29	0.09	8.824	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.11	0.01	6.041	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.30	0.09	4.528	A	A
AB-C	-	-	-	-	-
D-AB	0.67	0.04	7.338	A	A
D-C	1.66	0.11	9.357	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.14	0.01	6.249	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.95	0.13	4.439	A	A
AB-C	-	-	-	-	-
D-AB	0.85	0.06	7.604	A	A
D-C	2.20	0.15	10.187	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.14	0.01	6.249	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.97	0.13	4.439	A	A
AB-C	-	-	-	-	-
D-AB	0.87	0.06	7.606	A	A
D-C	2.27	0.15	10.194	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.12	0.01	6.044	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.33	0.09	4.529	A	A
AB-C	-	-	-	-	-
D-AB	0.71	0.05	7.346	A	A
D-C	1.79	0.12	9.367	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

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-CD	0.09	0.01	5.899	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.99	0.07	4.589	A	A
AB-C	-	-	-	-	-
D-AB	0.58	0.04	7.163	A	A
D-C	1.41	0.09	8.843	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.00	0.00	0.000	A	A
CD-A	-	-	-	-	-

(Default Analysis Set) - 2027 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Garden Street - 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
2027 Base + Development, PM	2027 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)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D		6.28	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Doncaster Road East	A	Doncaster Road East		Major
Garden Street	B	Garden Street		Minor
Doncaster Road West	C	Doncaster Road West		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
Doncaster Road East	6.00		0.00		2.20	250.00	✓	0.00
Doncaster Road West	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Garden Street	One lane plus flare				5.50	3.50	3.50	3.50	3.50	✓	1.00	23	15
East Street	One lane plus flare				7.00	4.50	4.50	4.50	4.50	✓	3.00	35	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	718.741	-	-	-	-	-	0.278	0.278	0.278	-	-
1	B-A	480.115	0.087	0.221	0.221	-	-	0.139	0.316	-	0.139	0.316
1	B-CD	617.527	0.095	0.239	0.239	-	-	-	-	-	-	-
1	CD-B	718.741	0.278	0.278	0.278	-	-	-	-	-	-	-
1	D-AB	621.865	-	-	-	-	-	0.241	0.241	0.095	-	-
1	D-C	479.043	-	0.139	0.315	0.139	0.315	0.221	0.221	0.087	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Doncaster Road East	ONE HOUR	✓	314.00	100.000
Garden Street	ONE HOUR	✓	3.00	100.000
Doncaster Road West	ONE HOUR	✓	289.00	100.000
East Street	ONE HOUR	✓	31.00	100.000

Turning Proportions

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

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.000	1.000	286.000	27.000
	Garden Street	0.000	0.000	3.000	0.000
	Doncaster Road West	252.000	4.000	0.000	33.000
	East Street	16.000	0.000	15.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.00	0.00	0.91	0.09
	Garden Street	0.00	0.00	1.00	0.00
	Doncaster Road West	0.87	0.01	0.00	0.11
	East Street	0.52	0.00	0.48	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	1.000	1.000	1.000	1.000
	Garden Street	1.000	1.000	1.000	1.000
	Doncaster Road West	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
		Doncaster Road East	Garden Street	Doncaster Road West	East Street
From	Doncaster Road East	0.0	0.0	0.0	0.0
	Garden Street	0.0	0.0	0.0	0.0
	Doncaster Road West	0.0	0.0	0.0	0.0
	East Street	0.0	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-CD	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
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	262.44	393.66	-	-	-	-	-
A-D	-	-	-	-	24.78	37.16	-	-	-	-	-
AB-CD	0.06	4.70	0.09	A	36.10	54.16	5.91	6.55	0.07	5.91	6.55
AB-C	-	-	-	-	251.11	376.67	-	-	-	-	-
D-AB	0.03	6.84	0.03	A	14.68	22.02	2.43	6.62	0.03	2.43	6.62
D-C	0.05	10.46	0.05	B	13.76	20.65	3.37	9.81	0.04	3.37	9.81
C-D	-	-	-	-	30.28	45.42	-	-	-	-	-
C-A	-	-	-	-	231.24	346.86	-	-	-	-	-
C-B	-	-	-	-	3.67	5.51	-	-	-	-	-
CD-AB	0.01	4.64	0.01	A	5.25	7.88	0.63	4.82	0.01	0.63	4.82
CD-A	-	-	-	-	244.33	366.49	-	-	-	-	-

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-CD	0.00	0.00	0.00	0.00	561.07	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	398.96	0.000	0.00	0.00	0.000	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	215.32	53.83	215.32	0.00	-	-	-	-	-	-
A-D	20.33	5.08	20.33	0.00	-	-	-	-	-	-
AB-CD	27.42	6.86	27.24	0.00	793.02	0.035	0.00	0.05	4.701	A
AB-C	208.22	52.06	208.22	0.00	-	-	-	-	-	-
D-AB	12.05	3.01	11.96	0.00	569.00	0.021	0.00	0.02	6.463	A
D-C	11.29	2.82	11.18	0.00	398.09	0.028	0.00	0.03	9.301	A
C-D	24.84	6.21	24.84	0.00	-	-	-	-	-	-
C-A	189.72	47.43	189.72	0.00	-	-	-	-	-	-
C-B	3.01	0.75	3.01	0.00	-	-	-	-	-	-
CD-AB	4.00	1.00	3.98	0.00	780.00	0.005	0.00	0.01	4.638	A
CD-A	200.69	50.17	200.69	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-CD	0.00	0.00	0.00	0.00	550.12	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	383.19	0.000	0.00	0.00	0.000	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	257.11	64.28	257.11	0.00	-	-	-	-	-	-
A-D	24.27	6.07	24.27	0.00	-	-	-	-	-	-
AB-CD	34.75	8.69	34.69	0.00	808.31	0.043	0.05	0.06	4.653	A
AB-C	246.63	61.66	246.63	0.00	-	-	-	-	-	-
D-AB	14.38	3.60	14.36	0.00	558.39	0.026	0.02	0.03	6.616	A
D-C	13.48	3.37	13.46	0.00	382.46	0.035	0.03	0.04	9.756	A
C-D	29.67	7.42	29.67	0.00	-	-	-	-	-	-
C-A	226.54	56.64	226.54	0.00	-	-	-	-	-	-
C-B	3.60	0.90	3.60	0.00	-	-	-	-	-	-
CD-AB	5.06	1.26	5.05	0.00	792.95	0.006	0.01	0.01	4.568	A
CD-A	239.45	59.86	239.45	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-CD	0.00	0.00	0.00	0.00	534.97	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	361.40	0.000	0.00	0.00	0.000	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	314.89	78.72	314.89	0.00	-	-	-	-	-	-
A-D	29.73	7.43	29.73	0.00	-	-	-	-	-	-
AB-CD	46.08	11.52	45.98	0.00	829.64	0.056	0.06	0.09	4.594	A
AB-C	298.54	74.64	298.54	0.00	-	-	-	-	-	-
D-AB	17.62	4.40	17.59	0.00	543.94	0.032	0.03	0.03	6.839	A
D-C	16.52	4.13	16.47	0.00	360.73	0.046	0.04	0.05	10.456	B
C-D	36.33	9.08	36.33	0.00	-	-	-	-	-	-
C-A	277.46	69.36	277.46	0.00	-	-	-	-	-	-
C-B	4.40	1.10	4.40	0.00	-	-	-	-	-	-
CD-AB	6.69	1.67	6.68	0.00	811.13	0.008	0.01	0.01	4.474	A
CD-A	292.76	73.19	292.76	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-CD	0.00	0.00	0.00	0.00	534.97	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	361.40	0.000	0.00	0.00	0.000	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	314.89	78.72	314.89	0.00	-	-	-	-	-	-
A-D	29.73	7.43	29.73	0.00	-	-	-	-	-	-
AB-CD	46.11	11.53	46.11	0.00	829.67	0.056	0.09	0.09	4.597	A
AB-C	298.51	74.63	298.51	0.00	-	-	-	-	-	-
D-AB	17.62	4.40	17.62	0.00	543.84	0.032	0.03	0.03	6.840	A
D-C	16.52	4.13	16.51	0.00	360.76	0.046	0.05	0.05	10.457	B
C-D	36.33	9.08	36.33	0.00	-	-	-	-	-	-
C-A	277.46	69.36	277.46	0.00	-	-	-	-	-	-
C-B	4.40	1.10	4.40	0.00	-	-	-	-	-	-
CD-AB	6.69	1.67	6.69	0.00	811.15	0.008	0.01	0.01	4.474	A
CD-A	292.79	73.20	292.79	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-CD	0.00	0.00	0.00	0.00	550.12	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	383.18	0.000	0.00	0.00	0.000	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	257.11	64.28	257.11	0.00	-	-	-	-	-	-
A-D	24.27	6.07	24.27	0.00	-	-	-	-	-	-
AB-CD	34.78	8.70	34.88	0.00	808.36	0.043	0.09	0.06	4.657	A
AB-C	246.60	61.65	246.60	0.00	-	-	-	-	-	-
D-AB	14.38	3.60	14.41	0.00	558.20	0.026	0.03	0.03	6.622	A
D-C	13.48	3.37	13.53	0.00	382.54	0.035	0.05	0.04	9.758	A
C-D	29.67	7.42	29.67	0.00	-	-	-	-	-	-
C-A	226.54	56.64	226.54	0.00	-	-	-	-	-	-
C-B	3.60	0.90	3.60	0.00	-	-	-	-	-	-
CD-AB	5.06	1.27	5.07	0.00	792.99	0.006	0.01	0.01	4.568	A
CD-A	239.49	59.87	239.49	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-CD	0.00	0.00	0.00	0.00	561.07	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	398.94	0.000	0.00	0.00	0.000	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	215.32	53.83	215.32	0.00	-	-	-	-	-	-
A-D	20.33	5.08	20.33	0.00	-	-	-	-	-	-
AB-CD	27.48	6.87	27.55	0.00	793.06	0.035	0.06	0.05	4.703	A
AB-C	208.16	52.04	208.16	0.00	-	-	-	-	-	-
D-AB	12.05	3.01	12.07	0.00	568.63	0.021	0.03	0.02	6.467	A
D-C	11.29	2.82	11.32	0.00	398.25	0.028	0.04	0.03	9.306	A
C-D	24.84	6.21	24.84	0.00	-	-	-	-	-	-
C-A	189.72	47.43	189.72	0.00	-	-	-	-	-	-
C-B	3.01	0.75	3.01	0.00	-	-	-	-	-	-
CD-AB	4.01	1.00	4.01	0.00	780.07	0.005	0.01	0.01	4.638	A
CD-A	200.79	50.20	200.79	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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.69	0.05	4.701	A	A
AB-C	-	-	-	-	-
D-AB	0.31	0.02	6.463	A	A
D-C	0.42	0.03	9.301	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.08	0.01	4.638	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.93	0.06	4.653	A	A
AB-C	-	-	-	-	-
D-AB	0.39	0.03	6.616	A	A
D-C	0.53	0.04	9.756	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.10	0.01	4.568	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.31	0.09	4.594	A	A
AB-C	-	-	-	-	-
D-AB	0.49	0.03	6.839	A	A
D-C	0.69	0.05	10.456	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.13	0.01	4.474	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.32	0.09	4.597	A	A
AB-C	-	-	-	-	-
D-AB	0.50	0.03	6.840	A	A
D-C	0.71	0.05	10.457	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.13	0.01	4.474	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.94	0.06	4.657	A	A
AB-C	-	-	-	-	-
D-AB	0.41	0.03	6.622	A	A
D-C	0.57	0.04	9.758	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.10	0.01	4.568	A	A
CD-A	-	-	-	-	-

