Transport Assessment
Proposed Foodstore, Barnsley

For Peel Land and Property

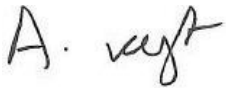
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For and on behalf of **Curtins Consulting Ltd**

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1.0 Introduction

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Introduction

1.1 Curtins Consulting has been appointed on behalf of Peel Land and Property to provide traffic and transportation advice in relation to a proposed foodstore on land adjacent to the A61 Old Mill Lane in Barnsley.

1.2 The proposals involve the construction of a 15,236sqm foodstore, a petrol filling station and associated car park.

Purpose of this Report

1.3 This Transport Assessment (TA) has been prepared to inform Highways Officers at Barnsley Metropolitan Borough Council (BMBC) on all traffic and transportation matters associated with the development proposals.

Scope of the Report

1.4 In order to form the structure and content of this report, a number of meetings and discussions have been held with Highways Officers at BMBC. As a result of this meeting it was agreed that his report should include the following:

- A description of the highway network in the vicinity of the site;
- A description of walking, cycling and public transport infrastructure in the vicinity of the site;
- A review of the accident record in the vicinity of the site;
- A summary of the development proposals including the development mix, access strategy, parking provision and access by sustainable modes of transport;
- A summary of all relevant transportation policy;
- A drawing showing proposed access arrangements and connections to the wider area;
- A review of accessibility by all sustainable modes of travel;
- Information regarding traffic generation using the TRICS database;
- Information regarding the distribution of the development traffic;
- Consideration of committed development within the area; and
- An assessment of the likely impact on the surrounding highway network.

1.0 Introduction

Structure of the Report

1.5 Following this introduction, Section 2 of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.6 Section 3 contains an analysis of the local area in terms of highway safety.

1.7 The development proposals are described in Section 4. This includes a description of the access arrangements, parking provision, internal layout and servicing strategy.

1.8 Section 5 assesses the suitability of the site within the context of national, regional and local transport planning policy. The accessibility of the site by modes other than private car is assessed in Section 6.

1.9 Section 7 will outline the likely traffic generation associated with the development proposals with the impact of the scheme on the highway network being described in Section 8.

1.10 The report is summarised and concluded in Section 9.

2.0 Existing Situation

Site Location

2.1 The application site is located approximately 1km to the north east of Barnsley town centre. To the north, the site is bounded by the existing Wickes warehouse and associated car parking. To the east, the site is bounded by the River Dearne. To the south, the site is bounded by Twibell Street which currently provides access to a number of residential properties and Booker Cash and Carry. Finally, to the west the site is bounded by the A61 Old Mill Lane, this provides access, via the A61 Harborough Hill Road/Old Mill Lane gyratory, to Barnsley town centre to the south west and conurbations to the north including New Lodge, Staincross and ultimately Wakefield.

2.2 The site is shown from a regional perspective in Plan 001 and a local perspective in Plan 002.

Existing Use

2.3 The application site is split in two by the River Dearne. To the north of the River Dearne the site is occupied by a disused National Grid gas holder. This is to be demolished by National Grid as part of the redevelopment of this site. It should also be noted that National Grid have planning consent for a 1,906sqm retail warehouse on part of the land to the north of the River Dearne.

2.4 To the south of the River Dearne and to the west, the site is occupied by a number of retail warehouses. These include a Comet and a Plumb Centre which are still trading and a Power House and an MFI which have been closed. To the south of the River Dearne and to the east, the site used to be occupied by a Council depot which has subsequently been demolished.

Surrounding Highway Network

2.5 The following is a brief description of the highway network that surrounds the proposed foodstore site.

A61 Old Mill Lane

2.6 Old Mill Lane extends from its junction with the Harborough Hill Road gyratory in a northerly direction for approximately 500m where it forms a signalised junction which facilitates access to Burton Road. Old Mill Lane consists of two lanes in a northbound direction and one lane in a southbound direction although the carriageway is relatively narrow in some parts. It is largely bordered by retail/commercial units and as a result there are a number of formal pedestrian crossing facilities. Old Mill Lane is subject to a 30mph speed limit and there are footways and street lighting on both sides of the carriageway.

Burton Road

2.7 Burton Road is a single carriageway road in each direction providing for west to east movements from Old Mill Lane to Rotherham Road. This has primarily residential frontage, however Burton Road Primary School can be found near to Old Mill Lane. This is subject to a 30mph speed limit and there are footways and street lighting on both sides of the carriageway. As mentioned above, the Old Mill Lane/Burton Road junction is signalised, however it should be noted that drivers can only turn left onto Old Mill Lane toward the A61 Harborough Hill Road/Old Mill Lane gyratory; no turning manoeuvres are allowed to Wakefield Road.

A61 Wakefield Road

2.8 Wakefield Road lies to the north of the Old Mill Lane/Burton Road junction and provides for traffic movements along the A61 toward the conurbations of New Lodge, Staincross and ultimately Wakefield. Immediately adjacent to the area, Wakefield Road is a single carriageway road in each direction and has a mix of residential and commercial frontage. This is subject to a 30mph speed limit and there are footways and street lighting on both sides of the carriageway. Various formal pedestrian crossing facilities are provided along its route.

A61 Harborough Hill Road/Old Mill Lane Gyratory

2.9 A61 Harborough Hill Road/Old Mill Lane gyratory lies to the southern end of Old Mill Lane. This is a large signalised roundabout and is approached from seven directions including Old Mill Lane from a northerly direction, Twibell Street from the north easterly direction, The Peel Centre from a south easterly direction, Harborough Hill Road from a southerly direction, Meadow Street from a south westerly direction, Old Mill Lane from a south westerly direction and Canal Way/Asda from a westerly direction. Two to three lanes can be found on the various approaches to the junction with two to three lanes also being found on the circulatory carriageway. PC World is also located on the island in the centre of the gyratory, with the gyratory also providing access to its car park. Pedestrian crossing facilities can be found on the various approaches to the junction.

Pedestrian Facilities

2.10 Given the mix of residential/commercial development in and around the area and as mentioned above, there is already a network of existing pedestrian infrastructure in the vicinity of the application site. As mentioned above all roads are bordered by footways of a reasonable width and there are a large number of formal pedestrian crossing facilities on Old Mill Lane, Wakefield Road and at the A61 Harborough Hill Road/Old Mill Lane gyratory.

2.11 The pedestrian infrastructure in the vicinity of the site is considered in more detail in Section 6 of this report.

Public Transport Facilities

2.12 The area surrounding the application site is well served by public transport with bus stops being provided on Old Mill Lane immediately adjacent to the site and on Burton Road.

2.13 Furthermore, Barnsley railway station is within 1km of the site.

2.14 Access to bus and rail services is discussed in more detail in Section 5 of this report.

Wakefield Road A61 Quality Bus Corridor Phase 3

2.15 Barnsley MBC is currently on-site constructing the Wakefield Road A61 Quality Bus Corridor (QBC) Phase 3 scheme. This relieves congestion at the Old Mill Lane/Burton Road junction by the construction of a new link road, referred to as the Burton Road Bypass, across land in the ownership of National Grid immediately to the northern boundary of the proposed foodstore. A roundabout is proposed at the Burton Road junction of the link road with an all moves signalised junction being provided at the Old Mill Lane junction. This removes the restriction that currently exists on right turning traffic exiting Burton Road to Wakefield Road mentioned above.

2.16 Old Mill Lane and Burton Road will then have a direct road connection via a single lane carriageway in each direction. A new roundabout is to be constructed along the link road to facilitate access to Wickes. The current access to Wickes off Old Mill Lane will be closed. The proposed layout of this scheme is shown on Drawing 100.

2.17 This scheme is currently being constructed on-site and is expected to be completed by the end of 2012. This will facilitate access to the proposed foodstore development.

3.0 Highway Safety

Introduction

3.1 Five years of personal injury accident data have been obtained for the period from 1st January 2006 to 31st December 2010 at the following junctions as agreed with Barnsley MBC:

- A61 Harborough Hill Road/Old Mill Lane Gyratory;
- Old Mill Lane to Burton Road Corridor;
- Wakefield Road Corridor from Burton Road to Carlton Road; and
- Burton Road/Rotherham Road.

3.2 The following is a analysis of the accidents at the above mentioned junctions

A61 Harborough Hill Road/Old Mill Lane Gyratory

3.3 An analysis of the data provided by BMBC shows there to have been 18 accidents at this junction over the five year period under consideration. This includes 15 slight injury accidents, 3 serious injury and no fatal injury accidents. Of the 18 accidents, 6 occurred in 2006, 6 in 2007, 4 in 2008, 2 in 2009 and none occurred in 2010. This indicates a downward trend in accidents occurring at this junction.

3.4 Of the above mentioned 18 accidents, 2 involved pedestrians and none involved cyclists. It should also be noted that the majority of these 18 accidents occurred either during the early afternoon or early evening periods. None of the accidents occurred during peak times.

3.5 It should also be noted that 10 of the above mentioned accidents occurred on either the Harborough Hill Road approach to the junction or on the circulatory carriageway adjacent to the Harborough Hill Road approach, 2 of which were serious. 1 of these accidents included a pedestrian running across Harborough Hill Road who slipped in front of the on-coming vehicle, the other involved a single motorcyclist on the Harborough Hill Road approach slipping on the wet surface.

3.6 The other remaining serious accident to a pedestrian occurred near to a bus stop on Old Mill Lane where a pedestrian waiting at a bus stop bent down to pick up a bag and was struck by the on-coming bus.

3.7 The remaining accidents were either single or two vehicle collisions involving only slight injuries.

Old Mill Lane to Burton Road Corridor

3.8 It should be noted that the following analysis covers the section of Old Mill Lane from its junction with Burton Road to the road bridge over the River Dearne, a distance of approximately 400m. This extended

assessment has been undertaken to include the section of Old Mill Lane where access to the main road from the foodstore development will be facilitated.

3.9 An analysis of the data provided by BMBC shows there to have been 12 accidents along the above mentioned corridor over the five year period under consideration, all of which were slight. Of the 12 accidents, 1 occurred in 2006, 1 in 2007, 4 in 2008, 2 in 2009 and 4 occurred in 2010. Of these 12 accidents, 1 included a child pedestrian and 1 included a child cyclist, the majority of the remainder were either single or two vehicle collisions involving only slight injuries. Only 1 of these accidents occurred during the peak period.

3.10 Of these 12 accidents over the 5 year period under consideration, 4 occurred at the junction of Burton Road (1 of which included a pedestrian), 3 occurred at the Wickes access (1 of which was a child cyclist) and 5 occurred on the section of Old Mill Lane from Wickes to the road bridge over the River Dearne.

3.11 With regard to the accidents to vulnerable road users mentioned above, the accident at Burton Road involved a child pedestrian crossing Old Mill Lane being struck by a car travelling northbound on Old Mill Lane (green traffic signal for the car to proceed), the accident at Wickes involved a child pedestrian pushing a cycle across Old Mill Lane and not seeing the car travelling in a northbound direction.

Wakefield Road Corridor from Burton Road to Carlton Road

3.12 The following analyses the accidents that have occurred on the section of Wakefield Road from Burton Road to Carlton Road to the north of the proposed foodstore a distance of some 700m.

3.13 An analysis of the data provided by BMBC shows there to have been 10 accidents along the above mentioned corridor over the five year period under consideration, all of which were slight. Of the 12 accidents, 3 occurred in 2006, 1 in 2007, 0 in 2008, 5 in 2009 and 1 occurred in 2010. Of these 10 accidents, 2 included an adult pedestrian, the majority of the remainder were either a single or two vehicle collisions involving only slight injuries. Only 2 of these accidents occurred during the peak period.

3.14 Of these 10 accidents over the 5 year period under consideration, 1 occurred on the stretch of Wakefield Road between Burton Road and Smithies Lane, 1 occurred at the junction of Smithies Lane, 4 occurred on Wakefield Road between Smithies Lane and Carlton Road (including an adult pedestrian) and 4 occurred at the junction of Carlton Road (including an adult pedestrian).

3.0 Highway Safety

3.15 With regard to the accidents to vulnerable road users mentioned above, the accident between Smithies Lane and Carlton Road involved a pedestrian stepping off the footway into the path of an on-coming car and injuring his foot, the other, at the Wakefield Road/Carlton Road junction involved a pedestrian crossing between vehicles waiting to turn right into Carlton Road and then being struck by one of the vehicles as it started to make its turning manoeuvre.

Burton Road/Rotherham Road Junction

3.16 An analysis of the data provided by BMBC shows there to have been 2 injury accidents at the above mentioned junction over the 5 year period under consideration, both of which were slight. Both of these accidents involved a stationary vehicle at the traffic signals being hit from behind.

Highway Safety Conclusions

3.17 The above review of the accident data covering the 5 year period from 1st January 2006 to 31st December 2010 demonstrates there is not a safety issue on the highway network immediately adjacent to the proposed foodstore development.

4.0 Development Proposals

Proposed Development

4.1 Peel Land and Property are seeking planning permission for the following:

- 15,236sqm foodstore;
- An associated car park; and
- An 8 pump petrol filling station.

4.2 The development proposals are shown on Drawing 101 produced by Bate and Taylor Architects.

General Vehicular Access

4.3 As described in Section 2, BMBC is currently on site implementing the Wakefield Road A61 Quality Bus Corridor Phase 3. As part of this proposal, a new roundabout will be constructed on the Burton Road Bypass linking Old Mill Lane with Burton Road to facilitate access to Wickes. It is envisaged that this roundabout will also facilitate general vehicular access to the proposed foodstore development. Access to the main road network will be via the new junctions on the Bypass at Old Mill Lane and at Burton Road.

4.4 It should be noted that due to the level of traffic expected to be generated by the foodstore proposals, the road layout and junction arrangements to be implemented as part of the QBC scheme will need to be enhanced. This is described in greater detail in Section 7. The modifications to the Burton Road Bypass scheme necessary to support the proposed vehicular access arrangements are depicted on Drawing 102.

Access to Petrol Filling Station

4.5 The access to the proposed petrol filling station will be via a left in/left out priority arrangement on to the Bypass between Old Mill Land and Burton Road.

Service Access

4.6 Service access will be provided by the arrangements described above for general vehicular access. However, on entry to the site there will be a ramp up to the elevated service area, thus separating service and general traffic at the point of entry to the site.

Car Parking

4.7 A total of 772 parking spaces will be provided at-grade but below the proposed foodstore which will be on stilts. This includes 41 spaces for the mobility impaired and 37 parent and child spaces. The parking levels conform to the urban parking standard of 14-25sqm stated in the Barnsley Supplementary Planning

Document (SPD), adopted in March 2012, and are typical of this size of foodstore. The disabled parking provision of 5% slightly exceeds the 4% stated in the Barnsley SPD, but again, is seen to by typical of such a size of foodstore.

Pedestrian Access

4.8 Pedestrian access to the site will be via the main vehicular access point which includes 2m footways along the Bypass with additional pedestrian facilities being provided within the proposed car parks. In addition, there will also be a pedestrian/cycle bridge which connects the western facade of the building at the shop floor level to Old Mill Lane near to the Harborough Hill Road gyratory. This will facilitate direct pedestrian access to the existing bus stops on Old Mill Lane.

Cycle Access

4.9 Cyclist access from the highway network will be via the proposed main vehicular access described above. As also described above, there will be an additional pedestrian/cycle bridge which connects the western facade of the building at shop floor level to Old Mill Lane.

4.10 Cycle connectivity in and around the site will be enhanced by the Harborough Hill Park proposals which will connect Old Mill Lane/Harborough Hill Road to the River Dearne pathways which in turn provide connection to the Trans Pennine Trail. The connection will offer a safe, high quality route operate as a loop along the Burton Road bypass to the east of the site, where it connects to the River Dearne pathways, then south to the southern boundary, where it will travel west and connect to Old Mill Lane to the north of the gyratory via an access ramp.

4.11 A cycle hire facility will be provided adjacent to the site. This facility will be located at the proposed Park Kiosk which is part of the Riverside Community Park proposals. The facility will offer visitors the opportunity to explore the park and surrounding areas for leisure and educational purposes.

5.0 Policy

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Introduction

5.1 The following section outlines the relevant planning policies from a traffic and transportation perspective and demonstrates how the proposals accord with these policies.

National Planning Policy Framework (March, 2012)

5.2 The National Planning Policy Framework (NPPF) replaces a series of 44 separate planning policy documents covering a wide range of areas of planning policy. The NPPF is therefore a comprehensive document which forms the basis of planning policy in all areas of planning other than waste policy.

5.3 While the NPPF is a material consideration in planning decisions, emphasis is given in the document to *"distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities."* The NPPF does not change the status of the local development plan as the starting point for decision making.

5.4 Paragraph 32 of the NPPF states that:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

5.5 The NPPF calls for a *"balance of land uses"* which will encourage people to minimise their journey lengths for employment, shopping, leisure, education and other activities.

5.6 It can be considered that the development proposals support and conform to the sustainable transport policies of the NPPF.

5.7 As discussed in Section 6 of this TA, the site is located such as to take up opportunities for sustainable travel. The provision of enhanced cycle facilities described in Section 2 of this TA, and local QBC improvements described in Section 7, will enhance the opportunity for such alternatives to the private car.

5.8 Around the site, movements to and from public transport facilities for pedestrians and cyclists, whether they are able-bodied or have disabilities, are safe and convenient, with wide footways, drop-kerbs, tactile paving, pedestrian crossing facilities. The high level pedestrian and cycle bridge will provide a direct link between the bus stop on the A61 Old Mill Lane, north of the gyratory, to the site, providing a high quality and convenient connection between the site and public transport.

5.9 As demonstrated in in Section 8 of this TA, it is considered that, after the proposed highway infrastructure improvements associated with the scheme, the residual impacts of the development are not "severe".

5.10 It is also considered that the location of the site will contribute towards a "balance of land uses" by providing opportunities for employment and shopping in the local area.

5.11 Therefore, it is considered that the proposals are consistent with the NPPF from a transportation perspective.

Barnsley Core Strategy (Adopted September 2011)

5.12 The Barnsley Local Development Framework (LDF) is a portfolio of documents, which together comprise planning policy within Barnsley district.

5.13 The principal, overarching document within the LDF is the Core Strategy, which considers the key elements of the planning framework for Barnsley.

5.14 Section 9.6 of the Core Strategy document contains the Transport Strategy for the district, and contains six policies relating to transport:

- CSP 23 Accessibility Priorities;
- CSP 24 Safeguarding of Former Railway Lines;
- CSP 25 New Development and Sustainable Travel;
- CSP 26 New Development and Highway Improvement;
- CSP 27 Parking Strategy; and
- CSP 28 Reducing the Impact of Road Travel.

5.15 CSP 23 relates to transport investment, which should be targeted in the *"Accessibility Improvement Area"* in central Barnsley. The development will be located adjacent to some of the investment that has been implemented on Old Mill Lane, primarily the Quality Bus Corridor scheme. Therefore, the proposals are consistent with policy CSP 23.

5.16 CSP 24 relates to former railway alignments to the south of the city centre. The development will not interfere with these alignments. Therefore, the proposals are consistent with policy CSP 24.

5.17 CSP 25 states that 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 levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document;*
- *provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport "Guidance on Transport Assessments" as published March 2007 (or any subsequent version);*
- *provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" as published April 2009 (or any subsequent version). Travel plans will be secured through a planning obligation or a planning condition."*

5.18 As demonstrated in Section 6 of this TA, the development is accessible by public transport, and will meet the needs of pedestrians and cyclists, and will therefore reduce the need to travel. The development will provide vehicle and cycle parking in line with the current Supplementary Planning Document. In addition, this TA document has been produced in line with the guidance set out in the Department for Transport "Guidance on Transport Assessments", and a travel plan has been produced in line with the "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" document. Therefore, the proposals are consistent with policy CSP 25.

5.19 Policy CSP 26 states that *"new development will be expected to be designed and built to provide safe, secure and convenient access for all road users."* As part of the proposals, mitigation measures are proposed on the highway, which will allow for safe and efficient access of the site after opening. Therefore, the proposals are consistent with policy CSP 26.

5.20 Policy CSP 27 relates to Barnsley Council's parking strategy, an element of which is the setting of maximum parking standards. The development will include parking in line with the maximum parking standards set out in the Supplementary Planning Document. Therefore, the proposals are consistent with policy CSP 27.

5.21 Policy CSP 28 relates to *"reducing the impact of road travel"*, in respect of air quality, freight operation, and efficient use of the current road system. An Air Quality Assessment has been undertaken as part of this application to ensure that the air impact of the development is minimised. Additionally, a Travel Plan has been produced which will promote measures such as car sharing, to ensure efficient use of the road system. Therefore, the proposals are consistent with policy CSP 28.

Barnsley Supplementary Planning Document: Parking

5.22 This Supplementary Planning Document (SPD) has been produced concerning parking within the district. This document re-emphasises the policy in the Core Strategy relating to the need to design and locate development such as to promote sustainable modes; and to provide Transport Assessments and Travel Plans where necessary, as per DfT guidance.

5.23 The document also contains *maximum* standards relating to car parking provision, and *minimum* standards relating to cycle parking provision, however, there is no minimum standard of cycle parking relating to food retail. Therefore, the maximum standards for car parking are replicated in Table 5.1.

Table 5.1: Barnsley Maximum Car Parking Standards

Use	Barnsley Urban	Barnsley-wide
A1 Shops: Food	1 space per 14 - 25sqm	1 space per 14 - 20sqm

5.24 The development is proposed at 15236sqm, which would give a maximum parking standard of 1088 parking spaces, based on the site being located in a "Barnsley Urban" location.

5.25 The proposed parking provision is for 772 non-disabled spaces, which is within the maximum standard.

5.26 The parking standards also recommend provision for disabled parking spaces at 4% of the total number of spaces. 41 disabled spaces are proposed, which is 5% of the provision, meaning that provision for those with mobility impairments at the site exceeds that required by the standards.

5.27 Parking provision at the site is therefore in line with the guidance in the Barnsley Parking SPD.

South Yorkshire Local Transport Plan (2011 – 2026)

5.28 The South Yorkshire Local Plan (2011 – 2026) is the third Local Transport Plan (LTP) for South Yorkshire.

5.0 Policy

5.29 The Transport Strategy has been devised for the Sheffield City Region (SCR) which includes the South Yorkshire districts of Barnsley, Doncaster, Rotherham and Sheffield, as well as parts of Nottinghamshire and Derbyshire.

5.30 The LTP's Transport Strategy describes the following four goals:

- *"To ensure that the transport system supports the economic growth of SCR;*
- *To ensure that the transport system enhances social exclusion and health;*
- *To reduce the emissions from vehicles; and*
- *To make transport increasingly safe and secure."*

5.31 A set of 26 policies have been devised to meet these goals which include delivering interventions required for development and regeneration, focusing new development along key public transport corridors, improvement in air quality and encouragement of safer road use.

5.32 It is considered that the development proposals are broadly in line with the above goals, primarily due to the economic benefits, the regeneration potential, the employment opportunities and the associated highway infrastructure associated with the development.

6.0 Accessibility

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Introduction

6.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

6.2 In this instance, the location of the proposed foodstore in close proximity to the town centre, the proximity of surrounding residential development and surrounding areas of employment, ensures that there is the potential for linked trips and opportunities for reducing overall car travel.

Pedestrian Accessibility

6.3 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled *'Providing for Journeys on Foot'* suggests walking distances which are relevant to this planning application. These are reproduced in Table 6.1.

Table 6.1 Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

6.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. Plan 003 shows distances of 500m, 1000m and 2000m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for commuting trips.

6.5 Plan 3 shows that within 1,000m there are large residential areas located to the northwest and northeast (Monk Bretton) of the proposed site. These areas are linked via a connected, well-lit, footway network.

6.6 Furthermore there are numerous employment sites such as large retail stores and Barnsley town centre which are also accessible within 1,000m of the proposed foodstore.

6.0 Accessibility

6.7 Within a 2,000m of the site the whole of Barnsley town centre is available as well as sections of the residential areas located to the west, southwest and southeast of the site.

Accessibility by Cycle

6.8 To assist in assessing the accessibility of the site by cycle, Plan 004 presents a 5km cycle catchment for the site. This distance equates to a journey time of around 25 minutes, while cycling at a leisurely speed of 12 kilometres per hour.

6.9 The 5km catchment encompasses the whole of Barnsley including the peripheral districts of Carlton, Athersley South, Gawber, Dodworth and Worsbough.

6.10 The closest designated cycle route in the vicinity of the site is the National Cycle Route 67 located approximately 1km to the south of the site.

6.11 National Cycle Route 67 links Loughborough and Northallerton. Locally it connects Barnsley Railway Station to the Trans Pennine Trail.

6.12 The initial route eastbound from the station is on-road while the majority of National Route 67 is off-road and traffic free.

6.13 There is an additional section of designated cycle way located approximately 2.5km to the north. This connects New Lodge with Athersley South.

Bus Accessibility

6.14 There are a number of bus services accessible from Old Mill Lane. The closest bus facilities to the site are located on the western southbound carriage way of Old Mill Lane and consist of a shelter, timetable information and seats. The facilities will be located approximately 200m from the site.

6.15 There is an additional bus stop located across Old Mill Lane on the edge of the eastern carriageway which is also within 400m of the site. In addition, there will also be a pedestrian/cycle bridge which connects the western facade of the building at the shop floor level to Old Mill Lane which will facilitate direct pedestrian access to these bus stops. The services that utilise these stops have been summarised in Table 6.2 below.

6.0 Accessibility

Table 6.2 – Bus Services accessible in the vicinity of the site from Old Mill Lane

Bus Service	Journey	Frequency (Per Hour)	
		Mon – Sat	Sunday
1	Barnsley – New Lodge – Mapplewell - Staincross	6	2
4, 4A	Barnsley – Mapplewell – Darton – Kexborough	1	-
11	Barnsley – Smithies – Athersley	3	2
12	Barnsley – Smithies – Athersley	4	2
31	Barnsley – Cudworth	1	-
48, 48A	Barnsley – Hemsworth	Limited	-
57, 59, 59A	Barnsley – Mark Bretton – Carlton – Royston – Notton - Sandal	4	1
58, 58A	Barnsley – Royston – Carlton – Hemsworth	2	-
194	Barnsley – Royston – Wakefield	1	1

6.16 As part of the development proposals a new link road connecting the site with Burton Road will be constructed. This will provide a link from the site to bus facilities on Burton Road which will be accessible in approximately 300m from the store.

6.17 As with Old Mill Lane, bus stops on Burton Road consist of shelters, timetable information and seating. The services that utilise these stops have been summarised below.

Table 6.3 – Bus Services accessible in the vicinity of the site from Burton Road

Bus Service	Journey	Frequency (Per Hour)	
		Mon – Sat	Sunday
31/31A	Barnsley – Monk Bretton – Athersley – Carlton – Shafton – Cudworth – Lundwood	1	-
48, 48A	Barnsley – Hemsworth	Limited	-
57, 59, 59A	Barnsley – Mark Bretton – Carlton – Royston – Notton – Sandal	4	1

6.18 In total, 21 bus services will be accessible from within 400m of the proposed foodstore. Many of the services have a frequency of two services an hour or more to key local destinations such as Barnsley Interchange and local residential areas.

6.19 In conclusion the site is considered to be highly accessible by bus.

6.0 Accessibility

Rail Accessibility

6.20 Barnsley Railway Station is located approximately 800m to the south west of the site. It forms a large transport interchange with Barnsley Bus Station which is located opposite.

6.21 Frequent rail services operate from the station to a variety of local and regional destinations. During peak periods there are typically three trains an hour to Sheffield, Wakefield, Kirkgate and Leeds and further hourly services to Huddersfield and Nottingham.

Summary

6.22 In summary, it can be concluded that the foodstore will be well located for access by public transport, walking and cycling.

7.0 Derivation of Traffic Flows

Introduction

7.1 This section of the report details the methodology used to predict the demand associated with the proposed development.

7.2 The scope of this assessment was agreed at a meeting held on 18th March 2011 with Highways Officers at BMBC. The scope covered all major issues relating to the assessment of the traffic impact of the development including:

- Extent of assessment (study area);
- Time periods to be assessed;
- Assessment year and traffic growth methodology;
- Trip distribution and assignment; and
- Trip generation methodology.

7.3 It was agreed that junction capacity assessments would be required for the following five junctions:

- A61 Wakefield Road/Carlton Road (existing – signals);
- A61 Wakefield Road/Smithies Lane (existing – signals);
- A61 Wakefield Road/Burton Road (existing – signals);
- A61 Old Mill Lane/Burton Road Bypass (proposed – signals); and
- A61 Harborough Hill Road/Old Mill Lane Gyratory (existing – signals).

7.4 A percentage increase assessment of Alhambra Roundabout based on its existing layout would also be required.

7.5 It was agreed that the above junctions should be assessed for the following two time periods, which are the typical peak periods associated with foodstore traffic generation:

- Friday PM Peak; and
- Saturday Peak.

7.6 Following a meeting with BMBC Highways Officers on 13th September 2011, it was suggested by the Highways Officers that the junction of Burton Road/Rotherham Road, which was outside of the original scope, could be included in the capacity assessment, as there is a likelihood that a significant proportion of

development trips may pass through it. It was therefore decided to include this junction as part of the assessment.

Existing Situation

7.7 In order to provide a robust assessment, the existing conditions were assessed. As no suitable historic count data was available, traffic surveys, in the form of classified turning counts and queue length surveys, were undertaken for the five existing junctions included in the original scope. The surveys were undertaken by a specialist traffic data collection company on Friday 20th and Saturday 21st May 2011. Separate surveys were undertaken for the Burton Road/Rotherham Road junction on Friday 30th September and Saturday 1st October. A copy of the observed survey data is provided in Appendix A.

7.8 Analysis of the traffic survey data identified the following peak hours which form the basis of the traffic impact assessment:

- Friday PM Peak = 15:45-16:45; and
- Saturday Peak = 12:30-13:30.

7.9 The observed flows are shown in Figures 1 and 2.

7.10 Junction capacity models were constructed based on these observed flows as well as signal timing sheets and layouts provided by BMBC Environmental Services.

7.11 The models for the four existing junctions included in the original scope, plus the additional junction, were calibrated based on the queue length surveys and are therefore broadly representative of current traffic conditions at the junctions. In several instances, modelled queues are in excess of observed queues, resulting in the models presenting less capacity than there may exist in reality which ensures that the assessment should be considered to be robust and "worst-case".

Base Year Assessment

7.12 In order to take into account a proposed highway scheme in the area and the existing land use permissions at the proposed development site, a Future Base Year was derived.

Wakefield Road A61 Quality Bus Corridor Phase 3

7.13 The scheme, as part of the QBC proposals, was under construction during the traffic surveys and was assumed to be completed early in 2012 as the date of completion was not known when the assessment was

being undertaken, therefore the impact on the existing highway network would need to be included in the assessment.

7.14 The scheme will bypass an existing section of Burton Road approximately 250m in length from its junction with A61 Wakefield Road. The Bypass will run in a south westerly alignment, connecting to A61 Old Mill Lane at a proposed signalised junction approximately 150m south of the existing Burton Road junction. As previously mentioned, the proposed junction will allow all movements while the existing Burton Road junction will become left-in left-out only. Therefore, a significant reassignment of traffic onto the Bypass is likely to occur.

7.15 No reassignment information was provided to Curtins, therefore the assumption was made that 95% of the existing Burton Road traffic will transfer onto the Bypass. The remaining 5% will be assumed to consist of local traffic associated with the residences on Burton Road. The flows associated with this reassignment are shown in Figures 3 and 4.

7.16 Also as part of the scheme, the existing Wickes access on A61 Old Mill Lane will be relocated to a proposed roundabout on the Bypass. Therefore the observed Wickes traffic was transferred onto the Bypass. The flows associated with this reassignment are shown in Figures 5 and 6.

Existing Land Use Permissions

7.17 As outlined in Section 2, the development site partly consists of a retail park and a council depot, both accessed off Twibell Street. The retail park consists of three large units, however one unit with a GFA of 2512sqm, previously occupied by MFI and Power House, is vacant and was therefore not generating traffic on the days of the traffic surveys. Similarly, the council depot is also vacant and not generating traffic on the days of the traffic surveys. In accordance with DfT guidance, the potential levels of traffic that may be generated by this empty retail unit and vacated council depot have been added to the Base Year flows.

7.18 In order to calculate the potential number of trips these vacant properties would generate, average trip rates were extracted from the TRICS database and applied to the GFA. The associated trips were added to the observed flows. The TRICS data is included in Appendix B. The traffic flows associated with these existing permissions are shown in Figures 7 and 8.

Forecast Year Assessment

7.19 The trips associated with the reassignment of the Burton Road Bypass and the existing land use permissions not included in the traffic surveys were added to the observed flows, which were in turn factored up to 2012.

7.0 Derivation of Traffic Flows

7.20 The observed flows were factored by the following methods:

- Cars and LGVs were factored by TEMPRO NTEM dataset 6.2 factored by NTM AF09 for urban principal roads; and
- HGVs were factored by NTM 2009.

7.21 These flows form the 2012 Future Base Year without Committed scenario and represent the year of application. They are shown in Figures 9 and 10.

7.22 The 2012 Future Base Year without Committed flows were factored to the forecast year of 2017 using the same method. These growth factors are presented in Table 7.1.

Table 7.1 – Background Traffic Growth Factors

Base Year	Forecast Year	Cars & LGVs		HGVs
		Friday Peak	Saturday Peak	Both Peaks
2011	2012	1.005	1.005	1.002
2012	2017	1.042	1.043	1.020

7.23 The 2017 Future Base Year without Committed flows are shown in Figures 11 and 12.

Committed Development

7.24 It was agreed during the scoping meeting that there would be no requirement to include committed development as part of this analysis. However, it transpires that planning permission has been granted to a proposed retail development to the north of the proposed foodstore on land in the ownership of National Grid. The proposed retail development has a GFA of approximately 1906sqm and is to be a "bulky goods" store. It was therefore decided to include this as committed development.

7.25 As no traffic data associated with the committed development was available, the TRICS database was used to derive trip rates associated with "non-food superstores" with similar locational characteristics as the proposed development. The TRICS data is included in Appendix B. The trip rates and trip generation are shown in Table 7.2.

Table 7.2 – Summary of Committed Development Trip Rates and Trip Generation

Peak	Trip Rates			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Friday	1.960	2.075	4.035	37	40	77
Saturday	3.553	3.651	7.204	68	70	137

Source: TRICS 2011(b)

7.26 For modelling purposes, it was assumed that 85% of committed development trips were primary trips and 15% were pass-by. The traffic flows associated with the committed development are shown in Figures 13 and 14.

7.27 The committed development flows were added to the 2012 and 2017 Future Base without Development scenarios in order to form the baseline assessment scenarios referred to as 2012 Future Base and 2017 Future Base. The flows associated with these scenarios are shown in Figures 15-18.

Trip Generation

7.28 In order to determine the trip generation associated with the proposed development, the TRICS database has been used. This industry approved database contains the trip rates associated with numerous sites of various land use types across the UK and Ireland.

7.29 A sample of existing sites from the "Food Superstore" land use category with similar geographic characteristics to the proposed site was chosen. From this sample, average trip rates were derived for both peaks and applied to the 15,236sqm GFA of the proposed development in order to calculate the total number of trips predicted to be generated by it. It should be noted that 85th percentile trip rates were not used as the number of sites in the sample was considerably less than the minimum recommended by the TRICS Good Practice Guide when using such trip rates. A summary of the trip rates and associated trip generation is presented in Table 7.3. The TRICS outputs are included in Appendix B.

Table 7.3 – Summary of Proposed Foodstore Trip Rates and Trip Generation

Peak	Trip Rates			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Friday	5.719	5.609	11.327	871	855	1726
Saturday	5.367	5.150	10.516	818	785	1603

Source: TRICS 2011(b)

7.30 It is predicted that during the Friday Peak there will be 871 vehicle arrivals at the site and 855 departures. In the Saturday Peak it is predicted that there will be 818 arrivals and 785 departures.

7.0 Derivation of Traffic Flows

7.31 Further to the findings of the Retail Impact Assessment undertaken in 2011 by GVA, it is predicted that the proposed food store will draw 40% of its total trade from other food stores in the Barnsley area. These stores are:

- Asda, Old Mill Lane;
- Morrisons Lower Thomas Street; and
- Tesco, Wombwell Lane.

7.32 Many of the trips associated with these food stores, particularly the Morrisons and Tesco stores, do not use the network, or significant sections of the network, modelled as part of this TA, therefore a significant proportion of these trade draw trips will appear as new trips on the network, thereby sharing the characteristics of a primary trip.

7.33 With trade draw (transferred) trips accounting for 40% of the development trips, the remaining 60% will be treated as primary trips. It should be noted that, in reality, there is likely to be significant proportions of pass-by and diverted trips meaning that this proportion of 60% primary trips is likely to be smaller. However, it is believed that 60% primary trips, coupled with a large number of new transferred trips to the network, will provide a robust assessment by presenting a "worst-case" scenario. A summary of the total number of development trips split by primary and transferred is provided in Table 7.4.

Table 7.4 – Summary of Trip Types

Peak	Primary Trips			Transferred Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Friday	523	513	1036	348	342	690
Saturday	491	471	962	327	314	641

7.34 One important aspect to note regarding the proposed foodstore's location, is that its sole vehicle access will be provided off the Burton Road Bypass, meaning that all trips associated with the store will use the Bypass for part of their journey.

Primary Development Trips

7.35 Primary development trips were distributed based on a combination of the observed distribution of the nearby Asda store on Old Mill Lane and a GIS analysis of local trade patterns. The distribution is shown in Figure 19.

7.36 As part of the development trip distribution, it was predicted that a small proportion of primary development trips travelling to/from the east of the site would have an origin/destination in the residential areas accessed off Burton Road to the east of the proposed foodstore access. The proportions were based on the difference in observed count data between the A61 Wakefield Road/Burton Road and the Burton Road/Rotherham Road junctions. The distributed development primary trips are shown in Figures 20 and 21.

Transferred Development Trips

7.37 Transferred trips were distributed based on the information provided by GVA as part of the Retail Impact Assessment. These transferred trips are shown in Figures 22 to 25.

Net Trip Reduction

7.38 In order to "net-off" or remove trips associated with the existing site, the assumption was made that 75% of the observed trips arriving and departing on Twibell Street were generated by the existing retail park with the remaining 25% being generated by the residences and businesses on the southern side of Twibell Street. These trips were added to those associated with the existing land use permissions and removed from the Base plus Development scenario. These trips total 76 arrivals and 87 departures in the Friday Peak and 120 arrivals and 114 departures in the Saturday Peak. The trips associated with the net reduction are shown in Figures 26 and 27.

Linked Trips

7.39 It is believed that there will be a very small number of linked trips between the committed bulky goods store and the proposed foodstore. These linked trips were assumed to account for 15% of committed trips. The 15% was taken from the primary trip percentage leaving 70% primary trips, 15% pass-by and 15% linked. The linked trips between the committed and proposed development are shown in Figures 28 and 29.

Petrol Filling Station

7.40 One final adjustment to the traffic flows was undertaken to take into account the proposed petrol filling station (PFS) as part of the foodstore application. A PFS trip rate was derived from the TRICS database and applied to the 8 proposed fuel pumps. The trip rates and trip generation is shown in Table 7.5. The TRICS outputs are included in Appendix B.

Table 7.5 – Summary of PFS Trip Rates and Trip Generation

Peak	Trip Rates			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Friday	7.723	7.911	15.634	62	63	125
Saturday	6.474	6.546	13.020	52	52	104

Source: TRICS 2011(b)

7.41 It was assumed that 75% of the trips would be pass-by traffic to and from the foodstore and the remaining 25% would be non-foodstore pass-by traffic. The assumption was also made that the majority of trips visiting both the foodstore and the PFS would visit the PFS on exit from the foodstore. The trips associated with the PFS are shown in Figures 30 and 31.

Total Development Flows

7.42 The total proposed development trips for 2017 were then created by combining each of the following elements:

- 2017 Future Base Year without Development;
- Committed Development Trips;
- Primary Development Trips;
- Transferred Trips (Trade Draw);
- Net Removal (closure of Twibell Street Retail Park and Council Depot);
- Committed and Proposed Development Linked Trips; and
- PFS Trips.

7.43 These total development flows are referred to as 2017 Future Base plus Development and are shown in Figures 32 and 33.

8.0 Capacity Assessment

Introduction

8.1 Following the calibration of the junction capacity models using the observed traffic flows and queue lengths, the 2012 Future Base, 2017 Future Base and 2017 Future Base plus Development flows were input into the existing models. Models were also constructed for the following 3 proposed junctions:

- A61 Old Mill Lane/Burton Road Bypass (proposed – signals);
- Burton Road Bypass/Proposed Foodstore Access/Wickes Access (proposed – roundabout); and
- Burton Road Bypass/Burton Road (proposed – roundabout).

8.2 The 3 scenarios tested would provide an indication of the impact of five years of background traffic growth (including committed development) and the proposed foodstore traffic.

8.3 The following section will outline and analyse the results of the junction capacity assessment as well as provide an analysis of any proposed mitigation measures as a result of the analysis.

Interpreting Model Results

8.4 Three separate industry-standard modelling software packages have been used to undertake the assessment and are outlined below:

- LinSig 3.1 – for signalised junctions and small networks;
- ARCADY 7 – for roundabouts; and
- PICADY 5 – for priority junctions.

8.5 LinSig results refer to the Degree of Saturation (DoS) and Mean Maximum Queue (MMQ) predicted in each lane of the junction. A DoS of 100% indicates that the lane in question is operating at its theoretical capacity (point of saturation), whilst a DoS of 90% indicates that the lane is operating within its practical capacity. The results also refer to the junction's overall performance by indicating the Practical Reserve Capacity (PRC) and total delay. A positive PRC indicates that the junction has space practical capacity remaining, whilst a negative PRC indicates that the junction is operating over its practical capacity.

8.6 Both ARCADY and PICADY results refer to the Ratio of Flow to Capacity (RFC) and queue length predicted in each arm of the junction. An RFC of 1.00 indicates that the arm in question is operating at its theoretical capacity, whilst an RFC of 0.85 indicates that the arm is operating within its practical capacity.

Capacity Assessment Results

8.7 Full modelling results are provided in Appendix C at the rear of this report.

A61 Wakefield Road/Carlton Road/Smithies Lane

8.8 The two junctions of Wakefield Road/Carlton Road and Wakefield Road/Smithies Lane are both signalised and are operated by the same signal controller. Therefore, the two junctions are modelled as a two junction network within LinSig. The combining of the two junctions in the same file allows the accurate modelling of stage streaming and queue storage between the junctions.

8.9 The junctions also operate on a SCOOT system. Historic SCOOT stage capture was provided by BMBC Highways Officers for an AM, midday and PM peak. It was discovered that the junctions operate with a cycle time of 120 seconds in the PM peak, therefore the same cycle time was applied to the Friday peak. It is not expected that the junctions will operate on SCOOT in the Saturday peak, therefore a lower cycle time of 100 seconds was applied in-line with the calibrated observed models. The network was then double-cycled with the all-red pedestrian stages called once per cycle in order to replicate the level of pedestrian demand. The cycle times for both peaks were applied to all three scenarios and not adjusted, allowing for a fair comparison.

8.10 It is noted that the Smithies Lane junction has 4 arms, with one arm providing access to a car dealership. This arm is vehicle actuated, however no trips were recorded making the movement to/from this arm during the time of the survey. For modelling purposes, it was decided to include a token 10 arrivals and 10 departures at this arm for robustness.

8.11 The results for the 2012 Future Base scenario are shown in Table 8.1.

Table 8.1 – A61 Wakefield Road/Carlton Road/Smithies Lane: 2012 Future Base Results

		2012 Future Base			
		Fri (1545-1645)		Sat (1230-1330)	
Item	Lane Description	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
J1: Carlton Road/Wakefield Road		**80.8%**	**-**	**74.9%**	**-**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	64.5%	16.4	59.4%	12.2
2/1+2/2	Carlton Road Left Right	80.8%	16.0	74.8%	13.2
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	80.4%	9.9	74.9%	21.8
J2: Smithies Lane/Wakefield Road		**80.5%**	**-**	**70.7%**	**-**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	68.4%	10.1	64.4%	17.1

2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	80.5%	26.3	70.7%	17.6
3/1	Smithies Lane Left Right Ahead	79.3%	11.5	70.3%	6.3
4/1	Garage Access Right Left Ahead	3.0%	0.3	4.3%	0.3
PRC (%)		11.4		20.2	
Total Delay (pcu/Hr)		31.01		22.09	

8.12 The results indicate that the network is operating with limited spare capacity in the Friday peak with a PRC of 11.4% and a greater level of spare capacity in the Saturday peak with a PRC of 20.2%. Despite the spare capacity, queues of notable length do appear on some arms. The arm with the longest queue in the Friday peak is Wakefield Road South of Smithies Lane with an MMQ of 26.3 PCUs (151m). In the Saturday Peak, the arm with the longest queue Wakefield Road south of Carlton Road with an MMQ of 21.8 PCUs (125m).

8.13 The results for the 2017 Future Base scenario are shown in Table 8.2.

Table 8.2 – A61 Wakefield Road/Carlton Road/Smithies Lane: 2017 Future Base Results

		2017 Future Base			
		Fri (1545-1645)		Sat (1230-1330)	
Item	Lane Description	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
J1: Carlton Road/Wakefield Road		**83.5%**	**-**	**78.5%**	**-**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	66.8%	16.4	62.5%	13.0
2/1+2/2	Carlton Road Left Right	82.7%	17.1	77.3%	14.2
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	83.5%	11.0	78.5%	24.1
J2: Smithies Lane/Wakefield Road		**83.6%**	**-**	**74.2%**	**-**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	70.9%	9.8	67.5%	16.7
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	83.6%	29.4	74.2%	19.4
3/1	Smithies Lane Left Right Ahead	82.4%	11.7	70.6%	6.4
4/1	Garage Access Right Left Ahead	3.0%	0.3	4.1%	0.3
PRC (%)		7.6		14.6	
Total Delay (pcu/Hr)		33.73		24.13	

8.14 The results indicate that the addition of five years of traffic growth sees a slight reduction in reserve capacity with the PRC of the Friday peak reducing to 7.6% and 14.6% in the Saturday peak. The queue lengths also increase, notably the MMQ on the Wakefield Road South of Smithies Lane arm in the Friday peak increases to 29.4 PCUs (169m) and to 24.1 PCUs (139m) on the Wakefield Road South of Carlton Road in the Saturday peak.

8.15 The results for the 2017 Future Base scenario are shown in Table 8.3.

Table 8.3 – A61 Wakefield Road/Carlton Road/Smithies Lane: 2017 Future Base plus Development Results

		2017 Future Base+Development			
		Fri (1545-1645)		Sat (1230-1330)	
Item	Lane Description	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
J1: Carlton Road/Wakefield Road		**92.5%**	**-**	**86.2%**	**-**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	68.2%	19.9	70.9%	17.8
2/1+2/2	Carlton Road Left Right	89.5%	18.8	85.7%	14.2
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	92.5%	15.2	86.2%	33.6
J2: Smithies Lane/Wakefield Road		**93.3%**	**-**	**83.6%**	**-**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	79.7%	29.2	74.8%	23.3
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	93.3%	41.6	83.6%	27.4
3/1	Smithies Lane Left Right Ahead	92.2%	14.8	79.2%	6.9
4/1	Garage Access Right Left Ahead	3.4%	0.3	4.6%	0.3
PRC (%)		-3.7		4.4	
Total Delay (pcu/Hr)		47.27		30.59	

8.16 The results indicate that, with the inclusion of development traffic, the network would operate slightly over the practical capacity threshold in the Friday peak and close to the practical capacity threshold in the Saturday peak. In the Friday peak, the highest DoS of 93.3% occurs on the Wakefield Road South of Smithies Lane arm. More significant than the DoS is the level of queuing. Queues on Wakefield Road between the two junctions would block-back in both peaks and effectively lock-up the junction, further reducing capacity. The queue length of 41.6 PCUs (239m) on Wakefield Road South of Smithies Lane in the PM peak and 33.6 PCUs (193m) in the Saturday peak are likely to block various industrial and residential accesses which could cause problems to local workers and residents.

8.17 The existing performance of the junction has been discussed with BMBC Highways Officers and it is acknowledged that the two junctions have intermittent capacity problems. In order to accommodate the development traffic, a proposed mitigation has been assessed by Curtins. This mitigation involves widening Smithies Lane to accommodate the addition of a flare and is shown in Drawing 103. This flare will increase the frequency of vehicles across the stopline from Smithies Lane, meaning that additional greentime can be assigned to Wakefield Road. The results for the 2012 Future Base scenario with mitigation are shown in Table 8.4.

Table 8.4 – A61 Wakefield Road/Carlton Road/Smithies Lane: 2017 Future Base plus Development Results with Mitigation

		2017 Base+Development			
		Fri (1545-1645)		Sat (1230-1330)	
Item	Lane Description	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
J1: Carlton Road/Wakefield Road		**80.40%**	**-**	**72.70%**	**-**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	71.30%	19.8	70.20%	16.1
2/1+2/2	Carlton Road Left Right	74.10%	15.6	72.70%	12.5
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	80.40%	26.9	71.50%	26.7
J2: Smithies Lane/Wakefield Road		**82.70%**	**-**	**77.00%**	**-**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	69.70%	12.7	70.20%	21.5
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	82.70%	30.9	77.00%	24.3
3/1+3/2	Smithies Lane Left Right Ahead	82.00%	11.9	50.80%	6
4/1	Garage Access Right Left Ahead	8.90%	0.4	7.40%	0.4
PRC (%)		8.8		16.9	
Total Delay (pcu/Hr)		30.19		21.81	

8.18 The results indicate that with the mitigation measure, the network could successfully accommodate the development traffic. In the Friday peak, the network would operate with a greater amount of spare capacity than the 2017 Future Base scenario. The Saturday peak would also have spare capacity although this may be increased further by increasing the cycle time to 120 seconds.

A61 Wakefield Road/Burton Road

8.19 The junction of Wakefield Road/Burton Road is currently signalised with a banned right turn from Burton Road. It marks the point where Wakefield Road becomes Old Mill Lane. The junction currently experiences high levels of congestion in the peak periods with long queues frequently developing on Burton Road on all arms.

8.20 The junction is to be redesigned following the construction of the Wakefield Road A61 Quality Bus Corridor Phase 3. It is envisaged that this scheme will result in large numbers of vehicles reassigning onto the Bypass, alleviating the problems at this junction. Once the Bypass is constructed, this junction will become a left-in/left-out priority junction with the right turn from Wakefield Road to Burton Road banned, therefore the only arm that will have to give-way to traffic and experience delay will be Burton Road.

8.21 The junction has been modelled using PICADY 5 and the results for the three assessment scenarios are shown in Table 8.5.

Table 8.5 – A61 Wakefield Road/Burton Road (Proposed): All Scenarios Results

Scenario	Friday (1545-1645)		Saturday (1230-1330)	
	RFC	Queue (Vehs)	RFC	Queue (Vehs)
2012 Future Base	0.050	0.05	0.049	0.05
2017 Future Base	0.052	0.05	0.051	0.05
2017 Future Base+Development	0.054	0.06	0.054	0.06

8.22 The results indicate that the proposed junction layout would operate with considerable spare capacity. This is primarily as a result of traffic reassigning onto the Bypass.

A61 Old Mill Lane/Burton Road

8.23 This proposed signalised junction is part of the proposals associated with the Burton Road Bypass. It forms the junction between the western end of the Bypass and the existing highway network. It also allows all traffic movements as well as a bus gate on the northern arm, which is part of the proposed Quality Bus Corridor. The Old Mill Lane and Burton Road Bypass arms are signalised, whereas the access to the small retail park to the west of the junction (containing the Carphone Warehouse and Tile Giant stores) remains unsignalised and has an additional access for traffic from Old Mill Lane south.

8.24 No staging data has been provided therefore the staging coded in the model represents our experience of signalised junctions of a similar nature. A cycle time of 100 seconds has been used which is typical for such junctions, particularly if operating on SCOOT. The model results also represent a worst case scenario where the bus gate is called every cycle, whereas in reality, it would be vehicle actuated and, based on a flow of 29 buses in the Friday peak, would be called less than once every two minutes.

8.25 The proposed layout associated with the Bypass has been modelled using LinSig 3.1. The results for the 2012 Future Base scenario are shown in Table 8.6.

Table 8.6 – A61 Old Mill Lane/Burton Road (Proposed): 2012 Future Base Results

		2012 Future Base			
		Friday (1545-1645)		Saturday (1230-1330)	
Item	**Lane Description**	**DoS (%)**	**MMQ (pcu)**	**DoS (%)**	**MMQ (pcu)**
1/1	A61 Old Mill Lane North Ahead (Bus)	57.10%	2.5	46.20%	1.9
1/2	A61 Old Mill Lane North Left	3.40%	0.4	4.70%	0.6
1/3	A61 Old Mill Lane North Ahead	96.00%	23.6	92.30%	21.6
2/1+2/2	Site Access Right Left	57.30%	10.7	61.90%	11.5

3/2+3/1	A61 Old Mill Lane South Ahead Left	48.60%	7	43.50%	5.8
3/3	A61 Old Mill Lane South Right	97.30%	29.2	93.30%	22.7
4/1	Carphone Warehouse Access Right Left	5.20%	0	5.90%	0
5/1	A61 North @ Right Turn Ahead	3.40%	0	2.80%	0
5/2	A61 North @ Right Turn Ahead	1.00%	0	1.50%	0
5/3+5/4	A61 North @ Right Turn Ahead Right	29.80%	0.2	31.40%	0.2
7/1	A61 South @ GW Ahead	39.30%	0.3	35.80%	0.3
8/1	Cp Wh RT In Right	0.90%	0	1.10%	0
PRC (%)		-8.1		-3.6	
Total Delay (pcu/Hr)		35.51		28.70	

8.26 The results indicate that the proposed junction layout would operate over practical capacity in both peaks during the 2012 Future Base scenario. The Friday peak would operate with a PRC of -8.1 whilst the Saturday peak would experience a PRC of -3.6.

8.27 The results for the 2017 Future Base scenario are shown in Table 8.7.

Table 8.7 – A61 Old Mill Lane/Burton Road (Proposed): 2017 Future Base Results

		2017 Future Base			
		Friday (1545-1645)		Saturday (1230-1330)	
Item	Lane Description	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
1/1	A61 Old Mill Lane North Ahead (Bus)	57.10%	2.5	46.20%	1.9
1/2	A61 Old Mill Lane North Left	3.60%	0.4	5.00%	0.6
1/3	A61 Old Mill Lane North Ahead	100.10%	29.7	96.30%	25.7
2/1+2/2	Site Access Right Left	59.60%	11.3	64.50%	12.1
3/2+3/1	A61 Old Mill Lane South Ahead Left	50.50%	7.5	45.30%	6.4
3/3	A61 Old Mill Lane South Right	101.20%	37.4	97.00%	27
4/1	Carphone Warehouse Access Right Left	5.90%	0	6.60%	0
5/1	A61 North @ Right Turn Ahead	3.40%	0	2.80%	0
5/2	A61 North @ Right Turn Ahead	1.00%	0	1.50%	0
5/3+5/4	A61 North @ Right Turn Ahead Right	31.00%	0.2	32.80%	0.2
7/1	A61 South @ GW Ahead	40.80%	0.3	37.30%	0.3
8/1	Cp Wh RT In Right	0.90%	0	1.10%	0
PRC (%)		-12.4		-7.8	
Total Delay (pcu/Hr)		48.71		35.92	

8.28 The results indicate that the proposed junction layout would operate further over practical capacity with the addition of 5 years of background growth. The Friday peak would operate with a PRC of -12.4 whilst the Saturday peak would experience a PRC of -7.8. Lengthy queues of 37.4 PCUs (215m) and 29.7 PCUs (171m) would occur on the southern and northern arms of the junction respectively in the Friday peak, and 27 PCUs (155m) and 25.7 PCUs (148m) would occur on the same arms in the Saturday peak.

8.29 The results for the 2017 Future Base plus Development scenario are shown in Table 8.8.

Table 8.8 – A61 Old Mill Lane/Burton Road (Proposed): 2017 Future Base plus Development Results

		2017 Future Base plus Development			
		Friday (1545-1645)		Saturday (1230-1330)	
Item	Lane Description	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
1/1	A61 Old Mill Lane North Ahead (Bus)	57.10%	2.5	46.20%	1.9
1/2	A61 Old Mill Lane North Left	56.60%	6.7	51.20%	6.3
1/3	A61 Old Mill Lane North Ahead	115.00%	54.2	111.60%	50.1
2/1+2/2	Site Access Right Left	98.40%	33.8	97.90%	31.5
3/2+3/1	A61 Old Mill Lane South Ahead Left	44.40%	5.9	39.30%	5
3/3	A61 Old Mill Lane South Right	118.60%	122.5	110.50%	80.1
4/1	Carphone Warehouse Access Right Left	6.50%	0	7.10%	0.1
5/1	A61 North @ Right Turn Ahead	3.40%	0	2.80%	0
5/2	A61 North @ Right Turn Ahead	12.30%	0.1	12.10%	0.1
5/3+5/4	A61 North @ Right Turn Ahead Right	26.50%	0.2	27.90%	0.2
7/1	A61 South @ GW Ahead	42.60%	0.4	38.40%	0.3
8/1	Cp Wh RT In Right	0.90%	0	1.10%	0
PRC (%)		-31.7		-24.0	
Total Delay (pcu/Hr)		178.94		130.93	

9 The results show that the addition of the development traffic exaggerates the capacity problems at the junction and would cause it to operate over theoretical capacity. The Friday peak would operate with a PRC of -31.7% whilst the Saturday peak would experience a PRC of -24%. Considerable queues would block-back across the adjacent junctions on Old Mill Lane.

10 In order to accommodate the development traffic, a number of mitigation measures have been suggested and are shown in Drawing 104. These measures include the provision of the following:

- Widening of the Burton Road Bypass to two lanes in both directions;

- Addition of a right turn flare lane from Old Mill Lane south to Burton Road Bypass;
- Signage and road markings to allow ahead movements to mix with left turners in the nearside lane on Old Mill Lane north southbound to provide additional capacity for ahead movements; and
- Addition of a second lane on Old Mill Lane south in the southbound direction to facilitate the above measure which merges to a single lane before it crosses the River Dearne.

11 The proposed mitigation measures have been modelled and the results for the 2017 Future Base plus Development scenario are shown in Table 8.9

Table 8.9– A61 Old Mill Lane/Burton Road (Proposed): 2017 Future Base plus Development Results with Mitigation

		2017 Future Base plus Development			
		Friday (1545-1645)		Saturday (1230-1330)	
Item	Lane Description	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
1/1	A61 Old Mill Lane North Ahead (Bus)	57.10%	2.5	46.20%	1.9
1/2	A61 Old Mill Lane North Left Ahead	89.40%	13.8	81.00%	12.2
1/3	A61 Old Mill Lane North Ahead	90.00%	14.4	81.80%	12.7
2/1	Site Access Left	76.00%	18.9	76.70%	18.7
2/2	Site Access Right	87.60%	9.4	81.00%	8.3
3/2+3/1	A61 Old Mill Lane South Ahead Left	47.80%	8	42.90%	6.9
3/3+3/4	A61 Old Mill Lane South Right	89.40%	17.1	84.90%	14
4/1	Carphone Warehouse Access Right Left	6.90%	0.1	7.50%	0.1
5/1	A61 North @ Right Turn Ahead	3.40%	0	2.80%	0
5/2	A61 North @ Right Turn Ahead	18.90%	0.1	19.50%	0.1
5/3+5/4	A61 North @ Right Turn Ahead Right	19.90%	0.1	20.50%	0.1
7/1	A61 South @ GW Ahead	45.30%	0.4	41.10%	0.3
8/1	Cp Wh RT In Right	0.90%	0	1.10%	0
PRC (%)		0.0		6.0	
Total Delay (pcu/Hr)		41.48		35.04	

12 The results demonstrate that the proposed mitigation measures successfully accommodate the development traffic and provide some 31.7% spare practical capacity in the Friday peak and 30% in the Saturday peak compared to the QBC design. The junction would operate with more capacity than the 2012 Future Base scenario without the mitigation measures, offering a better than nil-detriment level of mitigation. There would be no blocking back to adjacent junctions and the longest queue in both peaks would be on the left turn lane

from the Bypass with a queue of 18.9 PCUs (109m) in the Friday peak and 18.7 PCUs (108m) in the Saturday peak.

A61 Harborough Hill/Old Mill Lane Gyratory

13 The major arms of the junction are currently signalised and are run by two controllers. The junction has been modelled using LinSig 3.1 which is able to model multiple controllers.

14 SCOOT data capture was provided by BMBC. This data showed that stage intergreens were all 5 seconds, which indicated that certain phases, particularly pedestrian phases, would terminate a few seconds early so that intergreens longer than 5 seconds would appear as being only 5 seconds in length, due early phase termination. The modelling software cannot directly replicate this early phase termination, so rather than reduce all intergreens to 5 seconds, which would have safety implications, demand dependant pedestrian phases which exist in more than one stage are removed from a single stage, however they will still receive greentime in at least one stage. It should be noted that whilst this methodology reduces time lost to intergreens, it does not reduce all stage intergreens to 5 seconds, resulting in the model presenting a worst-case, although it still maintains a good level of calibration.

15 The bus gate on the Old Mill Lane southbound approach has also been included in the model and is called every cycle, whereas in reality it would be called less than once every two minutes. Therefore the model presents a worst case and should be considered to be robust.

16 The model results for the 2012 Future Base scenario are show in Table 8.10.

Table 8.10 – A61 Harborough Hill/Old Mill Lane Gyratory: 2012 Future Base Results

		2012 Future Base			
		Friday (1545-1645)		Saturday (1230-1330)	
Item	Lane Description	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
1/1+1/2	A61 Old Mill Lane S/B Approach Left	70.00%	6	68.20%	4.3
2/1	Twibell Street Left	28.80%	0.8	38.20%	1.1
3/1	Dryden Road Left	3.80%	0	5.60%	0
3/2	Dryden Road Left	1.30%	0	3.00%	0
3/3	Dryden Road Ahead	14.20%	0.6	32.10%	1.5
3/4	Dryden Road Ahead	27.90%	1.3	61.80%	3.3
4/1	A61 Harborough Hill Road Left	24.70%	2.5	19.50%	1.8
4/2	A61 Harborough Hill Road Left	68.70%	9.2	72.70%	9.4

4/3	A61 Harborough Hill Road Left	75.50%	10.2	76.70%	9.8
5/1	Meadow Street Left	5.80%	0.1	4.70%	0.1
6/1	A635 Old Mill Lane Ahead	75.20%	11	65.80%	8.4
6/2	A635 Old Mill Lane Ahead	73.40%	10.7	65.10%	8.3
7/1	Canal Way Left	54.00%	1.7	58.50%	1.9
7/2	Canal Way Left	53.50%	2.1	55.40%	2.2
8/1	PC World Egress Right	3.10%	0	5.50%	0
9/1	Ahead	3.70%	0	2.90%	0
9/2	Ahead	34.20%	0.3	30.60%	0.2
9/3	Ahead	22.50%	0.1	26.70%	0.2
10/1	A61 Old Mill Lane S/B Ahead (Bus Gate)	44.00%	1.8	35.00%	1.3
10/2	A61 Old Mill Lane S/B Ahead	74.70%	13.1	71.00%	11.6
10/3	A61 Old Mill Lane S/B Ahead	49.00%	6.5	62.00%	8.7
11/1	Ahead Left	32.00%	0.2	32.70%	0.2
11/2	Ahead	29.70%	0.2	27.70%	0.2
11/3	Ahead	23.40%	0.2	25.60%	0.2
11/4	Ahead	9.50%	0.1	11.00%	0.1
12/2+12/1	Gyratory East Left Ahead	41.40%	2.6	40.30%	5.7
12/3	Gyratory East Ahead	46.10%	6.3	42.50%	5.6
12/4	Gyratory East Right	74.60%	10.4	74.10%	9.8
12/5	Gyratory East Right	28.30%	1.1	32.40%	1.4
13/1	Ahead Left	34.30%	0.3	35.90%	0.3
13/2	Ahead	31.60%	0.3	33.80%	0.3
13/3	Ahead	27.60%	0.3	28.80%	0.3
14/1	Gyratory West Left	33.40%	0.3	35.40%	0.3
14/2	Gyratory West Right	75.60%	5.7	75.80%	6.8
14/3	Gyratory West Right	62.30%	2.1	60.70%	1.5
15/1	Left	37.30%	0.3	39.20%	0.4
15/2	Ahead	25.60%	0.2	20.70%	0.1
15/3	Ahead	44.80%	0.4	43.30%	0.4
15/4	Ahead	6.90%	0	4.60%	0
16/1	Gyratory West Ahead	28.20%	0.2	24.80%	0.2
16/2	Gyratory West Ahead	37.40%	0.3	33.80%	0.3
16/3	Gyratory West Right	15.90%	0.1	18.60%	0.1
16/4	Gyratory West Right	19.50%	0.1	19.20%	0.1
17/1	Ahead	15.90%	0.1	18.60%	0.1
17/2	Ahead Right	19.80%	0.1	19.60%	0.1
18/1	Gyratory North Right	66.60%	6.6	70.40%	8

18/2	Gyratory North Right	76.70%	7.7	69.10%	7.2
26/1	A61 Old Mill Lane N/B Ahead	33.70%	0.6	29.60%	0.7
26/2	A61 Old Mill Lane N/B Ahead	46.70%	1.8	42.20%	2
PRC (%)		17.3		17.3	
Total Delay (pcu/Hr)		51.88		51.80	

17 The results indicate that the junction has spare capacity in both peaks modelled, with a PRC of 17.3% in the Friday peak and 17.3% in the Saturday peak.

18 The model results for the 2017 Future Base scenario are show in Table 8.11

Table 8.11 – A61 Harborough Hill/Old Mill Lane Gyratory: 2017 Future Base Results

		2017 Future Base			
		Friday (1545-1645)		Saturday (1230-1330)	
Item	Lane Description	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
1/1+1/2	A61 Old Mill Lane S/B Approach Left	72.70%	6.6	71.00%	4.6
2/1	Twibell Street Left	31.20%	0.8	41.60%	1.3
3/1	Dryden Road Left	4.00%	0	5.70%	0
3/2	Dryden Road Left	1.40%	0	3.20%	0
3/3	Dryden Road Ahead	14.70%	0.7	33.40%	1.6
3/4	Dryden Road Ahead	29.30%	1.4	64.60%	3.6
4/1	A61 Harborough Hill Road Left	25.80%	2.6	19.30%	1.9
4/2	A61 Harborough Hill Road Left	71.40%	9.8	72.00%	9.7
4/3	A61 Harborough Hill Road Left	78.60%	10.9	76.70%	10.1
5/1	Meadow Street Left	5.90%	0.1	5.00%	0.1
6/1	A635 Old Mill Lane Ahead	77.90%	11.8	69.20%	9.1
6/2	A635 Old Mill Lane Ahead	76.30%	11.4	67.00%	8.7
7/1	Canal Way Left	56.60%	1.9	62.70%	2.2
7/2	Canal Way Left	59.40%	2.6	60.20%	2.5
8/1	PC World Egress Right	3.20%	0	5.70%	0
9/1	Ahead	3.70%	0	2.90%	0
9/2	Ahead	35.60%	0.3	31.90%	0.2
9/3	Ahead	23.40%	0.2	27.80%	0.2
10/1	A61 Old Mill Lane S/B Ahead (Bus Gate)	44.00%	1.8	35.00%	1.3
10/2	A61 Old Mill Lane S/B Ahead	77.70%	14.1	74.10%	12.5
10/3	A61 Old Mill Lane S/B Ahead	50.90%	6.8	64.60%	9.3
11/1	Ahead Left	34.70%	0.3	34.30%	0.3

11/2	Ahead	29.60%	0.2	28.80%	0.2
11/3	Ahead	24.10%	0.2	26.50%	0.2
11/4	Ahead	9.80%	0.1	11.50%	0.1
12/2+12/1	Gyratory East Left Ahead	45.40%	1.7	42.20%	6.1
12/3	Gyratory East Ahead	45.80%	2.2	44.20%	5.9
12/4	Gyratory East Right	77.10%	9.8	79.90%	11.5
12/5	Gyratory East Right	29.30%	4	35.20%	1.5
13/1	Ahead Left	35.60%	0.3	37.30%	0.3
13/2	Ahead	32.80%	0.3	35.10%	0.3
13/3	Ahead	28.80%	0.3	30.10%	0.3
14/1	Gyratory West Left	34.60%	0.3	36.70%	0.3
14/2	Gyratory West Right	78.60%	12.9	78.70%	7.4
14/3	Gyratory West Right	64.80%	2.7	63.40%	1.8
15/1	Left	38.80%	0.3	40.90%	0.4
15/2	Ahead	26.50%	0.2	21.60%	0.1
15/3	Ahead	47.40%	0.5	45.10%	0.4
15/4	Ahead	6.30%	0	4.70%	0
16/1	Gyratory West Ahead	30.10%	0.2	27.10%	0.2
16/2	Gyratory West Ahead	38.10%	0.3	33.90%	0.3
16/3	Gyratory West Right	17.10%	0.1	19.40%	0.1
16/4	Gyratory West Right	19.70%	0.1	20.10%	0.1
17/1	Ahead	17.10%	0.1	19.40%	0.1
17/2	Ahead Right	20.00%	0.1	20.40%	0.1
18/1	Gyratory North Right	71.20%	7.3	73.30%	8.5
18/2	Gyratory North Right	77.60%	8.4	72.20%	7.4
26/1	A61 Old Mill Lane N/B Ahead	35.90%	0.9	32.40%	0.9
26/2	A61 Old Mill Lane N/B Ahead	47.60%	1.2	42.30%	2.1
PRC (%)		14.5		12.6	
Total Delay (pcu/Hr)		56.93		56.09	

19 The results indicate that with 5 years of background growth, the junction has spare capacity in both peaks modelled, with a PRC of 14.5% in the Friday peak and 12.6% in the Saturday peak.

20 The model results for the 2017 Future Base plus Development scenario are show in Table 8.12.

Table 8.12 – A61 Harborough Hill/Old Mill Lane Gyratory: 2017 Future Base plus Development Results

		2017 Future Base plus Development			
		Friday (1545-1645)		Saturday (1230-1330)	
Item	Lane Description	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
1/1+1/2	A61 Old Mill Lane S/B Approach Left	84.90%	13.7	81.00%	9.6
2/1	Twibell Street Left	4.50%	0.1	6.30%	0.1
3/1	Dryden Road Left	3.50%	0	5.30%	0
3/2	Dryden Road Left	1.90%	0	3.60%	0
3/3	Dryden Road Ahead	14.70%	0.7	33.40%	1.6
3/4	Dryden Road Ahead	29.30%	1.4	61.80%	3.3
4/1	A61 Harborough Hill Road Left	24.60%	2.4	18.00%	1.7
4/2	A61 Harborough Hill Road Left	87.40%	14	86.50%	13.2
4/3	A61 Harborough Hill Road Left	89.00%	14	87.30%	12.9
5/1	Meadow Street Left	5.70%	0.1	5.20%	0.1
6/1	A635 Old Mill Lane Ahead	80.30%	12.7	74.00%	10.2
6/2	A635 Old Mill Lane Ahead	79.00%	12.4	72.30%	9.8
7/1	Canal Way Left	41.30%	1.1	45.50%	1.3
7/2	Canal Way Left	52.70%	1.9	56.50%	2.3
8/1	PC World Egress Right	2.00%	0	3.80%	0
9/1	Ahead	4.00%	0	2.90%	0
9/2	Ahead	42.90%	0.4	37.90%	0.3
9/3	Ahead	25.90%	0.2	30.10%	0.2
10/1	A61 Old Mill Lane S/B Ahead (Bus Gate)	47.60%	1.9	35.00%	1.3
10/2	A61 Old Mill Lane S/B Ahead	85.90%	18.2	80.30%	15.4
10/3	A61 Old Mill Lane S/B Ahead	51.90%	6.6	63.70%	9.6
11/1	Ahead Left	34.60%	0.3	34.20%	0.3
11/2	Ahead	32.00%	0.2	28.50%	0.2
11/3	Ahead	29.40%	0.2	31.40%	0.2
11/4	Ahead	5.70%	0	7.60%	0
12/2+12/1	Gyratory East Left Ahead	47.40%	1.6	44.40%	2.1
12/3	Gyratory East Ahead	48.10%	1.9	42.90%	1.5
12/4	Gyratory East Right	87.60%	14.1	89.90%	15.9
12/5	Gyratory East Right	16.00%	2	20.60%	2.7
13/1	Ahead Left	39.60%	0.3	41.40%	0.4
13/2	Ahead	33.10%	0.3	34.60%	0.3
13/3	Ahead	30.50%	0.3	31.00%	0.3

14/1	Gyratory West Left	38.30%	0.3	40.50%	0.3
14/2	Gyratory West Right	81.80%	3.9	77.70%	3.7
14/3	Gyratory West Right	70.70%	2.5	65.30%	2.8
15/1	Left	31.20%	0.2	33.20%	0.2
15/2	Ahead	35.90%	0.3	30.00%	0.2
15/3	Ahead	50.80%	0.5	47.90%	0.5
15/4	Ahead	6.40%	0	4.30%	0
16/1	Gyratory West Ahead	37.30%	0.3	32.80%	0.2
16/2	Gyratory West Ahead	43.00%	0.4	39.00%	0.3
16/3	Gyratory West Right	14.00%	0.1	15.40%	0.1
16/4	Gyratory West Right	16.30%	0.1	16.90%	0.1
17/1	Ahead	14.00%	0.1	15.40%	0.1
17/2	Ahead Right	16.60%	0.1	17.20%	0.1
18/1	Gyratory North Right	69.10%	6.2	67.20%	6.2
18/2	Gyratory North Right	77.70%	7.4	71.10%	6.5
26/1	A61 Old Mill Lane N/B Ahead	44.60%	1.5	39.20%	1
26/2	A61 Old Mill Lane N/B Ahead	53.70%	1.9	48.70%	1.2
PRC (%)		1.1		0.1	
Total Delay (pcu/Hr)		67.40		63.05	

21 The results indicate that even with the addition of the proposed development traffic, the junction will still operate within practical capacity, with a PRC of 1.1% in the Friday peak and 0.1% in the Saturday peak. There will also be no “locking-up” of the circulatory. The longest queue on the entry arms in both peaks will form in the nearside lane of Old Mill Lane southbound with a length of 18.2 PCUs (105m) in the Friday peak and 15.4 PCUs (89m) in the Saturday peak.

Burton Road/Rotherham Road

22 As mentioned previously, this junction was not included in the original scope but was included due to the potential for a significant proportion of development trips to pass through it. The junction currently exists as a stand-alone signalised crossroads and operates with an element of vehicle actuation (VA).

23 The junction was modelled using LinSig 3.1 and a level of calibration was achieved which showed slightly longer queues than observed. It is believed that this was due to a number of factors including the VA operation and infrequent pedestrian demand. It should be considered that the model contains slightly less capacity than the junction exhibits in reality and is therefore a robust form of assessment.

24 The model has been run for four cycles with the all-red pedestrian stage called once to replicate the level of pedestrian demand. Although it should be noted, that the pedestrian stage may have been called less than once every four cycles during the traffic surveys. Despite running the pedestrian stage once every four cycles, the model still presents considerably longer queue lengths than those observed during the surveys.

25 The model results for the 2012 Future Base scenario are show in Table 8.13.

Table 8.13 – Burton Road/Rotherham Road: 2012 Future Base Results

		2012 Future Base			
		Friday (1545-1645)		Saturday (1230-1330)	
Item	Lane Description	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
1/1	Burton Road East Left Ahead Right	102.00%	30.7	102.30%	31.7
2/1	A633 Rotherham Road South Right Left Ahead	102.10%	21.4	102.70%	24.3
3/2+3/1	Burton Road West Ahead Right Left	101.00%	22.8	102.70%	57
4/1+4/2	A633 Rotherham Road North Left Ahead Right	74.90%	10	62.30%	7.7
PRC (%)		-13.5		-14.1	
Total Delay (pcu/Hr)		57.98		62.39	

26 The results indicate that the junction would operate over theoretical capacity in both peaks in the Future Base 2012 scenario, with a PRC of -13.5% in the Friday peak and -14.1% in the Saturday peak. Queues on Burton Road east and west would block back across a number of residential side roads.

27 The model results for the 2017 Future Base scenario are show in Table 8.14.

Table 8.14 – Burton Road/Rotherham Road: 2017 Future Base Results

		2017 Future Base			
		Friday (1545-1645)		Saturday (1230-1330)	
Item	Lane Description	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
1/1	Burton Road East Left Ahead Right	106.30%	42.5	106.40%	42.3
2/1	A633 Rotherham Road South Right Left Ahead	106.60%	31.1	107.50%	34.4
3/2+3/1	Burton Road West Ahead Right Left	105.30%	101.5	106.80%	103.1
4/1+4/2	A633 Rotherham Road North Left Ahead Right	78.30%	10.7	64.90%	8.5
PRC (%)		-18.5		-19.4	
Total Delay (pcu/Hr)		89.59		94.25	

8.0 Capacity Assessment

28 The addition of 5 years of background growth adds to the capacity problems at the junction, with the Friday peak experiencing a PRC of -18.5% and the Saturday peak -19.4%.

29 The model results for the 2017 Future Base plus Development scenario are show in Table 8.15.

Table 8.15 – Burton Road/Rotherham Road: 2017 Future Base + Development Results

		2017 Future Base plus Development			
		Friday (1545-1645)		Saturday (1230-1330)	
Item	Lane Description	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
1/1	Burton Road East Left Ahead Right	124.10%	99.9	122.30%	95
2/1	A633 Rotherham Road South Right Left Ahead	122.60%	71.3	123.80%	73.3
3/2+3/1	Burton Road West Ahead Right Left	123.30%	201.3	123.10%	200.4
4/1+4/2	A633 Rotherham Road North Left Ahead Right	81.40%	13.8	68.80%	10.2
PRC (%)		-37.9		-37.6	
Total Delay (pcu/Hr)		239.40		234.11	

30 Unsurprisingly, the addition of the development traffic exaggerates the capacity problems at the junction, with the Friday peak experiencing a PRC of -37.9% and the Saturday peak -37.6%. However, it should be noted that when levels of DoS exceed 100%, the results of junction capacity models should be treated with caution, as the results show an almost exponential decrease in junction performance, which would not necessarily occur in reality, particularly as traffic may reassign onto different routes with less delay.

31 Physical mitigation measures are limited due to the junction's proximity to a valley on the western side and the close proximity of a number of residences on the eastern side. However, following discussions with Highways Officers at BMBC, it is felt that the junction could benefit from a controller upgrade which would allow the installation of MOVA which could be used to dynamically manage queues and junction performance.

Burton Road Bypass/Proposed Foodstore Access/Wickes Access

32 This junction will form the single vehicular access to the proposed foodstore as well as the access to Wickes and the proposed bulky goods store. As part of the QBC scheme, the proposed layout of the junction, produced by BMBC, consists of a 3 arm roundabout with a single lane on each approach. However, as part of the proposed mitigation, the Burton Road Bypass will be widened to two lanes in each direction between this junction and the proposed Old Mill Lane/Burton Road signals. The proposed mitigation layout is shown in Drawing 102.

33 The mitigation involves upgrading the proposed roundabout to a larger one and relocating it slightly further west. This increase in size and relocation would allow the widening to two lanes on the Bypass and the addition of a fourth arm to the south which would form the foodstore access, whilst ensuring that the roundabout conforms to standards outlined in the Design Manual for Roads and Bridges (DMRB).

34 A model has been produced of this layout for the 2017 Future Base plus Development scenario only, as the mitigation will not be required for the other two scenarios. The model has been produced using the software ARCADY 7 and the results for the 2017 Future Base plus Development are shown in Table 8.16.

Table 8.16 – Burton Road Bypass/Proposed Foodstore Access/Wickes Access: 2017 Future Base plus Development Results

Arm	2017 Future Base+Development			
	Friday (1545-1645)		Saturday (1230-1330)	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Wickes Access	0.31	0.45	0.33	0.49
Bypass East	0.81	4.02	0.78	3.48
Foodstore Access	0.72	2.5	0.67	1.99
Bypass West	0.77	3.23	0.69	2.25

35 The proposed mitigation layout would result in the junction operating with spare practical capacity with the development traffic in both peaks. The longest queues would occur on the eastern arm of the Bypass with queue lengths of 4.02 PCUs (23m) and 3.48 PCUs (20m) in the Friday and Saturday peaks respectively, which would not cause any blocking back.

Burton Road Bypass/Burton Road

36 This junction will form the point where the Burton Bypass joins Burton Road. A proposed layout has been produced by BMBC which consists of a 3 arm roundabout with a single lane on each approach.

37 A model has been produced of this layout for all 3 scenarios using ARCADY 7. The results for the 2012 Future Base scenario are shown in Table 8.17.

Table 8.17 – Burton Road Bypass/Burton Road: 2012 Future Base Results

Arm	2012 Future Base			
	Friday (1545-1645)		Saturday (1230-1330)	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Burton Road East	0.45	0.8	0.45	0.82
Bypass	0.67	2.02	0.59	1.41
Burton Road West	0.05	0.05	0.04	0.04

38 The results indicate that the junction will operate with considerable spare capacity in the 2012 Future Base scenario, with the highest RFC being on the Bypass arm, with an RFC of 0.67 in the Friday peak and 0.59 in the Saturday peak.

39 The results for the 2017 Future Base scenario are shown in Table 8.18

Table 8.18 – Burton Road Bypass/Burton Road: 2017 Future Base Results

Arm	2017 Future Base			
	Friday (1545-1645)		Saturday (1230-1330)	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Burton Road East	0.46	0.86	0.47	0.88
Bypass	0.7	2.29	0.61	1.56
Burton Road West	0.05	0.05	0.04	0.04

40 The results indicate that even with the addition of 5 years of background growth, the junction will still operate with considerable spare capacity with the highest RFC being on the Bypass arm, with an RFC of 0.7 in the Friday peak and 0.61 in the Saturday peak.

41 The results for the 2017 Future Base plus Development scenario are shown in Table 8.19.

Table 8.19 – Burton Road Bypass/Burton Road: 2017 Future Base plus Development Results

Arm	2017 Future Base+Development			
	Friday (1545-1645)		Saturday (1230-1330)	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Burton Road East	0.63	1.66	0.62	1.59
Bypass	0.89	7.24	0.78	3.48

Burton Road West	0.06	0.06	0.04	0.05

42 The results indicate that with the addition of the development traffic, the Bypass arm of the junction will operate slightly over the practical capacity threshold with an RFC of 0.89 but some 0.11 below the point of saturation. This is not expected to cause any significant problems, especially considering the relatively short queue length of 7.24 PCUs (42m), which will not block back to any upstream junctions. The junction will operate with spare capacity during the Saturday peak, with the highest RFC of 0.78 occurring on the Bypass arm.

Alhambra Roundabout Percentage Impact

43 As requested as part of the scope, a percentage impact assessment of the roundabout has been undertaken. The analysis considers the percentage impact between the 2017 Future Base and 2017 Future Base plus Development on each turning movement, each arm and on the junction as a whole. The percentage impact is shown in Figure 34.

44 The results indicate that the percentage impact will be negative in both peaks, with -1.6% in the Friday peak and -3% in the Saturday peak, meaning that the traffic flows at the junction will decrease with the development. This is largely due to the effect of the trade draw, particularly trips previously associated with the Morrisons store to the southwest of the junction. A fairly significant proportion of traffic will no longer use this part of the network, in particular an element of traffic travelling from the north will now turn left at the junction of Old Mill Lane/Burton Road.

45 When considering each arm, the only arm that will experience an increase will be Sheffield Road south with a particular increase in the third exit movement to Harborough Hill Road, however the impact of this increase is somewhat reduced as there will be a substantial decrease in traffic making the first exist movement from this arm.

Conclusion

46 A junction capacity assessment has been undertaken for five existing junctions and three proposed junctions.

47 The assessment tested traffic flows associated with three scenarios, a 2012 Future Base, a 2017 Future Base and a 2017 Future Base plus Development traffic, with the purpose of assessing the impact of background growth and the traffic associated with the proposed foodstore.

8.0 Capacity Assessment

48 The results suggest that the following junctions will operate with spare practical capacity at 2017 with the addition of the proposed foodstore traffic:

- A61 Wakefield Road/Burton Road;
- A61 Harborough Hill Road/Old Mill Lane Gyratory; and
- Burton Road/Burton Road Bypass.

49 Mitigation measures have been suggested and modelled which provide sufficient capacity at the following junctions:

- A61 Wakefield Road/Carlton Road/Smithies Lane (2 junction network);
- A61 Old Mill Lane/Burton Road Bypass;
- Burton Road/Rotherham Road; and
- Burton Road Bypass/Foodstore Access/Wickes Access.

50 It can be concluded that the existing highway network, coupled with mitigation measures at four junctions identified above, can provide sufficient capacity for the proposed foodstore to operate without having a detrimental impact on the surrounding road network.

9.0 Summary & Conclusions

Summary

9.1 This report considers the traffic and transport implications associated with proposals to construct a 15,236sqm GFA foodstore, car park and 8 pump petrol filling station on a development site located off the A61 Old Mill Lane, Barnsley.

9.2 The development proposals have been outlined and an assessment has been undertaken based on scoping discussions with BMBC.

9.3 Vehicular access to the development will be taken from the proposed Burton Road Bypass/Wickes Access roundabout. To ensure that the roundabout conforms to DMRB standards, it will be relocated slightly west and the diameter increased to allow the addition of a fourth arm, which will be used solely as the foodstore access. Pedestrians will be able to access via this junction or directly from Old Mill Lane north of the gyratory via a proposed pedestrian/cycle bridge connecting directly at the shop floor level.

9.4 Parking provision is in line with BMBC parking standards.

9.5 A detailed review of accidents over a five year period does not indicate any correlations that would suggest that highway condition, layout or design were significant contributory factors in the accidents.

9.6 The site's location in between Barnsley town centre and existing residential areas ensures that there are good pedestrian and cycling facilities already in place.

9.7 There are existing public transport facilities in the form of bus and rail infrastructure that provide alternative modes of travel to the car and are considered to be realistic modes of travel for commuting journeys. A Quality Bus Corridor currently being implemented by BMBC will enhance the existing bus facilities and journey times.

9.8 The capacity assessment undertaken should be considered to be robust as it offers a potentially higher level of new trips than would actually appear on the network, primarily due to treating all development generated traffic as primary trips or transferred trips (which in turn contain a large proportion of new trips to the network). No pass-by or linked trips (with the exception of committed development linked trips) were modelled. The assessment can therefore be considered to offer a "worst-case" assessment.

9.9 The results of the capacity assessments indicate that, with the addition of achievable mitigation measures at four junctions, the development traffic can be accommodated on the surrounding highway network.

