

Wilmott Dixon Construction
Limited

The Seam
Barnsley

Transport Statement



Control Sheet

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Acknowledgements

Google MyMaps, and OpenRouteService have been used to generate figures included in this report for illustrative purposes only.

The Crashmap Pro Collision Analysis System v1.31 has been utilised to carry out a road traffic incident review.

Data from the 2023 report “Off-Street Parking Review” prepared by Alpha Parking Ltd on behalf of Barnsley Metropolitan Borough Council has been used in the preparation of this report.

Information in the form of classified vehicle turning counts and ATC data from surveys undertaken in 2018 and 2022 on behalf of the Council has been used in the preparation of this report.

Car parking data in the form of an internal “parking snapshot” which was undertaken in 2023 by the Council’s Transportation team and which recorded occupancy levels with the Council operated car parks has been used in the [preparation of this report.

2024 traffic count data referenced within this report has been provided by Nationwide Data Collection Services.

2024 car parking occupancy data referenced within this report has been provided by Apex Strategies.

Junctions 10 software has been used to carry out junction capacity analysis within this report.

Contents

1. Introduction.....	6
2. Planning Policy Context.....	8
3. Existing Situation.....	12
4. Proposed Development.....	20
5. Accessibility by Active and Sustainable Transport Modes.....	24
6. Car Parking Impact.....	25
7. Traffic Impact.....	29
8. Summary and Conclusions.....	32

List of Tables

Table 1 – Existing Car Parking Numbers.....	13
Table 2 – Car Park Reserve Capacity Levels.....	16
Table 3 – Construction Period – Alternative Car Parking Options (Alpha Parking Report).....	25
Table 4 - Construction Period – Alternative Car Parking Options (Other Data Sources).....	26
Table 5 – Construction Period – Alternative Car Parking Options (Alpha Parking Report).....	26
Table 6 - Construction Period – Alternative Car Parking Options (Other Data Sources).....	26
Table 7 – Weekday Operational Period – Alternative Car Parking Options.....	27
Table 8 – TEMPro Growth Factors.....	29
Table 9 – A635 Old Mill Lane / County Way / Stem Centre Access results.....	30
Table 10 – County Way / The Seam Car Park Access results.....	31

List of Figures

Figure 1 – Location of site [Google MyMaps].....	6
Figure 2 – Existing Access Points to Lower Seam Car Park.....	12
Figure 3 – Car Park Signage on County Way.....	14
Figure 4 – Car Park Survey Areas.....	15
Figure 5 – Traffic and Pedestrian Survey Locations.....	17
Figure 6 - Incident plot diagram [CrashMap Pro].....	18
Figure 7 – Proposed Servicing and Delivery Route.....	22

List of Appendices

Appendix A

2024 Car Park Survey Report

Appendix B

Traffic Survey Data November 2024

Appendix C

Traffic Figure T1 – Peak Hour Vehicle Movements

Traffic Figure T2 – Peak Hour Pedestrian Movements

Traffic Figure T3 – Redistributed Traffic Flows

Appendix D

Personal Injury Accident data

Appendix E

Proposed Site Layout

Appendix F

Junction 10 Output – A635 Old Mill Lane/County Way/STEM Centre Access

Appendix G

Junctions 10 Output – County Way/Lower Seam Car Park Access

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Willmott Dixon Construction Limited (the developer) in conjunction with Barnsley Metropolitan Borough Council (the Council) to produce a Transport Statement in relation to the creation of a new public realm/urban park in addition to general improvements within The Lower Seam car park in Barnsley Town Centre. The location of the site in relation to the local area is shown, edged red, at **Figure 1**.

Figure 1 – Location of site

[Google MyMaps]



- 1.2 In accordance with the National Planning Policy Guidance (NPPG) for the requirements of a Transport Assessment, as outlined in 'Travel Plans, Transport Assessments and Statements,' published in March 2014, this report will investigate:
- The local highway network and its highway safety record;
 - The site location, existing level of use and road safety history;
 - The proposed improvements;
 - The impact of the improvements on the local highway network in terms of highway safety and capacity and car parking availability.

- 1.3 In 2023 the Council commissioned Alpha Parking Ltd to undertake an Off-Street Parking Review which included extensive occupancy surveys of numerous Council operated car parks including those within the Town Centre.
- 1.4 The results of this Review have been taken into account in the preparation of this Transport Statement but have been supplemented by additional surveys of the car parks within the Lower and Upper Seam parking areas. Further details are provided in subsequent sections of this report.
- 1.5 An initial assessment of the implications of the project in both parking demand and traffic movement terms was undertaken using data provided to the Project Team by the Council. This information took the form of classified vehicle turning counts and ATC data from surveys undertaken in 2018 and 2022 on behalf of the Council. The car parking data provided to us took the form of an internal “parking snapshot” which was undertaken in 2023 by the Council’s Transportation Team and recorded occupancy levels with the Council operated car parks.
- 1.6 Following this initial assessment and as part of pre-application with the Council’s Transportation, Development Management, Economic Regeneration and Car Parking teams the decision was taken to undertake further surveys of parking occupancy levels and vehicle activity at key junctions to identify activity at the two car park access points from County Way and to the wider network to Old Mill Lane (A635) and Regent Street.

2. Planning Policy Context

2.1 National Planning Policy Framework

2.1.1 At national level, planning policy in England is set out by the National Planning Policy Framework (NPPF), which must be considered when making planning decisions.

2.1.2 Considering the planning policy context of the development, Paragraph 115 of the NPPF (most recently revised in December 2024) states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, give the type of development and its location;

b) Safe and suitable access to the site can be achieved for all people;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

2.1.3 Paragraph 116 then states:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’

2.1.4 In relation to paragraph 116, NPPF paragraph 117 goes on to say:

‘Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.’

2.1.5 Finally, paragraph 118 states that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

2.2 Local Planning Policy

2.2.1 Local planning policy is outlined by the Barnsley Local Plan (The Local Plan), adopted in January 2019.

2.2.2 The Local Plan draft is considered to follow the guidance set out in the NPPF, with paragraphs 1.7 and 1.8 stating:

'1.7 The Local Plan objectives seek to improve the economic prosperity and quality of life for all its residents and those who work here. The Local Plan will have 3 key roles in accordance with the Government's Framework (NPPF) namely economic, social and environmental, and will deliver sustainable development. In order to support Barnsley's ambitions and vision the Local Plan objectives are:

- *Provide opportunities for the creation of new jobs and protection of existing jobs;*
- *Improve the conditions in which people live, work, travel and take leisure;*
- *Widen the choice of high quality homes;*
- *Improve the design of development; and*
- *Protect and enhance Barnsley's environmental assets and achieve net gains in biodiversity.*

1.8 In particular it will:-

- *Allocate sites for employment land to support our economic needs and aspirations;*
- *Allocate housing sites to support the economy and to provide an appropriate land supply to meet our needs;*
- *Set the planning context for Barnsley Town Centre;*
- *Protect and enhance green spaces and green infrastructure that contribute towards improving quality of life; and*
- *Contain policies to secure appropriate high quality development and to protect and enhance what is special about Barnsley and its environment'*

2.2.3 The guidance regarding sustainable transport is set out in the Section 12 of the Local Plan, with paragraphs 12.4 – 12.9 stating:

'12.4 Reducing the impact of climate change is a key objective of the Barnsley Local Plan. In response to this challenge, the accessibility policies included in the Local Plan and the interventions promoted in the Transport Strategy aim to contribute to the reduction in transportation related greenhouse gas emissions.

12.5 The overall aim for sustainable travel is firstly to reduce the need to travel, but where travel is necessary to make it easy for people to move between home, work, health, community and leisure facilities by walking, cycling, or where necessary using public transport. We want to reduce the need for individuals with a car to use it for these journeys. We also need to ensure that everybody has a real alternative option, other than the car.

12.6 However we recognise that some journeys will need to be made by road, including the movement of freight. Where these journeys are necessary, we want to make sure the existing road network is used more efficiently, supporting a good bus network, allowing public transport, cars and freight to move quickly between their destinations, both within and outside the borough. This will have the added benefit of improving local air quality.

12.7 Achieving these aims will need us to change our travel behaviour, but by encouraging these 'smarter choices' and efficient movement, this strategy will also play a part in improving local prosperity, health, quality of life and reduce the impact of climate change. It aims to minimise the impact of travel on the environment and will help to reduce Barnsley's carbon emissions.

12.8 These aims are also reflected in the corporate ambitions which recognise the role transportation can play in helping Barnsley to become a strong, healthy and just society. Transport has a role in reducing high levels of obesity in all ages including children, by facilitating a major increase in walking and cycling through combinations of transport modal programmes such as the South Yorkshire Cycling Action Plan increasing the modal share of cycling and 'Lifestyle programmes', created to improve health and reduce health inequalities in Barnsley.

12.9 The Local Plan policy framework for transport and the interventions of the Transport Strategy by emphasising accessible, inclusive and sustainable travel are consistent with the national goals for transport set out in the NPPF and Government investment programmes.'

- 2.2.4 The requirements for transport assessments and transport statements are set out in paragraphs 12.48 – 12.52, which state:

'12.48 The need for transport assessments and travel plans, for all forms of development will be determined in accordance with government guidance.

12.49 A transport assessment 'is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures (such as travel plans) will be taken to address the anticipated transport impacts of the scheme and to improve accessibility, and to encourage sustainable modes of travel.

12.50 When considering whether a transport assessment will be needed, we must take account of local circumstances. For example, if there are significant local transport difficulties, we may need to carry out an assessment for developments below the thresholds in the guidance. However, where a proposed development is expected to generate relatively low numbers of trips or traffic flows, with minor transport impacts, a less detailed transport statement may be sufficient.

12.51 The contents of a transport assessment will depend on the size, nature and location of a development, but in all cases the transport mitigation plans or package of measures should focus on maximising sustainable accessibility to the development and should show: Consideration of reducing the need to travel. How accessible the development is by all forms of transport. Whether the site access can deal with the predicted level of traffic. Measures to reduce the negative impacts of transport. What measures can be taken to encourage travel by walking, cycling and public transport. Mitigation measures avoiding unnecessary physical highway improvements and promoting innovative and sustainable transport solutions.

12.52 Where appropriate, developers will be expected to use our multi modal transportation models to estimate the effects of new developments on the transport network and to confirm that submitted transport assessments are accurate.'

- 2.2.5 The parking strategy for Barnsley Town Centre is set out in *Policy BTC 11: Car Parks*, which states:

'Town centre car parks will be managed to allow short stay car parking and restrict long stay car parking. Long stay car parks will be located on the edge of the town centre. Short stay car parks will be located within the town centre. Where they are proposed, car parks should be included within developments either in basements or on upper floors.'

3. Existing Situation

3.1 The Site and Surrounding Area

- 3.1.1 The Lower Seam car park is situated to the east of County Way to the north of Barnsley Town Centre. It is set at a lower level to the Upper Seam car park and is bound to its eastern side by the main railway line serving the Barnsley Transport Interchange which is situated nearby.
- 3.1.2 Vehicular access to the Lower Seam car park is currently available from two points off County Way one to the north-west, towards Old Mill Lane (A635), and a second access to the south-west of the car park, close to the junction with Regent Street. A separate pedestrian access is also available to the southern extremity of the car park close to the junction of Regent Street and Eldon Street North. These access points can be seen in **Figure 2**, below:-

Figure 2 – Existing Access Points to Lower Seam Car Park



- 3.1.3 The Upper and Lower Seam car parking areas are separated into distinct areas some of which are defined on site by the presence of barriers restricting access. It is understood that these barriered areas were previously allocated to specific buildings but that all bays are in the process of being brought back into general use. The various areas and associated car parking numbers are set out in **Table 1**, overleaf:-

Table 1 – Existing Car Parking Numbers

Car Parking Area	Standard Parking	Disabled Parking	TASE Allocated Parking
The Seam Lower	460	7	0
The Seam Upper	214	0	0
Barnsley College SciTech Centre	71	0	0
Barnsley College SciTech Centre (beyond barriers)	44	0	0
DMC 02	109	4	0
DMC 02 (beyond barriers)	20	4	42
Sub Total	918	15	42
TOTAL	975		

- 3.1.4 The car parking areas within Upper and Lower Seam serve the surrounding businesses within the Town Centre including Digital Media Centre (DMC) 01 and 02 and buildings associated with Barnsley College which are situated within the car park and to the north of Old Mill Lane, they also provide shorter stay spaces for shoppers visiting the Town Centre.
- 3.1.5 Until recently the bays within the Lower Seam car park were marked to provide a distinction between short stay shopper parking (red bays) and long stay commuter parking (white bays). However, the Council has since revoked this distinction and all bays are now available for short and long stay.
- 3.1.6 For almost its full length County Way is understood to be a private road within the ownership of the Council with a section at either end forming part of the public highway. It is subject to various waiting restrictions which for the first ~ 20m from its junction with Regent Street and ~ 30m from its junction with Old Mill Lane take the form of double yellow lines with double kerb blips restricting parking and loading at all times.
- 3.1.7 Between these sections a legal Parking Order is in place governing all the access roads and parking bays. Single yellow lines are present to keep access roads clear and advice to drivers is provided on signage, see **Figure 3**, overleaf, within the area that contravention of the Parking Order could result in a Penalty Charge Notice being issued or the vehicle removed.

Figure 3 – Car Park Signage on County Way



3.2 The Adjacent Highway Network

- 3.2.1 The Lower Seam car park is situated on the northern edge of the Town Centre with a primary access point to/from the north via the A635 Old Mill Lane which acts as part of the primary road network which runs around the town centre with links to the A61 and A628 providing access to surrounding towns and villages and wider afield to Wakefield, Sheffield and Huddersfield.
- 3.2.2 Within the Town Centre itself traffic management measures are in place which include a number of one-way streets which assist in controlling traffic and easing congestion. Regent Street, which is located to the south of the Lower Seam carpark is such a street with traffic flowing west, from Church Street adjacent to the Town Hall, to east to its junction with Eldon Street/Eldon Street North, adjacent to the Transport Interchange.

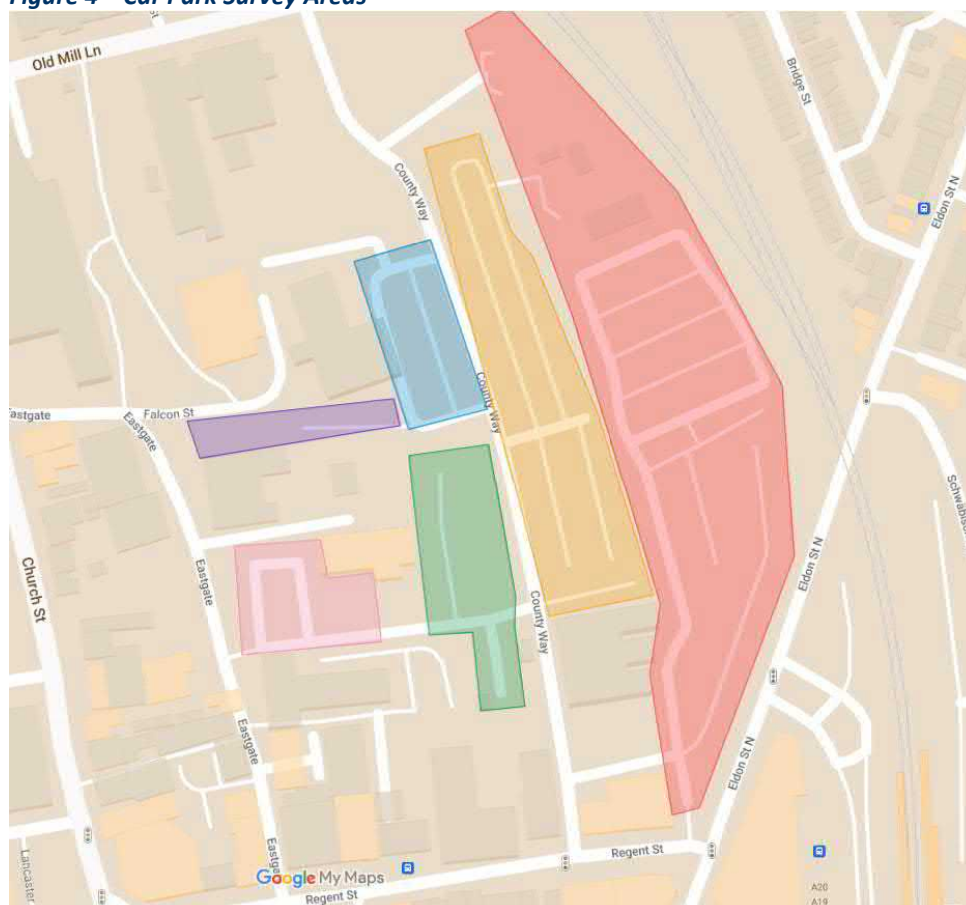
3.2.3 The junctions of Regent Street / County Way and Regent Street / Eldon Street/Eldon Street North are signal controlled and both incorporate pedestrian crossing facilities. The junction of County Way and Old Mill Lane operates as a priority (crossroads) junction with the A635 Old Mill Lane being the major road with County Way and the access road to the Barnsley College STEM site acting as minor roads.

3.3 *Baseline Car Parking Capacity/Occupancy*

3.3.1 Following an initial assessment of the potential implications of the project and as a result of pre-application discussions with various Barnsley Council departments surveys were undertaken, by Apex Strategies on behalf of Sanderson Associates, on Wednesday 13 and Saturday 16 November 2024 between the hours of 08:00-17:00 and 09:00-15:00 respectively.

3.3.2 The areas covered during the survey are identified in **Figure 4** below:-

Figure 4 – Car Park Survey Areas



-  Zone 1 - The Seam (lower)
-  Zone 2 - The Seam (upper)
-  Zone 3a - SciTech Centre
-  Zone 3b - SciTech Centre (beyond barriers)
-  Zone 4a - DMC
-  Zone 4b - DMC (beyond barriers)

- 3.3.3 With the exception of the 17:00 survey on Wednesday 13 November all surveys were undertaken using drone technology to enable images to be recorded which demonstrate the occupancy levels within the Lower Seam car park and those in close proximity to it. The final survey on Wednesday 13 November was undertaken on foot due to fading light conditions. Hourly snap-shots were taken and the results analysed. The full Apex Strategies report is attached at **Appendix A**.
- 3.3.4 Page 3 of the report attached at Appendix A sets out the level of occupancy per zone as a percentage. Peak occupancy periods within the Lower and Upper Seam car parks were identified as being 11:00 – 13:00 on the week day and 12:00 – 14:00 on the Saturday.
- 3.3.5 Further analysis of the car parking survey results has established the level of reserve capacity available within all areas of the Upper and Lower Seam car parking areas throughout the survey periods which are set out in **Table 2** below with the peak occupancy periods highlighted blue:-

Table 2 – Car Park Reserve Capacity Levels

Wednesday 13 November 2024											
Time	Zone 1	Zone 1 Disabled	Zone 2	Zone 3a	Zone 3b	Zone 4a	Zone 4a Disabled	Zone 4b	Zone 4b Disabled	Zone 4b TASE	TOTAL
08:00	444	5	162	65	25	83	4	20	4	42	854
09:00	389	4	50	20	14	0	2	20	4	42	545
10:00	189	0	-1	0	8	0	2	20	4	39	261
11:00	92	0	-1	0	7	0	0	20	4	38	160
12:00	68	0	2	1	7	0	1	20	4	39	142
13:00	104	0	-1	1	7	0	1	20	4	41	177
14:00	161	0	3	10	9	4	2	20	4	41	254
15:00	230	1	17	9	1	7	2	20	4	41	332
16:00	305	4	35	19	13	8	2	20	4	41	451
17:00	360	4	103	44	27	64	2	20	4	42	670
Saturday 16 November 2024											
Time	Zone 1	Zone 1 Disabled	Zone 2	Zone 3a	Zone 3b	Zone 4a	Zone 4a Disabled	Zone 4b	Zone 4b Disabled	Zone 4b TASE	TOTAL
09:00	344	1	142	62	62	68	2	20	4	42	747
10:00	204	0	60	45	45	28	0	20	4	42	448
11:00	236	0	20	27	27	11	0	20	4	42	387
12:00	127	0	10	18	18	13	1	20	4	42	253
13:00	112	0	3	17	17	6	1	20	4	42	222
14:00	150	2	30	33	33	29	1	20	4	42	344
15:00	214	0	49	42	42	22	0	20	4	42	435

- 3.3.6 From Table 2, it can be seen that the majority of parking spaces available are located within Zone 1 (Lower Seam) and by excluding these bays from the calculation the total reserve capacity during the peak occupancy periods reduces to 68-74 on the weekday and 126-110 on the Saturday.

3.4 Baseline Traffic and Pedestrian Data

- 3.4.1 Once again the scope of traffic and pedestrian movements were agreed in advance with Barnsley Council Highways Officers to ensure that the conditions were unlikely to be influenced by any town centre events or roadworks.
- 3.4.2 Fully classified turning counts were undertaken at the four junctions identified in **Figure 5** below on the same dates as the car parking surveys but during the following periods 07:00 – 10:00 and 15:00 – 18:00 on the Wednesday and 10:00 – 15:00 on the Saturday.

Figure 5 – Traffic and Pedestrian Survey Locations



3.4.3 The junctions surveyed are as follows:-

- Junction 1 – Old Mill Lane (A635)/County Way/College Access
- Junction 2 – County Way/Lower Seam Car Park Access
- Junction 3 – County Way/Back Regent Street Access Road
- Junction 4 – County Way/Regent Street

3.4.4 In order to assess the implications of changes to the access and egress arrangements to the Lower Seam car park as part of the proposals observations were also made of the level of pedestrian activity at Junction 1 - Old Mill Lane/County Way/College Access. These observations were undertaken as part of the above turning count surveys.

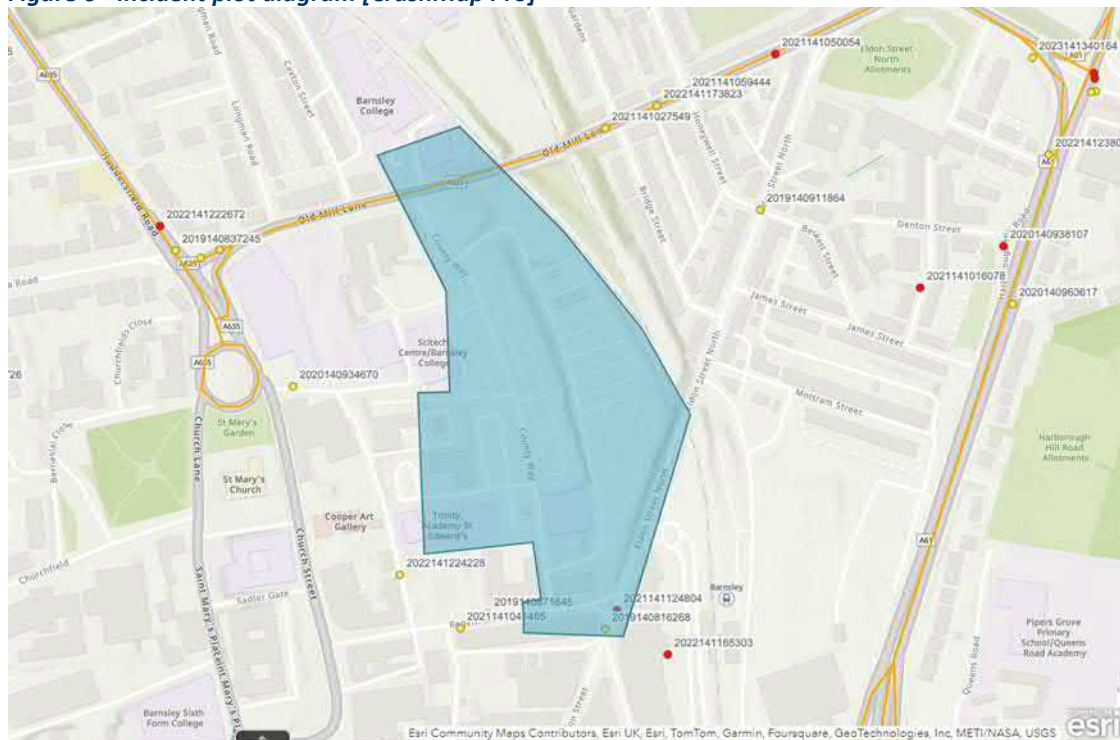
3.4.5 Peak hours were identified as 08:15-09:15 and 16:30-17:30 on the weekday and 12:00-13:00 on the Saturday. A full copy of the survey data is attached at **Appendix B** and the peak hour vehicle movements are set out on **Traffic Figure T1** attached at **Appendix C** with the pedestrian flows within the identified peak hours demonstrated on **Traffic Figure T2** also attached at **Appendix C**.

3.5 *Personal Injury Accident Analysis*

3.5.1 National guidance states that a transport assessment should include; “an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.” Whilst it has not been confirmed that the area in question has been identified as a “high risk area” the most recent 5-year period, covering accidents from January 2019 to December 2023, has been considered in order to provide a robust assessment.

3.5.2 Road traffic collision data has been obtained from the CrashMap Pro Collision Analysis System v1.31 database for the 2019-2023 period. The incident plot diagram within the site vicinity is shown in **Figure 6**, below and a full copy of the CrashMap Pro accident report is included in **Appendix D**.

Figure 6 - Incident plot diagram [CrashMap Pro]



- 3.5.3 In the incident area, two incidents were recorded during the assessed 2019-2023 period, with both occurring on the signalised pedestrian crossings on Eldon Street North:
- Incident reference 2019140816268 – occurred on 14th February 2019 at 14:48 in dry and clear conditions. A pedestrian crossing Eldon Street on the signalised crossing near the Midland Street/Eldon Street junction was hit by a car, resulting in the pedestrian receiving slight injuries.
 - Incident reference 2021141124804 – occurred on 17th December 2021 at 10:05 in wet and clear conditions. A pedestrian in the carriageway near the signalised crossing near the Regent Street/Eldon Street junction was hit by a car travelling southbound down Eldon Street, resulting in the pedestrian receiving serious injuries.
- 3.5.4 As the pedestrian crossing in this location is signalised, it is considered that the incidents recorded are most likely due to pedestrians crossing the road without the benefit of the crossing i.e. not activating the crossing and waiting for the green man.
- 3.5.5 It is, therefore, concluded that there are no highway safety concerns that are likely to be exacerbated by the expected vehicular traffic associated with the proposed redevelopment.

4. Proposed Development

4.1 Overview

- 4.1.1 The development proposals comprise alterations to the existing car park and provision of new public open space and landscaping within The Lower Seam car park in Barnsley Town Centre as set out on the proposed site layout plan attached at **Appendix E**.
- 4.1.2 The proposals will be the subject of two separate applications. Application 1 - Alterations to existing car park and provision of new public open space and landscaping and Application 2 - Installation of three new sculptures.
- 4.1.3 From a car parking perspective the development seeks to enhance the provision of accessible parking provision within the car park and introduce electric vehicle charging facilities. A new sub-station is proposed at the northern end of the car park to support the EV charging infrastructure.
- 4.1.4 With regards to the public realm aspect of the development the proposals enhancements to pedestrian links within the car park are incorporated into the design along with tree planting, raised planters, hard and soft landscaping areas as well as improved lighting. Three focal point sculptures are also proposed within this area. The proposed pedestrian route will run through the whole length of the car park with a designated route being set out with tree planting adjacent to define the route from parking bays.

4.2 Car Parking Proposals

- 4.2.1 The proposed development will result in a total of 286 parking bays within the Lower Seam car park. This will be a reduction of 181 spaces when compared to those currently available.
- 4.2.2 The proposed parking provision will consist of the following:-
 - Standard bays 235
 - Accessible 12
 - Electric Vehicle 39
- 4.2.3 The EV charging equipment is proposed in two locations with 11 bays being located in the northern section of the car park and a further 28 bays at the southern end of the parking area adjacent to the proposed public realm. The EV provision will be phased with 8 bays in the northern section being activated within Phase 1 along with the 2 accessible bays in the southern section. All other EV bays will be activated in Phase 2
- 4.2.4 A total of 12 accessible bays are proposed within the southern parking area adjacent to the proposed public realm. Two of these bays will have electric vehicle charging infrastructure provided.

4.3 *Proposed Access Arrangements*

- 4.3.1 Vehicle access to the car park will be from the existing access to the north-west of the site from County Way at the northern end of the site. Vehicles will be guided to follow a small section of one-way working on entry to assist with the creation of a pedestrian walkway. Vehicles will then be able to make their way through the car park to the area of their choice.
- 4.3.2 All vehicles using the carpark would exit the car park in the opposite direction via the north-western access point crossing the pedestrian walkway. No egress for car park vehicles will be available via the south-western access.
- 4.3.3 There will, however, be servicing and delivery requirements that need to be accommodated to a number of properties including:-
- Digital Media Centre 01 - where the refuse storage facility is located and from where refuse collection takes place at car park level under the main building above.
 - The Courthouse PH – all deliveries and servicing activities take place to the rear of the building along the access road which runs parallel to Regent Street.
 - Nos. 20 and 22 Regent Street – both these properties are in commercial use. No 20 is currently occupied by Ison Harrison Solicitors and No. 22 by J&K Wood Gallery. Both properties have rear access to the building with No 20 having a disabled access at the rear and No. 22 having vehicle parking within the rear yard area.
- 4.3.4 All servicing and delivery vehicles requiring access to the above properties will no longer be able to gain access via the roadway at the south-west of the car park from County Way. Instead, such vehicles will be required to traverse the car park from the north-western access and utilise a dedicated service route along the western edge of the car park/proposed public realm area.
- 4.3.5 It is proposed that the servicing and delivery route will operate on a one-way basis with vehicles heading south from the car park towards County Way via the existing access road. Fixed bollards are proposed to prevent unauthorised entry by smaller vehicles with automatic retractable bollards provided within the access road itself to permit access for appropriate vehicles.
- 4.3.6 Drivers reaching the retractable bollards and requiring access will utilise an intercom system to contact the control room which is located within The Glassworks to facilitate the lowering of the bollards to enable the vehicle to proceed. This control room also controls other access control installations within the Town Centre. CCTV cameras will also be installed to ensure safe operation of the bollards to effect authorised access only. Once the vehicle has passed the entry bollards they will return to their full height position. Sensors will be incorporated into the design of the bollards to ensure that the bollards do not return to their full height until the vehicle is clear. Vehicles will then proceed to their destination building to undertake their business.

- 4.3.7 Upon exit, the vehicles will proceed along the access road towards the junction with County Way where there will be a second set of automatic retractable bollards. These bollards will be equipped with sensors which will automatically lower the bollards when a vehicle approaches. The installation will be fitted with sensors which will prevent the bollards from returning to their full height position until the vehicle is clear. CCTV cameras will also be installed to ensure safe operation of the bollards.
- 4.3.8 **Figure 7**, below, is an extract from the proposed site layout (see Appendix E) which focuses on the servicing and delivery route described above and from which the bollards and access road can clearly be seen.

Figure 7 – Proposed Servicing and Delivery Route



- 4.3.9 In the event that the emergency services require access to the rear of the Digital Media Centre 01, the Courthouse PH and Nos. 20 and 22 Regent Street and the designated route is not available the emergency services will contact the control room at the Glassworks and the exit bollards will be lowered to facilitate access for them.
- 4.3.10 Appropriate amendments will be made to road markings and signage to advise drivers that no-entry is available at the south-western end of the site. Pedestrian access will, however, be maintained and again appropriate signage will be erected advising drivers that pedestrians may be present within the area. The required amendments to access routes within the car park will be covered by the legal Parking Order and will not require a formal Traffic Regulation Order.
- 4.3.11 Pedestrian access to the car park and public realm areas will primarily be from the north-western access and via the existing pedestrian access point in the vicinity of the Regent Street/Eldon Street North junction.
- 4.3.12 A designated linear pedestrian route will be created within the central area of the car park and proposed public realm which will facilitate safe access for pedestrians minimising the potential for conflict with vehicles. Within the car parking area the route will run between banks of car parking bays and will be provided with tactile blister paving adjacent to the aisles where vehicles will be manoeuvring.

4.4 Construction Period

- 4.4.1 It is currently programmed that construction works would commence in May 2025 and will take place for a period of 42 weeks (~ 10 months) during which time the whole of the Lower Seam car park will be closed to the public which will result in the loss of 467 parking spaces within Barnsley Town Centre.
- 4.4.2 During the construction period 24 spaces will also be lost from the Upper Seam car park to enable a construction compound to be set up.
- 4.4.3 At all times during the construction period access will be maintained to the rear of the Digital Media Centre 01, the Courthouse PH and Nos. 20 and 22 Regent Street. Communication between the developer and the occupiers/operators of these premises will be maintained throughout the period to ensure that access is not compromised.

5. Accessibility by Active and Sustainable Transport Modes

5.1 Overview

- 5.1.1 Although it is not expected that the development proposals would result in any additional requirements for persons travelling by active or sustainable transport modes it is considered necessary to examine the potential impact the proposal would have on the infrastructure available and to ensure that active and sustainable transport users in the immediate vicinity are not disadvantaged.

5.2 Pedestrians

- 5.2.1 The proposed development will enhance pedestrian links within the Lower Seam car park which will provide a dedicated pedestrian route through the car park between Regent Street/Eldon Street/Eldon Street North and Old Mill Lane. This would create a safe route between the Transport Interchange on Eldon Street and the Barnsley College STEM building off Old Mill Lane.

5.3 Cyclists

- 5.3.1 The proposed route within the Lower Seam car park is not designed to accommodate cycle movements. However, the works are not considered to be detrimental to cycling within this area of the Town Centre.

5.4 Public Transport Users (Bus and Rail)

- 5.4.1 As set out in paragraph 5.2.1 the designated pedestrian route within the Lower Seam car park will enhance access to the Transport Interchange.

6. Car Parking Impact

6.1 Overview

- 6.1.1 This section of the report focuses on the reduction in parking spaces with Lower Seam car park and the impact this would have on other car parks within the Town Centre. This impact has been assessed during both the construction period and the subsequent operational period.

6.2 Construction Period

Level of Displacement

- 6.2.1 As advised in paragraphs 4.4.1 and 4.4.2 a total of 491 spaces will be lost during the 42 week long construction period. Considering the results of the 2024 car parking surveys the maximum weekday occupation of Lower Seam was 85.2% which would result in the displacement of a maximum of 398 vehicles. For the purposes of this exercise it has been assumed that the creation of the construction compound would result in the displacement of 24 vehicles. Therefore, the maximum weekday vehicle displacement would be 422 vehicles.
- 6.2.2 Assessing the Saturday period the maximum occupation level of Lower Seam from the 2024 survey was recorded as 75.7% which would result in the displacement of a maximum of 354 vehicles. Again, for the purposes of this exercise it has been assumed that the creation of the construction compound would result in the displacement of 24 vehicles. Therefore, the maximum weekend vehicle displacement would be 378 vehicles.

Alternative Parking Availability

- 6.2.3 By using a variety of data sources, including information provided by the Council's Car Parking Team, it has been possible to assess the availability of car parking spaces within other Town Centre car parks which would be able to accommodate the vehicles displaced from the Lower and Upper Seam car parks during the construction period.

Table 3 – Construction Period – Alternative Car Parking Options (Alpha Parking Report)

Weekday Assessment			
Car Park	Number of Spaces	2023 Peak Occupancy Level	Capacity
Market Gate	148	14	134
Burleigh Street East	66	5	61
Burleigh Street West	28	25	3
Mark Street	48	15	33
Pitt Street	75	10	65
Graham's Orchard	61	43	18
John Street	101	22	79
TOTAL			393

- 6.2.4 From Table 3 it can be seen that the vast majority (393 spaces of 422) of displaced vehicles in the weekday construction period can be accommodated within other Council operated car parks when considering the data within the Alpha Parking Ltd "Off-Street Parking Review".

6.2.5 From information from other sources it is likely that additional capacity would also be available within the Alhambra and Glassworks car parks. **Table 4**, below, is based on the Councils 2023 Parking Snapshot which predicts weekday capacity which would be able to support the remaining displaced vehicles during the Lower Seam weekday construction period:-

Table 4 - Construction Period – Alternative Car Parking Options (Other Data Sources)

Weekday Assessment			
Car Park	Number of Spaces	Peak Occupancy Level	Capacity
Alhambra	482	250 Data from BMBC Parking Services 2023 "snapshot"	232
Glassworks	465	230 Data from BMBC Parking Services 2023 "snapshot"	235
TOTAL			467

6.2.6 **Table 5**, below, sets out the results of a similar exercise for the weekend period using the Alpha Parking report with **Table 6**, demonstrating capacity using other data sources:-

Table 5 – Construction Period – Alternative Car Parking Options (Alpha Parking Report)

Weekend Assessment			
Car Park	Number of Spaces	2023 Peak Occupancy Level	Capacity
Burleigh Street East	66	7	59
Burleigh Street West	28	24	4
Mark Street	48	18	30
Pitt Street	75	15	60
John Street	101	32	69
TOTAL			222

Table 6 - Construction Period – Alternative Car Parking Options (Other Data Sources)

Weekend Assessment			
Car Park	Number of Spaces	Peak Occupancy Level	Capacity
Upper Seam (all areas)	428	From Apex 2024 survey	110
Alhambra	482	321 Data from BMBC Parking Services 2023 "snapshot"	161
Glassworks	465	429 Data from BMBC Parking Services 2023 "snapshot"	36
Market Gate	170	50 Data from BMBC Parking Services 2023 "snapshot"	120
TOTAL			427

6.2.7 From Tables 4, 5 and 6 above it is considered that there is sufficient parking within other Town Centre car parks to accommodate the vehicles displaced from Lower and Upper Seam car parks during the construction period.

6.2.8 It is, however, noted that within the Alpha Parking report Market Gate car park was not included within the weekend survey as the car park is closed on football match days. However, even without these spaces on match days there is still sufficient capacity available.

6.3 Operational Period

Level of Displacement

- 6.3.1 After the proposed works are complete the construction compound will be removed and the 24 spaces within the Upper Seam car park will be returned to operational use. Once the Lower Seam car park is operational a total of 286 bays will be available for use.
- 6.3.2 This is a reduction of 181 bays when compared to the level of parking currently available within the Lower Seam car park.
- 6.3.3 Applying the maximum weekday and weekend occupancy levels within Lower Seam as set out in paragraphs 6.2.1 and 6.2.2 above, maximum parking demand would exceed provision by 112 spaces on the weekday and 68 spaces on the weekend.

Alternative Parking Availability

- 6.3.4 Looking at Table 2 it can be seen that (excluding Zone 1 standard and disabled areas) on the weekend there are sufficient spaces within the Upper Seam parking areas to accommodate the demand created by the reduction in the number of bays within Lower Seam. In the peak occupancy period of 12:00 – 14:00 between 126 and 110 spaces were observed to be available in the 2024 survey.
- 6.3.5 However, in the 2024 survey weekday peak occupancy period of 11:00 – 13:00 between 68 and 74 spaces were observed to be available in the various Upper Seam parking areas, a shortfall of between 44 and 38 spaces.
- 6.3.6 This shortfall in parking provision would result in additional demand on other Town Centre car parks. Accordingly data from the 2023 “Off-Street Parking Review” prepared by Alpha Parking Ltd on behalf of the Council has been reviewed in order to confirm that sufficient capacity is available elsewhere. **Table 7** below indicates a number of Town Centre car parks with sufficient capacity to accommodate these vehicles in the weekday scenario:-

Table 7 – Weekday Operational Period – Alternative Car Parking Options

Car Park	Number of Spaces	2023 Peak Occupancy Level	Capacity
Market Gate	148	14	134
Burleigh Street East	66	5	61
Burleigh Street West	28	25	3
Mark Street	48	15	33
Pitt Street	75	10	65
Graham’s Orchard	61	43	18
TOTAL			314

6.4 *Communication Strategy*

- 6.4.1 It will be necessary for the Developer to work closely with the Council in advance of construction work commencing to develop a robust communication strategy to ensure that the users of the Lower Seam car park are advised that the car park will be closed for a period of time and that in the longer term the number of spaces will reduce.
- 6.4.2 The strategy will also outline the benefits of the scheme in terms of enhanced parking provision in the form of accessible and EV charging bays as well as the proposed improvements to pedestrian routes and the provision of public realm features such as seating and landscaping.
- 6.4.3 The strategy will identify target markets to ensure the proposals are communicated to those most likely to be affected. These will include Town Centre businesses, particularly those situated on County Way whose staff may use the car park on a regular basis, nearby education facilities, shops and offices and community groups etc.
- 6.4.4 The strategy will provide details of the proposals and advise on alternative parking opportunities. A dedicated section on the Council's car parking webpage will be created which will enable those affected to obtain guidance on where other car parks are located and to assist them in planning their journey accordingly.
- 6.4.5 The proposals will be advertised in the local press and within key areas of the Town Centre as well as in the Upper and Lower Seam car parks in the run up to works commencing to maximise coverage.

7. Traffic Impact

7.1 Overview

7.1.1 Using the traffic surveys data recorded in November 2024 junction capacity assessments have been undertaken at the four junction identified on Figure 5. The junction analysis has assessed the peak network operational hours set out below:-

- AM Peak 08:15 - 09:15
- PM Peak 16:30 - 17:30
- Sat Peak 12:00 – 13:00

7.1.2 The 2024 base scenario has been assessed as “year of application” and a “design year” scenario of 2029 is also assessed in which traffic has been distributed to reflect the loss of the south-western access/egress to the Lower Seam as a result of the development.