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-CD	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.71	0.05	4.703	A	A
AB-C	-	-	-	-	-
D-AB	0.33	0.02	6.467	A	A
D-C	0.45	0.03	9.306	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.08	0.01	4.638	A	A
CD-A	-	-	-	-	-

Junctions 8	
PICADY 8 - Priority Intersection Module	
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Path: C:\Users\micro\Dropbox\Project Files\TPS Project Files\P1557.Lockwood Road, Goldthorpe\Transport Assessment\Modelling\20221108 Assessments

Report generation date: 08/11/2022 07:59:06

-
- » (Default Analysis Set) - 2022 Base, AM
 - » (Default Analysis Set) - 2022 Base, PM
 - » (Default Analysis Set) - 2022 Base + Development, AM
 - » (Default Analysis Set) - 2022 Base + Development, PM
 - » (Default Analysis Set) - 2027 Base, AM
 - » (Default Analysis Set) - 2027 Base, PM
 - » (Default Analysis Set) - 2027 Base + Development, AM
 - » (Default Analysis Set) - 2027 Base + Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
A1 - 2022 Base						
Stream B-C	0.07	5.67	0.07	0.04	6.34	0.04
Stream B-A	0.47	11.91	0.32	0.69	17.03	0.41
Stream C-AB	0.03	6.11	0.03	0.15	7.82	0.13
Stream C-A	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
A1 - 2022 Base + Development						
Stream B-C	0.10	5.85	0.09	0.06	6.49	0.06
Stream B-A	0.50	12.25	0.34	0.75	17.98	0.43
Stream C-AB	0.04	6.17	0.04	0.20	8.21	0.17
Stream C-A	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
A1 - 2027 Base						
Stream B-C	0.08	5.79	0.07	0.04	5.93	0.03
Stream B-A	0.52	12.70	0.34	0.49	13.51	0.33
Stream C-AB	0.04	6.19	0.03	0.12	7.31	0.11
Stream C-A	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
A1 - 2027 Base + Development						
Stream B-C	0.11	5.98	0.10	0.05	6.06	0.05
Stream B-A	0.56	13.08	0.36	0.53	14.10	0.35
Stream C-AB	0.04	6.24	0.04	0.17	7.65	0.14
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 - 2022 Base, AM" model duration: 08:00 - 09:30

"D2 - 2022 Base, PM" model duration: 17:00 - 18:30

"D3 - 2022 Base + Development, AM" model duration: 08:00 - 09:30

"D4 - 2022 Base + Development, PM" model duration: 17:00 - 18:30

"D5 - 2027 Base, AM" model duration: 08:00 - 09:30

"D6 - 2027 Base, PM" model duration: 17:00 - 18:30

"D7 - 2027 Base + Development, AM" model duration: 08:00 - 09:30

"D8 - 2027 Base + Development, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 08/11/2022 07:59:00

File summary

Title	A635 / Doncaster Road
Location	Goldthorpe
Site Number	P1557
Date	08/11/2022
Version	
Status	(new file)
Identifier	
Client	Gleeson
Jobnumber	P1557
Enumerator	micro
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) - 2022 Base, AM

Data Errors and Warnings

No errors or warnings

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
2022 Base, AM	2022 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		9.99	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A635 East	A	A635 East		Major
Doncaster Road	B	Doncaster Road		Minor
A635 West	C	A635 West		Major

Major Arm Geometry

Name	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)
A635 West	11.60	✓	0.00	✓	5.00	0.00	✓	12.00

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

Minor Arm Geometry

Name	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)
Doncaster Road	Two lanes		5.00	5.00								72	190

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	715.929	0.099	0.249	0.157	0.356
1	B-C	892.432	0.103	0.262	-	-
1	C-B	748.870	0.219	0.219	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A635 East	ONE HOUR	✓	581.00	100.000
Doncaster Road	ONE HOUR	✓	170.00	100.000
A635 West	ONE HOUR	✓	709.00	100.000

Turning Proportions

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

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	0.000	86.000	495.000
	Doncaster Road	129.000	0.000	41.000
	A635 West	691.000	18.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	0.00	0.15	0.85
	Doncaster Road	0.76	0.00	0.24
	A635 West	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	1.000	1.000	1.000
	Doncaster Road	1.000	1.000	1.000
	A635 West	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	0.0	0.0	0.0
	Doncaster Road	0.0	0.0	0.0
	A635 West	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	0.07	5.67	0.07	A	37.62	56.43	5.00	5.31	0.06	5.00	5.31
B-A	0.32	11.91	0.47	B	118.37	177.56	29.53	9.98	0.33	29.54	9.98
C-AB	0.03	6.11	0.03	A	16.52	24.78	2.43	5.88	0.03	2.43	5.88
C-A	-	-	-	-	634.07	951.11	-	-	-	-	-
A-B	-	-	-	-	78.92	118.37	-	-	-	-	-
A-C	-	-	-	-	454.22	681.33	-	-	-	-	-

