Lee Lane, Royston

Transport Assessment

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Homes by Honey

AMA Project Number: 300462

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1 INTRODUCTION

1.1 OVERVIEW

1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Homes by Honey to prepare a Transport Assessment (TA) and an Interim Travel Plan (ITP) in support of a full planning application for a residential development consisting of 247 dwellings on land to the south of Lee Lane, Royston. The site layout plan is attached at **Appendix A**.

1.1.2 Both the Local Planning Authority (LPA) and the Local Highway Authority (LHA) is Barnsley Metropolitan Borough Council (BMBC).

1.1.3 Vehicular access to the development will be provided via a new priority-controlled T-junction on Lee Lane, designed to local highway standards with appropriate visibility splays and carriageway width to accommodate two-way traffic and service vehicles. Continuous footways will connect to existing pedestrian infrastructure, with dropped kerbs and tactile paving at crossing points to ensure inclusive access. The layout also ensures safe pedestrian routes to nearby bus stops on Lee Lane, supporting sustainable travel choices.

1.1.4 This TA has also been prepared with reference to the Department for Communities and Local Government National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

1.1.5 This TA will demonstrate that the site is well served by existing transport provision and is accessible to a range of key services and facilities. The report will also demonstrate that the traffic generated by the proposals will not result in a detrimental impact on the surrounding road network.

1.1.6 An ITP has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.

1.2 PLANNING HISTORY

1.2.1 The site has an extensive planning background. A previous application for 250 dwellings (Ref: 2019/239) was taken to appeal following non-determination but was ultimately dismissed. The Inspector cited two main reasons: the proposals came forward ahead of an agreed Masterplan Framework, and there was insufficient evidence that the proposed off-site highway works would be acceptable in terms of safety.

1.2.2 A subsequent application for 241 dwellings (Ref: 2022/0471) was submitted by Bellway in 2022 but withdrawn before determination. It is understood that prior to withdrawal, the applicant had reached agreement with the LHA regarding the off-site works necessary to make the development acceptable in highway terms.

1.2.3 The key concern previously related to the impact of the development on the A61 Wakefield Road / Lee Lane / Shaw Lane staggered priority crossroads to the west of the site. The adopted Masterplan Framework Strategy (2021) identifies that improvements to this junction are the responsibility of the Phase 1 developer, which this site largely comprises.

1.2.4 In terms of site access, the proposed layout aligns with the Masterplan Framework requirements. The appeal Inspector confirmed that the access could be designed in accordance with Manual for Streets rather than the Design Manual for Roads and Bridges (DMRB), meaning a suitable access arrangement that meets design standards is achievable.

1.3 REPORT STRUCTURE

1.3.1 The structure of the report is set out as follows:

- **Section 2** – outlines the policy background at a national and local level.
- **Section 3** – provides a description of the site location, highway network surrounding the site, and examines the accessibility of the site by sustainable modes of travel. This section also considers the accessibility of a range of key services and facilities as well as a review of personal injury collisions.
- **Section 4** – describes the development proposals with regard to the proposed quantum of development, the proposed means of access to the site, servicing and parking provision.
- **Section 4.5.3** – summarises the assessment parameters and trips rates that have been adopted within this TA.
- **Section 6** – examines the impact of development traffic on the local highway network and presents the results of the future year junction assessments to determine the potential impact of the proposals.
- **Section 7** – provides a summary of the TA.

2 POLICY BACKGROUND

2.1 NATIONAL POLICY

2.1.1 The National Planning Policy Framework (NPPF) came into effect in 2012. The document was designed to supersede and simplify previous national planning documents and their policies.

2.1.2 The NPPF was revised in response to the proposed reforms to the NPPF and other changes to the Planning system consultation on 12 December 2024 and sets out the government's planning policies for England and how these are expected to be applied. The latest updates to the NPPF were made on 7 February 2025.

2.1.3 The preparation of this TA is consistent with national transport policy guidance set out in the NPPF which advocates the submission of such documents to support applications for new developments which generate traffic movements.

2.1.4 The NPPF states under the subheading 'Considering development proposals', within the 'Promoting Sustainable Transport' chapter that:

> *115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users;*
>
> *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 Code48; 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 through a vision-led approach*
>
> *116. 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, following mitigation, would be severe, taking into account all reasonable future scenarios.*
>
> *117. 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.*

118. 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

2.1.5 **Section 3** of this report highlights the existing sustainable travel modes within the vicinity of the site and demonstrates that the development will be well suited to this location.

2.1.6 **Section 6** of this report assesses the traffic associated with the development on the surrounding road network and will identify mitigation measures where necessary to ensure that the impact of the development is not severe.

2.1.7 The Government's objectives set out in the revised NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.

2.2 LOCAL POLICY

Barnsley Local Plan

2.2.1 The Barnsley Local Plan embeds a robust transport framework centered around five key policies (T1–T5) to support sustainable growth. The five key policies are summarised below:

- Policy T1 establishes accessibility priorities by defining an Accessibility Improvement Zone (AIZ) to focus development on locations well-served by sustainable transport.
- Policy T2 safeguards former railway lines for future active travel corridors and rail development.
- Policy T3 mandates that new development demonstrably encourages walking, cycling, and public transport, supported by Travel Plans and developer contributions via a Sustainable Travel SPD.
- Policy T4 requires design that promotes transport safety and is accessible for all users.
- Policy T5 seeks to reduce the impacts of road travel—particularly congestion, air quality, and carbon emissions—aligning with broader carbon reduction targets.

2.2.2 Together, these policies guide transport assessments to show how development enhances connectivity, promotes sustainable modes, supports safe design, and contributes to climate objectives.

2.2.3 The site forms a substantial part of a larger mixed-use allocation (referred to as MU5) in the adopted Local Plan (January 2019). The overall allocation is for 994 dwellings and a Framework Masterplan for the allocation (dated October 2020), as well as a Delivery Strategy (dated July 2021) were approved by the Council on 29th July 2021. Of the 994 units within the allocation 164 have already been built out on the Barratts development to the north of Lee Lane.

3 EXISTING CONDITIONS AND SUSTAINABLE TRANSPORT

3.1 SITE LOCATION

3.1.1 The site comprises vacant grassland and is bordered to the north by Lee Lane, which provides the main highway frontage and the proposed location for a new three-arm priority junction. The southern, eastern, and western boundaries adjoin open fields and agricultural land.

3.1.2 The masterplan is situated on the MU5 allocation at Lee Lane in Royston, which forms part of Barnsley's adopted Local Plan and has been earmarked for a significant mixed-use neighbourhood. The site occupies land on the western edge of Royston and is planned to deliver around 994 new homes.

3.1.3 As identified in the Royston Masterplan Framework, development here is intended to form a natural, well-connected continuation of the village, respecting local character and supporting long-term growth in a coordinated and comprehensive manner.

3.1.4 The site is located to the south of Lee Lane within the settlement of Royston, approximately 1.5km west of Royston town centre. The surrounding area is predominantly rural in character, with agricultural land to the south, east, and west, and residential development concentrated along Lee Lane to the northeast. The site benefits from proximity to local amenities within Royston, including schools, shops, and community facilities, and is accessible to public transport via bus services operating along Lee Lane. The wider highway network connects the site to Lee Lane, Barnsley Road, Wakefield Road, and the M1 motorway.

3.1.5 The location of the site is illustrated in Figure 3-1.

Figure 3-1 Site Location Plan

3.2 LOCAL HIGHWAY NETWORK

3.2.1 The B6428 Lee Lane, which forms the northern boundary of the site and runs on an approximate east-west axis, connects the A61 Wakefield Road (and Staincross/Mapplewell beyond to the west) with the B6132 Church Street (and Ryhill beyond) to the east. As it approaches Royston town centre the B6428 becomes known as High Street.

3.2.2 Adjacent to the Site, Lee Lane has an approximate carriageway width of 7.0m with a c. 1.5m wide footway on the southern side (noting that the back of the footway is currently overgrown with moss which reduces the effective width). The road is currently unlit and subject to a 40mph speed limit. This 40mph limit extends some 200m west of the site boundary at which point Lee Lane reverts to the national speed limit.

3.2.3 Some 180m to the east of the site boundary a four-arm roundabout has been constructed, which provides access to Oriel Drive to the north of Lee Lane, which is a recently completed residential development. The roundabout is lit and the southern footway on the approaches to it has been widened to 2.0m. The start of the 30mph speed limit into Royston is located approximately 60m west of the roundabout.

3.2.4 Lee Lane extends eastwards into Royston, becoming known as High Street where the residential access 'Westfields' connects at a priority 'T' junction. A little further to the east Summer Lane connects with High Street at another priority 'T' junction and extends northwards as a residential street before meeting the B6132 Station Road at the northern edge of Royston.

3.2.5 High Street continues a further 600m east from the Summer Lane junction to meet the Midland Road/Church Street/Station Road junction in the centre of Royston.

3.2.6 High Street/Midland Road/Church Street/Station Road is a signalised crossroads junction known locally as 'The Wells'. All four arms at the junction are provided with controlled Puffin pedestrian crossing facilities. The junction is lit and all four approaches are subject to a 30mph speed limit.

3.2.7 The B6132 extends northwards from the junction as Station Road and southwards as Church Street, eventually connecting with the A633 to the north-east of Barnsley.

3.2.8 The A61 Wakefield Road/Lee Lane/Shaw Lane junction is a staggered ghost island priority junction located to the west of the site, with the A61 Wakefield Road forming the major 'through' road. Wakefield Road and Shaw Lane are subject to 40mph and 30mph speed limits respectively. Lee Lane is subject to the national speed limit, reducing to 40mph on the approach to the junction.

3.2.9 Footways are provided on both sides of Shaw Lane, on the western side of Wakefield Road and on the southern side of Lee Lane. There are no controlled pedestrian crossing facilities at the junction but dropped kerbs/tactile paving are provided across the A61 (south of Lee Lane) and dropped kerbs / tactile paving and a central refuge island are provided on Shaw Lane.

3.2.10 The A61 Wakefield Road extends southwards providing a radial route into the centre of Barnsley.

3.3 WALKING ACCESSIBILITY

3.3.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.

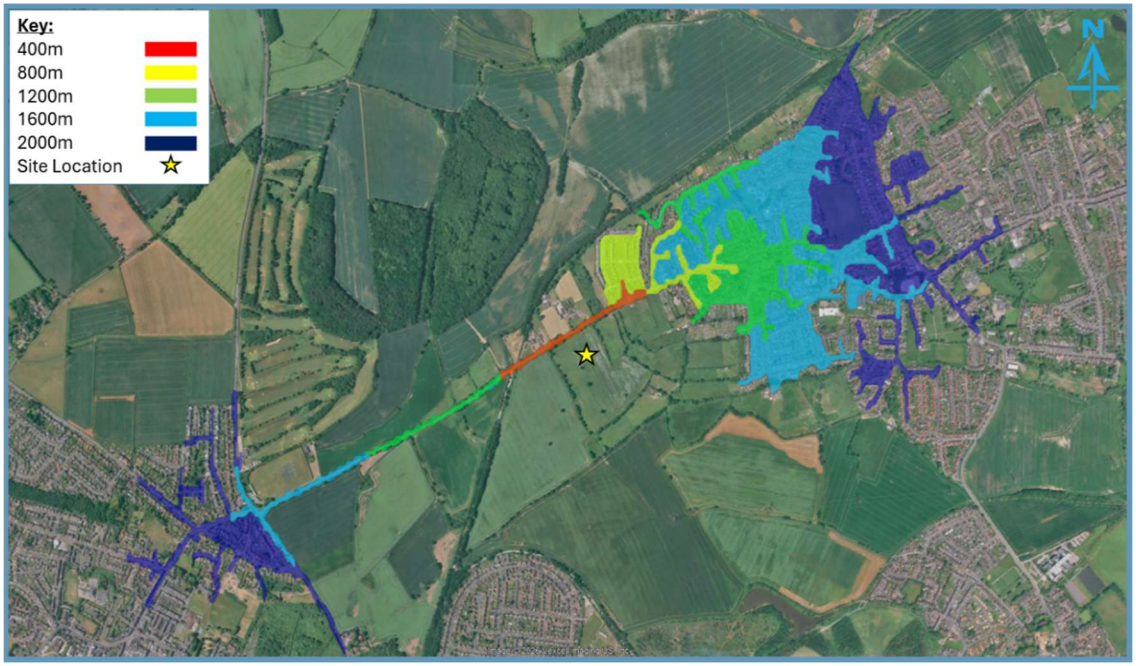
3.3.2 The Government's National Design Guide defines "walkable" well-designed places as having local facilities within 800m, and CIHT Planning for Walking (2015) states "walkable neighbourhoods" are typically within a catchment of around 800m or a 10 minutes' walk.

3.3.3 In addition, whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to walking:

> *"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Para 74)*

3.3.4 **Figure 3-2** shows a 2km walking catchment area from the centre of the site.

Figure 3-2 2km Walking Catchment Plan



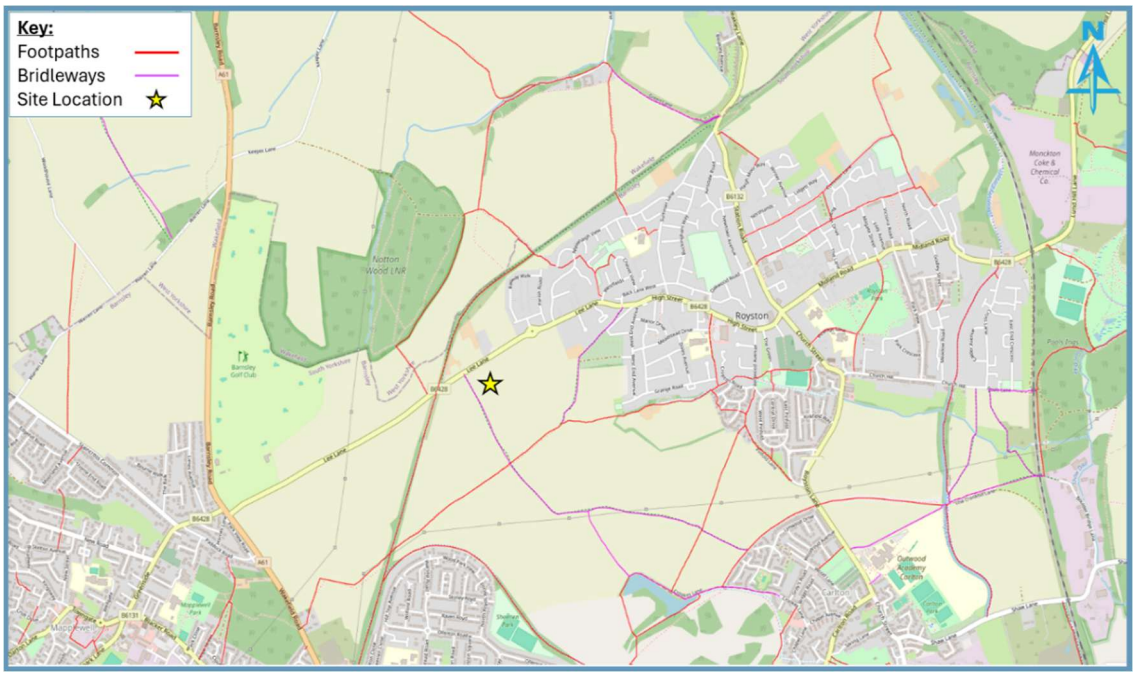
3.3.5 As shown, the site is located within a suitable walking distance of Royston and the outskirts of Mapplewell. Within the 2km catchment of the site, there are a number of facilities and amenities, including Royston Aldi, Royston High Street and Royston Co-op. An area is allocated within the wider Masterplan for a school as well as a local shop, further enhancing sustainability.

3.3.6 The Masterplan proposes the provision of a landscaped active travel link along Lee Lane, connecting the wider development with Royston. A network of green corridors is proposed across the site, connecting new neighbourhoods with open spaces, play areas, facilities and surrounding green infrastructure, including the Trans Pennine Trail to the east.

3.3.7 There are also a number of Public Rights of Way (PRoW) within the vicinity of the site that provide traffic-free walking facilities, details of which are provided in **Figure 3-3**.

3.3.8 There is a single PRoW, Footpath 10, which is a bridleway that runs along the western boundary of the site, providing a link to Carlton to the south. To the south of the site is Footpath 8, which offers a pedestrian route from Royston village to Wakefield Road, avoiding Lee Lane.

Figure 3-3 Public Rights of Way Map



3.3.9 The map shows that there is a network of PRoW routes to provide safe pedestrian walking facilities within the vicinity of the site to Royston, Carlton and Athersley North.

3.3.10 The development is therefore considered to be located within a sustainable location to a range of walkable destinations.

3.4 CYCLING ACCESSIBILITY

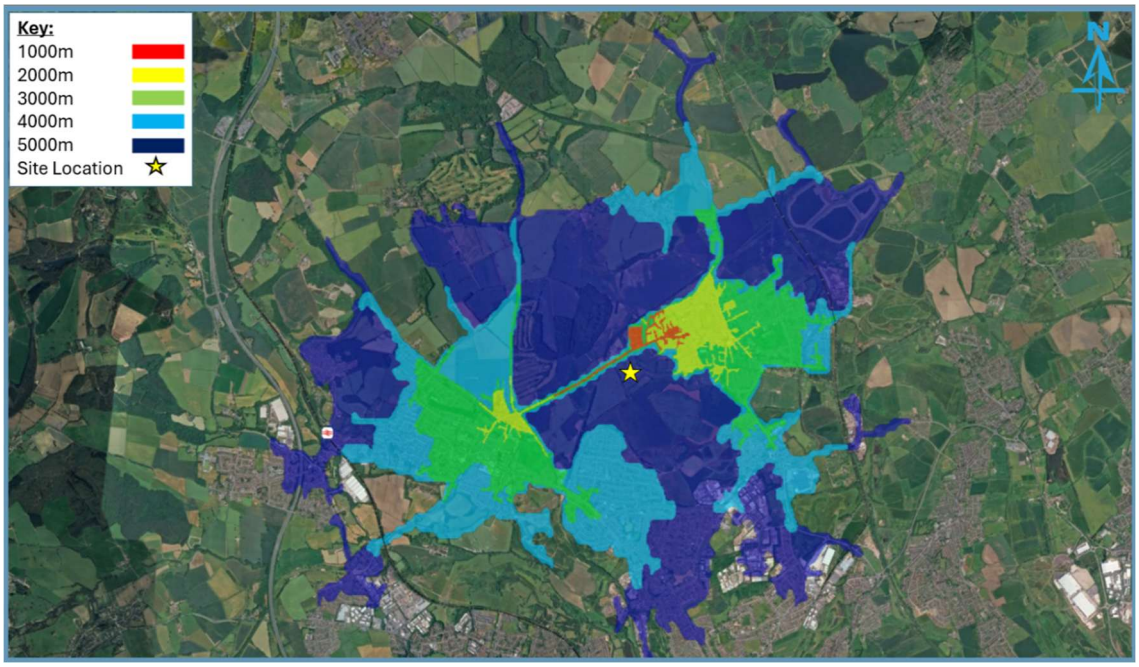
3.4.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to cycling:

> *"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport" (Para 77)*

3.4.2 As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance.

3.4.3 Figure 3-4 shows a 5km cycling catchment area from the centre of the site. In addition to the areas accessible within the 2km walking catchment, the catchment area includes Shafton, Cudworth, Darton and the outskirts of Barnsley.

Figure 3-4 5km Cycling Catchment Plan

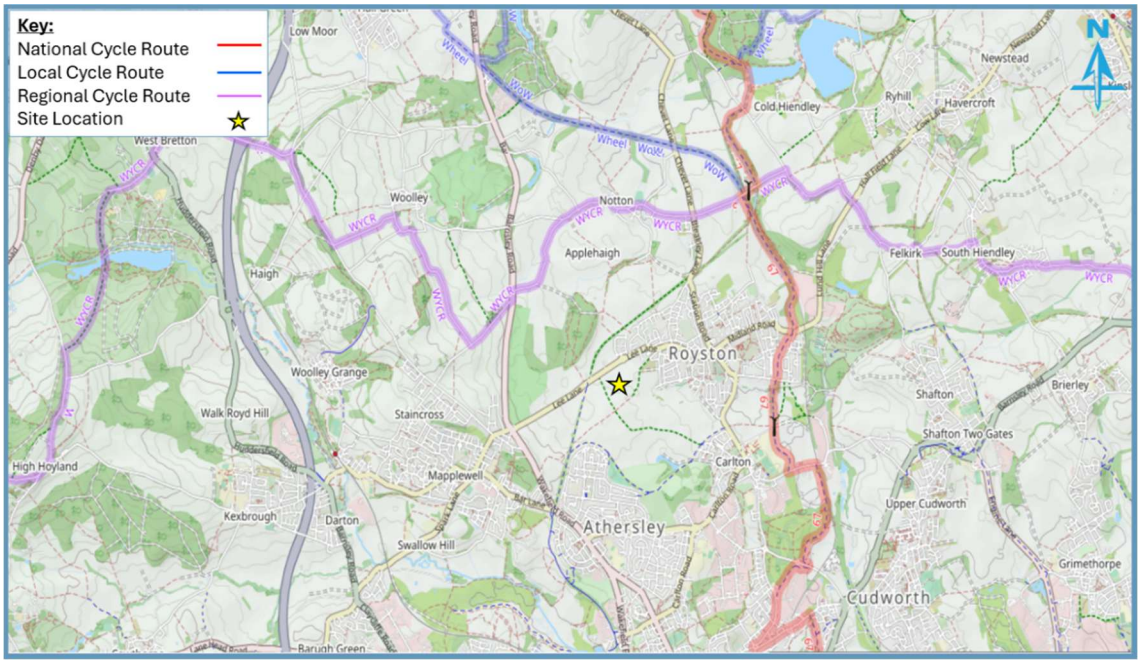


3.4.4 The proposed site benefits from strong cycling connectivity, including the Trans Pennine Trail offering traffic-free links for commuting and leisure, the Barnsley Canal route forming part of National Cycle Network (NCN) 67 with access to Rabbit Ings Country Park and Wintersett Reservoir, and the recently completed A61 active travel corridor providing segregated paths to Barnsley town centre.

3.4.5 These routes, alongside local recreational loops and greenway connections, support sustainable travel options for residents and enhance the site's accessibility by cycling.

3.4.6 The cycle network is detailed on the plan attached at **Figure 3-5**.

Figure 3-5 Cycle Network Map



3.5 PUBLIC TRANSPORT

Bus Services

3.5.1 In line with current local and national transport objectives, particularly of encouraging modal shift away from the private car and increasing accessibility through sustainable travel, public transport has a major role to play. The IHT's 'Guidelines for Planning for Public Transport in Developments' (IHT 1999) recommend that the maximum walking distance to bus routes should not exceed 400 metres. Measures to facilitate the use of public transport are therefore an integral part of good land use and transport planning.

3.5.2 There are two bus stops within 1.1km walking distance from the site. Both bus stops have a flag and timetable information, with the western stop possessing sheltered seating. The stops detailed are set out on the attached plan at Figure 3-6.

Figure 3-6 Public Transport Location Plan

3.5.3 Details of the services calling at the mentioned bus stops have been obtained from recent timetables produced by various bus operators. Table 3-1 summarises local bus service details and route information.

Table 3-1 Local Bus Services

Services	Route	Weekday	Saturday	Sunday
57	Barnsley - Royston	Every 30 mins	Every 30 mins	-
59a	Barnsley - Wakefield	Every 60 mins	Every 60 mins	Every 60 mins

3.5.4 Table 3-1 sets out the local bus stops that provide access to the 57 and 59a bus services. As can be seen, the existing bus service provides regular journeys into Barnsley from which the bus station offers connections to all areas of South Yorkshire and further afield.

3.5.5 The proposed layout allows for the provision of a bus route through the site, reducing the distance residents will be required to walk to access services, as well as the opportunity to provide additional / amended bus routes.

3.5.6 It is anticipated that such a future bus service could comprise an extension of the existing 57 service which would most logically route anti-clockwise through the proposed development site, this is explained in more detail in Chapter 4.

3.5.7 The bus services also allow residents to be able to interchange with rail services in Barnsley at Barnsley Interchange.

Rail Services

3.5.8 Darton train station is within approximately 20 to 25 minutes to the west of the site by bike, and offers one train per hour to Wakefield and Leeds to the north and one per hour to Barnsley and Sheffield to the south. The station offers 10 car parking spaces and 18 covered cycle storage spaces.

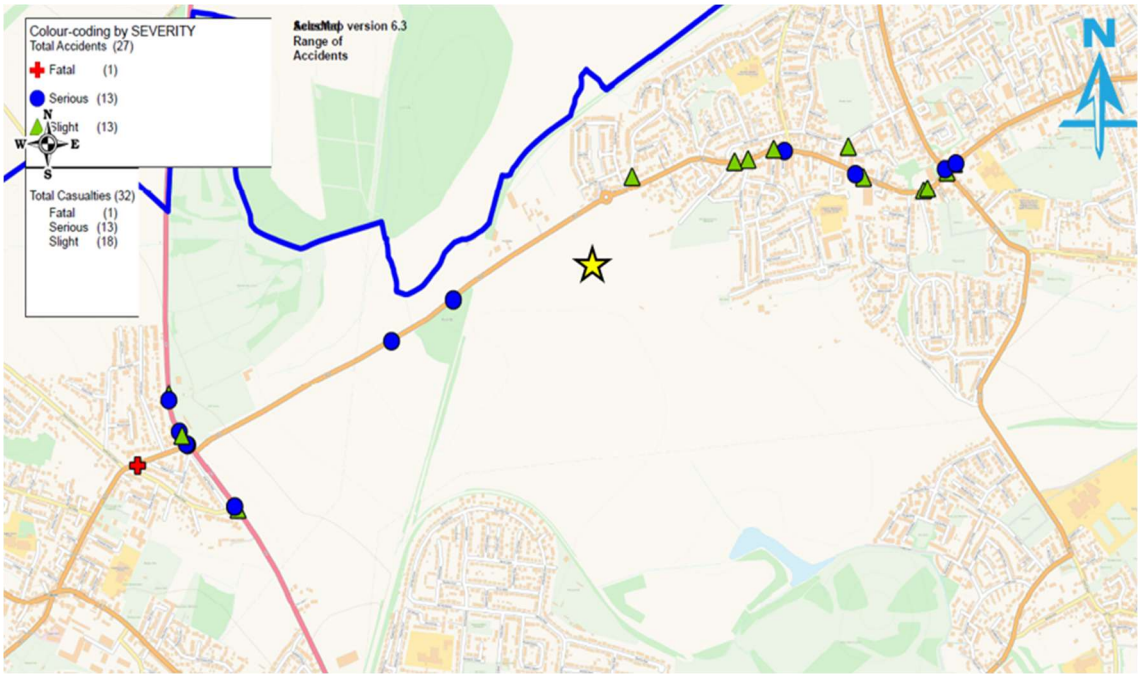
3.5.9 Barnsley Train Station offers four trains an hour to Sheffield, two of which are express services and only call at Meadowhall. The two express services pass through Sheffield and extend to Worksop, Retford and Lincoln and to Chesterfield and Nottingham. To the north there are three trains an hour to Leeds, two of which only call at Wakefield Kirkgate and one train per hour to Huddersfield.

3.5.10 This station can be accessed via a 25-minute cycle, c. 45-minute bus journey or a 14-minute drive and could therefore support future residents undertaking multi-modal journeys.

3.6 PERSONAL INJURY COLLISION RECORDS

3.6.1 To consider the last five years of Personal Injury Collision (PIC) data within the vicinity of the site, STATS19 data has been interrogated. The study area includes Royston, and the junctions considered as part of the modelling exercise set out in **Section 6.** The most recent five-year period of available data has been considered ensuring the study is up to date. The collision plot is set out in **Figure 3-7**.

Figure 3-7 Personal Injury Collision Plot



3.6.2 **Table 3-2** provides a summary of the collisions that have occurred within the study area.

Table 3-2 Personal Injury Collision Data Summary

Severity	Number of Collisions per Year					
	2020	2021	2022	2023	2024	Total
Slight	0	5	3	1	4	13
Serious	2	4	4	1	2	13
Fatal	0	0	0	1	0	1

3.6.3 As detailed above, there were 13 'slight' collisions, 13 'serious' collisions, and one 'fatal' collision recorded within the study period.

3.6.4 A review of five years of STATS19 data (2020–2024) for Lee Lane and the surrounding network shows no highway safety concerns that would preclude development. While 27 collisions were recorded across the wider area, only a small number occurred on Lee Lane itself, primarily involving overtaking manoeuvres and loss of control rather than junction design issues.

3.6.5 There has been one serious incident involving a cyclist on Wakefield Road and none involving pedestrians. A single fatal collision occurred on Shaw Lane in October 2023 which involved a collision between a goods vehicle and a mobility scooter, which occurred in dark, wet conditions. It is considered that this collision was the result of driver behaviour and not the existing road layout.

3.6.6 Overall, the pattern does not indicate any systemic safety problem on Lee Lane, and with appropriate visibility and design standards, the proposed junction is not expected to exacerbate risk.

Safety Measures

3.6.7 As set out above, it is not considered that there is a pattern to the collisions recorded along the Lee Lane High Street corridor that indicate an existing highway concern. Notwithstanding this the following proposed site access improvements will directly benefit highway safety:

- Speed limit reduction to 30mph to reflect the new settlement boundary;
- Possible provision of a 'gateway feature' on Lee Lane, on the approach to the 30mph speed limit.
- A 3m wide shared footway/cycleway set back within the site which runs parallel to Lee Lane between the vehicular access junction and the eastern site boundary;
- Widening of the existing Lee Lane footway to 2.0m over a length of some 105m between the eastern site boundary and the Lee Lane / Oriel Drive roundabout;
- Widening of the existing Lee Lane footway to 1.5m over a length of some 50m between the proposed vehicular site access junction and the western site boundary; and
- The provision of street lighting along Lee Lane over a length of some 360m between the Lee Lane / Oriel Drive roundabout to a point just beyond the western boundary of the site.

4 DEVELOPMENT PROPOSALS

4.1 DEVELOPMENT PROPOSALS AND SITE LAYOUT

4.1.1 The application is for full permission for 247 residential dwelling on land to the south of Lee Lane, Royston, with associated parking, road layout, landscaping, and access arrangements. A copy of the proposed site layout is included in **Appendix A**.

4.1.2 The site layout has been designed to ensure low vehicle speeds are achieved throughout the site whilst maintaining manoeuvrability for vehicles.

4.2 SITE ACCESS DESIGN AND VISIBILITY SPLAYS

4.2.1 Vehicular access to the site is proposed from a new simple priority 'T' junction on the Lee Lane frontage, located approximately 270m west of the Lee Lane / Oriel Drive roundabout.

4.2.2 The proposal comprises a new priority-controlled access onto Lee Lane, formed via a corridor site access road connecting to the existing carriageway. The junction geometry incorporates appropriate kerb radii to accommodate turning movements and a carriageway width of approximately 6.75m. A 2.0m footway and 3.0m shared footway / cycleway will be provided leading into the site and along the spine road to maintain pedestrian and cycle connectivity.

4.2.3 Visibility splays of 2.4m by 120m are demonstrated in both directions at the site access, with all associated boundary treatments and vegetation clearance ensuring their effectiveness. The exceeds the requirements set out in Manual for Streets and therefore ensures a robust access strategy is achievable.

4.2.4 In addition, appropriate internal junction visibility and forward visibility splays within the site are fully achieved, ensuring safe vehicular operation, pedestrian interaction, and compliance with highway design standards throughout.

4.2.5 The proposed site access design, including visibility splays, is included at **Appendix F.**

4.3 SERVICING ARRANGEMENTS

4.3.1 Swept path analysis has been conducted for a BMBC standard refuse vehicle at the access as well as throughout the internal layout. The swept path analysis is presented in and attached in **Appendix F.** As detailed in the drawing, the vehicle can access and egress the site within the proposed carriageway and adopted highway boundary.

4.4 INTERNAL LAYOUT

4.4.1 The site layout has been designed with reference to Manual for Streets and the South Yorkshire Residential Design Guide and also takes into account the previous discussions held with the Highway Authority in relation to the previously submitted applications.

4.4.2 In accordance with the Council's Masterplan document, a 6.75m wide spine road is provided through the heart of the site, connecting Lee Lane to the north with the adjacent Phase 2 site boundary to the east. The development proposals therefore incorporate the opportunity for a potential future bus service to route through the site and the adjoining MU5 allocation.

4.4.3 It is proposed that an interim bus arrangement will be incorporated at the site frontage of Lee Lane with two bus stops within the internal spine road of the development. The spine road is expected to be a public transport route as cited in the Royston Masterplan.

4.4.4 As described in **Chapter 3** it is anticipated that such a future bus service could comprise an extension of the existing 57 service which would most logically route anticlockwise through the proposed development site.

4.4.5 The drawings contained at **Appendix B** demonstrate that a refuse vehicle and public transport bus can satisfactorily utilise the internal layout network within the site.

4.5 PARKING

4.5.1 Parking for the dwellings is to be provided in line with the required BMBC standards, as detailed below:

- 1 space for dwellings with 1 or 2 bedrooms; and
- 2 spaces for dwellings 3 or more bedrooms.

4.5.2 Given the proposal for 247 units, the following housing mix is planned for the site:

- 2 bedrooms or less: 62 units; and
- 3 bedrooms or more: 185 units.

4.5.3 Based on local parking policy standards, the proposed development would require approximately 432 spaces to achieve parking sufficiency. The site currently provides 489 spaces, excluding garages, along with an additional 35 designated visitor spaces.

4.5.4 This level of provision exceeds the calculated requirement, ensuring that the development can be accommodated without creating pressure on surrounding streets. Consequently, the risk of overspill parking is considered minimal, and the proposed arrangement aligns with local policy objectives for adequate on-site parking.

5 ASSESSMENT PARAMETERS

5.1 INTRODUCTION

5.1.1 This section sets out the methodology and assessment parameters used in assessing the proposed development and its potential impact on the highway network.

5.2 BASE TRAFFIC SURVEYS

5.2.1 Traffic surveys were undertaken at the junctions that are predicted to experience an increase of more than 30 two-way trips as a result of the development proposals. These are as follows:

- High Street/Station Road/Church Street/B6428 4-arm signalised junction; and
- Lee Lane/ Wakefield Road/ Shaw Lane 4-arm staggered priority junction.

5.2.2 The turning counts were undertaken on Tuesday 2nd December between the hours of 07:00 and 10:00 and 15:00-19:00, considering the AM and PM network peak periods. The resultant network peak periods were concluded to occur between:

- AM Peak – 07:30 – 08:30; and
- PM Peak – 17:00 – 18:00.

5.2.3 For the purposes of the junction capacity modelling, the above surveys have been converted to Passenger Car Units (PCUs). The resultant 2025 surveyed flows are illustrated at **Appendix GD**.

5.3 ASSESSMENT YEARS

5.3.1 A base year of 2026 will be assessed as the year of submission. In line with national guidance, a horizon period of five years to 2031 has been assessed within this TA.

5.4 COMMITTED DEVELOPMENT TRAFFIC

5.4.1 The following committed developments have been taken from the previous TA, which was produced in April 2022. These committed development sites were agreed with the LHA and are considered appropriate to use within this assessment.

5.4.2 It is noted that the Lidl in Mapplewell was a committed development in the previous TA, however, since this is now operational and the associated flows will have been picked up within the above traffic surveys, it has not been considered as a committed development here.

- Land West of Wakefield Road, 193 residential units (Application Ref: 2017/0520);
- Former William Freeman Works, Mapplewell, 85 residential units (Application Ref: 2017/1718). A further Reserved Matters application has since been approved for 102 units on this site. An uplift of 17 units;
- Remainder of MU5 Site (full allocation at 2031). Whilst not all consented the remainder of MU5 has been included in the base flows for robustness:
    - MU5 North remaining i.e. less 164 unit Barratts development – 226 dwellings; and
    - MU5 South remaining i.e. less proposed 250 dwelling development site – 352 dwellings.

5.4.3 The flows associated with the committed development sites are included at **Appendix D**.

5.5 TRAFFIC GROWTH

5.5.1 The National Traffic Model (NTM) within the TEMPRO software package has been interrogated to provide local growth factors for Middle Super Output Area (MSOA) area of Barnsley 001.

5.5.2 The growth factors have been amended to reflect the assessment of specific committed development sites, as set out above. Given that the number of dwellings considered is greater than the level of growth anticipated within TEMPro, all housing growth has been removed.

5.5.3 The resultant growth factors are set out in Table 5-1.

Table 5-1 TEMPro Growth Factors – Barnsley 001

Period	MSOA	AM Peak	PM Peak
2025 - 2026	Barnsley 001	1.0107	1.0107
2025 - 2031	Barnsley 001	1.0506	1.0485

5.5.4 Details of the resultant 2026 and 2031 base traffic flows are set out at Appendix G which sets out all traffic flow diagrams associated with the proposals.

5.6 DEVELOPMENT TRAFFIC GENERATION

5.6.1 For consistency, the trip rates and distribution previously agreed with the LHA have been used within this assessment. The parameters used are summarised below, with full outputs included at Appendix G.

- Land use: 03 Residential a Houses Privately Owned
- Calculation options: Vehicular trip rates selected;
- Regions selected: All except Greater London, Scotland, Wales, Ireland and Northern Ireland;
- Trip Rate Parameters: Number of dwellings;
- Parameter range: 150 - 350 selected;
- Date range: 1st January 2010 and 19th April 2018;
- Days included: Monday to Friday; and
- Location Type: Edge of Town.

5.6.2 A summary of the trip rates and the resultant generated traffic for the proposed development is shown in Table 5-2.

Table 5-2 Peak Hour Trip Rates and Trip Generation (247 units)

	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.158	0.38	0.540	0.359	0.162	0.521
Trip Generation	39	94	133	89	40	129

5.7 DEVELOPMENT TRAFFIC DISTRIBUTION AND ASSIGNMENT

5.7.1 The trip distribution agreed through the previous applications at the site have been adopted within this TA. The methodology distributes trips based on 2011 Census Journey to Work data for the Barnsley 001 MSOA.

5.7.2 The traffic distribution has been applied to the forecast trip generations to estimate the change in traffic flows on the highway network because of the development at the site. Consideration of the traffic distribution exercise shows the total change in traffic flows that is forecast on the road network as a result of the development proposals.

5.7.3 The distribution exercise is summarised in Table 5-3. A copy of the 2011 journey to work census data and a plan detailing the location of each MSOA is available upon request.

Table 5-3 Development Traffic Distribution

Route	Distribution
Wakefield Road (South)	8%
Wakefield Road (North)	26%
Shaw Lane	26%
Summer Lane	13%
Church Street	16%
Midland Road	7%
Station Road	2%
Local Traffic	2%
Total	100%

5.7.4 The AM and PM peak traffic distributions have been applied to the total development traffic generation set out in Table 5-2. The traffic flow diagrams for both the traffic distribution and generation are set out in Appendix GD.

5.8 SUMMARY

5.8.1 As detailed in the above section, the following scenarios have been assessed as part of this TA:

- 2026 Base
- 2031 Future Base + Committed
- 2031 Future Base + Committed + Development

5.8.2 The traffic flow diagrams are attached at Appendix D, and the modelling exercise is detailed in Section 6 overleaf.

6 TRAFFIC MODELLING AND DEVELOPMENT IMPACTS

6.1 INTRODUCTION

6.1.1 To determine the impact of the proposed development traffic on the local highway network, the following junctions have been assessed:

- High Street/Station Road/Church Street/B6428 4-arm signalised junction;
- Lee Lane/ Wakefield Road/ Shaw Lane 4-arm staggered priority junction; and
- Proposed site access on Lee Lane.

6.1.2 Junctions 9 software has been used to prepare models for the priority-controlled junctions. Junctions 9 software analyses the traffic movements on each arm of the junction and assesses the junctions Ratio Flow to Capacity (RFC) and queue lengths in PCUs.

6.1.3 A Ratio of Flow to Capacity (RFC) value below 0.85 indicates that a junction or arm operates within its predicted capacity. An RFC value between 0.85 and 1.00 indicates that there may be occasions during the period modelled when queues will develop and delays will occur. An RFC value greater than 1.00 indicates that the junction or arm operates beyond its theoretical capacity.

6.1.4 LinSig software has been used to prepare models for the signal-controlled junctions. LinSig software analyses the traffic movements on each arm of the junction and assesses the Degree of Saturation (DoS) and the Mean Maximum Queues (MMQ). LinSig also considers the overall junctions Practical Reserve Capacity (PRC) and Total Traffic Delay (TTD) in PCUs per hour (pcuHr).

6.1.5 A Degree of Saturation (DoS) value below 90% indicates that a signalised junction is operating within its desirable practical capacity. A DoS value between 90% and 100% indicates that there are likely to be occasions during the period modelled period when queues will develop and delays will occur. A DoS value greater than 100% indicates that the junction or arm operates beyond its theoretical capacity with an associated increase in queuing and delay within that specified time period.

6.1.6 The detailed modelling outputs are in **Appendix E**.

6.2 JUNCTION MODELLING RESULTS

High Street/Station Road/Church Street/B6132 4-arm signalised junction

6.2.1 Table 6-1 sets out the operational capacity at the junction. The individual lane saturation flows have been determined by inputting the geometrical data from the topographical survey into the model used in the previous application in 2022.

Table 6-1 High Street/Station Road/Church Street/B6132 Junction Modelling Summary

Arms	AM Peak		PM Peak	
	DoS	MMQ	DoS	MMQ
2026 Base				
Station Road	82.3%	7.1	113.9%	30.5
Midland Road	79.9%	7.4	112.0%	30.5
Church Street	78.9%	8.9	118.3%	51.6
High Street Straight Ahead / Left	78.2%	6.5	112.4%	25.2
High Street Right turn	56.1%	3.5	79.5%	5.7
2031 Future Base + Committed				
Station Road	137.1%	58.1	136.0%	61.1
Midland Road	138.1%	65.5	132.5%	57.9
Church Street	136.2%	85.8	131.2%	82.2
High Street Straight Ahead / Left	128.5%	55.5	130.1%	46.5
High Street Right turn	95.2%	11.4	94.2%	9.3
2031 Future Base + Committed + Development				
Station Road	137.6%	58.7	136.9%	62.2
Midland Road	139.1%	67.0	134.5%	61.0
Church Street	137.9%	89.3	135.2%	91.0
High Street Straight Ahead / Left	131.6%	60.5	131.9%	48.7
High Street Right turn	101.0%	15.4	97.1%	10.6

6.2.2 Table 6-1 identifies that the majority of arms at the High Street/Station Road signalised junction are predicted to operate over their theoretical and operational capacity in all scenarios.

6.2.3 The DoS results show that during the morning peak hour the existing junction operates at or below a practical capacity of 90%. During the evening peak hour the existing junction exceeds practical capacity on all approach arms except for High Street right turners.

6.2.4 The modelling of the existing High Street/Midland Road/Church Street/Station Road junction has shown that it already operates over practical capacity, and this situation will worsen with the addition of traffic flows from other consented sites, the overall MU5 allocation and background traffic growth. The junction operation will worsen slightly again due to the impact of the proposed development.

6.2.5 However, as set out in the BMBC 'Royston Masterplan Framework – Delivery Strategy' document (Table 2) it is the responsibility of the Developer of Phase 2 of the MU5 allocation to deliver appropriate improvements at 'The Wells' junction. It is noted that the planning application for the adjacent site (Ref: 2020/0330) has been requested to provide a S106 contribution towards the upgrading of signal equipment at this junction. That application was deferred and delegated for approval, subject to S106, the heads of terms for which are understood to include a contribution to deliver these improvements.

6.2.6 It is therefore considered that the impact of the development proposals will be suitably accommodated at this junction through a funded mitigation scheme.

Proposed Site Access 3-arm priority Junction

Table 6-2 Proposed Site Access Junction Modelling Summary

Arms	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2031 Future Base + Committed + Development				
Site Access	0.16	0.2	0.07	0.1
Lee Lane West	0.04	0.0	0.09	0.1

6.2.7 Table 6-3 identifies that all arms at the proposed site access are predicted to operate well within their theoretical and operational capacity in the 2031 future base + Committed + Development scenario.

6.2.8 The results in Table 6-3 demonstrate that the proposed Lee Lane site access junction is predicted to operate comfortably within desirable practical capacity during both the AM and PM peak hour periods i.e. an RFC of less than 0.85 in the 2031 + Committed + Development scenario accommodating the traffic generated by the proposed development.

Lee Lane/ Wakefield Road/ Shaw Lane

6.2.9 The existing junction layout has been modelled using the PICADY function of the Junctions 9 software. The input geometry has been taken from the topographical survey that was used in the TA submitted as part of the previous application.

6.2.10 The junction has initially been modelled for the 2026 existing weekday AM and PM peak hours and the results are summarised within Table 6-2. A copy of the full modelling output is provided within Appendix E. The existing junction has then been modelled for the 2031 + Committed + Development scenario which includes the proposed development trips as well as background traffic growth, consented sites and MU5 build-out. The results are summarised in Table 6-2.

Table 6-3 Shaw Lane / Wakefield Road/ Lee Lane Junction Modelling Summary

Arms	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2026 Base				
Shaw Lane	0.96	9.4	0.94	9.1
Wakefield Road South	0.13	0.2	0.29	0.4
Lee Lane	0.89	6.3	0.67	2.1
Wakefield Road North	0.15	0.2	0.17	0.2
2031 Future Base + Committed				
Shaw Lane	1.31	45.6	1.20	43.6
Wakefield Road South	0.18	0.2	0.53	1.2
Lee Lane	1.44	80.1	1.11	19.0
Wakefield Road North	0.20	0.3	0.19	0.3
2031 Future Base + Committed + Development				
Shaw Lane	1.51	72.3	1.31	52.6
Wakefield Road South	0.19	0.3	0.60	1.6
Lee Lane	1.66	131.7	1.26	31.4
Wakefield Road North	0.22	0.3	0.30	0.5

6.2.11 Table 6-2 identifies that Lee Lane and Shaw Lane are predicted to operate over their theoretical and operational capacity in both the 2031 Future Base + Committed and the 2031 Future Base + Committed + Development scenarios.

6.2.12 With the addition of the proposed development trips the operation of the junction worsens slightly compared to the 2031 Future Base + Committed scenario, with Lee Lane and Shaw Lane continuing to operate significantly beyond capacity.

6.2.13 A previously developed signalised junction layout from the earlier application has been adopted for this assessment and forms part of the study, as mitigation. The associated results and mitigation layout of this junction are presented below.

Lee Lane/ Wakefield Road/ Shaw Lane - Proposed Signalised Layout

6.2.14 The Council's 'Royston Masterplan Framework – Delivery Strategy' document sets out in Section 5.4 (Table 2) that it is the responsibility of the Developer of Phase 1 of the MU5 allocation i.e. the proposed Bellway Site, to provide the appropriate improvements at the Wakefield Road/Lee Lane/Shaw Lane junction. It has been agreed with BMBC that these improvement works will be funded through the S106 Agreement and delivered by the Council.

6.2.15 The proposed signalised junction improvements have been modelled using LinSig for the 2031 + Committed + Development scenario - the results are summarised in **Table 6-4** and the Linsig data output is provided in **Appendix E.** The drawing of the junction mitigation is provided in **Appendix I.**

Table 6-4 **Lee Lane/ Wakefield Road/ Shaw Lane - Proposed Signalised Layout Junction Model Summary**

Arms	AM Peak		PM Peak	
	DoS	MMQ	DoS	MMQ
2031 Future Base + Committed + Development				
Shaw Lane Left Turn	70.4%	0	77.8%	0
Shaw Lane Right / Ahead	70.4%	9.4	77.8%	10.7
Lee Lane Left Turn	24.7%	2.7	19.0%	1.9
Shaw Lane Exit	39.6%	3.2	38.1%	4.5
Lee Lane Right Turn	72.4%	10.8	49.1%	7.4
Wakefield Road North	55.%	6.3	77.3%	15.5
Wakefield Road Left Turn Give way	33.6%	3.2	54.5%	6.0
Wakefield Road South (Southern Signal)	73.0%	15.0	58.2%	10.5
Wakefield Road South (Northern Signal - Ahead)	50.2%	4.8	23.2%	1.3
Wakefield Road South (Northern Signal – Left Turn)	57.7%	12.1	36.4%	6.9
Wakefield Road South Exit	39.6%	3.2	39.3%	2.7

6.2.16 The results in **Table 6-4** demonstrate that with the proposed improvements in place all arms of the junction would operate within practical capacity (i.e. 90% DoS) during both the morning and evening peak hours.

6.2.17 It is therefore concluded that the junction improvements will:

- Fully mitigate the impact of the development proposals;
- Ensure that the junction operates within practical capacity, allowing for the trips from other consented sites, background traffic growth and build-out of the remainder of the MU5 allocation; and
- Deliver significant betterment to all existing and future drivers by substantially improving the performance of the junction when compared to the 2031 Future Base + Committed + Development for the existing priority layout which operates beyond capacity.

6.3 SUMMARY

6.3.1 The impact of the development-generated traffic associated with the development proposals on the surrounding area shows that the High Street/Station Road/Church Street/B6428 junction and the Lee Lane/Wakefield Road/ Shaw Lane are over capacity on some arms. The proposed site access, however, operates well within capacity.

6.3.2 With the introduction of the proposed signalised mitigation at Lee Lane/Wakefield Road/Shaw Lane, all movements operate within practical capacity in both peaks, demonstrating that the improvement scheme fully mitigates the impact of the development and delivers a substantial operational betterment over the existing layout.

6.3.3 The Church Street/High Street junction is not proposed for mitigation as part of this development because responsibility for improvements at this location has already been assigned to other schemes within the MU5 allocation. The BMBC 'Royston Masterplan Framework – Delivery Strategy' identifies that mitigation at this junction is to be delivered by the Phase 2 developer, with the adjacent planning application (Ref: 2020/0330) already required to contribute via S106 towards signal upgrades. As such, the necessary improvements are being secured through other developments, and it is not proportionate or required for this application to deliver separate mitigation.

6.3.4 It is therefore concluded that the development proposals can be accommodated without resulting any significant detrimental impact upon existing road safety or the capacity of the highway network if the mitigation proposals come forward in parallel to the proposed residential development.

7 SUMMARY

7.1.1 AMA has prepared this Transport Assessment to accompany a planning application for a proposed 247 dwelling development at Royston, West Yorkshire. The following summarises the key points:

- The proposed development has been assessed for residential development. The site fully accords with both national and local transport policy;
- Future residents of the development would have the opportunity to travel for all key journey purposes by modes other than the private car, including walking, cycling and public transport;
- The site access and internal road layout has been designed in accordance with the relevant SYRDG and MfS standards;
- The development proposals are anticipated to generate 135 two-way trips in the AM peak hour and 130 two-way trips in the PM peak hour;
- Operational assessments of the local highway network have been undertaken based on 2025 survey data, growthed to a year of 2026 Base and 2031 Future Base using TEMPro;
- Additional traffic flows associated with committed developments have been considered;
- The proposed mitigation includes the contribution towards a fully signalised layout at the Lee Lane/Wakefield Road/Shaw Lane junction, which effectively addresses the significant capacity issues forecast under all future scenarios and brings all arms back within operational limits;
- At the High Street/Midland Road/Church Street/Station Road ('The Wells') junction, while modelling confirms it already operates over capacity and worsens with future growth and development traffic, the responsibility for delivering improvements at this location lies with the Phase 2 MU5 developer, as set out in the BMBC Royston Masterplan Framework Delivery Strategy; it is also noted that the adjacent planning application (Ref: 2020/0330) is expected to contribute via S106 towards upgrading the signal equipment;
- The proposed site access junction operates well within capacity, meaning that—with the Lee Lane mitigation in place and strategic improvements at The Wells to be delivered through the wider MU5 allocation—the network can accommodate the traffic associated with the development;
- Swept path analysis has been undertaken of the proposed site access and internal road layout to demonstrate that a refuse vehicle will be able to manoeuvre the site;
- Car parking and cycle parking will be provided to meet BMBC standards; and
- A Travel Plan has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.

7.1.2 This TA has demonstrated that the traffic associated with the development proposals can be accommodated on surrounding highway network without having a severe impact in accordance with the NPPF.

7.1.3 Therefore, there are no overriding traffic and transportation reasons preventing the local highway authority from recognising that the proposals are acceptable nor why planning permission could not be granted.

APPENDICES

Appendix A Site Masterplan

Appendix B Vehicle Swept Path Analysis

Appendix C Collision Data

Appendix D Traffic Flow Diagram

Appendix E Junction Model Outputs

Appendix F Visibility Splay Drawing

Appendix G TRICS Outputs

Appendix H Speed Survey Results

Appendix I Junction Mitigation – Wakefield Road/Shaw Lane/Lee Lane

Appendix A
Site Masterplan

LEGEND

- Site boundary
- Existing vegetation to be retained
- Proposed large tree
  Suggested species: Oak, Lime, Beech, Alder, Birch
- Proposed small tree
  Suggested species: Cherry, Rowan, Amelanchier, Maple
- Proposed hedges.
  Suggested species: Beech, Hawthorn, Blackthorn, Hazel, Prunus, Photinia
- Proposed shrub beds
- Proposed grass

This drawing has been prepared for the purpose of planning approval.