7.1.3 Within the operational scenario a worst case assessment has been made of how traffic currently observed as using the south-western access/egress point could be redistributed to the highway network.

7.1.4 The redistribution of traffic movements (Dev) utilised within this operational assessment can be seen on **Traffic Figure T3** which is attached at **Appendix C**. As can be seen from this figure traffic has been redistributed to/from the Old Mill Lane as a sensitivity assessment as it is considered that the operation of this junction would be more susceptible to increases in traffic flows.

7.2 Growth Factors

7.2.1 For the 2029 assessment scenarios traffic growth factors have been generated utilising of TEMPro v8.1, adjusted against NRTP 2022 Core scenario of the Department for Transport’s National Traffic Model Dataset. In this scenario the Barnsley 013 MSOA has been used for an A road serving the region. The calculated growth factors can be seen in **Table 8**; below:-

Table 8 – TEMPro Growth Factors

Base Year	Growthed Year	Growth Factor		
		AM	PM	SAT
2024	2029	1.0556	1.0544	1.0540

7.3 Junction Capacity Analysis – Operational Period

7.3.1 Detailed junction capacity assessments of the following junctions have been undertaken using the ‘Junctions 10’ modelling software:

- A635 Old Mill Lane / County Way / Stem Centre Access
- County Way / The Seam Car Park Access

7.3.2 For each junction, the predicted RFC and Max Queue values are presented for the various scenarios. A Ratio to Flow Capacity (RFC) value of below 0.85, is the typically accepted threshold of practical reserve capacity for priority junctions.

A635 Old Mill Lane / County Way / Stem Centre Access

Arm A – A635 Old Mill Lane (East)

Arm B – County Way

Arm C – A635 Old Mill Lane (West)

Arm D – Stem Centre Access

Table 9 – A635 Old Mill Lane / County Way / Stem Centre Access results

	AM				PM				SAT			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2024 Base											
Stream B-CD	D1	0.1	8.08	0.08	D2	0.3	8.94	0.26	D3	0.3	9.09	0.24
Stream B-AD		0.1	16.21	0.10		0.4	16.93	0.29		0.7	21.80	0.43
Stream A-B C D		0.0	7.39	0.01		0.0	0.00	0.00		0.0	0.00	0.00
Stream D-ABC		0.0	11.61	0.03		0.1	13.18	0.06		0.0	0.00	0.00
Stream C-ABD		0.5	10.09	0.31		0.1	6.67	0.09		0.4	8.27	0.26
	2029 Base											
Stream B-CD	D4	0.1	8.32	0.08	D5	0.4	9.35	0.28	D6	0.4	9.56	0.26
Stream B-AD		0.1	17.64	0.11		0.5	18.50	0.32		0.9	24.88	0.47
Stream A-B C D		0.0	7.58	0.01		0.0	0.00	0.00		0.0	0.00	0.00
Stream D-ABC		0.0	12.22	0.04		0.1	14.05	0.07		0.0	0.00	0.00
Stream C-ABD		0.5	10.60	0.33		0.1	6.78	0.10		0.4	8.53	0.28
	2024 Base + Dev											
Stream B-CD	D10	0.1	8.12	0.08	D11	0.4	9.35	0.27	D12	0.4	10.02	0.26
Stream B-AD		0.1	17.14	0.11		0.7	20.50	0.40		1.8	39.34	0.66
Stream A-B C D		0.0	7.57	0.01		0.0	0.00	0.00		0.0	0.00	0.00
Stream D-ABC		0.0	11.86	0.04		0.1	13.44	0.06		0.0	0.00	0.00
Stream C-ABD		0.6	10.81	0.37		0.1	6.84	0.12		0.6	9.31	0.36
	2029 Base + Dev											
Stream B-CD	D13	0.1	8.36	0.08	D14	0.4	9.83	0.29	D15	0.4	10.68	0.29
Stream B-AD		0.1	18.75	0.12		0.8	22.84	0.44		2.4	50.06	0.72
Stream A-B C D		0.0	7.78	0.01		0.0	0.00	0.00		0.0	0.00	0.00
Stream D-ABC		0.0	12.51	0.04		0.1	14.37	0.07		0.0	0.00	0.00
Stream C-ABD		0.7	11.37	0.40		0.1	6.96	0.12		0.7	9.60	0.38

7.3.3 The capacity assessment for this junction identifies that the maximum Ratio of Flow to Capacity (RFC) in all scenarios is 0.72 which occurs from vehicles turning right out of County Way during the Saturday peak. From the above it is shown that the junction could accommodate the predicted increase in background traffic plus the redistributed flows. A full copy of the modelling output for this junction is included at **Appendix F**.

County Way / The Seam Car Park Access

Arm A – County Way (North)

Arm B – Seam Car Park

Arm C – County Way (South)

Table 10 – County Way / The Seam Car Park Access results

	AM				PM				SAT			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2024 Base											
Stream B-C	D1	0.0	0.00	0.00	D2	0.0	5.25	0.01	D3	0.0	5.78	0.01
Stream B-A		0.0	0.00	0.00		0.1	8.36	0.08		0.3	10.41	0.22
Stream C-AB		0.0	6.46	0.01		0.0	5.32	0.00		0.0	5.68	0.01
	2029 Base											
Stream B-C	D4	0.0	0.00	0.00	D5	0.0	5.25	0.01	D6	0.0	5.79	0.01
Stream B-A		0.0	0.00	0.00		0.1	8.37	0.08		0.3	10.46	0.23
Stream C-AB		0.0	6.46	0.01		0.0	5.31	0.00		0.0	5.68	0.01
	2024 Base + Dev											
Stream B-C	D10	0.0	5.68	0.00	D11	0.0	5.40	0.01	D12	0.0	6.33	0.01
Stream B-A		0.0	8.53	0.02		0.2	9.25	0.17		0.6	13.02	0.38
Stream C-AB		0.0	6.57	0.01		0.0	5.37	0.00		0.0	5.84	0.01
	2029 Base + Dev											
Stream B-C	D13	0.0	5.68	0.00	D14	0.0	5.40	0.01	D15	0.0	6.35	0.01
Stream B-A		0.0	8.55	0.02		0.2	9.27	0.17		0.6	13.09	0.39
Stream C-AB		0.0	6.57	0.01		0.0	5.37	0.00		0.0	5.84	0.01

7.3.4 The capacity assessment for this junction identifies that the proposed access arrangement could accommodate the predicted future background traffic plus the redistributed flows, keeping well below the considered maximum capacity value of 0.85. A full copy of the modelling output for this junction is included at **Appendix G**.

8. Summary and Conclusions

- 8.1 Sanderson Associates Consulting Engineers has been appointed by Willmott Dixon Construction Limited in conjunction with Barnsley Metropolitan Borough Council to produce a Transport Statement in relation to the creation of a new public realm/urban park in addition to general improvements within The Lower Seam car park in Barnsley Town Centre.
- 8.2 The preparation of this report has been assisted by a number of data sources including information provided by the Council relating to traffic surveys and car parking occupancy observations. These sources have been supplemented by fresh surveys in November 2024, the scope of which was agreed with the Council in advance.
- 8.3 The Lower Seam car park is situated to the east of County Way to the north of Barnsley Town Centre. Vehicular access is currently available from two points off County Way one to the north-west, towards Old Mill Lane (A635), and a second access to the south-west of the car park, close to the junction with Regent Street. A separate pedestrian access is also available to the southern extremity of the car park close to the junction of Regent Street and Eldon Street North.
- 8.4 For almost its full length County Way is understood to be a private road within the ownership of the Council with a section at either end forming part of the public highway. It is subject to various waiting restrictions. A legal Parking Order is in place governing all the access roads and parking bays. Single yellow lines are present to keep access roads clear and advice to drivers is provided on signage within the area that contravention of the Parking Order could result in a Penalty Charge Notice being issued or the vehicle removed.
- 8.5 A key aspect of the proposed development is that a total of 181 parking bays within the Lower Seam car park will be lost to facilitate the creation of the public realm area. The impact of this reduction in Town Centre parking spaces has been assessed within this report in both the construction period and the subsequent operational period. The report concludes that there is sufficient capacity within other Town Centre car parks, many of them Council operated, to accommodate the predicted level of displacement.
- 8.6 It is proposed that vehicle access to the Lower Seam car park will be from the existing access to the north-west of the site from County Way at the northern end of the site. Vehicles will be guided to follow a small section of one-way working on entry to assist with the creation of a pedestrian walkway. Vehicles will then be able to make their way through the car park to the area of their choice. All vehicles using the carpark would exit the car park in the opposite direction via the north-western access point. No egress for car park vehicles will be available via the south-western access.

- 8.7 Servicing and delivery requirements to Digital Media Centre 01, the Courthouse PH and Nos. 20 and 22 Regent Street have been considered as part of the development as servicing and delivery vehicle requiring access to these properties will no longer be able to gain access via the roadway at the south-west of the car park from County Way. Instead, such vehicles will be required to traverse the car park from the north-western access and utilise a dedicated service route along the western edge of the car park/proposed public realm area.
- 8.8 The servicing and delivery route will operate on a one-way basis with vehicles heading south from the car park towards County Way via the existing access road. Fixed bollards are proposed to prevent unauthorised entry by smaller vehicles with automatic retractable bollards provided within the access road itself to permit access for appropriate vehicles.
- 8.9 An intercom system will enable drivers to contact the control room which is located within The Glassworks to facilitate the lowering of the bollards to enable the vehicle to proceed. CCTV cameras will also be installed to ensure safe operation of the bollards to effect authorised access only. Upon exit, the vehicles will proceed along the access road towards the junction with County Way where there will be a second set of automatic retractable bollards. These bollards will be equipped with sensors which will automatically lower the bollards when a vehicle approaches. The installation will be fitted with sensors which will prevent the bollards from returning to their full height position until the vehicle is clear. CCTV cameras will also be installed to ensure safe operation of the bollards.
- 8.10 As a result of changes in vehicle routing traffic has been redistributed to the network and as a sensitivity test all traffic has been assigned to the Old Mill Lane (A635) junction as this is considered to be more susceptible to increases in traffic flows.
- 8.11 Junction capacity analysis has taken place at this junction and the main car park access using Junctions 10 software in the weekday and weekend peak hours. Traffic growth factors to 2029 have been applied to take into account the possible effect of background traffic increases. The redistribution of car park traffic has also been taken into account.
- 8.12 The capacity assessments for these junctions identifies that the proposed access arrangement could accommodate the predicted future background traffic plus the redistributed flows, with Ratio of Flow to Capacity remaining below the considered maximum capacity value of 0.85.
- 8.13 The Developer will work closely with the Council in advance of construction work commencing to develop a robust communication strategy to ensure that the users of the Lower Seam car park are advised that the car park will be closed for a period of time and that in the longer term the number of spaces will reduce.
- 8.14 The strategy will identify target markets such as Town Centre businesses, shops and education facilities, to ensure the proposals are communicated to those most likely to be affected. It will provide details of alternative parking opportunities via a dedicated section on the Council's car parking webpage which will enable those affected to obtain guidance on where other car parks are located and to assist them in planning their journey accordingly.

- 8.15 The proposals will be advertised in the local press and within key areas of the Town Centre as well as in the Upper and Lower Seam car parks in the run up to works commencing to maximise coverage.
- 8.16 In conclusion this report has demonstrated that the proposed development would not have a detrimental impact in terms of both Town Centre car parking availability and junction capacity.
- 8.17 It is concluded that there is sufficient spare capacity within other Town Centre car parks to offset the loss of spaces with the Lower Seam car park and that the resultant redistribution of traffic can be accommodated on the highway network.



Appendix A

2024 Car Park Survey Report

APEX STRATEGIES

Apex Strategies Ltd were commissioned by Sanderson Associates Consulting Engineers to conduct surveys of the existing parking situation at The Seam, Barnsley.

The surveys were carried out on Wednesday 13/11/24 between the hours of 0800-1700 and on Saturday 16/11/24 between the hours of 0900-1500.

The survey area has been split into four zones. Zone 1 = The Seam (Lower), Zone 2 = The Seam (Upper), Zone 3 = Barnsley College SciTech Centre, Zone 4 = DMC 02. Zones 3 and 4 were split further due to barrier controls.

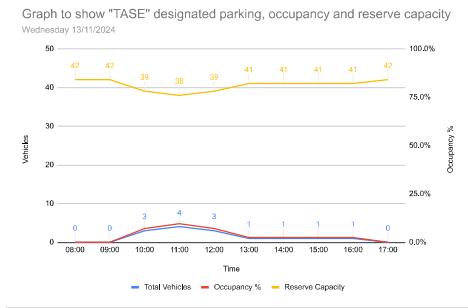
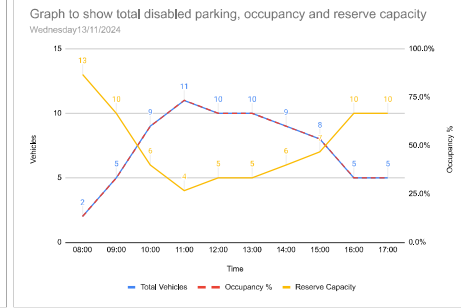
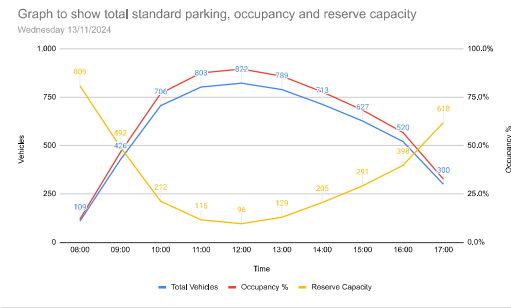
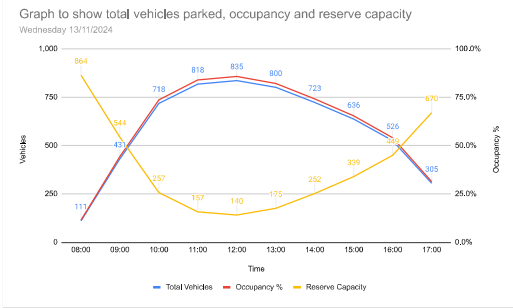
The surveys were undertaken by drone surveillance with the exception of Wednesday at 1700hrs due to fading light conditions; this beat was undertaken on-foot.

A Risk Assessment / Method Statement for the Drone Survey was agreed with Barnsley Council prior to the undertaking of the surveys.

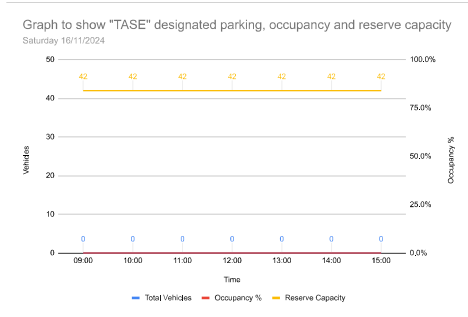
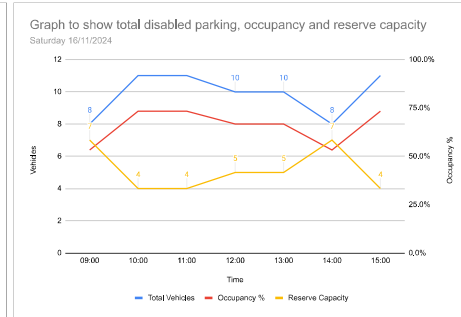
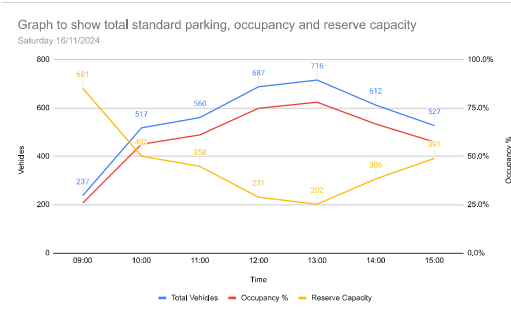
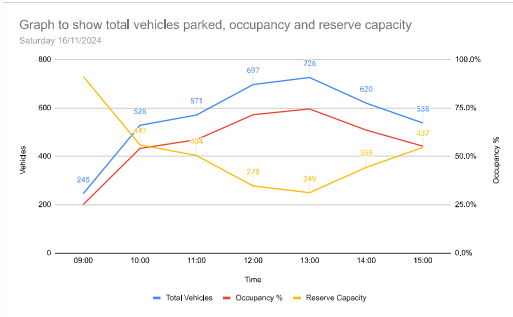


Zone Ref	Zone Name	Standard Parking	Disabled Parking	TASE
1	The Seam (Lower) Car Park	460	7	0
2	The Seam (Upper) Car Park	214	0	0
3a	Barnsley College SciTech Centre	71	0	0
3b	Barnsley College SciTech Centre (Beyond barriers)	44	0	0
4a	DMC 02	109	4	0
4b	DMC 02 (Beyond barriers)	20	4	42
Sub Total		918	15	42
Total				975

Date	Time	Zone 1 Standard	Zone 1 Disabled	Zone 2 Standard	Zone 3a Standard	Zone 3b Standard	Zone 4a Standard	Zone 4a Disabled	Zone 4b Standard	Zone 4b Disabled	Zone 4b TASE	Overall			Standard			Disabled			"TASE"		
												Total Vehicles	Occupancy %	Reserve Capacity	Total Vehicles	Occupancy %	Reserve Capacity	Total Vehicles	Occupancy %	Reserve Capacity	Total Vehicles	Occupancy %	Reserve Capacity
13/11/2024	08:00	16	2	52	6	9	26	0	0	0	0	111	11.4%	864	109	11.9%	809	2	13.3%	13	0	0.0%	42
13/11/2024	09:00	71	3	164	51	30	109	2	1	0	0	431	44.2%	544	426	46.4%	492	5	33.3%	10	0	0.0%	42
13/11/2024	10:00	271	7	215	71	36	109	2	4	0	0	718	73.6%	267	706	76.9%	212	9	60.0%	6	3	7.1%	39
13/11/2024	11:00	368	7	215	71	37	109	4	3	0	4	818	83.9%	157	803	87.5%	115	11	73.3%	4	4	9.5%	38
13/11/2024	12:00	352	7	212	70	37	109	3	2	0	3	835	85.6%	140	822	89.5%	96	10	66.7%	5	3	7.1%	39
13/11/2024	13:00	356	7	215	70	37	109	3	2	0	1	800	82.1%	175	789	85.9%	129	10	66.7%	5	1	2.4%	41
13/11/2024	14:00	299	7	211	61	35	105	2	2	0	1	723	74.2%	252	713	77.7%	205	9	60.0%	6	1	2.4%	41
13/11/2024	15:00	230	6	197	62	33	102	2	3	0	1	636	65.2%	339	627	68.3%	291	8	53.3%	7	1	2.4%	41
13/11/2024	16:00	155	3	179	52	31	101	2	2	0	1	526	53.9%	449	520	56.6%	398	5	33.3%	10	1	2.4%	41
13/11/2024	17:00	100	3	111	27	17	45	2	0	0	0	305	31.3%	670	300	32.7%	618	5	33.3%	10	0	0.0%	42



Date	Time	Zone 1 Standard	Zone 1 Disabled	Zone 2 Standard	Zone 3a Standard	Zone 3b Standard	Zone 4a Standard	Zone 4a Disabled	Zone 4b Standard	Zone 4b Disabled	Zone 4b TASE	Overall			Standard			Disabled			"TASE"		
												Total Vehicles	Occupancy %	Reserve Capacity	Total Vehicles	Occupancy %	Reserve Capacity	Total Vehicles	Occupancy %	Reserve Capacity	Total Vehicles	Occupancy %	Reserve Capacity
16/11/2024	09:00	116	6	71	9	0	41	2	0	0	0	245	25.1%	720	237	25.9%	691	8	53.3%	7	0	0.0%	42
16/11/2024	10:00	256	7	154	26	0	81	4	0	0	0	528	54.2%	447	517	56.3%	401	11	73.3%	4	0	0.0%	42
16/11/2024	11:00	224	7	194	44	0	98	4	0	0	0	571	58.6%	404	560	61.6%	358	11	73.3%	4	0	0.0%	42
16/11/2024	12:00	333	7	204	53	1	96	3	0	0	0	697	71.5%	278	687	74.8%	231	10	66.7%	5	0	0.0%	42
16/11/2024	13:00	348	7	211	54	0	103	3	0	0	0	726	74.5%	249	716	78.0%	202	10	66.7%	5	0	0.0%	42
16/11/2024	14:00	310	5	184	38	0	80	3	0	0	0	620	63.6%	355	612	66.7%	306	8	53.3%	7	0	0.0%	42
16/11/2024	15:00	246	7	165	29	0	87	4	0	0	0	538	55.2%	437	527	57.4%	391	11	73.3%	4	0	0.0%	42



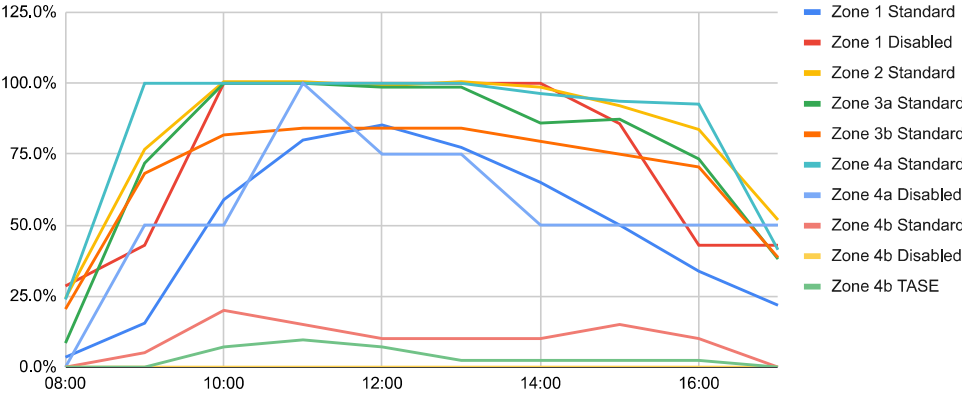


Date	Time	Zone 1 Standard	Zone 1 Disabled	Zone 2 Standard	Zone 3a Standard	Zone 3b Standard	Zone 4a Standard	Zone 4a Disabled	Zone 4b Standard	Zone 4b Disabled	Zone 4b TASE
13/11/2024	08:00	3.5%	28.6%	24.3%	8.5%	20.5%	23.9%	0.0%	0.0%	0.0%	0.0%
13/11/2024	09:00	15.4%	42.9%	76.6%	71.8%	68.2%	100.0%	50.0%	5.0%	0.0%	0.0%
13/11/2024	10:00	58.9%	100.0%	100.5%	100.0%	81.8%	100.0%	50.0%	20.0%	0.0%	7.1%
13/11/2024	11:00	80.0%	100.0%	100.5%	100.0%	84.1%	100.0%	100.0%	15.0%	0.0%	9.5%
13/11/2024	12:00	85.2%	100.0%	99.1%	98.6%	84.1%	100.0%	75.0%	10.0%	0.0%	7.1%
13/11/2024	13:00	77.4%	100.0%	100.5%	98.6%	84.1%	100.0%	75.0%	10.0%	0.0%	2.4%
13/11/2024	14:00	65.0%	100.0%	98.6%	85.9%	79.5%	96.3%	50.0%	10.0%	0.0%	2.4%
13/11/2024	15:00	50.0%	85.7%	92.1%	87.3%	75.0%	93.6%	50.0%	15.0%	0.0%	2.4%
13/11/2024	16:00	33.7%	42.9%	83.6%	73.2%	70.5%	92.7%	50.0%	10.0%	0.0%	2.4%
13/11/2024	17:00	21.7%	42.9%	51.9%	38.0%	38.6%	41.3%	50.0%	0.0%	0.0%	0.0%

Date	Time	Zone 1 Standard	Zone 1 Disabled	Zone 2 Standard	Zone 3a Standard	Zone 3b Standard	Zone 4a Standard	Zone 4a Disabled	Zone 4b Standard	Zone 4b Disabled	Zone 4b TASE
16/11/2024	09:00	25.2%	85.7%	33.2%	12.7%	0.0%	37.6%	50.0%	0.0%	0.0%	0.0%
16/11/2024	10:00	55.7%	100.0%	72.0%	36.6%	0.0%	74.3%	100.0%	0.0%	0.0%	0.0%
16/11/2024	11:00	48.7%	100.0%	90.7%	62.0%	0.0%	89.9%	100.0%	0.0%	0.0%	0.0%
16/11/2024	12:00	72.4%	100.0%	95.3%	74.6%	2.3%	88.1%	75.0%	0.0%	0.0%	0.0%
16/11/2024	13:00	75.7%	100.0%	98.6%	76.1%	0.0%	94.5%	75.0%	0.0%	0.0%	0.0%
16/11/2024	14:00	67.4%	71.4%	86.0%	53.5%	0.0%	73.4%	75.0%	0.0%	0.0%	0.0%
16/11/2024	15:00	53.5%	100.0%	77.1%	40.8%	0.0%	79.8%	100.0%	0.0%	0.0%	0.0%

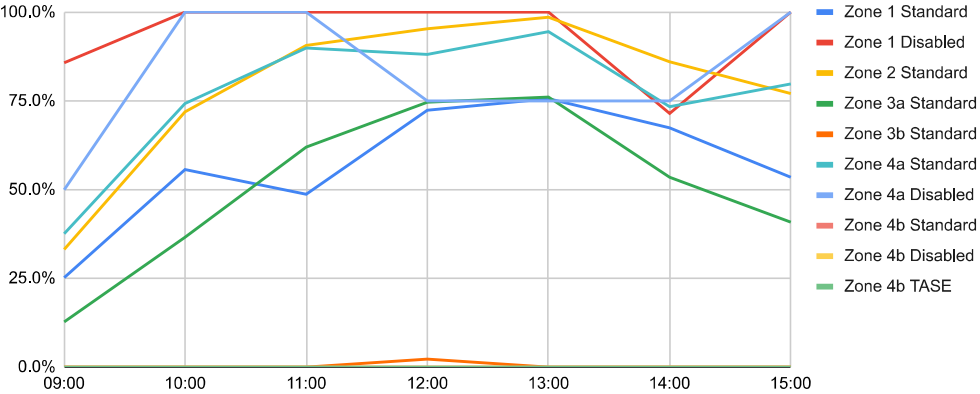
Graph to show occupancy % by zone

Wednesday 13/11/2024



Graph to show occupancy % by zone

Saturday 16/11/2024



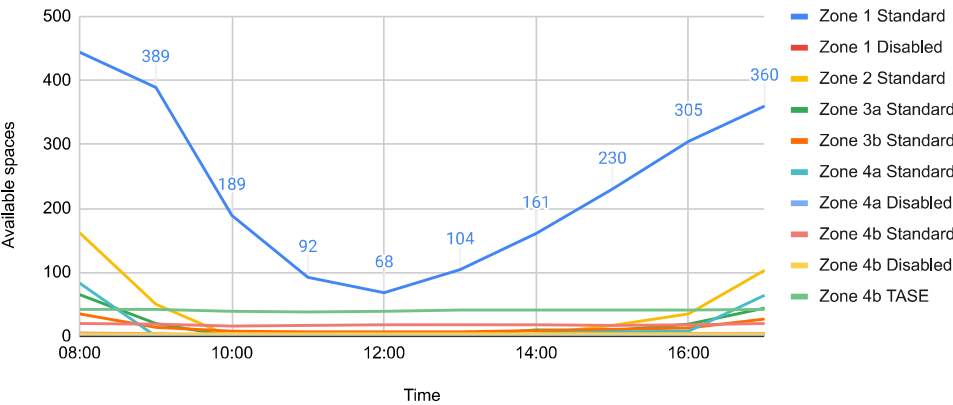


Date	Time	Zone 1 Standard	Zone 1 Disabled	Zone 2 Standard	Zone 3a Standard	Zone 3b Standard	Zone 4a Standard	Zone 4a Disabled	Zone 4b Standard	Zone 4b Disabled	Zone 4b TASE
13/11/2024	08:00	444	5	162	65	35	83	4	20	4	42
13/11/2024	09:00	389	4	50	20	14	0	2	19	4	42
13/11/2024	10:00	189	0	-1	0	8	0	2	16	4	39
13/11/2024	11:00	92	0	-1	0	7	0	0	17	4	38
13/11/2024	12:00	68	0	2	1	7	0	1	18	4	39
13/11/2024	13:00	104	0	-1	1	7	0	1	18	4	41
13/11/2024	14:00	161	0	3	10	9	4	2	18	4	41
13/11/2024	15:00	230	1	17	9	11	7	2	17	4	41
13/11/2024	16:00	305	4	35	19	13	8	2	18	4	41
13/11/2024	17:00	360	4	103	44	27	64	2	20	4	42

Date	Time	Zone 1 Standard	Zone 1 Disabled	Zone 2 Standard	Zone 3a Standard	Zone 3b Standard	Zone 4a Standard	Zone 4a Disabled	Zone 4b Standard	Zone 4b Disabled	Zone 4b TASE
16/11/2024	09:00	344	1	143	62	44	68	2	20	4	42
16/11/2024	10:00	204	0	60	45	44	28	0	20	4	42
16/11/2024	11:00	236	0	20	27	44	11	0	20	4	42
16/11/2024	12:00	127	0	10	18	43	13	1	20	4	42
16/11/2024	13:00	112	0	3	17	44	6	1	20	4	42
16/11/2024	14:00	150	2	30	33	44	29	1	20	4	42
16/11/2024	15:00	214	0	49	42	44	22	0	20	4	42

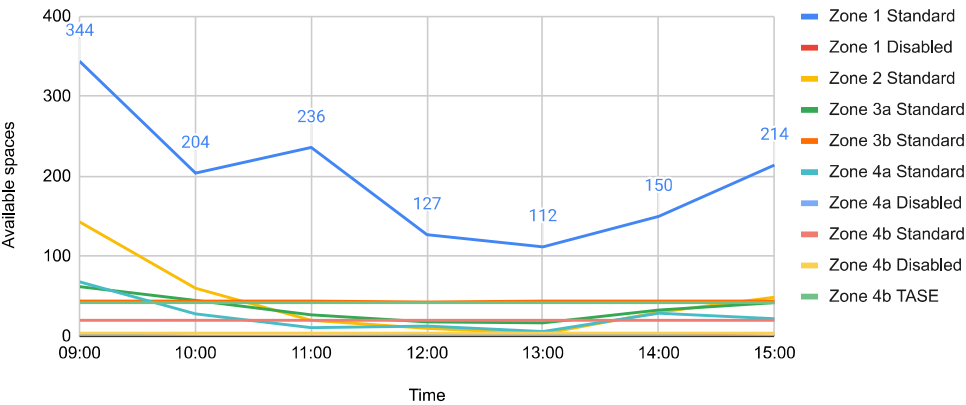
Graph to show reserve capacity by zone

Wednesday 13/11/2024



Graph to show reserve capacity by zone

Saturday 16/11/2024



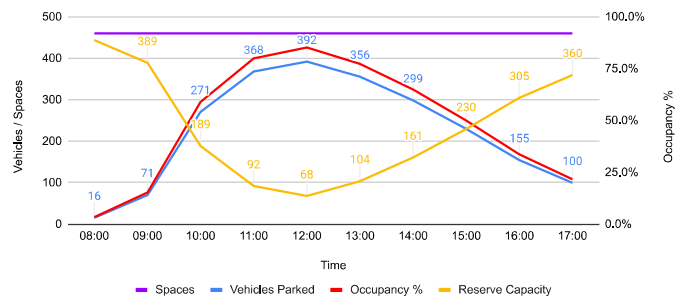


Zone 1 Standard

Date	Time	Spaces	Vehicles Parked	Occupancy %	Reserve Capacity
13/11/2024	08:00	460	16	3.5%	444
13/11/2024	09:00	460	71	15.4%	389
13/11/2024	10:00	460	271	58.9%	189
13/11/2024	11:00	460	368	80.0%	92
13/11/2024	12:00	460	392	85.2%	68
13/11/2024	13:00	460	356	77.4%	104
13/11/2024	14:00	460	299	65.0%	161
13/11/2024	15:00	460	230	50.0%	230
13/11/2024	16:00	460	155	33.7%	305
13/11/2024	17:00	460	100	21.7%	360

Graph to show Zone 1 (Standard) parking, occupancy and reserve capacity

Wednesday 13/11/2024

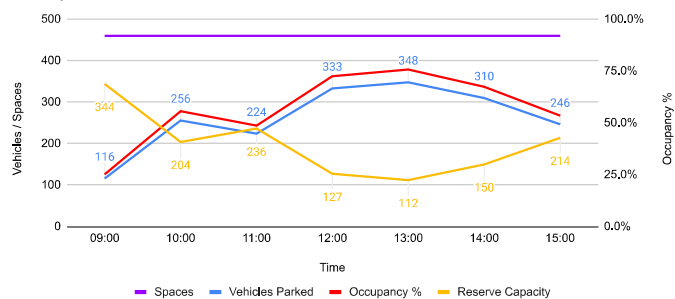


Zone 1 Standard

Date	Time	Spaces	Vehicles Parked	Occupancy %	Reserve Capacity
16/11/2024	09:00	460	116	25.2%	344
16/11/2024	10:00	460	256	55.7%	204
16/11/2024	11:00	460	224	48.7%	236
16/11/2024	12:00	460	333	72.4%	127
16/11/2024	13:00	460	348	75.7%	112
16/11/2024	14:00	460	310	67.4%	150
16/11/2024	15:00	460	246	53.5%	214

Graph to show Zone 1 (Standard) parking, occupancy and reserve capacity

Saturday 16/11/2024

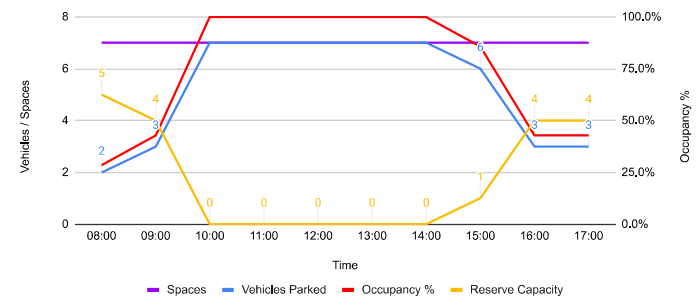


Zone 1 Disabled

Date	Time	Spaces	Vehicles Parked	Occupancy %	Reserve Capacity
13/11/2024	08:00	7	2	28.6%	5
13/11/2024	09:00	7	3	42.9%	4
13/11/2024	10:00	7	7	100.0%	0
13/11/2024	11:00	7	7	100.0%	0
13/11/2024	12:00	7	7	100.0%	0
13/11/2024	13:00	7	7	100.0%	0
13/11/2024	14:00	7	7	100.0%	0
13/11/2024	15:00	7	6	85.7%	1
13/11/2024	16:00	7	3	42.9%	4
13/11/2024	17:00	7	3	42.9%	4

Graph to show Zone 1 (Disabled) parking, occupancy and reserve capacity

Wednesday 13/11/2024

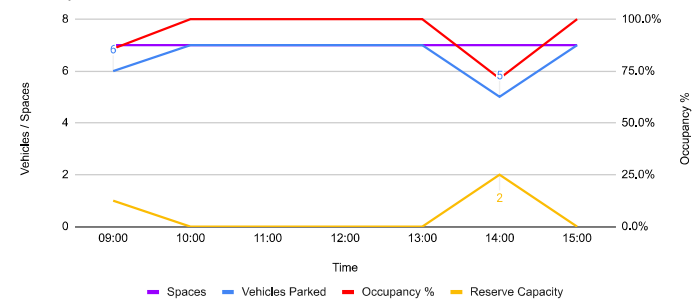


Zone 1 Disabled

Date	Time	Spaces	Vehicles Parked	Occupancy %	Reserve Capacity
16/11/2024	09:00	7	6	85.7%	1
16/11/2024	10:00	7	7	100.0%	0
16/11/2024	11:00	7	7	100.0%	0
16/11/2024	12:00	7	7	100.0%	0
16/11/2024	13:00	7	7	100.0%	0
16/11/2024	14:00	7	5	71.4%	2
16/11/2024	15:00	7	7	100.0%	0

Graph to show Zone 1 (Disabled) parking, occupancy and reserve capacity

Saturday 16/11/2024





Appendix B

Traffic Survey Data November 2024



16154 – The Seam, Barnsley
NOVEMBER 2024
PEDESTRIAN COUNT

SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

Arm A						
	Eastbound			Westbound		
TIME	PED	PCL	TOT	PED	PCL	TOT
07:00	0	0	0	1	1	2
07:15	0	0	0	1	0	1
07:30	0	0	0	0	0	0
07:45	3	0	3	2	0	2
H/TOT	3	0	3	4	1	5
08:00	3	0	3	1	0	1
08:15	1	0	1	6	0	6
08:30	0	0	0	4	0	4
08:45	4	0	4	3	1	4
H/TOT	8	0	8	14	1	15
09:00	1	0	1	11	0	11
09:15	0	0	0	8	0	8
09:30	1	0	1	2	0	2
09:45	1	0	1	0	0	0
H/TOT	3	0	3	21	0	21
P/TOT	14	0	14	39	2	41

Arm A						
	Eastbound			Westbound		
TIME	PED	PCL	TOT	PED	PCL	TOT
15:00	1	0	1	3	0	3
15:15	2	1	3	3	0	3
15:30	5	0	5	2	0	2
15:45	5	1	6	4	0	4
H/TOT	13	2	15	12	0	12
16:00	4	0	4	0	0	0
16:15	5	0	5	1	0	1
16:30	2	0	2	1	0	1
16:45	5	0	5	1	0	1
H/TOT	16	0	16	3	0	3
17:00	1	0	1	0	0	0
17:15	7	0	7	3	0	3
17:30	2	0	2	2	0	2
17:45	3	0	3	1	0	1
H/TOT	13	0	13	6	0	6
P/TOT	42	2	44	21	0	21



16154 – The Seam, Barnsley
NOVEMBER 2024
PEDESTRIAN COUNT

SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

Arm B						
	Northbound			Southbound		
TIME	PED	PCL	TOT	PED	PCL	TOT
07:00	0	0	0	0	0	0
07:15	2	0	2	3	0	3
07:30	2	0	2	3	0	3
07:45	4	0	4	8	0	8
H/TOT	8	0	8	14	0	14
08:00	6	0	6	1	0	1
08:15	9	0	9	5	0	5
08:30	31	0	31	4	0	4
08:45	53	0	53	6	0	6
H/TOT	99	0	99	16	0	16
09:00	33	0	33	4	0	4
09:15	8	0	8	1	0	1
09:30	2	0	2	5	0	5
09:45	3	0	3	4	0	4
H/TOT	46	0	46	14	0	14
P/TOT	153	0	153	44	0	44

Arm B						
	Northbound			Southbound		
TIME	PED	PCL	TOT	PED	PCL	TOT
15:00	5	0	5	2	0	2
15:15	11	0	11	4	0	4
15:30	8	0	8	14	0	14
15:45	2	0	2	2	0	2
H/TOT	26	0	26	22	0	22
16:00	5	0	5	19	0	19
16:15	4	0	4	1	0	1
16:30	3	0	3	8	0	8
16:45	4	0	4	5	0	5
H/TOT	16	0	16	33	0	33
17:00	5	0	5	3	0	3
17:15	1	0	1	2	0	2
17:30	2	0	2	1	0	1
17:45	0	0	0	0	0	0
H/TOT	8	0	8	6	0	6
P/TOT	50	0	50	61	0	61



16154 – The Seam, Barnsley
NOVEMBER 2024
PEDESTRIAN COUNT

SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

Arm C						
	Eastbound			Westbound		
TIME	PED	PCL	TOT	PED	PCL	TOT
07:00	1	0	1	0	0	0
07:15	1	0	1	0	0	0
07:30	0	0	0	2	0	2
07:45	0	0	0	0	0	0
H/TOT	2	0	2	2	0	2
08:00	3	0	3	4	0	4
08:15	2	0	2	4	0	4
08:30	3	0	3	7	0	7
08:45	1	0	1	19	0	19
H/TOT	9	0	9	34	0	34
09:00	1	0	1	7	0	7
09:15	0	0	0	0	0	0
09:30	0	0	0	2	0	2
09:45	1	0	1	0	0	0
H/TOT	2	0	2	9	0	9
P/TOT	13	0	13	45	0	45

Arm C						
	Eastbound			Westbound		
TIME	PED	PCL	TOT	PED	PCL	TOT
15:00	5	0	5	4	0	4
15:15	5	0	5	3	0	3
15:30	8	0	8	0	0	0
15:45	1	0	1	1	0	1
H/TOT	19	0	19	8	0	8
16:00	8	0	8	3	0	3
16:15	0	0	0	2	0	2
16:30	8	0	8	3	0	3
16:45	3	0	3	2	0	2
H/TOT	19	0	19	10	0	10
17:00	1	0	1	0	0	0
17:15	1	0	1	1	0	1
17:30	0	0	0	0	0	0
17:45	1	0	1	2	0	2
H/TOT	3	0	3	3	0	3
P/TOT	41	0	41	21	0	21



