

TPS Transport Consultants Ltd

Transport Assessment Addendum

Client	Avant Homes
Project	Barugh Green, Barnsley
TPS Reference	P2636
Date Prepared	March 2026
Prepared By	JT
Checked By	CG

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1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd (TPS) has been instructed by Avant Homes to prepare a Transport Assessment Addendum (TAA) in support of a planning application (ref: 2025/0122) for a residential development of up to 155 dwellings on land south of Barugh Green Road, Barugh Green, Barnsley.
- 1.2 TPS previously prepared a Transport Assessment (TA) in support of the planning application and this TAA should be read in conjunction with the previously submitted TA. Comments have been received from the local highway authority specifically in relation to the operational assessments included within the TA. This specifically relates to how the committed development MU1 has been assessed within the TA, owing to the complex planning history of this scheme.
- 1.3 Information has been provided by BMBC in relation to the correct traffic flows which need to be utilised associated with the MU1 application. Modelling outputs have also been supplied, which TPS' models have now been prepared in line with, to ensure a consistent approach in terms of geometries and flow scenarios. The traffic flows associated with the MU1 application are provided at **Appendix A**.

2. REVISED OPERATIONAL ASSESSMENT

Methodology

- 2.1 In order to ensure a consistent approach across this application and the MU1 application, the base survey data included as part of the MU1 application has been utilised to assess the impact of the proposed 155 dwellings (ref: 2025/0122) at the A637 / A635 / Whaley Road Roundabout and the Barugh Green Road/High Common Road Signalised Crossroads junctions.
- 2.2 This is based on a future year of 2033 and includes the entire trip generating impact of the MU1 application, as a revision to what was accounted for in Appendix K of the originally submitted TPS Transport Assessment for the proposed scheme, based on information provided by BMBC. A revised operational assessment of each of the aforementioned junctions has been undertaken, based on the outputs from the MU1 application.

Barugh Green Road / Wilthorpe Road Roundabout Junction

- 2.3 The junction modelling output from the MU1 application, provided by BMBC, has been utilised to assess the impact of the proposed development at this junction. The results of the operational assessment of the junction, in the 2033 Base + Committed Development (MU1) scenario and the 2033 Base + Committed Development (MU1) + Development scenario are presented in **Table 2.1**. The operational assessment outputs are attached at **Appendix B**.

Table 2.1: Barugh Green Road / Wilthorpe Road Roundabout Junction

	2033 Base + Committed Development				2033 Base + Committed Development + Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Claycliffe Road	1.06	33.3	0.81	4.0	1.09	43.5	0.82	4.4
Whaley Road	0.20	0.2	0.57	1.3	0.20	0.3	0.58	1.4
Wilthorpe Road	0.71	2.5	1.05	64.3	0.72	2.6	1.08	82.9
Barugh Green Road	0.87	6.3	0.54	1.2	0.91	8.4	0.55	1.2

(Source: Junctions 11)

- 2.4 As can be seen in **Table 2.1** the junction is predicted to operate over capacity in the AM and PM peak hour without the addition of the development generated traffic. It should be

noted that when junctions are predicted to operate over 1.00 RFC, results should be treated with caution. The increase in RFC with the development is only 0.03 above the Base + Committed Development scenario on the over capacity arms of the junction, which is considered to be a negligible increase.

- 2.5 In terms of delay at the junction, there would be an increase in delay of approximately 35 seconds on the Claycliffe Road arm of the junction in the AM peak hour, with an increase in queue of 10.2 PCUs. In the base scenario the queue is expected to be approximately 180m and the addition of development traffic would increase this by some 60m. This increase in queue wouldn't block back through any further junctions, than those in the base scenario.
- 2.6 In the PM peak hour there is expected to an increase in delay of 27 seconds on the Wilthorpe Road arm of the junction. This results in an increase in queue of 18.6 PCUS, an increase in queue length of approximately 111m. Based on the base scenario, the queue length on this arm of the junction is already predicted to be 386m, which is a queue all the way back to the junction of Redhill Court/Wilthorpe Road to the southeast of the junction. Whilst the development would add to the back of the existing queue and queue back through further junctions, it is considered that the existing queues demonstrate the junction is already significantly over capacity.
- 2.7 A sensitivity test of the model has been undertaken which demonstrates that increasing the entry width on both Claycliffe Lane and Wilthorpe Road by 0.5m would result in the model showing nil detriment above the base scenario. In practice, such a minimal level of widening would bring no discernible benefit to the operation of a junction which already experiences significant capacity issues. Thus, whilst it has been demonstrated that it is possible to mitigate the impact of the development proposals, it is not considered appropriate to do so for the reasons set out above. It should also be noted that it is not the role of the development to address an existing capacity issue and any mitigation should be proportionate to the scale of impact.

Barugh Green Road / High Common Lane Signalised Crossroads

- 2.8 The junction modelling output from the MU1 application, provided by BMBC, has been utilised to assess the impact of the proposed development at this junction. The results of the operational assessment of the junction, in the 2033 Base + Committed Development (MU1)

scenario and the 2033 Base + Committed Development (MU1) + Development scenario are presented in **Table 2.2**.

- 2.9 It should be noted that the model has been adjusted so that the 2033 Base + CD replicates that submitted as part of the MU1 application. With regard to the 2033 Base + CD + Development, the signal timings have been adjusted to mirror those for the 2033 Base + CD scenario.

Table 2.2: A635 / B6428 / Higham Common Road Crossroads Junction

	2033 Base + Committed Development				2033 Base + Committed Development + Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
Barugh Lane	87.2%	12.5	104.6%	30.0	87.2%	12.4	101.7%	25.6
Barugh Green Road	99.9%	19.7	97.3%	29.5	100.9%	21.5	102.2%	38.7
Higham Common Road	96.7%	14.0	73.2%	9.6	97.6%	14.7	73.9%	9.8
Cawthorne Road	83.2%	14.9	48.3%	5.9	83.3%	14.9	49.4%	6.0
PRC over all lanes	-11.0%		-16.2%		-12.2%		-13.5%	

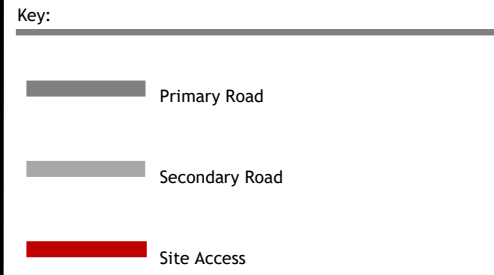
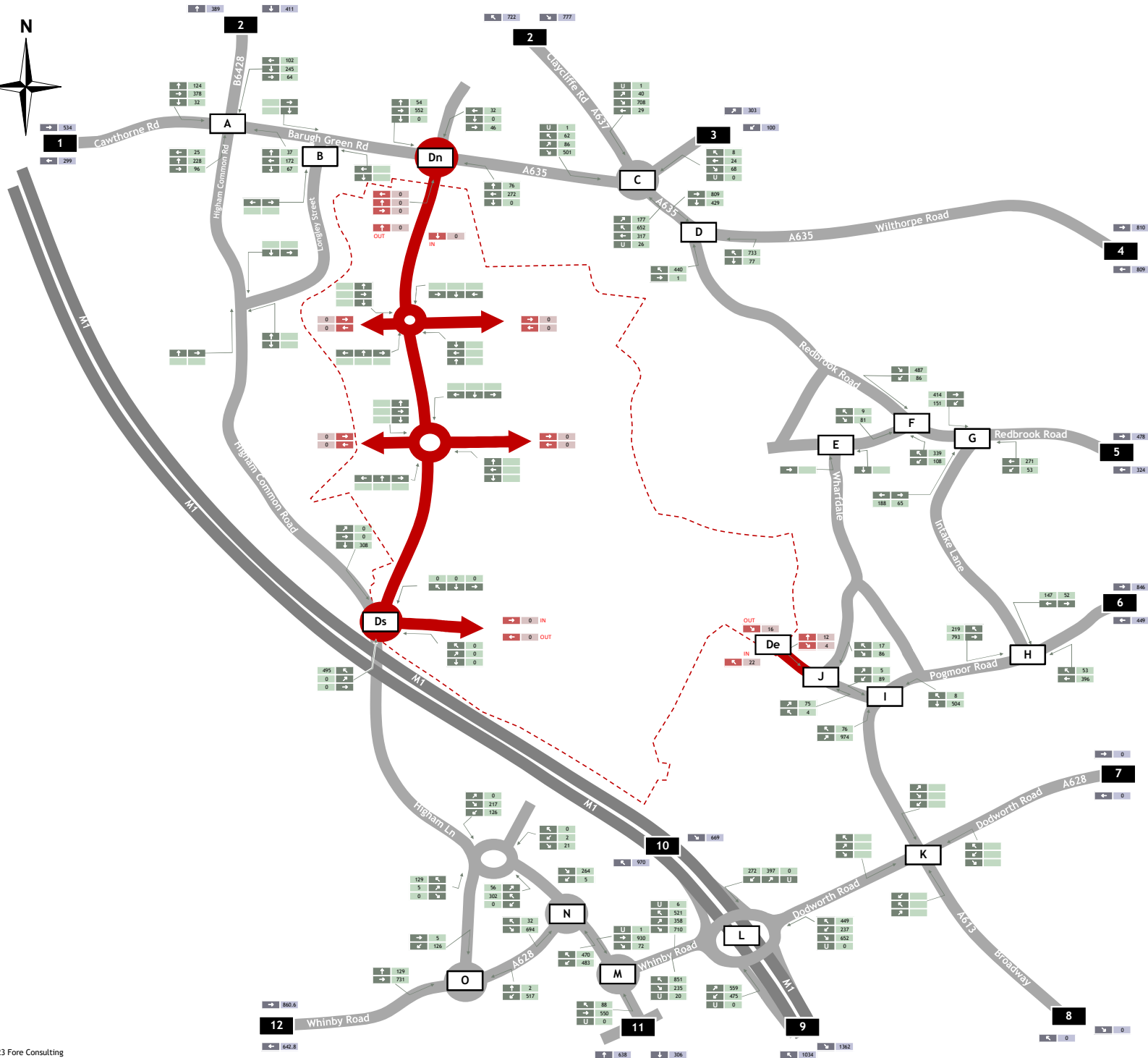
(Source: Linsig)

- 2.10 Utilising the outputs from the operational assessments undertaken as part of the MU1 application it can be seen that the junction is predicted to operate over the practical reserve capacity in the 2033 Base + Committed Development scenario. The proposed development only adds 11 and 10 two-way trips through the junction in the AM and PM peak hours, respectively.
- 2.11 As can be seen in **Table 2.2**, in the AM peak hour the maximum RFC increase from 99.9% to 100.9%, an increase of just 1% and the queue increases by just 1.8 PCUs, which cannot be considered to be severe. The overall PRC at the junction increase by 1.2% and the operation of all other approaches remains broadly unchanged.
- 2.12 In the PM peak hour, the Barugh Lane arm of the junction is already operating with a DoS of over 100%. The operation of this arm of the junction improves slightly with the addition of development traffic, with the DoS decreasing by 2.9% and the queue decreasing from 30.0 PCUs to 25.6 PCUs, down to a reallocation of green time. This does then result in the Barugh Green Road arm of the junction operating over 100% DoS and an increase in queue of 9.2 PCUs. The existing level of queue would already block back through Longley Street and the additional queue wouldn't block back through any further junctions.

- 2.13 In terms of vehicle movements at the junction, in the AM peak hour there are 1,752 vehicle movements through the junction and, therefore, the proposed development represents less than 1% of the total number of vehicles at the junction. The same is true of the PM peak hour where the development again represents less than 1% of the total vehicles at the junction. It is generally accepted that total daily through junctions in an urban environments can vary by as much as 10% throughout the week, as such the impact of the development on driver delay would be imperceptible.
- 2.14 With the above in mind, it is considered that the development's impact on the surrounding highway network is not severe, the test as set out in the NPPF and, therefore, no mitigation is required.