Base: Homes by Honey 'Viability Layout' LL-0001-E received 13Nov25

PROJECT	Lee Lane, Royston, Barnsley		
TITLE	Landscape Masterplan		
CLIENT	Homes by Honey		
DATE	28 Nov 25	SCALE 1 : 1000	SHEET A1
DRAWN	BP	DRAWING NO	4234/1
CHECKED	BP	REVISION	-

ROSETTA LANDSCAPE DESIGN
Landscape Architects

Swallow's Nest, Main Street
Askham Richard, York, YO23 3PT

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P01	Preliminary Issue	00.00.00	XX

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Project:

LEE LANE, ROYSTON

Client:

HOMES BY HONEY LIMITED

Drawing:

PROPOSED ACCESS DESIGN

Drawn By:	Date:	
SA	23.01.2026	
Checked:	Scale:	Paper:
JF	1:1250	A3
Drawing No.		Rev.
AMA-300462-SK002		P01

Appendix B
Vehicle Swept Path Analysis

Vehicle name	Barnsley Refuse Vehicle
Description	
Overall length (m)	11.000
Overall width (m)	2.750
Maximum track width (m)	2.530
Kerb to kerb radius (m)	7.625

P02	Updated Swept Path Analysis	19.03.26	SA
P01	Preliminary Issue	22.01.26	JF

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REFUSE VEHICLE SWEPT PATH ANALYSIS

Drawn By: SA	Date: 22.01.2026	
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Drawing No. AMA-300462-ATR001-1.6		Rev. P02

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Overall width (m)	2.750
Maximum track width (m)	2.530
Kerb to kerb radius (m)	7.625

P02	Updated Swept Path Analysis	19.03.26	SA
P01	Preliminary Issue	22.01.26	JF

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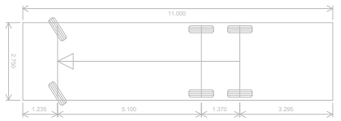

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Description:	
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Overall width (m):	2.750
Maximum track width (m):	2.530
Kerb to kerb radius (m):	7.625

P02	Updated Swept Path Analysis	19.03.26	SA
P01	Preliminary Issue	22.01.26	JF

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Maximum track width (m)	2.530
Kerb to kerb radius (m)	7.625

P02	Updated Swept Path Analysis	19.03.26	SA
P01	Preliminary Issue	22.01.26	JF

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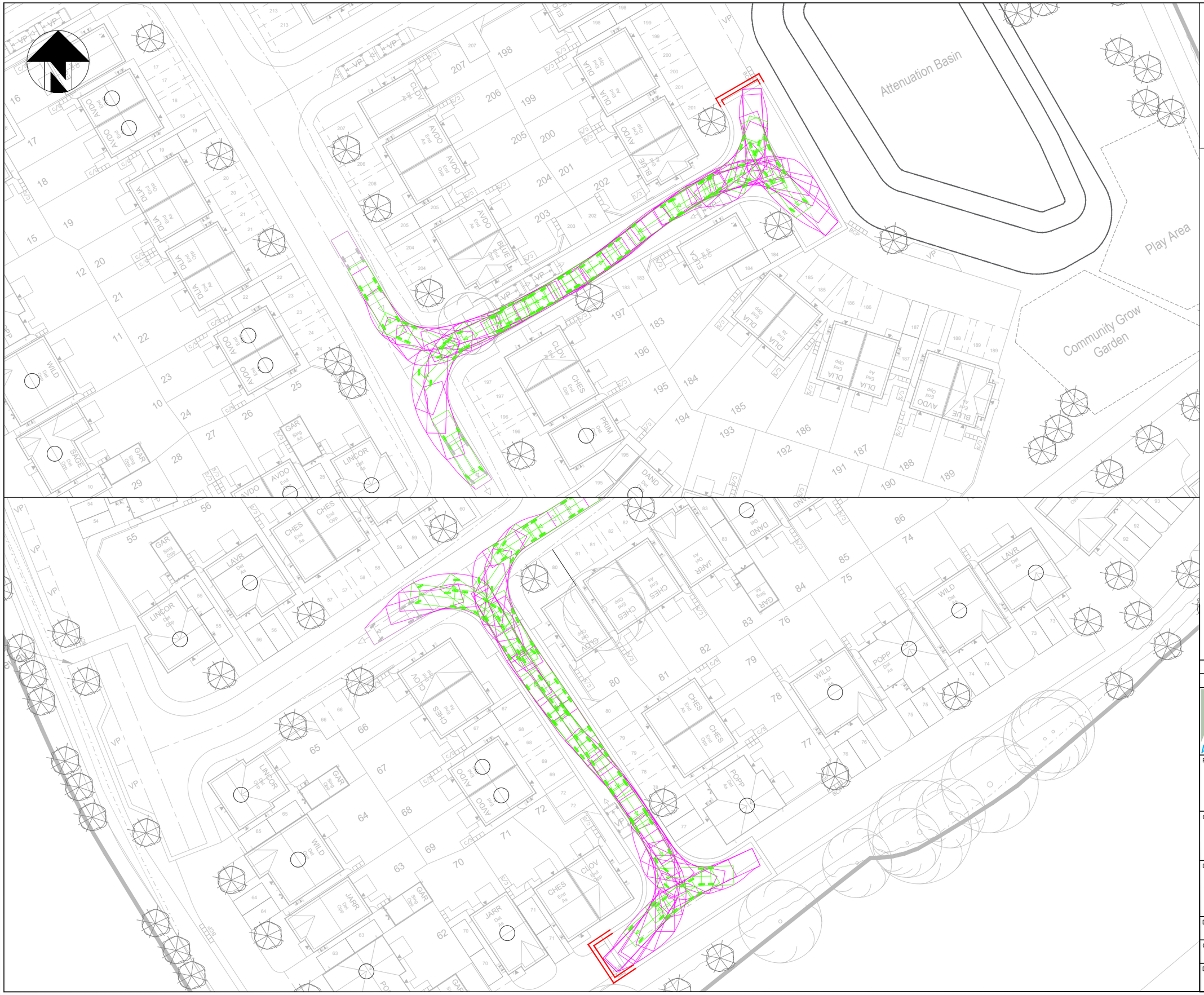

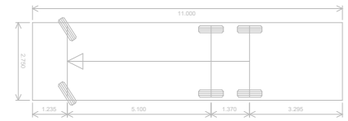

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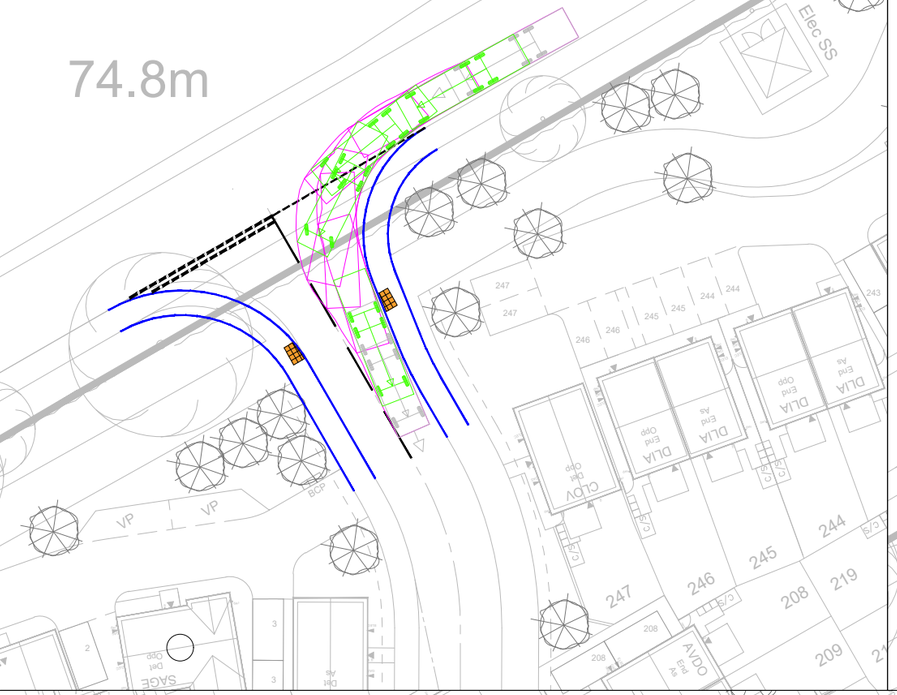

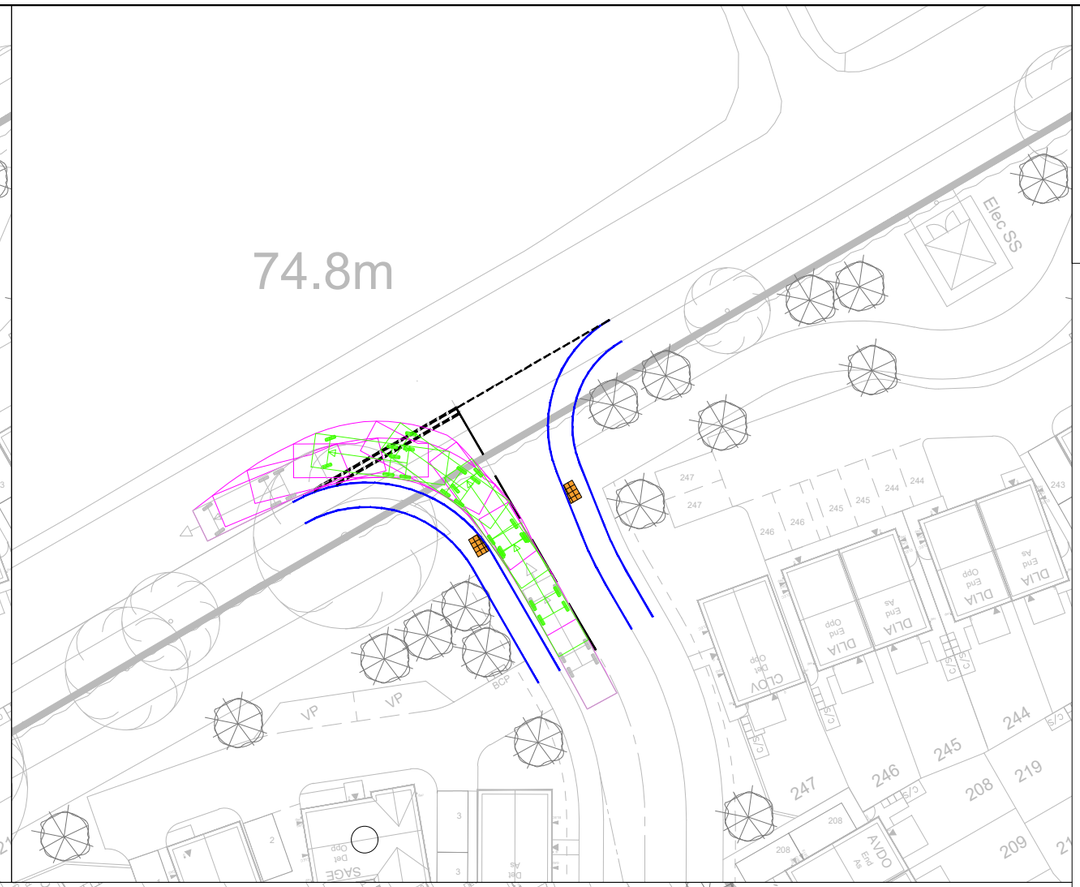

Vehicle name: Barnsley Refuse Vehicle

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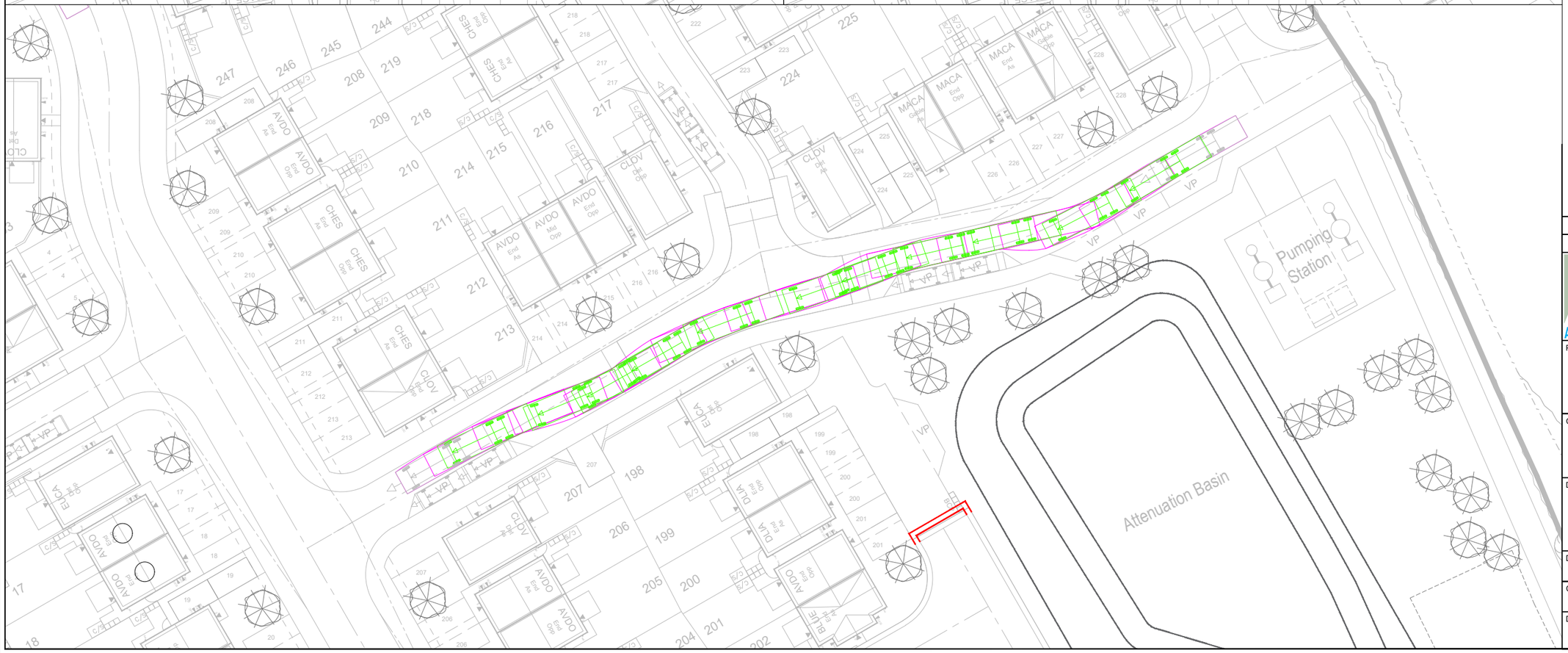
Overall width (m)	2.750
Maximum track width (m)	2.530
Kerb to kerb radius (m)	7.625



P02	Updated Swept Path Analysis	19.03.26	SA
P01	Preliminary Issue	22.01.26	JF

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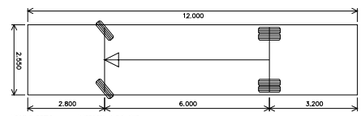

Vehicle name: Standard Rigid Bus
Description: TfL Accessible Bus Stop Design Guidance
Overall length (m): 12.000
Overall width (m): 2.550
Maximum track width(m): 2.560
Wall to wall radius (m): 9.771

P01	Preliminary Issue	00.00.00	XX

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Client:

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Drawing:

STANDARD RIGID BUS SWEPT PATH ANALYSIS

Drawn By: SA	Date: 22.01.2026	
Checked: JTH	Scale: 1:1000	Paper: A3
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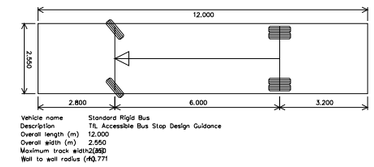

Vehicle name: Standard Rigid Bus
Description: TfL Accessible Bus Stop Design Guidance
Overall length (m): 12.000
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STANDARD RIGID BUS SWEPT PATH ANALYSIS

Drawn By:	Date:	
SA	22.01.2026	
Checked: JTH	Scale: 1:1000	Paper: A3
Drawing No.: AMA-300462-ATR002-2.2		Rev.: P01

Appendix C
Collision Data

Details of Personal Injury Accidents for Period - **01/01/2020** **to** **31/12/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

			Vehicles				Casualties
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev
	Date						
Road No.							
2nd Road No.	Time						
Grid Ref.	D/L						
	R.S.C						
	Weather						
	Speed						
	Account of Accident						
Causation Factor:							

201003228	Wednesday	WAKEFIELD ROAD (A61) BARNSLEY	Veh 1	M/C < 125 cc	Going ahead	SE to NW	Dri	M	31	Serious
	02/12/2020	AT OR NR JN WITH SHAW LANE	Veh 2	Goods < 3.5t	Turning right	NW to SW				
R1: A 61	0633 hrs	(B6428)								
R2: B 6428	Darkness: street lights present a									
E 433,487	Wet/Damp									
N 410,557	Fine without high winds									
	40 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Following too close	Vehicle 1	Very Likely

VAN (V002) ON A61 TURNING RIGHT ONTO SHAW LANE (B6428) - ANOTHER UNKNOWN VAN TRAVELLING IN OPPOSITE DIRECTION ON A61 PASSES V002 AND THE V002 MAKES HIS RIGHT TURN BUT DOES NOT SEE THE MOTORBIKE (V001) TRAVELLING CLOSE BEHIND AND THEY BOTH COLIDE. BIKE H
ITS V002 FRONT.

201004627	Wednesday	WAKEFIELD ROAD (A61) BARNSLEY	Veh 1	Car	Going ahead	NW to SE	FSP	F	20	Serious
	02/12/2020	AT JN WITH JET FILLING STATION	Veh 2	Car	Starting	SW to NE				
R1: A 61	2330 hrs									
R2: U	Darkness: street lights present a									
E 433,458	Dry									
N 410,600	Fine without high winds									
	40 mph									

PERSON REPORTING STATES THAT SHE WAS A FRONT SEAT PASSENGER IN VEHICLE 1. AS VEHICLE 1 OVERTOOK ANOTHER VEHICLE TRAVELLING ALONG WAKEFIELD RD AT THE JUNCTION WITH TURNPIKE GARAGE, A VEHICLE PULLING OUT OF TURNPIKE GARAGE CAUSED THE DRIVER OF VEHICLE1 TO
SWERVE AND COLLIDE WITH A TREE. THE PERSON REPORTING STATES THAT AS A RESULT OF THE RTC, SHE HAS SUFFERED WHIPLASH, A CRACKED BREASTBONE, A SPRAINED ANKLE AND SORENESS TO HER HIPS. SHE HAS NO DETAILS OF THE VEHICLE OTHER THAN IT BEING A VW GOLF.

Details of Personal Injury Accidents for Period - **01/01/2020** **to** **31/12/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.										
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

211018051	Friday	HIGH STREET (B6428) NEAR	Veh 1	Bus/coach	Going ahead	E	to W	Ped	M	29	Slight
	29/01/2021	JUNCTION WITH THE GREEN									
R1: B 6428	1723hrs										
R2: U	Darkness: street lights present a										
E 436,105	Wet/Damp										
N 411,382	Raining without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Casualty 1	Very Likely

C1, APPARENTLY DRUNK, WAS WALKING ALONG (B6428) HIGH STREET, ROYSTON IN BARNSLEY, IN THE GENERAL DIRECTION OF STAINCROSS. AS HE APPROACHED THE GREEN (ON HIS LEFT) HE FALLS INTO THE WAY OF A SINGLE DECKER BUS WHICH IS TRAVELLING AT LOW SPEED. HE MAKES CON
TACT WITH FRONT AND FALL ONTO THE SURFACE. INITIALLY TAKEN TO NGH WITH SUSPECTED SEREIOUS INJURY, BUT AFTER CT SCAN IT WAS DETERMINED THAT HE ONLY HAD LIGHT INJURIES

211019217	Wednesday	MIDLAND ROAD (B6428) - 36	Veh 1	Car	Going ahead	NE	to SW	Ped	F		Slight
	03/02/2021	METRES FROM JUNCTION WITH									
R1: B 6428	1330hrs	CHURCH STREET (B6132)									
	Daylight:street lights present										
E 436,215	Snow										
N 411,471	Snowing with high winds										
	30 mph										

V1 WAS DRIVING ALONG MIDLAND RD WHEN HE HAS SKIDDED AND MOUNTED THE PAVEMENT AND COLLIDED WITH A PEDESTRIAN, V1 INITIALLY STOPPED AND SPOKE WITH THE INJURED PARTY, SHE GAVE THE DRIVER HER ADDRESS AND INFOMED HIM THAT SHE WAS INJURED. DRIVER OF V1 NEVER A
TTENDED AT THE HOME ADDRESS OF THE INJURED PARTY, NO DETAILS PASSED NO VRM FOR V1 AND NO CCTV INJURED PARTY ATTENDED AT BDGH, BRUISING TO ANKLE AND ACHES IN LEG AND BACK COVID 19 REPORT

Details of Personal Injury Accidents for Period - **01/01/2020** **to** **31/12/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.										
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

211024861 Monday LEE LANE (B6428) - 121 METRES FROM JUNCTION WITH WOOD LANE
01/03/2021
R1: B 6428 1715hrs
Daylight:street lights present
E 434,211 Dry
N 410,898 Fine without high winds
60 mph

Veh 1	Car	Going ahead	NE	to	SW	FSP	F	32	Slight
Veh 1	Car	Going ahead	NE	to	SW	Dri	M	31	Slight
Veh 2	Car	O/take m/veh o/side	SW	to	NE	Dri	M	18	Serious

Causation Factor: **Participant:** **Confidence:**

1st: Aggressive driving — Vehicle 2 — Very Likely

VEHICLE 1 IS TRAVELLING ON LEE LANE TOWARDS WAKEFIELD ROAD. VEHICLE 2 IS TRAVELLING ON LEE LANE FROM ROYSTOI VILLAGE. V2 IS OVERTAKING VEHICLES ON THE APPROACH TO A BLIND SUMMIT. JUST OVER THE BROW OF THE HILL V1 IS APPROACHING FROM THE OPPOSITE DIR
ECTION. THIS CAUSES V2 TO SWERVE INTO THE GRASSED VERGE AND THEN BACK ONTO THE ROAD SURFACE. AT THIS POINT V2 IS TRAVELLING BROADSIDE ACROSS THE ROAD AND COLLIDES WITH V1. V1 COMES TO A HALT IN THE MIDDLE OF THE ROAD WHIST V2 CRASHES INTO THE TREES ON
THE OPPOSITE SIDE OF THE ROAD.

211027778 Friday HIGH STREET (B6428) - 47 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD
12/03/2021
R1: B 6428 1414hrs
Daylight:street lights present
E 435,891 Dry
N 411,426 Fine without high winds
30 mph

Veh 1	Car	Going ahead		to					
Veh 2	Pedal cycle	Going ahead	SE	to	NW	Dri	M	17	Slight

CASULTY HAS BEEN CYCLING ON A ROAD UNKNOWN TO HIM. A GUST OF WIND HAS BLOWN HIM INTO AN INCOMING CAR. THIS CAR HAS FAILED TO STOP, WITH IT BEING OBVIOUS IT HAS HIT HIM. THE CASULTY HAS THEN BEEN BOUNCED INTO THE PAVEMENT NEXT TO HIM FROM THE COLLISION OF
THE VEHICLE.

211075622 Monday LEE LANE (B6428)
09/08/2021
R1: B 6428 1145hrs
Daylight:street lights present
E 434,431 Wet/Damp
N 411,031 Raining without high winds
60 mph

Veh 1	Pedal cycle	Going ahead	NE	to	SW	Dri	F	44	Serious
Veh 2	Car	O/take m/veh o/side	SW	to	NE				

VEHICLE 1 TRAVELLING ALONG LEE LANE FROM THE DIRECTION OF ROYSTON TO WAKEFIELD ROAD. VEHICLE 2 TRAVELLING I THE OPPOSITE DIRECTION TOWARDS ROYSTON, STARTS TO MANOUVRE AROUND ANOTHER VEHICLE MOVING INTO THE LANE V1 WAS TRAVELLING IN. V1 SWERVS TO THE L
EFT TO AVOID A COLLISION WITH V2, AND HITS THE KERB. RIDER OF V1 THROWN TO GROUND RESULTING IN INJURIES. V2 FAIL TO STOP.

Details of Personal Injury Accidents for Period - **01/01/2020** **to** **31/12/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.										
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

211075529 Tuesday 10/08/2021 0925hrs — WAKEFIELD ROAD (A61) AT JUNCTION WITH SHAW LANE (B6428)

Veh 1	Car	Starting	SW to NE			
Veh 2	Pedal cycle	Going ahead	SE to NW	Dri	M 64	Serious

R1: A 61
R2: B 6428
E 433,483
N 410,559

Daylight:street lights present
Dry
Fine without high winds
40 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Failed to look properly	Vehicle 1	Very Likely
2nd: Poor turn or manoevre	Vehicle 1	Possible

V1 HAS BEEN STATIONARY AT THE JUNCTION OF SHAW LANE AND WAKEFIELD ROAD. CYCLIST HAS BEEN TRAVELLING ALONG WAKEFIELD ROAD. V1 HAS PULLED OUT OF THE JUNCTION AND COLLIDED WITH THE CYCLIST.

211076760 Thursday 12/08/2021 2040hrs — HIGH STREET (B6428) AT JUNCTION WITH WEST END AVENUE

Veh 1	Car	Turning right	S to E			
Veh 2	M/C > 500 cc	Going ahead	W to E	Dri	M 47	Slight

R1: B 6428
R2: U
E 435,479
N 411,484

Darkness: street lights present a
Dry
Fine without high winds
30 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Impaired by alcohol	Vehicle 1	Very Likely

DRIVER OF THE BLUE FORD FIESTA WAS AT THE JUNCTION OF WEST END AVENUE AND HIGH STREET IN ROYSTON, HESITATING ON WHETHER TO PULL OUT ONTO HIGH STREET. DURING THIS TIME A MOTORCYCLIST WAS TRAVELLING DOWN HIGH STREET TOWARD ROYSTON WITH WEST END AVENUE ON H
IS RIGHT HAND SIDE, RIDING BLUE AND WHITE SUZUKI SV 1000. THE FIESTA HAD APPROACHED THE JUNCTION QUICKLY CAUSING THE SUZUKI TO SLOW DOWN, THE FIESTA THEN BEGINS TO ROCK BACK LEADING THE MOTORCYCLIST TO BELIEVE HE HAD BEEN SEEN AND CONTINUE ON THE ROAD. T
HE FIESTA HAS THEN PULLED OUT OF THE JUNCTION ONTO HIGH STREET AND COLLIDED WITH THE SUZUKI CAUSING THE RIDER TO BE THROWN FROM THE BIKE. DRIVER OF THE FIESTA WAS SUBJECT TO A ROADSIDE BREATH TEST AND BLEW 91, SUBSEQUENTLY ARRESTED FOR DRIVING OVER TH
E PRESCRIBED LIMIT.

211092368 Friday 24/09/2021 1050hrs — WAKEFIELD ROAD (A61) AT JUNCTION WITH PADDOCK ROAD

Veh 1	Car	Going ahead	SE to NW	Dri	M 58	Serious
Veh 2	Car	Turning right	SW to SE			

R1: A 61
R2: U
E 433,651
N 410,356

Daylight:street lights present
Dry
Fine without high winds
40 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Failed to judge other persons path or speed	Vehicle 2	Very Likely

VH1 WAS TRAVELLING ALONG WAKEFIELD ROAD IN THE GENERAL DIRECTION OF WAKEFIELD WHEN VH2 WAS PULLED OUT OF PADDOCK ROAD CAUSING VH1 TO COLLIDE WITH THE FRONT NEARSIDE OF VH2.

Details of Personal Injury Accidents for Period - **01/01/2020** **to** **31/12/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.										
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

211124870	Tuesday	O/S PETROL STATION WAKEFIELD ROAD (A61) - 169 METRES FROM JUNCTION WITH SHAW LANE	Veh 1	Car	Stopping	S	to E	Dri	F	46	Slight
	14/12/2021		Veh 2	Goods > 7.5t	Stopping	S	to N				
R1: A 61	0940hrs										
	Daylight:street lights present										
E 433,420	Wet/Damp										
N 410,716	Fine without high winds										
	40 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 2 — Possible

COLLISION HAS OCCURRED BETWEEN A LORRY AND A CAR. INJURED PARTY HAD SLOWED DOWN TO TURN LEFT INTO THE PETROL STATION, THE LORRY DRIVER PUT THE BRAKES BUT SKIDDED AND DIDN'T STOP IN TIME, COLLIDING WITH THE REAR OF THE INJURED PARTIES CAR.

221147772	Saturday	CHURCH STREET (B6132) NEAR JUNCTION WITH HIGH STREET (B6428), ROYSTON	Veh 1	Car	Going ahead	N	to S				
	26/02/2022		Veh 2		Going ahead	E	to W	Dri	M	71	Slight
R1: B 6132	0947hrs										
R2: B 6428	Daylight:street lights present										
E 436,189	Dry										
N 411,443	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Disability or illness, mental or physical — Casualty 1 — Possible

VICTIM WAS ON HIS ELECTRIC MOBILITY SCOOTER WAITING TO CROSS THE ROAD OUTSIDE THE BARBER SHOP ON CHURCH STREET CROSSROADS S71 4QZ. HE THEN SET OFF TO CROSS THE ROAD TOWARDS THE POST OFFICE WHEN A CAR CAME AROUND THE CORNER COLLIDING WITH THE MOBILITY SCO
OTER AND CAUSING THE VICTIM TO BE THROWN FROM HIS MOBILITY SCOOTER AND LANDED ON THE FLOOR. THE VICTIM DID NOT SEE THE CAR. THE CAR FAILED TO STOP. VICTIM'S INJURIES CONSIST OF A GRAZE TO RIGHT ELBOW AND SORENESS TO RIBCAGE.

221162633	Sunday	WAKEFIELD ROAD (A61) AT JUNCTION WITH PADDOCK ROAD, STAINCROSS, BARNSLEY,	Veh 1	Car	Wait to turn right	SW	to SE				
	03/04/2022		Veh 2	M/C > 500 cc	Turning left	SE	to SW	Dri	M	48	Serious
R1: A 61	1730hrs										
R2: U	Daylight:street lights present										
E 433,652	Dry										
N 410,357	Fine without high winds										
	40 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Illegal turn or direction of travel — Vehicle 1 — Very Likely

FEMALE DRIVING THE CAR WAS DRIVING DOWN PADDOCK ROAD, AS SHE APPROACHED THE JUNCTION TO WAKEFIELD ROAD SHE CAME ON TO THE WRONG SIDE OF THE ROAD AS SHE THOUGHT IT WAS A ONE WAY STREET AND DID NOT SEE THE MOTORBIKE INDICATING ON TO PADDOCK ROAD, THE MOTOR
BIKE HAS SWERVED OUT OF THE WAY AND HAS COME OFF HIS BIKE.

Details of Personal Injury Accidents for Period - **01/01/2020** **to** **31/12/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.										
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

221206337	Friday	HIGH STREET (B6428) - 39 METRES	Veh 1	M/C Unknown	O/take m/veh o/side	NW	to	SE	Dri	M	23 Serious
	05/08/2022	FROM JUNCTION WITH OAKWOOD	Veh 2	Car	Turning right	NW	to	S			
R1: B 6428	1842 hrs	ROAD, ROYSTON, BARNSLEY,									
	Daylight:street lights present										
E 435,862	Dry										
N 411,442	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

THE RIDER OF THE BIKE HAS ATTEMPTED TO OVERTAKE THE CAR AS IT WAS TURNING TO THE RIGHT AS INDICATED. BIKE HAS THEN COLLIDED WITH THE CAR AS IT OVERTOOK, CAUSING THE RIDER TO FALL FROM THE BIKE.

221213329	Sunday	WAKEFIELD ROAD (A61) - 30	Veh 1	Car	Turning right	SW	to	SE	FSP	F	16 Slight
	28/08/2022	METRES FROM JUNCTION WITH	Veh 1	Car	Turning right	SW	to	SE	Dri	M	19 Slight
R1: A 61	2240 hrs	SHAW LANE (B6428), STAINCROSS,	Veh 2	Goods Unknown Gv	Going ahead	SE	to	NW			
	Darkness: street lights present a										
E 433,467	Dry										
N 410,583	Fine without high winds										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible

V1 EXITS GIVEAWAY JUNCTION INTO PATH OF V2, WHICH WAS UNABLE TO STOP OR AVOID COLLISION. DRIVER AND FRONT SEA PASSENGER OF V1 SUFFER STRAINS TO BACK AND NECK.

221214573	Thursday	WAKEFIELD ROAD (A61) NEAR	Veh 1	Car	Going ahead	SE	to	NW	Dri	F	35 Slight
	01/09/2022	JUNCTION WITH PADDOCK ROAD,	Veh 2	Car	Turning right	W	to	SE			
R1: A 61	1300 hrs	STAINCROSS, BARNSLEY									
R2: U	Daylight:street lights present										
E 433,664	Dry										
N 410,342	Fine without high winds										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 2	Possible

V1 HAS BEEN TRAVELLING ALONG WAKEFIELD ROAD IN THE DIRECTION OF WAKEFIELD. V2 HAS BEEN EMERGING FROM PADDOCK ROAD ONTO WAKEFIELD ROAD. V1 HAS SLOWED ON SEEING THE VEHICLE EMERGING AS A PRECAUTION. AS V1 APPROACHES THE JUNCTION V2 PULLS OUT AND COLLIDES W
ITH V1 CAUSING DAMAGE TO THE FRONT OF V1 AND OFFSIDE FRONT TO V2.

Details of Personal Injury Accidents for Period - **01/01/2020** **to** **31/12/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.										
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

221227458	Thursday	HIGH STREET (B6428) AT JUNCTION	Veh 1	Car	O/take s/veh o/side	W	to	E	Ped	M	10 Serious
	06/10/2022	WITH SUMMER VIEW, ROYSTON,									
R1: B 6428	1655hrs	BARNSLEY									
R2: U	Daylight:street lights present										
E 435,609	Dry										
N 411,517	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
2nd:	Vehicle blind spot	Vehicle 1	Very Likely
3rd:	Stationary or parked vehicle	Vehicle 1	

V1 HAS BEEN TRAVELLING DOWN HIGH STREET, ROYSTON TOWARDS CHURCH STREET. THE DRIVER OF V1 HAS SLOWED DOWN TO APPROX 10-15MPH TO TRAVEL PAST THE PARKED VEHICLE OUTSIDE OF THE GO LOCAL SHOP. THE INJURED PARTY HAS RUN OUT IN FRONT OF THE PARKED VEHICLES AND
INTO THE PATH OF V1, COLLIDING WITH THE OFFSIDE BONNET, AND LANDING ON THE FLOOR.

221238449	Friday	WAKEFIELD ROAD (A61) AT	Veh 1	Car	Turning right	SW	to	SE			
	04/11/2022	JUNCTION WITH PADDOCK ROAD,	Veh 2	Car	Going ahead	SE	to	NW	Dri	F	76 Slight
R1: A 61	1615hrs	STAINCROSS, BARNSLEY,	Veh 2	Car	Going ahead	SE	to	NW	FSP	M	78 Serious
R2: U	Darkness: street lights present a										
E 433,652	Dry										
N 410,356	Fine without high winds										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Distraction in vehicle	Vehicle 1	Possible
5th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely

VEHICLE 1 JOINING A61 WAKEFIELD RD FROM PADDOCK ROAD- COLLIDED WITH BACK END OF VEHICLE 2 WHICH WAS TRAVELLING ON A61 WAKEFIELD RD AWAY FROM BARNSLEY.

Details of Personal Injury Accidents for Period - **01/01/2020** **to** **31/12/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
	Date										
Road No.											
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

231322922	Saturday	HIGH STREET (B6428) - 29 METRES	Veh 1	Car	Going ahead	S	to	N	Ped	F	11	Slight
	24/06/2023	FROM JUNCTION WITH THE GREEN,										
R1: B 6428	1635hrs	ROYSTON, BARNSLEY,										
	Daylight:street lights present											
E 436,119	Dry											
N 411,388	Fine without high winds											
	30 mph											

11 YEAR OLD GIRL HAS BEEN CROSSING HIGH STREET, ROYSTON (OUTSIDE THE CO-OP) WHEN SHE WAS HIT BY V1. THE CAR STOPPED AND THE DRIVER AND PASSENGERS ALL GOT OUT TO MAKE SURE THE GIRL WAS OK. THE GIRLS MUM HAS BEEN PHONED AND THE CAR DRIVER STAYED WITH H
ER UNTIL HER MUM ARRIVED. MUM HAS THEN TAKEN HER TO HOSPITAL TO BE CHECKED OVER. SHE HAS BRUISING TO HER RIGHT SIDE AND GRAZES TO HER KNEES AND ELBOW. NO TREATMENT WAS NECESSARY. MUM OF THE 11 YEAR OLD SAYS HER DAUGHTER LOOKED AND THE ROAD WAS CL
EAR WHEN SHE STARTED TO CROSS. BOTH PARTIES HAVE EXCHANGED DETAILS. THE PARENTS OF THE DRIVER CAME TO THE GIRLS HOME ADDRESS LATER THAT DAY TO MAKE SURE SHE WAS OK.

231334633	Saturday	WAKEFIELD ROAD (A61) - 157	Veh 1	M/C Unknown	Going ahead RH bend	S	to	N	Dri	M	31	Serious
	29/07/2023	METRES FROM JUNCTION WITH	Veh 2	Car	Starting	W	to	S				
R1: A 61	0822hrs	SHAW LANE (B6428), STAINCROSS,										
	Daylight:street lights present											
E 433,420	Dry											
N 410,703	Fine without high winds											
	40 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible

V1 HAS BEEN TRAVELLING ALONG WAKEFIELD ROAD AT APPROXIMATELY 25-30MPH COMING ROUND THE BEND FOLLOWING THE JET GARAGE. V1 HAS THEN COLLIDED WITH V2 WHICH IS COMING OUT OF THEIR DRIVEWAY ON WAKEFIELD ROAD OUTSIDE 26 WAKEFIELD ROAD. V1 HAS GONE INTO THE FRO
NT BUMPER OF V2.

Details of Personal Injury Accidents for Period - 01/01/2020 to 31/12/2024 (60) months

Selection: **Notes:**

Selected using Manual Selection

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
	Date										
Road No.											
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

231367187 Thursday 26/10/2023 0733hrs — SHAW LANE (B6428) NEAR JUNCTION WITH PADDOCK ROAD, STAINCROSS, BARNSLEY,

Veh 1	Goods Unknown GV	Going ahead	E	to	W						
Veh 2		Going ahead	N	to	S	Dri	M	73	Fatal		

R1: B 6428
R2: U
E 433,309
N 410,490

Darkness: no street lighting
Wet/Damp
Raining without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
2nd:	Pedestrian wearing dark clothing at night	Casualty 1	Very Likely

V1 HAS BEEN TRAVELLING UPHILL ALONG SHAW LANE. THE IP HAS TRAVELLING ALONG THE ROAD ON A MOBILITY SCOOTER. AT THE TIME OF THE COLLISION THE ROAD WAS DARK AND CONDITIONS WERE EXTREMELY WET. THE DRIVER OF V1 HAS NOT SEEN THE IP OR HIS SCOOTER AND HAS PROC
EEDED TO COLLIDE WITH THE IP. THE DRIVER OF V1 WAS UNABLE TO CONFIRM IF THE IP WAS TRAVELLING ALONG THE ROAD OR ATTEMPTING TO CROSS THE JUNCTION WITH PADDOCK ROAD. THE IP HAS FALLEN FROM HIS SCOOTER AND SUSTAINED A SIGNIFICANT HEAD INJURY. **SADLY TUR
NS FATAL FOR SCOOTER RIDER ON 02/11/2023**

241421203 Wednesday 13/03/2024 1155hrs — OAKWOOD ROAD NEAR JUNCTION WITH MANOR OCCUPATION ROAD, ROYSTON, BARNSLEY, BARNSLEY

Veh 1	Car	Going ahead	NE	to	S						
Veh 2	Car	Turning right	W	to	S	Dri	F	74	Slight		

R1: U
R2: U
E 435,837
N 411,526

Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely

CAR 1 WAS TRAVELLING SOUTH WEST ON OAKWOOD ROAD, THE DRIVER HAD A SUSPECTED MEDICAL EPISODE, PROCEEDED TO DRIVE ON THE WRONG SIDE OF THE ROAD AND COLLIDED WITH CAR 2 WHICH WAS WAITING TO ENTER THE CARRIAGEWAY SOUTH FROM MANNOR OCCUPATION ROAD.

Details of Personal Injury Accidents for Period - **01/01/2020** **to** **31/12/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

241441418	Friday	STATION ROAD (B6132) AT	Veh 1	M/C Unknown	Going ahead	N	to S	Dri	M	31	Serious
	10/05/2024	JUNCTION WITH HIGH STREET	Veh 2	Car	U turn	S	to N				
R1: B 6132	1830hrs	(B6428), ROYSTON, BARNSLEY	Veh 3	Car	Starting	W	to E				
R2: B 6428	Darkness: street lights present a										
E 436,182	Dry										
N 411,458	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Aggressive driving	Vehicle 1	Very Likely

V001 IS AN ORANGE KTM MOTORBIKE, UNLIT AND BEARING NO REAR REGISTRATION PLATE. V001 IS TRAVELLING ON B6132, ROYSTON LANE, GENERALLY INTO THE CENTRE OF ROYSTON. V002 IS A FULLY MARKED POLICE PEUGEOT VEHICLE. V001 PASSES V002 IN THE OPPOSING DIRECT
ION, SEEMINGLY AT SPEED. V002 TURNS AROUND IN THE MOUTH OF THE JUNCTION WOODROYD AVENUE AND ACCELERATES IN PURSUIT OF V001. V001 IS TRAVELLING TOWARDS ROYSTON AT A HIGH SPEED, AND ON APPROACH TO THE BEND WITH RINC O BELLS PUBLIC HOUSE TO THE OFFSI
DE, THE POLICE DRIVER IN V002 DEEMS THE RISK TOO HIGH AND SELF-ABORTS THE PURSUIT. V002 PULLS INTO THE NEARSIDE OF THE ROAD, AFTER THE BEND, AND IS ABOUT TO PERFORM A U-TURN. V001 HOWEVER CONTINUES ONTO THE CROSSROADS, JUNCTION OF CHURCH STREET AN
D STATION ROAD, AND COLLIDES WITH V003, A BLACK AUDI RS6. V003 IS EMERGING FROM HIGH STREET ONTO THE CROSSROADS. V003 SUSTAINS FRONT OFFSIDE IMPACT/DAMAGE. V001 COMES TO REST IN THE CENTRE OF THE ROAD ON STATION ROAD. RIDER OF V001 IS HELMET WEARI

241460921	Monday	APPLEHAIGH VIEW - ROYSTON,	Veh 1	Car	Going ahead	E	to W	FSP	F	39	Slight
	27/05/2024	BARNSLEY	Veh 1	Car	Going ahead	E	to W	Dri	F	17	Slight
R1: U	1745hrs		Veh 2	Car	O/take s/veh o/side	W	to E				
	Daylight:street lights present										
E 435,069	Dry										
N 411,428	Fine without high winds										
	30 mph										

V1 WAS TRAVELLING ALONG ROAD, THERE WERE TWO PARKED VEHICLES ON THE OPPOSITE SIDE OF THE ROAD, V2 TRAVELLINC IN THE OPPOSITE DIRECTION TO V1, HAS OVERTAKEN THE PARKED CARS AND CONTINUED AT SPEED TOWARDS V1. V1 WAS USING HORN TO INDICATE PRESENCE BUT V2
DIDNT APPEAR TO BE CONCENTRATING ON THE ROAD AHEAD AND COLLIDED WITH V1. V1 WAS MORE OR LESS STATIONARY AT THE TIME OF IMPACT. V2 ACCEPTED RESPONSIBILITY AT THE SCENE. V1 WAS DRIVING ON 'L' PLATES WITH SUPERVISION.

Details of Personal Injury Accidents for Period - **01/01/2020** **to** **31/12/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

241469142 Thursday 18/07/2024 0830hrs — HIGH STREET (B6428) - 23 METRES FROM JUNCTION WITH BACK LANE WEST, ROYSTON, BARNSLEY, — Veh 1 Car Going ahead W to E Ped F 10 Slight

R1: B 6428

Daylight:street lights present

E 435,431 Dry

N 411,477 Fine without high winds

30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to judge vehicles path or speed	Casualty 1	Possible

V1 WAS TRAVELING EAST ALONG HIGH STREET AWAY FROM LUNN LANE, WHEN C1 RAN OUT FROM THE DRIVERS NEARSIDE AND COLLIDED WITH THE FRONT OFFSIDE BONNET OF V1. NO DAMAGE CAUSED TO V1, C1 HAS A FEW MINOR BUMPS AND SCRATCHES, HAS BEEN TAKEN TO HOSPITAL TO CONFIRM
NO FURTHER INJURIES. NO OFFENCES COMMITTED. THIS CAN BE CLOSED AT SOURCE.

241470562 Sunday 21/07/2024 2050hrs — MIDLAND ROAD (B6428) - 43 METRES FROM JUNCTION WITH CHURCH STREET (B6132), ROYSTON, — Veh 1 Car Going ahead NE to SW Ped M 44 Serious

R1: B 6428

Daylight:street lights present

E 436,220 Dry

N 411,476 Fine without high winds

30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Exceeding speed limit	Vehicle 1	

VICTIM HAS BEEN WALKING ACROSS THE STREET WHEN OFFENDING VEHICLE HAS APPEARED TO SWERVE AND PURPOSELY HIT THE VICTIM BEFORE DRIVING AWAY FROM THE SCENE AT SPEED.

241519969 Friday 22/11/2024 1152hrs — 131, HIGH STREET (B6428) - 33 METRES FROM JUNCTION WITH SUMMER VIEW, ROYSTON, — Veh 1 Car Parked W to E Dri F 45 Slight; Veh 2 Car Starting W to E

R1: B 6428

Daylight:street lights present

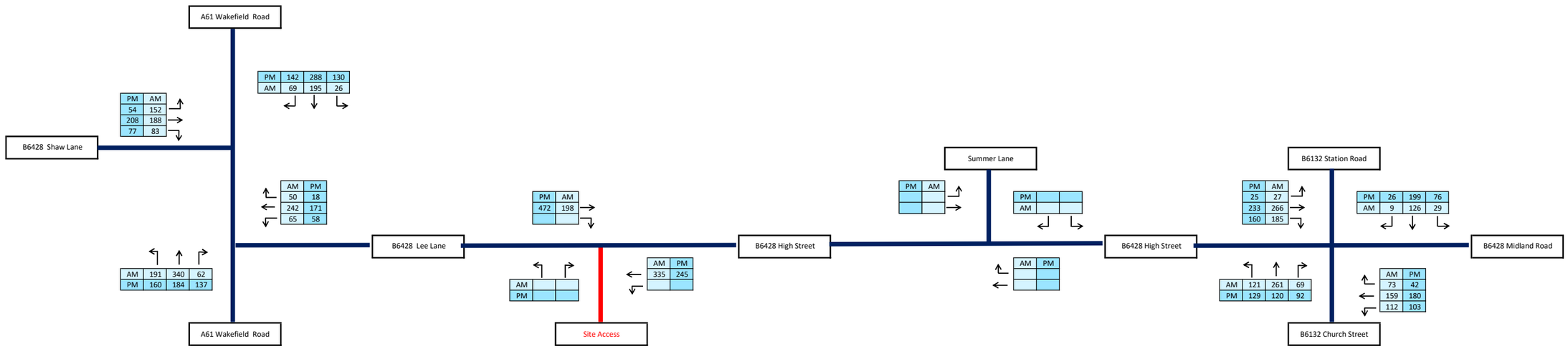
E 435,571 Wet/Damp

N 411,518 Fine without high winds

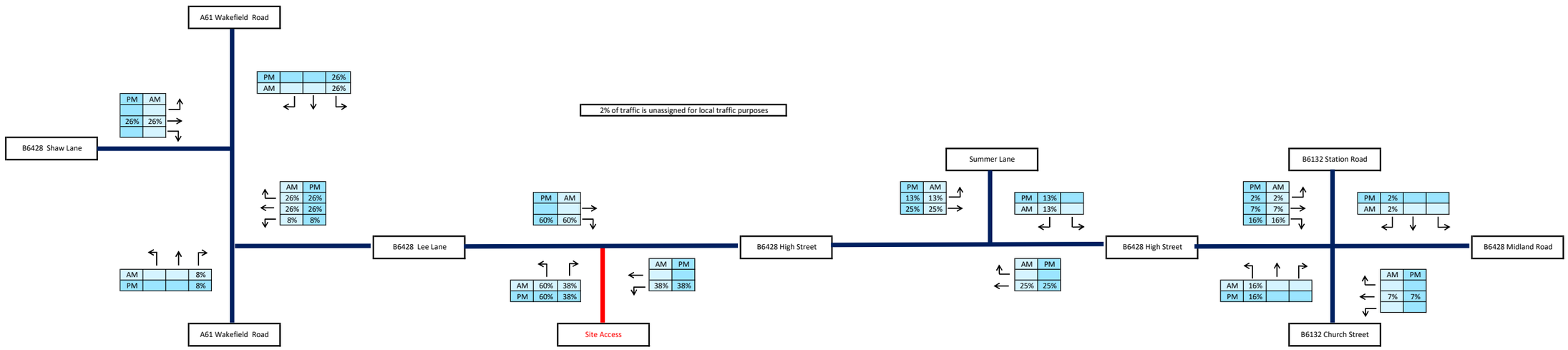
30 mph

VEHICLE 1 HAD PULLED UP N/S TO KERB ON THE HIGH STREET AT ROYSTON, JUST OUTSIDE NUMBER 131. V1 WAS STATIONERY WHEN VEHICLE 2 HAS COLLIDED WITH THE REAR O/S OF V2 CAUSING MINOR DAMAGE. DRIVER OF V1 HAS GOT OUT OF THE VEHICLE AND DRIVER OF V2 HAS ACK
NOWLEDGED SHE WILL PULL OVER IN FRONT. V2 STARTS TO MOVE AWAY BUT TRAPS THE DRIVER OF V1 INBETWEEN BOTH VEHICLES CAUSING INJURY TO DRIVER OF V1. DETAILS EXCHANGED BY BOTH PARTIES.

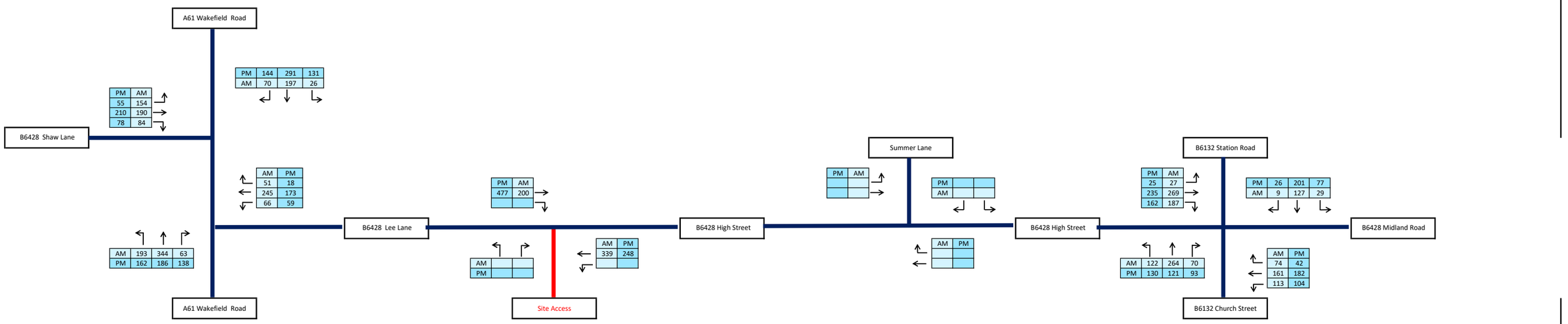
Appendix D
Traffic Flow Diagrams



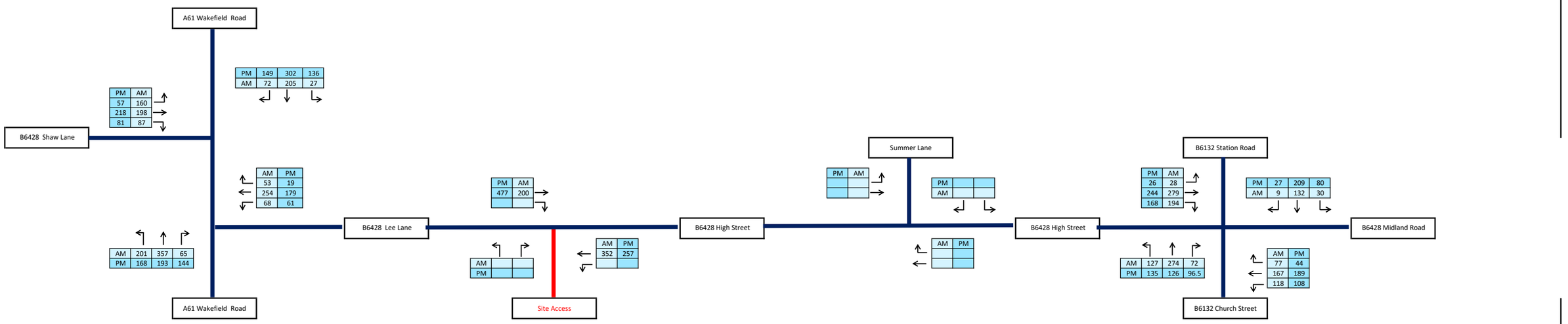
ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/02/2026	Lee Lane, Royston	In PCU's	AM 07:30 - 08:30
	AMA/300462		Drawn by: SA	
	Figure 1	Traffic Survey Flows 2025	Checked: JTH	PM 17:00 - 18:00



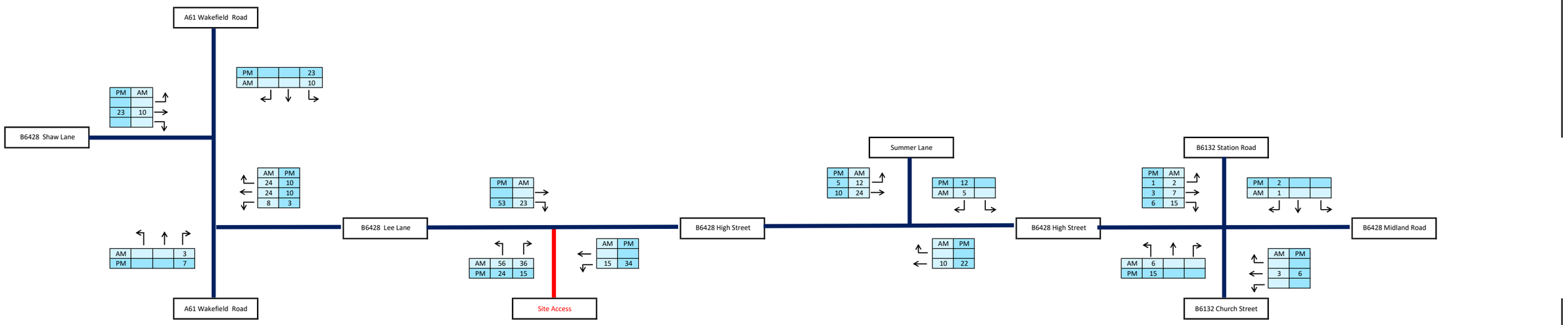
ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/02/2026	Lee Lane, Royston	In PCU's	AM 07:30 - 08:30
	AMA/300462		Drawn by: SA	
	Figure 2	Development Trip Distribution	Checked: JTH	PM 17:00 - 18:00



ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/02/2026	Lee Lane, Royston	In PCU's	AM 07:30 - 08:30
	AMA/300462		Drawn by: SA	
	Figure 3	2026 Base Traffic Flow Diagram	Checked: JTH	PM 17:00 - 18:00

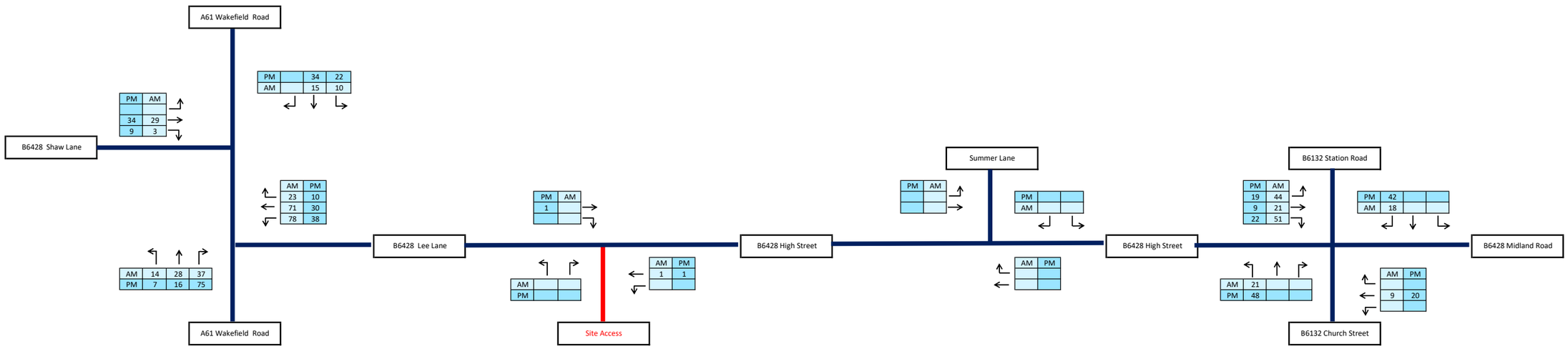


ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/02/2026	Lee Lane, Royston	In PCU's	AM 07:30 - 08:30
	AMA/300462		Drawn by: SA	
	Figure 4	2031 Base Traffic Flow Diagram	Checked: JTH	PM 17:00 - 18:00

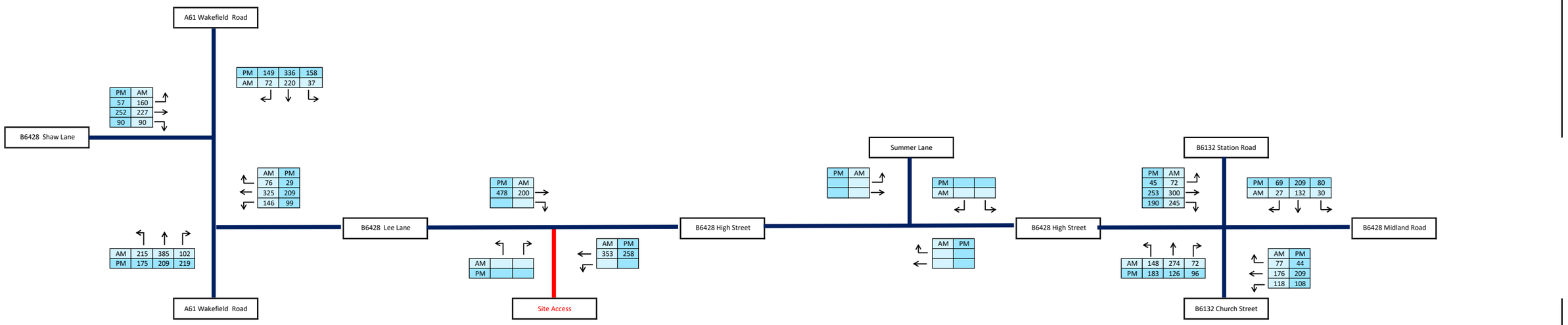


ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/02/2026	Lee Lane, Royston	In PCU's	AM 07:30 - 08:30
	AMA/300462		Drawn by: SA	
	Figure 5	Development Trip Generation	Checked: JTH	PM 17:00 - 18:00

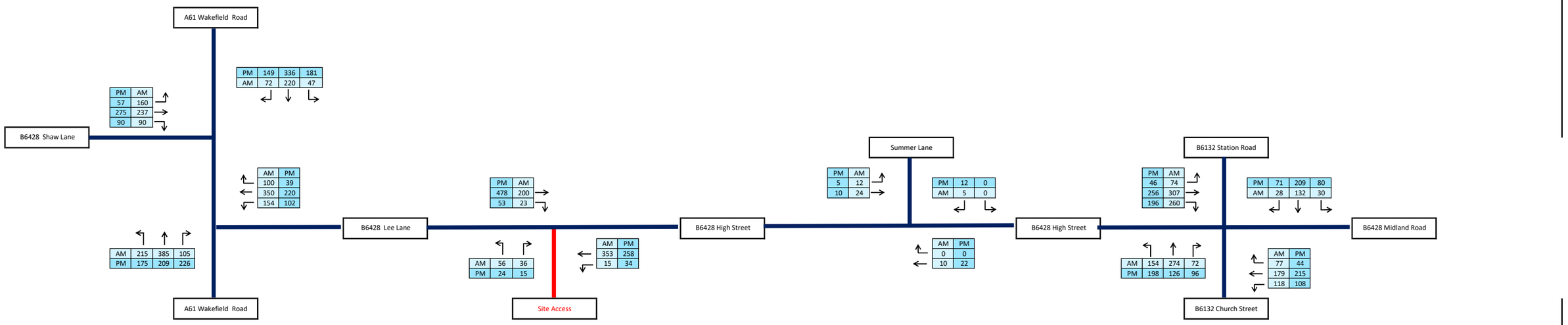
Committed Developments have been taken from the previous TA submitted for this site in April 2022



ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/02/2026	Lee Lane, Royston	In PCU's	AM 07:30 - 08:30
	AMA/300462		Drawn by: SA	
	Figure 6	Total Committed Development Flows	Checked: JTH	PM 17:00 - 18:00



ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/02/2026	Lee Lane, Royston	In PCU's	AM 07:30 - 08:30
	AMA/300462		Drawn by: SA	
	Figure 7	2031 Future Base + Total Commited Development	Checked: JTH	PM 17:00 - 18:00



ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/02/2026	Lee Lane, Royston	In PCU's	AM 07:30 - 08:30
	AMA/300462		Drawn by: SA	
	Figure 8	2031 Future Base + Total Commited Development + Development	Checked: JTH	PM 15:00 - 16:00

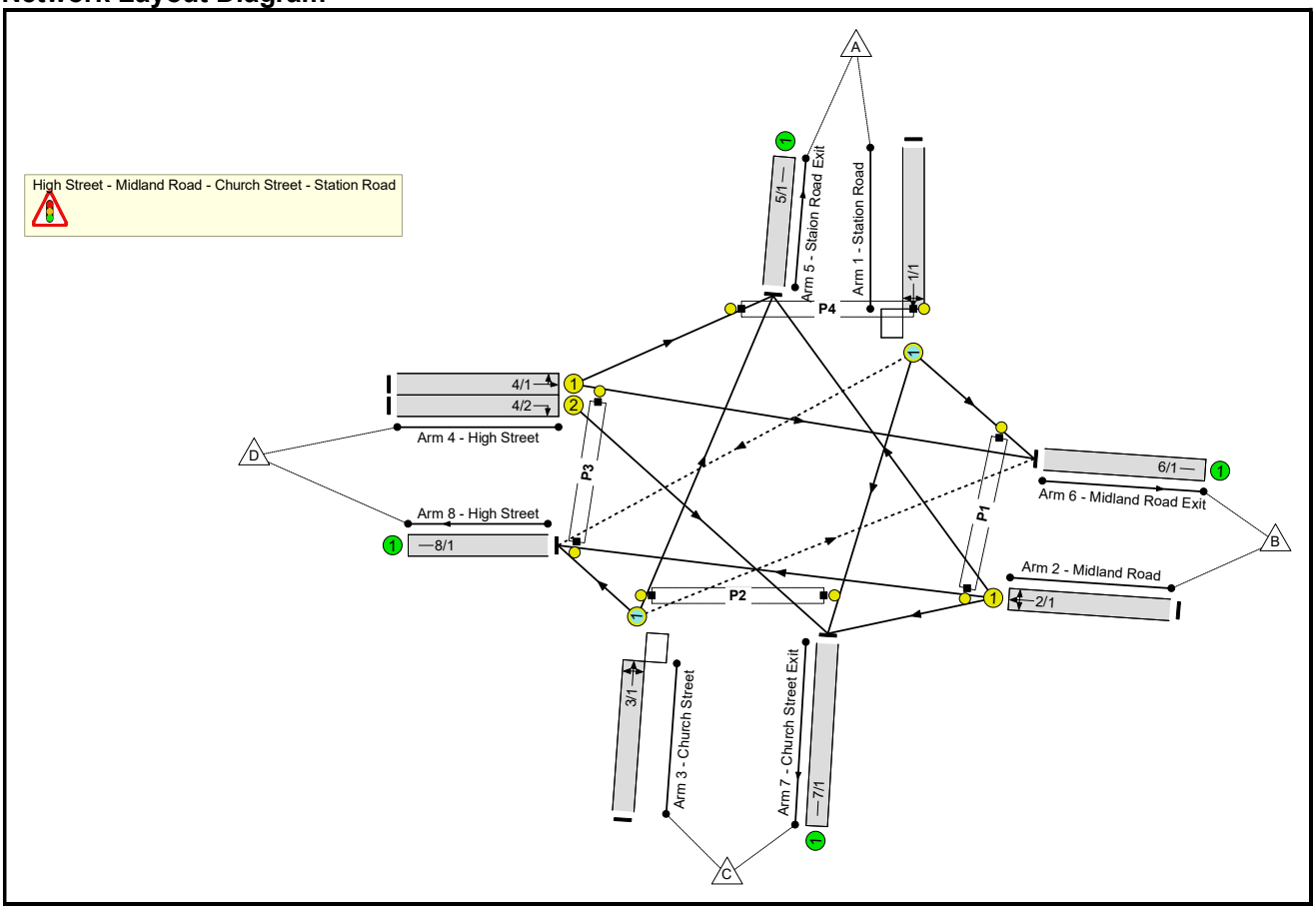
Appendix E
Junction Model Outputs

Full Input Data And Results

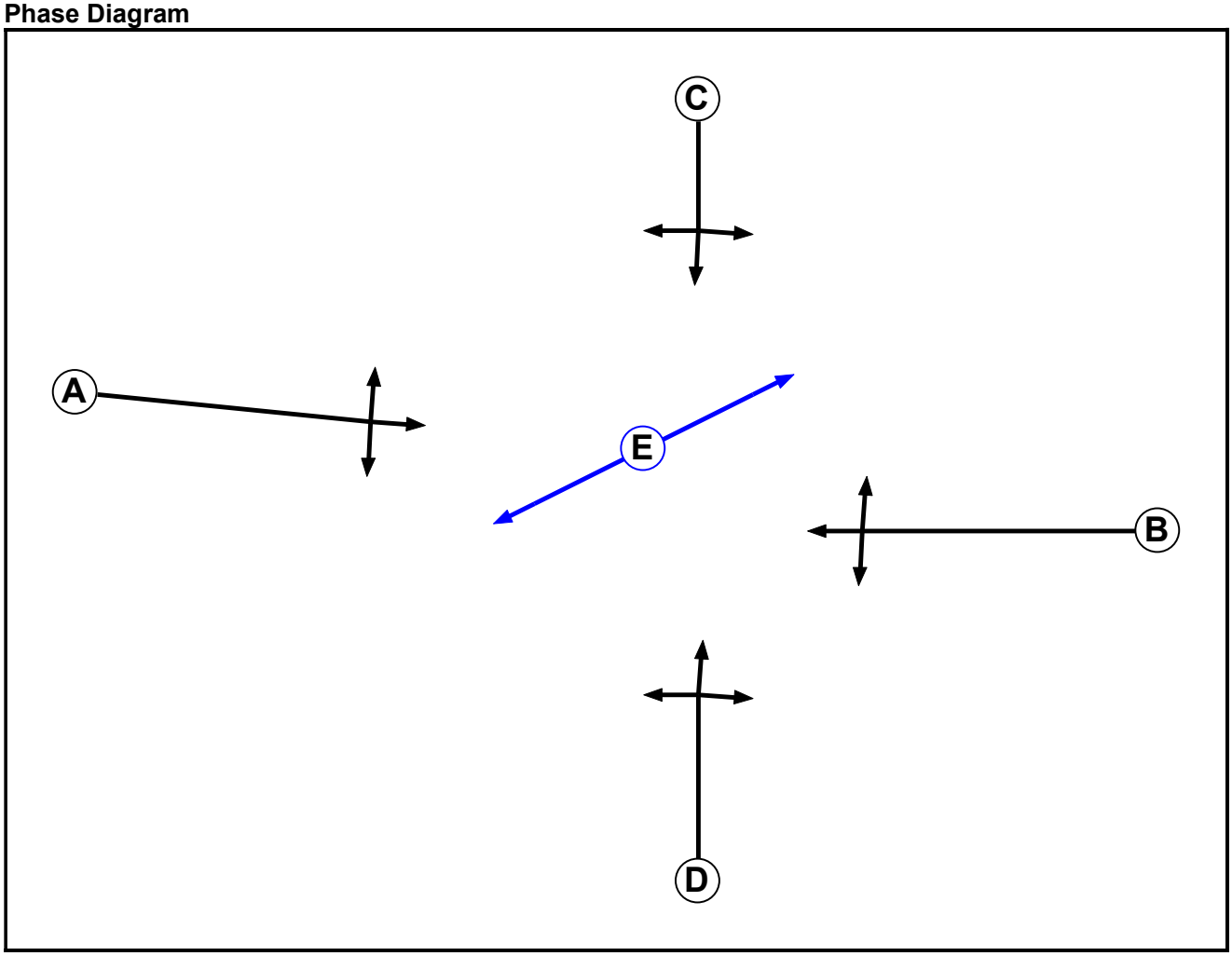
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	High Street - Midland Road - Church Street - Station Road.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

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

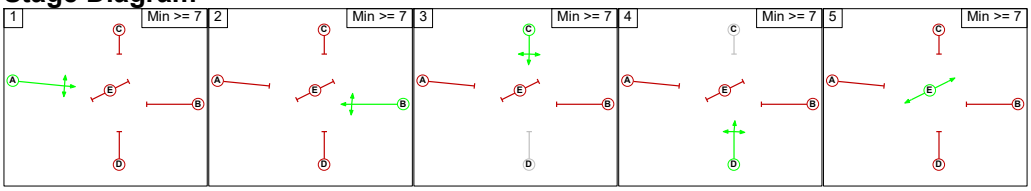
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		7	6	6	8
	B	6		7	7	8
	C	7	7		-	8
	D	7	7	-		8
	E	0	0	0	0	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		7	6	6	8
	2	6		7	7	8
	3	7	7		2	8
	4	7	7	2		8
	5	2	2	2	2	

Give-Way Lane Input Data

Junction: High Street - Midland Road - Church Street - Station Road											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Station Road)	8/1 (Right)	1439	0	4/1	1.09	All	2.00	2.00	0.50	2	2.00
3/1 (Church Street)	6/1 (Right)	1439	0	6/1	1.09	All	2.00	2.00	0.50	2	2.00

Lane Input Data

Junction: High Street - Midland Road - Church Street - Station Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Station Road)	O	C	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 6 Left	9.80
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
2/1 (Midland Road)	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Right	16.10
											Arm 7 Left	5.70
											Arm 8 Ahead	Inf
3/1 (Church Street)	O	D	2	3	60.0	Geom	-	3.10	6.40	Y	Arm 5 Ahead	Inf
											Arm 6 Right	11.00
											Arm 8 Left	13.60
4/1 (High Street)	U	A	2	3	60.0	Geom	-	2.89	0.00	Y	Arm 5 Left	23.40
											Arm 6 Ahead	Inf
4/2 (High Street)	U	A	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 7 Right	11.00
5/1 (Staion Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Midland Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Church Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (High Street)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Base AM'	07:30	09:00	01:30	
2: '2026 Base PM'	17:00	18:00	01:00	
3: '2031 Base AM'	07:30	08:30	01:00	F1*1.0506
4: '2031 Base PM'	15:00	16:00	01:00	F2*1.0485
5: 'Committed AM'	07:30	08:30	01:00	
6: 'Committed PM'	17:00	18:00	01:00	
7: 'Development AM'	07:30	08:30	01:00	
8: 'Development PM'	17:00	18:00	01:00	
9: '2031 Base + Committed AM'	07:30	08:30	01:00	F3+F5
10: '2031 Base + Committed PM'	07:00	18:00	11:00	F4+F6
11: '2031 Base + Committed + Development AM'	07:30	08:30	01:00	F9+F7
12: '2031 Base + Committed + Develepment PM'	17:00	18:00	01:00	F10+F8

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	77	201	26	304
	B	74	0	113	161	348
	C	264	70	0	122	456
	D	27	269	187	0	483
	Tot.	365	416	501	309	1591

Traffic Lane Flows

Lane	Scenario 1: 2026 Base AM
Junction: High Street - Midland Road - Church Street - Station Road	
1/1	304
2/1	348
3/1	456
4/1	296
4/2	187
5/1	365
6/1	416
7/1	501
8/1	309

Lane Saturation Flows

Junction: High Street - Midland Road - Church Street - Station Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road)	3.20	0.00	Y	Arm 6 Left	9.80	25.3 %	1848	1848
				Arm 7 Ahead	Inf	66.1 %		
				Arm 8 Right	15.00	8.6 %		
2/1 (Midland Road)	3.10	0.00	Y	Arm 5 Right	16.10	21.3 %	1742	1742
				Arm 7 Left	5.70	32.5 %		
				Arm 8 Ahead	Inf	46.3 %		
3/1 (Church Street)	3.10	6.40	Y	Arm 5 Ahead	Inf	57.9 %	1577	1577
				Arm 6 Right	11.00	15.4 %		
				Arm 8 Left	13.60	26.8 %		
4/1 (High Street)	2.89	0.00	Y	Arm 5 Left	23.40	9.1 %	1893	1893
				Arm 6 Ahead	Inf	90.9 %		
4/2 (High Street)	2.80	0.00	Y	Arm 7 Right	11.00	100.0 %	1668	1668
5/1 (Staion Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Midland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Church Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2026 Base PM ' (FG2: '2026 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	77	201	26	304
	B	42	0	104	182	328
	C	264	70	0	122	456
	D	25	235	162	0	422
	Tot.	331	382	467	330	1510

Traffic Lane Flows

Lane	Scenario 2: 2026 Base PM
Junction: High Street - Midland Road - Church Street - Station Road	
1/1	304
2/1	328
3/1	456
4/1	260
4/2	162
5/1	331
6/1	382
7/1	467
8/1	330

Lane Saturation Flows

Junction: High Street - Midland Road - Church Street - Station Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road)	3.20	0.00	Y	Arm 6 Left	9.80	25.3 %	1848	1848
				Arm 7 Ahead	Inf	66.1 %		
				Arm 8 Right	15.00	8.6 %		
2/1 (Midland Road)	3.10	0.00	Y	Arm 5 Right	16.10	12.8 %	1757	1757
				Arm 7 Left	5.70	31.7 %		
				Arm 8 Ahead	Inf	55.5 %		
3/1 (Church Street)	3.10	6.40	Y	Arm 5 Ahead	Inf	57.9 %	1577	1577
				Arm 6 Right	11.00	15.4 %		
				Arm 8 Left	13.60	26.8 %		
4/1 (High Street)	2.89	0.00	Y	Arm 5 Left	23.40	9.6 %	1892	1892
				Arm 6 Ahead	Inf	90.4 %		
4/2 (High Street)	2.80	0.00	Y	Arm 7 Right	11.00	100.0 %	1668	1668
5/1 (Staion Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Midland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Church Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 Base AM' (FG3: '2031 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	81	211	27	319
	B	78	0	119	169	366
	C	277	74	0	128	479
	D	28	283	196	0	507
	Tot.	383	438	526	324	1671

Traffic Lane Flows

Lane	Scenario 3: 2031 Base AM
Junction: High Street - Midland Road - Church Street - Station Road	
1/1	319
2/1	366
3/1	479
4/1	311
4/2	196
5/1	383
6/1	438
7/1	526
8/1	324

Lane Saturation Flows

Junction: High Street - Midland Road - Church Street - Station Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road)	3.20	0.00	Y	Arm 6 Left	9.80	25.4 %	1848	1848
				Arm 7 Ahead	Inf	66.1 %		
				Arm 8 Right	15.00	8.5 %		
2/1 (Midland Road)	3.10	0.00	Y	Arm 5 Right	16.10	21.3 %	1741	1741
				Arm 7 Left	5.70	32.5 %		
				Arm 8 Ahead	Inf	46.2 %		
3/1 (Church Street)	3.10	6.40	Y	Arm 5 Ahead	Inf	57.8 %	1577	1577
				Arm 6 Right	11.00	15.4 %		
				Arm 8 Left	13.60	26.7 %		
4/1 (High Street)	2.89	0.00	Y	Arm 5 Left	23.40	9.0 %	1893	1893
				Arm 6 Ahead	Inf	91.0 %		
4/2 (High Street)	2.80	0.00	Y	Arm 7 Right	11.00	100.0 %	1668	1668
5/1 (Staion Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Midland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Church Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Base PM' (FG4: '2031 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	81	211	27	319
	B	44	0	109	191	344
	C	277	73	0	128	478
	D	26	246	170	0	442
	Tot.	347	400	490	346	1583

Traffic Lane Flows

Lane	Scenario 4: 2031 Base PM
Junction: High Street - Midland Road - Church Street - Station Road	
1/1	319
2/1	344
3/1	478
4/1	272
4/2	170
5/1	347
6/1	400
7/1	490
8/1	346

Lane Saturation Flows

Junction: High Street - Midland Road - Church Street - Station Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road)	3.20	0.00	Y	Arm 6 Left	9.80	25.4 %	1848	1848
				Arm 7 Ahead	Inf	66.1 %		
				Arm 8 Right	15.00	8.5 %		
2/1 (Midland Road)	3.10	0.00	Y	Arm 5 Right	16.10	12.8 %	1758	1758
				Arm 7 Left	5.70	31.7 %		
				Arm 8 Ahead	Inf	55.5 %		
3/1 (Church Street)	3.10	6.40	Y	Arm 5 Ahead	Inf	57.9 %	1577	1577
				Arm 6 Right	11.00	15.3 %		
				Arm 8 Left	13.60	26.8 %		
4/1 (High Street)	2.89	0.00	Y	Arm 5 Left	23.40	9.6 %	1892	1892
				Arm 6 Ahead	Inf	90.4 %		
4/2 (High Street)	2.80	0.00	Y	Arm 7 Right	11.00	100.0 %	1668	1668
5/1 (Staion Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Midland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Church Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	18	18
	B	0	0	0	9	9
	C	0	0	0	21	21
	D	44	21	51	0	116
	Tot.	44	21	51	48	164

Traffic Lane Flows

Lane	Scenario 5: Committed AM
Junction: High Street - Midland Road - Church Street - Station Road	
1/1	18
2/1	9
3/1	21
4/1	65
4/2	51
5/1	44
6/1	21
7/1	51
8/1	48

Lane Saturation Flows

Junction: High Street - Midland Road - Church Street - Station Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road)	3.20	0.00	Y	Arm 6 Left	9.80	0.0 %	1759	1759
				Arm 7 Ahead	Inf	0.0 %		
				Arm 8 Right	15.00	100.0 %		
2/1 (Midland Road)	3.10	0.00	Y	Arm 5 Right	16.10	0.0 %	1925	1925
				Arm 7 Left	5.70	0.0 %		
				Arm 8 Ahead	Inf	100.0 %		
3/1 (Church Street)	3.10	6.40	Y	Arm 5 Ahead	Inf	0.0 %	1492	1492
				Arm 6 Right	11.00	0.0 %		
				Arm 8 Left	13.60	100.0 %		
4/1 (High Street)	2.89	0.00	Y	Arm 5 Left	23.40	67.7 %	1825	1825
				Arm 6 Ahead	Inf	32.3 %		
4/2 (High Street)	2.80	0.00	Y	Arm 7 Right	11.00	100.0 %	1668	1668
5/1 (Staion Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Midland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Church Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	42	42
	B	0	0	0	20	20
	C	0	0	0	48	48
	D	19	9	22	0	50
	Tot.	19	9	22	110	160

Traffic Lane Flows

Lane	Scenario 6: Committed PM
Junction: High Street - Midland Road - Church Street - Station Road	
1/1	42
2/1	20
3/1	48
4/1	28
4/2	22
5/1	19
6/1	9
7/1	22
8/1	110

Lane Saturation Flows

Junction: High Street - Midland Road - Church Street - Station Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road)	3.20	0.00	Y	Arm 6 Left	9.80	0.0 %	1759	1759
				Arm 7 Ahead	Inf	0.0 %		
				Arm 8 Right	15.00	100.0 %		
2/1 (Midland Road)	3.10	0.00	Y	Arm 5 Right	16.10	0.0 %	1925	1925
				Arm 7 Left	5.70	0.0 %		
				Arm 8 Ahead	Inf	100.0 %		
3/1 (Church Street)	3.10	6.40	Y	Arm 5 Ahead	Inf	0.0 %	1492	1492
				Arm 6 Right	11.00	0.0 %		
				Arm 8 Left	13.60	100.0 %		
4/1 (High Street)	2.89	0.00	Y	Arm 5 Left	23.40	67.9 %	1825	1825
				Arm 6 Ahead	Inf	32.1 %		
4/2 (High Street)	2.80	0.00	Y	Arm 7 Right	11.00	100.0 %	1668	1668
5/1 (Staion Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Midland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Church Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	1	1
	B	0	0	0	3	3
	C	0	0	0	6	6
	D	2	7	15	0	24
	Tot.	2	7	15	10	34

Traffic Lane Flows

Lane	Scenario 7: Development AM
Junction: High Street - Midland Road - Church Street - Station Road	
1/1	1
2/1	3
3/1	6
4/1	9
4/2	15
5/1	2
6/1	7
7/1	15
8/1	10

Lane Saturation Flows

Junction: High Street - Midland Road - Church Street - Station Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road)	3.20	0.00	Y	Arm 6 Left	9.80	0.0 %	1759	1759
				Arm 7 Ahead	Inf	0.0 %		
				Arm 8 Right	15.00	100.0 %		
2/1 (Midland Road)	3.10	0.00	Y	Arm 5 Right	16.10	0.0 %	1925	1925
				Arm 7 Left	5.70	0.0 %		
				Arm 8 Ahead	Inf	100.0 %		
3/1 (Church Street)	3.10	6.40	Y	Arm 5 Ahead	Inf	0.0 %	1492	1492
				Arm 6 Right	11.00	0.0 %		
				Arm 8 Left	13.60	100.0 %		
4/1 (High Street)	2.89	0.00	Y	Arm 5 Left	23.40	22.2 %	1877	1877
				Arm 6 Ahead	Inf	77.8 %		
4/2 (High Street)	2.80	0.00	Y	Arm 7 Right	11.00	100.0 %	1668	1668
5/1 (Staion Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Midland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Church Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	2	2
	B	0	0	0	6	6
	C	0	0	0	15	15
	D	1	3	6	0	10
	Tot.	1	3	6	23	33

Traffic Lane Flows

Lane	Scenario 8: Development PM
Junction: High Street - Midland Road - Church Street - Station Road	
1/1	2
2/1	6
3/1	15
4/1	4
4/2	6
5/1	1
6/1	3
7/1	6
8/1	23

Lane Saturation Flows

Junction: High Street - Midland Road - Church Street - Station Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road)	3.20	0.00	Y	Arm 6 Left	9.80	0.0 %	1759	1759
				Arm 7 Ahead	Inf	0.0 %		
				Arm 8 Right	15.00	100.0 %		
2/1 (Midland Road)	3.10	0.00	Y	Arm 5 Right	16.10	0.0 %	1925	1925
				Arm 7 Left	5.70	0.0 %		
				Arm 8 Ahead	Inf	100.0 %		
3/1 (Church Street)	3.10	6.40	Y	Arm 5 Ahead	Inf	0.0 %	1492	1492
				Arm 6 Right	11.00	0.0 %		
				Arm 8 Left	13.60	100.0 %		
4/1 (High Street)	2.89	0.00	Y	Arm 5 Left	23.40	25.0 %	1874	1874
				Arm 6 Ahead	Inf	75.0 %		
4/2 (High Street)	2.80	0.00	Y	Arm 7 Right	11.00	100.0 %	1668	1668
5/1 (Staion Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Midland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Church Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2031 Base + Committed AM' (FG9: '2031 Base + Committed AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	81	211	45	337
	B	78	0	119	178	375
	C	277	74	0	149	500
	D	72	304	247	0	623
	Tot.	427	459	577	372	1835

Traffic Lane Flows

Lane	Scenario 9: 2031 Base + Committed AM
Junction: High Street - Midland Road - Church Street - Station Road	
1/1	337
2/1	375
3/1	500
4/1	376
4/2	247
5/1	427
6/1	459
7/1	577
8/1	372

Lane Saturation Flows

Junction: High Street - Midland Road - Church Street - Station Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road)	3.20	0.00	Y	Arm 6 Left	9.80	24.0 %	1843	1843
				Arm 7 Ahead	Inf	62.6 %		
				Arm 8 Right	15.00	13.4 %		
2/1 (Midland Road)	3.10	0.00	Y	Arm 5 Right	16.10	20.8 %	1745	1745
				Arm 7 Left	5.70	31.7 %		
				Arm 8 Ahead	Inf	47.5 %		
3/1 (Church Street)	3.10	6.40	Y	Arm 5 Ahead	Inf	55.4 %	1573	1573
				Arm 6 Right	11.00	14.8 %		
				Arm 8 Left	13.60	29.8 %		
4/1 (High Street)	2.89	0.00	Y	Arm 5 Left	23.40	19.1 %	1881	1881
				Arm 6 Ahead	Inf	80.9 %		
4/2 (High Street)	2.80	0.00	Y	Arm 7 Right	11.00	100.0 %	1668	1668
5/1 (Staion Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Midland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Church Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2031 Base + Committed PM' (FG10: '2031 Base + Committed PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	81	211	69	361
	B	44	0	109	211	364
	C	277	73	0	176	526
	D	45	255	192	0	492
	Tot.	366	409	512	456	1743

Traffic Lane Flows

Lane	Scenario 10: 2031 Base + Committed PM
Junction: High Street - Midland Road - Church Street - Station Road	
1/1	361
2/1	364
3/1	526
4/1	300
4/2	192
5/1	366
6/1	409
7/1	512
8/1	456

Lane Saturation Flows

Junction: High Street - Midland Road - Church Street - Station Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road)	3.20	0.00	Y	Arm 6 Left	9.80	22.4 %	1837	1837
				Arm 7 Ahead	Inf	58.4 %		
				Arm 8 Right	15.00	19.1 %		
2/1 (Midland Road)	3.10	0.00	Y	Arm 5 Right	16.10	12.1 %	1766	1766
				Arm 7 Left	5.70	29.9 %		
				Arm 8 Ahead	Inf	58.0 %		
3/1 (Church Street)	3.10	6.40	Y	Arm 5 Ahead	Inf	52.7 %	1569	1569
				Arm 6 Right	11.00	13.9 %		
				Arm 8 Left	13.60	33.5 %		
4/1 (High Street)	2.89	0.00	Y	Arm 5 Left	23.40	15.0 %	1886	1886
				Arm 6 Ahead	Inf	85.0 %		
4/2 (High Street)	2.80	0.00	Y	Arm 7 Right	11.00	100.0 %	1668	1668
5/1 (Staion Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Midland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Church Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2031 Base + Committed + Development AM' (FG11: '2031 Base + Committed + Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	81	211	46	338
	B	78	0	119	181	378
	C	277	74	0	155	506
	D	74	311	262	0	647
	Tot.	429	466	592	382	1869

Traffic Lane Flows

Lane	Scenario 11: 2031 Base + Committed + Development AM
Junction: High Street - Midland Road - Church Street - Station Road	
1/1	338
2/1	378
3/1	506
4/1	385
4/2	262
5/1	429
6/1	466
7/1	592
8/1	382

Lane Saturation Flows

Junction: High Street - Midland Road - Church Street - Station Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road)	3.20	0.00	Y	Arm 6 Left	9.80	24.0 %	1842	1842
				Arm 7 Ahead	Inf	62.4 %		
				Arm 8 Right	15.00	13.6 %		
2/1 (Midland Road)	3.10	0.00	Y	Arm 5 Right	16.10	20.6 %	1747	1747
				Arm 7 Left	5.70	31.5 %		
				Arm 8 Ahead	Inf	47.9 %		
3/1 (Church Street)	3.10	6.40	Y	Arm 5 Ahead	Inf	54.7 %	1572	1572
				Arm 6 Right	11.00	14.6 %		
				Arm 8 Left	13.60	30.6 %		
4/1 (High Street)	2.89	0.00	Y	Arm 5 Left	23.40	19.2 %	1881	1881
				Arm 6 Ahead	Inf	80.8 %		
4/2 (High Street)	2.80	0.00	Y	Arm 7 Right	11.00	100.0 %	1668	1668
5/1 (Staion Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Midland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Church Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2031 Base + Committed + Development PM' (FG12: '2031 Base + Committed + Develepment PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	81	211	71	363
	B	44	0	109	217	370
	C	277	73	0	191	541
	D	46	258	198	0	502
	Tot.	367	412	518	479	1776

Traffic Lane Flows

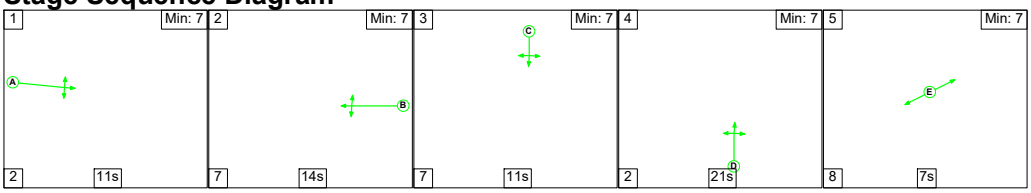
Lane	Scenario 12: 2031 Base + Committed + Development PM
Junction: High Street - Midland Road - Church Street - Station Road	
1/1	363
2/1	370
3/1	541
4/1	304
4/2	198
5/1	367
6/1	412
7/1	518
8/1	479

Lane Saturation Flows

Junction: High Street - Midland Road - Church Street - Station Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road)	3.20	0.00	Y	Arm 6 Left	9.80	22.3 %	1836	1836
				Arm 7 Ahead	Inf	58.1 %		
				Arm 8 Right	15.00	19.6 %		
2/1 (Midland Road)	3.10	0.00	Y	Arm 5 Right	16.10	11.9 %	1768	1768
				Arm 7 Left	5.70	29.5 %		
				Arm 8 Ahead	Inf	58.6 %		
3/1 (Church Street)	3.10	6.40	Y	Arm 5 Ahead	Inf	51.2 %	1566	1566
				Arm 6 Right	11.00	13.5 %		
				Arm 8 Left	13.60	35.3 %		
4/1 (High Street)	2.89	0.00	Y	Arm 5 Left	23.40	15.1 %	1886	1886
				Arm 6 Ahead	Inf	84.9 %		
4/2 (High Street)	2.80	0.00	Y	Arm 7 Right	11.00	100.0 %	1668	1668
5/1 (Staion Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Midland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Church Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 1: 'Network Control Plan 1')

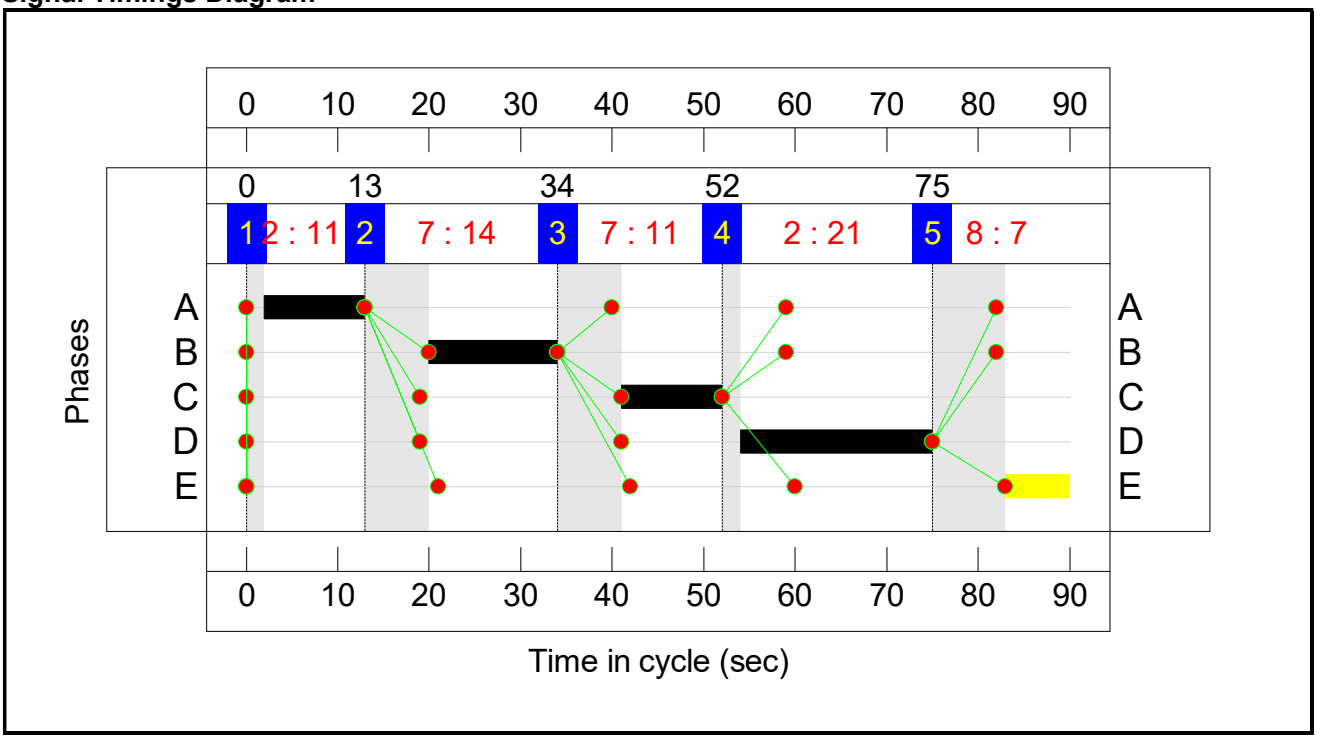
Stage Sequence Diagram



Stage Timings

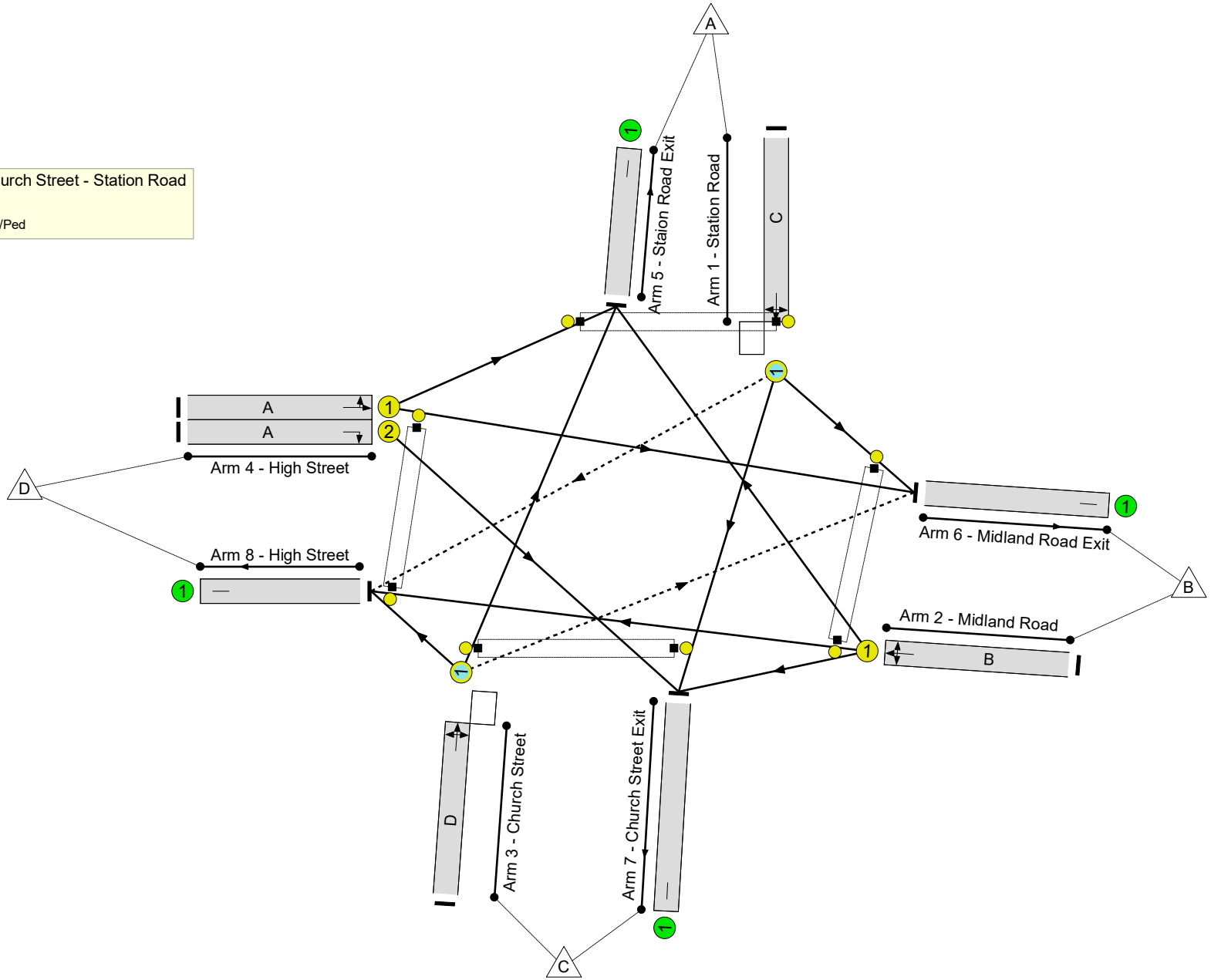
Stage	1	2	3	4	5
Duration	11	14	11	21	7
Change Point	0	13	34	52	75

Signal Timings Diagram



Network Layout Diagram

High Street - Midland Road - Church Street - Station Road
PRC: 9.4 %
Total Traffic Delay: 28.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Network Results

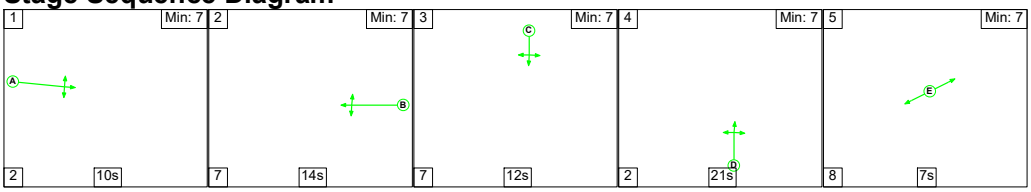
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.3%**
High Street - Midland Road - Church Street - Station Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.3%**
1/1	Station Road Left Ahead Right	O	N/A	N/A	C		1	11	-	304	1848	370	82.3%
2/1	Midland Road Right Left Ahead	U	N/A	N/A	B		1	14	-	348	1742	435	79.9%
3/1	Church Street Ahead Right Left	O	N/A	N/A	D		1	21	-	456	1577	578	78.9%
4/1	High Street Left Ahead	U	N/A	N/A	A		1	11	-	296	1893	379	78.2%
4/2	High Street Right	U	N/A	N/A	A		1	11	-	187	1668	334	56.1%
5/1	Staion Road Exit	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
6/1	Midland Road Exit	U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
7/1	Church Street Exit	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
8/1	High Street	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
Ped Link: P1	Midland Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Church St Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	High Street Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Station Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**94**	**2**	**15.7**	**12.4**	**0.0**	**28.1**	**-**	**-**	**-**	**-**
High Street - Midland Road - Church Street - Station Road	**-**	**-**	**0**	**94**	**2**	**15.7**	**12.4**	**0.0**	**28.1**	**-**	**-**	**-**	**-**
1/1	304	304	0	25	1	3.2	3.3	0.0	6.5	76.6	4.9	2.2	7.1
2/1	348	348	-	-	-	3.5	2.9	-	6.3	65.6	5.5	1.9	7.4
3/1	456	456	0	68	2	4.0	2.7	0.0	6.7	53.3	7.1	1.8	8.9
4/1	296	296	-	-	-	3.1	2.6	-	5.7	69.1	4.8	1.7	6.5
4/2	187	187	-	-	-	1.9	0.9	-	2.8	54.8	2.9	0.6	3.5
5/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 28.09 Cycle Time (s): 90
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 28.09

Scenario 2: '2026 Base PM ' (FG2: '2026 Base PM', Plan 1: 'Network Control Plan 1')

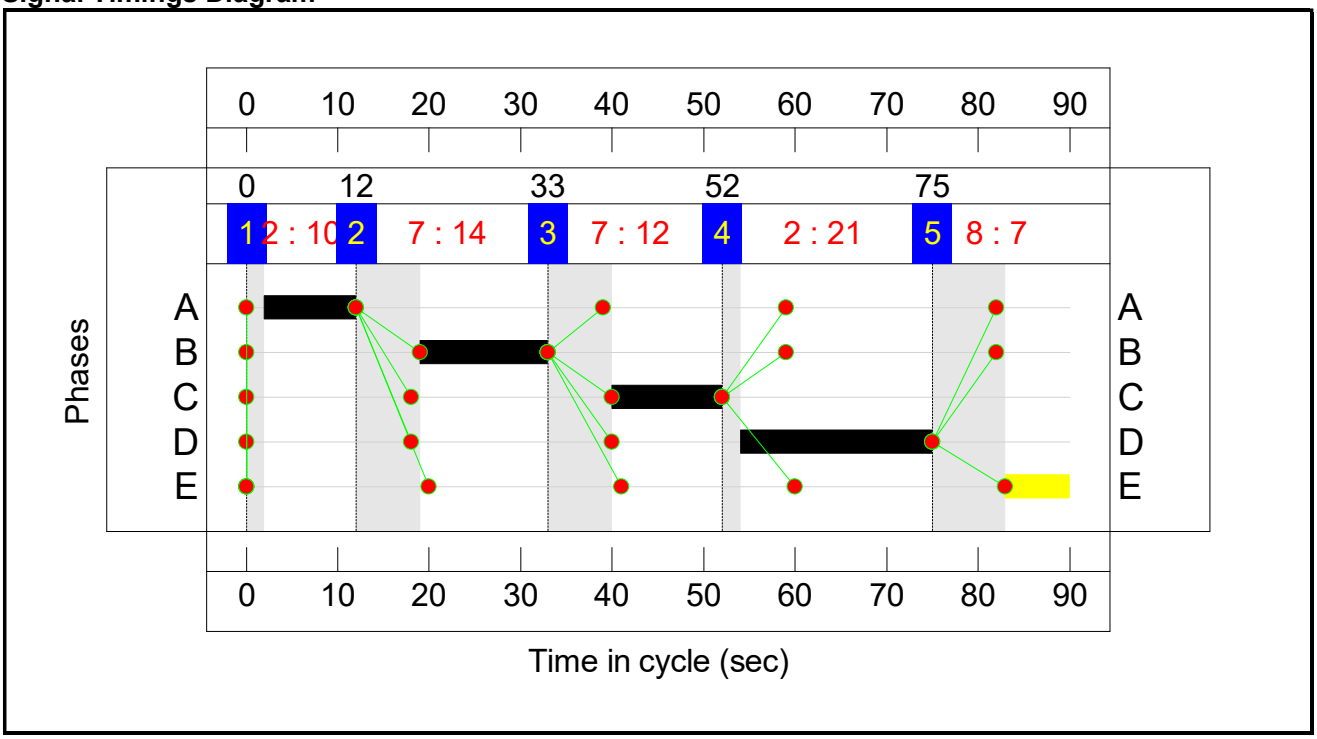
Stage Sequence Diagram



Stage Timings

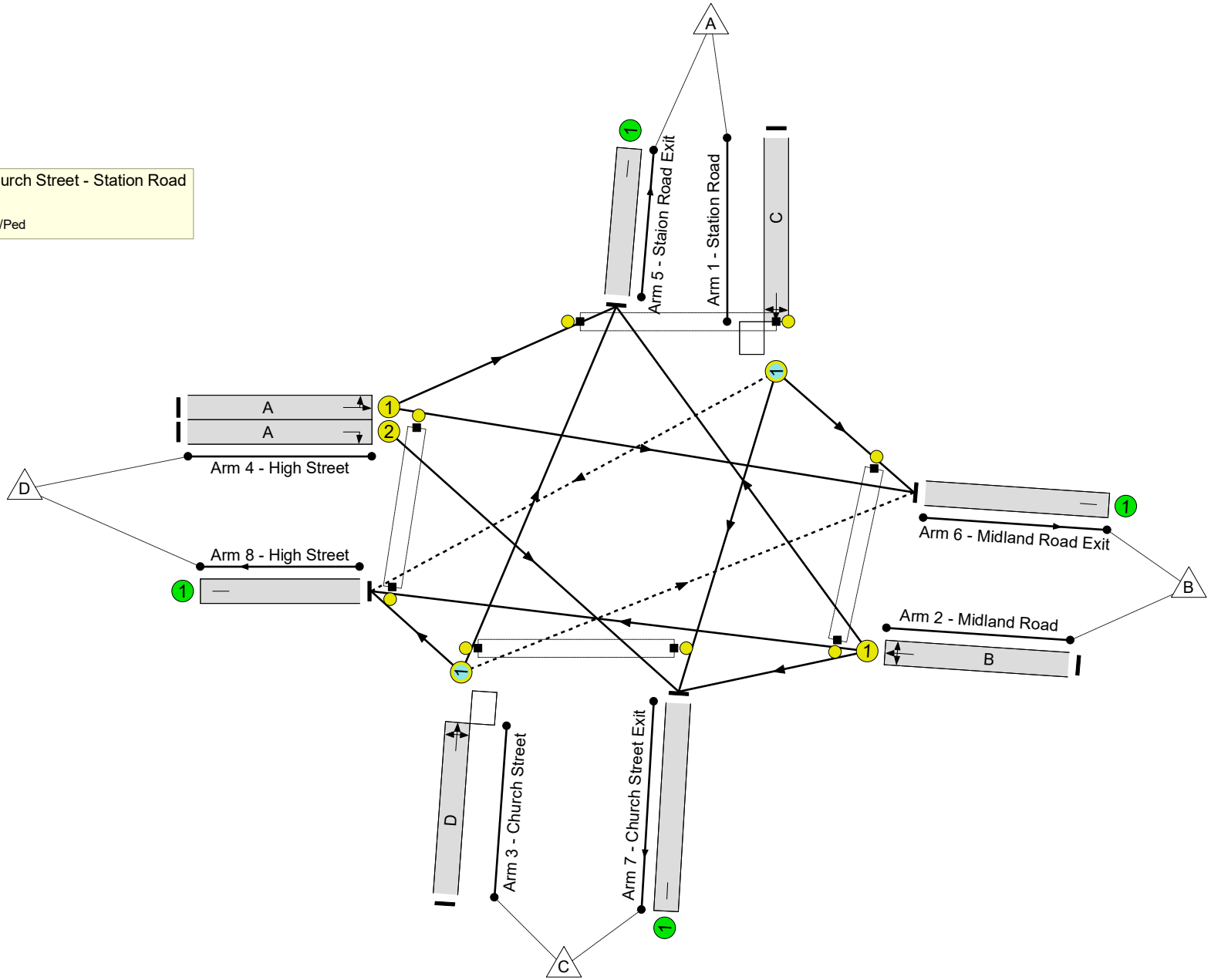
Stage	1	2	3	4	5
Duration	10	14	12	21	7
Change Point	0	12	33	52	75

Signal Timings Diagram



Network Layout Diagram

High Street - Midland Road - Church Street - Station Road
PRC: -31.4 %
Total Traffic Delay: 123.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Network Results

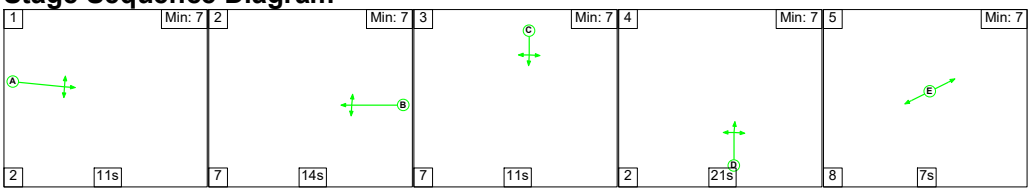
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.3%**
High Street - Midland Road - Church Street - Station Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.3%**
1/1	Station Road Left Ahead Right	O	N/A	N/A	C		1	12	-	304	1848	267	113.9%
2/1	Midland Road Right Left Ahead	U	N/A	N/A	B		1	14	-	328	1757	293	112.0%
3/1	Church Street Ahead Right Left	O	N/A	N/A	D		1	21	-	456	1577	385	118.3%
4/1	High Street Left Ahead	U	N/A	N/A	A		1	10	-	260	1892	231	112.4%
4/2	High Street Right	U	N/A	N/A	A		1	10	-	162	1668	204	79.5%
5/1	Staion Road Exit	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
6/1	Midland Road Exit	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
7/1	Church Street Exit	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
8/1	High Street	U	N/A	N/A	-		-	-	pc	uHr)		Del	ay (p
uHr)	y Per PCU (s/ pcu)		ax.	Ba	ck		of	U	ni	fo	rm	Q	ueue
pcu)	versat Queue (	pc	u)	ea	n	M	ax	Q	ue	ue	(	pc	u)
twork	3	.0		.6			-	-	-		ig	h	Stree
- Midland Ro	ad - Church S tree	t	- St	at	io	n	R	oa	d	-	-	0	73

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**73**	**9**	**22.2**	**101.4**	**0.0**	**123.6**	**-**	**-**	**-**	**-**
High Street - Midland Road - Church Street - Station Road	**-**	**-**	**0**	**73**	**9**	**22.2**	**101.4**	**0.0**	**123.6**	**-**	**-**	**-**	**-**
1/1	304	267	0	19	4	4.6	22.0	0.0	26.6	315.0	8.5	22.0	30.5
2/1	328	293	-	-	-	4.9	21.4	-	26.3	288.8	9.1	21.4	30.5
3/1	456	385	0	54	5	6.8	38.2	0.0	45.0	355.3	13.4	38.2	51.6
4/1	260	231	-	-	-	4.2	18.0	-	22.2	307.5	7.2	18.0	25.2
4/2	162	162	-	-	-	1.7	1.8	-	3.5	78.0	3.9	1.8	5.7
5/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -31.4 Total Delay for Signalled Lanes (pcuHr): 123.64 Cycle Time (s): 90
PRC Over All Lanes (%): -31.4 Total Delay Over All Lanes(pcuHr): 123.64

Scenario 3: '2031 Base AM' (FG3: '2031 Base AM', Plan 1: 'Network Control Plan 1')

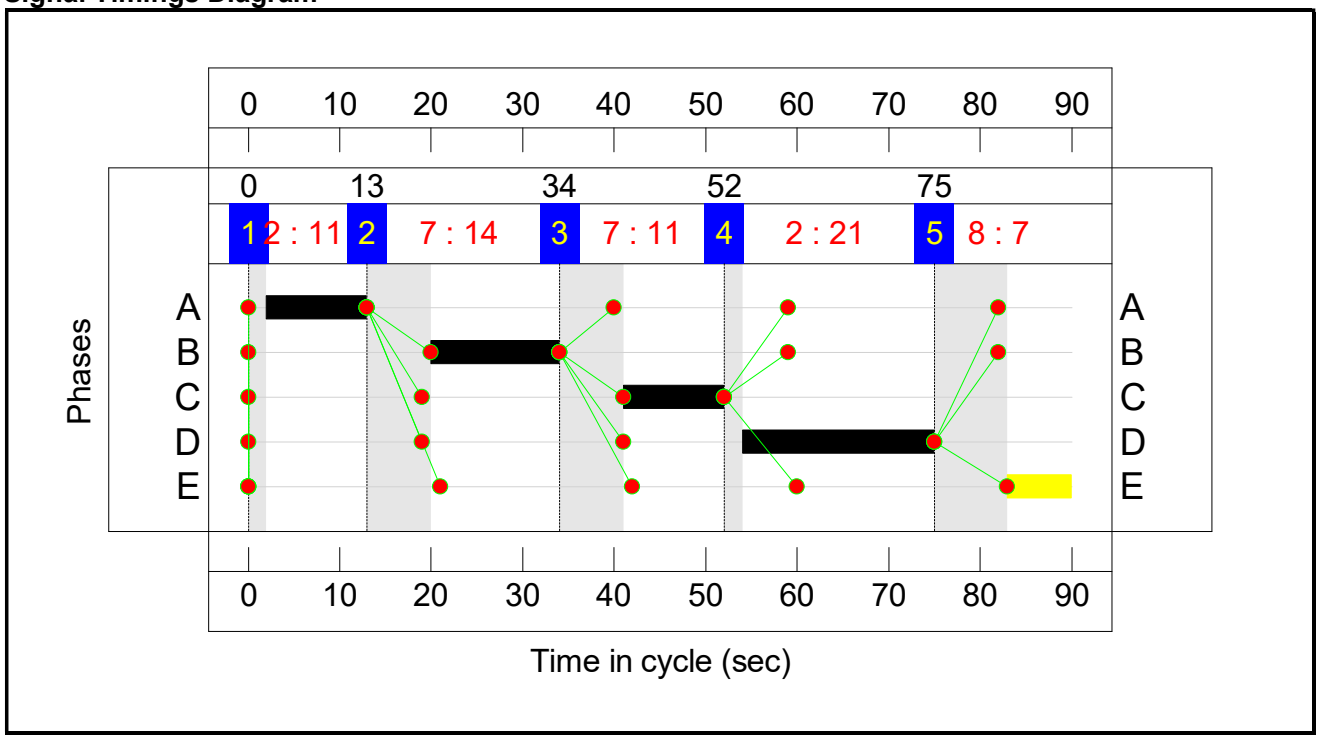
Stage Sequence Diagram



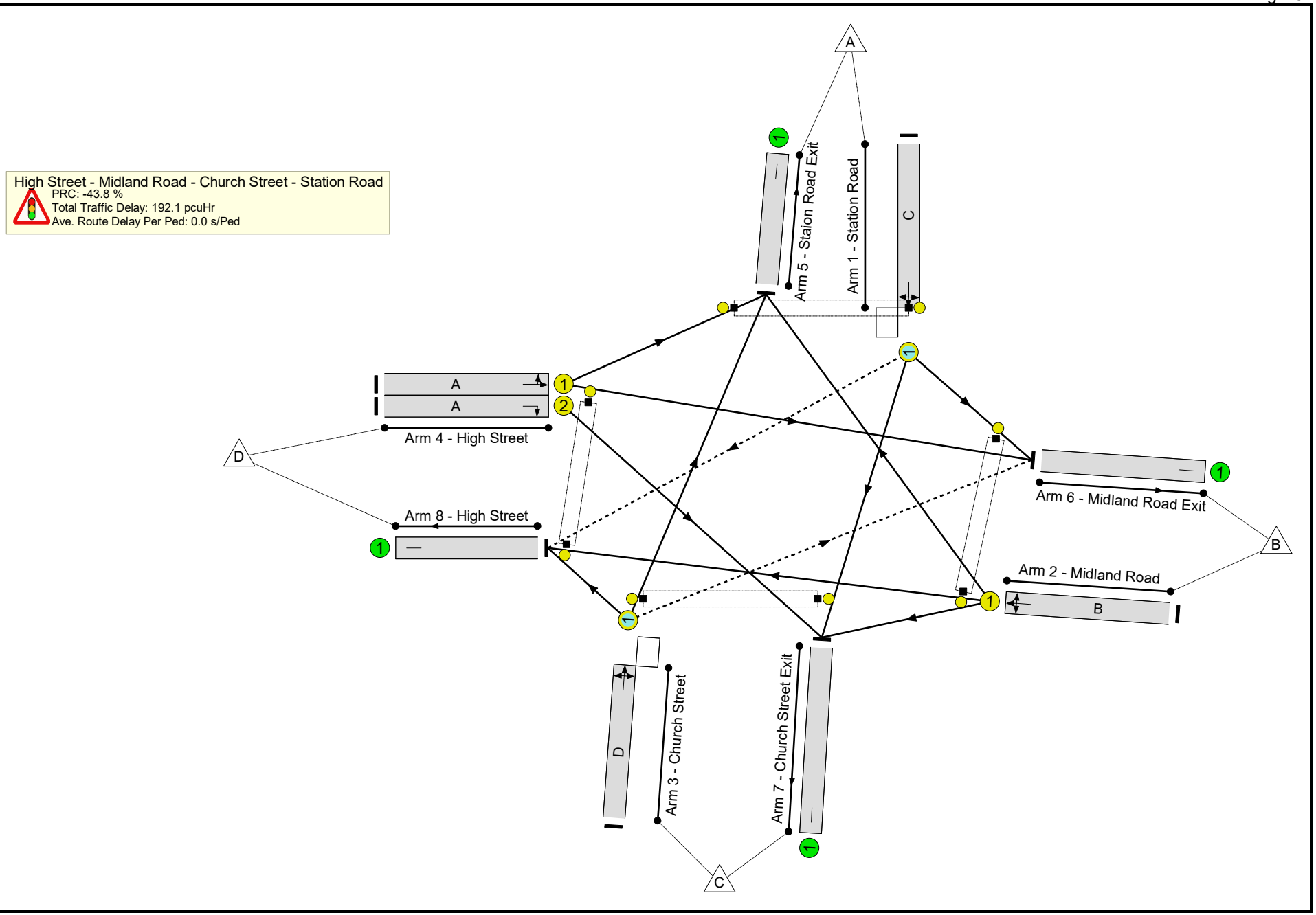
Stage Timings

Stage	1	2	3	4	5
Duration	11	14	11	21	7
Change Point	0	13	34	52	75

Signal Timings Diagram



Network Layout Diagram


High Street - Midland Road - Church Street - Station Road
PRC: -43.8 %
Total Traffic Delay: 192.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 5 - Staion Road Exit
Arm 1 - Station Road
C
A
A
Arm 4 - High Street
D
Arm 8 - High Street
Arm 6 - Midland Road Exit
B
Arm 2 - Midland Road
B
D
Arm 3 - Church Street
Arm 7 - Church Street Exit
C