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	30.87	7.72	30.70	0.00	752.17	0.041	0.00	0.04	4.988	A
B-A	97.12	24.28	96.23	0.00	530.23	0.183	0.00	0.22	8.279	A
C-AB	13.55	3.39	13.47	0.00	652.88	0.021	0.00	0.02	5.630	A
C-A	520.22	130.06	520.22	0.00	-	-	-	-	-	-
A-B	64.75	16.19	64.75	0.00	-	-	-	-	-	-
A-C	372.66	93.17	372.66	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	36.86	9.21	36.81	0.00	722.65	0.051	0.04	0.05	5.248	A
B-A	115.97	28.99	115.64	0.00	494.15	0.235	0.22	0.30	9.503	A
C-AB	16.18	4.05	16.16	0.00	634.24	0.026	0.02	0.03	5.824	A
C-A	621.19	155.30	621.19	0.00	-	-	-	-	-	-
A-B	77.31	19.33	77.31	0.00	-	-	-	-	-	-
A-C	444.99	111.25	444.99	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	45.14	11.29	45.07	0.00	680.45	0.066	0.05	0.07	5.665	A
B-A	142.03	35.51	141.40	0.00	444.31	0.320	0.30	0.46	11.860	B
C-AB	19.82	4.95	19.79	0.00	608.48	0.033	0.03	0.03	6.114	A
C-A	760.81	190.20	760.81	0.00	-	-	-	-	-	-
A-B	94.69	23.67	94.69	0.00	-	-	-	-	-	-
A-C	545.01	136.25	545.01	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	45.14	11.29	45.14	0.00	680.18	0.066	0.07	0.07	5.668	A
B-A	142.03	35.51	142.01	0.00	444.30	0.320	0.46	0.47	11.907	B
C-AB	19.82	4.95	19.82	0.00	608.48	0.033	0.03	0.03	6.114	A
C-A	760.81	190.20	760.81	0.00	-	-	-	-	-	-
A-B	94.69	23.67	94.69	0.00	-	-	-	-	-	-
A-C	545.01	136.25	545.01	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	36.86	9.21	36.93	0.00	722.26	0.051	0.07	0.05	5.252	A
B-A	115.97	28.99	116.59	0.00	494.13	0.235	0.47	0.31	9.552	A
C-AB	16.18	4.05	16.21	0.00	634.24	0.026	0.03	0.03	5.824	A
C-A	621.19	155.30	621.19	0.00	-	-	-	-	-	-
A-B	77.31	19.33	77.31	0.00	-	-	-	-	-	-
A-C	444.99	111.25	444.99	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	30.87	7.72	30.91	0.00	751.71	0.041	0.05	0.04	4.996	A
B-A	97.12	24.28	97.45	0.00	530.19	0.183	0.31	0.23	8.327	A
C-AB	13.55	3.39	13.57	0.00	652.88	0.021	0.03	0.02	5.632	A
C-A	520.22	130.06	520.22	0.00	-	-	-	-	-	-
A-B	64.75	16.19	64.75	0.00	-	-	-	-	-	-
A-C	372.66	93.17	372.66	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	0.62	0.04	4.988	A	A
B-A	3.20	0.21	8.279	A	A
C-AB	0.31	0.02	5.630	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	0.79	0.05	5.248	A	A
B-A	4.41	0.29	9.503	A	A
C-AB	0.39	0.03	5.824	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	1.04	0.07	5.665	A	A
B-A	6.64	0.44	11.860	B	B
C-AB	0.50	0.03	6.114	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	1.06	0.07	5.668	A	A
B-A	6.96	0.46	11.907	B	B
C-AB	0.50	0.03	6.114	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	0.83	0.06	5.252	A	A
B-A	4.83	0.32	9.552	A	A
C-AB	0.39	0.03	5.824	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	0.66	0.04	4.996	A	A
B-A	3.50	0.23	8.327	A	A
C-AB	0.32	0.02	5.632	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2022 Base, PM

Data Errors and Warnings

No errors or warnings

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
2022 Base, PM	2022 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		13.37	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A635 East	A	A635 East		Major
Doncaster Road	B	Doncaster Road		Minor
A635 West	C	A635 West		Major

Major Arm Geometry

Name	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)
A635 West	11.60	✓	0.00	✓	5.00	0.00	✓	12.00

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

Minor Arm Geometry

Name	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)
Doncaster Road	Two lanes		5.00	5.00								72	190

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	715.929	0.099	0.249	0.157	0.356
1	B-C	892.432	0.103	0.262	-	-
1	C-B	748.870	0.219	0.219	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A635 East	ONE HOUR	✓	917.00	100.000
Doncaster Road	ONE HOUR	✓	157.00	100.000
A635 West	ONE HOUR	✓	711.00	100.000

Turning Proportions

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

		To		
From		A635 East	Doncaster Road	A635 West
	A635 East	0.000	193.000	724.000
	Doncaster Road	135.000	0.000	22.000
	A635 West	650.000	61.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To		
From		A635 East	Doncaster Road	A635 West
	A635 East	0.00	0.21	0.79
	Doncaster Road	0.86	0.00	0.14
	A635 West	0.91	0.09	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To		
From		A635 East	Doncaster Road	A635 West
	A635 East	1.000	1.000	1.000
	Doncaster Road	1.000	1.000	1.000
	A635 West	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		A635 East	Doncaster Road	A635 West
	A635 East	0.0	0.0	0.0
	Doncaster Road	0.0	0.0	0.0
	A635 West	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	0.04	6.34	0.04	A	20.19	30.28	2.93	5.80	0.03	2.93	5.80
B-A	0.41	17.03	0.69	C	123.88	185.82	40.23	12.99	0.45	40.23	12.99
C-AB	0.13	7.82	0.15	A	55.97	83.96	10.06	7.19	0.11	10.06	7.19
C-A	-	-	-	-	596.45	894.68	-	-	-	-	-
A-B	-	-	-	-	177.10	265.65	-	-	-	-	-
A-C	-	-	-	-	664.36	996.53	-	-	-	-	-

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	16.56	4.14	16.47	0.00	695.34	0.024	0.00	0.02	5.303	A
B-A	101.64	25.41	100.55	0.00	472.62	0.215	0.00	0.27	9.648	A
C-AB	45.92	11.48	45.59	0.00	597.36	0.077	0.00	0.08	6.519	A
C-A	489.35	122.34	489.35	0.00	-	-	-	-	-	-
A-B	145.30	36.33	145.30	0.00	-	-	-	-	-	-
A-C	545.07	136.27	545.07	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	19.78	4.94	19.75	0.00	653.57	0.030	0.02	0.03	5.679	A
B-A	121.36	30.34	120.87	0.00	425.27	0.285	0.27	0.39	11.807	B
C-AB	54.84	13.71	54.74	0.00	567.95	0.097	0.08	0.11	7.015	A
C-A	584.34	146.08	584.34	0.00	-	-	-	-	-	-
A-B	173.50	43.38	173.50	0.00	-	-	-	-	-	-
A-C	650.86	162.72	650.86	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	24.22	6.06	24.18	0.00	592.91	0.041	0.03	0.04	6.329	A
B-A	148.64	37.16	147.48	0.00	359.94	0.413	0.39	0.68	16.838	C
C-AB	67.16	16.79	67.01	0.00	527.29	0.127	0.11	0.14	7.819	A
C-A	715.66	178.92	715.66	0.00	-	-	-	-	-	-
A-B	212.50	53.12	212.50	0.00	-	-	-	-	-	-
A-C	797.14	199.28	797.14	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	24.22	6.06	24.22	0.00	592.36	0.041	0.04	0.04	6.335	A
B-A	148.64	37.16	148.60	0.00	359.89	0.413	0.68	0.69	17.029	C
C-AB	67.16	16.79	67.16	0.00	527.29	0.127	0.14	0.15	7.823	A
C-A	715.66	178.92	715.66	0.00	-	-	-	-	-	-
A-B	212.50	53.12	212.50	0.00	-	-	-	-	-	-
A-C	797.14	199.28	797.14	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	19.78	4.94	19.82	0.00	652.86	0.030	0.04	0.03	5.686	A
B-A	121.36	30.34	122.51	0.00	425.18	0.285	0.69	0.41	11.937	B
C-AB	54.84	13.71	54.99	0.00	567.95	0.097	0.15	0.11	7.019	A
C-A	584.34	146.08	584.34	0.00	-	-	-	-	-	-
A-B	173.50	43.38	173.50	0.00	-	-	-	-	-	-
A-C	650.86	162.72	650.86	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	16.56	4.14	16.59	0.00	694.69	0.024	0.03	0.02	5.310	A
B-A	101.64	25.41	102.15	0.00	472.46	0.215	0.41	0.28	9.736	A
C-AB	45.92	11.48	46.02	0.00	597.36	0.077	0.11	0.08	6.532	A
C-A	489.35	122.34	489.35	0.00	-	-	-	-	-	-
A-B	145.30	36.33	145.30	0.00	-	-	-	-	-	-
A-C	545.07	136.27	545.07	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	0.35	0.02	5.303	A	A
B-A	3.87	0.26	9.648	A	A
C-AB	1.23	0.08	6.519	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	0.46	0.03	5.679	A	A
B-A	5.67	0.38	11.807	B	B
C-AB	1.59	0.11	7.015	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	0.62	0.04	6.329	A	A
B-A	9.65	0.64	16.838	C	B
C-AB	2.17	0.14	7.819	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	0.64	0.04	6.335	A	A
B-A	10.33	0.69	17.029	C	B
C-AB	2.19	0.15	7.823	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	0.48	0.03	5.686	A	A
B-A	6.39	0.43	11.937	B	B
C-AB	1.62	0.11	7.019	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	0.37	0.03	5.310	A	A
B-A	4.31	0.29	9.736	A	A
C-AB	1.26	0.08	6.532	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2022 Base + Development, AM