Appendix A

MU1 Traffic Flow Diagrams



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Client:
Strata Sterling Barnsley West Limited

Project:
Proposed MU1 Residential and Employment Site, Barnsley

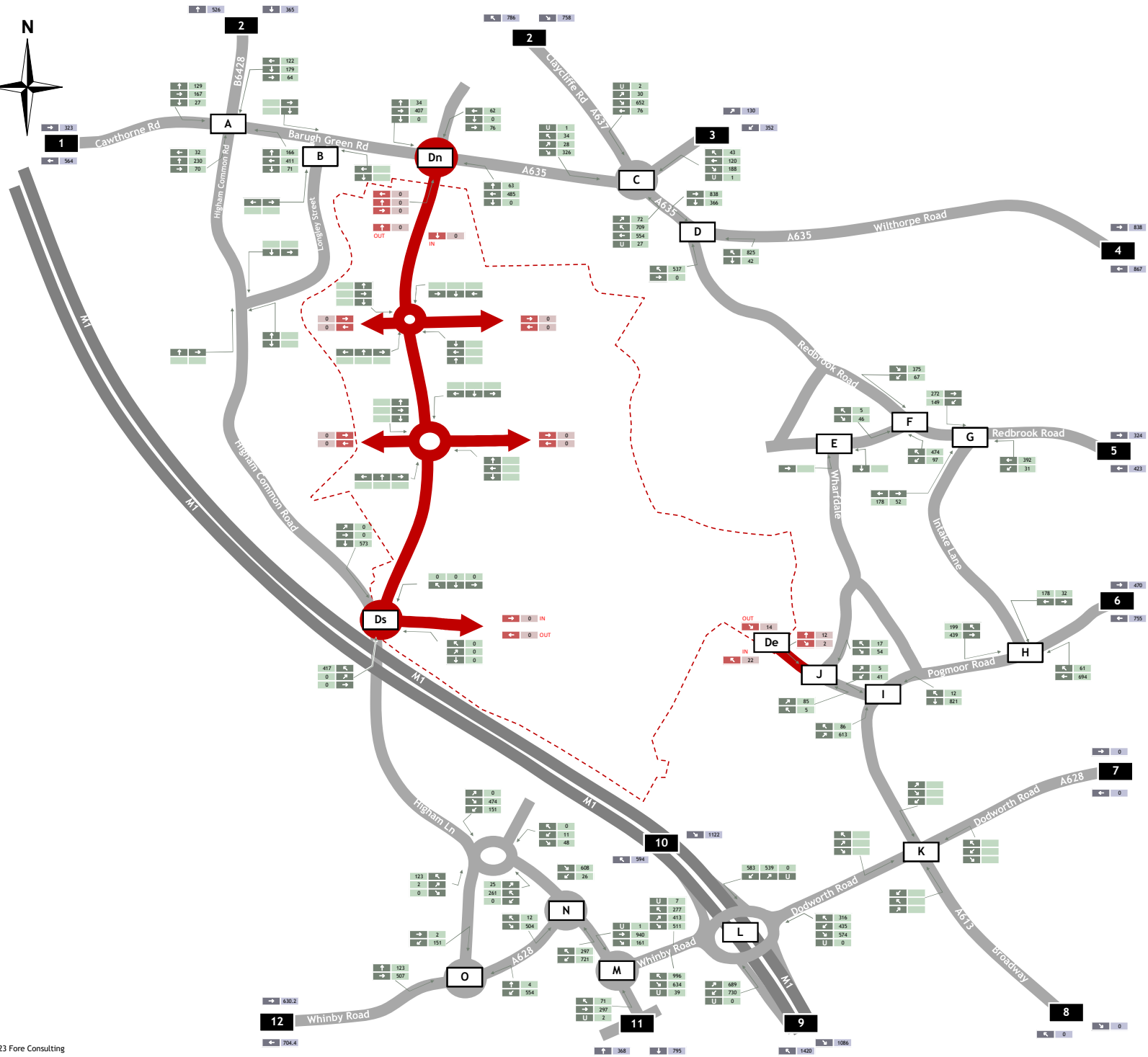
Figure Title:
2033 Do Minimum Traffic Flows - AM Peak Hour

Scale:
Not to scale

Figure Status:
Issue

Job Number:
3062

Figure Number:
Figure 70



Key:

- Primary Road
- Secondary Road
- Site Access

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Figure Title:

2033 Do Minimum Traffic Flows - PM Peak Hour

Scale:

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Figure Status:

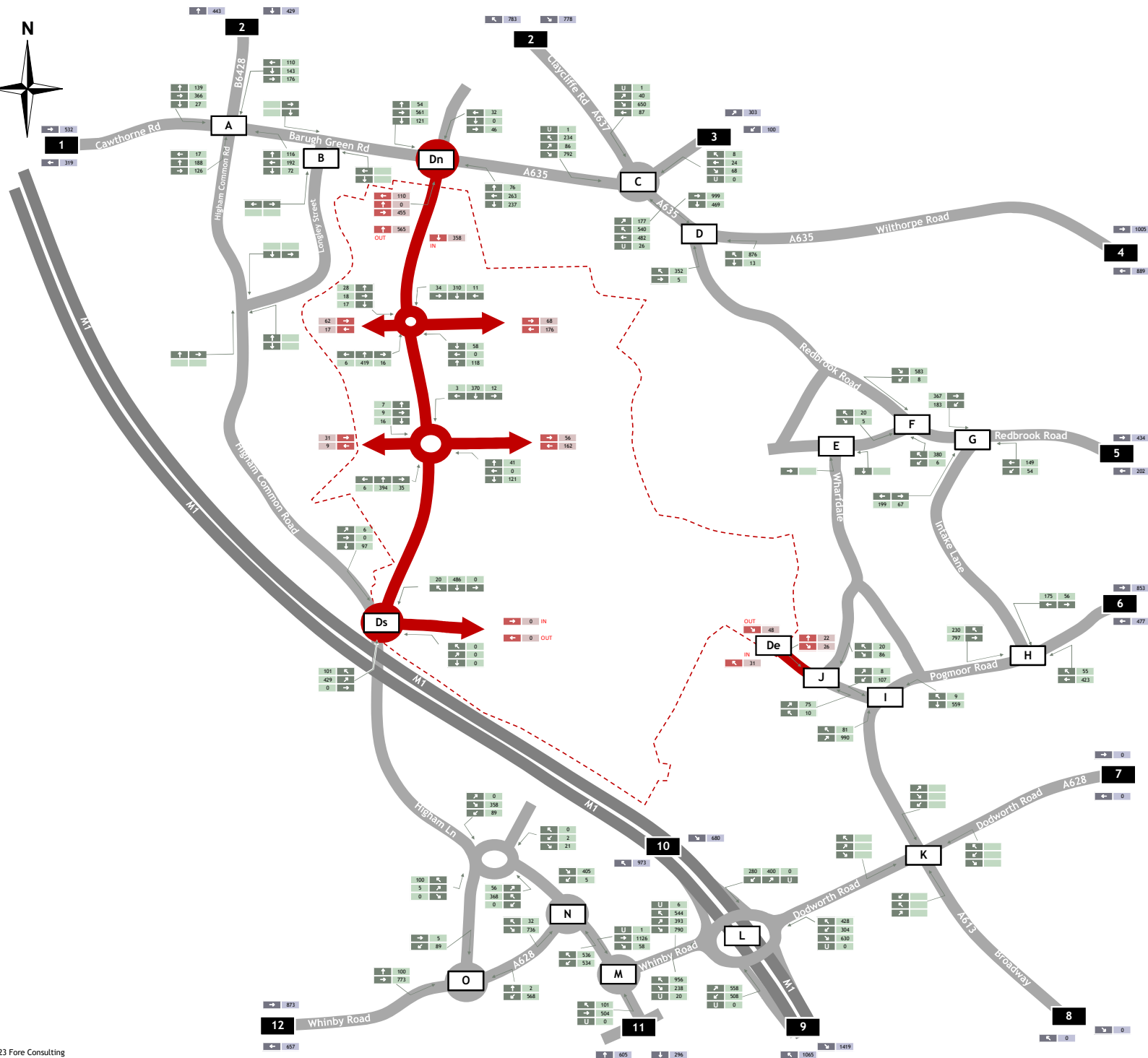
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Job Number:

3062

Figure Number:

Figure 71



Key:

- Primary Road
- Secondary Road
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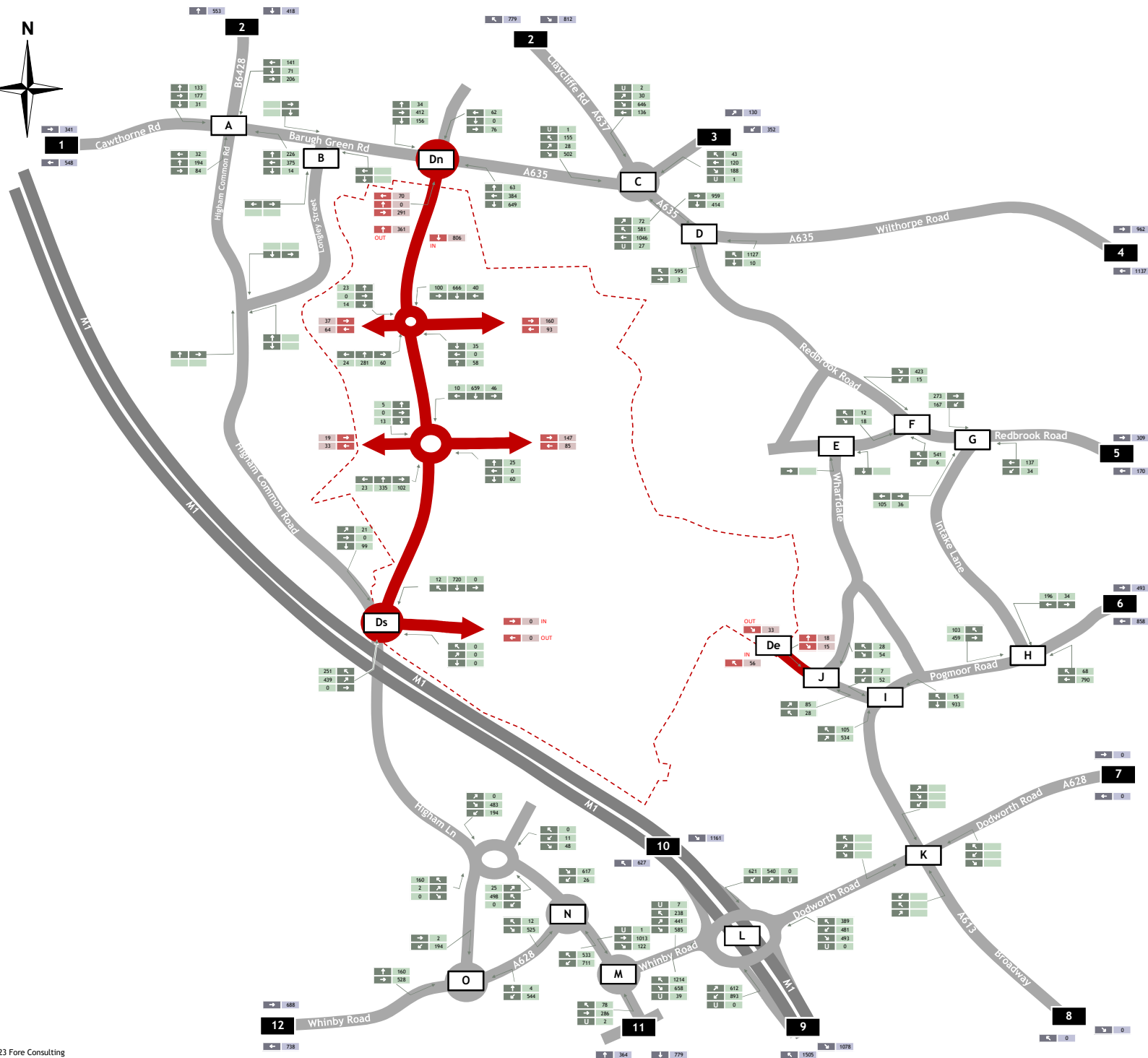
Figure Title:
 2033 Full Residential Development Traffic Flows - AM Peak Hour

Scale:
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Figure Status:
 Issue

Job Number:
 3062

Figure Number:
 Figure 72



Key:

