BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Proposed Residential Development Woolley Colliery, Darton

Transport Assessment

October 2024

PROPOSED RESIDENTIAL DEVELOPMENT
WOOLLEY COLLIERY
DARTON

GLEESON REGENERATION

TRANSPORT ASSESSMENT

Report by: Phoebe Pitcher

Bryan G Hall
Consulting Civil & Transportation Planning Engineers
Suite E15, Joseph's Well, Hanover Walk, Leeds, LS3 1AB

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	Name	Signed	Date
Report prepared by	Phoebe Pitcher		09.09.2024
Report checked by	Nick Calder		09.09.2024
Overview by	Martin Crabtree		09.09.2024

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1.0 INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Bryan G Hall (BGH) on behalf of Gleeson Regeneration to support a planning application for a proposed residential development of 114 dwellings, on land to the west of Woolley Colliery Road, Darton, South Yorkshire.

Site Location and Development Proposals

1.2 The site is located between the villages of Darton to the south and Woolley Colliery to the north. The proposals comprise of two land parcels which are separated from each other by a mixed-use sporting facility and comprise of land that was formerly part of the now disused Woolley Colliery. The two land parcels will be referred to within this TA as the 'northern' land parcel and 'southern' land parcel, due to their geographical position in relation to each other.

1.3 The northern land parcel occupies an area of some 2.1 hectares and is bound to the north by existing residential dwellings, to the east by Woolley Colliery Road, to the west by brownfield land belonging to the former colliery and to the south by the sports facility.

1.4 The southern land parcel occupies an area of some 1.1 hectares and is bound to the south and west by woodland, to the east by Woolley Colliery Road, and to the north by the existing sports facility. A plan showing the site location relative to the surrounding highway network is provided at Figure 1.1.

Figure 1.1: Site Location

1.5 The development proposals seek to provide a new residential development which will comprise of 114 dwellings. A site layout plan is attached at **Appendix BGH1**. As shown on the plan, the northern land parcel will comprise of 72 dwellings, whilst the southern land parcel will comprise of 42 dwellings.

1.6 Vehicular and pedestrian access to both land parcels will be provided from Woolley Colliery Road at the eastern boundary of each site. The southern land parcel will utilise an existing priority T junction to provide access, whilst the northern land parcel will be accessed via the formation of a new priority controlled T junction with Woolley Colliery Road.

1.7 The site is allocated within the Barnsley Local Plan (Adopted 2019) for residential development under the site reference HS1 *'Former Woolley Colliery'*. This allocation sets an indicative capacity of 90 dwellings for the site and sets a clear precedent for residential development of the site.

1.8 This TA will consider access to the site by vehicles and also by sustainable modes of transport. It will demonstrate that the development proposals are in accordance with local and national policy documents. It will also demonstrate that the traffic from the development will have no significant residual impact of the operation of the local highway network in the vicinity of the site in line with paragraph 114 of the NPPF. A Travel Plan has been produced to support the application and should be read in conjunction with this TA.

1.9 The remainder of this TA is structured as set out in Table 1.1.

Table 1.1 - Transport Assessment Report Structure

Section	Title	Description
2.0	Relevant Planning and Transport Policy	This section will set out the local and national planning and transport policy relevant to the application site.
3.0	The Application Site and Existing Highway Network	This section will describe the existing site, the local highway network and its function.
4.0	Sustainable Transport	This section will describe the existing situation in the vicinity of the site with regards to the opportunities for residents to travel by alternative modes, such as walking, cycling and public transport.
5.0	Base Operating Conditions	This section will set out the methodology used in assessing the operation of the highway network at a future base year, including background traffic growth and committed development.
6.0	The Proposed Development	This section describes the proposed development, the vehicular and pedestrian access strategy and an assessment of the internal layout.
7.0	Trip Generation and Distribution	This section presents trip generation rates for the development and assesses the distribution of development related traffic on to the highway network.
8.0	Impact on the Highway Network	The impact of the traffic generated by the development on the local highway network is presented in this section.
9.0	Summary and Conclusions	This section presents the conclusions drawn from the analysis contained within the TA.

2.0 RELEVANT PLANNING AND TRANSPORT POLICY

National Policy

National Planning Policy Framework (NPPF)

2.1 The National Planning Policy Framework (NPPF) was most recently revised in December 2023. It sets out the Government's planning policies for England and how these should be applied.

2.2 Paragraph 114 of the NPPF states that:

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given 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 Code; and*
> *d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.3 Paragraph 115 of the NPPF states that:

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

2.4 Paragraph 116 of the NPPF goes on to state:

> *"Within this context, applications for development should:*
>
> *a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.5 Paragraph 117 also states that developments that will generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment, so that the likely impacts of the proposal can be assessed. The application for this site includes this TA, which is line with this requirement.

2.6 The current NPPF is going through a consultation with suggested changes and updates. There is a section included that references a 'vision-led' approach to transport planning" discussing moving from the current 'Predict and Provide' approach to a 'vision-led', 'Decide and Provide' approach. As a result this TA has been produced to be aligned to the Decide and Provide approach, whereby it includes back ground traffic growth based on the aspirations of the LPA to minimise the increase in car trips on the road network, and the trip generation figures for the site have been based on predictions from similar sites and applying factors associated with the impact of the TP measures.

Planning Practice Guidance (PPG)

2.7 In 2014, the Government released a number of updated Planning Practice Guidance (PPG) Notes linked to the NPPF. The aim of the PPG Notes is to help simplify the planning system in England and replace a number of historic guidance notes.

2.8 The updated PPG Notes cover Transport in two sections, the first being 'Transport evidence bases in plan making' and the second being 'Travel plans, transport assessments and statements in decision taking'. The latter refers to Transport Assessments, Transport Statements and Travel Plans as ways of assessing and mitigating negative transport impacts of development, in order to promote sustainable development. This TA has been prepared in line with the key principles set out in the PPG Notes.

Manual for Streets

2.9 Although they do not form part of planning policy, Manual for Streets (2007) and Manual for Streets 2 (2010) provide national guidance on the design, construction, adoption and maintenance of urban streets, particularly residential streets. This guidance is referred to within this TA, particularly in relation to visibility provision for the proposed site access arrangements.

Local Policy

Barnsley Local Plan 2019-2033

2.10 The Barnsley Local Plan was adopted in January 2019 and sets out how Barnsley Metropolitan Borough Council (BMBC) will manage the physical development of the borough. It is a key part of the statutory development plan and informs decisions on planning applications.

2.11 The following key policies set out within the Barnsley Local Plan are relevant to highways and transport and the proposed development:

- Policy SD1 Presumption in favour of Sustainable Development – this policy reflects the positive approach set out in the NPPF.
- Policy GD1 General Development – sets out, inter alia, that development proposals will be approved if adequate access and internal road layouts are provided, and appropriate vehicular and pedestrian links are provided through the site and into adjacent areas.
- Policy T3 New Development and Sustainable Travel – sets out that new development will be expected to be designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists, including the provision of suitable cycle parking. A Transport Statement or Assessment and Travel Plan should be provided in line with the NPPF.
- Policy T4 New development and Transport Safety – sets out that new development should be designed to provide all transport users within and surrounding the site with safe, secure and convenient access and movement.
- Policy GS2 Green Ways and Public Rights of Way – sets out that where development affects an existing Public Right of Way, it must protect the existing route within the development or include an equally convenient and attractive alternative route

2.12 It is considered that the proposed development is aligned to the key policies, where appropriate.

Transport Strategy

2.13 The Transport Strategy of BMBC outlines the commitment to improve transport options and reduce the negative impacts of travel on the borough. It identifies key improvements needed for the 10 year period from 2020 to 2030 to help deliver BMBC's vision, many of which relate to improvements which facilitate active travel and reduce the dominance of motor vehicles.

2.14 One of the main objectives in the Transport Strategy is:

> *"Objective - Our focus is on reducing the number of journeys that occur at peak times and are two miles or under, and encourage the use of less polluting vehicle".*

2.15 The strategy states that they will achieve this by:

> *"Spreading of demand for trips over a longer time period thereby reducing congestion at peak times. This will work in conjunction with increased use of sustainable modes to enable the road network in Barnsley to flow more freely"*

2.16 Another Objective in the Transport Strategy is

> *"Objective – To Transform our Streets and Places to Enable an Increase in Cycling and Walking"*

2.17 They intend to do this by making walking a much more attractive and accessible option for trips less than 2 miles and increase the cycle mode share to 3% in 2030 from 1% in 2020. They also aim to increase accessibility and mobility in Barnsley by public transport through securing new services, more capacity and greater service frequencies on appropriate routes from Public Transport Operators for rail services.

2.18 The TA has been prepared in line with the BMBC Transport Strategy, ensuring that the development is sustainable and will have as few negative impacts on travel in the borough as possible and is located so that journeys on foot, cycle and by rail can be maximised, therefore reducing the need to travel by car.

Active Travel in Barnsley (2019 – 2033)

2.19 Barnsley's Active Travel strategy aims to make active travel modes an attractive and realistic choice for short journeys, involving the development and promotion of accessible, safe and well planned active travel opportunities. This TA and accompanying TP have been prepared in line with this guidance.

Barnsley's Supplementary Planning Documents

2.20 Following the adoption of the Local Plan in 2019, BMBC produced a number of Supplementary Planning Documents (SPDs). The following SPDs have been considered as part of the preparation of this TA:

- Design of Housing Development (adopted July 2023) – sets out the principles that will apply to planning applications for new housing development, including the design of streets, parking and public rights of way. The SPD frequently refers to relevant design guidance within the South Yorkshire Residential Design Guide and Manual for Streets.

- Sustainable Travel (adopted July 2022) – supplements the sustainable travel related policies of the Local Plan to ensure that accessibility of new development via public transport, walking and cycling is acceptable.

- Parking (adopted November 2019) – sets out the parking standards applied to new development in Barnsley.

South Yorkshire Residential Design Guide

2.21 Although not forming part of planning policy, the South Yorkshire Residential Design Guide provides guidance on the design of residential development, which is referred to within this TA, as appropriate.

3.0 THE APPLICATION SITE AND EXISTING HIGHWAY NETWORK

The Application Site

3.1 The site is located between the villages of Darton to the south and Woolley Grange to the north. The proposals comprise of two land parcels which are separated from each other by a mixed-use sporting facility and comprise of land that was formally part of the now disused Woolley Colliery.

3.2 The northern land parcel occupies an area of some 2.1 hectares and is bound to the north by existing residential dwellings, to the east by Woolley Colliery Road, to the west by brownfield land belonging to the former colliery and to the south by the sports facility.

3.3 The southern parcel occupies an area of some 1.1 hectares and is bound to the south and west by woodland, to the east by Woolley Colliery Road, and to the north by the existing sports facility.

3.4 Both land parcels currently benefit from existing vehicular access to the former Colliery on the site, which is from Woolley Colliery Road at the eastern site boundary. Both accesses are in the form of simple priority controlled T junctions with kerbed radii.

The Existing Highway Network

3.5 In the vicinity of the existing access location for the northern land parcel, Woolley Colliery Road is a two-way single carriageway road which is subject to a 30mph speed limit and largely runs in a north-to-south alignment. Woolley Colliery Road is circa 6.0 metres in width at this point and has a 3.0 metre wide shared use footway/cycleway along the eastern side of the carriageway which this is separated from the carriageway by a verge of widths varying between 2.0 metres and 7.0 metres. Woolley Colliery Road also benefits from the provision of street lighting along the site frontage.

3.6 To the north of the existing northern land parcel access location, Woolley Colliery Road continues for approximately 175 metres before entering into the settlement of Woolley Grange. At this point, the shared use footway/cycleway terminates and continues as a footway of circa 1.8 metres in width. Woolley Colliery Road continues through Woolley Grange where it provides access to several residential access roads before terminating after a further 200 metres to the north-east.

3.7 Returning to the existing northern land parcel access location, Woolley Colliery Road continues south for some 200 metres, at which point Bloomhouse Lane forms the minor arm of a priority T-junction with Woolley Colliery Road. Bloomhouse Lane continues to the south-east to provide access into residential areas within the northern extents of Mapplewell.

3.8 To the south of the Bloomhouse Lane / Woolley Colliery Road T junction, Woolley Colliery Road continues with a shared use footway/cycleway directly adjacent to the carriageway on its eastern side, with widths varying between 2.5 metres and 3.0 metres. After 230 metres, Woolley Colliery Road passes a disused access that previously provided access into the Colliery site, which will be used to provide access to the southern development land parcel. In the vicinity of the southern land parcel access, Woolley Colliery Road is a two-way single carriageway road with a width of circa 6.0 metres. The shared use-footway/cycleway of approximately 2.5 metres in width continues to adjoin the carriageway on its eastern side.

3.9 Immediately to the south of the southern land parcel access, a 2.0 metre wide footway commences adjacent to the western side of the carriageway and continues to the south. At this point, Woolley Colliery Road turns to the east, and the shared use footway/cycleway along the eastern side of the carriageway ceases. A pedestrian crossing with dropped kerbs and tactile paving is in place to provide access to the 2 metre wide footway that adjoins the carriageway to its western side. This footway continues to the south-east for approximately 20 metres where it is separated from the carriageway by a pedestrian guard rail. At this point, the footway leaves the carriageway and continues as a footpath that provides access to Darton Railway Station some 100 metres to the south. The footway alongside Woolley Colliery Road then ceases after providing access to the public footpath.

3.10 After turning to the east, Woolley Colliery Road continues for approximately 85 metres where it then turns to the south for approximately 105 metres. Along this north/south alignment of Woolley Colliery Road, a 1.5 metre wide footway is present on the eastern side of the carriageway, and a 0.75 metre footway is located on the western side of the carriageway.

3.11 Woolley Colliery Road is then known as Station Road as it turns to the east again in the vicinity of the Darton Railway Station Car Park access. Station Road continues for some 115 metres in this direction before it forms the minor arm of a priority T-junction with the B6131. The B6131 continues to the south-east from the junction where it is known as Station Road and goes on to provide access to a number of commercial properties and residential roads before passing through the centre of Mapplewell some 2.0 kilometres to the east.

3.12 The B6131 continues to the south-west under an existing railway bridge where it is named Church Street for approximately 325 metres until it forms the north-eastern arm of a staggered priority-controlled crossroads with the A637 and Churchfield Lane. Churchfield Lane forms the south-western arm of the junction and continues into the village of Kexborough. A637 Barnsley Road forms the south-eastern arm and provides access towards Barnsley town centre after some 5.3 kilometres, as well as various other villages within the Barnsley. A637 Huddersfield Road continues to the north-west where it provides a route towards Junction 38 of the M1 Motorway after some 2.8 kilometres.

Personal Injury Collision Data

3.13 Personal Injury Collision (PIC) data for the local highway network has been obtained from BMBC. The area requested includes Woolley Colliery Road between the site's northern boundary and its junction with B6131, and the B6131 as it passes through Darton to include the A637 / B6131 / Churchfield Lane staggered crossroads.

3.14 Data has been provided for the 63-month period from 01/01/2019 to 10/04/2024 and this is attached at **Appendix BGH2**. The plan produced by BGH showing the extents of the requested area has also been attached.

3.15 The data shows that during the 63-month period, there have been a total of 7 PICs within the study area, two of which were classified as serious in severity and the remaining five of which were classified as slight. A further PIC was provided by BMBC (ref: 231273767) which falls outside of the requested study area. This PIC has therefore been discounted from the below analysis.

Woolley Colliery Road

3.16 The first slight PIC (ref: 221198938) occurred on Woolley Colliery Road, some 150 metres to the south of the junction with Bloomhouse Lane and involved a collision between a vehicle and a pedestrian. The PIC report states it is unclear how the collision occurred.

B6131 Station Road

One slight PIC (ref: 20990679) occurred on B6131 Station Road, approximately 160 metres to the north-east of the Station Road / B6131 Church Street junction. The PIC involved a rear end shunt between two vehicles.

B6131 Church Street

3.17 Two PICs occurred along B6131 Church Street between the Station Road / B6131 T junction and the A637 / B6131 / Churchfield Lane staggered crossroads. The first slight PIC (ref:211106837) occurred at the junction with Church Close and involved

a collision between a vehicle egressing from Church Close and a cyclist travelling south-west along Church Street.

3.18 The second slight PIC on Church Street (ref: 20931818) occurred when a bus travelling along the carriageway came to a sudden stop, causing injuries to a passenger on-board.

A637 / B6131 / Churchfield Lane Staggered Crossroads

3.19 Three PICs occurred at the A637 / B6131 / Churchfield Lane staggered crossroads. The first slight PIC (ref: 231362720) involved a car turning right onto B6131 Church Street colliding with a motorbike travelling south-east along A637 Barnsley Road.

3.20 The second PIC was classed as serious (ref: 20915363) and occurred when a vehicle was traveling north-west along A637 Barnsley Road collided with another vehicle that was egressing from Churchfield Lane.

3.21 The second serious PIC (ref: 221212984) occurred on Churchfield Lane approximately 35 metres from the junction with A637 Barnsley Road. The PIC involved a motorbike which was traveling along Churchfield Lane towards A637 Barnsley Road when it lost control on approach to the junction.

Summary

3.22 Following the review of the PIC data for the highway network in the vicinity of the site, it is concluded that the highway network is operating satisfactorily at present with no recurring causation factors at any single location. The analysis has not revealed any existing road safety issues which would be exacerbated by the proposed development traffic.

Traffic Surveys

3.23 To determine the peak hour usage of the local highway network, traffic surveys were undertaken on Wednesday 17th July between the hours of 7:00am to 10:00am and 3:00pm to 7:00pm. These time periods were chosen to ensure that the weekday morning and evening peak hours are fully captured for consideration in this TA. The raw data is provided at **Appendix BGH3**. The surveys recorded fully classified turning counts and queue lengths at the following locations:

1. Bloomhouse Lane / Woolley Colliery Road T Junction;
2. Station Road / B6131 T Junction; and
3. B6131 Church Street / A637 / Churchfield Lane Staggered Crossroads

3.24 It has been identified from the surveys that the weekday morning peak hour occurred between 7:30am and 8:30am and the weekday evening peak hour

occurred between 4:45pm and 5:45pm. Traffic flow diagrams showing the 2024 existing peak hour traffic flows on the local highway network are attached at **Appendix BGH4**.

3.25 An Automatic Traffic Count (ATC) was also put in place in two locations along Woolley Colliery Road to collect traffic and speed data for 7 days beginning from Monday 15th July 2024. The location of the ATC is shown on the survey location plan attached at **Appendix BGH5**. The ATC data has been used to determine 85th percentile vehicle speeds on Woolley Colliery Road on which to base the visibility provision at both proposed site access junctions, as detailed in Section 5.0 of this TA.

4.0 SUSTAINABLE TRANSPORT

4.1 The national and local transport policies summarised in Section 2.0 seek to reduce the need to travel by private car and to promote travel by sustainable means. A review of the accessibility of the site by walking, cycling and using public transport has been undertaken as follows.

Walking

4.2 With regard to pedestrian provision at new developments, guidance is set out within the Chartered Institution of Highways and Transportation (CIHT) document 'Planning for Walking' (March 2015) and describes how approximately 80% of all journeys, shorter than 1 mile (1.6 kilometres), are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to walk if it is safe, comfortable, and the surrounding environment is attractive. Walking is also regarded as an essential part of public transport travel, as bus stops are usually accessed on foot.

4.3 Further guidance within the earlier CIHT Publication 'Guidelines for Providing for Journeys on Foot' (2000) sets out the suggested acceptable walking distances for pedestrians without any mobility impairment. The recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping, are shown in Table 4.1.

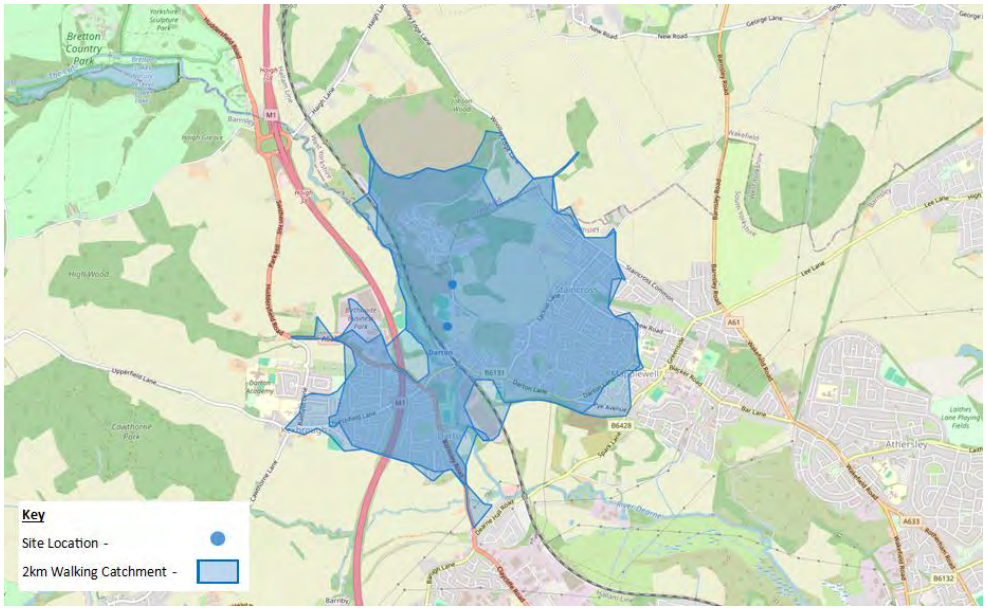
Table 4.1: Recommended Walking Distances

	Trip Purpose	
	Commuting/School	**Other Journeys (Retail/Shopping)**
Desirable	500 metres	400 metres
Acceptable	1,000 metres	800 metres
Preferred Maximum	2,000 metres	1,200 metres

4.4 Table 4.1 show that the preferred maximum walking distance for 'commuting / school' journeys is 2,000 metres (2.0 kilometres) and the preferred maximum walking distance for other journeys is 1,200 metres (1.2 kilometres). A walking catchment plan which illustrates the destinations accessible within a maximum 2.0 kilometres walking distance from the centre of the site, has been prepared using

the Iso4App accessibility software. The walking catchment plan is shown in figure 4.1 below.

Figure 4.1 – 2km Cycling Catchment



©OpenStreetMap

4.5 Pedestrian access to both the northern and southern land parcels will be provided from Woolley Colliery Road via footways to both sides of the vehicular site accesses. The southern site access will tie in to existing footway provision to the western side of Woolley Colliery Road. This footway provision continues to the south, approximately 10 metres to the south of the junction tactile paving and dropped kerbs are provided to tie in to the existing provision to the east of Woolley Colliery Road.

4.6 The footway provision to the west of Woolley Colliery Road continues for approximately 60 metres before continuing as an off-carriageway footpath to the south. After 90 metres, the footpath enters the car park for Darton Railway Station. Pedestrians using this footpath link could then walk through the Station car park to the east to reach Station Road. This will allow pedestrians to avoid the short section of Woolley Colliery Road which has not footway provision.

4.7 It is noted that previous proposals have been put forward to provide a footway to the northern side of Woolley Colliery Road along the approximate 80 metre section of carriageway that currently does not benefit from footway provision, this was accounted for as part of application reference: 2022/0619. The provision of footway along this section of Woolley Colliery Road could however only be facilitated by utilising land to the north of the existing adopted highway, which is

not under the applicants control. This land however is allocated for residential development under site HS25, and it is therefore considered that this footway link will therefore be delivered as part of any future application on site HS25.

4.8 A shared use footway / cycleway is present adjacent to the eastern side of Woolley Colliery Road, this provision stretches from a point approximately 25 metres to the south of the southern land parcel to a point approximately 40 metres to the north of the northern parcel. Dropped kerbs and tactile paving will be provided adjacent to the northern land parcel site access to tie into this existing provision.

4.9 The walking catchment plan shows that all of Darton is accessible within the preferred maximum 2.0 kilometre walking distance, along with a large area of Mapplewell to the east of the site, Woolley Grange to the north of the site and Kexborough to the south-west of the site.

4.10 Table 4.2 summarises the walking distances from the centre of the site to each of the nearest key amenities in the vicinity of the site.

Table 4.2: Walking Distances to Amenities

Amenity	Location	Approximate Walking Distance from Site
Darton Railway Station	Station Road	350 metres
The Royal Spice (Hot Food Takeaway)	Station Road	500 metres
May's Thai Takeaway (Hot Food Takeaway)	Church Street	650 metres
Co-Op Foodstore	Church Street	675 metres
Darton Tap (Public House)	Church Street	700 metres
Darton Primary School	Station Road	800 metres
Darton Community Centre	Church Street	800 metres
Darton Village Hall	Church Street	800 metres
The Rose & Crown (Public House)	Barnsley Road	950 metres
Darton Park	Barnsley Road	1100 metres
Darton Business Park	Barnsley Road	1400 metres

4.11 Table 4.2 shows that there are a number of local amenities which are within the preferred maximum walking distance of 2,000 metres. It also shows that Darton Primary School is within the desirable walking distance for school journeys of 800 metres.

4.12 The nearest secondary school to the site is Darton Academy, which is located circa 2.6 kilometres walking distance to the west of the site. It can also be accessed by a combined walking and bus journey, via the 95 bus (approximately 23 minute journey time including walking time).

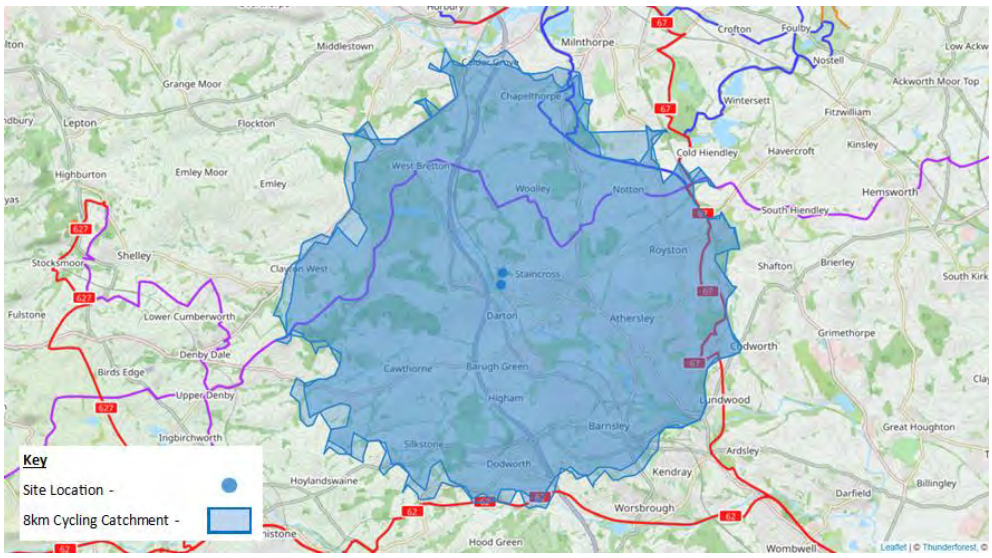
Cycling

4.13 Guidance in the Department for Transport's (DfT) 'Cycling and Walking Investment Strategy' (April 2017) and 'Cycle Infrastructure Design' (LTN 1/20 – July 2020) sets out that two out of every three personal trips are within 5 miles (8 kilometres), which is an achievable distance to cycle for most people.

4.14 It is also generally accepted that the bike is an ideal mode of transport for journeys under 8 kilometres and that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.

4.15 An 8 kilometre cycling catchment plan has been prepared using the Iso4App accessibility software and is shown at Figure 4.2 below.

Figure 4.2 – 8km Cycling Catchment



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4.16 This shows that Darton, Mapplewell, Royston, Athersley, Silkstone and Barnsley town centre are accessible within an 8 kilometre cycle distance, where a large number of key employment, leisure and retail facilities are available. Key employment areas, such as Zenith Business Park to the south of the site and Carlton Business Park to the east of the site, are also well within an 8 kilometre cycle.

4.17 The shared use footway/cycleway to the east of Woolley Colliery Road provides a good quality cycle link which allows cyclists to travel adjacent to the site frontage to access Woolley Grange to the north and Darton to the south.

4.18 The West Yorkshire Cycle Route is located approximately 2.7 kilometres to the north of the site and provides a mixture of on and off carriageway cycle routes around the perimeter of West Yorkshire. Locally, it provides access to several cycle routes that form part of the National Cycle Network, namely NCN route 67 and 627.

Public Transport

Bus

4.19 The closest bus stops to the site are located on Woolley Colliery Road, with the closest stop for the northern land parcel being located approximately 350 metres to the north of the site within Woolley Grange, whist the closest bus stop to the southern land parcel is located approximately 350 metres walking distance to the south-east from the centre of the site. Both bus stops can be accessed using the existing shared use footway/cycleway to the east of Woolley Colliery Road.

4.20 To access bus stops to the south-east of the southern land parcel and avoid the need for pedestrians to walk on carriageway, pedestrians would need to follow the previously mentioned footpath that links the site and Darton Railway Station, before utilising footway provision along Station Road that begins in the railway station car park.

4.21 Both bus stops to the north and south of the proposed development land parcels are located within the recommended maximum walking distance of 400 metres.

4.22 The bus stops are served by the 93, 95a and 97 number bus services. They are both marked by a flag and provide timetable information, whilst the northern bus stop also provides a waiting shelter for passengers. Table 4.3 summarises the bus services available from the stops.

Table 4.3: Summary of Existing Bus Services

Route Number	Route Description	Frequency		
		Weekdays	Saturday	Evenings & Sunday
93	Barnsley Interchange – Woolley Grange	Hourly	Hourly	No Service
95a	Barnsley Interchange – Woolley Grange	No Service	No Service	Hourly
97	Wakefield Bus Station – Woolley Grange	3 services towards Wakefield during AM 3 services towards Woolley during PM	No Service	No Service

4.23 Table 4.3 shows that there are regular services from these local bus stops to key destinations including Barnsley town centre. These areas provide a wide range of key employment, leisure and retail opportunities that future residents can access using the bus services. The 95a service provides several late evening and Sunday services to ensure that bus travel from the site can be utilised outside of peak times.

4.24 Based on the above, it is considered that bus travel will be a convenient and attractive travel mode for future residents of the site.

Rail

4.25 The closest railway station to the proposed development site is Darton Railway Station, which is located around 290 metres walking distance to the south of the southern land parcel and approximately 550 metres walking distance to the south of the northern land parcel. The railway station is accessible via the footways adjacent to Woolley Colliery Road and the footpath that links Woolley Colliery Road to Darton Railway Station. The station is also accessible within an approximate 2 minute cycle ride. At the station, there are 18 sheltered cycle parking spaces which are protected by CCTV.

4.26 The station offers hourly services in each direction between Leeds and Sheffield which also stop at other key local stations within South and West Yorkshire such as Barnsley, Wakefield and Castleford. Subsequently, from these stations connections can be made to access national destinations including Manchester, Liverpool, Newcastle, Edinburgh, and London.

Sustainable Transport Summary

4.27 This section has shown that there are numerous opportunities for sustainable travel to and from the proposed development site, which is compliant with the objectives of local and national transport planning policy particularly reducing vehicle trips during the peak hour periods.

4.28 It is considered that the site is well located to promote trips on foot to local amenities. The provision of the shared use footway/cycleway to the east of Woolley Colliery Road will also help to encourage cycling journeys.

4.29 Regular bus services are provided from bus stops within a short walking distance of the centre of the site, providing services to key leisure, employment and transport hubs in the area, including Barnsley Interchange. Darton Railway Station is located within a short walking distance from the site, which offers a frequent local service between Leeds and Sheffield, and an opportunity to connect to national services.

4.30 The evidence provided in this section therefore demonstrates that the site is accessible using sustainable modes of transport, including walking, cycling and the use of public transport. The proposed development will help to form a natural extension of Darton and will strengthen connectivity for existing residents in Woolley Grange and Low Row to the north to existing facilities within Darton.

5.0 BASE OPERATING CONDITIONS

Growth Factors

5.1 Historic good practice guidance on transport assessment is set out within the DfT's 'Guidance on Transport Assessment' and states that traffic flows for the local transport network should be projected to a future year of 5 years post submission of the planning application, which would be 2029 in this case.

5.2 In line with objectives of the BMBC Local Plan and Transport Strategy, the traffic flows for the surveyed junctions have been projected to this future year by applying the Behavioural growth factors determined using TEMPro (v8.1c), for the Barnsley 005 middle super output area (MSOA).

5.3 The Behavioural growth factors scenario captures a future where people embrace new ways of working, shopping and travelling. It also includes important behavioural trends which have emerged in recent years, in part because of the Covid-19 pandemic, which include inter alia changes in the travel behaviour of young people, and increased flexible working.

5.4 The growth rates are set out in Table 5.1.

Table 5.1: TEMPro Adjusted Road Traffic Forecasts Growth Factors

	RTF Growth Factors	
	AM Peak Period	**PM Peak Period**
2024 – 2029 Barnsley 005 MSOA	1.0085	1.0104

5.5 The factors indicate an approximate 1% growth in local background traffic between 2024 and 2029 and take account of planned increases in households and employment numbers. The growth factors have been applied to the 2024 existing peak hour flows at **Appendix BGH4**, resulting in the 2029 growthed traffic flows as shown on the diagrams at **Appendix BGH6**.

Committed Development

5.6 The Dalton Lane residential site (Site HS2 in the BMBC Local Plan) has been considered as a committed development for the purpose of the assessment work. This development has a planning approval (ref 2019/1244) and is understood to currently be under construction. The traffic flows from this site have been extracted

from a Transport Assessment produced by Andrew Moseley Associates which was submitted in support of the application, and these flows are included within the network flow diagrams provided at **Appendix BGH7.**

5.7 Committed development flows shown at **Appendix BGH7** have been added to the 2029 growthed traffic flows at **Appendix BGH6** to form the 2029 base flows, these are attached at **Appendix BGH8**.

6.0 THE PROPOSED DEVELOPMENT

6.1 The development proposals seek to provide a new residential development which will comprise of 114 dwellings in total. The dwellings will be made up of 2, 3 and 4-bedroom properties, and will be either semi-detached or detached dwellings. The site will be split into two distinct land parcels, with 72 dwellings being provided on the northern land parcel and 42 dwellings provided on the southern land parcel. A site layout plan has been attached at **Appendix BGH1**.

6.2 As previously discussed, the site is situated on an area of land which is identified in the Barnsley Local Plan as allocated land for future development. The allocated land is known as site HS1 'Former Woolley Colliery', with an indicative capacity of 90 dwellings.

Vehicular Access

Proposed Arrangement – Northern Land Parcel

6.3 Vehicular access to the proposed northern land parcel will be provided by way of a new priority controlled simple T junction with Woolley Colliery Road, at the eastern site boundary. The proposed access will be located some 60 metres to the south of the existing access which served the former colliery which will be formally closed off.

6.4 Local design standards for BMBC are set out in 'Design of Housing Developments' SPD (adopted in July 2023). As mentioned in Chapter 2, this SPD often refers to the South Yorkshire Residential Design Guide and Manual for Streets with regards to the design of new transport infrastructure.

6.5 In paragraphs B.2.1.6 and B.2.1.7, The South Yorkshire Residential Design Guide states that for conventional residential streets with a design speed of 20mph or less, a minimum carriageway width of 4.8 metres should be provided. Streets with higher design speeds should have a minimum carriageway width of 5.5 metres. In paragraph B.2.2.2, the guide also states that along carriageways, footways measuring 2.0 metres in width should be provided as a minimum. The proposed site access will be 5.5 metres wide, with 6.0 metre radius kerbs to both sides at its junction with Woolley Colliery Road. 2.0 metre wide footways will be provided to both sides of the access which will continue through the site on all residential access streets. Dropped kerbs and tactile paving will be provided across Woolley Colliery Road, which will tie into an extension to the existing shared use footway/cycleway to the east of Woolley Colliery Road, thus linking the site to the existing pedestrian infrastructure.

Proposed Arrangement – Southern Land Parcel

6.6 Vehicular access to the proposed southern land parcel will be provided by way of reinstating an existing priority controlled T junction with Woolley Colliery Road at the eastern site boundary. The access formally served the colliery on site but has since been closed off. The junction will therefore be reinstated as part of the proposals and tie into the internal layout of the site, where a carriageway width of 5.5 metres is to be provided along with 2.0 metre wide footways to both sides. The junction in its existing format has 6.0 metre radius kerbs to both sides of the junction with 2.0 metre wide footways to both sides, which tie into existing provision to the south of the access.

Visibility

6.7 Speed data on approach to both site access locations has been collected by the ATCs described in Section 3.0, which can be used to calculate the visibility provision based on the surveyed 85th percentile speeds.

6.8 Based on the ATC data in the vicinity of the proposed site access junction, for the time periods 10am to 12pm and 2pm to 4pm on weekdays only, as per the guidance in DMRB CA 185, the 85th percentile vehicle speeds are summarised at Table 6.1.

Table 6.1: Surveyed 85th %ile Speeds – Woolley Colliery Road

Location	Northbound	Southbound
ATC1 – Woolley Colliery Road Northern Land Parcel Access	40.2 mph	38.6 mph
ATC2 – Woolley Colliery Road Southern Land Parcel Access	34.8 mph	36.5 mph

6.9 Based on the surveyed speeds and Table 2.10 of DMRB CD 109, visibility splays of 120 metres are required to both the north and south of the northern land parcel site access.

6.10 Given that the calculated 85th percentile speeds are below 37mph in the vicinity of the southern land parcel access location, the visibility requirements have been calculated based on guidance provided in Manual for Streets 2. Using the formula at paragraph 10.1.5 of Manual for Streets 2, the required stopping sight distances based on the surveyed 85th percentile speeds are 62.9 metres for southbound vehicles and 58.6 metres for northbound vehicles.

6.11 The drawings attached at **Appendix BGH9** and **Appendix BGH10** demonstrate that the visibility splays described above are achievable at both site access locations within the adopted highway or land within the site boundary.

Internal Layout

6.12 The internal layout of the site has been designed to ensure it conforms to side road and forward visibility requirements for a 20mph design speed. The access road is not a straight route and raised tables along this route will ensure lower vehicle speeds to achieve the 20mph design speed, with a maximum length of 60 metres between any speed restraint feature.

Swept Path Analysis

6.13 The proposed layout has been designed to accommodate the necessary refuse and emergency vehicle requirements. The refuse vehicle used in the Barnsley metropolitan area is a 10.3 metre long 3 axle rear steer vehicle. A plan showing the swept paths of a refuse vehicle utilising the turning heads provided within the site are attached at **Appendix BGH11**. Refuse vehicles are larger than emergency vehicles, and therefore this drawing demonstrates that the site can also suitably accommodate emergency vehicles.

Proposed Parking Provision

Car Parking

6.14 The parking standards for new housing developments within BMBC are set out within the authority's 'Parking' SPD which was adopted in November 2019. The standards require that:

- 1 space is provided for dwellings with 1 or 2 bedrooms; and
- 2 spaces are provided for dwellings with 3 or more bedrooms

6.15 The parking standards also state that for residential developments, 1 EV charging point should be provided per dwelling.

6.16 Parking throughout the site will be compliant with the parking standards provided by BMBC.

Cycle Parking

6.17 The parking standards for new housing developments within BMBC are also set out within the authority's 'Parking' SPD. The standards require that:

- 1 secure space is provided per dwelling in garage of suitable size or separate secure covered area within plot

6.18 A secure cycle parking location will be provided within the curtilage of each dwelling e.g. within a garage, outbuilding or shed

7.0 TRIP GENERATION AND DISTRIBUTION

Trip Generation

7.1 The Trip Rate Information Computer System (TRICS) has been used to calculate the total person trip generation of the proposed development. Under the 'Houses Privately Owned' category, all sites excluding 'Greater London' have been interrogated to establish average 'Vehicle Trip Rates' for residential development.

7.2 These trip rates have been applied to the proposed 114 dwellings to establish the weekday morning and evening peak hour development trips.

7.3 The trip rates and trip generation are shown in Table 7.1, with the full TRICS output attached at **Appendix BGH12**.

Table 7.1: Residential Average Vehicle Trip Rate and Trip Generation

	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Proposed Number of Dwellings (114)						
Trip Rates	0.152	0.354	0.506	0.361	0.148	0.509
Trip Generation	17	41	58	42	17	59

7.4 Based on the trip rates obtained from the TRICS database, the proposals are anticipated to generate 58 two-way vehicle trips in the morning peak hour and 59 two-way vehicle trips in the evening peak hour. This equates to just under one vehicle movement per minute which is considered to be a relatively low number of trips.

Distribution

7.5 It is noted that data from the 2021 National Census data has been released recently and this can be interrogated to determine the likely travel patterns of residents in the local area. However, it is also noted that the 2021 Census was undertaken at a time when various travel restrictions were in place throughout England due to the Covid-19 pandemic.

7.6 On the official survey date of 21st March 2021, England was in its third national lockdown with a 'stay at home' order in place for non-essential travel. Obtaining travel pattern data from the 2021 Census data would therefore not be representative of typical conditions.

7.7 Therefore, the likely distribution of the traffic to and from both access locations for the proposed development has been determined using origin/destination 2011 Census Data for "Location of usual residence and place of work by method of travel to work (MSOA level)". The location of usual residence was set as "Barnsley 005" and the place of work was set to "All". The possible route choices have been determined based on the Google Maps route planning tool.

7.8 The diagrams attached at **Appendix BGH13** show the resulting trip distribution percentages for both land parcels on the local highway network. The expected distribution of trips through the network has also been summarised in Table 7.2 below.

Table 7.2 – Trip Distribution by Route

Route (travelling via)	Proportion (%)
Woolley Colliery Road (North)	2%
Broomhouse Lane	13%
Station Road	16%
Barnsley Road	40%
Churchfield Lane	3%
Huddersfield Road	26%
Total	100%

7.9 As can be seen from Table 7.2, it is anticipated that the largest proportion of trips (40%) on the surveyed network will be distributed along Barnsley Road, which provides access to Barnsley town centre. Overall, 40% of development generated trips equates to 23 two-way trips in the AM peak hour and 24 two-way trips in the PM peak hour.

7.10 A 30 two-way trip threshold is set out within historic guidance in the Department for Transport's 'Guidance on Transport Assessment', which is often used to establish the need for operational assessment at a junction. In line with this guidance, the level of trip generation through the highway network on Barnsley Road is not considered to be material, and therefore, no further assessments outside of the junctions analysed in chapter 8 are required.

7.11 Inline with best practice and the objectives in the BMBC Transport Strategy the targets contained in the TP that accompany this TA have been applied to the trip generation predictions in Table 7.1 to account for the impact of the TP measures and are shown in Table 7.2

Table 7.2: Vehicle Trip Generation

	Morning Peak Hour			Evening Peak Hour		
	Arrivals	**Departures**	**Total**	**Arrivals**	**Departures**	**Total**
Proposed Number of Dwellings (114)						
Trip Generation	16	37	52	37	15	53

7.12 Based on the above distribution and trip generation provided in Table 7.2, the diagram attached at **Appendix BGH14** shows the likely additional vehicle turning movements that the development will generate at the surveyed junctions.

8.0 IMPACT ON THE HIGHWAY NETWORK

Scope of Assessment

8.1 The following junctions accommodate at least 30-two way development trips in each peak hour and therefore have been assessed as part of this TA:

1. Proposed Northern Land Parcel Access / Woolley Colliery Road T Junction;
2. Proposed Southern Land Parcel Access / Woolley Colliery Road T Junction;
3. Bloomhouse Lane / Woolley Colliery Road T Junction;
4. Station Road / B6131 T Junction; and
5. B6131 / A637 / Churchfield Lane staggered priority crossroads

Assessment Traffic Flows

8.2 To calculate the traffic flows for the 2029 predicted scenario, the 2029 base traffic flows at **Appendix BGH8** have been added to the proposed development generated traffic flow diagrams at **Appendix BGH14**. The resulting 2029 predicted traffic flows are shown on the diagrams at **Appendix BGH15**.

Operational Assessment

Northern Land Parcel Site Access Junction / Woolley Colliery Road Junction

8.3 The operation of the proposed northern land parcel site access junction with Woolley Colliery Road has been assessed for the 2029 predicted weekday morning and evening peak hours, using the PICADY element of the Junctions 10 modelling software.

8.4 The Ratio of Flow to Capacity (RFC) results are provided for the junction. The RFC is a measure which is commonly used to judge the acceptability of new junction designs and also existing junctions in relation to predicting how they will operate. At existing junctions in urban areas, an RFC value of 1.00 is generally used to identify a junction operating at capacity. An RFC value of less than 0.85 is typically used to indicate that a new junction is predicted to operate at a satisfactory level of performance. If a junction operates between 0.85 and 1.0 it is normal practice to give further consideration to the operation of the junction. The maximum queues are presented in Passenger Car Unit (PCU) format, with a PCU length equating to 5.75 metres.

8.5 The results of the modelling are summarised in Table 8.1 and the full model outputs are attached at **Appendix BGH16**.

Table 8.1: 2029 Predicted Operational Assessment Northern Land Parcel Site Access Junction / Woolley Colliery Road Junction

Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Northern Land Parcel Site Access - (Left & Right Out)	0.05	0	0.02	0
Woolley Colliery Road - (Ahead & Right In)	0.00	0	0.00	0

8.6 Table 8.1 shows that the proposed northern land parcel site access junction with Woolley Colliery Road is predicted to operate well within capacity at a future year of 2029 with traffic generated by the proposed development. The maximum RFC of 0.06 is predicted to occur on the site access arm during the morning peak hour, with no associated queuing.

Southern Land Parcel Site Access Junction / Woolley Colliery Road Junction

8.7 The operation of the southern land parcel site access junction with Woolley Colliery Road has been assessed for the 2029 predicted weekday morning and evening peak hours, using the PICADY element of the Junctions 10 modelling software. The results of the modelling are summarised in Table 8.2 and the full model outputs are attached at **Appendix BGH16**.

Table 8.2: 2029 Predicted Operational Assessment Southern Land Parcel Site Access Junction / Woolley Colliery Road Junction

Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Southern Land Parcel Site Access - (Left & Right Out)	0.03	0	0.01	0
Woolley Colliery Road - (Ahead & Right In)	0.00	0	0.00	0

8.8 Table 8.2 shows that the southern land parcel site access junction with Woolley Colliery Road will operate well within capacity at a future year of 2029, with traffic

generated by the proposed development. The maximum RFC of 0.03 is predicted to occur on the site access arm during the morning peak hour, with no queueing.

Bloomhouse Lane / Woolley Colliery Road Priority T Junction

8.9 The operation of the existing Bloomhouse Lane / Woolley Colliery Road T junction has been assessed using the PICADY element of the Junctions 10 modelling software. The results of the modelling are summarised in Table 8.3 and the full model outputs are attached **at Appendix BGH16**.

Table 8.3: Operational Assessment
Bloomhouse Lane / Woolley Colliery Road Priority Junction

Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue	RFC	Queue
2024 Existing Scenario				
Bloomhouse Lane - (Left & Right Out)	0.04	0	0.04	0
Woolley Colliery Road - (Ahead & Right In)	0.00	0	0.02	0
2029 Base Scenario				
Bloomhouse Lane - (Left & Right Out)	0.04	0	0.04	0
Woolley Colliery Road - (Ahead & Right In)	0.00	0	0.02	0
2029 Predicted Scenario				
Bloomhouse Lane - (Left & Right Out)	0.04	0	0.05	0
Woolley Colliery Road - (Ahead & Right In)	0.01	0	0.02	0

8.10 Table 8.3 shows that the Bloomhouse Lane / Woolley Colliery Road T junction is predicted to operate well within capacity at a future year of 2029, with traffic generated by the proposed development. The maximum RFC of 0.05 is predicted to occur on Bloomhouse Lane during the evening peak hour, with no associated queuing.

Station Road / B6131 Priority T Junction

8.11 The operation of the existing Station Road / B6131 T junction has been assessed using the PICADY element of the Junctions 10 modelling software. The results of the modelling are summarised in Table 8.4 and the full model outputs are attached **at Appendix BGH16**.

Table 8.4: Operational Assessment Station Road / B6131 Priority Junction

Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue	RFC	Queue
2024 Existing Scenario				
Station Road - (Left & Right Out)	0.20	0	0.24	0
B6131 (Ahead & Right In)	0.02	0	0.07	0
2029 Base Scenario				
Station Road - (Left & Right Out)	0.20	0	0.25	0
B6131 (Ahead & Right In)	0.02	0	0.07	0
2029 Predicted Scenario				
Station Road - (Left & Right Out)	0.28	0	0.29	1
B6131 (Ahead & Right In)	0.03	0	0.09	0

8.12 Table 8.4 shows that the Station Road / B6131 T junction is predicted to operate well within capacity at a future year of 2029, with traffic generated by the proposed development. The maximum RFC of 0.29 is predicted to occur on the Station Road arm during the evening peak hour, with a maximum queue of one vehicle.

B6131 / A637 / Churchfield Lane Staggered Crossroads

8.13 The operation of the existing B6131 / A637 / Churchfield Lane staggered crossroads has been assessed using the PICADY element of the Junctions 10 modelling software. The results of the modelling are summarised in Table 8.5 and the full model outputs are attached **at Appendix BGH16**.

Table 8.5: Operational Assessment
B6131 / A637 / Churchfield Lane Staggered Priority Crossroads

Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue	RFC	Queue
2024 Existing Scenario				
Churchfield Lane	0.38	1	0.38	1
A637 Barnsley Road	0.26	1	0.81	5
B6131 Church Street	0.97	9	0.67	2
A637 Huddersfield Road	0.01	0	0.02	0
2029 Base Scenario				
Churchfield Lane	0.39	1	0.39	1
A637 Barnsley Road	0.27	1	0.85	7
B6131 Church Street	1.02	13	0.73	2
A637 Huddersfield Road	0.01	0	0.02	0
2029 Predicted Scenario				
Churchfield Lane	0.40	1	0.40	1
A637 Barnsley Road	0.29	1	0.90	10
B6131 Church Street	1.07	17	0.78	5
A637 Huddersfield Road	0.01	0	0.02	0

8.14 Table 8.5 shows that the B6131 / A637 / Churchfield Lane staggered priority crossroads is predicted to operate close to capacity during the morning peak period in all three assessed scenarios. The impact of trips associated with the proposed development on the junction however is minimal, with only a minor increase in the

RFC of 0.05 on the B6131 Church Street arm in comparison to the 2029 base scenario in the morning peak hour, with an associated increase in the queue length of 4 PCUS.

8.15 In practice, the increases in queuing predicted as a consequence of the development traffic are within the day-to-day variations in traffic flow at a junction and the increases in queuing predicted would not be perceptible to traffic on the wider network.

9.0 SUMMARY AND CONCLUSIONS

9.1 This Transport Assessment has been prepared by Bryan G Hall on behalf of Gleeson Regeneration to support a planning application for residential development of 114 dwellings west of Woolley Colliery Road, Darton.

9.2 The site is located to the north-west of the village of Darton. The proposals comprise of two land parcels, north and south, and is allocated for housing through the Barnsley Local Plan as site HS1. The two land parcels comprise of land that was formally part of the now closed Wolley Colliery coal mine, and they are bisected by playing fields and a cricket ground.

9.3 The northern parcel of land is to comprise of 72 dwellings, and the southern parcel of 42 dwellings. Vehicular and pedestrian access to both parcels will be provided from the existing road to the east, Woolley Colliery Road, through a new priority T-junction for the northern parcel and through an existing priority T-junction for the southern parcel.

9.4 The record of personal injury accidents occurring from road traffic collisions in the vicinity of the site has been assessed and it is concluded that there are no readily identifiable trends in the data. It has therefore been concluded that the development proposals will not have any detrimental impact on the operation of the network with regard to highway safety.

9.5 It has been demonstrated that there are numerous opportunities for sustainable travel to and from the proposed development site, which is compliant with the objectives of local and national transport planning policy. It is considered that the site is well located to promote trips on foot to local amenities. The provision of the shared use footway/cycleway to the east of Woolley Colliery Road will encourage cycling journeys. Regular bus services are provided from bus stops within a short walking distance of the centre of the site providing services to key leisure, employment and transport hubs, including Barnsley town centre. Darton Railway Station is located within a short walking distance from the site, which offers a regular local service between Leeds and Sheffield, and an opportunity to connect to national services.

9.6 Parking will be provided in line with the standards set out within the BMBCs Parking SPD, including the provision of an electric vehicle charging point per dwelling. Swept path analysis of the proposed layout has been undertaken, which demonstrates that the site can be serviced appropriately by a refuse vehicle.

9.7 The proposed development is anticipated to generate 58 two-way trips during the morning peak hour and 59 two-way trips during the evening peak hour. These development generated trips have been distributed onto the local highway network based on 2011 Census data.

9.8 Operational assessments of both proposed site access junctions with Woolley Colliery Road, the Bloomhouse Lane / Woolley Colliery Road T Junction , the Station Road / B6131 T Junction and the B6131 / A637 / Churchfield Lane staggered crossroads has been undertaken for a 2029 future year. It is concluded that the proposed development generated trips will not have a material impact on the operation of the local highway network in the vicinity of the site.

9.9 The development is in full accordance with national and local planning policy and guidance.

9.10 It is therefore concluded that there are no justifiable highways or transport related reasons why the proposed development should not be granted planning permission.