Network Results

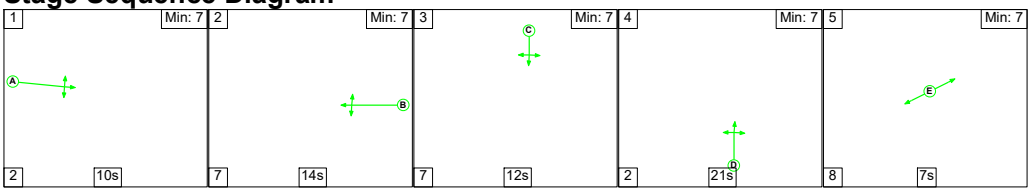
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**129.5%**
High Street - Midland Road - Church Street - Station Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**129.5%**
1/1	Station Road Left Ahead Right	O	N/A	N/A	C		1	11	-	319	1848	246	129.5%
2/1	Midland Road Right Left Ahead	U	N/A	N/A	B		1	14	-	366	1741	290	126.1%
3/1	Church Street Ahead Right Left	O	N/A	N/A	D		1	21	-	479	1577	385	124.3%
4/1	High Street Left Ahead	U	N/A	N/A	A		1	11	-	311	1893	252	123.2%
4/2	High Street Right	U	N/A	N/A	A		1	11	-	196	1668	222	88.1%
5/1	Staion Road Exit	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
6/1	Midland Road Exit	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
7/1	Church Street Exit	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
8/1	High Street	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
Ped Link: P1	Midland Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Church St Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	High Street Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Station Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**72**	**9**	**29.5**	**162.5**	**0.0**	**192.1**	**-**	**-**	**-**	**-**
High Street - Midland Road - Church Street - Station Road	**-**	**-**	**0**	**72**	**9**	**29.5**	**162.5**	**0.0**	**192.1**	**-**	**-**	**-**	**-**
1/1	319	246	0	17	3	6.1	38.4	0.0	44.5	502.0	9.8	38.4	48.2
2/1	366	290	-	-	-	7.0	40.2	-	47.2	464.1	11.0	40.2	51.2
3/1	479	385	0	54	5	8.2	49.2	0.0	57.4	431.4	15.1	49.2	64.2
4/1	311	252	-	-	-	6.1	31.7	-	37.9	438.6	9.3	31.7	41.1
4/2	196	196	-	-	-	2.1	3.0	-	5.1	93.8	4.8	3.0	7.8
5/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -43.8 Total Delay for Signalled Lanes (pcuHr): 192.08 Cycle Time (s): 90
PRC Over All Lanes (%): -43.8 Total Delay Over All Lanes(pcuHr): 192.08

Scenario 4: '2031 Base PM' (FG4: '2031 Base PM', Plan 1: 'Network Control Plan 1')

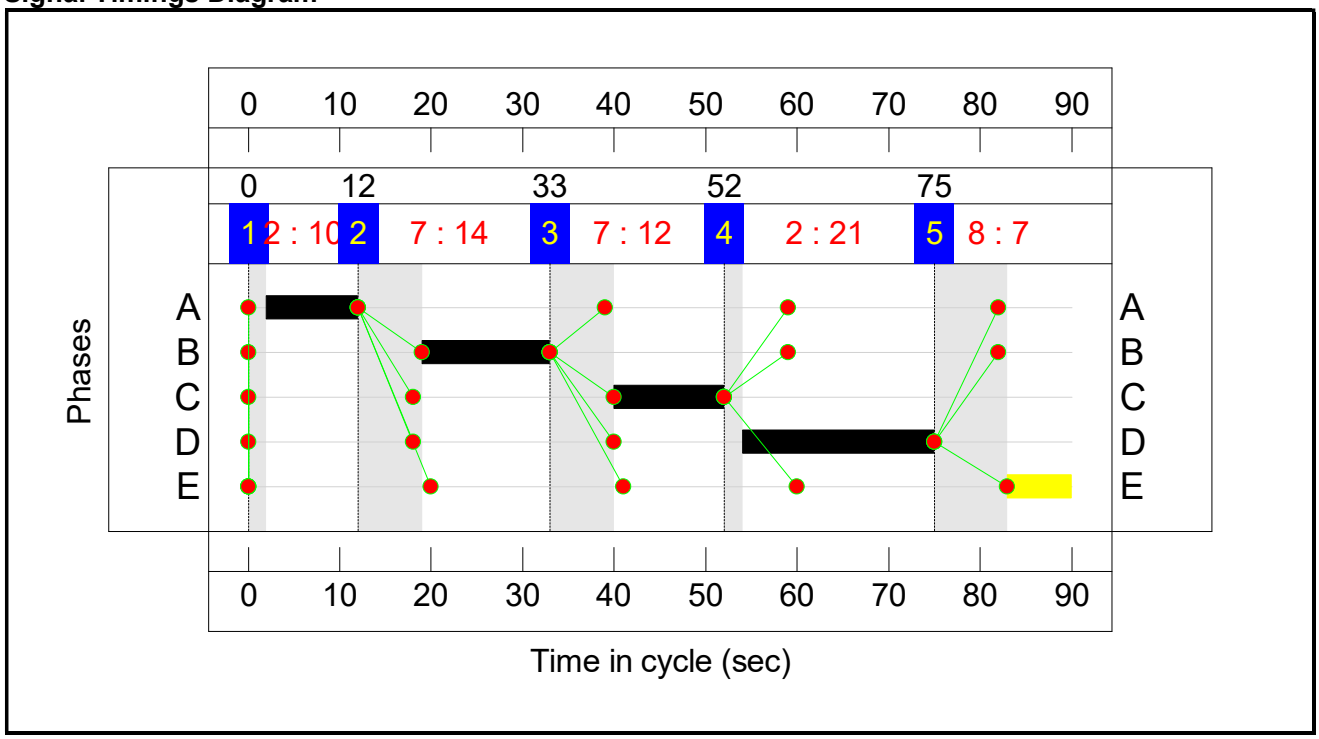
Stage Sequence Diagram



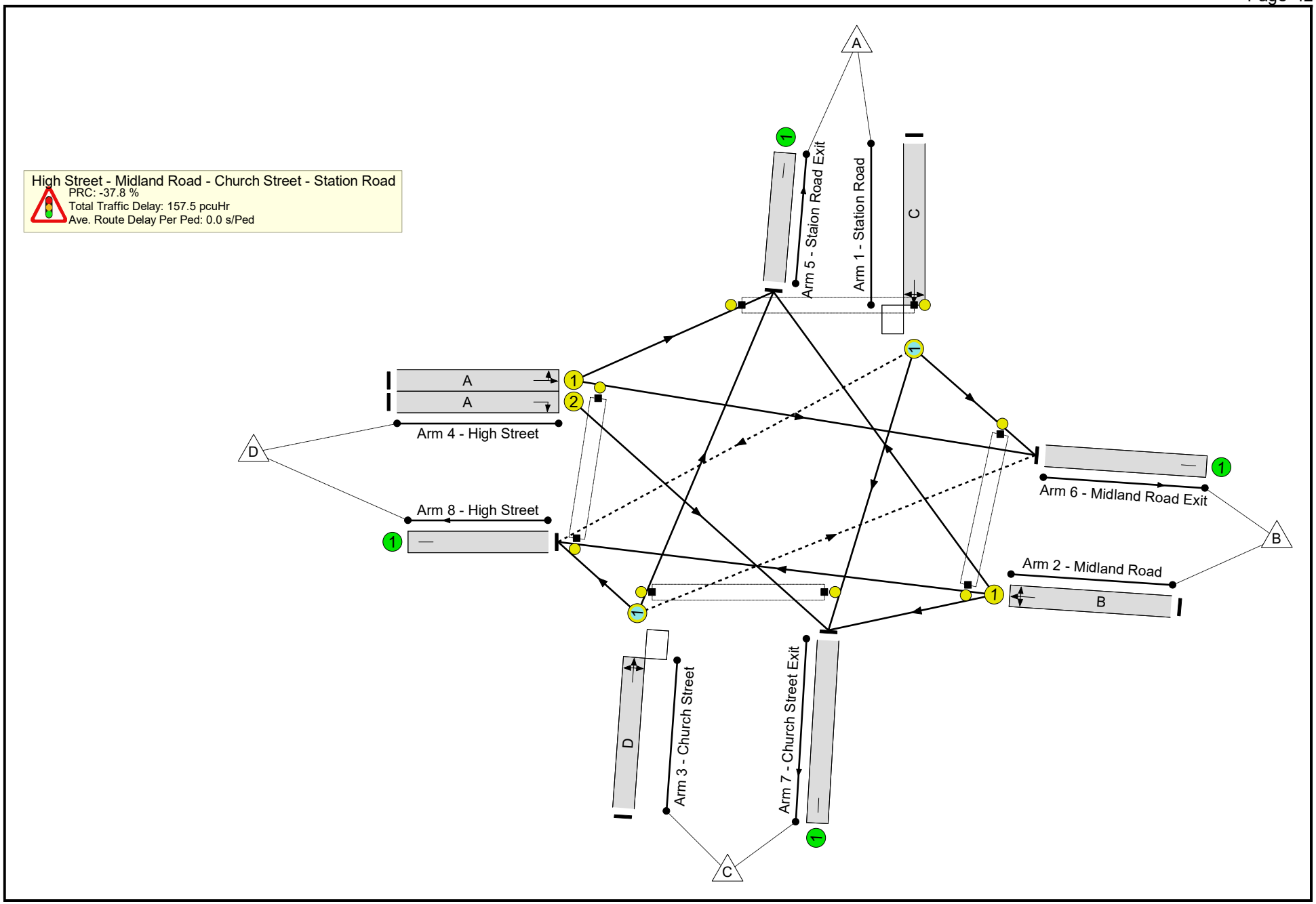
Stage Timings

Stage	1	2	3	4	5
Duration	10	14	12	21	7
Change Point	0	12	33	52	75

Signal Timings Diagram



Network Layout Diagram


High Street - Midland Road - Church Street - Station Road
PRC: -37.8 %
Total Traffic Delay: 157.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 5 - Staion Road Exit
Arm 1 - Station Road
C
A
A
Arm 4 - High Street
D
Arm 8 - High Street
Arm 6 - Midland Road Exit
B
Arm 2 - Midland Road
B
D
Arm 3 - Church Street
Arm 7 - Church Street Exit
C

Network Results

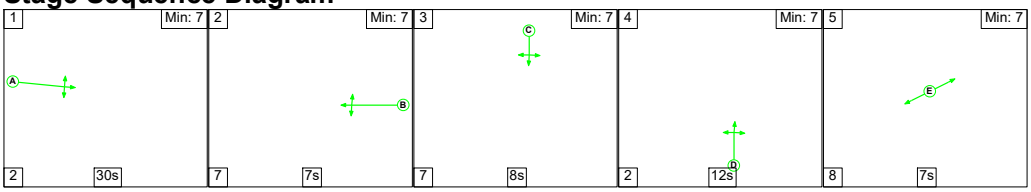
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**124.0%**
High Street - Midland Road - Church Street - Station Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**124.0%**
1/1	Station Road Left Ahead Right	O	N/A	N/A	C		1	12	-	319	1848	267	119.5%
2/1	Midland Road Right Left Ahead	U	N/A	N/A	B		1	14	-	344	1758	293	117.4%
3/1	Church Street Ahead Right Left	O	N/A	N/A	D		1	21	-	478	1577	385	124.0%
4/1	High Street Left Ahead	U	N/A	N/A	A		1	10	-	272	1892	231	117.6%
4/2	High Street Right	U	N/A	N/A	A		1	10	-	170	1668	204	83.4%
5/1	Staion Road Exit	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
6/1	Midland Road Exit	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
7/1	Church Street Exit	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
8/1	High Street	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
Ped Link: P1	Midland Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Church St Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	High Street Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Station Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**73**	**9**	**26.0**	**131.5**	**0.0**	**157.5**	**-**	**-**	**-**	**-**
High Street - Midland Road - Church Street - Station Road	**-**	**-**	**0**	**73**	**9**	**26.0**	**131.5**	**0.0**	**157.5**	**-**	**-**	**-**	**-**
1/1	319	267	0	19	3	5.3	28.8	0.0	34.1	385.1	9.3	28.8	38.1
2/1	344	293	-	-	-	5.7	28.5	-	34.3	358.5	9.9	28.5	38.4
3/1	478	385	0	54	5	8.2	48.7	0.0	56.9	428.2	15.0	48.7	63.7
4/1	272	231	-	-	-	4.9	23.3	-	28.2	373.5	7.8	23.3	31.1
4/2	170	170	-	-	-	1.8	2.2	-	4.0	85.6	4.1	2.2	6.3
5/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -37.8 Total Delay for Signalled Lanes (pcuHr): 157.49 Cycle Time (s): 90
PRC Over All Lanes (%): -37.8 Total Delay Over All Lanes(pcuHr): 157.49

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

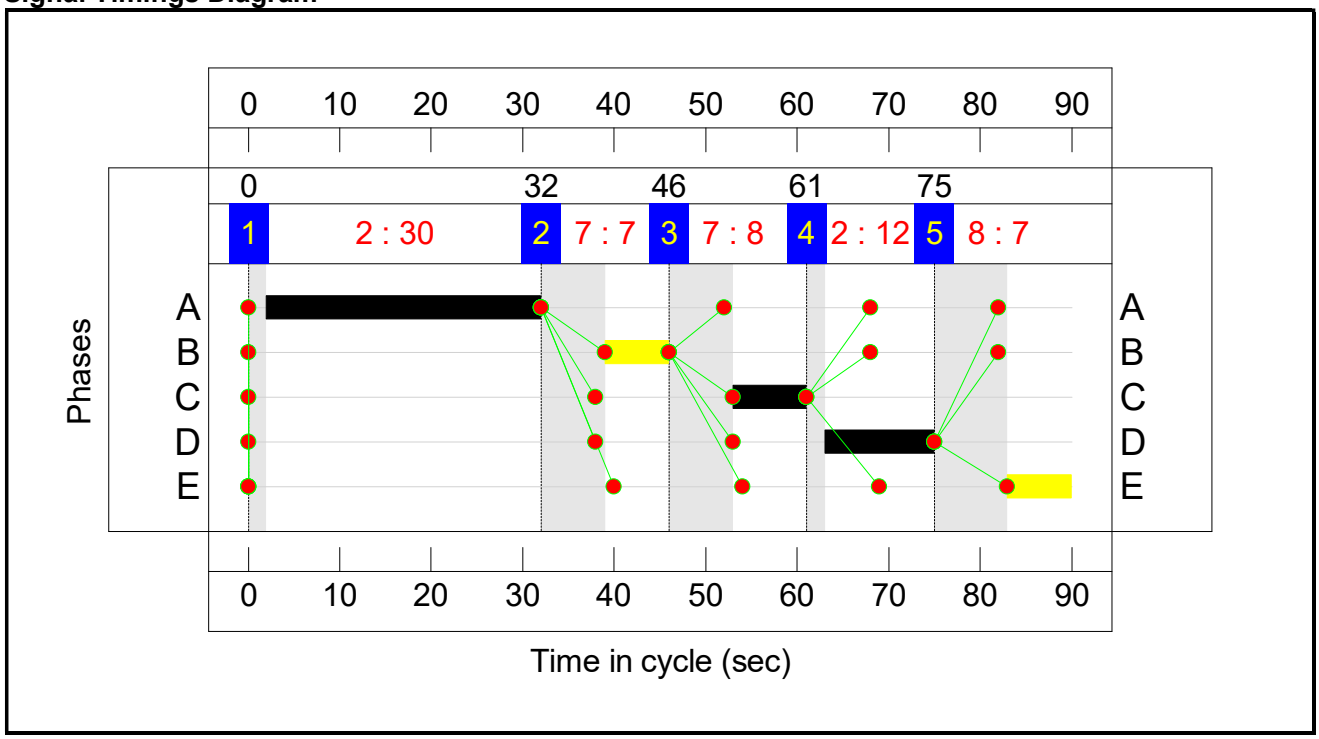
Stage Sequence Diagram



Stage Timings

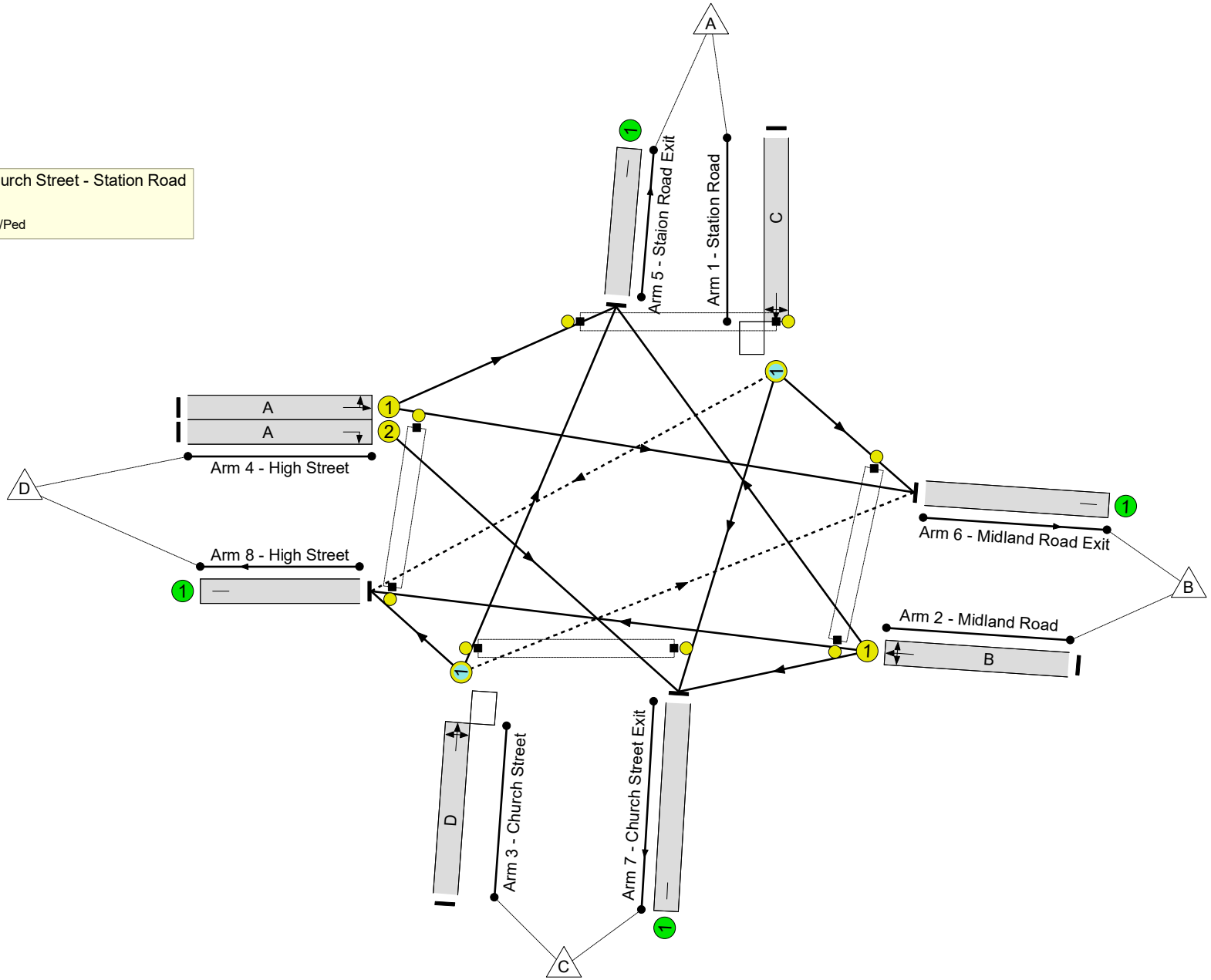
Stage	1	2	3	4	5
Duration	30	7	8	12	7
Change Point	0	32	46	61	75

Signal Timings Diagram



Network Layout Diagram

High Street - Midland Road - Church Street - Station Road
PRC: 770.4 %
Total Traffic Delay: 1.4 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Network Results

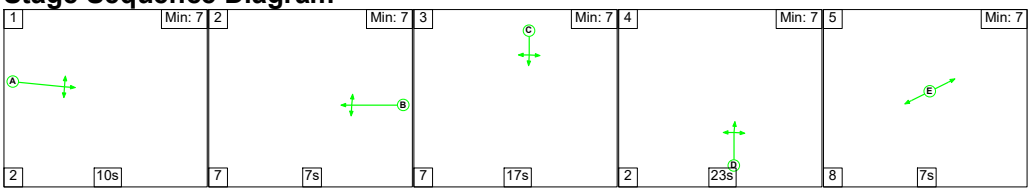
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**10.3%**
High Street - Midland Road - Church Street - Station Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**10.3%**
1/1	Station Road Left Ahead Right	O	N/A	N/A	C		1	8	-	18	1759	176	10.2%
2/1	Midland Road Right Left Ahead	U	N/A	N/A	B		1	7	-	9	1925	171	5.3%
3/1	Church Street Ahead Right Left	O	N/A	N/A	D		1	12	-	21	1492	216	9.7%
4/1	High Street Left Ahead	U	N/A	N/A	A		1	30	-	65	1825	629	10.3%
4/2	High Street Right	U	N/A	N/A	A		1	30	-	51	1668	575	8.9%
5/1	Staion Road Exit	U	N/A	N/A	-		-	-	-	44	Inf	Inf	0.0%
6/1	Midland Road Exit	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
7/1	Church Street Exit	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
8/1	High Street	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
Ped Link: P1	Midland Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Church St Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	High Street Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Station Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**18**	**0**	**1.1**	**0.2**	**0.0**	**1.4**	**-**	**-**	**-**	**-**
High Street - Midland Road - Church Street - Station Road	**-**	**-**	**0**	**18**	**0**	**1.1**	**0.2**	**0.0**	**1.4**	**-**	**-**	**-**	**-**
1/1	18	18	0	18	0	0.2	0.1	0.0	0.2	48.3	0.4	0.1	0.5
2/1	9	9	-	-	-	0.1	0.0	-	0.1	48.9	0.2	0.0	0.2
3/1	21	21	0	0	0	0.2	0.1	0.0	0.2	42.7	0.5	0.1	0.5
4/1	65	65	-	-	-	0.4	0.1	-	0.4	23.3	1.1	0.1	1.2
4/2	51	51	-	-	-	0.3	0.0	-	0.3	23.4	0.9	0.0	0.9
5/1	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 770.4 Total Delay for Signalled Lanes (pcuHr): 1.36 Cycle Time (s): 90
PRC Over All Lanes (%): 770.4 Total Delay Over All Lanes(pcuHr): 1.36

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

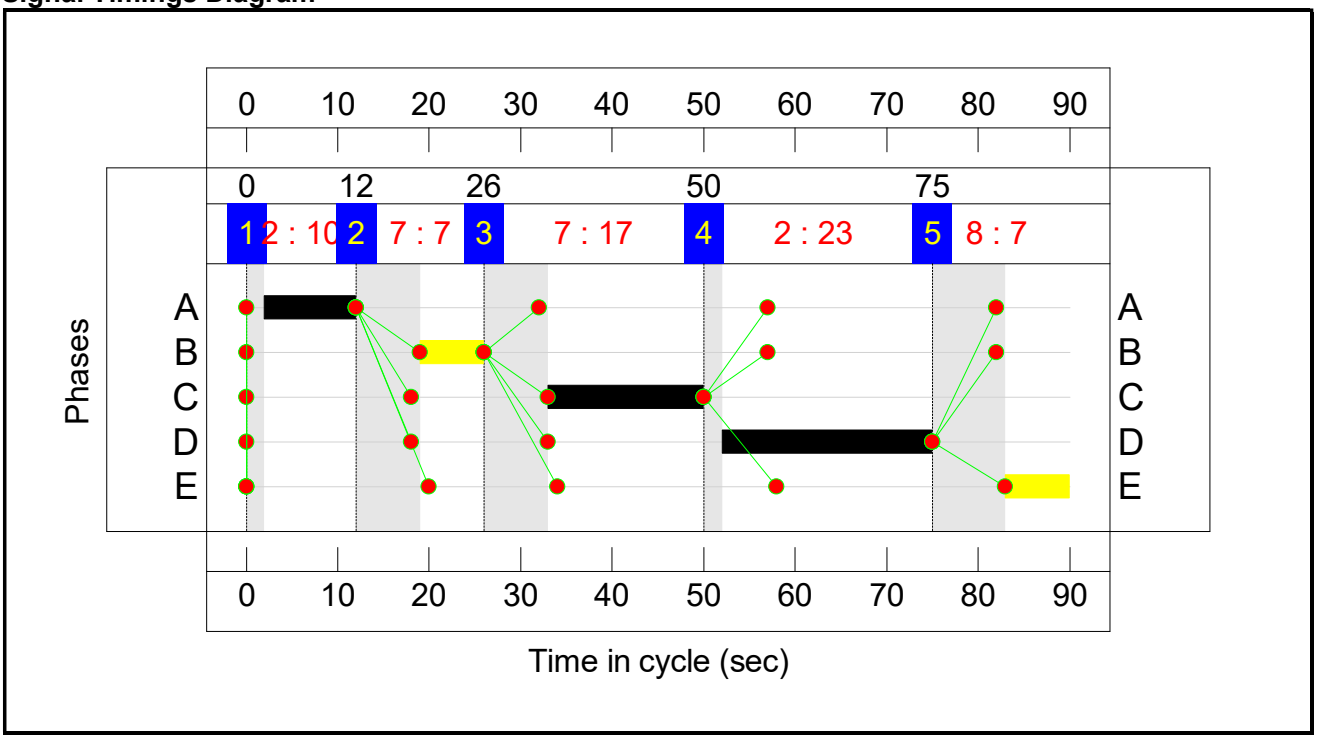
Stage Sequence Diagram



Stage Timings

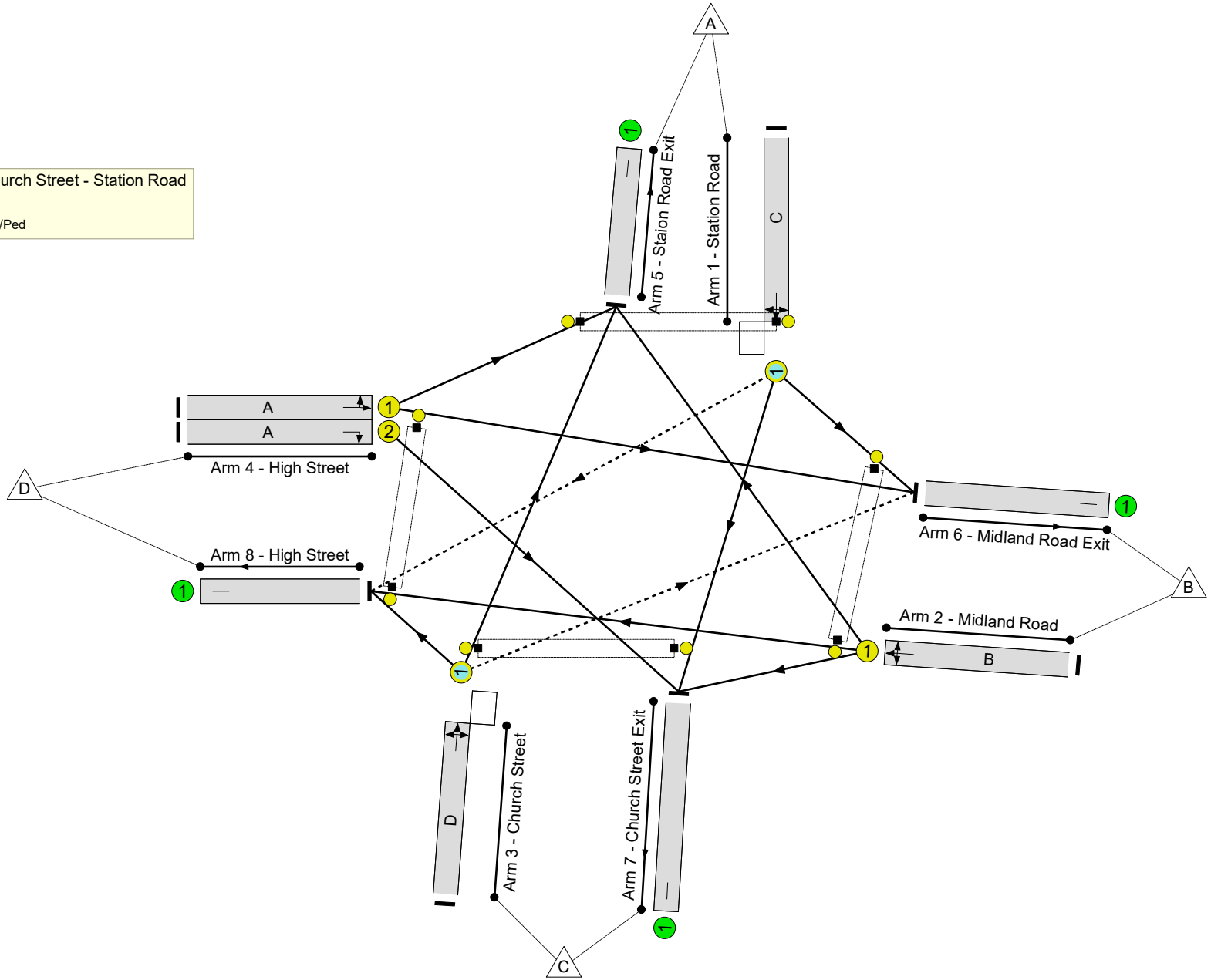
Stage	1	2	3	4	5
Duration	10	7	17	23	7
Change Point	0	12	26	50	75

Signal Timings Diagram



Network Layout Diagram

High Street - Midland Road - Church Street - Station Road
PRC: 617.0 %
Total Traffic Delay: 1.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Network Results

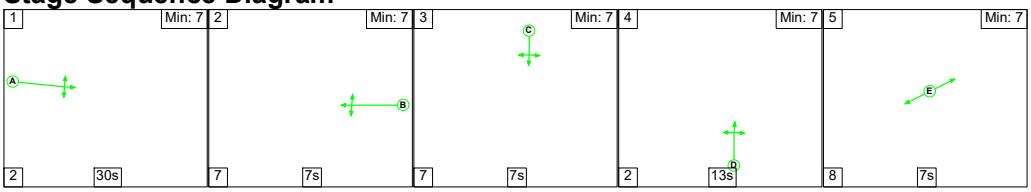
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**12.6%**
High Street - Midland Road - Church Street - Station Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**12.6%**
1/1	Station Road Left Ahead Right	O	N/A	N/A	C		1	17	-	42	1759	352	11.9%
2/1	Midland Road Right Left Ahead	U	N/A	N/A	B		1	7	-	20	1925	171	11.7%
3/1	Church Street Ahead Right Left	O	N/A	N/A	D		1	23	-	48	1492	398	12.1%
4/1	High Street Left Ahead	U	N/A	N/A	A		1	10	-	28	1825	223	12.6%
4/2	High Street Right	U	N/A	N/A	A		1	10	-	22	1668	204	10.8%
5/1	Staion Road Exit	U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%
6/1	Midland Road Exit	U	N/A	N/A	-		-	-	-	9	Inf	Inf	0.0%
7/1	Church Street Exit	U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
8/1	High Street	U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%
Ped Link: P1	Midland Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Church St Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	High Street Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Station Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**41**	**1**	**1.4**	**0.3**	**0.0**	**1.7**	**-**	**-**	**-**	**-**
High Street - Midland Road - Church Street - Station Road	**-**	**-**	**0**	**41**	**1**	**1.4**	**0.3**	**0.0**	**1.7**	**-**	**-**	**-**	**-**
1/1	42	42	0	41	1	0.3	0.1	0.0	0.4	35.4	0.9	0.1	0.9
2/1	20	20	-	-	-	0.2	0.1	-	0.3	49.7	0.5	0.1	0.5
3/1	48	48	0	0	0	0.3	0.1	0.0	0.4	30.2	0.9	0.1	1.0
4/1	28	28	-	-	-	0.3	0.1	-	0.3	44.5	0.6	0.1	0.7
4/2	22	22	-	-	-	0.2	0.1	-	0.3	45.0	0.5	0.1	0.5
5/1	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	9	9	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	110	110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 617.0 Total Delay for Signalled Lanes (pcuHr): 1.71 Cycle Time (s): 90
PRC Over All Lanes (%): 617.0 Total Delay Over All Lanes(pcuHr): 1.71

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

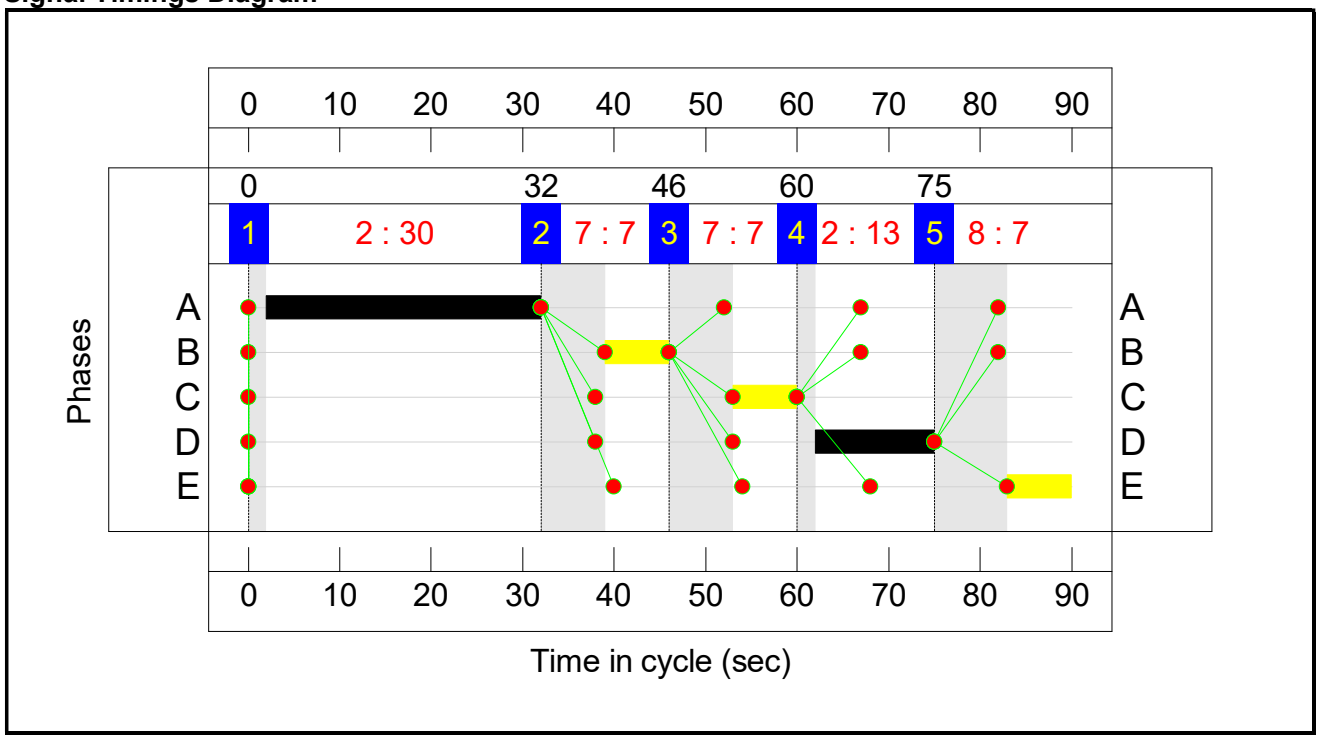
Stage Sequence Diagram



Stage Timings

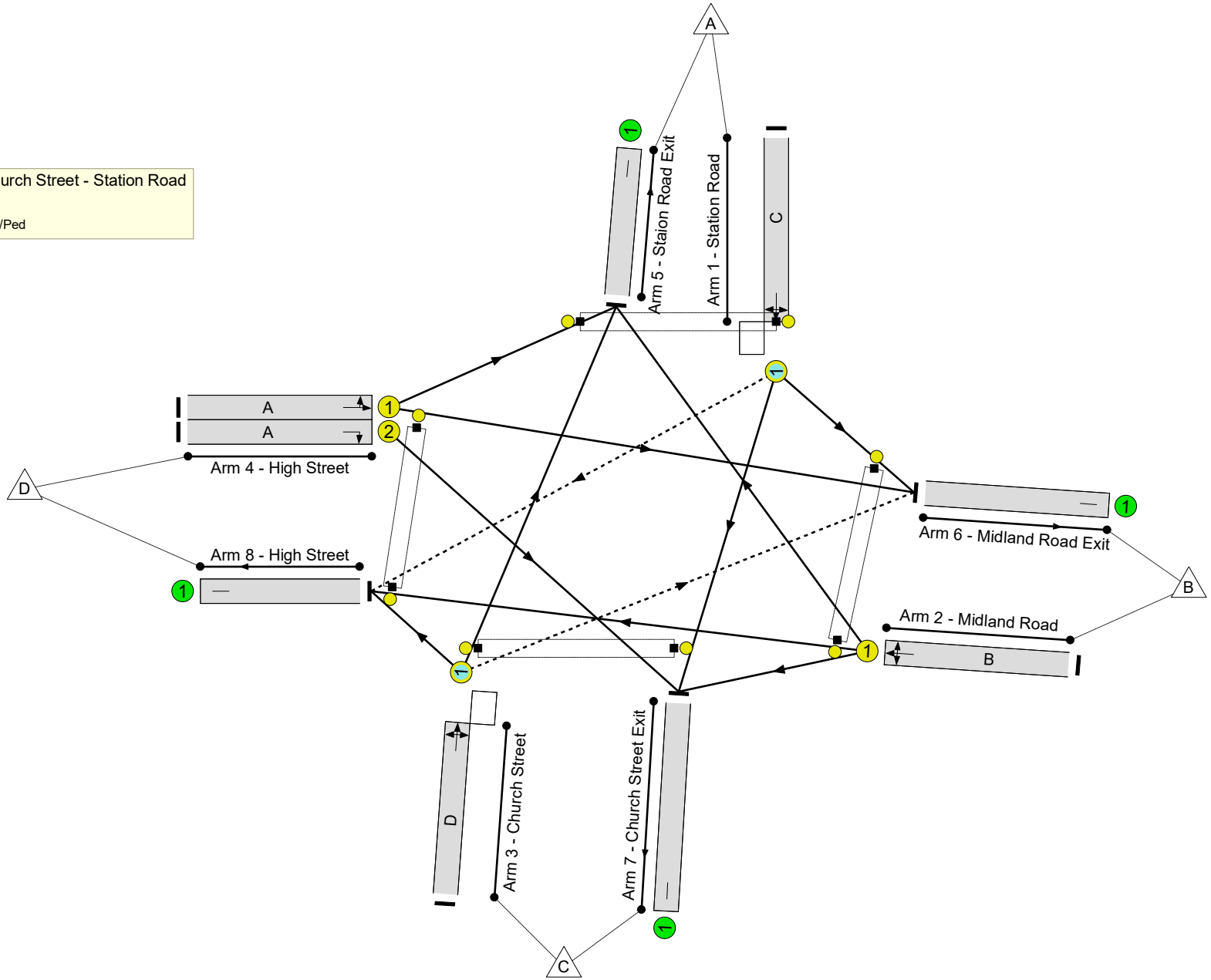
Stage	1	2	3	4	5
Duration	30	7	7	13	7
Change Point	0	32	46	60	75

Signal Timings Diagram



Network Layout Diagram

High Street - Midland Road - Church Street - Station Road
PRC: 3347.2 %
Total Traffic Delay: 0.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Network Results

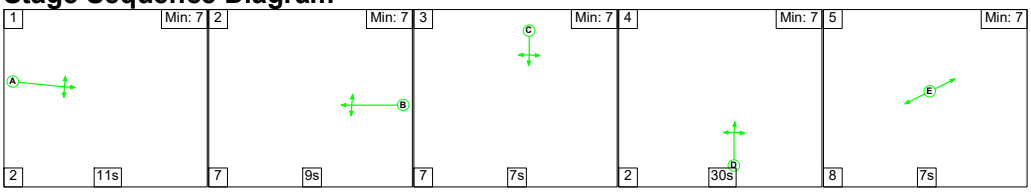
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**2.6%**
High Street - Midland Road - Church Street - Station Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**2.6%**
1/1	Station Road Left Ahead Right	O	N/A	N/A	C		1	7	-	1	1759	156	0.6%
2/1	Midland Road Right Left Ahead	U	N/A	N/A	B		1	7	-	3	1925	171	1.8%
3/1	Church Street Ahead Right Left	O	N/A	N/A	D		1	13	-	6	1492	232	2.6%
4/1	High Street Left Ahead	U	N/A	N/A	A		1	30	-	9	1877	647	1.4%
4/2	High Street Right	U	N/A	N/A	A		1	30	-	15	1668	575	2.6%
5/1	Staion Road Exit	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
6/1	Midland Road Exit	U	N/A	N/A	-		-	-	-	7	Inf	Inf	0.0%
7/1	Church Street Exit	U	N/A	N/A	-		-	-	-	15	Inf	Inf	0.0%
8/1	High Street	U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%
Ped Link: P1	Midland Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Church St Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	High Street Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Station Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**1**	**0**	**0.2**	**0.0**	**0.0**	**0.3**	**-**	**-**	**-**	**-**
High Street - Midland Road - Church Street - Station Road	**-**	**-**	**0**	**1**	**0**	**0.2**	**0.0**	**0.0**	**0.3**	**-**	**-**	**-**	**-**
1/1	1	1	0	1	0	0.0	0.0	0.0	0.0	49.4	0.0	0.0	0.0
2/1	3	3	-	-	-	0.0	0.0	-	0.0	48.5	0.1	0.0	0.1
3/1	6	6	0	0	0	0.1	0.0	0.0	0.1	40.5	0.1	0.0	0.1
4/1	9	9	-	-	-	0.0	0.0	-	0.1	22.5	0.1	0.0	0.2
4/2	15	15	-	-	-	0.1	0.0	-	0.1	22.9	0.2	0.0	0.3
5/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	7	7	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 3347.2 Total Delay for Signalled Lanes (pcuHr): 0.27 Cycle Time (s): 90
PRC Over All Lanes (%): 3347.2 Total Delay Over All Lanes(pcuHr): 0.27

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

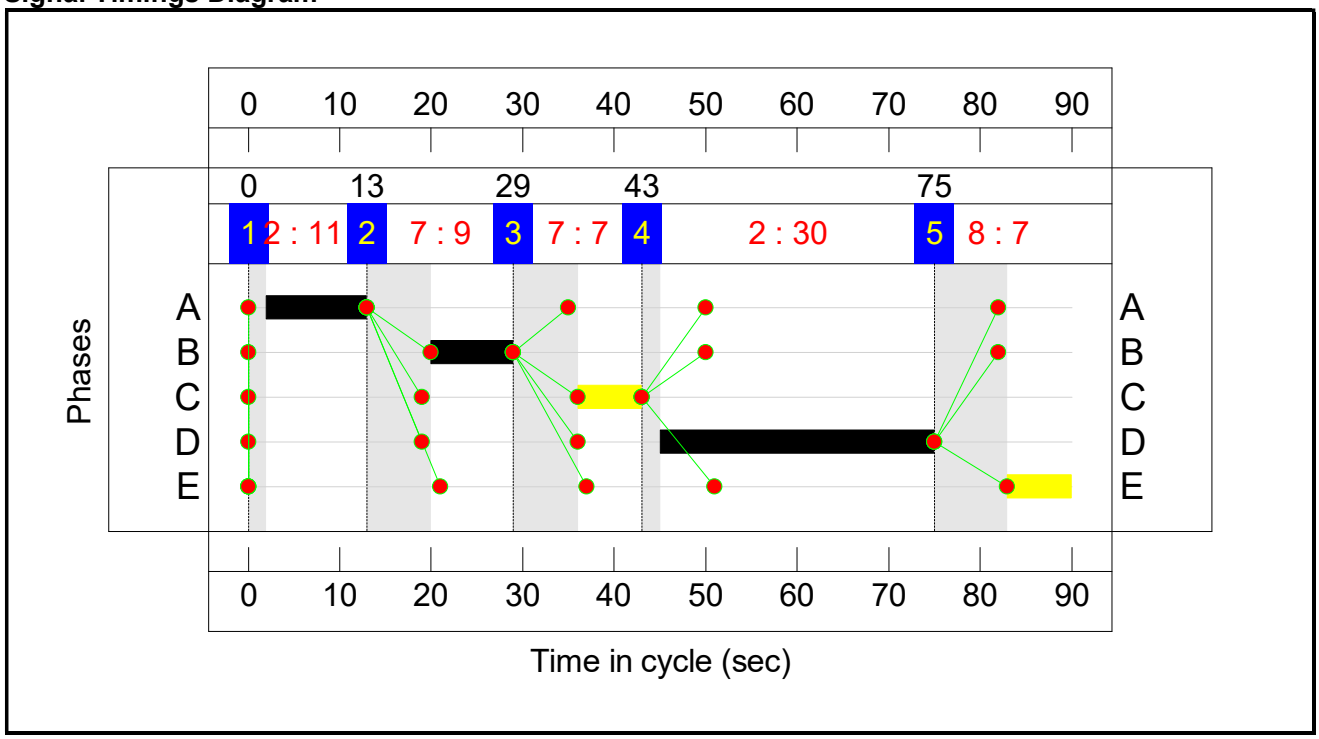
Stage Sequence Diagram



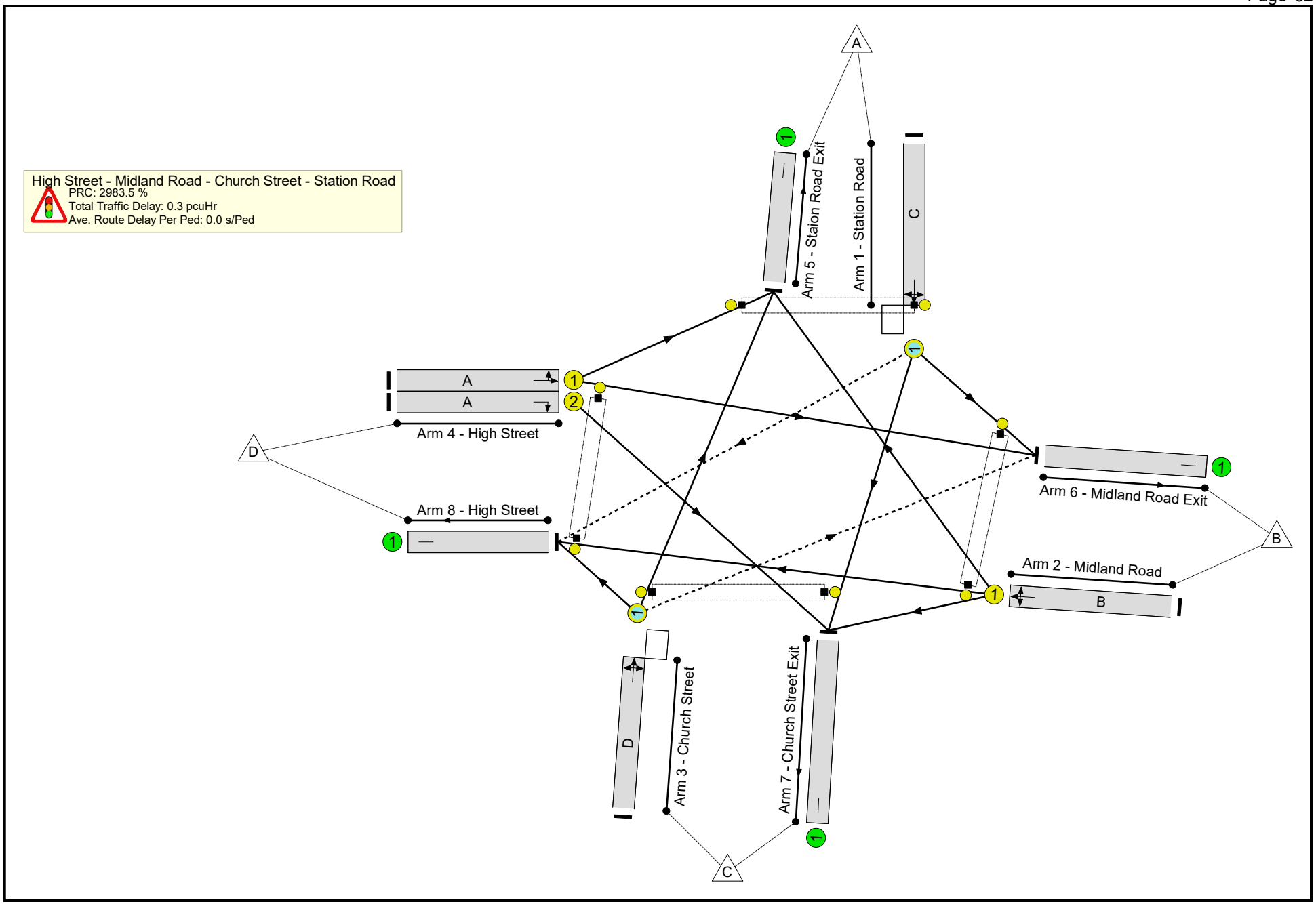
Stage Timings

Stage	1	2	3	4	5
Duration	11	9	7	30	7
Change Point	0	13	29	43	75

Signal Timings Diagram



Network Layout Diagram


High Street - Midland Road - Church Street - Station Road
PRC: 2983.5 %
Total Traffic Delay: 0.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 5 - Staion Road Exit
Arm 1 - Station Road
C
A
A
Arm 4 - High Street
D
Arm 8 - High Street
Arm 6 - Midland Road Exit
B
Arm 2 - Midland Road
B
D
Arm 3 - Church Street
Arm 7 - Church Street Exit
C

Network Results

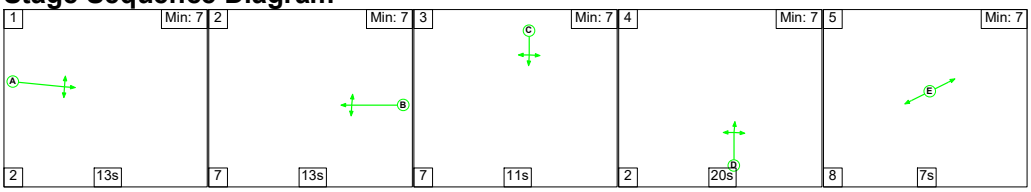
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**2.9%**
High Street - Midland Road - Church Street - Station Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**2.9%**
1/1	Station Road Left Ahead Right	O	N/A	N/A	C		1	7	-	2	1759	156	1.3%
2/1	Midland Road Right Left Ahead	U	N/A	N/A	B		1	9	-	6	1925	214	2.8%
3/1	Church Street Ahead Right Left	O	N/A	N/A	D		1	30	-	15	1492	514	2.9%
4/1	High Street Left Ahead	U	N/A	N/A	A		1	11	-	4	1874	250	1.6%
4/2	High Street Right	U	N/A	N/A	A		1	11	-	6	1668	222	2.7%
5/1	Staion Road Exit	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
6/1	Midland Road Exit	U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
7/1	Church Street Exit	U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
8/1	High Street	U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%
Ped Link: P1	Midland Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Church St Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	High Street Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Station Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**2**	**0**	**0.3**	**0.1**	**0.0**	**0.3**	**-**	**-**	**-**	**-**
High Street - Midland Road - Church Street - Station Road	**-**	**-**	**0**	**2**	**0**	**0.3**	**0.1**	**0.0**	**0.3**	**-**	**-**	**-**	**-**
1/1	2	2	0	2	0	0.0	0.0	0.0	0.0	49.5	0.0	0.0	0.1
2/1	6	6	-	-	-	0.1	0.0	-	0.1	44.7	0.1	0.0	0.1
3/1	15	15	0	0	0	0.1	0.0	0.0	0.1	23.3	0.2	0.0	0.3
4/1	4	4	-	-	-	0.0	0.0	-	0.0	41.6	0.1	0.0	0.1
4/2	6	6	-	-	-	0.1	0.0	-	0.1	42.6	0.1	0.0	0.1
5/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 2983.5 Total Delay for Signalled Lanes (pcuHr): 0.32 Cycle Time (s): 90
PRC Over All Lanes (%): 2983.5 Total Delay Over All Lanes(pcuHr): 0.32

Scenario 9: '2031 Base + Committed AM' (FG9: '2031 Base + Committed AM', Plan 1: 'Network Control Plan 1')

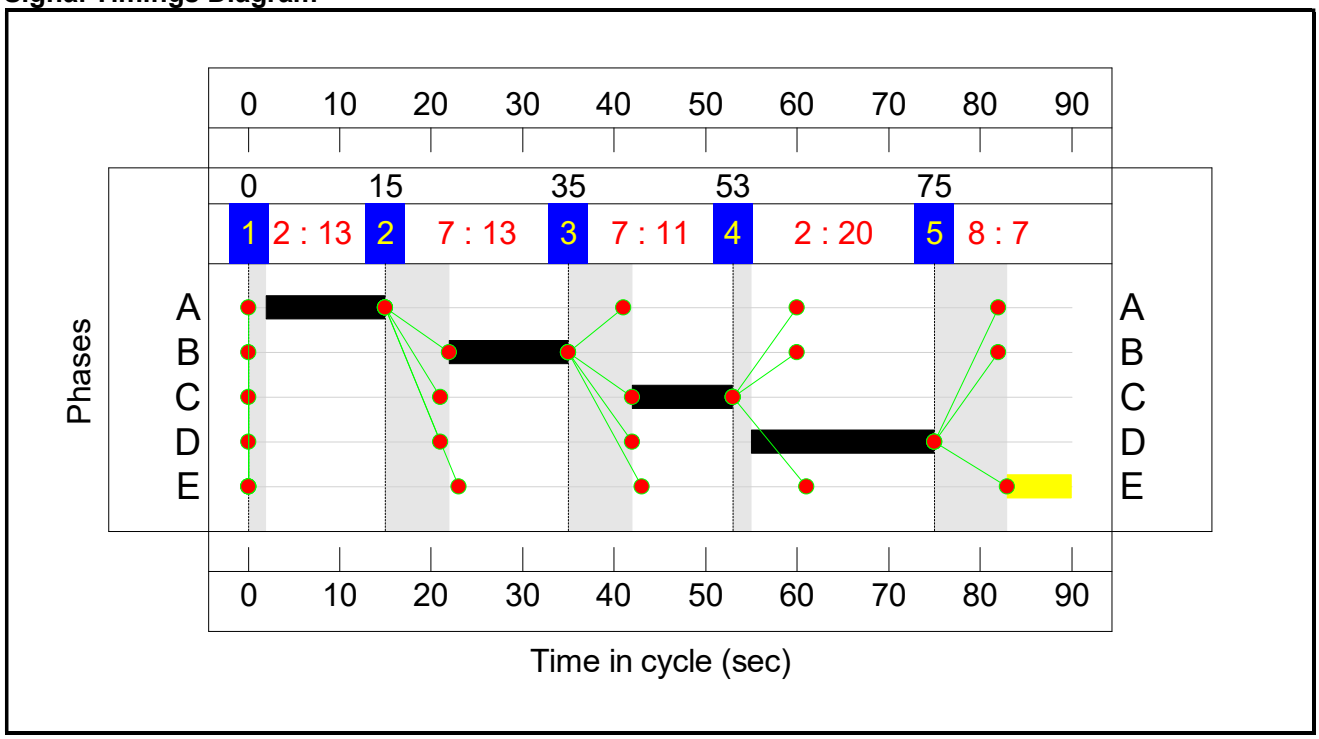
Stage Sequence Diagram



Stage Timings

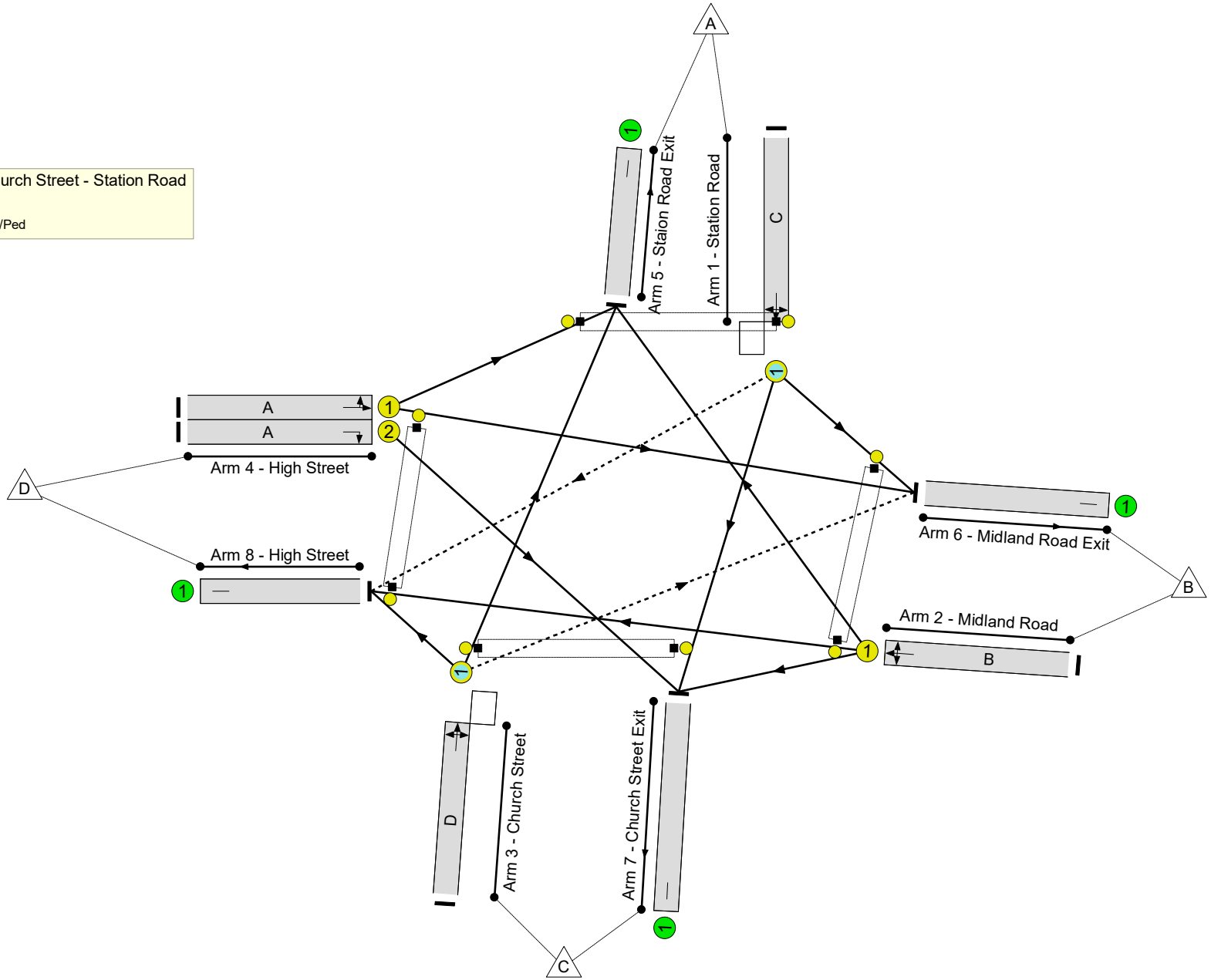
Stage	1	2	3	4	5
Duration	13	13	11	20	7
Change Point	0	15	35	53	75