Primary Road

Secondary Road

Site Access

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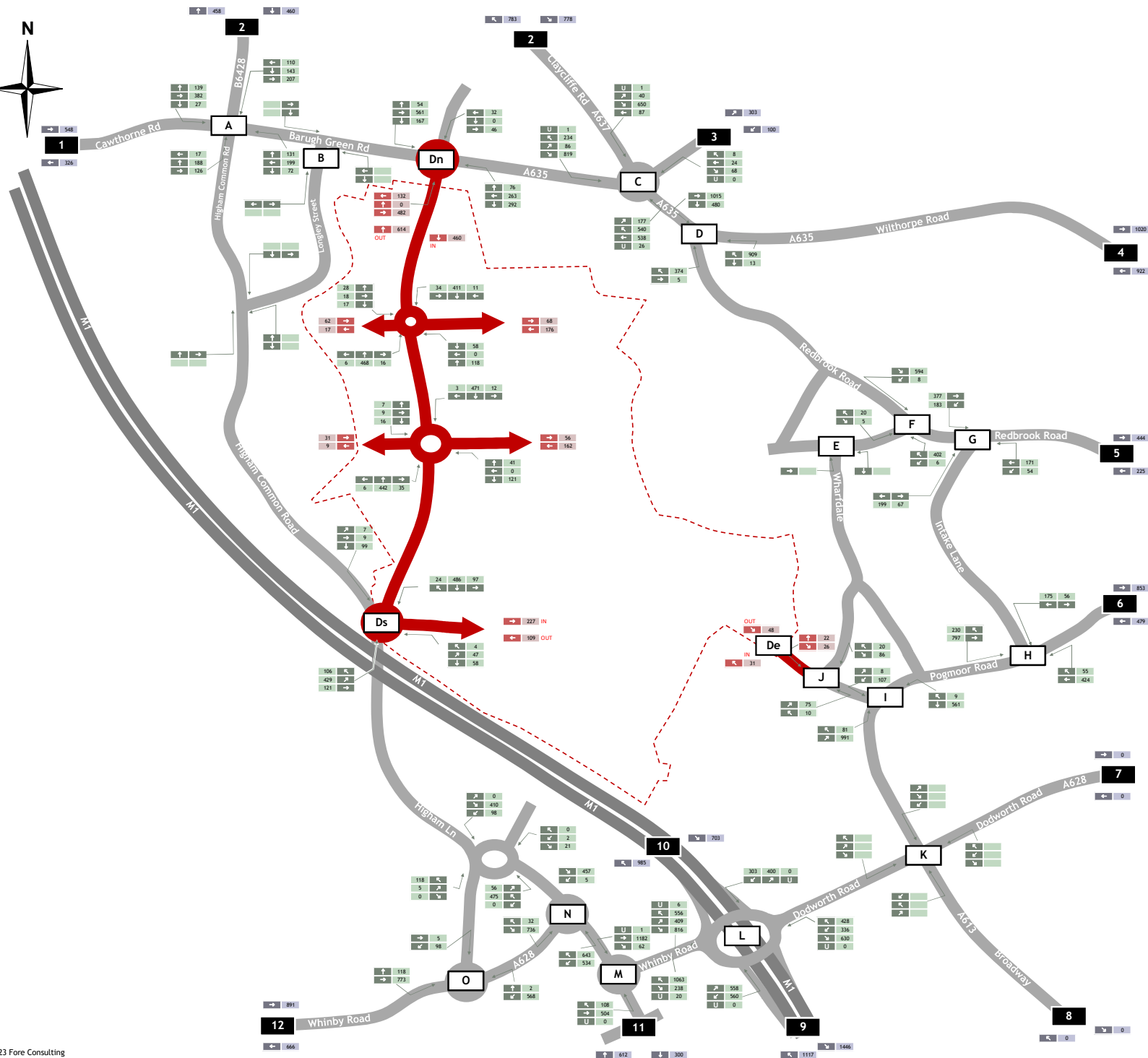
Figure Title:
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Scale:
 Not to scale




Figure Status:
 Issue

Job Number:
 3062

Figure Number:
 Figure 73



Key:

-  Primary Road
-  Secondary Road
-  Site Access

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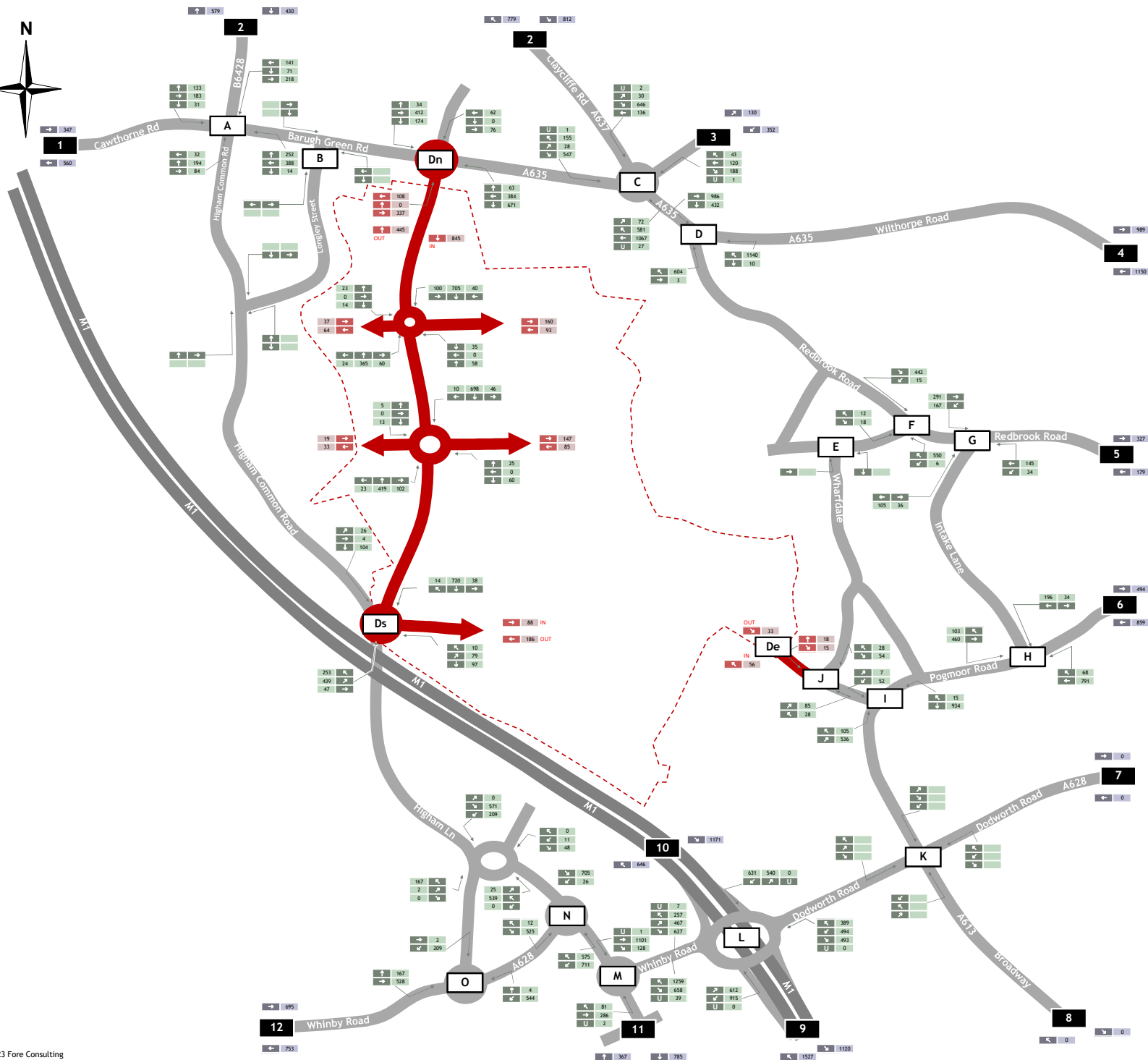
Figure Title:
 2033 Full Development Traffic Flows - AM Peak Hour

Scale:
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Figure Status:
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Job Number:
 3062

Figure Number:
 Figure 74



Key:

- Primary Road
- Secondary Road
- Site Access

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Figure Title:
2033 Full Development Traffic Flows - PM Peak Hour

Scale: Not to scale	Figure Status: Issue
Job Number: 3062	Figure Number: Figure 75

Appendix B

Operational Assessment Outputs

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
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Filename: J11 Barugh Green Road_Wilthorpe Road RBT.j11
Path: C:\Users\micro\Dropbox\Project Files and Management\TPS Project Files\P2636. Barugh Green, Barnsley\Technical\Junction Modelling\2026
Report generation date: 17/03/2026 10:43:50

- »(Default Analysis Set) - 2033 | B + CD | AM
- »(Default Analysis Set) - 2033 | B + CD | PM
- »(Default Analysis Set) - 2033 | B + CD + Dev | AM
- »(Default Analysis Set) - 2033 | B + CD + Dev | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
A1 - 2033 - B + CD						
1 - Claycliffe Road	33.3	130.56	1.06	4.0	16.49	0.81
2 - Whaley Road	0.2	8.03	0.20	1.3	12.18	0.57
3 - Wilthorpe Road	2.5	6.34	0.71	64.3	108.56	1.05
4 - Barugh Green Road	6.3	18.84	0.87	1.2	5.26	0.54
A1 - 2033 - B + CD + Dev						
1 - Claycliffe Road	43.5	165.50	1.09	4.4	18.11	0.82
2 - Whaley Road	0.3	8.25	0.20	1.4	12.91	0.58
3 - Wilthorpe Road	2.6	6.53	0.72	82.9	135.32	1.08
4 - Barugh Green Road	8.4	24.64	0.91	1.2	5.36	0.55

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

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

File summary

File Description

Title	Barugh Green Road / Wilthorpe Road
Location	Barugh Green, Barnsley
Site number	
Date	18/07/2025
Version	
Status	(new file)
Identifier	
Client	Avant Homes
Jobnumber	P2636
Enumerator	JT
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

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2033	B + CD	AM	ONE HOUR	07:30	09:00	15	✓		
D5	2033	B + CD	PM	ONE HOUR	16:00	17:30	15	✓		
D10	Development		AM	ONE HOUR	07:30	09:00	15			
D11	Development		PM	ONE HOUR	16:00	17:30	15			
D12	2033	B + CD + Dev	AM	ONE HOUR	07:30	09:00	15	✓	Simple	D4+D10
D13	2033	B + CD + Dev	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D5+D11

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2033 | B + CD | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claycliffe Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Wilthorpe Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Barugh Green Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	40.01	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	40.01	E

Arms

Arms

Arm	Name	Description	No give-way line
1	Claycliffe Road		
2	Whaley Road		
3	Wilthorpe Road		
4	Barugh Green Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Claycliffe Road	3.20	5.60	45.0	14.8	34.1	28.4		
2 - Whaley Road	4.41	6.01	11.1	16.3	34.0	34.8		
3 - Wilthorpe Road	3.27	7.62	42.0	71.0	34.5	26.8		
4 - Barugh Green Road	3.85	7.88	60.0	10.4	38.6	38.9		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Claycliffe Road	0.623	1572
2 - Whaley Road	0.629	1622
3 - Wilthorpe Road	0.742	2072
4 - Barugh Green Road	0.683	2007

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2033	B + CD	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claycliffe Road		ONE HOUR	✓	778	100.000
2 - Whaley Road		ONE HOUR	✓	100	100.000
3 - Wilthorpe Road		ONE HOUR	✓	1281	100.000
4 - Barugh Green Road		ONE HOUR	✓	1140	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claycliffe Road	2 - Whaley Road	3 - Wilthorpe Road	4 - Barugh Green Road
From	1 - Claycliffe Road	1	40	650	87
	2 - Whaley Road	8	0	68	24
	3 - Wilthorpe Road	540	177	26	538
	4 - Barugh Green Road	234	86	819	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - Claycliffe Road	2 - Whaley Road	3 - Wilthorpe Road	4 - Barugh Green Road
From	1 - Claycliffe Road	0	0	0	0
	2 - Whaley Road	0	0	0	0
	3 - Wilthorpe Road	0	0	0	0
	4 - Barugh Green Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Claycliffe Road	1.06	130.56	33.3	F	714	1071
2 - Whaley Road	0.20	8.03	0.2	A	92	138
3 - Wilthorpe Road	0.71	6.34	2.5	A	1175	1763
4 - Barugh Green Road	0.87	18.84	6.3	C	1046	1569