9.0 Summary & Conclusions

Conclusion

9.10 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Plans

Drg No:	Rev:
90095 / 001	-

Project: BARNSLEY, PROPOSED FOOD STORE

Drg Title: REGIONAL SITE LOCATION PLAN

Drawn: CMC

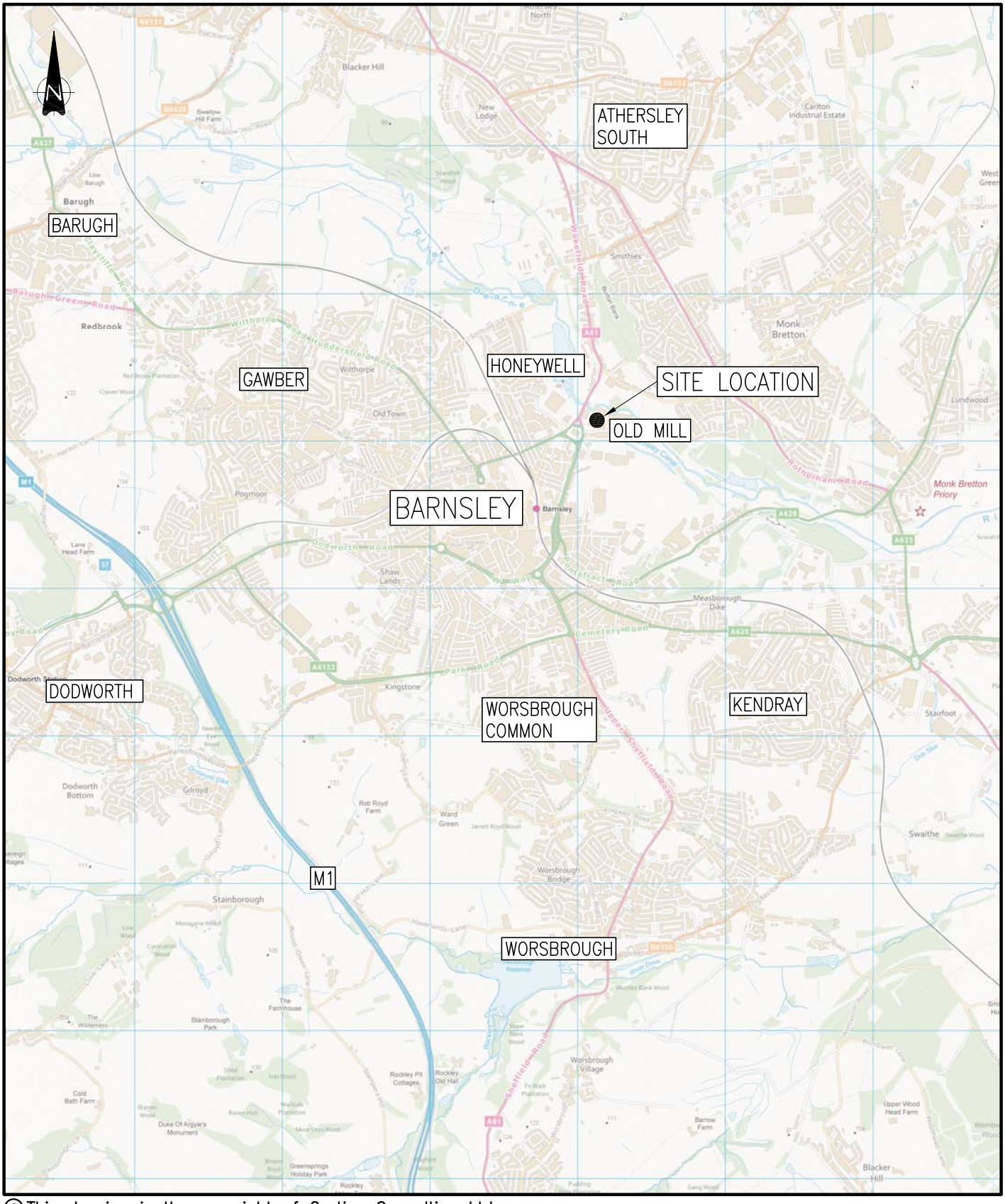
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Drg No:	Rev:
90095_002	-

Project: BARNSLEY, PROPOSED FOOD STORE

Drg Title: LOCAL SITE LOCATION PLAN

Drawn: CMC

Checked: AV

Scale: NTS

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Drg No:	Rev:
90095 / 003	-

Project: BARNSLEY, PROPOSED FOOD STORE

Drg Title: PEDESTRIAN CATCHMENT PLAN

Drawn: CMC

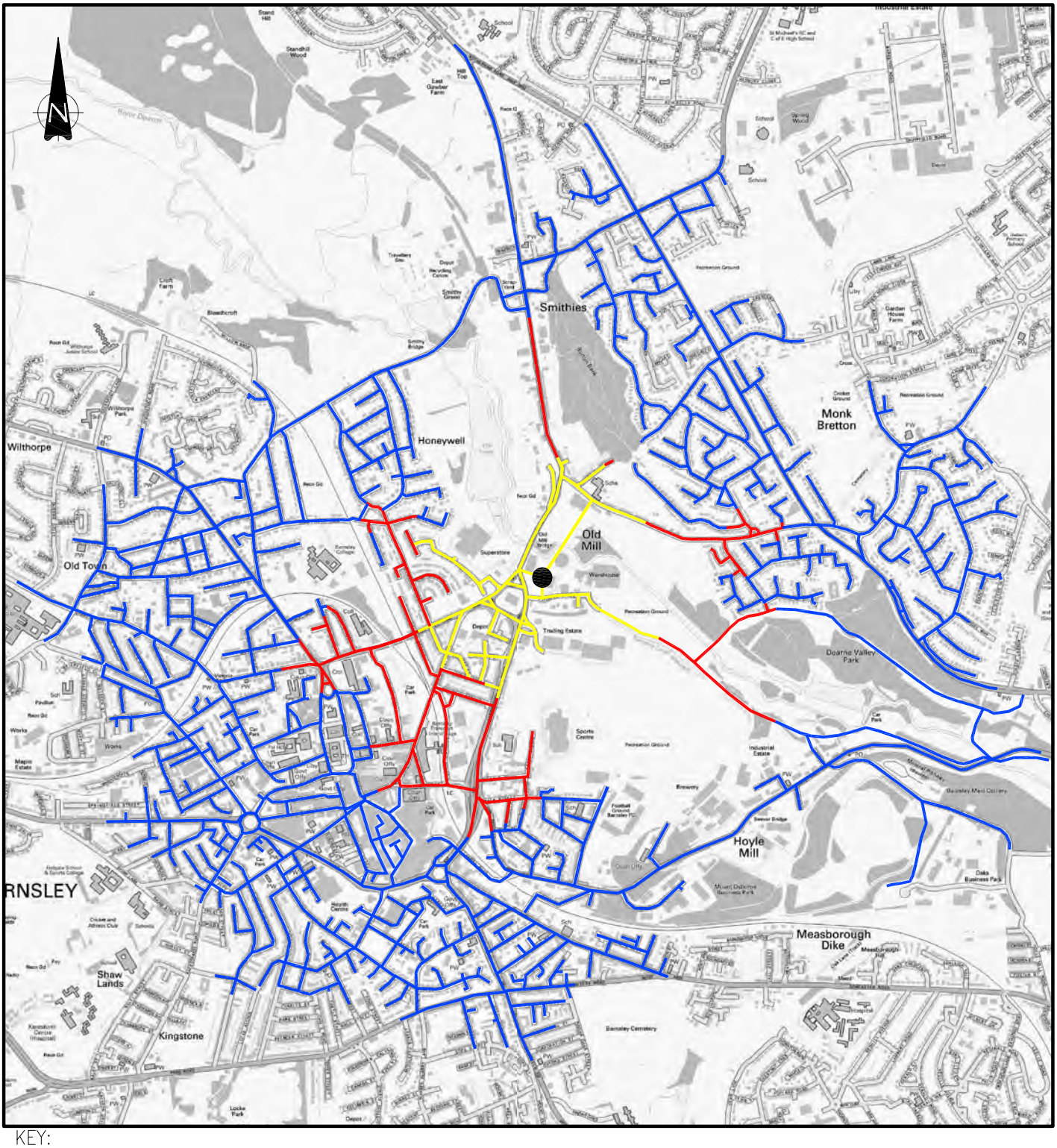
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KEY:

SITE LOCATION

2000m CATCHMENT

500m CATCHMENT

1000m CATCHMENT

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Drg No:	Rev:
90095 / 004	-

Project: BARNSLEY, PROPOSED FOOD STORE

Drg Title: INDICATIVE CYCLE CATCHMENT

Drawn: CMC

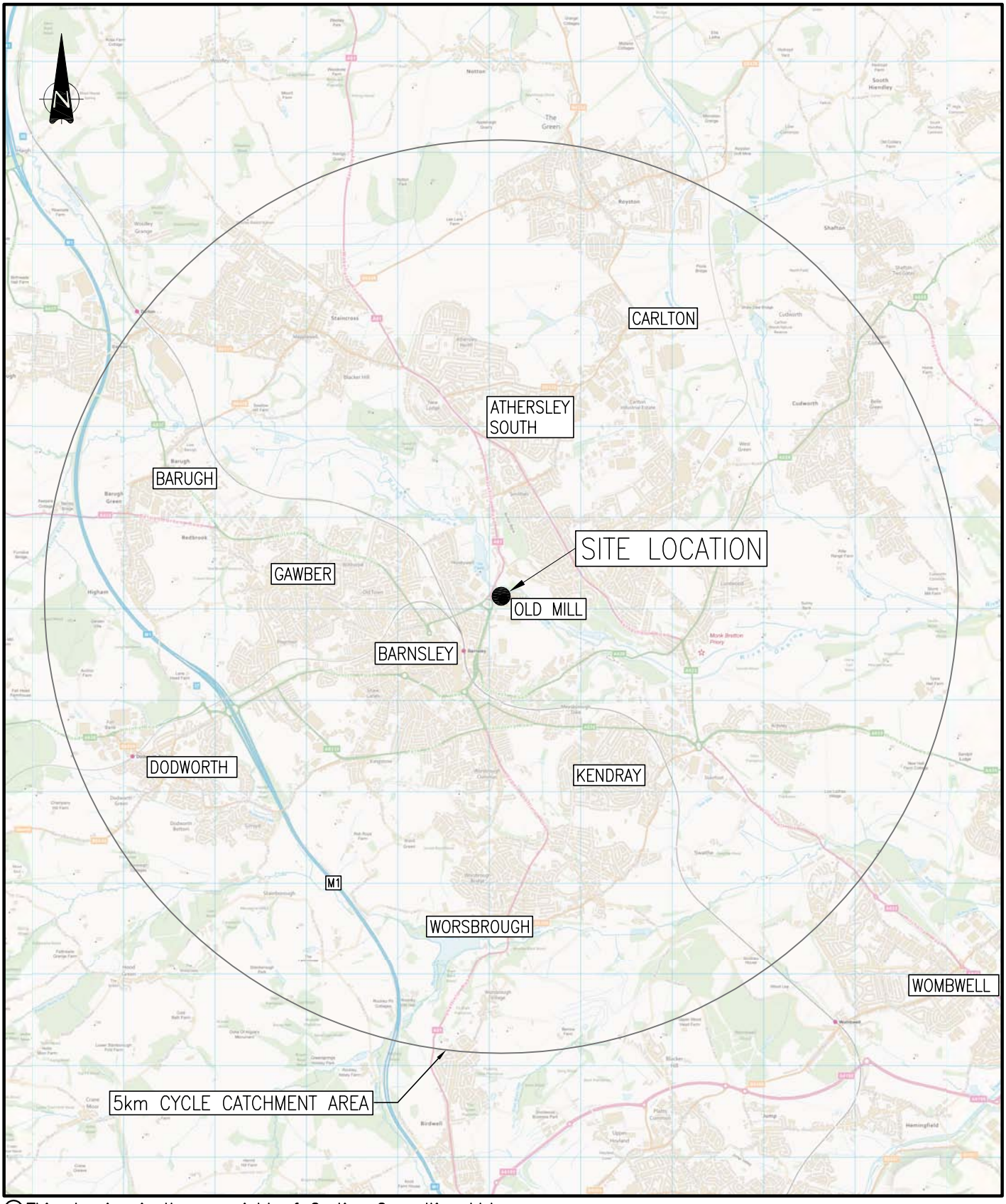
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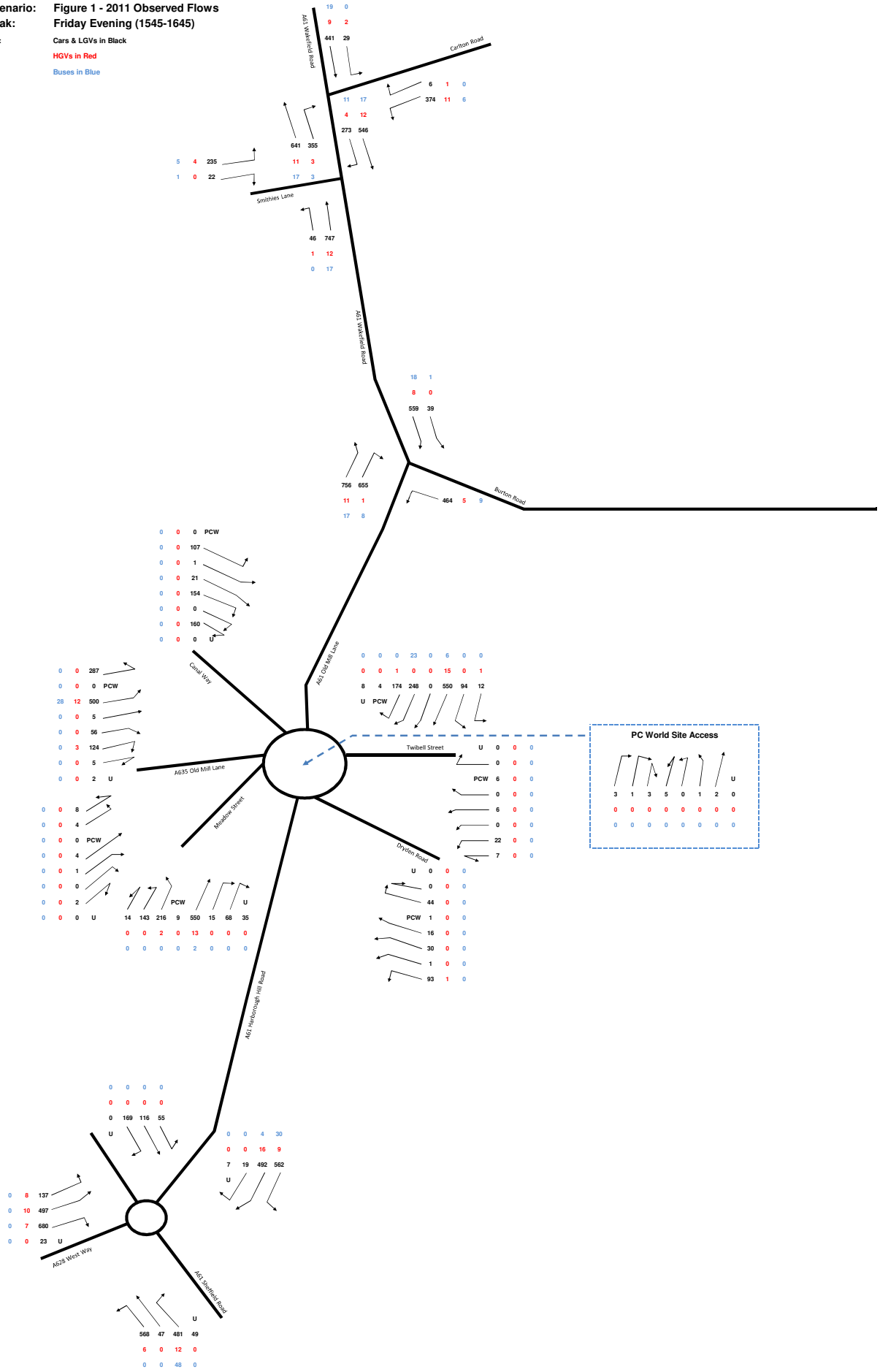
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Figures

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Figure 2 - 2011 Observed Flows	Saturday Afternoon (1230-1330)
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Figure 6 - 2011 Existing Wickes Reassignment	Saturday Afternoon (1230-1330)
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Figure 8 - Existing Permission not Included in Surveys	Saturday Afternoon (1230-1330)
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Figure 32 - 2017 Future Base plus Development	Friday Evening (1545-1645)
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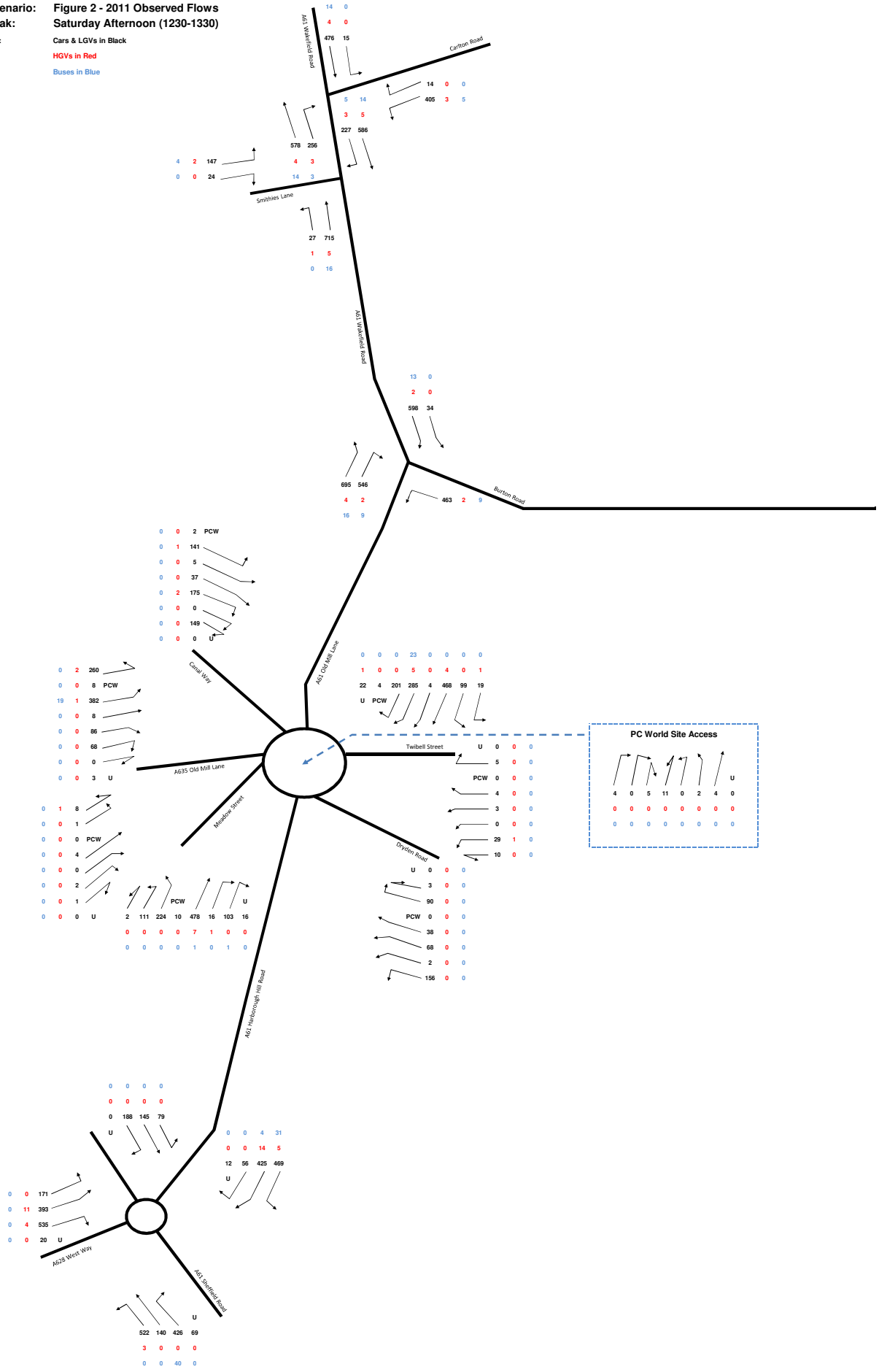
Project: 90095 - Barnsley Foodstore
Scenario: Figure 1 - 2011 Observed Flows
Peak: Friday Evening (1545-1645)

Key: Cars & LGVs in Black
HGVs in Red
Buses in Blue



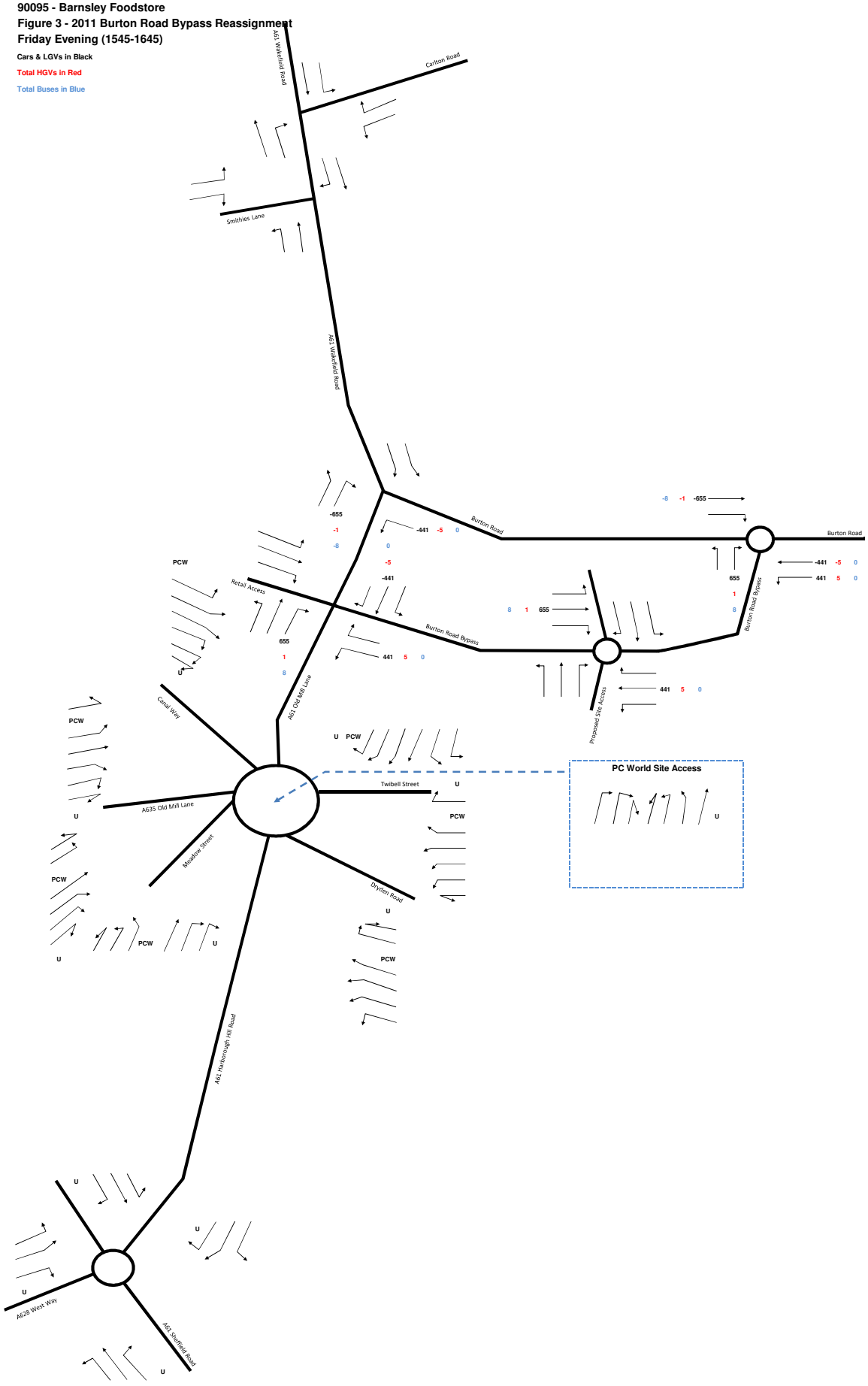
Project: 90095 - Barnsley Foodstore
Scenario: Figure 2 - 2011 Observed Flows
Peak: Saturday Afternoon (1230-1330)

Key: Cars & LGVs in Black
HGVs in Red
Buses in Blue



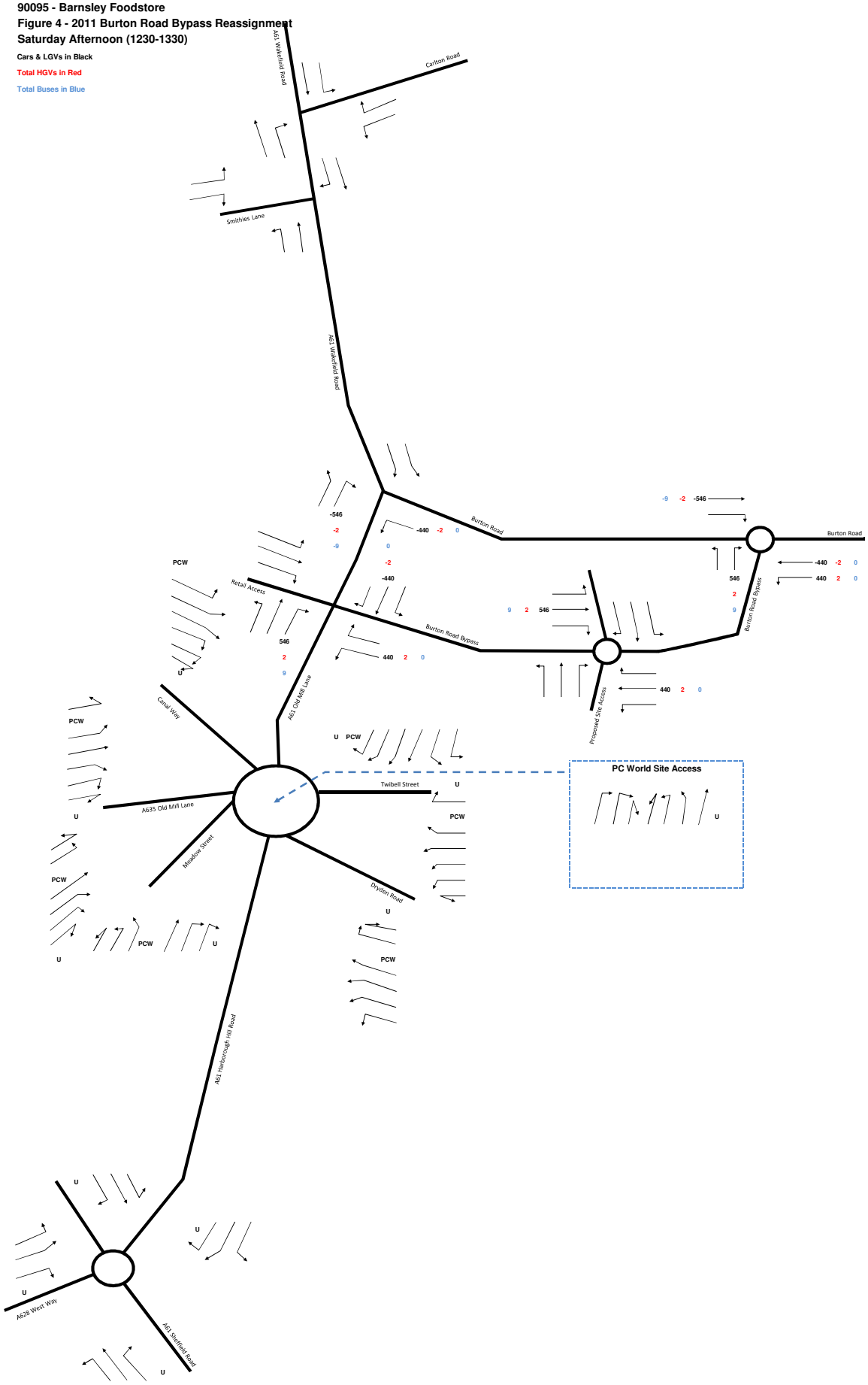
Project: 90095 - Barnsley Foodstore
Scenario: Figure 3 - 2011 Burton Road Bypass Reassignment
Peak: Friday Evening (1545-1645)

Key: Cars & LGVs in Black
Total HGVs in Red
Total Buses in Blue



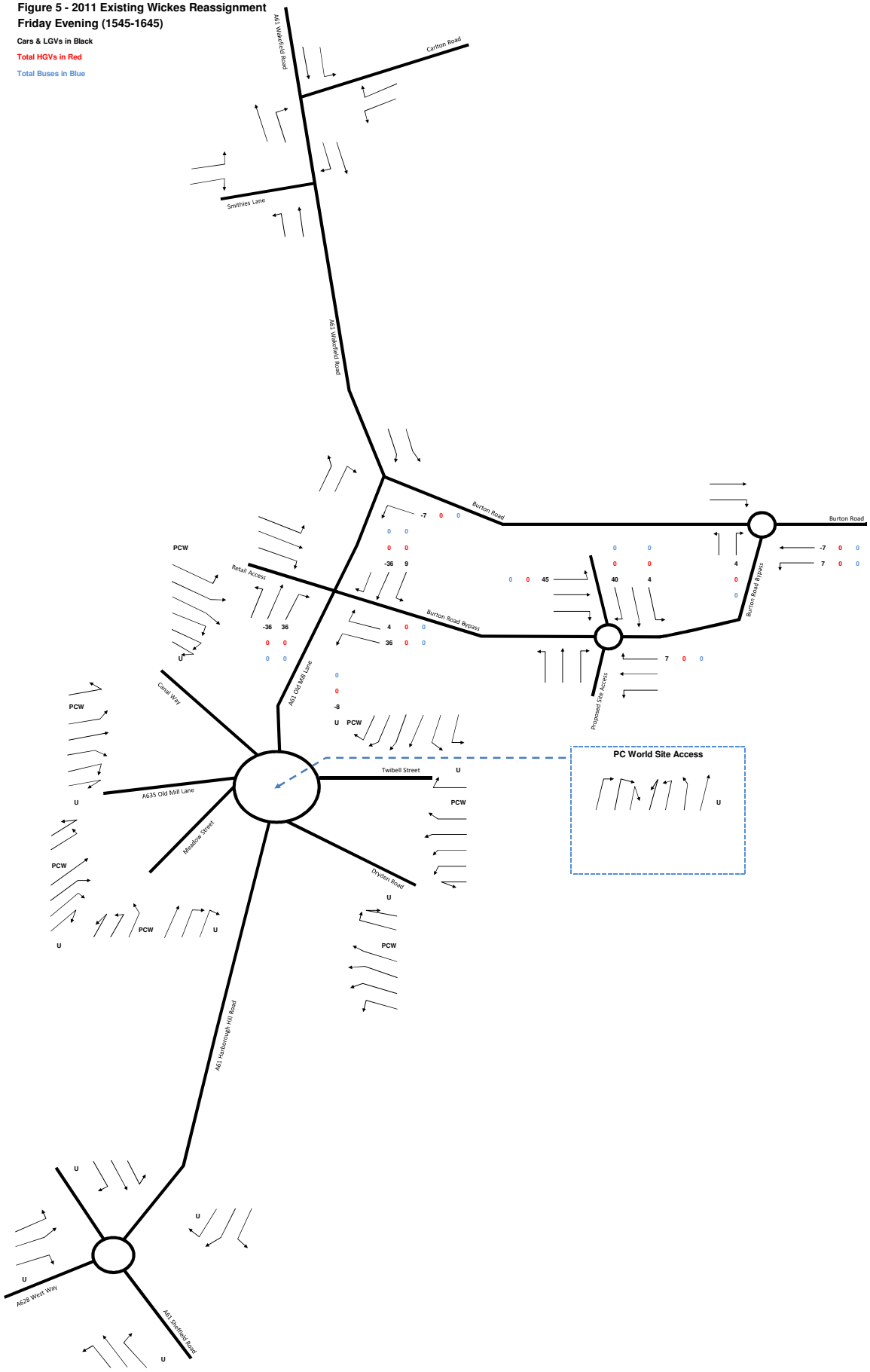
Project: 90095 - Barnsley Foodstore
Scenario: Figure 4 - 2011 Burton Road Bypass Reassignment
Peak: Saturday Afternoon (1230-1330)

Key: Cars & LGVs in Black
Total HGVs in Red
Total Buses in Blue



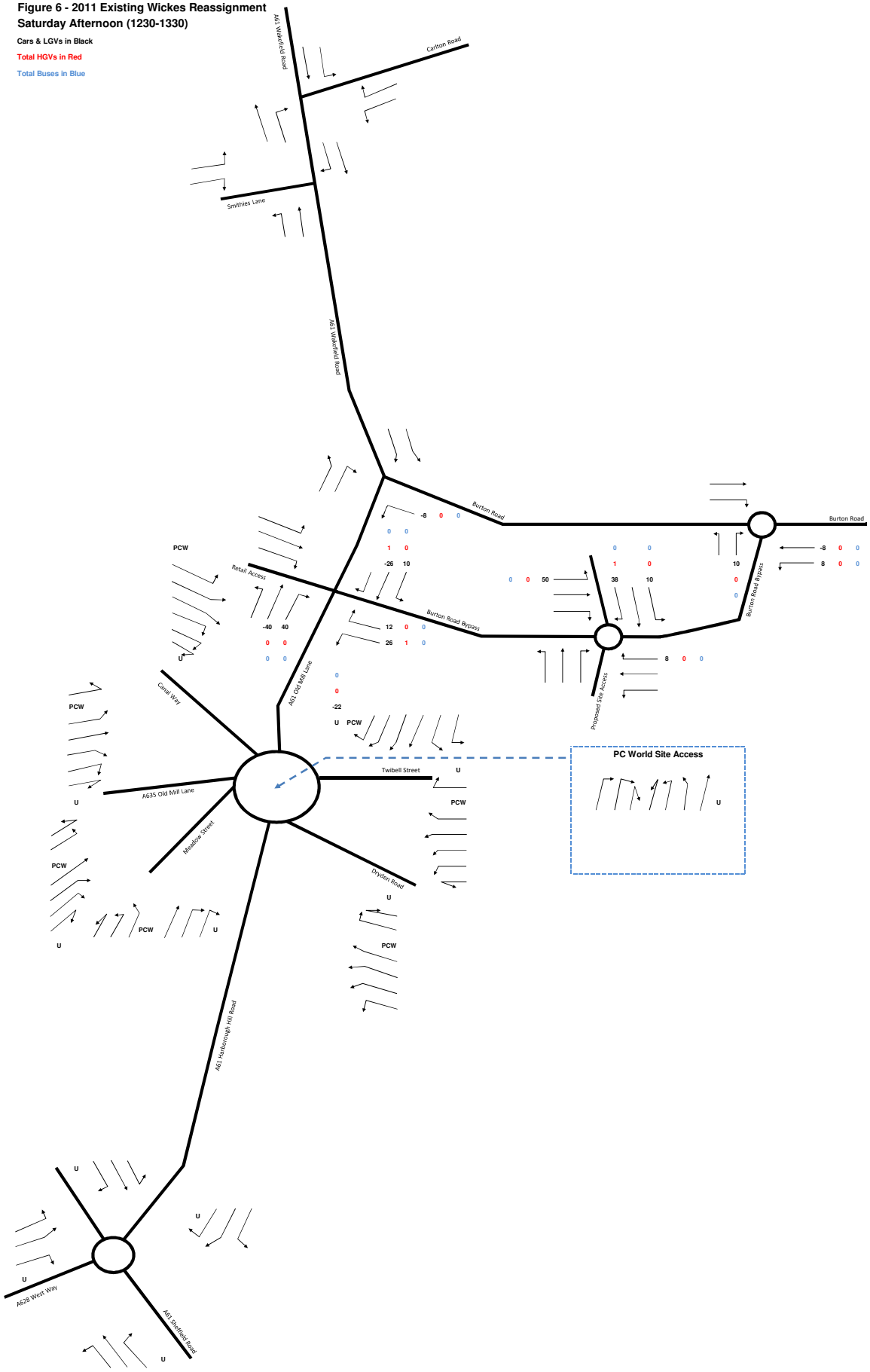
Project: 90095 - Barnsley Foodstore
Scenario: Figure 5 - 2011 Existing Wickes Reassignment
Peak: Friday Evening (1545-1645)

Key: Cars & LGVs in Black
Total HGVs in Red
Total Buses in Blue



Project: 90095 - Barnsley Foodstore
Scenario: Figure 6 - 2011 Existing Wickes Reassignment
Peak: Saturday Afternoon (1230-1330)

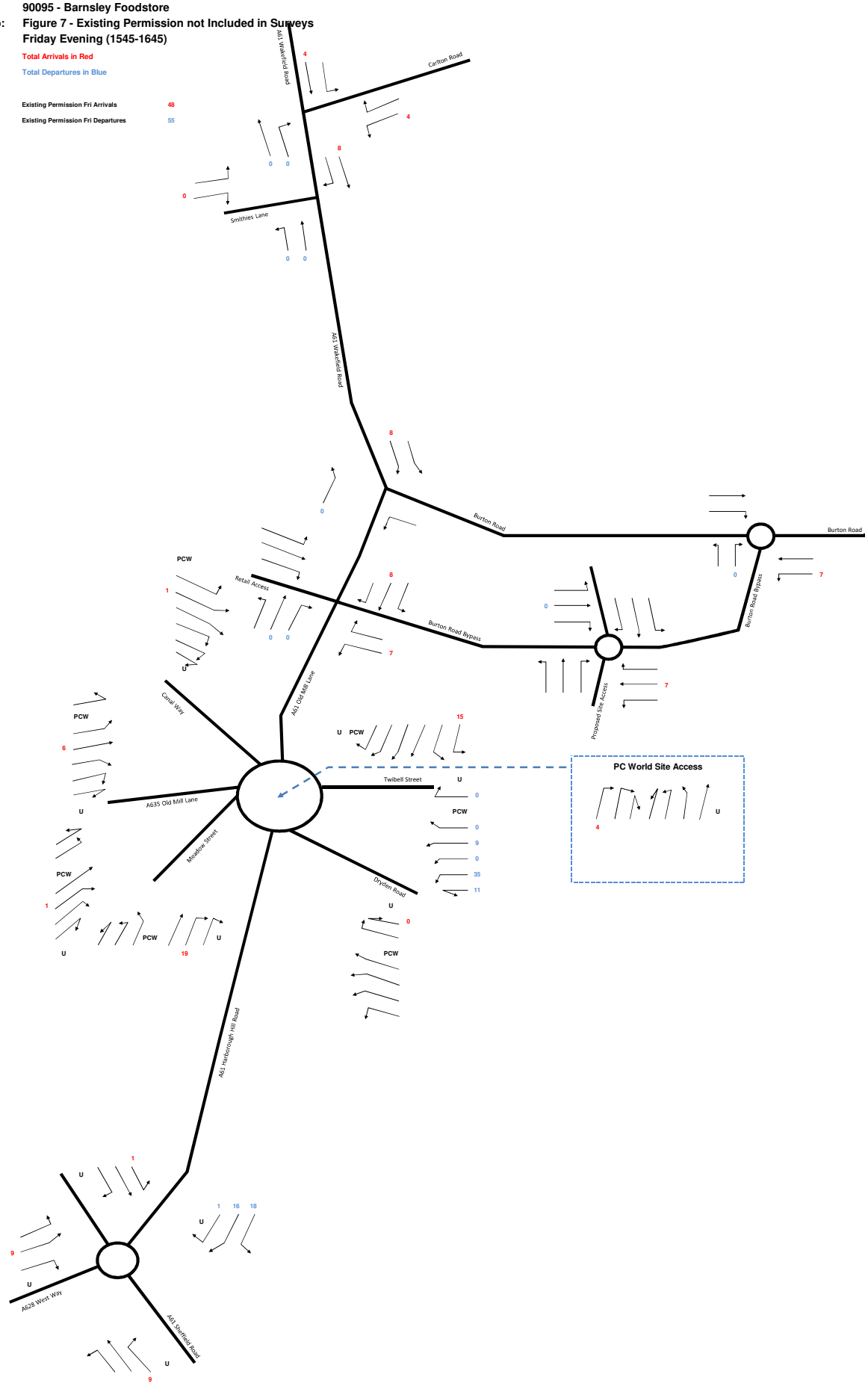
Key: Cars & LGVs in Black
Total HGVs in Red
Total Buses in Blue



Project: 90095 - Barnsley Foodstore
Scenario: Figure 7 - Existing Permission not Included in Surveys
Peak: Friday Evening (1545-1645)

Key: Total Arrivals in Red
Total Departures in Blue

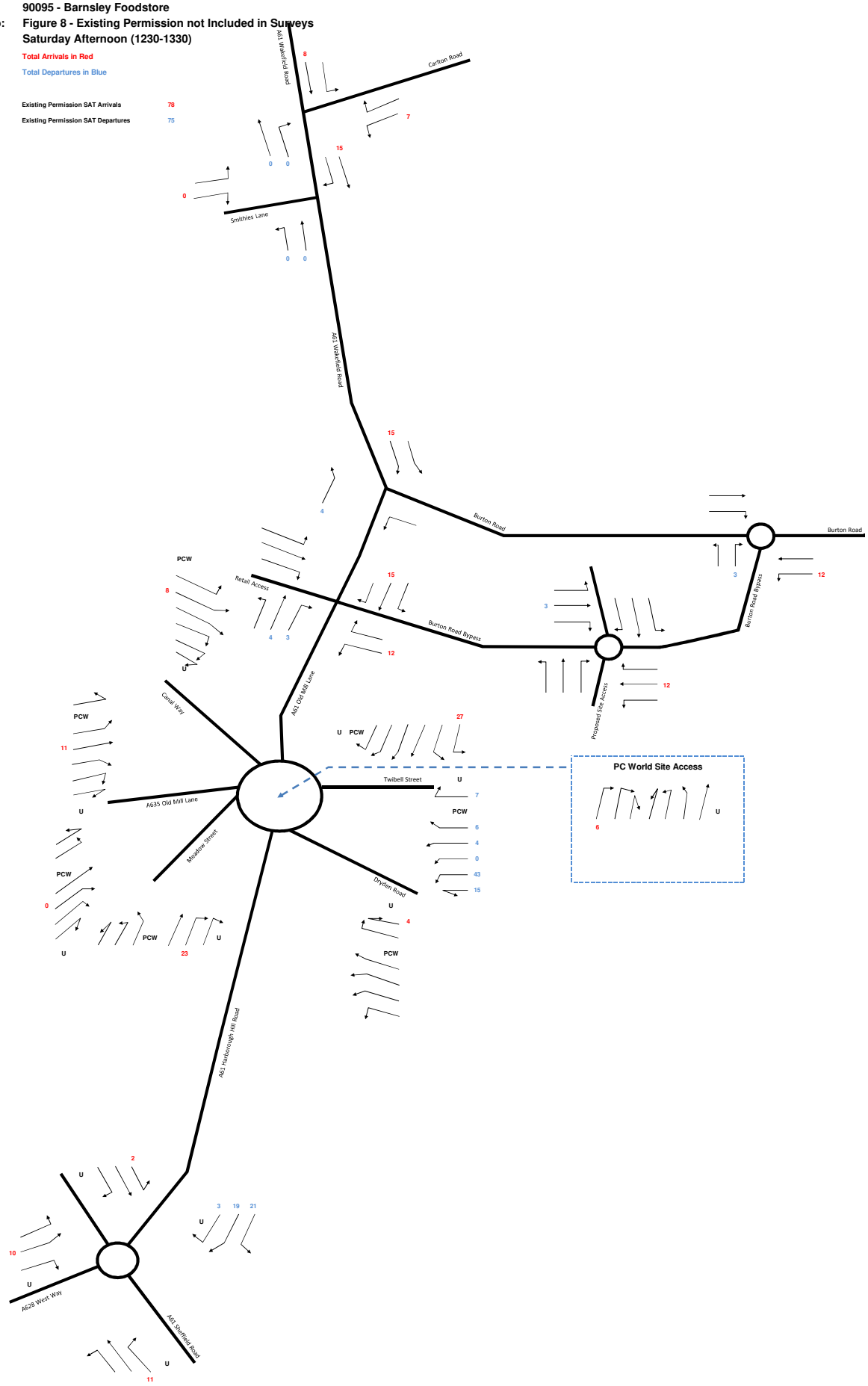
Existing Permission Fri Arrivals	48
Existing Permission Fri Departures	55



Project: 90095 - Barnsley Foodstore
Scenario: Figure 8 - Existing Permission not Included in Surveys
Peak: Saturday Afternoon (1230-1330)

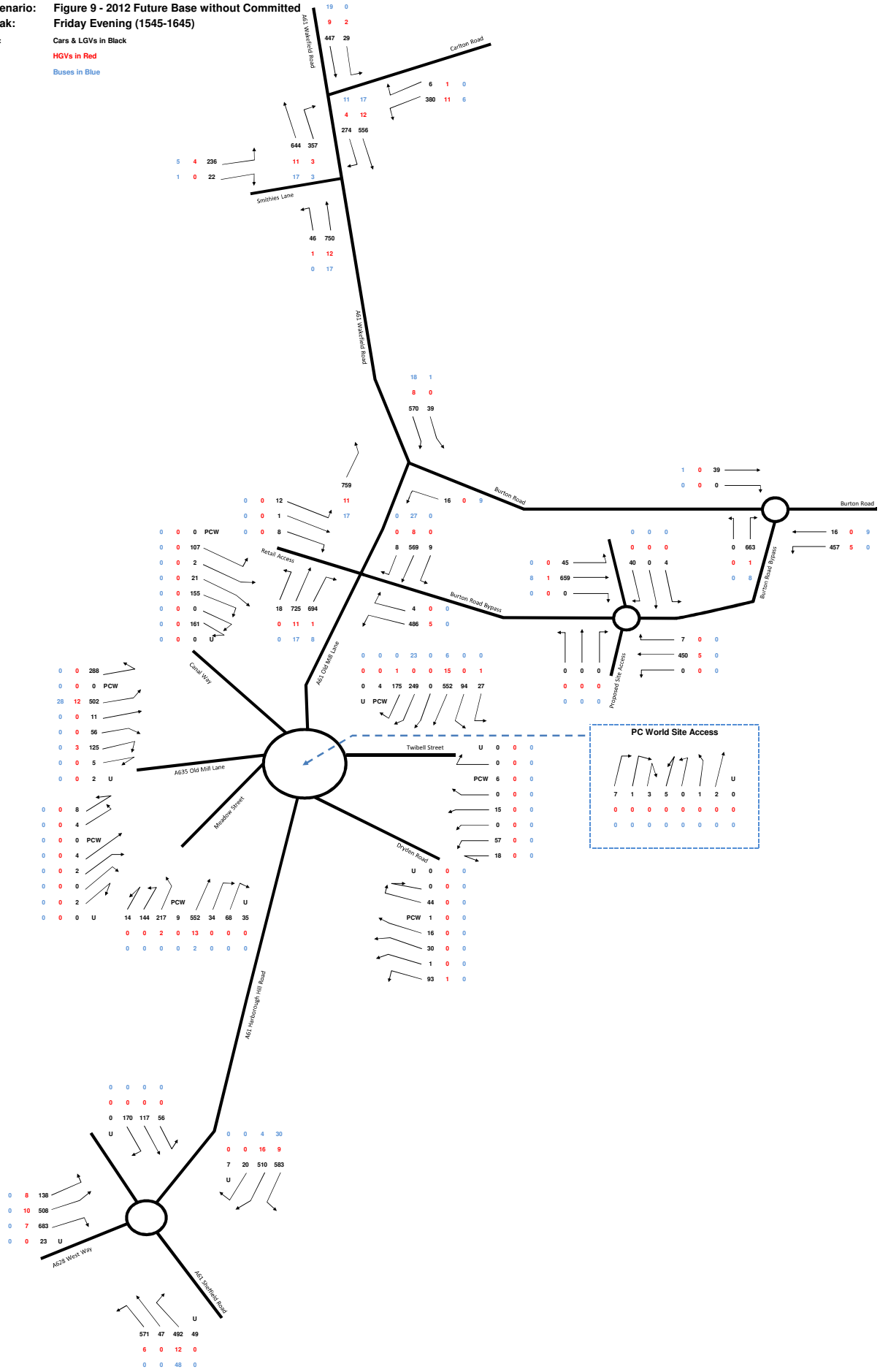
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Existing Permission SAT Arrivals	78
Existing Permission SAT Departures	75



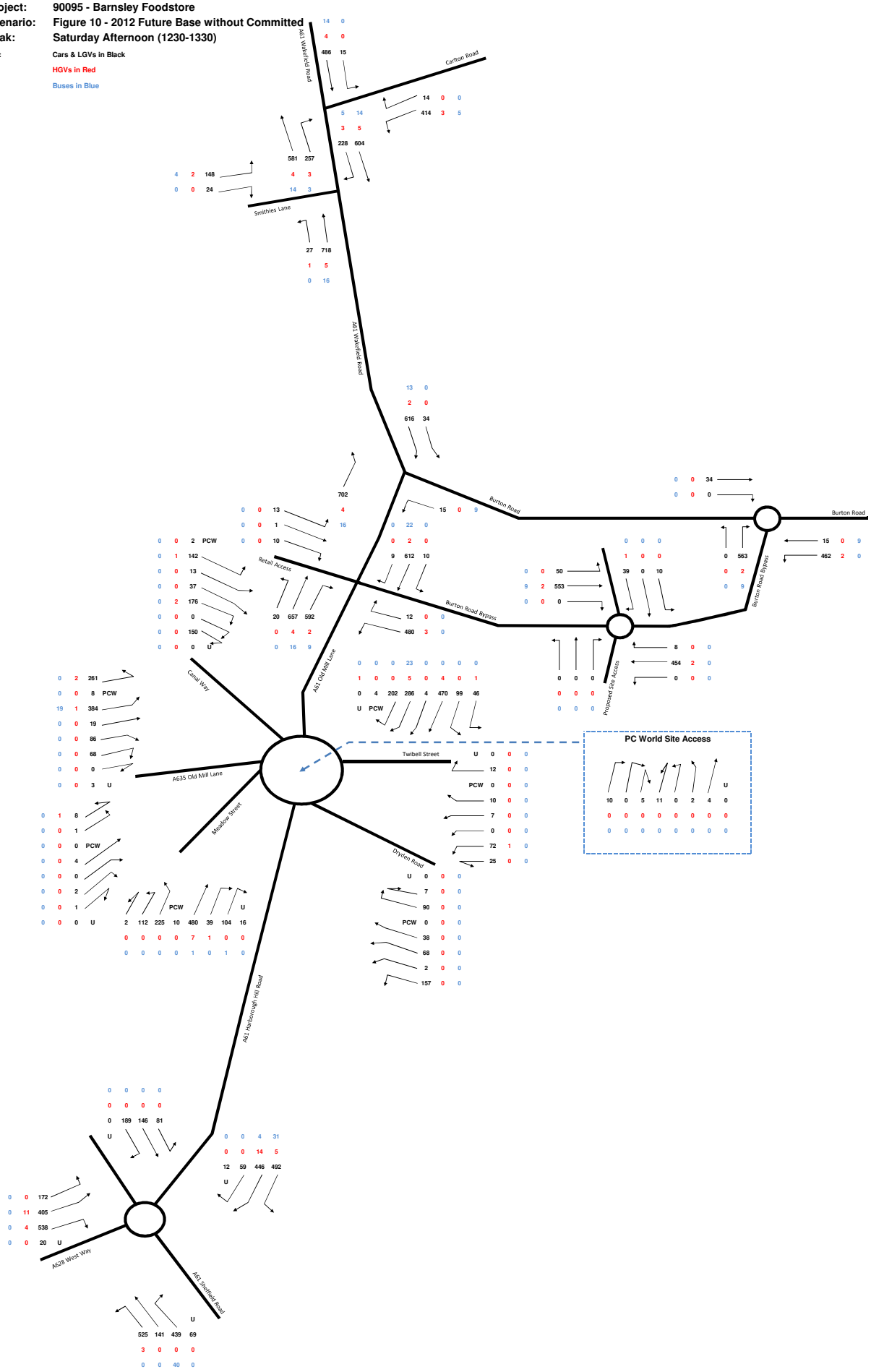
Project: 90095 - Barnsley Foodstore
Scenario: Figure 9 - 2012 Future Base without Committed
Peak: Friday Evening (1545-1645)

Key: Cars & LGVs in Black
HGVs in Red
Buses in Blue



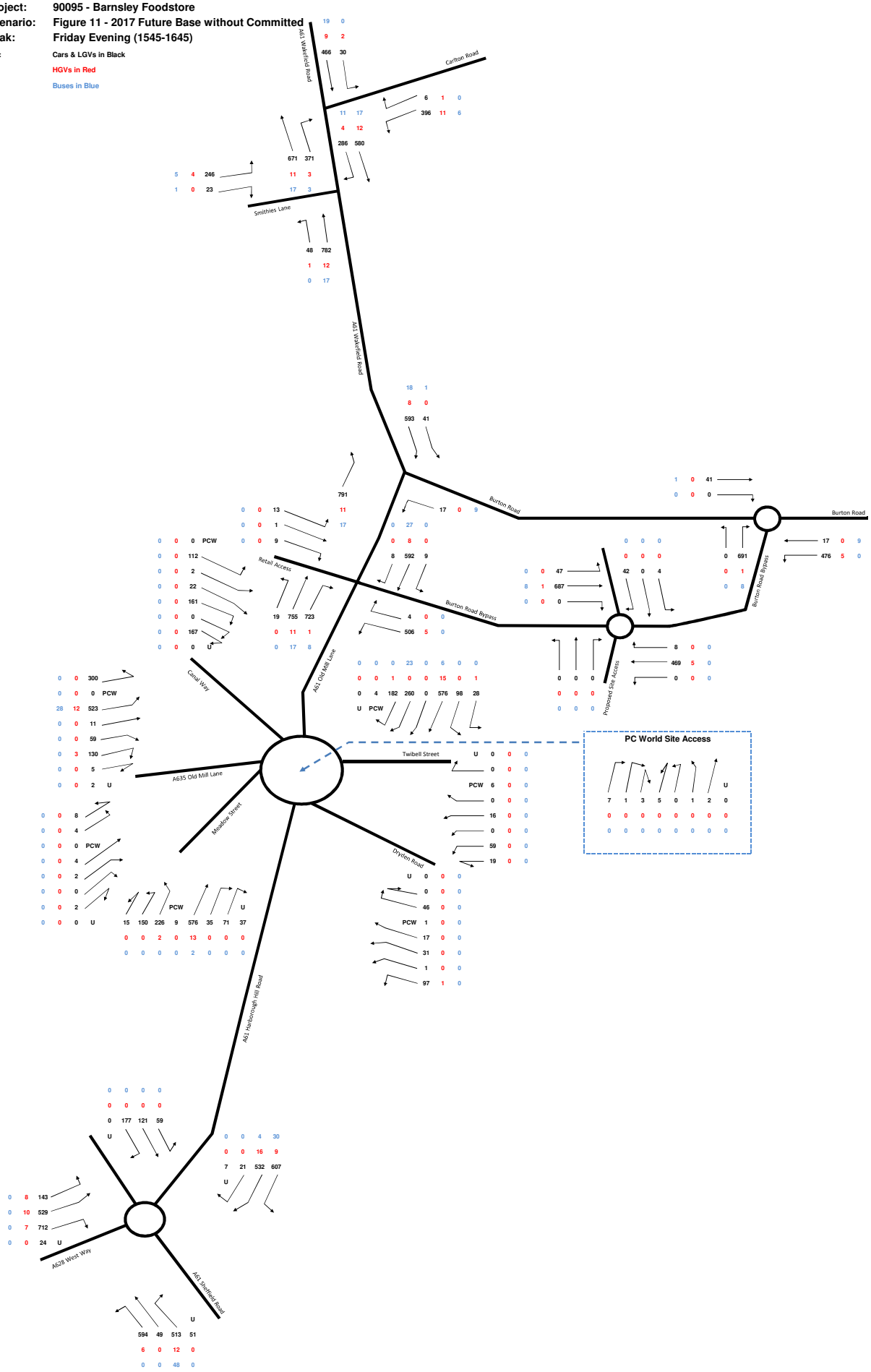
Project: 90095 - Barnsley Foodstore
Scenario: Figure 10 - 2012 Future Base without Committed
Peak: Saturday Afternoon (1230-1330)

Key: Cars & LGVs in Black
HGVs in Red
Buses in Blue



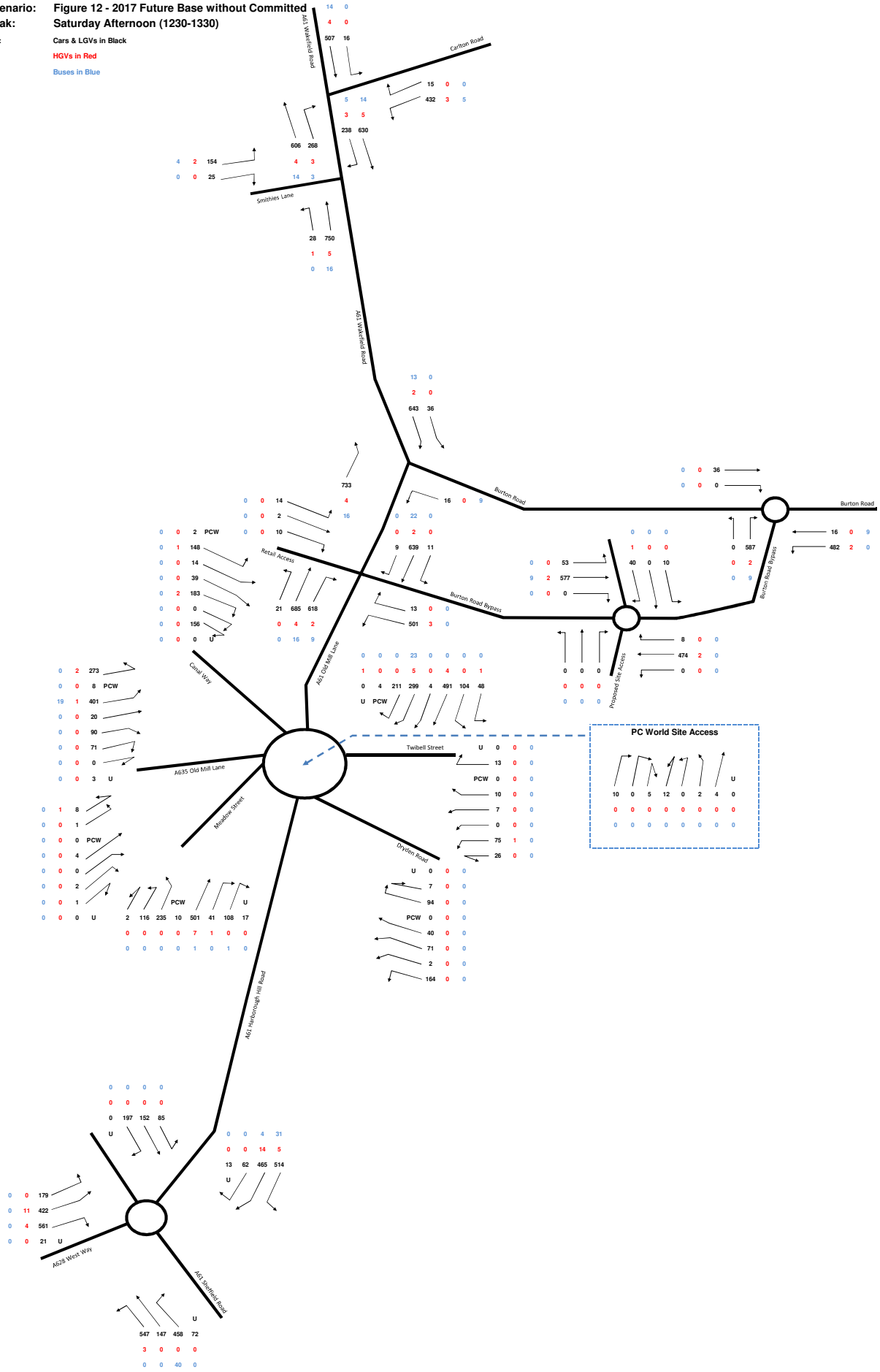
Project: 90095 - Barnsley Foodstore
Scenario: Figure 11 - 2017 Future Base without Committed
Peak: Friday Evening (1545-1645)

Key: Cars & LGVs in Black
HGVs in Red
Buses in Blue



Project: 90095 - Barnsley Foodstore
Scenario: Figure 12 - 2017 Future Base without Committed
Peak: Saturday Afternoon (1230-1330)

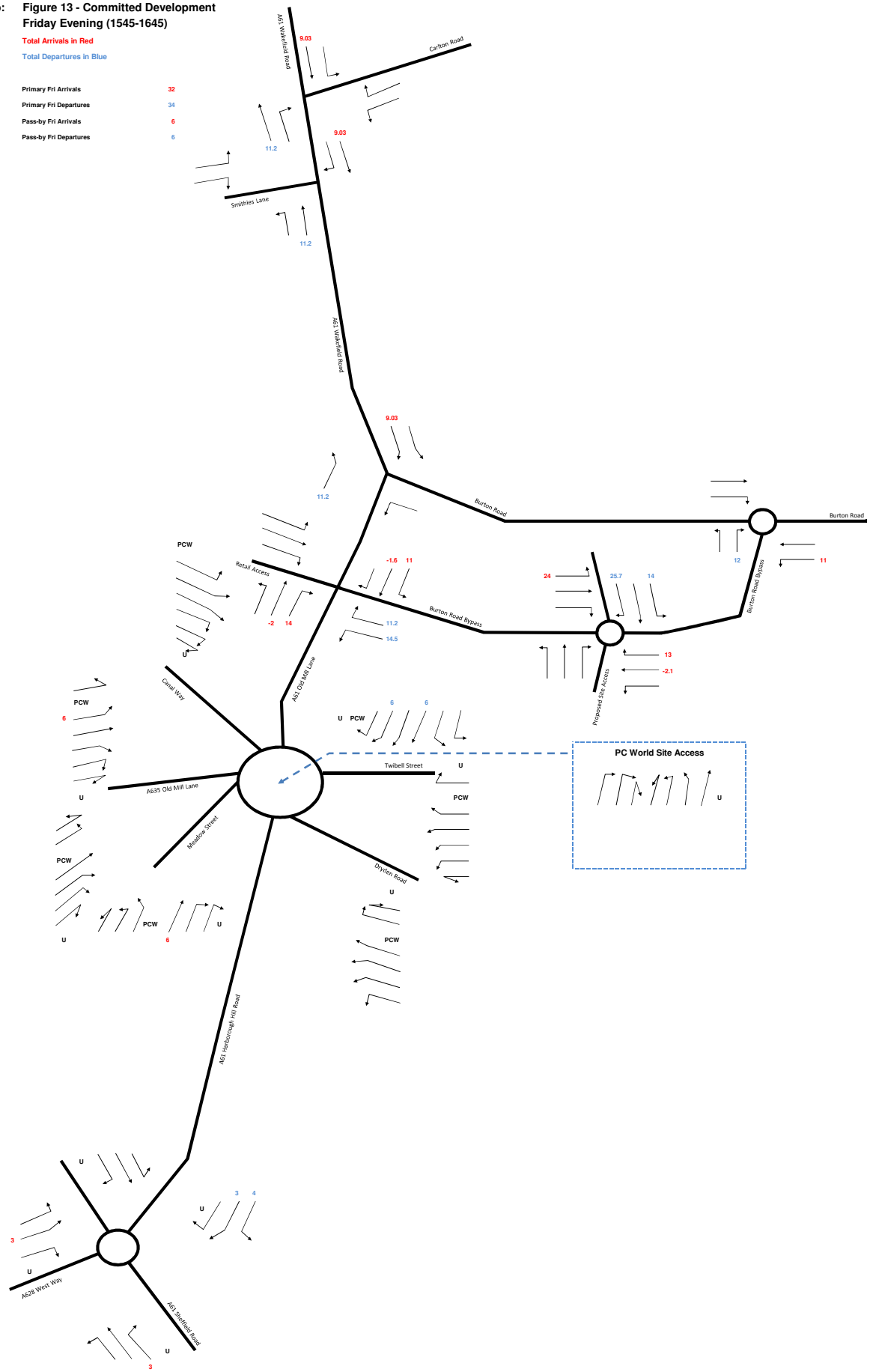
Key: Cars & LGVs in Black
HGVs in Red
Buses in Blue



Project: 90095 - Barnsley Foodstore
Scenario: Figure 13 - Committed Development
Peak: Friday Evening (1545-1645)

Key: Total Arrivals in Red
Total Departures in Blue

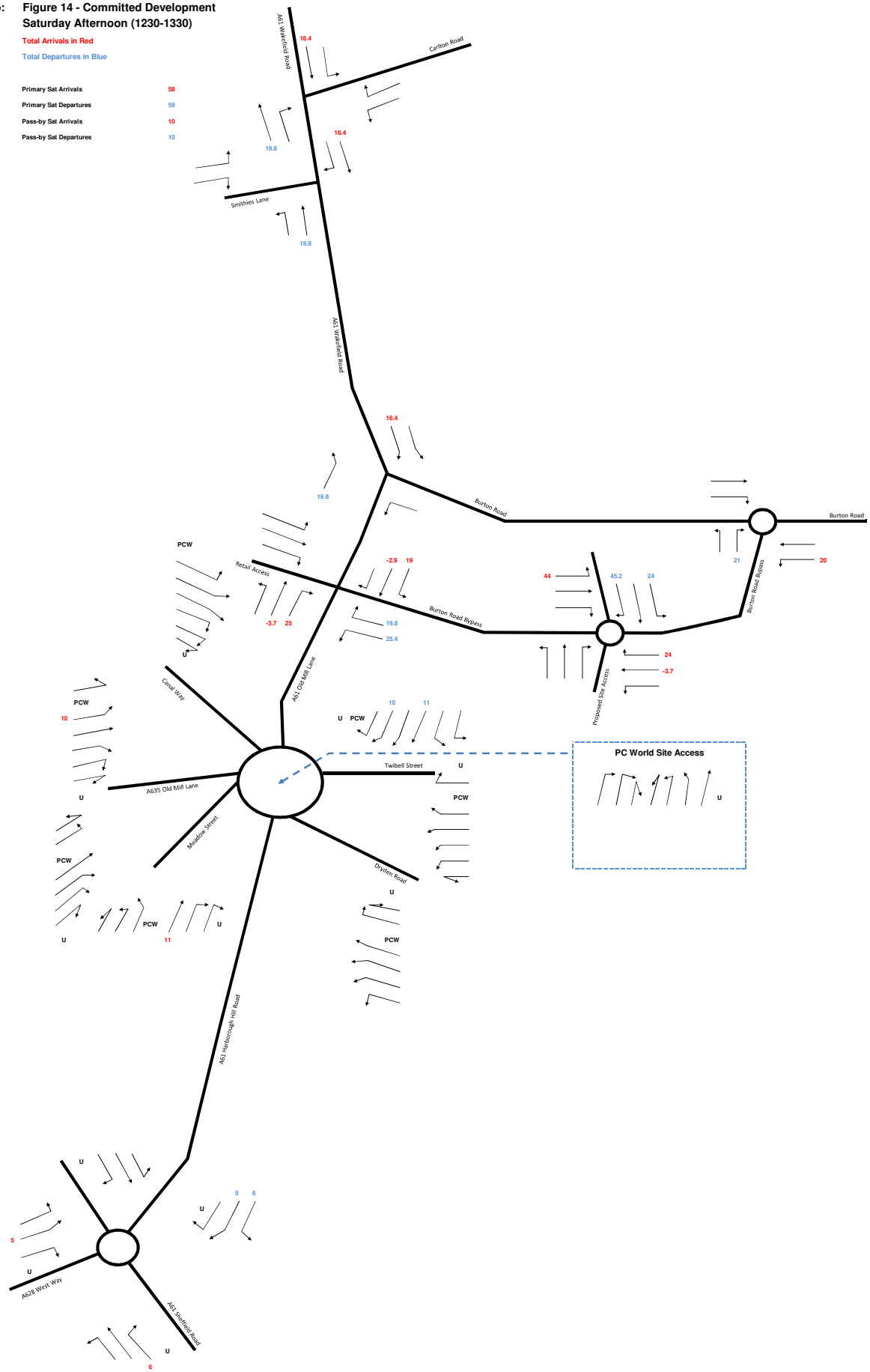
Primary Fri Arrivals	32
Primary Fri Departures	34
Pass-by Fri Arrivals	6
Pass-by Fri Departures	6



Project: 90095 - Barnsley Foodstore
Scenario: Figure 14 - Committed Development
Peak: Saturday Afternoon (1230-1330)

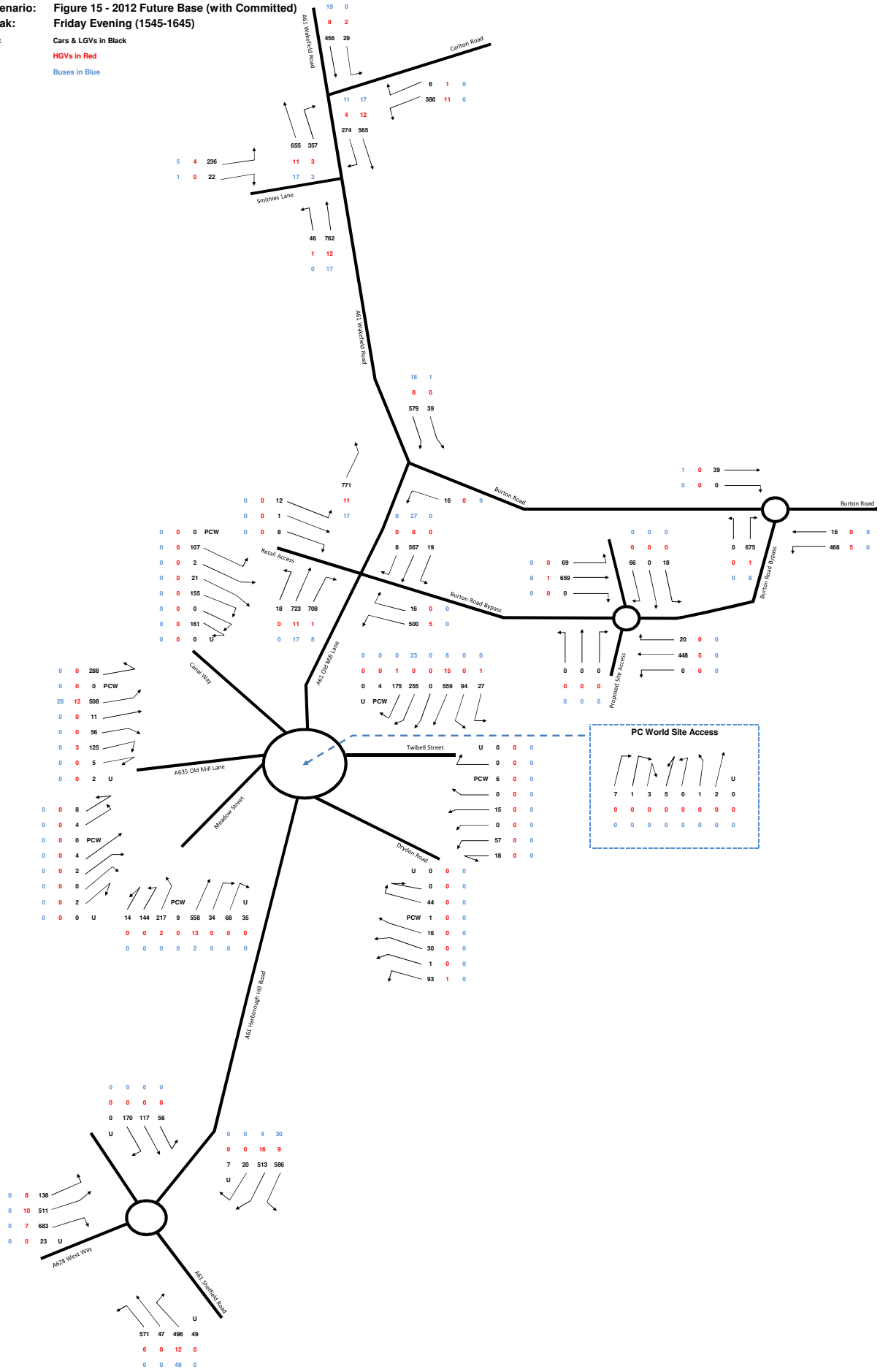
Key: Total Arrivals in Red
Total Departures in Blue

Primary Sat Arrivals	58
Primary Sat Departures	59
Pass-by Sat Arrivals	10
Pass-by Sat Departures	10



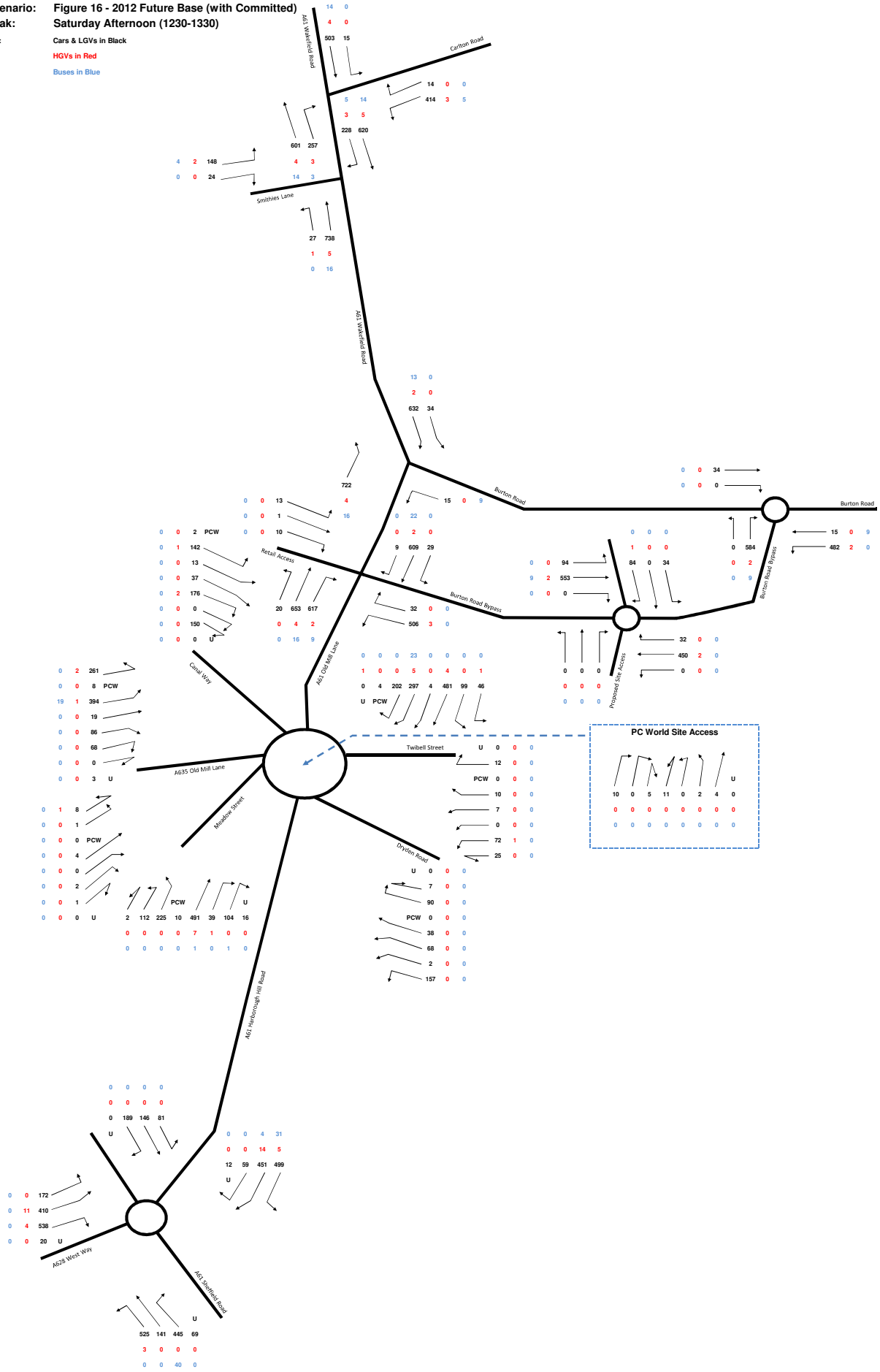
Project: 90095 - Barnsley Foodstore
Scenario: Figure 15 - 2012 Future Base (with Committed)
Peak: Friday Evening (1545-1645)

Key: Cars & LGVs in Black
HGVs in Red
Buses in Blue

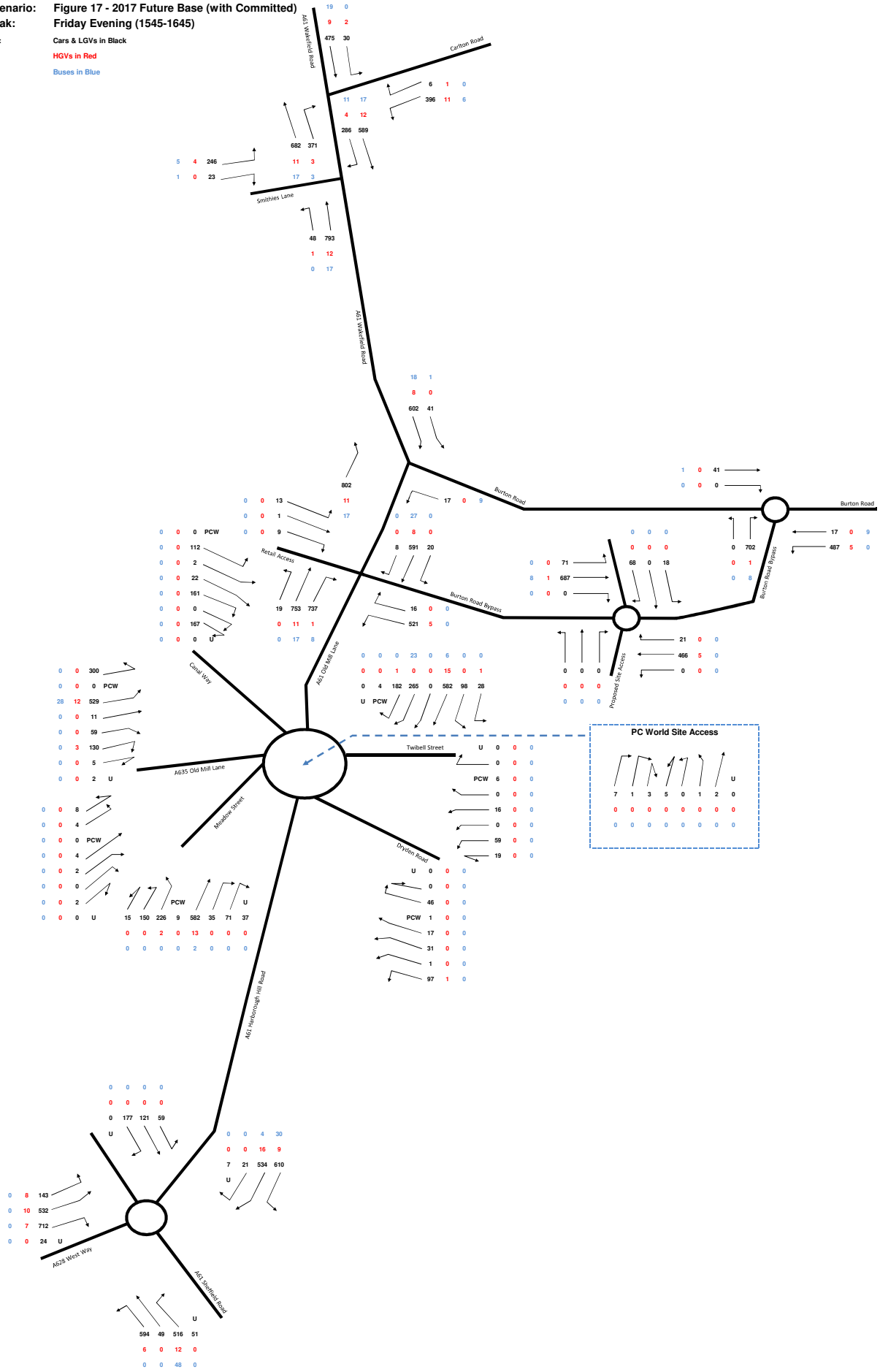


Project: 90095 - Barnsley Foodstore
Scenario: Figure 16 - 2012 Future Base (with Committed)
Peak: Saturday Afternoon (1230-1330)

Key: Cars & LGVs in Black
HGVs in Red
Buses in Blue

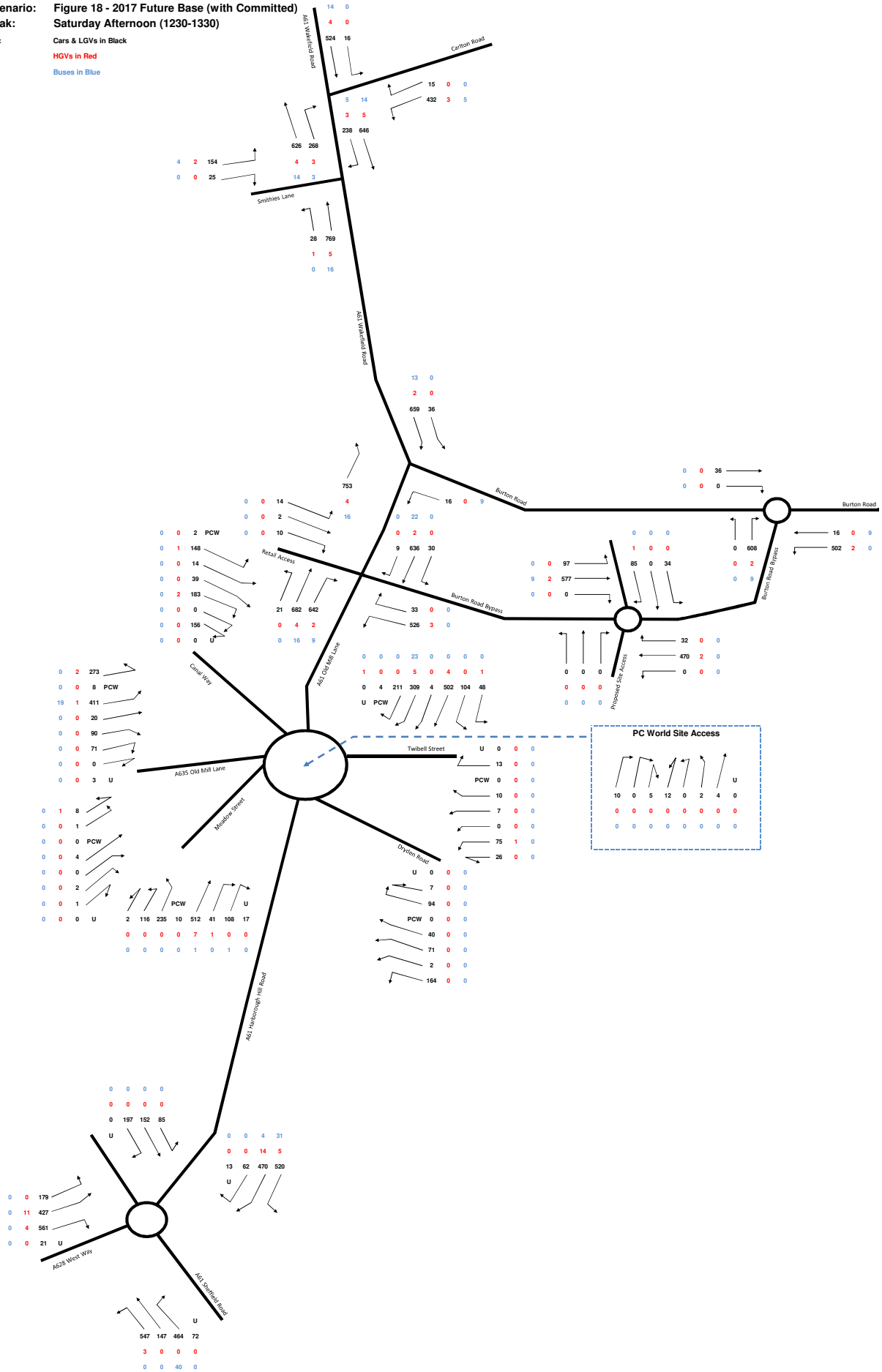


Project: 90095 - Barnsley Foodstore
Scenario: Figure 17 - 2017 Future Base (with Committed)
Peak: Friday Evening (1545-1645)
Key: Cars & LGVs in Black
HGVs in Red
Buses in Blue

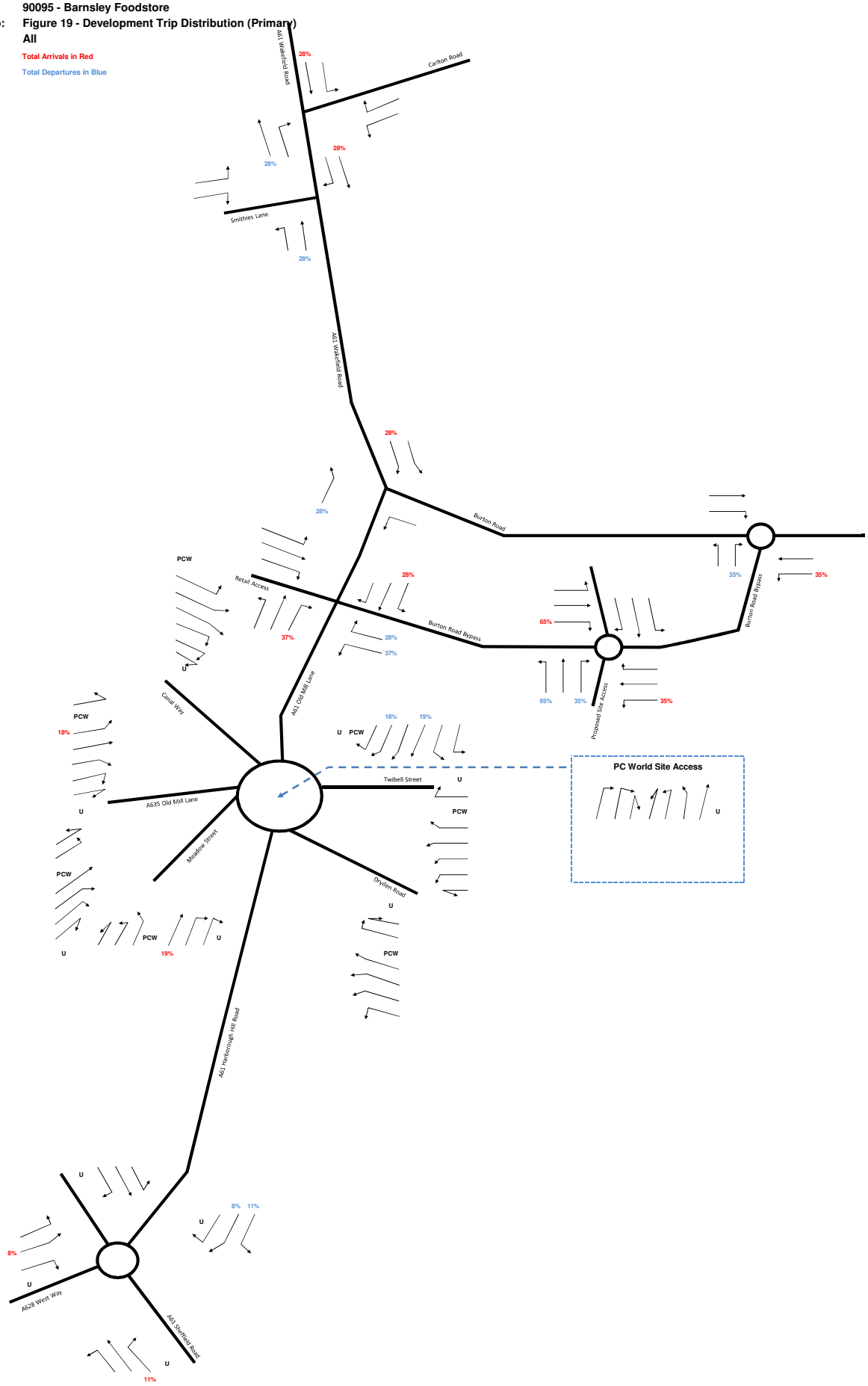


Project: 90095 - Barnsley Foodstore
Scenario: Figure 18 - 2017 Future Base (with Committed)
Peak: Saturday Afternoon (1230-1330)

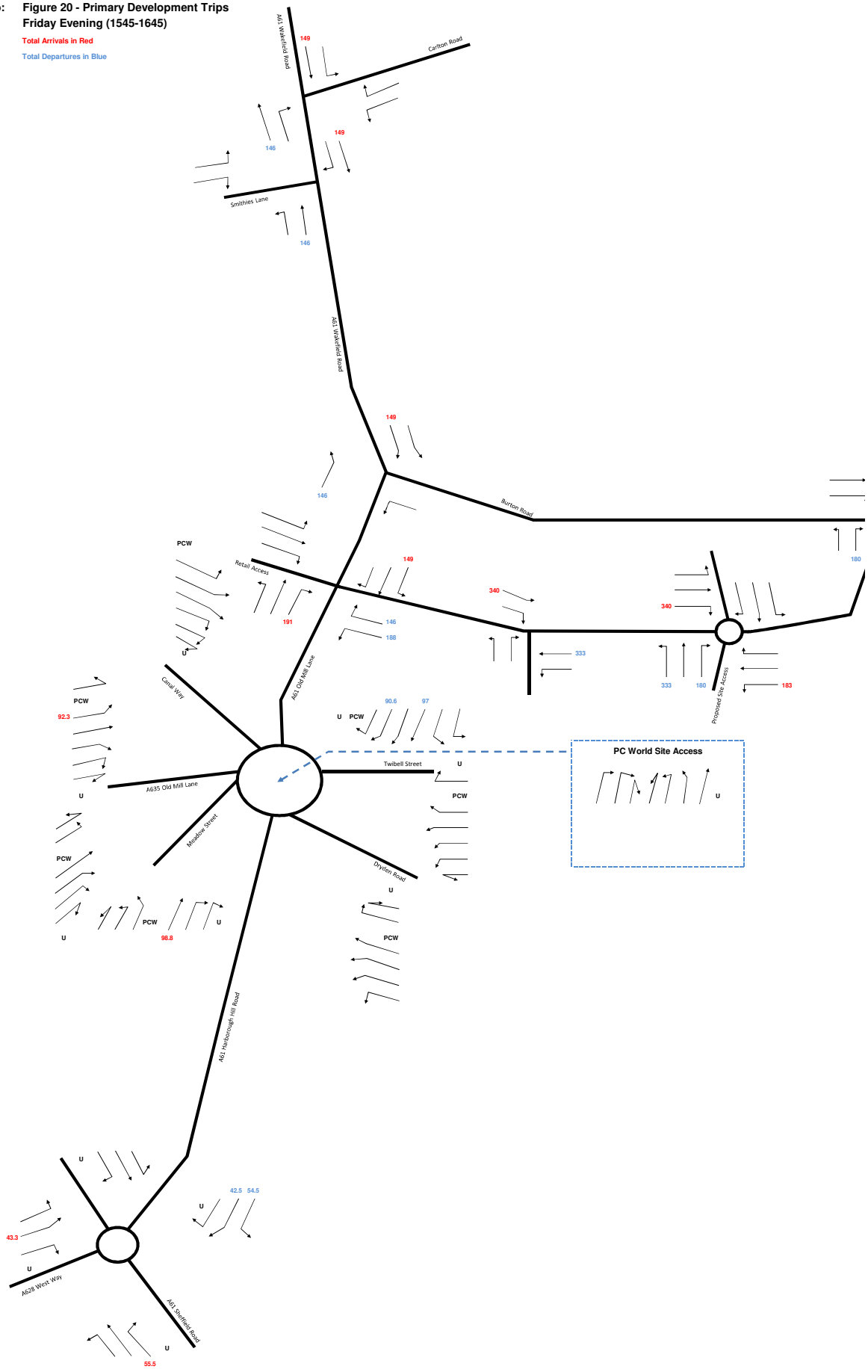
Key: Cars & LGVs in Black
HGVs in Red
Buses in Blue