Data Errors and Warnings

No errors or warnings

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
2022 Base + Development, AM	2022 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		9.94	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A635 East	A	A635 East		Major
Doncaster Road	B	Doncaster Road		Minor
A635 West	C	A635 West		Major

Major Arm Geometry

Name	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)
A635 West	11.60	✓	0.00	✓	5.00	0.00	✓	12.00

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

Minor Arm Geometry

Name	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)
Doncaster Road	Two lanes		5.00	5.00								72	190

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	715.929	0.099	0.249	0.157	0.356
1	B-C	892.432	0.103	0.262	-	-
1	C-B	748.870	0.219	0.219	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A635 East	ONE HOUR	✓	583.00	100.000
Doncaster Road	ONE HOUR	✓	191.00	100.000
A635 West	ONE HOUR	✓	713.00	100.000

Turning Proportions

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

		To		
From		A635 East	Doncaster Road	A635 West
	A635 East	0.000	88.000	495.000
	Doncaster Road	135.000	0.000	56.000
	A635 West	691.000	22.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
From		A635 East	Doncaster Road	A635 West
	A635 East	0.00	0.15	0.85
	Doncaster Road	0.71	0.00	0.29
	A635 West	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A635 East	Doncaster Road	A635 West
	A635 East	1.000	1.000	1.000
	Doncaster Road	1.000	1.000	1.000
	A635 West	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A635 East	Doncaster Road	A635 West
	A635 East	0.0	0.0	0.0
	Doncaster Road	0.0	0.0	0.0
	A635 West	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	0.09	5.85	0.10	A	51.39	77.08	7.00	5.45	0.08	7.00	5.45
B-A	0.34	12.25	0.50	B	123.88	185.82	31.57	10.19	0.35	31.57	10.19
C-AB	0.04	6.17	0.04	A	20.19	30.28	2.99	5.92	0.03	2.99	5.92
C-A	-	-	-	-	634.07	951.11	-	-	-	-	-
A-B	-	-	-	-	80.75	121.13	-	-	-	-	-
A-C	-	-	-	-	454.22	681.33	-	-	-	-	-

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	42.16	10.54	41.92	0.00	750.26	0.056	0.00	0.06	5.081	A
B-A	101.64	25.41	100.69	0.00	529.01	0.192	0.00	0.24	8.387	A
C-AB	16.56	4.14	16.46	0.00	652.55	0.025	0.00	0.03	5.659	A
C-A	520.22	130.06	520.22	0.00	-	-	-	-	-	-
A-B	66.25	16.56	66.25	0.00	-	-	-	-	-	-
A-C	372.66	93.17	372.66	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	50.34	12.59	50.28	0.00	720.21	0.070	0.06	0.07	5.373	A
B-A	121.36	30.34	121.01	0.00	492.69	0.246	0.24	0.32	9.677	A
C-AB	19.78	4.94	19.75	0.00	633.85	0.031	0.03	0.03	5.861	A
C-A	621.19	155.30	621.19	0.00	-	-	-	-	-	-
A-B	79.11	19.78	79.11	0.00	-	-	-	-	-	-
A-C	444.99	111.25	444.99	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	61.66	15.41	61.56	0.00	677.20	0.091	0.07	0.10	5.847	A
B-A	148.64	37.16	147.94	0.00	442.51	0.336	0.32	0.50	12.191	B
C-AB	24.22	6.06	24.19	0.00	608.00	0.040	0.03	0.04	6.166	A
C-A	760.81	190.20	760.81	0.00	-	-	-	-	-	-
A-B	96.89	24.22	96.89	0.00	-	-	-	-	-	-
A-C	545.01	136.25	545.01	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	61.66	15.41	61.66	0.00	676.91	0.091	0.10	0.10	5.850	A
B-A	148.64	37.16	148.62	0.00	442.50	0.336	0.50	0.50	12.247	B
C-AB	24.22	6.06	24.22	0.00	608.00	0.040	0.04	0.04	6.166	A
C-A	760.81	190.20	760.81	0.00	-	-	-	-	-	-
A-B	96.89	24.22	96.89	0.00	-	-	-	-	-	-
A-C	545.01	136.25	545.01	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	50.34	12.59	50.44	0.00	719.80	0.070	0.10	0.08	5.380	A
B-A	121.36	30.34	122.04	0.00	492.67	0.246	0.50	0.33	9.732	A
C-AB	19.78	4.94	19.81	0.00	633.85	0.031	0.04	0.03	5.862	A
C-A	621.19	155.30	621.19	0.00	-	-	-	-	-	-
A-B	79.11	19.78	79.11	0.00	-	-	-	-	-	-
A-C	444.99	111.25	444.99	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	42.16	10.54	42.22	0.00	749.76	0.056	0.08	0.06	5.090	A
B-A	101.64	25.41	102.00	0.00	528.96	0.192	0.33	0.24	8.438	A
C-AB	16.56	4.14	16.59	0.00	652.55	0.025	0.03	0.03	5.662	A
C-A	520.22	130.06	520.22	0.00	-	-	-	-	-	-
A-B	66.25	16.56	66.25	0.00	-	-	-	-	-	-
A-C	372.66	93.17	372.66	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	0.87	0.06	5.081	A	A
B-A	3.39	0.23	8.387	A	A
C-AB	0.39	0.03	5.659	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	1.10	0.07	5.373	A	A
B-A	4.69	0.31	9.677	A	A
C-AB	0.48	0.03	5.861	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	1.46	0.10	5.847	A	A
B-A	7.13	0.48	12.191	B	B
C-AB	0.62	0.04	6.166	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	1.50	0.10	5.850	A	A
B-A	7.48	0.50	12.247	B	B
C-AB	0.62	0.04	6.166	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	1.16	0.08	5.380	A	A
B-A	5.16	0.34	9.732	A	A
C-AB	0.49	0.03	5.862	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	0.91	0.06	5.090	A	A
B-A	3.71	0.25	8.438	A	A
C-AB	0.39	0.03	5.662	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2022 Base + Development, PM

Data Errors and Warnings

No errors or warnings

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
2022 Base + Development, PM	2022 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		13.43	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A635 East	A	A635 East		Major
Doncaster Road	B	Doncaster Road		Minor
A635 West	C	A635 West		Major

Major Arm Geometry

Name	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)
A635 West	11.60	✓	0.00	✓	5.00	0.00	✓	12.00

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

Minor Arm Geometry

Name	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)
Doncaster Road	Two lanes		5.00	5.00								72	190

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	715.929	0.099	0.249	0.157	0.356
1	B-C	892.432	0.103	0.262	-	-
1	C-B	748.870	0.219	0.219	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A635 East	ONE HOUR	✓	924.00	100.000
Doncaster Road	ONE HOUR	✓	169.00	100.000
A635 West	ONE HOUR	✓	729.00	100.000