Signal Timings Diagram



Network Layout Diagram

High Street - Midland Road - Church Street - Station Road
PRC: -53.5 %
Total Traffic Delay: 254.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Network Results

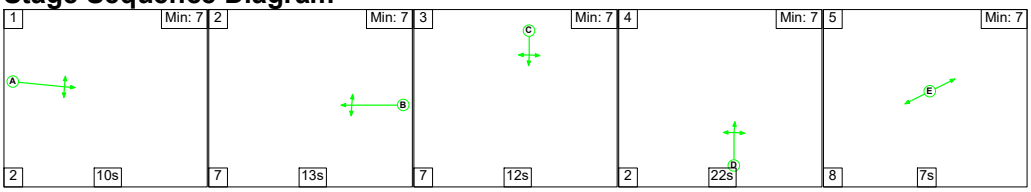
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**138.1%**
High Street - Midland Road - Church Street - Station Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**138.1%**
1/1	Station Road Left Ahead Right	O	N/A	N/A	C		1	11	-	337	1843	246	137.1%
2/1	Midland Road Right Left Ahead	U	N/A	N/A	B		1	13	-	375	1745	271	138.1%
3/1	Church Street Ahead Right Left	O	N/A	N/A	D		1	20	-	500	1573	367	136.2%
4/1	High Street Left Ahead	U	N/A	N/A	A		1	13	-	376	1881	293	128.5%
4/2	High Street Right	U	N/A	N/A	A		1	13	-	247	1668	259	95.2%
5/1	Staion Road Exit	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
6/1	Midland Road Exit	U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
7/1	Church Street Exit	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
8/1	High Street	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
Ped Link: P1	Midland Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Church St Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	High Street Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Station Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**76**	**11**	**36.3**	**218.4**	**0.0**	**254.8**	**-**	**-**	**-**	**-**
High Street - Midland Road - Church Street - Station Road	**-**	**-**	**0**	**76**	**11**	**36.3**	**218.4**	**0.0**	**254.8**	**-**	**-**	**-**	**-**
1/1	337	246	0	27	5	7.0	47.4	0.0	54.4	580.8	10.7	47.4	58.1
2/1	375	271	-	-	-	8.3	53.5	-	61.8	593.2	12.0	53.5	65.5
3/1	500	367	0	49	5	10.6	68.3	0.0	78.9	568.3	17.5	68.3	85.8
4/1	376	293	-	-	-	7.9	43.8	-	51.7	495.4	11.7	43.8	55.5
4/2	247	247	-	-	-	2.6	5.3	-	7.9	115.5	6.1	5.3	11.4
5/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -53.5 Total Delay for Signalled Lanes (pcuHr): 254.75 Cycle Time (s): 90
PRC Over All Lanes (%): -53.5 Total Delay Over All Lanes(pcuHr): 254.75

Scenario 10: '2031 Base + Committed PM' (FG10: '2031 Base + Committed PM', Plan 1: 'Network Control Plan 1')

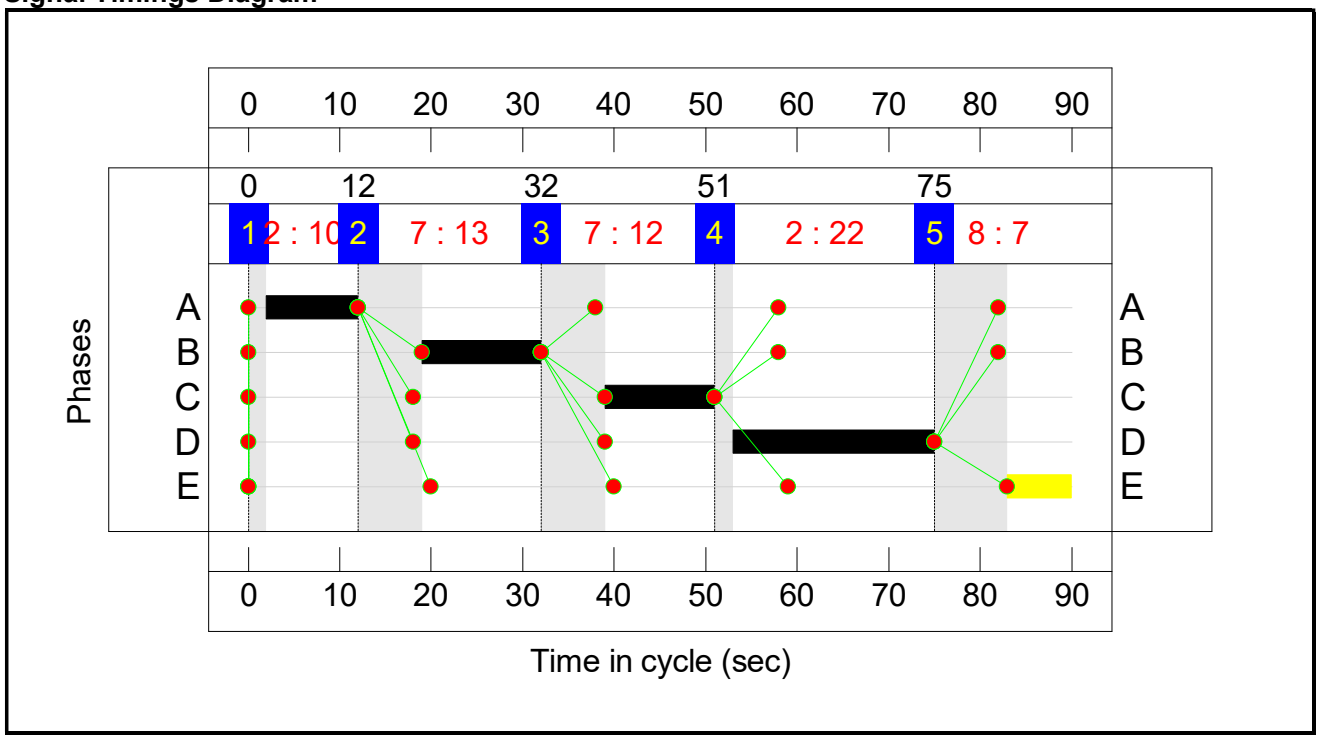
Stage Sequence Diagram



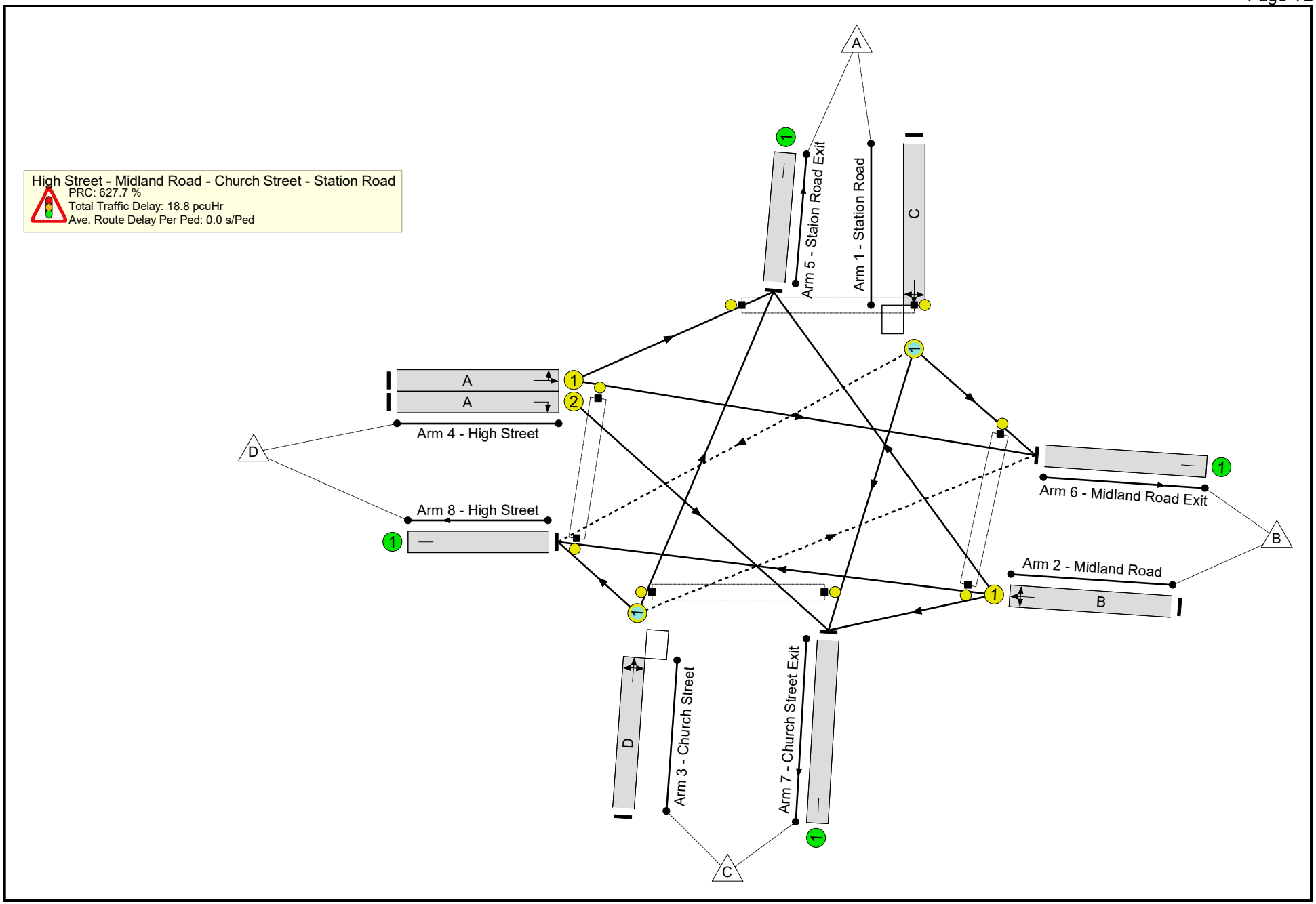
Stage Timings

Stage	1	2	3	4	5
Duration	10	13	12	22	7
Change Point	0	12	32	51	75

Signal Timings Diagram



Network Layout Diagram


High Street - Midland Road - Church Street - Station Road
PRC: 627.7 %
Total Traffic Delay: 18.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 5 - Staion Road Exit
Arm 1 - Station Road
C
A
A
Arm 4 - High Street
D
Arm 8 - High Street
Arm 6 - Midland Road Exit
B
Arm 2 - Midland Road
B
D
Arm 3 - Church Street
Arm 7 - Church Street Exit
C

Network Results

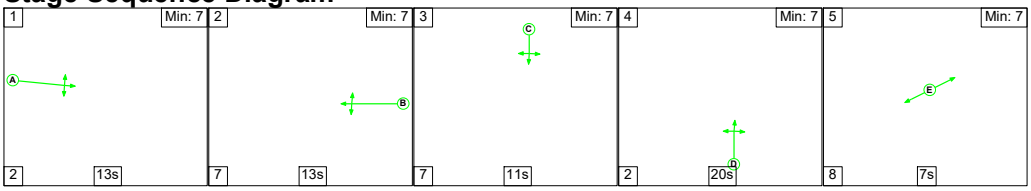
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**12.4%**
High Street - Midland Road - Church Street - Station Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**12.4%**
1/1	Station Road Left Ahead Right	O	N/A	N/A	C		1	12	-	361	1837	2919	12.4%
2/1	Midland Road Right Left Ahead	U	N/A	N/A	B		1	13	-	364	1766	3022	12.0%
3/1	Church Street Ahead Right Left	O	N/A	N/A	D		1	22	-	526	1569	4411	11.9%
4/1	High Street Left Ahead	U	N/A	N/A	A		1	10	-	300	1886	2536	11.8%
4/2	High Street Right	U	N/A	N/A	A		1	10	-	192	1668	2243	8.6%
5/1	Staion Road Exit	U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
6/1	Midland Road Exit	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
7/1	Church Street Exit	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
8/1	High Street	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
Ped Link: P1	Midland Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Church St Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	High Street Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Station Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**139**	**3**	**15.3**	**3.5**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
High Street - Midland Road - Church Street - Station Road	**-**	**-**	**0**	**139**	**3**	**15.3**	**3.5**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
1/1	361	361	0	67	2	3.4	0.8	0.0	4.1	41.4	0.7	0.1	0.8
2/1	364	364	-	-	-	3.3	0.8	-	4.1	40.2	0.7	0.1	0.8
3/1	526	526	0	71	2	3.8	0.7	0.0	4.5	30.8	0.9	0.1	1.0
4/1	300	300	-	-	-	2.9	0.7	-	3.7	44.1	0.6	0.1	0.7
4/2	192	192	-	-	-	1.9	0.5	-	2.4	44.8	0.4	0.0	0.4
5/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 627.7 Total Delay for Signalled Lanes (pcuHr): 18.78 Cycle Time (s): 90
PRC Over All Lanes (%): 627.7 Total Delay Over All Lanes(pcuHr): 18.78

Scenario 11: '2031 Base + Committed + Development AM' (FG11: '2031 Base + Committed + Development AM', Plan 1: 'Network Control Plan 1')

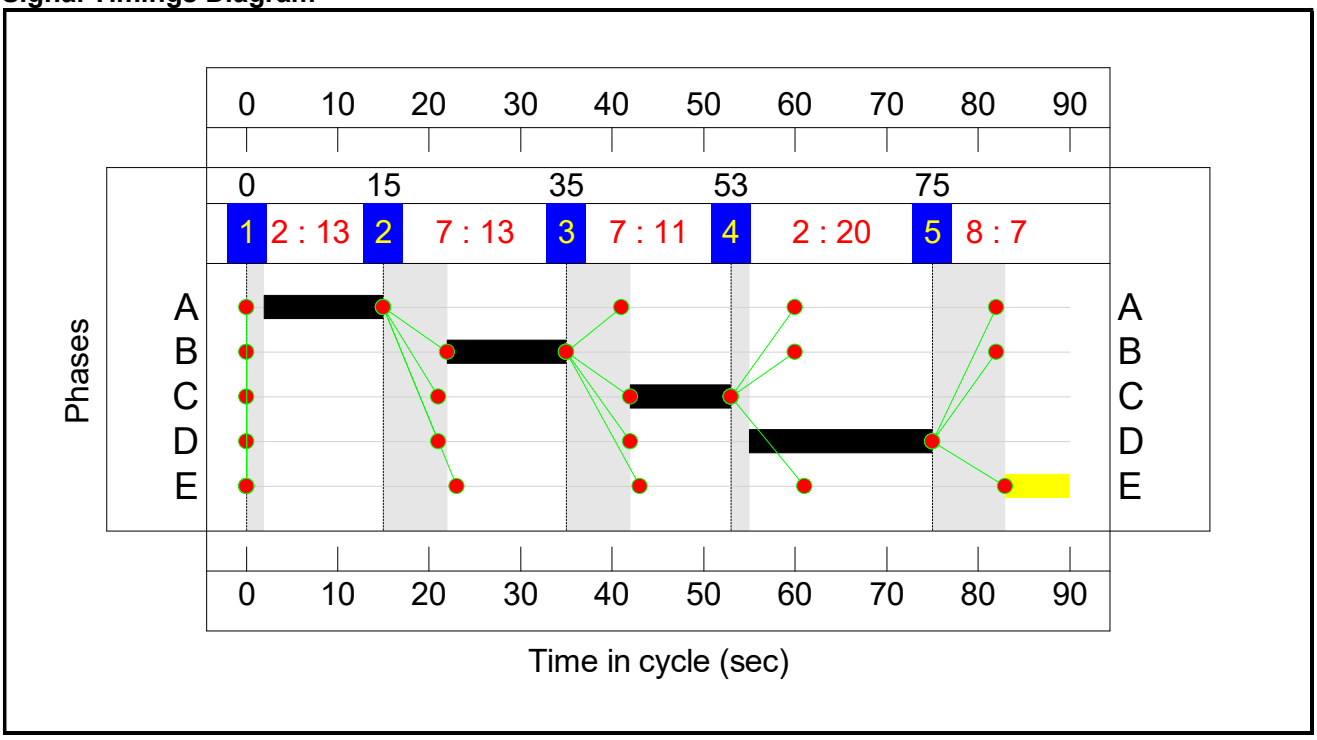
Stage Sequence Diagram



Stage Timings

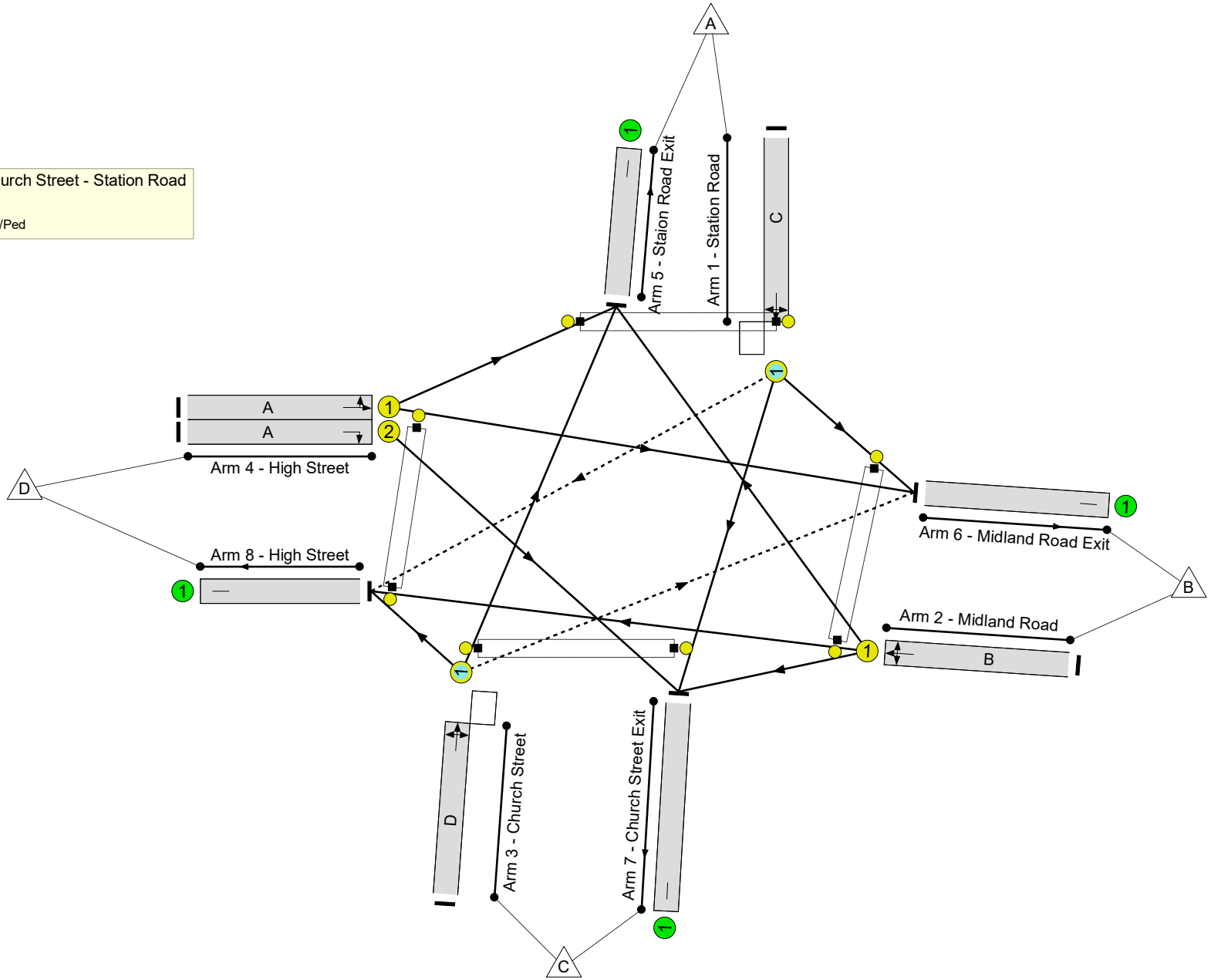
Stage	1	2	3	4	5
Duration	13	13	11	20	7
Change Point	0	15	35	53	75

Signal Timings Diagram



Network Layout Diagram

High Street - Midland Road - Church Street - Station Road
PRC: -54.6 %
Total Traffic Delay: 268.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Network Results

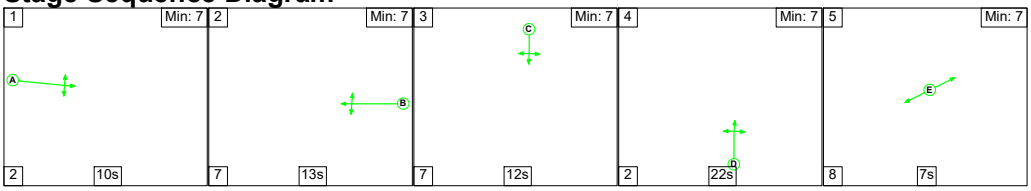
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**139.1%**
High Street - Midland Road - Church Street - Station Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**139.1%**
1/1	Station Road Left Ahead Right	O	N/A	N/A	C		1	11	-	338	1842	246	137.6%
2/1	Midland Road Right Left Ahead	U	N/A	N/A	B		1	13	-	378	1747	272	139.1%
3/1	Church Street Ahead Right Left	O	N/A	N/A	D		1	20	-	506	1572	367	137.9%
4/1	High Street Left Ahead	U	N/A	N/A	A		1	13	-	385	1881	293	131.6%
4/2	High Street Right	U	N/A	N/A	A		1	13	-	262	1668	259	101.0%
5/1	Staion Road Exit	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
6/1	Midland Road Exit	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
7/1	Church Street Exit	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
8/1	High Street	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
Ped Link: P1	Midland Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Church St Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	High Street Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Station Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**76**	**11**	**37.7**	**231.1**	**0.0**	**268.9**	**-**	**-**	**-**	**-**
High Street - Midland Road - Church Street - Station Road	**-**	**-**	**0**	**76**	**11**	**37.7**	**231.1**	**0.0**	**268.9**	**-**	**-**	**-**	**-**
1/1	338	246	0	28	6	7.0	48.0	0.0	55.0	585.5	10.8	48.0	58.7
2/1	378	272	-	-	-	8.4	54.8	-	63.2	602.4	12.1	54.8	67.0
3/1	506	367	0	49	5	11.0	71.4	0.0	82.4	586.1	17.9	71.4	89.3
4/1	385	293	-	-	-	8.4	48.2	-	56.6	529.4	12.3	48.2	60.5
4/2	262	259	-	-	-	2.9	8.8	-	11.6	159.9	6.6	8.8	15.4
5/1	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -54.6 Total Delay for Signalled Lanes (pcuHr): 268.85 Cycle Time (s): 90
PRC Over All Lanes (%): -54.6 Total Delay Over All Lanes(pcuHr): 268.85

Scenario 12: '2031 Base + Committed + Development PM' (FG12: '2031 Base + Committed + Develepment PM', Plan 1: 'Network Control Plan 1')

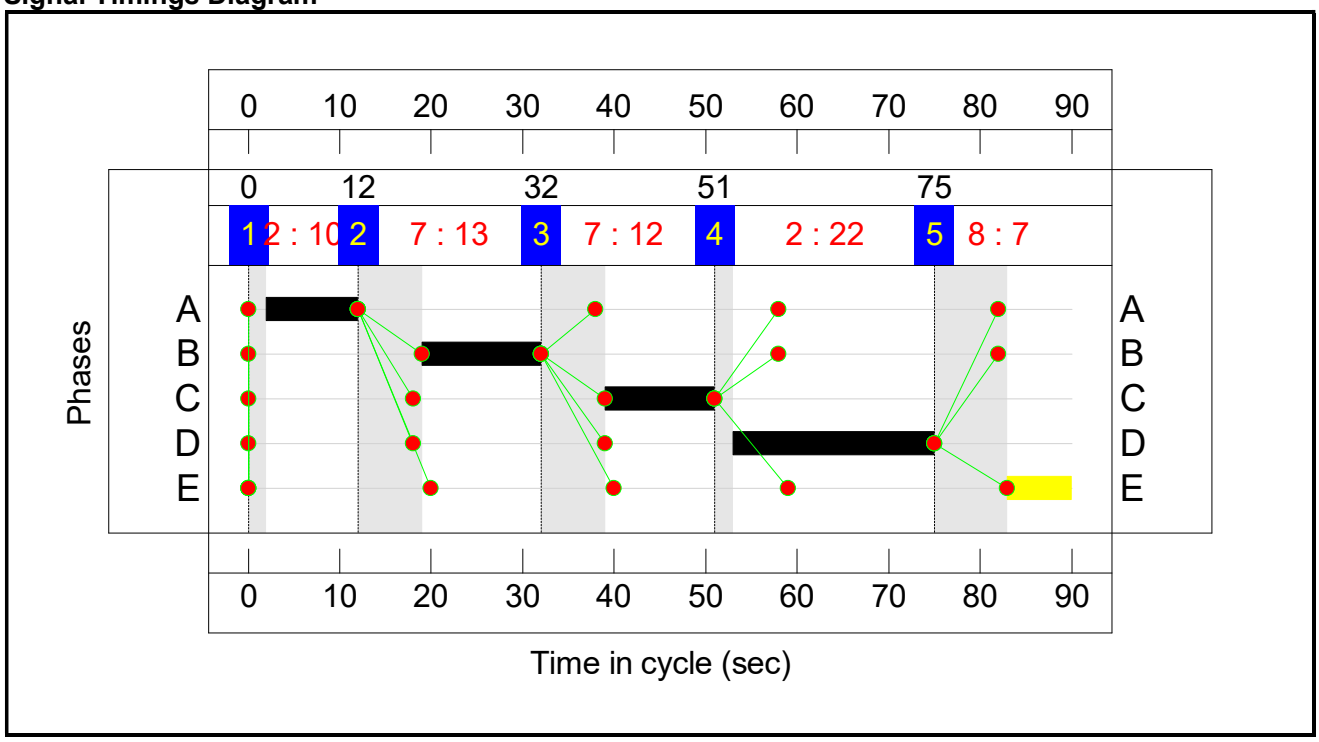
Stage Sequence Diagram



Stage Timings

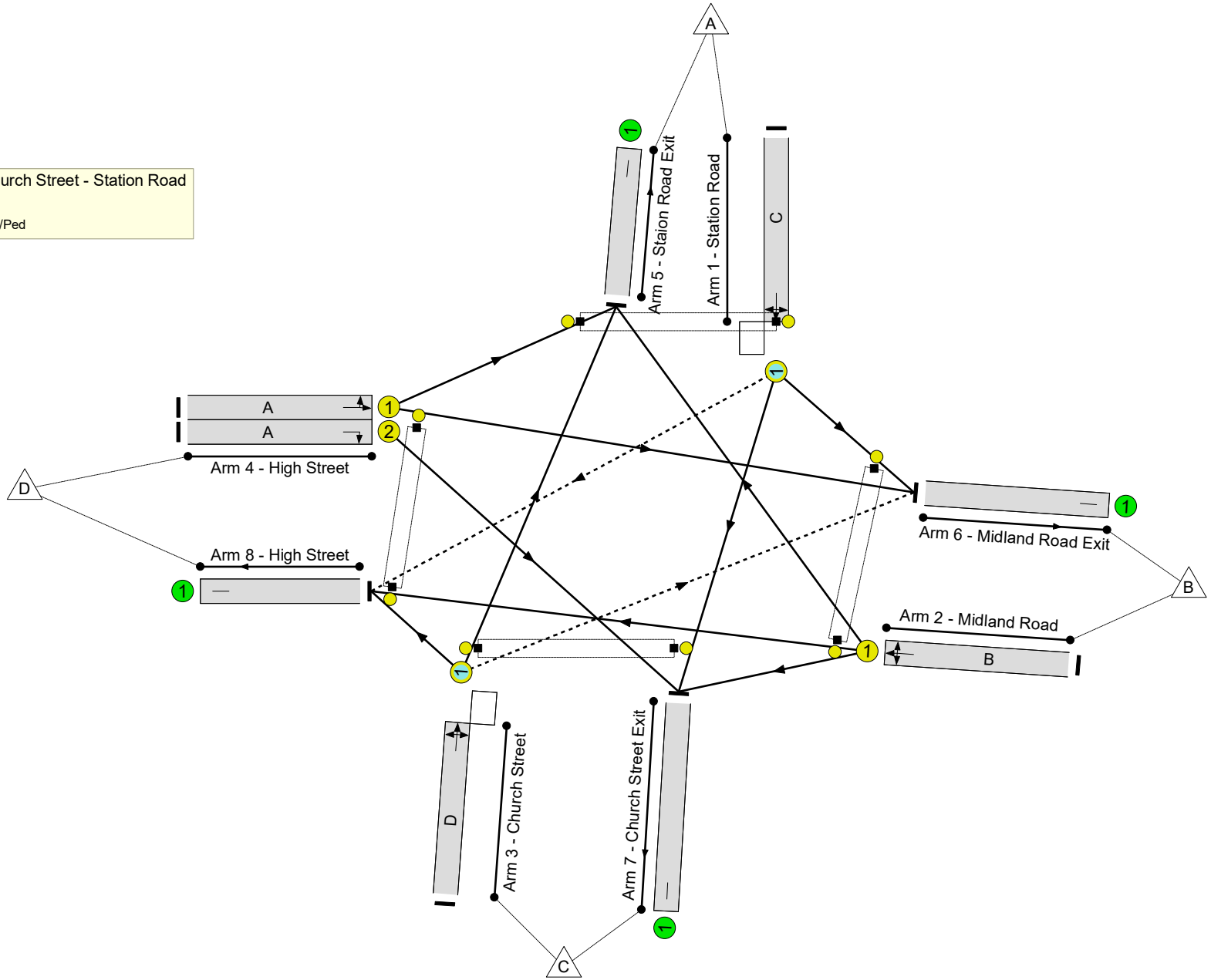
Stage	1	2	3	4	5
Duration	10	13	12	22	7
Change Point	0	12	32	51	75

Signal Timings Diagram



Network Layout Diagram

High Street - Midland Road - Church Street - Station Road
PRC: -52.1 %
Total Traffic Delay: 252.4 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**136.9%**
High Street - Midland Road - Church Street - Station Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**136.9%**
1/1	Station Road Left Ahead Right	O	N/A	N/A	C		1	12	-	363	1836	265	136.9%
2/1	Midland Road Right Left Ahead	U	N/A	N/A	B		1	13	-	370	1768	275	134.5%
3/1	Church Street Ahead Right Left	O	N/A	N/A	D		1	22	-	541	1566	400	135.2%
4/1	High Street Left Ahead	U	N/A	N/A	A		1	10	-	304	1886	231	131.9%
4/2	High Street Right	U	N/A	N/A	A		1	10	-	198	1668	204	97.1%
5/1	Staion Road Exit	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
6/1	Midland Road Exit	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
7/1	Church Street Exit	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
8/1	High Street	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
Ped Link: P1	Midland Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Church St Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	High Street Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Station Road Ped	-	N/A	-	E		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**93**	**13**	**35.6**	**216.8**	**0.0**	**252.4**	**-**	**-**	**-**	**-**
High Street - Midland Road - Church Street - Station Road	**-**	**-**	**0**	**93**	**13**	**35.6**	**216.8**	**0.0**	**252.4**	**-**	**-**	**-**	**-**
1/1	363	265	0	44	8	7.5	50.7	0.0	58.2	577.0	11.5	50.7	62.2
2/1	370	275	-	-	-	7.9	49.4	-	57.3	557.4	11.6	49.4	61.0
3/1	541	400	0	49	5	11.2	72.3	0.0	83.5	555.5	18.8	72.3	91.0
4/1	304	231	-	-	-	6.8	38.7	-	45.5	539.2	10.0	38.7	48.7
4/2	198	198	-	-	-	2.2	5.7	-	7.9	143.4	4.9	5.7	10.6
5/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -52.1 Total Delay for Signalled Lanes (pcuHr): 252.38 Cycle Time (s): 90
PRC Over All Lanes (%): -52.1 Total Delay Over All Lanes(pcuHr): 252.38

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Site Access.j9
Path: C:\AMA\AMA\AMA - Documents\001 - Projects\300462 Lee Lane, Royston\D Models and Drawings\JUNCTION MODELLING
Report generation date: 06/02/2026 10:48:19

»2031 + Committed + Development, AM
»2031 + Committed + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2031 + Committed + Development									
Stream B-AC	D11	0.2	7.42	0.16	A	D12	0.1	6.77	0.07	A
Stream C-AB		0.0	6.27	0.04	A		0.1	6.67	0.09	A

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.

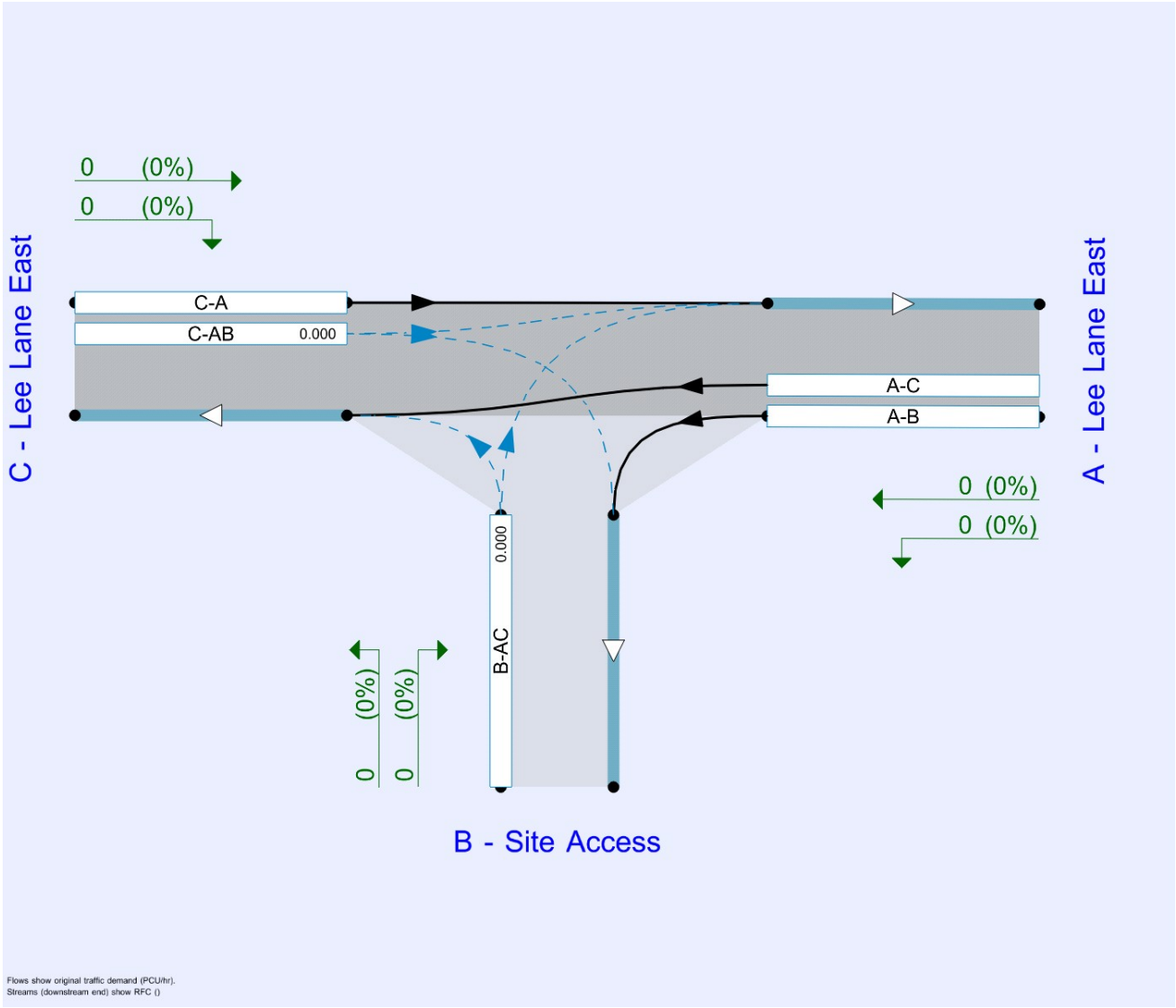
File summary

File Description

Title	
Location	
Site number	
Date	21/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\Modellinglaptop
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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
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	2026 Base	AM	ONE HOUR	07:30	09:00	15			
D2	2026 Base	PM	ONE HOUR	17:00	18:30	15			
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15			
D4	2031 Base	PM	ONE HOUR	17:00	18:30	15			
D5	Committed	AM	ONE HOUR	07:30	09:00	15			
D6	Committed	PM	ONE HOUR	17:00	18:30	15			
D7	Development	AM	ONE HOUR	07:30	09:00	15			
D8	Development	PM	ONE HOUR	17:00	18:30	15			
D9	2031 + Committed	AM	ONE HOUR	07:30	09:00	15		Simple	D3+D5
D10	2031 + Committed	PM	ONE HOUR	17:00	18:30	15		Simple	D4+D6
D11	2031 + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓	Simple	D9+D7
D12	2031 + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D10 + D8

Analysis Set Details

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

2031 + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2031 + Committed + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lee Lane / Site Access	T-Junction	Two-way		6.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Lee Lane East		Major
B	Site Access		Minor
C	Lee Lane East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Lee Lane East	7.00			150.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.11	35	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	557	0.097	0.245	0.154	0.350
B-C	711	0.104	0.263	-	-
C-B	661	0.245	0.245	-	-

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

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

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

Traffic 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	2031 + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓	Simple	D9+D7

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lee Lane East		ONE HOUR	✓	16	100.000
B - Site Access		ONE HOUR	✓	92	100.000
C - Lee Lane East		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Lee Lane East	B - Site Access	C - Lee Lane East
From	A - Lee Lane East	0	15	1
	B - Site Access	36	0	56
	C - Lee Lane East	0	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Lee Lane East	B - Site Access	C - Lee Lane East
From	A - Lee Lane East	0	10	10
	B - Site Access	10	0	10
	C - Lee Lane East	0	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	7.42	0.2	A	84	127
C-AB	0.04	6.27	0.0	A	21	32
C-A					0	0
A-B					14	21
A-C					0.92	1

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	637	0.109	69	0.0	0.1	6.964	A
C-AB	17	4	658	0.026	17	0.0	0.0	6.181	A
C-A	0	0			0				
A-B	11	3			11				
A-C	0.75	0.19			0.75				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	636	0.130	83	0.1	0.2	7.153	A
C-AB	21	5	657	0.031	21	0.0	0.0	6.219	A
C-A	0	0			0				
A-B	13	3			13				
A-C	0.90	0.22			0.90				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	635	0.160	101	0.2	0.2	7.419	A
C-AB	25	6	657	0.039	25	0.0	0.0	6.273	A
C-A	0	0			0				
A-B	17	4			17				
A-C	1	0.28			1				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	635	0.160	101	0.2	0.2	7.422	A
C-AB	25	6	657	0.039	25	0.0	0.0	6.273	A
C-A	0	0			0				
A-B	17	4			17				
A-C	1	0.28			1				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	636	0.130	83	0.2	0.2	7.160	A
C-AB	21	5	657	0.031	21	0.0	0.0	6.222	A
C-A	0	0			0				
A-B	13	3			13				
A-C	0.90	0.22			0.90				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	637	0.109	69	0.2	0.1	6.978	A
C-AB	17	4	658	0.026	17	0.0	0.0	6.184	A
C-A	0	0			0				
A-B	11	3			11				
A-C	0.75	0.19			0.75				

2031 + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2031 + Committed + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lee Lane / Site Access	T-Junction	Two-way		4.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2031 + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D10 + D8

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lee Lane East		ONE HOUR	✓	35	100.000
B - Site Access		ONE HOUR	✓	39	100.000
C - Lee Lane East		ONE HOUR	✓	54	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Lee Lane East	B - Site Access	C - Lee Lane East
From	A - Lee Lane East	0	34	1
	B - Site Access	15	0	24
	C - Lee Lane East	1	53	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Lee Lane East	B - Site Access	C - Lee Lane East
From	A - Lee Lane East	0	10	10
	B - Site Access	10	0	10
	C - Lee Lane East	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	6.77	0.1	A	36	54
C-AB	0.09	6.67	0.1	A	49	73
C-A					0.85	1
A-B					31	47
A-C					0.92	1

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	632	0.046	29	0.0	0.1	6.563	A
C-AB	40	10	655	0.061	40	0.0	0.1	6.434	A
C-A	0.71	0.18			0.71				
A-B	26	6			26				
A-C	0.75	0.19			0.75				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	630	0.056	35	0.1	0.1	6.651	A
C-AB	48	12	654	0.073	48	0.1	0.1	6.534	A
C-A	0.83	0.21			0.83				
A-B	31	8			31				
A-C	0.90	0.22			0.90				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	628	0.068	43	0.1	0.1	6.773	A
C-AB	58	15	652	0.090	58	0.1	0.1	6.669	A
C-A	1	0.25			1				
A-B	37	9			37				
A-C	1	0.28			1				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	628	0.068	43	0.1	0.1	6.773	A
C-AB	58	15	652	0.090	58	0.1	0.1	6.669	A
C-A	1	0.25			1				
A-B	37	9			37				
A-C	1	0.28			1				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	630	0.056	35	0.1	0.1	6.656	A
C-AB	48	12	654	0.073	48	0.1	0.1	6.535	A
C-A	0.83	0.21			0.83				
A-B	31	8			31				
A-C	0.90	0.22			0.90				

18:15 - 18:30

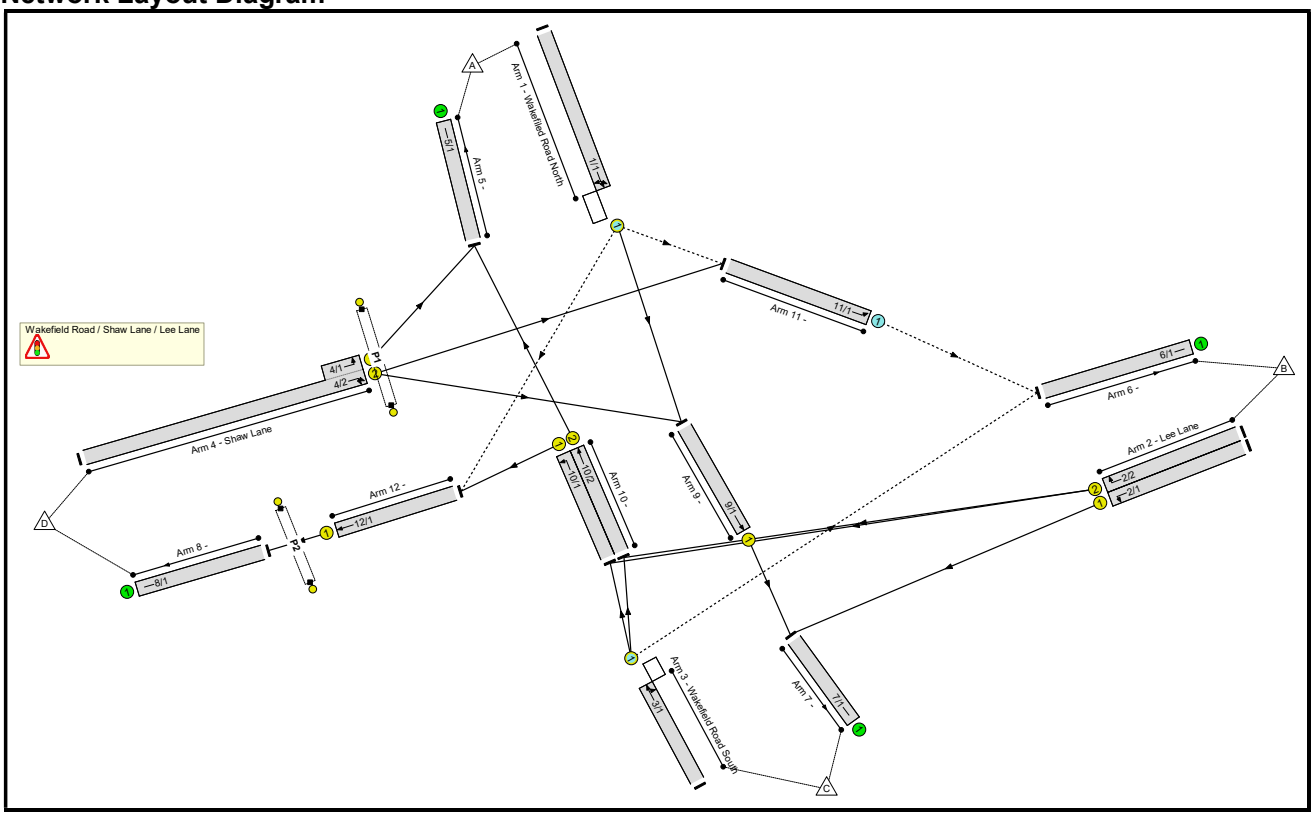
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	632	0.046	29	0.1	0.1	6.568	A
C-AB	40	10	655	0.061	40	0.1	0.1	6.443	A
C-A	0.71	0.18			0.71				
A-B	26	6			26				
A-C	0.75	0.19			0.75				

Full Input Data And Results

User and Project Details

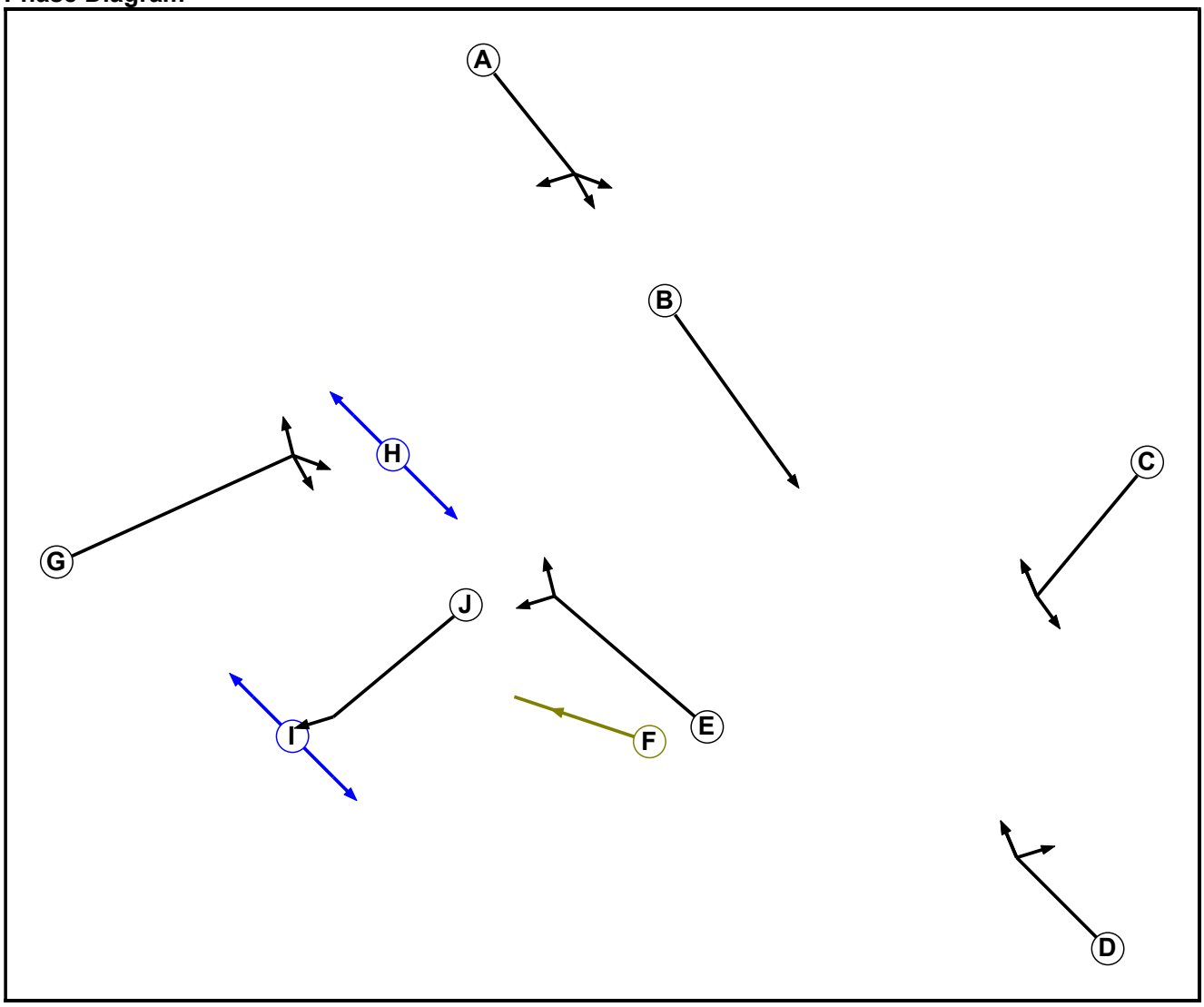
Project:	
Title:	
Location:	
Additional detail:	
File name:	Shaw Lane Lee Lane Wakefield Road MITIGATION LAYOUT.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Filter	E	4	0
G	Traffic		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Traffic		7	7

Full Input Data And Results

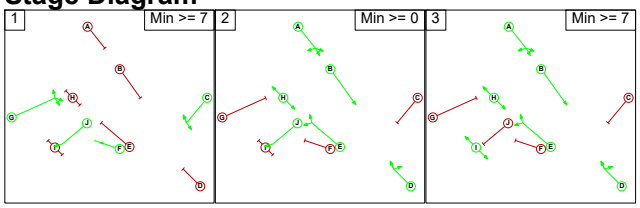
Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	-	-	6	6	-	-	-
	B	-		5	-	-	-	-	-	-	-
	C	-	5		5	-	-	-	-	12	-
	D	-	-	5		-	-	10	-	-	-
	E	-	-	-	-		-	5	-	-	-
	F	6	-	-	-	-		-	-	8	-
	G	7	-	-	5	5	-		5	-	-
	H	-	-	-	-	-	-	5		-	-
	I	-	-	5	-	-	8	-	-		5
	J	-	-	-	-	-	-	-	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	C F G J
2	A B D E H J
3	A B D E H I

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		11	13
	2	10		5
	3	10	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Wakefield Road / Shaw Lane / Lee Lane											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Wakefiled Road North)	11/1 (Left)	1439	0	12/1	1.09	All	3.00	3.00	0.50	3	2.00
	12/1 (Right)	1439	0	10/1	1.09	All					
				10/2	1.09	All					
3/1 (Wakefield Road South)	6/1 (Right)	1439	0	11/1	1.09	All	2.00	2.00	0.50	2	2.00
11/1	6/1 (Ahead)	1439	0	3/1	1.09	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Wakefield Road / Shaw Lane / Lee Lane												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Wakefiled Road North)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 9 Ahead	Inf
											Arm 11 Left	Inf
											Arm 12 Right	Inf
2/1 (Lee Lane)	U	C	2	3	7.0	Geom	-	3.00	5.50	Y	Arm 7 Left	19.00
2/2 (Lee Lane)	U	C	2	3	60.0	Geom	-	3.00	5.50	Y	Arm 10 Right	18.00
3/1 (Wakefield Road South)	O	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	16.00
											Arm 10 Ahead	Inf
4/1 (Shaw Lane)	U	G	2	3	4.0	Geom	-	3.00	0.00	Y	Arm 5 Left	15.00
4/2 (Shaw Lane)	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 9 Right	16.00
											Arm 11 Ahead	25.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U	B	2	3	3.4	Geom	-	3.00	0.00	Y	Arm 7 Ahead	Inf
10/1	U	E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 12 Left	Inf
10/2	U	E	2	3	3.0	Geom	-	2.75	0.00	Y	Arm 5 Ahead	Inf
11/1	O		2	3	60.0	Geom	-	4.90	0.00	Y	Arm 6 Ahead	Inf
12/1	U	J	2	3	4.9	Geom	-	3.40	0.00	Y	Arm 8 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 + Committed + Development AM'	07:30	08:30	01:00	
2: '2031 + Committed + Development PM'	17:00	18:00	01:00	

Scenario 1: '2031 + Committed + Development AM' (FG1: '2031 + Committed + Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	47	220	72	339
	B	100	0	154	350	604
	C	385	105	0	215	705
	D	160	237	90	0	487
	Tot.	645	389	464	637	2135

Traffic Lane Flows

Lane	Scenario 1: 2031 + Committed + Development AM
Junction: Wakefield Road / Shaw Lane / Lee Lane	
1/1	339
2/1	154
2/2	450
3/1	705
4/1 (short)	160
4/2 (with short)	487(In) 327(Out)
5/1	645
6/1	389
7/1	464
8/1	637
9/1	310
10/1	565
10/2	485
11/1	284
12/1	637

Full Input Data And Results

Lane Saturation Flows

Junction: Wakefield Road / Shaw Lane / Lee Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Wakefiled Road North)	3.00	0.00	Y	Arm 9 Ahead	Inf	64.9 %	1915	1915
				Arm 11 Left	Inf	13.9 %		
				Arm 12 Right	Inf	21.2 %		
2/1 (Lee Lane)	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane)	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road South)	3.00	0.00	Y	Arm 6 Right	16.00	14.9 %	1889	1889
				Arm 10 Ahead	Inf	85.1 %		
4/1 (Shaw Lane)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane)	3.00	0.00	Y	Arm 9 Right	16.00	27.5 %	1791	1791
				Arm 11 Ahead	25.00	72.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2105	2105
12/1	3.40	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1955	1955

Scenario 2: '2031 + Committed + Development PM' (FG2: '2031 + Committed + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	181	336	149	666
	B	39	0	102	220	361
	C	209	226	0	175	610
	D	57	275	90	0	422
	Tot.	305	682	528	544	2059

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2031 + Committed + Development PM
Junction: Wakefield Road / Shaw Lane / Lee Lane	
1/1	666
2/1	102
2/2	259
3/1	610
4/1 (short)	57
4/2 (with short)	422(In) 365(Out)
5/1	305
6/1	682
7/1	528
8/1	544
9/1	426
10/1	395
10/2	248
11/1	456
12/1	544

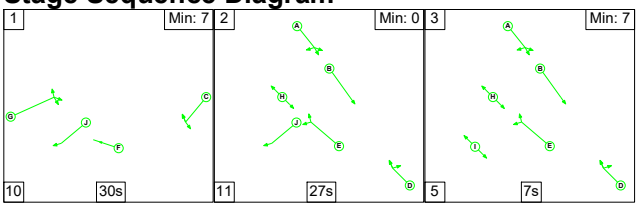
Full Input Data And Results

Lane Saturation Flows

Junction: Wakefield Road / Shaw Lane / Lee Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Wakefiled Road North)	3.00	0.00	Y	Arm 9 Ahead	Inf	50.5 %	1915	1915
				Arm 11 Left	Inf	27.2 %		
				Arm 12 Right	Inf	22.4 %		
2/1 (Lee Lane)	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane)	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road South)	3.00	0.00	Y	Arm 6 Right	16.00	37.0 %	1851	1851
				Arm 10 Ahead	Inf	63.0 %		
4/1 (Shaw Lane)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane)	3.00	0.00	Y	Arm 9 Right	16.00	24.7 %	1793	1793
				Arm 11 Ahead	25.00	75.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2105	2105
12/1	3.40	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1955	1955

Scenario 1: '2031 + Committed + Development AM' (FG1: '2031 + Committed + Development AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