APPENDIX BGH 1

Woolley Colliery Road, Darton, Barnsley

gleeson

NORTH

Site A:

Site A:

Housetype: M4(2)

				Sqft:	No:
250	Greystones	2B 2St	753	09	17%
253	Tallow	2B 2St	753	03	
350	Glin	3B 2St	904	13	
351	Cranford	3B 2St	904	01	33%
357	Rosemount	3B 2St	904	10	
359	Clifden	3B 2St	984	02	
360	Milford	3B 2St	919	07	
362	M4(3)	3B 2St		01	17%
363	M4(3)	3B 2St		02	
450	Dalkey	4B 2St	1156	11	
454	Blessington	4B 2St	1149	01	33%
455	Bantry	4B 2St	1138	11	
456	M4(3)	4B 2St		01	
		Total:		**72**	

Nett Developable:
2.075Ha / 5.13 Acres

(34.70 DPH)

Site B:

Housetype: M4(2)

				Sqft:	No:
250	Greystones	2B 2St	753	07	24%
253	Tallow	2B 2St	753	03	
350	Glin	3B 2St	904	07	
351	Cranford	3B 2St	904	03	43%
357	Rosemount	3B 2St	904	08	
359	Clifden	3B 2St	984	01	
360	Milford	3B 2St	919	03	
362	M4(3)	3B 2St		01	12%
450	Dalkey	4B 2St	1156	03	
454	Blessington	4B 2St	1149	03	
455	Bantry	4B 2St	1138	01	21%
456	M4(3)	4B 2St		02	
		Total:		**42**	

Nett Developable:
1.093Ha / 2.70 Acres

(38.43 DPH)

Combined:

Housetype: M4(2)

				Sqft:	No:
250	Greystones	2B 2St	753	16	19%
253	Tallow	2B 2St	753	06	
350	Glin	3B 2St	904	20	
351	Cranford	3B 2St	904	04	37%
357	Rosemount	3B 2St	904	18	
359	Clifden	3B 2St	984	03	
360	Milford	3B 2St	919	10	
362	M4(3)	3B 2St		02	15%
363	M4(3)	3B 2St		02	
450	Dalkey	4B 2St	1156	14	
454	Blessington	4B 2St	1149	04	
455	Bantry	4B 2St	1138	12	29%
456	M4(3)	4B 2St		03	
		Total:		**114**	

Gross Site Area:
12.27Ha / 30.32 Acres

Nett Developable:
3.168Ha / 7.83 Acres

(35.98 DPH)

Rev	By	Note	Date
C	SH	Sales Arena amend following client review and feedback.	18.09.24
B	PB	Plot 114 moved away from RPA.	19.08.24
A	SH	Tree survey information overlaid, layout amended to reduce impact on tree group to northernmost boundary.	12.08.24

Status	Planning				
	Sketch	Planning	Tender	Construction	As Built

M4(2) Compliant Plot

M4(3) Compliant Plot

Site B:

(Subject to Tree Survey & Planning)

0 50M

PRA Architecture
55 The Tannery . Lawrence Street . York . YO10 3WH T:01904 653772
E:mail@pra-architecture.com W: www.pra-architecture.com

PROJECT	Woolley Colliery Road, Darton, Barnsley		
TITLE	Proposed Sketch Layout		
CLIENT	Gleeson		
DATE	31.07.24	SCALE	1:500@A0
DRAWING	1329.05	REVISION	C
DRAWN	SH	CHECKED	SH

Proposed Sketch Layout

APPENDIX BGH 2

Details of Personal Injury Accidents for Period - **01/01/2019** **to** **10/04/2024** (63) 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:									

20915363	Friday 03/01/2020	BARNSLEY ROAD (A637) BARNSLEY AT OR NR JN WITH CHURCHFIELD LANE	Veh 1	Car	Going ahead	SE to NW	Dri	M	41 Slight
			Veh 2	Car	Turning right	SW to SE	Dri	F	25 Slight
R1: A 637	2245hrs		Veh 2	Car	Turning right	SW to SE	RSP	F	17 Serious
R2: U	Darkness: street lights present a		Veh 2	Car	Turning right	SW to SE	FSP	F	16 Slight
E 431,004	Wet/Damp								
N 409,899	Fine without high winds								
	30 mph								

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Exceeding speed limit	Vehicle 1	Possible

VEHICLE 1 TRAVELLING ALONG BARNSLEY ROAD TOWARDS THE M1 COLLIDES WITH VEHICLE 2 WHICH PULLS OUT OF CHURCHFIELD LANE ONTO BARNSLEY ROAD.

20931818	Wednesday 19/02/2020	CHURCH STREET (B6131) BARNSLEY	Veh 1	Bus/coach	Stopping	NE to SW	Seat	F	4 Slight
R1: B 6131	1135hrs								
	Daylight:street lights present								
E 431,100									
N 410,001	Other								
	30 mph								

VEHICLE A STAGECOACH BUS WAS TRAVELLING ALONG CHURCH STRRET DARTON , TRAFFIC SET OFF THEN STOPPED SUDDENLY CAUSING THE BUS TO JOLT AT APPROX 10 MPH. A LITTLE GIRL AGED APPROX 3/4 YRS OLD WHO WAS KNEELING UP ON THE BUS SEAT WAS SHOT FORWARD AND HURT H
ER HEAD ON THE RAIL ON THER SEAT FRONT . I T WOULD APPEAR THAT THE LITTLE GIRL WAS NOT RESTRAINED BY HER MOTHER.

20990679	Friday 16/10/2020	STATION ROAD (B6131) BARNSLEY	Veh 1	Car	Stopping	SE to NW	Dri	M	22 Slight
			Veh 2	Car	Going ahead	SE to NW			
R1: B 6131	1849hrs								
	Darkness: street lights present a								
E 431,424	Dry								
N 410,031	Fine without high winds								
	30 mph								

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

V1 WAS DRIVING ALONG STREET AND THEN PULLED UP, V2 HAS CRASHED INTO BACK OF IT CAUSING DAMAGE TO THE FRONT AND INJURIES TO THE DRIVER OF V1

Details of Personal Injury Accidents for Period - **01/01/2019** **to** **10/04/2024** (63) 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:									

211106837	Saturday	CHURCH STREET (B6131) AT	Veh 1	Car	Starting	S to NE			
	23/10/2021	JUNCTION WITH CHURCH CLOSE	Veh 2	Pedal cycle	Going ahead	NE to SW Dri	M	66	Slight
R1: B 6131	1317hrs								
R2: U	Daylight:street lights present								
E 431,145	Dry								
N 410,026	Fine without high winds								
	30 mph								

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

V001 IS A CYCLIST RIDING ALONG THE ROAD, WHEN V002 HAS BEEN EDGING OUT OF A CAR PARK. V001 HAS SCUFFED THE FRONT OF V002 CAUSING NO DAMAGE. THE RIDER OF V001 HAS FALLEN OFF CAUSING MINOR INJURIES. NO WITNESSES AND NO CCTV. THIS IS AN ACCIDENT AND IS SUIT
ABLE TO BE DEALT WITH BY THE INSURANCE PARTIES

221198938	Thursday	WOOLLEY COLLIERY ROAD - 106	Veh 1	Car	Going ahead	NE to SW Ped	M	37	Slight
	14/07/2022	METRES FROM JUNCTION WITH							
R1: U	2351hrs	FOUNTAIN SQUARE, DARTON,							
	Darkness: street lights present a								
E 431,220	Dry								
N 410,422	Fine without high winds								
	30 mph								

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

UNKNOWN HOW COLLISION OCCURRED, BUT UNKNOWN VEHICLE HAS STRUCK INJURED PARTY. IT'S NOT CLEAR IF INJURED PARTY WAS IN THE ROAD. NO SIGNS THAT VEHICLE HAD MOUNTED THE CURB AT ANY POINT. INJURED PARTY TAKEN TO HOSPITAL WITH POTENTIAL BRUISING TO THE BODY. N
O VISIBLE INJURIES.

221212984	Friday	CHURCHFIELD LANE - 35 METRES	Veh 1	M/C Unknown	Going ahead LH bend	NE to SW Dri	M	19	Serious
	26/08/2022	FROM JUNCTION WITH							
R1: U	2214hrs	CHURCHFIELD LANE, BARNSLEY							
	Darkness: street lights present a								
E 430,966	Dry								
N 409,865	Fine without high winds								
	30 mph								

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

V1, A MOTORBIKE, WAS DRIVING ALONG CHURCHFIELD LANE TOWARDS BARNSLEY RD, AND OVERTOOK ANOTHER VEHICLE AT AROUND 60MPH IN A 30MPH AREA. AS THE VEHICLE ENTERED A LEFT HAND BEND THE DRIVER LOST CONTROL AND THE REAR OF THE BIKE STARTED FISH TAILING. THE BIK
E IS REPORTED TO HAVE HIT THE CURB OR LAMP POST AND THE RIDER WAS DISMOUNTED AND BEEN THROWN ALONG THE ROAD.

Details of Personal Injury Accidents for Period - **01/01/2019** **to** **10/04/2024** (63) 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:									

231273767 Tuesday SCHOOL STREET, DARTON, BARNSLEY
07/02/2023
R1: U 1210hrs
R2: U Daylight:street lights present
E 431,383 Dry
N 410,112 Fine without high winds
30 mph

Veh 1 Car Going ahead SW to NE Dri F 26 Slight
Veh 2 Car Reversing SE to SW

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

V1 WAS TRAVELLING ON SCHOOL STREET, DARTON, BARNSLEY, AS SHE WAS GOING UP THE STREET AT APPROX 10MPH, V2 HAS REVERSED FROM BEHIND A BUSH AND COLLIDED WITH THE FRONT OFFSIDE CAUSING EXTENSIVE DAMAGE. HE GOT OUT OF THE VEHICLE AND SAID HE WAS SORRY IT WAS
HIS FAULT, HE SAID HE WOULD GIVE HER HIS DETAILS, WHICH HE DID. SHE HAS SPOKE TO HIM AND TEXT ON THIS NUMBER BUT IT LOOKS NOW LIKE HE HAS BLOCKED HER. HE TOOK HER TO A GARAGE TO GET A QUOTE, HE EVEN GOT IN HER CAR TO GO WITH HER. HE GAVE HER HIS REG B
UT THIS TURNS OUT TO BE THE POSTCODE.

231362720 Friday
13/10/2023
R1: A 637 1905hrs
R2: C 127 Darkness: street lights present a
E 431,007 Wet/Damp
N 409,899 Fine without high winds
40 mph

Veh 1 Car Wait to turn right SE to NE
Veh 2 M/C Unknown Going ahead NW to SE Dri M 52 Slight

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

VEH 1 WAS STATIONARY AT JUNCTION ON BARNSLEY ROAD AND WAS AWAITING TO TURN RIGHT. HE NOTICED A VEHICLE TO HIS RIGHT INDICATING TO GO LEFT AND NOTICED A MOTORCYLE BEHIND THIS CAR TO WHICH HE BELIVES THIS MOTORCYCLE WAS TURNING LEFT IN THE SAME DIRECTION S
O VEH 1 HAS STARTED TO PULL AWAY FROM THE JUNCTION AND THEN VEH 2 HAS PROCEEDED TO GO ALONG BARNSLEY ROAD AND BOTH THE CAR AND MOTORCYCLE COLLIDED RESULTING IN THE MOTORCYCLIST GOING OVER THE CAR BONNET.

Accidents between dates **01/01/2019** **and** **10/04/2024** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

20915363 03/01/2020 Friday Time: 2245 Vehicles 2 Casualties 4 Serious
Easting: 431,004 Northing: 409,899
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: BARNSLEY ROAD (A637) BARNSLEY AT OR NR JN WITH CHURCHFIELD LANE
Description: VEHICLE 1 TRAVELLING ALONG BARNSLEY ROAD TOWARDS THE M1 COLLIDES WITH VEHICLE 2 WHICH PULLS OUT OF CHURCHFIELD LANE ONTO BARNSLEY ROAD.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Other
Age of Driver : 41 Breath test: Negative

Contributory Factors : 405 306

Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2019** **and** **10/04/2024** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 2 Car Turning right
First point of impact: Offside
Vehicle direction: SW to SE Journey: Other
Age of Driver : 25 Breath test: Not provided (medical)

Contributory Factors : 405 306

Casualty Reference: 2 Age: 25 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 17 Female Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 16 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2019** **and** **10/04/2024** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

20931818 19/02/2020 Wednesda Time: 1135 Vehicles 1 Casualties 1 Slight
Easting: 431,100 Northing: 410,001
Other Road Surface: Daylight
Road Type: Single carriageway Speed Limit: 30

Location: CHURCH STREET (B6131) BARNSLEY
Description: VEHICLE A STAGECOACH BUS WAS TRAVELLING ALONG CHURCH STRRET DARTON , TRAFFIC SET OFF THEN STOPPED SUDDENLY CAUSING THE BUS TO JOLT AT APPROX 10 MPH. A LITTLE GIRL AGED APPROX 3/4 YRS OLD WHO WAS KNEELING UP ON THE BUS SEAT WAS SHOT FORWARD AND HURT H ER HEAD ON THE RAIL ON THER SEAT FRONT . I T WOULD APPEAR THAT THE LITTLE GIRL WAS NOT RESTRAINED BY HER MOTHER.

Vehicle Reference: 1 Bus or coach Slowing or Stopping
First point of impact: Did not impact
Vehicle direction: NE to SW Journey: Journey as part of work
Age of Driver : 51 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 4 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2019** **and** **10/04/2024** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

20990679 16/10/2020 Friday Time: 1849 Vehicles 2 Casualties 1 Slight
Easting: 431,424 Northing: 410,031
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: STATION ROAD (B6131) BARNSLEY
Description: V1 WAS DRIVING ALONG STREET AND THEN PULLED UP, V2 HAS CRASHED INTO BACK OF IT CAUSING DAMAGE TO THE FRONT AND INJURIES TO THE DRIVER OF V1

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: SE to NW Journey: Other
Age of Driver : 22 Breath test: Not requested

Contributory Factors : 602

Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Other
Age of Driver : 45 Breath test: Negative

Contributory Factors : 602

Accidents between dates **01/01/2019** **and** **10/04/2024** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

211106837 23/10/2021 Saturday Time: 1317 Vehicles 2 Casualties 1 Slight
Easting: 431,145 Northing: 410,026
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: CHURCH STREET (B6131) AT JUNCTION WITH CHURCH CLOSE
Description: V001 IS A CYCLIST RIDING ALONG THE ROAD, WHEN V002 HAS BEEN EDGING OUT OF A CAR PARK. V001 HAS SCUFFED THE FRONT OF V002 CAUSING NO DAMAGE. THE RIDER OF V001 HAS FALLEN OFF CAUSING MINOR INJURIES. NO WITNESSES AND NO CCTV. THIS IS AN ACCIDENT AND IS SUIT ABLE TO BE DEALT WITH BY THE INSURANCE PARTIES

Vehicle Reference: 1 Car Moving off
First point of impact: Offside
Vehicle direction: S to NE Journey: Other
Age of Driver : 76 Breath test: Negative

Contributory Factors : 405 802

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Nearside
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 66 Breath test: Not applicable

Contributory Factors : 405 802

Casualty Reference: 1 Age: 66 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2019** **and** **10/04/2024** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

221198938 14/07/2022 Thursday Time: 2351 Vehicles 1 Casualties 1 Slight
Easting: 431,220 Northing: 410,422
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: WOOLLEY COLLIERY ROAD - 106 METRES FROM JUNCTION WITH FOUNTAIN SQUARE, DARTON, BARNSLEY
Description: UNKNOWN HOW COLLISION OCCURRED, BUT UNKNOWN VEHICLE HAS STRUCK INJURED PARTY. IT'S NOT CLEAR IF INJURED PARTY WAS IN THE ROAD. NO SIGNS THAT VEHICLE HAD MOUNTED THE CURB AT ANY POINT. INJURED PARTY TAKEN TO HOSPITAL WITH POTENTIAL BRUISING TO THE BODY. N O VISIBLE INJURIES.

Vehicle Reference: 1 Car Going ahead
First point of impact: 6
Vehicle direction: NE to SW Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 405

Casualty Reference: 1 Age: 37 Male Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : Movement U/K
Ped Location: Location U/K

Accidents between dates **01/01/2019** **and** **10/04/2024** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

221212984 26/08/2022 Friday Time: 2214 Vehicles 1 Casualties 1 Serious
Easting: 430,966 Northing: 409,865
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: CHURCHFIELD LANE - 35 METRES FROM JUNCTION WITH CHURCHFIELD LANE, BARNSLEY
Description: V1, A MOTORBIKE, WAS DRIVING ALONG CHURCHFIELD LANE TOWARDS BARNSLEY RD, AND OVERTOOK ANOTHER VEHICLE AT AROUND 60MPH IN A 30MPH AREA. AS THE VEHICLE ENTERED A LEFT HAND BEND THE DRIVER LOST CONTROL AND THE REAR OF THE BIKE STARTED FISH TAILING. THE BIK E IS REPORTED TO HAVE HIT THE CURB OR LAMP POST AND THE RIDER WAS DISMOUNTED AND BEEN THROWN ALONG THE ROAD.

Vehicle Reference: 1 Motorcycle - unknown cc Going ahead left hand bend
First point of impact: Front
Vehicle direction: NE to SW Journey: Other
Age of Driver : 19 Breath test: Not provided (medical)

Contributory Factors : 602

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2019** **and** **10/04/2024** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

231273767 07/02/2023 Tuesday Time: 1210 Vehicles 2 Casualties 1 Slight
Easting: 431,383 Northing: 410,112
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SCHOOL STREET, DARTON, BARNSLEY
Description: V1 WAS TRAVELLING ON SCHOOL STREET, DARTON, BARNSLEY, AS SHE WAS GOING UP THE STREET AT APPROX 10MPH, V2 HAS REVERSED FROM BEHIND A BUSH AND COLLIDED WITH THE FRONT OFFSIDE CAUSING EXTENSIVE DAMAGE. HE GOT OUT OF THE VEHICLE AND SAID HE WAS SORRY IT WAS HIS FAULT, HE SAID HE WOULD GIVE HER HIS DETAILS, WHICH HE DID. SHE HAS SPOKE TO HIM AND TEXT ON THIS NUMBER BUT IT LOOKS NOW LIKE HE HAS BLOCKED HER. HE TOOK HER TO A GARAGE TO GET A QUOTE, HE EVEN GOT IN HER CAR TO GO WITH HER. HE GAVE HER HIS REG B UT THIS TURNS OUT TO BE THE POSTCODE.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 26 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Reversing
First point of impact: Back
Vehicle direction: SE to SW Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 405

Accidents between dates **01/01/2019** **and** **10/04/2024** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

231362720 13/10/2023 Friday Time: 1905 Vehicles 2 Casualties 1 Slight
Easting: 431,007 Northing: 409,899
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Unknown Speed Limit: 40

Location:
Description: VEH 1 WAS STATIONARY AT JUNCTION ON BARNSLEY ROAD AND WAS AWAITING TO TURN RIGHT. HE NOTICED A VEHICLE TO HIS RIGHT INDICATING TO GO LEFT AND NOTICED A MOTORCYLE BEHIND THIS CAR TO WHICH HE BELIVES THIS MOTORCYCLE WAS TURNING LEFT IN THE SAME DIRECTION S O VEH 1 HAS STARTED TO PULL AWAY FROM THE JUNCTION AND THEN VEH 2 HAS PROCEEDED TO GO ALONG BARNSLEY ROAD AND BOTH THE CAR AND MOTORCYCLE COLLIDED RESULTING IN THE MOTORCYCLIST GOING OVER THE CAR BONNET.

Vehicle Reference: 1 Car Waiting to turn right
First point of impact: Front
Vehicle direction: SE to NE Journey: Other
Age of Driver : 66 Breath test: Negative

Contributory Factors : 406 405

Vehicle Reference: 2 Motorcycle - unknown cc Going ahead
First point of impact: Nearside
Vehicle direction: NW to SE Journey: Other
Age of Driver : 52 Breath test: Not requested

Contributory Factors : 406 405

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2019** **and** **10/04/2024** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	1	4	5
2-wheeled motor vehicles	0	1	1	2
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	2	6	8

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	5	6
Passenger	0	1	2	3
Motorcycle rider	0	1	1	2
Cyclist	0	0	1	1
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	2	9	11

Accidents between dates **01/01/2019** **and** **10/04/2024** (63) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
20915363	03/01/2020	4	Serious	0	0	0	0	0	Dark	Right	Wet/Damp	2245	BARNSLEY ROAD (A637) BARNSLEY AT OR NR JN WITH CHURCHFIE
20931818	19/02/2020	1	Slight	0	0	0	1	0	Light	No turn		1135	CHURCH STREET (B6131) BARNSLEY
20990679	16/10/2020	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1849	STATION ROAD (B6131) BARNSLEY
211106837	23/10/2021	1	Slight	0	1	0	0	1	Light	No turn	Dry	1317	CHURCH STREET (B6131) AT JUNCTION WITH CHURCH CLOSE
221198938	14/07/2022	1	Slight	0	0	1	0	0	Dark	No turn	Dry	2351	WOOLLEY COLLIERY ROAD - 106 METRES FROM JUNCTION WITH F
221212984	26/08/2022	1	Serious	1	0	0	0	0	Dark	No turn	Dry	2214	CHURCHFIELD LANE - 35 METRES FROM JUNCTION WITH CHURCHF
231273767	07/02/2023	1	Slight	0	0	0	0	0	Light	No turn	Dry	1210	SCHOOL STREET, DARTON, BARNSLEY
231362720	13/10/2023	1	Slight	1	0	0	0	0	Dark	Right	Wet/Damp	1905	
Column Totals		11		2	1	1	1	1					
No. of Accidents				2	1	1	1	1					

Total number of accidents listed: 8

Accidents between dates **01/01/2019** **and** **10/04/2024** (63) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
20915363	Serious	03/01/2020	Fri	2245	431004 409899	0	1	3	405V2B 306V1B	0 0 0	Dark	Fine without high winds	Wet/Damp	9 9
20931818	Slight	19/02/2020	Wed	1135	431100 410001	0	0	1		0 0 0	Light	Other		11
20990679	Slight	16/10/2020	Fri	1849	431424 410031	0	0	1	602V2A	0 0 0	Dark	Fine without high winds	Dry	9 9
211106837	Slight	23/10/2021	Sat	1317	431145 410026	0	0	1	405V1A 802C1A	0 0 0	Light	Fine without high winds	Dry	9 1
221198938	Slight	14/07/2022	Thu	2351	431220 410422	0	0	1	405V1B	10 9 9	Dark	Fine without high winds	Dry	9
221212984	Serious	26/08/2022	Fri	2214	430966 409865	0	1	0	602V1A	0 0 0	Dark	Fine without high winds	Dry	97
231273767	Slight	07/02/2023	Tue	1210	431383 410112	0	0	1	405V2A	0 0 0	Light	Fine without high winds	Dry	9 9
231362720	Slight	13/10/2023	Fri	1905	431007 409899	0	0	1	406V1A 405V1A	0 0 0	Dark	Fine without high winds	Wet/Damp	9 97

Column Totals

Slight : 6
Serious : 2
Fatal : 0

0 2 0

Light : 3
Dark : 5

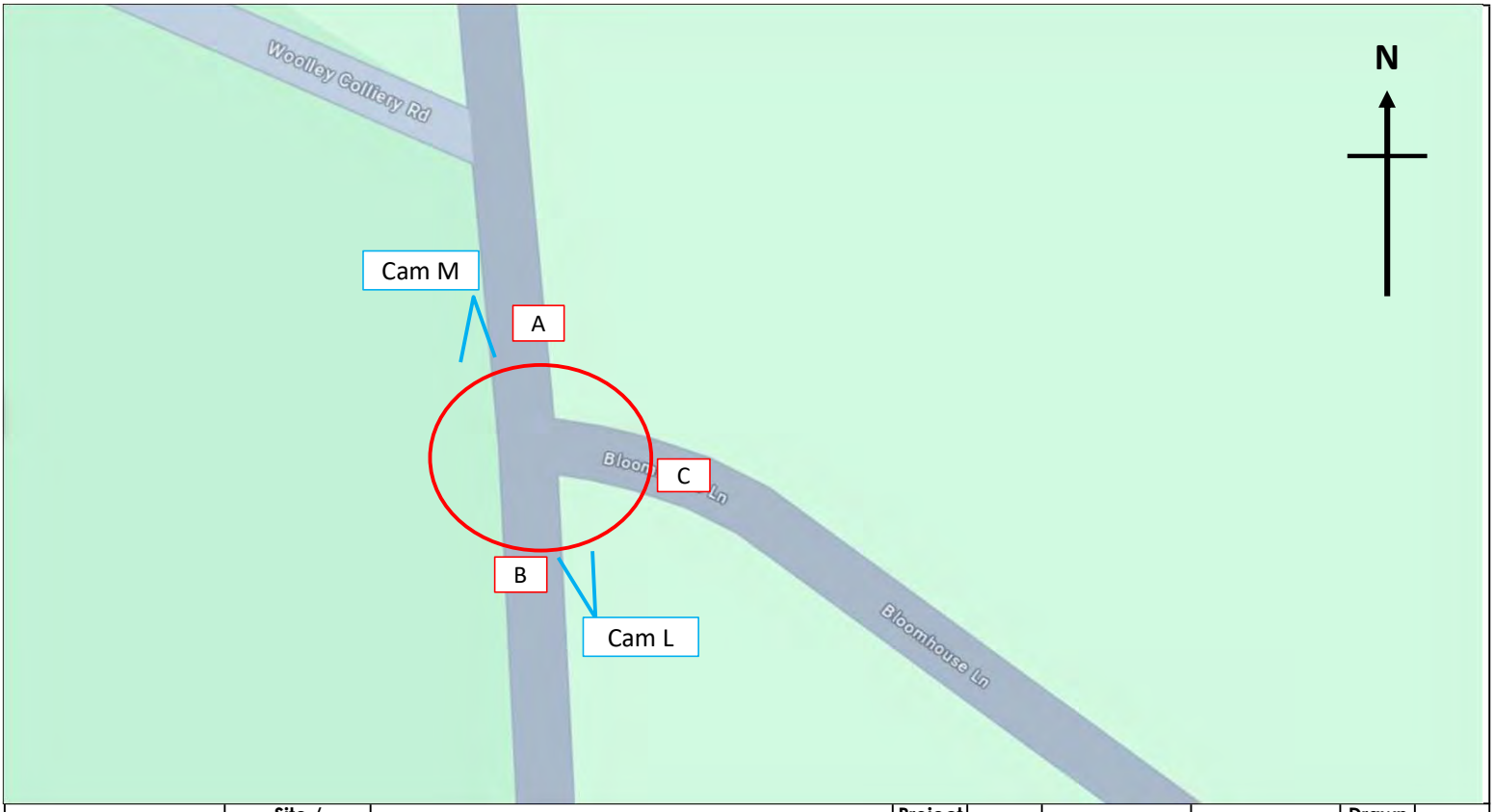
Dry : 5
Wet : 2

Total number of accidents listed: 8

APPENDIX BGH 3

APPENDIX A
Vehicle Catagories

APPENDIX C
Queue Lengths

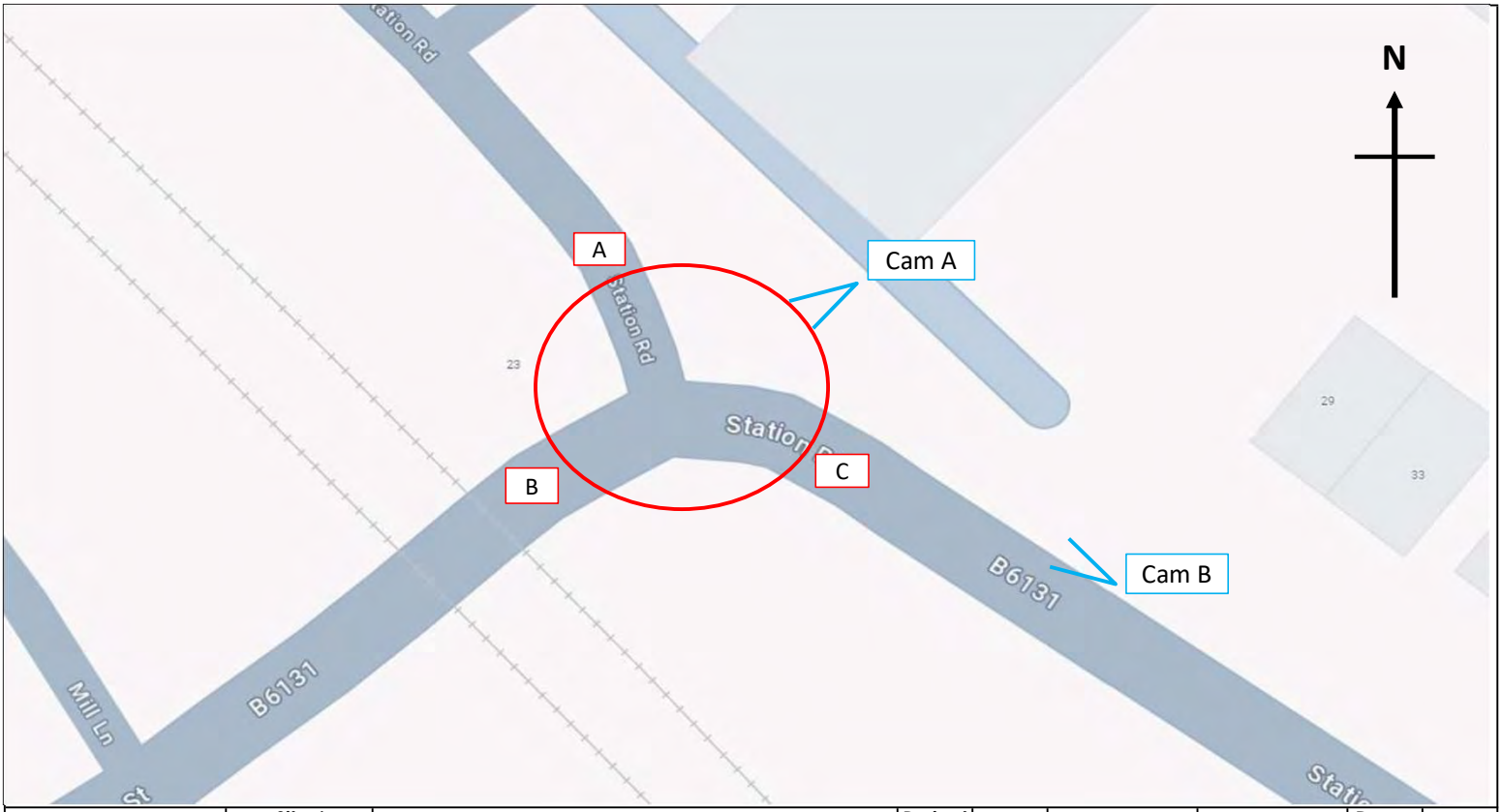


NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 1 - Bloomhouse Lane / Woolley Colliery Road T Junction	**Project No:**	15725	**Drawing No:**	15725-01	**Drawn By:**	MN
	Survey Date:	Wednesday 17th July 2024	**Project Name:**	Darton, Barnsley				
	Survey Times:	0700 – 1000 / 1400 – 1900	**Drawing Title:**	Site Layout and Observed Movements				

Site: 1
Location: Bloomhouse Lane / Woolley Colliery Road T Junction
Date: 17 July 2024

Time	ARM A	Time	ARM B	Time	ARM C
	Lane 1		Lane 1		Lane 1
07:00	0	07:00	0	07:00	0
07:05	0	07:05	0	07:05	0
07:10	0	07:10	0	07:10	0
07:15	0	07:15	0	07:15	1
07:20	0	07:20	0	07:20	0
07:25	0	07:25	0	07:25	0
07:30	0	07:30	0	07:30	0
07:35	0	07:35	0	07:35	0
07:40	0	07:40	0	07:40	1
07:45	0	07:45	0	07:45	0
07:50	0	07:50	0	07:50	1
07:55	0	07:55	0	07:55	1
08:00	0	08:00	0	08:00	0
08:05	0	08:05	0	08:05	0
08:10	0	08:10	0	08:10	1
08:15	0	08:15	0	08:15	1
08:20	0	08:20	0	08:20	1
08:25	0	08:25	0	08:25	0
08:30	0	08:30	0	08:30	1
08:35	0	08:35	0	08:35	1
08:40	0	08:40	0	08:40	0
08:45	0	08:45	0	08:45	1
08:50	0	08:50	0	08:50	1
08:55	0	08:55	0	08:55	0
09:00	0	09:00	1	09:00	0
09:05	0	09:05	0	09:05	1
09:10	0	09:10	0	09:10	0
09:15	0	09:15	0	09:15	1
09:20	0	09:20	0	09:20	1
09:25	0	09:25	0	09:25	1
09:30	0	09:30	0	09:30	1
09:35	0	09:35	0	09:35	2
09:40	0	09:40	0	09:40	0
09:45	0	09:45	0	09:45	1
09:50	0	09:50	0	09:50	0
09:55	0	09:55	0	09:55	1
Max Queue	0	Max Queue	1	Max Queue	2

Time	ARM A	Time	ARM B	Time	ARM C
	Lane 1		Lane 1		Lane 1
14:00	0	14:00	0	14:00	1
14:05	0	14:05	0	14:05	1
14:10	0	14:10	0	14:10	0
14:15	0	14:15	0	14:15	1
14:20	0	14:20	0	14:20	0
14:25	0	14:25	0	14:25	1
14:30	0	14:30	0	14:30	1
14:35	0	14:35	0	14:35	1
14:40	0	14:40	0	14:40	0
14:45	0	14:45	0	14:45	0
14:50	0	14:50	0	14:50	0
14:55	0	14:55	0	14:55	1
15:00	0	15:00	0	15:00	0
15:05	0	15:05	0	15:05	1
15:10	0	15:10	0	15:10	1

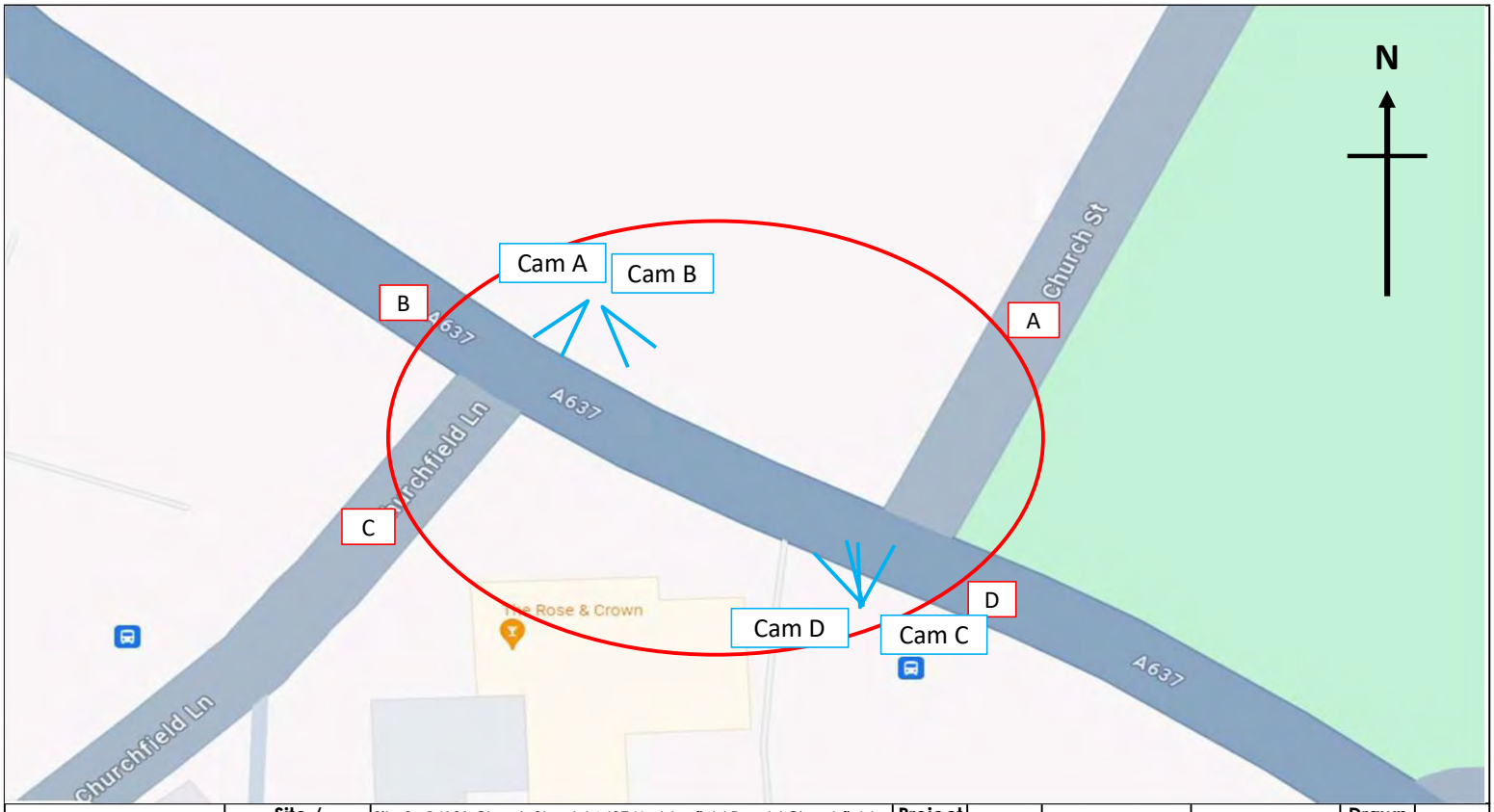


NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 2 - Station Road / B6131 T Junction	**Project No:**	15725	**Drawing No:**	15725-02	**Drawn By:**	MN
	Survey Date:	Wednesday 17th July 2024	**Project Name:**	Darton, Barnsley				
	Survey Times:	0700 – 1000 / 1400 – 1900	**Drawing Title:**	Site Layout and Observed Movements				

Site: 2
Location: A618 Mansfield Road / A57 Signalised T Junction
Date: 17 July 2024

Time	ARM A	Time	ARM B	Time	ARM C
	Lane 1		Lane 1		Lane 1
07:00	2	07:00	0	07:00	0
07:05	1	07:05	0	07:05	2
07:10	2	07:10	0	07:10	2
07:15	2	07:15	0	07:15	1
07:20	0	07:20	0	07:20	0
07:25	0	07:25	1	07:25	1
07:30	2	07:30	0	07:30	4
07:35	1	07:35	0	07:35	6
07:40	2	07:40	0	07:40	2
07:45	2	07:45	3	07:45	1
07:50	3	07:50	0	07:50	3
07:55	3	07:55	7	07:55	5
08:00	2	08:00	0	08:00	5
08:05	2	08:05	0	08:05	1
08:10	2	08:10	0	08:10	1
08:15	3	08:15	2	08:15	6
08:20	2	08:20	1	08:20	0
08:25	2	08:25	2	08:25	1
08:30	3	08:30	0	08:30	0
08:35	2	08:35	0	08:35	0
08:40	2	08:40	0	08:40	0
08:45	1	08:45	0	08:45	1
08:50	2	08:50	0	08:50	1
08:55	2	08:55	2	08:55	6
09:00	2	09:00	0	09:00	3
09:05	1	09:05	0	09:05	3
09:10	2	09:10	0	09:10	0
09:15	2	09:15	2	09:15	2
09:20	1	09:20	0	09:20	3
09:25	1	09:25	0	09:25	1
09:30	2	09:30	2	09:30	1
09:35	3	09:35	0	09:35	1
09:40	1	09:40	0	09:40	0
09:45	1	09:45	3	09:45	2
09:50	2	09:50	0	09:50	2
09:55	1	09:55	5	09:55	2
Max Queue	3	Max Queue	7	Max Queue	6

Time	ARM A	Time	ARM B	Time	ARM C
	Lane 1		Lane 1		Lane 1
14:00	2	14:00	0	14:00	7
14:05	1	14:05	0	14:05	0
14:10	0	14:10	0	14:10	0
14:15	1	14:15	0	14:15	2
14:20	1	14:20	0	14:20	3
14:25	1	14:25	0	14:25	2
14:30	2	14:30	0	14:30	2
14:35	3	14:35	0	14:35	2
14:40	1	14:40	3	14:40	3
14:45	1	14:45	3	14:45	4
14:50	3	14:50	0	14:50	1
14:55	1	14:55	0	14:55	2
15:00	1	15:00	0	15:00	4
15:05	1	15:05	2	15:05	4
15:10	2	15:10	0	15:10	0



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 3 - B6131 Church Street / A637 Huddersfield Road / Churchfield Lane Staggered Crossroads	**Project No:**	15725	**Drawing No:**	15725-03	**Drawn By:**	MN
	Survey Date:	Wednesday 17th July 2024	**Project Name:**	Darton, Barnsley				
	Survey Times:	0700 – 1000 / 1400 – 1900	**Drawing Title:**	Site Layout and Observed Movements				

Site: 3
Location: B6131 Churct B6131 Church Street / A637 Huddersfield Road / Churchfield Lane Staggered Crossroads
Date: 17 July 2024

Time	ARM A	
	Lane 1	Lane 2
07:00	2	9
07:05	1	9
07:10	2	7
07:15	2	11
07:20	1	5
07:25	1	12
07:30	3	8
07:35	2	14
07:40	4	8
07:45	2	14
07:50	2	15
07:55	1	10
08:00	1	14
08:05	1	15
08:10	2	15
08:15	4	14
08:20	1	14
08:25	4	15
08:30	2	4
08:35	4	10
08:40	3	11
08:45	2	4
08:50	1	7
08:55	0	10
09:00	2	14
09:05	1	4
09:10	2	7
09:15	3	4
09:20	1	5
09:25	1	6
09:30	1	4
09:35	2	4
09:40	2	3
09:45	2	2
09:50	1	4
09:55	3	6
Max Queue	4	15

Time	ARM B	
	Lane 1	Lane 2
07:00	0	0
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	0
07:35	0	0
07:40	0	0
07:45	3	0
07:50	3	0
07:55	0	0
08:00	2	0
08:05	0	0
08:10	5	0
08:15	0	0
08:20	0	0
08:25	0	0
08:30	0	0
08:35	0	0
08:40	0	0
08:45	0	0
08:50	0	0
08:55	1	0
09:00	0	0
09:05	0	0
09:10	0	0
09:15	0	0
09:20	0	0
09:25	0	0
09:30	0	0
09:35	0	0
09:40	0	0
09:45	0	1
09:50	0	0
09:55	0	0
Max Queue	5	1

Time	ARM C	
	Lane 1	Lane 2
07:00	0	1
07:05	0	1
07:10	0	1
07:15	0	2
07:20	0	2
07:25	0	2
07:30	0	2
07:35	0	1
07:40	0	2
07:45	0	2
07:50	0	2
07:55	0	3
08:00	0	4
08:05	0	4
08:10	0	6
08:15	1	2
08:20	1	3
08:25	0	3
08:30	0	1
08:35	0	2
08:40	0	1
08:45	0	2
08:50	0	3
08:55	1	4
09:00	0	5
09:05	0	3
09:10	0	2
09:15	1	4
09:20	0	2
09:25	0	2
09:30	0	1
09:35	0	3
09:40	0	2
09:45	0	2
09:50	0	2
09:55	0	3
Max Queue	1	6

Time	ARM D	
	Lane 1	Lane 2
07:00	0	1
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	1
07:35	0	1
07:40	0	3
07:45	0	4
07:50	0	2
07:55	0	1
08:00	0	1
08:05	0	3
08:10	0	3
08:15	0	3
08:20	0	1
08:25	0	3
08:30	0	1
08:35	0	1
08:40	0	2
08:45	0	1
08:50	0	3
08:55	0	1
09:00	0	1
09:05	0	1
09:10	0	2
09:15	0	1
09:20	0	1
09:25	0	1
09:30	0	1
09:35	0	2
09:40	0	1
09:45	0	1
09:50	0	1
09:55	0	2
Max Queue	0	4

Time	ARM A	
	Lane 1	Lane 2
14:00	3	7
14:05	4	14
14:10	0	3
14:15	3	10
14:20	3	9
14:25	2	12
14:30	1	5
14:35	2	14
14:40	2	11
14:45	4	14
14:50	3	5
14:55	3	8
15:00	2	5
15:05	2	3
15:10	1	4

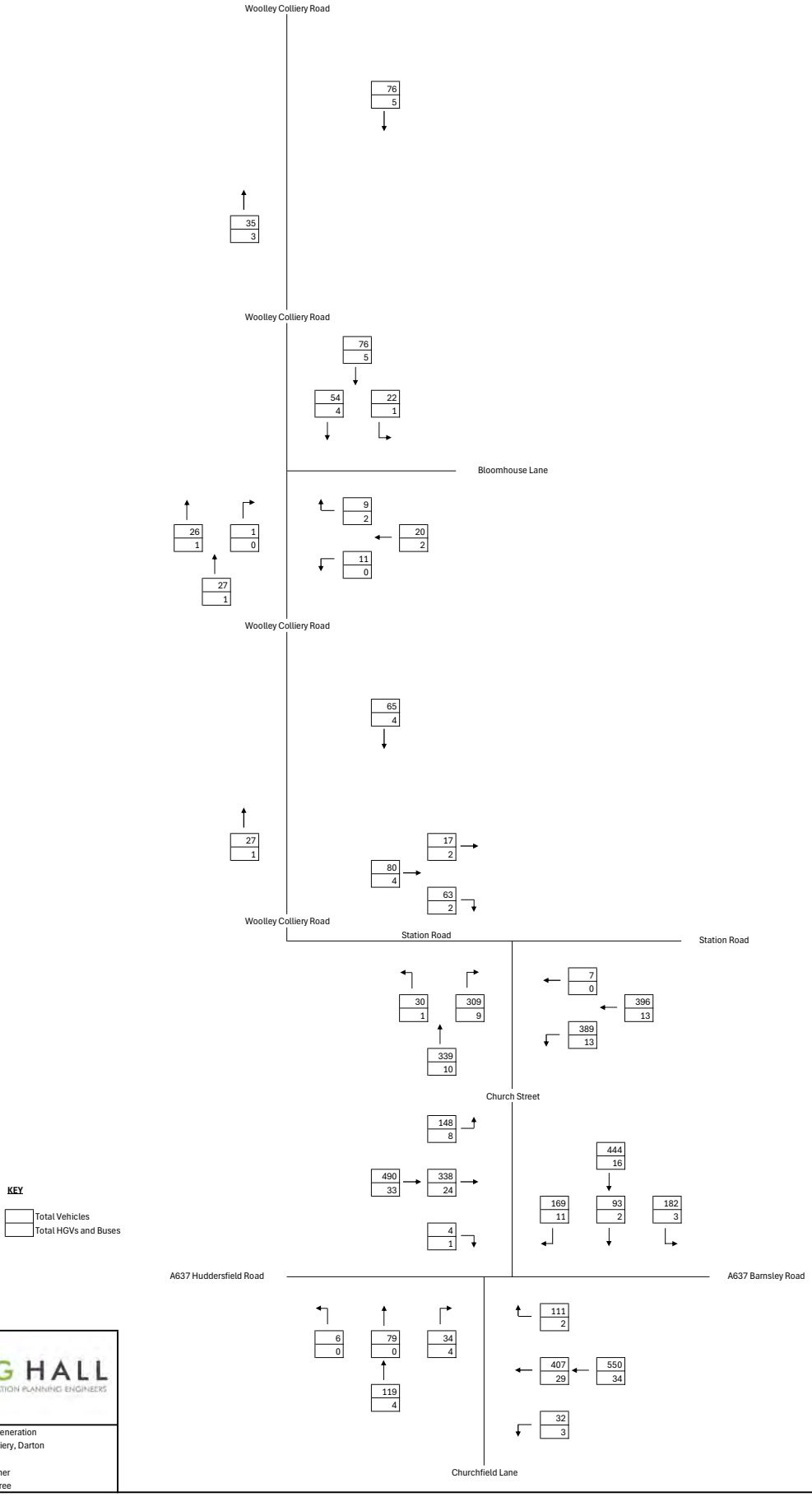
Time	ARM B	
	Lane 1	Lane 2
14:00	1	0
14:05	0	0
14:10	0	0
14:15	0	0
14:20	0	0
14:25	0	0
14:30	0	0
14:35	1	0
14:40	0	0
14:45	0	0
14:50	0	0
14:55	0	0
15:00	0	0
15:05	0	0
15:10	0	0

Time	ARM C	
	Lane 1	Lane 2
14:00	0	2
14:05	0	2
14:10	0	3
14:15	0	2
14:20	0	1
14:25	0	2
14:30	0	1
14:35	0	2
14:40	0	5
14:45	0	3
14:50	0	2
14:55	0	1
15:00	0	2
15:05	0	4
15:10	0	3

Time	ARM D	
	Lane 1	Lane 2
14:00	0	5
14:05	0	2
14:10	0	2
14:15	0	1
14:20	0	3
14:25	0	1
14:30	0	2
14:35	0	4
14:40	4	2
14:45	1	4
14:50	0	3
14:55	0	1
15:00	0	4
15:05	0	1
15:10	0	4

APPENDIX BGH 4

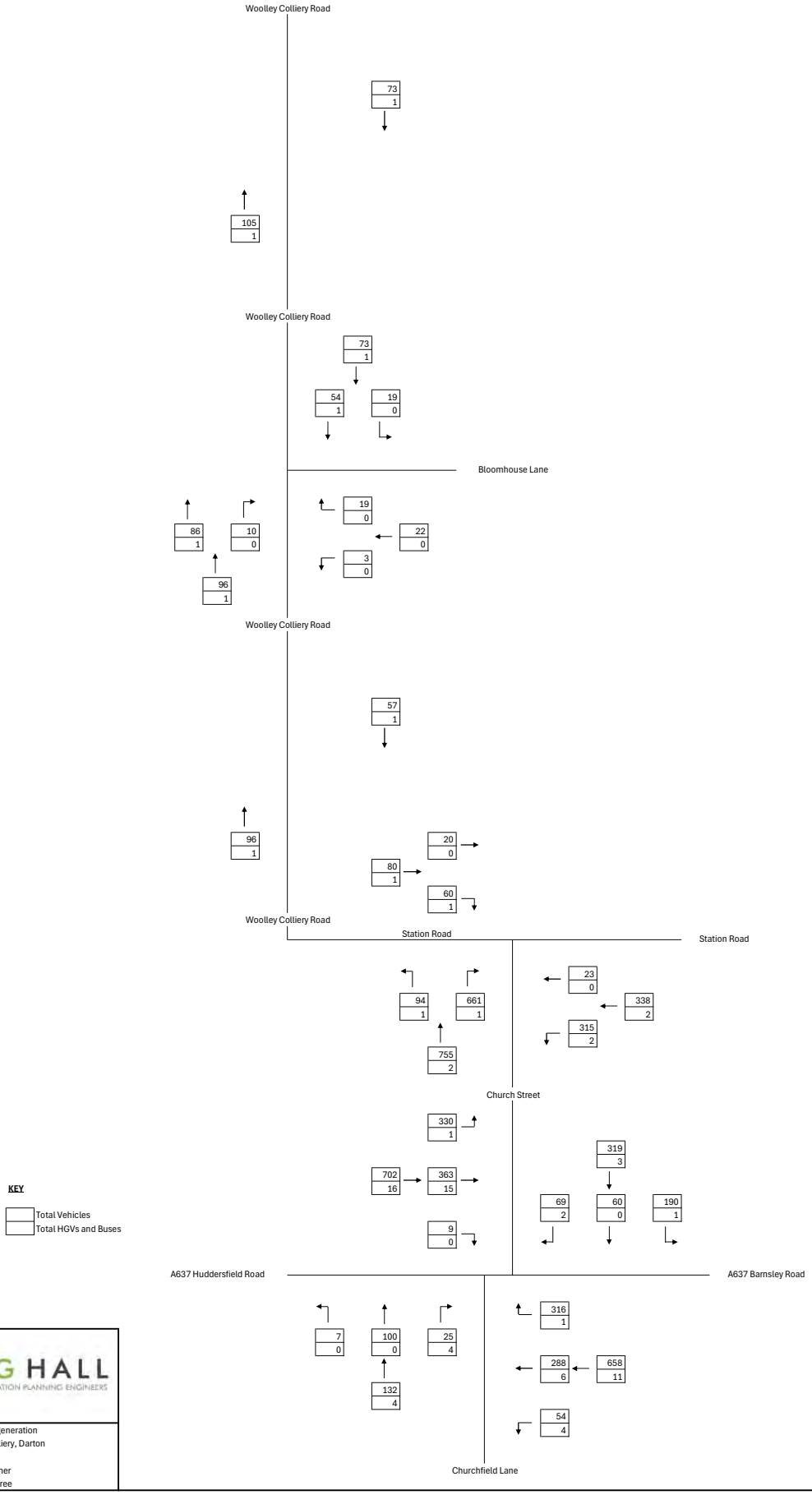
2024 EXISTING VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
WEDNESDAY 17TH JULY 2024
7:30AM - 8:30AM
AM PEAK



BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Phoebe Pitcher
Checked by:	Martin Crabtree

2024 EXISTING VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
WEDNESDAY 17TH JULY 2024
16:45PM - 17:45PM
PM PEAK



KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Phoebe Pitcher
Checked by:	Martin Crabtree

APPENDIX BGH 5

NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Woolley Colliery Road - 53.589354, -1.529907	**Project No:**	15682	**Photo No:**	1	**Drawn By:** RN
	Survey Date:	Monday, 15 July 2024 - Sunday, 21 July 2024	**Project Name:**		Darton		
	Survey Times:	00:00 - 00:00 (24 Hour)	**Title:**		Site Photograph		