Turning Proportions

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

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	0.000	200.000	724.000
	Doncaster Road	138.000	0.000	31.000
	A635 West	650.000	79.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	0.00	0.22	0.78
	Doncaster Road	0.82	0.00	0.18
	A635 West	0.89	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	1.000	1.000	1.000
	Doncaster Road	1.000	1.000	1.000
	A635 West	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	0.0	0.0	0.0
	Doncaster Road	0.0	0.0	0.0
	A635 West	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	0.06	6.49	0.06	A	28.45	42.67	4.20	5.91	0.05	4.20	5.91
B-A	0.43	17.98	0.75	C	126.63	189.95	42.74	13.50	0.47	42.74	13.50
C-AB	0.17	8.21	0.20	A	72.49	108.74	13.54	7.47	0.15	13.54	7.47
C-A	-	-	-	-	596.45	894.68	-	-	-	-	-
A-B	-	-	-	-	183.52	275.29	-	-	-	-	-
A-C	-	-	-	-	664.36	996.53	-	-	-	-	-

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	23.34	5.83	23.20	0.00	693.48	0.034	0.00	0.03	5.369	A
B-A	103.89	25.97	102.77	0.00	467.27	0.222	0.00	0.28	9.846	A
C-AB	59.48	14.87	59.04	0.00	596.20	0.100	0.00	0.11	6.696	A
C-A	489.35	122.34	489.35	0.00	-	-	-	-	-	-
A-B	150.57	37.64	150.57	0.00	-	-	-	-	-	-
A-C	545.07	136.27	545.07	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	27.87	6.97	27.83	0.00	651.03	0.043	0.03	0.04	5.776	A
B-A	124.06	31.01	123.53	0.00	418.85	0.296	0.28	0.41	12.168	B
C-AB	71.02	17.75	70.89	0.00	566.57	0.125	0.11	0.14	7.260	A
C-A	584.34	146.08	584.34	0.00	-	-	-	-	-	-
A-B	179.80	44.95	179.80	0.00	-	-	-	-	-	-
A-C	650.86	162.72	650.86	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	34.13	8.53	34.07	0.00	589.06	0.058	0.04	0.06	6.486	A
B-A	151.94	37.99	150.66	0.00	352.07	0.432	0.41	0.73	17.759	C
C-AB	86.98	21.75	86.76	0.00	525.60	0.165	0.14	0.20	8.199	A
C-A	715.66	178.92	715.66	0.00	-	-	-	-	-	-
A-B	220.20	55.05	220.20	0.00	-	-	-	-	-	-
A-C	797.14	199.28	797.14	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	34.13	8.53	34.13	0.00	588.44	0.058	0.06	0.06	6.493	A
B-A	151.94	37.99	151.89	0.00	351.99	0.432	0.73	0.75	17.979	C
C-AB	86.98	21.75	86.98	0.00	525.60	0.165	0.20	0.20	8.207	A
C-A	715.66	178.92	715.66	0.00	-	-	-	-	-	-
A-B	220.20	55.05	220.20	0.00	-	-	-	-	-	-
A-C	797.14	199.28	797.14	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	27.87	6.97	27.93	0.00	650.24	0.043	0.06	0.05	5.784	A
B-A	124.06	31.01	125.33	0.00	418.72	0.296	0.75	0.43	12.323	B
C-AB	71.02	17.75	71.23	0.00	566.57	0.125	0.20	0.14	7.269	A
C-A	584.34	146.08	584.34	0.00	-	-	-	-	-	-
A-B	179.80	44.95	179.80	0.00	-	-	-	-	-	-
A-C	650.86	162.72	650.86	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	23.34	5.83	23.38	0.00	692.79	0.034	0.05	0.04	5.377	A
B-A	103.89	25.97	104.45	0.00	467.06	0.222	0.43	0.29	9.942	A
C-AB	59.48	14.87	59.61	0.00	596.20	0.100	0.14	0.11	6.712	A
C-A	489.35	122.34	489.35	0.00	-	-	-	-	-	-
A-B	150.57	37.64	150.57	0.00	-	-	-	-	-	-
A-C	545.07	136.27	545.07	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	0.51	0.03	5.369	A	A
B-A	4.04	0.27	9.846	A	A
C-AB	1.64	0.11	6.696	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	0.65	0.04	5.776	A	A
B-A	5.96	0.40	12.168	B	B
C-AB	2.13	0.14	7.260	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	0.90	0.06	6.486	A	A
B-A	10.35	0.69	17.759	C	B
C-AB	2.95	0.20	8.199	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	0.92	0.06	6.493	A	A
B-A	11.13	0.74	17.979	C	B
C-AB	2.97	0.20	8.207	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	0.69	0.05	5.784	A	A
B-A	6.76	0.45	12.323	B	B
C-AB	2.17	0.14	7.269	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	0.54	0.04	5.377	A	A
B-A	4.51	0.30	9.942	A	A
C-AB	1.68	0.11	6.712	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2027 Base, AM

Data Errors and Warnings

No errors or warnings

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
2027 Base, AM	2027 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		10.56	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A635 East	A	A635 East		Major
Doncaster Road	B	Doncaster Road		Minor
A635 West	C	A635 West		Major

Major Arm Geometry

Name	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)
A635 West	11.60	✓	0.00	✓	5.00	0.00	✓	12.00

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

Minor Arm Geometry

Name	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)
Doncaster Road	Two lanes		5.00	5.00								72	190

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	715.929	0.099	0.249	0.157	0.356
1	B-C	892.432	0.103	0.262	-	-
1	C-B	748.870	0.219	0.219	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A635 East	ONE HOUR	✓	607.00	100.000
Doncaster Road	ONE HOUR	✓	178.00	100.000
A635 West	ONE HOUR	✓	741.00	100.000

Turning Proportions

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

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	0.000	90.000	517.000
	Doncaster Road	135.000	0.000	43.000
	A635 West	722.000	19.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	0.00	0.15	0.85
	Doncaster Road	0.76	0.00	0.24
	A635 West	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	1.000	1.000	1.000
	Doncaster Road	1.000	1.000	1.000
	A635 West	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		A635 East	Doncaster Road	A635 West
	A635 East	0.0	0.0	0.0
	Doncaster Road	0.0	0.0	0.0
	A635 West	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	0.07	5.79	0.08	A	39.46	59.19	5.32	5.40	0.06	5.33	5.40
B-A	0.34	12.70	0.52	B	123.88	185.82	32.43	10.47	0.36	32.44	10.47
C-AB	0.03	6.19	0.04	A	17.43	26.15	2.59	5.94	0.03	2.59	5.94
C-A	-	-	-	-	662.52	993.78	-	-	-	-	-
A-B	-	-	-	-	82.59	123.88	-	-	-	-	-
A-C	-	-	-	-	474.41	711.61	-	-	-	-	-