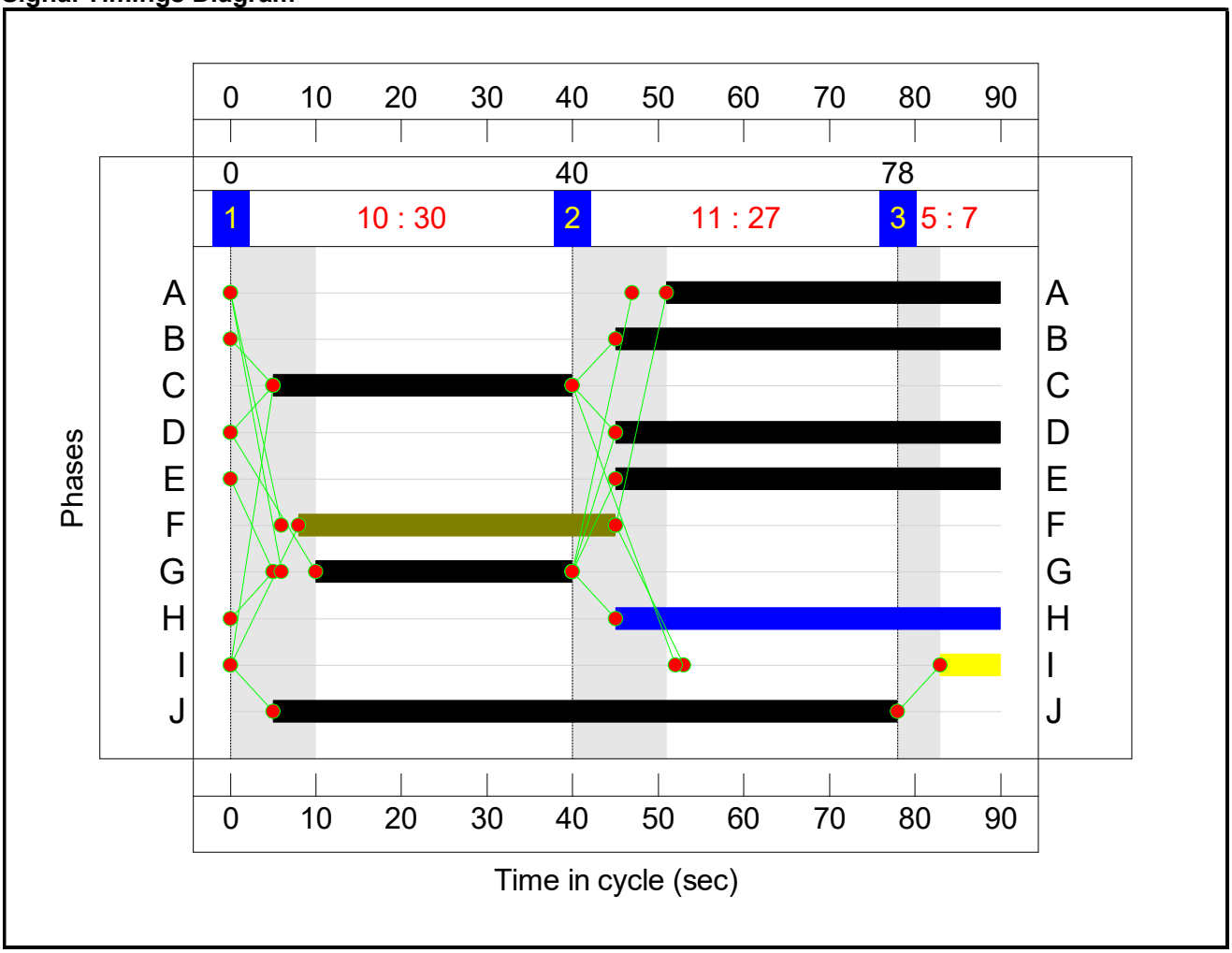


Stage Timings

Stage	1	2	3
Duration	30	27	7
Change Point	0	40	78

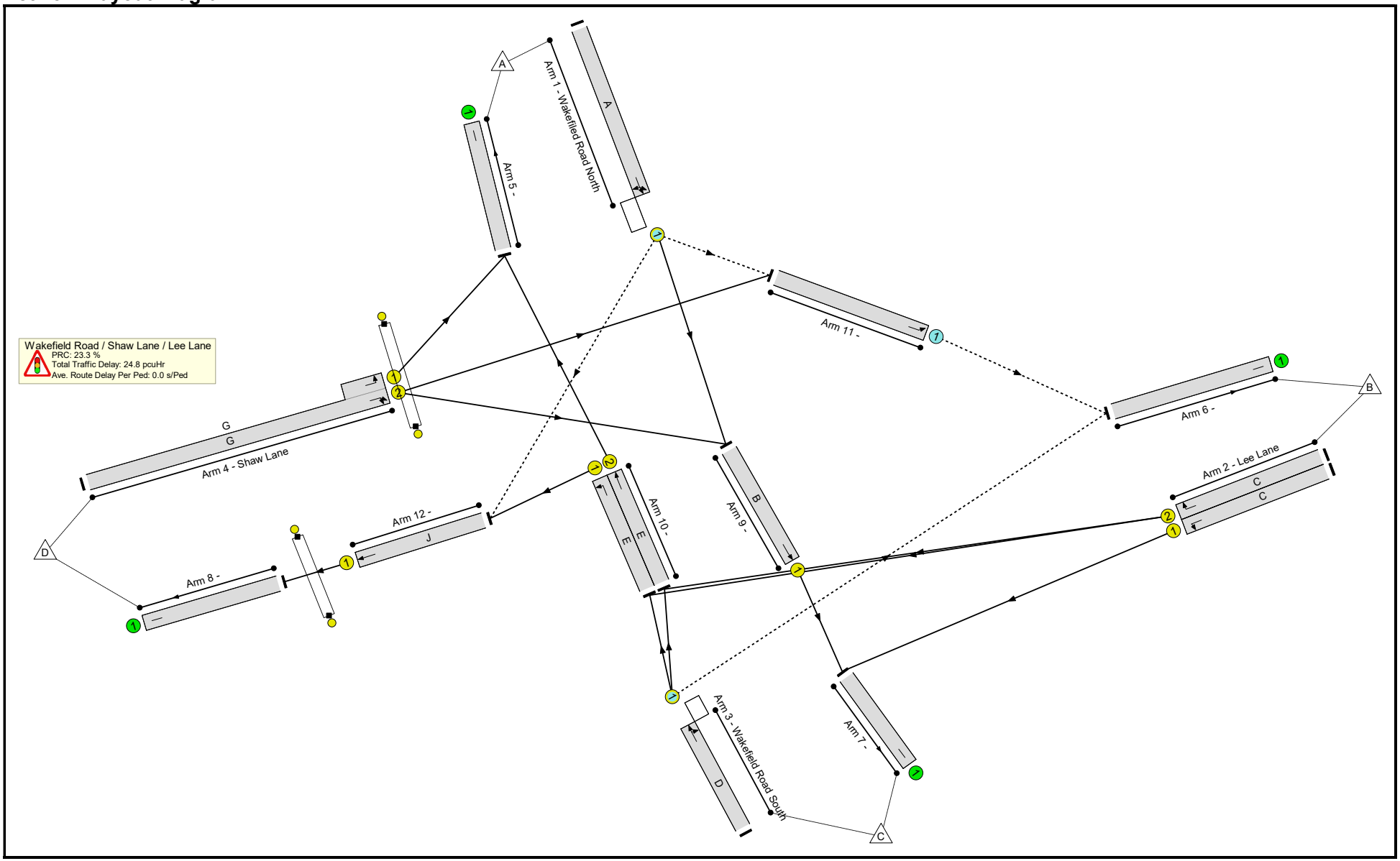
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.0%**
Wakefield Road / Shaw Lane / Lee Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.0%**
1/1	Wakefiled Road North Ahead Left Right	O	N/A	N/A	A		1	39	-	339	1915	611	55.5%
2/1	Lee Lane Left	U	N/A	N/A	C		1	35	-	154	1561	624	24.7%
2/2	Lee Lane Right	U	N/A	N/A	C		1	35	-	450	1554	622	72.4%
3/1	Wakefield Road South Right Ahead	O	N/A	N/A	D		1	45	-	705	1889	965	73.0%
4/2+4/1	Shaw Lane Left Right Ahead	U	N/A	N/A	G		1	30	-	487	1791:1741	464+227	70.4 : 70.4%
5/1		U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	B		1	45	-	310	1915	979	31.7%
10/1	Left	U	N/A	N/A	E		1	45	-	565	1915	979	57.7%
10/2	Ahead	U	N/A	N/A	E		1	45	-	485	1890	966	50.2%
11/1	Ahead	O	N/A	N/A	-		-	-	-	284	2105	845	33.6%
12/1	Ahead	U	N/A	N/A	J		1	73	-	637	1955	1607	39.6%
Ped Link: P1	P1	-	N/A	-	H		1	45	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	I		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**306**	**198**	**4**	**17.6**	**6.6**	**0.6**	**24.8**	**-**	**-**	**-**	**-**
Wakefield Road / Shaw Lane / Lee Lane	**-**	**-**	**306**	**198**	**4**	**17.6**	**6.6**	**0.6**	**24.8**	**-**	**-**	**-**	**-**
1/1	339	339	81	34	4	1.6	0.6	0.6	2.8	29.7	5.7	0.6	6.3
2/1	154	154	-	-	-	0.8	0.2	-	0.9	21.8	2.5	0.2	2.7
2/2	450	450	-	-	-	2.9	1.3	-	4.1	33.1	9.5	1.3	10.8
3/1	705	705	105	0	0	3.4	1.3	0.0	4.7	24.0	13.7	1.3	15.0
4/2+4/1	487	487	-	-	-	3.2	1.2	-	4.4	32.5	8.2	1.2	9.4
5/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	310	310	-	-	-	0.7	0.2	-	0.9	10.7	2.3	0.2	2.6
10/1	565	565	-	-	-	3.1	0.7	-	3.8	24.0	11.4	0.7	12.1
10/2	485	485	-	-	-	0.9	0.5	-	1.4	10.4	4.3	0.5	4.8
11/1	284	284	120	164	0	0.8	0.3	-	1.1	13.7	3.0	0.3	3.2
12/1	637	637	-	-	-	0.4	0.3	-	0.7	3.9	2.8	0.3	3.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 23.3
PRC Over All Lanes (%): 23.3

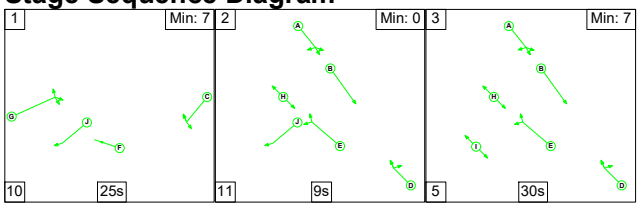
Total Delay for Signalled Lanes (pcuHr): 23.74
Total Delay Over All Lanes(pcuHr): 24.82

Cycle Time (s): 90

Full Input Data And Results

Scenario 2: '2031 + Committed + Development PM' (FG2: '2031 + Committed + Development PM', Plan 1: 'Network Control Plan 1')

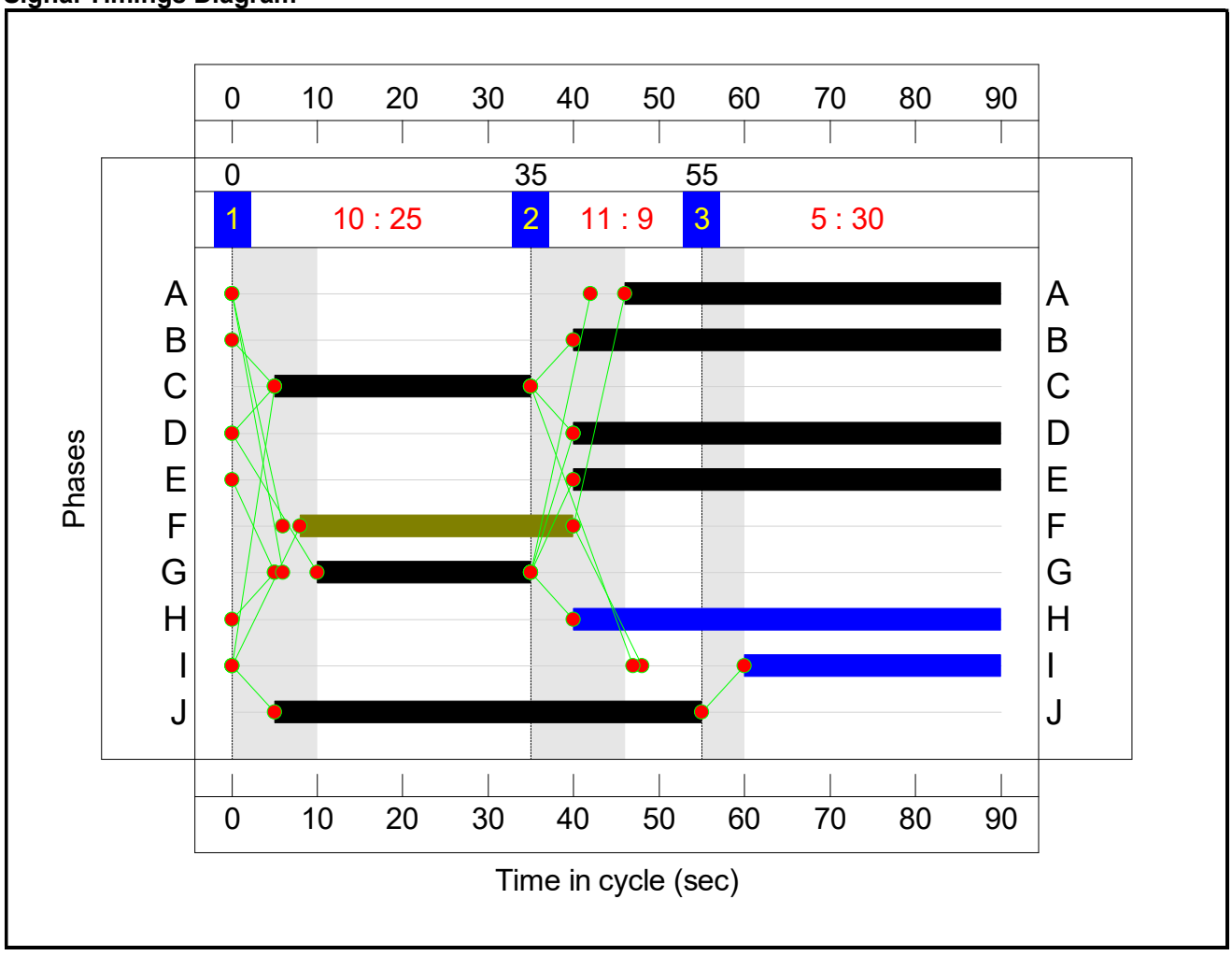
Stage Sequence Diagram



Stage Timings

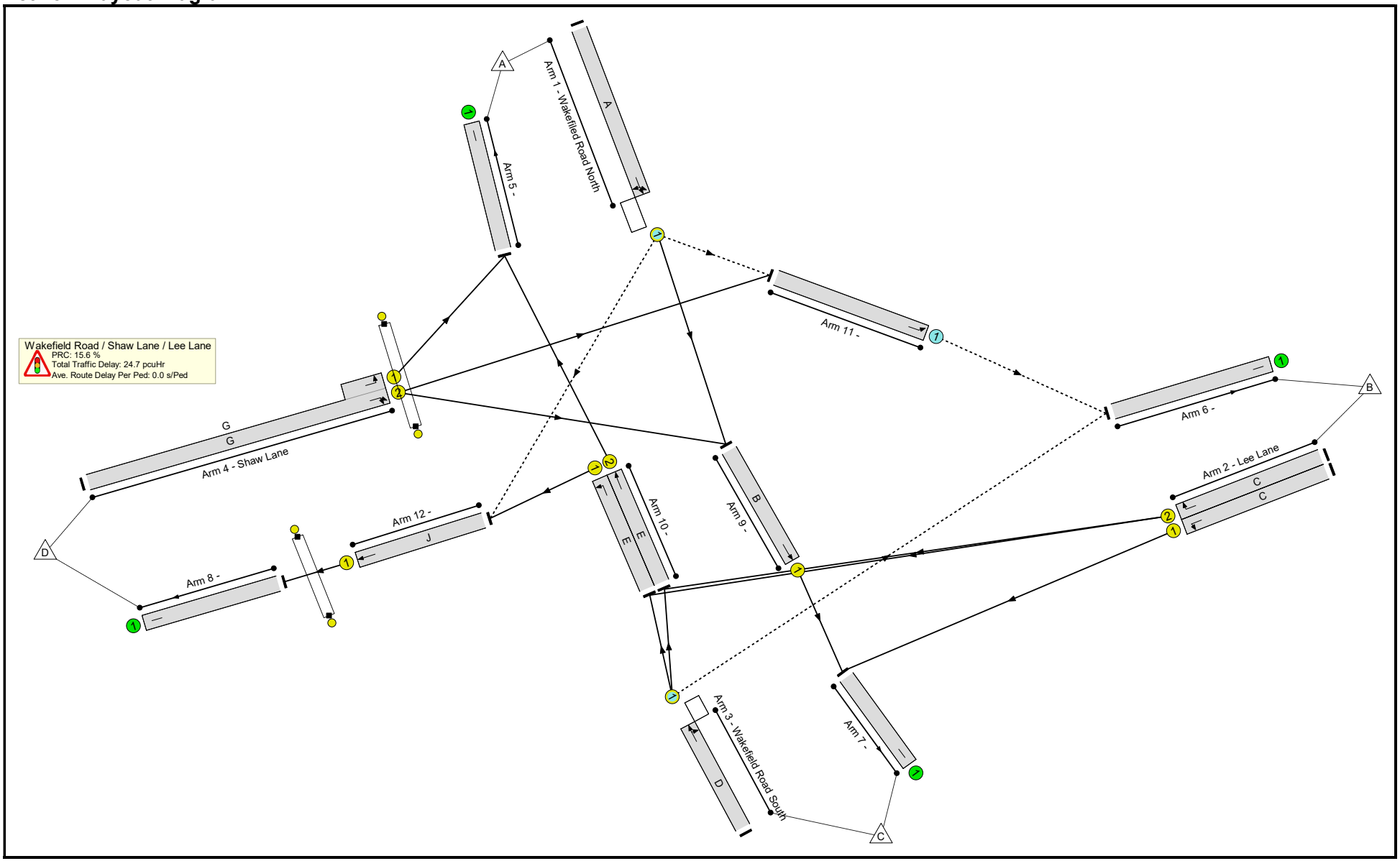
Stage	1	2	3
Duration	25	9	30
Change Point	0	35	55

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.8%**
Wakefield Road / Shaw Lane / Lee Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.8%**
1/1	Wakefiled Road North Ahead Left Right	O	N/A	N/A	A		1	44	-	666	1915	862	77.3%
2/1	Lee Lane Left	U	N/A	N/A	C		1	30	-	102	1561	538	19.0%
2/2	Lee Lane Right	U	N/A	N/A	C		1	30	-	259	1554	535	48.4%
3/1	Wakefield Road South Right Ahead	O	N/A	N/A	D		1	50	-	610	1851	1049	58.2%
4/2+4/1	Shaw Lane Left Right Ahead	U	N/A	N/A	G		1	25	-	422	1793:1741	469+73	77.8 : 77.8%
5/1		U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	B		1	50	-	426	1915	1085	39.3%
10/1	Left	U	N/A	N/A	E		1	50	-	395	1915	1085	36.4%
10/2	Ahead	U	N/A	N/A	E		1	50	-	248	1890	1071	23.2%
11/1	Ahead	O	N/A	N/A	-		-	-	-	456	2105	837	54.5%
12/1	Ahead	U	N/A	N/A	J		1	50	-	544	1955	1108	49.1%
Ped Link: P1	P1	-	N/A	-	H		1	50	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	I		1	30	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**583**	**418**	**11**	**17.7**	**6.5**	**0.6**	**24.7**	**-**	**-**	**-**	**-**
Wakefield Road / Shaw Lane / Lee Lane	**-**	**-**	**583**	**418**	**11**	**17.7**	**6.5**	**0.6**	**24.7**	**-**	**-**	**-**	**-**
1/1	666	666	144	175	11	3.5	1.7	0.6	5.8	31.3	13.9	1.7	15.5
2/1	102	102	-	-	-	0.6	0.1	-	0.7	24.8	1.8	0.1	1.9
2/2	259	259	-	-	-	1.7	0.5	-	2.1	29.7	5.0	0.5	5.5
3/1	610	610	226	0	0	2.1	0.7	0.0	2.8	16.7	9.8	0.7	10.5
4/2+4/1	422	422	-	-	-	3.4	1.7	-	5.1	43.2	9.0	1.7	10.7
5/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	426	426	-	-	-	0.6	0.3	-	0.9	7.7	2.4	0.3	2.7
10/1	395	395	-	-	-	1.7	0.3	-	2.0	17.8	6.6	0.3	6.9
10/2	248	248	-	-	-	0.3	0.2	-	0.5	7.0	1.1	0.2	1.3
11/1	456	456	213	243	0	1.7	0.6	-	2.3	17.8	5.4	0.6	6.0
12/1	544	544	-	-	-	2.1	0.5	-	2.6	17.2	6.9	0.5	7.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 15.6 Total Delay for Signalled Lanes (pcuHr): 22.47 Cycle Time (s): 90
PRC Over All Lanes (%): 15.6 Total Delay Over All Lanes(pcuHr): 24.73

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Wakefield Road - Shaw Lane - Lee Lane.j9
Path: C:\AMA\AMA\AMA - Documents\001 - Projects\300462 Lee Lane, Royston\D Models and Drawings\JUNCTION MODELLING
Report generation date: 06/02/2026 10:55:23

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base									
Stream B-C	D1	6.6	143.64	0.96	F	D2	0.9	58.76	0.48	F
Stream B-AD		9.4	117.63	0.96	F		6.1	75.05	0.88	F
Stream A-D		0.2	8.20	0.13	A		0.5	11.67	0.31	B
Stream D-A		0.9	45.41	0.46	E		0.2	13.21	0.18	B
Stream D-BC		6.3	74.82	0.89	F		1.9	33.87	0.65	D
Stream C-B		0.2	9.18	0.15	A		0.4	8.78	0.26	A
	2031 Future Base + ComDev									
Stream B-C	D9	23.8	581.12	1.29	F					
Stream B-AD		45.6	556.07	1.31	F					
Stream A-D		0.2	9.49	0.18	A					
Stream D-A		29.8	825.00	1.41	F					
Stream D-BC		80.1	791.36	1.44	F					
Stream C-B		0.3	12.13	0.20	B					
	2031 Future Base + Com Dev									
Stream B-C						D10	7.3	464.90	1.19	F
Stream B-AD							35.2	324.21	1.18	F
Stream A-D							1.3	20.26	0.55	C
Stream D-A							8.8	300.59	1.07	F
Stream D-BC							17.9	238.83	1.10	F
Stream C-B							0.4	9.80	0.29	A
	2031 Future Base + ComDev + Dev									
Stream B-C	D11	35.8	978.35	1.49	F	D12	9.3	614.04	1.30	F
Stream B-AD		72.3	919.47	1.51	F		52.6	512.62	1.31	F
Stream A-D		0.3	9.90	0.19	A		1.6	23.91	0.60	C
Stream D-A		45.5	1332.04	1.63	F		13.4	453.75	1.21	F
Stream D-BC		131.7	1297.87	1.66	F		31.4	388.40	1.26	F
Stream C-B		0.3	13.97	0.22	B		0.5	10.15	0.30	B

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.

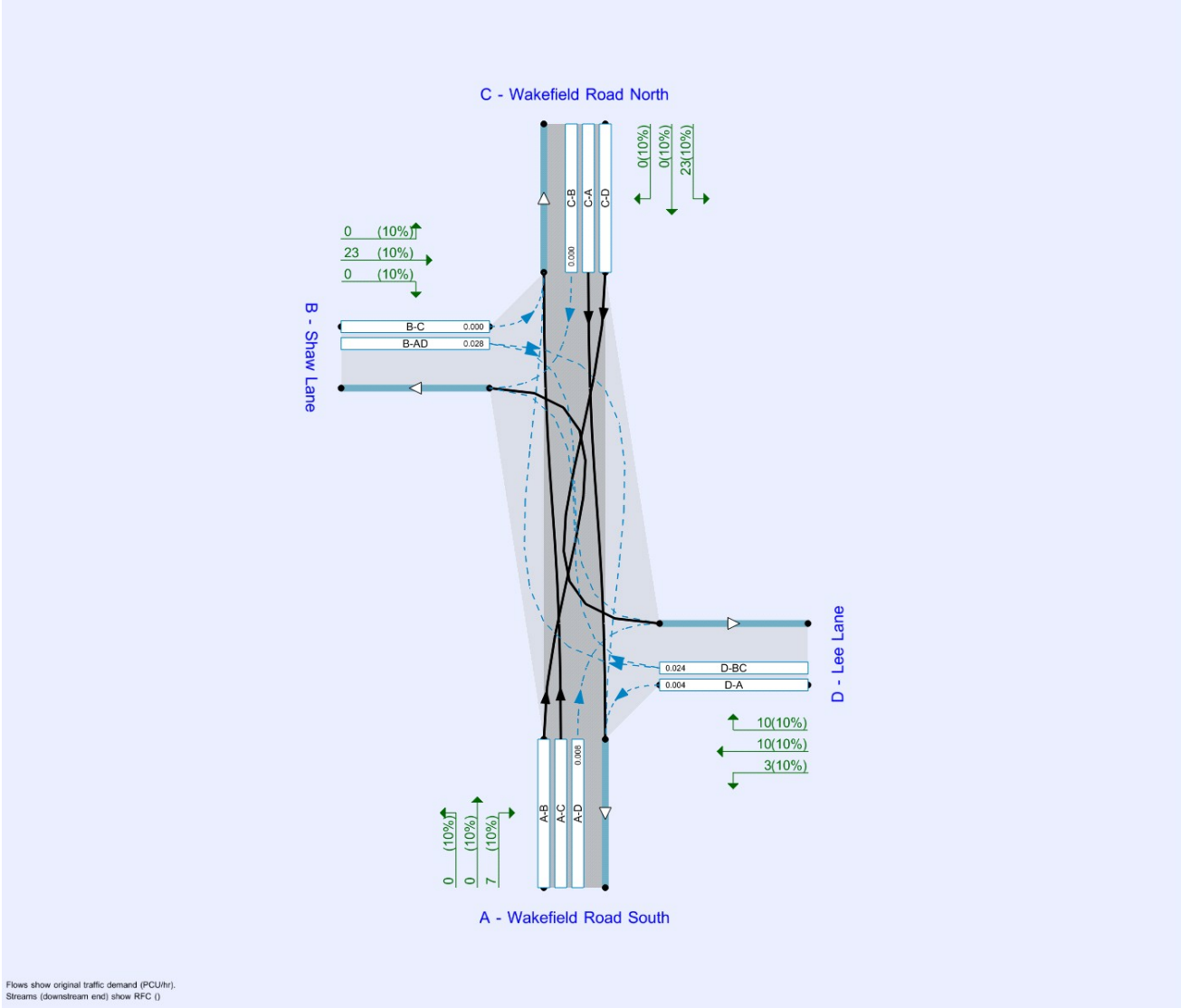
File summary

File Description

Title	
Location	
Site number	
Date	15/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\Modellinglaptop
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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
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	2026 Base	AM	ONE HOUR	07:30	09:00	15	✓		
D2	2026 Base	PM	ONE HOUR	17:00	18:30	15	✓		
D3	2031 Future Base	AM	ONE HOUR	07:30	09:00	15		Simple	D1*1.0506
D4	2031 Future Base	PM	ONE HOUR	17:00	18:30	15		Simple	D2*1.0485
D5	Com Dev	AM	ONE HOUR	07:30	09:00	15			
D6	Com Dev	PM	ONE HOUR	17:00	18:30	15			
D7	Dev	AM	ONE HOUR	07:30	09:00	15			
D8	Dev	PM	ONE HOUR	17:00	18:30	15			
D9	2031 Future Base + ComDev	AM	ONE HOUR	07:30	09:00	15	✓	Simple	D3+D5
D10	2031 Future Base + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6
D11	2031 Future Base + ComDev + Dev	AM	ONE HOUR	07:30	09:00	15	✓	Simple	D9+D7
D12	2031 Future Base + ComDev + Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D10+D8

Analysis Set Details

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

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2031 Future Base + ComDev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wakefield Road/Shaw Lane/ Lee Lane	Right-Left Stagger	Two-way		47.92	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wakefield Road South		Major
B	Shaw Lane		Minor
C	Wakefield Road North		Major
D	Lee Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Wakefield Road South	6.50		✓	3.00	130.0		-
C - Wakefield Road North	6.50		✓	3.10	250.0		-

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 - Shaw Lane	One lane plus flare	10.00	6.00	4.00	3.50	3.50	✓	1.00	141	52
D - Lee Lane	One lane plus flare	10.00	8.70	6.00	4.90	4.40	✓	3.00	74	66

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	706	-	-	-	0.268	0.268	0.268	-	0.268	-	-
B-AD	628	0.112	0.283	-	-	-	0.178	0.404	0.178	0.112	0.283
B-C	695	0.104	0.263	-	-	-	-	-	-	0.104	0.263
C-B	789	0.299	0.299	-	-	-	-	-	-	0.299	0.299
D-A	619	-	-	-	0.235	0.093	0.235	-	0.093	-	-
D-BC	615	0.174	0.174	0.396	0.277	0.110	0.277	-	0.110	-	-

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

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

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

Traffic 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	2026 Base	AM	ONE HOUR	07:30	09:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wakefield Road South		ONE HOUR	✓	600	100.000
B - Shaw Lane		ONE HOUR	✓	428	100.000
C - Wakefield Road North		ONE HOUR	✓	293	100.000
D - Lee Lane		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Wakefield Road South	B - Shaw Lane	C - Wakefield Road North	D - Lee Lane
From	A - Wakefield Road South	0	193	344	63
	B - Shaw Lane	84	0	154	190
	C - Wakefield Road North	197	70	0	26
	D - Lee Lane	66	245	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Wakefield Road South	B - Shaw Lane	C - Wakefield Road North	D - Lee Lane
From	A - Wakefield Road South	10	10	10	10
	B - Shaw Lane	10	10	10	10
	C - Wakefield Road North	10	10	10	10
	D - Lee Lane	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.96	143.64	6.6	F	141	212
B-AD	0.96	117.63	9.4	F	251	377
A-B					177	266
A-C					316	473
A-D	0.13	8.20	0.2	A	58	87
D-A	0.46	45.41	0.9	E	61	91
D-BC	0.89	74.82	6.3	F	272	407
C-D					24	36
C-A					181	271
C-B	0.15	9.18	0.2	A	64	96

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	29	468	0.248	115	0.0	0.4	11.156	B
B-AD	206	52	445	0.464	203	0.0	0.9	16.136	C
A-B	145	36			145				
A-C	259	65			259				
A-D	47	12	606	0.078	47	0.0	0.1	7.084	A
D-A	50	12	471	0.105	49	0.0	0.1	9.372	A
D-BC	223	56	449	0.496	219	0.0	1.0	16.914	C
C-D	20	5			20				
C-A	148	37			148				
C-B	53	13	602	0.088	52	0.0	0.1	7.205	A

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	35	379	0.365	137	0.4	0.6	16.308	C
B-AD	246	62	399	0.617	243	0.9	1.7	24.938	C
A-B	174	43			174				
A-C	309	77			309				
A-D	57	14	585	0.097	57	0.1	0.1	7.490	A
D-A	59	15	406	0.146	59	0.1	0.2	11.413	B
D-BC	266	67	416	0.639	263	1.0	1.8	25.286	D
C-D	23	6			23				
C-A	177	44			177				
C-B	63	16	564	0.112	63	0.1	0.1	7.901	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	170	42	198	0.858	156	0.6	3.9	79.973	F
B-AD	302	75	323	0.935	282	1.7	6.6	75.165	F
A-B	212	53			212				
A-C	379	95			379				
A-D	69	17	558	0.124	69	0.1	0.2	8.105	A
D-A	73	18	211	0.345	71	0.2	0.6	28.118	D
D-BC	326	81	371	0.878	312	1.8	5.2	57.232	F
C-D	29	7			29				
C-A	217	54			217				
C-B	77	19	513	0.150	77	0.1	0.2	9.082	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	170	42	177	0.958	159	3.9	6.6	143.644	F
B-AD	302	75	314	0.962	291	6.6	9.4	117.633	F
A-B	212	53			212				
A-C	379	95			379				
A-D	69	17	552	0.126	69	0.2	0.2	8.199	A
D-A	73	18	157	0.462	71	0.6	0.9	45.412	E
D-BC	326	81	368	0.885	322	5.2	6.3	74.819	F
C-D	29	7			29				
C-A	217	54			217				
C-B	77	19	509	0.152	77	0.2	0.2	9.176	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	35	321	0.432	161	6.6	0.9	28.166	D
B-AD	246	62	380	0.648	275	9.4	2.2	45.048	E
A-B	174	43			174				
A-C	309	77			309				
A-D	57	14	576	0.098	57	0.2	0.1	7.628	A
D-A	59	15	371	0.160	62	0.9	0.2	12.900	B
D-BC	266	67	411	0.647	282	6.3	2.2	33.796	D
C-D	23	6			23				
C-A	177	44			177				
C-B	63	16	558	0.113	63	0.2	0.1	8.010	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	29	457	0.253	118	0.9	0.4	11.726	B
B-AD	206	52	442	0.467	211	2.2	1.0	17.493	C
A-B	145	36			145				
A-C	259	65			259				
A-D	47	12	603	0.079	48	0.1	0.1	7.125	A
D-A	50	12	464	0.107	50	0.2	0.1	9.579	A
D-BC	223	56	448	0.497	227	2.2	1.1	18.241	C
C-D	20	5			20				
C-A	148	37			148				
C-B	53	13	599	0.088	53	0.1	0.1	7.254	A

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2031 Future Base + ComDev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wakefield Road/Shaw Lane/ Lee Lane	Right-Left Stagger	Two-way		21.26	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2026 Base	PM	ONE HOUR	17:00	18:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wakefield Road South		ONE HOUR	✓	486	100.000
B - Shaw Lane		ONE HOUR	✓	343	100.000
C - Wakefield Road North		ONE HOUR	✓	566	100.000
D - Lee Lane		ONE HOUR	✓	250	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Wakefield Road South	B - Shaw Lane	C - Wakefield Road North	D - Lee Lane
From	A - Wakefield Road South	0	162	186	138
	B - Shaw Lane	78	0	55	210
	C - Wakefield Road North	291	144	0	131
	D - Lee Lane	59	173	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Wakefield Road South	B - Shaw Lane	C - Wakefield Road North	D - Lee Lane
From	A - Wakefield Road South	10	10	10	10
	B - Shaw Lane	10	10	10	10
	C - Wakefield Road North	10	10	10	10
	D - Lee Lane	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.48	58.76	0.9	F	50	76
B-AD	0.88	75.05	6.1	F	264	396
A-B					149	223
A-C					171	256
A-D	0.31	11.67	0.5	B	127	190
D-A	0.18	13.21	0.2	B	54	81
D-BC	0.65	33.87	1.9	D	175	263
C-D					120	180
C-A					267	401
C-B	0.26	8.78	0.4	A	132	198

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	464	0.089	41	0.0	0.1	9.354	A
B-AD	217	54	446	0.487	213	0.0	1.0	16.746	C
A-B	122	30			122				
A-C	140	35			140				
A-D	104	26	563	0.185	103	0.0	0.2	8.593	A
D-A	44	11	490	0.091	44	0.0	0.1	8.866	A
D-BC	144	36	417	0.345	142	0.0	0.6	14.261	B
C-D	99	25			99				
C-A	219	55			219				
C-B	108	27	668	0.162	108	0.0	0.2	7.059	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	370	0.134	49	0.1	0.2	12.341	B
B-AD	259	65	411	0.630	256	1.0	1.8	25.091	D
A-B	146	36			146				
A-C	167	42			167				
A-D	124	31	534	0.232	124	0.2	0.3	9.645	A
D-A	53	13	452	0.117	53	0.1	0.1	9.911	A
D-BC	172	43	379	0.453	170	0.6	0.9	18.833	C
C-D	118	29			118				
C-A	262	65			262				
C-B	129	32	644	0.201	129	0.2	0.3	7.695	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	164	0.370	59	0.2	0.6	37.193	E
B-AD	317	79	361	0.877	303	1.8	5.2	58.106	F
A-B	178	45			178				
A-C	205	51			205				
A-D	152	38	495	0.307	151	0.3	0.5	11.509	B
D-A	65	16	373	0.174	65	0.1	0.2	12.828	B
D-BC	210	53	328	0.641	207	0.9	1.8	31.690	D
C-D	144	36			144				
C-A	320	80			320				
C-B	159	40	611	0.260	158	0.3	0.4	8.744	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	125	0.484	59	0.6	0.9	58.763	F
B-AD	317	79	360	0.881	313	5.2	6.1	75.054	F
A-B	178	45			178				
A-C	205	51			205				
A-D	152	38	491	0.309	152	0.5	0.5	11.671	B
D-A	65	16	365	0.178	65	0.2	0.2	13.214	B
D-BC	210	53	326	0.645	210	1.8	1.9	33.867	D
C-D	144	36			144				
C-A	320	80			320				
C-B	159	40	609	0.260	159	0.4	0.4	8.781	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	335	0.148	52	0.9	0.2	14.174	B
B-AD	259	65	409	0.633	275	6.1	2.0	32.476	D
A-B	146	36			146				
A-C	167	42			167				
A-D	124	31	529	0.235	125	0.5	0.3	9.820	A
D-A	53	13	445	0.119	53	0.2	0.2	10.110	B
D-BC	172	43	376	0.456	175	1.9	1.0	20.060	C
C-D	118	29			118				
C-A	262	65			262				
C-B	129	32	642	0.202	130	0.4	0.3	7.739	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	454	0.091	42	0.2	0.1	9.612	A
B-AD	217	54	444	0.488	221	2.0	1.1	17.980	C
A-B	122	30			122				
A-C	140	35			140				
A-D	104	26	561	0.185	104	0.3	0.3	8.684	A
D-A	44	11	487	0.091	45	0.2	0.1	8.951	A
D-BC	144	36	416	0.346	145	1.0	0.6	14.730	B
C-D	99	25			99				
C-A	219	55			219				
C-B	108	27	667	0.163	109	0.3	0.2	7.099	A

2031 Future Base + ComDev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2031 Future Base + ComDev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wakefield Road/Shaw Lane/ Lee Lane	Right-Left Stagger	Two-way		348.03	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D9	2031 Future Base + ComDev	AM	ONE HOUR	07:30	09:00	15	✓	Simple	D3+D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wakefield Road South		ONE HOUR	✓	709	100.000
B - Shaw Lane		ONE HOUR	✓	482	100.000
C - Wakefield Road North		ONE HOUR	✓	333	100.000
D - Lee Lane		ONE HOUR	✓	552	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Wakefield Road South	B - Shaw Lane	C - Wakefield Road North	D - Lee Lane
From	A - Wakefield Road South	0	217	389	103
	B - Shaw Lane	91	0	162	229
	C - Wakefield Road North	222	74	0	37
	D - Lee Lane	147	328	77	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Wakefield Road South	B - Shaw Lane	C - Wakefield Road North	D - Lee Lane
From	A - Wakefield Road South	0	10	10	10
	B - Shaw Lane	10	0	10	10
	C - Wakefield Road North	10	10	0	10
	D - Lee Lane	10	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.29	581.12	23.8	F	148	223
B-AD	1.31	556.07	45.6	F	294	440
A-B					199	298
A-C					357	536
A-D	0.18	9.49	0.2	A	76	115
D-A	1.41	825.00	29.8	F	135	203
D-BC	1.44	791.36	80.1	F	372	557
C-D					34	51
C-A					204	306
C-B	0.20	12.13	0.3	B	67	101

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122	30	395	0.308	120	0.0	0.5	14.294	B
B-AD	241	60	412	0.585	235	0.0	1.5	21.729	C
A-B	163	41			163				
A-C	293	73			293				
A-D	63	16	589	0.106	62	0.0	0.1	7.508	A
D-A	111	28	380	0.292	109	0.0	0.4	14.507	B
D-BC	305	76	413	0.739	294	0.0	2.7	31.044	D
C-D	28	7			28				
C-A	167	42			167				
C-B	55	14	561	0.099	55	0.0	0.1	7.810	A

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	36	252	0.578	142	0.5	1.4	35.006	E
B-AD	288	72	352	0.817	278	1.5	3.8	48.475	E
A-B	195	49			195				
A-C	350	88			350				
A-D	75	19	565	0.132	75	0.1	0.2	8.074	A
D-A	132	33	133	0.993	112	0.4	5.5	137.594	F
D-BC	364	91	373	0.977	339	2.7	8.9	84.474	F
C-D	34	8			34				
C-A	200	50			200				
C-B	66	17	514	0.129	66	0.1	0.2	8.836	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	45	138	1.293	130	1.4	13.4	248.522	F
B-AD	352	88	276	1.278	269	3.8	24.5	220.142	F
A-B	239	60			239				
A-C	429	107			429				
A-D	92	23	531	0.172	91	0.2	0.2	9.000	A
D-A	162	41	123	1.323	119	5.5	16.2	383.911	F
D-BC	446	111	321	1.390	318	8.9	40.8	309.712	F
C-D	41	10			41				
C-A	244	61			244				
C-B	81	20	445	0.182	81	0.2	0.2	10.845	B

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	45	138	1.288	137	13.4	23.7	516.165	F
B-AD	352	88	269	1.311	268	24.5	45.6	481.623	F
A-B	239	60			239				
A-C	429	107			429				
A-D	92	23	509	0.180	92	0.2	0.2	9.486	A
D-A	162	41	115	1.410	114	16.2	28.1	713.139	F
D-BC	446	111	309	1.443	309	40.8	75.1	663.989	F
C-D	41	10			41				
C-A	244	61			244				
C-B	81	20	407	0.199	81	0.2	0.3	12.126	B

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	36	151	0.966	145	23.7	23.8	581.116	F
B-AD	288	72	295	0.976	288	45.6	45.6	556.065	F
A-B	195	49			195				
A-C	350	88			350				
A-D	75	19	518	0.144	75	0.2	0.2	8.949	A
D-A	132	33	127	1.041	126	28.1	29.8	825.001	F
D-BC	364	91	345	1.055	344	75.1	80.1	791.361	F
C-D	34	8			34				
C-A	200	50			200				
C-B	66	17	427	0.155	66	0.3	0.2	10.979	B

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122	30	165	0.739	158	23.8	14.9	450.573	F
B-AD	241	60	322	0.749	314	45.6	27.4	423.500	F
A-B	163	41			163				
A-C	293	73			293				
A-D	63	16	540	0.116	63	0.2	0.1	8.295	A
D-A	111	28	140	0.792	135	29.8	23.8	719.981	F
D-BC	305	76	380	0.802	375	80.1	62.6	686.862	F
C-D	28	7			28				
C-A	167	42			167				
C-B	55	14	466	0.119	56	0.2	0.2	9.662	A

2031 Future Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2031 Future Base + ComDev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wakefield Road/Shaw Lane/ Lee Lane	Right-Left Stagger	Two-way		116.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2031 Future Base + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wakefield Road South		ONE HOUR	✓	608	100.000
B - Shaw Lane		ONE HOUR	✓	403	100.000
C - Wakefield Road North		ONE HOUR	✓	649	100.000
D - Lee Lane		ONE HOUR	✓	340	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Wakefield Road South	B - Shaw Lane	C - Wakefield Road North	D - Lee Lane
From	A - Wakefield Road South	0	177	211	220
	B - Shaw Lane	91	0	58	254
	C - Wakefield Road North	339	151	0	159
	D - Lee Lane	100	211	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Wakefield Road South	B - Shaw Lane	C - Wakefield Road North	D - Lee Lane
From	A - Wakefield Road South	0	10	10	10
	B - Shaw Lane	10	0	10	10
	C - Wakefield Road North	10	10	0	10
	D - Lee Lane	10	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.19	464.90	7.3	F	53	79
B-AD	1.18	324.21	35.2	F	317	475
A-B					162	243
A-C					194	290
A-D	0.55	20.26	1.3	C	202	302
D-A	1.07	300.59	8.8	F	92	137
D-BC	1.10	238.83	17.9	F	220	331
C-D					146	219
C-A					311	467
C-B	0.29	9.80	0.4	A	139	208

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	384	0.113	43	0.0	0.1	11.578	B
B-AD	260	65	421	0.617	253	0.0	1.7	22.809	C
A-B	133	33			133				
A-C	159	40			159				
A-D	165	41	536	0.309	163	0.0	0.5	10.583	B
D-A	75	19	454	0.165	74	0.0	0.2	10.399	B
D-BC	181	45	364	0.497	177	0.0	1.0	20.763	C
C-D	120	30			120				
C-A	255	64			255				
C-B	114	28	648	0.176	113	0.0	0.2	7.391	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	217	0.239	51	0.1	0.3	23.798	C
B-AD	310	78	380	0.816	301	1.7	3.9	45.783	E
A-B	159	40			159				
A-C	190	47			190				
A-D	197	49	501	0.394	197	0.5	0.7	12.965	B
D-A	90	22	367	0.244	89	0.2	0.3	14.208	B
D-BC	216	54	316	0.682	212	1.0	2.1	36.353	E
C-D	143	36			143				
C-A	305	76			305				
C-B	136	34	619	0.219	135	0.2	0.3	8.184	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	54	1.186	45	0.3	5.0	288.061	F
B-AD	380	95	326	1.164	316	3.9	19.8	162.709	F
A-B	195	49			195				
A-C	232	58			232				
A-D	242	60	453	0.534	240	0.7	1.2	18.380	C
D-A	110	27	102	1.073	88	0.3	6.0	179.587	F
D-BC	265	66	251	1.053	232	2.1	10.2	126.780	F
C-D	175	44			175				
C-A	373	93			373				
C-B	166	42	580	0.287	166	0.3	0.4	9.551	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	58	1.087	54	5.0	7.3	464.903	F
B-AD	380	95	321	1.184	319	19.8	35.2	324.211	F
A-B	195	49			195				
A-C	232	58			232				
A-D	242	60	436	0.555	241	1.2	1.3	20.264	C
D-A	110	27	105	1.047	99	6.0	8.8	300.586	F
D-BC	265	66	240	1.103	234	10.2	17.9	238.828	F
C-D	175	44			175				
C-A	373	93			373				
C-B	166	42	570	0.292	166	0.4	0.4	9.804	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	66	0.788	57	7.3	5.9	369.270	F
B-AD	310	78	366	0.847	355	35.2	24.0	299.676	F
A-B	159	40			159				
A-C	190	47			190				
A-D	197	49	465	0.424	199	1.3	0.8	15.000	C
D-A	90	22	141	0.638	115	8.8	2.5	166.155	F
D-BC	216	54	291	0.741	270	17.9	4.5	156.550	F
C-D	143	36			143				
C-A	305	76			305				
C-B	136	34	599	0.227	136	0.4	0.3	8.568	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	203	0.214	66	5.9	0.3	33.567	D
B-AD	260	65	412	0.630	347	24.0	2.2	97.162	F
A-B	133	33			133				
A-C	159	40			159				
A-D	165	41	510	0.324	167	0.8	0.5	11.560	B
D-A	75	19	424	0.177	84	2.5	0.2	11.964	B
D-BC	181	45	347	0.521	194	4.5	1.3	27.684	D
C-D	120	30			120				
C-A	255	64			255				
C-B	114	28	642	0.177	114	0.3	0.2	7.502	A

2031 Future Base + ComDev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2031 Future Base + ComDev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wakefield Road/Shaw Lane/ Lee Lane	Right-Left Stagger	Two-way		589.98	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2031 Future Base + ComDev + Dev	AM	ONE HOUR	07:30	09:00	15	✓	Simple	D9+D7

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wakefield Road South		ONE HOUR	✓	712	100.000
B - Shaw Lane		ONE HOUR	✓	492	100.000
C - Wakefield Road North		ONE HOUR	✓	343	100.000
D - Lee Lane		ONE HOUR	✓	608	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Wakefield Road South	B - Shaw Lane	C - Wakefield Road North	D - Lee Lane
From	A - Wakefield Road South	0	217	389	106
	B - Shaw Lane	91	0	162	239
	C - Wakefield Road North	222	74	0	47
	D - Lee Lane	155	352	101	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Wakefield Road South	B - Shaw Lane	C - Wakefield Road North	D - Lee Lane
From	A - Wakefield Road South	0	10	10	10
	B - Shaw Lane	10	0	10	10
	C - Wakefield Road North	10	10	0	10
	D - Lee Lane	10	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.49	978.35	35.8	F	148	223
B-AD	1.51	919.47	72.3	F	303	454
A-B					199	298
A-C					357	536
A-D	0.19	9.90	0.3	A	79	119
D-A	1.63	1332.04	45.5	F	143	214
D-BC	1.66	1297.87	131.7	F	417	626
C-D					43	65
C-A					204	306
C-B	0.22	13.97	0.3	B	67	101

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122	30	358	0.340	120	0.0	0.6	16.440	C
B-AD	248	62	384	0.647	241	0.0	1.9	26.505	D
A-B	163	41			163				
A-C	293	73			293				
A-D	65	16	585	0.111	64	0.0	0.1	7.596	A
D-A	117	29	310	0.377	114	0.0	0.6	19.973	C
D-BC	343	86	411	0.833	326	0.0	4.2	40.830	E
C-D	36	9			36				
C-A	167	42			167				
C-B	55	14	550	0.101	55	0.0	0.1	7.989	A

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	36	179	0.813	135	0.6	3.2	77.518	F
B-AD	297	74	320	0.927	278	1.9	6.4	74.940	F
A-B	195	49			195				
A-C	350	88			350				
A-D	77	19	560	0.138	77	0.1	0.2	8.206	A
D-A	140	35	124	1.125	111	0.6	7.9	187.607	F
D-BC	409	102	372	1.101	357	4.2	17.1	135.611	F
C-D	43	11			43				
C-A	200	50			200				
C-B	66	17	499	0.133	66	0.1	0.2	9.144	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	45	129	1.381	125	3.2	16.5	340.677	F
B-AD	363	91	263	1.382	260	6.4	32.3	305.566	F
A-B	239	60			239				
A-C	429	107			429				
A-D	95	24	522	0.182	95	0.2	0.2	9.250	A
D-A	171	43	113	1.514	112	7.9	22.8	562.789	F
D-BC	501	125	318	1.577	317	17.1	63.2	487.928	F
C-D	52	13			52				
C-A	244	61			244				
C-B	81	20	419	0.193	81	0.2	0.3	11.683	B

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	45	119	1.494	119	16.5	31.4	747.360	F
B-AD	363	91	240	1.511	240	32.3	63.1	713.949	F
A-B	239	60			239				
A-C	429	107			429				
A-D	95	24	495	0.192	95	0.2	0.3	9.901	A
D-A	171	43	105	1.626	105	22.8	39.3	1052.265	F
D-BC	501	125	302	1.656	302	63.2	112.8	1004.371	F
C-D	52	13			52				
C-A	244	61			244				
C-B	81	20	364	0.222	81	0.3	0.3	13.967	B

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	36	128	1.133	128	31.4	35.8	978.350	F
B-AD	297	74	260	1.140	260	63.1	72.3	919.473	F
A-B	195	49			195				
A-C	350	88			350				
A-D	77	19	494	0.157	78	0.3	0.2	9.513	A
D-A	140	35	115	1.212	115	39.3	45.5	1332.042	F
D-BC	409	102	334	1.225	334	112.8	131.7	1297.869	F
C-D	43	11			43				
C-A	200	50			200				
C-B	66	17	369	0.179	66	0.3	0.2	13.104	B

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122	30	139	0.876	135	35.8	32.6	914.290	F
B-AD	248	62	282	0.881	278	72.3	65.0	890.699	F
A-B	163	41			163				
A-C	293	73			293				
A-D	65	16	508	0.128	65	0.2	0.2	8.948	A
D-A	117	29	125	0.933	122	45.5	44.2	1319.943	F
D-BC	343	86	364	0.940	361	131.7	127.0	1289.110	F
C-D	36	9			36				
C-A	167	42			167				
C-B	55	14	393	0.141	56	0.2	0.2	11.759	B

2031 Future Base + ComDev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2031 Future Base + ComDev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wakefield Road/Shaw Lane/ Lee Lane	Right-Left Stagger	Two-way		182.46	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2031 Future Base + ComDev + Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D10+D8

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wakefield Road South		ONE HOUR	✓	615	100.000
B - Shaw Lane		ONE HOUR	✓	426	100.000
C - Wakefield Road North		ONE HOUR	✓	672	100.000
D - Lee Lane		ONE HOUR	✓	363	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Wakefield Road South	B - Shaw Lane	C - Wakefield Road North	D - Lee Lane
From	A - Wakefield Road South	0	177	211	227
	B - Shaw Lane	91	0	58	277
	C - Wakefield Road North	339	151	0	182
	D - Lee Lane	103	221	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Wakefield Road South	B - Shaw Lane	C - Wakefield Road North	D - Lee Lane
From	A - Wakefield Road South	0	10	10	10
	B - Shaw Lane	10	0	10	10
	C - Wakefield Road North	10	10	0	10
	D - Lee Lane	10	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.30	614.04	9.3	F	53	79
B-AD	1.31	512.62	52.6	F	338	506
A-B					162	243
A-C					194	290
A-D	0.60	23.91	1.6	C	208	312
D-A	1.21	453.75	13.4	F	94	142
D-BC	1.26	388.40	31.4	F	239	358
C-D					167	251
C-A					311	467
C-B	0.30	10.15	0.5	B	139	208

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	349	0.124	43	0.0	0.2	12.906	B
B-AD	277	69	415	0.668	269	0.0	2.0	25.939	D
A-B	133	33			133				
A-C	159	40			159				
A-D	171	43	527	0.324	169	0.0	0.5	10.999	B
D-A	77	19	437	0.177	77	0.0	0.2	10.957	B
D-BC	196	49	359	0.546	191	0.0	1.3	22.963	C
C-D	137	34			137				
C-A	255	64			255				
C-B	114	28	643	0.177	113	0.0	0.2	7.454	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	144	0.359	50	0.2	0.6	41.337	E
B-AD	331	83	372	0.889	317	2.0	5.5	60.035	F
A-B	159	40			159				
A-C	190	47			190				
A-D	204	51	490	0.416	203	0.5	0.8	13.758	B
D-A	92	23	322	0.287	92	0.2	0.4	17.158	C
D-BC	234	58	310	0.754	228	1.3	2.8	44.871	E
C-D	164	41			164				
C-A	305	76			305				
C-B	136	34	613	0.221	135	0.2	0.3	8.280	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	49	1.296	42	0.6	5.8	352.399	F
B-AD	405	101	318	1.273	313	5.5	28.6	224.560	F
A-B	195	49			195				
A-C	232	58			232				
A-D	250	62	438	0.570	247	0.8	1.4	20.486	C
D-A	113	28	94	1.207	83	0.4	7.9	233.543	F
D-BC	287	72	243	1.179	233	2.8	16.2	181.919	F
C-D	201	50			201				
C-A	373	93			373				
C-B	166	42	572	0.290	166	0.3	0.4	9.726	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	52	1.225	50	5.8	9.3	610.801	F
B-AD	405	101	310	1.306	309	28.6	52.6	473.568	F
A-B	195	49			195				
A-C	232	58			232				
A-D	250	62	413	0.604	249	1.4	1.6	23.905	C
D-A	113	28	94	1.208	91	7.9	13.4	453.746	F
D-BC	287	72	228	1.259	226	16.2	31.4	388.405	F
C-D	201	50			201				
C-A	373	93			373				
C-B	166	42	556	0.299	166	0.4	0.5	10.148	B