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.
1	Woolley Colliery Road - 53.589354, -1.529907	North	30	Monday, 15 July 2024	Sunday, 21 July 2024	5110	762	730	2661	52.1	827	16.2
		South	30	Monday, 15 July 2024	Sunday, 21 July 2024	4845	717	692	3029	62.5	1032	21.3
		Both Directions	30	Monday, 15 July 2024	Sunday, 21 July 2024	9955	1480	1422	5690	57.2	1859	18.7

15682
Darton
Jul-24
Automatic Traffic Count

No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
219	4.3	30.5	35.3
183	3.8	31.4	36.2
402	4.0	31.0	35.8

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction North **Jul 24**

Monday, 15 July 2024 **Automatic Traffic Count**

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	31	-
0100	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	1	50.0	1	50.0	37.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	30.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	29.4	-
0600	5	0	2	0	3	0	0	0	0	0	0	0	0	4	80.0	1	20.0	0	0.0	31.5	-
0700	23	0	20	0	2	1	0	0	0	0	0	0	0	11	47.8	4	17.4	1	4.3	30.7	35.7
0800	29	0	24	0	5	0	0	0	0	0	0	0	0	15	51.7	1	3.4	0	0.0	30.5	34.3
0900	**47**	**1**	**42**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**48.9**	**7**	**14.9**	**2**	**4.3**	**30.2**	**34.9**
1000	34	1	28	0	5	0	0	0	0	0	0	0	0	22	64.7	9	26.5	3	8.8	31.7	37.9
1100	34	1	29	1	3	0	0	0	0	0	0	0	0	20	58.8	5	14.7	2	5.9	29.2	35.3
1200	43	1	38	0	4	0	0	0	0	0	0	0	0	24	55.8	11	25.6	3	7.0	30.9	36.3
1300	35	3	28	0	4	0	0	0	0	0	0	0	0	20	57.1	6	17.1	1	2.9	29.9	36.2
1400	49	1	45	0	3	0	0	0	0	0	0	0	0	27	55.1	6	12.2	2	4.1	30.5	34.1
1500	71	1	66	0	4	0	0	0	0	0	0	0	0	37	52.1	7	9.9	1	1.4	30.4	34.5
1600	76	2	70	0	4	0	0	0	0	0	0	0	0	48	63.2	7	9.2	1	1.3	30.7	33.9
1700	**87**	**0**	**84**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**50.6**	**14**	**16.1**	**4**	**4.6**	**31.4**	**35.5**
1800	68	0	63	0	4	1	0	0	0	0	0	0	0	36	52.9	13	19.1	4	5.9	30.7	36.1
1900	41	0	38	0	3	0	0	0	0	0	0	0	0	20	48.8	5	12.2	3	7.3	30.9	34.3
2000	42	0	40	0	2	0	0	0	0	0	0	0	0	19	45.2	2	4.8	0	0.0	29.7	32.8
2100	20	0	19	0	1	0	0	0	0	0	0	0	0	6	30.0	1	5.0	1	5.0	28.9	33.7
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	5	62.5	3	37.5	1	12.5	32.3	-
2300	6	0	5	0	1	0	0	0	0	0	0	0	0	4	66.7	1	16.7	1	16.7	32.8	-
07-19	**596**	**11**	**537**	**1**	**45**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**327**	**54.9**	**90**	**15.1**	**24**	**4.0**	**30.6**	**35.1**
06-22	**704**	**11**	**636**	**1**	**54**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**376**	**53.4**	**99**	**14.1**	**28**	**4.0**	**30.6**	**34.9**
06-00	**718**	**11**	**649**	**1**	**55**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**385**	**53.6**	**103**	**14.4**	**30**	**4.2**	**30.6**	**35**
00-00	**726**	**11**	**656**	**1**	**56**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**391**	**53.9**	**104**	**14.3**	**31**	**4.3**	**30.6**	**34.9**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction North **Jul 24**

Tuesday, 16 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	32.4	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.2	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	30.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	3	0	2	0	1	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	28.6	-
0600	4	0	3	0	1	0	0	0	0	0	0	0	0	3	75.0	0	0.0	0	0.0	28.6	-
0700	25	0	20	0	5	0	0	0	0	0	0	0	0	14	56.0	5	20.0	1	4.0	30.9	35.9
0800	36	0	33	0	3	0	0	0	0	0	0	0	0	21	58.3	6	16.7	3	8.3	31.3	35.9
0900	38	1	33	0	4	0	0	0	0	0	0	0	0	16	42.1	4	10.5	0	0.0	27.7	33.5
1000	**40**	**0**	**33**	**0**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**25.0**	**4**	**10.0**	**2**	**5.0**	**27.9**	**33.8**
1100	26	0	23	0	3	0	0	0	0	0	0	0	0	10	38.5	1	3.8	0	0.0	27.8	32.1
1200	35	0	31	1	3	0	0	0	0	0	0	0	0	21	60.0	6	17.1	1	2.9	31.2	36.1
1300	42	0	32	1	9	0	0	0	0	0	0	0	0	19	45.2	6	14.3	0	0.0	29.6	35.2
1400	48	2	42	0	4	0	0	0	0	0	0	0	0	23	47.9	7	14.6	1	2.1	29.8	35.2
1500	72	0	67	0	5	0	0	0	0	0	0	0	0	40	55.6	8	11.1	4	5.6	30.9	34.2
1600	58	0	54	0	3	1	0	0	0	0	0	0	0	33	56.9	9	15.5	2	3.4	31.3	36.6
1700	**86**	**1**	**81**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**54.7**	**11**	**12.8**	**4**	**4.7**	**30.8**	**34.9**
1800	68	0	64	0	4	0	0	0	0	0	0	0	0	40	58.8	12	17.7	4	5.9	31	35.6
1900	55	0	51	0	3	1	0	0	0	0	0	0	0	25	45.5	13	23.6	2	3.6	30.8	36.5
2000	32	1	31	0	0	0	0	0	0	0	0	0	0	15	46.9	4	12.5	3	9.4	30.7	34
2100	27	0	25	0	1	1	0	0	0	0	0	0	0	13	48.2	7	25.9	1	3.7	31.3	35.8
2200	10	0	9	0	1	0	0	0	0	0	0	0	0	10	100.0	1	10.0	0	0.0	32.4	-
2300	5	0	3	0	2	0	0	0	0	0	0	0	0	4	80.0	1	20.0	0	0.0	31.1	-
07-19	**574**	**4**	**513**	**2**	**51**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**294**	**51.2**	**79**	**13.8**	**22**	**3.8**	**30.2**	**34.8**
06-22	**692**	**5**	**623**	**2**	**56**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**350**	**50.6**	**103**	**14.9**	**28**	**4.0**	**30.3**	**35**
06-00	**707**	**5**	**635**	**2**	**59**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**364**	**51.5**	**105**	**14.9**	**28**	**4.0**	**30.4**	**35**
00-00	**714**	**5**	**640**	**2**	**61**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**367**	**51.4**	**105**	**14.7**	**28**	**3.9**	**30.4**	**35**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction North **Jul 24**

Wednesday, 17 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	32	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	32	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	5	0	4	0	1	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	27	-
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	5	62.5	1	12.5	0	0.0	30.2	-
0700	17	0	13	0	4	0	0	0	0	0	0	0	0	7	41.2	2	11.8	1	5.9	30.1	33.6
0800	36	0	32	0	4	0	0	0	0	0	0	0	0	20	55.6	6	16.7	3	8.3	31.1	36.7
0900	**57**	**0**	**47**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**31.6**	**4**	**7.0**	**2**	**3.5**	**27.8**	**32.5**
1000	34	0	30	0	4	0	0	0	0	0	0	0	0	17	50.0	4	11.8	1	2.9	29.8	33.7
1100	24	0	17	1	6	0	0	0	0	0	0	0	0	14	58.3	4	16.7	0	0.0	31	35.2
1200	41	0	39	0	2	0	0	0	0	0	0	0	0	21	51.2	4	9.8	1	2.4	30.2	34.1
1300	34	1	28	0	5	0	0	0	0	0	0	0	0	17	50.0	6	17.7	2	5.9	30.1	35.8
1400	40	2	35	0	3	0	0	0	0	0	0	0	0	17	42.5	3	7.5	0	0.0	27.6	33.1
1500	73	1	64	0	8	0	0	0	0	0	0	0	0	35	48.0	9	12.3	2	2.7	29.9	34.6
1600	76	0	73	0	3	0	0	0	0	0	0	0	0	44	57.9	6	7.9	0	0.0	29.9	33.8
1700	**112**	**4**	**105**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**	**58.9**	**20**	**17.9**	**3**	**2.7**	**30.9**	**35.3**
1800	81	0	76	0	5	0	0	0	0	0	0	0	0	48	59.3	19	23.5	7	8.6	31.7	37.9
1900	48	1	42	0	5	0	0	0	0	0	0	0	0	26	54.2	8	16.7	1	2.1	30.6	36.6
2000	52	1	49	0	1	1	0	0	0	0	0	0	0	28	53.9	5	9.6	0	0.0	30.5	34.6
2100	26	0	24	0	1	1	0	0	0	0	0	0	0	8	30.8	2	7.7	0	0.0	28.7	32.7
2200	16	0	14	0	2	0	0	0	0	0	0	0	0	9	56.3	5	31.3	3	18.8	31.8	41.8
2300	7	0	6	0	1	0	0	0	0	0	0	0	0	3	42.9	1	14.3	1	14.3	29.9	-
07-19	**625**	**8**	**559**	**1**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**324**	**51.8**	**87**	**13.9**	**22**	**3.5**	**30.1**	**34.8**
06-22	**759**	**10**	**682**	**1**	**64**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**391**	**51.5**	**103**	**13.6**	**23**	**3.0**	**30.1**	**34.8**
06-00	**782**	**10**	**702**	**1**	**67**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**403**	**51.5**	**109**	**13.9**	**27**	**3.5**	**30.1**	**34.8**
00-00	**792**	**10**	**711**	**1**	**68**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**406**	**51.3**	**111**	**14.0**	**27**	**3.4**	**30.1**	**34.8**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction North **Jul 24**

Thursday, 18 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	39	-
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25.0	1	25.0	0	0.0	27.5	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	32.7	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	29.4	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28	-
0500	4	1	1	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.5	-
0600	10	0	8	0	2	0	0	0	0	0	0	0	0	6	60.0	3	30.0	2	20.0	31.9	-
0700	28	0	24	0	4	0	0	0	0	0	0	0	0	13	46.4	3	10.7	1	3.6	30.2	33.5
0800	**41**	**0**	**38**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**51.2**	**6**	**14.6**	**4**	**9.8**	**31.2**	**34.8**
0900	37	1	34	0	2	0	0	0	0	0	0	0	0	13	35.1	5	13.5	0	0.0	29	35.1
1000	33	3	27	0	3	0	0	0	0	0	0	0	0	19	57.6	5	15.2	2	6.1	30.1	35.1
1100	36	0	32	0	4	0	0	0	0	0	0	0	0	15	41.7	5	13.9	1	2.8	30.2	35.4
1200	44	0	41	0	3	0	0	0	0	0	0	0	0	21	47.7	5	11.4	1	2.3	29.9	34.1
1300	34	2	25	0	7	0	0	0	0	0	0	0	0	14	41.2	3	8.8	1	2.9	28.4	32.8
1400	51	2	45	0	4	0	0	0	0	0	0	0	0	27	52.9	7	13.7	1	2.0	30.5	34.9
1500	62	1	58	0	3	0	0	0	0	0	0	0	0	35	56.5	8	12.9	2	3.2	30.8	34.9
1600	63	0	55	0	7	0	0	0	0	0	1	0	0	32	50.8	15	23.8	5	7.9	31.4	37.2
1700	**88**	**2**	**83**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**50.0**	**13**	**14.8**	**3**	**3.4**	**30.4**	**35**
1800	68	1	62	0	5	0	0	0	0	0	0	0	0	41	60.3	17	25.0	5	7.4	31.6	37.3
1900	44	0	41	0	3	0	0	0	0	0	0	0	0	24	54.6	12	27.3	2	4.5	32	37.9
2000	42	0	40	0	2	0	0	0	0	0	0	0	0	25	59.5	8	19.1	2	4.8	31.3	35.3
2100	27	0	26	0	1	0	0	0	0	0	0	0	0	14	51.9	2	7.4	0	0.0	30.4	34.6
2200	13	0	12	0	1	0	0	0	0	0	0	0	0	6	46.2	4	30.8	1	7.7	30.8	38.6
2300	3	0	2	0	0	1	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	29.6	-
07-19	**585**	**12**	**524**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**295**	**50.4**	**92**	**15.7**	**26**	**4.4**	**30.5**	**35.2**
06-22	**708**	**12**	**639**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**364**	**51.4**	**117**	**16.5**	**32**	**4.5**	**30.6**	**35.5**
06-00	**724**	**12**	**653**	**0**	**57**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**371**	**51.2**	**122**	**16.9**	**33**	**4.6**	**30.6**	**35.5**
00-00	**739**	**13**	**664**	**0**	**60**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**375**	**50.7**	**124**	**16.8**	**33**	**4.5**	**30.6**	**35.5**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction North **Jul 24**

Friday, 19 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	33.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	34.2	-
0500	3	0	1	0	2	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	30.2	-
0600	5	0	4	0	1	0	0	0	0	0	0	0	0	3	60.0	1	20.0	1	20.0	32.4	-
0700	19	0	16	0	3	0	0	0	0	0	0	0	0	9	47.4	2	10.5	0	0.0	30.8	34.9
0800	32	1	26	0	5	0	0	0	0	0	0	0	0	15	46.9	6	18.8	2	6.3	30.3	38.2
0900	43	0	39	0	4	0	0	0	0	0	0	0	0	26	60.5	10	23.3	4	9.3	31.7	36.9
1000	34	1	26	0	7	0	0	0	0	0	0	0	0	14	41.2	4	11.8	0	0.0	28.7	33.2
1100	**46**	**1**	**42**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**60.9**	**10**	**21.7**	**3**	**6.5**	**31**	**37**
1200	56	0	54	0	2	0	0	0	0	0	0	0	0	23	41.1	8	14.3	1	1.8	30.4	34.7
1300	50	0	44	0	6	0	0	0	0	0	0	0	0	27	54.0	12	24.0	4	8.0	31.6	36.5
1400	52	2	48	0	2	0	0	0	0	0	0	0	0	28	53.9	8	15.4	0	0.0	30.4	35.2
1500	64	1	60	0	3	0	0	0	0	0	0	0	0	40	62.5	11	17.2	3	4.7	31.4	36
1600	**88**	**1**	**82**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**60.2**	**24**	**27.3**	**7**	**8.0**	**32.4**	**37**
1700	82	0	79	0	3	0	0	0	0	0	0	0	0	51	62.2	20	24.4	7	8.5	32.2	37.1
1800	79	0	74	0	5	0	0	0	0	0	0	0	0	44	55.7	17	21.5	4	5.1	31.1	36.7
1900	73	0	68	0	5	0	0	0	0	0	0	0	0	43	58.9	20	27.4	10	13.7	32.5	39.2
2000	38	1	36	0	1	0	0	0	0	0	0	0	0	13	34.2	5	13.2	1	2.6	29.7	34.9
2100	29	0	28	0	1	0	0	0	0	0	0	0	0	9	31.0	0	0.0	0	0.0	28	32.9
2200	24	1	22	0	1	0	0	0	0	0	0	0	0	5	20.8	1	4.2	1	4.2	27.9	32.3
2300	21	0	18	0	3	0	0	0	0	0	0	0	0	10	47.6	5	23.8	2	9.5	29.6	38.3
07-19	**645**	**7**	**590**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**358**	**55.5**	**132**	**20.5**	**35**	**5.4**	**31.2**	**36.2**
06-22	**790**	**8**	**726**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**426**	**53.9**	**158**	**20.0**	**47**	**5.9**	**31.2**	**36.1**
06-00	**835**	**9**	**766**	**0**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**441**	**52.8**	**164**	**19.6**	**50**	**6.0**	**31**	**36.1**
00-00	**841**	**9**	**770**	**0**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**444**	**52.8**	**165**	**19.6**	**50**	**5.9**	**31**	**36.1**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction North **Jul 24**

Saturday, 20 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	4	57.1	0	0.0	0	0.0	30.1	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0.0	34.6	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	30.6	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	36.2	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	31.4	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0	32.2	-
0600	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	1	16.7	0	0.0	30.9	-
0700	7	0	6	0	1	0	0	0	0	0	0	0	0	3	42.9	1	14.3	0	0.0	30.6	-
0800	19	0	15	0	4	0	0	0	0	0	0	0	0	9	47.4	1	5.3	0	0.0	29.4	33
0900	36	2	31	0	3	0	0	0	0	0	0	0	0	21	58.3	10	27.8	1	2.8	30.6	38.3
1000	**43**	**2**	**36**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**53.5**	**6**	**14.0**	**1**	**2.3**	**29.3**	**35**
1100	37	1	33	0	3	0	0	0	0	0	0	0	0	17	46.0	8	21.6	2	5.4	30.2	36.9
1200	65	1	60	0	4	0	0	0	0	0	0	0	0	34	52.3	7	10.8	3	4.6	29.9	33.3
1300	52	1	48	0	3	0	0	0	0	0	0	0	0	29	55.8	10	19.2	3	5.8	31.1	36
1400	**69**	**0**	**64**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**52.2**	**13**	**18.8**	**2**	**2.9**	**31**	**35.8**
1500	54	0	51	0	3	0	0	0	0	0	0	0	0	21	38.9	6	11.1	1	1.9	29.5	33.2
1600	53	2	47	0	4	0	0	0	0	0	0	0	0	30	56.6	9	17.0	1	1.9	31.3	36
1700	53	1	48	0	4	0	0	0	0	0	0	0	0	31	58.5	14	26.4	6	11.3	31.8	38.6
1800	58	0	54	0	4	0	0	0	0	0	0	0	0	36	62.1	13	22.4	3	5.2	31.4	36.1
1900	35	0	32	0	2	1	0	0	0	0	0	0	0	21	60.0	4	11.4	0	0.0	30.5	34
2000	30	0	30	0	0	0	0	0	0	0	0	0	0	22	73.3	4	13.3	1	3.3	31.5	34.6
2100	23	0	20	0	3	0	0	0	0	0	0	0	0	10	43.5	7	30.4	3	13.0	30.8	38.9
2200	17	0	13	0	4	0	0	0	0	0	0	0	0	5	29.4	0	0.0	0	0.0	27.9	32.8
2300	12	0	10	0	2	0	0	0	0	0	0	0	0	3	25.0	1	8.3	0	0.0	28.2	33
07-19	**546**	**10**	**493**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**290**	**53.1**	**98**	**18.0**	**23**	**4.2**	**30.6**	**35.8**
06-22	**640**	**10**	**581**	**0**	**48**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**347**	**54.2**	**114**	**17.8**	**27**	**4.2**	**30.7**	**35.7**
06-00	**669**	**10**	**604**	**0**	**54**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**355**	**53.1**	**115**	**17.2**	**27**	**4.0**	**30.5**	**35.5**
00-00	**686**	**10**	**621**	**0**	**54**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**367**	**53.5**	**118**	**17.2**	**27**	**3.9**	**30.6**	**35.6**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction North **Jul 24**

Sunday, 21 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	7	0	6	0	1	0	0	0	0	0	0	0	0	2	28.6	0	0.0	0	0.0	27.9	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.1	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	1	25.0	0	0.0	30.5	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	1	50.0	39.1	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.4	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.3	-
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	1	33.3	33.3	-
0700	10	0	10	0	0	0	0	0	0	0	0	0	0	6	60.0	2	20.0	1	10.0	31.5	-
0800	17	2	15	0	0	0	0	0	0	0	0	0	0	10	58.8	3	17.7	1	5.9	29	35.5
0900	28	2	25	0	1	0	0	0	0	0	0	0	0	12	42.9	5	17.9	1	3.6	28.9	35.8
1000	34	3	29	0	1	1	0	0	0	0	0	0	0	12	35.3	6	17.7	1	2.9	28.1	35.4
1100	**50**	**4**	**40**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**48.0**	**7**	**14.0**	**1**	**2.0**	**28.7**	**34.8**
1200	43	2	37	0	4	0	0	0	0	0	0	0	0	18	41.9	3	7.0	0	0.0	28	33.3
1300	52	1	49	0	2	0	0	0	0	0	0	0	0	24	46.2	6	11.5	1	1.9	30.1	34.6
1400	49	0	48	0	1	0	0	0	0	0	0	0	0	28	57.1	9	18.4	2	4.1	30.7	36.7
1500	53	3	45	0	5	0	0	0	0	0	0	0	0	23	43.4	7	13.2	1	1.9	29	34.6
1600	**60**	**0**	**58**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**38.3**	**6**	**10.0**	**1**	**1.7**	**29.7**	**33.8**
1700	53	2	49	0	2	0	0	0	0	0	0	0	0	31	58.5	7	13.2	3	5.7	30.6	33.9
1800	51	0	47	0	4	0	0	0	0	0	0	0	0	32	62.8	13	25.5	1	2.0	31.5	36.7
1900	31	0	29	0	2	0	0	0	0	0	0	0	0	24	77.4	10	32.3	2	6.5	33.4	37.3
2000	28	0	25	0	3	0	0	0	0	0	0	0	0	15	53.6	3	10.7	2	7.1	31.4	34.2
2100	17	1	15	0	0	1	0	0	0	0	0	0	0	11	64.7	3	17.7	1	5.9	31.6	37.6
2200	12	0	11	0	1	0	0	0	0	0	0	0	0	9	75.0	4	33.3	2	16.7	34.3	42.4
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0.0	32.6	-
07-19	**500**	**19**	**452**	**1**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**243**	**48.6**	**74**	**14.8**	**14**	**2.8**	**29.7**	**35**
06-22	**579**	**20**	**524**	**1**	**32**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**294**	**50.8**	**91**	**15.7**	**20**	**3.5**	**30**	**35.2**
06-00	**594**	**20**	**538**	**1**	**33**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**305**	**51.4**	**97**	**16.3**	**22**	**3.7**	**30.1**	**35.3**
00-00	**612**	**20**	**555**	**1**	**34**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**311**	**50.8**	**100**	**16.3**	**23**	**3.8**	**30.1**	**35.3**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction North **Jul 24**

Virtual Day (7)

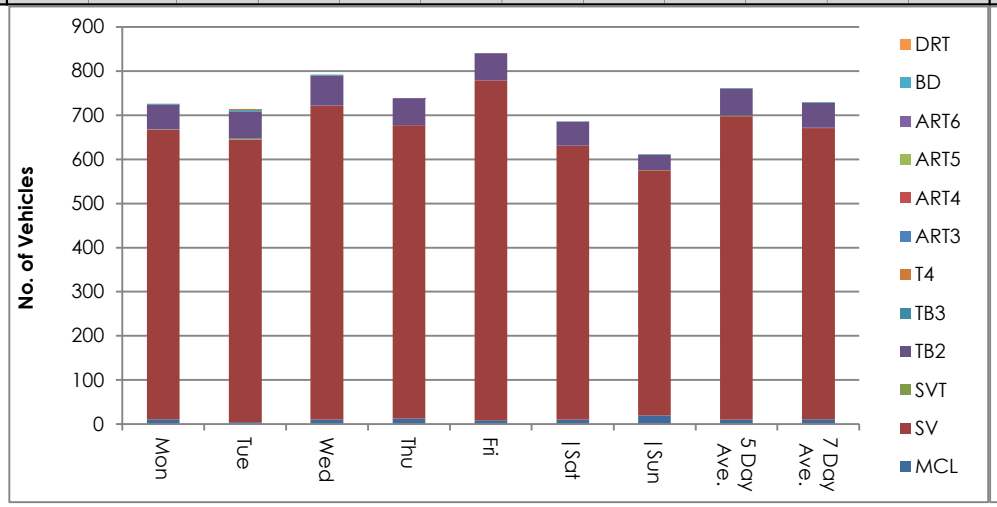
Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	2	52.4	0	9.5	0	0.0	30.2	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	43.8	1	37.5	0	6.3	31.4	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	58.3	0	8.3	0	0.0	30.3	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	57.1	0	42.9	0	14.3	33.2	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	50.0	0	0.0	0	0.0	30.3	-
0500	3	0	2	0	1	0	0	0	0	0	0	0	0	1	28.6	0	0.0	0	0.0	27.6	-
0600	6	0	5	0	1	0	0	0	0	0	0	0	0	4	63.4	1	19.5	1	9.8	31.2	-
0700	18	0	16	0	3	0	0	0	0	0	0	0	0	9	48.8	3	14.7	1	3.9	30.6	35.1
0800	30	0	26	0	3	0	0	0	0	0	0	0	0	16	52.9	4	13.8	2	6.2	30.6	34.8
0900	**41**	**1**	**36**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**45.1**	**6**	**15.7**	**1**	**3.5**	**29.4**	**35.1**
1000	36	1	30	0	4	0	0	0	0	0	0	0	0	17	46.4	5	15.1	1	4.0	29.3	35
1100	36	1	31	0	4	0	0	0	0	0	0	0	0	18	50.6	6	15.8	1	3.6	29.7	35.3
1200	47	1	43	0	3	0	0	0	0	0	0	0	0	23	49.5	6	13.5	1	3.1	30	34.6
1300	43	1	36	0	5	0	0	0	0	0	0	0	0	21	50.2	7	16.4	2	4.0	30.2	35.7
1400	51	1	47	0	3	0	0	0	0	0	0	0	0	27	52.0	8	14.8	1	2.2	30.2	35
1500	64	1	59	0	4	0	0	0	0	0	0	0	0	33	51.5	8	12.5	2	3.1	30.3	34.6
1600	68	1	63	0	4	0	0	0	0	0	0	0	0	38	55.5	11	16.0	2	3.6	31	35.4
1700	**80**	**1**	**76**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**56.0**	**14**	**17.7**	**4**	**5.3**	**31.1**	**35.5**
1800	68	0	63	0	4	0	0	0	0	0	0	0	0	40	58.6	15	22.0	4	5.9	31.3	36.6
1900	47	0	43	0	3	0	0	0	0	0	0	0	0	26	56.0	10	22.0	3	6.1	31.5	36.7
2000	38	0	36	0	1	0	0	0	0	0	0	0	0	20	51.9	4	11.7	1	3.4	30.6	34.2
2100	24	0	22	0	1	0	0	0	0	0	0	0	0	10	42.0	3	13.0	1	3.6	29.9	34.6
2200	14	0	13	0	1	0	0	0	0	0	0	0	0	7	49.0	3	18.0	1	8.0	30.5	36.9
2300	8	0	7	0	1	0	0	0	0	0	0	0	0	4	47.4	2	21.1	1	7.0	30	-
07-19	**582**	**10**	**524**	**1**	**46**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**304**	**52.4**	**93**	**16.0**	**24**	**4.1**	**30.4**	**35.3**
06-22	**696**	**11**	**630**	**1**	**52**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**364**	**52.3**	**112**	**16.1**	**29**	**4.2**	**30.5**	**35.3**
06-00	**718**	**11**	**650**	**1**	**55**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**375**	**52.2**	**116**	**16.2**	**31**	**4.3**	**30.5**	**35.3**
00-00	**730**	**11**	**660**	**1**	**56**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**380**	**52.1**	**118**	**16.2**	**31**	**4.3**	**30.5**	**35.3**

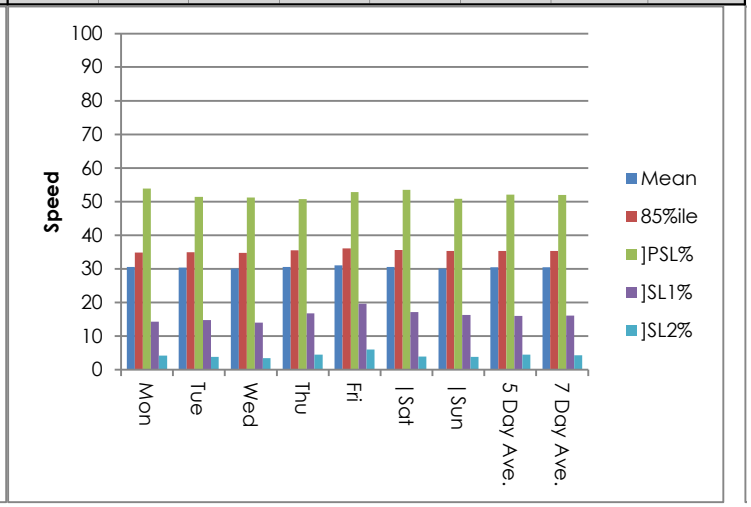
Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction North **Jul 24**

Virtual Week (1)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1	2	3	4	5	6	7	8	9	10	11	12	30	30	35	35	40	40		85
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT			ACPO	ACPO	DfT	DfT		
Mon	726	11	656	1	56	2	0	0	0	0	0	0	0	391	53.9	104	14.3	31	4.3	30.6	34.9
Tue	714	5	640	2	61	4	2	0	0	0	0	0	0	367	51.4	105	14.7	28	3.9	30.4	35
Wed	792	10	711	1	68	2	0	0	0	0	0	0	0	406	51.3	111	14.0	27	3.4	30.1	34.8
Thu	739	13	664	0	60	1	0	0	0	0	1	0	0	375	50.7	124	16.8	33	4.5	30.6	35.5
Fri	841	9	770	0	62	0	0	0	0	0	0	0	0	444	52.8	165	19.6	50	5.9	31	36.1
|Sat	686	10	621	0	54	1	0	0	0	0	0	0	0	367	53.5	118	17.2	27	3.9	30.6	35.6
|Sun	612	20	555	1	34	2	0	0	0	0	0	0	0	311	50.8	100	16.3	23	3.8	30.1	35.3
5 Day Ave.	**762**	**10**	**688**	**1**	**61**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**397**	**52.1**	**122**	**16.0**	**34**	**4.5**	**30.5**	**35.3**
7 Day Ave.	**730**	**11**	**660**	**1**	**56**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**380**	**52.1**	**118**	**16.2**	**31**	**4.3**	**30.5**	**35.3**
--	**5110**	**78**	**4617**	**5**	**395**	**12**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**2661**	**52.1**	**827**	**16.2**	**219**	**4.3**	**30.5**	**35.3**

Summary Graphs





Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction North

15682
Darton
Jul 24

Monday, 15 July 2024

Automatic Traffic Count

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	23	0	0	0	1	1	10	7	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	29	0	0	0	0	1	13	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**47**	**0**	**1**	**0**	**0**	**2**	**21**	**16**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000	34	0	1	0	0	2	9	13	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	34	0	0	4	0	1	9	15	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	43	0	0	1	0	2	16	13	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	35	0	2	0	0	2	11	14	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	49	0	0	0	0	8	14	21	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	71	0	0	0	0	4	30	30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	76	0	1	0	0	5	22	41	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**87**	**0**	**0**	**0**	**0**	**4**	**39**	**30**	**10**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	68	0	0	0	1	5	26	23	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	41	0	0	0	0	2	19	15	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	42	0	0	0	0	3	20	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	20	0	0	0	0	3	11	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**596**	**0**	**5**	**5**	**2**	**37**	**220**	**237**	**66**	**14**	**5**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**704**	**0**	**5**	**5**	**2**	**46**	**270**	**277**	**71**	**16**	**7**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**718**	**0**	**5**	**5**	**2**	**47**	**274**	**282**	**73**	**18**	**7**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**726**	**0**	**5**	**5**	**2**	**47**	**276**	**287**	**73**	**19**	**7**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction North

15682
Darton
Jul 24

Tuesday, 16 July 2024

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	25	0	0	0	1	1	9	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	36	0	0	0	0	2	13	15	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	38	0	1	1	3	6	11	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**40**	**0**	**0**	**1**	**1**	**11**	**17**	**6**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	26	0	0	0	3	3	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	35	0	0	0	0	2	12	15	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	42	0	0	0	1	6	16	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	48	0	0	0	0	7	18	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	72	0	0	0	0	3	29	32	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	58	0	0	0	0	2	23	24	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**86**	**0**	**0**	**0**	**0**	**6**	**33**	**36**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	68	0	0	1	0	5	22	28	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	55	0	0	0	0	3	27	12	11	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	32	0	0	0	0	3	14	11	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	27	0	0	0	0	1	13	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**574**	**0**	**1**	**3**	**9**	**54**	**213**	**215**	**57**	**17**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**692**	**0**	**1**	**3**	**9**	**62**	**267**	**247**	**75**	**20**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**707**	**0**	**1**	**3**	**9**	**63**	**267**	**259**	**77**	**20**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**714**	**0**	**1**	**3**	**9**	**64**	**270**	**262**	**77**	**20**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction North

15682
Darton
Jul 24

Wednesday, 17 July 2024

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	0	0	0	1	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	36	0	0	0	0	4	12	14	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**57**	**2**	**0**	**0**	**1**	**9**	**27**	**14**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000	34	0	0	0	1	3	13	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	24	0	0	0	0	1	9	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	41	0	0	0	0	6	14	17	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	34	0	1	0	0	6	10	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	40	0	0	1	4	3	15	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	73	0	1	0	1	6	30	26	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	76	0	0	0	0	6	26	38	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**112**	**0**	**2**	**0**	**1**	**8**	**35**	**46**	**17**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	81	0	0	0	2	7	24	29	12	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	48	0	0	0	1	3	18	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	52	0	0	0	0	4	20	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	26	0	0	0	0	5	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	0	1	0	1	5	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**625**	**2**	**4**	**1**	**10**	**60**	**224**	**237**	**65**	**15**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**759**	**2**	**4**	**1**	**11**	**72**	**278**	**288**	**80**	**16**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**782**	**2**	**4**	**2**	**11**	**73**	**287**	**294**	**82**	**20**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**792**	**2**	**4**	**2**	**12**	**73**	**293**	**295**	**84**	**20**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction North

15682
Darton
Jul 24

Thursday, 18 July 2024

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	0	1	0	1	2	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	28	0	0	0	1	0	14	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**41**	**0**	**0**	**0**	**0**	**3**	**17**	**15**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	37	0	0	2	0	4	18	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	33	0	3	0	0	1	10	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	36	0	0	0	0	3	18	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	44	0	0	0	0	8	15	16	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	34	0	1	2	0	2	15	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	51	0	2	0	0	2	20	20	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	62	0	0	0	0	4	23	27	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	63	0	0	0	0	3	28	17	10	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**88**	**0**	**1**	**0**	**1**	**8**	**34**	**31**	**10**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	68	0	0	2	3	4	18	24	12	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	44	0	0	0	0	2	18	12	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	42	0	0	0	0	4	13	17	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	27	0	0	0	0	2	11	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	13	0	0	0	0	2	5	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**585**	**0**	**7**	**6**	**5**	**42**	**230**	**203**	**66**	**13**	**8**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**708**	**0**	**7**	**7**	**5**	**51**	**274**	**247**	**85**	**17**	**9**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**724**	**0**	**7**	**7**	**5**	**54**	**280**	**249**	**89**	**18**	**9**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**739**	**0**	**8**	**7**	**6**	**56**	**287**	**251**	**91**	**18**	**9**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction North

15682
Darton
Jul 24

Friday, 19 July 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	19	0	0	0	0	0	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	32	0	1	0	0	3	13	9	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	43	0	0	0	1	3	13	16	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	34	0	1	0	0	4	15	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**46**	**0**	**1**	**0**	**0**	**3**	**14**	**18**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	56	0	0	0	0	4	29	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	50	0	0	0	0	4	19	15	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	52	0	0	0	0	5	19	20	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	64	0	0	0	1	3	20	29	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**88**	**0**	**0**	**0**	**0**	**4**	**31**	**29**	**17**	**4**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	82	0	0	0	0	4	27	31	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	79	0	0	2	1	4	28	27	13	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	73	0	0	0	1	5	24	23	10	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	38	0	0	0	1	4	20	8	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	29	0	0	0	0	7	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	24	0	0	0	1	3	15	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	21	0	0	0	1	6	4	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**645**	**0**	**3**	**2**	**3**	**41**	**238**	**226**	**97**	**22**	**8**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**790**	**0**	**3**	**2**	**5**	**57**	**297**	**268**	**111**	**29**	**10**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**835**	**0**	**3**	**2**	**7**	**66**	**316**	**277**	**114**	**31**	**11**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**841**	**0**	**3**	**2**	**7**	**66**	**319**	**279**	**115**	**31**	**11**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction North

15682
Darton
Jul 24

Saturday, 20 July 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	7	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	19	0	0	0	0	3	7	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	36	0	1	1	1	1	11	11	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**43**	**0**	**1**	**1**	**1**	**1**	**16**	**17**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	37	0	1	0	0	3	16	9	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	65	0	1	0	0	7	23	27	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	52	0	0	0	1	3	19	19	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**69**	**0**	**0**	**0**	**0**	**6**	**27**	**23**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	54	0	0	0	1	5	27	15	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	53	0	0	0	1	2	20	21	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	53	0	0	0	0	4	18	17	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	58	0	0	0	0	5	17	23	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	35	0	0	0	0	2	12	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	30	0	0	0	0	3	5	18	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	23	0	0	0	1	2	10	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	17	0	0	0	1	2	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	12	0	0	0	0	2	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**546**	**0**	**4**	**2**	**5**	**40**	**205**	**192**	**75**	**19**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**640**	**0**	**4**	**2**	**6**	**48**	**233**	**233**	**87**	**22**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**669**	**0**	**4**	**2**	**7**	**52**	**249**	**240**	**88**	**22**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**686**	**0**	**4**	**2**	**7**	**52**	**254**	**249**	**91**	**22**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction North

15682
Darton
Jul 24

Sunday, 21 July 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	7	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	0	0	0	1	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	17	0	2	0	0	2	3	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	28	0	2	0	0	3	11	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	34	0	2	1	2	3	14	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**50**	**0**	**1**	**3**	**0**	**7**	**15**	**17**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	43	0	2	0	0	7	16	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	52	0	1	0	0	5	22	18	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	49	0	0	1	0	4	16	19	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	53	0	0	0	2	14	14	16	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**60**	**0**	**0**	**0**	**3**	**1**	**33**	**17**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	53	0	1	0	1	1	19	24	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	51	0	0	0	0	4	15	19	12	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	31	0	0	0	0	1	6	14	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	28	0	0	0	0	2	11	12	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	17	0	0	0	0	0	6	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	12	0	0	0	0	0	3	5	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**500**	**0**	**11**	**5**	**8**	**52**	**181**	**169**	**60**	**7**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**579**	**0**	**11**	**5**	**8**	**55**	**206**	**203**	**71**	**12**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**594**	**0**	**11**	**5**	**8**	**56**	**209**	**208**	**75**	**13**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**612**	**0**	**11**	**5**	**8**	**57**	**220**	**211**	**77**	**14**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction North

15682
Darton
Jul 24

Virtual Day (7)

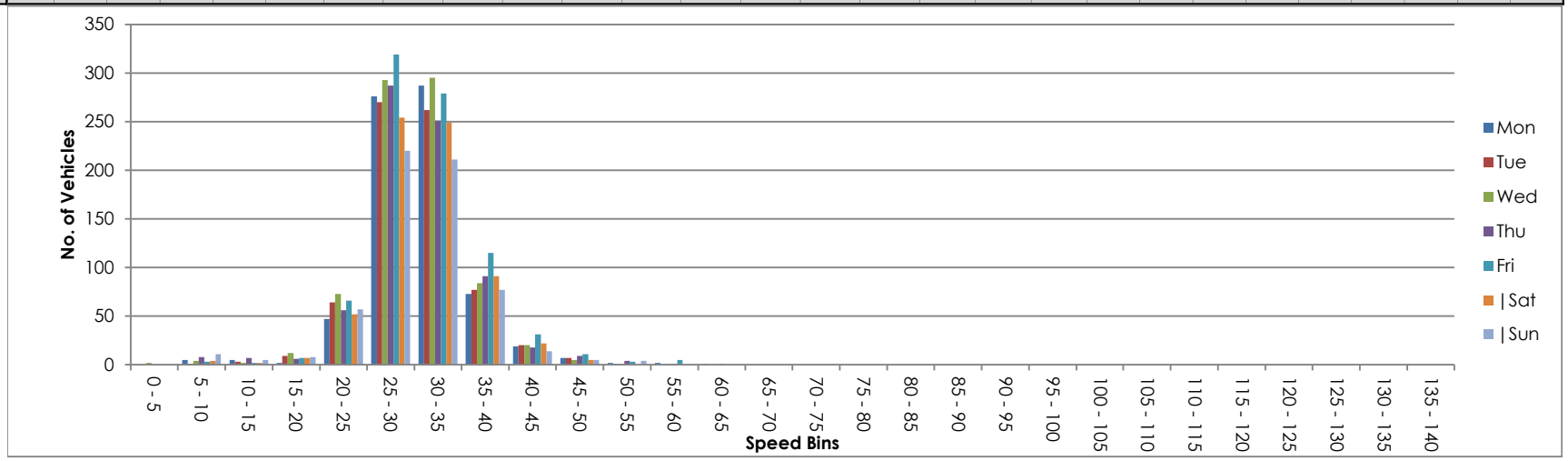
Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	18	0	0	0	0	1	8	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	30	0	0	0	0	3	11	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**41**	**0**	**1**	**1**	**1**	**4**	**16**	**12**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000	36	0	1	0	1	4	13	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	36	0	0	1	0	3	13	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	47	0	0	0	0	5	18	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	43	0	1	0	0	4	16	14	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	51	0	0	0	1	5	18	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	64	0	0	0	1	6	25	25	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	68	0	0	0	1	3	26	27	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**80**	**0**	**1**	**0**	**0**	**5**	**29**	**31**	**10**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	68	0	0	1	1	5	21	25	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	47	0	0	0	0	3	18	16	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	38	0	0	0	0	3	15	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	24	0	0	0	0	3	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	0	0	0	1	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	0	0	0	2	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**582**	**0**	**5**	**3**	**6**	**47**	**216**	**211**	**69**	**15**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**696**	**0**	**5**	**4**	**7**	**56**	**261**	**252**	**83**	**19**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**718**	**0**	**5**	**4**	**7**	**59**	**269**	**258**	**85**	**20**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**730**	**0**	**5**	**4**	**7**	**59**	**274**	**262**	**87**	**21**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction North **Jul 24**

Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	726	0	5	5	2	47	276	287	73	19	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	714	0	1	3	9	64	270	262	77	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	792	2	4	2	12	73	293	295	84	20	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	739	0	8	7	6	56	287	251	91	18	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	841	0	3	2	7	66	319	279	115	31	11	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	686	0	4	2	7	52	254	249	91	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	612	0	11	5	8	57	220	211	77	14	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**762**	**0**	**4**	**4**	**7**	**61**	**289**	**275**	**88**	**22**	**8**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**730**	**0**	**5**	**4**	**7**	**59**	**274**	**262**	**87**	**21**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**5110**	**2**	**36**	**26**	**51**	**415**	**1919**	**1834**	**608**	**144**	**49**	**15**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction South **Jul 24**

Monday, 15 July 2024 **Automatic Traffic Count**

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0	34	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.7	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.2	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	31.6	-
0400	3	0	1	0	2	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0	35.1	-
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	1	16.7	0	0.0	31.5	-
0600	15	0	12	0	3	0	0	0	0	0	0	0	0	13	86.7	9	60.0	2	13.3	35.2	40.4
0700	**74**	**0**	**64**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**78.4**	**18**	**24.3**	**4**	**5.4**	**32.6**	**36.2**
0800	59	1	56	0	2	0	0	0	0	0	0	0	0	43	72.9	12	20.3	4	6.8	32	36.4
0900	40	0	35	0	5	0	0	0	0	0	0	0	0	28	70.0	10	25.0	2	5.0	31.8	37.7
1000	39	1	35	0	3	0	0	0	0	0	0	0	0	30	76.9	15	38.5	2	5.1	33.1	38.1
1100	37	0	32	0	4	0	1	0	0	0	0	0	0	26	70.3	13	35.1	1	2.7	32.6	37.8
1200	45	2	38	0	5	0	0	0	0	0	0	0	0	26	57.8	13	28.9	3	6.7	32	37.7
1300	28	0	26	0	2	0	0	0	0	0	0	0	0	20	71.4	6	21.4	2	7.1	32.4	39.3
1400	49	1	45	0	3	0	0	0	0	0	0	0	0	26	53.1	8	16.3	0	0.0	30.6	35.5
1500	52	2	46	0	4	0	0	0	0	0	0	0	0	38	73.1	10	19.2	3	5.8	32.1	35.2
1600	35	1	29	0	4	0	1	0	0	0	0	0	0	19	54.3	5	14.3	1	2.9	30.2	35.1
1700	**55**	**2**	**50**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**69.1**	**19**	**34.6**	**3**	**5.5**	**32.7**	**38.7**
1800	42	0	38	0	4	0	0	0	0	0	0	0	0	25	59.5	7	16.7	0	0.0	31.3	35.7
1900	44	1	39	0	4	0	0	0	0	0	0	0	0	26	59.1	8	18.2	1	2.3	31.4	36.4
2000	24	1	23	0	0	0	0	0	0	0	0	0	0	10	41.7	6	25.0	1	4.2	31	38.4
2100	16	0	15	0	1	0	0	0	0	0	0	0	0	10	62.5	3	18.8	0	0.0	31.6	35.8
2200	4	0	3	0	1	0	0	0	0	0	0	0	0	2	50.0	1	25.0	1	25.0	32.4	-
2300	5	0	4	0	1	0	0	0	0	0	0	0	0	3	60.0	1	20.0	0	0.0	30.8	-
07-19	**555**	**10**	**494**	**0**	**49**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**377**	**67.9**	**136**	**24.5**	**25**	**4.5**	**32**	**36.6**
06-22	**654**	**12**	**583**	**0**	**57**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**436**	**66.7**	**162**	**24.8**	**29**	**4.4**	**32**	**36.6**
06-00	**663**	**12**	**590**	**0**	**59**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**441**	**66.5**	**164**	**24.7**	**30**	**4.5**	**32**	**36.7**
00-00	**679**	**12**	**604**	**0**	**61**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**451**	**66.4**	**167**	**24.6**	**30**	**4.4**	**32**	**36.6**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction South **Jul 24**

Tuesday, 16 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	29.8	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.2	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	2	50.0	1	25.0	0	0.0	32.4	-
0500	10	0	9	0	1	0	0	0	0	0	0	0	0	7	70.0	1	10.0	1	10.0	32.6	-
0600	15	0	15	0	0	0	0	0	0	0	0	0	0	11	73.3	7	46.7	1	6.7	34.1	38.6
0700	**68**	**0**	**63**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51**	**75.0**	**17**	**25.0**	**1**	**1.5**	**32.4**	**36.5**
0800	67	1	62	0	3	1	0	0	0	0	0	0	0	47	70.2	11	16.4	2	3.0	31.7	35.5
0900	30	0	27	0	3	0	0	0	0	0	0	0	0	14	46.7	8	26.7	1	3.3	30.3	37.7
1000	32	2	23	0	6	0	0	0	0	0	1	0	0	18	56.3	5	15.6	2	6.3	29.9	35.8
1100	33	0	30	0	3	0	0	0	0	0	0	0	0	13	39.4	5	15.2	1	3.0	29.6	35.7
1200	42	1	38	0	3	0	0	0	0	0	0	0	0	26	61.9	6	14.3	0	0.0	30.7	35
1300	29	0	25	0	4	0	0	0	0	0	0	0	0	19	65.5	7	24.1	3	10.3	32.5	39.6
1400	**56**	**3**	**48**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**58.9**	**7**	**12.5**	**1**	**1.8**	**30.4**	**34.8**
1500	42	0	39	0	3	0	0	0	0	0	0	0	0	27	64.3	11	26.2	1	2.4	31.9	36
1600	34	1	28	0	4	1	0	0	0	0	0	0	0	15	44.1	5	14.7	2	5.9	29.4	35.8
1700	46	0	44	0	2	0	0	0	0	0	0	0	0	30	65.2	12	26.1	3	6.5	32.2	36.8
1800	55	1	52	0	2	0	0	0	0	0	0	0	0	31	56.4	13	23.6	3	5.5	31.2	37
1900	34	1	32	0	1	0	0	0	0	0	0	0	0	20	58.8	6	17.7	0	0.0	31.8	37
2000	23	0	22	0	1	0	0	0	0	0	0	0	0	14	60.9	4	17.4	1	4.3	31.7	36
2100	15	1	11	0	3	0	0	0	0	0	0	0	0	6	40.0	1	6.7	0	0.0	29.7	33.4
2200	9	0	8	0	1	0	0	0	0	0	0	0	0	4	44.4	2	22.2	1	11.1	32.3	-
2300	4	0	3	0	1	0	0	0	0	0	0	0	0	2	50.0	2	50.0	0	0.0	30.9	-
07-19	**534**	**9**	**479**	**0**	**43**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**324**	**60.7**	**107**	**20.0**	**20**	**3.7**	**31.2**	**35.8**
06-22	**621**	**11**	**559**	**0**	**48**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**375**	**60.4**	**125**	**20.1**	**22**	**3.5**	**31.3**	**36**
06-00	**634**	**11**	**570**	**0**	**50**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**381**	**60.1**	**129**	**20.4**	**23**	**3.6**	**31.3**	**36.1**
00-00	**652**	**11**	**586**	**0**	**52**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**391**	**60.0**	**131**	**20.1**	**24**	**3.7**	**31.3**	**36.1**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction South **Jul 24**

Wednesday, 17 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	32.3	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	35.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	31.2	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	29	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	30.3	-
0500	10	0	8	0	2	0	0	0	0	0	0	0	0	7	70.0	1	10.0	0	0.0	30.6	-
0600	19	0	19	0	0	0	0	0	0	0	0	0	0	16	84.2	3	15.8	1	5.3	32.5	35.2
0700	57	0	50	0	6	1	0	0	0	0	0	0	0	39	68.4	14	24.6	3	5.3	32.6	36.3
0800	**73**	**2**	**65**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**58.9**	**14**	**19.2**	**2**	**2.7**	**31.1**	**35.4**
0900	38	3	27	0	7	1	0	0	0	0	0	0	0	21	55.3	4	10.5	1	2.6	29.5	34.9
1000	35	0	30	0	5	0	0	0	0	0	0	0	0	18	51.4	9	25.7	1	2.9	31.4	37.4
1100	44	2	38	0	4	0	0	0	0	0	0	0	0	32	72.7	10	22.7	3	6.8	31.9	37.2
1200	37	2	33	0	1	0	1	0	0	0	0	0	0	20	54.1	8	21.6	3	8.1	30.2	38.2
1300	37	2	28	0	7	0	0	0	0	0	0	0	0	23	62.2	7	18.9	1	2.7	30.5	35.7
1400	39	0	35	0	4	0	0	0	0	0	0	0	0	23	59.0	4	10.3	0	0.0	30.3	34.4
1500	45	1	43	0	1	0	0	0	0	0	0	0	0	28	62.2	9	20.0	3	6.7	31.6	36.8
1600	45	1	40	0	4	0	0	0	0	0	0	0	0	30	66.7	12	26.7	0	0.0	31.4	36
1700	**56**	**1**	**53**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**67.9**	**6**	**10.7**	**0**	**0.0**	**31.3**	**34.5**
1800	54	1	48	0	5	0	0	0	0	0	0	0	0	36	66.7	14	25.9	4	7.4	32.7	37.2
1900	36	0	34	1	1	0	0	0	0	0	0	0	0	23	63.9	8	22.2	0	0.0	31.5	35.8
2000	50	0	49	0	1	0	0	0	0	0	0	0	0	19	38.0	4	8.0	0	0.0	28.6	33.8
2100	19	0	16	0	3	0	0	0	0	0	0	0	0	13	68.4	2	10.5	0	0.0	30.8	35
2200	11	0	9	0	2	0	0	0	0	0	0	0	0	8	72.7	2	18.2	0	0.0	29.3	36.6
2300	4	0	2	0	2	0	0	0	0	0	0	0	0	2	50.0	1	25.0	0	0.0	30.7	-
07-19	**560**	**15**	**490**	**0**	**52**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**351**	**62.7**	**111**	**19.8**	**21**	**3.8**	**31.3**	**35.8**
06-22	**684**	**15**	**608**	**1**	**57**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**422**	**61.7**	**128**	**18.7**	**22**	**3.2**	**31.1**	**35.5**
06-00	**699**	**15**	**619**	**1**	**61**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**432**	**61.8**	**131**	**18.7**	**22**	**3.1**	**31.1**	**35.5**
00-00	**717**	**15**	**635**	**1**	**63**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**444**	**61.9**	**134**	**18.7**	**22**	**3.1**	**31.1**	**35.5**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction South **Jul 24**