Project: 90095 - Barnsley Foodstore
Scenario: Figure 19 - Development Trip Distribution (Primary)
Peak: All
Key: Total Arrivals in Red
Total Departures in Blue

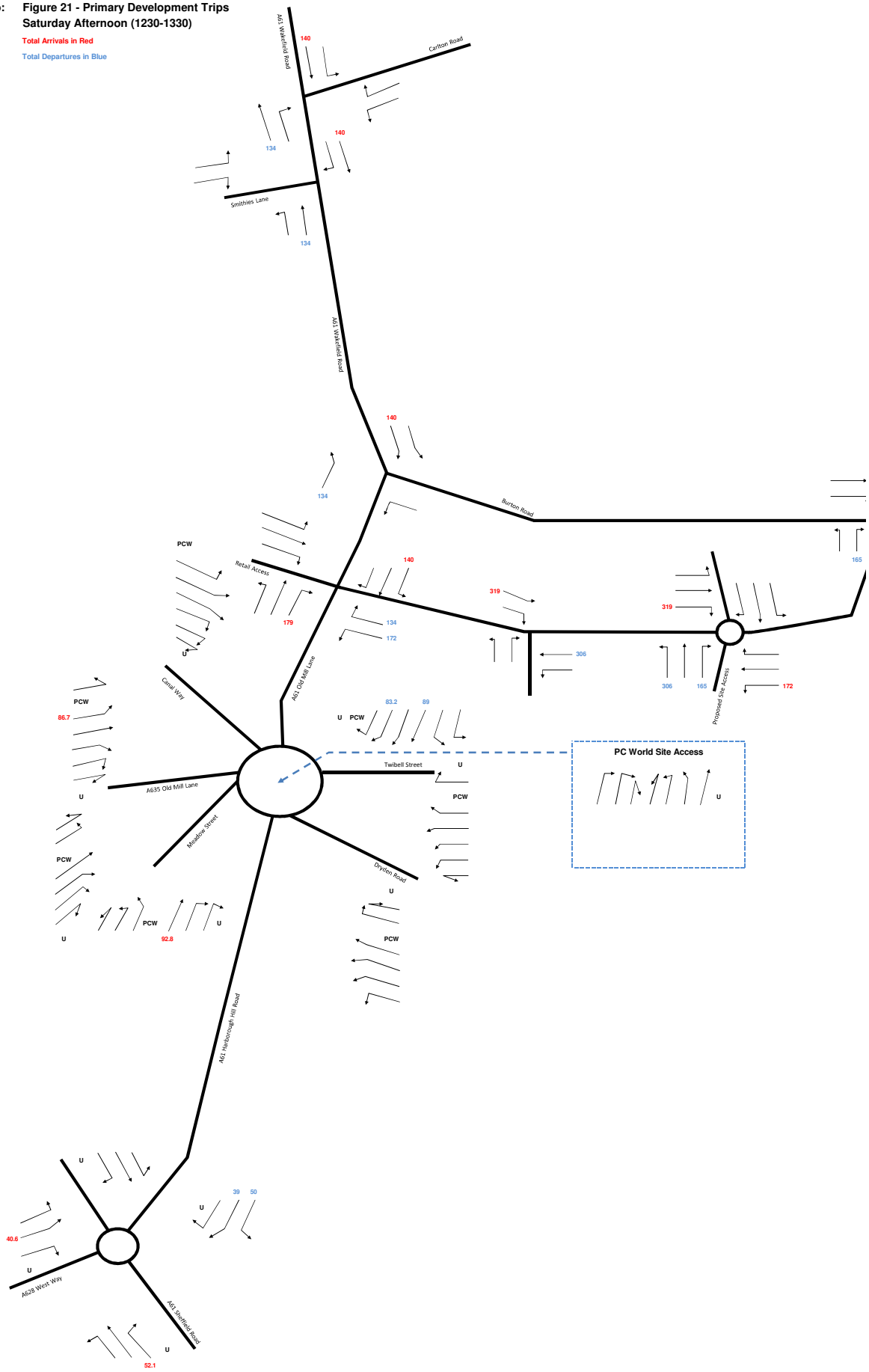


Project: 90095 - Barnsley Foodstore
Scenario: Figure 20 - Primary Development Trips
Peak: Friday Evening (1545-1645)
Key: Total Arrivals in Red
Total Departures in Blue

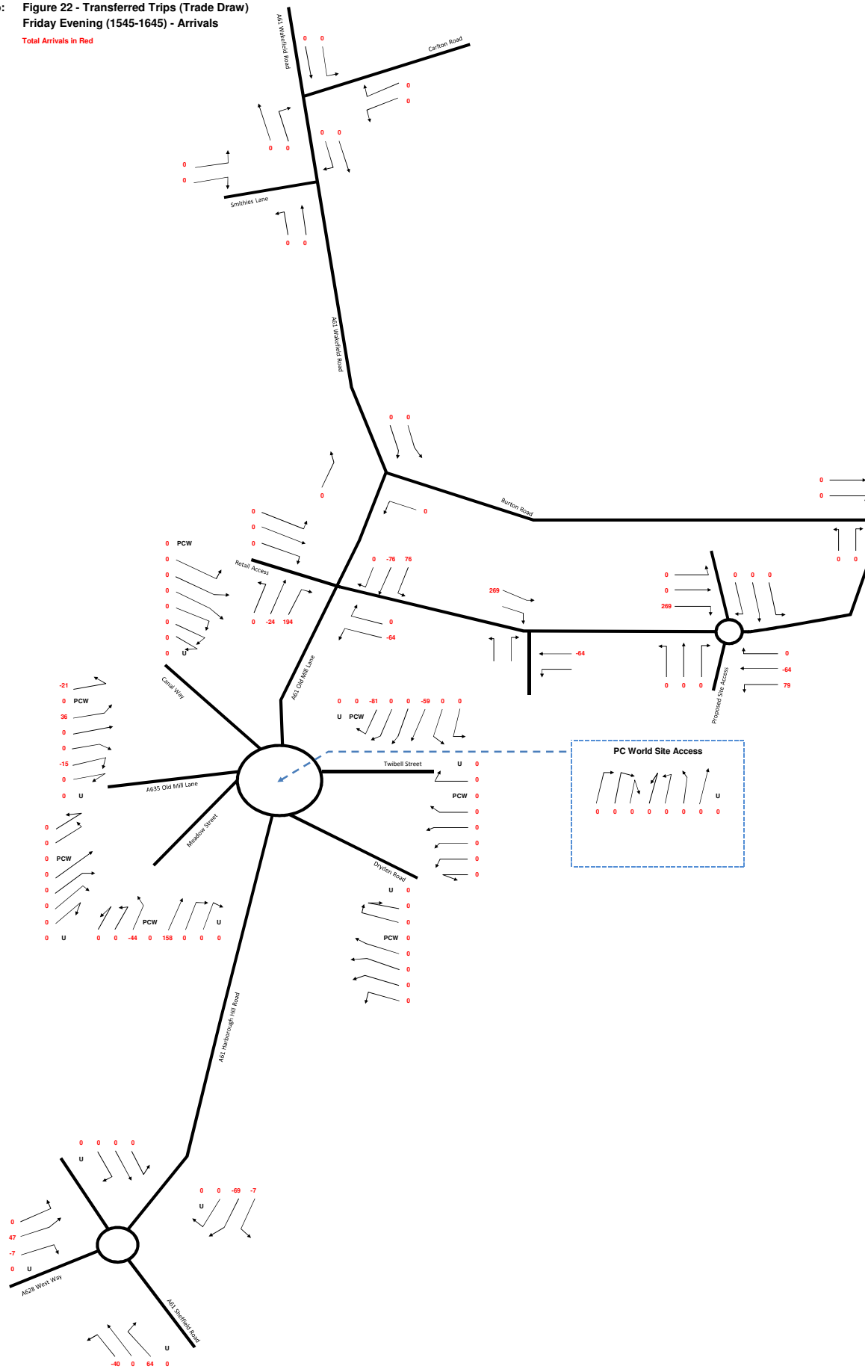


Project: 90095 - Barnsley Foodstore
Scenario: Figure 21 - Primary Development Trips
Peak: Saturday Afternoon (1230-1330)

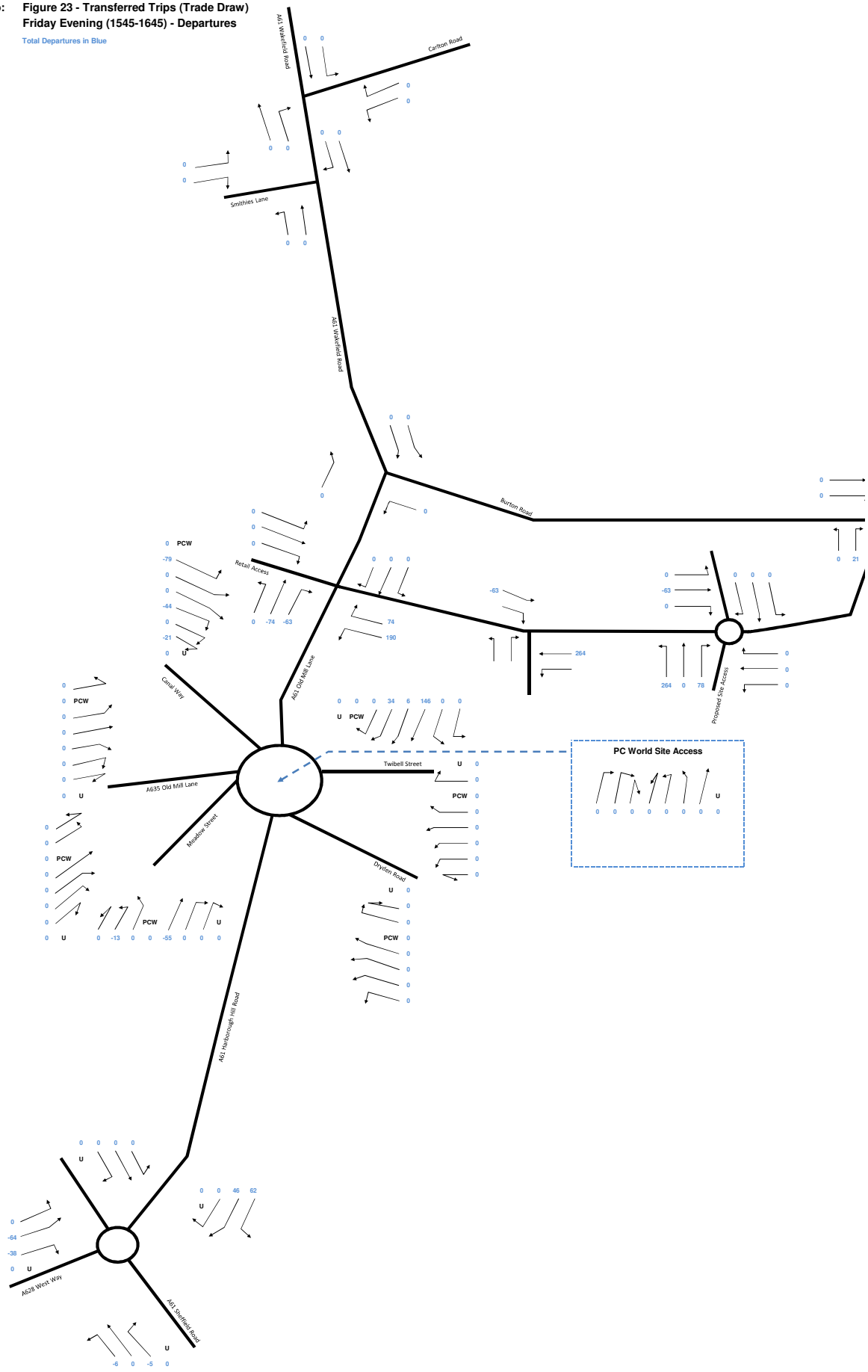
Key: Total Arrivals in Red
Total Departures in Blue



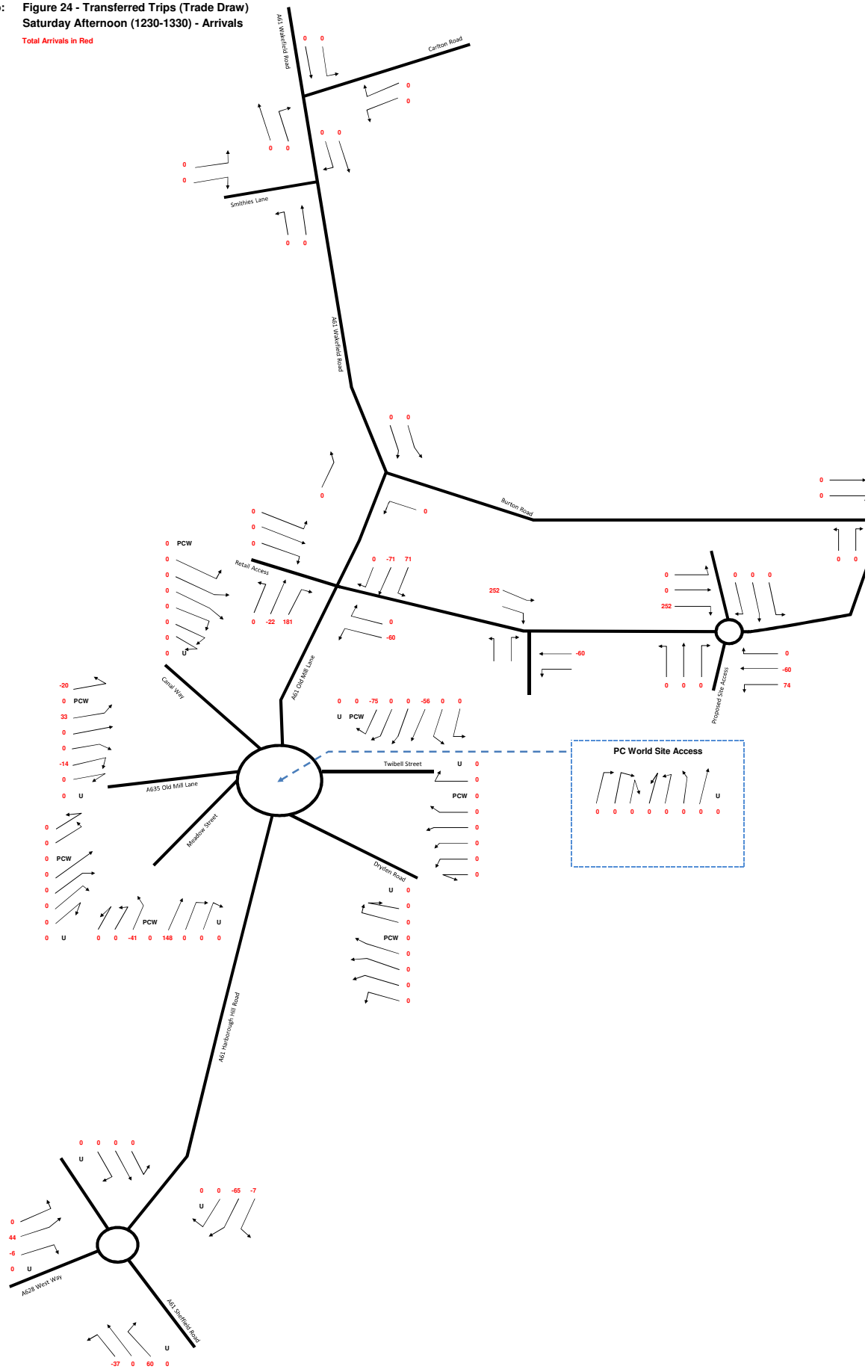
Project: 90095 - Barnsley Foodstore
Scenario: Figure 22 - Transferred Trips (Trade Draw)
Peak: Friday Evening (1545-1645) - Arrivals
Key: Total Arrivals in Red



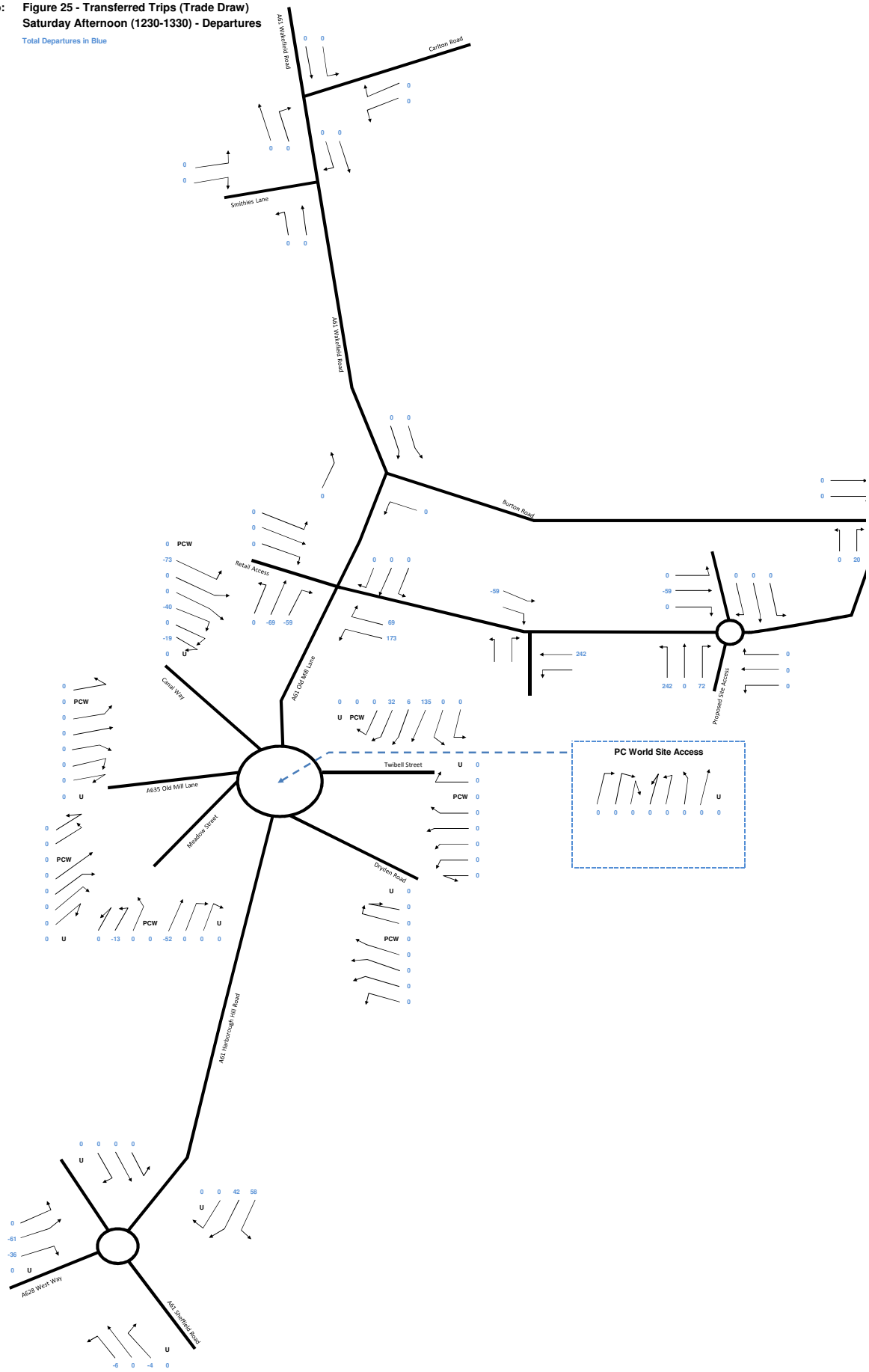
Project: 90095 - Barnsley Foodstore
Scenario: Figure 23 - Transferred Trips (Trade Draw)
Peak: Friday Evening (1545-1645) - Departures
Key: Total Departures in Blue



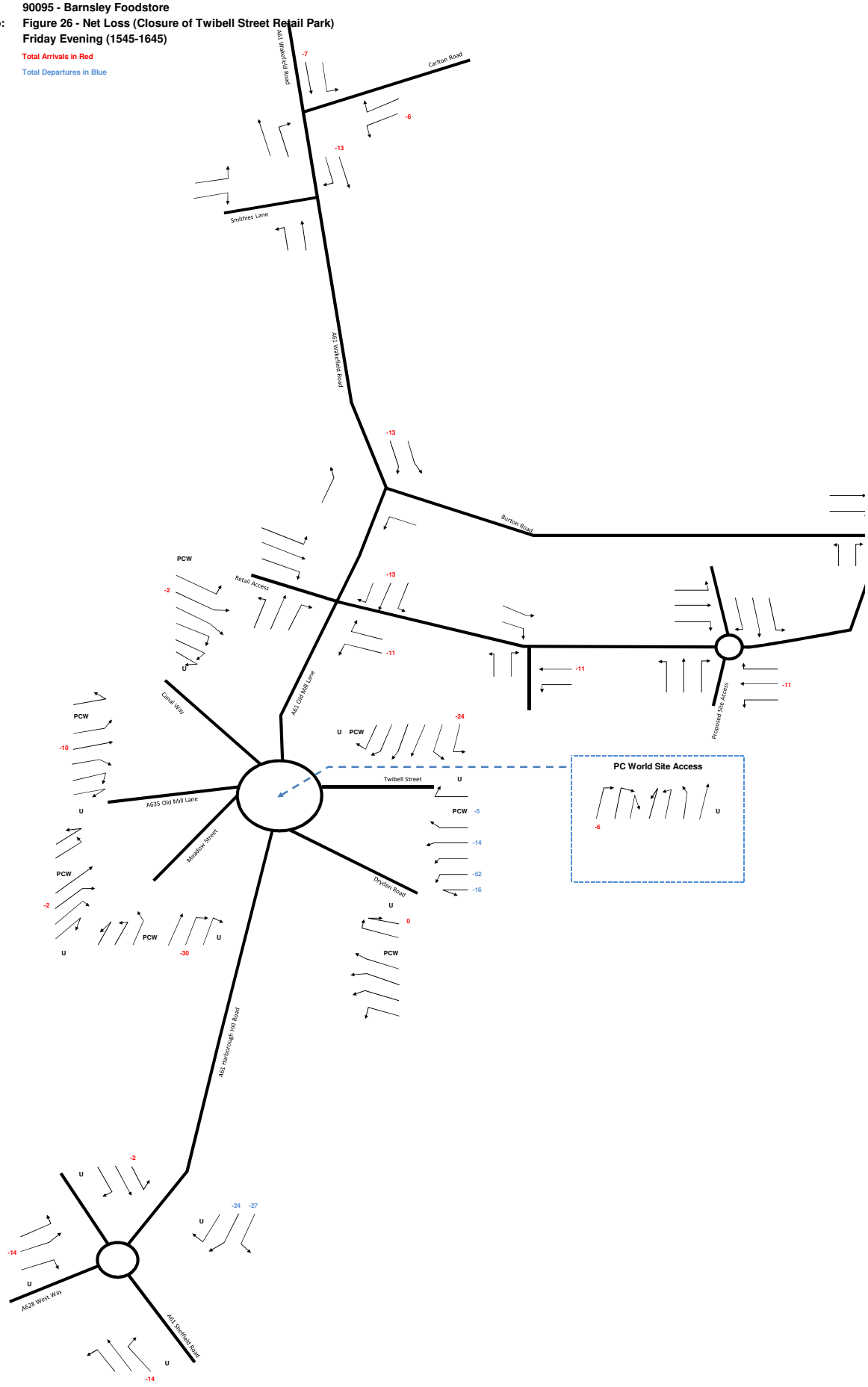
Project: 90095 - Barnsley Foodstore
Scenario: Figure 24 - Transferred Trips (Trade Draw)
Peak: Saturday Afternoon (1230-1330) - Arrivals
Key: Total Arrivals in Red



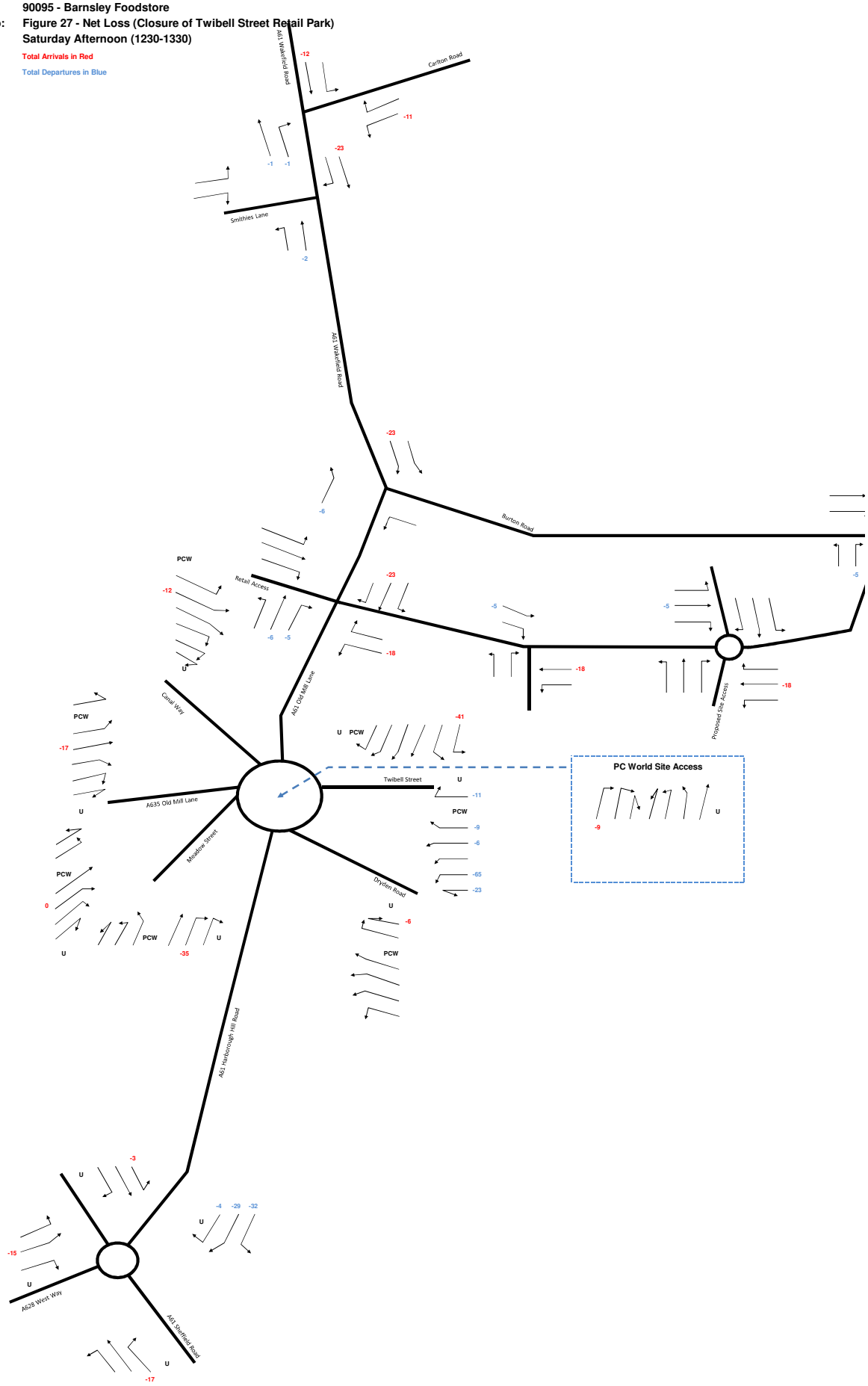
Project: 90095 - Barnsley Foodstore
Scenario: Figure 25 - Transferred Trips (Trade Draw)
Peak: Saturday Afternoon (1230-1330) - Departures
Key: Total Departures in Blue



Project: 90095 - Barnsley Foodstore
Scenario: Figure 26 - Net Loss (Closure of Twibell Street Retail Park)
Peak: Friday Evening (1545-1645)
Key: Total Arrivals in Red
Total Departures in Blue



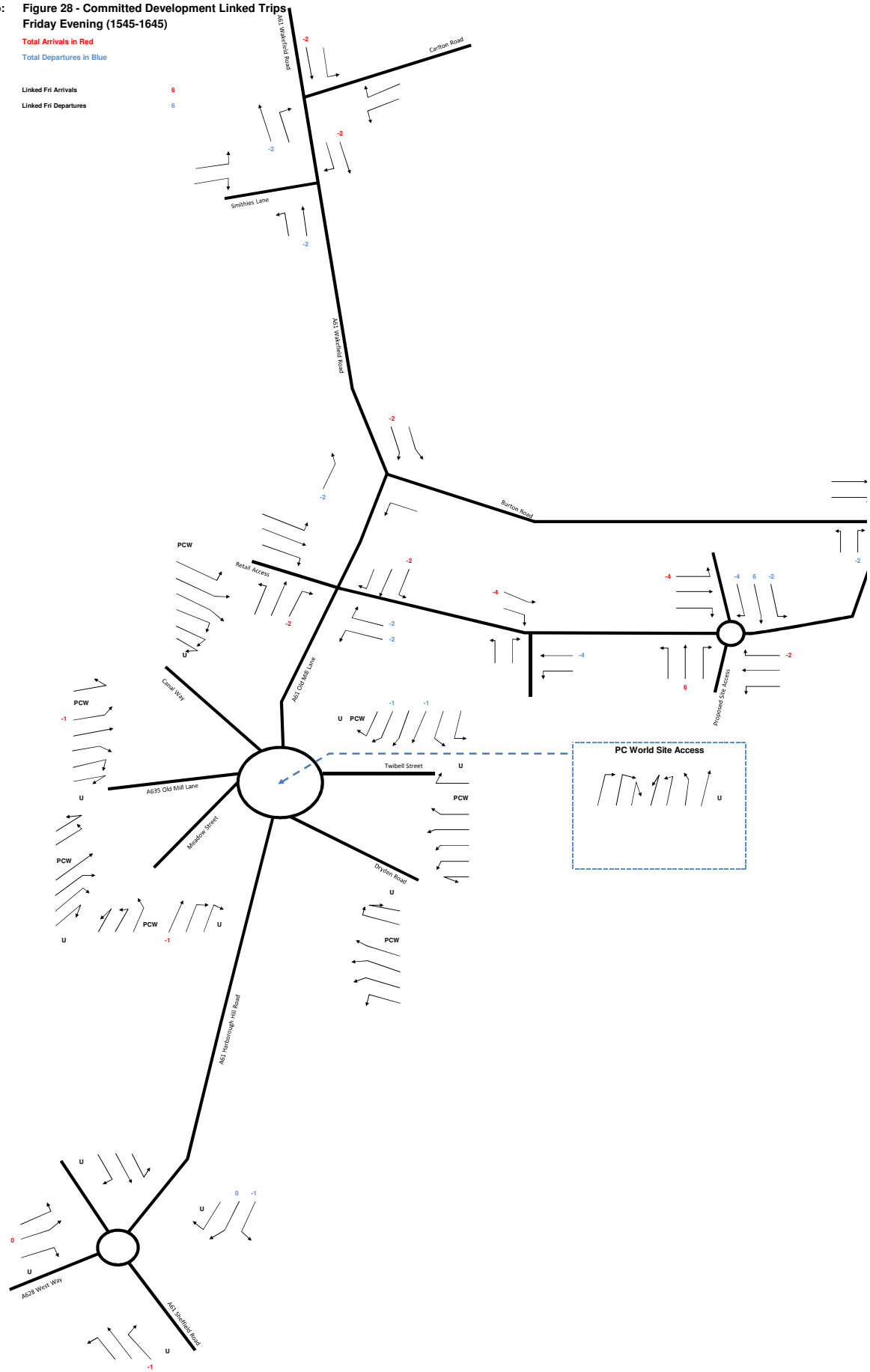
Project: 90095 - Barnsley Foodstore
Scenario: Figure 27 - Net Loss (Closure of Twibell Street Retail Park)
Peak: Saturday Afternoon (1230-1330)
Key: Total Arrivals in Red
Total Departures in Blue



Project: 90095 - Barnsley Foodstore
Scenario: Figure 28 - Committed Development Linked Trips
Peak: Friday Evening (1545-1645)

Key: Total Arrivals in Red
Total Departures in Blue

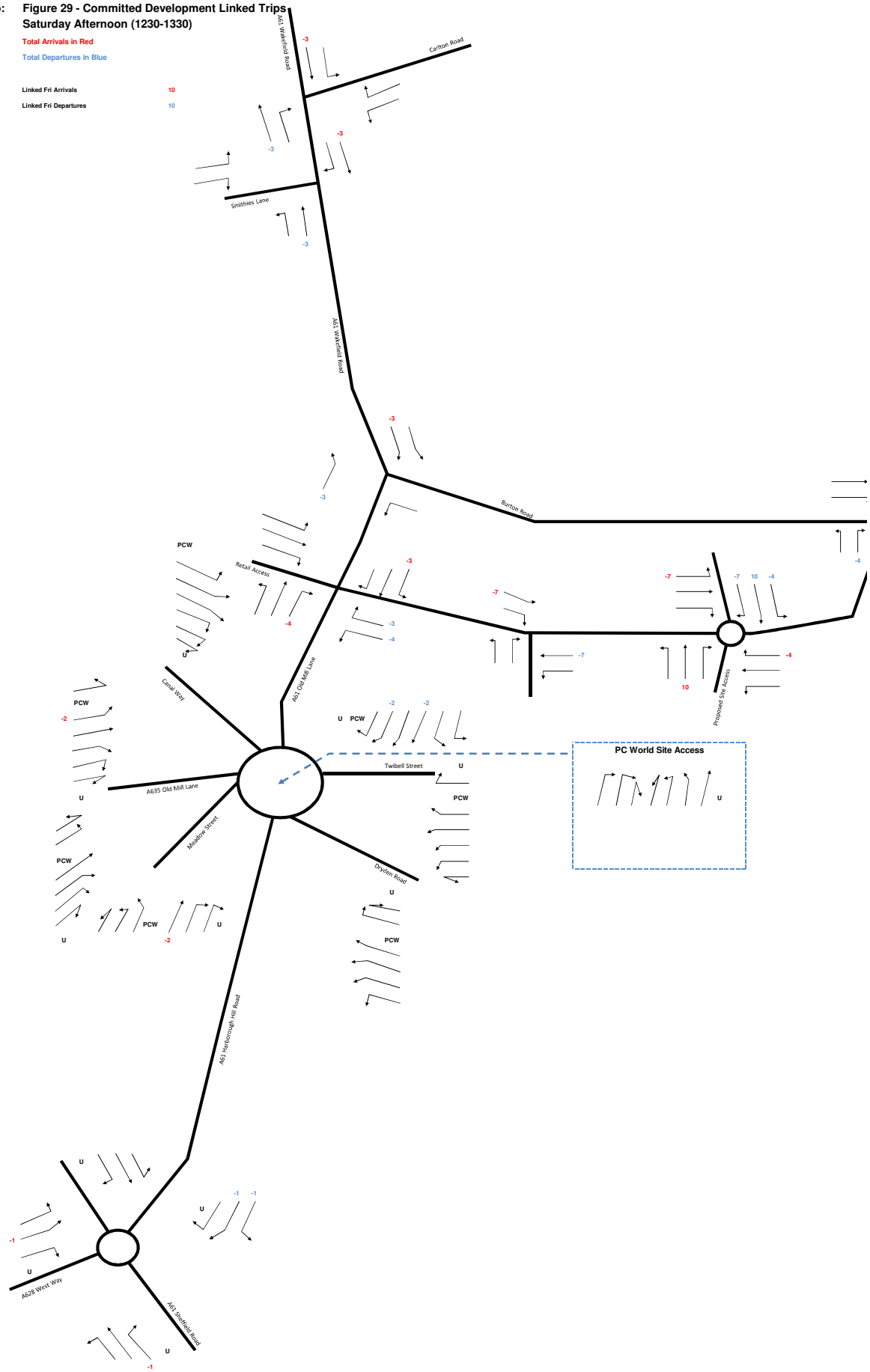
Linked Fri Arrivals	6
Linked Fri Departures	6



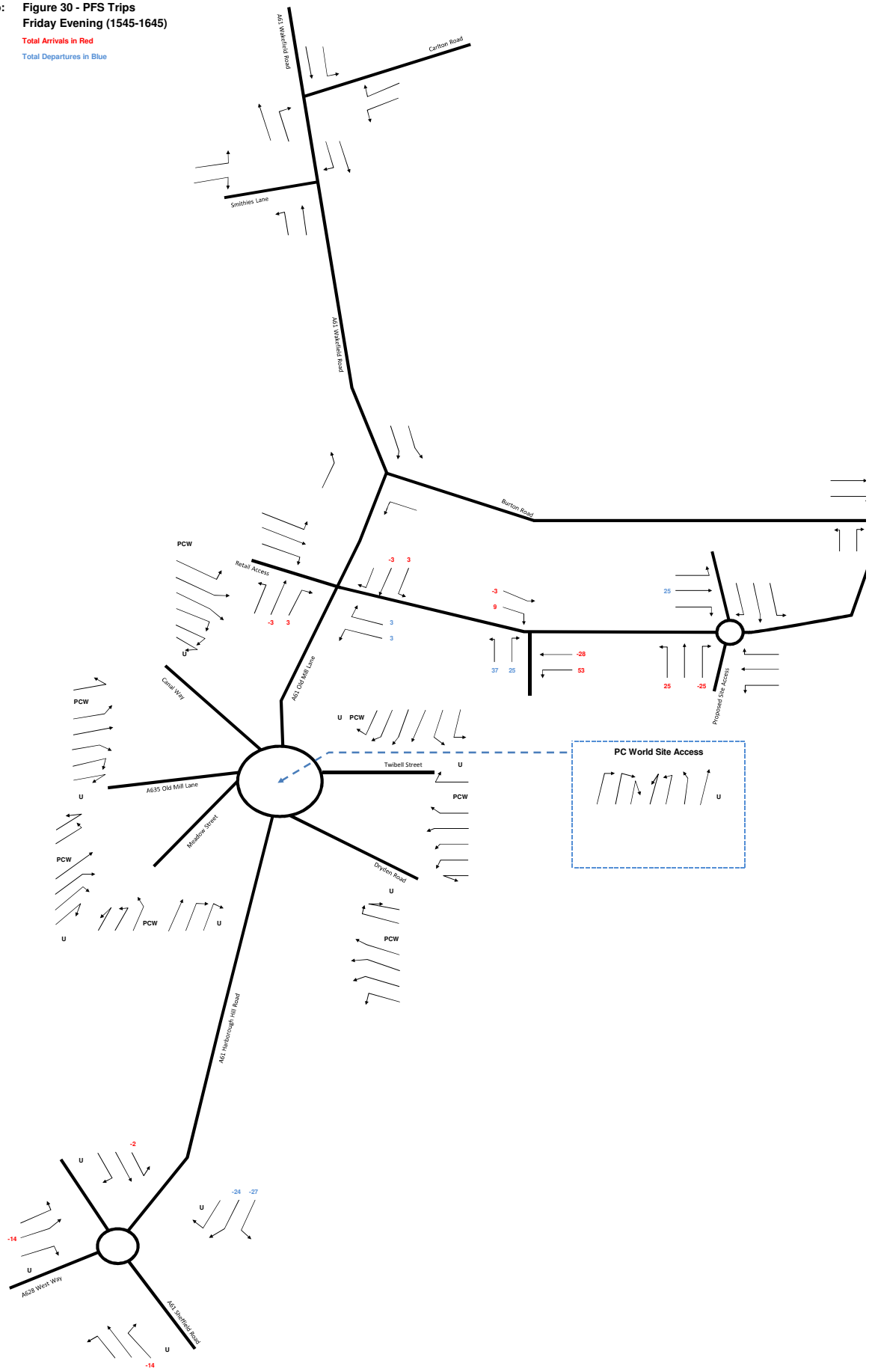
Project: 90095 - Barnsley Foodstore
Scenario: Figure 29 - Committed Development Linked Trips
Peak: Saturday Afternoon (1230-1330)

Key: Total Arrivals in Red
Total Departures in Blue

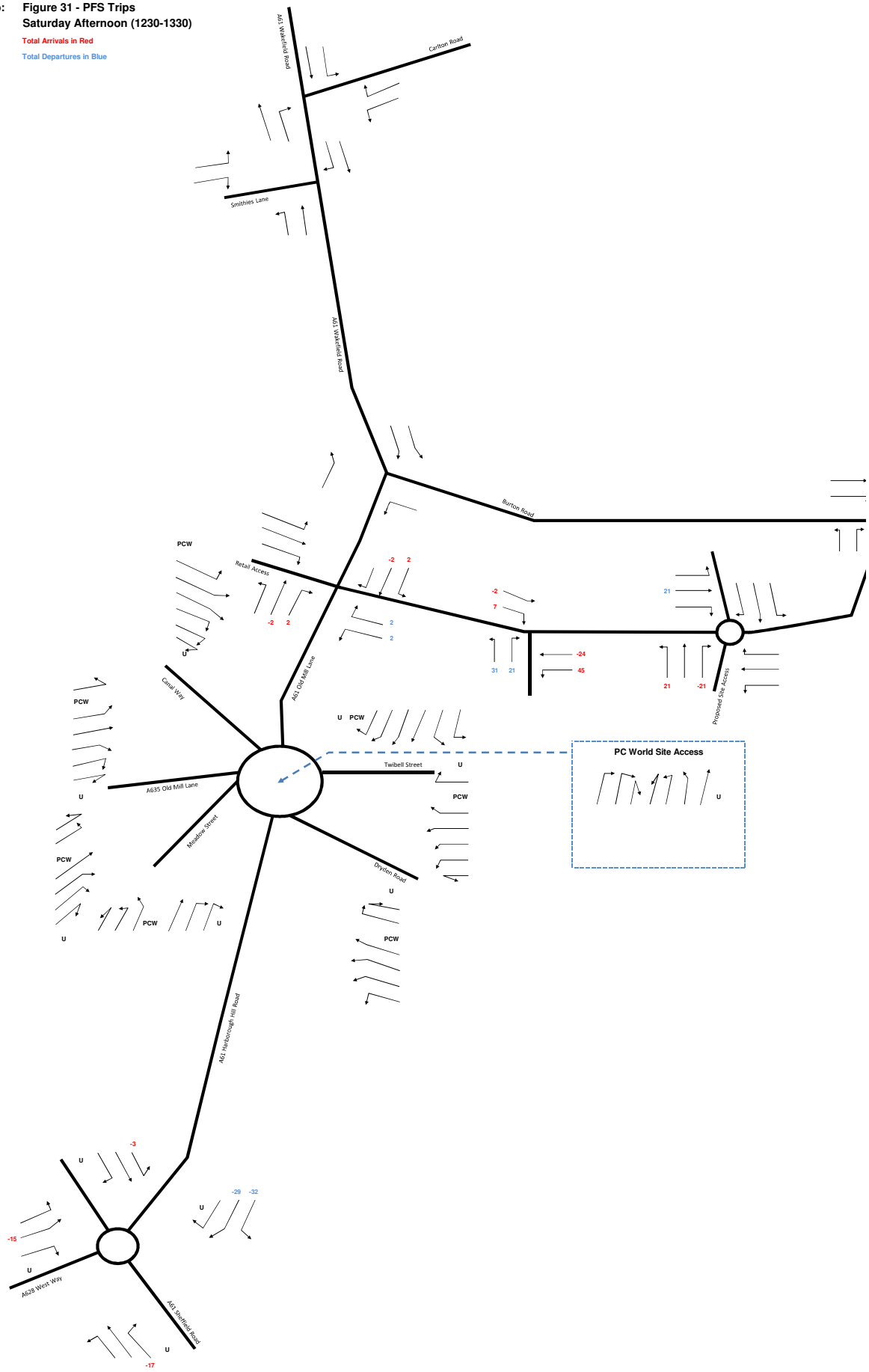
Linked Fri Arrivals	10
Linked Fri Departures	10



Project: 90095 - Barnsley Foodstore
Scenario: Figure 30 - PFS Trips
Peak: Friday Evening (1545-1645)
Key: Total Arrivals in Red
Total Departures in Blue

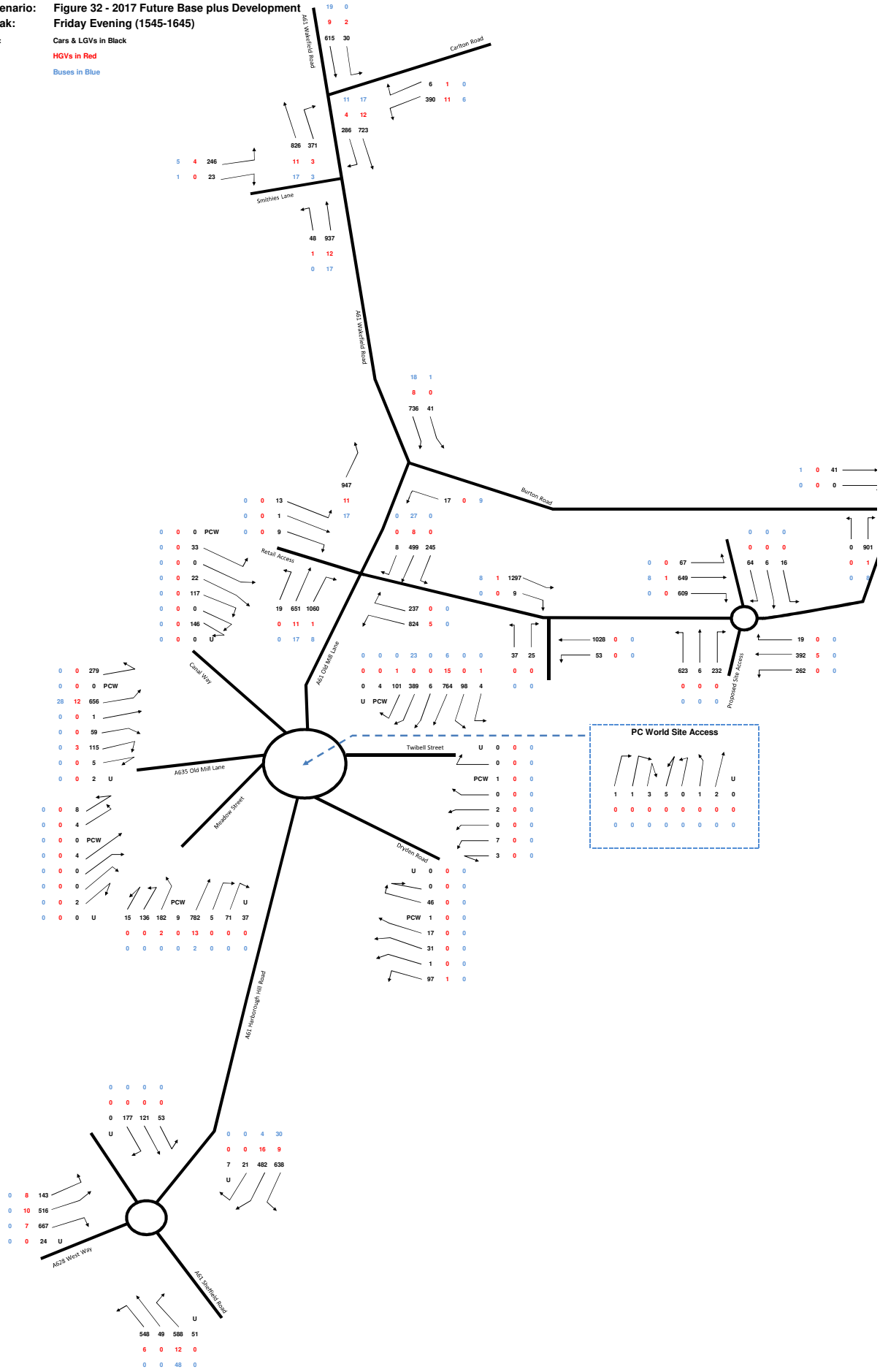


Project: 90095 - Barnsley Foodstore
Scenario: Figure 31 - PFS Trips
Peak: Saturday Afternoon (1230-1330)
Key: Total Arrivals in Red
Total Departures in Blue



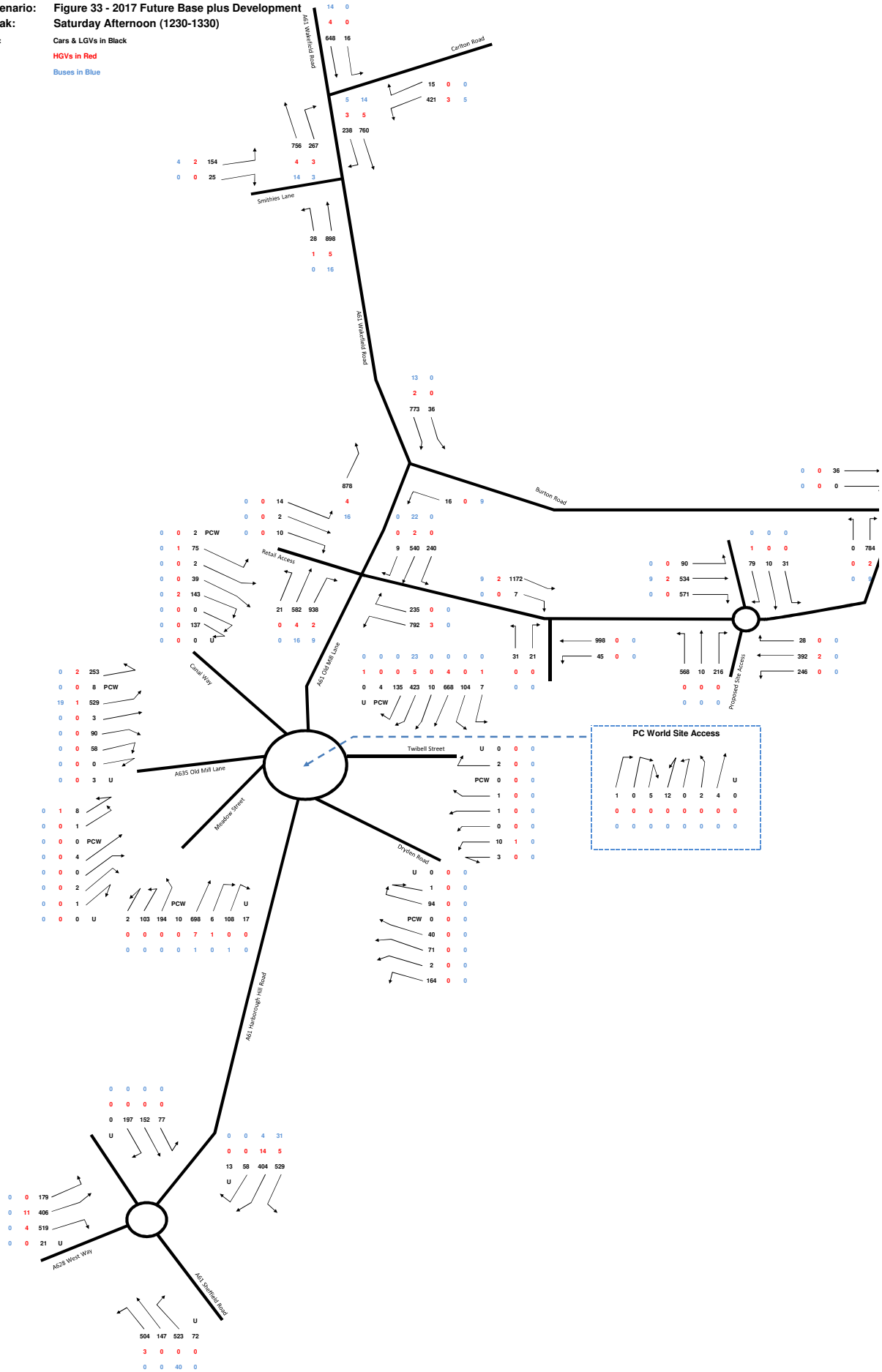
Project: 90095 - Barnsley Foodstore
Scenario: Figure 32 - 2017 Future Base plus Development
Peak: Friday Evening (1545-1645)

Key: Cars & LGVs in Black
HGVs in Red
Buses in Blue

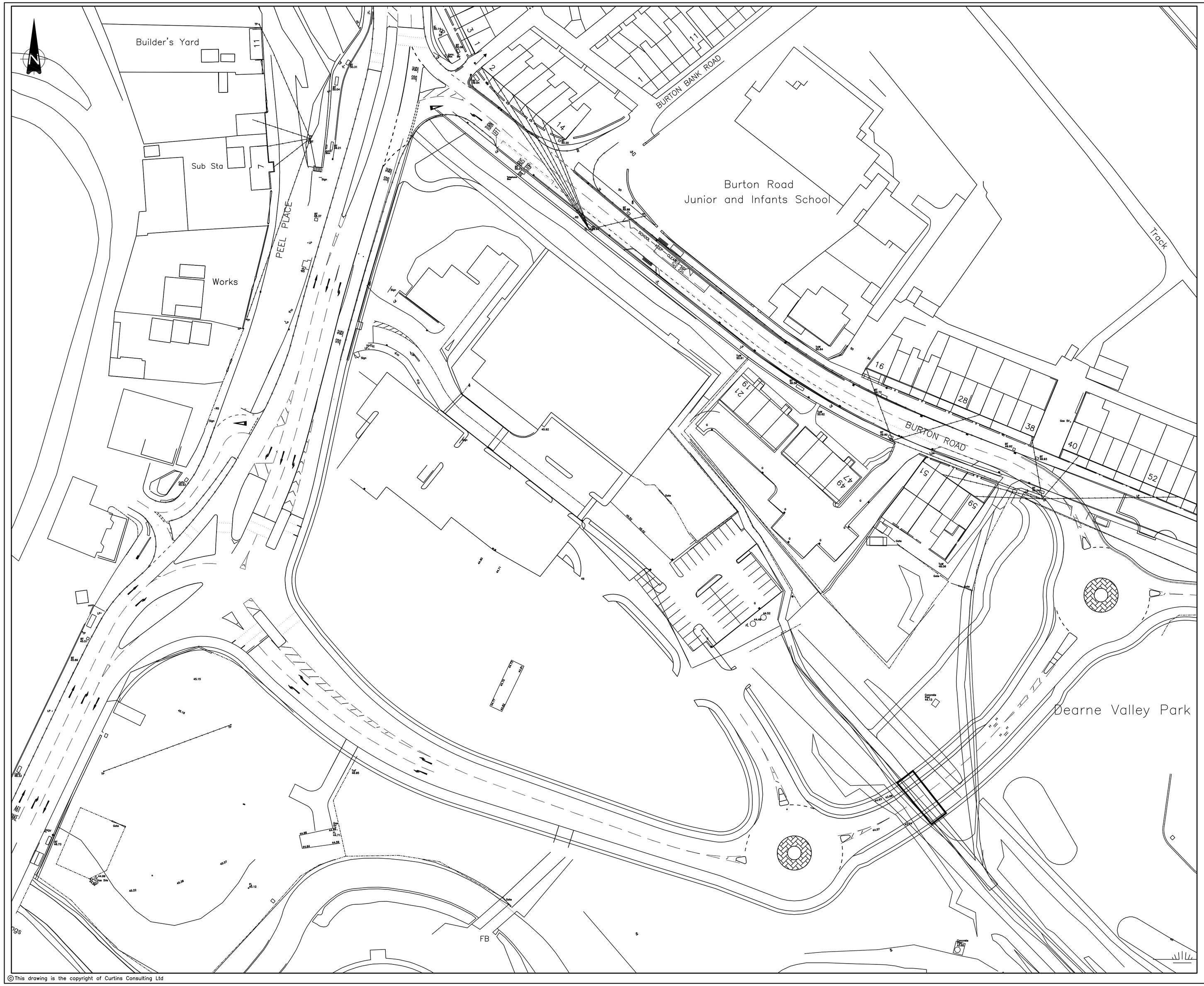


Project: 90095 - Barnsley Foodstore
Scenario: Figure 33 - 2017 Future Base plus Development
Peak: Saturday Afternoon (1230-1330)

Key: Cars & LGVs in Black
HGVs in Red
Buses in Blue



Drawings



NOTES:

Rev:	Description:	Date:	By:	Chkd:

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Structures • Civils • Environmental • Infrastructure • Transport Planning • Health & Safety • Dispute Resolution
Birmingham • Bristol • Cardiff • Douglas • Edinburgh • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Status:
PRELIMINARY

Project:
BARNSLEY, PEEL HOLDINGS
PROPOSED FOOD STORE

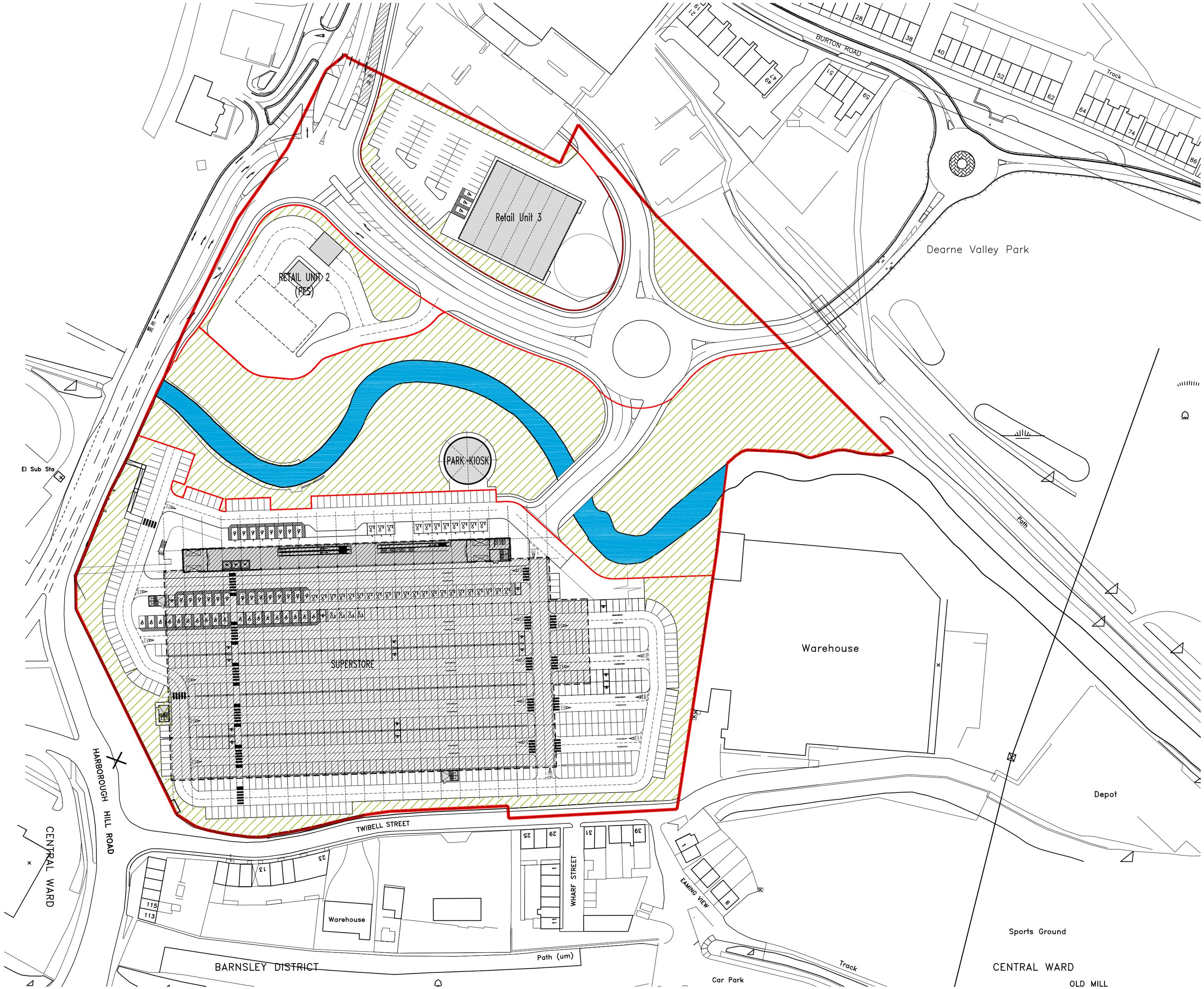
Drg Title:
BURTON ROAD
BYPASS SCHEME

Scale:	Size:	First Issue:	Drawn:	Checked:
1:500	A1	25.05.12	RB	AV

Drg No: 90095 / 100

Rev: -

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NOTES:

1) THIS DRAWING WAS EXTRACTED FROM BATE & TAYLOR DWG No. MH403-201 REV D

Key

Landscaping

Buildings

Outline of Superstore on Stilts

BUILDING AREA SCHEDULE (GROSS EXT FLOOR AREAS)

SUPERSTORE
At Basement Level – 1239 SQM 13,332 SQ FT
At Retail Level – 13,967 SQ.M 150,285 SQ FT

RETAIL UNIT 2 (PFS)
PFS Kiosk – 73 SQM 785 SQ FT
PFS Car Wash – 91 SQM 979 SQ FT

PARK KIOSK – 274 SQM 2,948 SQ FT

RETAIL UNIT 3 – 1267 SQM 13,633 SQ FT

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Status: PRELIMINARY

Project: BARNSLEY, PEEL HOLDINGS PROPOSED FOOD STORE

Drg Title: PROPOSED DEVELOPMENT SCHEME

Scale:	Size:	First Issue:	Drawn:	Checked:
1:1000	A2	25.05.12	RB	AV

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Status: PRELIMINARY

Project:

BARNSLEY, PEEL HOLDINGS
PROPOSED FOOD STORE

Drg Title:

PROPOSED ACCESS

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Status: PRELIMINARY

Project: BARNSLEY, PEEL HOLDINGS
PROPOSED FOOD STORE

Drg Title: A61 WAKEFIELD ROAD
SMITHIE LANE MITIGATION

Scale:	Size:	First Issue:	Drawn:	Checked:
1:500	A3	25.05.12	RB	AV

Drg No: 90095 / 103

Rev: -

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NOTES:

KEY:

- EXISTING (AS PER TOPO SURVEY)
- ELEMENTS OF COUNCIL HIGHWAY SCHEME TO REMAIN UNCHANGED
- CURTINS' PROPOSED HIGHWAY SCHEME (KERBLINES)
- CURTINS' PROPOSED HIGHWAY SCHEME (ROAD MARKINGS)

Rev:	Description:	Date:	By:	Chkd:

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Status: PRELIMINARY

Project: BARNSLEY, PEEL HOLDINGS PROPOSED FOOD STORE

Drg Title: DRAWING TITLE A61 OLD MILL LANE / BURTON ROAD BYPASS MITIGATION

Scale:	Size:	First Issue:	Drawn:	Checked:
1:500	A2	25.05.12	RB	AV

Drg No: 90095 / 104 Rev: -

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Appendix A – Traffic Survey Results





cts

TRAFFIC + TRANSPORTATION

THE DATA COLLECTION SPECIALISTS

Curtins Consulting

3961 – Barnsley, South Yorkshire

Friday 20th and Saturday 21st May, 2011

Stuart Saint



Contents

1. Data Quality Assurance
2. Method of Survey.
3. Incidents Encountered During Surveys.
4. Weather Conditions.
5. Maps of Survey Locations.
6. Classified Turning Counts Results.
7. Queue Lengths Results.

CTS Traffic & Transportation Ltd.
Unit 14 Aqueduct Mill, Aqueduct Street, Preston, PR1 7JN
Tel: (01772) 251 400 Fax: (01772) 252 900
E-mail: enquiries@ctstraffic.co.uk Web-site: www.ctstraffic.co.uk

Data Quality Assurance:

Video Supervision by: Jaroslaw Biniek and Stuart Saint
Date: 23/05/2011 – 02/06/2011

Inputted by: Victoria Hindle and Stuart Saint
Date: 31/05/2011 – 02/06/2011

Analysis and Report by: Jaroslaw Biniek and Stuart Saint
Date: 02/06/2011 – 08/06/2011

Checked by: Jaroslaw Biniek
Date: 08/06/2011

Approved by: Joseph MacLaren
Date: 08/06/2011

Method of Survey:

VIDEO TURNING COUNTS:

Data was collected via high mast video units positioned at the following junctions and analysed manually at a later date:

1. A61 Wakefield Road/ B6132 Carlton Road signalised junction;
2. A61 Wakefield Road/ Smithies Lane signalised junction;
3. A61 Wakefield Road/ Burton Road/ A61 Old Mill Lane signalised junction;
4. A61 Old Mill Lane/ Twibell Street/ Dryden Road/ A61 Harborough Hill Road/ A635 Old Mill Lane/ Canal Way/ PC World Site Access signalised gyratory;
5. A61 Harborough Hill Road/ A61 Sheffield Road/ A628 West Way/ Wesley street roundabout.

All possible traffic movements were recorded in fifteen-minute intervals, between the times of 15:00 and 19:00 on Friday 20th May, 2011, and 10:00 and 15:00 on Saturday 21st May, 2011. The results are provided in a tabulated Microsoft Excel spreadsheet, and DVD recordings delivered via mail. The following classifications were used:

Light vehicles, which include:

– Two wheeled motor cycles;

– Cars: taxis, state cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle;

– Light Goods Vehicles. Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group are delivery vans of one type or another;

Heavy vehicles, which include:

– Heavy Goods Vehicles. Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles. Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two- or three-axle motor-tractive without a trailer is also included;

Buses and Coaches (PSVs), which include:

- All public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 15 seats.

QUEUE LENGTH SURVEYS:

Enumerators recorded the length of queues at the designated junction, on the same day and time as the turning counts, every 15 minutes. Queue lengths were measured by number of vehicles in queue, where:

- motorbikes
- cars
- small and large vans
- mini buses
- small lorries

were counted as 1 vehicle, and

- HGVs
- full size buses/coaches

were counted as 2 vehicles.

Incidents Encountered During Surveys:

There were no significant events or unforeseen circumstances to affect the results of the surveys.

Weather Conditions:

Friday 20th May, 2011: Dry and overcast with the occasional showers.
Saturday 21st May, 2011: Dry and sunny, occasionally overcast.

Junction: J1 : Wakefield Road / Carlton Road
From: Wakefield Road (North Arm)
Direction: Left Turn
To: Carlton Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	1	0	0	1	-
15:15	5	0	0	5	-
15:30	12	0	0	12	-
15:45	8	0	0	8	26
Hour	26	0	0	26	-
16:00	5	1	0	6	31
16:15	7	1	0	8	34
16:30	9	0	0	9	31
16:45	2	0	0	2	25
Hour	23	2	0	25	-
17:00	14	0	0	14	33
17:15	8	0	0	8	33
17:30	8	0	0	8	32
17:45	7	0	0	7	37
Hour	37	0	0	37	-
18:00	1	0	0	1	24
18:15	6	0	0	6	22
18:30	6	0	0	6	20
18:45	8	0	0	8	21
Hour	21	0	0	21	-
Total	107	2	0	109	-

Junction: J1 : Wakefield Road / Carlton Road
From: Wakefield Road (North Arm)
Direction: Straight On
To: Wakefield Road (South Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	123	9	2	134	-
15:15	133	8	6	147	-
15:30	148	5	4	157	-
15:45	120	3	6	129	567
Hour	524	25	18	567	-
16:00	97	2	5	104	537
16:15	104	3	2	109	499
16:30	120	1	6	127	469
16:45	105	2	3	110	450
Hour	426	8	16	450	-
17:00	113	5	2	120	466
17:15	105	0	5	110	467
17:30	113	4	3	120	460
17:45	99	2	3	104	454
Hour	430	11	13	454	-
18:00	108	1	3	112	446
18:15	112	0	2	114	450
18:30	92	1	3	96	426
18:45	94	0	1	95	417
Hour	406	2	9	417	-
Total	1786	46	56	1888	-

Junction: J1 : Wakefield Road / Carlton Road
From: Carlton Road
Direction: Left Turn
To: Wakefield Road (South Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	104	6	2	112	-
15:15	99	0	2	101	-
15:30	94	5	1	100	-
15:45	90	4	2	96	409
Hour	387	15	7	409	-
16:00	115	1	1	117	414
16:15	88	2	1	91	404
16:30	81	4	2	87	391
16:45	91	3	1	95	390
Hour	375	10	5	390	-
17:00	81	2	1	84	357
17:15	76	0	1	77	343
17:30	89	0	2	91	347
17:45	51	0	1	52	304
Hour	297	2	5	304	-
18:00	74	0	0	74	294
18:15	85	0	1	86	303
18:30	63	0	0	63	275
18:45	71	1	1	73	296
Hour	293	1	2	296	-
Total	1352	28	19	1399	-

Junction: J1 : Wakefield Road / Carlton Road
From: Carlton Road
Direction: Right Turn
To: Wakefield Road (North Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	5	0	0	5	-
15:15	3	0	0	3	-
15:30	2	0	0	2	-
15:45	1	0	0	1	11
Hour	11	0	0	11	-
16:00	3	0	0	3	9
16:15	1	0	0	1	7
16:30	1	1	0	2	7
16:45	4	0	0	4	10
Hour	9	1	0	10	-
17:00	2	0	0	2	9
17:15	1	0	0	1	9
17:30	3	0	0	3	10
17:45	2	0	1	3	9
Hour	8	0	1	9	-
18:00	4	0	0	4	11
18:15	3	0	1	4	14
18:30	3	0	0	3	14
18:45	4	1	0	5	16
Hour	14	1	1	16	-
Total	42	2	2	46	-

Junction: J1 : Wakefield Road / Carlton Road
From: Wakefield Road (South Arm)
Direction: Straight On
To: Wakefield Road (North Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	138	2	5	145	-
15:15	156	3	3	162	-
15:30	129	4	3	136	-
15:45	155	2	4	161	604
Hour	578	11	15	604	-
16:00	162	4	4	170	629
16:15	166	3	5	174	641
16:30	158	2	4	164	669
16:45	153	3	3	159	667
Hour	639	12	16	667	-
17:00	157	0	3	160	657
17:15	159	2	5	166	649
17:30	150	2	5	157	642
17:45	140	1	9	150	633
Hour	606	5	22	633	-
18:00	125	1	6	132	605
18:15	115	2	7	124	563
18:30	104	3	4	111	517
18:45	99	1	7	107	474
Hour	443	7	24	474	-
Total	2266	35	77	2378	-

Junction: J1 : Wakefield Road / Carlton Road
From: Wakefield Road (South Arm)
Direction: Right Turn
To: Carlton Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	71	1	3	75	-
15:15	88	2	1	91	-
15:30	83	3	1	87	-
15:45	85	0	1	86	339
Hour	327	6	6	339	-
16:00	91	1	0	92	356
16:15	98	2	2	102	367
16:30	81	0	0	81	361
16:45	90	0	2	92	367
Hour	360	3	4	367	-
17:00	88	2	1	91	366
17:15	99	1	2	102	366
17:30	87	3	2	92	377
17:45	72	0	1	73	358
Hour	346	6	6	358	-
18:00	86	1	1	88	355
18:15	86	0	0	86	339
18:30	69	0	1	70	317
18:45	55	2	0	57	301
Hour	296	3	2	301	-
Total	1329	18	18	1365	-

Junction: J1 : Wakefield Road / Carlton Road
Arm: Wakefield Road (North Arm)
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	143	2	5	150	-
15:15	159	3	3	165	-
15:30	131	4	3	138	-
15:45	156	2	4	162	615
Hour	589	11	15	615	-
16:00	165	4	4	173	638
16:15	167	3	5	175	648
16:30	159	3	4	166	676
16:45	157	3	3	163	677
Hour	648	13	16	677	-
17:00	159	0	3	162	666
17:15	160	2	5	167	658
17:30	153	2	5	160	652
17:45	142	1	10	153	642
Hour	614	5	23	642	-
18:00	129	1	6	136	616
18:15	118	2	8	128	577
18:30	107	3	4	114	531
18:45	103	2	7	112	490
Hour	457	8	25	490	-
Total	2308	37	79	2424	-

Junction: J1 : Wakefield Road / Carlton Road
Arm: Carlton Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	72	1	3	76	-
15:15	93	2	1	96	-
15:30	95	3	1	99	-
15:45	93	0	1	94	365
Hour	353	6	6	365	-
16:00	96	2	0	98	387
16:15	105	3	2	110	401
16:30	90	0	0	90	392
16:45	92	0	2	94	392
Hour	383	5	4	392	-
17:00	102	2	1	105	399
17:15	107	1	2	110	399
17:30	95	3	2	100	409
17:45	79	0	1	80	395
Hour	383	6	6	395	-
18:00	87	1	1	89	379
18:15	92	0	0	92	361
18:30	75	0	1	76	337
18:45	63	2	0	65	322
Hour	317	3	2	322	-
Total	1436	20	18	1474	-

Junction: J1 : Wakefield Road / Carlton Road
Arm: Wakefield Road (South Arm)
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	227	15	4	246	-
15:15	232	8	8	248	-
15:30	242	10	5	257	-
15:45	210	7	8	225	976
Hour	911	40	25	976	-
16:00	212	3	6	221	951
16:15	192	5	3	200	903
16:30	201	5	8	214	860
16:45	196	5	4	205	840
Hour	801	18	21	840	-
17:00	194	7	3	204	823
17:15	181	0	6	187	810
17:30	202	4	5	211	807
17:45	150	2	4	156	758
Hour	727	13	18	758	-
18:00	182	1	3	186	740
18:15	197	0	3	200	753
18:30	155	1	3	159	701
18:45	165	1	2	168	713
Hour	699	3	11	713	-
Total	3138	74	75	3287	-

Junction: J1 : Wakefield Road / Carlton Road
Arm: Wakefield Road (North Arm)
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	124	9	2	135	-
15:15	138	8	6	152	-
15:30	160	5	4	169	-
15:45	128	3	6	137	593
Hour	550	25	18	593	-
16:00	102	3	5	110	568
16:15	111	4	2	117	533
16:30	129	1	6	136	500
16:45	107	2	3	112	475
Hour	449	10	16	475	-
17:00	127	5	2	134	499
17:15	113	0	5	118	500
17:30	121	4	3	128	492
17:45	106	2	3	111	491
Hour	467	11	13	491	-
18:00	109	1	3	113	470
18:15	118	0	2	120	472
18:30	98	1	3	102	446
18:45	102	0	1	103	438
Hour	427	2	9	438	-
Total	1893	48	56	1997	-

Junction: J1 : Wakefield Road / Carlton Road
Arm: Carlton Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	109	6	2	117	-
15:15	102	0	2	104	-
15:30	96	5	1	102	-
15:45	91	4	2	97	420
Hour	398	15	7	420	-
16:00	118	1	1	120	423
16:15	89	2	1	92	411
16:30	82	5	2	89	398
16:45	95	3	1	99	400
Hour	384	11	5	400	-
17:00	83	2	1	86	366
17:15	77	0	1	78	352
17:30	92	0	2	94	357
17:45	53	0	2	55	313
Hour	305	2	6	313	-
18:00	78	0	0	78	305
18:15	88	0	2	90	317
18:30	66	0	0	66	289
18:45	75	2	1	78	312
Hour	307	2	3	312	-
Total	1394	30	21	1445	-

Junction: J1 : Wakefield Road / Carlton Road
Arm: Wakefield Road (South Arm)
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	209	3	8	220	-
15:15	244	5	4	253	-
15:30	212	7	4	223	-
15:45	240	2	5	247	943
Hour	905	17	21	943	-
16:00	253	5	4	262	985
16:15	264	5	7	276	1008
16:30	239	2	4	245	1030
16:45	243	3	5	251	1034
Hour	999	15	20	1034	-
17:00	245	2	4	251	1023
17:15	258	3	7	268	1015
17:30	237	5	7	249	1019
17:45	212	1	10	223	991
Hour	952	11	28	991	-
18:00	211	2	7	220	960
18:15	201	2	7	210	902
18:30	173	3	5	181	834
18:45	154	3	7	164	775
Hour	739	10	26	775	-
Total	3595	53	95	3743	-

Junction: J2 : Wakefield Road / Smithies Lane
From: Wakefield Road (North Arm)
Direction: Straight On
To: Wakefield Road (South Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	136	5	2	143	-
15:15	161	4	5	170	-
15:30	145	5	4	154	-
15:45	147	3	6	156	623
Hour	589	17	17	623	-
16:00	144	2	5	151	631
16:15	133	4	2	139	600
16:30	122	3	4	129	575
16:45	132	2	5	139	558
Hour	531	11	16	558	-
17:00	129	3	3	135	542
17:15	134	3	4	141	544
17:30	146	3	2	151	566
17:45	120	5	4	129	556
Hour	529	14	13	556	-
18:00	125	1	3	129	550
18:15	129	0	2	131	540
18:30	114	0	3	117	506
18:45	124	1	1	126	503
Hour	492	2	9	503	-
Total	2141	44	55	2240	-

Junction: J2 : Wakefield Road / Smithies Lane
From: Wakefield Road (North Arm)
Direction: Right Turn
To: Smithies Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	57	6	0	63	-
15:15	78	4	2	84	-
15:30	76	2	3	81	-
15:45	70	3	1	74	302
Hour	281	15	6	302	-
16:00	71	1	5	77	316
16:15	56	0	2	58	290
16:30	76	0	3	79	288
16:45	60	4	1	65	279
Hour	263	5	11	279	-
17:00	62	4	1	67	269
17:15	40	3	1	44	255
17:30	44	0	1	45	221
17:45	52	0	1	53	209
Hour	198	7	4	209	-
18:00	46	0	0	46	188
18:15	62	0	1	63	207
18:30	39	0	0	39	201
18:45	45	0	1	46	194
Hour	192	0	2	194	-
Total	934	27	23	984	-

Junction: J2 : Wakefield Road / Smithies Lane
From: Wakefield Road (South Arm)
Direction: Left Turn
To: Smithies Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	12	0	0	12	-
15:15	9	0	0	9	-
15:30	4	0	0	4	-
15:45	16	1	0	17	42
Hour	41	1	0	42	-
16:00	5	0	0	5	35
16:15	10	0	0	10	36
16:30	15	0	0	15	47
16:45	5	0	0	5	35
Hour	35	0	0	35	-
17:00	10	0	0	10	40
17:15	10	0	0	10	40
17:30	2	0	1	3	28
17:45	3	0	0	3	26
Hour	25	0	1	26	-
18:00	3	0	0	3	19
18:15	2	0	0	2	11
18:30	3	0	0	3	11
18:45	4	0	0	4	12
Hour	12	0	0	12	-
Total	113	1	1	115	-

Junction: J2 : Wakefield Road / Smithies Lane
From: Wakefield Road (South Arm)
Direction: Straight On
To: Wakefield Road (North Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	130	2	5	137	-
15:15	180	4	4	188	-
15:30	145	2	4	151	-
15:45	186	2	4	192	668
Hour	641	10	17	668	-
16:00	189	5	4	198	729
16:15	191	5	5	201	742
16:30	181	0	4	185	776
16:45	171	5	4	180	764
Hour	732	15	17	764	-
17:00	190	4	3	197	763
17:15	182	3	5	190	752
17:30	176	3	6	185	752
17:45	156	2	8	166	738
Hour	704	12	22	738	-
18:00	155	2	6	163	704
18:15	157	4	7	168	682
18:30	139	2	4	145	642
18:45	133	4	7	144	620
Hour	584	12	24	620	-
Total	2661	49	80	2790	-

Junction: J2 : Wakefield Road / Smithies Lane
From: Smithies Lane
Direction: Left Turn
To: Wakefield Road (North Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	48	2	2	52	-
15:15	52	0	1	53	-
15:30	64	1	1	66	-
15:45	55	1	1	57	228
Hour	219	4	5	228	-
16:00	62	0	1	63	239
16:15	62	3	3	68	254
16:30	56	0	0	56	244
16:45	63	1	2	66	253
Hour	243	4	6	253	-
17:00	54	1	1	56	246
17:15	65	3	1	69	247
17:30	57	2	1	60	251
17:45	44	0	1	45	230
Hour	220	6	4	230	-
18:00	58	0	1	59	233
18:15	43	0	0	43	207
18:30	29	2	1	32	179
18:45	22	0	0	22	156
Hour	152	2	2	156	-
Total	834	16	17	867	-

Junction: J2 : Wakefield Road / Smithies Lane
From: Smithies Lane
Direction: Right Turn
To: Wakefield Road (South Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	7	0	0	7	-
15:15	7	0	0	7	-
15:30	6	0	0	6	-
15:45	4	0	0	4	24
Hour	24	0	0	24	-
16:00	5	0	0	5	22
16:15	8	0	1	9	24
16:30	5	0	0	5	23
16:45	6	1	1	8	27
Hour	24	1	2	27	-
17:00	8	0	0	8	30
17:15	4	0	0	4	25
17:30	9	0	0	9	29
17:45	3	0	0	3	24
Hour	24	0	0	24	-
18:00	8	0	0	8	24
18:15	3	0	0	3	23
18:30	3	0	0	3	17
18:45	1	0	0	1	15
Hour	15	0	0	15	-
Total	87	1	2	90	-

Junction: J2 : Wakefield Road / Smithies Lane
Arm: Wakefield Road (North Arm)
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	178	4	7	189	-
15:15	232	4	5	241	-
15:30	209	3	5	217	-
15:45	241	3	5	249	896
Hour	860	14	22	896	-
16:00	251	5	5	261	968
16:15	253	8	8	269	996
16:30	237	0	4	241	1020
16:45	234	6	6	246	1017
Hour	975	19	23	1017	-
17:00	244	5	4	253	1009
17:15	247	6	6	259	999
17:30	233	5	7	245	1003
17:45	200	2	9	211	968
Hour	924	18	26	968	-
18:00	213	2	7	222	937
18:15	200	4	7	211	889
18:30	168	4	5	177	821
18:45	155	4	7	166	776
Hour	736	14	26	776	-
Total	3495	65	97	3657	-

Junction: J2 : Wakefield Road / Smithies Lane
Arm: Wakefield Road (South Arm)
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	143	5	2	150	-
15:15	168	4	5	177	-
15:30	151	5	4	160	-
15:45	151	3	6	160	647
Hour	613	17	17	647	-
16:00	149	2	5	156	653
16:15	141	4	3	148	624
16:30	127	3	4	134	598
16:45	138	3	6	147	585
Hour	555	12	18	585	-
17:00	137	3	3	143	572
17:15	138	3	4	145	569
17:30	155	3	2	160	595
17:45	123	5	4	132	580
Hour	553	14	13	580	-
18:00	133	1	3	137	574
18:15	132	0	2	134	563
18:30	117	0	3	120	523
18:45	125	1	1	127	518
Hour	507	2	9	518	-
Total	2228	45	57	2330	-

Junction: J2 : Wakefield Road / Smithies Lane
Arm: Smithies Lane
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	69	6	0	75	-
15:15	87	4	2	93	-
15:30	80	2	3	85	-
15:45	86	4	1	91	344
Hour	322	16	6	344	-
16:00	76	1	5	82	351
16:15	66	0	2	68	326
16:30	91	0	3	94	335
16:45	65	4	1	70	314
Hour	298	5	11	314	-
17:00	72	4	1	77	309
17:15	50	3	1	54	295
17:30	46	0	2	48	249
17:45	55	0	1	56	235
Hour	223	7	5	235	-
18:00	49	0	0	49	207
18:15	64	0	1	65	218
18:30	42	0	0	42	212
18:45	49	0	1	50	206
Hour	204	0	2	206	-
Total	1047	28	24	1099	-

Junction: J2 : Wakefield Road / Smithies Lane
Arm: Wakefield Road (North Arm)
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	193	11	2	206	-
15:15	239	8	7	254	-
15:30	221	7	7	235	-
15:45	217	6	7	230	925
Hour	870	32	23	925	-
16:00	215	3	10	228	947
16:15	189	4	4	197	890
16:30	198	3	7	208	863
16:45	192	6	6	204	837
Hour	794	16	27	837	-
17:00	191	7	4	202	811
17:15	174	6	5	185	799
17:30	190	3	3	196	787
17:45	172	5	5	182	765
Hour	727	21	17	765	-
18:00	171	1	3	175	738
18:15	191	0	3	194	747
18:30	153	0	3	156	707
18:45	169	1	2	172	697
Hour	684	2	11	697	-
Total	3075	71	78	3224	-

Junction: J2 : Wakefield Road / Smithies Lane
Arm: Wakefield Road (South Arm)
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	142	2	5	149	-
15:15	189	4	4	197	-
15:30	149	2	4	155	-
15:45	202	3	4	209	710
Hour	682	11	17	710	-
16:00	194	5	4	203	764
16:15	201	5	5	211	778
16:30	196	0	4	200	823
16:45	176	5	4	185	799
Hour	767	15	17	799	-
17:00	200	4	3	207	803
17:15	192	3	5	200	792
17:30	178	3	7	188	780
17:45	159	2	8	169	764
Hour	729	12	23	764	-
18:00	158	2	6	166	723
18:15	159	4	7	170	693
18:30	142	2	4	148	653
18:45	137	4	7	148	632
Hour	596	12	24	632	-
Total	2774	50	81	2905	-

Junction: J2 : Wakefield Road / Smithies Lane
Arm: Smithies Lane
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	55	2	2	59	-
15:15	59	0	1	60	-
15:30	70	1	1	72	-
15:45	59	1	1	61	252
Hour	243	4	5	252	-
16:00	67	0	1	68	261
16:15	70	3	4	77	278
16:30	61	0	0	61	267
16:45	69	2	3	74	280
Hour	267	5	8	280	-
17:00	62	1	1	64	276
17:15	69	3	1	73	272
17:30	66	2	1	69	280
17:45	47	0	1	48	254
Hour	244	6	4	254	-
18:00	66	0	1	67	257
18:15	46	0	0	46	230
18:30	32	2	1	35	196
18:45	23	0	0	23	171
Hour	167	2	2	171	-
Total	921	17	19	957	-

Junction: J3 : Wakefield Road / Burton Road / Old Mill Lane
From: Wakefield Road
Direction: Left Turn
To: Burton Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	6	0	0	6	-
15:15	6	0	0	6	-
15:30	9	0	0	9	-
15:45	3	0	1	4	25
Hour	24	0	1	25	-
16:00	13	0	0	13	32
16:15	11	0	0	11	37
16:30	12	0	0	12	40
16:45	7	0	0	7	43
Hour	43	0	0	43	-
17:00	12	0	0	12	42
17:15	4	0	0	4	35
17:30	9	0	0	9	32
17:45	4	0	0	4	29
Hour	29	0	0	29	-
18:00	9	0	0	9	26
18:15	7	0	0	7	29
18:30	6	0	0	6	26
18:45	6	0	0	6	28
Hour	28	0	0	28	-
Total	124	0	1	125	-

Junction: J3 : Wakefield Road / Burton Road / Old Mill Lane
From: Wakefield Road
Direction: Straight On
To: Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	150	2	2	154	-
15:15	139	8	5	152	-
15:30	129	2	1	132	-
15:45	135	5	5	145	583
Hour	553	17	13	583	-
16:00	152	0	4	156	585
16:15	139	1	4	144	577
16:30	133	2	5	140	585
16:45	131	2	3	136	576
Hour	555	5	16	576	-
17:00	133	0	3	136	556
17:15	146	1	4	151	563
17:30	130	2	2	134	557
17:45	115	2	4	121	542
Hour	524	5	13	542	-
18:00	129	0	3	132	538
18:15	125	1	2	128	515
18:30	108	0	3	111	492
18:45	111	0	1	112	483
Hour	473	1	9	483	-
Total	2105	28	51	2184	-

Junction: J3 : Wakefield Road / Burton Road / Old Mill Lane
From: Burton Road
Direction: Left Turn
To: Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	96	2	3	101	-
15:15	115	1	6	122	-
15:30	113	1	3	117	-
15:45	112	2	2	116	456
Hour	436	6	14	456	-
16:00	113	2	2	117	472
16:15	133	1	3	137	487
16:30	106	0	2	108	478
16:45	96	1	1	98	460
Hour	448	4	8	460	-
17:00	110	1	1	112	455
17:15	126	0	1	127	445
17:30	108	0	2	110	447
17:45	92	1	2	95	444
Hour	436	2	6	444	-
18:00	114	3	1	118	450
18:15	120	0	1	121	444
18:30	102	0	2	104	438
18:45	116	1	0	117	460
Hour	452	4	4	460	-
Total	1772	16	32	1820	-

Junction: J3 : Wakefield Road / Burton Road / Old Mill Lane
From: Burton Road
Direction: Right Turn
To: Wakefield Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: J3 : Wakefield Road / Burton Road / Old Mill Lane
From: Old Mill Lane
Direction: Straight On
To: Wakefield Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	187	1	5	193	-
15:15	176	4	4	184	-
15:30	153	3	7	163	-
15:45	172	2	2	176	716
Hour	688	10	18	716	-
16:00	201	6	4	211	734
16:15	205	3	7	215	765
16:30	178	0	4	182	784
16:45	190	3	4	197	805
Hour	774	12	19	805	-
17:00	184	0	4	188	782
17:15	170	2	3	175	742
17:30	161	0	6	167	727
17:45	157	1	10	168	698
Hour	672	3	23	698	-
18:00	153	1	6	160	670
18:15	157	3	7	167	662
18:30	147	1	6	154	649
18:45	132	1	6	139	620
Hour	589	6	25	620	-
Total	2723	31	85	2839	-