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	586	146	831	1054	0.556	581	587	0.0	1.2	7.526	A
2 - Whaley Road	75	19	1185	877	0.086	75	227	0.0	0.1	4.486	A
3 - Wilthorpe Road	964	241	90	2005	0.481	961	1169	0.0	0.9	3.436	A
4 - Barugh Green Road	858	215	564	1621	0.529	854	487	0.0	1.1	4.665	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	699	175	994	953	0.734	694	702	1.2	2.6	13.628	B
2 - Whaley Road	90	22	1416	731	0.123	90	272	0.1	0.1	5.609	A
3 - Wilthorpe Road	1152	288	108	1992	0.578	1150	1398	0.9	1.4	4.265	A
4 - Barugh Green Road	1025	256	675	1545	0.663	1022	583	1.1	1.9	6.833	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	857	214	1208	819	1.046	788	857	2.6	19.9	66.268	F
2 - Whaley Road	110	28	1667	574	0.192	110	328	0.1	0.2	7.752	A
3 - Wilthorpe Road	1410	353	125	1979	0.713	1406	1652	1.4	2.4	6.232	A
4 - Barugh Green Road	1255	314	825	1442	0.870	1239	706	1.9	5.9	16.586	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	857	214	1220	812	1.055	803	862	19.9	33.3	130.562	F
2 - Whaley Road	110	28	1692	558	0.197	110	331	0.2	0.2	8.033	A
3 - Wilthorpe Road	1410	353	127	1978	0.713	1410	1675	2.4	2.5	6.336	A
4 - Barugh Green Road	1255	314	828	1441	0.871	1254	710	5.9	6.3	18.843	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	699	175	1011	942	0.743	820	709	33.3	3.2	49.871	E
2 - Whaley Road	90	22	1551	647	0.139	90	280	0.2	0.2	6.469	A
3 - Wilthorpe Road	1152	288	123	1981	0.581	1156	1518	2.5	1.4	4.383	A
4 - Barugh Green Road	1025	256	679	1543	0.664	1042	600	6.3	2.0	7.421	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	586	146	838	1050	0.558	593	591	3.2	1.3	8.012	A
2 - Whaley Road	75	19	1202	866	0.087	76	229	0.2	0.1	4.556	A
3 - Wilthorpe Road	964	241	92	2004	0.481	966	1186	1.4	0.9	3.477	A
4 - Barugh Green Road	858	215	567	1619	0.530	862	491	2.0	1.1	4.776	A

(Default Analysis Set) - 2033 | B + CD | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claycliffe Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Wilthorpe Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Barugh Green Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	57.96	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	57.96	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033	B + CD	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claycliffe Road		ONE HOUR	✓	814	100.000
2 - Whaley Road		ONE HOUR	✓	352	100.000
3 - Wilthorpe Road		ONE HOUR	✓	1747	100.000
4 - Barugh Green Road		ONE HOUR	✓	731	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claycliffe Road	2 - Whaley Road	3 - Wilthorpe Road	4 - Barugh Green Road
From	1 - Claycliffe Road	2	30	646	136
	2 - Whaley Road	43	1	188	120
	3 - Wilthorpe Road	581	72	27	1067
	4 - Barugh Green Road	155	28	547	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - Claycliffe Road	2 - Whaley Road	3 - Wilthorpe Road	4 - Barugh Green Road
From	1 - Claycliffe Road	0	0	0	0
	2 - Whaley Road	0	0	0	0
	3 - Wilthorpe Road	0	0	0	0
	4 - Barugh Green Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Claycliffe Road	0.81	16.49	4.0	C	747	1120
2 - Whaley Road	0.57	12.18	1.3	B	323	485
3 - Wilthorpe Road	1.05	108.56	64.3	F	1603	2405
4 - Barugh Green Road	0.54	5.26	1.2	A	671	1006

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	613	153	507	1256	0.488	609	584	0.0	0.9	5.530	A
2 - Whaley Road	265	66	1018	982	0.270	264	98	0.0	0.4	5.001	A
3 - Wilthorpe Road	1315	329	227	1904	0.691	1306	1055	0.0	2.2	5.941	A
4 - Barugh Green Road	550	138	543	1635	0.337	548	990	0.0	0.5	3.306	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	732	183	606	1194	0.613	729	698	0.9	1.5	7.703	A
2 - Whaley Road	316	79	1219	856	0.370	316	117	0.4	0.6	6.654	A
3 - Wilthorpe Road	1571	393	272	1871	0.839	1560	1263	2.2	4.9	11.203	B
4 - Barugh Green Road	657	164	648	1563	0.420	656	1183	0.5	0.7	3.965	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	896	224	735	1114	0.805	887	816	1.5	3.8	15.315	C
2 - Whaley Road	388	97	1484	689	0.563	385	138	0.6	1.3	11.748	B
3 - Wilthorpe Road	1923	481	331	1827	1.053	1792	1538	4.9	37.7	52.316	F
4 - Barugh Green Road	805	201	748	1495	0.538	803	1375	0.7	1.2	5.188	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	896	224	738	1112	0.806	896	824	3.8	4.0	16.494	C
2 - Whaley Road	388	97	1494	683	0.568	387	140	1.3	1.3	12.182	B
3 - Wilthorpe Road	1923	481	333	1825	1.054	1817	1548	37.7	64.3	108.559	F
4 - Barugh Green Road	805	201	758	1489	0.541	805	1392	1.2	1.2	5.264	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	732	183	622	1185	0.618	741	780	4.0	1.7	8.278	A
2 - Whaley Road	316	79	1235	845	0.374	319	128	1.3	0.6	6.878	A
3 - Wilthorpe Road	1571	393	275	1868	0.841	1801	1279	64.3	6.6	67.144	F
4 - Barugh Green Road	657	164	743	1499	0.438	659	1334	1.2	0.8	4.292	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	613	153	511	1254	0.489	616	594	1.7	1.0	5.663	A
2 - Whaley Road	265	66	1027	976	0.271	266	99	0.6	0.4	5.074	A
3 - Wilthorpe Road	1315	329	229	1902	0.691	1332	1064	6.6	2.3	6.499	A
4 - Barugh Green Road	550	138	553	1628	0.338	551	1008	0.8	0.5	3.345	A

(Default Analysis Set) - 2033 | B + CD + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claycliffe Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Wilthorpe Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Barugh Green Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	49.94	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	49.94	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2033	B + CD + Dev	AM	ONE HOUR	07:30	09:00	15	✓	Simple	D4+D10

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claycliffe Road		ONE HOUR	✓	782	100.000
2 - Whaley Road		ONE HOUR	✓	100	100.000
3 - Wilthorpe Road		ONE HOUR	✓	1295	100.000
4 - Barugh Green Road		ONE HOUR	✓	1185	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claycliffe Road	2 - Whaley Road	3 - Wilthorpe Road	4 - Barugh Green Road
From	1 - Claycliffe Road	1	40	650	91
	2 - Whaley Road	8	0	68	24
	3 - Wilthorpe Road	540	177	26	552
	4 - Barugh Green Road	245	86	853	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - Claycliffe Road	2 - Whaley Road	3 - Wilthorpe Road	4 - Barugh Green Road
From	1 - Claycliffe Road	0	0	0	0
	2 - Whaley Road	0	0	0	0
	3 - Wilthorpe Road	0	0	0	0
	4 - Barugh Green Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Claycliffe Road	1.09	165.50	43.5	F	718	1076
2 - Whaley Road	0.20	8.25	0.3	A	92	138
3 - Wilthorpe Road	0.72	6.53	2.6	A	1188	1782
4 - Barugh Green Road	0.91	24.64	8.4	C	1087	1631

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	589	147	856	1039	0.567	584	595	0.0	1.3	7.815	A
2 - Whaley Road	75	19	1213	859	0.088	75	227	0.0	0.1	4.587	A
3 - Wilthorpe Road	975	244	93	2003	0.487	971	1194	0.0	0.9	3.476	A
4 - Barugh Green Road	892	223	564	1621	0.550	887	501	0.0	1.2	4.874	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	703	176	1024	934	0.753	697	712	1.3	2.9	14.800	B
2 - Whaley Road	90	22	1449	711	0.127	90	272	0.1	0.1	5.796	A
3 - Wilthorpe Road	1164	291	112	1990	0.585	1162	1428	0.9	1.4	4.342	A
4 - Barugh Green Road	1065	266	675	1545	0.689	1061	599	1.2	2.2	7.382	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	861	215	1240	799	1.078	775	868	2.9	24.4	78.327	F
2 - Whaley Road	110	28	1688	560	0.196	110	327	0.1	0.2	7.982	A
3 - Wilthorpe Road	1426	356	127	1978	0.721	1421	1671	1.4	2.5	6.416	A
4 - Barugh Green Road	1305	326	825	1443	0.904	1283	723	2.2	7.6	20.277	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	861	215	1256	789	1.091	784	873	24.4	43.5	165.500	F
2 - Whaley Road	110	28	1711	546	0.202	110	329	0.2	0.3	8.253	A
3 - Wilthorpe Road	1426	356	129	1977	0.721	1426	1692	2.5	2.6	6.526	A
4 - Barugh Green Road	1305	326	828	1441	0.906	1302	726	7.6	8.4	24.640	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	703	176	1048	919	0.765	861	721	43.5	3.9	88.516	F
2 - Whaley Road	90	22	1626	599	0.150	90	283	0.3	0.2	7.071	A
3 - Wilthorpe Road	1164	291	131	1975	0.589	1169	1585	2.6	1.5	4.489	A
4 - Barugh Green Road	1065	266	679	1543	0.691	1090	621	8.4	2.3	8.359	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	589	147	864	1034	0.570	599	599	3.9	1.4	8.475	A
2 - Whaley Road	75	19	1234	846	0.089	76	229	0.2	0.1	4.676	A
3 - Wilthorpe Road	975	244	95	2002	0.487	977	1214	1.5	1.0	3.522	A
4 - Barugh Green Road	892	223	567	1619	0.551	896	505	2.3	1.2	5.010	A

(Default Analysis Set) - 2033 | B + CD + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claycliffe Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Wilthorpe Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Barugh Green Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	71.28	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	71.28	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2033	B + CD + Dev	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D5+D11

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claycliffe Road		ONE HOUR	✓	824	100.000
2 - Whaley Road		ONE HOUR	✓	352	100.000
3 - Wilthorpe Road		ONE HOUR	✓	1778	100.000
4 - Barugh Green Road		ONE HOUR	✓	751	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claycliffe Road	2 - Whaley Road	3 - Wilthorpe Road	4 - Barugh Green Road
From	1 - Claycliffe Road	2	30	646	146
	2 - Whaley Road	43	1	188	120
	3 - Wilthorpe Road	581	72	27	1098
	4 - Barugh Green Road	160	28	562	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - Claycliffe Road	2 - Whaley Road	3 - Wilthorpe Road	4 - Barugh Green Road
From	1 - Claycliffe Road	0	0	0	0
	2 - Whaley Road	0	0	0	0
	3 - Wilthorpe Road	0	0	0	0
	4 - Barugh Green Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Claycliffe Road	0.82	18.11	4.4	C	756	1134
2 - Whaley Road	0.58	12.91	1.4	B	323	485
3 - Wilthorpe Road	1.08	135.32	82.9	F	1632	2447
4 - Barugh Green Road	0.55	5.36	1.2	A	689	1034