Thursday, 18 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.9	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	1	33.3	33.2	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	34.2	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	0	0.0	0	0.0	30.8	-
0400	5	1	3	0	1	0	0	0	0	0	0	0	0	2	40.0	0	0.0	0	0.0	27.6	-
0500	10	0	8	0	2	0	0	0	0	0	0	0	0	4	40.0	2	20.0	0	0.0	30.8	-
0600	13	0	11	0	2	0	0	0	0	0	0	0	0	11	84.6	5	38.5	2	15.4	34.5	40.8
0700	**72**	**2**	**63**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**69.4**	**14**	**19.4**	**2**	**2.8**	**31.8**	**36.5**
0800	65	0	64	0	1	0	0	0	0	0	0	0	0	44	67.7	19	29.2	2	3.1	32.1	36.3
0900	44	0	38	0	6	0	0	0	0	0	0	0	0	33	75.0	7	15.9	3	6.8	32	35.4
1000	39	0	36	0	3	0	0	0	0	0	0	0	0	28	71.8	7	18.0	1	2.6	31.9	37.4
1100	34	2	29	0	3	0	0	0	0	0	0	0	0	14	41.2	4	11.8	0	0.0	29.1	34
1200	33	2	28	0	3	0	0	0	0	0	0	0	0	19	57.6	8	24.2	3	9.1	30.9	38.7
1300	37	0	35	0	2	0	0	0	0	0	0	0	0	21	56.8	1	2.7	0	0.0	29.8	33.3
1400	44	1	39	0	4	0	0	0	0	0	0	0	0	31	70.5	13	29.6	3	6.8	32.7	37.7
1500	**54**	**0**	**49**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**72.2**	**15**	**27.8**	**2**	**3.7**	**32.1**	**37.7**
1600	40	1	36	0	2	0	0	0	0	1	0	0	0	28	70.0	13	32.5	2	5.0	32.4	37.3
1700	**54**	**1**	**52**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**72.2**	**17**	**31.5**	**2**	**3.7**	**32.5**	**36.8**
1800	41	0	36	0	5	0	0	0	0	0	0	0	0	32	78.1	13	31.7	5	12.2	33	39
1900	45	1	41	0	2	0	1	0	0	0	0	0	0	22	48.9	5	11.1	0	0.0	30.2	34.5
2000	30	0	29	0	1	0	0	0	0	0	0	0	0	14	46.7	7	23.3	4	13.3	30.8	39.7
2100	24	0	23	0	1	0	0	0	0	0	0	0	0	10	41.7	8	33.3	2	8.3	30.5	37.8
2200	5	0	4	0	1	0	0	0	0	0	0	0	0	3	60.0	0	0.0	0	0.0	31.3	-
2300	6	0	5	0	1	0	0	0	0	0	0	0	0	3	50.0	1	16.7	1	16.7	34	-
07-19	**557**	**9**	**505**	**0**	**42**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**378**	**67.9**	**131**	**23.5**	**25**	**4.5**	**31.8**	**36.7**
06-22	**669**	**10**	**609**	**0**	**48**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**435**	**65.0**	**156**	**23.3**	**33**	**4.9**	**31.7**	**36.8**
06-00	**680**	**10**	**618**	**0**	**50**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**441**	**64.9**	**157**	**23.1**	**34**	**5.0**	**31.7**	**36.7**
00-00	**705**	**11**	**637**	**0**	**55**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**453**	**64.3**	**161**	**22.8**	**36**	**5.1**	**31.6**	**36.7**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction South **Jul 24**

Friday, 19 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	22.8	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	0	0.0	0	0.0	29.3	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	30.8	-
0500	8	0	6	0	2	0	0	0	0	0	0	0	0	2	25.0	0	0.0	0	0.0	26.3	-
0600	18	0	16	0	2	0	0	0	0	0	0	0	0	15	83.3	6	33.3	1	5.6	33.1	37.9
0700	47	0	43	0	4	0	0	0	0	0	0	0	0	39	83.0	16	34.0	3	6.4	33.8	38.7
0800	**73**	**1**	**67**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**82.2**	**20**	**27.4**	**1**	**1.4**	**32.9**	**36.4**
0900	38	0	35	0	3	0	0	0	0	0	0	0	0	30	79.0	13	34.2	2	5.3	32.9	37
1000	48	1	43	0	3	1	0	0	0	0	0	0	0	20	41.7	7	14.6	0	0.0	29.8	35.3
1100	48	0	41	0	7	0	0	0	0	0	0	0	0	37	77.1	20	41.7	4	8.3	33.5	38.7
1200	31	2	27	0	2	0	0	0	0	0	0	0	0	18	58.1	5	16.1	2	6.5	30.6	35.3
1300	50	1	44	0	5	0	0	0	0	0	0	0	0	27	54.0	9	18.0	0	0.0	30.5	35.6
1400	42	2	36	0	4	0	0	0	0	0	0	0	0	28	66.7	16	38.1	0	0.0	31.9	37.1
1500	**66**	**1**	**58**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**72.7**	**18**	**27.3**	**2**	**3.0**	**32.3**	**36.6**
1600	57	0	56	0	1	0	0	0	0	0	0	0	0	35	61.4	12	21.1	0	0.0	31.5	36
1700	51	0	48	0	2	1	0	0	0	0	0	0	0	38	74.5	13	25.5	1	2.0	32.9	36.7
1800	62	0	58	0	4	0	0	0	0	0	0	0	0	33	53.2	5	8.1	1	1.6	30.3	34.5
1900	53	0	49	0	4	0	0	0	0	0	0	0	0	25	47.2	4	7.5	0	0.0	29.3	32.6
2000	38	0	35	0	3	0	0	0	0	0	0	0	0	21	55.3	11	29.0	5	13.2	31.9	38.4
2100	51	1	49	0	1	0	0	0	0	0	0	0	0	20	39.2	6	11.8	2	3.9	29.1	33.6
2200	22	0	18	0	3	1	0	0	0	0	0	0	0	13	59.1	2	9.1	0	0.0	30.3	34.6
2300	22	0	20	0	2	0	0	0	0	0	0	0	0	5	22.7	3	13.6	1	4.5	29.6	34.4
07-19	**613**	**8**	**556**	**0**	**47**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**413**	**67.4**	**154**	**25.1**	**16**	**2.6**	**31.9**	**36.5**
06-22	**773**	**9**	**705**	**0**	**57**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**494**	**63.9**	**181**	**23.4**	**24**	**3.1**	**31.6**	**36.4**
06-00	**817**	**9**	**743**	**0**	**62**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**512**	**62.7**	**186**	**22.8**	**25**	**3.1**	**31.5**	**36.2**
00-00	**833**	**10**	**756**	**0**	**64**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**517**	**62.1**	**186**	**22.3**	**25**	**3.0**	**31.4**	**36.1**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction South **Jul 24**

Saturday, 20 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	3	42.9	2	28.6	1	14.3	31.6	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	1	20.0	0	0.0	30.8	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	28.5	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	33.6	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	39	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	32.5	-
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	6	75.0	3	37.5	1	12.5	34.2	-
0700	17	0	15	0	2	0	0	0	0	0	0	0	0	15	88.2	4	23.5	0	0.0	32.7	37.5
0800	38	0	34	0	4	0	0	0	0	0	0	0	0	21	55.3	8	21.1	2	5.3	31.7	37.9
0900	49	1	46	0	2	0	0	0	0	0	0	0	0	35	71.4	9	18.4	2	4.1	31.7	36.5
1000	**60**	**0**	**54**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**68.3**	**15**	**25.0**	**2**	**3.3**	**32.1**	**37.1**
1100	57	0	52	0	4	0	0	0	0	0	1	0	0	37	64.9	15	26.3	2	3.5	30.6	36.6
1200	45	0	43	0	2	0	0	0	0	0	0	0	0	31	68.9	12	26.7	0	0.0	31.8	36.2
1300	43	1	38	0	4	0	0	0	0	0	0	0	0	32	74.4	12	27.9	3	7.0	33.3	39.1
1400	**54**	**0**	**52**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**63.0**	**14**	**25.9**	**2**	**3.7**	**32.1**	**36.5**
1500	46	0	40	0	6	0	0	0	0	0	0	0	0	23	50.0	8	17.4	2	4.3	30.6	35.6
1600	51	2	45	0	4	0	0	0	0	0	0	0	0	33	64.7	13	25.5	1	2.0	31.8	36.5
1700	53	1	47	1	4	0	0	0	0	0	0	0	0	32	60.4	13	24.5	2	3.8	31.8	37.1
1800	53	0	49	0	3	0	1	0	0	0	0	0	0	30	56.6	9	17.0	3	5.7	30.5	35.4
1900	30	0	29	0	1	0	0	0	0	0	0	0	0	20	66.7	4	13.3	0	0.0	31.6	35.2
2000	25	0	23	0	2	0	0	0	0	0	0	0	0	18	72.0	8	32.0	3	12.0	33	39.4
2100	22	0	21	0	1	0	0	0	0	0	0	0	0	13	59.1	2	9.1	1	4.5	30.5	34.4
2200	12	0	9	0	3	0	0	0	0	0	0	0	0	8	66.7	0	0.0	0	0.0	28.5	34.2
2300	5	0	2	0	2	1	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	30.1	-
07-19	**566**	**5**	**515**	**1**	**43**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**364**	**64.3**	**132**	**23.3**	**21**	**3.7**	**31.6**	**36.6**
06-22	**651**	**5**	**596**	**1**	**47**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**421**	**64.7**	**149**	**22.9**	**26**	**4.0**	**31.7**	**36.6**
06-00	**668**	**5**	**607**	**1**	**52**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**430**	**64.4**	**149**	**22.3**	**26**	**3.9**	**31.6**	**36.5**
00-00	**688**	**5**	**627**	**1**	**52**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**441**	**64.1**	**155**	**22.5**	**27**	**3.9**	**31.6**	**36.6**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction South **Jul 24**

Sunday, 21 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	7	0	5	0	2	0	0	0	0	0	0	0	0	3	42.9	2	28.6	0	0.0	30.1	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	28.8	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	30.3	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	1	33.3	34.7	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	0	0.0	0	0.0	32.3	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.6	-
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	8	100.0	2	25.0	0	0.0	33.7	-
0700	8	0	8	0	0	0	0	0	0	0	0	0	0	5	62.5	4	50.0	1	12.5	34.3	-
0800	22	0	22	0	0	0	0	0	0	0	0	0	0	15	68.2	4	18.2	0	0.0	32.1	35.5
0900	39	2	35	0	2	0	0	0	0	0	0	0	0	25	64.1	7	18.0	0	0.0	31.2	36.4
1000	42	1	39	0	1	0	1	0	0	0	0	0	0	18	42.9	5	11.9	0	0.0	28.9	34.5
1100	**46**	**0**	**43**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**63.0**	**4**	**8.7**	**0**	**0.0**	**30.5**	**34.6**
1200	39	0	36	0	3	0	0	0	0	0	0	0	0	21	53.9	7	18.0	1	2.6	30.6	36
1300	**54**	**1**	**49**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**44.4**	**6**	**11.1**	**1**	**1.9**	**29.5**	**34.7**
1400	45	2	39	0	4	0	0	0	0	0	0	0	0	25	55.6	10	22.2	3	6.7	31	37.4
1500	37	4	31	0	2	0	0	0	0	0	0	0	0	21	56.8	8	21.6	3	8.1	31	37.2
1600	44	1	41	0	2	0	0	0	0	0	0	0	0	29	65.9	8	18.2	0	0.0	31.4	36.1
1700	37	0	34	0	3	0	0	0	0	0	0	0	0	24	64.9	7	18.9	1	2.7	31.3	37.8
1800	53	0	47	0	6	0	0	0	0	0	0	0	0	33	62.3	13	24.5	4	7.5	32	37
1900	30	1	26	0	3	0	0	0	0	0	0	0	0	19	63.3	3	10.0	2	6.7	31.8	34.8
2000	18	0	15	0	3	0	0	0	0	0	0	0	0	9	50.0	1	5.6	0	0.0	29.9	34.2
2100	17	0	16	0	1	0	0	0	0	0	0	0	0	9	52.9	3	17.7	1	5.9	31.4	36.8
2200	9	0	8	0	1	0	0	0	0	0	0	0	0	5	55.6	3	33.3	1	11.1	33.3	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	28.9	-
07-19	**466**	**11**	**424**	**0**	**30**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**269**	**57.7**	**83**	**17.8**	**14**	**3.0**	**30.9**	**35.8**
06-22	**539**	**12**	**489**	**0**	**37**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**314**	**58.3**	**92**	**17.1**	**17**	**3.2**	**30.9**	**35.7**
06-00	**551**	**12**	**500**	**0**	**38**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**320**	**58.1**	**95**	**17.2**	**18**	**3.3**	**31**	**35.8**
00-00	**571**	**12**	**518**	**0**	**40**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**332**	**58.1**	**98**	**17.2**	**19**	**3.3**	**31**	**35.7**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction South **Jul 24**

Virtual Day (7)

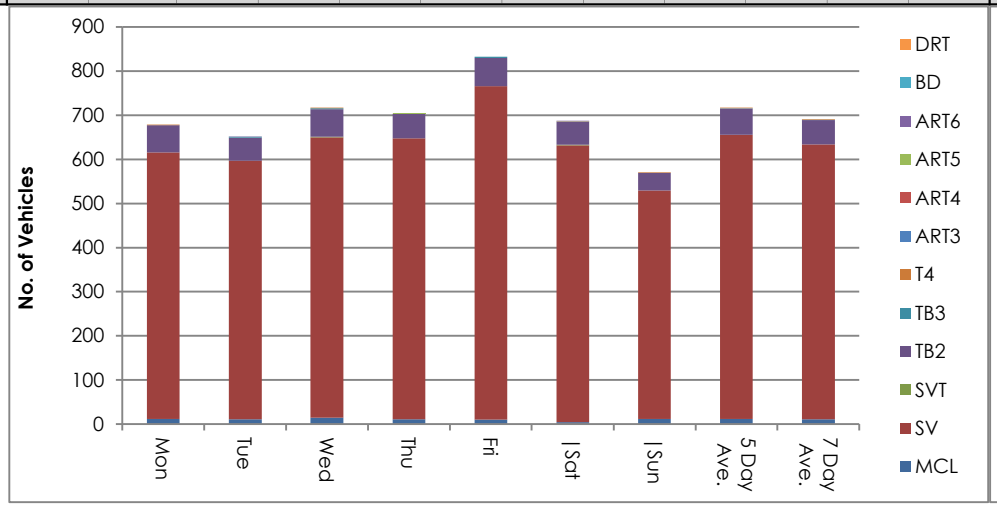
Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	3	0	2	0	0	0	0	0	0	0	0	0	0	1	47.4	1	21.1	0	5.3	29.8	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	21.4	0	7.1	30.9	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	46.2	0	7.7	0	7.7	29.8	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	2	63.2	0	15.8	0	5.3	30.8	-
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	2	61.9	1	19.1	0	0.0	31.5	-
0500	7	0	6	0	1	0	0	0	0	0	0	0	0	4	53.2	1	12.8	0	2.1	30.4	-
0600	14	0	13	0	1	0	0	0	0	0	0	0	0	11	83.3	5	36.5	1	8.3	33.8	38.6
0700	49	0	44	0	5	0	0	0	0	0	0	0	0	37	74.9	12	25.4	2	4.1	32.6	36.6
0800	**57**	**1**	**53**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**68.8**	**13**	**22.2**	**2**	**3.3**	**31.9**	**36**
0900	40	1	35	0	4	0	0	0	0	0	0	0	0	27	66.9	8	20.9	2	4.0	31.4	36.2
1000	42	1	37	0	4	0	0	0	0	0	0	0	0	25	58.6	9	21.4	1	2.7	31	36.2
1100	43	1	38	0	4	0	0	0	0	0	0	0	0	27	62.9	10	23.8	2	3.7	31.2	36.5
1200	39	1	35	0	3	0	0	0	0	0	0	0	0	23	59.2	8	21.7	2	4.4	31.1	36.3
1300	40	1	35	0	4	0	0	0	0	0	0	0	0	24	59.7	7	17.3	1	3.6	31	35.8
1400	47	1	42	0	4	0	0	0	0	0	0	0	0	29	60.8	10	21.9	1	2.7	31.3	36
1500	49	1	44	0	4	0	0	0	0	0	0	0	0	32	65.5	11	23.1	2	4.7	31.7	36.4
1600	44	1	39	0	3	0	0	0	0	0	0	0	0	27	61.8	10	22.2	1	2.0	31.3	36.2
1700	50	1	47	0	2	0	0	0	0	0	0	0	0	34	67.9	12	24.7	2	3.4	32.1	36.7
1800	**51**	**0**	**47**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**61.1**	**11**	**20.6**	**3**	**5.6**	**31.5**	**36.3**
1900	39	1	36	0	2	0	0	0	0	0	0	0	0	22	57.0	5	14.0	0	1.1	30.9	34.8
2000	30	0	28	0	2	0	0	0	0	0	0	0	0	15	50.5	6	19.7	2	6.7	30.8	36.1
2100	23	0	22	0	2	0	0	0	0	0	0	0	0	12	49.4	4	15.2	1	3.7	30.2	35
2200	10	0	8	0	2	0	0	0	0	0	0	0	0	6	59.7	1	13.9	0	4.2	30.7	34.7
2300	7	0	6	0	1	0	0	0	0	0	0	0	0	2	34.7	1	16.3	0	4.1	30.5	-
07-19	**550**	**10**	**495**	**0**	**44**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**354**	**64.3**	**122**	**22.2**	**20**	**3.7**	**31.6**	**36.4**
06-22	**656**	**11**	**593**	**0**	**50**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**414**	**63.1**	**142**	**21.6**	**25**	**3.8**	**31.5**	**36.3**
06-00	**673**	**11**	**607**	**0**	**53**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**422**	**62.8**	**144**	**21.5**	**25**	**3.8**	**31.5**	**36.2**
00-00	**692**	**11**	**623**	**0**	**55**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**433**	**62.5**	**147**	**21.3**	**26**	**3.8**	**31.4**	**36.2**

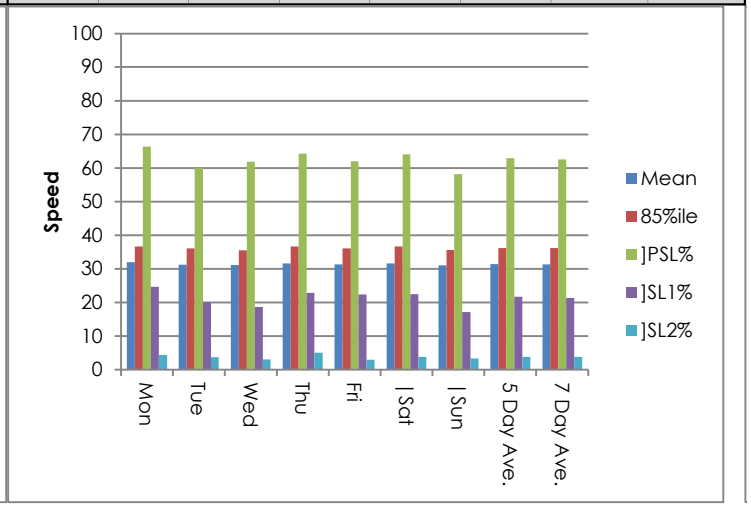
Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction South **Jul 24**

Virtual Week (1)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1	2	3	4	5	6	7	8	9	10	11	12	30	30	35	35	40	40		85
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT			ACPO	ACPO	DfT	DfT		
Mon	679	12	604	0	61	0	2	0	0	0	0	0	0	451	66.4	167	24.6	30	4.4	32	36.6
Tue	652	11	586	0	52	2	0	0	0	0	1	0	0	391	60.0	131	20.1	24	3.7	31.3	36.1
Wed	717	15	635	1	63	2	1	0	0	0	0	0	0	444	61.9	134	18.7	22	3.1	31.1	35.5
Thu	705	11	637	0	55	0	1	0	0	1	0	0	0	453	64.3	161	22.8	36	5.1	31.6	36.7
Fri	833	10	756	0	64	3	0	0	0	0	0	0	0	517	62.1	186	22.3	25	3.0	31.4	36.1
|Sat	688	5	627	1	52	1	1	0	0	0	1	0	0	441	64.1	155	22.5	27	3.9	31.6	36.6
|Sun	571	12	518	0	40	0	1	0	0	0	0	0	0	332	58.1	98	17.2	19	3.3	31	35.7
5 Day Ave.	**717**	**12**	**644**	**0**	**59**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**451**	**62.9**	**156**	**21.8**	**27**	**3.8**	**31.5**	**36.2**
7 Day Ave.	**692**	**11**	**623**	**0**	**55**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**433**	**62.5**	**147**	**21.3**	**26**	**3.8**	**31.4**	**36.2**
--	**4845**	**76**	**4363**	**2**	**387**	**8**	**6**	**0**	**0**	**1**	**2**	**0**	**0**	**3029**	**62.5**	**1032**	**21.3**	**183**	**3.8**	**31.4**	**36.2**

Summary Graphs





Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction South

15682
Darton
Jul 24

Monday, 15 July 2024

Automatic Traffic Count

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	15	0	0	0	0	2	0	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**74**	**0**	**0**	**0**	**0**	**3**	**13**	**40**	**14**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	59	0	0	0	1	0	15	31	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	40	0	0	1	0	2	9	18	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	39	0	0	0	0	1	8	15	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	37	0	0	1	0	1	9	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	45	0	0	0	1	1	17	13	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	28	0	0	0	0	1	7	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	49	0	0	0	1	3	19	18	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	52	0	0	0	1	2	11	28	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	35	0	0	0	1	3	12	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**55**	**0**	**0**	**0**	**2**	**0**	**15**	**19**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	42	0	0	0	0	2	15	18	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	44	0	0	0	1	4	13	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	24	0	0	0	0	2	12	4	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	16	0	0	0	0	1	5	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**555**	**0**	**0**	**2**	**7**	**19**	**150**	**241**	**111**	**21**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**654**	**0**	**0**	**2**	**8**	**28**	**180**	**274**	**133**	**24**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**663**	**0**	**0**	**2**	**8**	**28**	**184**	**277**	**134**	**25**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**679**	**0**	**0**	**2**	**8**	**28**	**190**	**284**	**137**	**25**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction South

15682
Darton
Jul 24

Tuesday, 16 July 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	3	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	15	0	0	0	0	0	4	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**68**	**0**	**0**	**0**	**1**	**1**	**15**	**34**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	67	0	0	0	1	1	18	36	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	30	0	0	0	0	6	10	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	32	0	0	0	3	2	9	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	33	0	0	0	1	3	16	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	42	0	0	1	0	2	13	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	29	0	0	0	1	1	8	12	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**56**	**0**	**0**	**0**	**2**	**7**	**14**	**26**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	42	0	0	0	0	3	12	16	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	34	0	0	2	1	4	12	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	46	0	0	0	0	0	16	18	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	55	0	0	0	1	7	16	18	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	34	0	0	0	0	1	13	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	23	0	0	0	0	2	7	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	15	0	0	0	0	1	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	0	0	1	0	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**534**	**0**	**0**	**3**	**11**	**37**	**159**	**217**	**87**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**621**	**0**	**0**	**3**	**11**	**41**	**191**	**250**	**103**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**634**	**0**	**0**	**3**	**12**	**42**	**196**	**252**	**106**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**652**	**0**	**0**	**3**	**12**	**42**	**204**	**260**	**107**	**21**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction South

15682
Darton
Jul 24

Wednesday, 17 July 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	19	0	0	0	0	0	3	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	57	0	0	0	0	2	16	25	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**73**	**0**	**0**	**0**	**2**	**4**	**24**	**29**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	38	0	0	0	3	4	10	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	35	0	0	0	0	3	14	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	44	0	0	0	1	4	7	22	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	37	0	0	0	3	4	10	12	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	37	0	0	1	0	6	7	16	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	39	0	0	0	0	4	12	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	45	0	0	0	0	4	13	19	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	45	0	0	0	0	5	10	18	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**56**	**0**	**0**	**0**	**0**	**3**	**15**	**32**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	54	0	0	0	1	2	15	22	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	36	0	0	0	0	2	11	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	50	0	0	0	1	8	22	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	19	0	0	0	0	1	5	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	0	1	1	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**560**	**0**	**0**	**1**	**10**	**45**	**153**	**240**	**90**	**17**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**684**	**0**	**0**	**1**	**11**	**56**	**194**	**294**	**106**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**699**	**0**	**0**	**2**	**12**	**56**	**197**	**301**	**109**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**717**	**0**	**0**	**2**	**12**	**57**	**202**	**310**	**112**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction South

15682
Darton
Jul 24

Thursday, 18 July 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	13	0	0	0	0	0	2	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**72**	**0**	**0**	**0**	**3**	**1**	**18**	**36**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	65	0	0	0	1	3	17	25	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	44	0	0	0	0	2	9	26	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	39	0	0	0	0	2	9	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	34	0	0	0	2	6	12	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	33	0	0	1	1	3	9	11	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	37	0	0	0	1	2	13	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	44	0	0	0	1	1	11	18	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**54**	**0**	**0**	**1**	**0**	**4**	**10**	**24**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	40	0	0	0	1	1	10	15	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**54**	**0**	**0**	**0**	**1**	**1**	**13**	**22**	**15**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	41	0	0	0	0	2	7	19	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	45	0	0	0	1	3	19	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	30	0	0	0	0	7	9	7	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	24	0	0	0	3	2	9	2	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	0	0	0	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**557**	**0**	**0**	**2**	**11**	**28**	**138**	**247**	**106**	**20**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**669**	**0**	**0**	**2**	**15**	**40**	**177**	**279**	**123**	**26**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**680**	**0**	**0**	**2**	**15**	**40**	**182**	**284**	**123**	**26**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**705**	**0**	**0**	**2**	**17**	**41**	**192**	**292**	**125**	**28**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction South

15682
Darton
Jul 24

Friday, 19 July 2024

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	0	0	2	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	18	0	0	0	1	0	2	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	47	0	0	0	0	2	6	23	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**73**	**0**	**0**	**0**	**1**	**0**	**12**	**40**	**19**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	38	0	0	0	0	3	5	17	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	48	0	0	0	2	2	24	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	48	0	0	0	0	1	10	17	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	31	0	0	1	1	1	10	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	50	0	0	0	0	3	20	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	42	0	0	1	1	2	10	12	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**66**	**0**	**0**	**0**	**1**	**4**	**13**	**30**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	57	0	0	0	0	5	17	23	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	51	0	0	0	0	0	13	25	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	62	0	0	0	1	4	24	28	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	53	0	0	0	0	6	22	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	38	0	0	0	1	6	10	10	6	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	51	0	1	1	1	9	19	14	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	22	0	0	0	0	3	6	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	0	0	0	5	12	2	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**613**	**0**	**0**	**2**	**7**	**27**	**164**	**259**	**138**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**773**	**0**	**1**	**3**	**10**	**48**	**217**	**313**	**157**	**19**	**2**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**817**	**0**	**1**	**3**	**10**	**56**	**235**	**326**	**161**	**19**	**2**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**833**	**0**	**1**	**3**	**13**	**58**	**241**	**331**	**161**	**19**	**2**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction South

15682
Darton
Jul 24

Saturday, 20 July 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	7	0	0	0	1	0	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	0	0	0	1	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	0	0	0	1	1	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	38	0	0	0	0	2	15	13	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	49	0	0	0	1	5	8	26	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**60**	**0**	**0**	**0**	**0**	**3**	**16**	**26**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	57	0	0	1	3	5	11	22	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	45	0	0	0	0	1	13	19	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	43	0	0	0	0	3	8	20	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**54**	**0**	**0**	**0**	**0**	**3**	**17**	**20**	**12**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	46	0	0	0	0	3	20	15	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	51	0	0	0	0	3	15	20	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	53	0	0	1	0	2	18	19	11	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	53	0	0	1	0	7	15	21	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	30	0	0	0	0	0	10	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	25	0	0	0	0	2	5	10	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	22	0	0	0	1	2	6	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	12	0	0	0	2	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**566**	**0**	**0**	**3**	**4**	**38**	**157**	**232**	**111**	**14**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**651**	**0**	**0**	**3**	**5**	**43**	**179**	**272**	**123**	**18**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**668**	**0**	**0**	**3**	**7**	**44**	**184**	**281**	**123**	**18**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**688**	**0**	**0**	**3**	**8**	**45**	**191**	**286**	**128**	**18**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction South

15682
Darton
Jul 24

Sunday, 21 July 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	7	0	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	0	0	0	0	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	22	0	0	0	0	0	7	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	39	0	0	0	2	1	11	18	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	42	0	0	1	1	5	17	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**46**	**0**	**0**	**0**	**1**	**2**	**14**	**25**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	39	0	0	0	0	4	14	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	**54**	**0**	**0**	**0**	**4**	**4**	**22**	**18**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400	45	0	0	0	1	5	14	15	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	37	0	0	0	1	3	12	13	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	44	0	0	0	1	2	12	21	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	37	0	0	0	0	2	11	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	53	0	0	0	0	5	15	20	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	30	0	0	0	0	2	9	16	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	18	0	0	0	0	2	7	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	17	0	0	0	0	0	8	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	0	0	1	0	3	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**466**	**0**	**0**	**1**	**11**	**33**	**152**	**186**	**69**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**539**	**0**	**0**	**1**	**11**	**37**	**176**	**222**	**75**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**551**	**0**	**0**	**1**	**12**	**38**	**180**	**225**	**77**	**16**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**571**	**0**	**0**	**1**	**12**	**38**	**188**	**234**	**79**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction South

15682
Darton
Jul 24

Virtual Day (7)

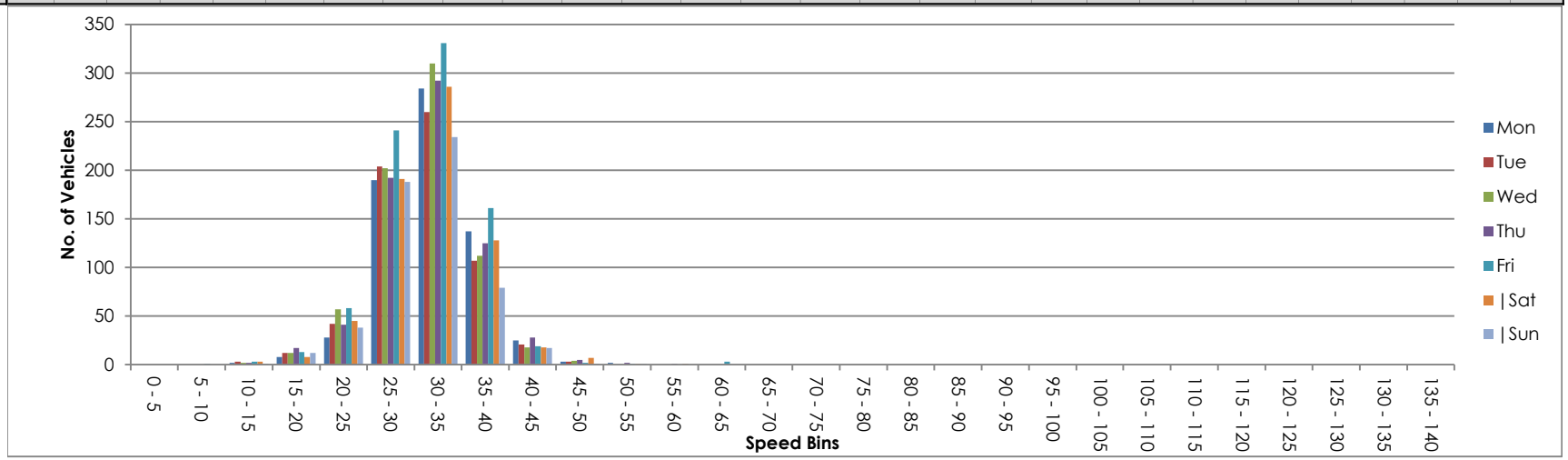
Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	0	0	0	0	2	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	49	0	0	0	1	1	10	24	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**57**	**0**	**0**	**0**	**1**	**1**	**15**	**26**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	40	0	0	0	1	3	9	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	42	0	0	0	1	3	14	16	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	43	0	0	0	1	3	11	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	39	0	0	0	1	2	12	15	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	40	0	0	0	1	3	12	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	47	0	0	0	1	4	14	18	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	49	0	0	0	0	3	13	21	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	44	0	0	0	1	3	13	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	50	0	0	0	0	1	14	22	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	**51**	**0**	**0**	**0**	**0**	**4**	**15**	**21**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1900	39	0	0	0	0	3	14	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	30	0	0	0	0	4	10	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	23	0	0	0	1	2	9	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	0	0	1	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**550**	**0**	**0**	**2**	**9**	**32**	**153**	**232**	**102**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**656**	**0**	**0**	**2**	**10**	**42**	**188**	**272**	**117**	**20**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**673**	**0**	**0**	**2**	**11**	**43**	**194**	**278**	**119**	**20**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**692**	**0**	**0**	**2**	**12**	**44**	**201**	**285**	**121**	**21**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction South **Jul 24**

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	679	0	0	2	8	28	190	284	137	25	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	652	0	0	3	12	42	204	260	107	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	717	0	0	2	12	57	202	310	112	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	705	0	0	2	17	41	192	292	125	28	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	833	0	1	3	13	58	241	331	161	19	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	688	0	0	3	8	45	191	286	128	18	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	571	0	0	1	12	38	188	234	79	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**717**	**0**	**0**	**2**	**12**	**45**	**206**	**295**	**128**	**22**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**692**	**0**	**0**	**2**	**12**	**44**	**201**	**285**	**121**	**21**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**4845**	**0**	**1**	**16**	**82**	**309**	**1408**	**1997**	**849**	**146**	**25**	**7**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction Both Directions **Jul 24**

Monday, 15 July 2024 **Automatic Traffic Count**

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	4	80.0	0	0.0	0	0.0	32.2	-
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	2	50.0	1	25.0	1	25.0	33.1	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	29.1	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	31.6	-
0400	3	0	1	0	2	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0	35.1	-
0500	8	0	8	0	0	0	0	0	0	0	0	0	0	5	62.5	1	12.5	0	0.0	31	-
0600	20	0	14	0	6	0	0	0	0	0	0	0	0	17	85.0	10	50.0	2	10.0	34.3	39.1
0700	**97**	**0**	**84**	**0**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**71.1**	**22**	**22.7**	**5**	**5.2**	**32.2**	**35.9**
0800	88	1	80	0	7	0	0	0	0	0	0	0	0	58	65.9	13	14.8	4	4.5	31.5	35
0900	87	1	77	0	9	0	0	0	0	0	0	0	0	51	58.6	17	19.5	4	4.6	30.9	35.9
1000	73	2	63	0	8	0	0	0	0	0	0	0	0	52	71.2	24	32.9	5	6.8	32.5	38
1100	71	1	61	1	7	0	1	0	0	0	0	0	0	46	64.8	18	25.4	3	4.2	31	37.2
1200	88	3	76	0	9	0	0	0	0	0	0	0	0	50	56.8	24	27.3	6	6.8	31.5	36.6
1300	63	3	54	0	6	0	0	0	0	0	0	0	0	40	63.5	12	19.1	3	4.8	31	37.7
1400	98	2	90	0	6	0	0	0	0	0	0	0	0	53	54.1	14	14.3	2	2.0	30.5	34.7
1500	123	3	112	0	8	0	0	0	0	0	0	0	0	75	61.0	17	13.8	4	3.3	31.1	34.9
1600	111	3	99	0	8	0	1	0	0	0	0	0	0	67	60.4	12	10.8	2	1.8	30.5	34.4
1700	**142**	**2**	**134**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**	**57.8**	**33**	**23.2**	**7**	**4.9**	**31.9**	**37.6**
1800	110	0	101	0	8	1	0	0	0	0	0	0	0	61	55.5	20	18.2	4	3.6	30.9	35.9
1900	85	1	77	0	7	0	0	0	0	0	0	0	0	46	54.1	13	15.3	4	4.7	31.2	35.1
2000	66	1	63	0	2	0	0	0	0	0	0	0	0	29	43.9	8	12.1	1	1.5	30.1	33.4
2100	36	0	34	0	2	0	0	0	0	0	0	0	0	16	44.4	4	11.1	1	2.8	30.1	34
2200	12	0	11	0	1	0	0	0	0	0	0	0	0	7	58.3	4	33.3	2	16.7	32.3	40.6
2300	11	0	9	0	2	0	0	0	0	0	0	0	0	7	63.6	2	18.2	1	9.1	31.9	39.4
07-19	**1151**	**21**	**1031**	**1**	**94**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**704**	**61.2**	**226**	**19.6**	**49**	**4.3**	**31.3**	**36**
06-22	**1358**	**23**	**1219**	**1**	**111**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**812**	**59.8**	**261**	**19.2**	**57**	**4.2**	**31.2**	**35.9**
06-00	**1381**	**23**	**1239**	**1**	**114**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**826**	**59.8**	**267**	**19.3**	**60**	**4.3**	**31.3**	**35.9**
00-00	**1405**	**23**	**1260**	**1**	**117**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**842**	**59.9**	**271**	**19.3**	**61**	**4.3**	**31.3**	**35.9**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction Both Directions **Jul 24**

Tuesday, 16 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	32.4	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.2	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	0	0.0	0	0.0	30.1	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.2	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	2	50.0	1	25.0	0	0.0	32.4	-
0500	13	0	11	0	2	0	0	0	0	0	0	0	0	8	61.5	1	7.7	1	7.7	31.7	33.5
0600	19	0	18	0	1	0	0	0	0	0	0	0	0	14	73.7	7	36.8	1	5.3	32.9	38.1
0700	93	0	83	0	10	0	0	0	0	0	0	0	0	65	69.9	22	23.7	2	2.2	32	36
0800	**103**	**1**	**95**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	**66.0**	**17**	**16.5**	**5**	**4.9**	**31.5**	**35.3**
0900	68	1	60	0	7	0	0	0	0	0	0	0	0	30	44.1	12	17.7	1	1.5	28.9	36.2
1000	72	2	56	0	10	1	2	0	0	0	1	0	0	28	38.9	9	12.5	4	5.6	28.8	34
1100	59	0	53	0	6	0	0	0	0	0	0	0	0	23	39.0	6	10.2	1	1.7	28.8	33.1
1200	77	1	69	1	6	0	0	0	0	0	0	0	0	47	61.0	12	15.6	1	1.3	30.9	35.3
1300	71	0	57	1	13	0	0	0	0	0	0	0	0	38	53.5	13	18.3	3	4.2	30.8	36.3
1400	104	5	90	0	9	0	0	0	0	0	0	0	0	56	53.9	14	13.5	2	1.9	30.1	34.9
1500	114	0	106	0	8	0	0	0	0	0	0	0	0	67	58.8	19	16.7	5	4.4	31.3	35.5
1600	92	1	82	0	7	2	0	0	0	0	0	0	0	48	52.2	14	15.2	4	4.3	30.6	36.1
1700	**132**	**1**	**125**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**77**	**58.3**	**23**	**17.4**	**7**	**5.3**	**31.3**	**35.5**
1800	123	1	116	0	6	0	0	0	0	0	0	0	0	71	57.7	25	20.3	7	5.7	31.1	36.3
1900	89	1	83	0	4	1	0	0	0	0	0	0	0	45	50.6	19	21.4	2	2.2	31.1	36.6
2000	55	1	53	0	1	0	0	0	0	0	0	0	0	29	52.7	8	14.6	4	7.3	31.1	34.9
2100	42	1	36	0	4	1	0	0	0	0	0	0	0	19	45.2	8	19.1	1	2.4	30.8	35.4
2200	19	0	17	0	2	0	0	0	0	0	0	0	0	14	73.7	3	15.8	1	5.3	32.4	37.9
2300	9	0	6	0	3	0	0	0	0	0	0	0	0	6	66.7	3	33.3	0	0.0	31	-
07-19	**1108**	**13**	**992**	**2**	**94**	**4**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**618**	**55.8**	**186**	**16.8**	**42**	**3.8**	**30.7**	**35.4**
06-22	**1313**	**16**	**1182**	**2**	**104**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**725**	**55.2**	**228**	**17.4**	**50**	**3.8**	**30.8**	**35.5**
06-00	**1341**	**16**	**1205**	**2**	**109**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**745**	**55.6**	**234**	**17.5**	**51**	**3.8**	**30.8**	**35.5**
00-00	**1366**	**16**	**1226**	**2**	**113**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**758**	**55.5**	**236**	**17.3**	**52**	**3.8**	**30.8**	**35.5**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction Both Directions **Jul 24**

Wednesday, 17 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	32.1	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0.0	33.2	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	28.7	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	29	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	30.3	-
0500	15	0	12	0	3	0	0	0	0	0	0	0	0	8	53.3	1	6.7	0	0.0	29.4	33.2
0600	27	0	27	0	0	0	0	0	0	0	0	0	0	21	77.8	4	14.8	1	3.7	31.8	35
0700	74	0	63	0	10	1	0	0	0	0	0	0	0	46	62.2	16	21.6	4	5.4	32	35.9
0800	**109**	**2**	**97**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**63**	**57.8**	**20**	**18.4**	**5**	**4.6**	**31.1**	**35.6**
0900	95	3	74	0	17	1	0	0	0	0	0	0	0	39	41.1	8	8.4	3	3.2	28.4	33.4
1000	69	0	60	0	9	0	0	0	0	0	0	0	0	35	50.7	13	18.8	2	2.9	30.6	36
1100	68	2	55	1	10	0	0	0	0	0	0	0	0	46	67.7	14	20.6	3	4.4	31.6	35.8
1200	78	2	72	0	3	0	1	0	0	0	0	0	0	41	52.6	12	15.4	4	5.1	30.2	35.3
1300	71	3	56	0	12	0	0	0	0	0	0	0	0	40	56.3	13	18.3	3	4.2	30.3	35.5
1400	79	2	70	0	7	0	0	0	0	0	0	0	0	40	50.6	7	8.9	0	0.0	29	34.3
1500	118	2	107	0	9	0	0	0	0	0	0	0	0	63	53.4	18	15.3	5	4.2	30.6	35.3
1600	121	1	113	0	7	0	0	0	0	0	0	0	0	74	61.2	18	14.9	0	0.0	30.5	35.1
1700	**168**	**5**	**158**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**104**	**61.9**	**26**	**15.5**	**3**	**1.8**	**31**	**35.2**
1800	135	1	124	0	10	0	0	0	0	0	0	0	0	84	62.2	33	24.4	11	8.1	32.1	37.8
1900	84	1	76	1	6	0	0	0	0	0	0	0	0	49	58.3	16	19.1	1	1.2	31	36.3
2000	102	1	98	0	2	1	0	0	0	0	0	0	0	47	46.1	9	8.8	0	0.0	29.5	34.4
2100	45	0	40	0	4	1	0	0	0	0	0	0	0	21	46.7	4	8.9	0	0.0	29.6	34.3
2200	27	0	23	0	4	0	0	0	0	0	0	0	0	17	63.0	7	25.9	3	11.1	30.8	39.1
2300	11	0	8	0	3	0	0	0	0	0	0	0	0	5	45.5	2	18.2	1	9.1	30.2	37.6
07-19	**1185**	**23**	**1049**	**1**	**109**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**675**	**57.0**	**198**	**16.7**	**43**	**3.6**	**30.7**	**35.3**
06-22	**1443**	**25**	**1290**	**2**	**121**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**813**	**56.3**	**231**	**16.0**	**45**	**3.1**	**30.6**	**35.2**
06-00	**1481**	**25**	**1321**	**2**	**128**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**835**	**56.4**	**240**	**16.2**	**49**	**3.3**	**30.6**	**35.2**
00-00	**1509**	**25**	**1346**	**2**	**131**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**850**	**56.3**	**245**	**16.2**	**49**	**3.2**	**30.6**	**35.2**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction Both Directions **Jul 24**

Thursday, 18 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	2	0	1	0	1	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	28	-
0100	7	0	6	0	1	0	0	0	0	0	0	0	0	3	42.9	2	28.6	1	14.3	29.9	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	2	66.7	1	33.3	1	33.3	33.7	-
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	4	50.0	0	0.0	0	0.0	30.1	-
0400	6	1	4	0	1	0	0	0	0	0	0	0	0	2	33.3	0	0.0	0	0.0	27.7	-
0500	14	1	9	0	4	0	0	0	0	0	0	0	0	4	28.6	2	14.3	0	0.0	28.2	34.8
0600	23	0	19	0	4	0	0	0	0	0	0	0	0	17	73.9	8	34.8	4	17.4	33.4	42.1
0700	100	2	87	0	11	0	0	0	0	0	0	0	0	63	63.0	17	17.0	3	3.0	31.4	35.7
0800	**106**	**0**	**102**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**61.3**	**25**	**23.6**	**6**	**5.7**	**31.8**	**36.2**
0900	81	1	72	0	8	0	0	0	0	0	0	0	0	46	56.8	12	14.8	3	3.7	30.6	35.2
1000	72	3	63	0	6	0	0	0	0	0	0	0	0	47	65.3	12	16.7	3	4.2	31.1	36.4
1100	70	2	61	0	7	0	0	0	0	0	0	0	0	29	41.4	9	12.9	1	1.4	29.6	34.3
1200	77	2	69	0	6	0	0	0	0	0	0	0	0	40	52.0	13	16.9	4	5.2	30.3	36.6
1300	71	2	60	0	9	0	0	0	0	0	0	0	0	35	49.3	4	5.6	1	1.4	29.1	33.2
1400	95	3	84	0	8	0	0	0	0	0	0	0	0	58	61.1	20	21.1	4	4.2	31.5	37.3
1500	116	1	107	0	8	0	0	0	0	0	0	0	0	74	63.8	23	19.8	4	3.4	31.4	36.5
1600	103	1	91	0	9	0	0	0	0	1	1	0	0	60	58.3	28	27.2	7	6.8	31.8	37.2
1700	**142**	**3**	**135**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**83**	**58.5**	**30**	**21.1**	**5**	**3.5**	**31.2**	**36.2**
1800	109	1	98	0	10	0	0	0	0	0	0	0	0	73	67.0	30	27.5	10	9.2	32.2	37.4
1900	89	1	82	0	5	0	1	0	0	0	0	0	0	46	51.7	17	19.1	2	2.2	31.1	36.5
2000	72	0	69	0	3	0	0	0	0	0	0	0	0	39	54.2	15	20.8	6	8.3	31.1	36.1
2100	51	0	49	0	2	0	0	0	0	0	0	0	0	24	47.1	10	19.6	2	3.9	30.5	36.2
2200	18	0	16	0	2	0	0	0	0	0	0	0	0	9	50.0	4	22.2	1	5.6	31	37.4
2300	9	0	7	0	1	1	0	0	0	0	0	0	0	4	44.4	2	22.2	1	11.1	32.5	-
07-19	**1142**	**21**	**1029**	**0**	**90**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**673**	**58.9**	**223**	**19.5**	**51**	**4.5**	**31.1**	**36.2**
06-22	**1377**	**22**	**1248**	**0**	**104**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**799**	**58.0**	**273**	**19.8**	**65**	**4.7**	**31.1**	**36.2**
06-00	**1404**	**22**	**1271**	**0**	**107**	**1**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**812**	**57.8**	**279**	**19.9**	**67**	**4.8**	**31.1**	**36.2**
00-00	**1444**	**24**	**1301**	**0**	**115**	**1**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**828**	**57.3**	**285**	**19.7**	**69**	**4.8**	**31.1**	**36.2**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction Both Directions **Jul 24**

Friday, 19 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.1	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	33.1	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	22.8	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	0	0.0	0	0.0	29.3	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	32	-
0500	11	0	7	0	4	0	0	0	0	0	0	0	0	3	27.3	0	0.0	0	0.0	27.3	33.8
0600	23	0	20	0	3	0	0	0	0	0	0	0	0	18	78.3	7	30.4	2	8.7	32.9	38
0700	66	0	59	0	7	0	0	0	0	0	0	0	0	48	72.7	18	27.3	3	4.5	32.9	37.5
0800	**105**	**2**	**93**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**75**	**71.4**	**26**	**24.8**	**3**	**2.9**	**32.1**	**36.5**
0900	81	0	74	0	7	0	0	0	0	0	0	0	0	56	69.1	23	28.4	6	7.4	32.2	37
1000	82	2	69	0	10	1	0	0	0	0	0	0	0	34	41.5	11	13.4	0	0.0	29.3	34.6
1100	94	1	83	0	10	0	0	0	0	0	0	0	0	65	69.2	30	31.9	7	7.4	32.3	37.5
1200	87	2	81	0	4	0	0	0	0	0	0	0	0	41	47.1	13	14.9	3	3.4	30.5	34.9
1300	100	1	88	0	11	0	0	0	0	0	0	0	0	54	54.0	21	21.0	4	4.0	31.1	36.1
1400	94	4	84	0	6	0	0	0	0	0	0	0	0	56	59.6	24	25.5	0	0.0	31.1	36.6
1500	130	2	118	0	10	0	0	0	0	0	0	0	0	88	67.7	29	22.3	5	3.8	31.9	36.1
1600	**145**	**1**	**138**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**60.7**	**36**	**24.8**	**7**	**4.8**	**32**	**36.4**
1700	133	0	127	0	5	1	0	0	0	0	0	0	0	89	66.9	33	24.8	8	6.0	32.5	36.7
1800	141	0	132	0	9	0	0	0	0	0	0	0	0	77	54.6	22	15.6	5	3.5	30.8	35.4
1900	126	0	117	0	9	0	0	0	0	0	0	0	0	68	54.0	24	19.1	10	7.9	31.2	37
2000	76	1	71	0	4	0	0	0	0	0	0	0	0	34	44.7	16	21.1	6	7.9	30.8	36
2100	80	1	77	0	2	0	0	0	0	0	0	0	0	29	36.3	6	7.5	2	2.5	28.7	33.3
2200	46	1	40	0	4	1	0	0	0	0	0	0	0	18	39.1	3	6.5	1	2.2	29.1	33.6
2300	43	0	38	0	5	0	0	0	0	0	0	0	0	15	34.9	8	18.6	3	7.0	29.6	36.1
07-19	**1258**	**15**	**1146**	**0**	**95**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**771**	**61.3**	**286**	**22.7**	**51**	**4.1**	**31.6**	**36.4**
06-22	**1563**	**17**	**1431**	**0**	**113**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**920**	**58.9**	**339**	**21.7**	**71**	**4.5**	**31.4**	**36.2**
06-00	**1652**	**18**	**1509**	**0**	**122**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**953**	**57.7**	**350**	**21.2**	**75**	**4.5**	**31.3**	**36.1**
00-00	**1674**	**19**	**1526**	**0**	**126**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**961**	**57.4**	**351**	**21.0**	**75**	**4.5**	**31.2**	**36.1**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction Both Directions **Jul 24**

Saturday, 20 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	14	0	14	0	0	0	0	0	0	0	0	0	0	7	50.0	2	14.3	1	7.1	30.9	38.4
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	5	62.5	3	37.5	0	0.0	32.2	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	3	50.0	0	0.0	0	0.0	29.6	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0	34.4	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	35.2	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	1	25.0	0	0.0	32.3	-
0600	14	0	14	0	0	0	0	0	0	0	0	0	0	10	71.4	4	28.6	1	7.1	32.8	38.8
0700	24	0	21	0	3	0	0	0	0	0	0	0	0	18	75.0	5	20.8	0	0.0	32.1	37.2
0800	57	0	49	0	8	0	0	0	0	0	0	0	0	30	52.6	9	15.8	2	3.5	30.9	36.5
0900	85	3	77	0	5	0	0	0	0	0	0	0	0	56	65.9	19	22.4	3	3.5	31.2	37.1
1000	**103**	**2**	**90**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**62.1**	**21**	**20.4**	**3**	**2.9**	**30.9**	**36.3**
1100	94	1	85	0	7	0	0	0	0	0	1	0	0	54	57.5	23	24.5	4	4.3	30.5	36.7
1200	110	1	103	0	6	0	0	0	0	0	0	0	0	65	59.1	19	17.3	3	2.7	30.7	35.6
1300	95	2	86	0	7	0	0	0	0	0	0	0	0	61	64.2	22	23.2	6	6.3	32.1	37.7
1400	**123**	**0**	**116**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**56.9**	**27**	**22.0**	**4**	**3.3**	**31.5**	**35.8**
1500	100	0	91	0	9	0	0	0	0	0	0	0	0	44	44.0	14	14.0	3	3.0	30	34.6
1600	104	4	92	0	8	0	0	0	0	0	0	0	0	63	60.6	22	21.2	2	1.9	31.6	36.4
1700	106	2	95	1	8	0	0	0	0	0	0	0	0	63	59.4	27	25.5	8	7.5	31.8	37.6
1800	111	0	103	0	7	0	1	0	0	0	0	0	0	66	59.5	22	19.8	6	5.4	31	35.7
1900	65	0	61	0	3	1	0	0	0	0	0	0	0	41	63.1	8	12.3	0	0.0	31	34.5
2000	55	0	53	0	2	0	0	0	0	0	0	0	0	40	72.7	12	21.8	4	7.3	32.2	37.4
2100	45	0	41	0	4	0	0	0	0	0	0	0	0	23	51.1	9	20.0	4	8.9	30.7	36.3
2200	29	0	22	0	7	0	0	0	0	0	0	0	0	13	44.8	0	0.0	0	0.0	28.1	33.3
2300	17	0	12	0	4	1	0	0	0	0	0	0	0	4	23.5	1	5.9	0	0.0	28.8	32.7
07-19	**1112**	**15**	**1008**	**1**	**86**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**654**	**58.8**	**230**	**20.7**	**44**	**4.0**	**31.1**	**36.3**
06-22	**1291**	**15**	**1177**	**1**	**95**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**768**	**59.5**	**263**	**20.4**	**53**	**4.1**	**31.2**	**36.3**
06-00	**1337**	**15**	**1211**	**1**	**106**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**785**	**58.7**	**264**	**19.8**	**53**	**4.0**	**31.1**	**36.2**
00-00	**1374**	**15**	**1248**	**1**	**106**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**808**	**58.8**	**273**	**19.9**	**54**	**3.9**	**31.1**	**36.2**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction Both Directions **Jul 24**