16154 – The Seam, Barnsley
NOVEMBER 2024
PEDESTRIAN COUNT

SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

Arm D						
	Northbound			Southbound		
TIME	PED	PCL	TOT	PED	PCL	TOT
07:00	1	0	1	0	0	0
07:15	0	0	0	0	0	0
07:30	0	0	0	0	0	0
07:45	1	0	1	0	0	0
H/TOT	2	0	2	0	0	0
08:00	1	0	1	0	0	0
08:15	4	0	4	0	0	0
08:30	0	0	0	0	0	0
08:45	2	0	2	0	0	0
H/TOT	7	0	7	0	0	0
09:00	4	0	4	0	0	0
09:15	3	0	3	0	0	0
09:30	5	0	5	1	0	1
09:45	1	0	1	0	0	0
H/TOT	13	0	13	1	0	1
P/TOT	22	0	22	1	0	1

Arm D						
	Northbound			Southbound		
TIME	PED	PCL	TOT	PED	PCL	TOT
15:00	1	0	1	0	0	0
15:15	2	0	2	1	0	1
15:30	0	0	0	0	0	0
15:45	2	0	2	1	0	1
H/TOT	5	0	5	2	0	2
16:00	0	0	0	1	0	1
16:15	0	0	0	0	0	0
16:30	1	0	1	0	0	0
16:45	0	0	0	0	0	0
H/TOT	1	0	1	1	0	1
17:00	1	0	1	0	0	0
17:15	0	0	0	0	0	0
17:30	0	0	0	0	0	0
17:45	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0
P/TOT	7	0	7	3	0	3



16154 – The Seam, Barnsley
NOVEMBER 2024
PEDESTRIAN COUNT

SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

Arm A						
	Eastbound			Westbound		
TIME	PED	PCL	TOT	PED	PCL	TOT
10:00	2	0	2	1	0	1
10:15	2	0	2	0	0	0
10:30	1	0	1	0	0	0
10:45	5	0	5	2	0	2
H/TOT	10	0	10	3	0	3
11:00	0	0	0	1	0	1
11:15	0	0	0	2	0	2
11:30	3	0	3	0	0	0
11:45	1	0	1	0	0	0
H/TOT	4	0	4	3	0	3
12:00	5	0	5	1	0	1
12:15	2	0	2	4	0	4
12:30	1	0	1	0	0	0
12:45	5	0	5	1	0	1
H/TOT	13	0	13	6	0	6
13:00	2	0	2	1	0	1
13:15	0	0	0	3	0	3
13:30	0	0	0	2	0	2
13:45	0	0	0	3	0	3
H/TOT	2	0	2	9	0	9
14:00	4	1	5	3	0	3
14:15	0	0	0	2	0	2
14:30	4	0	4	1	0	1
14:45	0	0	0	0	0	0
H/TOT	8	1	9	6	0	6
P/TOT	37	1	38	27	0	27



16154 – The Seam, Barnsley
NOVEMBER 2024
PEDESTRIAN COUNT

SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

Arm B						
	Northbound			Southbound		
TIME	PED	PCL	TOT	PED	PCL	TOT
10:00	1	0	1	3	0	3
10:15	2	0	2	3	0	3
10:30	0	0	0	5	0	5
10:45	3	0	3	0	0	0
H/TOT	6	0	6	11	0	11
11:00	0	0	0	0	0	0
11:15	0	0	0	1	0	1
11:30	4	0	4	2	0	2
11:45	0	0	0	1	0	1
H/TOT	4	0	4	4	0	4
12:00	1	0	1	0	0	0
12:15	6	0	6	3	0	3
12:30	2	0	2	1	0	1
12:45	0	0	0	1	0	1
H/TOT	9	0	9	5	0	5
13:00	1	0	1	0	0	0
13:15	5	0	5	1	0	1
13:30	0	0	0	5	0	5
13:45	0	0	0	8	0	8
H/TOT	6	0	6	14	0	14
14:00	1	0	1	3	0	3
14:15	2	0	2	1	0	1
14:30	0	0	0	6	0	6
14:45	1	0	1	0	0	0
H/TOT	4	0	4	10	0	10
P/TOT	29	0	29	44	0	44



16154 – The Seam, Barnsley
NOVEMBER 2024
PEDESTRIAN COUNT

SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

Arm C						
	Eastbound			Westbound		
TIME	PED	PCL	TOT	PED	PCL	TOT
10:00	0	0	0	0	0	0
10:15	1	0	1	1	0	1
10:30	3	0	3	0	0	0
10:45	4	0	4	1	0	1
H/TOT	8	0	8	2	0	2
11:00	1	0	1	0	0	0
11:15	5	0	5	0	0	0
11:30	0	0	0	0	0	0
11:45	1	0	1	0	0	0
H/TOT	7	0	7	0	0	0
12:00	0	1	1	1	0	1
12:15	2	0	2	0	0	0
12:30	1	0	1	0	0	0
12:45	0	0	0	1	0	1
H/TOT	3	1	4	2	0	2
13:00	0	0	0	1	0	1
13:15	2	0	2	1	0	1
13:30	3	0	3	2	0	2
13:45	0	0	0	0	0	0
H/TOT	5	0	5	4	0	4
14:00	1	0	1	1	0	1
14:15	2	0	2	0	0	0
14:30	3	0	3	2	0	2
14:45	0	0	0	1	0	1
H/TOT	6	0	6	4	0	4
P/TOT	29	1	30	12	0	12



16154 – The Seam, Barnsley
NOVEMBER 2024
PEDESTRIAN COUNT

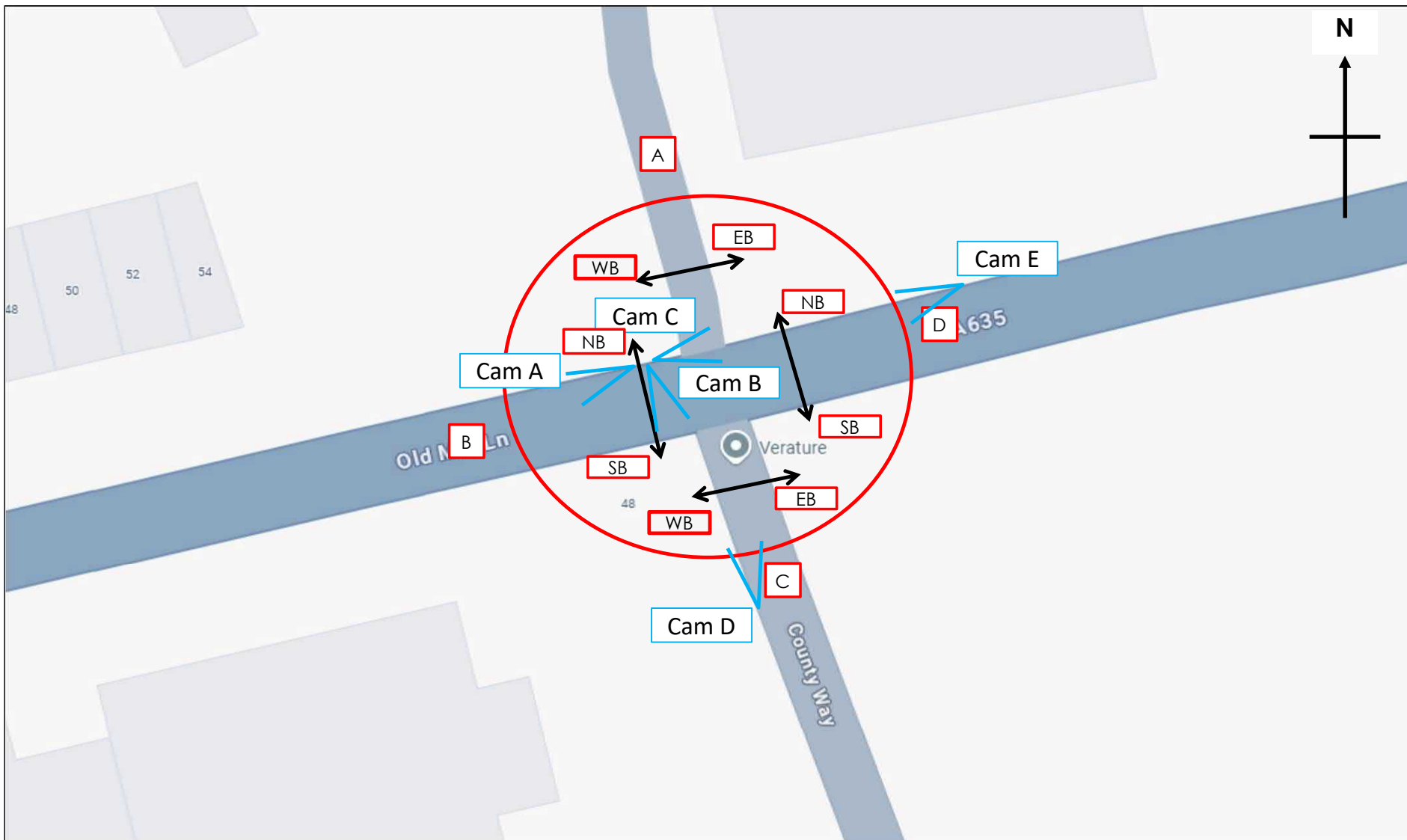
SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

Arm D						
	Northbound			Southbound		
TIME	PED	PCL	TOT	PED	PCL	TOT
10:00	0	0	0	0	0	0
10:15	1	0	1	0	0	0
10:30	0	0	0	0	0	0
10:45	1	0	1	0	0	0
H/TOT	2	0	2	0	0	0
11:00	1	0	1	0	0	0
11:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0
11:45	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0
12:00	0	0	0	0	0	0
12:15	0	0	0	0	0	0
12:30	0	0	0	0	0	0
12:45	0	0	0	2	0	2
H/TOT	0	0	0	2	0	2
13:00	0	0	0	0	0	0
13:15	0	0	0	0	0	0
13:30	0	0	0	0	0	0
13:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
14:00	4	0	4	0	0	0
14:15	0	0	0	0	0	0
14:30	0	0	0	0	0	0
14:45	0	0	0	1	0	1
H/TOT	4	0	4	1	0	1
P/TOT	7	0	7	3	0	3



	Site / Location: Site 1 - A635 / County Way	Project No: 16154	Drawing No: 16154-01	Drawn By: MN
	Survey Date: Wednesday 13th November 2024 & Saturday 16th November	Project Name: The Seam, Barnsley		
	Survey Times: 07:00 - 10:00 & 15:00 - 18:00 , 10:00 - 15:00	Drawing Title: Site Layout and Observed Movements		



SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
09:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
P/TOT	5	2	0	0	0	0	0	7	5	1	0	0	0	0	0	6

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
16:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
17:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
P/TOT	13	0	0	0	0	0	0	13	3	1	0	0	0	0	0	4



SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0



SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	47	11	0	0	0	0	0	58
07:15	1	0	0	0	0	0	0	1	77	7	1	1	0	0	0	86
07:30	3	0	0	0	0	0	0	3	92	14	2	3	1	1	1	114
07:45	1	0	0	0	0	0	0	1	105	18	3	1	0	0	0	127
H/TOT	6	0	0	0	0	0	0	6	321	50	6	5	1	1	1	385
08:00	0	0	0	0	0	0	0	0	104	13	1	1	1	0	0	120
08:15	2	0	0	0	0	0	0	2	103	9	2	0	0	0	0	114
08:30	2	0	0	0	0	0	0	2	94	14	2	1	4	0	0	115
08:45	0	0	0	0	0	1	0	1	101	15	1	1	0	0	0	118
H/TOT	4	0	0	0	0	1	0	5	402	51	6	3	5	0	0	467
09:00	1	1	0	0	0	0	0	2	104	13	3	2	0	1	1	124
09:15	1	0	0	0	0	0	0	1	100	15	6	2	0	0	0	123
09:30	0	1	0	0	0	0	0	1	101	13	1	0	1	1	0	117
09:45	0	0	0	0	0	0	0	0	102	18	4	1	0	0	0	125
H/TOT	2	2	0	0	0	0	0	4	407	59	14	5	1	2	1	489
P/TOT	12	2	0	0	0	1	0	15	1130	160	26	13	7	3	2	1341

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	1	0	0	0	0	0	1	114	25	1	0	0	0	0	140
15:15	1	0	0	0	0	0	0	1	135	15	1	0	2	0	0	153
15:30	0	0	0	0	0	0	0	0	156	13	1	3	1	0	0	174
15:45	1	0	0	0	0	0	0	1	148	19	1	1	3	0	0	172
H/TOT	2	1	0	0	0	0	0	3	553	72	4	4	6	0	0	639
16:00	0	0	0	0	0	0	0	0	161	17	1	1	0	1	0	181
16:15	0	0	0	0	0	0	0	0	121	5	0	0	0	0	0	126
16:30	1	0	0	0	0	0	0	1	159	16	0	0	0	0	0	175
16:45	0	0	0	0	0	0	0	0	169	6	0	0	0	0	1	176
H/TOT	1	0	0	0	0	0	0	1	610	44	1	1	0	1	1	658
17:00	1	0	0	0	0	0	0	1	170	8	1	0	1	1	1	182
17:15	2	0	0	0	0	0	0	2	156	14	0	0	0	0	0	170
17:30	1	0	0	0	0	0	0	1	146	12	1	0	0	0	0	159
17:45	0	0	0	0	0	0	0	0	137	9	1	0	0	0	0	147
H/TOT	4	0	0	0	0	0	0	4	609	43	3	0	1	1	1	658
P/TOT	7	1	0	0	0	0	0	8	1772	159	8	5	7	2	2	1955



SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:30	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
07:45	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	32	1	0	0	0	0	0	33	0	0	0	0	0	0	0	0
08:00	29	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0
08:15	30	2	0	0	0	0	0	32	0	0	0	0	0	0	0	0
08:30	29	1	0	0	0	0	0	30	1	0	0	0	0	0	0	1
08:45	35	1	0	0	0	0	0	36	0	0	0	0	0	0	0	0
H/TOT	123	4	0	0	0	0	0	127	1	0	0	0	0	0	0	1
09:00	40	3	0	0	0	0	0	43	1	0	0	0	0	0	0	1
09:15	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0
09:30	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
09:45	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	106	5	0	0	0	0	0	111	1	0	0	0	0	0	0	1
P/TOT	261	10	0	0	0	0	0	271	2	0	0	0	0	0	0	2

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	12	2	0	0	0	0	0	14	1	0	0	0	0	0	0	1
15:15	7	2	0	0	1	0	0	10	0	0	0	0	0	0	0	0
15:30	6	2	0	0	0	0	0	8	1	0	0	0	0	0	0	1
15:45	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
H/TOT	44	7	0	0	1	0	0	52	2	0	0	0	0	0	0	2
16:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:15	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
16:30	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
16:45	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
H/TOT	47	4	0	0	0	0	0	51	0	0	0	0	0	0	0	0
17:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
17:15	13	0	0	0	0	0	0	13	1	0	0	0	0	0	0	1
17:30	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:45	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	41	3	0	0	0	0	0	44	1	0	0	0	0	0	0	1
P/TOT	132	14	0	0	1	0	0	147	3	0	0	0	0	0	0	3



SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:45	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:00	1	3	0	0	0	0	0	4	0	1	0	0	0	0	0	1
08:15	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:45	13	0	1	0	0	0	0	14	0	0	0	0	0	0	0	0
H/TOT	19	6	1	0	0	0	0	26	0	1	0	0	0	0	0	1
09:00	10	0	0	0	1	0	0	11	0	1	0	0	0	0	0	1
09:15	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0
09:30	3	4	0	0	0	0	0	7	0	0	0	0	0	0	0	0
09:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	24	7	0	0	1	0	0	32	0	1	0	0	0	0	0	1
P/TOT	48	16	1	0	1	0	0	66	0	2	0	0	0	0	0	2

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0
15:15	20	4	0	0	0	1	0	25	0	0	0	0	0	0	0	0
15:30	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0	0
15:45	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
H/TOT	77	11	0	0	0	1	0	89	0	0	0	0	0	0	0	0
16:00	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0
16:15	32	2	0	0	0	0	0	34	0	0	0	0	0	0	0	0
16:30	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
16:45	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	109	4	0	0	0	0	0	113	0	0	0	0	0	0	0	0
17:00	45	1	0	0	0	0	0	46	1	0	0	0	0	0	0	1
17:15	29	1	0	0	0	0	0	30	0	0	0	0	0	0	0	0
17:30	26	3	0	0	0	0	0	29	0	0	0	0	0	0	0	0
17:45	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
H/TOT	116	5	0	0	0	0	0	121	1	0	0	0	0	0	0	1
P/TOT	302	20	0	0	0	1	0	323	1	0	0	0	0	0	0	1



SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:45	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0
09:00	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1
09:15	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	17	2	1	0	0	0	0	20	1	0	0	0	0	0	0	1
P/TOT	33	6	1	0	0	0	0	40	1	0	0	0	0	0	0	1

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0
15:15	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
15:30	18	2	0	0	1	0	0	21	0	0	0	0	0	0	0	0
15:45	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	71	4	0	0	1	0	0	76	0	0	0	0	0	0	0	0
16:00	24	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0
16:15	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
16:30	15	0	0	0	0	0	0	15	1	0	0	0	0	0	0	1
16:45	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
H/TOT	70	2	0	0	0	0	0	72	1	0	0	0	0	0	0	1
17:00	28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0
17:15	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
H/TOT	63	4	0	0	0	0	0	67	0	0	0	0	0	0	0	0
P/TOT	204	10	0	0	1	0	0	215	1	0	0	0	0	0	0	1



SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2	36	5	0	0	0	0	0	41
07:15	5	0	0	0	0	0	0	5	78	12	4	0	1	0	0	95
07:30	12	1	0	0	0	0	0	13	95	11	1	1	1	0	0	109
07:45	18	2	0	0	0	0	0	20	115	10	1	0	0	0	0	126
H/TOT	37	3	0	0	0	0	0	40	324	38	6	1	2	0	0	371
08:00	33	2	0	0	0	0	0	35	102	6	0	0	1	0	0	109
08:15	39	1	0	0	0	0	0	40	117	4	1	2	1	1	0	126
08:30	56	2	0	0	0	0	0	58	104	13	0	0	6	0	0	123
08:45	54	3	0	0	1	0	0	58	99	8	1	0	1	1	0	110
H/TOT	182	8	0	0	1	0	0	191	422	31	2	2	9	2	0	468
09:00	62	5	0	0	0	0	0	67	69	7	2	0	1	1	0	80
09:15	35	1	0	0	0	0	0	36	49	8	0	2	0	0	0	59
09:30	34	1	0	0	0	0	0	35	59	4	1	0	0	0	0	64
09:45	32	0	0	0	0	0	0	32	69	9	3	1	0	0	0	82
H/TOT	163	7	0	0	0	0	0	170	246	28	6	3	1	1	0	285
P/TOT	382	18	0	0	1	0	0	401	992	97	14	6	12	3	0	1124

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	19	1	0	0	0	0	0	20	81	8	0	0	1	0	0	90
15:15	16	1	0	0	0	0	0	17	71	11	0	0	0	0	0	82
15:30	4	0	0	0	0	0	0	4	75	9	0	0	2	1	0	87
15:45	14	1	0	0	0	0	0	15	88	10	1	0	1	0	0	100
H/TOT	53	3	0	0	0	0	0	56	315	38	1	0	4	1	0	359
16:00	16	1	0	0	0	0	0	17	77	8	0	0	0	0	0	85
16:15	7	1	0	0	0	0	0	8	75	7	0	0	0	0	0	82
16:30	15	0	0	0	0	0	0	15	81	4	0	0	1	0	0	86
16:45	11	0	0	0	0	0	0	11	67	7	0	0	1	0	0	75
H/TOT	49	2	0	0	0	0	0	51	300	26	0	0	2	0	0	328
17:00	7	1	0	0	0	0	0	8	72	7	0	0	3	0	0	82
17:15	16	0	0	0	0	0	0	16	84	4	0	0	0	1	0	89
17:30	11	0	0	0	0	0	0	11	81	6	3	0	0	0	0	90
17:45	12	0	0	0	0	0	0	12	71	6	0	0	0	0	0	77
H/TOT	46	1	0	0	0	0	0	47	308	23	3	0	3	1	0	338
P/TOT	148	6	0	0	0	0	0	154	923	87	4	0	9	2	0	1025



SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	1	0	4	0	0	0	0	0	0	0	0
P/TOT	21	1	0	0	0	1	0	23	0	0	0	0	0	0	0	0

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2



13/11/2024

Wednesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:30	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2
07:45	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
H/TOT	21	0	0	0	0	0	0	21	5	0	0	0	0	0	0	5
08:00	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	3
08:15	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
08:30	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
08:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
H/TOT	8	1	0	0	0	1	0	10	7	2	0	0	0	0	0	9
09:00	3	2	0	0	0	1	0	6	3	1	0	0	0	0	0	4
09:15	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:30	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	4	0	0	0	1	0	9	3	3	0	0	0	0	0	6
P/TOT	33	5	0	0	0	2	0	40	15	5	0	0	0	0	0	20

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
15:15	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
15:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	5	1	0	0	0	0	0	6	4	1	0	0	0	0	0	5
16:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
16:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	3	0	0	0	0	0	0	3	12	0	0	0	0	0	0	12
17:00	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
17:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9
P/TOT	13	1	0	0	0	0	0	14	25	1	0	0	0	0	0	26



SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	36	5	0	0	0	0	0	41	52	11	0	0	0	0	0	63
07:15	79	12	4	0	1	0	0	96	82	7	1	1	0	0	0	91
07:30	99	12	1	1	1	0	0	114	108	15	2	3	1	1	1	131
07:45	118	12	1	0	0	0	0	131	117	18	3	1	0	0	0	139
H/TOT	332	41	6	1	2	0	0	382	359	51	6	5	1	1	1	424
08:00	103	9	0	0	1	0	0	113	133	13	1	1	1	0	0	149
08:15	119	6	1	2	1	1	0	130	135	11	2	0	0	0	0	148
08:30	110	15	0	0	6	0	0	131	126	15	2	1	4	0	0	148
08:45	112	8	2	0	1	1	0	124	136	16	1	1	0	1	0	155
H/TOT	444	38	3	2	9	2	0	498	530	55	6	3	5	1	0	600
09:00	80	7	2	0	2	1	0	92	146	17	3	2	0	1	1	170
09:15	54	11	0	2	0	0	0	67	124	16	6	2	0	0	0	148
09:30	62	9	1	0	0	0	0	72	119	14	1	0	1	1	0	136
09:45	75	9	3	1	0	0	0	88	127	19	4	1	0	0	0	151
H/TOT	271	36	6	3	2	1	0	319	516	66	14	5	1	2	1	605
P/TOT	1047	115	15	6	13	3	0	1199	1405	172	26	13	7	4	2	1629

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	104	10	0	0	1	0	0	115	127	28	1	0	0	0	0	156
15:15	91	15	0	0	0	1	0	107	143	17	1	0	3	0	0	164
15:30	96	12	0	0	2	1	0	111	163	15	1	3	1	0	0	183
15:45	105	12	1	0	1	0	0	119	168	20	1	1	3	0	0	193
H/TOT	396	49	1	0	4	2	0	452	601	80	4	4	7	0	0	696
16:00	104	9	0	0	0	0	0	113	167	18	1	1	0	1	0	188
16:15	108	9	0	0	0	0	0	117	136	7	0	0	0	0	0	143
16:30	109	5	0	0	1	0	0	115	170	17	0	0	0	0	0	187
16:45	93	7	0	0	1	0	0	101	185	6	0	0	0	0	1	192
H/TOT	414	30	0	0	2	0	0	446	658	48	1	1	0	1	1	710
17:00	119	8	0	0	3	0	0	130	180	8	1	0	1	1	1	192
17:15	114	5	0	0	0	1	0	120	172	14	0	0	0	0	0	186
17:30	107	9	3	0	0	0	0	119	159	14	1	0	0	0	0	174
17:45	87	6	0	0	0	0	0	93	144	10	1	0	0	0	0	155
H/TOT	427	28	3	0	3	1	0	462	655	46	3	0	1	1	1	707
P/TOT	1237	107	4	0	9	3	0	1360	1914	174	8	5	8	2	2	2113



SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
07:15	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2
07:30	25	2	0	0	0	0	0	27	3	1	0	0	0	0	0	4
07:45	30	2	0	0	0	0	0	32	4	3	0	0	0	0	0	7
H/TOT	70	4	0	0	0	0	0	74	9	4	0	0	0	0	0	13
08:00	64	3	0	0	0	0	0	67	2	4	0	0	0	0	0	6
08:15	70	3	0	0	0	0	0	73	3	3	0	0	0	0	0	6
08:30	86	3	0	0	0	0	0	89	9	1	0	0	0	0	0	10
08:45	89	4	0	0	1	0	0	94	17	2	1	0	0	0	0	20
H/TOT	309	13	0	0	1	0	0	323	31	10	1	0	0	0	0	42
09:00	103	8	0	0	0	0	0	111	18	2	0	0	1	0	0	21
09:15	58	2	0	0	0	0	0	60	7	3	1	0	0	0	0	11
09:30	52	1	0	0	0	0	0	53	5	4	0	0	0	0	0	9
09:45	57	1	0	0	0	0	0	58	12	1	0	0	0	0	0	13
H/TOT	270	12	0	0	0	0	0	282	42	10	1	0	1	0	0	54
P/TOT	649	29	0	0	1	0	0	679	82	24	2	0	1	0	0	109

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	31	3	0	0	0	0	0	34	41	2	0	0	0	0	0	43
15:15	23	4	0	0	1	0	0	28	37	4	0	0	0	1	0	42
15:30	10	2	0	0	0	0	0	12	38	5	0	0	1	0	0	44
15:45	33	2	0	0	0	0	0	35	32	4	0	0	0	0	0	36
H/TOT	97	11	0	0	1	0	0	109	148	15	0	0	1	1	0	165
16:00	22	2	0	0	0	0	0	24	50	1	0	0	0	0	0	51
16:15	22	3	0	0	0	0	0	25	50	3	0	0	0	0	0	53
16:30	26	1	0	0	0	0	0	27	41	1	0	0	0	0	0	42
16:45	29	0	0	0	0	0	0	29	39	1	0	0	0	0	0	40
H/TOT	99	6	0	0	0	0	0	105	180	6	0	0	0	0	0	186
17:00	16	1	0	0	0	0	0	17	74	3	0	0	0	0	0	77
17:15	30	0	0	0	0	0	0	30	45	3	0	0	0	0	0	48
17:30	23	2	0	0	0	0	0	25	29	3	0	0	0	0	0	32
17:45	19	1	0	0	0	0	0	20	32	0	0	0	0	0	0	32
H/TOT	88	4	0	0	0	0	0	92	180	9	0	0	0	0	0	189
P/TOT	284	21	0	0	1	0	0	306	508	30	0	0	1	1	0	540



SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	48	11	0	0	0	0	0	59	40	5	0	0	0	0	0	45
07:15	78	7	1	1	0	0	0	87	86	12	4	0	1	0	0	103
07:30	93	14	2	3	1	1	1	115	114	12	1	1	1	0	0	129
07:45	107	19	3	1	0	0	0	130	136	12	1	0	0	0	0	149
H/TOT	326	51	6	5	1	1	1	391	376	41	6	1	2	0	0	426
08:00	105	13	1	1	1	0	0	121	136	8	0	0	1	0	0	145
08:15	104	10	2	0	0	0	0	116	159	5	1	2	1	1	0	169
08:30	101	14	2	1	4	0	0	122	160	15	0	0	6	0	0	181
08:45	105	17	1	1	0	0	0	124	153	11	1	0	2	1	0	168
H/TOT	415	54	6	3	5	0	0	483	608	39	2	2	10	2	0	663
09:00	114	15	3	2	0	1	1	136	133	12	2	0	1	2	0	150
09:15	102	16	7	2	0	0	0	127	84	9	0	2	0	0	0	95
09:30	103	13	1	0	1	1	0	119	93	6	1	0	0	0	0	100
09:45	108	19	4	1	0	0	0	132	101	9	3	1	0	0	0	114
H/TOT	427	63	15	5	1	2	1	514	411	36	6	3	1	2	0	459
P/TOT	1168	168	27	13	7	3	2	1388	1395	116	14	6	13	4	0	1548

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	135	25	1	0	0	0	0	161	100	9	0	0	1	0	0	110
15:15	152	15	1	0	2	0	0	170	87	12	0	0	0	0	0	99
15:30	174	15	1	3	2	0	0	195	81	9	0	0	2	1	0	93
15:45	165	21	1	1	3	0	0	191	103	11	1	0	1	0	0	116
H/TOT	626	76	4	4	7	0	0	717	371	41	1	0	4	1	0	418
16:00	188	17	1	1	0	1	0	208	94	9	0	0	0	0	0	103
16:15	139	6	0	0	0	0	0	145	83	8	0	0	0	0	0	91
16:30	174	16	0	0	0	0	0	190	96	4	0	0	1	0	0	101
16:45	185	7	0	0	0	0	1	193	79	7	0	0	1	0	0	87
H/TOT	686	46	1	1	0	1	1	736	352	28	0	0	2	0	0	382
17:00	204	10	1	0	1	1	1	218	80	8	0	0	3	0	0	91
17:15	173	16	0	0	0	0	0	189	100	4	0	0	0	1	0	105
17:30	149	12	1	0	0	0	0	162	92	6	3	0	0	0	0	101
17:45	153	9	1	0	0	0	0	163	83	6	0	0	0	0	0	89
H/TOT	679	47	3	0	1	1	1	732	355	24	3	0	3	1	0	386
P/TOT	1991	169	8	5	8	2	2	2185	1078	93	4	0	9	2	0	1186



16154 / Sheffield
NOVEMBER 2024
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 13/11/2024

LOCATION: A635 / County Way

DAY: Wednesday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	93	16	0	0	0	0	0	109
07:15	170	19	5	1	1	0	0	196
07:30	227	28	3	4	2	1	1	266
07:45	259	33	4	1	0	0	0	297
H/TOT	749	96	12	6	3	1	1	868
08:00	273	26	1	1	2	0	0	303
08:15	298	19	3	2	1	1	0	324
08:30	299	32	2	1	10	0	0	344
08:45	306	29	3	1	2	2	0	343
H/TOT	1176	106	9	5	15	3	0	1314
09:00	300	32	5	2	2	3	1	345
09:15	215	29	7	4	0	0	0	255
09:30	217	25	2	0	1	1	0	246
09:45	240	29	7	2	0	0	0	278
H/TOT	972	115	21	8	3	4	1	1124
P/TOT	2897	317	42	19	21	8	2	3306

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	868
07:15 to 08:15	1062
07:30 to 08:30	1190
07:45 to 08:45	1268
08:00 to 09:00	1314
08:15 to 09:15	1356
08:30 to 09:30	1287
08:45 to 09:45	1189
09:00 to 10:00	1124
A.M. Peak	1356

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	270	39	1	0	1	0	0	311
15:15	267	34	1	0	3	1	0	306
15:30	282	29	1	3	4	1	0	320
15:45	305	35	2	1	4	0	0	347
H/TOT	1124	137	5	4	12	2	0	1284
16:00	315	28	1	1	0	1	0	346
16:15	270	18	0	0	0	0	0	288
16:30	310	22	0	0	1	0	0	333
16:45	307	14	0	0	1	0	1	323
H/TOT	1202	82	1	1	2	1	1	1290
17:00	341	19	1	0	4	1	1	367
17:15	319	21	0	0	0	1	0	341
17:30	280	23	4	0	0	0	0	307
17:45	259	16	1	0	0	0	0	276
H/TOT	1199	79	6	0	4	2	1	1291
P/TOT	3525	298	12	5	18	5	2	3865

PEAK HOUR CALCULATION	TOT
15:00 to 16:00	1284
15:15 to 16:15	1319
15:30 to 16:30	1301
15:45 to 16:45	1314
16:00 to 17:00	1290
16:15 to 17:15	1311
16:30 to 17:30	1364
16:45 to 17:45	1338
18:00 to 19:00	1291
P.M. Peak	1364



SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0	114	9	1	0	0	0	0	124
10:15	0	0	0	0	0	0	0	0	119	8	0	0	0	0	0	127
10:30	0	0	0	0	0	0	0	0	118	7	0	0	0	0	1	126
10:45	0	0	0	0	0	0	0	0	144	10	0	0	0	0	0	154
H/TOT	0	0	0	0	0	0	0	0	495	34	1	0	0	0	1	531
11:00	0	0	0	0	0	0	0	0	133	4	0	0	0	1	0	138
11:15	0	0	0	0	0	0	0	0	135	9	0	0	0	0	0	144
11:30	0	0	0	0	0	0	0	0	129	10	0	0	0	1	0	140
11:45	0	0	0	0	0	0	0	0	138	9	0	0	0	0	1	148
H/TOT	0	0	0	0	0	0	0	0	535	32	0	0	0	2	1	570
12:00	0	0	0	0	0	0	0	0	125	10	1	0	0	0	0	136
12:15	0	0	0	0	0	0	0	0	126	9	2	0	0	0	0	137
12:30	0	0	0	0	0	0	0	0	139	5	1	0	0	1	0	146
12:45	0	0	0	0	0	0	0	0	129	12	1	0	0	0	0	142
H/TOT	0	0	0	0	0	0	0	0	519	36	5	0	0	1	0	561
13:00	0	0	0	0	0	0	0	0	131	6	1	0	0	0	0	138
13:15	0	0	0	0	0	0	0	0	141	9	0	0	0	1	0	151
13:30	0	0	0	0	0	0	0	0	142	6	0	0	0	0	0	148
13:45	0	0	0	0	0	0	0	0	149	14	0	0	0	0	0	163
H/TOT	0	0	0	0	0	0	0	0	563	35	1	0	0	1	0	600
14:00	0	0	0	0	0	0	0	0	137	12	2	0	0	0	0	151
14:15	0	0	0	0	0	0	0	0	144	9	0	0	0	0	0	153
14:30	0	0	0	0	0	0	0	0	121	11	1	0	2	0	0	135
14:45	0	0	0	0	0	0	0	0	124	2	0	0	0	0	0	126
H/TOT	0	0	0	0	0	0	0	0	526	34	3	0	2	0	0	565
P/TOT	0	0	0	0	0	0	0	0	2638	171	10	0	2	4	2	2827



SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	37	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0
10:15	48	2	0	0	0	0	0	50	0	0	0	0	0	0	0	0
10:30	40	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0
10:45	31	1	0	0	0	0	0	32	0	0	0	0	0	0	0	0
H/TOT	156	3	0	0	0	0	0	159	0	0	0	0	0	0	0	0
11:00	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0
11:15	46	1	0	0	0	0	0	47	0	0	0	0	0	0	0	0
11:30	32	1	0	0	0	0	0	33	0	0	0	0	0	0	0	0
11:45	26	0	1	0	0	0	0	27	0	0	0	0	0	0	0	0
H/TOT	127	3	1	0	0	0	0	131	0	0	0	0	0	0	0	0
12:00	28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0
12:15	37	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0
12:30	37	1	0	0	0	0	0	38	0	0	0	0	0	0	0	0
12:45	34	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0
H/TOT	136	3	0	0	0	0	0	139	0	0	0	0	0	0	0	0
13:00	25	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0
13:15	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0
13:30	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0
13:45	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0
H/TOT	91	2	0	0	0	0	0	93	0	0	0	0	0	0	0	0
14:00	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0
14:15	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
14:30	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
14:45	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
H/TOT	73	1	0	0	0	0	0	74	0	0	0	0	0	0	0	0
P/TOT	583	12	1	0	0	0	0	596	0	0	0	0	0	0	0	0



SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0
10:15	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
10:30	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
10:45	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	67	1	0	0	0	0	0	68	0	0	0	0	0	0	0	0
11:00	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0
11:15	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0	0
11:30	35	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0
11:45	25	2	0	0	0	0	0	27	0	0	0	0	0	0	0	0
H/TOT	109	5	0	0	0	0	0	114	0	0	0	0	0	0	0	0
12:00	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0
12:15	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0
12:30	40	1	0	0	0	0	0	41	0	0	0	0	0	0	0	0
12:45	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0
H/TOT	122	2	0	0	0	0	0	124	0	0	0	0	0	0	0	0
13:00	35	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0
13:15	25	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0
13:30	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0
13:45	32	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0
H/TOT	122	1	0	0	0	0	0	123	0	0	0	0	0	0	0	0
14:00	32	1	1	0	0	0	0	34	0	0	0	0	0	0	0	0
14:15	31	1	0	0	0	0	0	32	0	0	0	0	0	0	0	0
14:30	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
14:45	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0
H/TOT	109	3	1	0	0	0	0	113	0	0	0	0	0	0	0	0
P/TOT	529	12	1	0	0	0	0	542	0	0	0	0	0	0	0	0



SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0
10:15	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0
10:30	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0
10:45	24	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0
H/TOT	96	4	0	0	0	0	0	100	0	0	0	0	0	0	0	0
11:00	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0
11:15	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0
11:30	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0
11:45	32	1	0	0	0	0	0	33	0	0	0	0	0	0	0	0
H/TOT	101	2	0	0	0	0	0	103	0	0	0	0	0	0	0	0
12:00	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0	0
12:15	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
12:30	28	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0
12:45	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0
H/TOT	100	3	0	0	0	0	0	103	0	0	0	0	0	0	0	0
13:00	30	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0
13:15	28	3	0	0	0	0	0	31	0	0	0	0	0	0	0	0
13:30	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0
13:45	31	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0
H/TOT	113	5	0	0	0	0	0	118	0	0	0	0	0	0	0	0
14:00	28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0
14:15	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0
14:30	29	1	0	0	0	0	0	30	0	0	0	0	0	0	0	0
14:45	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	93	5	0	0	0	0	0	98	0	0	0	0	0	0	0	0
P/TOT	503	19	0	0	0	0	0	522	0	0	0	0	0	0	0	0



SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	42	1	0	0	0	0	0	43	63	3	0	0	0	0	0	66
10:15	38	1	0	0	0	0	0	39	63	6	1	0	0	0	0	70
10:30	23	3	0	0	0	1	0	27	59	6	0	0	0	0	0	65
10:45	37	2	0	0	0	0	0	39	77	7	0	0	0	0	0	84
H/TOT	140	7	0	0	0	1	0	148	262	22	1	0	0	0	0	285
11:00	31	2	0	0	0	0	0	33	76	5	0	0	0	1	0	82
11:15	37	1	0	0	0	0	0	38	64	6	0	0	0	0	0	70
11:30	23	2	0	0	0	0	0	25	71	5	0	0	0	0	0	76
11:45	30	0	0	0	0	0	0	30	71	4	0	0	0	0	0	75
H/TOT	121	5	0	0	0	0	0	126	282	20	0	0	0	1	0	303
12:00	27	0	0	0	0	0	0	27	84	10	0	1	0	0	0	95
12:15	29	1	0	0	0	0	0	30	81	2	0	0	0	1	0	84
12:30	53	3	0	0	0	1	0	57	82	5	0	0	0	0	0	87
12:45	27	0	0	0	0	0	0	27	78	3	0	0	0	0	0	81
H/TOT	136	4	0	0	0	1	0	141	325	20	0	1	0	1	0	347
13:00	24	1	0	0	0	0	0	25	73	4	0	0	0	0	0	77
13:15	26	1	0	0	0	0	0	27	86	4	0	0	0	0	0	90
13:30	17	2	0	0	0	0	0	19	83	2	0	0	0	0	0	85
13:45	21	1	0	0	0	0	0	22	77	6	0	0	0	0	0	83
H/TOT	88	5	0	0	0	0	0	93	319	16	0	0	0	0	0	335
14:00	21	0	0	0	0	0	0	21	77	6	0	1	0	0	0	84
14:15	20	1	0	0	0	0	0	21	74	3	0	0	0	0	0	77
14:30	21	1	0	0	0	0	0	22	87	3	0	0	0	0	0	90
14:45	17	0	0	0	0	0	0	17	71	4	0	0	0	0	0	75
H/TOT	79	2	0	0	0	0	0	81	309	16	0	1	0	0	0	326
P/TOT	564	23	0	0	0	2	0	589	1497	94	1	2	0	2	0	1596



SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1



16/11/2024

Saturday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	83	4	0	0	0	0	0	87	151	9	1	0	0	0	0	161
10:15	75	6	1	0	0	0	0	82	167	10	0	0	0	0	0	177
10:30	77	6	0	0	0	0	0	83	158	7	0	0	0	0	1	166
10:45	94	7	0	0	0	0	0	101	175	11	0	0	0	0	0	186
H/TOT	329	23	1	0	0	0	0	353	651	37	1	0	0	0	1	690
11:00	99	6	0	0	0	1	0	106	156	5	0	0	0	1	0	162
11:15	90	8	0	0	0	0	0	98	181	10	0	0	0	0	0	191
11:30	106	5	0	0	0	0	0	111	161	11	0	0	0	1	0	173
11:45	96	6	0	0	0	0	0	102	164	9	1	0	0	0	1	175
H/TOT	391	25	0	0	0	1	0	417	662	35	1	0	0	2	1	701
12:00	110	10	0	1	0	0	0	121	153	12	1	0	0	0	0	166
12:15	107	2	0	0	0	1	0	110	163	9	2	0	0	0	0	174
12:30	122	6	0	0	0	0	0	128	176	6	1	0	0	1	0	184
12:45	108	4	0	0	0	0	0	112	163	12	1	0	0	0	0	176
H/TOT	447	22	0	1	0	1	0	471	655	39	5	0	0	1	0	700
13:00	108	4	0	0	0	0	0	112	156	6	1	0	0	0	0	163
13:15	111	4	0	0	0	0	0	115	164	10	0	0	0	1	0	175
13:30	113	3	0	0	0	0	0	116	163	6	0	0	0	0	0	169
13:45	109	6	0	0	0	0	0	115	171	15	0	0	0	0	0	186
H/TOT	441	17	0	0	0	0	0	458	654	37	1	0	0	1	0	693
14:00	109	7	1	1	0	0	0	118	163	12	2	0	0	0	0	177
14:15	105	4	0	0	0	0	0	109	161	10	0	0	0	0	0	171
14:30	110	3	0	0	0	0	0	113	136	11	1	0	2	0	0	150
14:45	94	5	0	0	0	0	0	99	139	2	0	0	0	0	0	141
H/TOT	418	19	1	1	0	0	0	439	599	35	3	0	2	0	0	639
P/TOT	2026	106	2	2	0	2	0	2138	3221	183	11	0	2	4	2	3423



SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	79	1	0	0	0	0	0	80	47	3	0	0	0	0	0	50
10:15	86	3	0	0	0	0	0	89	35	1	0	0	0	0	0	36
10:30	63	3	0	0	0	1	0	67	40	0	0	0	0	0	0	40
10:45	68	3	0	0	0	0	0	71	41	1	0	0	0	0	0	42
H/TOT	296	10	0	0	0	1	0	307	163	5	0	0	0	0	0	168
11:00	54	3	0	0	0	0	0	57	43	1	0	0	0	0	0	44
11:15	83	2	0	0	0	0	0	85	49	3	0	0	0	0	0	52
11:30	55	3	0	0	0	0	0	58	61	0	0	0	0	0	0	61
11:45	56	0	1	0	0	0	0	57	57	3	0	0	0	0	0	60
H/TOT	248	8	1	0	0	0	0	257	210	7	0	0	0	0	0	217
12:00	55	2	0	0	0	0	0	57	52	2	0	0	0	0	0	54
12:15	66	1	0	0	0	0	0	67	51	1	0	0	0	0	0	52
12:30	90	4	0	0	0	1	0	95	68	1	0	0	0	0	0	69
12:45	61	0	0	0	0	0	0	61	51	1	0	0	0	0	0	52
H/TOT	272	7	0	0	0	1	0	280	222	5	0	0	0	0	0	227
13:00	49	1	0	0	0	0	0	50	65	0	0	0	0	0	0	65
13:15	49	2	0	0	0	0	0	51	53	3	0	0	0	0	0	56
13:30	38	2	0	0	0	0	0	40	54	3	0	0	0	0	0	57
13:45	43	2	0	0	0	0	0	45	63	0	0	0	0	0	0	63
H/TOT	179	7	0	0	0	0	0	186	235	6	0	0	0	0	0	241
14:00	47	0	0	0	0	0	0	47	60	3	1	0	0	0	0	64
14:15	37	2	0	0	0	0	0	39	51	2	0	0	0	0	0	53
14:30	36	1	0	0	0	0	0	37	52	1	0	0	0	0	0	53
14:45	32	0	0	0	0	0	0	32	39	2	0	0	0	0	0	41
H/TOT	152	3	0	0	0	0	0	155	202	8	1	0	0	0	0	211
P/TOT	1147	35	1	0	0	2	0	1185	1032	31	1	0	0	0	0	1064



SITE: 1

DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	141	11	1	0	0	0	0	153	105	4	0	0	0	0	0	109
10:15	142	9	0	0	0	0	0	151	101	7	1	0	0	0	0	109
10:30	140	7	0	0	0	0	1	148	82	9	0	0	0	1	0	92
10:45	168	11	0	0	0	0	0	179	114	9	0	0	0	0	0	123
H/TOT	591	38	1	0	0	0	1	631	402	29	1	0	0	1	0	433
11:00	153	4	0	0	0	1	0	158	107	7	0	0	0	1	0	115
11:15	158	10	0	0	0	0	0	168	101	7	0	0	0	0	0	108
11:30	155	10	0	0	0	1	0	166	94	7	0	0	0	0	0	101
11:45	170	10	0	0	0	0	1	181	101	4	0	0	0	0	0	105
H/TOT	636	34	0	0	0	2	1	673	403	25	0	0	0	1	0	429
12:00	151	12	1	0	0	0	0	164	111	10	0	1	0	0	0	122
12:15	151	10	2	0	0	0	0	163	110	3	0	0	0	1	0	114
12:30	167	5	1	0	0	1	0	174	135	8	0	0	0	1	0	144
12:45	150	12	1	0	0	0	0	163	105	3	0	0	0	0	0	108
H/TOT	619	39	5	0	0	1	0	664	461	24	0	1	0	2	0	488
13:00	161	6	1	0	0	0	0	168	97	5	0	0	0	0	0	102
13:15	170	12	0	0	0	1	0	183	113	5	0	0	0	0	0	118
13:30	166	8	0	0	0	0	0	174	100	4	0	0	0	0	0	104
13:45	180	14	0	0	0	0	0	194	98	7	0	0	0	0	0	105
H/TOT	677	40	1	0	0	1	0	719	408	21	0	0	0	0	0	429
14:00	165	14	2	0	0	0	0	181	98	6	0	1	0	0	0	105
14:15	164	10	0	0	0	0	0	174	94	4	0	0	0	0	0	98
14:30	150	12	1	0	2	0	0	165	108	4	0	0	0	0	0	112
14:45	140	3	0	0	0	0	0	143	88	4	0	0	0	0	0	92
H/TOT	619	39	3	0	2	0	0	663	388	18	0	1	0	0	0	407
P/TOT	3142	190	10	0	2	4	2	3350	2062	117	1	2	0	4	0	2186



SITE: 1

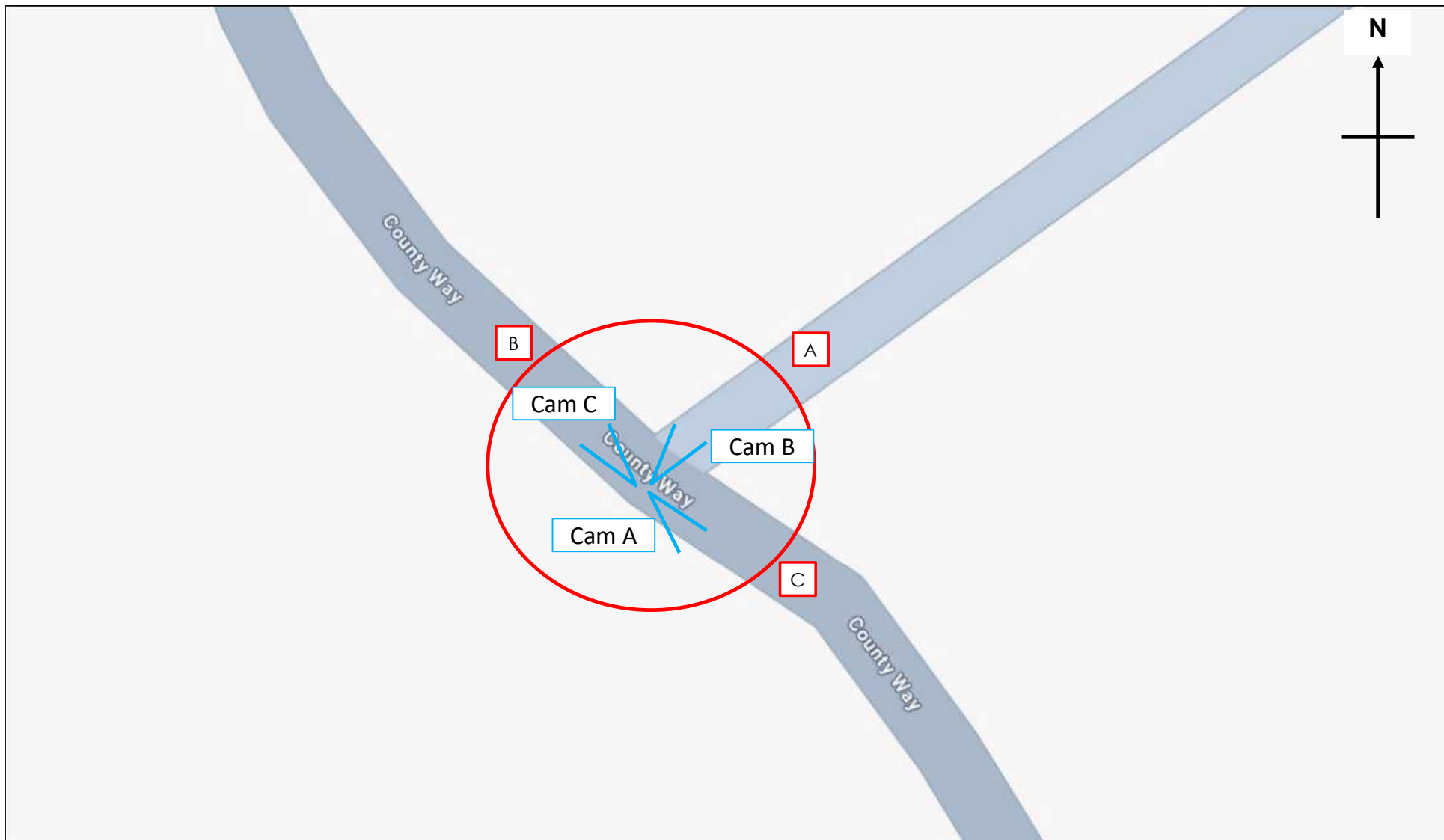
DATE: 16/11/2024

LOCATION: A635 / County Way

DAY: Saturday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	303	16	1	0	0	0	0	320
10:15	303	18	1	0	0	0	0	322
10:30	280	16	0	0	0	1	1	298
10:45	330	21	0	0	0	0	0	351
H/TOT	1216	71	2	0	0	1	1	1291
11:00	306	13	0	0	0	2	0	321
11:15	331	20	0	0	0	0	0	351
11:30	316	18	0	0	0	1	0	335
11:45	322	16	1	0	0	0	1	340
H/TOT	1275	67	1	0	0	3	1	1347
12:00	316	24	1	1	0	0	0	342
12:15	324	13	2	0	0	1	0	340
12:30	379	15	1	0	0	2	0	397
12:45	319	16	1	0	0	0	0	336
H/TOT	1338	68	5	1	0	3	0	1415
13:00	318	11	1	0	0	0	0	330
13:15	330	18	0	0	0	1	0	349
13:30	317	13	0	0	0	0	0	330
13:45	332	22	0	0	0	0	0	354
H/TOT	1297	64	1	0	0	1	0	1363
14:00	321	21	3	1	0	0	0	346
14:15	306	16	0	0	0	0	0	322
14:30	296	16	1	0	2	0	0	315
14:45	266	8	0	0	0	0	0	274
H/TOT	1189	61	4	1	2	0	0	1257
P/TOT	6315	331	13	2	2	8	2	6673

PEAK HOUR	
CALCULATION	TOT
10:00 to 11:00	1291
10:15 to 11:15	1292
10:30 to 11:30	1321
10:45 to 11:45	1358
11:00 to 12:00	1347
11:15 to 12:15	1368
11:30 to 12:30	1017
11:45 to 12:45	1022
12:00 to 13:00	1415
12:15 to 13:15	1403
12:30 to 13:30	1412
12:45 to 13:45	1345
13:00 to 14:00	1363
13:15 to 14:15	1379
13:30 to 14:30	1352
13:45 to 14:45	1337
14:00 to 15:00	1257
A.M. Peak	1415



	Site / Location:	Site 2 - County Way / Unnamed Access Rd	Project No:	16154	Drawing No:	16154-02	Drawn By:	MN
	Survey Date:	Saturday 16th November 2024	Project Name:	The Seam, Barnsley				
	Survey Times:	10:00 - 15:00	Drawing Title:	Site Layout and Observed Movements				



SITE: 2

DATE: 13/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Wednesday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9
P/TOT	3	0	0	0	0	0	0	3	12	1	0	0	0	0	0	13

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	1	1	0	0	0	0	0	2	16	1	0	0	0	0	0	17
15:15	1	0	0	0	0	0	0	1	12	0	0	0	0	0	0	12
15:30	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
15:45	2	0	0	0	0	0	0	2	12	0	0	0	0	0	0	12
H/TOT	4	1	0	0	0	0	0	5	52	2	0	0	0	0	0	54
16:00	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
16:15	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10
16:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
16:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
H/TOT	5	0	0	0	0	0	0	5	29	0	0	0	0	0	0	29
17:00	2	1	0	0	0	0	0	3	8	0	0	0	0	0	0	8
17:15	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
17:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
H/TOT	2	1	0	0	0	0	0	3	29	2	0	0	0	0	0	31
P/TOT	11	2	0	0	0	0	0	13	110	4	0	0	0	0	0	114



SITE: 2

DATE: 13/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Wednesday

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
08:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
08:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28
09:00	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30
09:15	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25
09:30	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21
09:45	0	0	0	0	0	0	0	0	32	0	0	0	0	0	0	32
H/TOT	0	0	0	0	0	0	0	0	107	1	0	0	0	0	0	108
P/TOT	0	0	0	0	0	0	0	0	140	3	0	0	0	0	0	143

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
16:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
P/TOT	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	35



SITE: 2

DATE: 13/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Wednesday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
07:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:30	22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0
07:45	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0
H/TOT	62	4	0	0	0	0	0	66	0	0	0	0	0	0	0	0
08:00	63	2	0	0	0	0	0	65	0	0	0	0	0	0	0	0
08:15	67	3	0	0	0	0	0	70	0	0	0	0	0	0	0	0
08:30	74	2	0	0	0	0	0	76	0	0	0	0	0	0	0	0
08:45	75	2	0	0	1	0	0	78	0	0	0	0	0	0	0	0
H/TOT	279	9	0	0	1	0	0	289	0	0	0	0	0	0	0	0
09:00	73	8	0	0	0	0	0	81	0	0	0	0	0	0	0	0
09:15	32	2	0	0	0	0	0	34	0	0	0	0	0	0	0	0
09:30	31	1	0	0	0	0	0	32	0	0	0	0	0	0	0	0
09:45	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	161	12	0	0	0	0	0	173	0	0	0	0	0	0	0	0
P/TOT	502	25	0	0	1	0	0	528	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	30	3	0	0	0	0	0	33	0	0	0	0	0	0	0	0
15:15	18	4	0	0	1	0	0	23	0	0	0	0	0	0	0	0
15:30	8	2	0	0	0	0	0	10	1	0	0	0	0	0	0	1
15:45	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0	0
H/TOT	82	11	0	0	1	0	0	94	1	0	0	0	0	0	0	1
16:00	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0
16:15	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0	0
16:30	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0
16:45	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0
H/TOT	82	6	0	0	0	0	0	88	0	0	0	0	0	0	0	0
17:00	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:15	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0
17:30	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0
17:45	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0
H/TOT	81	4	0	0	0	0	0	85	0	0	0	0	0	0	0	0
P/TOT	245	21	0	0	1	0	0	267	1	0	0	0	0	0	0	1



SITE: 2

DATE: 13/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Wednesday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:45	4	3	0	0	0	0	0	7	0	1	0	0	0	0	0	1
H/TOT	7	4	0	0	0	0	0	11	0	1	0	0	0	0	0	1
08:00	2	3	0	0	0	0	0	5	0	1	0	0	0	0	0	1
08:15	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:30	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
08:45	11	2	1	0	0	0	0	14	1	1	0	0	0	0	0	2
H/TOT	26	9	1	0	0	0	0	36	1	2	0	0	0	0	0	3
09:00	16	3	0	0	1	0	0	20	1	0	0	0	0	0	0	1
09:15	4	2	1	0	0	0	0	7	4	0	0	0	0	0	0	4
09:30	3	4	0	0	0	0	0	7	3	0	0	0	0	0	0	3
09:45	10	1	0	0	0	0	0	11	3	0	0	0	0	0	0	3
H/TOT	33	10	1	0	1	0	0	45	11	0	0	0	0	0	0	11
P/TOT	66	23	2	0	1	0	0	92	12	3	0	0	0	0	0	15

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0
15:15	25	5	0	0	0	1	0	31	0	0	0	0	0	0	0	0
15:30	25	3	0	0	1	0	0	29	0	0	0	0	0	0	0	0
15:45	18	4	0	0	0	0	0	22	0	1	0	0	0	0	0	1
H/TOT	90	13	0	0	1	1	0	105	0	1	0	0	0	0	0	1
16:00	45	2	0	0	0	0	0	47	0	0	0	0	0	0	0	0
16:15	37	2	0	0	0	0	0	39	0	0	0	0	0	0	0	0
16:30	33	1	0	0	0	0	0	34	0	0	0	0	0	0	0	0
16:45	35	1	0	0	0	0	0	36	0	0	0	0	0	0	0	0
H/TOT	150	6	0	0	0	0	0	156	0	0	0	0	0	0	0	0
17:00	66	3	0	0	0	0	0	69	1	0	0	0	0	0	0	1
17:15	33	0	0	0	0	0	0	33	0	1	0	0	0	0	0	1
17:30	26	3	0	0	0	0	0	29	0	0	0	0	0	0	0	0
17:45	25	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0
H/TOT	150	6	0	0	0	0	0	156	1	1	0	0	0	0	0	2
P/TOT	390	25	0	0	1	1	0	417	1	2	0	0	0	0	0	3



SITE: 2

LOCATION: County Way / Unnamed Access Rd

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	1	0	0	0	0	0	0	1

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1

16154 / Sheffield
November 2024
CLASSIFIED TURNING COUNT



DATE: 13/11/2024 SITE: 2

DAY: Wednesday LOCATION: County Way / Unnamed Access Rd

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
07:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	7	1	0	0	0	0	0	8	2	0	0	0	0	0	0	2
08:00	1	2	0	0	0	0	0	3	0	1	0	0	0	0	0	1
08:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
08:45	13	1	0	0	0	0	0	14	1	0	0	0	0	0	0	1
H/TOT	27	4	0	0	0	0	0	31	1	1	0	0	0	0	0	2
09:00	30	1	0	0	0	0	0	31	3	0	0	0	0	0	0	3
09:15	29	0	0	0	0	0	0	29	3	0	0	0	0	0	0	3
09:30	24	0	0	0	0	0	0	24	3	0	0	0	0	0	0	3
09:45	35	0	0	0	0	0	0	35	3	0	0	0	0	0	0	3
H/TOT	118	1	0	0	0	0	0	119	12	0	0	0	0	0	0	12
P/TOT	152	6	0	0	0	0	0	158	15	1	0	0	0	0	0	16

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	1	0	0	0	0	0	0	1	17	2	0	0	0	0	0	19
15:15	4	0	0	0	0	0	0	4	13	0	0	0	0	0	0	13
15:30	1	0	0	0	0	0	0	1	12	1	0	0	0	0	0	13
15:45	6	1	0	0	0	0	0	7	14	0	0	0	0	0	0	14
H/TOT	12	1	0	0	0	0	0	13	56	3	0	0	0	0	0	59
16:00	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9
16:15	1	0	0	0	0	0	0	1	12	0	0	0	0	0	0	12
16:30	4	0	0	0	0	0	0	4	9	0	0	0	0	0	0	9
16:45	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
H/TOT	16	0	0	0	0	0	0	16	34	0	0	0	0	0	0	34
17:00	3	0	0	0	0	0	0	3	10	1	0	0	0	0	0	11
17:15	2	1	0	0	0	0	0	3	12	2	0	0	0	0	0	14
17:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
H/TOT	8	1	0	0	0	0	0	9	31	3	0	0	0	0	0	34
P/TOT	36	2	0	0	0	0	0	38	121	6	0	0	0	0	0	127

16154 / Sheffield
November 2024
CLASSIFIED TURNING COUNT



DATE: 13/11/2024 SITE: 2

DAY: Wednesday LOCATION: County Way / Unnamed Access Rd

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
07:15	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9
07:30	3	1	0	0	0	0	0	4	25	2	0	0	0	0	0	27
07:45	4	3	0	0	0	0	0	7	29	2	0	0	0	0	0	31
H/TOT	9	4	0	0	0	0	0	13	69	4	0	0	0	0	0	73
08:00	2	4	0	0	0	0	0	6	64	3	0	0	0	0	0	67
08:15	3	3	0	0	0	0	0	6	70	3	0	0	0	0	0	73
08:30	10	1	0	0	0	0	0	11	84	3	0	0	0	0	0	87
08:45	12	2	1	0	0	0	0	15	87	2	0	0	1	0	0	90
H/TOT	27	10	1	0	0	0	0	38	305	11	0	0	1	0	0	317
09:00	18	3	0	0	1	0	0	22	102	9	0	0	0	0	0	111
09:15	7	2	1	0	0	0	0	10	57	2	0	0	0	0	0	59
09:30	5	4	0	0	0	0	0	9	52	1	0	0	0	0	0	53
09:45	12	1	0	0	0	0	0	13	57	1	0	0	0	0	0	58
H/TOT	42	10	1	0	1	0	0	54	268	13	0	0	0	0	0	281
P/TOT	78	24	2	0	1	0	0	105	642	28	0	0	1	0	0	671

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	38	2	0	0	0	0	0	40	31	3	0	0	0	0	0	34
15:15	37	5	0	0	0	1	0	43	22	4	0	0	1	0	0	27
15:30	38	4	0	0	1	0	0	43	10	2	0	0	0	0	0	12
15:45	30	4	0	0	0	0	0	34	32	2	0	0	0	0	0	34
H/TOT	143	15	0	0	1	1	0	160	95	11	0	0	1	0	0	107
16:00	52	2	0	0	0	0	0	54	23	2	0	0	0	0	0	25
16:15	47	2	0	0	0	0	0	49	21	3	0	0	0	0	0	24
16:30	42	1	0	0	0	0	0	43	26	1	0	0	0	0	0	27
16:45	38	1	0	0	0	0	0	39	28	0	0	0	0	0	0	28
H/TOT	179	6	0	0	0	0	0	185	98	6	0	0	0	0	0	104
17:00	74	3	0	0	0	0	0	77	16	0	0	0	0	0	0	16
17:15	45	2	0	0	0	0	0	47	30	1	0	0	0	0	0	31
17:30	29	3	0	0	0	0	0	32	21	2	0	0	0	0	0	23
17:45	31	0	0	0	0	0	0	31	21	1	0	0	0	0	0	22
H/TOT	179	8	0	0	0	0	0	187	88	4	0	0	0	0	0	92
P/TOT	501	29	0	0	1	1	0	532	281	21	0	0	1	0	0	303

16154 / Sheffield
November 2024
CLASSIFIED TURNING COUNT



DATE: 13/11/2024 SITE: 2

DAY: Wednesday LOCATION: County Way / Unnamed Access Rd

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
07:15	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
07:30	22	2	0	0	0	0	0	24	2	1	0	0	0	0	0	3
07:45	27	2	0	0	0	0	0	29	4	4	0	0	0	0	0	8
H/TOT	62	4	0	0	0	0	0	66	7	5	0	0	0	0	0	12
08:00	63	2	0	0	0	0	0	65	2	4	0	0	0	0	0	6
08:15	67	3	0	0	0	0	0	70	3	3	0	0	0	0	0	6
08:30	74	2	0	0	0	0	0	76	10	1	0	0	0	0	0	11
08:45	75	2	0	0	1	0	0	78	12	3	1	0	0	0	0	16
H/TOT	279	9	0	0	1	0	0	289	27	11	1	0	0	0	0	39
09:00	74	8	0	0	0	0	0	82	17	3	0	0	1	0	0	21
09:15	33	2	0	0	0	0	0	35	9	2	1	0	0	0	0	12
09:30	32	1	0	0	0	0	0	33	6	4	0	0	0	0	0	10
09:45	26	1	0	0	0	0	0	27	13	1	0	0	0	0	0	14
H/TOT	165	12	0	0	0	0	0	177	45	10	1	0	1	0	0	57
P/TOT	506	25	0	0	1	0	0	532	79	26	2	0	1	0	0	108

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	31	4	0	0	0	0	0	35	22	1	0	0	0	0	0	23
15:15	19	4	0	0	1	0	0	24	25	5	0	0	0	1	0	31
15:30	8	2	0	0	0	0	0	10	25	3	0	0	1	0	0	29
15:45	28	2	0	0	0	0	0	30	18	5	0	0	0	0	0	23
H/TOT	86	12	0	0	1	0	0	99	90	14	0	0	1	1	0	106
16:00	20	2	0	0	0	0	0	22	45	2	0	0	0	0	0	47
16:15	23	3	0	0	0	0	0	26	38	2	0	0	0	0	0	40
16:30	22	1	0	0	0	0	0	23	33	1	0	0	0	0	0	34
16:45	23	0	0	0	0	0	0	23	35	1	0	0	0	0	0	36
H/TOT	88	6	0	0	0	0	0	94	151	6	0	0	0	0	0	157
17:00	16	1	0	0	0	0	0	17	67	3	0	0	0	0	0	70
17:15	28	1	0	0	0	0	0	29	33	1	0	0	0	0	0	34
17:30	19	2	0	0	0	0	0	21	26	3	0	0	0	0	0	29
17:45	20	1	0	0	0	0	0	21	25	0	0	0	0	0	0	25
H/TOT	83	5	0	0	0	0	0	88	151	7	0	0	0	0	0	158
P/TOT	257	23	0	0	1	0	0	281	392	27	0	0	1	1	0	421

16154 / Sheffield
November 2024
CLASSIFIED TURNING COUNT

DATE: 13/11/2024

DAY: Wednesday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	6	0	0	0	0	0	0	6
07:15	11	0	0	0	0	0	0	11
07:30	28	3	0	0	0	0	0	31
07:45	33	6	0	0	0	0	0	39
H/TOT	78	9	0	0	0	0	0	87
08:00	66	8	0	0	0	0	0	74
08:15	73	6	0	0	0	0	0	79
08:30	94	4	0	0	0	0	0	98
08:45	100	5	1	0	1	0	0	107
H/TOT	333	23	1	0	1	0	0	358
09:00	122	12	0	0	1	0	0	135
09:15	69	4	1	0	0	0	0	74
09:30	61	5	0	0	0	0	0	66
09:45	73	2	0	0	0	0	0	75
H/TOT	325	23	1	0	1	0	0	350
P/TOT	736	55	2	0	2	0	0	795

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	87
07:15 to 08:15	155
07:30 to 08:30	223
07:45 to 08:45	290
08:00 to 09:00	358
08:15 to 09:15	419
08:30 to 09:30	414
08:45 to 09:45	382
09:00 to 10:00	350
A.M. Peak	419

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	70	6	0	0	0	0	0	76
15:15	60	9	0	0	1	1	0	71
15:30	47	6	0	0	1	0	0	54
15:45	64	7	0	0	0	0	0	71
H/TOT	241	28	0	0	2	1	0	272
16:00	77	4	0	0	0	0	0	81
16:15	71	5	0	0	0	0	0	76
16:30	68	2	0	0	0	0	0	70
16:45	67	1	0	0	0	0	0	68
H/TOT	283	12	0	0	0	0	0	295
17:00	93	4	0	0	0	0	0	97
17:15	75	4	0	0	0	0	0	79
17:30	50	5	0	0	0	0	0	55
17:45	52	1	0	0	0	0	0	53
H/TOT	270	14	0	0	0	0	0	284
P/TOT	794	54	0	0	2	1	0	851

PEAK HOUR CALCULATION	TOT
15:00 to 16:00	272
15:15 to 16:15	277
15:30 to 16:30	282
15:45 to 16:45	298
16:00 to 17:00	295
16:15 to 17:15	311
16:30 to 17:30	314
16:45 to 17:45	299
18:00 to 19:00	284
P.M. Peak	314



SITE: 2

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
10:15	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
10:30	1	0	0	0	0	0	0	1	19	0	0	0	0	0	0	19
10:45	1	2	0	0	0	0	0	3	17	0	0	0	0	0	0	17
H/TOT	2	2	0	0	0	0	0	4	63	0	0	0	0	0	0	63
11:00	3	0	0	0	0	0	0	3	14	1	0	0	0	0	0	15
11:15	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20
11:30	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27
11:45	2	0	0	0	0	0	0	2	26	2	0	0	0	0	0	28
H/TOT	5	0	0	0	0	0	0	5	85	5	0	0	0	0	0	90
12:00	1	0	0	0	0	0	0	1	15	0	0	0	0	0	0	15
12:15	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
12:30	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23
12:45	2	0	0	0	0	0	0	2	23	1	0	0	0	0	0	24
H/TOT	3	0	0	0	0	0	0	3	79	2	0	0	0	0	0	81
13:00	2	0	0	0	0	0	0	2	21	0	0	0	0	0	0	21
13:15	1	0	0	0	0	0	0	1	20	1	0	0	0	0	0	21
13:30	1	0	0	0	0	0	0	1	19	1	0	0	0	0	0	20
13:45	4	0	0	0	0	0	0	4	29	0	0	0	0	0	0	29
H/TOT	8	0	0	0	0	0	0	8	89	2	0	0	0	0	0	91
14:00	1	0	0	0	0	0	0	1	15	0	0	0	0	0	0	15
14:15	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22
14:30	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19
14:45	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
H/TOT	1	0	0	0	0	0	0	1	70	1	0	0	0	0	0	71
P/TOT	19	2	0	0	0	0	0	21	386	10	0	0	0	0	0	396



SITE: 2

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	29
10:15	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28
10:30	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	25
10:45	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	104	4	0	0	0	0	0	108
11:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
11:15	0	0	0	0	0	0	0	0	31	2	0	0	0	0	0	33
11:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
11:45	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
H/TOT	0	0	0	0	0	0	0	0	73	2	0	0	0	0	0	75
12:00	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
12:15	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24
12:30	0	0	0	0	0	0	0	0	33	1	0	0	0	1	0	35
12:45	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21
H/TOT	0	0	0	0	0	0	0	0	95	3	0	0	0	1	0	99
13:00	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21
13:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
13:30	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
13:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	60	2	0	0	0	0	0	62
14:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
14:15	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
14:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
14:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	36	1	0	0	0	0	0	37
P/TOT	0	0	0	0	0	0	0	0	368	12	0	0	0	1	0	381



SITE: 2

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	52	0	0	0	0	0	0	52	0	0	0	0	0	0	0	0
10:15	60	2	0	0	0	0	0	62	0	0	0	0	0	0	0	0
10:30	39	2	0	0	0	1	0	42	0	0	0	0	0	0	0	0
10:45	43	2	0	0	0	0	0	45	0	0	0	0	0	0	0	0
H/TOT	194	6	0	0	0	1	0	201	0	0	0	0	0	0	0	0
11:00	38	3	0	0	0	0	0	41	0	0	0	0	0	0	0	0
11:15	54	0	0	0	0	0	0	54	0	0	0	0	0	0	0	0
11:30	42	3	0	0	0	0	0	45	0	0	0	0	0	0	0	0
11:45	41	0	1	0	0	0	0	42	0	0	0	0	0	0	0	0
H/TOT	175	6	1	0	0	0	0	182	0	0	0	0	0	0	0	0
12:00	38	1	0	0	0	0	0	39	0	0	0	0	0	0	0	0
12:15	42	0	0	0	0	0	0	42	0	0	0	0	0	0	0	0
12:30	56	3	0	0	0	0	0	59	0	0	0	0	0	0	0	0
12:45	40	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0
H/TOT	176	4	0	0	0	0	0	180	0	0	0	0	0	0	0	0
13:00	27	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0
13:15	36	2	0	0	0	0	0	38	0	0	0	0	0	0	0	0
13:30	24	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0
13:45	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0
H/TOT	120	5	0	0	0	0	0	125	0	0	0	0	0	0	0	0
14:00	38	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0
14:15	22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0
14:30	30	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0
14:45	25	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0
H/TOT	115	2	0	0	0	0	0	117	0	0	0	0	0	0	0	0
P/TOT	780	23	1	0	0	1	0	805	0	0	0	0	0	0	0	0



SITE: 2

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	31	4	0	0	0	0	0	35	0	0	0	0	0	0	0	0
10:15	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0
10:30	24	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0
10:45	23	1	0	0	0	0	0	24	1	0	0	0	0	0	0	1
H/TOT	99	5	0	0	0	0	0	104	1	0	0	0	0	0	0	1
11:00	28	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0
11:15	31	1	0	0	0	0	0	32	1	0	0	0	0	0	0	1
11:30	34	0	0	0	0	0	0	34	1	0	0	0	0	0	0	1
11:45	29	1	0	0	0	0	0	30	1	0	0	0	0	0	0	1
H/TOT	122	2	0	0	0	0	0	124	3	0	0	0	0	0	0	3
12:00	38	2	0	0	0	0	0	40	0	0	0	0	0	0	0	0
12:15	34	0	0	0	0	0	0	34	1	0	0	0	0	0	0	1
12:30	43	1	0	0	0	0	0	44	1	0	0	0	0	0	0	1
12:45	28	0	0	0	0	0	0	28	1	0	0	0	0	0	0	1
H/TOT	143	3	0	0	0	0	0	146	3	0	0	0	0	0	0	3
13:00	44	0	0	0	0	0	0	44	1	0	0	0	0	0	0	1
13:15	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0
13:30	35	2	0	0	0	0	0	37	1	0	0	0	0	0	0	1
13:45	34	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0
H/TOT	146	4	0	0	0	0	0	150	2	0	0	0	0	0	0	2
14:00	47	3	1	0	0	0	0	51	0	0	0	0	0	0	0	0
14:15	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0
14:30	33	1	0	0	0	0	0	34	1	0	0	0	0	0	0	1
14:45	25	2	0	0	0	0	0	27	1	0	0	0	0	0	0	1
H/TOT	133	7	1	0	0	0	0	141	2	0	0	0	0	0	0	2
P/TOT	643	21	1	0	0	0	0	665	11	0	0	0	0	0	0	11

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 2

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	29	0	0	0	0	0	0	29	14	0	0	0	0	0	0	14
10:15	26	2	0	0	0	0	0	28	13	0	0	0	0	0	0	13
10:30	24	1	0	0	0	0	0	25	20	0	0	0	0	0	0	20
10:45	26	1	0	0	0	0	0	27	18	2	0	0	0	0	0	20
H/TOT	105	4	0	0	0	0	0	109	65	2	0	0	0	0	0	67
11:00	15	0	0	0	0	0	0	15	17	1	0	0	0	0	0	18
11:15	32	2	0	0	0	0	0	34	18	2	0	0	0	0	0	20
11:30	13	0	0	0	0	0	0	13	27	0	0	0	0	0	0	27
11:45	16	0	0	0	0	0	0	16	28	2	0	0	0	0	0	30
H/TOT	76	2	0	0	0	0	0	78	90	5	0	0	0	0	0	95
12:00	18	1	0	0	0	0	0	19	16	0	0	0	0	0	0	16
12:15	24	1	0	0	0	0	0	25	18	1	0	0	0	0	0	19
12:30	34	1	0	0	0	1	0	36	23	0	0	0	0	0	0	23
12:45	22	0	0	0	0	0	0	22	25	1	0	0	0	0	0	26
H/TOT	98	3	0	0	0	1	0	102	82	2	0	0	0	0	0	84
13:00	21	1	0	0	0	0	0	22	23	0	0	0	0	0	0	23
13:15	15	0	0	0	0	0	0	15	21	1	0	0	0	0	0	22
13:30	16	1	0	0	0	0	0	17	20	1	0	0	0	0	0	21
13:45	10	0	0	0	0	0	0	10	33	0	0	0	0	0	0	33
H/TOT	62	2	0	0	0	0	0	64	97	2	0	0	0	0	0	99
14:00	9	0	0	0	0	0	0	9	16	0	0	0	0	0	0	16
14:15	13	0	0	0	0	0	0	13	21	1	0	0	0	0	0	22
14:30	8	1	0	0	0	0	0	9	19	0	0	0	0	0	0	19
14:45	8	0	0	0	0	0	0	8	15	0	0	0	0	0	0	15
H/TOT	38	1	0	0	0	0	0	39	71	1	0	0	0	0	0	72
P/TOT	379	12	0	0	0	1	0	392	405	12	0	0	0	0	0	417



SITE: 2

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	45	4	0	0	0	0	0	49	81	0	0	0	0	0	0	81
10:15	34	0	0	0	0	0	0	34	86	4	0	0	0	0	0	90
10:30	43	0	0	0	0	0	0	43	63	3	0	0	0	1	0	67
10:45	40	1	0	0	0	0	0	41	68	3	0	0	0	0	0	71
H/TOT	162	5	0	0	0	0	0	167	298	10	0	0	0	1	0	309
11:00	42	1	0	0	0	0	0	43	53	3	0	0	0	0	0	56
11:15	49	3	0	0	0	0	0	52	85	2	0	0	0	0	0	87
11:30	61	0	0	0	0	0	0	61	54	3	0	0	0	0	0	57
11:45	55	3	0	0	0	0	0	58	56	0	1	0	0	0	0	57
H/TOT	207	7	0	0	0	0	0	214	248	8	1	0	0	0	0	257
12:00	53	2	0	0	0	0	0	55	56	2	0	0	0	0	0	58
12:15	52	1	0	0	0	0	0	53	65	1	0	0	0	0	0	66
12:30	66	1	0	0	0	0	0	67	89	4	0	0	0	1	0	94
12:45	51	1	0	0	0	0	0	52	61	0	0	0	0	0	0	61
H/TOT	222	5	0	0	0	0	0	227	271	7	0	0	0	1	0	279
13:00	65	0	0	0	0	0	0	65	47	1	0	0	0	0	0	48
13:15	53	3	0	0	0	0	0	56	51	2	0	0	0	0	0	53
13:30	54	3	0	0	0	0	0	57	39	2	0	0	0	0	0	41
13:45	63	0	0	0	0	0	0	63	43	2	0	0	0	0	0	45
H/TOT	235	6	0	0	0	0	0	241	180	7	0	0	0	0	0	187
14:00	62	3	1	0	0	0	0	66	47	0	0	0	0	0	0	47
14:15	49	2	0	0	0	0	0	51	35	2	0	0	0	0	0	37
14:30	52	1	0	0	0	0	0	53	37	1	0	0	0	0	0	38
14:45	40	2	0	0	0	0	0	42	32	0	0	0	0	0	0	32
H/TOT	203	8	1	0	0	0	0	212	151	3	0	0	0	0	0	154
P/TOT	1029	31	1	0	0	0	0	1061	1148	35	1	0	0	2	0	1186



SITE: 2

DATE: 16/11/2024

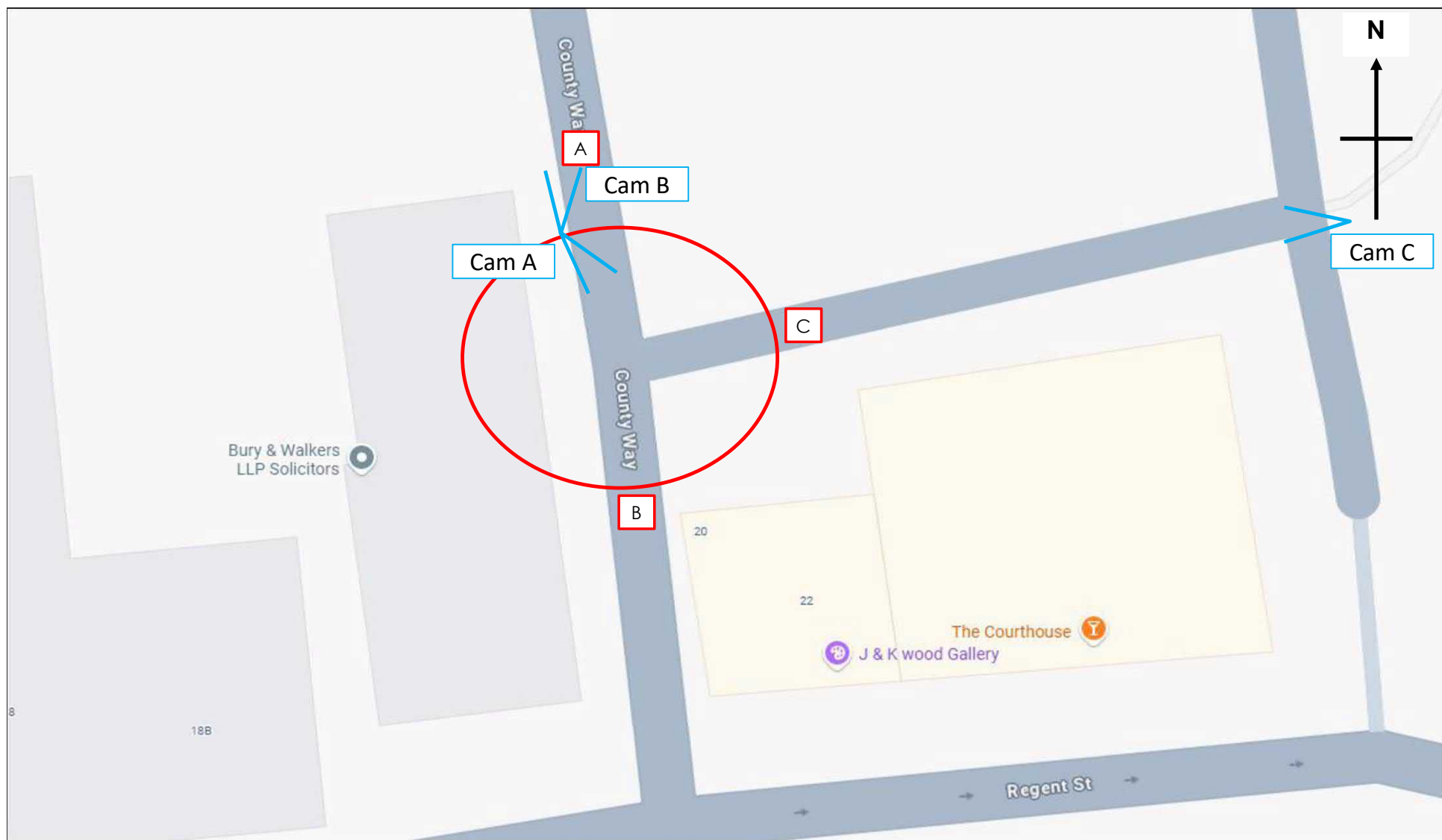
LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	52	0	0	0	0	0	0	52	31	4	0	0	0	0	0	35
10:15	60	2	0	0	0	0	0	62	21	0	0	0	0	0	0	21
10:30	40	2	0	0	0	1	0	43	24	0	0	0	0	0	0	24
10:45	44	4	0	0	0	0	0	48	24	1	0	0	0	0	0	25
H/TOT	196	8	0	0	0	1	0	205	100	5	0	0	0	0	0	105
11:00	41	3	0	0	0	0	0	44	28	0	0	0	0	0	0	28
11:15	54	0	0	0	0	0	0	54	32	1	0	0	0	0	0	33
11:30	42	3	0	0	0	0	0	45	35	0	0	0	0	0	0	35
11:45	43	0	1	0	0	0	0	44	30	1	0	0	0	0	0	31
H/TOT	180	6	1	0	0	0	0	187	125	2	0	0	0	0	0	127
12:00	39	1	0	0	0	0	0	40	38	2	0	0	0	0	0	40
12:15	42	0	0	0	0	0	0	42	35	0	0	0	0	0	0	35
12:30	56	3	0	0	0	0	0	59	44	1	0	0	0	0	0	45
12:45	42	0	0	0	0	0	0	42	29	0	0	0	0	0	0	29
H/TOT	179	4	0	0	0	0	0	183	146	3	0	0	0	0	0	149
13:00	29	0	0	0	0	0	0	29	45	0	0	0	0	0	0	45
13:15	37	2	0	0	0	0	0	39	33	2	0	0	0	0	0	35
13:30	25	1	0	0	0	0	0	26	36	2	0	0	0	0	0	38
13:45	37	2	0	0	0	0	0	39	34	0	0	0	0	0	0	34
H/TOT	128	5	0	0	0	0	0	133	148	4	0	0	0	0	0	152
14:00	39	0	0	0	0	0	0	39	47	3	1	0	0	0	0	51
14:15	22	2	0	0	0	0	0	24	28	1	0	0	0	0	0	29
14:30	30	0	0	0	0	0	0	30	34	1	0	0	0	0	0	35
14:45	25	0	0	0	0	0	0	25	26	2	0	0	0	0	0	28
H/TOT	116	2	0	0	0	0	0	118	135	7	1	0	0	0	0	143
P/TOT	799	25	1	0	0	1	0	826	654	21	1	0	0	0	0	676