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	620	155	518	1249	0.497	616	588	0.0	1.0	5.655	A
2 - Whaley Road	265	66	1036	970	0.273	264	98	0.0	0.4	5.084	A
3 - Wilthorpe Road	1339	335	234	1899	0.705	1329	1066	0.0	2.3	6.227	A
4 - Barugh Green Road	565	141	543	1636	0.346	563	1021	0.0	0.5	3.352	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	741	185	620	1186	0.625	738	702	1.0	1.6	7.993	A
2 - Whaley Road	316	79	1241	842	0.376	316	117	0.4	0.6	6.831	A
3 - Wilthorpe Road	1598	400	280	1864	0.857	1586	1276	2.3	5.5	12.395	B
4 - Barugh Green Road	675	169	648	1564	0.432	674	1219	0.5	0.8	4.042	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	907	227	750	1105	0.821	897	811	1.6	4.2	16.586	C
2 - Whaley Road	388	97	1510	672	0.576	385	137	0.6	1.3	12.388	B
3 - Wilthorpe Road	1958	489	341	1819	1.076	1793	1553	5.5	46.5	61.616	F
4 - Barugh Green Road	827	207	736	1503	0.550	825	1399	0.8	1.2	5.293	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	907	227	753	1103	0.822	906	818	4.2	4.4	18.106	C
2 - Whaley Road	388	97	1521	666	0.582	387	138	1.3	1.4	12.914	B
3 - Wilthorpe Road	1958	489	344	1817	1.078	1812	1564	46.5	82.9	135.316	F
4 - Barugh Green Road	827	207	744	1498	0.552	827	1413	1.2	1.2	5.361	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	741	185	636	1176	0.630	751	786	4.4	1.7	8.679	A
2 - Whaley Road	316	79	1259	830	0.381	319	128	1.4	0.6	7.087	A
3 - Wilthorpe Road	1598	400	285	1861	0.859	1839	1294	82.9	22.7	106.834	F
4 - Barugh Green Road	675	169	745	1497	0.451	677	1379	1.2	0.8	4.396	A

17:15 - 17:30

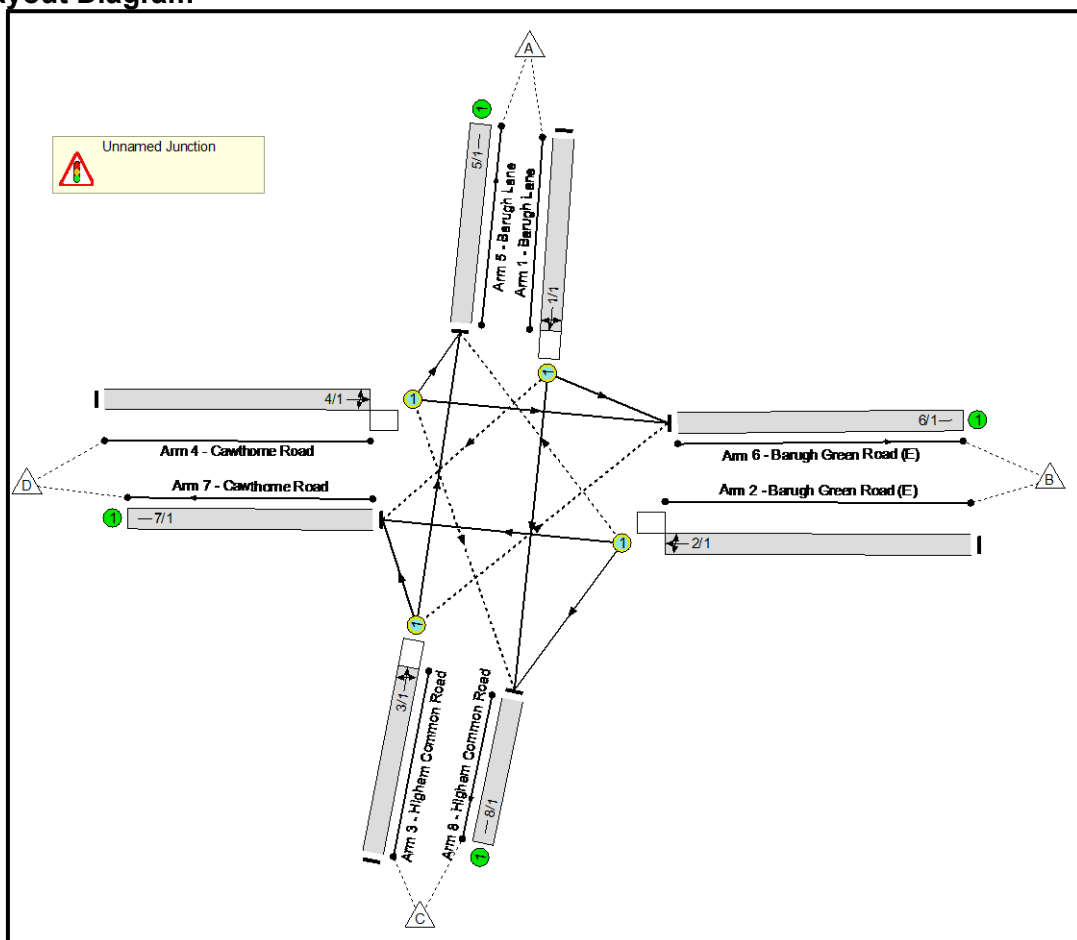
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Claycliffe Road	620	155	526	1245	0.498	623	619	1.7	1.0	5.823	A
2 - Whaley Road	265	66	1047	964	0.275	266	102	0.6	0.4	5.166	A
3 - Wilthorpe Road	1339	335	237	1897	0.706	1420	1076	22.7	2.5	8.874	A
4 - Barugh Green Road	565	141	578	1612	0.351	567	1079	0.8	0.5	3.449	A

Full Input Data And Results
Full Input Data And Results

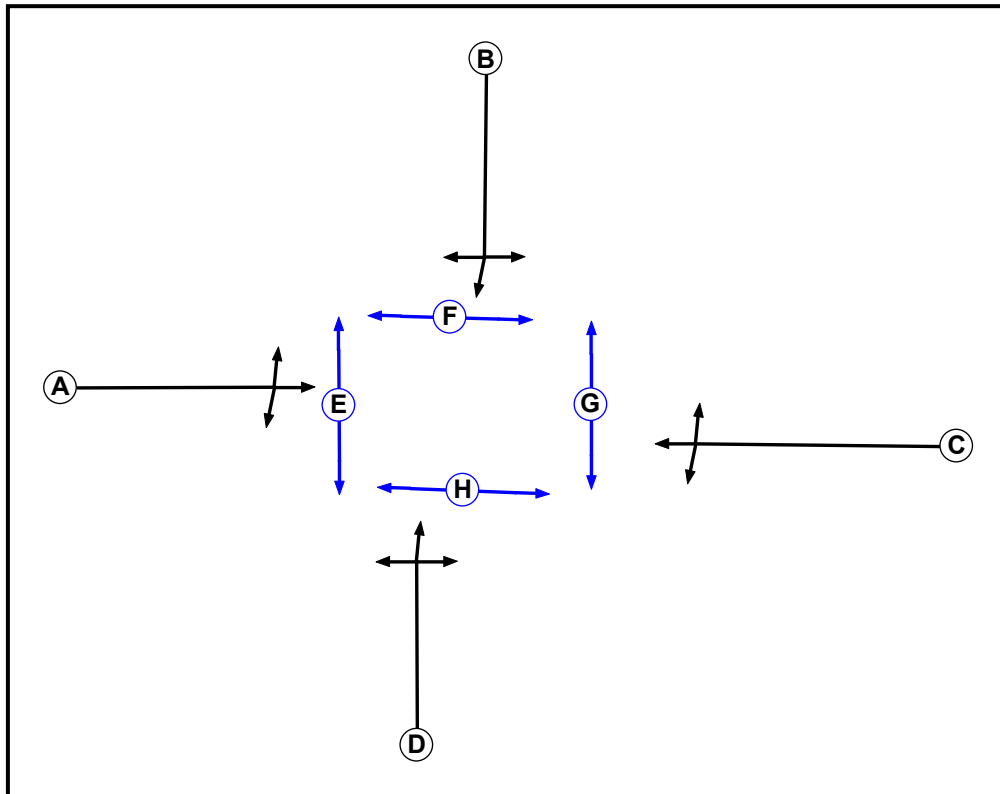
User and Project Details

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Title:	Barugh Green Crossroads
Location:	
Client:	Avant Homes
Checked By:	JT
Checked By Date:	JT
Additional detail:	
File name:	Barugh Green Road_Cawthorne Road 2026.lsg3x
Author:	JT
Company:	TPS Consultants Ltd
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5

Full Input Data And Results

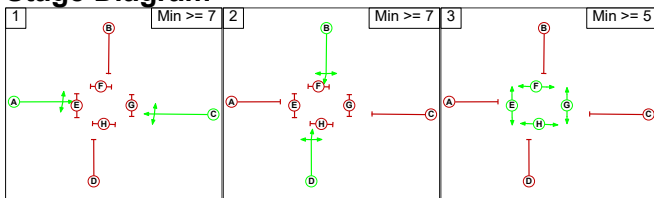
Phase Intergrens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		8	-	8	8	8	8	8
	B	8		8	-	8	8	8	8
	C	-	8		8	8	8	8	8
	D	8	-	8		8	8	8	8
	E	10	10	10	10		-	-	-
	F	8	8	8	8	-		-	-
	G	10	10	10	10	-	-		-
	H	7	7	7	7	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		8	8
	2	8		8
	3	10	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Barugh Lane)	7/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 7/1 (Left)	2.00	-	0.50	2	2.00
2/1 (Barugh Green Road (E))	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	2.00	2.00	0.50	2	2.00
3/1 (Higham Common Road)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 8/1 (Ahead)	2.00	-	0.50	2	2.00
4/1 (Cawthorne Road)	8/1 (Right)	1439	0	2/1	1.09	To 7/1 (Ahead) To 8/1 (Left)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Barugh Lane)	O	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	5.00
											Arm 7 Right	5.00
											Arm 8 Ahead	5.00
2/1 (Barugh Green Road (E))	O	C	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 5 Right	5.00
											Arm 7 Ahead	Inf
3/1 (Higham Common Road)	O	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 8 Left	3.00
											Arm 5 Ahead	Inf
4/1 (Cawthorne Road)	O	A	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 6 Right	5.00
											Arm 7 Left	2.00
5/1 (Barugh Lane)	U		2	3	60.0	Inf	-	-	-	-	Arm 5 Left	5.00
											Arm 6 Ahead	Inf
											Arm 8 Right	6.00
6/1 (Barugh Green Road (E))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Cawthorne Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Higham Common Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2033 Base + CD AM'	07:45	08:45	01:00	
2: '2033 Base + CD PM'	16:15	17:15	01:00	
3: 'Development AM'	07:45	08:45	01:00	
4: 'Development PM'	16:15	17:15	01:00	
5: '2033 Base + CD + Dev AM'	07:45	08:45	01:00	F1+F3
6: '2033 Base + CD + Dev PM'	16:15	17:15	01:00	F2+F4

Scenario 1: '2033 Base + CD AM' (FG1: '2033 Base + CD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	207	143	110	460
	B	131	0	72	199	402
	C	188	126	0	17	331
	D	139	382	27	0	548
	Tot.	458	715	242	326	1741

Traffic Lane Flows

Lane	Scenario 1: 2033 Base + CD AM
Junction: Unnamed Junction	
1/1	460
2/1	402
3/1	331
4/1	548
5/1	458
6/1	715
7/1	326
8/1	242

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Barugh Lane)	3.50	0.00	Y	Arm 6 Left	5.00	45.0 %	1512	1512
				Arm 7 Right	5.00	23.9 %		
				Arm 8 Ahead	5.00	31.1 %		
2/1 (Barugh Green Road (E))	4.30	0.00	Y	Arm 5 Right	5.00	32.6 %	1722	1722
				Arm 7 Ahead	Inf	49.5 %		
				Arm 8 Left	3.00	17.9 %		
3/1 (Higham Common Road)	3.00	0.00	Y	Arm 5 Ahead	Inf	56.8 %	1661	1661
				Arm 6 Right	5.00	38.1 %		
				Arm 7 Left	2.00	5.1 %		
4/1 (Cawthorne Road)	4.50	0.00	Y	Arm 5 Left	5.00	25.4 %	1897	1897
				Arm 6 Ahead	Inf	69.7 %		
				Arm 8 Right	6.00	4.9 %		
5/1 (Barugh Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Barugh Green Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cawthorne Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Higham Common Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2033 Base + CD PM' (FG2: '2033 Base + CD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	218	71	141	430	
B	252	0	14	388	654	
C	194	84	0	32	310	
D	133	183	31	0	347	
Tot.	579	485	116	561	1741	