Sunday, 21 July 2024

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	14	0	11	0	3	0	0	0	0	0	0	0	0	5	35.7	2	14.3	0	0.0	29	34.9
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	28.1	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	4	57.1	1	14.3	0	0.0	30.4	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	3	60.0	2	40.0	36.5	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	0	0.0	0	0.0	31.1	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.1	-
0600	11	0	11	0	0	0	0	0	0	0	0	0	0	9	81.8	3	27.3	1	9.1	33.6	40.1
0700	18	0	18	0	0	0	0	0	0	0	0	0	0	11	61.1	6	33.3	2	11.1	32.7	39.8
0800	39	2	37	0	0	0	0	0	0	0	0	0	0	25	64.1	7	18.0	1	2.6	30.7	35.3
0900	67	4	60	0	3	0	0	0	0	0	0	0	0	37	55.2	12	17.9	1	1.5	30.3	35.8
1000	76	4	68	0	2	1	1	0	0	0	0	0	0	30	39.5	11	14.5	1	1.3	28.5	35.1
1100	**96**	**4**	**83**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**55.2**	**11**	**11.5**	**1**	**1.0**	**29.5**	**34.5**
1200	82	2	73	0	7	0	0	0	0	0	0	0	0	39	47.6	10	12.2	1	1.2	29.2	33.7
1300	**106**	**2**	**98**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**45.3**	**12**	**11.3**	**2**	**1.9**	**29.8**	**34.6**
1400	94	2	87	0	5	0	0	0	0	0	0	0	0	53	56.4	19	20.2	5	5.3	30.8	36.8
1500	90	7	76	0	7	0	0	0	0	0	0	0	0	44	48.9	15	16.7	4	4.4	29.8	36.4
1600	104	1	99	0	4	0	0	0	0	0	0	0	0	52	50.0	14	13.5	1	1.0	30.4	34.7
1700	90	2	83	0	5	0	0	0	0	0	0	0	0	55	61.1	14	15.6	4	4.4	30.9	35.3
1800	104	0	94	0	10	0	0	0	0	0	0	0	0	65	62.5	26	25.0	5	4.8	31.8	36.7
1900	61	1	55	0	5	0	0	0	0	0	0	0	0	43	70.5	13	21.3	4	6.6	32.6	36.8
2000	46	0	40	0	6	0	0	0	0	0	0	0	0	24	52.2	4	8.7	2	4.3	30.8	34.2
2100	34	1	31	0	1	1	0	0	0	0	0	0	0	20	58.8	6	17.7	2	5.9	31.5	36.7
2200	21	0	19	0	2	0	0	0	0	0	0	0	0	14	66.7	7	33.3	3	14.3	33.8	40.8
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	3	50.0	2	33.3	0	0.0	30.8	-
07-19	**966**	**30**	**876**	**1**	**57**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**512**	**53.0**	**157**	**16.3**	**28**	**2.9**	**30.2**	**35.3**
06-22	**1118**	**32**	**1013**	**1**	**69**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**608**	**54.4**	**183**	**16.4**	**37**	**3.3**	**30.5**	**35.4**
06-00	**1145**	**32**	**1038**	**1**	**71**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**625**	**54.6**	**192**	**16.8**	**40**	**3.5**	**30.5**	**35.5**
00-00	**1183**	**32**	**1073**	**1**	**74**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**643**	**54.4**	**198**	**16.7**	**42**	**3.6**	**30.5**	**35.5**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction Both Directions **Jul 24**

Virtual Day (7)

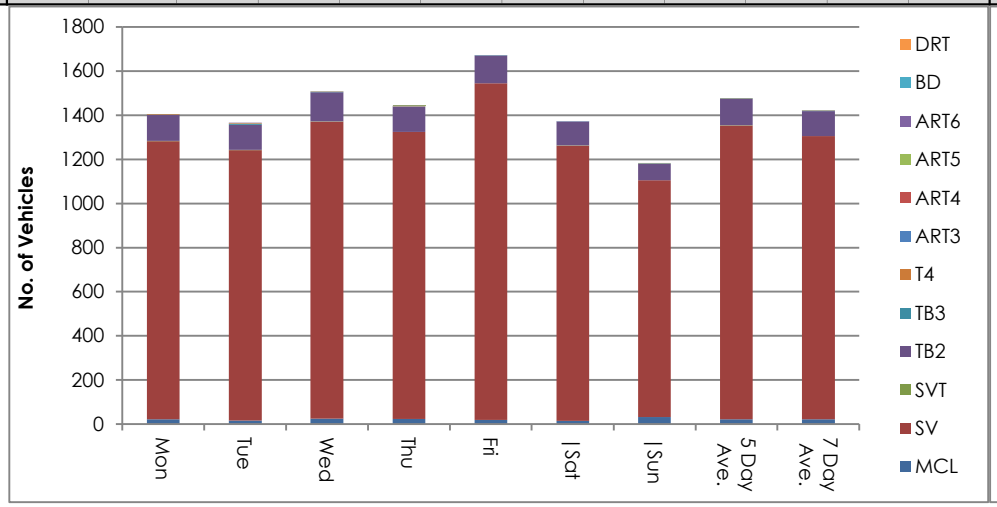
Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	3	50.0	1	15.0	0	2.5	30	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	2	46.7	1	30.0	0	6.7	31.2	-
0200	4	0	3	0	0	0	0	0	0	0	0	0	0	2	52.0	0	8.0	0	4.0	30	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	2	61.5	1	23.1	0	7.7	31.4	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	2	60.0	1	16.0	0	0.0	31.3	-
0500	10	0	8	0	2	0	0	0	0	0	0	0	0	4	45.6	1	8.8	0	1.5	29.5	-
0600	20	0	18	0	2	0	0	0	0	0	0	0	0	15	77.4	6	31.4	2	8.8	33	38.2
0700	67	0	59	0	8	0	0	0	0	0	0	0	0	46	67.8	15	22.5	3	4.0	32.1	36.4
0800	**87**	**1**	**79**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**63.3**	**17**	**19.3**	**4**	**4.3**	**31.5**	**35.8**
0900	81	2	71	0	8	0	0	0	0	0	0	0	0	45	55.9	15	18.3	3	3.7	30.4	35.8
1000	78	2	67	0	8	0	0	0	0	0	0	0	0	41	53.0	14	18.5	3	3.3	30.3	35.7
1100	79	2	69	0	8	0	0	0	0	0	0	0	0	45	57.3	16	20.1	3	3.6	30.5	36
1200	86	2	78	0	6	0	0	0	0	0	0	0	0	46	53.9	15	17.2	3	3.7	30.5	35.6
1300	82	2	71	0	9	0	0	0	0	0	0	0	0	45	54.8	14	16.8	3	3.8	30.6	35.8
1400	98	3	89	0	7	0	0	0	0	0	0	0	0	55	56.2	18	18.2	2	2.5	30.7	35.6
1500	113	2	102	0	8	0	0	0	0	0	0	0	0	65	57.5	19	17.1	4	3.8	30.9	35.4
1600	111	2	102	0	7	0	0	0	0	0	0	0	0	65	58.0	21	18.5	3	2.9	31.1	35.9
1700	**130**	**2**	**122**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**60.6**	**27**	**20.4**	**6**	**4.6**	**31.5**	**36.1**
1800	119	0	110	0	9	0	0	0	0	0	0	0	0	71	59.7	25	21.4	7	5.8	31.4	36.4
1900	86	1	79	0	6	0	0	0	0	0	0	0	0	48	56.4	16	18.4	3	3.8	31.3	36
2000	67	1	64	0	3	0	0	0	0	0	0	0	0	35	51.3	10	15.3	3	4.9	30.7	35.1
2100	48	0	44	0	3	0	0	0	0	0	0	0	0	22	45.7	7	14.1	2	3.6	30	34.8
2200	25	0	21	0	3	0	0	0	0	0	0	0	0	13	53.5	4	16.3	2	6.4	30.6	35.9
2300	15	0	12	0	3	0	0	0	0	0	0	0	0	6	41.5	3	18.9	1	5.7	30.2	36.8
07-19	**1132**	**20**	**1019**	**1**	**89**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**658**	**58.2**	**215**	**19.0**	**44**	**3.9**	**31**	**35.8**
06-22	**1352**	**21**	**1223**	**1**	**102**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**778**	**57.5**	**254**	**18.8**	**54**	**4.0**	**31**	**35.8**
06-00	**1392**	**22**	**1256**	**1**	**108**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**797**	**57.3**	**261**	**18.8**	**56**	**4.1**	**31**	**35.8**
00-00	**1422**	**22**	**1283**	**1**	**112**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**813**	**57.2**	**266**	**18.7**	**57**	**4.0**	**31**	**35.8**

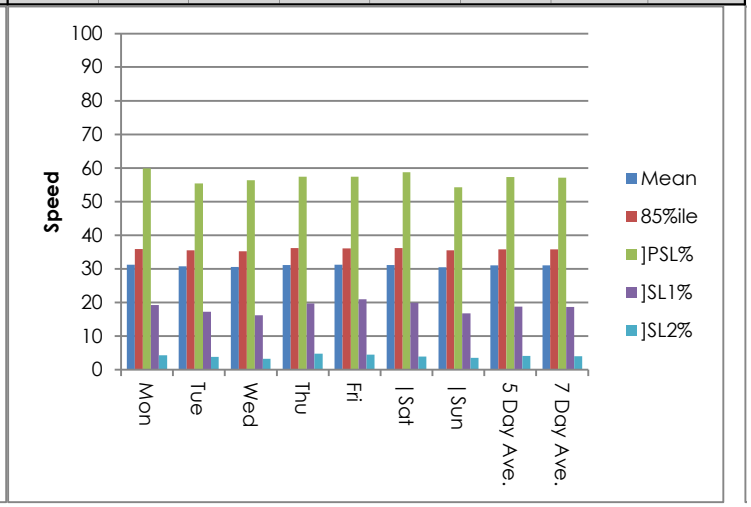
Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction Both Directions **Jul 24**

Virtual Week (1)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1	2	3	4	5	6	7	8	9	10	11	12	30	30	35	35	40	40		85
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT			ACPO	ACPO	DfT	DfT		
Mon	1405	23	1260	1	117	2	2	0	0	0	0	0	0	842	59.9	271	19.3	61	4.3	31.3	35.9
Tue	1366	16	1226	2	113	6	2	0	0	0	1	0	0	758	55.5	236	17.3	52	3.8	30.8	35.5
Wed	1509	25	1346	2	131	4	1	0	0	0	0	0	0	850	56.3	245	16.2	49	3.2	30.6	35.2
Thu	1444	24	1301	0	115	1	1	0	0	1	1	0	0	828	57.3	285	19.7	69	4.8	31.1	36.2
Fri	1674	19	1526	0	126	3	0	0	0	0	0	0	0	961	57.4	351	21.0	75	4.5	31.2	36.1
]Sat	1374	15	1248	1	106	2	1	0	0	0	1	0	0	808	58.8	273	19.9	54	3.9	31.1	36.2
]Sun	1183	32	1073	1	74	2	1	0	0	0	0	0	0	643	54.4	198	16.7	42	3.6	30.5	35.5
5 Day Ave.	**1480**	**21**	**1332**	**1**	**120**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**848**	**57.3**	**278**	**18.8**	**61**	**4.1**	**31.0**	**35.8**
7 Day Ave.	**1422**	**22**	**1283**	**1**	**112**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**813**	**57.2**	**266**	**18.7**	**57**	**4.0**	**31.0**	**35.8**
--	**9955**	**154**	**8980**	**7**	**782**	**20**	**8**	**0**	**0**	**1**	**3**	**0**	**0**	**5690**	**57.2**	**1859**	**18.7**	**402**	**4.0**	**31.0**	**35.8**

Summary Graphs





Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction Both Directions

15682
Darton
Jul 24

Monday, 15 July 2024

Automatic Traffic Count

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	5	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	20	0	0	0	0	3	0	7	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**97**	**0**	**0**	**0**	**1**	**4**	**23**	**47**	**17**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	88	0	0	0	1	1	28	45	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	87	0	1	1	0	4	30	34	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	73	0	1	0	0	3	17	28	19	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	71	0	0	5	0	2	18	28	15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	88	0	0	1	1	3	33	26	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	63	0	2	0	0	3	18	28	9	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	98	0	0	0	1	11	33	39	12	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	123	0	0	0	1	6	41	58	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	111	0	1	0	1	8	34	55	10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**142**	**0**	**0**	**0**	**2**	**4**	**54**	**49**	**26**	**5**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	110	0	0	0	1	7	41	41	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	85	0	0	0	1	6	32	33	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	66	0	0	0	0	5	32	21	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	36	0	0	0	0	4	16	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	12	0	0	0	0	1	4	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	0	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1151**	**0**	**5**	**7**	**9**	**56**	**370**	**478**	**177**	**35**	**8**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1358**	**0**	**5**	**7**	**10**	**74**	**450**	**551**	**204**	**40**	**10**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1381**	**0**	**5**	**7**	**10**	**75**	**458**	**559**	**207**	**43**	**10**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1405**	**0**	**5**	**7**	**10**	**75**	**466**	**571**	**210**	**44**	**10**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction Both Directions

15682
Darton
Jul 24

Tuesday, 16 July 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	13	0	0	0	0	1	4	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	19	0	0	0	0	1	4	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	93	0	0	0	2	2	24	43	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**103**	**0**	**0**	**0**	**1**	**3**	**31**	**51**	**12**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	68	0	1	1	3	12	21	18	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	72	0	0	1	4	13	26	19	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	59	0	0	0	4	6	26	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	77	0	0	1	0	4	25	35	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	71	0	0	0	2	7	24	25	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	104	0	0	0	2	14	32	42	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	114	0	0	0	0	6	41	48	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	92	0	0	2	1	6	35	34	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**132**	**0**	**0**	**0**	**0**	**6**	**49**	**54**	**16**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	123	0	0	1	1	12	38	46	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	89	0	0	0	0	4	40	26	17	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	55	0	0	0	0	5	21	21	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	42	0	0	0	0	2	21	11	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	19	0	0	0	1	0	4	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	2	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1108**	**0**	**1**	**6**	**20**	**91**	**372**	**432**	**144**	**35**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1313**	**0**	**1**	**6**	**20**	**103**	**458**	**497**	**178**	**40**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1341**	**0**	**1**	**6**	**21**	**105**	**463**	**511**	**183**	**40**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1366**	**0**	**1**	**6**	**21**	**106**	**474**	**522**	**184**	**41**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction Both Directions

15682
Darton
Jul 24

Wednesday, 17 July 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	15	0	0	0	1	0	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	27	0	0	0	0	0	6	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	74	0	0	0	0	3	25	30	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**109**	**0**	**0**	**0**	**2**	**8**	**36**	**43**	**15**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	95	2	0	0	4	13	37	31	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	69	0	0	0	1	6	27	22	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	68	0	0	0	1	5	16	32	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	78	0	0	0	3	10	24	29	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	71	0	1	1	0	12	17	27	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	79	0	0	1	4	7	27	33	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	118	0	1	0	1	10	43	45	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	121	0	0	0	0	11	36	56	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**168**	**0**	**2**	**0**	**1**	**11**	**50**	**78**	**23**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	135	0	0	0	3	9	39	51	22	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	84	0	0	0	1	5	29	33	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	102	0	0	0	1	12	42	38	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	45	0	0	0	0	6	18	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	27	0	0	2	1	1	6	10	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	0	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1185**	**2**	**4**	**2**	**20**	**105**	**377**	**477**	**155**	**32**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1443**	**2**	**4**	**2**	**22**	**128**	**472**	**582**	**186**	**34**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1481**	**2**	**4**	**4**	**23**	**129**	**484**	**595**	**191**	**38**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1509**	**2**	**4**	**4**	**24**	**130**	**495**	**605**	**196**	**38**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction Both Directions

15682
Darton
Jul 24

Thursday, 18 July 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	1	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	1	0	0	1	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	0	1	0	1	4	9	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	100	0	0	0	4	1	32	46	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**106**	**0**	**0**	**0**	**1**	**6**	**34**	**40**	**19**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	81	0	0	2	0	6	27	34	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	72	0	3	0	0	3	19	35	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	70	0	0	0	2	9	30	20	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	77	0	0	1	1	11	24	27	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	71	0	1	2	1	4	28	31	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	95	0	2	0	1	3	31	38	16	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	116	0	0	1	0	8	33	51	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	103	0	0	0	1	4	38	32	21	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**142**	**0**	**1**	**0**	**2**	**9**	**47**	**53**	**25**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	109	0	0	2	3	6	25	43	20	6	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	89	0	0	0	1	5	37	29	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	72	0	0	0	0	11	22	24	9	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	51	0	0	0	3	4	20	14	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	18	0	0	0	0	2	7	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	1	4	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1142**	**0**	**7**	**8**	**16**	**70**	**368**	**450**	**172**	**33**	**13**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1377**	**0**	**7**	**9**	**20**	**91**	**451**	**526**	**208**	**43**	**14**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1404**	**0**	**7**	**9**	**20**	**94**	**462**	**533**	**212**	**44**	**14**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1444**	**0**	**8**	**9**	**23**	**97**	**479**	**543**	**216**	**46**	**14**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Woolley Colliery Road - 53.589354, -1.529907
Direction Both Directions

15682
Darton
Jul 24

Friday, 19 July 2024

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	0	0	2	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	0	0	1	0	4	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	66	0	0	0	0	2	16	30	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**105**	**0**	**1**	**0**	**1**	**3**	**25**	**49**	**23**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	81	0	0	0	1	6	18	33	17	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	82	0	1	0	2	6	39	23	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	94	0	1	0	0	4	24	35	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	87	0	0	1	1	5	39	28	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	100	0	0	0	0	7	39	33	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	94	0	0	1	1	7	29	32	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	130	0	0	0	2	7	33	59	24	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**145**	**0**	**0**	**0**	**0**	**9**	**48**	**52**	**29**	**4**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	133	0	0	0	0	4	40	56	25	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	141	0	0	2	2	8	52	55	17	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	126	0	0	0	1	11	46	44	14	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	76	0	0	0	2	10	30	18	10	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	80	0	1	1	1	16	32	23	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	46	0	0	0	1	6	21	15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	0	0	1	11	16	7	5	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1258**	**0**	**3**	**4**	**10**	**68**	**402**	**485**	**235**	**37**	**9**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1563**	**0**	**4**	**5**	**15**	**105**	**514**	**581**	**268**	**48**	**12**	**4**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1652**	**0**	**4**	**5**	**17**	**122**	**551**	**603**	**275**	**50**	**13**	**4**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1674**	**0**	**4**	**5**	**20**	**124**	**560**	**610**	**276**	**50**	**13**	**4**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction Both Directions **Jul 24**

Saturday, 20 July 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	14	0	0	0	1	0	6	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	1	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	0	0	0	2	2	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	24	0	0	0	0	1	5	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	57	0	0	0	0	5	22	21	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	85	0	1	1	2	6	19	37	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**103**	**0**	**1**	**1**	**1**	**4**	**32**	**43**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	94	0	1	1	3	8	27	31	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	110	0	1	0	0	8	36	46	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	95	0	0	0	1	6	27	39	16	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**123**	**0**	**0**	**0**	**0**	**9**	**44**	**43**	**23**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	100	0	0	0	1	8	47	30	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	104	0	0	0	1	5	35	41	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	106	0	0	1	0	6	36	36	19	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	111	0	0	1	0	12	32	44	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	65	0	0	0	0	2	22	33	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	55	0	0	0	0	5	10	28	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	45	0	0	0	2	4	16	14	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	29	0	0	0	3	3	10	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	0	2	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1112**	**0**	**4**	**5**	**9**	**78**	**362**	**424**	**186**	**33**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1291**	**0**	**4**	**5**	**11**	**91**	**412**	**505**	**210**	**40**	**11**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1337**	**0**	**4**	**5**	**14**	**96**	**433**	**521**	**211**	**40**	**11**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1374**	**0**	**4**	**5**	**15**	**97**	**445**	**535**	**219**	**40**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction Both Directions **Jul 24**

Sunday, 21 July 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	14	0	0	0	0	1	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	11	0	0	0	0	0	2	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	18	0	0	0	0	1	6	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	39	0	2	0	0	2	10	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	67	0	2	0	2	4	22	25	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	76	0	2	2	3	8	31	19	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**96**	**0**	**1**	**3**	**1**	**9**	**29**	**42**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	82	0	2	0	0	11	30	29	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	**106**	**0**	**1**	**0**	**4**	**9**	**44**	**36**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400	94	0	0	1	1	9	30	34	14	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	90	0	0	0	3	17	26	29	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	104	0	0	0	4	3	45	38	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	90	0	1	0	1	3	30	41	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	104	0	0	0	0	9	30	39	21	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	61	0	0	0	0	3	15	30	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	46	0	0	0	0	4	18	20	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	34	0	0	0	0	0	14	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	21	0	0	0	1	0	6	7	4	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	0	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**966**	**0**	**11**	**6**	**19**	**85**	**333**	**355**	**129**	**20**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1118**	**0**	**11**	**6**	**19**	**92**	**382**	**425**	**146**	**28**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1145**	**0**	**11**	**6**	**20**	**94**	**389**	**433**	**152**	**29**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1183**	**0**	**11**	**6**	**20**	**95**	**408**	**445**	**156**	**31**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction Both Directions **Jul 24**

Virtual Day (7)

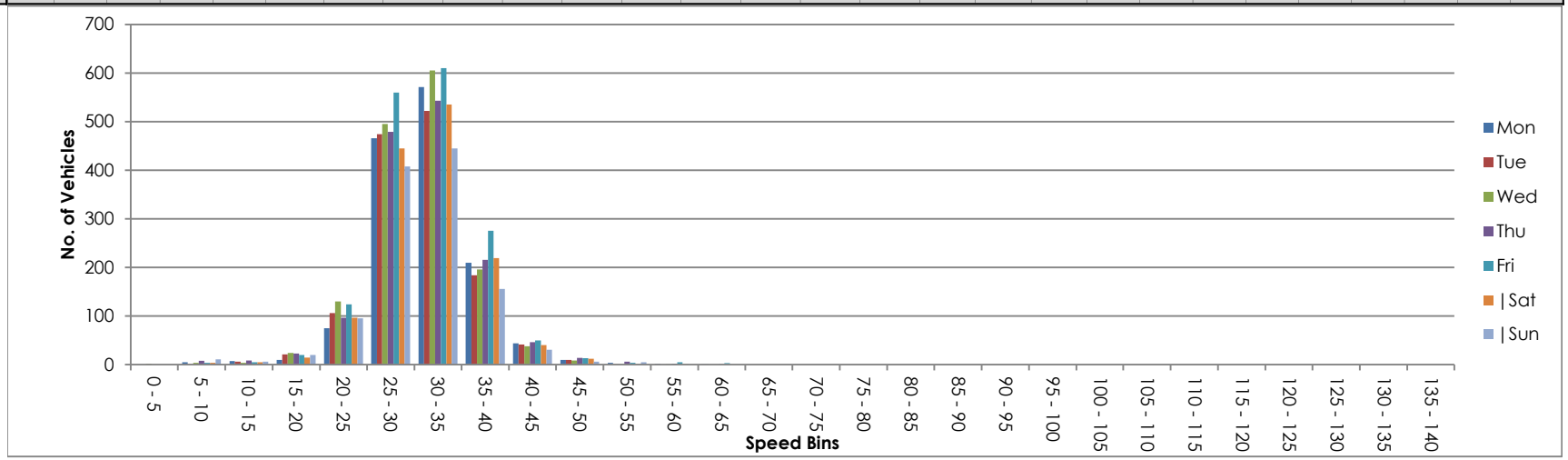
Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	6	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	20	0	0	0	0	1	3	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	67	0	0	0	1	2	19	31	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**87**	**0**	**0**	**0**	**1**	**4**	**27**	**38**	**13**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	81	0	1	1	2	7	25	30	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	78	0	1	1	2	6	27	27	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	79	0	0	1	2	6	24	29	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	86	0	0	1	1	7	30	31	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	82	0	1	0	1	7	28	31	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	98	0	0	0	1	9	32	37	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	113	0	0	0	1	9	38	46	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	111	0	0	0	1	7	39	44	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**130**	**0**	**1**	**0**	**1**	**6**	**44**	**52**	**21**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	119	0	0	1	1	9	37	46	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	86	0	0	0	1	5	32	33	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	67	0	0	0	0	7	25	24	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	48	0	0	0	1	5	20	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	25	0	0	0	1	2	8	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	3	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1132**	**0**	**5**	**5**	**15**	**79**	**369**	**443**	**171**	**32**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1352**	**0**	**5**	**6**	**17**	**98**	**448**	**524**	**200**	**39**	**10**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1392**	**0**	**5**	**6**	**18**	**102**	**463**	**536**	**204**	**41**	**10**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1422**	**0**	**5**	**6**	**19**	**103**	**475**	**547**	**208**	**41**	**11**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1 **15682**
Location Woolley Colliery Road - 53.589354, -1.529907 **Darton**
Direction Both Directions **Jul 24**

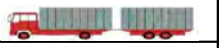
Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	1405	0	5	7	10	75	466	571	210	44	10	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	1366	0	1	6	21	106	474	522	184	41	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	1509	2	4	4	24	130	495	605	196	38	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	1444	0	8	9	23	97	479	543	216	46	14	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	1674	0	4	5	20	124	560	610	276	50	13	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	1374	0	4	5	15	97	445	535	219	40	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	1183	0	11	6	20	95	408	445	156	31	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**1480**	**0**	**4**	**6**	**20**	**106**	**495**	**570**	**216**	**44**	**11**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**1422**	**0**	**5**	**6**	**19**	**103**	**475**	**547**	**208**	**41**	**11**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**9955**	**2**	**37**	**42**	**133**	**724**	**3327**	**3831**	**1457**	**290**	**74**	**22**	**11**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



ATC VEHICLE CATEGORIES

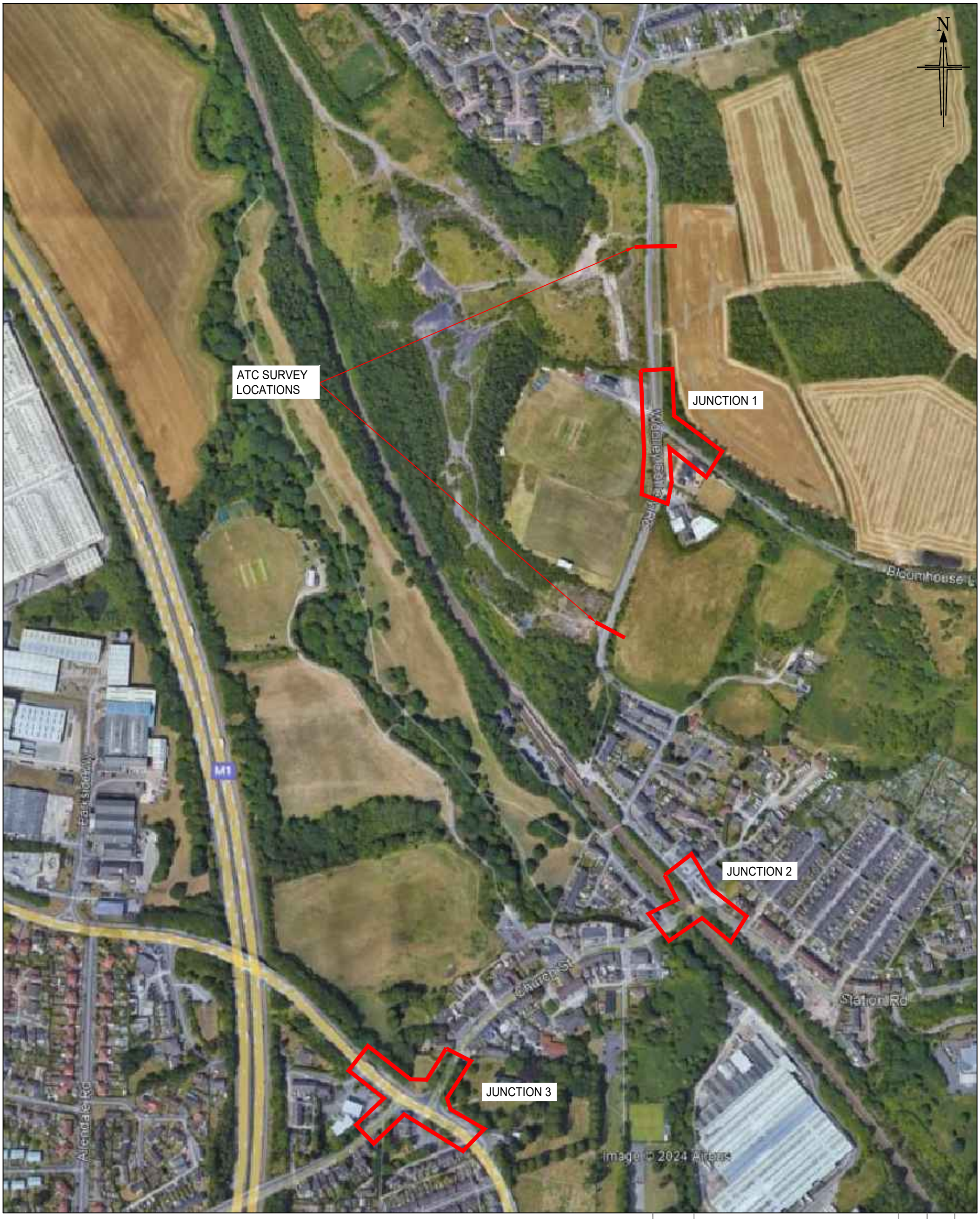
Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DFT (Department For Transport) standard. DFT is PSL plus 15mph.
>SL2% DfT	Greater than DFT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed

120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph



Rev:	Date:	Amendment:	DRN	CHK	APR

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

LEEDS T 0113 246 1555

LONDON T 0203 5532336

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB

E transportleeds@bryanghall.co.uk

W www.bryanghall.co.uk
twitter.com/Bryanghall1
Bryan G Hall

Title: TRAFFIC SURVEY LOCATION PLAN

Client: -

Project: WOOLLEY COLLIERY, DARTON

Scale: N.T.S. Size: A3 - 297 x 420

Drawn: LD | Chkd: MC | Appvd: MC

Drawing No: 24/256/LOC/001

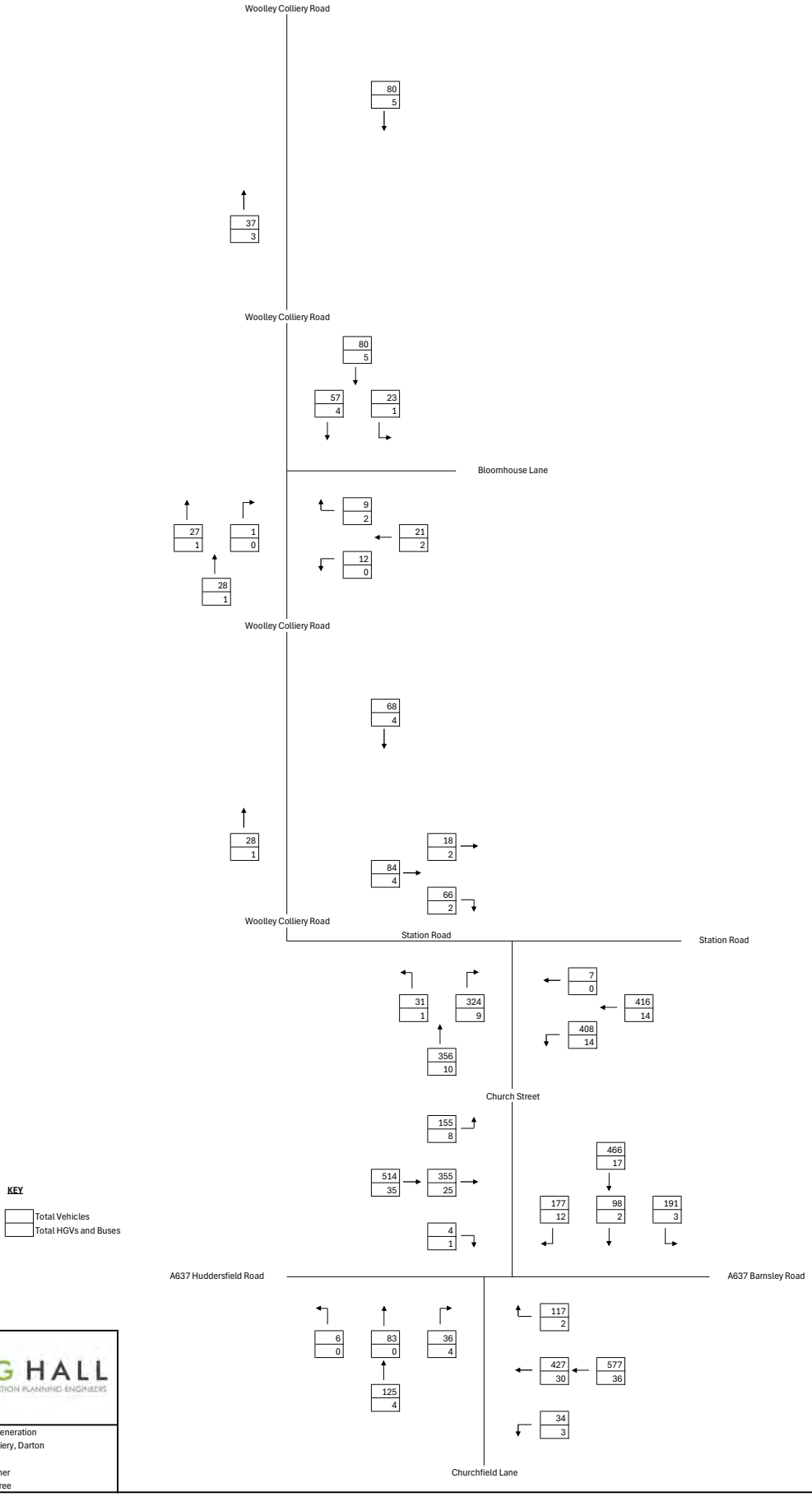
Job No: 24-256

Revision: -

Date: 11.06.2024

APPENDIX BGH 6

2029 GROWTHED VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
WEDNESDAY 17TH JULY 2024
7:30AM - 8:30AM
AM PEAK



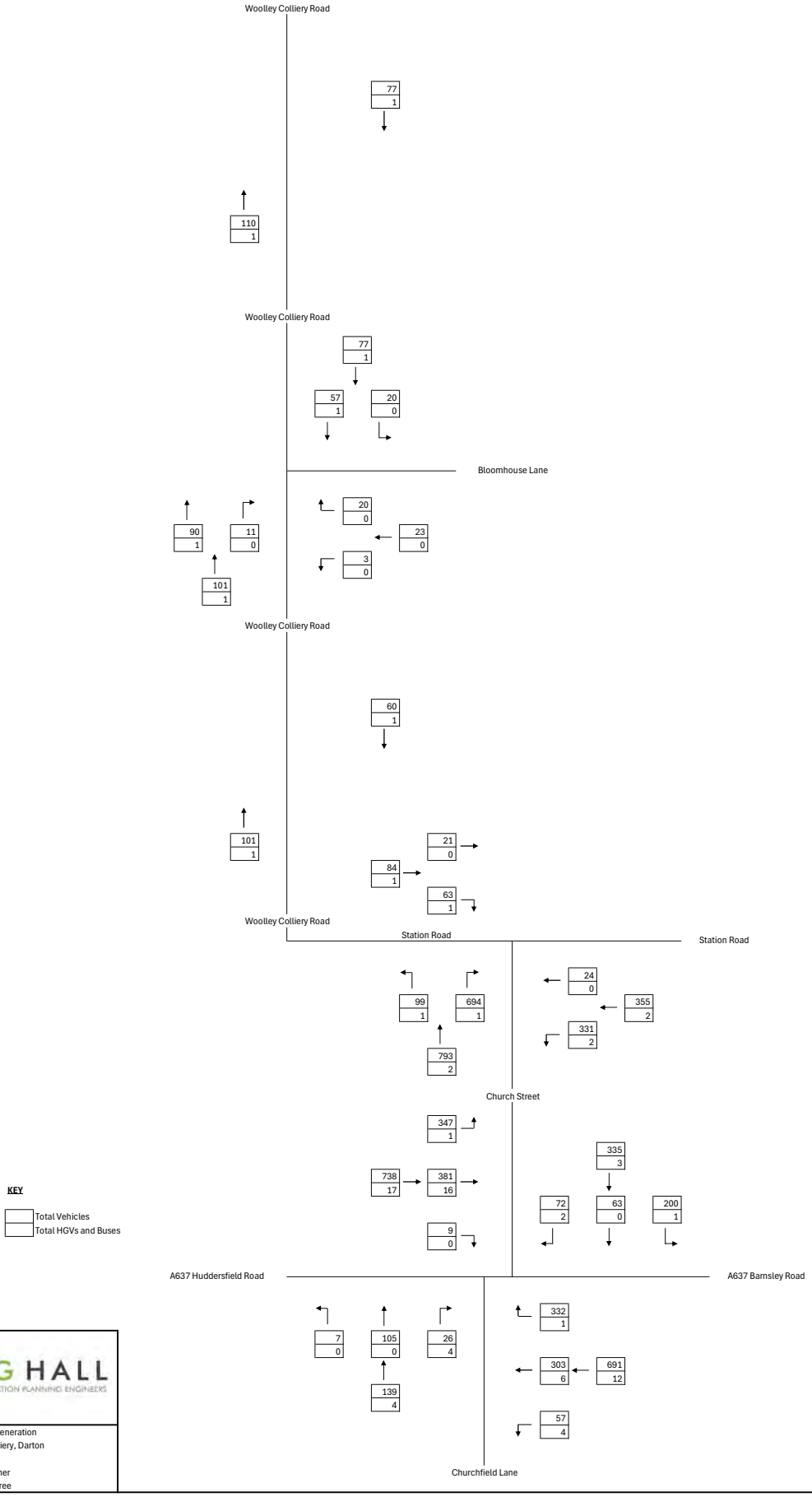
KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Phoebe Pitcher
Checked by:	Martin Crabtree

2029 GROWTHED VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
WEDNESDAY 17TH JULY 2024
16:45PM - 17:45PM
PM PEAK

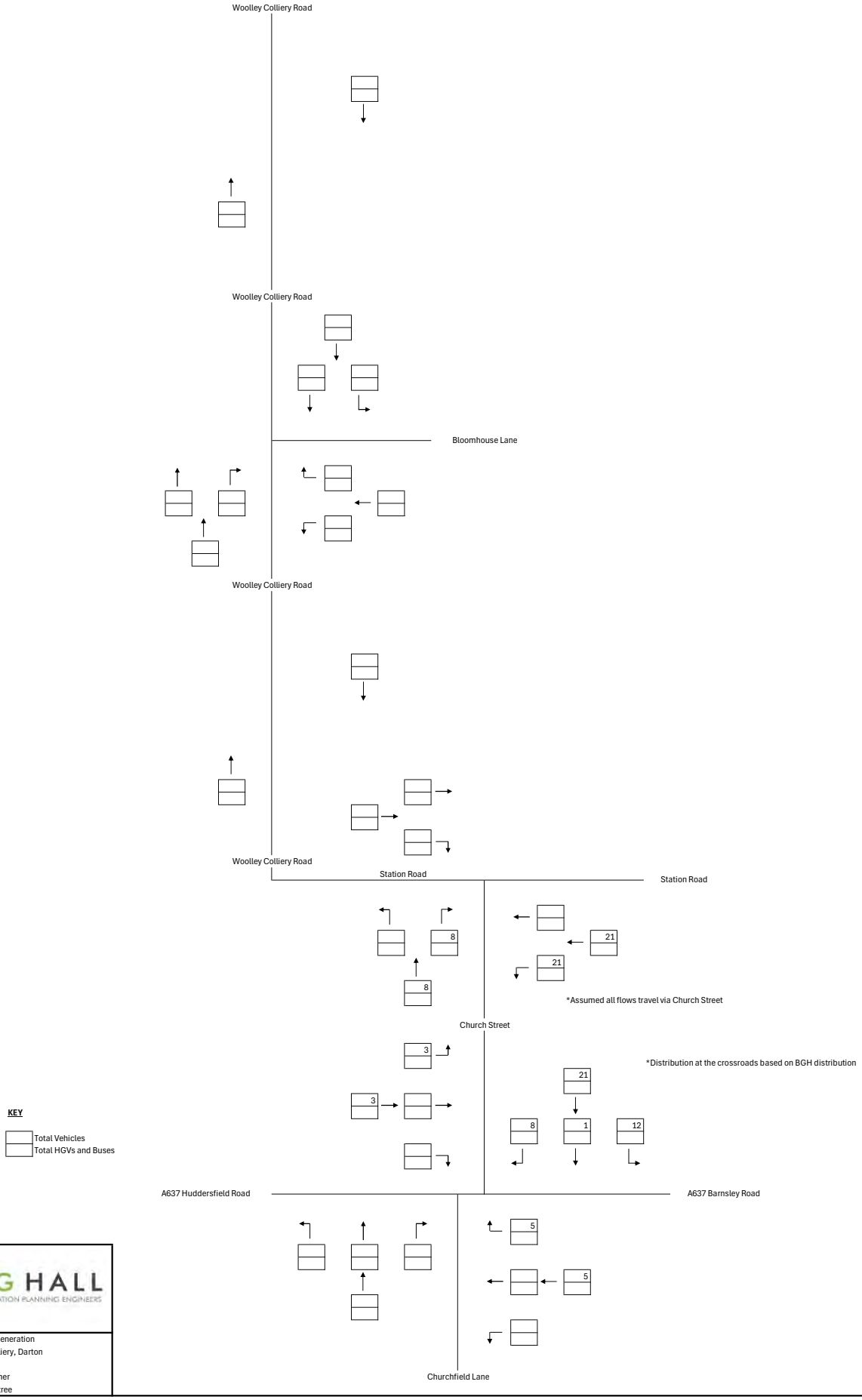


BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Phoebe Pitcher
Checked by:	Martin Crabtree

APPENDIX BGH 7

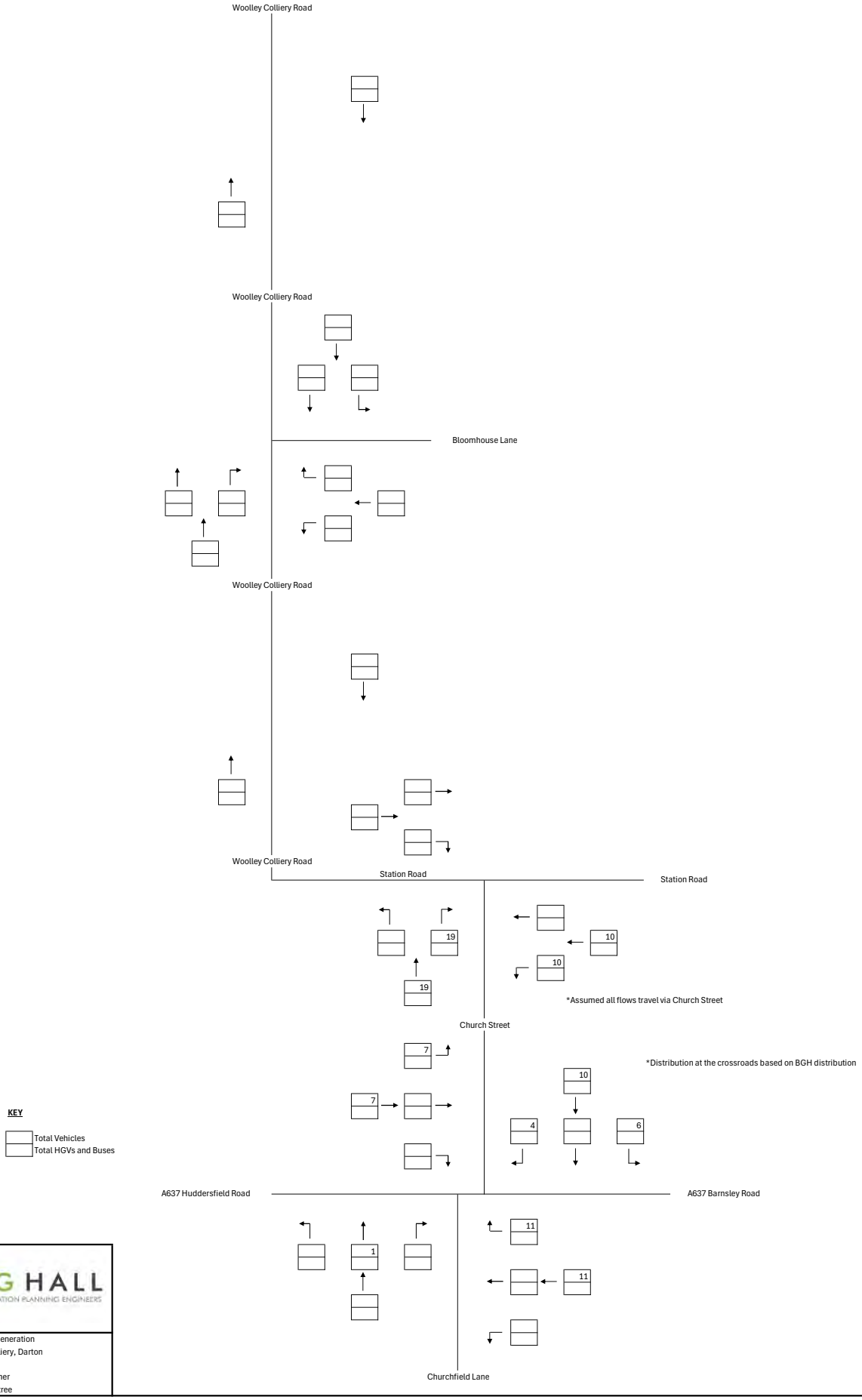
COMMITED DEVELOPMENT FLOWS (APPLICATION REF: 2023/0579)
WOOLLEY COLLIERY, DARTON
AM PEAK
FROM AMA TRANSPORT ASSESSMENT DATED 09/2019 - FIGURE 8



BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Phoebe Pitcher
Checked by:	Martin Crabtree

COMMITED DEVELOPMENT FLOWS (APPLICATION REF: 2023/0579)
WOOLLEY COLLIERY, DARTON
PM PEAK
FROM AMA TRANSPORT ASSESSMENT DATED 09/2019 - FIGURE 8

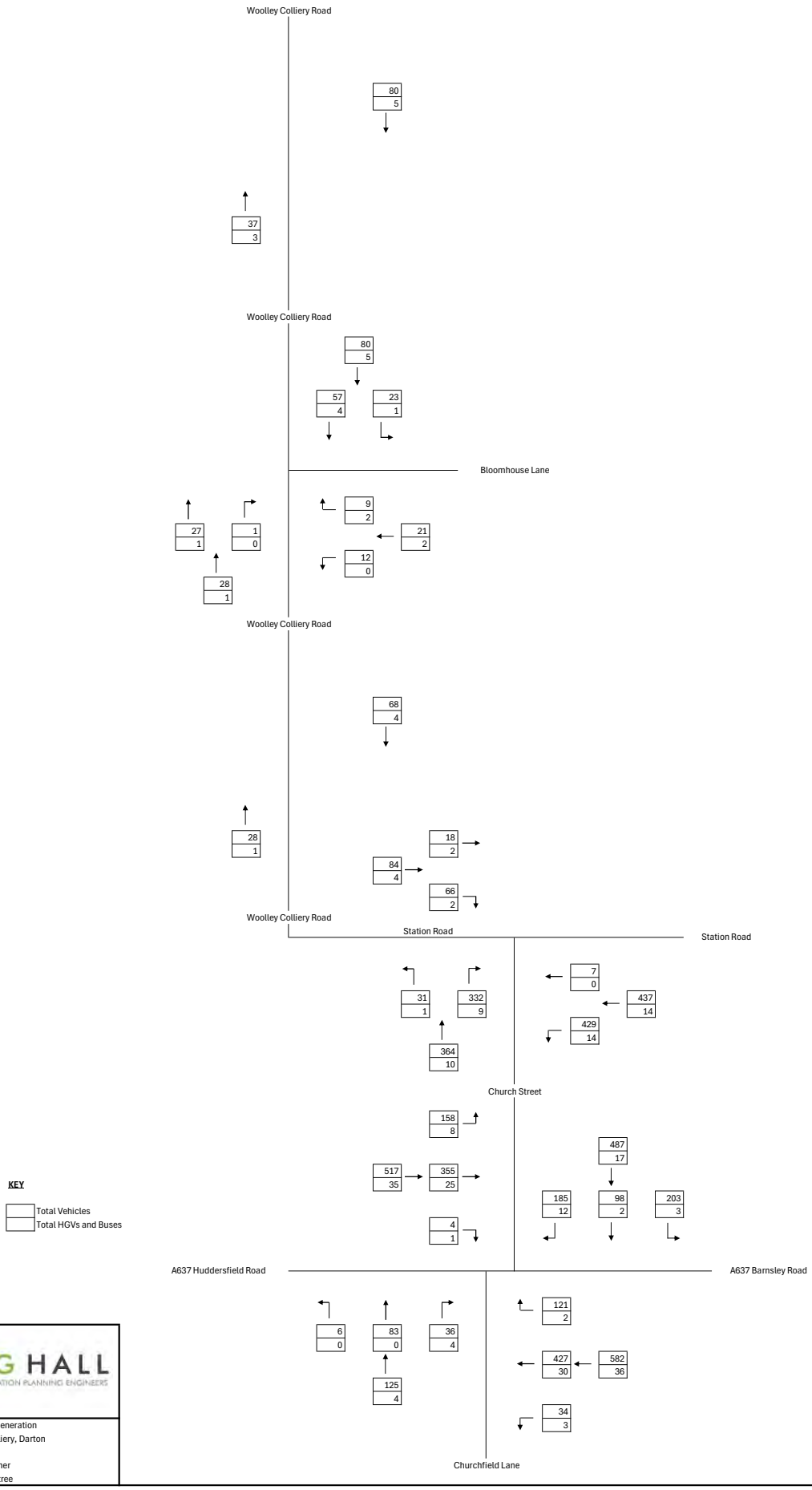


BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Phoebe Pitcher
Checked by:	Martin Crabtree

APPENDIX BGH 8

2029 BASE VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
AM PEAK



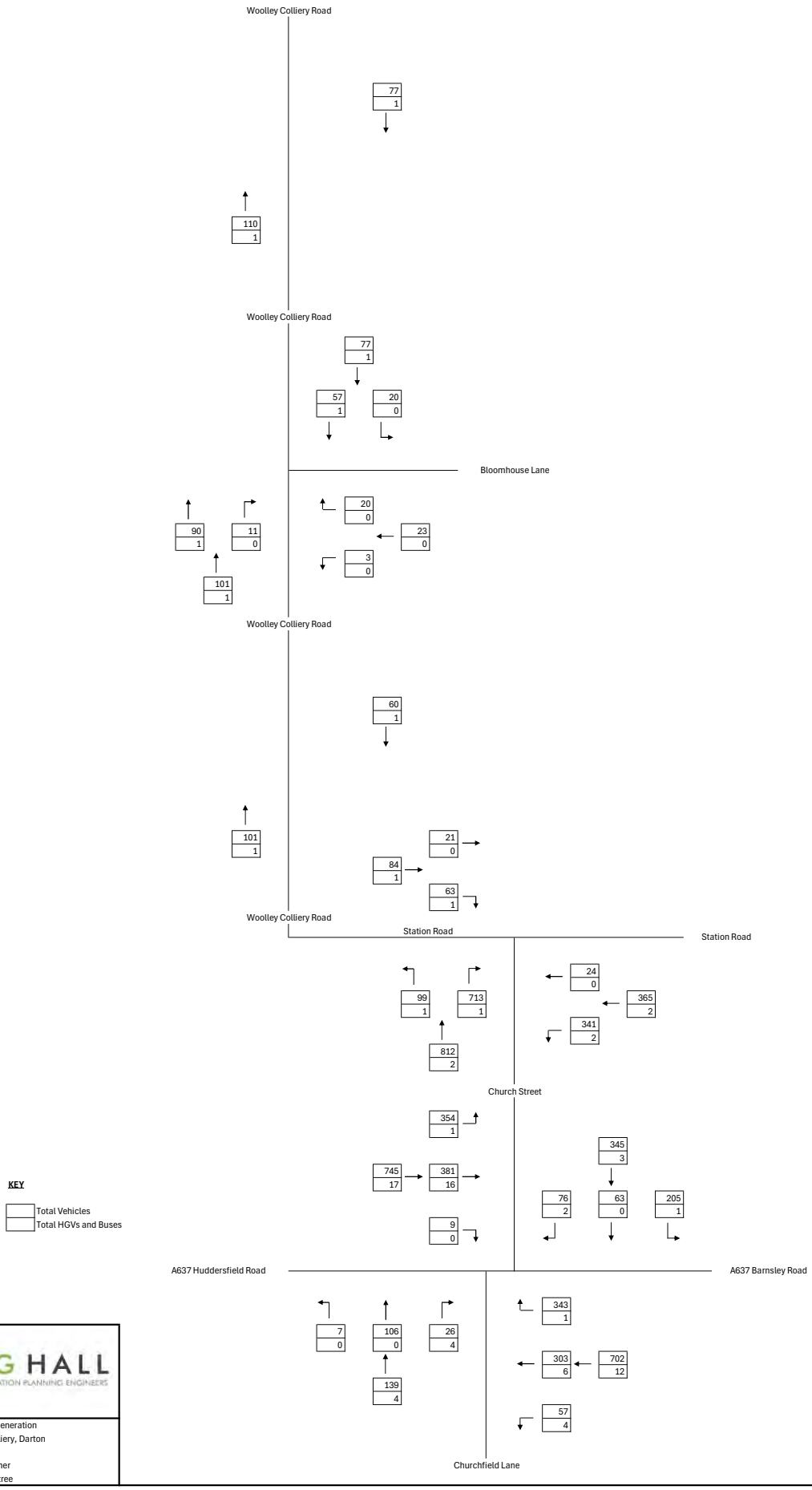
KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Phoebe Pitcher
Checked by:	Martin Crabtree