Junction: J3 : Wakefield Road / Burton Road / Old Mill Lane
From: Old Mill Lane
Direction: Right Turn
To: Burton Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	143	5	3	151	-
15:15	128	3	3	134	-
15:30	140	2	3	145	-
15:45	165	0	2	167	597
Hour	576	10	11	597	-
16:00	145	0	2	147	593
16:15	167	1	2	170	629
16:30	178	0	2	180	664
16:45	192	0	2	194	691
Hour	682	1	8	691	-
17:00	196	0	1	197	741
17:15	165	1	3	169	740
17:30	156	1	2	159	719
17:45	164	3	1	168	693
Hour	681	5	7	693	-
18:00	123	0	1	124	620
18:15	109	0	1	110	561
18:30	132	0	0	132	534
18:45	90	1	1	92	458
Hour	454	1	3	458	-
Total	2393	17	29	2439	-

Junction: J3 : Wakefield Road / Burton Road / Old Mill Lane
Arm: Wakefield Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	187	1	5	193	-
15:15	176	4	4	184	-
15:30	153	3	7	163	-
15:45	172	2	2	176	716
Hour	688	10	18	716	-
16:00	201	6	4	211	734
16:15	205	3	7	215	765
16:30	178	0	4	182	784
16:45	190	3	4	197	805
Hour	774	12	19	805	-
17:00	184	0	4	188	782
17:15	170	2	3	175	742
17:30	161	0	6	167	727
17:45	157	1	10	168	698
Hour	672	3	23	698	-
18:00	153	1	6	160	670
18:15	157	3	7	167	662
18:30	147	1	6	154	649
18:45	132	1	6	139	620
Hour	589	6	25	620	-
Total	2723	31	85	2839	-

Junction: J3 : Wakefield Road / Burton Road / Old Mill Lane
Arm: Burton Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	149	5	3	157	-
15:15	134	3	3	140	-
15:30	149	2	3	154	-
15:45	168	0	3	171	622
Hour	600	10	12	622	-
16:00	158	0	2	160	625
16:15	178	1	2	181	666
16:30	190	0	2	192	704
16:45	199	0	2	201	734
Hour	725	1	8	734	-
17:00	208	0	1	209	783
17:15	169	1	3	173	775
17:30	165	1	2	168	751
17:45	168	3	1	172	722
Hour	710	5	7	722	-
18:00	132	0	1	133	646
18:15	116	0	1	117	590
18:30	138	0	0	138	560
18:45	96	1	1	98	486
Hour	482	1	3	486	-
Total	2517	17	30	2564	-

Junction: J3 : Wakefield Road / Burton Road / Old Mill Lane
Arm: Old Mill Lane
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	246	4	5	255	-
15:15	254	9	11	274	-
15:30	242	3	4	249	-
15:45	247	7	7	261	1039
Hour	989	23	27	1039	-
16:00	265	2	6	273	1057
16:15	272	2	7	281	1064
16:30	239	2	7	248	1063
16:45	227	3	4	234	1036
Hour	1003	9	24	1036	-
17:00	243	1	4	248	1011
17:15	272	1	5	278	1008
17:30	238	2	4	244	1004
17:45	207	3	6	216	986
Hour	960	7	19	986	-
18:00	243	3	4	250	988
18:15	245	1	3	249	959
18:30	210	0	5	215	930
18:45	227	1	1	229	943
Hour	925	5	13	943	-
Total	3877	44	83	4004	-

Junction: J3 : Wakefield Road / Burton Road / Old Mill Lane
Arm: Wakefield Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	156	2	2	160	-
15:15	145	8	5	158	-
15:30	138	2	1	141	-
15:45	138	5	6	149	608
Hour	577	17	14	608	-
16:00	165	0	4	169	617
16:15	150	1	4	155	614
16:30	145	2	5	152	625
16:45	138	2	3	143	619
Hour	598	5	16	619	-
17:00	145	0	3	148	598
17:15	150	1	4	155	598
17:30	139	2	2	143	589
17:45	119	2	4	125	571
Hour	553	5	13	571	-
18:00	138	0	3	141	564
18:15	132	1	2	135	544
18:30	114	0	3	117	518
18:45	117	0	1	118	511
Hour	501	1	9	511	-
Total	2229	28	52	2309	-

Junction: J3 : Wakefield Road / Burton Road / Old Mill Lane
Arm: Burton Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	96	2	3	101	-
15:15	115	1	6	122	-
15:30	113	1	3	117	-
15:45	112	2	2	116	456
Hour	436	6	14	456	-
16:00	113	2	2	117	472
16:15	133	1	3	137	487
16:30	106	0	2	108	478
16:45	96	1	1	98	460
Hour	448	4	8	460	-
17:00	110	1	1	112	455
17:15	126	0	1	127	445
17:30	108	0	2	110	447
17:45	92	1	2	95	444
Hour	436	2	6	444	-
18:00	114	3	1	118	450
18:15	120	0	1	121	444
18:30	102	0	2	104	438
18:45	116	1	0	117	460
Hour	452	4	4	460	-
Total	1772	16	32	1820	-

Junction: J3 : Wakefield Road / Burton Road / Old Mill Lane
Arm: Old Mill Lane
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	330	6	8	344	-
15:15	304	7	7	318	-
15:30	293	5	10	308	-
15:45	337	2	4	343	1313
Hour	1264	20	29	1313	-
16:00	346	6	6	358	1327
16:15	372	4	9	385	1394
16:30	356	0	6	362	1448
16:45	382	3	6	391	1496
Hour	1456	13	27	1496	-
17:00	380	0	5	385	1523
17:15	335	3	6	344	1482
17:30	317	1	8	326	1446
17:45	321	4	11	336	1391
Hour	1353	8	30	1391	-
18:00	276	1	7	284	1290
18:15	266	3	8	277	1223
18:30	279	1	6	286	1183
18:45	222	2	7	231	1078
Hour	1043	7	28	1078	-
Total	5116	48	114	5278	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Old Mill Lane
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	7	1	0	8	-
15:15	3	0	0	3	-
15:30	5	0	0	5	-
15:45	4	1	0	5	21
Hour	19	2	0	21	-
16:00	3	0	0	3	16
16:15	3	0	0	3	16
16:30	2	0	0	2	13
16:45	1	0	0	1	9
Hour	9	0	0	9	-
17:00	1	0	0	1	7
17:15	0	0	0	0	4
17:30	1	0	0	1	3
17:45	1	0	0	1	3
Hour	3	0	0	3	-
18:00	2	0	0	2	4
18:15	2	0	0	2	6
18:30	3	0	0	3	8
18:45	2	0	0	2	9
Hour	9	0	0	9	-
Total	40	2	0	42	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Old Mill Lane
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	27	0	0	27	-
15:15	17	0	0	17	-
15:30	25	0	0	25	-
15:45	23	0	0	23	92
Hour	92	0	0	92	-
16:00	23	0	0	23	88
16:15	25	0	0	25	96
16:30	23	0	0	23	94
16:45	20	0	0	20	91
Hour	91	0	0	91	-
17:00	22	0	0	22	90
17:15	23	0	0	23	88
17:30	19	0	0	19	84
17:45	16	0	0	16	80
Hour	80	0	0	80	-
18:00	16	0	0	16	74
18:15	14	0	0	14	65
18:30	12	0	0	12	58
18:45	9	0	0	9	51
Hour	51	0	0	51	-
Total	314	0	0	314	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Old Mill Lane
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	130	3	3	136	-
15:15	131	9	2	142	-
15:30	146	3	2	151	-
15:45	134	6	2	142	571
Hour	541	21	9	571	-
16:00	136	1	2	139	574
16:15	145	1	1	147	579
16:30	135	7	1	143	571
16:45	112	5	0	117	546
Hour	528	14	4	546	-
17:00	125	4	0	129	536
17:15	132	3	0	135	524
17:30	119	2	0	121	502
17:45	111	4	0	115	500
Hour	487	13	0	500	-
18:00	125	2	0	127	498
18:15	133	3	0	136	499
18:30	118	0	0	118	496
18:45	111	1	0	112	493
Hour	487	6	0	493	-
Total	2043	54	13	2110	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Old Mill Lane
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	1	0	0	1	-
15:30	0	0	0	0	-
15:45	0	0	0	0	1
Hour	1	0	0	1	-
16:00	0	0	0	0	1
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	1	0	0	1	1
18:15	1	0	0	1	2
18:30	2	0	0	2	4
18:45	0	0	0	0	4
Hour	4	0	0	4	-
Total	5	0	0	5	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Old Mill Lane
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	53	0	3	56	-
15:15	73	0	8	81	-
15:30	69	0	4	73	-
15:45	62	0	5	67	277
Hour	257	0	20	277	-
16:00	62	0	6	68	289
16:15	65	0	6	71	279
16:30	59	0	6	65	271
16:45	49	0	6	55	259
Hour	235	0	24	259	-
17:00	49	0	4	53	244
17:15	61	0	5	66	239
17:30	50	0	4	54	228
17:45	46	0	5	51	224
Hour	206	0	18	224	-
18:00	52	0	5	57	228
18:15	55	0	3	58	220
18:30	46	0	4	50	216
18:45	47	0	2	49	214
Hour	200	0	14	214	-
Total	898	0	76	974	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Old Mill Lane
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	25	0	0	25	-
15:15	41	0	0	41	-
15:30	39	0	0	39	-
15:45	39	0	0	39	144
Hour	144	0	0	144	-
16:00	42	0	0	42	161
16:15	47	0	0	47	167
16:30	46	1	0	47	175
16:45	41	1	0	42	178
Hour	176	2	0	178	-
17:00	44	1	0	45	181
17:15	55	0	0	55	189
17:30	45	0	0	45	187
17:45	41	0	0	41	186
Hour	185	1	0	186	-
18:00	46	0	0	46	187
18:15	49	0	0	49	181
18:30	38	0	0	38	174
18:45	45	1	0	46	179
Hour	178	1	0	179	-
Total	683	4	0	687	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Old Mill Lane
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	2	0	0	2	-
15:15	0	0	0	0	-
15:30	1	0	0	1	-
15:45	1	0	0	1	4
Hour	4	0	0	4	-
16:00	0	0	0	0	2
16:15	2	0	0	2	4
16:30	1	0	0	1	4
16:45	0	0	0	0	3
Hour	3	0	0	3	-
17:00	0	0	0	0	3
17:15	1	0	0	1	2
17:30	0	0	0	0	1
17:45	2	0	0	2	3
Hour	3	0	0	3	-
18:00	2	0	0	2	5
18:15	0	0	0	0	4
18:30	0	0	0	0	4
18:45	2	0	0	2	4
Hour	4	0	0	4	-
Total	14	0	0	14	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Old Mill Lane
Direction: U-Turn
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	3	0	0	3	-
15:15	0	0	0	0	-
15:30	2	0	0	2	-
15:45	2	0	0	2	7
Hour	7	0	0	7	-
16:00	3	0	0	3	7
16:15	1	0	0	1	8
16:30	2	0	0	2	8
16:45	1	0	0	1	7
Hour	7	0	0	7	-
17:00	1	0	0	1	5
17:15	2	0	0	2	6
17:30	1	0	0	1	5
17:45	4	0	0	4	8
Hour	8	0	0	8	-
18:00	1	0	0	1	8
18:15	3	0	0	3	9
18:30	1	0	0	1	9
18:45	4	0	0	4	9
Hour	9	0	0	9	-
Total	31	0	0	31	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Twibell Street
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	2	0	0	2	-
15:15	3	0	0	3	-
15:30	2	0	0	2	-
15:45	1	0	0	1	8
Hour	8	0	0	8	-
16:00	2	0	0	2	8
16:15	1	0	0	1	6
16:30	3	0	0	3	7
16:45	2	0	0	2	8
Hour	8	0	0	8	-
17:00	1	0	0	1	7
17:15	2	0	0	2	8
17:30	1	0	0	1	6
17:45	1	0	0	1	5
Hour	5	0	0	5	-
18:00	1	0	0	1	5
18:15	0	0	0	0	3
18:30	0	0	0	0	2
18:45	1	0	0	1	2
Hour	2	0	0	2	-
Total	23	0	0	23	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Twibell Street
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	7	0	0	7	-
15:15	6	1	0	7	-
15:30	6	0	0	6	-
15:45	4	0	0	4	24
Hour	23	1	0	24	-
16:00	5	0	0	5	22
16:15	4	0	0	4	19
16:30	9	0	0	9	22
16:45	6	0	0	6	24
Hour	24	0	0	24	-
17:00	10	0	0	10	29
17:15	4	0	0	4	29
17:30	2	0	0	2	22
17:45	3	0	0	3	19
Hour	19	0	0	19	-
18:00	4	1	0	5	14
18:15	3	0	0	3	13
18:30	7	1	0	8	19
18:45	6	1	0	7	23
Hour	20	3	0	23	-
Total	86	4	0	90	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Twibell Street
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	2	0	0	2	-
15:30	1	0	0	1	-
15:45	0	0	0	0	3
Hour	3	0	0	3	-
16:00	0	0	0	0	3
16:15	0	0	0	0	1
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	3	0	0	3	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Twibell Street
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	3	0	0	3	-
15:15	3	0	0	3	-
15:30	3	0	0	3	-
15:45	1	0	0	1	10
Hour	10	0	0	10	-
16:00	2	0	0	2	9
16:15	1	0	0	1	7
16:30	2	0	0	2	6
16:45	1	0	0	1	6
Hour	6	0	0	6	-
17:00	3	0	0	3	7
17:15	0	0	0	0	6
17:30	0	0	0	0	4
17:45	0	0	0	0	3
Hour	3	0	0	3	-
18:00	1	0	0	1	1
18:15	0	0	0	0	1
18:30	2	0	0	2	3
18:45	0	0	0	0	3
Hour	3	0	0	3	-
Total	22	0	0	22	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Twibell Street
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	1	0	0	1	1
17:15	0	0	0	0	1
17:30	0	0	0	0	1
17:45	0	0	0	0	1
Hour	1	0	0	1	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	1	0	0	1	1
18:45	0	0	0	0	1
Hour	1	0	0	1	-
Total	2	0	0	2	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Twibell Street
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	5	0	0	5	-
15:15	1	0	0	1	-
15:30	3	0	0	3	-
15:45	1	0	0	1	10
Hour	10	0	0	10	-
16:00	2	0	0	2	7
16:15	1	0	0	1	7
16:30	2	0	0	2	6
16:45	1	0	0	1	6
Hour	6	0	0	6	-
17:00	4	0	0	4	8
17:15	0	0	0	0	7
17:30	0	0	0	0	5
17:45	1	0	0	1	5
Hour	5	0	0	5	-
18:00	1	0	0	1	2
18:15	1	0	0	1	3
18:30	1	0	0	1	4
18:45	2	0	0	2	5
Hour	5	0	0	5	-
Total	26	0	0	26	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Twibell Street
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Twibell Street
Direction: U-Turn
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Dryden Road
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	27	1	0	28	-
15:15	30	1	0	31	-
15:30	24	0	0	24	-
15:45	23	0	0	23	106
Hour	104	2	0	106	-
16:00	21	0	0	21	99
16:15	23	1	0	24	92
16:30	26	0	0	26	94
16:45	25	0	0	25	96
Hour	95	1	0	96	-
17:00	21	0	0	21	96
17:15	23	0	0	23	95
17:30	23	0	0	23	92
17:45	23	0	0	23	90
Hour	90	0	0	90	-
18:00	21	0	0	21	90
18:15	21	0	0	21	88
18:30	22	0	0	22	87
18:45	18	0	0	18	82
Hour	82	0	0	82	-
Total	371	3	0	374	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Dryden Road
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	1	0	0	1	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	1
Hour	1	0	0	1	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	1	0	0	1	1
16:45	1	0	0	1	2
Hour	2	0	0	2	-
17:00	1	0	0	1	3
17:15	0	0	0	0	3
17:30	0	0	0	0	2
17:45	0	0	0	0	1
Hour	1	0	0	1	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	4	0	0	4	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Dryden Road
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	11	0	0	11	-
15:15	7	0	0	7	-
15:30	8	0	0	8	-
15:45	7	0	0	7	33
Hour	33	0	0	33	-
16:00	5	0	0	5	27
16:15	9	0	0	9	29
16:30	9	0	0	9	30
16:45	8	0	0	8	31
Hour	31	0	0	31	-
17:00	9	0	0	9	35
17:15	6	0	0	6	32
17:30	8	0	0	8	31
17:45	6	0	0	6	29
Hour	29	0	0	29	-
18:00	10	0	0	10	30
18:15	8	0	0	8	32
18:30	7	0	0	7	31
18:45	9	0	0	9	34
Hour	34	0	0	34	-
Total	127	0	0	127	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Dryden Road
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	6	0	0	6	-
15:15	1	0	0	1	-
15:30	3	0	0	3	-
15:45	4	0	0	4	14
Hour	14	0	0	14	-
16:00	5	0	0	5	13
16:15	2	0	0	2	14
16:30	5	0	0	5	16
16:45	6	0	0	6	18
Hour	18	0	0	18	-
17:00	5	0	0	5	18
17:15	6	0	0	6	22
17:30	6	0	0	6	23
17:45	8	0	0	8	25
Hour	25	0	0	25	-
18:00	4	0	0	4	24
18:15	4	0	0	4	22
18:30	6	0	0	6	22
18:45	4	0	0	4	18
Hour	18	0	0	18	-
Total	75	0	0	75	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Dryden Road
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	1	0	0	1	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	1
Hour	1	0	0	1	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	1	0	0	1	1
16:45	1	0	0	1	2
Hour	2	0	0	2	-
17:00	0	0	0	0	2
17:15	1	0	0	1	3
17:30	0	0	0	0	2
17:45	0	0	0	0	1
Hour	1	0	0	1	-
18:00	0	0	0	0	1
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	4	0	0	4	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Dryden Road
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	10	0	0	10	-
15:15	20	0	0	20	-
15:30	12	0	0	12	-
15:45	11	0	0	11	53
Hour	53	0	0	53	-
16:00	10	0	0	10	53
16:15	13	0	0	13	46
16:30	10	0	0	10	44
16:45	11	0	0	11	44
Hour	44	0	0	44	-
17:00	9	0	0	9	43
17:15	9	0	0	9	39
17:30	12	0	0	12	41
17:45	11	0	0	11	41
Hour	41	0	0	41	-
18:00	9	0	0	9	41
18:15	10	0	0	10	42
18:30	12	0	0	12	42
18:45	12	0	0	12	43
Hour	43	0	0	43	-
Total	181	0	0	181	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Dryden Road
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	1	0	0	1	1
Hour	1	0	0	1	-
Total	1	0	0	1	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Dryden Road
Direction: U-Turn
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	1	0	0	1	1
17:15	0	0	0	0	1
17:30	0	0	0	0	1
17:45	0	0	0	0	1
Hour	1	0	0	1	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	1	0	0	1	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Harborough Hill Road
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	2	0	0	2	-
15:15	3	0	0	3	-
15:30	3	0	0	3	-
15:45	3	0	0	3	11
Hour	11	0	0	11	-
16:00	2	0	0	2	11
16:15	5	0	0	5	13
16:30	4	0	0	4	14
16:45	4	0	0	4	15
Hour	15	0	0	15	-
17:00	7	0	0	7	20
17:15	1	0	0	1	16
17:30	3	0	0	3	15
17:45	2	0	0	2	13
Hour	13	0	0	13	-
18:00	3	0	0	3	9
18:15	1	0	0	1	9
18:30	2	0	0	2	8
18:45	0	0	0	0	6
Hour	6	0	0	6	-
Total	45	0	0	45	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Harborough Hill Road
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	46	0	0	46	-
15:15	31	1	0	32	-
15:30	36	0	0	36	-
15:45	37	0	0	37	151
Hour	150	1	0	151	-
16:00	37	0	0	37	142
16:15	34	0	0	34	144
16:30	35	0	0	35	143
16:45	31	0	0	31	137
Hour	137	0	0	137	-
17:00	28	0	0	28	128
17:15	28	0	0	28	122
17:30	26	0	0	26	113
17:45	23	0	0	23	105
Hour	105	0	0	105	-
18:00	18	0	0	18	95
18:15	15	0	0	15	82
18:30	14	0	0	14	70
18:45	14	0	0	14	61
Hour	61	0	0	61	-
Total	453	1	0	454	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Harborough Hill Road
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	40	1	0	41	-
15:15	43	0	0	43	-
15:30	43	2	0	45	-
15:45	48	1	0	49	178
Hour	174	4	0	178	-
16:00	54	1	0	55	192
16:15	54	0	0	54	203
16:30	60	0	0	60	218
16:45	58	0	0	58	227
Hour	226	1	0	227	-
17:00	58	0	0	58	230
17:15	58	0	0	58	234
17:30	55	0	0	55	229
17:45	51	1	0	52	223
Hour	222	1	0	223	-
18:00	41	0	0	41	206
18:15	35	1	0	36	184
18:30	37	0	0	37	166
18:45	32	2	0	34	148
Hour	145	3	0	148	-
Total	767	9	0	776	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Harborough Hill Road
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	4	0	0	4	-
15:15	0	0	0	0	-
15:30	2	0	0	2	-
15:45	2	0	0	2	8
Hour	8	0	0	8	-
16:00	2	0	0	2	6
16:15	2	0	0	2	8
16:30	3	0	0	3	9
16:45	2	0	0	2	9
Hour	9	0	0	9	-
17:00	3	0	0	3	10
17:15	2	0	0	2	10
17:30	2	0	0	2	9
17:45	1	0	0	1	8
Hour	8	0	0	8	-
18:00	1	0	0	1	6
18:15	0	0	0	0	4
18:30	0	0	0	0	2
18:45	0	0	0	0	1
Hour	1	0	0	1	-
Total	26	0	0	26	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Harborough Hill Road
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	136	1	1	138	-
15:15	122	7	1	130	-
15:30	125	5	1	131	-
15:45	133	3	0	136	535
Hour	516	16	3	535	-
16:00	140	5	1	146	543
16:15	135	3	1	139	552
16:30	142	2	0	144	565
16:45	130	3	0	133	562
Hour	547	13	2	562	-
17:00	143	2	0	145	561
17:15	110	3	0	113	535
17:30	123	2	0	125	516
17:45	116	5	0	121	504
Hour	492	12	0	504	-
18:00	97	1	0	98	457
18:15	84	2	0	86	430
18:30	92	3	2	97	402
18:45	78	2	0	80	361
Hour	351	8	2	361	-
Total	1906	49	7	1962	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Harborough Hill Road
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	6	0	0	6	-
15:15	4	0	0	4	-
15:30	4	0	0	4	-
15:45	4	0	0	4	18
Hour	18	0	0	18	-
16:00	4	0	0	4	16
16:15	4	0	0	4	16
16:30	3	0	0	3	15
16:45	3	0	0	3	14
Hour	14	0	0	14	-
17:00	1	0	0	1	11
17:15	3	0	0	3	10
17:30	2	0	0	2	9
17:45	1	0	0	1	7
Hour	7	0	0	7	-
18:00	1	0	0	1	7
18:15	1	0	0	1	5
18:30	0	0	0	0	3
18:45	1	0	0	1	3
Hour	3	0	0	3	-
Total	42	0	0	42	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Harborough Hill Road
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	15	0	0	15	-
15:15	14	0	0	14	-
15:30	14	0	0	14	-
15:45	16	0	0	16	59
Hour	59	0	0	59	-
16:00	20	0	0	20	64
16:15	14	0	0	14	64
16:30	18	0	0	18	68
16:45	17	0	0	17	69
Hour	69	0	0	69	-
17:00	8	0	0	8	57
17:15	24	0	0	24	67
17:30	19	0	0	19	68
17:45	14	0	0	14	65
Hour	65	0	0	65	-
18:00	13	0	0	13	70
18:15	12	0	0	12	58
18:30	8	0	0	8	47
18:45	16	0	0	16	49
Hour	49	0	0	49	-
Total	242	0	0	242	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A61 Harborough Hill Road
Direction: U-Turn
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	9	0	0	9	-
15:15	11	0	0	11	-
15:30	9	0	0	9	-
15:45	9	0	0	9	38
Hour	38	0	0	38	-
16:00	11	0	0	11	40
16:15	8	0	0	8	37
16:30	7	0	0	7	35
16:45	6	0	0	6	32
Hour	32	0	0	32	-
17:00	6	0	0	6	27
17:15	4	0	0	4	23
17:30	7	0	0	7	23
17:45	7	0	0	7	24
Hour	24	0	0	24	-
18:00	8	0	0	8	26
18:15	10	0	0	10	32
18:30	13	0	0	13	38
18:45	9	0	0	9	40
Hour	40	0	0	40	-
Total	134	0	0	134	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Meadow Street
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	1	0	0	1	-
15:30	4	0	0	4	-
15:45	1	0	0	1	6
Hour	6	0	0	6	-
16:00	4	0	0	4	10
16:15	3	0	0	3	12
16:30	0	0	0	0	8
16:45	4	0	0	4	11
Hour	11	0	0	11	-
17:00	3	0	0	3	10
17:15	0	0	0	0	7
17:30	1	0	0	1	8
17:45	2	0	0	2	6
Hour	6	0	0	6	-
18:00	2	0	0	2	5
18:15	0	0	0	0	5
18:30	0	0	0	0	4
18:45	0	0	0	0	2
Hour	2	0	0	2	-
Total	25	0	0	25	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Meadow Street
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	2	0	0	2	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	2
Hour	2	0	0	2	-
16:00	1	0	0	1	1
16:15	1	0	0	1	2
16:30	2	0	0	2	4
16:45	0	0	0	0	4
Hour	4	0	0	4	-
17:00	0	0	0	0	3
17:15	0	0	0	0	2
17:30	1	0	0	1	1
17:45	0	0	0	0	1
Hour	1	0	0	1	-
18:00	1	0	0	1	2
18:15	0	0	0	0	2
18:30	1	0	0	1	2
18:45	0	0	0	0	2
Hour	2	0	0	2	-
Total	9	0	0	9	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Meadow Street
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	1	0	0	1	1
Hour	1	0	0	1	-
18:00	0	0	0	0	1
18:15	0	0	0	0	1
18:30	0	0	0	0	1
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	1	0	0	1	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Meadow Street
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	1	0	0	1	-
15:30	1	0	0	1	-
15:45	2	0	0	2	4
Hour	4	0	0	4	-
16:00	0	0	0	0	4
16:15	2	0	0	2	5
16:30	0	0	0	0	4
16:45	0	0	0	0	2
Hour	2	0	0	2	-
17:00	1	0	0	1	3
17:15	2	0	0	2	3
17:30	0	0	0	0	3
17:45	1	0	0	1	4
Hour	4	0	0	4	-
18:00	1	0	0	1	4
18:15	1	0	0	1	3
18:30	0	0	0	0	3
18:45	0	0	0	0	2
Hour	2	0	0	2	-
Total	12	0	0	12	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Meadow Street
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	1	0	0	1	1
16:15	0	0	0	0	1
16:30	0	0	0	0	1
16:45	0	0	0	0	1
Hour	1	0	0	1	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	1	0	0	1	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Meadow Street
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	1	0	0	1	-
15:45	0	0	0	0	1
Hour	1	0	0	1	-
16:00	0	0	0	0	1
16:15	0	0	0	0	1
16:30	0	0	0	0	0
16:45	1	0	0	1	1
Hour	1	0	0	1	-
17:00	0	0	0	0	1
17:15	0	0	0	0	1
17:30	0	0	0	0	1
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	2	0	0	2	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Meadow Street
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	1	0	0	1	-
15:45	0	0	0	0	1
Hour	1	0	0	1	-
16:00	0	0	0	0	1
16:15	2	0	0	2	3
16:30	0	0	0	0	2
16:45	0	0	0	0	2
Hour	2	0	0	2	-
17:00	1	0	0	1	3
17:15	1	0	0	1	2
17:30	1	0	0	1	3
17:45	1	0	0	1	4
Hour	4	0	0	4	-
18:00	0	0	0	0	3
18:15	0	0	0	0	2
18:30	0	0	0	0	1
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	7	0	0	7	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Meadow Street
Direction: U-Turn
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A635 Old Mill Lane
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	45	0	0	45	-
15:15	61	0	0	61	-
15:30	61	0	0	61	-
15:45	70	0	0	70	237
Hour	237	0	0	237	-
16:00	65	0	0	65	257
16:15	79	0	0	79	275
16:30	73	0	0	73	287
16:45	83	0	0	83	300
Hour	300	0	0	300	-
17:00	78	0	0	78	313
17:15	75	0	0	75	309
17:30	69	0	0	69	305
17:45	68	0	0	68	290
Hour	290	0	0	290	-
18:00	50	0	0	50	262
18:15	52	0	0	52	239
18:30	38	0	0	38	208
18:45	51	0	0	51	191
Hour	191	0	0	191	-
Total	1018	0	0	1018	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A635 Old Mill Lane
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	1	0	0	1	-
15:30	0	0	0	0	-
15:45	0	0	0	0	1
Hour	1	0	0	1	-
16:00	0	0	0	0	1
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	1	0	0	1	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A635 Old Mill Lane
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	88	5	7	100	-
15:15	127	2	5	134	-
15:30	119	2	5	126	-
15:45	130	6	5	141	501
Hour	464	15	22	501	-
16:00	114	4	7	125	526
16:15	136	1	9	146	538
16:30	120	1	7	128	540
16:45	130	1	5	136	535
Hour	500	7	28	535	-
17:00	124	0	5	129	539
17:15	108	3	5	116	509
17:30	104	0	9	113	494
17:45	100	0	9	109	467
Hour	436	3	28	467	-
18:00	73	1	6	80	418
18:15	75	0	8	83	385
18:30	64	0	6	70	342
18:45	63	0	7	70	303
Hour	275	1	27	303	-
Total	1675	26	105	1806	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A635 Old Mill Lane
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	2	0	0	2	-
15:15	3	0	0	3	-
15:30	1	0	0	1	-
15:45	1	0	0	1	7
Hour	7	0	0	7	-
16:00	1	0	0	1	6
16:15	2	0	0	2	5
16:30	1	0	0	1	5
16:45	4	0	0	4	8
Hour	8	0	0	8	-
17:00	1	0	0	1	8
17:15	0	0	0	0	6
17:30	1	0	0	1	6
17:45	1	0	0	1	3
Hour	3	0	0	3	-
18:00	0	0	0	0	2
18:15	1	0	0	1	3
18:30	0	0	0	0	2
18:45	1	0	0	1	2
Hour	2	0	0	2	-
Total	20	0	0	20	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A635 Old Mill Lane
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	14	0	0	14	-
15:15	11	0	0	11	-
15:30	14	0	0	14	-
15:45	15	0	0	15	54
Hour	54	0	0	54	-
16:00	12	0	0	12	52
16:15	16	0	0	16	57
16:30	13	0	0	13	56
16:45	16	0	0	16	57
Hour	57	0	0	57	-
17:00	12	0	0	12	57
17:15	12	1	0	13	54
17:30	10	0	0	10	51
17:45	10	0	0	10	45
Hour	44	1	0	45	-
18:00	6	0	0	6	39
18:15	7	0	0	7	33
18:30	9	0	1	10	33
18:45	3	0	0	3	26
Hour	25	0	1	26	-
Total	180	1	1	182	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A635 Old Mill Lane
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	23	0	0	23	-
15:15	29	0	0	29	-
15:30	27	0	0	27	-
15:45	32	1	0	33	112
Hour	111	1	0	112	-
16:00	28	1	0	29	118
16:15	35	0	0	35	124
16:30	29	1	0	30	127
16:45	32	2	0	34	128
Hour	124	4	0	128	-
17:00	27	1	0	28	127
17:15	30	1	0	31	123
17:30	24	1	0	25	118
17:45	20	0	0	20	104
Hour	101	3	0	104	-
18:00	17	2	0	19	95
18:15	15	1	0	16	80
18:30	15	0	0	15	70
18:45	8	0	0	8	58
Hour	55	3	0	58	-
Total	391	11	0	402	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A635 Old Mill Lane
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	1	0	0	1	-
15:15	0	0	0	0	-
15:30	1	0	0	1	-
15:45	0	0	0	0	2
Hour	2	0	0	2	-
16:00	1	0	0	1	2
16:15	2	0	0	2	4
16:30	2	0	0	2	5
16:45	1	0	0	1	6
Hour	6	0	0	6	-
17:00	0	0	0	0	5
17:15	1	0	0	1	4
17:30	0	0	0	0	2
17:45	1	0	0	1	2
Hour	2	0	0	2	-
18:00	0	0	0	0	2
18:15	1	0	0	1	2
18:30	1	0	0	1	3
18:45	0	0	0	0	2
Hour	2	0	0	2	-
Total	12	0	0	12	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: A635 Old Mill Lane
Direction: U-Turn
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	2	0	0	2	-
15:15	0	0	0	0	-
15:30	1	0	0	1	-
15:45	0	0	0	0	3
Hour	3	0	0	3	-
16:00	1	0	0	1	2
16:15	1	0	0	1	3
16:30	0	0	0	0	2
16:45	3	0	0	3	5
Hour	5	0	0	5	-
17:00	1	0	0	1	5
17:15	0	0	0	0	4
17:30	3	0	0	3	7
17:45	2	0	0	2	6
Hour	6	0	0	6	-
18:00	1	0	0	1	6
18:15	2	0	0	2	8
18:30	0	0	0	0	5
18:45	6	0	0	6	9
Hour	9	0	0	9	-
Total	23	0	0	23	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Canal Way
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	1	0	0	1	1
17:30	0	0	0	0	1
17:45	0	0	0	0	1
Hour	1	0	0	1	-
18:00	0	0	0	0	1
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	1	0	0	1	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Canal Way
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	29	0	0	29	-
15:15	20	0	0	20	-
15:30	25	0	0	25	-
15:45	31	0	0	31	105
Hour	105	0	0	105	-
16:00	25	0	0	25	101
16:15	28	0	0	28	109
16:30	23	0	0	23	107
16:45	26	0	0	26	102
Hour	102	0	0	102	-
17:00	20	0	0	20	97
17:15	32	0	0	32	101
17:30	27	0	0	27	105
17:45	32	0	0	32	111
Hour	111	0	0	111	-
18:00	37	0	0	37	128
18:15	34	0	0	34	130
18:30	35	0	0	35	138
18:45	25	0	0	25	131
Hour	131	0	0	131	-
Total	449	0	0	449	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Canal Way
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	1	0	0	1	1
16:45	1	0	0	1	2
Hour	2	0	0	2	-
17:00	0	0	0	0	2
17:15	2	0	0	2	4
17:30	2	0	0	2	5
17:45	0	0	0	0	4
Hour	4	0	0	4	-
18:00	1	0	0	1	5
18:15	1	0	0	1	4
18:30	0	0	0	0	2
18:45	1	0	0	1	3
Hour	3	0	0	3	-
Total	9	0	0	9	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Canal Way
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	4	0	0	4	-
15:15	9	0	0	9	-
15:30	6	0	0	6	-
15:45	5	0	0	5	24
Hour	24	0	0	24	-
16:00	4	0	0	4	24
16:15	5	0	0	5	20
16:30	7	0	0	7	21
16:45	4	0	0	4	20
Hour	20	0	0	20	-
17:00	3	0	0	3	19
17:15	3	0	0	3	17
17:30	6	0	0	6	16
17:45	4	0	0	4	16
Hour	16	0	0	16	-
18:00	2	0	0	2	15
18:15	5	0	0	5	17
18:30	2	0	0	2	13
18:45	7	0	0	7	16
Hour	16	0	0	16	-
Total	76	0	0	76	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Canal Way
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	31	0	0	31	-
15:15	34	0	0	34	-
15:30	34	0	0	34	-
15:45	43	0	0	43	142
Hour	142	0	0	142	-
16:00	35	0	0	35	146
16:15	40	0	0	40	152
16:30	36	0	0	36	154
16:45	42	0	0	42	153
Hour	153	0	0	153	-
17:00	37	0	0	37	155
17:15	47	0	0	47	162
17:30	42	0	0	42	168
17:45	50	0	0	50	176
Hour	176	0	0	176	-
18:00	56	0	0	56	195
18:15	51	0	0	51	199
18:30	49	0	0	49	206
18:45	39	0	0	39	195
Hour	195	0	0	195	-
Total	666	0	0	666	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Canal Way
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	28	0	0	28	-
15:15	34	0	0	34	-
15:30	33	0	0	33	-
15:45	43	0	0	43	138
Hour	138	0	0	138	-
16:00	36	0	0	36	146
16:15	42	0	0	42	154
16:30	39	0	0	39	160
16:45	46	0	0	46	163
Hour	163	0	0	163	-
17:00	41	0	0	41	168
17:15	53	0	0	53	179
17:30	45	0	0	45	185
17:45	52	0	0	52	191
Hour	191	0	0	191	-
18:00	55	0	0	55	205
18:15	48	0	0	48	200
18:30	40	0	0	40	195
18:45	38	0	0	38	181
Hour	181	0	0	181	-
Total	673	0	0	673	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Canal Way
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: Canal Way
Direction: U-Turn
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: PC World Site Access
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	1	0	0	1	-
15:30	1	0	0	1	-
15:45	0	0	0	0	2
Hour	2	0	0	2	-
16:00	2	0	0	2	4
16:15	1	0	0	1	4
16:30	0	0	0	0	3
16:45	1	0	0	1	4
Hour	4	0	0	4	-
17:00	0	0	0	0	2
17:15	1	0	0	1	2
17:30	1	0	0	1	3
17:45	1	0	0	1	3
Hour	3	0	0	3	-
18:00	1	0	0	1	4
18:15	2	0	0	2	5
18:30	1	0	0	1	5
18:45	2	0	0	2	6
Hour	6	0	0	6	-
Total	15	0	0	15	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: PC World Site Access
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	1	0	0	1	-
15:45	0	0	0	0	1
Hour	1	0	0	1	-
16:00	0	0	0	0	1
16:15	1	0	0	1	2
16:30	0	0	0	0	1
16:45	0	0	0	0	1
Hour	1	0	0	1	-
17:00	0	0	0	0	1
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	1	0	0	1	1
18:15	0	0	0	0	1
18:30	0	0	0	0	1
18:45	0	0	0	0	1
Hour	1	0	0	1	-
Total	3	0	0	3	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: PC World Site Access
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	1	0	0	1	-
15:15	1	0	0	1	-
15:30	0	0	0	0	-
15:45	0	0	0	0	2
Hour	2	0	0	2	-
16:00	0	0	0	0	1
16:15	2	0	0	2	2
16:30	1	0	0	1	3
16:45	1	0	0	1	4
Hour	4	0	0	4	-
17:00	0	0	0	0	4
17:15	0	0	0	0	2
17:30	0	0	0	0	1
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	6	0	0	6	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: PC World Site Access
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	3	0	0	3	-
15:15	1	0	0	1	-
15:30	2	0	0	2	-
15:45	1	0	0	1	7
Hour	7	0	0	7	-
16:00	2	0	0	2	6
16:15	2	0	0	2	7
16:30	0	0	0	0	5
16:45	1	0	0	1	5
Hour	5	0	0	5	-
17:00	5	0	0	5	8
17:15	1	0	0	1	7
17:30	1	0	0	1	8
17:45	0	0	0	0	7
Hour	7	0	0	7	-
18:00	3	0	0	3	5
18:15	2	0	0	2	6
18:30	1	0	0	1	6
18:45	0	0	0	0	6
Hour	6	0	0	6	-
Total	25	0	0	25	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: PC World Site Access
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: PC World Site Access
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	3	0	0	3	-
15:30	1	0	0	1	-
15:45	0	0	0	0	4
Hour	4	0	0	4	-
16:00	0	0	0	0	4
16:15	0	0	0	0	1
16:30	1	0	0	1	1
16:45	1	0	0	1	2
Hour	2	0	0	2	-
17:00	0	0	0	0	2
17:15	0	0	0	0	2
17:30	0	0	0	0	1
17:45	1	0	0	1	1
Hour	1	0	0	1	-
18:00	0	0	0	0	1
18:15	0	0	0	0	1
18:30	0	0	0	0	1
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	7	0	0	7	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: PC World Site Access
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	1	0	0	1	1
16:15	0	0	0	0	1
16:30	1	0	0	1	2
16:45	0	0	0	0	2
Hour	2	0	0	2	-
17:00	0	0	0	0	1
17:15	0	0	0	0	1
17:30	0	0	0	0	0
17:45	1	0	0	1	1
Hour	1	0	0	1	-
18:00	1	0	0	1	2
18:15	0	0	0	0	2
18:30	0	0	0	0	2
18:45	0	0	0	0	1
Hour	1	0	0	1	-
Total	4	0	0	4	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
From: PC World Site Access
Direction: U-Turn
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: A61 Old Mill Lane
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	267	6	8	281	-
15:15	292	8	6	306	-
15:30	286	7	6	299	-
15:45	308	8	5	321	1207
Hour	1153	29	25	1207	-
16:00	294	9	8	311	1237
16:15	315	4	10	329	1260
16:30	298	3	7	308	1269
16:45	299	4	5	308	1256
Hour	1206	20	30	1256	-
17:00	299	2	5	306	1251
17:15	265	6	5	276	1198
17:30	268	2	9	279	1169
17:45	266	5	9	280	1141
Hour	1098	15	28	1141	-
18:00	219	2	6	227	1062
18:15	210	2	8	220	1006
18:30	205	3	8	216	943
18:45	185	2	7	194	857
Hour	819	9	29	857	-
Total	4276	73	112	4461	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: Twibell Street
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	15	1	0	16	-
15:15	10	0	0	10	-
15:30	11	0	0	11	-
15:45	9	1	0	10	47
Hour	45	2	0	47	-
16:00	9	0	0	9	40
16:15	10	0	0	10	40
16:30	7	0	0	7	36
16:45	9	0	0	9	35
Hour	35	0	0	35	-
17:00	3	0	0	3	29
17:15	5	0	0	5	24
17:30	6	0	0	6	23
17:45	3	0	0	3	17
Hour	17	0	0	17	-
18:00	5	0	0	5	19
18:15	5	0	0	5	19
18:30	3	0	0	3	16
18:45	6	0	0	6	19
Hour	19	0	0	19	-
Total	116	2	0	118	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: Dryden Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	63	0	0	63	-
15:15	55	0	0	55	-
15:30	62	0	0	62	-
15:45	60	0	0	60	240
Hour	240	0	0	240	-
16:00	61	0	0	61	238
16:15	63	0	0	63	246
16:30	65	0	0	65	249
16:45	61	0	0	61	250
Hour	250	0	0	250	-
17:00	47	0	0	47	236
17:15	64	1	0	65	238
17:30	55	0	0	55	228
17:45	45	0	0	45	212
Hour	211	1	0	212	-
18:00	38	0	0	38	203
18:15	38	0	0	38	176
18:30	31	0	1	32	153
18:45	36	0	0	36	144
Hour	143	0	1	144	-
Total	844	1	1	846	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: A61 Harborough Hill Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	230	4	3	237	-
15:15	242	11	2	255	-
15:30	249	3	2	254	-
15:45	246	7	2	255	1001
Hour	967	25	9	1001	-
16:00	238	2	2	242	1006
16:15	259	2	1	262	1013
16:30	242	8	1	251	1010
16:45	224	7	0	231	986
Hour	963	19	4	986	-
17:00	232	5	0	237	981
17:15	242	4	0	246	965
17:30	219	3	0	222	936
17:45	215	4	0	219	924
Hour	908	16	0	924	-
18:00	234	5	0	239	926
18:15	235	4	0	239	919
18:30	225	1	0	226	923
18:45	191	2	0	193	897
Hour	885	12	0	897	-
Total	3723	72	13	3808	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: Meadow Street
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	32	0	0	32	-
15:15	40	0	0	40	-
15:30	38	0	0	38	-
15:45	46	0	0	46	156
Hour	156	0	0	156	-
16:00	39	0	0	39	163
16:15	49	0	0	49	172
16:30	46	0	0	46	180
16:45	52	0	0	52	186
Hour	186	0	0	186	-
17:00	49	0	0	49	196
17:15	55	0	0	55	202
17:30	48	0	0	48	204
17:45	55	0	0	55	207
Hour	207	0	0	207	-
18:00	59	0	0	59	217
18:15	51	0	0	51	213
18:30	45	0	0	45	210
18:45	38	0	0	38	193
Hour	193	0	0	193	-
Total	742	0	0	742	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: A635 Old Mill Lane
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	115	0	3	118	-
15:15	118	1	8	127	-
15:30	122	0	4	126	-
15:45	108	0	5	113	484
Hour	463	1	20	484	-
16:00	111	0	6	117	483
16:15	113	0	6	119	475
16:30	106	0	6	112	461
16:45	97	0	6	103	451
Hour	427	0	24	451	-
17:00	93	0	4	97	431
17:15	95	0	5	100	412
17:30	88	0	4	92	392
17:45	80	0	5	85	374
Hour	356	0	18	374	-
18:00	84	0	5	89	366
18:15	80	0	3	83	349
18:30	69	0	4	73	330
18:45	76	0	2	78	323
Hour	309	0	14	323	-
Total	1555	1	76	1632	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: Canal Way
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	118	1	0	119	-
15:15	146	0	0	146	-
15:30	146	2	0	148	-
15:45	161	1	0	162	575
Hour	571	4	0	575	-
16:00	168	1	0	169	625
16:15	183	0	0	183	662
16:30	187	1	0	188	702
16:45	188	1	0	189	729
Hour	726	3	0	729	-
17:00	186	1	0	187	747
17:15	194	0	0	194	758
17:30	176	0	0	176	746
17:45	169	1	0	170	727
Hour	725	2	0	727	-
18:00	143	0	0	143	683
18:15	140	1	0	141	630
18:30	121	0	0	121	575
18:45	132	3	0	135	540
Hour	536	4	0	540	-
Total	2558	13	0	2571	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: PC World Site Access
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	12	0	0	12	-
15:15	2	0	0	2	-
15:30	6	0	0	6	-
15:45	4	0	0	4	24
Hour	24	0	0	24	-
16:00	4	0	0	4	16
16:15	5	0	0	5	19
16:30	7	0	0	7	20
16:45	4	0	0	4	20
Hour	20	0	0	20	-
17:00	7	0	0	7	23
17:15	5	0	0	5	23
17:30	2	0	0	2	18
17:45	5	0	0	5	19
Hour	19	0	0	19	-
18:00	4	0	0	4	16
18:15	1	0	0	1	12
18:30	1	0	0	1	11
18:45	4	0	0	4	10
Hour	10	0	0	10	-
Total	73	0	0	73	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: A61 Old Mill Lane
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	247	4	6	257	-
15:15	266	9	10	285	-
15:30	287	3	6	296	-
15:45	265	7	7	279	1117
Hour	1065	23	29	1117	-
16:00	269	1	8	278	1138
16:15	288	1	7	296	1149
16:30	268	8	7	283	1136
16:45	224	6	6	236	1093
Hour	1049	16	28	1093	-
17:00	242	5	4	251	1066
17:15	274	3	5	282	1052
17:30	235	2	4	241	1010
17:45	221	4	5	230	1004
Hour	972	14	18	1004	-
18:00	245	2	5	252	1005
18:15	257	3	3	263	986
18:30	220	0	4	224	969
18:45	220	2	2	224	963
Hour	942	7	14	963	-
Total	4028	60	89	4177	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: Twibell Street
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	17	0	0	17	-
15:15	15	1	0	16	-
15:30	15	0	0	15	-
15:45	7	0	0	7	55
Hour	54	1	0	55	-
16:00	11	0	0	11	49
16:15	7	0	0	7	40
16:30	16	0	0	16	41
16:45	10	0	0	10	44
Hour	44	0	0	44	-
17:00	19	0	0	19	52
17:15	6	0	0	6	51
17:30	3	0	0	3	38
17:45	5	0	0	5	33
Hour	33	0	0	33	-
18:00	7	1	0	8	22
18:15	4	0	0	4	20
18:30	11	1	0	12	29
18:45	9	1	0	10	34
Hour	31	3	0	34	-
Total	162	4	0	166	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: Dryden Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	56	1	0	57	-
15:15	58	1	0	59	-
15:30	47	0	0	47	-
15:45	45	0	0	45	208
Hour	206	2	0	208	-
16:00	41	0	0	41	192
16:15	47	1	0	48	181
16:30	52	0	0	52	186
16:45	52	0	0	52	193
Hour	192	1	0	193	-
17:00	46	0	0	46	198
17:15	45	0	0	45	195
17:30	49	0	0	49	192
17:45	48	0	0	48	188
Hour	188	0	0	188	-
18:00	44	0	0	44	186
18:15	43	0	0	43	184
18:30	47	0	0	47	182
18:45	44	0	0	44	178
Hour	178	0	0	178	-
Total	764	3	0	767	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: A61 Harborough Hill Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	258	2	1	261	-
15:15	228	8	1	237	-
15:30	236	7	1	244	-
15:45	252	4	0	256	998
Hour	974	21	3	998	-
16:00	270	6	1	277	1014
16:15	256	3	1	260	1037
16:30	272	2	0	274	1067
16:45	251	3	0	254	1065
Hour	1049	14	2	1065	-
17:00	254	2	0	256	1044
17:15	230	3	0	233	1017
17:30	237	2	0	239	982
17:45	215	6	0	221	949
Hour	936	13	0	949	-
18:00	182	1	0	183	876
18:15	158	3	0	161	804
18:30	166	3	2	171	736
18:45	150	4	0	154	669
Hour	656	11	2	669	-
Total	3615	59	7	3681	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: Meadow Street
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	2	0	0	2	-
15:15	2	0	0	2	-
15:30	7	0	0	7	-
15:45	3	0	0	3	14
Hour	14	0	0	14	-
16:00	6	0	0	6	18
16:15	8	0	0	8	24
16:30	2	0	0	2	19
16:45	5	0	0	5	21
Hour	21	0	0	21	-
17:00	5	0	0	5	20
17:15	3	0	0	3	15
17:30	3	0	0	3	16
17:45	5	0	0	5	16
Hour	16	0	0	16	-
18:00	4	0	0	4	15
18:15	1	0	0	1	13
18:30	1	0	0	1	11
18:45	0	0	0	0	6
Hour	6	0	0	6	-
Total	57	0	0	57	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: A635 Old Mill Lane
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	175	5	7	187	-
15:15	232	2	5	239	-
15:30	224	2	5	231	-
15:45	248	7	5	260	917
Hour	879	16	22	917	-
16:00	222	5	7	234	964
16:15	271	1	9	281	1006
16:30	238	2	7	247	1022
16:45	269	3	5	277	1039
Hour	1000	11	28	1039	-
17:00	243	1	5	249	1054
17:15	226	5	5	236	1009
17:30	211	1	9	221	983
17:45	202	0	9	211	917
Hour	882	7	28	917	-
18:00	147	3	6	156	824
18:15	153	1	8	162	750
18:30	127	0	7	134	663
18:45	132	0	7	139	591
Hour	559	4	28	591	-
Total	3320	38	106	3464	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: Canal Way
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	92	0	0	92	-
15:15	97	0	0	97	-
15:30	98	0	0	98	-
15:45	122	0	0	122	409
Hour	409	0	0	409	-
16:00	100	0	0	100	417
16:15	115	0	0	115	435
16:30	106	0	0	106	443
16:45	119	0	0	119	440
Hour	440	0	0	440	-
17:00	101	0	0	101	441
17:15	138	0	0	138	464
17:30	122	0	0	122	480
17:45	138	0	0	138	499
Hour	499	0	0	499	-
18:00	151	0	0	151	549
18:15	139	0	0	139	550
18:30	126	0	0	126	554
18:45	110	0	0	110	526
Hour	526	0	0	526	-
Total	1874	0	0	1874	-

Junction: J4 : A61 Old Mill Lane / Twibell Street / Dryden Road / A6
Arm: PC World Site Access
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	4	0	0	4	-
15:15	6	0	0	6	-
15:30	5	0	0	5	-
15:45	1	0	0	1	16
Hour	16	0	0	16	-
16:00	5	0	0	5	17
16:15	6	0	0	6	17
16:30	3	0	0	3	15
16:45	4	0	0	4	18
Hour	18	0	0	18	-
17:00	5	0	0	5	18
17:15	2	0	0	2	14
17:30	2	0	0	2	13
17:45	3	0	0	3	12
Hour	12	0	0	12	-
18:00	6	0	0	6	13
18:15	4	0	0	4	15
18:30	2	0	0	2	15
18:45	2	0	0	2	14
Hour	14	0	0	14	-
Total	60	0	0	60	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
From: A61 Harborough Hill Road
Direction: Left Turn
To: A61 Sheffield Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	137	0	12	149	-
15:15	122	5	12	139	-
15:30	108	2	5	115	-
15:45	132	4	4	140	543
Hour	499	11	33	543	-
16:00	134	2	7	143	537
16:15	151	2	9	162	560
16:30	145	1	10	156	601
16:45	149	2	13	164	625
Hour	579	7	39	625	-
17:00	137	3	9	149	631
17:15	144	0	10	154	623
17:30	138	1	6	145	612
17:45	119	1	8	128	576
Hour	538	5	33	576	-
18:00	130	2	6	138	565
18:15	112	1	6	119	530
18:30	105	1	7	113	498
18:45	118	0	4	122	492
Hour	465	4	23	492	-
Total	2081	27	128	2236	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
From: A61 Harborough Hill Road
Direction: Straight On
To: A628 West Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	125	5	1	131	-
15:15	138	4	2	144	-
15:30	105	6	1	112	-
15:45	123	8	1	132	519
Hour	491	23	5	519	-
16:00	120	3	1	124	512
16:15	129	3	1	133	501
16:30	120	2	1	123	512
16:45	117	3	1	121	501
Hour	486	11	4	501	-
17:00	95	1	1	97	474
17:15	119	5	1	125	466
17:30	113	2	1	116	459
17:45	106	2	1	109	447
Hour	433	10	4	447	-
18:00	124	4	1	129	479
18:15	115	2	1	118	472
18:30	139	1	1	141	497
18:45	110	2	1	113	501
Hour	488	9	4	501	-
Total	1898	53	17	1968	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
From: A61 Harborough Hill Road
Direction: Right Turn
To: Wesley Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	7	0	0	7	-
15:15	9	0	0	9	-
15:30	6	0	0	6	-
15:45	6	0	0	6	28
Hour	28	0	0	28	-
16:00	5	0	0	5	26
16:15	5	0	0	5	22
16:30	3	0	0	3	19
16:45	3	0	0	3	16
Hour	16	0	0	16	-
17:00	1	0	0	1	12
17:15	2	0	0	2	9
17:30	1	0	0	1	7
17:45	1	0	0	1	5
Hour	5	0	0	5	-
18:00	1	0	0	1	5
18:15	0	0	0	0	3
18:30	0	0	0	0	2
18:45	0	0	0	0	1
Hour	1	0	0	1	-
Total	50	0	0	50	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A62
From: A61 Harborough Hill Road
Direction: U-Turn
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	3	0	0	3	-
15:15	1	0	0	1	-
15:30	2	0	0	2	-
15:45	1	0	0	1	7
Hour	7	0	0	7	-
16:00	1	0	0	1	5
16:15	2	0	0	2	6
16:30	3	0	0	3	7
16:45	1	0	0	1	7
Hour	7	0	0	7	-
17:00	2	0	0	2	8
17:15	0	0	0	0	6
17:30	1	0	0	1	4
17:45	1	0	0	1	4
Hour	4	0	0	4	-
18:00	2	0	0	2	4
18:15	1	0	0	1	5
18:30	2	0	0	2	6
18:45	1	0	0	1	6
Hour	6	0	0	6	-
Total	24	0	0	24	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
From: A61 Sheffield Road
Direction: Left Turn
To: A628 West Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	137	2	0	139	-
15:15	141	0	0	141	-
15:30	143	3	0	146	-
15:45	128	1	0	129	555
Hour	549	6	0	555	-
16:00	154	2	0	156	572
16:15	143	2	0	145	576
16:30	143	1	0	144	574
16:45	131	0	0	131	576
Hour	571	5	0	576	-
17:00	137	1	0	138	558
17:15	116	0	0	116	529
17:30	116	1	0	117	502
17:45	126	0	0	126	497
Hour	495	2	0	497	-
18:00	115	0	0	115	474
18:15	137	0	0	137	495
18:30	125	0	0	125	503
18:45	116	2	0	118	495
Hour	493	2	0	495	-
Total	2108	15	0	2123	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
From: A61 Sheffield Road
Direction: Straight On
To: Wesley Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	18	0	0	18	-
15:15	16	0	0	16	-
15:30	16	0	0	16	-
15:45	13	0	0	13	63
Hour	63	0	0	63	-
16:00	14	0	0	14	59
16:15	11	0	0	11	54
16:30	9	0	0	9	47
16:45	7	0	0	7	41
Hour	41	0	0	41	-
17:00	6	0	0	6	33
17:15	5	0	0	5	27
17:30	5	0	0	5	23
17:45	5	0	0	5	21
Hour	21	0	0	21	-
18:00	5	0	0	5	20
18:15	5	0	0	5	20
18:30	6	0	0	6	21
18:45	3	0	0	3	19
Hour	19	0	0	19	-
Total	144	0	0	144	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
From: A61 Sheffield Road
Direction: Right Turn
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	107	0	12	119	-
15:15	129	1	5	135	-
15:30	121	3	8	132	-
15:45	108	1	14	123	509
Hour	465	5	39	509	-
16:00	131	5	10	146	536
16:15	121	4	14	139	540
16:30	121	2	10	133	541
16:45	111	0	11	122	540
Hour	484	11	45	540	-
17:00	118	3	8	129	523
17:15	96	1	6	103	487
17:30	94	4	10	108	462
17:45	98	0	9	107	447
Hour	406	8	33	447	-
18:00	86	3	13	102	420
18:15	98	1	10	109	426
18:30	82	0	5	87	405
18:45	84	4	7	95	393
Hour	350	8	35	393	-
Total	1705	32	152	1889	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A62
From: A61 Sheffield Road
Direction: U-Turn
To: A61 Sheffield Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	13	0	0	13	-
15:15	11	0	0	11	-
15:30	12	0	0	12	-
15:45	11	0	0	11	47
Hour	47	0	0	47	-
16:00	13	0	0	13	47
16:15	13	0	0	13	49
16:30	12	0	0	12	49
16:45	11	0	0	11	49
Hour	49	0	0	49	-
17:00	16	0	0	16	52
17:15	7	0	0	7	46
17:30	10	0	0	10	44
17:45	10	0	0	10	43
Hour	43	0	0	43	-
18:00	8	0	0	8	35
18:15	9	0	0	9	37
18:30	8	0	0	8	35
18:45	7	0	0	7	32
Hour	32	0	0	32	-
Total	171	0	0	171	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
From: A628 West Way
Direction: Left Turn
To: Wesley Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	31	0	0	31	-
15:15	37	0	0	37	-
15:30	35	1	0	36	-
15:45	34	2	0	36	140
Hour	137	3	0	140	-
16:00	34	1	0	35	144
16:15	36	3	0	39	146
16:30	33	2	0	35	145
16:45	30	3	0	33	142
Hour	133	9	0	142	-
17:00	30	1	0	31	138
17:15	32	1	0	33	132
17:30	28	3	0	31	128
17:45	27	3	0	30	125
Hour	117	8	0	125	-
18:00	25	2	0	27	121
18:15	19	1	0	20	108
18:30	19	1	0	20	97
18:45	16	0	0	16	83
Hour	79	4	0	83	-
Total	466	24	0	490	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
From: A628 West Way
Direction: Straight On
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	127	5	0	132	-
15:15	108	4	0	112	-
15:30	120	4	0	124	-
15:45	120	5	0	125	493
Hour	475	18	0	493	-
16:00	123	1	0	124	485
16:15	131	3	0	134	507
16:30	123	1	0	124	507
16:45	114	1	0	115	497
Hour	491	6	0	497	-
17:00	131	0	0	131	504
17:15	109	1	0	110	480
17:30	118	1	0	119	475
17:45	120	2	0	122	482
Hour	478	4	0	482	-
18:00	123	1	0	124	475
18:15	97	1	0	98	463
18:30	106	0	0	106	450
18:45	91	2	1	94	422
Hour	417	4	1	422	-
Total	1861	32	1	1894	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
From: A628 West Way
Direction: Right Turn
To: A61 Sheffield Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	172	1	0	173	-
15:15	132	5	0	137	-
15:30	157	2	0	159	-
15:45	160	3	0	163	632
Hour	621	11	0	632	-
16:00	167	1	0	168	627
16:15	180	2	0	182	672
16:30	173	1	0	174	687
16:45	163	1	0	164	688
Hour	683	5	0	688	-
17:00	161	0	0	161	681
17:15	186	1	0	187	686
17:30	161	1	0	162	674
17:45	155	0	0	155	665
Hour	663	2	0	665	-
18:00	151	0	0	151	655
18:15	113	0	0	113	581
18:30	109	0	0	109	528
18:45	107	0	0	107	480
Hour	480	0	0	480	-
Total	2447	18	0	2465	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A62
From: A628 West Way
Direction: U-Turn
To: A628 West Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	6	0	0	6	-
15:15	3	0	0	3	-
15:30	5	0	0	5	-
15:45	3	0	0	3	17
Hour	17	0	0	17	-
16:00	5	0	0	5	16
16:15	9	0	0	9	22
16:30	6	0	0	6	23
16:45	4	0	0	4	24
Hour	24	0	0	24	-
17:00	8	0	0	8	27
17:15	4	0	0	4	22
17:30	5	0	0	5	21
17:45	4	0	0	4	21
Hour	21	0	0	21	-
18:00	3	0	0	3	16
18:15	2	0	0	2	14
18:30	2	0	0	2	11
18:45	0	0	0	0	7
Hour	7	0	0	7	-
Total	69	0	0	69	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
From: Wesley Street
Direction: Left Turn
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	16	0	0	16	-
15:15	19	0	0	19	-
15:30	20	0	0	20	-
15:45	18	0	0	18	73
Hour	73	0	0	73	-
16:00	14	0	0	14	71
16:15	11	0	0	11	63
16:30	12	0	0	12	55
16:45	11	0	0	11	48
Hour	48	0	0	48	-
17:00	9	0	0	9	43
17:15	6	0	0	6	38
17:30	6	0	0	6	32
17:45	3	0	0	3	24
Hour	24	0	0	24	-
18:00	3	0	0	3	18
18:15	2	0	0	2	14
18:30	2	0	0	2	10
18:45	1	0	0	1	8
Hour	8	0	0	8	-
Total	153	0	0	153	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
From: Wesley Street
Direction: Straight On
To: A61 Sheffield Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	21	0	0	21	-
15:15	30	0	0	30	-
15:30	31	0	0	31	-
15:45	32	0	0	32	114
Hour	114	0	0	114	-
16:00	28	0	0	28	121
16:15	24	0	0	24	115
16:30	32	0	0	32	116
16:45	35	0	0	35	119
Hour	119	0	0	119	-
17:00	35	0	0	35	126
17:15	22	0	0	22	124
17:30	22	0	0	22	114
17:45	13	0	0	13	92
Hour	92	0	0	92	-
18:00	11	0	0	11	68
18:15	8	0	0	8	54
18:30	4	0	0	4	36
18:45	7	0	0	7	30
Hour	30	0	0	30	-
Total	355	0	0	355	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
From: Wesley Street
Direction: Right Turn
To: A628 West Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	35	0	0	35	-
15:15	36	1	0	37	-
15:30	45	0	0	45	-
15:45	46	0	0	46	163
Hour	162	1	0	163	-
16:00	41	0	0	41	169
16:15	35	0	0	35	167
16:30	47	0	0	47	169
16:45	52	0	0	52	175
Hour	175	0	0	175	-
17:00	54	0	0	54	188
17:15	32	0	0	32	185
17:30	42	0	0	42	180
17:45	30	0	0	30	158
Hour	158	0	0	158	-
18:00	31	0	0	31	135
18:15	31	0	0	31	134
18:30	28	0	0	28	120
18:45	27	0	0	27	117
Hour	117	0	0	117	-
Total	612	1	0	613	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A62
From: Wesley Street
Direction: U-Turn
To: Wesley Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	0	0	0	0	-
15:15	0	0	0	0	-
15:30	0	0	0	0	-
15:45	0	0	0	0	0
Hour	0	0	0	0	-
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
Hour	0	0	0	0	-
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
Hour	0	0	0	0	-
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
Arm: A61 Harborough Hill Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	253	5	12	270	-
15:15	257	5	5	267	-
15:30	263	7	8	278	-
15:45	247	6	14	267	1082
Hour	1020	23	39	1082	-
16:00	269	6	10	285	1097
16:15	265	7	14	286	1116
16:30	259	3	10	272	1110
16:45	237	1	11	249	1092
Hour	1030	17	45	1092	-
17:00	260	3	8	271	1078
17:15	211	2	6	219	1011
17:30	219	5	10	234	973
17:45	222	2	9	233	957
Hour	912	12	33	957	-
18:00	214	4	13	231	917
18:15	198	2	10	210	908
18:30	192	0	5	197	871
18:45	177	6	8	191	829
Hour	781	12	36	829	-
Total	3743	64	153	3960	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
Arm: A61 Sheffield Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	343	1	12	356	-
15:15	295	10	12	317	-
15:30	308	4	5	317	-
15:45	335	7	4	346	1336
Hour	1281	22	33	1336	-
16:00	342	3	7	352	1332
16:15	368	4	9	381	1396
16:30	362	2	10	374	1453
16:45	358	3	13	374	1481
Hour	1430	12	39	1481	-
17:00	349	3	9	361	1490
17:15	359	1	10	370	1479
17:30	331	2	6	339	1444
17:45	297	1	8	306	1376
Hour	1336	7	33	1376	-
18:00	300	2	6	308	1323
18:15	242	1	6	249	1202
18:30	226	1	7	234	1097
18:45	239	0	4	243	1034
Hour	1007	4	23	1034	-
Total	5054	45	128	5227	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
Arm: A628 West Way
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	303	7	1	311	-
15:15	318	5	2	325	-
15:30	298	9	1	308	-
15:45	300	9	1	310	1254
Hour	1219	30	5	1254	-
16:00	320	5	1	326	1269
16:15	316	5	1	322	1266
16:30	316	3	1	320	1278
16:45	304	3	1	308	1276
Hour	1256	16	4	1276	-
17:00	294	2	1	297	1247
17:15	271	5	1	277	1202
17:30	276	3	1	280	1162
17:45	266	2	1	269	1123
Hour	1107	12	4	1123	-
18:00	273	4	1	278	1104
18:15	285	2	1	288	1115
18:30	294	1	1	296	1131
18:45	253	4	1	258	1120
Hour	1105	11	4	1120	-
Total	4687	69	17	4773	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A62
Arm: Wesley Street
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	56	0	0	56	-
15:15	62	0	0	62	-
15:30	57	1	0	58	-
15:45	53	2	0	55	231
Hour	228	3	0	231	-
16:00	53	1	0	54	229
16:15	52	3	0	55	222
16:30	45	2	0	47	211
16:45	40	3	0	43	199
Hour	190	9	0	199	-
17:00	37	1	0	38	183
17:15	39	1	0	40	168
17:30	34	3	0	37	158
17:45	33	3	0	36	151
Hour	143	8	0	151	-
18:00	31	2	0	33	146
18:15	24	1	0	25	131
18:30	25	1	0	26	120
18:45	19	0	0	19	103
Hour	99	4	0	103	-
Total	660	24	0	684	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
Arm: A61 Harborough Hill Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	272	5	13	290	-
15:15	270	9	14	293	-
15:30	221	8	6	235	-
15:45	262	12	5	279	1097
Hour	1025	34	38	1097	-
16:00	260	5	8	273	1080
16:15	287	5	10	302	1089
16:30	271	3	11	285	1139
16:45	270	5	14	289	1149
Hour	1088	18	43	1149	-
17:00	235	4	10	249	1125
17:15	265	5	11	281	1104
17:30	253	3	7	263	1082
17:45	227	3	9	239	1032
Hour	980	15	37	1032	-
18:00	257	6	7	270	1053
18:15	228	3	7	238	1010
18:30	246	2	8	256	1003
18:45	229	2	5	236	1000
Hour	960	13	27	1000	-
Total	4053	80	145	4278	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
Arm: A61 Sheffield Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	275	2	12	289	-
15:15	297	1	5	303	-
15:30	292	6	8	306	-
15:45	260	2	14	276	1174
Hour	1124	11	39	1174	-
16:00	312	7	10	329	1214
16:15	288	6	14	308	1219
16:30	285	3	10	298	1211
16:45	260	0	11	271	1206
Hour	1145	16	45	1206	-
17:00	277	4	8	289	1166
17:15	224	1	6	231	1089
17:30	225	5	10	240	1031
17:45	239	0	9	248	1008
Hour	965	10	33	1008	-
18:00	214	3	13	230	949
18:15	249	1	10	260	978
18:30	221	0	5	226	964
18:45	210	6	7	223	939
Hour	894	10	35	939	-
Total	4128	47	152	4327	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A6
Arm: A628 West Way
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	336	6	0	342	-
15:15	280	9	0	289	-
15:30	317	7	0	324	-
15:45	317	10	0	327	1282
Hour	1250	32	0	1282	-
16:00	329	3	0	332	1272
16:15	356	8	0	364	1347
16:30	335	4	0	339	1362
16:45	311	5	0	316	1351
Hour	1331	20	0	1351	-
17:00	330	1	0	331	1350
17:15	331	3	0	334	1320
17:30	312	5	0	317	1298
17:45	306	5	0	311	1293
Hour	1279	14	0	1293	-
18:00	302	3	0	305	1267
18:15	231	2	0	233	1166
18:30	236	1	0	237	1086
18:45	214	2	1	217	992
Hour	983	8	1	992	-
Total	4843	74	1	4918	-

Junction: J5 : A61 Harborough Hill Road / A61 Sheffield Road / A62
Arm: Wesley Street
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
15:00	72	0	0	72	-
15:15	85	1	0	86	-
15:30	96	0	0	96	-
15:45	96	0	0	96	350
Hour	349	1	0	350	-
16:00	83	0	0	83	361
16:15	70	0	0	70	345
16:30	91	0	0	91	340
16:45	98	0	0	98	342
Hour	342	0	0	342	-
17:00	98	0	0	98	357
17:15	60	0	0	60	347
17:30	70	0	0	70	326
17:45	46	0	0	46	274
Hour	274	0	0	274	-
18:00	45	0	0	45	221
18:15	41	0	0	41	202
18:30	34	0	0	34	166
18:45	35	0	0	35	155
Hour	155	0	0	155	-
Total	1120	1	0	1121	-

Junction: 1: Wakefield Road/ Carlton Road/ Wakefield Road
From: Wakefield Road (North Arm)
Direction: Left Turn
To: Carlton Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	6	0	0	6	-
10:15	3	0	0	3	-
10:30	3	0	0	3	-
10:45	4	0	0	4	16
Hour	16	0	0	16	-
11:00	3	0	0	3	13
11:15	3	0	0	3	13
11:30	3	0	0	3	13
11:45	7	0	0	7	16
Hour	16	0	0	16	-
12:00	6	0	0	6	19
12:15	5	0	0	5	21
12:30	2	0	0	2	20
12:45	3	0	0	3	16
Hour	16	0	0	16	-
13:00	8	0	0	8	18
13:15	2	0	0	2	15
13:30	4	0	0	4	17
13:45	0	0	0	0	14
Hour	14	0	0	14	-
14:00	1	0	0	1	7
14:15	1	0	0	1	6
14:30	7	0	0	7	9
14:45	1	0	0	1	10
Hour	10	0	0	10	-
Total	72	0	0	72	-

Junction: 1: Wakefield Road/ Carlton Road/ Wakefield Road
From: Wakefield Road (North Arm)
Direction: Straight On
To: Wakefield Road (South Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	128	1	3	132	-
10:15	135	4	3	142	-
10:30	118	0	4	122	-
10:45	144	1	2	147	543
Hour	525	6	12	543	-
11:00	126	0	4	130	541
11:15	111	2	3	116	515
11:30	138	0	4	142	535
11:45	151	1	3	155	543
Hour	526	3	14	543	-
12:00	139	0	4	143	556
12:15	119	0	2	121	561
12:30	107	3	4	114	533
12:45	121	0	4	125	503
Hour	486	3	14	503	-
13:00	134	1	4	139	499
13:15	114	0	2	116	494
13:30	113	1	4	118	498
13:45	126	1	5	132	505
Hour	487	3	15	505	-
14:00	123	0	0	123	489
14:15	134	2	3	139	512
14:30	125	0	5	130	524
14:45	116	0	1	117	509
Hour	498	2	9	509	-
Total	2522	17	64	2603	-

Junction: 1: Wakefield Road/ Carlton Road/ Wakefield Road
From: Carlton Road
Direction: Left Turn
To: Wakefield Road (South Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	96	2	1	99	-
10:15	72	2	1	75	-
10:30	89	1	1	91	-
10:45	92	0	1	93	358
Hour	349	5	4	358	-
11:00	63	2	1	66	325
11:15	73	0	1	74	324
11:30	91	2	1	94	327
11:45	87	1	1	89	323
Hour	314	5	4	323	-
12:00	91	0	1	92	349
12:15	75	0	1	76	351
12:30	145	0	2	147	404
12:45	90	1	1	92	407
Hour	401	1	5	407	-
13:00	87	1	1	89	404
13:15	83	1	1	85	413
13:30	73	2	1	76	342
13:45	69	2	1	72	322
Hour	312	6	4	322	-
14:00	76	1	1	78	311
14:15	62	2	1	65	291
14:30	68	0	1	69	284
14:45	56	1	1	58	270
Hour	262	4	4	270	-
Total	1638	21	21	1680	-

Junction: 1: Wakefield Road/ Carlton Road/ Wakefield Road
From: Carlton Road
Direction: Right Turn
To: Wakefield Road (North Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	4	0	0	4	-
10:15	4	1	0	5	-
10:30	2	0	0	2	-
10:45	3	1	0	4	15
Hour	13	2	0	15	-
11:00	4	0	0	4	15
11:15	4	0	0	4	14
11:30	4	0	0	4	16
11:45	3	0	0	3	15
Hour	15	0	0	15	-
12:00	2	0	0	2	13
12:15	4	0	0	4	13
12:30	6	0	0	6	15
12:45	3	0	0	3	15
Hour	15	0	0	15	-
13:00	3	0	0	3	16
13:15	2	0	0	2	14
13:30	2	0	0	2	10
13:45	0	0	0	0	7
Hour	7	0	0	7	-
14:00	2	0	0	2	6
14:15	2	0	0	2	6
14:30	4	0	0	4	8
14:45	3	0	0	3	11
Hour	11	0	0	11	-
Total	61	2	0	63	-

Junction: 1: Wakefield Road/ Carlton Road/ Wakefield Road
From: Wakefield Road (South Arm)
Direction: Straight On
To: Wakefield Road (North Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	115	1	2	118	-
10:15	116	0	4	120	-
10:30	125	1	2	128	-
10:45	111	1	6	118	484
Hour	467	3	14	484	-
11:00	143	2	2	147	513
11:15	148	3	4	155	548
11:30	137	7	4	148	568
11:45	137	0	3	140	590
Hour	565	12	13	590	-
12:00	136	0	3	139	582
12:15	139	1	5	145	572
12:30	150	1	4	155	579
12:45	144	1	4	149	588
Hour	569	3	16	588	-
13:00	143	1	3	147	596
13:15	141	1	3	145	596
13:30	147	0	3	150	591
13:45	143	1	3	147	589
Hour	574	3	12	589	-
14:00	124	0	4	128	570
14:15	129	1	4	134	559
14:30	129	2	2	133	542
14:45	145	3	5	153	548
Hour	527	6	15	548	-
Total	2702	27	70	2799	-

Junction: 1: Wakefield Road/ Carlton Road/ Wakefield Road
From: Wakefield Road (South Arm)
Direction: Right Turn
To: Carlton Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	55	2	1	58	-
10:15	53	0	1	54	-
10:30	66	0	1	67	-
10:45	60	0	1	61	240
Hour	234	2	4	240	-
11:00	56	1	1	58	240
11:15	65	0	1	66	252
11:30	66	0	1	67	252
11:45	64	0	2	66	257
Hour	251	1	5	257	-
12:00	69	2	1	72	271
12:15	66	0	1	67	272
12:30	65	2	0	67	272
12:45	62	1	2	65	271
Hour	262	5	4	271	-
13:00	62	0	1	63	262
13:15	67	0	0	67	262
13:30	90	0	1	91	286
13:45	64	0	1	65	286
Hour	283	0	3	286	-
14:00	60	0	1	61	284
14:15	76	0	1	77	294
14:30	79	1	1	81	284
14:45	74	1	1	76	295
Hour	289	2	4	295	-
Total	1319	10	20	1349	-

Junction: 1: Wakefield Road/ Carlton Road/ Wakefield Road
Arm: Wakefield Road (North Arm)
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	119	1	2	122	-
10:15	120	1	4	125	-
10:30	127	1	2	130	-
10:45	114	2	6	122	499
Hour	480	5	14	499	-
11:00	147	2	2	151	528
11:15	152	3	4	159	562
11:30	141	7	4	152	584
11:45	140	0	3	143	605
Hour	580	12	13	605	-
12:00	138	0	3	141	595
12:15	143	1	5	149	585
12:30	156	1	4	161	594
12:45	147	1	4	152	603
Hour	584	3	16	603	-
13:00	146	1	3	150	612
13:15	143	1	3	147	610
13:30	149	0	3	152	601
13:45	143	1	3	147	596
Hour	581	3	12	596	-
14:00	126	0	4	130	576
14:15	131	1	4	136	565
14:30	133	2	2	137	550
14:45	148	3	5	156	559
Hour	538	6	15	559	-
Total	2763	29	70	2862	-

Junction: 1: Wakefield Road/ Carlton Road/ Wakefield Road
Arm: Carlton Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	61	2	1	64	-
10:15	56	0	1	57	-
10:30	69	0	1	70	-
10:45	64	0	1	65	256
Hour	250	2	4	256	-
11:00	59	1	1	61	253
11:15	68	0	1	69	265
11:30	69	0	1	70	265
11:45	71	0	2	73	273
Hour	267	1	5	273	-
12:00	75	2	1	78	290
12:15	71	0	1	72	293
12:30	67	2	0	69	292
12:45	65	1	2	68	287
Hour	278	5	4	287	-
13:00	70	0	1	71	280
13:15	69	0	0	69	277
13:30	94	0	1	95	303
13:45	64	0	1	65	300
Hour	297	0	3	300	-
14:00	61	0	1	62	291
14:15	77	0	1	78	300
14:30	86	1	1	88	293
14:45	75	1	1	77	305
Hour	299	2	4	305	-
Total	1391	10	20	1421	-

Junction: 1: Wakefield Road/ Carlton Road/ Wakefield Road
Arm: Wakefield Road (South Arm)
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	224	3	4	231	-
10:15	207	6	4	217	-
10:30	207	1	5	213	-
10:45	236	1	3	240	901
Hour	874	11	16	901	-
11:00	189	2	5	196	866
11:15	184	2	4	190	839
11:30	229	2	5	236	862
11:45	238	2	4	244	866
Hour	840	8	18	866	-
12:00	230	0	5	235	905
12:15	194	0	3	197	912
12:30	252	3	6	261	937
12:45	211	1	5	217	910
Hour	887	4	19	910	-
13:00	221	2	5	228	903
13:15	197	1	3	201	907
13:30	186	3	5	194	840
13:45	195	3	6	204	827
Hour	799	9	19	827	-
14:00	199	1	1	201	800
14:15	196	4	4	204	803
14:30	193	0	6	199	808
14:45	172	1	2	175	779
Hour	760	6	13	779	-
Total	4160	38	85	4283	-

Junction: 1: Wakefield Road/ Carlton Road/ Wakefield Road
Arm: Wakefield Road (North Arm)
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	134	1	3	138	-
10:15	138	4	3	145	-
10:30	121	0	4	125	-
10:45	148	1	2	151	559
Hour	541	6	12	559	-
11:00	129	0	4	133	554
11:15	114	2	3	119	528
11:30	141	0	4	145	548
11:45	158	1	3	162	559
Hour	542	3	14	559	-
12:00	145	0	4	149	575
12:15	124	0	2	126	582
12:30	109	3	4	116	553
12:45	124	0	4	128	519
Hour	502	3	14	519	-
13:00	142	1	4	147	517
13:15	116	0	2	118	509
13:30	117	1	4	122	515
13:45	126	1	5	132	519
Hour	501	3	15	519	-
14:00	124	0	0	124	496
14:15	135	2	3	140	518
14:30	132	0	5	137	533
14:45	117	0	1	118	519
Hour	508	2	9	519	-
Total	2594	17	64	2675	-

Junction: 1: Wakefield Road/ Carlton Road/ Wakefield Road
Arm: Carlton Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	100	2	1	103	-
10:15	76	3	1	80	-
10:30	91	1	1	93	-
10:45	95	1	1	97	373
Hour	362	7	4	373	-
11:00	67	2	1	70	340
11:15	77	0	1	78	338
11:30	95	2	1	98	343
11:45	90	1	1	92	338
Hour	329	5	4	338	-
12:00	93	0	1	94	362
12:15	79	0	1	80	364
12:30	151	0	2	153	419
12:45	93	1	1	95	422
Hour	416	1	5	422	-
13:00	90	1	1	92	420
13:15	85	1	1	87	427
13:30	75	2	1	78	352
13:45	69	2	1	72	329
Hour	319	6	4	329	-
14:00	78	1	1	80	317
14:15	64	2	1	67	297
14:30	72	0	1	73	292
14:45	59	1	1	61	281
Hour	273	4	4	281	-
Total	1699	23	21	1743	-

Junction: 1: Wakefield Road/ Carlton Road/ Wakefield Road
Arm: Wakefield Road (South Arm)
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	170	3	3	176	-
10:15	169	0	5	174	-
10:30	191	1	3	195	-
10:45	171	1	7	179	724
Hour	701	5	18	724	-
11:00	199	3	3	205	753
11:15	213	3	5	221	800
11:30	203	7	5	215	820
11:45	201	0	5	206	847
Hour	816	13	18	847	-
12:00	205	2	4	211	853
12:15	205	1	6	212	844
12:30	215	3	4	222	851
12:45	206	2	6	214	859
Hour	831	8	20	859	-
13:00	205	1	4	210	858
13:15	208	1	3	212	858
13:30	237	0	4	241	877
13:45	207	1	4	212	875
Hour	857	3	15	875	-
14:00	184	0	5	189	854
14:15	205	1	5	211	853
14:30	208	3	3	214	826
14:45	219	4	6	229	843
Hour	816	8	19	843	-
Total	4021	37	90	4148	-

Junction: 2: A61 Wakefield Road/ Smithies Lane
From: Wakefield Road (North Arm)
Direction: Straight On
To: Wakefield Road (South Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	160	3	4	167	-
10:15	156	2	2	160	-
10:30	152	0	4	156	-
10:45	154	1	3	158	641
Hour	622	6	13	641	-
11:00	150	1	3	154	628
11:15	137	3	4	144	612
11:30	180	2	3	185	641
11:45	158	2	4	164	647
Hour	625	8	14	647	-
12:00	162	0	5	167	660
12:15	138	1	2	141	657
12:30	129	3	4	136	608
12:45	159	0	4	163	607
Hour	588	4	15	607	-
13:00	154	1	3	158	598
13:15	144	1	3	148	605
13:30	149	2	4	155	624
13:45	149	2	5	156	617
Hour	596	6	15	617	-
14:00	157	2	4	163	622
14:15	158	2	3	163	637
14:30	153	1	4	158	640
14:45	138	1	3	142	626
Hour	606	6	14	626	-
Total	3037	30	71	3138	-

Junction: 2: A61 Wakefield Road/ Smithies Lane
From: Wakefield Road (North Arm)
Direction: Right Turn
To: Smithies Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	51	0	1	52	-
10:15	55	4	1	60	-
10:30	50	1	1	52	-
10:45	67	1	1	69	233
Hour	223	6	4	233	-
11:00	40	1	1	42	223
11:15	55	0	2	57	220
11:30	55	0	0	55	223
11:45	79	0	1	80	234
Hour	229	1	4	234	-
12:00	57	0	1	58	250
12:15	68	0	2	70	263
12:30	52	0	2	54	262
12:45	55	1	1	57	239
Hour	232	1	6	239	-
13:00	65	1	1	67	248
13:15	55	1	1	57	235
13:30	37	1	1	39	220
13:45	41	2	1	44	207
Hour	198	5	4	207	-
14:00	37	1	1	39	179
14:15	49	2	1	52	174
14:30	39	0	1	40	175
14:45	38	1	2	41	172
Hour	163	4	5	172	-
Total	1045	17	23	1085	-

Junction: 2: A61 Wakefield Road/ Smithies Lane
From: Wakefield Road (South Arm)
Direction: Left Turn
To: Smithies Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	8	0	0	8	-
10:15	6	0	0	6	-
10:30	8	0	0	8	-
10:45	8	0	0	8	30
Hour	30	0	0	30	-
11:00	8	0	0	8	30
11:15	8	0	0	8	32
11:30	12	0	0	12	36
11:45	6	0	0	6	34
Hour	34	0	0	34	-
12:00	6	0	0	6	32
12:15	8	1	0	9	33
12:30	9	0	0	9	30
12:45	4	0	0	4	28
Hour	27	1	0	28	-
13:00	8	0	0	8	30
13:15	6	1	0	7	28
13:30	7	0	0	7	26
13:45	6	0	0	6	28
Hour	27	1	0	28	-
14:00	6	0	0	6	26
14:15	11	0	0	11	30
14:30	6	0	0	6	29
14:45	7	0	0	7	30
Hour	30	0	0	30	-
Total	148	2	0	150	-

Junction: 2: A61 Wakefield Road/ Smithies Lane
From: Wakefield Road (South Arm)
Direction: Straight On
To: Wakefield Road (North Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	139	2	2	143	-
10:15	142	1	4	147	-
10:30	153	3	2	158	-
10:45	142	1	6	149	597
Hour	576	7	14	597	-
11:00	161	3	2	166	620
11:15	169	2	4	175	648
11:30	167	6	5	178	668
11:45	165	0	3	168	687
Hour	662	11	14	687	-
12:00	161	1	3	165	686
12:15	164	0	0	164	675
12:30	183	1	5	189	686
12:45	176	2	5	183	701
Hour	684	4	13	701	-
13:00	176	0	3	179	715
13:15	180	2	3	185	736
13:30	168	2	3	173	720
13:45	168	2	3	173	710
Hour	692	6	12	710	-
14:00	160	1	4	165	696
14:15	160	3	4	167	678
14:30	164	2	2	168	673
14:45	178	6	5	189	689
Hour	662	12	15	689	-
Total	3276	40	68	3384	-

Junction: 2: A61 Wakefield Road/ Smithies Lane
From: Smithies Lane
Direction: Left Turn
To: Wakefield Road (North Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	39	2	1	42	-
10:15	27	0	1	28	-
10:30	32	0	1	33	-
10:45	33	1	1	35	138
Hour	131	3	4	138	-
11:00	39	1	1	41	137
11:15	36	0	0	36	145
11:30	33	1	1	35	147
11:45	36	0	1	37	149
Hour	144	2	3	149	-
12:00	47	0	1	48	156
12:15	41	0	1	42	162
12:30	37	2	0	39	166
12:45	33	0	2	35	164
Hour	158	2	4	164	-
13:00	32	0	1	33	149
13:15	45	0	1	46	153
13:30	46	0	1	47	161
13:45	39	0	1	40	166
Hour	162	0	4	166	-
14:00	32	0	1	33	166
14:15	38	0	1	39	159
14:30	39	1	1	41	153
14:45	37	1	1	39	152
Hour	146	2	4	152	-
Total	741	9	19	769	-

Junction: 2: A61 Wakefield Road/ Smithies Lane
From: Smithies Lane
Direction: Right Turn
To: Wakefield Road (South Arm)

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	3	0	0	3	-
10:15	7	0	0	7	-
10:30	5	0	0	5	-
10:45	4	0	0	4	19
Hour	19	0	0	19	-
11:00	5	0	0	5	21
11:15	5	0	0	5	19
11:30	13	0	0	13	27
11:45	4	0	0	4	27
Hour	27	0	0	27	-
12:00	6	1	0	7	29
12:15	7	0	0	7	31
12:30	7	0	0	7	25
12:45	13	0	0	13	34
Hour	33	1	0	34	-
13:00	1	0	0	1	28
13:15	3	0	0	3	24
13:30	7	1	0	8	25
13:45	8	0	0	8	20
Hour	19	1	0	20	-
14:00	3	0	0	3	22
14:15	4	0	0	4	23
14:30	3	0	0	3	18
14:45	2	0	0	2	12
Hour	12	0	0	12	-
Total	110	2	0	112	-

Junction: 2: A61 Wakefield Road/ Smithies Lane
Arm: Wakefield Road (North Arm)
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	178	4	3	185	-
10:15	169	1	5	175	-
10:30	185	3	3	191	-
10:45	175	2	7	184	735
Hour	707	10	18	735	-
11:00	200	4	3	207	757
11:15	205	2	4	211	793
11:30	200	7	6	213	815
11:45	201	0	4	205	836
Hour	806	13	17	836	-
12:00	208	1	4	213	842
12:15	205	0	1	206	837
12:30	220	3	5	228	852
12:45	209	2	7	218	865
Hour	842	6	17	865	-
13:00	208	0	4	212	864
13:15	225	2	4	231	889
13:30	214	2	4	220	881
13:45	207	2	4	213	876
Hour	854	6	16	876	-
14:00	192	1	5	198	862
14:15	198	3	5	206	837
14:30	203	3	3	209	826
14:45	215	7	6	228	841
Hour	808	14	19	841	-
Total	4017	49	87	4153	-