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	32.37	8.09	32.19	0.00	745.47	0.043	0.00	0.05	5.045	A
B-A	101.64	25.41	100.68	0.00	521.87	0.195	0.00	0.24	8.529	A
C-AB	14.30	3.58	14.21	0.00	648.58	0.022	0.00	0.02	5.675	A
C-A	543.56	135.89	543.56	0.00	-	-	-	-	-	-
A-B	67.76	16.94	67.76	0.00	-	-	-	-	-	-
A-C	389.22	97.31	389.22	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	38.66	9.66	38.61	0.00	714.35	0.054	0.05	0.06	5.327	A
B-A	121.36	30.34	121.00	0.00	484.17	0.251	0.24	0.33	9.902	A
C-AB	17.08	4.27	17.06	0.00	629.11	0.027	0.02	0.03	5.881	A
C-A	649.06	162.27	649.06	0.00	-	-	-	-	-	-
A-B	80.91	20.23	80.91	0.00	-	-	-	-	-	-
A-C	464.77	116.19	464.77	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	47.34	11.84	47.27	0.00	669.68	0.071	0.06	0.08	5.783	A
B-A	148.64	37.16	147.90	0.00	432.09	0.344	0.33	0.51	12.635	B
C-AB	20.92	5.23	20.89	0.00	602.20	0.035	0.03	0.04	6.192	A
C-A	794.94	198.73	794.94	0.00	-	-	-	-	-	-
A-B	99.09	24.77	99.09	0.00	-	-	-	-	-	-
A-C	569.23	142.31	569.23	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	47.34	11.84	47.34	0.00	669.37	0.071	0.08	0.08	5.786	A
B-A	148.64	37.16	148.62	0.00	432.08	0.344	0.51	0.52	12.697	B
C-AB	20.92	5.23	20.92	0.00	602.20	0.035	0.04	0.04	6.192	A
C-A	794.94	198.73	794.94	0.00	-	-	-	-	-	-
A-B	99.09	24.77	99.09	0.00	-	-	-	-	-	-
A-C	569.23	142.31	569.23	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	38.66	9.66	38.73	0.00	713.91	0.054	0.08	0.06	5.331	A
B-A	121.36	30.34	122.08	0.00	484.16	0.251	0.52	0.34	9.963	A
C-AB	17.08	4.27	17.11	0.00	629.11	0.027	0.04	0.03	5.884	A
C-A	649.06	162.27	649.06	0.00	-	-	-	-	-	-
A-B	80.91	20.23	80.91	0.00	-	-	-	-	-	-
A-C	464.77	116.19	464.77	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	32.37	8.09	32.42	0.00	744.96	0.043	0.06	0.05	5.054	A
B-A	101.64	25.41	102.01	0.00	521.83	0.195	0.34	0.24	8.582	A
C-AB	14.30	3.58	14.33	0.00	648.58	0.022	0.03	0.02	5.675	A
C-A	543.56	135.89	543.56	0.00	-	-	-	-	-	-
A-B	67.76	16.94	67.76	0.00	-	-	-	-	-	-
A-C	389.22	97.31	389.22	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	0.66	0.04	5.045	A	A
B-A	3.44	0.23	8.529	A	A
C-AB	0.33	0.02	5.675	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	0.84	0.06	5.327	A	A
B-A	4.80	0.32	9.902	A	A
C-AB	0.42	0.03	5.881	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	1.11	0.07	5.783	A	A
B-A	7.38	0.49	12.635	B	B
C-AB	0.54	0.04	6.192	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	1.14	0.08	5.786	A	A
B-A	7.75	0.52	12.697	B	B
C-AB	0.54	0.04	6.192	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	0.88	0.06	5.331	A	A
B-A	5.28	0.35	9.963	A	A
C-AB	0.42	0.03	5.884	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	0.70	0.05	5.054	A	A
B-A	3.78	0.25	8.582	A	A
C-AB	0.34	0.02	5.675	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2027 Base, PM

Data Errors and Warnings

No errors or warnings

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
2027 Base, PM	2027 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		11.01	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A635 East	A	A635 East		Major
Doncaster Road	B	Doncaster Road		Minor
A635 West	C	A635 West		Major

Major Arm Geometry

Name	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)
A635 West	11.60	✓	0.00	✓	5.00	0.00	✓	12.00

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

Minor Arm Geometry

Name	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)
Doncaster Road	Two lanes		5.00	5.00								72	190

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	715.929	0.099	0.249	0.157	0.356
1	B-C	892.432	0.103	0.262	-	-
1	C-B	748.870	0.219	0.219	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A635 East	ONE HOUR	✓	816.00	100.000
Doncaster Road	ONE HOUR	✓	141.00	100.000
A635 West	ONE HOUR	✓	631.00	100.000

Turning Proportions

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

		To		
From		A635 East	Doncaster Road	A635 West
	A635 East	0.000	173.000	643.000
	Doncaster Road	121.000	0.000	20.000
	A635 West	577.000	54.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
From		A635 East	Doncaster Road	A635 West
	A635 East	0.00	0.21	0.79
	Doncaster Road	0.86	0.00	0.14
	A635 West	0.91	0.09	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A635 East	Doncaster Road	A635 West
	A635 East	1.000	1.000	1.000
	Doncaster Road	1.000	1.000	1.000
	A635 West	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A635 East	Doncaster Road	A635 West
	A635 East	0.0	0.0	0.0
	Doncaster Road	0.0	0.0	0.0
	A635 West	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	0.03	5.93	0.04	A	18.35	27.53	2.53	5.50	0.03	2.53	5.50
B-A	0.33	13.51	0.49	B	111.03	166.55	30.45	10.97	0.34	30.46	10.97
C-AB	0.11	7.31	0.12	A	49.55	74.33	8.43	6.81	0.09	8.43	6.81
C-A	-	-	-	-	529.47	794.20	-	-	-	-	-
A-B	-	-	-	-	158.75	238.12	-	-	-	-	-
A-C	-	-	-	-	590.03	885.04	-	-	-	-	-

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	15.06	3.76	14.97	0.00	718.07	0.021	0.00	0.02	5.120	A
B-A	91.10	22.77	90.21	0.00	499.80	0.182	0.00	0.22	8.771	A
C-AB	40.65	10.16	40.37	0.00	614.05	0.066	0.00	0.07	6.272	A
C-A	434.40	108.60	434.40	0.00	-	-	-	-	-	-
A-B	130.24	32.56	130.24	0.00	-	-	-	-	-	-
A-C	484.08	121.02	484.08	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	17.98	4.49	17.96	0.00	681.73	0.026	0.02	0.03	5.423	A
B-A	108.78	27.19	108.43	0.00	457.75	0.238	0.22	0.31	10.295	B
C-AB	48.54	12.14	48.47	0.00	587.88	0.083	0.07	0.09	6.674	A
C-A	518.71	129.68	518.71	0.00	-	-	-	-	-	-
A-B	155.52	38.88	155.52	0.00	-	-	-	-	-	-
A-C	578.04	144.51	578.04	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	22.02	5.51	21.98	0.00	629.75	0.035	0.03	0.04	5.923	A
B-A	133.22	33.31	132.50	0.00	399.72	0.333	0.31	0.49	13.434	B
C-AB	59.46	14.86	59.33	0.00	551.70	0.108	0.09	0.12	7.309	A
C-A	635.29	158.82	635.29	0.00	-	-	-	-	-	-
A-B	190.48	47.62	190.48	0.00	-	-	-	-	-	-
A-C	707.96	176.99	707.96	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	22.02	5.51	22.02	0.00	629.43	0.035	0.04	0.04	5.926	A
B-A	133.22	33.31	133.20	0.00	399.68	0.333	0.49	0.49	13.507	B
C-AB	59.46	14.86	59.45	0.00	551.70	0.108	0.12	0.12	7.312	A
C-A	635.29	158.82	635.29	0.00	-	-	-	-	-	-
A-B	190.48	47.62	190.48	0.00	-	-	-	-	-	-
A-C	707.96	176.99	707.96	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	17.98	4.49	18.02	0.00	681.29	0.026	0.04	0.03	5.429	A
B-A	108.78	27.19	109.49	0.00	457.68	0.238	0.49	0.32	10.361	B
C-AB	48.54	12.14	48.66	0.00	587.88	0.083	0.12	0.09	6.677	A
C-A	518.71	129.68	518.71	0.00	-	-	-	-	-	-
A-B	155.52	38.88	155.52	0.00	-	-	-	-	-	-
A-C	578.04	144.51	578.04	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	15.06	3.76	15.08	0.00	717.59	0.021	0.03	0.02	5.126	A
B-A	91.10	22.77	91.46	0.00	499.67	0.182	0.32	0.23	8.826	A
C-AB	40.65	10.16	40.73	0.00	614.05	0.066	0.09	0.07	6.279	A
C-A	434.40	108.60	434.40	0.00	-	-	-	-	-	-
A-B	130.24	32.56	130.24	0.00	-	-	-	-	-	-
A-C	484.08	121.02	484.08	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	0.31	0.02	5.120	A	A
B-A	3.17	0.21	8.771	A	A
C-AB	1.05	0.07	6.272	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	0.40	0.03	5.423	A	A
B-A	4.46	0.30	10.295	B	B
C-AB	1.34	0.09	6.674	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	0.53	0.04	5.923	A	A
B-A	7.01	0.47	13.434	B	B
C-AB	1.80	0.12	7.309	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	0.54	0.04	5.926	A	A
B-A	7.39	0.49	13.507	B	B
C-AB	1.81	0.12	7.312	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	0.42	0.03	5.429	A	A
B-A	4.93	0.33	10.361	B	B
C-AB	1.36	0.09	6.677	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	0.33	0.02	5.126	A	A
B-A	3.49	0.23	8.826	A	A
C-AB	1.07	0.07	6.279	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2027 Base + Development, AM

Data Errors and Warnings

No errors or warnings

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
2027 Base + Development, AM	2027 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		10.52	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A635 East	A	A635 East		Major
Doncaster Road	B	Doncaster Road		Minor
A635 West	C	A635 West		Major