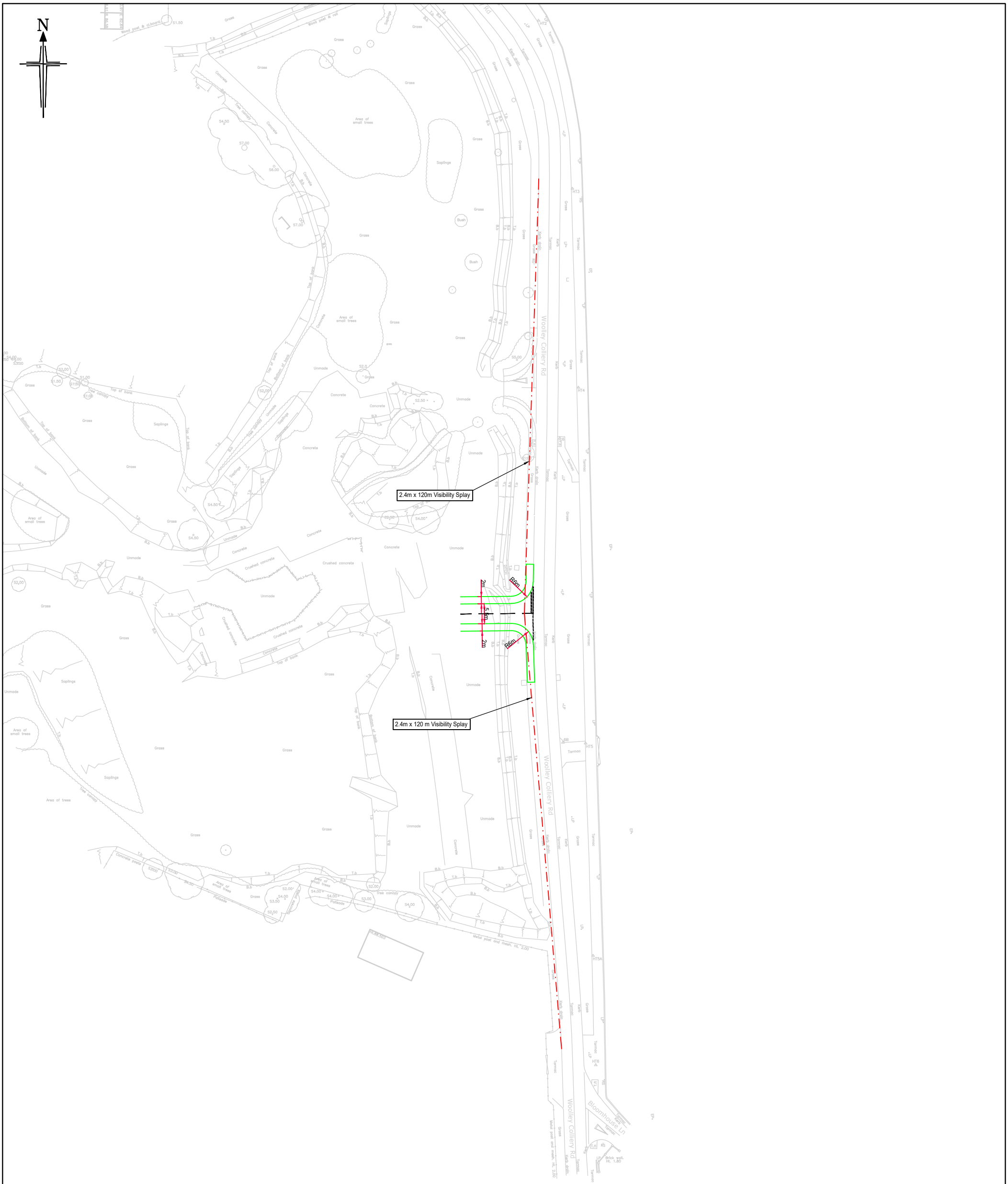
2029 BASE VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
PM PEAK



BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Phoebe Pitcher
Checked by:	Martin Crabtree

APPENDIX BGH 9



BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

LEEDS T 0113 246 1555

LONDON T 0203 5532336

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB

E transportleeds@bryanghall.co.uk

W www.bryanghall.co.uk
twitter.com/Bryanghall1
Bryan G Hall

Rev:	Date:	Amendment:	DRN	CHK	APR

Title: PROPOSED NORTHERN PARCEL SITE ACCESS

Client: GLEESON REGENERATION

Project: WOOLLEY COLLIERY, DARTON

Scale: 1:1000 Size: A3 - 297 x 420

Drawn: PP Chkd: MC Appvd: MC

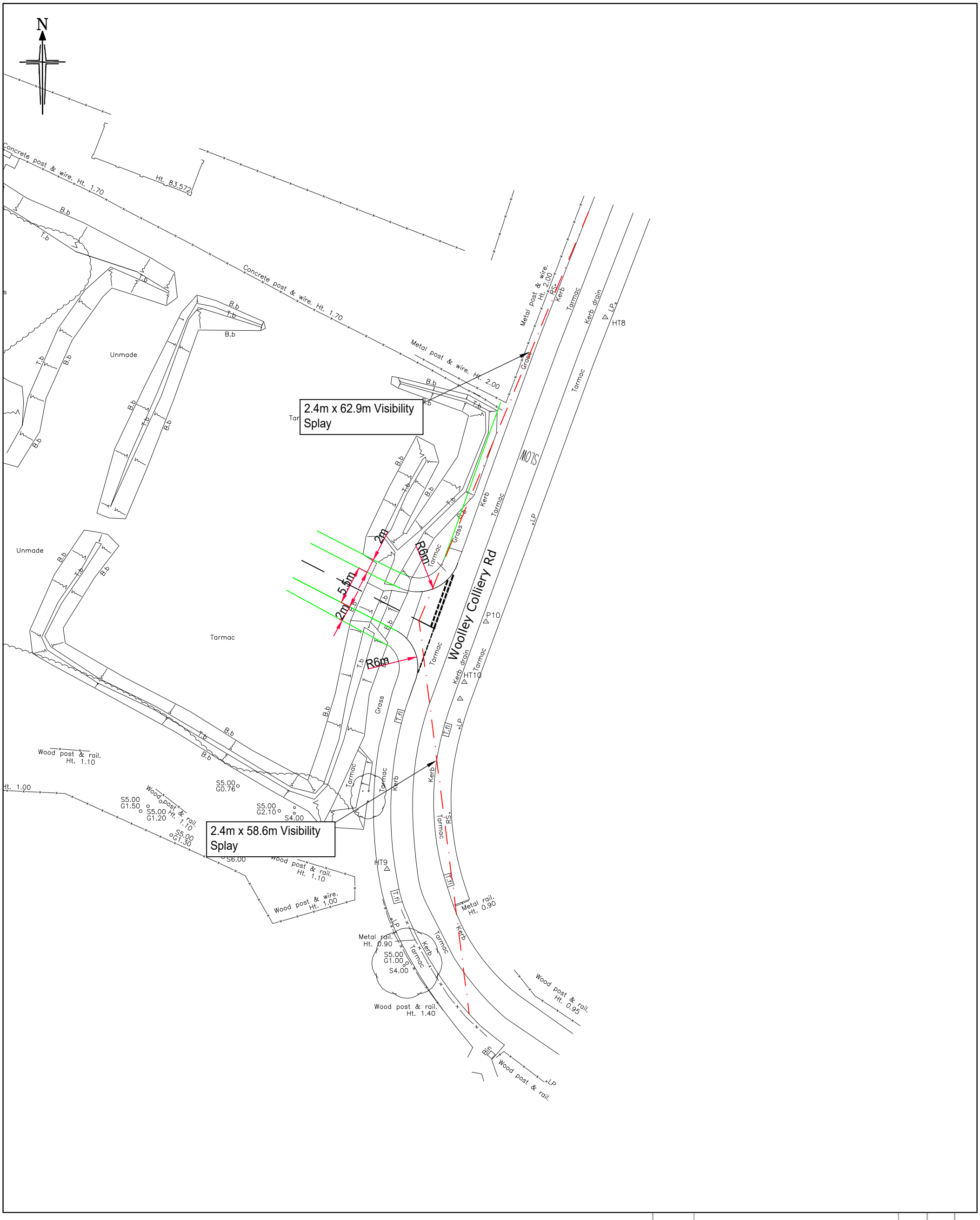
Drawing No: 24/256/TR/001

Job No: 24-256

Revision: -

Date: 09.09.24

APPENDIX BGH 10



Rev:	Date:	Amendment:	DRN	CHK	APR

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

LEEDS T 0113 246 1555

LONDON T 0203 5532336

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB

E transportleeds@bryanghall.co.uk

W www.bryanghall.co.uk
twitter.com/Bryanghall1
Bryan G Hall

Title: PROPOSED SOUTHERN PARCEL SITE ACCESS

Client: GLEESON REGENERATION

Project: WOOLLEY COLLIERY, DARTON

Scale: 1:500 Size: A3 - 297 x 420

Drawn: PP Chkd: MC Appvd: MC

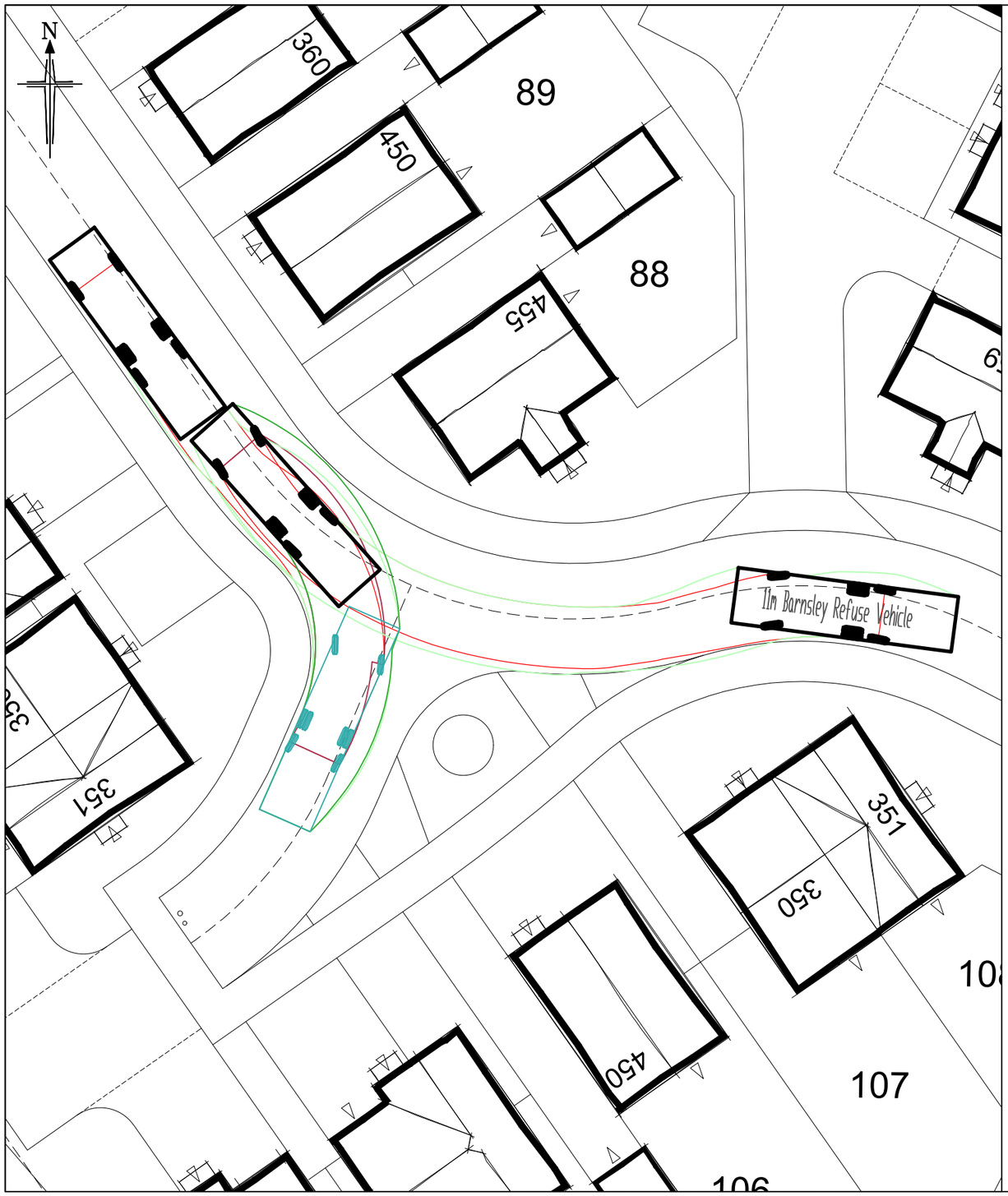
Drawing No: 24/256/TR/002

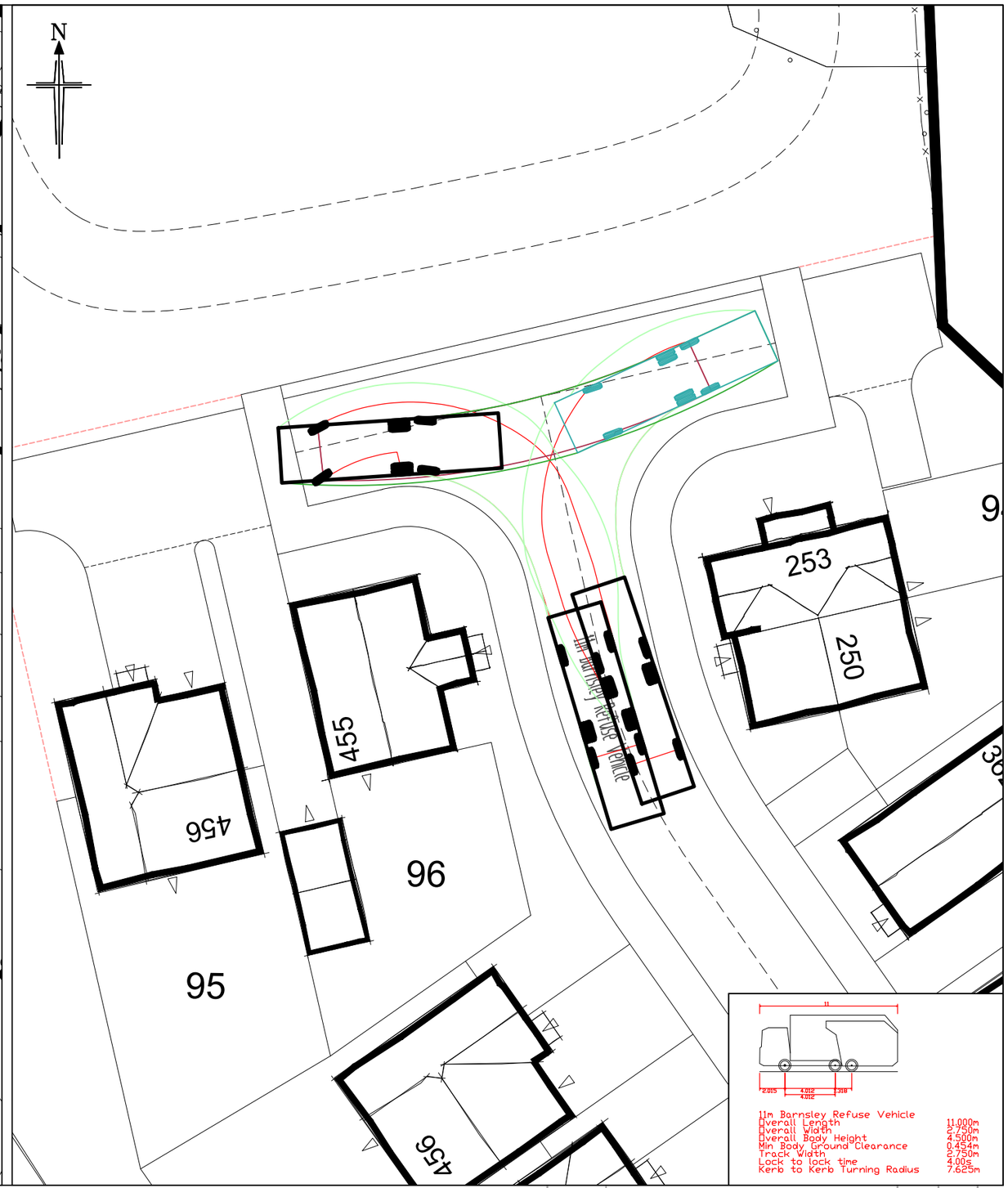
Job No: 24-256

Revision: -

Date: 09.09.24

APPENDIX BGH 11





BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

LEEDS T 0113 246 1555

LONDON T 0203 5532336

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB

E transportleeds@bryanghall.co.uk

W www.bryanghall.co.uk
twitter.com/Bryanghall1
Bryan G Hall

Rev:	Date:	Amendment:	DRN	CHK	APR

Client: GLEESON REGENERATION

Project: WOOLLEY COLLIERY, DARTON

Title: SWEPT PATH ANALYSIS OF REFUSE VEHICLE (SOUTHERN SITE)

Status: FOR INFORMATION

Scale: 1:250

Size: A3 - 420 x 297

Drawn: PP

Chkd: MC

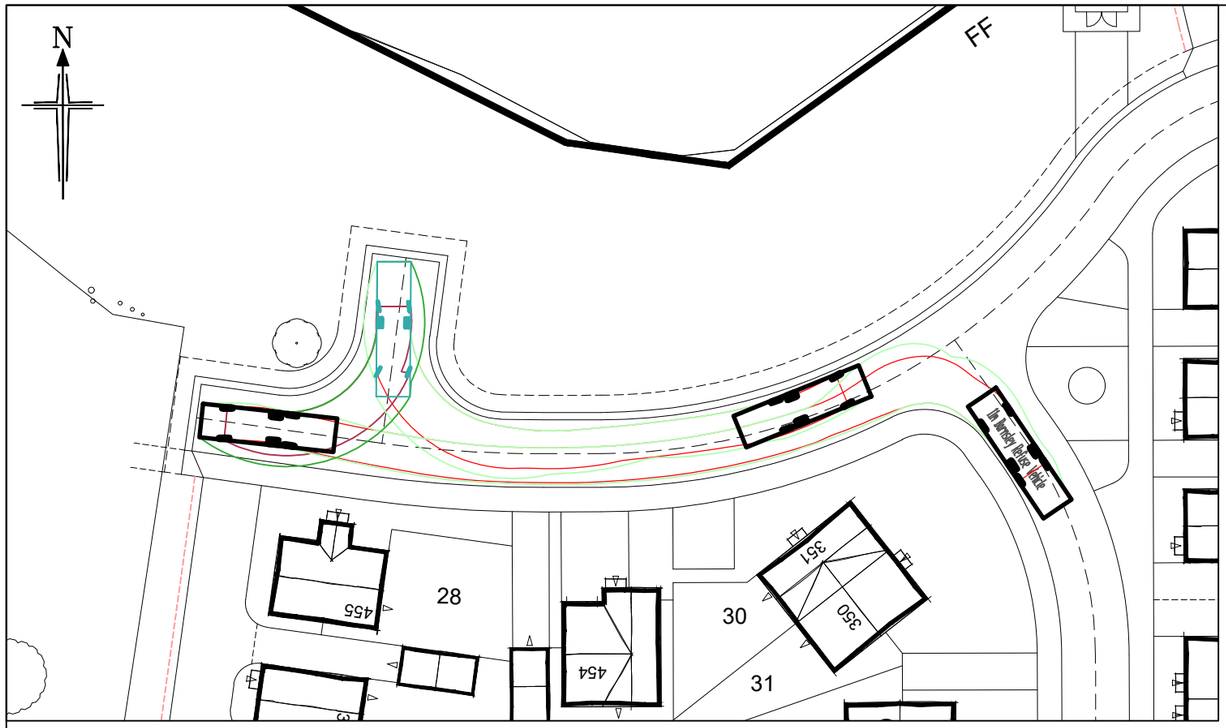
Appvd: MC

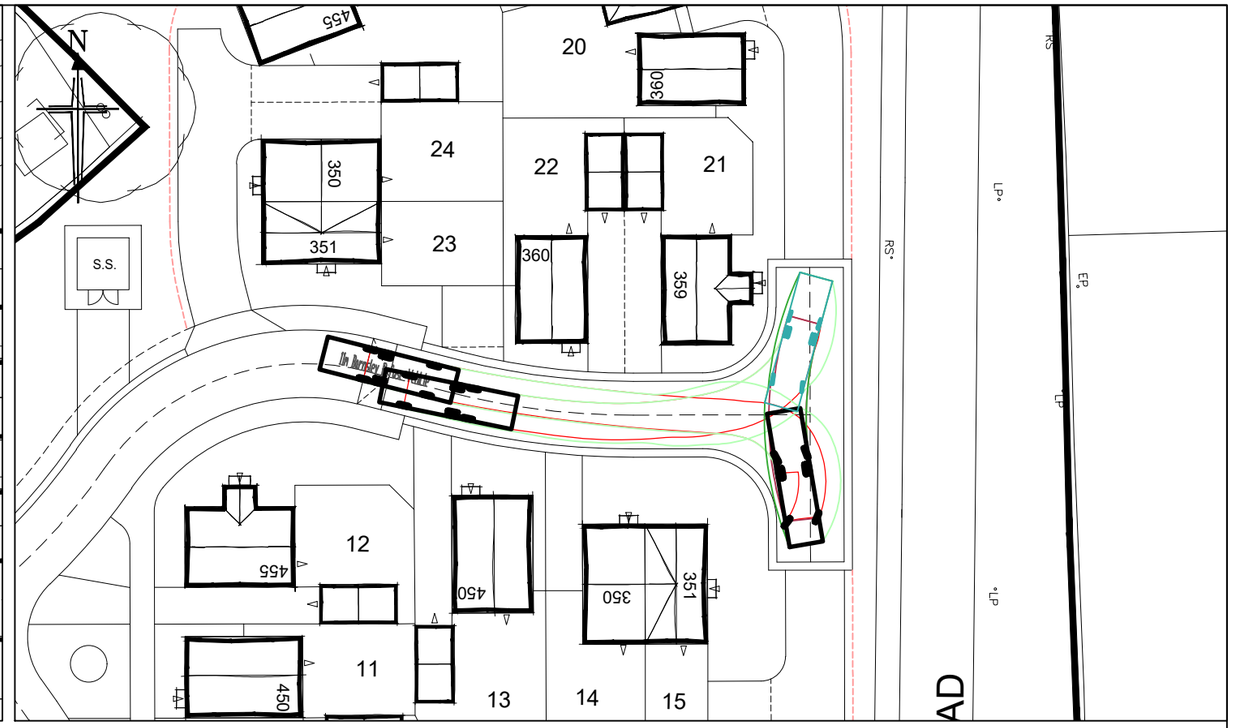
Drawing No: 24/256/ATR/005

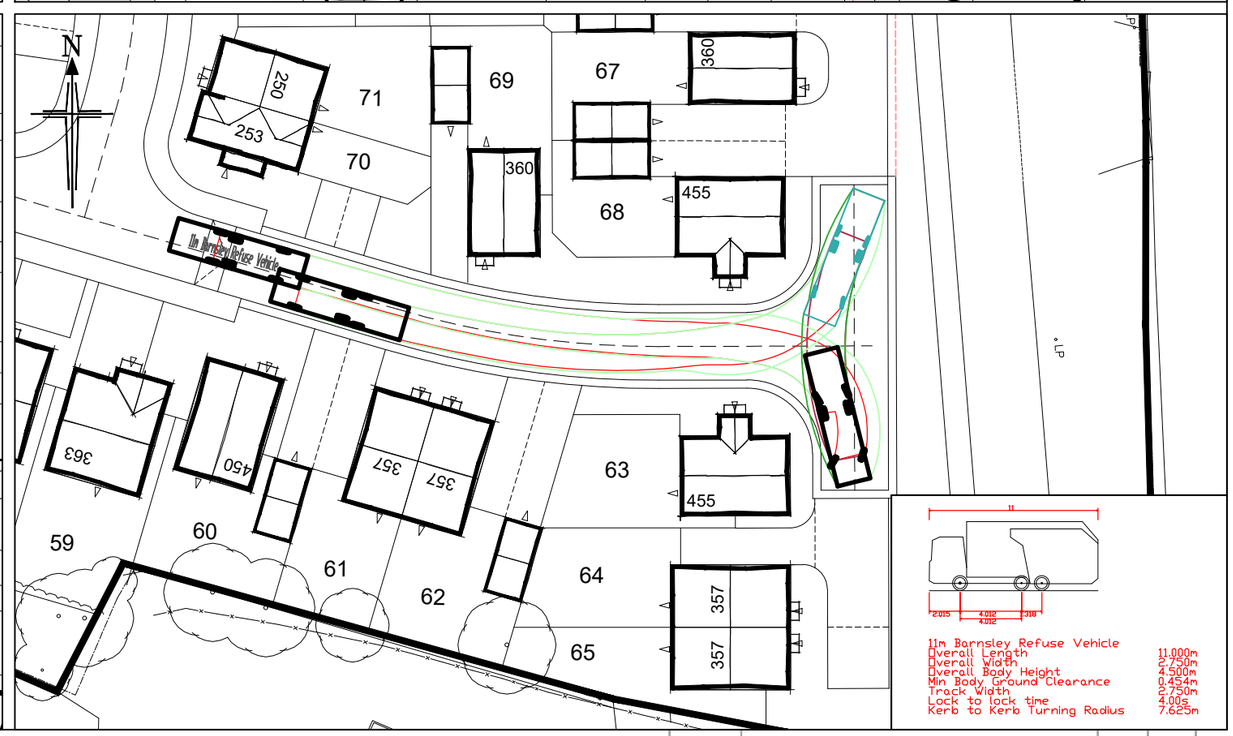
Job No: 24-256

Revision: -

Date: 05/07/2024







BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

LEEDS T 0113 246 1555

LONDON T 0203 5532336

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB

E transportleeds@bryanghall.co.uk

W www.bryanghall.co.uk
twitter.com/Bryanghall1
Bryan G Hall

Rev:	Date:	Amendment:	DRN	CHK	APR

Title: SWEPT PATH ANALYSIS OF REFUSE VEHICLE (NORTHERN SITE)

Client: GLEESON REGENERATION

Status: FOR INFORMATION

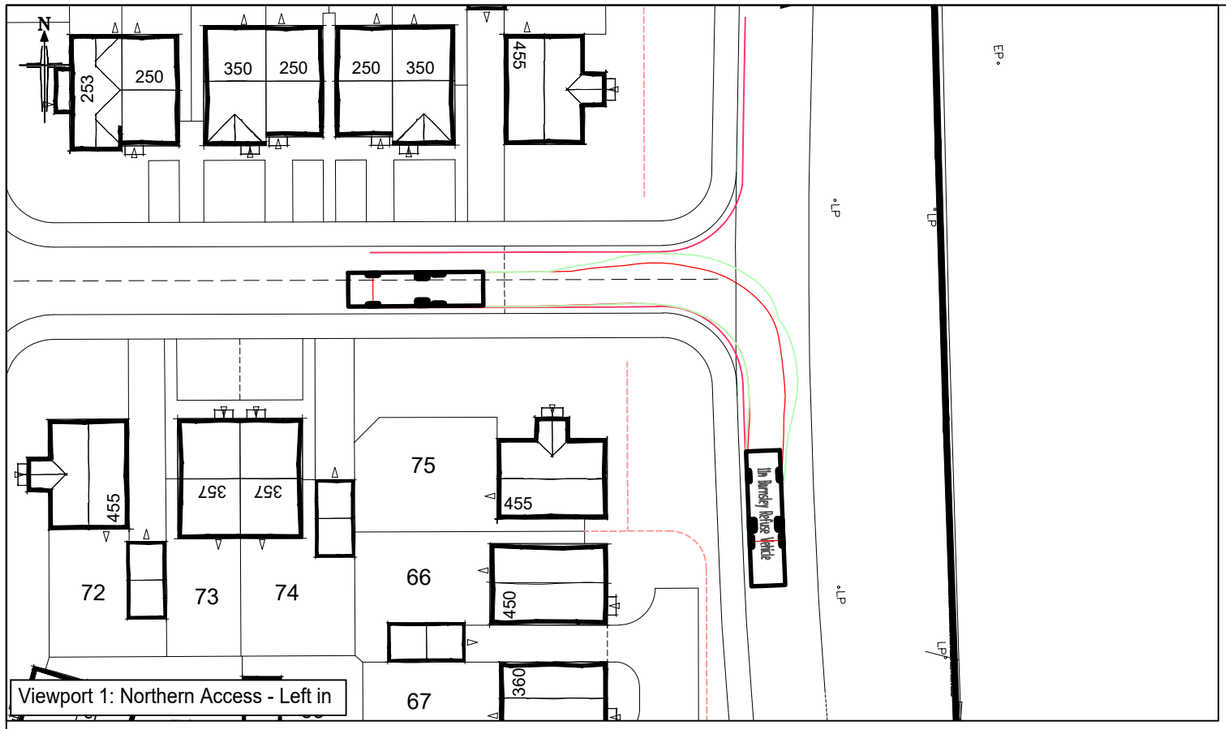
Project: WOOLLEY COLLIERY, DARTON

Scale: 1:500
Size: A3 - 420 x 297

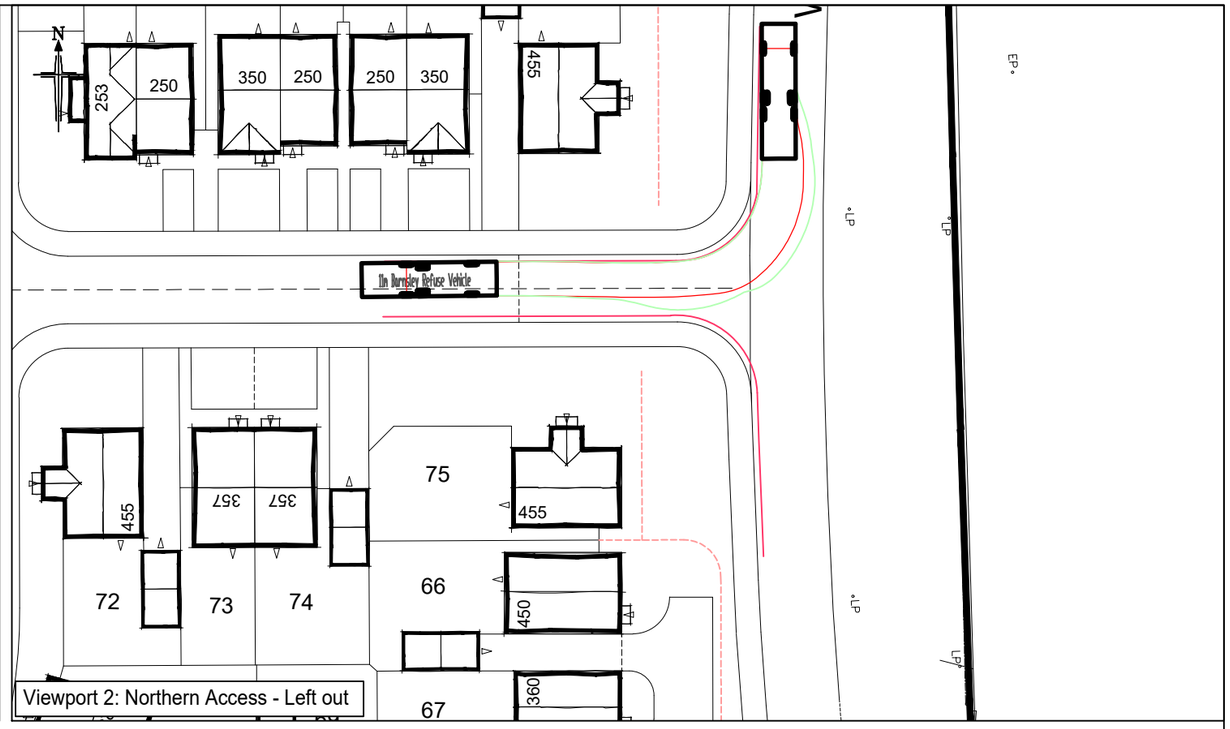
Drawn: PP | Chkd: MC | Appvd: MC

Drawing No: 24/256/ATR/001
Job No: 24-256

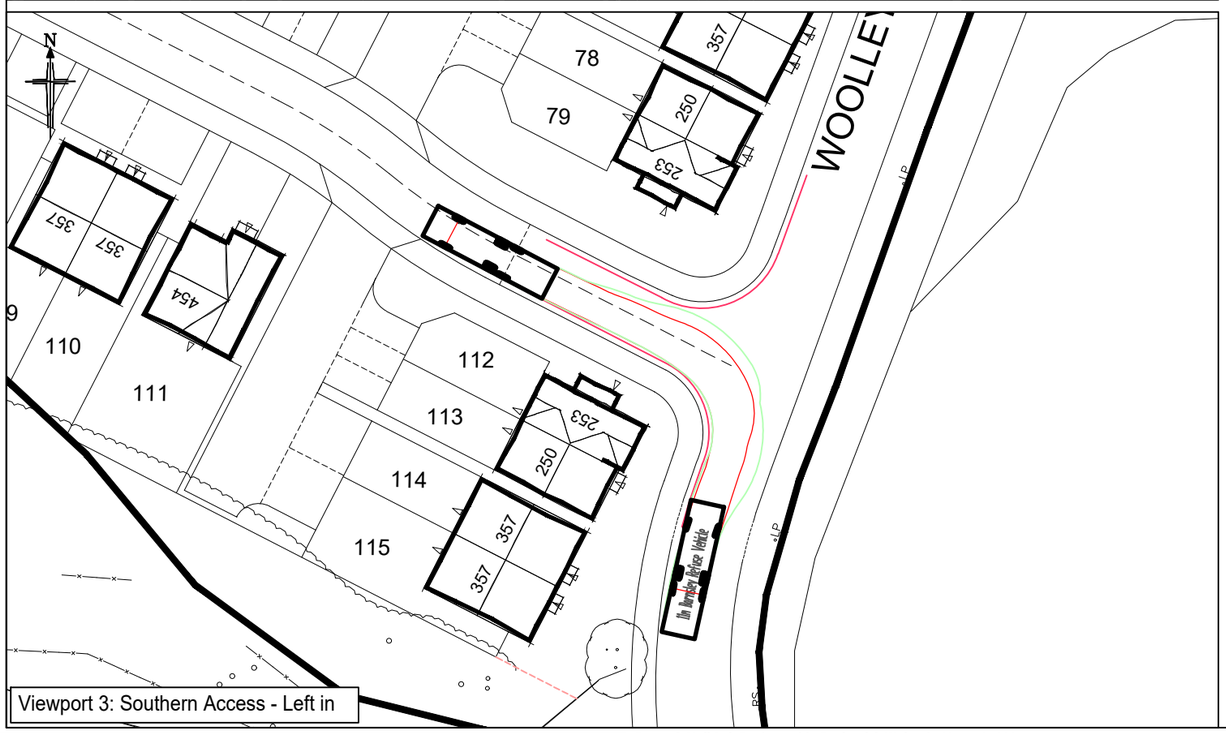
Revision: -
Date: 05/07/2024



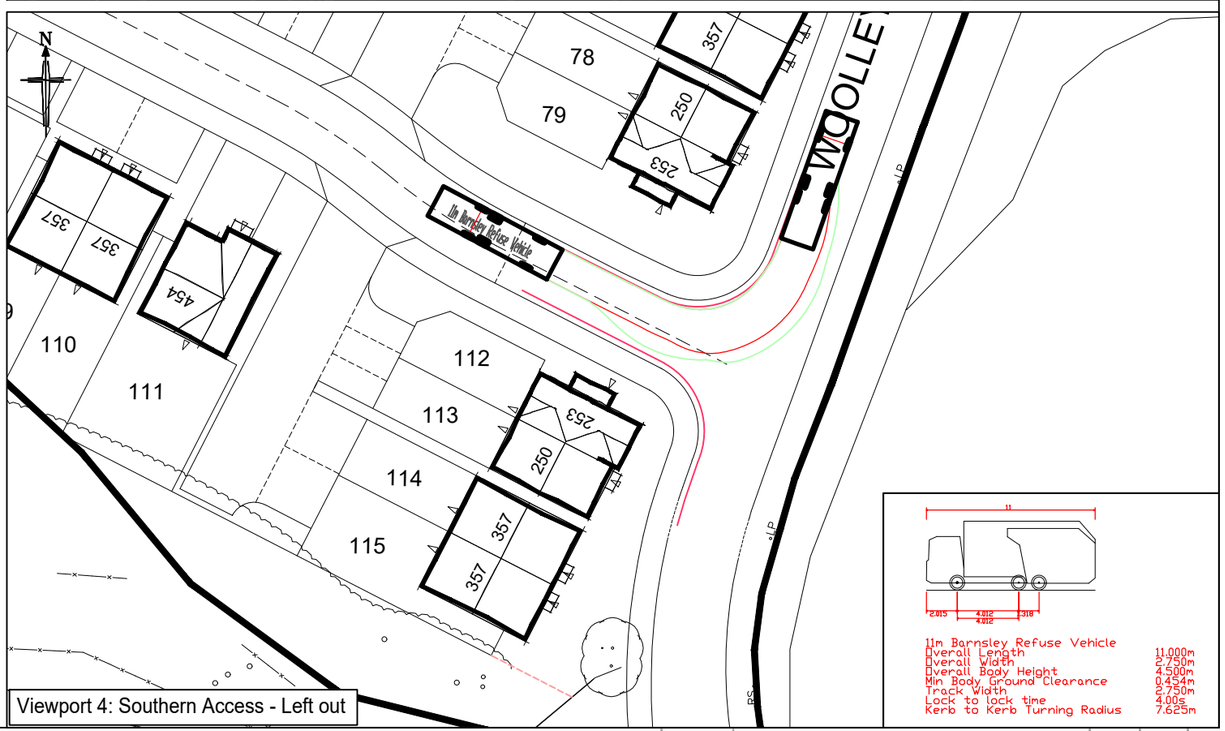
Viewport 1: Northern Access - Left in



Viewport 2: Northern Access - Left out



Viewport 3: Southern Access - Left in



Viewport 4: Southern Access - Left out

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

LEEDS T 0113 246 1555

LONDON T 0203 5532336

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB

E transportleeds@bryanghall.co.uk

W www.bryanghall.co.uk
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Bryan G Hall

Rev:	Date:	Amendment:	DRN	CHK	APR

Title: SWEPT PATH ANALYSIS OF REFUSE VEHICLE USING SITE ACCESS

Status: FOR INFORMATION

Client: GLEESON REGENERATION

Project: WOOLLEY COLLIERY, DARTON

Scale: 1:250

Size: A3 - 420 x 297

Drawn: PP

Chkd: MC

Appvd: MC

Drawing No: 24/256/ATR/002

Job No: 24-256

Revision: -

Date: 05/07/2024

APPENDIX BGH 12

BRYAN G HALL JOSEPH'S WELL LEEDS Licence No: 604801

Calculation Reference: AUDIT-604801-240712-0728

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 73 to 117 (units:)
Range Selected by User: 60 to 120 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 28/09/23

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:

Tuesday	4 days
Wednesday	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	1 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	6

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
Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	5 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	6 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	6 days

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

LIST OF SITES relevant to selection parameters

1 CT-03-A-03 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *27/06/23* *Survey Type: MANUAL*

2 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

3 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

4 NF-03-A-26 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

5 NF-03-A-34 MIXED HOUSES NORFOLK
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

6 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-A-05	Flats
ES-03-A-08	Flats
NF-03-A-35	Flats

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL 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	6	90	0.135	6	90	0.354	6	90	0.489
08:00 - 09:00	6	90	0.152	6	90	0.354	6	90	0.506
09:00 - 10:00	6	90	0.141	6	90	0.170	6	90	0.311
10:00 - 11:00	6	90	0.139	6	90	0.159	6	90	0.298
11:00 - 12:00	6	90	0.133	6	90	0.154	6	90	0.287
12:00 - 13:00	6	90	0.128	6	90	0.131	6	90	0.259
13:00 - 14:00	6	90	0.146	6	90	0.135	6	90	0.281
14:00 - 15:00	6	90	0.174	6	90	0.198	6	90	0.372
15:00 - 16:00	6	90	0.300	6	90	0.154	6	90	0.454
16:00 - 17:00	6	90	0.233	6	90	0.176	6	90	0.409
17:00 - 18:00	6	90	0.361	6	90	0.148	6	90	0.509
18:00 - 19:00	6	90	0.278	6	90	0.163	6	90	0.441
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.320			2.296			4.616

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.*

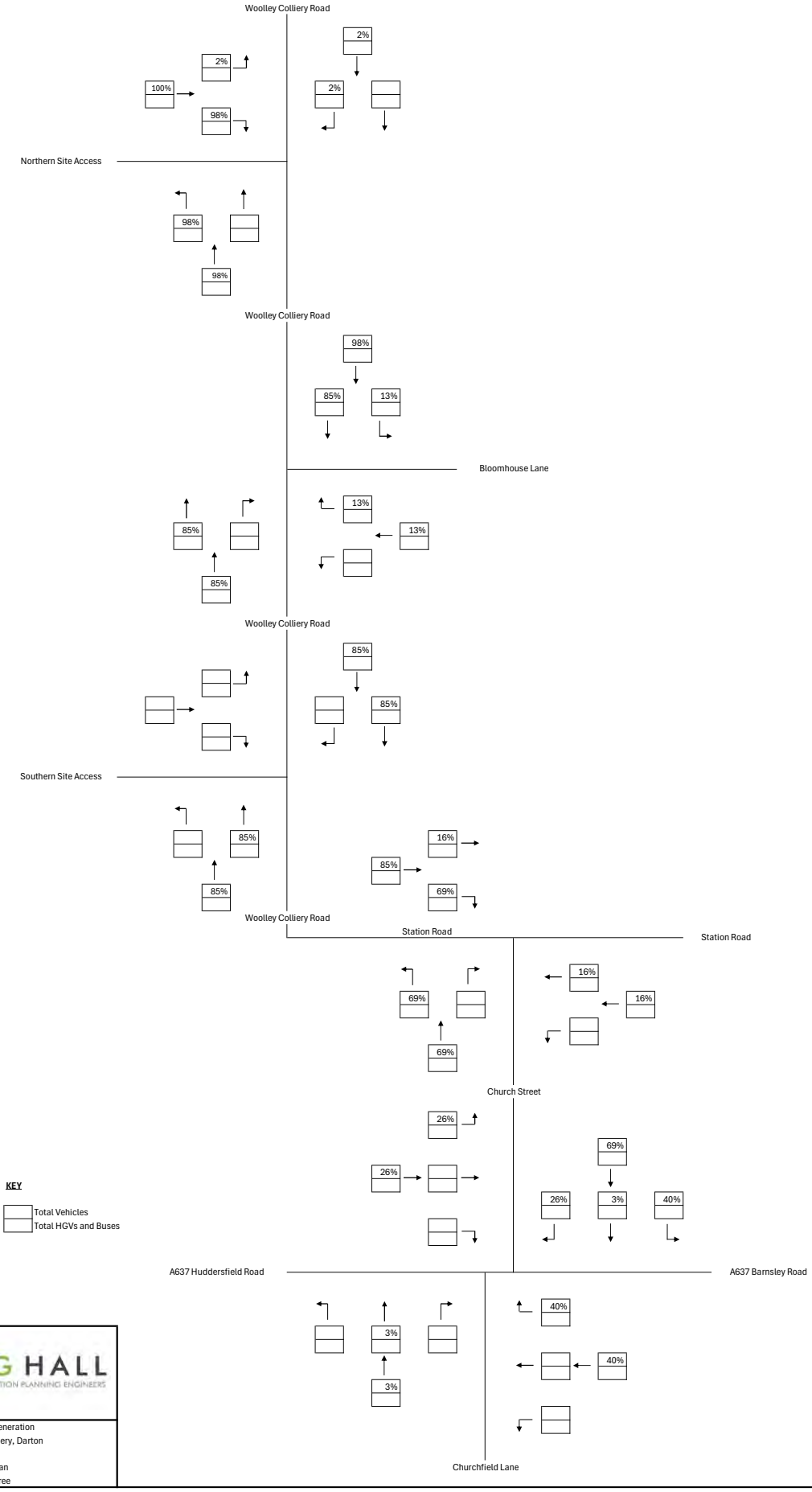
Parameter summary

Trip rate parameter range selected:	73 - 117 (units:)
Survey date date range:	01/01/16 - 28/09/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	3

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.

APPENDIX BGH 13

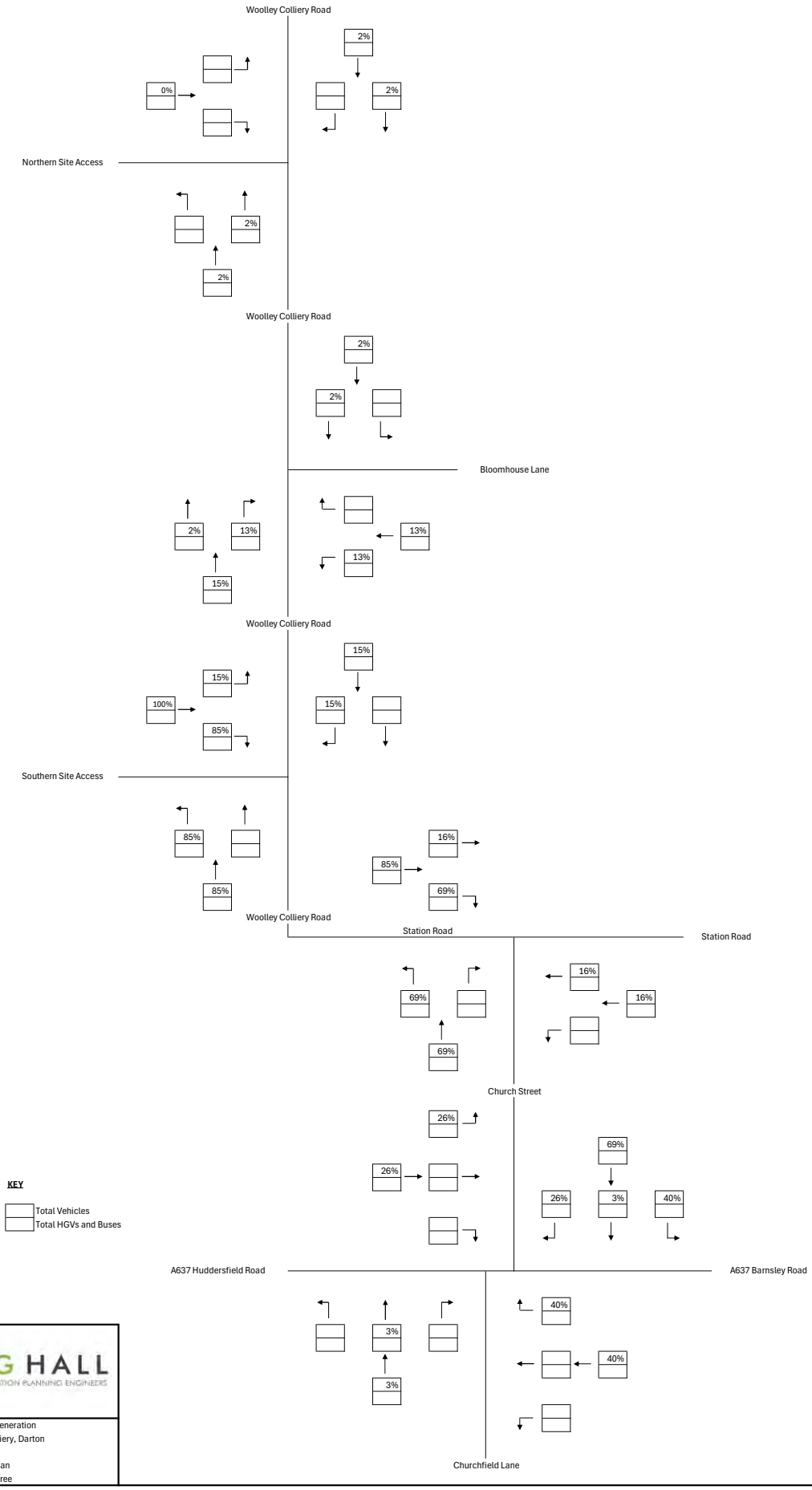
NORTH LAND PARCEL DISTRIBUTION OF VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON



BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Daniel McLean
Checked by:	Martin Crabtree

SOUTH LAND PARCEL DISTRIBUTION OF VEHICULAR FLOWS



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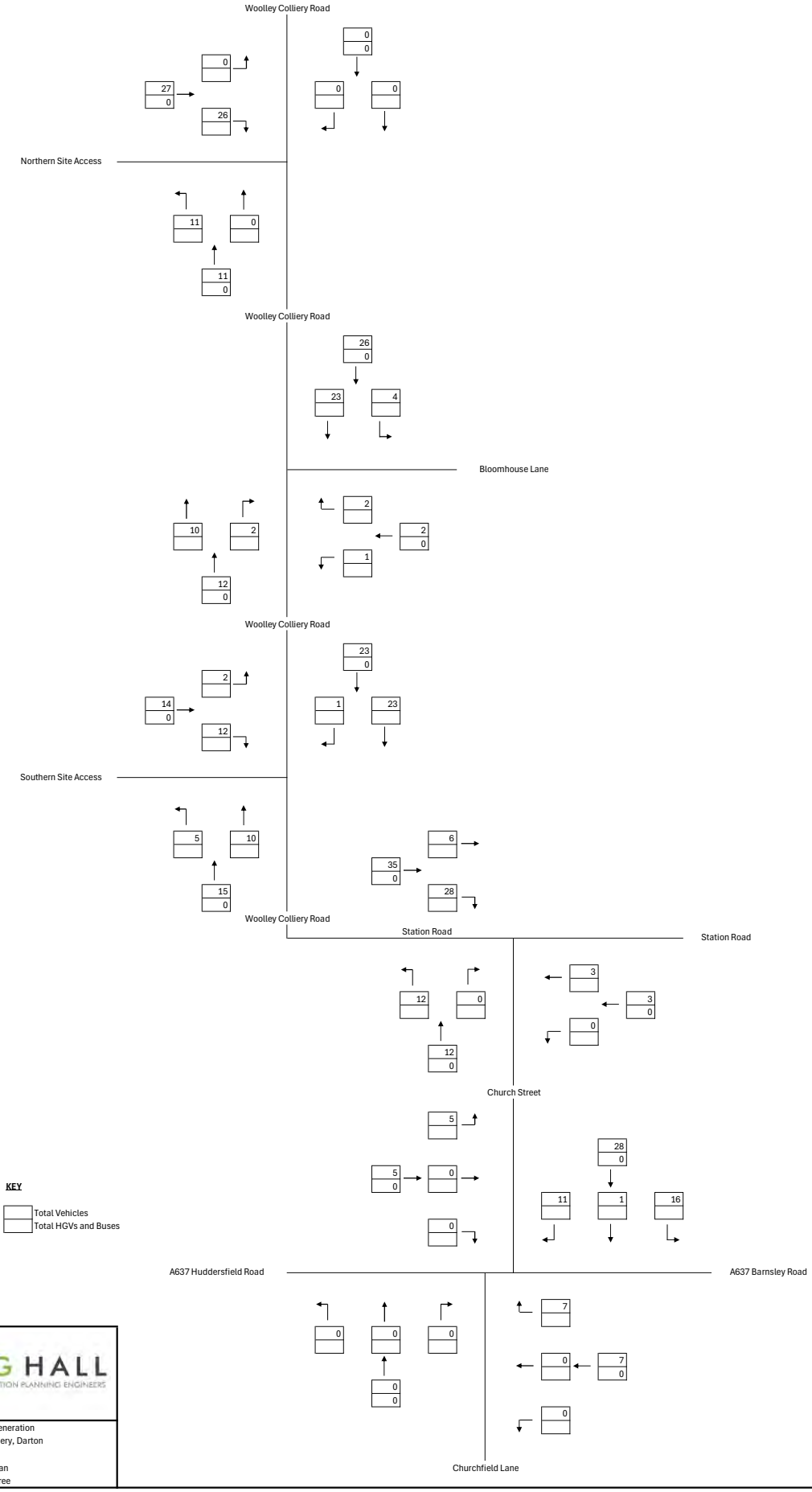
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Daniel McLean
Checked by:	Martin Crabtree