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	126	4	0	0	0	0	0	130
10:15	120	4	0	0	0	0	0	124
10:30	107	3	0	0	0	1	0	111
10:45	110	6	0	0	0	0	0	116
H/TOT	463	17	0	0	0	1	0	481
11:00	98	4	0	0	0	0	0	102
11:15	135	5	0	0	0	0	0	140
11:30	116	3	0	0	0	0	0	119
11:45	114	3	1	0	0	0	0	118
H/TOT	463	15	1	0	0	0	0	479
12:00	110	4	0	0	0	0	0	114
12:15	118	2	0	0	0	0	0	120
12:30	156	5	0	0	0	1	0	162
12:45	115	1	0	0	0	0	0	116
H/TOT	499	12	0	0	0	1	0	512
13:00	115	1	0	0	0	0	0	116
13:15	105	5	0	0	0	0	0	110
13:30	95	5	0	0	0	0	0	100
13:45	110	2	0	0	0	0	0	112
H/TOT	425	13	0	0	0	0	0	438
14:00	110	3	1	0	0	0	0	114
14:15	84	4	0	0	0	0	0	88
14:30	90	2	0	0	0	0	0	92
14:45	73	2	0	0	0	0	0	75
H/TOT	357	11	1	0	0	0	0	369
P/TOT	2207	68	2	0	0	2	0	2279

PEAK HOUR CALCULATION	TOT
10:00 to 11:00	481
10:15 to 11:15	453
10:30 to 11:30	469
10:45 to 11:45	477
11:00 to 12:00	479
11:15 to 12:15	491
11:30 to 12:30	471
11:45 to 12:45	514
12:00 to 13:00	512
12:15 to 13:15	514
12:30 to 13:30	504
12:45 to 13:45	442
13:00 to 14:00	438
13:15 to 14:15	436
13:30 to 14:30	414
13:45 to 14:45	406
14:00 to 15:00	369
A.M. Peak	514



	Site / Location:	Site 3 - County Way / Parking access	Project No:	16154	Drawing No:	16154-03	Drawn By:	MN
	Survey Date:	Saturday 16th November 2024	Project Name:	The Seam, Barnsley				
	Survey Times:	10:00 - 15:00	Drawing Title:	Site Layout and Observed Movements				



SITE: 3

DATE: 13/11/2024

LOCATION: County Way / Parking access

DAY: Wednesday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	2	0	0	0	0	0	0	2	12	1	0	0	0	0	0	13
08:00	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
08:15	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5
08:30	5	0	0	0	0	0	0	5	10	2	0	0	0	0	0	12
08:45	5	0	0	0	0	0	0	5	9	1	0	0	0	0	0	10
H/TOT	14	0	0	0	0	0	0	14	26	5	0	0	0	0	0	31
09:00	11	0	0	0	0	0	0	11	9	0	0	0	0	0	0	9
09:15	19	1	0	0	0	0	0	20	7	0	0	0	0	0	0	7
09:30	15	0	0	0	0	0	0	15	13	0	0	0	0	0	0	13
09:45	11	0	0	0	0	0	0	11	6	0	0	0	0	0	0	6
H/TOT	56	1	0	0	0	0	0	57	35	0	0	0	0	0	0	35
P/TOT	72	1	0	0	0	0	0	73	73	6	0	0	0	0	0	79

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	3	0	0	0	0	0	0	3	19	1	0	0	0	0	0	20
15:15	2	0	0	0	0	0	0	2	23	1	0	0	0	0	0	24
15:30	3	0	0	0	0	0	0	3	13	3	0	0	0	0	0	16
15:45	2	1	0	0	0	0	0	3	19	0	0	0	0	0	0	19
H/TOT	10	1	0	0	0	0	0	11	74	5	0	0	0	0	0	79
16:00	1	0	0	0	0	0	0	1	34	2	0	0	0	0	0	36
16:15	1	0	0	0	0	0	0	1	26	2	0	0	0	0	0	28
16:30	3	0	0	0	0	0	0	3	30	2	0	0	0	0	0	32
16:45	0	0	0	0	0	0	0	0	30	1	0	0	0	0	0	31
H/TOT	5	0	0	0	0	0	0	5	120	7	0	0	0	0	0	127
17:00	3	0	0	0	0	0	0	3	39	1	0	0	0	0	0	40
17:15	1	0	0	0	0	0	0	1	24	1	0	0	0	0	0	25
17:30	2	0	0	0	0	0	0	2	23	2	0	0	0	0	0	25
17:45	1	0	0	0	0	0	0	1	15	0	0	0	0	0	0	15
H/TOT	7	0	0	0	0	0	0	7	101	4	0	0	0	0	0	105
P/TOT	22	1	0	0	0	0	0	23	295	16	0	0	0	0	0	311



SITE: 3

DATE: 13/11/2024

LOCATION: County Way / Parking access

DAY: Wednesday

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
07:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
07:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
07:45	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15
H/TOT	0	0	0	0	0	0	0	0	23	6	0	0	0	0	1	30
08:00	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
08:15	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20
08:30	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25
08:45	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21
H/TOT	0	0	0	0	0	0	0	0	83	5	0	0	0	0	0	88
09:00	0	0	0	0	0	0	0	0	20	1	1	0	0	0	0	22
09:15	0	0	0	0	0	0	0	0	13	0	0	0	0	1	0	14
09:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
09:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	46	2	1	0	0	1	0	50
P/TOT	0	0	0	0	0	0	0	0	152	13	1	0	0	1	1	168

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
15:15	0	0	0	0	0	0	0	0	13	2	0	0	0	1	0	16
15:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
15:45	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	40	7	0	0	0	1	0	48
16:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	0	14	3	0	0	0	1	0	18
16:30	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
16:45	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	39	6	0	0	0	1	0	46
17:00	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	25
17:15	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
17:30	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	63	3	0	0	0	0	0	66
P/TOT	0	0	0	0	0	0	0	0	142	16	0	0	0	2	0	160



SITE: 3

DATE: 13/11/2024

LOCATION: County Way / Parking access

DAY: Wednesday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:30	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
08:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
09:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:15	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
09:30	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
09:45	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	54	0	0	0	0	0	0	54	0	0	0	0	0	0	0	0
P/TOT	82	1	0	0	0	0	0	83	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
16:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
P/TOT	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0



SITE: 3

DATE: 13/11/2024

LOCATION: County Way / Parking access

DAY: Wednesday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	6	0	0	0	0	0	0	6	1	1	0	0	0	0	0	2
P/TOT	8	0	0	0	0	0	0	8	5	1	0	0	0	0	0	6

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	9	0	0	0	0	0	0	9	4	0	0	0	0	0	0	4
15:15	11	0	0	0	0	0	0	11	7	0	0	0	0	0	0	7
15:30	15	2	0	0	0	0	0	17	4	0	0	0	0	0	0	4
15:45	9	0	0	0	0	0	0	9	4	0	0	0	0	0	0	4
H/TOT	44	2	0	0	0	0	0	46	19	0	0	0	0	0	0	19
16:00	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
16:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	1	5
16:30	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3
16:45	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
H/TOT	26	1	0	0	0	0	0	27	9	0	0	0	0	0	1	10
17:00	10	0	0	0	0	0	0	10	5	1	0	0	0	0	0	6
17:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:30	10	0	0	0	0	0	0	10	5	0	0	0	0	0	0	5
17:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	31	0	0	0	0	0	0	31	10	1	0	0	0	0	0	11
P/TOT	101	3	0	0	0	0	0	104	38	1	0	0	0	0	1	40

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

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



SITE: 3

DATE: 13/11/2024

LOCATION: County Way / Parking access

DAY: Wednesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	1	3	3	0	0	0	0	0	0	3
07:15	3	2	0	0	0	0	0	5	1	1	0	0	0	0	0	2
07:30	7	1	0	0	0	0	0	8	5	0	0	0	0	0	0	5
07:45	12	3	0	0	0	0	0	15	5	0	0	0	0	0	0	5
H/TOT	24	6	0	0	0	0	1	31	14	1	0	0	0	0	0	15
08:00	20	2	0	0	0	0	0	22	4	1	0	0	0	0	0	5
08:15	20	0	0	0	0	0	0	20	7	1	0	0	0	0	0	8
08:30	23	2	0	0	0	0	0	25	15	2	0	0	0	0	0	17
08:45	23	1	0	0	0	0	0	24	14	1	0	0	0	0	0	15
H/TOT	86	5	0	0	0	0	0	91	40	5	0	0	0	0	0	45
09:00	20	2	1	0	0	0	0	23	20	0	0	0	0	0	0	20
09:15	13	0	0	0	0	1	0	14	26	1	0	0	0	0	0	27
09:30	3	1	0	0	0	0	0	4	28	0	0	0	0	0	0	28
09:45	11	0	0	0	0	0	0	11	17	0	0	0	0	0	0	17
H/TOT	47	3	1	0	0	1	0	52	91	1	0	0	0	0	0	92
P/TOT	157	14	1	0	0	1	1	174	145	7	0	0	0	0	0	152

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	14	2	0	0	0	0	0	16	22	1	0	0	0	0	0	23
15:15	20	2	0	0	0	1	0	23	25	1	0	0	0	0	0	26
15:30	11	1	0	0	0	0	0	12	16	3	0	0	0	0	0	19
15:45	14	2	0	0	0	0	0	16	21	1	0	0	0	0	0	22
H/TOT	59	7	0	0	0	1	0	67	84	6	0	0	0	0	0	90
16:00	9	0	0	0	0	0	0	9	35	2	0	0	0	0	0	37
16:15	18	3	0	0	0	1	1	23	27	2	0	0	0	0	0	29
16:30	11	2	0	0	0	0	0	13	33	2	0	0	0	0	0	35
16:45	10	1	0	0	0	0	0	11	30	1	0	0	0	0	0	31
H/TOT	48	6	0	0	0	1	1	56	125	7	0	0	0	0	0	132
17:00	29	2	0	0	0	0	0	31	42	1	0	0	0	0	0	43
17:15	18	1	0	0	0	0	0	19	25	1	0	0	0	0	0	26
17:30	18	1	0	0	0	0	0	19	25	2	0	0	0	0	0	27
17:45	8	0	0	0	0	0	0	8	16	0	0	0	0	0	0	16
H/TOT	73	4	0	0	0	0	0	77	108	4	0	0	0	0	0	112
P/TOT	180	17	0	0	0	2	1	200	317	17	0	0	0	0	0	334



SITE: 3

DATE: 13/11/2024

LOCATION: County Way / Parking access

DAY: Wednesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	1	3
07:15	2	1	0	0	0	0	0	3	4	2	0	0	0	0	0	6
07:30	4	0	0	0	0	0	0	4	9	1	0	0	0	0	0	10
07:45	6	0	0	0	0	0	0	6	13	4	0	0	0	0	0	17
H/TOT	14	1	0	0	0	0	0	15	28	7	0	0	0	0	1	36
08:00	3	1	0	0	0	0	0	4	22	2	0	0	0	0	0	24
08:15	4	1	0	0	0	0	0	5	24	0	0	0	0	0	0	24
08:30	10	2	0	0	0	0	0	12	33	2	0	0	0	0	0	35
08:45	9	1	0	0	0	0	0	10	27	1	0	0	0	0	0	28
H/TOT	26	5	0	0	0	0	0	31	106	5	0	0	0	0	0	111
09:00	10	0	0	0	0	0	0	10	26	1	1	0	0	0	0	28
09:15	10	0	0	0	0	0	0	10	31	0	0	0	0	1	0	32
09:30	14	0	0	0	0	0	0	14	20	1	0	0	0	0	0	21
09:45	7	0	0	0	0	0	0	7	23	0	0	0	0	0	0	23
H/TOT	41	0	0	0	0	0	0	41	100	2	1	0	0	1	0	104
P/TOT	81	6	0	0	0	0	0	87	234	14	1	0	0	1	1	251

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	28	1	0	0	0	0	0	29	12	2	0	0	0	0	0	14
15:15	34	1	0	0	0	0	0	35	18	2	0	0	0	1	0	21
15:30	28	5	0	0	0	0	0	33	12	2	0	0	0	0	0	14
15:45	28	0	0	0	0	0	0	28	12	2	0	0	0	0	0	14
H/TOT	118	7	0	0	0	0	0	125	54	8	0	0	0	1	0	63
16:00	44	2	0	0	0	0	0	46	12	0	0	0	0	0	0	12
16:15	31	2	0	0	0	0	0	33	15	3	0	0	0	1	0	19
16:30	36	3	0	0	0	0	0	39	13	2	0	0	0	0	0	15
16:45	35	1	0	0	0	0	0	36	12	1	0	0	0	0	0	13
H/TOT	146	8	0	0	0	0	0	154	52	6	0	0	0	1	0	59
17:00	49	1	0	0	0	0	0	50	26	1	0	0	0	0	0	27
17:15	31	1	0	0	0	0	0	32	20	2	0	0	0	0	0	22
17:30	33	2	0	0	0	0	0	35	15	1	0	0	0	0	0	16
17:45	19	0	0	0	0	0	0	19	8	0	0	0	0	0	0	8
H/TOT	132	4	0	0	0	0	0	136	69	4	0	0	0	0	0	73
P/TOT	396	19	0	0	0	0	0	415	175	18	0	0	0	2	0	195



SITE: 3

DATE: 13/11/2024

LOCATION: County Way / Parking access

DAY: Wednesday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
07:45	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	7	1	0	0	0	0	0	8	3	0	0	0	0	0	0	3
08:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:30	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
08:45	12	0	0	0	0	0	0	12	3	0	0	0	0	0	0	3
H/TOT	37	0	0	0	0	0	0	37	3	0	0	0	0	0	0	3
09:00	17	0	0	0	0	0	0	17	1	1	0	0	0	0	0	2
09:15	37	1	0	0	0	0	0	38	3	0	0	0	0	0	0	3
09:30	32	0	0	0	0	0	0	32	1	0	0	0	0	0	0	1
09:45	24	0	0	0	0	0	0	24	2	0	0	0	0	0	0	2
H/TOT	110	1	0	0	0	0	0	111	7	1	0	0	0	0	0	8
P/TOT	154	2	0	0	0	0	0	156	13	1	0	0	0	0	0	14

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	5	0	0	0	0	0	0	5	13	0	0	0	0	0	0	13
15:15	7	0	0	0	0	0	0	7	18	0	0	0	0	0	0	18
15:30	8	1	0	0	0	0	0	9	19	2	0	0	0	0	0	21
15:45	4	1	0	0	0	0	0	5	13	0	0	0	0	0	0	13
H/TOT	24	2	0	0	0	0	0	26	63	2	0	0	0	0	0	65
16:00	5	0	0	0	0	0	0	5	11	0	0	0	0	0	0	11
16:15	2	0	0	0	0	0	0	2	9	0	0	0	0	0	1	10
16:30	8	0	0	0	0	0	0	8	9	1	0	0	0	0	0	10
16:45	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
H/TOT	18	0	0	0	0	0	0	18	35	1	0	0	0	0	1	37
17:00	5	0	0	0	0	0	0	5	15	1	0	0	0	0	0	16
17:15	3	1	0	0	0	0	0	4	7	0	0	0	0	0	0	7
17:30	4	0	0	0	0	0	0	4	15	0	0	0	0	0	0	15
17:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	13	1	0	0	0	0	0	14	41	1	0	0	0	0	0	42
P/TOT	55	3	0	0	0	0	0	58	139	4	0	0	0	0	1	144

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	5	0	0	0	0	0	1	6
07:15	6	3	0	0	0	0	0	9
07:30	15	1	0	0	0	0	0	16
07:45	19	4	0	0	0	0	0	23
H/TOT	45	8	0	0	0	0	1	54
08:00	26	3	0	0	0	0	0	29
08:15	31	1	0	0	0	0	0	32
08:30	48	4	0	0	0	0	0	52
08:45	44	2	0	0	0	0	0	46
H/TOT	149	10	0	0	0	0	0	159
09:00	47	2	1	0	0	0	0	50
09:15	60	1	0	0	0	1	0	62
09:30	49	1	0	0	0	0	0	50
09:45	42	0	0	0	0	0	0	42
H/TOT	198	4	1	0	0	1	0	204
P/TOT	392	22	1	0	0	1	1	417

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	54
07:15 to 08:15	77
07:30 to 08:30	100
07:45 to 08:45	136
08:00 to 09:00	159
08:15 to 09:15	180
08:30 to 09:30	210
08:45 to 09:45	208
09:00 to 10:00	204
A.M. Peak	210

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	47	3	0	0	0	0	0	50
15:15	61	3	0	0	0	1	0	65
15:30	47	7	0	0	0	0	0	54
15:45	46	3	0	0	0	0	0	49
H/TOT	201	16	0	0	0	1	0	218
16:00	58	2	0	0	0	0	0	60
16:15	51	5	0	0	0	1	1	58
16:30	55	5	0	0	0	0	0	60
16:45	48	2	0	0	0	0	0	50
H/TOT	212	14	0	0	0	1	1	228
17:00	83	3	0	0	0	0	0	86
17:15	52	3	0	0	0	0	0	55
17:30	55	3	0	0	0	0	0	58
17:45	28	0	0	0	0	0	0	28
H/TOT	218	9	0	0	0	0	0	227
P/TOT	631	39	0	0	0	2	1	673

PEAK HOUR CALCULATION	TOT
15:00 to 16:00	218
15:15 to 16:15	228
15:30 to 16:30	221
15:45 to 16:45	227
16:00 to 17:00	228
16:15 to 17:15	254
16:30 to 17:30	251
16:45 to 17:45	249
18:00 to 19:00	227
P.M. Peak	254



SITE: 3

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	16	0	0	0	0	0	0	16	12	2	0	0	0	0	0	14
10:15	13	0	0	0	0	0	0	13	16	0	0	0	0	1	0	17
10:30	5	0	0	0	0	0	0	5	10	0	0	0	0	0	0	10
10:45	11	1	0	0	0	0	0	12	12	2	1	0	0	0	0	15
H/TOT	45	1	0	0	0	0	0	46	50	4	1	0	0	1	0	56
11:00	9	0	0	0	0	0	0	9	19	1	0	0	0	0	0	20
11:15	15	0	0	0	0	0	0	15	17	0	0	0	0	0	0	17
11:30	7	0	0	0	0	0	0	7	13	2	0	0	0	0	0	15
11:45	9	0	0	0	0	0	0	9	20	0	0	0	0	0	0	20
H/TOT	40	0	0	0	0	0	0	40	69	3	0	0	0	0	0	72
12:00	8	1	0	0	0	0	0	9	22	1	0	0	0	0	0	23
12:15	13	0	0	0	0	0	0	13	14	0	0	0	0	0	0	14
12:30	11	0	0	0	0	0	0	11	17	0	0	0	0	0	0	17
12:45	7	0	0	0	0	0	0	7	21	0	0	0	0	0	0	21
H/TOT	39	1	0	0	0	0	0	40	74	1	0	0	0	0	0	75
13:00	2	0	0	0	0	0	0	2	29	1	0	0	0	0	0	30
13:15	9	0	0	0	0	0	0	9	20	1	0	0	0	0	0	21
13:30	5	0	0	0	0	0	0	5	20	0	0	0	0	0	0	20
13:45	6	1	0	0	0	0	0	7	22	0	0	0	0	0	0	22
H/TOT	22	1	0	0	0	0	0	23	91	2	0	0	0	0	0	93
14:00	6	0	0	0	0	0	0	6	21	1	0	0	0	0	0	22
14:15	5	0	0	0	0	0	0	5	12	1	0	0	0	0	0	13
14:30	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
14:45	4	0	0	0	0	0	0	4	14	0	0	0	0	0	0	14
H/TOT	17	0	0	0	0	0	0	17	54	2	0	0	0	0	0	56
P/TOT	163	3	0	0	0	0	0	166	338	12	1	0	0	1	0	352



SITE: 3

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
10:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
10:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
10:45	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
H/TOT	0	0	0	0	0	0	0	0	61	2	0	0	0	0	0	63
11:00	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
11:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
11:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
11:45	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
H/TOT	0	0	0	0	0	0	0	0	57	0	0	0	0	0	0	57
12:00	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18
12:15	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
12:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
12:45	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
H/TOT	0	0	0	0	0	0	0	0	67	2	0	0	0	0	0	69
13:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
13:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
13:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
13:45	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	48	2	0	0	0	0	0	50
14:00	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
14:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
14:30	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
14:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	47	1	0	0	0	0	0	48
P/TOT	0	0	0	0	0	0	0	0	280	7	0	0	0	0	0	287



SITE: 3

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
10:15	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
10:30	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
10:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	43	1	0	0	0	0	0	44	0	0	0	0	0	0	0	0
11:00	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
11:15	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
11:30	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
11:45	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	54	1	0	0	0	0	0	55	0	0	0	0	0	0	0	0
12:00	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
12:15	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
12:30	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
12:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	46	1	0	0	0	0	0	47	0	0	0	0	0	0	0	0
13:00	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
13:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
13:30	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
13:45	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
H/TOT	36	2	0	0	0	0	0	38	0	0	0	0	0	0	0	0
14:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
14:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
14:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
P/TOT	197	5	0	0	0	0	0	202	0	0	0	0	0	0	0	0



SITE: 3

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8
10:15	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
10:30	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
10:45	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
H/TOT	19	0	0	0	0	0	0	19	22	0	0	0	0	0	0	22
11:00	15	0	0	0	0	0	0	15	5	0	0	0	0	0	0	5
11:15	10	1	0	0	0	0	0	11	2	0	0	0	0	0	0	2
11:30	20	0	0	0	0	0	0	20	7	0	0	0	0	0	0	7
11:45	7	0	0	0	0	0	0	7	6	0	0	0	0	0	0	6
H/TOT	52	1	0	0	0	0	0	53	20	0	0	0	0	0	0	20
12:00	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3
12:15	15	2	0	0	0	0	0	17	4	0	0	0	0	0	0	4
12:30	14	0	0	0	0	0	0	14	12	1	0	0	0	0	0	13
12:45	19	1	0	0	0	0	0	20	5	0	0	0	0	0	0	5
H/TOT	58	3	0	0	0	0	0	61	24	1	0	0	0	0	0	25
13:00	9	0	0	0	0	0	0	9	7	0	0	0	0	0	0	7
13:15	12	0	0	0	0	0	0	12	5	1	0	0	0	0	0	6
13:30	9	1	0	0	0	0	0	10	6	0	0	0	0	0	0	6
13:45	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
H/TOT	36	1	0	0	0	0	0	37	21	1	0	0	0	0	0	22
14:00	18	0	0	0	0	0	0	18	4	0	0	0	0	0	0	4
14:15	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3
14:30	13	1	0	0	0	0	0	14	4	0	0	0	0	0	0	4
14:45	18	0	0	0	0	0	0	18	4	0	0	0	0	0	0	4
H/TOT	59	1	0	0	0	0	0	60	15	0	0	0	0	0	0	15
P/TOT	224	6	0	0	0	0	0	230	102	2	0	0	0	0	0	104

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 3

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	28	2	0	0	0	0	0	30	28	2	0	0	0	0	0	30
10:15	21	0	0	0	0	0	0	21	29	0	0	0	0	1	0	30
10:30	17	0	0	0	0	0	0	17	15	0	0	0	0	0	0	15
10:45	17	0	0	0	0	0	0	17	23	3	1	0	0	0	0	27
H/TOT	83	2	0	0	0	0	0	85	95	5	1	0	0	1	0	102
11:00	21	0	0	0	0	0	0	21	28	1	0	0	0	0	0	29
11:15	16	0	0	0	0	0	0	16	32	0	0	0	0	0	0	32
11:30	19	0	0	0	0	0	0	19	20	2	0	0	0	0	0	22
11:45	21	0	0	0	0	0	0	21	29	0	0	0	0	0	0	29
H/TOT	77	0	0	0	0	0	0	77	109	3	0	0	0	0	0	112
12:00	21	0	0	0	0	0	0	21	30	2	0	0	0	0	0	32
12:15	20	1	0	0	0	0	0	21	27	0	0	0	0	0	0	27
12:30	29	1	0	0	0	0	0	30	28	0	0	0	0	0	0	28
12:45	21	1	0	0	0	0	0	22	28	0	0	0	0	0	0	28
H/TOT	91	3	0	0	0	0	0	94	113	2	0	0	0	0	0	115
13:00	21	1	0	0	0	0	0	22	31	1	0	0	0	0	0	32
13:15	14	1	0	0	0	0	0	15	29	1	0	0	0	0	0	30
13:30	19	0	0	0	0	0	0	19	25	0	0	0	0	0	0	25
13:45	15	1	0	0	0	0	0	16	28	1	0	0	0	0	0	29
H/TOT	69	3	0	0	0	0	0	72	113	3	0	0	0	0	0	116
14:00	20	1	0	0	0	0	0	21	27	1	0	0	0	0	0	28
14:15	14	0	0	0	0	0	0	14	17	1	0	0	0	0	0	18
14:30	15	0	0	0	0	0	0	15	9	0	0	0	0	0	0	9
14:45	13	0	0	0	0	0	0	13	18	0	0	0	0	0	0	18
H/TOT	62	1	0	0	0	0	0	63	71	2	0	0	0	0	0	73
P/TOT	382	9	0	0	0	0	0	391	501	15	1	0	0	1	0	518



SITE: 3

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	TO ARM B							TOT	FROM ARM B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
10:00	15	2	0	0	0	0	0	17	32	2	0	0	0	0	0	0	34
10:15	20	0	0	0	0	1	0	21	27	1	0	0	0	0	0	0	28
10:30	15	0	0	0	0	0	0	15	22	0	0	0	0	0	0	0	22
10:45	19	2	1	0	0	0	0	22	23	0	0	0	0	0	0	0	23
H/TOT	69	4	1	0	0	1	0	75	104	3	0	0	0	0	0	0	107
11:00	34	1	0	0	0	0	0	35	29	0	0	0	0	0	0	0	29
11:15	27	1	0	0	0	0	0	28	25	1	0	0	0	0	0	0	26
11:30	33	2	0	0	0	0	0	35	29	0	0	0	0	0	0	0	29
11:45	27	0	0	0	0	0	0	27	28	0	0	0	0	0	0	0	28
H/TOT	121	4	0	0	0	0	0	125	111	1	0	0	0	0	0	0	112
12:00	32	1	0	0	0	0	0	33	30	0	0	0	0	0	0	0	30
12:15	29	2	0	0	0	0	0	31	27	2	0	0	0	0	0	0	29
12:30	31	0	0	0	0	0	0	31	31	0	0	0	0	0	0	0	31
12:45	40	1	0	0	0	0	0	41	25	1	0	0	0	0	0	0	26
H/TOT	132	4	0	0	0	0	0	136	113	3	0	0	0	0	0	0	116
13:00	38	1	0	0	0	0	0	39	24	2	0	0	0	0	0	0	26
13:15	32	1	0	0	0	0	0	33	12	0	0	0	0	0	0	0	12
13:30	29	1	0	0	0	0	0	30	23	0	0	0	0	0	0	0	23
13:45	28	0	0	0	0	0	0	28	25	2	0	0	0	0	0	0	27
H/TOT	127	3	0	0	0	0	0	130	84	4	0	0	0	0	0	0	88
14:00	39	1	0	0	0	0	0	40	23	1	0	0	0	0	0	0	24
14:15	22	1	0	0	0	0	0	23	17	0	0	0	0	0	0	0	17
14:30	20	1	0	0	0	0	0	21	15	0	0	0	0	0	0	0	15
14:45	32	0	0	0	0	0	0	32	10	0	0	0	0	0	0	0	10
H/TOT	113	3	0	0	0	0	0	116	65	1	0	0	0	0	0	0	66
P/TOT	562	18	1	0	0	1	0	582	477	12	0	0	0	0	0	0	489



SITE: 3

DATE: 16/11/2024

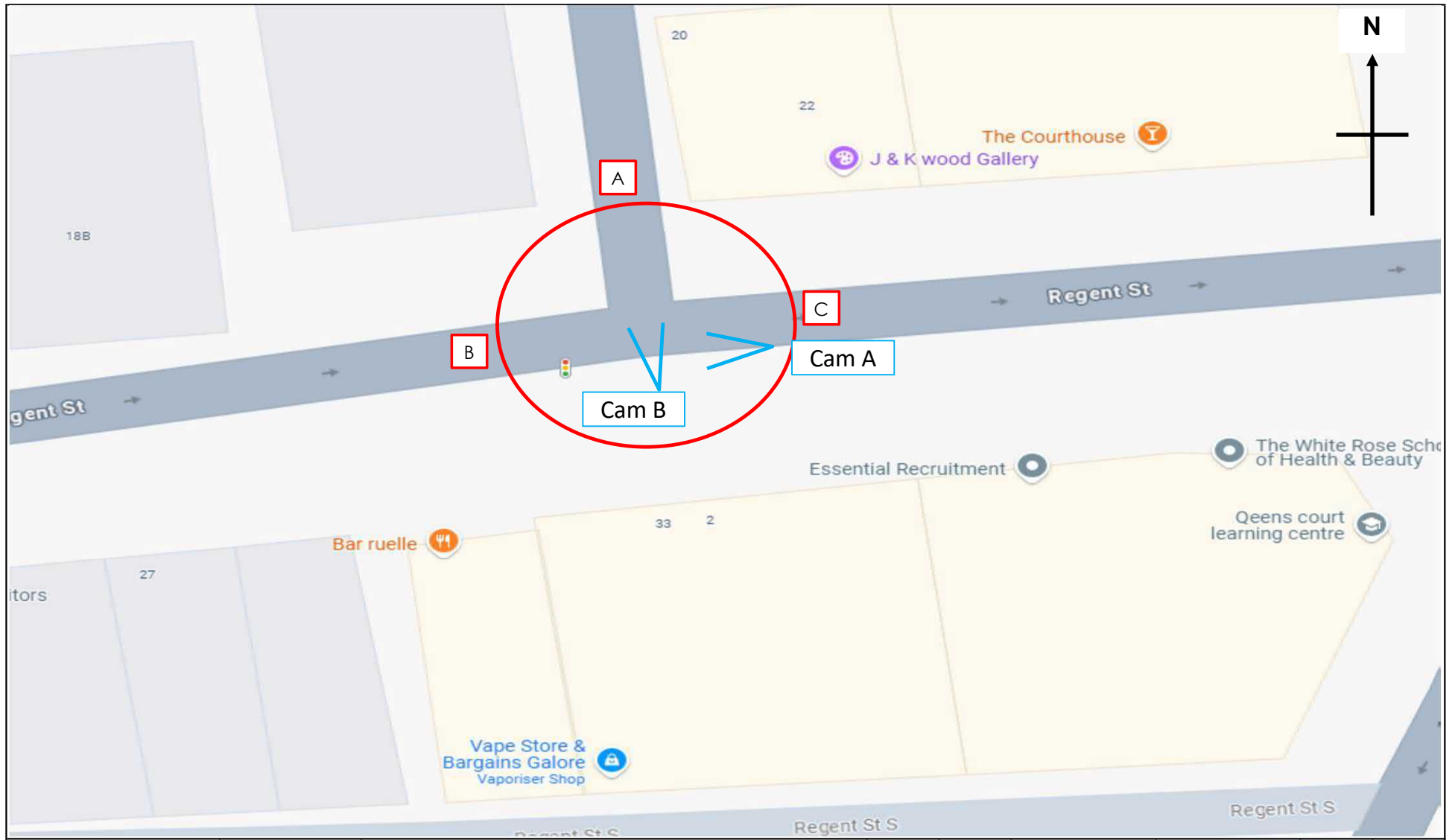
LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	28	0	0	0	0	0	0	28	11	0	0	0	0	0	0	11
10:15	26	1	0	0	0	0	0	27	11	0	0	0	0	0	0	11
10:30	14	0	0	0	0	0	0	14	9	0	0	0	0	0	0	9
10:45	20	1	0	0	0	0	0	21	10	0	0	0	0	0	0	10
H/TOT	88	2	0	0	0	0	0	90	41	0	0	0	0	0	0	41
11:00	22	0	0	0	0	0	0	22	20	0	0	0	0	0	0	20
11:15	26	1	0	0	0	0	0	27	12	1	0	0	0	0	0	13
11:30	24	0	0	0	0	0	0	24	27	0	0	0	0	0	0	27
11:45	22	0	0	0	0	0	0	22	13	0	0	0	0	0	0	13
H/TOT	94	1	0	0	0	0	0	95	72	1	0	0	0	0	0	73
12:00	20	1	0	0	0	0	0	21	13	0	0	0	0	0	0	13
12:15	24	1	0	0	0	0	0	25	19	2	0	0	0	0	0	21
12:30	25	0	0	0	0	0	0	25	26	1	0	0	0	0	0	27
12:45	16	0	0	0	0	0	0	16	24	1	0	0	0	0	0	25
H/TOT	85	2	0	0	0	0	0	87	82	4	0	0	0	0	0	86
13:00	12	1	0	0	0	0	0	13	16	0	0	0	0	0	0	16
13:15	12	0	0	0	0	0	0	12	17	1	0	0	0	0	0	18
13:30	15	0	0	0	0	0	0	15	15	1	0	0	0	0	0	16
13:45	19	2	0	0	0	0	0	21	9	0	0	0	0	0	0	9
H/TOT	58	3	0	0	0	0	0	61	57	2	0	0	0	0	0	59
14:00	13	0	0	0	0	0	0	13	22	0	0	0	0	0	0	22
14:15	11	0	0	0	0	0	0	11	13	0	0	0	0	0	0	13
14:30	6	0	0	0	0	0	0	6	17	1	0	0	0	0	0	18
14:45	5	0	0	0	0	0	0	5	22	0	0	0	0	0	0	22
H/TOT	35	0	0	0	0	0	0	35	74	1	0	0	0	0	0	75
P/TOT	360	8	0	0	0	0	0	368	326	8	0	0	0	0	0	334

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	71	4	0	0	0	0	0	75
10:15	67	1	0	0	0	1	0	69
10:30	46	0	0	0	0	0	0	46
10:45	56	3	1	0	0	0	0	60
H/TOT	240	8	1	0	0	1	0	250
11:00	77	1	0	0	0	0	0	78
11:15	69	2	0	0	0	0	0	71
11:30	76	2	0	0	0	0	0	78
11:45	70	0	0	0	0	0	0	70
H/TOT	292	5	0	0	0	0	0	297
12:00	73	2	0	0	0	0	0	75
12:15	73	4	0	0	0	0	0	77
12:30	85	1	0	0	0	0	0	86
12:45	77	2	0	0	0	0	0	79
H/TOT	308	9	0	0	0	0	0	317
13:00	71	3	0	0	0	0	0	74
13:15	58	2	0	0	0	0	0	60
13:30	63	1	0	0	0	0	0	64
13:45	62	3	0	0	0	0	0	65
H/TOT	254	9	0	0	0	0	0	263
14:00	72	2	0	0	0	0	0	74
14:15	47	1	0	0	0	0	0	48
14:30	41	1	0	0	0	0	0	42
14:45	50	0	0	0	0	0	0	50
H/TOT	210	4	0	0	0	0	0	214
P/TOT	1304	35	1	0	0	1	0	1341

PEAK HOUR CALCULATION	TOT
10:00 to 11:00	250
10:15 to 11:15	253
10:30 to 11:30	255
10:45 to 11:45	287
11:00 to 12:00	297
11:15 to 12:15	294
11:30 to 12:30	300
11:45 to 12:45	308
12:00 to 13:00	317
12:15 to 13:15	316
12:30 to 13:30	299
12:45 to 13:45	277
13:00 to 14:00	263
13:15 to 14:15	263
13:30 to 14:30	251
13:45 to 14:45	229
14:00 to 15:00	214
A.M. Peak	317



	Site / Location:	Site 4 - County Way / Regent St	Project No:	16154	Drawing No:	16154-04	Drawn By:	MN
	Survey Date:	Saturday 16th November 2024	Project Name:	The Seam, Barnsley				
	Survey Times:	10:00 - 15:00	Drawing Title:	Site Layout and Observed Movements				



SITE: 4

DATE: 13/11/2024

LOCATION: County Way / Regent St

DAY: Wednesday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
08:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:30	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
08:45	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	25	5	0	0	0	0	0	30	0	0	0	0	0	0	0	0
09:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
09:15	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
09:30	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
09:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	42	0	0	0	0	0	0	42	0	0	0	0	0	0	0	0
P/TOT	81	6	0	0	0	0	0	87	0	0	0	0	0	0	0	0

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0
15:15	35	1	0	0	0	0	0	36	0	0	0	0	0	0	0	0
15:30	27	5	0	0	0	0	0	32	0	0	0	0	0	0	0	0
15:45	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	116	7	0	0	0	0	0	123	0	0	0	0	0	0	0	0
16:00	46	2	0	0	0	0	0	48	0	0	0	0	0	0	0	0
16:15	31	2	0	0	0	0	0	33	0	0	0	0	0	0	0	0
16:30	36	3	0	0	0	0	0	39	0	0	0	0	0	0	0	0
16:45	33	1	0	0	0	0	0	34	0	0	0	0	0	0	0	0
H/TOT	146	8	0	0	0	0	0	154	0	0	0	0	0	0	0	0
17:00	51	1	0	0	0	0	0	52	0	0	0	0	0	0	0	0
17:15	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0
17:30	34	2	0	0	0	0	0	36	0	0	0	0	0	0	0	0
17:45	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0
H/TOT	134	4	0	0	0	0	0	138	0	0	0	0	0	0	0	0
P/TOT	396	19	0	0	0	0	0	415	0	0	0	0	0	0	0	0



SITE: 4

DATE: 13/11/2024

LOCATION: County Way / Regent St

DAY: Wednesday

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
07:15	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
07:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
07:45	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	17
H/TOT	0	0	0	0	0	0	0	0	28	7	0	0	0	0	1	36
08:00	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	24
08:15	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24
08:30	0	0	0	0	0	0	0	0	34	2	0	0	0	0	0	36
08:45	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29
H/TOT	0	0	0	0	0	0	0	0	107	6	0	0	0	0	0	113
09:00	0	0	0	0	0	0	0	0	25	0	1	0	0	0	0	26
09:15	0	0	0	0	0	0	0	0	32	0	0	0	0	1	0	33
09:30	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22
09:45	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21
H/TOT	0	0	0	0	0	0	0	0	99	1	1	0	0	1	0	102
P/TOT	0	0	0	0	0	0	0	0	234	14	1	0	0	1	1	251