Junction: 2: A61 Wakefield Road/ Smithies Lane
Arm: Wakefield Road (South Arm)
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	163	3	4	170	-
10:15	163	2	2	167	-
10:30	157	0	4	161	-
10:45	158	1	3	162	660
Hour	641	6	13	660	-
11:00	155	1	3	159	649
11:15	142	3	4	149	631
11:30	193	2	3	198	668
11:45	162	2	4	168	674
Hour	652	8	14	674	-
12:00	168	1	5	174	689
12:15	145	1	2	148	688
12:30	136	3	4	143	633
12:45	172	0	4	176	641
Hour	621	5	15	641	-
13:00	155	1	3	159	626
13:15	147	1	3	151	629
13:30	156	3	4	163	649
13:45	157	2	5	164	637
Hour	615	7	15	637	-
14:00	160	2	4	166	644
14:15	162	2	3	167	660
14:30	156	1	4	161	658
14:45	140	1	3	144	638
Hour	618	6	14	638	-
Total	3147	32	71	3250	-

Junction: 2: A61 Wakefield Road/ Smithies Lane
Arm: Smithies Lane
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	59	0	1	60	-
10:15	61	4	1	66	-
10:30	58	1	1	60	-
10:45	75	1	1	77	263
Hour	253	6	4	263	-
11:00	48	1	1	50	253
11:15	63	0	2	65	252
11:30	67	0	0	67	259
11:45	85	0	1	86	268
Hour	263	1	4	268	-
12:00	63	0	1	64	282
12:15	76	1	2	79	296
12:30	61	0	2	63	292
12:45	59	1	1	61	267
Hour	259	2	6	267	-
13:00	73	1	1	75	278
13:15	61	2	1	64	263
13:30	44	1	1	46	246
13:45	47	2	1	50	235
Hour	225	6	4	235	-
14:00	43	1	1	45	205
14:15	60	2	1	63	204
14:30	45	0	1	46	204
14:45	45	1	2	48	202
Hour	193	4	5	202	-
Total	1193	19	23	1235	-

Junction: 2: A61 Wakefield Road/ Smithies Lane
Arm: Wakefield Road (North Arm)
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	211	3	5	219	-
10:15	211	6	3	220	-
10:30	202	1	5	208	-
10:45	221	2	4	227	874
Hour	845	12	17	874	-
11:00	190	2	4	196	851
11:15	192	3	6	201	832
11:30	235	2	3	240	864
11:45	237	2	5	244	881
Hour	854	9	18	881	-
12:00	219	0	6	225	910
12:15	206	1	4	211	920
12:30	181	3	6	190	870
12:45	214	1	5	220	846
Hour	820	5	21	846	-
13:00	219	2	4	225	846
13:15	199	2	4	205	840
13:30	186	3	5	194	844
13:45	190	4	6	200	824
Hour	794	11	19	824	-
14:00	194	3	5	202	801
14:15	207	4	4	215	811
14:30	192	1	5	198	815
14:45	176	2	5	183	798
Hour	769	10	19	798	-
Total	4082	47	94	4223	-

Junction: 2: A61 Wakefield Road/ Smithies Lane
Arm: Wakefield Road (South Arm)
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	147	2	2	151	-
10:15	148	1	4	153	-
10:30	161	3	2	166	-
10:45	150	1	6	157	627
Hour	606	7	14	627	-
11:00	169	3	2	174	650
11:15	177	2	4	183	680
11:30	179	6	5	190	704
11:45	171	0	3	174	721
Hour	696	11	14	721	-
12:00	167	1	3	171	718
12:15	172	1	0	173	708
12:30	192	1	5	198	716
12:45	180	2	5	187	729
Hour	711	5	13	729	-
13:00	184	0	3	187	745
13:15	186	3	3	192	764
13:30	175	2	3	180	746
13:45	174	2	3	179	738
Hour	719	7	12	738	-
14:00	166	1	4	171	722
14:15	171	3	4	178	708
14:30	170	2	2	174	702
14:45	185	6	5	196	719
Hour	692	12	15	719	-
Total	3424	42	68	3534	-

Junction: 2: A61 Wakefield Road/ Smithies Lane
Arm: Smithies Lane
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	42	2	1	45	-
10:15	34	0	1	35	-
10:30	37	0	1	38	-
10:45	37	1	1	39	157
Hour	150	3	4	157	-
11:00	44	1	1	46	158
11:15	41	0	0	41	164
11:30	46	1	1	48	174
11:45	40	0	1	41	176
Hour	171	2	3	176	-
12:00	53	1	1	55	185
12:15	48	0	1	49	193
12:30	44	2	0	46	191
12:45	46	0	2	48	198
Hour	191	3	4	198	-
13:00	33	0	1	34	177
13:15	48	0	1	49	177
13:30	53	1	1	55	186
13:45	47	0	1	48	186
Hour	181	1	4	186	-
14:00	35	0	1	36	188
14:15	42	0	1	43	182
14:30	42	1	1	44	171
14:45	39	1	1	41	164
Hour	158	2	4	164	-
Total	851	11	19	881	-

Junction: 3: A61 Wakefield Road/ Burton Road/ A61 Old Mill Lane
From: Wakefield Road
Direction: Left Turn
To: Burton Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	4	0	1	5	-
10:15	9	0	0	9	-
10:30	4	0	0	4	-
10:45	6	0	0	6	24
Hour	23	0	1	24	-
11:00	10	0	0	10	29
11:15	8	0	0	8	28
11:30	13	0	0	13	37
11:45	6	0	0	6	37
Hour	37	0	0	37	-
12:00	3	0	0	3	30
12:15	11	0	0	11	33
12:30	6	0	0	6	26
12:45	13	0	0	13	33
Hour	33	0	0	33	-
13:00	6	0	0	6	36
13:15	9	0	0	9	34
13:30	5	0	0	5	33
13:45	5	0	0	5	25
Hour	25	0	0	25	-
14:00	5	0	0	5	24
14:15	8	0	0	8	23
14:30	3	0	0	3	21
14:45	4	0	0	4	20
Hour	20	0	0	20	-
Total	138	0	1	139	-

Junction: 3: A61 Wakefield Road/ Burton Road/ A61 Old Mill Lane
From: Wakefield Road
Direction: Straight On
To: Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	171	1	3	175	-
10:15	157	2	4	163	-
10:30	163	0	3	166	-
10:45	170	0	4	174	678
Hour	661	3	14	678	-
11:00	142	1	3	146	649
11:15	150	2	4	156	642
11:30	148	0	3	151	627
11:45	155	1	4	160	613
Hour	595	4	14	613	-
12:00	155	1	3	159	626
12:15	165	0	4	169	639
12:30	143	1	2	146	634
12:45	150	1	5	156	630
Hour	613	3	14	630	-
13:00	161	0	3	164	635
13:15	144	0	3	147	613
13:30	151	0	4	155	622
13:45	141	1	5	147	613
Hour	597	1	15	613	-
14:00	160	1	4	165	614
14:15	142	2	4	148	615
14:30	155	1	4	160	620
14:45	148	1	3	152	625
Hour	605	5	15	625	-
Total	3071	16	72	3159	-

Junction: 3: A61 Wakefield Road/ Burton Road/ A61 Old Mill Lane
From: Burton Road
Direction: Left Turn
To: Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	140	0	2	142	-
10:15	132	2	4	138	-
10:30	125	0	3	128	-
10:45	114	1	4	119	527
Hour	511	3	13	527	-
11:00	111	1	3	115	500
11:15	108	3	4	115	477
11:30	119	1	3	123	472
11:45	106	2	4	112	465
Hour	444	7	14	465	-
12:00	100	1	3	104	454
12:15	98	0	4	102	441
12:30	108	1	3	112	430
12:45	117	0	2	119	437
Hour	423	2	12	437	-
13:00	127	1	3	131	464
13:15	111	0	1	112	474
13:30	134	0	3	137	499
13:45	116	0	3	119	499
Hour	488	1	10	499	-
14:00	125	1	2	128	496
14:15	117	0	1	118	502
14:30	105	0	2	107	472
14:45	114	0	2	116	469
Hour	461	1	7	469	-
Total	2327	14	56	2397	-

Junction: 3: A61 Wakefield Road/ Burton Road/ A61 Old Mill Lane
From: Burton Road
Direction: Right Turn
To: Wakefield Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	1	0	0	1	1
13:45	0	0	0	0	1
Hour	1	0	0	1	-
14:00	0	0	0	0	1
14:15	0	0	0	0	1
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	1	0	0	1	-

Junction: 3: A61 Wakefield Road/ Burton Road/ A61 Old Mill Lane
From: Old Mill Lane
Direction: Straight On
To: Wakefield Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	146	2	2	150	-
10:15	140	0	4	144	-
10:30	156	2	3	161	-
10:45	164	0	6	170	625
Hour	606	4	15	625	-
11:00	156	2	2	160	635
11:15	174	1	6	181	672
11:30	171	4	3	178	689
11:45	151	0	5	156	675
Hour	652	7	16	675	-
12:00	162	0	2	164	679
12:15	173	2	5	180	678
12:30	173	1	6	180	680
12:45	166	2	4	172	696
Hour	674	5	17	696	-
13:00	176	0	3	179	711
13:15	180	1	3	184	715
13:30	176	1	4	181	716
13:45	175	1	2	178	722
Hour	707	3	12	722	-
14:00	165	0	5	170	713
14:15	179	3	4	186	715
14:30	179	3	1	183	717
14:45	189	5	5	199	738
Hour	712	11	15	738	-
Total	3351	30	75	3456	-

Junction: 3: A61 Wakefield Road/ Burton Road/ A61 Old Mill Lane
From: Old Mill Lane
Direction: Right Turn
To: Burton Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	82	1	4	87	-
10:15	100	2	3	105	-
10:30	126	1	2	129	-
10:45	124	1	2	127	448
Hour	432	5	11	448	-
11:00	134	2	1	137	498
11:15	119	1	3	123	516
11:30	125	0	3	128	515
11:45	122	0	0	122	510
Hour	500	3	7	510	-
12:00	151	2	1	154	527
12:15	131	2	5	138	542
12:30	160	1	2	163	577
12:45	128	0	1	129	584
Hour	570	5	9	584	-
13:00	112	1	2	115	545
13:15	146	0	4	150	557
13:30	126	1	2	129	523
13:45	128	0	2	130	524
Hour	512	2	10	524	-
14:00	113	0	2	115	524
14:15	138	1	3	142	516
14:30	120	0	2	122	509
14:45	127	0	2	129	508
Hour	498	1	9	508	-
Total	2512	16	46	2574	-

Junction: 3: A61 Wakefield Road/ Burton Road/ A61 Old Mill Lane
Arm: Wakefield Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	146	2	2	150	-
10:15	140	0	4	144	-
10:30	156	2	3	161	-
10:45	164	0	6	170	625
Hour	606	4	15	625	-
11:00	156	2	2	160	635
11:15	174	1	6	181	672
11:30	171	4	3	178	689
11:45	151	0	5	156	675
Hour	652	7	16	675	-
12:00	162	0	2	164	679
12:15	173	2	5	180	678
12:30	173	1	6	180	680
12:45	166	2	4	172	696
Hour	674	5	17	696	-
13:00	176	0	3	179	711
13:15	180	1	3	184	715
13:30	177	1	4	182	717
13:45	175	1	2	178	723
Hour	708	3	12	723	-
14:00	165	0	5	170	714
14:15	179	3	4	186	716
14:30	179	3	1	183	717
14:45	189	5	5	199	738
Hour	712	11	15	738	-
Total	3352	30	75	3457	-

Junction: 3: A61 Wakefield Road/ Burton Road/ A61 Old Mill Lane
Arm: Burton Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	86	1	5	92	-
10:15	109	2	3	114	-
10:30	130	1	2	133	-
10:45	130	1	2	133	472
Hour	455	5	12	472	-
11:00	144	2	1	147	527
11:15	127	1	3	131	544
11:30	138	0	3	141	552
11:45	128	0	0	128	547
Hour	537	3	7	547	-
12:00	154	2	1	157	557
12:15	142	2	5	149	575
12:30	166	1	2	169	603
12:45	141	0	1	142	617
Hour	603	5	9	617	-
13:00	118	1	2	121	581
13:15	155	0	4	159	591
13:30	131	1	2	134	556
13:45	133	0	2	135	549
Hour	537	2	10	549	-
14:00	118	0	2	120	548
14:15	146	1	3	150	539
14:30	123	0	2	125	530
14:45	131	0	2	133	528
Hour	518	1	9	528	-
Total	2650	16	47	2713	-

Junction: 3: A61 Wakefield Road/ Burton Road/ A61 Old Mill Lane
Arm: Old Mill Lane
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	311	1	5	317	-
10:15	289	4	8	301	-
10:30	288	0	6	294	-
10:45	284	1	8	293	1205
Hour	1172	6	27	1205	-
11:00	253	2	6	261	1149
11:15	258	5	8	271	1119
11:30	267	1	6	274	1099
11:45	261	3	8	272	1078
Hour	1039	11	28	1078	-
12:00	256	2	6	264	1081
12:15	263	0	8	271	1081
12:30	251	2	5	258	1065
12:45	268	1	7	276	1069
Hour	1038	5	26	1069	-
13:00	288	1	6	295	1100
13:15	255	0	4	259	1088
13:30	285	0	7	292	1122
13:45	257	1	8	266	1112
Hour	1085	2	25	1112	-
14:00	285	2	6	293	1110
14:15	259	2	5	266	1117
14:30	260	1	6	267	1092
14:45	262	1	5	268	1094
Hour	1066	6	22	1094	-
Total	5400	30	128	5558	-

Junction: 3: A61 Wakefield Road/ Burton Road/ A61 Old Mill Lane
Arm: Wakefield Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	175	1	4	180	-
10:15	166	2	4	172	-
10:30	167	0	3	170	-
10:45	176	0	4	180	702
Hour	684	3	15	702	-
11:00	152	1	3	156	678
11:15	158	2	4	164	670
11:30	161	0	3	164	664
11:45	161	1	4	166	650
Hour	632	4	14	650	-
12:00	158	1	3	162	656
12:15	176	0	4	180	672
12:30	149	1	2	152	660
12:45	163	1	5	169	663
Hour	646	3	14	663	-
13:00	167	0	3	170	671
13:15	153	0	3	156	647
13:30	156	0	4	160	655
13:45	146	1	5	152	638
Hour	622	1	15	638	-
14:00	165	1	4	170	638
14:15	150	2	4	156	638
14:30	158	1	4	163	641
14:45	152	1	3	156	645
Hour	625	5	15	645	-
Total	3209	16	73	3298	-

Junction: 3: A61 Wakefield Road/ Burton Road/ A61 Old Mill Lane
Arm: Burton Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	140	0	2	142	-
10:15	132	2	4	138	-
10:30	125	0	3	128	-
10:45	114	1	4	119	527
Hour	511	3	13	527	-
11:00	111	1	3	115	500
11:15	108	3	4	115	477
11:30	119	1	3	123	472
11:45	106	2	4	112	465
Hour	444	7	14	465	-
12:00	100	1	3	104	454
12:15	98	0	4	102	441
12:30	108	1	3	112	430
12:45	117	0	2	119	437
Hour	423	2	12	437	-
13:00	127	1	3	131	464
13:15	111	0	1	112	474
13:30	135	0	3	138	500
13:45	116	0	3	119	500
Hour	489	1	10	500	-
14:00	125	1	2	128	497
14:15	117	0	1	118	503
14:30	105	0	2	107	472
14:45	114	0	2	116	469
Hour	461	1	7	469	-
Total	2328	14	56	2398	-

Junction: 3: A61 Wakefield Road/ Burton Road/ A61 Old Mill Lane
Arm: Old Mill Lane
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	228	3	6	237	-
10:15	240	2	7	249	-
10:30	282	3	5	290	-
10:45	288	1	8	297	1073
Hour	1038	9	26	1073	-
11:00	290	4	3	297	1133
11:15	293	2	9	304	1188
11:30	296	4	6	306	1204
11:45	273	0	5	278	1185
Hour	1152	10	23	1185	-
12:00	313	2	3	318	1206
12:15	304	4	10	318	1220
12:30	333	2	8	343	1257
12:45	294	2	5	301	1280
Hour	1244	10	26	1280	-
13:00	288	1	5	294	1256
13:15	326	1	7	334	1272
13:30	302	2	6	310	1239
13:45	303	1	4	308	1246
Hour	1219	5	22	1246	-
14:00	278	0	7	285	1237
14:15	317	4	7	328	1231
14:30	299	3	3	305	1226
14:45	316	5	7	328	1246
Hour	1210	12	24	1246	-
Total	5863	46	121	6030	-

Junction: 4: A61/ A635 gyratory
From: A61 Old Mill Lane
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	11	0	0	11	-
10:15	5	0	0	5	-
10:30	8	0	0	8	-
10:45	7	0	0	7	31
Hour	31	0	0	31	-
11:00	4	0	0	4	24
11:15	6	0	0	6	25
11:30	8	0	0	8	25
11:45	6	1	0	7	25
Hour	24	1	0	25	-
12:00	5	0	0	5	26
12:15	8	1	0	9	29
12:30	2	0	0	2	23
12:45	5	1	0	6	22
Hour	20	2	0	22	-
13:00	9	0	0	9	26
13:15	3	0	0	3	20
13:30	5	0	0	5	23
13:45	2	0	0	2	19
Hour	19	0	0	19	-
14:00	4	0	0	4	14
14:15	5	0	0	5	16
14:30	3	0	0	3	14
14:45	3	0	0	3	15
Hour	15	0	0	15	-
Total	109	3	0	112	-

Junction: 4: A61/ A635 gyratory
From: A61 Old Mill Lane
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	29	0	0	29	-
10:15	20	0	0	20	-
10:30	24	0	0	24	-
10:45	24	0	0	24	97
Hour	97	0	0	97	-
11:00	22	0	0	22	90
11:15	26	0	0	26	96
11:30	22	0	0	22	94
11:45	23	0	0	23	93
Hour	93	0	0	93	-
12:00	20	0	0	20	91
12:15	22	0	0	22	87
12:30	23	0	0	23	88
12:45	26	0	0	26	91
Hour	91	0	0	91	-
13:00	22	0	0	22	93
13:15	28	0	0	28	99
13:30	30	0	0	30	106
13:45	27	0	0	27	107
Hour	107	0	0	107	-
14:00	33	0	0	33	118
14:15	31	0	0	31	121
14:30	32	0	0	32	123
14:45	29	0	0	29	125
Hour	125	0	0	125	-
Total	513	0	0	513	-

Junction: 4: A61/ A635 gyratory
From: A61 Old Mill Lane
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	135	2	0	137	-
10:15	154	5	0	159	-
10:30	142	2	0	144	-
10:45	135	1	0	136	576
Hour	566	10	0	576	-
11:00	124	3	0	127	566
11:15	121	2	0	123	530
11:30	119	2	0	121	507
11:45	120	3	0	123	494
Hour	484	10	0	494	-
12:00	122	0	0	122	489
12:15	121	1	0	122	488
12:30	107	2	0	109	476
12:45	124	1	0	125	478
Hour	474	4	0	478	-
13:00	118	1	0	119	475
13:15	119	0	0	119	472
13:30	128	2	0	130	493
13:45	108	1	1	110	478
Hour	473	4	1	478	-
14:00	117	1	1	119	478
14:15	122	0	0	122	481
14:30	113	5	1	119	470
14:45	119	3	0	122	482
Hour	471	9	2	482	-
Total	2468	37	3	2508	-

Junction: 4: A61/ A635 gyratory
From: A61 Old Mill Lane
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	1	0	0	1	-
10:15	1	0	0	1	-
10:30	1	0	0	1	-
10:45	0	0	0	0	3
Hour	3	0	0	3	-
11:00	1	0	0	1	3
11:15	3	0	0	3	5
11:30	1	0	0	1	5
11:45	1	0	0	1	6
Hour	6	0	0	6	-
12:00	1	0	0	1	6
12:15	1	0	0	1	4
12:30	0	0	0	0	3
12:45	1	0	0	1	3
Hour	3	0	0	3	-
13:00	2	0	0	2	4
13:15	1	0	0	1	4
13:30	0	0	0	0	4
13:45	0	0	0	0	3
Hour	3	0	0	3	-
14:00	1	0	0	1	2
14:15	2	0	0	2	3
14:30	0	0	0	0	3
14:45	0	0	0	0	3
Hour	3	0	0	3	-
Total	18	0	0	18	-

Junction: 4: A61/ A635 gyratory
From: A61 Old Mill Lane
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	81	1	5	87	-
10:15	83	0	6	89	-
10:30	81	0	4	85	-
10:45	78	0	5	83	344
Hour	323	1	20	344	-
11:00	72	1	5	78	335
11:15	71	2	7	80	326
11:30	71	1	4	76	317
11:45	72	1	4	77	311
Hour	286	5	20	311	-
12:00	74	0	8	82	315
12:15	67	0	7	74	309
12:30	72	2	5	79	312
12:45	74	1	8	83	318
Hour	287	3	28	318	-
13:00	70	0	4	74	310
13:15	69	2	6	77	313
13:30	73	0	4	77	311
13:45	60	1	8	69	297
Hour	272	3	22	297	-
14:00	64	2	7	73	296
14:15	59	1	2	62	281
14:30	67	1	5	73	277
14:45	71	1	4	76	284
Hour	261	5	18	284	-
Total	1429	17	108	1554	-

Junction: 4: A61/ A635 gyratory
From: A61 Old Mill Lane
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	68	0	0	68	-
10:15	33	0	0	33	-
10:30	50	0	0	50	-
10:45	49	0	0	49	200
Hour	200	0	0	200	-
11:00	46	0	0	46	178
11:15	46	0	0	46	191
11:30	47	0	0	47	188
11:45	49	0	0	49	188
Hour	188	0	0	188	-
12:00	51	0	0	51	193
12:15	52	0	0	52	199
12:30	45	0	0	45	197
12:45	53	0	0	53	201
Hour	201	0	0	201	-
13:00	51	0	0	51	201
13:15	52	0	0	52	201
13:30	56	0	0	56	212
13:45	48	0	0	48	207
Hour	207	0	0	207	-
14:00	52	0	0	52	208
14:15	49	0	0	49	205
14:30	56	0	0	56	205
14:45	61	0	0	61	218
Hour	218	0	0	218	-
Total	1014	0	0	1014	-

Junction: 4: A61/ A635 gyratory
From: A61 Old Mill Lane
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	3	0	0	3	-
10:15	0	0	0	0	-
10:30	1	0	0	1	-
10:45	1	0	0	1	5
Hour	5	0	0	5	-
11:00	2	0	0	2	4
11:15	0	0	0	0	4
11:30	1	0	0	1	4
11:45	0	0	0	0	3
Hour	3	0	0	3	-
12:00	2	0	0	2	3
12:15	2	0	0	2	5
12:30	0	0	0	0	4
12:45	1	0	0	1	5
Hour	5	0	0	5	-
13:00	1	0	0	1	4
13:15	2	0	0	2	4
13:30	0	0	0	0	4
13:45	1	0	0	1	4
Hour	4	0	0	4	-
14:00	1	0	0	1	4
14:15	1	0	0	1	3
14:30	2	0	0	2	5
14:45	2	0	0	2	6
Hour	6	0	0	6	-
Total	23	0	0	23	-

Junction: 4: A61/ A635 gyratory
From: A61 Old Mill Lane
Direction: U-Turn
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	2	0	0	2	-
10:15	1	0	0	1	-
10:30	2	0	0	2	-
10:45	2	0	0	2	7
Hour	7	0	0	7	-
11:00	3	0	0	3	8
11:15	6	0	0	6	13
11:30	3	0	0	3	14
11:45	2	0	0	2	14
Hour	14	0	0	14	-
12:00	3	0	0	3	14
12:15	2	0	0	2	10
12:30	7	1	0	8	15
12:45	5	0	0	5	18
Hour	17	1	0	18	-
13:00	4	0	0	4	19
13:15	6	0	0	6	23
13:30	3	0	0	3	18
13:45	1	0	0	1	14
Hour	14	0	0	14	-
14:00	1	0	0	1	11
14:15	3	0	0	3	8
14:30	2	0	0	2	7
14:45	4	0	0	4	10
Hour	10	0	0	10	-
Total	62	1	0	63	-

Junction: 4: A61/ A635 gyratory
From: Twibell Street
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	2	0	0	2	-
10:15	2	0	0	2	-
10:30	2	0	0	2	-
10:45	1	0	0	1	7
Hour	7	0	0	7	-
11:00	2	0	0	2	7
11:15	4	0	0	4	9
11:30	1	0	0	1	8
11:45	5	0	0	5	12
Hour	12	0	0	12	-
12:00	3	0	0	3	13
12:15	4	0	0	4	13
12:30	3	0	0	3	15
12:45	2	0	0	2	12
Hour	12	0	0	12	-
13:00	4	0	0	4	13
13:15	1	0	0	1	10
13:30	3	0	0	3	10
13:45	4	0	0	4	12
Hour	12	0	0	12	-
14:00	1	0	0	1	9
14:15	5	0	0	5	13
14:30	3	0	0	3	13
14:45	2	0	0	2	11
Hour	11	0	0	11	-
Total	54	0	0	54	-

Junction: 4: A61/ A635 gyratory
From: Twibell Street
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	10	1	0	11	-
10:15	5	1	0	6	-
10:30	7	0	0	7	-
10:45	5	1	0	6	30
Hour	27	3	0	30	-
11:00	5	2	0	7	26
11:15	14	1	0	15	35
11:30	8	0	0	8	36
11:45	9	0	0	9	39
Hour	36	3	0	39	-
12:00	9	0	0	9	41
12:15	11	0	0	11	37
12:30	9	1	0	10	39
12:45	6	0	0	6	36
Hour	35	1	0	36	-
13:00	10	0	0	10	37
13:15	4	0	0	4	30
13:30	7	0	0	7	27
13:45	4	0	0	4	25
Hour	25	0	0	25	-
14:00	2	0	0	2	17
14:15	7	0	0	7	20
14:30	7	0	0	7	20
14:45	6	0	0	6	22
Hour	22	0	0	22	-
Total	145	7	0	152	-

Junction: 4: A61/ A635 gyratory
From: Twibell Street
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: 4: A61/ A635 gyratory
From: Twibell Street
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	1	0	0	1	-
10:15	4	0	0	4	-
10:30	2	0	0	2	-
10:45	1	0	0	1	8
Hour	8	0	0	8	-
11:00	1	0	0	1	8
11:15	3	0	0	3	7
11:30	2	0	0	2	7
11:45	2	0	0	2	8
Hour	8	0	0	8	-
12:00	1	0	0	1	8
12:15	3	0	0	3	8
12:30	0	0	0	0	6
12:45	1	0	0	1	5
Hour	5	0	0	5	-
13:00	1	0	0	1	5
13:15	1	0	0	1	3
13:30	2	0	0	2	5
13:45	2	0	0	2	6
Hour	6	0	0	6	-
14:00	0	0	0	0	5
14:15	2	0	0	2	6
14:30	3	0	0	3	7
14:45	1	0	0	1	6
Hour	6	0	0	6	-
Total	33	0	0	33	-

Junction: 4: A61/ A635 gyratory
From: Twibell Street
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	1	0	0	1	-
10:15	1	0	0	1	-
10:30	0	0	0	0	-
10:45	1	0	0	1	3
Hour	3	0	0	3	-
11:00	1	0	0	1	3
11:15	2	0	0	2	4
11:30	2	0	0	2	6
11:45	1	0	0	1	6
Hour	6	0	0	6	-
12:00	0	0	0	0	5
12:15	0	0	0	0	3
12:30	2	0	0	2	3
12:45	1	0	0	1	3
Hour	3	0	0	3	-
13:00	1	0	0	1	4
13:15	0	0	0	0	4
13:30	0	0	0	0	2
13:45	1	0	0	1	2
Hour	2	0	0	2	-
14:00	0	0	0	0	1
14:15	0	0	0	0	1
14:30	0	0	0	0	1
14:45	1	0	0	1	1
Hour	1	0	0	1	-
Total	15	0	0	15	-

Junction: 4: A61/ A635 gyratory
From: Twibell Street
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: 4: A61/ A635 gyratory
From: Twibell Street
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	2	0	0	2	-
10:15	2	0	0	2	-
10:30	2	0	0	2	-
10:45	1	0	0	1	7
Hour	7	0	0	7	-
11:00	1	0	0	1	6
11:15	3	0	0	3	7
11:30	2	0	0	2	7
11:45	2	0	0	2	8
Hour	8	0	0	8	-
12:00	1	0	0	1	8
12:15	2	0	0	2	7
12:30	1	0	0	1	6
12:45	1	0	0	1	5
Hour	5	0	0	5	-
13:00	2	0	0	2	6
13:15	1	0	0	1	5
13:30	2	0	0	2	6
13:45	1	0	0	1	6
Hour	6	0	0	6	-
14:00	1	0	0	1	5
14:15	3	0	0	3	7
14:30	4	0	0	4	9
14:45	2	0	0	2	10
Hour	10	0	0	10	-
Total	36	0	0	36	-

Junction: 4: A61/ A635 gyratory
From: Twibell Street
Direction: U-Turn
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: 4: A61/ A635 gyratory
From: Dryden Road
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	26	0	0	26	-
10:15	27	0	0	27	-
10:30	33	0	0	33	-
10:45	30	0	0	30	116
Hour	116	0	0	116	-
11:00	28	0	0	28	118
11:15	42	0	0	42	133
11:30	36	0	0	36	136
11:45	23	0	0	23	129
Hour	129	0	0	129	-
12:00	39	0	0	39	140
12:15	37	0	0	37	135
12:30	32	0	0	32	131
12:45	38	0	0	38	146
Hour	146	0	0	146	-
13:00	47	0	0	47	154
13:15	39	0	0	39	156
13:30	38	0	0	38	162
13:45	35	0	0	35	159
Hour	159	0	0	159	-
14:00	33	0	0	33	145
14:15	38	0	0	38	144
14:30	41	0	0	41	147
14:45	44	0	0	44	156
Hour	156	0	0	156	-
Total	706	0	0	706	-

Junction: 4: A61/ A635 gyratory
From: Dryden Road
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	1	0	0	1	-
10:15	1	0	0	1	-
10:30	1	0	0	1	-
10:45	1	0	0	1	4
Hour	4	0	0	4	-
11:00	0	0	0	0	3
11:15	1	0	0	1	3
11:30	0	0	0	0	2
11:45	0	0	0	0	1
Hour	1	0	0	1	-
12:00	3	0	0	3	4
12:15	0	0	0	0	3
12:30	1	0	0	1	4
12:45	0	0	0	0	4
Hour	4	0	0	4	-
13:00	1	0	0	1	2
13:15	0	0	0	0	2
13:30	0	0	0	0	1
13:45	0	0	0	0	1
Hour	1	0	0	1	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	1	0	0	1	1
Hour	1	0	0	1	-
Total	11	0	0	11	-

Junction: 4: A61/ A635 gyratory
From: Dryden Road
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	10	0	0	10	-
10:15	12	0	0	12	-
10:30	14	0	0	14	-
10:45	13	0	0	13	49
Hour	49	0	0	49	-
11:00	12	0	0	12	51
11:15	18	0	0	18	57
11:30	15	0	0	15	58
11:45	10	0	0	10	55
Hour	55	0	0	55	-
12:00	17	0	0	17	60
12:15	16	0	0	16	58
12:30	14	0	0	14	57
12:45	16	0	0	16	63
Hour	63	0	0	63	-
13:00	21	0	0	21	67
13:15	17	0	0	17	68
13:30	17	0	0	17	71
13:45	15	0	0	15	70
Hour	70	0	0	70	-
14:00	14	0	0	14	63
14:15	18	0	0	18	64
14:30	17	0	0	17	64
14:45	20	0	0	20	69
Hour	69	0	0	69	-
Total	306	0	0	306	-

Junction: 4: A61/ A635 gyratory
From: Dryden Road
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	8	0	0	8	-
10:15	6	0	0	6	-
10:30	9	0	0	9	-
10:45	8	0	0	8	31
Hour	31	0	0	31	-
11:00	4	0	0	4	27
11:15	10	0	0	10	31
11:30	9	0	0	9	31
11:45	6	0	0	6	29
Hour	29	0	0	29	-
12:00	9	0	0	9	34
12:15	7	0	0	7	31
12:30	9	0	0	9	31
12:45	9	0	0	9	34
Hour	34	0	0	34	-
13:00	11	0	0	11	36
13:15	9	0	0	9	38
13:30	12	0	0	12	41
13:45	8	0	0	8	40
Hour	40	0	0	40	-
14:00	7	0	0	7	36
14:15	8	0	0	8	35
14:30	10	0	0	10	33
14:45	8	0	0	8	33
Hour	33	0	0	33	-
Total	167	0	0	167	-

Junction: 4: A61/ A635 gyratory
From: Dryden Road
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	1	0	0	1	1
14:30	0	0	0	0	1
14:45	0	0	0	0	1
Hour	1	0	0	1	-
Total	1	0	0	1	-

Junction: 4: A61/ A635 gyratory
From: Dryden Road
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	12	0	0	12	-
10:15	15	0	0	15	-
10:30	16	0	0	16	-
10:45	15	0	0	15	58
Hour	58	0	0	58	-
11:00	14	0	0	14	60
11:15	21	0	0	21	66
11:30	19	0	0	19	69
11:45	12	0	0	12	66
Hour	66	0	0	66	-
12:00	21	0	0	21	73
12:15	18	0	0	18	70
12:30	19	0	0	19	70
12:45	21	0	0	21	79
Hour	79	0	0	79	-
13:00	27	0	0	27	85
13:15	23	0	0	23	90
13:30	23	0	0	23	94
13:45	21	0	0	21	94
Hour	94	0	0	94	-
14:00	20	0	0	20	87
14:15	21	0	0	21	85
14:30	30	0	0	30	92
14:45	26	0	0	26	97
Hour	97	0	0	97	-
Total	394	0	0	394	-

Junction: 4: A61/ A635 gyratory
From: Dryden Road
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	1	0	0	1	1
12:30	0	0	0	0	1
12:45	1	0	0	1	2
Hour	2	0	0	2	-
13:00	0	0	0	0	2
13:15	2	0	0	2	3
13:30	0	0	0	0	3
13:45	2	0	0	2	4
Hour	4	0	0	4	-
14:00	1	0	0	1	5
14:15	2	0	0	2	5
14:30	0	0	0	0	5
14:45	0	0	0	0	3
Hour	3	0	0	3	-
Total	9	0	0	9	-

Junction: 4: A61/ A635 gyratory
From: Dryden Road
Direction: U-Turn
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: 4: A61/ A635 gyratory
From: A61 Harborough Hill Road
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	1	0	0	1	-
10:30	0	0	0	0	-
10:45	1	0	0	1	2
Hour	2	0	0	2	-
11:00	1	0	0	1	3
11:15	2	0	0	2	4
11:30	0	0	0	0	4
11:45	1	0	0	1	4
Hour	4	0	0	4	-
12:00	2	0	0	2	5
12:15	2	0	0	2	5
12:30	1	0	0	1	6
12:45	1	0	0	1	6
Hour	6	0	0	6	-
13:00	0	0	0	0	4
13:15	0	0	0	0	2
13:30	3	0	0	3	4
13:45	1	0	0	1	4
Hour	4	0	0	4	-
14:00	1	0	0	1	5
14:15	1	0	0	1	6
14:30	0	0	0	0	3
14:45	0	0	0	0	2
Hour	2	0	0	2	-
Total	18	0	0	18	-

Junction: 4: A61/ A635 gyratory
From: A61 Harborough Hill Road
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	19	1	0	20	-
10:15	23	1	0	24	-
10:30	25	1	0	26	-
10:45	26	1	0	27	97
Hour	93	4	0	97	-
11:00	26	1	0	27	104
11:15	23	1	0	24	104
11:30	24	1	0	25	103
11:45	28	0	0	28	104
Hour	101	3	0	104	-
12:00	25	0	0	25	102
12:15	31	0	0	31	109
12:30	25	0	0	25	109
12:45	28	0	0	28	109
Hour	109	0	0	109	-
13:00	27	0	0	27	111
13:15	31	0	0	31	111
13:30	26	0	0	26	112
13:45	30	0	0	30	114
Hour	114	0	0	114	-
14:00	26	0	0	26	113
14:15	28	0	1	29	111
14:30	27	0	0	27	112
14:45	30	0	0	30	112
Hour	111	0	1	112	-
Total	528	7	1	536	-

Junction: 4: A61/ A635 gyratory
From: A61 Harborough Hill Road
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	45	0	0	45	-
10:15	41	0	0	41	-
10:30	50	0	0	50	-
10:45	53	0	0	53	189
Hour	189	0	0	189	-
11:00	52	0	0	52	196
11:15	46	0	0	46	201
11:30	48	0	0	48	199
11:45	55	0	0	55	201
Hour	201	0	0	201	-
12:00	50	0	0	50	199
12:15	56	0	0	56	209
12:30	54	0	0	54	215
12:45	54	0	0	54	214
Hour	214	0	0	214	-
13:00	54	0	0	54	218
13:15	62	0	0	62	224
13:30	52	0	0	52	222
13:45	61	0	0	61	229
Hour	229	0	0	229	-
14:00	53	0	0	53	228
14:15	66	0	0	66	232
14:30	47	0	0	47	227
14:45	52	0	0	52	218
Hour	218	0	0	218	-
Total	1051	0	0	1051	-

Junction: 4: A61/ A635 gyratory
From: A61 Harborough Hill Road
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	1	0	0	1	-
10:15	1	0	0	1	-
10:30	1	0	0	1	-
10:45	2	0	0	2	5
Hour	5	0	0	5	-
11:00	4	0	0	4	8
11:15	2	0	0	2	9
11:30	1	0	0	1	9
11:45	3	0	0	3	10
Hour	10	0	0	10	-
12:00	2	0	0	2	8
12:15	4	0	0	4	10
12:30	1	0	0	1	10
12:45	3	0	0	3	10
Hour	10	0	0	10	-
13:00	2	0	0	2	10
13:15	4	0	0	4	10
13:30	3	0	0	3	12
13:45	4	0	0	4	13
Hour	13	0	0	13	-
14:00	3	0	0	3	14
14:15	5	0	0	5	15
14:30	3	0	0	3	15
14:45	3	0	0	3	14
Hour	14	0	0	14	-
Total	52	0	0	52	-

Junction: 4: A61/ A635 gyratory
From: A61 Harborough Hill Road
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	96	2	0	98	-
10:15	100	2	0	102	-
10:30	113	2	0	115	-
10:45	120	3	0	123	438
Hour	429	9	0	438	-
11:00	117	5	0	122	462
11:15	103	3	0	106	466
11:30	107	8	0	115	466
11:45	117	1	0	118	461
Hour	444	17	0	461	-
12:00	110	3	0	113	452
12:15	109	3	0	112	458
12:30	127	4	1	132	475
12:45	116	0	0	116	473
Hour	462	10	1	473	-
13:00	108	0	0	108	468
13:15	127	3	0	130	486
13:30	107	3	0	110	464
13:45	120	2	0	122	470
Hour	462	8	0	470	-
14:00	105	2	0	107	469
14:15	108	3	0	111	450
14:30	107	3	0	110	450
14:45	115	4	0	119	447
Hour	435	12	0	447	-
Total	2232	56	1	2289	-

Junction: 4: A61/ A635 gyratory
From: A61 Harborough Hill Road
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	8	0	0	8	-
10:15	4	1	0	5	-
10:30	7	0	0	7	-
10:45	5	0	0	5	25
Hour	24	1	0	25	-
11:00	6	1	0	7	24
11:15	5	0	0	5	24
11:30	7	1	0	8	25
11:45	5	0	0	5	25
Hour	23	2	0	25	-
12:00	4	0	0	4	22
12:15	4	0	0	4	21
12:30	4	1	0	5	18
12:45	4	0	0	4	17
Hour	16	1	0	17	-
13:00	3	0	0	3	16
13:15	5	0	0	5	17
13:30	3	0	0	3	15
13:45	1	0	0	1	12
Hour	12	0	0	12	-
14:00	2	0	0	2	11
14:15	2	1	0	3	9
14:30	2	0	0	2	8
14:45	3	0	0	3	10
Hour	9	1	0	10	-
Total	84	5	0	89	-

Junction: 4: A61/ A635 gyratory
From: A61 Harborough Hill Road
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	16	0	0	16	-
10:15	13	0	0	13	-
10:30	18	0	0	18	-
10:45	19	0	0	19	66
Hour	66	0	0	66	-
11:00	20	0	0	20	70
11:15	18	0	0	18	75
11:30	19	0	0	19	76
11:45	23	0	0	23	80
Hour	80	0	0	80	-
12:00	22	0	0	22	82
12:15	25	0	0	25	89
12:30	24	0	1	25	95
12:45	25	0	0	25	97
Hour	96	0	1	97	-
13:00	25	0	0	25	100
13:15	29	0	0	29	104
13:30	25	0	0	25	104
13:45	29	0	0	29	108
Hour	108	0	0	108	-
14:00	26	0	0	26	109
14:15	34	0	0	34	114
14:30	22	0	0	22	111
14:45	26	0	0	26	108
Hour	108	0	0	108	-
Total	458	0	1	459	-

Junction: 4: A61/ A635 gyratory
From: A61 Harborough Hill Road
Direction: U-Turn
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	3	0	0	3	-
10:15	6	0	0	6	-
10:30	5	0	0	5	-
10:45	5	0	0	5	19
Hour	19	0	0	19	-
11:00	2	0	0	2	18
11:15	4	0	0	4	16
11:30	3	0	0	3	14
11:45	4	0	0	4	13
Hour	13	0	0	13	-
12:00	3	0	0	3	14
12:15	2	0	0	2	12
12:30	4	0	0	4	13
12:45	3	0	0	3	12
Hour	12	0	0	12	-
13:00	3	0	0	3	12
13:15	6	0	0	6	16
13:30	3	0	0	3	15
13:45	4	0	0	4	16
Hour	16	0	0	16	-
14:00	4	0	0	4	17
14:15	5	0	0	5	16
14:30	3	0	0	3	16
14:45	4	0	0	4	16
Hour	16	0	0	16	-
Total	76	0	0	76	-

Junction: 4: A61/ A635 gyratory
From: Meadow Street
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	4	0	0	4	-
10:15	2	0	0	2	-
10:30	2	0	0	2	-
10:45	2	0	0	2	10
Hour	10	0	0	10	-
11:00	4	1	0	5	11
11:15	4	0	0	4	13
11:30	5	0	0	5	16
11:45	1	0	0	1	15
Hour	14	1	0	15	-
12:00	1	0	0	1	11
12:15	1	0	0	1	8
12:30	6	0	0	6	9
12:45	0	0	0	0	8
Hour	8	0	0	8	-
13:00	1	0	0	1	8
13:15	1	1	0	2	9
13:30	3	0	0	3	6
13:45	1	0	0	1	7
Hour	6	1	0	7	-
14:00	2	0	0	2	8
14:15	1	0	0	1	7
14:30	0	0	0	0	4
14:45	2	0	0	2	5
Hour	5	0	0	5	-
Total	43	2	0	45	-

Junction: 4: A61/ A635 gyratory
From: Meadow Street
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	1	1	0	2	2
Hour	1	1	0	2	-
12:00	1	0	0	1	3
12:15	2	0	0	2	5
12:30	0	0	0	0	5
12:45	0	0	0	0	3
Hour	3	0	0	3	-
13:00	1	0	0	1	3
13:15	0	0	0	0	1
13:30	1	0	0	1	2
13:45	0	0	0	0	2
Hour	2	0	0	2	-
14:00	1	0	0	1	2
14:15	0	0	0	0	2
14:30	0	0	0	0	1
14:45	0	0	0	0	1
Hour	1	0	0	1	-
Total	7	1	0	8	-

Junction: 4: A61/ A635 gyratory
From: Meadow Street
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: 4: A61/ A635 gyratory
From: Meadow Street
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	4	0	0	4	-
10:15	2	0	0	2	-
10:30	1	0	0	1	-
10:45	0	0	0	0	7
Hour	7	0	0	7	-
11:00	3	0	0	3	6
11:15	4	0	0	4	8
11:30	2	0	0	2	9
11:45	3	0	0	3	12
Hour	12	0	0	12	-
12:00	1	0	0	1	10
12:15	0	0	0	0	6
12:30	2	0	0	2	6
12:45	2	0	0	2	5
Hour	5	0	0	5	-
13:00	0	0	0	0	4
13:15	0	0	0	0	4
13:30	1	0	0	1	3
13:45	1	0	0	1	2
Hour	2	0	0	2	-
14:00	1	0	0	1	3
14:15	0	0	0	0	3
14:30	0	0	0	0	2
14:45	0	0	0	0	1
Hour	1	0	0	1	-
Total	27	0	0	27	-

Junction: 4: A61/ A635 gyratory
From: Meadow Street
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: 4: A61/ A635 gyratory
From: Meadow Street
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	1	0	0	1	1
Hour	1	0	0	1	-
12:00	0	0	0	0	1
12:15	0	0	0	0	1
12:30	1	0	0	1	2
12:45	1	0	0	1	2
Hour	2	0	0	2	-
13:00	0	0	0	0	2
13:15	0	0	0	0	2
13:30	0	0	0	0	1
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	3	0	0	3	-

Junction: 4: A61/ A635 gyratory
From: Meadow Street
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	1	0	0	1	-
10:15	0	0	0	0	-
10:30	2	0	0	2	-
10:45	2	0	0	2	5
Hour	5	0	0	5	-
11:00	1	0	0	1	5
11:15	1	0	0	1	6
11:30	0	0	0	0	4
11:45	0	0	0	0	2
Hour	2	0	0	2	-
12:00	2	0	0	2	3
12:15	0	0	0	0	2
12:30	1	0	0	1	3
12:45	0	0	0	0	3
Hour	3	0	0	3	-
13:00	0	0	0	0	1
13:15	0	0	0	0	1
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	10	0	0	10	-

Junction: 4: A61/ A635 gyratory
From: Meadow Street
Direction: U-Turn
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: 4: A61/ A635 gyratory
From: A635 Old Mill Lane
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	72	0	0	72	-
10:15	66	0	0	66	-
10:30	60	0	0	60	-
10:45	71	0	0	71	269
Hour	269	0	0	269	-
11:00	68	0	0	68	265
11:15	77	1	0	78	277
11:30	65	0	0	65	282
11:45	72	0	0	72	283
Hour	282	1	0	283	-
12:00	71	1	0	72	287
12:15	70	0	0	70	279
12:30	65	1	0	66	280
12:45	63	1	0	64	272
Hour	269	3	0	272	-
13:00	70	0	0	70	270
13:15	62	0	0	62	262
13:30	67	0	0	67	263
13:45	72	0	0	72	271
Hour	271	0	0	271	-
14:00	65	1	0	66	267
14:15	71	1	0	72	277
14:30	54	1	0	55	265
14:45	62	0	0	62	255
Hour	252	3	0	255	-
Total	1343	7	0	1350	-

Junction: 4: A61/ A635 gyratory
From: A635 Old Mill Lane
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	1	0	0	1	-
10:30	1	0	0	1	-
10:45	3	0	0	3	5
Hour	5	0	0	5	-
11:00	1	0	0	1	6
11:15	1	0	0	1	6
11:30	2	0	0	2	7
11:45	0	0	0	0	4
Hour	4	0	0	4	-
12:00	2	0	0	2	5
12:15	1	0	0	1	5
12:30	3	0	0	3	6
12:45	2	0	0	2	8
Hour	8	0	0	8	-
13:00	1	0	0	1	7
13:15	2	0	0	2	8
13:30	4	0	0	4	9
13:45	0	0	0	0	7
Hour	7	0	0	7	-
14:00	2	0	0	2	8
14:15	2	0	0	2	8
14:30	2	0	0	2	6
14:45	3	0	0	3	9
Hour	9	0	0	9	-
Total	33	0	0	33	-

Junction: 4: A61/ A635 gyratory
From: A635 Old Mill Lane
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	70	1	5	76	-
10:15	81	1	6	88	-
10:30	75	4	6	85	-
10:45	92	2	6	100	349
Hour	318	8	23	349	-
11:00	89	1	4	94	367
11:15	102	1	8	111	390
11:30	95	1	4	100	405
11:45	100	1	5	106	411
Hour	386	4	21	411	-
12:00	107	2	3	112	429
12:15	123	1	11	135	453
12:30	93	0	5	98	451
12:45	95	1	6	102	447
Hour	418	4	25	447	-
13:00	99	0	2	101	436
13:15	95	0	6	101	402
13:30	93	0	4	97	401
13:45	95	0	5	100	399
Hour	382	0	17	399	-
14:00	84	1	6	91	389
14:15	95	1	7	103	391
14:30	71	1	5	77	371
14:45	78	0	4	82	353
Hour	328	3	22	353	-
Total	1832	19	108	1959	-

Junction: 4: A61/ A635 gyratory
From: A635 Old Mill Lane
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	2	0	0	2	-
10:15	1	0	0	1	-
10:30	1	0	0	1	-
10:45	2	0	0	2	6
Hour	6	0	0	6	-
11:00	2	0	0	2	6
11:15	3	0	0	3	8
11:30	1	0	0	1	8
11:45	2	0	0	2	8
Hour	8	0	0	8	-
12:00	2	0	0	2	8
12:15	1	0	0	1	6
12:30	2	0	0	2	7
12:45	2	0	0	2	7
Hour	7	0	0	7	-
13:00	0	0	0	0	5
13:15	4	0	0	4	8
13:30	2	0	0	2	8
13:45	1	0	0	1	7
Hour	7	0	0	7	-
14:00	2	0	0	2	9
14:15	3	0	0	3	8
14:30	2	0	0	2	8
14:45	1	0	0	1	8
Hour	8	0	0	8	-
Total	36	0	0	36	-

Junction: 4: A61/ A635 gyratory
From: A635 Old Mill Lane
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	16	0	0	16	-
10:15	10	0	0	10	-
10:30	12	0	0	12	-
10:45	16	0	0	16	54
Hour	54	0	0	54	-
11:00	16	0	0	16	54
11:15	19	0	0	19	63
11:30	17	0	0	17	68
11:45	20	0	0	20	72
Hour	72	0	0	72	-
12:00	21	0	0	21	77
12:15	22	0	0	22	80
12:30	21	0	0	21	84
12:45	21	0	0	21	85
Hour	85	0	0	85	-
13:00	23	0	0	23	87
13:15	21	0	0	21	86
13:30	23	0	0	23	88
13:45	25	0	0	25	92
Hour	92	0	0	92	-
14:00	24	0	0	24	93
14:15	26	0	0	26	98
14:30	20	0	0	20	95
14:45	21	0	0	21	91
Hour	91	0	0	91	-
Total	394	0	0	394	-

Junction: 4: A61/ A635 gyratory
From: A635 Old Mill Lane
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	15	1	0	16	-
10:15	31	0	0	31	-
10:30	19	1	0	20	-
10:45	22	1	0	23	90
Hour	87	3	0	90	-
11:00	20	0	0	20	94
11:15	22	0	0	22	85
11:30	18	0	0	18	83
11:45	19	0	0	19	79
Hour	79	0	0	79	-
12:00	18	0	0	18	77
12:15	17	0	0	17	72
12:30	15	0	0	15	69
12:45	16	0	0	16	66
Hour	66	0	0	66	-
13:00	19	0	0	19	67
13:15	18	0	0	18	68
13:30	21	0	0	21	74
13:45	23	0	0	23	81
Hour	81	0	0	81	-
14:00	22	0	0	22	84
14:15	26	0	0	26	92
14:30	19	0	0	19	90
14:45	21	0	0	21	88
Hour	88	0	0	88	-
Total	401	3	0	404	-

Junction: 4: A61/ A635 gyratory
From: A635 Old Mill Lane
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	1	0	0	1	-
10:15	2	0	0	2	-
10:30	1	0	0	1	-
10:45	2	0	0	2	6
Hour	6	0	0	6	-
11:00	1	0	0	1	6
11:15	2	0	0	2	6
11:30	0	0	0	0	5
11:45	0	0	0	0	3
Hour	3	0	0	3	-
12:00	1	0	0	1	3
12:15	1	0	0	1	2
12:30	0	0	0	0	2
12:45	0	0	0	0	2
Hour	2	0	0	2	-
13:00	0	0	0	0	1
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	1	0	0	1	1
14:30	0	0	0	0	1
14:45	1	0	0	1	2
Hour	2	0	0	2	-
Total	13	0	0	13	-

Junction: 4: A61/ A635 gyratory
From: A635 Old Mill Lane
Direction: U-Turn
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	2	0	0	2	-
10:30	1	0	0	1	-
10:45	0	0	0	0	3
Hour	3	0	0	3	-
11:00	0	0	0	0	3
11:15	3	0	0	3	4
11:30	1	0	0	1	4
11:45	1	0	0	1	5
Hour	5	0	0	5	-
12:00	2	0	0	2	7
12:15	1	0	0	1	5
12:30	1	0	0	1	5
12:45	1	0	0	1	5
Hour	5	0	0	5	-
13:00	0	0	0	0	3
13:15	1	0	0	1	3
13:30	1	0	0	1	3
13:45	2	0	0	2	4
Hour	4	0	0	4	-
14:00	2	0	0	2	6
14:15	1	0	0	1	6
14:30	2	0	0	2	7
14:45	1	0	0	1	6
Hour	6	0	0	6	-
Total	23	0	0	23	-

Junction: 4: A61/ A635 gyratory
From: Canal Way
Direction:
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	1	0	0	1	1
11:15	0	0	0	0	1
11:30	0	0	0	0	1
11:45	0	0	0	0	1
Hour	1	0	0	1	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	2	0	0	2	2
13:30	0	0	0	0	2
13:45	1	0	0	1	3
Hour	3	0	0	3	-
14:00	0	0	0	0	3
14:15	3	0	0	3	4
14:30	0	0	0	0	4
14:45	1	0	0	1	4
Hour	4	0	0	4	-
Total	8	0	0	8	-

Junction: 4: A61/ A635 gyratory
From: Canal Way
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	24	0	0	24	-
10:15	26	0	0	26	-
10:30	30	0	0	30	-
10:45	22	0	0	22	102
Hour	102	0	0	102	-
11:00	25	1	0	26	104
11:15	25	0	0	25	103
11:30	31	0	0	31	104
11:45	26	0	0	26	108
Hour	107	1	0	108	-
12:00	32	1	0	33	115
12:15	26	1	0	27	117
12:30	39	0	0	39	125
12:45	31	1	0	32	131
Hour	128	3	0	131	-
13:00	36	0	0	36	134
13:15	35	0	0	35	142
13:30	43	0	0	43	146
13:45	43	0	0	43	157
Hour	157	0	0	157	-
14:00	45	0	0	45	166
14:15	49	0	0	49	180
14:30	39	0	0	39	176
14:45	44	0	0	44	177
Hour	177	0	0	177	-
Total	671	4	0	675	-

Junction: 4: A61/ A635 gyratory
From: Canal Way
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	3	0	0	3	-
10:15	0	0	0	0	-
10:30	1	0	0	1	-
10:45	2	0	0	2	6
Hour	6	0	0	6	-
11:00	1	0	0	1	4
11:15	0	0	0	0	4
11:30	2	0	0	2	5
11:45	1	0	0	1	4
Hour	4	0	0	4	-
12:00	1	0	0	1	4
12:15	0	0	0	0	4
12:30	1	0	0	1	3
12:45	1	0	0	1	3
Hour	3	0	0	3	-
13:00	1	0	0	1	3
13:15	2	0	0	2	5
13:30	1	0	0	1	5
13:45	1	0	0	1	5
Hour	5	0	0	5	-
14:00	0	0	0	0	4
14:15	1	0	0	1	3
14:30	2	0	0	2	4
14:45	0	0	0	0	3
Hour	3	0	0	3	-
Total	21	0	0	21	-

Junction: 4: A61/ A635 gyratory
From: Canal Way
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	6	0	0	6	-
10:15	3	0	0	3	-
10:30	5	0	0	5	-
10:45	5	0	0	5	19
Hour	19	0	0	19	-
11:00	4	0	0	4	17
11:15	6	0	0	6	20
11:30	7	0	0	7	22
11:45	7	0	0	7	24
Hour	24	0	0	24	-
12:00	9	0	0	9	29
12:15	11	0	0	11	34
12:30	8	0	0	8	35
12:45	9	0	0	9	37
Hour	37	0	0	37	-
13:00	11	0	0	11	39
13:15	9	0	0	9	37
13:30	12	0	0	12	41
13:45	9	0	0	9	41
Hour	41	0	0	41	-
14:00	8	0	0	8	38
14:15	6	0	0	6	35
14:30	11	0	0	11	34
14:45	9	0	0	9	34
Hour	34	0	0	34	-
Total	155	0	0	155	-

Junction: 4: A61/ A635 gyratory
From: Canal Way
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	42	0	0	42	-
10:15	29	0	0	29	-
10:30	38	0	0	38	-
10:45	31	0	0	31	140
Hour	140	0	0	140	-
11:00	35	1	0	36	134
11:15	36	0	0	36	141
11:30	39	0	0	39	142
11:45	37	0	0	37	148
Hour	147	1	0	148	-
12:00	45	1	0	46	158
12:15	39	0	0	39	161
12:30	49	1	0	50	172
12:45	41	1	0	42	177
Hour	174	3	0	177	-
13:00	44	0	0	44	175
13:15	41	0	0	41	177
13:30	45	0	0	45	172
13:45	42	0	0	42	172
Hour	172	0	0	172	-
14:00	42	0	0	42	170
14:15	40	0	0	40	169
14:30	37	0	0	37	161
14:45	44	0	0	44	163
Hour	163	0	0	163	-
Total	796	4	0	800	-

Junction: 4: A61/ A635 gyratory
From: Canal Way
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	1	0	0	1	-
10:15	0	0	0	0	-
10:30	1	0	0	1	-
10:45	0	0	0	0	2
Hour	2	0	0	2	-
11:00	0	0	0	0	1
11:15	0	0	0	0	1
11:30	1	0	0	1	1
11:45	0	0	0	0	1
Hour	1	0	0	1	-
12:00	1	0	0	1	2
12:15	1	0	0	1	3
12:30	0	0	0	0	2
12:45	0	0	0	0	2
Hour	2	0	0	2	-
13:00	0	0	0	0	1
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	5	0	0	5	-

Junction: 4: A61/ A635 gyratory
From: Canal Way
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	25	0	0	25	-
10:15	35	0	0	35	-
10:30	33	0	0	33	-
10:45	26	0	0	26	119
Hour	119	0	0	119	-
11:00	30	0	0	30	124
11:15	31	0	0	31	120
11:30	34	0	0	34	121
11:45	33	0	0	33	128
Hour	128	0	0	128	-
12:00	40	0	0	40	138
12:15	36	0	0	36	143
12:30	41	0	0	41	150
12:45	35	0	0	35	152
Hour	152	0	0	152	-
13:00	38	0	0	38	150
13:15	35	0	0	35	149
13:30	38	0	0	38	146
13:45	35	0	0	35	146
Hour	146	0	0	146	-
14:00	34	0	0	34	142
14:15	24	0	0	24	131
14:30	39	0	0	39	132
14:45	33	0	0	33	130
Hour	130	0	0	130	-
Total	675	0	0	675	-

Junction: 4: A61/ A635 gyratory
From: Canal Way
Direction: U-Turn
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: 4: A61/ A635 gyratory
From: PC World Site Access
Direction:
To: A61 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	1	0	0	1	-
10:15	3	0	0	3	-
10:30	0	0	0	0	-
10:45	0	0	0	0	4
Hour	4	0	0	4	-
11:00	2	0	0	2	5
11:15	1	0	0	1	3
11:30	1	0	0	1	4
11:45	1	0	0	1	5
Hour	5	0	0	5	-
12:00	0	0	0	0	3
12:15	2	0	0	2	4
12:30	2	0	0	2	5
12:45	1	0	0	1	5
Hour	5	0	0	5	-
13:00	1	0	0	1	6
13:15	0	0	0	0	4
13:30	2	0	0	2	4
13:45	0	0	0	0	3
Hour	3	0	0	3	-
14:00	2	0	0	2	4
14:15	1	0	0	1	5
14:30	2	0	0	2	5
14:45	2	0	0	2	7
Hour	7	0	0	7	-
Total	24	0	0	24	-

Junction: 4: A61/ A635 gyratory
From: PC World Site Access
Direction:
To: Twibell Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	1	0	0	1	1
12:15	1	0	0	1	2
12:30	0	0	0	0	2
12:45	0	0	0	0	2
Hour	2	0	0	2	-
13:00	0	0	0	0	1
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	1	0	0	1	1
14:15	1	0	0	1	2
14:30	1	0	0	1	3
14:45	0	0	0	0	3
Hour	3	0	0	3	-
Total	5	0	0	5	-

Junction: 4: A61/ A635 gyratory
From: PC World Site Access
Direction:
To: Dryden Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	1	0	0	1	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	1
Hour	1	0	0	1	-
11:00	2	0	0	2	2
11:15	2	0	0	2	4
11:30	0	0	0	0	4
11:45	1	0	0	1	5
Hour	5	0	0	5	-
12:00	1	0	0	1	4
12:15	0	0	0	0	2
12:30	2	0	0	2	4
12:45	2	0	0	2	5
Hour	5	0	0	5	-
13:00	1	0	0	1	5
13:15	0	0	0	0	5
13:30	0	0	0	0	3
13:45	0	0	0	0	1
Hour	1	0	0	1	-
14:00	3	0	0	3	3
14:15	1	0	0	1	4
14:30	1	0	0	1	5
14:45	4	0	0	4	9
Hour	9	0	0	9	-
Total	21	0	0	21	-

Junction: 4: A61/ A635 gyratory
From: PC World Site Access
Direction:
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	1	0	0	1	-
10:45	3	0	0	3	4
Hour	4	0	0	4	-
11:00	1	0	0	1	5
11:15	1	0	0	1	6
11:30	1	0	0	1	6
11:45	5	0	0	5	8
Hour	8	0	0	8	-
12:00	3	0	0	3	10
12:15	4	0	0	4	13
12:30	5	0	0	5	17
12:45	2	0	0	2	14
Hour	14	0	0	14	-
13:00	3	0	0	3	14
13:15	1	0	0	1	11
13:30	4	0	0	4	10
13:45	1	0	0	1	9
Hour	9	0	0	9	-
14:00	1	0	0	1	7
14:15	3	0	0	3	9
14:30	1	0	0	1	6
14:45	4	0	0	4	9
Hour	9	0	0	9	-
Total	44	0	0	44	-

Junction: 4: A61/ A635 gyratory
From: PC World Site Access
Direction:
To: Meadow Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: 4: A61/ A635 gyratory
From: PC World Site Access
Direction:
To: A635 Old Mill Lane

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	2	0	0	2	-
10:15	0	0	0	0	-
10:30	1	0	0	1	-
10:45	0	0	0	0	3
Hour	3	0	0	3	-
11:00	1	0	0	1	2
11:15	0	0	0	0	2
11:30	2	0	0	2	3
11:45	3	0	0	3	6
Hour	6	0	0	6	-
12:00	0	0	0	0	5
12:15	1	0	0	1	6
12:30	0	0	0	0	4
12:45	0	0	0	0	1
Hour	1	0	0	1	-
13:00	1	0	0	1	2
13:15	1	0	0	1	2
13:30	1	0	0	1	3
13:45	0	0	0	0	3
Hour	3	0	0	3	-
14:00	0	0	0	0	2
14:15	1	0	0	1	2
14:30	1	0	0	1	2
14:45	1	0	0	1	3
Hour	3	0	0	3	-
Total	16	0	0	16	-

Junction: 4: A61/ A635 gyratory
From: PC World Site Access
Direction:
To: Canal Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	1	0	0	1	1
Hour	1	0	0	1	-
11:00	1	0	0	1	2
11:15	0	0	0	0	2
11:30	2	0	0	2	4
11:45	0	0	0	0	3
Hour	3	0	0	3	-
12:00	0	0	0	0	2
12:15	0	0	0	0	2
12:30	2	0	0	2	2
12:45	0	0	0	0	2
Hour	2	0	0	2	-
13:00	2	0	0	2	4
13:15	0	0	0	0	4
13:30	1	0	0	1	3
13:45	0	0	0	0	3
Hour	3	0	0	3	-
14:00	0	0	0	0	1
14:15	0	0	0	0	1
14:30	2	0	0	2	2
14:45	1	0	0	1	3
Hour	3	0	0	3	-
Total	12	0	0	12	-

Junction: 4: A61/ A635 gyratory
From: PC World Site Access
Direction: U-Turn
To: PC World Site Access

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: 4: A61/ A635 gyratory
Arm: A61 Old Mill Lane
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	211	3	5	219	-
10:15	230	3	6	239	-
10:30	239	6	6	251	-
10:45	252	5	6	263	972
Hour	932	17	23	972	-
11:00	254	7	4	265	1018
11:15	265	4	8	277	1056
11:30	260	9	4	273	1078
11:45	263	2	5	270	1085
Hour	1042	22	21	1085	-
12:00	275	6	3	284	1104
12:15	282	5	11	298	1125
12:30	290	5	6	301	1153
12:45	272	2	6	280	1163
Hour	1119	18	26	1163	-
13:00	277	0	2	279	1158
13:15	287	3	6	296	1156
13:30	274	3	4	281	1136
13:45	282	2	5	289	1145
Hour	1120	8	17	1145	-
14:00	259	3	6	268	1134
14:15	280	4	7	291	1129
14:30	255	4	5	264	1112
14:45	271	4	4	279	1102
Hour	1065	15	22	1102	-
Total	5278	80	109	5467	-

Junction: 4: A61/ A635 gyratory
Arm: Twibell Street
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	24	0	0	24	-
10:15	10	1	0	11	-
10:30	17	0	0	17	-
10:45	16	0	0	16	68
Hour	67	1	0	68	-
11:00	13	1	0	14	58
11:15	14	0	0	14	61
11:30	18	1	0	19	63
11:45	14	1	0	15	62
Hour	59	3	0	62	-
12:00	13	0	0	13	61
12:15	15	1	0	16	63
12:30	9	1	0	10	54
12:45	13	1	0	14	53
Hour	50	3	0	53	-
13:00	13	0	0	13	53
13:15	16	0	0	16	53
13:30	11	0	0	11	54
13:45	7	0	0	7	47
Hour	47	0	0	47	-
14:00	10	0	0	10	44
14:15	14	1	0	15	43
14:30	10	0	0	10	42
14:45	7	0	0	7	42
Hour	41	1	0	42	-
Total	264	8	0	272	-

Junction: 4: A61/ A635 gyratory
Arm: Dryden Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	70	0	0	70	-
10:15	48	0	0	48	-
10:30	61	0	0	61	-
10:45	65	0	0	65	244
Hour	244	0	0	244	-
11:00	66	0	0	66	240
11:15	75	0	0	75	267
11:30	66	0	0	66	272
11:45	80	0	0	80	287
Hour	287	0	0	287	-
12:00	76	0	0	76	297
12:15	84	0	0	84	306
12:30	82	0	1	83	323
12:45	86	0	0	86	329
Hour	328	0	1	329	-
13:00	86	0	0	86	339
13:15	88	0	0	88	343
13:30	93	0	0	93	353
13:45	94	0	0	94	361
Hour	361	0	0	361	-
14:00	95	0	0	95	370
14:15	103	0	0	103	385
14:30	89	0	0	89	381
14:45	91	0	0	91	378
Hour	378	0	0	378	-
Total	1598	0	1	1599	-

Junction: 4: A61/ A635 gyratory
Arm: A61 Harborough Hill Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	232	4	0	236	-
10:15	252	6	0	258	-
10:30	247	3	0	250	-
10:45	233	3	0	236	980
Hour	964	16	0	980	-
11:00	216	6	0	222	966
11:15	241	3	0	244	952
11:30	224	2	0	226	928
11:45	217	3	0	220	912
Hour	898	14	0	912	-
12:00	241	1	0	242	932
12:15	231	1	0	232	920
12:30	222	4	0	226	920
12:45	230	2	0	232	932
Hour	924	8	0	932	-
13:00	244	1	0	245	935
13:15	228	0	0	228	931
13:30	246	2	0	248	953
13:45	217	1	1	219	940
Hour	935	4	1	940	-
14:00	221	1	1	223	918
14:15	241	0	0	241	931
14:30	221	5	1	227	910
14:45	242	3	0	245	936
Hour	925	9	2	936	-
Total	4646	51	3	4700	-

Junction: 4: A61/ A635 gyratory
Arm: Meadow Street
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	4	0	0	4	-
10:15	5	0	0	5	-
10:30	4	0	0	4	-
10:45	4	0	0	4	17
Hour	17	0	0	17	-
11:00	3	0	0	3	16
11:15	8	0	0	8	19
11:30	2	0	0	2	17
11:45	2	0	0	2	15
Hour	15	0	0	15	-
12:00	8	0	0	8	20
12:15	5	0	0	5	17
12:30	2	0	0	2	17
12:45	2	0	0	2	17
Hour	17	0	0	17	-
13:00	3	0	0	3	12
13:15	1	0	0	1	8
13:30	3	0	0	3	9
13:45	1	0	0	1	8
Hour	8	0	0	8	-
14:00	2	0	0	2	7
14:15	4	0	0	4	10
14:30	0	0	0	0	7
14:45	2	0	0	2	8
Hour	8	0	0	8	-
Total	65	0	0	65	-

Junction: 4: A61/ A635 gyratory
Arm: A635 Old Mill Lane
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	142	2	5	149	-
10:15	161	1	6	168	-
10:30	159	1	4	164	-
10:45	146	1	5	152	633
Hour	608	5	20	633	-
11:00	146	3	5	154	638
11:15	153	3	7	163	633
11:30	154	2	4	160	629
11:45	150	1	4	155	632
Hour	603	9	20	632	-
12:00	160	0	8	168	646
12:15	156	0	7	163	646
12:30	159	2	5	166	652
12:45	155	1	8	164	661
Hour	630	3	28	661	-
13:00	159	0	4	163	656
13:15	156	3	6	165	658
13:30	161	0	4	165	657
13:45	145	1	8	154	647
Hour	621	4	22	647	-
14:00	142	2	7	151	635
14:15	134	1	3	138	608
14:30	156	1	5	162	605
14:45	159	1	4	164	615
Hour	591	5	19	615	-
Total	3053	26	109	3188	-

Junction: 4: A61/ A635 gyratory
Arm: Canal Way
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	194	0	0	194	-
10:15	147	0	0	147	-
10:30	169	0	0	169	-
10:45	183	0	0	183	693
Hour	693	0	0	693	-
11:00	172	0	0	172	671
11:15	181	1	0	182	706
11:30	173	0	0	173	710
11:45	184	1	0	185	712
Hour	710	2	0	712	-
12:00	182	1	0	183	723
12:15	187	0	0	187	728
12:30	177	1	0	178	733
12:45	180	1	0	181	729
Hour	726	3	0	729	-
13:00	190	0	0	190	736
13:15	185	0	0	185	734
13:30	189	0	0	189	745
13:45	190	0	0	190	754
Hour	754	0	0	754	-
14:00	178	1	0	179	743
14:15	194	1	0	195	753
14:30	169	1	0	170	734
14:45	185	0	0	185	729
Hour	726	3	0	729	-
Total	3609	8	0	3617	-

Junction: 4: A61/ A635 gyratory
Arm: PC World Site Access
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	4	0	0	4	-
10:15	2	0	0	2	-
10:30	3	0	0	3	-
10:45	6	0	0	6	15
Hour	15	0	0	15	-
11:00	8	0	0	8	19
11:15	3	0	0	3	20
11:30	4	0	0	4	21
11:45	3	0	0	3	18
Hour	18	0	0	18	-
12:00	6	0	0	6	16
12:15	7	0	0	7	20
12:30	4	0	0	4	20
12:45	6	0	0	6	23
Hour	23	0	0	23	-
13:00	4	0	0	4	21
13:15	10	0	0	10	24
13:30	7	0	0	7	27
13:45	6	0	0	6	27
Hour	27	0	0	27	-
14:00	6	0	0	6	29
14:15	12	0	0	12	31
14:30	7	0	0	7	31
14:45	9	0	0	9	34
Hour	34	0	0	34	-
Total	117	0	0	117	-

Junction: 4: A61/ A635 gyratory
Arm: A61 Old Mill Lane
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	330	3	5	338	-
10:15	297	5	6	308	-
10:30	309	2	4	315	-
10:45	296	1	5	302	1263
Hour	1232	11	20	1263	-
11:00	274	4	5	283	1208
11:15	279	4	7	290	1190
11:30	272	3	4	279	1154
11:45	273	5	4	282	1134
Hour	1098	16	20	1134	-
12:00	278	0	8	286	1137
12:15	275	2	7	284	1131
12:30	256	5	5	266	1118
12:45	289	3	8	300	1136
Hour	1098	10	28	1136	-
13:00	277	1	4	282	1132
13:15	280	2	6	288	1136
13:30	295	2	4	301	1171
13:45	247	2	9	258	1129
Hour	1099	7	23	1129	-
14:00	273	3	8	284	1131
14:15	272	1	2	275	1118
14:30	275	6	6	287	1104
14:45	289	4	4	297	1143
Hour	1109	14	20	1143	-
Total	5636	58	111	5805	-

Junction: 4: A61/ A635 gyratory
Arm: Twibell Street
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	16	1	0	17	-
10:15	14	1	0	15	-
10:30	13	0	0	13	-
10:45	9	1	0	10	55
Hour	52	3	0	55	-
11:00	10	2	0	12	50
11:15	26	1	0	27	62
11:30	15	0	0	15	64
11:45	19	0	0	19	73
Hour	70	3	0	73	-
12:00	14	0	0	14	75
12:15	20	0	0	20	68
12:30	15	1	0	16	69
12:45	11	0	0	11	61
Hour	60	1	0	61	-
13:00	18	0	0	18	65
13:15	7	0	0	7	52
13:30	14	0	0	14	50
13:45	12	0	0	12	51
Hour	51	0	0	51	-
14:00	4	0	0	4	37
14:15	17	0	0	17	47
14:30	17	0	0	17	50
14:45	12	0	0	12	50
Hour	50	0	0	50	-
Total	283	7	0	290	-

Junction: 4: A61/ A635 gyratory
Arm: Dryden Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	57	0	0	57	-
10:15	61	0	0	61	-
10:30	73	0	0	73	-
10:45	67	0	0	67	258
Hour	258	0	0	258	-
11:00	58	0	0	58	259
11:15	92	0	0	92	290
11:30	79	0	0	79	296
11:45	51	0	0	51	280
Hour	280	0	0	280	-
12:00	89	0	0	89	311
12:15	79	0	0	79	298
12:30	75	0	0	75	294
12:45	85	0	0	85	328
Hour	328	0	0	328	-
13:00	107	0	0	107	346
13:15	90	0	0	90	357
13:30	90	0	0	90	372
13:45	81	0	0	81	368
Hour	368	0	0	368	-
14:00	75	0	0	75	336
14:15	88	0	0	88	334
14:30	98	0	0	98	342
14:45	99	0	0	99	360
Hour	360	0	0	360	-
Total	1594	0	0	1594	-

Junction: 4: A61/ A635 gyratory
Arm: A61 Harborough Hill Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	188	3	0	191	-
10:15	189	4	0	193	-
10:30	219	3	0	222	-
10:45	231	4	0	235	841
Hour	827	14	0	841	-
11:00	228	7	0	235	885
11:15	203	4	0	207	899
11:30	209	10	0	219	896
11:45	236	1	0	237	898
Hour	876	22	0	898	-
12:00	218	3	0	221	884
12:15	233	3	0	236	913
12:30	240	5	2	247	941
12:45	234	0	0	234	938
Hour	925	11	2	938	-
13:00	222	0	0	222	939
13:15	264	3	0	267	970
13:30	222	3	0	225	948
13:45	250	2	0	252	966
Hour	958	8	0	966	-
14:00	220	2	0	222	966
14:15	249	4	1	254	953
14:30	211	3	0	214	942
14:45	233	4	0	237	927
Hour	913	13	1	927	-
Total	4499	68	3	4570	-

Junction: 4: A61/ A635 gyratory
Arm: Meadow Street
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	9	0	0	9	-
10:15	4	0	0	4	-
10:30	5	0	0	5	-
10:45	4	0	0	4	22
Hour	22	0	0	22	-
11:00	8	1	0	9	22
11:15	9	0	0	9	27
11:30	7	0	0	7	29
11:45	6	1	0	7	32
Hour	30	2	0	32	-
12:00	5	0	0	5	28
12:15	3	0	0	3	22
12:30	10	0	0	10	25
12:45	3	0	0	3	21
Hour	21	0	0	21	-
13:00	2	0	0	2	18
13:15	1	1	0	2	17
13:30	5	0	0	5	12
13:45	2	0	0	2	11
Hour	10	1	0	11	-
14:00	4	0	0	4	13
14:15	1	0	0	1	12
14:30	0	0	0	0	7
14:45	2	0	0	2	7
Hour	7	0	0	7	-
Total	90	3	0	93	-

Junction: 4: A61/ A635 gyratory
Arm: A635 Old Mill Lane
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	176	2	5	183	-
10:15	194	1	6	201	-
10:30	170	5	6	181	-
10:45	208	3	6	217	782
Hour	748	11	23	782	-
11:00	197	1	4	202	801
11:15	229	2	8	239	839
11:30	199	1	4	204	862
11:45	214	1	5	220	865
Hour	839	5	21	865	-
12:00	224	3	3	230	893
12:15	236	1	11	248	902
12:30	200	1	5	206	904
12:45	200	2	6	208	892
Hour	860	7	25	892	-
13:00	212	0	2	214	876
13:15	203	0	6	209	837
13:30	211	0	4	215	846
13:45	218	0	5	223	861
Hour	844	0	17	861	-
14:00	201	2	6	209	856
14:15	225	2	7	234	881
14:30	170	2	5	177	843
14:45	188	0	4	192	812
Hour	784	6	22	812	-
Total	4075	29	108	4212	-

Junction: 4: A61/ A635 gyratory
Arm: Canal Way
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	101	0	0	101	-
10:15	93	0	0	93	-
10:30	108	0	0	108	-
10:45	86	0	0	86	388
Hour	388	0	0	388	-
11:00	96	2	0	98	385
11:15	98	0	0	98	390
11:30	114	0	0	114	396
11:45	104	0	0	104	414
Hour	412	2	0	414	-
12:00	128	2	0	130	446
12:15	113	1	0	114	462
12:30	138	1	0	139	487
12:45	117	2	0	119	502
Hour	496	6	0	502	-
13:00	130	0	0	130	502
13:15	124	0	0	124	512
13:30	139	0	0	139	512
13:45	131	0	0	131	524
Hour	524	0	0	524	-
14:00	129	0	0	129	523
14:15	123	0	0	123	522
14:30	128	0	0	128	511
14:45	131	0	0	131	511
Hour	511	0	0	511	-
Total	2331	8	0	2339	-

Junction: 4: A61/ A635 gyratory
Arm: PC World Site Access
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	4	0	0	4	-
10:15	3	0	0	3	-
10:30	2	0	0	2	-
10:45	4	0	0	4	13
Hour	13	0	0	13	-
11:00	7	0	0	7	16
11:15	4	0	0	4	17
11:30	6	0	0	6	21
11:45	10	0	0	10	27
Hour	27	0	0	27	-
12:00	5	0	0	5	25
12:15	8	0	0	8	29
12:30	11	0	0	11	34
12:45	5	0	0	5	29
Hour	29	0	0	29	-
13:00	8	0	0	8	32
13:15	2	0	0	2	26
13:30	8	0	0	8	23
13:45	1	0	0	1	19
Hour	19	0	0	19	-
14:00	7	0	0	7	18
14:15	7	0	0	7	23
14:30	8	0	0	8	23
14:45	12	0	0	12	34
Hour	34	0	0	34	-
Total	122	0	0	122	-

Junction: 5: A61/ A628 roundabout
From: A61 Harborough Hill Road
Direction: Left Turn
To: A61 Sheffield Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	82	4	8	94	-
10:15	86	4	9	99	-
10:30	93	2	8	103	-
10:45	87	2	9	98	394
Hour	348	12	34	394	-
11:00	89	2	12	103	403
11:15	91	4	3	98	402
11:30	94	1	14	109	408
11:45	104	1	7	112	422
Hour	378	8	36	422	-
12:00	114	1	8	123	442
12:15	100	1	11	112	456
12:30	132	1	8	141	488
12:45	107	1	9	117	493
Hour	453	4	36	493	-
13:00	116	2	6	124	494
13:15	114	1	8	123	505
13:30	112	0	11	123	487
13:45	107	0	9	116	486
Hour	449	3	34	486	-
14:00	106	1	9	116	478
14:15	112	0	7	119	474
14:30	100	2	10	112	463
14:45	117	1	8	126	473
Hour	435	4	34	473	-
Total	2063	31	174	2268	-

Junction: 5: A61/ A628 roundabout
From: A61 Harborough Hill Road
Direction: Straight On
To: A628 West Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	142	1	1	144	-
10:15	139	2	0	141	-
10:30	145	1	1	147	-
10:45	125	2	1	128	560
Hour	551	6	3	560	-
11:00	120	2	1	123	539
11:15	114	5	0	119	517
11:30	110	2	1	113	483
11:45	113	3	1	117	472
Hour	457	12	3	472	-
12:00	116	2	1	119	468
12:15	124	3	1	128	477
12:30	97	3	1	101	465
12:45	103	4	1	108	456
Hour	440	12	4	456	-
13:00	113	6	1	120	457
13:15	112	1	1	114	443
13:30	112	1	2	115	457
13:45	107	1	2	110	459
Hour	444	9	6	459	-
14:00	108	2	2	112	451
14:15	115	0	2	117	454
14:30	106	2	2	110	449
14:45	120	3	3	126	465
Hour	449	7	9	465	-
Total	2341	46	25	2412	-

Junction: 5: A61/ A628 roundabout
From: A61 Harborough Hill Road
Direction: Right Turn
To: Wesley Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	14	0	0	14	-
10:15	22	0	0	22	-
10:30	19	0	0	19	-
10:45	16	0	0	16	71
Hour	71	0	0	71	-
11:00	16	0	0	16	73
11:15	17	0	0	17	68
11:30	15	0	0	15	64
11:45	13	0	0	13	61
Hour	61	0	0	61	-
12:00	16	0	0	16	61
12:15	18	0	0	18	62
12:30	13	0	0	13	60
12:45	14	0	0	14	61
Hour	61	0	0	61	-
13:00	15	0	0	15	60
13:15	14	0	0	14	56
13:30	17	0	0	17	60
13:45	11	0	0	11	57
Hour	57	0	0	57	-
14:00	13	0	0	13	55
14:15	14	0	0	14	55
14:30	10	0	0	10	48
14:45	17	0	0	17	54
Hour	54	0	0	54	-
Total	304	0	0	304	-

Junction: 5: A61/ A628 roundabout
From: A61 Harborough Hill Road
Direction: U-Turn
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	4	0	0	4	-
10:15	3	0	0	3	-
10:30	4	0	0	4	-
10:45	5	0	0	5	16
Hour	16	0	0	16	-
11:00	4	0	0	4	16
11:15	6	0	0	6	19
11:30	2	0	0	2	17
11:45	4	0	0	4	16
Hour	16	0	0	16	-
12:00	5	0	0	5	17
12:15	6	0	0	6	17
12:30	3	0	0	3	18
12:45	4	0	0	4	18
Hour	18	0	0	18	-
13:00	2	0	0	2	15
13:15	3	0	0	3	12
13:30	6	0	0	6	15
13:45	3	0	0	3	14
Hour	14	0	0	14	-
14:00	4	0	0	4	16
14:15	4	0	0	4	17
14:30	2	0	0	2	13
14:45	5	0	0	5	15
Hour	15	0	0	15	-
Total	79	0	0	79	-

Junction: 5: A61/ A628 roundabout
From: A61 Sheffield Road
Direction: Left Turn
To: A628 West Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	112	2	0	114	-
10:15	110	2	1	113	-
10:30	113	2	0	115	-
10:45	115	1	0	116	458
Hour	450	7	1	458	-
11:00	117	2	0	119	463
11:15	127	1	0	128	478
11:30	123	5	0	128	491
11:45	126	1	0	127	502
Hour	493	9	0	502	-
12:00	121	3	0	124	507
12:15	117	1	0	118	497
12:30	118	1	0	119	488
12:45	121	1	0	122	483
Hour	477	6	0	483	-
13:00	148	1	0	149	508
13:15	135	0	0	135	525
13:30	117	2	0	119	525
13:45	120	6	0	126	529
Hour	520	9	0	529	-
14:00	126	1	0	127	507
14:15	118	2	0	120	492
14:30	126	0	0	126	499
14:45	123	0	0	123	496
Hour	493	3	0	496	-
Total	2433	34	1	2468	-

Junction: 5: A61/ A628 roundabout
From: A61 Sheffield Road
Direction: Straight On
To: Wesley Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	35	0	0	35	-
10:15	39	0	0	39	-
10:30	37	0	0	37	-
10:45	35	0	0	35	146
Hour	146	0	0	146	-
11:00	40	0	0	40	151
11:15	38	0	0	38	150
11:30	34	0	0	34	147
11:45	36	0	0	36	148
Hour	148	0	0	148	-
12:00	32	0	0	32	140
12:15	25	0	0	25	127
12:30	38	0	0	38	131
12:45	31	0	0	31	126
Hour	126	0	0	126	-
13:00	38	0	0	38	132
13:15	33	0	0	33	140
13:30	28	0	0	28	130
13:45	28	0	0	28	127
Hour	127	0	0	127	-
14:00	29	0	0	29	118
14:15	26	0	0	26	111
14:30	32	0	0	32	115
14:45	21	0	0	21	108
Hour	108	0	0	108	-
Total	655	0	0	655	-

Junction: 5: A61/ A628 roundabout
From: A61 Sheffield Road
Direction: Right Turn
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	74	1	7	82	-
10:15	97	3	10	110	-
10:30	87	1	10	98	-
10:45	90	0	13	103	393
Hour	348	5	40	393	-
11:00	93	1	4	98	409
11:15	102	0	10	112	411
11:30	101	1	13	115	428
11:45	104	0	9	113	438
Hour	400	2	36	438	-
12:00	102	0	10	112	452
12:15	104	0	7	111	451
12:30	96	0	9	105	441
12:45	101	0	9	110	438
Hour	403	0	35	438	-
13:00	121	0	12	133	459
13:15	108	0	10	118	466
13:30	91	0	10	101	462
13:45	92	0	10	102	454
Hour	412	0	42	454	-
14:00	95	0	9	104	425
14:15	87	0	10	97	404
14:30	78	2	7	87	390
14:45	102	0	11	113	401
Hour	362	2	37	401	-
Total	1925	9	190	2124	-

Junction: 5: A61/ A628 roundabout
From: A61 Sheffield Road
Direction: U-Turn
To: A61 Sheffield Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	5	0	0	5	-
10:15	12	0	0	12	-
10:30	9	0	0	9	-
10:45	11	0	0	11	37
Hour	37	0	0	37	-
11:00	12	0	0	12	44
11:15	14	0	0	14	46
11:30	15	1	0	16	53
11:45	16	0	0	16	58
Hour	57	1	0	58	-
12:00	17	1	0	18	64
12:15	22	1	0	23	73
12:30	13	0	0	13	70
12:45	17	0	0	17	71
Hour	69	2	0	71	-
13:00	21	0	0	21	74
13:15	18	0	0	18	69
13:30	15	1	0	16	72
13:45	15	2	0	17	72
Hour	69	3	0	72	-
14:00	16	0	0	16	67
14:15	14	1	0	15	64
14:30	16	1	0	17	65
14:45	13	0	0	13	61
Hour	59	2	0	61	-
Total	291	8	0	299	-

Junction: 5: A61/ A628 roundabout
From: A628 West Way
Direction: Left Turn
To: Wesley Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	38	1	0	39	-
10:15	51	0	0	51	-
10:30	46	0	0	46	-
10:45	48	1	0	49	185
Hour	183	2	0	185	-
11:00	47	1	0	48	194
11:15	45	0	0	45	188
11:30	45	0	0	45	187
11:45	41	0	0	41	179
Hour	178	1	0	179	-
12:00	44	0	0	44	175
12:15	39	1	0	40	170
12:30	45	0	0	45	170
12:45	43	0	0	43	172
Hour	171	1	0	172	-
13:00	39	0	0	39	167
13:15	44	0	0	44	171
13:30	44	0	0	44	170
13:45	41	0	0	41	168
Hour	168	0	0	168	-
14:00	35	0	0	35	164
14:15	39	0	0	39	159
14:30	42	0	0	42	157
14:45	36	0	0	36	152
Hour	152	0	0	152	-
Total	852	4	0	856	-

Junction: 5: A61/ A628 roundabout
From: A628 West Way
Direction: Straight On
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	87	2	0	89	-
10:15	95	1	0	96	-
10:30	97	1	0	98	-
10:45	102	5	0	107	390
Hour	381	9	0	390	-
11:00	101	5	0	106	407
11:15	99	2	0	101	412
11:30	100	4	0	104	418
11:45	94	1	0	95	406
Hour	394	12	0	406	-
12:00	102	1	0	103	403
12:15	110	5	0	115	417
12:30	90	4	0	94	407
12:45	102	0	0	102	414
Hour	404	10	0	414	-
13:00	94	5	0	99	410
13:15	107	2	0	109	404
13:30	108	1	0	109	419
13:45	103	3	0	106	423
Hour	412	11	0	423	-
14:00	88	2	0	90	414
14:15	100	2	0	102	407
14:30	101	1	0	102	400
14:45	102	0	0	102	396
Hour	391	5	0	396	-
Total	1982	47	0	2029	-