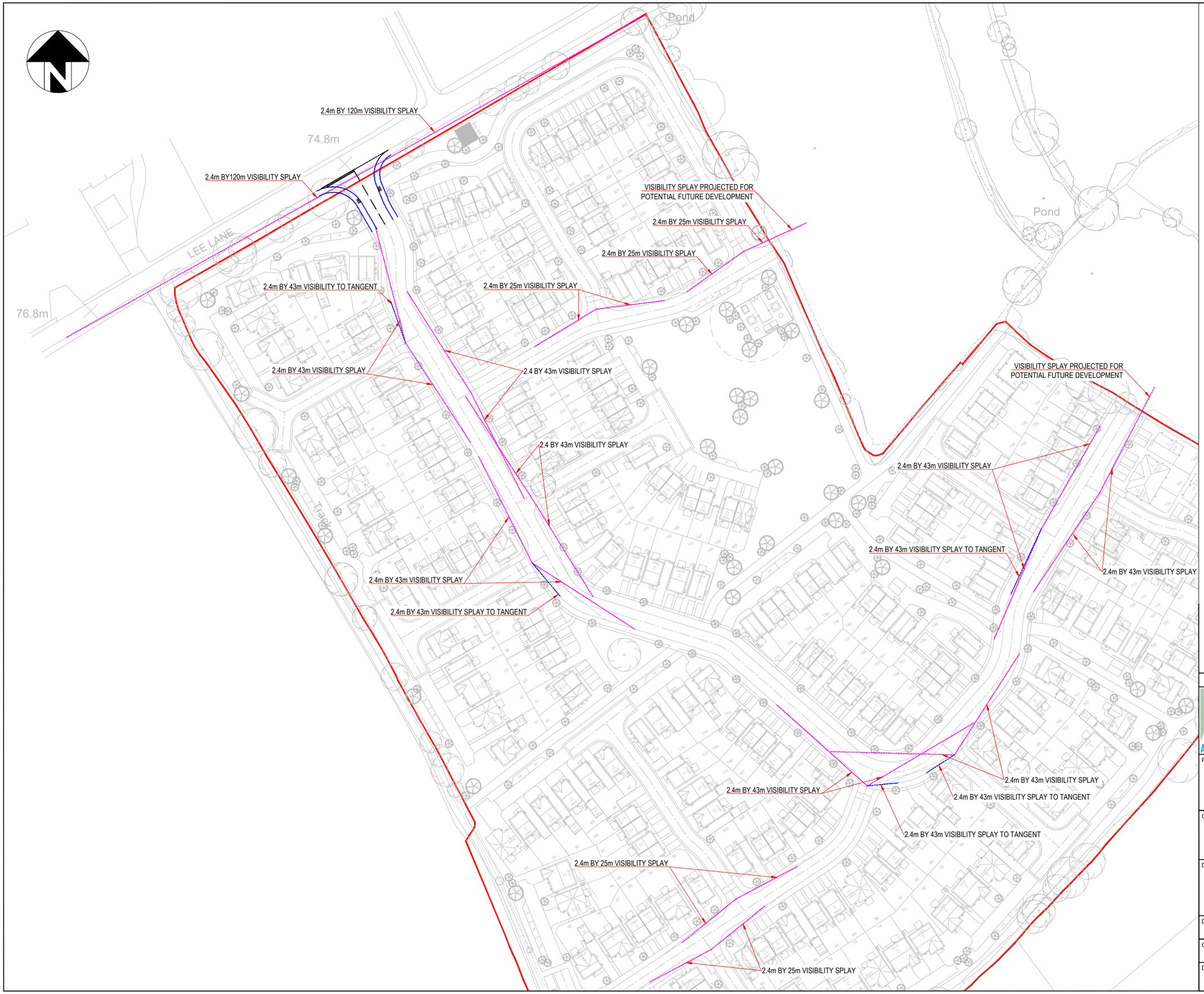
18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	58	0.891	52	9.3	9.3	614.036	F
B-AD	331	83	353	0.936	346	52.6	48.8	512.622	F
A-B	159	40			159				
A-C	190	47			190				
A-D	204	51	436	0.468	206	1.6	1.0	17.434	C
D-A	92	23	112	0.824	104	13.4	10.6	378.358	F
D-BC	234	58	276	0.847	267	31.4	23.2	362.669	F
C-D	164	41			164				
C-A	305	76			305				
C-B	136	34	577	0.235	136	0.5	0.3	8.989	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	67	0.645	60	9.3	5.1	455.872	F
B-AD	277	69	394	0.704	385	48.8	21.8	336.147	F
A-B	133	33			133				
A-C	159	40			159				
A-D	171	43	474	0.360	172	1.0	0.6	13.162	B
D-A	77	19	243	0.319	118	10.6	0.5	41.888	E
D-BC	196	49	326	0.602	281	23.2	2.0	130.942	F
C-D	137	34			137				
C-A	255	64			255				
C-B	114	28	615	0.185	114	0.3	0.3	7.902	A

Appendix F
Visibility Splay Drawings



P01	Preliminary Issue	00.00.00	XX

ANDREW MOSELEY ASSOCIATES

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LS1 2JG

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Project:

LEE LANE, ROYSTON

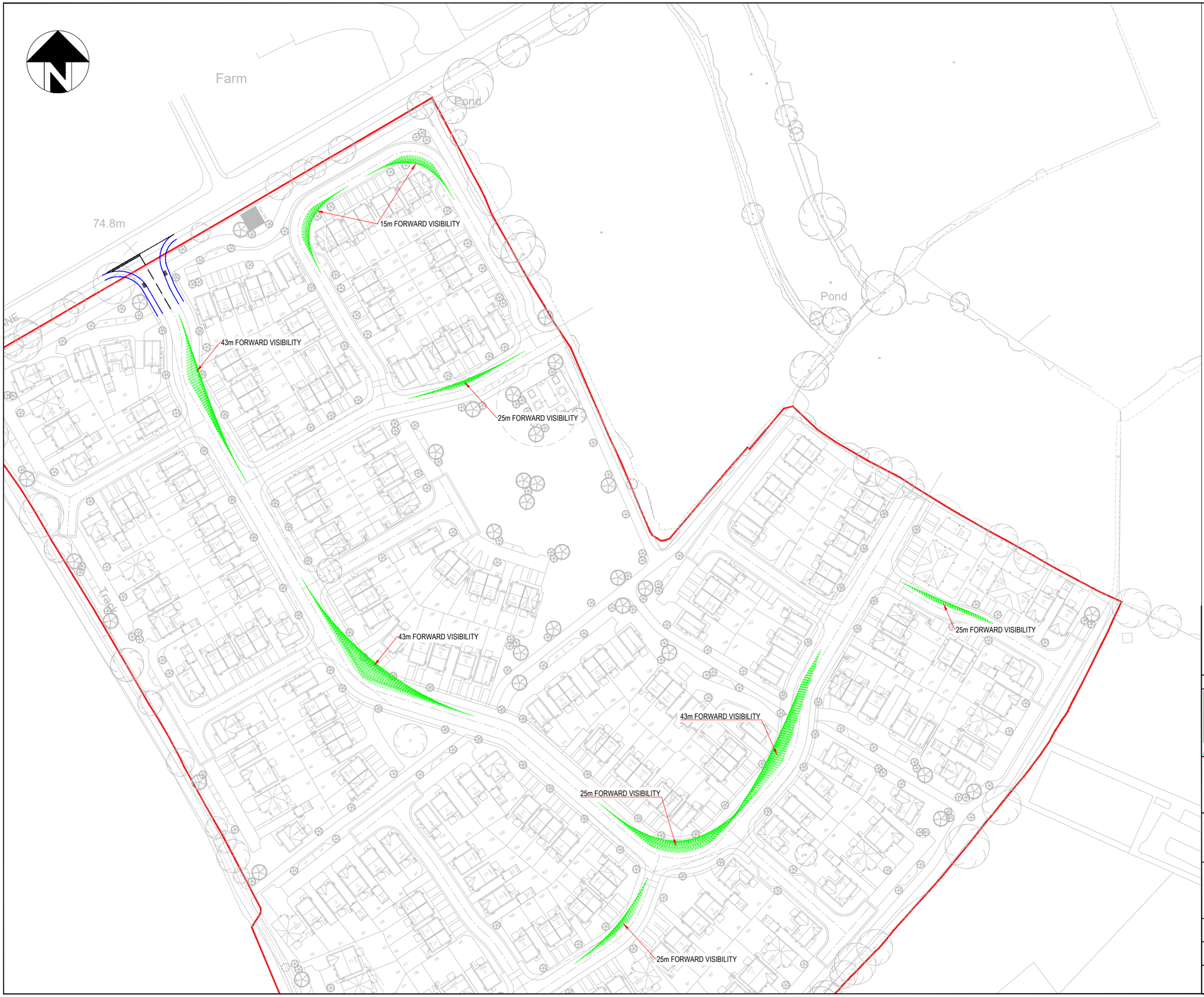
Client:

HOMES BY HONEY LIMITED

Drawing:

VISIBILITY SPLAYS ANALYSIS

Drawn By: SA	Date: 19.01.2026	
Checked: JF	Scale: 1:1250	Paper: A3
Drawing No. AMA-300462-SK001-1.2		Rev. P01



P01	Preliminary Issue	00.00.00	XX

ANDREW MOSELEY ASSOCIATES
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Project:

LEE LANE, ROYSTON

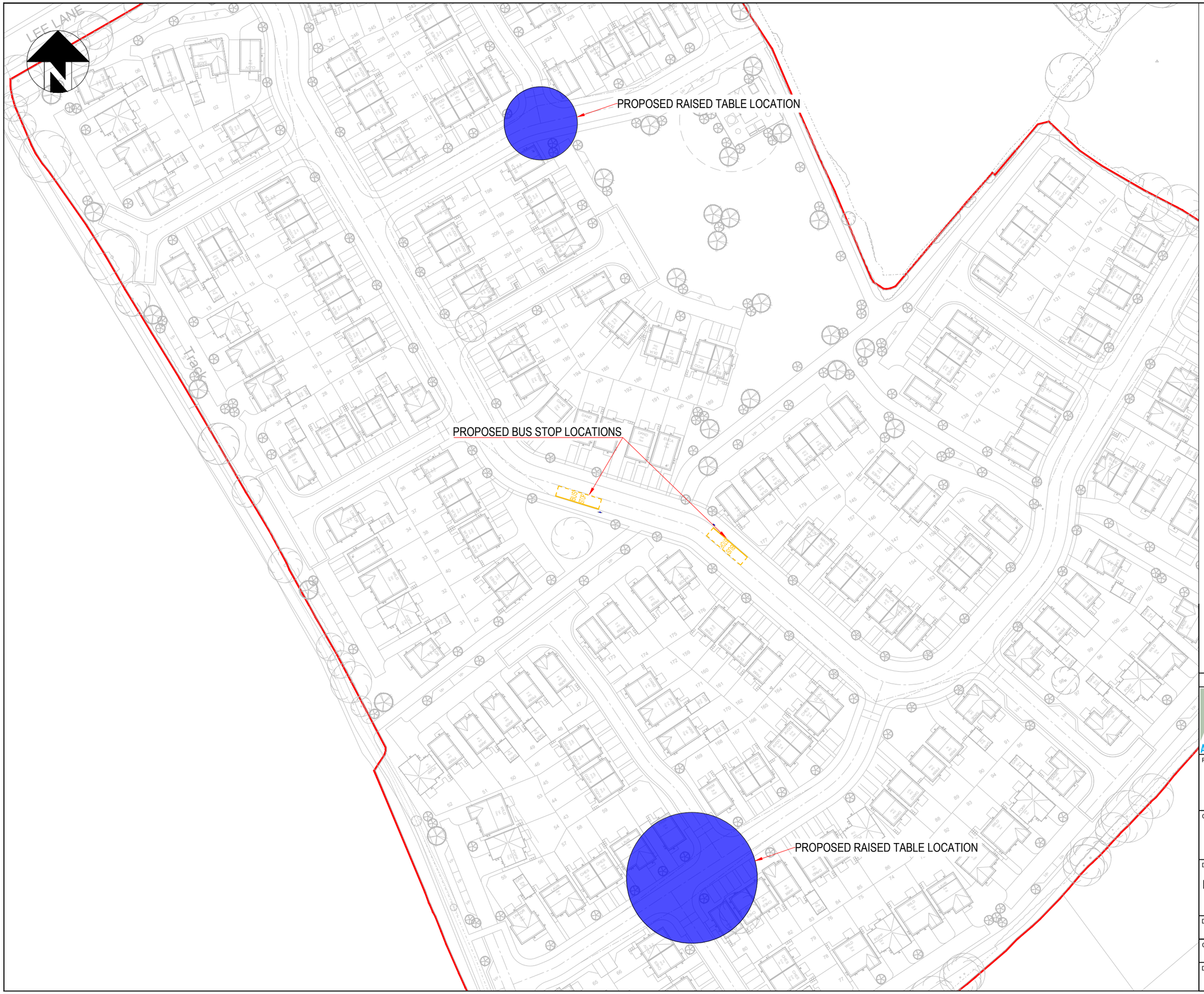
Client:

HOMES BY HONEY LIMITED

Drawing:

FORWARD VISIBILITY ANALYSIS

Drawn By:	Date:	
SA	19.01.2026	
Checked:	Scale:	Paper:
JF	1:1250	A3
Drawing No.		Rev.
AMA-300462-SK001-2.2		P01



P01	Preliminary Issue	03.06.26	JF

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Project:

LEE LANE, ROYSTON

Client:

HOMES BY HONEY LIMITED

Drawing:

PROPOSED TRAFFIC CALMING AND BUS STOP LOCATION PLAN

Drawn By:	Date:	
SA	06.03.2026	
Checked:	Scale:	Paper:
JF	1:1000	A3
Drawing No.		Rev.
AMA-300462-SK003		P01

Appendix G
TRICS Outputs

Appendix E TRICS Output

Calculation Reference: AUDIT-750701-181123-1133

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	KC	KENT	1 days
	WS	WEST SUSSEX	2 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 151 to 288 (units:)
Range Selected by User: 150 to 350 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5

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

Selected Location Sub Categories:

Residential Zone	5

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

Secondary Filtering selection:

Use Class:

C3	5 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	4 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 days

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

Travel Plan:

Yes	2 days
No	3 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:	212	
	Survey date: MONDAY	*11/07/16*	*Survey Type: MANUAL*
2	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total Number of dwellings:	288	
	Survey date: WEDNESDAY	*27/09/17*	*Survey Type: MANUAL*
3	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total Number of dwellings:	248	
	Survey date: WEDNESDAY	*22/11/17*	*Survey Type: MANUAL*
4	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:	151	
	Survey date: THURSDAY	*11/12/14*	*Survey Type: MANUAL*
5	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:	180	
	Survey date: THURSDAY	*19/04/18*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	216	0.108	5	216	0.302	5	216	0.410
08:00 - 09:00	5	216	0.158	5	216	0.382	5	216	0.540
09:00 - 10:00	5	216	0.151	5	216	0.170	5	216	0.321
10:00 - 11:00	5	216	0.134	5	216	0.157	5	216	0.291
11:00 - 12:00	5	216	0.146	5	216	0.179	5	216	0.325
12:00 - 13:00	5	216	0.165	5	216	0.152	5	216	0.317
13:00 - 14:00	5	216	0.180	5	216	0.158	5	216	0.338
14:00 - 15:00	5	216	0.196	5	216	0.195	5	216	0.391
15:00 - 16:00	5	216	0.276	5	216	0.187	5	216	0.463
16:00 - 17:00	5	216	0.274	5	216	0.181	5	216	0.455
17:00 - 18:00	5	216	0.359	5	216	0.162	5	216	0.521
18:00 - 19:00	5	216	0.285	5	216	0.200	5	216	0.485
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.432			2.425			4.857

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

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

Parameter summary

Trip rate parameter range selected:	151 - 288 (units:)
Survey date date range:	01/01/10 - 19/04/18
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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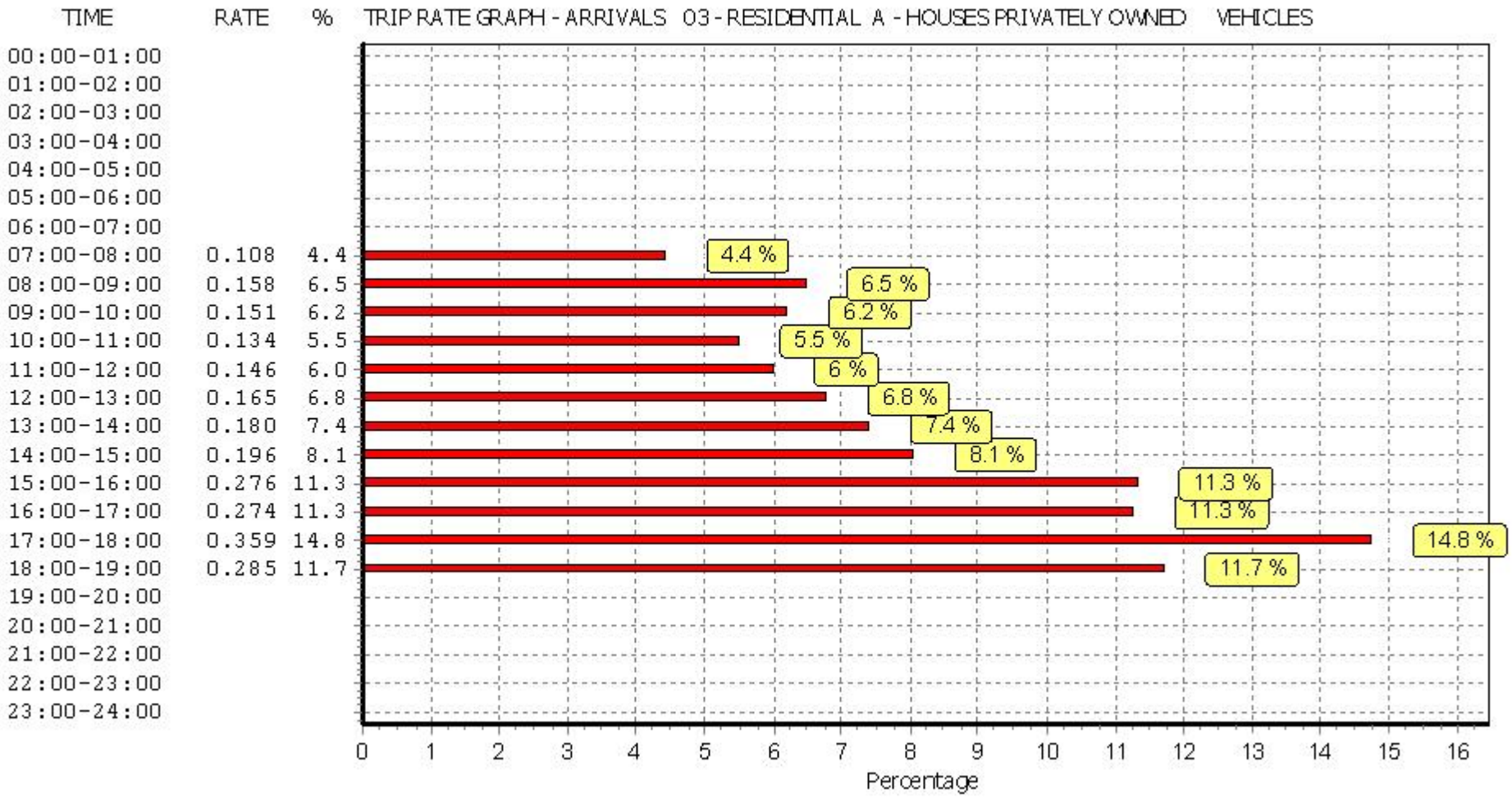
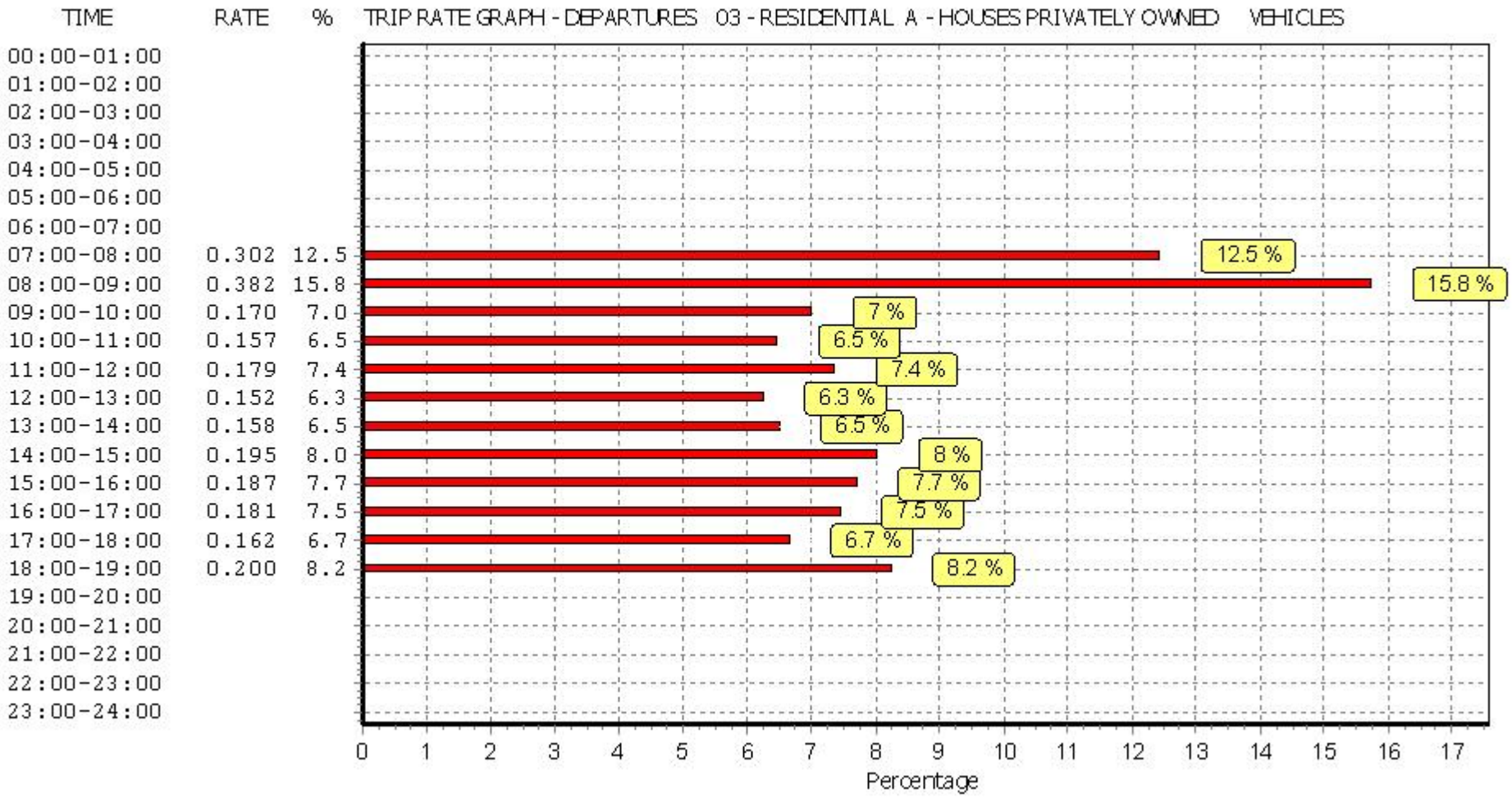


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701



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

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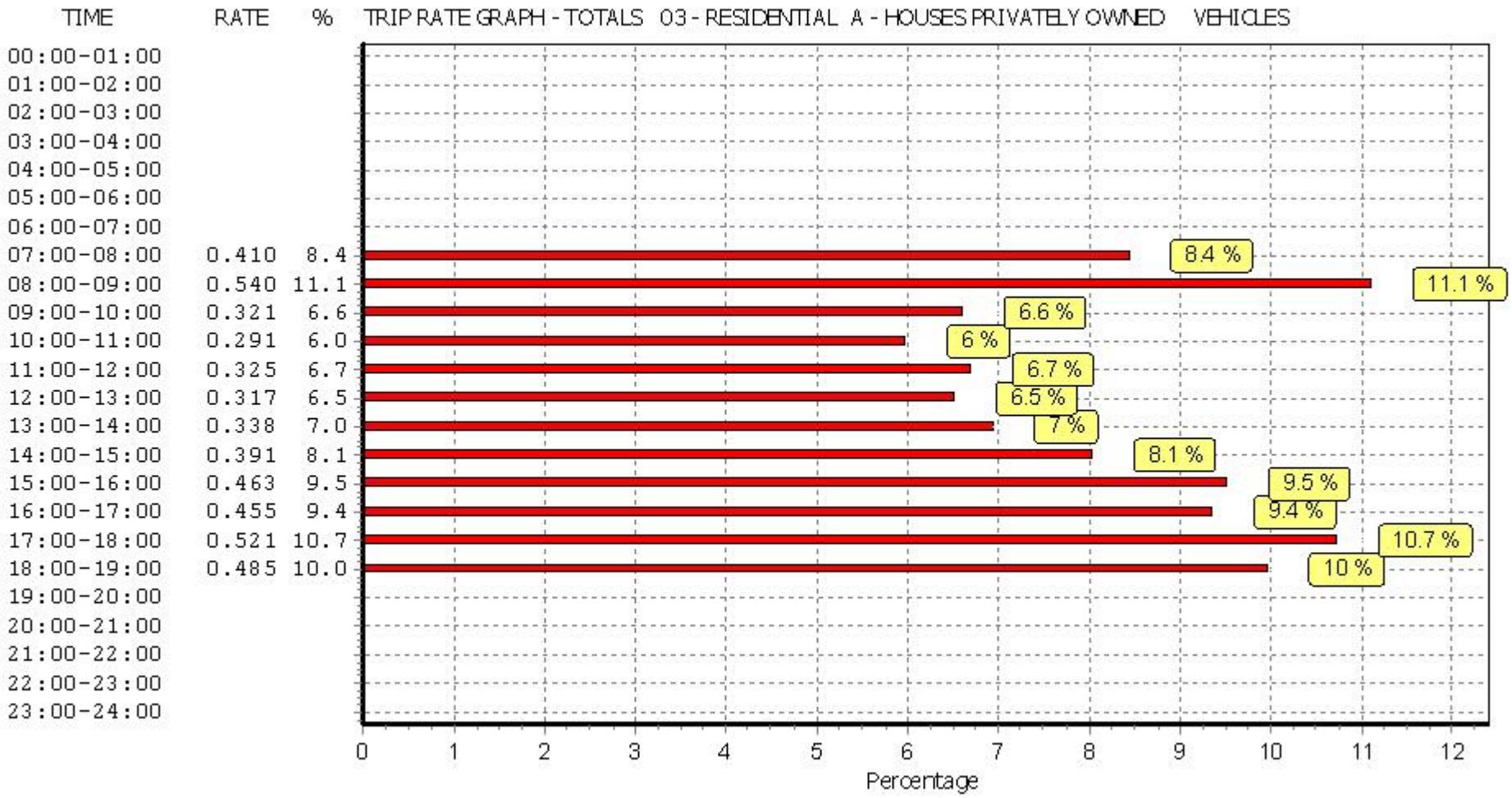

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	216	0.002	5	216	0.002	5	216	0.004
08:00 - 09:00	5	216	0.005	5	216	0.004	5	216	0.009
09:00 - 10:00	5	216	0.000	5	216	0.000	5	216	0.000
10:00 - 11:00	5	216	0.001	5	216	0.000	5	216	0.001
11:00 - 12:00	5	216	0.002	5	216	0.002	5	216	0.004
12:00 - 13:00	5	216	0.000	5	216	0.001	5	216	0.001
13:00 - 14:00	5	216	0.001	5	216	0.000	5	216	0.001
14:00 - 15:00	5	216	0.004	5	216	0.003	5	216	0.007
15:00 - 16:00	5	216	0.008	5	216	0.008	5	216	0.016
16:00 - 17:00	5	216	0.004	5	216	0.005	5	216	0.009
17:00 - 18:00	5	216	0.002	5	216	0.001	5	216	0.003
18:00 - 19:00	5	216	0.002	5	216	0.002	5	216	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.028			0.059

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

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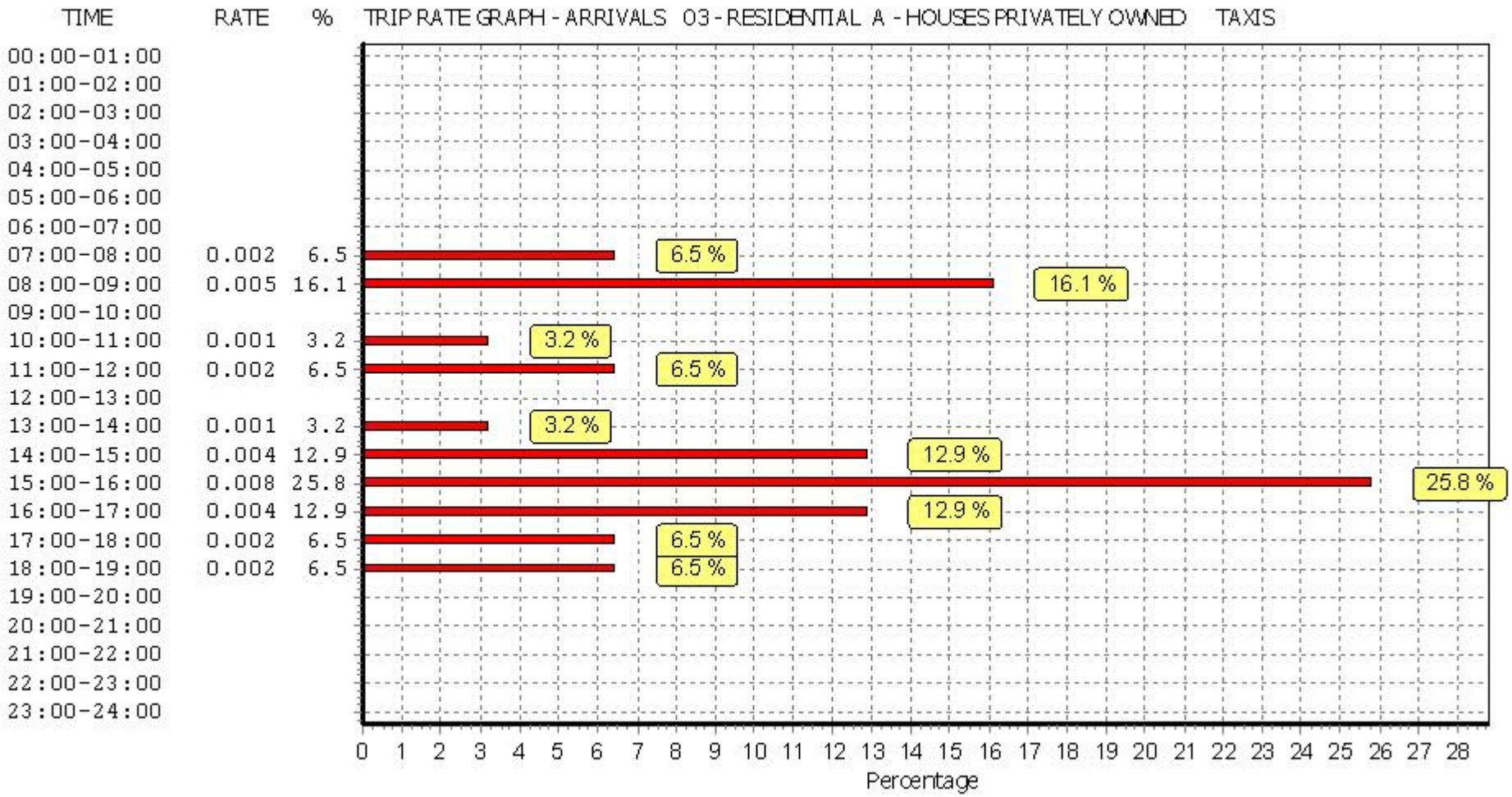

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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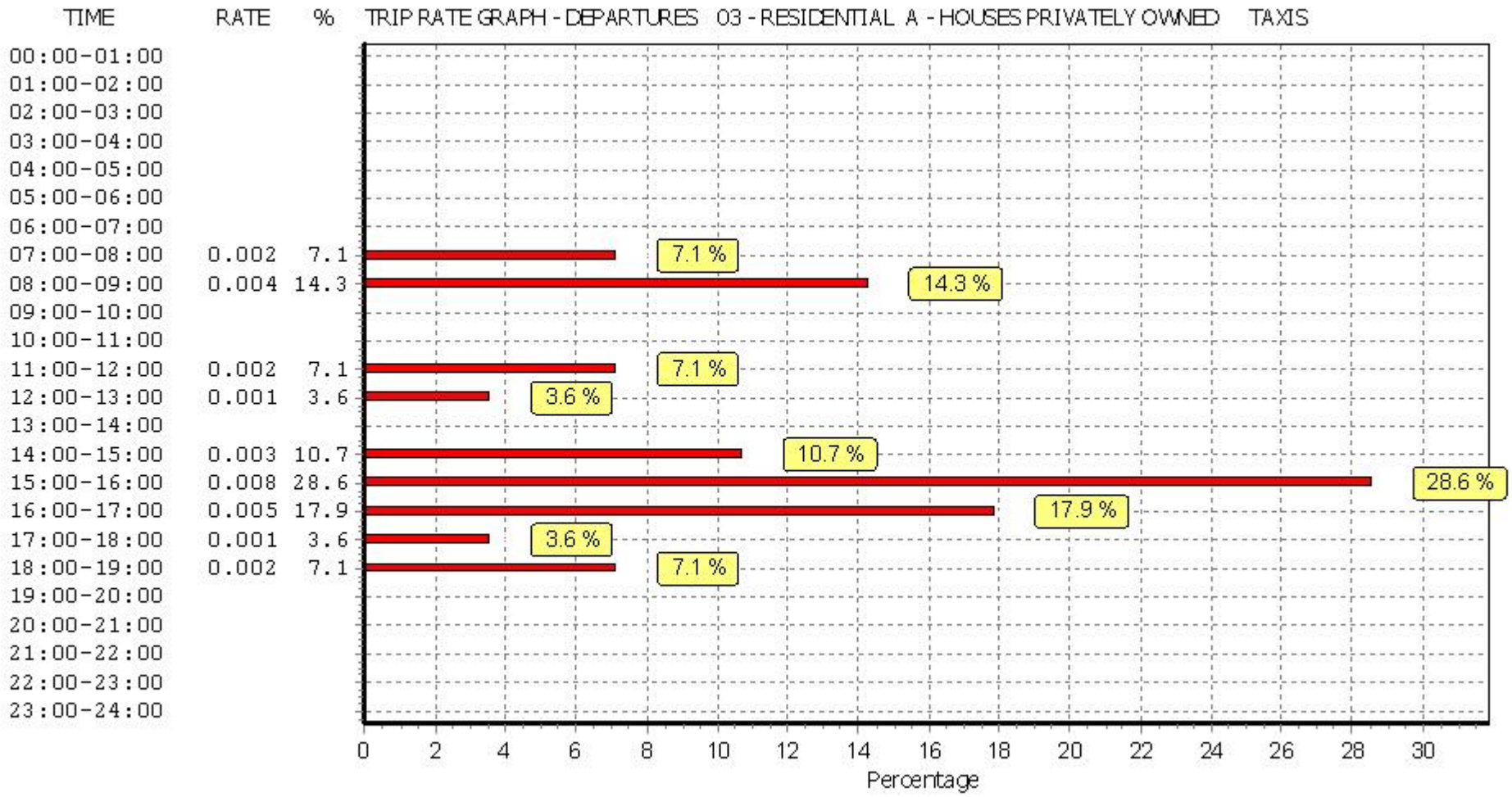

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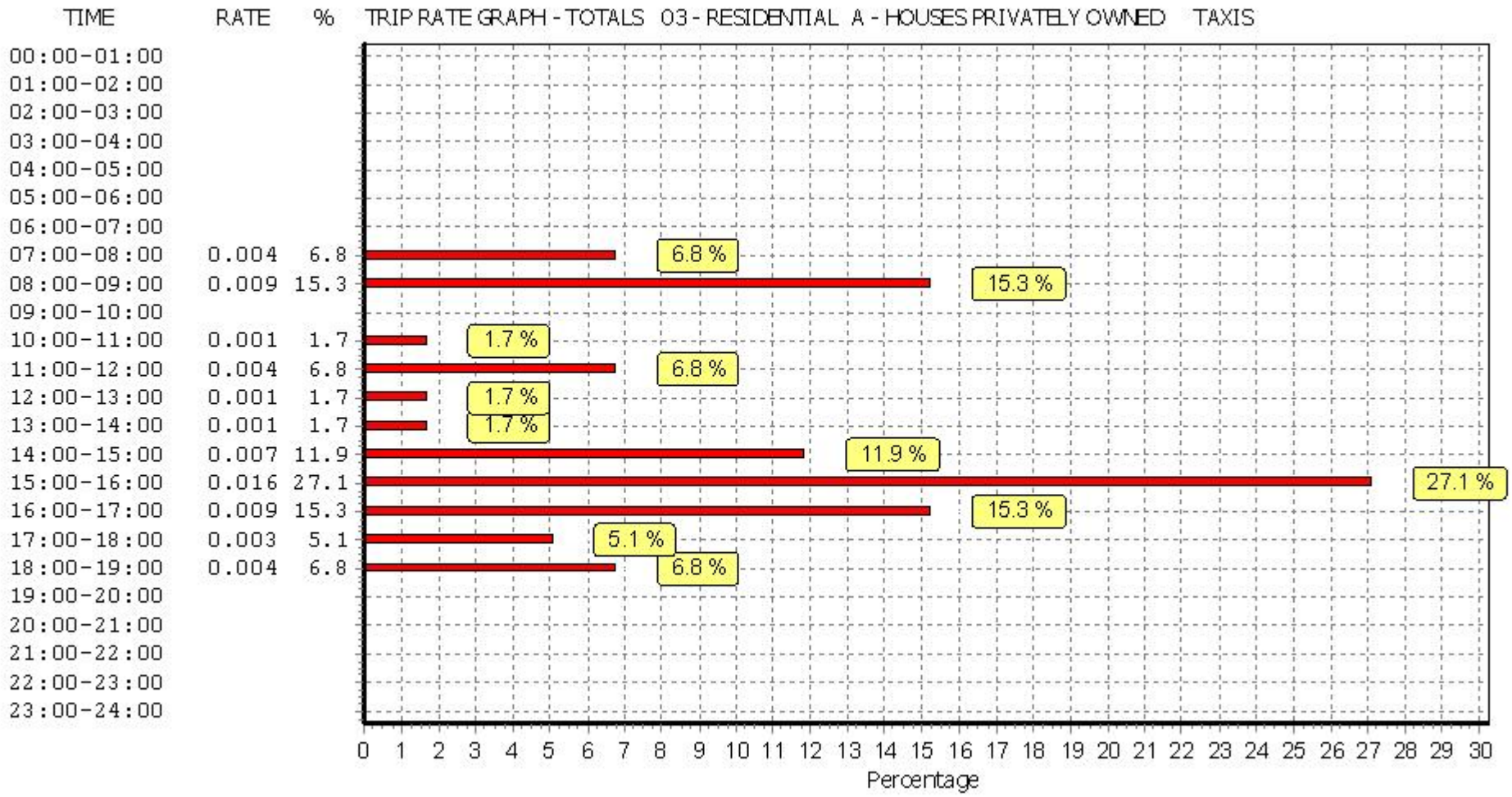

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	216	0.001	5	216	0.000	5	216	0.001
08:00 - 09:00	5	216	0.000	5	216	0.001	5	216	0.001
09:00 - 10:00	5	216	0.004	5	216	0.000	5	216	0.004
10:00 - 11:00	5	216	0.003	5	216	0.003	5	216	0.006
11:00 - 12:00	5	216	0.001	5	216	0.001	5	216	0.002
12:00 - 13:00	5	216	0.003	5	216	0.004	5	216	0.007
13:00 - 14:00	5	216	0.004	5	216	0.001	5	216	0.005
14:00 - 15:00	5	216	0.001	5	216	0.005	5	216	0.006
15:00 - 16:00	5	216	0.002	5	216	0.002	5	216	0.004
16:00 - 17:00	5	216	0.002	5	216	0.003	5	216	0.005
17:00 - 18:00	5	216	0.002	5	216	0.000	5	216	0.002
18:00 - 19:00	5	216	0.000	5	216	0.000	5	216	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.020			0.043

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

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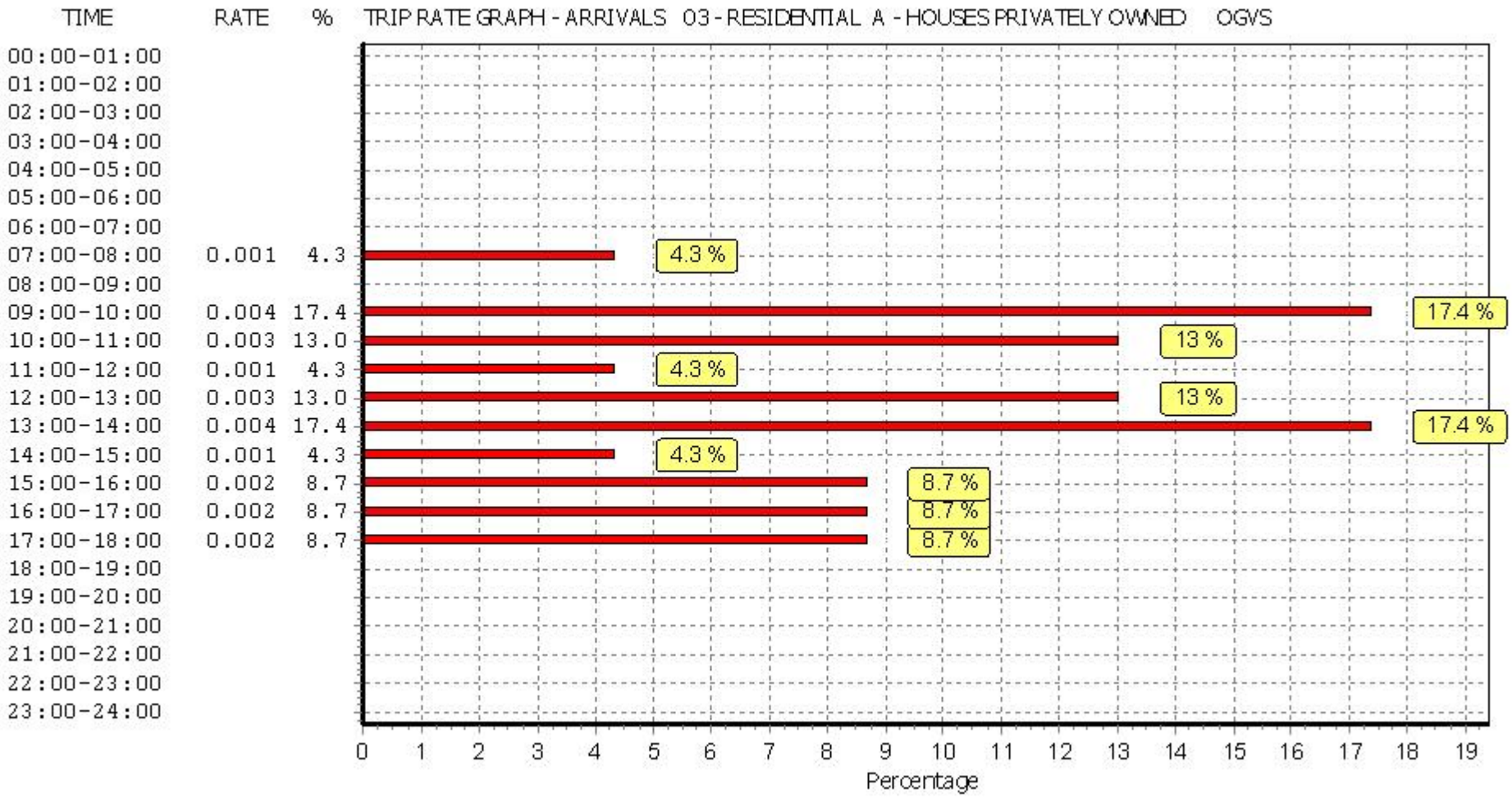
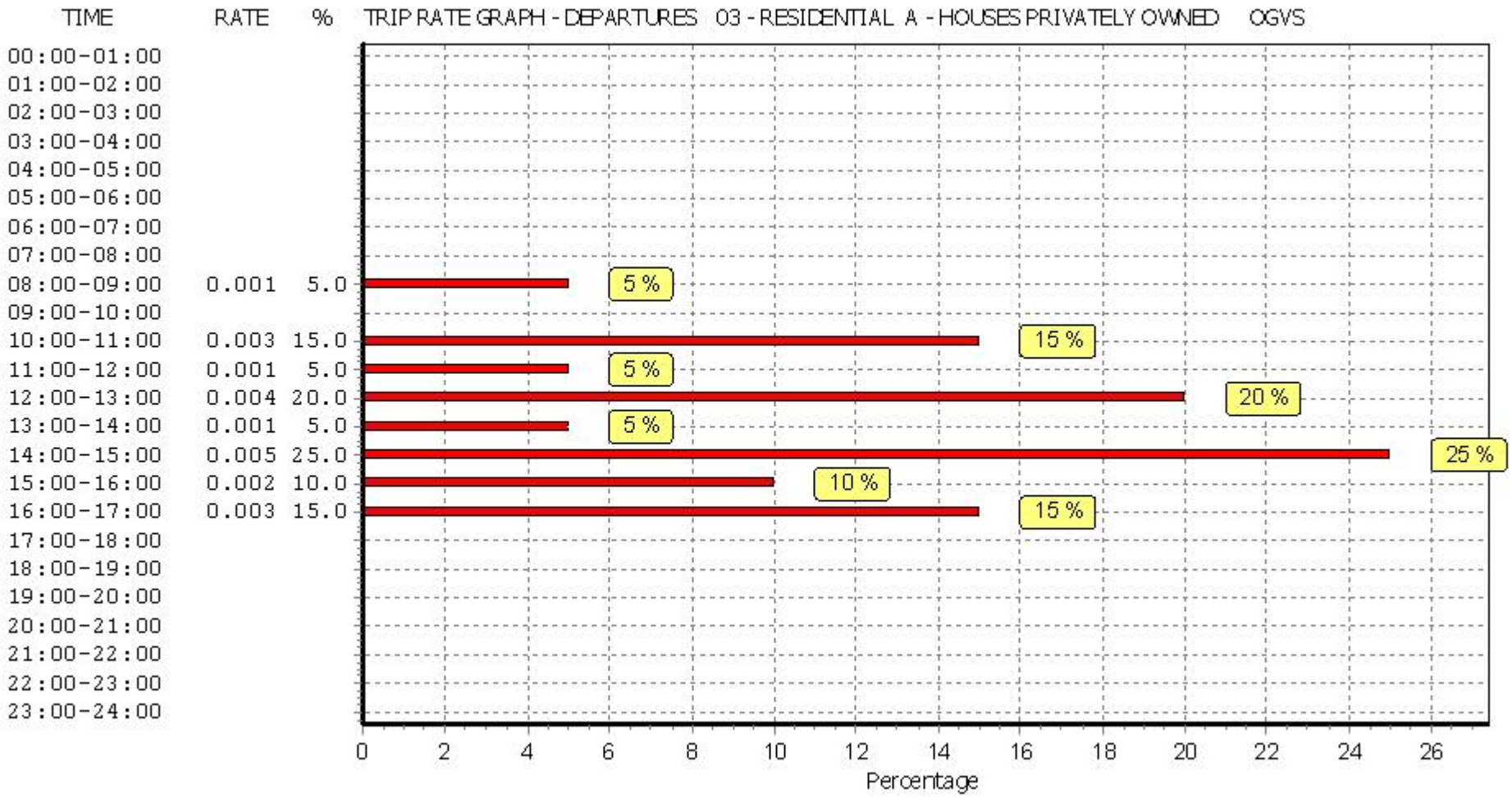
Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701



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

Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701



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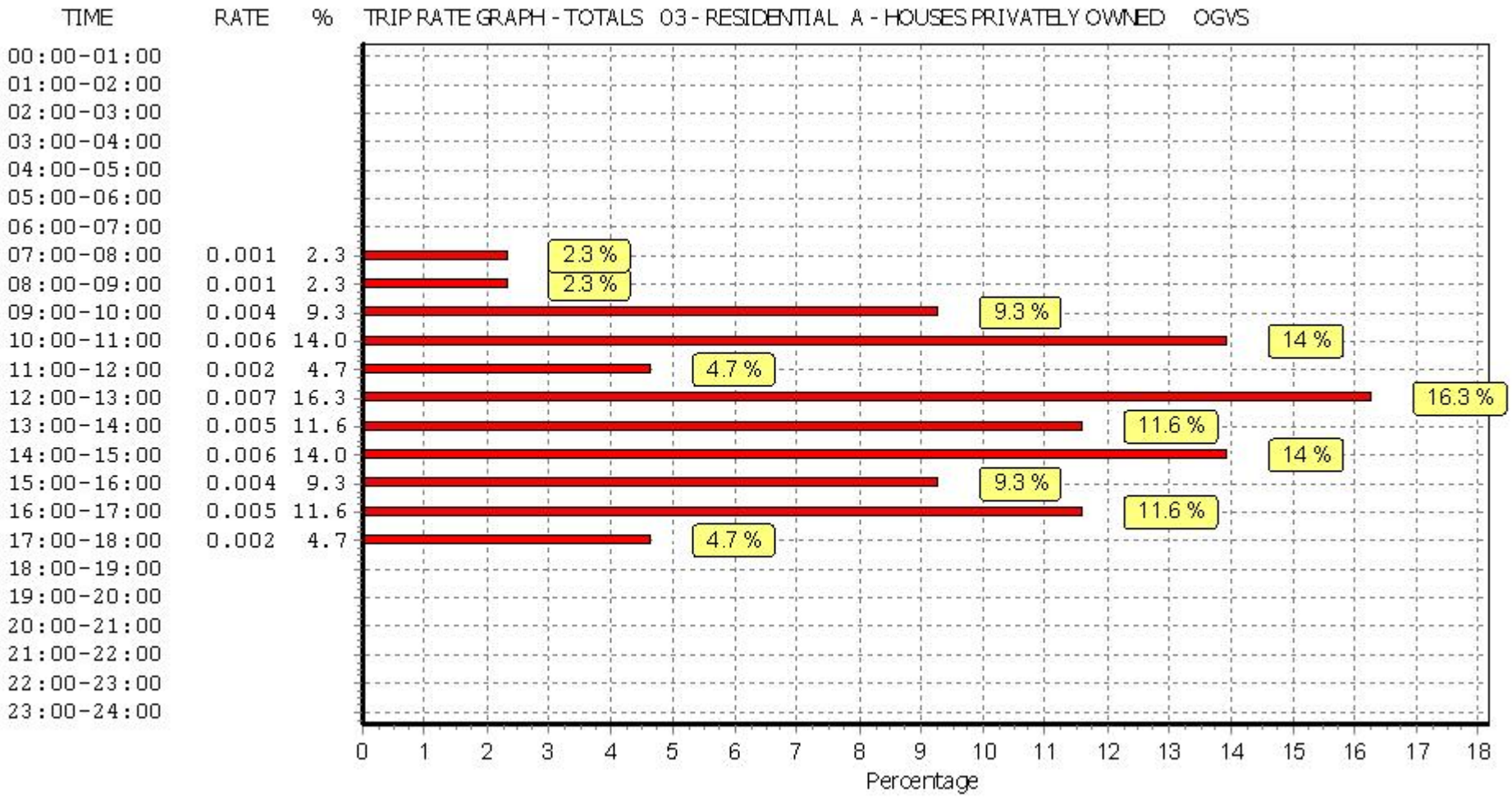
Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701



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

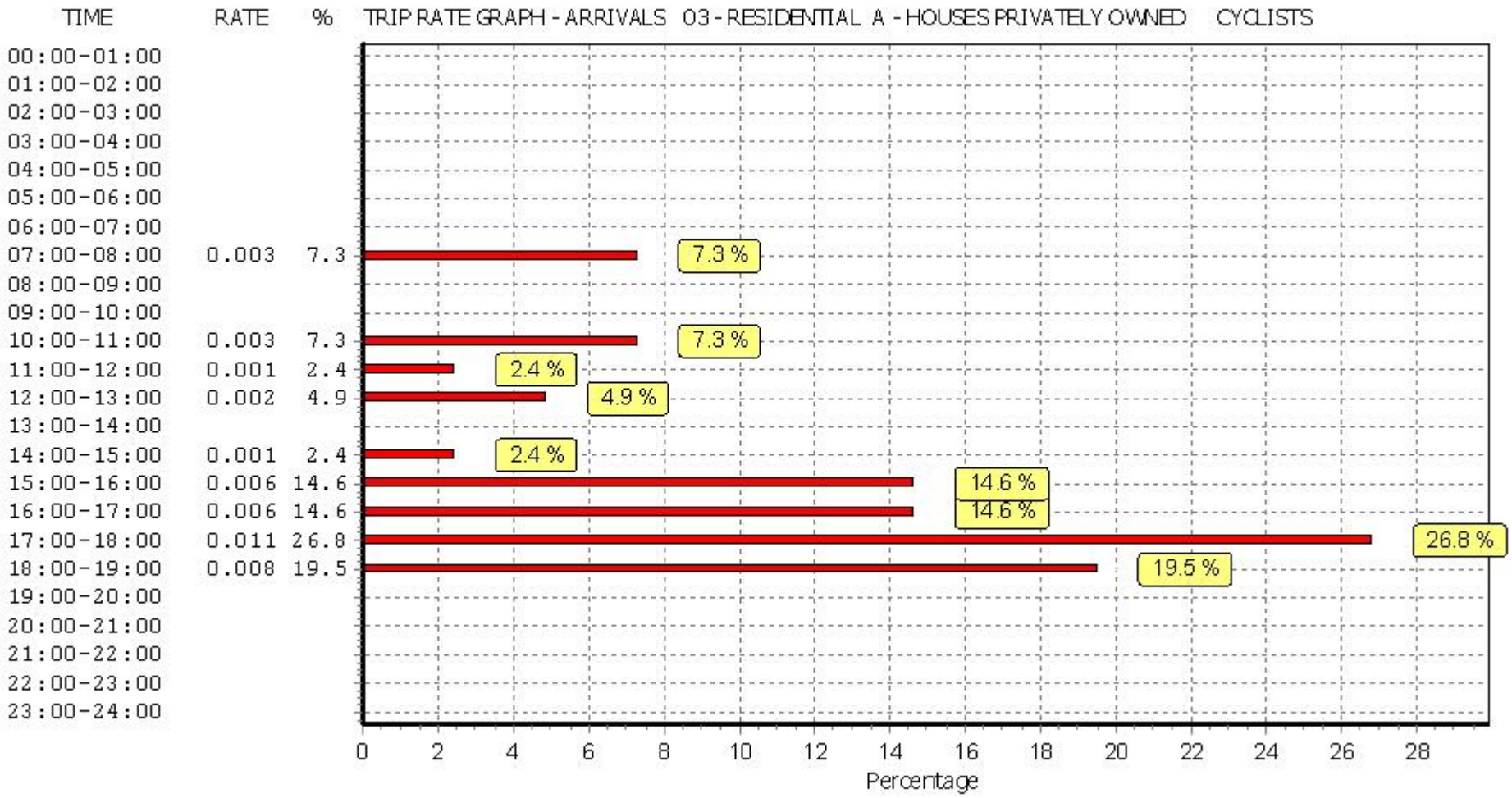
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	216	0.003	5	216	0.007	5	216	0.010
08:00 - 09:00	5	216	0.000	5	216	0.007	5	216	0.007
09:00 - 10:00	5	216	0.000	5	216	0.001	5	216	0.001
10:00 - 11:00	5	216	0.003	5	216	0.002	5	216	0.005
11:00 - 12:00	5	216	0.001	5	216	0.001	5	216	0.002
12:00 - 13:00	5	216	0.002	5	216	0.001	5	216	0.003
13:00 - 14:00	5	216	0.000	5	216	0.000	5	216	0.000
14:00 - 15:00	5	216	0.001	5	216	0.003	5	216	0.004
15:00 - 16:00	5	216	0.006	5	216	0.002	5	216	0.008
16:00 - 17:00	5	216	0.006	5	216	0.007	5	216	0.013
17:00 - 18:00	5	216	0.011	5	216	0.003	5	216	0.014
18:00 - 19:00	5	216	0.008	5	216	0.006	5	216	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.040			0.081

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

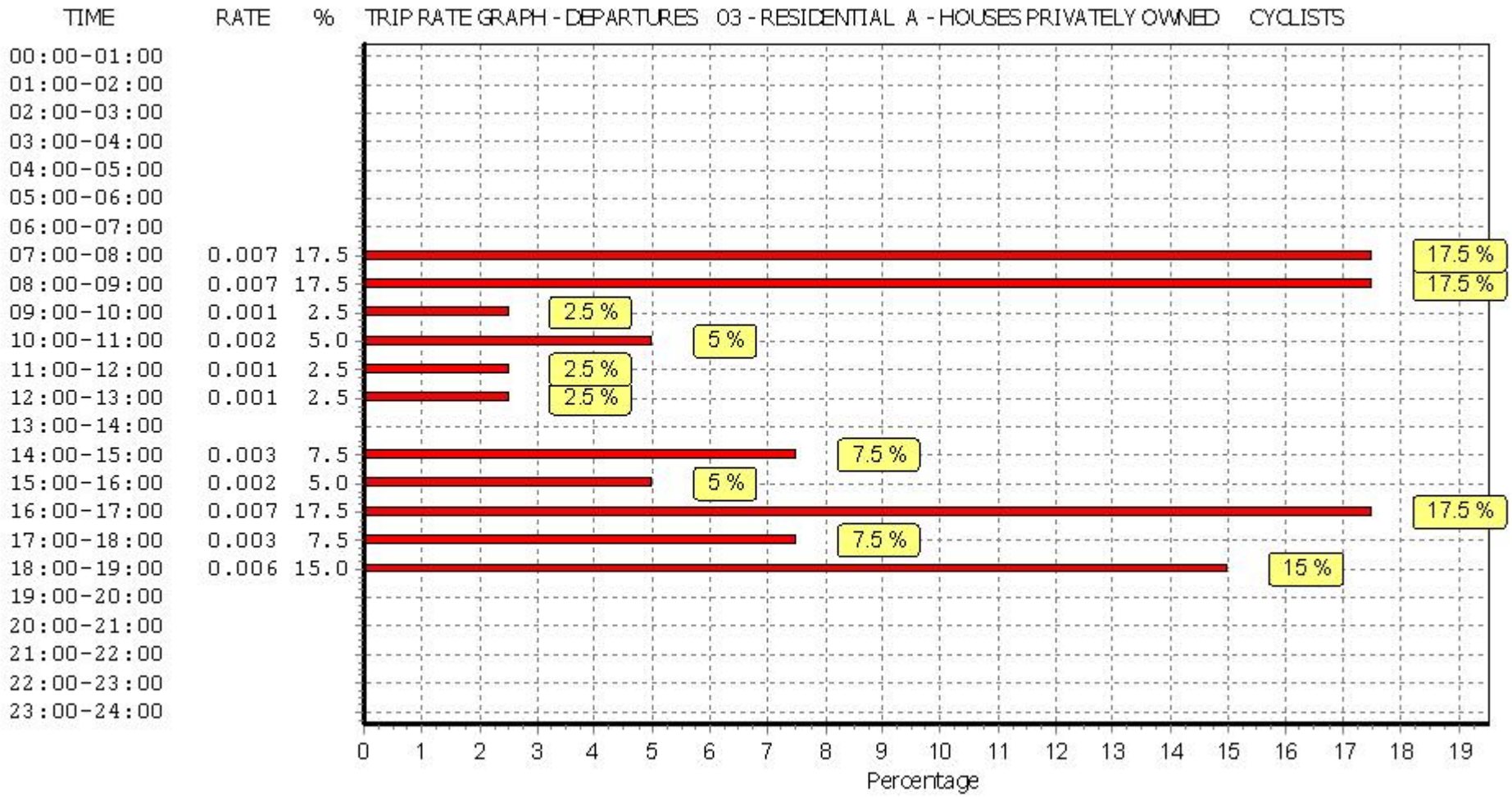
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701