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
15:15	0	0	0	0	0	0	0	0	18	2	0	0	0	1	0	21
15:30	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
15:45	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
H/TOT	0	0	0	0	0	0	0	0	54	8	0	0	0	1	0	63
16:00	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
16:15	0	0	0	0	0	0	0	0	14	3	0	0	0	1	0	18
16:30	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
16:45	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	52	6	0	0	0	1	0	59
17:00	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27
17:15	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
17:30	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
17:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	69	4	0	0	0	0	0	73
P/TOT	0	0	0	0	0	0	0	0	175	18	0	0	0	2	0	195



SITE: 4

DATE: 13/11/2024

LOCATION: County Way / Regent St

DAY: Wednesday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	18	2	2	0	4	0	0	26	0	0	0	0	0	0	0	0
07:15	27	6	0	0	2	0	0	35	0	0	0	0	0	0	0	0
07:30	26	5	1	0	2	0	2	36	0	0	0	0	0	0	0	0
07:45	37	9	1	0	1	0	0	48	0	0	0	0	0	0	0	0
H/TOT	108	22	4	0	9	0	2	145	0	0	0	0	0	0	0	0
08:00	37	3	0	0	4	0	0	44	0	0	0	0	0	0	0	0
08:15	50	2	1	0	5	0	1	59	0	0	0	0	0	0	0	0
08:30	71	5	0	0	7	0	0	83	0	0	0	0	0	0	0	0
08:45	85	8	2	0	11	1	0	107	0	0	0	0	0	0	0	0
H/TOT	243	18	3	0	27	1	1	293	0	0	0	0	0	0	0	0
09:00	69	6	0	0	2	0	0	77	0	0	0	0	0	0	0	0
09:15	57	7	0	0	4	0	0	68	0	0	0	0	0	0	0	0
09:30	61	6	1	0	6	0	0	74	0	0	0	0	0	0	0	0
09:45	61	14	0	0	3	1	1	80	0	0	0	0	0	0	0	0
H/TOT	248	33	1	0	15	1	1	299	0	0	0	0	0	0	0	0
P/TOT	599	73	8	0	51	2	4	737	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	75	6	0	0	4	1	1	87	0	0	0	0	0	0	0	0
15:15	70	7	0	0	0	1	0	78	0	0	0	0	0	0	0	0
15:30	66	10	1	0	3	0	0	80	0	0	0	0	0	0	0	0
15:45	89	7	0	0	11	0	0	107	0	0	0	0	0	0	0	0
H/TOT	300	30	1	0	18	2	1	352	0	0	0	0	0	0	0	0
16:00	126	10	3	0	9	0	2	150	0	0	0	0	0	0	0	0
16:15	102	10	0	0	2	0	0	114	0	0	0	0	0	0	0	0
16:30	120	16	0	0	2	1	0	139	0	0	0	0	0	0	0	0
16:45	109	7	0	0	4	0	1	121	0	0	0	0	0	0	0	0
H/TOT	457	43	3	0	17	1	3	524	0	0	0	0	0	0	0	0
17:00	118	3	1	0	2	0	0	124	0	0	0	0	0	0	0	0
17:15	118	3	1	0	3	0	0	125	0	0	0	0	0	0	0	0
17:30	114	9	2	0	2	1	1	129	0	0	0	0	0	0	0	0
17:45	67	6	1	0	4	0	1	79	0	0	0	0	0	0	0	0
H/TOT	417	21	5	0	11	1	2	457	0	0	0	0	0	0	0	0
P/TOT	1174	94	9	0	46	4	6	1333	0	0	0	0	0	0	0	0



SITE: 4

DATE: 13/11/2024

LOCATION: County Way / Regent St

DAY: Wednesday

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

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

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

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



SITE: 4

DATE: 13/11/2024

LOCATION: County Way / Regent St

DAY: Wednesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	1	3	2	0	0	0	0	0	0	2
07:15	4	2	0	0	0	0	0	6	2	1	0	0	0	0	0	3
07:30	9	1	0	0	0	0	0	10	4	0	0	0	0	0	0	4
07:45	13	4	0	0	0	0	0	17	6	0	0	0	0	0	0	6
H/TOT	28	7	0	0	0	0	1	36	14	1	0	0	0	0	0	15
08:00	22	2	0	0	0	0	0	24	3	1	0	0	0	0	0	4
08:15	24	0	0	0	0	0	0	24	4	1	0	0	0	0	0	5
08:30	34	2	0	0	0	0	0	36	10	2	0	0	0	0	0	12
08:45	27	2	0	0	0	0	0	29	8	1	0	0	0	0	0	9
H/TOT	107	6	0	0	0	0	0	113	25	5	0	0	0	0	0	30
09:00	25	0	1	0	0	0	0	26	11	0	0	0	0	0	0	11
09:15	32	0	0	0	0	1	0	33	10	0	0	0	0	0	0	10
09:30	21	1	0	0	0	0	0	22	13	0	0	0	0	0	0	13
09:45	21	0	0	0	0	0	0	21	8	0	0	0	0	0	0	8
H/TOT	99	1	1	0	0	1	0	102	42	0	0	0	0	0	0	42
P/TOT	234	14	1	0	0	1	1	251	81	6	0	0	0	0	0	87

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	12	2	0	0	0	0	0	14	28	1	0	0	0	0	0	29
15:15	18	2	0	0	0	1	0	21	35	1	0	0	0	0	0	36
15:30	12	2	0	0	0	0	0	14	27	5	0	0	0	0	0	32
15:45	12	2	0	0	0	0	0	14	26	0	0	0	0	0	0	26
H/TOT	54	8	0	0	0	1	0	63	116	7	0	0	0	0	0	123
16:00	13	0	0	0	0	0	0	13	46	2	0	0	0	0	0	48
16:15	14	3	0	0	0	1	0	18	31	2	0	0	0	0	0	33
16:30	13	2	0	0	0	0	0	15	36	3	0	0	0	0	0	39
16:45	12	1	0	0	0	0	0	13	33	1	0	0	0	0	0	34
H/TOT	52	6	0	0	0	1	0	59	146	8	0	0	0	0	0	154
17:00	26	1	0	0	0	0	0	27	51	1	0	0	0	0	0	52
17:15	20	2	0	0	0	0	0	22	30	1	0	0	0	0	0	31
17:30	14	1	0	0	0	0	0	15	34	2	0	0	0	0	0	36
17:45	9	0	0	0	0	0	0	9	19	0	0	0	0	0	0	19
H/TOT	69	4	0	0	0	0	0	73	134	4	0	0	0	0	0	138
P/TOT	175	18	0	0	0	2	0	195	396	19	0	0	0	0	0	415



SITE: 4

DATE: 13/11/2024

LOCATION: County Way / Regent St

DAY: Wednesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	20	2	2	0	4	0	1	29
07:15	0	0	0	0	0	0	0	0	31	8	0	0	2	0	0	41
07:30	0	0	0	0	0	0	0	0	35	6	1	0	2	0	2	46
07:45	0	0	0	0	0	0	0	0	50	13	1	0	1	0	0	65
H/TOT	0	0	0	0	0	0	0	0	136	29	4	0	9	0	3	181
08:00	0	0	0	0	0	0	0	0	59	5	0	0	4	0	0	68
08:15	0	0	0	0	0	0	0	0	74	2	1	0	5	0	1	83
08:30	0	0	0	0	0	0	0	0	105	7	0	0	7	0	0	119
08:45	0	0	0	0	0	0	0	0	112	10	2	0	11	1	0	136
H/TOT	0	0	0	0	0	0	0	0	350	24	3	0	27	1	1	406
09:00	0	0	0	0	0	0	0	0	94	6	1	0	2	0	0	103
09:15	0	0	0	0	0	0	0	0	89	7	0	0	4	1	0	101
09:30	0	0	0	0	0	0	0	0	82	7	1	0	6	0	0	96
09:45	0	0	0	0	0	0	0	0	82	14	0	0	3	1	1	101
H/TOT	0	0	0	0	0	0	0	0	347	34	2	0	15	2	1	401
P/TOT	0	0	0	0	0	0	0	0	833	87	9	0	51	3	5	988

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0	87	8	0	0	4	1	1	101
15:15	0	0	0	0	0	0	0	0	88	9	0	0	0	2	0	99
15:30	0	0	0	0	0	0	0	0	78	12	1	0	3	0	0	94
15:45	0	0	0	0	0	0	0	0	101	9	0	0	11	0	0	121
H/TOT	0	0	0	0	0	0	0	0	354	38	1	0	18	3	1	415
16:00	0	0	0	0	0	0	0	0	139	10	3	0	9	0	2	163
16:15	0	0	0	0	0	0	0	0	116	13	0	0	2	1	0	132
16:30	0	0	0	0	0	0	0	0	133	18	0	0	2	1	0	154
16:45	0	0	0	0	0	0	0	0	121	8	0	0	4	0	1	134
H/TOT	0	0	0	0	0	0	0	0	509	49	3	0	17	2	3	583
17:00	0	0	0	0	0	0	0	0	144	4	1	0	2	0	0	151
17:15	0	0	0	0	0	0	0	0	138	5	1	0	3	0	0	147
17:30	0	0	0	0	0	0	0	0	128	10	2	0	2	1	1	144
17:45	0	0	0	0	0	0	0	0	76	6	1	0	4	0	1	88
H/TOT	0	0	0	0	0	0	0	0	486	25	5	0	11	1	2	530
P/TOT	0	0	0	0	0	0	0	0	1349	112	9	0	46	6	6	1528



SITE: 4

DATE: 13/11/2024

LOCATION: County Way / Regent St

DAY: Wednesday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	20	2	2	0	4	0	0	28	0	0	0	0	0	0	0	0
07:15	29	7	0	0	2	0	0	38	0	0	0	0	0	0	0	0
07:30	30	5	1	0	2	0	2	40	0	0	0	0	0	0	0	0
07:45	43	9	1	0	1	0	0	54	0	0	0	0	0	0	0	0
H/TOT	122	23	4	0	9	0	2	160	0	0	0	0	0	0	0	0
08:00	40	4	0	0	4	0	0	48	0	0	0	0	0	0	0	0
08:15	54	3	1	0	5	0	1	64	0	0	0	0	0	0	0	0
08:30	81	7	0	0	7	0	0	95	0	0	0	0	0	0	0	0
08:45	93	9	2	0	11	1	0	116	0	0	0	0	0	0	0	0
H/TOT	268	23	3	0	27	1	1	323	0	0	0	0	0	0	0	0
09:00	80	6	0	0	2	0	0	88	0	0	0	0	0	0	0	0
09:15	67	7	0	0	4	0	0	78	0	0	0	0	0	0	0	0
09:30	74	6	1	0	6	0	0	87	0	0	0	0	0	0	0	0
09:45	69	14	0	0	3	1	1	88	0	0	0	0	0	0	0	0
H/TOT	290	33	1	0	15	1	1	341	0	0	0	0	0	0	0	0
P/TOT	680	79	8	0	51	2	4	824	0	0	0	0	0	0	0	0

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	103	7	0	0	4	1	1	116	0	0	0	0	0	0	0	0
15:15	105	8	0	0	0	1	0	114	0	0	0	0	0	0	0	0
15:30	93	15	1	0	3	0	0	112	0	0	0	0	0	0	0	0
15:45	115	7	0	0	11	0	0	133	0	0	0	0	0	0	0	0
H/TOT	416	37	1	0	18	2	1	475	0	0	0	0	0	0	0	0
16:00	172	12	3	0	9	0	2	198	0	0	0	0	0	0	0	0
16:15	133	12	0	0	2	0	0	147	0	0	0	0	0	0	0	0
16:30	156	19	0	0	2	1	0	178	0	0	0	0	0	0	0	0
16:45	142	8	0	0	4	0	1	155	0	0	0	0	0	0	0	0
H/TOT	603	51	3	0	17	1	3	678	0	0	0	0	0	0	0	0
17:00	169	4	1	0	2	0	0	176	0	0	0	0	0	0	0	0
17:15	148	4	1	0	3	0	0	156	0	0	0	0	0	0	0	0
17:30	148	11	2	0	2	1	1	165	0	0	0	0	0	0	0	0
17:45	86	6	1	0	4	0	1	98	0	0	0	0	0	0	0	0
H/TOT	551	25	5	0	11	1	2	595	0	0	0	0	0	0	0	0
P/TOT	1570	113	9	0	46	4	6	1748	0	0	0	0	0	0	0	0

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	22	2	2	0	4	0	1	31
07:15	33	9	0	0	2	0	0	44
07:30	39	6	1	0	2	0	2	50
07:45	56	13	1	0	1	0	0	71
H/TOT	150	30	4	0	9	0	3	196
08:00	62	6	0	0	4	0	0	72
08:15	78	3	1	0	5	0	1	88
08:30	115	9	0	0	7	0	0	131
08:45	120	11	2	0	11	1	0	145
H/TOT	375	29	3	0	27	1	1	436
09:00	105	6	1	0	2	0	0	114
09:15	99	7	0	0	4	1	0	111
09:30	95	7	1	0	6	0	0	109
09:45	90	14	0	0	3	1	1	109
H/TOT	389	34	2	0	15	2	1	443
P/TOT	914	93	9	0	51	3	5	1075

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	196
07:15 to 08:15	237
07:30 to 08:30	281
07:45 to 08:45	362
08:00 to 09:00	436
08:15 to 09:15	478
08:30 to 09:30	501
08:45 to 09:45	479
09:00 to 10:00	443
A.M. Peak	501

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	115	9	0	0	4	1	1	130
15:15	123	10	0	0	0	2	0	135
15:30	105	17	1	0	3	0	0	126
15:45	127	9	0	0	11	0	0	147
H/TOT	470	45	1	0	18	3	1	538
16:00	185	12	3	0	9	0	2	211
16:15	147	15	0	0	2	1	0	165
16:30	169	21	0	0	2	1	0	193
16:45	154	9	0	0	4	0	1	168
H/TOT	655	57	3	0	17	2	3	737
17:00	195	5	1	0	2	0	0	203
17:15	168	6	1	0	3	0	0	178
17:30	162	12	2	0	2	1	1	180
17:45	95	6	1	0	4	0	1	107
H/TOT	620	29	5	0	11	1	2	668
P/TOT	1745	131	9	0	46	6	6	1943

PEAK HOUR CALCULATION	TOT
15:00 to 16:00	538
15:15 to 16:15	619
15:30 to 16:30	649
15:45 to 16:45	716
16:00 to 17:00	737
16:15 to 17:15	729
16:30 to 17:30	742
16:45 to 17:45	729
18:00 to 19:00	668
P.M. Peak	742



SITE: 4

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0
10:15	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0
10:30	15	0	0	0	0	1	0	16	0	0	0	0	0	0	0	0
10:45	17	2	1	0	0	0	0	20	0	0	0	0	0	0	0	0
H/TOT	69	4	1	0	0	1	0	75	0	0	0	0	0	0	0	0
11:00	34	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0
11:15	29	1	0	0	0	0	0	30	0	0	0	0	0	0	0	0
11:30	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0
11:45	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	122	4	0	0	0	0	0	126	0	0	0	0	0	0	0	0
12:00	32	1	0	0	0	0	0	33	0	0	0	0	0	0	0	0
12:15	28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0
12:30	34	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0
12:45	39	1	0	0	0	0	0	40	0	0	0	0	0	0	0	0
H/TOT	133	4	0	0	0	0	0	137	0	0	0	0	0	0	0	0
13:00	36	1	0	0	0	0	0	37	0	0	0	0	0	0	0	0
13:15	35	1	0	0	0	0	0	36	0	0	0	0	0	0	0	0
13:30	29	1	0	0	0	0	1	31	0	0	0	0	0	0	0	0
13:45	27	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0
H/TOT	127	3	0	0	0	0	1	131	0	0	0	0	0	0	0	0
14:00	40	1	0	0	0	0	0	41	0	0	0	0	0	0	0	0
14:15	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0
14:30	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0
14:45	32	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0
H/TOT	115	3	0	0	0	0	0	118	0	0	0	0	0	0	0	0
P/TOT	566	18	1	0	0	1	1	587	0	0	0	0	0	0	0	0



SITE: 4

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0	31	2	0	0	0	0	0	33
10:15	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	28
10:30	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22
10:45	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23
H/TOT	0	0	0	0	0	0	0	0	103	3	0	0	0	0	0	106
11:00	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	29
11:15	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
11:30	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	29
11:45	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28
H/TOT	0	0	0	0	0	0	0	0	111	1	0	0	0	0	0	112
12:00	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	31
12:15	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28
12:30	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	31
12:45	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	113	3	0	0	0	0	0	116
13:00	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26
13:15	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
13:30	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23
13:45	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	84	4	0	0	0	0	0	88
14:00	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24
14:15	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
14:30	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
14:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	65	1	0	0	0	0	0	66
P/TOT	0	0	0	0	0	0	0	0	476	12	0	0	0	0	0	488



SITE: 4

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	53	6	0	0	5	0	0	64	0	0	0	0	0	0	0	0
10:15	54	2	0	0	4	0	2	62	0	0	0	0	0	0	0	0
10:30	72	3	1	0	3	1	0	80	0	0	0	0	0	0	0	0
10:45	68	5	0	0	4	0	0	77	0	0	0	0	0	0	0	0
H/TOT	247	16	1	0	16	1	2	283	0	0	0	0	0	0	0	0
11:00	61	1	0	0	4	0	0	66	0	0	0	0	0	0	0	0
11:15	68	3	0	0	1	1	0	73	0	0	0	0	0	0	0	0
11:30	56	4	0	0	2	0	1	63	0	0	0	0	0	0	0	0
11:45	54	3	0	0	4	1	0	62	0	0	0	0	0	0	0	0
H/TOT	239	11	0	0	11	2	1	264	0	0	0	0	0	0	0	0
12:00	80	2	0	0	4	0	0	86	0	0	0	0	0	0	0	0
12:15	73	6	0	0	3	0	0	82	0	0	0	0	0	0	0	0
12:30	59	3	0	0	2	2	0	66	0	0	0	0	0	0	0	0
12:45	80	4	0	0	4	0	0	88	0	0	0	0	0	0	0	0
H/TOT	292	15	0	0	13	2	0	322	0	0	0	0	0	0	0	0
13:00	56	2	0	0	6	1	0	65	0	0	0	0	0	0	0	0
13:15	61	3	1	0	2	1	0	68	0	0	0	0	0	0	0	0
13:30	65	4	0	0	4	0	0	73	0	0	0	0	0	0	0	0
13:45	77	8	0	0	2	1	0	88	0	0	0	0	0	0	0	0
H/TOT	259	17	1	0	14	3	0	294	0	0	0	0	0	0	0	0
14:00	73	2	0	0	4	0	0	79	0	0	0	0	0	0	0	0
14:15	57	6	0	0	3	1	0	67	0	0	0	0	0	0	0	0
14:30	46	0	1	0	3	0	0	50	0	0	0	0	0	0	0	0
14:45	74	5	0	0	4	1	0	84	0	0	0	0	0	0	0	0
H/TOT	250	13	1	0	14	2	0	280	0	0	0	0	0	0	0	0
P/TOT	1287	72	3	0	68	10	3	1443	0	0	0	0	0	0	0	0



SITE: 4

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 4

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	31	2	0	0	0	0	0	33	16	2	0	0	0	0	0	18
10:15	27	1	0	0	0	0	0	28	21	0	0	0	0	0	0	21
10:30	22	0	0	0	0	0	0	22	15	0	0	0	0	1	0	16
10:45	23	0	0	0	0	0	0	23	17	2	1	0	0	0	0	20
H/TOT	103	3	0	0	0	0	0	106	69	4	1	0	0	1	0	75
11:00	29	0	0	0	0	0	0	29	34	1	0	0	0	0	0	35
11:15	25	1	0	0	0	0	0	26	29	1	0	0	0	0	0	30
11:30	29	0	0	0	0	0	0	29	33	2	0	0	0	0	0	35
11:45	28	0	0	0	0	0	0	28	26	0	0	0	0	0	0	26
H/TOT	111	1	0	0	0	0	0	112	122	4	0	0	0	0	0	126
12:00	31	0	0	0	0	0	0	31	32	1	0	0	0	0	0	33
12:15	26	2	0	0	0	0	0	28	28	2	0	0	0	0	0	30
12:30	31	0	0	0	0	0	0	31	34	0	0	0	0	0	0	34
12:45	25	1	0	0	0	0	0	26	39	1	0	0	0	0	0	40
H/TOT	113	3	0	0	0	0	0	116	133	4	0	0	0	0	0	137
13:00	24	2	0	0	0	0	0	26	36	1	0	0	0	0	0	37
13:15	13	0	0	0	0	0	0	13	35	1	0	0	0	0	0	36
13:30	23	0	0	0	0	0	0	23	29	1	0	0	0	0	1	31
13:45	24	2	0	0	0	0	0	26	27	0	0	0	0	0	0	27
H/TOT	84	4	0	0	0	0	0	88	127	3	0	0	0	0	1	131
14:00	23	1	0	0	0	0	0	24	40	1	0	0	0	0	0	41
14:15	17	0	0	0	0	0	0	17	21	1	0	0	0	0	0	22
14:30	15	0	0	0	0	0	0	15	22	1	0	0	0	0	0	23
14:45	10	0	0	0	0	0	0	10	32	0	0	0	0	0	0	32
H/TOT	65	1	0	0	0	0	0	66	115	3	0	0	0	0	0	118
P/TOT	476	12	0	0	0	0	0	488	566	18	1	0	0	1	1	587



SITE: 4

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0	84	8	0	0	5	0	0	97
10:15	0	0	0	0	0	0	0	0	81	3	0	0	4	0	2	90
10:30	0	0	0	0	0	0	0	0	94	3	1	0	3	1	0	102
10:45	0	0	0	0	0	0	0	0	91	5	0	0	4	0	0	100
H/TOT	0	0	0	0	0	0	0	0	350	19	1	0	16	1	2	389
11:00	0	0	0	0	0	0	0	0	90	1	0	0	4	0	0	95
11:15	0	0	0	0	0	0	0	0	93	4	0	0	1	1	0	99
11:30	0	0	0	0	0	0	0	0	85	4	0	0	2	0	1	92
11:45	0	0	0	0	0	0	0	0	82	3	0	0	4	1	0	90
H/TOT	0	0	0	0	0	0	0	0	350	12	0	0	11	2	1	376
12:00	0	0	0	0	0	0	0	0	111	2	0	0	4	0	0	117
12:15	0	0	0	0	0	0	0	0	99	8	0	0	3	0	0	110
12:30	0	0	0	0	0	0	0	0	90	3	0	0	2	2	0	97
12:45	0	0	0	0	0	0	0	0	105	5	0	0	4	0	0	114
H/TOT	0	0	0	0	0	0	0	0	405	18	0	0	13	2	0	438
13:00	0	0	0	0	0	0	0	0	80	4	0	0	6	1	0	91
13:15	0	0	0	0	0	0	0	0	74	3	1	0	2	1	0	81
13:30	0	0	0	0	0	0	0	0	88	4	0	0	4	0	0	96
13:45	0	0	0	0	0	0	0	0	101	10	0	0	2	1	0	114
H/TOT	0	0	0	0	0	0	0	0	343	21	1	0	14	3	0	382
14:00	0	0	0	0	0	0	0	0	96	3	0	0	4	0	0	103
14:15	0	0	0	0	0	0	0	0	74	6	0	0	3	1	0	84
14:30	0	0	0	0	0	0	0	0	61	0	1	0	3	0	0	65
14:45	0	0	0	0	0	0	0	0	84	5	0	0	4	1	0	94
H/TOT	0	0	0	0	0	0	0	0	315	14	1	0	14	2	0	346
P/TOT	0	0	0	0	0	0	0	0	1763	84	3	0	68	10	3	1931



SITE: 4

DATE: 16/11/2024

LOCATION: County Way / Unnamed Access Rd

DAY: Saturday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	69	8	0	0	5	0	0	82	0	0	0	0	0	0	0	0
10:15	75	2	0	0	4	0	2	83	0	0	0	0	0	0	0	0
10:30	87	3	1	0	3	2	0	96	0	0	0	0	0	0	0	0
10:45	85	7	1	0	4	0	0	97	0	0	0	0	0	0	0	0
H/TOT	316	20	2	0	16	2	2	358	0	0	0	0	0	0	0	0
11:00	95	2	0	0	4	0	0	101	0	0	0	0	0	0	0	0
11:15	97	4	0	0	1	1	0	103	0	0	0	0	0	0	0	0
11:30	89	6	0	0	2	0	1	98	0	0	0	0	0	0	0	0
11:45	80	3	0	0	4	1	0	88	0	0	0	0	0	0	0	0
H/TOT	361	15	0	0	11	2	1	390	0	0	0	0	0	0	0	0
12:00	112	3	0	0	4	0	0	119	0	0	0	0	0	0	0	0
12:15	101	8	0	0	3	0	0	112	0	0	0	0	0	0	0	0
12:30	93	3	0	0	2	2	0	100	0	0	0	0	0	0	0	0
12:45	119	5	0	0	4	0	0	128	0	0	0	0	0	0	0	0
H/TOT	425	19	0	0	13	2	0	459	0	0	0	0	0	0	0	0
13:00	92	3	0	0	6	1	0	102	0	0	0	0	0	0	0	0
13:15	96	4	1	0	2	1	0	104	0	0	0	0	0	0	0	0
13:30	94	5	0	0	4	0	1	104	0	0	0	0	0	0	0	0
13:45	104	8	0	0	2	1	0	115	0	0	0	0	0	0	0	0
H/TOT	386	20	1	0	14	3	1	425	0	0	0	0	0	0	0	0
14:00	113	3	0	0	4	0	0	120	0	0	0	0	0	0	0	0
14:15	78	7	0	0	3	1	0	89	0	0	0	0	0	0	0	0
14:30	68	1	1	0	3	0	0	73	0	0	0	0	0	0	0	0
14:45	106	5	0	0	4	1	0	116	0	0	0	0	0	0	0	0
H/TOT	365	16	1	0	14	2	0	398	0	0	0	0	0	0	0	0
P/TOT	1853	90	4	0	68	11	4	2030	0	0	0	0	0	0	0	0

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	100	10	0	0	5	0	0	115
10:15	102	3	0	0	4	0	2	111
10:30	109	3	1	0	3	2	0	118
10:45	108	7	1	0	4	0	0	120
H/TOT	419	23	2	0	16	2	2	464
11:00	124	2	0	0	4	0	0	130
11:15	122	5	0	0	1	1	0	129
11:30	118	6	0	0	2	0	1	127
11:45	108	3	0	0	4	1	0	116
H/TOT	472	16	0	0	11	2	1	502
12:00	143	3	0	0	4	0	0	150
12:15	127	10	0	0	3	0	0	140
12:30	124	3	0	0	2	2	0	131
12:45	144	6	0	0	4	0	0	154
H/TOT	538	22	0	0	13	2	0	575
13:00	116	5	0	0	6	1	0	128
13:15	109	4	1	0	2	1	0	117
13:30	117	5	0	0	4	0	1	127
13:45	128	10	0	0	2	1	0	141
H/TOT	470	24	1	0	14	3	1	513
14:00	136	4	0	0	4	0	0	144
14:15	95	7	0	0	3	1	0	106
14:30	83	1	1	0	3	0	0	88
14:45	116	5	0	0	4	1	0	126
H/TOT	430	17	1	0	14	2	0	464
P/TOT	2329	102	4	0	68	11	4	2518

PEAK HOUR CALCULATION	TOT
10:00 to 11:00	464
10:15 to 11:15	479
10:30 to 11:30	497
10:45 to 11:45	506
11:00 to 12:00	502
11:15 to 12:15	522
11:30 to 12:30	533
11:45 to 12:45	537
12:00 to 13:00	575
12:15 to 13:15	553
12:30 to 13:30	530
12:45 to 13:45	526
13:00 to 14:00	513
13:15 to 14:15	529
13:30 to 14:30	518
13:45 to 14:45	479
14:00 to 15:00	464
A.M. Peak	575

Appendix C

Traffic Figure T1 – Peak Hour Vehicle Movements

Traffic Figure T2 – Peak Hour Pedestrian Movements

Traffic Figure T3 – Redistributed Traffic Flows

Base Traffic Flows

7 (0.0%) 4 (0.0%) 0 (0.0%)
471 (3.4%) 703 (0.3%) 568 (0.9%)
141 (0.0%) 49 (0.0%) 137 (0.0%)

College Access Road

3 (0.0%) 2 (0.0%) 5 (0.0%)
5 (0.0%) 3 (0.0%) 8 (0.0%)
0 (0.0%) 0 (0.0%) 0 (0.0%)

Network Peak	
AM	0815-0915
PM	1630-1730
Sat	1200-1300

Base Flow (HGV%)

A635

A635

33 (6.1%) 1 (0.0%) 22 (0.0%)
128 (0.0%) 1 (0.0%) 77 (0.0%)
116 (0.0%) 0 (0.0%) 111 (0.0%)

6 (0.0%) 0 (0.0%) 0 (0.0%)
439 (3.4%) 332 (1.5%) 316 (0.3%)
223 (0.4%) 50 (0.0%) 120 (0.0%)

County Way

305 (0.3%) 56 (0.0%)
88 (0.0%) 14 (0.0%)
180 (0.0%) 79 (0.0%)
51 (3.9%) 3 (0.0%)
172 (0.0%) 2 (0.0%)
136 (0.0%) 3 (0.0%)

3 (0.0%) 34 (0.0%) 90 (0.0%)

Access Road

1 (0.0%) 4 (0.0%) 3 (0.0%)

County Way

36 (0.0%) 24 (0.0%)
128 (0.0%) 7 (0.0%)
75 (0.0%) 40 (0.0%)
88 (1.1%) 27 (0.0%)
64 (0.0%) 13 (0.0%)
59 (0.0%) 54 (0.0%)

4 (0.0%) 10 (0.0%) 18 (0.0%)

Parking Access

1 (0.0%) 29 (0.0%) 48 (0.0%)

County Way

37
156
124

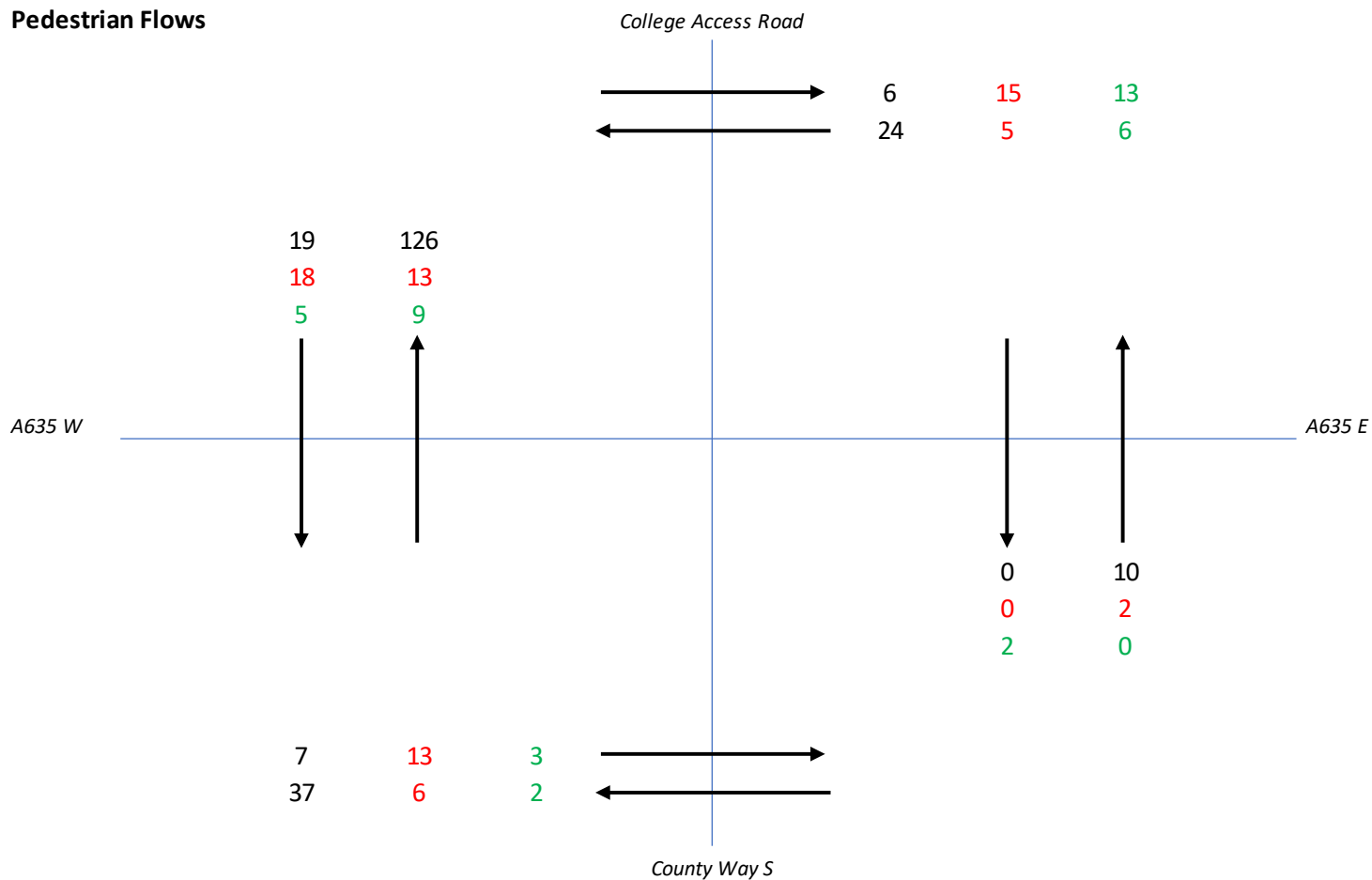
PCUs

Regent Street W

Regent Street E

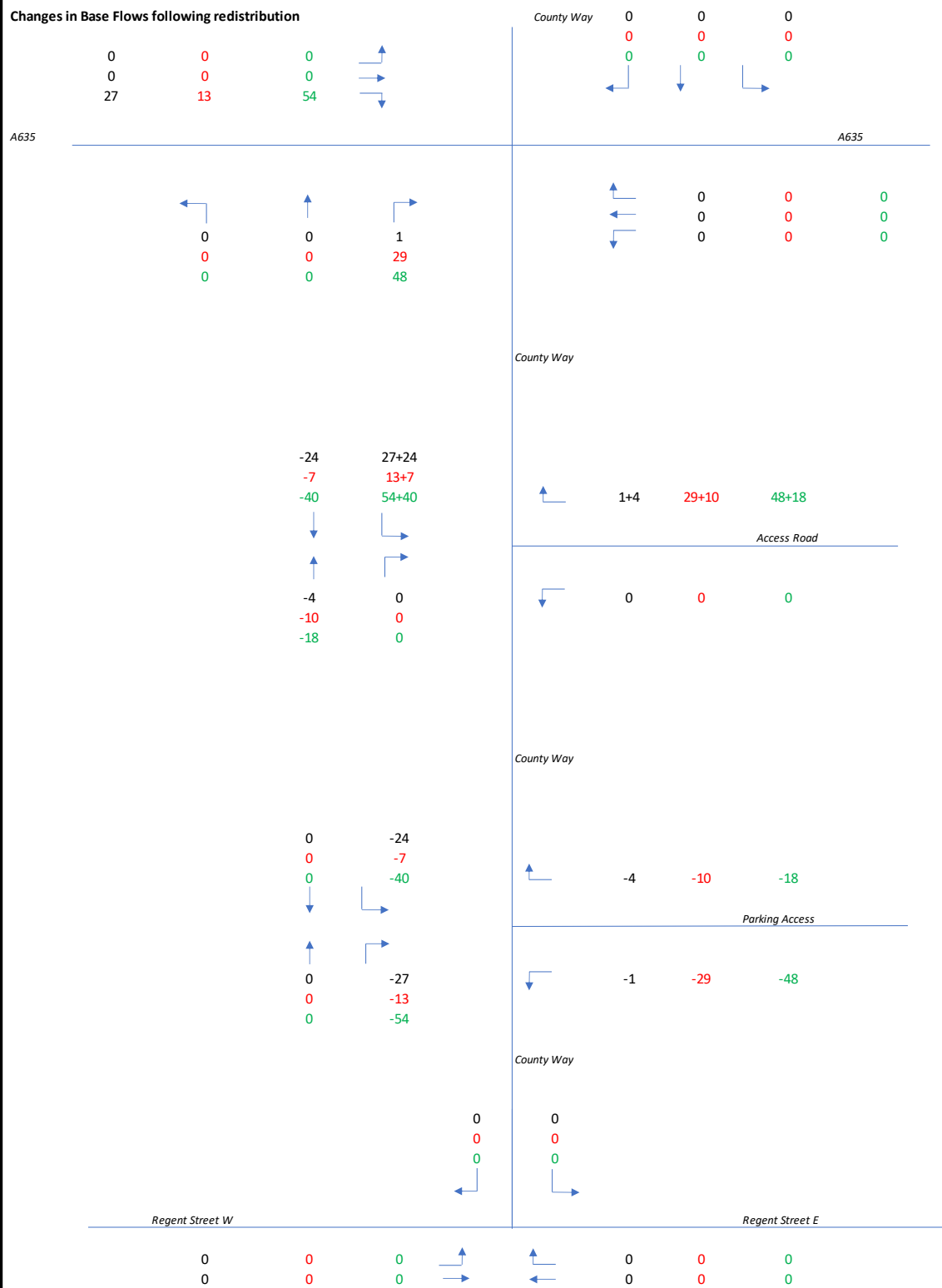
116 77 114
351 520 293

Pedestrian Flows



Network Peak	
AM	0815-0915
PM	1630-1730
Sat	1200-1300

Changes in Base Flows following redistribution



Network Peak	
AM	0815-0915
PM	1630-1730
Sat	1200-1300



Appendix D

Personal Injury Accident data

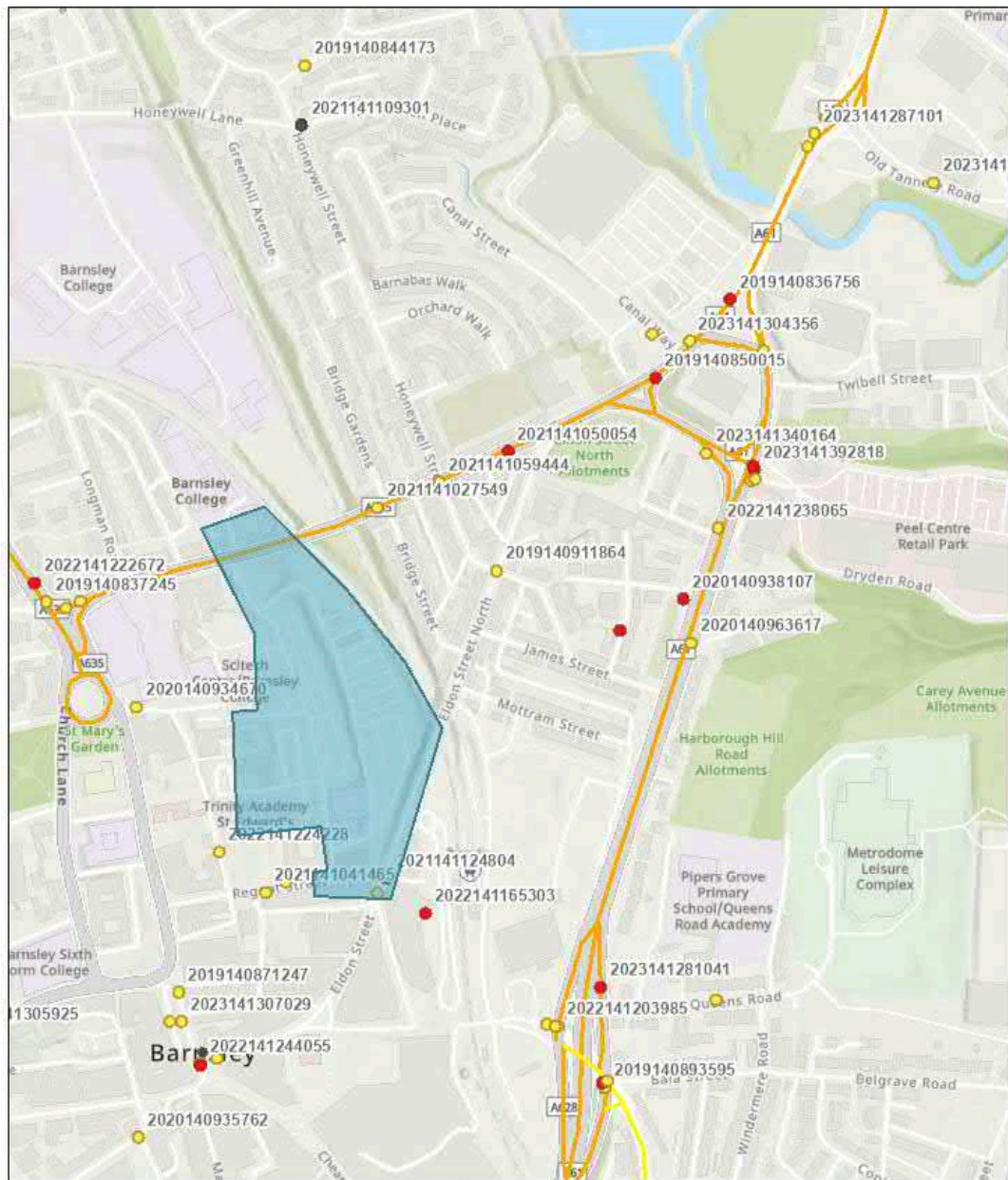


Crash Report

Area of Interest (AOI) Information

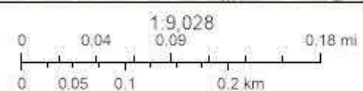
Area : 54,890.91 m²

Dec 12 2024 14:04:04 Greenwich Mean Time



Crashes RSF Crash Risk Results 2024

- Slight
- Serious
- Fatal
- Medium
- Low-medium



Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Poursquare, GeoTechnologies, Inc, MET/NASA, USGS