Full Input Data And Results

Traffic Lane Flows

Scenario 2: 2033 Base + CD PM	
Junction: Unnamed Junction	
1/1	430
2/1	654
3/1	310
4/1	347
5/1	579
6/1	485
7/1	561
8/1	116

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Barugh Lane)	3.50	0.00	Y	Arm 6 Left	5.00	50.7 %	1512	1512
				Arm 7 Right	5.00	32.8 %		
				Arm 8 Ahead	5.00	16.5 %		
				Arm 5 Right	5.00	38.5 %		
2/1 (Barugh Green Road (E))	4.30	0.00	Y	Arm 7 Ahead	Inf	59.3 %	1816	1816
				Arm 8 Left	3.00	2.1 %		
				Arm 5 Ahead	Inf	62.6 %		
3/1 (Higham Common Road)	3.00	0.00	Y	Arm 6 Right	5.00	27.1 %	1653	1653
				Arm 7 Left	2.00	10.3 %		
				Arm 5 Left	5.00	38.3 %		
				Arm 6 Ahead	Inf	52.7 %		
4/1 (Cawthorne Road)	4.50	0.00	Y	Arm 8 Right	6.00	8.9 %	1816	1816
5/1 (Barugh Lane Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Barugh Green Road (E) Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (Cawthorne Road Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (Higham Common Road Lane 1)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 3: '2033 Base + CD + D AM' (FG5: '2033 Base + CD + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	207	143	110	460
	B	132	0	76	202	410
	C	188	128	0	17	333
	D	139	383	27	0	549
	Tot.	459	718	246	329	1752

Traffic Lane Flows

Lane	Scenario 3: 2033 Base + CD + D AM
Junction: Unnamed Junction	
1/1	460
2/1	410
3/1	333
4/1	549
5/1	459
6/1	718
7/1	329
8/1	246

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Barugh Lane)	3.50	0.00	Y	Arm 6 Left	5.00	45.0 %	1512	1512
				Arm 7 Right	5.00	23.9 %		
				Arm 8 Ahead	5.00	31.1 %		
2/1 (Barugh Green Road (E))	4.30	0.00	Y	Arm 5 Right	5.00	32.2 %	1720	1720
				Arm 7 Ahead	Inf	49.3 %		
				Arm 8 Left	3.00	18.5 %		
3/1 (Higham Common Road)	3.00	0.00	Y	Arm 5 Ahead	Inf	56.5 %	1660	1660
				Arm 6 Right	5.00	38.4 %		
				Arm 7 Left	2.00	5.1 %		
4/1 (Cawthorne Road)	4.50	0.00	Y	Arm 5 Left	5.00	25.3 %	1898	1898
				Arm 6 Ahead	Inf	69.8 %		
				Arm 8 Right	6.00	4.9 %		
5/1 (Barugh Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Barugh Green Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cawthorne Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Higham Common Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2033 Base + CD + D PM' (FG6: '2033 Base + CD + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	219	71	141	431	
B	252	0	16	389	657	
C	194	88	0	32	314	
D	133	185	31	0	349	
Tot.	579	492	118	562	1751	

Full Input Data And Results

Traffic Lane Flows

Scenario 4: 2033 Base + CD + D PM	
Junction: Unnamed Junction	
1/1	431
2/1	657
3/1	314
4/1	349
5/1	579
6/1	492
7/1	562
8/1	118

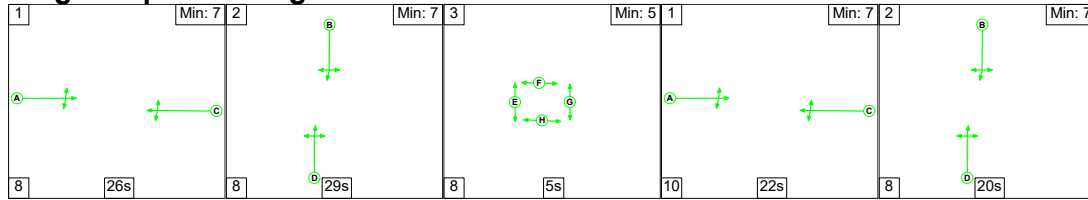
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Barugh Lane)	3.50	0.00	Y	Arm 6 Left	5.00	50.8 %	1512	1512
				Arm 7 Right	5.00	32.7 %		
				Arm 8 Ahead	5.00	16.5 %		
				Arm 5 Right	5.00	38.4 %		
2/1 (Barugh Green Road (E))	4.30	0.00	Y	Arm 7 Ahead	Inf	59.2 %	1814	1814
				Arm 8 Left	3.00	2.4 %		
				Arm 5 Ahead	Inf	61.8 %		
3/1 (Higham Common Road)	3.00	0.00	Y	Arm 6 Right	5.00	28.0 %	1650	1650
				Arm 7 Left	2.00	10.2 %		
				Arm 5 Left	5.00	38.1 %		
				Arm 6 Ahead	Inf	53.0 %		
4/1 (Cawthorne Road)	4.50	0.00	Y	Arm 8 Right	6.00	8.9 %	1817	1817
				Arm 6 Ahead	Inf	53.0 %		
5/1 (Barugh Lane Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Barugh Green Road (E) Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (Cawthorne Road Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (Higham Common Road Lane 1)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 1: '2033 Base + CD AM' (FG1: '2033 Base + CD AM', Plan 1: 'Network Control Plan 1')

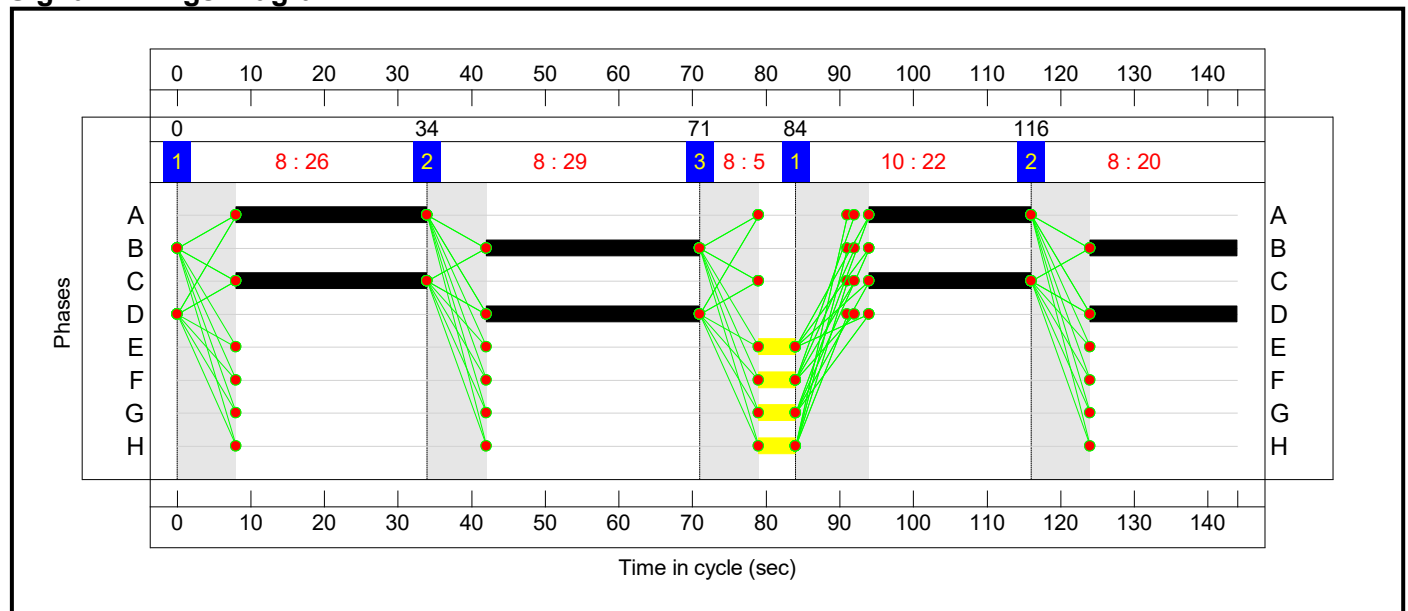
Stage Sequence Diagram



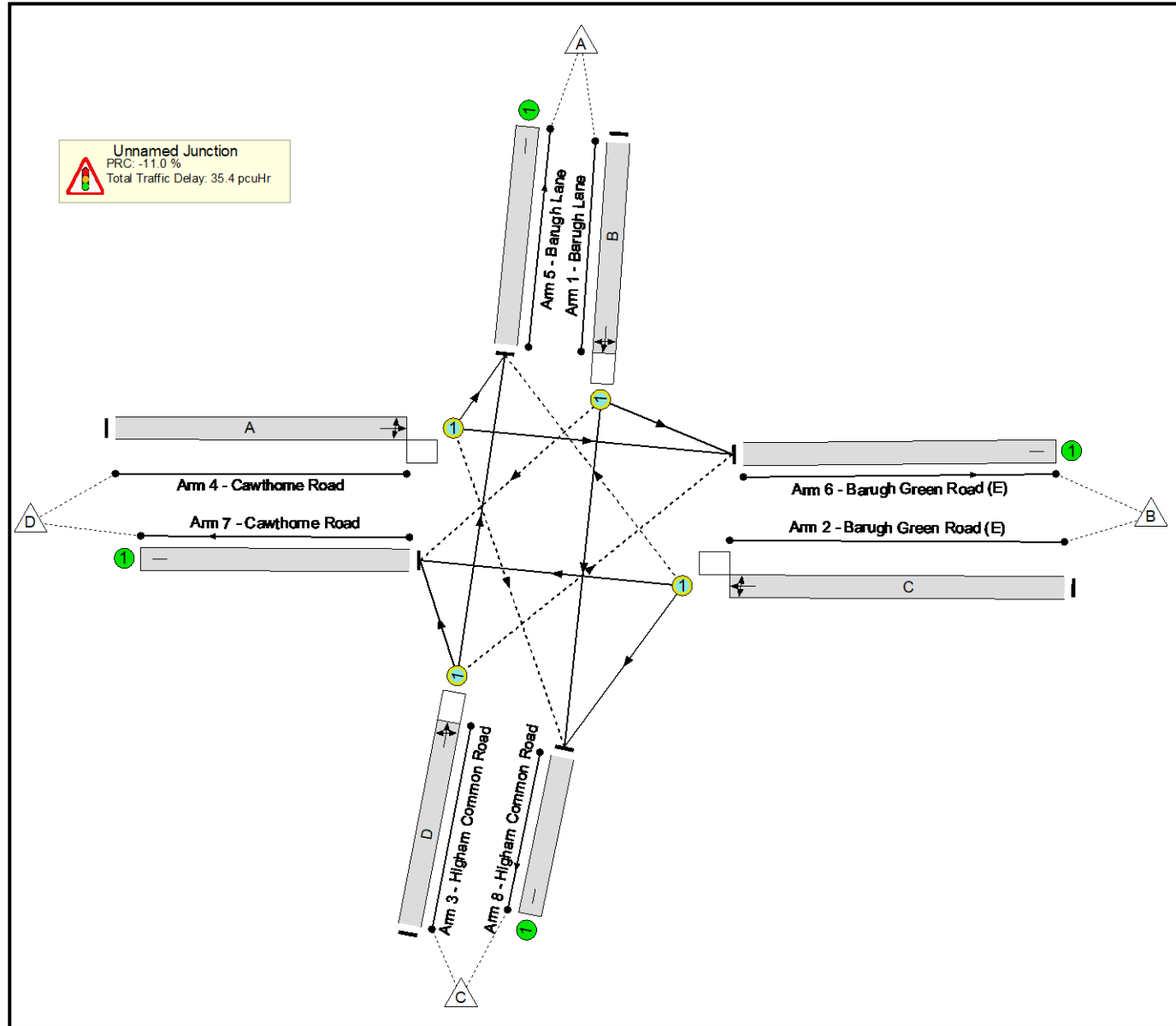
Stage Timings

Stage	1	2	3	1	2
Duration	26	29	5	22	20
Change Point	0	34	71	84	116

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barugh Green Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	99.9%
1/1	Barugh Lane Left Right Ahead	O	N/A	N/A	B		2	49	-	460	1512	527	87.2%
2/1	Barugh Green Road (E) Right Ahead Left	O	N/A	N/A	C		2	48	-	402	1722	403	99.9%
3/1	Higham Common Road Ahead Right Left	O	N/A	N/A	D		2	49	-	331	1661	342	96.7%
4/1	Cawthorne Road Left Ahead Right	O	N/A	N/A	A		2	48	-	548	1897	659	83.2%
5/1	Barugh Lane	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
6/1	Barugh Green Road (E)	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
7/1	Cawthorne Road	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
8/1	Higham Common Road	U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%