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

Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701



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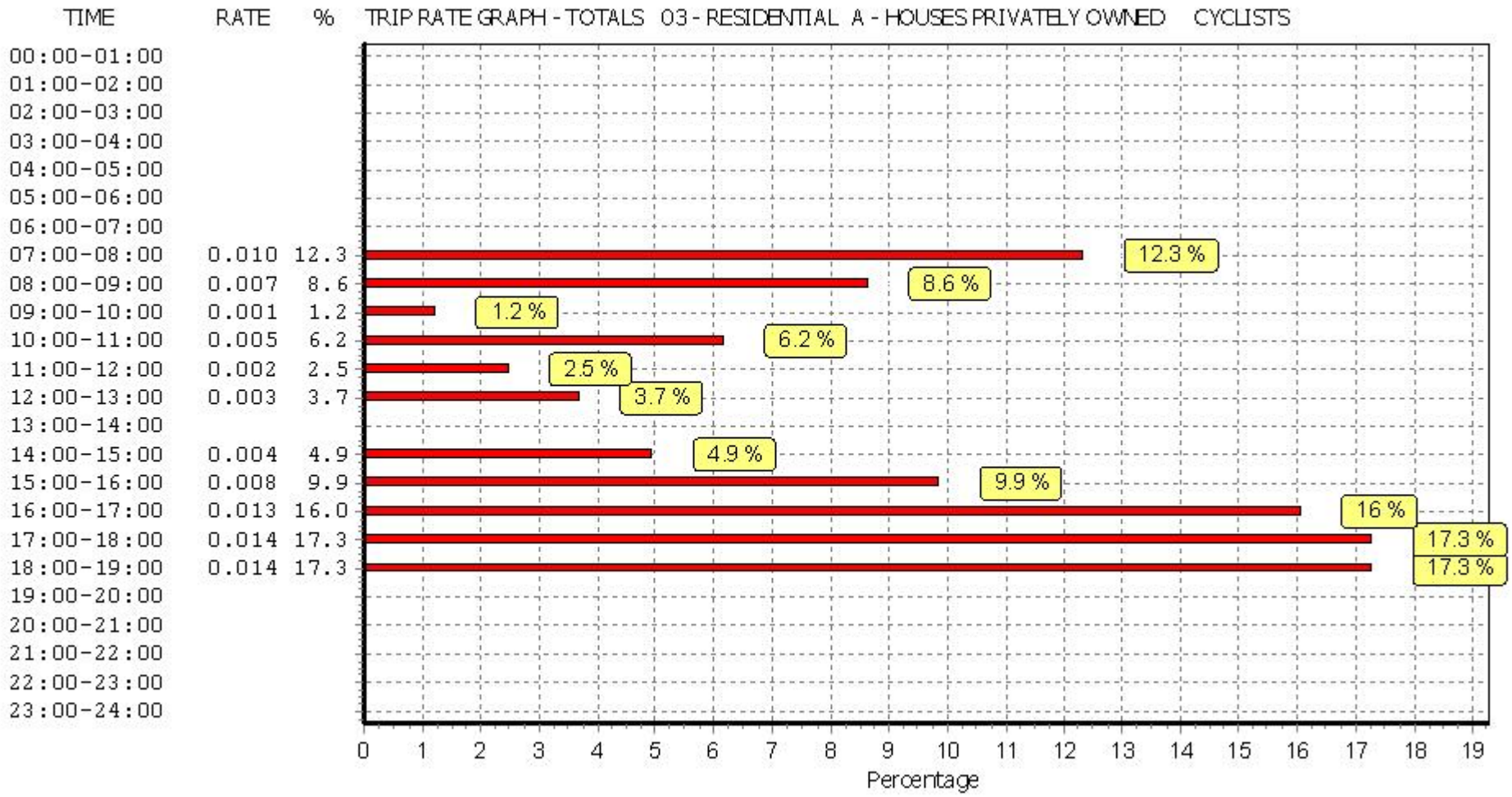
Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701



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

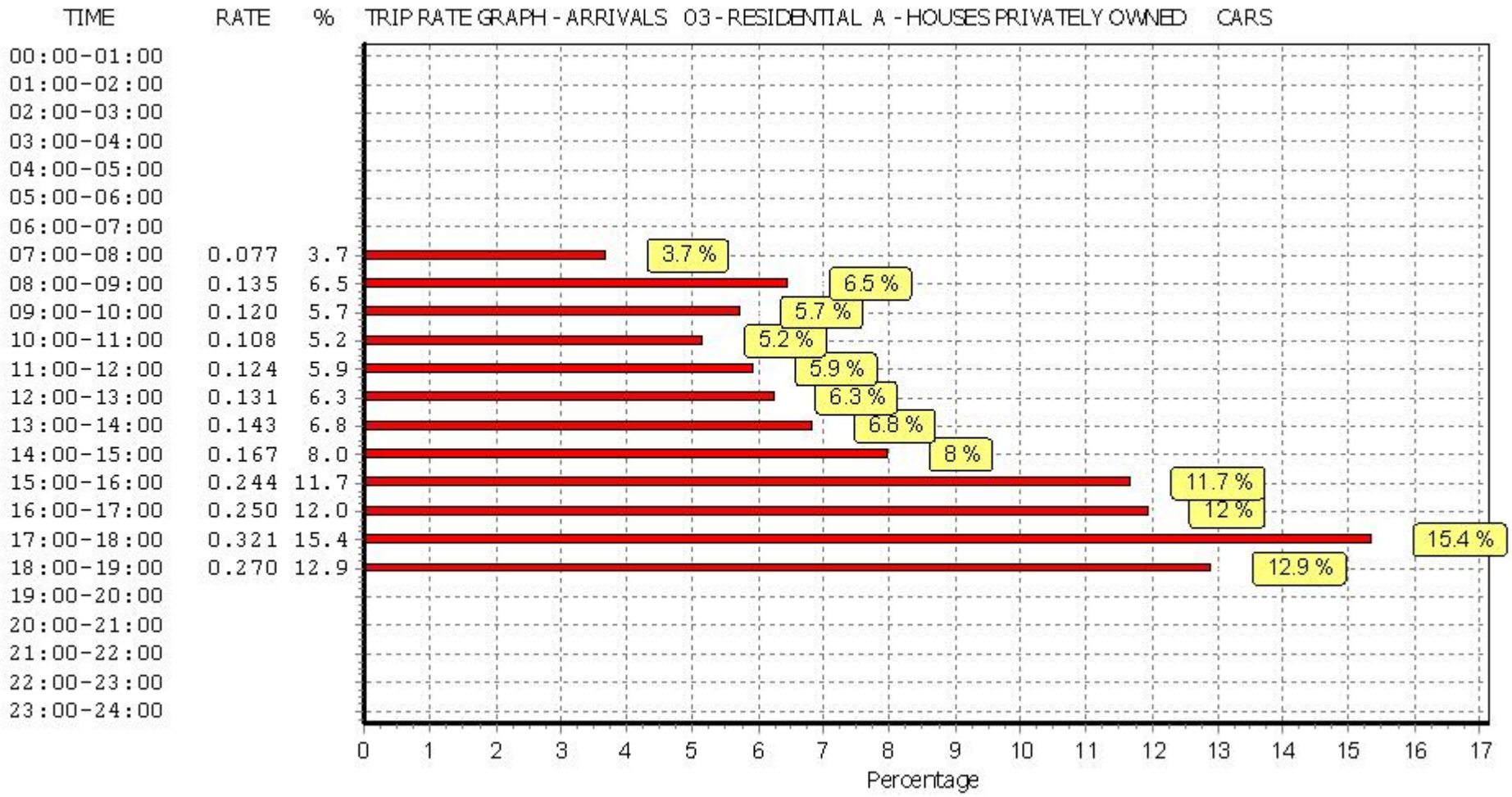
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	216	0.077	5	216	0.276	5	216	0.353
08:00 - 09:00	5	216	0.135	5	216	0.359	5	216	0.494
09:00 - 10:00	5	216	0.120	5	216	0.143	5	216	0.263
10:00 - 11:00	5	216	0.108	5	216	0.140	5	216	0.248
11:00 - 12:00	5	216	0.124	5	216	0.142	5	216	0.266
12:00 - 13:00	5	216	0.131	5	216	0.126	5	216	0.257
13:00 - 14:00	5	216	0.143	5	216	0.123	5	216	0.266
14:00 - 15:00	5	216	0.167	5	216	0.161	5	216	0.328
15:00 - 16:00	5	216	0.244	5	216	0.140	5	216	0.384
16:00 - 17:00	5	216	0.250	5	216	0.147	5	216	0.397
17:00 - 18:00	5	216	0.321	5	216	0.145	5	216	0.466
18:00 - 19:00	5	216	0.270	5	216	0.185	5	216	0.455
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.090			2.087			4.177

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

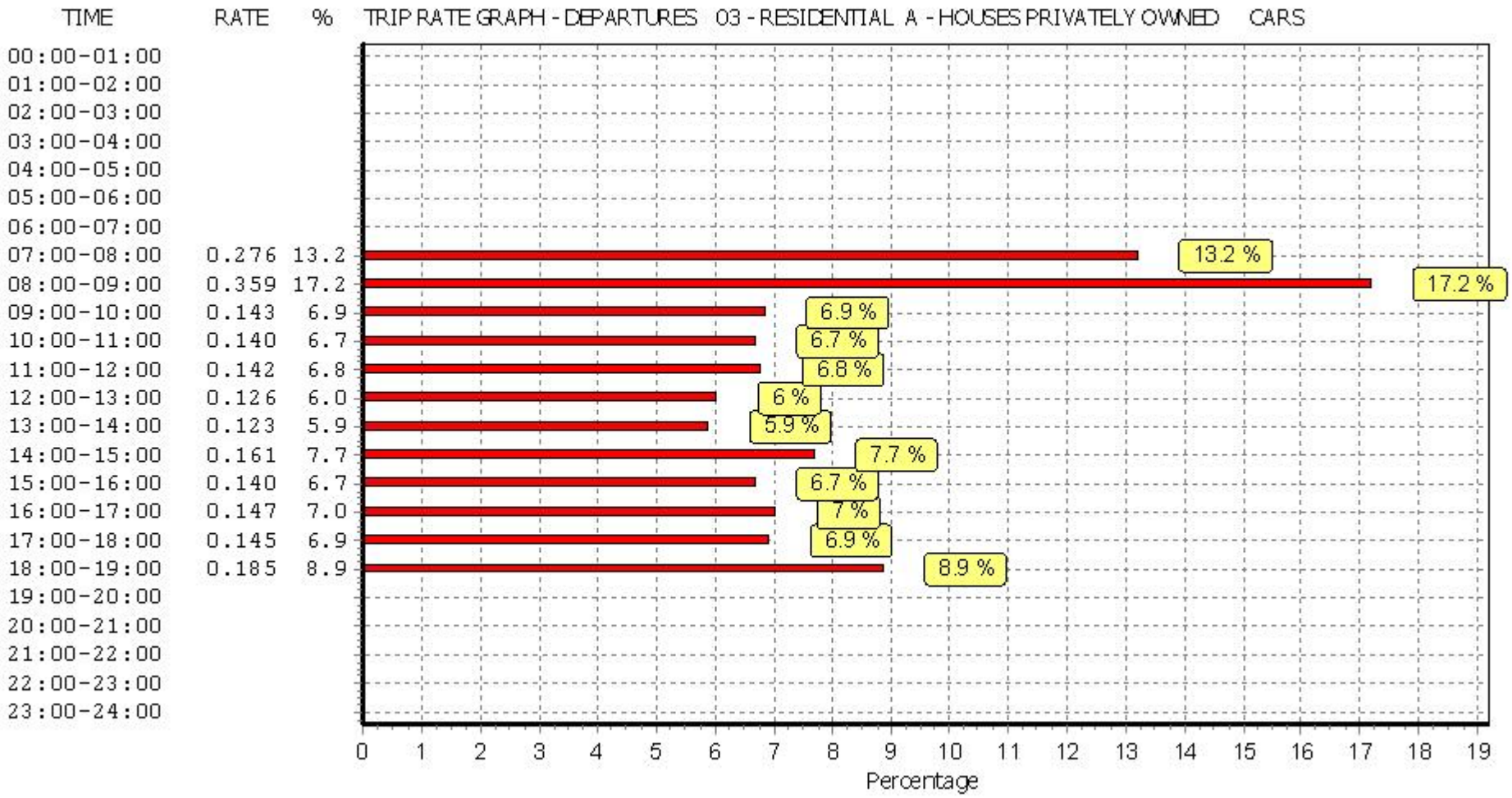
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701



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

Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701



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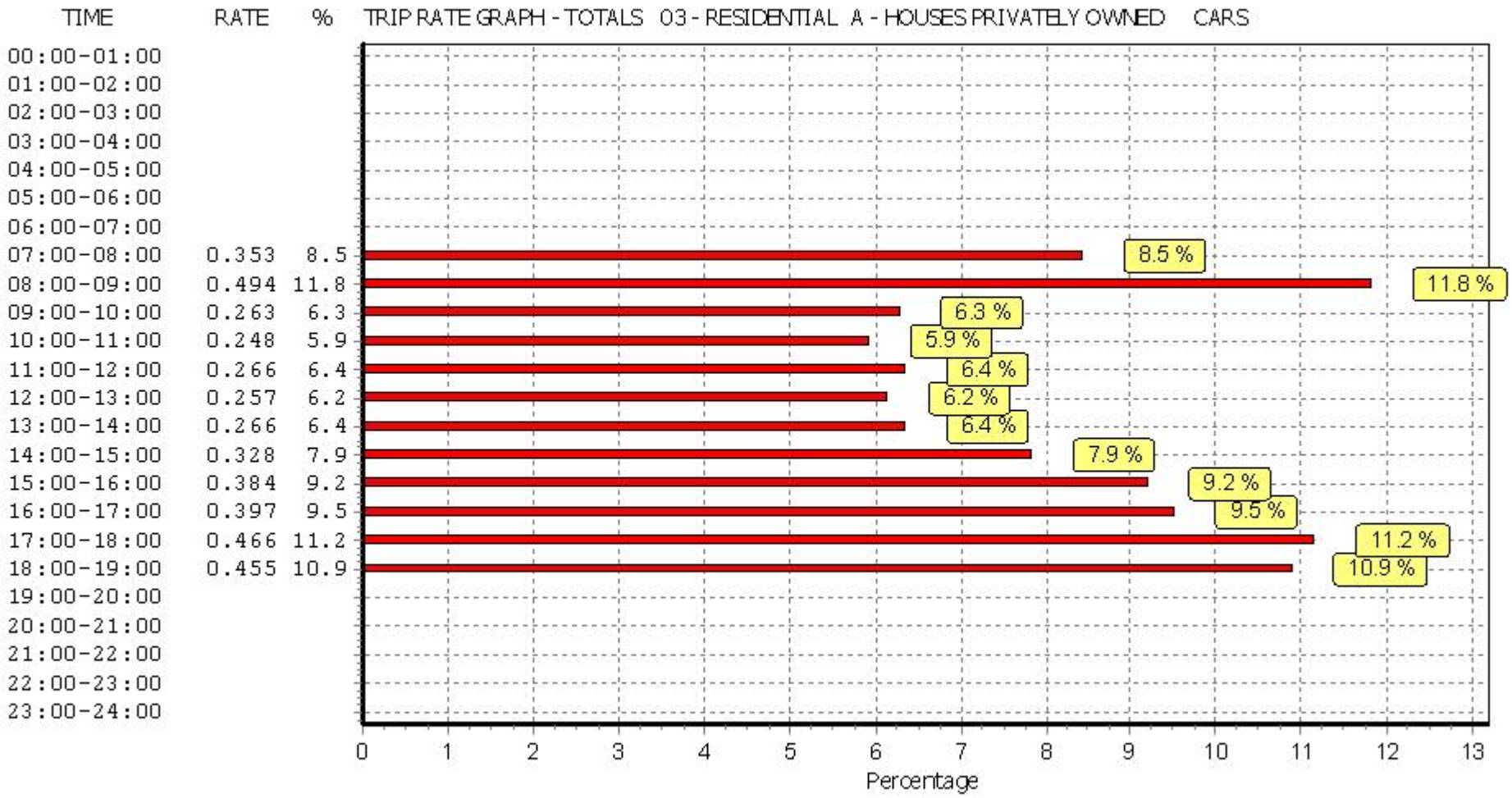
Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701



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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	216	0.028	5	216	0.023	5	216	0.051
08:00 - 09:00	5	216	0.018	5	216	0.019	5	216	0.037
09:00 - 10:00	5	216	0.028	5	216	0.026	5	216	0.054
10:00 - 11:00	5	216	0.021	5	216	0.014	5	216	0.035
11:00 - 12:00	5	216	0.019	5	216	0.033	5	216	0.052
12:00 - 13:00	5	216	0.032	5	216	0.021	5	216	0.053
13:00 - 14:00	5	216	0.032	5	216	0.033	5	216	0.065
14:00 - 15:00	5	216	0.024	5	216	0.026	5	216	0.050
15:00 - 16:00	5	216	0.022	5	216	0.037	5	216	0.059
16:00 - 17:00	5	216	0.019	5	216	0.025	5	216	0.044
17:00 - 18:00	5	216	0.032	5	216	0.017	5	216	0.049
18:00 - 19:00	5	216	0.013	5	216	0.012	5	216	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.288			0.286			0.574

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

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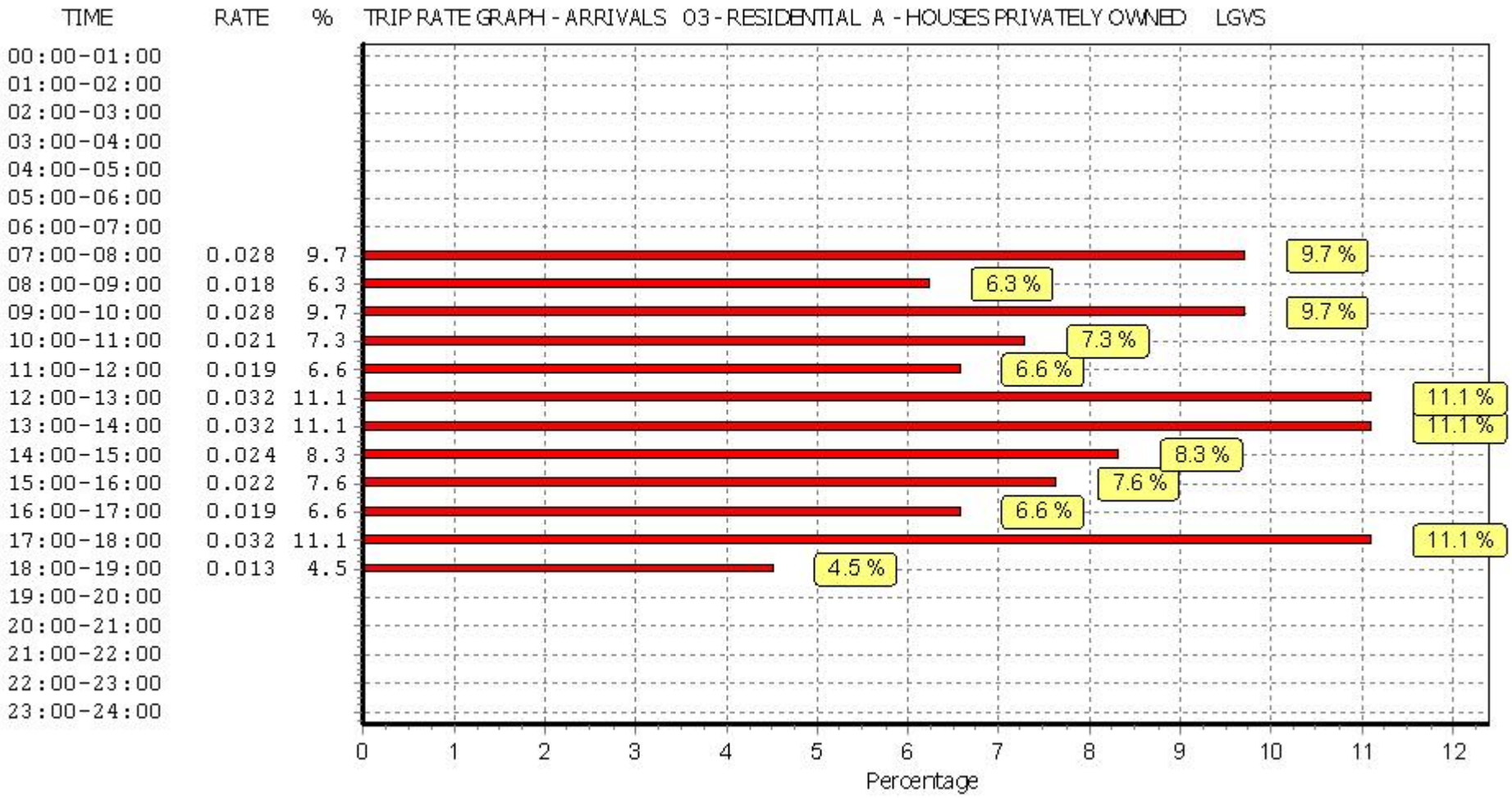
Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701



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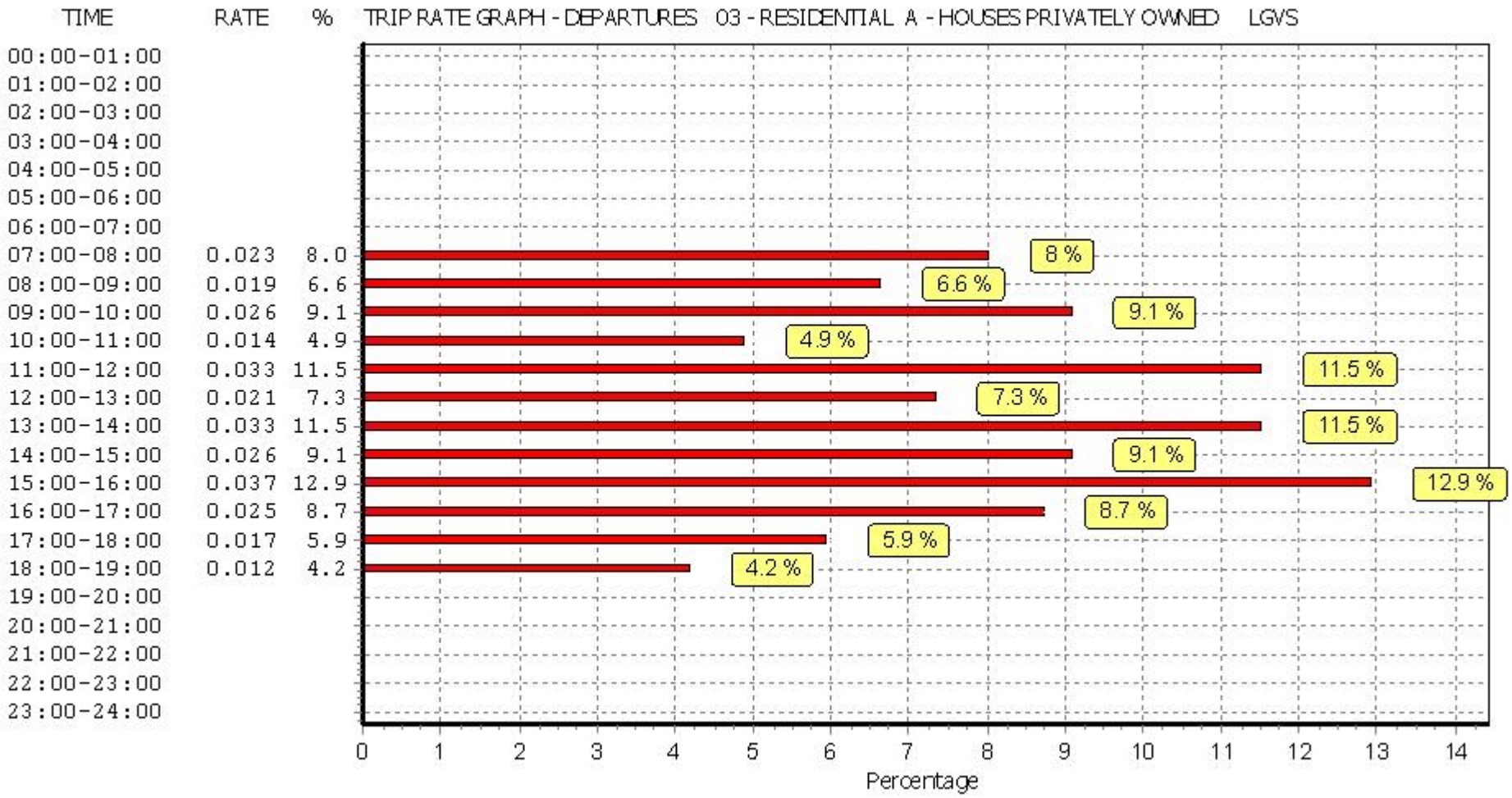

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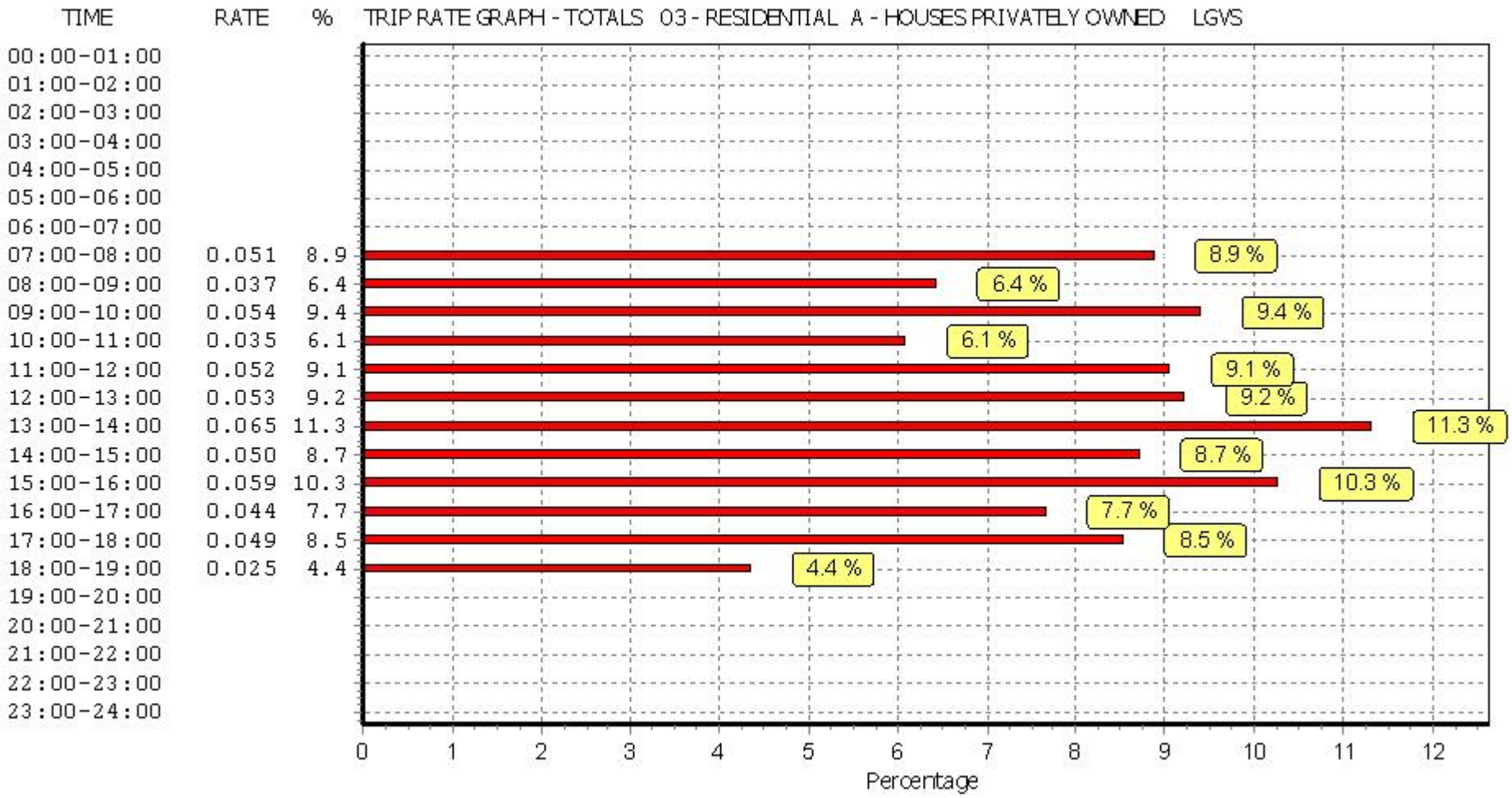

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	216	0.000	5	216	0.001	5	216	0.001
08:00 - 09:00	5	216	0.000	5	216	0.000	5	216	0.000
09:00 - 10:00	5	216	0.000	5	216	0.001	5	216	0.001
10:00 - 11:00	5	216	0.001	5	216	0.000	5	216	0.001
11:00 - 12:00	5	216	0.000	5	216	0.001	5	216	0.001
12:00 - 13:00	5	216	0.000	5	216	0.000	5	216	0.000
13:00 - 14:00	5	216	0.000	5	216	0.000	5	216	0.000
14:00 - 15:00	5	216	0.000	5	216	0.000	5	216	0.000
15:00 - 16:00	5	216	0.000	5	216	0.000	5	216	0.000
16:00 - 17:00	5	216	0.000	5	216	0.001	5	216	0.001
17:00 - 18:00	5	216	0.002	5	216	0.000	5	216	0.002
18:00 - 19:00	5	216	0.001	5	216	0.001	5	216	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.005			0.009

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

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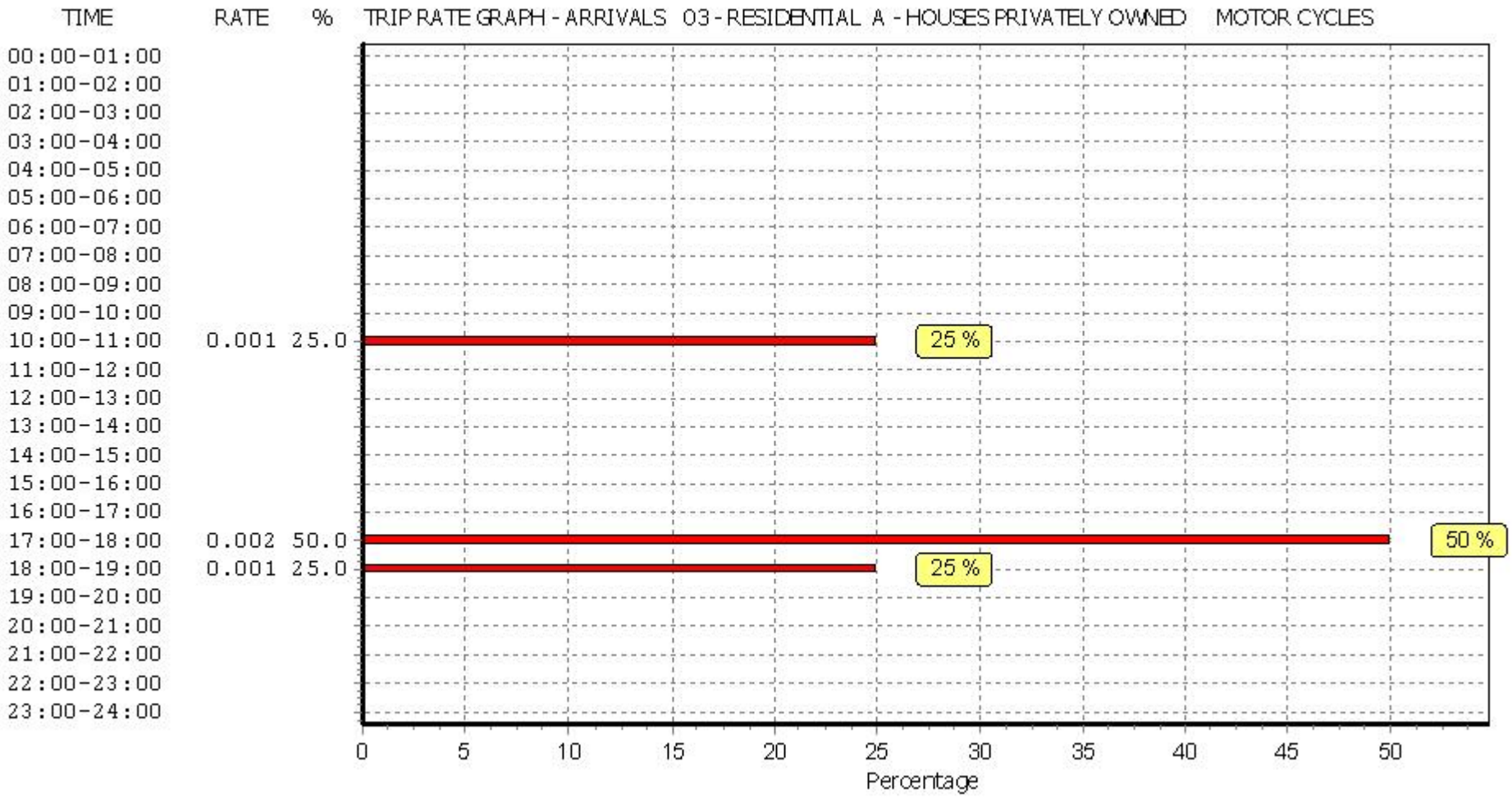
Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701



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

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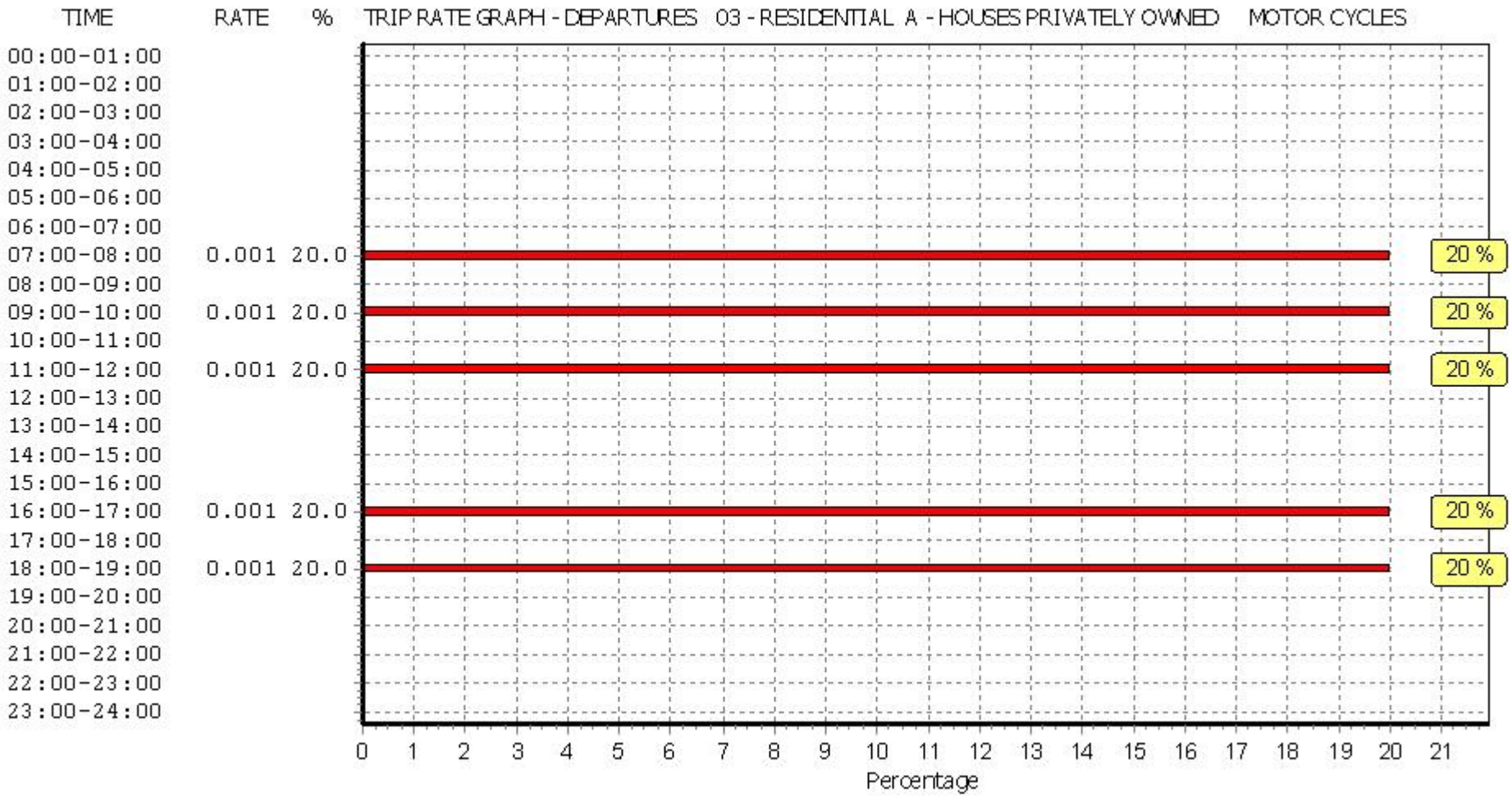

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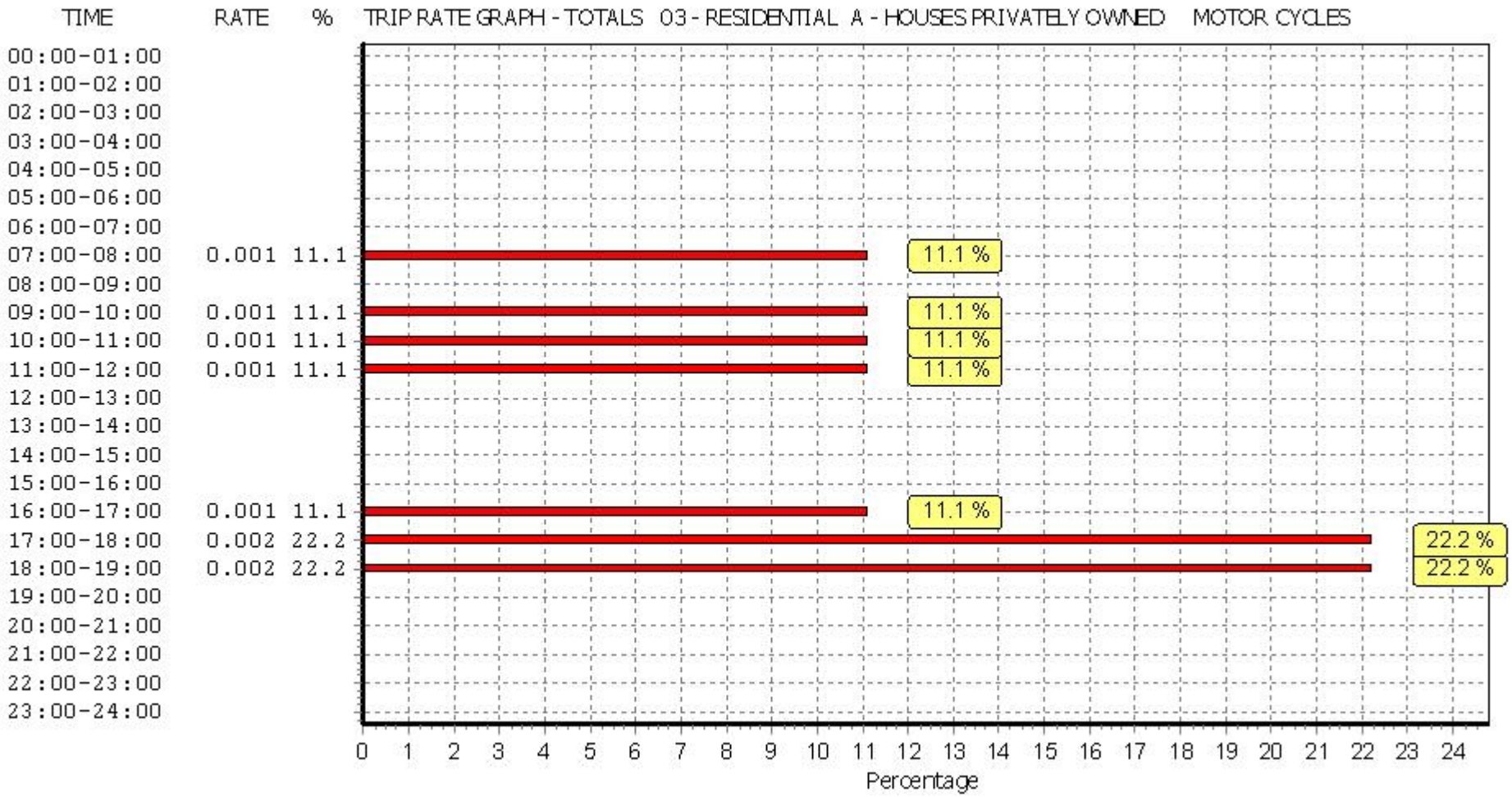

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Appendix H

Speed Survey Results

SPEED SURVEY

Job Name **Royston**
JOB NO **10956**

LOCATION: 3 - Shaw Lane

SPEED LIMIT AT SITE: 30

DIRECTION: **EASTBOUND**

DATE: 25/02/2020

DAY: Tuesday

WEATHER: Showers

30	31	24	29	29	22	26	30	27	29
28	31	28	35	27	29	30	31	28	29
27	27	28	30	29	27	28	35	22	28
30	34	30	36	28	37	31	28	25	29
30	31	30	29	25	28	25	29	29	25
30	31	27	34	33	30	26	27	29	30
30	27	29	27	27	24	28	29	32	32
29	25	31	29	31	28	37	35	33	34
27	30	27	29	36	35	26	27	27	24
24	29	23	29	31	34	29	26	29	25
32	27	29	33	27	33	35	32	26	27
30	31	31	47	31	27	31	28	31	30
27	29	28	29	22	29	32	32	21	23
31	30	30	31	28	31	30	29	29	26
22	27	28	27	33	30	31	26	29	30
35	31	33	23	30	31	34	36	27	29
32	26	33	35	27	30	32	26	29	30
31	29	29	27	32	24	26	26	27	29
29	29	31	28	31	28	28	33	35	33
35	31	29	32	32	31	27	30	29	31

Total No. 200

Summary

	MPH	KPH
Average	29	47
85th %ile	32	51
Maximum	47	76
Minimum	21	34

Traffic speeds measured by hand held laser speed gun in accordance with advice given in Department of Transport Advice Note TA22/81 - DMRB Volume 5 Part 2 - 'Vehicle Speed Measurements on All Purpose Roads'

SPEED SURVEY

Job Name **Royston**
JOB NO **10956**

LOCATION: 3 - Shaw Lane

DATE: 25/02/2020

SPEED LIMIT AT SITE: 30

DAY: Tuesday

DIRECTION: **WESTBOUND**

WEATHER: Showers

33	31	30	32	42	27	22	24	29	33
28	47	26	23	24	25	28	32	35	39
31	35	27	33	31	33	28	30	30	35
33	31	33	30	28	24	29	23	25	28
27	23	26	34	30	21	28	33	30	22
25	29	26	31	30	29	31	32	32	29
35	28	27	30	31	36	29	36	29	31
28	30	29	30	28	27	33	28	28	29
29	25	28	32	30	24	29	30	32	28
27	23	29	36	34	39	28	32	30	28
35	33	30	32	31	30	33	29	30	29
28	29	33	39	33	29	30	25	30	26
25	27	36	37	25	26	28	28	31	25
33	35	33	31	32	27	25	28	25	27
27	33	31	25	30	29	38	27	32	33
29	30	25	29	27	29	34	25	32	38
31	27	32	25	30	36	28	28	35	30
35	28	27	28	35	28	20	31	23	24
30	33	26	26	27	31	33	27	30	25
35	40	32	24	35	33	26	38	31	29

Total No. 200

Summary

	MPH	KPH
Average	30	48
85th %ile	33	53
Maximum	47	76
Minimum	20	32

Traffic speeds measured by hand held laser speed gun in accordance with advice given in Department of Transport Advice Note TA22/81 - DMRB Volume 5 Part 2 - 'Vehicle Speed Measurements on All Purpose Roads'

A61 Wakefield Road, Royston - Speed Survey

Road Data Services Ltd.

Weather: **Wednesday 12th February 2020**

All speeds are recorded from free flowing vehicles

Sunny **12:00 - 14:30**

Northbound							
	Speeds(mph)		Speeds(mph)		Speeds(mph)		Speeds(mph)
1	19	51	27	101	32	151	35
2	21	52	28	102	32	152	35
3	22	53	28	103	32	153	35
4	22	54	28	104	32	154	35
5	22	55	28	105	32	155	36
6	22	56	28	106	32	156	36
7	22	57	29	107	32	157	36
8	22	58	29	108	32	158	36
9	22	59	29	109	32	159	36
10	22	60	29	110	32	160	36
11	22	61	29	111	33	161	36
12	23	62	29	112	33	162	36
13	23	63	29	113	33	163	36
14	23	64	29	114	33	164	36
15	23	65	29	115	33	165	36
16	23	66	29	116	33	166	36
17	24	67	29	117	33	167	37
18	24	68	30	118	33	168	37
19	24	69	30	119	33	169	37
20	24	70	30	120	33	170	37
21	24	71	30	121	33	171	37
22	25	72	30	122	33	172	37
23	25	73	30	123	33	173	37
24	25	74	30	124	33	174	38
25	25	75	30	125	33	175	38
26	25	76	30	126	34	176	38
27	25	77	31	127	34	177	38
28	25	78	31	128	34	178	38
29	25	79	31	129	34	179	38
30	25	80	31	130	34	180	38
31	26	81	31	131	34	181	38
32	26	82	31	132	34	182	38
33	26	83	31	133	34	183	38
34	26	84	31	134	34	184	39
35	26	85	31	135	34	185	39
36	26	86	31	136	34	186	39
37	26	87	31	137	34	187	39
38	26	88	31	138	34	188	39
39	26	89	31	139	34	189	40
40	26	90	31	140	34	190	40
41	26	91	31	141	35	191	40
42	26	92	32	142	35	192	40
43	26	93	32	143	35	193	40
44	26	94	32	144	35	194	40
45	26	95	32	145	35	195	40
46	26	96	32	146	35	196	40
47	27	97	32	147	35	197	41
48	27	98	32	148	35	198	41
49	27	99	32	149	35	199	42
50	27	100	32	150	35	200	42

Southbound							
	Speeds(mph)		Speeds(mph)		Speeds(mph)		Speeds(mph)
1	16	51	22	101	27	151	33
2	18	52	22	102	27	152	34
3	18	53	22	103	27	153	34
4	18	54	22	104	27	154	34
5	18	55	22	105	28	155	34
6	18	56	23	106	28	156	34
7	18	57	23	107	28	157	34
8	18	58	23	108	28	158	34
9	18	59	23	109	28	159	34
10	18	60	23	110	28	160	35
11	19	61	23	111	28	161	35
12	19	62	23	112	28	162	35
13	19	63	23	113	28	163	35
14	19	64	24	114	28	164	35
15	19	65	24	115	28	165	36
16	19	66	24	116	29	166	36
17	20	67	24	117	29	167	36
18	20	68	24	118	29	168	36
19	20	69	24	119	29	169	37
20	20	70	24	120	29	170	37
21	20	71	24	121	29	171	37
22	20	72	24	122	29	172	37
23	20	73	24	123	29	173	38
24	20	74	24	124	29	174	38
25	20	75	24	125	30	175	38
26	20	76	24	126	30	176	38
27	20	77	24	127	30	177	38
28	20	78	24	128	30	178	38
29	20	79	24	129	30	179	38
30	20	80	24	130	30	180	38
31	21	81	25	131	30	181	38
32	21	82	25	132	31	182	39
33	21	83	25	133	31	183	39
34	21	84	25	134	31	184	39
35	21	85	25	135	31	185	40
36	21	86	25	136	32	186	40
37	21	87	25	137	32	187	40
38	21	88	26	138	32	188	41
39	21	89	26	139	32	189	41
40	21	90	26	140	32	190	41
41	22	91	26	141	32	191	41
42	22	92	26	142	32	192	41
43	22	93	26	143	32	193	42
44	22	94	26	144	32	194	42
45	22	95	26	145	33	195	42
46	22	96	26	146	33	196	43
47	22	97	26	147	33	197	43
48	22	98	26	148	33	198	43
49	22	99	27	149	33	199	43
50	22	100	27	150	33	200	43

SPEED LIMIT: 40 MPH

ROAD SURFACE - DRY

Average Northbound (mph)	31.5
85th%ile Northbound (mph)	37.0
% Above Speed Limit Northbound	2.0%

Average Southbound (mph)	28.1
85th%ile Southbound (mph)	37.0
% Above Speed Limit Southbound	6.5%

Appendix I

Junction Mitigation – Wakefield Road/Lee Lane/Shaw Lane

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40

EXISTING PETROL STATION EGRESS

EXISTING PETROL STATION ACCESS

A61 WAKEFIELD ROAD

PROPOSED YELLOW BOX /KEEP CLEAR ROAD MARKING SUBJECT TO DETAILED DESIGN

DETAILED DESIGN PROCESS TO INCLUDE RISK ASSESSMENT FOR POTENTIAL VEHICLE RESTRAINT SYSTEM ADJACENT TO BOUNDARY

AREA TO BE USED FOR MAINTENANCE VEHICLE AND TO UTILISE EXISTING DROPPED KERB OFF LEE LANE

EXISTING DROPPED KERB ACCESS TO BE RETAINED

EXISTING GOLF DRIVING RANGE ACCESS

LEE LANE

EXISTING FOOTWAY IMPROVED/WIDENED TO 1.8M

RELOCATE EXISTING 60MPH TO 40MPH SPEED LIMIT CHANGE FURTHER EASTWARDS ALONG LEE LANE. LOCATION SUBJECT TO DETAILED DESIGN AND LOCAL HIGHWAY AUTHORITY DISCUSSION/APPROVAL

TRAFFIC SIGNAL LOCATED AT BACK OF FOOTWAY WITH CRANKED POST

SHAW LANE

MINOR WIDENING TO EXISTING BUS STOP

30

PROPOSED YELLOW BOX /KEEP CLEAR ROAD MARKING SUBJECT TO DETAILED DESIGN

FOR DETAILS SOUTH ALONG THE A61 WAKEFIELD ROAD REFER TO INSET

EXISTING TACTILE CROSSING TO BE REMOVED AND PAVEMENT TO BE REINSTATED

PEDESTRIAN CROSSING TO BE REPROVIDED AT SIGNAL STOPLINE

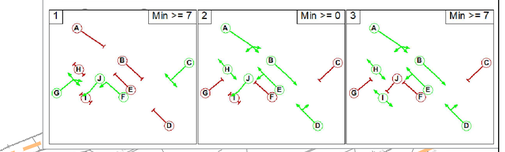
KEY

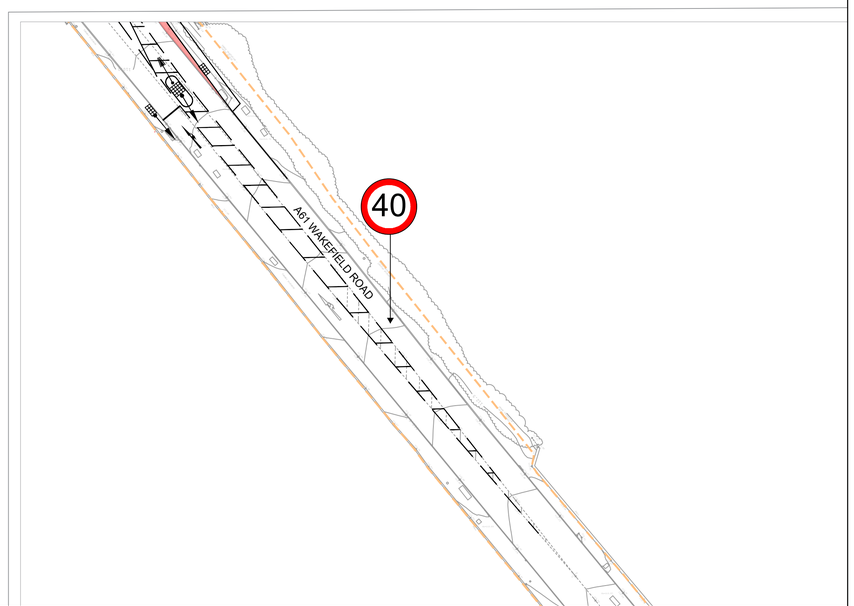
- INDICATIVE ADOPTED HIGHWAY BOUNDARY
- PROPOSED JUNCTION IMPROVEMENTS
- PROPOSED CARRIAGEWAY WIDENING
- PROPOSED TACTILE PAVING
- EXISTING PRIVATE ACCESS/EGRESS POINTS
- 40 EXISTING SPEED LIMIT

NOTES

1. PRELIMINARY LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, TOPOGRAPHICAL SURVEY, HIGHWAY DRAINAGE PROVISION, HIGHWAY CAPACITY ASSESSMENT, LAND AVAILABILITY AND LOCAL AUTHORITY APPROVAL.

PROPOSED SIGNAL STAGING





REV	DATE	BY	DESCRIPTION	CHK	APP
C	02/03/20	CJR	GENERAL AMENDS	PMO	PMO
B	17/02/20	CJR	AMENDS RESPOND TO RSA & COUNCIL COMMENTS	PMO	PMO
A	02/12/19	CJR	UPDATED INC. TOPO SURVEY	PMO	PMO
-	26/07/19	CJR	INITIAL ISSUE	PMO	PMO

STATUS: PRELIMINARY

PROJECT: LEE LANE, ROYSTON
PROPOSED RESIDENTIAL DEVELOPMENT

CLIENT: BELLWAY HOMES LTD

DRAWING TITLE: LEE LANE/A61 WAKEFIELD ROAD/SHAW LANE
PROPOSED JUNCTION IMPROVEMENTS

CHECKED	APPROVED	DRG No.	
PMO	PMO	18085/GA/03	
DRAWN BY:	SCALE @ A1	DATE	REV.
CJR	1:250 INSET: 1:500	MARCH 2020	C

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KEY

- 40M VISIBILITY SPLAY (CHAPTER 6 TRAFFIC SIGNS MANUAL)
- 50M VISIBILITY SPLAY FOR A 34.5MPH RECORDED 85TH PERCENTILE WET WEATHER SPEED
- 45M VISIBILITY SPLAY FOR A 32MPH RECORDED 85TH PERCENTILE WET WEATHER SPEED
- 70M VISIBILITY SPLAY (CD109 HIGHWAY LINK DESIGN)
- 80M VISIBILITY SPLAY (CHAPTER 6 TRAFFIC SIGNS MANUAL)
- 90M VISIBILITY SPLAY (CD109 HIGHWAY LINK DESIGN)

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A61 WAKEFIELD ROAD

SHAW LANE

LEE LANE

JUNCTION INTERVISIBILITY
INSET 1:500 @ A2

REV	DATE	BY	DESCRIPTION	CHK	APP
-	02/03/20	CJR	INITIAL ISSUE	PMO	PMO

STATUS: PRELIMINARY

PROJECT: LEE LANE, ROYSTON

CLIENT: BELLWAY HOMES LTD

DRAWING TITLE: PROPOSED A61 WAKEFIELD ROAD/LEE LANE/SHAW LANE IMPROVEMENTS JUNCTION VISIBILITY

CHECKED	APPROVED	DRG No.	
PMO	PMO	18085/IN/17	
DRAWN BY:	SCALE @ A2	DATE	REV.
CJR	1:500	MARCH 2020	-

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