APPENDIX BGH 14

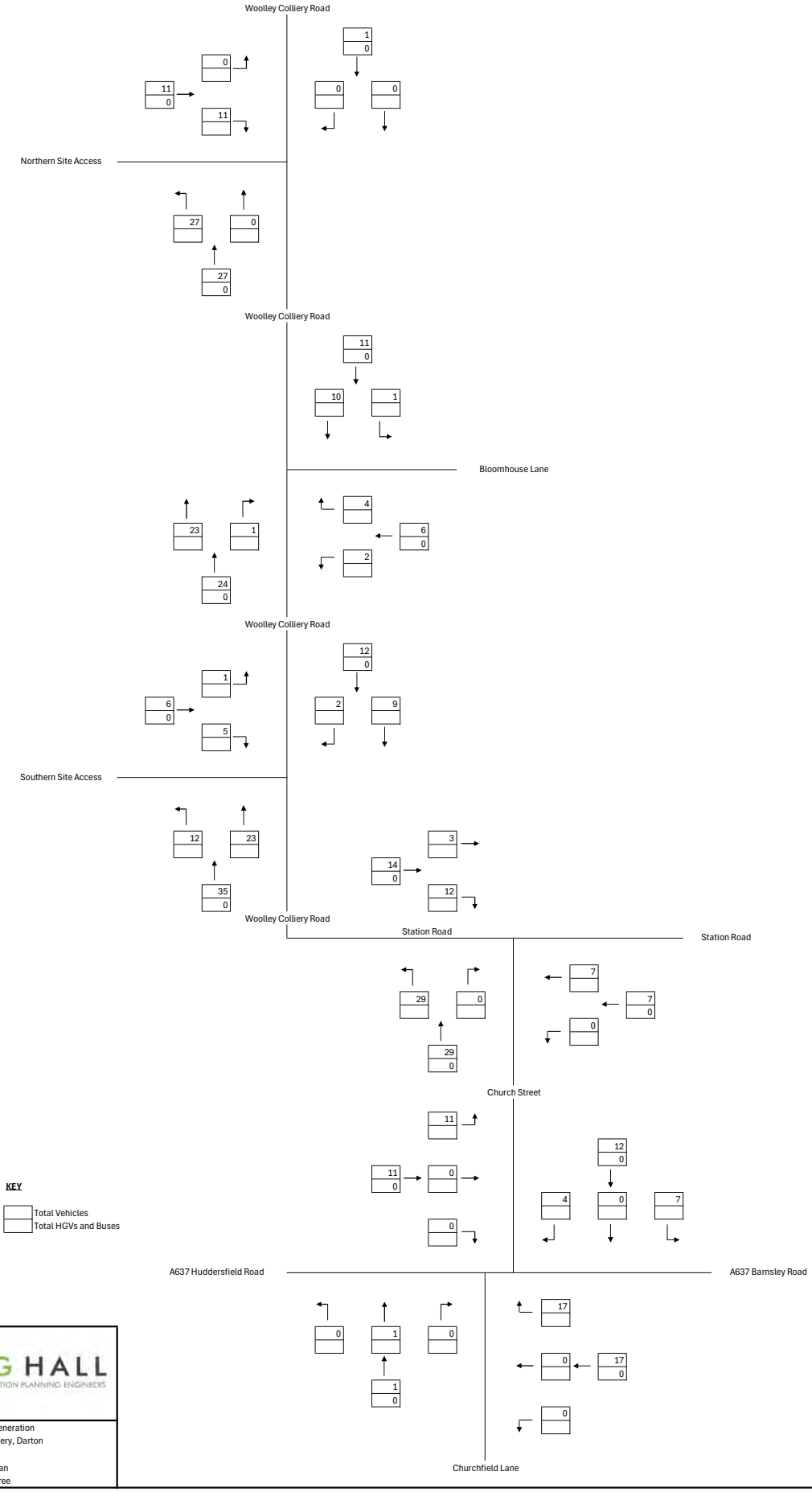
TOTAL DEVELOPMENT GENERATED VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
AM PEAK



BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Daniel McLean
Checked by:	Martin Crabtree

TOTAL DEVELOPMENT GENERATED VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
PM PEAK

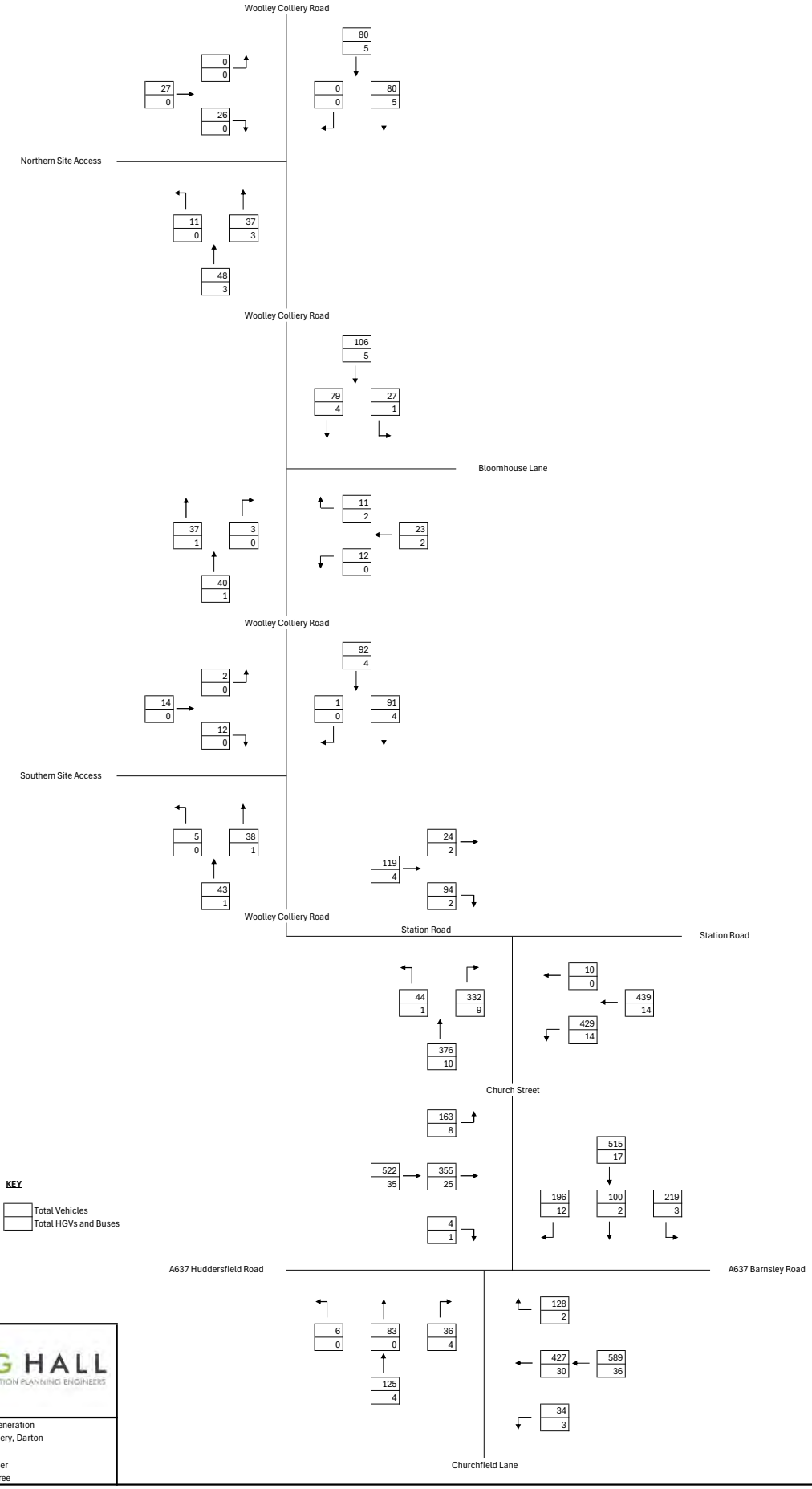


BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Daniel McLean
Checked by:	Martin Crabtree

APPENDIX BGH 15

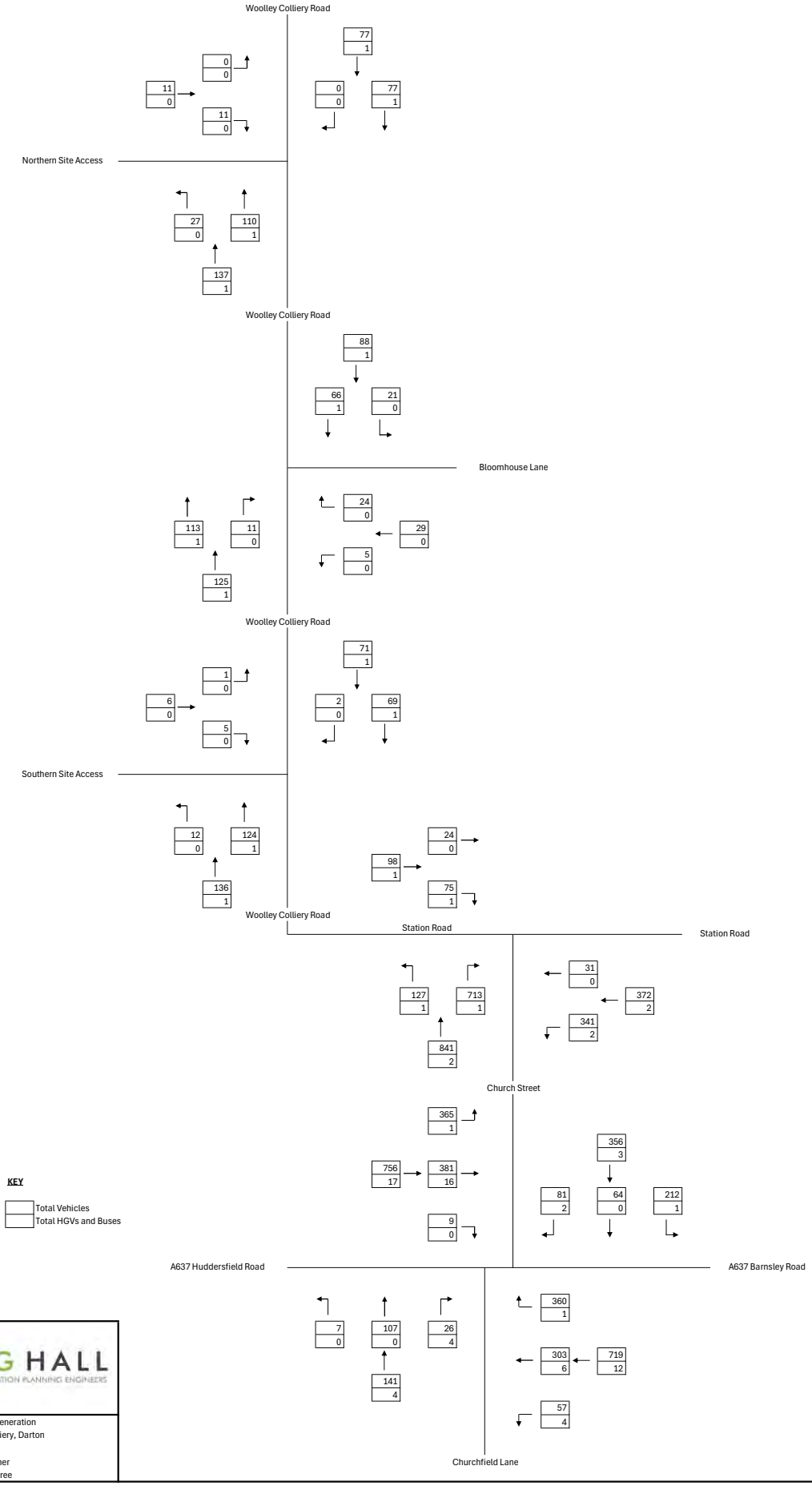
2029 PREDICTED VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
AM PEAK



BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Phoebe Pitcher
Checked by:	Martin Crabtree

2029 PREDICTED VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
PM PEAK



BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Gleeson Regeneration
Project:	Woolley Colliery, Darton
Job Number:	24-256
Prepared by:	Phoebe Pitcher
Checked by:	Martin Crabtree

APPENDIX BGH 16

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

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

Filename: Station Road Church Street Model.j10
Path: Y:\2024\24-251 to 24-275\24-256 Woolley Colliery, Darton\Technical\Junction Models\Station Rd Church St
Report generation date: 16/08/2024 15:45:37

Summary of junction performance

	AM Peak Hour						PM Peak Hour					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Layout - 2024 Existing											
Stream B-AC	D1	0.3	10.16	0.20	B	109 %	D2	0.3	12.77	0.24	B	55 %
Stream C-AB		0.0	4.79	0.02	A	[Stream B-AC]		0.1	5.64	0.07	A	[Stream B-AC]
	Existing Layout - 2029 Base Core											
Stream B-AC	D3	0.3	10.62	0.22	B	95 %	D4	0.4	13.87	0.26	B	45 %
Stream C-AB		0.0	4.69	0.02	A	[Stream B-AC]		0.1	5.60	0.08	A	[Stream B-AC]
	Existing Layout - 2029 Base Bhav											
Stream B-AC	D5	0.3	10.39	0.20	B	103 %	D6	0.3	13.25	0.25	B	51 %
Stream C-AB		0.0	4.73	0.02	A	[Stream B-AC]		0.1	5.61	0.07	A	[Stream B-AC]
	Existing Layout - 2029 Predicted Core											
Stream B-AC	D7	0.4	11.91	0.30	B	69 %	D8	0.5	15.08	0.31	C	37 %
Stream C-AB		0.0	4.72	0.03	A	[Stream B-AC]		0.2	5.72	0.10	A	[Stream B-AC]
	Existing Layout - 2029 Predicted Bhav											
Stream B-AC	D9	0.4	11.43	0.28	B	78 %	D10	0.4	14.14	0.29	B	43 %
Stream C-AB		0.0	4.76	0.03	A	[Stream B-AC]		0.2	5.71	0.09	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Station Road / Church Street Model
Location	Woolley Colliery, Darton
Site number	
Date	30/07/2024
Version	
Status	(new file)
Identifier	
Client	Gleeson Regeneration
Jobnumber	24-256
Enumerator	BRYANGHALL\design
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	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)
D1	2024 Existing	AM Peak Hour	ONE HOUR	07:15	08:45	15
D2	2024 Existing	PM Peak Hour	ONE HOUR	16:30	18:00	15
D3	2029 Base Core	AM Peak Hour	ONE HOUR	07:15	08:45	15
D4	2029 Base Core	PM Peak Hour	ONE HOUR	16:30	18:00	15
D5	2029 Base Bhav	AM Peak Hour	ONE HOUR	07:15	08:45	15
D6	2029 Base Bhav	PM Peak Hour	ONE HOUR	16:30	18:00	15
D7	2029 Predicted Core	AM Peak Hour	ONE HOUR	07:15	08:45	15
D8	2029 Predicted Core	PM Peak Hour	ONE HOUR	16:30	18:00	15
D9	2029 Predicted Bhav	AM Peak Hour	ONE HOUR	07:15	08:45	15
D10	2029 Predicted Bhav	PM Peak Hour	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Layout	100.000

Existing Layout - 2024 Existing, AM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.11	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	109	Stream B-AC	1.11	A

Arms

Arms

Arm	Name	Description	Arm type
A	Church St (B6131)		Major
B	Station Road		Minor
C	Station Road (B6131)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road (B6131)	8.25			77.0	✓	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 - Station Road	One lane	4.32	87	18

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	582	0.092	0.232	0.146	0.331
B-C	719	0.104	0.262	-	-
C-B	619	0.216	0.216	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Existing	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	349	100.000
B - Station Road		✓	86	100.000
C - Station Road (B6131)		✓	409	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	31	318
	B - Station Road	65	0	21
	C - Station Road (B6131)	402	7	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	3	3
	B - Station Road	3	0	11
	C - Station Road (B6131)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	10.16	0.3	B
C-AB	0.02	4.79	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	512	0.126	64	0.2	8.410	A
C-AB	9	770	0.011	9	0.0	4.783	A
C-A	299			299			
A-B	23			23			
A-C	239			239			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	493	0.157	77	0.2	9.072	A
C-AB	11	802	0.014	11	0.0	4.613	A
C-A	356			356			
A-B	28			28			
A-C	286			286			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	466	0.203	94	0.3	10.153	B
C-AB	16	846	0.019	16	0.0	4.398	A
C-A	434			434			
A-B	34			34			
A-C	350			350			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	466	0.203	95	0.3	10.160	B
C-AB	16	846	0.019	16	0.0	4.403	A
C-A	434			434			
A-B	34			34			
A-C	350			350			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	493	0.157	78	0.2	9.093	A
C-AB	11	802	0.014	12	0.0	4.624	A
C-A	356			356			
A-B	28			28			
A-C	286			286			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	512	0.126	65	0.2	8.438	A
C-AB	9	770	0.011	9	0.0	4.790	A
C-A	299			299			
A-B	23			23			
A-C	239			239			

Existing Layout - 2024 Existing, PM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	55	Stream B-AC	1.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Existing	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	757	100.000
B - Station Road		✓	81	100.000
C - Station Road (B6131)		✓	340	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	95	662
	B - Station Road	61	0	20
	C - Station Road (B6131)	317	23	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	1	0
	B - Station Road	2	0	0
	C - Station Road (B6131)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	12.77	0.3	B
C-AB	0.07	5.64	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	451	0.135	60	0.2	9.347	A
C-AB	27	668	0.040	27	0.1	5.629	A
C-A	229			229			
A-B	72			72			
A-C	498			498			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	419	0.174	73	0.2	10.538	B
C-AB	36	682	0.052	36	0.1	5.592	A
C-A	270			270			
A-B	85			85			
A-C	595			595			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	375	0.238	89	0.3	12.731	B
C-AB	51	702	0.072	50	0.1	5.546	A
C-A	324			324			
A-B	105			105			
A-C	729			729			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	375	0.238	89	0.3	12.768	B
C-AB	51	703	0.072	51	0.1	5.553	A
C-A	324			324			
A-B	105			105			
A-C	729			729			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	419	0.174	73	0.2	10.576	B
C-AB	36	682	0.052	36	0.1	5.601	A
C-A	270			270			
A-B	85			85			
A-C	595			595			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	451	0.135	61	0.2	9.391	A
C-AB	27	668	0.040	27	0.1	5.637	A
C-A	229			229			
A-B	72			72			
A-C	498			498			

Existing Layout - 2029 Base Core, AM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.12	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	95	Stream B-AC	1.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029 Base Core	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	374	100.000
B - Station Road		✓	90	100.000
C - Station Road (B6131)		✓	450	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	32	342
	B - Station Road	68	0	22
	C - Station Road (B6131)	443	7	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	3	3
	B - Station Road	3	0	10
	C - Station Road (B6131)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	10.62	0.3	B
C-AB	0.02	4.69	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	504	0.134	67	0.2	8.608	A
C-AB	9	788	0.012	9	0.0	4.680	A
C-A	330			330			
A-B	24			24			
A-C	257			257			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	483	0.167	81	0.2	9.357	A
C-AB	12	823	0.015	12	0.0	4.497	A
C-A	392			392			
A-B	29			29			
A-C	307			307			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	454	0.218	99	0.3	10.597	B
C-AB	17	874	0.020	17	0.0	4.269	A
C-A	478			478			
A-B	35			35			
A-C	377			377			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	454	0.218	99	0.3	10.616	B
C-AB	17	874	0.020	17	0.0	4.273	A
C-A	478			478			
A-B	35			35			
A-C	377			377			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	483	0.167	81	0.2	9.381	A
C-AB	12	823	0.015	12	0.0	4.509	A
C-A	392			392			
A-B	29			29			
A-C	307			307			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	504	0.134	68	0.2	8.640	A
C-AB	9	788	0.012	9	0.0	4.685	A
C-A	330			330			
A-B	24			24			
A-C	257			257			

Existing Layout - 2029 Base Core, PM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.13	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	45	Stream B-AC	1.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029 Base Core	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	814	100.000
B - Station Road		✓	85	100.000
C - Station Road (B6131)		✓	367	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	100	714
	B - Station Road	64	0	21
	C - Station Road (B6131)	343	24	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	1	0
	B - Station Road	2	0	0
	C - Station Road (B6131)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	13.87	0.4	B
C-AB	0.08	5.60	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	438	0.146	63	0.2	9.730	A
C-AB	29	675	0.043	29	0.1	5.597	A
C-A	247			247			
A-B	75			75			
A-C	538			538			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	404	0.189	76	0.2	11.132	B
C-AB	39	690	0.057	39	0.1	5.556	A
C-A	291			291			
A-B	90			90			
A-C	642			642			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	357	0.262	93	0.4	13.825	B
C-AB	56	713	0.079	56	0.1	5.507	A
C-A	348			348			
A-B	110			110			
A-C	786			786			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	357	0.262	94	0.4	13.873	B
C-AB	56	714	0.079	56	0.1	5.511	A
C-A	348			348			
A-B	110			110			
A-C	786			786			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	404	0.189	77	0.2	11.183	B
C-AB	39	690	0.057	39	0.1	5.566	A
C-A	291			291			
A-B	90			90			
A-C	642			642			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	438	0.146	64	0.2	9.780	A
C-AB	29	675	0.044	30	0.1	5.605	A
C-A	247			247			
A-B	75			75			
A-C	538			538			

Existing Layout - 2029 Base Bhav, AM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	103	Stream B-AC	1.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 Base Bhav	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	359	100.000
B - Station Road		✓	85	100.000
C - Station Road (B6131)		✓	433	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	31	328
	B - Station Road	66	0	19
	C - Station Road (B6131)	426	7	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	3	3
	B - Station Road	3	0	12
	C - Station Road (B6131)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	10.39	0.3	B
C-AB	0.02	4.73	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	505	0.127	63	0.2	8.535	A
C-AB	9	781	0.011	9	0.0	4.718	A
C-A	317			317			
A-B	23			23			
A-C	247			247			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	485	0.158	76	0.2	9.234	A
C-AB	12	815	0.015	12	0.0	4.541	A
C-A	377			377			
A-B	28			28			
A-C	295			295			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	457	0.205	93	0.3	10.377	B
C-AB	17	863	0.020	17	0.0	4.317	A
C-A	460			460			
A-B	34			34			
A-C	361			361			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	457	0.205	94	0.3	10.394	B
C-AB	17	863	0.020	17	0.0	4.322	A
C-A	460			460			
A-B	34			34			
A-C	361			361			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	485	0.158	77	0.2	9.254	A
C-AB	12	815	0.015	12	0.0	4.550	A
C-A	377			377			
A-B	28			28			
A-C	295			295			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	505	0.127	64	0.2	8.566	A
C-AB	9	781	0.011	9	0.0	4.725	A
C-A	317			317			
A-B	23			23			
A-C	247			247			

Existing Layout - 2029 Base Bhav, PM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.09	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	51	Stream B-AC	1.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029 Base Bhav	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	784	100.000
B - Station Road		✓	82	100.000
C - Station Road (B6131)		✓	353	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	96	688
	B - Station Road	62	0	20
	C - Station Road (B6131)	330	23	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	1	0
	B - Station Road	2	0	0
	C - Station Road (B6131)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	13.25	0.3	B
C-AB	0.07	5.61	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	444	0.139	61	0.2	9.521	A
C-AB	27	672	0.041	27	0.1	5.606	A
C-A	238			238			
A-B	72			72			
A-C	518			518			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	411	0.179	73	0.2	10.802	B
C-AB	37	686	0.053	36	0.1	5.566	A
C-A	281			281			
A-B	86			86			
A-C	618			618			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	366	0.247	90	0.3	13.208	B
C-AB	52	708	0.074	52	0.1	5.513	A
C-A	336			336			
A-B	106			106			
A-C	758			758			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	366	0.247	90	0.3	13.251	B
C-AB	52	708	0.074	52	0.1	5.518	A
C-A	336			336			
A-B	106			106			
A-C	758			758			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	411	0.179	74	0.2	10.846	B
C-AB	37	686	0.053	37	0.1	5.575	A
C-A	281			281			
A-B	86			86			
A-C	618			618			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	444	0.139	62	0.2	9.569	A
C-AB	28	672	0.041	28	0.1	5.613	A
C-A	238			238			
A-B	72			72			
A-C	518			518			

Existing Layout - 2029 Predicted Core, AM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.63	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	69	Stream B-AC	1.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029 Predicted Core	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	387	100.000
B - Station Road		✓	124	100.000
C - Station Road (B6131)		✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	45	342
	B - Station Road	96	0	28
	C - Station Road (B6131)	443	10	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	2	3
	B - Station Road	2	0	8
	C - Station Road (B6131)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	11.91	0.4	B
C-AB	0.03	4.72	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	500	0.187	92	0.2	9.109	A
C-AB	13	786	0.017	13	0.0	4.714	A
C-A	328			328			
A-B	34			34			
A-C	257			257			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	478	0.233	111	0.3	10.120	B
C-AB	17	821	0.021	17	0.0	4.538	A
C-A	390			390			
A-B	40			40			
A-C	307			307			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	449	0.304	136	0.4	11.878	B
C-AB	25	872	0.029	25	0.0	4.319	A
C-A	474			474			
A-B	50			50			
A-C	377			377			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	449	0.304	137	0.4	11.914	B
C-AB	25	872	0.029	25	0.0	4.325	A
C-A	474			474			
A-B	50			50			
A-C	377			377			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	478	0.233	112	0.3	10.165	B
C-AB	18	821	0.021	18	0.0	4.548	A
C-A	390			390			
A-B	40			40			
A-C	307			307			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	500	0.187	94	0.2	9.166	A
C-AB	13	786	0.017	13	0.0	4.720	A
C-A	328			328			
A-B	34			34			
A-C	257			257			

Existing Layout - 2029 Predicted Core, PM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.40	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	37	Stream B-AC	1.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029 Predicted Core	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	842	100.000
B - Station Road		✓	100	100.000
C - Station Road (B6131)		✓	374	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	128	714
	B - Station Road	76	0	24
	C - Station Road (B6131)	343	31	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	1	0
	B - Station Road	1	0	0
	C - Station Road (B6131)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	15.08	0.5	C
C-AB	0.10	5.72	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	434	0.174	74	0.2	10.074	B
C-AB	38	671	0.057	38	0.1	5.708	A
C-A	244			244			
A-B	96			96			
A-C	538			538			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	399	0.225	90	0.3	11.713	B
C-AB	51	685	0.074	51	0.1	5.696	A
C-A	285			285			
A-B	115			115			
A-C	642			642			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	351	0.314	109	0.5	14.998	B
C-AB	73	708	0.104	73	0.2	5.702	A
C-A	338			338			
A-B	141			141			
A-C	786			786			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	351	0.314	110	0.5	15.078	C
C-AB	74	708	0.104	74	0.2	5.710	A
C-A	338			338			
A-B	141			141			
A-C	786			786			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	399	0.225	91	0.3	11.790	B
C-AB	51	686	0.074	51	0.1	5.710	A
C-A	285			285			
A-B	115			115			
A-C	642			642			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	434	0.174	76	0.2	10.142	B
C-AB	38	671	0.057	38	0.1	5.718	A
C-A	243			243			
A-B	96			96			
A-C	538			538			

Existing Layout - 2029 Predicted Bhav, AM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.54	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	78	Stream B-AC	1.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2029 Predicted Bhav	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	370	100.000
B - Station Road		✓	116	100.000
C - Station Road (B6131)		✓	436	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	42	328
	B - Station Road	91	0	25
	C - Station Road (B6131)	426	10	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	2	3
	B - Station Road	2	0	9
	C - Station Road (B6131)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	11.43	0.4	B
C-AB	0.03	4.76	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	503	0.174	86	0.2	8.930	A
C-AB	13	780	0.016	13	0.0	4.751	A
C-A	315			315			
A-B	32			32			
A-C	247			247			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	482	0.216	104	0.3	9.843	A
C-AB	17	813	0.021	17	0.0	4.579	A
C-A	375			375			
A-B	38			38			
A-C	295			295			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	453	0.282	127	0.4	11.397	B
C-AB	24	861	0.028	24	0.0	4.365	A
C-A	456			456			
A-B	46			46			
A-C	361			361			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	453	0.282	128	0.4	11.431	B
C-AB	24	861	0.028	24	0.0	4.370	A
C-A	456			456			
A-B	46			46			
A-C	361			361			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	482	0.216	105	0.3	9.880	A
C-AB	17	813	0.021	17	0.0	4.590	A
C-A	375			375			
A-B	38			38			
A-C	295			295			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	503	0.174	88	0.2	8.978	A
C-AB	13	780	0.016	13	0.0	4.757	A
C-A	315			315			
A-B	32			32			
A-C	247			247			

Existing Layout - 2029 Predicted Bhav, PM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.31	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	43	Stream B-AC	1.31	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2029 Predicted Bhav	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	810	100.000
B - Station Road		✓	95	100.000
C - Station Road (B6131)		✓	359	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	122	688
	B - Station Road	72	0	23
	C - Station Road (B6131)	330	29	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	1	0
	B - Station Road	1	0	0
	C - Station Road (B6131)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	14.14	0.4	B
C-AB	0.09	5.71	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	441	0.162	71	0.2	9.781	A
C-AB	35	668	0.052	34	0.1	5.703	A
C-A	236			236			
A-B	92			92			
A-C	518			518			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	407	0.210	85	0.3	11.243	B
C-AB	46	682	0.068	46	0.1	5.689	A
C-A	276			276			
A-B	110			110			
A-C	618			618			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	361	0.290	104	0.4	14.080	B
C-AB	66	703	0.094	66	0.2	5.681	A
C-A	329			329			
A-B	134			134			
A-C	758			758			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	361	0.290	105	0.4	14.141	B
C-AB	66	703	0.094	66	0.2	5.688	A
C-A	329			329			
A-B	134			134			
A-C	758			758			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	407	0.210	86	0.3	11.306	B
C-AB	46	682	0.068	47	0.1	5.698	A
C-A	276			276			
A-B	110			110			
A-C	618			618			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	441	0.162	72	0.2	9.840	A
C-AB	35	668	0.052	35	0.1	5.712	A
C-A	235			235			
A-B	92			92			
A-C	518			518			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Southern SIte Access - Woolley Colliery Road Junction.j10
Path: Y:\2024\24-251 to 24-275\24-256 Woolley Colliery, Darton\Technical\Junction Models\Site Accesses\Southern Parcel
Report generation date: 16/08/2024 15:45:01

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Proposed Layout - 2029 Predicted Core											
Stream B-AC	D1	0.0	7.52	0.03	A	900 %	D2	0.0	7.65	0.01	A	710 %
Stream C-AB		0.0	5.67	0.00	A	[]		0.0	5.94	0.00	A	[Stream B-AC]
	Proposed Layout - 2029 Predicted Bhav											
Stream B-AC	D3	0.0	7.46	0.03	A	900 %	D4	0.0	7.61	0.01	A	745 %
Stream C-AB		0.0	5.69	0.00	A	[]		0.0	5.93	0.00	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	01/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BRYANGHALL\design
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	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)
D1	2029 Predicted Core	AM	ONE HOUR	07:15	08:45	15
D2	2029 Predicted Core	PM	ONE HOUR	16:30	18:00	15
D3	2029 Predicted Bhav	AM	ONE HOUR	07:15	08:45	15
D4	2029 Predicted Bhav	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Proposed Layout	100.000

Proposed Layout - 2029 Predicted Core, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access / Woolley Colliery Road	T-Junction	Two-way	Two-way	Two-way		0.73	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.73	A

Arms

Arms

Arm	Name	Description	Arm type
A	Woolley Colliery Road (S)		Major
B	Southern Site Access		Minor
C	Woolley Colliery Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Woolley Colliery Road (N)	6.00			43.0	✓	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 - Southern Site Access	One lane	3.20	17	19

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	502	0.091	0.231	0.145	0.330
B-C	649	0.099	0.251	-	-
C-B	599	0.232	0.232	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 Predicted Core	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Road (S)		✓	44	100.000
B - Southern Site Access		✓	14	100.000
C - Woolley Colliery Road (N)		✓	96	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Road (S)	B - Southern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	5	39
	B - Southern Site Access	12	0	2
	C - Woolley Colliery Road (N)	95	1	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Road (S)	B - Southern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	0	5
	B - Southern Site Access	0	0	0
	C - Woolley Colliery Road (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.52	0.0	A
C-AB	0.00	5.67	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	502	0.021	10	0.0	7.325	A
C-AB	0.85	639	0.001	0.84	0.0	5.669	A
C-A	71			71			
A-B	4			4			
A-C	29			29			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	499	0.025	13	0.0	7.406	A
C-AB	1	647	0.002	1	0.0	5.604	A
C-A	85			85			
A-B	4			4			
A-C	35			35			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	494	0.031	15	0.0	7.521	A
C-AB	1	658	0.002	1	0.0	5.519	A
C-A	104			104			
A-B	6			6			
A-C	43			43			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	494	0.031	15	0.0	7.521	A
C-AB	1	658	0.002	1	0.0	5.524	A
C-A	104			104			
A-B	6			6			
A-C	43			43			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	499	0.025	13	0.0	7.407	A
C-AB	1	647	0.002	1	0.0	5.613	A
C-A	85			85			
A-B	4			4			
A-C	35			35			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	502	0.021	11	0.0	7.329	A
C-AB	0.85	639	0.001	0.85	0.0	5.672	A
C-A	71			71			
A-B	4			4			
A-C	29			29			

Proposed Layout - 2029 Predicted Core, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access / Woolley Colliery Road	T-Junction	Two-way	Two-way	Two-way		0.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	710	Stream B-AC	0.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029 Predicted Core	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Road (S)		✓	137	100.000
B - Southern Site Access		✓	6	100.000
C - Woolley Colliery Road (N)		✓	72	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Road (S)	B - Southern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	12	125
	B - Southern Site Access	5	0	1
	C - Woolley Colliery Road (N)	70	2	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Road (S)	B - Southern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	0	5
	B - Southern Site Access	0	0	0
	C - Woolley Colliery Road (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	7.65	0.0	A
C-AB	0.00	5.94	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	491	0.009	4	0.0	7.392	A
C-AB	2	611	0.003	2	0.0	5.933	A
C-A	53			53			
A-B	9			9			
A-C	94			94			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	486	0.011	5	0.0	7.496	A
C-AB	2	613	0.003	2	0.0	5.915	A
C-A	63			63			
A-B	11			11			
A-C	112			112			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	477	0.014	7	0.0	7.645	A
C-AB	3	617	0.004	3	0.0	5.892	A
C-A	77			77			
A-B	13			13			
A-C	138			138			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	477	0.014	7	0.0	7.645	A
C-AB	3	617	0.004	3	0.0	5.897	A
C-A	77			77			
A-B	13			13			
A-C	138			138			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	486	0.011	5	0.0	7.496	A
C-AB	2	613	0.003	2	0.0	5.923	A
C-A	63			63			
A-B	11			11			
A-C	112			112			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	491	0.009	5	0.0	7.395	A
C-AB	2	611	0.003	2	0.0	5.936	A
C-A	53			53			
A-B	9			9			
A-C	94			94			

Proposed Layout - 2029 Predicted Bhav, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access / Woolley Colliery Road	T-Junction	Two-way	Two-way	Two-way		0.71	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029 Predicted Bhav	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Road (S)		✓	42	100.000
B - Southern Site Access		✓	13	100.000
C - Woolley Colliery Road (N)		✓	91	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Road (S)	B - Southern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	5	37
	B - Southern Site Access	11	0	2
	C - Woolley Colliery Road (N)	90	1	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Road (S)	B - Southern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	0	3
	B - Southern Site Access	0	0	0
	C - Woolley Colliery Road (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.46	0.0	A
C-AB	0.00	5.69	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	504	0.019	10	0.0	7.281	A
C-AB	0.84	637	0.001	0.84	0.0	5.687	A
C-A	68			68			
A-B	4			4			
A-C	28			28			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	501	0.023	12	0.0	7.356	A
C-AB	1	644	0.002	1	0.0	5.625	A
C-A	81			81			
A-B	4			4			
A-C	33			33			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	497	0.029	14	0.0	7.462	A
C-AB	1	655	0.002	1	0.0	5.544	A
C-A	99			99			
A-B	6			6			
A-C	41			41			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	497	0.029	14	0.0	7.462	A
C-AB	1	655	0.002	1	0.0	5.550	A
C-A	99			99			
A-B	6			6			
A-C	41			41			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	501	0.023	12	0.0	7.356	A
C-AB	1	644	0.002	1	0.0	5.631	A
C-A	81			81			
A-B	4			4			
A-C	33			33			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	504	0.019	10	0.0	7.284	A
C-AB	0.84	637	0.001	0.84	0.0	5.692	A
C-A	68			68			
A-B	4			4			
A-C	28			28			

Proposed Layout - 2029 Predicted Bhav, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access / Woolley Colliery Road	T-Junction	Two-way	Two-way	Two-way		0.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	745	Stream B-AC	0.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029 Predicted Bhav	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Road (S)		✓	130	100.000
B - Southern Site Access		✓	6	100.000
C - Woolley Colliery Road (N)		✓	69	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Road (S)	B - Southern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	11	119
	B - Southern Site Access	5	0	1
	C - Woolley Colliery Road (N)	67	2	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Road (S)	B - Southern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	0	1
	B - Southern Site Access	0	0	0
	C - Woolley Colliery Road (N)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	7.61	0.0	A
C-AB	0.00	5.93	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	493	0.009	4	0.0	7.370	A
C-AB	2	610	0.003	2	0.0	5.922	A
C-A	50			50			
A-B	8			8			
A-C	90			90			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	487	0.011	5	0.0	7.469	A
C-AB	2	613	0.003	2	0.0	5.903	A
C-A	60			60			
A-B	10			10			
A-C	107			107			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	479	0.014	7	0.0	7.611	A
C-AB	3	616	0.004	2	0.0	5.877	A
C-A	73			73			
A-B	12			12			
A-C	131			131			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	479	0.014	7	0.0	7.611	A
C-AB	3	616	0.004	3	0.0	5.878	A
C-A	73			73			
A-B	12			12			
A-C	131			131			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	487	0.011	5	0.0	7.470	A
C-AB	2	613	0.003	2	0.0	5.905	A
C-A	60			60			
A-B	10			10			
A-C	107			107			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	493	0.009	5	0.0	7.373	A
C-AB	2	610	0.003	2	0.0	5.925	A
C-A	50			50			
A-B	8			8			
A-C	90			90			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

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

Filename: Northern SIte Access - Woolley Colliery Road Junction.j10
Path: Y:\2024\24-251 to 24-275\24-256 Woolley Colliery, Darton\Technical\Junction Models\Site Accesses\Northern Parcel
Report generation date: 16/08/2024 15:44:27

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Proposed Layout - 2029 Predicted Core											
Stream B-AC	D1	0.1	7.96	0.06	A	658 % [Stream B-AC]	D2	0.0	7.99	0.03	A	630 % [Stream B-AC]
Stream C-AB		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
	Proposed Layout - 2029 Predicted Bhav											
Stream B-AC	D3	0.1	7.88	0.05	A	721 % [Stream B-AC]	D4	0.0	7.94	0.02	A	667 % [Stream B-AC]
Stream C-AB		0.0	0.00	0.00	A			0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	01/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BRYANGHALL\design
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	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)
D1	2029 Predicted Core	AM	ONE HOUR	07:15	08:45	15
D2	2029 Predicted Core	PM	ONE HOUR	16:30	18:00	15
D3	2029 Predicted Bhav	AM	ONE HOUR	07:15	08:45	15
D4	2029 Predicted Bhav	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Proposed Layout	100.000

Proposed Layout - 2029 Predicted Core, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Woolley Colliery Road	T-Junction	Two-way	Two-way	Two-way		1.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	658	Stream B-AC	1.28	A

Arms

Arms

Arm	Name	Description	Arm type
A	Woolley Colliery Road (S)		Major
B	Northern Site Access		Minor
C	Woolley Colliery Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Woolley Colliery Road (N)	6.00			120.0	✓	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 - Northern Site Access	One lane	3.30	18	17

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	506	0.092	0.233	0.147	0.333
B-C	653	0.100	0.253	-	-
C-B	643	0.249	0.249	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 Predicted Core	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Road (S)		✓	51	100.000
B - Northern Site Access		✓	26	100.000
C - Woolley Colliery Road (N)		✓	85	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Road (S)	B - Northern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	11	40
	B - Northern Site Access	26	0	0
	C - Woolley Colliery Road (N)	85	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Road (S)	B - Northern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	0	5
	B - Northern Site Access	0	0	0
	C - Woolley Colliery Road (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.96	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	489	0.040	19	0.0	7.664	A
C-AB	0	634	0.000	0	0.0	0.000	A
C-A	64			64			
A-B	8			8			
A-C	30			30			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	486	0.048	23	0.1	7.786	A
C-AB	0	632	0.000	0	0.0	0.000	A
C-A	76			76			
A-B	10			10			
A-C	36			36			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	481	0.060	29	0.1	7.954	A
C-AB	0	629	0.000	0	0.0	0.000	A
C-A	94			94			
A-B	12			12			
A-C	44			44			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	481	0.060	29	0.1	7.956	A
C-AB	0	629	0.000	0	0.0	0.000	A
C-A	94			94			
A-B	12			12			
A-C	44			44			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	486	0.048	23	0.1	7.789	A
C-AB	0	632	0.000	0	0.0	0.000	A
C-A	76			76			
A-B	10			10			
A-C	36			36			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	489	0.040	20	0.0	7.671	A
C-AB	0	634	0.000	0	0.0	0.000	A
C-A	64			64			
A-B	8			8			
A-C	30			30			

Proposed Layout - 2029 Predicted Core, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Woolley Colliery Road	T-Junction	Two-way	Two-way	Two-way		0.39	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	630	Stream B-AC	0.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029 Predicted Core	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Road (S)		✓	137	100.000
B - Northern Site Access		✓	11	100.000
C - Woolley Colliery Road (N)		✓	78	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Road (S)	B - Northern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	27	110
	B - Northern Site Access	11	0	0
	C - Woolley Colliery Road (N)	78	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Road (S)	B - Northern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	0	5
	B - Northern Site Access	0	0	0
	C - Woolley Colliery Road (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.99	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	476	0.017	8	0.0	7.688	A
C-AB	0	618	0.000	0	0.0	0.000	A
C-A	59			59			
A-B	20			20			
A-C	83			83			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	471	0.021	10	0.0	7.813	A
C-AB	0	613	0.000	0	0.0	0.000	A
C-A	70			70			
A-B	24			24			
A-C	99			99			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	463	0.026	12	0.0	7.990	A
C-AB	0	606	0.000	0	0.0	0.000	A
C-A	86			86			
A-B	30			30			
A-C	121			121			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	463	0.026	12	0.0	7.990	A
C-AB	0	606	0.000	0	0.0	0.000	A
C-A	86			86			
A-B	30			30			
A-C	121			121			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	471	0.021	10	0.0	7.815	A
C-AB	0	613	0.000	0	0.0	0.000	A
C-A	70			70			
A-B	24			24			
A-C	99			99			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	476	0.017	8	0.0	7.692	A
C-AB	0	618	0.000	0	0.0	0.000	A
C-A	59			59			
A-B	20			20			
A-C	83			83			

Proposed Layout - 2029 Predicted Bhav, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Woolley Colliery Road	T-Junction	Two-way	Two-way	Two-way		1.18	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	721	Stream B-AC	1.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029 Predicted Bhav	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Road (S)		✓	49	100.000
B - Northern Site Access		✓	23	100.000
C - Woolley Colliery Road (N)		✓	82	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Road (S)	B - Northern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	10	39
	B - Northern Site Access	23	0	0
	C - Woolley Colliery Road (N)	82	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Road (S)	B - Northern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	0	8
	B - Northern Site Access	0	0	0
	C - Woolley Colliery Road (N)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	7.88	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	490	0.035	17	0.0	7.618	A
C-AB	0	634	0.000	0	0.0	0.000	A
C-A	62			62			
A-B	8			8			
A-C	29			29			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	486	0.043	21	0.0	7.730	A
C-AB	0	632	0.000	0	0.0	0.000	A
C-A	74			74			
A-B	9			9			
A-C	35			35			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	482	0.053	25	0.1	7.882	A
C-AB	0	630	0.000	0	0.0	0.000	A
C-A	90			90			
A-B	11			11			
A-C	43			43			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	482	0.053	25	0.1	7.884	A
C-AB	0	630	0.000	0	0.0	0.000	A
C-A	90			90			
A-B	11			11			
A-C	43			43			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	486	0.043	21	0.0	7.731	A
C-AB	0	632	0.000	0	0.0	0.000	A
C-A	74			74			
A-B	9			9			
A-C	35			35			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	490	0.035	17	0.0	7.625	A
C-AB	0	634	0.000	0	0.0	0.000	A
C-A	62			62			
A-B	8			8			
A-C	29			29			

Proposed Layout - 2029 Predicted Bhav, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access / Woolley Colliery Road	T-Junction	Two-way	Two-way	Two-way		0.37	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	667	Stream B-AC	0.37	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029 Predicted Bhav	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Road (S)		✓	131	100.000
B - Northern Site Access		✓	10	100.000
C - Woolley Colliery Road (N)		✓	75	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Road (S)	B - Northern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	24	107
	B - Northern Site Access	10	0	0
	C - Woolley Colliery Road (N)	75	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Road (S)	B - Northern Site Access	C - Woolley Colliery Road (N)
From	A - Woolley Colliery Road (S)	0	0	1
	B - Northern Site Access	0	0	0
	C - Woolley Colliery Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.94	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	477	0.016	7	0.0	7.659	A
C-AB	0	619	0.000	0	0.0	0.000	A
C-A	56			56			
A-B	18			18			
A-C	81			81			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	472	0.019	9	0.0	7.776	A
C-AB	0	614	0.000	0	0.0	0.000	A
C-A	67			67			
A-B	22			22			
A-C	96			96			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	464	0.024	11	0.0	7.943	A
C-AB	0	607	0.000	0	0.0	0.000	A
C-A	83			83			
A-B	26			26			
A-C	118			118			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	464	0.024	11	0.0	7.943	A
C-AB	0	607	0.000	0	0.0	0.000	A
C-A	83			83			
A-B	26			26			
A-C	118			118			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	472	0.019	9	0.0	7.779	A
C-AB	0	614	0.000	0	0.0	0.000	A
C-A	67			67			
A-B	22			22			
A-C	96			96			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	477	0.016	8	0.0	7.660	A
C-AB	0	619	0.000	0	0.0	0.000	A
C-A	56			56			
A-B	18			18			
A-C	81			81			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

For sales and distribution information, program advice and maintenance, contact TRL Software:
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Filename: Bloomhouse Ln Woolley Colliery Rd Model.j10
Path: Y:\2024\24-251 to 24-275\24-256 Woolley Colliery, Darton\Technical\Junction Models\Bloomhouse Ln Woolley Colliery Rd
Report generation date: 16/08/2024 15:43:46

Summary of junction performance

	AM Peak Hour						PM Peak Hour					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Layout - 2024 Existing											
Stream B-AC	D1	0.0	6.58	0.04	A	900 %	D2	0.0	6.74	0.04	A	691 %
Stream C-AB		0.0	5.75	0.00	A	[]		0.0	5.54	0.02	A	[Stream B-AC]
	Existing Layout - 2029 Base Core											
Stream B-AC	D3	0.0	6.53	0.04	A	900 %	D4	0.0	6.79	0.05	A	650 %
Stream C-AB		0.0	5.76	0.00	A	[]		0.0	5.53	0.02	A	[Stream B-AC]
	Existing Layout - 2029 Base Bhav											
Stream B-AC	D5	0.0	6.58	0.04	A	900 %	D6	0.0	6.75	0.04	A	685 %
Stream C-AB		0.0	5.75	0.00	A	[]		0.0	5.53	0.02	A	[Stream B-AC]
	Existing Layout - 2029 Predicted Core											
Stream B-AC	D7	0.1	6.69	0.04	A	755 %	D8	0.1	6.89	0.06	A	532 %
Stream C-AB		0.0	5.77	0.01	A	[Stream B-AC]		0.0	5.45	0.02	A	[Stream B-AC]
	Existing Layout - 2029 Predicted Bhav											
Stream B-AC	D9	0.0	6.64	0.04	A	801 %	D10	0.1	6.81	0.05	A	568 %
Stream C-AB		0.0	5.78	0.01	A	[Stream B-AC]		0.0	5.47	0.02	A	[Stream B-AC]

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Bloomhouse Lane/ Woolley Colliery Road Model
Location	Woolley Colliery, Darton
Site number	
Date	30/07/2024
Version	
Status	(new file)
Identifier	
Client	Gleeson Regeneration
Jobnumber	24-256
Enumerator	BRYANGHALL\design
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	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)
D1	2024 Existing	AM Peak Hour	ONE HOUR	07:15	08:45	15
D2	2024 Existing	PM Peak Hour	ONE HOUR	16:30	18:00	15
D3	2029 Base Core	AM Peak Hour	ONE HOUR	07:15	08:45	15
D4	2029 Base Core	PM Peak Hour	ONE HOUR	16:30	18:00	15
D5	2029 Base Bhav	AM Peak Hour	ONE HOUR	07:15	08:45	15
D6	2029 Base Bhav	PM Peak Hour	ONE HOUR	16:30	18:00	15
D7	2029 Predicted Core	AM Peak Hour	ONE HOUR	07:15	08:45	15
D8	2029 Predicted Core	PM Peak Hour	ONE HOUR	16:30	18:00	15
D9	2029 Predicted Bhav	AM Peak Hour	ONE HOUR	07:15	08:45	15
D10	2029 Predicted Bhav	PM Peak Hour	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Layout	100.000

Existing Layout - 2024 Existing , AM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.15	A

Arms

Arms

Arm	Name	Description	Arm type
A	Woolley Colliery Rd (North)		Major
B	Bloomhouse Ln		Minor
C	Woolley Colliery Rd (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Woolley Colliery Rd (South)	5.90			97.0	✓	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 - Bloomhouse Ln	One lane	3.84	22	98

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	578	0.106	0.268	0.169	0.383
B-C	743	0.114	0.288	-	-
C-B	630	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Existing	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	81	100.000
B - Bloomhouse Ln		✓	22	100.000
C - Woolley Colliery Rd (South)		✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	23	58
	B - Bloomhouse Ln	11	0	11
	C - Woolley Colliery Rd (South)	27	1	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	5	7
	B - Bloomhouse Ln	22	0	0
	C - Woolley Colliery Rd (South)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.58	0.0	A
C-AB	0.00	5.75	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	633	0.026	16	0.0	6.412	A
C-AB	0.78	629	0.001	0.77	0.0	5.740	A
C-A	20			20			
A-B	17			17			
A-C	44			44			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	630	0.031	20	0.0	6.480	A
C-AB	0.94	628	0.001	0.93	0.0	5.745	A
C-A	24			24			
A-B	21			21			
A-C	52			52			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	626	0.039	24	0.0	6.576	A
C-AB	1	628	0.002	1	0.0	5.752	A
C-A	30			30			
A-B	25			25			
A-C	64			64			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	626	0.039	24	0.0	6.576	A
C-AB	1	628	0.002	1	0.0	5.753	A
C-A	30			30			
A-B	25			25			
A-C	64			64			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	630	0.031	20	0.0	6.483	A
C-AB	0.94	628	0.001	0.94	0.0	5.747	A
C-A	24			24			
A-B	21			21			
A-C	52			52			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	633	0.026	17	0.0	6.415	A
C-AB	0.78	629	0.001	0.78	0.0	5.744	A
C-A	20			20			
A-B	17			17			
A-C	44			44			

Existing Layout - 2024 Existing, PM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	691	Stream B-AC	1.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Existing	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	74	100.000
B - Bloomhouse Ln		✓	22	100.000
C - Woolley Colliery Rd (South)		✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	19	55
	B - Bloomhouse Ln	19	0	3
	C - Woolley Colliery Rd (South)	87	10	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	0	2
	B - Bloomhouse Ln	0	0	0
	C - Woolley Colliery Rd (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.74	0.0	A
C-AB	0.02	5.54	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	570	0.029	16	0.0	6.501	A
C-AB	8	660	0.013	8	0.0	5.533	A
C-A	65			65			
A-B	14			14			
A-C	41			41			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	565	0.035	20	0.0	6.602	A
C-AB	10	665	0.015	10	0.0	5.500	A
C-A	77			77			
A-B	17			17			
A-C	49			49			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	558	0.043	24	0.0	6.742	A
C-AB	13	673	0.019	13	0.0	5.455	A
C-A	94			94			
A-B	21			21			
A-C	61			61			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	558	0.043	24	0.0	6.742	A
C-AB	13	673	0.019	13	0.0	5.456	A
C-A	94			94			
A-B	21			21			
A-C	61			61			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	565	0.035	20	0.0	6.605	A
C-AB	10	665	0.015	10	0.0	5.503	A
C-A	77			77			
A-B	17			17			
A-C	49			49			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	570	0.029	17	0.0	6.507	A
C-AB	8	660	0.013	8	0.0	5.536	A
C-A	65			65			
A-B	14			14			
A-C	41			41			