Major Arm Geometry

Name	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)
A635 West	11.60	✓	0.00	✓	5.00	0.00	✓	12.00

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

Minor Arm Geometry

Name	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)
Doncaster Road	Two lanes		5.00	5.00								72	190

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	715.929	0.099	0.249	0.157	0.356
1	B-C	892.432	0.103	0.262	-	-
1	C-B	748.870	0.219	0.219	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A635 East	ONE HOUR	✓	608.00	100.000
Doncaster Road	ONE HOUR	✓	199.00	100.000
A635 West	ONE HOUR	✓	745.00	100.000

Turning Proportions

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

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	0.000	91.000	517.000
	Doncaster Road	141.000	0.000	58.000
	A635 West	722.000	23.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	0.00	0.15	0.85
	Doncaster Road	0.71	0.00	0.29
	A635 West	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	1.000	1.000	1.000
	Doncaster Road	1.000	1.000	1.000
	A635 West	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
		A635 East	Doncaster Road	A635 West
From	A635 East	0.0	0.0	0.0
	Doncaster Road	0.0	0.0	0.0
	A635 West	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	0.10	5.98	0.11	A	53.22	79.83	7.37	5.54	0.08	7.37	5.54
B-A	0.36	13.08	0.56	B	129.38	194.08	34.63	10.71	0.38	34.63	10.71
C-AB	0.04	6.24	0.04	A	21.11	31.66	3.15	5.98	0.04	3.15	5.98
C-A	-	-	-	-	662.52	993.78	-	-	-	-	-
A-B	-	-	-	-	83.50	125.25	-	-	-	-	-
A-C	-	-	-	-	474.41	711.61	-	-	-	-	-

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	43.67	10.92	43.42	0.00	743.62	0.059	0.00	0.06	5.140	A
B-A	106.15	26.54	105.14	0.00	520.73	0.204	0.00	0.25	8.642	A
C-AB	17.32	4.33	17.21	0.00	648.42	0.027	0.00	0.03	5.703	A
C-A	543.56	135.89	543.56	0.00	-	-	-	-	-	-
A-B	68.51	17.13	68.51	0.00	-	-	-	-	-	-
A-C	389.22	97.31	389.22	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	52.14	13.04	52.07	0.00	711.97	0.073	0.06	0.08	5.455	A
B-A	126.76	31.69	126.36	0.00	482.80	0.263	0.25	0.35	10.088	B
C-AB	20.68	5.17	20.65	0.00	628.92	0.033	0.03	0.03	5.918	A
C-A	649.06	162.27	649.06	0.00	-	-	-	-	-	-
A-B	81.81	20.45	81.81	0.00	-	-	-	-	-	-
A-C	464.77	116.19	464.77	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	63.86	15.96	63.75	0.00	666.48	0.096	0.08	0.11	5.973	A
B-A	155.24	38.81	154.44	0.00	430.40	0.361	0.35	0.55	13.005	B
C-AB	25.32	6.33	25.28	0.00	601.96	0.042	0.03	0.04	6.242	A
C-A	794.94	198.73	794.94	0.00	-	-	-	-	-	-
A-B	100.19	25.05	100.19	0.00	-	-	-	-	-	-
A-C	569.23	142.31	569.23	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	63.86	15.96	63.86	0.00	666.14	0.096	0.11	0.11	5.976	A
B-A	155.24	38.81	155.22	0.00	430.39	0.361	0.55	0.56	13.080	B
C-AB	25.32	6.33	25.32	0.00	601.96	0.042	0.04	0.04	6.242	A
C-A	794.94	198.73	794.94	0.00	-	-	-	-	-	-
A-B	100.19	25.05	100.19	0.00	-	-	-	-	-	-
A-C	569.23	142.31	569.23	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	52.14	13.04	52.24	0.00	711.49	0.073	0.11	0.08	5.461	A
B-A	126.76	31.69	127.54	0.00	482.77	0.263	0.56	0.36	10.156	B
C-AB	20.68	5.17	20.71	0.00	628.92	0.033	0.04	0.03	5.918	A
C-A	649.06	162.27	649.06	0.00	-	-	-	-	-	-
A-B	81.81	20.45	81.81	0.00	-	-	-	-	-	-
A-C	464.77	116.19	464.77	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	43.67	10.92	43.73	0.00	743.07	0.059	0.08	0.06	5.147	A
B-A	106.15	26.54	106.56	0.00	520.68	0.204	0.36	0.26	8.701	A
C-AB	17.32	4.33	17.34	0.00	648.42	0.027	0.03	0.03	5.704	A
C-A	543.56	135.89	543.56	0.00	-	-	-	-	-	-
A-B	68.51	17.13	68.51	0.00	-	-	-	-	-	-
A-C	389.22	97.31	389.22	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	0.91	0.06	5.140	A	A
B-A	3.64	0.24	8.642	A	A
C-AB	0.41	0.03	5.703	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	1.16	0.08	5.455	A	A
B-A	5.10	0.34	10.088	B	B
C-AB	0.51	0.03	5.918	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	1.55	0.10	5.973	A	A
B-A	7.92	0.53	13.005	B	B
C-AB	0.66	0.04	6.242	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	1.58	0.11	5.976	A	A
B-A	8.34	0.56	13.080	B	B
C-AB	0.66	0.04	6.242	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	1.22	0.08	5.461	A	A
B-A	5.63	0.38	10.156	B	B
C-AB	0.51	0.03	5.918	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	0.96	0.06	5.147	A	A
B-A	4.01	0.27	8.701	A	A
C-AB	0.41	0.03	5.704	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2027 Base + Development, PM

Data Errors and Warnings

No errors or warnings

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
2027 Base + Development, PM	2027 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		11.00	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A635 East	A	A635 East		Major
Doncaster Road	B	Doncaster Road		Minor
A635 West	C	A635 West		Major

Major Arm Geometry

Name	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)
A635 West	11.60	✓	0.00	✓	5.00	0.00	✓	12.00

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

Minor Arm Geometry

Name	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)
Doncaster Road	Two lanes		5.00	5.00								72	190

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	715.929	0.099	0.249	0.157	0.356
1	B-C	892.432	0.103	0.262	-	-
1	C-B	748.870	0.219	0.219	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A635 East	ONE HOUR	✓	823.00	100.000
Doncaster Road	ONE HOUR	✓	153.00	100.000
A635 West	ONE HOUR	✓	649.00	100.000

Turning Proportions

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

		To		
From		A635 East	Doncaster Road	A635 West
	A635 East	0.000	180.000	643.000
	Doncaster Road	124.000	0.000	29.000
	A635 West	577.000	72.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To		
From		A635 East	Doncaster Road	A635 West
	A635 East	0.00	0.22	0.78
	Doncaster Road	0.81	0.00	0.19
	A635 West	0.89	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To		
From		A635 East	Doncaster Road	A635 West
	A635 East	1.000	1.000	1.000
	Doncaster Road	1.000	1.000	1.000
	A635 West	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		A635 East	Doncaster Road	A635 West
	A635 East	0.0	0.0	0.0
	Doncaster Road	0.0	0.0	0.0
	A635 West	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	6.06	0.05	A	26.61	39.92	3.73	5.60	0.04	3.73	5.60
B-A	0.35	14.10	0.53	B	113.78	170.68	32.21	11.32	0.36	32.22	11.32
C-AB	0.14	7.65	0.17	A	66.07	99.10	11.65	7.06	0.13	11.66	7.06
C-A	-	-	-	-	529.47	794.20	-	-	-	-	-
A-B	-	-	-	-	165.17	247.76	-	-	-	-	-
A-C	-	-	-	-	590.03	885.04	-	-	-	-	-