Summary

Name	Count	Area(m²)	Length(m)
Crashes	2	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year
1	None	Slight	Police officer attended crash scene	February 14, 2019	2019
2	None	Serious	Police officer attended crash scene	December 17, 2021	2021

#	Number_of_vehicles	Number_of_casualties	Easting	Northing	Highway_Authority
1	1	1	434641	406542	Barnsley
2	1	1	434650	406557	Barnsley

#	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit
1	U	Fine without high winds	Single carriageway	Dry	30
2	U	Fine without high winds	Single carriageway	Wet or Damp	30

#	Light_conditions	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle
1	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	Zebra crossing	0	0
2	Darkness: street lights present and lit	T or staggered junction	Zebra crossing	0	0

#	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty	Involved_car
1	1	0	0	0	1
2	1	0	0	0	1

#	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control
1	0	0	1	Barnsley	Unknown
2	0	0	0	Barnsley	Auto traffic signal

#	Is_Provisional	Is_Amended	Web_Link	Count
1	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2019140816268	1
2	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021141124804	1



Appendix E

Proposed Site Layout



©One-Environments Ltd. This drawing is not to be scaled. All dimensions to be verified on site prior to commencement of works. Discrepancies, ambiguities and/or omissions between this drawing & information supplied by others must be reported immediately for clarification before proceeding

- NOTES
- LEGEND**
- Existing Soft Landscape Area to be retained
 - Proposed Species Rich Grass
 - Proposed Planting to Raised Planters
 - Proposed Ground Planting
 - Proposed Hedgerow
 - Proposed Tree Planting
 - Existing Trees/ Vegetation to be retained
 - Existing Trees to be removed
 - Existing Area Retained - No Work
 - Proposed Paving - Type 1 / Concrete Block Paving Vehicular (100x200mm)
 - Proposed Paving - Type 2 / Yorkstone Occasional Vehicular Use
 - Proposed Paving - Type 3 / Granite Occasional Vehicular
 - Proposed Paving - Type 4 / Yorkstone Occasional Vehicular Use
 - Proposed Paving - Type 5 / Yorkstone Occasional Vehicular Use
 - Asphalt Vehicular Grade
 - Concrete Hard-standing
 - Existing Asphalt Surface to be Renewed
 - Permeable Block Paving
 - Free-draining Gravel
 - Tactile Blister Paving
 - Perforated Metal Featured Texts
 - Proposed Raised Planter Edge
 - Proposed Focal Point Sculpture
 - Proposed Louvred Fencing [with matching gates (manually lockable)]
 - Proposed 1.1m High Railing [with matching gates (manually lockable)]
 - Proposed 2.2m High Timber Fence [to Substation & feeder pillar]
 - Proposed Knee Rail
 - Palisade Fence to be Renewed [with existing posts & foundations retained]
 - Free-standing Metal Benches
 - Gabion Seating with Timber Top
 - Automatic Bollards
 - Fixed Bollards
 - Totem Signs
 - Litter Bins
 - Metal Tree Grill [weathering steel]
 - Space Allowance for Ticket Machine [to be supplied by BMBC]
 - EV Bays [infrastructure provided for Phase 1]
 - EV Bays [infrastructure provided for Phase 2]

REVISION	P20	DATE	12.11.24	BY	YL	CHECKED	PA
EV charging points removed; key updated to show phase 1 and 2 EV bays; ticket machine added							
REVISION	P19	DATE	16.10.24	BY	YL	CHECKED	PA
Existing cycle parking area revised to be retained							
REVISION	P18	DATE	02.10.24	BY	YL	CHECKED	PA
Car park paving type updated; EV charging points added; tactile blister paving added; seating type updated; tree grill added to key; grass grid around substation removed							
REVISION	P17	DATE	23.09.24	BY	YL	CHECKED	PA
Car park paving type updated; south service route revised to match existing; Substation relocated; Drawing title revised to match TIDP							
REVISION	P16	DATE	18.09.24	BY	YL	CHECKED	PA
Car park paving type updated; mound removed; two existing trees removed; additional soft landscape added to NWR boundary; service route paving type updated							
REVISION	P15	DATE	11.09.24	BY	YL	CHECKED	PA
Litter bins and totem signs added to plan; Paving type updated; size of parking bays revised							
REVISION	P14	DATE	10.09.24	BY	YL	CHECKED	PA
Fencing type updated; revised bollards location to south car park; paving type updated; substation location revised; bollards added to east side of substation; fence to Feeder Pillar revised							
REVISION	P13	DATE	15.08.24	BY	YL	CHECKED	PA
Size of accessible EV charging bays revised; Planting added to northern public realm entrance; feeder pillar location added; eastern boundary treatment updated; southern entrance paving pattern revised; added proposed fencing type to legend							
REVISION	P12	DATE	01.08.24	BY	YL	CHECKED	PA
Bollards location and type updated; revised proposed boundary treatment location; removed speed tables from existing car park area; northern car park pedestrian pathway changed to be painted walkway; EV bay updated to match EV charger locations							

CLIENT	Willmott Dixon		
PROJECT	The Seam, Barnsley		
TITLE	Landscape Site Plan		
DWG No.	SEAM-ONE-ZZ-XX-DR-L-00001	REV	P20
STATUS	PRELIMINARY		
SCALE	1:500	@ A1	DATE 20.02.24 DRN BY TL



Appendix F

Junction 10 Output – A635 Old Mill Lane/County Way/STEM Centre Access

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.1.1.1905		
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Filename: Old Mill Lane (A635) - County Lane.j10

Path: V:\159000\159592_The Seam, Barnsley_WDC-Newcastle_KS_PJM\07 Design and Analysis\04 Traffic and Transportation\Traffic Programmes\Junctions

Report generation date: 17/12/2024 16:57:46

-
- »2024 Base, AM
 - »2024 Base, PM
 - »2024 Base, SAT
 - »2029 Base, AM
 - »2029 Base, PM
 - »2029 Base, SAT
 - »2024 Base + Dev, AM
 - »2024 Base + Dev, PM
 - »2024 Base + Dev, SAT
 - »2029 Base + Dev, AM
 - »2029 Base + Dev, PM
 - »2029 Base + Dev, SAT

Summary of junction performance

	AM				PM				SAT			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2024 Base											
Stream B-CD	D1	0.1	8.08	0.08	D2	0.3	8.94	0.26	D3	0.3	9.09	0.24
Stream B-AD		0.1	16.21	0.10		0.4	16.93	0.29		0.7	21.80	0.43
Stream A-BCD		0.0	7.39	0.01		0.0	0.00	0.00		0.0	0.00	0.00
Stream D-ABC		0.0	11.61	0.03		0.1	13.18	0.06		0.0	0.00	0.00
Stream C-ABD		0.5	10.09	0.31		0.1	6.67	0.09		0.4	8.27	0.26
	2029 Base											
Stream B-CD	D4	0.1	8.32	0.08	D5	0.4	9.35	0.28	D6	0.4	9.56	0.26
Stream B-AD		0.1	17.64	0.11		0.5	18.50	0.32		0.9	24.88	0.47
Stream A-BCD		0.0	7.58	0.01		0.0	0.00	0.00		0.0	0.00	0.00
Stream D-ABC		0.0	12.22	0.04		0.1	14.05	0.07		0.0	0.00	0.00
Stream C-ABD		0.5	10.60	0.33		0.1	6.78	0.10		0.4	8.53	0.28
	2024 Base + Dev											
Stream B-CD	D10	0.1	8.12	0.08	D11	0.4	9.35	0.27	D12	0.4	10.02	0.26
Stream B-AD		0.1	17.14	0.11		0.7	20.50	0.40		1.8	39.34	0.66
Stream A-BCD		0.0	7.57	0.01		0.0	0.00	0.00		0.0	0.00	0.00
Stream D-ABC		0.0	11.86	0.04		0.1	13.44	0.06		0.0	0.00	0.00
Stream C-ABD		0.6	10.81	0.37		0.1	6.84	0.12		0.6	9.31	0.36
	2029 Base + Dev											
Stream B-CD	D13	0.1	8.36	0.08	D14	0.4	9.83	0.29	D15	0.4	10.68	0.29
Stream B-AD		0.1	18.75	0.12		0.8	22.84	0.44		2.4	50.06	0.72
Stream A-BCD		0.0	7.78	0.01		0.0	0.00	0.00		0.0	0.00	0.00
Stream D-ABC		0.0	12.51	0.04		0.1	14.37	0.07		0.0	0.00	0.00
Stream C-ABD		0.7	11.37	0.40		0.1	6.96	0.12		0.7	9.60	0.38

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	Mill Lane - County Way
Location	Barnsley
Site number	
Date	18/06/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	FAIRHURST\ashley.armitage
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15	✓		
D3	2024 Base	SAT	ONE HOUR	11:45	13:15	15	✓		
D4	2029 Base	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.0556
D5	2029 Base	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*1.0544
D6	2029 Base	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D3*1.0540
D7	Development	AM	ONE HOUR	08:00	09:30	15			
D8	Development	PM	ONE HOUR	16:15	17:45	15			
D9	Development	SAT	ONE HOUR	11:45	13:15	15			
D10	2024 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1+D7
D11	2024 Base + Dev	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D8
D12	2024 Base + Dev	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D3+D9
D13	2029 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D4+D7
D14	2029 Base + Dev	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D5+D8
D15	2029 Base + Dev	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D6+D9

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A635 Mill Lane - County Way	Crossroads	Two-way	Two-way	Two-way	Two-way		1.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.63	A

Arms

Arms

Arm	Name	Description	Arm type
A	A635 Mill Lane (East)		Major
B	County Way		Minor
C	A635 Mill Lane (West)		Major
D	Barnsley College Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	5.75		✓	2.50	190.0	✓	3.00
C	5.75		✓	2.50	200.0	✓	3.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes		3.50	3.50	30	64
D	One lane	2.95			22	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	706	-	-	-	-	-	-	0.277	0.395	0.277	-	-	-
B-A	544	0.100	0.253	0.253	-	-	-	0.159	0.362	-	0.253	0.253	0.127
B-C	697	0.108	0.273	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	544	0.100	0.253	0.253	-	-	-	0.159	0.362	0.159	-	-	-
B-D, offside lane	544	0.100	0.253	0.253	-	-	-	0.159	0.362	0.159	-	-	-
C-B	712	0.279	0.279	0.399	-	-	-	-	-	-	-	-	-
D-A	633	-	-	-	-	-	-	0.248	-	0.098	-	-	-
D-B, nearside lane	492	0.144	0.144	0.327	-	-	-	0.229	0.229	0.091	-	-	-
D-B, offside lane	492	0.144	0.144	0.327	-	-	-	0.229	0.229	0.091	-	-	-
D-C	492	-	0.144	0.327	0.115	0.229	0.229	0.229	0.229	0.091	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	668	100.000
B		ONE HOUR	✓	56	100.000
C		ONE HOUR	✓	619	100.000
D		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	223	439	6
	B	22	0	33	1
	C	471	141	0	7
	D	5	2	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	3	0
	B	0	0	6	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.08	8.08	0.1	A	31	46
B-AD	0.10	16.21	0.1	C	21	31
A-BCD	0.01	7.39	0.0	A	6	8
A-B					205	307
A-C					403	604
D-ABC	0.03	11.61	0.0	B	9	14
C-ABD	0.31	10.09	0.5	B	132	197
C-D					6	10
C-A					430	645

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	25	6	540	0.047	25	0.0	0.0	6.990	A
B-AD	17	4	341	0.050	17	0.0	0.1	11.082	B
A-BCD	5	1	561	0.008	4	0.0	0.0	6.462	A
A-B	168	42			168				
A-C	331	83			331				
D-ABC	8	2	401	0.019	7	0.0	0.0	9.155	A
C-ABD	107	27	570	0.187	106	0.0	0.2	7.731	A
C-D	5	1			5				
C-A	354	89			354				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	30	8	516	0.058	30	0.0	0.1	7.403	A
B-AD	20	5	302	0.067	20	0.1	0.1	12.787	B
A-BCD	5	1	533	0.010	5	0.0	0.0	6.822	A
A-B	200	50			200				
A-C	395	99			395				
D-ABC	9	2	368	0.024	9	0.0	0.0	10.023	B
C-ABD	128	32	546	0.235	128	0.2	0.3	8.607	A
C-D	6	2			6				
C-A	422	106			422				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	37	9	482	0.077	37	0.1	0.1	8.079	A
B-AD	25	6	247	0.100	25	0.1	0.1	16.175	C
ABCD	7	2	494	0.013	7	0.0	0.0	7.384	A
AB	246	61			246				
AC	483	121			483				
D-ABC	11	3	321	0.034	11	0.0	0.0	11.604	B
C-ABD	160	40	517	0.310	159	0.3	0.5	10.054	B
C-D	8	2			8				
C-A	514	128			514				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	37	9	482	0.077	37	0.1	0.1	8.081	A
B-AD	25	6	247	0.100	25	0.1	0.1	16.214	C
ABCD	7	2	494	0.013	7	0.0	0.0	7.388	A
AB	246	61			246				
AC	483	121			483				
D-ABC	11	3	321	0.034	11	0.0	0.0	11.612	B
C-ABD	160	40	517	0.310	160	0.5	0.5	10.087	B
C-D	8	2			8				
C-A	514	128			514				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	30	8	516	0.058	30	0.1	0.1	7.410	A
B-AD	20	5	301	0.067	20	0.1	0.1	12.821	B
ABCD	5	1	533	0.010	5	0.0	0.0	6.827	A
AB	200	50			200				
AC	395	99			395				
D-ABC	9	2	368	0.024	9	0.0	0.0	10.031	B
C-ABD	128	32	546	0.235	129	0.5	0.3	8.645	A
C-D	6	2			6				
C-A	422	106			422				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	25	6	540	0.047	25	0.1	0.0	6.999	A
B-AD	17	4	341	0.050	17	0.1	0.1	11.117	B
ABCD	5	1	561	0.008	5	0.0	0.0	6.471	A
AB	168	42			168				
AC	331	83			331				
D-ABC	8	2	400	0.019	8	0.0	0.0	9.166	A
C-ABD	107	27	571	0.187	107	0.3	0.2	7.772	A
C-D	5	1			5				
C-A	354	89			354				

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A635 Mill Lane - County Way	Crossroads	Two-way	Two-way	Two-way	Two-way		2.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	382	100.000
B		ONE HOUR	✓	206	100.000
C		ONE HOUR	✓	756	100.000
D		ONE HOUR	✓	16	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	50	332	0
	B	77	0	128	1
	C	703	49	0	4
	D	8	3	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	2	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.26	8.94	0.3	A	118	177
B-AD	0.29	16.93	0.4	C	71	107
ABCD	0.00	0.00	0.0	A	0	0
A-B					46	69
A-C					305	457
D-ABC	0.06	13.18	0.1	B	15	22
C-ABD	0.09	6.67	0.1	A	45	67
C-D					4	6
C-A					645	968

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	97	24	598	0.162	96	0.0	0.2	7.163	A
B-AD	58	15	376	0.155	58	0.0	0.2	11.285	B
ABCD	0	0	1088	0.000	0	0.0	0.0	0.000	A
A-B	38	9			38				
A-C	250	62			250				
D-ABC	12	3	379	0.032	12	0.0	0.0	9.802	A
C-ABD	37	9	631	0.058	37	0.0	0.1	6.052	A
C-D	3	0.75			3				
C-A	529	132			529				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	116	29	576	0.201	115	0.2	0.2	7.806	A
B-AD	70	17	343	0.203	69	0.2	0.3	13.138	B
ABCD	0	0	1025	0.000	0	0.0	0.0	0.000	A
A-B	45	11			45				
A-C	298	75			298				
D-ABC	14	4	343	0.042	14	0.0	0.0	10.957	B
C-ABD	44	11	615	0.072	44	0.1	0.1	6.299	A
C-D	4	0.90			4				
C-A	632	158			632				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	142	35	545	0.260	141	0.2	0.3	8.916	A
B-AD	85	21	298	0.286	85	0.3	0.4	16.844	C
A-BCD	0	0	938	0.000	0	0.0	0.0	0.000	A
A-B	55	14			55				
A-C	366	91			366				
D-ABC	18	4	291	0.061	18	0.0	0.1	13.164	B
C-ABD	54	14	594	0.091	54	0.1	0.1	6.665	A
C-D	4	1			4				
C-A	774	193			774				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	142	35	544	0.260	142	0.3	0.3	8.940	A
B-AD	85	21	298	0.286	85	0.4	0.4	16.932	C
A-BCD	0	0	938	0.000	0	0.0	0.0	0.000	A
A-B	55	14			55				
A-C	366	91			366				
D-ABC	18	4	291	0.061	18	0.1	0.1	13.177	B
C-ABD	54	14	594	0.091	54	0.1	0.1	6.665	A
C-D	4	1			4				
C-A	774	193			774				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	116	29	576	0.201	116	0.3	0.3	7.835	A
B-AD	70	17	343	0.203	70	0.4	0.3	13.222	B
A-BCD	0	0	1025	0.000	0	0.0	0.0	0.000	A
A-B	45	11			45				
A-C	298	75			298				
D-ABC	14	4	343	0.042	14	0.1	0.0	10.970	B
C-ABD	44	11	615	0.072	44	0.1	0.1	6.301	A
C-D	4	0.90			4				
C-A	632	158			632				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	97	24	597	0.162	97	0.3	0.2	7.196	A
B-AD	58	15	376	0.155	59	0.3	0.2	11.360	B
A-BCD	0	0	1088	0.000	0	0.0	0.0	0.000	A
A-B	38	9			38				
A-C	250	62			250				
D-ABC	12	3	379	0.032	12	0.0	0.0	9.816	A
C-ABD	37	9	631	0.058	37	0.1	0.1	6.061	A
C-D	3	0.75			3				
C-A	529	132			529				

2024 Base, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A635 Mill Lane - County Way	Crossroads	Two-way	Two-way	Two-way	Two-way		3.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Base	SAT	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	436	100.000
B		ONE HOUR	✓	227	100.000
C		ONE HOUR	✓	705	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	120	316	0
	B	111	0	116	0
	C	568	137	0	0
	D	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.24	9.09	0.3	A	106	160
B-AD	0.43	21.80	0.7	C	102	153
A-BCD	0.00	0.00	0.0	A	0	0
A-B					110	165
A-C					290	435
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.26	8.27	0.4	A	127	191
C-D					0	0
C-A					520	780

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	87	22	587	0.149	87	0.0	0.2	7.184	A
B-AD	84	21	369	0.227	82	0.0	0.3	12.519	B
A-BCD	0	0	1092	0.000	0	0.0	0.0	0.000	A
A-B	90	23			90				
A-C	238	59			238				
D-ABC	0	0	352	0.000	0	0.0	0.0	0.000	A
C-ABD	103	26	622	0.166	103	0.0	0.2	6.916	A
C-D	0	0			0				
C-A	427	107			427				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	104	26	562	0.186	104	0.2	0.2	7.861	A
B-AD	100	25	334	0.298	99	0.3	0.4	15.272	C
A-BCD	0	0	1030	0.000	0	0.0	0.0	0.000	A
A-B	108	27			108				
A-C	284	71			284				
D-ABC	0	0	317	0.000	0	0.0	0.0	0.000	A
C-ABD	124	31	607	0.204	124	0.2	0.3	7.446	A
C-D	0	0			0				
C-A	510	127			510				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	128	32	524	0.244	127	0.2	0.3	9.062	A
B-AD	122	31	287	0.425	121	0.4	0.7	21.501	C
A-BCD	0	0	943	0.000	0	0.0	0.0	0.000	A
A-B	132	33			132				
A-C	348	87			348				
D-ABC	0	0	269	0.000	0	0.0	0.0	0.000	A
C-ABD	154	38	589	0.261	153	0.3	0.4	8.253	A
C-D	0	0			0				
C-A	622	156			622				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	128	32	524	0.244	128	0.3	0.3	9.093	A
B-AD	122	31	287	0.426	122	0.7	0.7	21.803	C
A-BCD	0	0	943	0.000	0	0.0	0.0	0.000	A
A-B	132	33			132				
A-C	348	87			348				
D-ABC	0	0	269	0.000	0	0.0	0.0	0.000	A
C-ABD	154	38	589	0.261	154	0.4	0.4	8.267	A
C-D	0	0			0				
C-A	622	156			622				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	104	26	561	0.186	105	0.3	0.2	7.894	A
B-AD	100	25	334	0.299	101	0.7	0.4	15.507	C
A-BCD	0	0	1029	0.000	0	0.0	0.0	0.000	A
A-B	108	27			108				
A-C	284	71			284				
D-ABC	0	0	317	0.000	0	0.0	0.0	0.000	A
C-ABD	124	31	607	0.204	124	0.4	0.3	7.464	A
C-D	0	0			0				
C-A	510	127			510				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	87	22	586	0.149	88	0.2	0.2	7.221	A
B-AD	84	21	368	0.227	84	0.4	0.3	12.686	B
A-BCD	0	0	1092	0.000	0	0.0	0.0	0.000	A
A-B	90	23			90				
A-C	238	59			238				
D-ABC	0	0	351	0.000	0	0.0	0.0	0.000	A
C-ABD	103	26	623	0.166	104	0.3	0.2	6.944	A
C-D	0	0			0				
C-A	427	107			427				

2029 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A635 Mill Lane - County Way	Crossroads	Two-way	Two-way	Two-way	Two-way		1.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2029 Base	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.0556

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	705	100.000
B		ONE HOUR	✓	59	100.000
C		ONE HOUR	✓	653	100.000
D		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	235	463	6
	B	23	0	35	1
	C	497	149	0	7
	D	5	2	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	3	0
	B	0	0	6	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.08	8.32	0.1	A	32	49
B-AD	0.11	17.64	0.1	C	22	33
A-BCD	0.01	7.58	0.0	A	6	9
A-B					216	324
A-C					425	638
D-ABC	0.04	12.22	0.0	B	10	15
C-ABD	0.33	10.60	0.5	B	140	210
C-D					7	10
C-A					453	680

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	27	7	533	0.050	26	0.0	0.1	7.099	A
B-AD	18	4	330	0.054	18	0.0	0.1	11.514	B
A-BCD	5	1	553	0.009	5	0.0	0.0	6.560	A
A-B	177	44			177				
A-C	349	87			349				
D-ABC	8	2	392	0.020	8	0.0	0.0	9.381	A
C-ABD	113	28	563	0.200	112	0.0	0.2	7.956	A
C-D	6	1			6				
C-A	374	93			374				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	32	8	508	0.063	32	0.1	0.1	7.557	A
B-AD	21	5	288	0.074	21	0.1	0.1	13.486	B
A-BCD	6	1	523	0.011	6	0.0	0.0	6.953	A
A-B	212	53			212				
A-C	417	104			417				
D-ABC	9	2	357	0.027	9	0.0	0.0	10.366	B
C-ABD	136	34	538	0.252	135	0.2	0.3	8.936	A
C-D	7	2			7				
C-A	445	111			445				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	39	10	472	0.083	39	0.1	0.1	8.315	A
B-AD	26	7	230	0.113	26	0.1	0.1	17.588	C
A-BCD	7	2	482	0.014	7	0.0	0.0	7.574	A
AB	259	65			259				
AC	510	128			510				
D-ABC	12	3	306	0.038	12	0.0	0.0	12.213	B
C-ABD	171	43	510	0.335	170	0.3	0.5	10.557	B
C-D	8	2			8				
C-A	541	135			541				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	39	10	472	0.083	39	0.1	0.1	8.321	A
B-AD	26	7	230	0.113	26	0.1	0.1	17.639	C
A-BCD	7	2	482	0.014	7	0.0	0.0	7.578	A
AB	259	65			259				
AC	510	128			510				
D-ABC	12	3	306	0.038	12	0.0	0.0	12.223	B
C-ABD	171	43	511	0.335	171	0.5	0.5	10.601	B
C-D	8	2			8				
C-A	541	135			541				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	32	8	508	0.063	32	0.1	0.1	7.562	A
B-AD	21	5	288	0.074	21	0.1	0.1	13.532	B
A-BCD	6	1	523	0.011	6	0.0	0.0	6.959	A
AB	212	53			212				
AC	417	104			417				
D-ABC	9	2	356	0.027	10	0.0	0.0	10.376	B
C-ABD	136	34	538	0.252	136	0.5	0.3	8.981	A
C-D	7	2			7				
C-A	445	111			445				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	27	7	533	0.050	27	0.1	0.1	7.111	A
B-AD	18	4	330	0.054	18	0.1	0.1	11.556	B
A-BCD	5	1	553	0.009	5	0.0	0.0	6.567	A
AB	177	44			177				
AC	349	87			349				
D-ABC	8	2	391	0.020	8	0.0	0.0	9.395	A
C-ABD	113	28	563	0.200	113	0.3	0.3	8.004	A
C-D	6	1			6				
C-A	374	93			374				

2029 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A635 Mill Lane - County Way	Crossroads	Two-way	Two-way	Two-way	Two-way		2.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.33	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2029 Base	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*1.0544

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	403	100.000
B		ONE HOUR	✓	217	100.000
C		ONE HOUR	✓	797	100.000
D		ONE HOUR	✓	17	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	53	350	0
	B	81	0	135	1
	C	741	52	0	4
	D	8	3	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	2	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.28	9.35	0.4	A	124	187
B-AD	0.32	18.50	0.5	C	75	112
ABCD	0.00	0.00	0.0	A	0	0
A-B					48	73
A-C					321	482
D-ABC	0.07	14.05	0.1	B	15	23
C-ABD	0.10	6.78	0.1	A	47	71
C-D					4	6
C-A					680	1020

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	102	26	592	0.172	101	0.0	0.2	7.323	A
B-AD	61	15	367	0.168	61	0.0	0.2	11.731	B
ABCD	0	0	1070	0.000	0	0.0	0.0	0.000	A
A-B	40	10			40				
A-C	264	66			264				
D-ABC	13	3	369	0.034	13	0.0	0.0	10.098	B
C-ABD	39	10	627	0.062	39	0.0	0.1	6.118	A
C-D	3	0.79			3				
C-A	558	140			558				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	122	30	569	0.214	122	0.2	0.3	8.047	A
B-AD	73	18	332	0.221	73	0.2	0.3	13.880	B
ABCD	0	0	1004	0.000	0	0.0	0.0	0.000	A
A-B	47	12			47				
A-C	315	79			315				
D-ABC	15	4	331	0.046	15	0.0	0.0	11.412	B
C-ABD	46	12	610	0.076	46	0.1	0.1	6.384	A
C-D	4	0.95			4				
C-A	666	167			666				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	149	37	535	0.279	149	0.3	0.4	9.323	A
B-AD	90	22	284	0.316	89	0.3	0.4	18.373	C
ABCD	0	0	912	0.000	0	0.0	0.0	0.000	A
AB	58	15			58				
AC	385	96			385				
D-ABC	19	5	275	0.068	18	0.0	0.1	14.035	B
C-ABD	57	14	588	0.097	57	0.1	0.1	6.781	A
C-D	5	1			5				
C-A	816	204			816				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	149	37	534	0.280	149	0.4	0.4	9.354	A
B-AD	90	22	284	0.316	90	0.4	0.5	18.499	C
ABCD	0	0	912	0.000	0	0.0	0.0	0.000	A
AB	58	15			58				
AC	385	96			385				
D-ABC	19	5	275	0.068	19	0.1	0.1	14.051	B
C-ABD	57	14	588	0.097	57	0.1	0.1	6.781	A
C-D	5	1			5				
C-A	816	204			816				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	122	30	568	0.214	122	0.4	0.3	8.078	A
B-AD	73	18	332	0.221	74	0.5	0.3	13.989	B
ABCD	0	0	1004	0.000	0	0.0	0.0	0.000	A
AB	47	12			47				
AC	315	79			315				
D-ABC	15	4	330	0.046	15	0.1	0.0	11.428	B
C-ABD	46	12	610	0.076	47	0.1	0.1	6.389	A
C-D	4	0.95			4				
C-A	666	167			666				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	102	26	592	0.173	102	0.3	0.2	7.362	A
B-AD	61	15	367	0.168	62	0.3	0.2	11.827	B
ABCD	0	0	1070	0.000	0	0.0	0.0	0.000	A
AB	40	10			40				
AC	264	66			264				
D-ABC	13	3	369	0.034	13	0.0	0.0	10.111	B
C-ABD	39	10	627	0.062	39	0.1	0.1	6.124	A
C-D	3	0.79			3				
C-A	558	140			558				

2029 Base, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A635 Mill Lane - County Way	Crossroads	Two-way	Two-way	Two-way	Two-way		3.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2029 Base	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D3*1.0540

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	460	100.000
B		ONE HOUR	✓	239	100.000
C		ONE HOUR	✓	743	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	126	333	0
	B	117	0	122	0
	C	599	144	0	0
	D	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.26	9.56	0.4	A	112	168
B-AD	0.47	24.88	0.9	C	107	161
A-BCD	0.00	0.00	0.0	A	0	0
A-B					116	174
A-C					306	458
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.28	8.53	0.4	A	134	202
C-D					0	0
C-A					547	821

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	92	23	580	0.159	91	0.0	0.2	7.351	A
B-AD	88	22	359	0.245	87	0.0	0.3	13.150	B
A-BCD	0	0	1075	0.000	0	0.0	0.0	0.000	A
A-B	95	24			95				
A-C	251	63			251				
D-ABC	0	0	342	0.000	0	0.0	0.0	0.000	A
C-ABD	109	27	618	0.177	108	0.0	0.2	7.050	A
C-D	0	0			0				
C-A	450	113			450				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	110	27	553	0.199	110	0.2	0.2	8.112	A
B-AD	105	26	323	0.326	105	0.3	0.5	16.423	C
A-BCD	0	0	1009	0.000	0	0.0	0.0	0.000	A
A-B	114	28			114				
A-C	299	75			299				
D-ABC	0	0	306	0.000	0	0.0	0.0	0.000	A
C-ABD	131	33	602	0.218	131	0.2	0.3	7.631	A
C-D	0	0			0				
C-A	537	134			537				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	135	34	512	0.263	134	0.2	0.4	9.514	A
B-AD	129	32	273	0.471	127	0.5	0.8	24.393	C
A-BCD	0	0	918	0.000	0	0.0	0.0	0.000	A
AB	139	35			139				
AC	367	92			367				
D-ABC	0	0	254	0.000	0	0.0	0.0	0.000	A
C-ABD	163	41	585	0.279	163	0.3	0.4	8.511	A
C-D	0	0			0				
C-A	655	164			655				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	135	34	511	0.263	135	0.4	0.4	9.556	A
B-AD	129	32	273	0.472	129	0.8	0.9	24.882	C
A-BCD	0	0	918	0.000	0	0.0	0.0	0.000	A
AB	139	35			139				
AC	367	92			367				
D-ABC	0	0	254	0.000	0	0.0	0.0	0.000	A
C-ABD	163	41	585	0.279	163	0.4	0.4	8.528	A
C-D	0	0			0				
C-A	655	164			655				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	110	27	552	0.199	110	0.4	0.3	8.155	A
B-AD	105	26	323	0.326	107	0.9	0.5	16.764	C
A-BCD	0	0	1008	0.000	0	0.0	0.0	0.000	A
AB	114	28			114				
AC	299	75			299				
D-ABC	0	0	305	0.000	0	0.0	0.0	0.000	A
C-ABD	131	33	602	0.217	131	0.4	0.3	7.654	A
C-D	0	0			0				
C-A	537	134			537				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	92	23	579	0.159	92	0.3	0.2	7.396	A
B-AD	88	22	359	0.245	89	0.5	0.3	13.354	B
A-BCD	0	0	1074	0.000	0	0.0	0.0	0.000	A
AB	95	24			95				
AC	251	63			251				
D-ABC	0	0	342	0.000	0	0.0	0.0	0.000	A
C-ABD	109	27	618	0.177	109	0.3	0.2	7.080	A
C-D	0	0			0				
C-A	450	113			450				

2024 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A635 Mill Lane - County Way	Crossroads	Two-way	Two-way	Two-way	Two-way		1.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2024 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	668	100.000
B		ONE HOUR	✓	57	100.000
C		ONE HOUR	✓	646	100.000
D		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	223	439	6
	B	23	0	33	1
	C	471	168	0	7
	D	5	2	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	3	0
	B	0	0	6	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.08	8.12	0.1	A	31	46
B-AD	0.11	17.14	0.1	C	22	32
A-BCD	0.01	7.57	0.0	A	6	8
A-B					205	307
A-C					403	604
D-ABC	0.04	11.86	0.0	B	9	14
C-ABD	0.37	10.81	0.6	B	159	238
C-D					6	10
C-A					428	642

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	25	6	539	0.047	25	0.0	0.0	7.001	A
B-AD	18	4	334	0.053	17	0.0	0.1	11.364	B
A-BCD	5	1	553	0.008	4	0.0	0.0	6.557	A
A-B	168	42			168				
A-C	331	83			331				
D-ABC	8	2	397	0.019	7	0.0	0.0	9.244	A
C-ABD	127	32	572	0.223	126	0.0	0.3	8.054	A
C-D	5	1			5				
C-A	354	88			354				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	30	8	515	0.059	30	0.0	0.1	7.420	A
B-AD	21	5	293	0.072	21	0.1	0.1	13.244	B
A-BCD	5	1	523	0.010	5	0.0	0.0	6.949	A
A-B	200	50			200				
A-C	395	99			395				
D-ABC	9	2	363	0.025	9	0.0	0.0	10.159	B
C-ABD	154	38	549	0.280	153	0.3	0.4	9.075	A
C-D	6	2			6				
C-A	421	105			421				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	37	9	481	0.077	37	0.1	0.1	8.114	A
B-AD	26	6	236	0.109	26	0.1	0.1	17.092	C
ABCD	7	2	482	0.014	7	0.0	0.0	7.569	A
AB	246	61			246				
AC	483	121			483				
D-ABC	11	3	315	0.035	11	0.0	0.0	11.852	B
C-ABD	195	49	528	0.369	194	0.4	0.6	10.756	B
C-D	8	2			8				
C-A	509	127			509				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	37	9	480	0.077	37	0.1	0.1	8.118	A
B-AD	26	6	236	0.109	26	0.1	0.1	17.145	C
ABCD	7	2	482	0.014	7	0.0	0.0	7.574	A
AB	246	61			246				
AC	483	121			483				
D-ABC	11	3	314	0.035	11	0.0	0.0	11.863	B
C-ABD	195	49	528	0.369	195	0.6	0.6	10.809	B
C-D	8	2			8				
C-A	509	127			509				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	30	8	515	0.059	30	0.1	0.1	7.425	A
B-AD	21	5	292	0.072	21	0.1	0.1	13.292	B
ABCD	5	1	523	0.010	5	0.0	0.0	6.959	A
AB	200	50			200				
AC	395	99			395				
D-ABC	9	2	363	0.025	9	0.0	0.0	10.172	B
C-ABD	154	38	550	0.279	154	0.6	0.4	9.134	A
C-D	6	2			6				
C-A	421	105			421				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	25	6	539	0.047	25	0.1	0.0	7.010	A
B-AD	18	4	333	0.053	18	0.1	0.1	11.410	B
ABCD	5	1	553	0.008	5	0.0	0.0	6.567	A
AB	168	42			168				
AC	331	83			331				
D-ABC	8	2	397	0.019	8	0.0	0.0	9.256	A
C-ABD	127	32	572	0.223	128	0.4	0.3	8.110	A
C-D	5	1			5				
C-A	354	88			354				

2024 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A635 Mill Lane - County Way	Crossroads	Two-way	Two-way	Two-way	Two-way		2.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2024 Base + Dev	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	382	100.000
B		ONE HOUR	✓	235	100.000
C		ONE HOUR	✓	769	100.000
D		ONE HOUR	✓	16	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	50	332	0
	B	106	0	128	1
	C	703	62	0	4
	D	8	3	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	2	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.27	9.35	0.4	A	118	177
B-AD	0.40	20.50	0.7	C	98	146
A-BCD	0.00	0.00	0.0	A	0	0
A-B					46	69
A-C					305	457
D-ABC	0.06	13.44	0.1	B	15	22
C-ABD	0.12	6.84	0.1	A	57	85
C-D					4	6
C-A					645	968

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	97	24	588	0.165	96	0.0	0.2	7.289	A
B-AD	80	20	372	0.215	79	0.0	0.3	12.231	B
A-BCD	0	0	1080	0.000	0	0.0	0.0	0.000	A
A-B	38	9			38				
A-C	250	62			250				
D-ABC	12	3	376	0.032	12	0.0	0.0	9.883	A
C-ABD	47	12	631	0.074	46	0.0	0.1	6.153	A
C-D	3	0.75			3				
C-A	529	132			529				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	116	29	564	0.205	115	0.2	0.3	8.023	A
B-AD	96	24	339	0.282	95	0.3	0.4	14.748	B
A-BCD	0	0	1016	0.000	0	0.0	0.0	0.000	A
A-B	45	11			45				
A-C	298	75			298				
D-ABC	14	4	339	0.042	14	0.0	0.0	11.089	B
C-ABD	56	14	616	0.091	56	0.1	0.1	6.428	A
C-D	4	0.90			4				
C-A	632	158			632				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	142	35	527	0.269	141	0.3	0.4	9.316	A
B-AD	117	29	293	0.400	116	0.4	0.6	20.269	C
A-BCD	0	0	926	0.000	0	0.0	0.0	0.000	A
A-B	55	14			55				
A-C	366	91			366				
D-ABC	18	4	286	0.062	18	0.0	0.1	13.428	B
C-ABD	68	17	595	0.115	68	0.1	0.1	6.837	A
C-D	4	1			4				
C-A	774	193			774				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	142	35	527	0.269	142	0.4	0.4	9.349	A
B-AD	117	29	292	0.400	117	0.6	0.7	20.497	C
A-BCD	0	0	926	0.000	0	0.0	0.0	0.000	A
A-B	55	14			55				
A-C	366	91			366				
D-ABC	18	4	285	0.062	18	0.1	0.1	13.444	B
C-ABD	68	17	595	0.115	68	0.1	0.1	6.840	A
C-D	4	1			4				
C-A	774	193			774				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	116	29	563	0.205	116	0.4	0.3	8.060	A
B-AD	96	24	339	0.282	97	0.7	0.4	14.935	B
A-BCD	0	0	1015	0.000	0	0.0	0.0	0.000	A
A-B	45	11			45				
A-C	298	75			298				
D-ABC	14	4	339	0.042	14	0.1	0.0	11.104	B
C-ABD	56	14	616	0.091	56	0.1	0.1	6.431	A
C-D	4	0.90			4				
C-A	632	158			632				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	97	24	588	0.165	97	0.3	0.2	7.343	A
B-AD	80	20	372	0.215	81	0.4	0.3	12.367	B
A-BCD	0	0	1080	0.000	0	0.0	0.0	0.000	A
A-B	38	9			38				
A-C	250	62			250				
D-ABC	12	3	376	0.032	12	0.0	0.0	9.901	A
C-ABD	47	12	631	0.074	47	0.1	0.1	6.159	A
C-D	3	0.75			3				
C-A	529	132			529				

2024 Base + Dev, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A635 Mill Lane - County Way	Crossroads	Two-way	Two-way	Two-way	Two-way		6.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2024 Base + Dev	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D3+D9

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	436	100.000
B		ONE HOUR	✓	275	100.000
C		ONE HOUR	✓	759	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	120	316	0
	B	159	0	116	0
	C	568	191	0	0
	D	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.26	10.02	0.4	B	106	160
B-AD	0.66	39.34	1.8	E	146	219
ABCD	0.00	0.00	0.0	A	0	0
AB					110	165
AC					290	435
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.36	9.31	0.6	A	180	271
C-D					0	0
C-A					516	774