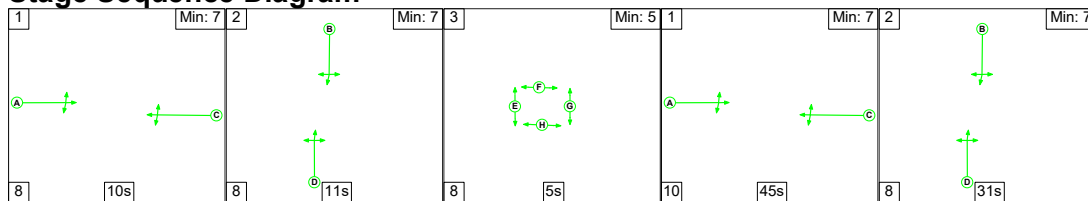
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Barugh Green Crossroads	-	-	289	0	105	12.6	22.1	0.7	35.4	-	-	-	-
Unnamed Junction	-	-	289	0	105	12.6	22.1	0.7	35.4	-	-	-	-
1/1	460	460	99	0	11	3.0	3.1	0.0	6.2	48.3	9.3	3.1	12.5
2/1	402	402	71	0	60	3.7	9.9	0.5	14.1	126.0	9.8	9.9	19.7
3/1	331	331	92	0	34	2.3	6.7	0.2	9.2	99.7	7.3	6.7	14.0
4/1	548	548	27	0	0	3.6	2.4	0.0	6.0	39.4	12.5	2.4	14.9
5/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -11.0 Total Delay for Signalled Lanes (pcuHr): 35.41 Cycle Time (s): 144 PRC Over All Lanes (%): -11.0 Total Delay Over All Lanes(pcuHr): 35.41</p>													

Full Input Data And Results

Scenario 2: '2033 Base + CD PM' (FG2: '2033 Base + CD PM', Plan 1: 'Network Control Plan 1')

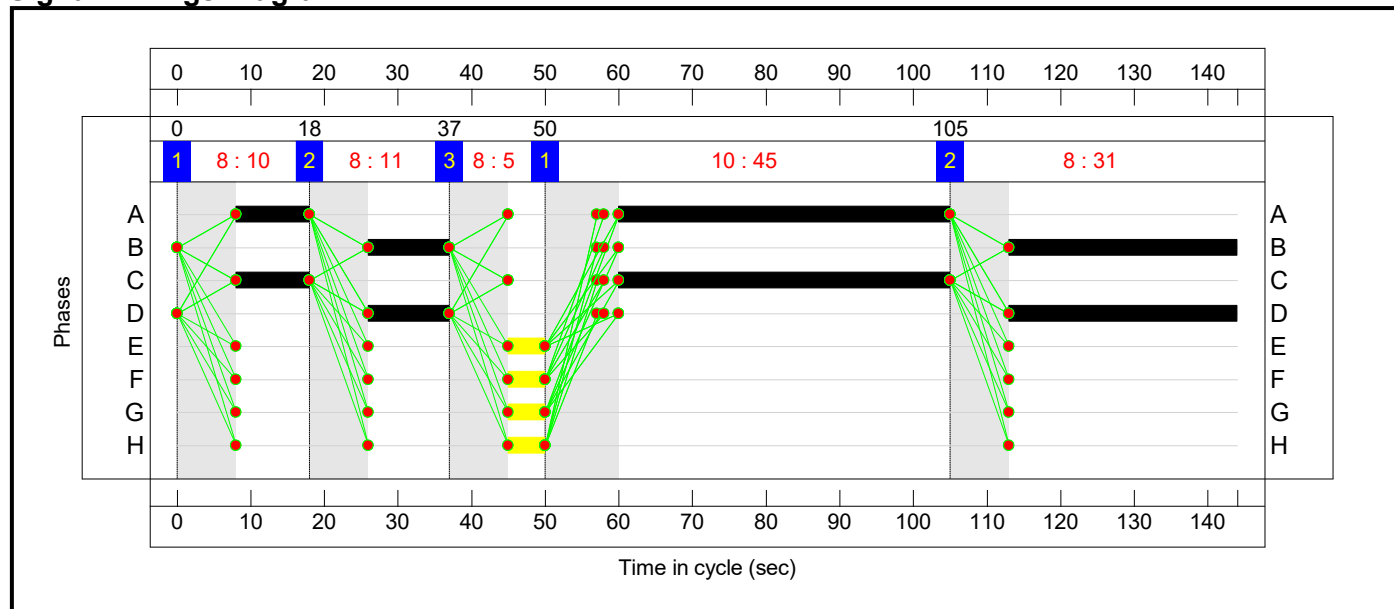
Stage Sequence Diagram



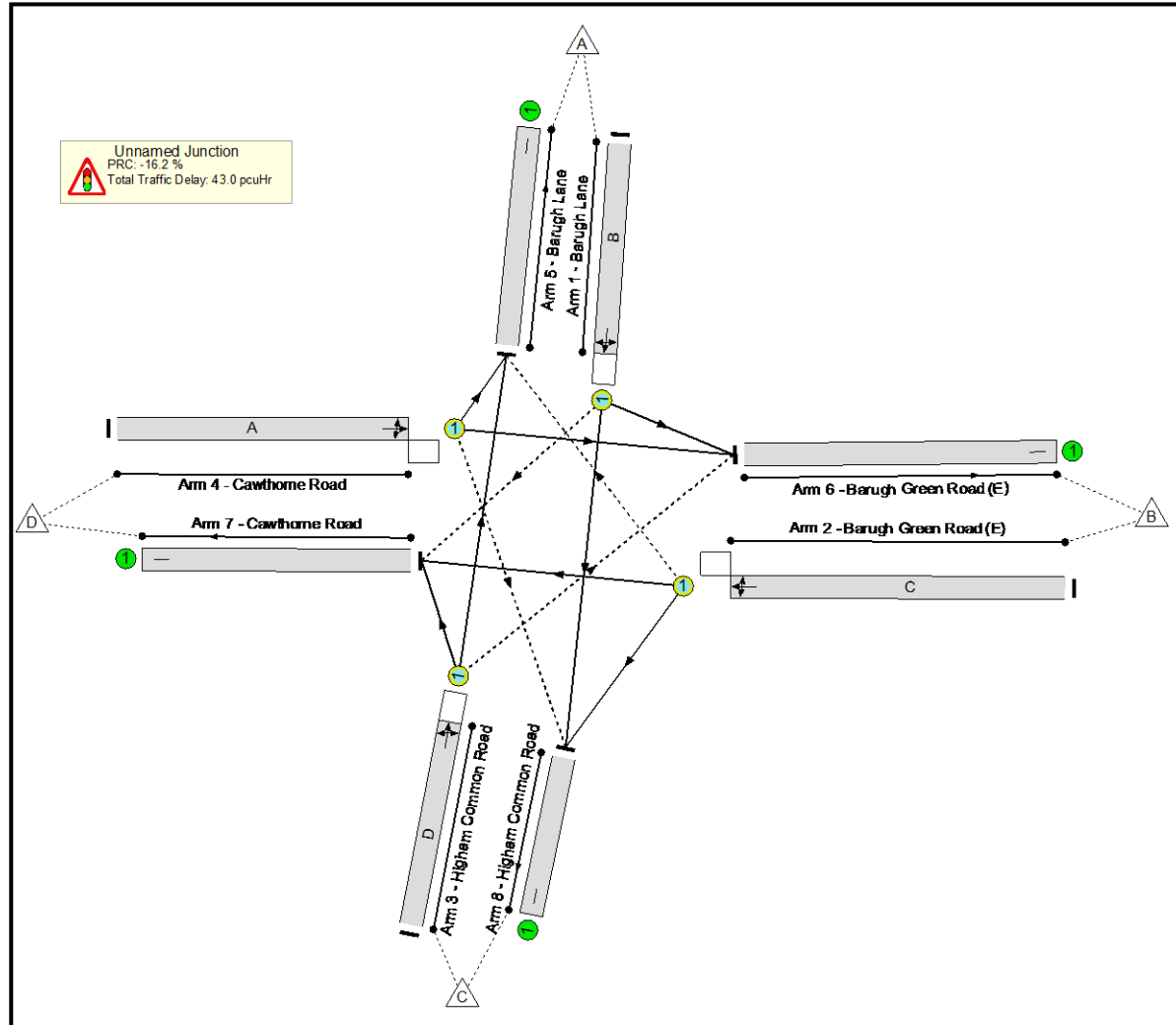
Stage Timings

Stage	1	2	3	1	2
Duration	10	11	5	45	31
Change Point	0	18	37	50	105

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barugh Green Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	104.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	104.6%
1/1	Barugh Lane Left Right Ahead	O	N/A	N/A	B		2	42	-	430	1512	411	104.6%
2/1	Barugh Green Road (E) Right Ahead Left	O	N/A	N/A	C		2	55	-	654	1816	672	97.3%
3/1	Higham Common Road Ahead Right Left	O	N/A	N/A	D		2	42	-	310	1653	423	73.2%
4/1	Cawthorne Road Left Ahead Right	O	N/A	N/A	A		2	55	-	347	1816	719	48.3%
5/1	Barugh Lane	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
6/1	Barugh Green Road (E)	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
7/1	Cawthorne Road	U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
8/1	Higham Common Road	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%

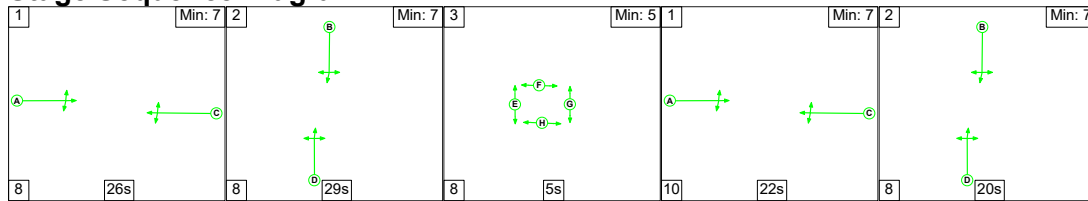
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Barugh Green Crossroads	-	-	418	0	84	15.7	26.9	0.4	43.0	-	-	-	-
Unnamed Junction	-	-	418	0	84	15.7	26.9	0.4	43.0	-	-	-	-
1/1	430	411	102	0	33	5.4	16.1	0.1	21.6	180.8	13.9	16.1	30.0
2/1	654	654	203	0	49	6.4	9.0	0.2	15.7	86.2	20.5	9.0	29.5
3/1	310	310	82	0	2	2.3	1.3	0.1	3.7	43.2	8.3	1.3	9.6
4/1	347	347	31	0	0	1.6	0.5	0.0	2.0	21.1	5.4	0.5	5.9
5/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -16.2 Total Delay for Signalled Lanes (pcuHr): 43.02 Cycle Time (s): 144 PRC Over All Lanes (%): -16.2 Total Delay Over All Lanes(pcuHr): 43.02</p>													

Full Input Data And Results

Scenario 3: '2033 Base + CD + D AM' (FG5: '2033 Base + CD + Dev AM', Plan 1: 'Network Control Plan 1')