Existing Layout - 2029 Base Core, AM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.14	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029 Base Core	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	85	100.000
B - Bloomhouse Ln		✓	23	100.000
C - Woolley Colliery Rd (South)		✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	24	61
	B - Bloomhouse Ln	11	0	12
	C - Woolley Colliery Rd (South)	28	1	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	4	7
	B - Bloomhouse Ln	22	0	0
	C - Woolley Colliery Rd (South)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.53	0.0	A
C-AB	0.00	5.76	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	636	0.027	17	0.0	6.364	A
C-AB	0.78	628	0.001	0.77	0.0	5.743	A
C-A	21			21			
A-B	18			18			
A-C	46			46			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	633	0.033	21	0.0	6.433	A
C-AB	0.94	628	0.001	0.94	0.0	5.748	A
C-A	25			25			
A-B	22			22			
A-C	55			55			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	628	0.040	25	0.0	6.532	A
C-AB	1	628	0.002	1	0.0	5.755	A
C-A	31			31			
A-B	26			26			
A-C	67			67			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	628	0.040	25	0.0	6.532	A
C-AB	1	628	0.002	1	0.0	5.756	A
C-A	31			31			
A-B	26			26			
A-C	67			67			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	633	0.033	21	0.0	6.434	A
C-AB	0.94	628	0.001	0.94	0.0	5.752	A
C-A	25			25			
A-B	22			22			
A-C	55			55			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	636	0.027	17	0.0	6.364	A
C-AB	0.78	628	0.001	0.78	0.0	5.746	A
C-A	21			21			
A-B	18			18			
A-C	46			46			

Existing Layout - 2029 Base Core, PM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.11	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	650	Stream B-AC	1.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029 Base Core	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	78	100.000
B - Bloomhouse Ln		✓	23	100.000
C - Woolley Colliery Rd (South)		✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	20	58
	B - Bloomhouse Ln	20	0	3
	C - Woolley Colliery Rd (South)	91	11	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	0	2
	B - Bloomhouse Ln	0	0	0
	C - Woolley Colliery Rd (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	6.79	0.0	A
C-AB	0.02	5.53	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	568	0.031	17	0.0	6.537	A
C-AB	9	661	0.014	9	0.0	5.530	A
C-A	68			68			
A-B	15			15			
A-C	44			44			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	562	0.037	21	0.0	6.644	A
C-AB	11	667	0.017	11	0.0	5.496	A
C-A	80			80			
A-B	18			18			
A-C	52			52			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	555	0.046	25	0.0	6.794	A
C-AB	14	675	0.021	14	0.0	5.451	A
C-A	98			98			
A-B	22			22			
A-C	64			64			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	555	0.046	25	0.0	6.794	A
C-AB	14	675	0.021	14	0.0	5.452	A
C-A	98			98			
A-B	22			22			
A-C	64			64			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	562	0.037	21	0.0	6.648	A
C-AB	11	667	0.017	11	0.0	5.498	A
C-A	80			80			
A-B	18			18			
A-C	52			52			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	568	0.031	17	0.0	6.540	A
C-AB	9	661	0.014	9	0.0	5.533	A
C-A	68			68			
A-B	15			15			
A-C	44			44			

Existing Layout - 2029 Base Bhav, AM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 Base Bhav	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	81	100.000
B - Bloomhouse Ln		✓	22	100.000
C - Woolley Colliery Rd (South)		✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	23	58
	B - Bloomhouse Ln	11	0	11
	C - Woolley Colliery Rd (South)	27	1	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	5	7
	B - Bloomhouse Ln	22	0	0
	C - Woolley Colliery Rd (South)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.58	0.0	A
C-AB	0.00	5.75	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	633	0.026	16	0.0	6.412	A
C-AB	0.78	629	0.001	0.77	0.0	5.740	A
C-A	20			20			
A-B	17			17			
A-C	44			44			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	630	0.031	20	0.0	6.480	A
C-AB	0.94	628	0.001	0.93	0.0	5.745	A
C-A	24			24			
A-B	21			21			
A-C	52			52			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	626	0.039	24	0.0	6.576	A
C-AB	1	628	0.002	1	0.0	5.752	A
C-A	30			30			
A-B	25			25			
A-C	64			64			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	626	0.039	24	0.0	6.576	A
C-AB	1	628	0.002	1	0.0	5.753	A
C-A	30			30			
A-B	25			25			
A-C	64			64			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	630	0.031	20	0.0	6.483	A
C-AB	0.94	628	0.001	0.94	0.0	5.747	A
C-A	24			24			
A-B	21			21			
A-C	52			52			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	633	0.026	17	0.0	6.415	A
C-AB	0.78	629	0.001	0.78	0.0	5.744	A
C-A	20			20			
A-B	17			17			
A-C	44			44			

Existing Layout - 2029 Base Bhav, PM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.09	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	685	Stream B-AC	1.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029 Base Bhav	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	75	100.000
B - Bloomhouse Ln		✓	22	100.000
C - Woolley Colliery Rd (South)		✓	98	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	19	56
	B - Bloomhouse Ln	19	0	3
	C - Woolley Colliery Rd (South)	88	10	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	0	2
	B - Bloomhouse Ln	0	0	0
	C - Woolley Colliery Rd (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.75	0.0	A
C-AB	0.02	5.53	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	570	0.029	16	0.0	6.505	A
C-AB	8	660	0.013	8	0.0	5.530	A
C-A	65			65			
A-B	14			14			
A-C	42			42			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	565	0.035	20	0.0	6.606	A
C-AB	10	666	0.015	10	0.0	5.497	A
C-A	78			78			
A-B	17			17			
A-C	50			50			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	558	0.043	24	0.0	6.748	A
C-AB	13	674	0.019	13	0.0	5.452	A
C-A	95			95			
A-B	21			21			
A-C	62			62			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	558	0.043	24	0.0	6.748	A
C-AB	13	674	0.019	13	0.0	5.455	A
C-A	95			95			
A-B	21			21			
A-C	62			62			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	565	0.035	20	0.0	6.607	A
C-AB	10	666	0.015	10	0.0	5.500	A
C-A	78			78			
A-B	17			17			
A-C	50			50			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	570	0.029	17	0.0	6.511	A
C-AB	8	660	0.013	8	0.0	5.531	A
C-A	65			65			
A-B	14			14			
A-C	42			42			

Existing Layout - 2029 Predicted Core, AM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.05	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	755	Stream B-AC	1.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029 Predicted Core	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	111	100.000
B - Bloomhouse Ln		✓	25	100.000
C - Woolley Colliery Rd (South)		✓	41	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	28	83
	B - Bloomhouse Ln	13	0	12
	C - Woolley Colliery Rd (South)	38	3	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	4	5
	B - Bloomhouse Ln	18	0	0
	C - Woolley Colliery Rd (South)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.69	0.1	A
C-AB	0.01	5.77	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	623	0.030	19	0.0	6.466	A
C-AB	2	629	0.004	2	0.0	5.755	A
C-A	29			29			
A-B	21			21			
A-C	62			62			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	619	0.036	22	0.0	6.558	A
C-AB	3	628	0.005	3	0.0	5.763	A
C-A	34			34			
A-B	25			25			
A-C	75			75			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	612	0.045	27	0.1	6.686	A
C-AB	4	628	0.006	4	0.0	5.774	A
C-A	42			42			
A-B	31			31			
A-C	91			91			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	612	0.045	28	0.1	6.686	A
C-AB	4	628	0.006	4	0.0	5.775	A
C-A	42			42			
A-B	31			31			
A-C	91			91			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	619	0.036	23	0.0	6.559	A
C-AB	3	628	0.005	3	0.0	5.765	A
C-A	34			34			
A-B	25			25			
A-C	75			75			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	623	0.030	19	0.0	6.472	A
C-AB	2	629	0.004	2	0.0	5.759	A
C-A	28			28			
A-B	21			21			
A-C	62			62			

Existing Layout - 2029 Predicted Core, PM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.12	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	532	Stream B-AC	1.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029 Predicted Core	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	88	100.000
B - Bloomhouse Ln		✓	29	100.000
C - Woolley Colliery Rd (South)		✓	125	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	21	67
	B - Bloomhouse Ln	24	0	5
	C - Woolley Colliery Rd (South)	114	11	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	0	2
	B - Bloomhouse Ln	0	0	0
	C - Woolley Colliery Rd (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	6.89	0.1	A
C-AB	0.02	5.45	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	569	0.038	22	0.0	6.572	A
C-AB	9	670	0.014	9	0.0	5.453	A
C-A	85			85			
A-B	16			16			
A-C	50			50			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	563	0.046	26	0.0	6.702	A
C-AB	12	678	0.017	12	0.0	5.405	A
C-A	101			101			
A-B	19			19			
A-C	60			60			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	555	0.058	32	0.1	6.885	A
C-AB	15	690	0.021	15	0.0	5.343	A
C-A	123			123			
A-B	23			23			
A-C	74			74			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	555	0.058	32	0.1	6.885	A
C-AB	15	690	0.022	15	0.0	5.346	A
C-A	123			123			
A-B	23			23			
A-C	74			74			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	563	0.046	26	0.0	6.703	A
C-AB	12	678	0.017	12	0.0	5.410	A
C-A	101			101			
A-B	19			19			
A-C	60			60			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	569	0.038	22	0.0	6.579	A
C-AB	10	670	0.014	10	0.0	5.454	A
C-A	85			85			
A-B	16			16			
A-C	50			50			

Existing Layout - 2029 Predicted Bhav, AM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.06	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	801	Stream B-AC	1.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2029 Predicted Bhav	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	105	100.000
B - Bloomhouse Ln		✓	24	100.000
C - Woolley Colliery Rd (South)		✓	39	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	26	79
	B - Bloomhouse Ln	12	0	12
	C - Woolley Colliery Rd (South)	36	3	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	4	5
	B - Bloomhouse Ln	20	0	0
	C - Woolley Colliery Rd (South)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.64	0.0	A
C-AB	0.01	5.78	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	628	0.029	18	0.0	6.438	A
C-AB	2	629	0.004	2	0.0	5.754	A
C-A	27			27			
A-B	20			20			
A-C	59			59			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	623	0.035	22	0.0	6.525	A
C-AB	3	628	0.005	3	0.0	5.761	A
C-A	32			32			
A-B	23			23			
A-C	71			71			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	617	0.043	26	0.0	6.645	A
C-AB	4	628	0.006	4	0.0	5.772	A
C-A	39			39			
A-B	29			29			
A-C	87			87			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	617	0.043	26	0.0	6.645	A
C-AB	4	628	0.006	4	0.0	5.775	A
C-A	39			39			
A-B	29			29			
A-C	87			87			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	623	0.035	22	0.0	6.526	A
C-AB	3	628	0.005	3	0.0	5.766	A
C-A	32			32			
A-B	23			23			
A-C	71			71			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	628	0.029	18	0.0	6.441	A
C-AB	2	629	0.004	2	0.0	5.757	A
C-A	27			27			
A-B	20			20			
A-C	59			59			

Existing Layout - 2029 Predicted Bhav, PM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	568	Stream B-AC	1.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2029 Predicted Bhav	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	85	100.000
B - Bloomhouse Ln		✓	27	100.000
C - Woolley Colliery Rd (South)		✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	21	64
	B - Bloomhouse Ln	22	0	5
	C - Woolley Colliery Rd (South)	109	11	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	0	2
	B - Bloomhouse Ln	0	0	0
	C - Woolley Colliery Rd (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	6.81	0.1	A
C-AB	0.02	5.47	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	572	0.036	20	0.0	6.517	A
C-AB	9	668	0.014	9	0.0	5.468	A
C-A	81			81			
A-B	16			16			
A-C	48			48			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	567	0.043	24	0.0	6.638	A
C-AB	12	676	0.017	12	0.0	5.424	A
C-A	96			96			
A-B	19			19			
A-C	58			58			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	558	0.053	30	0.1	6.808	A
C-AB	15	687	0.021	15	0.0	5.364	A
C-A	117			117			
A-B	23			23			
A-C	70			70			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	558	0.053	30	0.1	6.808	A
C-AB	15	687	0.021	15	0.0	5.368	A
C-A	117			117			
A-B	23			23			
A-C	70			70			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	566	0.043	24	0.0	6.642	A
C-AB	12	676	0.017	12	0.0	5.428	A
C-A	96			96			
A-B	19			19			
A-C	58			58			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	572	0.036	20	0.0	6.521	A
C-AB	9	669	0.014	9	0.0	5.471	A
C-A	81			81			
A-B	16			16			
A-C	48			48			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

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

Filename: A637 B6131 Churchfield Lane Model.j10
Path: Y:\2024\24-251 to 24-275\24-256 Woolley Colliery, Darton\Technical\Junction Models\A637 B6131 Churchfield Lane Model
Report generation date: 16/08/2024 15:42:46

Summary of junction performance

	AM Peak Hour						PM Peak Hour					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Layout - 2024 Existing											
Stream B-C	D1	0.0	8.75	0.02	A	-16 % [Stream D-BC]	D2	0.0	7.76	0.02	A	-7 % [Stream D-BC]
Stream B-AD		0.6	17.92	0.38	C			0.6	16.11	0.38	C	
Stream A-BCD		0.4	10.23	0.26	B			5.0	31.95	0.81	D	
Stream D-A		6.7	116.48	0.97	F			0.9	15.07	0.47	C	
Stream D-BC		8.7	109.71	0.94	F			1.9	49.41	0.67	E	
Stream C-ABD		0.0	9.76	0.01	A			0.0	7.02	0.02	A	
	Existing Layout - 2029 Base Core											
Stream B-C	D3	0.0	9.25	0.02	A	-21 % [Stream D-BC]	D4	0.0	8.05	0.02	A	-13 % [Stream D-BC]
Stream B-AD		0.7	20.39	0.43	C			0.7	17.86	0.42	C	
Stream A-BCD		0.4	10.78	0.29	B			10.4	51.25	0.90	F	
Stream D-A		14.5	233.03	1.09	F			1.4	23.35	0.60	C	
Stream D-BC		19.9	215.42	1.08	F			3.3	83.45	0.80	F	
Stream C-ABD		0.0	10.04	0.01	B			0.0	7.12	0.02	A	
	Existing Layout - 2029 Base Bhav											
Stream B-C	D5	0.0	8.88	0.02	A	-18 % [Stream D-BC]	D6	0.0	7.85	0.02	A	-10 % [Stream D-BC]
Stream B-AD		0.7	18.54	0.39	C			0.7	16.66	0.39	C	
Stream A-BCD		0.4	10.46	0.27	B			6.8	38.80	0.85	E	
Stream D-A		9.9	165.74	1.02	F			1.0	17.40	0.51	C	
Stream D-BC		12.8	150.54	1.01	F			2.4	61.11	0.73	F	
Stream C-ABD		0.0	9.85	0.01	A			0.0	7.05	0.02	A	
	Existing Layout - 2029 Predicted Core											
Stream B-C	D7	0.0	9.41	0.02	A	-24 % [Stream D-BC]	D8	0.0	8.15	0.02	A	-15 % [Stream D-BC]
Stream B-AD		0.8	21.15	0.44	C			0.8	18.42	0.43	C	
Stream A-BCD		0.4	11.05	0.30	B			16.2	72.51	0.96	F	
Stream D-A		20.4	298.43	1.16	F			3.2	51.34	0.80	F	
Stream D-BC		27.6	283.15	1.14	F			4.7	115.07	0.88	F	
Stream C-ABD		0.0	10.17	0.01	B			0.0	7.17	0.02	A	
	Existing Layout - 2029 Predicted Bhav - 10%											
Stream B-C	D9	0.0	8.99	0.02	A	-21 % [Stream D-BC]	D10	0.0	7.91	0.02	A	-12 % [Stream D-BC]
Stream B-AD		0.7	19.03	0.40	C			0.7	17.01	0.40	C	
Stream A-BCD		0.4	10.68	0.29	B			9.6	49.26	0.90	E	
Stream D-A		13.5	207.78	1.07	F			1.2	20.42	0.56	C	
Stream D-BC		17.8	194.75	1.06	F			3.0	74.34	0.78	F	
Stream C-ABD		0.0	9.94	0.01	A			0.0	7.08	0.02	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	A637 / B6131 / Churchfield Lane Model
Location	Woolley Colliery, Darton
Site number	
Date	30/07/2024
Version	
Status	(new file)
Identifier	
Client	Gleeson Regeneration
Jobnumber	24-256
Enumerator	BRYANGHALL\design
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	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)
D1	2024 Existing	AM Peak Hour	ONE HOUR	07:15	08:45	15
D2	2024 Existing	PM Peak Hour	ONE HOUR	16:30	18:00	15
D3	2029 Base Core	AM Peak Hour	ONE HOUR	07:15	08:45	15
D4	2029 Base Core	PM Peak Hour	ONE HOUR	16:30	18:00	15
D5	2029 Base Bhav	AM Peak Hour	ONE HOUR	07:15	08:45	15
D6	2029 Base Bhav	PM Peak Hour	ONE HOUR	16:30	18:00	15
D7	2029 Predicted Core	AM Peak Hour	ONE HOUR	07:15	08:45	15
D8	2029 Predicted Core	PM Peak Hour	ONE HOUR	16:30	18:00	15
D9	2029 Predicted Bhav - 10%	AM Peak Hour	ONE HOUR	07:15	08:45	15
D10	2029 Predicted Bhav - 10%	PM Peak Hour	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Layout	100.000

Existing Layout - 2024 Existing, AM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		32.59	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-16	Stream D-BC	32.59	D

Arms

Arms

Arm	Name	Description	Arm type
A	Barnsley Road (A637)		Major
B	Churchfield Ln		Minor
C	Huddersfield Rd (A637)		Major
D	Church St (B6131)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Barnsley Road (A637)	8.25		✓	2.36	92.0	✓	4.00
C - Huddersfield Rd (A637)	9.65				76.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Churchfield Ln	One lane plus flare	10.00	7.00	4.70	3.70	3.20	✓	2.00	50	70
D - Church St (B6131)	One lane plus flare	9.50	7.90	6.60	5.60	4.70		6.00	45	58

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	638	-	-	-	0.223	0.223	0.223	-	0.223	-	-
B-AD	596	0.091	0.231	-	-	-	0.145	0.330	0.145	0.091	0.231
B-C	629	0.081	0.205	-	-	-	-	-	-	0.081	0.205
C-B	618	0.201	0.201	-	-	-	-	-	-	0.201	0.201
D-A	653	-	-	-	0.228	0.090	0.228	-	0.090	-	-
D-BC	571	0.149	0.149	0.339	0.237	0.094	0.237	-	0.094	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Existing	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	584	100.000
B - Churchfield Ln		✓	123	100.000
C - Huddersfield Rd (A637)		✓	523	100.000
D - Church St (B6131)		✓	460	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	35	436	113
	B - Churchfield Ln	38	0	6	79
	C - Huddersfield Rd (A637)	362	5	0	156
	D - Church St (B6131)	185	95	180	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	9	7	2
	B - Churchfield Ln	12	0	0	0
	C - Huddersfield Rd (A637)	7	25	0	5
	D - Church St (B6131)	2	2	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	8.75	0.0	A
B-AD	0.38	17.92	0.6	C
A-BCD	0.26	10.23	0.4	B
A-B				
A-C				
D-A	0.97	116.48	6.7	F
D-BC	0.94	109.71	8.7	F
C-ABD	0.01	9.76	0.0	A
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	497	0.009	4	0.0	7.304	A
B-AD	88	422	0.209	87	0.3	11.097	B
A-BCD	85	532	0.160	84	0.2	8.193	A
A-B	26			26			
A-C	328			328			
D-A	139	494	0.282	138	0.4	10.267	B
D-BC	207	401	0.516	203	1.1	18.714	C
C-ABD	4	513	0.007	4	0.0	8.821	A
C-D	117			117			
C-A	272			272			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	468	0.012	5	0.0	7.785	A
B-AD	105	388	0.271	105	0.4	13.167	B
A-BCD	102	511	0.199	102	0.3	8.956	A
A-B	31			31			
A-C	392			392			
D-A	166	446	0.373	166	0.6	13.051	B
D-BC	247	368	0.672	244	2.0	29.593	D
C-ABD	5	493	0.009	5	0.0	9.175	A
C-D	140			140			
C-A	325			325			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	422	0.016	7	0.0	8.663	A
B-AD	129	340	0.379	128	0.6	17.484	C
A-BCD	125	484	0.258	125	0.4	10.198	B
A-B	38			38			
A-C	479			479			
D-A	204	254	0.801	194	3.1	53.920	F
D-BC	303	321	0.943	284	6.8	77.091	F
C-ABD	6	468	0.012	6	0.0	9.677	A
C-D	172			172			
C-A	398			398			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	418	0.016	7	0.0	8.751	A
B-AD	129	337	0.383	129	0.6	17.920	C
A-BCD	125	484	0.258	125	0.4	10.226	B
A-B	38			38			
A-C	479			479			
D-A	204	210	0.969	189	6.7	116.480	F
D-BC	303	321	0.944	295	8.7	109.712	F
C-ABD	6	464	0.012	6	0.0	9.758	A
C-D	172			172			
C-A	398			398			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	462	0.012	5	0.0	7.887	A
B-AD	105	382	0.275	106	0.4	13.561	B
A-BCD	102	511	0.199	102	0.3	8.989	A
A-B	31			31			
A-C	392			392			
D-A	166	420	0.396	190	0.7	17.637	C
D-BC	247	366	0.675	272	2.4	47.433	E
C-ABD	5	486	0.009	5	0.0	9.289	A
C-D	140			140			
C-A	325			325			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	495	0.009	5	0.0	7.341	A
B-AD	88	420	0.210	89	0.3	11.262	B
A-BCD	85	531	0.160	85	0.2	8.236	A
A-B	26			26			
A-C	328			328			
D-A	139	488	0.285	140	0.4	10.590	B
D-BC	207	402	0.515	212	1.2	20.466	C
C-ABD	4	510	0.007	4	0.0	8.856	A
C-D	117			117			
C-A	272			272			

Existing Layout - 2024 Existing, PM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		12.79	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-7	Stream D-BC	12.79	B

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)
D2	2024 Existing	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	669	100.000
B - Churchfield Ln		✓	136	100.000
C - Huddersfield Rd (A637)		✓	718	100.000
D - Church St (B6131)		✓	322	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	58	294	317
	B - Churchfield Ln	29	0	7	100
	C - Huddersfield Rd (A637)	378	9	0	331
	D - Church St (B6131)	191	60	71	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	7	2	0
	B - Churchfield Ln	16	0	0	0
	C - Huddersfield Rd (A637)	0	0	0	4
	D - Church St (B6131)	1	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.76	0.0	A
B-AD	0.38	16.11	0.6	C
A-BCD	0.81	31.95	5.0	D
A-B				
A-C				
D-A	0.47	15.07	0.9	C
D-BC	0.67	49.41	1.9	E
C-ABD	0.02	7.02	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	533	0.010	5	0.0	6.817	A
B-AD	97	445	0.218	96	0.3	10.626	B
A-BCD	245	511	0.480	242	0.9	13.192	B
A-B	43			43			
A-C	216			216			
D-A	144	565	0.255	142	0.3	8.587	A
D-BC	99	314	0.314	97	0.5	16.693	C
C-ABD	7	551	0.012	7	0.0	6.612	A
C-D	249			249			
C-A	285			285			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	511	0.012	6	0.0	7.138	A
B-AD	116	415	0.280	116	0.4	12.393	B
A-BCD	311	512	0.607	308	1.6	17.491	C
A-B	48			48			
A-C	243			243			
D-A	172	526	0.326	171	0.5	10.231	B
D-BC	118	274	0.430	117	0.7	23.075	C
C-ABD	8	540	0.015	8	0.0	6.773	A
C-D	297			297			
C-A	340			340			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	474	0.016	8	0.0	7.722	A
B-AD	142	374	0.380	141	0.6	15.892	C
A-BCD	482	596	0.810	471	4.4	27.745	D
A-B	42			42			
A-C	212			212			
D-A	210	459	0.458	209	0.8	14.474	B
D-BC	144	219	0.659	140	1.7	44.509	E
C-ABD	10	525	0.019	10	0.0	6.991	A
C-D	364			364			
C-A	416			416			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	472	0.016	8	0.0	7.758	A
B-AD	142	372	0.381	142	0.6	16.114	C
A-BCD	483	597	0.808	480	5.0	31.946	D
A-B	42			42			
A-C	212			212			
D-A	210	451	0.466	210	0.9	15.070	C
D-BC	144	216	0.666	144	1.9	49.408	E
C-ABD	10	524	0.019	10	0.0	7.016	A
C-D	364			364			
C-A	416			416			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	508	0.012	6	0.0	7.178	A
B-AD	116	413	0.281	117	0.4	12.589	B
A-BCD	311	514	0.605	324	1.8	20.383	C
A-B	48			48			
A-C	243			243			
D-A	172	520	0.330	173	0.5	10.529	B
D-BC	118	271	0.435	122	0.8	25.192	D
C-ABD	8	538	0.015	8	0.0	6.804	A
C-D	297			297			
C-A	340			340			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	532	0.010	5	0.0	6.834	A
B-AD	97	444	0.219	98	0.3	10.745	B
A-BCD	245	512	0.480	249	1.0	13.898	B
A-B	43			43			
A-C	216			216			
D-A	144	561	0.256	144	0.4	8.733	A
D-BC	99	313	0.315	100	0.5	17.305	C
C-ABD	7	551	0.012	7	0.0	6.624	A
C-D	249			249			
C-A	285			285			

Existing Layout - 2029 Base Core, AM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		64.37	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	Stream D-BC	64.37	F

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)
D3	2029 Base Core	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	618	100.000
B - Churchfield Ln		✓	129	100.000
C - Huddersfield Rd (A637)		✓	551	100.000
D - Church St (B6131)		✓	503	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	37	458	123
	B - Churchfield Ln	40	0	6	83
	C - Huddersfield Rd (A637)	380	5	0	166
	D - Church St (B6131)	206	100	197	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	9	7	2
	B - Churchfield Ln	11	0	0	0
	C - Huddersfield Rd (A637)	7	25	0	5
	D - Church St (B6131)	1	2	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	9.25	0.0	A
B-AD	0.43	20.39	0.7	C
A-BCD	0.29	10.78	0.4	B
A-B				
A-C				
D-A	1.09	233.03	14.5	F
D-BC	1.08	215.42	19.9	F
C-ABD	0.01	10.04	0.0	B
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	489	0.009	4	0.0	7.436	A
B-AD	93	412	0.225	91	0.3	11.570	B
A-BCD	93	526	0.176	92	0.2	8.433	A
A-B	28			28			
A-C	345			345			
D-A	155	482	0.322	153	0.5	10.989	B
D-BC	224	390	0.573	218	1.3	21.332	C
C-ABD	4	506	0.008	4	0.0	8.932	A
C-D	125			125			
C-A	286			286			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	456	0.012	5	0.0	7.982	A
B-AD	111	375	0.295	110	0.4	14.006	B
A-BCD	111	505	0.220	111	0.3	9.305	A
A-B	33			33			
A-C	411			411			
D-A	185	417	0.444	184	0.8	15.500	C
D-BC	267	355	0.752	261	2.7	38.060	E
C-ABD	5	486	0.009	5	0.0	9.320	A
C-D	149			149			
C-A	342			342			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	405	0.016	7	0.0	9.046	A
B-AD	135	325	0.417	134	0.7	19.416	C
A-BCD	137	477	0.286	136	0.4	10.744	B
A-B	41			41			
A-C	503			503			
D-A	227	208	1.091	191	9.8	131.242	F
D-BC	327	306	1.070	288	12.5	121.849	F
C-ABD	6	459	0.012	6	0.0	9.876	A
C-D	183			183			
C-A	418			418			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	396	0.017	7	0.0	9.246	A
B-AD	135	317	0.427	135	0.7	20.386	C
A-BCD	137	477	0.286	137	0.4	10.782	B
A-B	41			41			
A-C	503			503			
D-A	227	214	1.058	208	14.5	233.029	F
D-BC	327	304	1.077	297	19.9	215.417	F
C-ABD	6	451	0.013	6	0.0	10.044	B
C-D	183			183			
C-A	418			418			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	442	0.012	5	0.0	8.237	A
B-AD	111	361	0.306	112	0.5	14.959	B
A-BCD	111	505	0.220	111	0.3	9.352	A
A-B	33			33			
A-C	411			411			
D-A	185	258	0.718	230	3.4	136.723	F
D-BC	267	350	0.763	327	4.8	142.076	F
C-ABD	5	470	0.010	5	0.0	9.611	A
C-D	149			149			
C-A	342			342			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	485	0.009	5	0.0	7.497	A
B-AD	93	408	0.227	93	0.3	11.829	B
A-BCD	93	526	0.176	93	0.2	8.488	A
A-B	28			28			
A-C	345			345			
D-A	155	473	0.328	167	0.5	12.316	B
D-BC	224	389	0.574	237	1.5	26.524	D
C-ABD	4	502	0.008	4	0.0	9.000	A
C-D	125			125			
C-A	286			286			

Existing Layout - 2029 Base Core, PM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		21.56	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-13	Stream D-BC	21.56	C

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)
D4	2029 Base Core	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	714	100.000
B - Churchfield Ln		✓	143	100.000
C - Huddersfield Rd (A637)		✓	761	100.000
D - Church St (B6131)		✓	347	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	61	309	344
	B - Churchfield Ln	30	0	7	106
	C - Huddersfield Rd (A637)	397	9	0	355
	D - Church St (B6131)	206	63	78	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	7	2	0
	B - Churchfield Ln	15	0	0	0
	C - Huddersfield Rd (A637)	4	0	0	0
	D - Church St (B6131)	0	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	8.05	0.0	A
B-AD	0.42	17.86	0.7	C
A-BCD	0.90	51.25	10.4	F
A-B				
A-C				
D-A	0.60	23.35	1.4	C
D-BC	0.80	83.45	3.3	F
C-ABD	0.02	7.12	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	527	0.010	5	0.0	6.902	A
B-AD	102	436	0.235	101	0.3	11.039	B
A-BCD	271	511	0.530	266	1.1	14.486	B
A-B	44			44			
A-C	223			223			
D-A	155	553	0.280	154	0.4	8.976	A
D-BC	106	301	0.353	104	0.5	18.391	C
C-ABD	7	548	0.013	7	0.0	6.658	A
C-D	267			267			
C-A	299			299			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	502	0.013	6	0.0	7.264	A
B-AD	122	404	0.302	122	0.4	13.100	B
A-BCD	355	527	0.673	351	2.1	20.137	C
A-B	47			47			
A-C	240			240			
D-A	185	510	0.363	184	0.6	11.040	B
D-BC	127	258	0.491	125	0.9	27.239	D
C-ABD	8	535	0.015	8	0.0	6.831	A
C-D	319			319			
C-A	357			357			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	460	0.017	8	0.0	7.965	A
B-AD	150	361	0.415	149	0.7	17.386	C
A-BCD	623	688	0.905	598	8.3	36.928	E
A-B	27			27			
A-C	137			137			
D-A	227	411	0.551	224	1.2	18.998	C
D-BC	155	198	0.782	148	2.7	65.001	F
C-ABD	10	520	0.020	10	0.0	7.066	A
C-D	391			391			
C-A	437			437			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	455	0.017	8	0.0	8.051	A
B-AD	150	357	0.419	150	0.7	17.857	C
A-BCD	623	690	0.903	615	10.4	51.246	F
A-B	27			27			
A-C	136			136			
D-A	227	379	0.599	226	1.4	23.353	C
D-BC	155	193	0.803	153	3.3	83.446	F
C-ABD	10	516	0.020	10	0.0	7.121	A
C-D	391			391			
C-A	437			437			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	496	0.013	6	0.0	7.354	A
B-AD	122	399	0.306	123	0.5	13.498	B
A-BCD	355	530	0.670	386	2.6	30.580	D
A-B	47			47			
A-C	239			239			
D-A	185	497	0.373	188	0.6	11.792	B
D-BC	127	251	0.505	136	1.1	33.729	D
C-ABD	8	530	0.016	8	0.0	6.904	A
C-D	319			319			
C-A	357			357			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	525	0.010	5	0.0	6.925	A
B-AD	102	435	0.236	103	0.3	11.193	B
A-BCD	271	511	0.529	276	1.2	15.737	C
A-B	44			44			
A-C	223			223			
D-A	155	549	0.283	156	0.4	9.185	A
D-BC	106	299	0.355	108	0.6	19.415	C
C-ABD	7	546	0.013	7	0.0	6.675	A
C-D	267			267			
C-A	299			299			

Existing Layout - 2029 Base Bhav, AM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		45.95	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-18	Stream D-BC	45.95	E

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)
D5	2029 Base Bhav	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	593	100.000
B - Churchfield Ln		✓	124	100.000
C - Huddersfield Rd (A637)		✓	530	100.000
D - Church St (B6131)		✓	485	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	35	439	119
	B - Churchfield Ln	38	0	6	80
	C - Huddersfield Rd (A637)	365	5	0	160
	D - Church St (B6131)	199	97	189	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	9	7	2
	B - Churchfield Ln	12	0	0	0
	C - Huddersfield Rd (A637)	7	25	0	5
	D - Church St (B6131)	2	2	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	8.88	0.0	A
B-AD	0.39	18.54	0.7	C
A-BCD	0.27	10.46	0.4	B
A-B				
A-C				
D-A	1.02	165.74	9.9	F
D-BC	1.01	150.54	12.8	F
C-ABD	0.01	9.85	0.0	A
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	495	0.009	4	0.0	7.340	A
B-AD	89	419	0.212	88	0.3	11.216	B
A-BCD	90	531	0.169	89	0.2	8.299	A
A-B	26			26			
A-C	330			330			
D-A	150	491	0.305	148	0.4	10.662	B
D-BC	215	397	0.542	211	1.2	19.750	C
C-ABD	4	511	0.007	4	0.0	8.855	A
C-D	120			120			
C-A	275			275			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	465	0.012	5	0.0	7.838	A
B-AD	106	384	0.276	106	0.4	13.375	B
A-BCD	107	510	0.210	107	0.3	9.107	A
A-B	31			31			
A-C	394			394			
D-A	179	437	0.410	178	0.7	14.144	B
D-BC	257	363	0.708	253	2.3	32.794	D
C-ABD	5	491	0.009	5	0.0	9.220	A
C-D	144			144			
C-A	328			328			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	418	0.016	7	0.0	8.760	A
B-AD	130	336	0.387	129	0.6	17.949	C
A-BCD	132	483	0.273	131	0.4	10.433	B
A-B	38			38			
A-C	483			483			
D-A	219	216	1.015	192	7.5	106.639	F
D-BC	315	315	0.999	288	8.9	94.460	F
C-ABD	6	465	0.012	6	0.0	9.740	A
C-D	176			176			
C-A	402			402			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	412	0.016	7	0.0	8.884	A
B-AD	130	331	0.393	130	0.7	18.541	C
A-BCD	132	483	0.273	132	0.4	10.464	B
A-B	38			38			
A-C	483			483			
D-A	219	222	0.985	209	9.9	165.736	F
D-BC	315	313	1.005	299	12.8	150.539	F
C-ABD	6	460	0.012	6	0.0	9.852	A
C-D	176			176			
C-A	402			402			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	456	0.012	5	0.0	7.993	A
B-AD	106	375	0.283	107	0.4	13.945	B
A-BCD	107	510	0.210	108	0.3	9.145	A
A-B	31			31			
A-C	394			394			
D-A	179	380	0.471	215	0.9	26.975	D
D-BC	257	361	0.713	296	3.0	73.336	F
C-ABD	5	481	0.010	5	0.0	9.398	A
C-D	144			144			
C-A	328			328			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	492	0.009	5	0.0	7.383	A
B-AD	89	417	0.213	89	0.3	11.405	B
A-BCD	90	530	0.169	90	0.2	8.347	A
A-B	26			26			
A-C	330			330			
D-A	150	484	0.310	152	0.5	11.126	B
D-BC	215	398	0.542	222	1.3	22.246	C
C-ABD	4	508	0.008	4	0.0	8.899	A
C-D	120			120			
C-A	275			275			

Existing Layout - 2029 Base Bhav, PM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		15.87	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-10	Stream D-BC	15.87	C

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)
D6	2029 Base Bhav	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	687	100.000
B - Churchfield Ln		✓	138	100.000
C - Huddersfield Rd (A637)		✓	733	100.000
D - Church St (B6131)		✓	336	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	59	297	331
	B - Churchfield Ln	29	0	7	102
	C - Huddersfield Rd (A637)	382	9	0	342
	D - Church St (B6131)	199	61	76	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	7	2	0
	B - Churchfield Ln	16	0	0	0
	C - Huddersfield Rd (A637)	4	0	0	0
	D - Church St (B6131)	1	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.85	0.0	A
B-AD	0.39	16.66	0.7	C
A-BCD	0.85	38.80	6.8	E
A-B				
A-C				
D-A	0.51	17.40	1.0	C
D-BC	0.73	61.11	2.4	F
C-ABD	0.02	7.05	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	531	0.010	5	0.0	6.845	A
B-AD	99	441	0.223	97	0.3	10.760	B
A-BCD	258	512	0.504	254	1.0	13.774	B
A-B	43			43			
A-C	216			216			
D-A	150	560	0.268	148	0.4	8.810	A
D-BC	103	309	0.334	101	0.5	17.429	C
C-ABD	7	550	0.012	7	0.0	6.628	A
C-D	257			257			
C-A	288			288			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	508	0.012	6	0.0	7.179	A
B-AD	118	411	0.287	117	0.4	12.620	B
A-BCD	331	519	0.638	328	1.8	18.658	C
A-B	47			47			
A-C	239			239			
D-A	179	519	0.345	178	0.5	10.645	B
D-BC	123	268	0.460	122	0.8	24.820	C
C-ABD	8	538	0.015	8	0.0	6.794	A
C-D	307			307			
C-A	343			343			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	469	0.016	8	0.0	7.798	A
B-AD	144	369	0.391	143	0.6	16.362	C
A-BCD	540	633	0.854	524	5.8	31.438	D
A-B	36			36			
A-C	180			180			
D-A	219	441	0.497	217	1.0	16.120	C
D-BC	151	211	0.715	146	2.1	52.306	F
C-ABD	10	523	0.020	10	0.0	7.018	A
C-D	376			376			
C-A	420			420			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	466	0.017	8	0.0	7.850	A
B-AD	144	367	0.393	144	0.7	16.658	C
A-BCD	541	634	0.852	537	6.8	38.801	E
A-B	36			36			
A-C	180			180			
D-A	219	427	0.513	219	1.0	17.398	C
D-BC	151	208	0.726	150	2.4	61.114	F
C-ABD	10	521	0.020	10	0.0	7.051	A
C-D	376			376			
C-A	420			420			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	504	0.012	6	0.0	7.235	A
B-AD	118	408	0.289	119	0.4	12.876	B
A-BCD	331	521	0.636	350	2.1	23.642	C
A-B	47			47			
A-C	239			239			
D-A	179	511	0.350	181	0.6	11.082	B
D-BC	123	263	0.467	129	0.9	28.229	D
C-ABD	8	535	0.015	8	0.0	6.836	A
C-D	307			307			
C-A	343			343			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	530	0.010	5	0.0	6.866	A
B-AD	99	441	0.224	99	0.3	10.890	B
A-BCD	258	512	0.504	262	1.1	14.689	B
A-B	43			43			
A-C	216			216			
D-A	150	556	0.269	151	0.4	8.982	A
D-BC	103	307	0.336	105	0.5	18.203	C
C-ABD	7	549	0.012	7	0.0	6.640	A
C-D	257			257			
C-A	288			288			

Existing Layout - 2029 Predicted Core, AM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		85.99	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-24	Stream D-BC	85.99	F

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)
D7	2029 Predicted Core	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	625	100.000
B - Churchfield Ln		✓	129	100.000
C - Huddersfield Rd (A637)		✓	556	100.000
D - Church St (B6131)		✓	533	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	37	458	130
	B - Churchfield Ln	40	0	6	83
	C - Huddersfield Rd (A637)	380	5	0	171
	D - Church St (B6131)	223	102	208	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	9	7	2
	B - Churchfield Ln	11	0	0	0
	C - Huddersfield Rd (A637)	7	25	0	5
	D - Church St (B6131)	1	2	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	9.41	0.0	A
B-AD	0.44	21.15	0.8	C
A-BCD	0.30	11.05	0.4	B
A-B				
A-C				
D-A	1.16	298.43	20.4	F
D-BC	1.14	283.15	27.6	F
C-ABD	0.01	10.17	0.0	B
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	487	0.009	4	0.0	7.465	A
B-AD	93	409	0.226	91	0.3	11.662	B
A-BCD	98	525	0.186	97	0.2	8.553	A
A-B	28			28			
A-C	345			345			
D-A	168	478	0.351	166	0.5	11.552	B
D-BC	233	386	0.604	227	1.5	22.937	C
C-ABD	4	504	0.008	4	0.0	8.965	A
C-D	129			129			
C-A	286			286			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	454	0.012	5	0.0	8.027	A
B-AD	111	372	0.297	110	0.4	14.179	B
A-BCD	117	504	0.232	117	0.3	9.482	A
A-B	33			33			
A-C	411			411			
D-A	200	400	0.501	199	1.0	17.902	C
D-BC	279	351	0.795	271	3.3	43.876	E
C-ABD	5	483	0.010	5	0.0	9.365	A
C-D	154			154			
C-A	342			342			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	401	0.016	7	0.0	9.137	A
B-AD	135	320	0.423	134	0.7	19.847	C
A-BCD	145	477	0.303	144	0.4	11.009	B
A-B	41			41			
A-C	503			503			
D-A	246	212	1.159	199	12.7	154.400	F
D-BC	341	301	1.134	289	16.3	149.896	F
C-ABD	6	456	0.013	6	0.0	9.942	A
C-D	188			188			
C-A	418			418			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	389	0.017	7	0.0	9.412	A
B-AD	135	311	0.436	135	0.8	21.151	C
A-BCD	145	477	0.303	145	0.4	11.052	B
A-B	41			41			
A-C	503			503			
D-A	246	218	1.126	215	20.4	298.433	F
D-BC	341	299	1.140	296	27.6	283.149	F
C-ABD	6	445	0.013	6	0.0	10.169	B
C-D	188			188			
C-A	418			418			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	434	0.012	5	0.0	8.392	A
B-AD	111	353	0.314	112	0.5	15.520	C
A-BCD	117	504	0.233	118	0.3	9.527	A
A-B	33			33			
A-C	411			411			
D-A	200	250	0.801	239	10.9	236.537	F
D-BC	279	345	0.807	333	14.1	231.239	F
C-ABD	5	462	0.010	5	0.0	9.784	A
C-D	154			154			
C-A	342			342			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	476	0.009	5	0.0	7.629	A
B-AD	93	399	0.232	93	0.3	12.200	B
A-BCD	98	525	0.187	98	0.2	8.611	A
A-B	28			28			
A-C	345			345			
D-A	168	441	0.381	209	0.6	18.572	C
D-BC	233	385	0.607	283	1.8	51.128	F
C-ABD	4	493	0.008	4	0.0	9.170	A
C-D	129			129			
C-A	286			286			

Existing Layout - 2029 Predicted Core, PM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		33.45	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-15	Stream D-BC	33.45	D

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)
D8	2029 Predicted Core	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	731	100.000
B - Churchfield Ln		✓	144	100.000
C - Huddersfield Rd (A637)		✓	772	100.000
D - Church St (B6131)		✓	360	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	61	309	361
	B - Churchfield Ln	30	0	7	107
	C - Huddersfield Rd (A637)	397	9	0	366
	D - Church St (B6131)	213	64	83	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	7	2	0
	B - Churchfield Ln	15	0	0	0
	C - Huddersfield Rd (A637)	4	0	0	0
	D - Church St (B6131)	0	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	8.15	0.0	A
B-AD	0.43	18.42	0.8	C
A-BCD	0.96	72.51	16.2	F
A-B				
A-C				
D-A	0.80	51.34	3.2	F
D-BC	0.88	115.07	4.7	F
C-ABD	0.02	7.17	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	525	0.010	5	0.0	6.919	A
B-AD	103	434	0.238	102	0.3	11.131	B
A-BCD	287	514	0.558	282	1.3	15.239	C
A-B	43			43			
A-C	220			220			
D-A	160	549	0.292	159	0.4	9.196	A
D-BC	111	297	0.373	108	0.6	19.120	C
C-ABD	7	547	0.013	7	0.0	6.668	A
C-D	276			276			
C-A	299			299			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	500	0.013	6	0.0	7.291	A
B-AD	123	402	0.307	123	0.4	13.259	B
A-BCD	384	541	0.710	379	2.6	21.853	C
A-B	45			45			
A-C	228			228			
D-A	191	503	0.381	191	0.6	11.491	B
D-BC	132	252	0.524	130	1.0	29.367	D
C-ABD	8	534	0.015	8	0.0	6.843	A
C-D	329			329			
C-A	357			357			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	457	0.017	8	0.0	8.020	A
B-AD	151	357	0.422	150	0.7	17.727	C
A-BCD	719	752	0.956	682	11.9	44.862	E
A-B	14			14			
A-C	72			72			
D-A	235	374	0.627	231	1.6	24.481	C
D-BC	162	191	0.848	152	3.5	78.875	F
C-ABD	10	519	0.020	10	0.0	7.083	A
C-D	403			403			
C-A	437			437			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	449	0.017	8	0.0	8.151	A
B-AD	151	352	0.429	151	0.8	18.424	C
A-BCD	720	754	0.954	703	16.2	72.510	F
A-B	14			14			
A-C	71			71			
D-A	235	292	0.803	228	3.2	51.344	F
D-BC	162	183	0.884	157	4.7	115.071	F
C-ABD	10	513	0.020	10	0.0	7.167	A
C-D	403			403			
C-A	437			437			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	491	0.013	6	0.0	7.432	A
B-AD	123	393	0.314	124	0.5	13.855	B
A-BCD	385	544	0.706	436	3.3	46.961	E
A-B	45			45			
A-C	228			228			
D-A	191	482	0.397	202	0.7	13.275	B
D-BC	132	240	0.550	146	1.3	42.749	E
C-ABD	8	526	0.016	8	0.0	6.962	A
C-D	329			329			
C-A	357			357			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	523	0.010	5	0.0	6.946	A
B-AD	103	432	0.239	104	0.3	11.302	B
A-BCD	287	515	0.558	295	1.4	17.016	C
A-B	43			43			
A-C	220			220			
D-A	160	543	0.295	161	0.4	9.449	A
D-BC	111	294	0.377	113	0.6	20.492	C
C-ABD	7	545	0.013	7	0.0	6.687	A
C-D	276			276			
C-A	299			299			

Existing Layout - 2029 Predicted Bhav - 10%, AM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		59.87	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	Stream D-BC	59.87	F

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)
D9	2029 Predicted Bhav - 10%	AM Peak Hour	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	599	100.000
B - Churchfield Ln		✓	124	100.000
C - Huddersfield Rd (A637)		✓	534	100.000
D - Church St (B6131)		✓	510	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	35	439	125
	B - Churchfield Ln	38	0	6	80
	C - Huddersfield Rd (A637)	365	5	0	164
	D - Church St (B6131)	213	98	199	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	9	7	2
	B - Churchfield Ln	12	0	0	0
	C - Huddersfield Rd (A637)	7	25	0	5
	D - Church St (B6131)	1	2	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	8.99	0.0	A
B-AD	0.40	19.03	0.7	C
A-BCD	0.29	10.68	0.4	B
A-B				
A-C				
D-A	1.07	207.78	13.5	F
D-BC	1.06	194.75	17.8	F
C-ABD	0.01	9.94	0.0	A
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	493	0.009	4	0.0	7.365	A
B-AD	89	417	0.213	88	0.3	11.293	B
A-BCD	94	530	0.178	93	0.2	8.394	A
A-B	26			26			
A-C	330			330			
D-A	160	488	0.329	158	0.5	10.969	B
D-BC	224	394	0.568	218	1.3	20.914	C
C-ABD	4	509	0.008	4	0.0	8.882	A
C-D	123			123			
C-A	275			275			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	462	0.012	5	0.0	7.875	A
B-AD	106	381	0.278	106	0.4	13.510	B
A-BCD	113	509	0.221	112	0.3	9.244	A
A-B	31			31			
A-C	394			394			
D-A	191	427	0.449	190	0.8	15.290	C
D-BC	267	360	0.742	262	2.6	36.503	E
C-ABD	5	489	0.009	5	0.0	9.257	A
C-D	147			147			
C-A	328			328			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	414	0.016	7	0.0	8.828	A
B-AD	130	332	0.391	129	0.6	18.256	C
A-BCD	139	483	0.287	138	0.4	10.646	B
A-B	38			38			
A-C	482			482			
D-A	235	219	1.069	200	9.3	121.538	F
D-BC	327	311	1.050	292	11.5	113.124	F
C-ABD	6	463	0.012	6	0.0	9.792	A
C-D	181			181			
C-A	402			402			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	407	0.016	7	0.0	8.994	A
B-AD	130	326	0.399	130	0.7	19.027	C
A-BCD	139	483	0.288	139	0.4	10.682	B
A-B	38			38			
A-C	482			482			
D-A	235	226	1.039	218	13.5	207.782	F
D-BC	327	310	1.056	302	17.8	194.752	F
C-ABD	6	455	0.013	6	0.0	9.940	A
C-D	180			180			
C-A	402			402			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	450	0.012	5	0.0	8.093	A
B-AD	106	369	0.288	107	0.4	14.290	B
A-BCD	113	509	0.221	113	0.3	9.289	A
A-B	31			31			
A-C	394			394			
D-A	191	308	0.621	238	1.9	72.646	F
D-BC	267	356	0.751	322	4.1	118.942	F
C-ABD	5	475	0.010	5	0.0	9.512	A
C-D	147			147			
C-A	328			328			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	490	0.009	5	0.0	7.421	A
B-AD	89	414	0.215	89	0.3	11.515	B
A-BCD	94	530	0.178	94	0.2	8.445	A
A-B	26			26			
A-C	330			330			
D-A	160	479	0.335	166	0.5	11.812	B
D-BC	224	394	0.567	234	1.4	24.926	C
C-ABD	4	505	0.008	4	0.0	8.942	A
C-D	123			123			
C-A	275			275			

Existing Layout - 2029 Predicted Bhav - 10%, PM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		20.27	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-12	Stream D-BC	20.27	C

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)
D10	2029 Predicted Bhav - 10%	PM Peak Hour	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	702	100.000
B - Churchfield Ln		✓	139	100.000
C - Huddersfield Rd (A637)		✓	742	100.000
D - Church St (B6131)		✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	59	297	346
	B - Churchfield Ln	29	0	7	103
	C - Huddersfield Rd (A637)	382	9	0	351
	D - Church St (B6131)	205	61	80	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	7	2	0
	B - Churchfield Ln	16	0	0	0
	C - Huddersfield Rd (A637)	4	0	0	0
	D - Church St (B6131)	0	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.91	0.0	A
B-AD	0.40	17.01	0.7	C
A-BCD	0.90	49.26	9.6	E
A-B				
A-C				
D-A	0.56	20.42	1.2	C
D-BC	0.78	74.34	3.0	F
C-ABD	0.02	7.08	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	530	0.010	5	0.0	6.858	A
B-AD	99	440	0.226	98	0.3	10.834	B
A-BCD	272	514	0.528	267	1.1	14.377	B
A-B	43			43			
A-C	214			214			
D-A	154	557	0.277	153	0.4	8.878	A
D-BC	106	305	0.348	104	0.5	18.027	C
C-ABD	7	550	0.012	7	0.0	6.635	A
C-D	264			264			
C-A	288			288			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	506	0.012	6	0.0	7.199	A
B-AD	119	409	0.290	118	0.4	12.745	B
A-BCD	354	528	0.670	350	2.1	19.947	C
A-B	46			46			
A-C	231			231			
D-A	184	515	0.358	184	0.5	10.846	B
D-BC	127	263	0.482	125	0.9	26.315	D
C-ABD	8	538	0.015	8	0.0	6.802	A
C-D	315			315			
C-A	343			343			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	467	0.017	8	0.0	7.838	A
B-AD	145	367	0.396	144	0.7	16.620	C
A-BCD	607	676	0.898	584	7.8	36.270	E
A-B	28			28			
A-C	139			139			
D-A	226	425	0.531	224	1.1	17.676	C
D-BC	155	205	0.759	149	2.5	59.849	F
C-ABD	10	523	0.020	10	0.0	7.029	A
C-D	386			386			
C-A	420			420			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	463	0.017	8	0.0	7.910	A
B-AD	145	363	0.400	145	0.7	17.008	C
A-BCD	607	678	0.896	600	9.6	49.260	E
A-B	27			27			
A-C	138			138			
D-A	226	401	0.564	225	1.2	20.423	C
D-BC	155	200	0.777	154	3.0	74.341	F
C-ABD	10	519	0.020	10	0.0	7.078	A
C-D	386			386			
C-A	420			420			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	501	0.013	6	0.0	7.274	A
B-AD	119	404	0.293	120	0.4	13.079	B
A-BCD	354	531	0.667	383	2.5	29.138	D
A-B	46			46			
A-C	231			231			
D-A	184	503	0.366	187	0.6	11.463	B
D-BC	127	256	0.495	134	1.1	31.611	D
C-ABD	8	533	0.015	8	0.0	6.863	A
C-D	315			315			
C-A	343			343			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	528	0.010	5	0.0	6.880	A
B-AD	99	439	0.227	100	0.3	10.972	B
A-BCD	272	514	0.528	277	1.2	15.574	C
A-B	43			43			
A-C	214			214			
D-A	154	553	0.279	155	0.4	9.073	A
D-BC	106	303	0.350	108	0.6	18.974	C
C-ABD	7	548	0.013	7	0.0	6.648	A
C-D	264			264			
C-A	288			288			

Bryan G Hall Limited

Registered in England & Wales
Co No: 4104802
VAT No: 399 4601 07

Website: www.bryanghall.co.uk
Email: transportleeds@bryanghall.co.uk

Registered Office

Suite E15, Joseph's Well
Hanover Walk
Leeds, LS3 1AB

☎ Leeds: 0113 246 1555
☎ London: 0203 553 2336