Junction: 5: A61/ A628 roundabout
From: A628 West Way
Direction: Right Turn
To: A61 Sheffield Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	115	1	0	116	-
10:15	99	0	0	99	-
10:30	115	0	0	115	-
10:45	123	1	0	124	454
Hour	452	2	0	454	-
11:00	123	1	0	124	462
11:15	123	0	0	123	486
11:30	125	1	0	126	497
11:45	119	0	0	119	492
Hour	490	2	0	492	-
12:00	132	0	0	132	500
12:15	130	2	0	132	509
12:30	131	1	0	132	515
12:45	135	0	0	135	531
Hour	528	3	0	531	-
13:00	125	2	0	127	526
13:15	144	1	0	145	539
13:30	148	0	0	148	555
13:45	142	1	0	143	563
Hour	559	4	0	563	-
14:00	122	1	0	123	559
14:15	141	1	0	142	556
14:30	134	1	0	135	543
14:45	156	0	0	156	556
Hour	553	3	0	556	-
Total	2582	14	0	2596	-

Junction: 5: A61/ A628 roundabout
From: A628 West Way
Direction: U-Turn
To: A628 West Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	4	1	0	5	-
10:15	5	0	0	5	-
10:30	7	0	0	7	-
10:45	5	1	0	6	23
Hour	21	2	0	23	-
11:00	7	0	0	7	25
11:15	4	0	0	4	24
11:30	2	0	0	2	19
11:45	4	0	0	4	17
Hour	17	0	0	17	-
12:00	3	0	0	3	13
12:15	4	0	0	4	13
12:30	4	0	0	4	15
12:45	8	0	0	8	19
Hour	19	0	0	19	-
13:00	3	0	0	3	19
13:15	5	0	0	5	20
13:30	3	0	0	3	19
13:45	6	0	0	6	17
Hour	17	0	0	17	-
14:00	5	0	0	5	19
14:15	6	0	0	6	20
14:30	7	0	0	7	24
14:45	7	0	0	7	25
Hour	25	0	0	25	-
Total	99	2	0	101	-

Junction: 5: A61/ A628 roundabout
From: Wesley Street
Direction: Left Turn
To: A61 Harborough Hill Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	22	0	0	22	-
10:15	20	0	0	20	-
10:30	25	0	0	25	-
10:45	26	0	0	26	93
Hour	93	0	0	93	-
11:00	23	0	0	23	94
11:15	22	0	0	22	96
11:30	21	0	0	21	92
11:45	26	0	0	26	92
Hour	92	0	0	92	-
12:00	23	0	0	23	92
12:15	24	1	0	25	95
12:30	17	0	0	17	91
12:45	18	0	0	18	83
Hour	82	1	0	83	-
13:00	20	0	0	20	80
13:15	24	0	0	24	79
13:30	19	0	0	19	81
13:45	21	0	0	21	84
Hour	84	0	0	84	-
14:00	18	0	0	18	82
14:15	21	0	0	21	79
14:30	21	0	0	21	81
14:45	18	0	0	18	78
Hour	78	0	0	78	-
Total	429	1	0	430	-

Junction: 5: A61/ A628 roundabout
From: Wesley Street
Direction: Straight On
To: A61 Sheffield Road

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	28	0	0	28	-
10:15	36	0	0	36	-
10:30	38	0	0	38	-
10:45	40	0	0	40	142
Hour	142	0	0	142	-
11:00	36	0	0	36	150
11:15	35	0	0	35	149
11:30	34	0	0	34	145
11:45	43	0	0	43	148
Hour	148	0	0	148	-
12:00	39	0	0	39	151
12:15	33	0	0	33	149
12:30	37	0	0	37	152
12:45	31	0	0	31	140
Hour	140	0	0	140	-
13:00	36	0	0	36	137
13:15	41	0	0	41	145
13:30	35	0	0	35	143
13:45	41	0	0	41	153
Hour	153	0	0	153	-
14:00	40	0	0	40	157
14:15	41	0	0	41	157
14:30	41	0	0	41	163
14:45	38	0	0	38	160
Hour	160	0	0	160	-
Total	743	0	0	743	-

Junction: 5: A61/ A628 roundabout
From: Wesley Street
Direction: Right Turn
To: A628 West Way

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	31	0	0	31	-
10:15	44	0	1	45	-
10:30	46	0	0	46	-
10:45	50	0	0	50	172
Hour	171	0	1	172	-
11:00	46	0	0	46	187
11:15	46	0	0	46	188
11:30	46	0	0	46	188
11:45	59	0	0	59	197
Hour	197	0	0	197	-
12:00	56	0	0	56	207
12:15	54	0	0	54	215
12:30	49	0	0	49	218
12:45	43	0	0	43	202
Hour	202	0	0	202	-
13:00	46	0	0	46	192
13:15	50	0	0	50	188
13:30	40	0	0	40	179
13:45	43	0	0	43	179
Hour	179	0	0	179	-
14:00	40	0	0	40	173
14:15	39	0	0	39	162
14:30	38	0	0	38	160
14:45	32	2	0	34	151
Hour	149	2	0	151	-
Total	898	2	1	901	-

Junction: 5: A61/ A628 roundabout
From: Wesley Street
Direction: U-Turn
To: Wesley Street

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	0	0	0	0	-
10:15	0	0	0	0	-
10:30	0	0	0	0	-
10:45	0	0	0	0	0
Hour	0	0	0	0	-
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
Hour	0	0	0	0	-
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
Hour	0	0	0	0	-
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
Hour	0	0	0	0	-
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
Hour	0	0	0	0	-
Total	0	0	0	0	0

Junction: 5: A61/ A628 roundabout
Arm: A61 Harborough Hill Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	187	3	7	197	-
10:15	215	4	10	229	-
10:30	213	2	10	225	-
10:45	223	5	13	241	892
Hour	838	14	40	892	-
11:00	221	6	4	231	926
11:15	229	2	10	241	938
11:30	224	5	13	242	955
11:45	228	1	9	238	952
Hour	902	14	36	952	-
12:00	232	1	10	243	964
12:15	244	6	7	257	980
12:30	206	4	9	219	957
12:45	225	0	9	234	953
Hour	907	11	35	953	-
13:00	237	5	12	254	964
13:15	242	2	10	254	961
13:30	224	1	10	235	977
13:45	219	3	10	232	975
Hour	922	11	42	975	-
14:00	205	2	9	216	937
14:15	212	2	10	224	907
14:30	202	3	7	212	884
14:45	227	0	11	238	890
Hour	846	7	37	890	-
Total	4415	57	190	4662	-

Junction: 5: A61/ A628 roundabout
Arm: A61 Sheffield Road
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	230	5	8	243	-
10:15	233	4	9	246	-
10:30	255	2	8	265	-
10:45	261	3	9	273	1027
Hour	979	14	34	1027	-
11:00	260	3	12	275	1059
11:15	263	4	3	270	1083
11:30	268	3	14	285	1103
11:45	282	1	7	290	1120
Hour	1073	11	36	1120	-
12:00	302	2	8	312	1157
12:15	285	4	11	300	1187
12:30	313	2	8	323	1225
12:45	290	1	9	300	1235
Hour	1190	9	36	1235	-
13:00	298	4	6	308	1231
13:15	317	2	8	327	1258
13:30	310	1	11	322	1257
13:45	305	3	9	317	1274
Hour	1230	10	34	1274	-
14:00	284	2	9	295	1261
14:15	308	2	7	317	1251
14:30	291	4	10	305	1234
14:45	324	1	8	333	1250
Hour	1207	9	34	1250	-
Total	5679	53	174	5906	-

Junction: 5: A61/ A628 roundabout
Arm: A628 West Way
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	289	4	1	294	-
10:15	298	4	2	304	-
10:30	311	3	1	315	-
10:45	295	4	1	300	1213
Hour	1193	15	5	1213	-
11:00	290	4	1	295	1214
11:15	291	6	0	297	1207
11:30	281	7	1	289	1181
11:45	302	4	1	307	1188
Hour	1164	21	3	1188	-
12:00	296	5	1	302	1195
12:15	299	4	1	304	1202
12:30	268	4	1	273	1186
12:45	275	5	1	281	1160
Hour	1138	18	4	1160	-
13:00	310	7	1	318	1176
13:15	302	1	1	304	1176
13:30	272	3	2	277	1180
13:45	276	7	2	285	1184
Hour	1160	18	6	1184	-
14:00	279	3	2	284	1150
14:15	278	2	2	282	1128
14:30	277	2	2	281	1132
14:45	282	5	3	290	1137
Hour	1116	12	9	1137	-
Total	5771	84	27	5882	-

Junction: 5: A61/ A628 roundabout
Arm: Wesley Street
Direction: Exiting Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	87	1	0	88	-
10:15	112	0	0	112	-
10:30	102	0	0	102	-
10:45	99	1	0	100	402
Hour	400	2	0	402	-
11:00	103	1	0	104	418
11:15	100	0	0	100	406
11:30	94	0	0	94	398
11:45	90	0	0	90	388
Hour	387	1	0	388	-
12:00	92	0	0	92	376
12:15	82	1	0	83	359
12:30	96	0	0	96	361
12:45	88	0	0	88	359
Hour	358	1	0	359	-
13:00	92	0	0	92	359
13:15	91	0	0	91	367
13:30	89	0	0	89	360
13:45	80	0	0	80	352
Hour	352	0	0	352	-
14:00	77	0	0	77	337
14:15	79	0	0	79	325
14:30	84	0	0	84	320
14:45	74	0	0	74	314
Hour	314	0	0	314	-
Total	1811	4	0	1815	-

Junction: 5: A61/ A628 roundabout
Arm: A61 Harborough Hill Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	242	5	9	256	-
10:15	250	6	9	265	-
10:30	261	3	9	273	-
10:45	233	4	10	247	1041
Hour	986	18	37	1041	-
11:00	229	4	13	246	1031
11:15	228	9	3	240	1006
11:30	221	3	15	239	972
11:45	234	4	8	246	971
Hour	912	20	39	971	-
12:00	251	3	9	263	988
12:15	248	4	12	264	1012
12:30	245	4	9	258	1031
12:45	228	5	10	243	1028
Hour	972	16	40	1028	-
13:00	246	8	7	261	1026
13:15	243	2	9	254	1016
13:30	247	1	13	261	1019
13:45	228	1	11	240	1016
Hour	964	12	40	1016	-
14:00	231	3	11	245	1000
14:15	245	0	9	254	1000
14:30	218	4	12	234	973
14:45	259	4	11	274	1007
Hour	953	11	43	1007	-
Total	4787	77	199	5063	-

Junction: 5: A61/ A628 roundabout
Arm: A61 Sheffield Road
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	226	3	7	236	-
10:15	258	5	11	274	-
10:30	246	3	10	259	-
10:45	251	1	13	265	1034
Hour	981	12	41	1034	-
11:00	262	3	4	269	1067
11:15	281	1	10	292	1085
11:30	273	7	13	293	1119
11:45	282	1	9	292	1146
Hour	1098	12	36	1146	-
12:00	272	4	10	286	1163
12:15	268	2	7	277	1148
12:30	265	1	9	275	1130
12:45	270	1	9	280	1118
Hour	1075	8	35	1118	-
13:00	328	1	12	341	1173
13:15	294	0	10	304	1200
13:30	251	3	10	264	1189
13:45	255	8	10	273	1182
Hour	1128	12	42	1182	-
14:00	266	1	9	276	1117
14:15	245	3	10	258	1071
14:30	252	3	7	262	1069
14:45	259	0	11	270	1066
Hour	1022	7	37	1066	-
Total	5304	51	191	5546	-

Junction: 5: A61/ A628 roundabout
Arm: A628 West Way
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	244	5	0	249	-
10:15	250	1	0	251	-
10:30	265	1	0	266	-
10:45	278	8	0	286	1052
Hour	1037	15	0	1052	-
11:00	278	7	0	285	1088
11:15	271	2	0	273	1110
11:30	272	5	0	277	1121
11:45	258	1	0	259	1094
Hour	1079	15	0	1094	-
12:00	281	1	0	282	1091
12:15	283	8	0	291	1109
12:30	270	5	0	275	1107
12:45	288	0	0	288	1136
Hour	1122	14	0	1136	-
13:00	261	7	0	268	1122
13:15	300	3	0	303	1134
13:30	303	1	0	304	1163
13:45	292	4	0	296	1171
Hour	1156	15	0	1171	-
14:00	250	3	0	253	1156
14:15	286	3	0	289	1142
14:30	284	2	0	286	1124
14:45	301	0	0	301	1129
Hour	1121	8	0	1129	-
Total	5515	67	0	5582	-

Junction: 5: A61/ A628 roundabout
Arm: Wesley Street
Direction: Entering Junction

Time	LIGHT	HEAVY	PSV	Total	Rolling Hourly Total
10:00	81	0	0	81	-
10:15	100	0	1	101	-
10:30	109	0	0	109	-
10:45	116	0	0	116	407
Hour	406	0	1	407	-
11:00	105	0	0	105	431
11:15	103	0	0	103	433
11:30	101	0	0	101	425
11:45	128	0	0	128	437
Hour	437	0	0	437	-
12:00	118	0	0	118	450
12:15	111	1	0	112	459
12:30	103	0	0	103	461
12:45	92	0	0	92	425
Hour	424	1	0	425	-
13:00	102	0	0	102	409
13:15	115	0	0	115	412
13:30	94	0	0	94	403
13:45	105	0	0	105	416
Hour	416	0	0	416	-
14:00	98	0	0	98	412
14:15	101	0	0	101	398
14:30	100	0	0	100	404
14:45	88	2	0	90	389
Hour	387	2	0	389	-
Total	2070	3	1	2074	-

Date: 20/05/2011
Junction: 1
Location: Wakefield Rd (S'bound)

Time	Queue Length	
	Nearside	Farside
15:00	19	0
15:15	16	0
15:30	20	0
15:45	7	0
16:00	5	0
16:15	10	0
16:30	10	1
16:45	11	0
17:00	9	0
17:15	7	0
17:30	6	0
17:45	4	0
18:00	10	0
18:15	3	0
18:30	7	0
18:45	2	0
19:00	2	0
Average	8.71	0.06

Date: 20/05/2011
Junction: 1
Location: Carlton Rd

Time	Queue Length
15:00	8
15:15	3
15:30	17
15:45	24
16:00	19
16:15	11
16:30	10
16:45	14
17:00	11
17:15	16
17:30	7
17:45	12
18:00	4
18:15	4
18:30	5
18:45	14
19:00	4
Average	10.76

Date: 20/05/2011
Junction: 1
Location: Wakefield Rd (N'bound)

Time	Queue Length	
	Nearside	Farside
15:00	15	6
15:15	8	9
15:30	12	10
15:45	6	2
16:00	0	8
16:15	3	4
16:30	4	8
16:45	0	7
17:00	0	10
17:15	2	4
17:30	6	6
17:45	0	4
18:00	1	3
18:15	2	9
18:30	4	0
18:45	1	3
19:00	1	0
Average	3.82	5.47

Date: 20/05/2011
Junction: 2
Location: Wakefield Rd (S'bound)

Time	Queue Length	
	Nearside	Farside
15:00	4	9
15:15	2	7
15:30	5	9
15:45	4	10
16:00	1	4
16:15	2	9
16:30	8	2
16:45	1	5
17:00	3	5
17:15	5	4
17:30	8	7
17:45	4	2
18:00	4	1
18:15	1	4
18:30	5	2
18:45	4	0
19:00	4	1
Average	3.82	4.76

Date: 20/05/2011
Junction: 2
Location: Smithies Ln

Time	Queue Length
15:00	9
15:15	6
15:30	11
15:45	8
16:00	14
16:15	11
16:30	6
16:45	9
17:00	12
17:15	11
17:30	13
17:45	12
18:00	7
18:15	5
18:30	2
18:45	2
19:00	2
Average	8.24

Date: 20/05/2011
Junction: 2
Location: Wakefield Rd (N'bound)

Time	Queue Length
15:00	32
15:15	14
15:30	12
15:45	35
16:00	38
16:15	34
16:30	26
16:45	31
17:00	27
17:15	30
17:30	25
17:45	12
18:00	11
18:15	7
18:30	14
18:45	7
19:00	8
Average	21.35

Date: 20/05/2011
Junction: 3
Location: Wakefield Rd (S'bound)

Time	Queue Length
15:00	18
15:15	13
15:30	24
15:45	34
16:00	32
16:15	19
16:30	25
16:45	13
17:00	8
17:15	10
17:30	5
17:45	19
18:00	12
18:15	4
18:30	3
18:45	4
19:00	5
Average	14.59

Date: 20/05/2011
Junction: 3
Location: Burton Rd

Time	Queue Length
15:00	14
15:15	17
15:30	31
15:45	32
16:00	32
16:15	41
16:30	9
16:45	5
17:00	1
17:15	7
17:30	13
17:45	4
18:00	13
18:15	15
18:30	13
18:45	4
19:00	2
Average	14.88

Date: 20/05/2011
Junction: 3
Location: Old Mill Ln (N'bound)

Time	Queue Length	
	Nearside	Farside
15:00	0	15
15:15	0	9
15:30	0	12
15:45	0	32
16:00	0	17
16:15	0	17
16:30	0	23
16:45	22	25
17:00	35	26
17:15	0	15
17:30	0	4
17:45	0	16
18:00	0	12
18:15	0	3
18:30	0	5
18:45	0	4
19:00	0	0
Average	3.35	13.82

Date: 20/05/2011
Junction: 4
Location: A61 Old Mill Lane

Time	Queue Length	
	Nearside	Farside
15:00	12	4
15:15	4	7
15:30	9	5
15:45	10	11
16:00	9	14
16:15	10	7
16:30	6	12
16:45	8	8
17:00	3	6
17:15	5	2
17:30	5	10
17:45	3	2
18:00	3	0
18:15	11	7
18:30	14	6
18:45	8	2
19:00	3	10
Average	7.24	6.65

Date: 20/05/2011
Junction: 4
Location: Twibell Street

Time	Queue Length
15:00	0
15:15	1
15:30	5
15:45	0
16:00	1
16:15	1
16:30	0
16:45	1
17:00	0
17:15	2
17:30	1
17:45	1
18:00	0
18:15	0
18:30	2
18:45	1
19:00	0
Average	0.94

Date: 20/05/2011
Junction: 4
Location: Dryden Street

Time	Queue Length	
	Nearside	Farside
15:00	0	0
15:15	0	2
15:30	0	1
15:45	0	0
16:00	0	2
16:15	0	0
16:30	0	0
16:45	0	0
17:00	0	0
17:15	0	0
17:30	1	2
17:45	2	0
18:00	0	1
18:15	0	0
18:30	0	1
18:45	0	1
19:00	1	1
Average	0.24	0.65

Date: 20/05/2011
Junction: 4
Location: A61 Harborough Hill Road

Time	Queue Length		
	Nearside	Middle	Farside
15:00	6	10	6
15:15	4	11	8
15:30	1	7	7
15:45	0	8	8
16:00	12	11	7
16:15	3	6	3
16:30	7	8	2
16:45	3	9	8
17:00	1	12	3
17:15	3	7	5
17:30	1	7	5
17:45	4	10	4
18:00	2	7	2
18:15	3	10	8
18:30	1	6	7
18:45	1	11	8
19:00	2	7	4
Average	3.18	8.65	5.59

Date: 20/05/2011
Junction: 4
Location: Meadow Street

Time	Queue Length	
	Nearside	Farside
15:00	0	0
15:15	0	0
15:30	0	0
15:45	0	0
16:00	0	0
16:15	0	0
16:30	0	0
16:45	0	0
17:00	0	0
17:15	0	0
17:30	0	0
17:45	0	0
18:00	0	0
18:15	0	0
18:30	0	0
18:45	0	0
19:00	0	0
Average	0	0

Date: 20/05/2011
Junction: 4
Location: A635 Old Mill Lane

Time	Queue Length	
	Nearside	Farside
15:00	13	6
15:15	13	15
15:30	12	8
15:45	10	9
16:00	13	6
16:15	10	7
16:30	12	9
16:45	11	4
17:00	16	11
17:15	10	9
17:30	7	8
17:45	5	7
18:00	9	6
18:15	9	10
18:30	10	7
18:45	7	4
19:00	11	6
Average	10.47	7.76

Date: 20/05/2011
Junction: 4
Location: Canal Way

Time	Queue Length	
	Nearside	Farside
15:00	6	5
15:15	8	5
15:30	3	8
15:45	8	7
16:00	9	6
16:15	10	9
16:30	3	5
16:45	3	8
17:00	6	6
17:15	5	5
17:30	7	2
17:45	8	7
18:00	5	7
18:15	0	3
18:30	9	4
18:45	4	4
19:00	4	3
Average	5.76	5.53

Date: 20/05/2011
Junction: 5
Location: A61 Harborough Hill Road

Time	Queue Length	
	Nearside	Farside
15:00	12	11
15:15	15	8
15:30	8	1
15:45	5	1
16:00	8	1
16:15	9	4
16:30	15	8
16:45	18	4
17:00	9	2
17:15	3	0
17:30	0	0
17:45	2	0
18:00	0	0
18:15	3	3
18:30	0	0
18:45	0	0
19:00	0	0
Average	6.29	2.53

Date: 20/05/2011
Junction: 5
Location: A61 Sheffield Road

Time	Queue Length	
	Nearside	Farside
15:00	3	0
15:15	0	0
15:30	1	0
15:45	3	1
16:00	8	0
16:15	13	0
16:30	19	12
16:45	2	10
17:00	0	0
17:15	0	0
17:30	0	0
17:45	7	0
18:00	0	0
18:15	3	1
18:30	0	0
18:45	0	0
19:00	0	0
Average	3.47	1.41

Date: 20/05/2011
Junction: 5
Location: A628 West Way

Time	Queue Length	
	Nearside	Farside
15:00	15	9
15:15	10	4
15:30	29	23
15:45	18	10
16:00	21	9
16:15	27	15
16:30	31	24
16:45	33	22
17:00	26	12
17:15	7	8
17:30	9	3
17:45	18	9
18:00	4	0
18:15	8	9
18:30	0	5
18:45	3	4
19:00	0	0
Average	15.24	9.76

Date: 20/05/2011
Junction: 5
Location: Wesley Street

Time	Queue Length	
	Nearside	Farside
15:00	1	1
15:15	0	0
15:30	1	0
15:45	5	0
16:00	4	0
16:15	4	0
16:30	8	1
16:45	10	0
17:00	3	0
17:15	2	0
17:30	0	0
17:45	2	0
18:00	0	0
18:15	0	0
18:30	0	0
18:45	0	0
19:00	0	0
Average	2.35	0.12

Date: 21/05/2011
Junction: 1
Location: Wakefield Rd (S'bound)

Time	Queue Length	
	Nearside	Farside
10:00	4	0
10:15	11	0
10:30	6	0
10:45	9	0
11:00	10	0
11:15	15	0
11:30	14	1
11:45	16	0
12:00	6	0
12:15	13	0
12:30	17	0
12:45	10	0
13:00	7	0
13:15	5	0
13:30	3	0
13:45	11	0
14:00	7	1
14:15	9	0
14:30	16	0
14:45	18	0
15:00	12	0
Average	10.43	0.10

Date: 21/05/2011
Junction: 1
Location: Carlton Rd

Time	Queue Length
10:00	7
10:15	8
10:30	3
10:45	4
11:00	5
11:15	3
11:30	6
11:45	4
12:00	6
12:15	12
12:30	7
12:45	2
13:00	3
13:15	5
13:30	5
13:45	10
14:00	7
14:15	6
14:30	6
14:45	3
15:00	3
Average	5.48

Date: 21/05/2011
Junction: 1
Location: Wakefield Rd (N'bound)

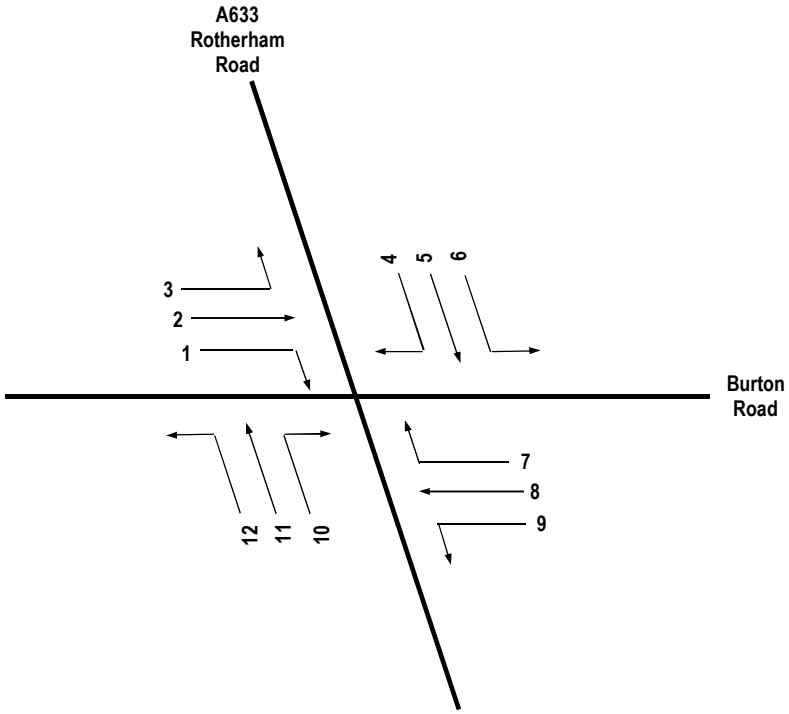
Time	Queue Length	
	Nearside	Farside
10:00	0	6
10:15	0	4
10:30	0	2
10:45	3	1
11:00	0	2
11:15	4	9
11:30	0	4
11:45	3	4
12:00	4	4
12:15	5	10
12:30	0	3
12:45	2	2
13:00	8	0
13:15	6	2
13:30	6	3
13:45	1	5
14:00	5	4
14:15	1	2
14:30	4	8
14:45	2	5
15:00	2	3
Average	2.67	3.95

SURVEY CONTROL

Client:	Curtins Consulting
Client Contact:	Ben Dawson
Survey Location:	Barnsley
Date(s) of Survey:	Friday 30 September 2011 Saturday 1 October 2011
Notes:	
On Site Supervisor:	Joe Donkin
Data Checking:	Peter Dixon
Survey Reference:	2011.155 Barnsley
Status:	Final
Date of Issue:	Tuesday 4 October 2011

N

JUNCTION 1

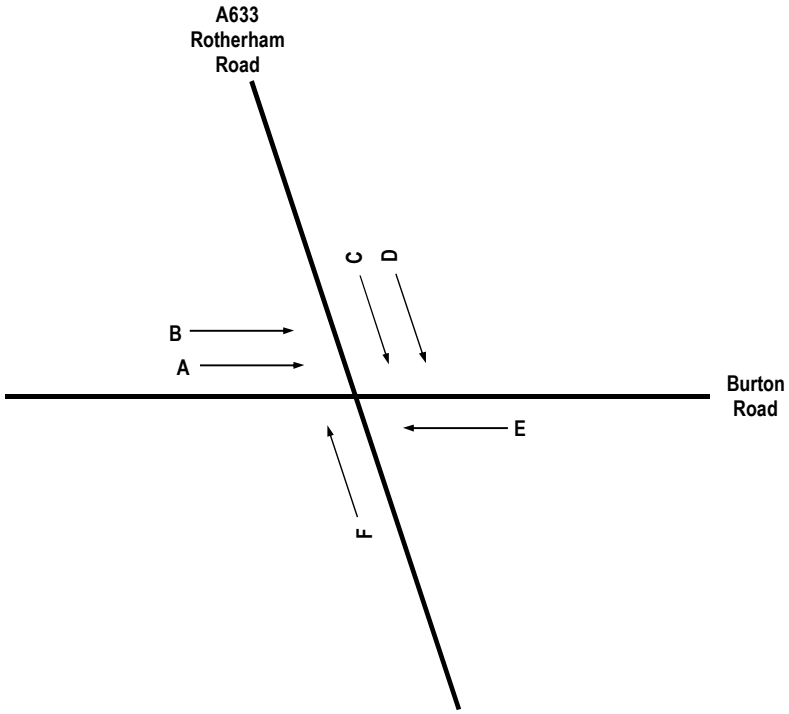


DRAWING TITLE			
TRAFFIC MOVEMENT REFERENCE			
JOB TITLE			
2011.155 BARNSLEY			
DRAWN BY	**DATE**	**SCALE**	**REF**
DC	SEP 2011	NTS	FIGURE 1

signal surveys
Traffic Counts and Car Park Surveys
Parkway House, Palatine Road, Northenden, Manchester, M22 4DB
Tel 0161 998 4226 Fax 0161 998 1189

N

JUNCTION 1



DRAWING TITLE: **QUEUE REFERENCE**			
JOB TITLE: **2011.155 BARNSLEY**			
DRAWN BY: DC	DATE: SEP 2011	SCALE: NTS	REF: FIGURE 2

signal surveys
Traffic Counts and Car Park Surveys
Parkway House, Palatine Road, Northenden, Manchester, M22 4DB
Tel 0161 998 4226 Fax 0161 998 1189

Time Beginning	A633 Rotherham Road/Burton Road - Friday 30 September 2011																													
	1				2				3				4				5				6				7				8			
	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus
1530	7	0	0	0	79	8	0	3	3	0	0	0	1	0	0	0	88	13	0	1	19	2	0	0	24	3	0	1	80	5	0	2
1545	3	3	0	0	68	11	0	1	3	0	0	0	1	0	0	0	55	15	0	1	17	3	0	0	25	3	0	2	91	6	0	1
1600	11	2	0	0	83	11	0	2	3	0	0	0	0	0	0	0	53	5	0	2	17	3	0	0	18	0	0	0	91	7	0	4
1615	9	2	0	1	76	6	0	2	5	0	0	0	0	0	0	0	64	12	0	1	14	1	0	0	15	1	0	1	84	5	0	3
1630	11	2	0	0	88	7	0	2	2	0	0	0	3	0	0	0	87	15	0	0	22	3	0	0	31	1	0	0	96	8	0	1
1645	8	2	0	0	82	9	0	1	1	0	0	0	1	0	0	0	81	11	0	1	20	2	0	0	22	1	0	0	91	6	0	0

Time Beginning	A633 Rotherham Road/Burton Road - Saturday 1 October 2011																													
	1				2				3				4				5				6				7				8			
	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus
1215	7	0	0	0	81	6	0	1	4	0	0	0	1	0	0	0	55	6	0	0	21	2	0	0	20	1	0	0	81	2	0	2
1230	8	0	0	0	79	6	0	0	1	0	0	0	1	0	0	0	44	7	0	0	14	1	0	0	22	0	0	0	86	0	0	3
1245	7	0	0	0	86	7	0	1	1	0	0	0	0	0	0	0	53	11	0	0	20	1	0	0	25	0	0	0	90	5	0	2
1300	9	1	0	0	90	6	0	0	2	0	0	0	0	0	0	0	63	5	0	1	19	1	0	0	30	3	0	0	79	1	0	3
1315	11	0	0	0	81	11	0	0	2	0	0	0	1	0	0	0	49	6	0	0	28	2	0	0	32	1	0	0	94	5	0	1
1330	12	1	0	0	73	6	0	1	1	0	0	0	0	0	0	0	70	7	0	1	19	1	0	0	20	1	0	0	87	4	0	1

Time Beginning	A633 Rotherham Road/Burton Road - Friday 30 September 2011															
	9				10				11				12			
	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus
1530	5	0	0	0	8	0	0	1	51	8	0	1	8	0	0	0
1545	6	1	0	0	7	0	0	0	64	5	0	0	7	1	0	1
1600	7	1	0	0	8	1	0	0	68	7	0	0	6	1	0	0
1615	0	0	0	0	8	0	0	0	57	4	0	1	7	0	0	0
1630	3	1	0	0	11	1	0	0	62	4	0	1	18	1	0	0
1645	4	0	0	0	10	3	0	0	65	6	0	1	10	0	0	1

Time Beginning	A633 Rotherham Road/Burton Road - Saturday 1 October 2011															
	9				10				11				12			
	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus	Cars	LV	HV	Bus
1215	9	1	0	0	12	0	0	0	59	3	0	0	6	1	0	0
1230	11	1	0	1	8	0	0	0	63	5	0	0	5	0	0	0
1245	5	0	0	0	7	0	0	1	70	2	0	0	10	1	0	0
1300	8	0	0	0	9	0	0	0	67	5	0	0	6	0	0	0
1315	5	1	0	0	9	1	0	1	64	4	0	0	13	0	0	0
1330	11	1	0	1	7	0	0	0	62	3	0	0	4	0	0	0

Time Beginning	A633 Rotherham Road/Burton Road, Queues (vehs) - Friday 30 September 2011						Time Beginning	A633 Rotherham Road/Burton Road, Queues (vehs) - Saturday 1 October 2011					
	A	B	C	D	E	F		A	B	C	D	E	F
1530	7	2	8	4	3	3	**1215**	2	1	0	1	4	3
1545	7	3	8	2	6	2	**1230**	5	1	2	3	4	8
1600	4	3	5	3	7	6	**1245**	5	1	5	2	3	4
1615	4	3	9	2	15	3	**1300**	10	1	8	4	8	5
1630	7	2	8	1	12	3	**1315**	3	1	6	2	4	3
1645	3	3	4	1	10	6	**1330**	6	1	4	2	6	4
1700	8	3	7	2	12	4	**1345**	3	2	5	4	7	4

Appendix B – TRICS Report Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
10	WALES		
	WR	WREXHAM	1 days
11	SCOTLAND		
	DU	DUNDEE CITY	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 6000 to 9104 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 29/10/10

Selected survey days:

Friday	5 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3

Selected Location Sub Categories:

Retail Zone	1
Built-Up Zone	3
No Sub Category	1

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	8376	0.310	1	8376	0.382	1	8376	0.692
01:00 - 02:00	1	8376	0.167	1	8376	0.155	1	8376	0.322
02:00 - 03:00	1	8376	0.239	1	8376	0.215	1	8376	0.454
03:00 - 04:00	1	8376	0.131	1	8376	0.131	1	8376	0.262
04:00 - 05:00	1	8376	0.191	1	8376	0.143	1	8376	0.334
05:00 - 06:00	1	8376	0.394	1	8376	0.275	1	8376	0.669
06:00 - 07:00	1	8376	1.051	1	8376	0.633	1	8376	1.684
07:00 - 08:00	5	7594	1.464	5	7594	1.032	5	7594	2.496
08:00 - 09:00	5	7594	3.224	5	7594	2.012	5	7594	5.236
09:00 - 10:00	5	7594	4.340	5	7594	2.994	5	7594	7.334
10:00 - 11:00	5	7594	4.622	5	7594	4.040	5	7594	8.662
11:00 - 12:00	5	7594	4.801	5	7594	4.817	5	7594	9.618
12:00 - 13:00	5	7594	4.867	5	7594	4.833	5	7594	9.700
13:00 - 14:00	5	7594	4.925	5	7594	4.606	5	7594	9.531
14:00 - 15:00	5	7594	4.575	5	7594	4.427	5	7594	9.002
15:00 - 16:00	5	7594	5.178	5	7594	5.478	5	7594	10.656
16:00 - 17:00	5	7594	5.899	5	7594	5.652	5	7594	11.551
17:00 - 18:00	5	7594	5.965	5	7594	6.408	5	7594	12.373
18:00 - 19:00	5	7594	5.675	5	7594	6.455	5	7594	12.130
19:00 - 20:00	5	7594	4.085	5	7594	5.128	5	7594	9.213
20:00 - 21:00	5	7594	2.821	5	7594	3.679	5	7594	6.500
21:00 - 22:00	5	7594	1.909	5	7594	2.462	5	7594	4.371
22:00 - 23:00	3	7622	0.704	3	7622	1.150	3	7622	1.854
23:00 - 24:00	1	8376	0.836	1	8376	1.194	1	8376	2.030
Total Rates:			68.373			68.301			136.674

Parameter summary

Trip rate parameter range selected:	6000 - 9104 (units: sqm)
Survey date date range:	01/01/00 - 29/10/10
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	5

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
10	WALES		
	WR	WREXHAM	1 days
11	SCOTLAND		
	EA	EAST AYRSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 5800 to 12642 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 29/10/10

Selected survey days:

Saturday	5 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3

Selected Location Sub Categories:

Industrial Zone	2
Built-Up Zone	1
No Sub Category	2

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	5	8688	1.356	5	8688	0.923	5	8688	2.279
08:00 - 09:00	5	8688	3.499	5	8688	2.399	5	8688	5.898
09:00 - 10:00	5	8688	4.521	5	8688	3.731	5	8688	8.252
10:00 - 11:00	5	8688	5.621	5	8688	4.555	5	8688	10.176
11:00 - 12:00	5	8688	5.683	5	8688	5.202	5	8688	10.885
12:00 - 13:00	5	8688	5.462	5	8688	5.327	5	8688	10.789
13:00 - 14:00	5	8688	5.271	5	8688	4.972	5	8688	10.243
14:00 - 15:00	5	8688	5.122	5	8688	5.334	5	8688	10.456
15:00 - 16:00	5	8688	5.062	5	8688	5.278	5	8688	10.340
16:00 - 17:00	5	8688	5.225	5	8688	5.884	5	8688	11.109
17:00 - 18:00	5	8688	4.933	5	8688	5.566	5	8688	10.499
18:00 - 19:00	5	8688	3.950	5	8688	4.666	5	8688	8.616
19:00 - 20:00	5	8688	2.767	5	8688	3.782	5	8688	6.549
20:00 - 21:00	5	8688	2.120	5	8688	2.415	5	8688	4.535
21:00 - 22:00	4	8611	1.472	4	8611	2.160	4	8611	3.632
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			62.064			62.194			124.258

Parameter summary

Trip rate parameter range selected:	5800 - 12642 (units: sqm)
Survey date date range:	01/01/00 - 29/10/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	5
Number of Sundays:	0
Surveys manually removed from selection:	8

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
09	NORTH		
	CB	CUMBRIA	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 290 to 2500 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 27/10/10

Selected survey days:

Friday	6 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Retail Zone	1
Built-Up Zone	1
No Sub Category	1

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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	2	2190	0.297	2	2190	0.023	2	2190	0.320
08:00 - 09:00	4	1693	0.886	4	1693	0.355	4	1693	1.241
09:00 - 10:00	6	1586	1.849	6	1586	1.166	6	1586	3.015
10:00 - 11:00	6	1586	2.259	6	1586	2.217	6	1586	4.476
11:00 - 12:00	6	1586	2.395	6	1586	2.501	6	1586	4.896
12:00 - 13:00	6	1586	2.711	6	1586	2.532	6	1586	5.243
13:00 - 14:00	6	1586	2.585	6	1586	2.753	6	1586	5.338
14:00 - 15:00	6	1586	2.616	6	1586	2.374	6	1586	4.990
15:00 - 16:00	6	1586	2.070	6	1586	2.280	6	1586	4.350
16:00 - 17:00	6	1586	1.923	6	1586	2.007	6	1586	3.930
17:00 - 18:00	6	1586	1.219	6	1586	1.523	6	1586	2.742
18:00 - 19:00	4	1693	0.916	4	1693	1.285	4	1693	2.201
19:00 - 20:00	4	1693	0.576	4	1693	0.975	4	1693	1.551
20:00 - 21:00	4	1693	0.177	4	1693	0.517	4	1693	0.694
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			22.479			22.508			44.987

Parameter summary

Trip rate parameter range selected:	290 - 2500 (units: sqm)
Survey date date range:	01/01/00 - 27/10/10
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	KC	KENT	2 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
10	WALES		
	GW	GWYNEDD	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 300 to 2300 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 27/10/10

Selected survey days:

Saturday	8 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

Selected Location Sub Categories:

Commercial Zone	3
Retail Zone	1
Built-Up Zone	1
No Sub Category	3

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	2	1650	0.000	2	1650	0.000	2	1650	0.000
08:00 - 09:00	6	1597	0.386	6	1597	0.073	6	1597	0.459
09:00 - 10:00	8	1541	1.501	8	1541	0.787	8	1541	2.288
10:00 - 11:00	8	1541	2.993	8	1541	1.866	8	1541	4.859
11:00 - 12:00	8	1541	3.456	8	1541	3.204	8	1541	6.660
12:00 - 13:00	8	1541	3.642	8	1541	3.480	8	1541	7.122
13:00 - 14:00	8	1541	3.464	8	1541	3.821	8	1541	7.285
14:00 - 15:00	8	1541	3.666	8	1541	3.529	8	1541	7.195
15:00 - 16:00	8	1541	3.212	8	1541	3.415	8	1541	6.627
16:00 - 17:00	8	1541	2.531	8	1541	3.277	8	1541	5.808
17:00 - 18:00	8	1541	1.095	8	1541	2.166	8	1541	3.261
18:00 - 19:00	6	1597	0.073	6	1597	0.365	6	1597	0.438
19:00 - 20:00	2	1500	0.000	2	1500	0.067	2	1500	0.067
20:00 - 21:00	2	1500	0.000	2	1500	0.000	2	1500	0.000
21:00 - 22:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			26.019			26.050			52.069

Parameter summary

Trip rate parameter range selected:	300 - 2300 (units: sqm)
Survey date date range:	01/01/00 - 27/10/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	8
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
Category : A - PETROL FILLING STATIONS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
05	EAST MIDLANDS		
	NR	NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Filling bays
Range: 8 to 12 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 16/12/09

Selected survey days:

Friday	3 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Commercial Zone	1
Out of Town	1
No Sub Category	1

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
VEHICLES
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	9	8.464	3	9	7.929	3	9	16.393
08:00 - 09:00	3	9	7.250	3	9	7.429	3	9	14.679
09:00 - 10:00	3	9	7.750	3	9	7.321	3	9	15.071
10:00 - 11:00	3	9	5.964	3	9	6.286	3	9	12.250
11:00 - 12:00	3	9	7.036	3	9	7.000	3	9	14.036
12:00 - 13:00	3	9	8.393	3	9	8.429	3	9	16.822
13:00 - 14:00	3	9	7.893	3	9	7.929	3	9	15.822
14:00 - 15:00	3	9	8.036	3	9	8.036	3	9	16.072
15:00 - 16:00	3	9	7.964	3	9	7.750	3	9	15.714
16:00 - 17:00	3	9	7.643	3	9	7.964	3	9	15.607
17:00 - 18:00	3	9	8.643	3	9	8.679	3	9	17.322
18:00 - 19:00	3	9	8.964	3	9	8.893	3	9	17.857
19:00 - 20:00	1	8	7.875	1	8	8.375	1	8	16.250
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			101.875			102.020			203.895

Parameter summary

Trip rate parameter range selected:	8 - 12 (units:)
Survey date date range:	01/01/00 - 16/12/09
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
Category : A - PETROL FILLING STATIONS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	2 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	RI	EAST RIDING OF YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	WR	WREXHAM	1 days

Filtering Stage 2 selection:

Parameter: Filling bays
Range: 6 to 12 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 16/12/09

Selected survey days:

Saturday	9 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	2
Free Standing (PPS6 Out of Town)	3

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Built-Up Zone	3
Out of Town	3
No Sub Category	1

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
VEHICLES
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	8	9	3.268	8	9	3.014	8	9	6.282
08:00 - 09:00	9	9	4.052	9	9	3.961	9	9	8.013
09:00 - 10:00	9	9	5.442	9	9	5.325	9	9	10.767
10:00 - 11:00	9	9	6.818	9	9	6.831	9	9	13.649
11:00 - 12:00	9	9	7.740	9	9	7.455	9	9	15.195
12:00 - 13:00	9	9	6.779	9	9	6.974	9	9	13.753
13:00 - 14:00	9	9	6.169	9	9	6.117	9	9	12.286
14:00 - 15:00	9	9	6.974	9	9	6.922	9	9	13.896
15:00 - 16:00	9	9	5.779	9	9	5.805	9	9	11.584
16:00 - 17:00	9	9	5.922	9	9	6.026	9	9	11.948
17:00 - 18:00	9	9	5.494	9	9	5.494	9	9	10.988
18:00 - 19:00	9	9	5.519	9	9	5.545	9	9	11.064
19:00 - 20:00	4	8	4.032	4	8	4.129	4	8	8.161
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			73.988			73.598			147.586

Parameter summary

Trip rate parameter range selected:	6 - 12 (units:)
Survey date date range:	01/01/00 - 16/12/09
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	9
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	BR	BRISTOL CITY	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
11	SCOTLAND		
	EA	EAST AYRSHIRE	1 days
	ER	EAST RENFREWSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 552 to 7211 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 09/09/10

Selected survey days:

Tuesday	4 days
Wednesday	5 days
Thursday	3 days

Selected survey types:

Manual count	11 days
Directional ATC Count	1 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	5
Neighbourhood Centre (PPS6 Local Centre)	2
Free Standing (PPS6 Out of Town)	3

Selected Location Sub Categories:

Industrial Zone	7
Built-Up Zone	1
Village	1
Out of Town	2
No Sub Category	1

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
00:30 - 01:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:00 - 01:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:30 - 02:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:00 - 02:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:30 - 03:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:00 - 03:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:30 - 04:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:00 - 04:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:30 - 05:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
05:00 - 05:30	1	5858	0.034	1	5858	0.000	1	5858	0.034
05:30 - 06:00	1	5858	0.034	1	5858	0.000	1	5858	0.034
06:00 - 06:30	2	6535	0.130	2	6535	0.077	2	6535	0.207
06:30 - 07:00	2	6535	0.130	2	6535	0.069	2	6535	0.199
07:00 - 07:30	12	3983	0.190	12	3983	0.048	12	3983	0.238
07:30 - 08:00	12	3983	0.441	12	3983	0.100	12	3983	0.541
08:00 - 08:30	12	3983	0.506	12	3983	0.199	12	3983	0.705
08:30 - 09:00	12	3983	0.525	12	3983	0.268	12	3983	0.793
09:00 - 09:30	12	3983	0.391	12	3983	0.245	12	3983	0.636
09:30 - 10:00	12	3983	0.287	12	3983	0.278	12	3983	0.565
10:00 - 10:30	12	3983	0.293	12	3983	0.236	12	3983	0.529
10:30 - 11:00	12	3983	0.268	12	3983	0.228	12	3983	0.496
11:00 - 11:30	12	3983	0.253	12	3983	0.259	12	3983	0.512
11:30 - 12:00	12	3983	0.266	12	3983	0.247	12	3983	0.513
12:00 - 12:30	12	3983	0.253	12	3983	0.289	12	3983	0.542
12:30 - 13:00	12	3983	0.278	12	3983	0.299	12	3983	0.577
13:00 - 13:30	12	3983	0.257	12	3983	0.291	12	3983	0.548
13:30 - 14:00	12	3983	0.278	12	3983	0.234	12	3983	0.512
14:00 - 14:30	12	3983	0.262	12	3983	0.264	12	3983	0.526
14:30 - 15:00	12	3983	0.211	12	3983	0.199	12	3983	0.410
15:00 - 15:30	12	3983	0.211	12	3983	0.236	12	3983	0.447
15:30 - 16:00	12	3983	0.218	12	3983	0.251	12	3983	0.469
16:00 - 16:30	12	3983	0.197	12	3983	0.356	12	3983	0.553
16:30 - 17:00	12	3983	0.207	12	3983	0.402	12	3983	0.609
17:00 - 17:30	12	3983	0.119	12	3983	0.523	12	3983	0.642
17:30 - 18:00	12	3983	0.077	12	3983	0.314	12	3983	0.391
18:00 - 18:30	12	3983	0.040	12	3983	0.165	12	3983	0.205
18:30 - 19:00	12	3983	0.015	12	3983	0.056	12	3983	0.071
19:00 - 19:30	2	6535	0.000	2	6535	0.015	2	6535	0.015
19:30 - 20:00	2	6535	0.015	2	6535	0.023	2	6535	0.038
20:00 - 20:30	2	6535	0.008	2	6535	0.015	2	6535	0.023
20:30 - 21:00	2	6535	0.008	2	6535	0.015	2	6535	0.023
21:00 - 21:30	2	6535	0.008	2	6535	0.000	2	6535	0.008
21:30 - 22:00	2	6535	0.008	2	6535	0.008	2	6535	0.016
22:00 - 22:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
22:30 - 23:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
23:00 - 23:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
23:30 - 24:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
Total Rates:			6.418			6.209			12.627

Parameter summary

Trip rate parameter range selected:	552 - 7211 (units: sqm)
Survey date date range:	01/01/00 - 09/09/10
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
10	WALES		
	CM	CARMARTHENSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 2900 to 5858 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 09/09/10

Selected survey days:

Sunday	2 days

Selected survey types:

Manual count	1 days
Directional ATC Count	1 days

Selected Locations:

Edge of Town Centre	1
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Out of Town	1
No Sub Category	1

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
00:30 - 01:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:00 - 01:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:30 - 02:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:00 - 02:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:30 - 03:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:00 - 03:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:30 - 04:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:00 - 04:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:30 - 05:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
05:00 - 05:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
05:30 - 06:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
06:00 - 06:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
06:30 - 07:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
07:00 - 07:30	2	4379	0.183	2	4379	0.000	2	4379	0.183
07:30 - 08:00	2	4379	0.160	2	4379	0.046	2	4379	0.206
08:00 - 08:30	2	4379	0.183	2	4379	0.126	2	4379	0.309
08:30 - 09:00	2	4379	0.206	2	4379	0.126	2	4379	0.332
09:00 - 09:30	2	4379	0.206	2	4379	0.114	2	4379	0.320
09:30 - 10:00	2	4379	0.114	2	4379	0.148	2	4379	0.262
10:00 - 10:30	2	4379	0.137	2	4379	0.126	2	4379	0.263
10:30 - 11:00	2	4379	0.114	2	4379	0.114	2	4379	0.228
11:00 - 11:30	2	4379	0.160	2	4379	0.137	2	4379	0.297
11:30 - 12:00	2	4379	0.194	2	4379	0.194	2	4379	0.388
12:00 - 12:30	2	4379	0.046	2	4379	0.160	2	4379	0.206
12:30 - 13:00	2	4379	0.160	2	4379	0.091	2	4379	0.251
13:00 - 13:30	2	4379	0.114	2	4379	0.080	2	4379	0.194
13:30 - 14:00	2	4379	0.091	2	4379	0.103	2	4379	0.194
14:00 - 14:30	2	4379	0.080	2	4379	0.126	2	4379	0.206
14:30 - 15:00	2	4379	0.114	2	4379	0.091	2	4379	0.205
15:00 - 15:30	2	4379	0.126	2	4379	0.114	2	4379	0.240
15:30 - 16:00	2	4379	0.103	2	4379	0.160	2	4379	0.263
16:00 - 16:30	2	4379	0.263	2	4379	0.228	2	4379	0.491
16:30 - 17:00	2	4379	0.069	2	4379	0.137	2	4379	0.206
17:00 - 17:30	2	4379	0.091	2	4379	0.240	2	4379	0.331
17:30 - 18:00	2	4379	0.011	2	4379	0.137	2	4379	0.148
18:00 - 18:30	2	4379	0.023	2	4379	0.046	2	4379	0.069
18:30 - 19:00	2	4379	0.023	2	4379	0.011	2	4379	0.034
19:00 - 19:30	1	5858	0.000	1	5858	0.017	1	5858	0.017
19:30 - 20:00	1	5858	0.017	1	5858	0.017	1	5858	0.034
20:00 - 20:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
20:30 - 21:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
21:00 - 21:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
21:30 - 22:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
22:00 - 22:30	1	5858	0.017	1	5858	0.000	1	5858	0.017
22:30 - 23:00	1	5858	0.017	1	5858	0.017	1	5858	0.034
23:00 - 23:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
23:30 - 24:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
Total Rates:			3.022			2.906			5.928

Parameter summary

Trip rate parameter range selected:	2900 - 5858 (units: sqm)
Survey date date range:	01/01/00 - 09/09/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	2
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	CW	CORNWALL	1 days
	DC	DORSET	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
11	SCOTLAND		
	MO	MORAY	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 5725 to 14690 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 29/04/10

Selected survey days:
Saturday 8 days

Selected survey types:
Manual count 8 days
Directional ATC Count 0 days

Selected Locations:
Suburban Area (PPS6 Out of Centre) 8

Selected Location Sub Categories:
Industrial Zone 4
Development Zone 1
Retail Zone 2
Built-Up Zone 1

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	7	9399	0.129	7	9399	0.044	7	9399	0.173
08:00 - 09:00	8	9865	0.594	8	9865	0.217	8	9865	0.811
09:00 - 10:00	8	9865	1.441	8	9865	0.896	8	9865	2.337
10:00 - 11:00	8	9865	2.252	8	9865	1.842	8	9865	4.094
11:00 - 12:00	8	9865	2.775	8	9865	2.513	8	9865	5.288
12:00 - 13:00	8	9865	2.952	8	9865	2.926	8	9865	5.878
13:00 - 14:00	8	9865	2.988	8	9865	2.885	8	9865	5.873
14:00 - 15:00	8	9865	3.120	8	9865	3.098	8	9865	6.218
15:00 - 16:00	8	9865	3.111	8	9865	3.187	8	9865	6.298
16:00 - 17:00	8	9865	2.423	8	9865	2.952	8	9865	5.375
17:00 - 18:00	8	9865	1.445	8	9865	2.163	8	9865	3.608
18:00 - 19:00	8	9865	0.578	8	9865	1.058	8	9865	1.636
19:00 - 20:00	7	9399	0.214	7	9399	0.296	7	9399	0.510
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			24.022			24.077			48.099

Parameter summary

Trip rate parameter range selected:	5725 - 14690 (units: sqm)
Survey date date range:	01/01/00 - 29/04/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	8
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	KC	KENT	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 5854 to 15750 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 29/04/10

Selected survey days:

Thursday	2 days
Friday	3 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	2
Retail Zone	1
No Sub Category	1

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	2	10802	0.134	2	10802	0.037	2	10802	0.171
08:00 - 09:00	5	10734	0.682	5	10734	0.339	5	10734	1.021
09:00 - 10:00	5	10734	1.332	5	10734	0.809	5	10734	2.141
10:00 - 11:00	5	10734	1.630	5	10734	1.362	5	10734	2.992
11:00 - 12:00	5	10734	1.761	5	10734	1.619	5	10734	3.380
12:00 - 13:00	5	10734	1.867	5	10734	1.725	5	10734	3.592
13:00 - 14:00	5	10734	1.858	5	10734	1.822	5	10734	3.680
14:00 - 15:00	5	10734	1.817	5	10734	1.761	5	10734	3.578
15:00 - 16:00	5	10734	1.692	5	10734	1.746	5	10734	3.438
16:00 - 17:00	5	10734	1.550	5	10734	1.627	5	10734	3.177
17:00 - 18:00	5	10734	1.368	5	10734	1.459	5	10734	2.827
18:00 - 19:00	5	10734	1.666	5	10734	1.546	5	10734	3.212
19:00 - 20:00	5	10734	0.978	5	10734	1.914	5	10734	2.892
20:00 - 21:00	3	10448	0.396	3	10448	0.721	3	10448	1.117
21:00 - 22:00	2	10802	0.208	2	10802	0.870	2	10802	1.078
22:00 - 23:00	1	15750	0.013	1	15750	0.165	1	15750	0.178
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			18.952			19.522			38.474

Parameter summary

Trip rate parameter range selected:	5854 - 15750 (units: sqm)
Survey date date range:	01/01/00 - 29/04/10
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

Appendix C – Full Model Outputs

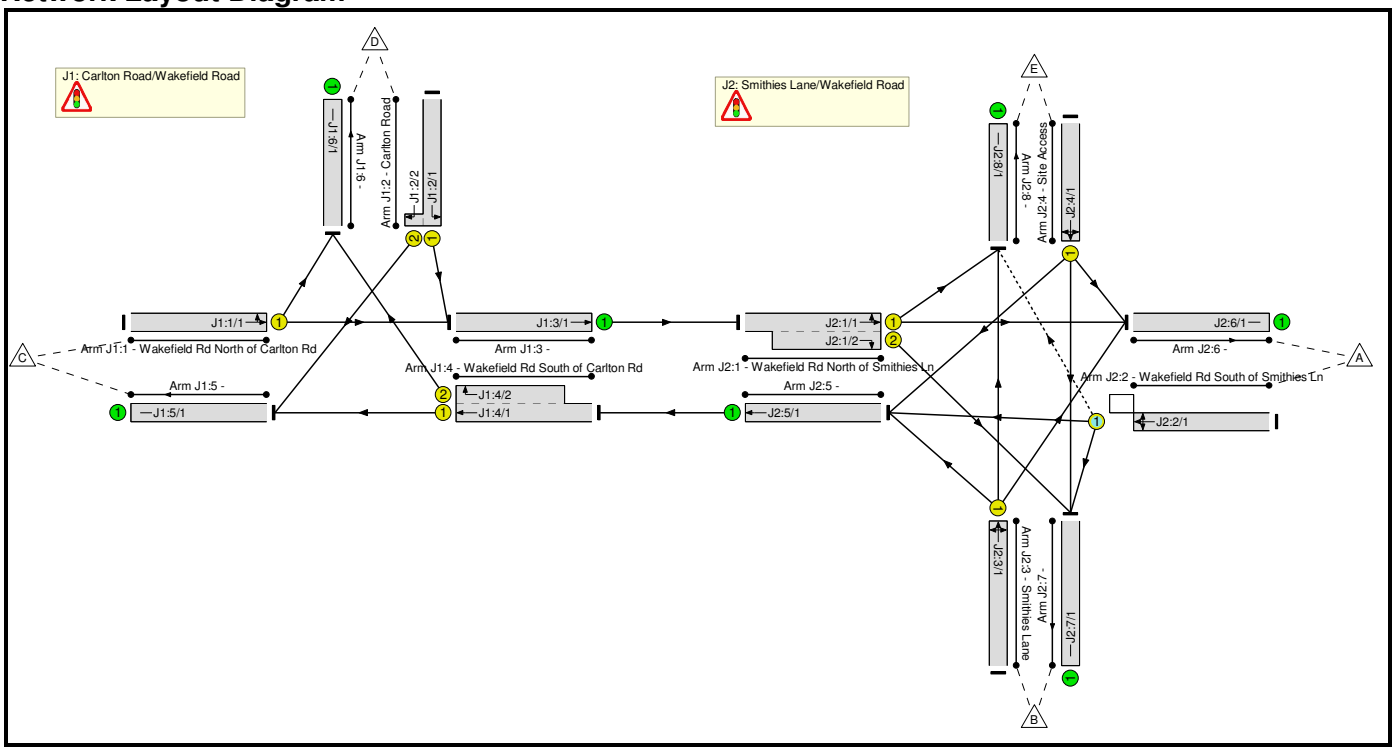
Wakefield Road/Carlton Road/Smithies Lane

Full Input Data And Results

User and Project Details

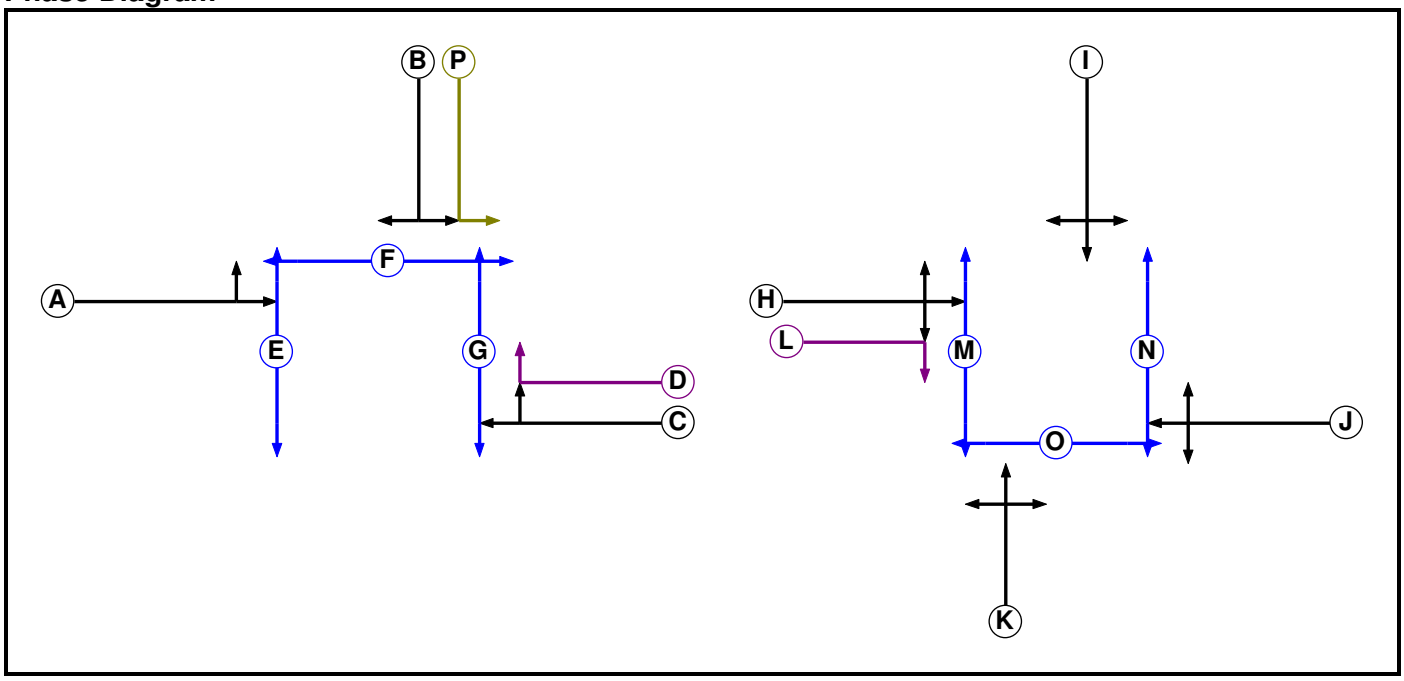
Project:	**90095 Proposed Barnsley Foodstore**
Title:	**Wakefield Road/Carlton Road/Smithies Lane**
Location:	Barnsley
File name:	Carlton Rd_Smithies Ln_Wakefield Rd.lsg3x
Author:	D Stoddart
Company:	Curtins
Address:	Manchester
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Ind. Arrow	1	C	4	4
E	Pedestrian	1		8	8
F	Pedestrian	1		8	8
G	Pedestrian	1		8	8
H	Traffic	2		7	7
I	Traffic	2		7	7
J	Traffic	2		7	7
K	Traffic	2		7	7
L	Ind. Arrow	2	H	4	4
M	Pedestrian	2		8	8
N	Pedestrian	2		8	8
O	Pedestrian	2		8	8
P	Filter	1	B	3	0

Full Input Data And Results

Phase Intergreens Matrix

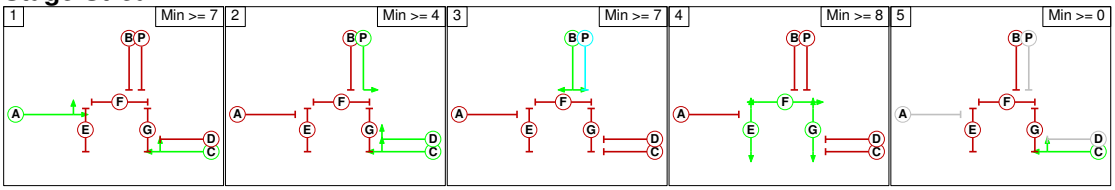
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A		5	-	7	7	7	7	-	-	-	-	-	-	-	-	5
B	7		7	5	7	7	7	-	-	-	-	-	-	-	-	-
C	-	5		-	7	7	7	-	-	-	-	-	-	-	-	-
D	5	5	-		7	7	7	-	-	-	-	-	-	-	-	-
E	7	7	7	7		-	-	-	-	-	-	-	-	-	-	5
F	7	7	7	7	-		-	-	-	-	-	-	-	-	-	5
G	7	7	7	7	-	-		-	-	-	-	-	-	-	-	5
H	-	-	-	-	-	-	-		5	-	5	-	7	7	7	-
I	-	-	-	-	-	-	-	7		7	-	7	7	7	7	-
J	-	-	-	-	-	-	-	-	5		5	7	7	7	7	-
K	-	-	-	-	-	-	-	7	-	7		7	7	7	7	-
L	-	-	-	-	-	-	-	-	5	7	5		7	7	7	-
M	-	-	-	-	-	-	-	7	7	7	7	7		-	-	-
N	-	-	-	-	-	-	-	7	7	7	7	7	-		-	-
O	-	-	-	-	-	-	-	7	7	7	7	7	-	-		-
P	3	-	-	-	3	3	3	-	-	-	-	-	-	-	-	

Phases in Stage

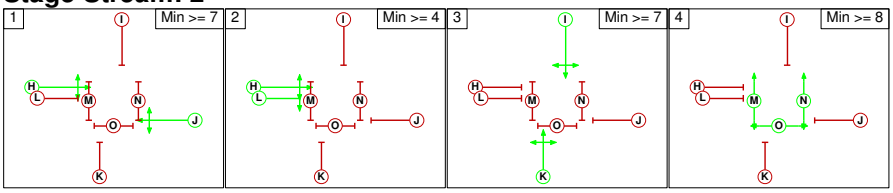
Stream	Stage No.	Phases in Stage
1	1	A C
1	2	C D P
1	3	B
1	4	E F G
1	5	C
2	1	H J
2	2	H L
2	3	I K
2	4	M N O

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4	5
1		7	5	7	0
2	X		5	X	X
3	7	X		7	7
4	7	7	7		7
5	2	0	5	7	

Stage Stream: 2

From Stage \ To Stage	1	2	3	4
1		7	5	7
2	7		5	7
3	7	7		7
4	7	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Carlton Road/Wakefield Road
There are no Opposed Lanes in this Junction

Junction: J2: Smithies Lane/Wakefield Road										
Lane	**Movement**	**Max 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)**
J2:2/1 (Wakefield Rd South of Smithies Ln)	J2:8/1 (Right)	1439	J2:1/1	1.09	J2:1/1	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: J1: Carlton Road/Wakefield Road												
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)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:3 Ahead	Inf
											Arm J1:6 Left	15.00
J1:2/1 (Carlton Road)	U	B P	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:3 Left	18.00
J1:2/2 (Carlton Road)	U	B	2	3	0.1	Geom	-	3.00	0.00	Y	Arm J1:5 Right	20.00
J1:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1 (Wakefield Rd South of Carlton Rd)	U	C	2	3	28.0	Geom	-	2.80	0.00	Y	Arm J1:5 Ahead	Inf
J1:4/2 (Wakefield Rd South of Carlton Rd)	U	C D	2	3	10.0	Geom	-	2.50	0.00	Y	Arm J1:6 Right	18.00
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Smithies Lane/Wakefield Road

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)
J2:1/1 (Wakefield Rd North of Smithies Ln)	U	H	2	3	27.0	Geom	-	3.00	0.00	Y	Arm J2:6 Ahead	Inf
											Arm J2:8 Left	Inf
J2:1/2 (Wakefield Rd North of Smithies Ln)	U	H L	2	3	10.5	Geom	-	2.60	0.00	Y	Arm J2:7 Right	15.00
J2:2/1 (Wakefield Rd South of Smithies Ln)	O	J	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:5 Ahead	Inf
											Arm J2:7 Left	20.00
											Arm J2:8 Right	15.00
J2:3/1 (Smithies Lane)	U	K	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:5 Left	20.00
											Arm J2:6 Right	18.00
											Arm J2:8 Ahead	Inf
J2:4/1 (Site Access)	U	I	2	3	60.0	Geom	-	2.50	0.00	Y	Arm J2:5 Right	12.00
											Arm J2:6 Left	10.00
											Arm J2:7 Ahead	Inf
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Fri 2011 Obs'	15:45	16:45	01:00	
2: 'Sat 2011 Obs'	12:30	13:30	01:00	
3: 'Fri 2012 Future Base'	15:45	16:45	01:00	
4: 'Sat 2012 Future Base'	12:30	13:30	01:00	
5: 'Fri 2017 Future Base'	15:45	16:45	01:00	
6: 'Sat 2017 Future Base'	12:30	13:30	01:00	
7: 'Fri 2017 Future Base+Dev'	15:45	16:45	01:00	
8: 'Sat 2017 Future Base+Dev'	12:30	13:30	01:00	

Scenario 1: 'Fri 2011 Obs' (FG1: 'Fri 2011 Obs', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	48	527	288	4	867
	B	25	0	176	80	2	283
	C	337	172	0	33	2	544
	D	276	137	8	0	2	423
	E	4	2	3	1	0	10
	Tot.	642	359	714	402	10	2127

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Fri 2011 Obs
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	544
J1:2/1 (with short)	423(In) 415(Out)
J1:2/2 (short)	8
J1:3/1	926
J1:4/1 (with short)	1075(In) 706(Out)
J1:4/2 (short)	369
J1:5/1	714
J1:6/1	402
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	926(In) 617(Out)
J2:1/2 (short)	309
J2:2/1	867
J2:3/1	283
J2:4/1	10
J2:5/1	1075
J2:6/1	642
J2:7/1	359
J2:8/1	10

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	93.9 %	1903	1903
				Arm J1:6 Left	15.00	6.1 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.4 %	1915	1915
				Arm J2:8 Left	Inf	0.6 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	94.0 %	1931	1931
				Arm J2:7 Left	20.00	5.5 %		
				Arm J2:8 Right	15.00	0.5 %		
J2:3/1 (Smithies Lane)	3.50	0.00	Y	Arm J2:5 Left	20.00	90.5 %	1828	1828
				Arm J2:6 Right	18.00	8.8 %		
				Arm J2:8 Ahead	Inf	0.7 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Sat 2011 Obs' (FG2: 'Sat 2011 Obs', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	27	502	230	4	763
	B	23	0	115	39	2	179
	C	346	138	0	15	2	501
	D	286	110	14	0	2	412
	E	4	2	3	1	0	10
	Tot.	659	277	634	285	10	1865

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Sat 2011 Obs
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	501
J1:2/1 (with short)	412(In) 398(Out)
J1:2/2 (short)	14
J1:3/1	884
J1:4/1 (with short)	890(In) 620(Out)
J1:4/2 (short)	270
J1:5/1	634
J1:6/1	285
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	884(In) 636(Out)
J2:1/2 (short)	248
J2:2/1	763
J2:3/1	179
J2:4/1	10
J2:5/1	890
J2:6/1	659
J2:7/1	277
J2:8/1	10

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	97.0 %	1909	1909
				Arm J1:6 Left	15.00	3.0 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.4 %	1915	1915
				Arm J2:8 Left	Inf	0.6 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	95.9 %	1934	1934
				Arm J2:7 Left	20.00	3.5 %		
				Arm J2:8 Right	15.00	0.5 %		
J2:3/1 (Smithies Lane)	3.50	0.00	Y	Arm J2:5 Left	20.00	86.0 %	1828	1828
				Arm J2:6 Right	18.00	12.8 %		
				Arm J2:8 Ahead	Inf	1.1 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Fri 2012 Future Base' (FG3: 'Fri 2012 Future Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	48	539	290	4	881
	B	25	0	178	79	2	284
	C	349	174	0	33	2	558
	D	283	136	8	0	2	429
	E	4	2	3	1	0	10
	Tot.	661	360	728	403	10	2162

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Fri 2012 Future Base
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	558
J1:2/1 (with short)	429(In) 421(Out)
J1:2/2 (short)	8
J1:3/1	946
J1:4/1 (with short)	1090(In) 720(Out)
J1:4/2 (short)	370
J1:5/1	728
J1:6/1	403
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	946(In) 636(Out)
J2:1/2 (short)	310
J2:2/1	881
J2:3/1	284
J2:4/1	10
J2:5/1	1090
J2:6/1	661
J2:7/1	360
J2:8/1	10

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	94.1 %	1904	1904
				Arm J1:6 Left	15.00	5.9 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.4 %	1915	1915
				Arm J2:8 Left	Inf	0.6 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	94.1 %	1931	1931
				Arm J2:7 Left	20.00	5.4 %		
				Arm J2:8 Right	15.00	0.5 %		
J2:3/1 (Smithies Lane)	3.50	0.00	Y	Arm J2:5 Left	20.00	90.5 %	1828	1828
				Arm J2:6 Right	18.00	8.8 %		
				Arm J2:8 Ahead	Inf	0.7 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Sat 2012 Future Base' (FG4: 'Sat 2012 Future Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	27	523	232	4	786
	B	23	0	117	38	2	180
	C	370	141	0	15	2	528
	D	297	107	14	0	2	420
	E	4	2	3	1	0	10
	Tot.	694	277	657	286	10	1924

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Sat 2012 Future Base
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	528
J1:2/1 (with short)	420(In) 406(Out)
J1:2/2 (short)	14
J1:3/1	919
J1:4/1 (with short)	914(In) 643(Out)
J1:4/2 (short)	271
J1:5/1	657
J1:6/1	286
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	919(In) 671(Out)
J2:1/2 (short)	248
J2:2/1	786
J2:3/1	180
J2:4/1	10
J2:5/1	914
J2:6/1	694
J2:7/1	277
J2:8/1	10

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	97.2 %	1910	1910
				Arm J1:6 Left	15.00	2.8 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.4 %	1915	1915
				Arm J2:8 Left	Inf	0.6 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	96.1 %	1934	1934
				Arm J2:7 Left	20.00	3.4 %		
				Arm J2:8 Right	15.00	0.5 %		
J2:3/1 (Smithies Lane)	3.50	0.00	Y	Arm J2:5 Left	20.00	86.1 %	1828	1828
				Arm J2:6 Right	18.00	12.8 %		
				Arm J2:8 Ahead	Inf	1.1 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Fri 2017 Future Base' (FG5: 'Fri 2017 Future Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	50	560	301	4	915
	B	26	0	184	83	2	295
	C	362	180	0	34	2	578
	D	293	141	8	0	2	444
	E	4	2	3	1	0	10
	Tot.	685	373	755	419	10	2242

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Fri 2017 Future Base
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	578
J1:2/1 (with short)	444(In) 436(Out)
J1:2/2 (short)	8
J1:3/1	980
J1:4/1 (with short)	1132(In) 747(Out)
J1:4/2 (short)	385
J1:5/1	755
J1:6/1	419
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	980(In) 659(Out)
J2:1/2 (short)	321
J2:2/1	915
J2:3/1	295
J2:4/1	10
J2:5/1	1132
J2:6/1	685
J2:7/1	373
J2:8/1	10

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	94.1 %	1904	1904
				Arm J1:6 Left	15.00	5.9 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.4 %	1915	1915
				Arm J2:8 Left	Inf	0.6 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	94.1 %	1931	1931
				Arm J2:7 Left	20.00	5.5 %		
				Arm J2:8 Right	15.00	0.4 %		
J2:3/1 (Smithies Lane)	3.50	0.00	Y	Arm J2:5 Left	20.00	90.5 %	1828	1828
				Arm J2:6 Right	18.00	8.8 %		
				Arm J2:8 Ahead	Inf	0.7 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Sat 2017 Future Base' (FG6: 'Sat 2017 Future Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	28	544	242	4	818
	B	24	0	122	39	2	187
	C	384	147	0	16	2	549
	D	310	112	15	0	2	439
	E	4	2	3	1	0	10
	Tot.	722	289	684	298	10	2003

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Sat 2017 Future Base
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	549
J1:2/1 (with short)	439(In) 424(Out)
J1:2/2 (short)	15
J1:3/1	957
J1:4/1 (with short)	951(In) 669(Out)
J1:4/2 (short)	282
J1:5/1	684
J1:6/1	298
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	957(In) 698(Out)
J2:1/2 (short)	259
J2:2/1	818
J2:3/1	187
J2:4/1	10
J2:5/1	951
J2:6/1	722
J2:7/1	289
J2:8/1	10

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	97.1 %	1909	1909
				Arm J1:6 Left	15.00	2.9 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.4 %	1915	1915
				Arm J2:8 Left	Inf	0.6 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	96.1 %	1934	1934
				Arm J2:7 Left	20.00	3.4 %		
				Arm J2:8 Right	15.00	0.5 %		
J2:3/1 (Smithies Lane)	3.50	0.00	Y	Arm J2:5 Left	20.00	86.1 %	1827	1827
				Arm J2:6 Right	18.00	12.8 %		
				Arm J2:8 Ahead	Inf	1.1 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Fri 2017 Future Base+Dev' (FG7: 'Fri 2017 Future Base+Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	50	690	315	4	1059
	B	26	0	198	69	2	295
	C	480	203	0	34	3	720
	D	310	118	8	0	1	437
	E	4	2	3	1	0	10
	Tot.	820	373	899	419	10	2521

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Fri 2017 Future Base+Dev
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	720
J1:2/1 (with short)	437(In) 429(Out)
J1:2/2 (short)	8
J1:3/1	1115
J1:4/1 (with short)	1276(In) 891(Out)
J1:4/2 (short)	385
J1:5/1	899
J1:6/1	419
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	1115(In) 794(Out)
J2:1/2 (short)	321
J2:2/1	1059
J2:3/1	295
J2:4/1	10
J2:5/1	1276
J2:6/1	820
J2:7/1	373
J2:8/1	10

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	95.3 %	1906	1906
				Arm J1:6 Left	15.00	4.7 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.5 %	1915	1915
				Arm J2:8 Left	Inf	0.5 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	94.9 %	1932	1932
				Arm J2:7 Left	20.00	4.7 %		
				Arm J2:8 Right	15.00	0.4 %		
J2:3/1 (Smithies Lane)	3.50	0.00	Y	Arm J2:5 Left	20.00	90.5 %	1828	1828
				Arm J2:6 Right	18.00	8.8 %		
				Arm J2:8 Ahead	Inf	0.7 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'Sat 2017 Future Base+Dev' (FG8: 'Sat 2017 Future Base+Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	28	666	248	4	946
	B	24	0	130	32	2	188
	C	487	164	0	16	3	670
	D	319	95	15	0	1	430
	E	4	2	3	1	0	10
	Tot.	834	289	814	297	10	2244

Traffic Lane Flows

Lane	Scenario 8: Sat 2017 Future Base+Dev
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	670
J1:2/1 (with short)	430(In) 415(Out)
J1:2/2 (short)	15
J1:3/1	1069
J1:4/1 (with short)	1080(In) 799(Out)
J1:4/2 (short)	281
J1:5/1	814
J1:6/1	297
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	1069(In) 810(Out)
J2:1/2 (short)	259
J2:2/1	946
J2:3/1	188
J2:4/1	10
J2:5/1	1080
J2:6/1	834
J2:7/1	289
J2:8/1	10

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	97.6 %	1910	1910
				Arm J1:6 Left	15.00	2.4 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

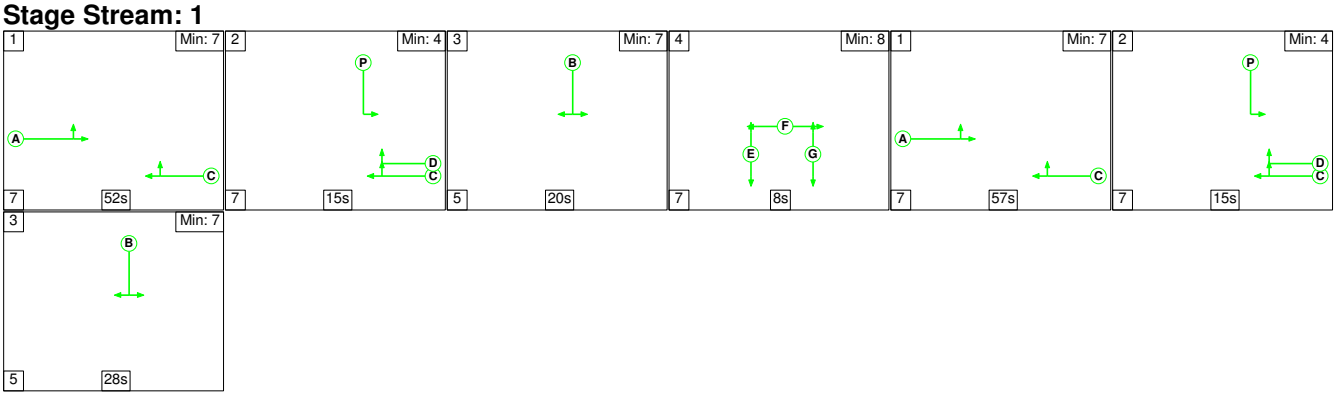
Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.5 %	1915	1915
				Arm J2:8 Left	Inf	0.5 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	96.6 %	1935	1935
				Arm J2:7 Left	20.00	3.0 %		
				Arm J2:8 Right	15.00	0.4 %		
J2:3/1 (Smithies Lane)	3.50	0.00	Y	Arm J2:5 Left	20.00	86.2 %	1827	1827
				Arm J2:6 Right	18.00	12.8 %		
				Arm J2:8 Ahead	Inf	1.1 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

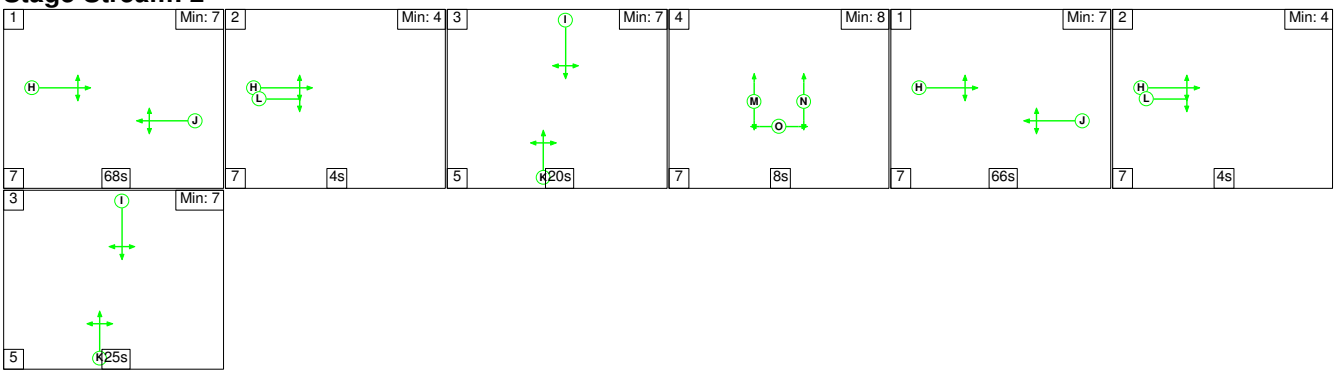
Scenario 1: 'Fri 2011 Obs' (FG1: 'Fri 2011 Obs', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

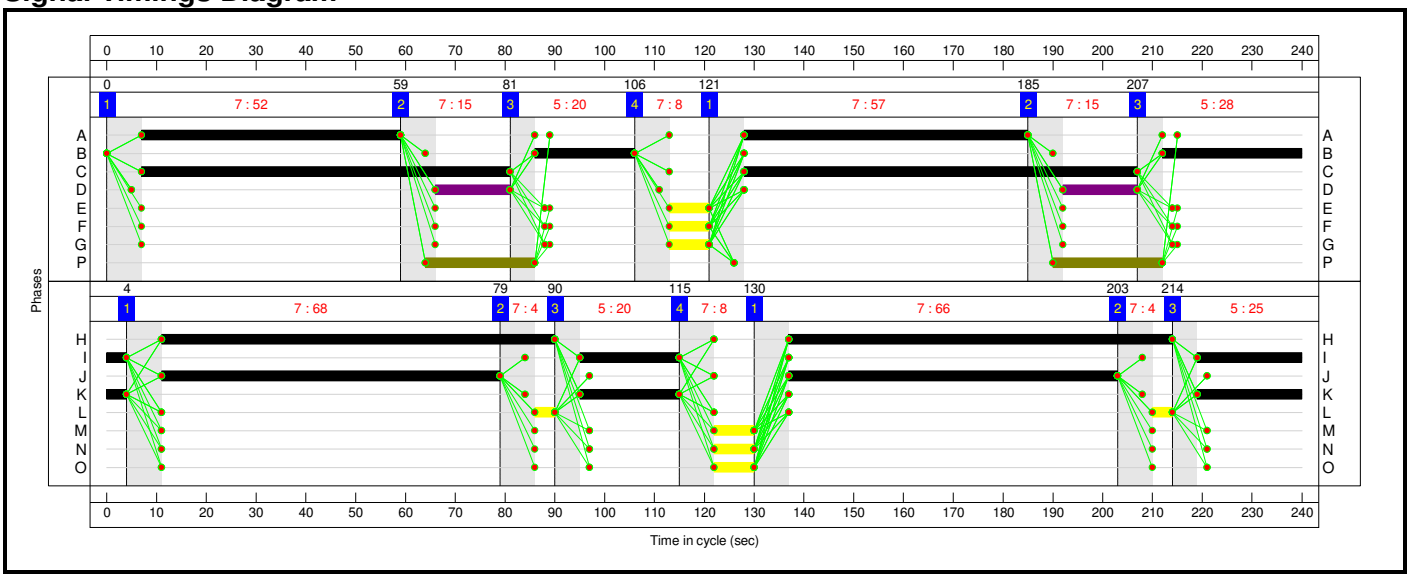
Stage	1	2	3	4	1	2	3
Duration	52	15	20	8	57	15	28
Change Point	0	59	81	106	121	185	207

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	68	4	20	8	66	4	25
Change Point	4	79	90	115	130	203	214

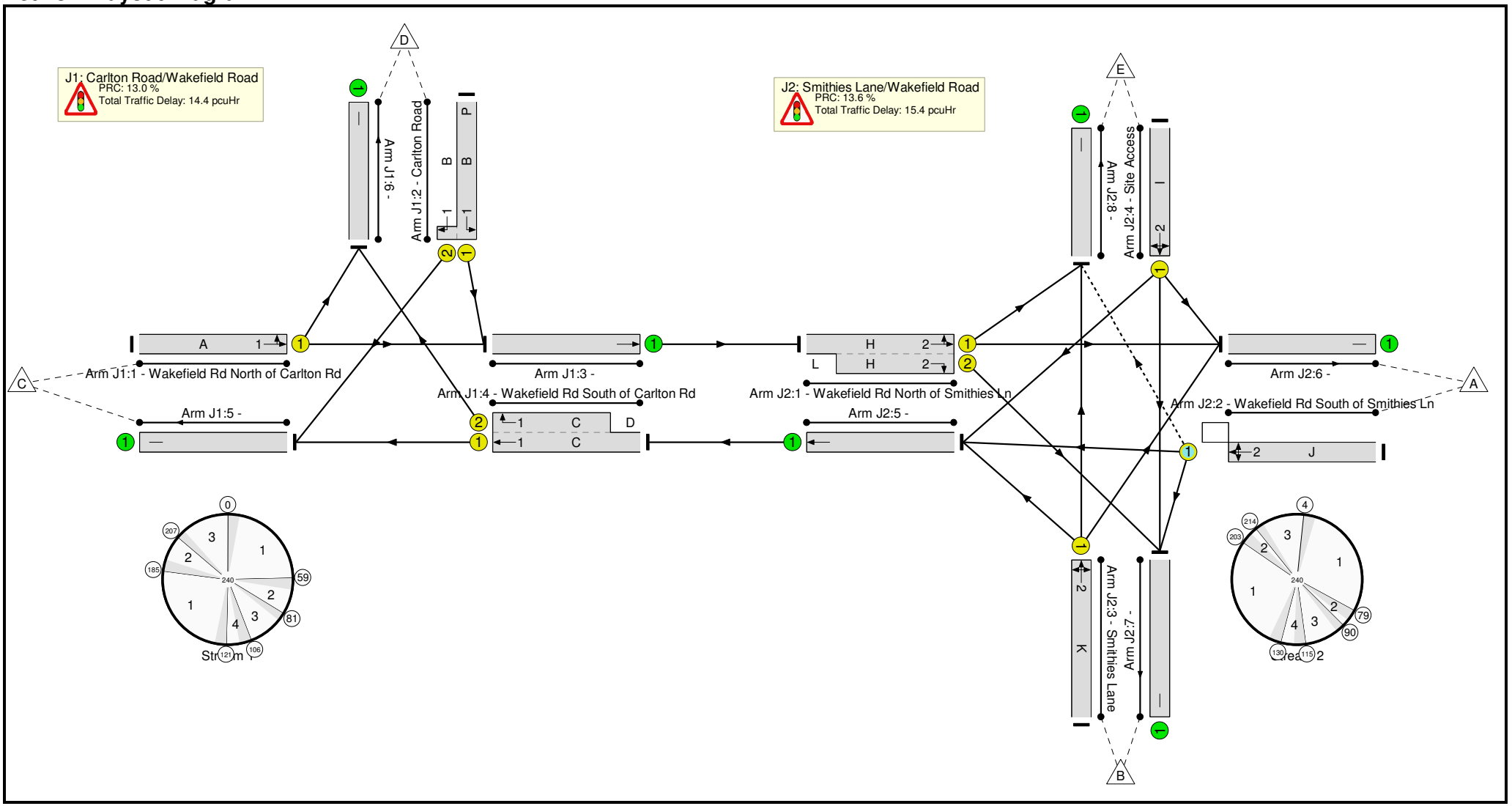
Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.6%**
J1: Carlton Road/Wakefield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.6%**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	U	1	N/A	A		2	109	-	544	1903	880	61.8%
2/1+2/2	Carlton Road Left Right	U	1	N/A	B	P	2	92:48	44	423	1814:1781	536	78.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	U	1	N/A	C	D	2	153	30	1075	1895:1722	1350	79.6%
5/1		U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
J2: Smithies Lane/Wakefield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.2%**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	U	2	N/A	H	L	2	156	8	926	1915:1705	1386	66.8%
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	O	2	N/A	J		2	134	-	867	1931	1094	79.2%
3/1	Smithies Lane Left Right Ahead	U	2	N/A	K		2	45	-	283	1828	358	79.1%
4/1	Site Access Right Left Ahead	U	2	N/A	I		2	45	-	10	1680	329	3.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%

Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	**-**	**-**	**4**	**0**	**0**	**20.6**	**9.2**	**0.0**	**29.8**	**-**	**-**	**-**	**-**
J1: Carlton Road/Wakefield Road	**-**	**-**	**0**	**0**	**0**	**9.9**	**4.5**	**0.0**	**14.4**	**-**	**-**	**-**	**-**
1/1	544	544	-	-	-	3.7	0.8	-	4.5	29.7	14.4	0.8	15.2
2/1+2/2	423	423	-	-	-	4.2	1.8	-	6.0	50.8	14.5	1.8	16.3
3/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	1075	1075	-	-	-	2.1	1.9	-	4.0	13.4	8.3	1.9	10.3
5/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Smithies Lane/Wakefield Road	**-**	**-**	**4**	**0**	**0**	**10.7**	**4.7**	**0.0**	**15.4**	**-**	**-**	**-**	**-**
1/1+1/2	926	926	-	-	-	2.0	1.0	-	3.0	11.7	9.1	1.0	10.1
2/1	867	867	4	0	0	5.0	1.9	0.0	6.8	28.4	24.8	1.9	26.7
3/1	283	283	-	-	-	3.6	1.8	-	5.4	69.0	9.5	1.8	11.3
4/1	10	10	-	-	-	0.1	0.0	-	0.1	45.0	0.3	0.0	0.3
5/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

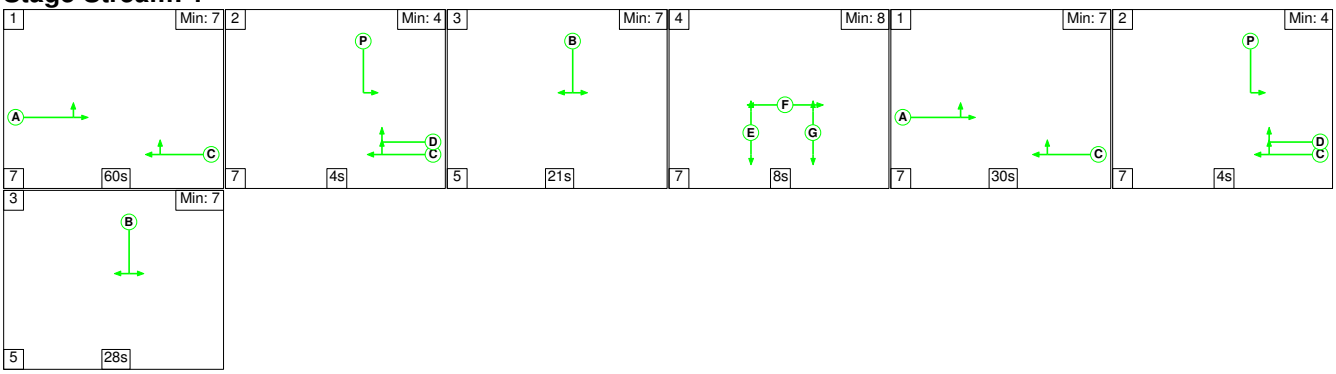
C1 Stream: 1 PRC for Signalled Lanes (%): 13.0 Total Delay for Signalled Lanes (pcuHr): 14.44 Cycle Time (s): 240
C1 Stream: 2 PRC for Signalled Lanes (%): 13.6 Total Delay for Signalled Lanes (pcuHr): 15.41 Cycle Time (s): 240
PRC Over All Lanes (%): 13.0 Total Delay Over All Lanes(pcuHr): 29.85

Full Input Data And Results

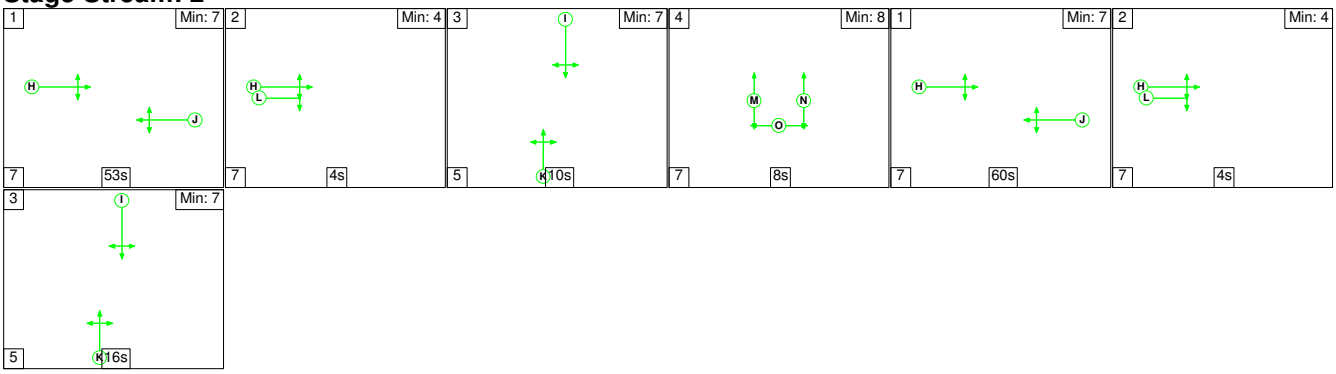
Scenario 2: 'Sat 2011 Obs' (FG2: 'Sat 2011 Obs', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

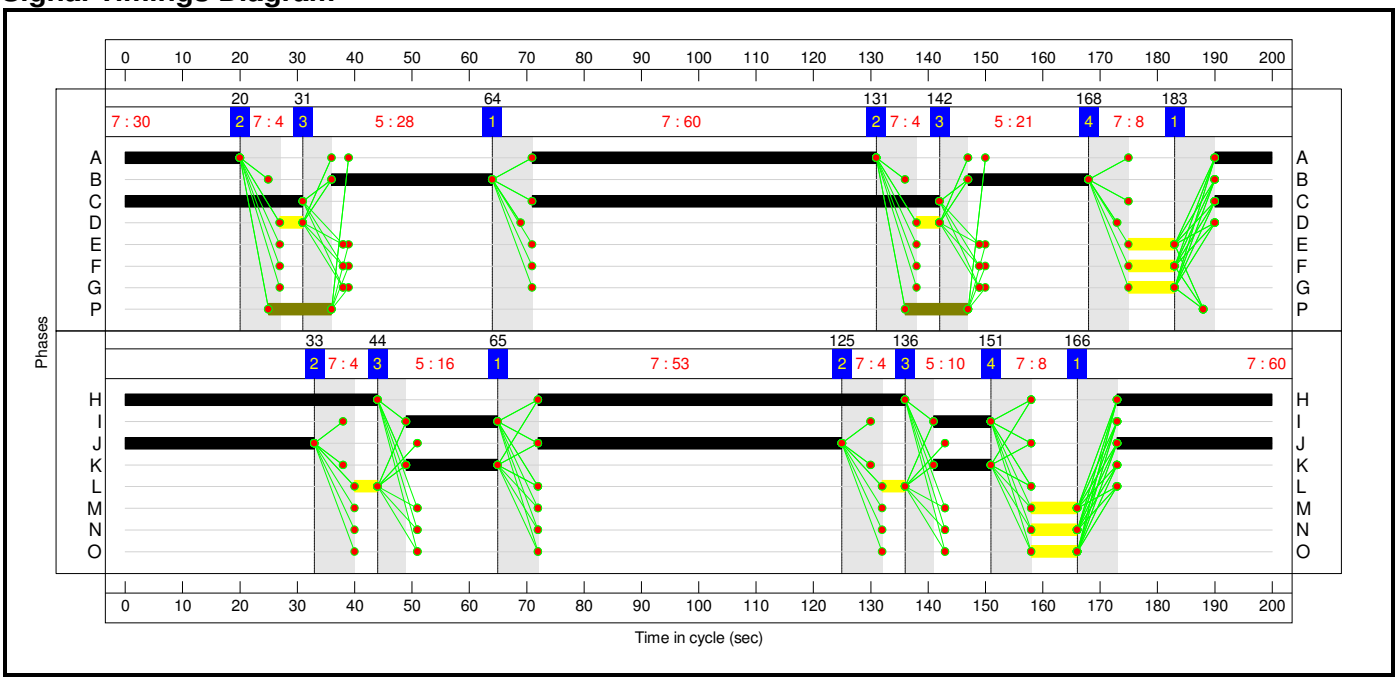
Stage	1	2	3	4	1	2	3
Duration	60	4	21	8	30	4	28
Change Point	64	131	142	168	183	20	31

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	53	4	10	8	60	4	16
Change Point	65	125	136	151	166	33	44

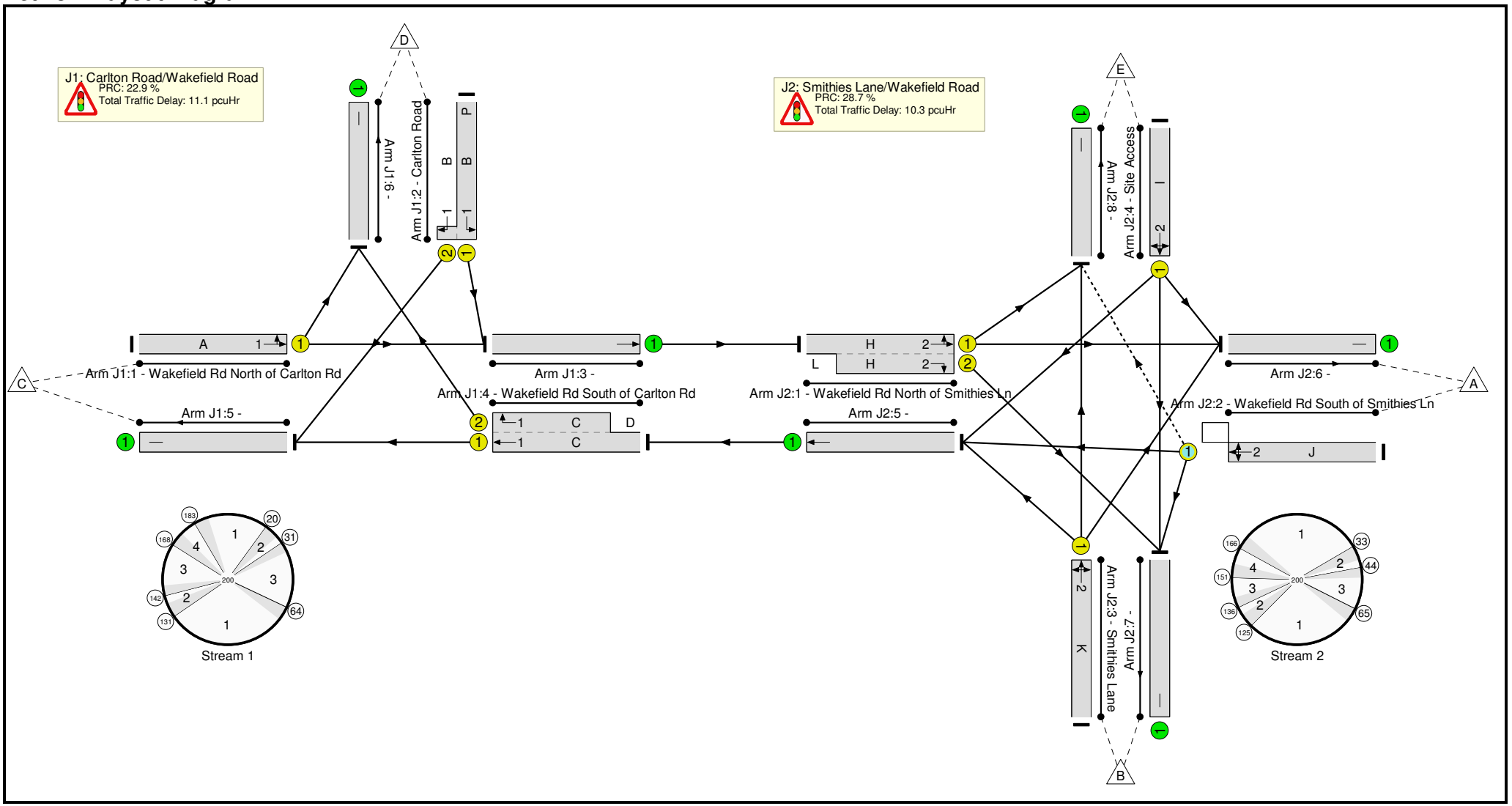
Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.2%**
J1: Carlton Road/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.2%**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	U	1	N/A	A		2	90	-	501	1909	878	57.1%
2/1+2/2	Carlton Road Left Right	U	1	N/A	B	P	2	71:49	22	412	1814:1781	568	72.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	U	1	N/A	C	D	2	112	8	890	1895:1722	1216	73.2%
5/1		U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
J2: Smithies Lane/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.9%**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	U	2	N/A	H	L	2	135	8	884	1915:1705	1434	61.6%
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	O	2	N/A	J		2	113	-	763	1934	1112	68.6%
3/1	Smithies Lane Left Right Ahead	U	2	N/A	K		2	26	-	179	1828	256	69.9%
4/1	Site Access Right Left Ahead	U	2	N/A	I		2	26	-	10	1680	235	4.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	890	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%

Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	**-**	**-**	**4**	**0**	**0**	**15.0**	**6.4**	**0.0**	**21.3**	**-**	**-**	**-**	**-**
J1: Carlton Road/Wakefield Road	**-**	**-**	**0**	**0**	**0**	**7.8**	**3.3**	**0.0**	**11.1**	**-**	**-**	**-**	**-**
1/1	501	501	-	-	-	2.8	0.7	-	3.4	24.6	10.9	0.7	11.5
2/1+2/2	412	412	-	-	-	3.4	1.3	-	4.7	41.1	11.2	1.3	12.5
3/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	890	890	-	-	-	1.6	1.4	-	3.0	12.0	20.2	1.4	21.6
5/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Smithies Lane/Wakefield Road	**-**	**-**	**4**	**0**	**0**	**7.2**	**3.0**	**0.0**	**10.3**	**-**	**-**	**-**	**-**
1/1+1/2	884	884	-	-	-	1.8	0.8	-	2.6	10.7	14.6	0.8	15.4
2/1	763	763	4	0	0	3.2	1.1	0.0	4.3	20.2	16.3	1.1	17.4
3/1	179	179	-	-	-	2.1	1.1	-	3.2	64.4	5.3	1.1	6.5
4/1	10	10	-	-	-	0.1	0.0	-	0.1	46.0	0.3	0.0	0.3
5/1	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

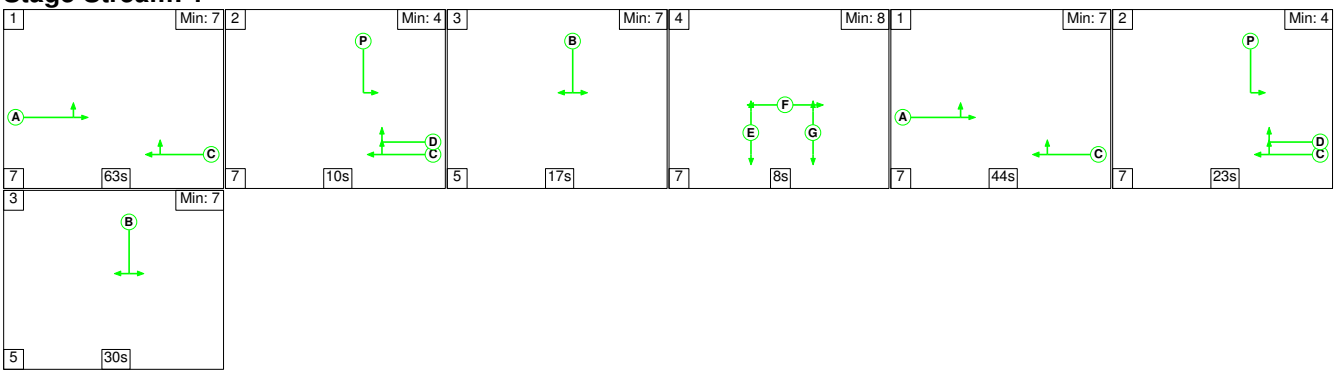
C1	Stream: 1 PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	11.09	Cycle Time (s): 200
C1	Stream: 2 PRC for Signalled Lanes (%):	28.7	Total Delay for Signalled Lanes (pcuHr):	10.25	Cycle Time (s): 200
	PRC Over All Lanes (%):	22.9	Total Delay Over All Lanes(pcuHr):	21.34	

Full Input Data And Results

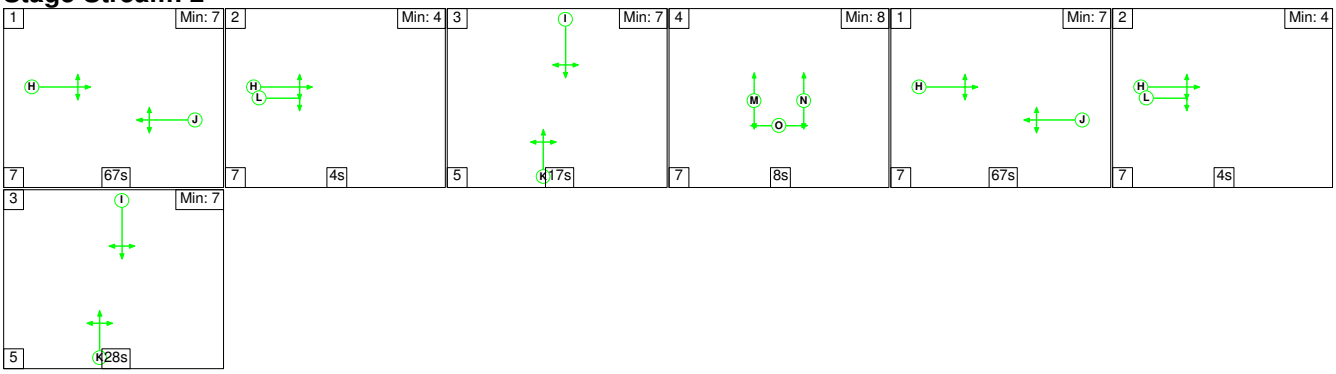
Scenario 3: 'Fri 2012 Future Base' (FG3: 'Fri 2012 Future Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

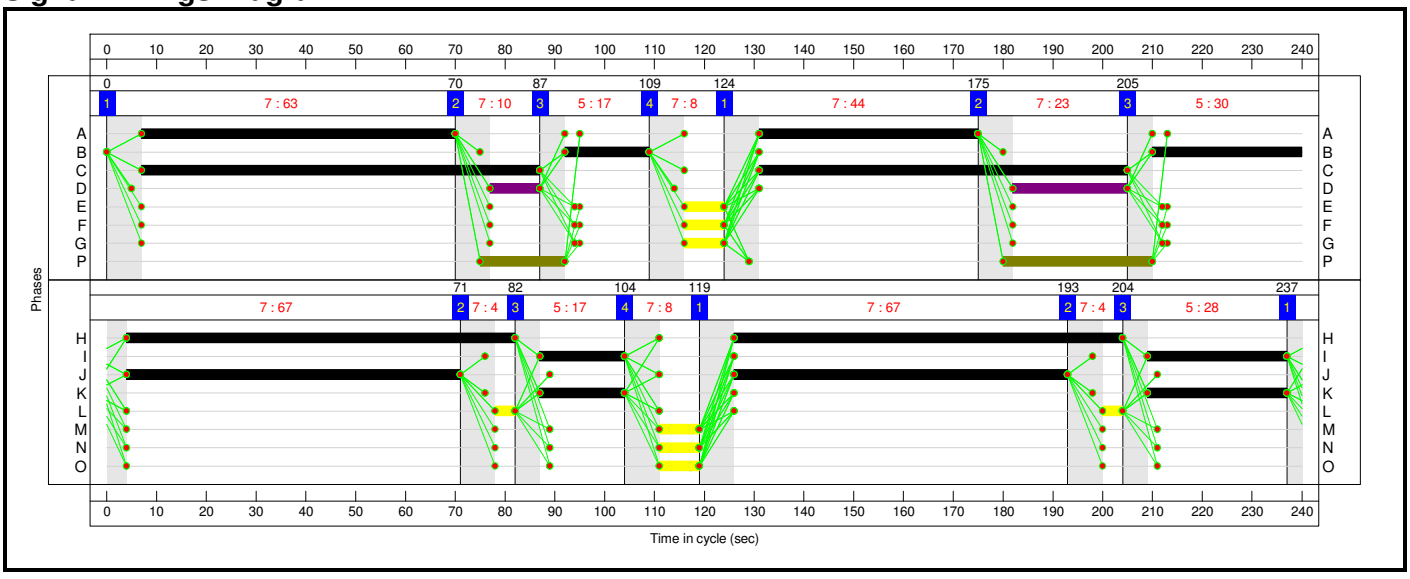
Stage Stream: 1

Stage	1	2	3	4	1	2	3
Duration	63	10	17	8	44	23	30
Change Point	0	70	87	109	124	175	205

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	67	4	17	8	67	4	28
Change Point	237	71	82	104	119	193	204

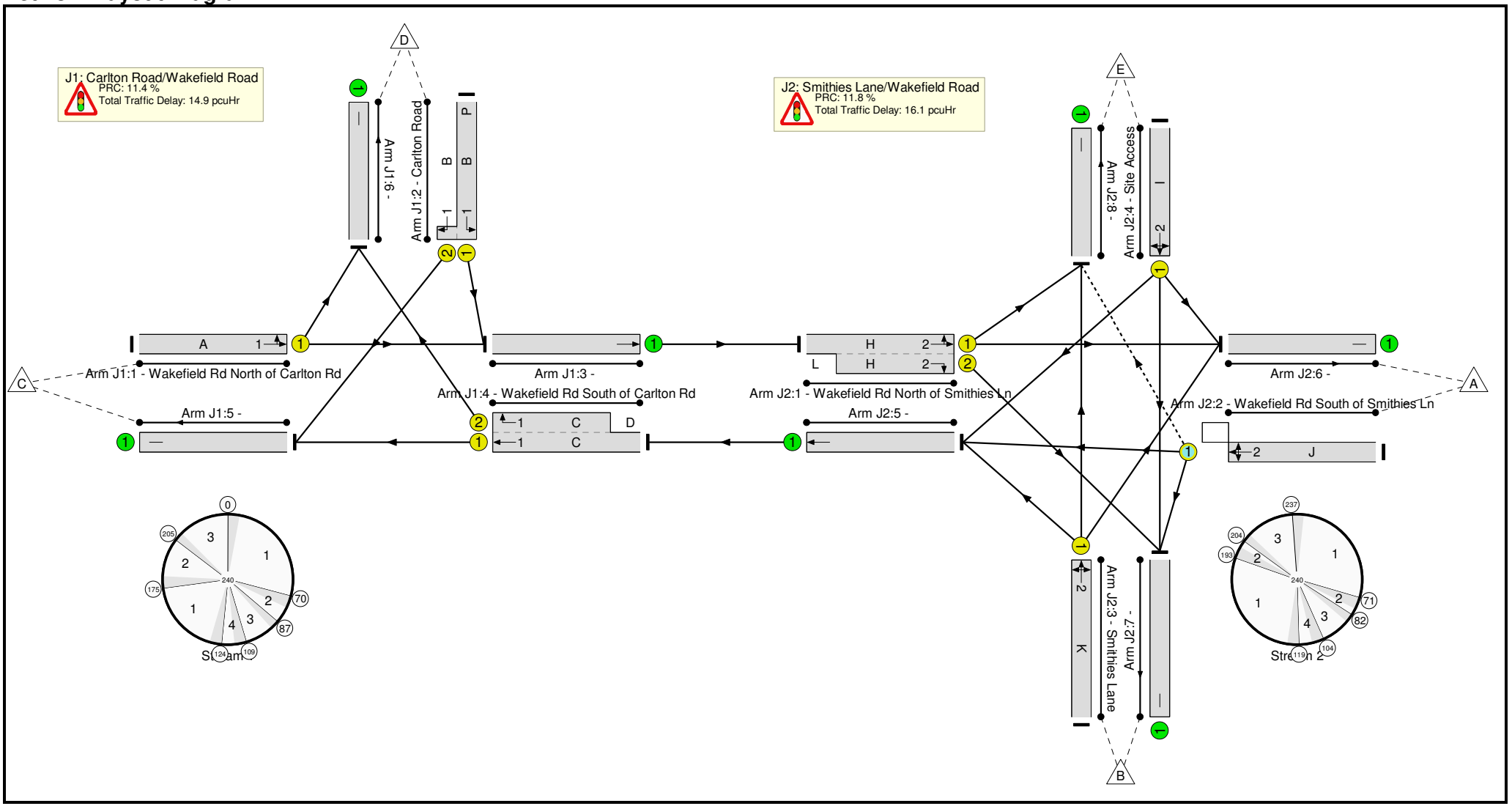
Signal Timings Diagram



Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.8%**
J1: Carlton Road/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.8%**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	U	1	N/A	A		2	107	-	558	1904	865	64.5%
2/1+2/2	Carlton Road Left Right	U	1	N/A	B	P	2	94:47	47	429	1814:1781	531	80.8%
3/1	Ahead	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	U	1	N/A	C	D	2	154	33	1090	1895:1722	1355	80.4%
5/1		U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
J2: Smithies Lane/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.5%**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	U	2	N/A	H	L	2	156	8	946	1915:1705	1383	68.4%
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	O	2	N/A	J		2	134	-	881	1931	1094	80.5%
3/1	Smithies Lane Left Right Ahead	U	2	N/A	K		2	45	-	284	1828	358	79.3%
4/1	Site Access Right Left Ahead	U	2	N/A	I		2	45	-	10	1680	329	3.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	1090	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%

Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	**-**	**-**	**4**	**0**	**0**	**21.1**	**9.9**	**0.0**	**31.0**	**-**	**-**	**-**	**-**
J1: Carlton Road/Wakefield Road	**-**	**-**	**0**	**0**	**0**	**10.0**	**5.0**	**0.0**	**14.9**	**-**	**-**	**-**	**-**
1/1	558	558	-	-	-	3.9	0.9	-	4.9	31.3	15.5	0.9	16.4
2/1+2/2	429	429	-	-	-	4.2	2.0	-	6.2	51.9	13.9	2.0	16.0
3/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	1090	1090	-	-	-	1.9	2.0	-	3.9	12.9	7.9	2.0	9.9
5/1	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Smithies Lane/Wakefield Road	**-**	**-**	**4**	**0**	**0**	**11.1**	**4.9**	**0.0**	**16.1**	**-**	**-**	**-**	**-**
1/1+1/2	946	946	-	-	-	2.3	1.1	-	3.4	12.8	9.0	1.1	10.1
2/1	881	881	4	0	0	5.1	2.0	0.0	7.1	29.0	24.2	2.0	26.3
3/1	284	284	-	-	-	3.6	1.8	-	5.5	69.4	9.7	1.8	11.5
4/1	10	10	-	-	-	0.1	0.0	-	0.1	45.1	0.3	0.0	0.3
5/1	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

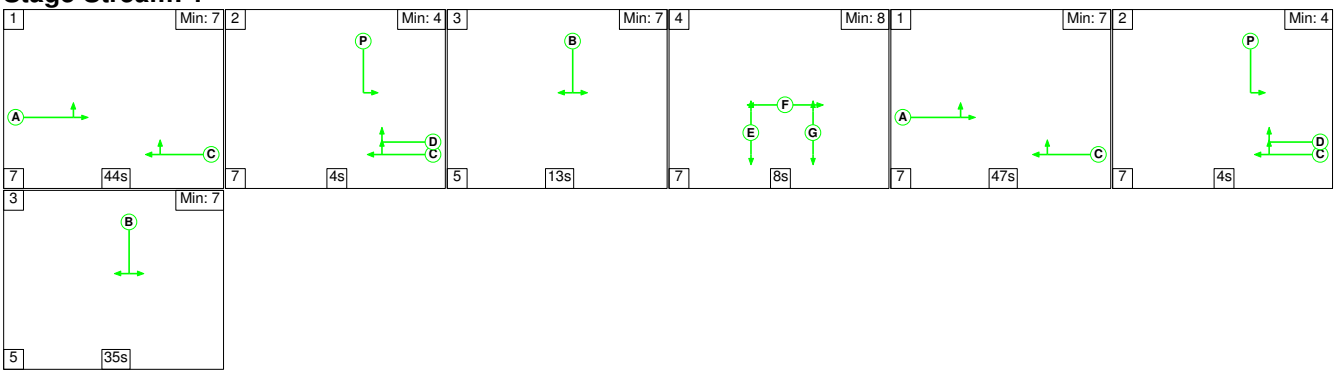
C1 Stream: 1 PRC for Signalled Lanes (%): 11.4 Total Delay for Signalled Lanes (pcuHr): 14.94 Cycle Time (s): 240
C1 Stream: 2 PRC for Signalled Lanes (%): 11.8 Total Delay for Signalled Lanes (pcuHr): 16.07 Cycle Time (s): 240
PRC Over All Lanes (%): 11.4 Total Delay Over All Lanes(pcuHr): 31.01

Full Input Data And Results

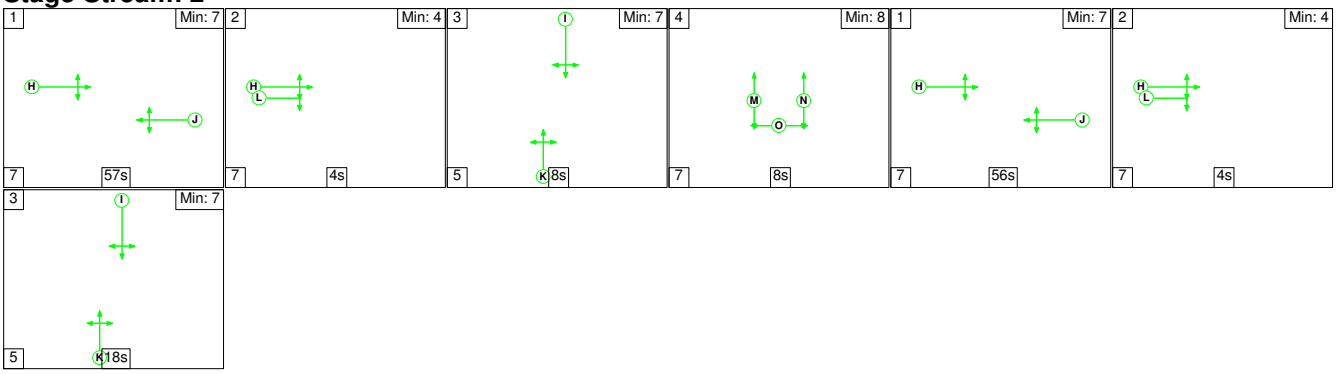
Scenario 4: 'Sat 2012 Future Base' (FG4: 'Sat 2012 Future Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

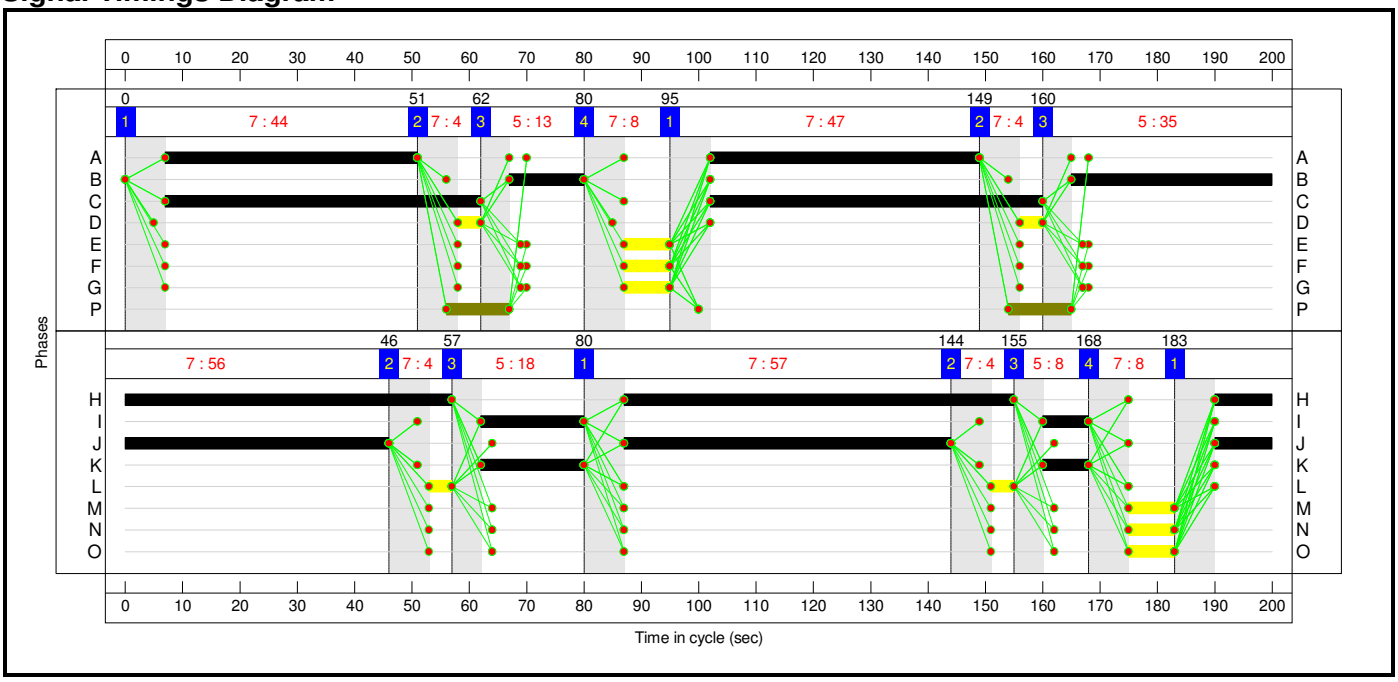
Stage	1	2	3	4	1	2	3
Duration	44	4	13	8	47	4	35
Change Point	0	51	62	80	95	149	160

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	57	4	8	8	56	4	18
Change Point	80	144	155	168	183	46	57

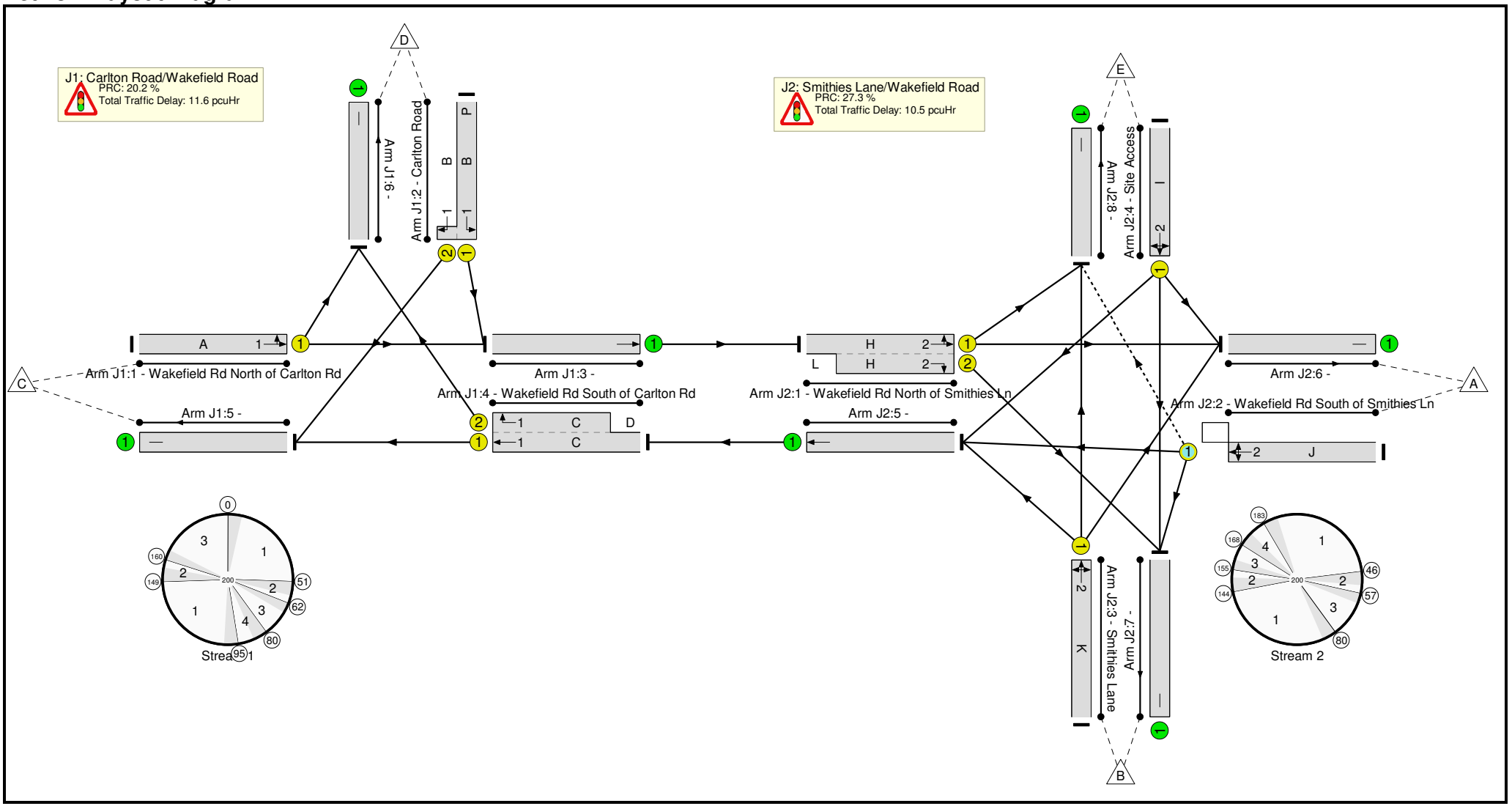
Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.9%**
J1: Carlton Road/Wakefield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.9%**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	U	1	N/A	A		2	91	-	528	1910	888	59.4%
2/1+2/2	Carlton Road Left Right	U	1	N/A	B	P	2	70:48	22	420	1814:1781	561	74.8%
3/1	Ahead	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	U	1	N/A	C	D	2	113	8	914	1895:1722	1220	74.9%
5/1		U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
J2: Smithies Lane/Wakefield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	U	2	N/A	H	L	2	135	8	919	1915:1705	1427	64.4%
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	O	2	N/A	J		2	113	-	786	1934	1112	70.7%
3/1	Smithies Lane Left Right Ahead	U	2	N/A	K		2	26	-	180	1828	256	70.3%
4/1	Site Access Right Left Ahead	U	2	N/A	I		2	26	-	10	1680	235	4.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	914	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%

Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	**-**	**-**	**4**	**0**	**0**	**15.2**	**6.9**	**0.0**	**22.1**	**-**	**-**	**-**	**-**
J1: Carlton Road/Wakefield Road	**-**	**-**	**0**	**0**	**0**	**8.0**	**3.7**	**0.0**	**11.6**	**-**	**-**	**-**	**-**
1/1	528	528	-	-	-	2.9	0.7	-	3.6	24.8	11.4	0.7	12.2
2/1+2/2	420	420	-	-	-	3.6	1.5	-	5.0	43.0	11.8	1.5	13.2
3/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	914	914	-	-	-	1.5	1.5	-	3.0	11.7	20.3	1.5	21.8
5/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Smithies Lane/Wakefield Road	**-**	**-**	**4**	**0**	**0**	**7.2**	**3.3**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
1/1+1/2	919	919	-	-	-	1.7	0.9	-	2.6	10.1	16.2	0.9	17.1
2/1	786	786	4	0	0	3.3	1.2	0.0	4.5	20.8	16.4	1.2	17.6
3/1	180	180	-	-	-	2.1	1.2	-	3.2	64.3	5.2	1.2	6.3
4/1	10	10	-	-	-	0.1	0.0	-	0.1	45.6	0.3	0.0	0.3
5/1	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

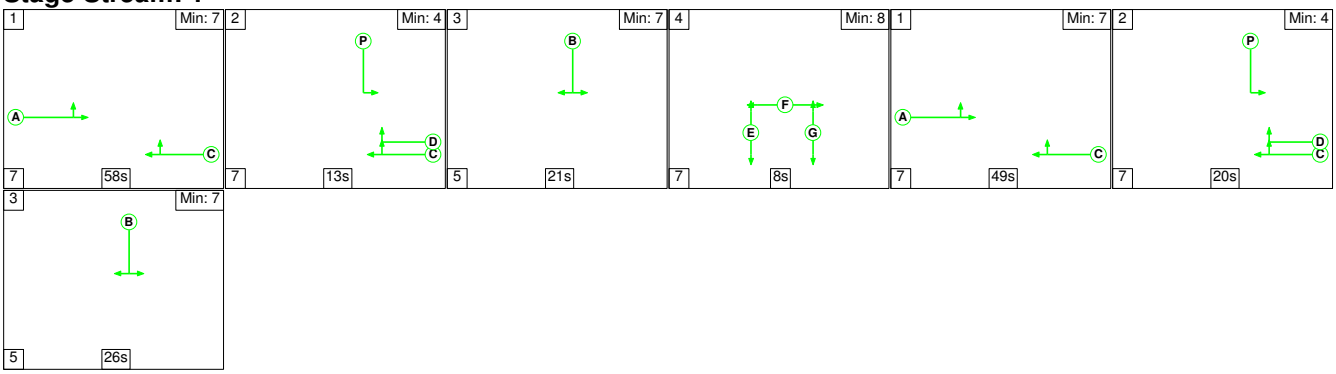
C1	Stream: 1 PRC for Signalled Lanes (%):	20.2	Total Delay for Signalled Lanes (pcuHr):	11.63	Cycle Time (s): 200
C1	Stream: 2 PRC for Signalled Lanes (%):	27.3	Total Delay for Signalled Lanes (pcuHr):	10.47	Cycle Time (s): 200
	PRC Over All Lanes (%):	20.2	Total Delay Over All Lanes(pcuHr):	22.09	

Full Input Data And Results

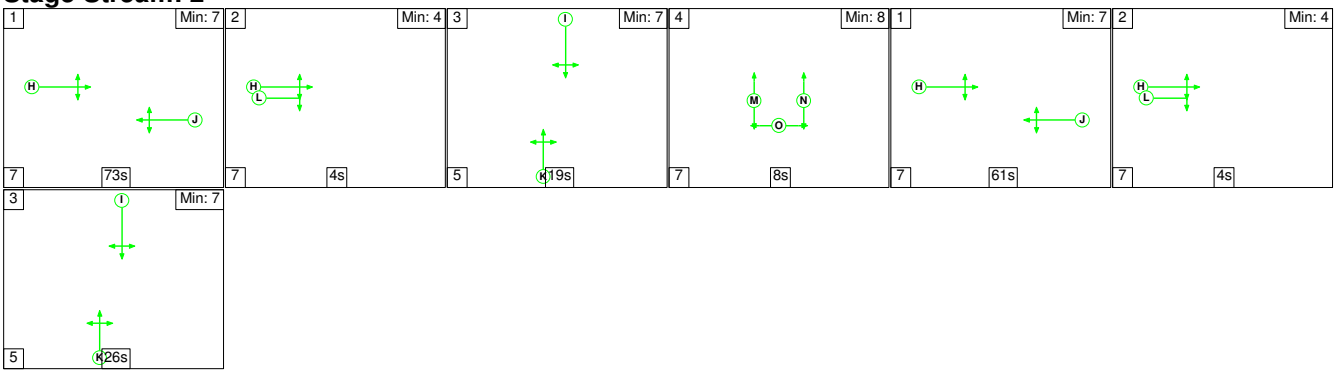
Scenario 5: 'Fri 2017 Future Base' (FG5: 'Fri 2017 Future Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

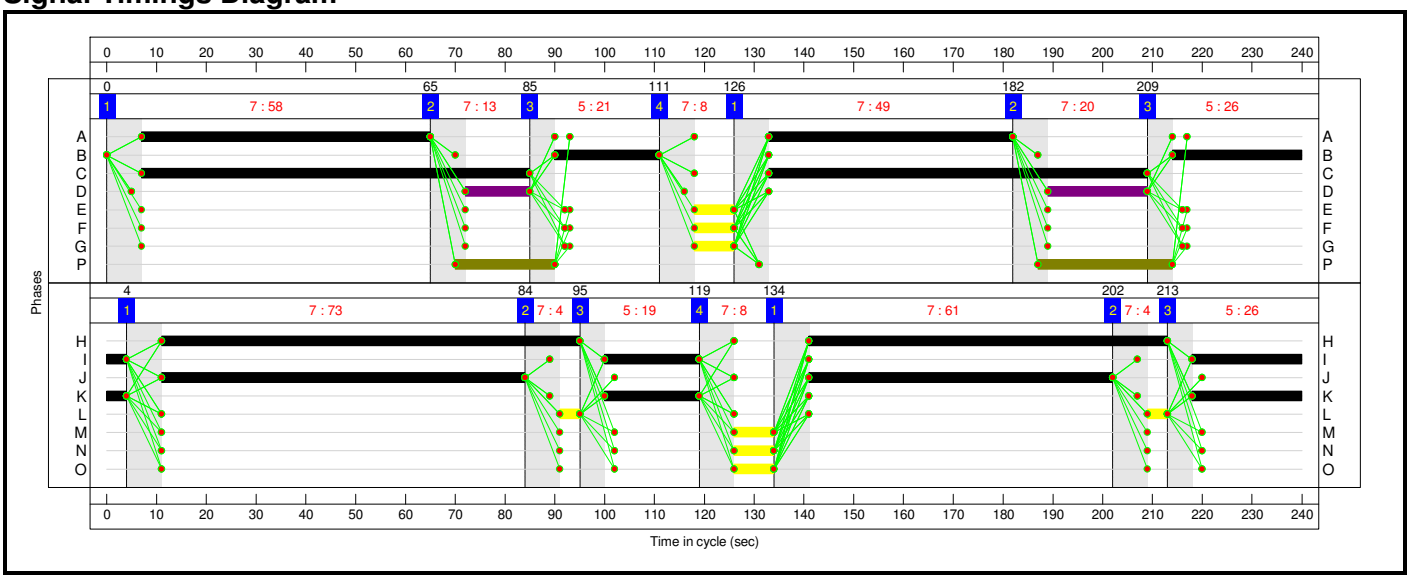
Stage Stream: 1

Stage	1	2	3	4	1	2	3
Duration	58	13	21	8	49	20	26
Change Point	0	65	85	111	126	182	209

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	73	4	19	8	61	4	26
Change Point	4	84	95	119	134	202	213

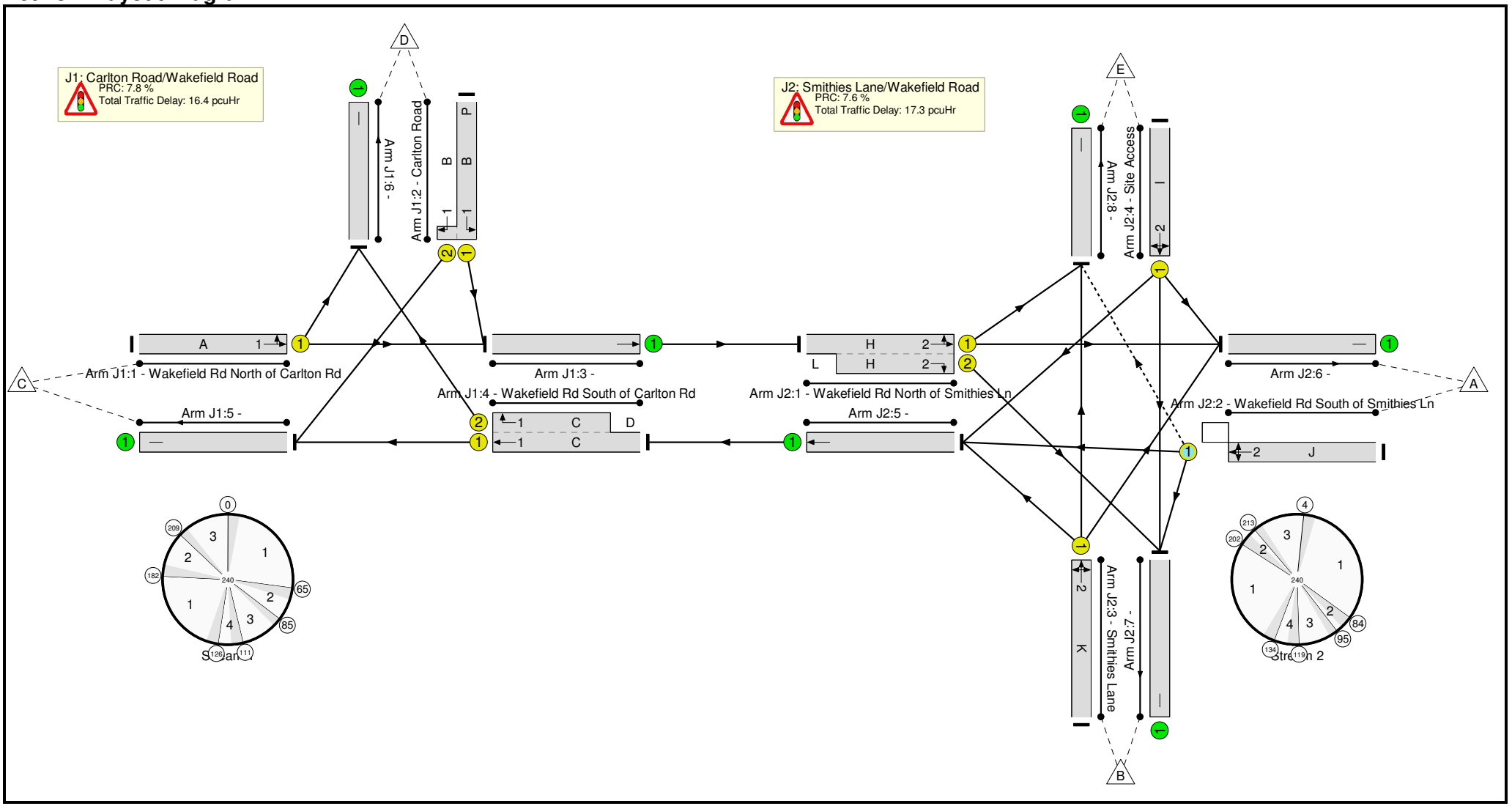
Signal Timings Diagram



Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.6%**
J1: Carlton Road/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.5%**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	U	1	N/A	A		2	107	-	578	1904	865	66.8%
2/1+2/2	Carlton Road Left Right	U	1	N/A	B	P	2	94:47	47	444	1814:1781	537	82.7%
3/1	Ahead	U	N/A	N/A	-		-	-	-	980	Inf	Inf	0.0%
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	U	1	N/A	C	D	2	154	33	1132	1895:1722	1356	83.5%
5/1		U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
J2: Smithies Lane/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.6%**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	U	2	N/A	H	L	2	156	8	980	1915:1705	1383	70.9%
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	O	2	N/A	J		2	134	-	915	1931	1094	83.6%
3/1	Smithies Lane Left Right Ahead	U	2	N/A	K		2	45	-	295	1828	358	82.4%
4/1	Site Access Right Left Ahead	U	2	N/A	I		2	45	-	10	1680	329	3.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	1132	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%

Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	**-**	**-**	**4**	**0**	**0**	**22.1**	**11.7**	**0.0**	**33.7**	**-**	**-**	**-**	**-**
J1: Carlton Road/Wakefield Road	**-**	**-**	**0**	**0**	**0**	**10.6**	**5.8**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
1/1	578	578	-	-	-	4.1	1.0	-	5.1	31.9	15.4	1.0	16.4
2/1+2/2	444	444	-	-	-	4.4	2.3	-	6.6	53.8	14.8	2.3	17.1
3/1	980	980	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	1132	1132	-	-	-	2.2	2.5	-	4.6	14.7	8.5	2.5	11.0
5/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Smithies Lane/Wakefield Road	**-**	**-**	**4**	**0**	**0**	**11.4**	**5.9**	**0.0**	**17.3**	**-**	**-**	**-**	**-**
1/1+1/2	980	980	-	-	-	2.1	1.2	-	3.3	12.0	8.6	1.2	9.8
2/1	915	915	4	0	0	5.5	2.5	0.0	8.0	31.3	26.9	2.5	29.4
3/1	295	295	-	-	-	3.8	2.2	-	6.0	73.0	9.5	2.2	11.7
4/1	10	10	-	-	-	0.1	0.0	-	0.1	44.9	0.3	0.0	0.3
5/1	1132	1132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

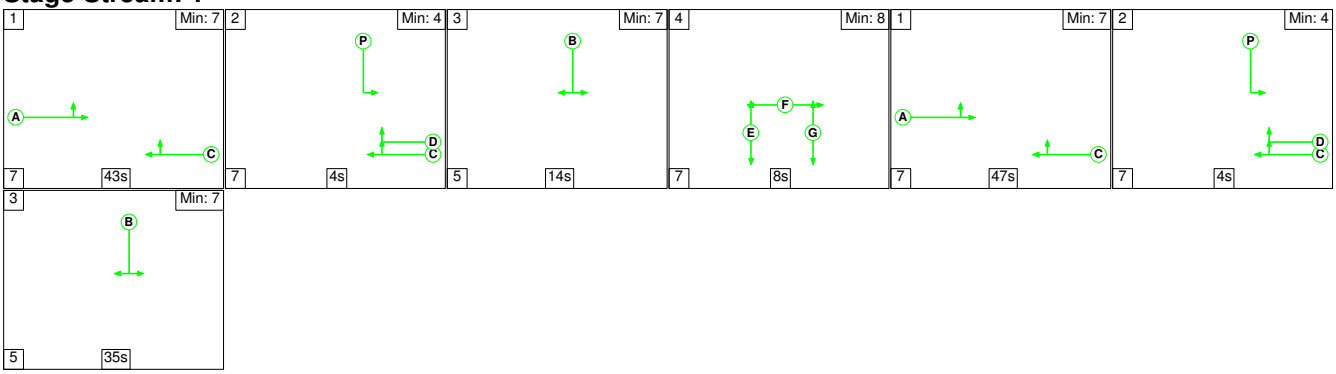
C1	Stream: 1 PRC for Signalled Lanes (%):	7.8	Total Delay for Signalled Lanes (pcuHr):	16.39	Cycle Time (s): 240
C1	Stream: 2 PRC for Signalled Lanes (%):	7.6	Total Delay for Signalled Lanes (pcuHr):	17.34	Cycle Time (s): 240
	PRC Over All Lanes (%):	7.6	Total Delay Over All Lanes(pcuHr):	33.73	

Full Input Data And Results

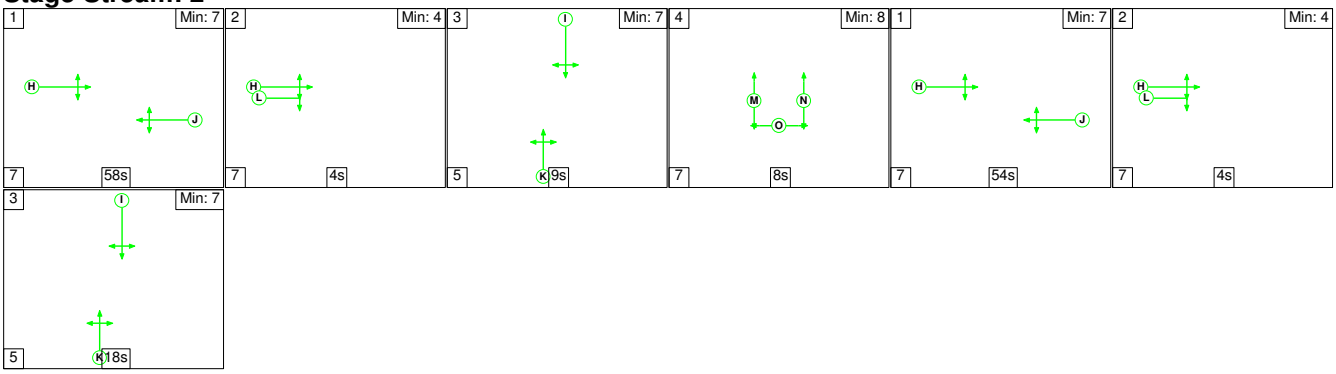
Scenario 6: 'Sat 2017 Future Base' (FG6: 'Sat 2017 Future Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

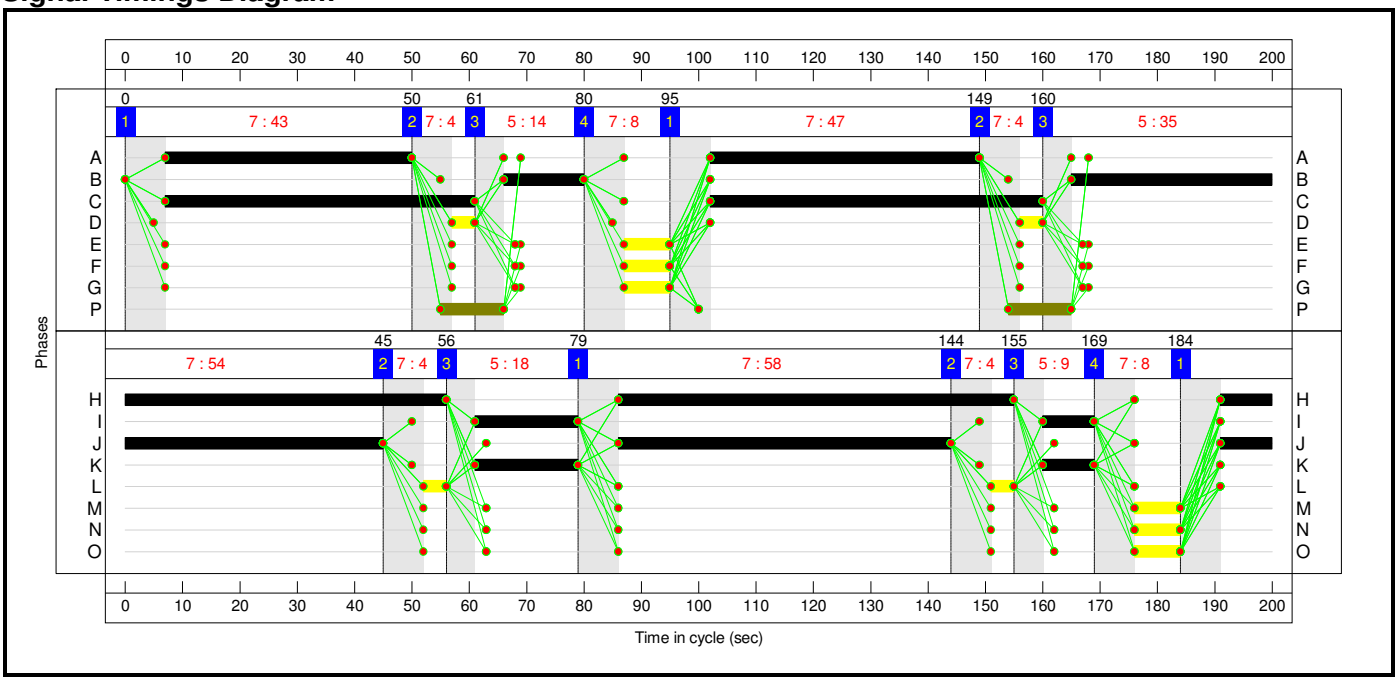
Stage	1	2	3	4	1	2	3
Duration	43	4	14	8	47	4	35
Change Point	0	50	61	80	95	149	160

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	58	4	9	8	54	4	18
Change Point	79	144	155	169	184	45	56

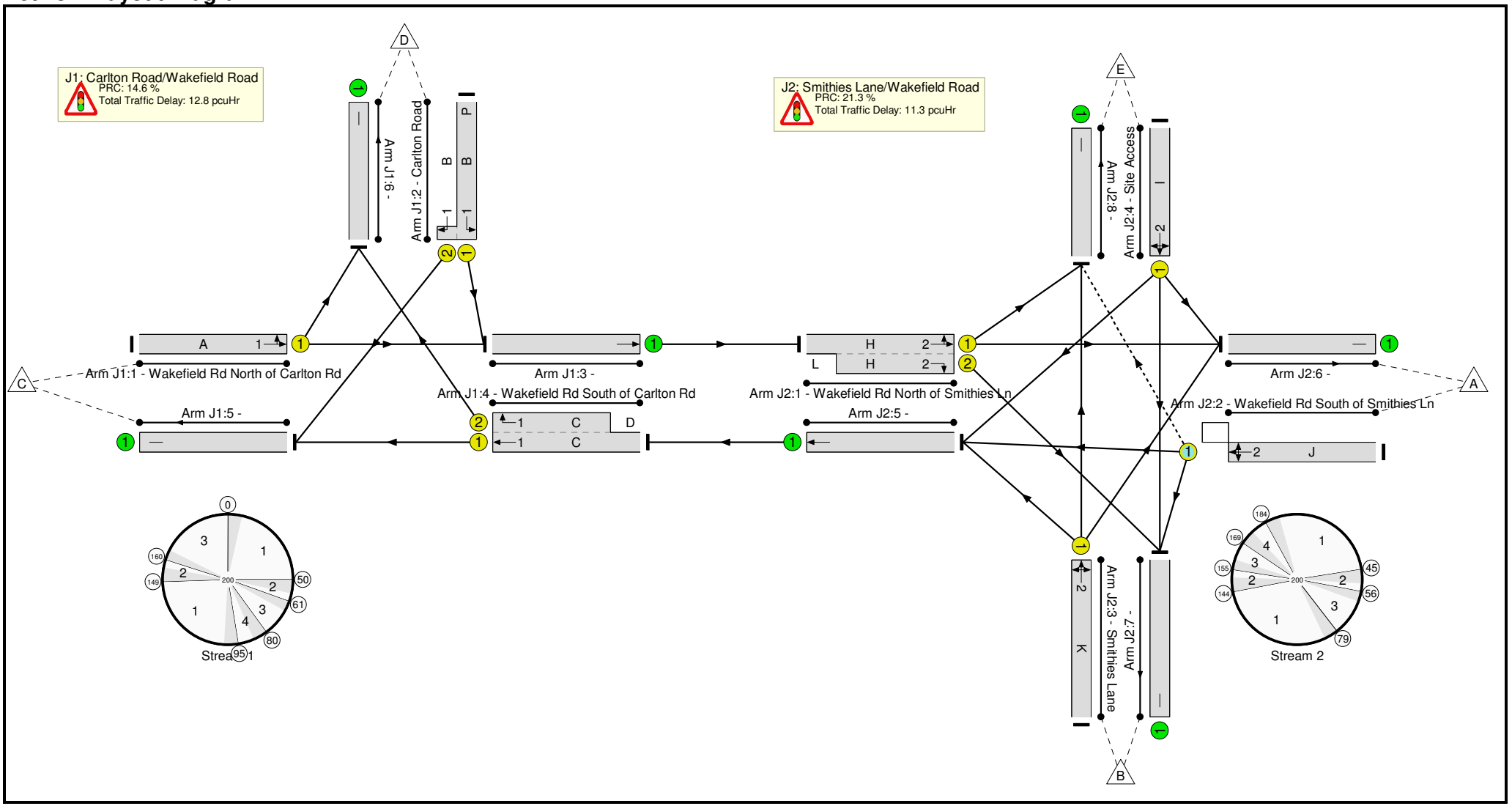
Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.5%**
J1: Carlton Road/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.5%**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	U	1	N/A	A		2	90	-	549	1909	878	62.5%
2/1+2/2	Carlton Road Left Right	U	1	N/A	B	P	2	71:49	22	439	1814:1781	568	77.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	U	1	N/A	C	D	2	112	8	951	1895:1722	1211	78.5%
5/1		U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
J2: Smithies Lane/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.2%**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	U	2	N/A	H	L	2	134	8	957	1915:1705	1419	67.5%
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	O	2	N/A	J		2	112	-	818	1934	1102	74.2%
3/1	Smithies Lane Left Right Ahead	U	2	N/A	K		2	27	-	187	1827	265	70.6%
4/1	Site Access Right Left Ahead	U	2	N/A	I		2	27	-	10	1680	244	4.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%

Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	**-**	**-**	**4**	**0**	**0**	**16.2**	**7.9**	**0.0**	**24.1**	**-**	**-**	**-**	**-**
J1: Carlton Road/Wakefield Road	**-**	**-**	**0**	**0**	**0**	**8.5**	**4.3**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
1/1	549	549	-	-	-	3.1	0.8	-	4.0	26.0	12.2	0.8	13.0
2/1+2/2	439	439	-	-	-	3.7	1.7	-	5.4	44.3	12.6	1.7	14.2
3/1	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	951	951	-	-	-	1.6	1.8	-	3.4	13.0	22.3	1.8	24.1
5/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Smithies Lane/Wakefield Road	**-**	**-**	**4**	**0**	**0**	**7.7**	**3.6**	**0.0**	**11.3**	**-**	**-**	**-**	**-**
1/1+1/2	957	957	-	-	-	1.8	1.0	-	2.8	10.7	15.6	1.0	16.7
2/1	818	818	4	0	0	3.7	1.4	0.0	5.1	22.4	18.0	1.4	19.4
3/1	187	187	-	-	-	2.1	1.2	-	3.3	63.3	5.2	1.2	6.4
4/1	10	10	-	-	-	0.1	0.0	-	0.1	44.8	0.3	0.0	0.3
5/1	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

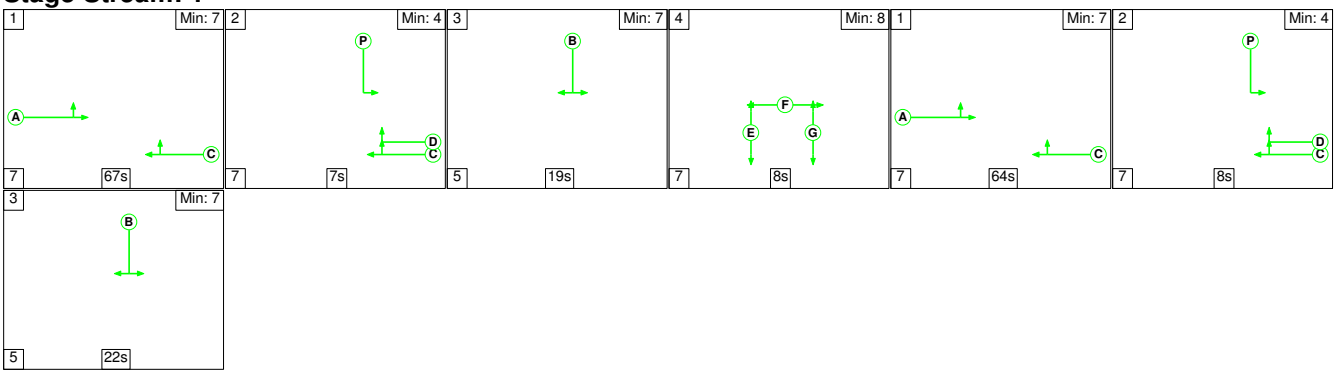
C1	Stream: 1 PRC for Signalled Lanes (%):	14.6	Total Delay for Signalled Lanes (pcuHr):	12.79	Cycle Time (s): 200
C1	Stream: 2 PRC for Signalled Lanes (%):	21.3	Total Delay for Signalled Lanes (pcuHr):	11.34	Cycle Time (s): 200
	PRC Over All Lanes (%):	14.6	Total Delay Over All Lanes(pcuHr):	24.13	

Full Input Data And Results

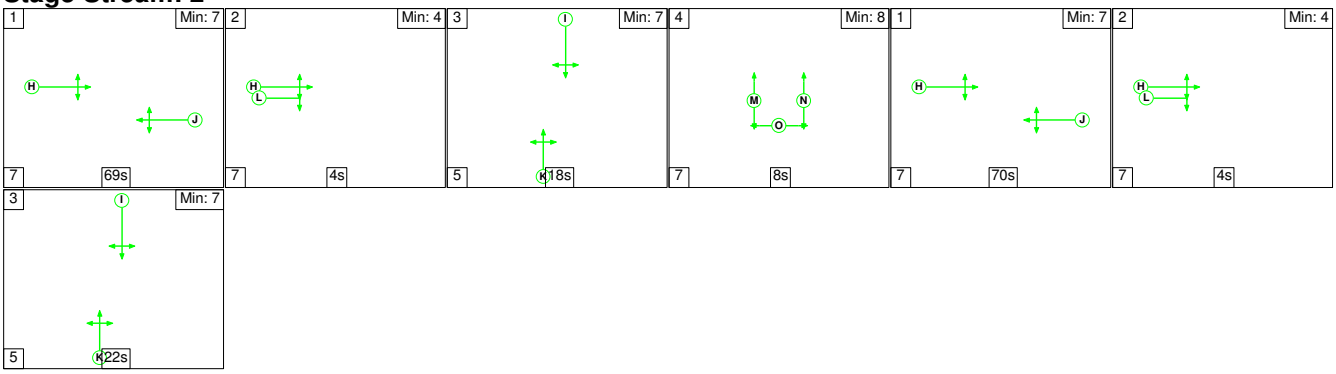
Scenario 7: 'Fri 2017 Future Base+Dev' (FG7: 'Fri 2017 Future Base+Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

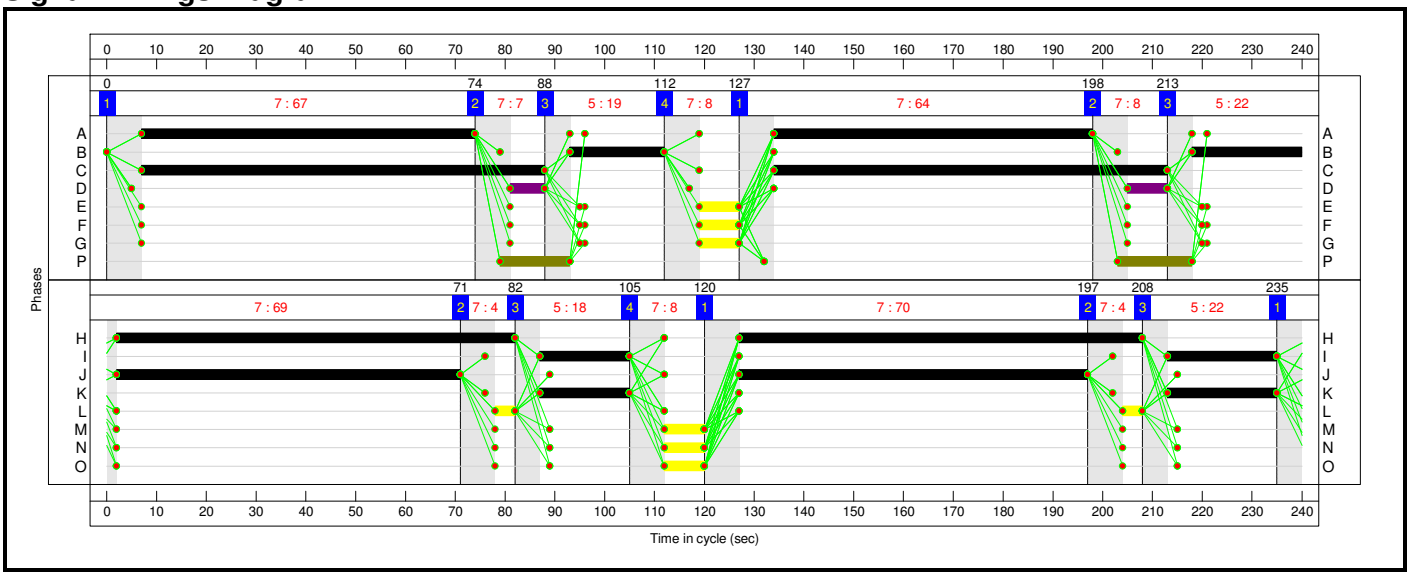
Stage Stream: 1

Stage	1	2	3	4	1	2	3
Duration	67	7	19	8	64	8	22
Change Point	0	74	88	112	127	198	213

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	69	4	18	8	70	4	22
Change Point	235	71	82	105	120	197	208

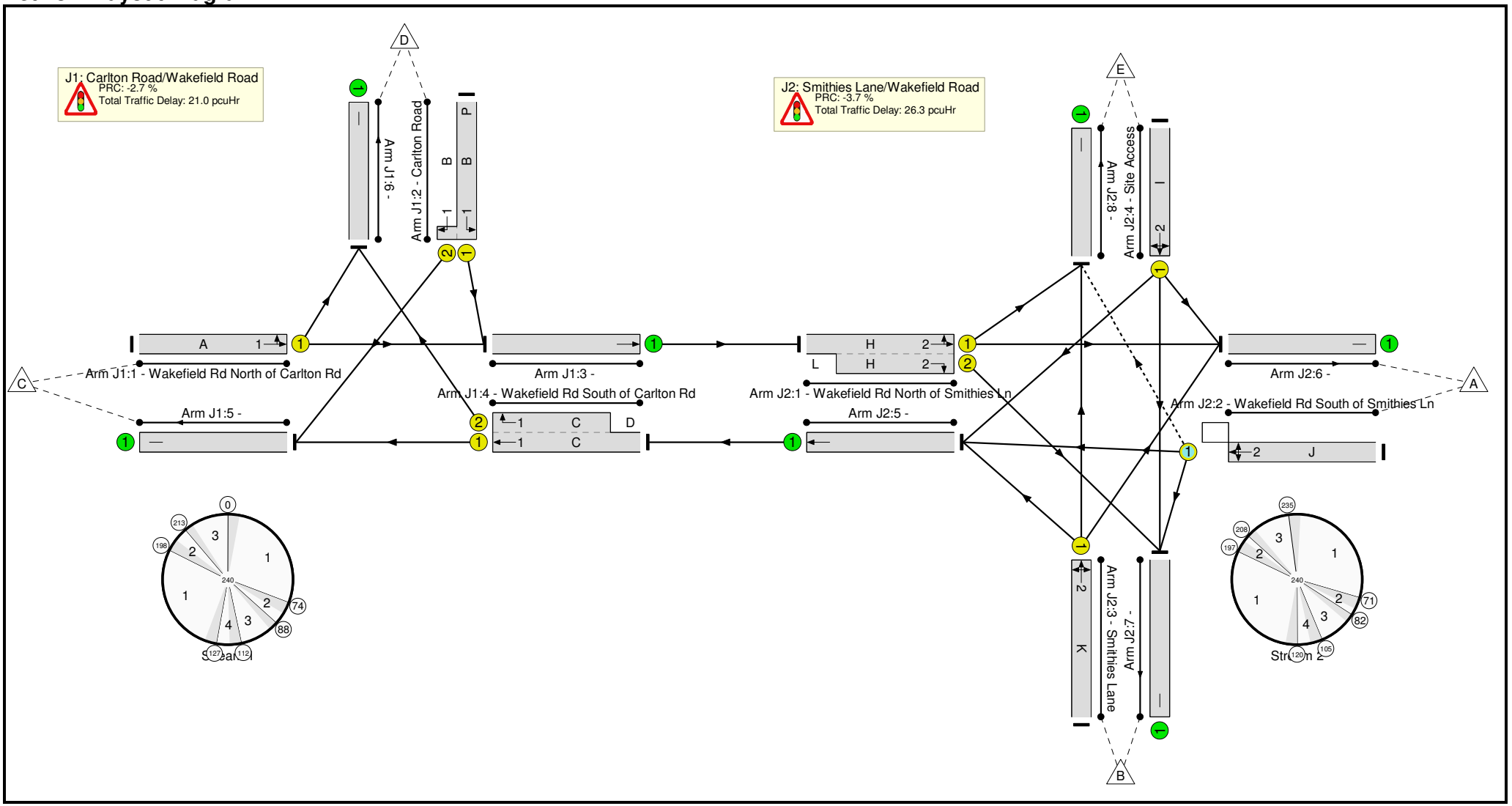
Signal Timings Diagram



Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.3%**
J1: Carlton Road/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.5%**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	U	1	N/A	A		2	131	-	720	1906	1056	68.2%
2/1+2/2	Carlton Road Left Right	U	1	N/A	B	P	2	70:41	29	437	1814:1781	488	89.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1115	Inf	Inf	0.0%
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	U	1	N/A	C	D	2	160	15	1276	1895:1722	1380	92.5%
5/1		U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
J2: Smithies Lane/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.3%**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	U	2	N/A	H	L	2	161	8	1115	1915:1705	1399	79.7%
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	O	2	N/A	J		2	139	-	1059	1932	1135	93.3%
3/1	Smithies Lane Left Right Ahead	U	2	N/A	K		2	40	-	295	1828	320	92.2%
4/1	Site Access Right Left Ahead	U	2	N/A	I		2	40	-	10	1680	294	3.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	1276	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%

Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	**-**	**-**	**4**	**0**	**0**	**24.6**	**22.7**	**0.0**	**47.3**	**-**	**-**	**-**	**-**
J1: Carlton Road/Wakefield Road	**-**	**-**	**0**	**0**	**0**	**10.6**	**10.3**	**0.0**	**21.0**	**-**	**-**	**-**	**-**
1/1	720	720	-	-	-	3.9	1.1	-	4.9	24.7	18.8	1.1	19.9
2/1+2/2	437	437	-	-	-	5.0	3.7	-	8.8	72.2	15.1	3.7	18.8
3/1	1115	1115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	1276	1276	-	-	-	1.7	5.5	-	7.3	20.6	9.6	5.5	15.2
5/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Smithies Lane/Wakefield Road	**-**	**-**	**4**	**0**	**0**	**13.9**	**12.3**	**0.0**	**26.3**	**-**	**-**	**-**	**-**
1/1+1/2	1115	1115	-	-	-	3.1	1.9	-	5.0	16.2	27.3	1.9	29.2
2/1	1059	1059	4	0	0	6.7	6.0	0.0	12.7	43.3	35.6	6.0	41.6
3/1	295	295	-	-	-	4.0	4.4	-	8.4	102.5	10.4	4.4	14.8
4/1	10	10	-	-	-	0.1	0.0	-	0.1	47.9	0.3	0.0	0.3
5/1	1276	1276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

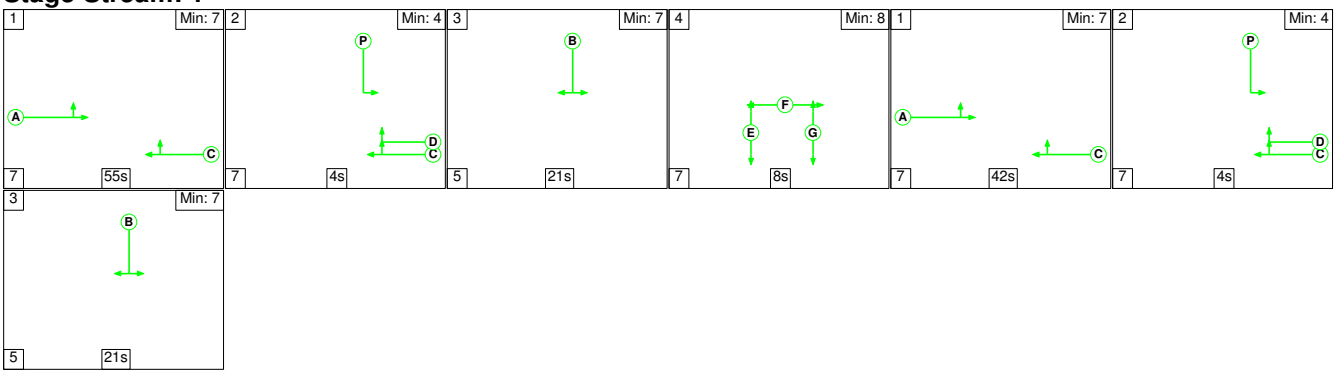
C1	Stream: 1 PRC for Signalled Lanes (%):	-2.7	Total Delay for Signalled Lanes (pcuHr):	20.99	Cycle Time (s): 240
C1	Stream: 2 PRC for Signalled Lanes (%):	-3.7	Total Delay for Signalled Lanes (pcuHr):	26.28	Cycle Time (s): 240
	PRC Over All Lanes (%):	-3.7	Total Delay Over All Lanes(pcuHr):	47.27	

Full Input Data And Results

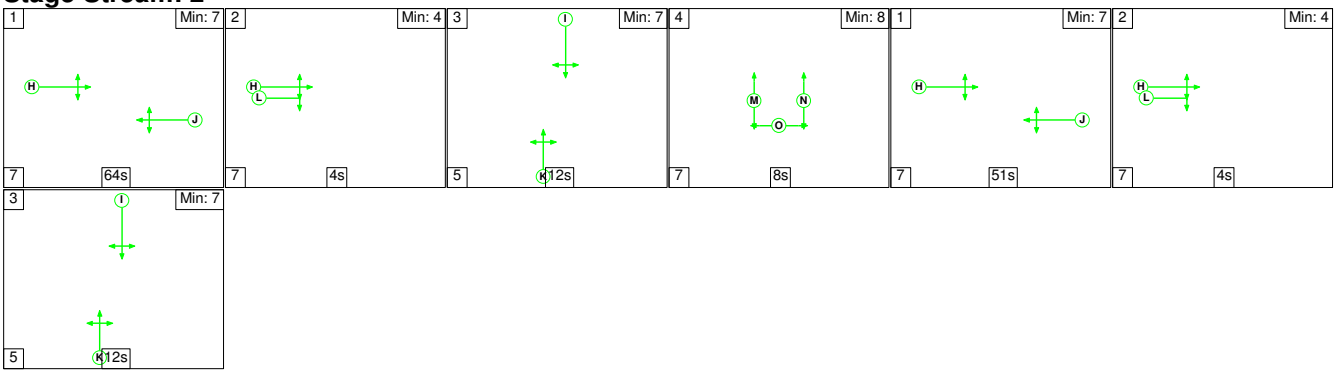
Scenario 8: 'Sat 2017 Future Base+Dev' (FG8: 'Sat 2017 Future Base+Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

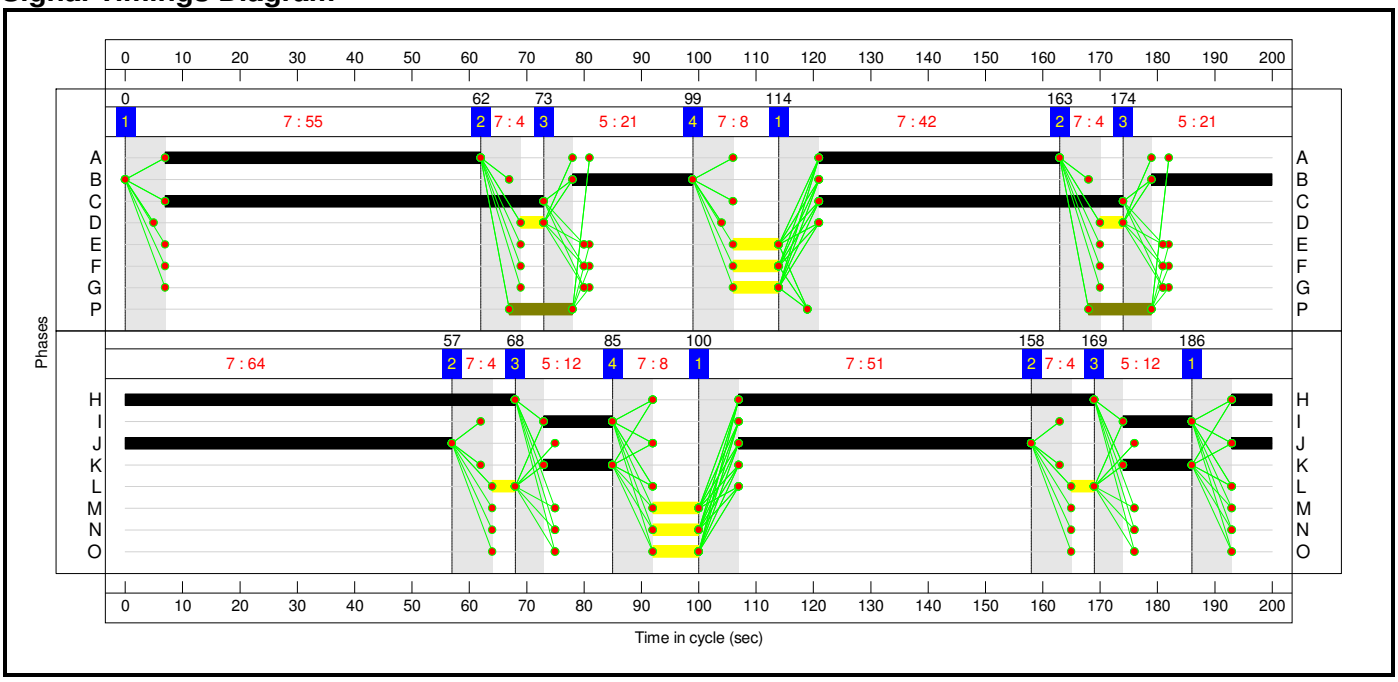
Stage	1	2	3	4	1	2	3
Duration	55	4	21	8	42	4	21
Change Point	0	62	73	99	114	163	174

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	64	4	12	8	51	4	12
Change Point	186	57	68	85	100	158	169

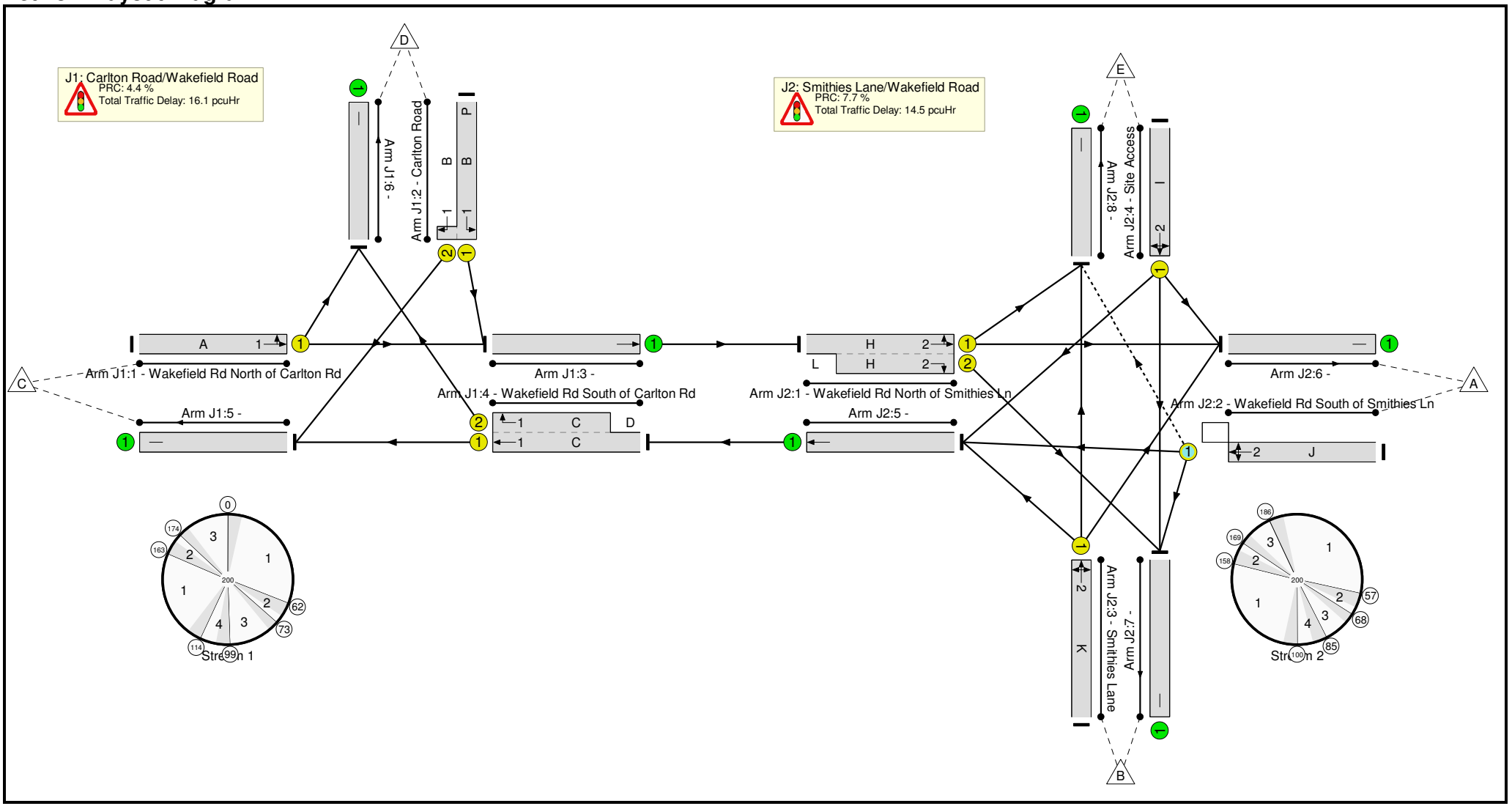
Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.2%**
J1: Carlton Road/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.2%**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	U	1	N/A	A		2	97	-	670	1910	945	70.9%
2/1+2/2	Carlton Road Left Right	U	1	N/A	B	P	2	64:42	22	430	1814:1781	502	85.7%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1069	Inf	Inf	0.0%
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	U	1	N/A	C	D	2	119	8	1080	1895:1722	1253	86.2%
5/1		U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
J2: Smithies Lane/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.6%**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	U	2	N/A	H	L	2	137	8	1069	1915:1705	1430	74.8%
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	O	2	N/A	J		2	115	-	946	1935	1132	83.6%
3/1	Smithies Lane Left Right Ahead	U	2	N/A	K		2	24	-	188	1827	238	79.2%
4/1	Site Access Right Left Ahead	U	2	N/A	I		2	24	-	10	1680	218	4.6%
5/1	Ahead	U	N/A	N/A	-		-	-	-	1080	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%

Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane	**-**	**-**	**4**	**0**	**0**	**17.8**	**12.7**	**0.0**	**30.6**	**-**	**-**	**-**	**-**
J1: Carlton Road/Wakefield Road	**-**	**-**	**0**	**0**	**0**	**9.1**	**7.0**	**0.0**	**16.1**	**-**	**-**	**-**	**-**
1/1	670	670	-	-	-	3.7	1.2	-	4.9	26.6	16.6	1.2	17.8
2/1+2/2	430	430	-	-	-	4.0	2.8	-	6.7	56.4	11.5	2.8	14.2
3/1	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	1080	1080	-	-	-	1.4	3.0	-	4.4	14.8	30.6	3.0	33.6
5/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Smithies Lane/Wakefield Road	**-**	**-**	**4**	**0**	**0**	**8.7**	**5.7**	**0.0**	**14.5**	**-**	**-**	**-**	**-**
1/1+1/2	1069	1069	-	-	-	1.8	1.5	-	3.3	11.1	21.9	1.5	23.3
2/1	946	946	4	0	0	4.6	2.5	0.0	7.1	26.9	25.0	2.5	27.4
3/1	188	188	-	-	-	2.2	1.8	-	4.0	76.1	5.1	1.8	6.9
4/1	10	10	-	-	-	0.1	0.0	-	0.1	46.9	0.2	0.0	0.3
5/1	1080	1080	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

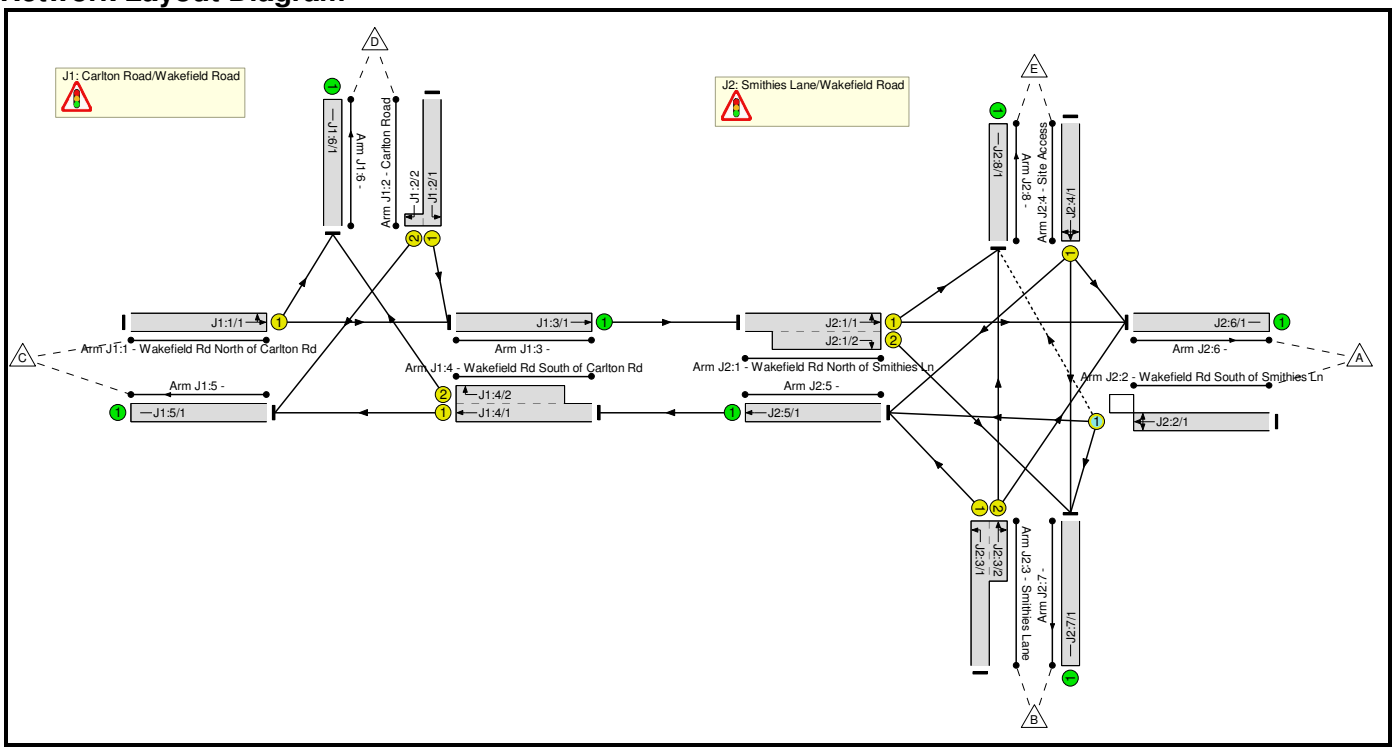
C1	Stream: 1 PRC for Signalled Lanes (%):	4.4	Total Delay for Signalled Lanes (pcuHr):	16.13	Cycle Time (s): 200
C1	Stream: 2 PRC for Signalled Lanes (%):	7.7	Total Delay for Signalled Lanes (pcuHr):	14.45	Cycle Time (s): 200
	PRC Over All Lanes (%):	4.4	Total Delay Over All Lanes(pcuHr):	30.59	

Full Input Data And Results

User and Project Details

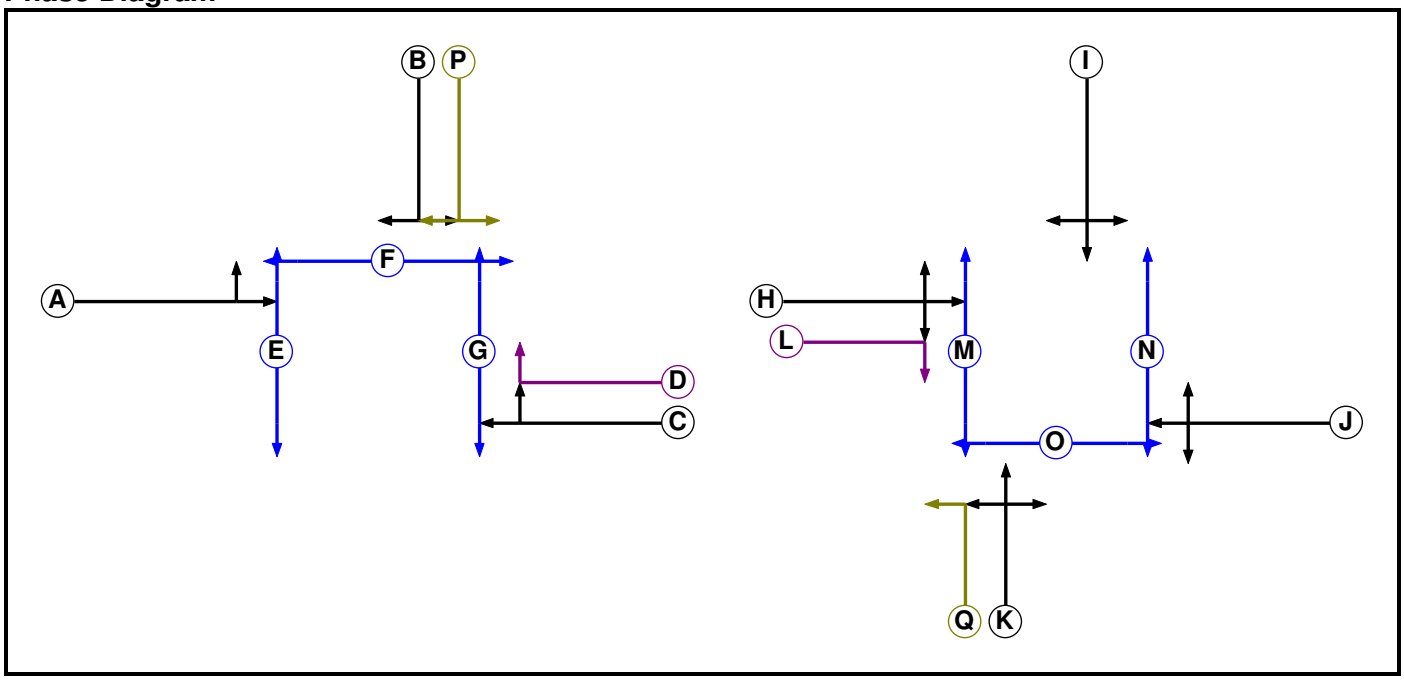
Project:	**90095 Proposed Barnsley Foodstore**
Title:	**Wakefield Road/Carlton Road/Smithies Lane - Proposed Mitigation**
Location:	Barnsley
File name:	Carlton Rd_Smithies Ln_Wakefield Rd_Mit.lsg3x
Author:	D Stoddart
Company:	Curtins
Address:	Manchester
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Ind. Arrow	1	C	4	4
E	Pedestrian	1		8	8
F	Pedestrian	1		8	8
G	Pedestrian	1		8	8
H	Traffic	2		7	7
I	Traffic	2		7	7
J	Traffic	2		7	7
K	Traffic	2		7	7
L	Ind. Arrow	2	H	4	4
M	Pedestrian	2		8	8
N	Pedestrian	2		8	8
O	Pedestrian	2		8	8
P	Filter	1	B	3	0
Q	Filter	2	K	4	0

Full Input Data And Results

Phase Intergreens Matrix

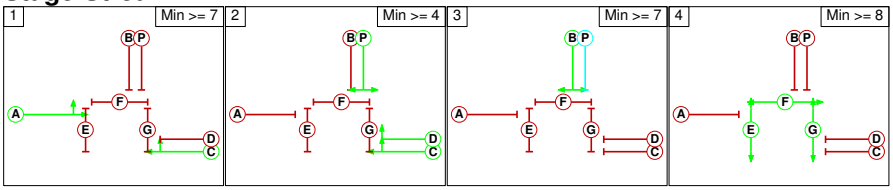
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
A		5	-	7	7	7	7	-	-	-	-	-	-	-	-	5	-
B	7		7	5	7	7	7	-	-	-	-	-	-	-	-	-	-
C	-	5		-	7	7	7	-	-	-	-	-	-	-	-	-	-
D	5	5	-		7	7	7	-	-	-	-	-	-	-	-	-	-
E	7	7	7	7		-	-	-	-	-	-	-	-	-	-	5	-
F	7	7	7	7	-		-	-	-	-	-	-	-	-	-	5	-
G	7	7	7	7	-	-		-	-	-	-	-	-	-	-	5	-
H	-	-	-	-	-	-	-		5	-	5	-	7	7	7	-	-
I	-	-	-	-	-	-	-	7		7	-	7	7	7	7	-	-
J	-	-	-	-	-	-	-	-	5		5	7	7	7	7	-	5
K	-	-	-	-	-	-	-	7	-	7		7	7	7	7	-	-
L	-	-	-	-	-	-	-	-	5	7	5		7	7	7	-	-
M	-	-	-	-	-	-	-	7	7	7	7	7		-	-	-	7
N	-	-	-	-	-	-	-	7	7	7	7	7	-		-	-	-
O	-	-	-	-	-	-	-	7	7	7	7	7	-	-		-	7
P	3	-	-	-	3	3	3	-	-	-	-	-	-	-	-		-
Q	-	-	-	-	-	-	-	-	-	7	-	-	7	-	7	-	

Phases in Stage

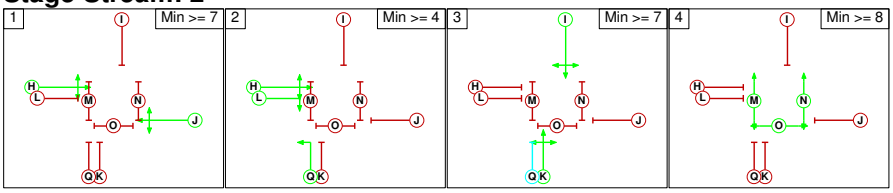
Stream	Stage No.	Phases in Stage
1	1	A C
1	2	C D P
1	3	B
1	4	E F G
2	1	H J
2	2	H L Q
2	3	I K
2	4	M N O

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage				
		1	2	3	4
From Stage	1		7	5	7
	2	X		5	X
	3	7	X		7
	4	7	7	7	

Stage Stream: 2

	To Stage				
		1	2	3	4
From Stage	1		7	5	7
	2	X		5	X
	3	7	7		7
	4	7	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Carlton Road/Wakefield Road
There are no Opposed Lanes in this Junction

Junction: J2: Smithies Lane/Wakefield Road										
Lane	**Movement**	**Max 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)**
J2:2/1 (Wakefield Rd South of Smithies Ln)	J2:8/1 (Right)	1439	J2:1/1	1.09	J2:1/1	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: J1: Carlton Road/Wakefield Road												
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)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:3 Ahead	Inf
											Arm J1:6 Left	15.00
J1:2/1 (Carlton Road)	U	B P	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:3 Left	18.00
J1:2/2 (Carlton Road)	U	B P	2	3	0.1	Geom	-	3.00	0.00	Y	Arm J1:5 Right	20.00
J1:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1 (Wakefield Rd South of Carlton Rd)	U	C	2	3	28.0	Geom	-	2.80	0.00	Y	Arm J1:5 Ahead	Inf
J1:4/2 (Wakefield Rd South of Carlton Rd)	U	C D	2	3	10.0	Geom	-	2.50	0.00	Y	Arm J1:6 Right	18.00
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Smithies Lane/Wakefield Road

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)
J2:1/1 (Wakefield Rd North of Smithies Ln)	U	H	2	3	27.0	Geom	-	3.00	0.00	Y	Arm J2:6 Ahead	Inf
											Arm J2:8 Left	Inf
J2:1/2 (Wakefield Rd North of Smithies Ln)	U	H L	2	3	10.5	Geom	-	2.60	0.00	Y	Arm J2:7 Right	15.00
J2:2/1 (Wakefield Rd South of Smithies Ln)	O	J	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:5 Ahead	Inf
											Arm J2:7 Left	20.00
											Arm J2:8 Right	15.00
J2:3/1 (Smithies Lane)	U	K Q	2	3	60.0	Geom	-	3.15	0.00	Y	Arm J2:5 Left	20.00
J2:3/2 (Smithies Lane)	U	K	2	3	5.0	Geom	-	3.20	0.00	Y	Arm J2:6 Right	15.00
											Arm J2:8 Ahead	Inf
J2:4/1 (Site Access)	U	I	2	3	60.0	Geom	-	2.50	0.00	Y	Arm J2:5 Right	12.00
											Arm J2:6 Left	10.00
											Arm J2:7 Ahead	Inf
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Fri 2012 Future Base'	15:45	16:45	01:00	
2: 'Sat 2012 Future Base'	12:30	13:30	01:00	
3: 'Fri 2017 Future Base'	15:45	16:45	01:00	
4: 'Sat 2017 Future Base'	12:30	13:30	01:00	
5: 'Fri 2017 Future Base+Dev'	15:45	16:45	01:00	
6: 'Sat 2017 Future Base+Dev'	12:30	13:30	01:00	

Scenario 1: 'Fri 2012 Future Base' (FG1: 'Fri 2012 Future Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	48	540	289	4	881
	B	25	0	178	80	2	285
	C	349	174	0	33	2	558
	D	283	136	8	0	2	429
	E	4	2	3	1	0	10
	Tot.	661	360	729	403	10	2163

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Fri 2012 Future Base
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	558
J1:2/1 (with short)	429(In) 421(Out)
J1:2/2 (short)	8
J1:3/1	946
J1:4/1 (with short)	1091(In) 721(Out)
J1:4/2 (short)	370
J1:5/1	729
J1:6/1	403
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	946(In) 636(Out)
J2:1/2 (short)	310
J2:2/1	881
J2:3/1 (with short)	285(In) 258(Out)
J2:3/2 (short)	27
J2:4/1	10
J2:5/1	1091
J2:6/1	661
J2:7/1	360
J2:8/1	10

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	94.1 %	1904	1904
				Arm J1:6 Left	15.00	5.9 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.4 %	1915	1915
				Arm J2:8 Left	Inf	0.6 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	94.1 %	1931	1931
				Arm J2:7 Left	20.00	5.4 %		
				Arm J2:8 Right	15.00	0.5 %		
J2:3/1 (Smithies Lane)	3.15	0.00	Y	Arm J2:5 Left	20.00	100.0 %	1795	1795
J2:3/2 (Smithies Lane)	3.20	0.00	Y	Arm J2:6 Right	15.00	92.6 %	1771	1771
				Arm J2:8 Ahead	Inf	7.4 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Sat 2012 Future Base' (FG2: 'Sat 2012 Future Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	27	524	232	4	787
	B	22	0	117	38	2	179
	C	368	141	0	15	2	526
	D	296	107	14	0	2	419
	E	4	2	3	1	0	10
	Tot.	690	277	658	286	10	1921

Traffic Lane Flows

Lane	Scenario 2: Sat 2012 Future Base
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	526
J1:2/1 (with short)	419(In) 405(Out)
J1:2/2 (short)	14
J1:3/1	916
J1:4/1 (with short)	915(In) 644(Out)
J1:4/2 (short)	271
J1:5/1	658
J1:6/1	286
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	916(In) 668(Out)
J2:1/2 (short)	248
J2:2/1	787
J2:3/1 (with short)	179(In) 155(Out)
J2:3/2 (short)	24
J2:4/1	10
J2:5/1	915
J2:6/1	690
J2:7/1	277
J2:8/1	10

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	97.1 %	1910	1910
				Arm J1:6 Left	15.00	2.9 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.4 %	1915	1915
				Arm J2:8 Left	Inf	0.6 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	96.1 %	1934	1934
				Arm J2:7 Left	20.00	3.4 %		
				Arm J2:8 Right	15.00	0.5 %		
J2:3/1 (Smithies Lane)	3.15	0.00	Y	Arm J2:5 Left	20.00	100.0 %	1795	1795
J2:3/2 (Smithies Lane)	3.20	0.00	Y	Arm J2:6 Right	15.00	91.7 %	1773	1773
				Arm J2:8 Ahead	Inf	8.3 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Fri 2017 Future Base' (FG3: 'Fri 2017 Future Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	50	560	301	4	915
	B	26	0	184	83	2	295
	C	362	180	0	34	2	578
	D	293	141	8	0	2	444
	E	4	2	3	1	0	10
	Tot.	685	373	755	419	10	2242

Traffic Lane Flows

Lane	Scenario 3: Fri 2017 Future Base
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	578
J1:2/1 (with short)	444(In) 436(Out)
J1:2/2 (short)	8
J1:3/1	980
J1:4/1 (with short)	1132(In) 747(Out)
J1:4/2 (short)	385
J1:5/1	755
J1:6/1	419
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	980(In) 659(Out)
J2:1/2 (short)	321
J2:2/1	915
J2:3/1 (with short)	295(In) 267(Out)
J2:3/2 (short)	28
J2:4/1	10
J2:5/1	1132
J2:6/1	685
J2:7/1	373
J2:8/1	10

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	94.1 %	1904	1904
				Arm J1:6 Left	15.00	5.9 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.4 %	1915	1915
				Arm J2:8 Left	Inf	0.6 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	94.1 %	1931	1931
				Arm J2:7 Left	20.00	5.5 %		
				Arm J2:8 Right	15.00	0.4 %		
J2:3/1 (Smithies Lane)	3.15	0.00	Y	Arm J2:5 Left	20.00	100.0 %	1795	1795
J2:3/2 (Smithies Lane)	3.20	0.00	Y	Arm J2:6 Right	15.00	92.9 %	1771	1771
				Arm J2:8 Ahead	Inf	7.1 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Sat 2017 Future Base' (FG4: 'Sat 2017 Future Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	28	544	242	4	818
	B	24	0	122	39	2	187
	C	384	147	0	16	2	549
	D	310	112	15	0	2	439
	E	4	2	3	1	0	10
	Tot.	722	289	684	298	10	2003

Traffic Lane Flows

Lane	Scenario 4: Sat 2017 Future Base
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	549
J1:2/1 (with short)	439(In) 424(Out)
J1:2/2 (short)	15
J1:3/1	957
J1:4/1 (with short)	951(In) 669(Out)
J1:4/2 (short)	282
J1:5/1	684
J1:6/1	298
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	957(In) 698(Out)
J2:1/2 (short)	259
J2:2/1	818
J2:3/1 (with short)	187(In) 161(Out)
J2:3/2 (short)	26
J2:4/1	10
J2:5/1	951
J2:6/1	722
J2:7/1	289
J2:8/1	10

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	97.1 %	1909	1909
				Arm J1:6 Left	15.00	2.9 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.4 %	1915	1915
				Arm J2:8 Left	Inf	0.6 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	96.1 %	1934	1934
				Arm J2:7 Left	20.00	3.4 %		
				Arm J2:8 Right	15.00	0.5 %		
J2:3/1 (Smithies Lane)	3.15	0.00	Y	Arm J2:5 Left	20.00	100.0 %	1795	1795
J2:3/2 (Smithies Lane)	3.20	0.00	Y	Arm J2:6 Right	15.00	92.3 %	1771	1771
				Arm J2:8 Ahead	Inf	7.7 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Fri 2017 Future Base+Dev' (FG5: 'Fri 2017 Future Base+Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	50	690	315	4	1059
	B	26	0	197	70	2	295
	C	480	202	0	34	3	719
	D	310	119	8	0	1	438
	E	4	2	3	1	0	10
	Tot.	820	373	898	420	10	2521

Traffic Lane Flows

Lane	Scenario 5: Fri 2017 Future Base+Dev
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	719
J1:2/1 (with short)	438(In) 430(Out)
J1:2/2 (short)	8
J1:3/1	1115
J1:4/1 (with short)	1276(In) 890(Out)
J1:4/2 (short)	386
J1:5/1	898
J1:6/1	420
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	1115(In) 794(Out)
J2:1/2 (short)	321
J2:2/1	1059
J2:3/1 (with short)	295(In) 267(Out)
J2:3/2 (short)	28
J2:4/1	10
J2:5/1	1276
J2:6/1	820
J2:7/1	373
J2:8/1	10

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	95.3 %	1906	1906
				Arm J1:6 Left	15.00	4.7 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.5 %	1915	1915
				Arm J2:8 Left	Inf	0.5 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	94.9 %	1932	1932
				Arm J2:7 Left	20.00	4.7 %		
				Arm J2:8 Right	15.00	0.4 %		
J2:3/1 (Smithies Lane)	3.15	0.00	Y	Arm J2:5 Left	20.00	100.0 %	1795	1795
J2:3/2 (Smithies Lane)	3.20	0.00	Y	Arm J2:6 Right	15.00	92.9 %	1771	1771
				Arm J2:8 Ahead	Inf	7.1 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Sat 2017 Future Base+Dev' (FG6: 'Sat 2017 Future Base+Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	28	666	248	4	946
	B	24	0	130	32	2	188
	C	487	164	0	16	3	670
	D	319	95	15	0	1	430
	E	4	2	3	1	0	10
	Tot.	834	289	814	297	10	2244

Traffic Lane Flows

Lane	Scenario 6: Sat 2017 Future Base+Dev
Junction: J1: Carlton Road/Wakefield Road	
J1:1/1	670
J1:2/1 (with short)	430(In) 415(Out)
J1:2/2 (short)	15
J1:3/1	1069
J1:4/1 (with short)	1080(In) 799(Out)
J1:4/2 (short)	281
J1:5/1	814
J1:6/1	297
Junction: J2: Smithies Lane/Wakefield Road	
J2:1/1 (with short)	1069(In) 810(Out)
J2:1/2 (short)	259
J2:2/1	946
J2:3/1 (with short)	188(In) 162(Out)
J2:3/2 (short)	26
J2:4/1	10
J2:5/1	1080
J2:6/1	834
J2:7/1	289
J2:8/1	10

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Carlton Road/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Wakefield Rd North of Carlton Rd)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	97.6 %	1910	1910
				Arm J1:6 Left	15.00	2.4 %		
J1:2/1 (Carlton Road)	3.50	0.00	Y	Arm J1:3 Left	18.00	100.0 %	1814	1814
J1:2/2 (Carlton Road)	3.00	0.00	Y	Arm J1:5 Right	20.00	100.0 %	1781	1781
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Wakefield Rd South of Carlton Rd)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1895	1895
J1:4/2 (Wakefield Rd South of Carlton Rd)	2.50	0.00	Y	Arm J1:6 Right	18.00	100.0 %	1722	1722
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

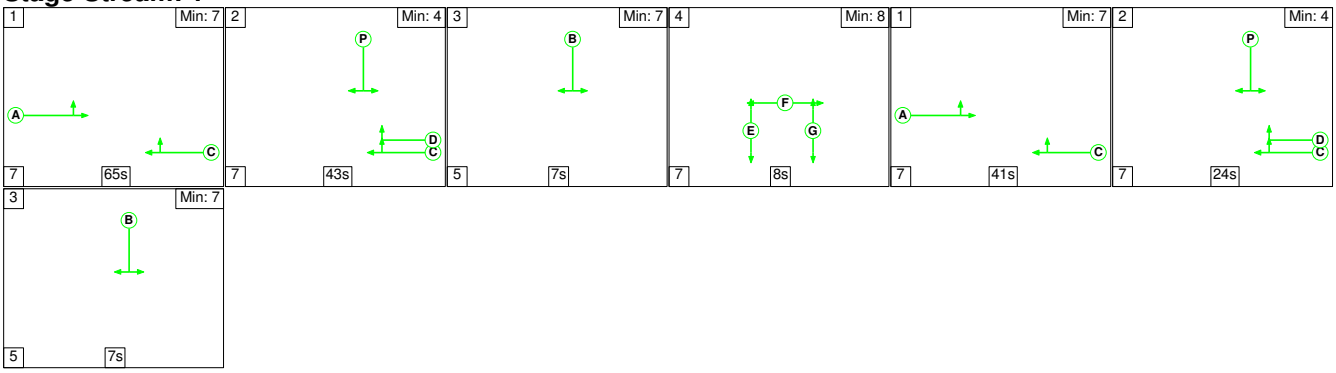
Junction: J2: Smithies Lane/Wakefield Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Wakefield Rd North of Smithies Ln)	3.00	0.00	Y	Arm J2:6 Ahead	Inf	99.5 %	1915	1915
				Arm J2:8 Left	Inf	0.5 %		
J2:1/2 (Wakefield Rd North of Smithies Ln)	2.60	0.00	Y	Arm J2:7 Right	15.00	100.0 %	1705	1705
J2:2/1 (Wakefield Rd South of Smithies Ln)	3.25	0.00	Y	Arm J2:5 Ahead	Inf	96.6 %	1935	1935
				Arm J2:7 Left	20.00	3.0 %		
				Arm J2:8 Right	15.00	0.4 %		
J2:3/1 (Smithies Lane)	3.15	0.00	Y	Arm J2:5 Left	20.00	100.0 %	1795	1795
J2:3/2 (Smithies Lane)	3.20	0.00	Y	Arm J2:6 Right	15.00	92.3 %	1771	1771
				Arm J2:8 Ahead	Inf	7.7 %		
J2:4/1 (Site Access)	2.50	0.00	Y	Arm J2:5 Right	12.00	40.0 %	1680	1680
				Arm J2:6 Left	10.00	40.0 %		
				Arm J2:7 Ahead	Inf	20.0 %		
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

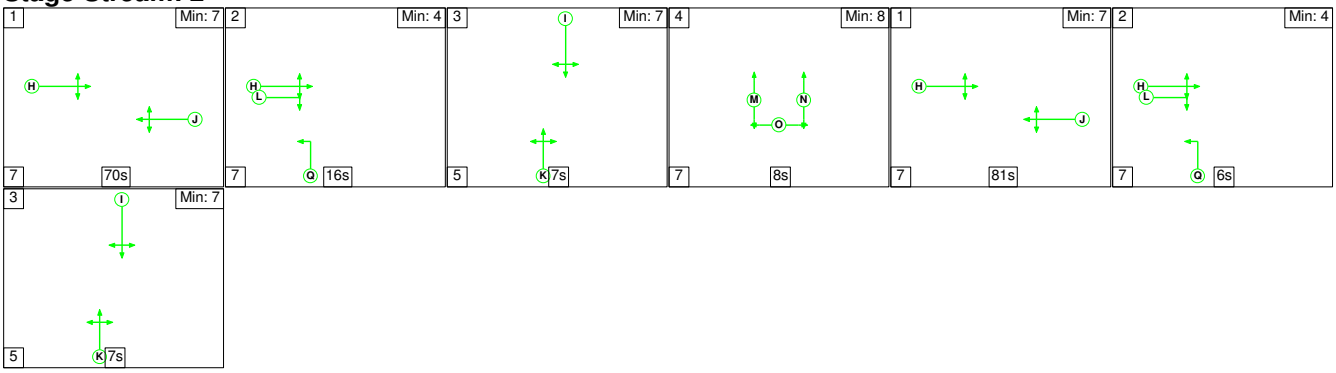
Scenario 1: 'Fri 2012 Future Base' (FG1: 'Fri 2012 Future Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

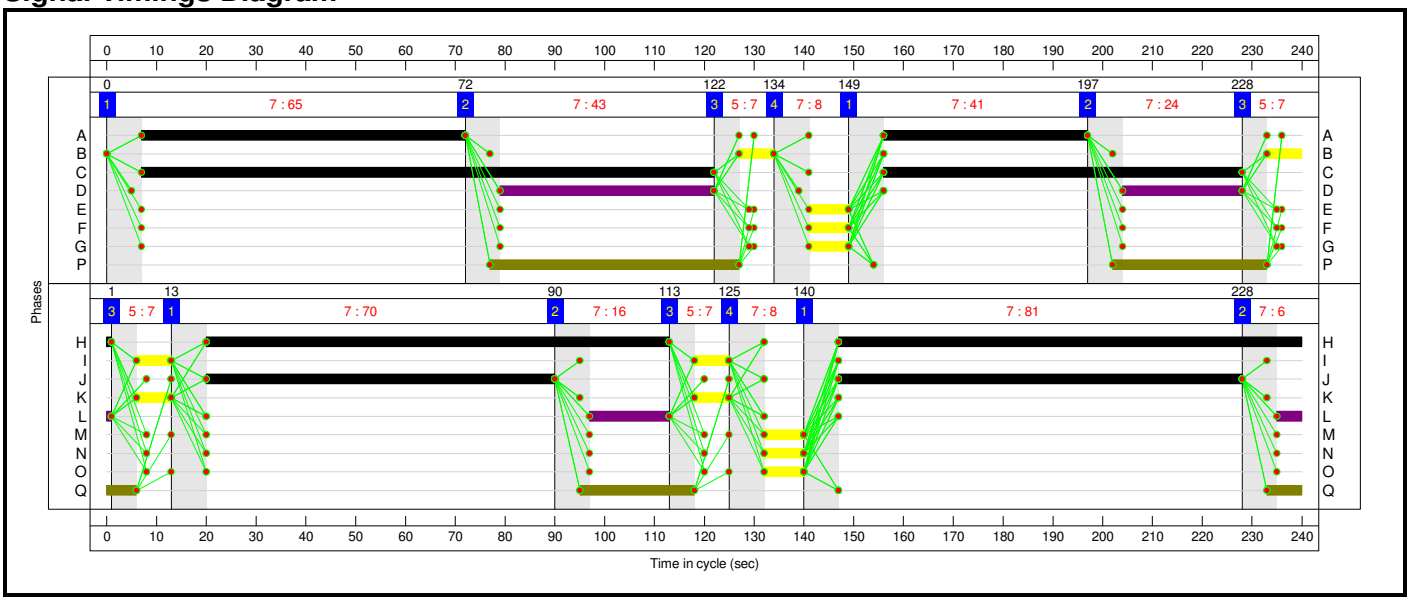
Stage	1	2	3	4	1	2	3
Duration	65	43	7	8	41	24	7
Change Point	0	72	122	134	149	197	228

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	70	16	7	8	81	6	7
Change Point	13	90	113	125	140	228	1

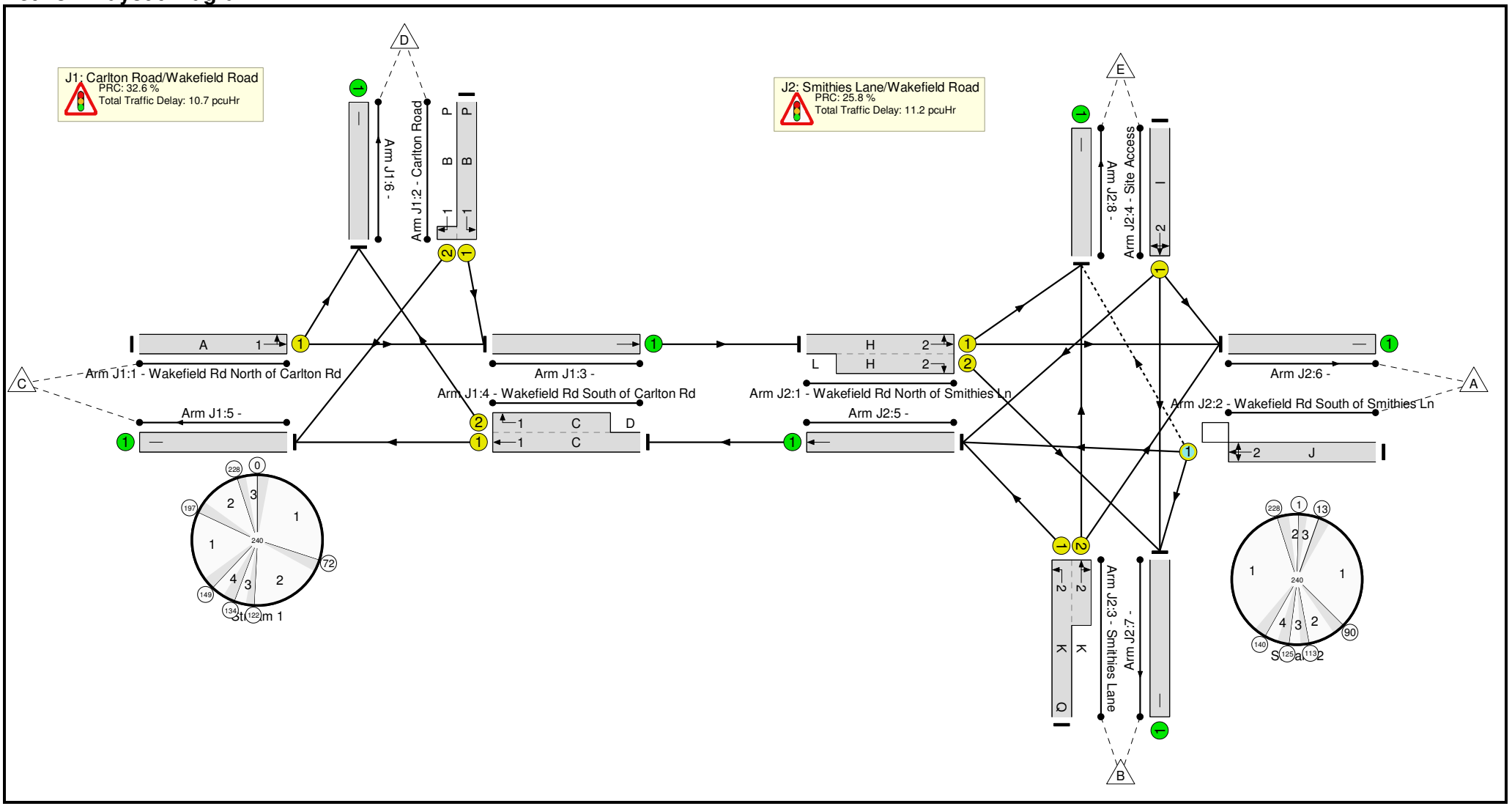
Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane - Proposed Mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.6%**
J1: Carlton Road/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**67.9%**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	U	1	N/A	A		2	106	-	558	1904	857	65.1%
2/1+2/2	Carlton Road Left Right	U	1	N/A	B	P	2	95	81:81	429	1814:1781	734	58.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	U	1	N/A	C	D	2	187	67	1091	1895:1722	1607	67.9%
5/1		U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
J2: Smithies Lane/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.6%**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	U	2	N/A	H	L	2	187	22	946	1915:1705	1621	58.4%
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	O	2	N/A	J		2	151	-	881	1931	1231	71.6%
3/1+3/2	Smithies Lane Left Right Ahead	U	2	N/A	K	Q	2	50:14	36	285	1795:1771	405	70.4%
4/1	Site Access Right Left Ahead	U	2	N/A	I		2	14	-	10	1680	112	8.9%
5/1	Ahead	U	N/A	N/A	-		-	-	-	1091	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	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: Wakefield Road/Carlton Road/Smithies Lane - Proposed Mitigation	**-**	**-**	**4**	**0**	**0**	**16.0**	**5.8**	**0.0**	**21.8**	**-**	**-**	**-**	**-**
J1: Carlton Road/Wakefield Road	**-**	**-**	**0**	**0**	**0**	**8.0**	**2.7**	**0.0**	**10.7**	**-**	**-**	**-**	**-**
1/1	558	558	-	-	-	4.2	0.9	-	5.2	33.4	18.1	0.9	19.1
2/1+2/2	429	429	-	-	-	3.3	0.7	-	4.0	33.8	11.8	0.7	12.5
3/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	1091	1091	-	-	-	0.4	1.1	-	1.5	4.9	6.9	1.1	7.9
5/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Smithies Lane/Wakefield Road	**-**	**-**	**4**	**0**	**0**	**8.0**	**3.2**	**0.0**	**11.2**	**-**	**-**	**-**	**-**
1/1+1/2	946	946	-	-	-	0.4	0.7	-	1.1	4.4	3.1	0.7	3.8
2/1	881	881	4	0	0	3.8	1.2	0.0	5.1	20.8	25.0	1.2	26.2
3/1+3/2	285	285	-	-	-	3.6	1.2	-	4.7	59.6	9.4	1.2	10.5
4/1	10	10	-	-	-	0.1	0.0	-	0.2	70.6	0.3	0.0	0.4
5/1	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

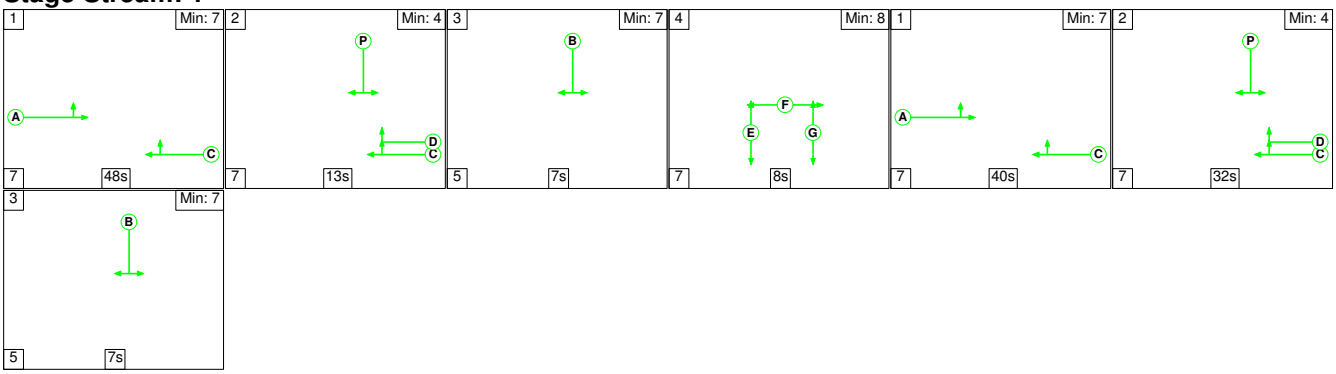
C1	Stream: 1 PRC for Signalled Lanes (%):	32.6	Total Delay for Signalled Lanes (pcuHr):	10.68	Cycle Time (s): 240
C1	Stream: 2 PRC for Signalled Lanes (%):	25.8	Total Delay for Signalled Lanes (pcuHr):	11.15	Cycle Time (s): 240
	PRC Over All Lanes (%):	25.8	Total Delay Over All Lanes(pcuHr):	21.83	

Full Input Data And Results

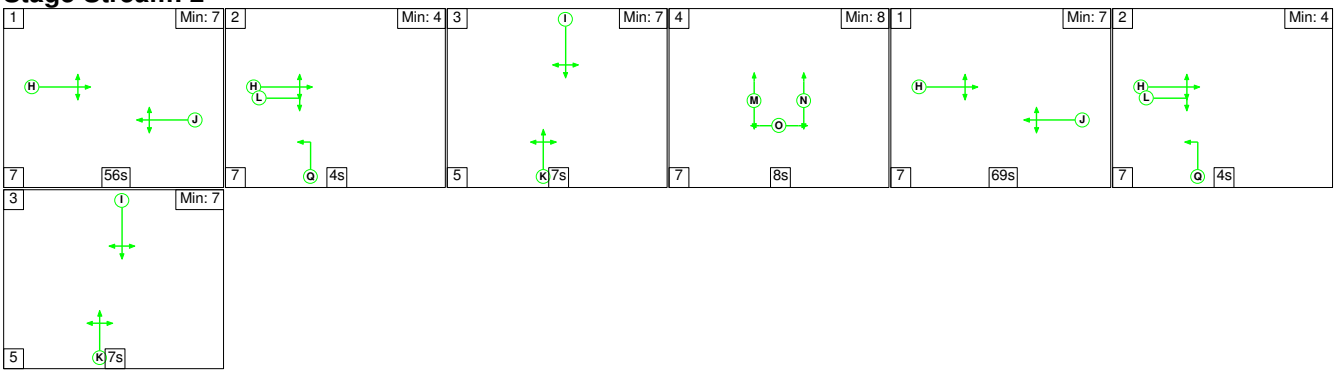
Scenario 2: 'Sat 2012 Future Base' (FG2: 'Sat 2012 Future Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

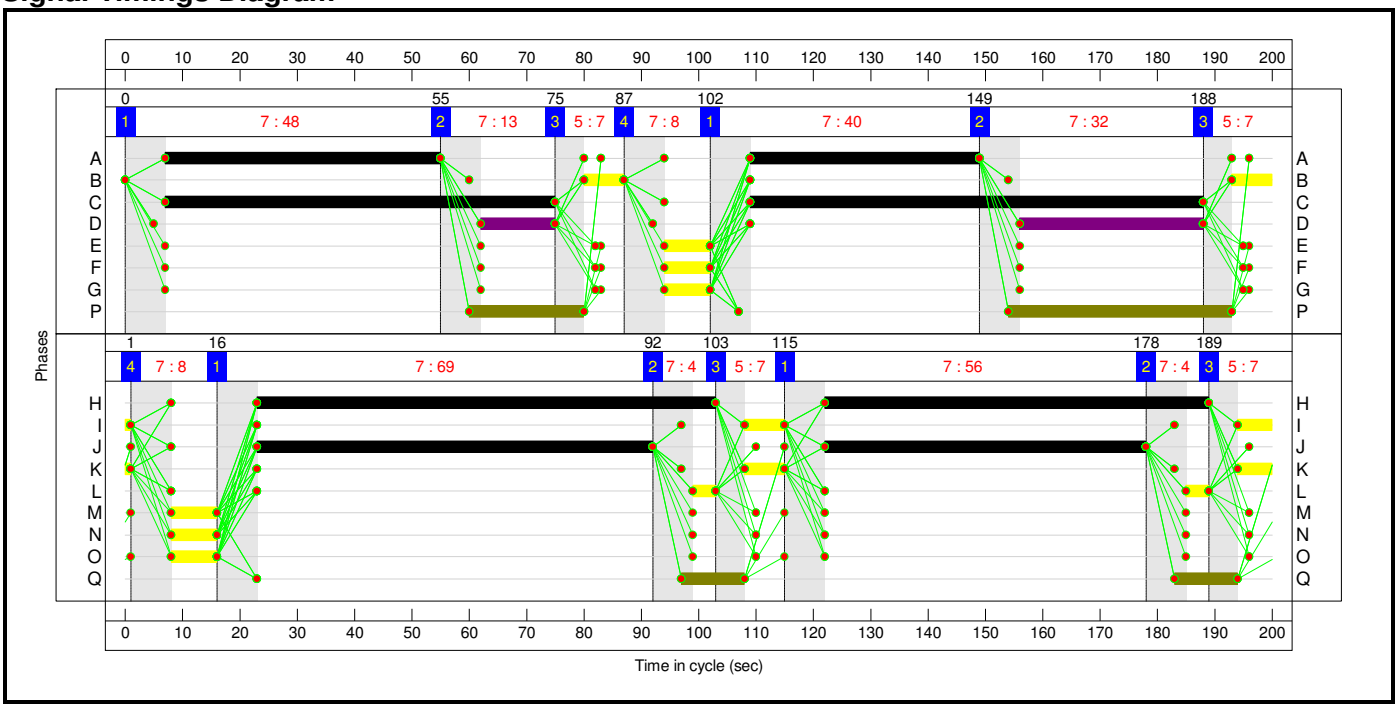
Stage	1	2	3	4	1	2	3
Duration	48	13	7	8	40	32	7
Change Point	0	55	75	87	102	149	188

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	56	4	7	8	69	4	7
Change Point	115	178	189	1	16	92	103

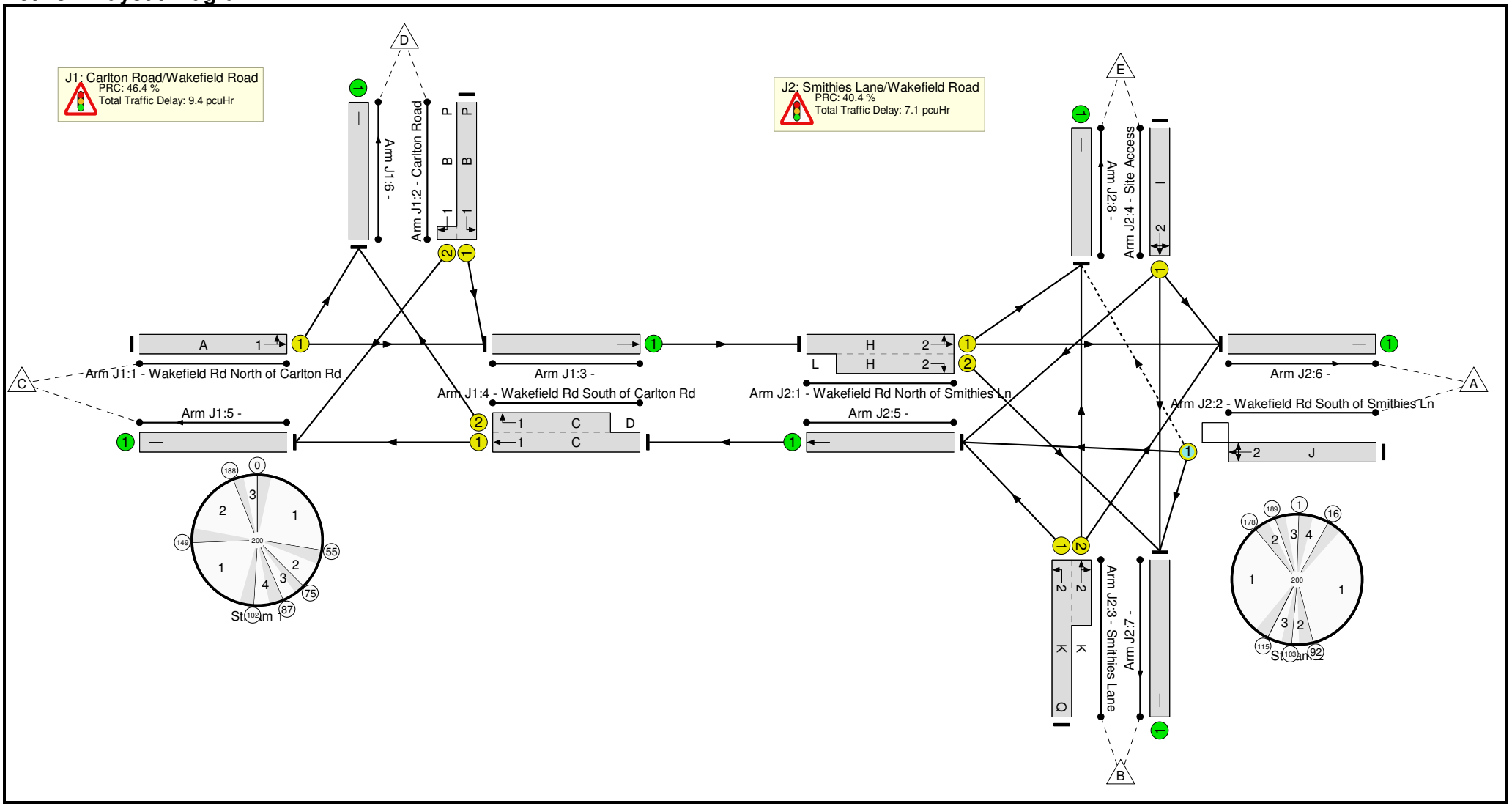
Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane - Proposed Mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	**64.1%**
J1: Carlton Road/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.5%**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	U	1	N/A	A		2	88	-	526	1910	860	61.2%
2/1+2/2	Carlton Road Left Right	U	1	N/A	B	P	2	73	59:59	419	1814:1781	682	61.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	916	Inf	Inf	0.0%
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	U	1	N/A	C	D	2	147	45	915	1895:1722	1533	59.7%
5/1		U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
J2: Smithies Lane/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**64.1%**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	U	2	N/A	H	L	2	147	8	916	1915:1705	1539	59.5%
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	O	2	N/A	J		2	125	-	787	1934	1228	64.1%
3/1+3/2	Smithies Lane Left Right Ahead	U	2	N/A	K	Q	2	36:14	22	179	1795:1773	369	48.5%
4/1	Site Access Right Left Ahead	U	2	N/A	I		2	14	-	10	1680	134	7.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	915	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	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: Wakefield Road/Carlton Road/Smithies Lane - Proposed Mitigation	**-**	**-**	**4**	**0**	**0**	**12.1**	**4.4**	**0.0**	**16.5**	**-**	**-**	**-**	**-**
J1: Carlton Road/Wakefield Road	**-**	**-**	**0**	**0**	**0**	**7.1**	**2.3**	**0.0**	**9.4**	**-**	**-**	**-**	**-**
1/1	526	526	-	-	-	3.1	0.8	-	3.8	26.3	11.4	0.8	12.2
2/1+2/2	419	419	-	-	-	3.0	0.8	-	3.7	32.2	9.9	0.8	10.7
3/1	916	916	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	915	915	-	-	-	1.1	0.7	-	1.8	7.3	20.8	0.7	21.5
5/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Smithies Lane/Wakefield Road	**-**	**-**	**4**	**0**	**0**	**5.0**	**2.1**	**0.0**	**7.1**	**-**	**-**	**-**	**-**
1/1+1/2	916	916	-	-	-	0.4	0.7	-	1.1	4.4	15.1	0.7	15.9
2/1	787	787	4	0	0	2.6	0.9	0.0	3.5	15.8	16.2	0.9	17.1
3/1+3/2	179	179	-	-	-	1.9	0.5	-	2.4	47.3	4.4	0.5	4.9
4/1	10	10	-	-	-	0.1	0.0	-	0.2	58.2	0.3	0.0	0.3
5/1	915	915	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

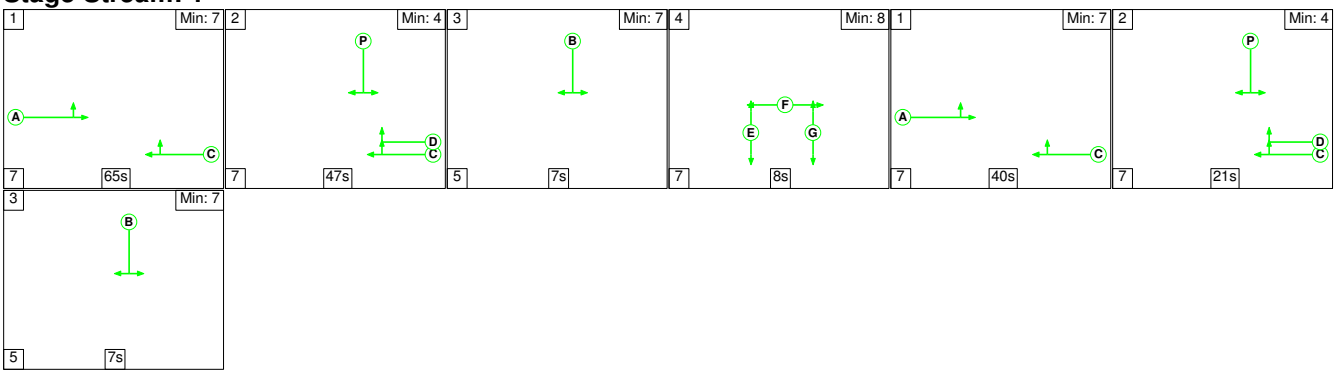
C1	Stream: 1 PRC for Signalled Lanes (%):	46.4	Total Delay for Signalled Lanes (pcuHr):	9.43	Cycle Time (s): 200
C1	Stream: 2 PRC for Signalled Lanes (%):	40.4	Total Delay for Signalled Lanes (pcuHr):	7.09	Cycle Time (s): 200
	PRC Over All Lanes (%):	40.4	Total Delay Over All Lanes(pcuHr):	16.52	

Full Input Data And Results

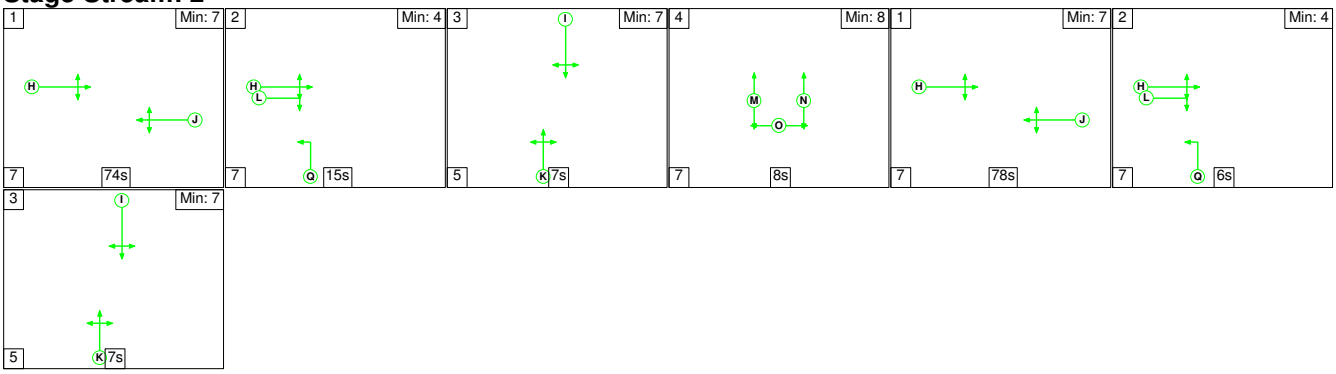
Scenario 3: 'Fri 2017 Future Base' (FG3: 'Fri 2017 Future Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

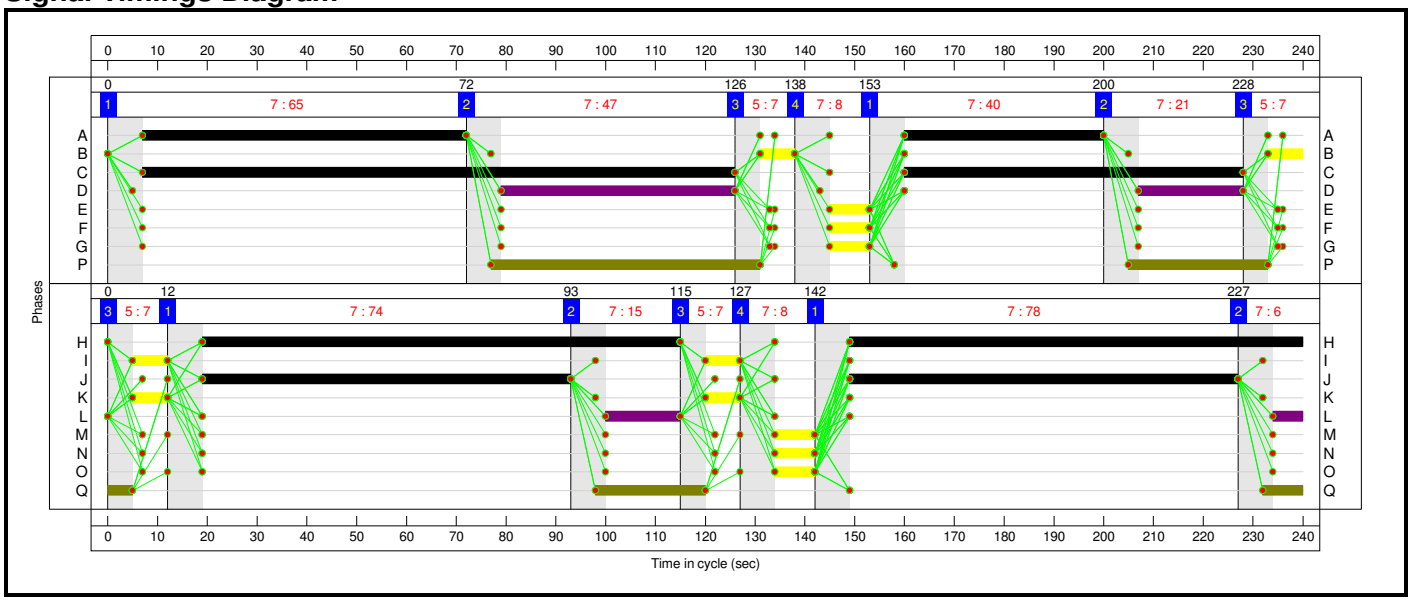
Stage	1	2	3	4	1	2	3
Duration	65	47	7	8	40	21	7
Change Point	0	72	126	138	153	200	228

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	74	15	7	8	78	6	7
Change Point	12	93	115	127	142	227	0

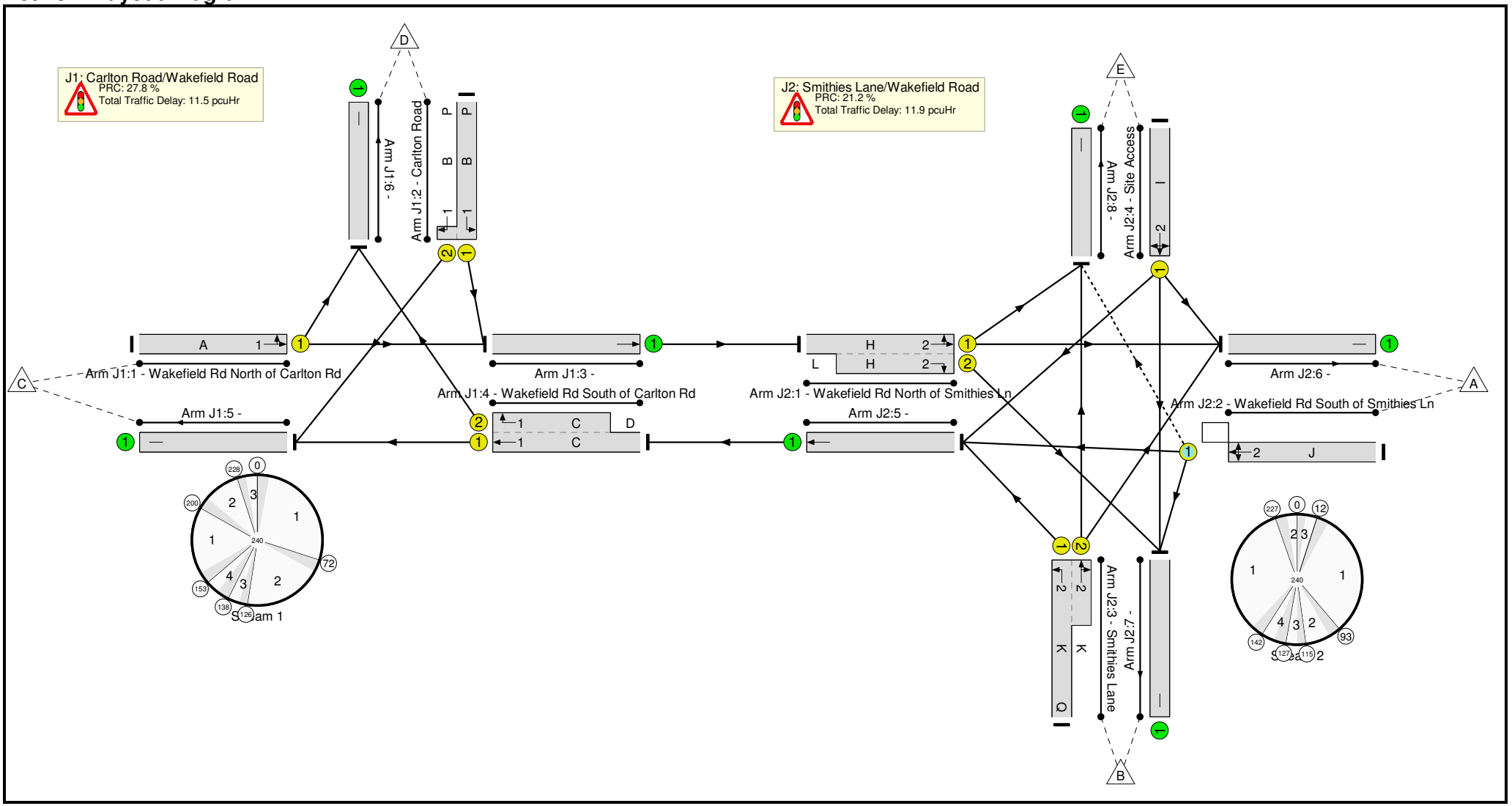
Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane - Proposed Mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.3%**
J1: Carlton Road/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.4%**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	U	1	N/A	A		2	105	-	578	1904	849	68.1%
2/1+2/2	Carlton Road Left Right	U	1	N/A	B	P	2	96	82:82	444	1814:1781	742	59.8%
3/1	Ahead	U	N/A	N/A	-		-	-	-	980	Inf	Inf	0.0%
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	U	1	N/A	C	D	2	187	68	1132	1895:1722	1607	70.4%
5/1		U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
J2: Smithies Lane/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.3%**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	U	2	N/A	H	L	2	187	21	980	1915:1705	1621	60.5%
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	O	2	N/A	J		2	152	-	915	1931	1239	73.8%
3/1+3/2	Smithies Lane Left Right Ahead	U	2	N/A	K	Q	2	49:14	35	295	1795:1771	397	74.3%
4/1	Site Access Right Left Ahead	U	2	N/A	I		2	14	-	10	1680	112	8.9%
5/1	Ahead	U	N/A	N/A	-		-	-	-	1132	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	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: Wakefield Road/Carlton Road/Smithies Lane - Proposed Mitigation	**-**	**-**	**4**	**0**	**0**	**16.9**	**6.6**	**0.0**	**23.5**	**-**	**-**	**-**	**-**
J1: Carlton Road/Wakefield Road	**-**	**-**	**0**	**0**	**0**	**8.5**	**3.0**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
1/1	578	578	-	-	-	4.7	1.1	-	5.7	35.6	19.9	1.1	21.0
2/1+2/2	444	444	-	-	-	3.4	0.7	-	4.2	33.9	12.3	0.7	13.1
3/1	980	980	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	1132	1132	-	-	-	0.5	1.2	-	1.6	5.2	7.5	1.2	8.6
5/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Smithies Lane/Wakefield Road	**-**	**-**	**4**	**0**	**0**	**8.3**	**3.6**	**0.0**	**11.9**	**-**	**-**	**-**	**-**
1/1+1/2	980	980	-	-	-	0.5	0.8	-	1.2	4.5	3.2	0.8	4.0
2/1	915	915	4	0	0	4.0	1.4	0.0	5.4	21.3	26.4	1.4	27.8
3/1+3/2	295	295	-	-	-	3.7	1.4	-	5.1	62.3	9.6	1.4	11.0
4/1	10	10	-	-	-	0.1	0.0	-	0.2	70.5	0.3	0.0	0.4
5/1	1132	1132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

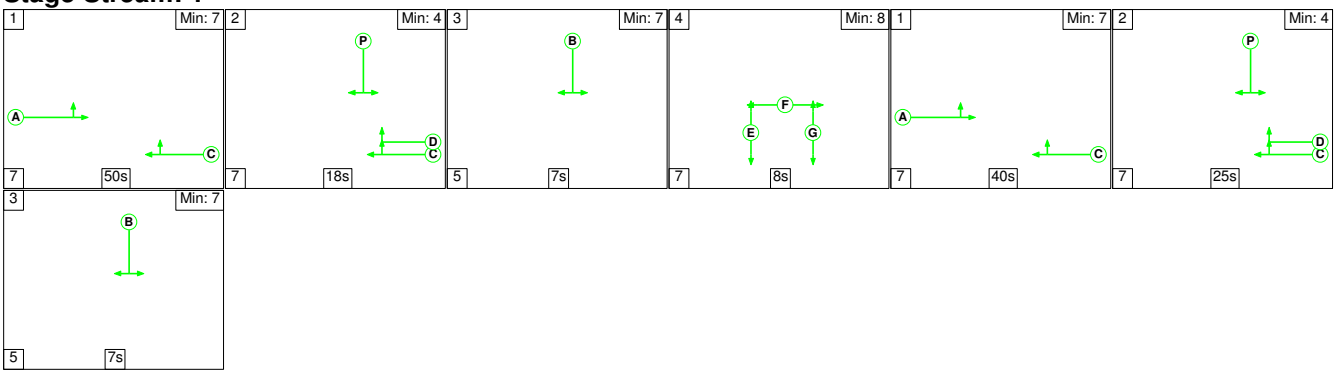
C1	Stream: 1 PRC for Signalled Lanes (%):	27.8	Total Delay for Signalled Lanes (pcuHr):	11.53	Cycle Time (s): 240
C1	Stream: 2 PRC for Signalled Lanes (%):	21.2	Total Delay for Signalled Lanes (pcuHr):	11.93	Cycle Time (s): 240
	PRC Over All Lanes (%):	21.2	Total Delay Over All Lanes(pcuHr):	23.46	

Full Input Data And Results

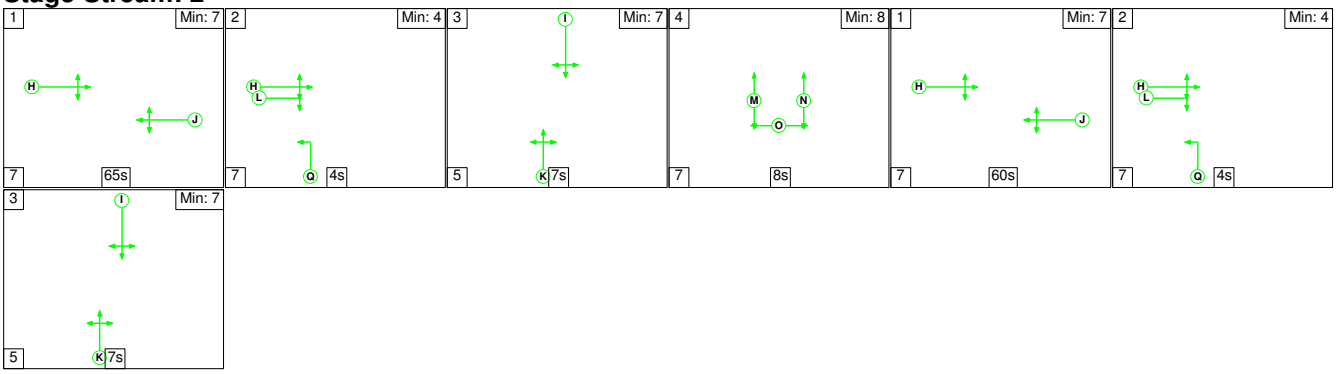
Scenario 4: 'Sat 2017 Future Base' (FG4: 'Sat 2017 Future Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

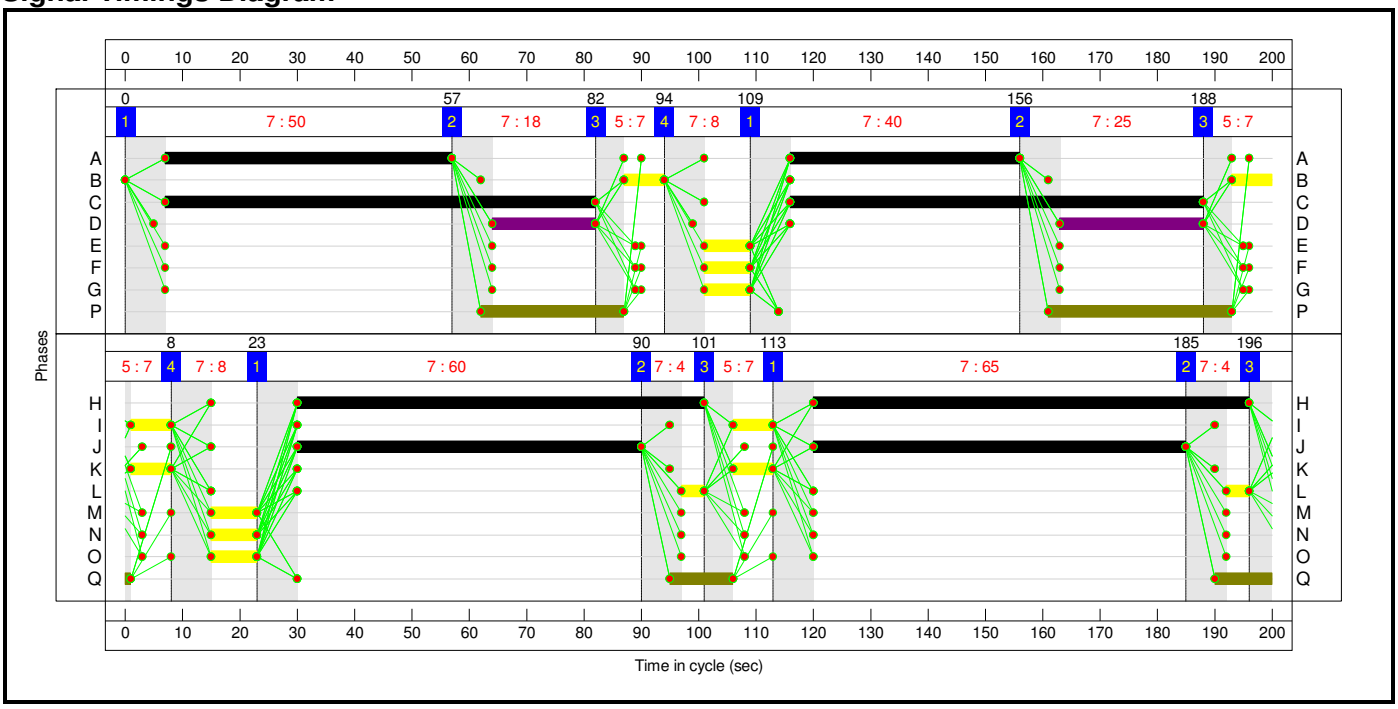
Stage	1	2	3	4	1	2	3
Duration	50	18	7	8	40	25	7
Change Point	0	57	82	94	109	156	188

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	65	4	7	8	60	4	7
Change Point	113	185	196	8	23	90	101

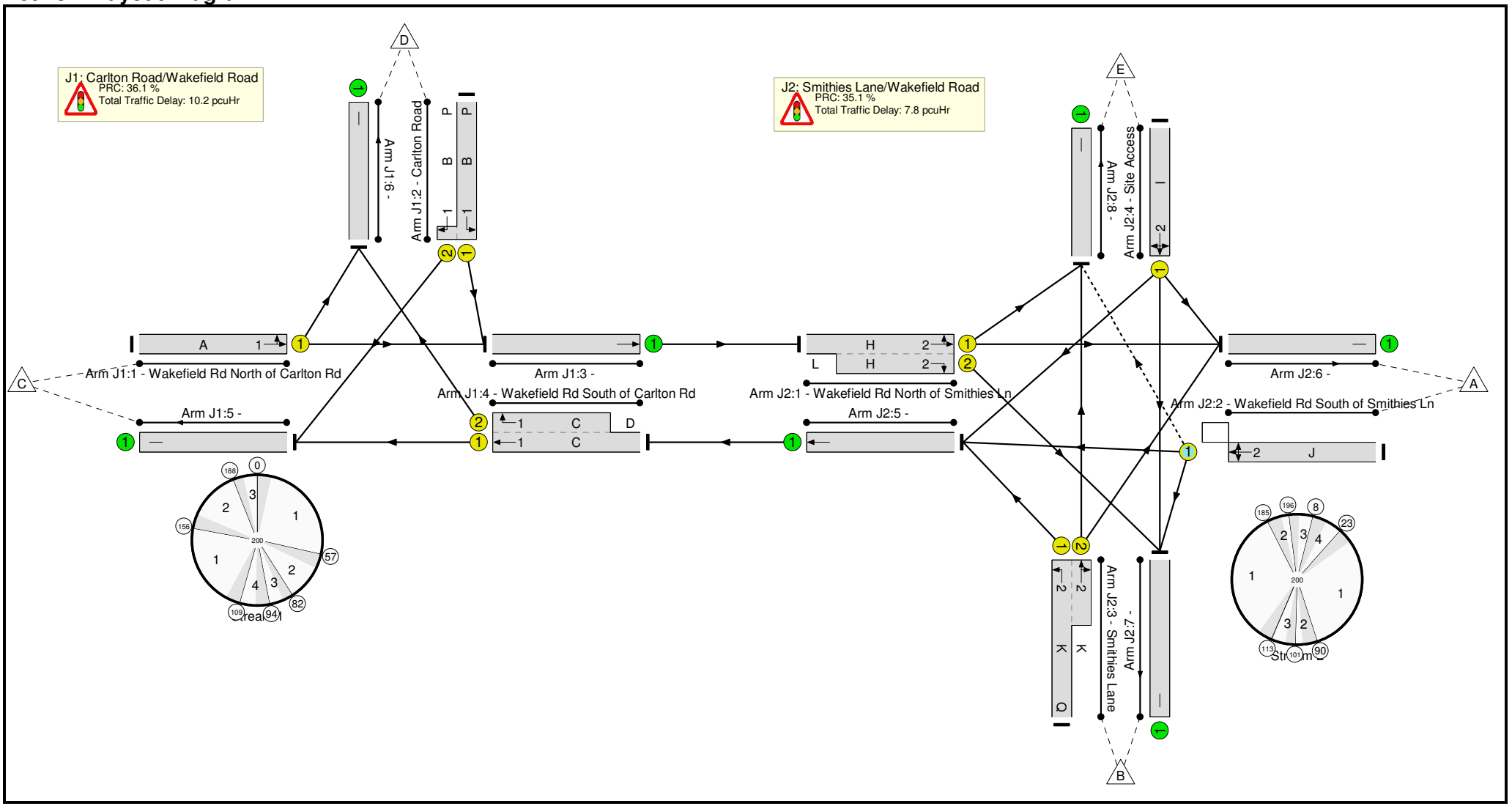
Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane - Proposed Mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.6%**
J1: Carlton Road/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.1%**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	U	1	N/A	A		2	90	-	549	1909	878	62.5%
2/1+2/2	Carlton Road Left Right	U	1	N/A	B	P	2	71	57:57	439	1814:1781	664	66.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	U	1	N/A	C	D	2	147	43	951	1895:1722	1533	62.0%
5/1		U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
J2: Smithies Lane/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.6%**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	U	2	N/A	H	L	2	147	8	957	1915:1705	1539	62.2%
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	O	2	N/A	J		2	125	-	818	1934	1228	66.6%
3/1+3/2	Smithies Lane Left Right Ahead	U	2	N/A	K	Q	2	36:14	22	187	1795:1771	370	50.5%
4/1	Site Access Right Left Ahead	U	2	N/A	I		2	14	-	10	1680	134	7.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	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: Wakefield Road/Carlton Road/Smithies Lane - Proposed Mitigation	**-**	**-**	**4**	**0**	**0**	**13.0**	**5.0**	**0.0**	**18.0**	**-**	**-**	**-**	**-**
J1: Carlton Road/Wakefield Road	**-**	**-**	**0**	**0**	**0**	**7.6**	**2.6**	**0.0**	**10.2**	**-**	**-**	**-**	**-**
1/1	549	549	-	-	-	3.1	0.8	-	4.0	26.0	12.4	0.8	13.2
2/1+2/2	439	439	-	-	-	3.2	1.0	-	4.2	34.5	10.5	1.0	11.5
3/1	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	951	951	-	-	-	1.2	0.8	-	2.0	7.6	22.3	0.8	23.1
5/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Smithies Lane/Wakefield Road	**-**	**-**	**4**	**0**	**0**	**5.5**	**2.4**	**0.0**	**7.8**	**-**	**-**	**-**	**-**
1/1+1/2	957	957	-	-	-	0.7	0.8	-	1.5	5.7	15.6	0.8	16.5
2/1	818	818	4	0	0	2.7	1.0	0.0	3.7	16.4	17.3	1.0	18.3
3/1+3/2	187	187	-	-	-	1.9	0.5	-	2.4	46.9	4.2	0.5	4.7
4/1	10	10	-	-	-	0.1	0.0	-	0.2	57.4	0.3	0.0	0.3
5/1	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

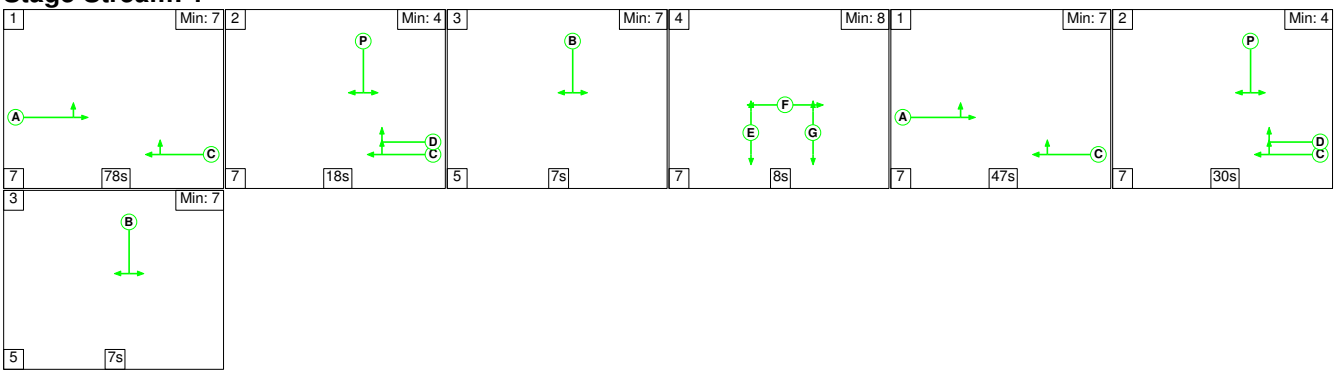
C1	Stream: 1 PRC for Signalled Lanes (%):	36.1	Total Delay for Signalled Lanes (pcuHr):	10.18	Cycle Time (s): 200
C1	Stream: 2 PRC for Signalled Lanes (%):	35.1	Total Delay for Signalled Lanes (pcuHr):	7.83	Cycle Time (s): 200
	PRC Over All Lanes (%):	35.1	Total Delay Over All Lanes(pcuHr):	18.01	

Full Input Data And Results

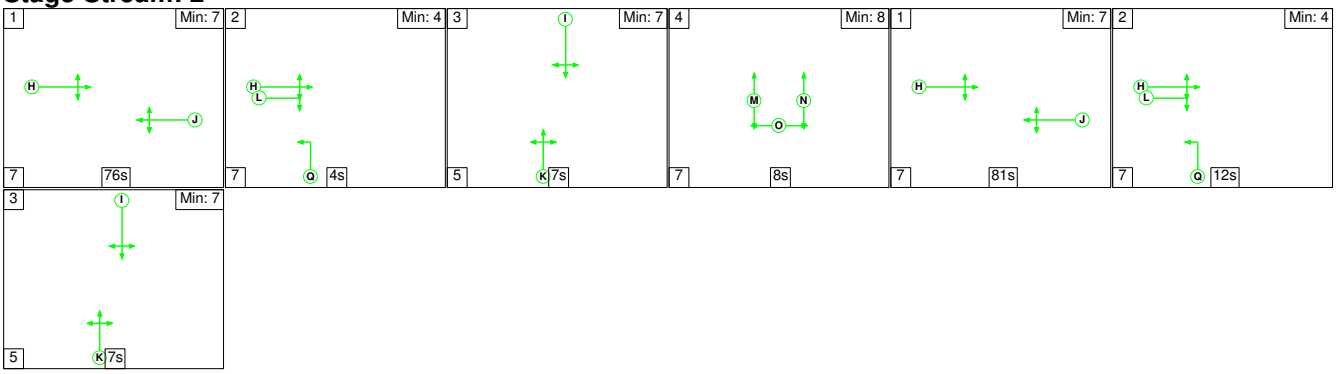
Scenario 5: 'Fri 2017 Future Base+Dev' (FG5: 'Fri 2017 Future Base+Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

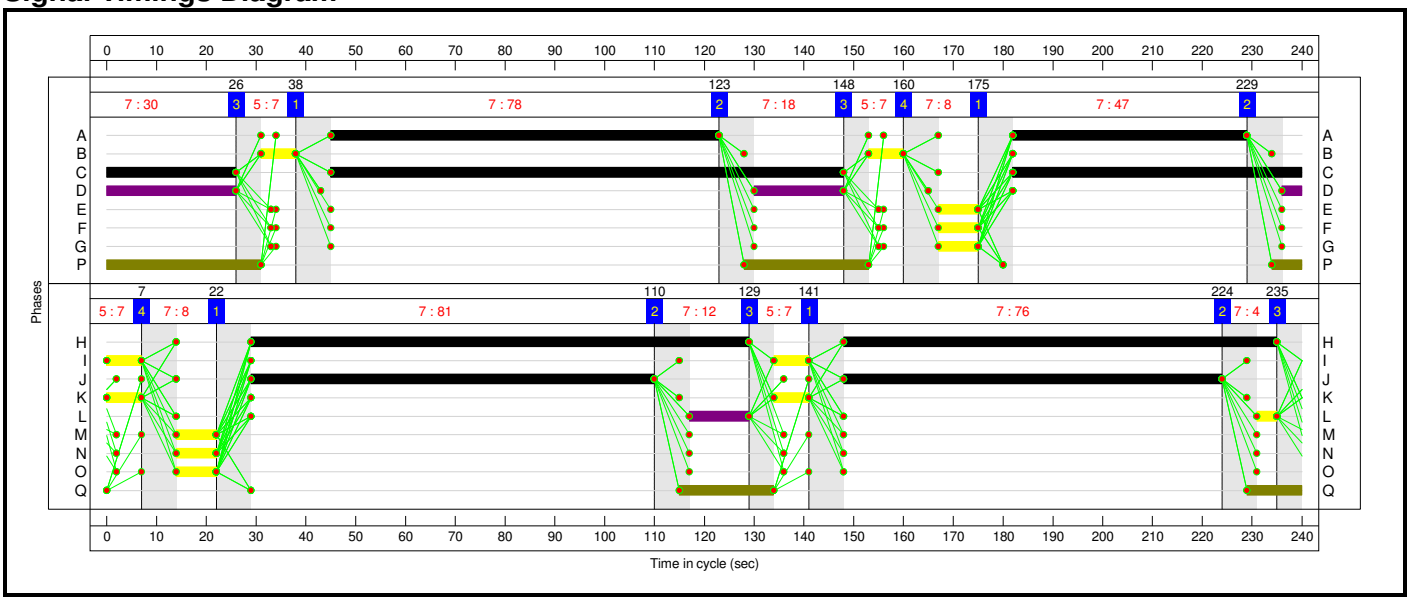
Stage	1	2	3	4	1	2	3
Duration	78	18	7	8	47	30	7
Change Point	38	123	148	160	175	229	26

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	76	4	7	8	81	12	7
Change Point	141	224	235	7	22	110	129

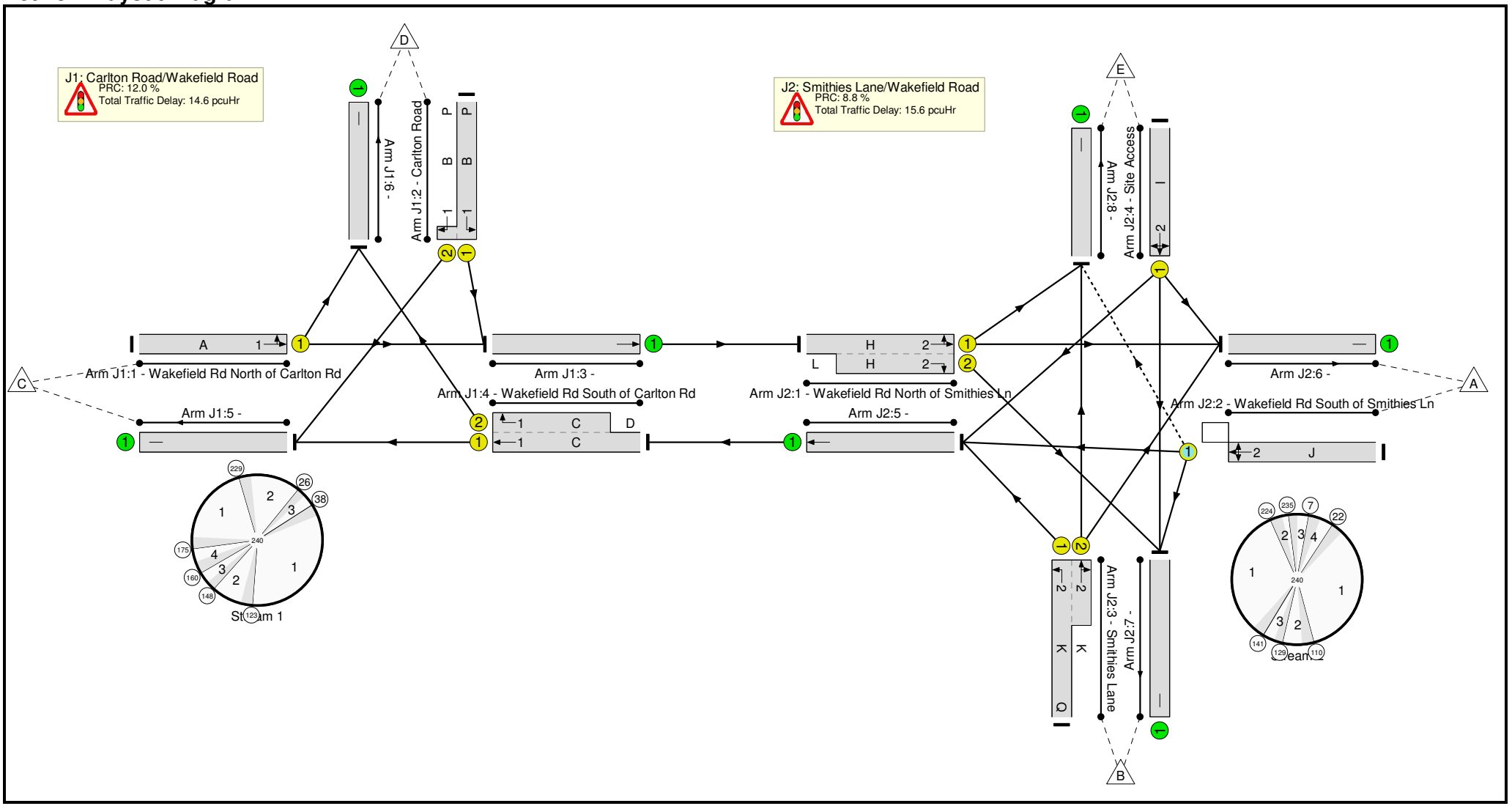
Full Input Data And Results

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: Wakefield Road/Carlton Road/Smithies Lane - Proposed Mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.7%**
J1: Carlton Road/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.4%**
1/1	Wakefield Rd North of Carlton Rd Ahead Left	U	1	N/A	A		2	125	-	719	1906	1009	71.3%
2/1+2/2	Carlton Road Left Right	U	1	N/A	B	P	2	76	62:62	438	1814:1781	591	74.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1115	Inf	Inf	0.0%
4/1+4/2	Wakefield Rd South of Carlton Rd Ahead Right	U	1	N/A	C	D	2	187	48	1276	1895:1722	1587	80.4%
5/1		U	N/A	N/A	-		-	-	-	898	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
J2: Smithies Lane/Wakefield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.7%**
1/1+1/2	Wakefield Rd North of Smithies Ln Ahead Right Left	U	2	N/A	H	L	2	187	16	1115	1915:1705	1600	69.7%
2/1	Wakefield Rd South of Smithies Ln Ahead Left Right	O	2	N/A	J		2	157	-	1059	1932	1280	82.7%
3/1+3/2	Smithies Lane Left Right Ahead	U	2	N/A	K	Q	2	44:14	30	295	1795:1771	360	82.0%
4/1	Site Access Right Left Ahead	U	2	N/A	I		2	14	-	10	1680	112	8.9%
5/1	Ahead	U	N/A	N/A	-		-	-	-	1276	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%