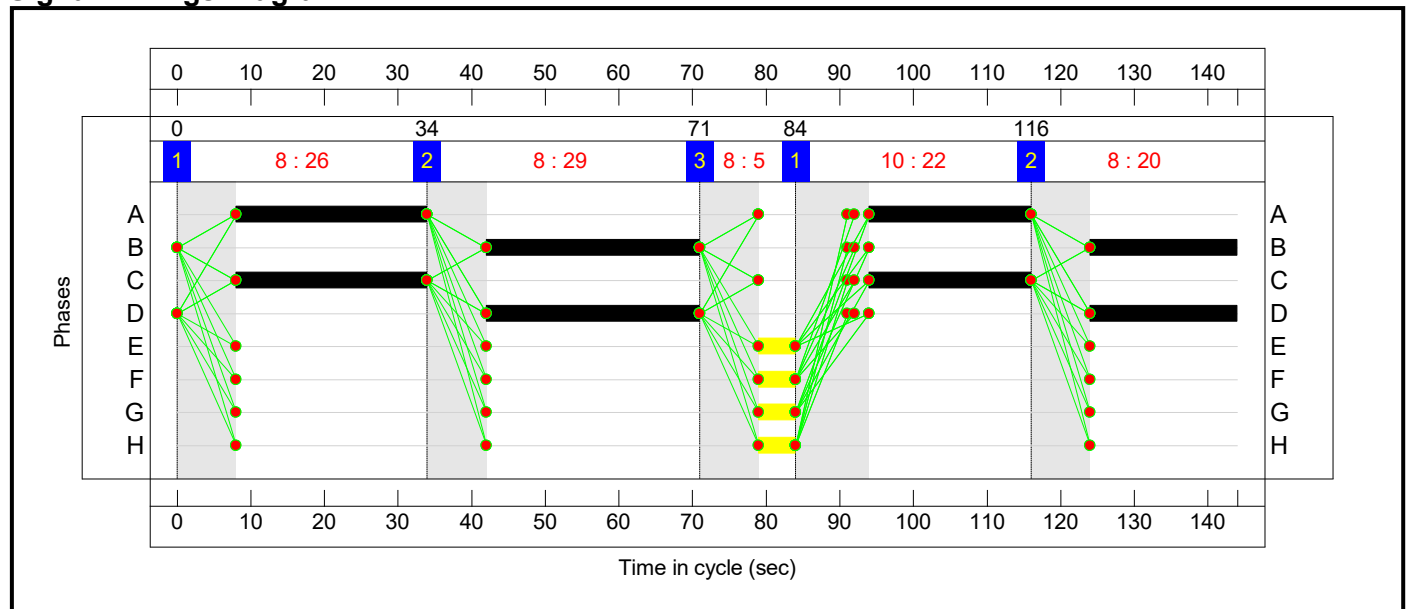
Stage Sequence Diagram



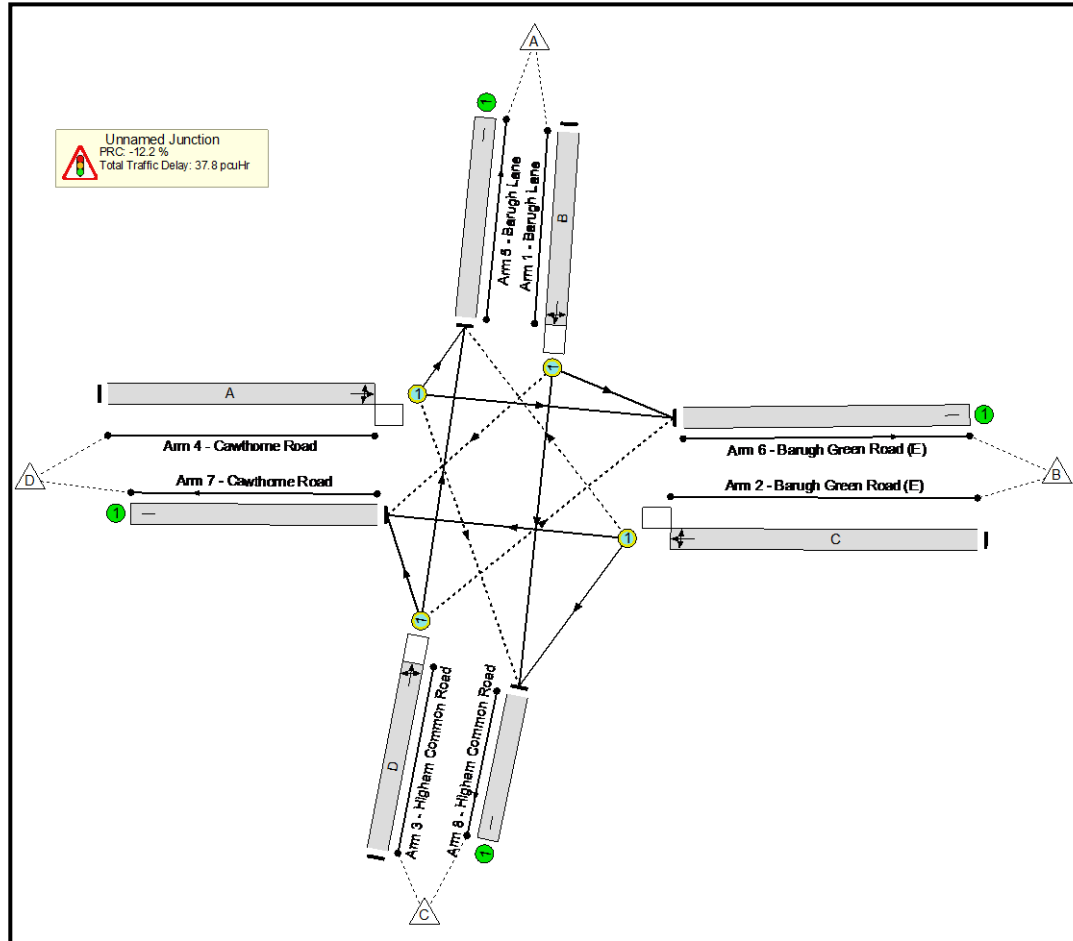
Stage Timings

Stage	1	2	3	1	2
Duration	26	29	5	22	20
Change Point	0	34	71	84	116

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

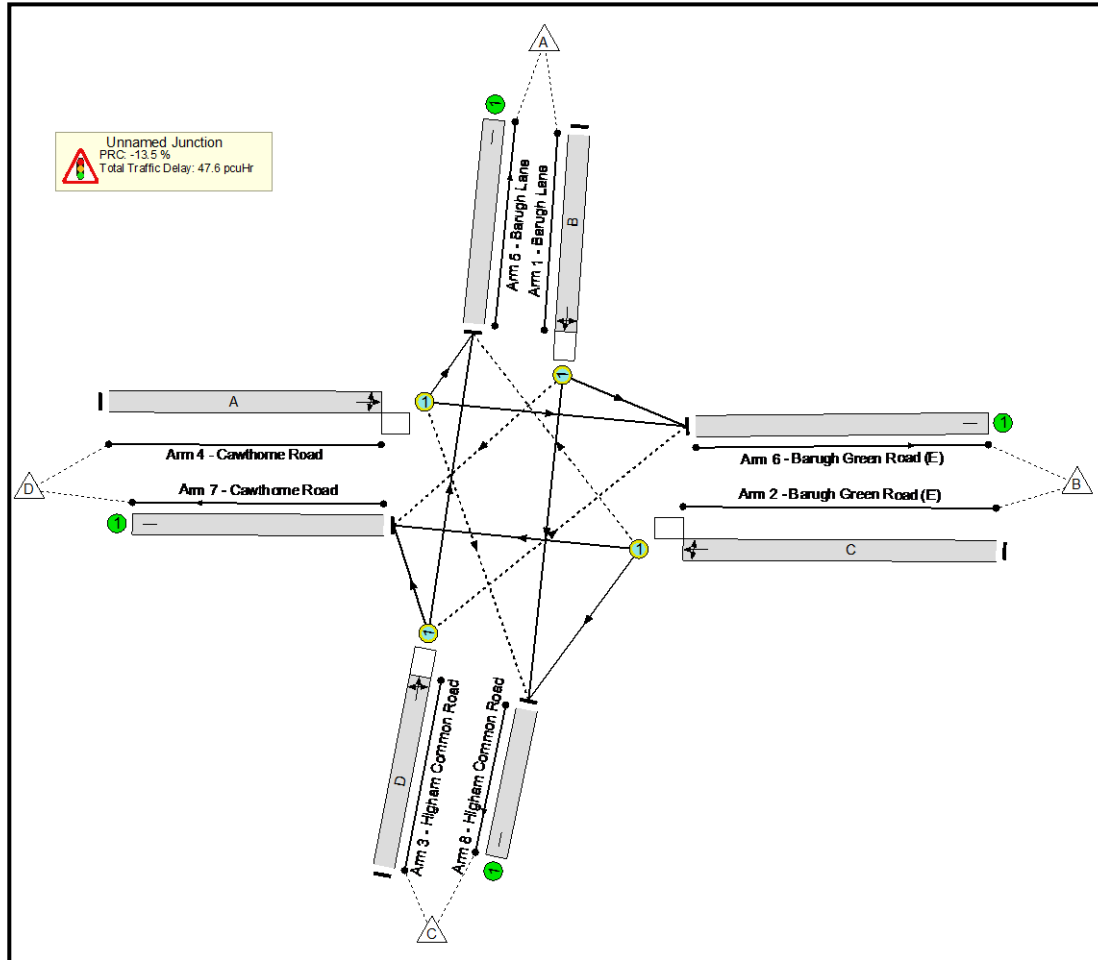
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barugh Green Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	100.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	100.9%
1/1	Barugh Lane Left Right Ahead	O	N/A	N/A	B		2	49	-	460	1512	528	87.2%
2/1	Barugh Green Road (E) Right Ahead Left	O	N/A	N/A	C		2	48	-	410	1720	406	100.9%
3/1	Higham Common Road Ahead Right Left	O	N/A	N/A	D		2	49	-	333	1660	341	97.6%
4/1	Cawthorne Road Left Ahead Right	O	N/A	N/A	A		2	48	-	549	1898	659	83.3%
5/1	Barugh Lane	U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
6/1	Barugh Green Road (E)	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
7/1	Cawthorne Road	U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
8/1	Higham Common Road	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Barugh Green Crossroads	-	-	288	0	107	13.1	24.0	0.7	37.8	-	-	-	-
Unnamed Junction	-	-	288	0	107	13.1	24.0	0.7	37.8	-	-	-	-
1/1	460	460	99	0	11	3.0	3.1	0.0	6.2	48.2	9.3	3.1	12.4
2/1	410	406	70	0	61	4.1	11.1	0.5	15.7	137.8	10.3	11.1	21.5
3/1	333	333	93	0	35	2.4	7.3	0.2	9.9	106.9	7.4	7.3	14.7
4/1	549	549	27	0	0	3.6	2.4	0.0	6.0	39.5	12.5	2.4	14.9
5/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -12.2 Total Delay for Signalled Lanes (pcuHr): 37.76 Cycle Time (s): 144 PRC Over All Lanes (%): -12.2 Total Delay Over All Lanes(pcuHr): 37.76													

Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barugh Green Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	102.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	102.2%
1/1	Barugh Lane Left Right Ahead	O	N/A	N/A	B		2	43	-	431	1512	424	101.7%
2/1	Barugh Green Road (E) Right Ahead Left	O	N/A	N/A	C		2	54	-	657	1814	643	102.2%
3/1	Higham Common Road Ahead Right Left	O	N/A	N/A	D		2	43	-	314	1650	425	73.9%
4/1	Cawthorne Road Left Ahead Right	O	N/A	N/A	A		2	54	-	349	1817	707	49.4%
5/1	Barugh Lane	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
6/1	Barugh Green Road (E)	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
7/1	Cawthorne Road	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Higham Common Road	U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Barugh Green Crossroads	-	-	422	0	82	16.2	31.0	0.4	47.6	-	-	-	-
Unnamed Junction	-	-	422	0	82	16.2	31.0	0.4	47.6	-	-	-	-
1/1	431	424	106	0	33	4.5	12.4	0.1	17.0	141.9	13.2	12.4	25.6
2/1	657	643	200	0	47	7.6	16.7	0.2	24.5	134.3	21.9	16.7	38.7
3/1	314	314	86	0	2	2.4	1.4	0.1	3.8	43.6	8.5	1.4	9.8
4/1	349	349	31	0	0	1.8	0.5	0.0	2.3	23.5	5.5	0.5	6.0
5/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -13.5 Total Delay for Signalled Lanes (pcuHr): 47.58 Cycle Time (s): 144 PRC Over All Lanes (%): -13.5 Total Delay Over All Lanes(pcuHr): 47.58</p>													