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	87	22	570	0.153	87	0.0	0.2	7.442	A
B-AD	120	30	354	0.338	118	0.0	0.5	15.106	C
ABCD	0	0	1060	0.000	0	0.0	0.0	0.000	A
AB	90	23			90				
AC	238	59			238				
D-ABC	0	0	342	0.000	0	0.0	0.0	0.000	A
C-ABD	145	36	626	0.232	144	0.0	0.3	7.451	A
C-D	0	0			0				
C-A	426	107			426				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	104	26	538	0.194	104	0.2	0.2	8.288	A
B-AD	143	36	317	0.451	142	0.5	0.8	20.430	C
ABCD	0	0	991	0.000	0	0.0	0.0	0.000	A
AB	108	27			108				
AC	284	71			284				
D-ABC	0	0	305	0.000	0	0.0	0.0	0.000	A
C-ABD	175	44	614	0.285	175	0.3	0.4	8.178	A
C-D	0	0			0				
C-A	507	127			507				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	128	32	489	0.261	127	0.2	0.3	9.941	A
B-AD	175	44	266	0.659	171	0.8	1.7	36.794	E
A-BCD	0	0	896	0.000	0	0.0	0.0	0.000	A
AB	132	33			132				
AC	348	87			348				
D-ABC	0	0	253	0.000	0	0.0	0.0	0.000	A
C-ABD	221	55	608	0.364	220	0.4	0.6	9.272	A
C-D	0	0			0				
C-A	614	154			614				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	128	32	487	0.262	128	0.3	0.4	10.025	B
B-AD	175	44	265	0.660	175	1.7	1.8	39.341	E
A-BCD	0	0	895	0.000	0	0.0	0.0	0.000	A
AB	132	33			132				
AC	348	87			348				
D-ABC	0	0	252	0.000	0	0.0	0.0	0.000	A
C-ABD	221	55	608	0.364	221	0.6	0.6	9.308	A
C-D	0	0			0				
C-A	614	154			614				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	104	26	536	0.195	105	0.4	0.2	8.364	A
B-AD	143	36	316	0.452	147	1.8	0.9	21.684	C
A-BCD	0	0	990	0.000	0	0.0	0.0	0.000	A
AB	108	27			108				
AC	284	71			284				
D-ABC	0	0	304	0.000	0	0.0	0.0	0.000	A
C-ABD	175	44	615	0.285	176	0.6	0.4	8.222	A
C-D	0	0			0				
C-A	507	127			507				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	87	22	568	0.154	88	0.2	0.2	7.498	A
B-AD	120	30	354	0.339	121	0.9	0.5	15.569	C
A-BCD	0	0	1059	0.000	0	0.0	0.0	0.000	A
AB	90	23			90				
AC	238	59			238				
D-ABC	0	0	341	0.000	0	0.0	0.0	0.000	A
C-ABD	145	36	626	0.232	145	0.4	0.3	7.499	A
C-D	0	0			0				
C-A	426	107			426				

2029 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A635 Mill Lane - County Way	Crossroads	Two-way	Two-way	Two-way	Two-way		2.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2029 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D4+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	705	100.000
B		ONE HOUR	✓	60	100.000
C		ONE HOUR	✓	680	100.000
D		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	235	463	6
	B	24	0	35	1
	C	497	176	0	7
	D	5	2	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	3	0
	B	0	0	6	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.08	8.36	0.1	A	32	49
B-AD	0.12	18.75	0.1	C	23	34
A-BCD	0.01	7.78	0.0	A	6	9
A-B					216	324
A-C					425	638
D-ABC	0.04	12.51	0.0	B	10	15
C-ABD	0.40	11.37	0.7	B	167	251
C-D					7	10
C-A					450	675

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	27	7	532	0.050	26	0.0	0.1	7.110	A
B-AD	19	5	323	0.058	18	0.0	0.1	11.810	B
A-BCD	5	1	545	0.009	5	0.0	0.0	6.658	A
A-B	177	44			177				
A-C	349	87			349				
D-ABC	8	2	388	0.021	8	0.0	0.0	9.475	A
C-ABD	134	33	565	0.236	132	0.0	0.3	8.295	A
C-D	6	1			6				
C-A	373	93			373				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	32	8	507	0.063	32	0.1	0.1	7.576	A
B-AD	22	6	279	0.080	22	0.1	0.1	13.992	B
A-BCD	6	1	514	0.011	6	0.0	0.0	7.085	A
A-B	212	53			212				
A-C	417	104			417				
D-ABC	9	2	352	0.027	9	0.0	0.0	10.515	B
C-ABD	162	40	542	0.298	161	0.3	0.4	9.428	A
C-D	7	2			7				
C-A	443	111			443				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	39	10	470	0.083	39	0.1	0.1	8.358	A
B-AD	27	7	220	0.124	27	0.1	0.1	18.677	C
A-BCD	7	2	470	0.015	7	0.0	0.0	7.769	A
A-B	259	65			259				
A-C	510	128			510				
D-ABC	12	3	300	0.039	12	0.0	0.0	12.497	B
C-ABD	207	52	524	0.396	206	0.4	0.7	11.303	B
C-D	8	2			8				
C-A	534	134			534				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	39	10	469	0.083	39	0.1	0.1	8.364	A
B-AD	27	7	219	0.124	27	0.1	0.1	18.750	C
A-BCD	7	2	470	0.015	7	0.0	0.0	7.776	A
A-B	259	65			259				
A-C	510	128			510				
D-ABC	12	3	299	0.039	12	0.0	0.0	12.511	B
C-ABD	207	52	524	0.395	207	0.7	0.7	11.368	B
C-D	8	2			8				
C-A	534	134			534				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	32	8	507	0.063	32	0.1	0.1	7.582	A
B-AD	22	6	279	0.080	22	0.1	0.1	14.062	B
A-BCD	6	1	513	0.011	6	0.0	0.0	7.097	A
A-B	212	53			212				
A-C	417	104			417				
D-ABC	9	2	351	0.027	10	0.0	0.0	10.531	B
C-ABD	162	40	543	0.298	163	0.7	0.4	9.502	A
C-D	7	2			7				
C-A	443	111			443				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	27	7	532	0.050	27	0.1	0.1	7.123	A
B-AD	19	5	322	0.058	19	0.1	0.1	11.871	B
A-BCD	5	1	545	0.009	5	0.0	0.0	6.666	A
A-B	177	44			177				
A-C	349	87			349				
D-ABC	8	2	387	0.021	8	0.0	0.0	9.492	A
C-ABD	134	33	565	0.236	134	0.4	0.3	8.363	A
C-D	6	1			6				
C-A	373	93			373				

2029 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A635 Mill Lane - County Way	Crossroads	Two-way	Two-way	Two-way	Two-way		3.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2029 Base + Dev	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D5+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	403	100.000
B		ONE HOUR	✓	246	100.000
C		ONE HOUR	✓	810	100.000
D		ONE HOUR	✓	17	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	53	350	0
	B	110	0	135	1
	C	741	65	0	4
	D	8	3	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	1	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.29	9.83	0.4	A	124	187
B-AD	0.44	22.84	0.8	C	101	152
A-BCD	0.00	0.00	0.0	A	0	0
A-B					48	73
A-C					321	482
D-ABC	0.07	14.37	0.1	B	15	23
C-ABD	0.12	6.96	0.1	A	59	89
C-D					4	6
C-A					680	1020

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	102	26	582	0.175	101	0.0	0.2	7.471	A
B-AD	83	21	363	0.229	82	0.0	0.3	12.757	B
A-BCD	0	0	1063	0.000	0	0.0	0.0	0.000	A
A-B	40	10			40				
A-C	264	66			264				
D-ABC	13	3	366	0.035	13	0.0	0.0	10.178	B
C-ABD	49	12	627	0.078	48	0.0	0.1	6.221	A
C-D	3	0.79			3				
C-A	558	140			558				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	122	30	556	0.219	122	0.2	0.3	8.282	A
B-AD	99	25	328	0.303	99	0.3	0.4	15.685	C
A-BCD	0	0	995	0.000	0	0.0	0.0	0.000	A
A-B	47	12			47				
A-C	315	79			315				
D-ABC	15	4	327	0.046	15	0.0	0.0	11.559	B
C-ABD	58	15	611	0.095	58	0.1	0.1	6.516	A
C-D	4	0.95			4				
C-A	666	167			666				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	149	37	516	0.289	149	0.3	0.4	9.784	A
B-AD	122	30	279	0.436	120	0.4	0.7	22.496	C
A-BCD	0	0	901	0.000	0	0.0	0.0	0.000	A
A-B	58	15			58				
A-C	385	96			385				
D-ABC	19	5	269	0.069	18	0.0	0.1	14.341	B
C-ABD	71	18	588	0.121	71	0.1	0.1	6.958	A
C-D	5	1			5				
C-A	816	204			816				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	149	37	516	0.290	149	0.4	0.4	9.826	A
B-AD	122	30	279	0.436	122	0.7	0.8	22.836	C
A-BCD	0	0	900	0.000	0	0.0	0.0	0.000	A
A-B	58	15			58				
A-C	385	96			385				
D-ABC	19	5	269	0.069	19	0.1	0.1	14.368	B
C-ABD	71	18	588	0.121	71	0.1	0.1	6.961	A
C-D	5	1			5				
C-A	816	204			816				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	122	30	555	0.220	122	0.4	0.3	8.329	A
B-AD	99	25	328	0.303	101	0.8	0.4	15.938	C
A-BCD	0	0	994	0.000	0	0.0	0.0	0.000	A
A-B	47	12			47				
A-C	315	79			315				
D-ABC	15	4	326	0.046	15	0.1	0.0	11.579	B
C-ABD	58	15	611	0.095	58	0.1	0.1	6.519	A
C-D	4	0.95			4				
C-A	666	167			666				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	102	26	582	0.176	102	0.3	0.2	7.519	A
B-AD	83	21	363	0.229	84	0.4	0.3	12.925	B
A-BCD	0	0	1062	0.000	0	0.0	0.0	0.000	A
A-B	40	10			40				
A-C	264	66			264				
D-ABC	13	3	366	0.035	13	0.0	0.0	10.201	B
C-ABD	49	12	627	0.078	49	0.1	0.1	6.230	A
C-D	3	0.79			3				
C-A	558	140			558				

2029 Base + Dev, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A635 Mill Lane - County Way	Crossroads	Two-way	Two-way	Two-way	Two-way		7.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2029 Base + Dev	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D6+D9

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	460	100.000
B		ONE HOUR	✓	287	100.000
C		ONE HOUR	✓	797	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	126	333	0
	B	165	0	122	0
	C	599	198	0	0
	D	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.29	10.68	0.4	B	112	168
B-AD	0.72	50.06	2.4	F	151	227
A-BCD	0.00	0.00	0.0	A	0	0
A-B					116	174
A-C					306	458
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.38	9.60	0.7	A	189	283
C-D					0	0
C-A					543	814

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	92	23	562	0.164	91	0.0	0.2	7.627	A
B-AD	124	31	345	0.360	122	0.0	0.5	16.022	C
A-BCD	0	0	1043	0.000	0	0.0	0.0	0.000	A
A-B	95	24			95				
A-C	251	63			251				
D-ABC	0	0	332	0.000	0	0.0	0.0	0.000	A
C-ABD	151	38	622	0.243	150	0.0	0.3	7.602	A
C-D	0	0			0				
C-A	449	112			449				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	110	27	529	0.208	110	0.2	0.3	8.588	A
B-AD	148	37	305	0.486	147	0.5	0.9	22.507	C
A-BCD	0	0	970	0.000	0	0.0	0.0	0.000	A
A-B	114	28			114				
A-C	299	75			299				
D-ABC	0	0	293	0.000	0	0.0	0.0	0.000	A
C-ABD	183	46	611	0.299	182	0.3	0.4	8.385	A
C-D	0	0			0				
C-A	534	133			534				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	135	34	475	0.284	134	0.3	0.4	10.557	B
B-AD	182	45	252	0.722	176	0.9	2.2	45.047	E
A-BCD	0	0	871	0.000	0	0.0	0.0	0.000	A
AB	139	35			139				
AC	367	92			367				
D-ABC	0	0	238	0.000	0	0.0	0.0	0.000	A
C-ABD	233	58	608	0.383	232	0.4	0.6	9.558	A
C-D	0	0			0				
C-A	645	161			645				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	135	34	471	0.286	135	0.4	0.4	10.685	B
B-AD	182	45	251	0.723	181	2.2	2.4	50.056	F
A-BCD	0	0	870	0.000	0	0.0	0.0	0.000	A
AB	139	35			139				
AC	367	92			367				
D-ABC	0	0	237	0.000	0	0.0	0.0	0.000	A
C-ABD	233	58	608	0.383	233	0.6	0.7	9.599	A
C-D	0	0			0				
C-A	645	161			645				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	110	27	525	0.209	110	0.4	0.3	8.698	A
B-AD	148	37	305	0.486	154	2.4	1.0	24.613	C
A-BCD	0	0	969	0.000	0	0.0	0.0	0.000	A
AB	114	28			114				
AC	299	75			299				
D-ABC	0	0	292	0.000	0	0.0	0.0	0.000	A
C-ABD	183	46	611	0.299	183	0.7	0.4	8.437	A
C-D	0	0			0				
C-A	534	133			534				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	92	23	561	0.164	92	0.3	0.2	7.692	A
B-AD	124	31	344	0.361	126	1.0	0.6	16.622	C
A-BCD	0	0	1042	0.000	0	0.0	0.0	0.000	A
AB	95	24			95				
AC	251	63			251				
D-ABC	0	0	331	0.000	0	0.0	0.0	0.000	A
C-ABD	151	38	622	0.243	151	0.4	0.3	7.656	A
C-D	0	0			0				
C-A	449	112			449				

Appendix G

Junctions 10 Output – County Way/Lower Seam Car Park Access

Junctions 10												
PICADY 10 - Priority Intersection Module												
Version: 10.1.1.1905												
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com												
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution												

Filename: County Lane - North CP Access.j10

Path: V:\159000\159592_The Seam, Barnsley_WDC-Newcastle_KS_PJM\07 Design and Analysis\04 Traffic and Transportation\Traffic Programmes\Junctions

Report generation date: 18/12/2024 09:59:32

- »2024 Base, AM
- »2024 Base, PM
- »2024 Base, SAT
- »2029 Base, AM
- »2029 Base, PM
- »2029 Base, SAT
- »2024 Base + Dev, AM
- »2024 Base + Dev, PM
- »2024 Base + Dev, SAT
- »2029 Base + Dev, AM
- »2029 Base + Dev, PM
- »2029 Base + Dev, SAT

Summary of junction performance

	AM				PM				SAT			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2024 Base											
Stream B-C	D1	0.0	0.00	0.00	D2	0.0	5.25	0.01	D3	0.0	5.78	0.01
Stream B-A		0.0	0.00	0.00		0.1	8.36	0.08		0.3	10.41	0.22
Stream C-AB		0.0	6.46	0.01		0.0	5.32	0.00		0.0	5.68	0.01
	2029 Base											
Stream B-C	D4	0.0	0.00	0.00	D5	0.0	5.25	0.01	D6	0.0	5.79	0.01
Stream B-A		0.0	0.00	0.00		0.1	8.37	0.08		0.3	10.46	0.23
Stream C-AB		0.0	6.46	0.01		0.0	5.31	0.00		0.0	5.68	0.01
	2024 Base + Dev											
Stream B-C	D10	0.0	5.68	0.00	D11	0.0	5.40	0.01	D12	0.0	6.33	0.01
Stream B-A		0.0	8.53	0.02		0.2	9.25	0.17		0.6	13.02	0.38
Stream C-AB		0.0	6.57	0.01		0.0	5.37	0.00		0.0	5.84	0.01
	2029 Base + Dev											
Stream B-C	D13	0.0	5.68	0.00	D14	0.0	5.40	0.01	D15	0.0	6.35	0.01
Stream B-A		0.0	8.55	0.02		0.2	9.27	0.17		0.6	13.09	0.39
Stream C-AB		0.0	6.57	0.01		0.0	5.37	0.00		0.0	5.84	0.01

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	County Way - North CP Access
Location	Barnsley
Site number	
Date	18/06/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	FAIRHURST\ashley.armitage
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15	✓		
D3	2024 Base	SAT	ONE HOUR	11:45	13:15	15	✓		
D4	2029 Base	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.0103
D5	2029 Base	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*1.0095
D6	2029 Base	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D3*1.0088
D7	Development	AM	ONE HOUR	08:00	09:30	15			
D8	Development	PM	ONE HOUR	16:15	17:45	15			
D9	Development	SAT	ONE HOUR	11:45	13:15	15			
D10	2024 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1+D7
D11	2024 Base + Dev	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D8
D12	2024 Base + Dev	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D3+D9
D13	2029 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D4+D7
D14	2029 Base + Dev	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D5+D8
D15	2029 Base + Dev	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D6+D9

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	County Way - North CP Access	T-Junction	Two-way	Two-way	Two-way		0.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.05	A

Arms

Arms

Arm	Name	Description	Arm type
A	County Way (North)		Major
B	Car Park Access		Minor
C	County Way (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.75				60.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	9.50	4.00	2.75	2.75	2.75	✓	1.00	25	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	515	0.087	0.219	0.138	0.313
B-C	748	0.106	0.268	-	-
C-B	609	0.218	0.218	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	361	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	54	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	56	305
	B	3	0	1
	C	51	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.01	6.46	0.0	A	3	5
C-A					47	70
A-B					51	77
A-C					280	420

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	682	0.000	0	0.0	0.0	0.000	A
B-A	0	0	455	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.61	576	0.004	2	0.0	0.0	6.280	A
C-A	38	10			38				
A-B	42	11			42				
A-C	230	57			230				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	669	0.000	0	0.0	0.0	0.000	A
B-A	0	0	443	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.73	569	0.005	3	0.0	0.0	6.352	A
C-A	46	11			46				
A-B	50	13			50				
A-C	274	69			274				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	651	0.000	0	0.0	0.0	0.000	A
B-A	0	0	427	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.92	561	0.007	4	0.0	0.0	6.455	A
C-A	56	14			56				
A-B	62	15			62				
A-C	336	84			336				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	651	0.000	0	0.0	0.0	0.000	A
B-A	0	0	427	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.92	561	0.007	4	0.0	0.0	6.459	A
C-A	56	14			56				
A-B	62	15			62				
A-C	336	84			336				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	669	0.000	0	0.0	0.0	0.000	A
B-A	0	0	443	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.73	569	0.005	3	0.0	0.0	6.357	A
C-A	46	11			46				
A-B	50	13			50				
A-C	274	69			274				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	682	0.000	0	0.0	0.0	0.000	A
B-A	0	0	455	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.61	576	0.004	2	0.0	0.0	6.285	A
C-A	38	10			38				
A-B	42	11			42				
A-C	230	57			230				

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	County Way - North CP Access	T-Junction	Two-way	Two-way	Two-way		1.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	102	100.000
B		ONE HOUR	✓	38	100.000
C		ONE HOUR	✓	174	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	14	88
	B	34	0	4
From	C	172	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	0	0	0	
	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	5.25	0.0	A	4	6
B-A	0.08	8.36	0.1	A	31	47
C-AB	0.00	5.32	0.0	A	2	4
C-A					157	236
A-B					13	19
A-C					81	121

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	704	0.004	3	0.0	0.0	5.134	A
B-A	26	6	484	0.053	25	0.0	0.1	7.848	A
C-AB	2	0.47	679	0.003	2	0.0	0.0	5.316	A
C-A	129	32			129				
A-B	11	3			11				
A-C	66	17			66				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.90	698	0.005	4	0.0	0.0	5.180	A
B-A	31	8	477	0.064	31	0.1	0.1	8.055	A
C-AB	2	0.58	693	0.003	2	0.0	0.0	5.213	A
C-A	154	39			154				
A-B	13	3			13				
A-C	79	20			79				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	691	0.006	4	0.0	0.0	5.245	A
B-A	37	9	468	0.080	37	0.1	0.1	8.354	A
C-AB	3	0.75	712	0.004	3	0.0	0.0	5.076	A
C-A	189	47			189				
A-B	15	4			15				
A-C	97	24			97				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	691	0.006	4	0.0	0.0	5.246	A
B-A	37	9	468	0.080	37	0.1	0.1	8.356	A
C-AB	3	0.75	712	0.004	3	0.0	0.0	5.076	A
C-A	189	47			189				
A-B	15	4			15				
A-C	97	24			97				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.90	698	0.005	4	0.0	0.0	5.180	A
B-A	31	8	477	0.064	31	0.1	0.1	8.060	A
C-AB	2	0.58	693	0.003	2	0.0	0.0	5.215	A
C-A	154	39			154				
A-B	13	3			13				
A-C	79	20			79				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	704	0.004	3	0.0	0.0	5.136	A
B-A	26	6	484	0.053	26	0.1	0.1	7.857	A
C-AB	2	0.47	679	0.003	2	0.0	0.0	5.316	A
C-A	129	32			129				
A-B	11	3			11				
A-C	66	17			66				

2024 Base, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	County Way - North CP Access	T-Junction	Two-way	Two-way	Two-way		1.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Base	SAT	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	259	100.000
B		ONE HOUR	✓	93	100.000
C		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	79	180
	B	90	0	3
From	C	136	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	5.78	0.0	A	3	4
B-A	0.22	10.41	0.3	B	83	124
C-AB	0.01	5.68	0.0	A	3	5
C-A					124	186
A-B					72	109
A-C					165	248

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.56	663	0.003	2	0.0	0.0	5.444	A
B-A	68	17	468	0.145	67	0.0	0.2	8.967	A
C-AB	3	0.67	636	0.004	3	0.0	0.0	5.680	A
C-A	102	25			102				
A-B	59	15			59				
A-C	136	34			136				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.67	648	0.004	3	0.0	0.0	5.574	A
B-A	81	20	458	0.177	81	0.2	0.2	9.533	A
C-AB	3	0.83	642	0.005	3	0.0	0.0	5.633	A
C-A	122	30			122				
A-B	71	18			71				
A-C	162	40			162				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.83	626	0.005	3	0.0	0.0	5.776	A
B-A	99	25	445	0.223	99	0.2	0.3	10.395	B
C-AB	4	1	651	0.007	4	0.0	0.0	5.567	A
C-A	149	37			149				
A-B	87	22			87				
A-C	198	50			198				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.83	626	0.005	3	0.0	0.0	5.778	A
B-A	99	25	445	0.223	99	0.3	0.3	10.412	B
C-AB	4	1	651	0.007	4	0.0	0.0	5.567	A
C-A	149	37			149				
A-B	87	22			87				
A-C	198	50			198				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.67	648	0.004	3	0.0	0.0	5.579	A
B-A	81	20	458	0.177	81	0.3	0.2	9.556	A
C-AB	3	0.83	642	0.005	3	0.0	0.0	5.635	A
C-A	122	30			122				
A-B	71	18			71				
A-C	162	40			162				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.56	663	0.003	2	0.0	0.0	5.449	A
B-A	68	17	468	0.145	68	0.2	0.2	9.006	A
C-AB	3	0.67	636	0.004	3	0.0	0.0	5.680	A
C-A	102	25			102				
A-B	59	15			59				
A-C	136	34			136				

2029 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	County Way - North CP Access	T-Junction	Two-way	Two-way	Two-way		0.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2029 Base	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.0103

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	365	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	57	308
	B	3	0	1
	C	52	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	0	0	0	
	0	0	0	
	4	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.01	6.46	0.0	A	3	5
C-A					47	71
A-B					52	78
A-C					283	424

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	681	0.000	0	0.0	0.0	0.000	A
B-A	0	0	454	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.61	575	0.004	2	0.0	0.0	6.284	A
C-A	39	10			39				
A-B	43	11			43				
A-C	232	58			232				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	668	0.000	0	0.0	0.0	0.000	A
B-A	0	0	443	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.74	569	0.005	3	0.0	0.0	6.357	A
C-A	46	12			46				
A-B	51	13			51				
A-C	277	69			277				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	650	0.000	0	0.0	0.0	0.000	A
B-A	0	0	426	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.93	561	0.007	4	0.0	0.0	6.460	A
C-A	56	14			56				
A-B	62	16			62				
A-C	339	85			339				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	650	0.000	0	0.0	0.0	0.000	A
B-A	0	0	426	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.93	561	0.007	4	0.0	0.0	6.463	A
C-A	56	14			56				
A-B	62	16			62				
A-C	339	85			339				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	668	0.000	0	0.0	0.0	0.000	A
B-A	0	0	443	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.74	569	0.005	3	0.0	0.0	6.361	A
C-A	46	12			46				
A-B	51	13			51				
A-C	277	69			277				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	681	0.000	0	0.0	0.0	0.000	A
B-A	0	0	454	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.61	575	0.004	2	0.0	0.0	6.288	A
C-A	39	10			39				
A-B	43	11			43				
A-C	232	58			232				

2029 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	County Way - North CP Access	T-Junction	Two-way	Two-way	Two-way		1.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2029 Base	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*1.0095

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	103	100.000
B		ONE HOUR	✓	38	100.000
C		ONE HOUR	✓	176	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A	B	C
From	A	0	14
	B	34	0
	C	174	2

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	0	0	0	
	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	5.25	0.0	A	4	6
B-A	0.08	8.37	0.1	A	31	47
C-AB	0.00	5.31	0.0	A	2	4
C-A					159	238
A-B					13	19
A-C					82	122

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.76	704	0.004	3	0.0	0.0	5.136	A
B-A	26	6	484	0.053	26	0.0	0.1	7.857	A
C-AB	2	0.47	680	0.003	2	0.0	0.0	5.311	A
C-A	130	33			130				
A-B	11	3			11				
A-C	67	17			67				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.91	698	0.005	4	0.0	0.0	5.183	A
B-A	31	8	477	0.065	31	0.1	0.1	8.068	A
C-AB	2	0.59	694	0.003	2	0.0	0.0	5.207	A
C-A	156	39			156				
A-B	13	3			13				
A-C	80	20			80				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	690	0.006	4	0.0	0.0	5.249	A
B-A	38	9	468	0.081	38	0.1	0.1	8.370	A
C-AB	3	0.76	713	0.004	3	0.0	0.0	5.069	A
C-A	190	48			190				
A-B	16	4			16				
A-C	98	24			98				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	690	0.006	4	0.0	0.0	5.249	A
B-A	38	9	468	0.081	38	0.1	0.1	8.372	A
C-AB	3	0.76	713	0.004	3	0.0	0.0	5.069	A
C-A	190	48			190				
A-B	16	4			16				
A-C	98	24			98				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.91	698	0.005	4	0.0	0.0	5.185	A
B-A	31	8	477	0.065	31	0.1	0.1	8.072	A
C-AB	2	0.59	694	0.003	2	0.0	0.0	5.207	A
C-A	156	39			156				
A-B	13	3			13				
A-C	80	20			80				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.76	704	0.004	3	0.0	0.0	5.139	A
B-A	26	6	484	0.053	26	0.1	0.1	7.865	A
C-AB	2	0.47	680	0.003	2	0.0	0.0	5.311	A
C-A	130	33			130				
A-B	11	3			11				
A-C	67	17			67				

2029 Base, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	County Way - North CP Access	T-Junction	Two-way	Two-way	Two-way		2.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2029 Base	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D3*1.0088

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	261	100.000
B		ONE HOUR	✓	94	100.000
C		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	80	182
	B	91	0	3
	C	137	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	5.79	0.0	A	3	4
B-A	0.23	10.46	0.3	B	83	125
C-AB	0.01	5.68	0.0	A	3	5
C-A					125	188
A-B					73	110
A-C					167	250

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.57	663	0.003	2	0.0	0.0	5.449	A
B-A	68	17	467	0.146	68	0.0	0.2	8.989	A
C-AB	3	0.68	637	0.004	3	0.0	0.0	5.678	A
C-A	103	26			103				
A-B	60	15			60				
A-C	137	34			137				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.68	648	0.004	3	0.0	0.0	5.582	A
B-A	82	20	458	0.178	81	0.2	0.2	9.562	A
C-AB	3	0.84	643	0.005	3	0.0	0.0	5.630	A
C-A	123	31			123				
A-B	72	18			72				
A-C	163	41			163				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.83	625	0.005	3	0.0	0.0	5.787	A
B-A	100	25	444	0.225	100	0.2	0.3	10.441	B
C-AB	4	1	651	0.007	4	0.0	0.0	5.564	A
C-A	150	38			150				
A-B	88	22			88				
A-C	200	50			200				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.83	625	0.005	3	0.0	0.0	5.788	A
B-A	100	25	444	0.225	100	0.3	0.3	10.457	B
C-AB	4	1	651	0.007	4	0.0	0.0	5.566	A
C-A	150	38			150				
A-B	88	22			88				
A-C	200	50			200				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.68	647	0.004	3	0.0	0.0	5.586	A
B-A	82	20	458	0.178	82	0.3	0.2	9.587	A
C-AB	3	0.84	643	0.005	3	0.0	0.0	5.630	A
C-A	123	31			123				
A-B	72	18			72				
A-C	163	41			163				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.57	662	0.003	2	0.0	0.0	5.455	A
B-A	68	17	467	0.146	69	0.2	0.2	9.027	A
C-AB	3	0.68	637	0.004	3	0.0	0.0	5.678	A
C-A	103	26			103				
A-B	60	15			60				
A-C	137	34			137				

2024 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	County Way - North CP Access	T-Junction	Two-way	Two-way	Two-way		0.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2024 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	388	100.000
B		ONE HOUR	✓	9	100.000
C		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	107	281
	B	8	0	1
	C	47	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	0	0	0	
	0	0	0	
	4	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	5.68	0.0	A	0.92	1
B-A	0.02	8.53	0.0	A	7	11
C-AB	0.01	6.57	0.0	A	3	4
C-A					43	64
A-B					98	147
A-C					258	387

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	666	0.001	0.75	0.0	0.0	5.411	A
B-A	6	2	458	0.013	6	0.0	0.0	7.958	A
C-AB	2	0.60	569	0.004	2	0.0	0.0	6.351	A
C-A	35	9			35				
A-B	81	20			81				
A-C	212	53			212				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	653	0.001	0.90	0.0	0.0	5.519	A
B-A	7	2	447	0.016	7	0.0	0.0	8.190	A
C-AB	3	0.73	562	0.005	3	0.0	0.0	6.439	A
C-A	42	11			42				
A-B	96	24			96				
A-C	253	63			253				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1	0.28	635	0.002	1	0.0	0.0	5.675	A
B-A	9	2	431	0.020	9	0.0	0.0	8.532	A
C-AB	4	0.91	552	0.007	4	0.0	0.0	6.565	A
C-A	51	13			51				
A-B	118	29			118				
A-C	309	77			309				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1	0.28	635	0.002	1	0.0	0.0	5.675	A
B-A	9	2	431	0.020	9	0.0	0.0	8.532	A
C-AB	4	0.91	552	0.007	4	0.0	0.0	6.567	A
C-A	51	13			51				
A-B	118	29			118				
A-C	309	77			309				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	653	0.001	0.90	0.0	0.0	5.519	A
B-A	7	2	447	0.016	7	0.0	0.0	8.192	A
C-AB	3	0.73	562	0.005	3	0.0	0.0	6.446	A
C-A	42	11			42				
A-B	96	24			96				
A-C	253	63			253				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	666	0.001	0.75	0.0	0.0	5.413	A
B-A	6	2	458	0.013	6	0.0	0.0	7.961	A
C-AB	2	0.60	569	0.004	2	0.0	0.0	6.353	A
C-A	35	9			35				
A-B	81	20			81				
A-C	212	53			212				

2024 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	County Way - North CP Access	T-Junction	Two-way	Two-way	Two-way		2.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2024 Base + Dev	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	115	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	164	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	34	81
	B	73	0	4
	C	162	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	0	0	0	
	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	5.40	0.0	A	4	6
B-A	0.17	9.25	0.2	A	67	100
C-AB	0.00	5.37	0.0	A	2	4
C-A					148	222
A-B					31	47
A-C					74	111

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	692	0.004	3	0.0	0.0	5.222	A
B-A	55	14	485	0.113	54	0.0	0.1	8.358	A
C-AB	2	0.46	672	0.003	2	0.0	0.0	5.372	A
C-A	122	30			122				
A-B	26	6			26				
A-C	61	15			61				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.90	684	0.005	4	0.0	0.0	5.293	A
B-A	66	16	478	0.137	66	0.1	0.2	8.715	A
C-AB	2	0.57	684	0.003	2	0.0	0.0	5.277	A
C-A	145	36			145				
A-B	31	8			31				
A-C	73	18			73				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	671	0.007	4	0.0	0.0	5.399	A
B-A	80	20	470	0.171	80	0.2	0.2	9.241	A
C-AB	3	0.74	702	0.004	3	0.0	0.0	5.150	A
C-A	178	44			178				
A-B	37	9			37				
A-C	89	22			89				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	671	0.007	4	0.0	0.0	5.399	A
B-A	80	20	470	0.171	80	0.2	0.2	9.250	A
C-AB	3	0.74	702	0.004	3	0.0	0.0	5.150	A
C-A	178	44			178				
A-B	37	9			37				
A-C	89	22			89				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.90	683	0.005	4	0.0	0.0	5.294	A
B-A	66	16	478	0.137	66	0.2	0.2	8.728	A
C-AB	2	0.57	684	0.003	2	0.0	0.0	5.277	A
C-A	145	36			145				
A-B	31	8			31				
A-C	73	18			73				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	692	0.004	3	0.0	0.0	5.224	A
B-A	55	14	485	0.113	55	0.2	0.1	8.381	A
C-AB	2	0.46	672	0.003	2	0.0	0.0	5.374	A
C-A	122	30			122				
A-B	26	6			26				
A-C	61	15			61				

2024 Base + Dev, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	County Way - North CP Access	T-Junction	Two-way	Two-way	Two-way		3.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2024 Base + Dev	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D3+D9

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	313	100.000
B		ONE HOUR	✓	159	100.000
C		ONE HOUR	✓	121	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A	B	C
From	A	0	173
	B	156	0
	C	118	3

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	0	0	0	
	0	0	0	
	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.33	0.0	A	3	4
B-A	0.38	13.02	0.6	B	143	215
C-AB	0.01	5.84	0.0	A	3	5
C-A					108	162
AB					159	238
AC					128	193

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.56	638	0.004	2	0.0	0.0	5.663	A
B-A	117	29	470	0.250	116	0.0	0.3	10.129	B
C-AB	3	0.66	619	0.004	3	0.0	0.0	5.842	A
C-A	88	22			88				
AB	130	33			130				
AC	105	26			105				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.67	613	0.004	3	0.0	0.0	5.902	A
B-A	140	35	461	0.304	140	0.3	0.4	11.193	B
C-AB	3	0.81	621	0.005	3	0.0	0.0	5.824	A
C-A	106	26			106				
AB	156	39			156				
AC	126	31			126				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.83	572	0.006	3	0.0	0.0	6.326	A
B-A	172	43	448	0.383	171	0.4	0.6	12.953	B
C-AB	4	1	625	0.007	4	0.0	0.0	5.797	A
C-A	129	32			129				
AB	190	48			190				
AC	154	39			154				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.83	572	0.006	3	0.0	0.0	6.334	A
B-A	172	43	448	0.383	172	0.6	0.6	13.016	B
C-AB	4	1	625	0.007	4	0.0	0.0	5.797	A
C-A	129	32			129				
A-B	190	48			190				
A-C	154	39			154				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.67	612	0.004	3	0.0	0.0	5.912	A
B-A	140	35	461	0.304	141	0.6	0.4	11.269	B
C-AB	3	0.81	621	0.005	3	0.0	0.0	5.825	A
C-A	106	26			106				
A-B	156	39			156				
A-C	126	31			126				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.56	637	0.004	2	0.0	0.0	5.672	A
B-A	117	29	470	0.250	118	0.4	0.3	10.230	B
C-AB	3	0.66	619	0.004	3	0.0	0.0	5.845	A
C-A	88	22			88				
A-B	130	33			130				
A-C	105	26			105				

2029 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	County Way - North CP Access	T-Junction	Two-way	Two-way	Two-way		0.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2029 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D4+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	392	100.000
B		ONE HOUR	✓	9	100.000
C		ONE HOUR	✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	108	284
	B	8	0	1
	C	48	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	0	0
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	5.68	0.0	A	0.93	1
B-A	0.02	8.55	0.0	A	7	11
C-AB	0.01	6.57	0.0	A	3	5
C-A					43	65
A-B					99	148
A-C					261	391

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.76	0.19	665	0.001	0.76	0.0	0.0	5.416	A
B-A	6	2	458	0.013	6	0.0	0.0	7.969	A
C-AB	2	0.61	569	0.004	2	0.0	0.0	6.355	A
C-A	36	9			36				
A-B	81	20			81				
A-C	214	53			214				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.91	0.23	652	0.001	0.91	0.0	0.0	5.526	A
B-A	7	2	446	0.016	7	0.0	0.0	8.204	A
C-AB	3	0.74	561	0.005	3	0.0	0.0	6.444	A
C-A	42	11			42				
A-B	97	24			97				
A-C	255	64			255				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1	0.28	634	0.002	1	0.0	0.0	5.684	A
B-A	9	2	430	0.021	9	0.0	0.0	8.551	A
C-AB	4	0.92	551	0.007	4	0.0	0.0	6.571	A
C-A	52	13			52				
A-B	118	30			118				
A-C	313	78			313				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1	0.28	634	0.002	1	0.0	0.0	5.684	A
B-A	9	2	430	0.021	9	0.0	0.0	8.551	A
C-AB	4	0.92	551	0.007	4	0.0	0.0	6.573	A
C-A	52	13			52				
A-B	118	30			118				
A-C	313	78			313				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.91	0.23	652	0.001	0.91	0.0	0.0	5.528	A
B-A	7	2	446	0.016	7	0.0	0.0	8.205	A
C-AB	3	0.74	561	0.005	3	0.0	0.0	6.451	A
C-A	42	11			42				
A-B	97	24			97				
A-C	255	64			255				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.76	0.19	665	0.001	0.76	0.0	0.0	5.417	A
B-A	6	2	458	0.013	6	0.0	0.0	7.973	A
C-AB	2	0.61	569	0.004	2	0.0	0.0	6.357	A
C-A	36	9			36				
A-B	81	20			81				
A-C	214	53			214				

2029 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	County Way - North CP Access	T-Junction	Two-way	Two-way	Two-way		1.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2029 Base + Dev	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D5+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	116	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	34	82
	B	73	0	4
	C	164	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	0	0	0	
	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	5.40	0.0	A	4	6
B-A	0.17	9.27	0.2	A	67	101
C-AB	0.00	5.37	0.0	A	2	4
C-A					150	224
A-B					31	47
A-C					75	113

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.76	692	0.004	3	0.0	0.0	5.224	A
B-A	55	14	484	0.114	55	0.0	0.1	8.369	A
C-AB	2	0.47	673	0.003	2	0.0	0.0	5.367	A
C-A	123	31			123				
A-B	26	6			26				
A-C	62	15			62				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.91	683	0.005	4	0.0	0.0	5.296	A
B-A	66	16	478	0.138	66	0.1	0.2	8.730	A
C-AB	2	0.58	685	0.003	2	0.0	0.0	5.271	A
C-A	147	37			147				
A-B	31	8			31				
A-C	74	18			74				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	671	0.007	4	0.0	0.0	5.403	A
B-A	81	20	469	0.172	81	0.2	0.2	9.260	A
C-AB	3	0.75	703	0.004	3	0.0	0.0	5.142	A
C-A	179	45			179				
A-B	38	9			38				
A-C	90	23			90				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	671	0.007	4	0.0	0.0	5.403	A
B-A	81	20	469	0.172	81	0.2	0.2	9.270	A
C-AB	3	0.75	703	0.004	3	0.0	0.0	5.142	A
C-A	179	45			179				
A-B	38	9			38				
A-C	90	23			90				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.91	683	0.005	4	0.0	0.0	5.297	A
B-A	66	16	478	0.138	66	0.2	0.2	8.744	A
C-AB	2	0.58	685	0.003	2	0.0	0.0	5.273	A
C-A	147	37			147				
A-B	31	8			31				
A-C	74	18			74				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.76	692	0.004	3	0.0	0.0	5.228	A
B-A	55	14	484	0.114	55	0.2	0.1	8.392	A
C-AB	2	0.47	673	0.003	2	0.0	0.0	5.367	A
C-A	123	31			123				
A-B	26	6			26				
A-C	62	15			62				

2029 Base + Dev, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D13 - 2029 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	County Way - North CP Access	T-Junction	Two-way	Two-way	Two-way		3.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2029 Base + Dev	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D6+D9

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	315	100.000
B		ONE HOUR	✓	160	100.000
C		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	174	142
	B	157	0	3
	C	119	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.35	0.0	A	3	4
B-A	0.39	13.09	0.6	B	144	216
C-AB	0.01	5.84	0.0	A	3	5
C-A					109	163
AB					159	239
AC					130	195

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.57	637	0.004	2	0.0	0.0	5.670	A
B-A	118	30	470	0.251	117	0.0	0.3	10.158	B
C-AB	3	0.67	619	0.004	3	0.0	0.0	5.840	A
C-A	89	22			89				
AB	131	33			131				
AC	107	27			107				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.68	612	0.004	3	0.0	0.0	5.912	A
B-A	141	35	461	0.306	141	0.3	0.4	11.236	B
C-AB	3	0.82	622	0.005	3	0.0	0.0	5.822	A
C-A	107	27			107				
AB	156	39			156				
AC	127	32			127				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.83	571	0.006	3	0.0	0.0	6.344	A
B-A	173	43	448	0.386	172	0.4	0.6	13.022	B
C-AB	4	1	625	0.007	4	0.0	0.0	5.794	A
C-A	130	33			130				
AB	191	48			191				
AC	156	39			156				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.83	570	0.006	3	0.0	0.0	6.352	A
B-A	173	43	448	0.386	173	0.6	0.6	13.089	B
C-AB	4	1	625	0.007	4	0.0	0.0	5.796	A
C-A	130	33			130				
A-B	191	48			191				
A-C	156	39			156				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.68	611	0.004	3	0.0	0.0	5.923	A
B-A	141	35	461	0.306	142	0.6	0.4	11.314	B
C-AB	3	0.82	622	0.005	3	0.0	0.0	5.822	A
C-A	107	27			107				
A-B	156	39			156				
A-C	127	32			127				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.57	636	0.004	2	0.0	0.0	5.682	A
B-A	118	30	470	0.251	118	0.4	0.3	10.258	B
C-AB	3	0.67	619	0.004	3	0.0	0.0	5.840	A
C-A	89	22			89				
A-B	131	33			131				
A-C	107	27			107				



FAIRHURST



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