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	21.83	5.46	21.71	0.00	716.32	0.030	0.00	0.03	5.183	A
B-A	93.35	23.34	92.43	0.00	494.45	0.189	0.00	0.23	8.934	A
C-AB	54.21	13.55	53.82	0.00	612.89	0.088	0.00	0.10	6.435	A
C-A	434.40	108.60	434.40	0.00	-	-	-	-	-	-
A-B	135.51	33.88	135.51	0.00	-	-	-	-	-	-
A-C	484.08	121.02	484.08	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	26.07	6.52	26.04	0.00	679.41	0.038	0.03	0.04	5.509	A
B-A	111.47	27.87	111.10	0.00	451.33	0.247	0.23	0.32	10.569	B
C-AB	64.73	16.18	64.62	0.00	586.50	0.110	0.10	0.12	6.896	A
C-A	518.71	129.68	518.71	0.00	-	-	-	-	-	-
A-B	161.82	40.45	161.82	0.00	-	-	-	-	-	-
A-C	578.04	144.51	578.04	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	31.93	7.98	31.87	0.00	626.39	0.051	0.04	0.05	6.055	A
B-A	136.53	34.13	135.73	0.00	391.85	0.348	0.32	0.52	14.010	B
C-AB	79.27	19.82	79.10	0.00	550.01	0.144	0.12	0.17	7.643	A
C-A	635.29	158.82	635.29	0.00	-	-	-	-	-	-
A-B	198.18	49.55	198.18	0.00	-	-	-	-	-	-
A-C	707.96	176.99	707.96	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	31.93	7.98	31.93	0.00	626.03	0.051	0.05	0.05	6.058	A
B-A	136.53	34.13	136.50	0.00	391.79	0.348	0.52	0.53	14.099	B
C-AB	79.27	19.82	79.27	0.00	550.01	0.144	0.17	0.17	7.646	A
C-A	635.29	158.82	635.29	0.00	-	-	-	-	-	-
A-B	198.18	49.55	198.18	0.00	-	-	-	-	-	-
A-C	707.96	176.99	707.96	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	26.07	6.52	26.12	0.00	678.92	0.038	0.05	0.04	5.516	A
B-A	111.47	27.87	112.26	0.00	451.23	0.247	0.53	0.33	10.644	B
C-AB	64.73	16.18	64.90	0.00	586.50	0.110	0.17	0.13	6.903	A
C-A	518.71	129.68	518.71	0.00	-	-	-	-	-	-
A-B	161.82	40.45	161.82	0.00	-	-	-	-	-	-
A-C	578.04	144.51	578.04	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	21.83	5.46	21.87	0.00	715.80	0.031	0.04	0.03	5.187	A
B-A	93.35	23.34	93.74	0.00	494.27	0.189	0.33	0.24	8.998	A
C-AB	54.21	13.55	54.31	0.00	612.89	0.088	0.13	0.10	6.447	A
C-A	434.40	108.60	434.40	0.00	-	-	-	-	-	-
A-B	135.51	33.88	135.51	0.00	-	-	-	-	-	-
A-C	484.08	121.02	484.08	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	0.46	0.03	5.183	A	A
B-A	3.31	0.22	8.934	A	A
C-AB	1.43	0.10	6.435	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	0.59	0.04	5.509	A	A
B-A	4.69	0.31	10.569	B	B
C-AB	1.85	0.12	6.896	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	0.78	0.05	6.055	A	A
B-A	7.47	0.50	14.010	B	B
C-AB	2.50	0.17	7.643	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	0.80	0.05	6.058	A	A
B-A	7.89	0.53	14.099	B	B
C-AB	2.53	0.17	7.646	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

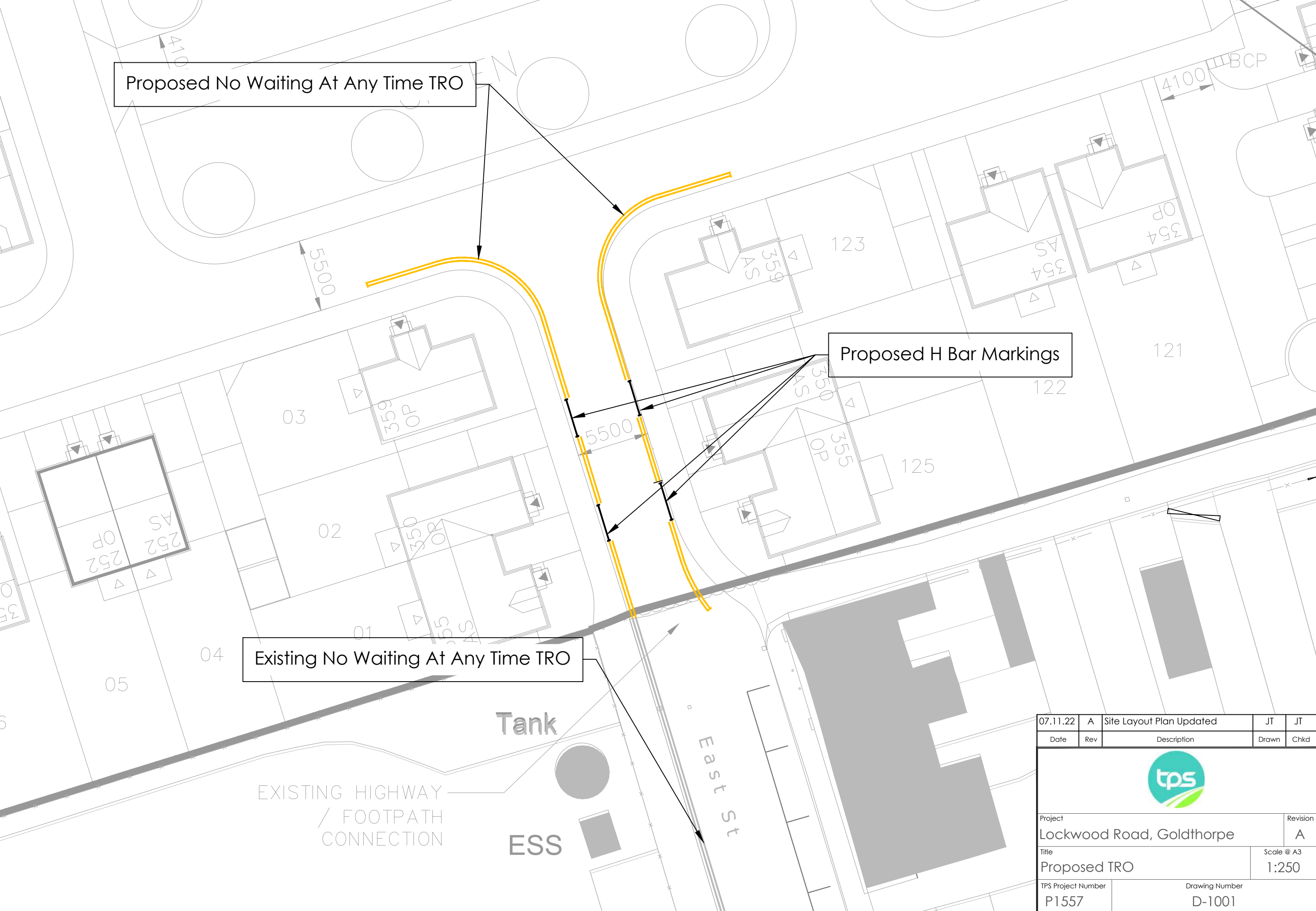
Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.61	0.04	5.516	A	A
B-A	5.20	0.35	10.644	B	B
C-AB	1.88	0.13	6.903	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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	0.48	0.03	5.187	A	A
B-A	3.65	0.24	8.998	A	A
C-AB	1.47	0.10	6.447	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Appendix M

Proposed TRO's



Proposed No Waiting At Any Time TRO

Proposed H Bar Markings

Existing No Waiting At Any Time TRO

07.11.22	A	Site Layout Plan Updated	JT	JT
Date	Rev	Description	Drawn	Chkd
				
Project			Revision	
Lockwood Road, Goldthorpe			A	
Title			Scale @ A3	
Proposed TRO			1:250	
TPS Project Number		Drawing Number		
P1557		D-1001		

Appendix N

Tracking



Standard Notes

1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification.

2. This drawing should not be scaled.

Location Plan

Notes and Keys

11.4 Refuse

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

11.400m

2.550m

3.700m

0.912m

2.550m

4.00s

10.150m

07.11.22	A	Site Layout and Tracking updated	JT	JT
Date	Rev	Description	Drawn	Chkd

ADDRESS

TPS Business Centre
151-153 Waterfield Road,
Horbury, Wetherfield, WF4 5HQ.
Tel: 01924 664638

www.tpsconsultants.co.uk

Project

Lockwood Road
Goldthorpe

Title

11.180m Refuse Vehicle
Swept Path Analysis

Status

INFORMATION

Scale @ A1

Date Created

Drawn

Checked

1:200

31/03/22

JM

CG

TPS Project Number

Revision

A

Drawing Number

T-1001